

62-67 NOVA GASSER STRAIGHT AXLE KIT

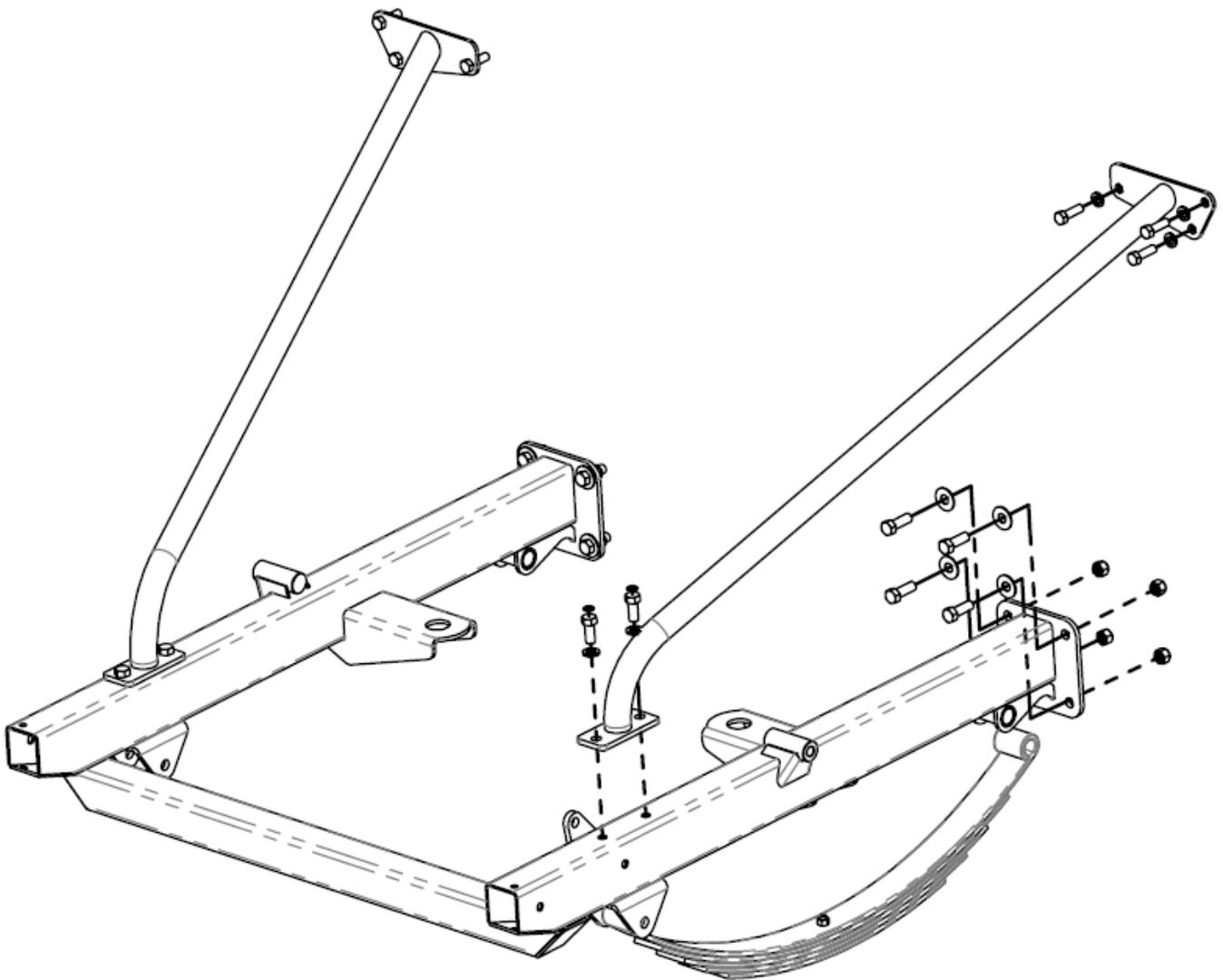
PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION

