

**" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.**

**ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED**

**IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "**

## 1955-57 SMALL BLOCK SIDE ENGINE MOUNTS



Side mounting a small block in your classic has several advantages. Side mounting vs. front mounting cleans up the front of the engine and allows you more freedom with pulley and bracket systems. In addition, the original rear engine mounting brackets on the frame may be removed to gain ground clearance for headers and exhaust systems. The only additional driveline support needed is a rear transmission crossmember. Mid-mounts are not necessary when using side mounts on the engine. There are several types of engine side mount kits on the market; some are bolt-on and some are weld-on. Most mount to the inner frame just in front of the upper control arm. The problem is this part of the frame often has poor tolerances and the brackets may not fit well.

In addition, two different bracket kits were required; one for one-piece frames and another for two-piece frames. We have a simple bolt-in solution for this problem. Our #18-02 side mount kit bolts to the original front engine crossmember. This means they will fit both 1 and 2-piece frames exactly the same way. This kit only works with 1958-later small blocks mounted in a 1955-57.

### Parts Needed:

- 18-02 Small Block Side Engine Mounting Kit
- 19-153 Tubular Rear Transmission Crossmember Kit Except Convertible
- 19-160 Convertible Tubular Rear TH 350/400 Transmission Crossmember Kit
- 19-158 Convertible Tubular Rear TH 700R4 Transmission Crossmember Kit

### Tools Needed:

- 1/2" Wrench
- 9/16" Wrench
- 5/8" Wrench
- Electric drill
- 3/8" Drill bit
- 5/16" Drill bit

### Time Frame:

8 Hours





**Photo #1:** This shows the stock front motor mounts for a small block engine. Notice the studs are in the rear holes of the engine crossmember. The front holes are for mounting a 6-cylinder engine.



**Photo 2a**

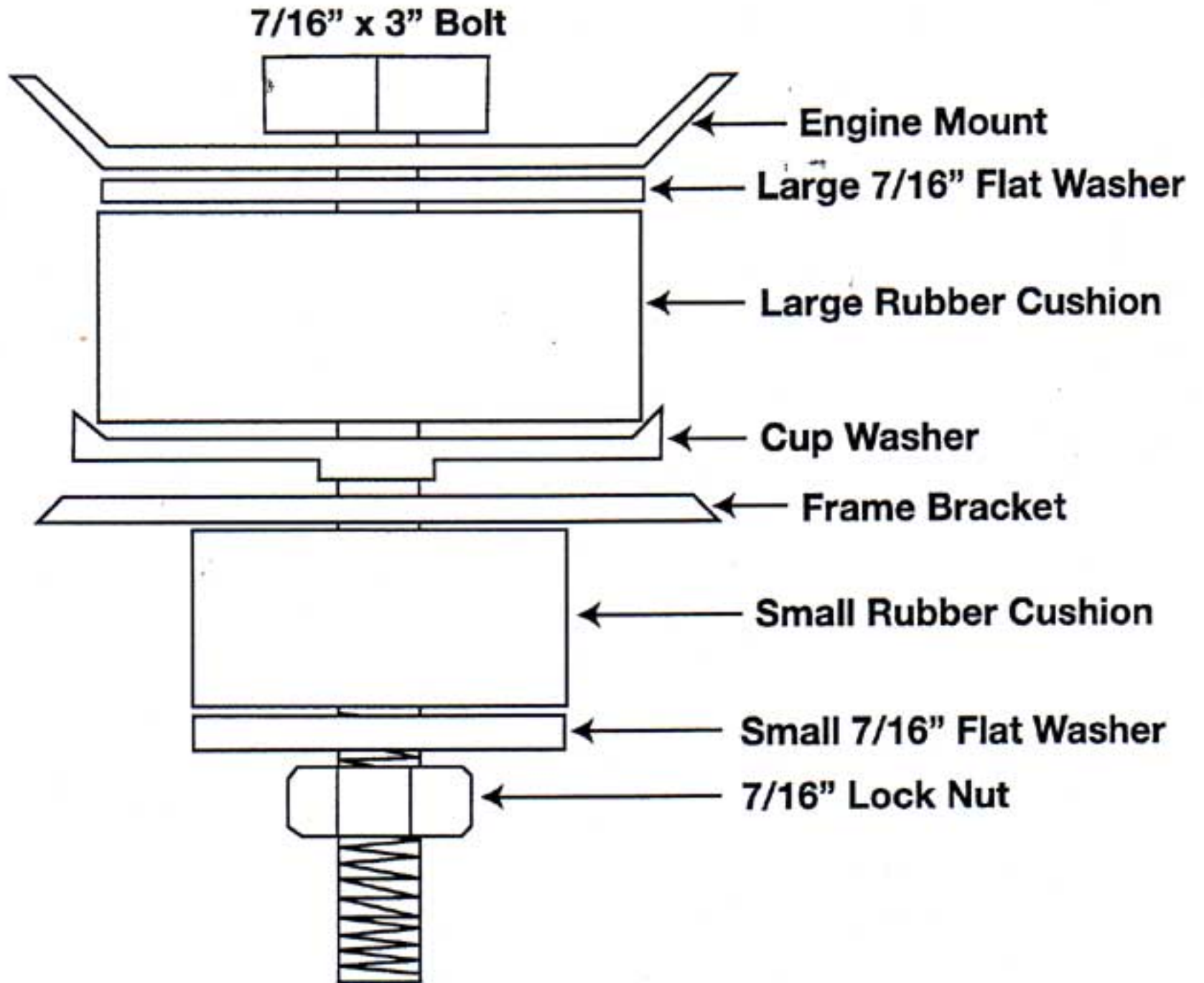


**Photo 2b**

**Photo #2a & 2b:** The upper bracket for the side engine mount bolts to the side of the engine with three 3/8" X 1" bolts and lock washers supplied with the mounting kit.



# Assembly Diagram







**Photo #3:** The lower bracket bolts to the top and rear of the original front engine crossmember. The bracket is designed to be bolted in, but may be welded in if you wish.



**Photo #4a & 4b:** The side engine mount kit uses a doughnut-style rubber mount. The lower bracket is mounted 90-degrees from the upper engine side mount bracket. The larger doughnut mount fits between the upper and lower bracket and has a steel collared washer that fits on the lower bracket. The small rubber mount fits on the bottom of the lower bracket to completely insulate the engine and any vibrations from the frame.



**Photo #5a & 5b:** Bolt the upper and lower bracket together using the 7/16" X 2-1/2" bolts and lock



nuts. Mark the frame where the four 3/8" holes will need to be drilled.

**Photo 5b**





**Photo 6a**



**Photo 6b**

**Photo #6a & 6b:** Once the holes are drilled, bolt the lower bracket in place using the 3/8" X 1" bolts, lock washers and nuts. These brackets mount the engine in exactly the same place as the original mounts, so you will have no clearance issues with oil pan, steering linkage and exhaust.



**Photo #7:** Note the lower bracket on the passenger side has plenty of clearance for a mechanical fuel pump.

With the engine side mounted, you may now install the proper rear transmission crossmember and your installation is complete! Refer to The Tech Book #17-150 for transmission installation instructions. Good luck! 