

FUNCTION-FIRST

PERFORMANCE

PLEASE READ BEFORE INSTALLATION: These instructions serve only as a guideline – the installation process for each vehicle may vary depending on make/year/model/trim/etc. It is the sole responsibility of the user to check for suitable product fitment prior to beginning the installation process. The user also accepts that working on or around a vehicle is an inherently dangerous activity, and as such should only be attempted by a qualified automotive technician. By installing or using any Function-First Performance product, the user assumes and accepts all risks.

INSTALLATION INSTRUCTIONS

Transmission Mount Insert – 996/997 Carrera

TOOLS NEEDED:

Floor Jack

Wrench: 15mm

Sockets: 7mm, 10mm, 15mm, extensions

Torx: T25, T30

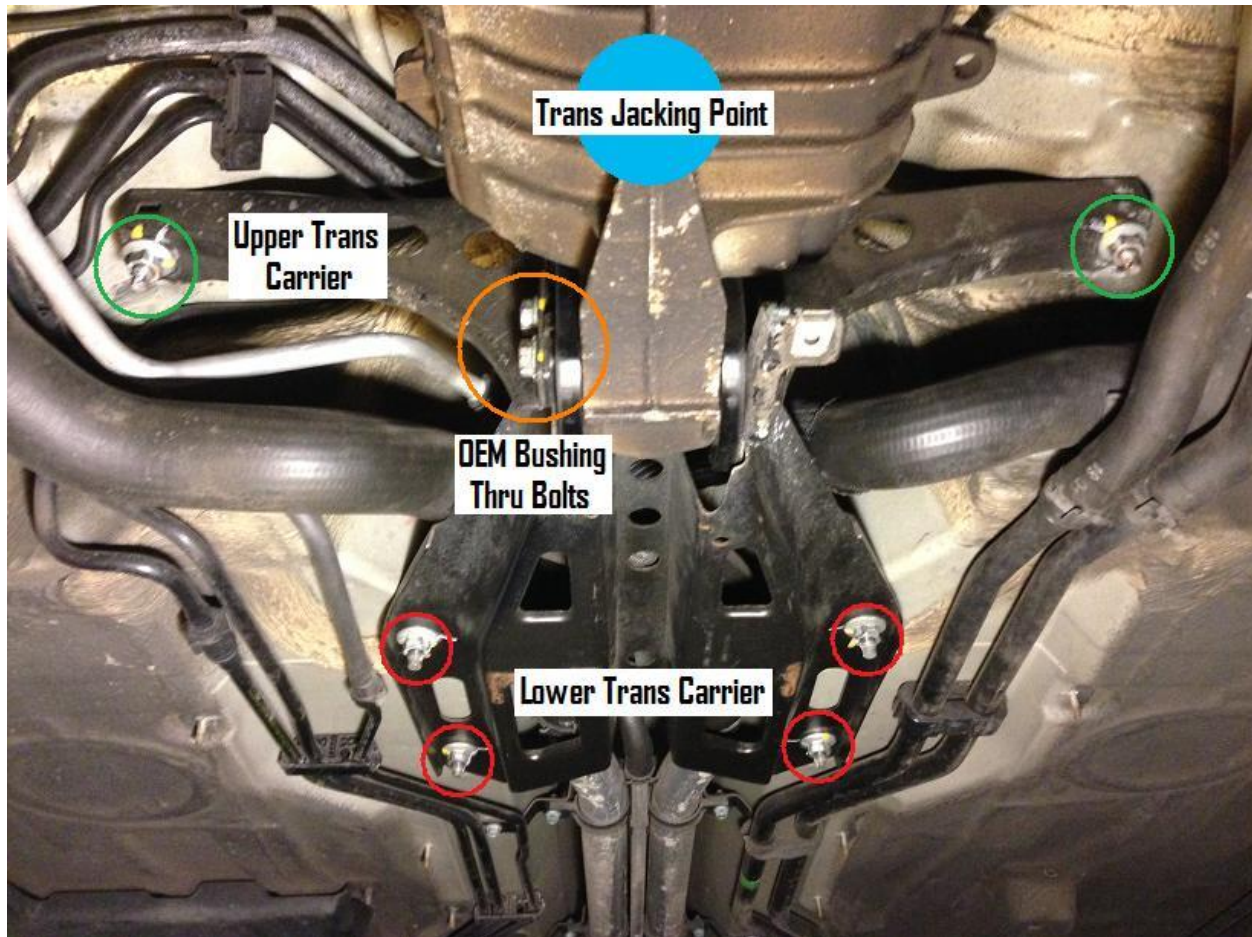
PROCESS:

- 1) Remove undertrays to access the transmission mount carriers (10mm nuts, T25 and T30 screws)
- 2) Support transmission with Floor Jack (jack it up just enough to relieve tension on the OEM mount bushing thru bolts to ease their removal) <FIGURE 1 – blue circle>
- 3) Unbolt the 2x 15mm nuts/bolts that run thru the OEM mount bushing <FIGURE 1 – orange circle>
- 4) Unbolt the lower transmission carrier (4x 15mm nuts) from the chassis and put aside <FIGURE 1 – red circles>
- 5) Unbolt the upper transmission carrier (2x 15mm nuts) from the chassis and let hang <FIGURE 1 – green circles>
- 6) Remove the upper carrier studs (2x 7mm studs) to allow room to angle the carrier away from the OEM bushing
- 7) You may need to SLIGHTLY lower the transmission to facilitate installation of the Inserts <FIGURE 2>
- 8) Lubricate both Transmission Mount Inserts with a silicone based lubricant (liquid soap will suffice – DO NOT use an oil or petroleum based lubricant, as this may adversely affect the physical properties of the urethane)
- 9) Orient the Inserts so that their respective sidewalls extend toward the front of the car, and then slip them into the OEM bushing from either side until they are fully seated <FIGURE 3>
- 10) Slide the lower carrier over the Inserts, and hand tighten it back onto the chassis
- 11) Reinstall the upper carrier studs into the chassis – begin threading them by hand to ensure they do not get cross-threaded, then tighten them down until fully seated
- 12) Hand tighten the nuts back onto the upper carrier studs
- 13) Raise the transmission slightly to realign the upper and lower carriers with the OEM bushing
- 14) Reinstall the 2x 15mm nuts/bolts thru the carriers and OEM bushing, and hand tighten the nuts
- 15) Raise the transmission SLIGHTLY so that the carriers are just seated onto the chassis – DO NOT raise too much, as you then risk lifting the entire car
- 16) Torque down to factory spec the lower carrier, then the upper carrier, then the 2x nuts/bolts thru the OEM bushing
- 17) Remove Floor Jack from transmission
- 18) Reinstall undertrays

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FIGURE 1



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FIGURE 2



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FIGURE 3

