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Installation Guide for 1964-1967 A-Body



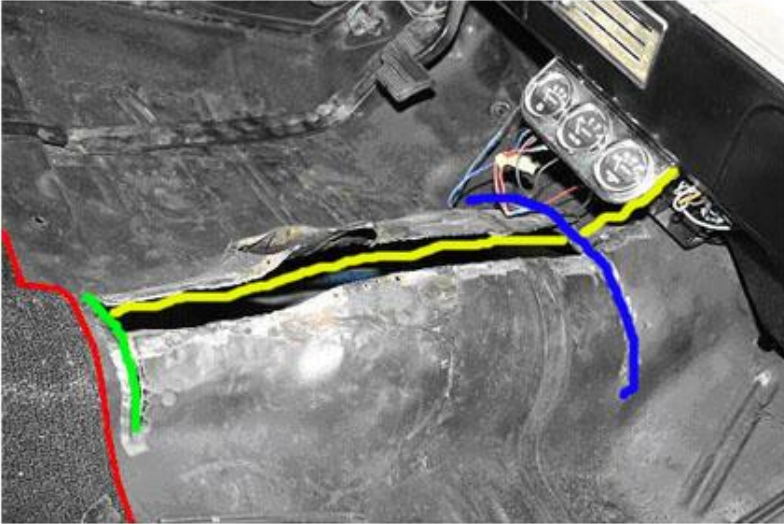
Hardware and Parts List

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

Quantity	Item
2	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
4	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

Installation notes:

- Running the 4L60E, 4L65E, T-56, 6L80E, 6L90E, and 4L80E transmission will require trans tunnel modifications for fitment. (each transmission will require its own unique amount of modification to the tunnel depending on its size)



Step 1

6-Speed (example)

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

the stock carpet will cover the modification 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 bell housing 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 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 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. (boot YR1#3115N Ring YR1#7A13).

64-67 GTO/Le Mans (only)

These are unique frames when compared to the other 64-67 A-Body frames and require additional modifications to fit the LSx and modern transmission.

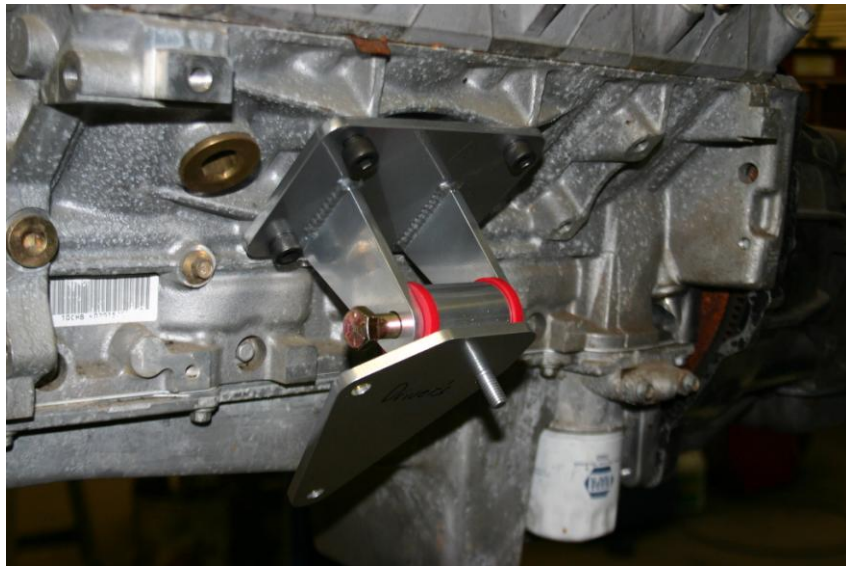
The firewall has to be dimpled where the floor and tunnel meet to clear the T-56 when sliding the engine back to clear the steering (The 97-08+ Corvette accessories require less modifications)



The 2004-2006 GTO alternator cannot be used with kit, it will need to be replaced with the smaller 1998-2002 F-Body alternator. On the Pontiac frames the steering box may need to be ground to clear the alternator.

Step 2 Engine Installation:

The best way to get the motor in the A-bodies when the transmission is attached, is to loosely bolt the frame mounts to your frame first. Next go ahead and lower the motor and trans down into the engine bay. Use the trans Crossmember to hold up the rear of the trans, then slide in the engine mounts from each side. You may need to use a pry bar to get everything lined up and bolted in. If you try and bolt the motor and transmission as a whole with the mounts and frame mounts bolted on like in the picture below, you wont be able to get it in because of the welded in studs. You can bolt it in as shown only if you are installing the motor and trans separately. (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. Start the 3/8"-16 nylon lock nuts and flat washers on the two studs that are attached to the frame brackets and extend into the frame.

Step 4:

Once the engine and transmission is lowered into the chassis 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. Mark the crossmember mounting holes on the frame and drill them out with a 25/64" drill bit. Install the 3/8"-16 x 1" bolts, flat washers and the 3/8"-16 nylon lock nuts.



The cross member will most likely have to be all the way at the back of the frame rails for the T-56. The 4L60E automatic transmission is about 2½ inches shorter. You will need to have the existing driveshaft cut down to fit the new longer overdrive transmission or a custom driveshaft built.



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

This kit uses the LH8 oil pan

Uses the following OEM front accessories systems

C-5 Corvette,

F-Body,

GTO (may need 98-02 Camaro alternator)



The Muscle Rod line of heddars 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 can not supervise your installation of these parts and systems can not 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.