Engine Torque Mount

Tools needed:

- T30 Torx driver
- 13mm Combination Wrench or Socket with Ratchet
- 15mm Socket with Ratchet
- 16mm Combination Wrench or Socket with Ratchet

Please note that this mount covers various vehicle applications. The instructions below are generic in nature. Some fitments (MK3 Ford Focus ST) require the mount to be installed “upside down” of what is shown here for clearance of existing bolts. Prefit the Engine Torque Mount before final tightening.

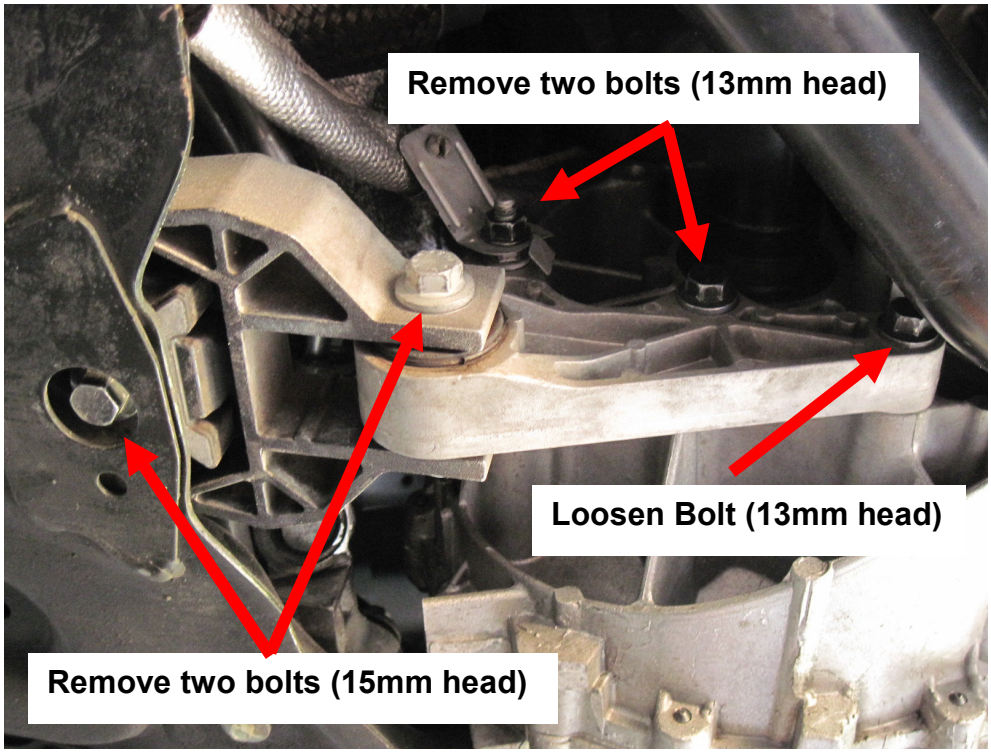
Raise front of vehicle (using a lift or jack) and ensure vehicle is stable on lift or jack stands and remove plastic under tray (if vehicle is so equipped) by removing seven screws with a T30 torx driver.

Remove two bolts (15mm head) on the stock Torque Mount.

Remove nut (13mm head) holding wire retaining bracket. Remove stud/bolt (13mm head).

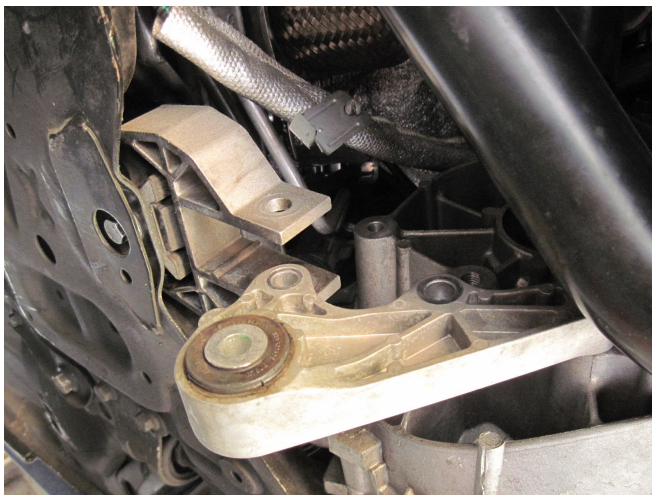
Remove middle bolt (13mm head).

