



62-67 Nova Subframe Connectors

The Church Boys Racing LLC. sub frame connectors for the early Nova will greatly strengthen your uni-body construction! Each kit comes with front sub frame reinforcement boxes to strengthen the whole assembly, rocker panel tie ins, that connect the front of the uni-body frame rails to the rocker panels and lastly we also provide brackets to connect to the floor brace that runs underneath the seat, once completely installed you will have 4 points of contact with the body. Your connection system is not welded as each and every car varies. The long connection tubes (1-5/8" DOM) will be a trim to fit situation.

With any welding project keep in mind the fire hazards. Remove all interior around the affected areas. On the underside clean all welded areas free of debris, rust and oils to insure a good weld. Wear your safety protection equipment and keep a fire extinguisher handy.

Page 4... Leaf Spring Layout

Page 5... CBR 4-Link Layout

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First start by fitting your front sub frame boxes to the frame rail. You have a driver side and a passenger side. The driver side has clearance for the stock E-brake brackets and each side is clearance for the transmission mounting. In most cases the sub frame has been distorted due to being used as a jacking point. You may have to re-shape the sides to allow the box to slip over the outside. Please note that these are a snug fit. Keep in mind that you want the box to stay up tight to the floor pan.

Your next step is to position the sub frame tubing front to back. For the Leaf spring connectors you will position the tube so that the longer straight portion is at the rear of the car....see photo below. You will rotate the tube so that it clears the rear foot well of the floor pan. You may need to re-position the sub frame boxes forward or back a touch to help with fitment and trim as needed to get a secure and snug fit. Tack weld only!

For the 4-Link the sub frame tubing will connect directly to the lower 4-link pocket. The end of the tube is angle cut to match that of the pocket. You will position the tubing, which is slightly bent to clear the rear foot well and trim to fit for a snug fit. You will also need to remove the stock emergency cable bracket on the bottom of the floor and re-locate it. Tack weld only!

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Now that you have your tubing tack welded into place you can now install your seat brace brackets. The brackets are designed to connect the sub frame tubing to the floor brace, one on each side of the brace, weld as needed. Now you can fully weld your front sub frame boxes to the floor pan.

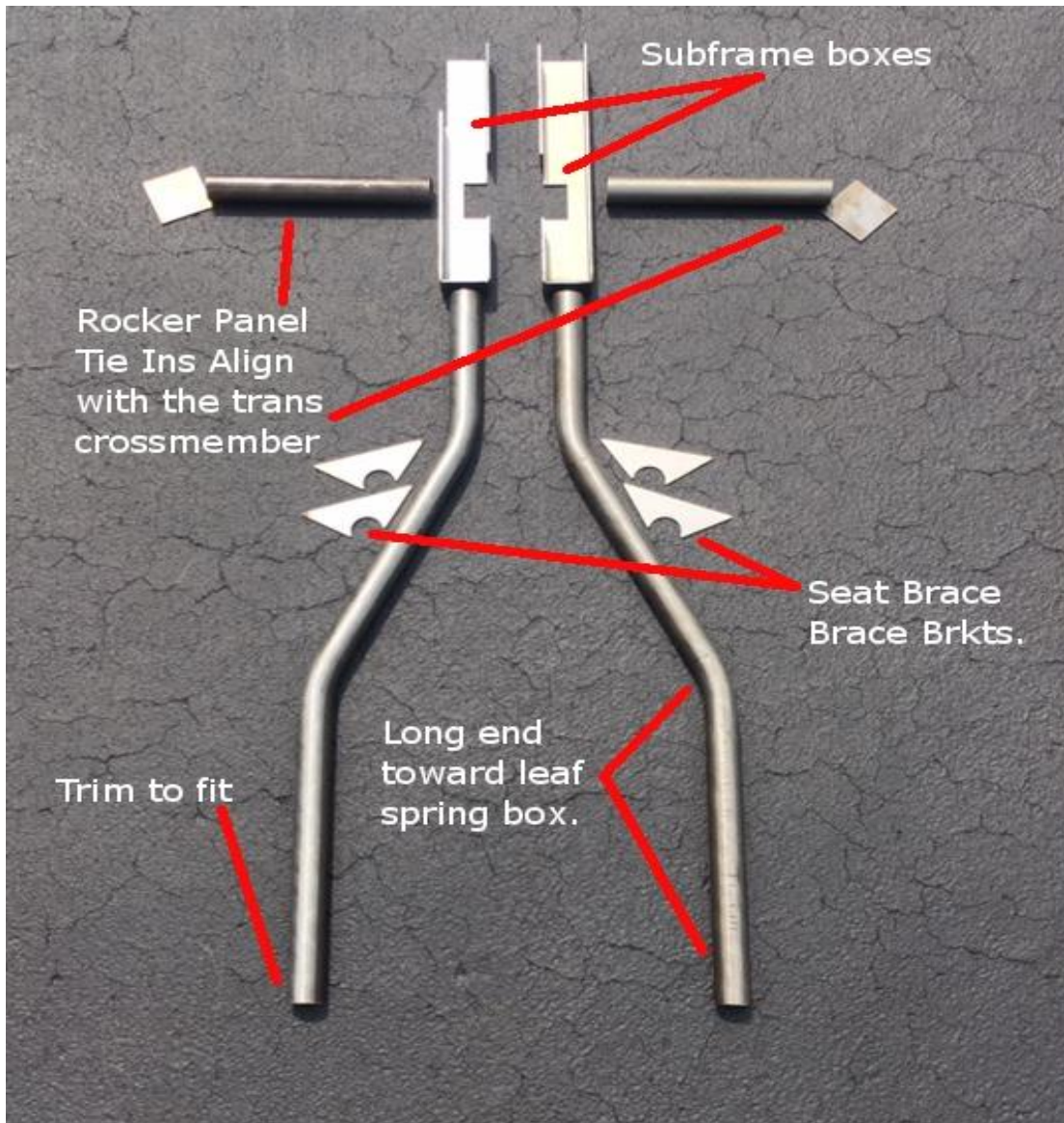
Your sub frame boxes are fully welded, now you can finish welding the sub frame tubing and floor brackets. With these steps completed you can now move to the Rocker Panel Tie ins. These will be positioned in line with the transmission cross member. You have 2 pieces of 1-5/8" tubing that is 12" long with a 3"x3" plate. The plate will be positioned between the tube and rocker, one for the driver side and the other for the passenger side.

