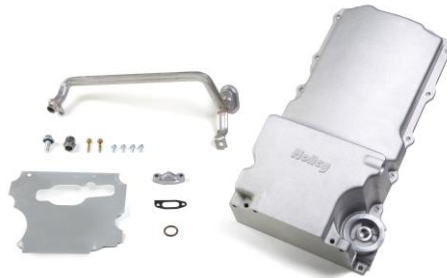




OIL PANS P/N 302-1 & 302-2



Instruction Sheet 199R10566

CONGRATULATIONS on your purchase of a Holley® **LS Retro-fit Oil Pan**! We feel that you have purchased the finest performance oil pan manufactured today. Should you need information or parts assistance, please contact our Technical Service Department at 1-866-464-6553 or 1-270-781-9741, Monday through Friday, 8 a.m. to 6 p.m. CST. Please have the part number of the product you purchased on hand when you call.

WARNING! These instructions must be read and fully understood before beginning installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury, or death. If these instructions are not fully understood, installation should not be attempted.

Requires use of Holley 302-15 Dipstick and Tube Kit or LS3 dipstick (GM P/N 12669528) and tube (GM P/N 12625031).

INTRODUCTION:

Holley® Performance Products has written this instruction sheet for the installation of the **LS Retro-fit Oil Pan**. This instruction sheet contains all the information needed to install the oil pan. Please read all the **WARNINGS** and **NOTES**, as they contain valuable information that can save you time and money. Holley® Performance Products cannot and will not be responsible for any alleged or actual engine or other damage, or other conditions resulting from misapplication of the oil pan described herein. However, it is our intent to provide the best possible products for our customer; products that perform properly and satisfy your expectations.

APPLICATIONS:

302-1 – The Holley® P/N 302-1 LS Retro-fit oil pan is designed for LS engine retrofit installation in a wide range of popular GM muscle/classic car and truck chassis.

302-2 – The Holley® P/N 302-2 LS Gen 1 F-Body Retro-fit oil pan is designed specifically for LS engine retrofit installation in 1967-69 Camaro/Firebird (Gen 1 F-body), 1968-1974 Nova/Apollo/Omega/Ventura (Gen 1 X-body) vehicles. The 302-2 oil pan may also service other popular muscle/classic car and truck chassis where more engine-to-chassis clearance is required near the front half of the oil pan.

IMPORTANT APPLICATION NOTES:

- Both oil pans provide OEM fitment and oil filter mounting provisions.
- 302-1 & 302-2 are not intended to be used with engines that originally utilized a dry sump system.
- 302-1 is designed to use a GM full length windage tray. Depending on which full-length windage tray is used, some modification to the tray may be required. See the instructions showing the modification which may be required.
- 302-2 is designed to use a GM "F-body" windage tray, GM P/N 12558253. A modification to the windage tray is required to provide clearance to the pick-up tube. A full-length windage tray may be used if the front quarter of the tray is removed. See the instructions showing the windage tray modifications required.
- 302-2 may not be used on LS7 engines or engines with a stroke longer than 3.62". The internal rotating assembly to oil pan clearance provided in the front half of the oil pan is patterned after a GM 98-02 LS1 oil pan.

The Holley® LS Swap oil pans are designed to work with an LS3 dipstick and tube (if desired). Below are the part numbers:

- LS Dipstick – GM P/N 12669528
- LS tube – GM P/N 12625031

NOTE: There are LS engine applications that have a plug installed in the dipstick hole location to be used with this oil pan. This plug will need to be removed before the oil pan is installed on the engine to allow the installation of the proper dipstick tube.

PAN CAPACITIES:

	<u>302-1</u>	<u>302-2</u>
Sump Oil Capacity –	5.5 Qts	5.7 Qts
Total Oil Capacity w/ stock filter –	6 Qts	6.2 Qts

PARTS NEEDED:

- Oil Pan Gasket (Mr. Gasket P/N 6665G, GM® 12612350, or equivalent)
- High Quality RTV sealer
- Oil
- Oil Filter (AC Delco® PF48 or PF48E, Mobile M1-113, Wix 57060, K&N HP-1017, or equivalent)

REMOVAL:

1. Drain the engine oil. Remove oil filter.
2. Remove the starter motor.
3. Disconnect the oil level sensor electrical connector (if equipped).
4. Remove the oil level sensor from the oil pan and set aside. The sensor will not be utilized in the Holley® pan.
5. Remove the RH transmission cover and bolt.
6. Remove the LH transmission cover and bolt.
7. Remove the bottom two transmission bellhousing bolts.
8. Remove the oil pan bolts.
9. Rotate the oil pan until it can be removed from around the oil pump pickup screen. Removal of the oil pan may not be possible with the engine in the vehicle).

NOTE: Holley® does not recommend or condone the use of the old pan gasket. A new gasket is highly recommended.

WARNING! Use extreme care when drilling the oil pan rivets to not gouge, score or damage the oil pan gasket.

10. If reusing the oil pan gasket, carefully drill out the oil pan gasket rivets (x2) if necessary (**Figure 1**).



Figure 1

11. Remove oil pan gasket.
12. Remove the oil pump pickup screen retaining bolt and nut.
13. Remove the oil pump pickup screen and O-ring, discard O-ring and set the pickup aside as it will not be re-used.
14. While the oil pan is removed, check the dipstick hole on the right side of the engine below cylinder #6 to assure that there is no plug installed and that the dipstick tube will fit in the hole.

IMPORTANT: All gasket surfaces should be free of oil or other foreign material during assembly. Inspect the engine block oil gallery passages to make sure they are free from any debris or restrictions.

