Installation Instructions

Safety First

- Either 2 post or 4 post commercial automotive hydraulic lifts are recommended for under-the-car installations.
- If using jack stands to support vehicle confirm they are rated for your car's total weight load.
- Always support your vehicle with reliable jack stands certified to hold the weight.
- Eye Protection is recommended to prevent debris like rust, dirt, grease, and oil from getting into your eyes.

Installation Steps

1. Loosen and remove bolts from the transmission mount. Note that some are equipped with one, while others use two.
2. Support the transmission with a floor jack and/or jack stands, then remove transmission mount. Do not support under transmission oil pan because internal oil pickup and oil screen will be damaged.
3. After the old mount has been removed, install a new Polyurethane 3-hole style transmission-mount.
4. Remove any speedometer cables or emergency brake cables and brackets from old crossmember.
5. Remove the old crossmember—carefully support the transmission with a jack or jack stands.
6. Discard any OEM rubber isolators used on the old crossmember, if equipped. They will not be reused.
7. Clean and remove any rust, dirt, grease, or other debris from the crossmember mounting areas. The new crossmember should be installed on clean, smooth, flat areas on frame.
8. Some crossmembers will include new installation hardware. If provided, please use this hardware.
9. Crossmembers equipped with 3/8" bolts need the existing holes drilled out to 1/2" for the new 7/16" bolts provided. If new hardware was not provided we recommend using new Grade #8 high-strength fasteners for the install.
10. Install new crossmember securing all fasteners and reattaching any cables previously removed.
11. A new Polyurethane 3-hole style transmission-mount. is recommended to attach transmission to the new crossmember. Attach it and secure tightly to new crossmember center section.
12. Installation Now Complete—lower the car back down to the ground and take a test drive.

Important Tips

- For GM 1978-1983 G-Bodies installing a TH400, T56 or 4L80E transmission you will need a Frame Extension Kit, FE-100. A frame extension is included with crossmember that have part numbers ending in "K" such as RCG-400KNG-BLK, RCG-400K, RCG-4L80K, or RCG-T56K.

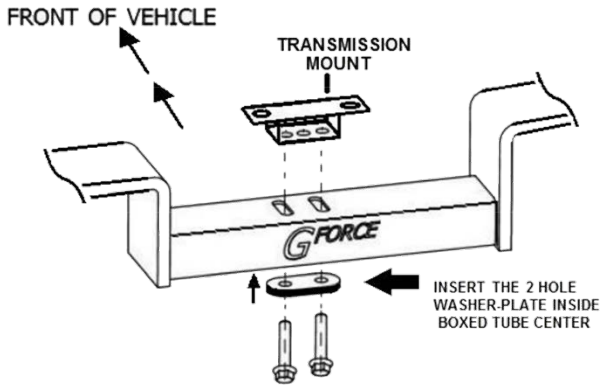
- If some minor contact happens between a floor pan and a new crossmember, this is mostly due to older body bushings settling and deteriorating resulting in your car's body now being closer to its frame. You can replace bushings or use a floor jack and a small piece of plywood as cushion to raise-up your floor pans a little. This will create some clearance. This technique also works for bowed or sagging floor pans as well. Although this not usually a big problem, it does happen on some older cars and can be easily fixed this way.

Important Tips continued

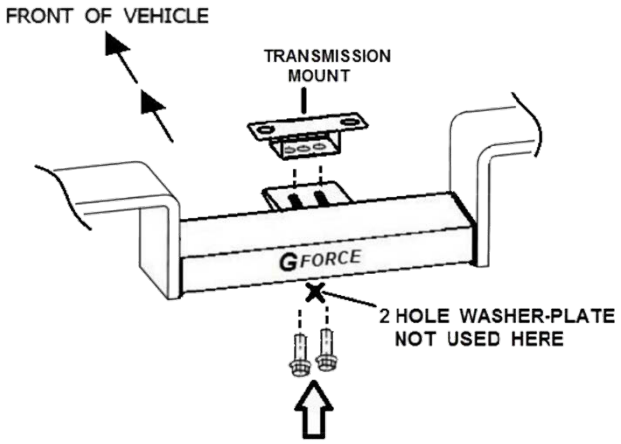
- The two GM 1984-1988 G-Body crossmembers for a TH350 and 700R4 transmission will use the front set of crossmember mounting holes on the driver side frame rail.
- For GM G-Body cars the larger exhaust hump is positioned on the Passenger side of the car.
- You can use any GM center style transmission mount, but not a GM off-set style transmission mount. The off-set mount will not fit
- Many crossmembers utilize the early GM double stud transmission mount for increased strength. Should your vehicle be equipped with a single centered stud mount you will need to replace it with a double stud mount type.
- Any newer transmission mount that features the new 3-hole design will use the 2 outside bolt holes.

Remember— Install the new transmission mount onto the transmission first, then attach to crossmember center section. GM crossmembers have three different types of mounting center sections, as shown below.

1. The Slotted Boxed Tube center section and the special round 2-hole reinforcement washer-plate installs inside the crossmember center tube. The transmission mount bolts install up through the reinforcement washer-plate, then through crossmember center tube, and are tightened in mount.



2. The welded-on side tab center section, 2-hole washer plate is not used.



3. The flat side plate center section also does not use the 2-hole washer plate.