

CorkSport Mazdaspeed 3 Transmission Mount Insert

2010-2013 Mazdaspeed 3



Thank you for purchasing the CorkSport Mazdaspeed 3 Transmission Mount. Adding the Corksport insert to your stock mount is a very easy way to provide improved handling and reduce wheel hop. Designed to work in tandem with the stock mount, this insert provides an increase in stiffness and limits movement for a much better feel. We Hope you enjoy your new parts! Please provide feedback at: <http://www.corksport.com/corksport-transmission-mount-insert.html>

Pre-Installation Notes:



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. Please read these instructions thoroughly prior to starting installation.



How our instructions work: To best cover all of our customers experience levels, we have included an overview checklist for the more technically advanced users along with step-by-step instructions for customers that require additional detail.



These installation instructions were written using a 2013 Mazdaspeed 3. Other year Mazdaspeed3 models will be similar.

Materials and Time:



General Info.

Part #: Axl-6-124
Time Est: 1.5 hours
Wrench Rating: 2/5



Tooling List

10mm Socket
12mm Socket
17mm Wrench
17mm Socket
3/8" Drive Ratchet
12" Extension
Needle Nose Pliers
Torque Wrench



Parts List

One (1) CorkSport Motor Mount Insert

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

Checklist

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

1. Support the Car on Floor Jack/Jackstands or Lift

- a) 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. Alternately, use an automotive lift to gain access to the underside of the vehicle. Redundant support mechanisms are recommended.

2. Remove the Factory Intake and Filter Housing

- a) Remove the top mount intercooler cover (TMIC) by removing the two 10mm bolts (Figure 2a).
- b) Loosen the two (2) 10mm hose clamps on the factory rubber intake elbow (Figure 2b).
- c) Unplug the MAF housing sensor located on the air filter housing (Figure 2c).
- d) Remove the two 10mm bolts on the air filter housing bracket and remove the bracket (Figure 2c).
- e) Pull up on the filter housing and remove it along with the intake elbow and breather tube.

3. Remove the Battery Box and ECU

- a) Remove the battery cover . Lift the lid upward and foreword at the same time (Figure 3a).
- b) Remove the ECU cover by pulling upward on the side closest to the air filter (Figure 3a).
- c) Disconnect the battery terminals, with negative first then positive. (Figure 3b).
- d) Remove the ground wire on the strut tower with a 10mm socket wrench (Figure 3b).
- e) Remove the factory battery tie down bracket (Figure 3b).
- f) Remove the front battery box panel. Remove the MAF wiring harness clip and negative battery cable clip from the front battery box panel (Figure3b).
- g) Disconnect the ECU plugs (Figure 3c).
- h) Remove the battery from the battery box.
- i) Remove the battery box (red circles in Figure 3d).

4. Remove the Factory Transmission mount

- a) Remove the splash tray. Remove the seven (7) 10mm bolts and pry out the two (2) push clips with a flat blade screw driver (Figure 4a).

4. Remove the Factory Transmission mount

- b) **Remove the four 17mm bolts found under the battery box.** Remove the bracket for the battery tray (the transmission will not fall until the large 17mm bolt in the center is loosened).
- c) **Place a jack under the transmission** and slowly jack until the motor mount barely lifts from the frame rail.
- d) **Remove the 17mm bolt** and remove the transmission mount from the car (Figure 4b).
- e) **Remove the black shifter cable from the transmission** (Figure 4d).
- f) **Remove the transmission mount bracket.** Remove the three (3) 17mm nuts and bolt (Figure 4d).

5. Install the Motor Mount Insert




In the bottom side of the transmission mount there is a plastic insert that will need to be removed. 9/10 times this will fall out when removing the mount. If it does not it can be pulled out easily.

