

Introduction

This guide will show the installer the method of mounting the AX15 and NV3550 Jeep transmissions with the Novak #RMAX15 universal mount kit.

After years of trying to work with factory urethane mounts in conversion and even factory applications, we found ourselves hamstrung by their limitations and problems. We set out to design a mount that was versatile for a variety of Jeep installations, that had a wider stance, a more accessible twin isolator design and that is more resilient than factory options.



Installation

The main bracket bolts to the bottom of the transmission and installs in one of two orientations; with the feet offset up, or down. Aluminum spacers have been provided that can stand the bracket off the transmission if a taller mount assembly is required. If you are wishing to fine-tune the height, you can use the spacers, washers or any combinations of either to achieve your desired height. If you install the spacers, use the longer bolts provided, and use the shorter bolts provided if you don't install the spacers. Remember that it is best practice to set the attitude of the powertrain to about 3-5 degrees of downward tilt. This can be checked by using an angle finder on an engine intake manifold or valve cover.

Crossmember Bracket

The bottom bracket can be mounted either rearward or frontward, and has slotted mount holes so that it can cantilever to target the isolators to the best zone on your crossmember.

If you install the crossmember bracket without standoffs, it may interfere with the bottom of the transmission in some configurations.



Install the large isolators under the crossmember mount ears, indexing their steps into the holes, and the top isolators above the mount ears. Install the spacer sleeves between them to hold them together. You can now set your crossmember mount down on a suitable crossmember plateau. When you are content with its location, use a marking pen through the sleeves and mark your crossmember for drilling.



Drill the Crossmember

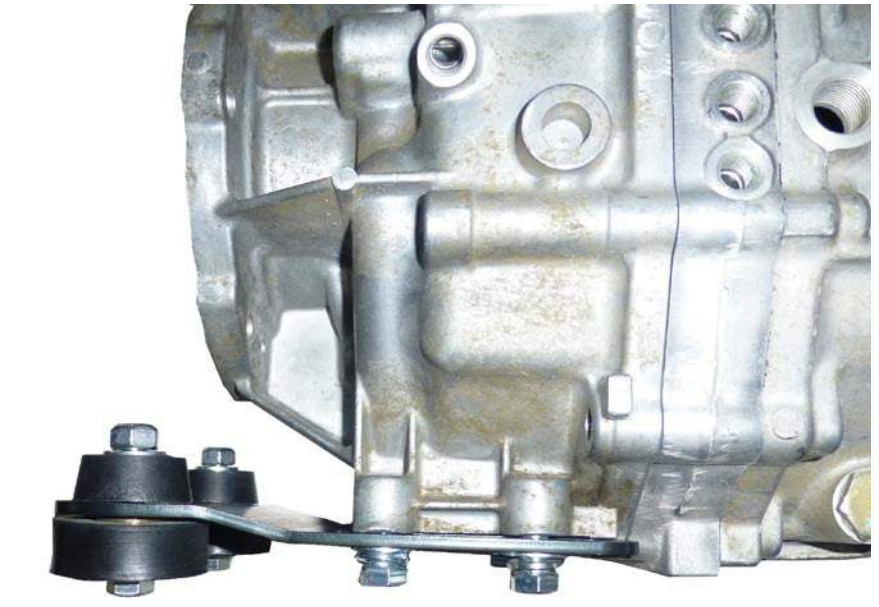
Drill the holes in the crossmember for clearance for 7/16" bolts, (~.460") . Install the provided 7/16" bolts through the isolators, sleeves and crossmember and tighten. The length of the sleeves will stop the nuts and set the proper pre-

Factory Torque Arm?

What if your original application had a factory torque arm off to the side of your mount?

The factory torque arm is effectively inconsequential. We recommend its removal. Many bigger factory trucks with more power and powertrain reaction potential did not use them. They rely on good engine mounts and a good trans mount - even if a narrow one.

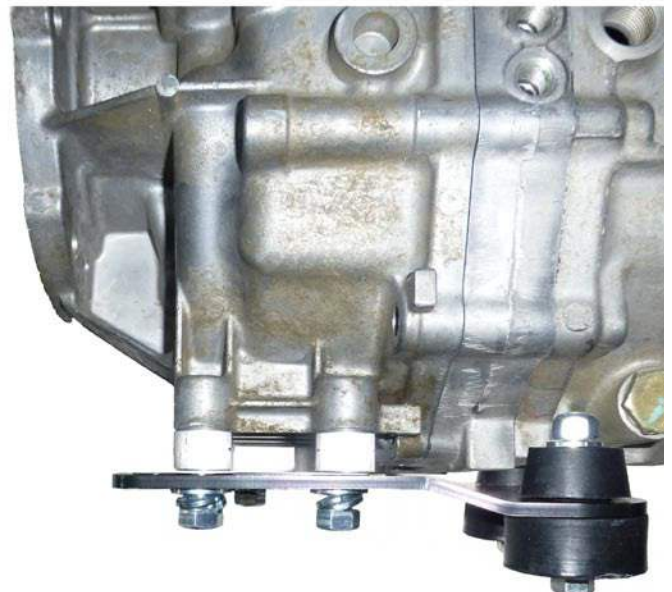
If your engine mounts are not loose and worn, and considering the wide stance of our RMAX mount, it will work very well without a torque arm.



Here are three examples of different ways to configure the RMAX mount:

1. Bracket installed rearward, without stand-off spacers, with feet offset upwards.
2. Bracket installed rearward, without stand-off spacers, with feet offset downwards.
3. Bracket installed frontward, with stand-off spacers, with feet offset downwards.

Other combinations are possible. See what works best for your situation.



load on the isolators for you.

Installation is complete. Go wheeling.

Conclusion

We strongly suggest that you keep these instructions for future reference. For questions concerning your conversion, contact us. We'll be pleased to answer your questions.

There is no final word to our instruction packages. If you have a question you feel this information should have covered and didn't, please let us know about it. You are also welcome to submit your suggestions, ideas and images that you think we should include here which may help future conversion installers. Note our contact information below.



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Kit #RMAX15 Part No.	Description	Qty.
F-AX15M2	Bracket, base, rear mount, AX15 transmission	1
K550-63	Isolator, motor mount, lower, Novak MM & MMX systems. Nitrile, ~60 durometer	2
K510-72	Isolator, motor mount, lower, Novak MM systems, tapered with lock step	2
SPC-716x34x3	Spacer, round, unthreaded, aluminum, AX15 mount, 7/16" x 3/4" x 3/8" tall	4
SPC-716x1525	Spacer, 7/16 x 1.525, rear mount sleeve	2
WA-F-716x1.000x0.051-Z	Washer, flat, 7/16 x 1 x .051 thick, zinc plated, SAE	4
WA-SL-716	Washer, lock, split, 7/16, zinc plated	4
BT-HEX-716-14x2.250-G5Z	Bolt, 7/16-14 x 2-1/4, hex head, grade 5, zinc plated	2
91837A034	Nut, 7/16-14 x 3/8, hex, grade 5, zinc plated, Toplock	2