

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

## INSTALLATION GUIDE



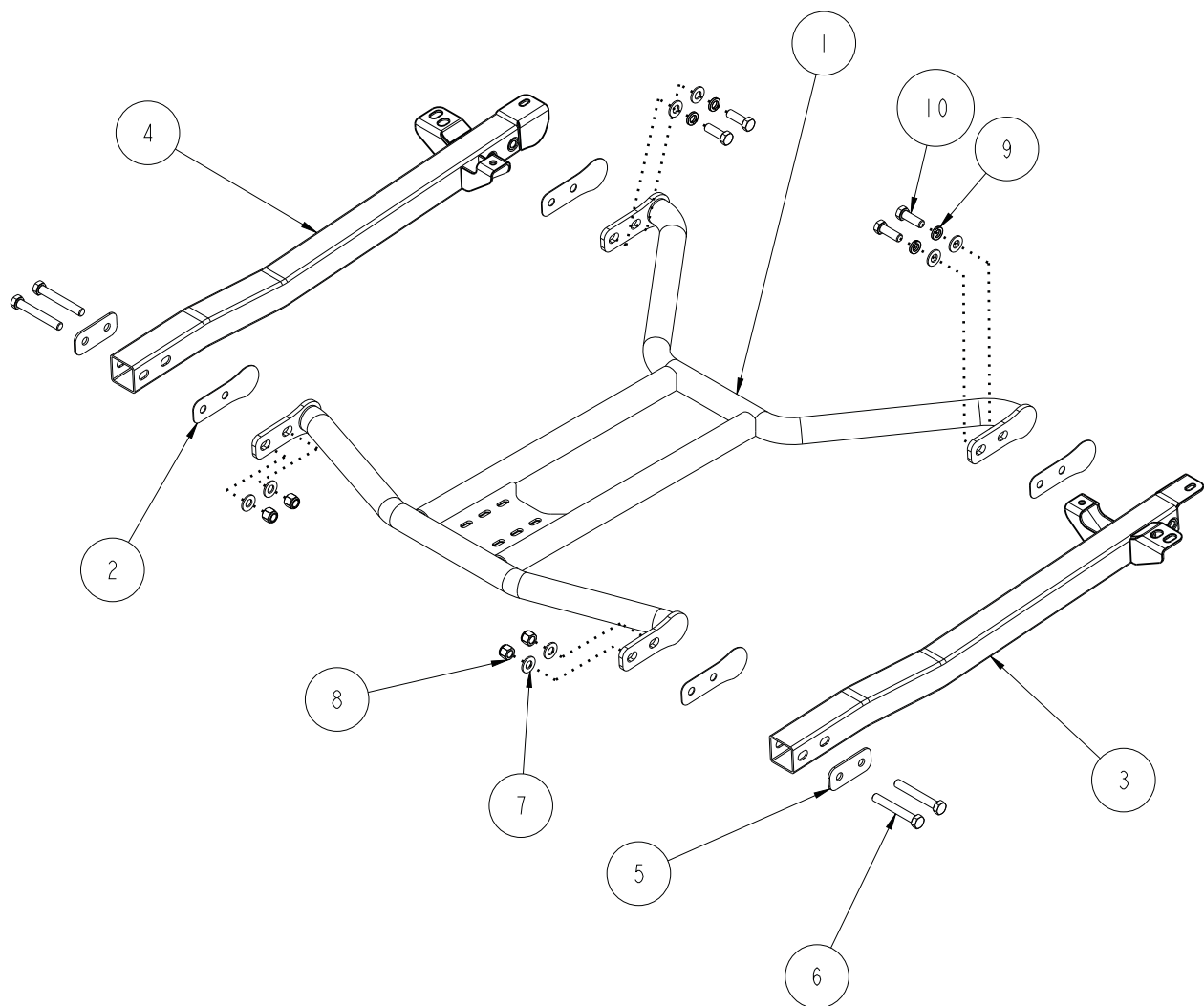
### 5903-F10 g-Connector Bolt-in 1967-69 Camaro/Firebird with OEM Rear Frame



**Description:** g-Connector bolt-in for cars with OEM rear frame and Chassisworks or OEM front subframe. OEM subframe requires weld-on adapters.

