



Chevy 37-48 Car IFS Install

NOTE: A qualified welder should do all the welding using the proper techniques.

- Supporting your frame on four jackstands. Position front jackstands under the front of the cab. Position the frame so it is sitting level front to back and side to side. Disassemble the suspension and steering components.
- On the underside of the frame there are two axle bumpstops. Directly above the axle bumpstops are two holes in the top of the frame. Mark $\frac{1}{2}$ " back from the center of these two holes. Scribe a line around the chassis at this point. This is your axle centerline.
- ON 37-39*** The stock crossmember will need to be trimmed to clear the rack and pinion. See photo below for reference.
- Measure $1 \frac{3}{4}$ " forward and to the rear of marked axle center line. You will need to cut the flanges on the inside of the frame rail.
- Slide the crossmember up in between the frame rails. If the crossmember doesn't fit, grind the sides of the crossmember until you can get it in place then tack weld the crossmember in.
***Crossmember should be as close to level front to back AND side to side as possible. Trim as needed.
- Loosely position upper control arm mount assemble against chassis. We position our upper control arm mounts $\frac{1}{2}$ " to the rear for better caster. This translates to the center of our upper control arm mounts positioning $2 \frac{1}{8}$ " to the rear of the front face of our crossmember. Double check all dimensions and tack upper control arm mounts in place. ***Hydro set ups require cutting into chassis outer rail. Perform this once the lower crossmember is welded out. This will help ensure chassis does not twist on you. For additional strength to chassis while cutting and welding, tack a piece of tubing from frame rail to frame rail on the top. Cut tubing out once chassis is cut and upper control arm mounts welded in.
***If having trouble while fitting the upper control arm / bag mount assembly, center the bag mounts with the lower control arm in place and cycled up. This will have confirm the upper control arm mount location and the bag mounts are correctly installed.
- The frame may need to be C-notched for clearance of the rack and pinion. Make a C-notch filler piece using $\frac{1}{8}$ " or $\frac{3}{16}$ " steel plate bending it to fit the C-notch in the frame and tack weld in place. Mount your rack and check for clearance.
- Double check all dimensions and finish welding the C-notches all around.
- When installing our upper control arms, we provide $\frac{1}{2}$ " spacers for the upper control arm bolts. These are intended as a starting point for our alignment. Alignments will need to be performed by a professional at the desired ride height and adjusted accordingly.
- When installing our lower control arms, the $\frac{5}{8} \times 12$ " bolt is installed from the front to the rear prior to the rack and pinion installation. There are 2 different washer sizes, 2 smaller OD washers and 1 large OD washer. The smaller OD washers go on the head of the bolt and the nut side of the bolt. The large washer goes in between the LCA crossmember tube and the face of the rear control arm bushing face. *See photo below.

- The lower control arm to the spindle will have a 1/2" spacer on the ball joint. This spacer goes in on top of the spindle on the nut side. It helps provide the adequate spacing for the castle nut to land within the groove for our cotter pins.
- Everything else assembles as a normal front suspension from there. Tighten your ball joints to the spindle and install cotter pins.
- Install your hub assemblies / rotors / wheel bearings using high temp / extreme pressure grease. *We use Sta Lube Extreme Pressure Sta-Plex
- Install your rack and pinion using supplied rack spacers (3/4" thick). Install tie rod ends with jam nuts. Install both with the same amount of exposed thread on the rack. This will help ensure correct side to side turning radius.

In the instance shock mounts are not welded in place, assemble upper and lower control arms. Install control arms, spindles, and tighten all components up. If bumpstop mounts present, install bumpstops. Cycle suspension up, measure 10 5/8" or 12" based upon which upper shock mount you have and position accordingly. Tack in place. Give a few good workin man tacks to ensure shock mount doesn't move. Install shock absorber and cycle.

We bounce between using shock bolts from Dorman (part #31001) and 1/2" bolts with a 1/2" spacer pending upon availability. You will need some form of a spacer to pull the shock absorber off the upper and lower mounts to keep the shock body from contacting either side tab.

Replacement part numbers

10 5/8 collapsed length uses a 32369 Monroe shock absorber / 344 068 KYB

12" collapsed length uses a 31000 Monroe shock absorber / 344 055 KYB

Shock bolts 31001

Upper control arm ball joints K6024

Lower control arm ball joints K772

Upper and lower control arm bushings 2006G from Energy Suspension

Air bags Universal Air AirHouse II's



