



Next, slide the link eyebolt onto the end of the antiroll bar.

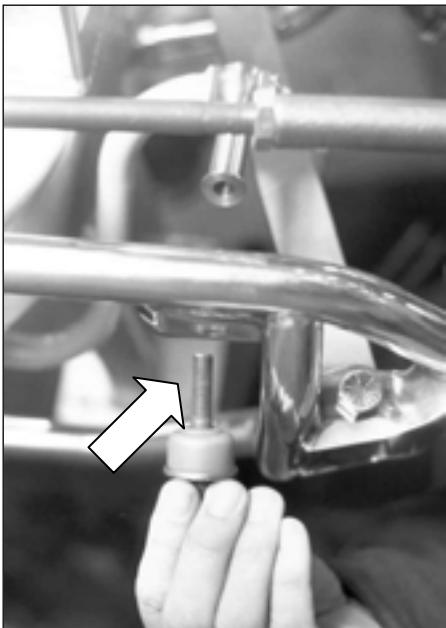


Shown here is the hardware used to attach the link eyebolt to the antiroll bar.

Attach the link eyebolt to the antiroll bar. Place the internal tooth lock washer next to the head of the 3/8-16 x 3/4" button head allen and the beveled stainless steel washer. Apply Loctite™ to the button head allen and tighten.



Put the star lock washer, bushing washer and one urethane bushing on the 3/8-16 x 2 1/4 socket head allen. This attaches the link eyebolt to the lower A-arm. Apply silicone grease to the bushing on all surfaces.



Insert the lower bushing assembly into the lower A-arm mount bracket.



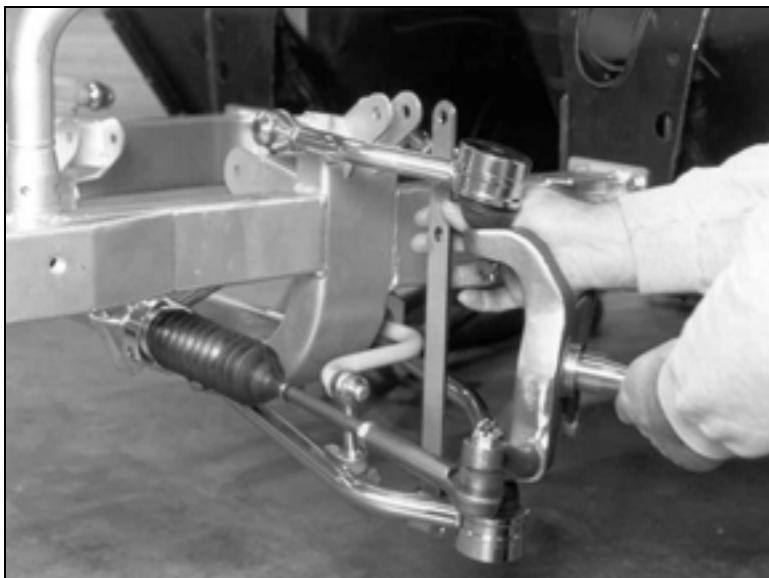
Grease the upper bushing and slide it and the other bushing washer over the bolt.



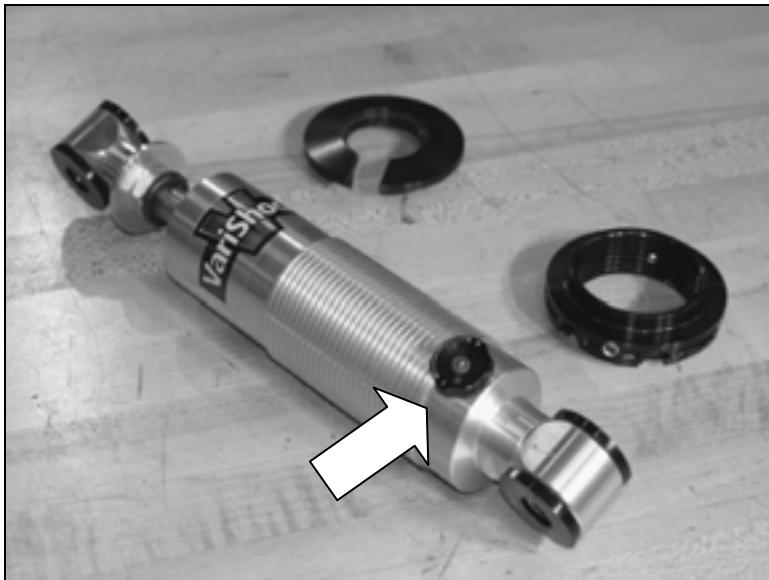
Apply Loctite™ to the bolt. Push down on the antiroll bar and thread the bolt into the end of the link eyebolt.



Use the T-handle Allen wrench to tighten the bolt from under the lower A-arm. Tighten only until the urethane bushing begins to crush.



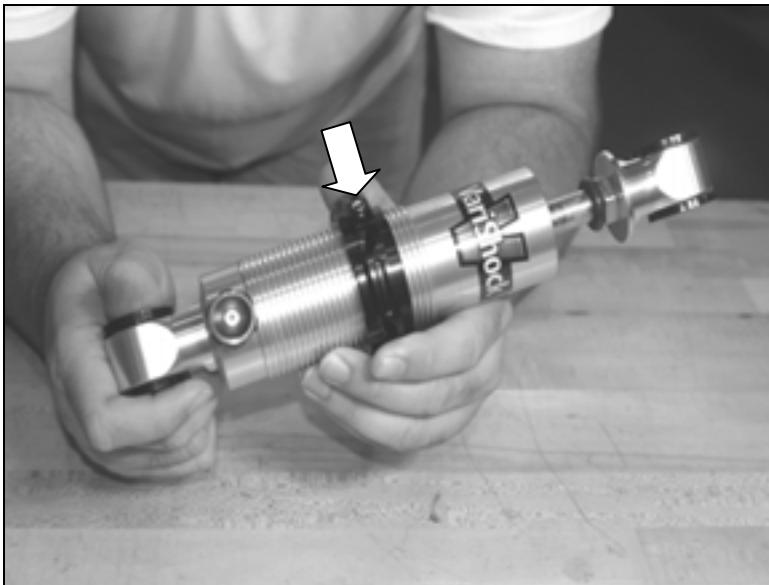
After finishing the antiroll bar installation, run the suspension through its travel full shock extension to full shock compression. Do this with the spindle turned full left, full right, and centered. Everything should move without binding. Because the antiroll bar makes independent installation difficult, you will have to do the driver and passenger sides at the same time.



