

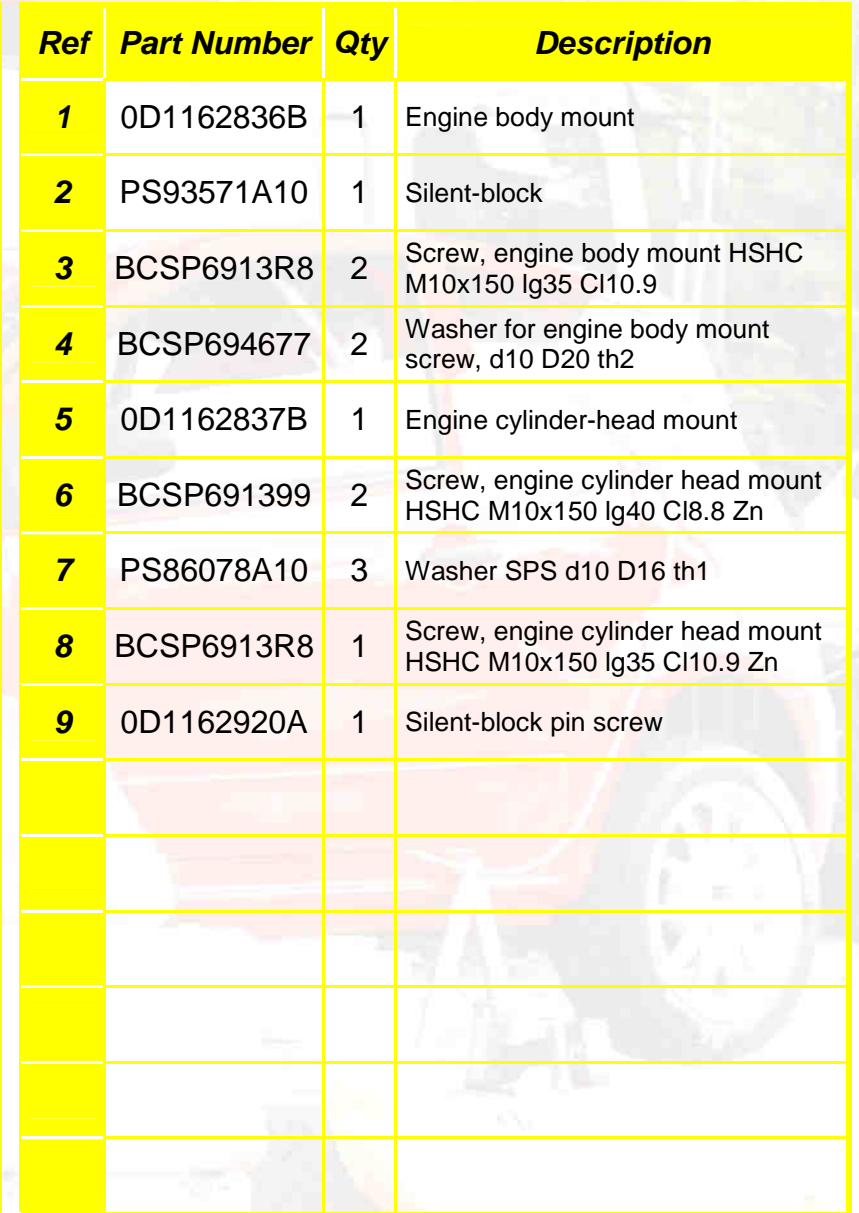


C2R2 MAX

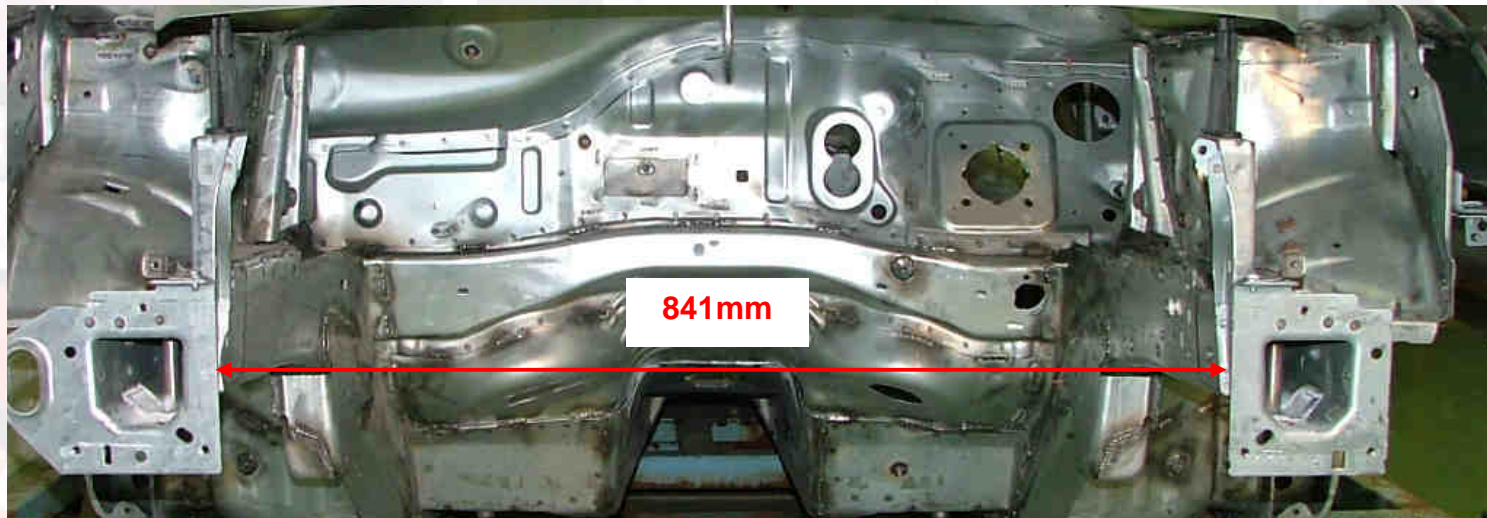
Version 02 – 02 April 2009

D11

ENGINE AND GEAR BOX MOUNT



Before assembling the motor / gear box assembly with their respective mounts, it is important to check the distance between the two front side-members (see photo below).



If this distance is less than the distance indicated, use a jack placed between the two side-members so as to obtain the recommended distance of 841mm.

