



**NO LIMIT
ENGINEERING**

**865-940-1503 • www.NoLimit.net
1001 EPCO DRIVE • DANDRIDGE, TN 37725**

WIDE RIDE IFS

We are happy to inform you that you have purchased the best I.F.S. kit on the market for you truck. The ***NO LIMIT WIDE-RIDE I.F.S.*** is our own design, based on years of truck building experience. The crossmember and A-arms are custom made to fit your application. The remaining parts are as follows:

- 1 pr. Ride Tech coil-over shocks
- Or
- 1 pr. AIR RIDE TECH 5" shockwave units
- 1 88-97 T-Bird power rack & pinion
- 2 Tie rod ends

(STOP --- READ ALL THE DIRECTIONS FIRST!)

BOLT PATTERN – We have two rotors for our “Wide Ride IFS”. They have 10 holes Each with two “5” lug patterns. The small pattern rotor has 5 x 4 ½” (Ford) & 5 x 4 ¾” (Chevy Car) patterns while the large pattern rotor has 5 x 5” (Chevy P/U) & 5 x 5 ½” (Ford P/U) patterns. All studs are ½” x 20.

TRACK WIDTH – The ***NO LIMIT WIDE-RIDE I.F.S.*** is just that – **WIDE!** 62” TRACK. So use 7” rim with 3 ½” backspace, or 8” rim with 4” to 4 ½” backspace, 15” rim or bigger is a must, 14” rims will not clear the caliper.

INSTALLATION – The whole installation is based on the axle centerline. So finding, adjusting, and marking the front axle centerline (C.L.) is very important.

1. Prep the truck by removing the front sheet metal, engine/trans, battery and fuel tank & lines
2. Raise the truck up on jack stands. Put the front stands under the frame and just ahead of the front cab mounts and the rear stands back by the rear spring mounts. Make sure that the truck is level side-to-side and front-to-back. Shim as needed – then double check this. – **VERY IMPORTANT** –
3. Use a level or plumb-bob to make the original axle centerline onto the frame, rails, and the ground on each side. Straight axle trucks use the kingpin center, I.F.S. trucks use the lower ball joint. **DOULBE CHECK YOUR MARKS.**

4. Remove all of the stock suspension parts. Including the main crossmember on I.F.S. trucks.
5. Use a straight edge or chalk line to connect the two C.L. marks that you made on the floor. Use a level or plumb-bob to transfer this C.L. up to the frame rails. Compare this with the C.L. marks that you put on the frame. Double check each side to a common point – like a cab mount hole – on each side, and adjust these marks to the best you can, for an accurate C.L.

a. Adjust the “New axle centerline” as follows:

55-59 Chevy	Forward 3/8”
60-66 Chevy	Forward 1/2”
67-72 Chevy	Stock or Forward 1/4”
73-87 Chevy	Stock
48-52 Ford F-1	Forward 1/2”
53-56 F-100	Forward 1 1/4”
57-60 F-100	Forward 3/4”
61-72 F-100	Forward 3/4”

This is to put the wheel in the middle of the wheel opening in the fender.

6. Now that the new axle centerline is marked, the fun begins. Center punch the mark in each frame rail. Clean the rails from the cab mounts to the core support – inside and out. Re-draw the centerline using a straight edge across both frame rails. Draw one line 2” in front, and one 2” behind the centerline (fig. 2)
7. Measure the inside width from frame rail to frame rail to frame rail _____” (fig.3) Measure the width of the crossmember (fig. 4). The crossmember is a little wider than the rails will allow. Calculate how much to grind out.

CROSSMEMBER WIDTH _____

I.D. FRAME WIDTH _____

TOTAL OVERLAP _____ **DIVIDED X2 =** _____

The magic numbers should be close to 1/8” of an inch in most cases. This is how much needs to be ground out of the frame rails.

