



VW MK4 Performance Transmission Mount Installation Instructions - [ES2917900](#)



Skill Level 1
- Easy -
Basic Skills
Required



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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KIT CONTENTS



Transmission Mount



Hardware

REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Standard Automotive Tools

- Protecta-Sockets (for lug nuts)..... [ES#2221243](#)
- **3/8" Drive Ratchet**..... [ES#2765902](#)
- **3/8" Drive Torque Wrench**..... [ES#2221245](#)
- **3/8" Drive Deep and Shallow Sockets**..... [ES#2763772](#)
- **3/8" Drive Extensions**..... [ES#2804822](#)
- **Hydraulic Floor Jack**..... [ES#2834951](#)
- **Torx Drivers and Sockets**..... [ES#11417/8](#)
- **1/2" Drive Deep and Shallow Sockets**..... [ES#2839106](#)
- **1/2" Drive Ratchet**
- **1/2" Drive Extensions**
- **1/2" Drive Torque Wrench**..... [ES#2221244](#)
- **1/2" Drive Breaker Bar**..... [ES#2776653](#)
- Bench Mounted Vise
- Crows Foot Wrenches
- Hook and Pick Tool Set..... [ES#2778980](#)

Required For This Install

- **1/4" Drive Ratchet**..... [ES#2823235](#)
- **1/4" Drive Deep and Shallow Sockets**..... [ES#2823235](#)
- **1/4" Drive Extensions**..... [ES#2823235](#)
- Plier and Cutter Set..... [ES#2804496](#)
- **Flat and Phillips Screwdrivers**..... [ES#2225921](#)
- **Jack Stands**..... [ES#2763355](#)
- Ball Pein Hammers
- Pry Bar Set..... [ES#1899378](#)
- Electric/Cordless Drill
- Wire Strippers/Crimpers
- Drill Bits
- Punch and Chisel Set
- Hex Bit (Allen) Wrenches and Sockets..... [ES#11420](#)
- Thread Repair Tools..... [ES#1306824](#)
- Open/Boxed End Wrench Set..... [ES#2765907](#)

Available On Our Website

SHOP SUPPLIES AND MATERIALS

Standard Shop Supply Recommendations: We recommend that you have a standard inventory of automotive shop supplies before beginning this or any automotive repair procedure. The following list outlines the basic shop supplies that we like to keep on hand. Shop supplies with a hyperlink are available on our website.

- Hand Cleaner/Degreaser - [Click Here](#)
- Pig Mats - for protecting your garage floor and work area from spills and stains - [Click Here](#)
- Spray detailer - for rapid cleaning of anything that comes into contact with your paint such as brake fluid - [Click Here](#)
- Micro Fiber Towels - for cleaning the paint on your car - [Click Here](#)
- Latex Gloves - for the extra oily and dirty jobs - [Click Here](#)
- Medium and High Strength Loctite Thread lock compound - to prevent bolts from backing out - [Click Here](#)
- Anti-Seize Compound - to prevent seizing, galling, and corrosion of fasteners - [Click Here](#)
- Aerosol Brake/Parts Cleaner - for cleaning and degreasing parts
- Shop Rags - used for wiping hands, tools, and parts
- Penetrating oil - for helping to free rusted or stuck bolts and nuts
- Mechanics wire - for securing components out of the way
- Silicone spray lube - for rubber components such as exhaust hangers
- Paint Marker - for marking installation positions or bolts during a torquing sequence
- Plastic Wire Ties/Zip Ties - for routing and securing wiring harnesses or vacuum hoses
- Electrical tape - for wrapping wiring harnesses or temporary securing of small components

INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety, please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and utilize the factory specified lift points.
- Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.

