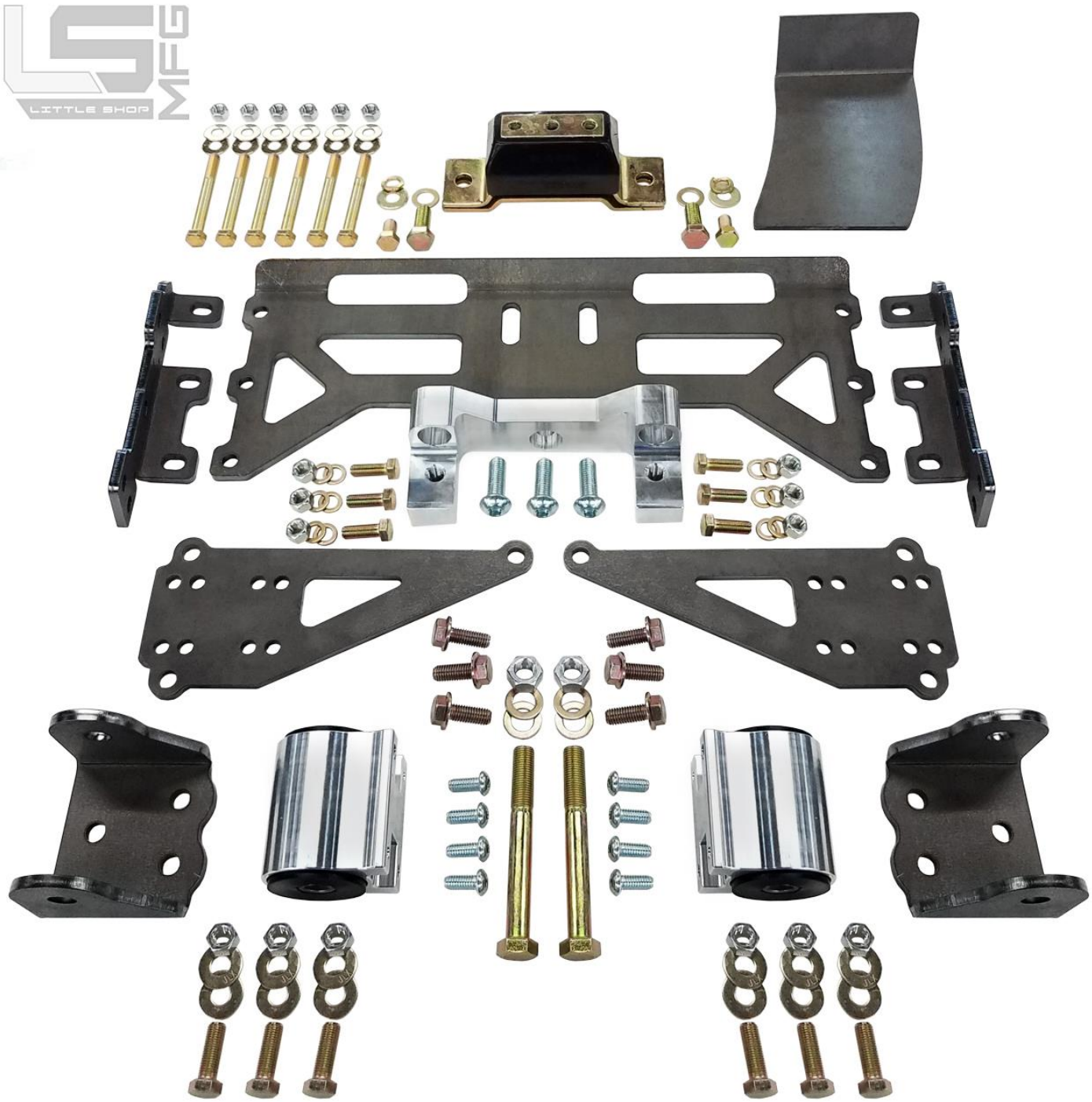
900-180607-01
61-69 Lincoln / Coyote Swap – Engine and Transmission Mounts



