

How to Change the Engine Mounts

By Steve Brookes

With time, the fluid filled engine mounts are known to fail on 911s. This manifests itself as a bouncy rear end and difficulty in downshifting through the gearbox when braking hard. In the worst case a failed mount can transmit shocks through to the engine carrier with the result that it can fracture and the engine fall out! You can tell what state they are in by looking at them in the car. The pictures below show what mine looked like.

The left one was sagging a bit:



The right one was sagging a lot:



So I duly ordered new mounts from Porsche. The part number for the left one is 964 375 049 00 and 964 375 050 00 for the right one. Once out of the box the only way of telling them apart is that the factory has written L and R on them!



Fitting the mounts

1. Chock the front wheels. Jack up the engine to take up the strain (I simply jacked it up until it had taken up the slack of the sagging mounts). Rear wheels remain on the ground.
2. Undo the nut on the bottom of the mount. You'll need a 19 mm socket (I used a 6 sider which is much safer than the tooth type), long extension and a long socket wrench (it's very tight to undo). You access the nut from underneath (there's a hole in the heat shield so you can get to it).
3. Undo the two 13 mm bolts that secure the mount on the top and wiggle it out.
4. Insert new mount and fix it in place with the 13 mm bolts.
5. Put the nut on the bottom and tighten to 85 nm.
6. Do the other one (i.e. do one at a time)

Access underneath was pretty good but the left required an angled universal socket extension as the cat is in the way.

Here's a picture where the left mount has been removed:



Here's the new right mount from the top:



Compared to the old mounts the pictures below show there is only a small gap between the mounts and the frame.

New left mount in place:



New right mount in place:



Here are the old mounts. They don't look too bad but when shaken I could hear hydraulic fluid sloshing around which indicates that they had leaked and were therefore were no longer capable of absorbing shocks transmitted from the engine:



With new mounts gear shifting is much better and the rear of the car settles much quicker when going over bumps.