



Late Model Engine Conversion Installation Guide
 1964-1972 A-Body



Hardware and Parts List

All motor mounts come with a lifetime warranty and free replacement upon return of any mount or bracket.

Quantity	Item
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:

Mid-length headers have ball and socket type collectors; long tube headers have slip fit collectors.

All headers clear the A-body's OEM A/C box, power steering box and power brakes. High-mount AC and alternator are required.

Transmission tunnel modifications are required with T56, TR6060, 6L80E and 6L90E.

When ordering, you must specify year, make, model, body style (convertible or hardtop), and which transmission is being used. The crossmembers vary by trans type.

Our high-clearance oil pan will be flush with the bottom of the front crossmember and provides improved clearance for lowered cars.

In some cases, the starter, valve covers, and/or spark plugs may need to be removed for header installation.

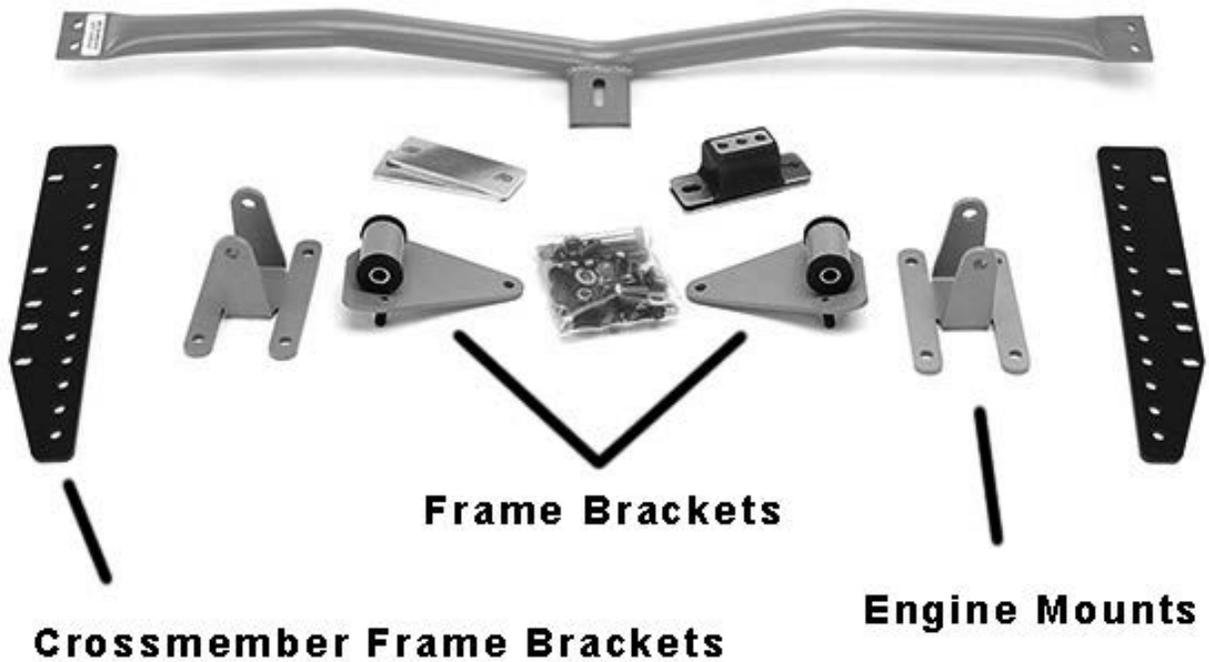
Frame mounts bolt into existing holes in the frame. On 1964-72 coupes and 1968-72 convertibles the transmission crossmember requires drilling of new mounting holes.

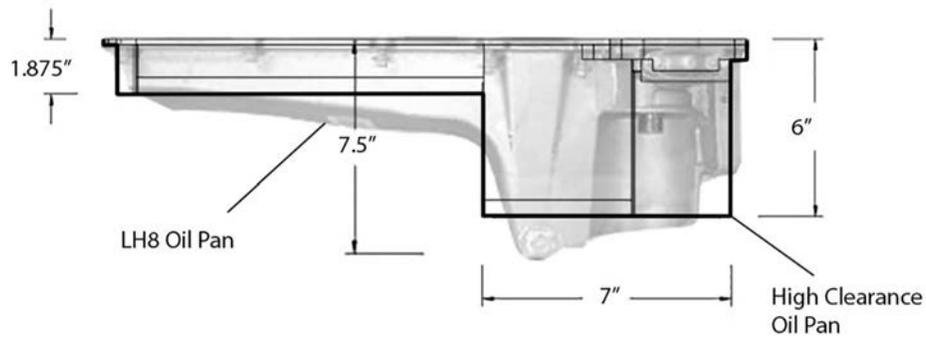
Headers are designed around a floor shifter linkage. Column shift applications will require linkage modifications.

