



[Motor Mount Pair, Density Line, 8V/8S Audi A3/S3 & TT/TTS, MkVII Volkswagen Golf/GTI/R](#)



Supplied Parts:

- Street Density MQB Engine Mount
- Street Density MQB Transmission Mount

Tools Needed:

- Hands (2)
- 10mm Socket
- 13mm Socket
- 16mm Socket
- 18mm Socket
- T25 Torx Driver
- 7mm Hose Clamp Driver
- 13mm Wrench
- Extension
- Torque Wrench

Density Line Drivetrain Mounts are engineered with performance in mind, and provide an OEM+ driving experience without sacrificing comfort. By eliminating the slop associated with the stock mounts, the Density Line Mounts reduce wheel hop, improve response, and offer a more direct, connected driving experience.

Please Note: This Install Guide is meant to supplement the factory procedure. We recommend having these mounts installed by a professional, as it is a complicated process which can take up to 6 hours to complete.

Step 1 – Open the hood to access the engine bay. This is where the factory engine mounts live, tucked away underneath many other parts.



Step 2 – Remove the engine cover by pulling up firmly.



Step 3 – Using a 7mm socket, loosen the hose clamp securing the air intake tube to the turbo inlet tube.



Step 4 – Remove the 8 T25 Torx screws securing the upper airbox. Remove the breather hose from the front left side of the factory airbox. If your vehicle is equipped with SAI, remove the secondary air injection hose from the upper airbox. Now, remove the airbox and intake tube from the engine bay.



Step 5 – Remove the two T25 Torx screws securing the factory Front Air Duct.



Step 6 – Remove the factory Front Air Duct.



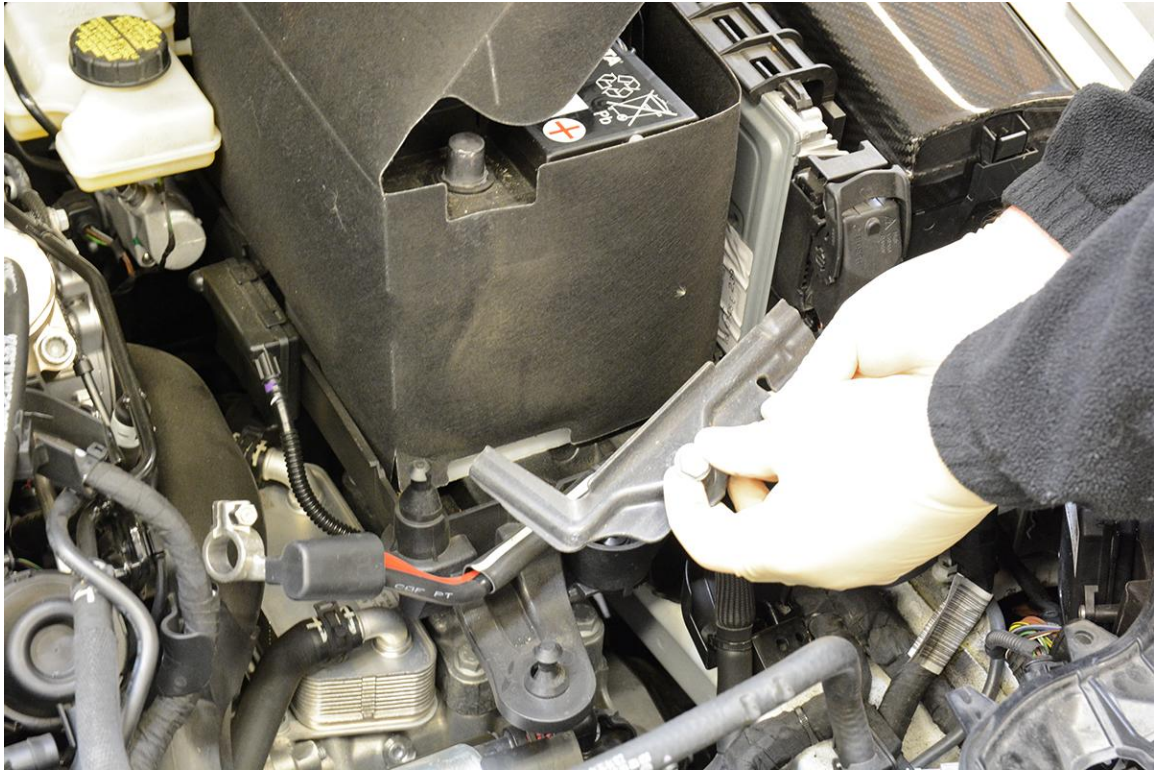
Step 7 – Remove the factory lower airbox by lifting up firmly.



