



CONVERSION MOUNT INSTALLATION GUIDE

LS/4L60E/4L65E, TKO into 1964-1972 GM A Body

Congratulations on your purchase of your new Tin Man Fabrication Motor/ Trans Mount kit.

Please read all information and Instruction prior to the installation of this product. Any damage to the parts that affect the potential resale of this product will decrease any return opportunity.

Tin Man Mounts for the 1964-1972 GM A Body utilize all the factory mount holes, require no adapters or factory parts to install. They also require no modification to the transmission tunnel for a simple installation on 4L60/65 transmissions while positioning the engine and transmission for correct driveline angles and best exhaust and firewall/radiator clearance. TKO and T56 installation will require tunnel modification to maintain correct drive line angles. Incorrect drive line angles can cause premature wear as well as drive line noise and possible catastrophic failure. Tin Man trans tunnel panel PN #100311 will make this much easier while maintaining the factory console

The recommended components listed below will help get your engine and trans. installed as easy as possible but please understand that there may be many variables from vehicle to vehicle both factory and modifications that can affect the installation.

The components suggested come from our experience and knowledge. There may be other brands/designs that work as well. (i.e. headers, exhaust, intakes, oil pans etc.)

The suggested components are:

Transmission Tunnel Panel: TMF part # 100311

Oil Pans: Preferred is the Holley 302-2. GM Muscle car pan #19212593 is an option but will hang down about 2" below the cross member.

Headers: LS swap will work well, although we prefer a mid-length header on lower than stock cars for better ground clearance. We have had good luck with Hook Super Comp Mid Length.

Intake: LS1 or equivalent height after market.

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- A. Remove original engine and transmission as well as any components that will give you more space to work. We suggest removing the radiator, core support, brake booster etc. This takes a bit of time but makes the installation much easier.
- B. Remove the original motor mount stanchions from the frame.
- C. Bolt in the Tin Man "frame side" finger tight. Do not tighten at this time. The 3/8" spin lock nuts are intended to go on the underside of the crossmember.
- D. Put the engine and trans. in position.
- E. Loosely bolt the engine side mounts to the block.
- F. Put the transmission Crossmember frame brackets in place with the crossmember holes to the rear. There is a left and right side.
- G. Bolt the included transmission mount to the transmission.
- H. Put the transmission cross member in place with the frame side bolts loosely in place.
- I. Set the engine down so the Motor mount cross bolts can be installed thru the engine side mounts and the frame side mounts.
- J. Line up the engine so transmission mount holes line up with the transmission cross member and start the bolts.
- K. With the engine weight on the vehicle, tighten the frame side mounts to the crossmember, engine side mounts to the engine, transmission crossmember to frame and transmission mount to transmission cross member and last the horizontal bolts through the new engine mounts.



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Engine Mount Hardware Included:

2 – ½-13 x 3 ¾” Bolts, Nuts, washers, Lock Washers

8 – 10mm x 25mm Bolts, Flat Washers, Lock Washers

6 - 3/8 x 16 x 1” Bolts, Flat Washers, Spin Lock Nuts

Trans Cross Member Hardware:

8 – 3/8-16 x 1” Bolts, Spin lock nuts, Washers

Trans Mount Hardware

2 – 10mm x 25mm Bolts, Flat Washers, Lock Washers

2 – 7/16-14 x ¾” Bolts, Flat Washers