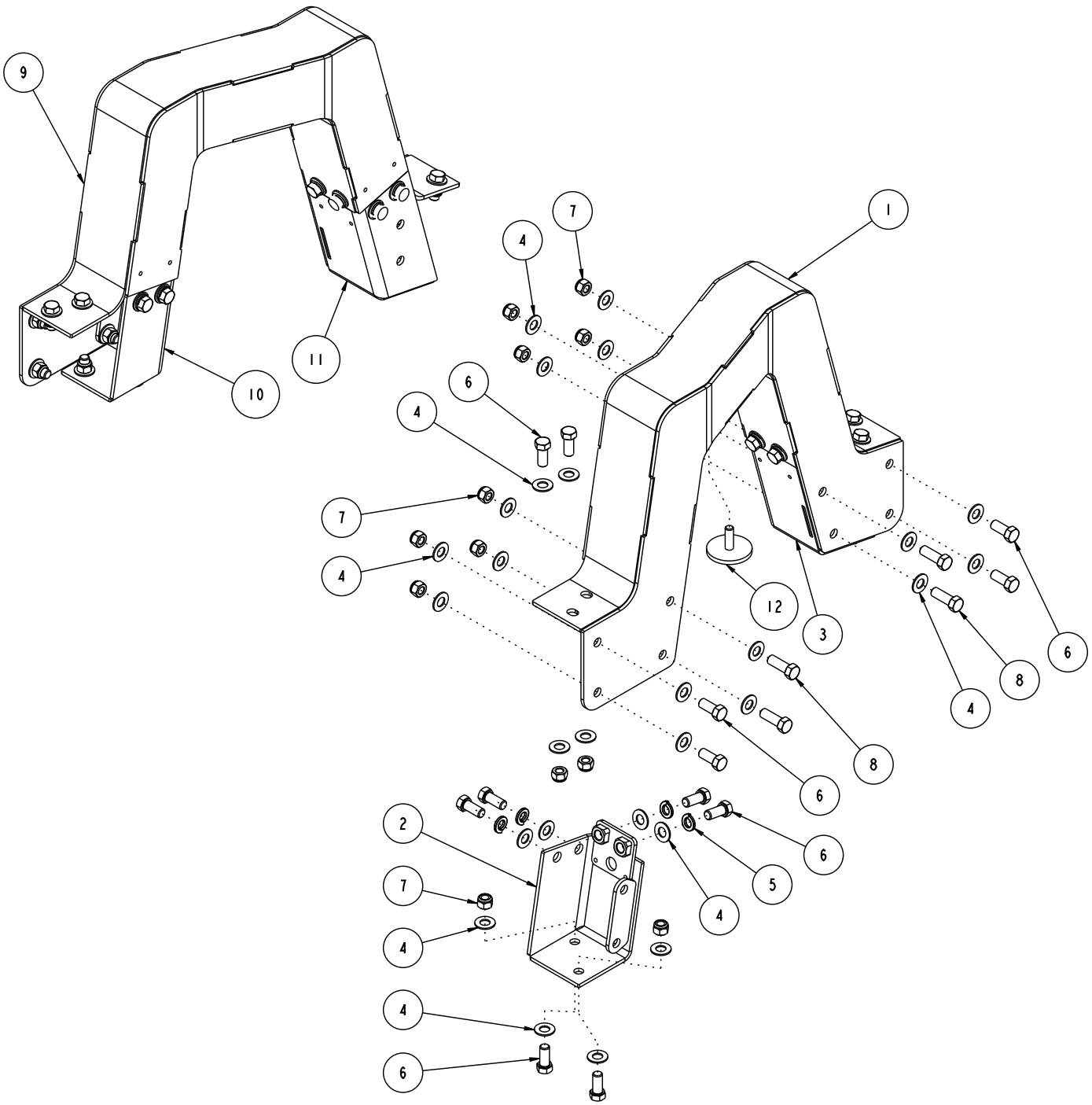
INSTALLATION GUIDE

KP COMPONENTS
INNOVATIVE TRUCK SUSPENSIONS

KPC SNBO-C31

Bolt-On Frame Step Notch
1963-1972 Chevrolet and GMC C10 Pickup

Description: Bolt-on, frame step notch for 1963-1972 Chevrolet and GMC C10 pickup to provide additional suspension compression travel. Includes driver- and passenger-side step-notch weldments, notch-cap weldments, and mounting hardware.


