5559 Dodge PU

Coilover Instruction Sheet

Questions? 864-848-0601 or email @ sales@southernrods.com

This kit is an evolution of our Mustang II IFS kit, and installs and uses similar parts. Deluxe kits will include all necessary parts. Basic kits include all the specially manufactured parts, and require the purchaser to supply his own MII spindles and rack pinion, as well as disc brakes. All kits include a radiator support bracket, if required.

1) First locate the axle centerline. This is best done by marking the centerline before removing the old axle assembly. Quite often a bolt hole, or axle bumper will provide a centerline reference. Scribe your axle centerline across the top, bottom, and sides of the frame rails.

2) If your car requires the front crossmember or radiator support removed, be sure to first measure and record the location of the mounting holes. If yourframe is not factory boxed, be sure to box it back to the firewall before continuing.

3) The crossmember can now be located,centered left to right as well as on the axle centerline just marked. With your frame on a 3° forwardrake to simulate it's finished ride stance, the cross-member should level front to back and side to side. When it's right, weld in place.

4) The coilover upper mounts are notched to fit on the top and outside of your frame rail. Since the old frames vary in dimensions due to original tolerances and wear and tear, you may need to do some minor fitting. The idea is to accomodate your frame's exact dimensions while adhering to the dimensions noted on the attached drawing. Those dimension will assure proper alignment. When properly mounted, the bolts and mounting tubes on the upper coil-over mounts and the lower control arms will be parallel to each other, as viewed both from above and the side.
The upper arm mounting plates are next located by slotting over the coilover mount. The upper arm mounts will be parallel to each other, as viewed from above, and their outside width according to the attached drawing. Note that the upper control arm shaft has a rearward rake in order to create anti dive braking geometry.

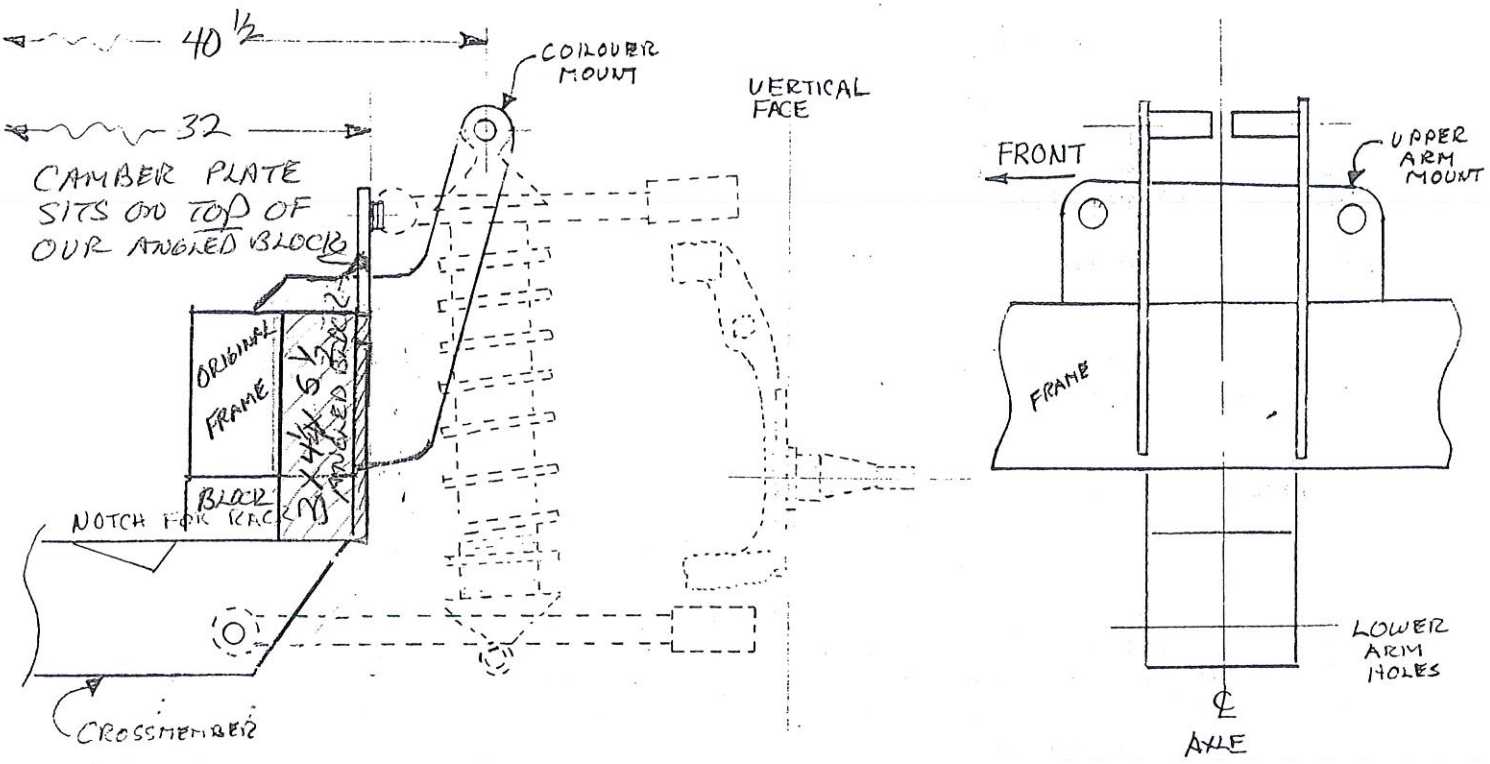
Once the upper arm and upper coilover mounts are properly located and tacked securely in place,mount the upper and lower control arms and bare spindle in place (without the coilover). Check to see that with the three washers in place between the upper arm shaft and plate, the spindle face is vertical. This prechecks your alignment. If everything checks out OK, weld everything in place.

