

6004

INSTRUCTION FOR CHEVY MID PLATE

<u>ITEM</u>	<u>QTY</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	1	1404	Mid plate Chevy
2	6	2305	Chassis tab 3/8
3	6	3217	Aircraft washer 3/8
4	6	3209	Locknut 3/8 - 24
5	6	3105	Bolt 3/8 - 24 x 1

1. This mid mount can be used with all Chevrolet big and small block engines. It can also be used with automatic as well as standard transmission cases.

2. In automatic transmissions, the mid mount goes directly between the engine and transmission case.

3. In standard transmission cars, the mid plate goes between the safety bell housing and the block saver plate. This location will permit removing the engine and leaving the bell housing mounted in the chassis. You must saw the center of the mid plate out to allow the flywheel to pass through it. You also must drill two of the block saver holes so the head of the bolt will pass through the plate. If you don't, when you remove the engine, there will be nothing holding the aluminum plate to the bell housing. The two holes to use are the third hole right and left from the center of the block plate. When you remove the engine, leave these two bolts connecting the aluminum plate to the bell housing. This way, when the engine is removed, the block saver goes with the engine and the aluminum mid mount stays bolted to the bell housing.

4. The aluminum mid plate is designed to attach to the chassis on each side, in three places. Weld a tube from the frame rail up to the mid mount bar and attach three tabs on each side of the mid plate.

5. To aid in trimming your plate, each end is an equal distance from the crank centerline. The straight edge on the bottom is 9 inches below the crank centerline.

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