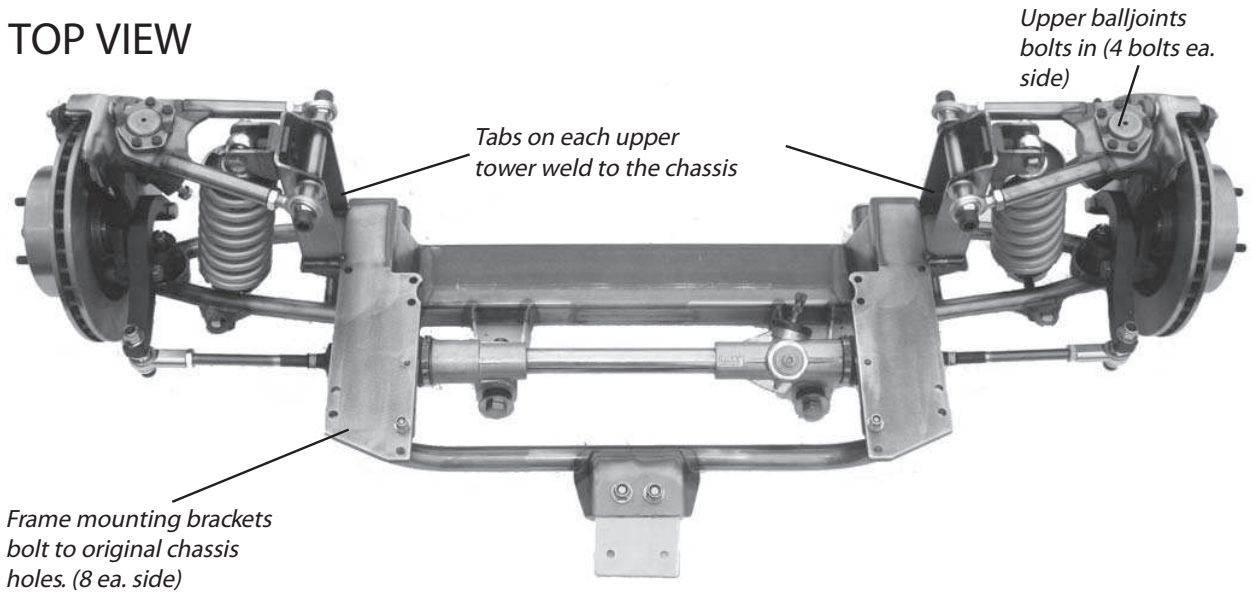
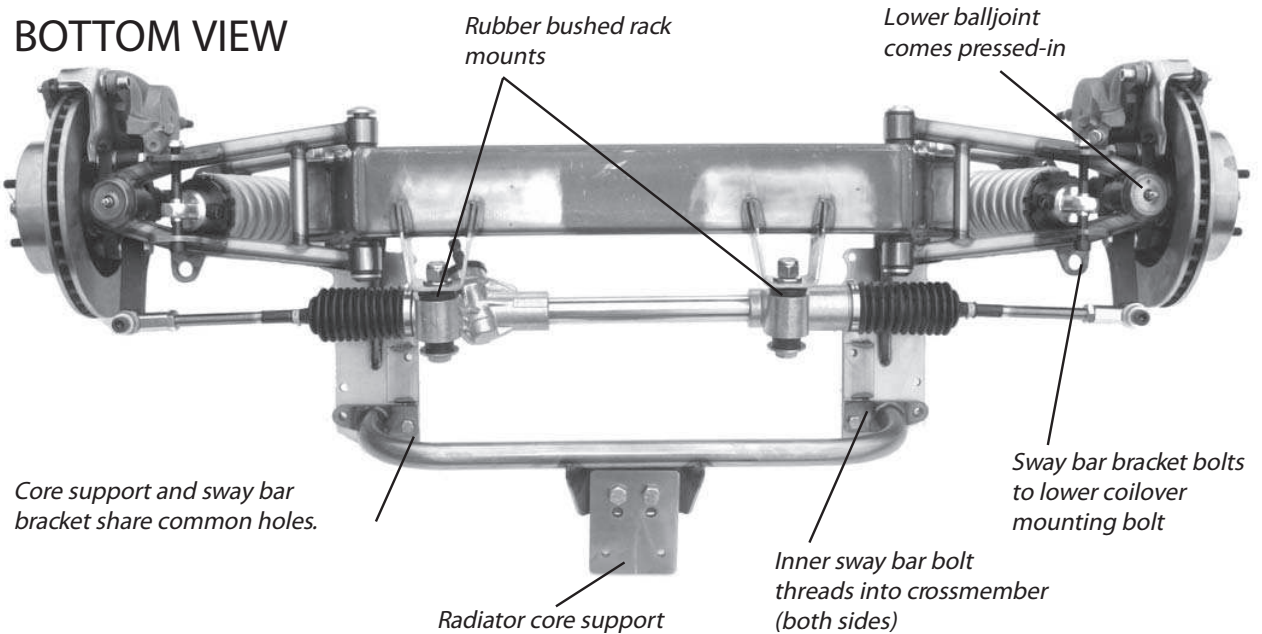


