



Scott's Bolt in C-10 IFS Instructions



Scott's C-10 Bolt on IFS Instructions

Our Scott's suspension is based on a 2x4-inch, 3\16-wall crossmember. The unequal-length A-arms are made from 1"1\8x1\4-inch wall DOM tubing with stainless steel billet CNC-machined rod ends. It is offered standard with manual rack and pinion, Aldan Eagle billet coilovers, (also offered with Slam Specialties air bags and Monroe Shocks), 11-inch GM brakes (standard 5 on 4 1\2 and 5 on 4 3\4, however, there is a long list of options from which to choose: (NOTE** Built to 63 3\4 track unless otherwise requested by customer to be built to a non-narrowed track width **)

Polished Stainless Steel A-arms and Rod ends

Air suspension

Wilwood brakes (11-14-inch rotors with four- to six-piston calipers)

5 on 5, 5 on 5 1\2, and 6 lug brake rotors

New power rack-and-pinion with lifetime warranty

Chrome Power rack

Ridetech coil-overs

Sway bar (polished stainless steel available)

Torsion style sway bar

Polished stainless steel tie-rod ends

Powdercoating

Motor mounts welded in place (SBC-BBC-LS and more)

1. Here is a completed picture of what your Scotts Bolt-in IFS will look like fully installed.



2. Scott's bolt-in front suspension system comes with everything required, including all the fasteners in labeled bags.



3. The day before disassembly begins every fastener you can reach should be sprayed with penetrating oil. This is so they will come apart easily.



4. With the front sheetmetal removed, unbolt the entire front suspension and lower it to the floor.



5. Before you begin installation of the new IFS, we suggest that the frame be pressure washed, then set on jackstands and leveled.



6. Use a floor jack to raise the new crossmember into position. The inner frame reinforcements (if you purchased Motor Mounts) have engine mounts already in place (there are a variety of block brackets available to accommodate various engines).



7. To secure the crossmember the only modification required is to enlarge the factory holes in the tops of framerails to accept Scott's hardware.



8. Like the original, the Scott's crossmember bolts to the tops, sides, and bottoms of the frameraills.



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****NOTE**** If you are installing a Scott's 73-87 C-10 Bolt-in IFS the very top hole will need to be drilled on your frame do to the stock hole location and where our crossmember sits , simply locate and drill a 9/16 hole. ******

*** Fully tighten all side bolts to secure crossmember in place ***

** DO NOT FULLY TIGHTEN the Motor Mount Cradles as to leave adjustment while placing motor in the vehicle**

9. With it bolted securely in place, you are ready to hang all the suspension parts.



10. On each side, the upper A-frame attaches to the crossmember with a stainless steel clevis. Note the spacers between the clevis and the crossmember.



11. When adjusting caster and camber the number of spacers needed will increase or decrease as the clevises screw into or out of the upper A-frames. Once the adjustments are made, the attachment bolts are secured with setscrews.



12. The lower A-frames include mounts for the Aldan coilovers (or air bags as well as the sway bar links if ordered).



13. Attaching the spindles is easy enough; however, the included thick washers must be used under the nuts.



14. The Aldan Eagle adjustable shocks have six valve damping positions. To increase firmness, the adjusting knob is rotated clockwise; counterclockwise softens the damping.



15. Once the spindles are in place the disc brake caliper brackets are bolted on.



16. Scott's offers a variety of brake kits; 11-inch rotors with a 5 on 4½ or 5 on 4 3/4 inch bolt pattern come standard.



17. The standard kit includes GM single-piston calipers which are effective and affordable and if a replacement is ever needed they're as close as the nearest parts store.



