

# INSTRUCTIONS

910-34402

910-34426

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## 910-34426 - '37-'48 CHEVY CAR MUSTANG II CROSSMEMBER 910-34402 - 2" DROPPED CROSSMEMBER

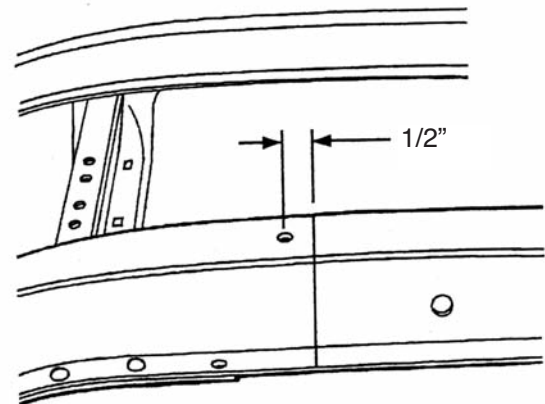
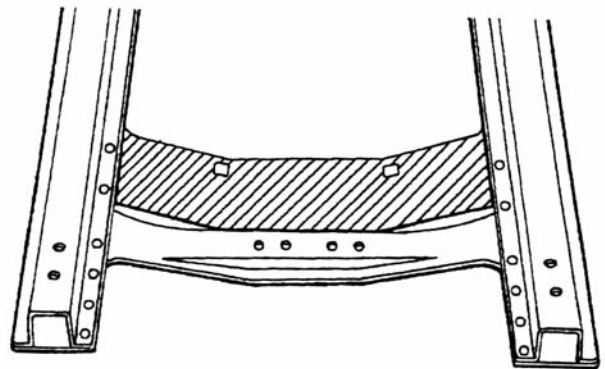
**PLEASE READ INSTRUCTIONS COMPLETELY  
BEFORE STARTING YOUR INSTALLATION**

**NOTE:** When using the 2" dropped crossmember, it will be necessary to use the full type lower control arms that mount to the outside of the crossmember. This kit installs the '74-'78 Mustang II or '74-'80 Pinto/Bobcat suspension into the 1937 thru 1948 Chevy Cars.

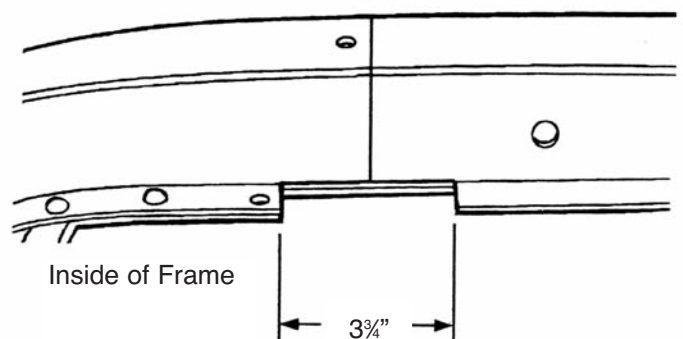
**NOTE:** A qualified welder should do all the welding using the proper techniques.

1. Support your car on four jack stands. The car should be sitting on the same angle as it does when it's on the ground.
2. Remove all the old suspension and steering components.
3. **'37-'39 CHEVY CHASSIS ONLY:** On the underside of the frame there are two axle snubbers. Directly above the snubbers are two holes in the top of the frame. Make a mark  $\frac{1}{2}$ " back from the center of these holes and scribe a line around the frame rail; this is your axle centerline. The stock crossmember must be trimmed. Using the illustration provided, trim the crossmember.

**'40-'48 CHEVY CHASSIS ONLY:** Remove the entire suspension crossmember. On the underside of the frame there are two axle snubbers. Directly above the snubbers are two holes in the top of the frame. Make a mark  $\frac{1}{2}$ " back from the center of these holes and scribe a line around the frame rail; this is your axle centerline.



