User Guide & Installation Manual

CORNER KILLER II IFS

1941-1948 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, drill out the rivets and grind them smooth. NOTE: A temporary brace may be needed to hold the frame rails in place after the crossmember is removed. Using the center of the rubber axle snubber holes as a reference point, scribe a line around the rails to denote the axle centerline. See Figure 1. The wheelbase should be 114". Trim the lower flange off the frame to 1-1/2". Plug and weld the large hole in the stock boxing plate behind the axle centerline.

2 Installing the Crossmember

Test fit the new crossmember onto the frame. The centerline of the crossmember should match up to the marked axle centerline. See Figure 2. If there is a gap between the crossmember uprights and the frame rails, a spacer or filler may be required. If the crossmember is too wide, grind it so it fits snugly. Clamp in place and weld when the crossmember is completely square are measurements have been double checked. Weld the sides, top and bottom securely to prevent unwanted flex and twist.

3 Assembling the Components

Make sure the upper control arm mounts line up with the main crossmember and contact the entire top ends of the crossmember flush. See Figure 3. If there is a gap between the frame and the upper mounts, grind the edge where the upper mounts contact the crossmember. Double check that the tubes are parallel and square as viewed from the top. The dimension across the upper arm cross tubes should be 28-1/8" + or - 1/8". See Figure 4. Weld securely after measurements have been double-checked. Next, assemble the suspension components but do not install the coilover assemblies yet. Position the car at the finished ride angle and prop up the lower control arms so they are level.

IMPORTANT INFORMATION!

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

Set the camber, caster and toe-in. Settings are as follows:

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 car. 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.Next, relax the suspension and install the coilovers with the spring seats in the bottom position for the least amount of preload. Place the car on the ground. Adjust the spring seat rings to position the ride height of the suspension so the control arms are level. At this point, the car should be fully weighted as finished. Double check the alignment.

4 Final Adjustments

The vehicle 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.

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Figure 1.

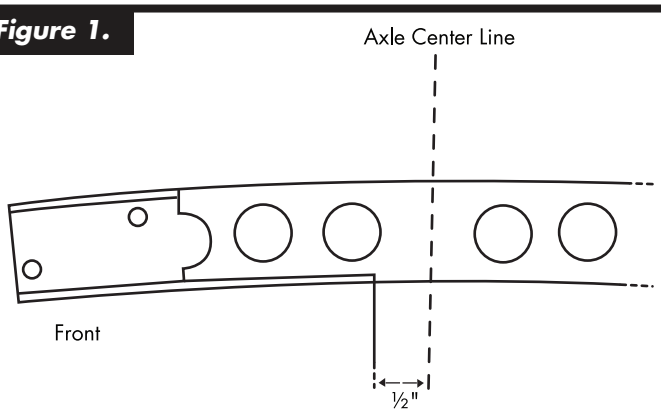

Figure 2.

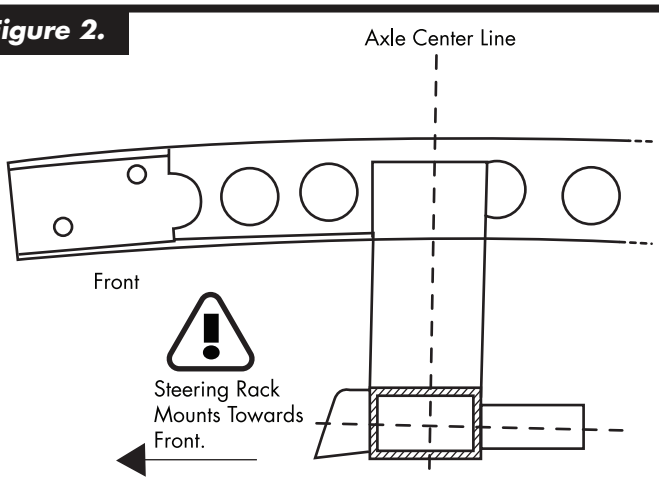

Figure 3.

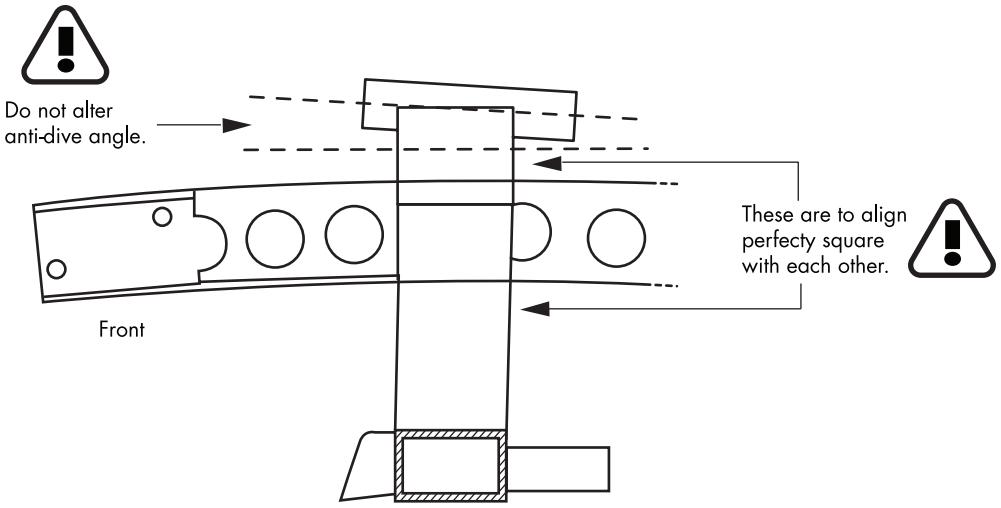

Figure 4.