9
11
10
7
4
1
6
4
7
4
12
3
8
6
4
8
6
2
7
4
4
6
6
5
4

1	1	7929-049	NOTCH OUTSIDE WELDMENT, DRV, BOLT-IN, 63-72 GM PICKUP
2	1	7929-062	NOTCH CAP WELD, FRONT DRV, BOLT-IN, 63-72 GM PICKUP
3	1	7929-067	NOTCH CAP WELD, REAR, DRV, BOLT-IN, 63-72 GM PICKUP
4	80	3157-044S-C	WASHER, 7/16 SAE, ZINC PLATED, 7/16 ID x 1 1/8 OD x 1/16 THICK
5	16	3108-044L-C	LOCK WASHER, HELICAL SPRING ∅7/16, STEEL, ZINC
6	40	3100-044C1.00Y	HEX BOLT, 7/16-14 x 1, GRADE 8, YELLOW ZINC
7	32	3101-044-14C	LOCKNUT 7/16-14, GRADE 5 NYLON INSERT, CLEAR ZINC
8	8	3100-044C1.25Y	HEX BOLT, 7/16-14 x 1 1/4, GRADE 8, YELLOW ZINC
9	1	7929-050	NOTCH OUTSIDE WELDMENT, PSGR, BOLT-IN, 63-72 GM PICKUP
10	1	7929-063	NOTCH CAP WELD, FRONT PSGR, BOLT-IN, 63-72 GM PICKUP
11	1	7929-068	NOTCH CAP WELD, REAR, PSGR, BOLT-IN, 63-72 GM PICKUP
12	2	3173-03-08-32-S	BUMPSTOP, LOW PROFILE, 2.00 x .475, 3/8-16 x 1.13

DESCRIPTION

STEP NOTCH, BOLT-IN, 63-72 GM PICKUP

Chris Alston's **CHASSISWORKS INC.**
8661 YOUNGER CREEK DRIVE
SACRAMENTO, CA 95828
(916) 388-0288 FAX 388-0295

PART NO.
KPC SNBO-C31

2/17/09 | DWG: 7927-SNBO-C31

PARTS LIST

KPC CBO-C31 - Bolt-on Frame Step Notch, ‘63-72 C10

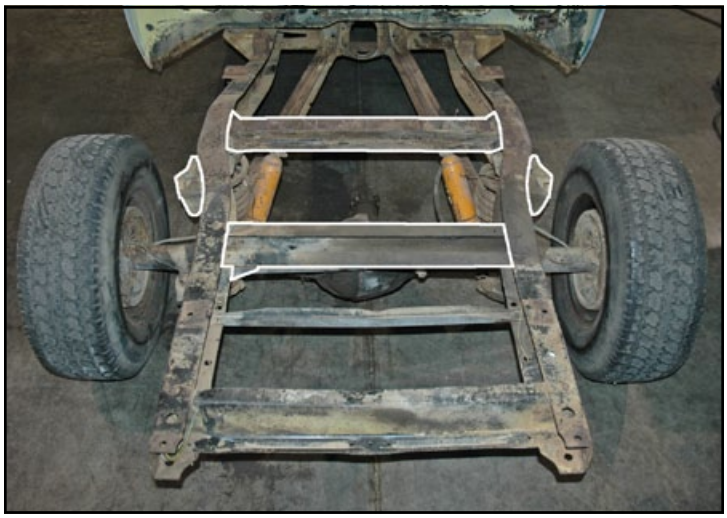
Qty	Part Number	Description
1	7929-049	Notch outside weldment bolt-in driver side 63-72 GM pickup
1	7929-050	Notch outside weldment bolt-in passenger side 63-72 GM pickup
1	7929-062	Notch cap weldment front driver side bolt-in 63-72 GM pickup
1	7929-063	Notch cap weldment front passenger side bolt-in 63-72 GM pickup
1	7929-067	Notch cap weldment rear driver side bolt-in 63-72 GM pickup
1	7929-068	Notch cap weldment rear passenger side bolt-in 63-72 GM pickup

7926-CBOC31 - Hardware Bag

Qty	Part Number	Description
40	3100-044C1.00Y	Bolt 7/16-14 x 1” hex cap screw Grade 8
8	3100-044C1.25Y	Bolt 7/16-14 x 1-1/4” hex cap screw Grade 8
32	3101-044-14C	Locknut 7/16-14 nylon insert
16	3108-044L-C	Lock washer 7/16 regular clear zinc plated
80	3157-044S-C	Washer 7/16 SAE flat
2	3173-03-08-32-S	Bumpstop, low profile, 2.00 x .475”, 3/8-16 x 1.13”