Fitment

- **61-69 Lincoln Continentals using 2011+ Coyote Engines with 4r70W, 6r80, and 10r80 Transmissions**
- **Used in conjunction with our Lincoln / Coyote Swap - Headers**
- **Used in conjunction with our Lincoln / Coyote Swap - Oil Pan and Oil Pickup**
- **Used in conjunction with our Lincoln / Coyote Swap - Oil Dip Stick**
- **Unless the LSMFG oil pan is used, approximately 60% of the engine crossmember must be notched and reinforced for oil pans such as Canton 15-738**

Warning

- These parts should only be installed by someone experienced and competent in the installation and maintenance of like components.

- If you are not sure of how to safely use these parts, you should not install or use them.

- Do not assume anything. Improperly installed or maintained driveline parts are dangerous. If you are not sure, get help or return the product.

Installation Notes

- As with parts for most engine swaps this kit is only meant to aid the installer in one aspect of using the Coyote engine in the 61-69 Continental. In no way are these parts intended to be a complete "swap kit" into the Lincoln. This is a difficult engine to install in these cars which comes with many considerations for clearance and modifications to the factory frame rails areas of the car. **Welding and fabrication skills are required.**

- The transmission crossmember is intended to locate the front/back distance of the engine when using 4r70w, 6r80, and 10r80 transmissions. The transmission can be placed in the center of the slots, although the user can choose to position it further forward or rearward based on engine accessories, oil pan clearance, or other factors. **It is advised to use the headers to confirm engine placement prior to drilling for the engine mounts.**

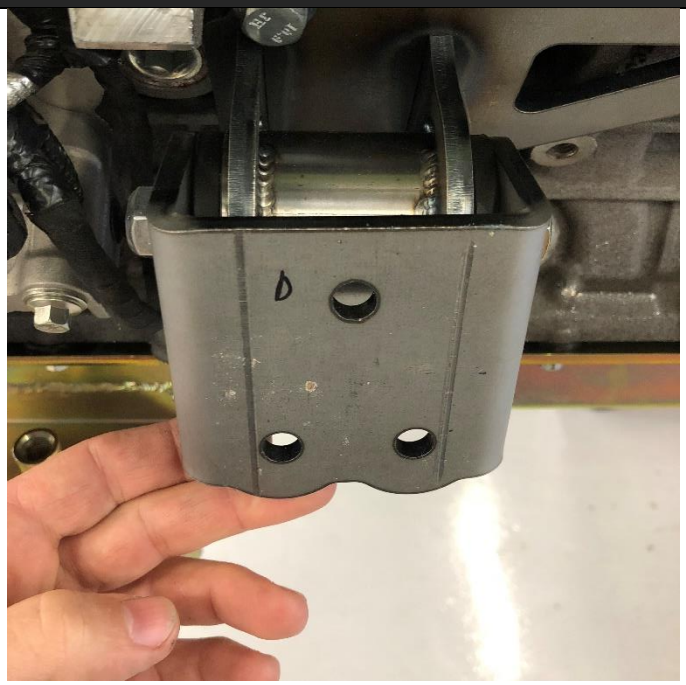
- A transmission and driveshaft tunnel is required for the 4r70w, 6r80, and 10r80 transmissions when used in 61-69 Lincoln cars. Images at the end of the instructions show examples of this work. If high ground clearance to the oil pan isn't needed (such as for cars on air ride), it may be possible to shim the transmission crossplate down as a way to keep the trans/driveshaft tunnel smaller.

- The stock oil cooler block/adapter will need to be removed for clearance when using our Lincoln / Coyote Swap - Oil Pan and Oil Pickup kit.