Kits will not work with factory clutch z-bar and driveshaft length will change from original.

All kits are designed around factory suspension and steering components for clearance lock-to-lock.

Black bushings are standard; contact us for red bushings.





Oil Pan

Our new design was designed around our High Clearance oil pan. The old LH8 pan will extend below the front crossmember approximately 1.5", while the High Clearance will be flush with the front crossmember. The High Clearance pan is required.

6-Speed Manual (example)

Tunnel modifications are necessary with T-56, TR6060, 6L80E, 6L90E or 8L90E transmissions. The tunnel needs to be widened at the rear also. A panel should be fabricated and welded or riveted in place and finished with seam sealer. OEM-type carpet will still cover this modification.

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

Next a "T" cut about 18-20 inches total length will need to be made perpendicular to the first cut (dotted line at left). Locate this cut in the crease where the bellhousing 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 (dotted line at right). 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 the Trans tunnel enough to allow the T-56 to fit.

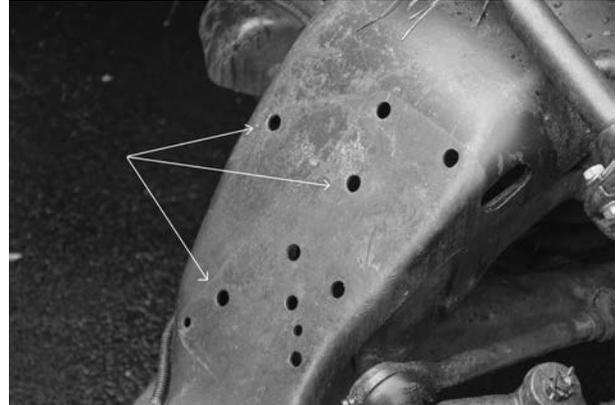
You will need to make a filler panel to fill the remaining gap. After you are satisfied with the fitment of your filler panel tack weld or rivet both sides to the floor, then fish with seam sealer. You should end up with a filler panel similar to the one at right.

We used a 1967 Chevelle boot/ring from Year One as a guide to cut the shifter hole. (Boot #3115N; Ring #7A13).



Engine Installation:

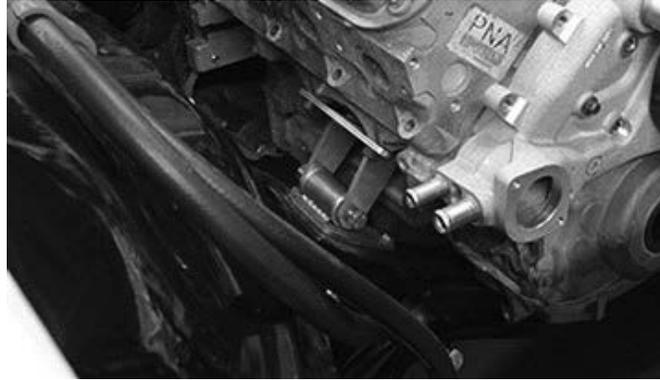
With the engine and trans mated together, the best way to install the assembly is to loosely bolt the frame mounts to your frame, lower the engine/trans assembly into the engine bay, raise the rear of the trans, then slide in the engine mounts in from each side.



The frame brackets and engine mounts are marked for orientation. The frame bracket studs will be inserted into the top two of these holes in your frame.



Start the 3/8"-16 nylon lock nuts and flat washers on the two studs that are attached to the frame brackets and through the frame but leave them loose at this time. After the assembly is in place slide the mounts into position.



After the crossmember is installed the bolts and nuts can be tightened.

Crossmember:

With the engine/trans lowered into the chassis, lift the rear of the trans using a floor jack. Install the polyurethane transmission mount on the transmission, making sure to include the provided plate between the mount and the transmission (this preloads the polyurethane mount). Mount frame brackets to frame. Slide the transmission crossmember into brackets and bolt the mount loosely to the crossmember using the 7/16"-13 x 1" bolt and the 7/16" flat washer.



Install the crossmember frame brackets in the original bolt holes then mount the crossmember.

Final Tightening

Once you have ensured everything is lined up and installed correctly, 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.



Mid length and long tube headers can now be installed with the engine in place.

Finished

Road test your vehicle and familiarize yourself with the new LS power. After the first test drive re-check all bolts to make sure they are tight. Contact us if you have questions on the installation.



Thank you for using MuscleRods products - proudly made in the USA!

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