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Since cars with a manual transmission are more fun, we make parts to convert cars from automatic to manual. We also swap engines, always for more power and usually for more

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Conversion Kits |
Three Pedals

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The 3-speed manual transmission remained the standard transmission with a heavy duty (RPO M13) also available along with the 2-speed Powerglide and either M20 wide ratio or M21 close ratio 4-speed transmissions.

Although there was

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no actual factory El Camino Super Sport until 1968, many owners have "cloned" '67 SS396s using 1967 Chevelle SS396 badges and trim.

Chevrolet El Camino -
Wikipedia

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5-Speed, TREMEC
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5-speed kit...

The conversion at the transmission is pretty straightforward, but the challenge comes with mounting a clutch master cylinder on the firewall and connecting it to the clutch pedal at a point and angle that works with the pedal travel.

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How to Swap
Overdrive

Transmissions into
Your Chevelle ...

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swapping from an
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speed manual
transmission, Ground
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transmission clutch
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1968-1972 Chevelle
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This is a complete
change over kit to
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transmission car to a
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you need minus a
clutch, flywheel, bell
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linkage and
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uses high quality
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components built just like General Motors.

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Introduced in 1997, the GM LS engine has become the dominant V-8 engine in GM vehicles and a top-selling high-performance crate engine. GM has

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Released a wide range of Gen III and IV LS engines that deliver spectacular efficiency and performance.

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engine has become the most popular V-8 engine to swap into many American and foreign muscle cars, sports cars, trucks, and passenger cars. To select the best engine for an LS engine swap, you need to carefully consider the application. Veteran author and LS engine

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swap master

Jefferson Bryant reveals all the criteria to consider when choosing an LS engine for a swap project. You are guided through selecting or fabricating motor mounts for the project. Positioning the LS engine in the engine compartment

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and packaging its equipment is a crucial part of the swap process, which is comprehensively covered. As part of the installation, you need to choose a transmission crossmember that fits the engine and vehicle as well as selecting an oil pan that has the correct

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profile for the crossmember with adequate ground clearance. Often the brake booster, steering shaft, accessory pulleys, and the exhaust system present clearance challenges, so this book offers you the best options and solutions. In addition, adapting

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the computer-control system to the wiring harness and vehicle is a crucial aspect for completing the installation, which is thoroughly detailed. As an all-new edition of the original top-selling title, LS Swaps: How to Swap GM LS Engines into Almost Anything covers the right way to do a

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offers a superior combination of horsepower, torque, and responsiveness in a compact package. As such, these modern pushrod V-8 engines are installed in vintage GM muscle cars with relative ease, and that includes Chevelles and other popular

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GM A-Body cars. In fact, General Motors manufactured about 500,000 Chevelles and A-Body cars between 1968 and 1970 alone. Jefferson Bryant, author of LS Swaps: How To Swap GM LS Engines into Almost Anything, has performed many LS swaps throughout his career, and has

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Transplanted the LS into several A-Body cars. In this comprehensive guide, he provides detailed step-by-step instructions for installing an LS powerplant into a Chevelle, Buick GS, Oldsmobile Cutlass, and Pontiac GTO. To successfully install an LS engine, you need

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to select or fabricate motor mounts and adapter plates to mount the engine to the chassis. Also, you need to integrate the electronic engine controls and wiring harness to the A-Body car. If you run a fuel-injection system, a new tank or high-pressure fuel pump, fuel lines, and related

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equipment must be installed. Bryant covers all of these crucial steps and much more. He explains essential procedures, time saving techniques, and solutions to common problems. In addition, he performs a new LT swap into an A-Body car. Swapping an LS

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easier with a
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have a shop do it for
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chassis, and other parts that produce functional improvements.

Before you tackle your LS Swap project, arm yourself with this vital information to guide you through the process. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

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The General Motors G-Body is one of the manufacturer's most popular chassis, and includes cars such as Chevrolet Malibu, Chevrolet Monte Carlo and El Camino; the Buick Regal, the Oldsmobile Cutlass Supreme; the Pontiac Grand Prix, and more.

The truck's role in

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American society changed dramatically from the 1960s through the 1980s, with the rise of off-roaders, the van craze of the 1970s and minivan revolution of the 1980s, the popularization of the SUV as family car and the diversification of the pickup truck into multiple forms and

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sizes. This comprehensive reference book follows the form of the author's popular volumes on American cars. For each year, it provides an industry overview and, for each manufacturer, an update on new models and other news, followed by a wealth of data:

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as well as the
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Swapping or interchanging parts is a time-honored practice, and this book is the source for Chevrolet parts interchanges.

The General Motors G-Body is one of the manufacturer's most popular chassis, and includes cars such as

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Chevrolet Malibu, Monte Carlo, and El Camino; the Buick Regal, Grand National, and GNX; the Oldsmobile Cutlass Supreme; the Pontiac Grand Prix, and more. This traditional and affordable front engine/rear-wheel-drive design lends itself to common upgrades

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and modifications for a wide range of high-performance applications, from drag racing to road racing. Many of the vehicles GM produced using this chassis were powered by V-8 engines, and others had popular turbocharged V-6 configurations. Some

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of the special-edition vehicles were outfitted with exclusive performance upgrades, which can be easily adapted to other G-Body vehicles. Knowing which vehicles were equipped with which options, and how to best incorporate all the best-possible

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equipment is thoroughly covered in this book. A solid collection of upgrades including brakes, suspension, and the installation of GMs most popular modern engine-the LS-Series V-8-are all covered in great detail. The aftermarket support for this chassis is

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huge, and the interchangeability and affordability are a big reason for its popularity. It's the last mass-produced V-8/rear-drive chassis that enthusiasts can afford and readily modify. There is also great information for use when shopping for a G-Body, including what areas

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to be aware of or check for possible corrosion, what options to look for and what should be avoided. No other book on the performance aspects of a GM G-Body has been published until now, and this book will serve as the bible to G-Body enthusiasts for years

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