

INSTRUCTIONS

910-34432

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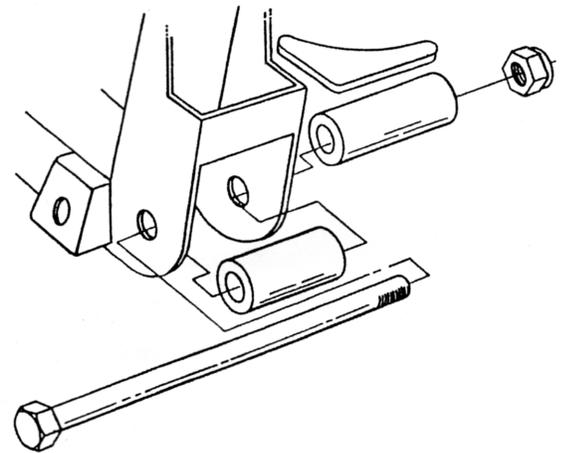
'34-'36 CHEVY MASTER MUSTANG II CROSSMEMBER

PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION

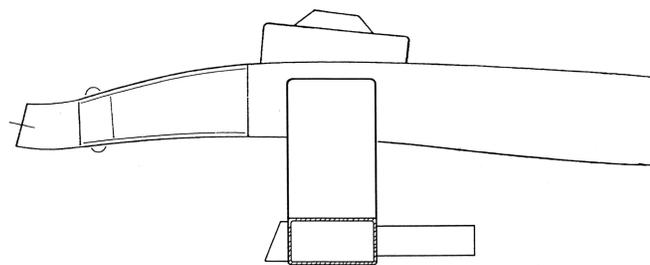
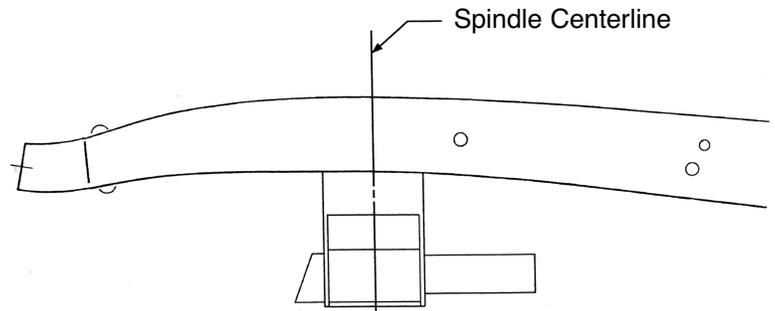
This kit installs the '74-'78 Mustang II or '74-'80 Pinto/Bobcat suspension into the 1934 thru 1936 Chevy Master.

NOTE: A qualified welder should do all the welding using the proper techniques. This crossmember is designed for use with manual steering only. The power rack interferes with the radiator and the radiator support.

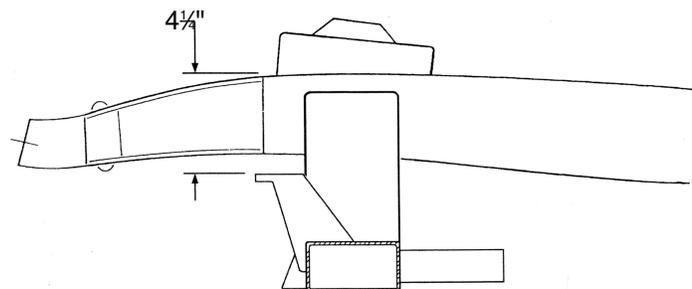
1. Support your car on four jack stands. The car should be sitting on the same angle as it does when it's on the ground. Mark the front axle centerline on the top of frame rail. This will be the centerline of the new crossmember. In many cases the centerline was 18 $\frac{1}{2}$ " from the front top edge of the frame rail, but not all frames are the same. Chevy offered four different frames on cars made in these years, so your original car's centerline is the best reference you can use. If the suspension has already been removed, you can temporarily mount a fender and stand a wheel in the opening to get the centerline.
2. Remove all the old suspension and steering components. Also remove the rear shackle mounts which are riveted to the bottom of the frame.
3. A temporary brace can be bolted to the bumper mounts or a brace can be tack welded across the frame rails to hold the rails in place. After bracing the frame rails remove the stock radiator support crossmember.
4. Fabricate a pair of small boxing plates and install in the front section of the frame. The boxing plates should run from 6" in front of the axle centerline to a minimum of 18" behind the axle centerline. After the rails are boxed, mark your axle centerline using a plumb line all around your frame rails.
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 5/8". Position the short spacer inside the crossmember and the longer spacer to rear side of the crossmember, using the 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 against the bottom of the frame and 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 center line 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. Center the radiator support on the front of the crossmember, clamp or tack weld in place. Take a measurement from the top of the radiator support to the top of the frame directly above the radiator perch. Use a straight edge across the top of the frame rails. This dimension should measure $4\frac{1}{4}$ ". If the radiator support is too high, trim the bracket unit until it measures $4\frac{1}{4}$ ". If it's too low, the radiator cradle can be shimmed to the correct height. Mount the rack and pinion and check the radiator support for clearance and trim if needed. Finish weld all around.



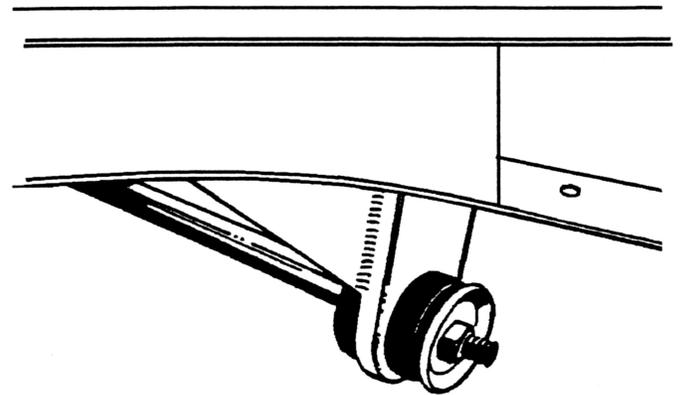
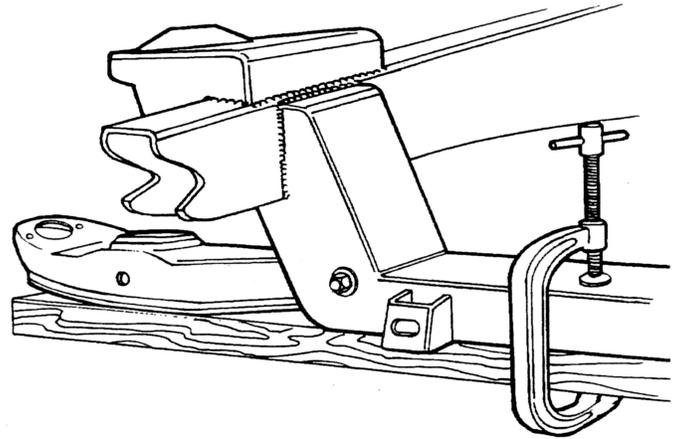
If you are using the full type lower control arms you are finished. If you are using the stock type strut rods you will have to install the strut rod brackets. Strut rod brackets can be purchased separately under part number 910-34358.

9. Strut rod bracket installation: Install the stock type lower control arm into the cross-member, 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 reassembled 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)
TOE IN 1/8" plus or minus 1/8"



IMPORTANT

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