

'35 - '40 FORD CHASSIS COMPONENTS Installation Instructions

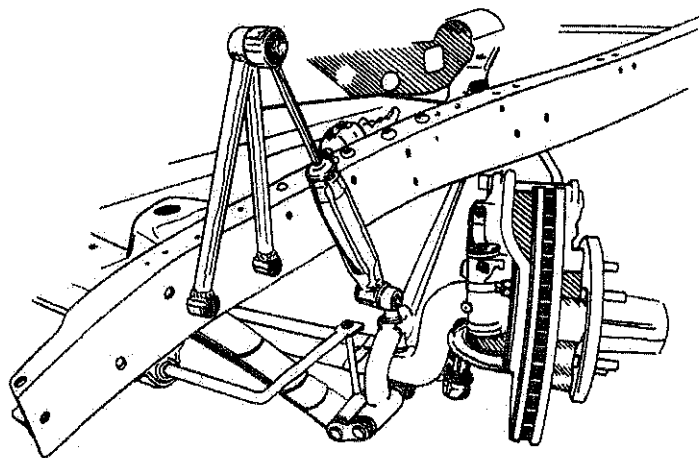
1416 WEST BROOKS ST., ONTARIO, CA 91762 909-984-1773

'35 - '40 FRONT SHOCK KIT

1. Remove stock front shock absorbers and spring perch and drill out square holes in frame with a 1/2" drill. Bolt upper brackets to frame rails using hardware supplied. Make sure to use the flat washers supplied on the inside of the frame rails.
2. Install new perch so that inside face is parallel to frame rail. (Note - if you encounter a problem with the perch turning in the axle when tight, it may be necessary to punch the inside of the wishbone taper in a few places to give the perch a bite.)
3. Bolt shocks to upper and lower mounts (perch must be parallel to frame rail or shock will not bolt up easily).

BOLT-ON SAGINAW ADAPTER PLATE

This plate (not shown) simply bolts to the stock steering box mount allowing you to bolt in a mid-60's Saginaw steering box.

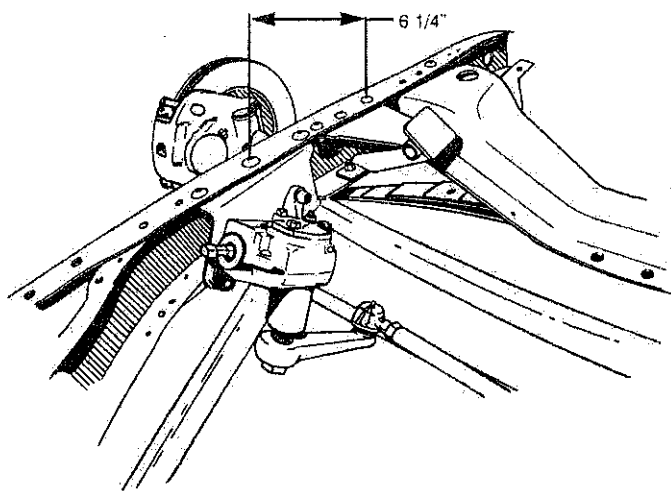


'35 - '40 FRONT ANTI-ROLL BAR KIT

1. Front hole of pillow block is located at third rivet back from front of frame rail. Rivets must be drilled out, and depending on your particular chassis, the rear hole may need to be drilled.
2. Bolt bar to chassis using pillow blocks and urethane bushings supplied.
3. Install lower mount onto bottom of spring perch. Cone shaped washer fits onto perch with tapered side against taper in bottom of wishbone. Lower mount then mounts against flat side of washer.
4. Mount connecting link between bar and lower mount using hardware and urethane bushings supplied.

