



# PART# 4695 MOTOR MOUNT BRACKETS With PADS

## INSTALLATION INSTRUCTIONS

1967 to 1972 Mopar "A" Body Slant 6 Conversion to  
a Small Block 340-360 V-8 Engine Mounts

### THIS KIT INCLUDES:

Qty.	Part No.	Description	Qty.	Part No.	Description
1	4695	Pair of Engine Mount Brackets	2	HDW401	7/16" X 14 Nuts
2	HDW471	7/16" - 14 x 1" Grade 5 Bolts	1	4219	Pair of Mount Pads
2	HDW422	7/16" Lock Washers			

These mounts are engineered to be used with 1967 to 1972 Chrysler A body cars with a Factory Slant 6. This mount kit is engineered to allow positioning the engine for the correct height, side to side clearance adjustments.

1. Install the bracket and insulator assembly to the as shown on page three. Tighten the fasteners finger-tight to allow greater adjustability in the leveling process, attaining the correct height, side to side clearance etc. You will need to torque the fasteners to spec. after this has been achieved.
2. Lower the engine and install per the Factory Service Manual on to the K-member supports. Using a 4 ft level across the valve covers, the engine can now be leveled within the engine compartment (be sure the car is parked on a flat level surface for an accurate reading). To insure that you have located the engine properly install the transmission to the engine, and install the rear support cross member, as per the Factory Shop Manual. Your new V8 transmission mount in the same position as the one you removed. Check for level and install washers and nuts to the insulator studs at the K-member support. Most applications will only require a slight height adjustment. For the best installation results use **Trans-Dapt Performance engine tilter part number 9099**.
3. Torque all fasteners to specs (nuts 65-75 ft. lbs. and the brackets 55ft. lbs.). We recommend using Loctite or a similar product on all bolts that thread into the block to insure that they do loosen. Only use the **Grade 5 bolts** and nuts with **lock washers** (supplied).
4. Your linkages, accessories and the rest of the drive train can now be installed per the Factory Service Manual.

Every effort has been made to insure that the engine can be installed to factory specs while allowing the adjustability to level within the engine compartment. Due to sloppy tolerances from the factory when they built the K-members (no two K-members are the same), There are some few instances where it becomes difficult to level the engine or attain the correct height.

This kit is designed to be used with **Hedman Heddors: Part Number 78050** for black painted or **78056 for HTC coated** (recommended for lower engine compartment and interior floor heat). For Maximum ground clearance use **Part Number 78500** for black painted or **78506 for HTC coated** (these are a shortie tight tube design). **Hedman Heddors** will insure the best fit and performance gains.

### OIL FILTRATION:

To relocate your oil filter to a more accessible location to make oil changes quick and easy. Use a **Trans-Dapt Performance Oil Filter Relocation kit**. For a **Single Oil Filter kit**: order part number 1113 and for a **Dual Oil Filter kit**: order part number 1213.

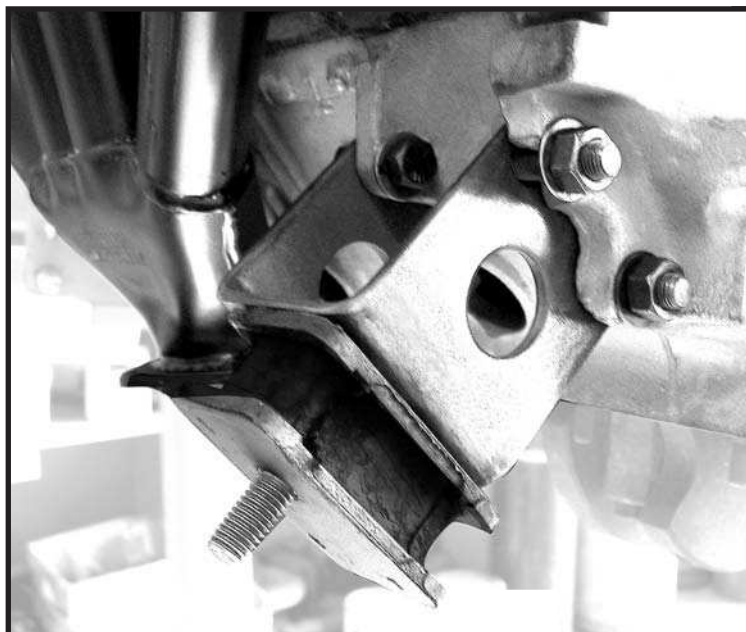
### ENGINE MOUNTS:

These *Trans-Dapt Performance* engine mount brackets are designed to be used with **Trans-Dapt Performance Heavy-Duty Motor Mount Pads Part # 4219**. For Replacement mounts order **Trans-Dapt Performance Heavy Duty rubber engine supports** from your local *Trans-Dapt Performance* dealer.