1 & 2

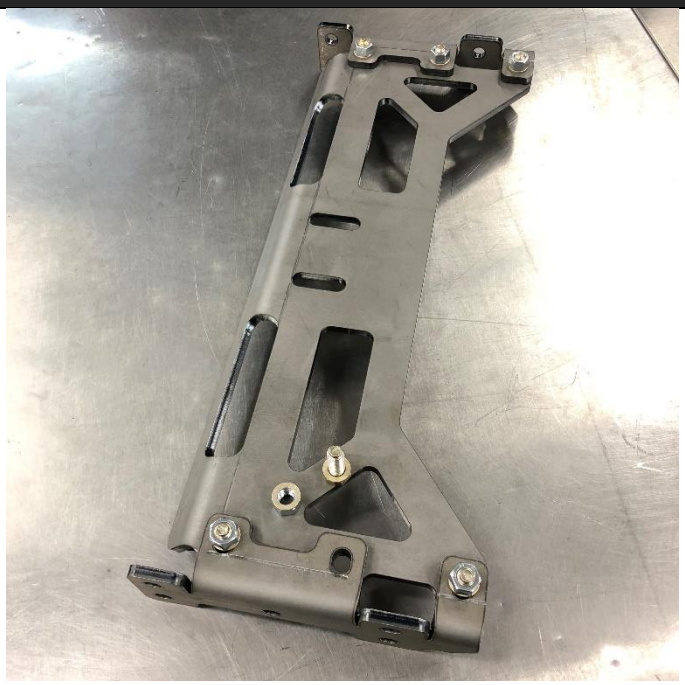
Begin by installing the bushings and sleeves into the engine mounts. The parts shown are uncoated in the images. It is advised to coat them prior to installation if you choose to do so.

3 & 4



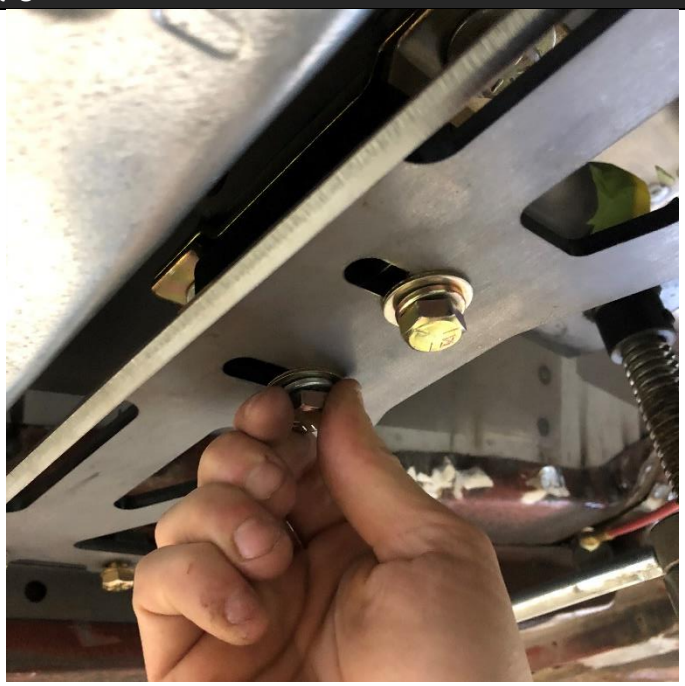
The engine mounts will bolt to the engine using three M10x1.5 x 25mm bolts on each side. The driver side is shown here and passenger is a mirror image. Bolt on the receiver saddle at this time using the supplied ½-20 bolts, washers, and nuts. Position it so the 2 bolt holes are on the bottom as shown. Do not tighten completely at this time.