Front of Frame



Inside of Frame

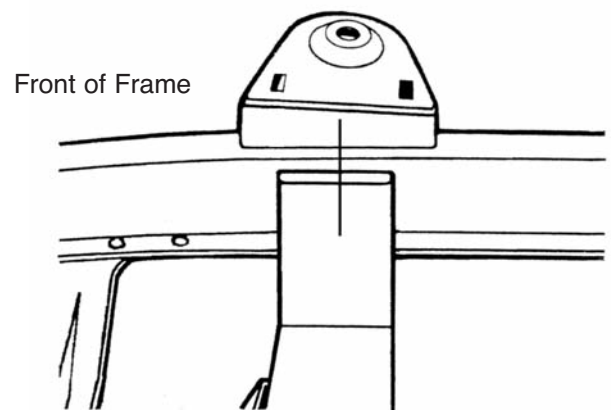
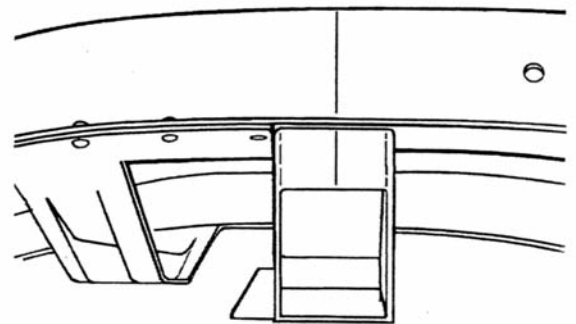
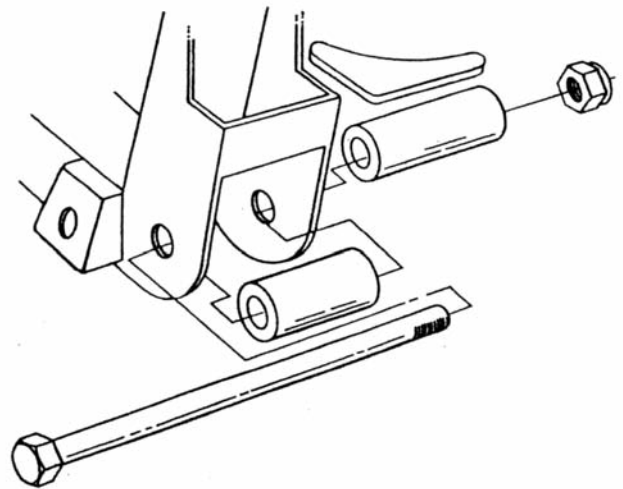
4. The flanges on the inside of the frame rails must be trimmed for the new crossmember. Trim the flanges a total of  $3\frac{3}{4}$ ",  $1\frac{7}{8}$ " on each side of your centerline.

5. If you are installing the full type lower control arms that eliminate the strut rods it will be necessary to drill out the lower pivot holes to  $\frac{5}{8}$ ". Position the short spacer in between the crossmember and the longer spacer to rear side of the crossmember, using the  $\frac{5}{8}$ " mounting bolts through the crossmember as a guide. Install the gusset horizontally toward the engine between the rear spacer and the crossmember. The rack mounts on the crossmember go toward the front. Weld the rear spacers and gussets all around. Weld the crossmember spacer in as far as possible inside the crossmember on both sides.

6. Slide the crossmember up in between the frame rails centering it on the axle centerline. If the crossmember doesn't fit, grind the sides of the crossmember until you can get it in place. Make sure the crossmember is fully seated to the underside of the frame, then tack weld the crossmember in.

7. Measure the width of the spring tower and mark a line on center. Position the spring tower on top of the frame rail. The centerline of the spring tower is centered on the crossmember centerline. The left and right spring towers are slightly different. The front side of the spring tower is taller than the rear; they slope down toward the back to maintain the proper anti-dive geometry. Once in position tack weld in place. If you are unsure of the axle centerline location it's a good idea to mount a fender and one side of the suspension to make sure the tire is centered in the fender opening. Double check all dimensions and weld in place all around the crossmember and spring towers.

8. If you are installing the 2" lowered cross-member, you will have to C-notch the frame for clearance of the rack and pinion. Measure forward from the crossmember centerline  $5\frac{5}{16}$ " for the '74-'78 Mustang II manual and power racks or  $5\frac{11}{16}$ " for the newer '79-'93 Mustang or '82-'88 T-bird power racks. Measure up  $1\frac{3}{4}$ " from the bottom of the frame and make a mark. Now draw a  $2\frac{1}{8}$ " radius using your mark as the top of the radius. Trim out the material marked. Make a C-notch filler piece using  $\frac{1}{8}$ " or  $\frac{3}{16}$ " steel plate bending it to fit the C-notch in the frame and tack weld in place.



