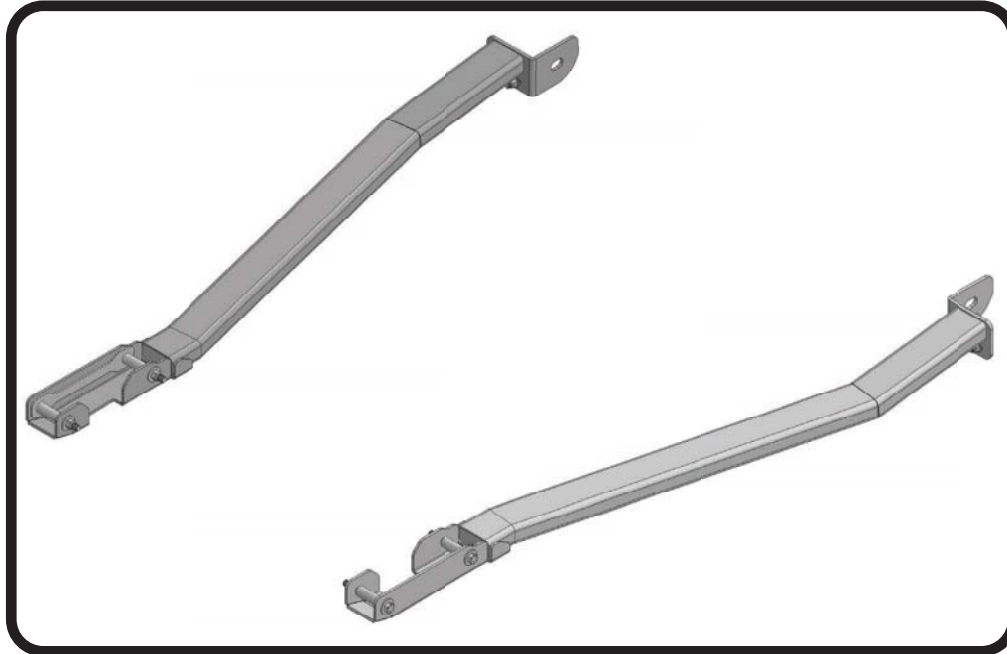


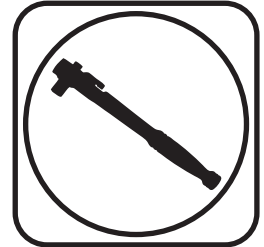


**Part # 11257300**

**1962-1967 GM Chevy II Nova Bolt-In Subframe Connectors**



Recommended Tools



## 62-67 GM Chevy II Subframe Connectors Installation Instructions

### Table of contents

- Page 2..... Included Components & Hardware List
- Page 3-4..... Getting Started & Disassembly
- Page 5-9..... Installation
- Page 10..... Drilling Template

