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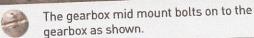
HOWTO.

Fitting a Performance
Gearbox Mid-Mount

After installing a larger capacity engine,
the OG gearbox mounts can flex and struggle
to cope with the extra horsepower leading to broken
mounts, worn linkage or worse, cracked nose cones.
Solid mounts and straps are fine for the race boys and girls,
but cause the excessive noise and vibrations. A very effective
way of supporting the gearbox without suffering the downside
to performance upgrades is the 'mid-mount'. Although the
name suggests that the extra mount is in the middle of the
gearbox, it actually supports the nose cone that tends to lift on
hard launches on the street and strip.









Either way, the studs aren't long enough to mount the mid-mount as shown here;



Standard gearboxes are bolted together with nuts on studs. Aftermarket gearboxes are often assembled with nylocs.



Remove the lower four nylocs and extract the studs. The mid-mount comes complete with longer bolts.

