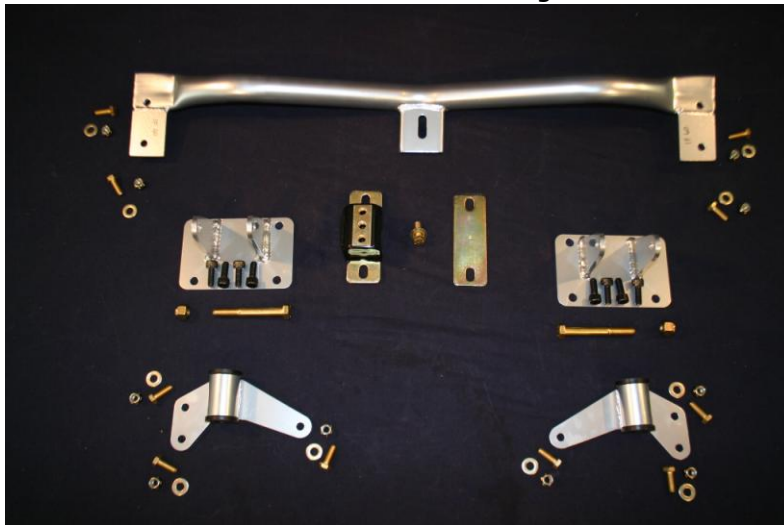


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Installation Guide for 1967-1969 F-Body & 1968-1974 X -Body



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

Step 1: Locate the Driver's Side (LEFT) and Passenger's Side (RIGHT) motor mounts and loosely bolt them to the engine using the supplied 10mm allen head bolts, now loosely bolt the frame brackets to the engine mounts using the supplied 1/2"-13 x 4" long bolts and nylon lock nuts. (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 and frame bracket on engine)



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

Step 2: Lower the engine into the chassis and align the frame bracket to frame bolt holes and loosely install the 3/8-16 x 1" bolts, flat washers and nylon lock nuts.

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 plate between the mount and the transmission (this preloads the polyurethane mount). Slide the transmission crossmember into the chassis and bolt the mount loosely to the crossmember using the 7/16"-13 x 1" bolt and the 7/16" flat washer. Loosely install the crossmember to frame bolts (3/8"-16 x 1" bolts, flat washers and the 3/8"-16 nylon lock nuts).



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 bracket bolts, frame bracket to frame bolts, transmission mount to transmission bolts, transmission mount to crossmember bolts and transmission crossmember to frame bolts.



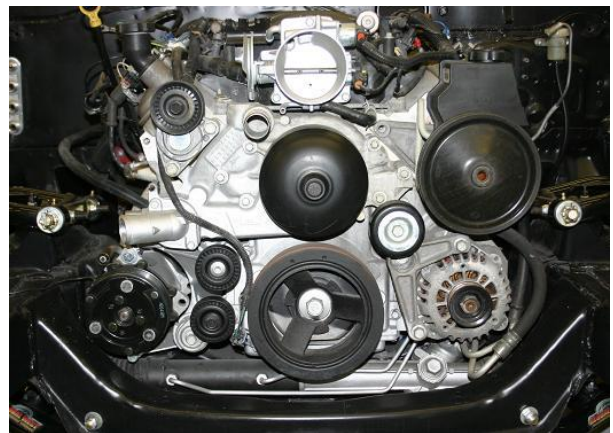
Oil Pan

The kit will work with the following oil pan:

LH8

Uses the following OEM front accessory drive systems:

- C-5 Corvette,
- F-Body,
- GTO (may need 98-02 Camaro alternator)

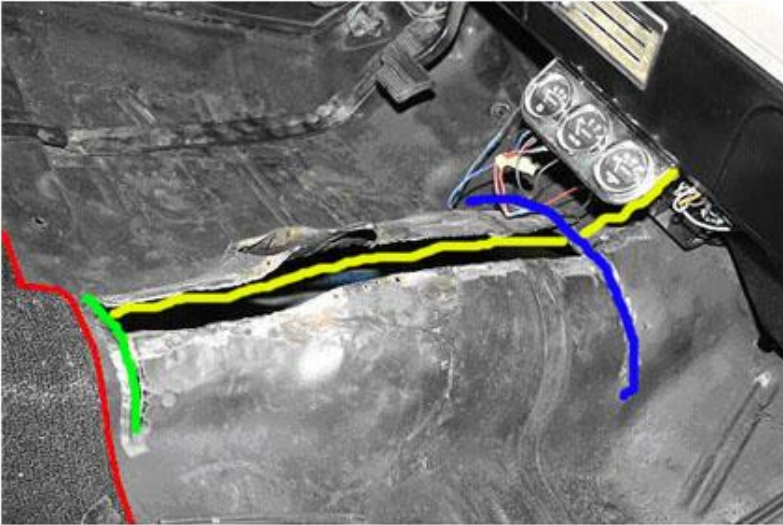


Nova Option

6-Speed Nova Option

If you want to go T-56 transmission then you're going to have to widen the transmission tunnel.

This is an easy process that the stock carpet will cover and can be welded in place or pop riveted and seam sealed.



First a cut will need to be made down the top and

center of the transmission tunnel approximately 30-32 inches long (shown in yellow). This cut will start from the firewall and run all the way down to the front of the floor support (shown in red).

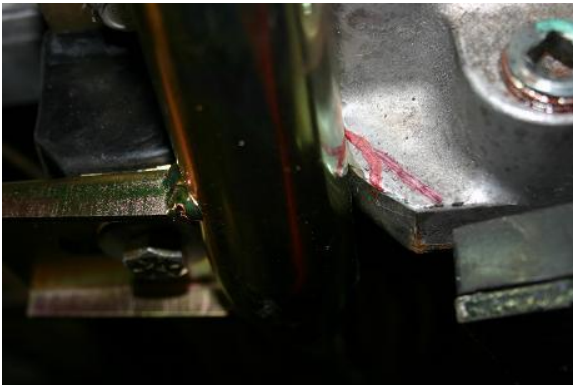
Next a "T" cut about 18-20 inches total length will need to be made perpendicular to the cut you just made (shown in blue). This cut is located in the crease where the bellhousing meets the tunnel. Make sure it is centered on the previous cut (10 inches on either side of it).

A cut also needs to be made at the rear of the first cut made (shown in green). 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 up the transmission 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 both sides of floor, then use seam sealer around all the seams of the transmission tunnel modifications.

We also used the 67 Chevelle boot/ring from Year One to use as a guide to position the shifter hole.

- Shifter boot YR1#3115N
- Ring YR1#7A13



NOTE: If you are running the T-56 transmission, you will most likely need to grind the casting tab down some to make clearance for the cross member.

Step 4: (The A/C compressor will not clear the frame. If you are running A/C you must notch the frame)



Hold the compressor up where it will bolt on the motor and mark where you need to cut. Here we cut approximately 1/2" from upper



control arm perch 6" long 3" down and 4" back to frame bracket. Cut out and fill in the sides using 1/8 inch steel plate.

BRP sells the pre fabricated notch as shown for \$24.99



The Muscle Rod line of heddertubes 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 its new handling characteristics. BRP Hot Rods 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.