

Full Tilt Street Rods, Inc.  
970-255-8890

**Installation Instructions  
1941-1948 FORD Crossmember Kit**

Please read these instructions completely BEFORE starting your installation.

Remember the basic rule for a successful installation: Measure Twice, Weld Once!

1. Start by supporting the car on 4 jack stands. The car should be sitting on approximately the same angle as it does on the ground, or slightly lower in front.
2. Remove all the old front suspension components. Note that on the underside of the frame are the two rubber axle snubbers (or the holes for them, if they are missing) directly above the axle. Mark them for later reference.
3. Remove the old crossmember. If you still have the radiator support in place, it will maintain the correct frame rail width. If not, tack weld a temporary brace across the frame. Also, remove the old steering box mount.
4. Preparing the frame. The first step is to plug the two large holes on both insides of the frame slightly rearward and forward of the axle centerline, as shown in illo 1 below.. Four round plugs are supplied to fill the holes. Weld plugs in place flush with the inner frame rails and grind smooth.
5. Next, scribe a line around the frame rails using the center of the rubber snubber holes from step 2. This will be the axle centerline. Now, on the inner lower flanges of the frame rails, the flanges must be trimmed to the 2" dimension. See illo 1 below.
6. The final preparation step is to slightly dimple the outer fame rails for the coil springs, centering the dimples on the axle centerline. Illo 2 below shows how to cut the frame to create the dimple reliefs. Cut as shown and press or tap the rails in; then weld back together. It is not critical that the dimples be done exactly this fashion, but the dimples should be approximately 3/8' to 1/2" deep at the top. After it is all welded up and ground, it will look like factory depressions in the frame. The spring towers will cover them anyway, so don't worry a lot about their appearance.

7. Slip the new crossmember into the frame, centering it on the scribed axle center line. If it does not fit, grind the sides of the crossmember until you can get the crossmember in place, as shown. Tack weld in place, check location, then weld in place, welding all around both ends, top, sides, and bottom. If you installed a temporary brace across the rails, you can now remove it.

8. Next are the spring towers. They sit on top of the frame rails, and are located 1-3/4" forward of the crossmember measuring from the front of the crossmember to the front of the spring tower. Clamp in place, double check your dimensions, then weld all around, including the flanges down the sides of the rails. For added strength, you can also weld the inside of the flanges.

Then you are finished and proceed on to the assembly and alignment of your suspension.

Caster 1° positive; Camber 1/2° positive; Toe-In 1/8" ± 1/8"

Check the installation after 100 to 200 miles, including the alignment.

