



AMT Motorsport Double Barrel Diff Mount Installation Instructions

Thank you for purchasing the AMT Motorsport Double Barrel Diff Mount for your C5 Corvette. This mount is a direct replacement for your C5 factory rubber diff mount. This mount is much stiffer than stock which will drastically decrease driveline movement during performance driving. The rubber inserts, while much stiffer than stock, should not direct a drastic amount of noise and vibration into the vehicle, but you should most certainly feel a difference in the car particularly from hard launches but also at extreme cornering Gs. As with all AMT products, they are 100% Made in the USA and feature a Lifetime Warranty – if any part ever fails we will replace the offending part free of charge.



What's in the Box?

- 1 – Double Barrel Diff Mount assembly
- 2 – Grade 10.9 Nylok Flange Nuts

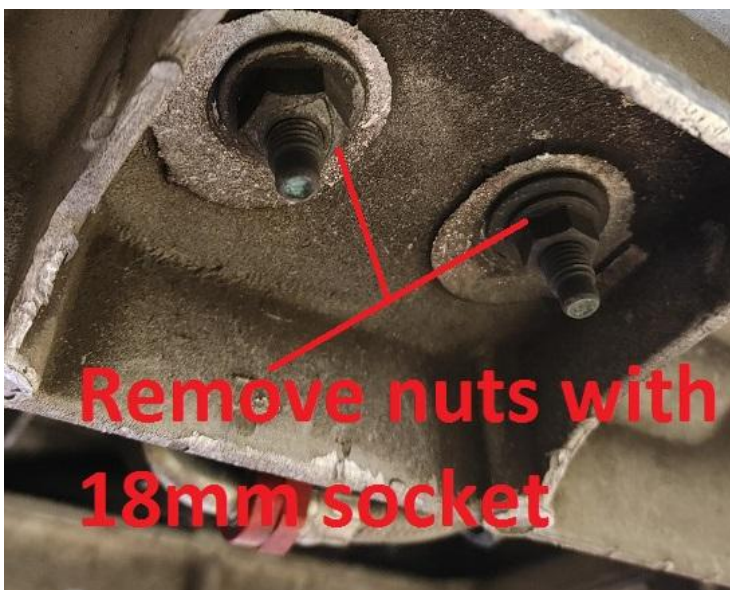
Instructions for Install

Please read thru these instructions completely before beginning the install. There are typically 2 ways to install a diff mount on these cars. The more labor intensive way is to drop the rear cradle to remove the stock diff mount from the diff and cradle. That's the hard way, and we prefer not to do anything the hard way. This installation method instead has you raising the transmission so you can simply slide out the old mount and install the new one as a complete assembly. Our shorter upper mount makes this process a piece o' cake.

Tools Needed:

- 18mm socket to remove nuts on underside of cradle
- 15mm socket or wrench to remove bolts in the differential
- Jack Stands or Lift
- Transmission jack or make-shift jack to raise the transmission of the car

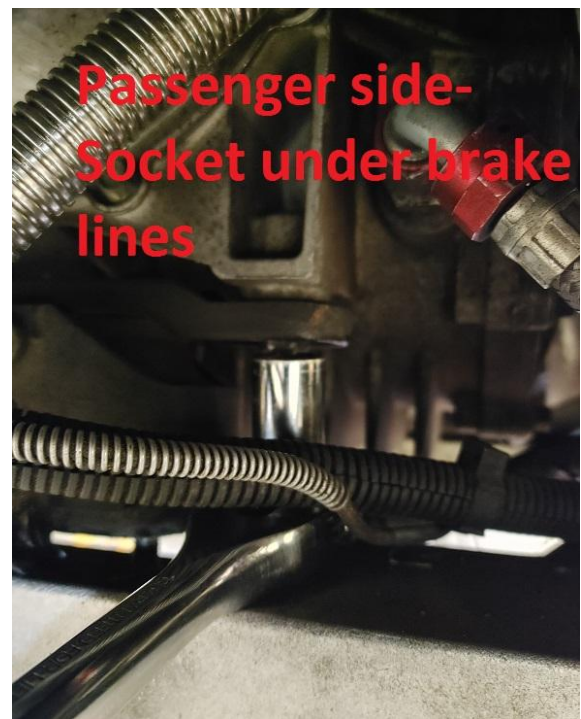
1. Raise rear of car and support both sides of the frame with jack stands or put that baby up on your lift. If you don't have a transmission jack and are not willing to rig up some shoddy and dangerous lifting mechanism like some people we know, it may be best to actually install this piece on jack stands rather than a lift so you can use a regular floor jack.
2. Remove nuts underneath the stock diff mount with an 18mm socket. You can reuse these nuts later or use our included Nylok flange nuts