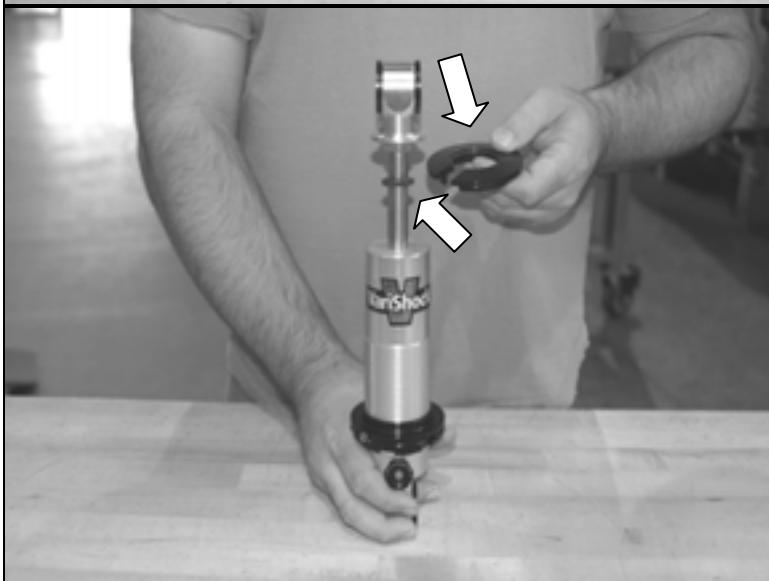
Installing Shocks & Springs

The front suspension kit includes the VariShock Quickset 1 externally adjustable coilover shocks with urethane bushings. The knob on the bottom is used to change the ride quality and handling of the vehicle.

Optionally available is a VariShock Quickset 2 double adjustable coilover.



Screw the spring seat adjuster onto the shock. The set screw locking ball allows the spring seat height to be adjusted in $\frac{1}{2}$ turn increments and then locked once the desired spring height is set.



This upper spring seat holds the spring in place at the top of the shock. The slot allows the spring seat to be inserted after the spring is in place.

Slide the rubber bumper down the shock shaft before installing the spring.



After dropping the spring over the shock, slide the upper spring seat over the shaft.

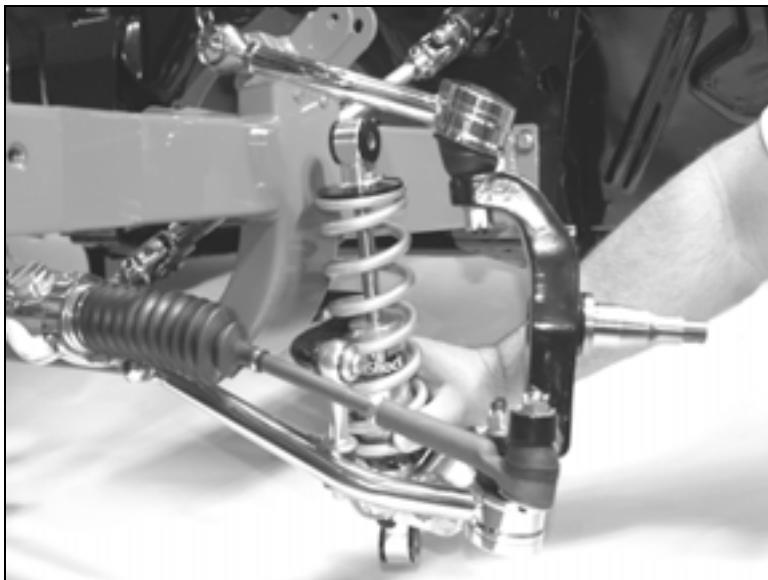


Next, turn the shock over and tighten the spring seat against the spring. After the spring seat makes contact with the spring, turn it one-half of a revolution. This will add a small amount of preload to the coil spring. Tighten the set screw locking ball with an allen wrench. With the spring seat at this position, adjusting the spring seat up or down 1/2-inch can make small changes in the vehicle ride height.



The designed ride height of the suspension has the compressed coilover at 12" eye to eye. If you install a 195/65-15 tire on a 6" wide 15" diameter 3 1/2" backspace wheel, the tire will have 6 1/2" of thread width be 8" wide at the section, have a mounted diameter of 25" and a rolling radius of 12". This will hold the bottom of the crossmember 4 1/2" off the ground. The tire will hold the spindle centerline 12" off the ground. If you use a larger or smaller diameter tire, the crossmember clearance will change accordingly

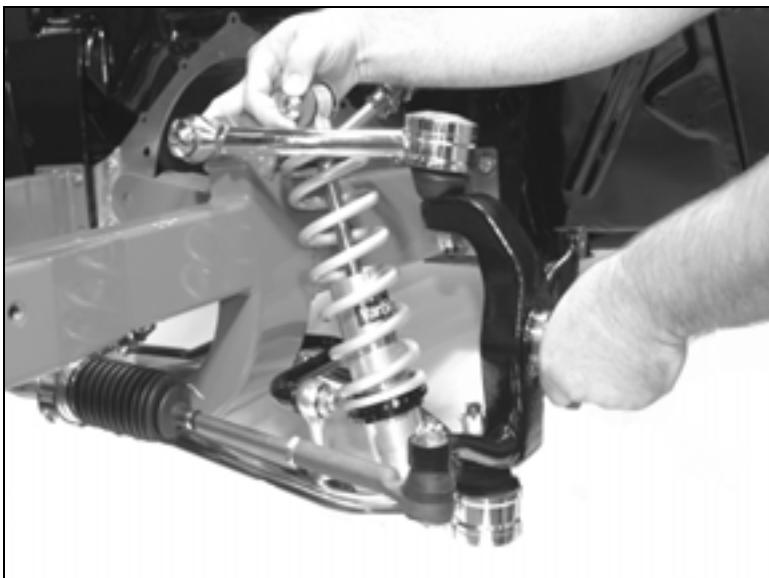
These are the stainless steel shock mounting spuds used at the top and bottom of the shocks. If you did not purchase these, use the 1/2 x 2-1/2 bolts and locknuts provided with your suspension kit.



Insert the shock from the bottom. It will fit between the antiroll bar and the lower A-arm shock mount cross tube.



Install the lower shock spud first. Insert the male shock spud from the front of the car into the lower A-arm. Insert the female part of the spud from the back, it acts as the nut. Use Loctite™ to secure threads.

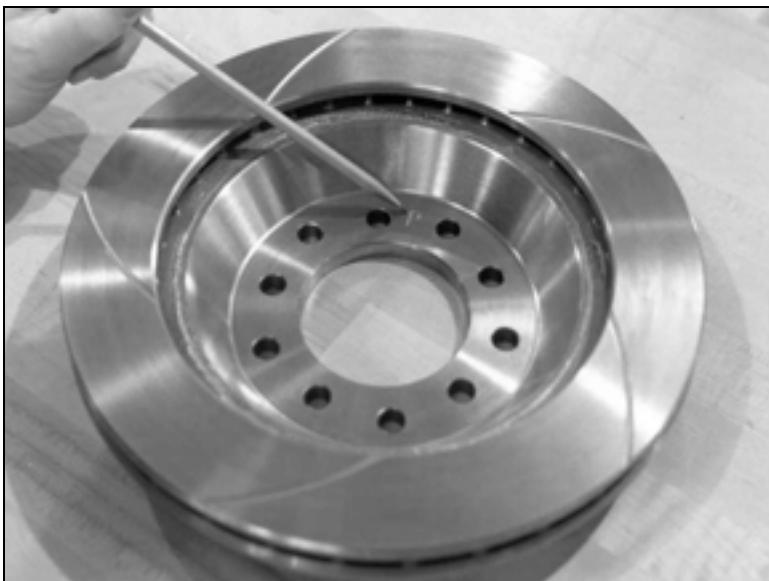


Using the spindle shaft as a handle, line up the top eye of the shock in the upper mount and slide the male spud in. Insert the female part of the spud from the back, it acts as the nut. Use Loctite™ to secure threads.



