

How To: Replace the RH upper engine mount V6

Today i replaced my engine mount as I was getting knocking sounds everytime I accelerated of decelerated hard and also the engine mount was visibly 'gone'

Firstly this 'how to' is for the mount on the 210 bhp 3.0 V6 Engine, although the set up is very similar if not the same as on the 194bhp engines (in my experience)

This is the setup of the engine mount area. Remove the ECU cover and engine cover to give yourself a 'slightly' easier job.



As you can see, the engine mount has sheered off on the bottom.





Now, so that the engine doesn't fall when removing the mount, you have to use a jack to raise the engine. It's best to use a piece of wood over the jack to avoid damaging the underside of the engine, as the wood spreads the weight of the engine across the wood rather than one point.



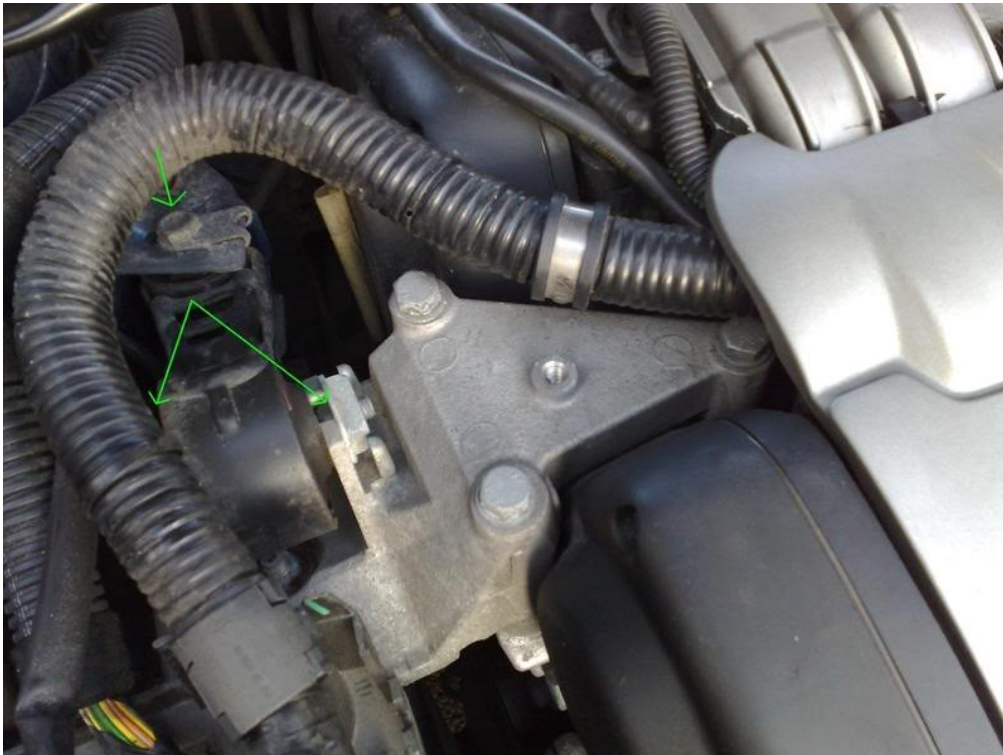
Remember, you don't need to jack the engine up much, you just need to jack it up a little in order to maintain the general engine height. There's not much difference, but you should be able to see the different heights of the jacks when comparing the last picture and this one:



Once, The engine has been jacked up and is firmly secure, its time to start removing the bolts to gain access and move the engine mount. Firstly you need to use a size 20 torx bit to remove the screw holding the ECU wiring. Doing this at this stage will allow you to move the ECU wiring easier to gain access to the other bolts.



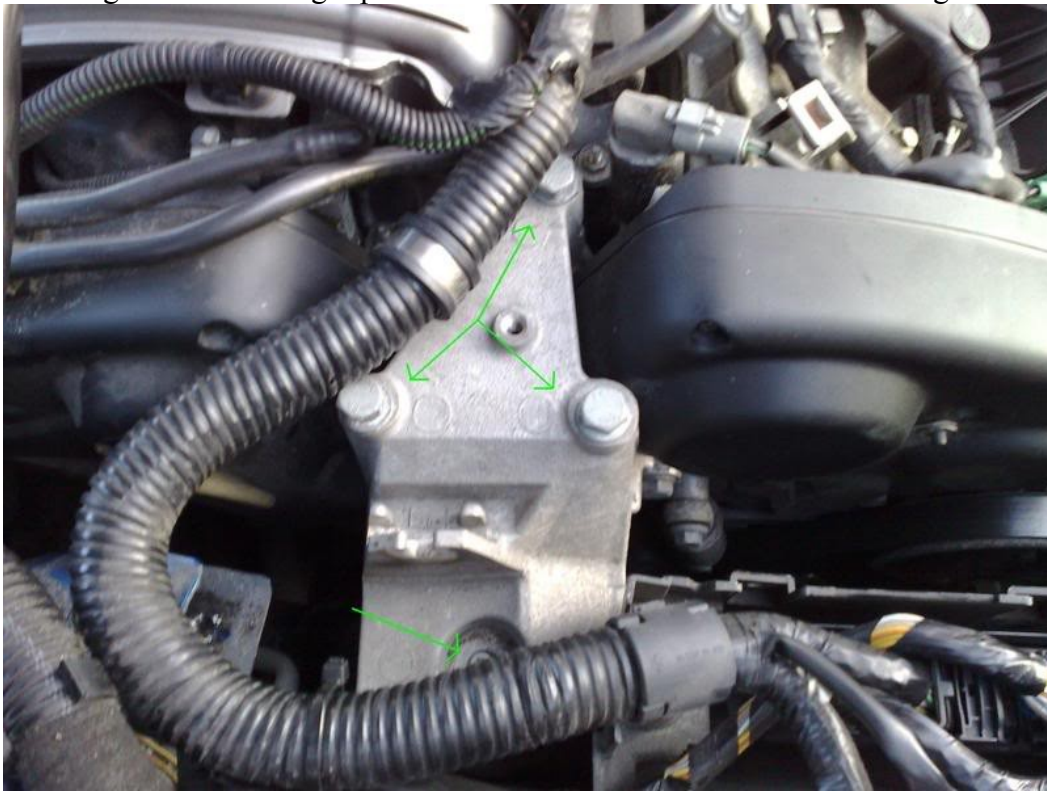
Now you need to remove the stabilizer arm. This is done by removing the single bolt nearest to the windscreen, and then the bolts which slots through the front of the stabilizer arm. All the bolts will be size 16 metric (well they were on mine) You should inspect the stabilizer arm for wear in the rubber sections as this may need to be replaced also (in my case the small rubber end has worn a little so I will be replacing that soon)