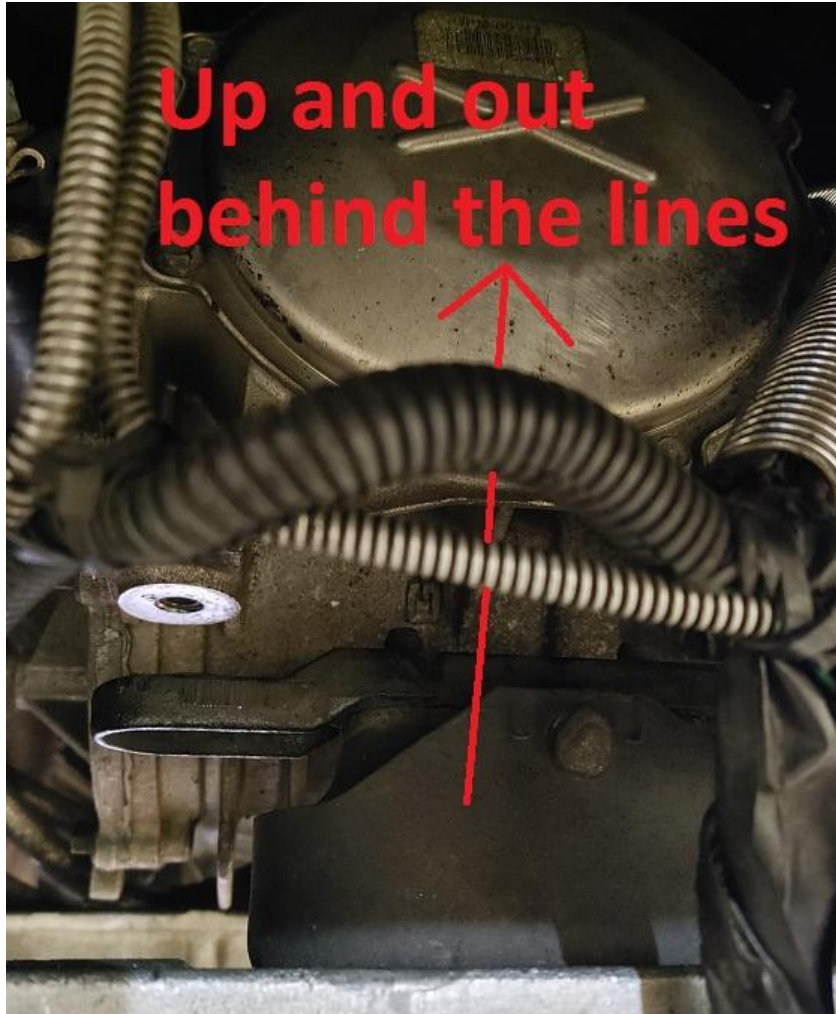
3. With nuts removed jack the transmission to a height where it barely touches the rear tub of the trunk area above. It's not necessary to jack the trans quite this high but every little bit of clearance helps to remove the old diff mount. And yes, you can do this even if you're using our Vulcan Motor Mounts with the single bolt-thru design.



4. Remove the bolts holding the diff mount to the differential using a 15mm wrench or socket. You can lift the hard brake lines up and squeeze a socket underneath them to remove the bolt on the passenger side

