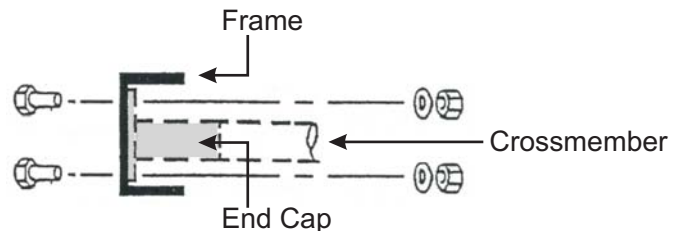




INSTALLATION INSTRUCTIONS FOR UNIVERSAL ENGINE / MOTOR MOUNT CROSSMEMBERS

PART# with Pad	PART# without Pad	
4840	4810	- Chevy 265-350 SB & 396-454 BB Fits frame rails from 24" to 37" wide. Center to center between perches is 16 1/8". Use Trans-Dapt Mount Pads #9525 (Pr).
4841	4811	- Chevy 396-454 BB (Extra pan clearance) Fits frame rails from 24" to 37" wide. Center to center between perches is 16 1/8". Use Trans-Dapt Mount Pads #9525 (Pr).
4849	4819	- Ford 260-289-302-351w & Pre 1973 351C Fits frame rails from 24" to 37" wide. Center to center between perches is 17 1/4". Use Trans-Dapt Mount Pads #4982 (Pr).
4997	4977	- Ford 351C 1973-Up Fits frame rails from 24" to 37" wide. Center to center between perches is 16 1/2". Use Trans-Dapt Mount Pads #4981 (Pr).
9413	9313	- Ford 429-460 (Not for Lincoln/Mercury) Fits frame rails from 28" to 38" wide. Center to center between perches is 17 1/2". Use Trans-Dapt Mount Pads #9353 (Pr).
9587	9591	- Oldsmobile 330-455 1964-88 and Pontiac 6.6L Fits frame rails from 24" to 37" wide. Center to center between perches is 14 1/2". Use Trans-Dapt Mount Pads #9592 (Pr).

1. Designed to fit in "open channel" frames. **See above chart for frame measurements.**
2. Since the mount is universal, portions of the center tube may need to be trimmed so that when the end caps are installed, the crossmember will fit the width of the frame rails precisely. We recommend welding the end cap to the crossmember after it is bolted into place with the engine installed.
3. If your crossmember did not include pads you will need replacements. **See above chart for part numbers.**
4. Crossmember should be mounted to inside of the frame rails (See drawing below), as determined by individual application. Use Loctite thread locker on all bolts.

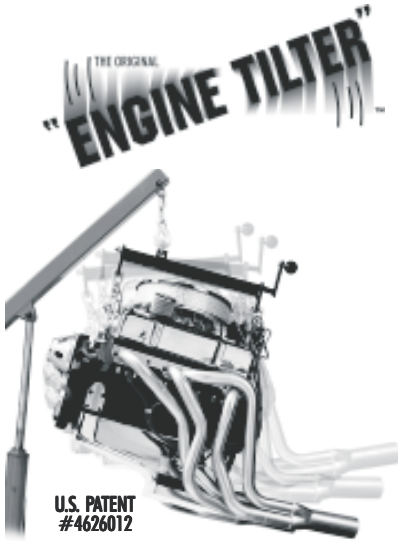


If a universal transmission crossmember is needed, Trans-Dapt offers a full line of transmission crossmembers to be used with our motor mount crossmembers. See part numbers below.

PART# w/ GM Pad	PART# w/o Pad	
4558	4538	- Straight Universal Crossmember
4559	4539	- 3" DROP Universal Crossmember
9424	9444	- 6" DROP Universal Crossmember
6538	6558	- Straight 700R4, 4L60E & T56
6559	6539	- 3" DROP 700R4, 4L60E & T56
6544	6524	- 6" DROP 700R4, 4L60E & T56



**TO MAKE YOUR ENGINE INSTALLATION EASIER BE SURE TO USE:
THE "ENGINE TILTER" ENGINE LEVELING DEVICE**



U.S. PATENT
#4626012

The Trans-Dapt "ENGINE TILTER" will save you valuable time & money! It makes engine removal and installation a breeze. The position of the engine can be precisely altered with a simple turn of the handle.



BLACK Powder Coated Finish



The "Engine Tilter" weighs only 14 lbs., but is shop rated with a 1,200 pounds capacity. It comes fully assembled and includes an upper lap link and four 20" chains.

PART# DESCRIPTION

9099 The "ENGINE TILTER"

NOTE: Four grade 8 bolts & large washers (not included) must be used to attach chains to the engine. In addition, make sure the device holding the tilter has a sufficient shop rating.



- **MAKES CHANGING YOUR OIL FILTER EASIER!**
- **ENDS MESSY FILTER CHANGES!**
- **INCREASE OIL CAPACITY!**

Single Filter Kit

Dual Filter Kit



OIL FILTER RELOCATION KITS

SINGLE FILTER PART#	DUAL FILTER PART#	SPECIFICATIONS
1113	1213	Ford V8-V6-L6, Chrysler V8-6, Imports 3/4-16. 2 1/2" I.D., 2 3/4" O.D. O-Ring
1120	1220	Buick, Olds, Pontiac, Cad V8's (Not Chevy) 13/16-16. 2 1/2" I.D., 2 3/4" O.D. O-Ring
1122	1222	Chevy Small Block & Big Block V8 13/16-16. 3 3/16" I.D., 3 7/16" O.D. O-Ring
1127	1227	Ford 4.6, 5.4L Modular V8 & 6.8L V10 cars, trucks & Motorhomes & some 94-98 5.8L trucks 22mm X 1.5 threads. 2 1/2" ID & 2 3/4" O.D. O-Ring
1150	1250	GM V6 and 4 Cylinder & Imports 18mm X 1.5. 2 1/2" I.D., 2 3/4" O.D. O-Ring
1158	1258	Some Jeeps, Imports 20mm X 1.5. 2 1/2" I.D., 2 3/4" O.D. O-Ring

Use TRANS-DAPT Replacement Oil Filter #1156