User Guide & Installation Manual

CORNER KILLER

1928-1931 FORD

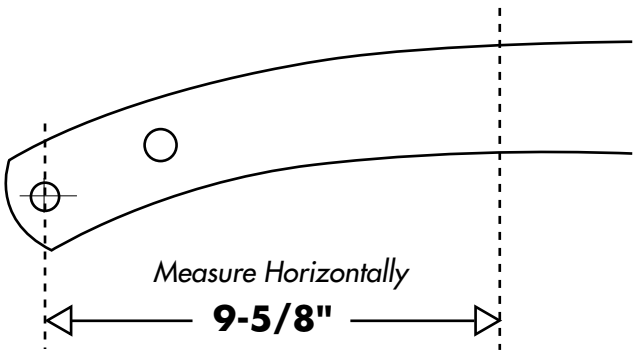
1 Preparing the Frame

To begin, remove all stock components and then grind smooth any bracketry on the frame. Next, remove the stock crossmember and box up the rails (a temporary brace may be needed to hold the rails in place) so that the rails are square as far as the flanges are concerned. NOTE: Boxing plates are sold separately. Weld in short sections. When done, grind all welds smooth.

2 Installing the Crossmember

Find and mark the axle centerline on the top of the frame, which on a Model "A" Ford is 9 5/8" back from the center of the front bumper bolt as shown in Figure 1. Test fit the new crossmember onto the frame 1/8" forward of the marked axle centerline, as shown in Figure 2. Pull the rails in to fit the crossmember up onto the rails. The crossmember should sit flat against the bottom of the frame rails. Clamp in place and weld when the crossmember is completely square on the frame and measurements have been double-checked. Securely weld the sides, top and bottom to prevent unwanted flex and twist. Add mounts for the radiator 3/4" in front of the axle centerline and 1/2" below the top of the frame as shown in Figure 3. Clamp in place and weld on all sides.

Figure 1.



IMPORTANT INFORMATION!

1. ***Read these instructions fully before starting your installation.***
2. ***MEASURE TWICE, WELD ONCE!***

3 Assembling the Components

Assemble suspension components but do not install coil-overs at this time. Position car at at the desired finished ride angle (rake) and prop up the lower control arms. The center of lower ball joint housing should be 3/4" above centerline of inner pivot bolt. Using adjusters in upper control arms, adjust camber to the following settings:

Caster=1° positive
Camber= 1/4° positive
Toe-in= 1/8" +/– 1/8"

The caster and camber are set using the adjusters in the upper control arms. Both adjusters should be adjusted equally, as should both sides of the vehicle. 2° or 3° of caster will give better high-speed stability. Fine tune to desired quality. Both sides of the vehicle must have equal caster settings, or the vehicle will pull to one side. Relax the suspension and install the coil-overs. The spring seat rings should be in the bottom position, providing the least amount of preload. Adjust the spring seat rings to position the ride height to the 3/4" dimension described above. Place the vehicle on the ground. Adjust the spring seats to maintain the position of the lower ball joint housing in relation to the inner pivot bolt as described above. At this point, the vehicle should be fully weighted as finished.

4 Final Adjustments

Car should be finished and driveable. After a few hundred miles, double check alignment and ride height as springs may have settled and changed camber settings. Adjust ride height before changing the alignment.

Figure 2.

