



1968-72 GM A-Body LS Swap Engine Mounting Brackets 71221006HKR & 71221007HKR Installation Instructions



Thank you for choosing to use HOOKER™ engine swap mounting brackets as part of your LS swap project. These mounting brackets are part of the most comprehensively engineered system of mounting components, headers and exhaust systems available for this application. Please read these instructions thoroughly before attempting installation.

PRE-INSTALLATION CONSIDERATIONS:

Successful installation of an LS engine using these components is more highly ensured by installing new body bushings prior to installation of these components.

Installation of an LS engine with these brackets requires the use of new stock OE 4th-gen F-body LS engine mounts (ex: GM 22179268 or Anchor 3064) or aftermarket polyurethane inserts (Prothane 7-512 or Energy Suspension 3-1151) and a stock rubber, or aftermarket poly transmission mount (Prothane 7-1604 or Energy Suspension 3-1108).

In addition, a pair of metric motor mount through-bolts and a pair of locking flange nuts will need to be sourced for connecting the Hooker engine brackets to the motor mounts. Specification requirements are 10.9 M12 x 1.75 x 140mm (Fastenal P/N 0122037 or equivalent) for the bolts and M12 x 1.75 class 8 (Fastenal P/N 11508236 or equivalent) for the nuts.

COMPATIBILITY INFORMATION:

When used with a stock 68-72 Chevelle transmission crossmember, or related Hooker™ **71222007HKR** transmission crossmember, each of these engine swap mounting bracket sets will provide the most geometrically optimized LS engine/transmission mounting solution available for this vehicle platform.

These engine swap mounting bracket kits are designed for use with a Holley® **302-2** oil pan and have been validated to be compatible with the following engine accessory drive systems and vehicle components:

71221006HKR Position A Brackets – **Holley** or stock **Corvette** (excluding the A/C compressor/bracket, which must be relocated), **Truck** (must use smaller 5" diameter power steering pump pulley and stock Denso A/C compressor without rear pressure sensor), **F-body/GTO** (excluding the alternator, which must be relocated) FEAD systems. These brackets **ARE** compatible for use with the stock vehicle A/C evaporator case.

71221007HKR Position B Brackets – **Holley** or stock **F-body/GTO** (GTO alternator not compatible, must be relocated or replaced with an F-body alternator), **Corvette** (excluding the A/C compressor/bracket, which must be relocated), or **Truck** (must use smaller 5" diameter power steering pump pulley and stock Denso A/C compressor without rear pressure sensor) FEAD systems. These engine brackets **ARE NOT** compatible for use with the stock vehicle A/C evaporator case.

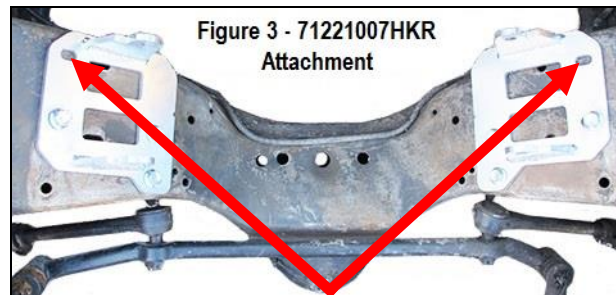
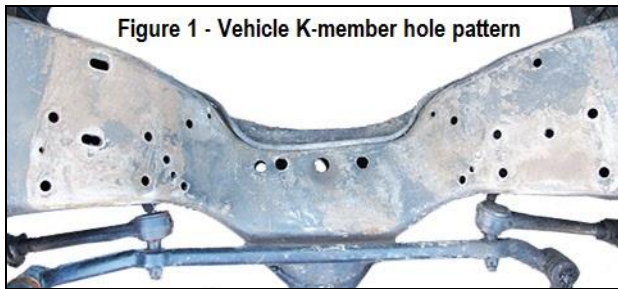
BEFORE BEGINNING...