IMPORTANT: The oil pan on LS engines is a structural member. The alignment of the pan is critical to provide the proper mounting points for the transmission bellhousing. The rear of the oil pan must never protrude from the rear of the block. The rear of the block and oil pan are to be flush (**Figure 2**).

IMPORTANT: Ensure that a helicoil has been installed in your pan by installing the drain plug.

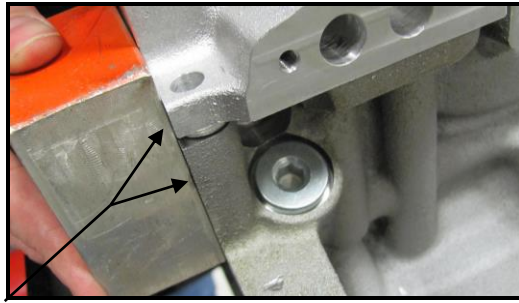


Figure 2

IMPORTANT: It is advisable to wash all of the new parts well before installing to remove any dirt or debris from the packing and shipping process.

IMPORTANT: It is advisable to test-fit the oil pan to the engine before installation to ensure that the crankshaft and connecting rods clear the windage tray, oil pump pick-up screen, and the oil pan, making a full revolution of the rotating assembly by hand.

IMPORTANT: It is advisable to mock up the engine and oil pan in the intended vehicle to ensure there is no contact of the pan to the frame or cross-members.

INSTALLATION:

1. Remove the new Holley® oil pan, parts kit, pickup screen and baffle from the box.

IMPORTANT: Ensure that a helicoil has been installed in your pan by installing the drain plug.

2. Install the supplied O-ring onto the oil pump pickup screen assembly and lubricate with clean engine oil (**Figure 3**).

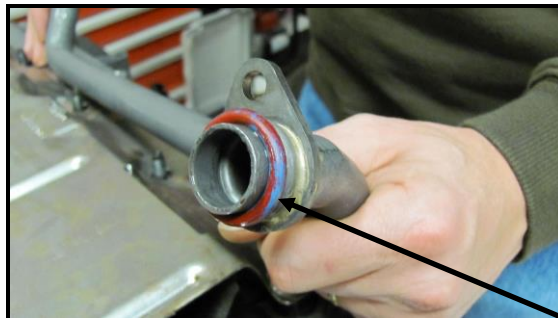


Figure 3

WINDAGE TRAY INSTALLATION AND MODIFICATIONS:

P/N 302-1 OIL PAN:

WARNING! Due to the design of the Holley® oil pump pickup screen, slight modifications may have to be made to the oil deflector before the pickup screen will sit flush (**Figures 4 & 5**). Be sure to inspect this area before bolting the pickup screen into place as modifications may have to be made. GM offers an oil deflector that has the necessary clearance for the mounting bracket of the pickup screen. The GM P/N is 12611129, if modifications to the oil deflector are not desired.

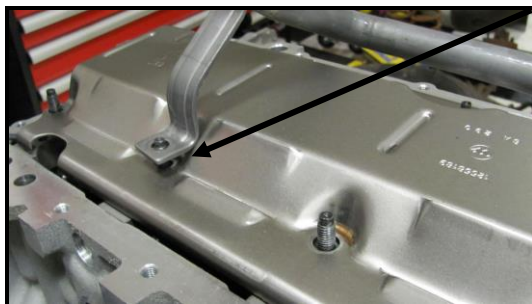


Figure 4



Figure 5

P/N 302-2 OIL PAN:

WARNING! The 302-2 oil pan is design to use a GM LS "F-Body" windage tray, GM P/N 12558253. Due to the design of the Holley® oil pump pickup screen, a modification to the windage tray must be made. A cut to provide clearance to the oil pick-up tube must be made as shown in **Figure 6**. The cut-out below may be used as a template for the cut.

A full-length windage tray may be used if it is modified to remove the front quarter of the tray and the required cut is made to provide clearance to the pick-up tube (**Figure 6**). A very careful check should be made to ensure that the oil pick-up tube has clearance to the windage tray and that the oil pick-up tube mounting bracket seats down properly on the mounting stud and windage tray without interference.

