INSTRUCTIONS

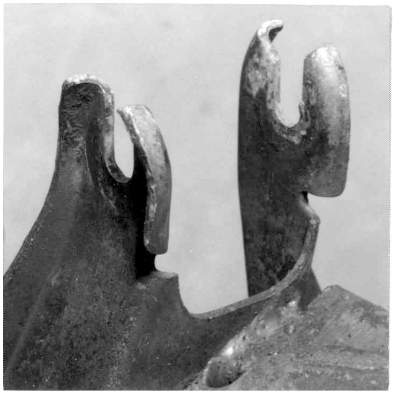
‘73+ A, B, F, M, J-Body S6 to B/RB Conversion

Thank you for your purchase!

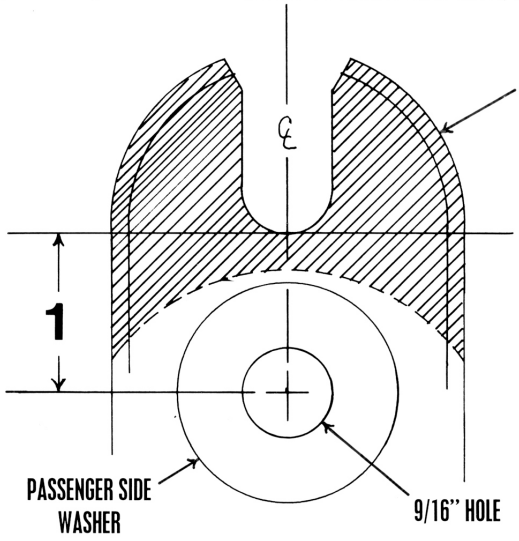
NOTE: Your brackets should be marked with an “L” sticker for the left side bracket. If not, the bracket with the greater off-set is the passenger side. Please read **ALL** of the instructions prior to starting. The engine may need to be put in place more than once to make everything fit properly.

K-Member Modification: The driver side perch **MUST** be modified as shown below to allow for proper engine placement. In addition, it may be required to notch the K-Member for oil pump clearance.

The driver’s side mounting perch on the 73 & up K-member is 2 3/8” taller than on the V8 K-member, and therefore interferes with any V8 block. To eliminate this problem while positioning the engine to factory specs and retaining a true bullet-proof design, the driver’s side engine mounting perch needs to be drilled with 9/16” holes, and excess material must be removed; in effect, lowering it.

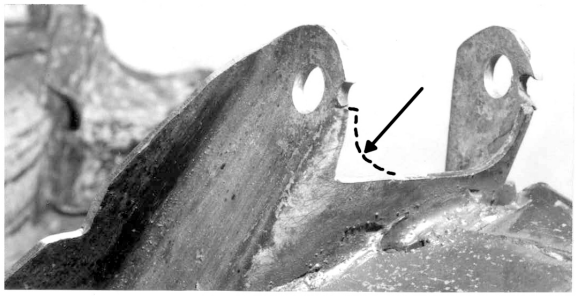


Left-hand, or driver’s side, engine mounting perch

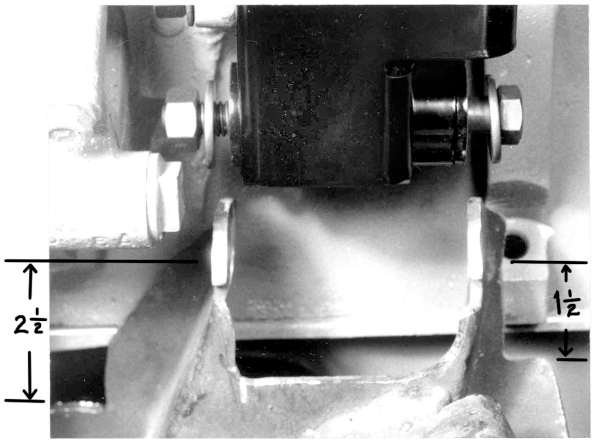


Drawing is actual size and can be used as a template. Passenger side washer can also be used as a guide for material removal.

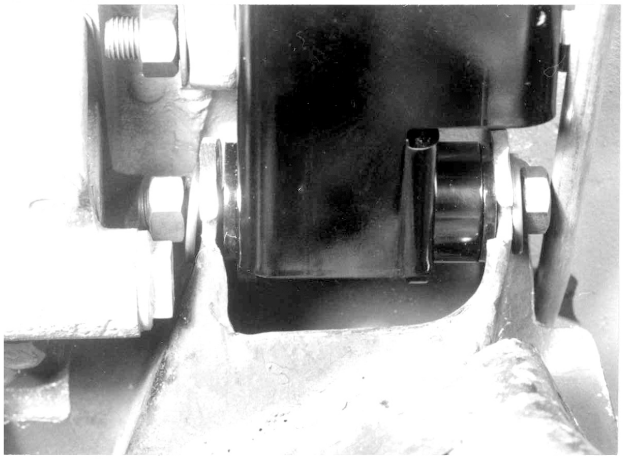
❶ **Measure 1” from the bottom of existing slot and drill a 9/16” hole.** Greater accuracy can be achieved by drilling pilot holes first and then gradually increasing the size, i.e.; 1/8”, 1/4”, 3/8”, 1/2”, 9/16”.



❷ **Remove material as shown.** Round edges for bracket and engine boss clearance. Remove additional material for bracket clearance (arrow/dotted line). In the example shown I used a cut-off wheel and then a die grinder to round corners and deburr. A sawzall can also be used.



A notch has to be cut for dipstick tube clearance approximately 1 1/2" below drilled hole. Some models need a small notch for oil pump clearance, approximately 2" below drilled hole.

