

FULL TILT STREET RODS

2944 I-70 BUSINESS LOOP UNIT 313

GRAND JUNCTION, CO 81504

970-255-8890

READ ALL DIRECTIONS COMPLETELY BEFORE INSTALLATION

'64 1/2-'70 Ford Mustang

Crossmember Installation Instructions

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 fulltilt rods@MSN.com

1. FRAME PREPARATION

- Mark the axle centerline on inside edges of each frame-rail stub. Then remove all old steering components, suspension and old shock towers,
- Clean any dirt and rust from frame.
- Weld up sides of frame where old components were cut away.
- Finish grind all welds.
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MAKE SURE YOUR CAR IS SETTING AT THE RIDE HEIGHT YOU WANT BEFORE YOU GET STARTED PUTTING IN THE NEW CROSSMEMBER.

2. INSTALLING THE C NOTCHES

Place the C channel piece over the outside of the frame and push in as far as it will go on to the original frame with the notch facing the out side of the car this will act as a guide to mark your rail for the c notch. Mark and remove.

Cut out this section of frame so that the new c notch will fit.

Slide on the new piece and tack in to place also tack in the curved piece this piece should be centered on your axle center line that was marked as first you will do all welding later.

3. Next clamp in the supplied piece that has the FT cut into it you should be able to read this from the front of the car because there is a right and left side this piece goes on the inside of the original frame rails tack in to place. Then slide the crossmember up into place and center on you center line if you need to you can grind or shim as needed. {make sure the crossmember is pushed up all the way and fits to the bottom of the frame and tack into place.

4. Place the spring mounts on the top of the frame rails; these will fit down over the crossmember. 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.

5 COMPONENTS ASSEMBLY

- Install the lower control arms and strut rods, if applicable, into the crossmember. (For a no-bind strut, check ours out!)
- 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