



Installation Instructions for MFK1820 Engine Mount Kit for LS1, LS2 & LS3 Engines into Nissan GQ & GU Patrols



Important Information

This instruction booklet can be used standalone for the above stated engine but we would also recommend having a workshop manual for your vehicle and for the engine/transmission you are installing.

Marks 4WD Adaptors do not and cannot take responsibility for knowing everything that may impact on your conversion. Before beginning any work, thoroughly work through the sequence of changes, work and potential impact of your conversion. You must ensure you completely understand all the factors that may impact on achieving your desired results.

Note 1: GU ZD30 models should run the MFK1820ZD bolt in engine mount kit

MFK1820 Kit Includes:

Part No.	Quantity	Description
MFC20385	1	Engine Mount Bracket Left
MFC1821	1	Engine Mount Bracket Right
MFC20383	1	Chasis Post Left
MFC20384	1	Chasis Post Right
MFC20389	2	Engine Mount Rubbers
SW-2005	8	Spring Washer M10
NT-2120	6	Flanged Nut M12 x 1.75
BT-2235	1	Bolt M10 x 20mm
BT-2240	7	Bolt M10 x 25mm

Step 1 Moving Brake, Gearbox and Diff Breather Lines

Relocate the gearbox and diff breather pipes on the passenger side chassis rail, this is to allow for adequate clearance to the exhaust. Image below shows a **ZD30** engine bay



Image 1.1

The brake hose bracket on the chassis will need to be moved and modified. Image 1.2. You will also need to move the fuel lines to allow for our heat shield (MFK1850) to be fitted to protect the fuel and brake lines. Image 1.3 Note: Images below shows a **ZD30** engine bay



Image 1.2



Image 1.3

Step 2 Removing Existing Chassis Posts

You will need to carefully cut the original posts off the chassis rail. Be careful not to cut into the chassis rail, once they are removed use grinding/flapper discs to remove old welds.

Step 3: Only refers to fitment with the old MFK605G3 kit, if fitting the new MFK1905 kit proceed to step 4

Step 3 Transmission Tunnel Modifications

When fitting the LS engine up to the original Nissan GU Transmission (auto or manual) (using the MFK605G3 adaptor kit) the transmission tunnel will need to be panel beaten to allow adequate bellhousing clearance.

The photo below shows the area which needs attention. It is located over the seam between the 12 o'clock position and the passenger foot well.



Image 3.1

Step 4 Engine Mount Assembly

Fit the engine mount bracket MFC20385 to the left hand side (passenger side) of the engine using the supplied bolts and spring washers.

Fit the engine mount bracket MFC1821 to the right hand side (drivers side) of the engine using the supplied bolts and spring washers.



Image 4.1



Image 4.2

Step 5 Fitting the Engine Mount Rubbers and Engine – Weld in Chassis Posts

You will now need to fit either the bellhousing or transfer case adaptor and dummy fit the engine into the vehicle. Make sure the crossmember is bolted up correctly as well as the gearbox mounting rubbers. Once the setup is supported in the engine bay move the engine and chassis posts into the correct position (make sure the engine mount rubbers are bolted up firmly). Before clamping the chassis posts to the chassis make sure the chassis has the paint removed where you are going to weld. **Read below for engine mount orientations before welding.**

The rubber mounts fit with the two studs facing down into the chassis post; the rounded end faces the chassis.

On the left hand side (passenger side) fit the MFC20389 rubber to the block bracket MFC20385 with one of the flanged nuts. Fit the weld in chassis post MFC20383 the engine mount rubber again with the flanged nuts.

On the right hand side (drivers side) fit the MFC20389 rubber to the block bracket MFC1821 with a flanged nut supplied. Fit the weld in chassis post MFC20384 the engine mount rubber with the last two flanged nuts.

Use some clamps to help hold the chassis brackets to the chassis. With the engine still supported make sure everything is sitting in the correct position and tack weld the chassis posts to the chassis.



Image 5.1



Image 5.2

Undo the engine mount rubbers, lift engine away from chassis posts and then refit to ensure correct alignment. Please note engine mounts **should not** have to be levered into position, this process should be a smooth installation. After checking alignment remove the engine & transmission and complete the welding. Once cool enough paint the new chassis posts and welded areas (if not already done paint the areas that the old posts were removed from).

Step 6: Final fitting of the Engine

You will now need to fit either the bellhousing or transfer case adaptor and fit the engine into the vehicle. Make sure the crossmember is bolted up correctly as well as the gearbox mounting rubbers.

Lower the engine onto the engine mount rubbers and fit the supplied flanged nuts to secure in place. See images 6.1 & 6.2 below

The engine should sit approx. 20mm to the left (passenger side)



Image 6.1



Image 6.2

Terms and Conditions

Thank you for purchasing this product manufactured by Marks 4WD Adaptors. Components supplied in this kit are designed and machined for a specific conversion only as outlined in this guide. Modifications to or substitution for any of the components without the written consent of Marks 4WD Adaptors will void any possible warranty or return privileges.

The following instructions are intended as a guide and only for Marks 4WD Adaptors kits. If you do not fully understand the steps, modifications or changes required to complete the conversion, contact our sales department for more information. We recommend that you purchase a service manual pertaining to your vehicle for specific torque values, wiring diagrams and other related information.

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