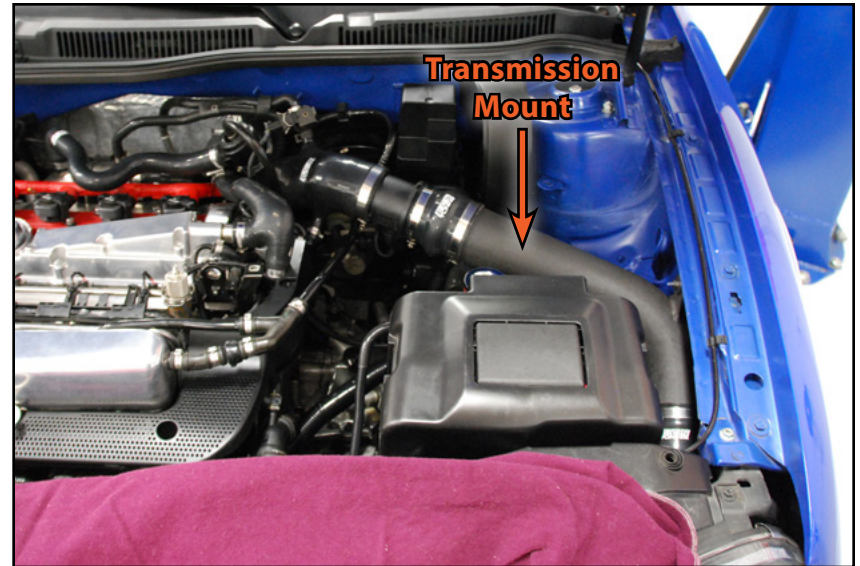


NEVER get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

REMOVING THE ORIGINAL TRANSMISSION MOUNT

Step 1:

Remove the air box or intake system, whichever you have installed. The transmission mount is located directly underneath the location of the original air box.



Step 2:

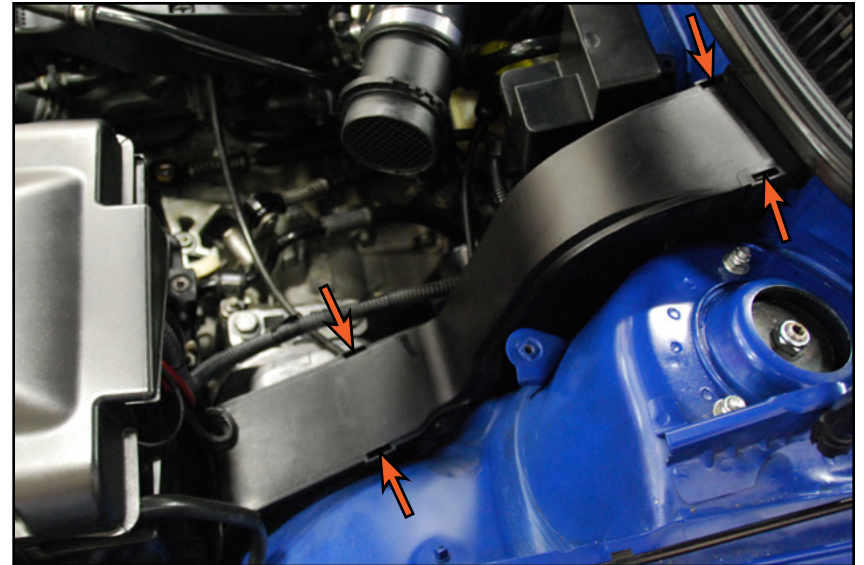
Pull up the cowl seal on the LH side to expose the top lip of the wiring harness channel cover (arrow).



REMOVING THE ORIGINAL TRANSMISSION MOUNT

Step 3:

Unclip the wiring harness channel cover by popping it free from the four tabs (arrows).



Step 4:

Pivot the wiring harness channel cover upwards, unhook it at the bottom and remove it.



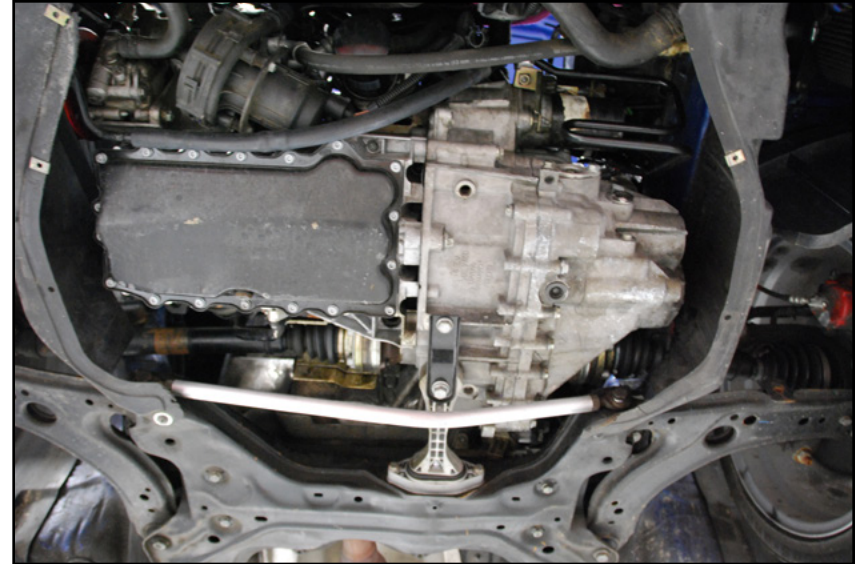
Removing this cover will give you access through the harness channel to two of the transmission mount bolts.



