

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE



5913-F10

**2-3/4" Mini-Tub Inner Wheel Housings
with Sheet Metal Closeouts
'67-69 GM F-Body (Camaro, Firebird)**



Description: 2-3/4" mini-tub inner wheel housings for 1967-69 GM F-bodies, including Camaro and Firebird. Makes wheel tub 2-3/4" wider per side. Includes sheet metal frame notch templates and closeouts.

Maximum tire size: 1967-68 315 section width on 11"-wide wheel; 1969 335 section width on 12"-wide wheel.

Applications: 1967-69 GM F-Body (Camaro, Firebird)

Closeouts and Profile Templates

The sheet metal closeout caps provided must be formed and trimmed to fit each installation.

7957-0001, Qty 1

Driver side closeout above frame rail



7957-0002, Qty 1

Driver side outer frame rail closeout



7957-0003, Qty 1

Driver side frame rail notch profile template.
Trace contour along bottom of frame rail.
(This part is for tracing only.)



7957-0004, Qty 1

Passenger side closeout above frame rail near
factory upper shock mount



7957-0005, Qty 1

Passenger side closeout forward of bumpstop



7957-0006, Qty 1

Passenger side outer frame rail closeout



7957-0007, Qty 1

Passenger side frame rail notch profile template.
Trace contour along bottom of frame rail.
(This part is for tracing only.)



7957-0008, Qty 2

Driver and passenger side
rear seat support plate.
Fold 90-degrees along
etched line.



5913-F10 - 2-3/4" Mini Wheel Tubs for 1967-69 GM F-Body

Qty	Part Number	Description
1	3215-0001	2-3/4" mini wheel tub for '67-69 GM F-body, driver side
1	3215-0002	2-3/4" mini wheel tub for '67-69 GM F-body, passenger side

5913-F10-CAP - Sheet Metal Closeout and Template Kit

Qty	Part Number	Description
1	3215-0001	2-3/4" mini wheel tub for '67-69 GM F-body, driver side
1	3215-0002	2-3/4" mini wheel tub for '67-69 GM F-body, passenger side
1	7957-0001	G1 Camaro - Tub cap above frame, driver side
1	7957-0002	G1 Camaro - Tub cap frame fail, driver side
1	7957-0003	G1 Camaro - Tub template frame notch, driver side
1	7957-0004	G1 Camaro - Tub cap above frame, passenger side
1	7957-0005	G1 Camaro - Tub cap frame front, passenger side
1	7957-0006	G1 Camaro - Tub cap frame rail, passenger side
1	7957-0007	G1 Camaro - Tub template frame notch, passenger side
2	7957-0008	G1 Camaro - Tub seat brackets

INSTRUCTIONS

- Do not destroy the shipping carton, it will be used for patterns. Read and understand the instructions before starting.
- All rear suspension components and fuel tank must be removed before beginning installation. The chassis must be bare.
- Seats, carpet and interior panels must be removed to reduce the risk of fire during installation.
- Take and record detailed measurements for the position of the existing inner wheel housing and trunk hinge supports. After the existing inner wheel housing is removed you will need these measurements to verify that the replacement tubs are correctly positioned.
- The replacement tubs will sit 2-3/4" in from the factory wheel housings. Leave extra material when removing the factory wheel housing so that the replacement tubs can be accurately fit as the excess material is carefully trimmed.
- The factory frame rail must be notched to follow the contour of the wheel tub and allow tire clearance. This area and the above truck floor will need to be capped for structural purposes and to provide an attachment area for the wheel tub.
- All seams and joints should be initially spot or stitch welded prior to completing the welds.

1. Here are the driverside components in the mini-tub kit. The 18-gauge steel tub gives an additional 2.75 inches of clearance and will accommodate up to 315- or 335-mm section width tires. The kit includes precut and laser-etched closeout panels to save fabrication time when notching the frame.



2. If your car is together you'll need to at least pull most of the interior and remove the fuel tank before marking and cutting.



