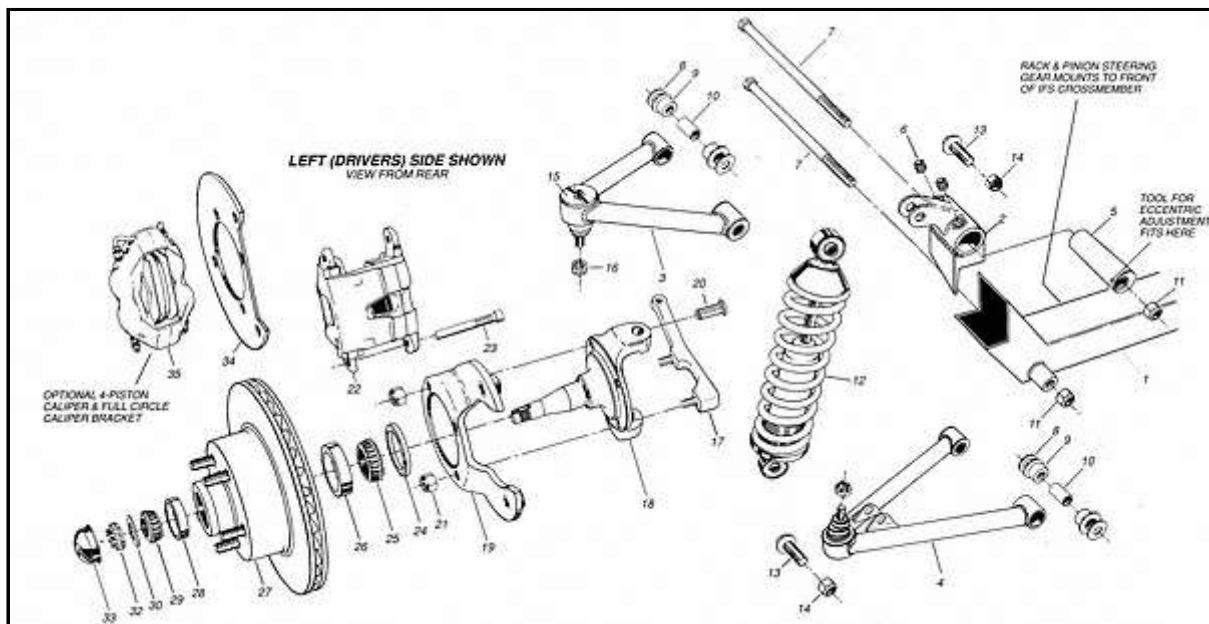


**CLASSIC PERFORMANCE PRODUCTS**[HOME](#)[E-MAIL](#)[TECH](#)[BOOKS](#)**Classic Performance Products 175 East Freedom Avenue Anaheim, CA 92801**

1935-'48 INDEPENDENT FRONT SUSPENSION

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 and upper towers correctly on your chassis before welding them 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



PARTS LIST.

NO.	DESCRIPTION	QTY	NO.	DESCRIPTION	QTY
1	IFS Crossmember	1	19	Standard Caliper Brkt - Left	L&R
2	IFS Upper Tower - Left	L&P	20	Caliper Bracket Mounting Bolt	4
3	Upper Control Arm - Left	L&R	21	Caliper Bracket Locknut	8
4	Lower Control Arm	2	22	Standard Caliper - Left	L&R
5	Eccentric	2	23	Standard Caliper Mounting Bolt	4
6	Eccentric Lock Set-Screw	4	24	Grease Seal - installed	2
7	Control Arm Mounting Bolt	4	25	Inner Bearing - installed	2
8	Stainless Cup Washer	16	26	Inner Bearing Race - installed	2
9	Control Arm Bushing Half	16	27	Brake Rotor	2
10	Bushing Sleeve	8	28	Outer Bearing Race - installed	2
11	Control Arm Mounting Locknut	4	29	Outer Bearing - installed	2
12	Coil-Over Shock	2	30	Spindle Washer	2
13	Coil-Over Mounting Bolt	4	31	Cotter Key - not pictured	2

14	Coil-Over Mounting Locknut	4	32	Spindle Nut with Lock	2
15	Ball Joint - installed	4	33	Grease Cap	2
16	Ball Joint Castle Nut	4	34	Optional 360° Caliper Brkt - Left	L&R
17	Steering Arm - Left	L&R	35	Optional 4-Piston Caliper-Left	L&R
18	Spindle	2	36	Rack & Pinion Strg. - not pictured	1

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 the 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 LOWER IFS CROSSMEMBER

Fit lower IFS crossmember squarely on the bottom of the rails with the centerline of the crossmember located 15-1/4" back from the center of the frontmost bumper bracket hole in the frame as indicated in the diagram at upper right.

Tack weld lower IFS crossmember to boxed frame rails.

Recheck all measurements. (Check measurements diagonally to check for squareness)

Weld crossmember to rails on all sides.