Check that the hardware package includes the following:

Qty.	Description	Qty.	Description
8	3/8 x 1" Bolts	1	3/16 Trans Mount Spacer
8	M10 x 1.5 x 25mm Bolts	2	Crossmember Spacers
8	3/8 Nylon Lock Nuts		

INSTALLATION:

1. Remove the factory engine mounts from the K-member and clean the bracket mounting surfaces.
2. **Loosely** attach the Hooker engine mounting brackets to the K-member, as depicted in **Figures 1, 2 and 3**, using the supplied 3/8" bolts/nuts. The driver's side bracket is identifiable by the triangular shaped notch located on its outer profile. The passenger's side bracket has a semi-circle shaped notch located along its outer profile.



NOTE: Drill two holes here with a 3/8" drill bit. Drill them in-line with the forward top holes so that the brackets maintain the adjustability provided for by the slots.

3. Install new 4th-gen F-body OE rubber or aftermarket polyurethane mounts on the LS engine to be installed.
4. Install the engine/transmission assembly onto the Hooker engine brackets and couple the engine mounts to the engine brackets using the user-sourced metric cap screws and flanged locking nuts.
5. Raise the rear of the transmission as high as it will go and install a stock 1967-72 Chevelle or Hooker **71222005HKR** transmission crossmember, depending on your transmission application. If you are using a stock Chevelle crossmember, the supplied 3/8" and 3/16" thick spacers must be installed with the crossmember to maximize exhaust clearance under the crossmember and provide the intended optimized drivetrain geometry designed into the Hooker engine brackets.

Each set of Hooker A-body engine swap brackets provides the user with unique fitment/compatibility advantages that determine the amount of effort required to install a particular transmission and/ or engine accessory drive system in the swap vehicle. The type and amount of work to be expected when installing either set of engine brackets with a particular transmission is condensed as follows:

71221006HKR Position A Brackets:

4L60-4L70 installations -

- No floor cutting required, but slight, focused impact clearancing (hammering) of the floor may be required around the upper left bolt boss at the bellhousing/transmission case interface, at the top left corner of the transmission extension housing where it attaches to the transmission case and above the U-joint yoke, depending on the size of the U-joint/yoke used.
- Install using a stock 1968-72 Chevelle transmission crossmember, which will bolt right onto the vehicle frame using pre-existing holes in the frame rails.
- Install the included 3/8" spacers between the ends of the crossmember and vehicle frame. Install the included 3/16" spacer between the crossmember center pad and transmission mount if you are using a stock rubber or Prothane 7-1604 poly mount. Leave out the 3/16" spacer if you are using an Energy Suspension 3-1108 poly mount.

TH350, TH400 and 2004R installations -

- No floor cutting or floor modifications are required to install these transmissions, except for possible U-joint/yoke clearance, which can be accomplished through focused impact (hammer) clearancing of the floor just above the yoke.

- Install using a stock 1968-72 Chevelle transmission crossmember – this will require 2 new **13/32”** holes be drilled in-line with the existing holes in each frame rail to attach the crossmember to the frame. Drill one hole **1/2” REARWARD** from the center of the hole with the arrow pointing to it in **Figure 4** and a second hole **2-1/4” REARWARD** from the first drilled hole.



Figure 4

- Install the included **3/8”** spacers between the ends of the crossmember and vehicle frame. Install the included **3/16”** spacer between the crossmember center pad and transmission mount if you are using a stock rubber or Prothane 7-1604 poly mount. Leave out the **3/16”** spacer if you are using an Energy Suspension 3-1108 poly mount.

T56/T56 Magnum installations -

- **Moderate** floor cutting/modification is required. Cut a long slit down the center top of the tunnel and remove all of the tunnel sheet metal directly above the transmission extension housing. After slitting/cutting of the floor, install the transmission per the instructions included with the Hooker crossmember and pry open the tunnel on either side of the slit until sufficient clearance above the transmission is obtained. Close up the slit with a narrow patch panel and rebuild the tunnel surrounding the extension housing once the transmission is solidly mounted to the crossmember. Any additional U-joint/yoke clearance needed can be obtained through focused impact clearancing of the floor just above the yoke.
- Install using a Hooker **71222005HKR** transmission crossmember, per the instructions included in its packaging.