1953-62 Cor vette Bolt-In IFS Instructions

TOP VIEW



BOTTOM VIEW



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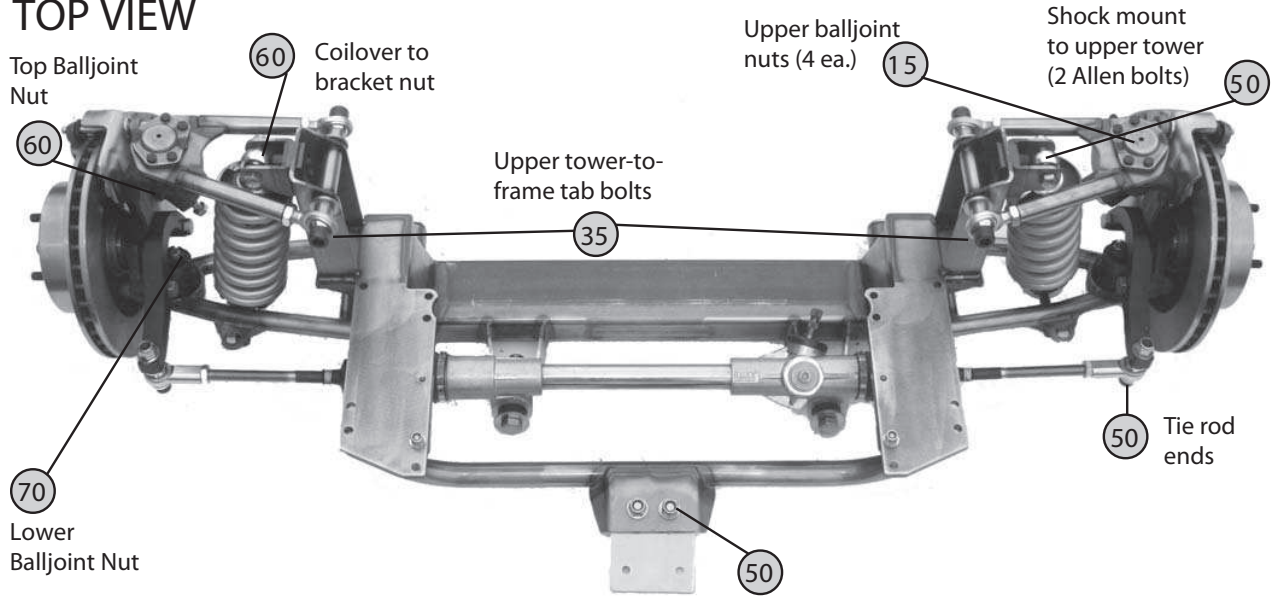
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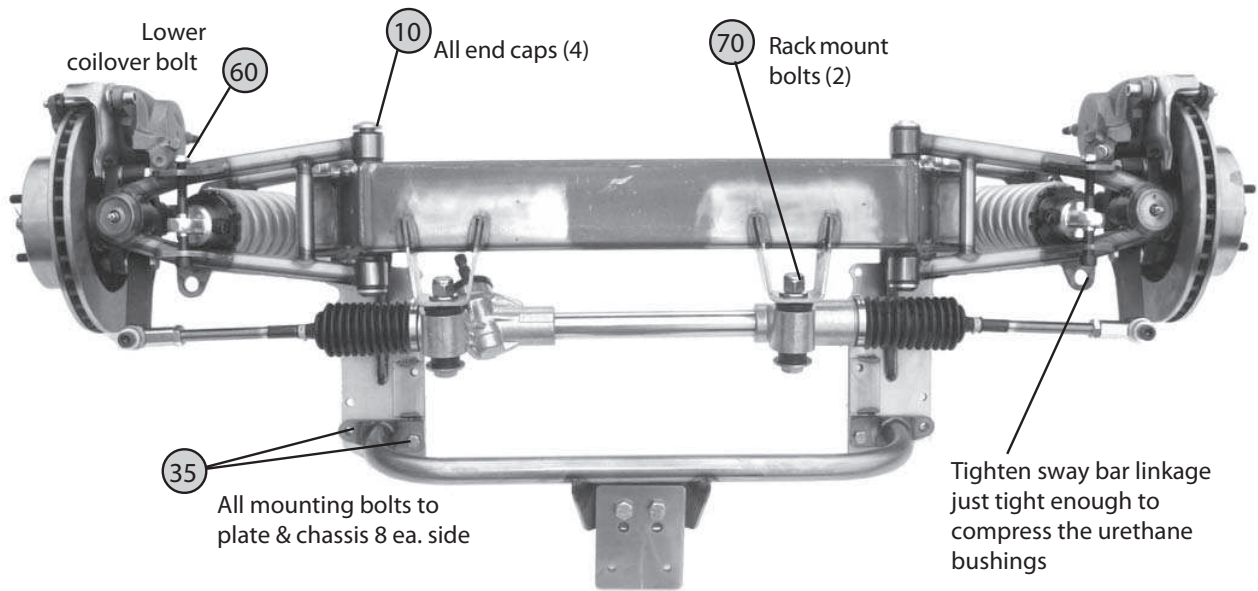
Torque Specs

All specs are in foot pounds = ft. lbs.
Torque specs common to both sides

TOP VIEW



BOTTOM VIEW



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Parts Inventory Lists & Replacement P arts

**1st thing to do is r ead over the entire instr uctions
paying special attention to page 10**

53-62 Cor vette I.F.S. Hardware Kit

Quantity	Fastener Size	Fastener	Location
2		Urethane balljoint boots	
8	1/4 NF x 3/4 Bolts		
8	1/4 NF Nuts		
8	1/4 Lock Washers		Top
4	5/8 NF x 2 1/2 special pivot bolts		A
4	5/8 ID Spacers		Arms
4	5/8 ID GR 9 Washers		
8	5/8 ID AN Washers		
4	1/2 NC x 1 1/4 Allen Bolts		Top
4	1/2 External Star Washers		Shock
2	1/2 NC x 2 1/4 GR 8 Bolts		Mount
2	1/2 NC Nyloc Jam Nuts		
4	1/2 ID H.D. Flat Washers		
2	1/2 NC x 4 Allen Bolts		Upper
2	1/2 NC Nyloc Jam Nuts		Tower
4	1/2 ID AN Washers		Support
2	Tower Support Tabs		Tabs
2	3/8 NC x 6 1/2" Bolts		Optional
8	Urethane Bushing		Sway
2	Tube Spacers 2 1/2"		Bar
8	Bushing Washers		Bolts
2	3/8 Nylock Nuts		
2	Shafts		
4	5/16 NF x 3/4 Countersunk Allen Bolts		Pivot
4	3/4 ID x .030 Stainless Washers		Shafts
4	Aluminum Caps		
2	1/2 NC x 4 1/2 Allen Bolts		Lower "A"
2	1/2 NC Nylock Nuts		Arms
2	1/2 AN Washers		
4	1/2" ID Spacers		
2	Urethane Balljoint Boots		
2	5/8 NF x 4 Bolts		Rack &
2	5/8 NF Nylock Nuts		Pinion
2	5/8 USS Flat Washers		
2	5/8 SAE Flat Washers		
2	Tie Rod Adapters		
2	1/2 NF Nylock Nuts		
4	1/2 I.D. GR 9 Flat Washers		Tie
4	1/2 I.D. Flat Washers		Rod
2	9/16 NF Jam Nuts		Ends
2	7/16 NF Nylock Nuts		
2	7/16 Flat Washers		

