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XA–XB–XC I.F.S FITTING INSTRUCTIONS

This Front End has been Pre Assembled for you, this is to ensure that all parts are supplied and to show you the properly assembled item.

We recommend you take pictures prior to dismantling for you to look back on.

A Complete breakdown of your IFS will be required to

- Pack all wheel bearings with grease
- Apply loctite to all required fasteners
- Apply Anti sieze to all required fasteners
 - Lube all bushes as required
 - Fit split pins as required
 - Tighten all bolts
 - Grease ball joints
 - Fit wheel studs, etc.
- **THIS FRONT END WILL NEED TO BE FITTED BY A FULLY QUALIFIED WELDER AND INSPECTED BY AN ENGINEER TO ENSURE CORRECT FITMENT HAS BEEN CARRIED OUT.**

- 1. Remove all original suspension components including the steering box and linkage.**



2. Start with removing lower Control Arm / Crossmember and motor mount brackets, when cutting be careful NOT to cut into the main frame rail.

Note – At this point you will need to grind any remaining material that cannot be removed by cutting to leave chassis rail clean for welding.



These photos show where you will need to cut.

3. REMOVE SHOCK TOWERS.



A. Vertical cuts are made between Radius on Tower and Skirt panels.



B. When Cutting across the top of towers make sure to leave spot welded tabs



C. Vertical cut is made between radius on tower and skirt panels at rear of the tower.



D. This shows the cut away of the lower edges of the tower from the frame rail, Now grind all edges smooth to allow fitment of shock tower filler panel, Inc top of rail.

- 4. Placing the filler panel in position mark and cut away any extra skirt material for the Upper Arm Clearance.**



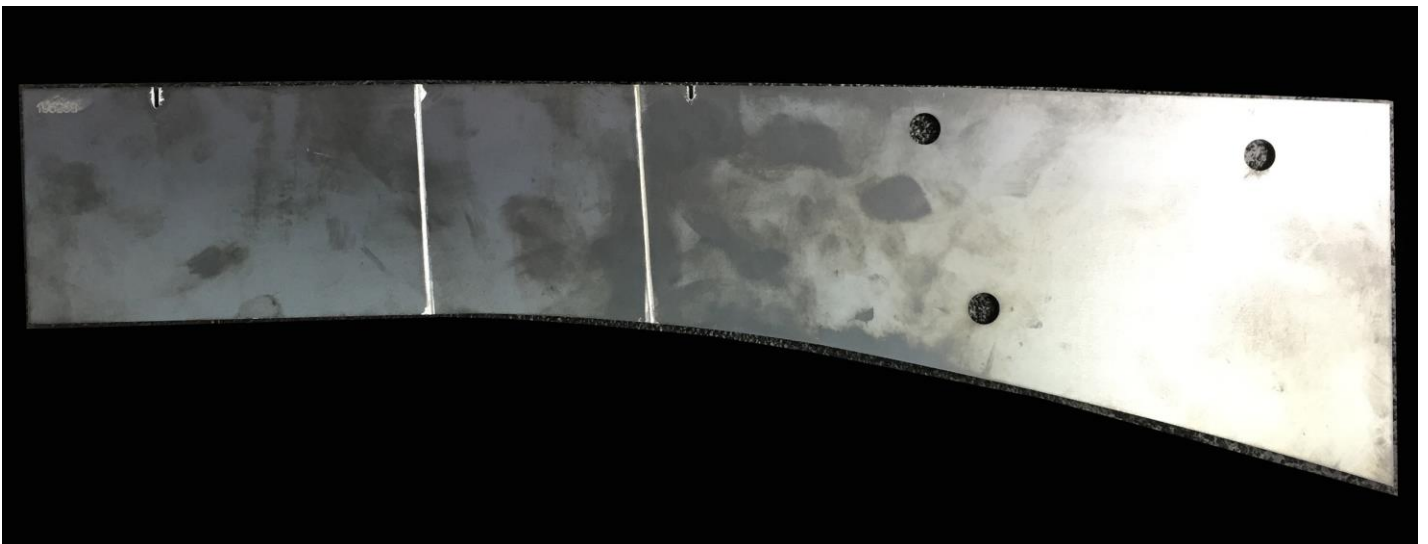
5. With all material removed from the Chassis rail the top seam needs to be fully welded