**Applications:** Camaro '67-69 and Firebird '67-69

ITEM	QTY	PART NO.	DESCRIPTION
1	1	7962-0115	CENTER SUPPORT WELDMENT, 67-69 CAMARO/FIREBIRD CLIP
2	8	7962-0096	SHIM, CENTER SUPPORT, 67-81 CAMARO/FIREBIRD
3	1	5134	SUBFRAME CONNECTOR, DRIVER 67-69 CAMARO/FIREBIRD, S/M CLIP
4	1	5135	SUBFRAME CONNECTOR, PSGR 67-69 CAMARO/FIREBIRD, S/M CLIP
5	2	7962-0097	MOUNTING PLATE, OUTBOARD, CENTER SUPPORT, 67-81 CAMARO/FIREBIRD
6	4	3100-050F3.50Y	HEX BOLT, 1/2-20 x 3 1/2, GRADE 8, YELLOW ZINC
7	8	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED, YELLOW ZINC
8	4	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC
9	4	3108-050L-C	LOCKWASHER, 1/2 MEDIUM, PLATED
10	4	3100-050F1.50Y	HEX BOLT, 1/2-20 x 1 1/2, GRADE 8, YELLOW ZINC



DESCRIPTION		<b>CONNECTOR SUPPORT, 67-69 CAMARO/FIREBIRD</b>	
<i>Chris Alston's</i> <b>CHASSISWORKS INC.</b> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	<b>5904-F10</b>
		2/23/15	DWG: 7951-5904F10

# PARTS LIST

## 5903-F10 - g-Connector Bolt-in '67-69 Camaro/Firebird

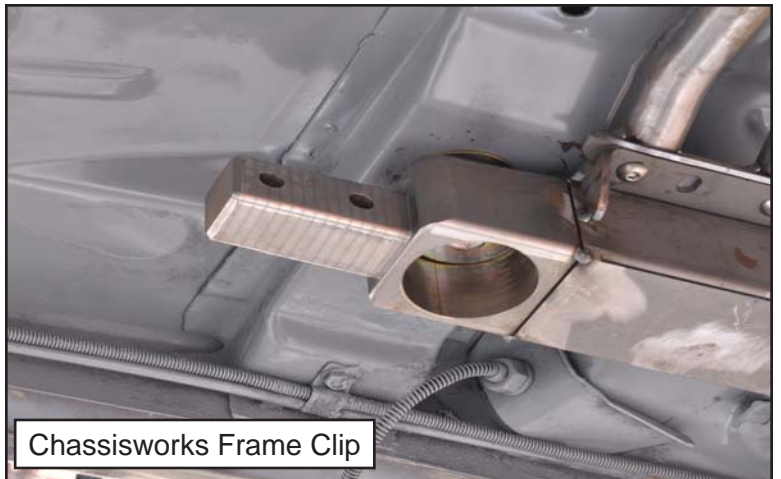
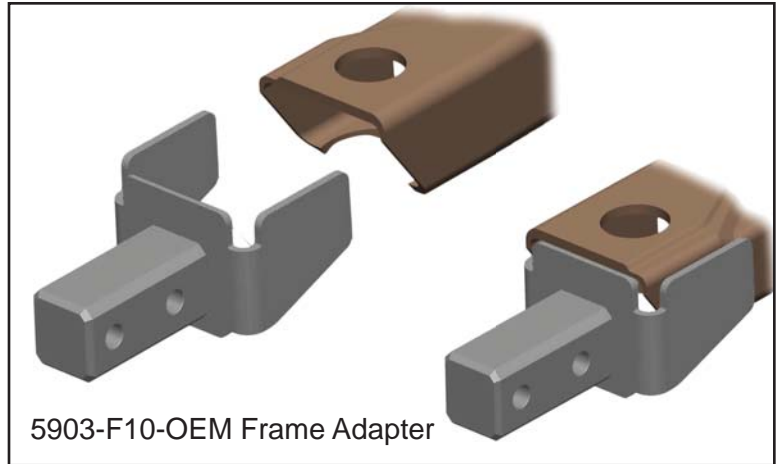
Qty	Part Number	Description
1	5134	Frame connector bolt-in driver side
1	5135	Frame connector bolt-in passenger side
1	7952-5903F10	Hardware Bag

## 7952-5903F10 - Hardware Bag

2	2055	Spacer washer
4	230140	Clamping bracket subframe connector
6	3100-038C1.25Y	Bolt 3/8-16 x 1-1/4" hex head cap screw
2	3100-038F1.00Y	Bolt 3/8-24 x 1" hex head cap screw
4	3100-050F3.00Y	Bolt 1/2-20 x 3" hex head cap screw
2	3101-038-24C	Locknut 3/8-24 nylon insert
4	3101-050-20C	Locknut 1/2-20 nylon insert
6	3108-038L-C	Lock washer 3/8" regular
10	3157-038S-C	Flat washer 3/8" SAE

