



**NO LIMIT  
ENGINEERING**

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## **C-NOTCH KIT**

### **1963-1972 C-10 "1/2" TON SHORT BED CHASSIS**

First of all, thank you for not cutting up your C10 any more than is needed. Also, congrats on buying the only C notch kit that is stronger than the O.E. chassis. Now, it's all up to you to get it installed correctly.

You're going to need some tools. A jack, some jack stands, a drill with a 3/8 drill bit (and hopefully a center punch and pilot bit), some wrenches, 9/16" and whatever other ones you like to look at the most, and your favorite tools for removing rivets. Some chalk or a scribe would be nice, and a cutting tool (cutting wheel, plasma, or torch, but a plastic knife ain't gonna make it).

To start with, any good hot rodder knows to do any chassis work you must first get the chassis up on stands and level, side to side and front to back, so that the chassis platform is "on plane". But you guys know that for sure. So, I'll skip that part. You can do this with the bed on or off, but I suggest removing the wheels/tires and un-bolting the coil springs, shock and panhard bar so that you can drop the rear axle out of the way. At this point, I have to tell you that most people don't read the instructions. So, we have a code word here, and it's the first thing we're going to ask you if you call with a question. The code words for this kit is monkey junk. Yes, we have a list, and if you call in without the code word, we know you didn't read the instructions. Back to it.

Start by removing the three rivets that hold the factory bump stop, remove the bump stop and the rivets from the chassis.

Next, on the bottom of the frame there is a doubler plate for the coil spring mount. It extends to the outside of the frame rail. You need to trim it back to be even with, or a little bit inside of the frame rail. I cut them back to the radius of the frame rail above the doubler plate, but that's just me, and I'm not your mom, so put in some effort and figure it out.

Next, you have some more rivets to remove. On the bottom of the rail, in front of the coil spring mount there is a rivet in the doubler plate, remove that carefully as you will be putting a bolt in that hole later. Also, there are two rivets on the bottom of the frame crossmember in front of the notch, and two on the bottom of the frame for the panhard rod crossmember (one side only). Check with the C notch to see if any other rivets are in the way.

Once all of the rivets are out of the way (we do the rivets first to help reduce the possibility of the frame moving after it has been cut) it's time to cut. Use the template provided to mark out the side of the frame, and cut the bottom straight across. Yes, there are two pieces of metal at the front cut, we know, so you don't need to call and tell us.

HAHA, hopefully you put jack stands just to the front side of the notch area and not behind the notch cut area, or your chassis may have bent during the cutting. - pays to read the directions huh. Front jack stands close to the front suspension, rear jack stands appx 2 feet in front of the rear axle.

Now, begin to test fit, and 'fit' the C-notch parts into place. Some grinding may be needed. The rear-inside is a normal spot, as is in the notch itself. Don't use your phone, try the grinder first. Continue fitting until the three holes line up for the bump stop, and the bottom is flush.

Once you have a nice fit, not a sloppy half way fit, but a professional quality fit, delivered from a fabricator who cares about the project, put a few bolts in place. You should be able to use the three bump stop holes, and one or three holes on the bottom. Plus, the 1/2" hole for the spring. I use this hole as a guide, but, I like to make things easy, it's just how I like to do things. No, we didn't include a 1/2" bolt for alignment. Again, your phone is the wrong tool. Grab a broom and sweep up that mess in your garage, I'm sure there is a 1/2" bolt you can use somewhere in there.

With the notch parts in place, start drilling. R.J. would use a transfer punch, then an 1/8" pilot bit, and then drill the hole out to 3/8". He's a heck of a builder that R.J. doesn't forget the one hole that goes into the crossmember from the inside. With all the holes drilled, no, don't start putting the bolts in. Take a minute to remove the notch parts and clean all of the drill shavings out. That's the first thing that will rust. You might even spray some Rustoleum on the frame and inside the notch. Heck, R.J. would. Yes, now you can install the notches with all of the bolts and tighten them up. Not that you will but 45 ft/lbs is the spec. Once you are done with the impact wrench, you can put the rear suspension back together. - Yes, in reverse of the way you took it apart.

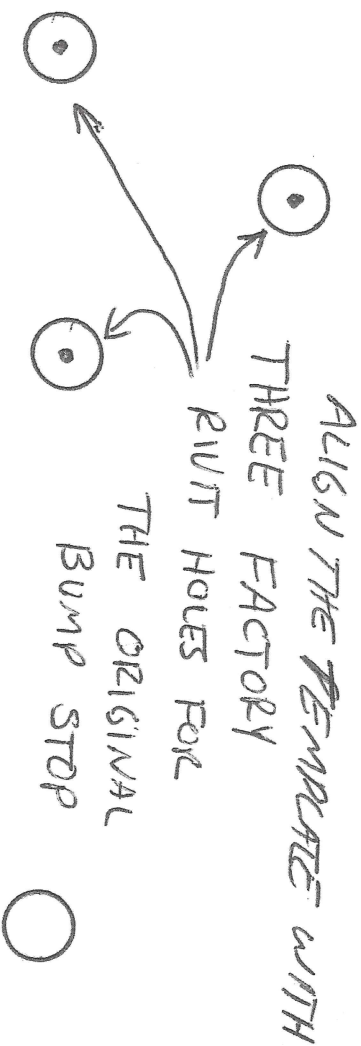
You may notice the 3/8" hole in the bottom of the notch itself. That is for a bump stop. No, we don't include one. Some will use short urethane bump stops. I (as if anyone cares) like to use a soft bump. The O.E. rubber bump stop from a 2<sup>nd</sup> gen Camaro or Chevelle front A-arm works nice. Or, you can do without one. Hey, some people have more money for dental work than others. It's a free country, Go U.S.A.!!!

Hope you enjoyed the teasing. Yes, R.J. is real, and he posts up cool pics that remind you to go live life and have some fun. Thanks again.



# 63-72 C10 1/2T S.B. C-NOTCH TEMPLATE

FRONT  
←



MARK AND CUT THE FRAME  
RAIL ON THE DOTTED CUT LINE.