18. New holes will have to be drilled (if purchased) to attach the new sway bar's brackets to the framerails.



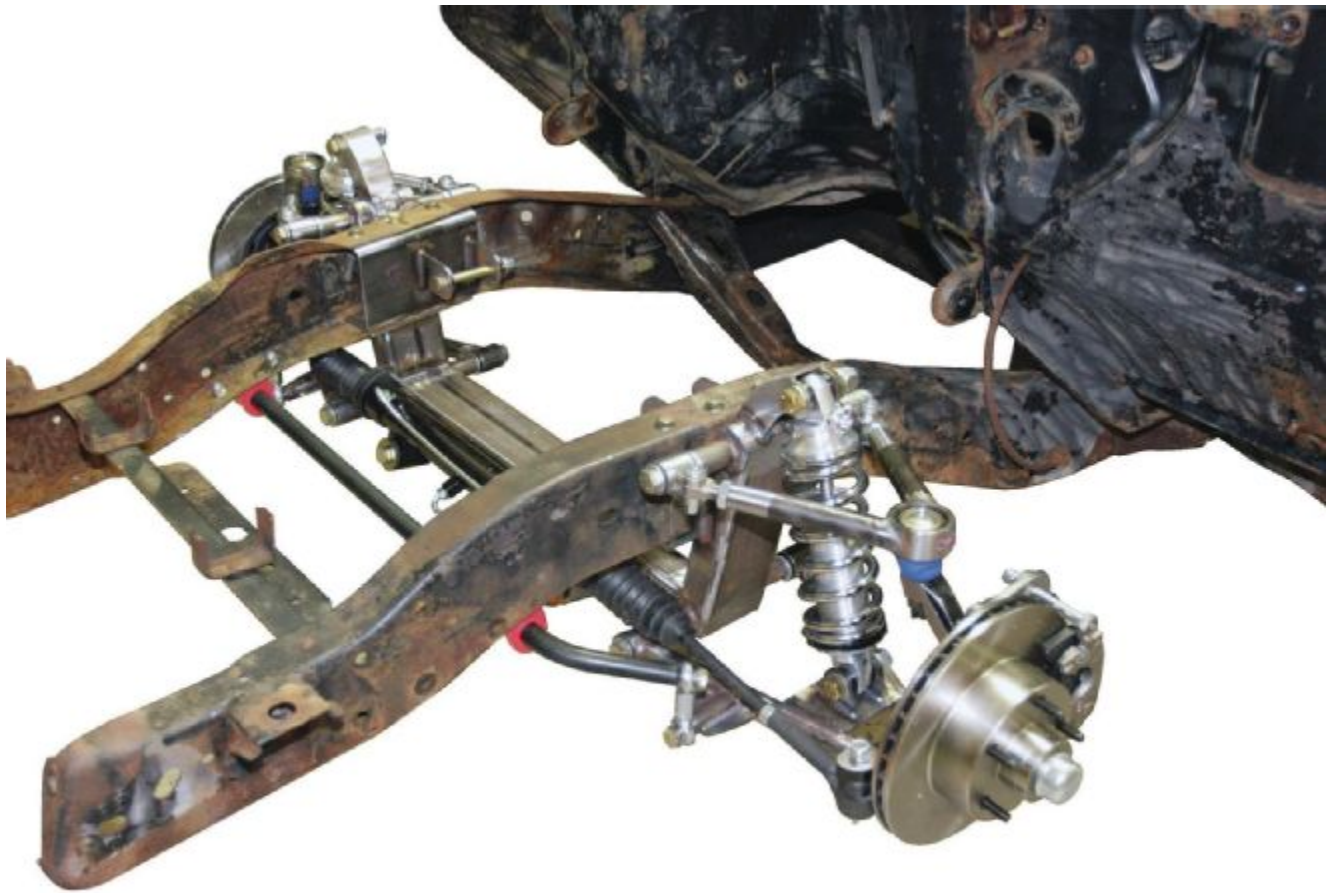
19. Urethane bushings (if purchased) are used in the sway bar's frame mounts and pairs of heim joints attach it to the lower A-frames.



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20. Installing Scott's bolt-in IFS should take a weekend from start to finish-and that includes going to lunch, shooting the breeze with buddies, and looking for tools you just put down but

couldn't find. Any questions about your install please call (805)485-0382



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