

Installation Instructions 1949-1954 Chevy 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 your installation by supporting the car on 4 jack stands. The car should be sitting on the approximate angle that it does on the ground, or slightly lower in front.
2. Begin by removing all the old suspension components from the frame, including the front suspension crossmember. The radiator crossmember should be left in place.
3. Measure back from the hole at the front of the frame 16" and scribe a mark. See figure 1. Scribe a line around the frame rail at the scribed mark. This scribed line is the spindle centerline.
4. Remove the U-bracket that is welded to the outside of the frame at the centerline.
5. Now it is time to start fitting and installing the new components on the frame. Start with the crossmember. (If you are using Heidi's Full Lower A-Arms on your installation, it is easier to install them onto the crossmember now, using their instructions, and then install the crossmember onto the frame). Slip the crossmember up onto the frame, centering it on the scribed spindle centerline. See figure 2.

If it does not quite fit onto the frame, slightly grind the upright ends of the crossmember until you can get it into place. Make sure that the crossmember is fully seated on the underside of the frame. Tack weld in place, double check the location and weld in place, welding all around both ends, top, sides, and the underside of the bottom of the frame.
6. Next are the spring towers. They sit on top of the frame rails. They are prefitted for your frame.
They are 1-7/8" forward from the front of the crossmember, measuring as shown in figure 4. The high side of the spring tower goes towards the front end of the frame. Clamp in place, double check your dimensions, and weld all around, including the gusset flanges on the sides of the rails. For added strength, you can also weld the inside of the gusset flanges.
7. (If you use the Heidi's Full Lower A-Arms, you can skip to the last page of these instructions). To install the stock strut rods, you will use the lower control arms and strut rods for locating the rear strut rod plates and gussets. Using a 2x4 and a C-clamp, install the stock control arm and strut rod as shown in figure 3. The Pinto and Mustang II strut rods are different angles. We recommend the Pinto strut rods, as they will position the strut rod plates more closely to the underside of the frame. The Mustang II strut rods can be used, however, by heating the strut rods at the elbow and bending them out enough to align the strut rod plate under the frame. Now, assemble onto the ends of the strut rods, the large rubber bushings, including the cupped washers, and the strut plate. See figure 6. Be certain to tighten the nut on the strut rod to its' fully seated position. The ends of the strut rods are not meant to be adjustable. Make sure the nuts are fully tightened. The strut rod will act as a fixture while you tack weld the plates and gussets in place. Remove the strut rods and bushings and finish welding the plates and gussets in place.

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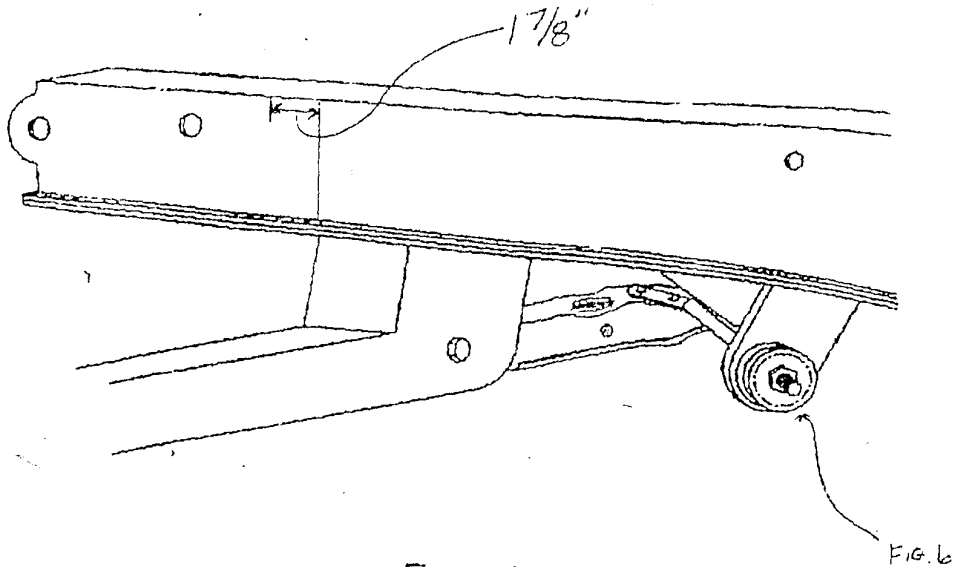


Figure 4.

