



Text and photographs: Jim Merrin

HOW TO:

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.



1 The gearbox mid mount bolts on to the gearbox as shown.



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



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



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