

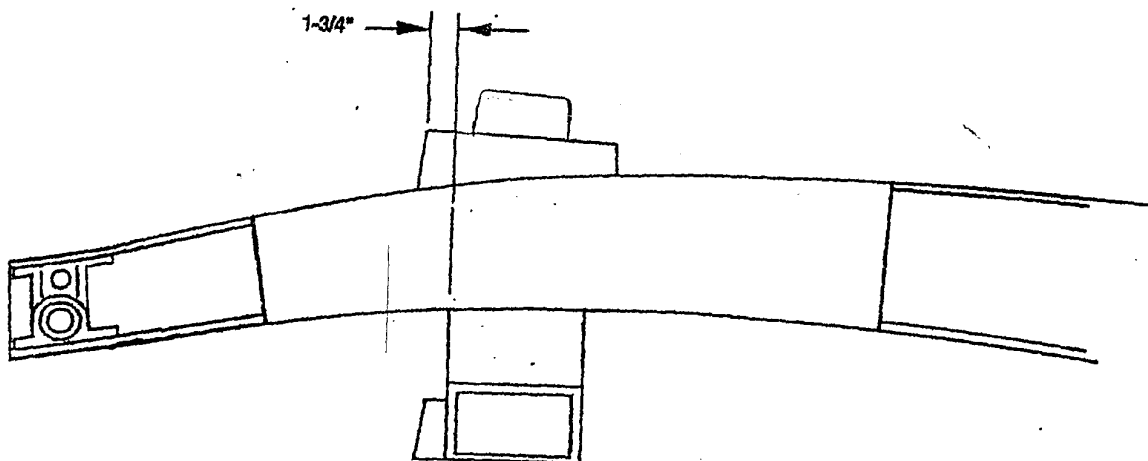
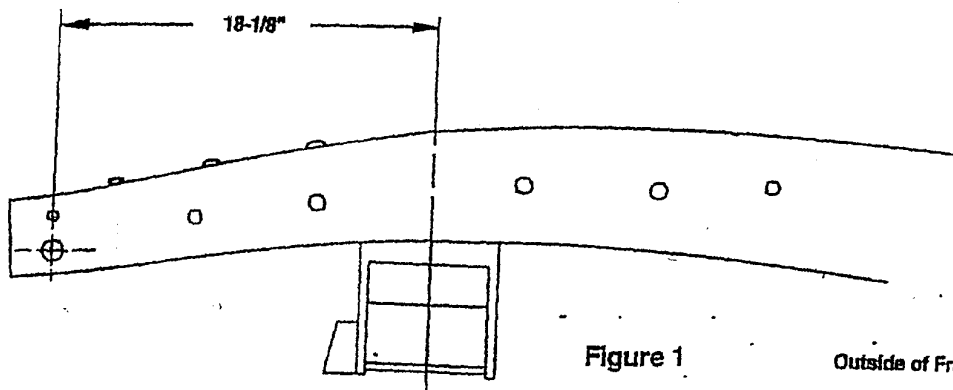
## **Installation Instructions**

