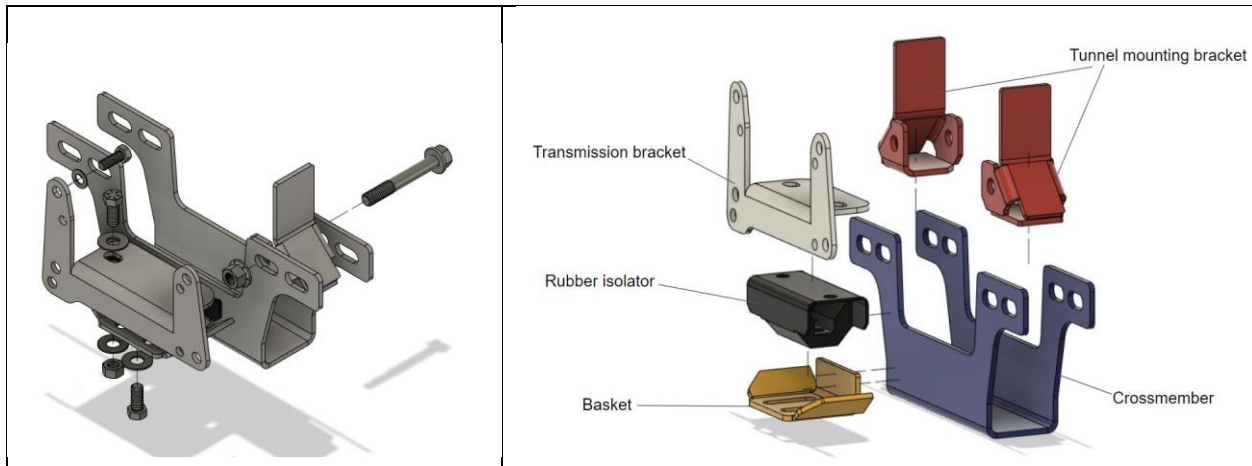
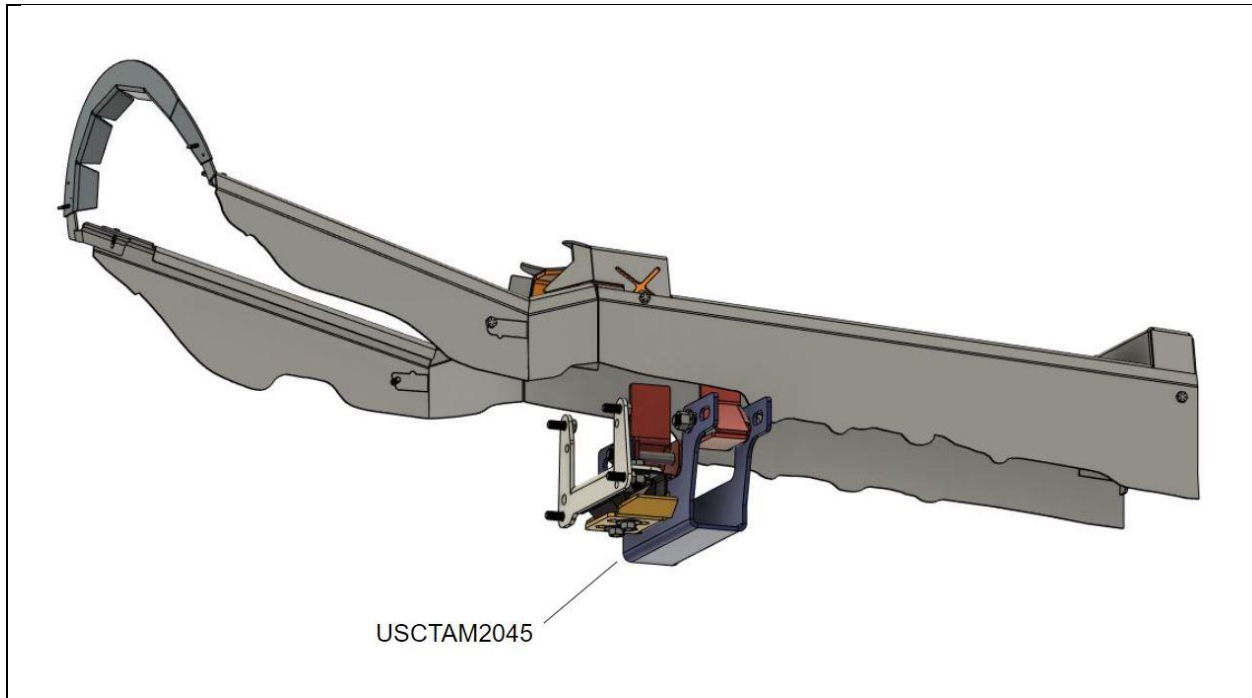


USCTAM2045 Universal Crossmember Instructions

With the USCT Motorsports Transmission Tunnel Perimeter Frame installed in your car and the drivetrain mocked up in your car with the driveline angle at the correct height and angle (most OEM was 2 degrees down towards the rear);

1. Bolt Transmission bracket to your transmission (Nag1 or HP70/90 – Metric!)
2. Bolt a rubber isolator (transmission mount – Anchor 2268 style) to the Transmission bracket
3. Loosely bolt the basket to the bottom of the rubber isolator using shim/washers
4. Install the two (2) Tunnel mounting brackets onto the crossmember using 2 long bolts.
5. Locate crossmember behind the transmission so that the two Tunnel mounting brackets sit flush with the sides of the USCT Motorsports Transmission Tunnel Perimeter Frame.
6. Adjust position forwards or rearwards so that the basket sits flush with the crossmember face.
7. Confirm correct placement, weld the two (2) Tunnel mounting brackets onto the sides of the Perimeter Frame.
8. Confirm correct placement, weld the basket onto the face of the crossmember.





The USCTAM2045 Universal Transmission Crossmember Mount shown in position on the USCT Motorsports Transmission Tunnel Perimeter Frame.

The USCTAM2045 crossmember/mount is designed to be welded to the parallel sides of the Transmission Tunnel Perimeter frame and can be moved forward or rearward as needed to accommodate the location of your specific transmission mount. It does not mount to or reference the original torsion bar crossmember since the OEM torsion bar crossmember needs to be cut away to make room for these much larger transmissions.



Install Tips

1. If your transmission is short, the USCTAM2045 Crossmember - tunnel mounting brackets may also serve as the caps for the OEM torsion bar crossmember. Check before you weld the caps provided with the Transmission Tunnel Perimeter Frame, so you do not have to “un-weld” them! Most transmissions require the tunnel mounting brackets to be located further rearwards but check before welding.
2. The Transmission bracket bolts to your transmission using YOUR supplied hardware. A lot of the new transmissions use metric hardware, so get the correct thread, pitch, and length hardware for your specific transmission.
3. When doing the mockup of the rubber isolator and basket, add a couple washers or shims under the isolator. This will allow you to move the isolator downwards by removing a shim after you weld the basket in position should a small driveline angle adjustment be necessary. You can add a shim to go upwards.
4. When locating the USCTAM2045 crossmember front to back, keep the rubber isolator in the center of the basket slots.
5. Confirm you have room for any electrical connectors, shift cables and the driveshaft before committing to welding the Universal Crossmember in.
6. When you have the USCTAM2045 Universal Crossmember mocked up and clamped in the car, check that you can remove the two bolts that hold the crossmember to the tunnel mounting brackets. When we where prototyping this part, we accidentally installed it so the bolts where captured and could not be removed. This was embarrassing and a lot of work “un-welding” the parts.