



40 Huntingwood Drive Huntingwood NSW 2148

Phone: (02) 8825 1999 Website: www.aeroflowperformance.com

INSTALLATION MANUAL

AEROFLOW PERFORMANCE

ENGINE MOUNTS

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance engine mounts. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1979 and have the product part number on hand when calling.

Aeroflow Performance engine mounts are a great upgrade for your daily driver, high performance or competition car. Be sure the engine sits in the right place every time with these engine mounts that are designed as a direct bolt up for conversion cars and also OEM replacement with no extra adapters required. Due to excessive movement the factory OE engine mounts are prone to failure or just everyday wear and tear. The black polyurethane bushes and high-quality steel mounts isolates the engine from the chassis, resulting in vibration suppression and allowing the power to get to the ground where it is needed. The two-piece bolt together design of these engine mounts allow the end user to split the two halves for ease of removal or installation of the engine to the chassis.

This engine mount will specifically suit Holden Commodore VB, VC, VH, VK, VL, VN, VP, VR, VS models with factory V6 engine and V6 K-Frame when converting to the GM LS1, LS2, LS3, LSA or LSX engines. Material Hardness on all engine mounts are HS 85.

These are Designed for the VN-VS V6 K Frame. Commodore K Frames are interchangeable from VB-VS some other changes will be required along the way when fitting this K Frame.

For more information or technical enquires

Contact: Aeroflow Performance on

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INSTALLATION GUIDELINES

These engine mounts are designed with some factory clearances in mind. Although it is important to note not every make and model is the same from car to car. Each installation will not be the same and each case may or may not require modifications.

All engine mounts are pre-assembled from factory. Ensure that all nuts and bolts are tighten to factory specs upon completion of engine installation.

All Aeroflow engine mounts use a specifically engineered poly-urethane bush, this means they will be stiffer than your standard rubber engine mounts. This will increase the noise, vibration and harshness when comparing to standard OE engine mounts.

In many cases, our engine mounts simply install just as their rubber OE counterparts. It is recommended that, if you are unfamiliar with this type of work, that you refer to a qualified automotive mechanic. If you choose to do this work yourself, it is recommended that a factory service manual be obtained for the proper procedures pertaining to removal, replacement and proper torque specifications for your vehicle.

Prior to installation, make sure that your vehicle is in excellent mechanical condition and that there is no existing suspension or steering problems.

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 the vehicle battery for safety.
2. Raise vehicle to suitable height and support properly to allow easy access to the engine.
 - I. NOTE: BE SURE VEHICLE IS SECURELY SUPPORTED BEFORE GOING UNDERNEATH
3. Support motor with engine crane or find a suitable jacking location near the front of the engine block.
 - I. Do not lift on the engine via crankshaft pulleys or oil pan. Severe damage could occur to these components.
 - II. If available, use an engine hoist to raise engine.
 - III. If access is too tight engine removal may need to take place. Follow all instructions from factory service manual.
4. Raise the engine to a height necessary to remove load from the engine mounts.
5. Remove OEM/Factory Engine mounts + brackets.
 - I. When removing the engine mounts, you may be required raise the engine again to allow enough clearance between the engine mounting brackets and motor mounts.
 - II. BE CAREFUL NOT TO CAUSE DAMAGE TO OTHER ENGINE COMPONENTS BY RAISING THE ENGINE TOO HIGH, ie, DISTRIBUTOR CAP ON FIREWALL, FAN, etc.

ENGINE MOUNT INSTALLATION

1. Check the engine mounts for any markings ('P' for Australian Passengers Side, 'D' Australian Drivers Side) or if there are no marking the mounts are universal, but as a rule of thumb bolt heads should face to the front of the car.
2. Position the correct engine mount to block on each side and loosely install attaching hardware.
3. Lower the engine into position and place the long bolt through the engine mount plate and crossmember, (chassis or K Frame depending on model of vehicle) and nip up allowing some play, repeat for both sides.
4. Set engine position, inline front to back and tighten the bolts through the mounts to the engine.
 - I. Ensure to check level of engine left to right and back to front.
5. Torque all bolts to the factory settings from the engine mount to the crossmember.
6. Tighten the through bolt in the engine mount. These engine mounts use a chrome moly crush tube to ensure no damage can be caused to the polyurethane bush.
7. Slowly lower and remove all components supporting engine.
8. Start car, if harmonic transfer is excessive, loosen nuts off again and start car this may help settle mounts into a set position to reduce harmonics, tighten back up ad road test.