9. Double check all dimensions and weld in place all around the crossmember, spring towers and C-notch plates. If you are using the full type lower control arms, you are finished. If you are using the stock type strut rods, you will need to install the strut rod brackets. The strut rod brackets can be purchased separately under part number 910-34358.

10. Strut rod bracket installation: It will be necessary to strengthen the bottom of the frame rail by welding in two reinforcement plates under the strut rod brackets. Reinforcement brackets should be made of 3/16" steel plate.

Install the stock type lower control arm into the crossmember, then clamp a 2 x 4 to the bottom of the crossmember long enough to support the control arm in a horizontal position. Install the strut rods on the control arms. The strut rods angle toward the rear of the vehicle. Install the two 7/16-20 x 1 1/2" studs and nuts and tighten.

Heat and bend the strut rod at the ball joint end where the bend is; bend the strut rod so it lines up with the bottom of your frame or slightly to the inside. Make a cardboard template of the flat strut rod mounting bracket. With the control arm and strut rod supported in the horizontal position, install a cupped washer and one of the large strut rod bushings onto the strut rod.

Trim the cardboard template so it lines up with the strut rod bushing and the bottom of your frame rail. Trim the bracket to fit your template. Install the large rubber strut rod bushings including the cupped washers and the flat strut rod mounting plate to the strut rod and tighten the 9/16-18 locking nut to its fully seated position. Tack weld the strut rod bracket to the bottom of the frame rail. Tack weld the triangular gusset in place; the gusset mounts between the strut rod bracket and the bottom of your frame rail and angles toward the front of the vehicle. Remove the strut rods and bushings and final weld the strut rod brackets and gussets in place.

After the suspension is re-assembled and back on the ground you can do the alignment. The wheel alignment should be done by a qualified alignment shop.

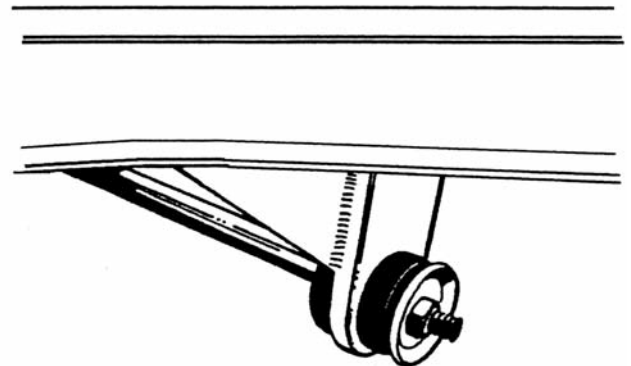
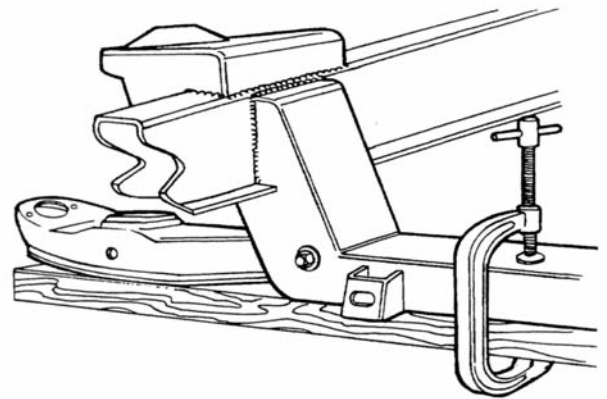
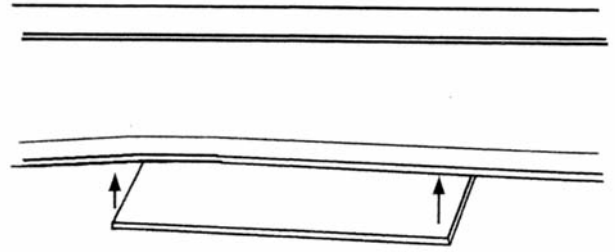
#### **ALIGNMENT SPECIFICATIONS:**

CAMBER 1/2 Degree positive

CASTER 1 Degree positive  
(manual steering)

CASTER 3 Degrees positive  
(power steering)

TOE IN 1/8" plus or minus 1/8"



# IMPORTANT

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