



by



Instructions for Dropped Uprights

As our dropped uprights duplicate the stock parts, they bolt in just like the originals and retain stock alignment specifications.

Since our jigs were made from New Old Stock or cherry original parts, we can guarantee that our parts are correct. On rare occasions, you might find that it's difficult to get the alignment right on the money.

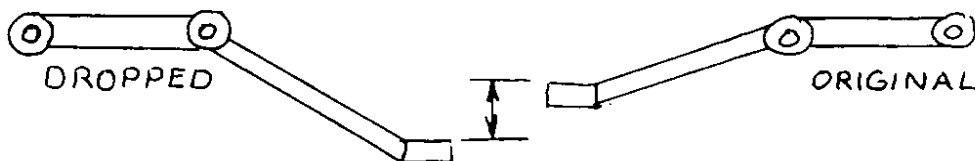
The original designs allow for very limited adjustment for alignment, and it's not at all uncommon on a 40 year old car to find bent control arms, sagged upper control arm mounts, frames out of spec due to wear and tear or sloppy original assembly. In fact, old time alignment experts say that it was not unusual to have to bend the original uprights to get perfect alignment. If you have problems, you can have the alignment shop pull your frame shock towers into position, or in extreme cases we can adjust our jig to help you out.

Remember also that when you lower a car by raising the spindle, the steering arm and outer tie rod go up too, creating a geometry change and bumpsteer. You must either use our replacement arms for Ford, Mercury, and Chevy applications, or heat and bend your original arms.

Compare your stock upright's kingpin position to your new one to determine the exact amount of drop you need. Use a torch to heat the arm cherry red immediately past it's mounting holes and bend down as required. Repeat to level out the tie rod mount.

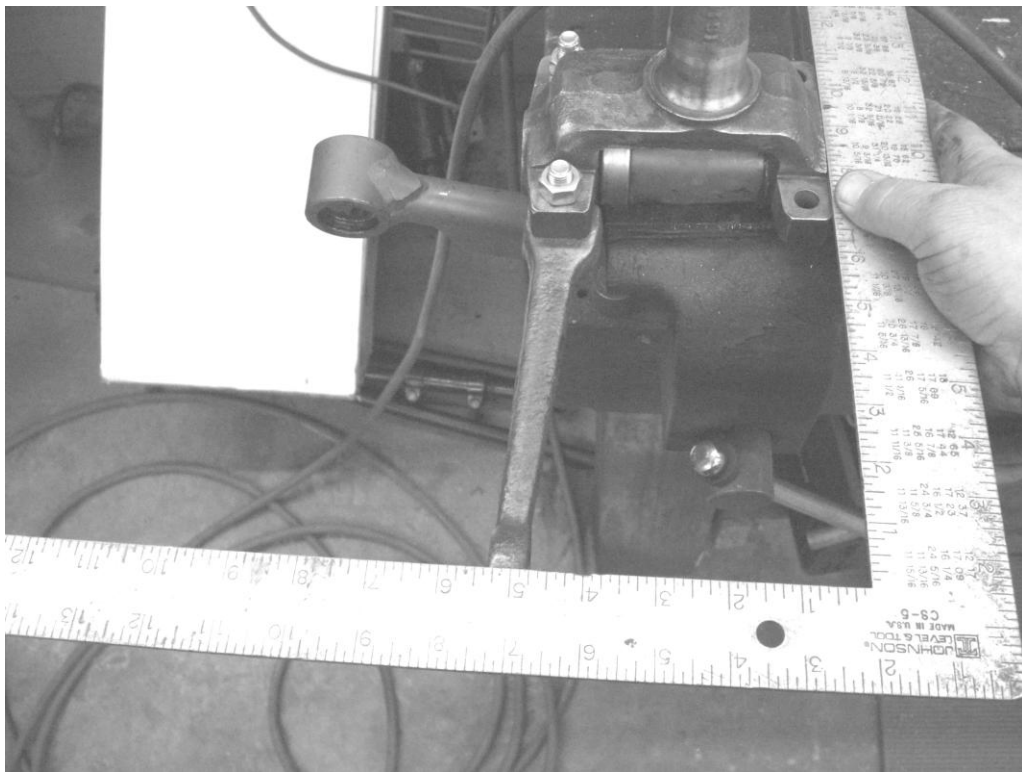
It's important to let the arm cool as slow as possible. A sheet of aluminum foil folded over the part is a big help in retaining the heat and slowing the cooling.

Note: On some applications, especially 39 -54 Chevy, the grease fittings may interfere with full turning radius. You can either remove fitting after greasing or drill and tap a new fitting location which clears better.

