

Item # 2406  
**78-88 GM G-Body, 74-92 GM F-Body LSX Motor Mounts**



**\*\*IMPORTANT NOTES – PLEASE READ\*\***

Follow all applicable safety rules when working on or under your vehicle. Jack stands, safety glasses, fire extinguisher available, etc.

UMI Performance is not responsible for clearance issues which may arise during an LS engine swap. By its very nature, this swap is complex and may require cutting, fitting, fabrication and relocation of components. Crossmember notching and firewall clearance is common.

Item #2406 requires frame notching to run low mount A/C as factory on many LS engines.

We used a 4<sup>TH</sup> Gen Camaro LS1 oil pan on our test chassis, a G-body. These mounts are designed to place the engine where the factory block sat. Your results may vary and of course your pan choice may contribute to random clearance issues which in turn may require fabrication.

Parts list:

Qty 1	2406A	Driver side mount
Qty 1	2406B	Passenger side mount
Qty 8	1000003	3/8-16 x 1.25" GR 8 Hex Bolt
Qty 8	1000004	3/8-16 GR 8 Nut
Qty 8	1000005	3/8 Lock Washer
Qty 16	1000006	3/8" Flat Washer
Qty 2	1000001	M12 Nylock Nut
Qty 4	1000002	M12 Flat Washer
Qty 2	1000068	M12 x 140mm 10.9 Hex Bolt

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1. Remove factory motor and all pieces not needed to run LS motor.
2. Begin by deciding if you will be running a lower passenger side mounted A/C compressor. If so, fabrication is required as shown (shown on our A-body test car, G-body, and F-body require similar notch).



3. Install the lower mounts on the chassis. The mount indicates “DT” for “Driver Top” and “PT” for “Passenger Top” for correct mount orientation. Reference last page for your vehicles correct mounting position. This mount features multiple slots to accommodate multiple vehicle platforms.
4. Use a flat washer on the bolt head and a flat washer/lock washer combination on the nut.
5. If you intend to use all (8) bolts and nuts to fasten the plate to the chassis, drilling in the “Optional Drill Location” is required. Slots are sized to .422” Diameter, use a drill bit .375”-.422” to add the final hole location.
6. Lower engine into #2406 brackets and install M12 bolt through and fasten to approximately 60 ft-lbs.
7. Use a flat washer under the bolt head and under the Nylock nut.
8. Fully tighten #2406 brackets to the chassis to approximately 35 ft-lbs. Installation Tip: Final tightening of bolt is made easier with removal of lower control arms.
9. Troubleshooting installation tip: If using UMI P/N 2323 solid aluminum Motor mount, other factory replacement motor mounts, or having alignment issues with motor mounts - try loosely installing the M12x140mm bolt through the #2406 swap brackets and the motor mount, then lowering the engine to the chassis and align the holes accordingly, installing hardware and fully tighten.
  - a. If using this method – optional drill location will not be usable.

