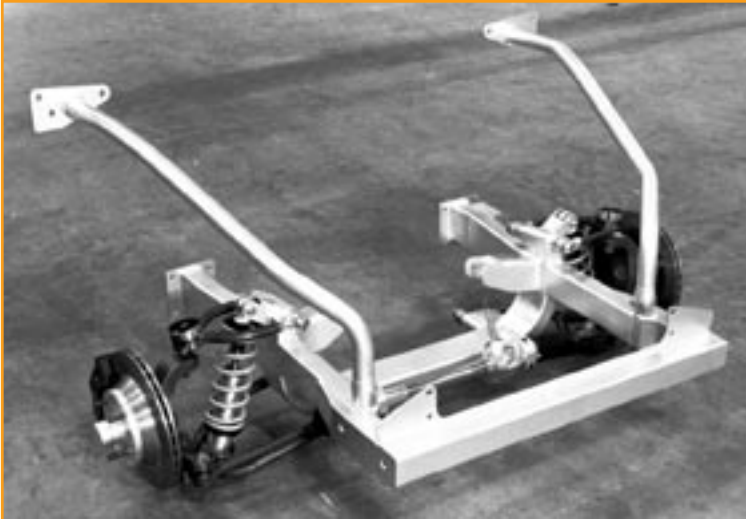


How To

Install a NoFAB Subframe

Update Any Chevy II with the Only Front Clip That Really Does *Bolt In*

The introduction of our new bolt-on front-frame kit for the 1962-67 Chevy II marked the beginning of a new era for the home car builder. The first in a projected series of what we refer to as our "NoFab" family of products, this entire front-end clip has been designed for assembly and installation with a bare minimum of common hand tools. No welding or special fabrication skills are required, which greatly extends the car-building possibilities for a whole new segment of the automotive-enthusiast population.



This is the assembled look of our true-bolt-on front frame for the 1962-67 Chevy II. Absolutely no welding is required to achieve professional-quality results with this kit, which also removes around 50 pounds from the nose.

With the aid of a floor jack, the entire original front clip is rolled away from the firewall after the bolts holding it to the car are removed. The only OEM part that will be returned to the car is the radiator-core support.



Once the car's steering column, hood, grille, bumper and headlight assemblies are removed, the fenders are the next to go.



After treating the firewall to a cleanup and fresh coat of paint, the new, factory-welded main-frame segment (which includes all the suspension mounts) is simply held in place as it is bolted to the car.



With the lower frame securely mounted, the front struts are installed. The tops of the struts attach to the firewall in the factory location.

Rather than stick an ugly attachment plate on the frame to mount the struts, we developed our Gemini connector. Aside from looking cool, this assembly underwent serious destruction testing and proved that the tube will break before the connector fails.





Special high-strength-steel, socket-head Allen bolts are used to secure the struts solidly to the frame.



The radiator-core support simply slides in place behind the mounting tabs on each side of the front crossmember.



...and the fender/hood-hinge mount goes in next, under the splash panel and over the radiator-core support and upper strut mount.



Our precut, rubber splash-panel boots are custom formed to fit around the suspension components; they are installed on the outer side of the panel.

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Rather than dealing with the compromises involved in trying to make existing stock or aftermarket parts fit, we chose to start over. By utilizing the industry's

most-sophisticated workstation computers, we created an entire product line. Prior to the revolution in computerized design and manufacturing, a project like this would have been impossible for anyone not linked with the Detroit automakers.

However, Chassisworks now has computing power that far



Our preformed and predrilled aluminum inner splash panels slide down into place...



No welding, but some drilling required. The holes drilled into the frame, through the slots in the inner splash panels, are then tapped for the 10-32 stainless screws that are provided.



It's amazing what can be achieved these days without a welder. The abundant space in the engine bay is also readily apparent.

surpasses anything Detroit possessed when these cars were built! We also have extremely sophisticated CNC milling centers in our facility — and we aren't afraid to use them! Just about every part in this kit simply did not exist before we got started with this project, and everything has been designed specifically for this purpose. In fact, more than 400 new parts were created in the process.