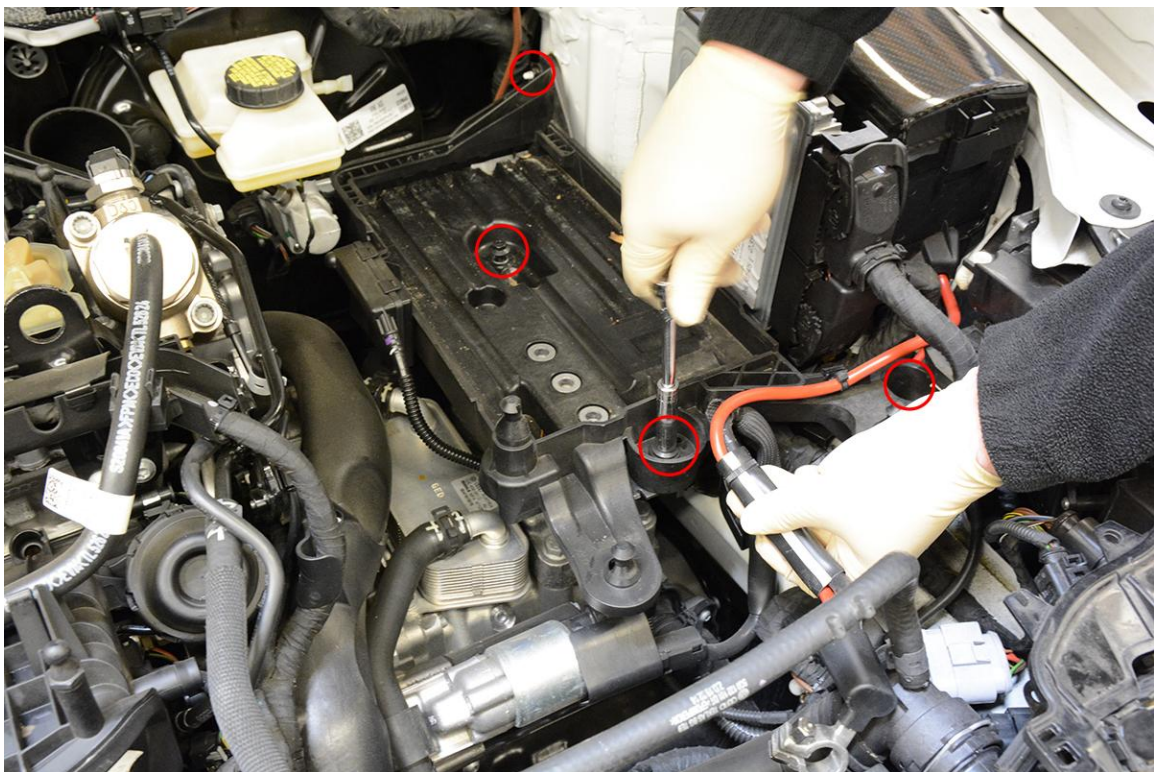
Step 8 – Disconnect the battery.



Step 9 – Remove the battery holder bracket after loosening the bolt with a 13mm socket. Remove the battery blanket, and carefully lift the (heavy) battery out of the engine bay. Do a few reps if you're looking for gains.



Step 10 – Remove the four screws/nuts circled below to begin removing the battery tray.



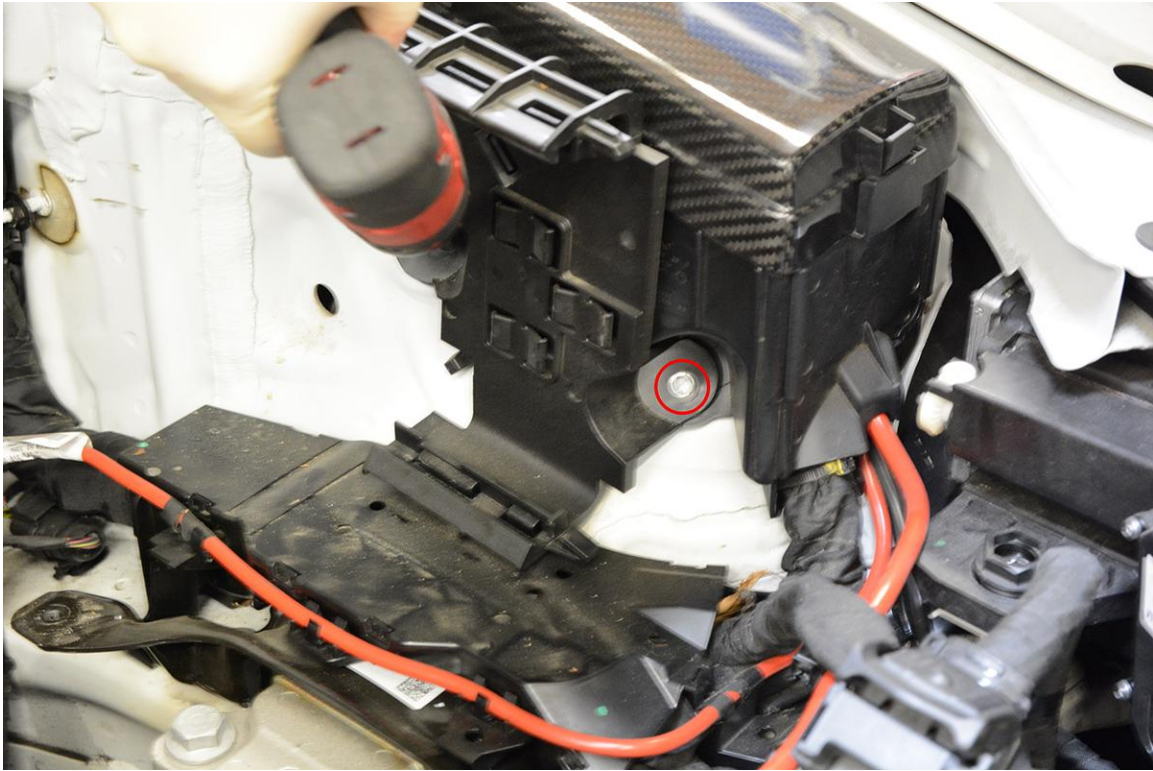
Step 11 – Unclip the plastic case/harness attached to the battery tray.



