



## **Installation Guide for 1967-1969 F-Body & 1968-1974 X -Body**

### Hardware and Parts List:

106-1100-04	Drivers Engine Mount
106-1100-16	Passenger Engine Mount
106-1200-04	Drivers Frame Mount
106-1200-16	Passenger Frame Mount
1 qty	Transmission Crossmember
2 qty	Transmission Crossmember Brackets
1 qty	Polyurethane Transmission Mount
	Transmission Mount Spacer(s)-quantity determined by transmission
1 qty	Hardware Pack

### Notes:

1. Black bushing are standard. Contact us for optional red bushings
2. Our mid-length header has a ball and socket type collector. Long tubes have slip on collector.
3. All headers clear the factory OEM A/C box, power steering box, and power brakes.
4. A top mount A/C bracket must be used to run AC.
5. No transmission tunnel modifications are required on the 67-69 Camaro/Firebird when running the 4L60E 4L80E, TH350, TH400, and 700R4, however; modifications to the transmission tunnel may be required when using a T-56, 6L80, 6L90, or TR6060 transmissions.
6. Headers are designed around a floor shifter linkage, column shift linkage will require modifications.
7. Headers will work with the following transmissions: TH350, TH400, Muncie, 700R4, T-56, 4L60E, 4L65E, 4L80E, 6L80, 6L90, and TR6060
8. LS kits and Headers for these cars are designed to be used with the GM LH-8 oil pan. Our machined oil pan kit is for use with variable valve timing or displacement on demand equipped engines.
9. If using a 4L80 transmission and our mid-length headers, you must trim the bell housing tabs for header clearance.
10. In some header installations the starter, valve cover, and/or spark plugs may need to be removed.
11. Frame mounts and transmission crossmember bolt-in to factory mounting holes, no drilling, or modifications are required.

**Notes (cont):**

12. Kits will not work with factory clutch z-bar and driveshaft length will change from original.
13. All of our kits are designed around factory suspension and steering components
14. Some of the 1969 Firebirds used different heavyduty steering systems and it might be necessary to change the steering system components to the ones used on the Camaro.
15. Our Sure-Fit crossmember system fits every transmission we've tested including 4L60E, 4L65E, 4L70E, 4L80E, 6L80E, 6L90E, Powerglide, TH200, TH350, TH400, 700R4, Muncie 4-speed, TKO 600, T-56 and TR-6060.

Start by loosely bolting the engine mounts to the engine using the provided 10mm-1.5 x 25mm socket-head bolts. Now loosely bolt the frame brackets to the engine mounts as seen in the picture using the 1/2"-13 x 4" bolts and nylon lock nuts (Note: bolting the frame mounts to the frame and then lowering the engine down on the can cause fitment issues and can also lead to damage to the polyurethane bushings). Lower the engine and transmission into the vehicle. Line up the frame mounts on the frame and start all of the bolts on both frame mounts using the 3/8"-16 x 1" bolts, washers and nylon lock nuts.

Using a jack lift the transmission into position to install the transmission crossmember. Start by bolting the transmission mount and spacers provided to the transmission, make sure you install the gold preload plate directly on top of the transmission mount. Loosely bolt the frame brackets to the frame using the provided 3/8"-16 x 1" long bolts, washers and nylon lock nuts. Slide the transmission crossmember into position and install using the provided 3/8"-16 x 1" long bolts, washers and nylon lock nuts. Using the 7/16"-13 x 1" bolt and flat washer bolt the transmission mount to the crossmember.

Now that all of the bolts are started the engine is installed go back and tighten all of the bolts. After the first test-drive re-check all bolts.