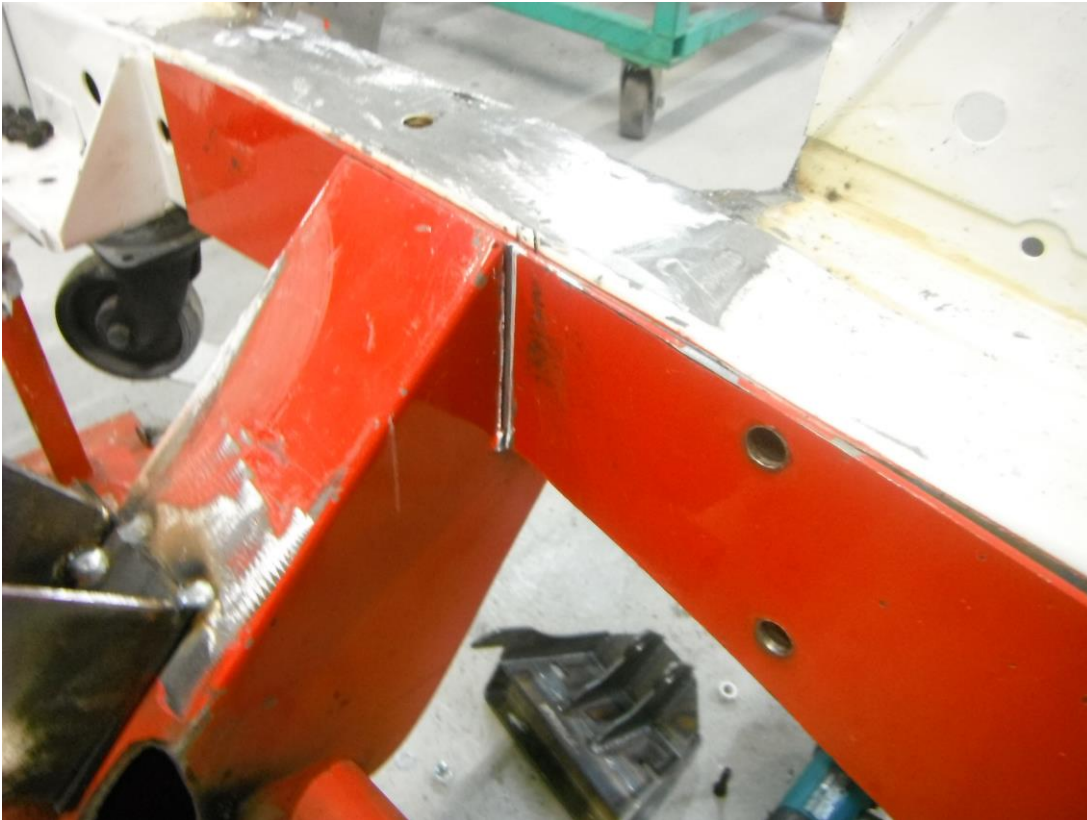


6. With chassis rails all ground up and cleaned ready for welding, Fit all boxing plates to rails using steering box bolts / location and brake line mounting position, tighten all bolts



