



PART# 9926 & 9906 MOTOR MOUNT BRACKETS (9906 WITH PADS)

CHEVY SMALL BLOCK V8 ENGINE INTO A TWO-WHEEL DRIVE 1982-2004 CHEVY S-10 OR GMC S-15 USING A TH350 OR 700R4 AUTOMATIC TRANSMISSION

THIS KIT INCLUDES:

Qty.	Part No.	Description
1	9926	Pair of Engine Mount Brackets
6	HDW366	3/8 - 16 x 1" Grade 8 Hex Head Bolts
6	HDW321	3/8" Lock Washers
2	HDW969	7/16" - 14 x 5" Grade 8 Hex Bolts
2	HDW421	7/16" Flat Washers
2	HDW422	7/16" Lock Washers
2	HDW053	7/16" - 14 Lock Nuts
2	4217	Mount Pads (9906 Only)

INSTALLATION INSTRUCTIONS

The Trans-Dapt Performance engine mount brackets #9926-R and #9926-L bolt over the 2.8 liter V6 engine rubber mount pads. (For best results and fit use Trans-Dapt Performance Heavy Duty motor mount pads Part No. 4217.) Do not install the brackets directly to the engine. First, install them over the V6 pads using the special 7/16-14 X 5" hex head bolts, washers and lock nuts. The bolts go through the stock rubber pads, and into the welded Trans-Dapt Performance mount brackets. Once the mount brackets are in position, the engine can then be positioned into the chassis for final assembly. **NOTE: You may need to grind the small metal tabs, located on both sides of your stock 2.8 liter V6 rubber mount pads, to fit the Trans-Dapt Performance mount brackets.**

The engine mount brackets have two different engine position locations. The Trans-Dapt Performance brackets have two hole locations for the special 7/16" bolt. The oblong hole will position the engine approximately 1" higher than the round hole. *The height will make a significant difference in your exhaust system requirements and engine choice.* Trial fit the engine mounts to determine your best choice. We recommend using the upper location whenever possible. If you choose the lower position, the engine mounts will need to be modified for additional clearance and the oblong hole will need to be removed. Whether you choose either the upper or lower position, firewall modifications will be necessary.

THE UPPER ENGINE POSITION REQUIRES (Oblong Hole)

Only use Hedman Hedder Part No. 69520-painted, 69526 HTC coated, or 69528 Elite Heavy Duty (not smog legal). -Modification to the firewall

THE LOWER ENGINE POSITION REQUIRES (Round Hole)

-Stock exhaust manifolds from a 1982-92, low performance V8 Camaro or Firebird. The driver's side manifold must be surfaced about 1/8" for steering box clearance. To use these manifolds, your engine must be equipped with 1978 or newer cylinder heads, and the engine must have the dipstick on the passenger side (1980 and newer blocks).

-Modification to the firewall.

-Modification for starter motor clearance over the engine support.

-Modification to the engine mount brackets for the removal of the upper hole.

-Hedman Heddors are not available.

AUTOMATIC TRANSMISSION

When using a TH350 transmission, we recommend the use of a large diameter, 168 tooth flex-plate. Make sure the flex-plate you select is balanced for the engine you are using. The original transmission cross member will, with slight modifications, fit the TH350 rubber pad. We recommend using a transmission with a 9" tailhousing so that no drive shaft modifications will be necessary. The ears at the bottom of the TH350 bellhousing area of the transmission casting, where it meets the engine, must be trimmed off for clearance. If your truck came with an automatic transmission, you can retain your stock shifter with minor modification. If you are replacing a TH200-C transmission, your truck is already equipped with the correct shift indicator. If you are replacing a TH200-R transmission, you need to install a GM part no. 25053892 shift indicator. If you are replacing a manual transmission, a new automatic floor shifter is required. We recommend B&M Sportshifter #715680 for trucks without a console.

STOCK EXHAUST MANIFOLDS

To remain smog legal, you should consider the use of stock exhaust manifolds. The only legal manifolds are those used on low performance V8's in 1982-92 Camaros and Firebirds. To use these manifolds, your engine must be equipped with cylinder heads that were used on 1978 and newer engines. These heads have provisions for mounting newer exhaust manifolds. These exhaust manifolds have an extra tapped hole at the rear on the passenger side. Without the proper heads, you cannot use these exhaust manifolds. When using these exhaust manifolds, the oil dipstick must be on the passenger side of the engine (1980 and newer engine blocks) or you will experience major interference problems with the dipstick tube.

