Tech-Tork

With Trev

Rod-Teck IFS 35-40 ford

When installing Rod-Tech IFS, first mark out the centre line of the front axle at 1 3/4 inches from the front edge of the IFS cross member, this will line up with the axle centre on the chassis that is 16 inches from the very front of the chassis rail.

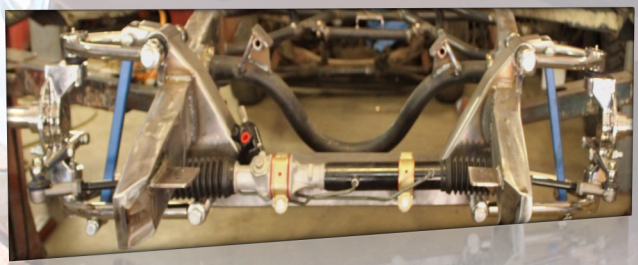
The IFS cross member may have to be trimmed out to suit the height of the chassis rail , the rail also has to be boxed before the installation of the IFS unit. Slide the IFS cross member in from behind the front axle centre of the chassis and line up the corresponding marks for the axle location.

The new IFS will need to be set level while the chassis will usually be leaning to the front of the car, most chassis will rake forward about 3 degrees. Use a protractor to make sure that the front cross member does not lean forward when the vehicle is set in it's ride height position front and rear, as this will greatly effect the caster setting.

Next make sure the IFS cross member is equal distance from either side of the chassis rails (centred), and that the top of the cross member is the same height from the chassis rail on both sides, also check that the cross member is level to the chassis.

Supplied with the IFS are these reinforcement plates that weld onto the tower just below the top arm mount and sit against the outside of the chassis rail, be sure when welding not to affect the mounting surface of the top arm adjusters.

The chassis rail just above steering rack boot may need to be adjusted to give clearance, a minimum clearance of 10mm is required around all steering components, in this case a triangle section was removed from the side of the rail and then the underside was pulled up and welded.



The cross member is now ready to be welded into place.

Til next time, Trev