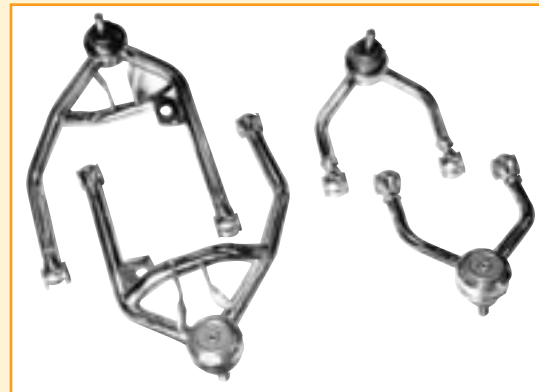
Instead of providing a set of blueprints that might intimidate the first-time builder, our NoFab kits come with photo-illustrated installation books that show literally every step in the conversion. The photos presented



With its various angles and the curved top, it took a lot of time and effort to design and manufacture the fender/hood-hinge mount. However, the result is a perfect fit, especially with the fender.



The Nova's original sheet metal lined right up when everything went back together. It did take all of about five minutes to align the hood, though.



The A-arms used in this kit are constructed out of stainless-steel. The upper arms are adjustable for alignment purposes.



The raw spindle castings are delivered to our shop, where all machining operations take place on one pass through a Mazak machining center.



Stainless-steel pivot studs are used to secure the A-arms to the frame, and the precisely located set screws fit into the channel in the studs.



Our steering-rack mounts are both foolproof and strong. A raised section on the back of the billet clamp fits into the machined area of the factory-welded, crossmember-mounted boss.



With a shock simulator in place, the spindle is mounted to the A-arms.



The rack assembly can be rotated in its mounts to provide the best angle for the steering-rack input shaft.

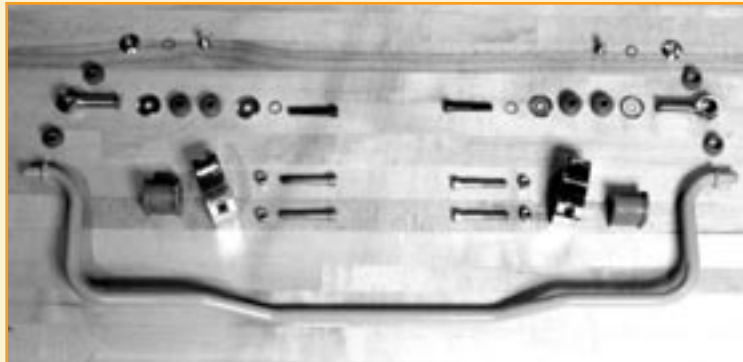
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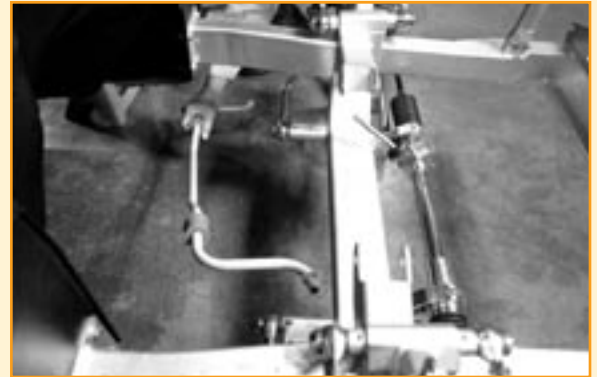
here have been pulled from the instructions just to give an overview of the steps involved; approximately 300 additional photos

appear in the books!

The development of this kit has taken us down routes that will serve hot rodders well in the coming years. By simply changing the width of the front crossmember itself, the stainless-steel, crossmember-mounted A-arm-suspension components will fit into a wide



The antiroll bar is an important part of the handling package of this kit.



After the urethane bushings are smeared with grease and installed on the antiroll bar, it is brought up in place from under the car...



...and secured in place with the billet clamps.



