Chevy V6 or V8 in 1976-86 Jeep CJ

PART #s 4543, 4553 and 4563 MOTOR MOUNT BRACKETS

(4543-No Pads, 4553-Polyurethane Pads, 4563-Rubber Pads)

INSTALLATION INSTRUCTIONS

Important! Read all instructions before beginning install.

THIS KIT INCLUDES:

QTY	DESCRIPTION
1	Urethane Bump Stop
10	3/8”-16 Nuts
1	3/8”-16 Locknut
11	3/8” Lock Washers
8	3/8”-16 x 2½” Grade 8 Bolts
2	3/8”-16 x 2¾” Grade 5 Bolts
2	7/16” Flat Washers
2	7/16”-14 x 3½” Grade 5 Bolts
2	7/16”-14 Nylon Lock Nuts
1	Pair Mount Pads *(#4563- rubber; #4553 polyurethane)*

MODIFICATIONS:

- **Driveline modifications may be required (see your local drive shaft shop)**
- **This Mount kit is Designed as a bolt in application, however, some Drilling and Cutting are required.**

For precise control of your engine, we recommend the use of a Trans-Dapt Performance Products Engine Tilter #9099.

To get the most power out of your V8 engine swap, install a set of Hedman Hedders #69516 (coated) of 69510 (uncoated) hedders. They are designed specifically for installing a Chevy V8 into a 1976-86 CJ5, 6 or 7.

1. Loosely fasten the mount pads to engine.

2. Unbolt and remove the stock frame mounts from the vehicle. The Passenger side factory bump stop must be cut, and the frame rail must be ground flat for the conversion mount to lay flush. (The new bump stop will be on the new mount.)

3. The new mount brackets use the factory mount holes on the frame as well as the front shock tower bolt holes.

4. Torque all bolts to **Factory spec.** Apply Loctite, or similar thread locking product, to all bolts that thread into the engine block (follow product manufacturer’s directions for use.) The factory motor mount bolts will be reused.

Note: Refer to the Vehicle Manufacturer’s Factory Service Manual for torque specs and other valuable information about your vehicle.

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