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#### Renault Clio 172/182 Competition Engine Mount Kit

This is a full kit of engine mounts for competition use. The mounts replace all of the standard mounts and aluminium castings that bolt onto the engine and gearbox. This strengthens the whole mounting system by removing the weak standard castings. They are a very strong, robust design suitable for very high output engines.

#### Fitting.

We strongly recommend that a professional with suitable experience fit this kit.

If the engine is in the car then fit these mounts one at a time.

During fitting you must make sure that the engine remains aligned as once some of the mounts have been fitted there will be far less articulation in the new mounts compared to the old ones and damage may occur to the mounts or engine/gearbox if the engine is allowed to move too much.

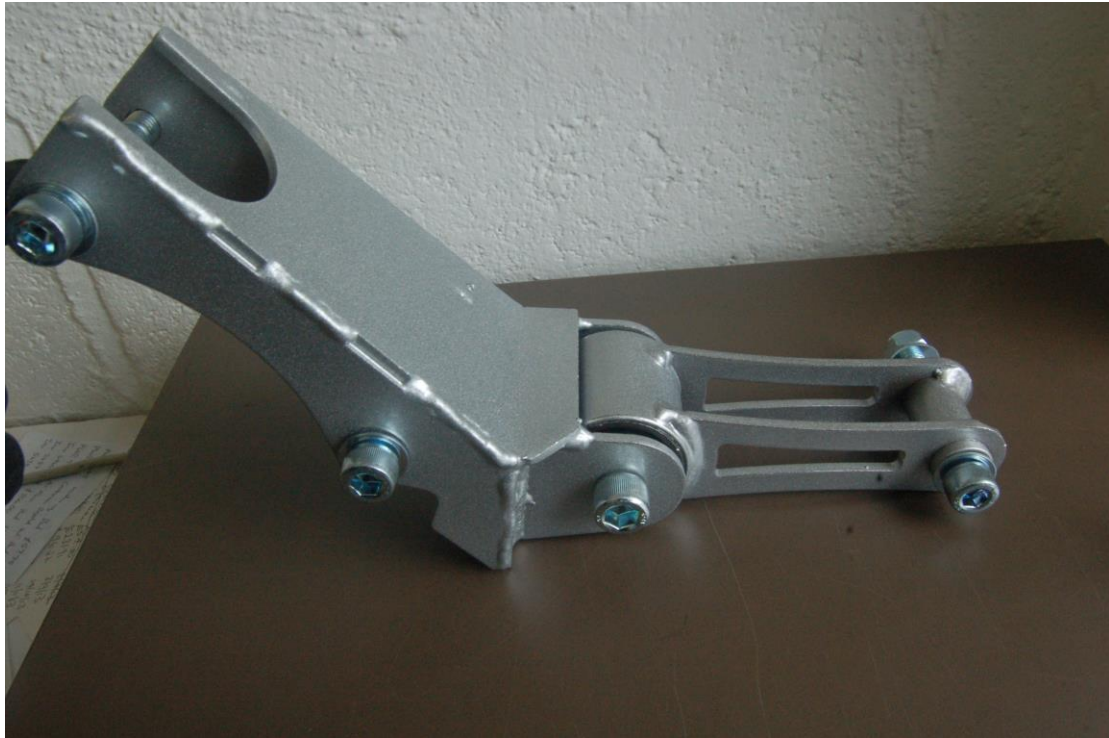
Also be aware that once these mounts have been fitted the engine will need to be held in place more rigidly when removing a mount for any vehicle maintenance.

Remove the original dogbone mounting from the subframe and gearbox. If you are removing from a phase 1 172 you may need to cut the upper bolts as there isn't enough room to remove the bolts with the exhaust manifold in place.

Fit the new dogbone gearbox mount to the gearbox placing the M10x80 bolts in from the left hand side of the mount to make removal easier, put the washers and the nuts on and do up loosely.

Slot in the dogbone mount with the bush at the front and fit the M12 bolt to the bush end and the M10x70 bolt to the subframe end.

There is some small adjustment in the engine position so rock the engine until it gives the best clearance for the exhaust and tighten all bolts. M10 to 66Nm, M12 to 116Nm.



Hold the engine/gearbox in place with suitable lifting gear or jack under the gearbox. Remove the upper gearbox mount from the gearbox and the body. Bolt on the new gearbox side of the mount using the three M10 bolts and washers – torque to 60Nm.



Fit up the body side of the upper gearbox mount, slotting in the polyurethane thrust washers on either side of the bush and use the M12 bolt, washer and nyloc. Fit the M8 bolts into the body with penny washers and torque to: M8 25Nm, M12 to 116Nm.

Hold the engine in place with suitable lifting gear or jack on the RHS.  
Remove the upper engine mount from the body and the engine. Centralise the engine side of the mount in the holes and place the cambelt cover plate in place and use the 2xM10x70 bolts in the rearmost holes and the M10x80 in the front hole and torque to 60Nm.

Fit up the body side of the mount, slotting in the polyurethane thrust washers on either side of the bush and use the M12 bolt, washer and nyloc. Lower the engine until the mount is just touching the body and fit the 4xM10x20 bolts and penny washers – leave loose at this stage.

Next you need to make sure the engine is aligned. The best way to do this is to run a straight edge across the front or back of the engine and measure back to the strut top on the body and move the engine back and forth on the upper engine mount until it is straight. You can also slacken the gearbox body mount if required and move that side as well. Once the engine is aligned, torque up the M10 body bolts to 60Nm and M12 bush bolt to 116Nm.



### Maintenance

The bushes require replacement when worn along with the polyurethane thrust washers.

To replace the bushes, remove the mount and press the bush out from the back – the bushes have a ridge on them so they can't be pressed out in the wrong direction – you will damage the mount if you try to press them out the wrong way. The back is the rearmost position when they are fitted in the car.

Press the new bush in from the front with the ridge of the bush going into the sleeve last.

Fit new thrust washers and refit the mount.

If you get stuck please ring for help and advice.

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