We manufacture the antiroll-bar-link eyebolts in-house. Urethane bushings are again used, and the eyebolt mounts to the pad visible on the lower A-arm. Also visible is the tie-rod end.



After greasing the balljoints, the zerk fittings are removed. These stainless-steel caps are secured with countersunk stainless screws.



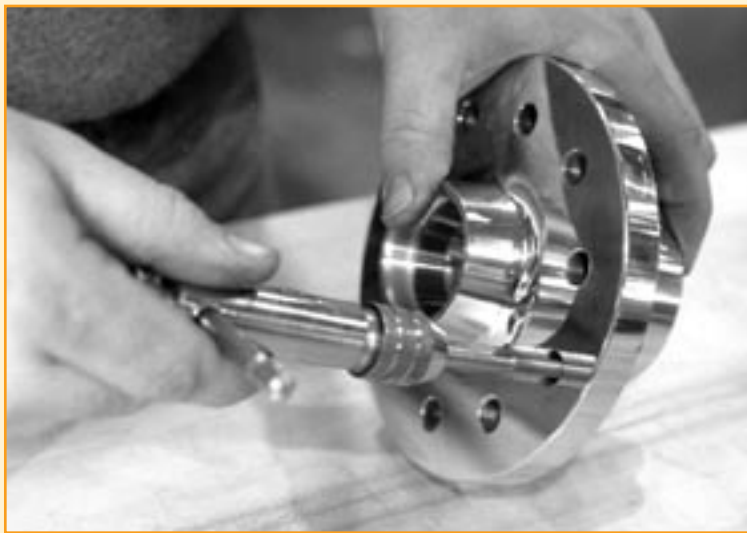
After checking the suspension, adjustable coil-over shocks are installed.

variety of cars, as will our new billet-aluminum hubs and cast-iron spindles and rotors.

We also designed and now manufacture our own billet steering rack — one that provides extra ground clearance while also allowing proper bump-steer control. The first rack in the industry built specifically for street machines, it is available in one-inch increments from 15.5 to 29.5 inches wide, to fit any car with a front-hub width that measures between 51 and 65 inches.

This endeavor also led us into manufacturing our own headers specifically for NoFab installations. After expending enormous time and resources to achieve and refine the ease of installation for this NoFab kit, leaving our customers on their own at this point made no sense. Consequently, we have developed equal-length-style headers for big- and small-blocks that clear all Chassisworks frame, suspension and steering components. (An aftermarket “mini-starter” must be used.)

The vehicle undergoing the transformation in these photos, a 1963 Chevy II Nova, was a long-running project car (“Saturday Night Special”) commissioned by Super Chevy magazine. During its extended stay in our



Our new, billet-aluminum hubs have threaded stud-mounting holes for both 4-1/2- and 4-3/4-inch bolt circles. We recommend that all threads should always be chased before use.



Our 11-3/4-inch, vented rotors are directional, and drilled for both bolt circles.



After greasing and installing the wheel bearings and mounting the hub/rotor assembly on the spindle, a dust cap is screwed hand-tight onto the hub; an internal O-ring will keep it from coming loose.



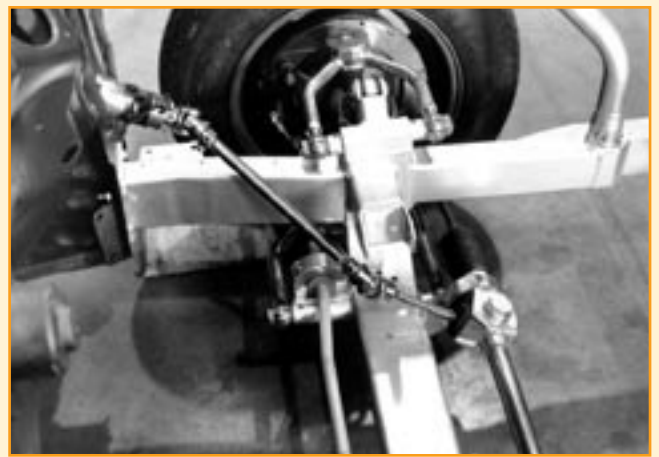
These are the contents of the 1962-66 Chevy II steering-column kit. (The 1967 steering column requires a column adapter, which is provided.)



