

Tejas SteelWorks High Clearance Dual Exhaust Transmission Cross-member for Gen V LT with 8 or 10 speed automatic

Thanks for buying from Tejas SteelWorks, Inc.! Please don't hesitate to call, even before you run into any difficulty. Hopefully, the notes below will keep you smiling. I also welcome feedback on how these instructions work for you. My products continue to evolve, and the installation guides are an important part of that! If you have any difficulty assessing your installation, please give us a call!

This is a universal fitment, designed for many applications. You will need to drill 4 holes for installation. The C10/C20 version is for trucks with a frame rail measuring 6 inches high. The C30 & Crew Cab version is for trucks with frame rails measuring 8 inches high. Any existing exhaust pipes will probably interfere with installation, so plan to re-route your exhaust.

This High Clearance dual exhaust cross-member is designed to optimize fitment of the GM 8 and 10 speed automatic transmissions when installed behind a Gen V LT based truck engine. It will accommodate the GM 2wd 8L80/8L90 and 10L80/10L90 when using Tejas SteelWorks motor mounts.

After properly supporting your vehicle, use a jack to lift and support the transmission while installing the cross-member. Only lift enough to allow the installation of the cross-member. Now slip the new cross-member between the rails, starting at an angle and rotating it into position perpendicular to the rails. It will be easier just behind the tail-shaft, at the front of the driveshaft. Slide the cross-member forward to position it below the transmission mount. It should be setting on top of the lower rail flanges. Lower the jack under the transmission only enough to assist in holding the cross-member in position. **If you find that you are unable to lift the transmission high enough to clear the rubber mount, remove the mount from the transmission, position it on the cross-member, and slide them both under the transmission. Then you will be able to re-install the bolts securing the mount to the tail-shaft, through the access holes in the cross-member.**

At this point you will position the cross-member so that it is square, and evenly centered, between the rails, with the bottom side bolt centered in the slot. If you find that the cross-member is offset to one side, you will need to swing the transmission enough to center it. Now, temporarily secure the cross-member to the frame rails with C-clamps. Place a clamp on the passenger side first. It should fit very flush. The driver side rail may be flared downward to clear the OE catalytic converter on later models. With the passenger side secure, use another C-clamp to close the gap here.

Measure and mark the locations to be drilled for the four bolts. They will be about 1" from the inside edge of the rail, and 5/8" from the front and rear edge of the cross-member flange. Drill pilot holes with a 1/8" drill bit, at all four locations, through both the rail and cross-member flanges. Enlarge each one to 3/8". (Use care that you don't hit any fuel lines, brake lines, or wiring with the drill. Insert a small piece of metal, or wood, to shield these against damage, as necessary.) Loosely install the four flange head bolts from above, using a flanged nylon lock-nut on the bottom. When all four are installed, snug them up evenly before final tightening.

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Torque the mounting bolts to 30-40 ft/lbs. Tighten the motor mount stands, transmission mount, and anything else you loosened during install. Recheck all fasteners after about 100 miles, and periodically thereafter, to ensure they do not loosen with chassis flex.

TRANSMISSION MOUNTING CUSHION

The Energy Suspension 3.1158g is a polyurethane mount, with internal locking features that prevent separation. This is the lowest profile mount available and the one we designed this cross-member to use.

Please note: The installation of the Gen V LT based powertrain allows for very little deviation in clearance in the tunnel, and under the floor. Your cab mounts MUST be in good condition. If they have collapsed at all, it could be a problem. If you need to replace your cab mounts, we recommend GM or AC Delco rubber cab mounts. Polyurethane mounts may be shorter than the OE mounts. If you find this is the case, examine the alignment of body lines between cab and bed. You may find it helpful to shim the cab up by ¼" or so.

Keep in mind that we are working with trucks that are several decades old. Any crash history, no matter how minor, could present concerns when fitting the Gen V LT powertrains.

Thanks again!

Scotty

Tejas SteelWorks, Inc.