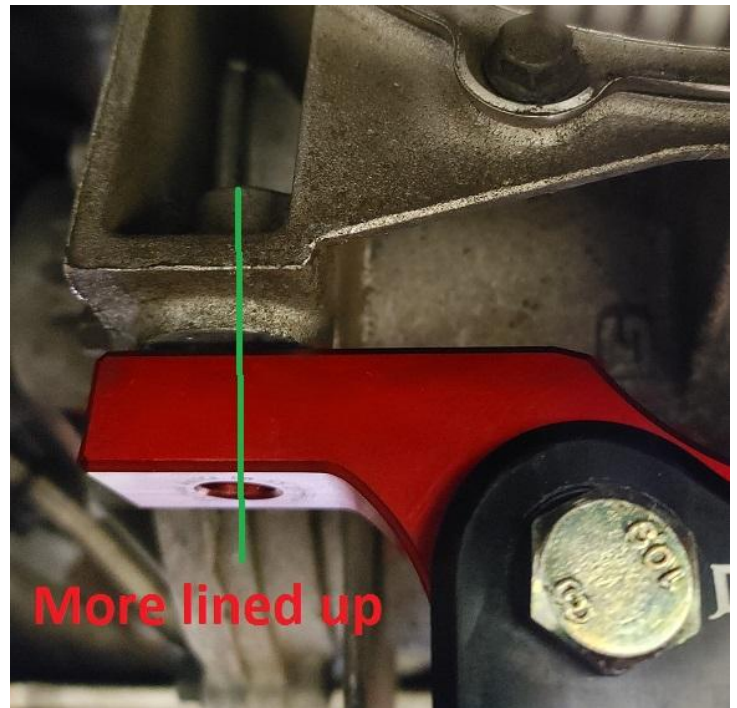
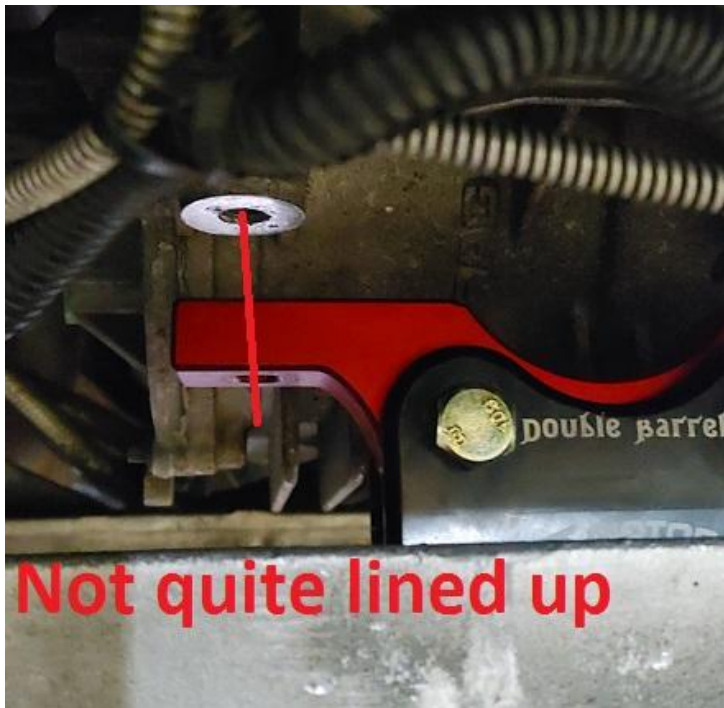


5. Fish old diff mount directly up and out from behind differential. Insert the Double Barrel Diff Mount in the same way.



6. Place AMT diff mount on cradle in either orientation. Note that the torque spec that is laser engraved on the diff mount is for your information only should you feel compelled to take it apart. We've already torqued the assembly to 45 ft lbs.
7. Make sure the lower bolts are protruding through the cradle so you know you have the diff mount lined up properly.

8. Depending on how you jacked the trans, it will likely move from one side or the other as you lift it higher, such that it looks like the upper bolts of the diff mount don't line up exactly with the differential itself. Don't freak out and e-mail us saying we machined the holes incorrectly. In this case you can lower the driveline with your transmission jack a little closer to the Double Barrel mount so the holes are more line up. Or you can lift the AMT Diff Mount up to the differential and start the bolts by hand and get them finger tight. We found it easier overall to lower the trans closer to the height of the Double Barrel mount

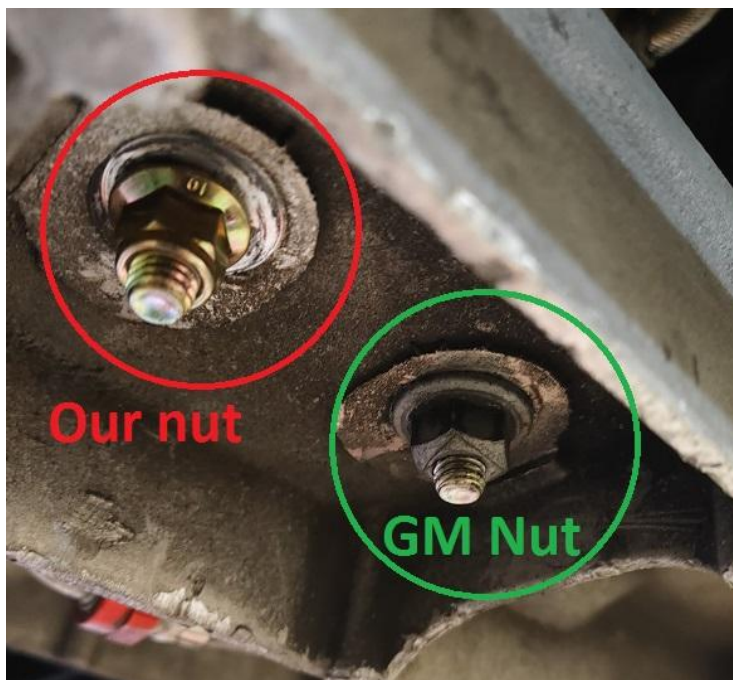


9. With diff and diff mount lined up, re-use the original OE bolts and get the diff mount bolts snug between the mount and diff.