14	3/8 NC Nylock Nuts	
10	3/8 NC x 1 1/4 GR 8 Bolts	
4	3/8 NC x 1 1/2 GR8 Bolts	Crossmember
2	3/8 NC x 3/4 GR 8 Bolts	
32	3/8 ID SAE Flat Washers	
2	1/2 NC x 1 1/4 Bolts	Core
2	1/2 NC Nuts	Pad
4	1/2 SAE Flat Washers	Adapter
1	Shock Spanner Wrench	

53-62 Cor vette Replacement Parts

	Application	Brand	Part#
Rotors			
Calipers	67-72 Chevelle 11" Rotors		
Spindles	67-72 Chevelle 11" Rotors		
L. Ball Joints	Optional Impala 12" Rotors	Parts Master	#5103
T. Ball Joints		Parts Master	#5208
Coil Over Shocks	11" Extended		ALN3855
Coil Springs	2 1/2 ID x 7" x 550/650 lbs.		
Caliper Banjo Bolt	7/16"		

Rack & Pinion Steering Unit

Rack & Pinion Manual Steering	79-93 Mustang	
Flaming River	9/16 x 26 spine	#1503

Brake P arts List

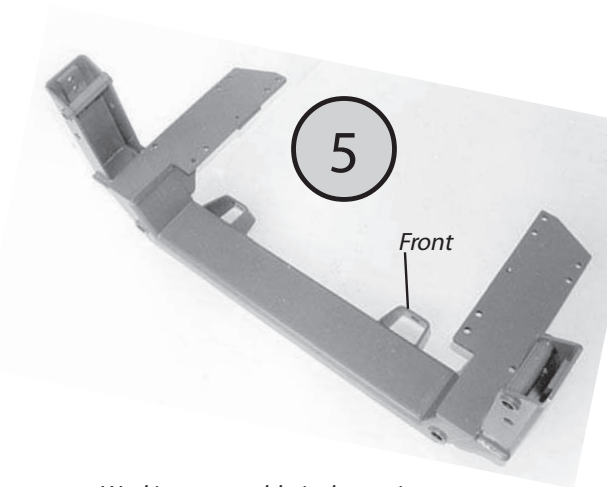
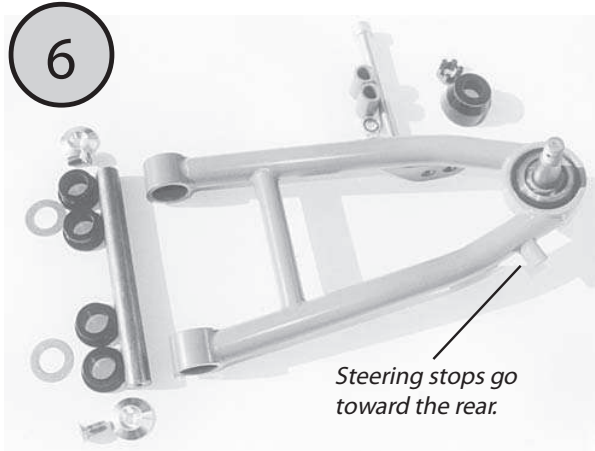
Master Cylinder Kit Includes:
 Modified Dual Chamber M/C
 M/C Extension Mount
 Pushrod - Rod End - Bolt-Nut & Pedal Spacer
 1/4" x 12" Brake Line
 Wilwood adjustable Proportioning Valve
 1/4" plug (for rear of stock "T")
 Hoses #4, 16" stainless braided with 10MM banjo/
 #4 female swivel nut



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INSTALLING THE LOWER A-ARM TO CROSSMEMBER

Find these parts to assemble the lower A-arm. The balljoint comes pressed-in. Refer to the **HARDWARE PAGE 3** for fastener sizes. The lower A-arms need to be installed on crossmember first. (Right A-arm shown below)



Working on a table is the easiest way to install the upper & lower A-arms to the crossmember.



Grease all (4) bushings inside and out, along with the cross shaft and the holes in A-arms and in the crossmember on each side. Install the 4 urethane bushings as shown.



