Atomic Fabrication and Performance Motor Mount Installation Tips

V1.0

This is meant to provide some helpful notes during installation of any of my motor mounts. These are not complicated components but can be tricky at times so these tips may help.

Poly Engine Mounts

- Do not overtighten the main center bolt. It uses a locking nylon nut and will not loosen and does not need to be tight, when the nut is snug against the side is fine.
- Overtightening the center bolt may lead to excessive vibration
- I find it easier to leave the two halves connected together during the installation since the center bolt is a close tolerance fit.
- If the engine is out and going to be installed, it will probably be easier to attach to the engine first before installing into the frame.
- There is some slight wiggle room by design with the holes on the block if the mount needs to be adjusted slightly, as well the as the bolt holes on the frame slide are slotted.
- If you need to adjust the engine slightly, loosen all of the bolts (a couple turns is fine), use a jack or hoist to reposition the engine if necessary, then tighten all bolts to factory specs.
- If ordered “raw” be sure to paint, powdercoat, or otherwise seal the surface as it is steel and will rust when exposed to rain/water.

Solid Engine Mounts

- Recommend having a second person help with the installation if replacing the engine; one person to operate hoist and guide engine from one side and the other person to guide from the other side.
- Solid mounts are by nature more challenging to install than poly mounts since there is zero give and adjustment in the mount itself, so the engine may need to be repositioned several times as it is lowered into place.
- Recommend installing all engine side bolts within 1 turn of tight, then when you get everything in position fully tighten all of the bolts to factory specs.
- If ordered “raw” be sure to paint, powdercoat, or otherwise seal the surface as it is steel and will rust when exposed to rain/water.