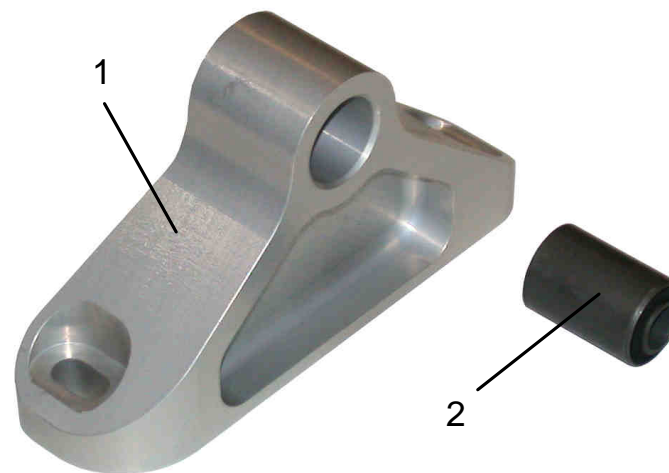
D11
Gear box



D
ENGINE&GEAR
BOX MOUNT



Insert the silent-block ([ref. 2](#)) in the engine mount ([ref. 1](#)). Make sure that this is touching the bottom of the mount.

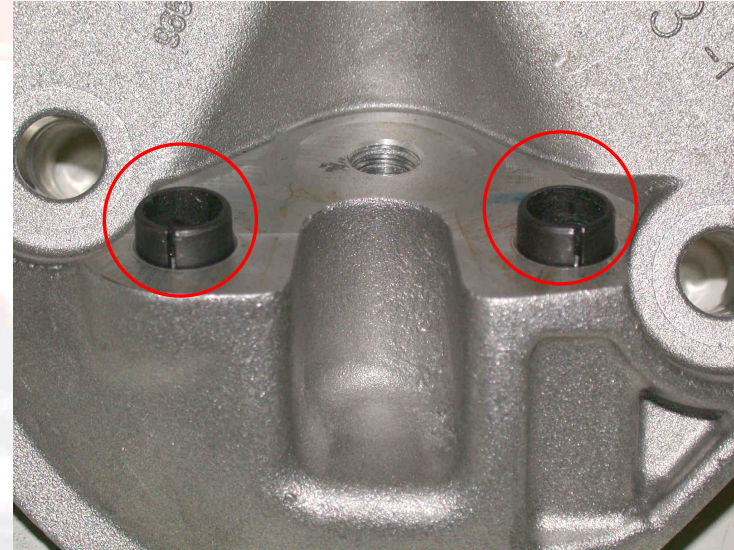


Fit the engine mount on the front right side-member **without tightening**, using screws ([ref. 3](#)) and washers ([ref. 4](#)). The mount must travel freely on the side-member thanks to the oblong holes.



