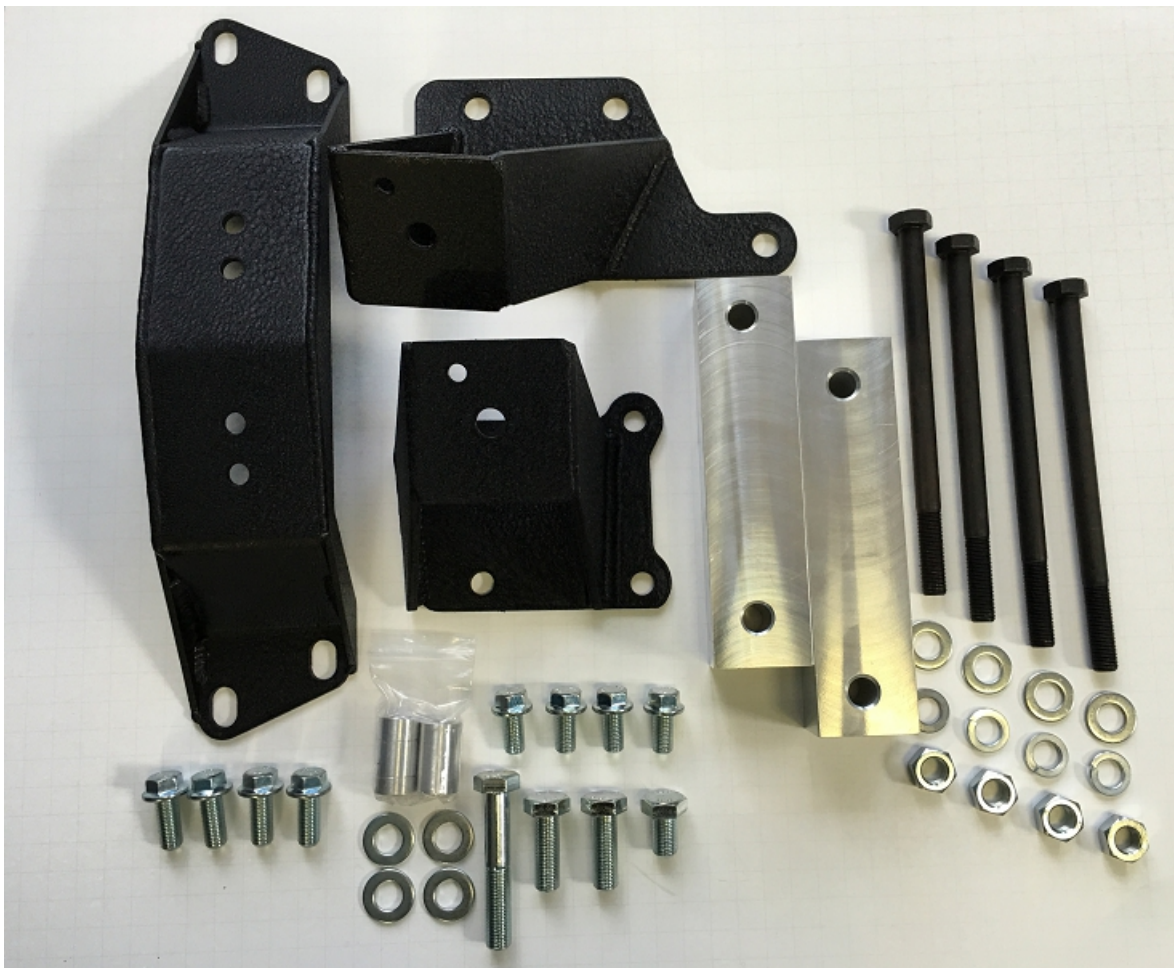


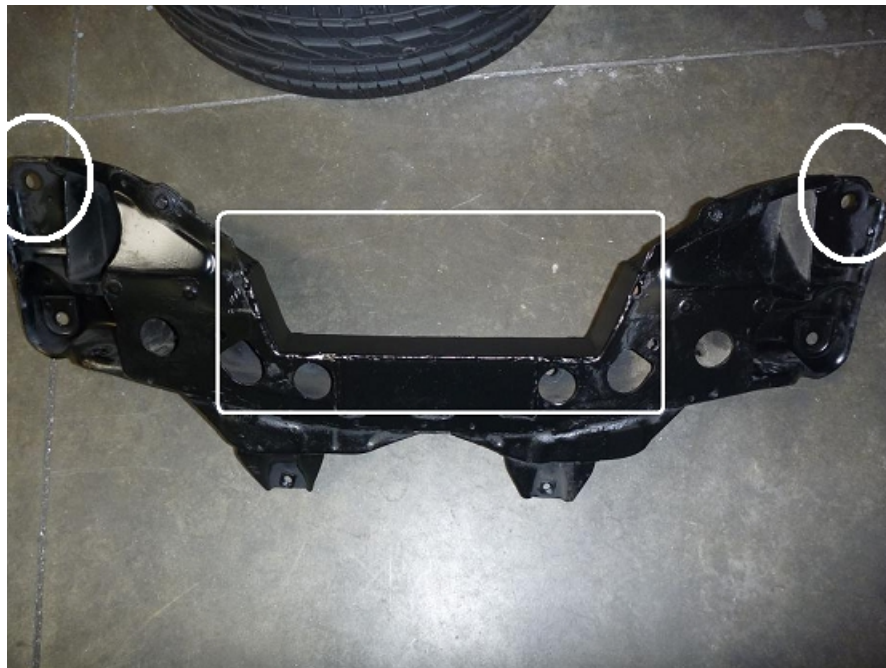


JSP AE86 K24a4 Engine mount kit

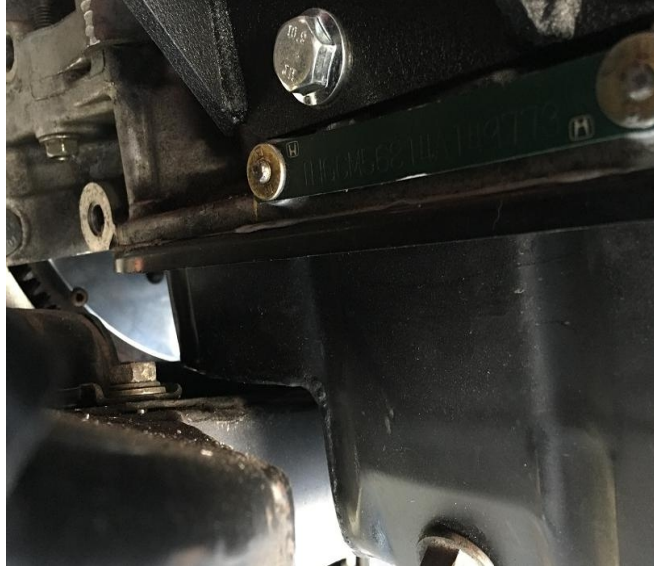
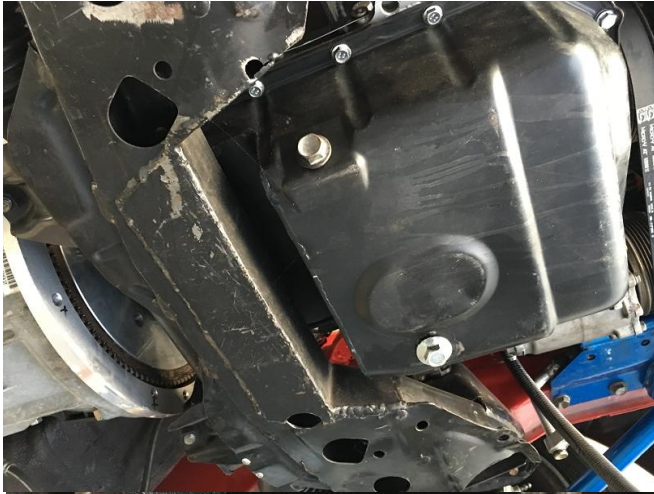


Thank you for using JSP for your engine conversion. These instructions will briefly cover the basic installation of your k24 engine into your AE86. Please note that there is cutting, welding, and hammering required to make this fit so if you are not comfortable doing these things please allow someone who is to do it.

You're going to start by removing any engine and transmission that is still in the car and clean everything up to make sure the new engine goes in clean and smoothly. Before installing the new engine you will need to do some modification to the front of the AE86 crossmember as well as the bottom of the k24 oil pan. A few pictures below show the areas that need to be modified to allow the engine and crossmember to fit together correctly.



Notice the highlighted areas of the middle and corners as the areas of the crossmember that need to be modified. The middle is to clear the oil pan, the outsides are to clear the swaybar.



After these modifications are done you can fit the JSP engine mount brackets to the engine using the supplied m10 and m12 hardware.

You will use the AE86 rubber engine mounts on these brackets to mount the engine to the crossmember. On the passenger side engine mount you will need to use the small m10 aluminum spacer behind the top left hole of the mount. On the driverside mount you will need to use the three m12 aluminum spacers behind the mount.

Before installing the engine there is hammering required at the base of the firewall and the underside of the tunnel to clear the top of the bellhousing and the shifter tube that runs along the top of the transmission. This may take a few times installing and removing the engine to make sure it fits properly so make sure it fits well before final assembly. Also remove the shifter assembly before installing, this will help things go a little easier.

When installing the crossmember make sure to install the included JSP aluminum subframe spacers between the crossmember and frame rail with the included m12 hardware. Leave this hardware loose when lowering the engine in, it will help make a little more room for the engine to fit.

After the engine is lowered in, jack up the transmission until the tail hits the floor. Mark the floor from inside the car and cut away the sheet metal just below the hole in the floor to allow the shifter to be installed.

Once the shifter is back on and you are confident there are no places the transmission hits the underside of the car you can install the JSP transmission bracket with the included m10 hardware and using the factory s2000 rubber mounts.

GOOD LUCK!
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