

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: 713091

New Item: (08/02)

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Page Rev. Date: 08-09-10

CHEVY V8 TO JEEP TJ WELD-IN MOUNT REPLACING THE STOCK 6 CYL.

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	2	4980	STOCK GM MOUNTS
2.	1	713091L	LEFT MOUNT
3.	1	713091R	RIGHT MOUNT
4.	1	713090-BLK	SADDLE MOUNT
5.	14	723122	5/16" FLAT WASHER (6 pcs. for block bolts)(8 pcs. saddle to frame mount)
6.	4	723703	3/8"-16 NYLON LOCK NUT (Saddle to frame mount bolts)
7.	6	723704	3/8" LOCK WASHER (Engine block)
8.	6	723721	3/8"-16 x 1" H.H.C.S. (Block bolts)
9.	4	723722	3/8"-16 x 1.25" H.H.C.S. (Saddle to frame mount bolts)
10.	4	723735	3/8" FLAT WASHER (Saddle to rubber mount)
11.	2	724301	7/16"-14 NYLON LOCK NUT (Saddle to rubber mount)
12.	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.

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 weld-in application. Cutting, grinding, and welding is required. These mounts should only be used when replacing a stock 6 cylinder engine. Jeep TJs with a 4 cylinder engine must use Part No. 713090, which is a bolt-in mount. If this kit is used with a 4 cylinder, the steering pillow block must be modified.

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.



Grind or torch off the stock frame mounts. Grind off all the welds, and make the frame rails smooth. Next, identify the holes on each side of the frame which you will use to locate the mounts. They are located on the inside of the frame, about 23" away from the front crossmember. Using the bolt that protrudes from the frame mount as a



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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alignment pin, C-clamp the mounts to the inside of the frame (the front-to-back angle of the mounts will be determined later).

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 about an inch window for front-to-rear mounting options.

Place the engine in the engine compartment. The forward-to-rear location of the engine is to be determined by you and by the drivetrain you have chosen. Also, keep in mind header or manifold clearance when positioning the engine. When a suitable location is found, rotate the doweled frame mounts so they hit parallel to the engine saddle mount mounting flange. Tighten the C-clamp and/or tack weld them in place. The frame brackets must also have two holes drilled for mounting to the saddle mount. Before removing the engine, mark the two hole locations on both frame brackets where the saddle meets the frame brackets. These holes need to fit a 3/8" bolt. Remove the engine assembly and fully weld the mounts to the frame, then drill the mounting holes.



Both the driver's side and passengers side firewall to tunnel seam will need to be cut or folded over for both transmission and exhaust clearance.



Headers will require firewall modifications in the furthest back location, but work great in the forward location. Also, the 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 headers installed.

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Stock style manifolds work well with the engine set in any position. Some firewall clearance will be necessary when the engine is set back to the rearward.

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.

Retaining the stock transmission will normally require driveline modifications due to firewall clearance issues on the back of the block.

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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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