The Holy Grail of Motor Mounts?

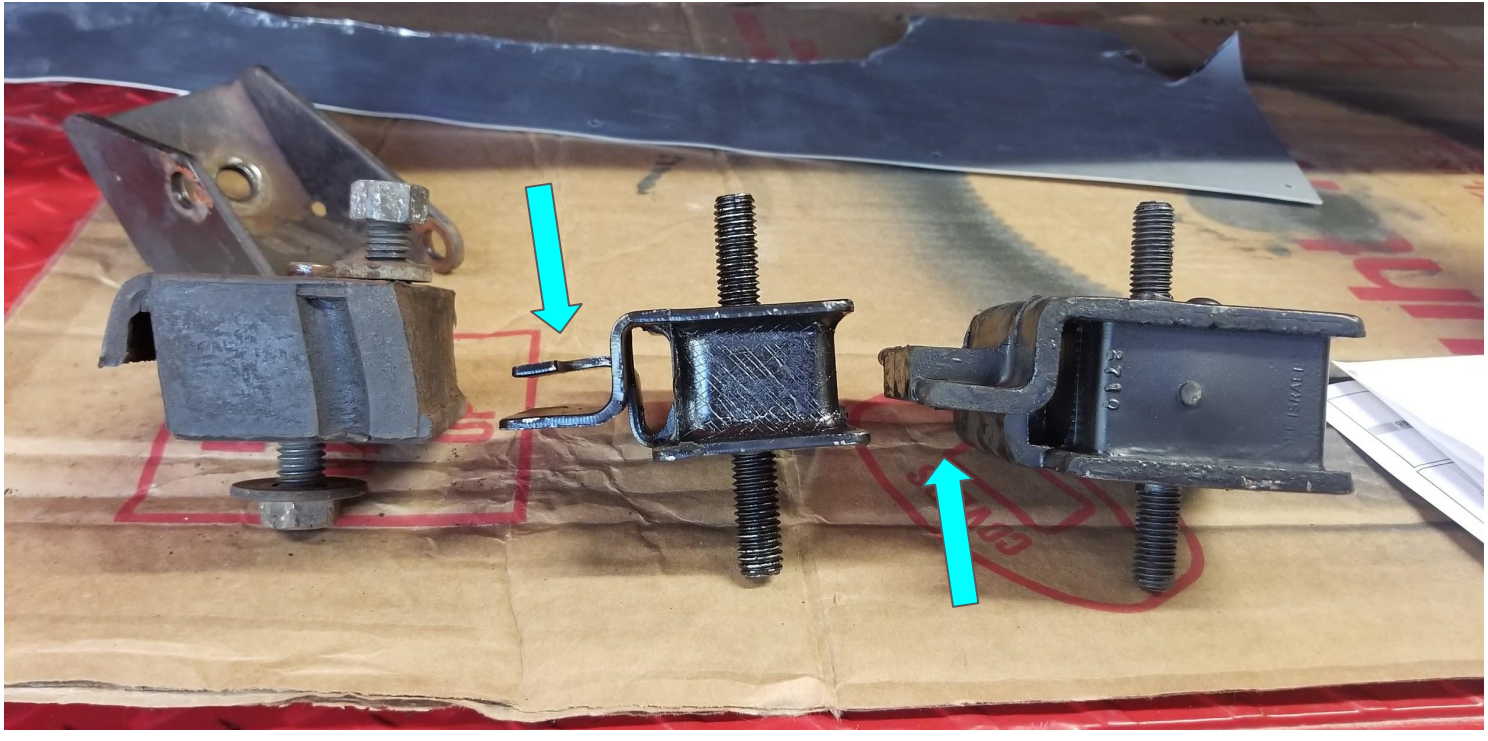
Background: I have a 1964 Plymouth Barracuda. It originally had a 273 CI 2-bbl engine with a A904 automatic. In about 1969 a 318 was swapped in to replace the damaged 273. In the early 80s, I swapped out the transmission for a junkyard A833 4-speed. In about 1986 I bought a used 340, made minor mods, and put it into the Barracuda. Motor mounts are always an issue!

The motor mount perches aren't perfect but they work. I had a corner welded onto the right side perch and had to use about 3 washers as spacers on the driver's side. Then I installed stock motor mounts.