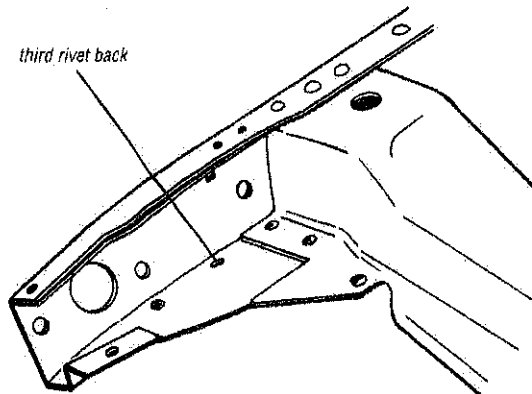
'35 - '40 CHEVY ENGINE MOUNTS

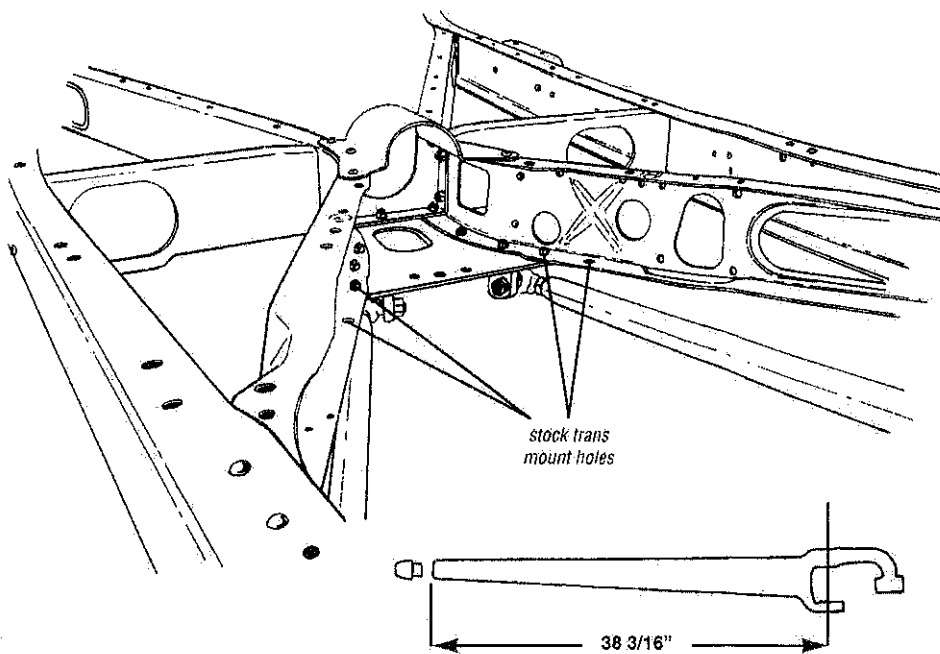
1. Locate stock 5/16" hole in top of frame rail 6 1/4" back from center rivet in front crossmember. Drill out to 3/8".
2. Using center hole, bolt engine mount to the frame making sure it's parallel to the inside edge of the frame rail. Use end holes in mount as a pattern to drill two new 3/8" holes in upper frame rail.
3. Rear mounting hole in bottom frame rail must be drilled out to 3/8".
4. Bolt mount between upper and lower frame rails as shown.



'35 - '40 VEGA/SAGINAW STEERING ADAPTER

1. Drill out and remove the 4 rivets that attach the stock steering mount to frame. When rivets are out, move the mount in and out several times to break the factory spot weld on the top flange of the frame and remove the mount.
2. Drill out the stock rivet holes to 1/2". Using the TCI mount as a guide, drill one new 1/2" hole in frame. Bolt the mount to the frame using the hardware supplied, making sure that the bolts are as tight as possible (welding mount to frame is recommended to eliminate any possible movement). Mount is installed under top and bottom flanges of frame.
3. Upper mounting boss on steering box ('70 -'78 Vega or mid-60's Saginaw) must be drilled out to 7/16". Also the backside must be ground flat so bolt head will seat flat against box.
4. Bolt steering box to the mount installing the spacers supplied between the mount and the steering box.





'35 - '40 TRANS MOUNT/WISHBONE SPLITTING KIT

The Total Cost wishbone splitting kit is designed for use with the '37-'41 wishbone. Total Cost or other axle with 38 1/2" spring perch centers and 47 3/4" king pin centers, and a stock width spring for the best ride. Other wishbone/axle/spring combinations can be used, but we have found this to be the best combination for ease of installation and ride quality.