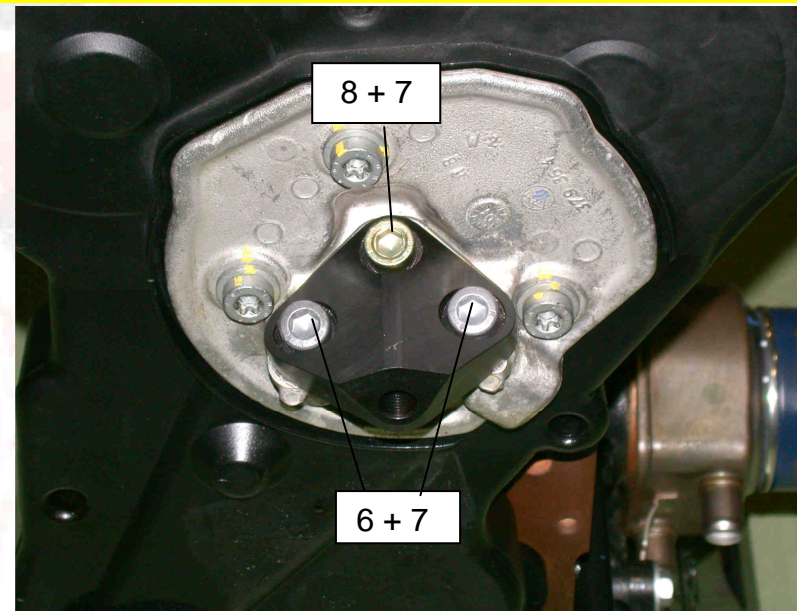


Before fitting the engine cylinder head mount ([ref. 5](#)) check that there are centring devices on the cylinder head mount.



Fit the engine cylinder head mount ([ref. 5](#)) on the cylinder head, using screws ([ref. 6 and 8](#)) and washers ([ref. 7](#)).

Make sure that the screw ([ref. 8](#)) is correctly positioned, as shown in the photo opposite.



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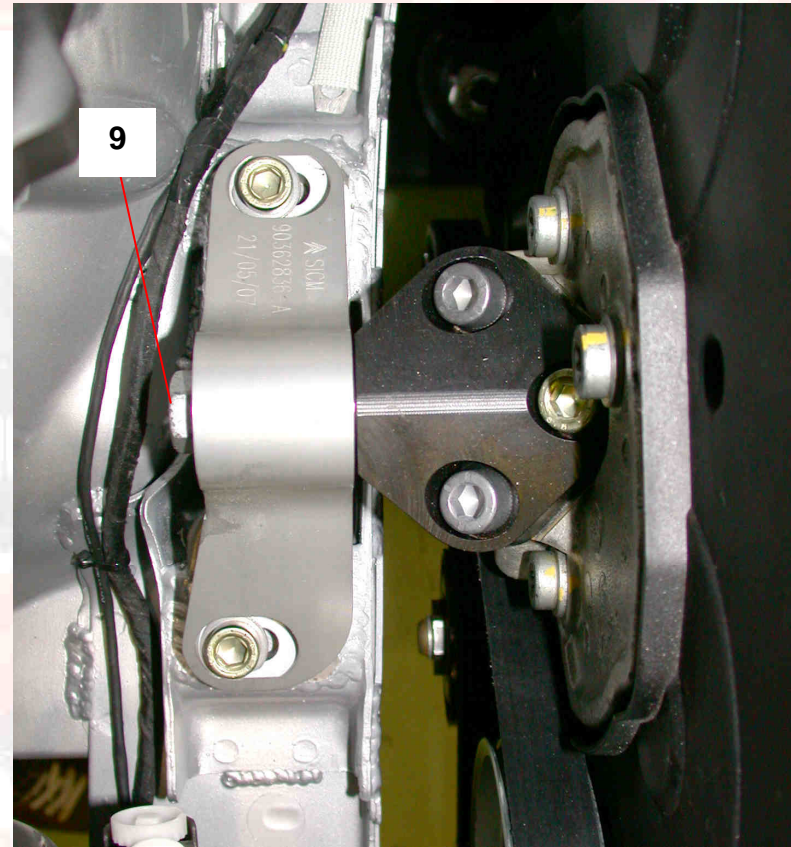
5 m.kg