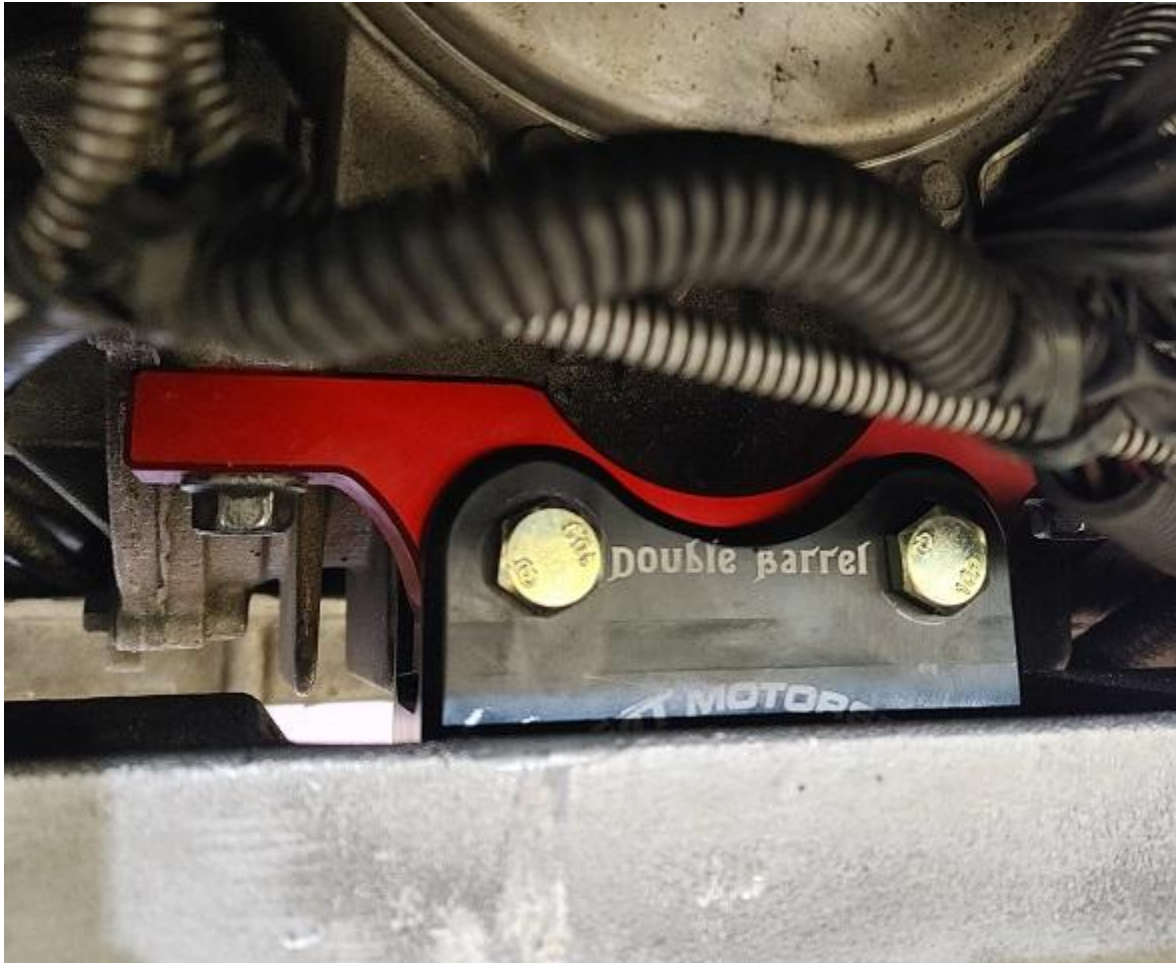
- Lower transmission rest of the way, and torque the original diff mount bolts to 37 ft lbs if you can squeeze a torque wrench in there. With the transmission lowered you'll likely need to use a Stupid Box Wrench, in which case 37 ft lbs is approximately 6 out of 10 on the Ugga Dugga scale if that's how you like to operate



- Re-install factory lower nuts or use our supplied Nylok nuts. We don't care which one you use, but Nylok nuts tend to make people feel warm and fuzzy



12. Boom! Your transmission will no longer swing around like a pendulum in a Grandfather clock. Go dump the clutch and enjoy a wheel-hopless launch.



Thanks as always for your business! Any questions please call 518-877-8560 or e-mail Mark@amtmotorsport.com - See you at the track!