Step 12 – Unclip the factory ECU from the plastic holder, and move it out of the way to access the fuse box.



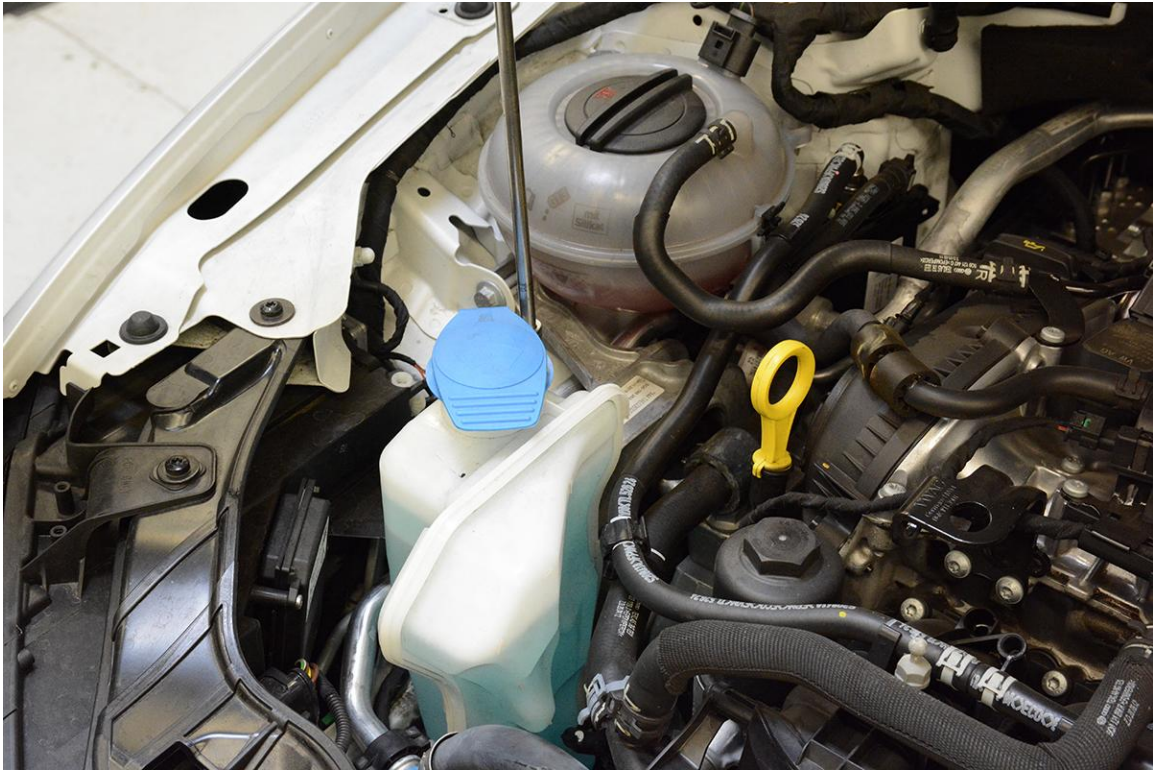
Step 13 – Using a 10mm socket, remove the two nuts securing the ECU holder to the fuse box. Remove the plastic ECU holder.



Step 14 – Lift the factory wiring harness cover up firmly to gain access to the four bolts securing the Transmission Mount to the frame rail.



Step 15 – Remove the 10mm bolt securing the factory windshield washer fluid reservoir. **Drain the windshield washer fluid reservoir.**



