



Installation Guide for 1970-1972 Monte Carlo

Hardware and Parts List

All motor mounts come with a lifetime warranty.

<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 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
4	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 not work, must use a high mount alternator bracket such as the Corvette style or use a Kwik Performance high mount alternator bracket.
- Low mount A/C brackets will work with this kit such as the F-body, GTO, or Corvette.
- If running the T-56 transmission, you will have to cut the trans tunnel to get it to fit.

Step 1

6-Speed Option

If you want to go T-56 transmission then you're going to have to widen the transmission tunnel.

This is a process that the stock carpet will cover and can be welded in place or pop riveted and seam sealed.

First a cut will need to be made down the top and center of the transmission tunnel approximately 30-32 inches long (shown in yellow). This cut will start from the firewall and run all the way down to the front of the floor support (shown in red).

Next a "T" cut about 18-20 inches total length will need to be made perpendicular to the cut you just made (shown in blue). This cut is located in the crease where the bell housing meets the tunnel. Make sure it is centered on the previous cut (10 inches on either side of it).

A cut also needs to be made at the rear of the first cut made (shown in green). This cut will be approximately 10 to 12 inches total and centered on the first cut. At this point you should be able to use your hands (with gloves), pliers, hammers, or whatever is necessary to open up the Trans tunnel enough to allow the T-56 to fit.

You will need to make a filler panel to fill the remaining gap. After you are satisfied with the fitment of your filler panel tack weld both sides of floor, then use seam sealer around all the seams of the transmission tunnel modifications.

We also used the 67 Chevelle boot/ring from Year One to use as a guide to position the shifter hole. (boot YR1#3115N Ring YR1#7A13).

Step 2 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)

Step 3: 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. (If you are running a 4L60E or a 4L65E transmission, you should be able to use a set of the factory cross member bolt holes)

The cross member will most likely have to be all the way at the back of the frame rails for the T-56. The 4L60E automatic transmission is about 2½ inches shorter. 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.

Oil Pan

This kit uses our Cadillac CTSV oil pan kit

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 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.