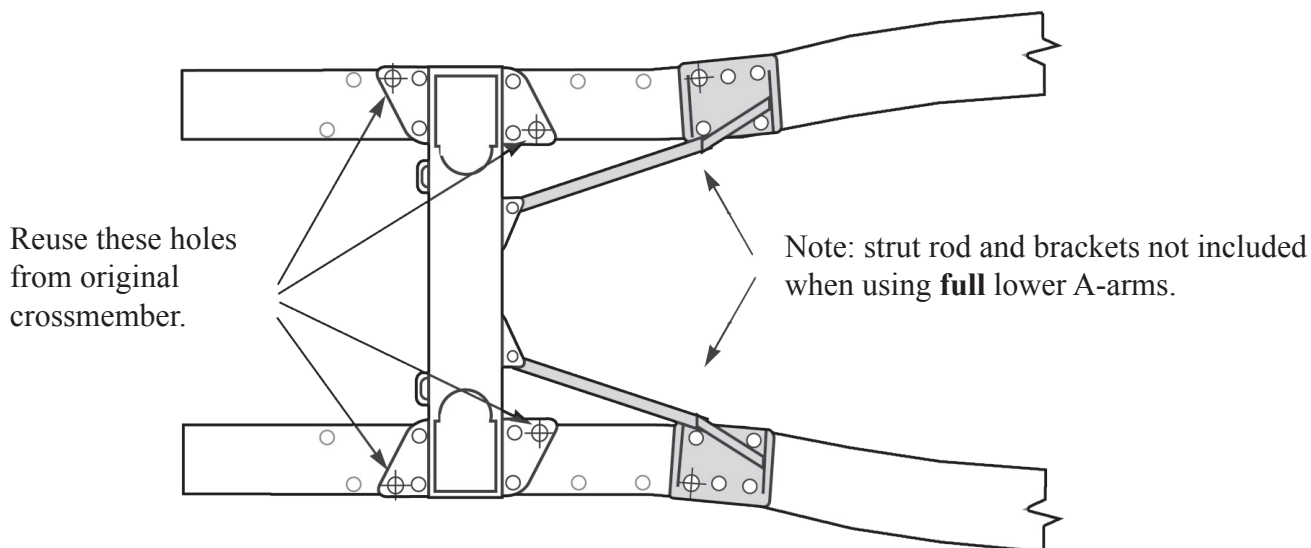




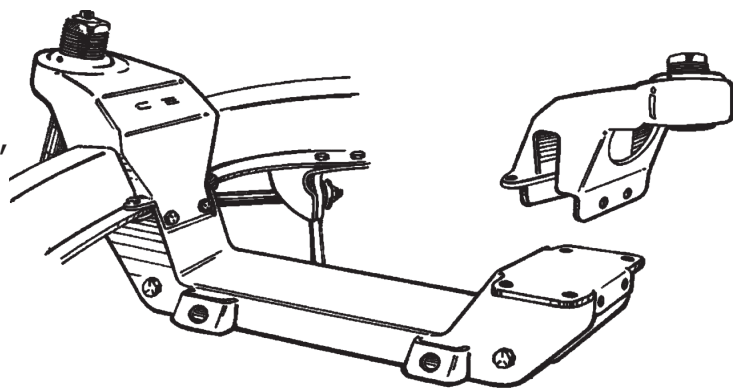
# IF-4040CP

## Bolt-On 1974 & Up Pinto Mustang IFS for 1940 Chevrolet Car

- 1** Unbolt and remove the original front crossmember. Straighten frame lips where new crossmember and strut rods will sit. Remove any rivet heads that may interfere with fitting. Grind heads flush with frame.
- 2** Clamp new crossmember in place using the four 3/8" holes that match the original crossmember holes. You may need to pull the frame horns together. Steering mounts on crossmember go to the front. Install the four bolts and tighten.



- 3** Place coil spring pods over frame and line up with lower crossmember. Pods will fit only one way (taller side to front). Check for clearances between frame and new parts. Correct any interference problems found. At this point we recommend that you check for tire centering. Do this by assembling A-arms and spindle on one side, (without a spring) and installing a wheel. Visually check for centering. In the unlikely event of a miss, the crossmember can be moved up to a 1/2 inch. Wheel centering is normally not a problem, but it is always better to check.



- 4** Drill the eight vertical holes thru frame lips using the crossmember as a drill guide. Install Bolts.
- 5** Drill side holes (8 total) through coil spring pods and new crossmember. Install bolts. Crossmember, frame and pod should now be firmly attached to each other.



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- 6** Strut rod brackets and braces are next. Note, if you are using **full** lower A-arms, these are not needed, and thus not included with your kit. Put bracket in place around the frame and insert a bolt in the center brace to crossmember tube. Now fit the bracket to the frame and locate the spot where the bracket fits the frame the best. Do both sides, compare both measurements and make them the same. Brackets will fit the frame exactly only if the frame is straight and bottom lip is 90 degrees to the side.
- 7** Drill through strut brackets and frame lips, keeping the bracket in alignment. Install bolts.
- 8** Install components from 1974-1980 Pinto/1974-1978 Mustang II to complete the installation. Manual steering is recommended. Use Pinto strut rods, no Mustang strut rods. Use a new strut rod bushing set. See Ford or Front-End manuals for installation instructions covering A-arm, strut rods, springs, shocks and lineup specs. Cut your coil to 12" height. (Chassis Engineering coil springs are sized properly).
- 9** Chassis Engineering has springs available in 25lb increments.
- 10** 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 make 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
- 11** The final step, after height adjustment is to have the front end aligned to Pinto specs.
- 12** Once a "fresh" car with a new IFS gets some good road miles, it may become necessary to once again adjust the IFS spring pods due to normal settling of the new front coil springs. The lower control arms must maintain a "parallel to the ground" stance for good geometry and prolonged ball joint life. When making such an adjustment remember to loosen the set screw and add a little anti-seize compound before turning down the spring adjuster. Removing the shock and use of a spring compressor will also aid in this procedure. To aid in adjusting your IFS, we offer the IF-0000W adjustment wrench. Afterwards, reinstall the shock and tighten the set screw.

