

CorkSport Stage 2 RMM

2007 – 2013 Mazdaspeed 3



Introducing the CorkSport Stage 2 RMM for the 1st and 2nd generation Mazdaspeed 3. The CS Stage 2 RMM takes a new look at the OE RMM design with improved geometry and force loading providing a high performance engine mount that does not sacrifice style and NVH. Let us know your thoughts about the CorkSport Stage 2 RMM by submitting a review at: <https://corksport.com/mazdaspeed-3-stage-ii-engine-mount.html>

Pre-Installation Notes:



Use extreme caution while working under the vehicle. Use adequate load rated jack and jack stands to support the vehicle on a level surface. Please reference vehicle owners manuals for proper jacking locations.



Make sure your vehicle is completely cooled down prior to starting installation. If you are going to work on your car within an hour or two of having driven it, use a fan to cool off the car.



These instructions were written for reference only and the use of a factory service manual is recommended.



How our instructions work: To best cover all of our customers experience levels, we have included a table of contents/order of operations along with step-by-step instructions.



These in car installation photos were produced using a 2013 Mazdaspeed 3. 2007-2013 Mazdaspeed 3 will be similar.

Materials and Time:



General Info.

Part #: GEN-6-227-10
Time Est: 2 hours
Wrench Rating: 2/5



Tooling List

17mm 3/8 or 1/2 Drive Socket
19mm 3/8 or 1/2 Drive Socket
23mm 3/8 or 1/2 Drive Socket
3/8 or 1/2 Ratchet
3/8 or 1/2 Torque Wrench



Parts List

1. One CorkSport Assembled RMM Brace Bar
2. One CorkSport RMM Mounting Plate
3. One Stainless Steel Flat Washer
4. One M14x1.5x90mm Bolt
5. One M14 Flat Washer

Need Help With Your Installation?
Call (360) 260-CORK



Part # GEN-6-227-10



Order of Operations & Table of Contents



Disassembly

Section 1: Remove the OEM RMM

Pg. 2



Assembly

Section 2: CorkSport Stage 2 RMM Installation

Pg. 3

Detailed Instructions

1. Remove the OEM RMM

- a) Position the vehicle on a level surface.
- b) Raise the vehicle with a jack stand and support the vehicle with jack stands in the OE recommend locations.
- c) Locate the OEM RMM in **Figure 1a**.

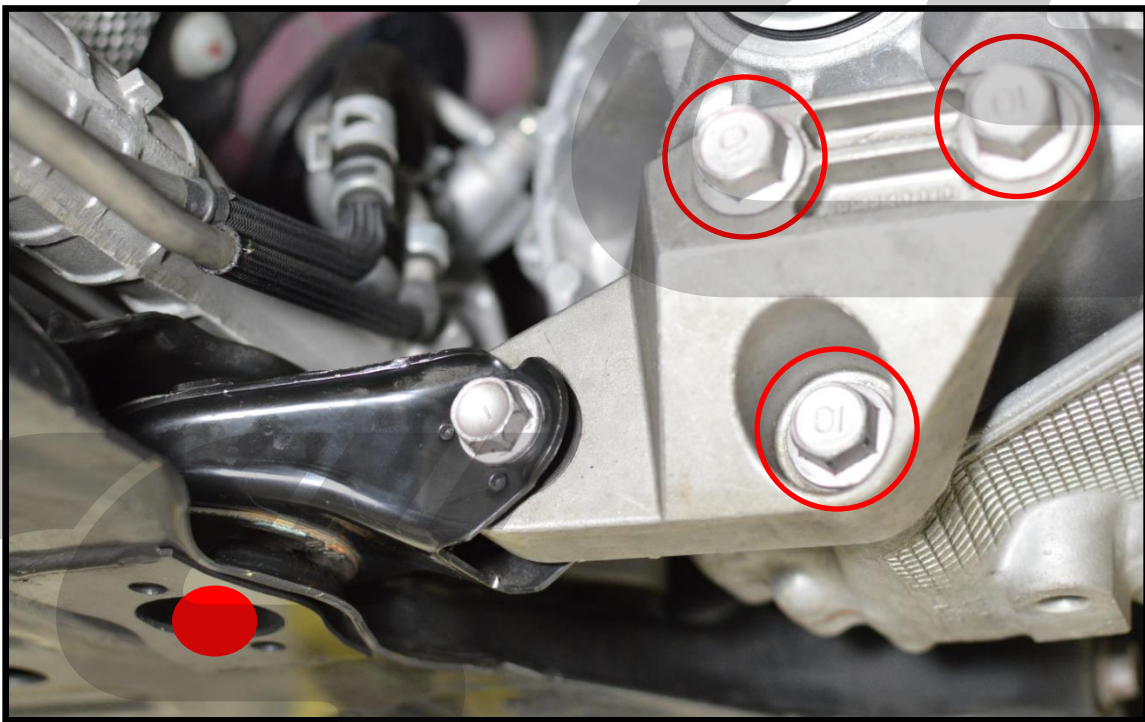


Figure 1a

- d) **Disassemble the OEM RMM assembly.** Remove the three 19mm flange bolts attached to the transmission shown with the **red circles in Figure 1a**. Note: two of these bolts will be reused.
- e) **Remove the OEM RMM.** Remove the one 17mm bolt shown with the **red dot in Figure 1a**.
- f) **Remove OEM assemble from the vehicle.**

