



LT Engine Conversion Installation Guide
 1973-77 A body



Hardware and Parts List

All motor mounts come with a lifetime warranty and free replacement upon return of any mount or bracket.

<u>Quantity</u>	<u>Item</u>
2	Frame Brackets
2	Motor Mounts
1	Transmission Crossmember
2	Crossmember Outer Brackets
1	Polyurethane Transmission Mount and Spacers
1	Hardware Pack

Installation Notes:

High-mount AC and alternator/ power steering accessory brackets are required to clear the frame. We offer them if needed

Factory GM LT truck and Camaro water pumps and can be used with our high mount accessory brackets, Vette style LT water pumps and accessories will not fit

Factory GM LT oil pans will not clear the K member, must use our Moroso extended sump oil pan or similar

Transmission tunnel modifications are required with T56, TR6060, 6L80E and 6L90E, 8L90E.

The 4 speed automatics such as the 4L60E, 4L65E, 4L70E, 4L75E and 4L80E transmissions will fit in the factory transmission tunnel without having to modify the tunnel.

Our high-clearance Moroso oil pan will be flush with the bottom of the front crossmember and provides improved clearance for lowered cars.

In some cases, the starter, valve covers, and/or spark plugs may need to be removed for header installation.

Our Frame mounts and the Outer Crossmember brackets bolt into existing holes in the frame.

Headers are designed around a floor shifter linkage. Column shift applications will require linkage modifications, or a cable actuated linkage.

Kits will not work with factory clutch z-bar and driveshaft length may change from original.

All kits are designed around factory suspension and steering components for steering clearance lock-to-lock.



LT Moroso oil pan

6-Speed Manual (example)

Tunnel modifications are necessary with T-56, TR6060, 6L80E, 6L90E or 8L90E transmissions. The tunnel needs to be widened at the rear also. A panel should be fabricated and welded or riveted in place and finished with seam sealer. OEM-type carpet will still cover this modification.

First a cut will need to be made down the top and center of the transmission tunnel approximately 30-32 inches long (shown in dashed line). This cut will start from the firewall and run all the way down to the front of the floor support.

Next a "T" cut about 18-20 inches total length will need to be made perpendicular to the first cut (dotted line at left). Locate this cut in the crease where the bellhousing meets the tunnel. Make sure it is centered on the previous cut (10 inches on either side of it).

A cut also needs to be made at the rear of the first cut made (dotted line at right). This cut will be approximately 10 to 12 inches total and centered on the first cut. At this point you should be able to use your hands (with gloves), pliers, hammers, or whatever is necessary to open the Trans tunnel enough to allow the T-56 to fit.

You will need to make a filler panel to fill the remaining gap. After you are satisfied with the fitment of your filler panel tack weld or rivet both sides to the floor, then fished with seam sealer. You should end up with a filler panel similar to the one at right.

We used a 1967 Chevelle boot/ring from Year One as a guide to cut the shifter hole. (Boot #3115N; Ring #7A13).



Engine Installation:

Locate the Driver and Passenger side engine and frame mounts and loosely install them onto your engine block. The mounts will be labeled to assist in location.



View of Driver side engine and frame mount



View of Passenger side engine and frame mount

Lower the engine and transmission into the chassis. Once lowered, you will need to support the rear of the transmission with a floor jack. You should now be able to line up the frame mount holes with the factory holes in the chassis. Go ahead and loosely install the 3/8" bolts and lock nuts. Photos below show what holes in the frame are used circled in black sharpie marker.



Driver side holes



Passenger side holes

Crossmember:

With the engine/trans lowered into the chassis, lift the rear of the trans using a floor jack. Install the polyurethane transmission mount on the transmission, making sure to include the provided gold plate and spacers between the mount and the transmission (this preloads the polyurethane mount). Mount frame brackets to frame. Slide the transmission Crossmember onto the top side of the brackets and bolt the mount loosely to the crossmember using the 7/16"-13 x 1" bolt and the 7/16" flat washer.



Install the Crossmember outer frame brackets in the original factory bolt holes with the tapered end of them pointing to the rear of the car, then mount the Crossmember on top of them.

Final Tightening

Once you have ensured everything is lined up and installed correctly, tighten the engine mount to block bolts, engine mount to frame bracket bolts, frame bracket to frame bolts, transmission mount to transmission bolts, transmission mount to crossmember bolts and transmission crossmember to frame bolts.



Finished

Road test your vehicle and familiarize yourself with the new LS power. After the first test drive re-check all bolts to make sure they are tight. Contact us if you have questions on the installation.

Thank you for using MuscleRods products - proudly made in the USA!

770-751-0687