3. With the line marked, about 2.5 inches out, we broke out the cutoff wheel and got to work. As you can see, the upper shock mount will be removed so mini-tubs are only for cars with aftermarket coil-over type suspensions or ones where the upper shock mount has been relocated.



- An air chisel was also used for less precise cuts and to get the inner tub out of the car faster.



- We then drilled out the spot welds holding the trunk hinge to the inner tub bracket.



- With the tub out of the way we could finish trimming away the metal. The best way to make sure you don't make the hole too big is to cut, test-fit the tub, then cut more if needed.



7. And here are the main pieces that we removed from the driver side. With these out we went back and cleaned up all of the rough edges.



8. To maximize tire fitment, the frame also needs to be thinned down a bit. Next we marked the frame and started cutting.



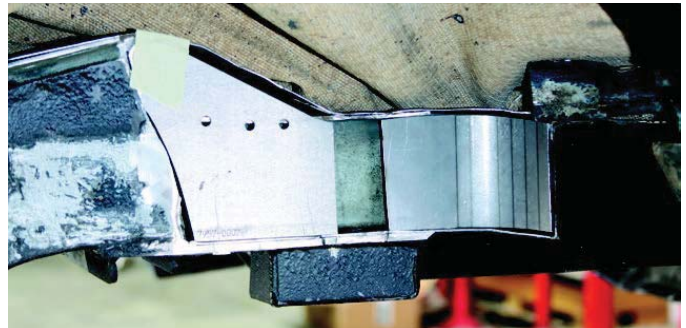
9. The pre-cut closeout panels are used to verify the cuts have been made correctly.



10. The closeout panels have laser etched guide marks to help make bending them easier.



11. In our case, the closeout panel was a bit short for the hole we needed to fill, so we split it in half and then made a small rectangular panel to bridge the gap.



12. And here's how our closeout panels looked prior to welding. Notice how the predrilled holes in the panels line up with the framerail edges. Small rosette welds are placed at each hole to tie the framerail and closeout panels together.



13. Once the framerail pieces are in place everything can be stitch welded.



14. The driver-side tub was put in place and fully welded to the Camaro. Again, the process is test-fit, trim, test-fit, trim, until everything lines up right. As we say, it's something you have to "sneak up" on.



15. We then moved over to the passenger side and repeated the procedure to remove the old inner wheel tub and frame section.



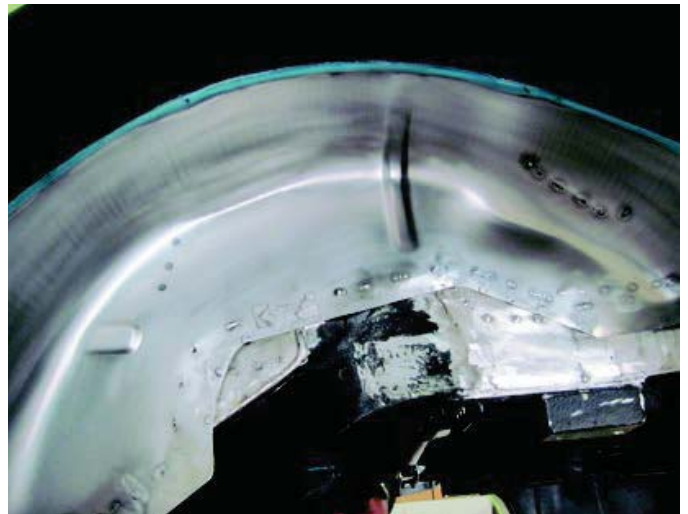
16. Like the driver side, part of the frame is cut away and we used the supplied closeout panel to fill in the gap.



17. Here's the passenger-side wheeltub installed prior to welding.



18. And here it is after welding. We also ran a bead of Fusor 123 seam sealer along the gap between the inner and outer wheeltubs.



NOTES:

NOTES:

WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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