

Castlemaine ROD SHOP

EM31.DOC

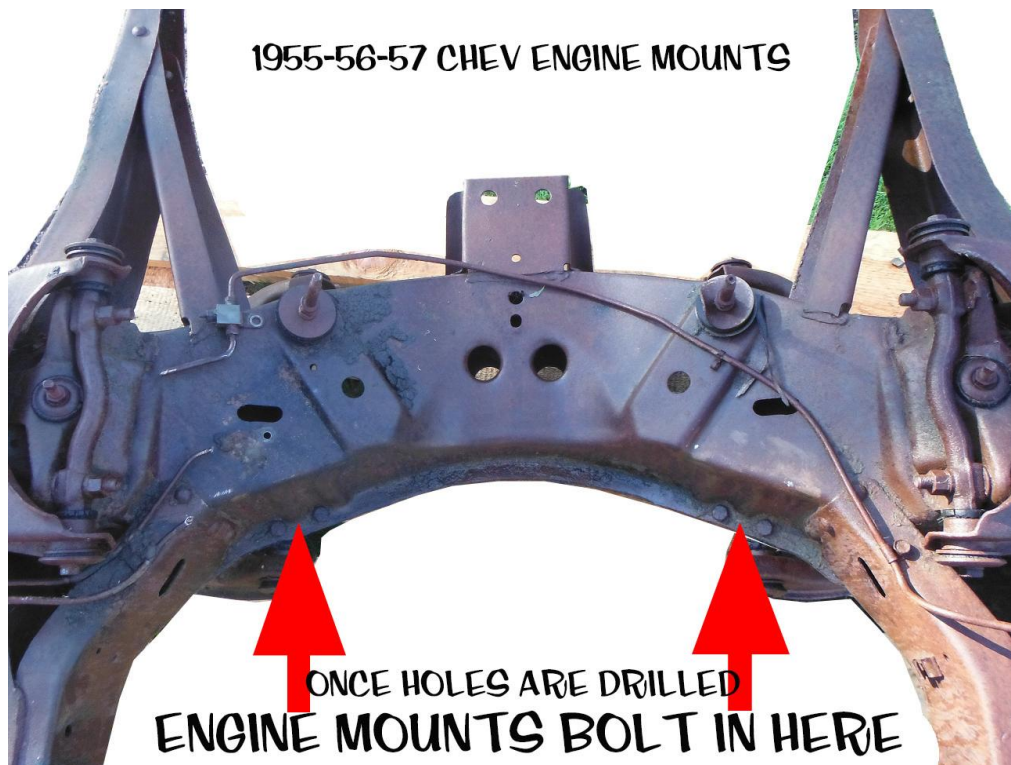
BIG & SMALL BLOCK CHEV V8'S TO 1955-56-57 CHEV.

Basic fitting instructions for the installation of big and small block Chev V8 motors into 1955-56-57 Chev's using the Castlemaine Rod Shop kit.

Our kit is designed to locate the small block motor in the position originally fitted at the factory. The two cast alloy mounts are marked "drivers side" and "passenger side" and are used in conjunction with the standard Chev engine rubbers as found in HK-T-G Holdens or our replacement chev HP Mounts (part number "EM02HP")

The mounts are designed to fit the shape of the front crossmember, In some cases we have found the mounts may need to be filed.

