

**Tejas SteelWorks, Inc.**  
**2<sup>nd</sup> Generation Squarebody LS Swap motor mounts**  
**for '73-'91 GM 2wd pickups**

Thanks for choosing Tejas SteelWorks mounts for your conversion!

These Tejas SteelWorks C10 motor mounts use a proprietary engine placement that solves problems that others don't. They were expressly designed to allow the use of a GM Truck LS engine and accessory package, without the need to relocate the A/C compressor from the lower right side of the engine, and to keep the LS Truck oil pan safe from road hazards. Additionally, this 2<sup>nd</sup> generation design eliminates the need to reuse the original clamshell engine brackets, without modification to your engine or frame. They are intended to be used with NEW RUBBER, OE style clamshell isolators, such as the Anchor 2292 used in small-block applications, as well as the factory bolts. Polyurethane mounts may be difficult to work with.

Some installation notes...

When using the side mount A/C compressor, install the bracket before the passenger side mount.

Install the bolt on the top, front corner of each mount, first, leave bolts slightly loose until all are installed. **Torque all fasteners to 30-35 lb/ft.**

Hardware for attaching the mounts to your engine are provided. The fasteners for the block are 10mm-1.5 x 30mm. Use caution when installing the bolts to the engine to ensure they are not too long for your casting. Forcing them could result in engine damage.

The isolators should be in the standard V8 position, in the highest holes on the frame stands. (C30 and Crew Cab trucks may be more flexible with the lower mounting position.)

Check the spacing of the isolators before installing the engine. The bolt holes should be about 17", center to center. You can adjust this to some degree by loosening the bolt securing the frame stands. We suggest leaving those loose until the engine is installed, then tightening everything after the transmission has been secured.

Tejas SteelWorks mounts can be used with any GM automatic transmission, and some manual gearboxes. **Use the tallest transmission mount that your transmission tunnel will allow. This is usually the Anchor 2811, or equivalent.**

If installing a GM 6L80e or 6L90e, no tunnel modifications will be required when using the Tejas SteelWorks mounts with our High Clearance transmission cross-member. These transmissions require a shorter transmission mount, such as the Anchor 2392 or Energy Suspension 3.1108 polyurethane mount.

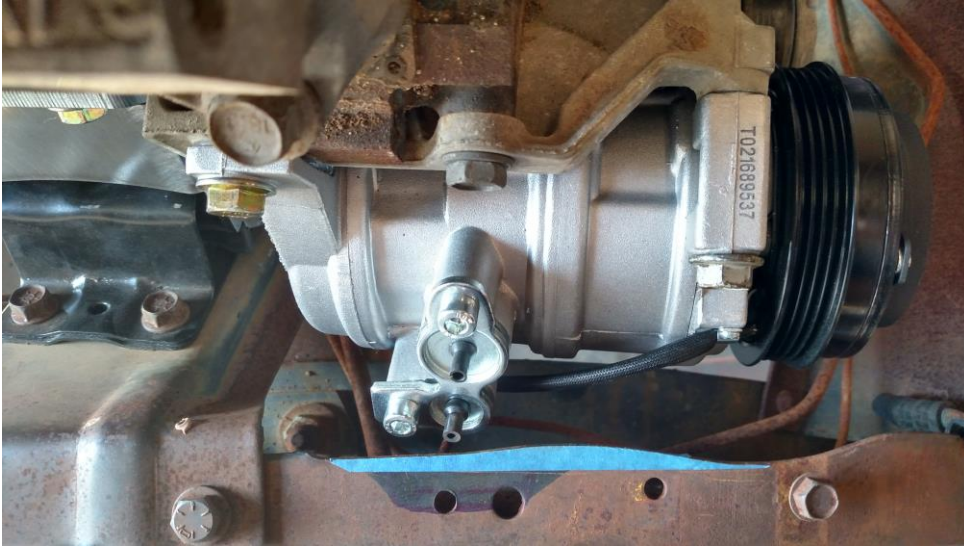
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A/C Compressor notes:

The preferred compressor is a GM Denso 10S17F type compressor. It is recognizable from the alternatives by having two separate bolts that retain the compressor hoses.

While many will find it unnecessary to trim the edge of the frame rail, some may find it helpful to trim the top flange as shown below....



The tape line indicates an irregular edge seen on many frames.

When using the coldhose.com 5.3L compressor adapters, you may find it helpful to straighten this edge. It may be trimmed farther back without concern.

When using straight fittings, the darker area may be clearance to prevent contact between the frame and the hose fitting. Be mindful of settling in the engine mounts over time.

The Denso 10S17F compressor has a port in the rear for a high pressure cut-off switch or pressure transducer. It is highly recommended that a high pressure cut-off switch be installed, as system pressures can easily exceed 500 psi.