REMOVING THE ORIGINAL TRANSMISSION MOUNT

Step 5: T25 Torx, T30 Torx

Safely raise and support the vehicle then remove the lower insulation panel or skid plate, depending on how your vehicle is equipped.



Step 6:

With the skid plate removed, use a floor jack to support the transmission.



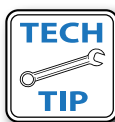
Make sure your jack has a very good rubber pad installed, or use a piece of 2x4 between the jack pad and transmission. **DO NOT** jack up the transmission, only raise the jack just until it contacts the case in order to support the transmission and keep it from dropping when you remove the mount.



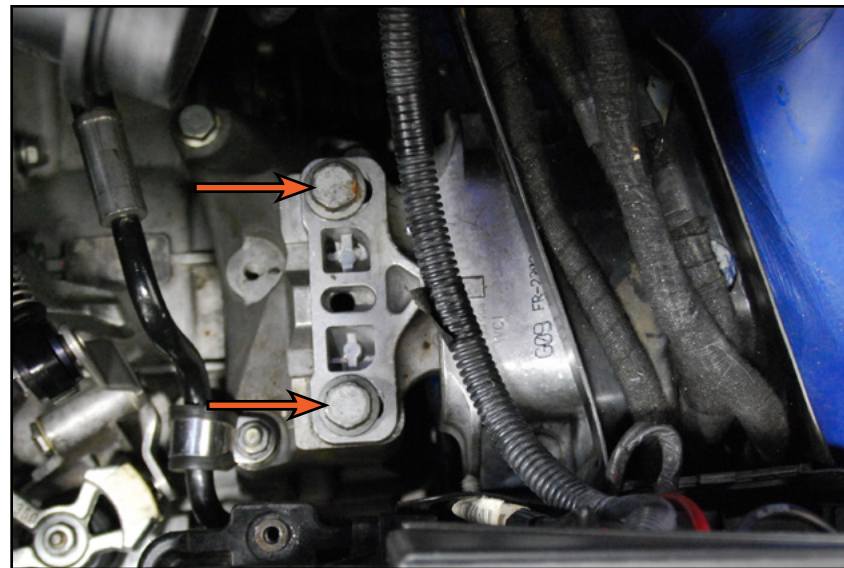
REMOVING THE ORIGINAL TRANSMISSION MOUNT

Step 7: 18mm Socket, Extension & Ratchet

Remove the two bolts (arrows) which secure the transmission mount to the transmission bracket.

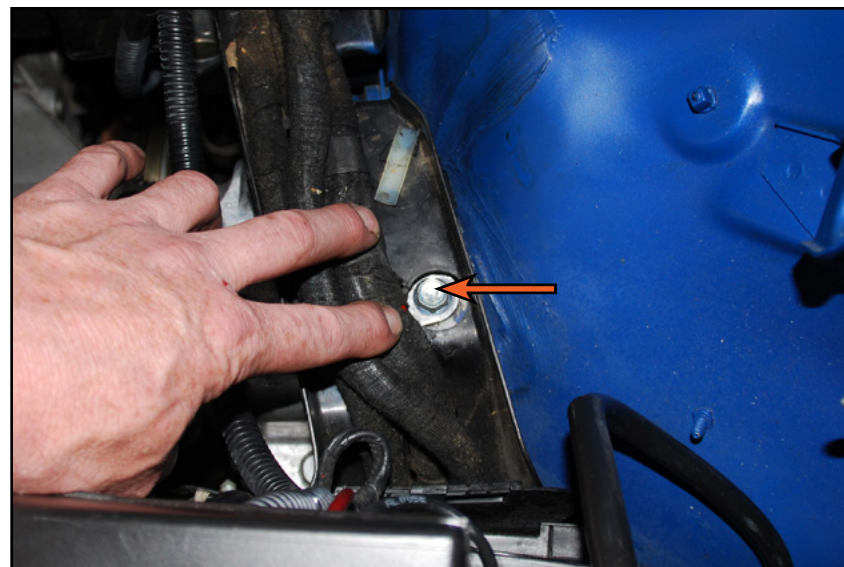


TECH TIP: If the transmission drops down as you begin to loosen the bolts, raise the jack slightly. When the jack is properly supporting the weight of the transmission, the bolts should unthread easily.



