



## LS Conversion Installation Guide 1962-1967 Chevy 2 Nova



### 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
4	Frame Bracket plates
1	Transmission Crossmember
1	Polyurethane Transmission Mount
1	Hardware pack

## Installation Notes:

1. Originally the engine was offset to the passenger side. With our mount kit the engine is located in the center of the engine bay. This gives better room for accessories.
2. Our kit is designed around the GTO oil pan. The dipstick tube must be bent to clear frame mount bracket.
3. You must use a 9" or smaller brake booster and relocate the last coil for clearance. See our coil relocation kit part numbers 000-6900-04 Driver Side and 000-6900-16 Passenger Side.
4. Watch clearance at rear of drivers head. It should be 3/8" from firewall bulge but due to factory GM build tolerances you may have to manipulate the firewall.
5. The 98-02 f-body accessory drive is recommended. The low-mount a/c and alternator clears the frame. The a/c compressor to shock tower is 3/8". The alternator to shock tower is 1.5". All frame bracket bolts need to be with lock nuts to rear of car
6. The 4l60e automatic clears without trans tunnel mods. The T-56 six speed requires tunnel mods.
7. A casting boss on the tailshaft of the T-56 will need grinding for clearance with our crossmsmber.
8. Headers are designed around a floor shifter linkage, column shift linkage will require modifications.
9. Kits will not work with factory clutch z-bar and driveshaft length will change from original.
10. All of our kits are designed around factory sub-frame, 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)



(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 and transmission into the chassis. Lift the rear of the transmission using a floor jack. (if you are running the T-56 transmission, you must cut open and widen the trans tunnel for it to fit) Install the polyurethane transmission mount on the transmission, making sure that you install the provided 1/8" thick plate between the mount and the transmission (this preloads the polyurethane mount). Now slide in the new crossmember from the bottom and attach it with the supplied 3/8" x 3 1/2" bolts, flat washers and locknuts. The

crossmember should be mounted with the center mounting tab facing the rear of the car. (a rubber hammer may be needed to get the outer crossmember bracket holes lined up with the factory mounting holes in the frame) Go ahead and thread in the 7/16" x 1" bolt and washer through the mounting tab and into the center hole in the polyurethane trans mount, but leave it loose enough to slide fore and aft.



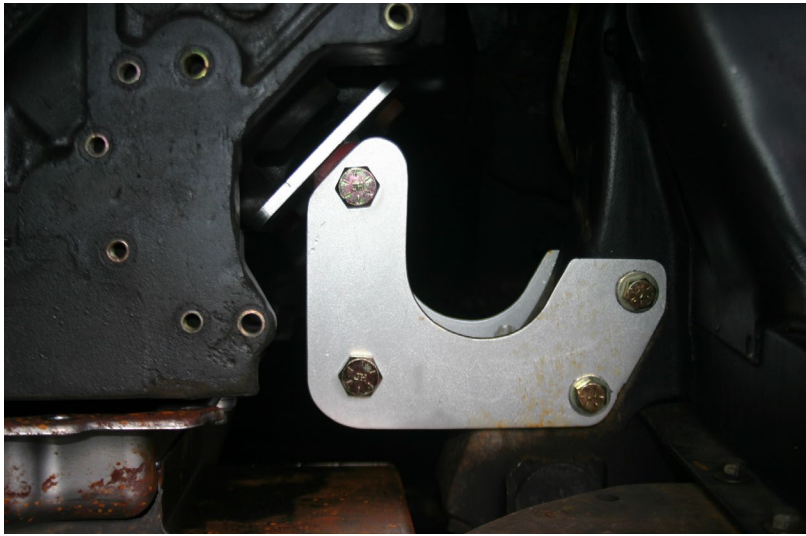
**4L60E crossmember**



**T-56 Crossmember (requires cutting open the transmission tunnel for transmission to fit)**

**Step 3:** align the engine mounts over the frame mounting points in the car. Once lined up, sandwich the engine mounts using the frame mounting brackets and supplied 1/2" x 3 3/4" and the 3/8" x 3 1/2" bolts, washers, sleeves and lock nuts. Again, keep everything loose enough that you can still move things around if needed for clearance reasons. (note that the bracket that bolts to the front passenger side has a notch cut into it. This gives clearance for the oil dipstick tube.)

