

CorkSport

MAZDA PERFORMANCE

Installation Instructions for CS Engine Mount Inserts for Protégé, MP3, MSP, and P5.
These instructions cover installation of the front and rear mounts.



Tools used are:

17mm sockets (shallow & deep well 6 point), 1/2" and 3/8" drive.

10 mm sockets (shallow & deep well) 3/8" and/or 1/4" drive.

8 mm socket 3/8" and/or 1/4" drive.

Pry bar

Dremmel tool or Die Grinder with grinding burr

1/2" Breaker bar

3/8", 1/2" extensions (a 3" and 2x 6" or 1 24" extension for the 1/2" breaker bar)

utility knife

side cutters

Phillips head screw driver.

An extra person.

Thank you for your purchase. If you have any questions please call Cork Sport at 360 260 CORK

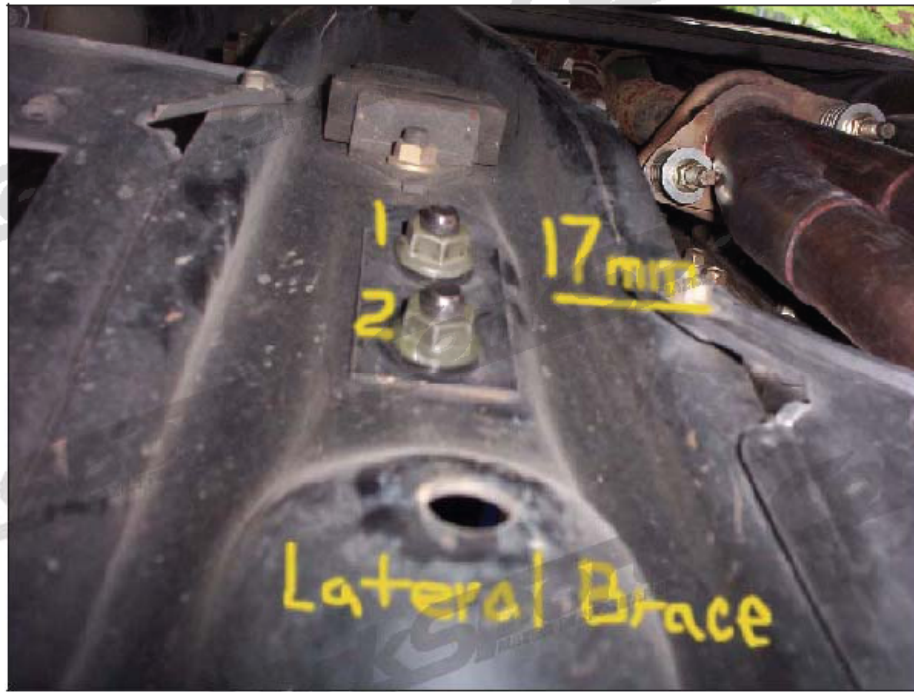
Front Mount (front of the car):



- 1) Start by jacking the car up and using jack stands. Leave enough room under the car to get back to the rear cross-member when doing the rear mount later.

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- 2) For ease of access we removed the strut tower brace, battery and intake to the throttle body.
 - a. You can use a plastic bag and rubber band or a cloth to cover the TB if you are concerned about debris.
- 3) Loosen the through bolt on the front mount from the top but don't remove it.
- 4) Under the car remove the 2 nuts from the mount (see picture below). You can now easily remove the through bolt and the mount from above.



- 5) Replace with AWR mount or put the CS inserts in and reinstall the factory mount starting with the 2 lower nuts. You may need to use a pry bar between the transmission case and mount to get the holes lined up for the through bolt.

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Rear Mount (base of the firewall):

