

READ ENTIRE INSTALLATION GUIDE BEFORE BEGINNING THIS INSTALLATION

These mounts are designed specifically for installing an LS engine into 1967-69 Chevy Camaros and Firebirds, as well as 1968-74 Chevy II and Nova vehicles.

This is a complex engine swap project that may require cutting, drilling or other modification to the vehicle. There are many installation factors to consider when performing this engine swap and exact steps may vary from model to model. This installation guide offers general instructions for the proper installation of the engine mounts only. For further details regarding any other aspect of the engine swap, we recommend the use of a published how-to guide, dedicated to the engine swap project you are about to perform. This is an advanced user project. If you're uncomfortable with any aspect of it, we suggest you consult with a certified mechanic.

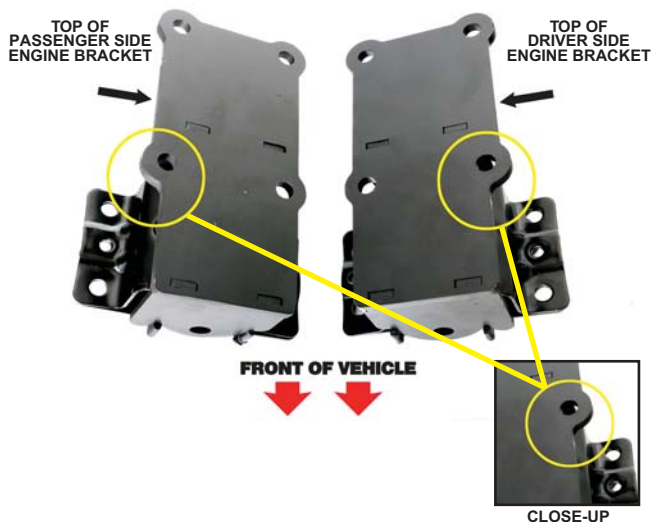
The brackets and adapter plates in this kit are shipped with temporary black finish to protect the components from corrosion while awaiting installation. This finish is not intended to be the final finish. Thoroughly clean these components to the bare metal before applying any final coating or paint finish.

THIS KIT CONTAINS

1pr. Engine Brackets
1pr. Frame Adapter Plates
1pr. Rubber mount Pads
2pc. 7/16"-14 x 5" Hex Head Bolts
2pc. 7/16"-14 Nylon Insert Locknuts
4pc. 7/16" Flat Washers
8pc. 10mm-1.5 x 30mm Hex Head Bolts
4pc. 3/8"-16 x 1" Flat Socket Head Bolts
4pc. 3/8"-16 x 1" Hex Head Bolts
4pc. 3/8"-16 x 1/2" Hex Head Bolts
8pc. 3/8"-16 Nylon Locknuts

1. Remove Factory mounts/pads from the LS1 engine block to be installed.
2. Using four 10mm x 30mm bolts on each side, loosely bolt the engine block brackets to the LS engine to be installed. When installed correctly, the pad mounting ears are positioned to the front of the vehicle, the four block mounting holes are to the rear, and the step in the engine block bracket plate is on the top (see *ill. A*).
3. Remove the factory engine stands from the sub-frame.
4. To improve compatibility with some aftermarket headers, the upper rear corner of the driver's side (**only**) mount pad needs to be trimmed. Position the driver's side mount pad on the driver's frame bracket, align the mounting holes on the two components (see *step 7 for correct orientation*), mark the pad where it needs to be trimmed (see *ill. B on reverse side*). Grind or cut the mount pad to match the profile of the driver's side frame adapter plate.

Illustration A

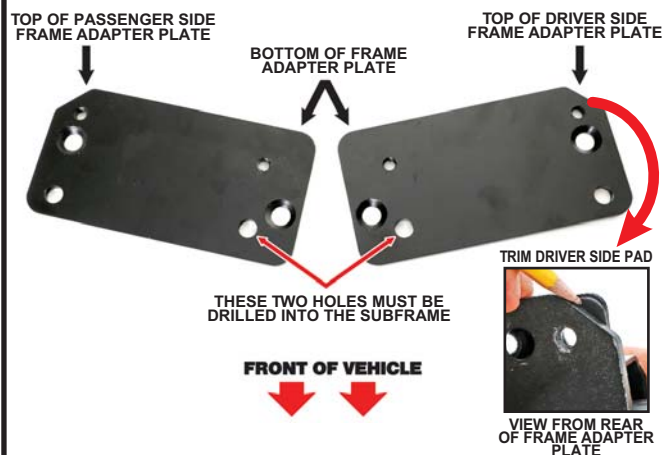


5. Using the same holes used by the factory perches, mount the frame adapter plate to the sub-frame using two countersunk (*flat head*) head socket bolts and nylon locknuts. The nuts can be installed and tightened using the access holes built into the underside of the subframe. Temporarily insert a 3/8"-16 x 1" hex head bolt into the top/front hole (*unthreaded hole*) of each frame adapter plate to ensure proper alignment of the subframe plate, then securely torque the locknuts on the countersunk bolts.
6. With the subframe adapter plates in position, drill the bottom/front hole into each side of the subframe (see *ill. B on reverse side*). These holes will be used for the fourth hole required to fasten each mount pad to the frame.

(Continued On Reverse Side)

Page 2

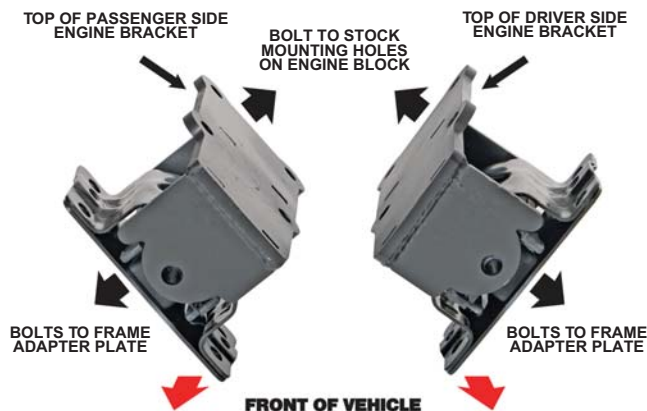
Illustration B



7. Remove the two 3/8"-16 x 1" hex bolts temporarily inserted into the top/front holes of the frame bracket. Position a rubber pad on each frame bracket. When correctly positioned, the top holes on the pads are further apart than the bottom holes and the offset rubber tabs on the pads will look like the photo to the left (see *ill. C*). The modified pad goes on the driver's side.
8. Loosely fasten the mount pads to the frame adapter plates using two 3/8"-16 x 1/2" bolts in the rear threaded holes (*apply threadlocker to these two bolts*), and two 3/8"-16 x 1" hex bolts and locknuts in the two untapped front holes on each side. The locknuts can be installed using the access holes built into the underside of the subframe.

Note: If you will be installing a set of Hedman Hedders (or other aftermarket header/manifold, we suggest positioning the headers in the fenderwell as the engine is being lowered into position (step 9), then bolted to the block.

Illustration C



9. With the engine securely suspended by an engine hoist and load leveling device, carefully lower the LS engine into the chassis until the through bolt holes on the engine block adapter plates align with the through-bolt holes in the mount pads. When aligned, loosely connect each engine block adapter plate to the engine pad using a 7/16"-14 x 5" bolt, 2 flat washers and nylon lock nut, all included with this kit.
10. Inspect the engine's position to ensure proper alignment. If the engine is satisfactorily positioned, tighten all engine bracket, sub-frame plate and 5" connector bolts and nuts.
11. The engine installation is now complete.