



Steering, Brake & Suspension Specialists

#6372LBCSK Instructions

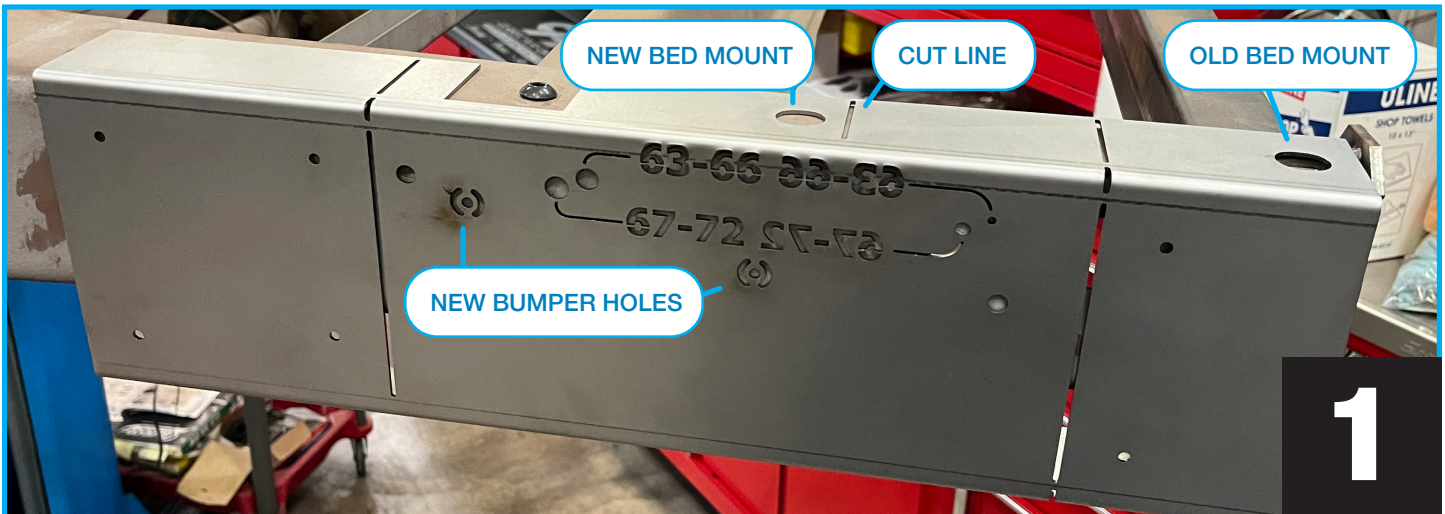
Long Bed to Short Bed Frame Shortening Kit for 1963-72 Chevy C10

Initial Preparation:

The truck should be sitting on all four wheels and on level ground before starting the frame shortening process. Begin by removing the bed and rear bumper from the frame followed by the rear cab mount bolts. Then remove anything else that may interfere with cutting and shortening the frame. This typically includes the driveshaft, exhaust, rear wiring harness, brake lines, fuel lines and parking brake cables. Take care to inspect your specific truck for anything else that may be in the way. You do not need to remove any of the rear suspension components as these will stay attached to the rear half of the frame.



Note: CPP carries a wide variety of fuel line, brake line and parking brake kits that can be used to adapt or upgrade your truck after the frame has been shortened.

