

C3 FRAME FOR C2 CORVETTE

From Stepinwolf ([Corvette Forum Sr. Member](#))

It is not a bad decision on your part to modify a later frame for use under your driver, and I commend you for it. If we were all financially stable, there would not be any need to retro fit, but with the ridiculous pricing we are now seeing for mid-year frames, any alternative has now become viable.

The only thing you will need is to be able to master is a retractable tape measure, and have, or have access to a small MIG welder. I have just completed one myself, and anyone would be hard pressed to pass judgement on the modifications once completed. I purchased a mint (frame stencils clearly visible) 76 frame for only \$1,200, and with a day or so of cutting and welding, the SWC body is now sitting comfortably on the 76 foundation.

Here is the easy way to do the necessary mods. To start out, you will need to use the # 3 body mount as a reference, because it's already in the correct position relative to the body. Using the # 3 mount as reference, you will need to lengthen the front frame horns about 1.5" to accommodate the radiator support. Then the # 1 mount can be carefully removed, and moved back approx 3/4" and welded back to the frame. The last mount that will need relocation is the number mount. It also must be removed and moved back about 1.75" then reattached in the usual manner. Once all the mounts are relocated correctly you will need to modify one last mount, and that is the number three. Although I previously mentioned that it was the only one in the correct place, I omitted to mention that it must be moved slightly upwards, and also towards the outside both by about 3/4". I decided to replace, (very inexpensive) rather than modify it, but you must do this only after all the other mounts are correctly relocated

Then remove the kick-up reinforcements , and the only thing left to address will be the rear most frame rail sections. If you can source some decent, affordable replacements, with care and your tape measure you can have them spliced into position and attached to your existing rails. This will permit the normal use of the fuel tank, and rear bumper brackets, and bumpers.

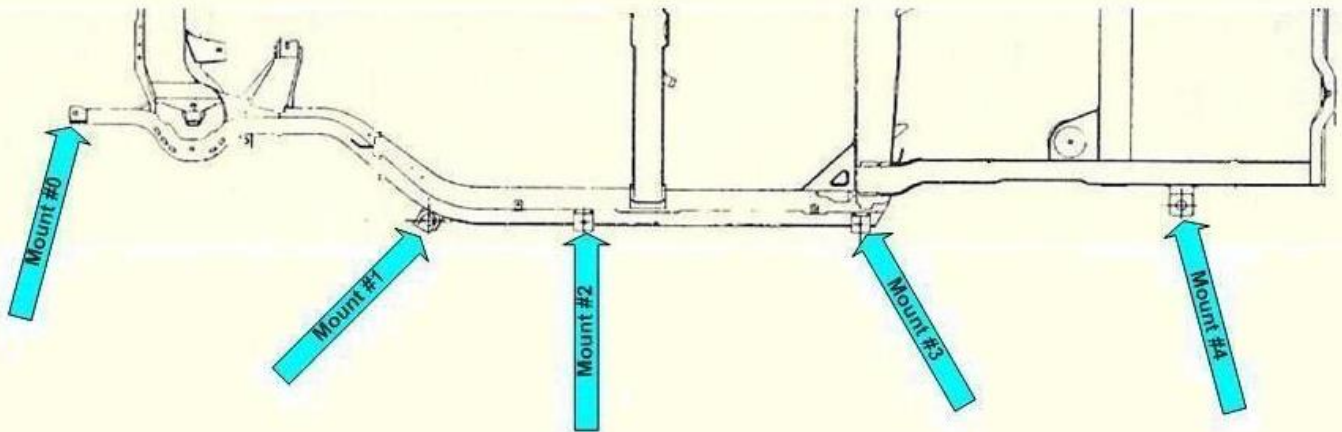
As for myself, I opted to retain the rear sections as they were, and modified the brackets in order to attach the bumpers, and used a replacement fuel tank.

Please note that all the above mentioned measurements are only given as an approx idea of the needed modifications. I recommend that you refer to a period correct, service manual to get the exact measurements for the mid-year frame.

If you don't already have a fuel tank its purchase, along with the fuel sender, the neck, cap, boot, etc, can become an expensive proposition. I decided to go a less expensive route, and purchased from "Summit Racing" a fuel cell, complete with foam, cap, and GM sender, for very few dollars. It obliged my to slightly modify the filling area, but now that it's completed and in place, I am very pleased with the results.

I grant you all of the above required a few days of welding, cutting, measuring, and sourcing a few parts, but it was a h-ll of a lot less expensive than trying to find an affordable, decent, mid-year frame, and I would have absolutely no second thoughts about going through the same process once again, whenever I need another frame.

Corvette 1963-67 Typical Body Mount Locations



Notes:

Mount #0 - Not listed as a mount but it needs to be treated as one

Mount #2 - Convertible only