After holes are drilled into the end of the steering column, our bushing is installed flush with the end of the column and secured with blind rivets.



The new bracket bolts to the firewall from inside the passenger compartment. A clamp secures the tab of the bracket to the steering column itself.



After a bit of time with a tape measure and hacksaw, the steering linkage is complete.

A steel sleeve rides inside the urethane bushings of our new, billet-aluminum motor mounts.



Shown here is a Bolt in midplate for the Lakewood bellhousing, also available is a midplate for automatic transmissions.



These mounting brackets are used to connect the midplate to the lower frame mounts.



The brackets are attached to the back side of the frame mounts, using the two inner frame bolts on each side.



The motor is carefully guided into place...



...and the midplate mounts loosely secured.

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chassis shop, this Nova also received our 4-link rear suspension and subframe kit; FAB9 rearend housing; 10-point roll cage with swing-out sidebars; and new, wheel-tubbed "tin" interior (with a steel drive-shaft tunnel).

A blown, 421-inch small-block will be riding up front when the Saturday Night Special returns to the streets and hits the dragstrips. This mighty mouse is backed by a Jerico 4-speed manual transmission. For high-horsepower applications, we offer a motor-plate version of the NoFab front frame, in either big- or small-block configurations, along with pre-cut and pre-formed aluminum plates for both ends of the motor.

As mentioned, this Chevy II kit was merely the first of an entire series of high-tech, NoFab installation packages. The same quality and ease of installation are now available to anyone inclined to replace the front clip of a first-generation Camaro-Firebird or a 1968-72 Nova.



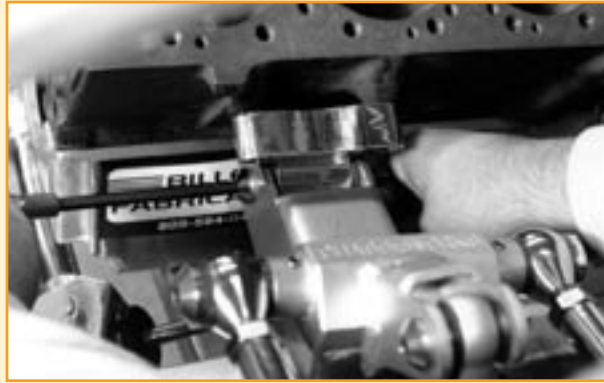
This small-block, front motor-plate kit comes complete with the same stainless-steel, button-head Allen bolts that are used throughout the new bolt-on front end. The billet plate is milled out of 6061-T6 aluminum.



The bracket for attaching the motor plate to the frame can be seen just ahead of the crossmember. This bracket replaces the side-mount hardware, which is attached to the crossmember itself.



Stainless-steel, socket-head Allen bolts and locknuts are the fasteners provided in the motor-mount kit, but we also offer these optional, stainless button-head "spuds" for those who wish to dress things up.



The precision length of the spuds causes them to bottom out against each other before the motor-mount saddle can distort and squeeze the bushings excessively.



This shot from under the car shows another view of just about everything we've installed, plus the Wilwood brake calipers used with our rotors.



Chris Alston demonstrated his hands-on approach to this new product line many times during these photo sessions. When an extra pair of hands was needed to get the block in place, the Chassisworks president was there.



This is the header kit that was developed specifically for this application. Note the sexy, machine-formed (not welded) primary pipes.



The view down the driver's side of the motor shows how the headers have been contoured to clear the steering linkage and frame...



...while the passenger side clears the aftermarket mini-starter.



With this Nova back on the ground and rolled outside, the ground clearance under the headers is evident.



We're throwing this shot in just in case anyone wondered what a blown motor would look like in this new front end.



Why is this man standing on a box? Chris Alston Jr. demonstrates the strength of the pallet-attached shipping carton that contains all of our front-frame and suspension components.



An entire production run of our bolt-on front frames is lined up, awaiting shipment, to Chevy II owners.

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