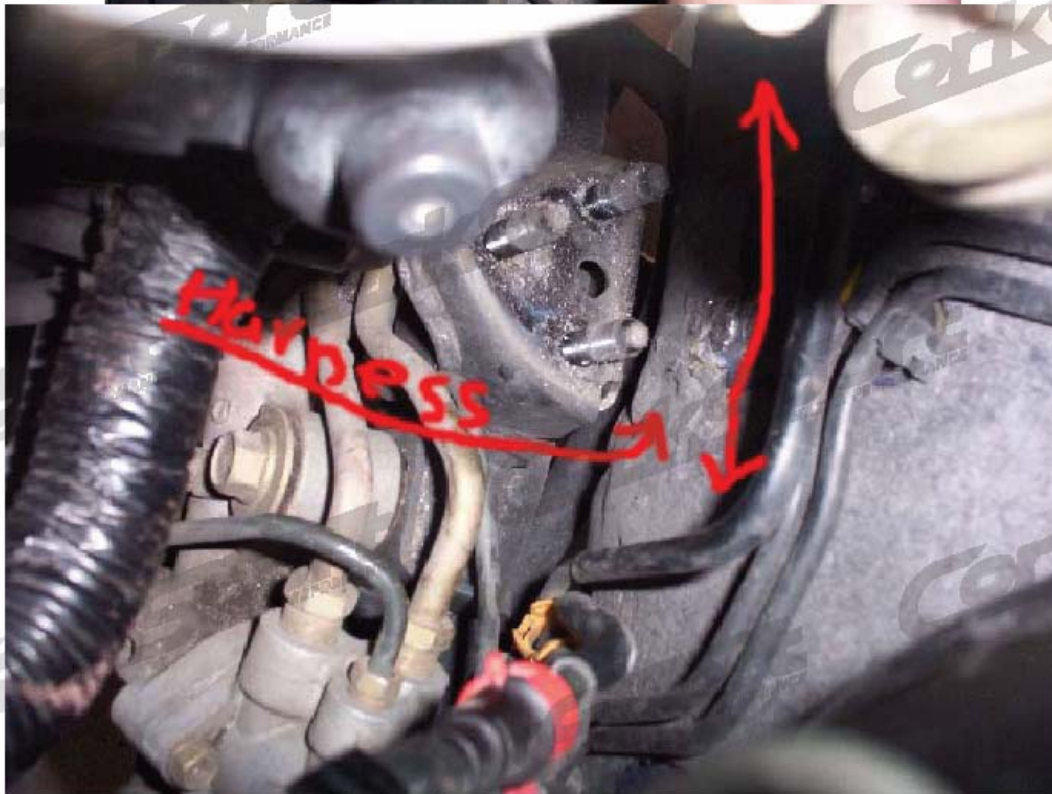


- 1) Under the car remove the 4 bolts on the cross member to help access the through bolt on the rear mount.



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- 2) From the top you will see part of the wiring harness running along the firewall above the mount (see picture below. Note: a stud and the engine mount are absent from this picture). Remove the harness from the bracket. There is a zip tie and some electrical tape holding it in on one side. It can be unclipped at the opposite end. Next, move the harness out of the way (toward the engine) and remove the top nut on the bracket against the firewall.



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- 3) In order to get access to all three motor mount studs the harness bracket has to be modified or removed. There are 2 ways to go about this.
 - a. Approach 1
 - i. The other (lower) 10mm nut below the bracket needs to be removed. Our approach was to use a utility knife to cut a section of the bracket out in order to access the lower nut. We discarded the entire bracket and used a zip tie to loosely keep the wiring near the fire wall on re-assembly.
 - b. Approach 2
 - i. If you have the tools and the patience use a 1/4" socket with a universal joint and short extension. It is a blind nut so it is difficult to get the socket on and keep it on.
- 4) The stud for the bracket is almost directly above one of the nuts for the engine mount and needs to be removed. Remove bracket stud (see picture below). There are 2 ways to go about this.
 - a. Approach 1
 - i. Use a grinding Burr to cut the stud off next to the firewall (be careful of nearby brake lines and fuel lines).
 - b. Approach 2
 - i. Knock the stud off the firewall. It is a tack weld and may leave a small hole but will probably give way to a good strike with hammer and long socket extension or other. We do not necessarily recommend this but have seen it done.



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- 5) Now loosen the through bolt, we used a breaker bar from the top to crack it loose.
- 6) Once it is loose use a deep well socket and extension to remove the 3 nuts from the base of the engine mount (see picture above). Next remove the through bolt and then the mount.
 - a. You will not need the outside washer when using the AWR mounts but the spacer is a good idea.
- 7) Replace with AWR mount or put the CS inserts in and reinstall the factory mount.
 - a. When re-installing the mount the through bolt can be difficult to line up, you can use the pry bar between the transmission case and lateral brace to roll the engine enough to line the holes up for the through bolt. When tightening the through bolt it is easiest do so if you have one person under the car to hold the nut and the other above to tighten.

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