



## CONVERSION MOUNT INSTALLATION GUIDE

LS/4L60E/4L65E into 1959 – 1964 Chevrolet Full size cars

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 59-64 Chevrolet full size cars utilize all the factory mount holes, require no adapters or factory parts to install. They also require the minimum amount of modifications to the chassis for a simple installation while positioning the engine and transmission for correct driveline angles and best exhaust and firewall/radiator clearance.

We have included suggested components used to go along with this swap. 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. There may be other brands/designs that may work as well. (i.e. headers, exhaust, intakes, oil pans etc.)

The components we used are:

Holley 302-2 Oil Pan and pickup tube,

2010 and up Camaro exhaust manifolds,

Truck water pump

LS1 intake or equivalent height

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- A. Remove original engine and trans 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 mounts loosely.
- D. The pinch weld in the transmission tunnel will need to be ground back or rolled back to clear the transmission. You will need a minimum ¼" clearance. This is needed primarily on the driver's upper area. **Picture page 3**
- E. Put the engine and trans. in position.
- F. Loosely bolt the engine side mounts to the block.
- G. Put the trans. cross member in place with the frame side bolts loosely in place.
- H. Set the engine down so the cross bolts can be installed from the engine side mounts and the frame side mounts.
- I. Install the transmission mount to the transmission.
- J. Carefully move 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 bolts in this order: Frame side mounts, engine mounts to engine, transmission cross member to frame and transmission mount to transmission cross member and last the cross bolts through the new engine mounts.
- L. Be sure to check all clearances so that you have sufficient clearance on either side of the oil pan for some engine/trans movement.
- M. Congratulations! You have successfully installed your LS engine and trans in your car.



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### **Engine Mount Hardware Included:**

- 2 – ½-13 x 3 ¾" Bolts, Nuts, Lock Washers
- 8 – 10mm x 25mm Bolts, Flat Washers, Lock Washers
- 8 - 3/8 x 16 x 1" Bolts, Flat Washers, Spin Lock Nuts

### **Trans Cross Member Hardware:**

- 2 – 7/16-14 x 4.5" Bolts, Flat Washers, Spin Lock Nuts

### **Trans Mount Hardware**

- 2 – 3/8 -16 x ¾ Bolts, Flat Washers, Lock Washers
- 2 – 10mm x 25mm Bolts, Flat Washers, Lock Washers