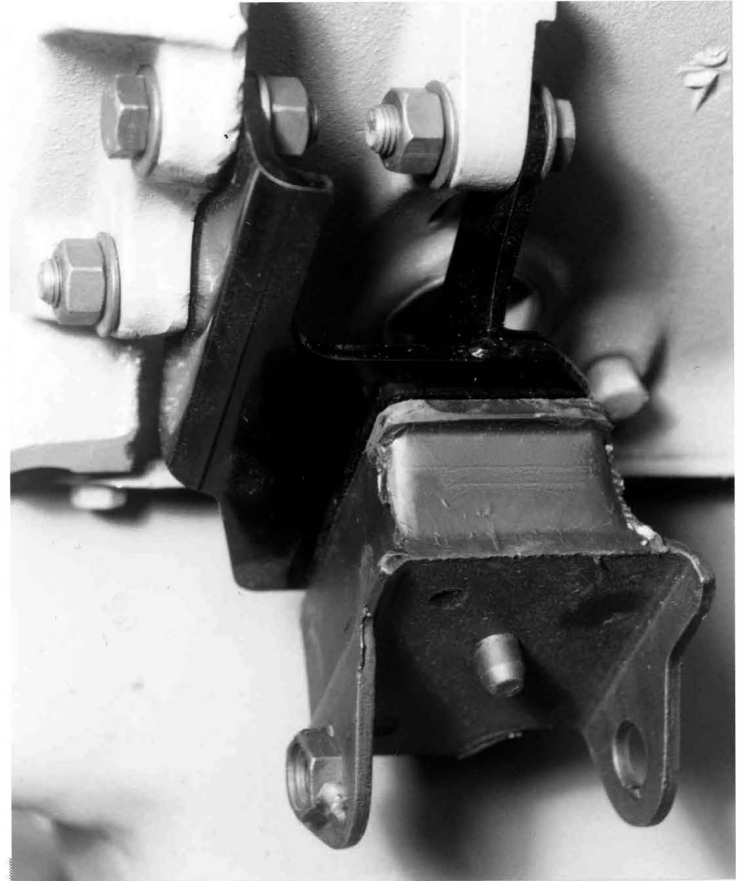
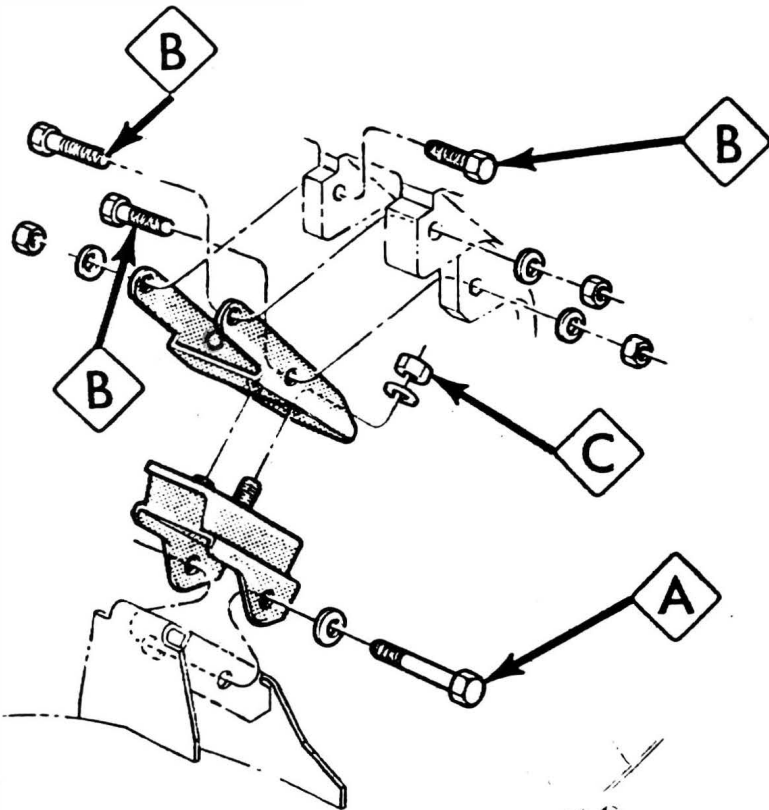


# INSTRUCTIONS

## '66-72 B-Body, '70-74 E-Body, '66-73 C-Body Small Block Mount Kit

We strongly suggest that you purchase a Factory Service Manual for your car's year and model. This will be an invaluable tool for the success of your project.

**Adjustibility:** 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 Left (Driver Side). If not, the right or passenger's side bracket has 4 mounting holes, the left has only 3.

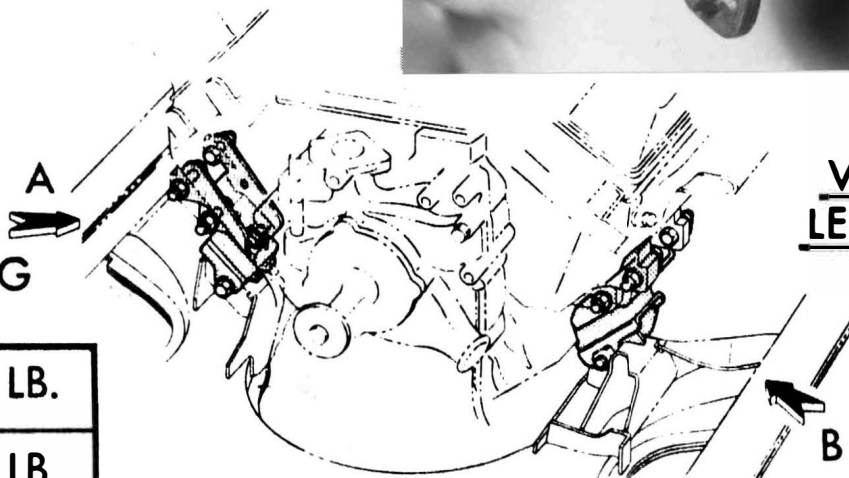


VIEW A  
RIGHT SIDE

VIEW B  
LEFT SIDE

**TIGHTENING TORQUE**

<b>A</b>	50 FT. LB.
<b>B</b>	55 FT. LB.
<b>C</b>	75 FT. LB.



# TECH TIPS: '66-72 B-Body, '70-74 E-Body, 66-73 C-Body SMALL BLOCK ENGINE SWAPS

- ◆ Your swap will be greatly simplified by using as many production bolt-on pieces as possible. For example; B-body exhaust manifolds into a B-body vehicle. C-body manifolds may not fit into a B or E-Body.
- ◆ Slant 6 models still require a K-member change to the V8 style.
- ◆ 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.
- ◆ The oil pan must be a low profile center sump style — standard on most passenger cars.  
*Please note: 360 and 273/318/340 oil pans are not interchangeable.*
- ◆ In most cases, drive shaft fabrication will be necessary if the rear axle assembly style, and/or the transmission model, are changed.
- ◆ All your factory accessories: power steering, power brakes, A/C, etc., will work with this conversion.
- ◆ *In any high performance and/or racing situation, a torque strap is recommended.*

## Schumacher Creative Services

41715 Elm St. Suite 301  
Murrieta, CA 92562  
951.440.8340 [engine-swaps.com](http://engine-swaps.com)