

# INSTRUCTIONS - DAKOTA SMALL BLOCK & B/RB

## INSTALLING MOUNTING PERCHES:

Remove existing V6, 4 cylinder or V8 perches by unbolting them from the frame.

Install new conversion perches using the same mounting holes. Torque mounting bolts @ approximately 40/50 ft. lbs.

For additional support, the LH (driver's side) V6/V8 perch to frame brace should be reused. 4 cylinder vehicles do not come stock with this brace. You can purchase the brace from us, or Chrysler directly, using PN 4412107.

To strengthen the RH (passenger side), the perch should be bolted to the frame rail. Do this after the perch is in place and torqued to spec. Simply drill two (2) 3/8" holes through the frame rail using the holes in the perch as a guide. Install the two (2) 3 1/2" bolts, nuts and washers, then torque to 40/50 ft. lbs.

For tire clearance: make sure to install the bolts with the threads facing the engine compartment.

## INSTALLING ENGINE:

Your engine brackets and insulators are marked L & R. L is the left, driver's side, R is the right, passenger side.

Install motor mount assembly to your engine as normal. To aid in the installation and leveling process, leave the bracket to engine fasteners semi loose or finger tight. This will allow adjustability in side to side and height movement. After the engine and tranny are installed, the engine to bracket fasteners should be torqued to 45-50 ft. lb., and the insulator to perch stud torqued to 60-70 ft. lbs.

## OIL PAN FABRICATION

Oil pan fabrication is required in all applications.

Small block swaps:

The correct small block oil pan for this swap, PN 53009878, has been discontinued by Chrysler, but may be found used in the 1990-91 318 Dakotas.

The easiest way to fabricate a small block pan is to graft a V6 Dakota sump onto a 318/360 pan using the V6 pickup and screen. Remember that 360 oil pans are unique and do not interchange with 273, 318 or 340 pans.

B/RB swaps:

On the B/RB pan, we've had success using the Milodon 4x4 pan, # 30890, and shortening the sump approximately 2" to get a measurement of 6" from the back to the front. The recommended pick up and screen, #18455, works fine.

### WATER PUMPS, Small Block

The small block water pump we've had success with is the pre-'71 model measuring approximately 5 1/2" from back to pulley nub.

### ELECTRIC FANS

In '87-89 models, an electric fan is required. There is plenty of room for a fan in front of the radiator if you remove the center grill support bracket behind the grille.

### EXHAUST

Small Block:

Small block exhaust manifolds, left and right, can still be bought from Chrysler, PN # 53010188, and PN # 53030189. They work perfectly and can be bolted to the V6 Y pipe, if desired, with minor modifications. Small block headers can be purchased from Mopar Performance # P5249527 -- these are an excellent fit.

B/RB:

For the B/RB we used the '62-65 B-body manifold on the RH (passenger side), # 2205898. Most any passenger car driver's-side manifold will fit on the left. Headers will require some fabrication.

### ADDITIONAL TECH TIPS:

- Fuel lines will have to be relocated.
- Some models will require tranny lines to be relocated.
- V6 trannys and bell housings will bolt to your small block. All factory linkages should be in the same location, and will work fine.
- 727 and 904 transmissions will require a tranny adaptor plate, unless your vehicle came with a 3 speed automatic (some '87-91 models).
- If you change from a 4 speed automatic overdrive to a 727 or 904 transmission, your drive shaft will have to be lightened.
- Some models have fuel pumps in the gas tank. A fuel regulator is needed to achieve the correct pressure.