



Steering, Brake & Suspension Specialists

## #6267TCA-K Mini Sub-Frame Kit Instructions for 1962-67 Chevy II / Nova

### Parts List:

1 ea	Left Lower Control Arm Assembly	4 ea	Wheel Alignment Cam Kits
1 ea	Right Lower Control Arm Assembly	8 ea	Lock-Out Plates
1 ea	Cross Member	14 ea	7/16-14x1 Gr. 8 Bolts
		14 ea	7/16-14 Gr. 8 Nuts
		14 ea	7/16 Lock Washers
		28 ea	7/16 Flat Washers

**PLEASE NOTE:** The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

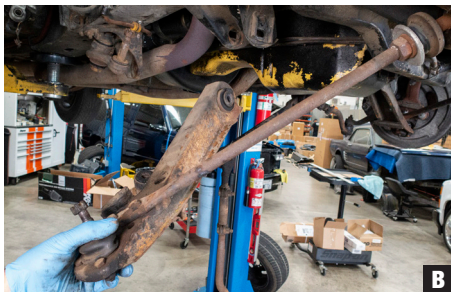


1. Begin by removing the lower ball joints from the spindle (Photo A). Loosen the castle nut on the ball joint stud but leave it installed a few turns. A handful of whacks with a large hammer usually does the trick to break the ball joint stud loose from the spindle.

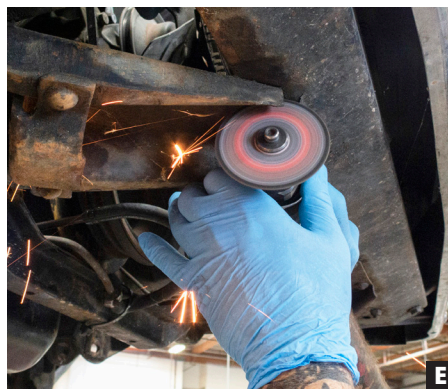


**Installation Note:** If you plan to also install CPP Tubular Upper Control Arms (#6267TCA-UK), now would be a good time to remove the brake caliper and tie rod end from the spindle as well.

5. Prepare to remove the factory strut rod mounts on both sides. Each mount is held in place with five rivets (Photo D).



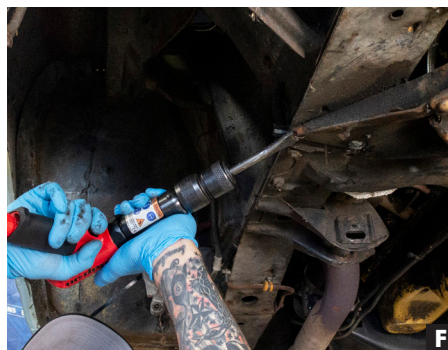
2. Then remove the front strut rod nut followed by the lower control arm bolt and remove the assembly as one piece (Photo B).



6. The most effective method we've found for removing old rivets is to cut them down the center with a cutoff wheel (Photo E), remove the rivet head with an air hammer (Photo F) then drill out the remains.



3. Repeat steps 1 and 2 on the other side.
4. Next, drain the coolant from the radiator and remove it from the vehicle (Photo C).



**NOTE:** Without access to an air hammer, the same can be accomplished using a hammer and chisel; although significantly more effort will be required.

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next page**



**WARNING:** Cancer and Reproductive Harm [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

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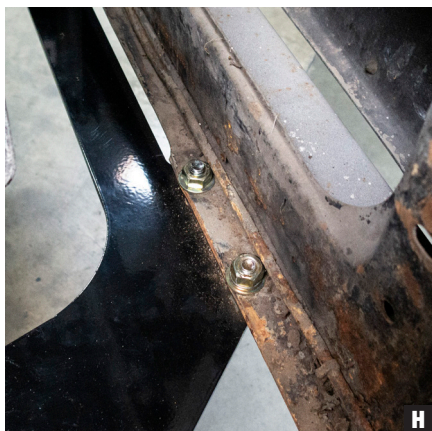
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7. Install the Mini Sub-Frame plate using the supplied hardware in the 10 holes left from the rivets (Photo G).



8. Test fit your radiator, checking for clearance against the front four bolts (Photo H).



9. If more room is needed to keep the radiator from touching the Mini Sub-Frame hardware, simply remove the front four bolts and nuts then re-install with the nuts on the bottom side of the crossmember as shown (Photo I).

10. Torque all crossmember hardware to spec.  
(See chart below).

### GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"s	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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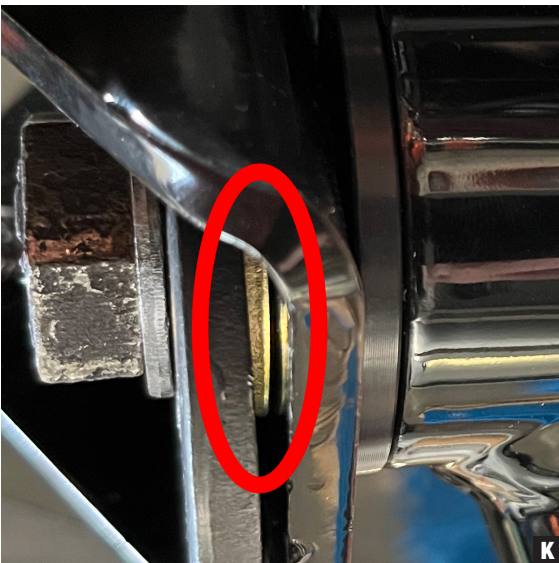


11. Next, use the supplied bolts, washers and cam washers to install the tubular lower control arms. The front of the arm goes in the new crossmember and the rear of the arm goes into the factory lower control arm mount (Photo J).



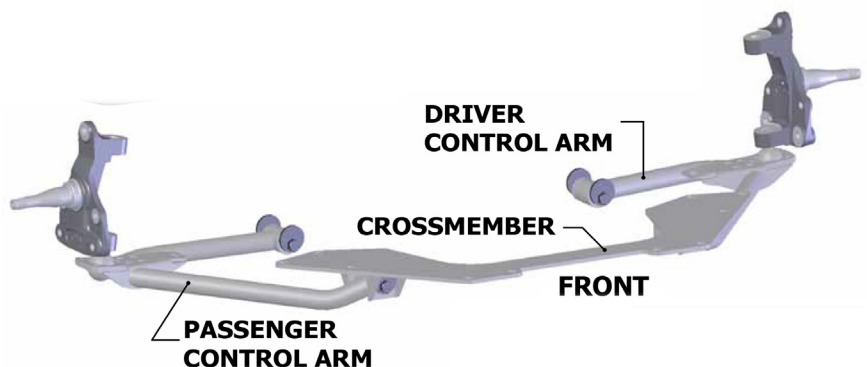
13. Reinstall the lower ball joint stud into the spindle. After fully tightening the castle nut, make sure to install a new cotter pin (Photo L).
14. Repeat steps 11 through 13 on the other side.
15. Take the vehicle to a professional alignment shop before returning the car to normal use.

**Optional Installation Tip:** Provided with every Mini Sub-Frame Kit are a set of lockout plates (#CP10134). These may be installed after the vehicle has been professionally aligned to ensure the alignment cannot go out of spec during hard driving.



12. Make sure to use a washer between the cam washer and the mounting surface on each of the four sides (Photo K).

*NOTE: Failing to do so may result in the bolts slipping and going out of alignment.*



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