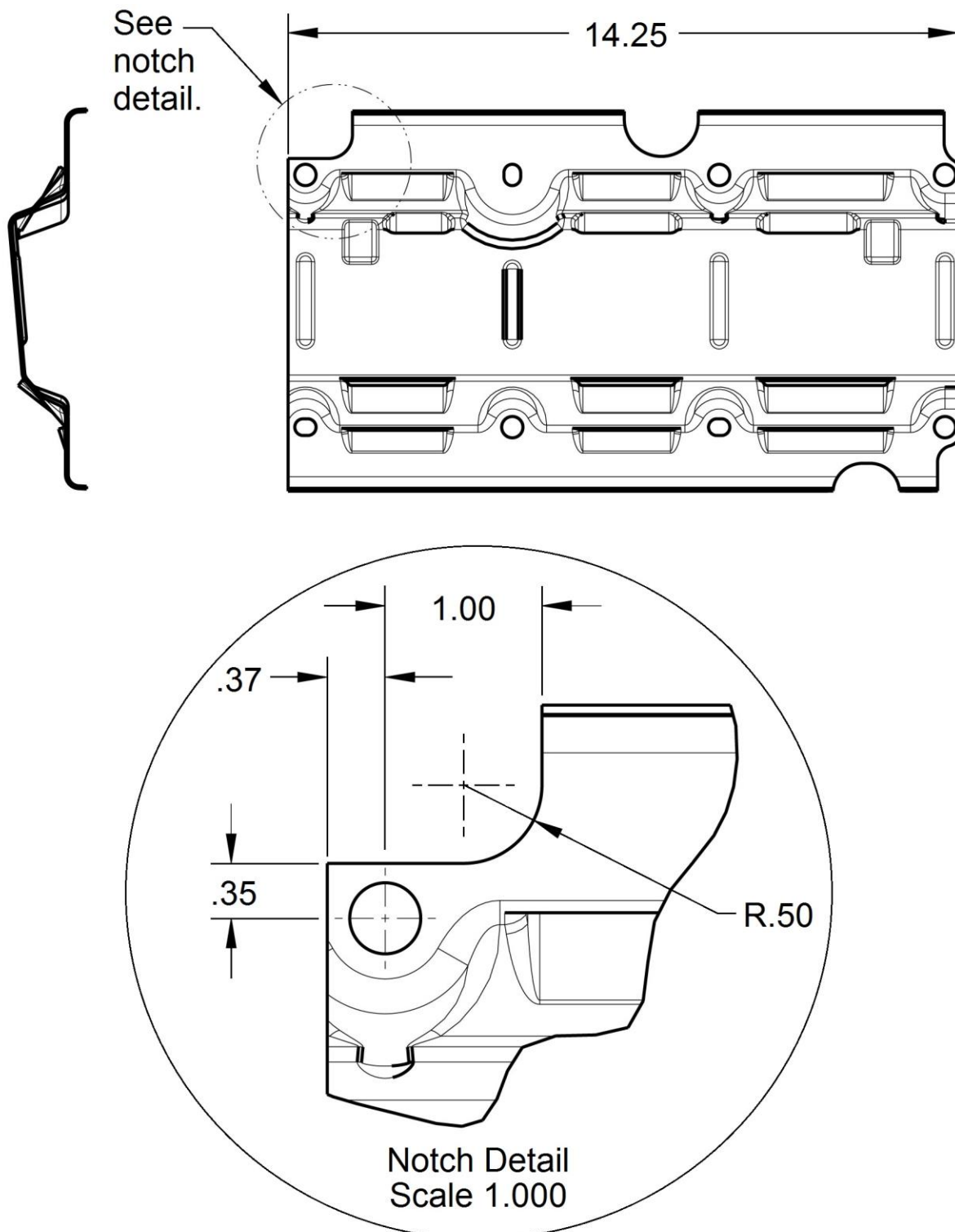


Figure 6

3. Install the new Holley® oil pump pickup screen assembly ensuring that oil pump pickup screen tube is pushed completely into the oil pump before tightening the bolt (**Figure 7**). Do not allow the bolt to pull the tube into the pump.

NOTE: Ensure the O-ring has not been pinched during installation.

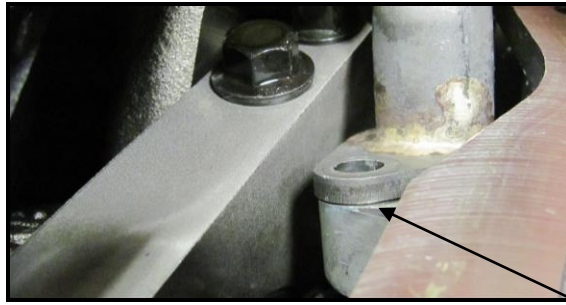


Figure 7

4. Rotate the crankshaft by hand to ensure there is adequate clearance between the pickup tube brace, oil deflector, and the crankshaft counterweights.
5. Install the oil pump screen nut and bolt(s). You may need to slightly bend the tab to provide precise alignment of the hole in the tab to the mounting stud.

NOTE: The 302-2 oil pump screen/pick-up tube features a two bolt oil pump mounting flange. There are two M6 x 16mm long flanged socket head capscrews included in the installation parts kit. Use one or both of these cap screws when installing the 302-2 pickup screen. One screw is sufficient to retain the pickup screen, the second screw is optional.

6. Tighten the oil pump pickup screen bolt(s) to 106 in./lbs. and the nut to 18 ft./lbs.
7. Pre-assemble the oil pan.
8. Apply a drop of blue Loctite® to the threads of the (x4) supplied 1/4-20 x 1/2 long cap screws and use them to install the baffle into the oil pan. Torque the (x4) baffle bolts to 8-10 ft./lbs.
9. Install the supplied oil passage cover, gasket and M6 x 1.0 x 30mm long bolts to the oil pan just above the oil filter. Tighten the oil passage cover bolts to 106 in./lbs.
10. Install the new oil pan gasket to the oil pan and install the oil pan bolts to the pan through the gasket. The gasket is designed to hold the bolts in place.
11. Apply a 5mm bead of RTV sealant 20mm long to the engine block (**Figure 8**) directly onto the tabs of the front cover gasket that protrude into the oil pan surface.



Figure 8

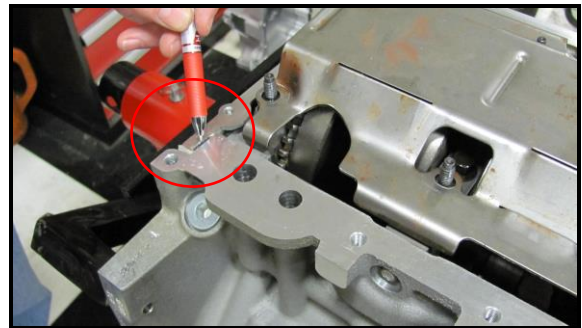


Figure 9

12. Apply a 5mm bead of RTV sealant 20mm long to the engine block (**Figure 9**) directly onto the tabs of the rear cover gasket that protrude into the oil pan surface.
13. Install the oil pan assembly to the engine block.
14. Snug all the oil pan bolts by hand (do not overtighten).
15. Install the two lower transmission bellhousing bolts until snug (do not overtighten).
16. Tighten the oil pan to block and oil pan to front cover bolts to 18 ft./lbs. (work from the center out).