### **1947 to 1954 Chevy Pick-Up Truck Crossmember Kit**

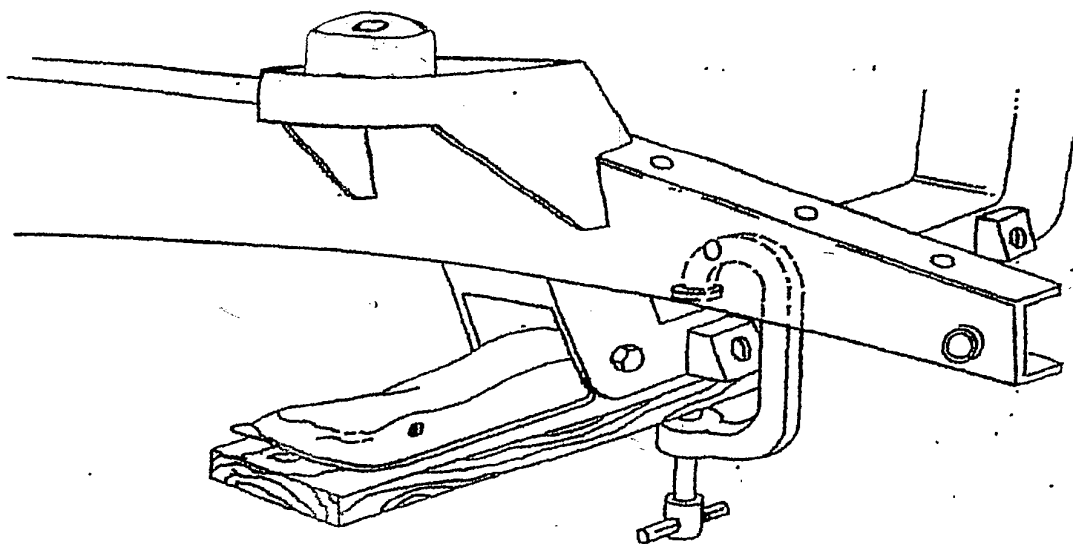
Please read these instructions completely  
before starting your installation  
Remember the basic rule for a successful installation:  
**Measure Twice, Weld Once!**

1. Start by supporting the truck on 4 jack stands. The truck should be sitting at approximately the same angle as it does on the ground or slightly lower in front.
2. Remove all the old suspension components from the frame. The front spring shackle mounts riveted in the frame are used for a measuring point. The top of the frame rail should also be flattened in the area where it is turned up for the old steering box mount.
3. Next the front frame section is to be boxed, using the boxing plates supplied. The plates fit up against the rear of the radiator crossmember. You can grind the inside edges of the frame rails flat so the plates lay flat against them, but do not grind off too much material as the rails will become too thin. The plates can set on the lower flanges of the rails in the front, but most of the flange will eventually be trimmed away for the rack C-notch and crossmember clearance. Fit the plates, weld and grind smooth.
4. Now it is time to install the new crossmember. Measure straight back 18-1/8" from the center of the front spring shackle hole in the frame and make a vertical line (Figure 1). This will be the center of the crossmember and the spindle centerline.
5. Next are the spring towers. They sit on top of the frame rails, and are located 1-3/4" forward of the front of the crossmember, as shown in Figure 2. The higher side of the spring towers goes toward the front. Seat them fully against the frame, grind to fit the tops of the frame rails, clamp in place, then tack weld.
6. You will use the lower control arms and strut rods for locating the strut rod plates and gussets. Using a 2x4 and a C-clamp, install the control arms as shown in Figure 3. Install the strut rods onto the control arms. Assemble onto the strut rod ends the large rubber bushings, including the cupped washers, and strut rod plates. Align the tops of the plates with the underside of the frame rails, then fully tighten the nuts on the strut rods to their fully seated position (See Figure 4). The Pinto and Mustang strut rods are different lengths. We recommend the Pinto strut rods, as they are shorter and will position the strut rod plates more closely to the underside of the frame rails. The Mustang strut rods can be used, however, by heating the rod at the bend at the ball joint end and bending out enough to align the strut plates to the bottom of the frame. The strut rods will act as alignment fixtures while you tack weld the plates in place, then tack weld the gussets in place also, again shown in Figure 5. Remove the strut rods and control arms.
7. The C-notch for the rack is the last part to be done. Measure forward 4-5/8" from the centerline, and up 1-1/2" and make a mark. Now draw a 2-1/8" radius, using your mark as the top of the radius (See Figure 5). Trim out the material marked, leaving about 1/8" to work with, and then try the rack and the C-notch filler piece. Finish grind the notch for fit and location, and tack the filler pieces in place. Remove the rack.
8. Now go ahead and finish weld all the parts in place. M.I.G. welding works best for this, however any type of properly done arc welding will be fine. Weld the crossmember and spring towers all around. The spring towers can also be welded on the inside of the vertical gussets on the sides of the frame rails. Weld all around the strut plates and gussets, and the rack C-notch fillers also.

