

JEGSTER MOTOR PLATE STRUTS
non adjustable 40125 ----- adjustable 40126

Motor plate flexing during acceleration or braking can damage the motor plates, frame tabs, trans case, drive shaft, throttle linkage, etc. It can also change throttle setting and have other side effects. These motor plate struts will prevent this flexing.

The illustration below shows typical strut installations. The rear end of the strut is bolted to the block. Usually this location will be at one of the side motor mount bolt holes. Some installations, on engines other than Chevrolet, will require that the rear bolt boss tube be drilled out for a larger size bolt. The tabs at the front end of the strut are to be welded to the crossmember, or the frame, as required to provide clearance for other parts of the car. A straight front to rear installation is good but an angular position as shown below is more common. After the position of the strut is determined bolt the rear boss to the block and weld the tabs to the frame with the front boss or the rod end in place. Fit the strut tube and weld in place. Two struts, one on each side are recommended for high horsepower cars.

PARTS INCLUDED - 40125

- (2) bolt boss - 5/8 x .120 x 1
- (1) main tube - 5/8 x .120 x 14
- (2) tabs
- (1) gr. 8 bolt & lock nut - 3/8 x 1 3/4

PARTS INCLUDED - 40126

- (1) bolt boss - 5/8 x .120 x 1
- (1) main tube - 1 end tapped 5/8 x .120 x 14
- (2) tabs
- (1) gr 8 bolt & lock nut - 7/16 x 1 1/2
- (1) 7/16 rod end & jam nut