5 & 6



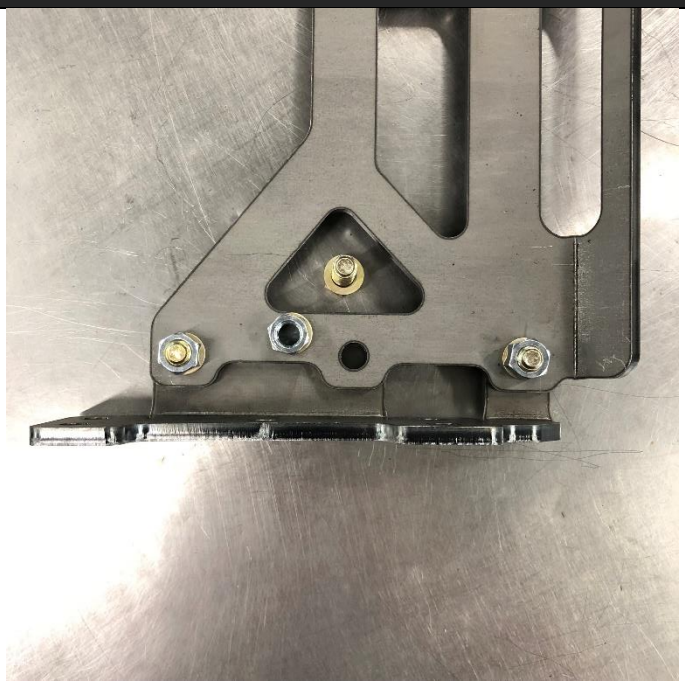
For 6r80 and 10r80 transmissions, skip to Step 9. For 4r70w transmissions, position the transmission crossmember so that the bent leg is towards the **front** of the car and **down**, and that the crossmember plate attaches **underneath** the L brackets at the sides, as shown (driver side is in the foreground of the photo). The six 3/8 connections to the crossmember allow for 2 bolting options: 61-65 cars will use the narrow configuration, whereas 66-69 will use the wide configuration.

7 & 8



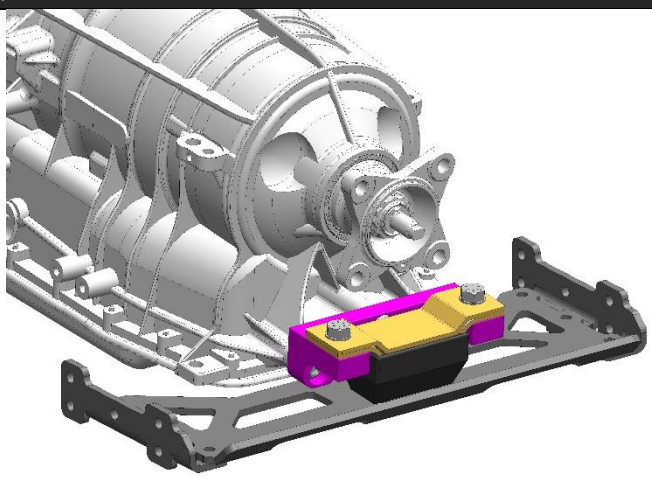
The engine and trans will be positioned in the car at this time. **It will be necessary to trim the floor for clearance to the trans. Only cut the minimal amount to get the engine and transmission into place.** Once in position, install the Energy transmission mount onto the transmission using the ½-13 hardware. There are 6 existing holes in the frame rails that the crossmember will bolt to using the supplied 3/8-24 x 3.5” bolts and lock nuts. The crossmember can then be bolted to the bushing using the 7/16 bolts and washers. Position the engine/trans in the center of the slots front-to-rear temporarily and snug down the bolts.

