



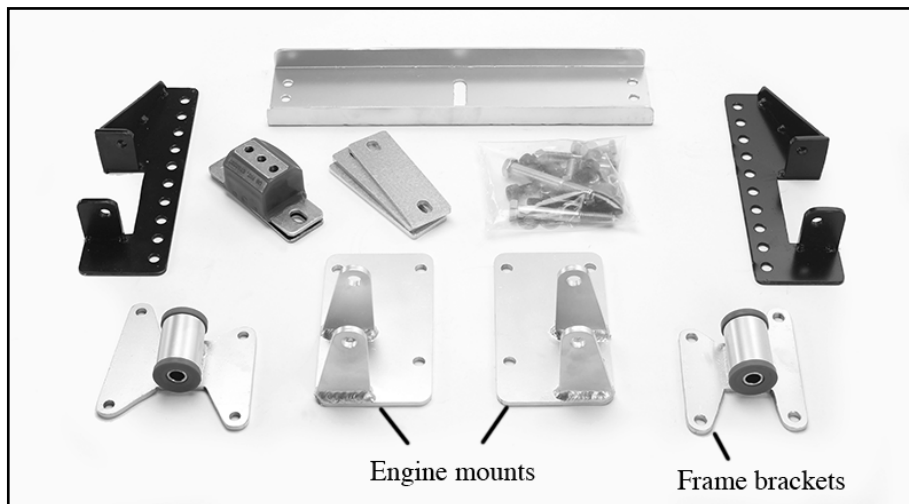
Hardware and Parts List

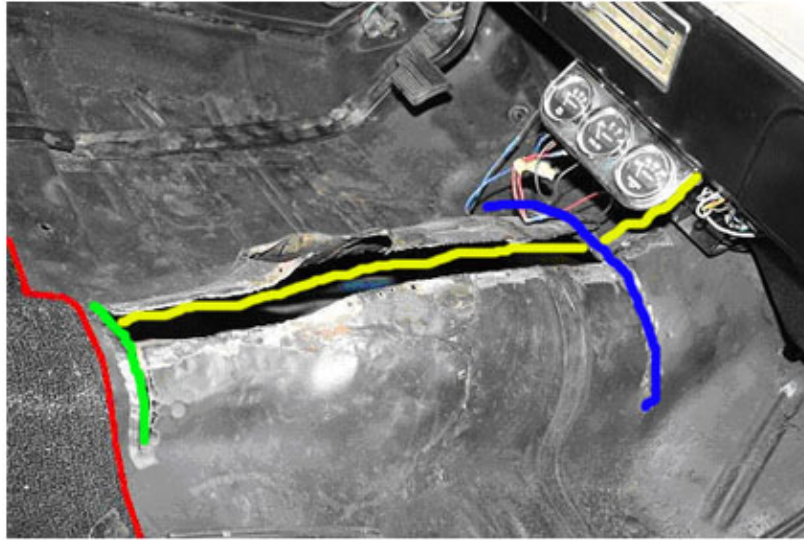
All motor mounts come with a lifetime warranty and free replacement upon return of any mount or bracket.

Quantity	Item
1	102-1200-04 Driver Frame Mount
1	102-1200-16 Passenger Frame Mount
1	102-1100-04 Drivers Engine Mount
1	102-1100-16 Passengers Engine Mount
2	Outer Crossmember Frame Brackets
1	Transmission Crossmember
1	Polyurethane Transmission Mount (spacers if needed)
1	Hardware Kit

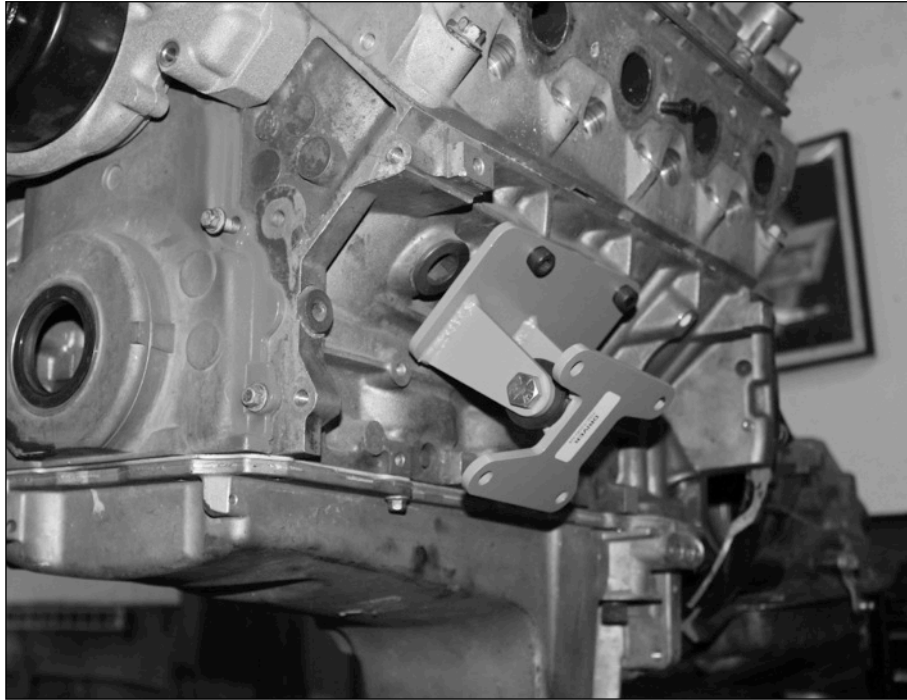
Notes:

