



BHS565

1988-2000 Chevy C1500 T56 Transmission Crossmember Adapter Installation Instructions

Thank you for choosing to use a Hooker™ transmission crossmember as part of your LS, or LT swap project. The components contained in this package are designed and intended to install a T56 Magnum, or GM 4th-gen F-body T56 transmission using a stock 1988-2000 C1500 700R4/4L60/4L60E transmission crossmember.

1. Check that the hardware package includes the following:

Qty.	Description
1	Bracket Assembly
3	M10 x 25mm Bolts
3	M10 Nuts

If any are missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

2. Remove the stock transmission crossmember from the vehicle, if installed, and place on a stable work table.
3. Position the supplied adapter bracket on top of the crossmember beam and center it over the slot for the stock mount. When correctly oriented, the adapter will step downward off the crossmember beam and cantilever towards the front of the vehicle.
4. Push the adapter up against the front wall of the crossmember, then mark and drill three M10, or 13/32" holes through the crossmember that correspond with the three holes in the adapter bracket.
5. Attach the adapter bracket to the crossmember using the supplied M10 bolts and nuts.
6. Reinstall the crossmember into the vehicle following the installation of a LS or LT engine and T56 transmission using Hooker Blackheart engine mounting brackets for this vehicle application. Slide the crossmember along the frame rails and position the adapter bracket under the transmission mount.
7. Attach a Hooker Blackheart 71223029HKR (black), or 71223030HKR (red) transmission mount to the bottom of the transmission and then attach the mount directly to the adapter bracket if a 4th-gen F-body T56 is being installed. If a T56 Magnum transmission is being installed, attach the transmission mount to adapter bracket while placing the supplied 5/16" spacer plate between the mount and the crossmember before doing so.
8. Attach the crossmember to the frame rails using the previously removed stock fasteners. Depending on the fore/aft engine mounting position used, the stock holes in the frame rails may be in proper alignment for this use. If the holes do not align with the holes in the crossmember, mark and drill new attachment holes in the frame rails as needed.

No other use of these components is intended, implied, or recommended by Holley Performance Products.

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