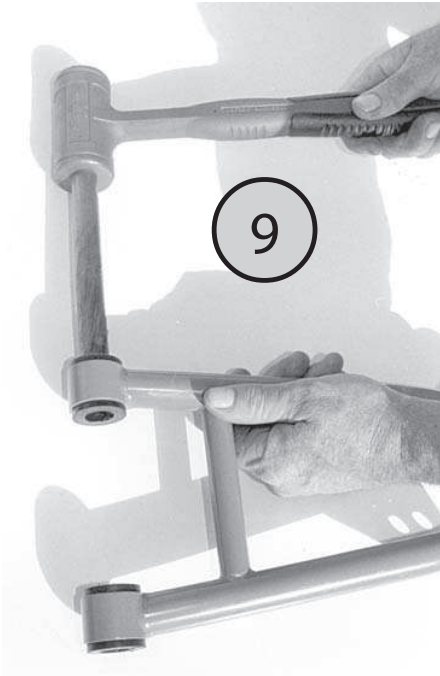
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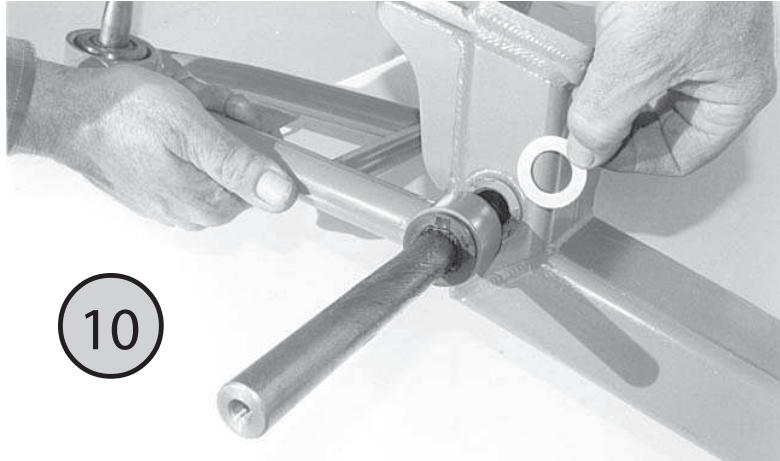
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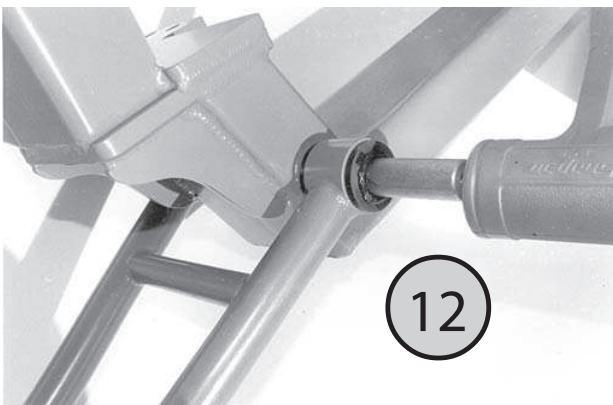
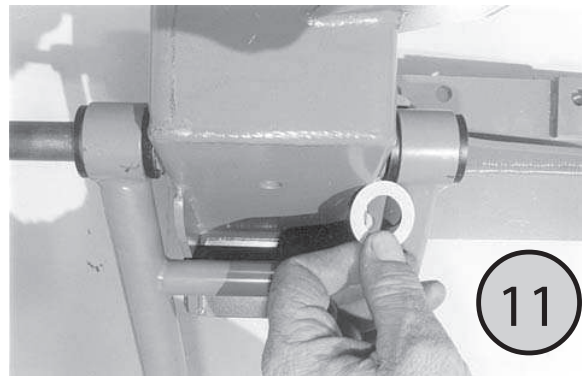
INSTALL LOWER A-ARM - Con't



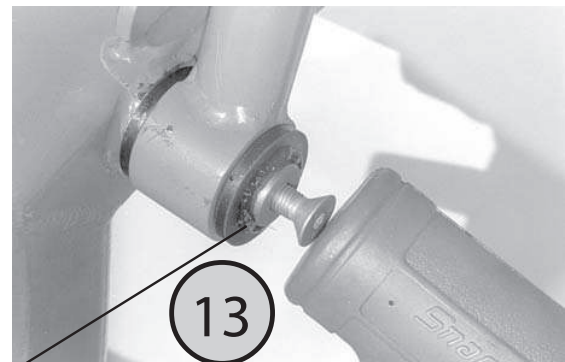
Use only a plastic mallet or rubber hammer to tap the shaft through the first 2 bushings. Then, install a 3/4-inch diameter washer between the bushing and the crossmember. Continue to tap the pivot shaft through the crossmember.



As the pivot shaft meets the other side of the crossmember, install another 3/4-inch diameter washer. You should have one washer on each side of the crossmember.



Continue tapping the shaft through the last 2 bushings, then stop with about 1/4-inch of shaft sticking out.



Use the aluminum capshaft screw (5/16NF X 3/4 countersunk) to tap the shaft through the last 1/4-inch.

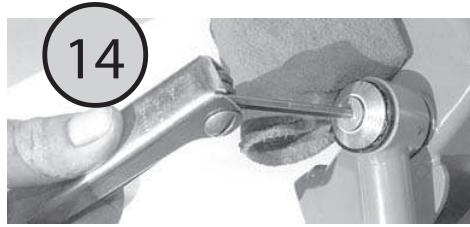
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INSTALL LOWER A-ARM - Con't



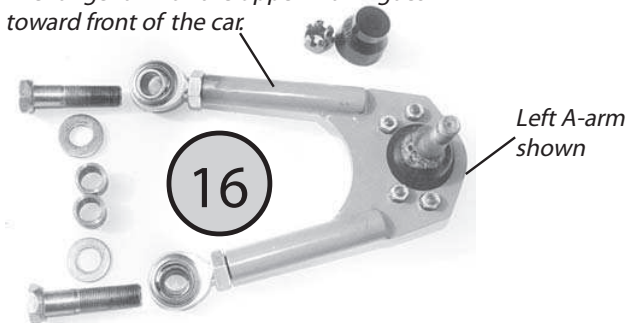
Install the aluminum end caps and Loctite both 5/16 NF countersunk flathead screws in each end. Using an Allen wrench on each end of the shaft (end caps) will keep the shaft from turning.



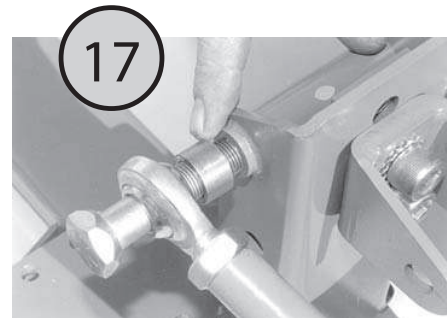
Next, find the 5/16NC X 3/8 set screw, Loctite it and install as shown in lower A-arm cross shaft.

INSTALLING UPPER A-ARMS TO CROSSMEMBER

The longer arm of the upper A-arm goes toward front of the car.

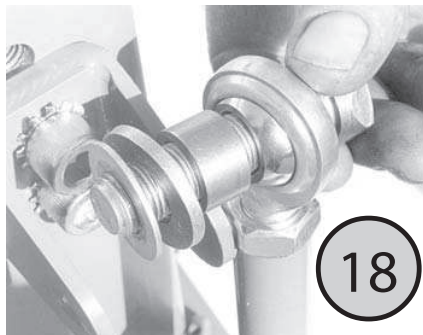


Find these parts to assemble the upper A-arm. The balljoint drops in and is held by four 1/4-20 X 3/4-inch bolts and Nylock nuts (torque to 15 ft. lbs.)



