



ULTRA RIDE IFS INSTALLATION INSTRUCTIONS

1. Remove front sheet metal, radiator and engine.
2. Locate and mark the front axle centerline on the tops of the frame rails.
 - Note: On some vehicles the centerline may need to be moved to better center the wheels in the wheel opening. As an example we recommend moving the centerline forward 1" on 1953 - 56 Ford trucks.
3. Remove all front suspension and any crossmembers that will be in the way of the new suspension.
 - Note: If you need to remove the crossmember that supports the radiator and the front sheet metal you must measure and record where the core support mounts so that you can build a new support and get it in the proper position. This is VERY IMPORTANT!
4. Put frame on jack stands, leveling it side to side. If you are going to have any rake in the chassis front to rear, then set the frame at the anticipated rake front to rear. If you're not going to have any rake, then set the chassis level front to rear.
5. Check the frame is square by cross measuring diagonally from like points on each frame rail. If frame is out of square you must get it square before proceeding.
6. If your frame is of the open 'C' channel type, then you must box it in at least 6" ahead and 6" behind the axle centerline. We recommend that you box it from the firewall forward if possible. Make your boxing plates from at least 3/16" steel plate.
 - Note: When boxing any frame, tack weld the boxing plates in place on both sides then weld in place very slowly, skipping from side to side, only welding 1" to 2" at a time. If you weld more than that you risk warping your frame rails.
7. With the frame boxed, leveled and at the desired rake, use a level to draw vertical centerline marks down the inside and outside of the frame rails.



8. Set lower crossmember in place with the rack mounts forward, centering it front to rear on your centerline marks. Level it side to side and front to rear. With the crossmember level front to rear you may find that you have a slight gap between the top of the crossmember and the bottom of the frame. If this happens then fill the gap with weldable shim material.
9. Measure from each lower a-arm hole in the crossmember to the opposite frame rail to make sure you have the crossmember centered side to side. With the crossmember located, tack weld it in place in several places on each frame rail. Now recheck all measurements.
10. Next locate the upper towers, they also center front to rear on the axle centerline. The side with the tapped holes goes to the outside of the frame and the inside drops down to meet the top of the lower crossmember upright. It may be necessary to grind a little of the bottom of the inside of the tower to get it to set all the way down on the frame. Mark and drill 1/2" holes in frame rail sides where the bolts go through the coilover mounts.
 - Note: Not all Ultra Ride kits have separate upper towers. If they are integrated into the crossmember, then this step can be skipped.
11. Set chassis up on jack stands, leveling it side to side. Set it at anticipated rake front to rear.
12. Locate and mark axle centerline on tops of frame rails. Then using a level mark outsides of both frame rails.
13. Remove stock front suspension completely. In some applications it may be necessary to remove engine to install crossmember, if so then do that before proceeding.
14. Put crossmember up underneath frame centering it front to rear on the axle centerline. Raise it up against the bottom of the frame rails, leveling it front to rear.
 - Note: There may be a gap either in front or in rear between the bottom of the frame and the top of the crossmember, depending on how much rake you set in the frame front to rear. The crossmember must be level front to rear as well as side to side. If this leaves you with a gap, then fill it with weldable material if it is more than you can fill with weld.



15. With crossmember located tack weld it in place on both frame rails, skipping from side to side when welding. After tacking in place double check all measurements. If everything is right then weld completely in place, again skip from side to side to prevent overheating and warpage.
16. Install a-arms on crossmember. Install coilover shocks on lower a-arms and on upper mounts on crossmember.
17. Install spindles on a-arms.
18. Install rack and pinion on crossmember, install tie rod ends on rack. Bolt tie rod ends to spindles from underneath.
19. Pack wheel bearings with grease, then install caliper mounting brackets and rotors on spindles. Next, install calipers on brackets. There is a right and left caliper, just remember that when mounted the bleeder screw on the calipers must be up. Refer to enclosed brake kit instruction sheet.
20. Grease ball joints.
21. With all suspension components installed set vehicle on the ground to check ride height, if necessary adjust coilover shocks as needed.
22. Plumb brake hoses and build steering shaft from column to rack and pinion. If you need brake hoses or steering shaft components give us a call, we can provide both.
23. Tighten all bolts and fittings to the proper torque for their size. Retighten after 100 and 500 miles.