

As promised, here is a DIY for replacing the engine mounts on the e46 M3 chasis. There are many different routes to doing this swap, but I think I have found the easiest route that will take the least amount of parts removal and time. The problem is that I started out with the intent of doing it in accordance with this written DIY:

<http://www.m3forum.net/m3forum/showt...gine+mount+diy>

So I removed some things that probably could have stayed on the car. So you may actually need to do less than what I did to get the same results.

So let's get started!

OEM parts needed:

2 x Rubber Mounting 11812283798

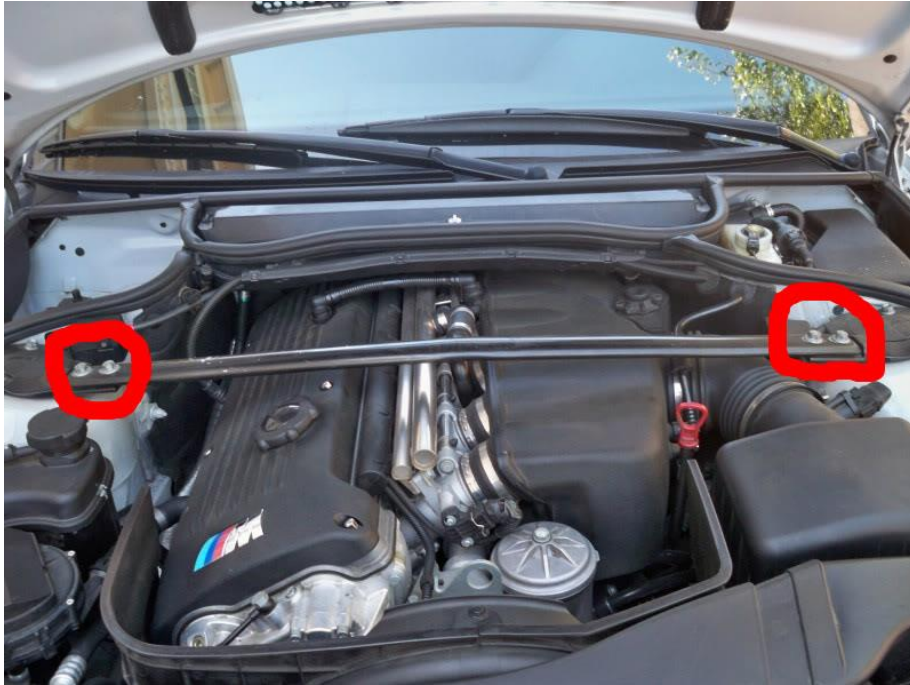
4 x Flange nut M10 22116779973

Cheapest place I found was ECS tuning for these

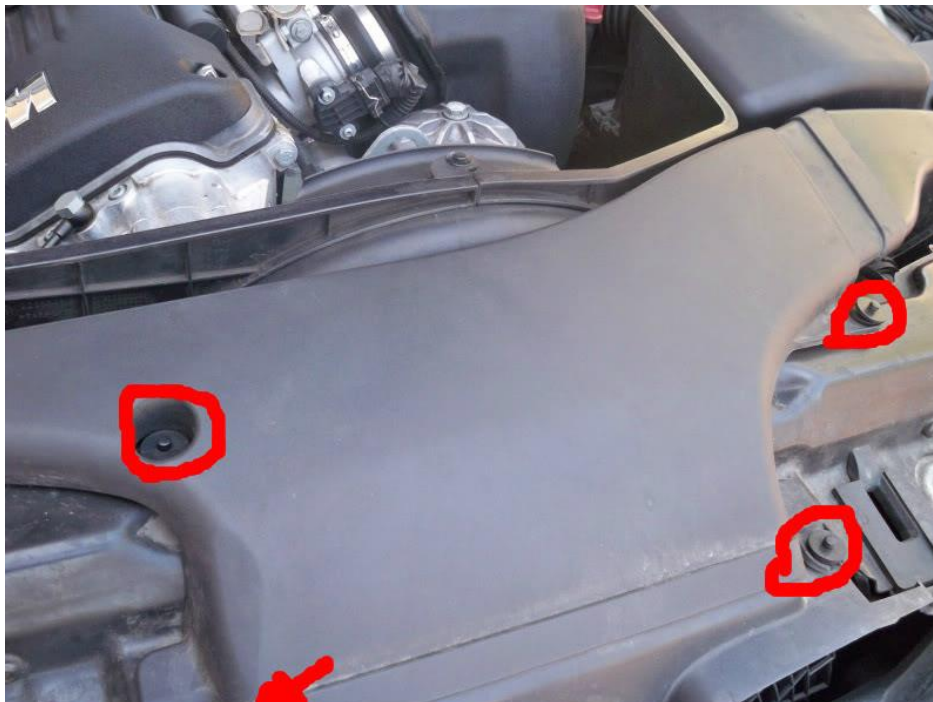


1. Put the front of the car up on jack stands

2. Remove plastic shield that is closest to the bumper. It's held on by 7 8mm screws. Then remove the metal reinforcement plate, which is held in place by 10 16mm bolts.
3. Remove the strut bar by removing the 4 13mm bolts that hold it in place.



