

INSTRUCTIONS

110-344

37-42 Willys

Independent Front Suspension Installation

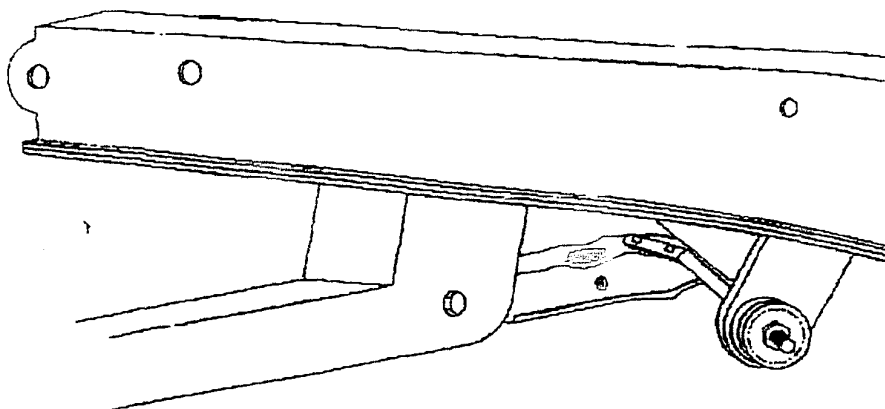
Step 1. Remove front sheet metal (Fenders, etc.) for easier access. Remove all of the old front suspension. Locate and mark front axle centerline on top and sides of frame rails.

Step 2. Position new lower crossmember from kit under frame and align on axle centerline. Crossmember also must be centered side to side. Double check crossmember alignment and weld to frame rail lower flanges.

Step 3. Position upper control arm mount against outside of frame rail (left and right tower tops are marked), align on axle centerline and tack weld in place.

Step 4. Clamp a 2" x 4" x 5' board to bottom of lower crossmember. Install strut rod, strut rod bushings, and and strut rod bracket (from kit) to lower control arm. Tighten strut rod nut until it bottoms. Install lower control arm assembly to lower crossmember using board to support and level control arm .

Step 5. Clamp lower control arm assembly to 2" X 4" x 5' board. Check strut rod bracket for alignment to lower frame rail flange. If strut rod bracket does not align correctly to frame, heat strut rod as shown and reposition as necessary to achieve correct bracket alignment. Final weld strut rod bracket to frame. Position strut rod bracket gusset to front side of strut rod bracket and final weld in place. Complete final welding of kit, prime and paint frame and components as necessary. Install remaining front suspension components.



That's all there is to it. Go ahead and finish the rest of the front suspension assembly. After the rest of the car is assembled and back on the ground, do your front end alignment using the specifications as follows:

Caster $7/8$ degree, $\pm 3/4$ degree
Camber $1/2$ degree, $\pm 3/4$ degree
Toe-In $1/8"$ $\pm 1/8"$

Check the installation after 100 to 200 miles, including the alignment. The springs should have settled down by now so the lower control arms are parallel with the ground. If not, you may have to change to a stiffer or lighter spring. If the car sits too high with the stiff springs, you can cut up to one coil off the bottom of the springs to lower the car. If the car still sits too high, then a softer spring is required. If you have any questions during or after the installation, feel free to call us for technical assistance.