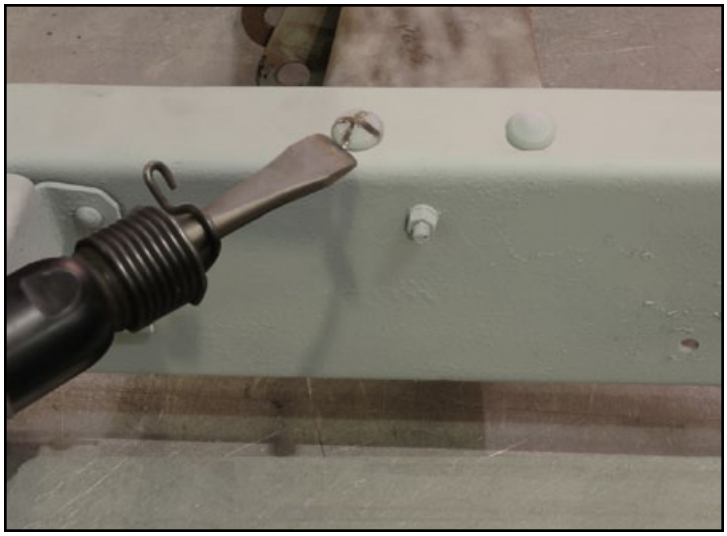
INSTRUCTIONS

1. Raise the truck and support with jack stands placed under the frame, between the cab and front of the boxed mounting brackets.
2. Remove all stock suspension components, the drive shaft, and the axle housing.
3. The crossmembers and brackets highlighted in this photo will need to be removed.

