

CROSSMEMBER INSTALLATION ITEM #8350-T

FRAME PREPARATION

- Locate original axle centerline of your frame.
- Centerpunch a mark on both frame rails for reference throughout the installation.
- Reinforcement of frame rails is necessary.
- Box the frame in from 2" forward of the axle centerline to a point rear of the strut rod supports. (approx. 3')
- Dimple frame for coil spring clearance.
Center dimples on the axle centerline.
Finished depressions should be approximately 3/8" deep at the top of the rails and approximately 3" wide at the widest point.
- Cut frame and tap in rails.
- Weld back together to form the depression.
- Grind to desired finish.

CROSSMEMBER ASSEMBLY INSTALLATION

- Align crossmember to frame by centering crossmember to the axle centerline (front to back and side to side).
- Trim original crossmember as necessary to allow for new crossmember and steering equipment.
- Tack weld in place.

TOWER ASSEMBLY INSTALLATION

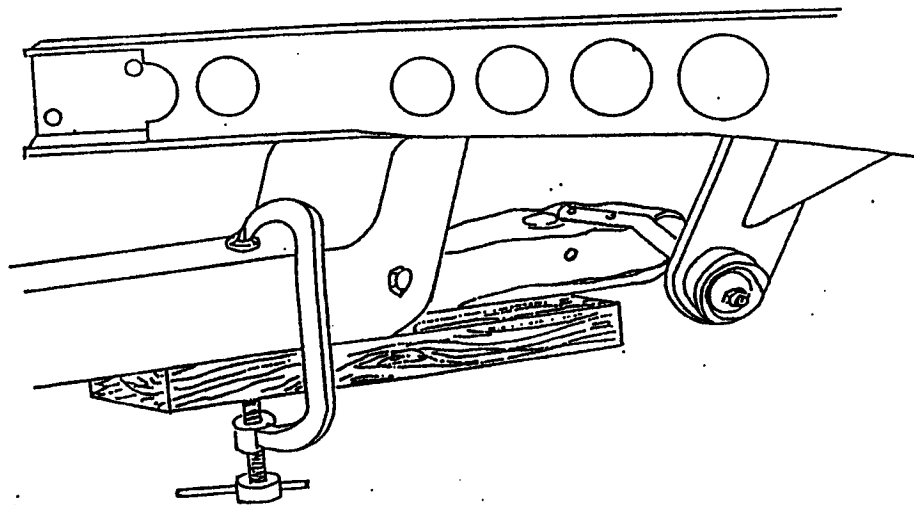
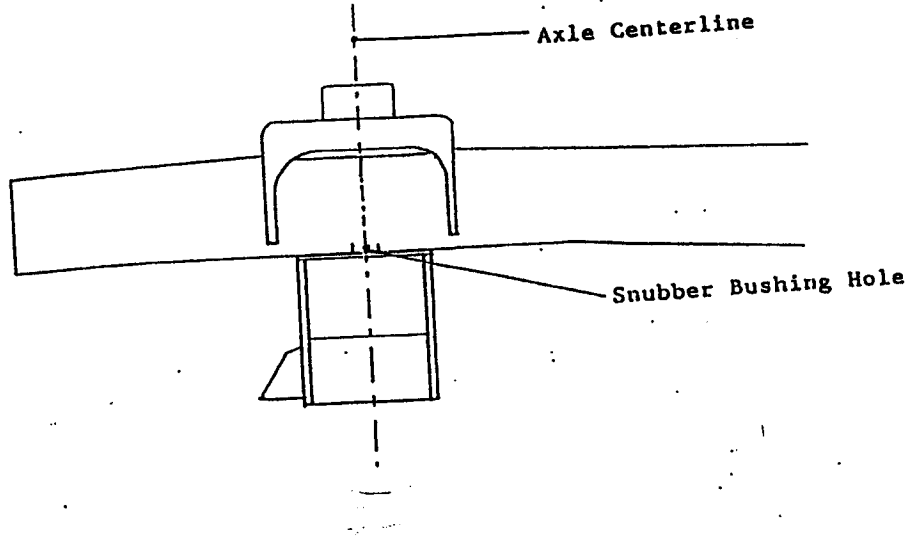
- Set tower assembly on top of rails aligning axle centerline to centerline of tower assembly.
- Adjustment slots should run parallel to the axle centerline.
- Minor trimming of rear side of tower and filling of front side will be necessary to accommodate narrowing of rails.
- Tack weld in place.
- Repeat for second tower.
- Finish weld crossmember and tower installation.
- Grind to desired finish.

INSTALLATION OF STRUT ROD SUPPORT & GUSSET, (M) & (N)

- To find exact positioning of the strut rod support, install lower control arm and strut rod to the crossmember. Hold in level position with a 2"x4" clamped onto the bottom of crossmember.
- Cut a cardboard pattern of (M), strut rod support.
- Position pattern at the correct angle and placement for attachment of strut rod to the bottom of rail.
- Mark and cut cardboard to make a template pattern.
- Mark and cut actual support from pattern.
- Attach strut rod to support for final mock up.
- Tack weld support to frame.
- Trim (N), support gusset, to reinforce strut rod support to bottom of frame.
- Tack weld into place.
- Remove lower control arm and strut rod.
- Repeat for other side.
- Finish weld strut rod support and gusset.
- Grind to desired finish.

Trimming of old crossmember along with refitting and shaping of radiator and fender brackets may be necessary in your particular application.

Use original year and make alignment specifications of the suspension system you have chosen. (i.e. '78 Mustang)



ITEM #8350 -T '53-56 Ford F-100

- Use of 1979 Mustang tie rod ends is essential. They are 1" longer on each side to accommodate the wider rails of these trucks.
- Ref: MOOG Part #ES2128RL
- This will give you a hub to hub measurement of 58" to 58-1/2".

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.