8. Notch the rails – top and bottom to fit the crossmember. (fig. 5)
9. Set the crossmember into the rails. Rack mounts in front. Check the alignment with the centerline. Check it side to side to make sure it is centered. Check to see that the upper ledge of the crossmember sits flat on the frame. (fig.6)
10. At this time you should take a minute or two to double check everything. This is it, make it a good one.

11. Fit the boxing plates from the new WIDE-RIDE crossmember back to the cab mounts and tack them in. (fig. 7)
12. 55-59 CHEVY –Tack weld a piece of bar stock across the frame rails, up front by the bumper mounts. This is to hold the rails at the right width. Remove the large front crossmember. ALL OF IT.
13. Fit boxing plates from the WIDE-RIDE crossmember forward to the front. (or core support mounts, 55-59 Chevy) and tack them in place. (fig. 8)
14. 55-59 CHEVY – fit a piece of tubing 1 ½” or so between the boxing plates under the core support mounts. This will stay here forever. Square it up nice, and weld it. Remove the stock that you tacked on in step 12.
15. SLOWLY weld in the boxing plates and crossmember, 3 to 4 inches at a time, move around.
16. Grind & sand your welds. Looking Good
17. Fit the lower A-arms into the crossmember. The A-arm brace will need to be fitted to the frame rail on each side. Fit and tack weld in place. (fig. 9)
18. Remove the A-arms. Weld the rear braces, let them cool and re-install the lower A-arms.
19. Install the adjusters with the wrench slot to the rear. Then install the upper A-arms. (fig. 10)
20. Now it’s fun time. Shocks, spindles, brakes, and rack & pinion.
21. If you are using a sway bar. Install it now. Drill holes in the bottom of the frame rail for the bar mount. Use a large hole saw to cut an access hole in the boxing plate or frame rail to gain access for the nuts. The holes should be 11 ¾” – 14 ¾” from the front of the WIDE-RIDE crossmember. (fig. 11)
22. Start with the adjuster centered at the bottom (fig. 12) and set the front spacing to 7/8”. Then tighten the adjuster set screws.

The rest is up to you. Use 79-81 Camaro alignment specs. The rack spline is ¾” x 36”. Trim to fit motor mounts work great. Stock Camaro or ERL-110 braided stainless brake hoses. Get ready to drive it & you’ll see why we say it’s the best I.F.S. for trucks.

SOME HELP WITH AXLE CENTERLINES

55-59 CHEVY – THE STOCK CENTERLINE CAN BE LOCATED THROUGH THE CENTER OF A ½” HOLE ON THE TOP OF THE FRAME RAIL.

53-64 FORDS – THE MOUNTING HOLE FOR THE AXLE BUMPER IS CENTERED ON THE STOCK AXLE CENTERLINE.

SEND IN SOME PHOTOS OF YOUR PROJECT WITH OUR “WIDE-RIDE” I.F.S. AND A COPY OF YOUR RECEIPT, AND WE WILL SEND YOU A FREE T-SHIRT.