PARTS LIST		
1	916-62067050	Sub frame
1	916-62068-62-65	Support tubes 62-65 Nova
1	916-62068-66-67	Support tubes 66-67 Nova
1	910-35126-48	48" Chevy straight axle
2	910-76267	Leaf springs
4	910-33323-2	Leaf spring bushings
1	916-62067.30	Spring perch left
1	916-62067.30	Spring perch right
1	916-62067.25	Shackles with bushings (pr)
1	910-32100	Chevy spindles with king pins
1	916-32043	Nova Gasser left steering arm
1	916-32044	Nova Gasser right steering arm
2	910-46221	Gas shocks
2	916-33011	U-bolts
1	91631-48	Tie Rod
2	916-32501-1	Tie rod hardware
1	91631-34	Drag Link
1	115-8060041	Pitman Arm
1	910-32204	Vega steering box
1	910-32109	Steering stop kit
1	910616005	Spindle nut kit
1	916-62067.40	Hardware kit Nova Gasser Sub frame
4	HZ5-HCSF-.44-1.00	7/16"-20 x 1" Hex bolt GR 5
8	HZ5-HCSF-.44-1.25	7/16"-20 x 1/4" Hex bolt GR 8
4	HZ5-HCSF-.44-1.50	7/16"-20 x 1-1/2" Hex Bolt GR 5
3	HZ5-HCSC-.44-1.25	7/16"-14 x 1-1/4" Hex bolt GR 5
12	HZ5-NLNF-.44	7/16"-20 Nylock
7	HZ5-LW-.44	7/16 lock washers
12	HZ2-SFW-USS-.44	7/16" Flat washer
4	HZ5-HCSF-.50-2.50	1/2"-20 x 2-1/2" Hex bolt GR 5
2	HZ5-HCSF-.50-3.25	1/2"-20 x 3-1/4" Hex Bolt GR 5
4	HZ5-NLNF-.50	1/2"-20 Nylock Nut
4	HZ2-SFW-USS-.50	1/2" Flat washer
2	HZ5-HCSF-.44-2.25	5/8"-18 x 2-1/4" 5 Hex Bolt GR 5
1	HZ5-HCSF-.44-2.75	5/8"-18 x 2-3/4" Hex bolt GR 5
1	HZ5-HCSF-.44-3.00	5/8"-18 x 3" Hex Bolt GR 5
4	HZ5-NLNF-.63	5/8" -18 Nylock nut
2	5464110-1	5/8" cone spacer
2	91662067.32	Drag Link Spacer 1" OD x .187 wall x 3/4"
3	91662067.31	Steering Box Spacer 3/4" OD x .120 wall x 3/8"

1. Jack up your car supporting it on jack stands. The stands should be located on the main floor sub frame (just behind the firewall). Do not support the car on the front sub frame.

2. Now it's time to disassemble the complete front end. Remember to save all your hardware you will need it when it comes time to reinstall them. Remove the hood and hood hinges. Remove the front wheels and disconnect all the wiring to the front end. Remove the front bumper, bumper brackets, front fenders and grill. Next remove the radiator and core support. Remove the engine, transmission and unbolt the steering box from the sub frame. Next unbolt and remove the factory sub frame from the firewall. Next remove the factory steering box and steering column.

3. Set the new sub frame into position lining up the holes in the sub frame with the holes in the firewall. A couple of jack stands and a floor jack will help here. Bolt the sub frame to the firewall using the 7/16"-20 x 1-1/4" GR 8 bolts, washers and nylon lock nuts. Torque to 80 ft. lbs. Install the firewall support tubes to the sub frame using the 7/16"-20 x 1" GR 5 bolts and 7/16" lock washers. Install the support tubes to the firewall using the 3/8"-16 x 1-1/4" GR 5 bolts and 3/8" lock washers. If there is a gap at the fire wall add some of the shims supplied to make up the difference (there are two 10 gauge shims and four 16 gauge shims supplied). More shims may need to be added or subtracted to set the fender gaps after the fenders have been reinstalled.

