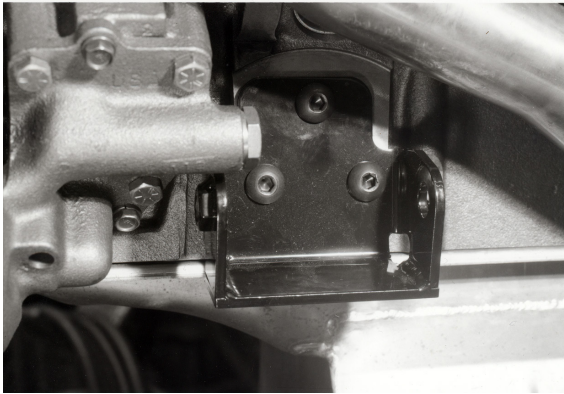
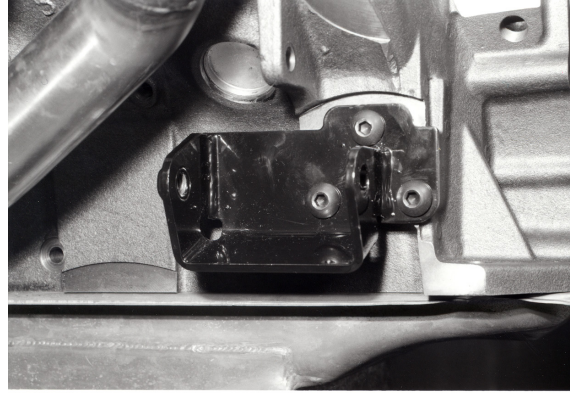


62-65 B BODY HEMI INSTALLATION INSTRUCTIONS

Thank you for your Purchase. Please read all the instructions prior to beginning your project. Left side brackets are marked with an "L" sticker. Left is the driver's side, right is the passenger side. If your block mounting pad has studs, these need to be removed before installation.

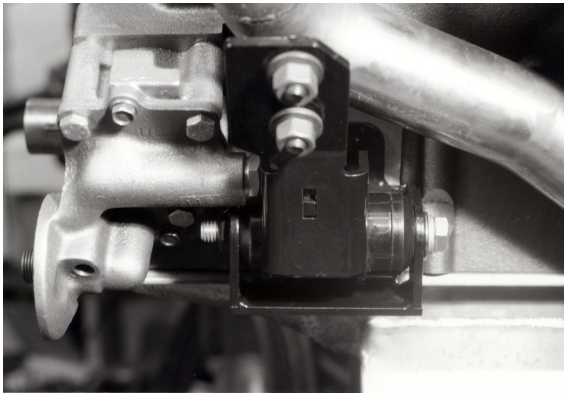


1. Left, Drivers Side

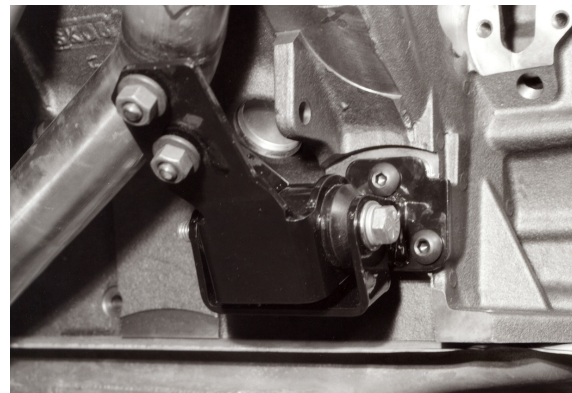


2. Right, Passenger's Side

Using the three (3 each side) 7/16" fasteners supplied, install the left and right block portion of bracket assembly first. Torque to spec — approximately 40-45 ft. lbs. Since the fasteners are threaded thru the block, use a good quality thread sealant to prevent leaks. Note: RH bracket is slotted to accommodate perch misalignment. Start with bolt approximately in middle of the slot.



3. Left, Drivers Side



4. Right, Passenger's Side

Install the perch portions of the bracket assembly to the block portions using two (2) 1/2" bolts provided. These should be snug but not torqued yet.

Correct alignment of the engine is best accomplished with the transmission bolted to the engine and resting on the transmission mount. Align the 7/16" studs to slots on the K-member mounting perch. Slowly lower motor until you can install nuts and washers on the studs. As you lower motor 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 the transmission position.

