



Installation Instructions for Tube Front-End for 1968-1972 Nova/1967- 1969 Camaro.

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 body. 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. 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 removed, this is 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 then you can put the solid body bushings in place and bolt it to the car using the original nut, bolts and lock washers.(aftermarket or stock bushings can be used with modifications to body mounts.)
- 8) 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.
- 9) 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.
- 10) 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. Mock up the transmission cross member into desired location then weld or bolt into place. 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 re- move the motor to do this.
- 11) If you are planning to use the existing column use a sawzall 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.
- 12) 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.
- 13) You are now ready to completely reassemble the car.
- 14) Once the car is setting back on the ground, adjust the coil-overs to between 9.75"-10.50". This is measured from center of top shock bolt to center of bottom shock bolt. 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.