17. Tighten the oil pan to rear cover bolts to 106 in./lbs.
18. Tighten the two transmission bellhousing-to-oil pan bolts to 37 ft./lbs. for either a manual or an automatic transmission.
19. Install the LH side transmission cover and bolt. Torque to 106 in./lbs. Install the RH side transmission cover and bolt. Torque to 106 in./lbs.
20. Install the supplied oil pan drain plug and tighten to 18 ft./lbs.
21. Install the supplied oil filter adapter and tighten to 40 ft./lbs.
22. Before installing the new oil filter, apply a thin film of oil to the filter gasket. Install the new engine oil filter and follow the manufacturer's recommendation for tightening procedures.
23. Fill the crankcase with the proper quantity and grade of oil.
24. Be careful not to overfill with oil.
25. Start the vehicle and check for leaks and adequate oil pressure. Use the original dipstick to verify the oil level. This should read full after 6 quarts of oil with a new filter.

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1967-69 GM F-BODY/1968-74 GM X-BODY LS SWAP ENGINE BRACKETS P/N 12618HKR Installation Instructions



Thank you for choosing to use Hooker Blackheart engine swap brackets as part of your engine/transmission swap project. These mounting brackets are part of the most comprehensively engineered system of mounting components, headers and exhaust systems available for this application. The entire Hooker Blackheart swap system is designed to decrease your total swap installation effort and cost, while increasing the engineered quality of your vehicle and compatibility of these components with other popular aftermarket components.

PRE-INSTALLATION CONSIDERATIONS:

Check that the hardware package includes the following:

- (4) M10 x 1.5 Lock Nuts
- (8) M10 x 1.5 x 30 Bolts
- (4) M10 x 1.5 x 25 Flat Head Cap Screws
- (4) 3/8"-16 x 1-1/2" Bolts
- (4) 3/8"-16 x 1/2" Bolts
- (4) 3/8-16 Lock Nuts

If these are missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

Required Hardware (not included)

- (2) 7/16" -14 x 5-1/4" Bolts
- (2) 7/16"-14 Lock Nuts

These brackets are designed to be used in conjunction with stock OE clamshell style engine mounts (as installed on all 1972-81 Camaro vehicles) that will be retrofitted into the swap vehicle through the use of the specially designed spacer plates included with this kit. The clamshell mounts and the long horizontally installed bolts used to secure them to the Hooker Blackheart brackets are not included with this kit and will need to be purchased separately. Anchor brand P/N 2292 stock rubber replacement clamshell mounts, or Hooker/Holley 71221004HKR clamshell mount cages and 712210014HKR / 71221015HKR poly inserts are recommended for use with these engine mounting brackets.

NOTE: 1973 and 1974 model year X-body cars that are factory equipped with clamshell mounts may have to the clamshell mounting holes re-drilled in the subframe to properly position the engine for correct fitment of Hooker Blackheart headers for this application (see more info under the INSTALLATION heading of this document).

The combined use of these mounting brackets and related Hooker Blackheart transmission swap crossmembers, will allow installation of an LS engine with a GM Powerglide, TH350, TH400, 700R4, 2004R or 4L60/4L65/4L70 automatic into any 1967-69 GM F-body vehicle without requiring any cutting or hammering to the vehicle body.

With the exception of the needed shifter hole, these components also permit no-cutting-required installation of a TREMEC® LS F-body/GTO T56 transmission into any 1967-69 F-body. TREMEC® aftermarket T56 Magnum transmission installations will require tunnel modifications for installation into a 1967-69 F-body.

Due to their considerably lower transmission tunnel height, 1968-74 X-body vehicles will require tunnel modifications to install either a TREMEC® LS F-body/GTO T56 transmission, or a TREMEC® aftermarket T56 Magnum transmission using the Hooker Blackheart system of engine mounts and transmission crossmembers.

For best fitment and overall component clearances, Hooker Blackheart headers and mounting components for this swap application are designed with a chassis-centered engine and transmission location, which varies only slightly from the original minor passenger's side offset used by GM. The engine and transmission have also been positioned to enable hassle-free installation and to promote good vehicle handling performance. The unique design geometry of these engine brackets require the use of Hooker Blackheart transmission crossmembers and headers to achieved the designed fitment between all components in this swap application. Use of any non-Hooker brand transmission crossmember or headers will have adverse effects on the ease of installation, component

clearance, ground clearance and engine inclination angle (3°-3.5° with Hooker Blackheart engine mounts and transmission crossmembers) you can expect from your installation.

With these components installed, your driveline will be purposely configured with compound U-joint angles, due to the chassis-centered alignment of your engine/transmission and the stock pinion offset of your rear differential. If you wish to check your U-joint working angles, you merely need to sum together the calculated horizontal angular offset of your driveline (half a degree as designed by HOOKER™) and the typical measured vertical angles of your driveline components. Detailed information on how to measure and calculate single plane and compound U-joint working angles is available from Spicer. Go to www.spicerparts.com and search for publication number J3311-1-DSSP.

An engine hoist will be required to position the engine/trans into the vehicle in its proper orientation. Use of an angle-adjustable engine sling will greatly ease the hoisting/loading operation and negate the possible need to reposition the lifting chains mid-operation. An automotive lift or a jack and jack stands will be required to safely raise and support the vehicle.

CAUTION! WORK ONLY ON A LEVEL SURFACE. USE JACKS /JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.

