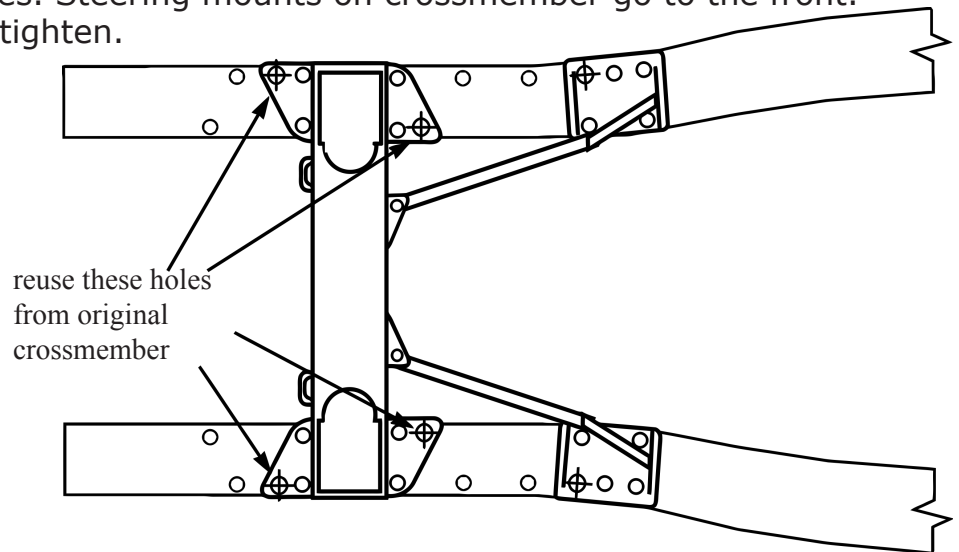




# IF-4148CP

## 1941-48 Chevrolet Car Bolt-on Pinto Mustang IFS

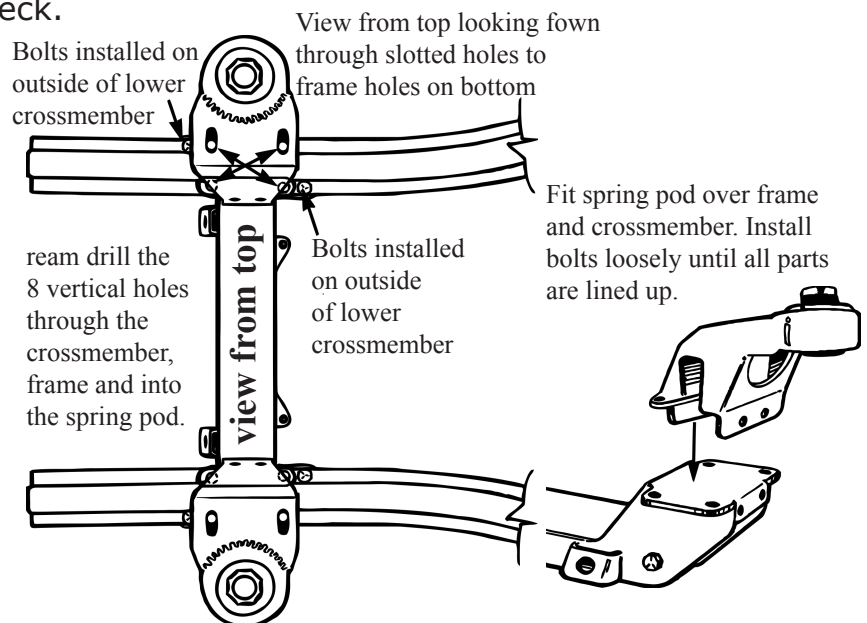
- 1 Unbolt and remove original front crossmember. Straighten frame lips where new crossmember and strut rods will sit. Remove any rivet heads that may interfere with fitting. Grind heads flush with frame.
- 2 Clamp new lower crossmember in place using the four 3/8" holes that match the original crossmember holes. 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 1/2". Wheel centering is normally not a problem, but its 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 pods should now be firmly attached to eachother.





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- 6** Strut rod support brackets are next. Put brackets in place under frame and insert a bolt in the center brace to crossmember tube. Now fit the bracket to frame and locate the point that the bracket fits the frame the best. Do both sides, compare measurements and make them both the same. Brackets will fit the frame exactly only if the frame is straight and mounting surface is flat.
- 7** Drill through strut brackets and frame lips, keeping bracket in alignment. Install bolts.
- 8** Install components from 1974-80 Pinto or 1974-78 Mustang II to complete installation. Manual steering is recommended. Use Pinto (not 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 line-up specs. Stock springs need shortened to 12" height.
- 9** Chassis Engineering coil springs are proper length and available in 25 lb. increments. Contact us for recommendations.
- 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 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.
- 11** The final step, after height adjustment is to have the front end aligned to Pinto specs.

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 anti-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.