Once these bolts are removed, the stabilizer arm can be taken out easily, which then gains access to the top of the mount.



The next step is to remove the 4 bolts holding the upper metal engine mount in place, the one direct above the rubber engine mount being replaced and three on the metal mount to the right.



Once the 4 bolts have been removed the upper metal engine mount will just lift off, which will then give direct access to the rubber mount being replaced.



If your old engine mount is anything like mine was then it will just lift out and look like this... not very good at all:



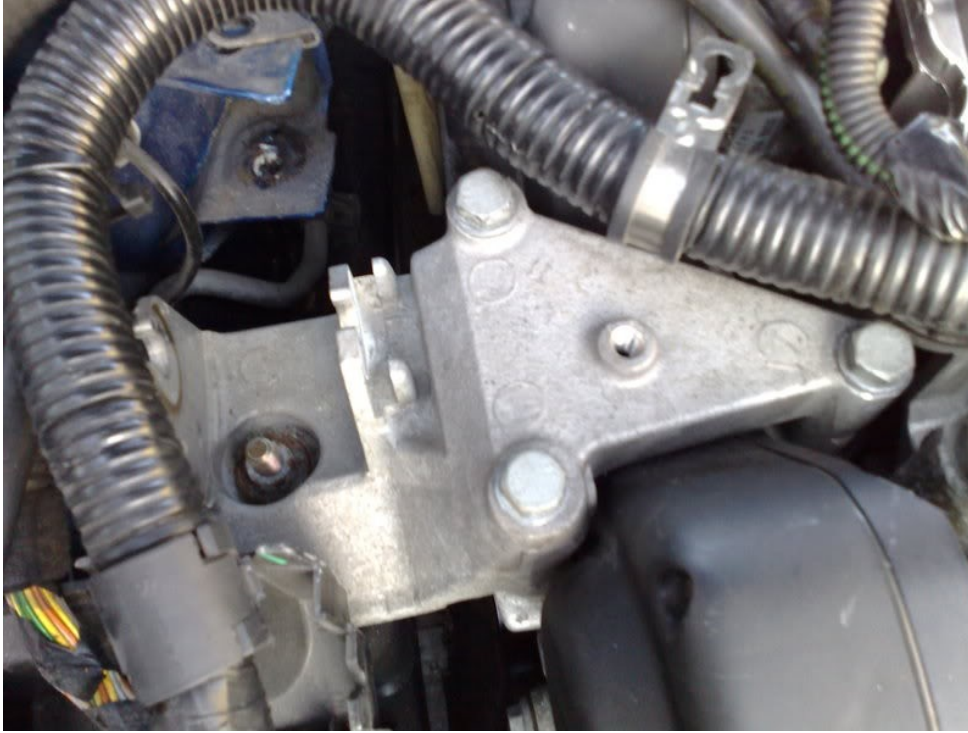
Now the engine mount has been removed you will be left with the bottom of the old mount still attached to the car. Hopefully this will be easy to just remove by twisting the remains out, as its actually the bottom bolt still attached, but mine was a b*tch and wouldnt come out, so I welded a bolt to the middle of the remains and then just used a ratchet to undo the bolt



Now its time to fit the new rubber mount, get the rubber mount. Position the mount so that the metal end is on the bottom, then just twist the mount in the hole until its very tight, i just tightened using my hand and then a screw driver (or something similar) to put in the 3 notches on the top of the rubber mount to make sure the mount is in tight enough.



Next put the upper metal engine mount back in place. I found here that the new mount is taller because it hadn't been compressed with the engine weight yet, so I jacked the engine up a little more so the bolts could reach the sockets. Once everything is in place, tighten the 3 bolts on the upper metal engine mount (remember to do them bit by bit equally because if you tighten 1 up fully and then the next, you'll find you have trouble doing the last one) Then replace and tighten the bolt directly on top of the rubber engine mount.



Now refit the stabilizer arm and replace/tighten the bolt which goes downwards on the windscreen end and the bolt which goes horizontal through the other end (I found it easier slot the horizontal bolt through rubber end before you refit the stabilizer arm, this is because the bolt is so long, it isn't possible to slot the bolt through once the stabilizer arm is refitted unless you remove the ECU box, which is unnecessary)
Once the bolts have been tightened, replace the engine cover and the ECU cover.



Job DONE!!! 😊

Now have a drink, then go out for a spin and you will notice a major difference... no hesitation and the car will pull much smoother 😊

REMEMBER to check every bolt to make sure they are all tight enough, you wouldn't want your engine to fall when driving now, would you?!