COMPATIBILITY:

These engine swap mounting brackets were specifically designed for bolt-in compatibility with Hooker Blackheart transmission swap crossmembers, headers and exhaust systems, and Holley® LS oil pans and accessory drive components for this application.

OIL PANS that are bolt-in compatible with these mounts are:

- Holley® F-body LS retrofit pan (part number **302-2**), a notched stock F-body, and various aftermarket fabricated steel pans are also usable with these mounting brackets.
- Holley® oil pan number **302-1** is also installable with these mounts, but requires notching of the engine crossmember to allow installation, due to the stroker crank compatible dimensions at its front end.

ACCESSORY DRIVES (F-body, GTO and Corvette) are all installable with these mounts following these guidelines:

- Low-mount alternators will require notching/clearancing of the engine crossmember for installation
- The stock plastic shroud on rear of the F-body alternator may have to be modified or removed completely. GTO alternators may need to be swapped to an F-body alternator for maximum clearance.
- If swapping a Corvette LS engine with factory accessory drive components, the power steering pump pulley will likely need to be swapped for a smaller diameter pulley/pump to clear the upper control arm.
- Stock low-mount A/C compressors are not installable with these mounts; compressor must be upper-mounted to right cylinder head with the use of a Holley® **20-133** (GM R4), **20-134** (Sanden SD508 or SD7), or similar bracket assembly. A custom right side engine mounting bracket can be fabricated that attaches further back on the subframe if low-mount compressor location is an absolute requirement for your swap.

If desired, a Holley® **20-135** upper-mounted Corvette style alternator/power steering bracket can be installed and configured for compatibility with either stock truck or F-body water pump/balancer offsets. The additional spacer plate kit needed to achieve proper spacing is as follows: F-body/GTO - **21-2**, and Chevy/GMC truck/2010-up Camaro - **21-3**.

Two additional complete accessory drive bracket kits are available that include both the A/C and alternator/power steering brackets listed above. These kits are part numbers **20-131** (GM R4 compressor) and **20-132** (Sanden SD508 or SD7 compressor).

Hooker Blackheart LS swap mid-length headers (**70201305-RHKR/70201505HKR & 70201306-RHKR/70201506HKR**), and full-length headers (**70101307-RHKR/70101507HKR & 70101308-RHKR/70101508HKR**) will all allow the use of the stock A/C evaporator case on the firewall, when installed with these Hooker Blackheart LS engine swap mounting brackets. Round truck coils/brackets will clear the evaporator case, while others will require relocation of the rear passenger's side coil to clear the case.

The engine position obtained with these brackets is compatible with the factory installed wiper motor and power brake booster.

More LS engine performance components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers can be found at www.holley.com.

TIPS FOR A SUCCESSFUL ENGINE SWAP:

1. Mark all hoses, wires, and vacuum lines, according to their function. Use masking tape and a pen to achieve this.
2. Whenever possible, utilize the existing wiring and lines.
3. Get a wiring diagram of your vehicle and one for the vehicle from which the new motor was removed. Make photocopies of both systems; add your modifications to these copies, so you will have accurate records for future reference.
4. Think carefully before removing or defeating any emissions device; a legal engine swap requires the emissions components to be intact, especially when you try to sell the vehicle.
5. Save as much hardware that is removed from the donor engine as possible. You may need some of these items later on.

6. Taking the time to do it right is cheaper than taking short-cuts and having to do it again. Make sure you pay close attention to critical areas like fuel systems and brake lines. Neglecting to double-check your work could have life or death consequences.
7. Do not overstress components that are designed for stock four or six cylinder torque by over-abuse with a motor of greater horsepower, i.e. drive shafts.
8. Don't forget to upgrade your radiator, fan(s), and hoses to accommodate the cooling requirements of your LS engine.

VEHICLE PREP:

1. Remove hood from vehicle.
2. Disconnect battery and fuel lines.
3. Remove existing wiring harness and set aside for later re-use of connectors, as needed, to complete electrical connections to the swap engine harness.
4. Drain and remove radiator/hoses from vehicle.
5. Remove the driveshaft, engine, engine frame stands, transmission, transmission crossmember, and related parts from the vehicle.

SWAP ENGINE/TRANS PREP:

1. Carefully remove the following components from the engine: spark plug wires, exhaust manifolds/O2 sensors, wiring harness/computer, MAF sensor, starter motor/plate and dust covers, A/C compressor and bracket, and the oil dipstick/tube and motor mounts.
2. Clean and paint parts to be re-used, if desired.
3. Secure engine or engine/trans assembly to lifting sling and engine hoist.
4. Attach the included left and right side Hooker Blackheart engine brackets to the engine. The proper indexing and left/right orientation of the brackets is achieved by ensuring the profiled clamshell **support ears** are positioned towards the front of the engine and the long **stepped jog** along the outer profile of the base plates are positioned up towards the top of the engine (**Figure 1**).

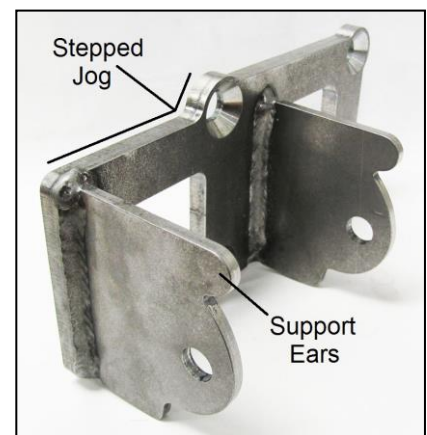


Figure 1 – Driver's Side Mount

ENGINE/TRANS INSTALL:

NOTE 1: Although it's possible to install Hooker Blackheart Headers for this application after installation of this mounting kit has been completed, it is most efficient to move the driver's side header assembly into position around the steering box as you lower the engine into place. Once the engine has been lowered into place, you can complete the installation of the headers as per the instructions included in their packaging. Use an assistant to lower the engine slowly while you hold the header in position; use caution to keep your fingers clear of any potential pinch points.

