

Bellhousing

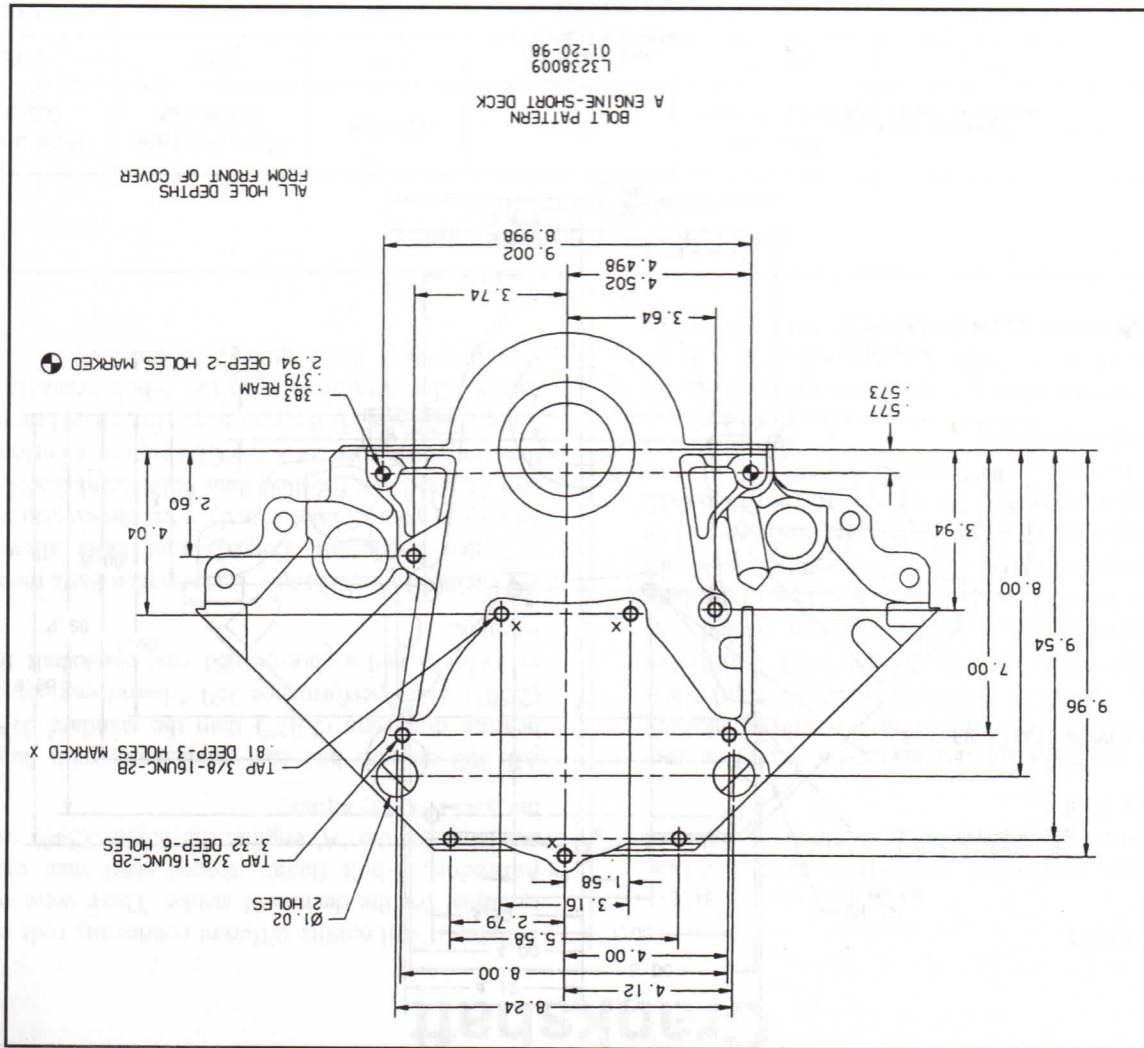
The bellhousing bolt pattern at the back of the block is the same on all 'A' engines. Most newer clutches are 10-1/2" which means a 318 or 340 bellhousing should be used. A Lakewood Safety Bellhousing (P3571058) is available for racing purposes for the 10-1/2" or 11" scalloped clutch. The 11" scalloped clutch fits the same flywheel bolt pattern as the 10-1/2".

Engine Mounts

Note: 340-360 engine right side lug attachment points are different from 273-318 engines. However, both groups use the same left side lugs.

273 and 318 engines use the same engine mount bracket attaching lugs at the sides of the engine as well as the same bolt pattern at the back of the block for bellhousing attachment. However, right side and left side lugs are NOT interchangeable (they are not the same).

Figure 2 - 14



340 and 360 engines use the same engine mount bracket attaching lugs at the sides of the engine as well as the same bolt pattern at the back of the block for bellhousing attachment. However, right side and left side lugs are NOT interchangeable (they are not the same).

Note: If you are fabricating an engine plate, refer to Figure 2-14 (short deck) or Figure 2-15 (tall deck) for bolt pattern. For additional engine mounting bracket fabrication and modification procedures, as well as recommendations regarding the installation of 'A' engines into a variety of Chrysler vehicles, refer to *Mopar Chassis-8th Edition* (P5249441).