

MM11 Challenger Solid Motor Mounts

Tools required:

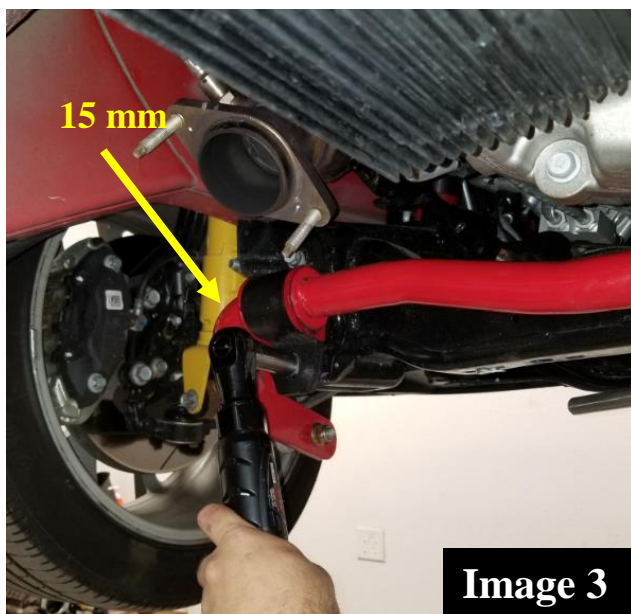
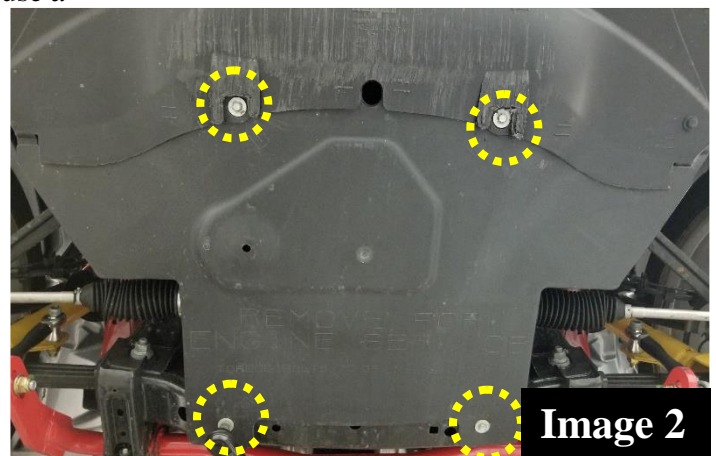
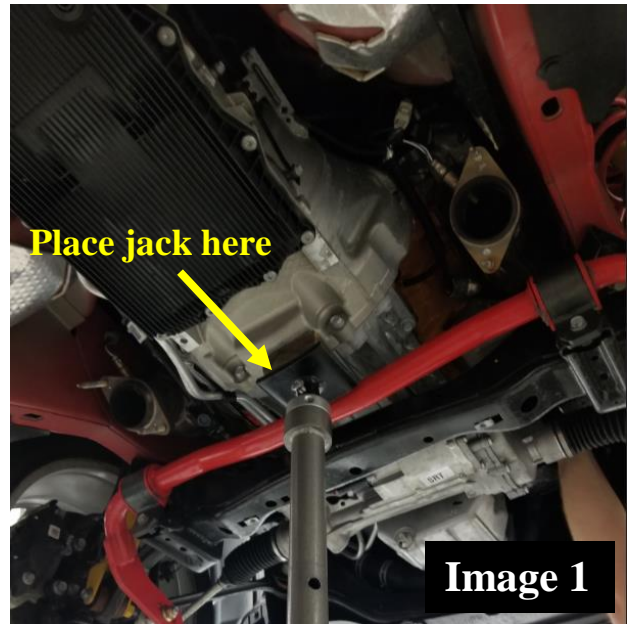
- 10, 13, 15, 16, 18mm socket and wrenches
- 9/16" socket and wrenches
- Paint Pen or Permanent Marker

Installation:

1. Place the vehicle on the lift, and the auxiliary jack stand under the rear of the engine as in **IMAGE 1**.
2. Using a *10mm socket*, remove the four (4) bolts holding plastic service tray on the bottom of the vehicle as shown in **IMAGE 2**.
3. Using a *15mm socket* as in **IMAGE 3**, remove the two (2) bolts holding each sway bar saddles in place and let the sway bar hang out of the way.
4. On the power steering rack, remove the two (two) central harness connectors, a *13mm wrench* to remove the steering shaft from the steering rack and then use a *15 and 18-mm wrench* and socket to remove the two (2) bolts holding the steering rack in place as in **IMAGE 4**. Lower the rack, move it to be able to access the front of the motor mounts and hang with a bungee cord.

