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Installation Guide for 1970-1981F-Body

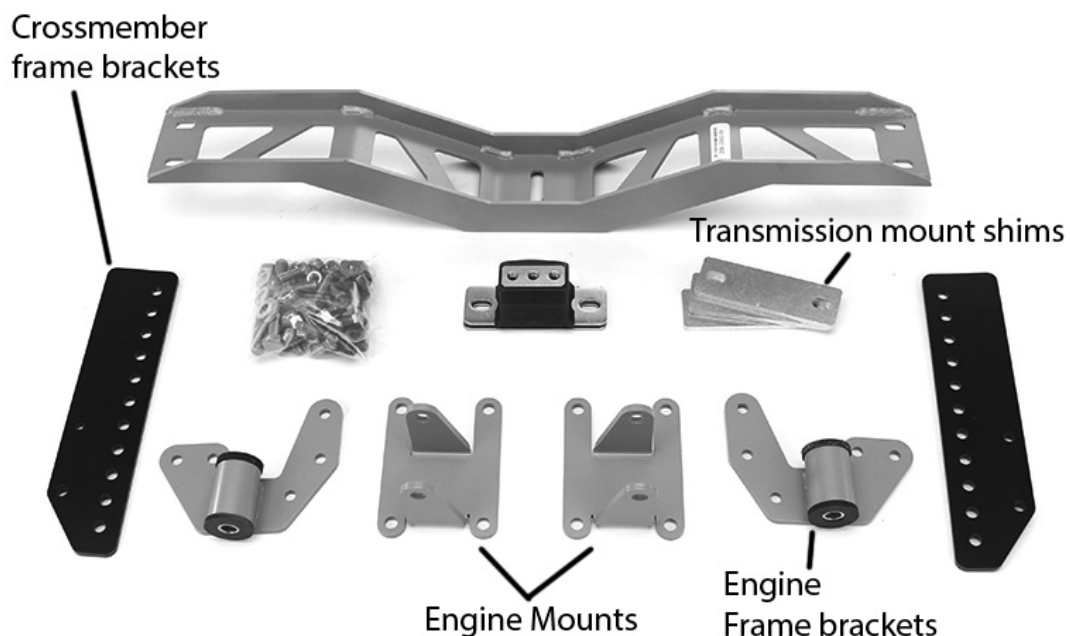


Hardware and Parts List:

206-1100-04	Drivers Engine Mount
206-1100-16	Passenger Engine Mount
206-1200-04	Drivers Frame Mount
206-1200-16	Passenger Frame Mount
1 qty	Transmission Crossmember
2 qty	Transmission Crossmember Brackets
1 qty	Polyurethane Transmission Mount
	Transmission Mount Spacer(s)-quantity determined by transmission
1 qty	Hardware Pack

Installation Notes:

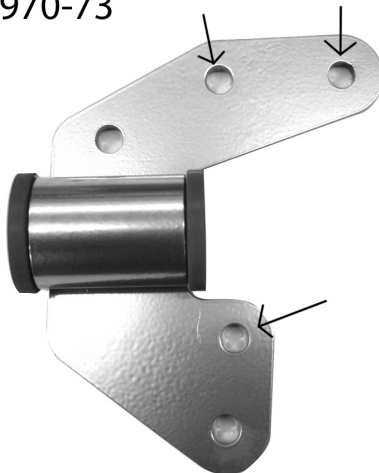
1. Black bushing are standard. Contact us for optional red bushings
2. Our mid-length header has a ball and socket type collector. Long tubes have slip on collector.
3. All headers clear the factory OEM A/C box, power steering box, and power brakes.
4. Headers will work with the following transmissions: TH350, TH400, Muncie, 700R4, T-56, 4L60E, 4L65E, 4L80E, 6L80, 6L90, and TR6060
5. Frame mounts and cross member bolt-in to existing holes in the frame.
6. Drive line angle is at 4 degrees for no driveline vibrations.
7. High mount a/c and alt/pwr steering brackets are recommended.
8. Must use our 90 degree steering pump hose fitting to clear steering joint.
9. 98-02 f body oil pan is the best pan to run as it offers over an inch clearance to back of k member and the most clearance at the inner steering tie rods when turned full lock. Moroso flat sump 20142 oil pans end up tight fit but will also work.
10. 4L60e, th350, th400, 700r4, and 4L80e transmissions fit with no mods to trans tunnel. However the T-56, TR6060, 6L80e, 6L90e will require some trans tunnel mods to fit.
11. Headers are designed around a floor shifter linkage, column shift linkage will require modifications.
12. Kits will not work with factory clutch z-bar and driveshaft length will change from original.
13. All of our kits are designed around factory suspension and steering components
14. Our 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.



