



## INSTALLATION INSTRUCTIONS C4012 CHRYSLER 5.7/6.1 HEMI MOTOR PLATES

This four-piece plate mounting system takes the place of factory side mounts. Two billet aluminum adapter blocks bolt up to the factory motor mount locations. Two aluminum plates bolt to the front of these adapter blocks and are trimmed to fit individual installations. Unlike typical motor plates, this kit places the plate(s) on a plane between the first and second cylinder pairs. This leaves the water pump, timing cover and oil pan untouched but requires care when routing the forward header primary tubes. We recommend routing the primary tubes either up and over the plate or below it while trimming a minimum of material to maintain strength. When installed properly, this system will add rigidity to the front frame structure. Front motor plates can be used with or without mid mount plates. The installation of an engine limiter kit (CE part C4043) is recommended for high horsepower applications.

To install this kit, you will need a welder, engine hoist, level, drill, plumb bob, tape rule, cardboard sheets for making templates, and a means with which to cut the aluminum plates. The plates can be cut to shape using a reciprocating saw, band saw or a vertical mill.

To begin, position the engine in the car with the billet aluminum adapter blocks in place of the factory motor mounts. You can suspend it from above or support it from below with a jack. Take care to place the engine in its proper position, considering transmission cross member location, drive shaft phasing and exhaust system clearance. Trace the shape of the aluminum mounting plates onto a piece of cardboard and cut it out. Trim the cardboard template into the desired shape and transfer that shape to the plate. When determining the finished shape of the plate, it is best to notch it so the weight of the motor is transferred directly to the frame of the car. When creating an inside notch, drill as large a hole as practical at the intersection, and cut toward the hole, leaving a radius to help prevent cracking (see fig. 1). Carefully cut the plate into the desired shape and trial fit it to the car. Repeat for opposite side. Once both plates are fitted, clamp the two steel mounting brackets to the back side of the plates and weld the brackets to the frame. Weld in the triangular gussets to the brackets. Remove the clamps and, using the brackets as a guide, drill the 3/8" bolt holes in the plates. Remove all parts, de-burr and, paint if desired.

For Technical Assistance, call Competition Engineering's Tech Lines at

*(203) 458-0542 or (203)-458-0546, 8:30am-5:00pm Eastern Time*

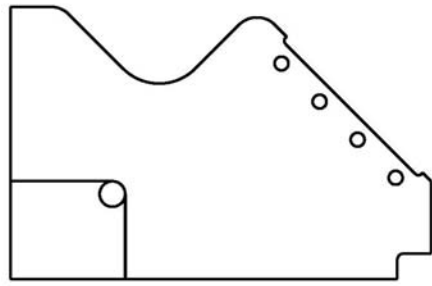
*Competition Engineering*

*80 CARTER DRIVE*

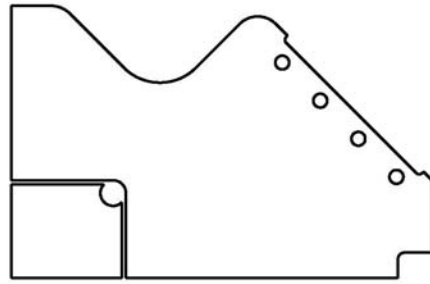
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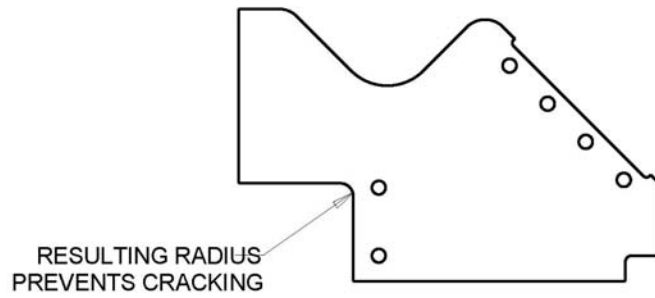
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LAY OUT CUTS FOR FRAME NOTCH  
AND DRILL HOLE INSIDE INTERSECTION



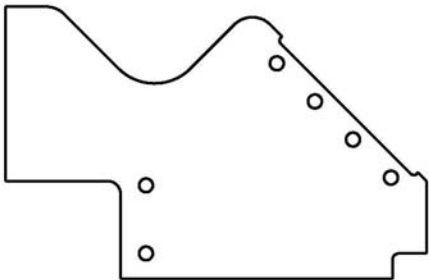
CUT OUT NOTCH, MAKING  
CUTS TANGENT TO HOLES O.D.



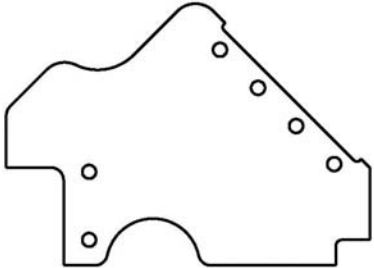
RESULTING RADIUS  
PREVENTS CRACKING

FIGURE 1

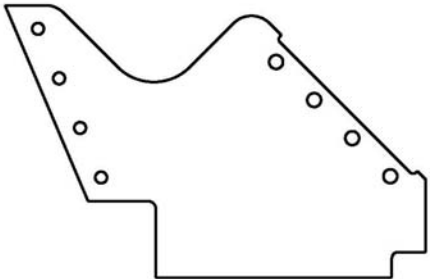
PROFILING OPTIONS FOR DIFFERENT APPLICATIONS



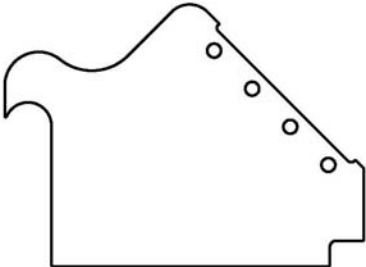
BASIC FRAME MOUNT



PROFILE TRIMMED, NOTCHED FOR HEADER CLEARANCE



SQUARE TUBE FRONT CLIP



ROUND TUBE MOUNTING