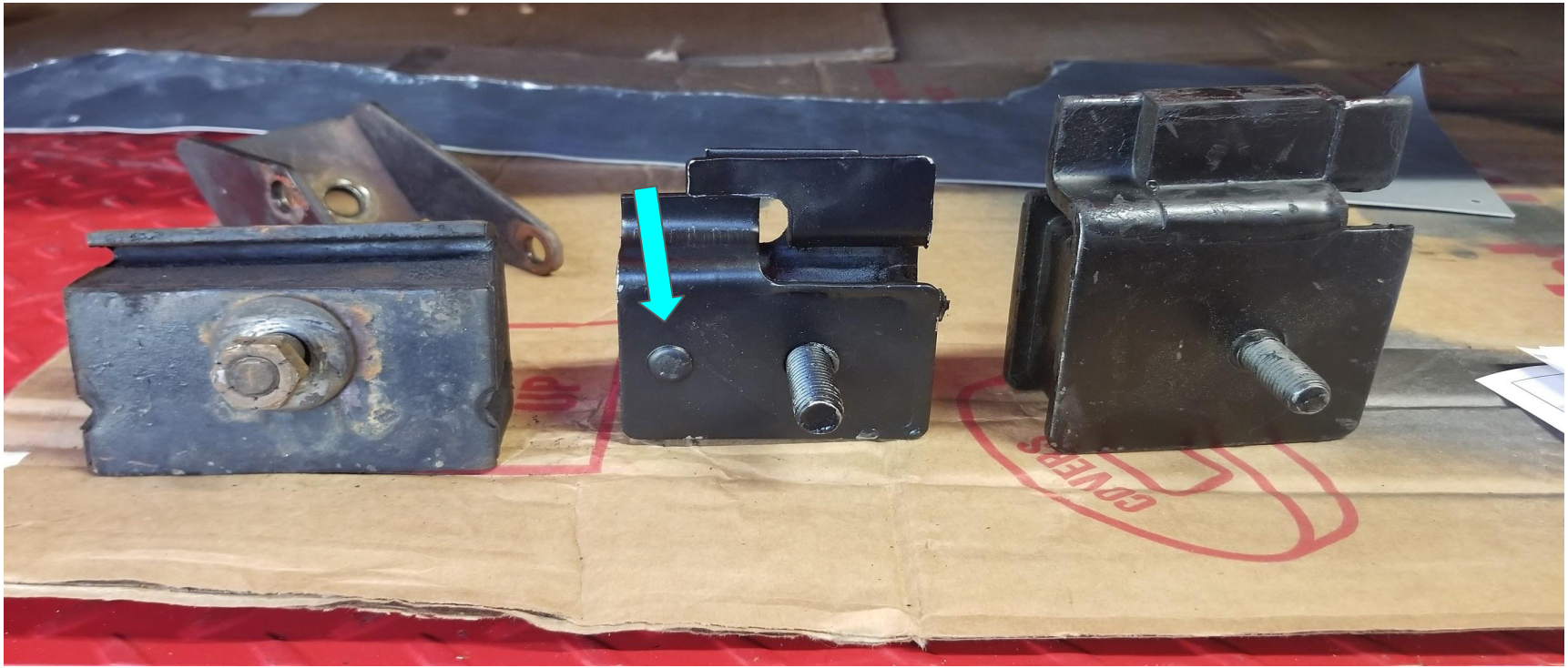
Those motor mounts have always been soft, and for any power, some sort of torque strap is required. For over 30 years I had a piece of braided steel cable connecting the left-front corner of the engine to the k-member.

I recently found a motor mount that doesn't require a torque strap! With only one additional hole, it mounts right up. Follow along!

