

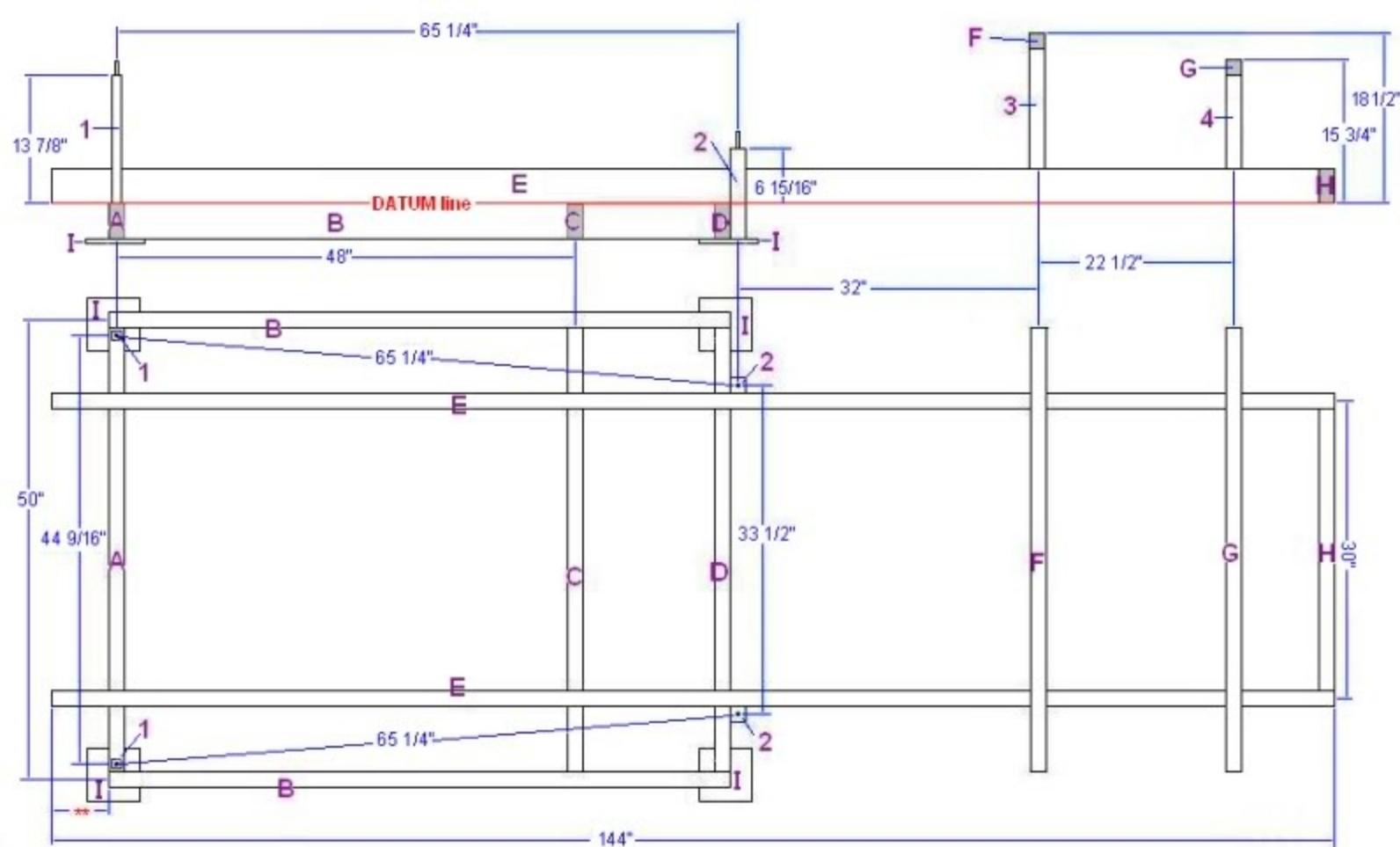


This document was prepared based on a thread in Team Camaro created by

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<http://www.camaros.net/forums/showthread.php?t=163374>

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The **DATUM line** is the horizontal line between the main support frame and the longer rails

All Vertical measurements are from the **DATUM line** up all other measurements are center to center

Main support Frame and long rails designed for 2" x 3" .125 steel (**A,B,C,D and E**)

Front vertical Pin supports 1 1/2" x 1 1/2" .125 (**1**) all other vertical supports can be either 1 1/2" x 1 1/2" or 2" x 2" (**2,3 and 4**)

Plates for casters measure apx 5" x 5" x 1/4" (**I**)

Note the Fisher measurement for N the front pin support allows for the sub frame in place hence the difference in measurements

↔ This measurement is variable a good starting spot is 6" - 8" and these rail ends can be used for attaching a firewall jig ect. adjust accordingly

