



EDELBROCK ENGINE MOUNT ADAPTER PLATES
For Converting Small Block Chevy Applications to LS1
Catalog #6701
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Edelbrock Engine Adapter Plates. If you have any questions, please contact our **Technical Hotline at: 1-800-416-8628** , 7am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

IMPORTANT NOTE:
Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION:

This adapter plate system is designed to be used in conjunction with the Edelbrock headers for fitting an LS series of engine. This system installation requires a good working knowledge of basic automotive repair; it requires lifting heavy objects with an engine hoist to some heights so a good solid working surface is needed for safety. There maybe variations of models and model years so the instructions here are of a general variety and some additional steps may be required. This product combination is intended for '64-'67 GM 2 door A body vehicles including: Buick Skylark, GS, Special; Cheverolet Chevelle, Malibu; Oldsmobile Cutlass, F85, 442; Pontiac Tempest, Le Mans, GTO; '67-'81 GM F-body vehicles including: Cheverolet Camaro, Z28; Pontiac Firebird, Formula, Trans Am; and '68-'79 GM X-body vehicles including: Cheverolet Nova, Buick Apollo, Pontiac Ventura and Oldsmobile Omega.

Suggested Tools for Installation:

- Various hand tools and light fabrication equipment
- Engine Hoist
- Jack and jackstands
- Spray lubricant

Additional Parts Required:

- Oil Pan: Milodon oil pan #30915 is highly recommended. It was used when the adapter plates were fit to a chassis. This pan requires an oil filter relocation kit, Milodon #21575, Filter Fitting Plate #21576 and Oil Pick Up Tube #18290.
- Oil Level Indicator: There are numerous OEM and aftermarket supplied systems, depending on the exhaust manifolds or headers used. Milodon recommends #22006 with oil pan #30915.
- Engine Isolators and Frame Supports: (see Pre-Installation below)
- Accessory Drive System: A wide variety of OEM and aftermarket belt drives are availble from companies including: March, Zoops Products, and Billet Specialties. We strongly recommend deterring the best system for your application before any modifications are performed.

PRE-INSTALLATION PROCEDURE

General Motors vehicles came with many different engine and transmission combinations. This section is intended to verify that all the correct components are in place prior to installation. If the vehicle is currently equipped with a small block Chevrolet V8, then the engine isolator for the current application will work with the Edelbrock Adaptor plates. See the next page for further notes on various applications.

A-BODY APPLICATIONS:

1964 - 1967: Vehicles that are being converted from six cylinder or a non-Chevrolet engine can use engine frame stands for the 283 to 327 from a salvage yard or reproduction suppliers such as OPGI and Yearone; engine isolators can be of the OEM rubber type from a parts supplier or polyurethane safety mounts from Energy Suspension: part #3.1114 (zinc plated), or #3.1115 (chrome). 1964 – 1967 applications will require mildly slotting the engine frame stand mounting holes, as shown in Figures 1 and 2.



FIGURE 1

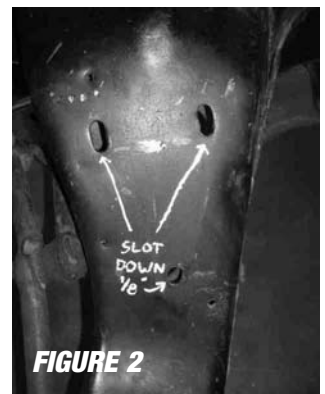


FIGURE 2

1968 - 1972: From 1968 to 1972, Chevrolet used two different frame stands with matching engine isolators. Type one is the 307 (and some early 1968 327's), while type two includes all engines from the later 1968 327's through to the 454, encompassing all engine sizes in-between. If you have obtained frame stands from another vehicle, use the following procedure to identify your mount system: measure the ears of the engine isolator where the engine mounting bolt goes, the inside dimension is 2 5/8" for the 307 cid (Figure 3) and 2 3/8" for the larger sized engine (Figure 4). Frame stands for the late 327, 350 to 454 are also available from reproduction suppliers such as OPGI and Yearone, engine isolators can be of the OEM rubber type from a parts supplier or polyurethane safety mounts from Energy Suspension: part #3.1114 (zinc plated) #3.1115 (chrome) for the 307, part #3.1117 (zinc plated) or #3.1118 (chrome) for the late 327 to the 454.



FIGURE 3 (307)



FIGURE 4 (350 et al)

F-BODY AND X-BODY APPLICATIONS:

1967 - 1969 F-body and 1968 - 1974 X-body: Vehicles that are being converted from six cylinder or a non-Chevrolet engine will require engine isolators that match the engine frame stand. There are a variety of styles depending on engine size and model year, so get the engine isolators and frame stands which are available from reproduction suppliers such as Classic Industries and Yearone. Engine isolators can be of the OEM rubber type from a parts supplier or polyurethane safety mounts from Energy Suspension. There are two basic types of engine isolators; to identify them measure the distance between the tab for the engine mount through bolt, if it is 2-5/8" use Energy Suspension #3.1114 (zinc plated) #3.1115 (chrome), if the distance is 2-3/8" use #3.1117 (zinc plated) #3.1118 (chrome).

1970 - 1981 F-body and 1975 - 1979 X-body: Vehicles that are being converted from six cylinder or a non-Chevrolet engine will require engine isolators that match the engine frame stand. There are a variety of styles depending on engine size and model year, so get the engine isolators and frame stands which are available from reproduction suppliers such as Classic Industries and Yearone. Use Figure 3 and 4 to identify the engine frame stands on your vehicle. Vehicles with the clam shell style isolators (the rubber mount is on the frame) should just use an OEM rubber mount. This chassis works well with GMPP oil pan #12577901, indicator tube #12584738, and indicator #12584737.

Installation:

1. Remove the engine and transmission from the vehicle if it has not already been done. Consult the service manual for the proper method for removal.
2. Using the information in the pre-installation, install the frame stands at this point if required. There will be preexisting holes where the mounts are bolted down, use thread locking compound and proper grade bolts to install frame stands.
3. Using the 8mm countersunk bolts supplied, bolt the adaptor plates to the engine block with the mounting holes for the isolators to the front of the engine. Thread locking compound should be used on the bolts.
4. Bolt the proper isolators described in the pre-installation to the Edelbrock Adaptor plates, use the supplied 3/8" bolts, flat washers, and lock washers.
5. From this point forward it is a general engine install, or the reverse of what was done to remove the original engine.



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