

FULL TILT STREET RODS

2944 I-70 BUSINESS LOOP UNIT 313

GRAND JUNCTION, CO 81504

970-255-8890

READ ALL DIRECTIONS COMPLETELY BEFORE INSTALLATION

'48-'52 Ford Pickup Truck
Front Crossmember Kit

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 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 by email at fulltiltrods@MSN.com

MAKE SURE YOUR CAR IS SETTING AT THE RIDE HEIGHT YOU WANT BEFORE YOU GET STARTED PUTTING IN THE NEW CROSSMEMBER.

1. REMOVE MOTOR

- Remove front end (while it may be possible to install kit without removing front end it is recommended that you do so as it is much easier.
- Support the front and rear of the chassis on jack stands vehicle should be at approximate finished ride height.(Be Safe!)

2. FRAME PREPARATION

- Mark the axle centerline on the chassis (should be 18" in front of the front cab mounting hole) inside edges of each frame-rail stub.
- Remove all old steering components, suspension and front cross member braces/motor mounts. To remove the rivets holding the brackets, grind the rivet heads flush. Center punch the rivet and drill through using progressively larger drills up to a 5/16" drill. The rivet should be relatively easy to punch out. If not continue drilling with 3/8" drill.
- Clean any dirt and rust from frame.

3.. WELDING IN BOXING PLATES

- Before welding in boxing plates clean and prep the top and bottom edges of frame rails.
- Tack weld cross bars across the top and bottom of the rails to avoid warping as you weld in boxing plates.
- Remove crossbars once the plates are welded in

4. CLEAN AND PREP ON TOP AND UNDERNEATH

- Clean and prep in front of and behind the axle centerline mark you made earlier (as this is where the cross member will be welded).
- Slide cross member in the chassis from underneath by lining up center of cross member with axle center line mark (rack & pinion brackets identify the front of the cross member).
- In some cases you may need to grind the cross member for it to fit.

5. CROSS MEMBER CAN BE WELDED IF THE ABOVE CHECKS OUT

- Tack weld the upper spring mounts to the top and outside of the rails by lining up the centerline of the cross member with the center line of the spring mounts.
- The spring mounts will tilt back when placed on correct rail side (tall side of upper spring mount toward front of car).

6. FINISHING UP

- Bolt on balance of parts (upper/lower control arms, springs rack etc)

7. CHECK SUSPENSION NUT AND BOLTS

- After about 100-200 miles, check all suspension nut and bolts etc making sure all is tight.
- Front end alignment specs
 - Camber 0 degrees
 - Caster 1-1 ½ degrees
 - Toe in 1/16"