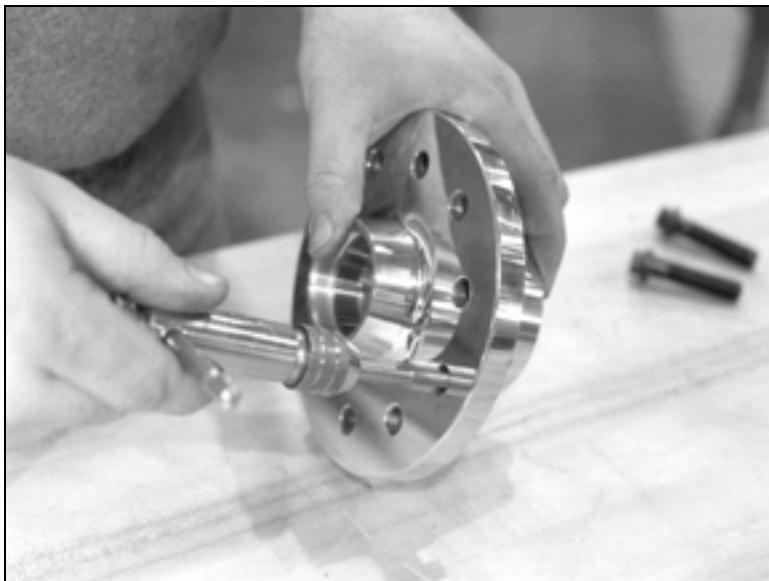
With both halves in place, use two Allen wrenches to tighten the spud together. Tighten them until they stop, the correct amount of crush is calculated into their length.

Installing Brakes



The 11 3/4 inch vented rotors are directional. The "P" machined on the inside identifies the passenger side rotor. There is a "D" on the driver side rotor.

These brakes require at least a 15" diameter wheel; however, even some 15" wheels may not clear. Verify you have at least 1/4" of wheel clearance from all brake components.



The billet aluminum hubs have threaded stud-mounting holes for both 4 1/2 and 4 3/4 inch bolt circles.

Choose the bolt circle that matches your wheels and chase the threads with a 1/2-20 tap.

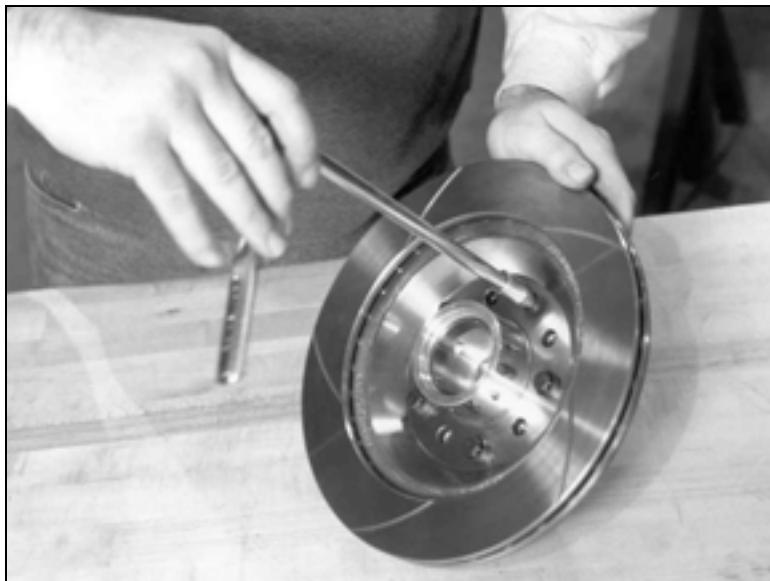
After chasing the threads, it is a good idea to blow them out with an air hose making sure no debris remains in the holes.



Set the rotor over the backside of the billet hub. The larger bearing race snout on the hub is the backside. Line up the bolt circles on the hub and the rotor.



Add a drop of Loctite™ to the threads, up near the shoulder and insert the studs through the proper series of holes. The provided 12-point bolts are 2 1/4 inches long. If you need a longer wheel stud for thicker wheels, 3-inch long studs are available from Chassisworks.



Tighten the studs from the backside of the assembly. You're ready to install the inner wheel bearing and seal.



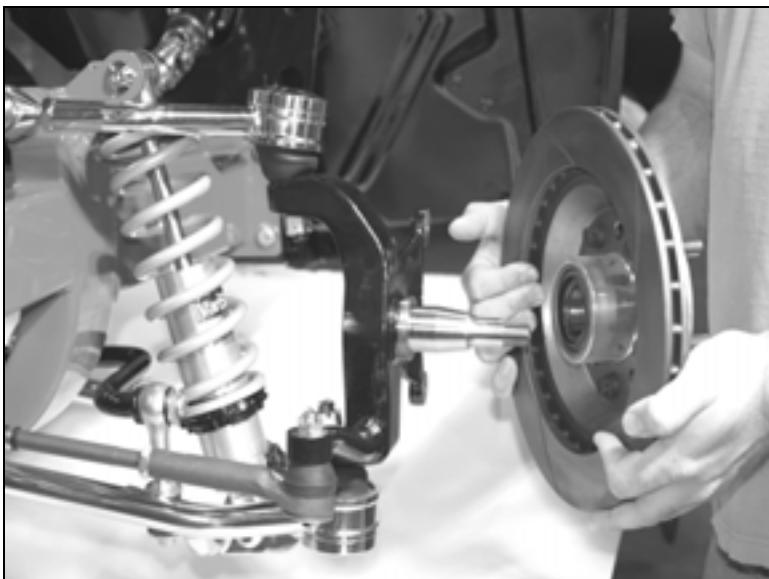
The bearing races are pressed in the billet hub from the factory. You must pack the wheel bearing before installing it. In the photo, a wheel-bearing packer is shown. If you do not have one available, hand packing the bearing is okay. If you are unsure how to pack the bearing, refer to an auto repair manual for assistance.



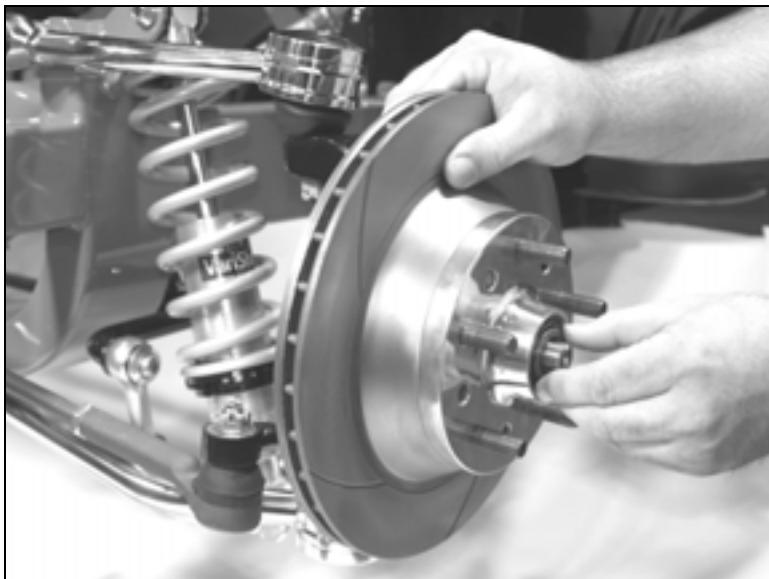
After the bearing is packed, drop it in the bearing race. The inner wheel bearing seal is then positioned on the hub.



