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Installation Guide for 1955-1957 Chevy



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 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
8	3/8"-16 x 1" Frame Bracket to Frame Bolts
8	3/8" Flat Washers
8	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

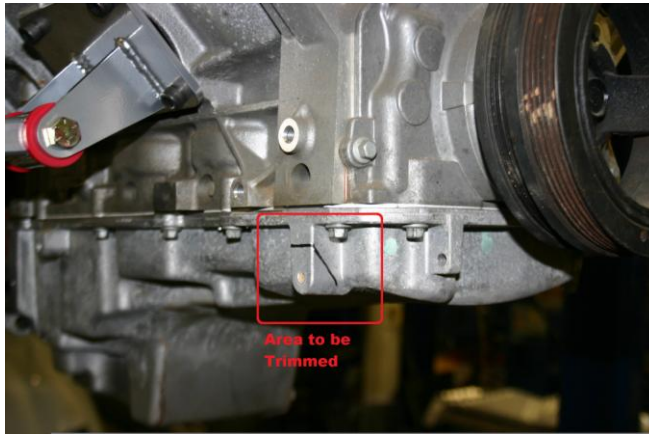
Installation Notes:

- This kit is designed to use our LH8 oil pan (the pan will need to be trimmed to fit the chassis, but no welding is required).
- Most OEM accessory drives can be used; however you will need to install the a/c notch in the frame if you are using a low mount a/c compressor.

Step 1: If you will be using a T-56 you will need to flatten the body seam in the transmission tunnel. Start by making relief cuts in the seam so that it will be easier to bend. Next using a hammer & dolly flatten the body seam.



Step 2: The oil pan will require slight trimming to clear the 1955-1957 frames. The part that needs to be trimmed is highlighted in the first photograph. The second photo details how much needs to be trimmed.



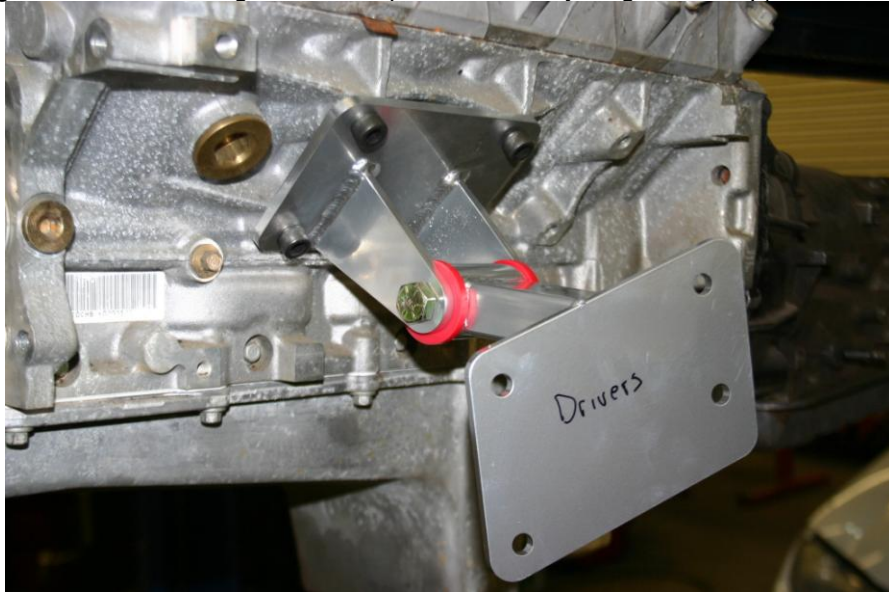
(Optional Step if using low mount a/c compressor): To clear the low mount a/c compressor the frame will need to be notched. This is easily accomplished using a die-grinder and a MIG welder. First measure 2" as shown in the picture then 5" across 3" inward.



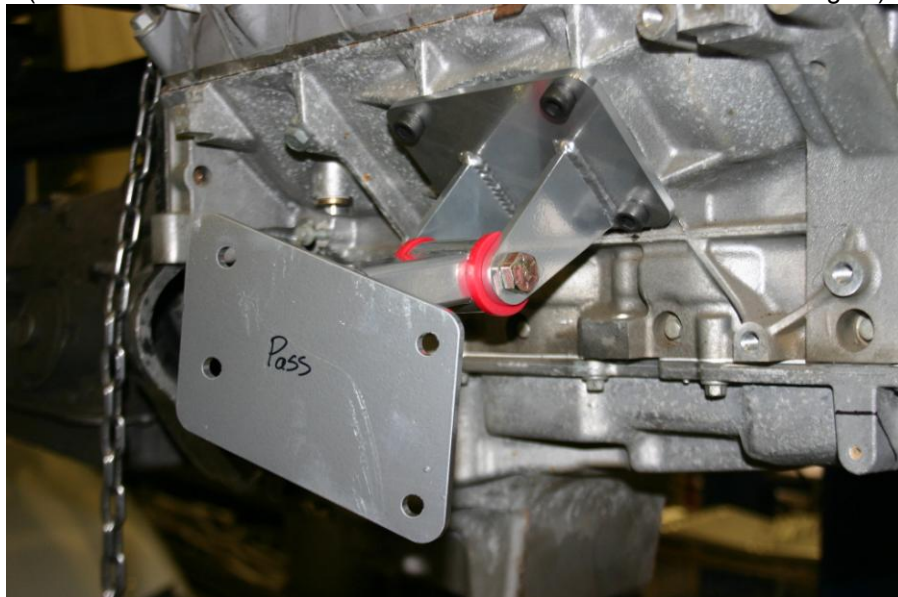
Using a hammer bend the area down 1" and check fitment with the included pre-shaped filler panel. Once the proper height is achieved tack the filler panel in place and then finish welding using a MIG or TIG welder.



Step 3: 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 4: Lower the engine into the chassis and align the frame bracket to frame. The frame brackets should butt-up against the frame rivets. Clamp the frame bracket to the frame and mark the mounting holes on the frame. Remove the engine and drill the holes through the frame.



(Detailed view of driver's side frame bracket on the frame)



(Detailed view of driver's side frame bracket on the frame)

Step 5: Reinstall the engine and loosely install the 3/8-16 x 1" frame bracket to frame bolts, flat washers and nylon lock nuts.



Step 6: 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 3/4" for a T-56 or 2 1/2" 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 1/4" drill bit through both sides of the frame. Drill out the holes on the inner side of the frame to 25/64". Using the 1/4" holes on the outside of the frame as a guide, drill access holes on the outside of the frame using a 1" holesaw. 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 3/4" for T-56
- 2 1/2" for 4L60E



Step 7: Once you have snugged-up all of the bolts, check the clearance between the drag-link and the front of the oil pan. With the steering centered you should have approximately 2" of clearance, with the steering turned all the way to the left you should have approximately 3/8" of clearance.



The Muscle Rod line of headers 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.