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LS Conversion Installation Guide 1971-76 B-Body Impala



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 Mounts
1	Transmission Crossmember
2	Crossmember brackets
1	Extra frame bracket
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
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

71-76 B-body Installation Notes:

98-02 f-body alternator clears frame with plenty of clearance.

98-02 f body A/C does not clear the frame, MuscleRods high mount AC bracket is required.

MR A/C brackets clear everything in short, medium, and long spacing.

MR Alt/PS brackets clear everything in short, medium, and long spacing.

LH8 oil pan was used, BRP Moroso pan is recommended for lowered cars. Other pans that fit: Mast motorsports and Holley.

4L60E trans fits with no tunnel mods required, 4L80E fits also. 6L80E and 6L90E will require tunnel mods at the tail shaft housing area. T-56 will require tunnel mods around shifter.

MR mid and long tube headers part numbers mr45546-mr45596 are recommended.

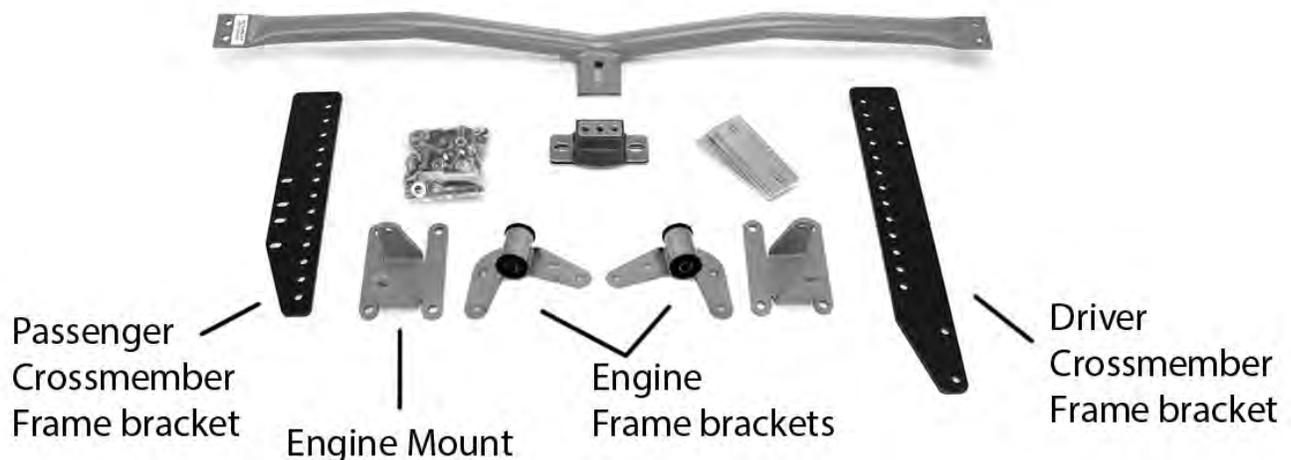
Stock column shift linkage clears mid length and long tube headers, and lines up with the 4L60E shift shaft. Headers will clear long shift shaft on the 4L60E trans.

Must remove the front crossmember frame brace to fit the long tube headers. No need to remove frame brace to fit mid-length headers.

Ignition coils clear factory a/c box and power brake booster in their stock location.

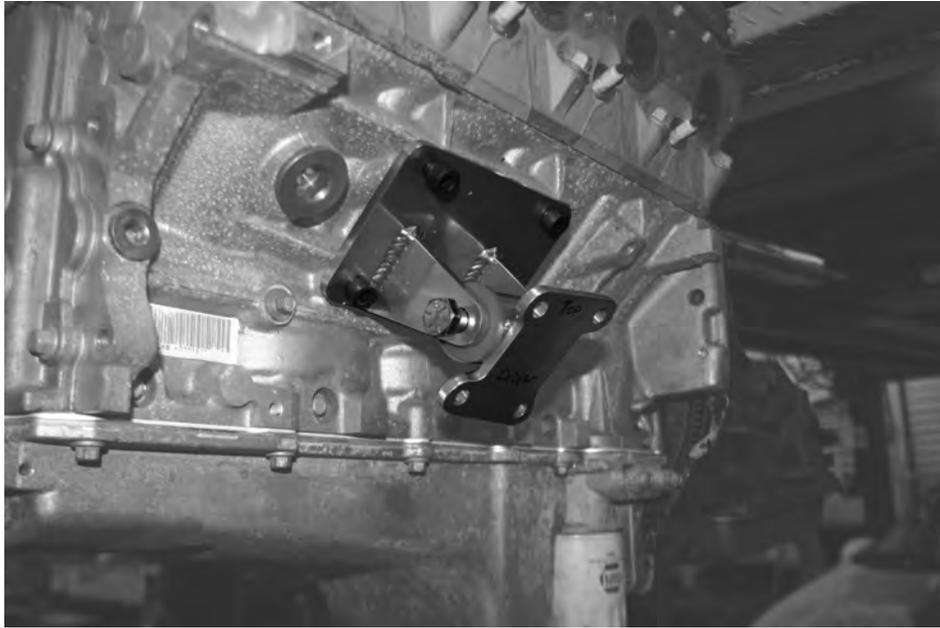
All of our kits are designed around factory suspension and steering components.

Black bushings are standard contact us for red bushings.



Step 1:

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 bolts will be 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)



(Set the engine in place with each sides motor mount and frame bracket loosely on engine)

Step 2:

Loosely mount the crossmember frame brackets to the sides of the frame. There are different mounting positions for the different frames that were used under these cars. This is due to the transmissions that were used.



Mount the frame brackets to the frame through the original crossmember mounting holes. Then put the crossmember on top of the bracket.

**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 any spacer plates and the provided preload plate between the mount and the transmission (this preloads the polyurethane mount). Slide the transmission crossmember onto the crossmember brackets and bolt the mount loosely to the crossmember using the 7/16"-13 x 1" bolt and the 7/16" flat washer.



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, transmission crossmember to bracket bolts and brackets to frame bolts.

Finished -

Road test your vehicle and familiarize yourself with it's new LS power. After the first test drive recheck all bolts to make sure they are tight. Contact us if you need any help with anything.



**Thank you for purchasing MuscleRods products proudly
made in the USA!**

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