

## AS Engine/Trans. Mounting Procedure

VEHICLE: 93-02 Chevrolet Camaro and Pontiac Firebird

**Parts Needed:**

- 1 stock left side 350 motor mount (Cast piece, and rubber mount)
  - GM Part # 22146273 – 1994 LT1 Rubber
  - GM Part # 10229057 – 1994 LT1 Cast piece
- 1 stock right side 350 motor mount (Cast piece, and rubber mount)
  - GM Part # 22146274 – 1994 LT1 Rubber
  - GM Part # 10198334 – 1994 LT1 Cast piece
- 1 stock V8 engine crossmember ('93-'98: matching year to motor mounts)
  - GM Part # 10245738 – 1994 LT1 engine crossmember
- 1 stock V6 transmission crossmember
  - GM Part # 10198328 – 1994 3.4liter Trans. Crossmember\*\*
- 1 stock V6 transmission mount
  - GM Part # 22145293 – 1994 3.4liter Trans. Mount\*\*
- 1 stock V8 driveshaft from '82-'92 F-Body cars
- 1 stock '82-'99 torque arm \*

\*\*NOTE: The transmission crossmember and mount is the same for both automatic and manual transmission V6 Camaros. Transmission crossmembers and mounts for V-8 cars are different, and cannot be used.

**Engine Installation:**

The left side engine mount needs not be modified in any way. You will not be able to use the front most bolt. See Figure 1. We suggest that you use a thread lock on the two remaining bolts. Experience has shown that the only potential problem with using this set up is that the left side bolts can potentially loosen, so thread lock is a precaution.



Figure 1: Left side motor mount

The cast portion of the right side engine mount needs to be inverted to maintain the stock engine location. Once again you will need to leave out the front most mounting bolt so use thread lock. See Figures 2 & 3.

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Figure 2: Right Side Motor Mount



Figure 3: Right Side Motor Mount Installed

For those of you concerned about leaving out one mounting bolt in each motor mount, there are already competitors doing this and they have reported that they have not had any trouble with using two of the three mounting bolts.

All other listed parts should bolt in normally.

### Transmission Installation:

The stock six cylinder transmission crossmember attaches in the original location with no modification. The rubber mount also bolts in with no modification. If you wish to use the Energy Suspension P/N 4-1104 urethane mount allowed within the ASCS, a spacer must be made. The shape of the mount and location of pins on the '82 - '92 mount is different from that of the 1993 - 2000 six cylinder transmission mount. The urethane mount must be spaced forward  $\frac{3}{4}$ " , and up  $\frac{5}{8}$ " to allow proper alignment. See Figure 4.

Figure 4: Transmission mount and spacer



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