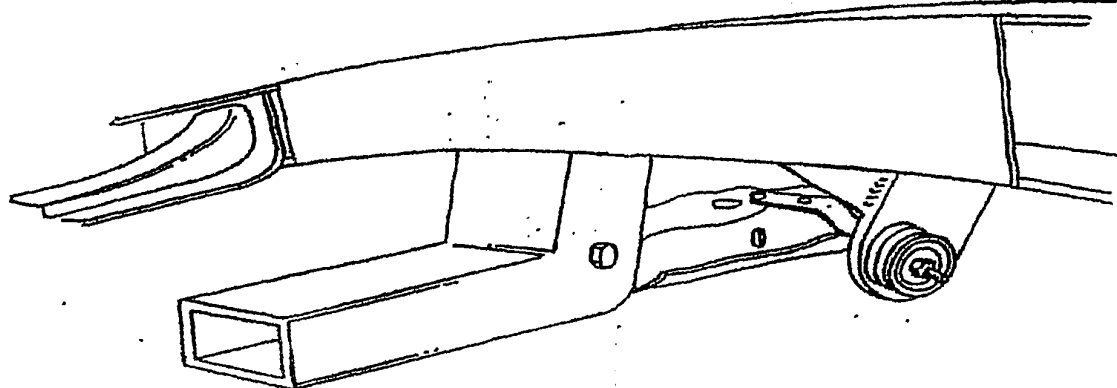
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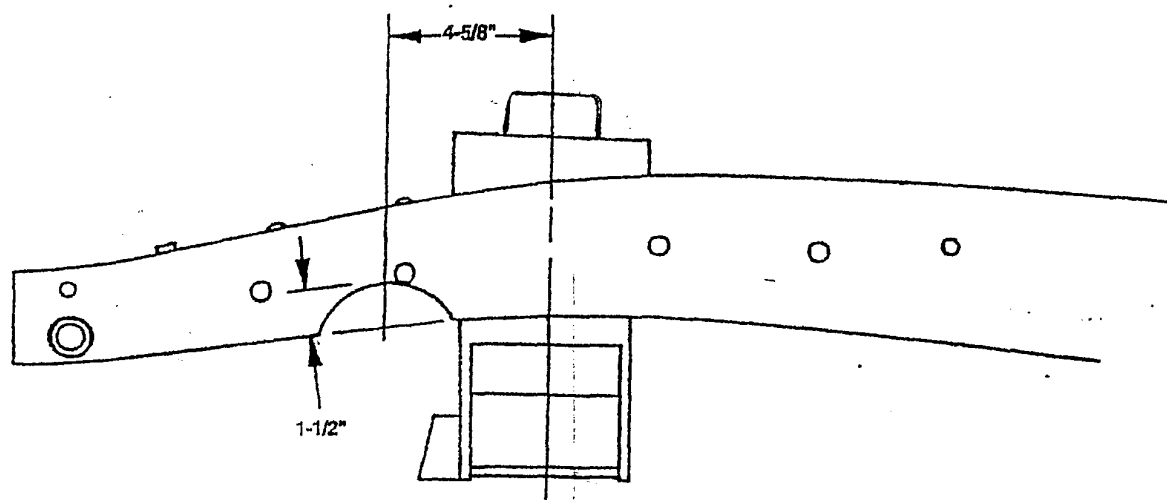


**Figure 3**



**Figure 4**  
**(Inside of Frame Rail)**

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**Figure 5**

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

Caster	$7/8^{\circ}$	$\pm 3/4^{\circ}$
Camber	$1/2^{\circ}$	$\pm 3/4^{\circ}$
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 lower control arms are parallel to the ground. If the truck still sits too high, you can cut up to one coil off the bottom of the springs to get the lower arms horizontal. If you have any questions during or after the installation, feel free to call for technical assistance.