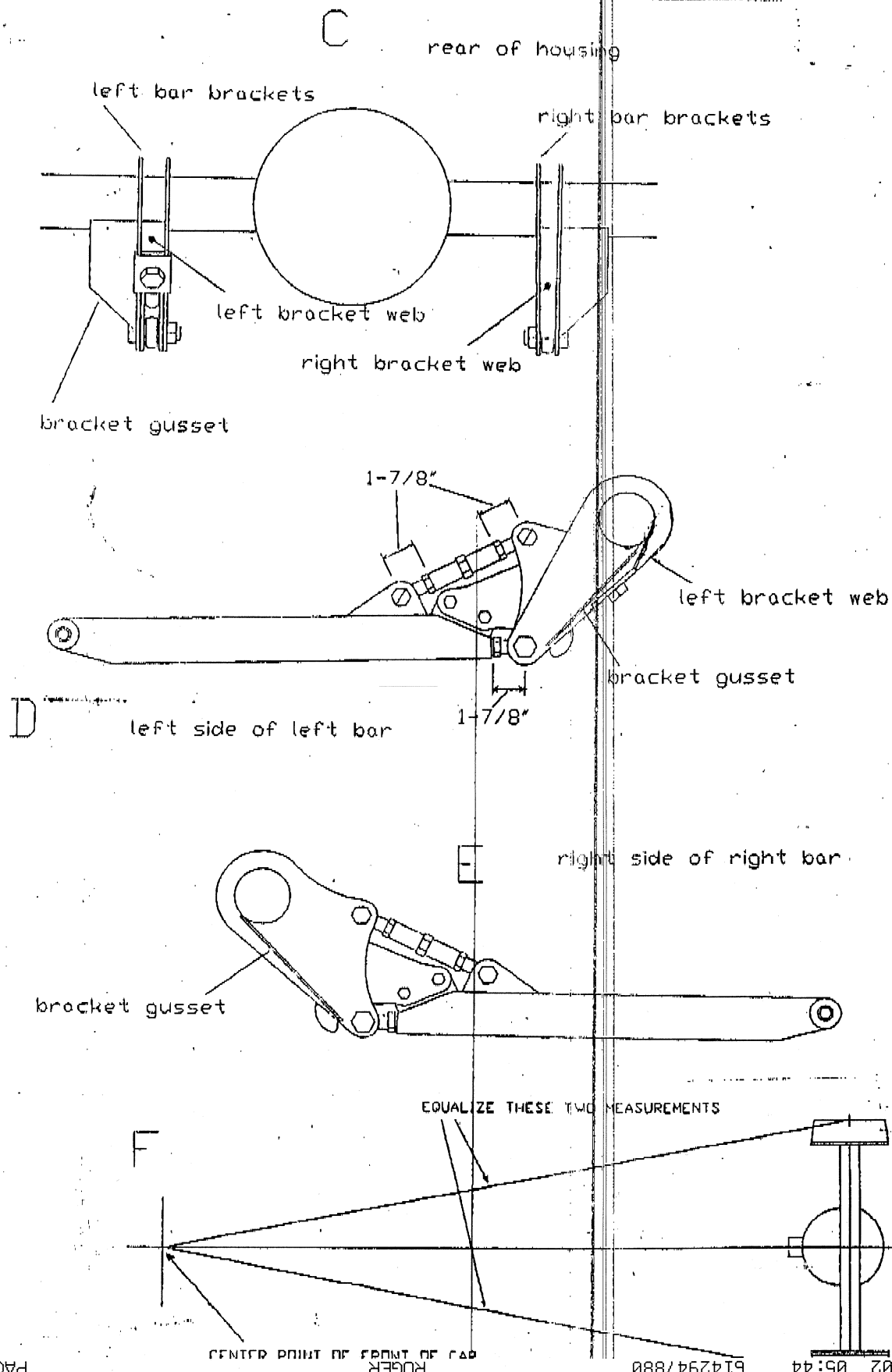




The tire size and the ride height should be decided before any disassembly is started on the car. After these decisions are made the car should be raised up and supported on stands. Raise both ends of the car an equal amount from the planned ride height of that end of the car. Example ---- if you plan to lower the front of the car 1 inch at the spindles, and not change the rear body height at the rear axle, then the body should be raised 19 inches from stock height at the front wheels and 20 inches from stock at the rear wheels. This procedure will allow easy references from your shop floor during construction. If a new rear frame is to be installed, the position of the frame should be determined after planning the shock location, etc. Be sure to plan on the difference between the loaded and unloaded tire radius. This difference could be an inch or more. Measure everything twice.