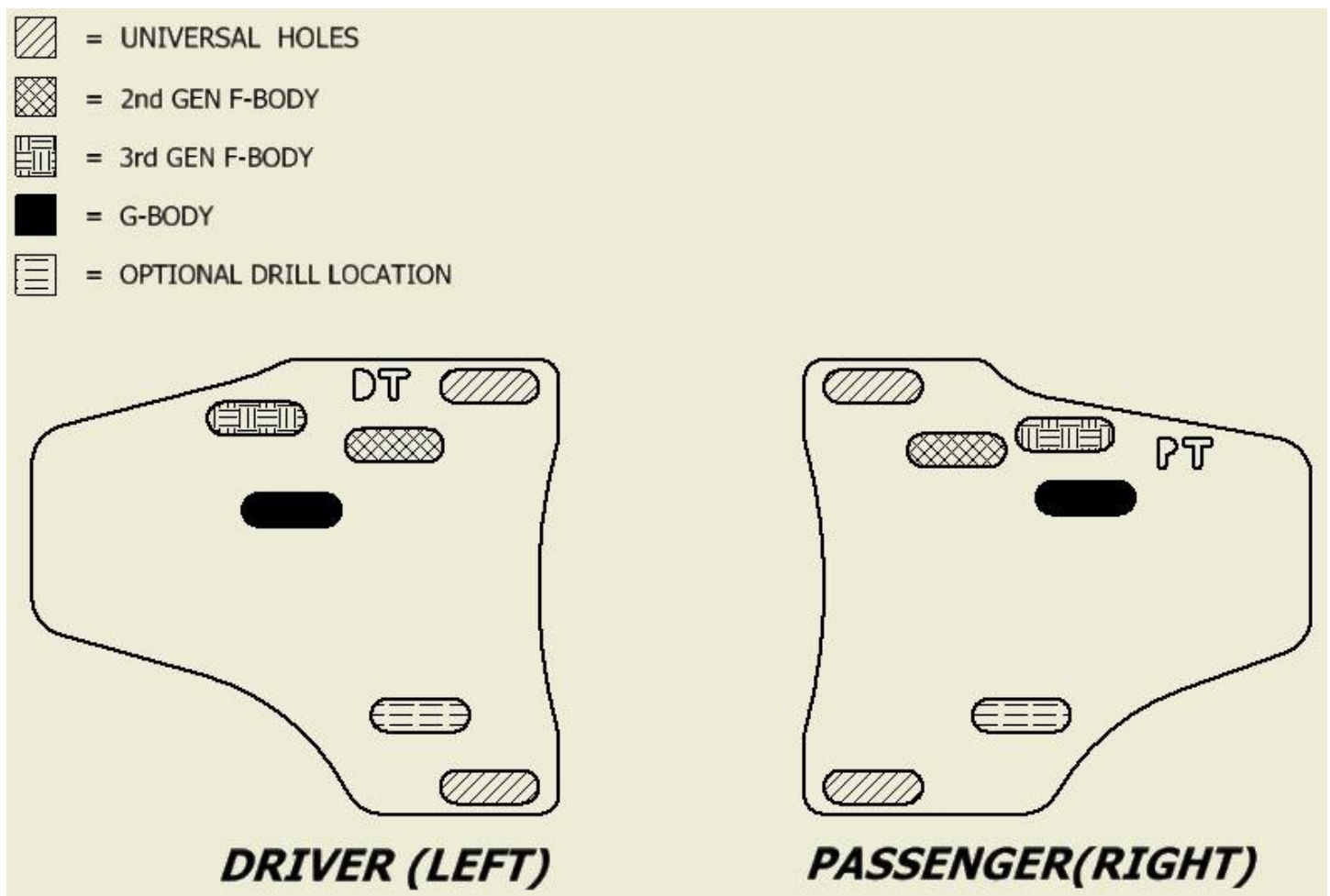
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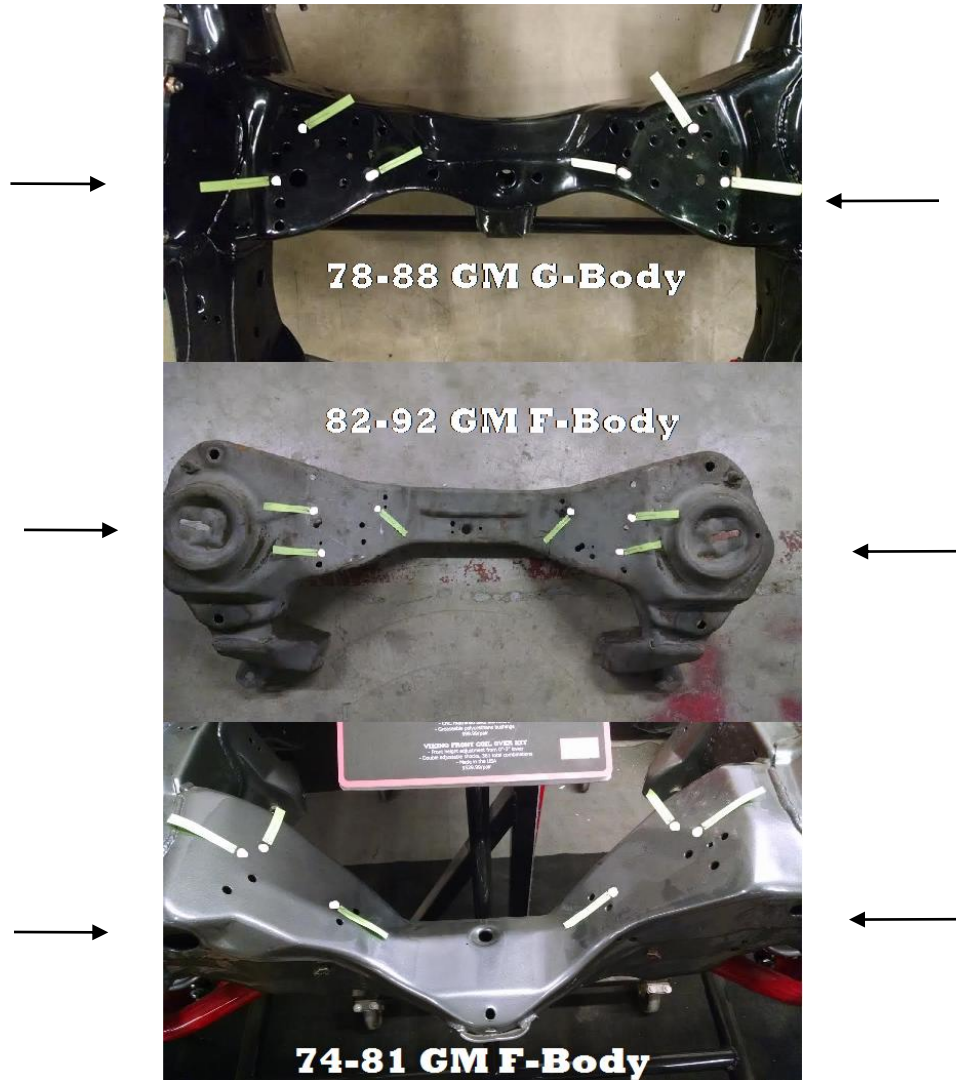
Match the corresponding hatch marks in the key to locate the correct hole locations for your vehicle. "Universal Holes" indicate two common holes used on 2<sup>nd</sup>/3<sup>rd</sup> Gen F-body, and G-body.

\*\*\*Optional drill location included for added bolt location. You may install these mounts without bolting the mounts down in this location. \*\*\*

\*\*\*If your vehicle does not have the same holes as pictured on page 4, some drilling may be required to complete installation. UMI Performance is not responsible for parts being installed incorrectly or misused. \*\*\*



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