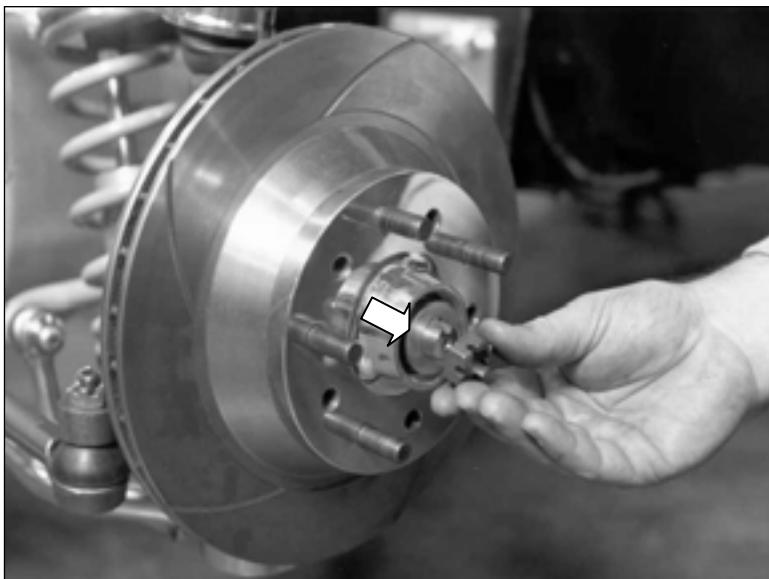
Place the hub on a wood surface before installing the seal. Using a hammer and seal installer, drive the seal into the hub making sure it's fully seated.



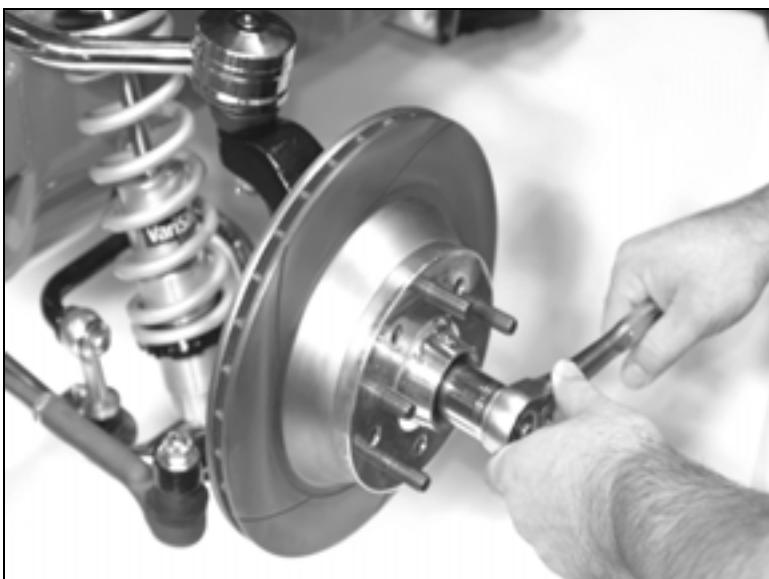
With the inner bearing and seal in place, slide the hub and rotor assembly onto the correct spindle (remember, the rotors are directional).



Pack the outer wheel bearing as you did the inner one. Slide the bearing into the race.



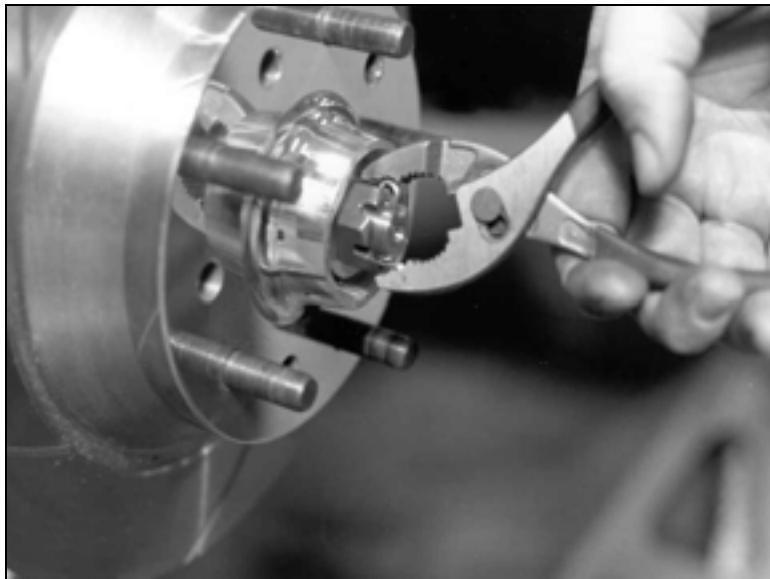
Slide the washer over the spindle shaft and install the castle nut.



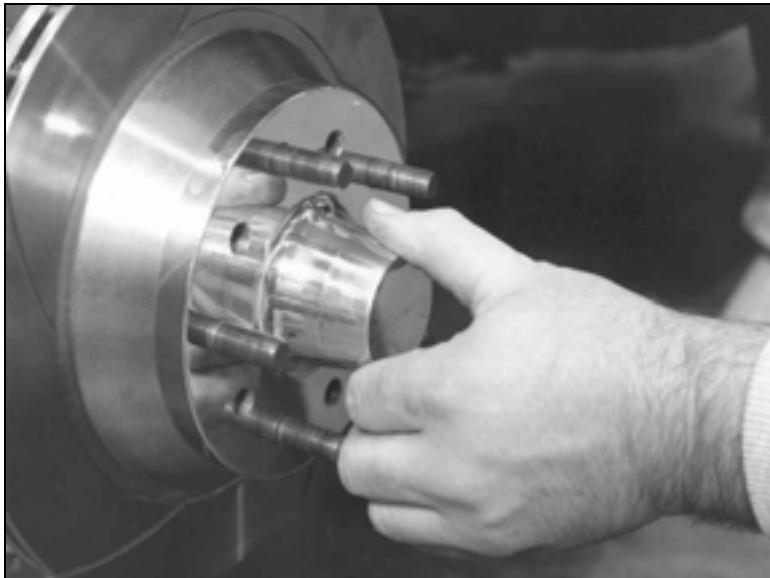
To fully seat the bearings, tighten the castle nut to 12 lb-ft while turning the rotor assembly forward by hand. This will remove any grease that could cause excessive wheel bearing play. Back off the castle nut to the "just loose" position and then hand tighten. There will be .001 to .005 inches of end play when the wheel bearings are properly adjusted.



After the wheel bearings are tight, insert the cotter pin through the castle nut and the hole in the end of the spindle shaft. Do not tighten the castle nut when aligning the cotter pin; only loosen it.