4. Remove the plastic shield from the front of the engine bay by pulling the 4 pins out.



5. Remove the engine air filter box by first popping off the cover for the xenon stuff right next to the

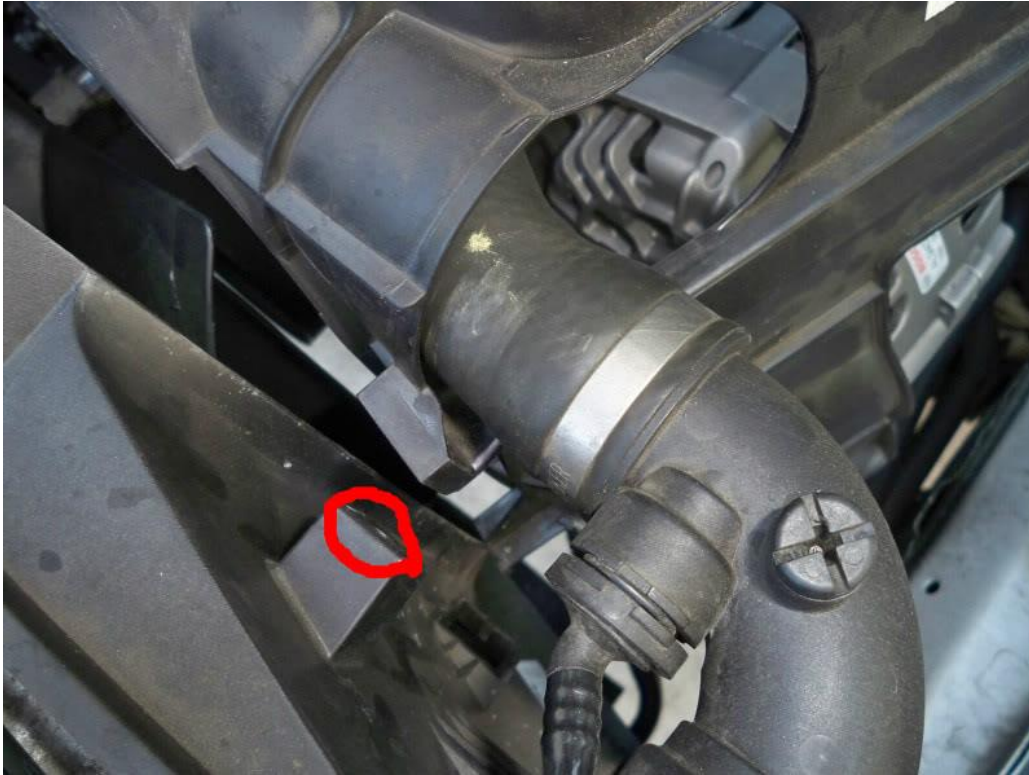
airbox. Unplug the two plugs by squeezing them and pulling and pop off the box by squeezing the clips together that hold it in place. Remove the two 10mm bolts that lie beneath, which will free the airbox to soon be shimmied out of place. Use a screwdriver to loosen the clamp that connects the intake elbow to the box. After this is all finished, you should be able to maneuver the intake box out of the engine bay.





6. Remove the plastic shields that are held in place by more pins. Using a small flathead makes these easier to pop out. Remember to pop the "head" of them out before trying to pull the base. The shield on the driver side will simply rest on the coolant hose since it can't be removed completely.





7. Pull the plug at the top of the clutch fan shroud on the passenger side. Using a T-25 torx remove the 2 screws that hold the top of the fan clutch cover in place then remove then go under the car to remove the ones at the bottom of the cover (pictures of these not shown).







8. Remove the cabin filter housing by first removing the top piece and the filter underneath. Using a T-30 torx (going off memory so correct me if I'm wrong), remove the 4 screws and pull the cabin air filter housing out.





9. Remove the top nut of the passenger engine mount using a series of extensions, a universal joint, and a 16mm socket and then go under the car and remove the bottom nut. Place a 2x4 on top of a jack and place it as shown in the pic below. SLOWLY and carefully lift up the engine until the old mount can be pulled free. Replace with a fresh mount, screw in the bottom nut, lower the engine slightly, screw in the top nut, tighten each nut down a bit, lower the engine completely, and torque each nut to 37ft-lb. Also, make sure that you take into consideration your extension when torquing the top nut..









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11. Put everything back together and enjoy your new engine mounts!
Tq spec for reinforcement plate is 43 ft-lbs + another 90 degrees beyond that

Tq spec for strut bar nuts is 18 ft-lbs

New (left) VS. Old (right)



So there ya go.. An engine mount DIY that doesn't require removal of the fan clutch, fan clutch shroud, engine covers, loosening of the subframe, or other annoying side jobs! 🦊

Let me know if you have any questions or would like yours replaced if you're in the area!