

ENGINE LEASH

2010 – 2016 HYUNDAI GENESIS COUPE 3.8 V6
ONLY FOR MODELS WITH FACTORY STRUT BRACE

THE ENGINE LEASH IS A SIMPLE DEVICE THAT HELPS TO ELIMINATE EXCESSIVE ENGINE MOVEMENT UNDER HARD ACCELERATION. THIS RESULT IS SIMILAR TO THAT OF SOLID ENGINE MOUNTS, BUT WITHOUT THE ADDITIONAL NVH (NOISE, VIBRATION, AND HARMONICS). ADDITIONAL BENEFITS INCLUDE REDUCING OR PREVENTING MISSED SHIFTS DURING HARD ACCELERATION DUE TO EXCESSIVE ENGINE MOVEMENT.

WARNING

THIS PRODUCT WAS TESTED ON A NEW VEHICLE WITH FACTORY ENGINE MOUNTS IN GOOD CONDITION. IT IS NOT RECOMMENDED THAT THIS PRODUCT BE INSTALLED ON VEHICLES IN WHICH THE ENGINE MOUNTS ARE WORN OR BROKEN.

USE OF THIS PRODUCT MAY CAUSE LOSS OF TRACTION OR EXACERBATE CONDITIONS WHERE TRACTION IS COMPROMISED. DRIVE WITH CARE.

DISCLAIMER

YOU ASSUME ALL RISK ASSOCIATED WITH THE INSTALLATION OF THIS PRODUCT. NO GUARANTEES EXPRESSED OR IMPLIED OF PERFORMANCE IMPROVEMENTS. BY INSTALLING THE ENGINE LEASH, YOU ASSUME ALL LIABILITY FOR ANY DAMAGE RESULTING FROM USE OF THE PRODUCT AND/OR PRODUCT FAILURE. IF YOU DO NOT AGREE TO THESE TERMS YOU MAY SEND THE PRODUCT BACK FOR A FULL REFUND.

WARRANTY

IF THE PRODUCT DOES NOT MEET YOUR EXPECTATIONS, YOU ARE WELCOME TO SEND IT BACK FOR A REFUND. IF THE PRODUCT FAILS IN SOME WAY, YOU MAY SEND IT BACK FOR A REPLACEMENT AT NO COST.

Installation

Step 1



Remove engine cover and locate the engine hoist bracket behind the upper intake manifold.

Step 2



Remove the 2 nuts on the strut tower brace (driver side) using a 14MM socket.

Step 3



Place the engine hoist bracket over the bolts with the cable facing toward the engine.

Step 4



Reinstall the nuts on the strut tower brace. Torque to 30 ft-lbs (40.5 nm).

Step 5



Insert the eye bolt through the hole in the engine hoist bracket, then replace the washer and nut on the end of the eye bolt.

Adjust the nut so that the engine leash is taught, but not preloading the engine.

Note

Do not over tighten! You only want to keep the engine from moving, so the cable should be only tight enough that it doesn't droop or sag in the middle. When correctly tightened, the cable can still be pulled on, that's ok; the engine mounts are weak enough that you can move the engine by hand.

Update:

There is no longer 2 metal washers in the kit, only 1 metal washer and 1 lock nut.

If you're unsure how much to tighten, you can place a level on the intake manifold. If the engine is not level, adjust the cable until it is, then tighten the nut 1 full turn. The cable should be taught and the engine should be level.

Break-In

There is no break-in required, but over time the cable will stretch slightly in the loops which will loosen the slack. You may notice a jerking during shifts. Every ~50 miles or so, you should check the tension and adjust as necessary. It may take 3-4 adjustments before it finally settles.