The JEGSTER
Incorporated
762 Bonham Avenue / Columbus, Ohio 43211

THE JEGSTER PINTO FRONT FRAME ASSEMBLY

# 910061	54 ½	inches at hubs
# 910071	58	inches at hubs
# 910081	53	inches at hubs

GENERAL GUIDELINES

This front end assembly should be used only with a complete roll cage. The roll cage front braces should be welded to the rear of the spring pockets and the outside wall of the frame rails and one upper control arm bracket. Do not change the location of these braces. The bottom surface of the center part of the front crossmember should be 6 3/4 inches from the track if a 12 inch radius tire is used. (Moroso 5.50) It will probably be necessary to modify the coil springs, by shortening, to achieve this height. See further spring height setting instructions below. A tire of different height will affect the crossmember ground clearance, (13 inch radius tire, 7 3/4 crossmember ground clearance). The frame rail of this assembly should be 8° up at the front on the finished car. A tolerance of 2° from this 8° specification should be considered a maximum. The car body height may be adjusted as desired during front end installation but do not change the front frame height specs. CASTER __ 5° positive CAMBER __ 0° Due to possible differences in after market ball joints, the control arms and spindles should be installed, without springs, temporarily, to make sure that the ball joints do not bind before the shock travel ends. See shock installation instructions. Clean and loc tite the steering column set screw upon final assembly. The set screw must be seated in the notch in the rack and pinion shaft. A Jegster tie rod end kit # 40220 is a must for propper steering geometry. A lower control arm strut # 40221 is to be used with the Pinto lower control arm.

CONTROL ARM INSTALLATION

Install the cam bolts from the rear with the flat washers in place as illustrated. The upper control arms are to be installed with the bolts and reducer sleeves included. The stock upper control arm shaft is not used.

SHOCK INSTALLATION

Install Pinto replacement shocks with the included spacers in place as illustrated. Do not leave this part out as operating geometery will be affected. Do not install the stock steel cup as might be indicated in theinstructions with the shock.

SETTING SPRING HEIGHT

After all the weight is in the car, gas, oil, water, everything, _____ the spring height must be set. Do not try to short cut this step. It may take more than one try to get the height correct. The springs should be from a light weight, (four cylinded) Pinto. The springs should be shortened by cutting to achieve the proper ride height as described above. Shortening the uncompressed spring by one inch will lower the car by more than one inch. Shorten the spring about one half the amount expected necessary with the first cut. The spring should be shortened on the unflattened end. This end goes down. Be sure to make the left and right spring match each other. Install the springs and check the height. After the height is correct, align the front end.