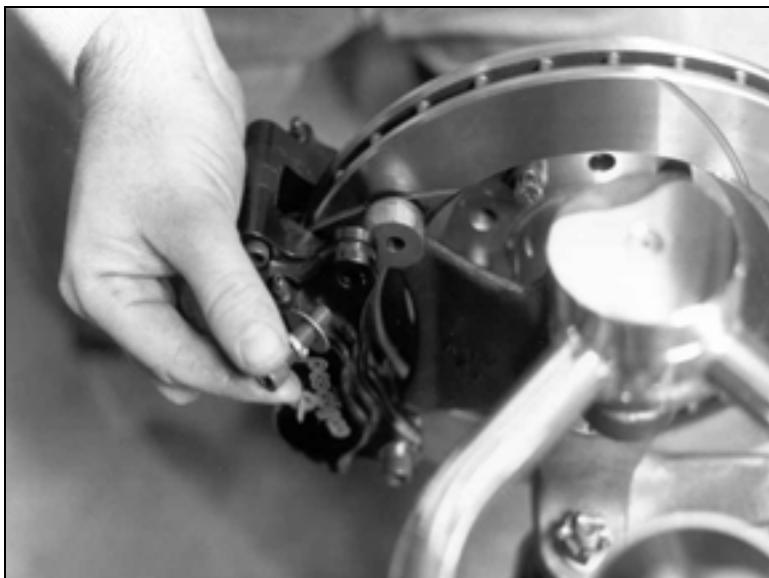
Use the same procedure you used on the balljoints to fold the cotter pin legs.



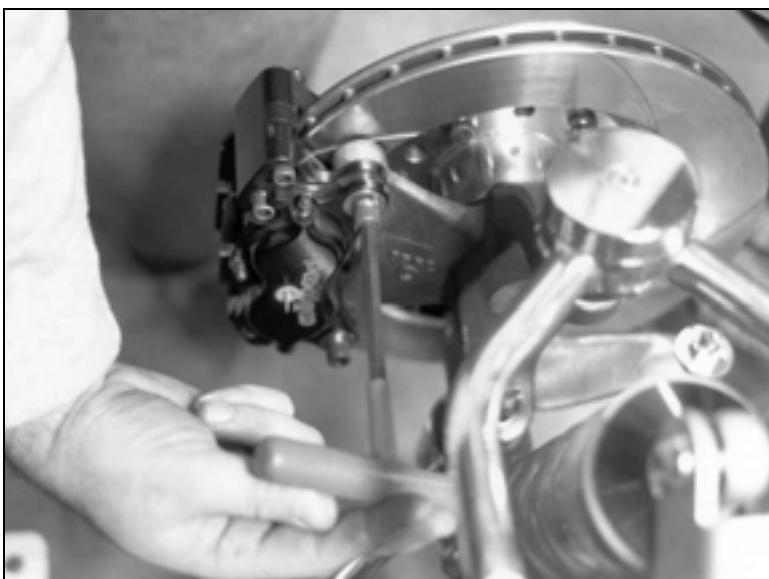
Apply anti-seize to the threads of the screw-on dust cap. Screw the dust cap onto the hub. It only needs to be hand tightened, the o-ring inside will keep it from coming loose.



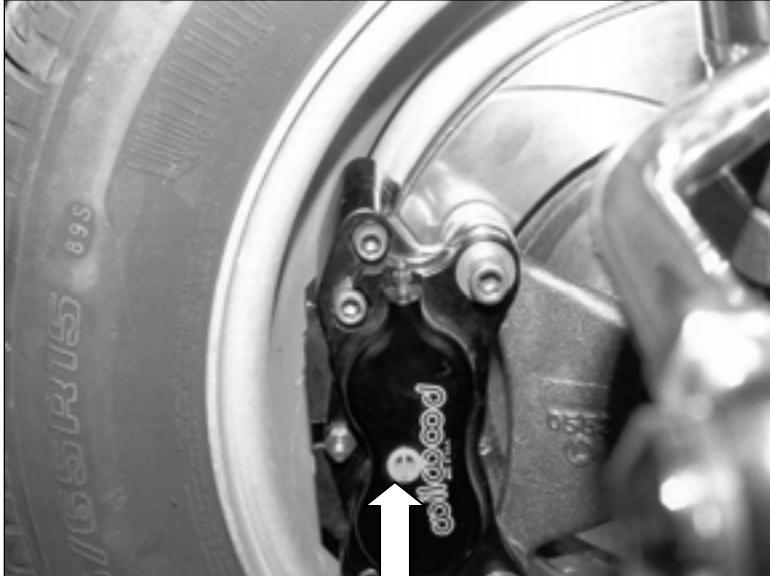
Next, install the Wilwood brake calipers. Start by inserting the brake pads into the caliper, one on each side of the rotor slot with the metal backing toward the pistons.



Slide the caliper with the pads installed over the rotor and the caliper mounting pads on the spindle. Use the 3/8-16 x 1 3/8 socket head allens, lock washers, and flat washers provided in your brake kit to mount the calipers. The lock washer goes against the head of the fastener.



Use the T-handle Allen wrench to tighten the mounting bolts. Rotate the rotor assembly slowly to check for any clearance problems between the rotor and the caliper.



Finally, bolt your wheel and tire on the hub and check again to be sure there is at least 1/4" clearance between the caliper and the wheel. There are differences in wheel manufacturer's tolerances. Make sure your wheel turns freely. **Do not** use positive offset wheels with this suspension system.



Next, remove the plastic plug protecting the inlet port of the Wilwood caliper to start the installation of the stainless steel brake lines.

Coat the 1/8-pipe threads of the 90-degree brake line adapter fitting with Loctite™ teflon sealing compound.



Thread the fitting into the caliper. Be sure to start it straight so you do not cross thread it. If the threads in the caliper get damaged you will have to replace the caliper.



Use a 3/8" wrench to tighten the brake line adapter fitting. The hose end of the fitting should point toward the lower caliper-mounting bolt when tight.

Remember, the caliper is aluminum and the fitting is steel. Do not over tighten and strip the threads in the caliper.



Thread the swivel end of the stainless steel brake line onto the adapter fitting until it is finger tight.



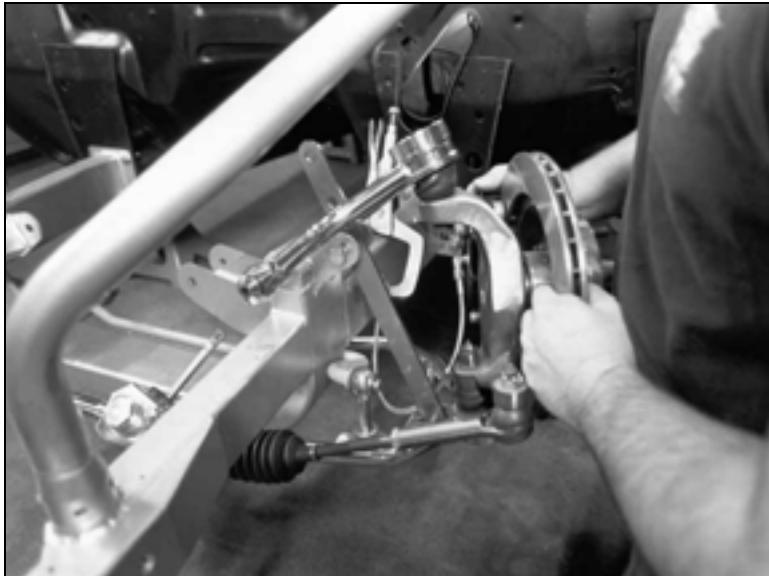
Slide the brake line frame tab over the other end of the stainless steel brake line.



