



1928-'34 INDEPENDENT FRONT SUSPENSION

PARTS LIST

1 IFS Crossmember	1	13 Coil-Over Mnting Lock nut	4	25 Inner Bearing Race - installed	2
2 Upper Control Arm - Left	2	14 Ball Joint - installed	4	26 Brake Rotor	2
3 Lower Control Arm	2	15 Ball Joint Castle Nut	4	27 Outer Bearing Race - installed	2
4 Eccentric	2	16 Steering Arm - Left	L&R	28 Outer Bearing - installed	2
5 Eccentric Lock Set-Screw	4	17 Spindle	2	29 Spindle Washer	2
6 Control Arm Mnting Bolt	4	18 Standard Caliper Brkt - Left	L&R	30 Cotter Key - not pictured	2
7 Stainless Cup Washer	16	19 Caliper Bracket Mnting Bolt	4	31 Spindle Nut with Lock	2
8 Control Arm Bushing Halt	16	20 Caliper Bracket Lock nut	8	32 Grease Cap	2
9 Bushing Sleeve	8	21 Standard Caliper - Left	L&R	Optional	
10 Control Arm Mnting nut	4	22 Standard Caliper Mnting Bolt	4	33 Full-Circle Caliper Bracket	L&R
11 Coil-Over Shock	2	23 Grease Seal - installed	2	34 4-Piston Caliper	L&R
12 Coil-Over Mnting Bolt	4	24 Inner Bearing - installed	2		

Installation Instructions

PLEASE READ THESE INSTRUCTIONS THOROUGHLY BEFORE BEGINNING INSTALLATION

The installation of CPP's Independent front suspension unit may appear complicated, but it is really very simple. Because CPP has engineered all the correct angles and geometry into the crossmember itself, all that's required are a few careful measurements to locate the crossmember correctly on your chassis before welding it into position. If you are installing the IFS unit onto a stock frame, there is some work involved in preparing the frame for the installation, but the remainder of the job can be accomplished with everyday hand tools. We recommend that all welding be performed by a qualified welder. We also recommend that you have the alignment checked at a front end shop when you are finished.

The installation procedure is the same for all '28 thru '34 chassis, but the location measurements differ. Please be sure to use the correct dimensions from the diagram for your particular car shown below.

1. PREPARING THE STOCK FRAME

- Remove all of the old steering and suspension components.
- Tack weld two braces to the top and bottom of the frame rails behind the original crossmember to insure that frame rails do not move.
- Remove original crossmember by drilling out the rivets.
- Box the frame rails and weld up the rivet holes left by the original crossmember.
- Finish grind all welds.

2. INSTALLING THE IFS CROSSMEMBER & RADIATOR TABS

- Mark stock axle centerline on the frame rails as per diagram at right that applies to your chassis.
- Fit IFS crossmember squarely on rails, top and bottom, with the centerline of the crossmember located 1/4" forward of the stock axle centerline.
- Tack weld IFS crossmember to boxed frame rails.
- Recheck all measurements. (Check measurements diagonally to check for squareness)
- Weld crossmember to rails on all sides.
- Weld radiator tabs in position as per diagrams.

3. INDEPENDENT SUSPENSION ASSEMBLY

- Install Lower Control Arms onto crossmember. The lower arms are identical, so there is not a left or right.
- Install the Upper Control Arms with the Eccentric onto the crossmember. The upper arms are marked right and left as they are different.
- Install the Spindle, Brake Rotor assembly (assembly comes with bearings packed and seals installed) to the ball joints with the caliper brackets and steering arms facing the rear.
- Install the Rack & Pinion steering gear.
- Install the Coil-over Shocks.

4. SETTING RIDE HEIGHT

- With full car weight on suspension, Lower Control Arm pivot should be 1/2" to 1 " lower than the center of the Ball joint sleeve. To adjust, jack up the car to remove the weight and then turn the lower rings on the Coil-overs. The Lower Control Arms will angle slightly uphill towards the wheels when properly set.