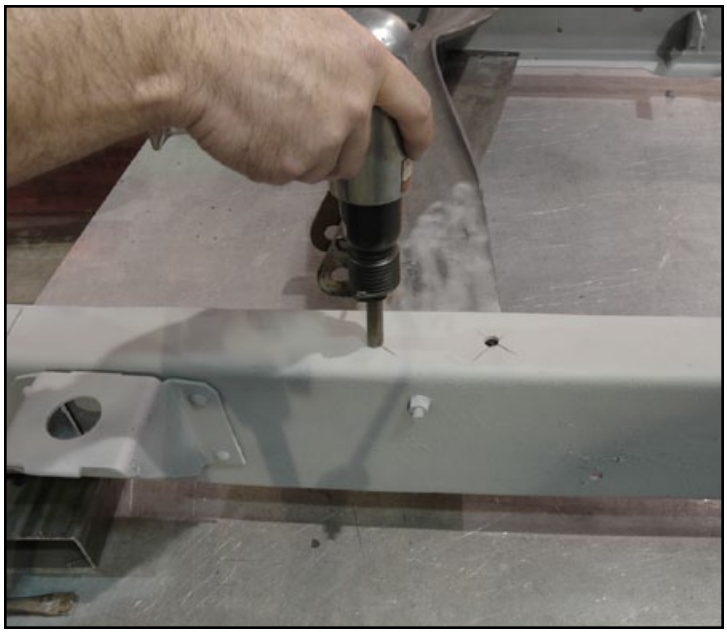


4. Use a cutoff wheel to grind an “X” into the heads of the rivets attaching the crossmember to the frame rail.

5. Once the “X” is ground deep enough, an air chisel can be used to remove the rivet head.

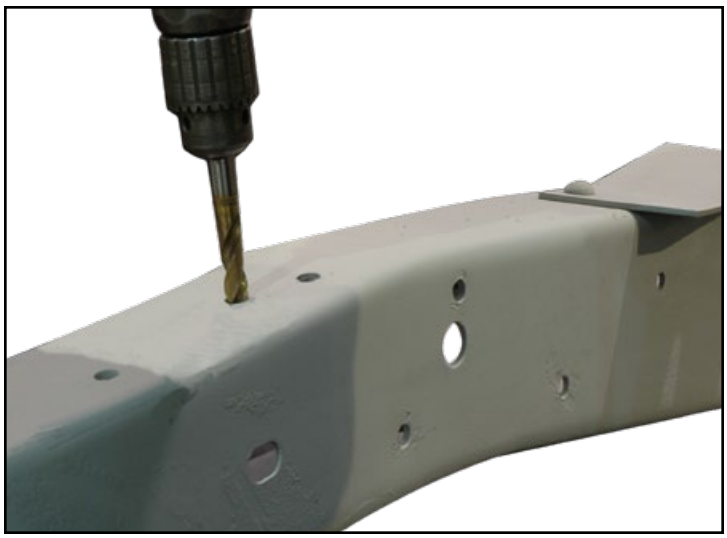


6. A round-tip air-hammer tool can be used to drive the rivets through the frame and crossmember.



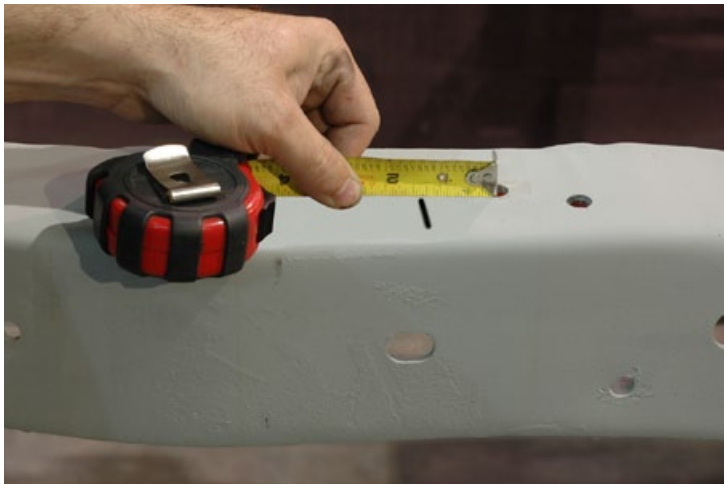
7. Use a 7/16” drill bit to enlarge the two coil-spring-crossmember rivet holes in the passenger side frame rail located just behind the bed mounting bracket.

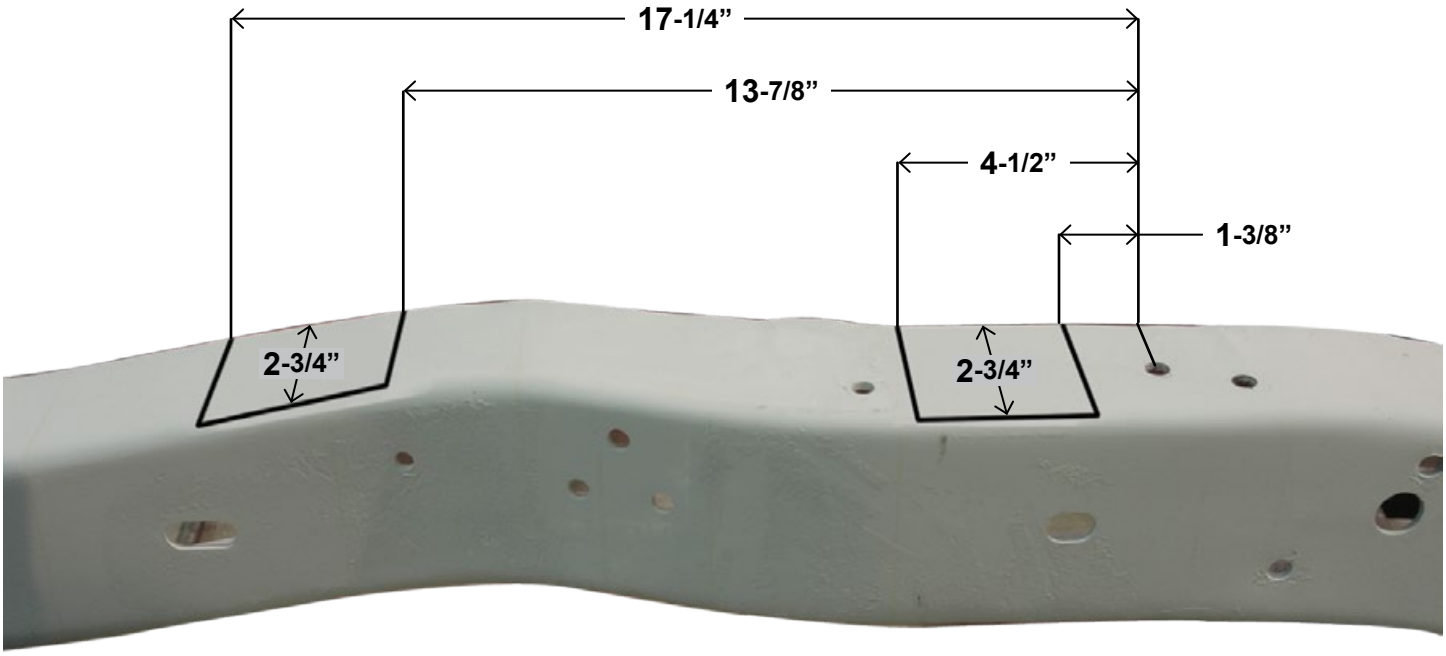
   The step notches will be installed one at a time, beginning with the passenger side, so that the rear portion of the frame remains in the correct position.