D11
Gear box



D
ENGINE&GEAR
BOX MOUNT

Connect the engine body mount to the engine cylinder head mount using the silent-block pin screw ([ref. 9](#)), **without torque tightening it.**





D11
Gear box

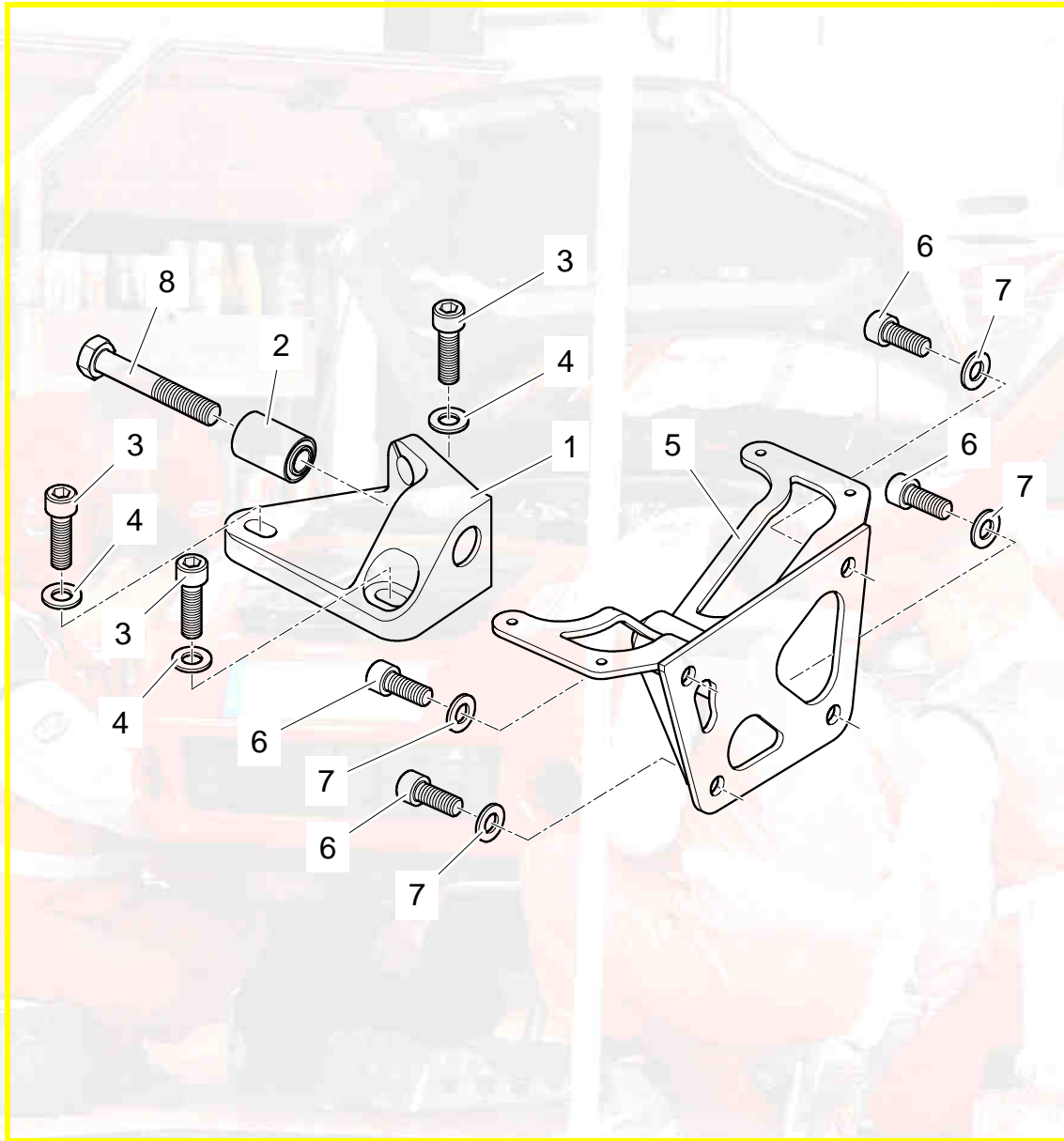


D
ENGINE&GEAR
BOX MOUNT



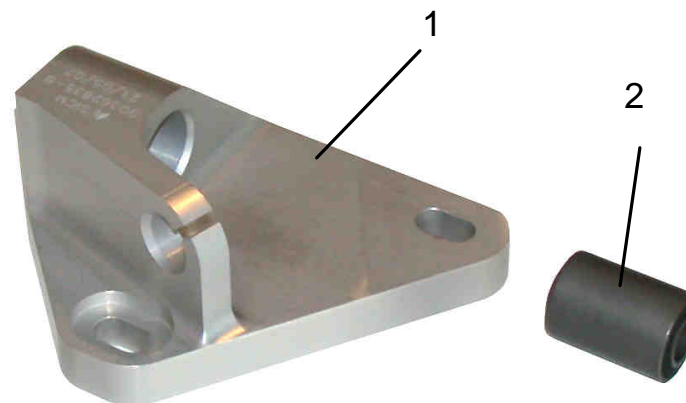
CPD MAX

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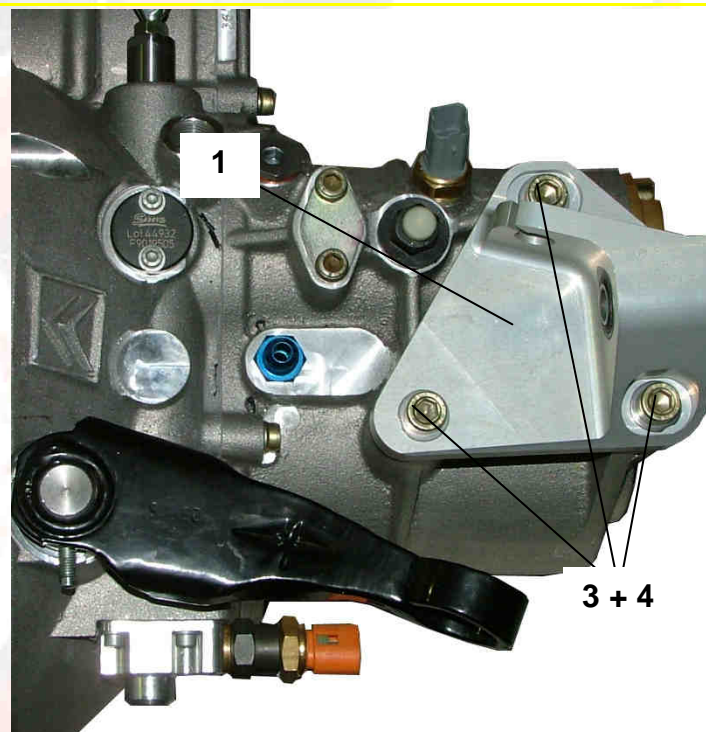
[illegible]



Insert the silent-block (*ref. 2*) in the gear box mount (*ref. 1*). Make sure that this is touching the bottom of the mount.



Fit the gear box mount on the gear box **without tightening** (*ref. 1*), using screws (*ref. 3*) and washers (*ref. 4*). The mount must travel freely on the gear box thanks to the oblong holes.



