

INSTRUCTIONS

910-34433

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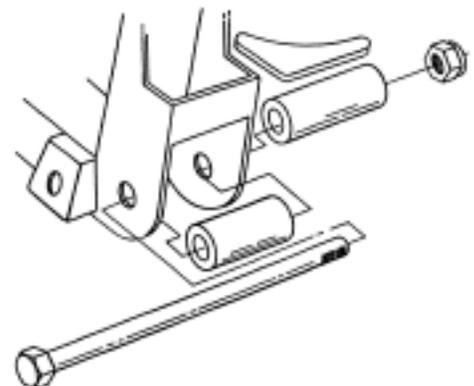
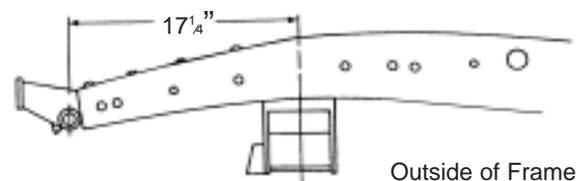
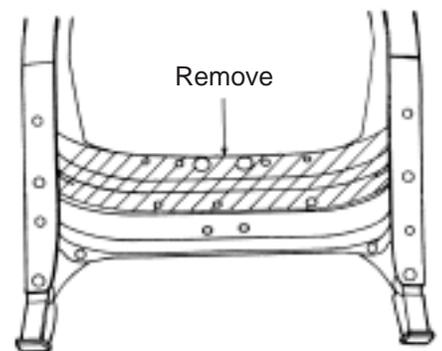
'37-'39 CHEVY 1/2 TON PICKUP MUSTANG II CROSSMEMBER

**PLEASE READ INSTRUCTIONS COMPLETELY
BEFORE STARTING YOUR INSTALLATION!**

This kit installs the '74-'78 Mustang II or '74-'80 Pinto Bobcat suspension into the 1937 thru 1939 ½ ton Chevy pickups.

NOTE: A qualified welder should do all the welding using the proper techniques.

1. Mark the front axle centerline on the top of frame rail and remove the old suspension and steering components. The front spring shackle mounts riveted to the frame are used for a measuring point. The area on the top of the frame rail that is turned up for the old steering box needs to be flattened.
2. The rear portion of the radiator support will need to be modified. The illustration shows the portion that needs to be removed for rack and pinion clearance. The front section of the crossmember remains in place.
3. Box the frame rails, the boxing plates should run from the back of the radiator support to a minimum of 14" behind the axle centerline. Use 3/16" steel plate to box the frame rails. The lower flanges should be trimmed flush with the upper flanges.
4. Supporting your frame on four jackstands. Mock up the frame so it is sitting at the same angle as it will when it is on the ground. Measure back 17¼" from the center of the front spring shackle hole—this should line up with the axle centerline mark on the frame from step one. Using a plumb line, mark the axle centerline around the frame rails.
5. If you are installing the full type lower control arms that eliminate the strut rods it will be necessary to drill out the lower pivot holes to 5/8". Position the short spacer inside the crossmember and the longer spacer to rear side of the crossmember, using the 5/8" mounting bolts through the crossmember as a guide.



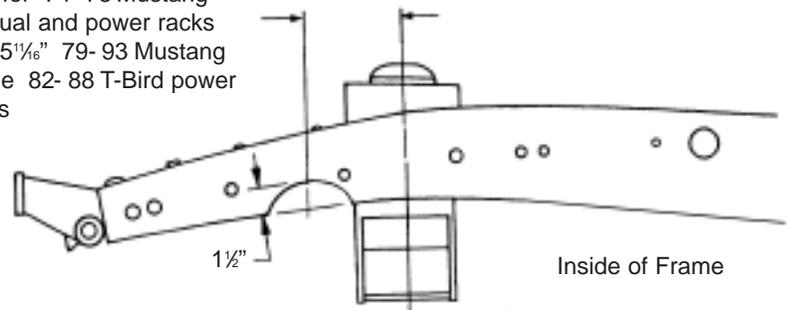
Install the gusset horizontally toward the engine between the rear spacer and the crossmember. The rack mounts on the crossmember go toward the front. Weld the rear spacers and gussets all around. Weld the crossmember spacer in as far as possible inside the crossmember on both sides.

6. Slide the crossmember up in between the frame rails centering it on the axle centerline. If the crossmember doesn't fit, grind the sides of the crossmember until you can get it in place then tack weld the crossmember in.