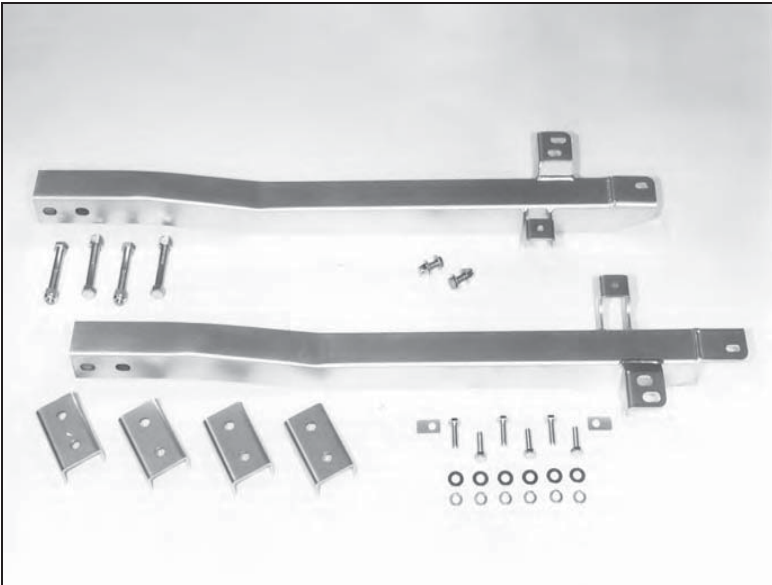
# INSTRUCTIONS

The new Chassiswork front frame clip or OEM frame clip with the adapters must be installed before proceeding.



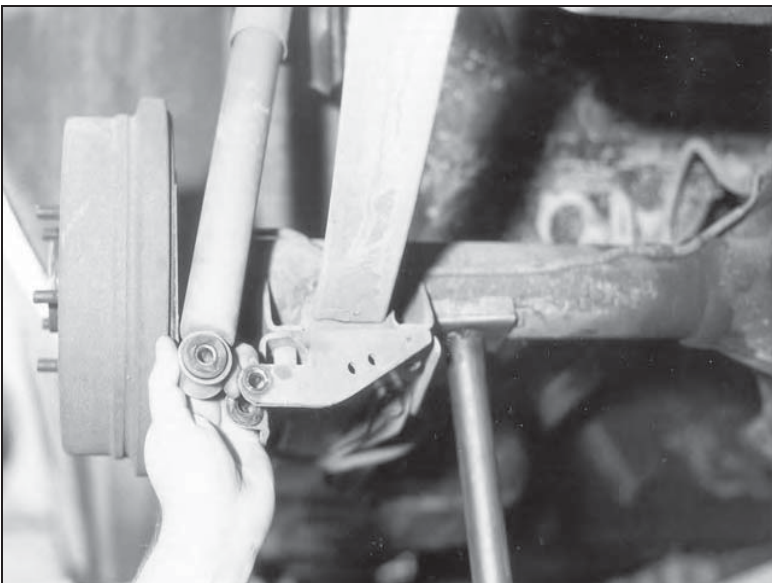
## ***Installing Subframe Connectors***

The subframe connector kit includes the items shown.

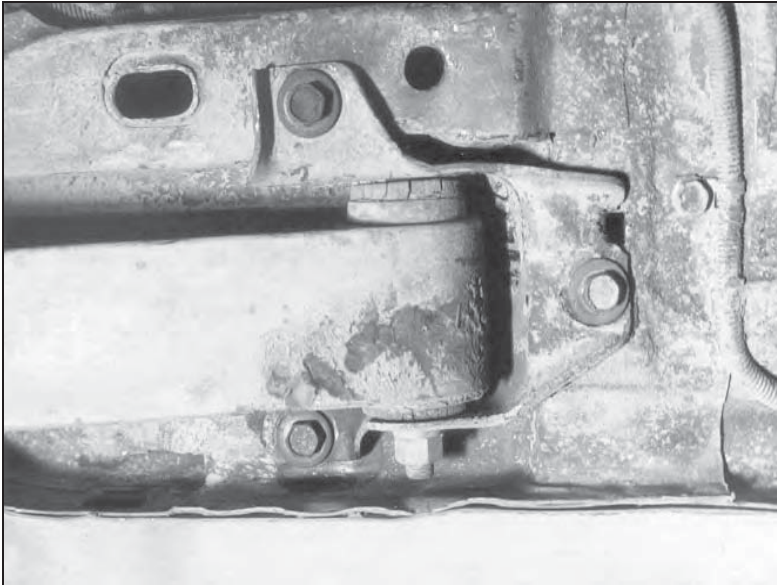


For this installation we have the car on our lift.

