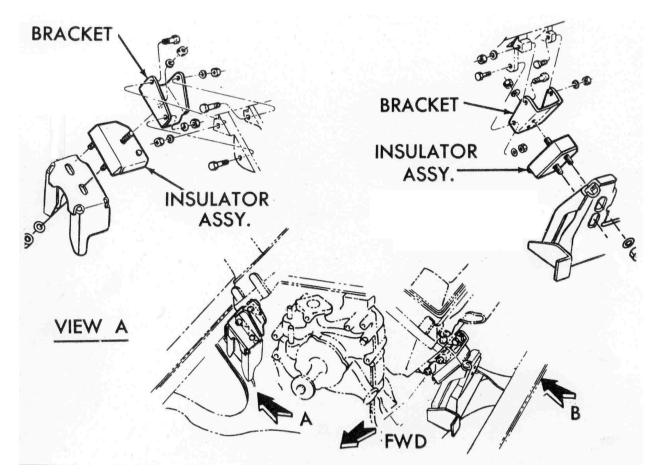
## '63-65 B-Body B/RB Engine Mount Kit

Thank you for your purchase! We strongly recommend purchasing a Factory Service Manual for your vehicle. This will be an invaluable tool toward the success of your project.

**Adjustability:** All Chrysler motor mount bosses have 1/2" holes and 7/16" fasteners. In addition the K-member holes are oversized to aid in adjustability. By installing the motor mount assembly finger-tight (bracket to engine and rubber isolator to K-member) a hoist can then be used to shift the engine in place for optimal clearance and position. You will notice approximately 1/4" of movement. The transmission mount should also be loose to aid in adjustability. Once desired engine placement is obtained, torque all fasteners to factory specs.



## Tech Tips for 62-65 B-Body

- This swap will be simplified by using as many production parts as possible.
- Small block and big block cars use the same K-member.
- 1962 uses the same brackets and isolators, but require a separate adapter.
- The '66 and up 727 transmission has a different mounting point for linkage and mount. You will need to modify your transmission crossmember to accept the later style mount.
- The engine off-set in early B-bodies is 3 inches toward the passenger side (measured from the center of the crankshaft to the inner frame rail). This extreme off-set may make the engine appear crooked, but it is correct.
- Slant 6 model vehicles will still require a K-member change to a V8 style. '66+ style K-members will fit, however the engine position is approximately 2 inches back. This can cause interference issues with the firewall, as well as fitment issues with the transmission crossmember.
- **OIL PANS:** There are a few 4 quart oil pans that fit this application, i.e.; "971" oil pan, as well as the original style '62-65 oil pan. The 6 quart, Mopar Performance, oil pan will **NOT** work. Some aftermarket pans may require a notch on the K-member. It may be required to test fit your engine/oil pan assembly prior to final installation to check clearance.

**Closing Notes:** We've done our best to make this kit as "Bolt-on" as possible. However due to manufacturing tolerances and differences in aftermarket parts, modification may be required to archived the fit you desire. This is Hot Rodding! Enjoy.

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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