



762 Bonham Avenue • Columbus, Ohio 43211

Information and Installation

Phone: 1-800-345-4545 • FAX (614) 299-4444

Jegster Chevy Mid-Plate • 550-40108

- Mid-plate may be trimmed to fit many different applications.
- The chassis-mounted plates or tabs that the mid plate bolts to are usually positioned behind the plate. Use a minimum of one 7/16" bolt, per side, to attach the plate to the frame mount. A small steel "shelf" welded to the front surface of the frame mount, directly under the edge of the plate, will be helpful during engine installation. The mid plate will then rest on the "shelf" until the bolt is installed.

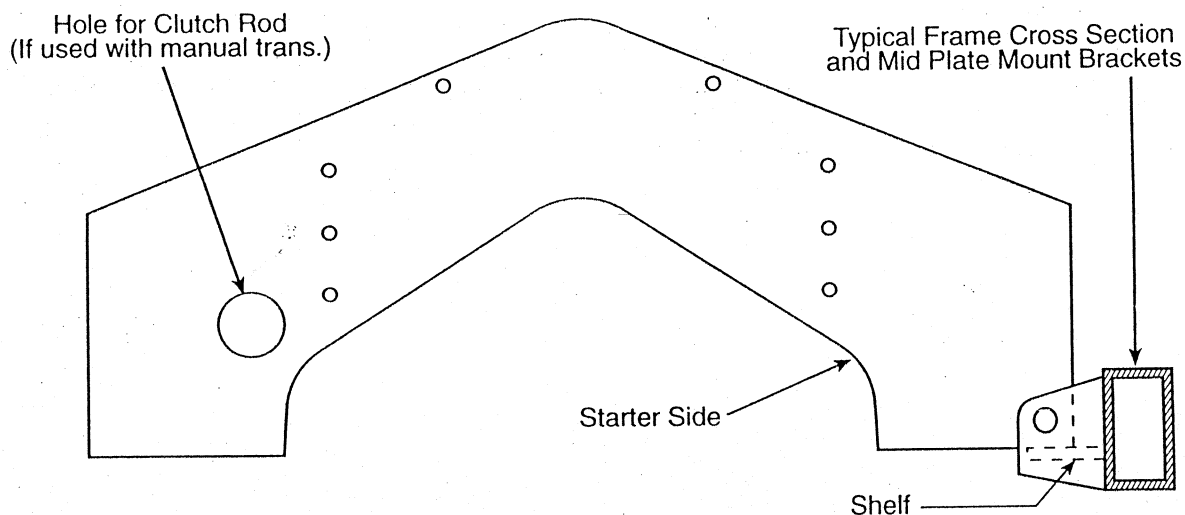
Engine Positioning in a Custom Built or Modified Chassis...

- Always remember that automotive U-joints work best at zero degrees deflection. It would seem that the engine/transmission centerline should be aimed straight at the pinion. However, most

drag race rear suspensions are arranged so that the rear end moves downward away from the car body, when the car accelerates. We suggest that the engine be mounted so that the crankshaft centerline projection will be slightly lower than the pinion centerline when the car is stationary. If your car is built with the pinion off-center to the passenger side (as many are), the engine should be positioned off-center the same amount.

- Front to rear engine placement is often a matter of practical consideration with windshield clearance and pedal clearance being deciding factors, but weight distribution should also be considered. Moving an 800 lb. engine/transmission combination 5" rearward on a 100" wheelbase will add 40 lbs. to the rear tire loading, and subtract the same amount from the front.

VIEW FROM REAR OF CAR



Illustrations not to scale.

Questions or Comments, Call Us At 1-800-345-4545 • We're Here To Help!

Form 424/PG33