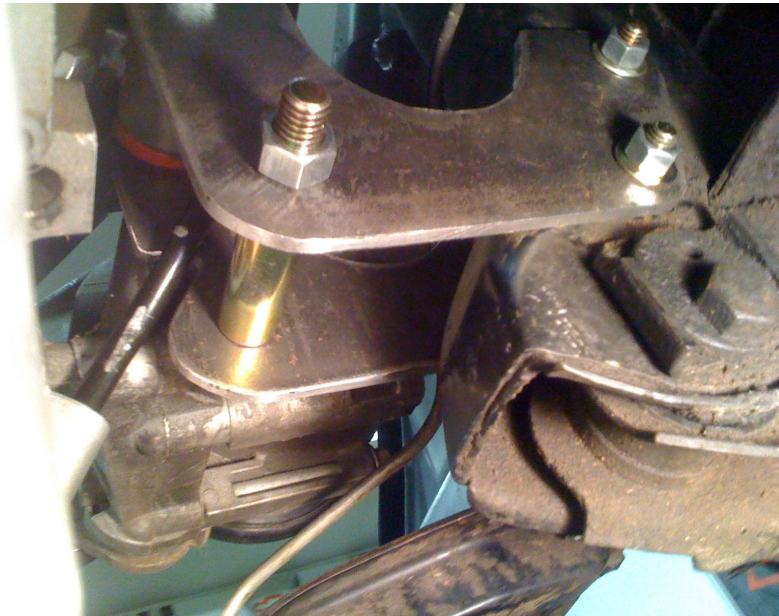




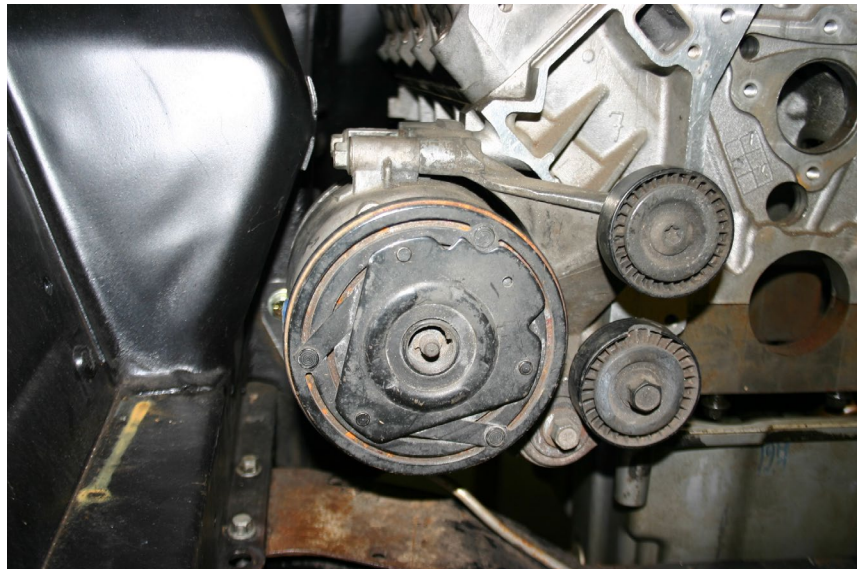
**Driver side mount**



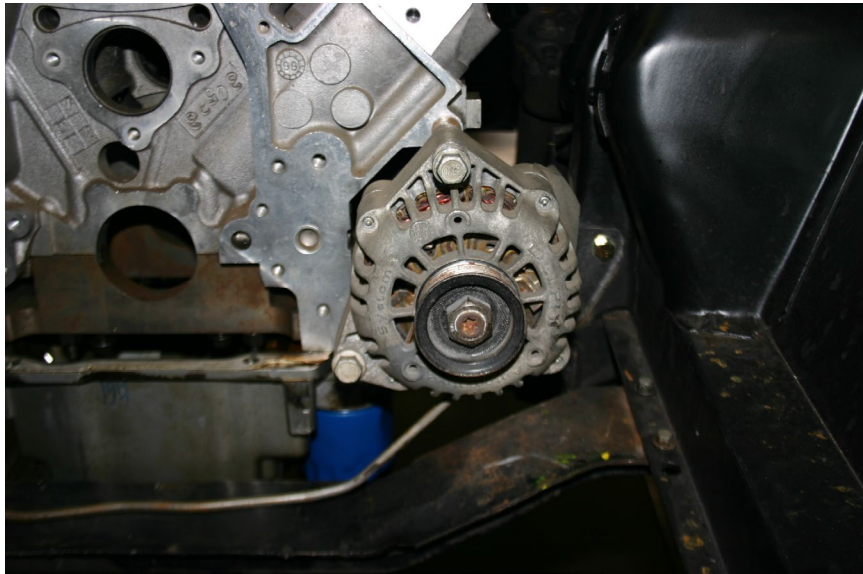
**Passenger side mount**



Here you can see how the dipstick tube runs through the notch in the mounting bracket. You may need to bend the dipstick tube slightly to get it to fit correctly.



98-02 Camaro A/c compressor



98-02 Camaro Alternator

**Step 4:** Once you have checked to make sure that everything is installed correctly and lined up, go back and tighten all mounting 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 it's 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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