



### INSTALLATION INSTRUCTIONS

P/N: C4022, C4027, C4028, C4030, C4031  
C4032, C4053, C4054, C4055, C4056

### MID-MOUNT ENGINE PLATES

Competition Engineering Mid-Mount Engine Plates are designed to work in conjunction with our Aluminum Front Motor Plates to further eliminate torsional stress within the chassis. Installation of a mid-mount engine plate allows easier transmission swaps as well as helping to align the drivetrain.

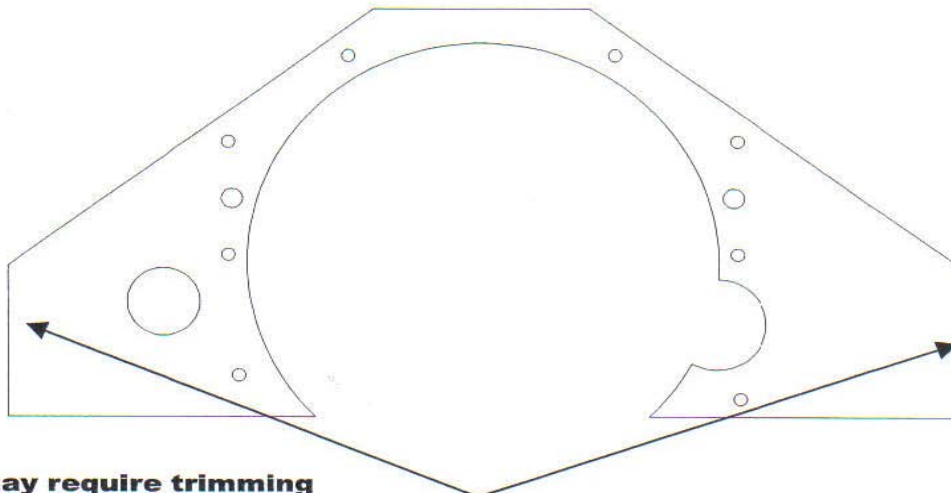
**NOTE:** A limiting device is required to prevent the engine from moving forward and backward in the chassis. This consists of a link mounted between the side of the engine block and the frame rail. A front motor plate is recommended if you plan to remove the stock motor mounts.

### PARTS LIST

- |                               |                          |
|-------------------------------|--------------------------|
| 1) Mid-Mount Plate            | 2) Mounting Plates       |
| 4) Mounting Plate Gussets     | 4) 3/8"-16 x 1.25" Bolts |
| 4) 3/8"-16 Locknuts           | 4) Washers               |
| 1) Flywheel Shim (C4031 only) |                          |