—INCLUDE YOUR SHIRT SIZE—

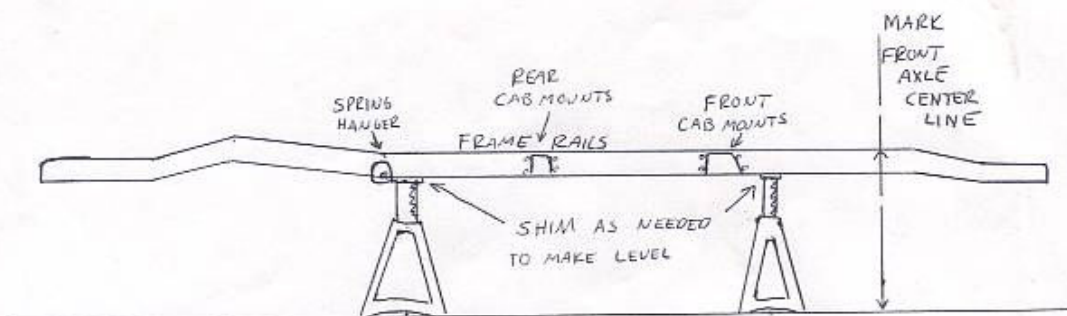
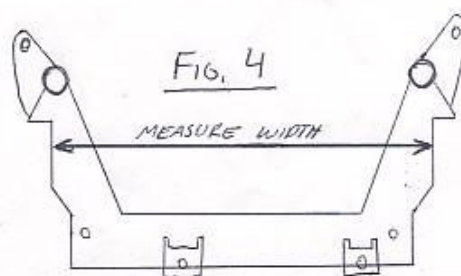
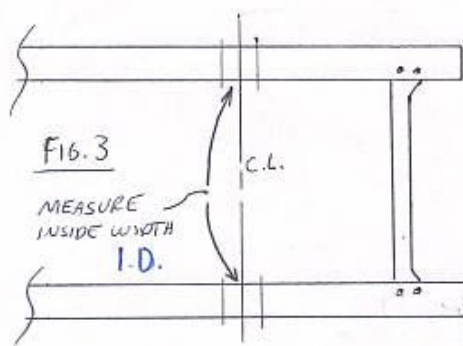