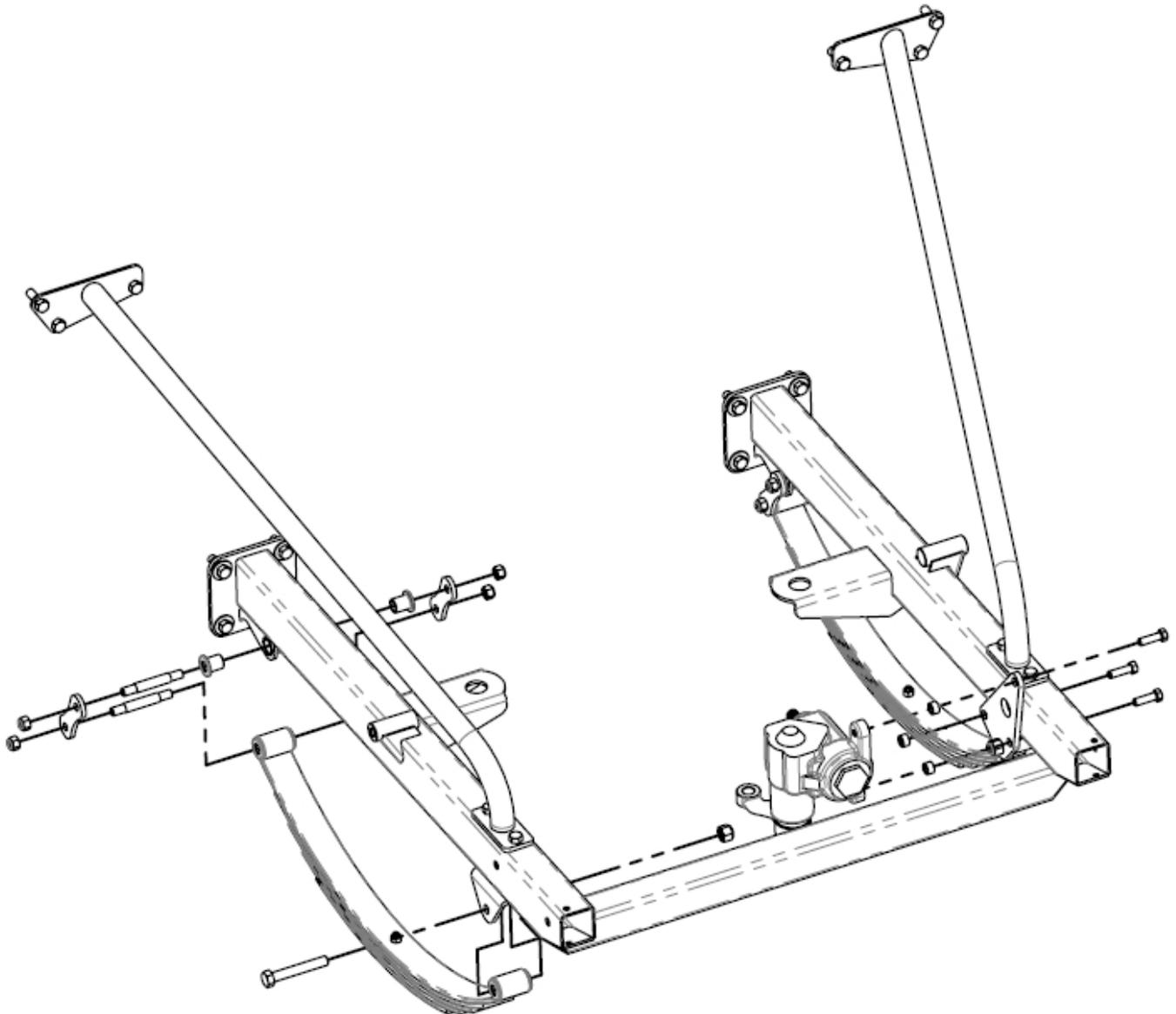


4. The engine and transmission can now be reinstalled. NOTE: The engine in this new sub frame is now centered. The original engine was offset about 1/2" to the passenger side. You can slot your original transmission mount or purchase an after market transmission mount to center the transmission. Speedway part number 916-62672.

