

JW Rod Garage Mustang II IFS Installation Instructions

WARNING!

INSTALLATION OF THIS KIT REQUIRES WELDING AND BASIC FABRICATION SKILLS.

ALL CHASSIS WORK AND WELDING MUST BE DONE BY QUALIFIED PERSONNEL AND/OR A CERTIFIED WELDER. READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION.

1. Support the car/chassis on four sturdy jackstands. Make sure the chassis is level side-to-side, and is at the fore-aft rake you intend to run the car at. (Hint: 12" linoleum floor tiles placed under the jackstands make good shims to level out uneven floors.)
2. Remove any bodywork and inner fenders as necessary.
3. Mark the front axle centerline on the front frame rails. (This will be a line drawn across the car from front spindle center to the other front spindle center.)
4. Before removing any original crossmember, tack weld a temporary brace across the front of the frame to hold the frame rails true during installation. Tack welding a vertical bar down from each frame rail to the floor will help to insure that the correct height of each frame rail is maintained.
5. Remove the original front suspension and steering box. (Yes, remove the engine too, if you haven't already!)
6. Cut out the original cross member. (IMPORTANT: This step is not necessary on 34-54 Chevy Trucks; [list models]).
7. Clean up and de-burr all cuts with a grinder. On cars with open-rail chassis, i.e. C-section rails, box in the frame rails at this time. On cars with box-section frames (typically post-war cars) this is not necessary.
8. Locate and mark the fore-aft centerline across the ROD GARAGE crossmember. Test fit the crossmember to the chassis, lining up the crossmember centerline with the front axle centerline marked on the chassis rails. Trim the crossmember as needed.
9. Check that the frame is level and square, line up the crossmember, clamp and tack weld it in place. IMPORTANT! The steering rack mounts go toward the FRONT of the car.
10. Place the Upper Spring Mounts on the frame rails. IMPORTANT! The tall part of the spring perch goes towards the FRONT of the car. The center of the spring mount should be lined up on the front axle centerline. Tack weld Upper Spring Mounts in place.
11. At this point, you may wish to mockup the front suspension and fenders to check wheel and fender location. If the wheel isn't where you want it, now is the time to make adjustments!
12. Once satisfied with wheel location and fit, remove suspension components and finish-weld all mounts and braces to chassis. Weld in support gussets for lower A-arm mounts at this time as well. On 33-34 Fords, weld in radiator mounts as well.
13. If using drag-strut lower A-arms, install lower A-arms with struts, mark location of drag strut mounts, trim mounts to fit, and tack weld in place. Remove drag strut, and complete mount welding.
14. Install upper and lower A-arms, along with steering components. Double check clearances to chassis and mounts throughout entire range of travel. Check droop, bump, and turning lock-to-lock. Install springs, and check clearances on mounts. This is especially important for Air-Ride suspension installations!