

# ***HEIDTS***

## **INSTALLATION INSTRUCTIONS 1962-1967 CHEVY NOVA REAR 4-LINK SUSPENSION**

Please read these instructions *completely*  
before starting your installation.  
Remember the basic rule for a successful installation:  
**Measure Twice, Weld Once.**



# INSTALLATION INSTRUCTIONS

## 1962-1967 CHEVY NOVA

### REAR 4-LINK SUSPENSION

Start by removing the drive shaft, rear axle assembly including leaf springs and shocks. The brakes may be reused and the lines connected back to the brakes depending on what type of axle and brakes are used.

Install the subframe connectors first. They locate off the spring mounts and fit forward to cradle the front factory subframe rails. See Figure 1. Trial fit the connectors up under the floor. The front leaf spring mounts need to be trimmed slightly to provide clearance. They are located fully up against the floor, and slid against the inside of the factory frame rails. Once they are fitted, drill holes into the front of the spring mounts and up into the floor using the holes in the Subframe Connectors as templates. Then drill holes through the front frame rails again using the Subframe Connectors as templates. Bolt in place using the supplied 1/2-13 x 1" bolts and nuts and the doubler plates supplied in the spring mounts and the 1/2-13 x 3" bolts and nuts in the front frame rails. If you purchased the optional Trans Mount Crossmember, you can support the trans and remove the stock trans mount, and temporarily install the new Crossmember.

Next install the top crossmember up into the frame rails under the floor. See Figure 2. The front end of the inside side rail locates against the floor brace on the floor pan. Position it there and using the channels as templates, drill and bolt in place, using the 1/2-13 x 3" bolts and nuts supplied. Be certain that the bottom of the "U" channel is firmly seated against the bottom of the subframe rail.

If you purchased the Rear Sway Bar, it is the easiest to install the Bar now. Slide the Mounting Blocks and the Bushings on the bar in the approximate location. Bolt the Blocks onto the mounting tabs on the Top Crossmember using the 1/4-20 x 2" bolts and nuts supplied. Push the Bushings into the Mounting Blocks and secure with the Locking Collars. The Links will be installed later.

If you are installing the brackets on your own axle housing, they are located 32-1/2" apart. They are centered equal distance from the outer ends of the housing, not from the center of the third member or pinion yoke. See Figure 3. The pinion angle should also be built into the bracket positioning. The *HEIDTS* brackets are installed with a 2° down pinion angle. You can then fine tune the angle to match your engine. See Figure 4.

Install the Axle Housing next, as shown in Figure 5. Install the link bars with the adjusters to the front into the mounts in the subframe connectors. Position the rear axle housing in place and install the bars into the brackets on the housing. Use the 5/8-18 bolts and nuts included. Assemble the coil springs onto the shock assemblies and install them into the upper mounts using the 5/8-18 x 2-3/4" bolts and nuts, and onto the housing using the 5/8-11 x 7" bolts, spacers and nuts supplied. Now install the Panhard Bar using the 1/2-13 x 3-1/2" bolts and nuts supplied. Adjust the Panhard Bar to center the housing. Double check the pinion angle. The upper bars will position the housing, and the lower ones will set the pinion angle. Fine tune the lower bars to set it. Assemble the Rod Ends to 3-1/2" center to center length with the jamb nuts on the male rod ends. Attach the female Rod Ends to the Sway bar using the 1/2-20 x 1" bolts into the ends of the Sway Bar. Bolt the male ends to the top set of holes in the link brackets on the Axle Housing, as shown in Figure 5, using the 1/2-13 x 3-1/2 bolts, nuts and spacers. Connect the brake lines and bleed the brakes and then install the drive shaft.

Note: if you are welding this kit in, you can weld brackets in place, and plug weld the bolt holes for added strength. Tack weld all the pieces in place and trial fit the bolt in components. Remove the components, finish weld everything, then reinstall the components.

