

Tejas SteelWorks High Clearance Dual Exhaust Transmission Cross-member

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 made with approximately the same elevation as stock, and should not adversely affect your drive line angles when simply replacing the OE cross-member. Review page 2 for recommendations on selecting the correct transmission mount.

It will accommodate any GM 2wd automatic transmission, including 4L60e, 4L80e, TH200-4R, TH700-R4, TH350, TH400 and Powerglide in any 2wd '73-'87 Squarebody (including Suburbans and Blazers, thru '91); Even 6L80e & 6L90e, when using Tejas SteelWorks motor mounts!

When replacing a factory cross-member, you should take care to retain your existing driveline angles by matching the installed height of the transmission tail shaft. Be sure to take a reference measurement before you begin.

When installing this cross-member as part of an LS powertrain conversion, we recommend using the tallest transmission mount that your installation will allow. We've included part numbers and installed height for several mounting cushions, below.

After properly supporting your vehicle, use a jack to lift and support the transmission while removing the cross-member. Only lift enough to allow the stud to clear the mounting slot. Remove the cross-member and support braces. 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 engage the mount stud into its slot on the cross-member. **If you find that you are unable to lift the transmission high enough to clear the stud on 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 stud 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.

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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.

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.



The Anchor 2268 may be used in situations where added stability is required, but requires drilling the tandem holes in the cross-member. It is not recommended for typical installations. (1-7/8" high)

The Energy Suspension 3.1108g is a polyurethane mount, with internal locking features that prevent separation. This is preferred for severe duty applications. It is one of two that we recommend for 6L80e/6L90e applications. Additional shims may be used to elevate the tail-shaft with other transmissions. (1-7/8" high) (if you need a little more room, use Energy Suspension 3.1158g, it is about 1.5" high)

The Anchor 2392 is also acceptable for 6L80e/6L90e installations. (1-7/8" high)

The Anchor 2811 is a taller transmission mount. It is recommended for all GM 2 speed, 3 speed and 4 speed automatic transmissions. It is usually too tall for use with 6L80e/6L90e.