



Mercedes W123 Motor Mount Replacement

Engine shaking, rattling, rolling, jumping, jiving? Is your whole car vibrating your fillings out at idle? Well then you might want to consider changing your rubber motor mounts.

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INTRODUCTION

The motors on W123 cars are supported in the front by a pair of rubber motor mounts. The mounts attach the motor to the frame of the car while buffering the motor to prevent excess vibration from being felt by the driver.

When these mounts begin to compress and soften, with age and with deterioration from exposure to fluid leaks, increased vibration will be felt in the car. In addition, the motor will ride lower in the engine compartment and, in time, will lower to the point where the accessory belts may rub against critical parts like the oil cooler lines. This can lead to a leak in the line, loss of oil, and eventually catastrophic engine failure.

So as you can see, the mounts play a critical role in the operation of a W123. Replace your worn mounts early, before trouble starts.

TOOLS:

- 8mm Allen Socket (1)
 - 6mm Allen Socket (1)
 - 3/8 inch Drive Socket Ratchet Extension (1)
 - 1/2" Ratchet Extension (1)
 - 6mm Allen Wrench (1)
 - Bottle Jack (1)
 - 10mm Wrench (1)
 - Torque Wrench (1)
 - Socket Wrench (2)
- 3/8" drive and 1/2" drive*

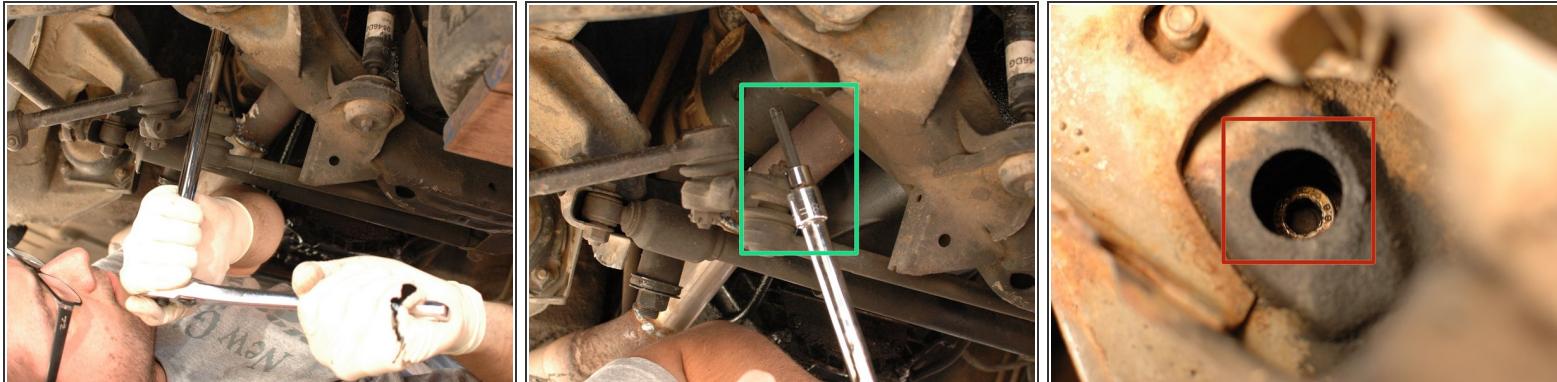


PARTS:

- W123 Motor mount (2)

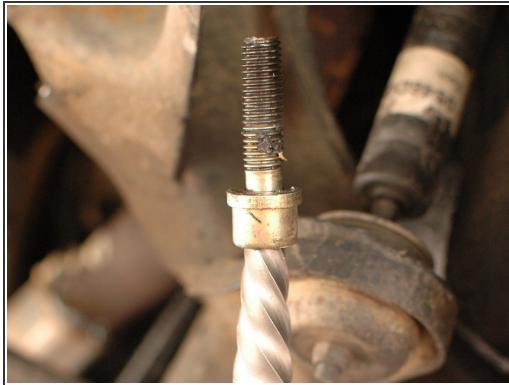
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Step 1 — Motor Mount