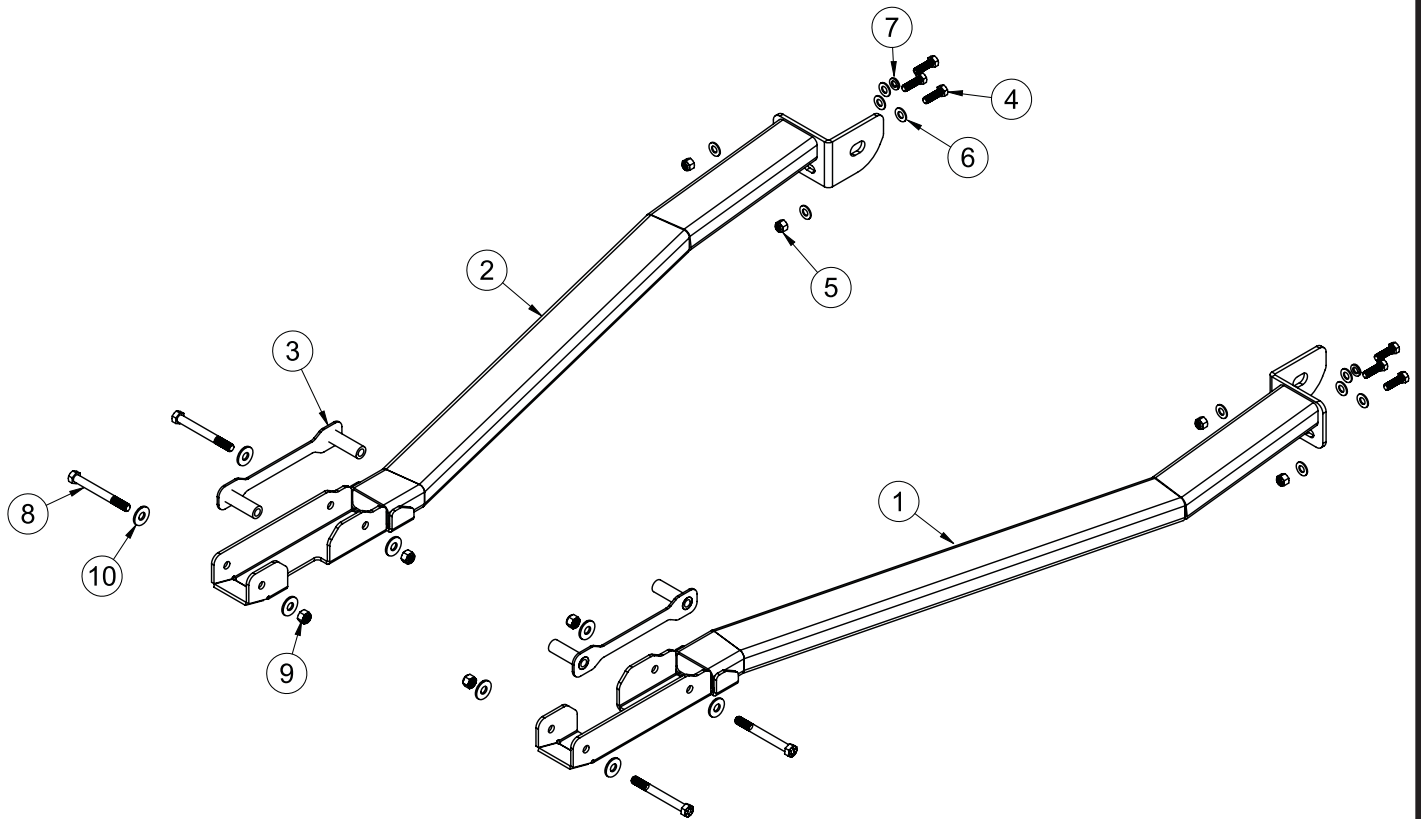
*THESE SUBFRAME CONNECTORS WILL WORK WITH THE RIDETECH 4 LINK OR OEM LEAF SPRINGS*





### Major Components .....In the box

Item #	Part #	Description	QTY
1	90003341	Driver Subframe Connector	1
2	90003342	Passenger Subframe Connector	1
3	90003343	Clamp Spacer Plate	2
	99010198	Hardware Kit	1



### Hardware List .....In the box (Kit# 99010198)

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
<b>REAR BRACKET HARDWARE</b>				<b>FRONT BRACKET HARDWARE</b>			
4	99371005	3/8"-16 X 1 1/4" Hex Bolt	6	8	99431028	7/16"-14 x 4" Hex Bolt	4
5	99372001	3/8"-16 Nylok Nut	6	9	99432010	7/16"-14 Nylok Nut	4
6	99373002	3/8" SAE Flat Washer	10	10	99433002	7/16" SAE Flat Washer	8
7	99373006	3/8" Split Lock Washer	2				



### Getting Started.....

1. Using a floor jack or lift, raise the vehicle to a safe and comfortable working height. The subframe connectors will attach to the car at the leaf spring and rear of the frame rail. Make sure you have easy access to these areas.
2. Support the frame accordingly with jack stands or a lift. Keep in mind, you will need to be able to move the rear differential up and down and need to be able to lower the front of the leaf springs.
3. The leaf spring clamping plate will need to be removed from the rear differential to allow the front of the leaf springs to be lowered. You will need to be able to raise and lower the differential to install the subframe connectors on a leaf spring car.

