



INSTALLATION INSTRUCTIONS

1962-1967 Chevrolet Nova

Superide II Independent Front Suspension



Please read these instructions *completely*
before starting YOUR installation.

Assemble suspension on vehicle before powder-coating to ensure proper fitment, and to make modifications if necessary.

For questions on installations please call 800-841-8188 In Illinois (847) 487-0150



PARTS LIST

- | | |
|----------------------------------|-----------------------------|
| 1) Superide II Nova Subframe | 2) Adjustable Support Tubes |
| 2) Spindles | 1) Sway Bar |
| 2) Adjustable Upper Control Arms | 1) Power Rack & Pinion |
| 2) Lower Control Arms | 2) Adjustable Shocks |
| 2) Chrome Springs | 1) Wilwood Brake Kit |

HARDWARE PACKAGE

- | | |
|---------------------------|-----------------------------|
| 8) ½-20 Nylock Nut | 8) ½-20 x 1 ¼" Grade 8 Bolt |
| 16) ½ " Washer | 10) 3/8-16 x 1" Hex Bolt |
| 10) 5/16 Washer | 4) 7/16-20 x 1" Hex Bolt |
| 4) 7/16 Split Lock Washer | 4) 7/16-20 x 1 ¼" Hex Bolt |
| 4) 7/16 Washer | |

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You are about to install your HEIDTS suspension system. You are probably wondering how complicated installing a complete I.F.S. system really is, with all those pieces, all the angles, anti-dive, geometry ...Don't worry. The HEIDTS I.F.S. kits are designed so all that is taken care of for you. Just follow the instructions step by step, reading each step completely, and in a very short time your car will be sitting on the nicest riding I.F.S. kit available.

1) Begin your installation by jacking up your vehicle and supporting it on sturdy jack stands. The stands must be placed on the flat section of the frame rails close to the front body mounts. First remove the front bumper grill and core support. Disconnect and remove the engine and transmission. **SAVE AND LABEL ALL FASTENERS FOR RE-INSTALLATION!** Remove the front wheels and shocks. Disconnect the brake lines and tie-rods . Unbolt the factory subframe from the firewall. The subframe can be removed as one whole assembly. See **Figure 1** .



Figure 1



Figure 2

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2) After removing the factory subframe, the eight mounting holes on the firewall must be drilled to $\frac{1}{2}$ ". See **Figure 3**.



Figure 3

***** IF INSTALLING HEIDTS NOVA SUPERIDE II FRONT SWAY BAR, SEE IN-150 AND INSTALL SWAY BAR MOUNTING RIVETS PRIOR TO INSTALLING FRONT SUBFRAME. *****

3) Install HEIDTS Superide II Subframe (HEIDTS tag facing the front). Use a floor jack underneath the crossmember to align the mounting holes of the subframe to the drilled out $\frac{1}{2}$ " firewall holes. Use the $\frac{1}{2}$ -20 x $\frac{1}{4}$ " Grade 8 bolts, $\frac{1}{2}$ "-20 nylock nuts and $\frac{1}{2}$ " washers to **snug** the subframe to the firewall. DO NOT TIGHTEN until the support tubes are installed. See **Figures 4 and 5**.



Figure 4



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4) Assemble the adjustable upright tubes next. There is a single line marked on one side of the adjuster tube. That line denotes left hand threads. Assemble adjusters with jam nuts to the adjuster tubes. **ANTI-SEIZE** all four threaded adjusters. Use the 3/8-16 x 1" bolts and washers for the firewall, and 7/16-20 x 1" grade 8 bolts and lock washers for the subframe. Be sure to include the jam nuts prior to threading in adjusters. **Figures 8 and 9** indicate the firewall and subframe mounting brackets and correct locations. See **Figures 6-11**.



Figure 6



Figure 7



Figure 8



Figure 9

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Figure 10



Figure 11

5) At this point the subframe is bolted snug to the firewall. The reason is for alignment of the subframe you are about to do next using the adjustable support tubes that are already installed. Begin this step with a level on the outer frame rail of the vehicle. See **Figures 12 and 13**. Level the vehicle to 0 using shims underneath the vehicle between the jack stands. Check both driver and passenger sides. Now, level the subframe to 0 using the adjustable support tubes. Once the subframe is level tighten ALL bolts. See **Figures 12-15**.



Figure 12



Figure 13

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Figure 14



Figure 15

6) After the subframe is level and secure to the firewall, the lower control arms can be installed. Install the lower control arms using the 5/8-11 x 11" hex bolts, washers and nylock nuts in the control arm hardware kit. Sway bar tab should be towards the front of the vehicle. See **Figures 12 and 13**.



Figure 12



Figure 13

7) Install the upper control arms using the 5/8-11 x 8 1/2" hex bolts, 5/8" dished washers and nylock nuts. Ball Joint grease fittings may also be installed at this point. See **Figures 14 and 15**.

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Figure 14



Figure 15

8) Install the spindles onto the lower ball joints. Use the stainless steel ball joint spacer in the hardware kit as shown in **Figures 16 and 17**.



Figure 16



Figure 17

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9) Assemble and install the front coil over shocks using ½-13 x 2 ½” hex bolt and ½” nylock nuts for the upper mounts. Use ½-13 x 7” and nylock nuts for the lower control arms. See **Figures 18 and 19**.



Figure 18



Figure 19

10) After the coil over shocks are in place, the rack and pinion can be installed. Use the 5/8-11 x 3” hex bolts, flanged lock nuts and rack mount spacers to mount the rack and pinion to the subframe mounts. Connect the outer tie rod ends just snug to the spindle for adjusting wheel alignment later. ***** USE ANTI SEIZE ON OUTER TIE ROD THREADS*****. See **Figures 20-22**.



Figure 20



Figure 21

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Figure 22

11) This completes the installation of the Heidts Superide II Nova subframe. Make sure all nuts and bolts are tight before the wheels are installed and the car is on the ground. Lastly, you are ready to set the alignment of your vehicle. Be sure to do so with the lower control arms set at ride height (the lower control arms should be level). The caster and camber settings are done with the adjusters in the upper control arms. Both adjusters are screwed in or out an equal amount to change the camber, and they are adjusted opposite each other to change caster. The interesting thing about the caster setting is that you can experiment with different settings and actually "tune" the characteristics of the handling of your car to your driving style. 3° of caster will give a nice road feel and good low speed drive-ability. 4° or 5° will yield better high speed stability and tracking, putting a better self-centering characteristic in the steering wheel, but will tend to start to make parking slightly more difficult. Just be sure that both sides have equal caster settings, or the car will tend to pull to one side.

12) Refer to IN-078 to install the front core support, inner fender panels and hood hinge brackets.

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Alignment Specifications:

Caster: 3° Positive (Power) 2° (Manual)

Camber: - .5° Negative

Toe: 0 - 1/16 Toe-In/Out

Since you are now to the point where you have a finished, running car (we hope!) it is time to test drive it. After a few hundred miles, double check the ride height and the alignment. The springs may have settled, which would change the ride height and the camber setting. Readjust the ride height before changing the alignment. After this initial setting period, the springs and bushings should have taken their final set, so you should be on your way to many miles of cruising.

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