The correct passenger side manifold exits very close to the back of the engine, and will have a 2" diameter outlet with the stud bolts already in position. The clearance between this manifold and the steering shaft is so critical that you will need to surface the flange area of the manifold approximately 1/8" for clearance.

High performance exhaust manifolds from a 1982-92 Camaro/Firebird, which have 2 - 1/4" diameter outlets, cannot be used on this application. You will have severe interference problems with both the frame rails and firewall.

WATER PUMP AND THERMOSTAT HOUSING

If you use the long style water pump on 1978 and newer engines, you will have an easier time finding the necessary brackets required for mounting the engine accessories. If your truck was originally equipped with air conditioning it will require the use of the long water pump. The short version water pump can be substituted to provide added clearance for a conventional fan. Bracket modifications will be required, however, install to the power steering and alternator. Also, air conditioning cannot be used. The thermostat housing should be from a 1991 Caprice or a 1977 Monza V8. This design allows the radiator inlet housing to be angled toward the firewall for a better hose connection to the radiator. If you are using a T.P.I. fuel injection system, the long T.P.I. water neck housing cannot be used, and must be replaced with an Everco No. W2488.

ALTERNATOR

Your stock V6 alternator can be used by switching the pulley to one used on a V8 alternator. The correct V8 alternator front bracket (GM #14015533), adjuster (GM#14081227), and spacer (GM #6262934) must also be used. If you are replacing a 4 cylinder engine, we recommend purchasing a new V8 alternator to provide the correct amperage.

POWER STEERING

It is best to substitute a V8 power steering pump in place of the V6 pump. Although they both have the same capacity, the V8 pump will permit the use of stock GM mounting brackets. Use power steering pump brackets from 1981-84 GM full size "C" series pickups. In addition to the bracketry, you will need to purchase the correct V8 pulley for proper belt alignment. This pulley will have single or double grooves depending on if you have air conditioning. Also, you must pick a power steering pump installation that is compatible with your engine. Some brackets require tapped holes in the heads and exclusive use of the

long style water pump. Others may have alternate mounting positions.

You may be able to reuse the original V6 power steering high pressure line depending on the model of your new V8 power steering pump. However, you may need to use the V8 high pressure line, since the V8 uses a larger fitting for connecting the pump. The low pressure return line normally requires lengthening, and possible rerouting, to allow for proper clearance around belts and pulleys.

AIR CONDITIONING

Your S-10 is equipped with an R4 radial compressor, which has been used since 1973 on many Chevy V8 engines. Therefore, bracketry for your new V8 engine should be easy to find. Due to the new location, you will need to modify the wiring harness and lengthen your hoses for the V8 engine. Vehicles using air conditioning should be equipped with a minimum 4 core radiator.

GAUGES

When installing the V8 engine you must use the stock V8 sending units. These units will be compatible with your stock S-10 gauges. If your truck is equipped with a factory tachometer, you will need to have it recalibrated for use with the V8 engine.

STARTER MOTOR

If you are replacing a 4 cylinder, you must purchase a new Chevy V8 metric starter, 1982 or newer. It is also a good idea to replace the V6 starter with one from a V8, as it is much more durable and will provide longer service for your engine conversion. Some starters have a larger body diameter that will require the engine to be lifted for installation. These starters are generally the ones used with the larger diameter 168 tooth flywheel. A good starter choice is a Delco #93973 from a 1988-89 S10 with a 4.3L V6. It works with the 14", 168 tooth flywheel with no clearance problems, and is very durable.

FUEL PUMP

When installing a V8 into your S10, it is much easier to use an electric fuel pump than it is to try fitting a mechanical pump into an area that would require frame modifications. Aftermarket electric fuel pumps are readily available, and will have a PSI rating of 5 to 7 pounds. If your truck was originally equipped with electronic fuel injection, your vehicle will be equipped with a high pressure fuel pump mounted in the gas tank. *These pumps are not compatible with a carbureted engine.* The pump must be removed and regulated to a pressure of 5 to 7 pounds. We recommend a Trans-Dapt Performance fuel regulator Part No. 2329 for these applications. If a Chevy V8 TPI engine is used, it will require a high pressure fuel pump, along with the appropriate return line. The fuel supply line should be 3/8" in diameter, the return line should be 5/16" in diameter. If a charcoal canister is being used, then a 1/4" line is also required. Make sure all fuel lines are properly secured to the frame using rubber cushioning.

FAN

On most installations, you cannot retain the stock conventional fan without major modifications. We recommend using two remote 10" or 12" diameter electric fans on the front side of the radiator. We recommend Flex-A-Lite Model 20, but it will require special mounting brackets and slight trimming in order to fit.

