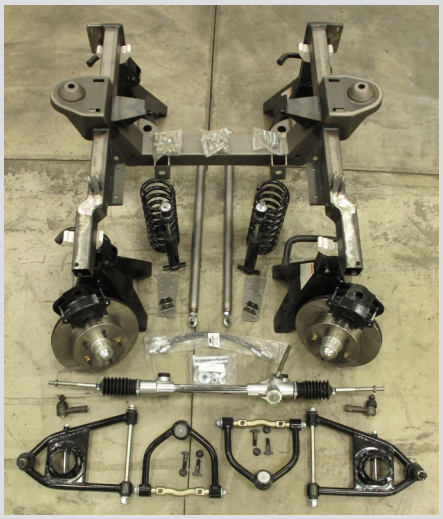
Steering, Brake & Suspension Specialists

#E6267M2IFS-K - Installation Instructions

for 1962-67 Chevy II Nova



Parts List:

1- Mustang II bolt-on subframe
2- Double adjustable down bars with brackets
1- Complete MII IFS component kit (complete tubular upper/lower control arms, forged spindles, billet-hub disc brakes, coil springs, shocks, rack-and-pinion, tie rod ends, sway bar, and all related hardware/accessories)

Notes:

Please read entire instructions "before" beginning installation; familiarize yourself with all new parts and components, as well as the procedure, as this will help avoid any potential issues along the way.

The Mustang II frame clip is designed to work directly with small/big-block Chevy engines, as well as LS-series when used with CPP's FitRite mounting kit. Upgrades to the standard kit include Wilwood calipers with drilled and slotted rotors, and power rack-and-pinion steering. The frame clip installation can be completely finished off with CPP's modified inner fender panel kits (#6265IFP / #6667IFP) that include hood hinge brackets allowing full sheetmetal re-attachment to your Nova.

The CPP Subframe kit features narrowed framerails which allows a bigger tire and wheel combo to be used but will require specific IFS style headers (available from CPP) as well as a high-torque mini starter. Also, relocating the battery will be required. Being a disc brake system you must use a 14" or larger disc brake compatible wheel, as stock drum brake wheels will not clear (verify wheel-brake fitment prior to installation).

Instructions:

Original Parts Removal

1. Safely and securely support vehicle on jack stands placed beneath the floor area, just rear of the firewall where the subframe attaches to the main unibody frame rail (not under the subframe section)

2. Unbolt and remove bumper and bumper brackets as well as the hood and hood hinges from the stock subframe. Next remove the headlight bezels, grille assembly, headlight buckets, and park lights followed by both front fenders. Mark, bag, and save all stock hardware for reassembly.

3. After disconnecting all related electrical, fluid lines, and linkage, remove radiator and core support. Engine and transmission can now be more accessible for removal from the vehicle. Do not discard stock core support; it will be reused (minus battery tray provision, which no longer is accommodated).

4. Unbolt and remove OE subframe from the firewall—note amount of shims used on upper mount for future support rod adjustment reference. (For this next portion, you will either need to remove steering box and inner steering shaft prior to disconnecting subframe, or leave intact and remove with subframe; column tube and steering wheel need to be separated and removed regardless.)

5. Thoroughly clean firewall, inspect for any structural damage, and prep/paint before installing new frame clip.

CPP Mustang II Frame Clip Install

(For illustrative purposes, we've assembled a MII kit on a bare, un-installed frame clip.)

1. With vehicle secured on jack stands, align frame clip (using a floor jack or lifting with the assistance of a few friends) to the stock subframe mounting holes in the lower bulkhead; attach with supplied hardware (noting that upper/inner hole the bolt installs from the backside of the bulkhead). Before removing jacks, install the two adjustable down bars (Fig 2/3).

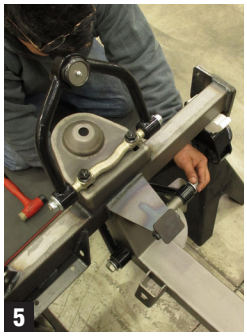

2


3

2. Once the clip has been installed and all hardware tightened up, re-support vehicle by placing jack stands beneath the new frame section (towards the firewall, to avoid any interference with parts assembly).

3. If possible at this time, mount your engine and transmission, as it will help add needed weight to the front end to assist with the installation of the coil springs.