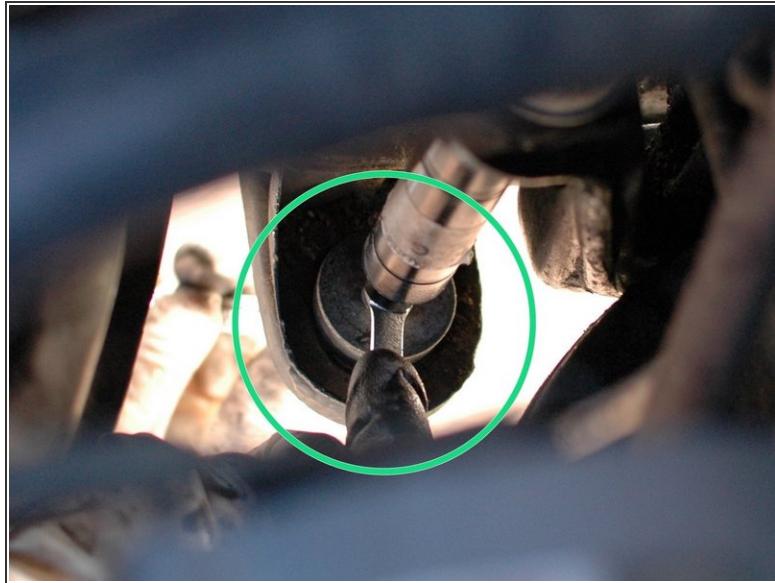
- To remove your motor mounts you will need to raise, and support, your engine with a bottle jack.
- Before you can do this you will need to remove the bolts that hold the engine to the mounts. This is done from below the car.
- The bolts are allen head bolts; you will need an 8mm allen head socket. It should be a 1/2 inch drive socket as you will want a large wrench for leverage. These are often in very tightly.
- The bolt on each mount is located up inside a recessed area as shown.
- Remove the bolt and set it aside.

Step 2



- This allen head bolt is prone to stripping; i.e. the allen socket rounds out the center of the bolt so it cannot be backed out with a regular allen socket.
- If this happens to you try using a screw extractor. You may need to drill out the head of the bolt with a bit sized to match your extractor.
- Replace the bolt with a new one if this happens.

Step 3



- Remove the lower 10mm nut on your engine shocks so the shock can move up as you jack up the engine.
- In order to loosen this nut you will need to keep the shaft on the bottom of the engine shock from turning with it.
- Just above the large metal washer on the shaft there is a flat area where a 7mm crescent wrench will fit on the shaft to hold it. It can be seen in this picture from above the car.

Step 4



- Place your bottle jack under the oil pan and place a wide, thick piece of wood between the bottle jack and the oil pan to spread out the weight of the engine.
- ⚠ Never directly jack up your engine from the oil pan as you may dent the pan. Always use a protective buffer like the wood block.
- Jack up the engine a few inches. This provides easier access to the upper 6mm allen bolts on the mounts.

Step 5



- Remove the two allen bolts that attach each motor mount to the frame of the car. They are 6mm allen head bolts.
- The outboard ones, those furthest towards the outside of the car (both sides of the car shown), are best accessed from above with a 6mm allen socket and a very long extension or several shorter extensions.
- The inboard ones, those closest to the engine, need to be removed from below the car with a 6mm allen key. These are difficult to see, much less take a picture of, but can be removed by feel fairly easily. They can be found almost directly below the metal arm that comes off the engine that attaches to the top of each mount.
- Pictured are the bottoms of these two bolts. Inboard is shown highlighted in green, outboard in blue, to help show location from below the car.

Step 6



- Jack up your engine a bit more to fully clear the motor mounts. Be sure to watch that you do not jack the engine up too high - watch that you do not crimp any heater lines or other items on the firewall behind the engine.
- Remove the mounts along with the heat shield.
- Place the heat shield on top of the new mounts before re-installing them.
- While you have your mounts out and the engine jacked up consider replacing your engine shocks if you feel they may be worn. These jobs are best done together instead of one at a time. [Click here to see a guide on replacing the engine shocks on a non-turbo W123](#); the general concept applies to turbo cars though the shock mounts are different.

To reassemble your device, follow these instructions in reverse order. Torque all bolts to proper specifications.