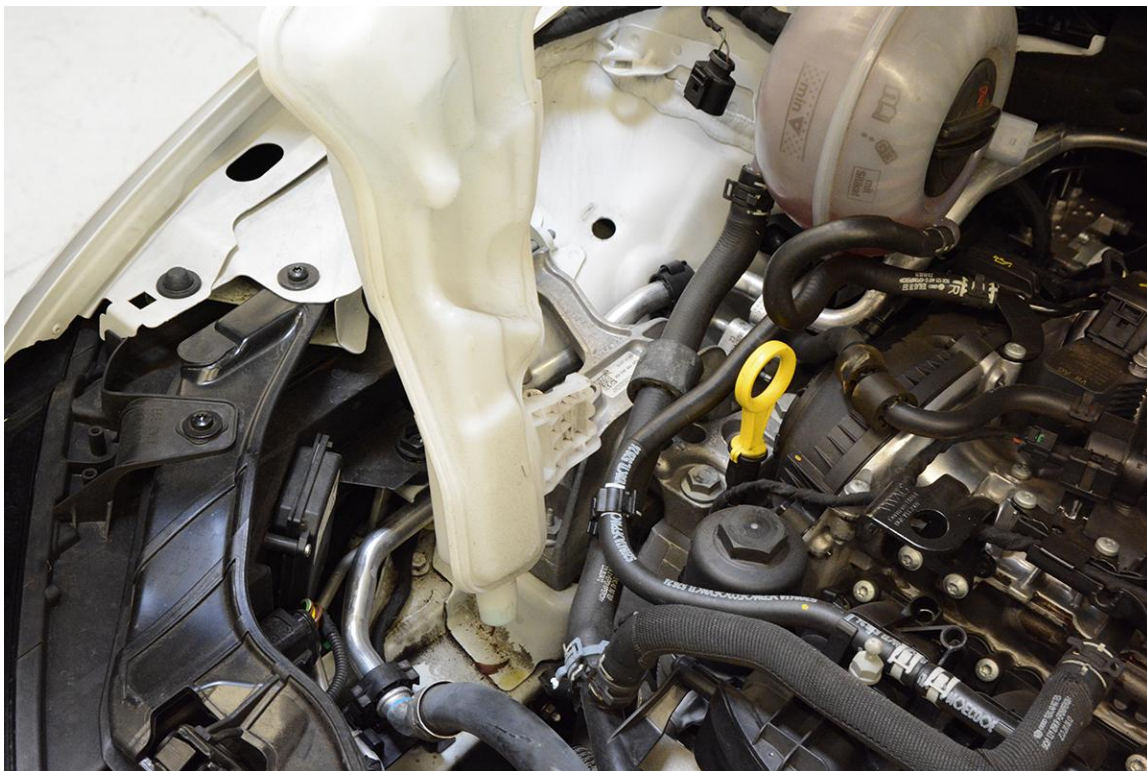
Step 16 – Unplug the connector to the coolant level sensor.



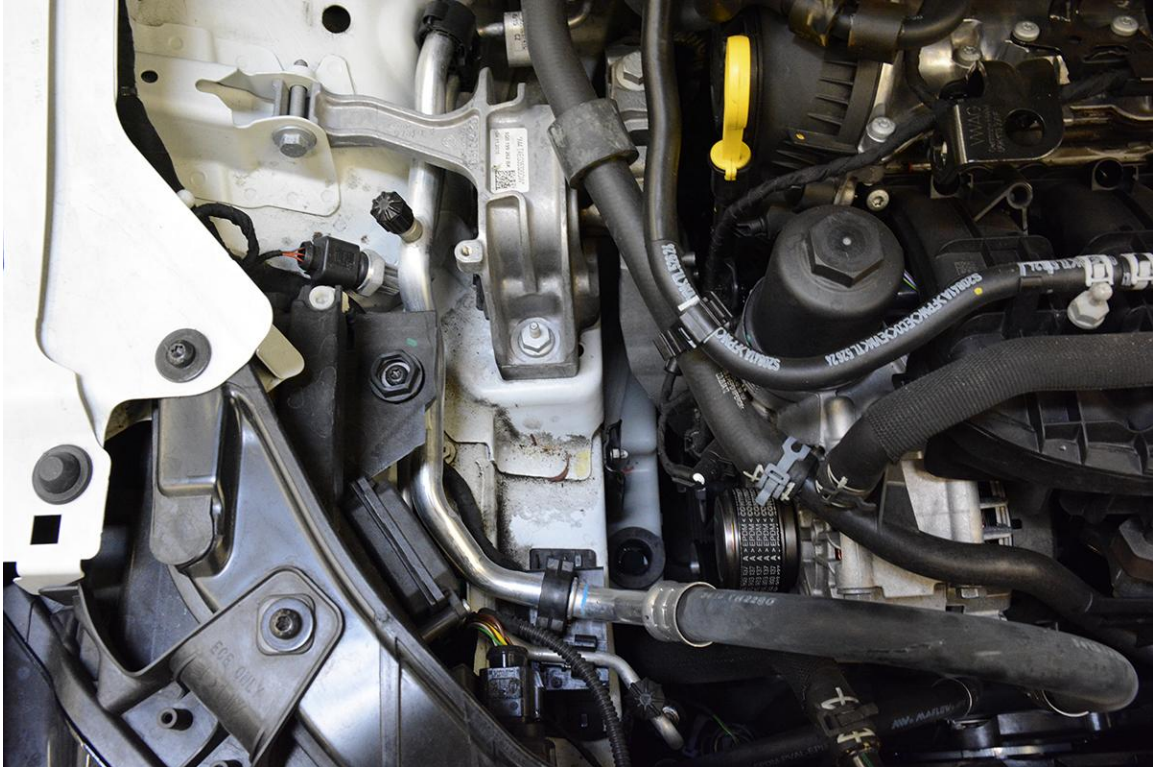
Step 17 – Lift the coolant reservoir up and tuck out of the way to allow for access to the Engine Mount.