**Trans-Dapt Performance has a large selection of chrome brackets, harmonic balancers, oil pans and valve covers to complete your engine swap.**

Note: We strongly recommend the use of a Factory Service Manual for torque specs. and other valuable information about your vehicle. **Please call our tech line at 562-921-0404 to find your local Hedman or Trans-Dapt Performance Dealer.**

SPECIAL NOTE: The components packaged in this kit have been assembled and machined for a specific type of conversion. Modifications of any type to any of the components will void any possible warranty or return privileges.



**Passenger**



**Driver**

**Install Brackets As Shown:**

**Adjustability:** All Chrysler motor mounts have 1/2" holes and 7/16" fasteners for mounting to the engine lugs, and the mounting points on most K-members have over-sized holes. This is to build **adjustability** into the bracket and insulator assembly allowing for side to side movement, height, leveling, etc. By installing the motor mount assembly finger-tight only (bracket to engine and insulator to k-member) a hoist can be used to shift the engine for optimum clearance and position. Adjustments can also be achieved by pulling the motor mount assembly away from, or pushing toward the engine. You will notice at least 1/4"+ of movement. The transmission should be installed and loosely fastened to the crossmember, as this is the third mounting point and critical to engine placement. All fasteners can be torqued to specs after the desired position is achieved.

**TIGHTENING TORQUE**

A	55 FT. LB.
B	75 FT. LB.

**TECH TIPS FOR 67-72 A-BODY S6 TO SMALL BLOCK SWAP**

The following procedures and supporting equipment are required to ensure the success of your conversion to a more powerful engine and to maximize the operating safety of your vehicle:

- The best tech tip we can give you is to purchase a Factory Service Manual for the year and model of your vehicle. A good manual will be an invaluable tool in the success of your project.
- This swap will be greatly simplified by using as many production bolt-on pieces as possible. For example; factory A-body manifolds for your car and year will give you the best fit and least chance of clearance problems.
- The oil pan must be a low profile center sump style — standard on most passenger cars. *Please note: 360 and 273/318/340 oil pans are not interchangeable.*
- We recommend changing the steering centerlink to the V8 style. This will add more oil pan clearance. Any V8 centerlink from a 64-72 A-body will interchange. You can identify the centerlink visually; the slant 6 centerlink will appear to be straight, while the V8 style has a drop of approximately 1 3/4".
- Due to the difference in location of the coil and distributor in A engine and Slant 6 engine models, your wiring will have to be fabricated (shortened). Now is a great time to change to the MP electronic ignition system, if you haven't already done so.
- All factory V8 passenger car transmissions and V-8 A-body linkages will work in this conversion. If your car came with an automatic, choosing a 904 transmission or derivative will, in most cases, make drive shaft fabrication unnecessary. *Please note: Slant 6 and V8 transmissions are not interchangeable.*
- Radiator compatibility should be considered. Choosing one with its outlet and inlet on the same side as the mating connections on the engine makes for a simpler and neater installation. We recommend staying with a V8 A-body model. For more efficient cooling we recommend a shroud and the Mopar Performance Viscous Fan package.
- A MP high flow motor home thermostat is recommended. They come in 160°/180° and 195° styles. All your factory accessories: power steering, power brakes, A/C, etc., will work with this conversion.
- Some models came with a 7 1/4 rear axle assembly. This unit may not withstand high performance applications. We recommend an 8 3/4 unit.
- In most cases, drive shaft fabrication will be necessary if the rear axle assembly style, and/or the transmission model, are changed.
- You are adding approximately 120 lbs. of extra weight to the front of your vehicle. ***You MUST upgrade your braking system for greater safety, and we strongly recommend upgrading your torsion bars for better handling. Most Slant 6 cars have 9" drum brakes - these are not acceptable for this application.***
- ***In any high performance and/or racing situation, a torque strap or driver's side solid mount is recommended.***