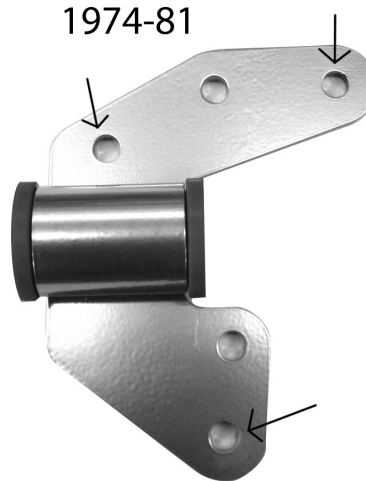


Start by loosely bolting the engine mounts to the engine using the provided 10mm-1.5 x 25mm socket-head bolts. Now loosely bolt the frame brackets to the engine mounts as seen in the picture using the 1/2"-13 x 4" bolts and nylon lock nuts (Note: bolting the frame mounts to the frame and then lowering 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. (NOTE: Do not tighten yet. Tighten all bolts after the transmission crossmember and brackets are installed).

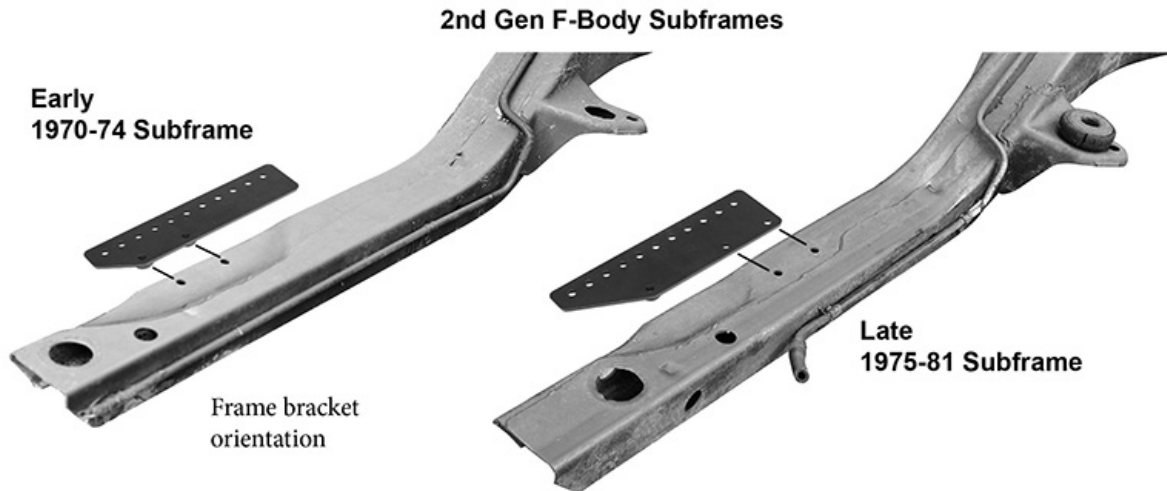
Early bolt hole locations
1970-73



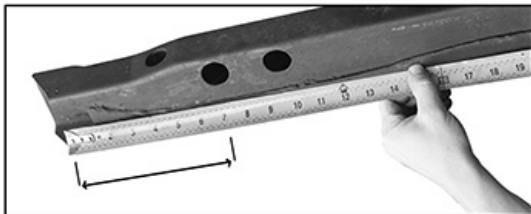
Late bolt hole location
1974-81



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 1/4" bolts, washers and nylon lock nuts. Note the different orientation of the frame brackets depending on early or late subframe below.



Due to floorpan changes to accommodate catalytic converters the subframes on 75' and later models have different mounting locations for the rear body mount and crossmember. Since the later model subframes can be used in the earlier cars with simple modifications it is important to verify which subframe you have.



From under the car measure the distance between the center of the rear body mount to the back crossmember mounting hole.

1970-74 subframes are roughly 7"

1975-81 subframes are roughly 10 1/4"

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



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