4


5

4. Proceed with the Mustang II suspension installation, beginning with the upper and lower control arms. The lowers mount with the shock through-bolts from the front, pointing towards the rear (Fig 4/5).

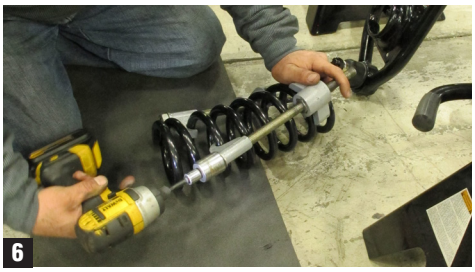
Continued on next page

Classic Performance Products, Inc. **714.522.2000** | fax 714.522.2500
378 E. Orangethorpe Ave. | Placentia, CA 92870 | www.classicperform.com

Rev. 7/16/2015

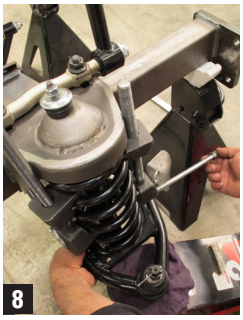
Steering, Brake & Suspension Specialists

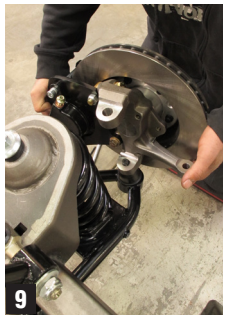
#E6267M2IFS-K - Installation Instructions *(Continued)*


6

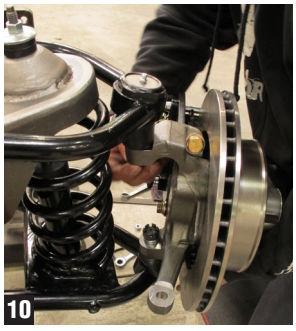
5. When attempting to install the coil springs, an internal screw-type compressor can be used, as some external ones may get hung up in the spring and or crossmember in the process. Use a floor jack to assist in loading the lower control arm (Fig 6/7).

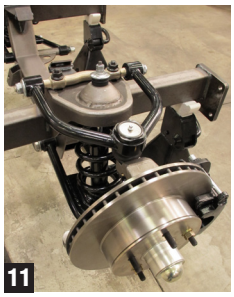

7

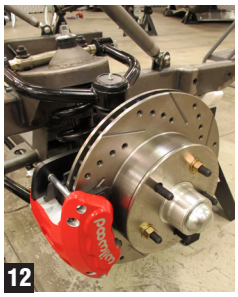

8


9

6. Install the shock absorbers once coils are in place, followed by the spindle/brake assembly. (Note that while two spacers are provided for each ball joint, use only what's needed to seat nut correctly with cotter pin hole.) Do not forget to add grease and lock ball joint nuts down with cotter pins once tightened (Fig 8/9/10).

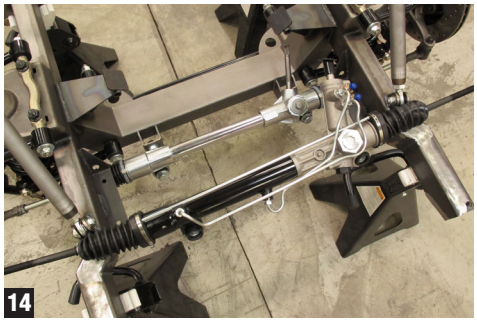

10


11


12

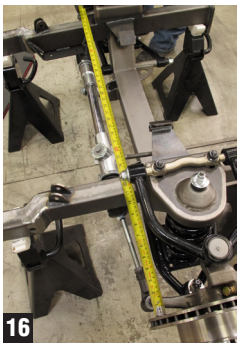

13

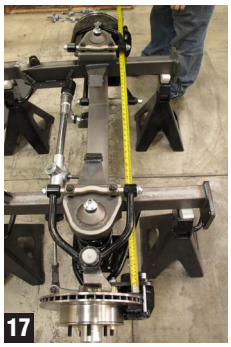
7. Next, install rack-and-pinion unit (procedures are the same for both Manual and Power racks). Once installed, center the rack using a universal or rag joint (Fig 13/14).


