

# FULL TILT STREET RODS

2944 I-70 BUSINESS LOOP UNIT 313

GRAND JUNCTION, CO 81504

970-255-8890

## READ ALL DIRECTIONS COMPLETELY BEFORE INSTALLATION

1953-'56 Ford Pickup & '55-'59 Chevy Pickup  
Mustang II Independent Front Suspension

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 [fulltiltrods@msn.com](mailto:fulltiltrods@msn.com).

### 1. FRAME PREPARATION

- Mark the axle centerline on the frame. Remove all old steering and suspension components.
- Do not remove original crossmember. The exception is to slightly trim the rear side of the front crossmember on '55-'59 Chevy Pickups to clear the rack and pinion.
- Clean any dirt and rust from frame.
- Weld on the supplied boxing plates.
- Finish grind all welds.

### 2. INSTALLING THE CROSSMEMBER

- Fit crossmember in between the frame rails with rack and pinion mount facing to the front of vehicle. The centerline of the crossmember should be in line with the axle centerline. (Figure 4)
- The bottom of the crossmember should be parallel to the ground with the frame sitting at ride height (front and rear)
- The inside measurement between the frame rails should be 29 inches. To fill any gap, use shim plates equally on both sides.
- On the '53-'56 Ford Pickup, the axle centerline may need to be moved forward 1-¼ inches to center the wheel inside the fenders. Check your specific application.
- Tack weld lower crossmember. DO NOT finish weld at this point.
- Double check all measurements including wheelbase dimension and check diagonally for squareness.
- Final weld the crossmember to the frame on all sides.

### 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. (Figure 4)
- The distance between the middle of the upper control arm adjusting slots should be approximately 33 ¼ inches. Adjust the hats in or out of the frame by trimming or adding shims where the hat meets the sides of the frame.
- To determine the left and right sides, the spring mounts should sit slightly lower in the rear to maintain the proper antidive geometry.
- 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.
- Final weld the spring mounts to the frame on both sides.

### 4. 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 special button head bolt.
- 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.

### 5. 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

### 6. Congratulations, you're done. Enjoy!