5) You can now assemble the complete suspension. When the coilovers are properly adjusted (with ALL the weight of the finished car in place), the lower arm will be about level. If you don't come up with that fit, call us to see about swapping for a lighter or heavier spring. If your car is incomplete, a solid strut to replace the coilover can be made by drilling two $\frac{1}{2}$" holes $11\frac{1}{2}$" apart on a length of $^{5}/_{8}$" thick bar stock.

FRONT VIEW

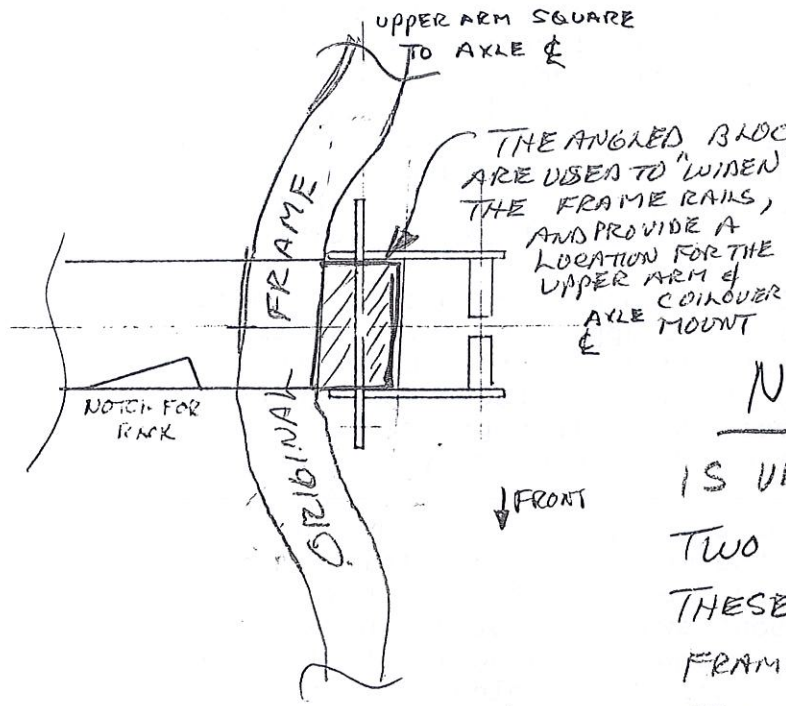
SIDE VIEW

NOTE: UPPER AND LOWER COILOVER MOUNT BOLTS SHOULD BE PARALLEL AS VIEWED FROM THE TOP AND SIDE.



NOT TO SCALE

TOP VIEW



Finish your installation by hooking up the steering, trimming the inner fender panels to clear the upper upper arms and shock mounts, and reinstalling the radiator support.

Alignment specs are the same as for a 1976 Mustang II, and regular slotted adjustment shims are used to shim the upper arm shaft to the required specifications.

NOTE: BECAUSE YOUR FRAME IS VERY NARROW, WE HAVE SUPPLIED TWO PIECES OF 3X4 TUBING, 5 1/2" LONG. THESE WILL SERVE TO "WIDEN" THE FRAME AND ACT AS A PERCH FOR THE COILOVER/UPPER ARM MOUNT.