1953-1962 Chevy Corvette Coil-Spring Front End
Install Sheet

1-866-925-1101
www.totalcostinvolved.com

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST BEFORE INSTALLATING OF THE KIT.
IF ANY PIECES ARE MISSING, PLEASE CONTACT: TOTAL COST INVOLVED 800-925-1101

Parts List:

QTY	Part	QTY	Part	QTY	Part
1	Cross member	2	Tie rod ends with jam nuts	1	Right spindle assembly
1	Upper spring mount, right	2	Springs	2	Upper control arm assemblies
1	Upper spring mount, left	2	Shocks	1	Lower control arm assembly
1	Rack & pinion	1	Left spindle assembly	1	Right control arm assembly

1. Remove the motor. Support the front and rear of the chasses on jack stands. Be safe! Avoid pulling and pushing on the vehicle while it is off the ground.
2. Mark the axle centerline on the chassis. Remove the original front suspension and steering components

3. Clean and prep the rail area on top, underneath, and on the outside where the cross member and upper spring towers will go. Slide the cross member in the chasses fro underneath by lining up the front holes of the cross member with the rear holes of where the original cross member was. Check that the center of the cross member is lined up with the axle center line mark you made before removing the original suspension

4. Bolt the cross member on. Clamp the back of the cross member to the rail and weld the cross member plate to the bottom of the rail. Tack weld the upper spring mounts to the top of the outside of the rails by lining up the centerline of the cross member with the centerline of the spring mounts. The right (passenger) spring mount has a notch to clear the fuel pump. Weld the spring mounts in once you are sure they are placed correctly.

5. Bolt the lower control arms on with the ball joint pointing up. The stainless steel washer go on the outside of the bushings. Attach the shock to the control arm. Slip the coil spring over the shock and fasten to the upper spring mounts by sandwiching the mount between the shock's mounting hardware. The use of a spring compressor is required to perform these steps. Be careful when working with a compressed spring as it contains stored energy that can cause severe injury if mishandled

6. Install the upper control arms and attach the spindles to the control arms. The steering arms go in front with the calipers on top.

7. Mount the rack & pinion to the cross member. The assembly order is 5/8-18x4.0-4.5" bolt, 5/8" stainless steel washer, through the rack & pinion with the bushing flange on the underside, 5/8" spacer (if using a power rack), cross member bracket, and 5/8" nyloc nuts. Center the rack by turning all the way to the left and measuring from the end (when it is straight to a fixed point like the bracket on the cross member. Turn the other direction and measure from the same points. Take the difference of these numbers, divide it by 2, and add this to the last measurement you took and this is where the end of the tie-rod will be when the rack is centered. Thread the tie-rod jam nuts on followed by the tie-rod ends and attach to the steering arms from underneath. Be careful not to bump the rack once you have centered it.

8. Tighten all suspension fasteners and return the vehicle to the ground with all components reinstalled (motor, body work, etc.) The vehicle can be taken to an alignment shop to properly set the alignment specifications below.

9. After 500-700 miles, check the suspension. The springs should have settled by now and allowed the control arms to become parallel to the ground. If they are not, cut off up to one coil and allow the control arm to be parallel to the ground

Camber: 0 degrees | Caster:1-1/2 degrees | toe in:1/16"+1/16"