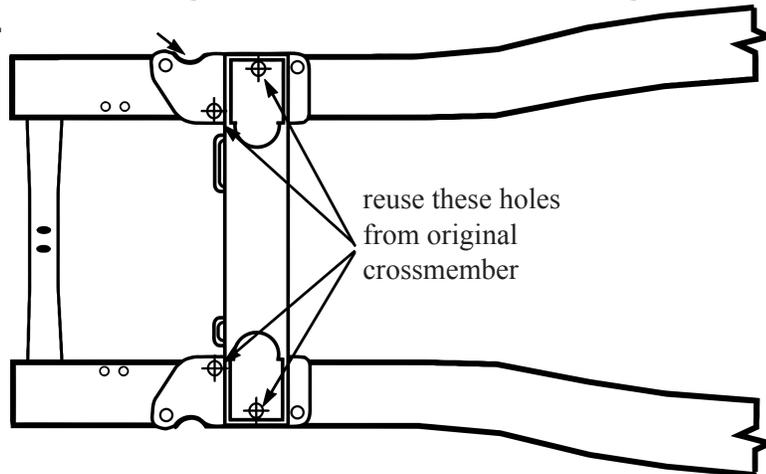




# IF-4954CP

## 1949-54 Chevrolet Car Bolt-on Pinto Mustang IFS (use tubular arms AU-0210)

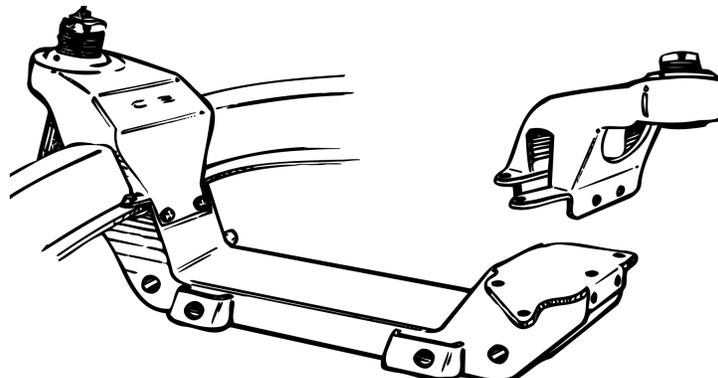
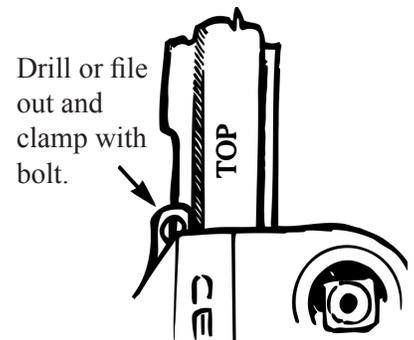
- 1** Unbolt and remove original front crossmember. Straighten frame lips if needed where new crossmember will sit. Remove any brackets or rivet heads that may interfere with fitting.
- 2** Clamp new lower crossmember in place using the four 3/8" holes that match the original crossmember holes. Steering mounts on crossmember go to the front. Clamp crossmember in place.



- 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.

- 4** Drill all vertical holes possible thru frame lips using the crossmember as a drill guide. Mark any remaining holes. Remove crossmember and drill left-over holes. Note the left inside rear hole will not have enough lip due to a factory cut-out. You can weld on a small extension to the lip, however, it can be used as is. The clamping action is sufficient.

- 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 each other.



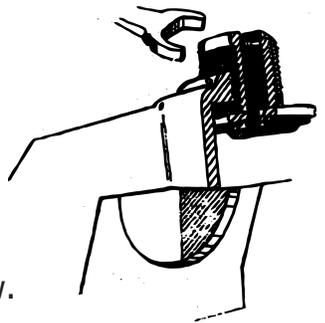


# IF-4954CP

**6** Install components from 1974-80 Pinto or 1974-78 Mustang II to complete installation (except lower control arms and struts). Manual steering is recommended. Installation must use one-piece lower control arms. See Ford or Front End manuals for installation instructions covering A-arm, strut rods, springs, shocks and line-up specs. Stock springs need shortenend to 12" height.

**7** Chassis Engineering coil springs are proper length and available in 25 lb. increments. Contact us for recommendations.

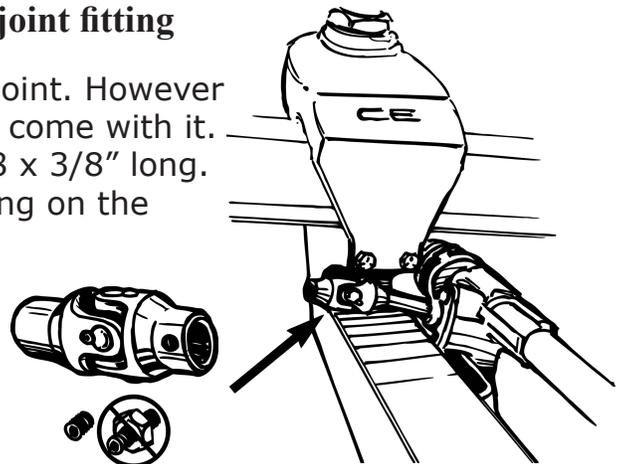
**8** To adjust the height, first take off all the weight off of the springs. This means jacking up the front wheels of the ground and possibly unhooking the shocks. **Caution: To prevent injury be sure to use jack stands to support the car anytime you may be working under it.** Loosen 1/4" locking set 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.



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

## Important: Steering U-joint fitting

**10** We recommend using a Borgeson steering U-joint. However don't use the locking nut and allen screw that come with it. Use a PatchLock (self-locking) set screw 5/16" - 18 x 3/8" long. This will prevent **any** chance of the lock nut catching on the crossmember. The nut will not catch under any normal driving conditions as is. Again, changing to a self-locking allen screw will prevent it from ever catching under severe emergency conditions, such as hitting a curb or bouncing through a ditch.



**11** For installed optional engine mount CP-1109G see illustration. Offset of engine mount points forward. Assemble cushion as shown.