- a) **From the bottom of the mount press the insert in by hand** (Shown Figure 5a).
- b) **Install the mount back in like it was removed and reinstall the 19mm bolt in the center.** Torque to 70-112ft.lbs (green circle in Figure 5c). Remove the jack under the oil pan of the engine.
- c) **Install the four 17mm bolts found under the battery box.** Torque to 33-44ft.lbs.
- d) **Replace the skid tray.** Tighten the seven (7) 10mm bolts and two (2) plastic push clips (Figure 4a).
- e) **Replace the battery box.** tighten the three 10mm bolts in the bottom of the box (red circles in Figure 3d).
- f) **Re-connect the ECU plugs and replace the ECU cover** (Figure 3c).
- g) **Install the battery into the battery box.**
- h) **Install the front cover and battery box top back onto the battery box**(shown in Figure 3b).
- i) **Replace the filter housing and plug in the MAF housing sensor**(green circle in Figure 2c).
- j) **Replace the two 10mm bolts** on the air filter housing bracket (shown in red circle in Figure 2c).
- k) **Tighten the two (2) 10mm hose clamps on the factory rubber intake elbow** (red circle and green circle in Figure 2b).
- l) **Replace the top mount intercooler (TMIC) cover** (red circles in Figure 2a).



This completes the installation of your CorkSport Transmission Mount Insert. Let the car down off jack stands and start the vehicle. If there is any unusual sound or feeling recheck the torque on the four 17mm nuts and one 17mm bolts.

Detailed Instructions

 These instructions are made using a 2013 Mazdaspeed 3. Other years will be similar.

1. Support the Car on Floor Jack/Jackstands or Lift

- a) 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. Alternately, use an automotive lift to gain access to the underside of the vehicle. Redundant support mechanisms are recommended.



Figure 2a

2. Remove the Factory Intake and Filter Housing

- a) Remove the top mount intercooler (TMIC) cover by removing the two 10mm bolts (red circles in Figure 2a).
- b) Loosen the two (2) 10mm hose clamps on the factory rubber intake elbow (red circle and green circle in Figure 2b).
- c) Unplug the MAF housing sensor located on the air filter housing (green circle in Figure 2c).
- d) Remove the two 10mm bolts on the air filter housing bracket and remove the bracket (shown in red circle in Figure 2c).
- e) Pull up on the filter housing to pop it free from the car and remove it along with the intake elbow and breather tube.