1. Black bushing are standard. Contact us for optional red bushings
2. Our mid-length header has a ball and socket type collector.
3. Headers clear the factory OEM A/C box, power steering box, and power brakes.
4. Kit works with 98-02 Camaro/Firebird F-body alternator and power steering, but our high mount A/C compressor is needed.
5. Headers are designed around a floor shifter linkage, column shift linkage will require modifications.
6. Headers work with the following transmissions: T-56, 4L60E, 4L65E, 4L80E, 4L85E, 6L80E, and 6L90E.
7. You must choose which transmission is being used. The crossmembers are different.
8. Transmission tunnel modifications are required when running a T-56, TR-6060, 6L80 or 6L90 transmissions.
9. LS kits and Headers for these cars are to be used with the GM 98-02 F-body oil pan.
10. In some header installations the starter, valve cover, and/or spark plugs may need to be removed for installation.
11. Frame mounts and transmission crossmember bolt-in to existing holes in the frame.
12. Our new Sure-Fit crossmember system fits every transmission we've tested including 4L60E, 4L65E, 4L70E, 4L80E, 6L80E, 6L90E, Powerglide, TH200, TH350, TH400, 700R4, Muncie 4-speed, TKO 600, T-56 and TR-6060.
13. Kits will not work with factory clutch z-bar. A Hydraulic system is recommended.
14. Driveshaft length will change from original.
15. All of our kits are designed around factory suspension and steering components
16. Due to variations in body, body mounts & frames you might need to clearance the transmission tunnel or firewall.





Step 1: If you are installing a T-56 transmission you will need to modify the transmission tunnel. The 4L60E (700R4) require little or no transmission tunnel modifications. The completed transmission tunnel modifications fit under the stock carpet. The first cut will be made straight down the top of tunnel starting at the seam and extending back approximately 19"-20", then forward from the seam approximately 3". The second cut will follow the seam and extends 8" in both directions from the first cut. Using your hands (with gloves on), pliers or a hammer open the transmission tunnel enough to clear the transmission (we suggest fitting the engine and transmission prior to fabricating a patch panel and welding it in place). Once you have test fit your engine and transmission you will need to fabricate a patch panel to fill the opening leftover from splitting the transmission tunnel. We suggest welding the patch panel in place, however you can pop-rivet it in place and use seam sealer to seal it. . **(NOTE: there is a factory casting tab that sticks out on the top driver's side of the T-56 that needs to be cut off with a cut off wheel to help in tunnel clearance. It is located between the Trans bolts).**



Step 2: Start by loosely bolting the engine mounts to the engine using the provided 10mm-1.5 x 25mm socket-head bolts. Now loosely bolt the frame brackets to the engine mounts as seen in the picture using the 1/2"-13 x 4" bolts and nylon lock nuts (Note: bolting the frame mounts to the frame and then lowering the engine down on the can cause fitment issues and can also lead to damage to the polyurethane bushings). Lower the engine and transmission into the vehicle. Line up the frame mounts on the frame and start all of the bolts on both frame mounts using the 3/8"-16 x 1" bolts, washers and nylon lock nuts.





Step 3: Using a jack lift the transmission into position to install the transmission crossmember. Start by bolting the transmission mount and spacers provided to the transmission, make sure you install the gold preload plate directly on top of the transmission mount. Loosely bolt the frame brackets to the frame using the provided 3/8"-16 x 1" long bolts, washers and nylon lock nuts. Slide the transmission crossmember into position and install using the provided 3/8"-16 x 1" long bolts, washers and nylon lock nuts. Using the 7/16"-13 x 1" bolt and flat washer bolt the transmission mount to the crossmember.

Now that all of the bolts are started the engine is installed go back and tighten all of the bolts. After the first test-drive re-check all bolts.



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

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