

READ ENTIRE INSTALLATION GUIDE BEFORE BEGINNING THIS INSTALLATION

These mounts are designed specifically for installing an LS engine into 1970-74 Chevy Camaros and Pontiac Firebirds.

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 project-to-project. 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 included in this kit are shipped with temporary black finish to protect them 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. Rubber mount Pads |
| 2pc. 7/16 -1 4 x 5 Hex Head Bolts |
| 2pc. 7/16 -1 4 Nylon Insert Locknuts |
| 4pc. 7/16 Flat Washers |
| 8pc. 10mm-1.5 x 30mm Hex Head Bolts |
| 8pc. 3/8 -1 6 x 1 Hex Head Bolts |
| 8pc. 3/8 -1 6 Nylon Locknuts |
| 1pc. Crossmember Drilling Template |

This installation guide assumes the engine & transmission have already been removed from the chassis.

1. Remove any mounting brackets or pads from the LS engine block to be installed.

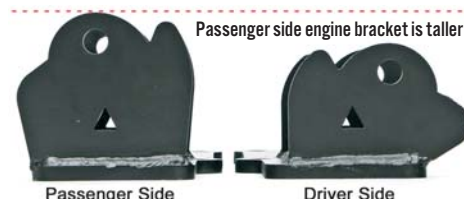
For installation on 70-71 Camaro with frame mount engine stands, please skip to step A on reverse side.

2. Remove the factory clamshell-style pads from the sub-frame, making note of the holes used to attach them to the sub-frame. The new pads in this kit will use the same mounting holes.

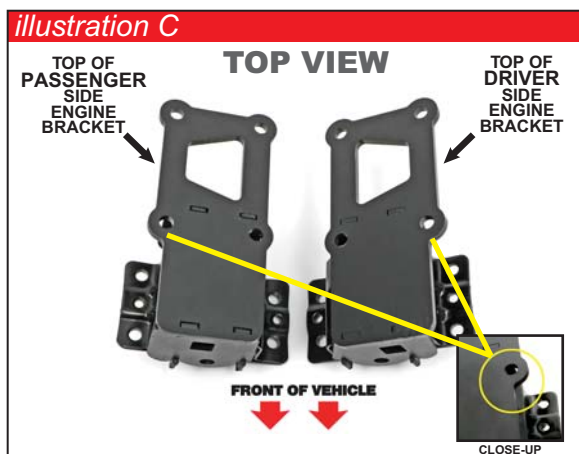
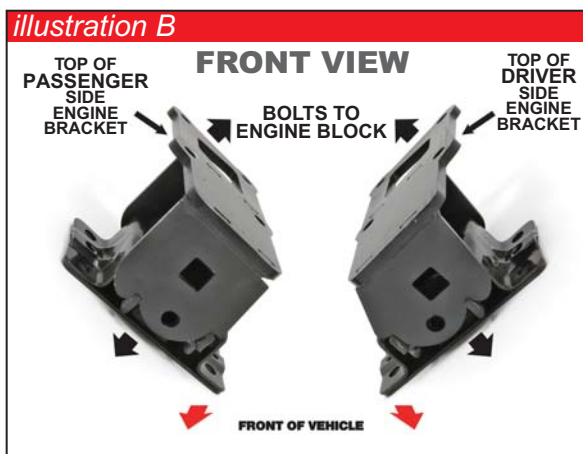
NOTE: *Clamshell pads usually came mounted from the factory attached with only THREE bolts. The lower front bolt is not used, and no bolt hole is present in the k-member (see ill. D). Since most LS swaps will yield higher horsepower and torque than the original engine, we recommend installing all 4 bolts.*

3. Using (3) 3/8"-16 x 1" hex bolts and locknuts per side, attach the rubber pads to the sub-frame. The two top mounting bolt holes on the frame mount pad are separated more than the bottom two bolt holes. When bolting the mount pad to the K-member make sure the wider bolt pattern is at the top (see ill. A). Using the mount pad as a guide, drill a new hole into the crossmember using a 25/64" or "X" sized drill bit. Insert a 3/8"-16 x 1" bolt in the new hole and secure to k-member using a 3/8"-16 nylon locknut. Repeat process for both the driver and passenger side mount pads.

4. Using four 10mm-1.5 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 engine block mounting holes are to the rear, and the step in the engine block bracket plate is on the top (see ill. B and C).