D11
Gear box



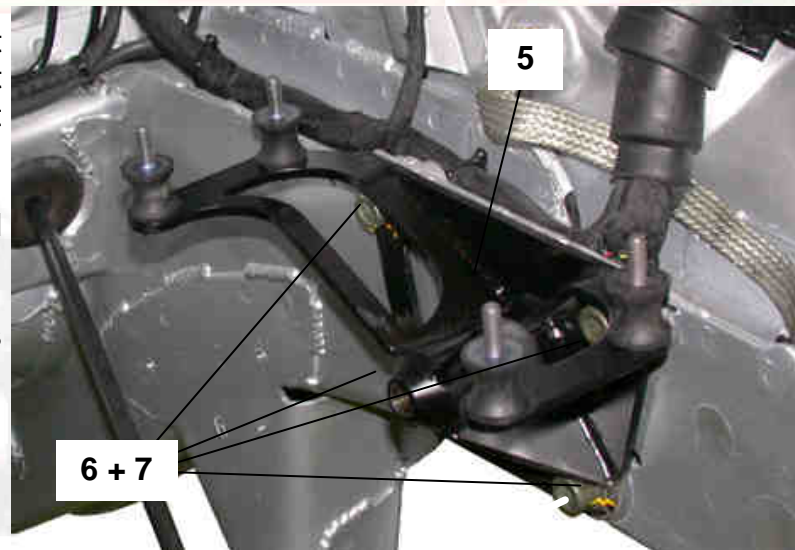
D
ENGINE&GEAR
BOX MOUNT



Carry out a "test fitting" of the gear box body mount ([ref. 5](#)) against the front left side-member. Check that welds on the side-member or mount do not prevent good contact between these two parts.

If necessary, smooth off the welds to obtain a good contact between the two parts.

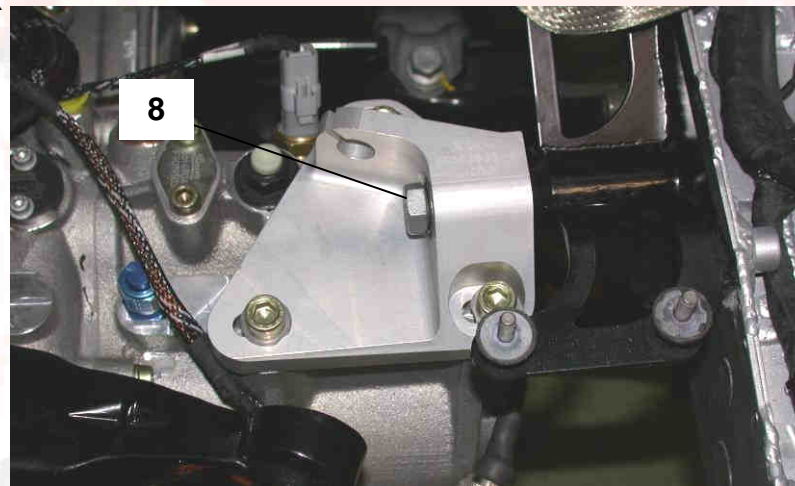
Fit the gear box mount on the body, using screws ([ref. 6](#)) and washers ([ref. 7](#)).



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5 m.kg

Connect the gear box mount on the gear box to the gear box mount on the body using the silent-block pin screw ([ref. 8](#)) **without torque tightening it.**