If the transmission is aligned correctly, then allow the full weight of the engine to rest on the motor mounts. The two (2) 7/16" mount studs should bottom out in the k-member perch slots.

Torque the (4) 7/16" nuts to 50 ft. lbs.

Torque the (2) 1/2" motor mount thru-bolts to 75 ft. lbs.

If the transmission mount holes do not line up with the holes in the transmission, try the following:

Support engine

Loosen and remove the passenger side perch portion of the motor mount

Loosen bolts to block bracket enough that it can be adjusted

Align transmission as needed — snug up transmission bolts

Re-install perch bracket

Slide motor mount assembly fore or aft to align studs to perch slots

Torque the two (2) visible block 7/16" bolts

Remove perch bracket to torque the third 7/16" bolt

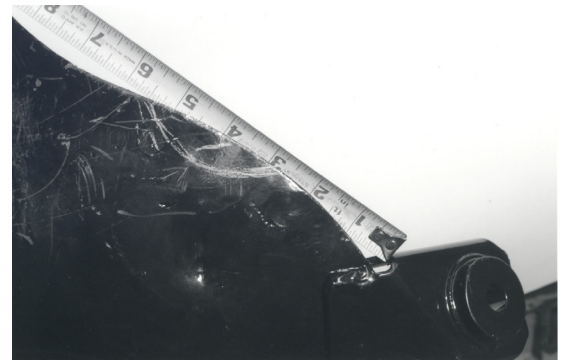
Re-install perch bracket and lower engine

OILPANS: There are a few 4 quart pans that fit, i.e. the "971" pan as well as the original '62-65 B-Body B/RB pan. The 6 qt. oil pan that comes standard on the crate Hemi will not work in this swap. If you want an extra capacity pan we recommend the following:

Milodon 7 qt. low profile #30930 with 1/2" pick up # 18335

Mopar Performance 8 qt. # P5007816 with 1/2" pick up #P5007818

Both pans require a notch in the k-member lip — see photo to right. For the Milodon pan, measure from the idler arm bracket inward — make a mark at 2 3/4" and 5 3/4." Grind out a notch approximately 5/8" deep as shown. For the Mopar Performance pan, make your marks at 4" and 7" from the idler arm bracket and grind notch approximately 1/2" deep.

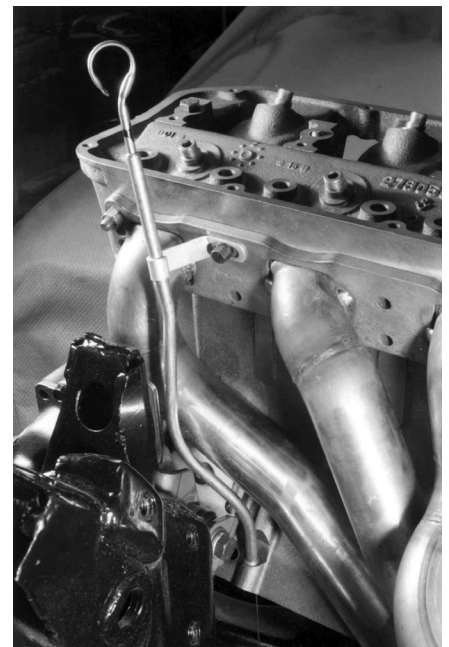


Notch k-member for Milodon oil pan

DIPSTICKS: Most crate Hemi engines come with straight dipsticks. We advise that you bend the tube as necessary. The best way to accomplish this is to do it with the engine on the stand, the left hand mount in place, and the left hand exhaust installed, using a tubing bender. This is much easier than trying to do it with the engine installed in the compartment.

Original Hemi dipsticks have to be slightly reworked to fit around the mount.

Another option is to use the flexible dipstick from Milodon or Lokar.

