

# IF-4854CPT

## 1948-54 Chevy 1/2 tn Truck Bolt-on Pinto Mustang IFS

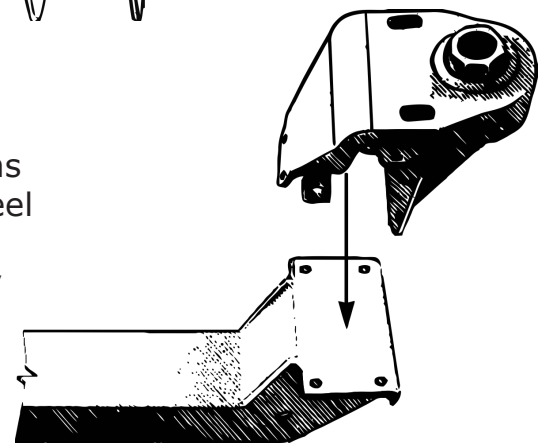
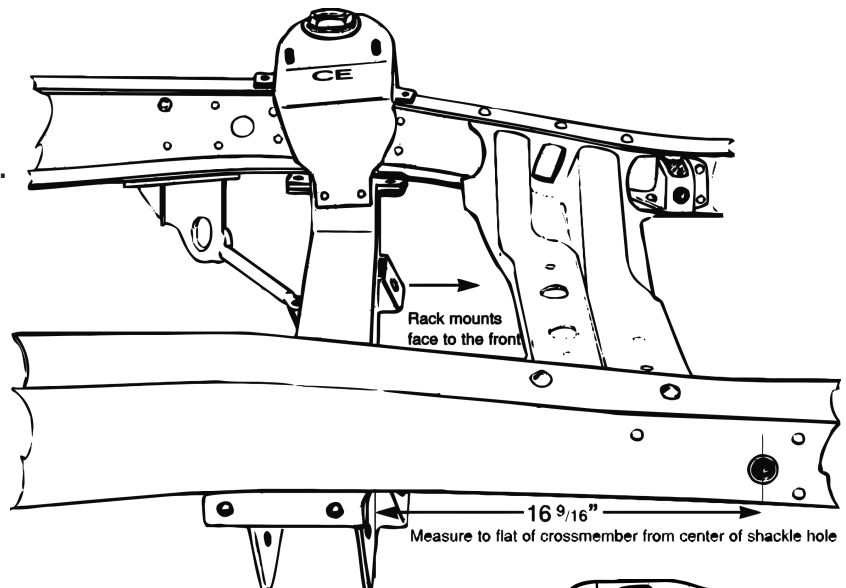
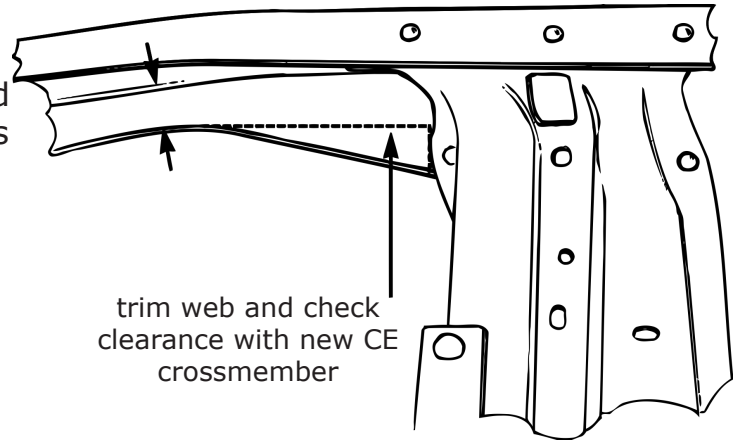
**1** Remove original front suspension and rear spring brackets. DO NOT remove original front crossmember as this is needed for radiator support. Straighten frame edges and lips where new crossmember and strut rod supports will sit. Be sure frame edges are 90 degrees to side of frame. Remove any rivet heads that interfere with fit. Grind rivet heads even with frame.