Position the housing under the car at the proper height and at the proper pinion angle. A pinion angle of 1 to 2 degrees down from the engine angle is about right for this application. That means that if the engine is mounted 2 degrees up then the pinion should be level etc. Also consider pinion offset. Many cars have the pinion, and the entire driveline offset to the passenger side of the car. Use the same pinion offset as the rest of the driveline. The purpose of this housing positioning process is to determine and mark the bar bracket location on the housing and to determine pinion angle relative to the bar angle.

Now fit the brackets to the housing. Make sure that the bars are adjusted as shown and that the street-strip bolt, spacer, and plate are in place when fitting the brackets to the housing. Note that left bracket spacing is wider than the right. Make the centerlines of these brackets equidistant from the centerline of the car. The use of some 9 inch Ford housings, and some others, will require that the hole in the brackets be enlarged to fit the housing. Fitting the brackets to a larger housing is easier if the brackets are removed from the bars and modified one at a time. When the brackets are ready to be tack welded to the housing reassemble the brackets to the bars. It is also permissible to cut the top off of the brackets and weld them back on again if the housing ends are not to be removed. Tack weld the brackets to the housing and recheck alignment. Accuracy now will ensure that the suspension system is alignable later. Finish the welds including the street-strip bolt plate to the left brackets. Now install the bracket webs and reinforcements as shown in illustration C, D, and E. Instructions for the front crossmember or the front brackets, the track rod, and the shock mounts are included with those parts.

ADJUSTMENT AND OPERATION The installation and adjustments are made with the S-S bars in strip mode. Align the housing in the car by adjusting the lower rod ends and the upper links. Align the housing from the center of the front of the car. See illustration F. Final pinion angle adjustment is made by adjusting the upper links only. The pinion angle should be 1 to 2 degrees down from the engine angle as previously mentioned. Preload is adjusted turning one upper link only, usually the right one. If the installation is done accurately the bars will be parallel to each other, as seen from the side of the car, when the preload is zero. Shortening the right link will increase positive preload. The proper amount of preload is determined by testing. Make very small adjustments such as 1/6 of 1 turn on this link between tests.

Converting to street mode is done by removing the bolt and the spacer and putting them in the glove box. After removing the bolt place a jack under the rear of the left bar. Raise the car about an inch. The spacer will fall out.

To change back to strip mode again place a jack under the rear of the left bar. Raise the car only enough to get the spacer in place and the bolt started. Hand tighten the bolt to about 85 foot lbs. Keep the threads clean and lubricated.