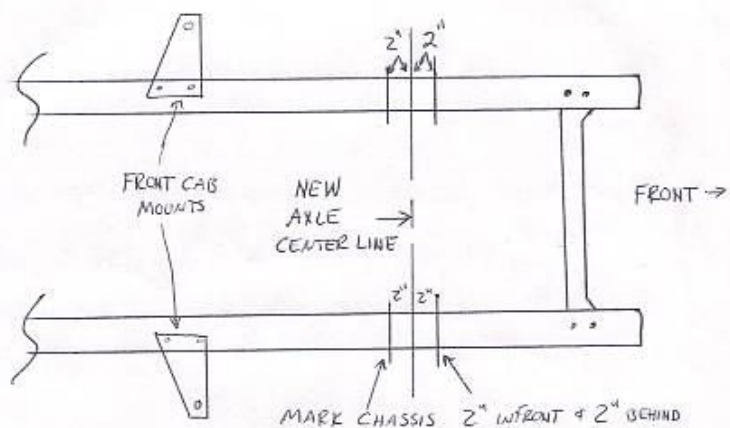
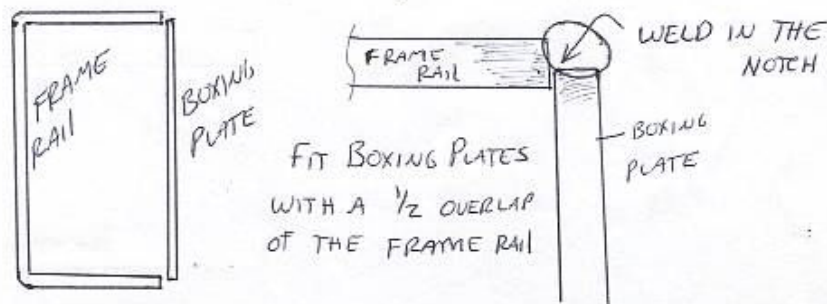
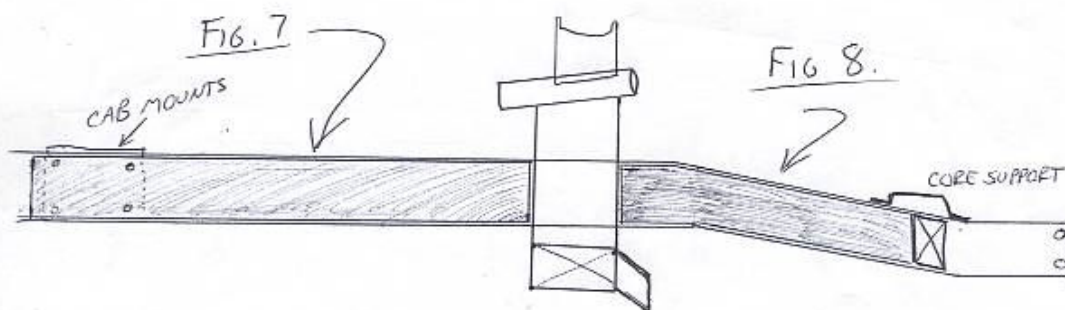
