

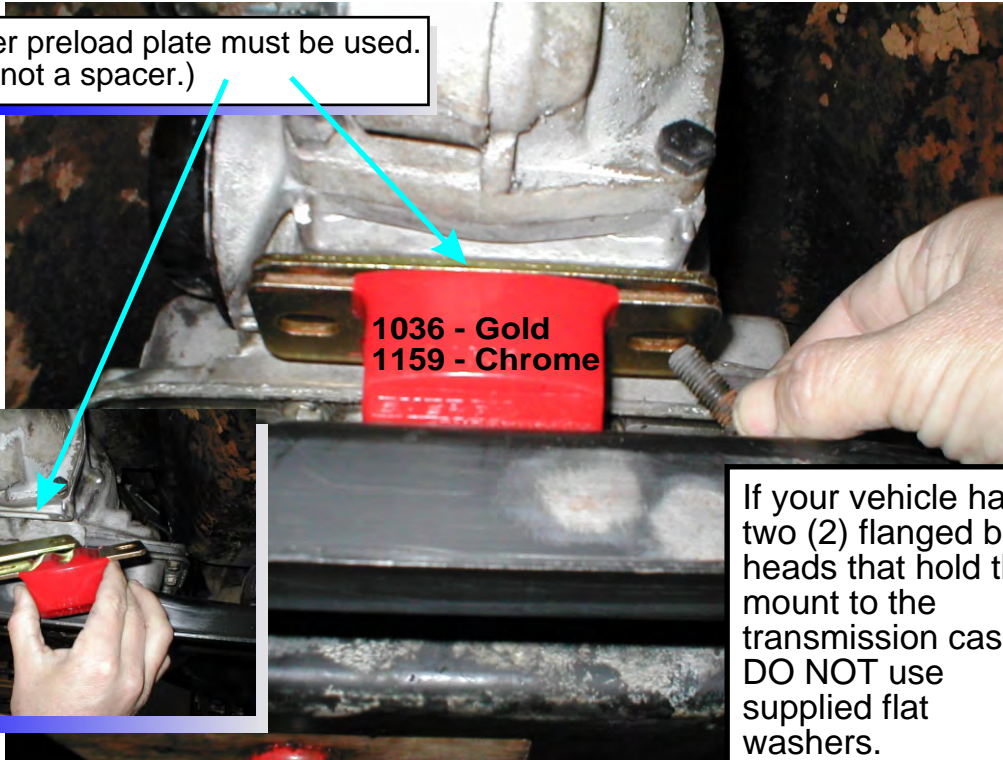
Instruction Sheet

This mount holds
US Patent # 5,551,661
Set # 3-1108 (Gold plated) Set# 3-1132 (Chrome Plated)
GM Multi-application transmission mount. One and two bolt style.

ENERGY
SUSPENSION 
 1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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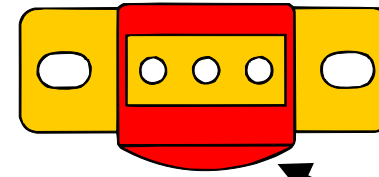
Upper preload plate must be used.
 (It is not a spacer.)



1036 - Gold
 1159 - Chrome

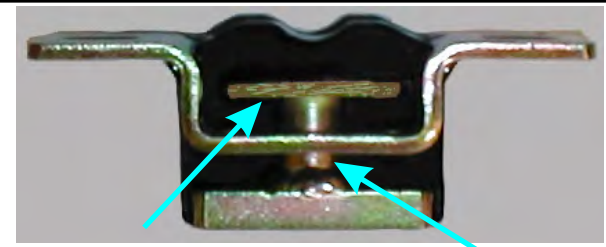


If your vehicle has two (2) flanged bolt heads that hold the mount to the transmission case, **DO NOT** use supplied flat washers.



Install mount
 with radius
 toward rear of
 vehicle

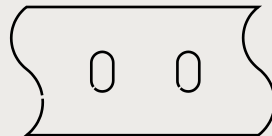
The urethane transmission mount was designed for use as a two bolt or single center bolt mounting application. On the single bolt style, one of the supplied bolts will not be used. Do not use this extra bolt assembly anywhere else as most of the other positions are metric.



Side view (cutaway) showing safety interlock

Crossmember center section diagram

Single stud style



2 bolt style

Before installing the new mount, be sure to check the transmission crossmember for cracks or damage at the slotted hole areas. Repair or replace the crossmember if any damage is evident. On high performance(race condition) applications, reinforcing the area around the mounting point of the crossmember is recommended. This type of crossmember has an inherent problem with stress cracks around the bolt holes. Always check the front engine mounts and replace if necessary.

Tighten all fasteners to factory specifications.