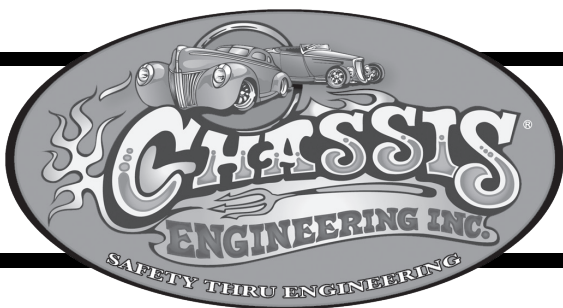
**2** Trim the inside lower frame lip just behind original crossmember. Make lip the same width (2" to 2 1/8") as straight part of frame. Do both sides. Lip must not interfere with fit between new crossmember and coil spring pods. Check clearance while completing step 4.

**3** Clamp new crossmember to frame using measurements shown. Steering mounts on crossmember go to the front. Measure from center to center of original spring mounting holes to flat front of new crossmember. Center side to side and clamp to frame. Drill four mounting holes through bottom frame lip. Bolt crossmember in place.

**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.

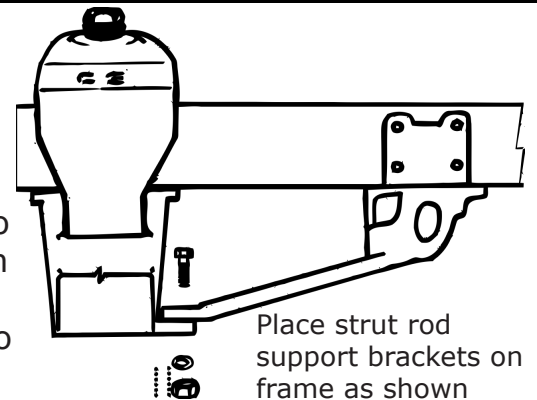
**5** Clamp upper and lower pieces together and in place. Again, check fit. When drilling new holes do vertical holes first. Insert these bolts and tighten. Now drill holes in side (8 per side), insert bolts and tighten. Crossmember, frame and pods should now be firmly attached to each other.





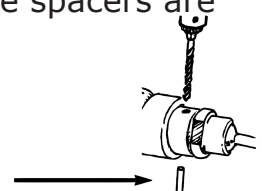
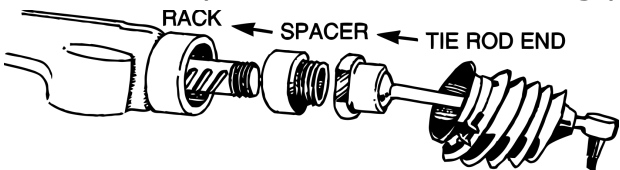
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**6** Strut rod support brackets are next. Straighten frame edges to 90 degrees. Clamp brackets in place on frame and insert a bolt in the center brace to crossmember tube. Now fit the bracket to frame before locating point that the bracket fits the 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 bottom lip of frame is 90 degrees to the side. Clamp in place.



**7** Drill underneath holes first, keeping brackets flush with outside of frame. Do outside holes, bolting together as you go

**8** With this kit you received two rack extensions. Be sure to install them to move the tie rod pivot outboard. Steering problems will result if they are not used. This kit is 2" wider than stock Pinto and these spacers are critical for correct geometry. Be sure these extensions are locked to the rack and to the tie rod both. We prefer a 1/8" hole drilled



through extension and original shaft, then a roll pin driven in for a lock. Whatever method you use, make sure the extension can not unscrew itself in use.

**Note:** unless otherwise specified, spacers included are for original Ford rack and pinion. If you use power steering or an aftermarket rack, contact us for exchange.

**9** 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 might need shortenend, 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 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.