

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way

Paso Robles, CA 93447

Telephone: (800) 350-2223 Fax: (805) 238-4201

P/N: 713090

New Item: (08/02)

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Page Rev. Date: 08-06-10

CHEVY V8 TO JEEP TJ BOLT-IN MOUNTS REPLACING THE STOCK 4 CYL.

KIT CONSISTS OF:

| No. | Qty | Part No. | Description |
|-----|-----|------------|--|
| 1. | 2 | 4980 | STOCK GM MOUNTS |
| 2. | 1 | 713090-L | LEFT MOUNT |
| 3. | 1 | 713090-R | RIGHT MOUNT |
| 4. | 1 | 713090-BLK | SADDLE MOUNT |
| 5. | 2 | 720011 | 10mm-1.5 NUT (Frame mounts) |
| 6. | 6 | 720015 | 10mm FLAT WASHER (Frame mounts) |
| 7. | 4 | 720037 | 10mm-1.5 x 35mm H.H.C.S. (Frame mounts) |
| 8. | 4 | 720038 | 10mm LOCK WASHER (Frame mounts) |
| 9. | 14 | 723122 | 5/16" FLAT WASHER (6 pcs. for block bolts)(8 pcs. saddle to frame mount) |
| 10. | 4 | 723703 | 3/8"-16 NYLON LOCK NUT (Saddle to frame mount bolts) |
| 11. | 6 | 723704 | 3/8" LOCK WASHER (Engine block) |
| 12. | 6 | 723721 | 3/8"-16 x 1" H.H.C.S. (Block bolts) |
| 13. | 4 | 723722 | 3/8"-16 x 1.25" H.H.C.S. (Saddle to frame mount bolts) |
| 14. | 4 | 723735 | 3/8" FLAT WASHER (Saddle to rubber mount) |
| 15. | 2 | 724301 | 7/16"-14 NYLON LOCK NUT (Saddle to rubber mount) |
| 16. | 2 | 724311 | 7/16"-14 x 3.50" H.H.C.S. (Saddle to rubber mount) |

OPTIONAL ITEMS:

717090 Headers
716691-AA RADIATOR
716693-AA RADIATOR
714450 1" BODY LIFT

If you are using an aftermarket oil pan, the maximum depth in the front is 3-5/8". **NOTE: This motor mount will not work with 383 Stroker motors or 400 S.B.**

When retaining the stock AX5 transmission, the 5 speed will have to be moved forward to couple to the engine.

These mounts can be used with LT1 engines but you must use the A/C replacement pulley from GM. see last page for information.

INSTALLATION PROCEDURES:

This mount kit is designed as a bolt in application; however, some cutting is required. These mounts should only be used when replacing a stock 4 cylinder engine. Jeep TJs with a 6 cylinder engine must use Part No. 713091, which is a weld in mount.

To install a Chevy V8 into a Jeep TJ, we recommend that the entire front clip of the vehicle be removed for ease of installation. This would also include the hood, grille, both fenders, and miscellaneous components. Some of the components in the engine compartment may need to be relocated (i.e. smog equipment, battery radiator overflow, etc.).



Once the stock engine has been removed, you're ready to begin the new engine installation.

The stock frame perches of the 4 cylinder are retained as the bolting surface for the new frame mounts. The new frame mounts need to be installed and they should be "snugged down" so that they can still be moved slightly for final location.



SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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Install the new Chevy rubber mounts onto the engine block and install the saddle mount. As you set the Chevy block into the TJ frame rails, you'll notice that you will have a couple of mounting options. The new mounts allow for some adjustments with the final engine placement, side-to-side and front-to-back. Things to consider: the powertrain offset when locating the engine, and choice of the hole locations which suits your particular application (transmission choice). When the final engine location is determined, tighten all bolts accordingly.



Driver's side and
passenger side saddle
mount-to-frame mount.



Driver's side firewall-to-tunnel
seam should be trimmed or bent
over to provide transmission and
exhaust clearance.



Passenger side firewall-to-tunnel
seam should be trimmed or bent
over to provide transmission and
exhaust clearance.



Headers will require firewall modifications in the furthest back set of holes, but work great in the forward set of holes. Passenger side header may require some clearance with certain starters (on solenoid housing). A heat shield and/or a mini hi-torque starter is recommended.

P/N 717090 driver's
side header installed
with mount in furthest
rearward location.



P/N 717090 passenger
side header installed
with mount in furthest
forward location.

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Stock style manifolds work best with the engine set in the furthest back set of holes. Some firewall clearance will be necessary. If the mounts are in the forward location, some clearance/cutting is required on the stock frame mount itself.

Due to the various drivetrain applications, driveline modifications may be required. Keep in mind header or manifold selection when trying to alleviate driveshaft modifications.

A thin flex-fan (with shroud) or electric fan will be needed for cooling.



LT1 manifold in the rear mount position



LT1 manifold in the rear mount position



Camaro manifold in the rear mount position.



Camaro manifold in the rear mount position.



Truck manifold in the front mount position.

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The LT1 engine can be used with these mounts as long as you replace the A/C pump with the Chevy P/N 10115875. This is a replacement pulley for the LT1 that removes the A/C pump. The replacement pulley is slightly smaller in diameter and will require a new belt.



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