9 & 10



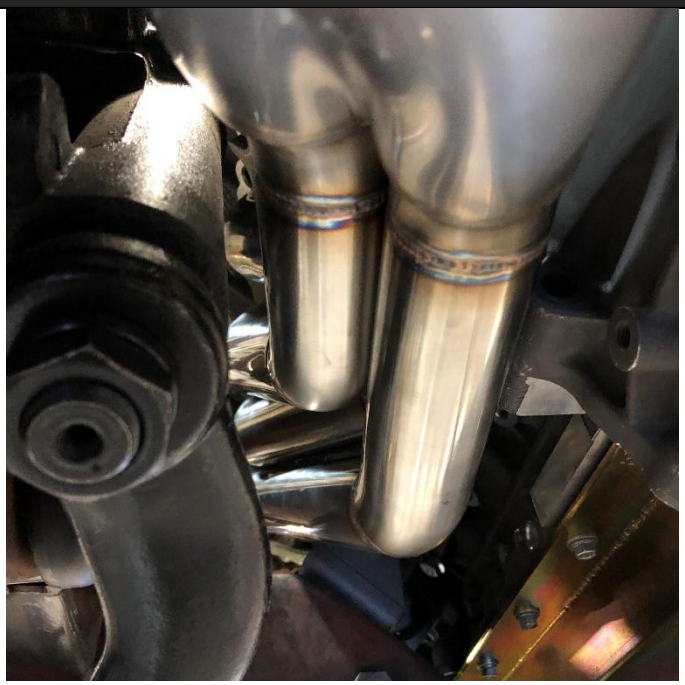
For 4r70w transmissions, skip to Step 13. For 6r80 and 10r80 transmissions, position the transmission crossmember so that the bent leg is towards the **rear** of the car and **up**, and make sure that the crossmember plate attaches **on top** of the L brackets as shown (driver side is in the foreground of the photo). The six 3/8 connections to the crossmember allow for 2 bolting options: 61-65 cars will use the narrow configuration, whereas 66-69 will use the wide configuration.

11 & 12



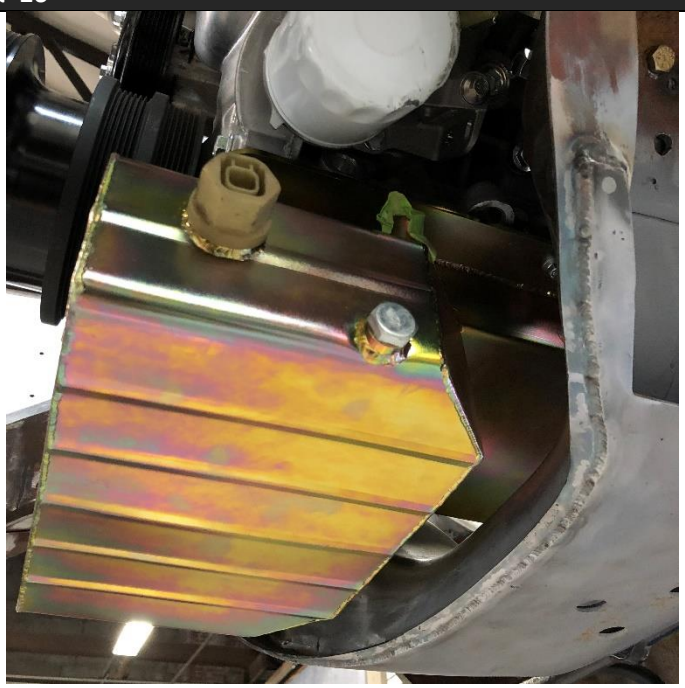
The engine and trans will be positioned in the car at this time. **It will be necessary to trim the floor for clearance to the trans. Only cut the minimal amount to get the engine and transmission into place.** Once in position, there are 6 existing holes in the frame rails that the crossmember will bolt to using the supplied 3/8-24 x 3.5” bolts and lock nuts. Attach the machined adapter to the transmission first and then secure it to the Energy bushing using the 1/2-13 hardware as shown in the screenshot. The bushing ears will mount over the adapter, and the upper preload plate **will** be used. Position the engine/trans in the center of the slots front-to-rear temporarily and snug down the bolts.

13 & 14



There are several clearance “hot spots” to contend with when using the Coyote engine in the Lincoln. The Lincoln steering box poses a major issue both to the driver side cylinder head and to any factory or aftermarket exhaust systems. It is recommended to use our **Lincoln / Coyote Swap - Headers** for this reason as they were designed to make the best use of space with these engines in these cars.

