

LS1 ADAPTER PLATE KIT SK100 INSTALLATION INSTRUCTIONS

© PerTronix thanks you for choosing a DOUG'S HEADERS quality product. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

CHECK TO MAKE SURE YOU RECEIVED THE PROPER PARTS FOR YOUR APPLICATION. IF YOU ARE UNSURE YOU HAVE RECEIVED THE PROPER PARTS CALL BEFORE YOU START WORK.

BE SURE TO WORK SAFE! WHENEVER YOU WORK UNDER THE VEHICLE BE SURE THAT IT IS LOCATED ON LEVEL, SOLID GROUND AND IS SUPPORTED BY ADEQUATE SAFETY STANDS!
REMEMBER: HOT ASPHALT WILL NOT SUPPORT MOST JACK STANDS!

APPLICATION

PART NUMBER: SK100
USED WITH HEADERS D3387 AND D3388
USED WITH TYPICAL 3 BOLT ISOLATOR MOUNTS

- Note 1:** The **SK100** Engine swap adapter plate kit is designed to locate an LS1/LS6 engine into the same position as a standard small block Chevy engine using a typical 3 bolt stock isolator mount for your application.
- Note 2:** The **SK100** Engine swap adapter plate kit also has a second set of mounting holes $\frac{3}{4}$ " forward of the stock locating holes. This option allows you to locate the LS1/LS6 engine $\frac{3}{4}$ " farther forward for more firewall clearance if need be.
- Note 3:** Use only small block Chevy frame mounts. Big block mounts will not work.
- Note 4:** Worn rubber and solid isolator mounts should be replaced to ensure proper fit of the headers and other engine components that you may be installing.
- Note 5:** Isolator mounts are not included in this kit, due to the variations between vehicle applications.

INSTALLATION

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Remove the hood, and mark all wires, hoses cables, lines and linkage.
5. Remove the engine, transmission, front motor mounts and transmission cross-member.
6. Bolt the **SK100** plates to the engine using the flat head bolts provided.
7. Torque to factory specifications.
8. See **Figure 1** for proper left/right side orientation of mount plates.

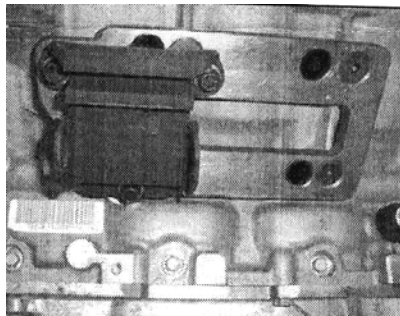
INSTALLATION Cont'd.

9. Bolt the stock rubber or solid mount isolators to the **SK100** mount plates at this time but **do not tighten the bolts** (this will allow some play when the engine is being aligned with the frame stands or cross-member mounting holes).
10. Align the engine and transmission into the vehicle and adjust the isolators as necessary.
11. When satisfied with the fit, tighten the isolator mounts to the engine and frame stand or cross-member mounting holes.
12. Complete the installation as you would with any engine conversion.
13. Hook up all wires, hoses, cables and linkages.
14. Check to see that adequate clearance exists between all wires and brake lines.
15. Check all bolts for tightness.
16. Connect the negative battery cable.
17. Test drive the vehicle.
18. Re-tighten all bolts after the first 500 miles.

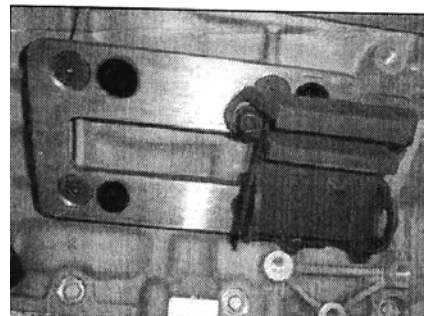
PARTS LIST

<u>Qty</u>	<u>Description</u>
1	Left side adapter plate
1	Right side adapter plate
8	Screw, allen, flathead, countersunk, M10 x 1.5 x 20mm long
6	Bolt, header, flanged, black, 3/8"-16 x 3/4"
6	Lock washer, internal, zinc, 3/8"

FIGURE 1



LEFT



RIGHT