Install the jam nut and just finger tighten for now.

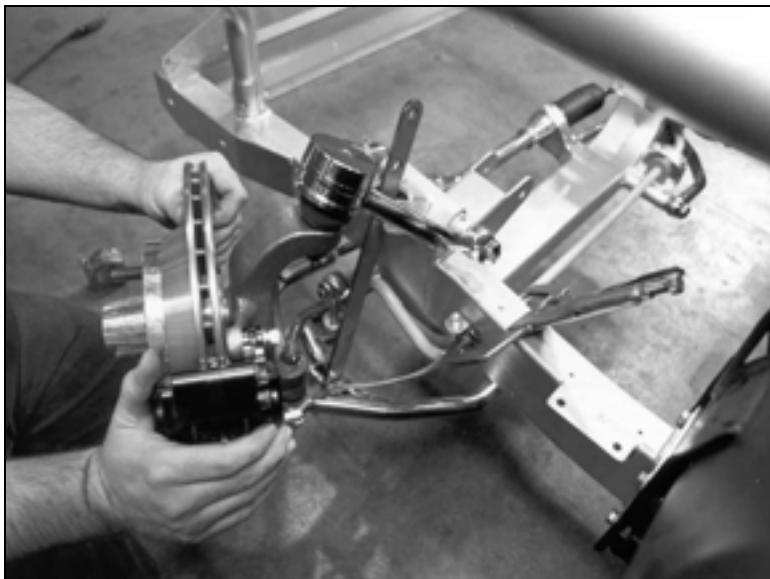


Clamp the brake line frame tab to the frame rail, centered directly under the head of the upper A-arm mounting stud and 1 1/2 inches down from the top of the frame rail.



Next, check the brake line for clearance to all suspension parts. Also, be sure the brake line is not stretching or binding while the suspension goes through its full travel and its lock-to-lock turning radius.

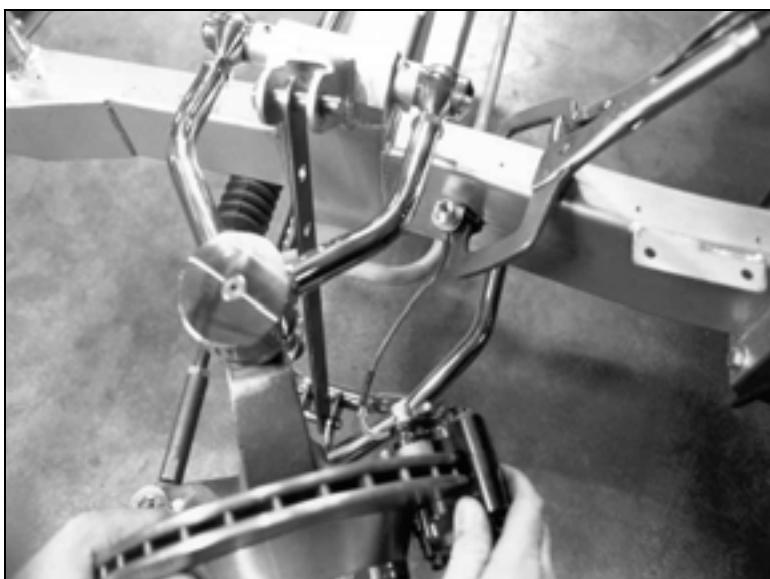
Unbolt the passenger side end of the anti-roll bar, remove the driver side coil-over shock and install the shock simulator in the fully compressed position. Turn the spindle to the full left lock position; check the brake line for binding.



Move the spindle to full right lock, check the brake line for any binding.



Move the shock simulator to the full extension setting, turn the spindle to full right lock position. Check the brake to be sure it is not stretched.



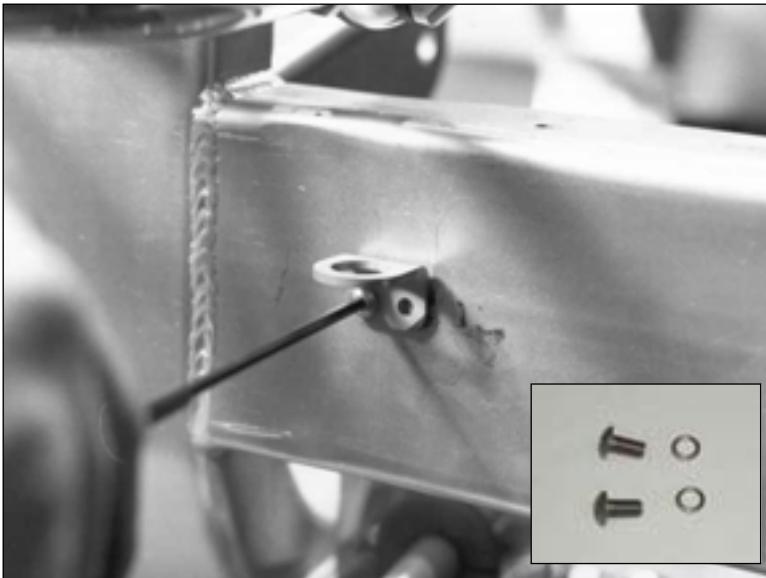
Turn the spindle to the full left lock position; check the brake line for binding.



Use a center punch to mark the forward hole location needed to mount the brake line frame tabs.



Drill one hole in the frame rail using a No. 21 drill bit (.159 diameter). Tap this hole with a 10-32 tap for the 10-32 x 3/8" stainless steel button head allens used to mount the brake line frame tab.

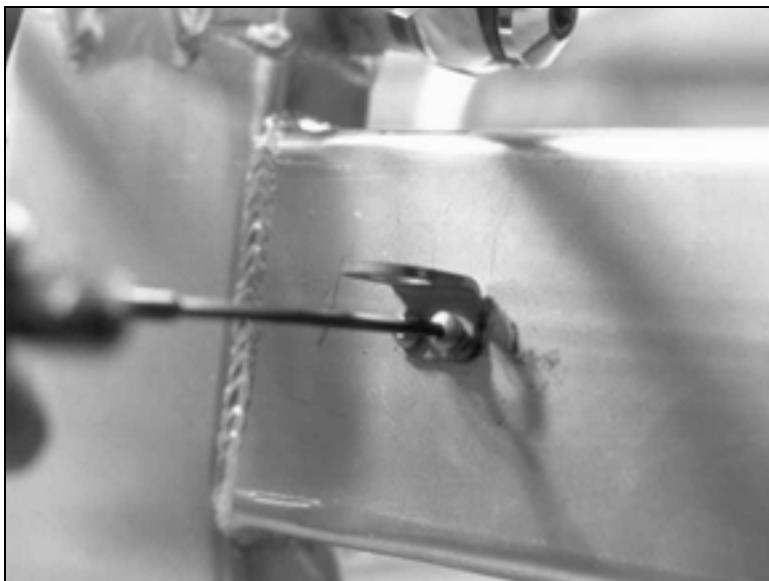


Remove the brake line frame tab from the end of the brake line.