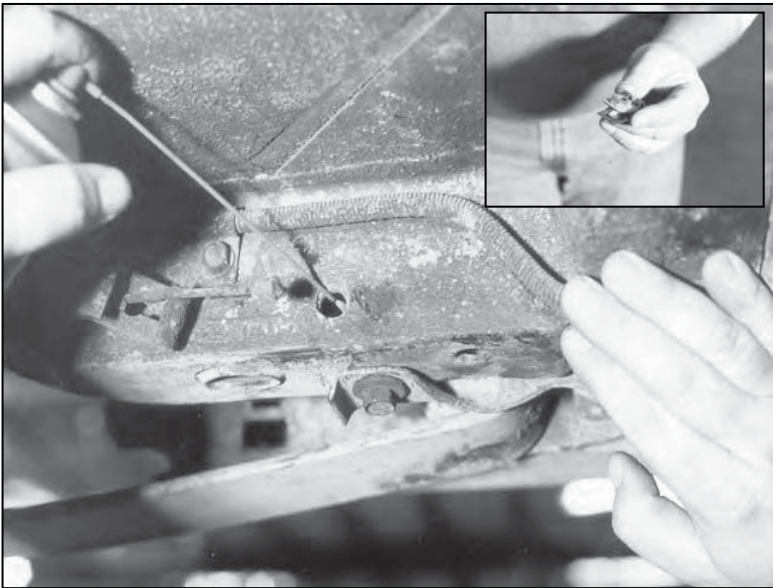
You can install them with the car on jack stands under the front and rear of the rocker panels. The car should be at least 14 inches off the ground.



So there is no tension on the leaf springs, use a second pair of jack stands as support for the rear-axle housing. You can now remove the driver side shock absorber.



This is the driver side front leaf spring hanger. You will need to loosen it in order to get the rear on the subframe connector under the inside two bolts.

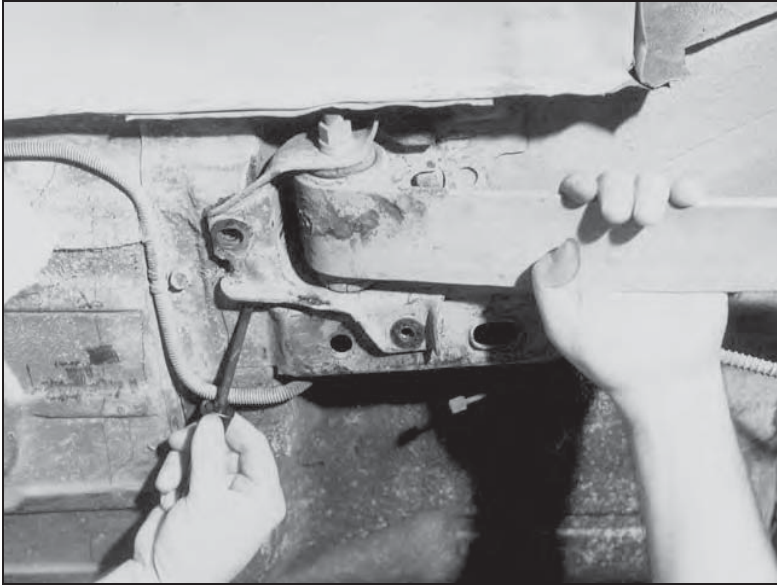


Unbolting the forward leaf spring hanger should never be done with an impact wrench. The nuts holding the bolts in place are just spot welded to these spring clips and they're easy to break.

