FULL TILT STREET RODS

2944 I-70 BUSINESS LOOP UNIT 313
GRAND JUNCTION, CO 81504
970-255-8890

READ ALL DIRECTIONS COMPLETELY BEFORE INSTALLATION

1937-1939 Chevy Pickup Truck Crossmember Kit

Installation of Full Tilt Street Rods' Crossmember Kit is easy because we have designed all the correct angles onto our crossmember. You must make a couple of measurements to correctly place the crossmember and spring mounts before welding. Minor adjustments may be needed for some variations in your frame. We recommend that all welding be done by a qualified welder using accepted procedures. We also recommend that a professional alignment shop do all wheel alignment. If you have any questions, we will be happy to assist you at 970-255-8890 or by email at fulltiltrods@msn.com

1. FRAME PREPARATION
   - Start by supporting the truck on 4 jack stands the truck should sit at the ride height you want when the truck is finished.
   - Mark the axle centerline on inside edges of each frame-rail stub. Then remove all old steering and suspension components. [The front spring mount is not to be removed at this time it can be removed when you are finished if you are not going to run bumpers.]
   - Clean any dirt and rust from frame.
   - Next the frame needs to be boxed with the plates supplied. You will need to grind some to fix. Also you will need to trim the lower lower frame rail so that the boxing plate sits plumb up and down.

2. INSTALLING THE CROSSMEMBER
   - Mark the center (front-to-back) on the top edges of each side of the crossmember. These marks will line up with the axle centerline marks you made on the frame in step one. Slide crossmember up from below the frame and align the marks. Make sure crossmember fits snugly to bottom and sides of frame. If you need to shim gaps, make sure to do so equally on each side. Ensure that the rack and pinion mounts face the front of vehicle. The centerline of the crossmember should be in line with the axle centerline.
   - The bottom of the crossmember should be parallel to the ground with the frame sitting at ride height (front and rear)
   - Tack weld lower crossmember.
   - Double check all measurements including wheelbase dimension and check diagonally for squareness.
   - Finish welds will be done later.

3. INSTALLING THE SPRING MOUNTS
    - Place the spring mounts on the top, outside edges of the frame rails, with their centers directly over the center of the lower crossmember and axle centerline.
    - To determine the left and right sides, the spring mounts should sit slightly lower in the rear to maintain the proper antidive geometry.
    - Make sure spring mounts are level side-to-side. Do this with a torpedo level laying on the flat part of the upper spring mount.
    - Tack both spring mounts in place.
    - Double-check your measurements, especially diagonally for squareness.
    - Mock up the upper control arm, lower control arm and the spindles. Raise or lower the spindles until the lower control arm is horizontal to the ground and check the wheel camber. Make sure there is enough adjustment to set the spindle at 0 degrees camber.
    - With the spindle at 0 degrees, you should have a partial slot on both sides of upper control arm bolt for caster and camber adjustment.
    - Final weld the spring mounts and crossmember to the frame on both sides.

4. C notching for the rack is next. Measure forward 4-5/8" for '74-'78 mustang 2 racks [power or manual] or 5" for t-bird power rack and 1-1/2 up and roughly a 2-1/8 radius trim out and install C notch fillers check for fit and location if good finish welding and grind to your liking.

5. COMPONENTS ASSEMBLY
    - Install the lower control arms and strut rods, if applicable, into the crossmember. (For a no-bind strut, check ours out at www.fulltiltstreetrods.com)
    - Install the upper control arms, with the serrated side of the cross shaft facing down, using the stock T-bolts. (We can supply replacement T-bolts if you need them.)
    - Install the coil springs and spindles, with the steering arms toward the front side.
    - Install brake rotors, calipers and brackets, rack and pinion steering unit and shock absorbers.

6. SUSPENSION ALIGNMENT
    - Set ride height so that the lower control arms are horizontal to the ground. Align the wheel with the following specifications:
      Camber at 0 degrees
      Caster at 1 degree
      Toe in at 1/16 inch

AFTER 100 OR 200 MILES PLEASE CHECK ALL NUTS AND BOLTS AND MAKE SURE THEY ARE TIGHT AND SECURE.