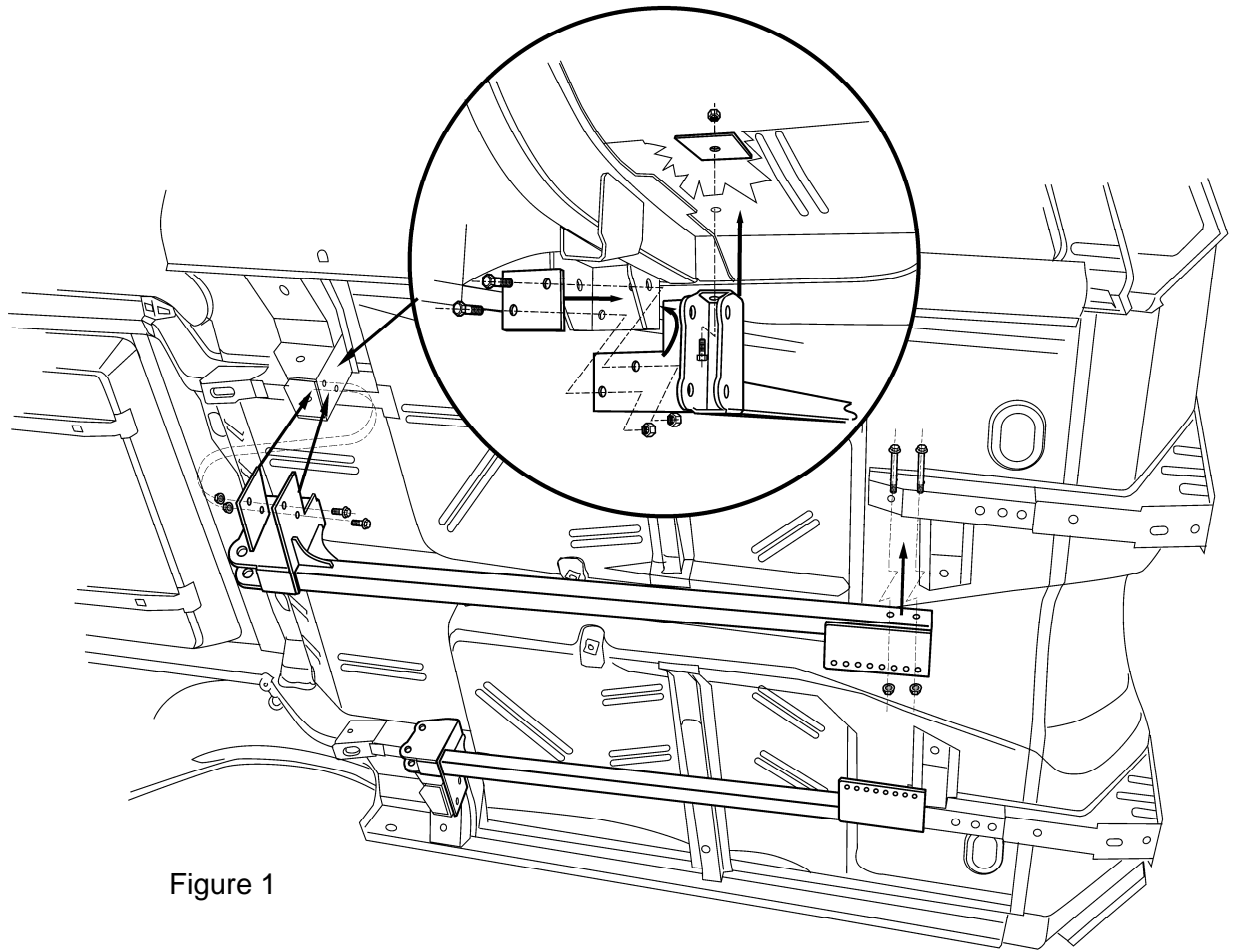


Figure 1

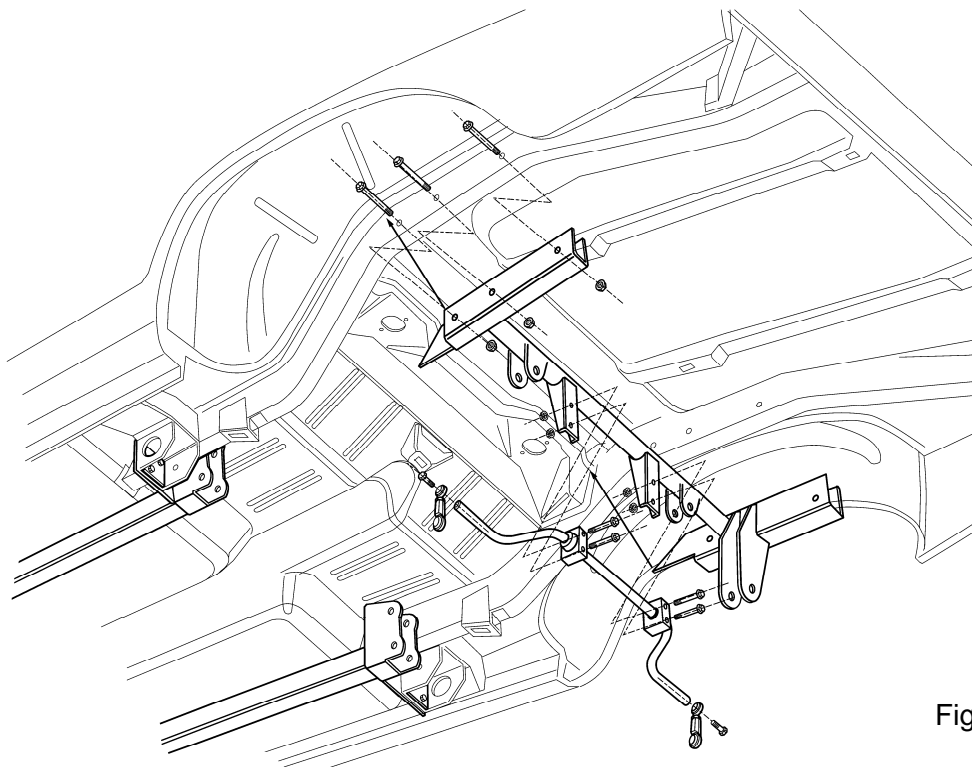