1. Drill out stock trans mount and cradle rivets and remove both from x-member. Be careful when removing rivets not to damage holes. After rivets are removed, clean up all holes with a 3/8" drill. (Do not remove cradle rivets if installing short trans mount only plate.)
2. Front holes in trans/wishbone mount plate are bolted to the rearmost stock trans mount holes. Bolt mount plate to bottom of x-member. Bolt top plate and inside plate to x-member (if being used).
3. Cut wishbone end off 38 3/16" back from center of perch bolt hole. Weld threaded wishbone plug into end of wishbone as square as possible. Allow to cool fully before installing adjustable ends.
4. After splitting the wishbone you must re-align the spring perches so that they are parallel to one another. To accomplish this, apply outward pressure to a bar placed through the perch eye while heat is being applied to the perch at the curve just above the eye. Do not overheat the perch eye as you may cause it to distort. After heating, allow the perches to cool slowly by themselves. Do not cool with water.

'35 - '40 REAR LEAF SPRING KIT

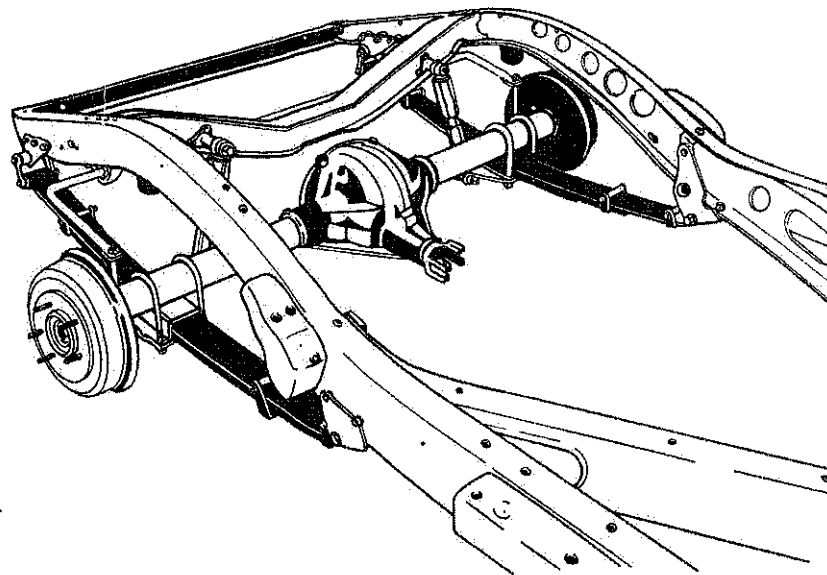
This kit is designed to install Nova or 9" Ford rear ends and new Total Cost or '61-'71 Dodge truck front springs. The Nova rear end is a direct bolt-in with no cutting or welding. Any '68-'76 Nova or '68-'69 Camaro rear end will work, but the '68-'72 multiple leaf models work best. The 9" Ford rear end requires cutting off the stock axle pads and welding on a new set with pinion up 6 degrees from bottom of spring pod to third member face. Front springs from any '61-'71 Dodge A-100, D-100, D-200, P-200, W-100 or W-200 truck will fit well, but the new Total Cost units are highly recommended.

1. Rearmost hole in rear spring hanger is located 2 1/8" forward from center of front bumper bolt hole. Holes will need to be drilled 3/8". Front hole is generally in frame from the factory, but not always. Tubular spacers install on inside of frame rail.
2. Front spring hangers mount to existing rivet holes in frame just forward of kick-up in frame. Rivets must be removed and holes drilled 3/8".
3. 5-hole spring plates mount with shock tabs towards center of chassis. Tab's usually point down. (Note - Spring plates may be swapped side to side to compensate for spring arch versus shock length. Make sure shocks will not bottom out.)
4. To install, mount springs to front hangers, install rear end on springs, and finally install springs to shackles at rear.



'35 - '40 X-MEMBER SIDE SUPPORTS

Total Cost x-member side supports mount to the existing side support holes. Original rivets must be removed and holes drilled out to 3/8".



'35 - '40 REAR SHOCK KIT

1. Center of the upper shock bracket is located 7" from the inside edge of the bottom frame flange. Clamp brackets to frame and drill 3/8" holes.
2. Shockstud bolts on tab on 5-hole spring plate to provide bottom mount. (Note - Spring plates may be swapped side to side to compensate for spring arch versus shock length. Make sure shocks will not bottom out.)

'35 - '40 REAR ANTI-ROLL BAR KIT

1. Rear anti-roll bar pillow blocks bolt to stock rear shockmount holes. Connecting link bolts between bar and outboard hole in 5-hole spring plate using hardware and urethane bushings supplied.