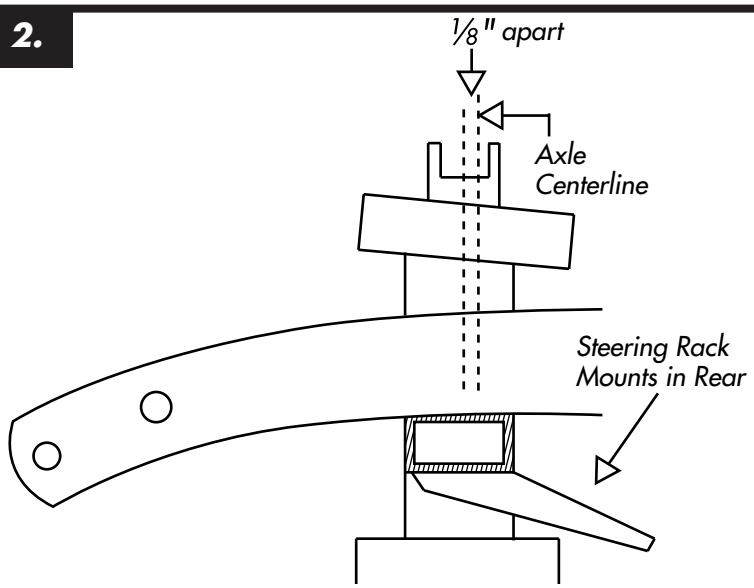
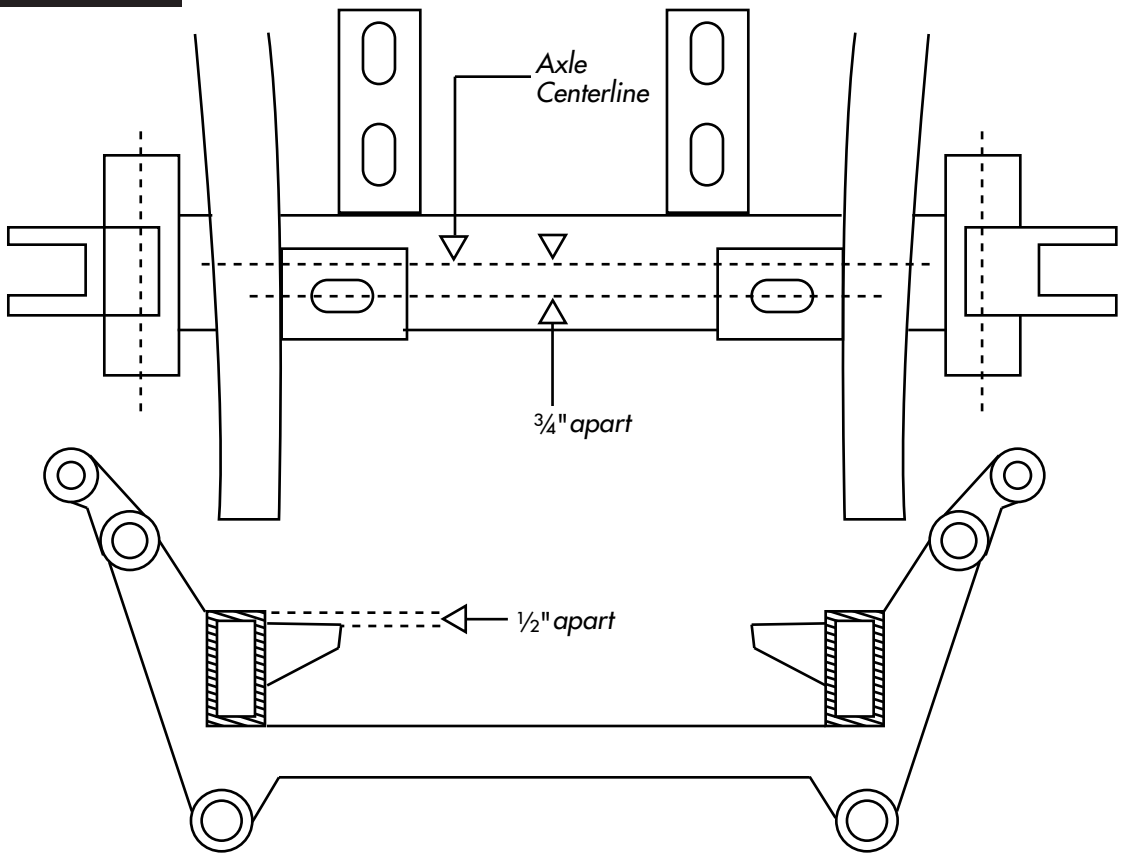


Figure 3.



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COIL OVER ASSEMBLY & ADJUSTMENT

INCLUDED:

- HEXSHX1273 x2
- HEXSHXA1 x2
- HEXSHXA3 x2
- HEXSHXB1 x2
- HEXSHXB2 x2
- HEXSPR3 x1

1

First connect Loop shock adapter (HEXSHXB1) to the shock as shown below.

2

Next slide Threaded shock adapter with perch (HEXSHXA1) down shock as shown in the picture. Make sure the side that is lipped in facing down when you put this part on.

3

It should look like this afterwards.

4

You will need to losen set screw in locknut so shock can receive spring. As shown below.

5

You will next put the spring cap for shock (HEXSHXA2) on the other end of the shock like shown below.

6

Now repeat for the other side.

Ajusting Coil Overs

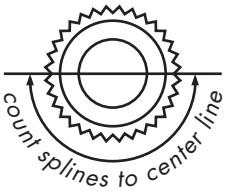
UNINSTALLED
Simply take the spring off of the shock, loosen allen head located within locking ring. Once loosened, rotate ring to desired position. Re-tighten allen head (using locking adhesive if necessary), then put spring back in place. Lastly, reinstall shock/spring setup.

INSTALLED
Loosen allen head located within locking ring. Once loosened, (using spanner wrench) rotate ring to desired position. Re-tighten allen head (using locking adhesive if necessary).

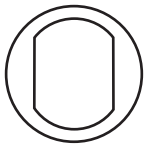
DETERMINING SPLINE SIZE

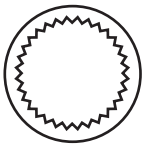
To determine the spline size of a component (rack and pinion, steering column and steering box), measure the outside diameter and count the number of splines. If there is a flat spot on the shaft and some of the spline are missing, count halfway around where there are splines and double that number. We need to know how many teeth are in a theoretical full circle.

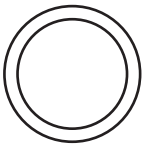
Available U-joint combination are:
A) Smooth bore on both ends
B) Smooth bore and Spline or Double D
C.) Spine and/or Double D on each end



MULTIPLY BY TWO


Double D (DD)


Splined (SP)


Smooth (S)