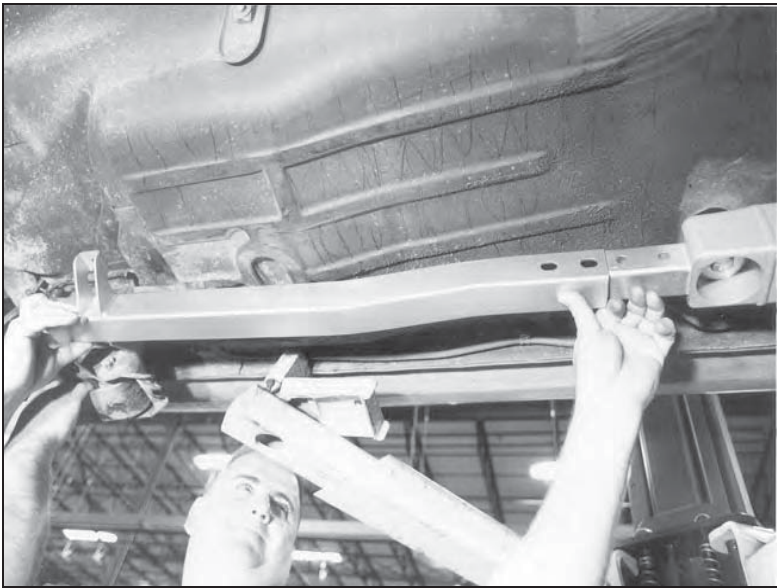
Spray the nuts with a lubricant or penetrating oil before you start to loosen them.



Carefully remove the three bolts that hold the spring hanger in place. If the spring clips do break, they are available from both GM and the aftermarket.

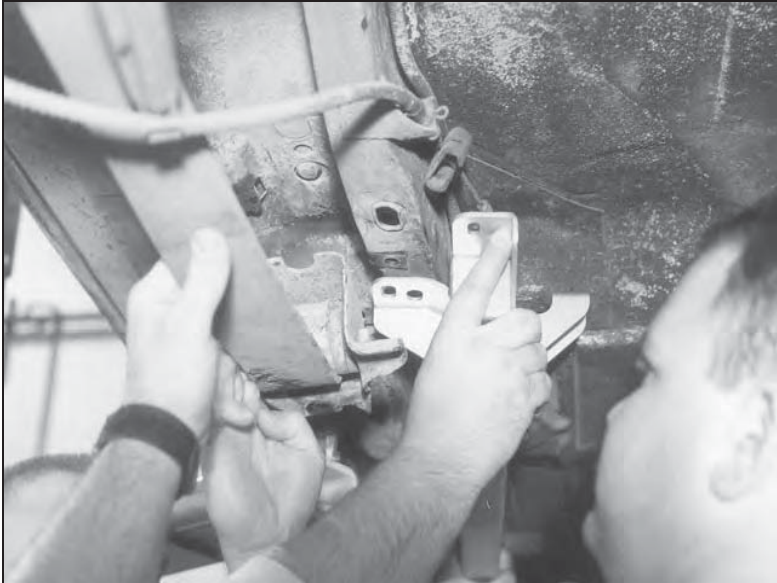


Once you have all the bolts removed, use a small pry bar to separate the spring hanger from the unibody frame rail and floor.

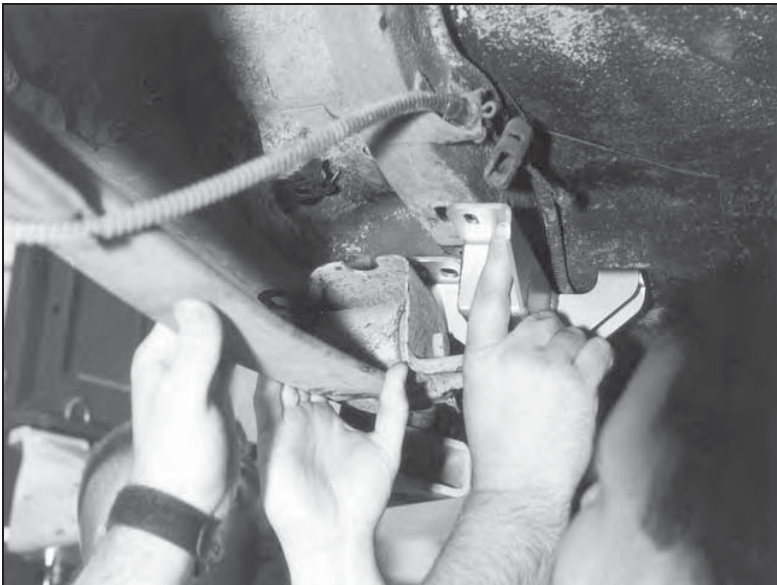


Slide the driver side subframe connector over the back of the bosses on the front-clip frame rail. Once you have it started over the boss, slide it as far forward as you can. The slotted holes allow for any slight length difference from car to car.