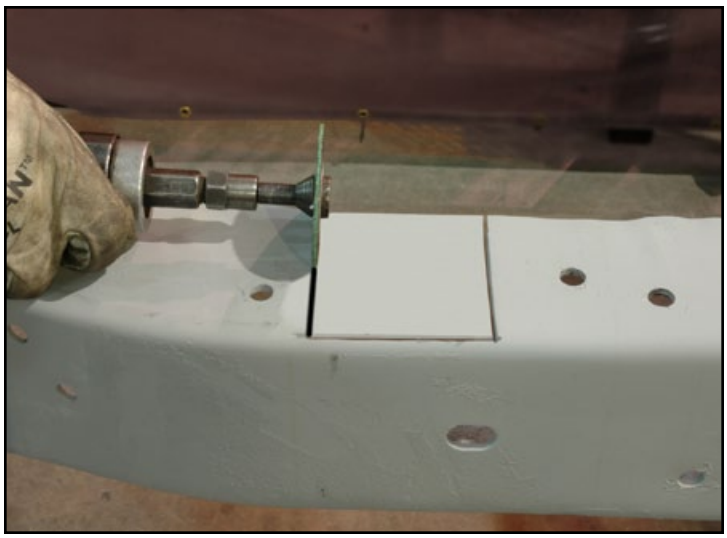
8. Two 2-3/4”-deep notches must be cut into the top of the frame rail to allow the step notch to be positioned.

9. Measuring from the enlarged 7/16” hole that is closest to the rear bumper, scribe lines perpendicular to the inside edge of the frame rail at the increments shown below.



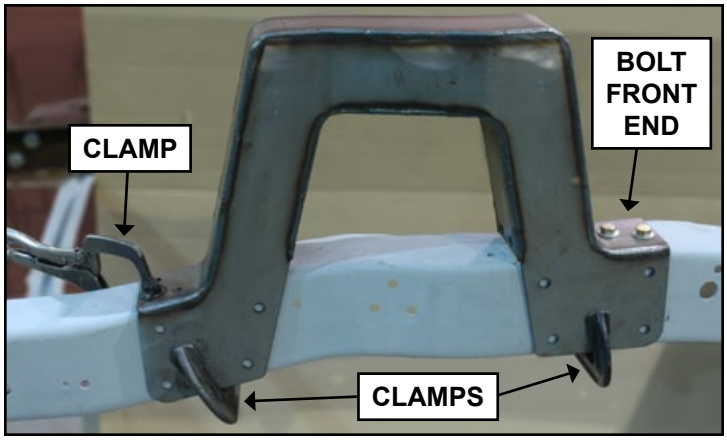


10. Use a cutoff wheel to cut the notches into the top of the frame rail.

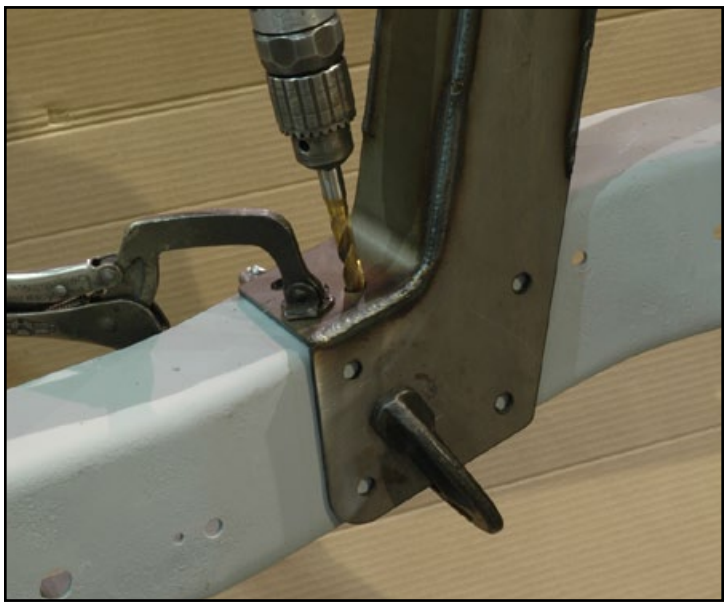


11. Set the step-notch weldment on the frame and secure the front leg with two 7/16-14 x 1” hex bolts, flat washers, and locknuts. There should be washers under the bolt head and locknut.

12. Use C-clamps to securely hold the sides and rear of the step notch without covering the premade holes. It is very important that the notch be tight against the frame rail before proceeding.



