



EM008 FORD WINDSOR OR CLEVELAND V8 INTO XK, XL, XP, XM
FALCON INFORMATION

2 x Engine mounts -EM008
2 x Radiator support brackets -EM008A
1 x Engine tie bar -EM008C
1 x Gearbox crossmember – EM008E
4 x 3/8" x 3 1/2" UNC bolts
6 x 3/8" x 4 1/2" UNC bolts
10 x 3/8" UNC Nyloc nuts
20 x 3/8" flat washers

To fit a V8 you need to use a Windsor motor, it can be any model from 260 to 302 cubic inch. The Cleveland motors will not fit because of the width at the suspension towers.
A 351 Windsor could be used but totally custom exhaust pipes will be needed.

The CRS basic kit contains engine mounts, radiator mounts, tie bar and rear crossmember.
The radiator used is from a XT, XR, XW OR XY.
The engine mounts accept the standard Ford rubbers.
The tie bar comes with bolts and is designed so that jack stands can be safely used to support the car.

The transmission crossmember will take all Ford autos and manuals, most autos will clear the floor is using a small diameter bell housing.
If running the larger bell housing (auto or manual) the floor will need to be reworked.

The gearbox crossmember has the hand brake mount on it.
XK- XL crossmembers are very wide and you must state the transmission used.

The XP-XM models have a different floor pan, two holes must be drilled to work with the two existing holes already there.

The existing Ford exhaust manifolds will fit or you can get after market pipes to suit.

No steering modifications are needed to bolt the motor in, no sump modifications are needed **(Don't use a Bronco sump)**.

A rack and pinion kit is available, which again clears the sump, the column would be up to the fitter.
It is a non-power rack and pinion assembly.

To fit it the motor must run a left hand starter motor such as later model Ford V8s use.

A left hand starter kit is available to suit autos with small diameter flexplates , autos with larger diameter flexplates and manuals with large diameter flywheels.

CRS make many different manual bellhousing combinations.

A small diameter manual transmission bellhousing is available with a left hand starter but uses a cable operated clutch which would have to be adapted into your pedals , based on Ford EA onwards

The following information is a Basic how to guide.

EM08 KIT –

With the original six-cylinder mounts & factory tie bar (if fitted) removed from the car.

Fit the new supplied EM08 Engine mounts using the original 3 bolt mounting holes in the shocker tower.

Please note the engine mounts are not the same for both sides as they need to point to the front of the car. See attached photos.

The new Tie Bar can now be fitted to the rear side of the shocker tower picking up the same bolts used in the engine mounts.

Engine mount rubbers can now be fitted.

If you intend to use the supplied radiator brackets you will notice the passenger side one has a laser cut section to allow the use of the factory radiator support panel to be retained.

These brackets will allow the use of a XR, XT, XW, XY radiator to be fitted.

With the XM-XP models the gearbox crossmember will pick up two factory bolt holes, we have added extra bolt holes in to our crossmembers for extra strength, and will need the holes drilled in the crossmember brace of the car.

XK-L crossmembers pick up the factory bolt holes.





RIGHT HAND SIDE ENGINE MOUNT

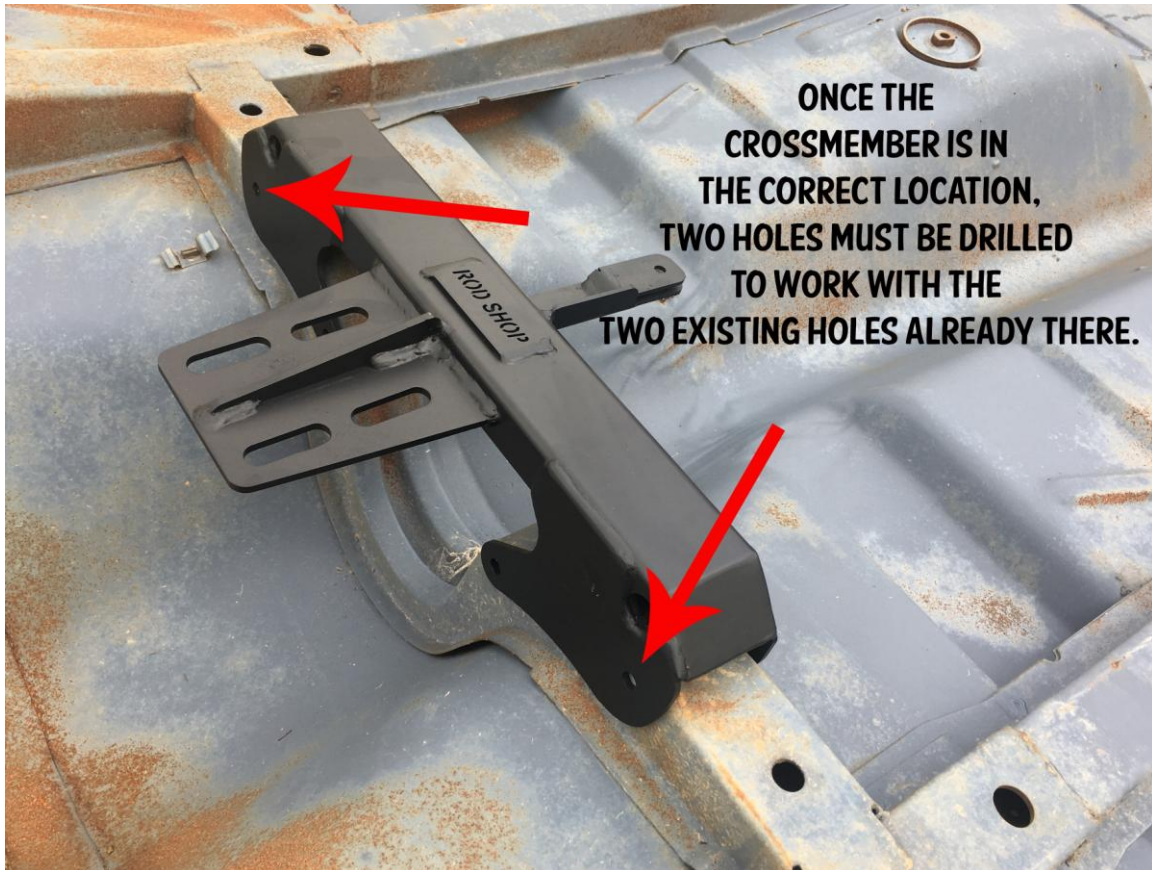


LEFT HAND SIDE ENGINE MOUNT





XM-XP CROSSMEMBER



A TUNNEL MODIFICATION MAYBE REQUIRED TO ALLOW THE CORRECT DRIVELINE ANGLE. THE STRENGTHENING BRACE MAY NEED SOME SLIGHT MODIFICATIONS OR MAJOR WORK TO GET THIS ANGLE CORRECT



This modification may also need to be done with a XK-XL body, Depending on the gearbox. The XK-L crossmember pics up the original holes in the rails.