

Although the kit is a relatively easy kit to install we recommend having a professional do the install.

The first step of the installation was to go into the engine bay from above with the intake off of the car in order to remove the plastic pushpins on each side which keep the head of the stock K-member bolts in place. Once they're removed and the bolts are loosened from the underside of the vehicle they can easily be pushed up and out of the frame. We then raised the car on the lift and supported the engine and transmission using 2 transmission jacks.



Working with one side at a time we were now ready to install the K-member spacers. We first removed the nuts on the front K-member mounting location and loosened the bolts on the rear K-member mount. We slowly lowered the transmission jacks which then gave us just enough room to slide the spacers in between the frame and the front K-member mount. If after lowering the jacks you still don't have enough room to slide the spacers in you can loosen the nuts from the other side of the k-member just enough to where you have enough room to slide the spacers in on the opposite side. Just make sure to not fully remove the bolts or nuts from the opposite side of the K-member that you're working with.

Here's where we removed the stock K-member bolts



Then we used the long bolt and washer supplied with the kit and dropped it through the frame, spacer and K-member from the top. Using the supplied washer, locking washer and nut we then tightened up the nut on the bolt. Do not fully tighten the nut until you've finished placing the spacers on the front and rear K-member mounts as tightening them before installing the rear K-member spacers will not give you the ability to adjust the K-member if needed.

Here's the front K-member mounting position with the spacers

Here's where we removed the stock K-member bolts

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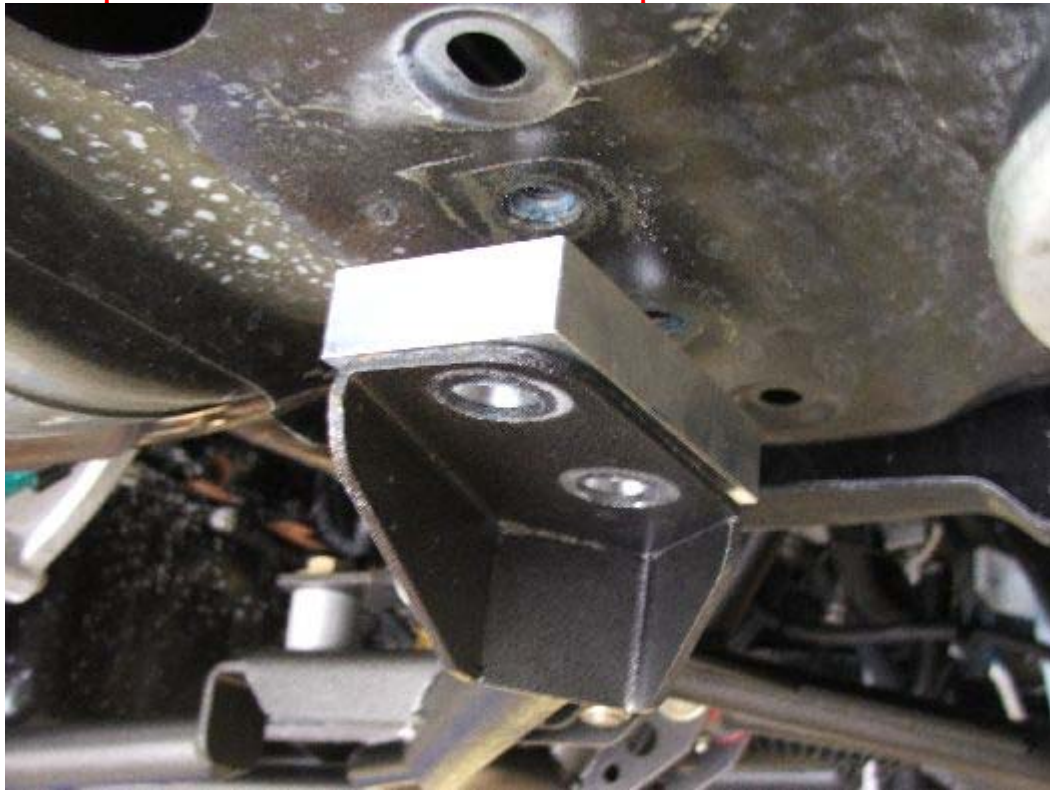
NOTE: When using the stock K-member it's not necessary to use a washer between the K-member and the spacer. Washers are only used at the head of the bolt on top of the frame inside the engine bay to keep the bolt

from sliding through the hole. As well as on the bottom of the bolt before the lock washer and nut are installed.