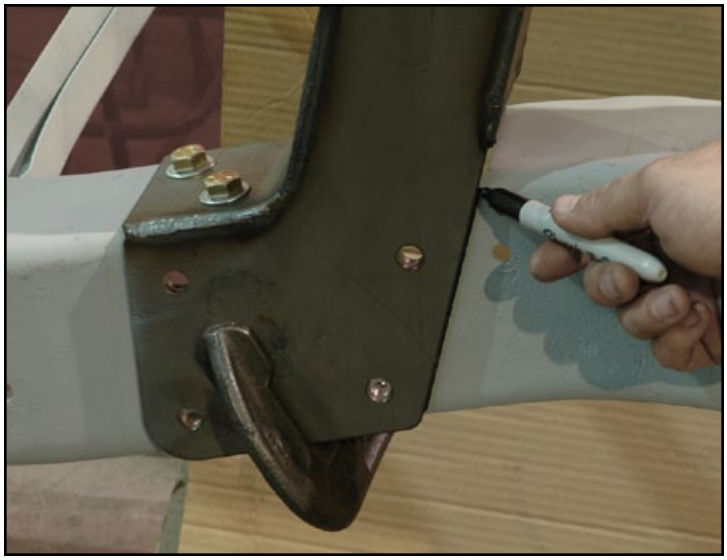
13. Using the rear leg of the step notch as a drill jig, drill two 7/16” holes through the top of the frame rail.



14. Bolt the rear leg of the step notch to the frame rail with two 7/16-14 x 1” hex bolts, flat washers, and locknuts. There should be washers under the bolt head and locknut.

15. Drill the eight 7/16” holes through the side of the frame rail using the step notch as a guide.

16. Scribe or mark a line onto the frame rail along the inside edges of both legs of the step notch.
17. Once clearly marked, unbolt and remove the step notch from the frame.

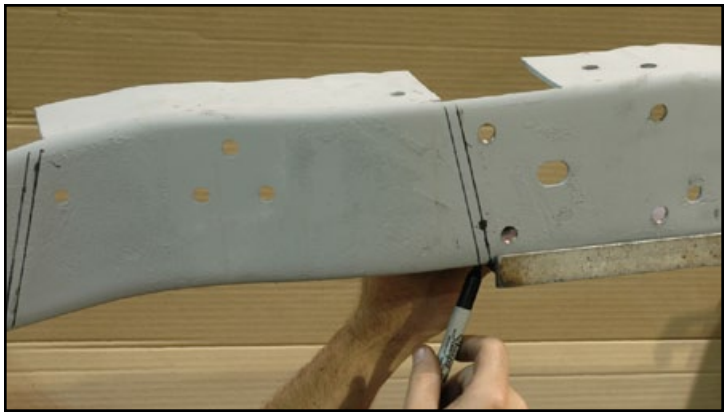


The frame rail will be trimmed so that the cut edge is 1/4” underneath the inside edge of the step notch.

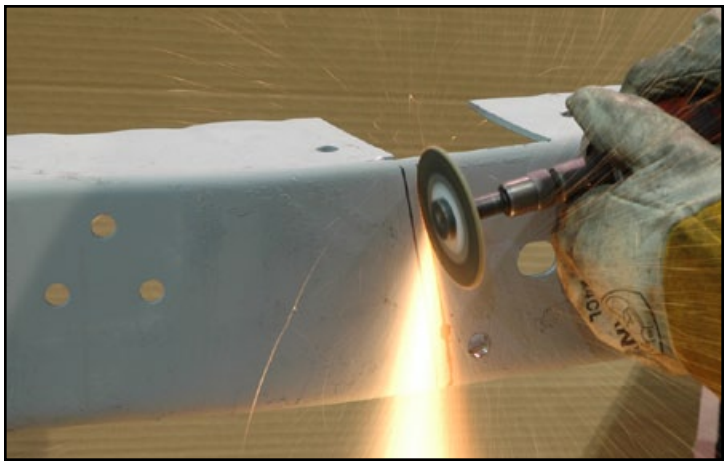
18. Scribe or mark a line parallel to the step notch outline, 1/4” toward the newly drilled holes. This is the line along which the frame rail will be cut.

19. Use a small square to continue the cut line along the bottom of the frame rail.

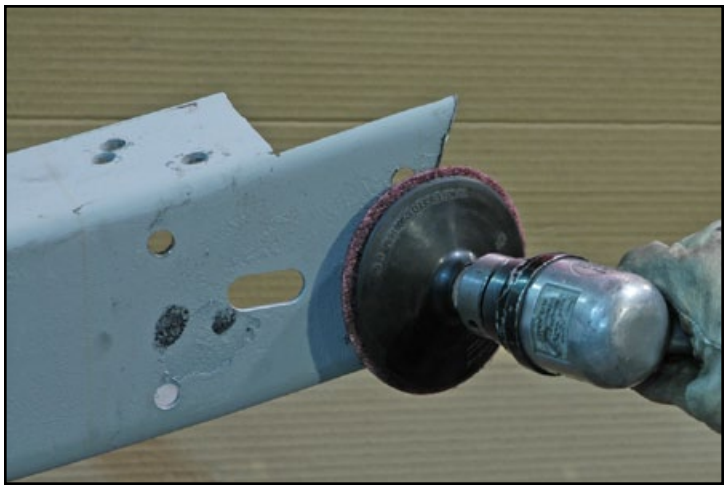
20. Place a jack stand under the rear frame section to support it while cutting.