7. Measure the width of the spring tower and mark a line on center. Position the spring tower on top of the frame rail. The centerline of the spring tower is centered on the crossmember centerline. The left and right spring towers are slightly different. The front side of the spring tower is taller than the rear; they slope down toward the back to maintain the proper anti-dive geometry. Once in position tack weld in place. If you are unsure of the axle centerline location it's a good idea to mount a fender and one side of the suspension to make sure the tire is centered in the fender opening. Double check all dimensions and weld in place all around the crossmember and spring towers.

8. The frame must be C-notched for clearance of the rack and pinion. Measure forward from the crossmember centerline $5\frac{5}{16}$ " for the '74-'78 Mustang II manual and power racks or $5\frac{1}{16}$ " for the newer '79-'93 Mustang or '82-'88 T-bird power racks. Measure up $1\frac{1}{2}$ " and make a mark. Now draw a $2\frac{1}{8}$ " radius using your mark as the top of the radius. Trim out the material marked. Make a C-notch filler piece using $\frac{1}{8}$ " or $\frac{3}{16}$ " steel plate bending it to fit the C-notch in the frame and tack weld in place. Mount your rack and check for clearance.

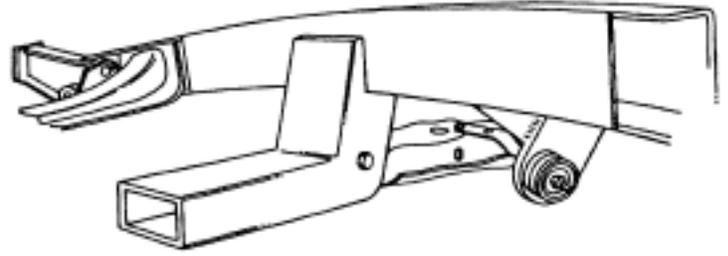
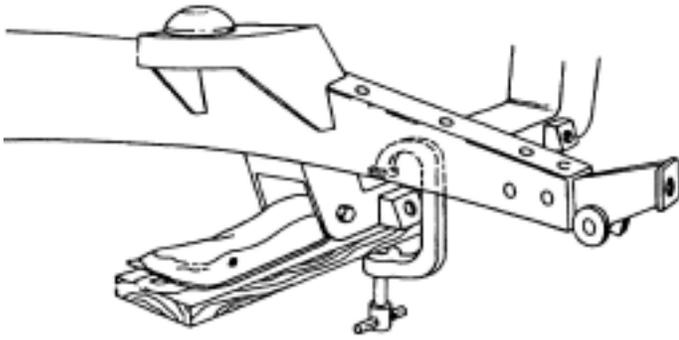
$5\frac{5}{16}$ " for 74-78 Mustang manual and power racks and $5\frac{1}{16}$ " 79-93 Mustang or the 82-88 T-Bird power racks



9. Double check all dimensions and finish welding the C-notches all around.

10. If you are using the full type lower control arms you are finished. If you are using the stock type strut rods you will have to install the strut rod brackets. Strut rod brackets can be purchased separately under part number 910-34358.

11. Strut rod bracket installation: Install the stock type lower control arm into the crossmember, then clamp a 2 x 4 to the bottom of the crossmember long enough to support the control arm in a horizontal position. Install the strut rods on the control arms. The strut rods angle toward the rear of the vehicle. Install the two $7/16-20 \times 1\frac{1}{2}$ " studs and nuts and tighten. Heat and bend the strut rod at the ball joint end where the bend is; bend the strut rod so it lines up with the bottom of your frame or slightly to the inside. Make a cardboard template of the flat strut rod mounting bracket. With the control arm and strut rod supported in the horizontal position, install a cupped washer and one of the large strut rod bushings onto the strut rod. Trim the cardboard template so it lines up with the strut rod bushing and the bottom of your frame rail. Trim the bracket to fit your template. Install the large rubber bushings including the cupped washers and the flat strut rod mounting plate to the strut rod and tighten the $9/16-18$ locking nut to its fully seated position. Tack weld the strut rod bracket



to the bottom of the frame rail. Tack weld the triangular gusset in place, the gusset mounts between the strut rod bracket and the bottom of your frame rail and angles toward the front of the vehicle. Remove the strut rods and bushings and final weld the strut rod brackets and gussets in place.

After the suspension is re-assembled and back on the ground you can do the alignment. The wheel alignment should be done by a qualified alignment shop.

Alignment specifications:

CAMBER	1/2 Degree positive
CASTER	1 Degree positive (manual steering)
CASTER	3 Degrees positive (power steering)
TOE IN	1/8" plus or minus 1/8"

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