

INSTRUCTIONS

910-34427

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'49-'54 Chevy Car 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 1949 thru 1954 Chevy cars.

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

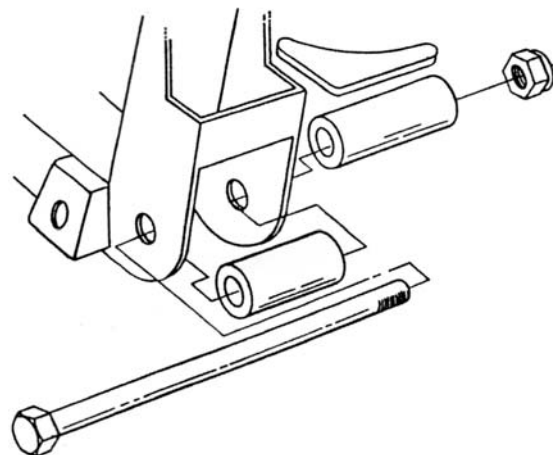
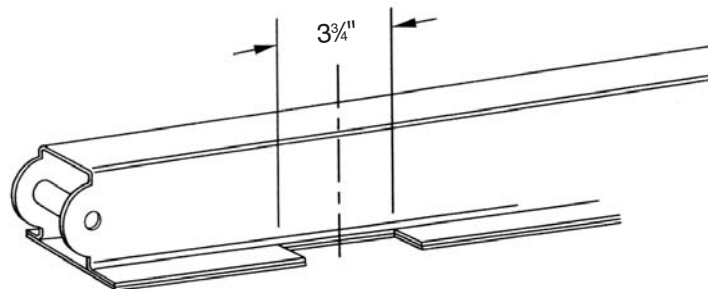
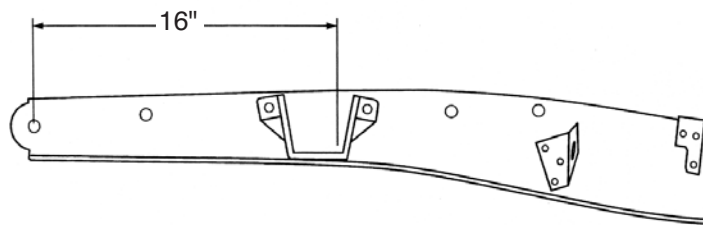
1. Support your car on four jackstands. The car should be sitting on the same angle as it does when it's on the ground.

2. Remove all the old suspension and steering components, including the suspension crossmember. The radiator crossmember should be left in place.

3. Measure back 16" from the center of the front bumper bracket hole and mark a line around your frame rail. This is your spindle centerline.

4. The flanges on the outside of the frame rails must be trimmed for the new crossmember. Trim the flanges a total of $3\frac{3}{4}"$, which is $1\frac{7}{8}"$ on each side of your centerline. Also remove the U-bracket that is welded to outside of the frame rail at the axle 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 inside the crossmember and the longer spacer to the rear 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 are on 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.

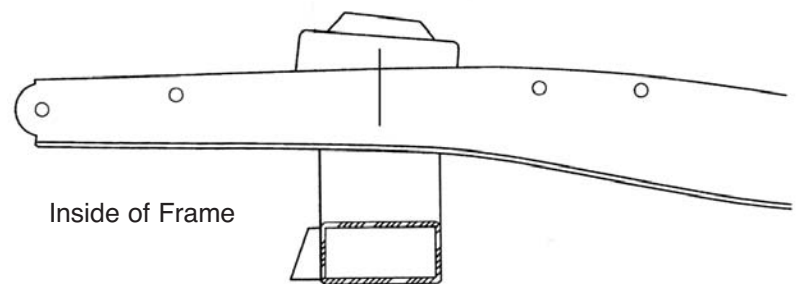
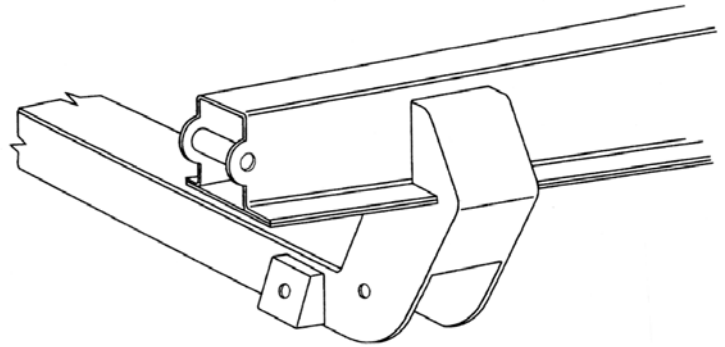


6. Slide the crossmember up over the outside of the frame rails centering it on the axle centerline. If the crossmember doesn't fit, lightly grind the inside edges of the crossmember until you can get it in place. Make sure the crossmember is fully seated to the underside of the frame, then tack weld in place. Double check all dimensions and weld the crossmember all around.

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 spring towers.

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.

8. 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 to the control arms. The strut rods angle toward the rear of the vehicle. Install the two 7/16-20 x 1½" 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

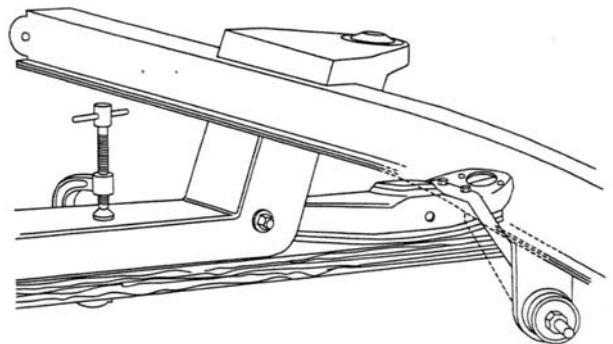
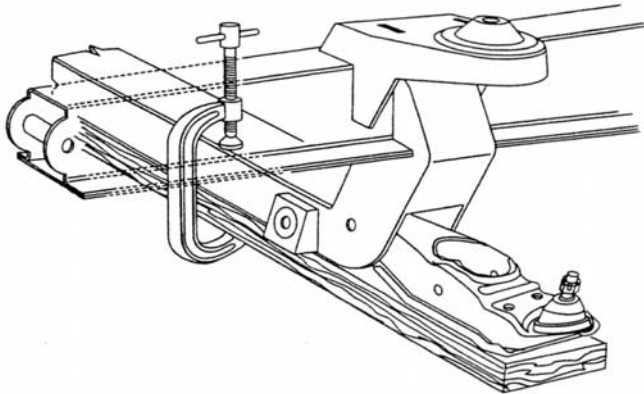


inside. Make a cardboard template of the flat strut rod mounting bracket. With the control arm and strut rod supported in the horizontal position, install a cupped washer and one of the large strut rod bushings onto the strut rod. Trim the cardboard template so it lines up with the strut rod bushing 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"



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