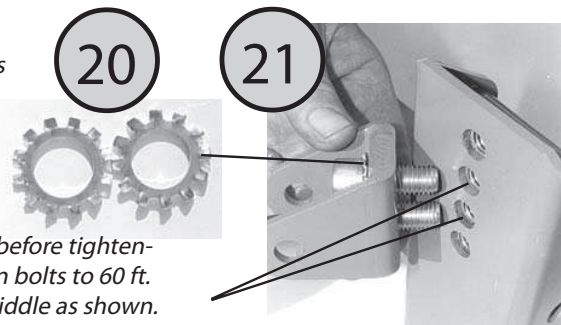
Apply grease on both the upper A-arm pivot bolts. Install a tubular sleeve on each end. Use the shims provided between the sleeve & upper tower to eliminate any end play. Install bolts finger tight until alignment.

Start by loading the rear A-arm bolt as shown, with 1 sleeve, 1 thick washer & 1 thin washer. Eliminate all front-to-rear movement using the washers as shims.



Find these parts to assemble the upper coilover mount. Refer to the HARDWARE PAGE 3 for fastener sizes.

Like two gears meshing together, make sure the external star washers mesh flat before tightening the 2 Allen bolts to 60 ft. lbs. Start in middle as shown.



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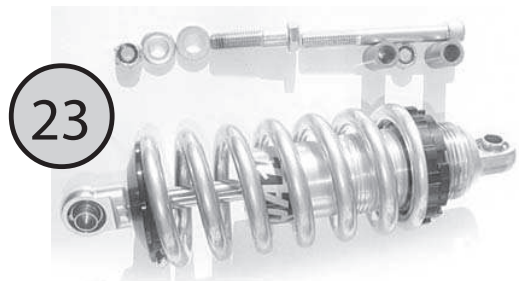
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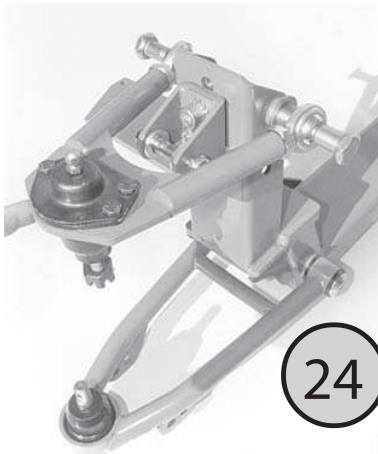
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INSTALLING COILOVER BETWEEN A-ARMS

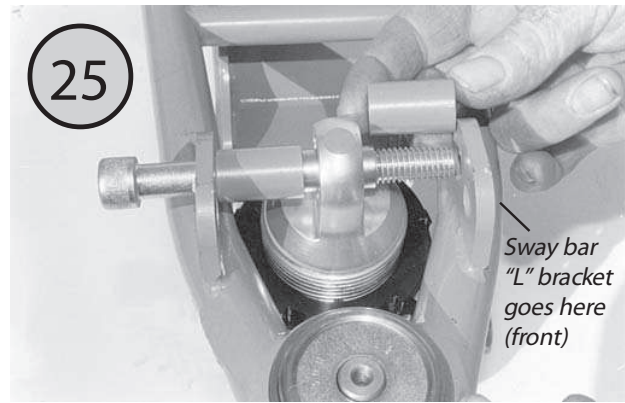
Check the spring pre-load on your assembled coilover. With the top of the spring seated into the upper collar, thread the lower collar with stainless washer (next to spring) against the spring. Using the spanner wrench enclosed, thread the lower collar 3/4-to 1-inch up the threads and tighten the collar lock nut against the lower collar.



Find these bolts to install the coilover between the lower A-arm & upper tower. Refer to page 3 for fastener size and location.



Flip the upper A-arm back and you're ready to install the coilover shocks and spindles with brake assembly.

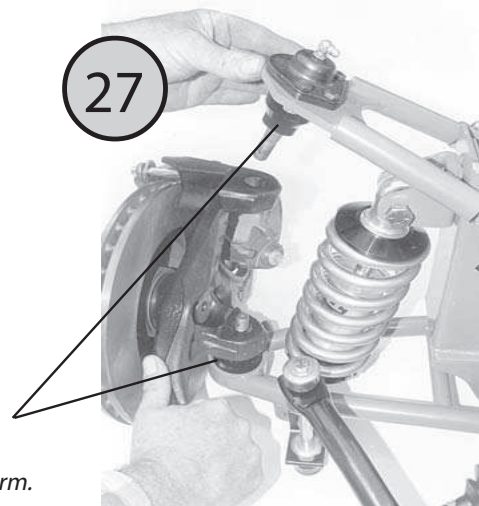


Now you can install the coilover in the lower A-arm. Be sure to install a bushing on either side of the coilover when installing the 1/2NC X 4 1/2-inch bolt. Use thread locker and install the Nylock nut. Torque to 60 ft. lbs. If you're installing a sway bar don't forget the "L" bracket, see #39 & #40.



Be sure to add a thick washer on each side of the upper coilover bushing inside the mounting bracket as shown.

The upper and lower balljoint boots go between spindle and A-arm.