3 INSTALLING IFS UPPER TOWERS

Bolt upper towers to installation fixture as shown in diagram at bottom right. Position towers and fixture on top of frame rails with center of tower upright located 15-314 " back from front hole in frame as indicated in diagram at upper right.

Tack weld upper towers to frame rails.

Recheck all measurements.

Weld upper towers to frame rails on all sides.

Remove installation fixture.

4 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 facing the rear and the steering arms facing the front.

Install the Rack & Pinion steering gear.

Install the Coil-over Shocks.

5 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 Balljoint 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.

6 SETTING CAMBER

Loosen set screw locks on Eccentric housing.

Rotate Eccentric by inserting the provided tool or an equivalent 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.

7 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.

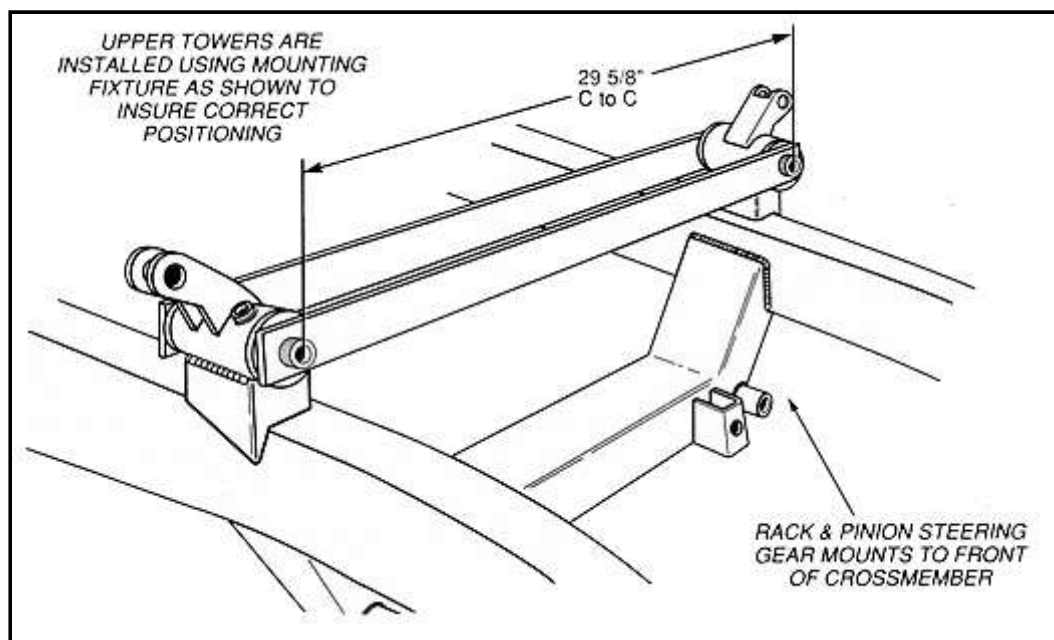
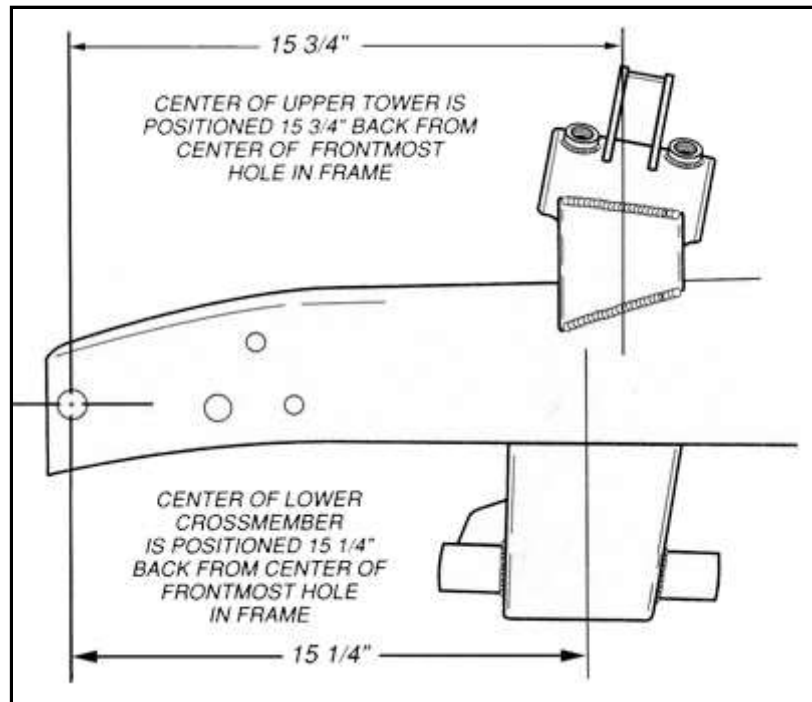
Set Caster between 1° and 1-1/2° Positive, making sure that both left and right sides are set the same.

Tighten set screws to lock in Caster and Camber settings.

8 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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