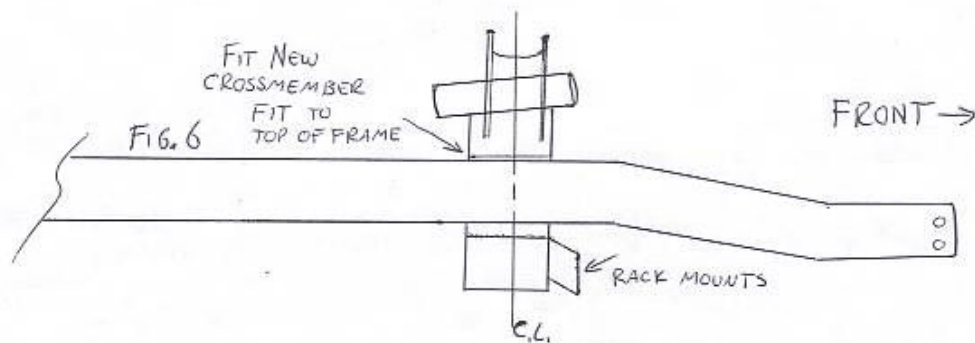
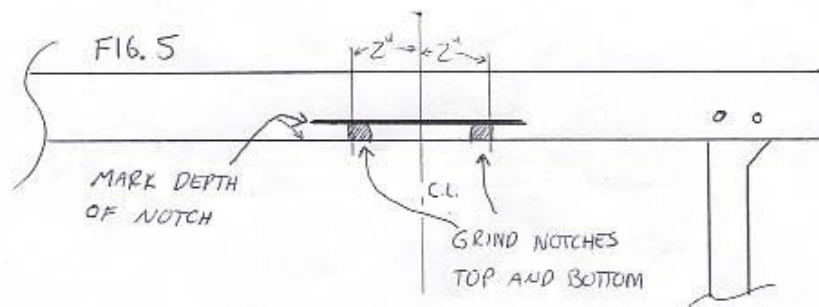
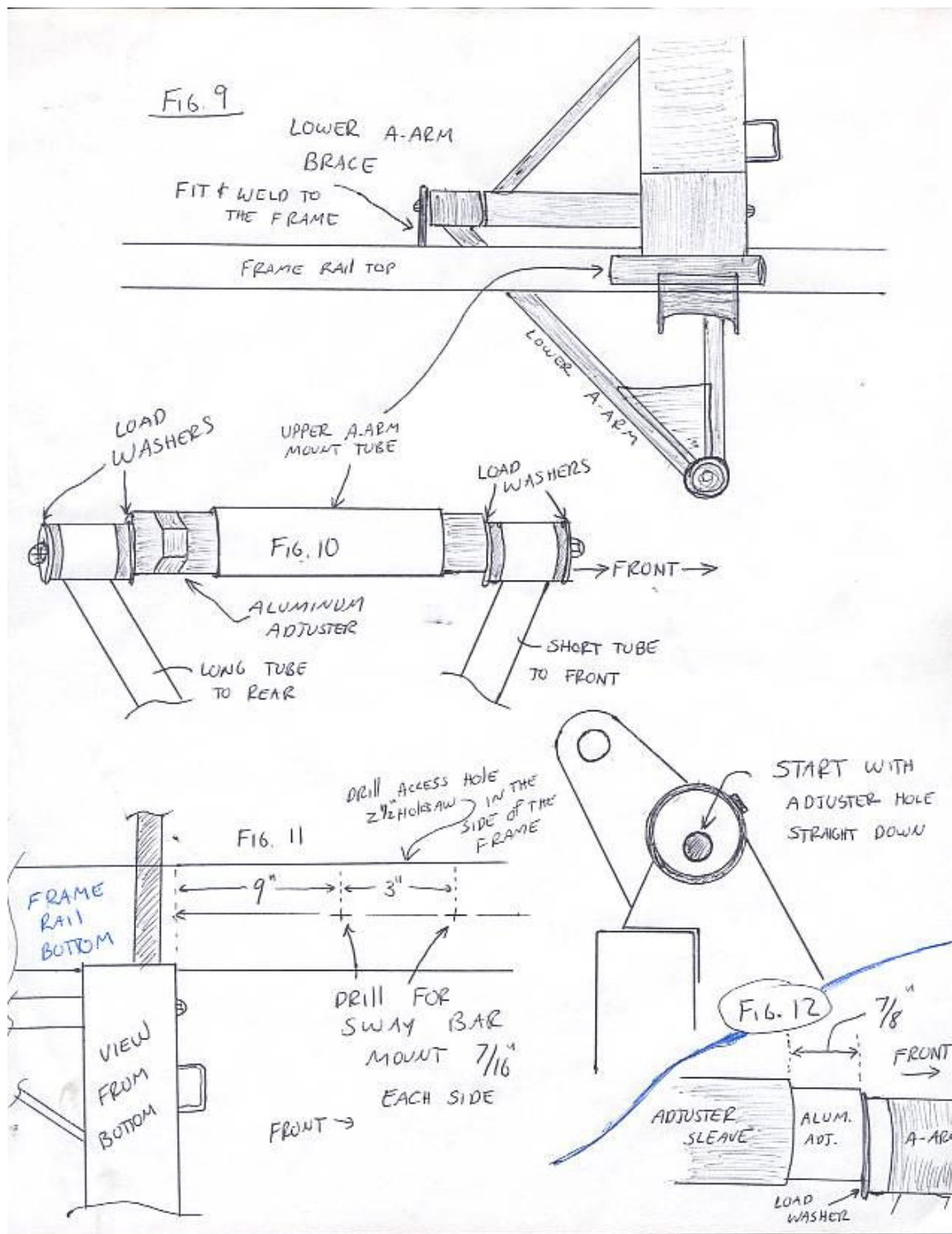