Attach the tab to the frame rail with the stainless steel 10-32 x 3/8" button head and 3/16 high collar lockwasher provided. Use an allen wrench to tighten the button head.



Level the tab and use the rear hole as a guide to drill the frame rail. Use the 10-32 tap to thread the frame rail.



Again use the stainless steel 10-32 x 3/8 button head allen and high collar lockwasher to finish attaching the tab to the frame rail.

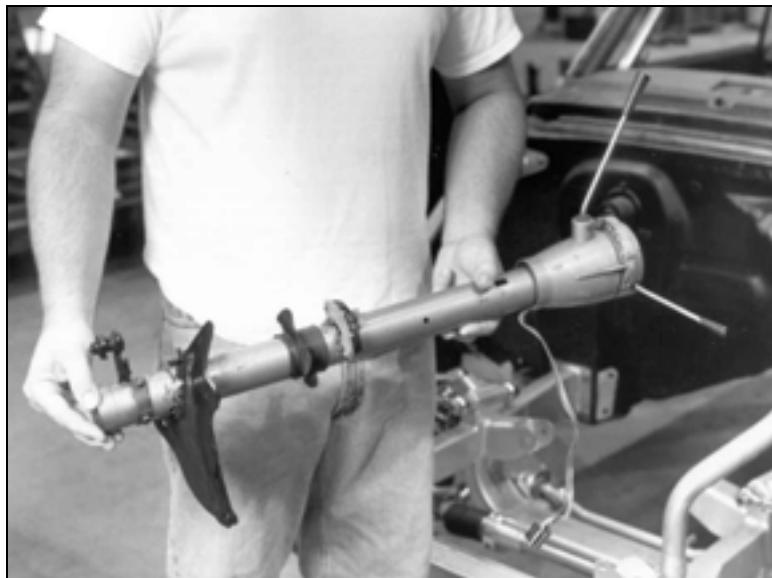


Insert the brake line through the tab and tighten using one wrench to hold the brake line and another to tighten the jam nut.



You can now final tighten the brake line at the caliper adapter.

Repeat this procedure for the passenger side brake line assembly.



Installing Steering Shaft & Column

In this section you will be reinstalling the steering column removed earlier.



The 1962-1966 Chevy II steering column kit is shown here. The 1967 Chevy II has a different steering column and the column adapter is shown below.

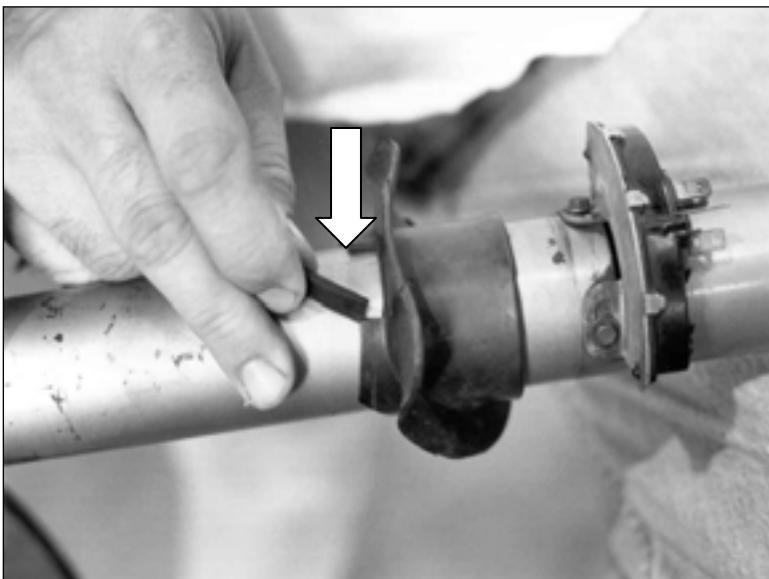
For 1967 models advance to page 76, installation from that point on is the same for all models.



The firewall column mount will hold the lower end of the steering column in place at the firewall. You must trim the rubber column seal so the mount tab will contact the steering column for a secure attachment point.



Hold the bracket against the steering column seal and trim it with a sharp knife.



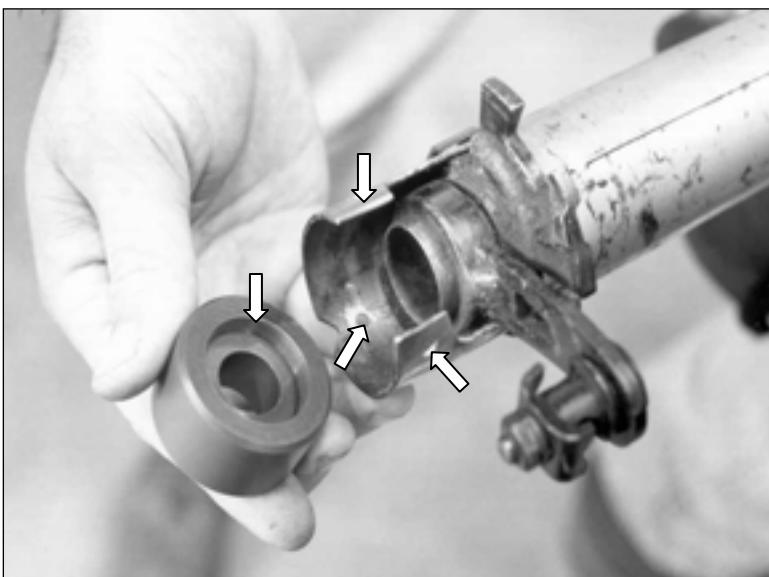
This makes a notch in the seal for the firewall column mount tab.



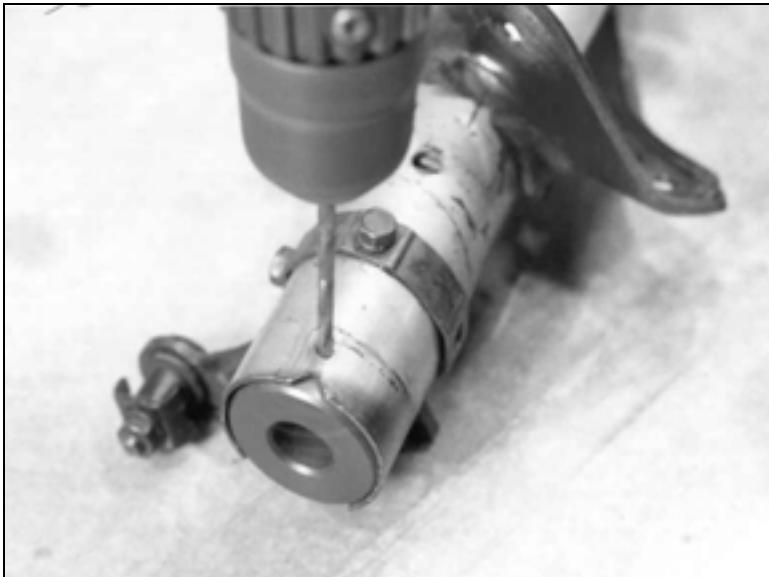
Check the fit making sure there is enough clearance for the tab.



