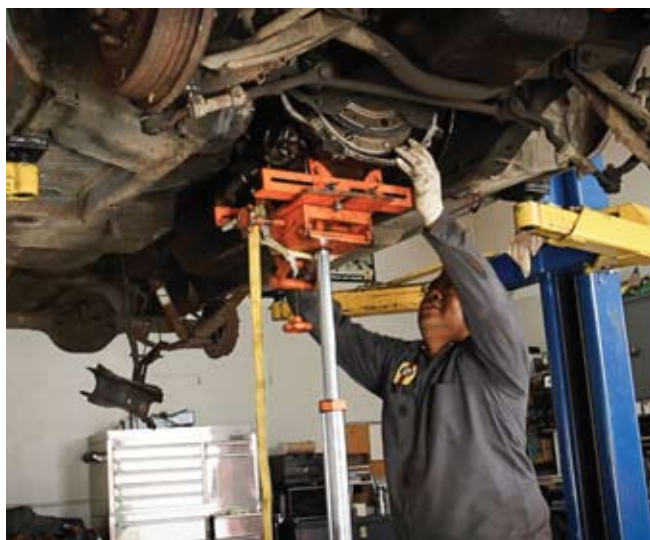**4a.13** Disconnect the electrical connectors at the starter motor, then remove the two starter mounting bolts and remove the starter. ****Warning:** *Make sure the battery has been removed from the vehicle (or at least disconnected) before doing this.*

4a.14 Support the back of the engine to the body with a chain, then gently separate the transmission from the engine and move it rearward enough to access the two converter drain plugs to drain the fluid from the converter. Such a convenient way to drain the converter is one of the perks of working on older cars. Modern cars don't have converter drain plugs.

4a.15 Roll the transmission jack rearward and slowly lower it to the floor. The transmission should be secured to the jack with hooks and chains (or a strap as is being used here).
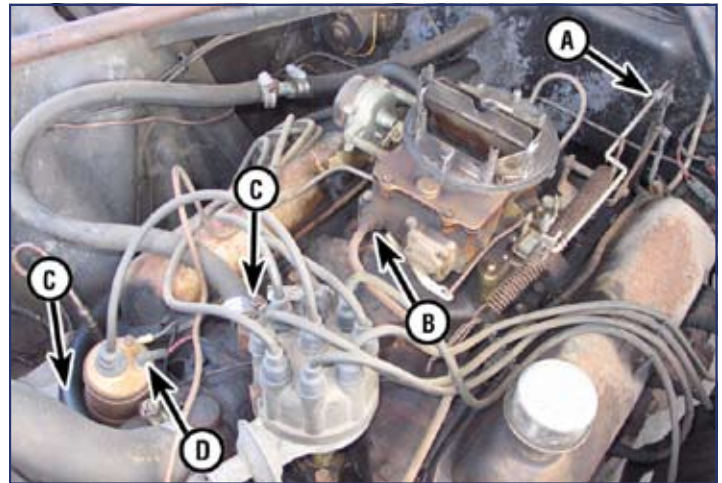

4a.16 Our exhaust system was composed of incorrect muffler-shop pipes and a pair of cheap glass-pack mufflers welded in place. We will be using new, correct exhaust pipes for our car, with the OEM-style mufflers for factory single-exhaust as original on a base V8 like ours. The easiest way to remove our all-welded system was to cut it into sections with a reciprocating saw.

4a.17 This stiffener plate in the floorpan must be removed to get the old pipes out. Install the plate and the six bolts again after the exhaust is removed to retain floorpan stiffness during restoration.

4a.18   Disconnect the throttle/kickdown linkage (A), and the fuel line at the carburetor (B). Disconnect the heater hoses (C) and tag and disconnect the wires at the ignition coil (D).

4a.19 Disconnect any ground wires from the engine to the chassis. Disconnect the wires at the alternator (A), remove the alternator adjuster and mounting bolts (B), and remove the alternator.

4a.20 Remove the battery (if not already done) and air filter housing, then attach chains to the front and rear of the engine to begin engine removal. Drain the oil and remove the oil filter, if not already done.