

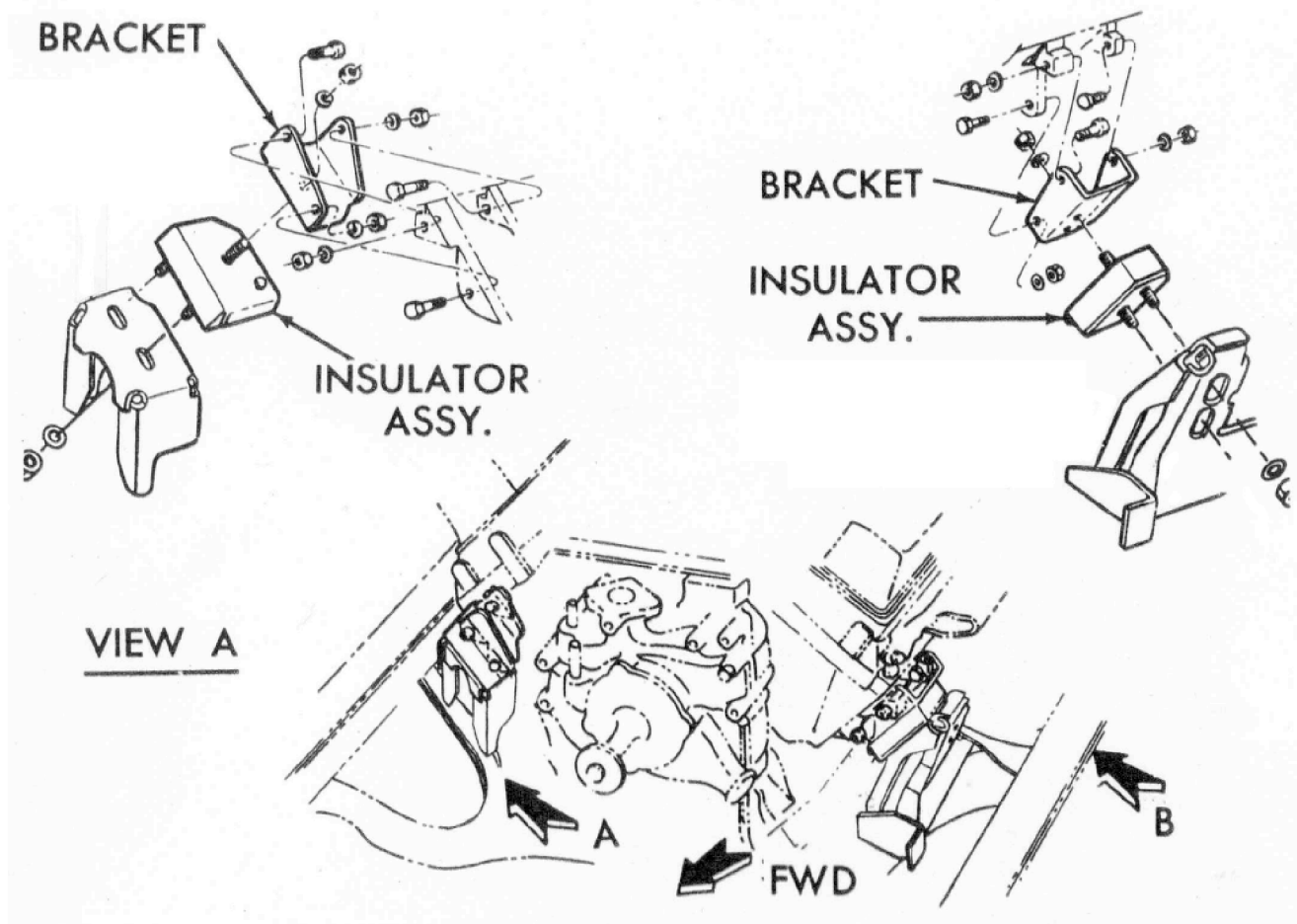
# INSTRUCTIONS

## '63-65 B-body B/RB Engine Mount Kit

**We strongly suggest that you purchase a Factory Service Manual for your car's year and model. This will be an invaluable tool for the success of your project.**

Adjustibility: 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 adjustibility 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 clearances and position. Adjustment can also be attained by pulling the motor mount assembly away from or pushing it toward the engine. You will notice approximately 1/4" movement. The tranny should be installed and loosely fastened to the crossmember, as this is the third mounting point and is critical to engine placement. All fasteners can be torqued to factory specs after the desired position is attained.

