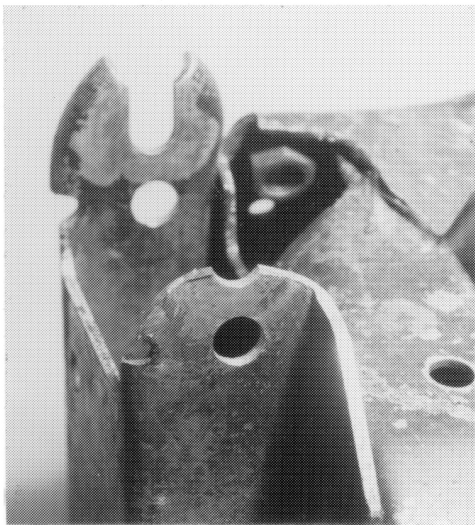
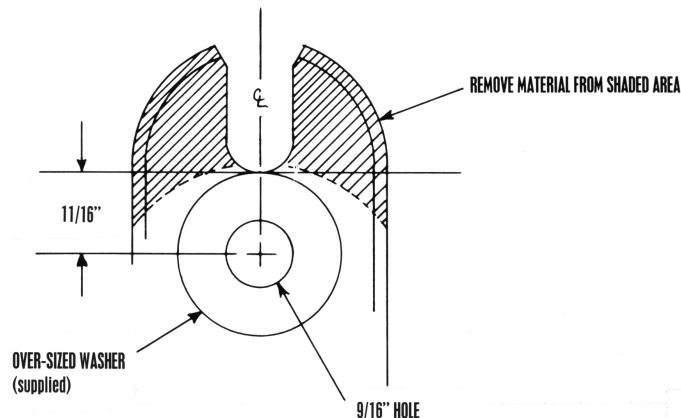


INSTRUCTIONS

'73+ A, B, F, M, J-Body V8 to B/RB Conversion

NOTE: Your brackets should be marked with an "L" sticker for the left side bracket. If not, the side with the greater off-set faces towards the front of the engine. 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.



- 1** Measure 11/16" from the bottom of existing slot and drill a 9/16" hole. Remove material as shown. 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".



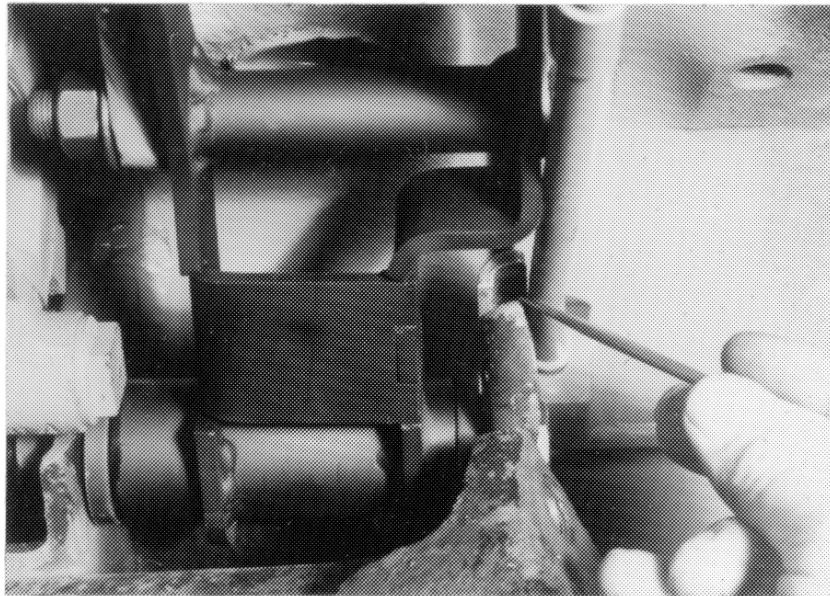
- 2** Remove additional material for bolt access (arrow). In the example shown I used a cut-off wheel and then a die grinder to round corners and deburr. A sawzall can also be used.

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.

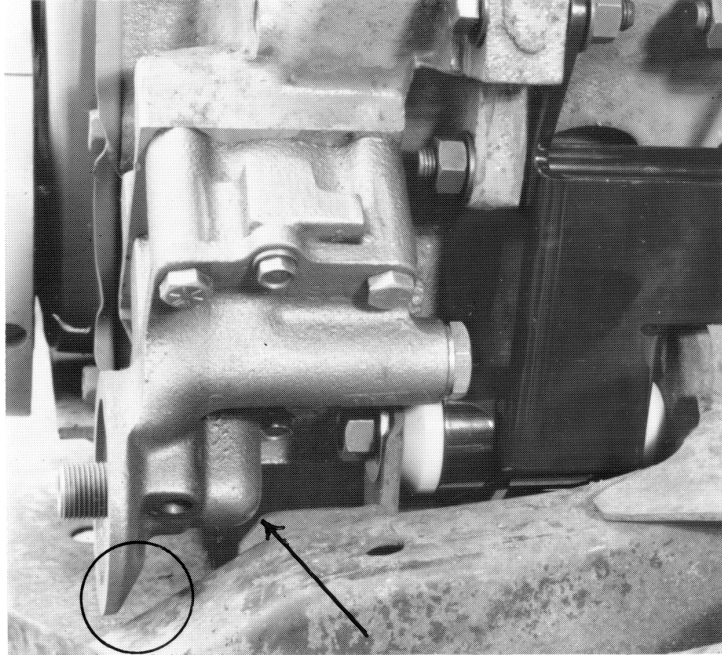
Please remember; your vehicle needs to be on a level surface to get an accurate reading. To insure you have located the engine properly, it is helpful to have the transmission in place.

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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