

'67-72 A-body 5.7/6.1 Conversion

• Installation tech tips •

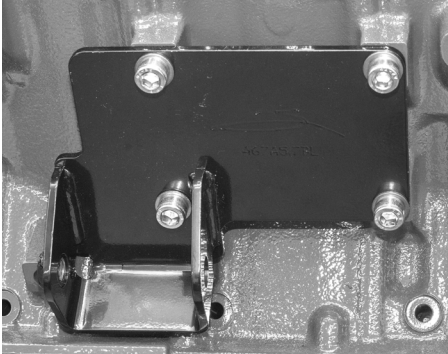
- This swap requires an oil filter block off plate and remote oil filter.
- A flex plate to adapt a 727/904 automatic transmissions to the 5.7/6.1L Hemi block is available from Mopar Performance, part #P5153753.
- Any transmission other than the 904, 727 or A833 will require fabricating tunnel and crossmember supports.
- Column shift requires notching the steering column for valve cover clearance.
- For head and valve cover clearance, the floor shift steering column plastic bearing can be cut and relocated higher.
- Stock Chrysler power steering gear cannot be used in the A-body.
- Power steering is available for A-body swaps with the use of a Borgeson steering gear. This is a much smaller gear that provides greater clearance.
- A shim may be required to align the Borgeson steering gear with the original column shaft.
- Overall, we recommend TTI header #TTI61WP.
- A-body with a Borgeson steering gear can use TTI header #TTI61WP with a .250 shim. We (SCS) can supply this shim.
- A-bodies with manual steering can use TTI header #TTI61WP without a shim — this combination offers good clearance.
- Check with TTI for starter recommendations.
- A-body cannot use low mount or passenger car style A/C compressors.
- Hotwire Auto has an excellent wiring harness. Contact them for requirements and info; 479-243-9115.
- At this time we can only guarantee engine position. We offer no electrical support.
- We have made every effort to make this kit as bolt-on as possible. However due to tolerances beyond our control you may find yourself in a situation where modification is required to make the engine fit as you desire. This is Hot-Rodding. Enjoy!

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41715 Elm St., Suite 301
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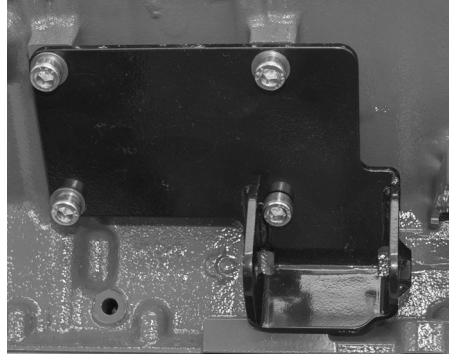
'67-72 A-body 5.7/6.1 Conversion

'67-72 A-body V-8 or S6 to 5.7/6.1 Conversion Kit

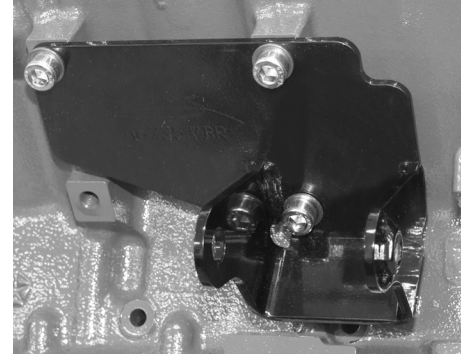
•Installation Instructions•



1. Left, Drivers Side



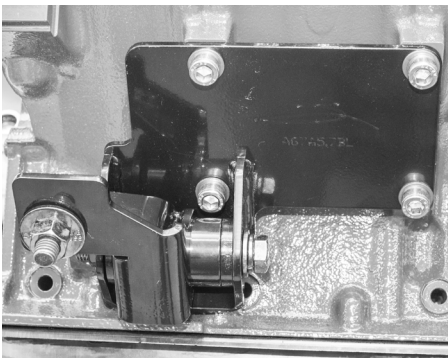
2. Right, V-8 K-member Passenger's Side



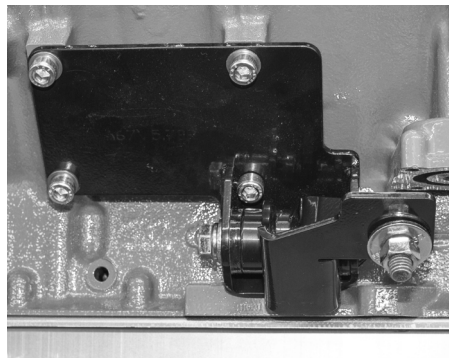
3. Right, S-6 K-member Passenger's Side

Brackets are marked with an "L" sticker for Left Side. Left is the Driver's Side and Right is the Passenger Side. The main visual difference between the Slant 6 right side block bracket and the V8 is the V8 bracket has 4 holes that bolt to the block while the Slant 6 bracket has 3.

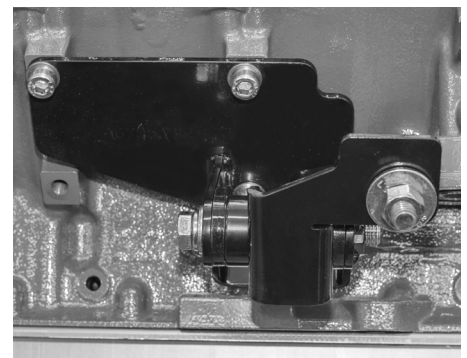
Using the grade 8 Metric fasteners supplied, install the left and right block portion of the bracket assembly to the block as shown. Tighten assembly to spec - approximately 40-45 ft. lbs.



1. Left, Drivers Side



2. Right, V-8 K-member Passenger's Side



3. Right, S-6 K-member Passenger's Side

Install the perch portions of the bracket assembly to the block portions using two (2) 1/2" bolts provided. These should be snug but not torqued yet.

Correct alignment of the engine is best accomplished with transmission bolted to the engine and resting on the transmission mount. Slowly lower motor until you can install the two (2) 1/2" nuts on the perch bracket studs through the perch on the K-frame.

If the transmission is aligned correctly, then allow the full weight of the engine to rest on the motor mount perches. Torque both the 1/2" bolts and the 1/2" nuts to 75 ft. lbs.