Step 8: 13mm Socket, Extension & Ratchet

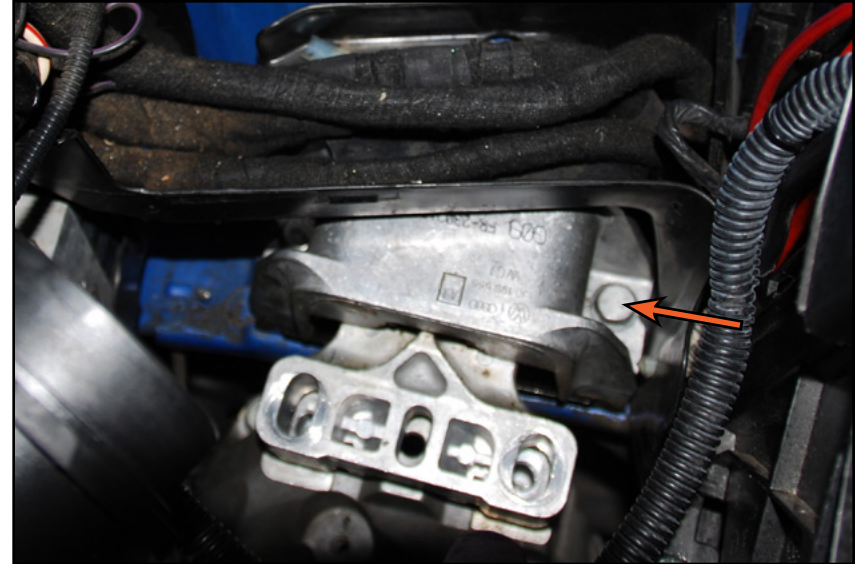
Pull back the wiring in the harness channel out of the way and remove the M8 bracket bolt (arrow) that is accessible through a hole in the channel.



REMOVING THE ORIGINAL TRANSMISSION MOUNT

Step 9: 16mm Socket, Extension & Ratchet

Locate and remove the first transmission mount to body bolt (arrow).



Step 10: 16mm Socket, Extension & Ratchet

The second bolt can be removed by moving the wiring in the harness channel to expose a hole directly above the bolt.



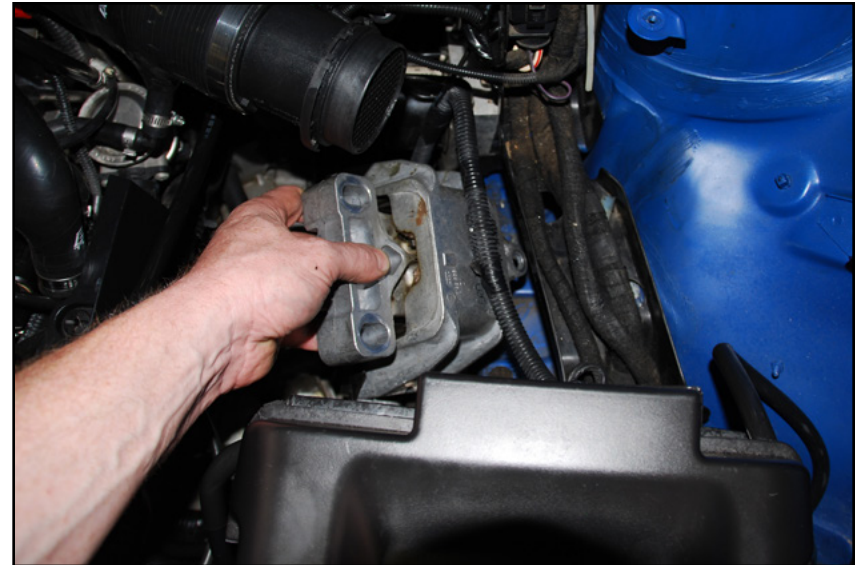
INSTALLING THE NEW TRANSMISSION MOUNT

Step 1:

Remove the transmission mount from the vehicle.