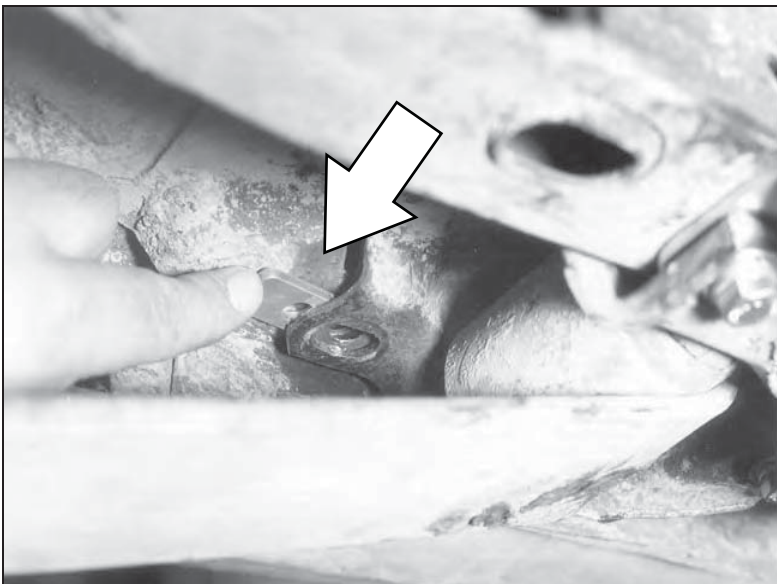




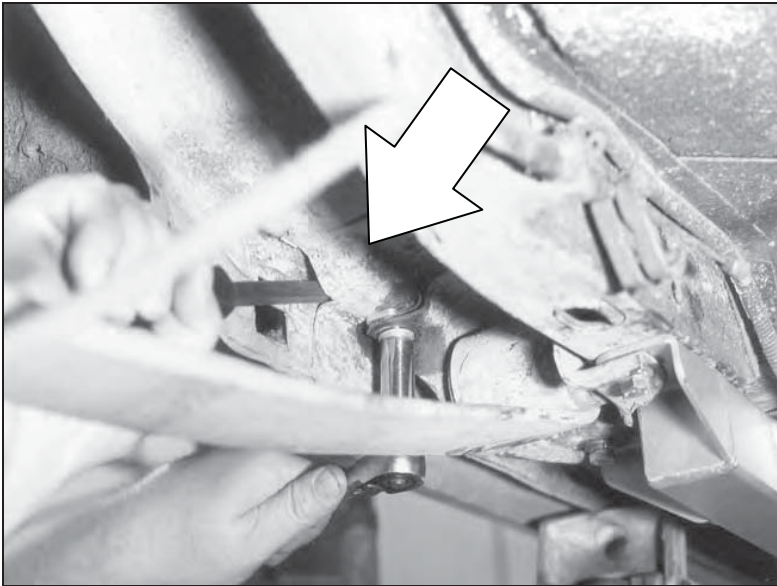
You will need two people for this step. Let the rear end housing down enough so the front spring hanger drops about 1/2 inch away from the body.



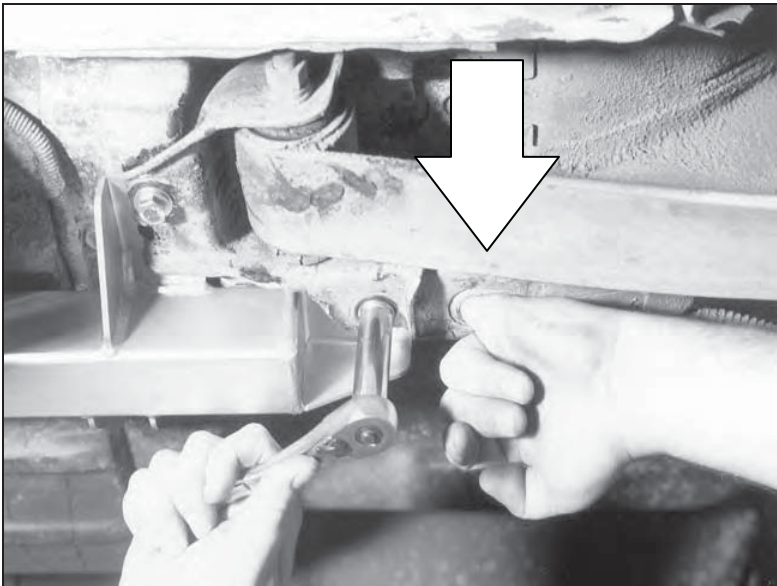
Have one person pull down on the front of the spring while the other person works the connector into place between the spring hanger and the car's body. The connector may need to be moved slightly front to rear to allow it to slide into place.