15 & 16

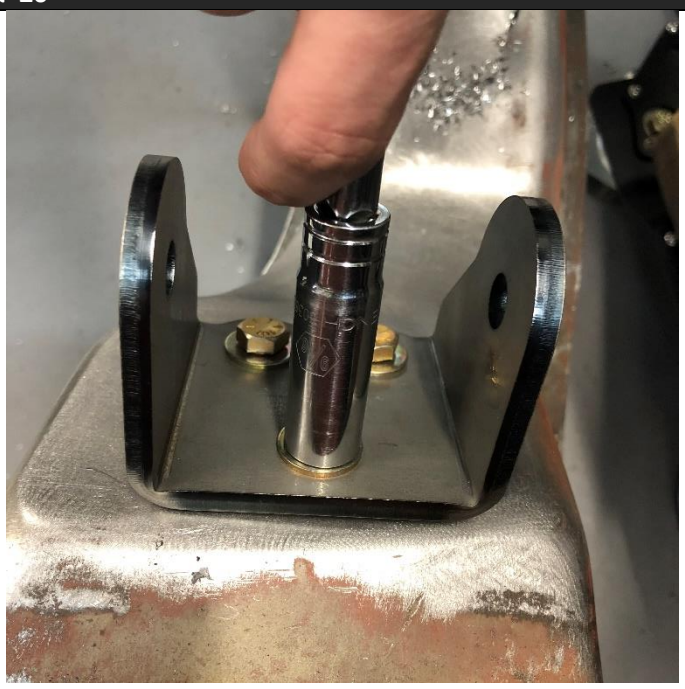


The steering centerlink should have adequate clearance to the transmission, both in the centered position and when turned full lock right and left. It is recommend to use our **Lincoln / Coyote Swap - Oil Pan and Oil Pickup** for this reason since, like the headers, was designed specifically to make the best use of space with these engines in these cars.

17 & 18

With the engine in position, scribe the 3 holes in the mounting saddle to copy their location onto the crossmember. Then with the engine lifted away, the crossmember will be pilot drilled in the centers of the circles.

19 & 20



Step up to a 7/16 drill bit and finish drilling the holes in the crossmember. Then loosely install the saddles on the frame.

21 & 22

A frame patch is included to be used with Ford alternators such as **M-8600-M50BALT**. It can be installed by measuring from the location on the firewall as shown, marking for the rear edge of the notch to be cut at 24.875”

