

INSTRUCTIONS

910-34401
910-34424

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910-34401 - '41-'48 FORD CAR MUSTANG II 2" DROPPED CROSSMEMBER

910-34424 - '41-'48 FORD CAR MUSTANG II CROSSMEMBER

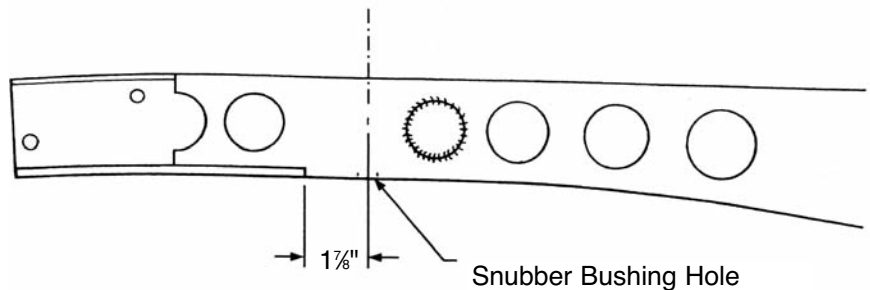
**PLEASE READ INSTRUCTIONS COMPLETELY
BEFORE STARTING YOUR INSTALLATION**

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.

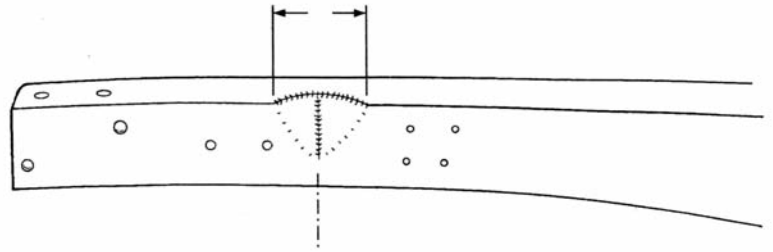
This kit installs the '74-'78 Mustang II or '74-'80 Pinto/Bobcat suspension into the 1941 thru 1948 Ford cars

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

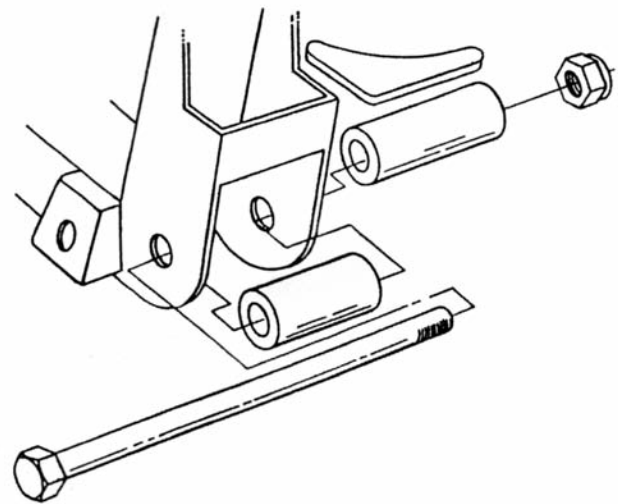
1. Mock your frame up so the frame is sitting at the same angle as it will when it's on the ground.
2. Mark the front axle centerline on the top of frame rail and remove all the old suspension and steering components. If your original suspension is missing, locate the two rubber snubber holes on the underside of the frame. These were on the axle centerline. Use a plumb line to mark the axle centerline around the frame rails.
3. If you have the original radiator support in place, you can go ahead and remove the suspension crossmember. If the radiator support is missing you will need to tack weld a temporary brace across the frame rails before removing the crossmember.
4. The two large holes on the inside of the frame rails just behind the axle centerline need to be plugged. Using 3/16" or 1/8" steel plate cut out two 2⁵/₁₆" diameter plugs and weld them in flush with the inner frame rails and ground smooth.
5. On the inner lower flanges of the frame rails, the flanges must be trimmed to the 1⁷/₈" dimension shown on the illustration.
6. The top edges on the outside of the frame rails need small notches cut in to them for spring clearance. The illustration shows how to cut the frame to create the notch. Cut as shown, and hammer the rails in. There needs to be at least 3/8" of clearance at the top of the frame. Finish weld and grind smooth.
7. 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 the 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 mount 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.



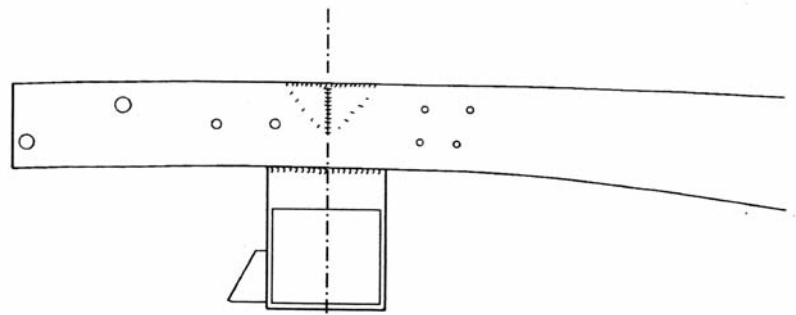
8. Slide the crossmember up in between the frame rails, centering it on the axle center-line. If the crossmember doesn't fit, grind the sides of the crossmember until you can get it place. Make sure the cross-member fits flush with the bottom of the frame rails, then tack weld in place.



9. 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 towards 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.

10. If you are installing the 2" lowered crossmember, 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 2" 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.



11. 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.

12. Strut rod bracket installation: 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 reassembled and back on the ground you can do the alignment. The wheel alignment should be done by a qualified alignment shop.

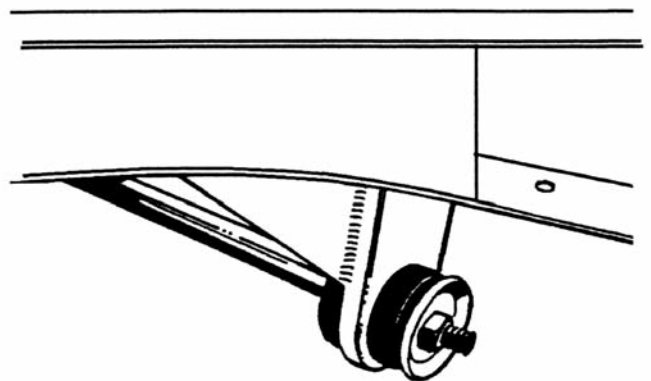
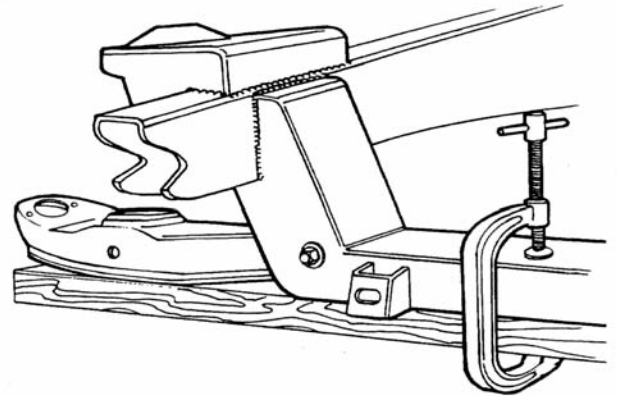
ALIGNMENT SPECIFICATIONS:

CAMBER 1/2 Degree positive

CASTER 1 Degree positive (manual steering)

CASTER 3 Degrees positive (power steering)

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



IMPORTANT

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