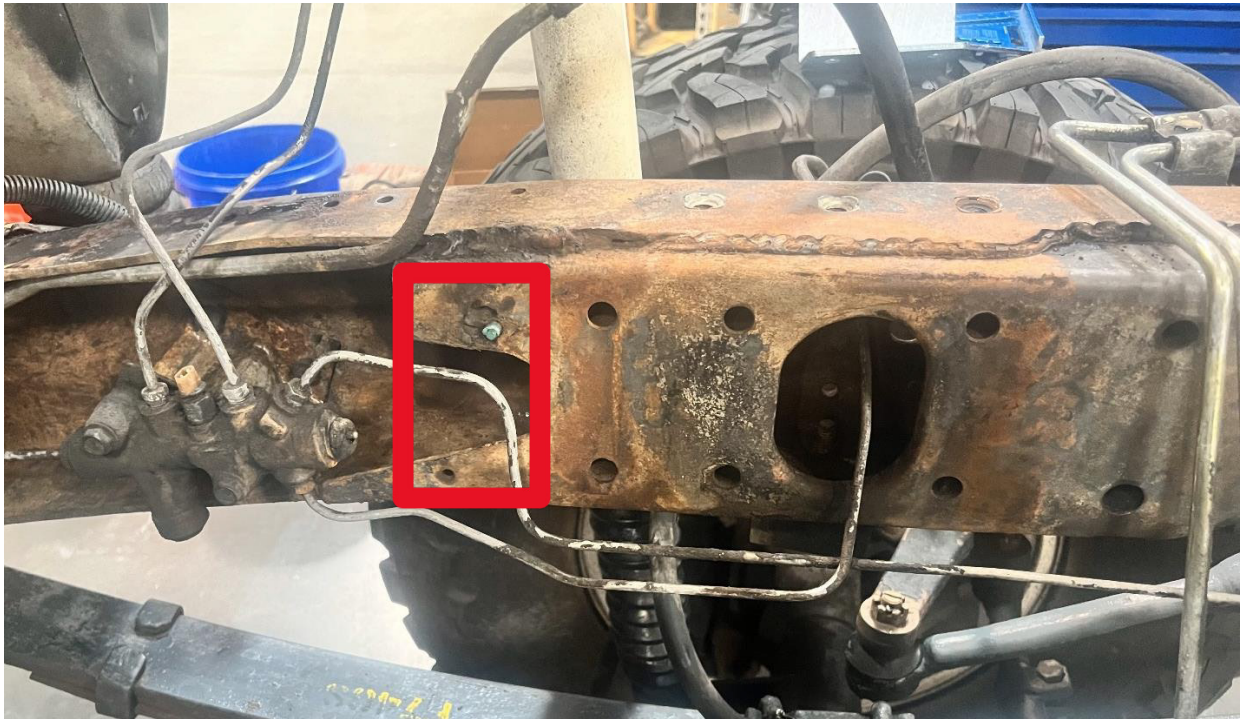


## 73-76 Highboy Coyote Swap with 10R80 Transmission

Before starting, please read through the entire installation instructions to familiarize yourself before starting.

\*The brake lines on both the front and rear will need relocated or redone to allow the new motor mount perches and transmission cross member to be installed. If you are unsure on this process or need information please contact Fat Fender Garage sales team. They can direct you to what if any parts you may need.



*Figure 1 Brake line will need to be redone (Drivers side)*

To install the perches, you will need to clear the brake lines out of the way. The chassis will need to be cut behind the 4-bolt pattern. Using the correct perch for the side you are working on and layout the area you need to remove.



*Figure 2 Area that needs removed*



*Figure 3 After removal*

Test fit the perch making sure it fits onto the chassis and inner chassis panel. Install bolts to attach perch to chassis. Mark the holes that will need drilled into the chassis and drill the holes. Install the bolts and tighten. Repeat the steps for the opposite side.

