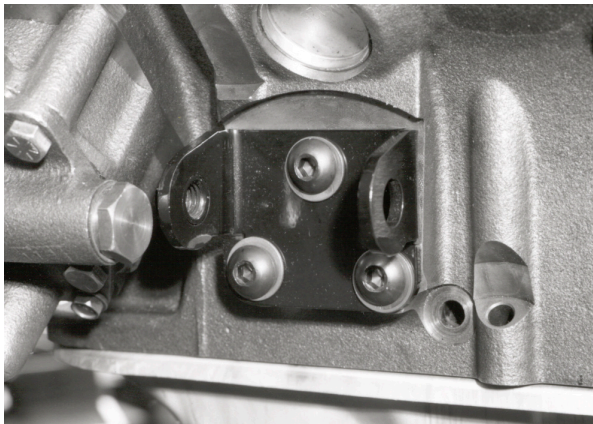


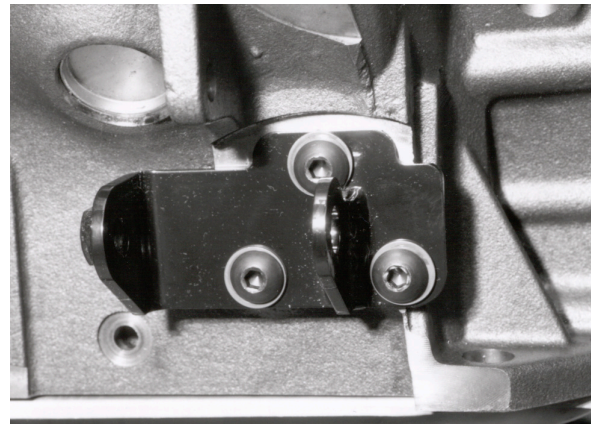
# B/C/E Hemi Conversion Instructions

Thank you for your purchase. This kit is intended to swap a Gen 2 Hemi (426 based) into a '66-72 B-Body, '70-74 E-Body, or '66-73 C-Body with a V8 K-Member. It is recommended to read these instructions fully prior to beginning installation.

**Installation:** Your brackets should be marked with an "L" for the left (Driver) side. If your block still has the mounting studs, those will need to be removed prior to installation.

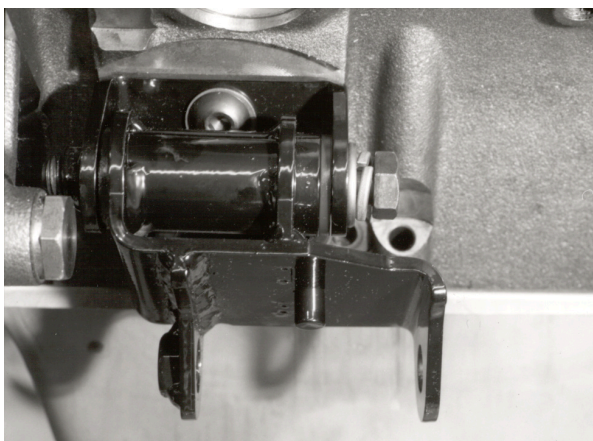


**Left (Driver) Side**

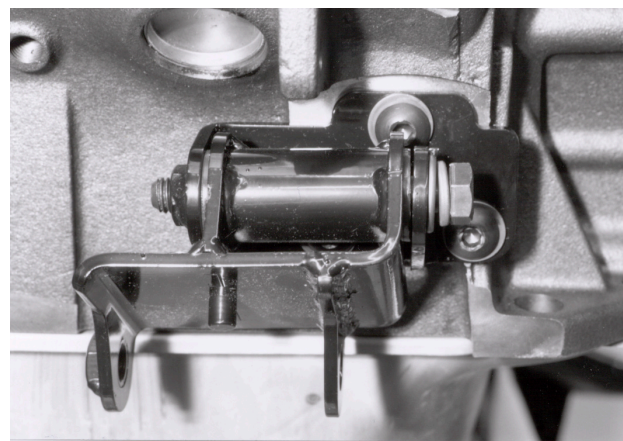


**Right (Passenger) Side**

Using the supplied 7/16 buttonhead stainless bolts, install the left and right side brackets to the engine block as shown. Torque to 40 Ft/Lbs. On original blocks, and possibly some aftermarket, the threads extend into the block. As such a good thread sealant, or thread tape, should be used to prevent leaks.



**Left (Driver) Side**



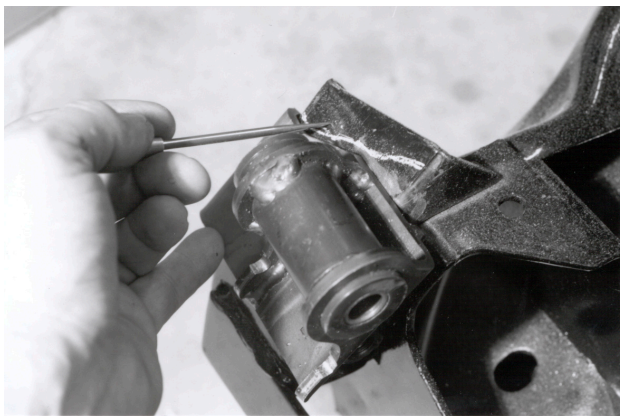
**Right (Passenger) Side**

Install the perch portions onto the engine brackets using the supplied 1/2 inch bolts. Installation of the engine will be easier if these are left loose and torqued after the engine is in place. Note the 1/2 inch bolts go in the same direction and the off-set is towards the firewall.

Lower the engine into place and install the remaining 1/2 inch bolts. All four 1/2 inch bolts should remain loose until after the transmission is in it's proper location, exhaust manifolds or headers are installed, and desired engine placement is achieved. Once this is done torque 1/2 inch bolts to 75 Ft/Lbs.

Factory exhaust manifolds work perfectly in this conversion, with no modification required. If you are using aftermarket headers, the driver side header should be in place but loose from head in order to torque the 1/2 inch bolts.

**Note for some Aftermarket Headers:** Additional clearance may be required on the left side mounting perch of you K-member for some aftermarket headers. This can be achieved by cutting off the upper-rear corner of the perch (see pic below). Use the bracket as a guide for the amount to be removed. Lay the left side perch in place and mark the K-member on the exposed upper portion of the perch.



**Note for Power Brake Cars:** Original Hemi cars had smaller power brake boosters from the factory. Some models even had relocated boosters. This was done for valve cover clearance. If your booster is larger than 10 inches in diameter, you should plan for the possibility of the valve cover hitting the brake booster. Since firewalls and boosters vary from model to model, the best method for determining the correct booster size is to remove the brake booster prior to engine installation. Once the engine is set in the desired location, attempt to reinstall the booster. If it hits the valve cover, you can then measure how much smaller you'll need.

**Dipsticks:** Most crate Hemi engines come with straight dipstick tubes. We advise bending the tube as needed to allow for proper clearance. The best way to do this is with the engine on a stand. Mount the left side engine bracket, and the left exhaust manifold or header. With a tubing bender, bend the tube to clear the new mount and exhaust. This is much easier to do with the engine out of the vehicle. Original dipstick tubes may also need modification to clear. Another option would be to use a flexible dipstick from either Milodon or Lokar.

**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.