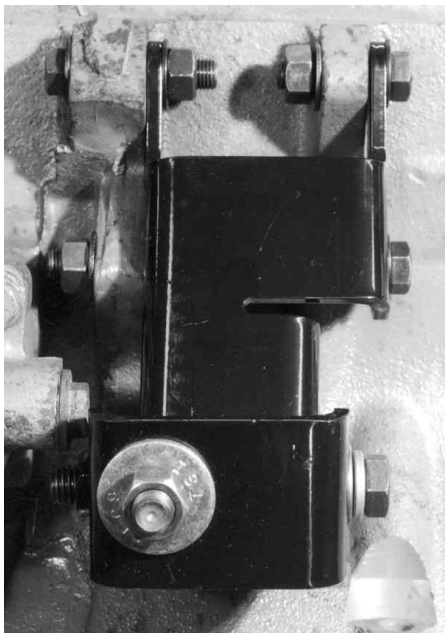
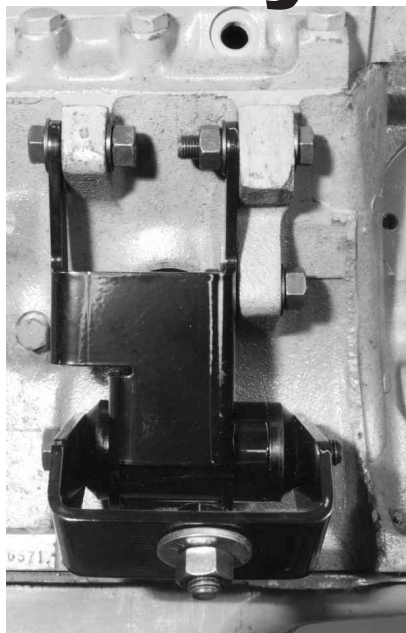


# INSTRUCTIONS

## '63-66 A-body B/RB Kit



*1. Left (Driver's) side*



*2. Right (Passenger's) side*

TORQUE CHART	
Engine Bracket to Block (6) 7/16" nuts	@55 ft.lbs.
Perch Bracket to Frame (2) 1/2" nuts	@60-70 ft.lbs.
Thru Bushings (2) 1/2" bolts	@ 75 ft.lbs.
Transmission nut	@40 ft.lbs.

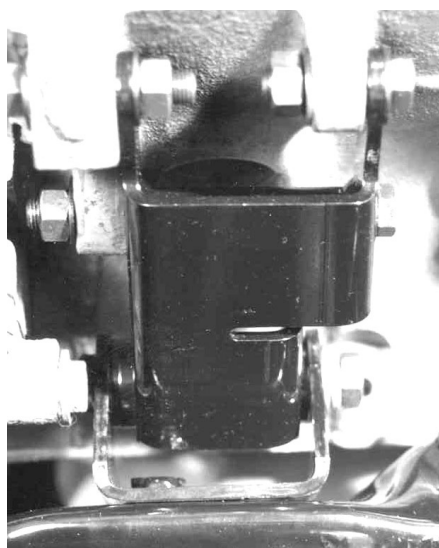
**Adjustability:** All Chrysler motor mounts have 1/2" holes and 7/16" fasteners for mounting to the engine lugs, and the mounting points on most K-members have over-sized holes. This is to build adjustability into the bracket and insulator assembly allowing for side to side movement, height, leveling, etc. By installing the motor mount assembly finger-tight only (bracket to engine and insulator to K-member) a hoist can be used to shift the engine for optimum clearances and position. Adjustment can also be attained by pulling the motor mount assembly away from or pushing it toward the engine. You will notice approximately 1/4" movement. The transmission should be installed and loosely fastened to the crossmember, as this is the third mounting point and is critical to engine placement. All fasteners can be torqued to factory specs after the desired position is attained.

**Note:** Your brackets should be marked with an "L" sticker for the Left (Driver Side). If not, the left brackets have the smaller bushings.

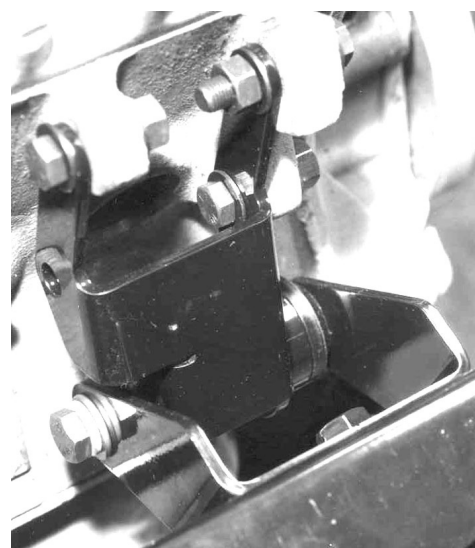
Correct alignment is best accomplished with the transmission bolted to engine and resting on the transmission mount. Align the 1/2" stud to slots on the K-member. Slowly lower motor until you can install nuts on the studs. As you lower engine the nuts can be tightened until the plate is flush with the perch. Before the full weight of the engine is on the motor mounts, check and align transmission position. Generally this is side to side alignment of transmission studs into the transmission mount holes.

If necessary, now is a good time to level the engine.

If the transmission is aligned correctly, then allow the full weight of the engine to rest on the motor mounts. Torque all fasteners to the specifications given above (see Torque Chart)



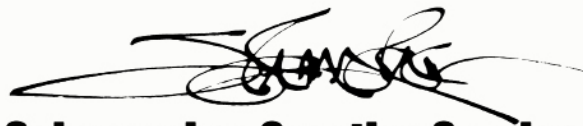
*3. Left (Driver's) side,  
Finished Installation*



*4. Right (Passenger's) side,  
Finished Installation*

## Tech Tips for '63-66 A Body B/RB

- *Swap requires custom exhaust* (there are no manifolds or headers manufactured for this swap.)
- Oil pan must be a low-profile, center-sump style. Moroso oil pans fit with small dimple for idler arm clearance.
- On '63-66 Slant 6 models, we recommend changing the steering centerlink to the V8 style. Any V8 centerlink from a '64- 66 A-body will interchange.
- The 727 transmission will require the pinch weld in the tunnel between the firewall and floor pan to be flattened. This will leave approximately 1/8" clearance.
- Radiator compatibility should be considered. Choosing one with its outlet and inlet on the same side as the mating connections on the engine makes for a simpler and neater installation. We recommend staying with a V8 A-body model.



### **Schumacher Creative Services**

41715 Elm St., Suite 301 Murrieta, Ca 92562

951.440.8340      info@engine-swaps.com

## Warranty

**Warranty is limited to workmanship and materials of this product.** We will repair or replace any defective part or component at no cost to the customer.

**Customer assumes all risks and responsibilities connected with the use of this product.** In purchasing this product, the customer understands that Schumacher Creative Services cannot be held responsible for injury or physical damage due to improper installation or use.