FIG. 2

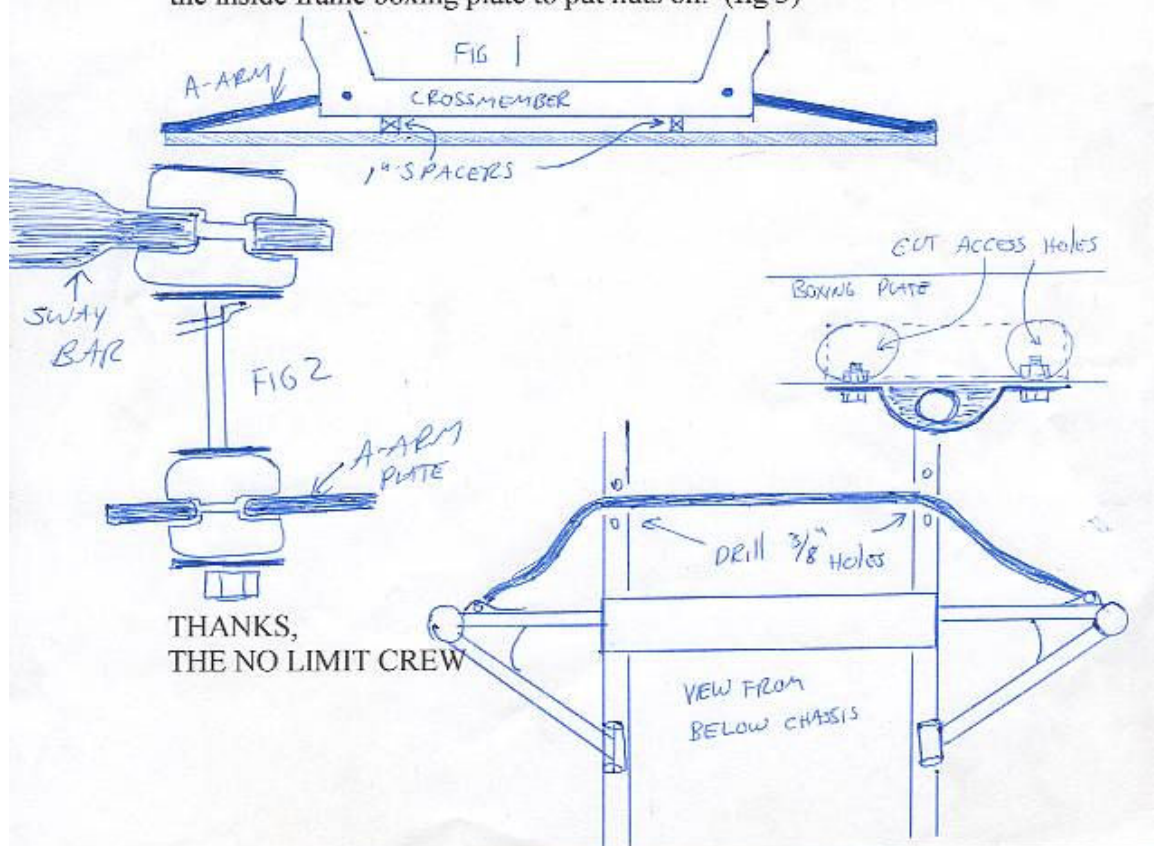






WIDE RIDE FRONT SWAY BAR

1. With the cross-member welded in place, mount the lower A-arms. Use a board or piece of square stock, spaced 1" below the cross-member to hold the A-arms in place (fig 1)
2. Assemble the end links to the bar and A-arms. Just snug the end links don't tighten them. (fig 2)
3. Align the sway bar with the frame; square the bar to the Wide Ride cross-member. Mark the frame mount holes to be drilled on the underside of the frame. Drill holes to $\frac{3}{8}$ ", cut access holes in the inside frame boxing plate to put nuts on. (fig 3)

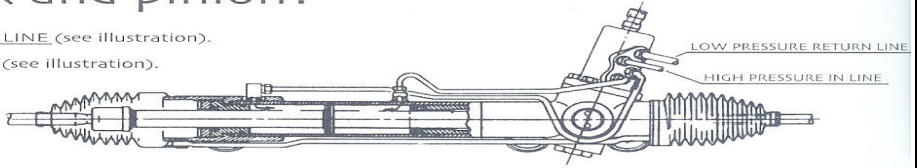


Wide Ride/ Mustang II Power Steering Help

how do i hook up the power steering hoses for a mustang II rack and pinion?

- The large fitting is the LOW PRESSURE RETURN LINE (see illustration).
- The small fitting is the HIGH PRESSURE IN LINE (see illustration).

NOTE: If these lines are reversed, the steering will immediately go to one side or the other with great force. To correct, reverse the lines to the proper connections as shown in the illustration at right.



General Power Steering Tech

can i adjust the power steering pump pressure?

YES you can! It's easy with our Power Steering Flow Valve Kit, part #1001.

The kit will allow you to lower the P.S.I. (pounds per square inch) to become more compatible with the gear box or rack and pinion application you are currently using.

The flow valve is behind the hose fitting as shown below.

Included in this kit is a tool to hold the flow valve so it can be disassembled, while at the same time not damaging it. Six .024" shims are included to adjust the pressure and one 'O' ring to use if needed. An illustrated instruction sheet is included to assist you in the process.

By adding shims between the flow valve housing and the head of the hollow bolt, you decrease the pre-load on the pressure spring which in turn allows it to release earlier and lower the line pressure.

Please note that simply adjusting the pump pressure may not correct all of the problems.

- a. hose fitting
- b. flow valve
- c. flow spring
- d. pressure spring
- e. guide pin
- f. check ball
- g. shim washers
- h. 7/16" head hollow bolt

