



## ***AMT Motorsport C5/C6 Vulcan Motor Mount Install Instructions***

Thank you for purchasing the AMT Motorsport Vulcan Motor Mounts for your Corvette. These mounts are a direct replacement for your stock C5-C6 Corvette oil-filled motor mounts. The Vulcan mounts are much stiffer than stock which will drastically decrease engine movement during performance driving. The vulcanized rubber while much stiffer than stock does not direct a drastic amount of vibration into the feel of the car. They will also hold up to the heat of the engine bay and of course won't spring a leak and spew oil all over the bottom of your car like the stock mounts. 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?**

- 4 – Motor Mount cups
- 4 – Vulcanized Rubber Pucks
- 2 – Hard Anodized Aluminum Center Pucks
- 2 – Sets of Grade 10.9 Hardware – M12 X 130 bolts, Security Locknuts, and flat washers

## Instructions for Install

Please read thru these instructions completely before beginning the install. There are a couple of different ways to remove and install motor mounts on these cars. The more labor intensive way is to drop the front cradle to remove the stock motor mounts from the motor mount bracket which is attached to the block with three bolts. This installation method instead has you raising the motor so you can get access to the motor mount brackets, removing them from the block, and reattaching to the block after installing your Vulcan mounts.

Additionally, you will install these mounts one side of the motor at a time. By leaving one side attached the motor will pivot up and away from the stock mounts, and when you lower the motor on top of the AMT Vulcans all your holes should line up for easy install of the supplied hardware.

### Tools Needed:

13mm socket for motor-bracket-to-block bolts

18mm socket for stock motor mount studs

19mm socket and wrench for AMT Vulcan mount bolts and nuts

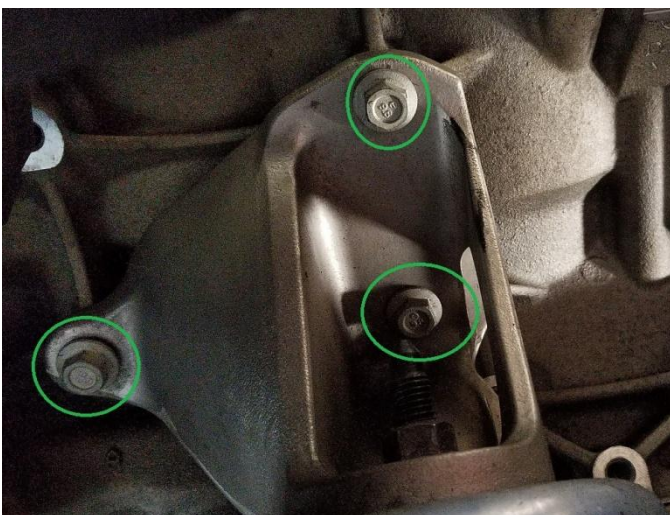
1. Raise car and support both sides of the frame with jackstands. You will be working underneath of the car so get it to a comfortable working height. Remove front wheels on both side of car.



- Put jack under oil pan and use a 2x8 (or something similar) to distribute the load. Do not lift the engine yet but raise jack so it makes contact with the oil pan and wood stays in place.



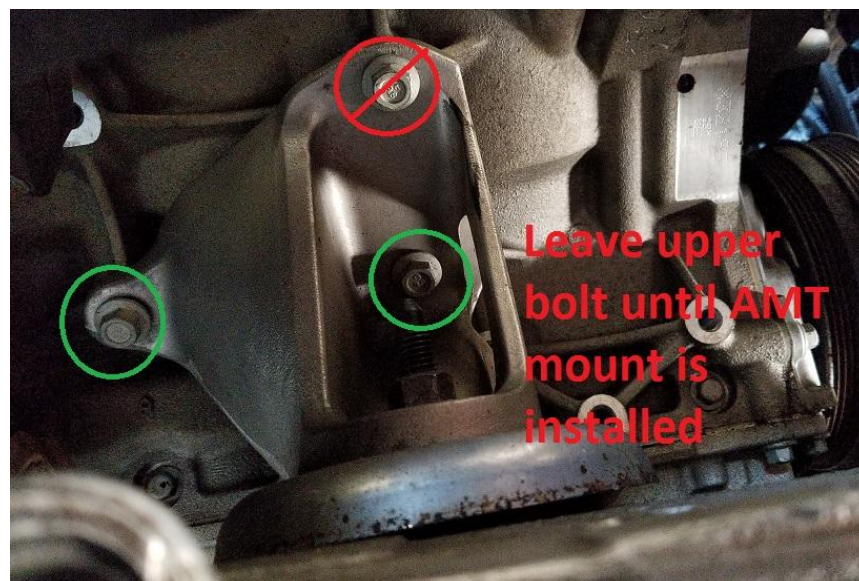
- You will be installing these mounts by removing the motor mount brackets that bolt to the side of the engine block. You may need to remove headers and/or exhaust to reach the motor mount brackets.
- Remove three motor mount bracket bolts that attach motor mount bracket to engine block with 13mm socket. Remove nut from lower motor mount stud with 18mm socket.



5. Raise engine using jack until you can get the bracket and mount assembly out as one. You may need to use a pry bar to compress the stock mount. Keep an eye on intake manifold clearance to cowl. Do not raise engine too high or contact will result. Front cradle may have to be lowered by loosening the four nuts to gain additional clearance.



6. Once bracket assembly is out of the car, remove the upper nut and separate the stock mount from the bracket.
7. Re-Attach bracket to engine using the lower forward bolt and the rear bolt. Upper bolt needs to be installed after AMT Mounts are placed on cradle and engine is lowered. You will need the extra clearance to install the supplied AMT bolt from the top down. Torque bracket bolts to 37ft-lbs.



8. Place new mount on cradle, under the bracket, and drop bolt with large washer down through the bracket and mount. Once bolt is through you can install the 3rd motor mount bracket bolt and torque it.
9. Put locknut and flat washer on end of motor mount bolt loosely. Lower engine so that the weight is on the mount. Once engine is lowered and resting fully on the AMT mount, torque mount bolt to 25ft-lbs. The torque is intentionally low as to not over-compress the rubber. The Security Locknut uses a special insert to keep the nut from loosening, so we do not rely on bolt stretch to secure the nut. You will likely need a flat wrench on top and socket wrench on bottom.
10. Repeat on other side of vehicle.
11. Crack beer and pat self on back. Or perhaps drive car first then crack beer.



Thank you for your business! Any questions please call 518-877-8560 or e-mail [Mark@amtmotorsport.com](mailto:Mark@amtmotorsport.com) - See you at the track!