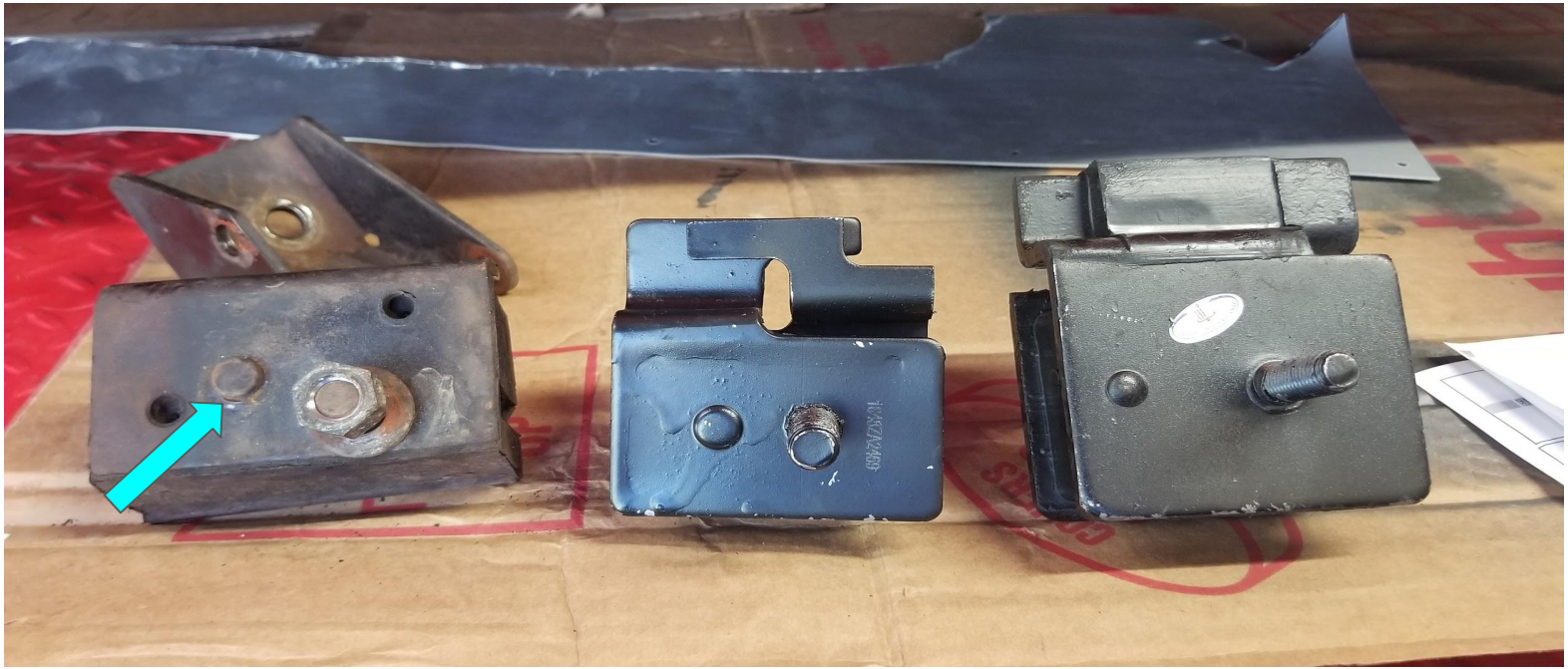
Three motor mounts below. On the left is the one that has been on the car for 30+ years. The other two have the feature that negates the need for a torque strap - those ‘fingers’ sticking out to the left cross over each other, preventing the isolator from tearing, or spreading more than about ¼”! The middle is the 2469 model. (These model numbers seem to be consistent across vendors, but each vendor has their own part number.) It came on a wide variety of Dodge trucks from the 70s into the 90s. The one on the right is the one I ended up using. It’s the 2710 model, and one vehicle it came on is a 1990 Dodge W250. It’s a diesel mount, so it’s much sturdier. Also, the overlapping fingers are encased in more rubber (or whatever it is) further limiting travel.



This is a different view showing the bottom of the three mounts. Note that the middle one has an extra ‘button’ that should have a corresponding alignment hole, but the k-member doesn’t have that hole. This is another point in favor of the 2710 model on the right.



Here is a view of the top of the mounts. Note that the original one had a button diagonal from the bolt; there is a matching hole in the motor mount perch.



This is the driver’s motor mount perch, as seen from inside the engine. (!)
Note the new hole on the right side that matches the button on the top of the 2710 mount.

This is the 2469 model. I installed it first, but it was too soft and too short. It dropped the engine down enough that the headers interfered with the steering coupler and the driver's torsion bar!
Note the clever use of three washers wrapped in electrical tape since the mount perch wasn't designed for this engine. (It's OK though; I put it on really tight.)

Finally installed and tested! In the end, it's simply a matter of drilling a new alignment hole in the mount perch - and the regular skinned knuckles trying to reassemble the bits. (I found it easiest to attach the perch to the top of the motor mount on the workbench, and then install the assembly.)

This is the mount I ended up using - I got it from my local Napa. The end result is that:

- The headers no longer hit the master cylinder on acceleration
- The headers clear everything - torsion bar, steering shaft, etc.
- There is slightly more engine vibration into the cabin than before
- There is very little movement from the new mount
- No more torque strap!