Lowering the transmission slightly will help you gain a little extra room to get the transmission mount out.



Step 2:

Set the new ECS mount in place.



INSTALLING THE NEW TRANSMISSION MOUNT

Step 3: 16mm Socket, Extension & Ratchet

Thread the two provided bolts (arrows) into place and torque them to 40 Nm (30 Ft-lbs) + 90 degrees.



Step 4:

Install the M8 bracket bolt and tighten it to 25 Nm (18 Ft-lbs).



It may be necessary to rotate the transmission mount to get the upper bracket bolt hole aligned with the threaded hole in the body.



INSTALLING THE NEW TRANSMISSION MOUNT

Step 5:

Raise the transmission up with the floor jack until the transmission bracket is contacting the mount as shown. Rotate the mount until it is parallel with the edge of the transmission bracket (as shown in **RED**) then install the two provided transmission mount to bracket bolts (arrows).



It may be necessary to raise or lower the jack slightly in order for the bolts to be properly threaded in. If you begin to feel resistance, stop and adjust the jack up or down until the bolts thread in easily.



Step 6:

Lower and remove the jack from the transmission and torque the bolts (arrows) to 100 Nm (74 Ft-lbs).



FINAL INSTALLATION STEPS

Reinstall the wiring harness channel cover.

Reinstall the cowl seal.

Reinstall your original air box or intake system.

Reinstall the lower insulation panel or skid plate.

Congratulations, your installation is complete!

TORQUING TIPS

Torque to Yield or “Stretch” Bolts

Many bolts will have a torque specification listed in the format - xx Nm (xx Ft-lbs) + xx degrees. These bolts are torque to yield bolts, commonly referred to as “stretch” bolts. The correct procedure for torquing these bolts is:

Stage One - Torque the bolt(s) to the initial Nm or Ft-lb specification. If there is more than one, be sure to torque them in the correct sequence.

Stage Two - Tighten or “stretch” the bolt(s) the additional specified number of degrees. If there is more than one, be sure to follow the correct sequence.

Note - Some bolts may have two or more stages of torquing before the final stage of “stretching” the bolts.

When tightening more than one bolt in a specified sequence, be sure to mark each fastener with paint *immediately* after performing the final stage or “stretching” of the bolts. This will ensure that you keep track of which bolts have already been “stretched”.

All Torque to Yield bolts should only be used once and should be replaced each time they are removed. If they are reused, they will not be able to achieve the proper clamping force with the specified torque.

Lubrication

Torque specifications are always listed for a dry fastener (*no* lubrication) unless specified otherwise.

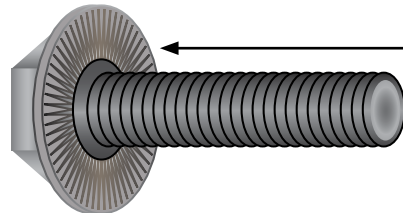
Some fasteners require lubrication on the threads -or- on the contact surface while torquing. These fasteners will be listed with the specific location and type of lubrication required. Always follow manufacturers recommendations exactly.

Lubricating a fastener that is intended to be installed dry and then torquing it to factory specifications will increase the clamping force and stress on the fastener and components, which can result in damage or failure.

Do not lubricate the threads of any fastener unless it is specifically recommended by the manufacturer.

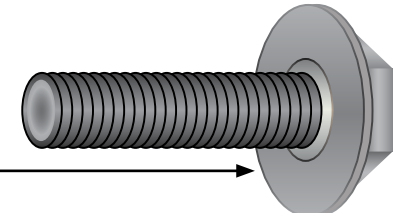
Ribbed vs. Non-Ribbed Bolts

Ribbed and Non-Ribbed bolts in the same location generally require a different torque specification.



A ribbed bolt is identified by the ribs on the contact surface

A non-ribbed bolt is identified by the smooth contact surface



TORQUE SPECIFICATIONS

Transmission Mount to Body Bolts	40 Nm (30 Ft-lbs) + 90 degrees	(Page 12)
M8 Bracket Bolt	25 Nm (18 Ft-lbs)	(Page 12)
Transmission Mount to Bracket Bolts	100 Nm (74 Ft-lbs)	(Page 13)

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Your Performance Transmission Mount installation is complete!



These instructions are provided as a courtesy by ECS Tuning

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