Step 18 – Once the factory windshield washer fluid reservoir has been drained, pull up to remove from the base.



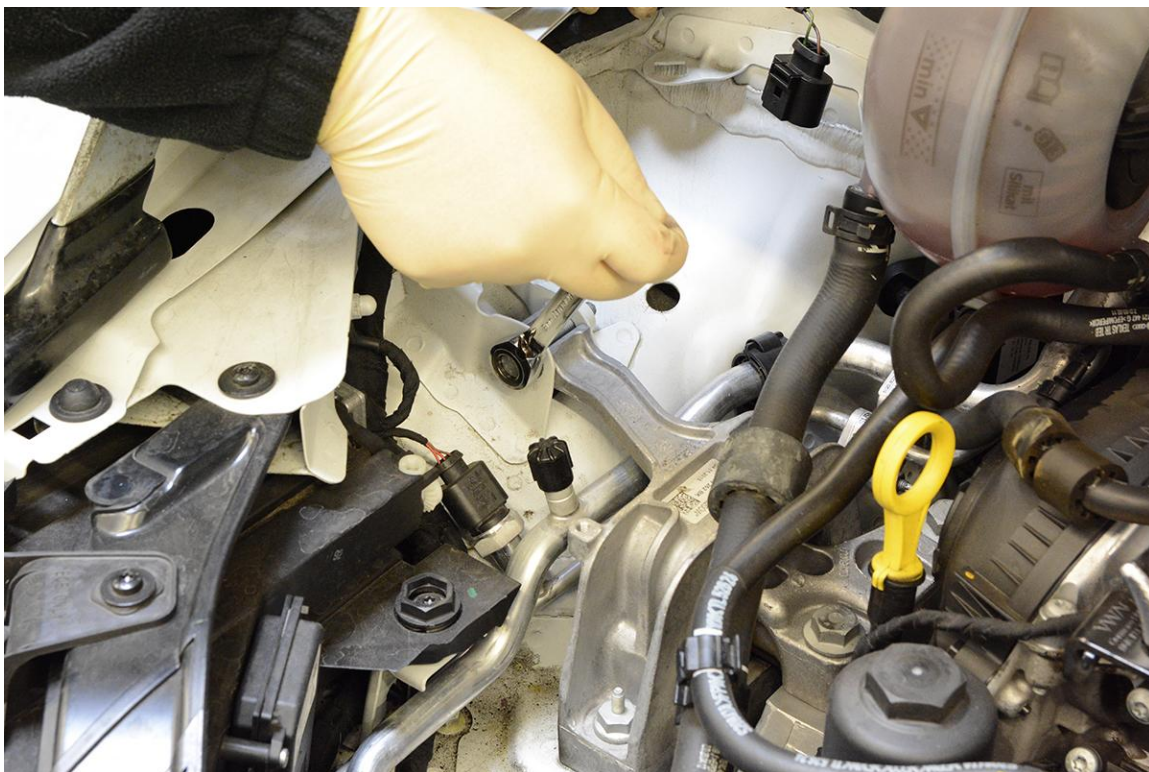
Step 19 – You should now have plenty of room to access the factory Engine Mount.



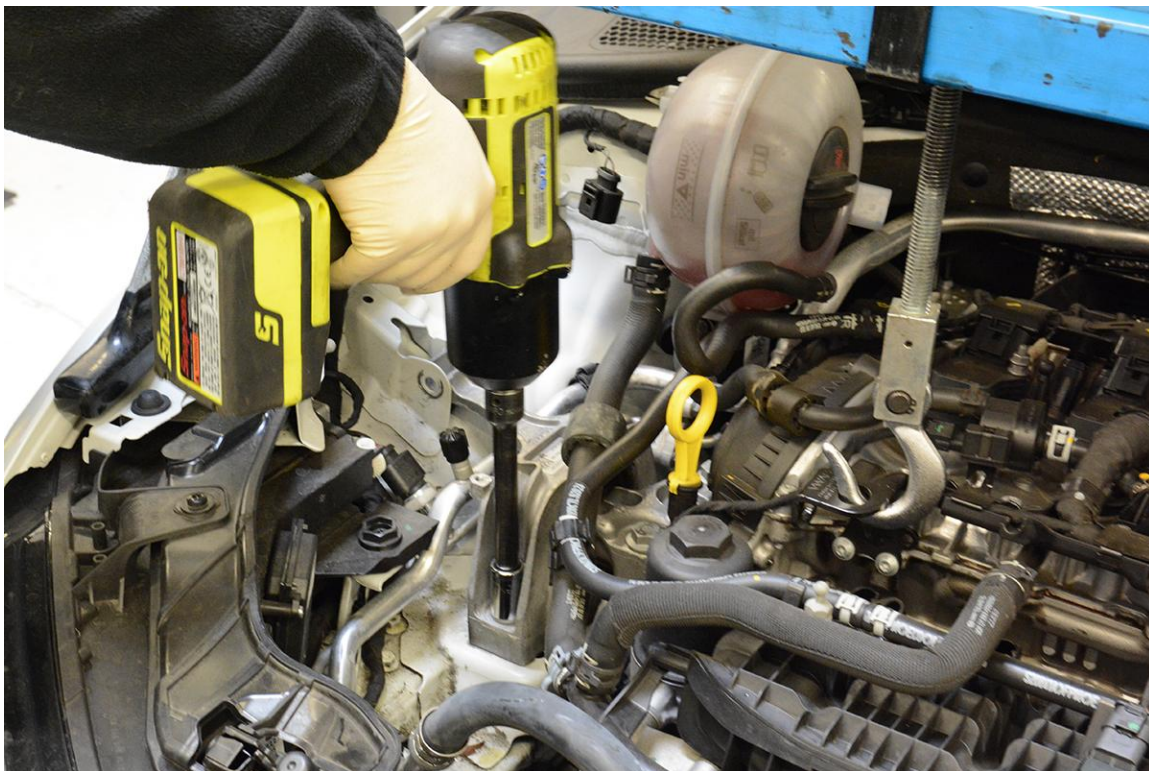
Step 20 – Use an engine support to support the engine/transmission assembly via the factory lift points.