### Disassembly



**4 & 5.** Any fuel line or brake line clamps that are on the frame rail in the area of the transmission crossmember, will need to be removed from the frame rail. Some will need to be removed by drilling the center.



**5.** Some clamps may be screwed to the frame. Remove the center screw to remove the clamp.



### Installation



**6.** Remove the OEM leaf spring hardware from the front of the leaf spring. Retain the leaf spring hardware for reassembly.



**7.** Drop the front of the leaf spring down to give access to the front of the leaf spring mount.



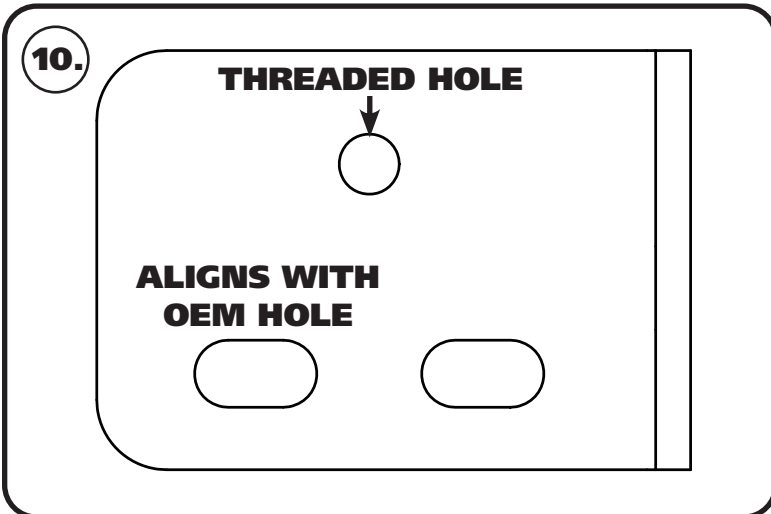
**8.** If installing this kit with the Ridetech 4 link, we recommend doing one side at a time. This will help hold the differential in place while installing the connectors. Disconnect the front of the lower bar from the bar mount. The (3) front bolts will also need to be removed.



### Installation



**9.** The subframe connector uses an OEM hole in the OEM leaf spring mount. The other 2 holes will need to be drilled. The subframe connector can be used to mark the 2nd bottom hole. A template is provided on **Page 10** for drilling the top hole.



**10.** The top hole is a "blind" hole. A template is provided on **Page 10** to help with drilling of this hole. Drill the holes with a 7/16" drill bit.



**11.** Install a 3/8" flat washer on a (1) 3/8"-16 x 1 1/4" hex bolt. Insert the bolt/washer through one of the rear mounting holes of the subframe connector and into the leaf spring mount. Install a 3/8" flat washer and 3/8"-16 nylok nut on the bolt. Leave the hardware loose for the time being.



### Installation



**12.** Push the front of the connector up on the frame rail. It helps to support the front to help hold it in place.



**13.** Tighten the bolt down in **Step 11** This will tighten the connector against the leaf spring mount.



**14.** MAKE SURE THE SUBFRAME CONNECTOR IS PUSHED UP TIGHT AGAINST THE FRAME. Use the subframe connector as a template to drill the inner and outer holes to 7/16"



### Installation



**15. Loosen the front bolt at the leaf spring mount to allow the front of the connector to drop down.** Pull the front of the connector down to gain access to the sides of the frame rail. Drill the 2 OUTER frame rail holes out to 3/4". We use a unibit to drill the holes.



**16.** The kit includes clamp spacer plates to help sandwich the frame rail without crushing it. The bungs of the clamp spacer will need to be inserted into the 3/4" holes.



**17.** Push the clamp spacer tight against the frame.



### Installation



**18.** Slip the front of the connector up over the frame rail and clamp plate. Install a 7/16" flat washer on each of (2) 7/16"-14 x 4" hex bolts. Insert the bolts into the 2 mounting holes.