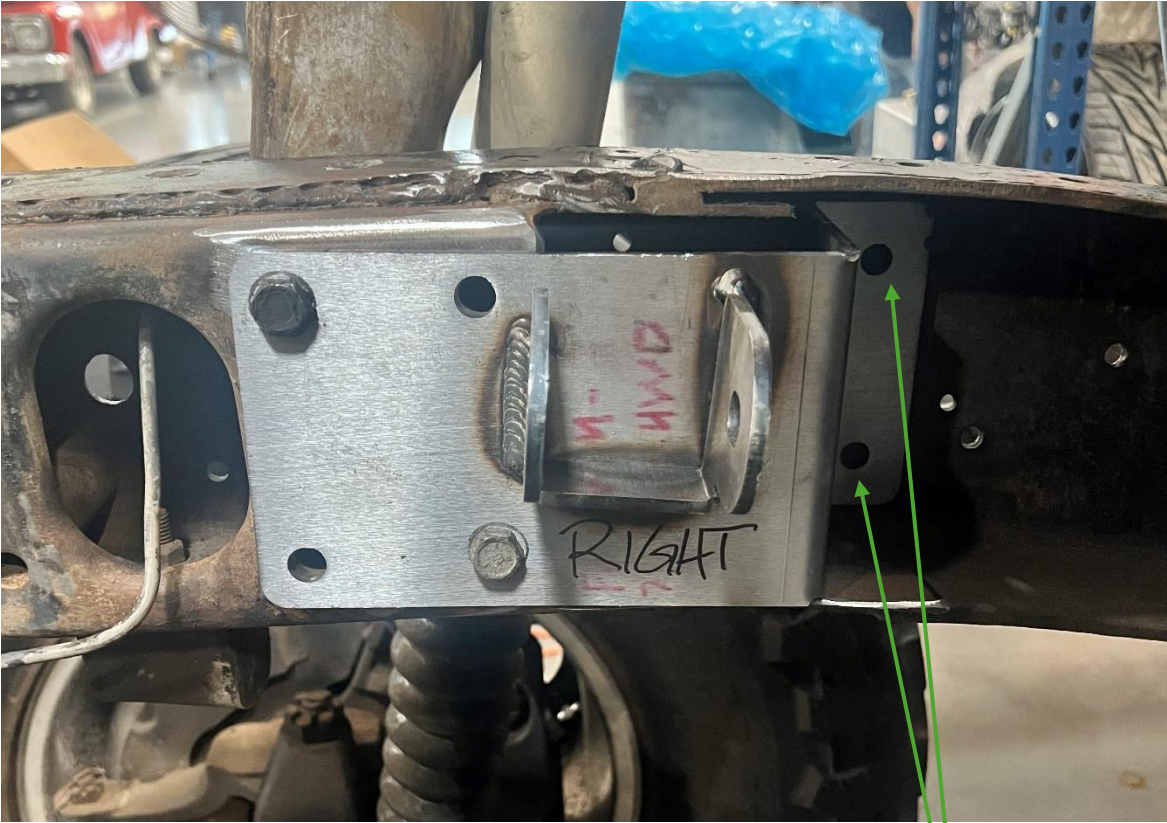


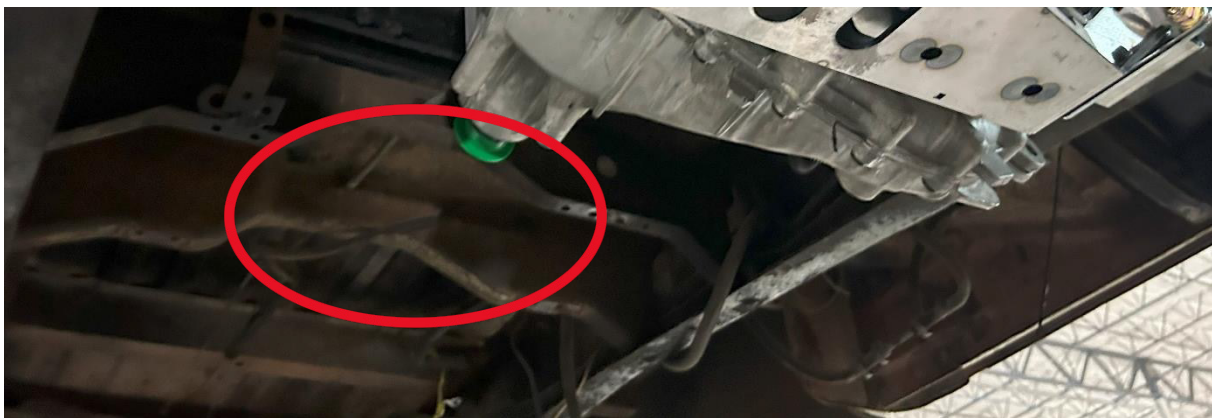
Figure 4 Perch in place for drill hole marking

Drill holes

\*\* Before installing the engine and transmission into the truck you will need to modify the underside of the cab. The transmission/transfer case will interfere with the cab if not done. You may also need to trim some of the cross member on the bed area to clear the driveshaft you chose based on its diameter. If you need to trim this area you may also need to relocate the emergency brake cable.



*Figure 5 Area to be modified on cab*



You may also need to cut a notch in the chassis to give some extra clearance for the alternator.



Bolt the motor mount brackets to the engine. If the transmission is not attached to the engine, attach it at this time.

Install the engine and transmission into the truck and install the motor mounts into the perches. Install the bolts into the perches and motor mount. Leave loose at this time.



**Figure 6 Right side**



**Figure 7 Left side**

If the transfer case is not installed currently, install it now Use a jack with a wood block to set the engine and transmission at  $\sim 3.5^{\circ}$ - $4.5^{\circ}$ .

\*\*\*Note due to vehicle manufacturing tolerances and assembly tolerances this angle is listed as approximate.

## Cross member installation

Do a test fit of the center section to see where the end pieces will go on the chassis inner rails. Make sure the inner rails are clean and smooth any protrusions that may be present so that the end pieces will fit up against the rails. If you have not done so, make sure that the rear brake line is out of the way for the cross member installation.

Bolt the center section to the transmission mount. Note orientation of center section and center the mounting bolts in the slots. Bolt on, but leave loose at this time.



Install the end pieces by sliding into position. You may need to slightly move things around to install end pieces. Depending on coating you may use on the cross member and manufacturing differences on the frame with of inner rails it could be a tight fit to install the end pieces.

Once the end pieces are in place and bolts are installed tighten the bolts between the center section and end pieces.

Recheck the angle of the engine and set to  $\sim 3.5^{\circ}$ - $4.5^{\circ}$  if it has moved. Tighten the bolts on the motor mount perches at this time.

With the bolts tight on the cross member and the motor mounts, mark the holes on the cross member end pieces against the chassis rails.

Drill the marked holes  $15/32$ " for clearance for a  $7/16$  bolt. You may be able to drill 1 or 2 holes with the assembly in place, but you may need to remove the center section to drill all holes on both sides. Once the holes are drilled remove any sharp edges. Reinstall and tighten all bolts.