



**GM 1973-1987 C10/15 2wd, 1979-87 C20 Crossmember  
1973-1982 K5 Blazer 2WD LS/LT Swap  
Installation Instructions  
BHS548, BHS549, & BHS550**



Thank you for choosing to use this Hooker™ transmission crossmember as part of your LS/LT 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. Please read these instructions in their entirety before attempting installation.

**COMPATIBILITY INFORMATION:**

- This transmission crossmember was specifically designed for bolt-in compatibility with the HOOKER™ LS/LT swap engine mounting bracket kit, cast iron LS or LT exhaust manifolds, headers, and exhaust systems also developed for this application. Various other Holley® components have been designed and/or validated for use with this system of components, as follows:
- The engine/transmission positioning provided by this crossmember was designed for compatibility with the Holley® 302-1, 302-2, and Holley 302-3 LS oil pans and Holley 302-20 LT oil pans.
- Hooker™ LS swap manifolds, LT swap manifolds, and long tube headers are compatible when installed using this Hooker LS/LT engine swap transmission crossmember and the related Hooker BHS540 engine mounting bracket kit.
- This crossmember was intentionally designed with high-tuck geometry to optimize the ground and dual exhaust routing clearances of this application.
- More LS/LT swap/engine performance components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings, and valve covers can be found.
- Hooker recommends using a Hooker 71223029HKR, 71223030HKR, or Anchor 2268 transmission mount.
- Designed for use with GM T56 Magnum, 4L80, or 4L60 transmissions
- If drilling is required, simply attach the center crossmember to the transmission and lower to slightly below frame rails, at this point you can attach the frame rail feet to the center crossmember for marking holes on the bottom of the frame.
- It is recommended to install new body bushings before installing the new larger case transmissions.

## **BEFORE STARTING:**

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. Please read these instructions in their entirety before attempting installation.

**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.**

**NOTE:** These instructions have been written with the assumption that you have already installed a LS or LT engine into your vehicle using the Hooker BHS540 engine swap bracket kit. Satisfactory engine and transmission installation with any other type or brand of engine mounts is not intended with this crossmember.

## **INCLUDED HARDWARE:**

Qty.	Description
1	Center Crossmember
1	Left Side Mounting Bracket
1	Right Side Mounting Bracket

Qty.	Description
4	1/2" Bolts and Nuts
4	3/8" Bolts and Nuts

Depending on which crossmember you order, there may be a supplied spacer for your specific transmission. Figure 1 shows a sample stack up of the spacer and transmission mount. Information below

BHS550 - T56	No spacer required – frame feet will mount with the long angle of the plate facing rearward.
BHS549 - 4L80	Uses supplied 1" spacer – frame feet will mount with the long angle of the plate facing forward.
BHS548 - 4L60E	Uses supplied 11/16" spacer – frame feet will mount with the long angle of the plate facing rearward.

Check the hardware package.

## **INSTALLATION:**

1. Raise the tailshaft of the transmission to its maximum height near the vehicle floor for installation.
2. Attach the two frame plates to the frame rails using the supplied 1/2" bolts and nuts according to the chart above and hand tighten. If your frame doesn't have 2-1/2" attachment holes on each side, drilling will be required once your crossmember is mocked up in position.
3. Install the center crossmember on top of the frame plates and attach using the supplied 3/8" hardware.
4. Depending on the transmission used now is the time to install the spacer on top of the crossmember under the transmission mount.
5. Slowly lower the transmission down to the spacer or crossmember, once close install the user supplied transmission mounting bolts loosely.
6. After all hardware is installed lower transmission down on the crossmember and inspect.
7. Tighten all hardware using hand tools for completion of installation.



Figure 1