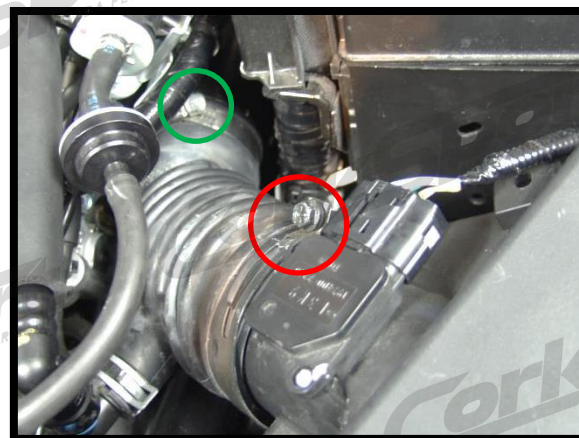


Figure 2b

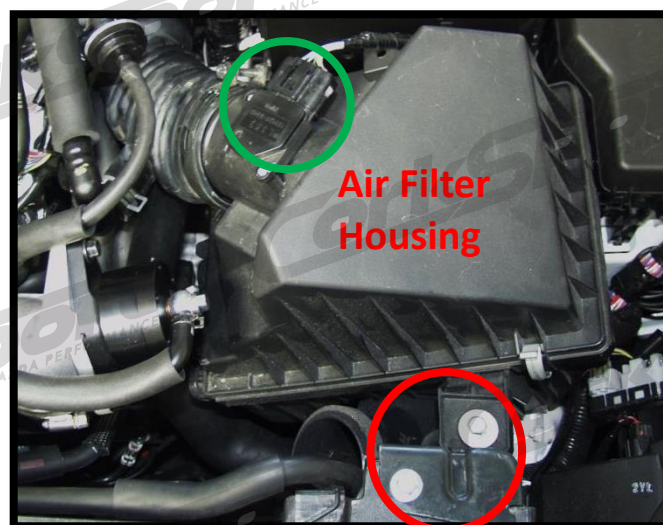


Figure 2c

Detailed Instructions

3. Remove the Battery Box and ECU

- a) Remove the battery cover by pulling the two locking tabs and lifting the lid upward and forward at the same time (red arrows in Figure 3a).
- b) Remove the ECU cover by pulling upward on the side closest to the air filter and then forward (green circle in Figure 3a).
- c) Disconnect the battery terminals, use a 10mm wrench starting with negative first then positive (positive and negative shown in Figure 3b).
- d) Remove the ground wire on the strut tower with a 10mm socket wrench (green circle in Figure 3b).
- e) Remove the factory battery tie down bracket. Remove the two 10mm nuts and pull the bracket off the battery (red circles in Figure 3b).
- f) Remove the front battery box panel. Remove the MAF wiring harness clip (blue circle Figure 3b) and negative battery cable clip (purple circle Figure 3b) from the front battery box panel using needle nose pliers to compress the clips on the inside of the battery box. Slide the panel upwards and remove it (green arrow in Figure 3b).



Figure 3a

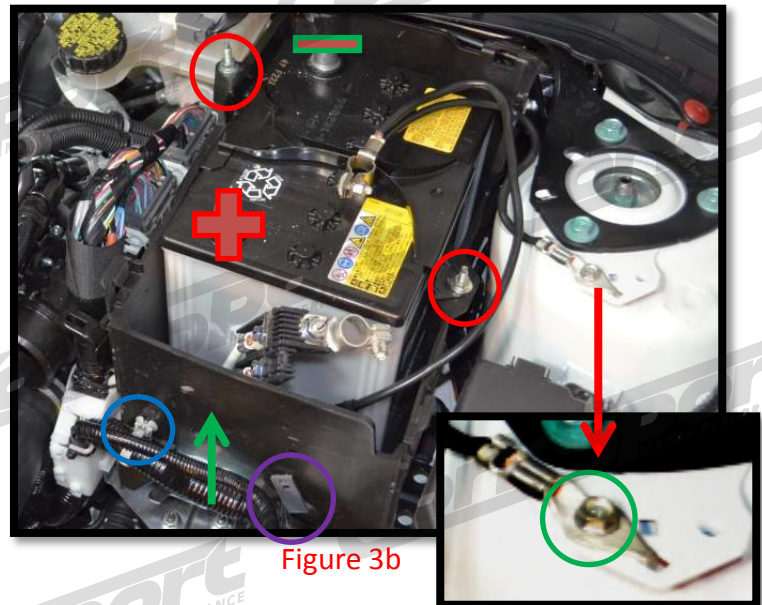


Figure 3b

3. Remove the Battery Box and ECU (continued)

g) **Disconnect the ECU plugs** by pushing on the tab (red arrow in Figure 3c) and pulling the white lock upward simultaneously (green arrow in Figure 3c).

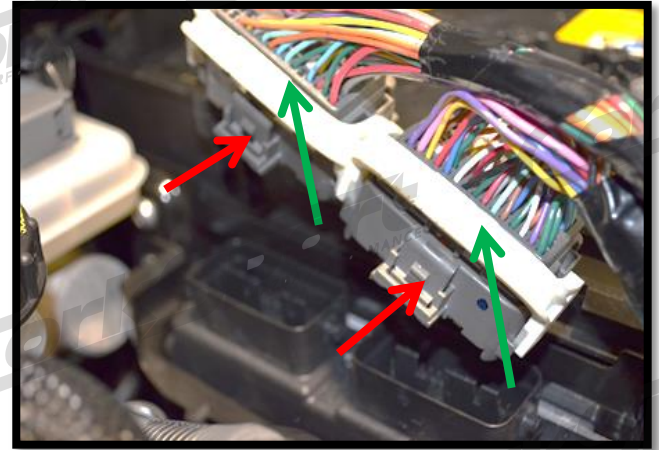


Figure 3c

h) **Remove the battery** from the battery box.

i) **Remove the battery box.** Remove the three 10mm bolts in the bottom of the box and remove the battery box and ECU (red circles in Figure 3d).

