

CorkSport Motor Mount Inserts 2004-2010+ Mazda3



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WARNING: Thoroughly read the precautions and instructions that come with your Floor Jack and Jackstands as well as your vehicle's owners manual for appropriate jacking methods and jacking / support points. Always double up support on a vehicle - Jack Stands and Floor Jack /etc.



BE SAFE: When under the car, you should be wearing mechanics gloves or some sort of hand protection as well as ansi approved safety glasses to prevent any road debris from getting into your eyes.



NOTE: These instructions were written for reference only and the use of a factory service manual is recommended. Please read these instructions thoroughly prior to starting installation.



NOTE: Before you start the installation of these motor mount inserts, it is a good idea to inspect the other two motor mounts to ensure that they have not failed - if they have, stiffening up one of the other chassis connections will make them vibrate on takeoff. The passenger motor mount is oil filled and if failure has occurred, you'll notice it as oil on the passenger inner fender under the mount.

Part Number: Axl-6-125 Time Estimate: 20-40 Min. Wrench Rating: 2/5	Model Mazda3	Year 2004-2010+	Trim All
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TOOLING LIST: 3/8 Drive Ratchet 17mm Socket 19mm Socket FtLb Torque Wrench Jack Stands & Floor Jack	PARTS LIST: 1. Top side Rear Motor Mount Insert 2. Bottom side Rear Motor Mount Insert
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For help with installation, call 360-260-CORK (2675)

INSTALLATION INSTRUCTIONS: CORKSPORT MOTOR MOUNT INSERTS 2004-2010+ MAZDA3

1: SUPPORT CAR ON FLOOR JACK/JACKSTANDS OR LIFT.

USE A FLOOR JACK AND JACKSTANDS TO GAIN ACCESS TO THE UNDERSIDE OF THE VEHICLE. ALWAYS REFER TO THE FLOOR JACK AND JACKSTAND MANUFACTURERS INSTRUCTIONS AS WELL AS THE FACTORY OWNERS MANUAL FOR YOUR VEHICLE TO DETERMINE JACKING POINTS AND SUPPORT POINTS.

2: REMOVAL OF FACTORY MOTOR MOUNT

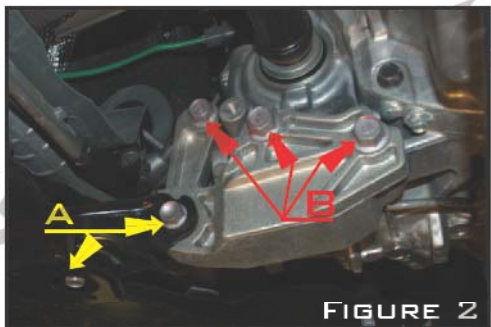


FIGURE 2

WE'LL BE WORKING UNDER THE CAR AT THE REAR OF THE ENGINE FOR THIS JOB, DIRECTLY BEHIND THE BACK EDGE OF THE ENGINE UNDERTRAY. UNBOLT THE TWO 17MM HEX HEAD MOTOR MOUNT FASTENERS SHOWN IN **FIGURE 2, A.** (PLACE THEM IN A LOCATION WHERE YOU CAN IDENTIFY WHICH IS WHICH, THEY ARE DIFFERENT - IF YOU GET CONFUSED, THE ONE WITH THE LARGER SHANK IS THE VERTICAL BOLT).

3: REMOVAL OF MOTOR MOUNT ATTACHMENT BRACKET.

REMOVE THREE 17MM HEX HEAD BOLTS FROM ATTACHMENT BRACKET (**B** ON **FIGURE 2**) AND REMOVE THE BRACKET. REMOVE THE MOTOR MOUNT, IT SHOULD COME OUT WITH VERY LITTLE EFFORT WHEN THE BRACKET IS NOT OBSTRUCTING IT'S WAY.

4: INSTALL MOTOR MOUNT INSERTS.

THE INSERTS ARE UNIDIRECTIONAL, THE TWO SIDES OF THE MOUNT ARE DIFFERENT AND EACH INSERT ONLY FITS ONE SIDE. THE SMALLER DIAMETER GOES ON THE TOP (SEE **FIGURE 4A**) LARGER DIAMETER INSERT GOES ON THE BOTTOM (SEE **FIGURE 4B**).

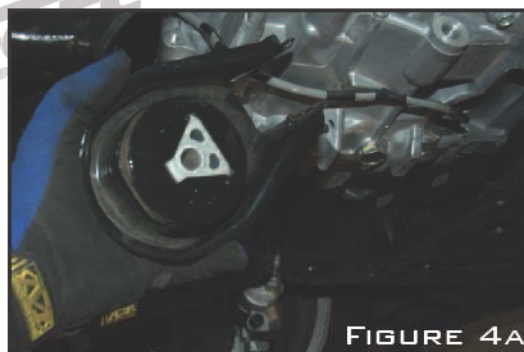


FIGURE 4A

5. REINSTALL MOTOR MOUNT & BRACKET

A. PLACE THE MOTOR MOUNT BACK INTO PLACE BETWEEN THE TWO SHEAR PLATES ON THE SUBFRAME. DUE TO THE ADDITION OF THE NEW THICKER THRUST SURFACES ON OUR URETHANE INSERTS, THE MOUNT MAY HAVE TO BE TAPPED BACK INTO PLACE WITH A MALLET OR HAMMER, BUT BE GENTLE, IT DOESN'T TAKE THAT MUCH FORCE.



FIGURE 4B

B. INSTALL THE BOTTOM BOLT INTO THE MOTOR MOUNT THROUGH BOTH OF THE SHEAR PANELS. REINSTALL THE BRACKET TO THE MOTOR MOUNT. REINSTALL THE SECOND MOTOR MOUNT BOLT THROUGH THE BRACKET AND REINSTALL ALL THREE BRACKET BOLTS, MAKING SURE TO GET THEM THREADED BY HAND TO START - THEY ARE THREADED INTO YOUR TRANSMISSION WHICH IS ALUMINUM. BE GENTLE! ONCE ALL BOLTS HAVE BEEN HAND STARTED, TORQUE ALL FIVE BOLTS TO 70 FT LB OF TORQUE. SAFELY JACK THE VEHICLE UP AND REMOVE YOUR JACKSTANDS AND LOWER THE VEHICLE TO THE GROUND.

THE MOTOR MOUNT INSERTS WILL BREAK IN OVER THE COURSE OF THE NEXT 1-2 WEEKS. If you experience substantial vibration after installation, inspect your side motor mounts - they are oil filled and can fail very early (20-30,000 miles). While the CorkSport motor mount inserts won't negatively effect the longevity of the side mounts, they certainly can make it obvious when the side mounts have failed prior to installation of the CS Motor Mount Inserts but shown no symptoms. You can usually see oil leaking onto the passenger side fender when the side mount has failed.