

20vt Right hand side engine mount removal/refit

There are 4 'engine' mounts on the 20vt.

- One on the gearbox that attaches to the left chassis leg
- One near the auxillary belts attached to the right chassis leg – this guide
- One at the rear of the engine attached to the front subframe
- One stabiliser bar attached to the front left suspension turret – see 'Rear stabiliser PU conversion How to'

The right hand side engine mount (drivers side) is mounted up underneath the right chassis leg, near the auxillary belts. Like most engines mounts it is basically a metal bracket with a suspended rubber bush inside it. After time the rubber can begin to perish and in the worst case the bush can fall out of the mount. If this happens the engine will likely drop possibly 2 inches, putting stress on other engine mounts, plus there is a possibility that the right driveshaft may come into contact with the subframe mounts (and create a knocking noise).

I am unsure if the engine mounts are interchangeable between 16v, 16vt, 20v and 20vt models but the same principle should apply.

Parts needed:

New engine mount (Fiat Part no to be confirmed ~£75)

Tools needed:

- Wrench with 10mm, 12mm and 19mm sockets (with 12" extension bar)
- An 8mm and 19mm spanner
- A trolley jack (plus small piece of wood)
- A pair of axle stands
- Small and large phillips screwdriver
- Large flat nose screwdriver
- Rubber mallet
- Wheel chocks
- WD40 (or similar lubricant)
- Mini torch might be helpful too
- Cable ties to reattach undertray if needed

Time taken:

1 to 2 hours, depending on the condition of your old mount. If its completely knackered it might just fall out.

Part 1 – Get things ready:

Place the chocks behind the rear wheels and jack up the front of the car up. Put the car on axle stands either on the jacking points or alternatively under the wishbones. Remove the undertray (likely to have various nuts/bolts/cable ties combination – like most Fiat coupes 🇮🇹).

Part 2 – Access to the engine mount:

Remove the panel from inside the right wheel arch to so the auxiliary belts are visible (3 x 8mm bolts plus one plastic pop rivet). Remove the front 2 phillips screws for the wheel cowling, the cowling should now come away but does not need to be completely removed. Cable tie it to the suspension strut to keep it out of the way.

Remove the 2x 10mm nuts holding the oil cooler in place. It should now hang a little lower.

Part 3 – Removing the old engine mount:

Place a jack underneath the engine support bracket, and use a small piece of wood between the jack and the bracket to protect it. Remove the 19mm lock nut on the underside of the engine support bracket (facing vertical) – this is connected to the Y shaped bracket that the engine mounts bolts through. Remove the 3 x 12mm bolt holding the engine mount to the chassis leg. Remove the 19mm nut from the end of the engine mount (horizontal facing) – the bolt itself will be a little tricky to get out as space is limited. Twist the engine mount anticlockwise and you should be able to pull the bolt out, if not push the oil cooler back to make some more space. The engine mount is now completely loose but you can't remove it because other things are in the way. Make sure the oil cooler bracket is separated from the engine mount (small bent lug keeps it in place).

Make a little bit more space by lowering the jack down (not too far, maybe 2 inches). Push the mount upwards and twist it towards you so the top flat part comes towards you, the centre will stay in the same place. If it won't come out lever a flat nose screwdriver to move the Y shaped arms apart and it will pop out.

Part 4 – Fitting the new engine mount:

If it wasn't already loose spray a little WD40 around the Y shaped bracket. Lightly tap the base of the bolt from underneath and push the bracket upwards. Push the new engine mount into place (may need couple of knocks with a rubber mallet). Make sure you put in the correct way round, one side has 2 bolts and the other has 1, plus align the small lugs that are in the centre of the engine mount with the respective holes in the Y shaped bracket.

Align the oil cooler bracket over the lug at the top and screw the 3x 12mm bolts back in and tighten. Push the 19mm bolt through the engine mount and tighten up. Refit the 10mm nuts to hold the oil cooler in place (make sure you don't lose the washers and spacers). Jack the engine up to its original place and refit the 19mm lock nut on the underside of the engine support bracket.

Part 5 – Covering it all up:

This is a good chance to inspect your oil cooler and the oil cooler pipes. Apply some self amalgamating tape to the cooler pipes if your feeling adventurous, or perhaps some rust protector coating and paint them. If they look fine then don't bother. Give the oil cooler a little clean if you want, spray with brake cleaner and remove any unwanted leaves.

Refit the wheel cowling (2 x phillips screws) and then auxiliary belts cover (3x 8mm bolts and plastic pop rivet). Refit the undertray, lower the car down and your done.