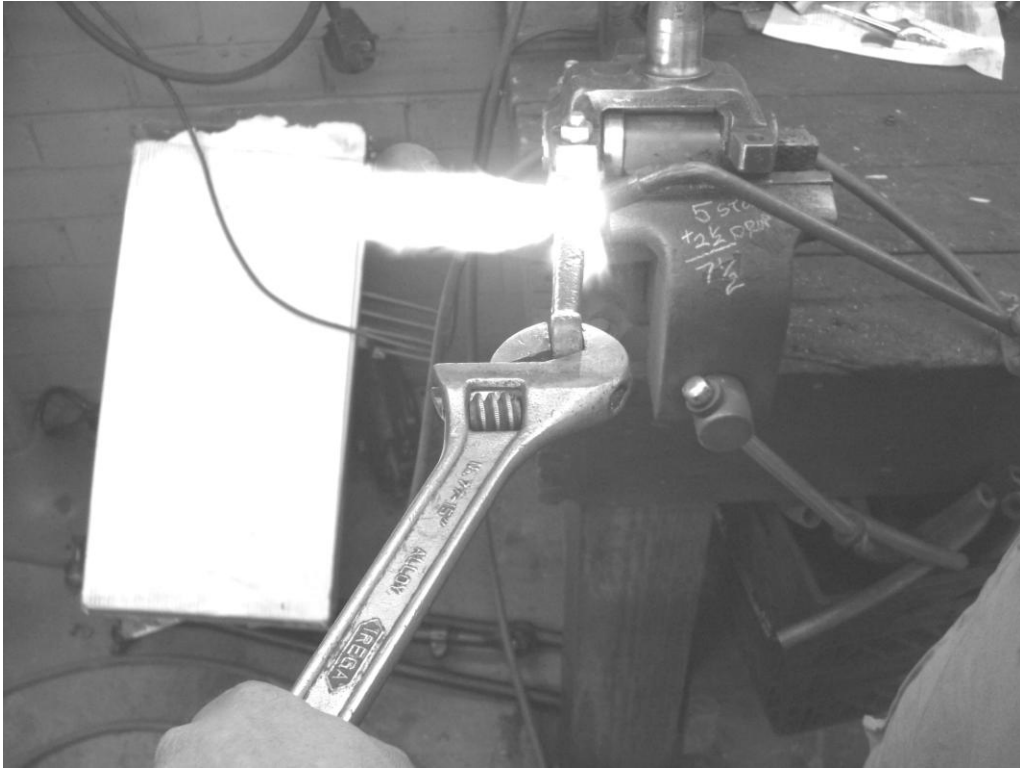




Note that in this case, we have a 2 ½” drop, the height of the kingpin boss (1956 Buick shown for example)

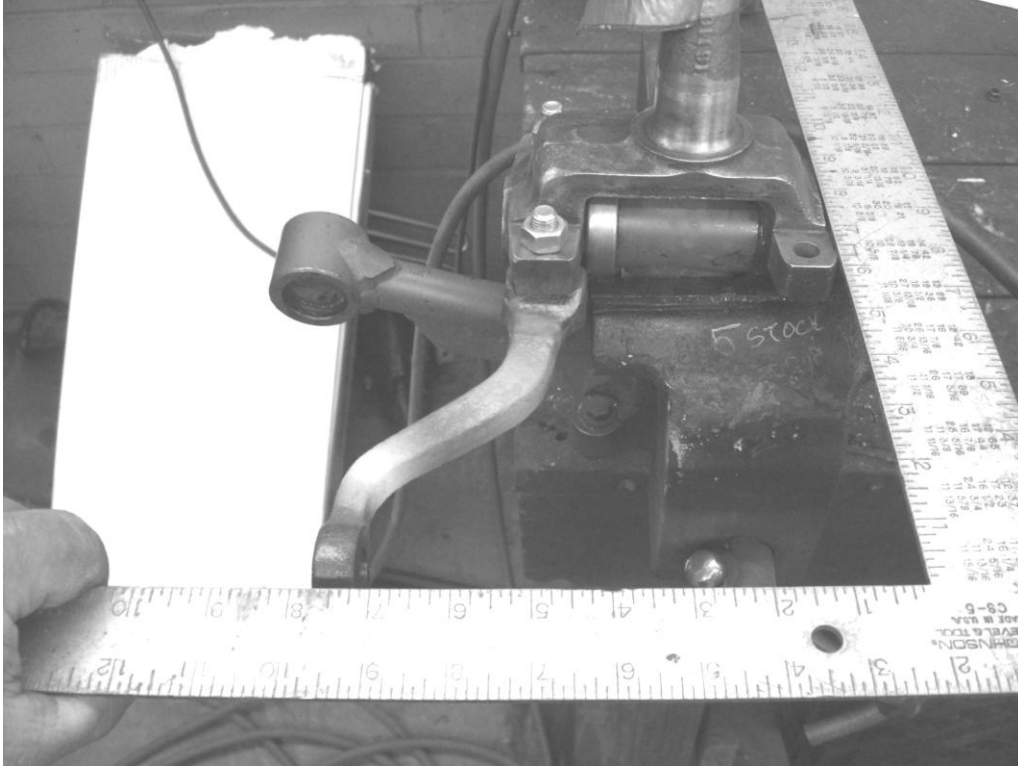


Measure the height of the stock steering arm, before bending



Use a large rose bud tip to heat the part, never cutting torch. Use a neutral flame, as an oxygen rich flame will burn the metal, and an acetylene rich flame will introduce carbon and overharden the metal. It's important to heat the outside of the bend to a red color, then go to the inside, allowing the metal to compress a little as it bends. A 14" wrench supplies all the leverage you need. If you need more, you probably don't have the metal hot enough.





The second bend re-levels the outer tie rod end boss. Note that we are ending up exactly 2 ½” lower than in the first picture. This is the time to cover the hot arm with aluminum foil to cool as slowly as possible! NEVER-NEVER-NEVER fast cool it with air or water!!!



A nice matched pair of dropped uprights and steering arms. We did this pair on the bench with a large Vise. It's often easier to do the job with the spindles mounted on the car, to hold them securely.