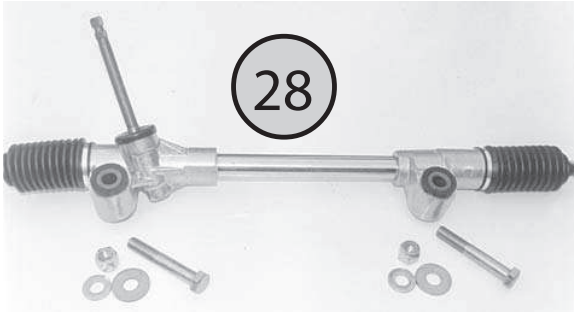
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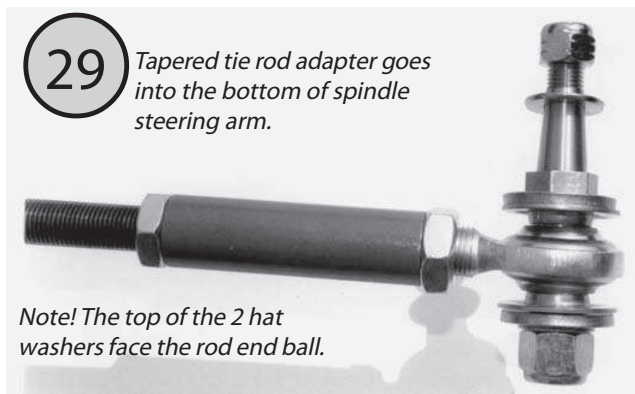
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INSTALLING RACK & STEERING ENDS



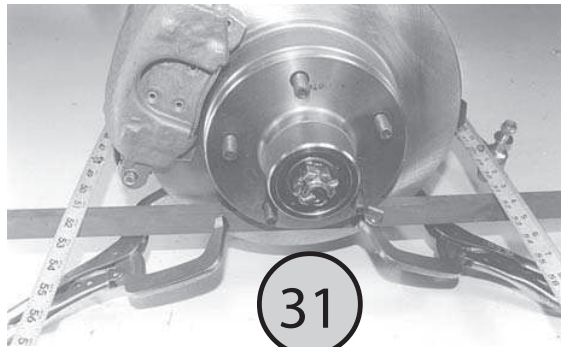
28

Don't install the rack yet. You'll be trimming the tie rod & that can be done on the bench. See page 3 for fastener sizes.



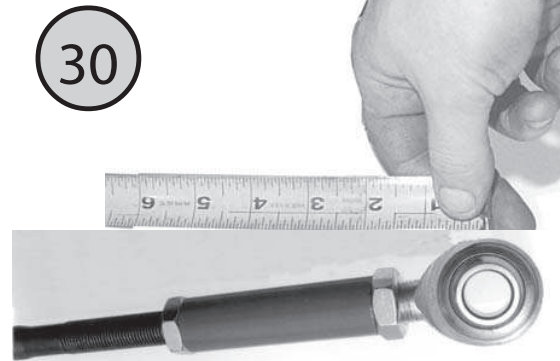
29 Tapered tie rod adapter goes into the bottom of spindle steering arm.

Note! The top of the 2 hat washers face the rod end ball.



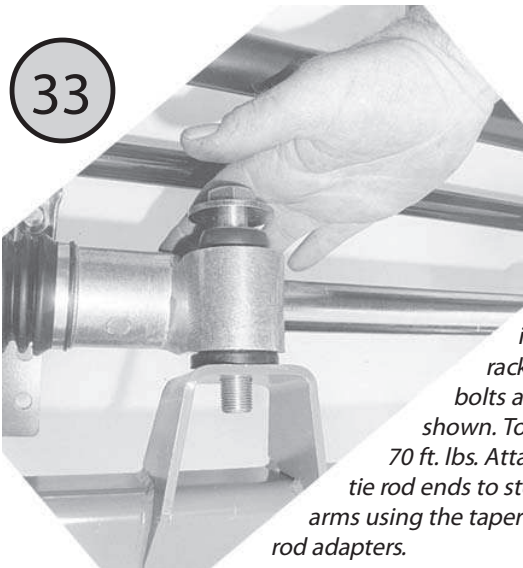
31

Clamp a 24-inch long bar to each rotor, and measure both front and rear of the rotor to make sure they are parallel.



30

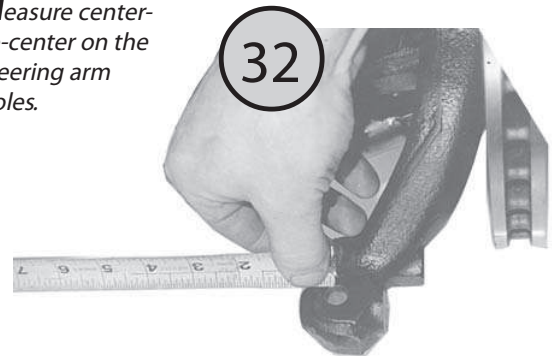
Re-install the rod ends to match the steering arm measurements. Then, turn each rod end in about 1/2 turn for a 1/8" toe-in equivalent.



33

LAST, install the rack and bolts as shown. Torque to 70 ft. lbs. Attach the tie rod ends to steering arms using the tapered tie rod adapters.

Measure center-to-center on the steering arm holes.



32

NEXT, subtract to find the difference between these 2 measurements (#30 & #32) and divide by 2. This will be the amount you need to cut off each tie rod, plus 1 thread. Re-install the rod ends to match the steering arm measurements.

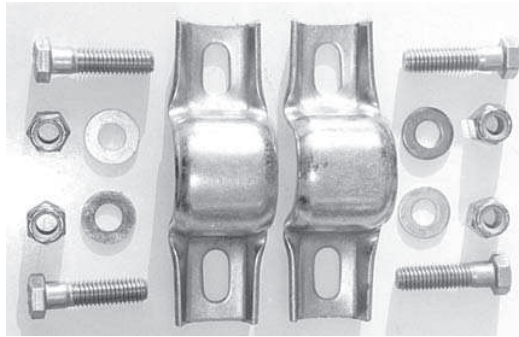
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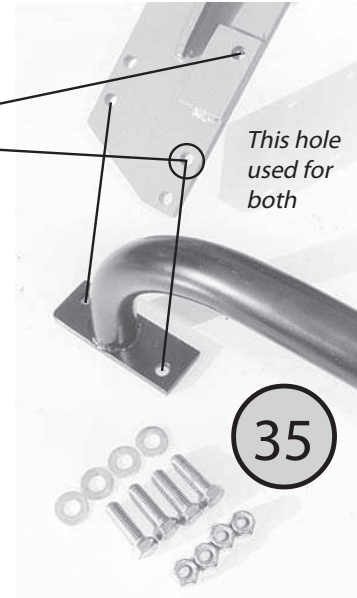
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INSTALLING SWAY BAR & CORE SUPPORT TO CROSSMEMBER



