



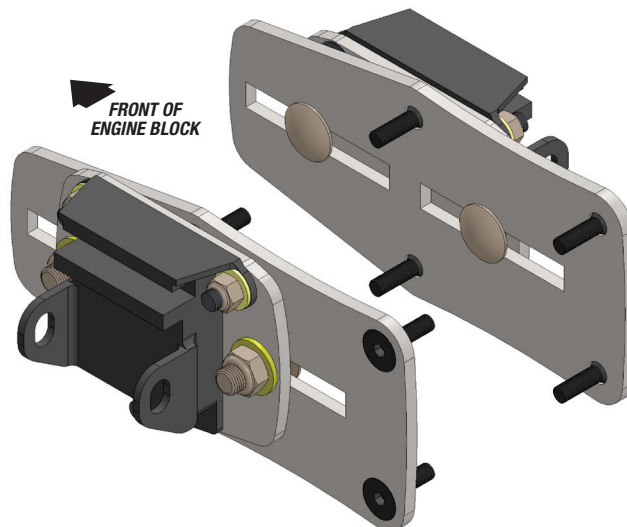
Steering, Brake & Suspension Specialists

#LS1-KU - Installation Instructions

for Adjustable LS Engine Adapter Brackets

Parts List:

2 ea	Engine Bracket
2 ea	Mount Bracket
4 ea	1/2 Carriage Bolt
4 ea	1/2 Lock Nut
4 ea	1/2 Flat Washer
6 ea	3/8 Counter Sink Bolt
6 ea	3/8 Lock Nut
6 ea	3/8 Flat Washer
8 ea	10mm Counter Sink Screw



Notes:

Due to variations between different manufacturers engine mounts, some modifications may be necessary:

If the bump on the back side of the mount interferes with the adapter, you may need to remove a portion of the bump; a grinder works well for this.

Instructions:

1. Insert 3 of the 3/8" counter sink bolts into each of the mount brackets. The bolts will go into the 3 counter sink holes in each bracket. The head of the bolts will be flush with the face of the bracket. Refer to the illustration as needed.
2. Attach the 3 bolt mount to the mount bracket with the 3 counter sink bolts, 3 of the 3/8" flat washers, and 3 lock nuts.
3. Temporarily attach the carriage bolts to the engine brackets. The heads of the carriage bolts will be opposite of the counter sink holes on the bracket.
4. Using 4 of the 10mm counter sink screws attach the engine brackets to the engine block.
5. Attach the mount brackets to the engine brackets. Use the carriage bolts, 1/2 flat washers, and 1/2 lock nuts.
6. Tighten the carriage bolts after the mounts are adjusted into position.

Gen III vs. Gen IV

Despite some significant differences between Gen III and Gen IV cylinder blocks, all LS engines share common traits that include:

- 4.40-inch bore centers (like the original small-block)
- Six-bolt, cross-bolted main bearing caps
- Center main thrust bearing
- 9.24-inch deck height
- Four-bolt-per-cylinder head bolt pattern
- 0.842-inch lifter bores
- Distributorless, coil-near-plug ignition system

The most distinguishing differences between Gen III and Gen IV cylinder blocks are larger bores (on some engines), different camshaft position sensor locations - indicated by a move to the front timing cover area on Gen IV blocks vs the top-rear position on Gen III blocks - and, on most Gen IV blocks, cast-in provisions for GM's Active Fuel Management cylinder deactivation system in the lifter valley.

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.