



CONVERSION MOUNT INSTALLATION GUIDE

LS/700R4/4L60E/4L65E into 1967-1969 F Body and 1968-1974 X Body

Camaro, Firebird, Trans Am

Buick Apollo; Buick Skylark; Chevrolet Nova; Oldsmobile Omega; Pontiac Ventura; Pontiac Phoenix

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 1967–1969 F body and 1968-1972 X 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 700R4/4L60E/4L65E transmissions while positioning the engine and transmission for correct driveline angles and best exhaust and firewall/radiator clearance. TKO and T56 installation may 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.

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:

Oil Pans: Preferred is the Holley 302-1. GM Muscle car pan #19212593 is an option but will hang down about 2" below the cross member.

All LS swap headers should bolt in 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.

LS1 intake or equivalent height after market.

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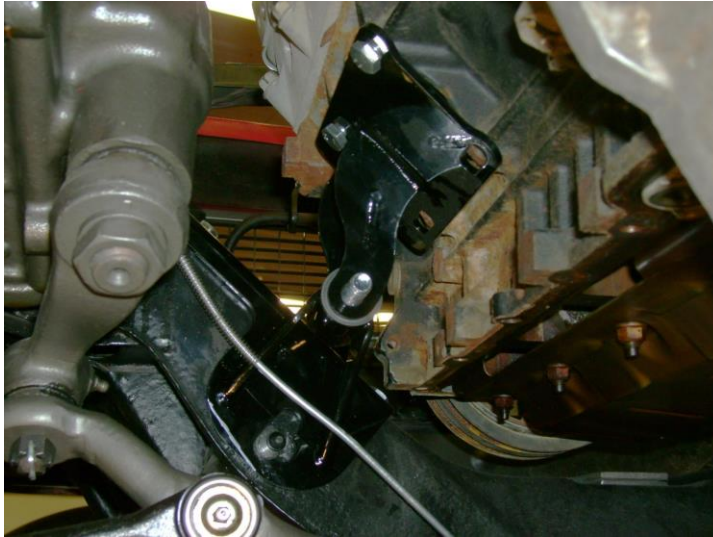


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- A. Remove original engine and transmission as well as any components that will give you more space to work. We suggest removing the radiator, core support, brake booster etc. This takes a bit of time but makes the installation much easier.
- B. Remove the original motor mount stanchions from the frame.
- C. Remove the nut from the back side of the lower control arms
- D. 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.
- E. Put the engine and trans. in position.
- F. Loosely bolt the engine side mounts to the block.
- G. Put the transmission angle brackets in place with the angled corner up and to the rear. There is a left and right side.
- H. Bolt the included transmission mount to the transmission.
- I. Put the transmission cross member in place with the (Front) marked side forward and the frame side bolts loosely in place.
- J. Set the engine down so the cross bolts can be installed from the engine side mounts and the frame side mounts.
- K. Line up the engine so transmission mount holes line up with the transmission cross member and start the bolts.
- L. 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, Lock Washers

2 – ½” Washers

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

6 – 3/8 x 16 x ¾” Bolts, Flat Washers, Spin Lock Nuts

Trans Cross Member Hardware:

2 – 7/16-14 x ¾” Bolts, Flat Washers

8 – 3/8-16 x ¾” Bolts

4 – 3/8 Spin lock nuts, Washers, Lock Washers

Trans Mount Hardware

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

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