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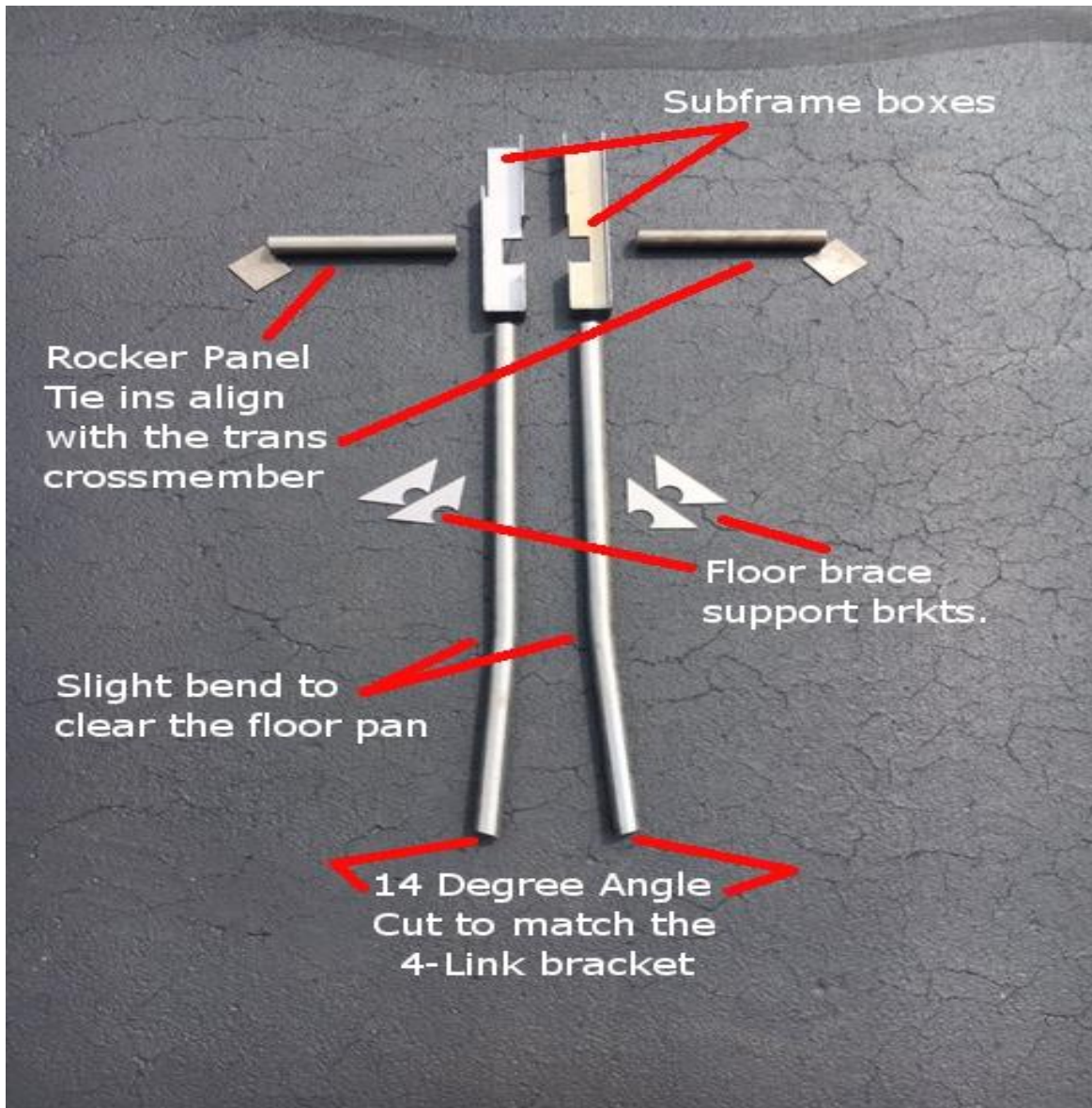


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