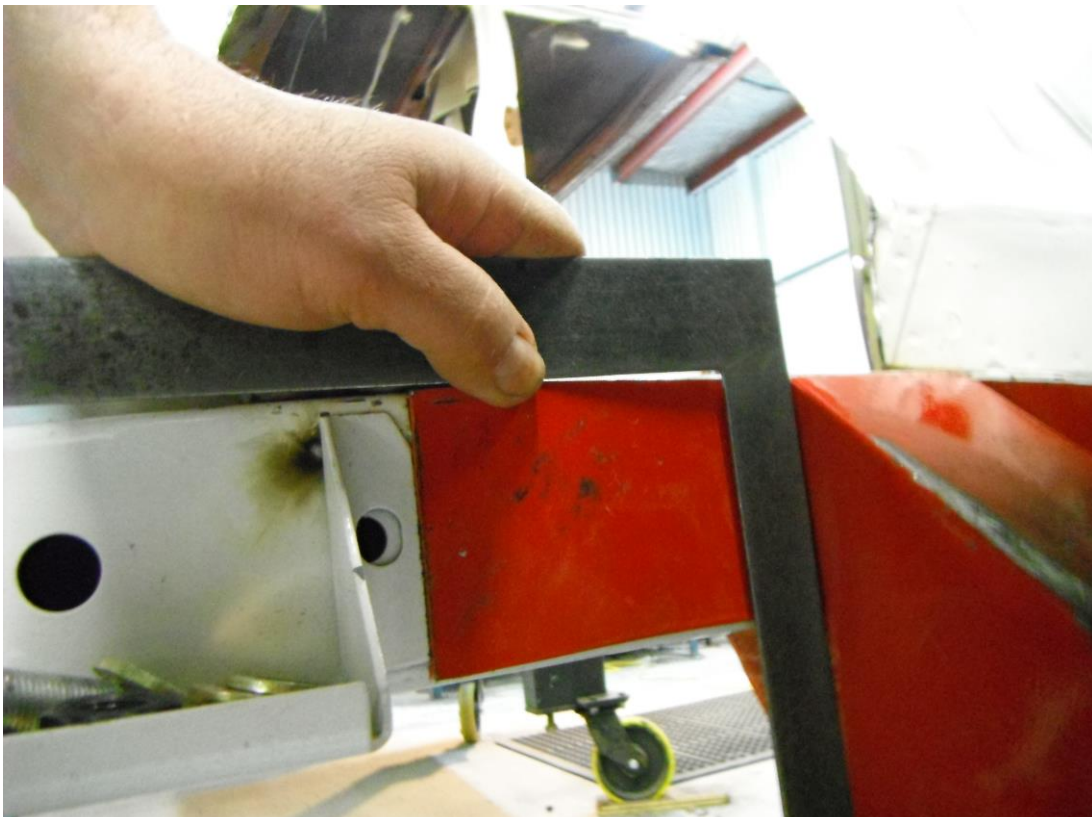
With inner boxing plate fitted you will notice the vertical lines for the main crossmember location



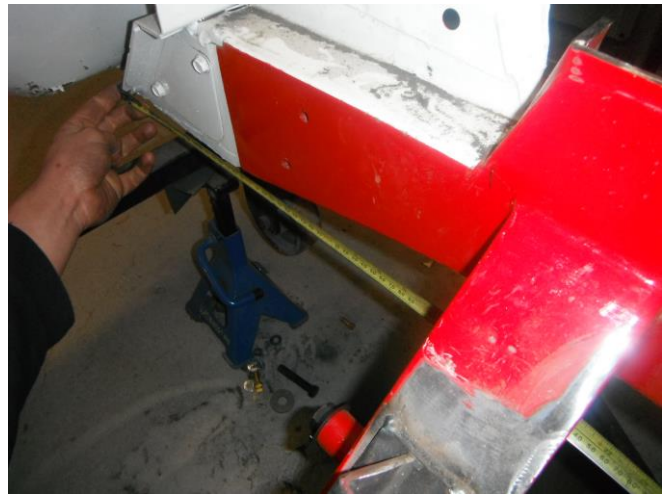


Lifting the Crossmember into position, Align the Front & Rear faces of the crossmember centrally within the marked lines.

Note – At this stage the crossmember may require minor trimming to fit, BUT make sure you trim EVEN amounts off both sides to keep crossmember central to the chassis rails.



Using a Square check that crossmember is Perpendicular to the top edge of the frame rail.



