



BDE Z32/VG30 Low Profile Motor Mounts V3.0

8/22/2016

Parts List

#	Qty	
1.	1	Adapter plate USDM driver side
2.	1	Adapter plate USDM passenger side
3.	1	Welded mount arm USDM driver (long arm)
4.	1	Welded mount arm USDM passenger (short arm with countersunk bolt hole)
5.	2	bushing assemblies
6.	4	ARP bolts 20mm long, w/washers (3 driver mount arm, 1 passenger mount arm)
7.	1	ARP bolt 35mm long, w/washer (passenger arm)
8.	8	SS tapered seat bolts (4 driver adapter, 3 passenger adapter, 1 passenger mount arm)
9.	2	Gr 8 flat washers
10.	2	Nyloc nuts
11.	1	bushing wrench (not pictured)
12.	1	ARP assembly lube



Tools Required

- torque wrench
- 3/8" drive ratchet
- Minimum 6" long 3/8" extension
- 3/8" universal joint
- 6mm allen drive socket
- 12mm socket
- 15mm socket

First and most importantly, apply ARP lube to all bolt threads, washers, and under bolt heads prior to installing.

Block Adapter Plates

Install the engine block adapter plates onto the engine using the SS tapered seat bolts. Use ARP lube on the threads and under their heads, snug them all into position then torque all to 20 ft-lbs (27 N-m).



Welded Mounts

The welded mount arms are different lengths, the longer mount arm is for the Left side (USDM driver) of the engine, while the short one with upper countersink goes onto the Right side (USDM passenger).

Using the 6" extension with universal joint and 12mm socket, insert an ARP 20mm long bolt with a washer through the mount's bushing hole and into the tube (you did lube it's threads with ARP lube, correct?). Using some finesse, you can get the bolt through its hole in the flange and then hold the entire mount to the adapter plate and thread the bolt into it.



Snug the bolt so it allows some movement to align the remaining bolt holes. Install the remaining 20mm and one 35mm (USD Passenger side only) ARP bolts with washers (with ARP lube) and torque all three per side to 35 ft-lbs (47 N-m).

Bushings

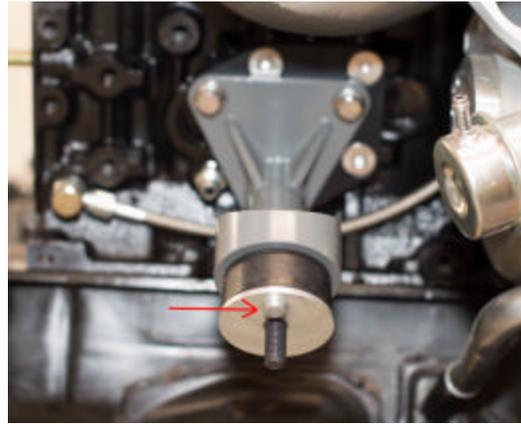
Disassemble the bushing by removing the M10 x 70mm flat head bolt to separate the bushing halves. Insert the thicker bushing and its lower aluminum bushing locator into the mount from the bottom side. A bit of Vaseline or petroleum jelly can be used to lubricate the bushing for easier installation and allow you to rotate it so the lower button will fit into the slots in the chassis.



Place the thinner upper bushing with its aluminum washer onto the top of the mount and install the M10 x 70mm long flat head bolt – **it is very critical that you use the ARP lube on these particular bolts, since the bolts thread directly into aluminum.**



Torque the flat head bushing bolts to 30 ft-lbs (40 N-m) using the BDE supplied wrench to hold the bottom bushing locator while tightening. The small button should be oriented to the outside and straight with the mount arm's main tube (90° from the side of the engine) to allow it and the threaded stud to register into the slots in the chassis.



Engine Installation

This is where the button on the bottom of the bushing locator finds its reason and why its alignment is so important. The button's primary purpose is to fit into the chassis slot and prevent the bushing assembly from spinning when you tighten the nut onto the lower stud. Once the threaded studs are located in the chassis slots, lower the engine slowly and verify that the buttons are engaged into the slots as well before installing and/or tightening the nut and washer – you may need to lift the engine a small amount and pull it to one side or the other to get the buttons to drop into the chassis slots. Install the washers and Ny-Loc nuts onto the studs with some ARP lube and tighten; torque to approximately 25 ft-lbs (34 N-m).