



LS Conversion Installation Guide 1968-1982 Corvette

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	Motor Mounts
1	Transmission Crossmember Bracket
2	Transmission Crossmember Bracket Spacers
1	Polyurethane Transmission Mount and spacers
1	Hardware Pack

Installation Notes:

1. Mid-length headers have ball and socket type collectors and O2 bungs.
2. Requires 1998-2002 F-Body accessories.
3. A low mount A/C compressor will not clear the frame.
4. A Kwik Performance top mount A/C bracket will be needed to run A/C.
5. driveshaft length will change from original.
6. Headers work with the following transmissions: T-56, 4L60E & 4L65E
7. LS kits and Headers are to be used with the F-Body oil pan or the Cadillac CTS-V oil pan. The f-body oil pan gives a little more ground clearance but does not clear the factory power assist slave cylinder.
8. In some header installations the starter, valve cover, and/or spark plugs may need to be removed for installation of the new Muscle Rod headers.
9. Some of late model transmission Crossmember do not have the correct mounting tabs for the adapter and will require that they are changed out for the earlier Crossmember with the correct mounting tabs and may require welding.
10. Kits will not work with factory clutch z-bar.
11. All of our kits are designed around factory suspension and steering components

Step 1: Locate the motor mounts and loosely bolt them to the engine using the supplied 10mm allen head bolts. (The bolts will be tightened after the engine is set in place and everything is lined-up) Go ahead and install the transmission Crossmember bracket to your Crossmember using the spacers and bolts provided.



(Detailed view of driver's side motor mount on engine)



(Detailed view of passenger's side motor mount on engine)

Step 2: Lower the engine into the chassis and align the engine mounts with the frame mount perches in the car. Once lined up, slide in the 7/16" x 6 1/2" bolts to secure them to the frame. (be sure and use the large 7/16" flat washers on each side of the outer polyurethane engine mount bushings, otherwise, the bushings may work their way out of the mount under a load.) see photo below



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 the provided gold plate between the mount and the transmission (this preloads the polyurethane mount). If you are running an automatic transmission, you will also need to install the 3 1/4" spacers between the tail shaft housing and the gold preload plate.

The provided transmission bracket can now be installed to the factory Turbo 400 style Crossmember and matted up to the trans mount. Our bracket only works with the TH400 Crossmember.

Step 5: 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 bolts, transmission mount to transmission bolts, and transmission mount to Crossmember bolts.



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 its new handling characteristics. BRP cannot supervise your installation of these parts and systems cannot 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.

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