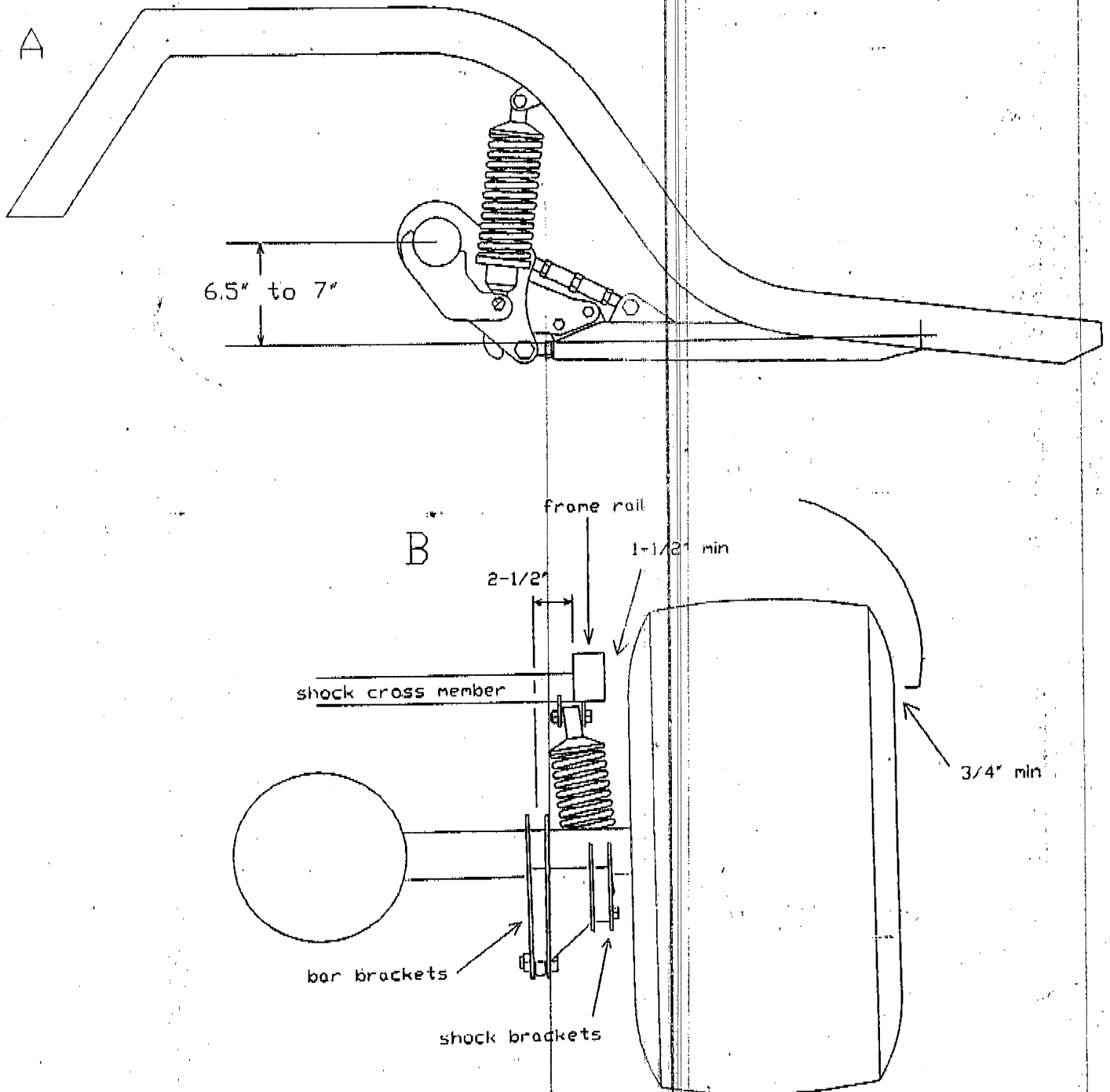
JEGSTER

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Information and Installation

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JEGSTER S/S STREET / STRIP BARS 41001

Now you can have a street-type link rear suspension and a drag-type ladder bar system on the same car. After installation, you can change from street mode to strip mode or back again in about 2 minutes, using only a jack and a wrench.

STREET MODE While in the street mode, the right bar functions as a torque arm and the left bar is a suspension link. This allows both tires to stay on the ground during body lean while cornering, as well as prevents wheelhop and maintains traction under acceleration or on uneven roads. All this while still providing a smooth ride.

STRIP MODE While in the strip mode, both bars function as an easy-to-adjust ladder bar.

GENERAL INFORMATION This suspension system is not intended to replace the strip only ladder bar or 4 link system. This is a combination system. We suggest a single point front mount for these bars. Use Jegster 41002 crossmember, designed specifically for these bars or Jegster 41003 separate front mounts. The 41003 mounts do not have a crossmember and are for the installations with ground clearance limitations. The recommended height of the center of the front eye of this system is 6 1/2 to 7 inches lower than the center of the rear axle housing. See illustration A below. Some type of track locator is also necessary. A Jegster 41004 semi finished track rod with poly bushings is designed for this application. Install this track rod with the front to the left side of the car and the rear to the right. The tabs will be welded to the inside wall of the bars. See the instructions included with the 41004 track rod. A street machine with a street type suspension system requires more tire clearance than the car with strip only system. We recommend a minimum of 1 1/2 inches between the inside wall of the tire and the frame, and a minimum of 3/4 inch between the outer wall of the tire and the rear quarter panel. See the illustration B below. The left to right spacing of the bars, the shocks, and the springs, should be as wide as possible while still maintaining proper tire clearance as described above. The illustrations A and B show a Jegster 41005 shock mount kit installed. The frame rail shown in illustration A is of a Jegster 41020 kit. This layout is typical of many installations and has the shocks under the frame and the bars just inside the frame.

ASSEMBLY AND INSTALLATION We recommend assembly of the bars prior to installation even if some disassembly is required when fitting the brackets to the housing. This is to become familiar with the bars and to plan the installation. See illustrations C, D, and E, Adjust the rod eyes and the rod ends to 1 7/8 as shown



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