

# FULL TILT STREET RODS

2944 I-70 BUSINESS LOOP UNIT 313

GRAND JUNCTION, CO 81504

970-255-8890

## READ ALL DIRECTIONS COMPLETELY BEFORE INSTALLATION

'49-'54 Chevy car

### Crossmember Installation Instructions

Installation of Full Tilt Street Rods' Crossmember Kit is easy because we have designed all the correct angles onto our crossmember. You must make a couple of measurements to correctly place the crossmember and spring mounts before welding. Minor adjustments may be needed for some variations in your frame. We recommend that all welding be done by a qualified welder using accepted procedures. We also recommend that a professional alignment shop do all wheel alignment. If you have any questions, we will be happy to assist you at 970-255-8890 or [fulltiltrods@msn.com](mailto:fulltiltrods@msn.com)

#### 1. FRAME PREPARATION

- Mark the axle centerline on the frame. Remove all old steering and suspension components.
- Do not remove original crossmember. The exception is to slightly trim the rear side of the front crossmember on '49-54 Chevy Car to clear the rack and pinion if needed
- Clean any dirt and rust from frame.

#### 2. INSTALLING THE CROSSMEMBER

- First you will need to trim the inside lip of your frame 2 inch's on each side of your axle center line then weld up seam between the bottom of frame and side of frame and grind smooth.
- Then slip crossmember up between frame with rack and pinion mount facing to the front of vehicle. The centerline of the crossmember should be in line with the axle centerline.
- The bottom of the crossmember should be parallel to the ground with the frame sitting at ride height (front and rear)
- Tack weld lower crossmember. DO NOT finish weld at this point.
- Double check all measurements including wheelbase dimension and check diagonally for squareness.
- Final weld the crossmember to the frame on all sides.

### 3. INSTALLING THE SPRING MOUNTS

- Place the spring mounts on the top, outside edges of the frame rails, with the front of the upper spring mount  $1 \frac{9}{16}$  in front of the front side of the crossmember
- To determine the left and right sides, the spring mounts should sit slightly lower in the rear to maintain the proper antidive geometry.
- Tack both spring mounts in place.
- Double-check your measurements, especially diagonally for squareness.
- Mock up the upper control arm, lower control arm and the spindles. Raise or lower the spindles until the lower control arm is horizontal to the ground and check the wheel camber. Make sure there is enough adjustment to set the spindle at 0 degrees camber.
- Final weld the spring mounts to the frame on both sides.

### 4. COMPONENTS ASSEMBLY

- Install the lower control arms and strut rods, if applicable, into the crossmember. (For a no-bind strut, check ours out at [www.fulltiltstreetrods.com](http://www.fulltiltstreetrods.com))
- Install the upper control arms, with the serrated side of the cross shaft facing down, using the special tee head bolts.
- Install the coil springs and spindles, with the steering arms toward the front side.
- Install brake rotors, calipers and brackets, rack and pinion steering unit and shock absorbers.

### 5. SUSPENSION ALIGNMENT

- Set ride height so that the lower control arms are horizontal to the ground. Align the wheel with the following specifications:
  - Camber at 0 degrees
  - Caster at 1 degree
  - Toe in at  $\frac{1}{16}$  inch

Please call if you need more help and someone will be happy to help you and thanks for buying Full Tilt Street Rods products.