NOTE 2: Installation of these components into a 1973 or 1974 model year X-body vehicle will likely require new holes to be drilled into the subframe to accept the spacer plates in this kit that were designed to install into 1968-72 model year X-body cars that were factory equipped with engine frame stands. In such installations, it is recommended to remove your factory clamshells from the crossmember and perform a mock-up installation of your engine and transmission using your Hooker Blackheart engine mounts, transmission crossmember and headers. With the engine resting on the mounts and adapter plates against the subframe and the transmission supported by the Hooker Blackheart crossmember mounted in its intended position, move the engine and transmission forward and back as required to split the clearance evenly between the header tubes and steering box. Ensure that the included short 3/8" bolts can be installed into the rear threaded holes of the adapter plates without interference with the subframe. Now, mark the position of the motor mount holes to be drilled in the subframe and remove the engine and transmission for drilling. Drill the holes to accept 3/8 fasteners and continue the installation as outlined below.

1. Attach the included adapter plates to each side of the subframe. Drill two 3/8" holes through the subframe and prep the upper rear corner of the driver's side clamshell mount as indicated in **Figure 2** on the next page. Install nuts on all four countersunk bolts and tighten through the access openings you used to remove the stock frame stands; a 6" socket extension works well for this purpose.
 - If you are performing a **simultaneous engine and transmission installation**, it is recommended that you attach the clamshell mounts to the engine brackets (two wide-spaced holes positioned up) with the required long horizontal bolts and then move the entire assembly into position in the engine compartment and lower it down onto the subframe. Adjust the angle of the engine and transmission until the mounts are fairly flat against the crossmember and install the included 3/8" bolts into the four holes on each mount; the shortest bolts are to be installed in the threaded holes at the rear of the plates. Now, install the remaining supplied nuts onto the four bolts that protrude inside the crossmember and tighten all fasteners.

- If you are performing an **engine-only installation** at this time, it is recommended that you attach the clamshell mounts to the spacer plates attached to the subframe (two wide-spaced holes positioned up) with the supplied 3/8 bolts; the shortest bolts are to be installed in the threaded holes at the rear of the plates. Now, install the remaining supplied nuts onto the four bolts that protrude inside the crossmember and tighten all fasteners.
2. Move the engine into position in the engine compartment and lower it down onto the clamshell mounts. Adjust the angle of the engine so that the engine bracket ears are resting squarely on the clamshell mounts and install the long horizontally positioned bolts through each mount and install and tighten a nut on each.
 3. Prop-up and support the transmission tail shaft and then proceed to install your Hooker Blackheart transmission crossmember and headers per the instructions included in their packaging.
 4. If using, proceed to installing your Hooker Blackheart transmission swap crossmember and headers per the instructions included with their packaging.
- Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to: www.holley.com.