5. Install the bushing into one end of the spring and slide the end of the spring up into the front spring perches on the sub frame (the spring locating pin is centered so the spring can be installed in either direction). Install the 1/2"-20 x 3-1/4" bolts and nylon lock nuts. Install the bushings into the rear of the spring and into the rear spring pivot located on the sub frame. Install the shackles, shackle plates and nylon lock nuts and tighten.

Using the u-bolts supplied bolt the axle pads to the bottom of the springs. Make sure the shock mounting hole in the axle pad is positioned to the outside and is offset to the front.

NOTE: The leaf springs supplied in this kit have five leafs. The bottom two leafs can be removed if the springs are too stiff. With all the weight on the front axle the shackles should be at 45 degrees.



6. Using a hydraulic jack raise your axle up into the axle pads centering the axle on the leaf springs. The king pin bosses should be tilted in at the top. Measure from the end of the axle to the leaf springs on both sides. Double check your measurements by measuring from the outside of the frame rail to end of axle. Move the jack stands to support the car under the axle. Set the axle at the approximate height it would be if you had your tires on. After the axle is centered in the chassis temporarily install the king-pins into the top half of axle boss. The kingpins should be tilted toward each other at the top. Using an angle finder on the kingpins rotate the axle in the axle pads to set your caster. A minimum of 5-6 degrees of positive caster (kingpin angled back at the top) is recommended. Double check all your measurements and tack weld the axle pads to the axle. Remove the axle and fully weld the axle pads to the axle. **WARNING:** Do not weld the axle pads to axle with the weight on the front of the vehicle. Heat from the welding can cause the axle to warp. Once the axle has cooled reinstall the axle to the leaf springs.

7. Install the kingpins and spindles to the axle following the instruction supplied with the kingpins.

8. Install the steering arms and spindle stops onto the spindles. Using the 7/16"-20 x 1-1/2" and the 7/16-20 x 1-3/4" bolts and nylock nuts. Bolt the steering arms to the lower mounting holes of the spindle. The steering arms face forward and the passenger side steering arm has the extra hole for the drag link. The steering stops can be bolted to the front or the rear of the spindle depending on the location of your caliper bracket. **WARNING:** Do not attempt to drive the vehicle without the steering stops installed. Torque the 7/16" bolts and nylock nuts to 55 ft. lbs.