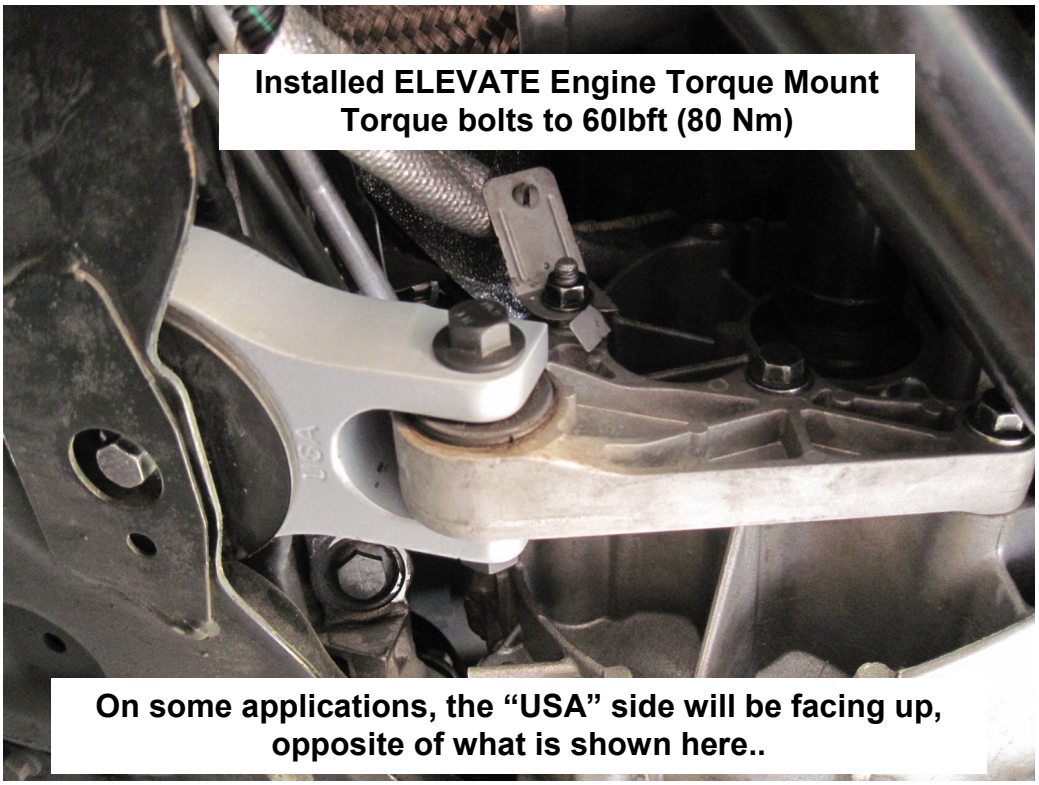
Loosen (no need to remove) bolt (13mm head) furthest from torque mount.



Pivot lower mount down and away from stock torque mount.

Remove stock torque mount from Subframe pocket.





Clean the area inside the subframe where the torque mount sits to ensure there is no dirt or debris where the ELEVATE Engine Torque Mount interfaces with subframe.

Slide ELEVATE Engine Torque Mount into clean subframe pocket. Some grease or oil on the bushings will help it slide into place. Check to ensure that the through M12 bolt included with Engine Torque Mount will clear. If not, turn the busing over and install.

Mount ELEVATE Engine Torque Mount using factory bolt (15mm head) with included thread locking compound on bolt. Torque to 60lbft (80 Nm).

Pivot lower bracket up into place inside of ELEVATE Engine Torque Mount and insert included M12 bolt (16mm head). Hand tighten.

Reinstall the two factory bolts which attach the lower mount to the transmission and tighten to 45lbft (60 Nm).

Tighten third bolt to 45lbft (60 Nm) on lower mount that was loosened.

Reinstall wire retaining bracket and tighten nut.

Apply thread locking compound to M12 bolt (16mm head) previously inserted through ELEVATE Engine Torque Mount and torque to 60lbft (80 Nm)

Reinstall plastic under tray (if so equipped).

Check bolts to ensure they are tight after 100 miles (162km) of driving.

An optional Race Bushing is available for track events or drag racing. The Race Bushing is very firm and, while dramatically controlling engine movement, transmits considerable engine vibration to the chassis and is not recommended for street use for that reason.