Note: Your brackets should be marked L (left) and R (right). If not, the left or driver's side bracket is the one with the greater offset.



TORQUE CHART	
Bracket to Engine	@ 55 ft. lbs.
Insulator to Bracket	@ 70 ft. lbs.
Insulator to Frame	@ 40 ft. lbs.



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## TECH TIPS FOR 62-65 B-BODY B/RB UPGRADES

- Since this is basically a direct factory-style swap, 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; the '63-65 B-body B/RB exhaust manifold will give you the best fit and least chance of clearance problems.
- Small block and big block B-body cars for these years have the same K-member, and both small block and big block mounting systems require the same insulators. The only change required to swap from small block to big block is a change to big block brackets.
- Due to the difference in location of the coil and distributor in A engine and B/RB engine models, your wiring will have to be fabricated (lengthened). Now is a great time to change to the MP electronic ignition system, if you haven't already done so.
- '62 models use the same brackets and insulators, but require an additional adapter bracket.
- The newer, or linkage, style 727 ('66 & up) transmission has a different mounting point as well as a different tranny mount. You will need a conversion transmission mount with the correct mounting points, or, you will have to modify your tranny cross member to accept the later style.
- The oil pan must be a low profile center sump style-standard on most passenger cars.
- Some models came with an 8 1/4 drop-out rear-end. This unit may not withstand a high performance application.
- In most cases, drive shaft fabrication will be necessary if the rear axle assembly style and/or the transmission model are changed. For example; going from the 904 to the 727 transmission will require shortening the drive shaft as well as a different yoke or using a conversion V-joint.
- 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 B-body model. For more efficient cooling we recommend a shroud and, if clearances allow, the Mopar Performance Viscous Fan package.
- An MP high flow motor home thermostat is recommended. They come in 160°/180° and 195° styles.
- The engine offset in the early B-body is 3" toward the passenger side (measured from the/center of the crank to the inner frame rails). This extreme offset may appear crooked, but it is correct.
- Note: Slant 6 to B/RB Conversion: Slant 6 models still require a K-member change to the V8 style. Although the 1966 and newer V8 K -member is a direct bolt on, it will position the engine too far back (toward the firewall), causing clearance problems. If you change K-members, keep to the '63-65 style.
- **Safety note: This conversion adds more power, and more weight to the front of your vehicle. You MUST upgrade your braking system for safe operation, and we recommend upgrading your torsion bars for better handling.**
- **In any high performance and/or racing situation, a torque strap is recommended.**

**OILPANS: There are a few 4 quart pans that fit, i.e.; the "971" pan as well as the original '62-65 B-Body B/RB. The 6 qt. oil pan that comes from Mopar Performance will not work in this swap. If you want an extra capacity pan we recommend the following:**

- Milodon 7 qt. low profile (#30930) with 1/2" pick up (#18355) or 3/8" pick up (#18325)
- Mopar Performance 8 qt. (#P5007816) with 1/2" pick up (#P5007818) or 3/8" "B" Pick up tube (#4529564)/"RB Pick up tube (#4529565)

Both pans require a notch in the k-member lip -see photo to right. For the Milodon pan, measure from the idler arm bracket inward -- make a mark at 2 3/4" and 5 3/4." Grind out a notch approximately 5/8" deep as shown. For the Mopar Performance pan, make your marks at 4" and 7" from the idler arm bracket and grind notch approximately 1/2" deep.