Now for the rear K-member spacer we made sure there was enough space to slide the spacer in. Using the supplied 2.5" bolts we bolted them through the rear mount of the K-member and spacer to the frame.

Here's a picture of the rear K-member mount with the spacers





Once we were done with 1 side we moved to the other and did the same exact thing making sure that the engine and transmission were still supported with the transmission jack supports.

There's a few other things that are part of the 3.4L Install kit which we didn't have to do since we removed our front Sway bar as well as we're running the BMR KM011 lowered K-Member. If you are still running the stock K-Member you'll need to install both the Lowered Motor Mounts and Sway Bar Bracket Relocation Spacers.

Here's a picture of where to install the spacers on the front sway bar mounting bracket.

Here's where we space the bracket for the Sway Bar Support

NOTE: Some kits will come with the spacer shown in the image below and some kits will come with (4) large and (4) small cylinder spacers. The kits that include those cylinder spacers you will be using the larger spacers for lowering the radiator support/swaybar bracket and the smaller ones will be used to raise the fuel rail for applications that use the tall style injectors. SOME SUPERCHARGERS SUCH AS THE 3.4L WHIPPLE DO NOT HAVE ENOUGH CLEARANCE WHEN THE RAIL IS RAISED SO A SHORT STYLE INJECTOR SUCH AS THE 72's WILL BE NEEDED FOR PROPER FITMENT.



Our review of the Whipple 3.4L Installation kit is a very positive one. The kit we use has everything we needed for a complete install. Everything went on the car just how it was supposed to and the kit did exactly what we wanted it to do. With the 3.4L Whipple now installed there's still plenty of clearance for the stock hood and the stock strut tower brace. I've personally logged several hundred miles on our car with the new setup and the car ride great. There's no difference that I can notice on how the car handles or how it feels. As I drove through the country roads on the way to the NMRA season opener in Bradenton, FL the 3 hour drive was a blast. Again the car drove great through all of the windy roads and after the long haul we took the car to it's fastest times ever running a [10.65@132.xx](#) MPH. On the street and the track the 3.4L Whipple installation kit was like it wasn't even there. This is why we're 100% confident in selling these kits to our customers. Not only can you now run the sickest twin screw blower for the GT500 but you can do it all under the stock hood and strut tower brace.

The other part of the installation which we did not cover here is the front lowering springs. Our 3.4L Installation kit comes with the proper springs to bring your car back to the stock ride height. For our car we had already installed the BMR front and rear lowering springs. What worked out good for us is that BMR doesn't make a GT500 specific set of springs. However the rear BMR lowering springs work out great on the GT500. Lowering the car and giving it an aggressive stance. The front BMR springs however are made for the GT which has a much lighter front end then the GT500 so the spring rate used on the front springs is less than it would be for a GT500. With that said the BMR springs lowered the car quite a bit. More than what was needed to give it a sleek look. We looked at the front end of our car with the BMR springs and realized that after adding the 3/4" spacer kit that the BMR front spring height would be perfect. Once the install kit was done and the car was pulled out of the garage we were very happy as what we thought was going to happen did. The BMR springs were perfect in the front. Below is a picture of our car as it sits today with the Whipple installed using the BMR front and rear lowering springs.

Whipple Installed



If you have any questions pertaining the 3.4L Whipple Install kit or the all new Gen II 3.4L GT500 Whipple Supercharger please feel free to give us a call.