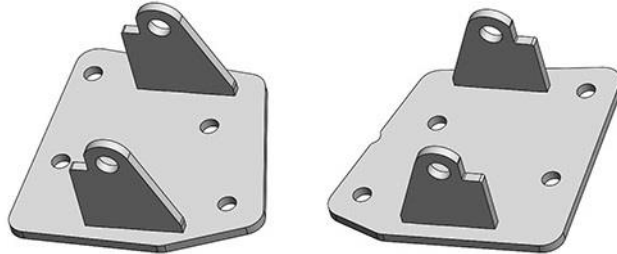




## 1982-1992 GM F-Body LS Swap Engine Mounting Brackets 71221003HKR

### Installation Instructions



Thank you for choosing to use HOOKER™ engine swap mounting brackets as part of your LS swap project. These mounting brackets are part of the most comprehensively engineered system of mounting components, headers and exhaust systems available for this application. Please read these instructions thoroughly before attempting installation.

### PRE-INSTALLATION CONSIDERATIONS:

Installation of these brackets requires the use of new stock OE 4<sup>th</sup>-gen F-body LS engine mounts (ex: GM 22179268 or Anchor 3064) or aftermarket polyurethane inserts (Prothane 7-512 or Energy Suspension 3-1151).

In addition, a pair of metric motor mount through-bolts and a pair of locking flange nuts will need to be sourced for connecting the Hooker engine brackets to the motor mounts. Specification requirements are 10.9 M12 x 1.75 x 140mm (Fastenal P/N 0122037 or equivalent) for the bolts and M12 x 1.75 class 8 (Fastenal P/N 11508236 or equivalent) for the nuts.

### COMPATIBILITY INFORMATION:

When used with the related Hooker™ **71222005HKR** transmission crossmember, these engine swap mounting brackets will replicate the factory engine/transmission inclination angle used in 1982-92 V8 GM F-body applications.

This engine swap mounting bracket kit requires the use of a Holley® **302-2** oil pan for installation and provides engine compatibility with all Holley and stock GM accessory drive systems (GM truck accessory drive system alternator will not clear the stock hood).

More LS engine performance components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers can be found at [www.holley.com](http://www.holley.com).

### BEFORE BEGINNING...

Check that the hardware package includes the following:

Qty.	Description
8	3/8 x 1" Bolts
8	M10 x 1.5 x 25mm Bolts
8	3/8 Nylon Lock Nuts

### INSTALLATION:

1. Detach the two stock brake line hold-down clips that are attached to the K-member directly behind the engine mounts.
2. Remove the factory engine mounts from the K-member and clean the bracket mounting surfaces.
3. Attach the Hooker engine mounting brackets to the K-member, as oriented in **Figure 1**, using the supplied 3/8" bolts/nuts.



**Figure 1**

4. Relocate the brake line clips to a suitable area on the K-member and reattach them by drilling new holes for the factory screws.
5. Install new OE rubber or aftermarket polyurethane mounts on the LS engine to be installed.
6. Install the engine/transmission assembly onto the Hooker engine brackets and couple the engine mounts to the engine brackets using the user-sourced metric cap screws and flanged locking nuts.
7. Raise the rear of the transmission as high as it will go and install the Hooker **71222005HKR** transmission crossmember per the instructions included with its packaging.
8. Your LS swap engine and transmission are now mounted and ready to be outfitted with headers and an exhaust system. Hooker 3<sup>rd</sup>-Gen LS swap headers and dual exhaust systems are specifically designed for use with these engine mounting brackets.

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In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

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