

ADVANCE ADAPTERS INC.

4320 Aerotech Center Way

Paso Robles, CA 93447

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

P/N: 713087

New Item: (6/23)

PAGE 1 OF 3

Page Rev. Date: 06-13-23

CHEVY V8 SADDLE MOUNT 1987-95 YJ WRANGLERS W/out Rubber Mounts

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	713087-BLK	GM V8 SADDLE MOUNT
2.	1	713087-B	BOLT PACK FOR MOUNT
3.	2	4980	STOCK GM MOUNTS
3.	2	716059	5/8" SPACERS
5.	1	JP001	JEEP INSTRUCTION MANUAL

OPTIONAL ITEMS:

Qty	Part No.	Description
1	716021	X-MEMBER MOUNT
1	716008	X-MEMBER MOUNT
1	716691-AA	RADIATOR
1	4980-HD	PROTHANE MOUNTS
2	4980	GM MOUNTS

INSTALLATION PROCEDURES:

The saddle mount kit is designed to be used with 1987-95 YJ Wranglers. This mount is designed around a stock oil pan. If you are using an aftermarket oil pan, the maximum depth in the front is 4-1/2". GM part number 12557558 (1986 and newer) has a front depth of only 3-1/2" and provides the most mount to pan clearance

We have designed this mount to position your new engine in the best location possible. Driveshaft modifications may be necessary depending on your application. We have had requests to allow some lateral adjustment with this mount. To supply this adjustment we have provided two 5/8" spacers. Using these spacers, you can space the stock rubber mount 5/8" to the front or rear of the saddle mount location. This will allow 1-1/4" of overall adjustment from front to rear. The 7/16" flat washers must be used on both sides of the bolts that couple the GM rubber mount to our saddle mount. We have also provided a longer set of 7/16" bolts for use when the 5/8" spacers are being used.

The stock motor mounts need to be completely removed from the frame before installing the new saddle mount. It is also recommended to remove the front shocks for ease of installation. Modifications to the skid plate (re-drilling) are required for ALL applications. An **electric fuel** pump is required for ALL applications. When installing the engine to the saddle mount, one rubber mount should be loosely fastened to the GM block and the second rubber mount should be installed to the saddle mount. As the engine is lowered into place, line up the rubber mount bolted to the block and fasten to the saddle; and then on the other side line up the three bolts of the rubber mount to the block. Once all the bolts are started, tighten all fasteners to secure the engine mounting.



NOTE: This motor mount will not work with a small block 400 or a 383 Stroker motor. For LT1 engines see page 3 for modifications required. This mount should only be used when retaining the stock New Process transfer case or an Atlas left drop transfer case.

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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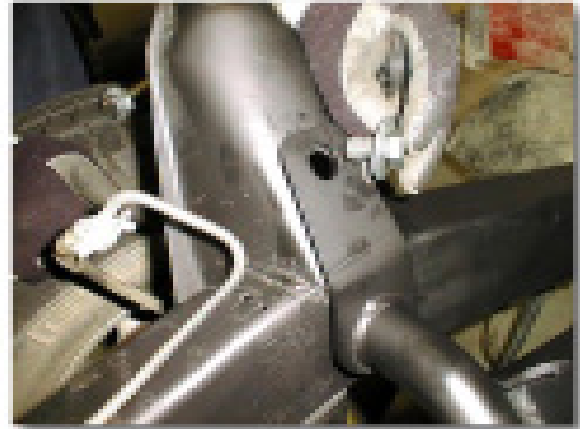
PAGE 2 OF 3

Page Rev. Date: 06-13-23

CHEVY V8 SADDLE MOUNT 1987-96 YJ WRANGLERS



Bolt comes in through opposite side.



The stock motor mounts need to be completely removed from the frame before installation of the new saddle mount. The saddle mount is designed to index into the stock frame holes.



The photos above illustrate the saddle mount positioned and installed.

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PAGE 3 OF 3

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CHEVY V8 SADDLE MOUNT 1987-96 YJ WRANGLERS



The LT1 engine can be used with the bolt in YJ mount 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.



The P/N 713087 mount is designed around a stock Jeep front axle. The photo above shows the mount with a Jeep that has a custom axle installed. The interference is due to the size of the axle housing and the lift that is installed. The axle is installed under the springs, a spring over on this axle would provide ample clearance for the mount. This is just an example of a potential interference problem.

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