

37-48 CHEVY CROSSMEMBER KIT

INSTALLATION INSTRUCTIONS

Please read the installation instructions entirely prior to starting your installation.

SAFETY FIRST!!!! Please observe any and all safety rules during your installation.

For a successful installation, remember, always measure twice and weld once.

We recommend tack welding for proper fit and having a certified welder do the final welding.

1. **REMEMBER! SAFETY FIRST!!** Begin by supporting your car on 4 jack stands. Your car should be supported at approximately the same angle it sits on the ground, or slightly lower in front.
2. Remove the front suspension assembly and stock crossmember from the car. Locate the holes in each frame rail under the old front suspension crossmember. Using the center of these holes, make a mark 1/2" toward the REAR of the frame. Using this mark, scribe a line all the way around each frame rail. These lines are the centerline for the new crossmember. (See illustration 1.)
3. The **INSIDE FLANGE** of the frame rails must be removed for the new crossmember. Make a mark 2" in front and 2" in back of the centerline mark. Trim off this 4" portion of each flange. (See illustration 2.)
4. Slip the crossmember into the frame and center it on the centerline marks. Use a grinder to make adjustments until you get the crossmember seated completely on the underside of the frame and aligned with the centerlines. (See illustration 3.) Tack weld in place, check and adjust location, then weld in place. Weld all the way around both ends, top, sides, and bottom. (We recommend final welding by a certified welder.)
5. Mark the top frame rails 1 3/4" FORWARD of the crossmember for proper location of the spring towers. The high side of the spring tower goes toward the FRONT of the frame. (See illustration 4.) Clamp in place, measure again and tack weld. Double check measurements, then weld all around, including the gusset flanges on the side of the rails. It is recommended to weld the inside of the gussets.
6. To locate the strut rod supports, bolt on the lower control arm. This should be supported with a 2X4 and a c-clamp. (See illustration 5.) We recommend using the Pinto strut rod, as they are shorter than the Mustang and will position the support brackets more closely to the underside of the frame rails. You can use the Mustang rods by heating at the

37-48 CHEVY CROSSMEMBER KIT

INSTALLATION INSTRUCTIONS

ball joint end and bending enough to align the strut bracket to the bottom of the frame rail. Assemble the strut rod bushings, washers, and brackets. Tighten the strut rod nut into the "fully seated" position. (See illustration 6.) Position the two re-enforcement plates on the bottom side of the frame rails, centered with the bracket (A), and the gusset (B). Weld all around the plate. Align the bracket with the strut rod and tack weld in place. Position and tack weld the gusset in place. Remove the bushings and strut rod prior to welding the bracket and gusset to re-enforcement plate.

7. Next finish assembling the Pinto parts. When this is complete, and the car is back on the ground, front end alignment is as follows:

(A.) CASTER $7/8^{\circ} + \text{or} - 3/4^{\circ}$.

(B.) CAMBER $1/2 + \text{or} - 3/4$..

(C.) TOE-IN $1/8" + \text{or} - 1/8"$.

8. After 100 to 200 miles, check all bolts, nuts, and welds, including the alignment. The springs should be "settled" by this time, so that the lower control arms are level with the ground. If not, we recommend changing to the Pinto 4 cylinder springs. If the car is too high, up to one coil can be cut from the bottom of the springs to get the lower control arms horizontal. Feel free at any time to call for technical information.

