



INSTALLATION INSTRUCTIONS

1966-1967 Chevrolet Nova

Inner Fender Panels



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) Inner Fender Drivers Side | 1) Inner Fender Panel Passenger Side |
| 1) 4' Foam Edging | 2) Hood Hinge Brackets |
| 4) Hood Hinge Spacers | 4) Firewall to Bracket Spacers |

HARDWARE PACKAGE

- | | |
|--|------------------------|
| 12) 5/16-18 x $\frac{3}{4}$ " Hex Bolt | 46) 5/16 Washer |
| 6) 5/16-18 Self Tap Screws | 12) 5/16-18 Flange Nut |
| 6) 3/8-16 x 1" Hex Bolt | 6) 3/8-16 Nylock Nut |
| 4) 3/8-16 x 1 $\frac{1}{2}$ " Hex Bolt | 4) 3/8" Washers |
| 4) 3/8 X 1 $\frac{1}{2}$ " Washers | |

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1) Your Heidts Independent Front Suspension is already installed. Now it is time to install the Inner Fender Panels to complete the front end of your Chevy II. ****The Inner Fender Panels need to be fitted prior to adding foam strip and paint****. Start by setting the front fenders to desired door gap. Install the core support ***first***. Use the 3/8-16 x 1" hex bolts, washers and nylock nuts to bolt the core support to the Heidts subframe. The two tabs facing inboard will require the 3/8" nylock nuts. Use a bar clamp (if needed) to slightly squeeze the frame rails to align the bolt holes. Threaded inserts are on the top and bottom of the subframe, four all together.

See Figures 1-4.



Figure 1

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Figure 2



Figure 3



Figure 4

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2) Insert the Inner Fender Panels from the bottom of the fender into the engine bay. Thread a 7/16-20 hex bolt from the hardware kit through the inner fender panel mounting hole and into the rear bumper mount hole. **Minor trimming may be required.** See Figures 5 and 6.



Figure 5



Figure 6

3) Align the Inner Fender Panel holes with the holes of the fender. Also align the holes of the Inner Fender Panel with the three holes of the core support that was previously installed. Insert the 5/16-18 hex bolts, washers on each side, and the 5/16-18 flange nuts in the mounting holes of the fender to Inner Fender Panels and Inner Fender Panels to Core Support. Only snug bolts for now. See Figures 7 and 8.



Figure 7



Figure 8

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4) Insert the hood hinge brackets next. The hood hinge bracket mounts off the factory firewall as shown in **Figure 9** with the 3/8-16 x 1" hex bolts from the Support Tubes. There are spacers provided to align the hood hinge bracket with the Inner Fender Panels and front fenders. Use the 5/16-18 x 1 1/4" hex bolts, washers and flange nuts to secure the hood hinge bracket to the Inner Fender Panels and front fenders. See **Figures 9 and 10**.



Figure 9

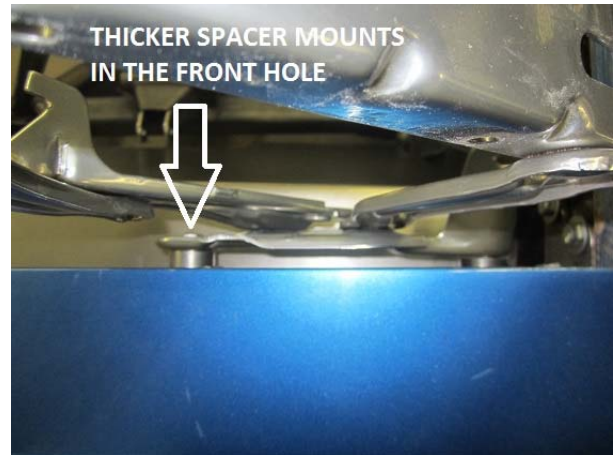


Figure 10

5) Insert the hood hinges. Use the 3/8-16 x 1 1/2" hex bolts, washers, nylock nuts and 1/2" spacers to secure the hood hinge to the hood hinge bracket. DO NOT TIGHTEN until the hood shuts at desired location. The thicker of the two spacers inserts into the front mounting hole.

See **Figures 11 and 12**.



Figure 11



Figure 12

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6) With the top of the inner fender panel installed, the lower can be drilled and self tapped to the subframe. Clamp the fender panel to the subframe as seen in **Figure 13**. Center punch and drill through the six existing fender panel holes. (Three per side) Use a 9/32 drill bit for this step. The 9/32 drill size is the appropriate diameter for the 5/16 x 3/4" self tap screws and washers. See **Figures 13-16**.



Figure 13



Figure 14



Figure 15



Figure 16

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7) This completes the pre-fitting of the core support and inner fender panels. The inner fender panels can be removed for paint at this time. Repeat all steps for re-installation of the inner fender panels. Prior to final install of the inner fender panels, use the foam edging supplied in the kit and use on the backside. **See Figure 17.** Make sure all nuts and bolts are tightened before driving the vehicle.



Figure 17



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