INSTRUCTIONS

910-34433

Independent Front Suspension Crossmember '37-'39 Chevy Pickup

1) Support truck under frame with jack stands. It's best if you can approximate the rake desired and support frame accordingly.

2) Remove front sheet metal and old suspension components. The front spring shackle mounts are used as a measuring point. Where the steering box was mounted, you will need to flatten the top of the frame rail.

3) The radiator support crossmember needs tobe trimmed. (See Figure A). Remove only the rear portion, the front section stays.

4) Now you need to box the original frame where the new crossmember will mount. Use 3/16" plate starting at the back edge of the original radiator crossmember and continue to approximately 12" behind the original axle centerline. Fit plates to the inside of the frame and weld.

5) Now measure back 17 1/4" from the center of the front spring shackle hole in the frame and mark the frame. (See Figure B). Place the crossmember in place and center on the mark you just made. Fit as necessary. Tack weld only.

6) Place the spring towers in place on top of the frame. The taller side is to the front. The front edge of the tower sets 1 3/4" forward of the front edge of the crossmember. (See Figure C). Fit as necessary. Tack weld only.

7) You will need to allow clearance for the rack and pinion. Make a mark 4 5/8" forward on the crossmember centerline and up 1 1/2". Cut out a semi-circle and tack weld in a piece of 2 1/2" tubing that yo have split. (See Figure D).

8) If using strutless type lower control arms, go to Step 9. If using original or tubular type strut rods, you will need to install the lower control arms and bolt the strut rods to them. Next C-clamp a 2 x 4 to the bottom of the crossmember that is long enough to support the control arms straight out. Position the strut rod mounts and tack weld. (See Figure E & F).

9) Now go over every measurement and double check everything you have done. If satisfied, finish weld.

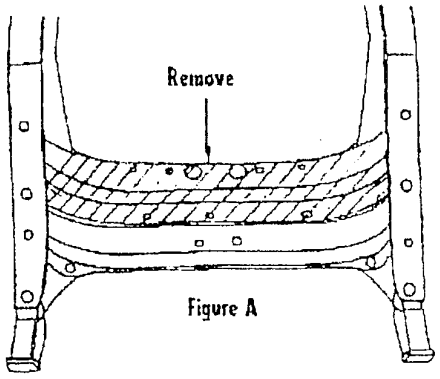

Figure A

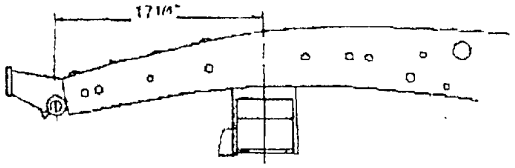

Figure B Outside of Frame

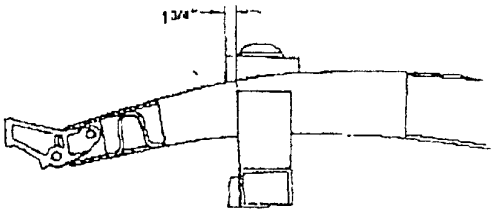

Figure C Inside of Frame

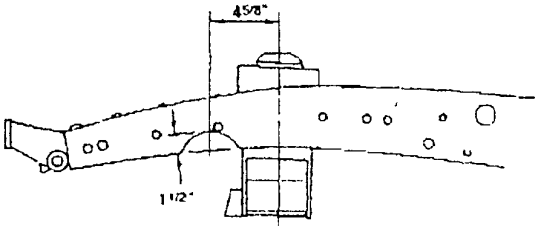

Figure D

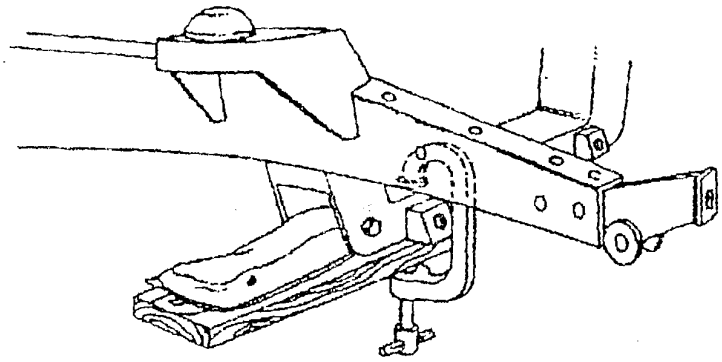

Figure E

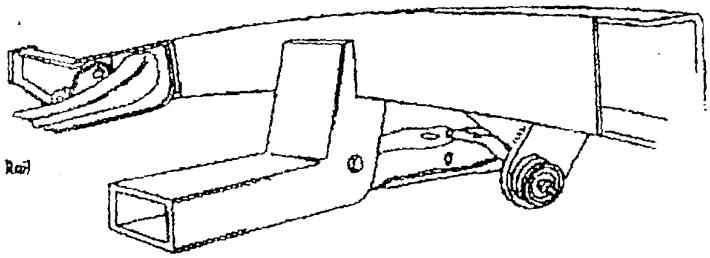

Figure F

Inside of Frame Rail

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, +/- 3/4 degree
Camber 1/2 degree, +/- 3/4 degree
Toe-In 1/8" +/- 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.