



914-6 Engine Conversion Mount Installation Guide

This kit has been designed to provide an easy installation with safety and strength in mind. The mount will support any of the Porsche flat six engine combinations from the original 914-6 2.0L T to the 3.6L engine.

Take a look at your kit as soon as you get it. If you ordered the complete hardware kit with sport mounts, please make sure all of the parts listed below have been included.

Parts Description

Basic Kit

- Bulkhead mount
- Engine nose cone

Hardware Kit (Optional)

- Two 911 engine mounts.
- Four short bolts with washers (8) and ny-lock inserted lock nuts (4).
- Two long sport mount bolts with washers (4) and ny-lock inserted lock nuts (2).

This kit is made from mild steel which is laser cut and brake formed, and finally mig welded together. It is hand welded into two parts that are designed for the heavier and higher horsepower six cylinder Porsche engines. Make sure you take enough time to do this job right, it is a major step to a successful conversion of your 914.

Do not bypass any safety practices while doing this installation. Use a jack and jack stands, safety glasses, face shields and welding gloves to protect you when drilling, grinding or welding. Be sure you disconnect the car's battery before starting to weld.

This mount is similar in design to the original 914-6's mount. A second support mount has been added into the bulkhead design to help with weight and horsepower distribution.

Installation

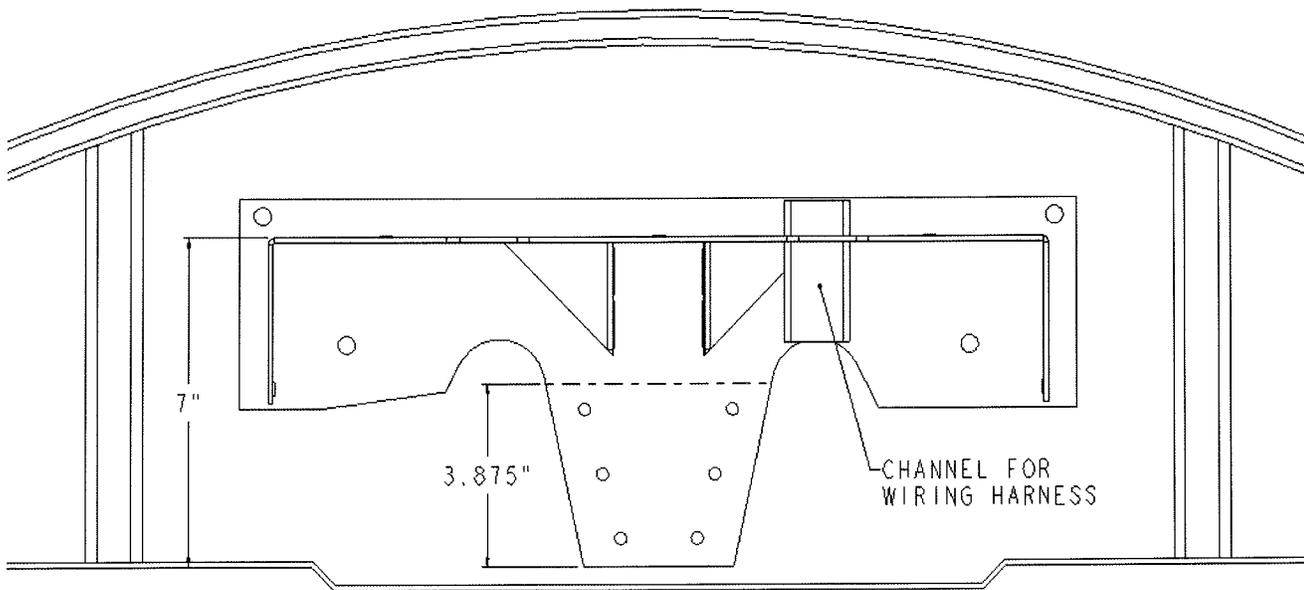
Note: Review the below pictures so you are familiar with the kit's parts and the bulkhead mount placement. Elevating the car will help make this job much easier. Use a lift or four jack stands.

Now would be a great time to prepare the area where the bulkhead piece of the mount will be attached. Clean this area and repaint it if required.

1. The nose cone is the smaller of the two major components of the kit. This will simply bolt on to the nose of the engine around the front crank pulley.
2. If your car is a 1975 or 1976 the OE proportioning valve will need to be removed prior to the mount installation and replaced with a brake line "T". As many of you know the OE proportioning valve can be more trouble than value, so its loss is likely to be insignificant and possibly an improvement. When you

install this "T" (after the bulkhead mount is permanently in place) route the brake line through the hole in the bulkhead mount's left side shelf support. This line will need to be shaped to fit correctly.

3. The bulkhead piece (biggest piece) mounts just above the shelf of the floor pan where the floor pan and the engine firewall meet. Center this piece left to right. Use the center tunnel as a reference. For carbureted, MFI or DME engines set the shelf so it is 7" above the firewall/floor pan shelf. This 7" measurement is done at the outer edge of the shelf, not in the center. Note: if your car is a 1975-76 model then you will have to modify the bulkhead piece by cutting off the portion below the dotted line in the picture below, measure up from the bottom of the piece 3.875" and make a line to cut. Depending on your car you might have to do some more minor modifications to make the piece fit.



4. The bulkhead piece has a channel just to the right of the center shelf support. The channel is positioned so it will provide access to the wiring harness. Your harness may need to be adjusted slightly to fit. The channel allows the wiring harness to remain in place while you install this bulkhead piece to the firewall.
5. Hold the bulkhead mount in place at the correct height for your engine and scribe/mark the top and two sides, making sure that the bulkhead mount is level and centered left/right.
6. 1.5" seam welds on the vertical outside edge of each side and two across the top will be sufficient. Feel free to add more welds if you want to.
7. The 911 sport mounts install on the top of the shelf. At this point keep the small mount bolts slightly loose. This will come in handy at a later point when you are getting the engine into place.
8. After all the pieces have been installed they should be cleaned again and painted or undercoated. If you are interested in a nice, clean look you can grind the welds smooth and seam seal the outer edges. Lastly, top coat this area with a corrosion resistant finish and undercoat or paint as desired.

9. You are now ready to install the engine. Remember to tip the front of the engine upward during installation when presenting it to the bulkhead mount to avoid scraping the front piece of the 914-6 engine sheet-metal.
10. The engine will need to be lifted into place and guided into alignment with the two ½” x 4” bolts. I like to lift these two bolts up and hold them in place with an easily removable piece of tape. This keeps them clear of the nose cone as the engine and transmission is aligned. **Be careful when moving the engine into place as the front edge of the 914-6 sheet metal comes very close to the mount during engine placement.**
11. When you have the alignment of the engine and bulkhead mount pieces correct remove the tape, work the bolts through nose cone arms and install the washers and nuts.
12. Install the rear transmission mounts and tighten all mount hardware. Remember that the sport mount bolts are still loose and will need to be tightened once you have verified the alignment front and rear is correct. Please, double check the nuts at this point. Also do a re-check after the first use to make sure everything is perfect.
13. You're done.....nice job!

Please email if you have any questions with the installation of this kit. I know you have invested a lot of time and money into this project and we want the installation to go well.

Thank You!
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