**19.** Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of each bolt. Do not tighten at this time.

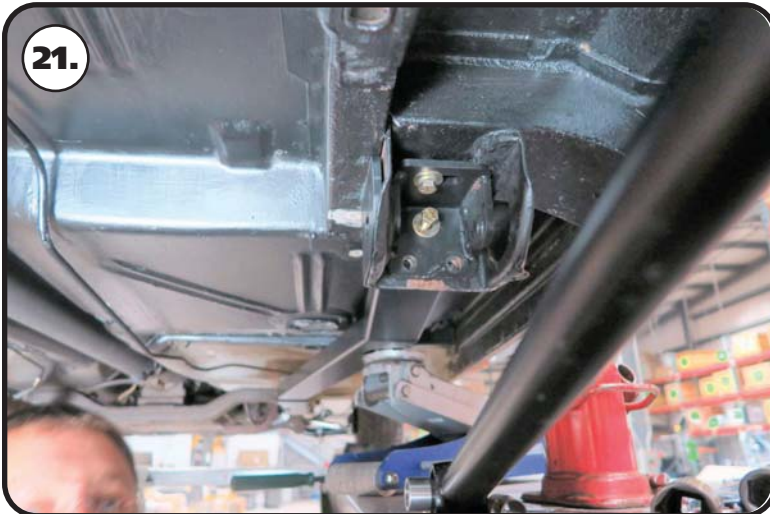


**20.** If installing the connectors in conjunction with the Ridetech 4 link, the rear of the connector will use the same mounting holes as the front lower bar mount.

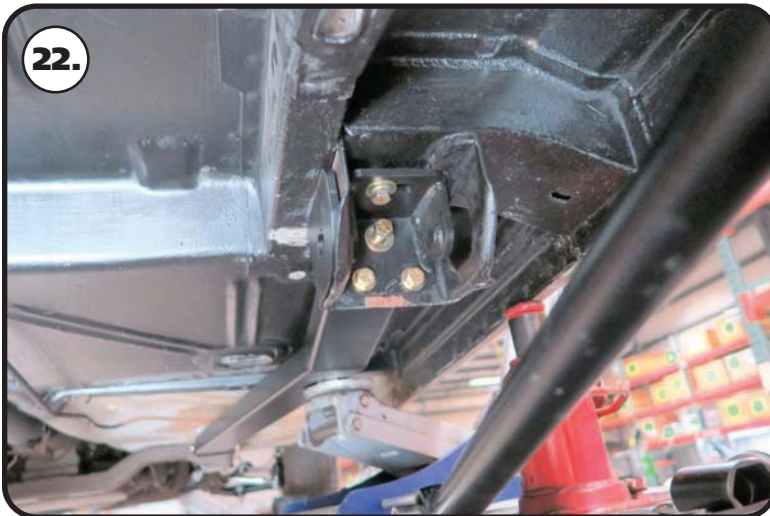




### Installation



**21.** Install a 3/8" split lock washer & 3/8" SAE flat washer on (1) 3/8"-16 x 1 1/4" hex bolt. Insert the bolt/washers in the top hole, threading it into the rear of the subframe connector. Do not tighten until all of the hardware is installed.



**22.** Install a 3/8" flat washer on each of (2) 3/8"-16 x 1 1/4" hex bolts. Insert the bolt/washer through the (2) lower mounting holes of the subframe connector and into the leaf spring mount.



**23.** Install a 3/8" flat washer and 3/8"-16 nylok nut on each bolt. Reinstall the front of the leaf spring/lower bar.

**24.** Tighten the hardware for the connector and leaf spring/lower bars.

3/8"-16 hardware	30 ft-lbs
7/16"-14 hardware	50 ft-lbs
Leaf spring/bar	75 ft-lbs

**25.** Repeat the previous steps on the 2nd side.

**26.** If equipped with leaf springs, reattach the leaf spring clamping plates and torque to 55 ftlbs.

**27.** Recheck all hardware.



### Drilling Template