Figure 2

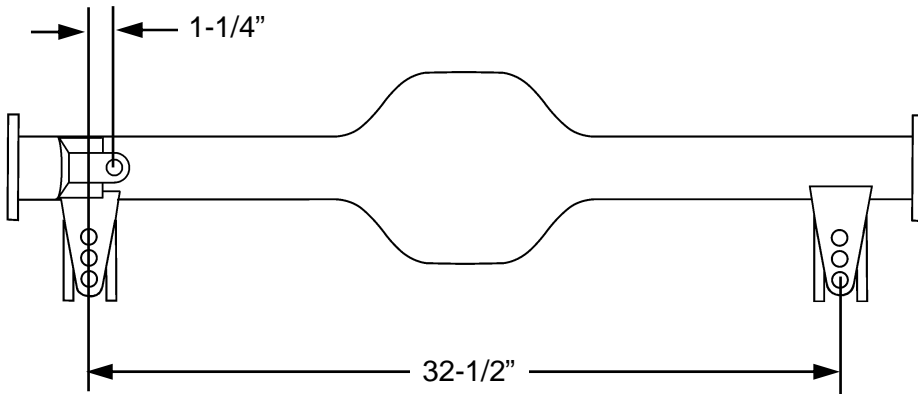


Figure 3

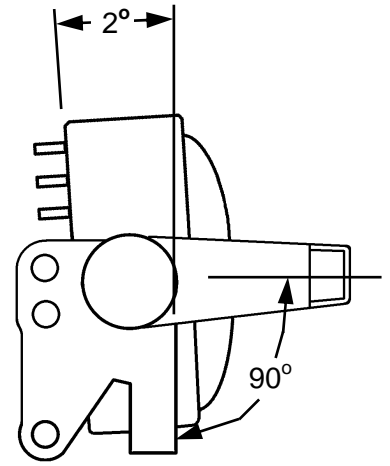


Figure 4

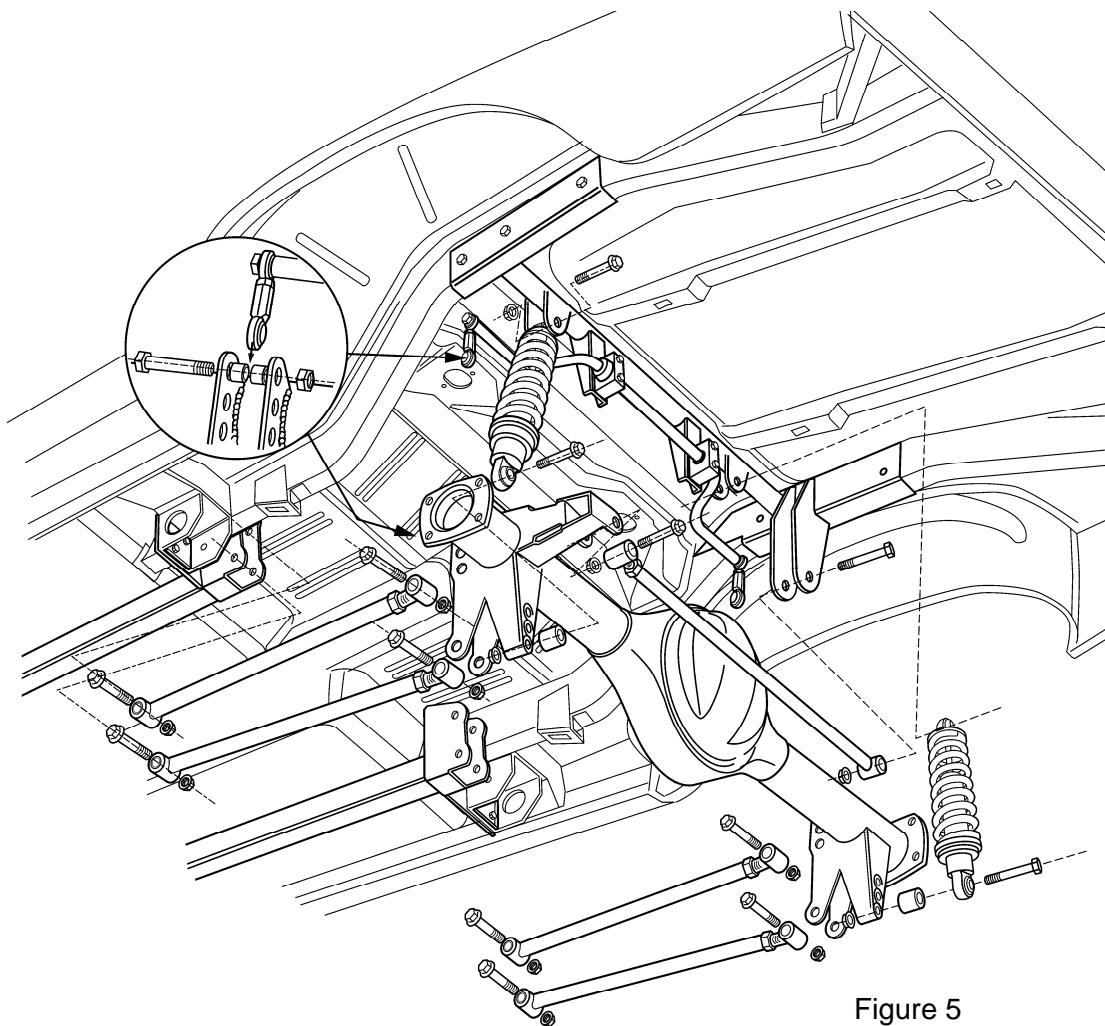


Figure 5