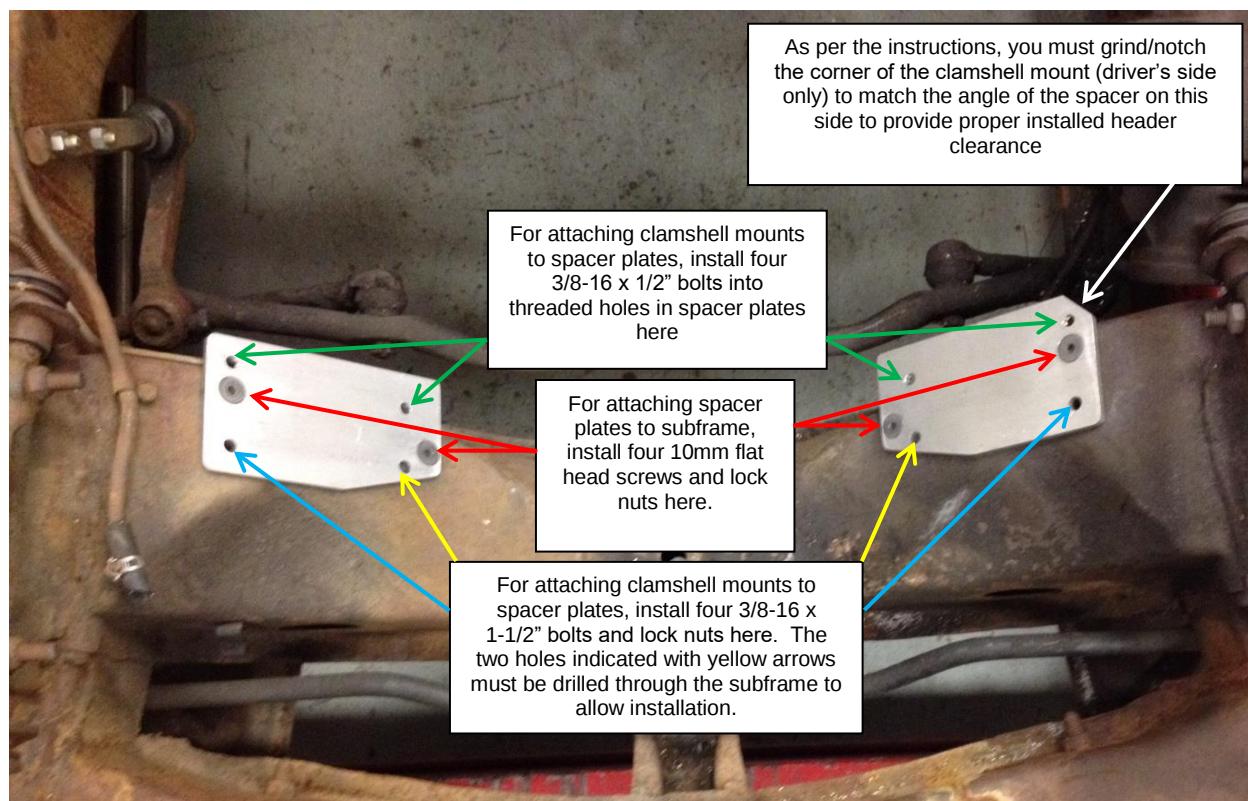


Figure 2 Adapter Plate/Clamshell Fastener Schedule

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

Hooker Blackheart makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. Hooker Blackheart Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

Technical Service: 1-866-464-6553 Phone: 1-270-781-9741 Website: www.holley.com

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199R10678

Revision Date: 6-12-19



**P/N 12626HKR
1967-69 GM F-Body/1968-74 GM X-body LS Swap
T56/T56 Magnum Manual Transmission Crossmember**

Installation Instructions



Thank you for choosing to use this Hooker™ transmission crossmember as part of your engine/transmission swap project. This crossmember is part of the most comprehensively engineered system of mounting components, headers and exhaust systems available for this application. The entire Hooker™ swap system is designed to decrease your total swap installation effort and cost while increasing the engineered quality of your vehicle and compatibility of these components with other popular aftermarket components.

IMPORTANT DESIGN AND INSTALLATION INFORMATION:

This crossmember is designed as part of a fully-engineered LS swap mounting system for GM 1st-gen F-body/ 3rd-gen X-body vehicles. It has been CAD designed and FEA validated to provide excellent structural strength and stiffness from its high-strength low-alloy steel construction. As a further benefit to the user, a maximized ground clearance pathway for routing 2.5" or 3" exhaust system tubing is included as a main design feature.

The design geometry of this crossmember provides direct installation of a GM OE 4th-gen F-body or GTO LS T56 or Tremec™ aftermarket T56 Magnum manual transmission into your vehicle. This crossmember can also be used to install a GM TH400 or 2004R automatic transmission through the use of an available Hooker™ adapter kit (P/N 12650HKR); 2004R installations require minor modification/welding to be done to the crossmember per the instructions included with the adapter kit.

Installation of any transmission listed above with this crossmember requires use of an aftermarket Prothane™ 7-1604 polyurethane mount (or one of equivalent installed height), or the OE rubber mount which it is designed to be substitution for (the mount common to all late 50's through 1970's GM cars).

Due to its unique design geometry, this crossmember must be installed in conjunction with Hooker™ 1967-69 GM F-body/1968-74 GM X-body LS swap engine mounting brackets (12618HKR) to provide proper driveline operation angles and allow installation of an LS engine and one of the above listed GM/Tremec™ transmissions into this application without requiring any cutting or hammering to the vehicle body.

The related Hooker™ engine mounting brackets work in conjunction with this crossmember to provide an optimized 3° to 3.5° engine/transmission inclination angle that is critical to providing the minimized U-joint working angles that are desired for lowered performance and competition vehicles.

The installed geometry of this crossmember and the compatible Hooker™ engine mounting brackets are utilized to align the engine crankshaft and transmission output shaft axis with the center line of the chassis, which is slightly modified from the just-off-center stock alignment geometry used by GM.

A suitable lift or jack and jack stands will be required to install this crossmember with the appropriate transmissions for which it is intended.

COMPATIBILITY:

This crossmember was specifically designed for compatibility with Hooker™ engine swap mounts, headers and exhaust systems and Holley® LS oil pan and accessory drive components for this application.

Oil pans that are directly installable with this crossmember include the Holley® **302-2** LS retrofit pan, a notched stock 4th-gen F-body, and various aftermarket fabricated steel pans.

Suitability of this crossmember for any application not described in this document is questionable due to the unique geometry of its design.

Use of this crossmember with half-height body bushings is only possible if relief pockets are fabricated into the floor to clear the arched humps of the crossmember and may require further floor clearance operations to clear the transmission bellhousing/case.

More LS swap/engine performance components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers can be found at www.holley.com.

INSTALLATION:

PRE-INSTALLATION NOTES:

This crossmember is designed to provide an exhaust routing path with maximized ground clearance. Worn or collapsed body bushings will further diminish the available installation space and may require increased force or leverage to be applied to the crossmember to persuade it into proper position. It is highly recommended that new body bushings be installed prior to performing your engine/trans swap.

This kit includes a spacer plate that is intended to be installed between the transmission isolator and transmission crossmember when installing a Tremec™ T56 Magnum aftermarket transmission. Leaving this spacer out during a T56 Magnum transmission install will increase the engine inclination angle beyond that intended by Hooker™ and decrease the ground clearance of Hooker™ headers and exhaust systems designed for this application.

These instructions were formatted with the assumption that you have already loaded your LS swap engine and attached transmission into position in your vehicle using the specific Hooker™ LS swap engine bracket kit for this application per the instructions included in its packaging.