D11
Gear box

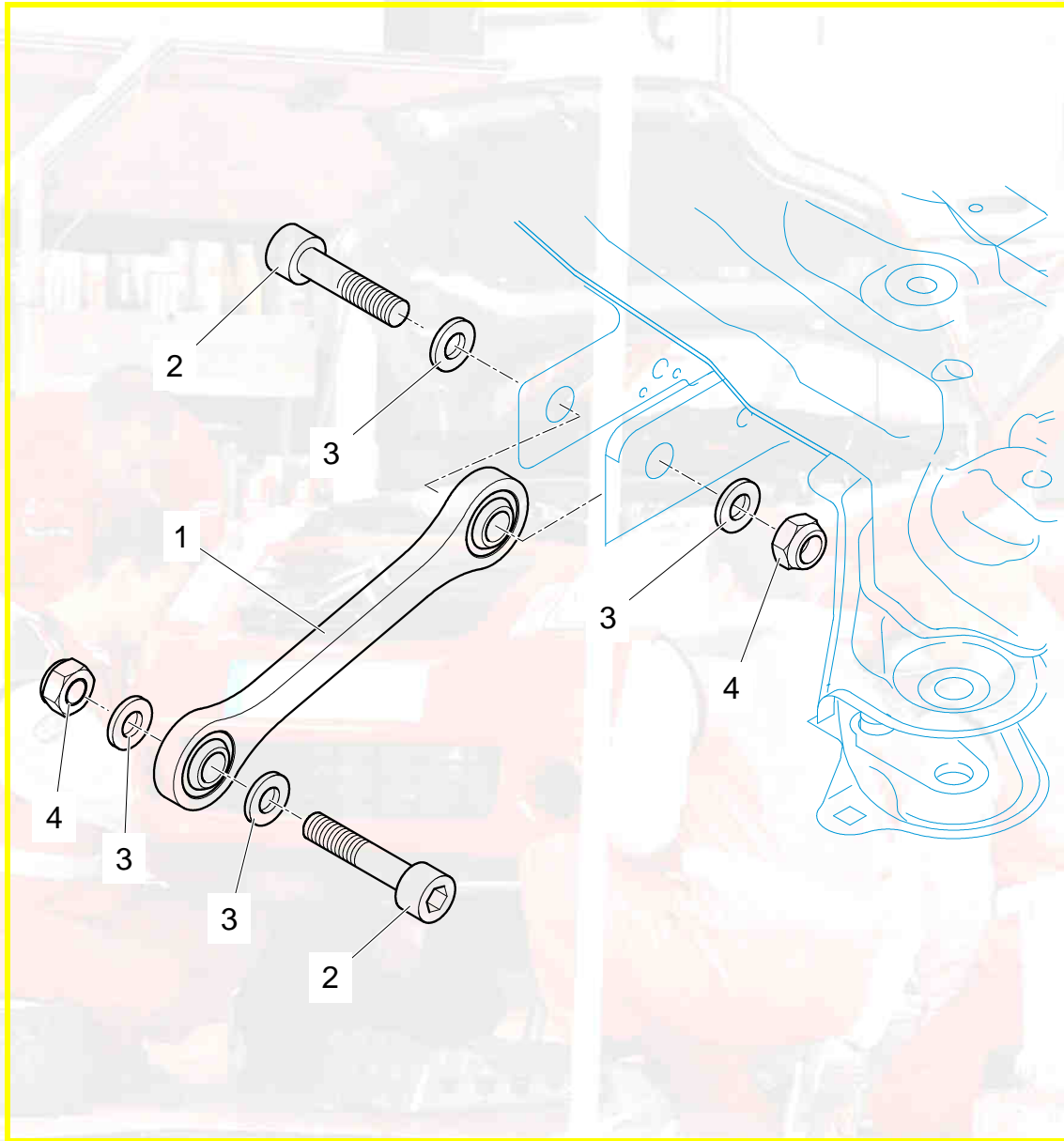


D
ENGINE&GEAR
BOX MOUNT



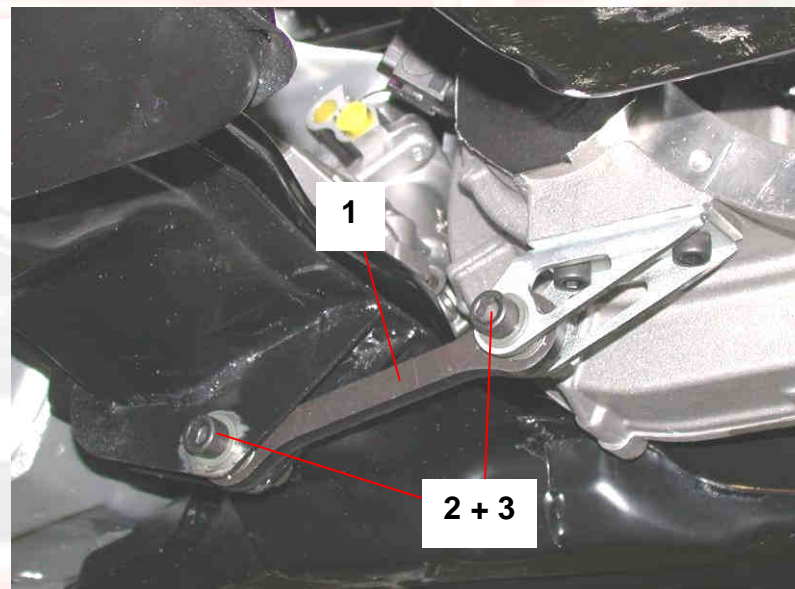
CP2 MAX

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[illegible]