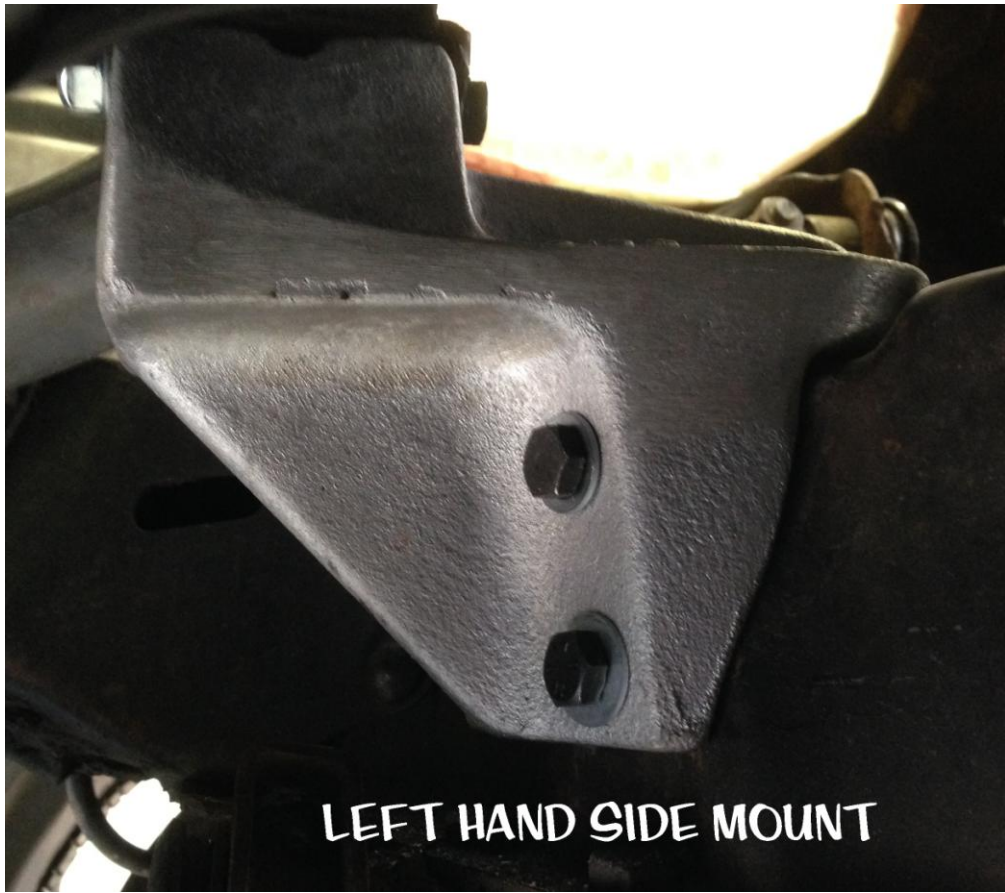
FITTING INSTRUCTIONS:



Clean area, sit mount in position and mark holes with scribe, centre punch and drill.
Bolt in using high tensile bolts and nylox nuts.

The fitting of a big block is done the same way, but the mounts are different, as the motor must come forward to clear the firewall.





LEFT HAND SIDE MOUNT



LEFT HAND SIDE MOUNT

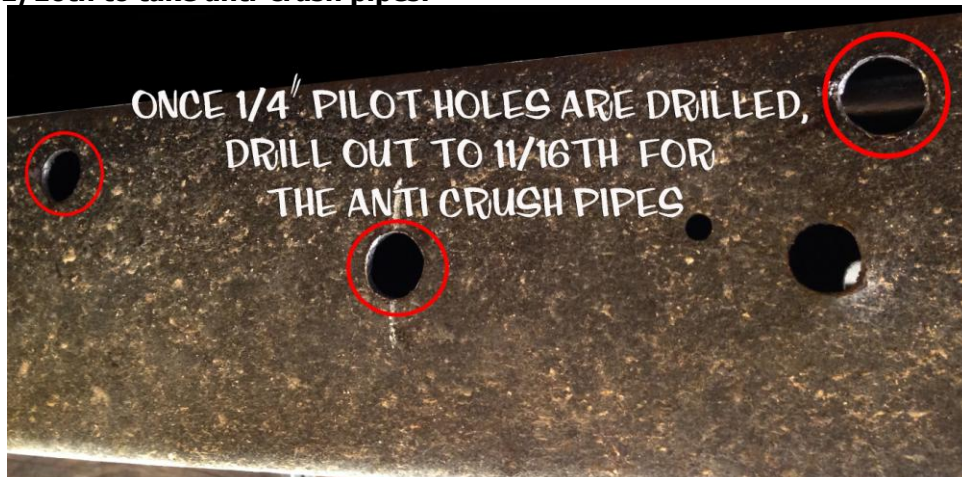
Our gearbox crossmember is designed to be easily removed and if changed later for a different type of transmission we can supply the centre section only, as the jiggging system is derived from the same two mounting brackets. With the motor and transmission bolted together and sitting on the engine mounts you can position the two side mounting brackets by bolting the crossmember to the rubber mount and adjusting it to half way along elongated holes.



Sit side brackets on chassis rails and bolt to crossmember. Check that everything is square. Mark holes and centre punch. Mark both sides of chassis.



Remove transmission, drill 1/4" pilot holes. Use right angle drill if experiencing difficulty with clearance. Drill holes out to 11/16th to take anti-crush pipes.





**BOLTS AND CRUSH TUBES ON THE BRACKET
INSERT INTO DRILLED PILOT HOLES**

Tig weld these tubes to the chassis on both sides (Welding tubes is optional). Use supplied bolts, nuts and washers.



The fitting of the rear shocker mounting bracket is done using the same procedure. Use original shocker mounting holes as a guide to line up new unit.