4L80/4L85 installations -

- No floor cutting required, but slight, focused impact clearancing (hammering) of the floor may be required around the output speed sensor and electrical plug on the left side of the transmission, around the cooler fittings/lines on the right side of the transmission and above the U-joint/yoke, depending on the size of the U-joint/yoke used.
- Install using a stock 1968-72 Chevelle transmission crossmember, or Hooker **71222005HKR** transmission crossmember. The use of a stock 1968-72 Chevelle crossmember will require drilling new holes in the frame rails and will not be compatible with bolt-in installation of related Hooker 2.5” or 3” A-body exhaust systems.
- Install the included **3/8”** spacers between the ends of the crossmember and vehicle frame and Install the included **3/16”** spacer between the crossmember center pad and transmission mount if you are using a stock rubber or Prothane 7-1604 poly mount. Leave out the **3/16”** spacer if you are using an Energy Suspension 3-1108 poly mount.

71221007HKR Position B Brackets:

4L60-4L70 installations -

- **Extensive** floor cutting/modification is required. The area of the sheet metal that will need to be removed will extend from the tail end of the transmission all the way up into the base of the firewall. Remove enough sheet metal covering the transmission to enable the installation of a stock Chevelle transmission crossmember.
- Install using a stock 1968-72 Chevelle transmission crossmember attached to the frame using the frame holes indicated in **Figure 5**. Once done, use a rat-tail file or rotary file to elongate the two center slots on the crossmember towards the front of the vehicle, as needed, to be able to attach the transmission mount to the crossmember.



Figure 5

- Install the included 3/8" spacers between the ends of the crossmember and vehicle frame and Install the included 3/16" spacer between the crossmember center pad and transmission mount if you are using a stock rubber or Prothane 7-1604 poly mount. Leave out the 3/16" spacer if you are using an Energy Suspension 3-1108 poly mount.
- Rebuild the floor over the transmission as needed to close up the floor.

TH350, TH400, & 2004R installations -

- No floor cutting or floor modifications are required to install these transmissions, except for possible U-joint/yoke clearance, which can be accomplished through focused impact (hammer) clearancing of the floor just above the yoke.
- Install using a stock 1968-72 Chevelle transmission crossmember attached to the frame in the stock location for a TH350 or TH400 transmission. Use the TH400 attachment position for 2004R installations.
- Install the included 3/8" spacers between the ends of the crossmember and vehicle frame and Install the included 3/16" spacer between the crossmember center pad and transmission mount if you are using a stock rubber or Prothane 7-1604 poly mount. Leave out the 3/16" spacer if you are using an Energy Suspension 3-1108 poly mount.

T56/T56 Magnum installations -

- **Extensive** floor cutting/modification is required. The area of the sheet metal that will need to be removed will extend from the tail end of the transmission all the way up into the base of the firewall. Remove enough sheet metal to allow the transmission to be installed using the Hooker **71222005HKR** transmission crossmember, per the instructions included in its packaging.
- Rebuild the floor over the transmission as needed to close up the floor.

4L80/4L85 installations -

- **Moderate** floor cutting/modification is required. The section of the tunnel immediately above the transmission case extension housing will have to be removed/rebuilt. Any additional U-joint/yoke clearance needed can be obtained through focused impact clearancing of the floor just above the yoke.
- Install using a Hooker **71222005HKR** transmission crossmember, per the instructions included in its packaging.

6. With the engine and transmission in place on the engine brackets and transmission crossmember, sight across the bottom of the engine K-member and use a pry bar to level the engine oil pan and transmission crossmember with the bottom of the engine K-member. Once level, tighten all eight bolts attaching the engine brackets to the engine K-member.
7. Your LS swap engine and transmission are now mounted and ready to be outfitted with headers and an exhaust system. Hooker 1967-72 A-body LS swap headers and exhaust systems are specifically designed for use with these engine mounting brackets.

LIMITATION OF LIABILITY – DISCLAIMER:

HOOKER™ 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.