

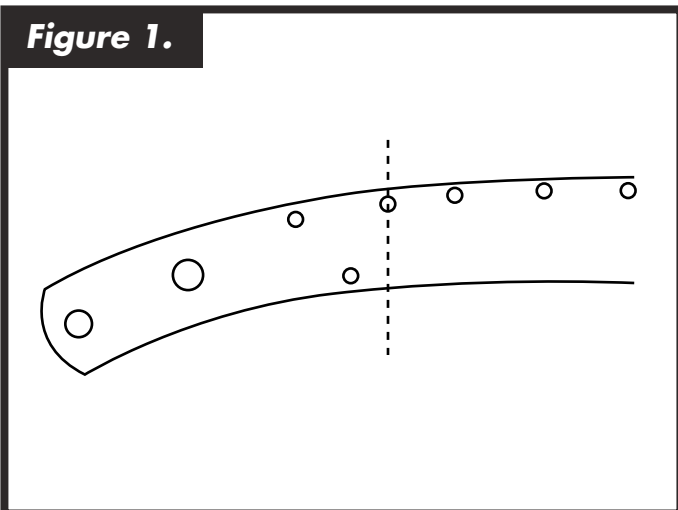
1 Preparing the Frame

To begin, remove all stock components and then grind smooth any bracketry on the frame. Next, remove the stock crossmember and box up the rails (a temporary brace may be needed to hold the rails in place) so that the rails are square as far as the flanges are concerned. **NOTE: Boxing plates are sold separately.** Weld in place and grind all welds smooth.

2 Installing the Crossmember

Find and mark the axle centerline, which on a 1934 Ford is located in line with the center of the rear upper fender bracket hole. Using the center of this hole, mark a line across the top of the frame rails. See **Figure 1**. Test fit the new crossmember onto the frame 1/8" forward of the marked axle centerline, as shown in **Figure 2**. **NOTE: setting the caster will bring the spindle pin back into line.** The crossmember should sit flat against the bottom of the frame rails. Clamp in place and weld when the crossmember is completely square on the frame and measurements have been double-checked. Securely weld the sides, top and bottom to prevent unwanted flex and twist. Clamp the radiator tabs to a flat bar, spaced 19-3/16" hole center to center. Position the tab assembly into the frame so the outer edges of the tabs end up inside the bottom inside edge of the frame. See **Figure 3**. Weld in place.

Figure 1.



! IMPORTANT INFORMATION!

- 1 **Read these instructions fully before starting your installation.**
- 2 **MEASURE TWICE, WELD ONCE!**

3 Assembling the Components

Assemble [suspension components](#) but do not install coil-overs at this time. Position car at the desired finished ride angle (rake) and prop up the lower control arms. Center of lower ball joint housing should be 3/4" above centerline of inner pivot bolt. Using the adjusters in the upper control arms, adjust the camber, caster and toe-in to the following settings:

*Caster=1° positive
Camber= 1/4° positive
Toe-in= 1/8" +/- 1/8"*

Both adjusters should be adjusted equally, as should both sides of the vehicle. 2° or 3° of caster will give better high-speed stability. Fine tune to desired quality. Relax the suspension and install the coil-overs. The spring seat rings should be in the bottom position, providing the least amount of preload. Place the vehicle on the ground. Adjust the spring seats to maintain the position of the lower ball joint housing in relation to the inner pivot bolt as described above. At this point, the vehicle should be fully weighted as finished.

4 Final Adjustments

Car should be finished and driveable. After a few hundred miles, double check alignment and ride height as springs may have settled and changed camber settings. Adjust ride height before changing the alignment.

Figure 2.

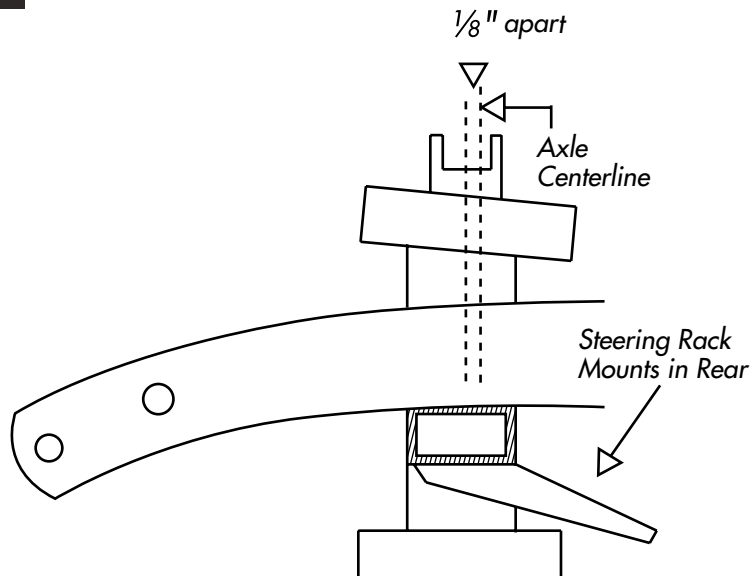


Figure 3.