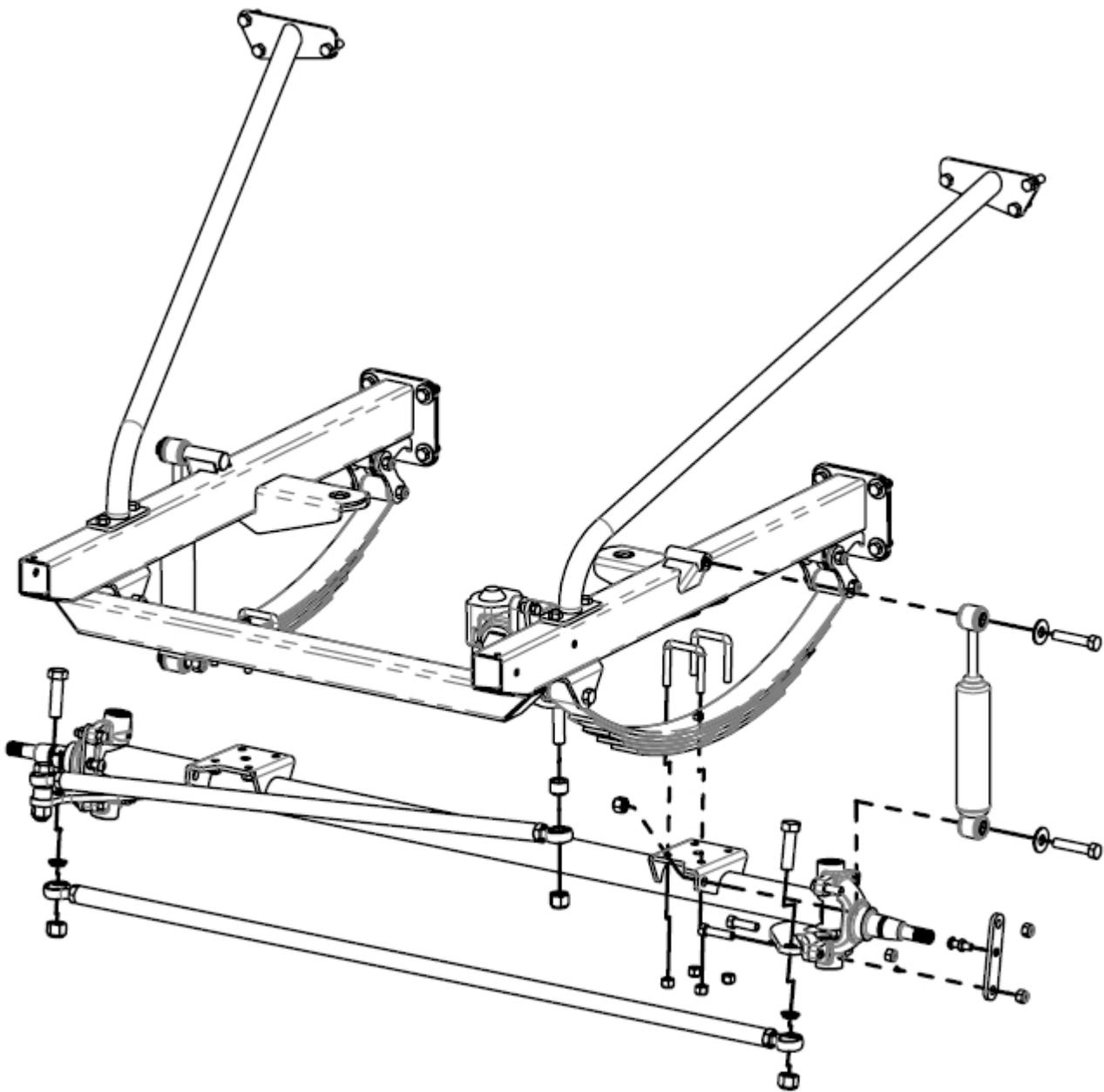
9. Install your brake kit and brake lines following the instructions supplied with the kit.

10. Install the jam nuts onto the left and right hand heim joints and thread them into the tie rod and drag links assemblies making sure the heim's are threaded in equally on both ends. Install the tie rod assembly to the steering arms using the 5/8"-18 x 2-1/4" bolts, cone spacers and nylock nuts. The tie rod mounts to the top of the steering arms and the cone spacers go between the heim's and the steering arms. On the passenger side steering arm the tie rod mounts to the rear hole.

11. Using the 7/16"-14 x 1-14" bolts and lock washers install the steering box to the sub frame. Torque to 50 ft. lbs.

12. Counting the number of turns, turn the steering box from lock to lock. From full lock turn the box back 1/2 the amount of turns. The box is now centered. Install the pitman arm to the box. The spline in the pitman arm is tapered and will only go on one way; the offset in the pitman arm goes down. Install the pitman arm onto the steering box aligning it so the arm is parallel to the frame rails. Install the lock washer, nut and tighten. It would be a good idea to use Loctite here along with the lock washer supplied.

13. Install the drag link using the 5/8"-18 x 3" bolt, nylock nut and a 3/4" spacer on the pitman arm end and the 5/8"-18 x 2-3/4" bolt, nylock nut and a 3/4" spacer on the steering arm end. The drag link mounts to the bottom of the pitman arm with a 3/4" spacer in between and mounts to the top of the steering arm with a 3/4" spacer in between. Torque the bolts and nylock nuts to 180 ft. lbs.



14. Install the shocks using the 1/2"-20 3-1/2" GR 5 bolts, nylock nuts and washers.

15. Install your brake kit and brake lines using the instructions supplied with your kit.

16. Install the core support and radiator. Install the grill and front fenders. You may need to adjust the shims at the upper support tube to align the fender gaps at the door.

17. Install the wheels and tires. You can now take the car off the jack stands.

18. Set your toe in to 1/8" and adjust the drag link. Adjust your steering stops so the pitman arm stops short of hitting the spring under suspension travel. Check brake line clearance through the entire suspension travel and turning radius.

IMPORTANT

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