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Installing an LS engine in an original 55-7 with an original stock frame
If mounted in the stock V8 position the only mod required to get it in there is to the frame.

The engine should be installed in the original V8 position with side mounts.
The LS side mount bosses are in a different location requiring a #E31148G or equivalent LS motor mount conversion kit.
The oil pan needs to be rear sump our #30-091 for most if needed.

To do this you first install a side mount bracket kit using an original smallblock to locate them. [our #10-185, stock location kit NOT the 1" forward that by the way we do not sell.] If you already have side mount brackets go to next item. Just be sure they are not 1" forward !

To mock up install a side mount smallblock [empty block would be easier] with original front mounts and a transmission located centered with the center of the trans rear main shaft 1-1/4" above the top of the frame rails. You will need a crossmember to finalize mounting, our #10-111A and #10-156 crossmember mount brackets or #10-111C and #10-156C crossmember mount brackets and E-31108G trans cushion.

When this is completed the stock frame engine crossmember must be modified as pictured below. The 2 rear halves of raised areas on either side [where the holes for the original front mounts went] must be reduced in height to slightly below the rest of the lower area of the crossmember. This is to clear the front corners of the LS block.



No major modifications are necessary to the firewall. Depending on the LS you are using it may be necessary to alter the rear coil mounts on the valve covers.



The cast iron exhaust manifolds supplied on most of the LS crate motors work perfectly and clear the power steering box we sell [#10-351]



Radiator The Griffin 3 tank crossflow is perfect. It mounts in a V8 rad support and is easiest to connect to the engine. Trans cooling lines go in bottom tank. The complete kit includes condenser & dual fans.

No clearance issue with booster assemblies that we sell

If you want AC and purchased a LS with the low mount compressor you will need to relocate it to a low profile upper position. The bracket shown in this picture is #V-141806. On 57s you will need to move the battery to the firewall or the trunk.

For fuel lines the GM style quick disconnect work well for engine connection. AN fittings and hose can be used elsewhere. We have strait lengths [4.5" & 6" of 3/8 SS line for long runs down the side of the frame with either inverted flare or AN fittings

We have Gas Tanks available with the internal fuel pumps required by most applications.

In most EFI applications we install air filter in front of radiator support this requires a custom made tube to connect throttle body to air filter that in this instance will be on the pass side next to the radiator.

