

## Inboard Relocation Box Installation



First, hold the box against the frame, tight forward against the leaf spring mounting pad, and mark the frame with the top surface of the box.



This is the cut line. Cut out this entire bottom section of frame rail. You do not need to reinforce the car before doing this, and it's safe to do on a lift without the car flexing.



Note on the driver side you need to remove the parking brake cable bracket so you can put it back on later if desired.



Rough cut just below your lines so there is material left to cut up and fine trim to fit.



Clean up both cuts with a grinder so the boxes fit tightly to the frame for welding.



This is now cleaned up and ready to tack boxes in place.



First measure the width across the rails, center to center. You will pre-set the boxes to this width before welding.



Next measure forward from your cut line to a reliable place on the car, such as the transmission crossmember or front suspension subframe. The factory mounts are often not the same. Note which side is further back in the car. Factory errors can be  $\frac{1}{4}$ " from one side to the other. Do Not Trust the original mounting pads to be square!



Using a piece of threaded rod and possibly a piece of tubing over it, bolt the two boxes together at the center to center width of your frame rails. This method produces the most accurate locating and keeps the boxes parallel.



Hold the boxes in place, centered under the frame rails. Remember which one was further back in the car – tack this one in place. Then move to the other box and move it forward slightly to nearly match the distance of the first one. The difference could be up to  $\frac{1}{4}$ " , so be careful to only move it so much that you can still weld the gap in front of the box.



Now both boxes are tacked in place, parallel with each other and square with the car.



Notice the boxes fit tightly for a good weld, and now recreate the bottom shape of the frame rail.



Fully weld around the entire perimeter of the boxes, up the front edges and across under the bottom.



Inside and outside fully welded



Complete. You can now trust that you have square and parallel suspension mounts. Also note that the suspension loads are now directly inline with the frame rails and frame connectors for a good strong platform.