Step 21 – Using a 13mm wrench, remove the bolt securing the Engine Mount to the body.



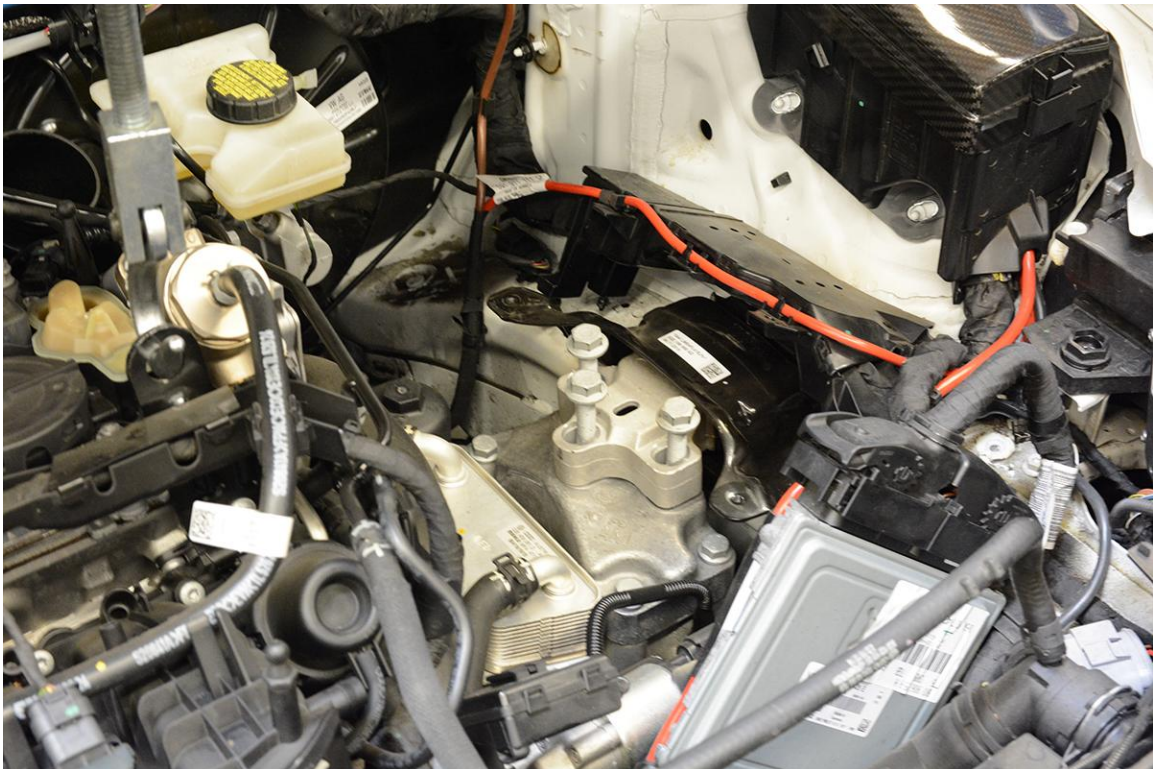
Step 22 – Using a 16mm socket, remove the two bolts securing the Engine Mount to the frame rail.



Step 23 – Using a 16mm swivel socket, remove the 4 bolts securing the Transmission Mount to the frame rail.



Step 24 – Using an 18mm socket, remove the three bolts securing the Transmission Mount to the transmission.



