



Installation Instructions for Tube Front-End for 1962-1967 Chevy Nova.

Please read these instructions completely before starting any work.

- 1) Begin your installation by jacking the car up and supporting it on sturdy jack stands. The stands must be located on the main car, just behind the firewall. Remember you are removing the front sub-frame so do not support the car under the front sub-frame.
- 2) Start dismantling the front end. Start by removing the front wheels, front bumper and brackets. Disconnect the wiring harness to the front components (IE: headlights, turn signals, parking lights). Next, remove the front fenders and grill. Remove the core support, radiator, motor and transmission.
- 3) Now you are ready to unbolt the front sub-frame with the inner fenders. Support the front sub-frame with a floor jack so it can be lowered to the ground safely.
- 4) Save all the nuts and bolts you have removed, they will be used to reassemble the car. Be sure to inspect all the nuts and bolts, replace any that are damaged.
- 5) Remove the old steering box and steering column. The existing steering column can be used with the new rack and pinion with some modifications.
- 6) While everything is out of the way, makes it a goodtime to clean the firewall up.
- 7) Raise the new sub-frame into place using a floor jack. After you have it in place and the bolt holes line up bolt it to the car using the original nut, bolts and lock washers.
- 8) Bolt the upper firewall plates to the firewall.
- 9) Put the core support in place on the front of the frame and secure it using a pair of "C" clamps. Bolt the front Fenders to the firewall and core support. Install the front bumper and brackets.
- 10) Check the core support to see if it is straight up and down. Now check the along the fenders and doors. Also, check the alignment of the bumper and fenders. You can adjust the alignment by using a floor jack under the new sub-frame.
- 11) Once everything is lined up, trim the stabilizer bars to run from the upper firewall plates to just behind the core support and weld in to place. Now drill a hole through the core support and into the new frame and bolt it together with a 3/8" bolts and nuts.
- 12) Now you can install the motor and transmission. Before lowering the motor into the car, bolt your new motor mounts, towers and headers to the motor. Hook the transmission mount up the existing cross member. Trim the towers to get your motor to the desired height and position. Check all clearances. Weld the tower in to place. You might want to remove the motor to do this.
- 13) If you are planning to use the existing column use a saws all or band saw the cut the column off right next to the steering box. After you have separated the column from the steering box, trim an extra 1" off the outer column. Install the column in the car.
- 14) Install the splined steering joint on to the rack and the smooth joint on to the column. Measure between the two joints. Remember to allow for the steering shaft to slide all the way into the joint. Trim your shaft and install.
- 15) You are now ready to completely reassemble the car.
- 16) Once the car is setting back on the ground, adjust the coil-overs so the lower control arms are level. Take it to an alignment shop and have them set the front end:

Caster: 3 Degrees Positive
Camber: 0 degrees Positive
Tow: 1/8" in.