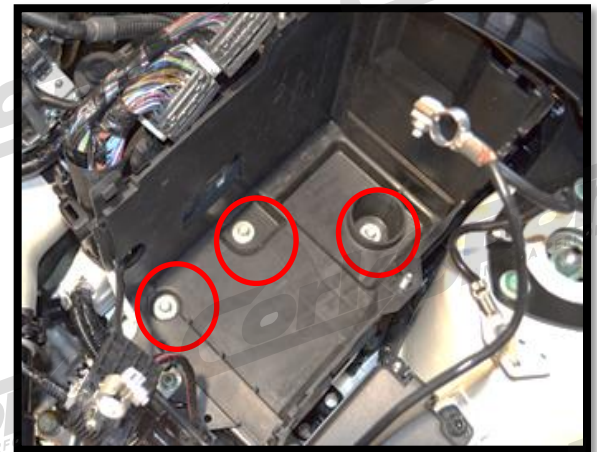


Figure 3d

4. Remove the Factory Transmission mount

a) **Remove the splash tray.** Use a 10mm socket wrench to remove the seven (7) bolts (red circles) and pry out the two (2) push clips with a flat blade screw driver (green arrows in Figure 4a).

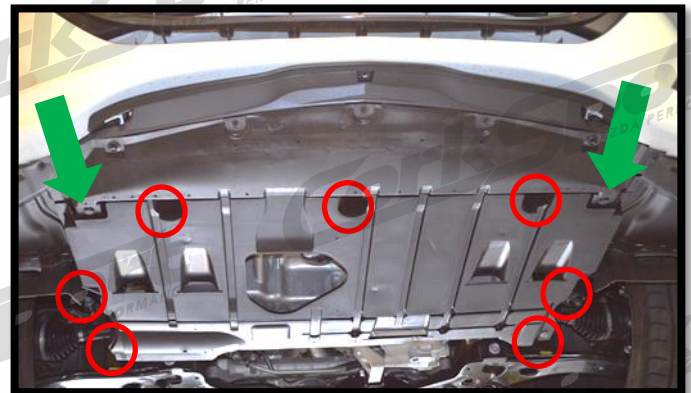


Figure 4a

4. Remove the Factory Transmission Mount (continued)

- b) Remove the four 17mm bolts found under the battery box (red circles in Figure 4b). Remove the bracket for the battery tray (this holds the transmission mount but the transmission will not fall until the large 17mm bolt in the center is loosened).

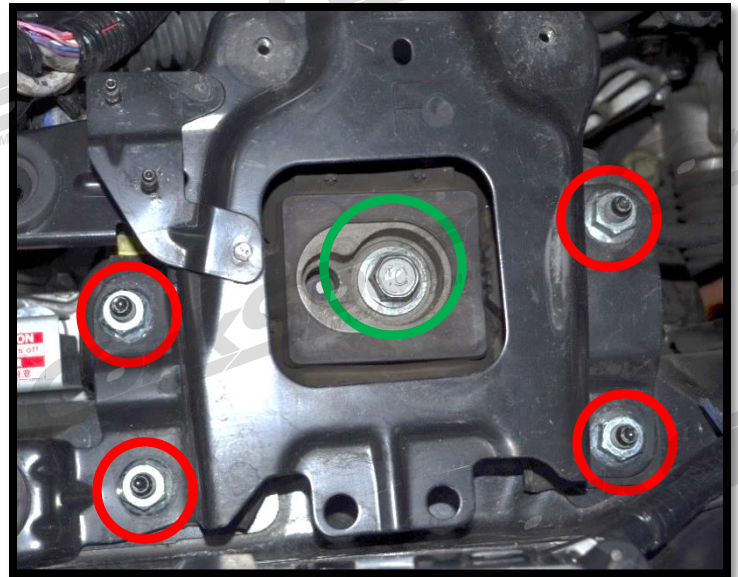


Figure 4b

- c) Place a jack under the transmission (red circle in Figure 4c) and slowly jack until the motor mount barely lifts from the frame rail.

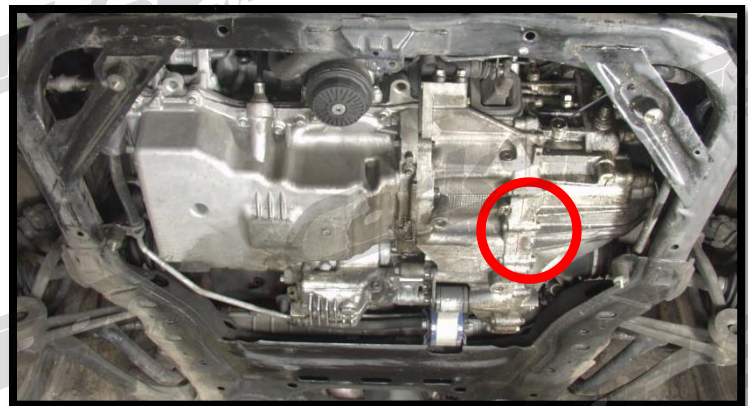



Figure 4c

- d) Remove the 17mm bolt and remove the transmission mount from the car (green circle in Figure 4b).