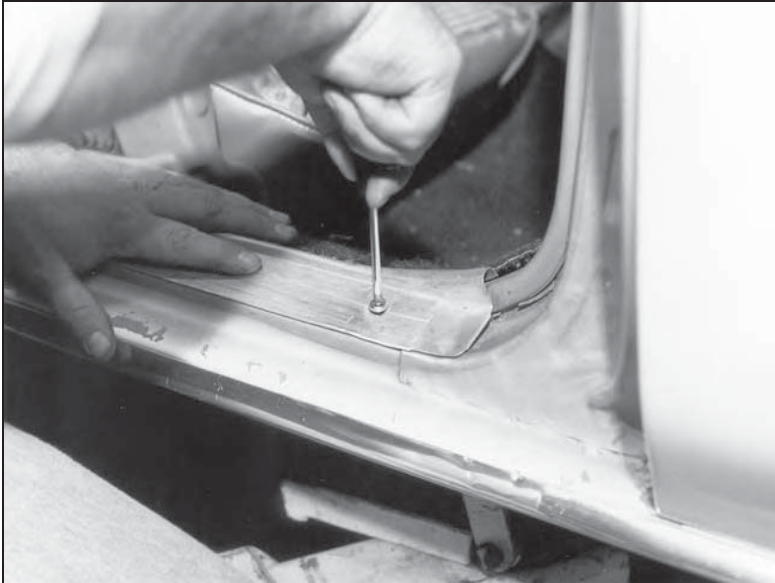
Since the mounting pad for the subframe connector doesn't extend to the outer spring-hanger bolt, a spacer is provided to keep the spring hanger in its correct location.



The spring clips can be just as tricky to reinstall as they were to get out. Use a bent-tip tool or your finger on the top of the bolt to hold it while starting the threads of the bolt.



The subframe connector inner mounting bracket has been positioned so that the head of the bolt winds up under the rear seat. It's necessary to remove the seat and peel back the carpet to install the bolt.



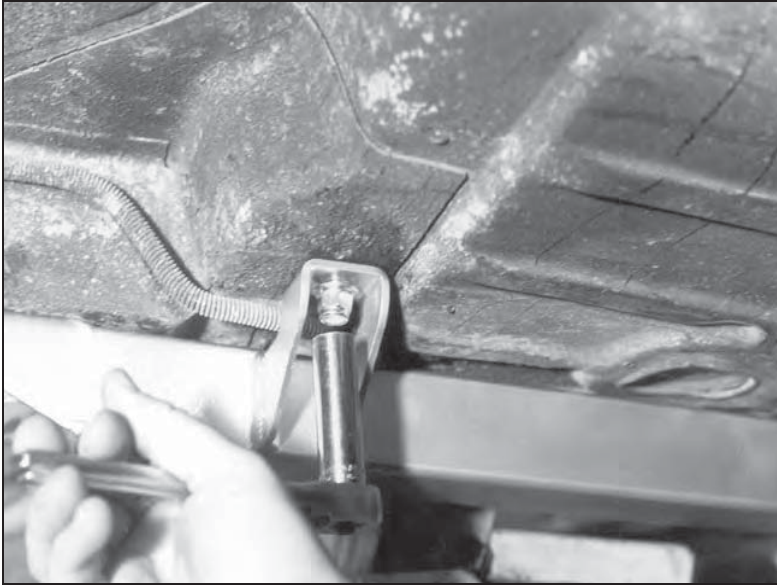
Remove the door sill plates to get at the carpet. The carpet needs to be pulled back before drilling the hole through the floor from the bottom of the car.



Use a 3/8 inch diameter bit to drill a hole through the floor, using the hole in the subframe connector as a guide.



Insert the 3/8-24 x 1 hex bolt and 3/8 flat washer through the hole from inside the car under the rear seat. Hold the bolt with a 9/16 wrench while tightening from under the car.