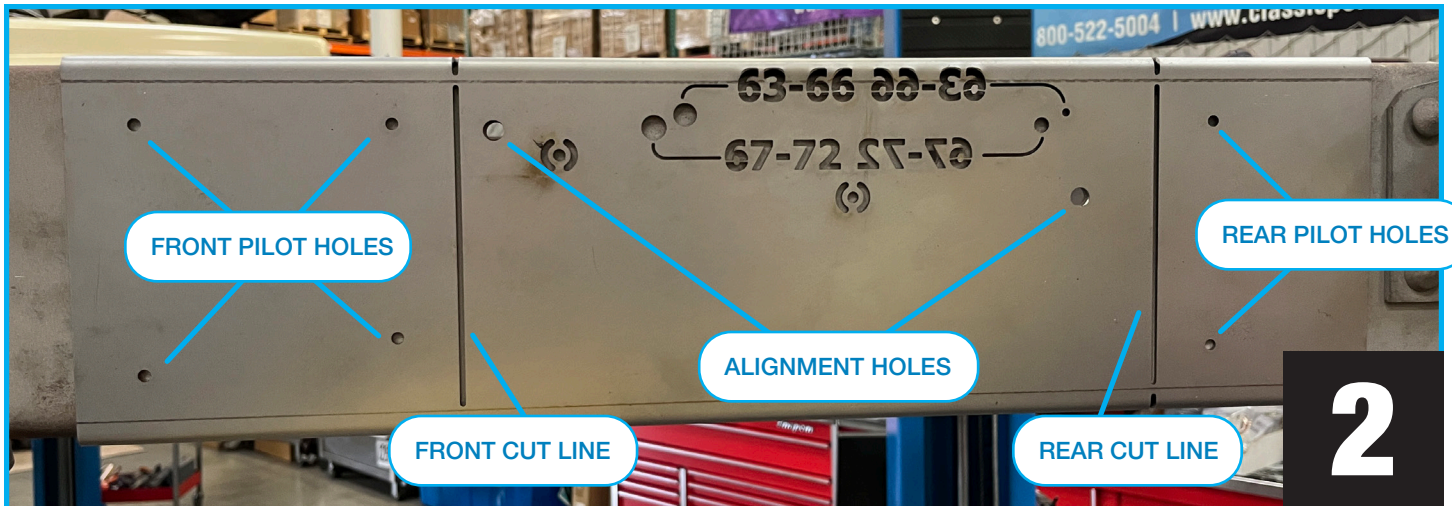


1. Start by placing the template on the rear of the frame. Line up the old bed mount hole with the oval hole on the rear of the template (Photo 1).
2. Use a pen or a scribe to mark your cut line (Photo 1).
3. Drill a new 1/2" bed mount hole (Photo 1). To copy the factory oval, you can drill two 1/2" holes.
4. Then, for the new bumper holes, start by drilling the two 3/16" pilot holes (Photo 1).
5. Repeat the steps 1-4 on the other side.
6. On both sides of the frame, remove the templates and drill out the 3/16" pilot holes from step 4 to 1/2".
7. Then proceed to shorten the rear section of the frame following the lines you marked in step 2. We prefer to use a reciprocating saw, but other methods may be used.

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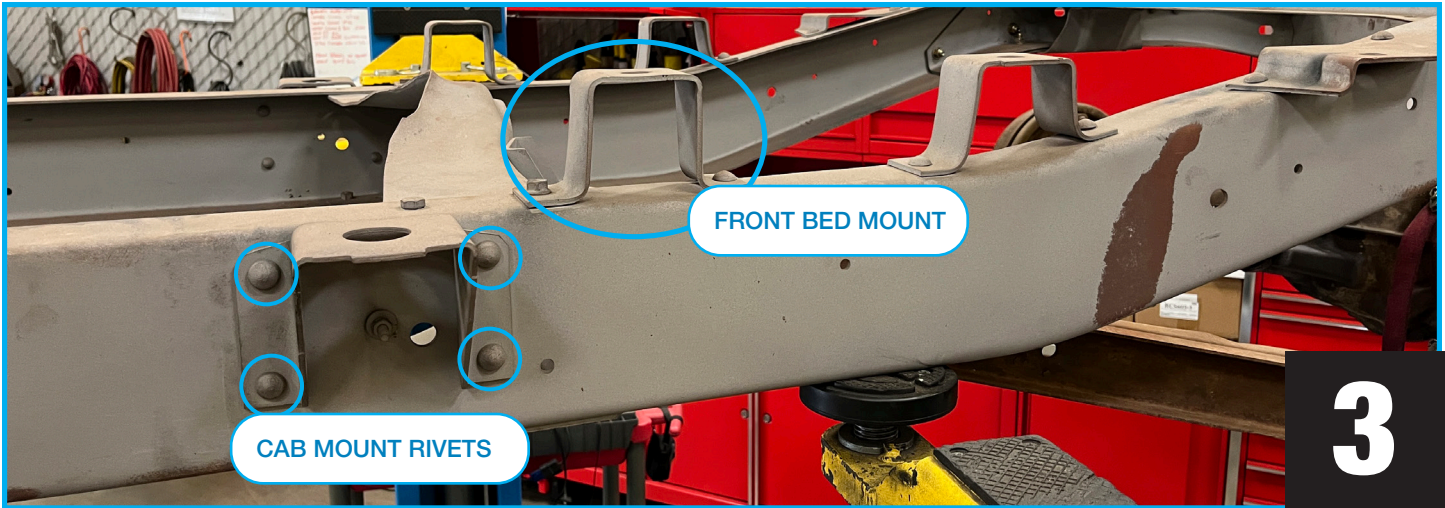


Note: to protect your paint, it is important to close the doors before lifting the rear of the cab. Leave them closed until the rear of the cab is set back on the cab mounts at the end of all the modifications.