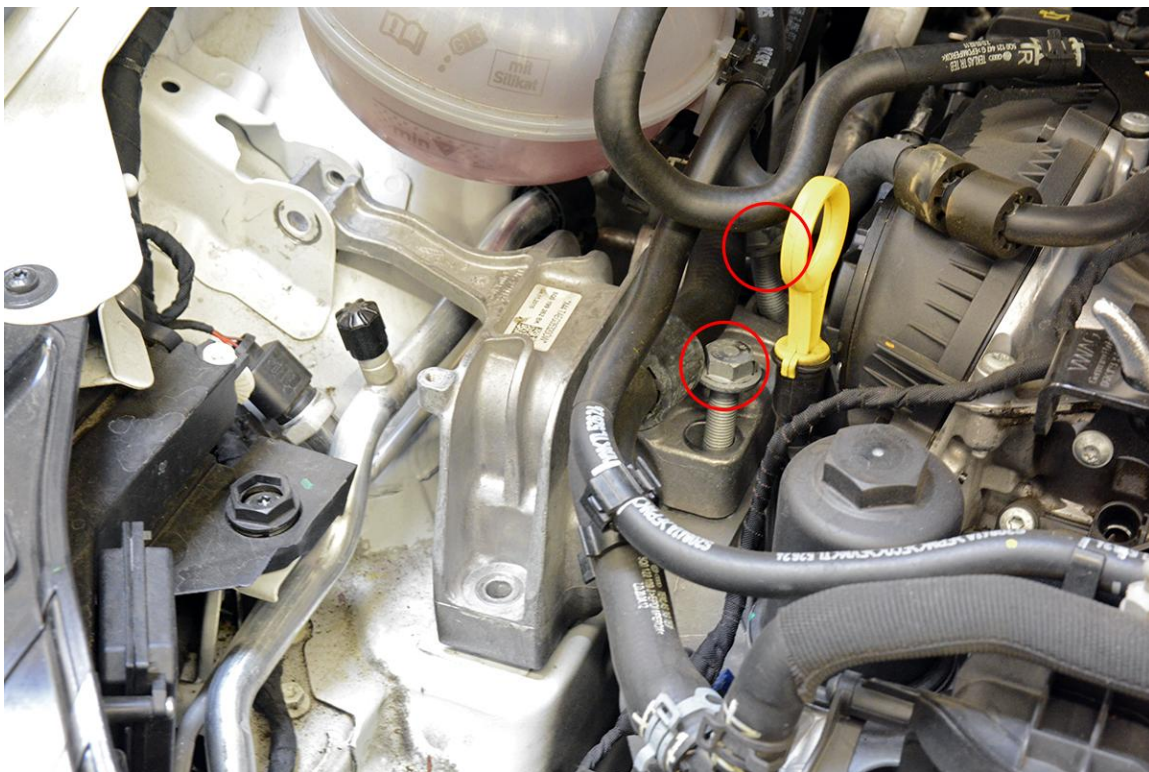
Step 25 – Remove the factory Transmission Mount.



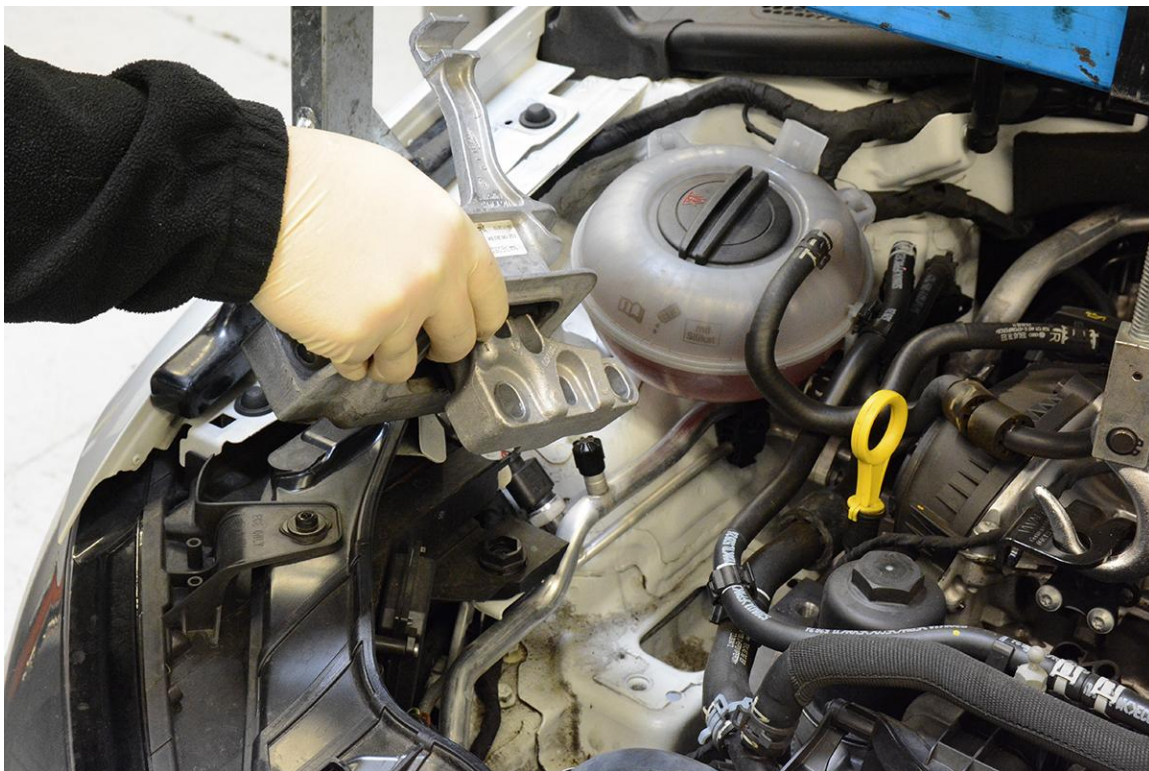
Step 26 – Install the new Street Density Transmission Mount, and secure to the frame rail using four factory bolts.



