21: Engine mounting

Engine mount, front, replacing

Removal

Remove
- the battery lead. See Battery, disconnecting
- the torque rod. See Replacing the torque rod.

Remove
- the air intake between the air cleaner (ACL) and the front panel
- the charge air pipe from the charge air cooler (CAC) are on the left-hand side. Heat the charge air pipe using a hot-air gun. This will make removal easier.

Remove
- the nut on the top for the engine pad
- raise the car.

Remove
- the splash guard and the air intake cover under the engine
- the screw for the engine pad.

Replacing the front engine pad

Remove the screw and nut at the lower torque rod mounting to the bracket on the
transmission

- position a mobile jack with universal plates 999 5972 under the transmission
- Check that the plate does not catch in the sub-frame
- carefully lift up the engine so that the engine pad can be replaced.

- install a new screw in the lower mounting for the engine pad. Do not tighten yet
- carefully lower the engine

- Note! Ensure that the guide pin at the top of the engine pad locates correctly.

- remove the mobile jack.

Installation

Finishing

- Use a new screw and nut on the lower torque rod. Tighten to 35 Nm. Angle-tighten 90°. Use bevel protractor 951 2050
- Tighten the lower screw in the engine pad. Tighten to 50 Nm
- install the splash guard and the air intake cover under the engine
- lower the car.

Install

- the nut on the top of the engine pad. Tighten to 50 Nm
- the charge air pipe to the charge air cooler (CAC)
- the air intake between the air cleaner and the front panel
- the torque rod. See Replacing the torque rod
- the battery lead. See Battery, disconnecting

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