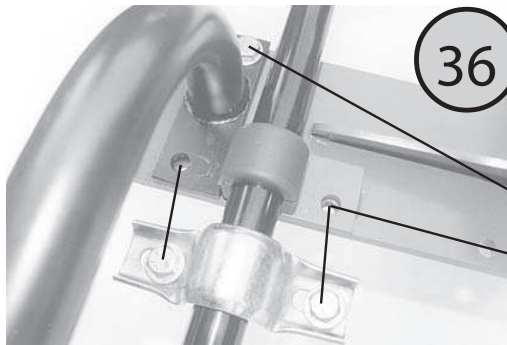
The anti sway bar bushing brackets bolt to the 2nd & 3rd inside frame bolt holes. See #36

34



This hole used for both

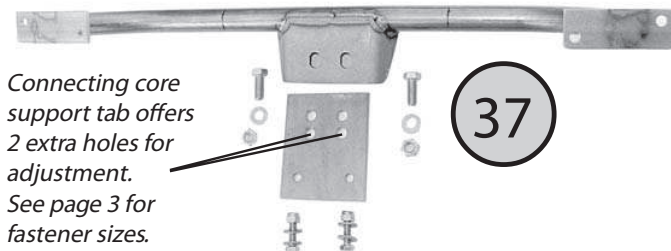
35



36

The core support crossmember bolts to the bottom of the new IFS crossmember legs. The outside bolts go in the front outside holes, in the crossmember legs.

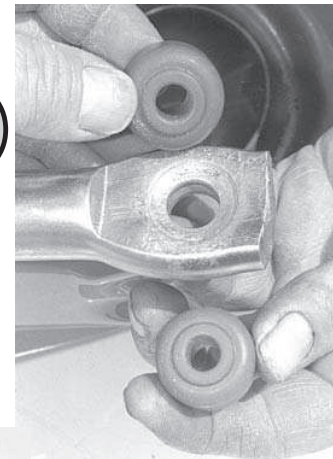
Threaded hole, this side.



Connecting core support tab offers 2 extra holes for adjustment. See page 3 for fastener sizes.

37

38



Install the raised end of the urethane bushings into the holes as shown.



39

The lower sway bar mounting bracket bolts to the lower coilover mounting bolt as shown.

40



The urethane bushed link kit provided with the optional sway bar goes through the bracket on the front of the lower A-arm. The head of the bolt should point toward the ground when loading the urethane bushings. A bushing goes on each side of the sway bar and on each side of the A-arm bracket.

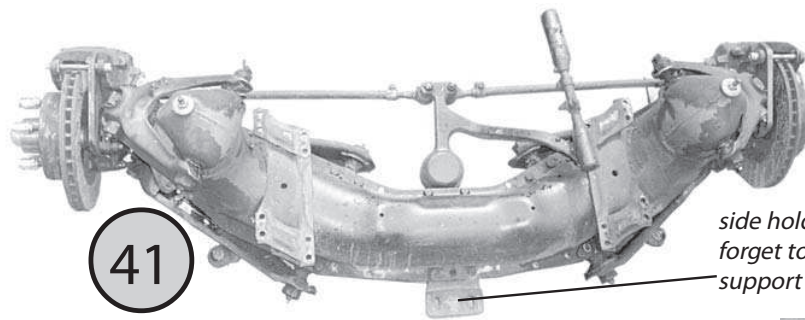
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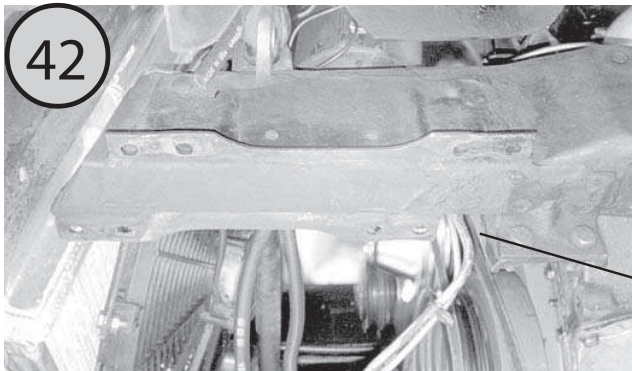
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REMOVING AND INSTALLING TIPS



41

The first thing to do is jack the car up high enough, on flat ground, to remove the old IFS. Start by disconnecting the steering & brake lines. Next, with a floor jack under the IFS remove the 8 bolts on each side holding the old IFS to chassis. Don't forget to remove the 2 bolts holding the core support tab.

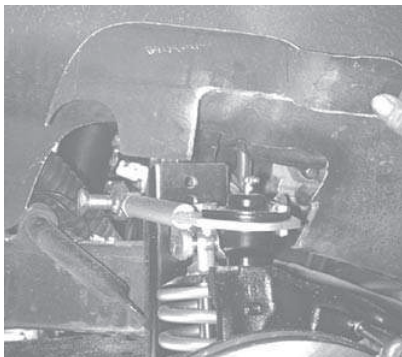


42

This is what the platform looks like on the bottom of each frame rail where the old IFS is attached.

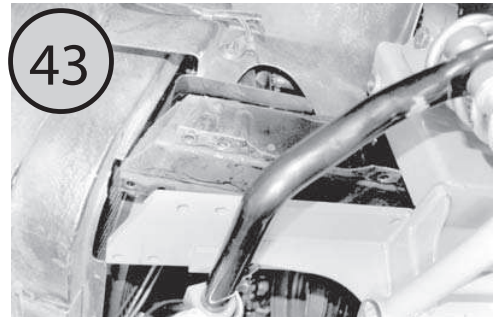
Flange width on the frame rails varies from car to car. If you experience difficulty getting the crossmember up against the bottom of the frame rail, you should mark on the flange where the upper shock towers interfere. Remove the crossmember and notch the flange with a grinder to allow the tower to clear the flange. Four 1/4-inch wide notches will do the job.

Another clearance headache is the lower motor mount tab that's welded to the bottom of the frame. Grind away enough of the mount to allow the new crossmember to fit flat against the bottom of the frame.