(NOTE: This install is possible with the full exhaust installed, it can be removed to make for more room)

5. On the passenger motor mount, remove the *13mm nut* holding the alternator brace to the top of the motor mount as shown on the next page in **IMAGE 5**. Remove the heat shield.



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6. Using a 15 and a 16 mm wrench and/or socket, remove the two (2) bolts holding the motor mount to the frame and the four (4) bolts holding the motor stand to the motor as in **IMAGE 6**.
7. After the motor mount is loose, you may need to raise the motor to be able to remove the stock mount from the vehicle.
8. Using a 15mm socket, remove the stock motor mount from the engine stand.
9. Using a 9/16" socket or wrench, assemble the motor mount as shown in **IMAGE 7**. The bolt must face downward in order to clear the exhaust manifold.
10. Tighten the motor mount bolt but leave it loose enough that the lower mount can be properly clocked in relation to the motor stand. Place the motor mount and motor stand assembly back in the vehicle. Start all the threads for both the motor mount plate to crossmember bolts and also the motor stand to the engine block bolts.
11. Once the motor mount plate has been properly clocked in relation to the motor stand, use a paint pen or permanent marker and draw a line from the mount on the motor stand, through the body of the motor mount and to the motor mount plate.
12. Remove the motor mount once again, align all of the marks on the motor mount and stand to ensure that the motor mount is clocked at the proper angle and torque the bolt to 45ft-lbs. Reinstall in vehicle with the heat shielding.
13. Torque the stock bolts to the spec listed below.
14. For the driver's side, use the same process as stated above.

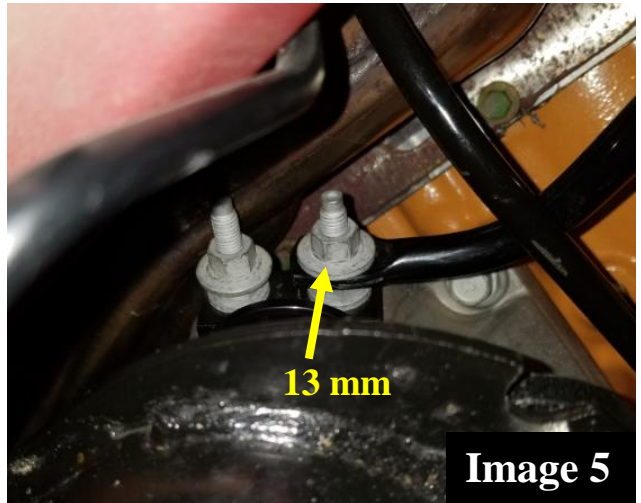


Image 5

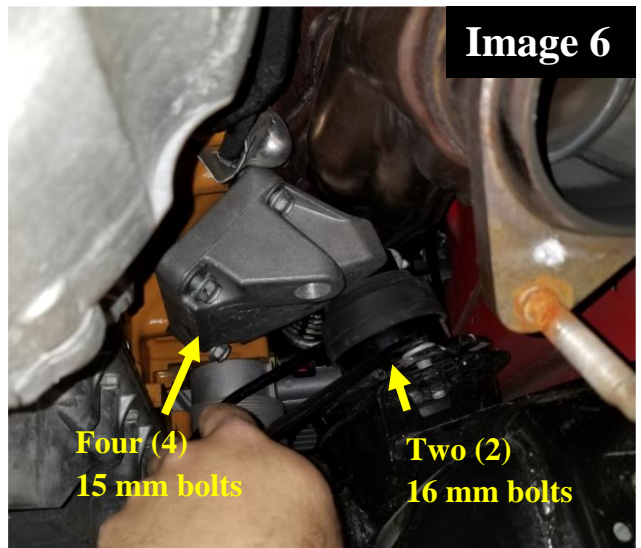


Image 6



Torque Specs:

- Motor Stand to Block Bolts- 45ft-lbs
- Motor Mount to Crossmember Bolts- 35ft-lbs
- Heat Shield Nuts- 18ft-lbs
- Alternator Support Bracket Nut- 18ft-lbs

(NOTE: Each motor mount has two (2) 1/4" spacers. This will allow you to lower the motor in 1/4" increments if you require additional clearance for a supercharger or taller intakes. Ensure that your setup provides proper engine clearance before removing these spacers as it may not clear electric power steering racks or oil pans.)