

Installation Instructions 1947-1954 Chevy Truck Mustang II IFS

Please read these instructions completely
before starting your installation
Remember the basic rule for a successful installation:
Measure Twice, Weld Once!

1. Support the truck on 4 jack stands at what you think ride height will be, front and rear.
2. Remove all old suspension. The top of the frame rail may need to be flattened where it is turned up for the old steering box mount.
3. Box the front frame section, using the included boxing plates. Position the plates to fit against the rear of the radiator crossmember. You may need to grind the inside edges of the frame rails flat so the plates lay flat against them. Do not grind off too much material. The plates can set on the lower flanges of the rails in the front, but the flange will eventually need to be trimmed so that the boxing plate will be plumb with the outer frame rail. Fit the plates, weld and grind smooth.
4. Now install the new crossmember. Measure straight back 18-1/8" from the center of the front spring shackle hole on the outside of the frame and make a vertical line (see Figure 1), This will be your axle centerline. Now take your crossmember and mark a centerline on the upper edge of both side of the crossmember. These marks will align with your axle centerline that was marked on the frame. Slide your crossmember up between the frame rails and align all 4 marks. If it does not fit, it's okay to grind a little off the sides of the crossmember uprights the crossmember will slide between the frame rails and set flush to the bottom of the frame rails. Make sure that the crossmember is seated fully on the underside of the frame, then tack weld in place.
5. Now come the spring towers. Position them on top of the frame rails, 1-3/4" forward of the front of the crossmember (see Figure 2). The higher side of the spring towers goes forward toward the front of the truck. Seat them fully against the frame, and using a torpedo level on the flat part of the upper hat, level the hat from side-to-side, NOT front-to-back. Clamp the spring towers in place and tack weld.
6. Install upper control arm, lower control arm, spindle and rotor on one side, and bolt on your tire and fender. Step back and make sure the tire is centered in your fenderwell where you like it. (This step is optional, but we like to do it to be sure everything is centered before finish-welding.)
7. When everything is checked, double-checked and re-re-checked, you're ready to finish-weld!
8. Now install your Mustang II IFS parts. When the truck is rolling, align to these specs:

Caster: 7/8 plus or minus 3/4; Camber: 1/2 plus or minus 3/4; Toe-In: 1/8 plus or minus 1/8
9. After 200-300 miles, check the whole installation including the alignment.
10. Thanks for choosing Full Tilt Street Rods and let us know if you have any questions or comments. 970-255-8890 www.fulltiltstreetrods.com