44

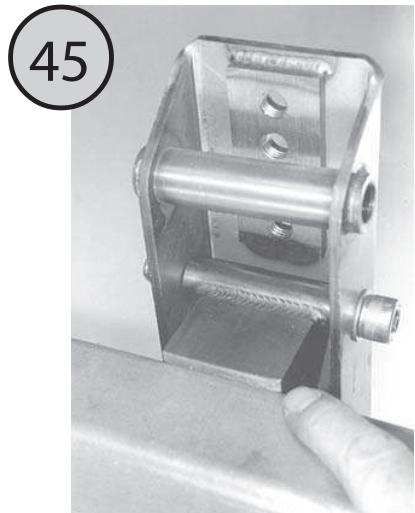
As you jack the entire assembly up under the chassis, you'll need to mark the inner fender panels on both sides. Trim the fiberglass where necessary.



43

The frame flange may need to be trimmed for clearance where the lower steering U-joint goes on the rack and pinion. The lower motor mount and frame tab may need to be trimmed for steering shaft clearance.

The upper tower tabs weld to the frame on both sides. See page 3 for fastener size.



45

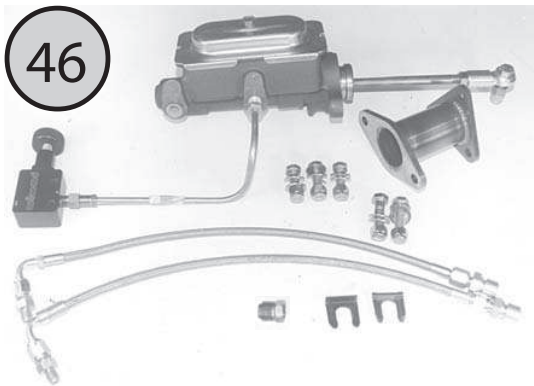
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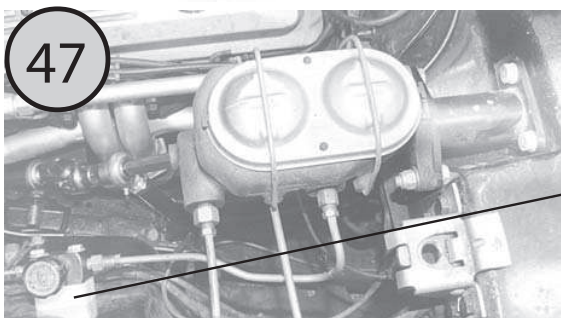
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STEERING AND BRAKE INSTALLATION TIPS



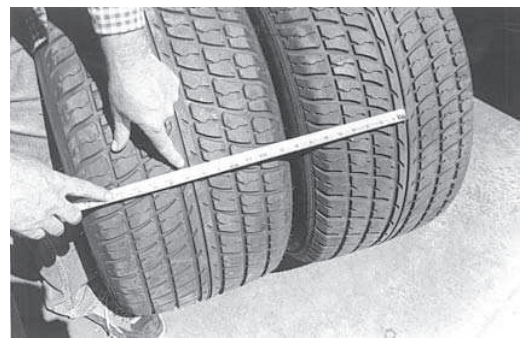
46

The optional brake kit (above) provides all you'll need to change to a disc/drum system. Notice, the proportioning valve goes in the line to the rear drums. Replumb the brake lines by plugging the rear of the original "T". The new line to the rear goes from the rear port of the m/c through the proportioning valve and reconnects into the old rear brake line.



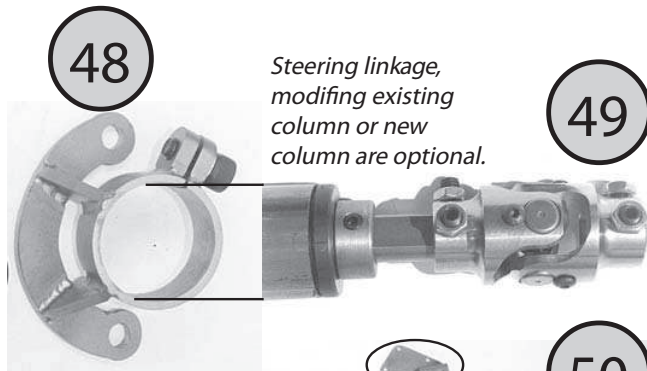
47

Mount the proportioning valve on inner fender panel, using a spacer.



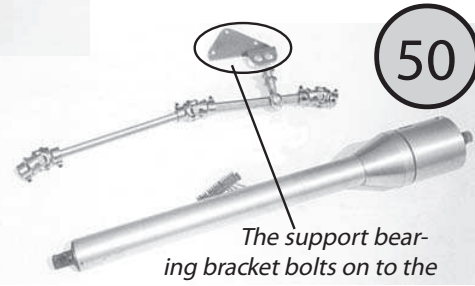
52

WHEN SETTING THE TOE-IN always measure between the same tread on each wheel. We recommend setting about an 1/8-inch toe-in when you're finished with the installation. First, you'll have to measure the back (of tires) between the treads and then the front using the same tread as the rear. When the measurements match, then you can set the front tread 1/8-inch in on both tires.



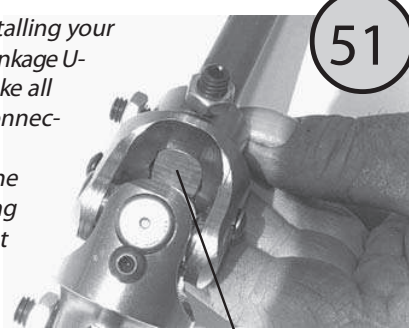
48

Steering linkage, modifying existing column or new column are optional.



49

The support bearing bracket bolts on to the outside of the frame where the original steering box bolted. Place the top of the support bearing mount toward center of car (goes over top of frame rail).



51

When installing your steering linkage U-joints, make all U-joint connections as shown! The connecting shafts that enter the U-joints should be mounted flush on the inside! Your steering can be severely limited or lock-up if the connecting shaft protrudes into the U-joint travel area! Loctite and tighten all set screws in the U-joint as tight as possible and lock in place with the jam nut and check them occasionally.

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