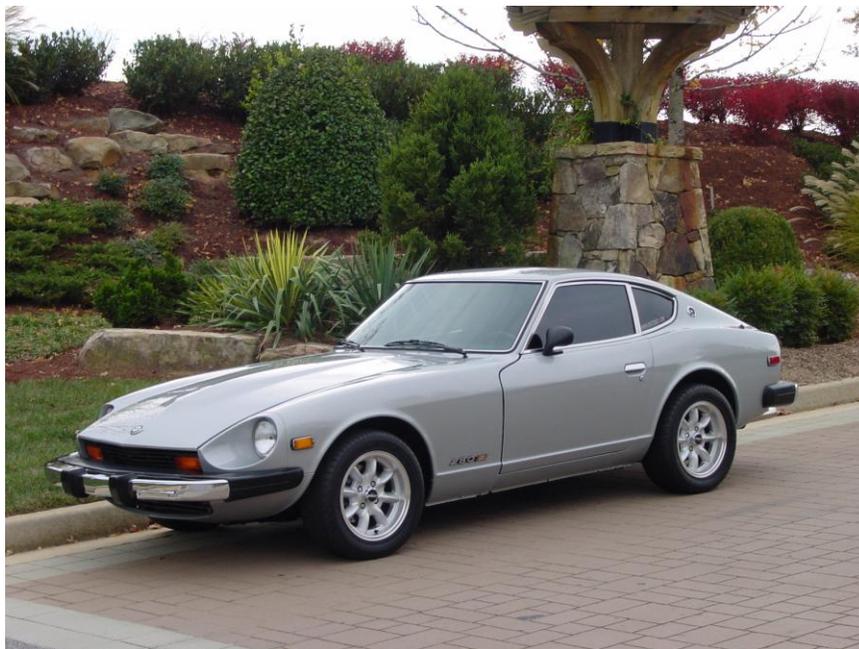


Phone Number 1-770-751-0687

Fax 1-770-442-9597

WWW.BRPHotRods.COM

Installation Guide for 1975-1978 Datsun 280Z





Hardware and Parts List

NOTE: 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 Tunnel Bolts
4	3/8" Flat Washers
4	3/8" Nylon Lock Nuts
2	1/2"-13 x 4" Motor Mount to Frame Bracket Bolts
2	1/2"-13 x 1" Frame Bracket to Frame Bolts
4	1/2" Nylon Lock Nuts
8	10mm-1.5 x 25mm (Allen Head) Engine Mount to Block Bolts

Installation Notes:

- Low mount (F-Body) alternator can be used.
- Must use High mount a/c compressor relocation kit.
- 1998-2002 F-Body (Camaro & Firebird) oil pan must be used with this conversion kit.
- Both heater hoses will need to have a formed 90 degree end at the firewall.
- A/C drier and hard lines will need to be relocated.
- Vacuum bottle & bracket will need to be relocated from passenger inner fender.

Step 1: Prior to starting the installation you will need to remove the factory transmission mounting tab from the underside of the transmission tunnel. We suggest using a plasma cutter or a die-grinder with a cutoff wheel. Cut the brackets off as close to the bottom of the bracket as possible. After cutting the bracket off grind the remaining material smooth.



Step2: Position the transmission crossmember in the tunnel where the original crossmember tabs were removed, lining up the crossmember with the back edge of the original crossmember tabs. Mark the holes through the crossmember on the underside of the tunnel.



Step 3: Drill the holes with a 1/4" drill bit all the way through both layers of the tunnel floor **(make sure the carpet is removed prior to drilling)**. Using the 1/4" holes as a guide drill through the TOP layer of the floor from inside the vehicle using a 1" holesaw **(DO NOT DRILL ALL THE WAY THROUGH BOTH LAYERS OF THE FLOOR)**. Using a 25/64" drill bit drill through the remaining 1/4" hole.



Step 3: Remove the brake proportioning valve from the driver's side inner fender. Remove the spacer and re-install the brake proportioning valve.

Step 4: Drill out the holes in the frame where the original motor mounts bolted up to 1/2".

Step 4: 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 ½"-13 x 4" long bolts and nylon lock nuts. (you will tighten the bolts 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 5: With the motor mounts and frame brackets attached to the engine, lower the engine into the frame.



Step 6: Align the frame bracket to frame bolt holes and install the ½"-13 x 1" bolts and nylon lock nuts. After everything is lined-up tighten the motor mount to block bolts, the frame bracket to frame bolts and the engine mount to frame bracket bolts.



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 the vehicle to familiarize yourself with its 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.