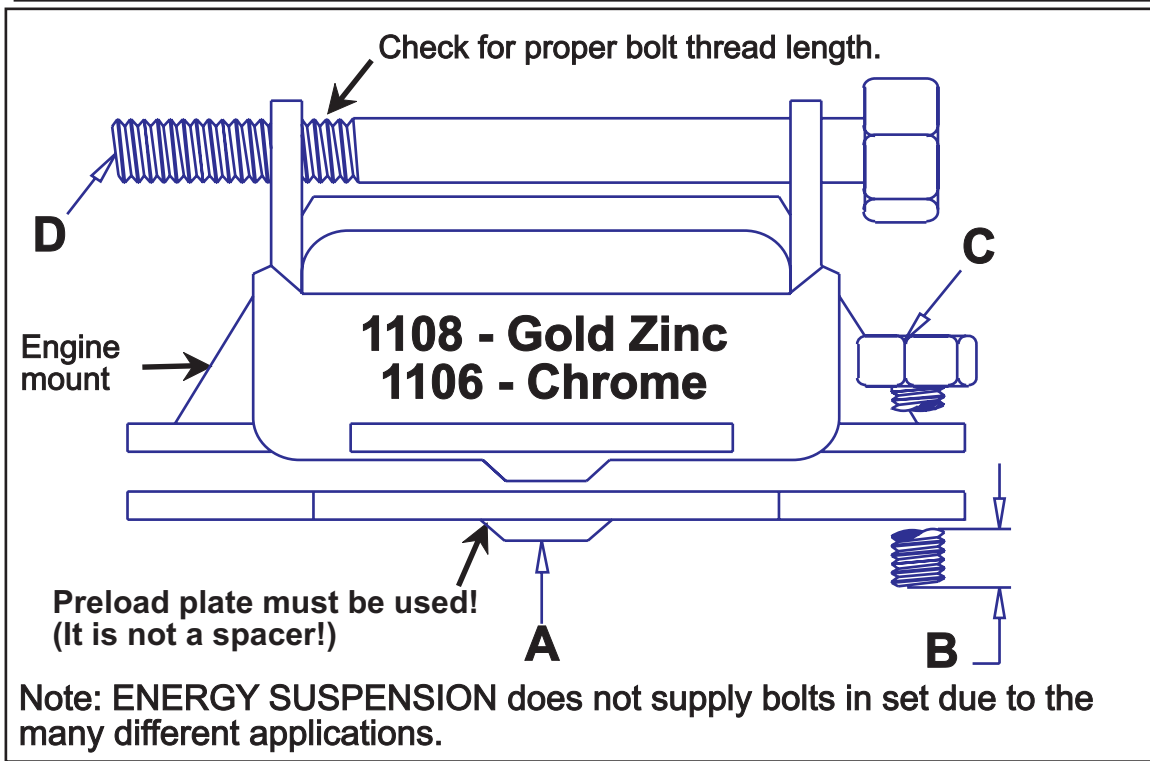
Instruction Sheet

Set #3-1114 (Gold Zinc Plated) Set #3.1115 (Chrome Plated)

These mounts are the "Short & Wide" style.



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- A. The preload plate must be installed with the protrusion facing the engine block.
- B. Bolt thread length must be at least 1 ½ times diameter of bolt.
- C. Torque to 25-35 FT. LBS.
- D. Torque to 40-45 FT. LBS.

ENERGY SUSPENSION recommends replacing both right and left side engine mounts at the same time. Use a new lock nut at the frame bracket cross bolt location.

Note: Due to the many variations of aftermarket headers, you may need to fabricate a heat shield or use header wrap to keep excessive heat from your new engine mounts.

ENGINE MOUNT REMOVAL

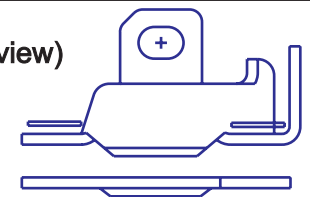
1. Disconnect battery for safety.
2. Support engine with jack under suitable location or under oil pan with wood block.
3. Remove bolts and nuts securing mounts to frame bracket.
4. Raise engine slightly with jack. (Clearances between fan and shroud are slight, use caution when jacking.)
5. Remove bolts or nuts attaching mounts to block.

ENGINE MOUNT INSTALLATION

(Note: Due to unknown variation in aftermarket and factory engine mount bracket thickness, you must **check bolt thread length**. ENERGY SUSPENSION suggests that bolt thread length be no less than 1 ½ times the bolt diameter.)

1. Position mount to block and install attaching hardware.
2. Lower engine into position and install bolt through frame brackets.
3. Remove jack.
4. Torque all nuts and bolts to factory specifications. (See notes "C" and "D")
5. Check fan and shroud for proper clearances.

(Engine mount side view)



17247

5/21/98 JBF.
Updated 12/FEB/02 BRH
Updated 2-27-04
6/JUL/07 BRH

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