5. SETTING CAMBER

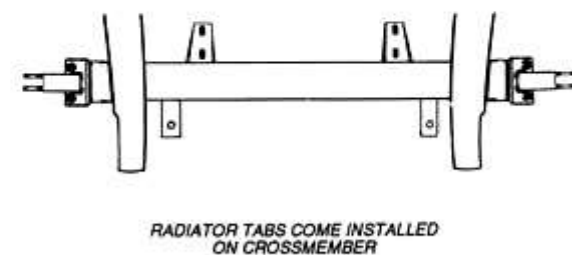
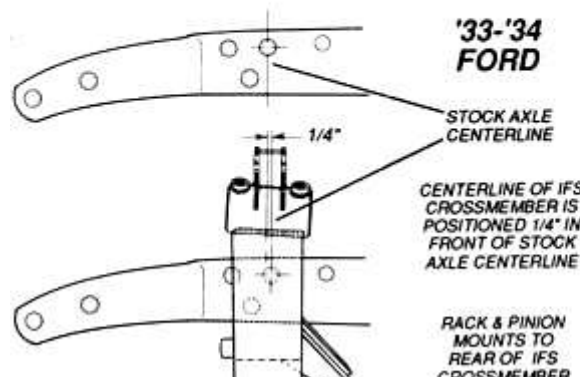
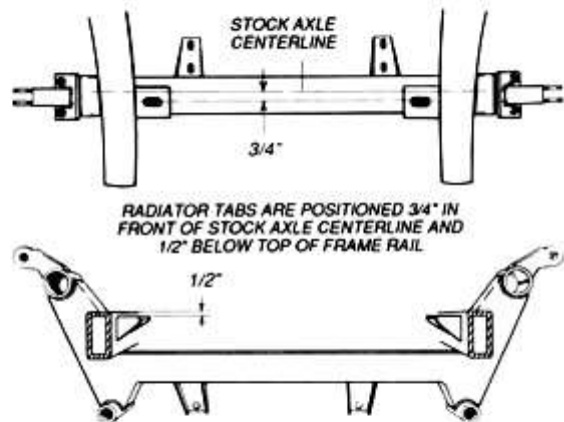
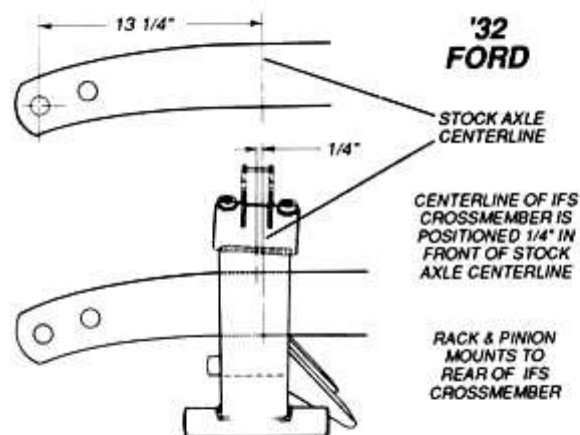
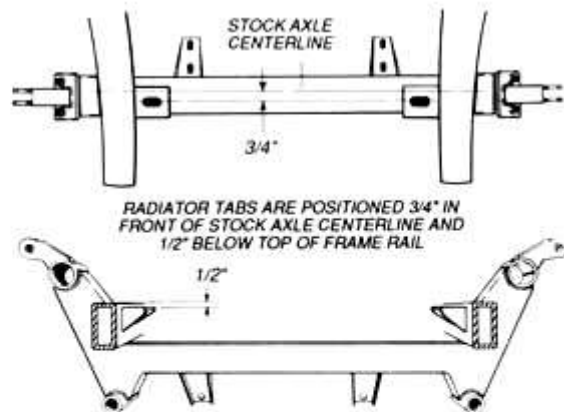
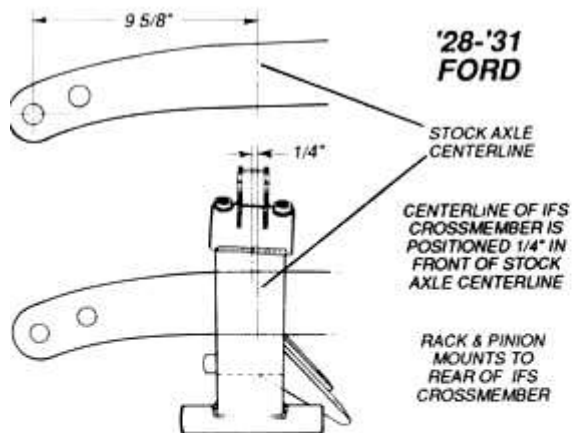
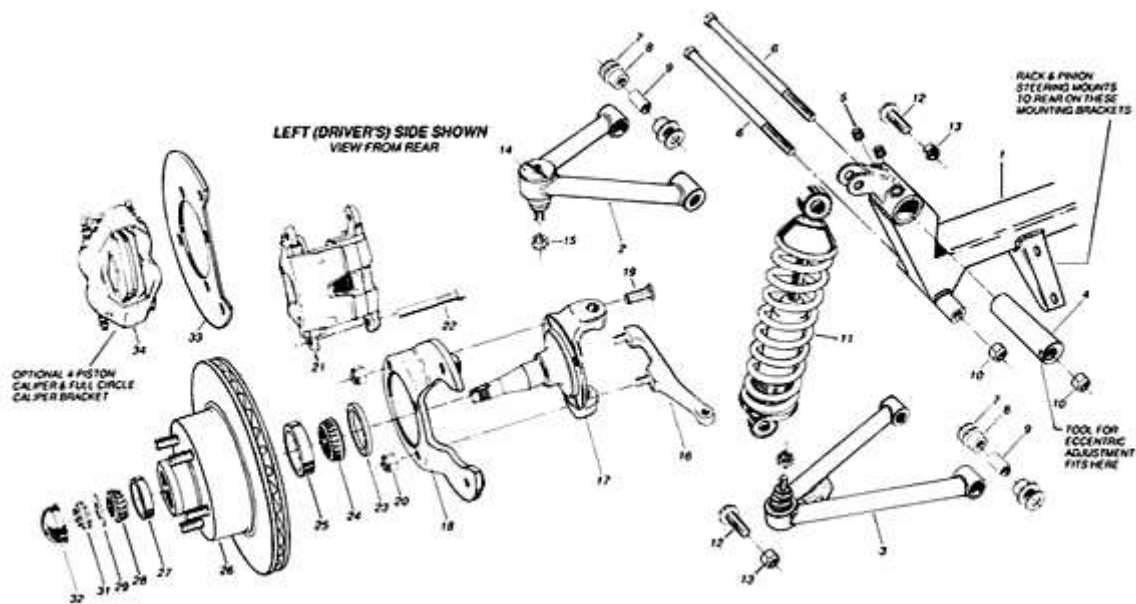
- Loosen set screw locks on Eccentric housing.
- Rotate Eccentric by inserting the provided tool or an equivalent 1 1/4" diameter object (phillips screwdriver) into the hole on the side of the Eccentric. Rotating Eccentric is easier with car jacked up, but Camber must be checked at ride height.
- Camber should be set at 1/4" Positive.

6. SETTING CASTER

- With set screw locks still loose, Caster is set by sliding Eccentric slightly fore or aft within its housing. Gentle tapping with a soft hammer may be required.
- Set Caster between 1" and 1-1/2" Positive, making sure that both left and right sides are set the same.
- Tighten set screws to lock in Caster and Camber settings.

7. SETTING TOE-IN

- Set Toe-in by adjusting the tie rod ends on the Rack & Pinion steering gear.
- Toe-in should be set at 1/32" for radial tires and 1/16" to 1/8 " for bias-ply tires.





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