5. Install the Motor Mount Insert

-  In the bottom side of the transmission mount there is a plastic insert that will need to be removed. 9/10 times this will fall out when removing the mount. If it does not it can be pulled out easily.

- a) From the bottom of the mount press the insert in by hand (Shown Figure 5a). This might require clearing out the left over rubber on the factory mount from the molding process. Figure 5b on next page shows how the insert will sit once it is completely seated.



Figure 5a

5. Install the Motor Mount Insert Continued...

b) Install the mount back in like it was removed and reinstall the 19mm bolt in the center. Torque to 70-112ft.lbs (green circle in Figure 5c).



Figure 5b

c) Remove the jack under the oil pan of the engine.



Figure 5c

d) Install the four 17mm bolts found under the battery box. Shown circled in Figure 5d. Torque to 33-44ft.lbs.

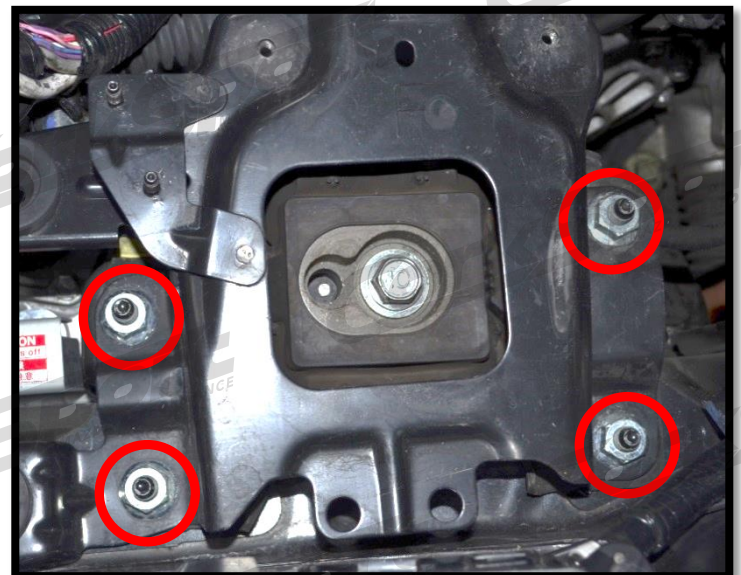


Figure 5d

5. Install the Motor Mount Insert Continued...

- h) **Replace the skid tray.** Tighten the seven (7) 10mm bolts and two (2) plastic push clips (Figure 4a).
- i) **Replace the battery box.** tighten the three 10mm bolts in the bottom of the box (red circles in Figure 3d).
- j) **Re-connect the ECU plugs** (Figure 3c).
- k) **Install the battery into the battery box.** First position and install the battery tie down. Next, install the positive battery cable onto its terminal and tighten the 10mm nut. Repeat with the negative battery terminal.
- l) **Install the front cover onto the battery box and snap the wiring harness clips into place** (shown in Figure 3b).
- m) **Install the battery box top back onto the battery box** (Figure 3a).
- n) **Replace the ECU cover** (Figure 3a).
- o) **Replace the filter housing.**
- p) **Replace the two 10mm bolts** on the air filter housing bracket (shown in red circle in Figure 2c).
- q) **Plug in the MAF housing sensor** located on the air filter housing (green circle in Figure 2c).
- r) **Tighten the two (2) 10mm hose clamps on the factory rubber intake elbow** (red circle and green circle in Figure 2b).
- s) **Replace the top mount intercooler (TMIC) cover** (red circles in Figure 2a).
- t) **Lower the car off jack stands.**



This completes the installation of your CorkSport Transmission Mount. Let the car down off jack stands and start the vehicle. If there is any unusual sound or feeling recheck the torque on the seven 17mm nuts and bolts.