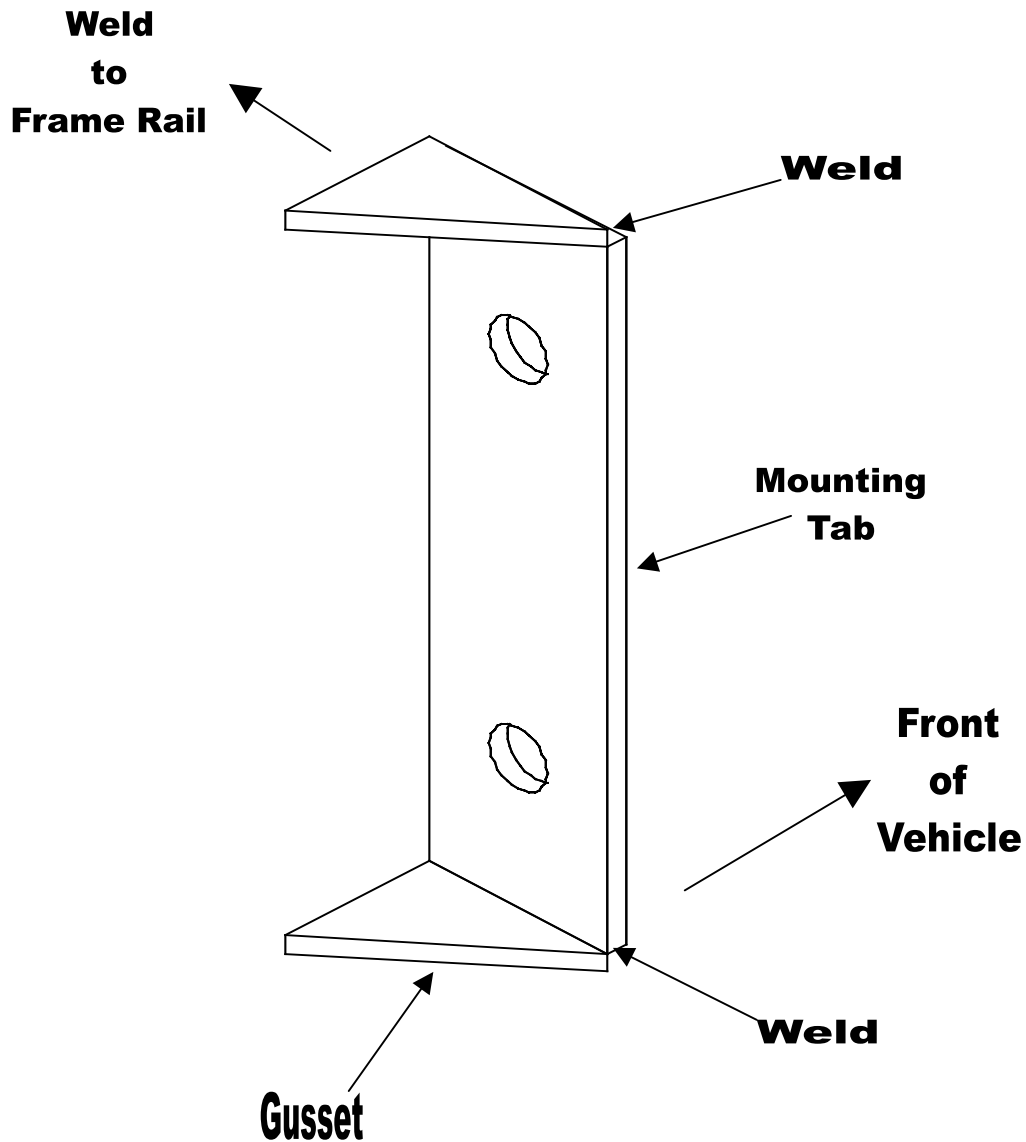
### INSTALLATION

1. Remove the transmission from the vehicle.
2. Using the shipping box, make a template of the plate by tracing it and cutting it out.
3. Bolt the template to the rear of the block and determine if trimming is necessary.
4. Install the headers and check for interference. Mark the template to indicate where trimming is required.  
**NOTE:** Be sure that the crossmember location has been determined and is in place before installation of the mid-mount plate.
5. Trimming the plate:
  - a. Remove the template from the block and trim it on the marks made previously.
  - b. Place the template on top of the mid-mount plate and trace the outline of the template.
  - c. Trim the plate to size. Use a fine tooth (24 teeth per inch) saw blade to cut the plate.
  - d. Use the following guidelines for trimming the plates to fit these applications.
    1. For 1967-69 Camaro/Firebird and 1968-74 Nova, Omega, Ventura with SBC: trim 3/8" off the clutch linkage side of the plate.
    2. For 1967-69 Camaro/Firebird and 1968-74 Nova, Omega, Ventura with BBC: trim 3/8" off the starter side of the plate.
    3. For 1970-81 Camaro/Firebird with SBC and BBC: trim 1" off starter side and 3/4" off the bottom of the plate.
6. Once the proper location of the engine/transmission assembly has been determined you can mount the mid-mount plate using the supplied mounting tabs. The tabs should be mounted behind the mid-mount plate and welded securely in place.
7. After the tabs are welded you can drill the four 13/32" holes for the supplied mounting bolts.
8. A steel shim has been supplied with the C4031 Mid-Mount Kit to move the flywheel/flexplate the same distance as the thickness of the plate. This will eliminate clutch and torque converter engagement problems. This shim installs between the crankshaft flange and the flywheel/flexplate.



**These areas may require trimming**

# TYPICAL MOUNTING BRACKET INSTALLATION



**For Technical Assistance, Call Competition Engineering's Tech Line at  
(203) 458-0542, 8:30am – 5:00pm Eastern Time**

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