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WWW.BRPHotRods.COM

Installation Guide for 1968-1982 Corvette



Hardware and Parts List

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

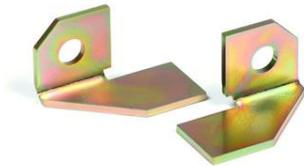
<u>Quantity</u>	<u>Item:</u>
2	Motor Mounts
1	Transmission Crossmember Bracket
1	Polyurethane Transmission Mount
1	7/16"-13x1" Transmission Mount Bolt
1	7/16" Flat Washer
2	7/16"-13 x 6 1/2" Motor Mount to Frame Mount Bolts
2	7/16"-13 Nylon Lock Nuts
4	7/16" large flat washers
8	10mm-1.5 x 25mm (Allen Head) Engine Mount to Block Bolts

Installation Notes

- This kit uses the 98-02 F-body Camaro oil pan when no power steering assist cylinder is being used. (best ground clearance, level with frame)
- This kit uses the Cadillac CTSV oil pan when a power steering assist cylinder is used. (98-02 Camaro pan will not clear the power steering assist cylinder)
- This kit will work with aftermarket power steering boxes.
- Low mount 98-02 Camaro style alternator will clear the frame with this kit.
- Low mount 98-02 Camaro style A/C compressor will not clear the frame. Must use a high mount A/C compressor (Sanden 508 with Kwik Performance brackets)
- This kit will bolt any LS based engine, 4L60e or T-56 transmission into the factory mounting holes in the cars frame. No new holes to drill.
- No transmission tunnel modifications needed for the 4L60e or T-56 transmissions.
- On some later model corvettes (79-82) there were two different factory bolt in transmission x-members. This kit is designed to be used with the one for the turbo 400 transmission. You will need to swap it out if you have the one for the 4-speed transmission. **See picture below.** (these bolt in x-members do not have the two small brackets welded on the front that the earlier model (68-78) welded in x-members did have. Our transmission bracket is designed to bolt to these, so you will need to either weld our bracket to the front of this x-member or buy a pair of the brackets from www.zip-corvette.com **see photo below**



Turbo 400 X-member



Here are the small brackets from zip-corvette.com

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) Go ahead and install the transmission crossmember bracket to your crossmember using the same bolts that held your factory bracket to the crossmember.



(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 and align the engine mounts with the frame mount perches in the car. Once lined up, slide in the 7/16" x 6 1/2" bolts to secure them to the frame. (be sure and use the large 7/16" flat washers on each side of the outer polyurethane engine mount bushings, otherwise, the bushings may work their way out of the mount under a load.) see photo below



Step 3: Lift the rear of the transmission using a floor jack. 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). Install the new transmission bracket the same way the factory bracket is installed to the crossmember. The 4L60e transmission will bolt to the front center slotted hole in the crossmember bracket. The T-56 transmission will bolt to the two rear slotted holes in the crossmember bracket. (note: the rubber T-56 trans mount does not use the 1/8" thick preload plate)

Step 4: Once you have checked to make sure that everything is installed correctly and lined up go back and tighten the engine mount to block bolts, engine mount to frame bolts, transmission mount to transmission bolts, and transmission mount to crossmember 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.