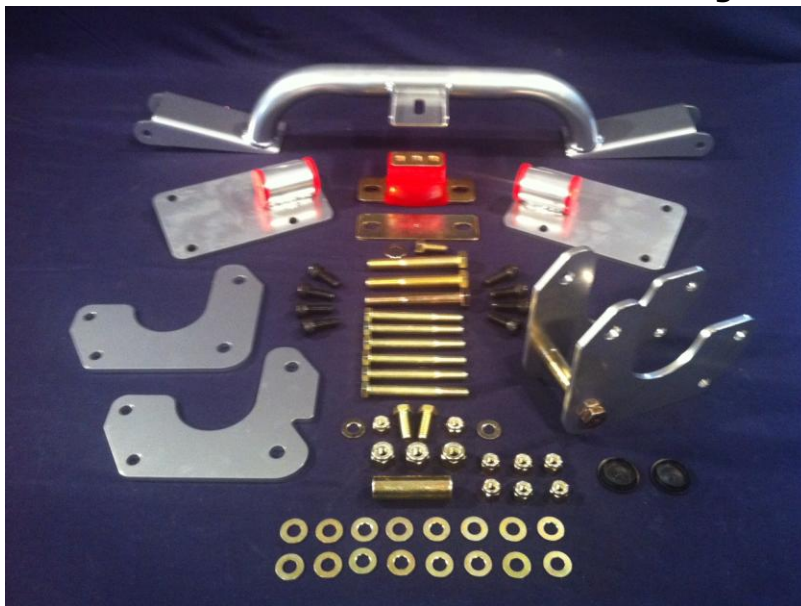


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Installation Guide for 1962-1967 Chevy 2 Nova



Hardware and Parts List

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

Quantity	Item:
2	Motor Mounts
4	Frame Brackets
1	Transmission Crossmember
1	Polyurethane Transmission Mount
6	3/8"-16 x 3 1/2" Transmission Crossmember and Frame Bracket bolts
16	3/8" Flat Washers
8	3/8"-16 Nylon Lock Nuts
1	7/16"-13 Transmission Mount Bolt
1	7/16" Flat Washer
4	1/2"-13 x 3 3/4" Motor Mount to Frame Bracket Bolts
4	1/2"-13 Nylon Lock Nuts
8	10mm-1.5 x 25mm (Allen Head) Engine Mount to Block Bolts

Installation Notes

- This kit uses the 04-07 GTO oil pan only
- Must relocate rear drivers side ignition coil to clear brake booster (we offer a relocation bracket for this)
- 4L60e transmission fits with no modification to transmission tunnel. T-56 transmission will require opening the transmission tunnel more to get it to fit
- Low mount 98-02 Camaro style alternator will clear the stock frame with this kit
- Low mount 98-02 Camaro style A/C compressor will clear the stock frame with this kit
- No other accessory drive systems have been tested with this kit. We have no way of knowing if other setups will work or not. We mocked up using the 98-02 camaro accessory drive system
- The engine mounts, frame brackets, and transmission crossmember in this kit all bolt into the factory mounting holes in the cars frame (no drilling of new holes)

Step 1: Locate the motor mounts and loosely bolt them to the engine using the supplied 10mm allen head bolts. (The bolts will be tightened after the engine is set in place and everything is lined-up)



(Detailed view of driver's side motor mount on engine)



(Detailed view of passenger's side motor mount on engine)

Step 2: Lower the engine and transmission into the chassis. Lift the rear of the transmission using a floor jack. (if you are running the T-56 transmission, you must cut open and widen the trans tunnel for it to fit) Install the polyurethane transmission mount on the transmission, making sure that you install the provided 1/8" thick plate between the mount and the transmission (this preloads the polyurethane mount). Now slide in the new crossmember from the bottom and attach it with the supplied 3/8" x 3 1/2" bolts, flat washers and locknuts. The crossmember should be mounted with the center mounting tab facing the rear of the car. (a rubber hammer may be needed to get the outer crossmember bracket holes lined up with the factory mounting holes in the frame) Go ahead and thread in the 7/16" x 1" bolt and washer through the mounting tab and into the center hole in the polyurethane trans mount, but leave it loose enough to slide fore and aft.