14


15

8. Connect tie rod ends to spindle steering arms; and set the initial toe in at roughly 1/8" (the accurate toe-in is done with full suspension weight on the ground). Install cotter pins, zerk fittings, and add grease (Fig 15/16/17).


16


17


18


19

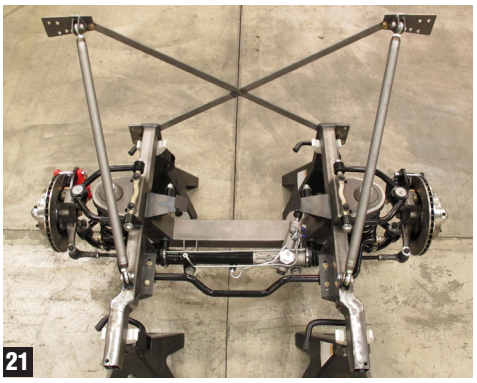

20

9. Install and adjust sway bar*. (*See accompanying notes for additional sway bar mounting instructions. Final adjustment is made after all vehicle weight is on the suspension.) Front-mount bar installs using D-bushings on framerails; rear-mount bar installs using the blocks on the backside of the front crossmember and connects to the lower control arm using the included bolt-on brackets; welded-in bungs may also be used in some applications. (Figs 18/19/20)

Continued on next page

Steering, Brake & Suspension Specialists

#E6267M2IFS-K - Installation Instructions *(Continued)*


21

10. Reinstall core support, front sheetmetal group, and optional new inner fender panels (recommended for complete installation).

11. Use adjustment in support rods to align sheetmetal and gap front fenders.

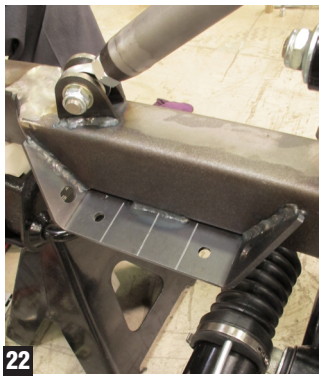
12. Once the front wheels/tires have been installed and the vehicle is sitting under its own weight, you may notice the front end sits a bit high—if so, do not cut springs; allow suspension to settle and break in after putting at least 500 miles on vehicle.

Optional Drilling Procedures

The frame clip and some control arms may require drilling for sway bar installation; if so, the following steps should help when mounting the D-bushing brackets to the frame and Heim-joint brackets to the lower A-arms.

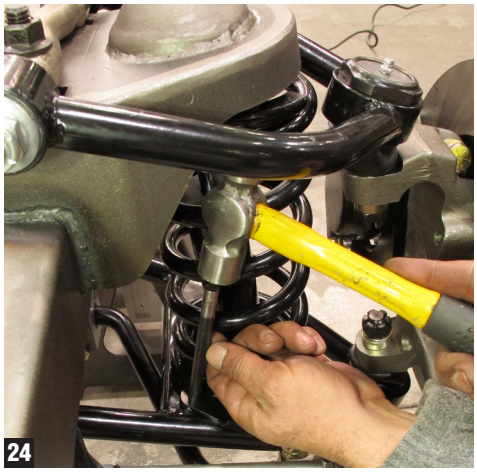
13. Before drilling any holes, predetermine that there will be no interference between the sway bar and steering arms, suspension, etc. by mocking it up in place. Turn the rack to each side lock-to-lock as well as compress control arms to emulate suspension travel.

14. For the forward-mount sway bar, center the D-bushing on the framerail tabs and mark two holes (approximately 2-3/4" spread) to drill and mount bracket. (Figs 22/23)


22

23

15. If using the bolt-on link end brackets on undrilled lower control arms, first mount the sway bar to the frame, attach and align Heim-joint links with brackets bolted on, and mark A-arm (just in front of coil spring base, without interfering) once brackets have been placed with links perpendicular at lower control arm ride height. (Figs 24/25/26)


24

GENERAL TORQUE SPECIFICATIONS:					
1/4″	grade 5	10lb/ft	1/4″	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.


25


26

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.

Classic Performance Products, Inc. **714.522.2000** | fax 714.522.2500
378 E. Orangethorpe Ave. | Placentia, CA 92870 | www.classicperform.com