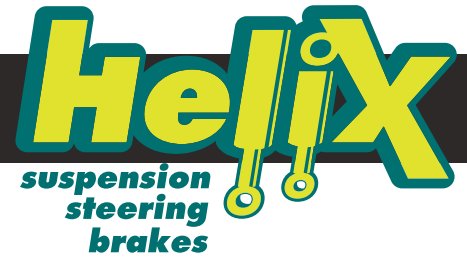


1947-1954 CHEVY PICK-UP



! IMPORTANT INFORMATION!

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

1 Preparing the Frame

Support the truck on four jack stands at the same angle as it sits on the ground. Remove all stock components from the frame. Note the location of the front spring shackle mounts, as they are used for a measuring reference point. Flatten the top of the frame rail where it is turned up for the old steering box mount. Box the front frame section (**NOTE: boxing plates sold separately**) and weld the plates in place.

2 Installing the Crossmember

Measure 18 $\frac{1}{8}$ " back from the center of the front spring shackle hole and scribe a vertical line to represent the spindle centerline. See **Figure 1**. Position the crossmember inside the frame and center it on the centerline mark. If the crossmember doesn't fit into the frame, grind the sides of the crossmember uprights. Once the crossmember is seated flat against the bottom of the frame rails, double check measurements and weld the crossmember in place. Next, install the upper control arm mounts. See **Figure 2**. The mounts should be parallel and square as viewed from the top, and look as though they are an extension of the crossmember. See **Figure 3**. After double checking measurements, weld the upper control arms in place.

3 Assembling the Components

For a manual rack, measure 4 $\frac{5}{8}$ " forward from the centerline and 1 $\frac{1}{2}$ " up and make a mark. For a power rack, measure 5" forward from the centerline and 1 $\frac{1}{2}$ " up and make a mark. Draw a 2 $\frac{1}{8}$ " radius, using the mark as the top of the radius. See **Figure 4**. Trim out the material inside the radius, and test fit the rack into place. Grind more material out of the notch if necessary and weld the rack into place.

Assemble the rest of the [suspension components](#), but do not install the coil-overs at this time. Position the vehicle at the desired finished ride angle (rake) and prop up the lower control arms so they are level. Set the caster, camber and toe-in 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 vehicle. 2° or 3° of caster will give better high-speed stability. Fine tune to desired quality. **NOTE:** Make sure both sides have equal caster settings, otherwise the vehicle will pull to one side. Relax the suspension and install the coil-overs with the spring seat rings in the bottom position for the least amount of preload. Place the vehicle on the ground and adjust the spring seat rings to position the ride height of the suspension so the lower control arms are level. Make sure the vehicle is fully weighted as finished at this point.

4 Final Adjustments

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

CORNER KILLER II

1947-1954 CHEVY PICK-UP

