

TECH TIPS FOR 73 & UP A,B,F,M,J S6 TO SMALL BLOCK SWAP

The following procedures and supporting equipment are required to ensure the success of your conversion to a more powerful engine and to maximize the operating safety of your vehicle:

- ♦ The best tech tip we can give you is to purchase a Factory Service Manual for the year and model of your vehicle. A good manual will be an invaluable tool in the success of your project.
- ♦ The driver's side mounting perch on the 73 & up K-member is 2 3/8" taller than on the V8 K-member and therefore interferes with any V8 block. To eliminate this problem while positioning the engine to factory specs and retaining a true bullet-proof design, the driver's side engine mounting perch needs to be drilled with 9/16" holes and excess material must be removed; in effect, lowering it.
- ♦ This swap will be greatly simplified by using as many production bolt-on pieces as possible. For example; putting a factory A-body manifold into an A-body vehicle will give you the best fit and least chance of clearance problems.
- ♦ The oil pan must be a low profile center sump style — standard on most passenger cars. *Please note: 360 and 273/318/340 oil pans are not interchangeable.*
- ♦ Due to the difference in location of the coil and distributor in A engine and Slant 6 engine models, your wiring will have to be fabricated (shortened). Now is a great time to change to the MP electronic ignition system, if you haven't already done so.
- ♦ All factory small block passenger car transmissions and V-8 linkages will work in this conversion. If your car came with an automatic, choosing a 904 transmission or derivative will, in most cases, make drive shaft fabrication unnecessary. *Please note: Slant 6 and V8 transmissions are not interchangeable.*
- ♦ Radiator compatibility should be considered. Choosing one with its outlet and inlet on the same side as the mating connections on the engine makes for a simpler and neater installation. We recommend staying with a V8 model. For more efficient cooling we recommend a shroud and the Mopar Performance Viscous Fan package.
- ♦ A MP high flow motor home thermostat is recommended. They come in 160°/180° and 195° styles.
- ♦ All your factory accessories: power steering, power brakes, A/C, etc., will work with this conversion.
- ♦ Your Slant 6 car's original rear axle assembly may not withstand high performance applications. We recommend an 8 3/4 unit.
- ♦ In most cases, drive shaft fabrication will be necessary if the rear axle assembly style, and/or the transmission model, are changed.
- ♦ You are adding approximately 120 lbs. of extra weight to the front of your vehicle. ***You MUST upgrade your braking system for greater safety, and we strongly recommend upgrading your torsion bars for better handling. Some Slant 6 cars have 9" drum brakes - these are not acceptable for this application.***
- ♦ ***In any high performance and/or racing situation, a torque strap is recommended.***