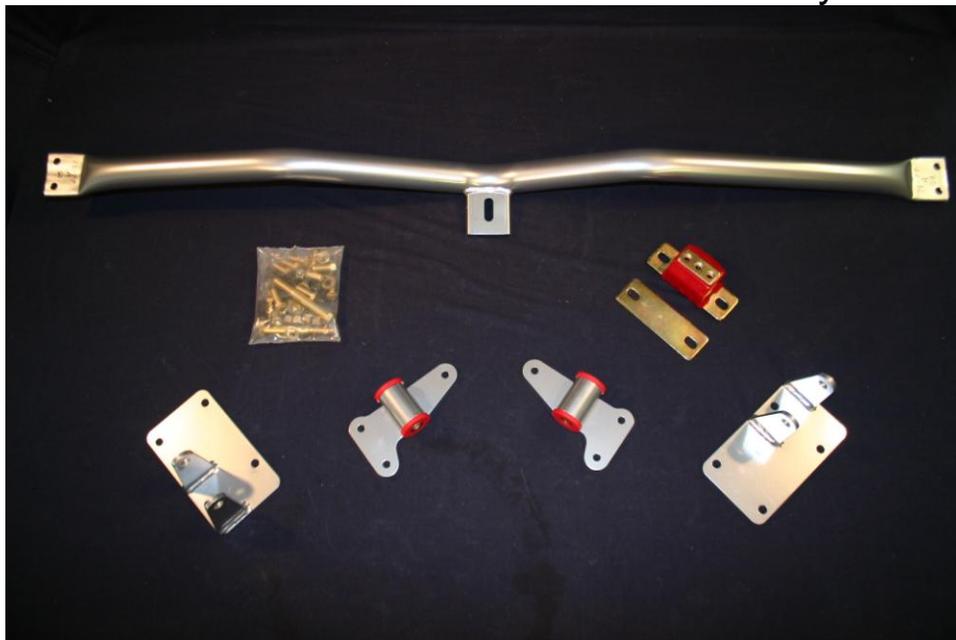


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Installation Guide for 1973-1977 A-Body



Hardware and Parts List

All motor mounts come with a lifetime warranty.

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
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

Installation notes:

- Must use 2004-2007 Cadillac CTSV oil pan with this kit
- Low mount alternator such as F-body or GTO will work, must use a Camaro alternator.
Low mount A/C brackets will not work with this kit, must high mount kit such as the Kwik-Performance bracket
- Transmission tunnel modifications may be required with the T-56 transmission.

Step 1 Engine Installation:

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 head of the bolt must be facing the rear of the car and the nut facing the front of the car. 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 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.



NOTE: 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.



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.