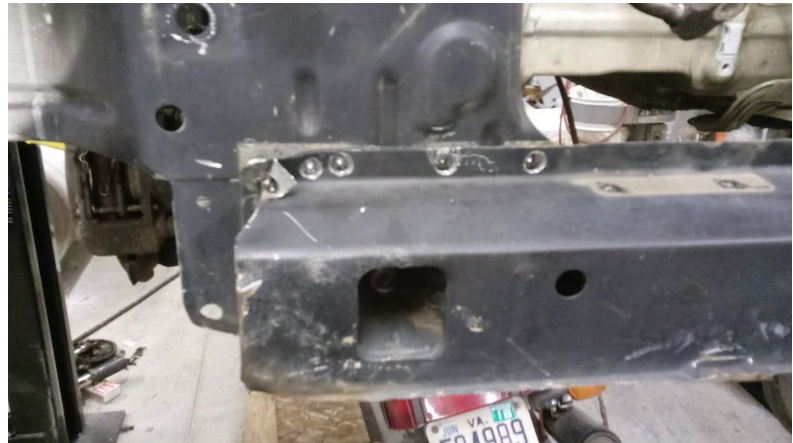


Core Support Reinforcement/Replacement Guide

Nate Jones 11/21/20

Materials: 1x 41 $\frac{3}{8}$ " 2"x3"x $\frac{1}{4}$ " steel angle
2x 7 $\frac{1}{4}$ " 2"x3"x $\frac{1}{4}$ " steel angle
2x 12ga steel reinforcement plates (purchased laser cut or DIY)
4x nuts to match the bolts you're using for the sway bar mounts
2x nuts to match the cross member bolts

1. Get the car supported well on jack stands or a lift. You're going to be cutting out a big part of the structure in the front of the car, you don't want weight left on the front suspension.
2. Remove the bumper, radiator, anything else that you think will be in your way.
3. Measure the cross dimensions from the lower LCA pivot on each side to a good reference point on the swaybar mounts on the opposite side. Find a spot you can get repeatable measurements on and write it down for each side. If these aren't the same your car is probably already tweaked in the front end. Decide now if you need to do anything else to fix that before you proceed.
4. Periodically as you go through the process re-check the cross measurements to make sure things are staying even. Some people weld or clamp a temporary brace between the frame horns to make sure the front end doesn't move when you cut the stock core support out.
5. Remove the sway bar mounting bolts, cross member bolts, and hood latch support bolt. If you have an engine/trans in the car make sure you support the cross member.
6. Drill out the spot welds holding on the core support, cutting with your favorite cutting implement as necessary:



7. Bolt the reinforcement plates on through the 3 bumper holes. Mark where you want to weld them, clean the paint off of the body and then weld them in place. The extra holes (including the festiva cutout) can be used for plug welds. Take it slow and do stitches instead of trying to run a continuous bead. Festiva metal is thin, if you've never welded it before practice on some scrap (like the core support you just cut out).
8. Tack weld the short pieces of angle with the L inverted, then the long piece across them. Make sure the bottom of the long piece ends up in the same plane as the original core support was so the cross member and swaybar mounts line up. Once everything looks good, finish welding everything.
9. Mark the holes for your sway bar mounts and cross member bolts. Drill them thru then weld the nuts on the back for easier service down the road.
10. The cross section of the 2x3 angle is almost the same as the stock core support, but it gives a lot more room for mounting the radiator. If you're not planing to make a lot of power you could use 3/16" wall angle to save a few pounds. That's about it! Measure twice cut once!

