



by



CALL 864-848-0601 OR EMAIL: sales@southernrods.com

INSTRUCTIONS FOR '60-'87 GM PICKUP BOLT IN IFS KITS

- 1) Along with these instructions, we have included a reprint of two different magazine articles detailing these installations. You will find the photos in those articles helpful in understanding these instructions. It will be worth your time to review all the instructions before beginning the install as many details will become clearer after reading through them.
- 2) Begin the installation by setting your truck on jack stands. Level it side to side but at a 2-3 degree forward rake to simulate the final stance. Use a plumb bob to mark the original front axle centerline, making a permanent mark on your floor.
- 3) Remove your original front crossmember and suspension, disconnecting the brake and power steering hoses and the joint at the steering column base. The engine can either be removed or safely supported until the engine mounts are reinstalled.
- 4) Your kit was fabricated on an original GM frame section and so will have the majority of the frame bolts going into original holes. Raise the new crossmember into place, using a few bolts that line up with existing holes in the frame. As a double check, be sure the original axle center line you marked on the floor matches up with the center of the new 3" x 4" main crossmember. Next drill new holes in the frame to match other holes in the new crossmember mounting plates. As frames widths will vary some from truck to truck, just as with factory crossmembers, you may find it helpful to use alignment shims or flat washers to take up any excessive space between the frame and new side mounting plates. The idea is to securely bolt it all together without excessively deforming either part.
- 5) Install your lower tubular control arms next, following along with their own instruction sheets. The primary caution is NOT to lubricate the bushings with anything other than silicon based products, don not overtighten the bolts and nuts at the pivot points, and be sure to use anti-seize on the ENTIRE LENGTH OF THE 11" LONG LOWER CONTROL ARM BOLTS, along with any stainless steel fasteners.
- 6) Mount the upper control arms next, with the nuts on top for easy alignment access when slotted Stage II and IV shock towers are used. For the Stage III coilovers and Stage V Ridetech Shockwaves, the upper control arm bolts are horizontal and aligned using

shims. Begin with the 3 flat washers supplied on the outboard side of the upper control arm mount. The bolts can be tight to get in place, but are most easily installed by first putting them into the holes in the upper arm shaft, then rotating the shaft into place as the bolts engage the holes in the upper arm vertical mount plate. Install the rest of the suspension, brakes and steering using those separate and specific instruction sheets. Two items commonly missed are the change of bearing races necessary of GM 4 3/4" bolt pattern brake kits, and the addition of the 4" rack main shaft extension on the right hand side of the rack, inside the boot and moving the RH inner tie rod socket outboard 4".

- 7) Your original engine mount plates can be reused by bolting the top bolts into place as before, then trimming the bottom to clear the new crossmember. Since the new crossmember is 1/4" thick it can be tapped for a bolt and the lower end of the original engine mount bolted in place, by adding a spacer between the mount and the new crossmember. We also offer a weld in mount which is more compact for additional header clearance, if you prefer its cleaner appearance.
- 8) Connect your steering column using Borgeson U-joints and shaft. Then add hoses for the brakes and power steering. Our catalog does list of OEM type options for those connections but we carry hot rod aftermarket kits that will make those connections far easier to accomplish.
- 9) Be sure to use a master cylinder intended for use with disc front brakes. If you attempt to retain a master cylinder meant for drum brakes, your new disc brakes will drag, overheat and quickly be destroyed. Check your braking operation in a deserted lot, and add a proportion valve to the rear brake lines if the rear brakes lock up before the front.
- 10) If you are using a manual rack, use standard alignment specs for a 1976 Mustang II. It's far more likely that you have selected a power rack, in which case you'll want to have the truck aligned with more positive caster. We prefer 3-4 degrees positive caster for less quick steering and an increased tendency for the truck to be stable at highway speed.