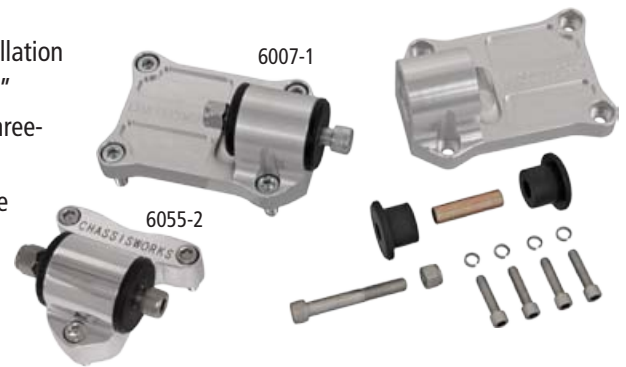


g-Machine-System Engine Mounts

■ Billet Side Motor Mounts

CNC-machined, billet aluminum side motor mounts enable bolt-on installation when used with our g-Machine crossmember, direct-fit subframes, or 2 x 2" mandrel-bent weld-in crossmember. Mounts are available with standard three-bolt pattern for Chevrolet V8 small-blocks and big-blocks and 4.3L V6s; or four-bolt version to accommodate the modern LS-series of GM engines. The steel-sleeved, urethane bushing with 1/2" through-bolt design creates an inseparable mount with significant vibration reduction compared to solid mounts. Mount kits include all hardware and are available with matte-anodized or polished finish.



■ Motor-Mount Spud Hardware (Optional)

Specially designed, CNC-machined, polished-stainless-steel mounting hardware is optionally available for use with our billet aluminum side motor mounts. Male and female fasteners feature matching Allen-drive, beveled heads for simple installation and excellent appearance. Once tightened against each other, fasteners form a full-length shank with no external threads, providing higher shear strength than standard bolts and correct bushing preload.



6007-1	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, MATTE FINISH	\$269.00
6007-2	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, POLISHED FINISH	289.00
6055-1	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, MATTE FINISH	189.00
6055-2	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, POLISHED FINISH	219.00
3046	MOTOR-MOUNT SPUD HARDWARE SET, CHEVROLET SIDE MOUNT (6007 OR 6055), POLISHED FINISH	70.00

■ Bolt-In Motor Plates (Optional)

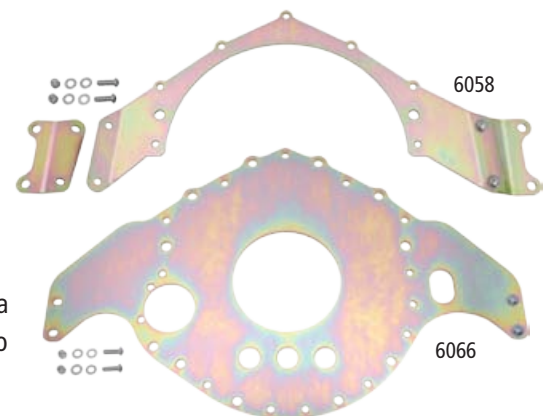
Recommended for high-horsepower applications, small- or big-block Chevy V8 motor plates bolt onto optionally installed Camaro or Chevy II g-Machine subframe brackets to position the engine in the factory location and provide additional clearance directly underneath the exhaust ports. Motor plates are .250"-thick 6061-T6 aluminum and feature CNC-profile-machined mounting holes, water passages, and outside edges with no trimming or notching required.



6056	BOLT-IN MOTOR PLATE, SMALL-BLOCK V8, '62-67 CHEVY II	\$179.00
6057	BOLT-IN MOTOR PLATE, BIG-BLOCK V8, '62-67 CHEVY II	179.00
6063	BOLT-IN MOTOR PLATE, SMALL-BLOCK V8, '67-69 CAMARO, '68-72 NOVA	179.00
6064	BOLT-IN MOTOR PLATE, BIG-BLOCK V8, '67-69 CAMARO, '68-72 NOVA	179.00

■ Bolt-In Mid Plates (Optional)

Recommended for moderate- to high-horsepower applications, mid plates easily bolt to g-Machine-subframe-equipped 1967-69 Camaro/Firebirds and 1968-72 Novas, with optional brackets, and stock or g-Machine-equipped 1962-67 Chevy II/Novas. By directly coupling the rear block face to the chassis, acceleration response and torque capacity are greatly increased without overstressing the sidewalls of the engine block. When used with our optional motor plate, the mid plate also improves chassis rigidity by utilizing the engine block as a stress member. Mid plates are CNC-laser-cut, .134"-thick, zinc-plated steel with no trimming or notching required for installation.



Note: Chevy II mid plates mount to inner holes of factory main subframe joint. Kits include frame-adapter brackets, enabling the mid plate to be removed and reinstalled without disrupting the main subframe joint.

Note: Camaro g-Machine subframe installation requires selection of optional mid-plate brackets at time of subframe purchase.

6058	BOLT-IN MID PLATE, AUTOMATIC, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)	\$98.00
6059	BOLT-IN MID PLATE, LAKEWOOD, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)	139.00
6065	BOLT-IN MID PLATE, AUTOMATIC, CAMARO '67-69, NOVA '68-72 (G-MACHINE SUBFRAME ONLY)	98.00
6066	BOLT-IN MID PLATE, LAKEWOOD, CAMARO '67-69, NOVA '68-72 (G-MACHINE SUBFRAME ONLY)	139.00
6071	BOLT-IN MID PLATE, AUTOMATIC, FIREBIRD '67-69 (G-MACHINE SUBFRAME ONLY, PONTIAC V8)	159.00
6072	BOLT-IN MID PLATE, LAKEWOOD, FIREBIRD '67-69 (G-MACHINE SUBFRAME ONLY, PONTIAC V8)	199.00