21. Cut the bottom of the frame rail along the marked line before cutting the sides to avoid the section being removed from falling toward the cutting wheel. Again, the cut line is the one closest to the drilled 7/16” holes.

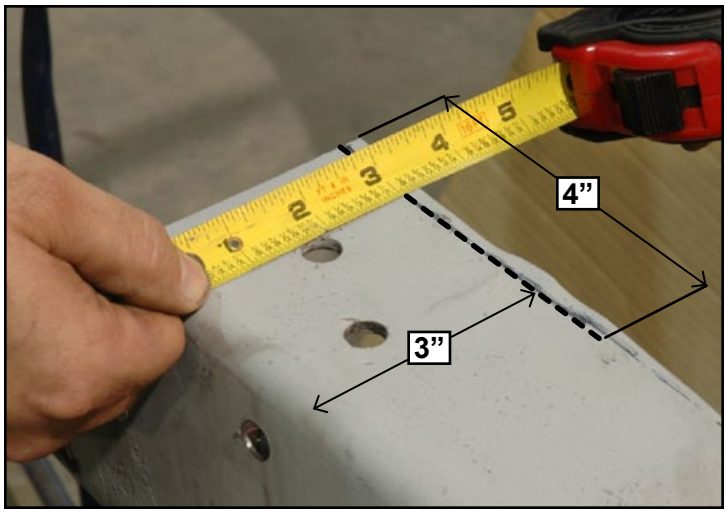


22. Use a disc sander to remove any sharp edges.



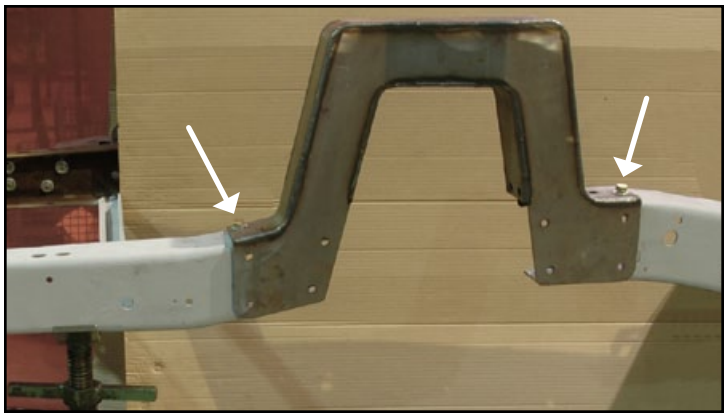
On some vehicles, the top of the frame rail may need to be trimmed to allow the step-notch caps to properly seat. Check the clearance at both legs of the step notch.

