



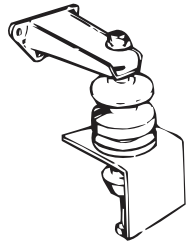
MOTOR MOUNT KITS

| | |
|--|--|
| PART #4100 Chevy to Jeep | PART #4685 429-460 Ford to Ford P/U-52-54 |
| PART #4102 Chevy to Ford P/U-52-54 | PART #4712 Chevy to Landcruiser |
| PART #4560 Chevy V8 to Toyota 4WD & Jeep Wrangler | PART #4771 Chevy to Chevy P/U-55-59 |
| | PART #9721 Chevy SB to Jeep J Series |

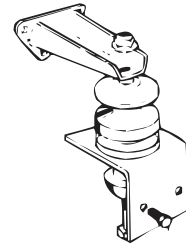
INSTALLATION INSTRUCTIONS

READ FIRST

These units are manufactured and offered as an aid in making this conversion. Since no two engine swaps are the same, other changes or modifications may be required. If in doubt, seek professional advice. Trans-Dapt Performance Products is not liable for the misuse and/or the improper use of these mounts. This kit is designed to be used with stock engines only, not for racing. It is the responsibility of the owner/ installer to install the engine safely & properly.



4100 / 4560 / 4712 / 9721
WELD-ON



4102 / 4685 / 4771
BOLT-ON

All these motor mount kits contain the same basic parts, with the exception of the "Mount-To-Mount" Plates. The Jeep and Landcruiser Mounts have **WELD-ON** plates, all others have the **BOLT-ON** plates.

1. Determine your vehicle's original engine centerline before removing the engine. This is necessary when installing the new engine.
2. Position the new engine so the crankshaft centerline is in approximately the same position as the original engine was. Make certain the new engine clears the firewall, steering box, brake master cylinder, radiator, etc., with a minimum amount of cutting.
3. Bolt the engine mount adapters to the block using **Only** the **Grade 8 bolts** & lock washers included in this kit. Using the proper engine mount holes for your frame width, bolt the frame mount bracket, rubber/steel pad and engine mount adapter together **Only** using the **Grade 8 bolts**, washers & nylon-locking nuts included in this kit.
4. On the #4100, #4560, 4712 and #9721 mounts tack weld the frame mounts to the frame. Next, disassemble the adapters and the rubber/steel pad. Finish-weld the frame mounts to the frame for maximum strength.
5. On the #4102, #4685 and #4771 mount kits, bolt the frame mounts to the frame using **Only** the **Grade 8 bolts** included in this kit.
6. Your Trans-Dapt motor mounts are now ready for final installation of the replacement engine. Use Trans-Dapt Heavy Duty Engine Tilter #9099 to install the engine safely & with ease.

IMPORTANT GUIDELINES FOR A SAFE INSTALLATION

- Use **Only** the **Grade 8 bolts** and hardware provided in this motor mount kit.
- Use thread lock on all bolts that do not use a nylon-locking nut.
- Do not attempt to stack washers or shim the engine mounts to raise the engine. All height adjustments are to be made with the frame mount position before you weld or bolt the brackets into position.

SEE OTHER SIDE FOR SAE STANDARDS FOR STEEL BOLTS.

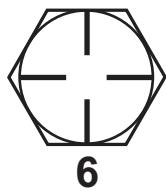
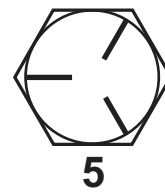
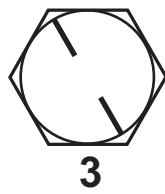
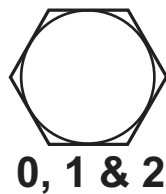
BOLT GRADES & TORQUING INFORMATION

SAE STANDARDS FOR STEEL BOLTS

The SAE has established a sequence of grades from 0 to 8 for steel bolts, on the basis of the metal from which the bolt is made and the manner of manufacture. Available grades run from 2 to 8, with 8 the strongest. Higher-grade numbers almost always mean increased strength (an exception is that some grade 6 bolts are stronger than grade 7). The heads of steel bolts are marked to identify their grade.

IDENTIFYING BOLT GRADE

All Grading on Hex Head steel bolts can easily be identified. Grading is identified by the number of lines on the head of each bolt (Please refer to the illustrations below).



TORQUING BOLTS

As a rule, when a bolt is installed, the nut (over a washer) should be turned and not the bolt's head. Unless a torque wrench is used the tendency is to undertighten large bolts and overtighten small ones. Suggested torques are given below. These suggestions do not apply if the bolt or nut has been specially lubricated.

**Bolts should not be Installed or Torqued more then one time.
Replace any used bolts with the exact same size and grade.**

Approximate Torque Settings for Cadmium-plated Bolts, specially lubricated, in foot-pounds.

| BOLT DIAMETER IN INCHES | | | | | | | | | | |
|---------------------------|------|-------|------|-------|------|-------|------|------|------|-----|
| BOLT GRADE | 1/4" | 5/16" | 3/8" | 7/16" | 1/2" | 9/16" | 5/8" | 3/4" | 7/8" | 1" |
| SAE 2 | 4.6 | 9 | 15 | 24 | 36 | 50 | 69 | 117 | 184 | 273 |
| SAE 3 | 6.9 | 14 | 24 | 38 | 57 | 82 | 113 | 198 | 317 | 477 |
| SAE 5 | 7.5 | 15 | 25 | 40 | 59 | 83 | 114 | 196 | 309 | 459 |
| SAE 6, SAE 7 | 9.7 | 19 | 34 | 55 | 83 | 120 | 166 | 291 | 469 | 710 |
| SAE 8 | 10.5 | 21 | 37 | 60 | 90 | 130 | 180 | 316 | 509 | 769 |
| SOCKET HEAD CAP SCREWS | 12.7 | 25 | 45 | 72 | 109 | 157 | 217 | 381 | 615 | 929 |