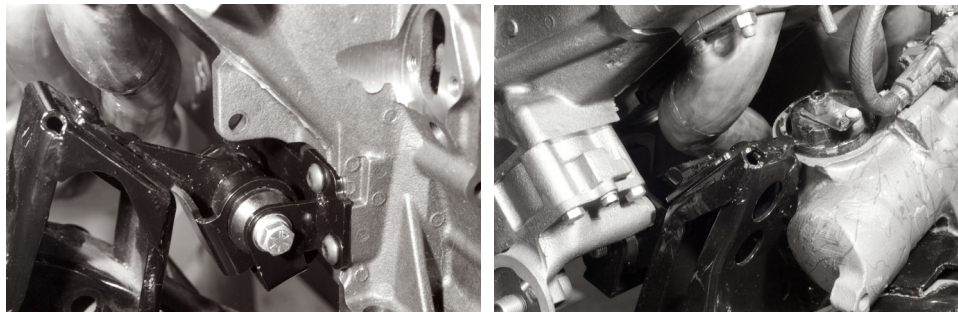


TECH TIPS FOR '62-65 B-BODY HEMI SWAPS

- Every effort has been taken to make this kit as bolt on as possible. Due to factory manufacturing tolerances and differences, some modification may be required to achieve the fit you desire.
- This kit is designed to use TTI Headers. They come with either 2 1/8" or 2 1/4" tubes. Some older Hemi blocks have three (3) lugs cast into the passenger side of the block that interfere with headers. These can be ground down for clearance. The TTI headers are very easy to install with the torsion bars removed — they can be slipped into place without disturbing engine position. So, if you plan to upgrade your torsion bars, now is a great time to do it. It is possible some stock manifolds will work, but this has not been tested at this time.
- TTI recommends starters #P4286522, #R53005984 or #56027702AC
- Small block and B/RB B-body cars for these years came with the same k-member. The only change required for small block to big block or Hemi upgrades is the correct brackets.
- Slant 6 to B/RB or Hemi conversions require a k-member change to the V8 or B/RB style. If you change k-members, keep to the '62-65 style. '66 and newer k-members will position the engine too far back (toward the firewall), causing clearance problems.
- '62 models use the same brackets, but require additional adapter brackets. These are available from Schumacher Creative Services. Part number B62BA
- Factory Hemi cars of this era had a notch on the passenger side inner fender. This was done to facilitate valve adjustments at the track with the use of the cross ram intake. This notch isn't required, but, if you have a cross ram and need to remove the valve cover you'll have to loosen the mount and raise the passenger side of the motor.
- The Mopar Performance cross ram intake is slightly taller than the original. Both require holes cut into the hood.
- The transmission dipstick has to be modified with cross ram use. A standard transmission dipstick is okay with other intake systems.
- The oil pan that comes with the crate Hemi will not work with this swap. We recommend either a Milodon 7 qt. low profile #30930 with 1/2" pick up # 18335, or Mopar Performance 8 qt. # P5007816 with 1/2" pick up #P5007818. Both of these pans will require a notch in the k-member for clearance. (As outlined in instructions.)
- At this time, the kit does not work with oil pumps that have external lines that are routed toward the back of firewall.
- Hemi cranks are 8 bolt flange instead of 6. In most applications, if you are reusing your transmission, you must change your flex plate or flywheel.
- Due to the extra weight, a torsion bar change to the Hemi style is recommended.
- This kit works with both manual and power steering; 4 speed or automatic.
- Due to the re-worked port locations, aluminum heads MAY cause header fitting problems, although not necessarily in all cases. You may have to determine this on a trial and error basis.

Continued on next page.

- In most cases, drive shaft fabrication will be necessary if the rear axle assembly style and/or the transmission model are changed. For example; going from the 904 to the 727 transmission will require shortening the drive shaft as well as a different yoke or using a conversion U-joint.
- The newer, linkage style 727 ('66 & up) transmission has a different mounting point as well as a different transmission mount. You will need a conversion transmission mount with the correct mounting points, or, you will have to modify your crossmember to accept the later style.
- If there is interference with your power steering hose, Edelmann #70337 or 70340 will work with a Federal pump (round neck).
- The engine offset in the early B-body is 3" toward the passenger side (measured from the center of the crank to the inner frame rails). This extreme offset may appear crooked, but it is correct.
- Aftermarket aluminum valve covers (Mopar Performance, etc) are taller and wider than the stock stamped steel style. They will interfere with the passenger side shock tower and in some cases the heater blower motor.



Finished installation of brackets


Schumacher Creative Services

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.