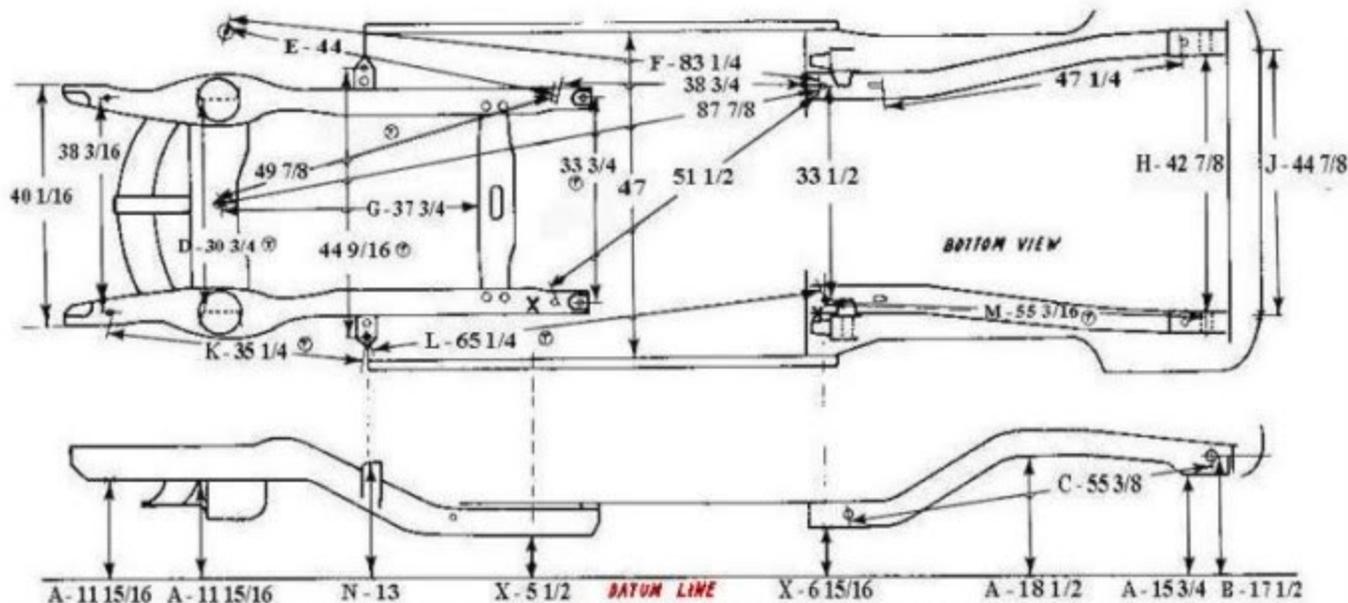
Materials List

Ident	Quantity	Thickness	Width	Height	Length
A	2	.125	2"	3"	48"
B	2	.125	2"	3"	63 15/16"
C	2	.125	2"	3"	48"
D	2	.125	2"	3"	48"
E	2	.125	2"	3"	144"
F	2	.125	2"	2"	48"
G	2	.125	2"	2"	48"
H	1	.125	2"	3"	28"
I	4	.25	5"		5"
1	2	.125	1 1/2"	1 1/2"	13 7/8"
2	2	.125	2"	2"	9 15/16"
3	2	.125	2"	2"	13 1/2"
4	2	.125	2"	2"	10 3/4"
4 pins 5/8" dia. x 1 3/4" long for tops of 1 and 2					
4 pieces of flat stock for capping supports 1 and 2					

Note: for ease of construction it is easiest to pre construct all of the pin supports for 1 and 2. Cut four pieces of flat stock to the proper size of the ends of all four posts noted at positions 1 and 2. Drill out the centers of the flat stock to accept the 5/8" pins (for pin stock a long shouldered bolt with a 5/8" shaft works well and when passed through the drilled holes in the flat stock the bolt head provides ample material to weld). Tack weld these pinned caps to the ends of 1 and 2, then cut 1 and 2 to the proper diameter for installation on the body cart. (tack welds can be fully welded after the supports 1 and 2 are fully welded in place and measurements have been made to ensure accurate placement of the pins)

Because support 2 is being welded to the side of the rails on the body cart final adjustments to obtain correct height is easy prior to welding it may be worth while to shorten B by 1 1/2" and add 3" to 1 to accommodate mounting supports 1 in the same fashion as supports 2 to allow for easier height adjustments prior to welding.

Note: that although the materials as listed work directly with the drawn body cart plans different dimensions and materials will also work as long as the the measurements are modified to accommodate the desired changes.



- A - These datum line dimensions are from the side rail bottom surface at areas indicated
- B - 17 1/2 - Center of rear spring rear shackle top pin, to datum line
- C - 55 3/8 - Center of rear spring front bolt, to center of spring shackle top pin
- D - 30 3/4 - (Top side) Between upper control arm inner shaft seats at shim contact areas
- E - 44 - Center of lower ball joint grease fitting, to edge of hole
- F - 83 1/4 - Center of lower ball joint grease fitting, to edge of hole
- G - 37 3/4 - Edge of suspension cross-member hole, to front bottom edge of engine support member
- H - 42 7/8 - Between side rails, measured directly below shackle bushing hole
- J - 44 7/8 - Center to center of rear bumper lower attaching bolts
- K - 35 1/4 - Rear edge of front gauge hole, to center of gauge hole alongside #1 body bolt
- L - 65 1/4 - Center of gauge hole alongside #1 body bolt, to center of forward hole at subframe
- M - 55 3/16 - Center of hole, to bottom inner edge of subframe rail, directly below shackle bushing hole
- N - 13 - Bottom surface of #1 body outrigger, alongside gauge hole, to datum line
- X - Locations for mounting #2 and #3 datum gauges. Front X - Adjust sighting pin 5 1/2" below bottom outside surface of side rail. Rear X - Adjust sighting pin 6 15/16" below bottom surface of subframe at gauge hole area

Ⓣ Dimensions require tramming with tram bar level or parallel to plane of body...other dimensions are direct