4L60E crossmember



T-56 Crossmember (requires cutting open the transmission tunnel for transmission to fit)

Step 3: align the engine mounts over the frame mounting points in the car. Once lined up, sandwich the engine mounts using the frame mounting brackets and supplied $\frac{1}{2}$ " x $3\frac{3}{4}$ " and the $\frac{3}{8}$ " x $3\frac{1}{2}$ " bolts, washers, sleeves and lock nuts. Again, keep everything loose enough that you can still move things around if needed for clearance reasons. (note that the bracket that bolts to the front passenger side has a notch cut into it. This gives clearance for the oil dipstick tube.)



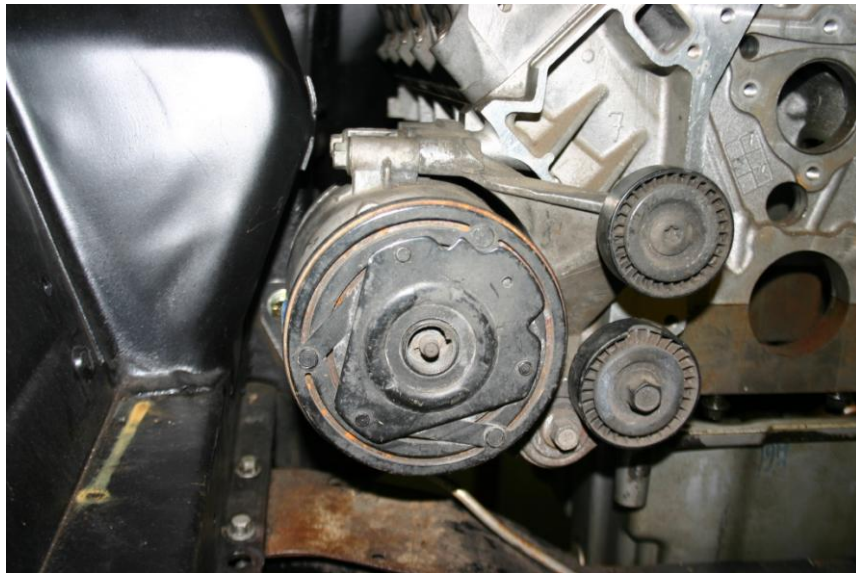
Driver side mount



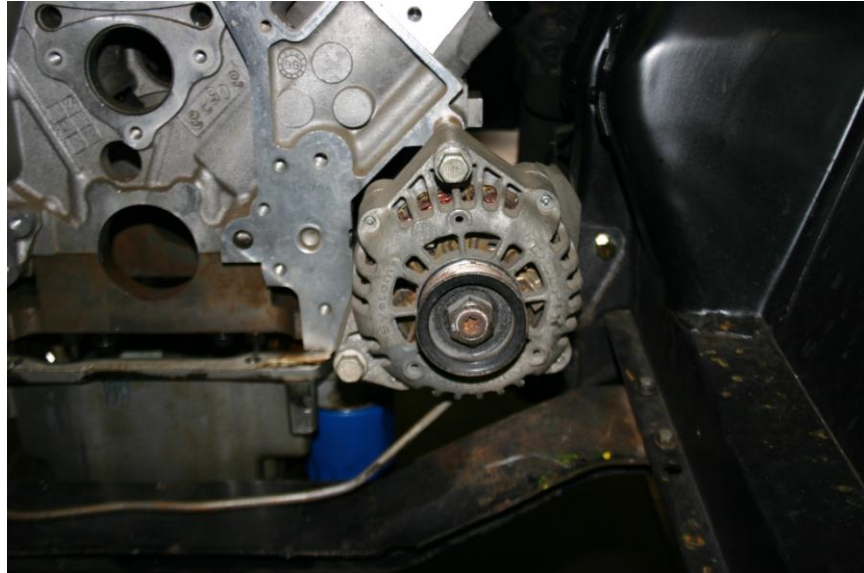
Passenger side mount



Here you can see how the dipstick tube runs through the notch in the mounting bracket. You may need to bend the dipstick tube slightly to get it to fit correctly.



98-02 Camaro A/c compressor



98-02 Camaro Alternator

Step 4: Once you have checked to make sure that everything is installed correctly and lined up, go back and tighten all mounting bolts.



The Muscle Rod line of heddors from Husler is designed to bolt in with this kit for an easy bolt in install with great performance and fitment

Road test your vehicle to familiarize yourself with it's new handling characteristics. BRP cannot supervise your installation of these parts and systems cannot be held responsible more than the cost of the kit and/or parts. The vehicle should be operated normally. Contact BRP if you need anything or if we can be of assistance. (Check the BRP web site for additional help).

Thank you for purchasing a Muscle Rod conversion kit proudly made in the USA.