8. Use a floor jack to lift the rear of the cab off the frame then remove the cab mount bushings. Be careful not to lift the rear of the cab too high or you risk damaging the sheet metal on the cab or front fenders.
9. Support the frame using four jack stands total. Place one underneath each of the front cab mounts and one under each of the front bed mounts. DO NOT actually lift the frame, so use shims if needed.
10. Place the template against the outside of the frame in front of the rear cab mounts. Using the alignment holes, bolt the template to the frame using 5/16" hardware (Photo 2).
11. Use an 1/8" drill bit to drill the four pilot holes in the front of the template and the two pilot holes in the rear (Photo 2).
12. Repeat steps 10 and 11 on the other side.
13. Before cutting, support the rear half of the frame with a floor jack under the center crossmember.
14. Then cut through the frame and template following the rearmost slot on the template (Photo 2). Do this for both sides.
15. Roll the rear frame section back away from the front half and finish cutting the section out of the frame. This time follow the front slot on both sides (Photo 2).
16. Unbolt the template from the cut portions of the frame rails.
17. Drill out all the 1/8" pilot holes made in steps 10 through 12 to 3/8".
18. Use 3/8" hardware to bolt the new C-channel to the rear two holes on the inside of the frame for each side.

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19. Remove the four rivets from the rear cab mount on each side using an air chisel and punch then set the cab mounts to the side (Photo 3).
20. Also remove the front bed mount on each side of the frame using the same method as the cab mounts (Photo 3).

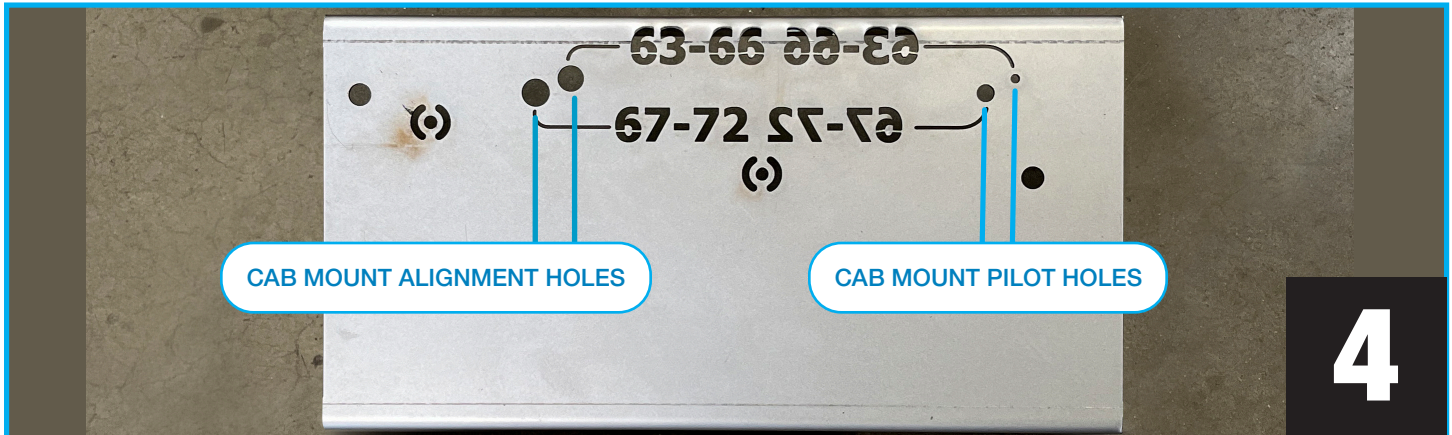
GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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21. To relocate the rear cab mount brackets, find the 3/8" alignment hole on the template marked for the year range that applies to your truck. Place the template on the rear half of the frame section and line up the top rear cab mount hole with the 3/8" alignment hole on the template (Photo 4).
 22. Bolt the template in place using 3/8" hardware then drill the pilot hole that applies to your vehicle. Drill through both the frame and the C-channel using a 1/8" bit for '63-'66 or a 1/4" bit for '67-'72 (Photo 4).
 23. Remove the template and drill out the pilot hole you just made to 3/8".
 24. Then line up the top front hole of your cab mount bracket over the 3/8" hole you just drilled and bolt it in place.
 25. Use a level to make sure the cab mount bracket is level with the frame rails. Then mark and drill the other three 3/8" cab mount holes and bolt it in place using the 3/8" hardware.
 26. Repeat steps 21-25 to relocate the rear cab mount bracket on the other side.
 27. Then, bring together the rear half of the frame with the front half.
 28. Bolt each side in place using 3/8" hardware in the four remaining holes on the front frame section.
 29. Four more holes need to be drilled through the frame and C-channel: one on the top and bottom on both the front and rear frame sections.
 30. Then install 3/8" hardware into the four new holes to further secure the C-channel.
- Note:** on some vehicles, you may need to accommodate for a transmission crossmember or other possible interferences when drilling the lower holes.
31. Repeat the steps 29 and 30 on the other side of the frame.
 32. Proceed to reinstall the cab mount bushings and lower the rear of the cab on the relocated cab mounts.
 33. CPP recommends fully welding in the C-channel. If needed, the bolted-in C-channel is secure enough to transport the truck to a local muffler or welding shop to have it professionally welded.