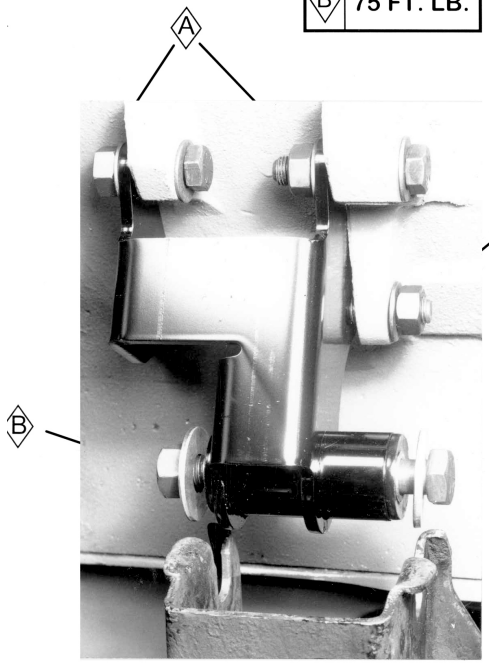


How it works. Brackets will be easier to install with dipstick tube removed. Note: 73-76 A-body shown. Other models, i.e. F/M/J-body, may have additional bracing structures that require removal or notching for clearances.

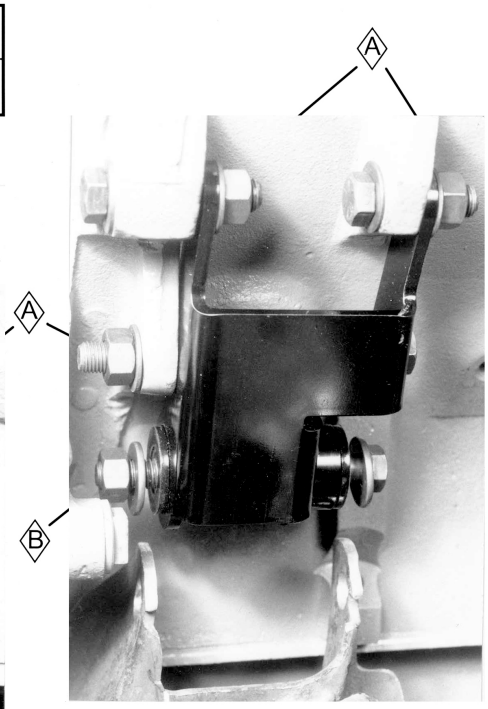
Installation: Install brackets onto engine bosses, tighten hardware finger tight only. This will aid in properly adjusting the engine in the vehicle later. Lower the engine and install per the factory service manual. It may be helpful to secure the right side (passenger side) in place then rock the left side (driver side) into place. Using a 4 foot level across the valve covers, the engine can now be leveled within the engine compartment. Using a cherry picker or floor jack, level the engine to desired position.

TIGHTENING TORQUE

A	55 FT. LB.
B	75 FT. LB.



FRONT ➔
RIGHT HAND (PASSENGER'S) SIDE



←FRONT
LEFT HAND (DRIVER'S) SIDE

Please remember; your vehicle needs to be on a level surface to get an accurate reading. To insure you have located the engine properly, it is helpful to have the transmission in place.

Once you are happy with the engine fit, install the washers and nuts on the 1/2 inch thru bolt on the K-member. Tighten all hardware.

Every effort has been made to insure the engine can be installed to factory specs while allowing adjustability. Due to sloppy factory K-member tolerances (no two K-members are exactly the same), it may be required to oversize holes or reduce the diameter of bracket fasteners to achieve the engine placement desired.

You should have enough room for the dipstick tube to be installed (as showed above). If more clearance is needed, you can grind on the K-Member perch for clearance.

With a Melling or high volume oil pump and additional notch and material removal may be required (see picture above). The notch for the oil filter starts approximately 3 inches in front of the perch. At times it may be necessary to elongate the 9/16" hold or use a 7/16"x5" Grade 8 bolt to allow for greater adjustability.

For tech support please call or text 951-440-8340 or e-mail info@engine-swaps.com

Tech Notes:

- The oil pan must be low profile, center sump style. This is standard on most passenger cars. For an A-body swap we recommend the 66-73 C-body oil pan, #187 or #699. For 73+ B-body we recommend oil pan #971.
- Most aftermarket aluminum valve covers are taller than production style valve covers. In some instances this will cause an interference with the blower motor on A-Bodies.
- On some models this conversion may interfere with factory A/C components.
- Some aftermarket heads have reconfigured port designs. This can cause the header to be in a different position, causing fitment issues. Trial fit may be required.
- **A-Body 440 Conversions:** Because the 440 conversion is a very tight fit in an A-body, exhaust options are more limited. Some modification may be required. Factory Big Block A-Body manifolds work perfectly, but can be difficult to find.
- **Headers Considerations:** Installation of large diameter headers, both under chassis and fender well may require some fabrication/modification and patience to make work. In most cases you will need to convert to manual steering to make these headers fit. We offer a Tri-Y style, under chassis header that fits well and does not require extensive modification to make fit.
- **A-body 383/400 Conversions:** These conversions allow for more room for exhaust fitment. Some factory B/C-Body HP or log style manifolds fit with no issues. You may have to determine the best combination for your vehicle. Possible dimpling on the passenger side inner fender to clear the collector may be required.
- **B-body 383/400/440:** Big Block engines were a factory option for 73+ B-bodies. For this reason, factory B-body Big Block exhaust manifolds from the same year and body style will work.

By installing this kit you assume all risks and liability. Schumacher Creative Services Inc. is not liable for any damages, injury, or death caused by installing this product.

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