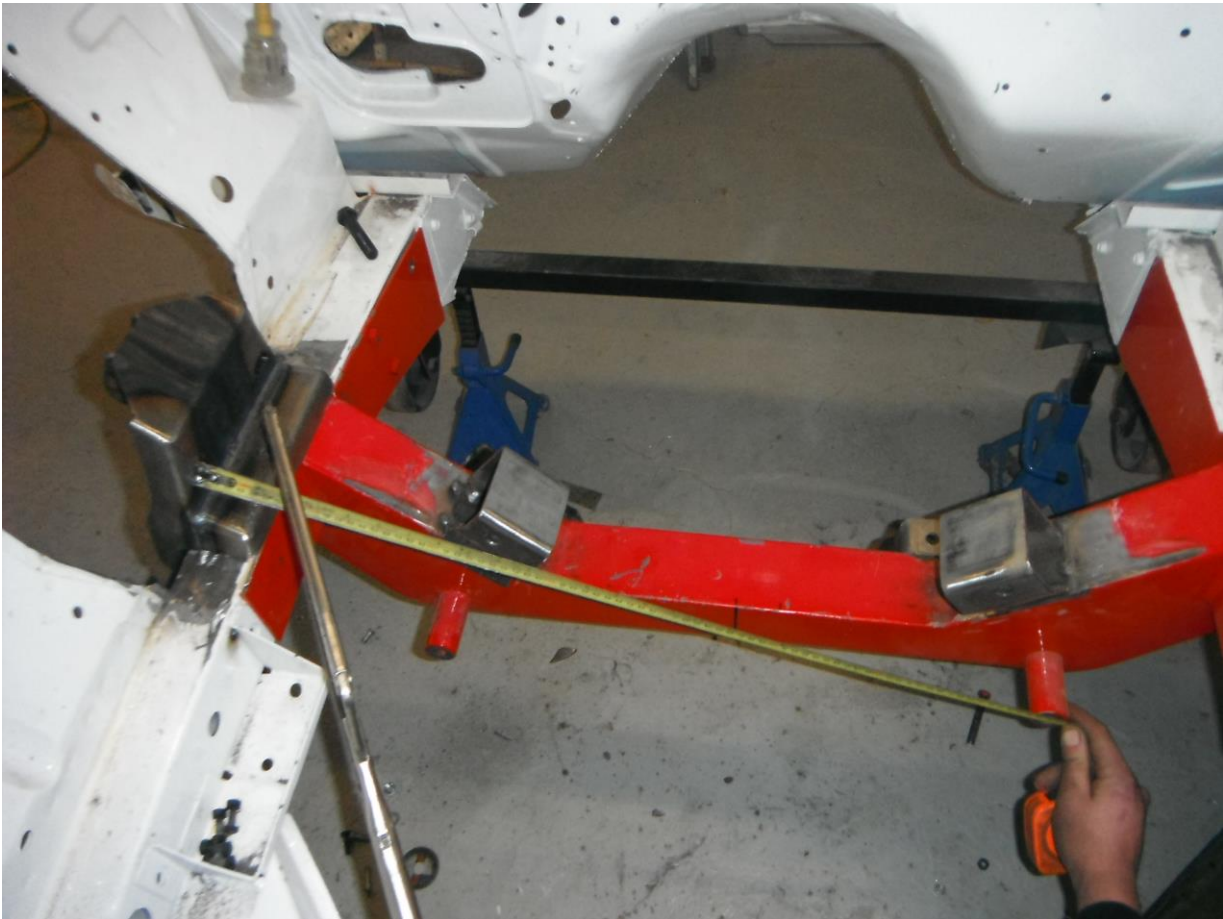
Measuring from a Symmetrical point on the rear of the Chassis rail check crossmember is Square to the body, Once square completely weld crossmember to the boxing plates.

7. Fitting upper control arm / shock bracket.

You will notice the two small Notches in the inner boxing plates, the upper control arm brackets are located centrally between notches as shown.

Clamp or tack bracket into position





Now cross measure down to the crossmember to check that upper brackets are evenly located in relation to the crossmember.

Once in correct position fully weld bracket into position.

- 8. Now you will need to clean all remaining welds and prep surface for paint.**
- 9. Reassemble all suspension and steering ready for wheel alignment, At this point the photos you have taken of the disassembly stage will help you.**

You will now need to get the front end wheel alignment done; this will not be possible to do accurately without the full driveline weight on the front end.

We suggest setting the ride height with the coil-overs pre loaded so the lower control arm is level to the ground. This is important as wheel alignment will change with any height alterations.

Wheel alignment specs.

CAMBER 0.0 – 0.5 ° negative

CASTER 3.5° Min – 6° positive

TOE IN 2-3 mm overall

IF YOU HAVE A POWER STEERING RACK THE FITTINGS ARE M14 high – M16 Low