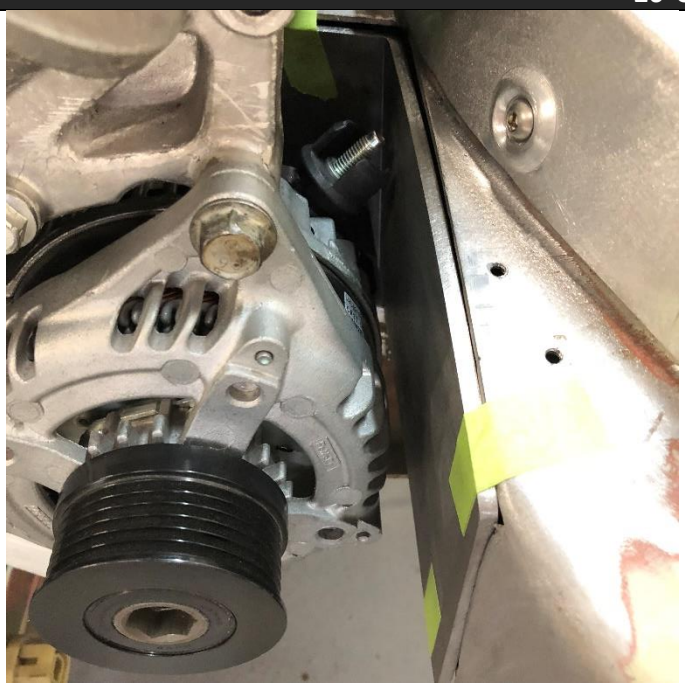
23 & 24

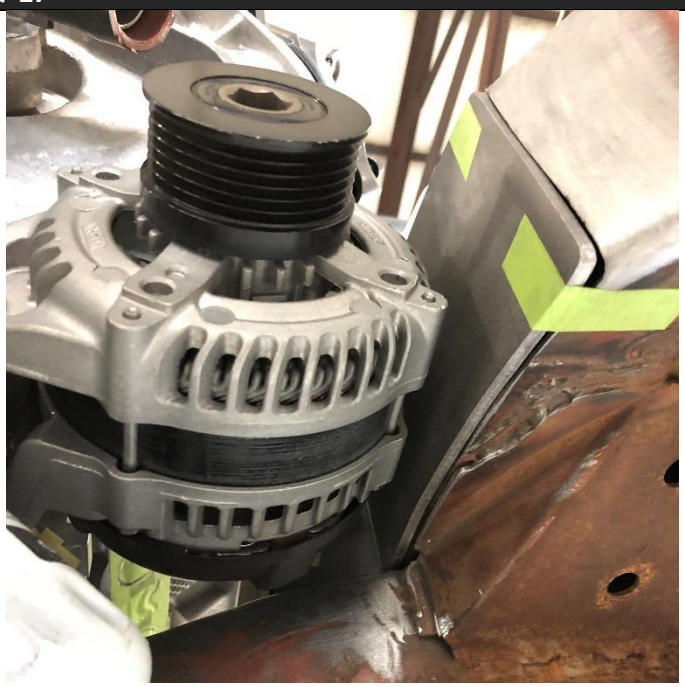
The cut will fit the patch part and look similar to what is shown, with the long leg of the “L” parallel to the centerline of the car.

25

It is advised only to fit the patch panel at this time, while using a tack weld or tape to hold it in place for fitment with the engine and alternator to confirm it doesn't need to be shifted.

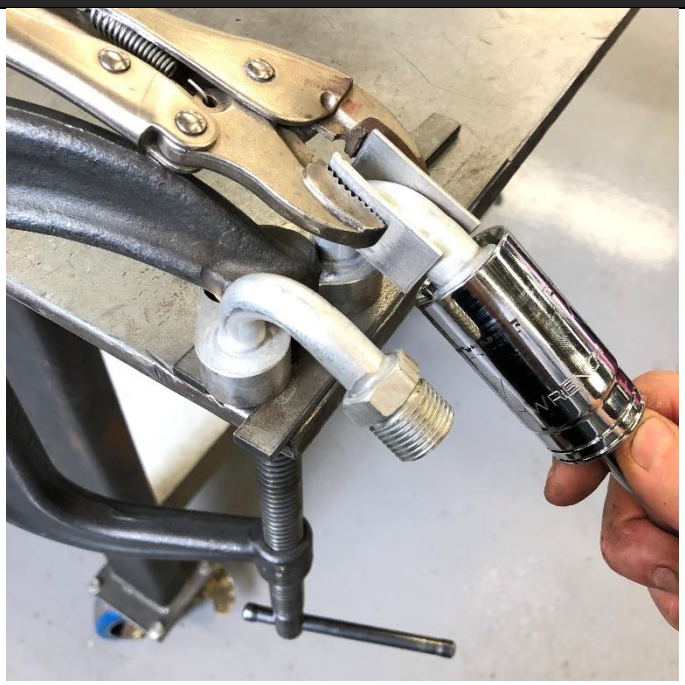
26 & 27





With the engine in position on the mounts the alternator should have clearance both to the side and behind to the frame. Once the position is finalized, the engine can be removed and the patch panel welded into place.

28 & 29



The Vintage Air Coyote Frontrunner (**174020**) can be used to add power steering functionality and AC. The LSMFG Oil Pan is also designed with a notch to be compatible with the tensioner included with the Frontrunner. The Vintage Air Tite-Fit Line kit (**342310**) can be lightly bent as shown using a socket along with support on each side to prevent distortion of the tubes.

30 & 31

Shown here is an example of a trans and driveshaft tunnel in a 67 convertible. The string shown is being used to estimate the top of the driveshaft to the axle in the fully compressed suspension position. The fabricator should determine the needed clearance of the floor to the transmission, driveshaft, and bottoms of seats in order to build a sheetmetal tunnel as needed for their particular application.

Additional Info and Recommendations

- **Serviceable/Replacement Parts:** Energy Transmission Mount 4.1104G

For any questions or suggestions, CONTACT US