Using a 3/16-inch drill bit, drill three holes to attach the column lower bushing to the steering column tube. Drill two of the holes 3/8 of an inch from the end of the column tube and 1/2 of an inch from the side of the shifter lever notch. Drill the third hole centered between them. The holes are easy to see in the photo below.



Insert the column lower bushing into the end of the steering column with the counter bore toward the shift linkage.



Push the column lower bushing into the steering column until it is flush with the end. Using the three holes drilled in the column as a guide, drill the bushing $\frac{3}{8}$ inch deep, just enough for the blind rivets. Do not drill all the way through the bushing.



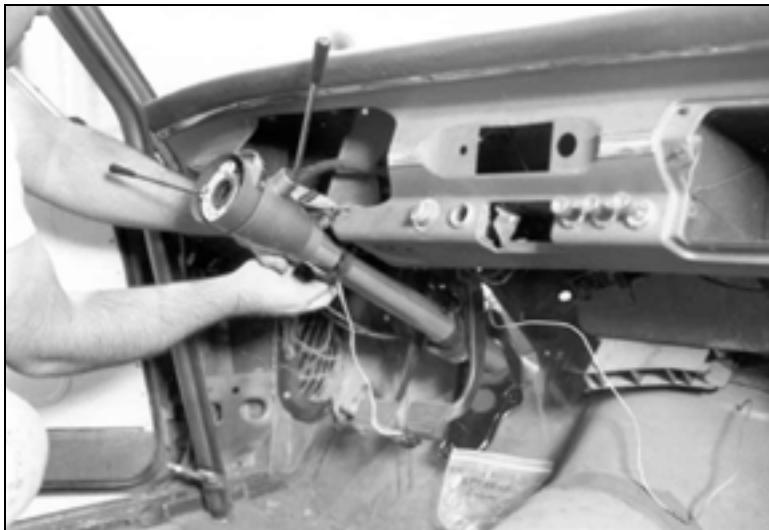
Install the $\frac{3}{16}$ -inch blind rivets to secure the column lower bushing to the steering column.



Use a $\frac{1}{4}$ -inch drill bit to enlarge the two holes on the firewall located on each side of the steering column opening. These holes will be used to attach the firewall column mount to the firewall.



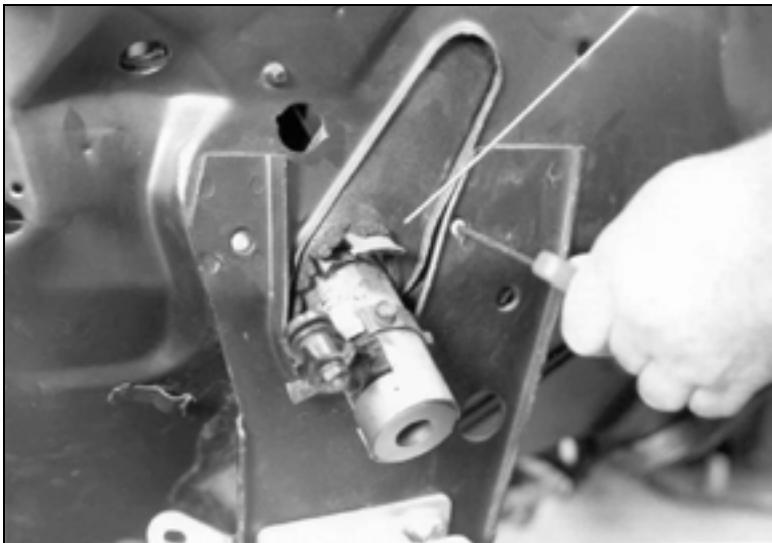
Reinstall the steering column through the hole in firewall.



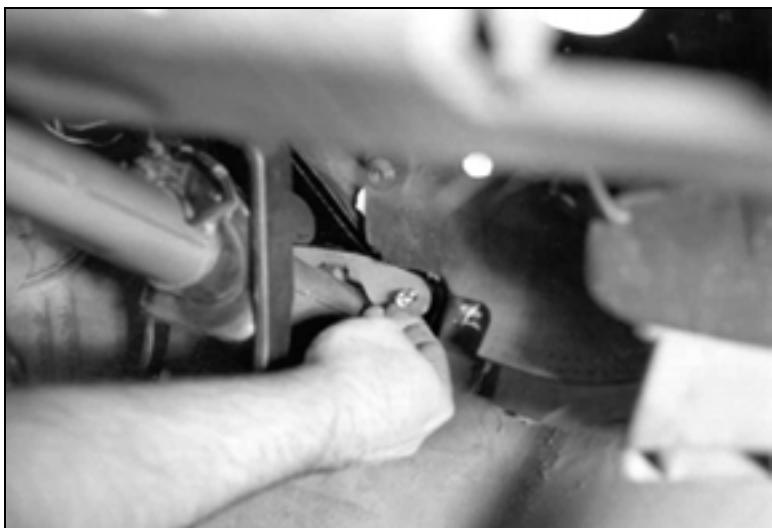
Raise the steering column up and attach it to the dash-mounting bracket. Use the hardware in the bag labeled "steering column," do not fully tighten the column at this time, you will need to move it around when installing the firewall column mount.



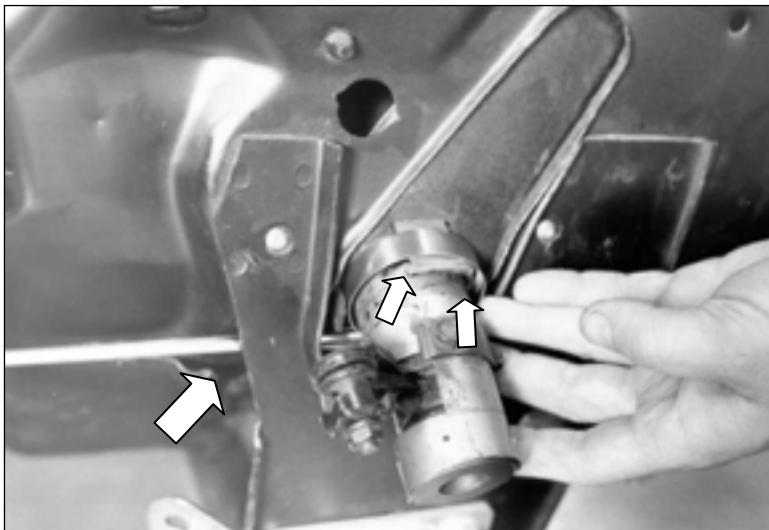
Set the firewall column mount on the steering column and against the firewall.



Use the 1/4-28 x 3/4 inch stainless steel button heads to attach the firewall column mount to the firewall. Insert the button heads from the engine compartment side and secure with the locknuts.



A hose clamp is used to secure the steering column to the firewall column mount.



Position the hose clamp so it is behind the ears of the firewall column mount and the tightening screw is on the bottom. This gives you a clean look in the engine compartment. Tighten the hose clamp with a screwdriver from behind the frame firewall mounts.



You can now final tighten the steering column under the dash.



Your steering column kit includes a new column shaft, it will replace the stock one and is factory machined to accept the steering U-joint.