Detailed Instructions

2. CorkSport Stage 2 RMM Installation

- a) **Figure 2a** shows how the CS RMM should be assembled on the vehicle. All lettering on the brace bar and mounting plate should be facing the right hand side of the vehicle.
- b) Install the chassis side of the brace bar with the OEM bolt loose.
- c) Install the mounting plate onto the bushing sleeve.
- d) Install the provided M14 bolt and washer.
- e) Install the stainless steel flat washer onto the bolt transmission side.
- f) Pivot the brace bar over to the transmission until flush.
- g) Thread in the M14 bolt loose.
- i) Rotate the mounting plat into position and install the two OEM 19mm flange bolts.
- j) Torque the 19mm bolts circled in red in **Figure 2b** to **80-85 ft-lbs.**
- k) Torque the bolt circled in blue with a 23mm socket to **80-85 ft-lbs.**
- l) Torque the 17mm bolt shown with the red dot in **Figure 2b** to **61-66 ft-lbs.**

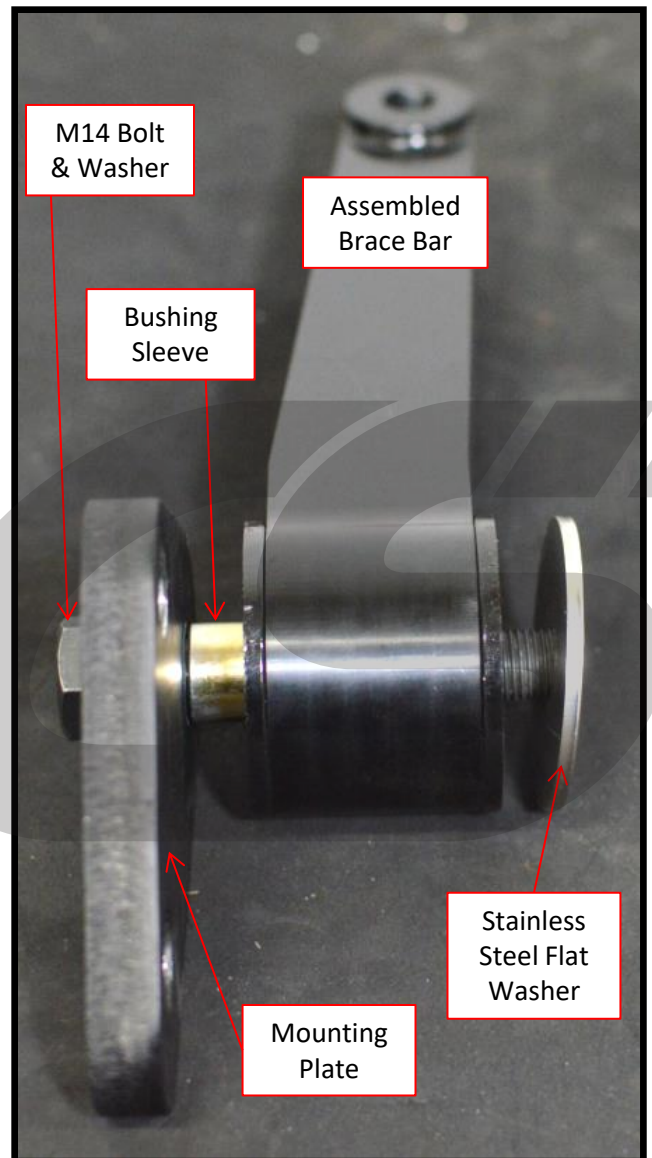


Figure 2a



Figure 2b

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What's Next:

CorkSport
MAZDA PERFORMANCE

CorkSport VTA BPV

The CorkSport Binary VTA BPV provides features and performance to suit stock cars and on up to big turbo high power setups. The CorkSport Binary VTA BPV holds 50psi, responds in 50 milli-sec, and won't stall your car every shift. All this comes in a compact design with nozzle adjustability to allow for easy installation in even the most cramped engine bay or with custom piping.



CorkSport Lower Tie Bar

The CorkSport Lower Tie Bar for your Mazdaspeed3. Track testing and racer approved, the lower tie bar adds strength to the front suspension sub-frame by connecting the front control arm pivot points. The added strength reduces torque steer, wheel hop, and unwanted suspension movement.



CorkSport High Pressure Fuel Line

The CorkSport High Pressure Fuel Line designed for the MZR DISI. The line is designed to replace the OEM line which can be prone to failure at the brazed connection at the rail. The custom machined fittings designed to work with the OEM rail and fuel pump outlet for a bolt in design. The lines are rated to 3000psi and have been burst tested to 14000psi.



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