(Continued On Reverse Side)



#4202 MOTOR MOUNT KIT COMPATIBILITY

While this mount kit *may* be compatible with competitive brand headers, this LS engine swap mount kit was designed in conjunction with, and intended to be installed with, Hedman Hedders' # 68720 series of LS into 70-81 Chevy Camaro/Pontiac Firebird headers (*applicable header numbers: 68720, 68723, 68726, 62720, 62723 and 62726*), and Trans-Dapt Performance Products' Transmission cross members (*numbers: 6419 and 6519*). Trans-Dapt Performance Products cannot guarantee a successful installation of your LS engine if these mounts are installed using any headers or transmission crossmember, other than those listed. here.

—General Installation Guide Continued From Page 1—

5. With the engine (or engine and transmission) securely suspended by an engine hoist and Trans-Dapt Engine-Tilter™ (or similar load leveling device), carefully lower the LS engine into the chassis until the through bolt holes on the engine brackets align with the through-bolt holes in the mount pads already installed on the k-member. 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 (refer to ill. E).
6. Inspect the engine's position to ensure proper alignment. If the engine is satisfactorily positioned, tighten all engine bracket, sub-frame mount pad and 5" connector bolts and nuts.
7. You may now unhook the engine from the engine hoist.
8. The engine mounting portion of your LS project is now complete.



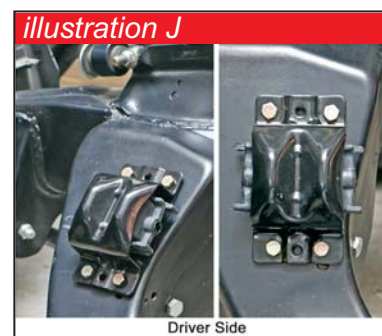
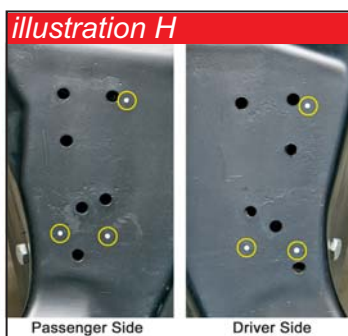
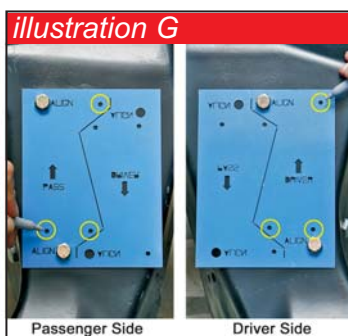
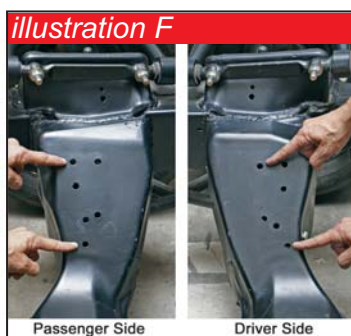
1970 & 71 CAMARO

1970 & 71 Camaros used engine stands on the k-member. Using the included template, this kit converts your '70-71 Camaro to use the same clamshell style mounting system used for 1972 to '74 F-body vehicles.



Factory engine stands used on 1970-71 Camaros

- A. Remove the factory engine stands from the k-member.
- B. The drilling template, included with this kit, is marked to indicate the driver and passenger side. Be careful to select the correct template. Starting with either side, insert a 3/8"-16x1" mount pad hex head bolt through each of the two ALIGNMENT holes in the template. With the bolts still inserted in the template, insert these two bolts into the bolt holes indicated below (ill. F).
- C. Check to ensure the two "positioning" bolts in the template are seated properly, and the template is flush against the k-member. Using the three drill holes (per side) circled below (ill. G), clearly mark the k-member. A properly marked crossmember will look like this (ill. H). The top "positioning" bolts will be the fourth bolts used to mount the new pads.
- D. Remove the template and "positioning" bolts from the k-member. Center punch, drill a pilot hole, then drill a final bolt hole using a 25/64" or "X" drill bit. Repeat this step to drill all six required holes.
- E. Using four 3/8"-16x1" Hex Head Bolts and 3/8"-16 nylon locknuts per side, bolt your kit's pair of new clamshell pads to the k-member, using the new holes you just drilled into it. Refer to (ill. A) on the reverse side for pad orientation. The photo below (ill. J), shows how the pads will look, once installed. This is the driver's side. The passenger side will look the same.
- F. Continue with step #4 on the reverse side of this installation guide.



1970-74 F-BODY K-MEMBER BOLT PATTERN REFERENCE

This is a generalized photo guide to assist in identifying your vehicle's crossmember style, if you are not sure of the k-member's model year. The exact number of mounting holes may differ slightly, but the procedure for attaching the mounts to the k-member will be the same. The engine frame stands and mount pads were removed before photographing.