23. Scribe or mark a 4”-long parallel line, 3” from the outside edge of the frame rail.

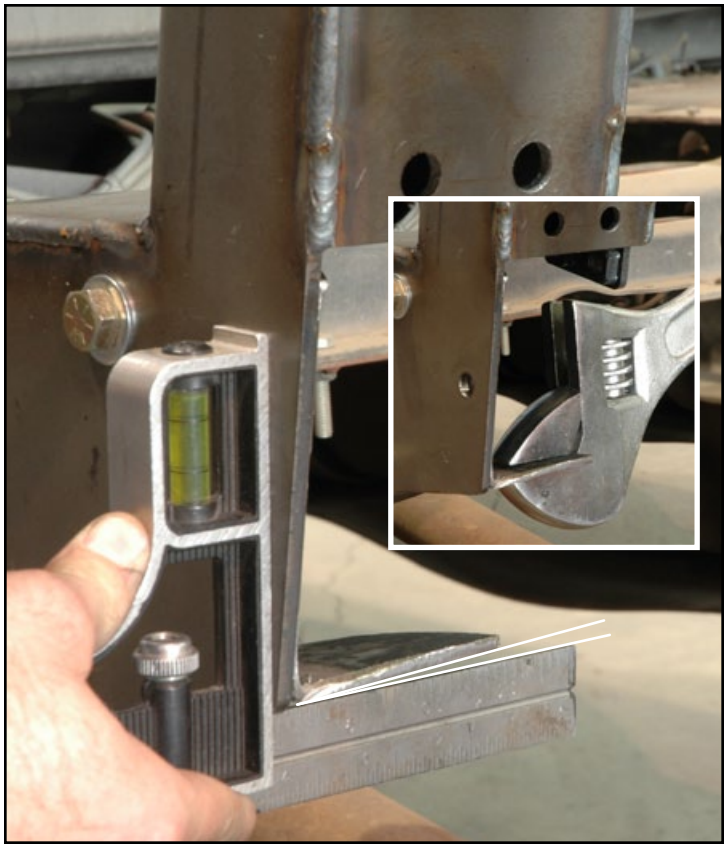


24. Use a cutoff wheel to cut along the line, and then remove any sharp edges with a disc sander.

25. Set the notch in place and attach it with one bolt through the top of each step-notch leg. Leave the bolts loose at this time.



26. Using a large adjustable wrench, bend the last 2-3” length of the lower frame-rail flange upward to form a corner that is tighter than 90-degrees.



27. Install the step-notch caps at the front and rear legs of the step notch.

28. Loosely install the mounting bolts at the top of the frame rail, followed by the eight side bolts, and finally the step-notch caps.

    The top four bolts, holding in the notch cap, are threaded into weldnuts and require a flat washer and lock washer under the bolt head.

29. Tighten the mounting bolts in the same order in which they were installed.

30. Once all hardware has been tightened, drill two 7/16” holes through the bottom of the frame rail at each step-notch leg. Use the caps as drill jigs.

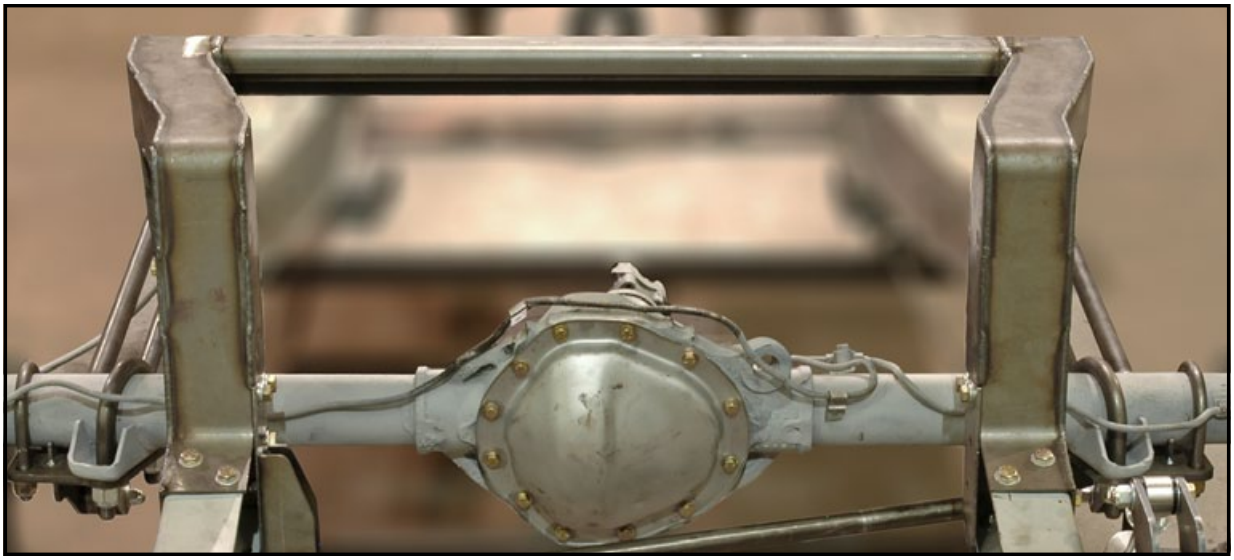
31. Bolt the step-notch cam to the lower frame rail with two 7/16-14 x 1” hex bolts, flat washers, and locknuts. There should be washers under the bolt head and locknut.

32. Apply a small amount of Loctite to the bumpstop threads and screw it into the weldnut underneath the peak of the step notch.

33. Tighten the bumpstop using channel-lock pliers.

34. Repeat the entire procedure to install the driver-side step notch.

35. Installation of the weld-in step-notch channel (KPC SNCW-U38) is highly recommended to increase rear frame stability.



WARRANTY NOTICE:
There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY**. The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH**.

KP Components
A Chris Alston's Chassisworks Inc., Brand
8661 Younger Creek Drive
Sacramento, CA 95828
Technical Support: KPtech@cachassisworks.com

CHRIS ALSTON'S Chassisworks
THE HOME OF HIGHER TECHNOLOGY