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Installation Guide for 1982-1993 S10 2WD



Hardware and Parts List

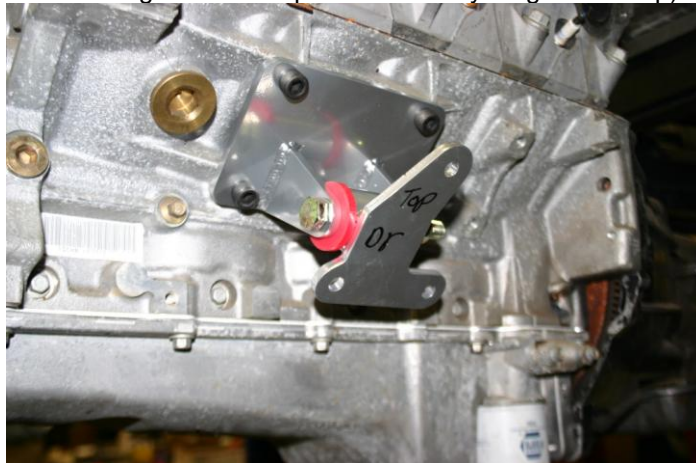
All motor mounts come with a lifetime warranty and free replacement upon return of any mount or bracket.

Quantity	Item:
2	Frame Brackets
2	Motor Motors
1	Transmission Crossmember
2	Transmission Crossmember Brackets
1	Polyurethane Transmission Mount
8	3/8"-16 x 1" Transmission Crossmember to Frame Bolts
8	3/8" Flat Washers
8	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

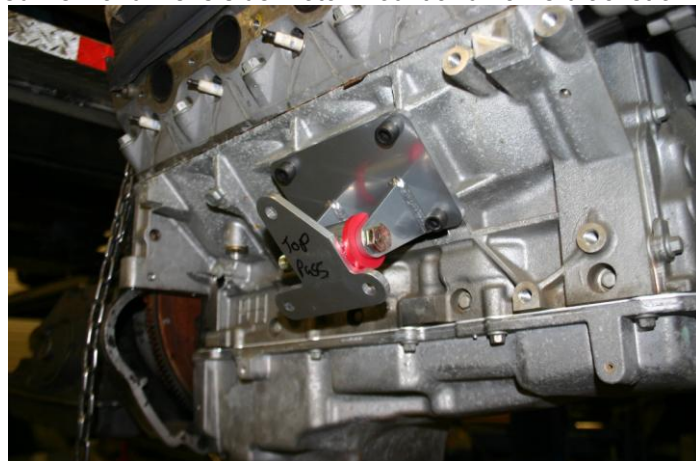
Installation Notes

- This kit uses our LH8 oil pan.
- The body seam lip in transmission tunnel might need to be bent to clear certain transmissions.
- The engine and transmission can be installed together, but you will need to un-bolt the body bushings and lift the body off the frame slightly.
- The brake lines running up the driver's side of the frame will need to be moved higher on the frame to clear the crossmember brackets.
- If you are using our headers, you will need to remove the steering shaft to install the driver's side header.
- To install the 4L80E transmission use the T-56 crossmember with the tab pointing towards the rear of the vehicle and a ½" spacer installed between the transmission and transmission mount.
- Stock low mount a/c compressor will not work without modifications.
- Must us high mount accessories, cannot be used with F-Body or GTO accessory systems.

Step 1: Locate the motor mounts and loosely bolt them to the engine using the supplied 10mm allen head bolts, now loosely bolt the Driver's Side (LEFT) and Passenger's Side (RIGHT) frame brackets to the engine mounts using the supplied ½"-13 x 4" long bolts and nylon lock nuts. (The bolts will 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. (Note: if installing the engine and transmission together you will need to loosen the body bolts and lift the body slightly while installing the engine.)



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 bolt the crossmember brackets to the crossmember using the 3/8"-16 x 1" bolts, flat washers and nylon lock nuts. Position the crossmember brackets so that they are (1 1/2" for a T-56 or 2" for a 4L60E) from the bottom of the frame and mark the mounting holes on the frame. Remove the crossmember brackets and drill the holes out with a 25/64" drill bit. Loosely install the crossmember & brackets to the frame (3/8"-16 x 1" bolts, flat washers and the 3/8"-16 nylon lock nuts).



The Proper height for the crossmember brackets are:

- 1 1/2" for T-56
- 2" for 4L60E

Step 4: Remove the crossmember brackets and drill the holes out with a 25/64" drill bit. Loosely install the crossmember & brackets to the frame (3/8"-16 x 1" bolts, flat washers and the 3/8"-16 nylon lock nuts).



Step 5: 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 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.