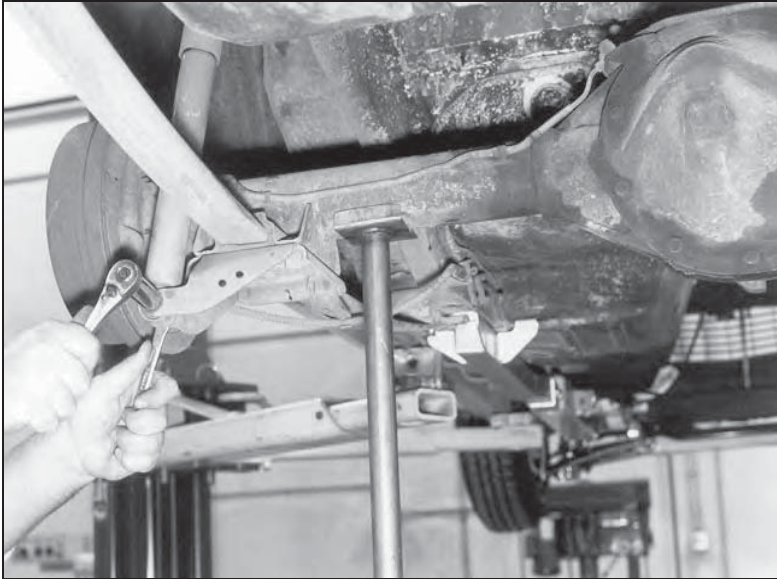
Slide a 3/8 inch flat washer over the bolt and secure with a 3/8-24 locknut. Tighten all three bolts at the rear spring hanger before going to the next step.



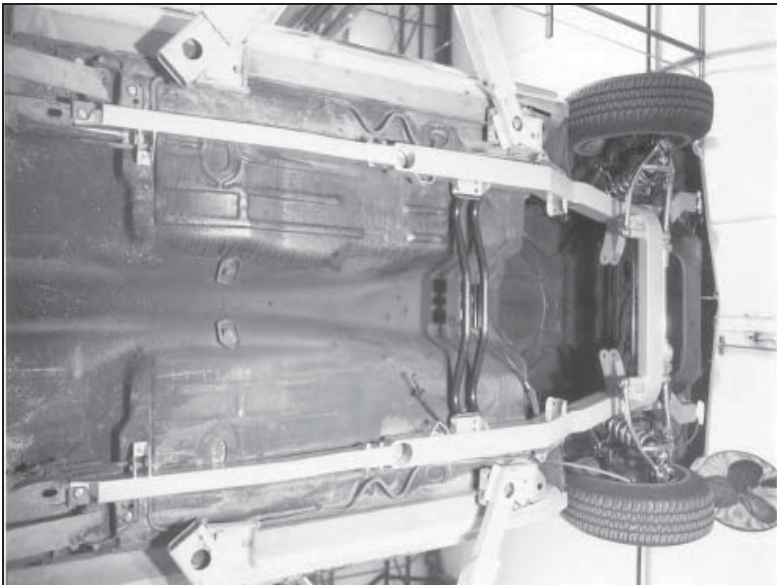
Slide the two clamping brackets over the subframe connector. These are used to provide a firm attachment between the subframe boss and the subframe connector.



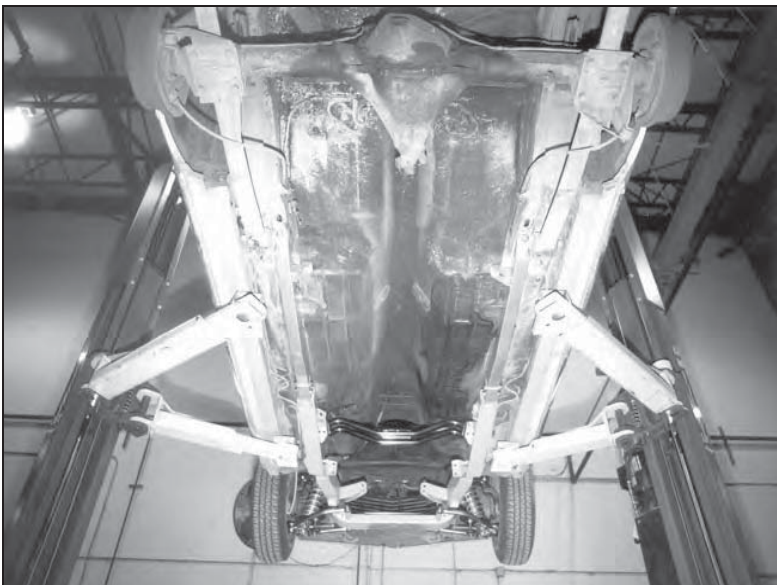
Install the 1/2-20 x 3 inch bolts and locknuts with the nut toward the outside of the car to keep them away from exhaust-system heat. Torque to 45 lb-ft.



Reattach the shock absorber, then move on to the passenger side of the car to repeat the process.



With the bolt-on frame clip and subframe connectors installed this is what your project should look like.



**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.**

Chris Alston's Chassisworks  
8661 Younger Creek Drive  
Sacramento, CA 95828  
Phone: 916-388-0288  
Technical Support: [sales@cachassisworks.com](mailto:sales@cachassisworks.com)

