



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, either on the front or the rear. 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, then weld in place skipping from side to side to prevent overheating and distortion.
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. The side with the tapped holes needs to be vertically level both front to rear as well as side to side and perpendicular to the crossmember when looking down from the top. The upper cross shaft tube will be leaning downhill to the rear as you would look at it from the side.
11. Mark and drill 9/16" 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.
12. Locate towers back on the frame, making sure they are vertically level. Check the spacing between the upper cross shaft tubes side to side. Check this measurement both in the front and in the rear of the towers. The distance should be the same in the front and the rear. Tack weld them in place, recheck all measurements, then weld slowly in place, again skipping from side to side to prevent distortion.
 - Note: Not all Ultra Ride kits have separate upper towers. If they are integrated into the crossmember, then this step can be skipped.
13. Install a-arms on crossmember. Install coilover shocks on lower a-arms and on upper mounts on crossmember.
14. Install spindles on a-arms.



15. Install rack and pinion on crossmember, install tie rod ends on rack. Bolt tie rod ends to spindles from underneath.
16. 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.
17. Grease ball joints.
18. With all suspension components installed set vehicle on the ground to check ride height, if necessary adjust coilover shocks as needed.
19. Plumb brake hoses and build steering shaft from column to rack and pinion.
20. Tighten all bolts and fittings to the proper torque for their size. Retighten after 100 and 500 miles.

If you have any questions, call before proceeding. Thank you for choosing Street Rod Engineering!