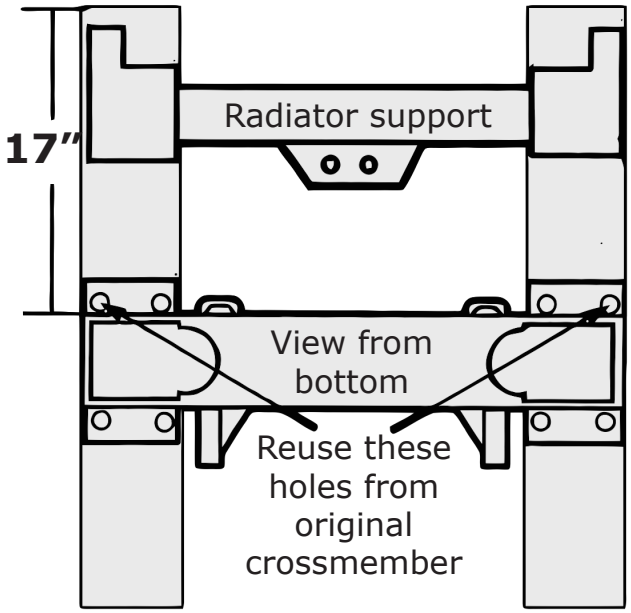
IF-3636CP

1936 Chevy Standard Bolt-on Pinto Mustang IFS

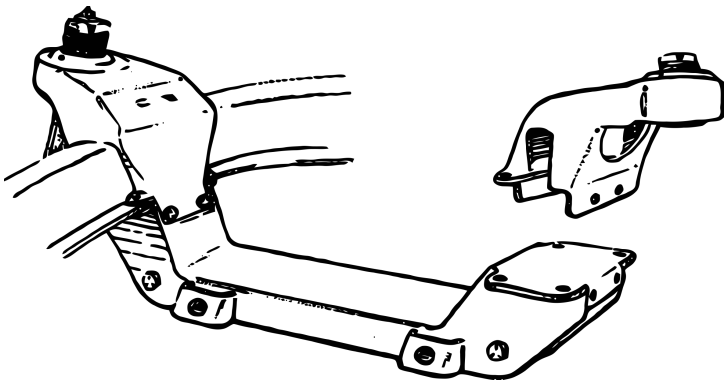
1. Drill and remove rivets holding original crossmember and radiator mount to frame.

2. Using bar clamps, pull in frame aprox 3/4". Line up outer front holes in crossmember with original holes in frame.

3. Double check placement of crossmember by measuring from front of frame rail back to front face of crossmember. This should measure 17".



4. Place coil spring pods over frame and align with lower crossmember. Pods will only fit one way (taller side to the front). Check for clearance between frame and new parts. Correct any interference problems found. At this point we recommend that you check wheel centering. Do this by assembling A-arms, spindle and rotor (without spring) and installing the wheel. Visually check for centering. Wheel centering is generally not a problem, but it is always better to check.



5. Drill the eight vertical holes thru frame lips using the crossmember as a guide. Install bolts.

6. Drill the eight horizontal holes thru coil spring pods and new crossmember. Install bolts. Crossmember, frame and pods should now be firmly attached to each other.

7. Install components from 1974-1978 Mustang II or 1974-1980 Pinto to complete installation. If using stock spindles, cut coil to 12". Chassis Engineering coils are 12" already.

8. Chassis Engineering coil springs are available in 25 lb. increments. Contact us for recommendations.

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9 To adjust the height, first take off all the weight off of the springs. This means jacking up the front wheels of the ground and possibly unhooking the shocks.

Caution: To prevent injury be sure to use jack stands to support the car anytime you may be working under it.

Loosen 1/4” locking set screw and turn height adjuster to new position. The adjustment can be used for different springs. For correct geometry, the lower A-arm should be parallel to the ground. Line up groove in threads and retighten locking set screw.

10 The final step, after height adjustment is to have the front end aligned to Pinto specs.

11 With new springs installed into an I.F.S, it may be necessary to readjust the A-arms after the first 500 miles or so. The lower A-arms should maintain a level stance for good steering geometry and prolonged ball joint life. When making the final adjustments remember to loosen the set screw and add anty-seize before turning down the adjuster. In some cases a spring compressor may be used to take extra pressure of adjuster making them easier to turn.