

20XE INSTALLATION INSTRUCTIONS



Kit contents:

Gearbox spacers –

3 x 5mm spacer plates. Powder coated black.
3 x M12x100mm 10.9Gr bolts
1 x Anti-Crush spacing tube

Front offside engine mount –

1 x Fabricated offside engine mount. Powder coated black.
5 x M10x25mm 10.9Gr bolts
5 x M10 Heavy duty washers (BZP plated)

Installation procedure:

The gearbox spacers should be assembled with two against the diff housing, and sat flat against the nova gearbox mount. Note that the mount must be altered slightly to allow the gearbox spacers to sit flat against the side. This can be done by grinding/filing the lip back in the appropriate position. The third spacer is put flat on the opposite side of the nova mount, again with the mount ground/filed to allow the plate to sit flat. The two standard nova mounting holes are used to hold the gearbox. There is an additional third mounting hole provided, which is where the anti-crush spacing tube should be fitted to stop the top of the outer spacer plate from bending in towards the diff. Note that the standard GM tab washers should be used with these bolts to prevent them from spinning loose. The tab is placed such that it cannot move in the anti-clockwise direction. The spacer plates are cut to suit this. An assembled kit is shown in pic.1.

The front offside mount is bolted to the block in the standard position. Then, for 8v installs, the bottom two holes are used to bolt the block/mount to the rubber bush. On 16V conversions, the top two holes are used to mount the block/mount to the rubber bush.

If you are using competition mounts, like the ones available from <http://www.tas.uk.com> then the top hole should be used on 16V conversions, and the middle hole should be used on 8v conversions.

Finally, if you have any problems or queries, you can contact me at : brian@valvers.com



PIC1.1