That's all there is to it. Go ahead and finish the rest of the front suspension assembly. After the rest of the car is assembled and back on the ground, do your front end alignment using the specifications as follows:

Caster $7/8$ degree, $\pm 3/4$ degree
Camber $1/2$ degree, $\pm 3/4$ degree
Toe-In $1/8$ " $\pm 1/8$ "

Check the installation after 100 to 200 miles, including the alignment. The springs should have settled down by now, so the lower control arms are parallel with the ground. If not, you may have to change to a stiffer or lighter spring. If the car sits too high with the stiff springs, you can cut up to one coil off the bottom of the springs to lower the car. If the car still sits too high, then a softer spring is required. If you have any questions during or after the installation, feel free to call us for technical assistance.

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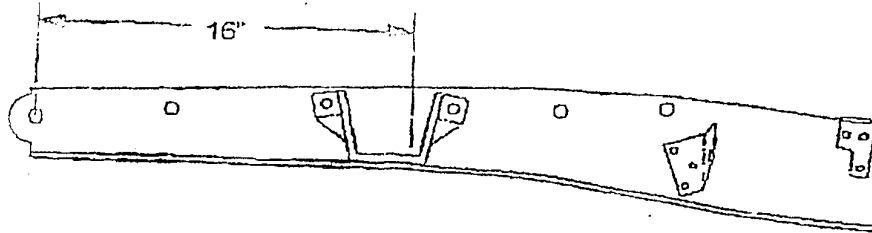


Figure 1

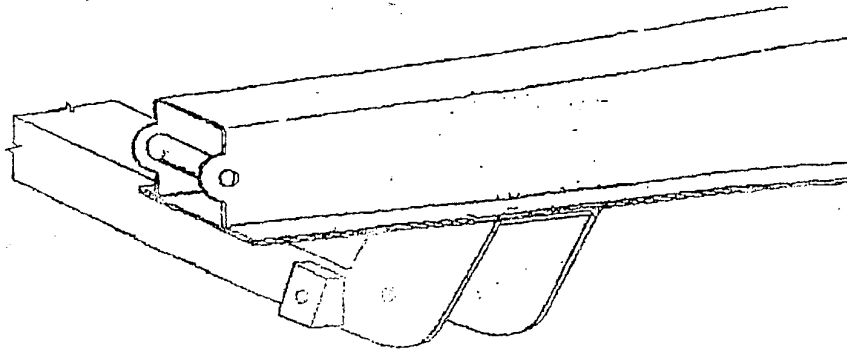


Figure 2

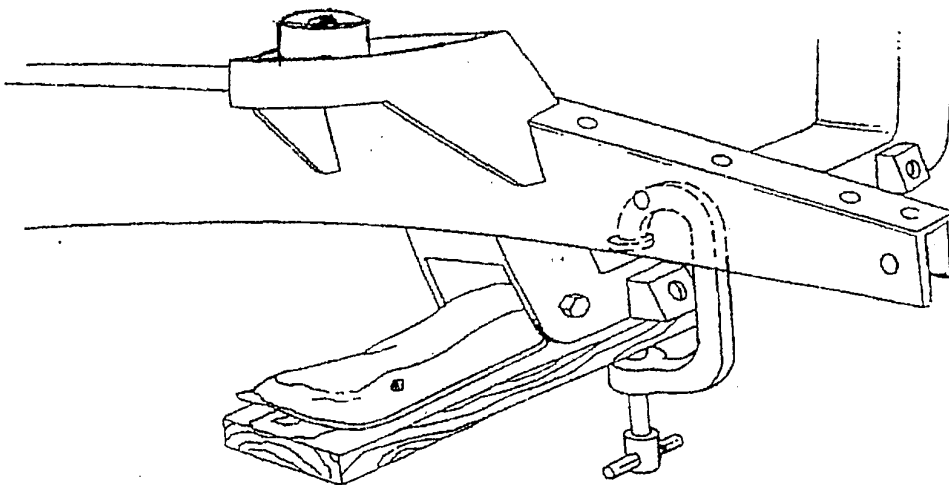


Figure 3