IGNITION SYSTEM

If you are using a V8 that has an HEI distributor, the stock S10 wiring will plug right into the distributor. If you are using a point type distributor, you must buy a new coil and resistor rewiring of the ignition system will be required.

If you are using a TPI V8 engine that requires a computer control wire harness, you will have to modify the factory wiring harness.

TRANSMISSION COLUMN SHIFTER

In order to retain the original automatic transmission column shifter, you will need to make some slight modifications to the control lever. The lever will need to be set back closer to the firewall, and the linkage will need to be adjusted accordingly.

STEERING COLUMN SHAFT

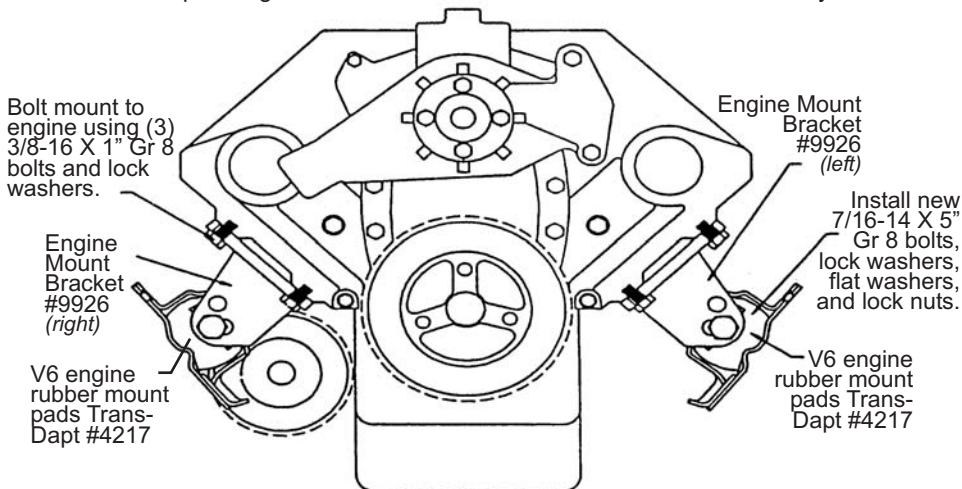
The plastic shield that is installed over the flex coupler of the steering drive shaft will need to be shortened for clearance around the new V8 exhaust system. On 1982-85 trucks that have severe steering drive shaft clearance problems, you will need to relocate the steering column mount prior to the engine installation. This modification will move the mounting holes on the firewall so that the column will enter into the engine compartment 3/4" further outward than the original location. This modification will eliminate the need for any special modifications to the driver's side manifold. The plastic shroud over the steering driveshaft can also remain unchanged.

ENGINE MOUNTS

These Trans-Dapt Performance engine mount brackets are designed to be used with the original 2.8L V6 rubber engine supports or Trans-Dapt Performance Heavy Duty motor mount pads Part No. 4217 (Included in Part No. 9906). The original 2.8L V6 motor mount pads that are bolted to the chassis must remain in their original position for use with the new V8 engine. If your truck was originally equipped with a 4 cylinder engine, you must purchase the 2.8L V8 Trans-Dapt Performance Heavy Duty motor mount pads part no. 4217 and install them to the proper location on the chassis. On 1985-93 trucks you will have tapped holes that will make the installation easier. On vehicles that do not have tapped holes, the motor mount pads will have to be installed from the bottom side of the chassis. This will require disassembly of the "A" arm assembly and will take approximately 6 hours. An alternative is to cut a small access hole on the back side of the crossmember to provide clearance for both the wrench and nut, allowing you to secure the mounts in the proper location.

FIREWALL

The S10 firewall and floor pan area is very narrow and in most cases, will need some modifications. A 3 pound sledge hammer will provide adequate leverage to create the required clearance. The body seam between the floor pan and firewall is the biggest clearance problem. Remedy this issue by bending the seam over. In some cases, additional clearance may be needed near the bottom corners where the firewall and floor pan meet. However, if you modify your transmission, these firewall modifications can be minimized. A body lift kit will provide additional clearance between the transmission and floorboard area. If a large HEI distributor is used, you may need to recess your firewall by 1/2" to allow for clearance. Stock cast iron exhaust manifolds will require additional firewall clearance on the passenger side and on the driver's side near the throttle entry area.



Special Note: The components packaged in this kit have been assembled and machined for a specific type of conversion. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Trans-Dapt Performance components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.