



## 1973-1998 GM K1500 (4WD) Stock-Mount LS and LT Engine Mounting Brackets BHS555 & BHS556



**BHS555**



**BHS556**

### Installation Instructions

Thank you for choosing to install Hooker Blackheart products on your 1973-1998 GM K1500 truck project. These engine mounting brackets have been designed for use with the 1973-87 and 1988-98 K-truck V8 engine mounts that were factory installed in these trucks. Use of these engine mounting brackets on 4.3L V6 equipped trucks will require the factory V6 frame side engine mounts and brackets to be removed and replaced with V8 engine mounts.

#### PRE-INSTALLATION CHECK:

Check that the hardware package includes the following:

BHS555 & BHS556	
Qty.	Description
8	M10 x 1.5 x 25mm Bolts

If any listed hardware is missing, please contact Technical Service at: 1-866-464-6553 or 270-781-9741.

- Required Hardware (not included):
  - Set of GM/Small Block Chevy Clamshell Engine Mounts (Upper and Lower) – Hooker BlackHeart # 71221004HKR or Stock
  - Set of GM/Small Block Chevy Polyurethane Engine Mount Inserts – Hooker BlackHeart # 71221014HKR (BLK) or # 71221015HKR (red) or Stock
  - Thru Mount Bolts and Lock Nuts to attach the clamshell to the poly/rubber insert

These brackets are designed to be used in conjunction with stock OE clamshell style engine mounts that will be retrofitted into the swap vehicle. The clamshell mounts and the long horizontally installed bolts used to secure them to the Hooker Blackheart brackets are not included with this kit and will need to be purchased separately. Hooker/Holley 71221004HKR clamshell mount cages and either 712210014HKR (black) or 71221015HKR (red) poly inserts are highly recommended for use with these engine mounting brackets. If out of stock, Anchor brand P/N 2292 stock rubber replacement clamshell mounts or equivalent are acceptable.

**IMPORTANT!** Position and support your vehicle on a suitable surface. **USE CAUTION AND WORK ONLY ON A LEVEL SURFACE USING JACKS AND JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.** Use of a two-post under arm lift or four-post drive-on lift will considerably reduce the time and effort required to complete the installation. **MAKE SURE LIFT LOCKS ARE ENGAGED BEFORE WORKING UNDER THE VEHICLE.**

#### INSTALLATION:

- Identify the left and right bracket assemblies. The LS left (driver's) side bracket has a semi-circle identification notch along the bottom edge of its base plate and the LT left (driver's) side bracket has two semi-circle identification notches along the bottom edge of its base plate. The right side (passenger's) LS and LT brackets have one (LS) or two (LT) "V" notches in similar locations.
- Determine if you are going to install the engine in the forward-biased or rear-biased position and identify the correct holes in each bracket.
- Using four of the supplied M10 bolts, attach the left side bracket to the engine at your chosen forward-biased, or rear-biased position. The identification notch/notches will be oriented towards the bottom of the engine when the bracket is correctly installed.

- Using the remaining supplied M10 bolts, attach the right-side bracket to the engine in the same forward/rear biased position that you installed the left side bracket at.
- Install the engine into the vehicle and onto the engine mounts. Connect the engine mounting brackets to the mounts with user-supplied bolts and nuts. The factory SB Chevy V8 mount coupler bolts and nuts may be reused for this purpose.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to: [www.holley.com](http://www.holley.com)

## **COMPATIBILITY INFORMATION:**

These engine mounting brackets permit the engine to be mounted in two discrete fore-aft positions. Using the rear mounting position for LS applications will place the engine/transmission mating plane in the stock SB Chevy fore-aft location to allow the mounting position of any factory installed transmission, transfer case and driveshafts to remain unchanged. An LS-spec 4L60/4L65/4L70, or a 6L80 automatic transmission can also be installed at this mounting position, while allowing the factory mounting position of the transfer case and driveshafts to remain unchanged. Use GM transfer case adapter number 15724744 for 4L60/4L65/4L70 installations and adapter number 24241166 for 6L80 installations.

Using the forward mounting position on 1988-98 LS applications will provide for the installation of a 4L80 or 6L90 automatic transmission in front of the stock transfer case, while leaving the stock mounting position of it and the driveshafts unchanged. Use GM transfer case adapter number 15724745 for 4L80 installations and adapter number 84203236 for 6L90 installations.

Using the rear mounting position on 1973-87 LT applications is highly problematic due to interference between the firewall and the right-side cylinder head valve cover. If you are intent on installing an LT engine at this position, notching/hammering of the firewall will be necessary.

Using the rear mounting position on 1988-98 LT applications, places the engine/transmission mating plane in the stock SB Chevy fore/aft location for compatibility with GM legacy automatic (700R4/4L60, TH350 or 3L80/TH400), or 6L80 automatic transmissions. Be aware that this mounting position may not allow the stock plastic cover of the right-side valve cover to clear the firewall without the plastic cover being modified.

Using the forward mounting position on 1973-87 LT applications will provide OE-like clearance between the firewall and the right-side cylinder head valve cover also and permit installation of late-model GM automatics without moving the OE transfer case or driveshafts.

Using the forward mounting position on 1988-98 LT applications will provide optimized geometry for installing a 4L80 or 6L90 automatic transmission while leaving the mounting position of the stock transfer case and driveshafts unchanged. Use GM transfer case adapter number 15724745 for 4L80 installations and adapter number 84203236 for 6L90 installations. If a GM legacy automatic (700R4/4L60, TH350 or 3L80/TH400), or 6L80 automatic transmission is desired to be used at this mounting position, the stock transfer case will need to be relocated forward in the chassis and the driveshaft lengths will need to be modified.

All above mentioned transmissions are installed using the stock transmission crossmembers and 1985-up K-truck transmission mount. Some transmissions may require the crossmember to be relocated fore/aft on the frame, depending on the engine mounting position chosen for use.

If needed, additional compatible LS engine swap components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings, valve covers, and accessory drive brackets can be found at [www.holley.com](http://www.holley.com).

## **LIMITATION OF LIABILITY – DISCLAIMER:**

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOOKER™ makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

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.

### **THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

**Technical Service: 1-866-464-6553**

**Phone: 1-270-781-9741**

**For online help, please refer to the Tech Service section of our website: [www.holley.com](http://www.holley.com)**

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