

Installation instructions

For set # 5.1114
94-02 Dodge Cummins
Motor mount inserts



1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

© 2009 Energy Suspension. All rights reserved.
May not be reproduced, in any form, or by any means,
without the written consent of Energy Suspension.

It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this type of work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, replacement and proper torque specifications for your vehicle. This instruction set is intended as a guideline for the safe installation of Energy Suspension's polyurethane bushings, once you have removed the factory components from your vehicle.

To Remove:

NOTE: May need to remove fan. Threads on the viscous fan drive are RIGHT HAND threaded. Use a 36mm wrench to remove the mounting nut from the water pump. After removing DO NOT place the fan in the horizontal position, the silicone fluid could drain into and contaminate the bearing lubricant. Mounting nut torque spec. 42 ft. Lbs

Drivers Side: (passenger side similar). Disconnect the negative battery cable. Only remove engine mounts one side at a time. When unbolting the engine mounts, always make sure the engine is properly supported. **Only jack up enough to take the weight off of the mount. Be sure to watch the transmission cooler lines. **Watch fan shroud for clearance when jacking up the motor. Loosen thru bolt with 18mm on bolt and 21mm on nut. Support the engine, take the weight off the bolt, Remove four engine mount bolts to the block with a 15mm socket. Lift the mount up to clear starter to get the thru bolt out. Slide the mount back down and remove it from the bottom of the vehicle.

The new polyurethane inserts were made to fit a newer mount in good condition. This gives you a base starting point for the shape of the insert and gives you maximum amount of polyurethane filling in the voids. It would be impossible to pre-determine the amount of sag, mileage, wear and tear of every truck's mount. Each one will be different and you may have to custom fit the inserts to your mounts. First start by cleaning up the old rubber mounts of dirt and grease build up then remove any old paint, glue, flash and bumps with a Dremel type tool making it smooth and clean. Use an arbor press or vice to finagle them in as much as possible. If the inserts are sticking out past the ends of the aluminum triangular inner sleeve then you will need to remove material to make them fit flush. Because of the tight fit during re-installation they must fit flush or they will not slide back in to place. Use a belt sander or Dremel type tool to shape the inserts to your mounts. You want to leave as much poly as possible because you still want a tight fit. See diagram.

To install:

Slide mount back in from the bottom. Use some kind of lubricant to help the mount slide into place. Once you get it up above the starter to a place where the thru bolt will easily slide in, then slide the mount down into position using some sort of lubrication. Install the bolts to the block first. Torque to 110 ft. lbs. Let the jack down and let it rest on the through bolt. Install the nut and re-torque to 65 ft. lbs.



17542

4/MAY/09 BRH