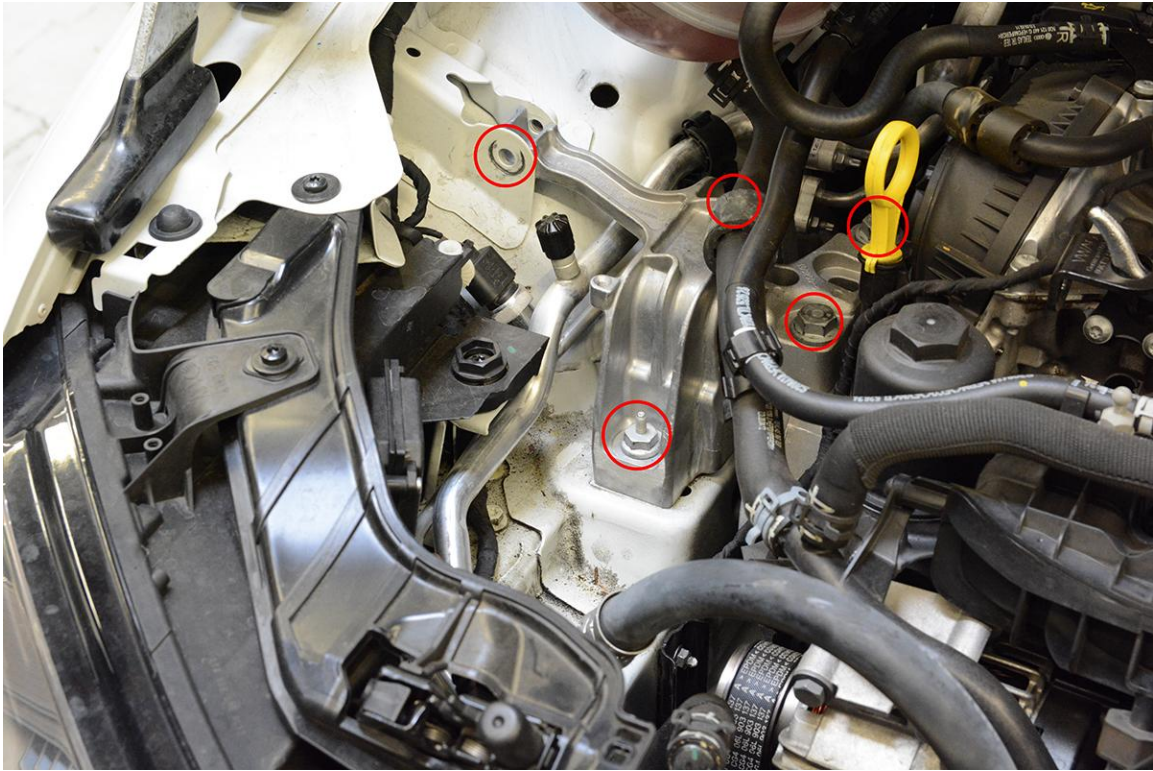
Step 27 – Using an 18mm socket, remove the 2 bolts securing the Engine Mount to the engine.



Step 28 – Remove the factory Engine Mount.



Step 29 – the new Street Density Engine Mount. Secure using the bolt to the body, two bolts to the frame rail, and two bolts to the engine.



Step 30 – Secure the Transmission Mount to the transmission with three factory bolts.



Step 31 – Properly torque the hardware for the Engine Mount and Transmission Mount. Factory torque specs for new hardware are below. If you wish to reuse the OEM hardware, they can be torqued to the *initial torque value* if installed with Blue Loctite.

Engine Mount

- Engine Mount to Body (1) – 20 Nm + 90 Degrees
- Engine Mount to Frame Rail (2) – 40 Nm + 90 Degrees
- Engine Mount to Engine (2) – 60 Nm + 90 Degrees

Transmission Mount

- Transmission Mount to Frame Rail (4) – 50 Nm + 90 Degrees
- Transmission Mount to Transmission (3) – 60 Nm + 90 Degrees

Step 32 – Reinstall the remaining parts in the reverse order of removal.

Step 33 – Ensure that all hardware is properly tightened, and enjoy the upgrade!