1. Check that the hardware package includes the following:

Qty.	Description
1	Left Side Anchor Bracket
1	3/8-16 x 3/4" Flanged Head Bolt
6	3/8-16 x 1" Flanged Head Bolts
6	3/8-16 Flanged Nuts
1	T56 Magnum Spacer Plate

If any are missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

2. Raise the tail shaft of the transmission to its highest possible point of lift using a transmission jack, floor jack or screw type pole jack.
3. Feed the fixed right attachment foot of the welded crossmember assembly onto the top of the right side rail of the vehicle subframe.
4. Push the left side of the crossmember up until you can insert the included left side anchor bracket under it and be able to rest its frame mating surface on the top of the left side rail of the vehicle subframe. Install the included short flanged head bolt through the center hole in the bracket and into the corresponding threaded hole in the crossmember; do not fully tighten the bolt at this point.
5. Install two sets of included flanged head bolts and nuts into the two remaining holes in the anchor bracket and crossmember and tighten all three bolts and/or nuts at this connection point.
6. Attach the transmission isolator of your choice to the mounting pad on your transmission.
7. Attach the crossmember to the subframe with the remaining included flanged head bolts and nuts; do not fully tighten the fasteners at this time.
8. Lower the transmission onto the crossmember and attach the transmission isolator to the crossmember using the fasteners included with the isolator.

NOTE: It was discovered during development of this LS swap component that there can be sizable width variations in the rear rails of production 1st-gen F-body/3rd-gen X-body subframes due to OE subframe production tolerances and/or collision damage and wear occurring over years of vehicle use. To account for this variation, compensated slots have been designed into the right side of this Hooker crossmember that require a simple one-time measuring/sizing operation to be carried out during its initial installation to precisely fit this crossmember to your vehicle. **This operation is incorporated into the final two installation steps of this crossmember as follows:**

1. Measure the distance from the inside edge of each subframe rail to the out edge of each fastener used to attach the crossmember to the isolator. If the distance is equal, tighten the crossmember-to-frame fasteners. If the transmission (i.e. isolator bolts) are not centered between the frame rails, remove the crossmember and use a rotary file in an air grinder or a rat-tail hand file to remove enough material from the bottom of the slotted mounting holes in the right side of the crossmember to allow the crossmember to be shifted in the direction needed to center the isolator studs in between the frame rails. If a sizeable amount of shifting is required to the passenger side, you may need to obtain/use bolts without flanged heads at the right side attachment points to permit enough shifting to that side. Ample left side shifting, if needed, is possible using the included fasteners.
2. Reinstall the crossmember, center the isolator mounting studs between the frame rails and then tighten all the mounting hardware.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to: www.holley.com.

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

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Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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Revision Date: 12-7-17



Transmission Polyurethane Mount - GM 71223029HKR & 71223030HKR Installation Instructions



Thank you for choosing to use the Hooker BlackHeart™ transmission mount as part of your performance vehicle project. Please read thoroughly and understand these instructions before attempting installation.

PRE-INSTALLATION CONSIDERATIONS:

These polyurethane transmission mounts may be used as a direct replacement for stock GM rubber mounts that measure 1.75" in height. Replacement of mounts with a greater height than 1.75" can be accommodated with the use of shim washers between the crossmember and the mount.

The polyurethane construction is capable of high horsepower applications while preserving vibration dampening and the safety interlock design of the inner components ensures that even if the polyurethane fails the mount will not separate. These polyurethane mounts are capable of fitting either a one or two stud type of crossmember interface.

BEFORE BEGINNING:

Check that the package contains the following hardware:

71223029HKR	
Qty.	Description
1	Black Polyurethane Transmission Mount
2	7/16"-14 x 1.5" Studs
2	7/16"-14 Hex Nuts
2	Flat Washers
2	Lock Washers

71223030HKR	
Qty.	Description
1	Red Polyurethane Transmission Mount
2	7/16"-14 x 1.5" Studs
2	7/16"-14 Hex Nuts
2	Flat Washers
2	Lock Washers

INSTALLATION:

1. Determine if your application requires a one or two stud crossmember interface. Install the supplied stud(s) (7/16"-14 x 1.5") into the appropriate threaded holes in the polyurethane mount with a 7/32" hex key. If no hex key is available, the studs can also be installed into the mount by "double nutting" the end of the stud with the supplied hex nuts. Install the stud(s) until firmly seated in place.
2. Install the mount onto the crossmember with hardware provided (shown in **Figure 1**). Do not tighten the hex nuts at this time.
3. Install the factory transmission bolts (user supplied). Do not tighten the bolts at this time.
4. Confirm alignment of the polyurethane mount with the transmission and crossmember. Tighten and torque the transmission bolts to factory torque specifications. Also tighten and torque the crossmember hex nut(s) to 49 ft./lbs.

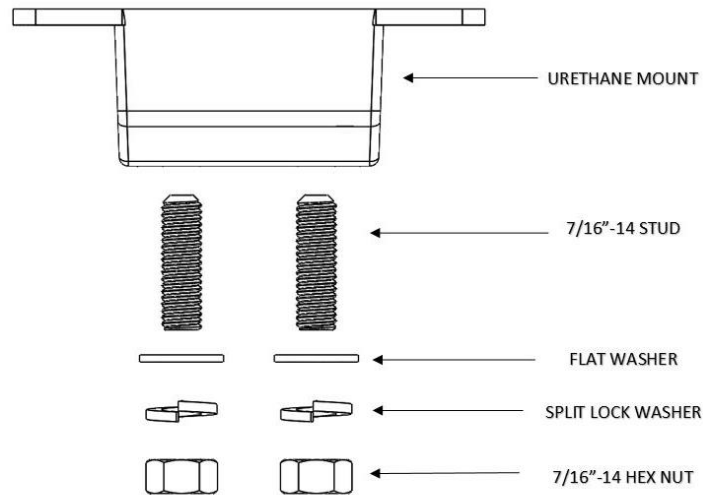


Figure 1

LIMITATION OF LIABILITY – DISCLAIMER:

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In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

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