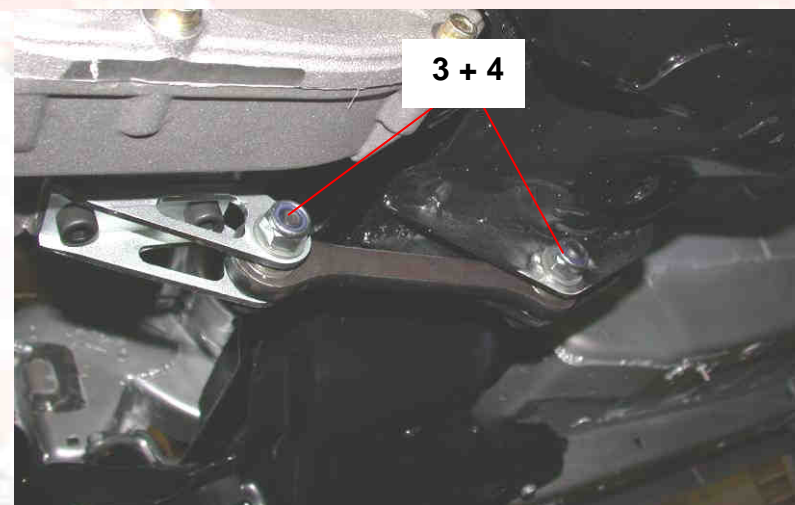
Fit the anti-torque rod (*ref. 1*) to the cradle, using the screw (*ref. 2*), two washers (*ref. 3*) and the nylstop nut (*ref. 4*).



8 m.kg



Fit the anti-torque rod on the gear box yoke, using the screw (*ref. 2*), two washers (*ref. 3*) and the nylstop nut (*ref. 4*).



8 m.kg

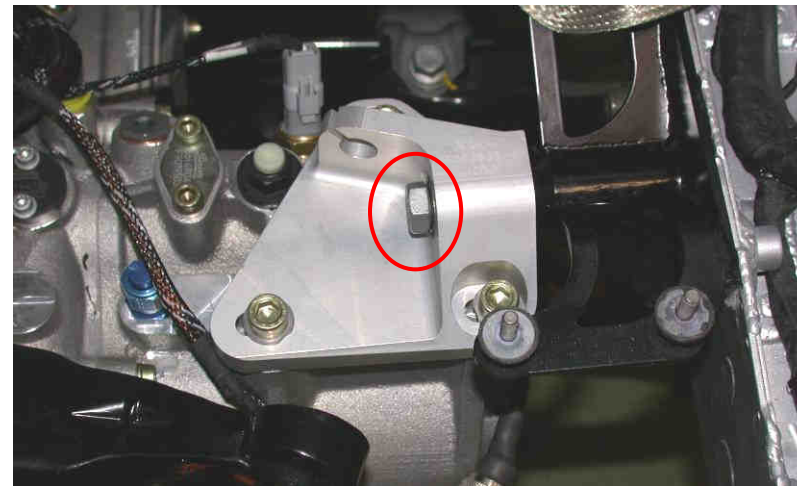
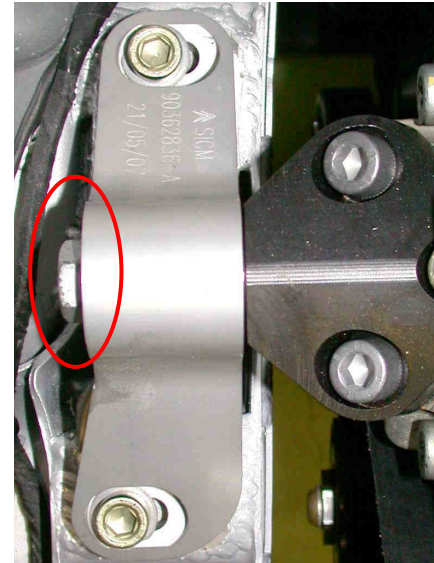
D11
Gear box



D
ENGINE&GEAR
BOX MOUNT



Tighten the silent-block pin screws of the engine and gear box mounts ([ref. 9](#) page 2 and [ref. 8](#) page 8) to torque.



8 m.kg



Balance the engine / gear box assembly transversely, so that it is as centred as possible in the oblong holes of the engine mount on the body and on the gear box.

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5 m.kg

Then unscrew, one screw at a time, the screws of the engine body mounts ([ref. 3](#) page 2) and gear box mount ([ref. 6](#) page 8), to coat them with adhesive and torque tighten them.

D11
Gear box



D
ENGINE&GEAR
BOX MOUNT