

1955-57 SMALL BLOCK SIDE ENGINE MOUNTS WITH ECKLER'S CLASSIC CHEVY HEADERS



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevs.

Not all Tri-Five engine side mount kits are the same. Some kits bolt to the frame side rails only, while others require welding and some kits move the engine forward 3/4" or more. The Eckler's Classic Chevy engine side mount kit **P/N 18-02** has fabricated brackets that bolt to the side of the engine and to the front engine frame crossmember for a correct fit every time. Our kit uses rubber donuts between the engine and frame brackets to isolate the vibration of the engine from the frame. Most other side mount kits use the early model GM Nova, Chevelle or Camaro style engine mount. When using the CCI **P/N 24-53** or **24-53C** headers and the GM heavy duty style rubber side engine mounts, the #1 header tube on the driver's side will interfere with the side mount. Our side mount kit **P/N 18-02** does not use the GM style mount and thus leaves plenty of clearance for the headers. This article will show you how to make a non-CCI side mount kit fit with our **P/N 24-53** or **24-53C** headers without having to change motor mounts.

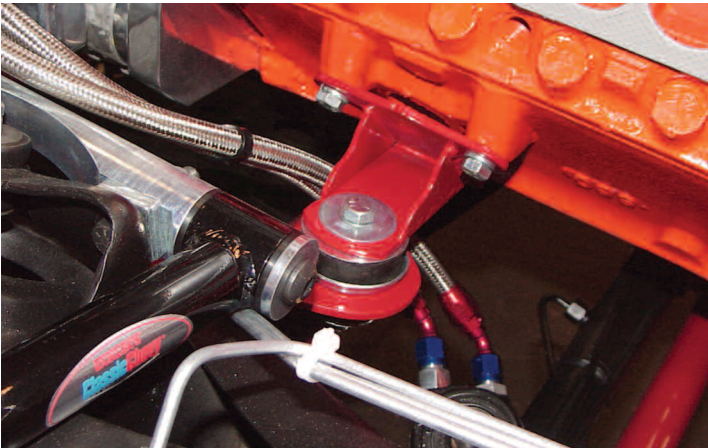
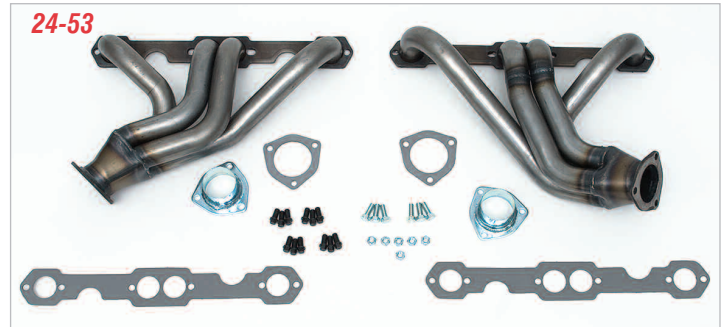


Photo 1: The Eckler's Classic Chevy side engine mount kit **P/N 18-02** for the small block engine has a bracket that bolts to the side of the engine block and uses a round rubber donut to isolate the vibration between the engine and the frame. The Eckler's Classic Chevy headers **P/N 24-53** or **24-53C** are tucked in very tight to the engine block so that the headers can be used with an automatic or manual transmission; the stock steering box the CCI rack and pinion or any aftermarket power steering box and front or side engine mounts.



Parts Needed:

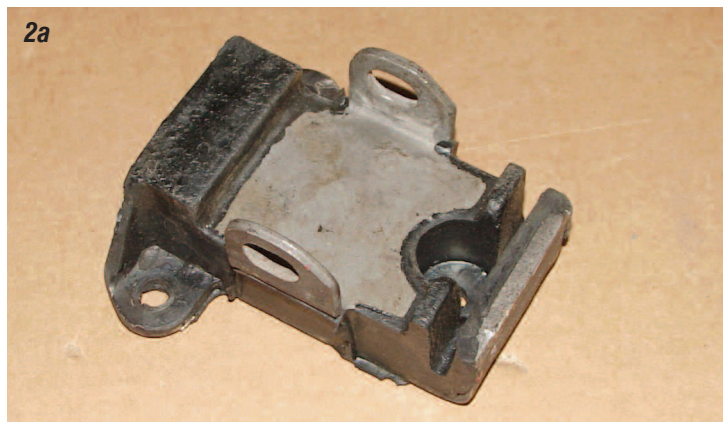
- 24-53 3/4" Headers, Small Block, Uncoated
- 24-53C 3/4" Headers, Small Block, Coated
- 18-131 1955-72 Small Or Big Block Side Rubber Engine Mounts

Tools Needed:

- Hack Saw
- 9/16" Socket & Ratchet

Time Frame:

1 Hour



Photos 2a & 2b: Other brand side engine mount conversion kits use the early model Chevy Nova, Chevelle or Camaro GM-style engine mounts. These mounts work fine except the driver's side header tubes on the **P/N 24-53** and **24-53C** headers are tucked in



so tight to the engine block to clear the various steering applications that it will interfere with the upper support plate on a heavy duty style GM motor mount.



Photos 3a, 3b & 3c: If the side engine mount kit on your car uses the heavy duty style GM mount, the driver's side mount will need to be trimmed to clear the header. Using a hack saw, band saw or cut-off wheel, simply trim the upper support plate and excess rubber from the side engine mount on the driver's side. A little black paint and the heavy duty motor mount will look like a stock non-heavy duty mount and will now clear the header tube just fine.

Good Luck! ✓