

INSTRUCTIONS

916-57026

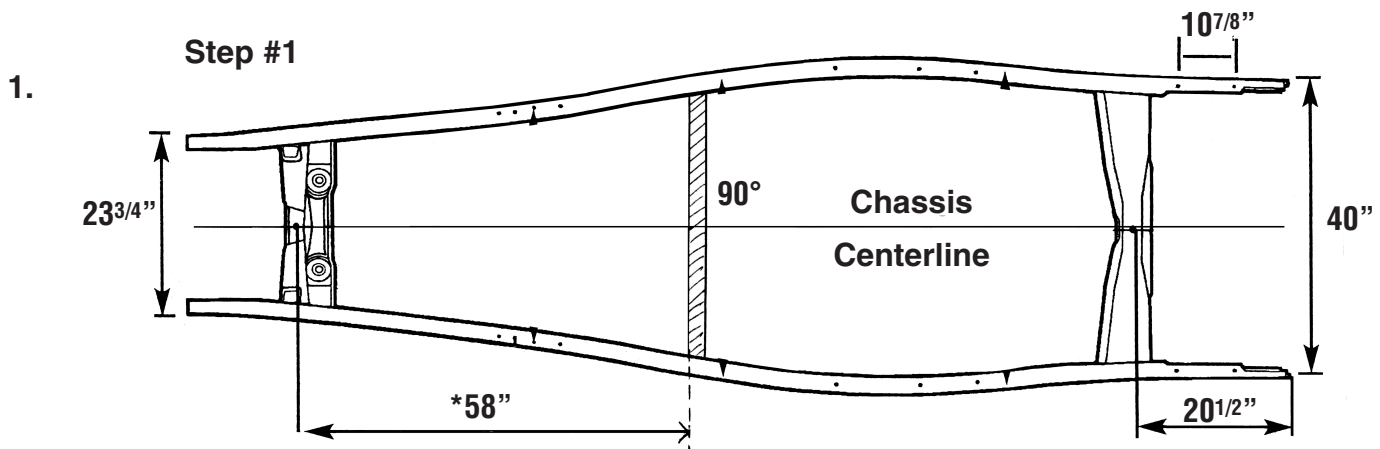
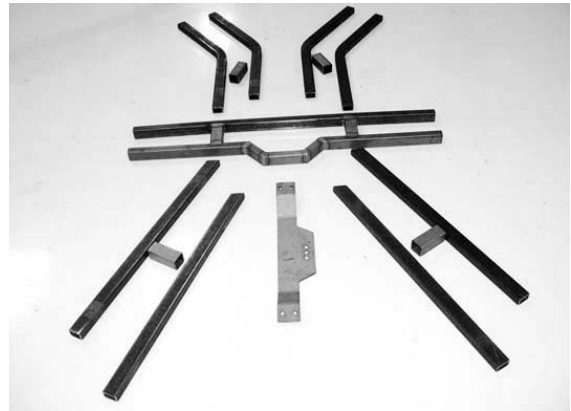
'32 FORD RECTANGULAR TUBE CENTER CROSSMEMBER KIT

This crossmember kit requires fabrication skills and equipment. If you lack the necessary equipment or feel uncomfortable performing the task, it is recommended that you contact your local street rod or race chassis shop for installation.

WARNING: To assure proper alignment of chassis when complete, the frame rails should be secured in a fixture or jig with front/rear crossmembers and boxing plate installed. It is possible to assemble and install the center crossmember kit on a chassis which has not been boxed. However, it is highly recommended that boxing plates be installed to strengthen the completed chassis assembly. This kit is designed for use on a body with a flat floor. If you are using an OEM Ford body with a stock floor pan, modifications to floor may be required.

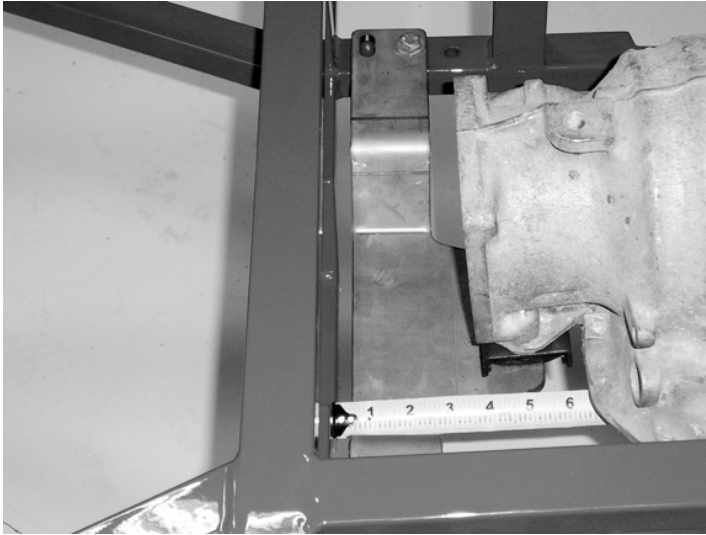
KIT CONTENTS:

- 1- Transmission crossmember
- 1- main center cross brace (pre-welded)
- 4 ea. straight rear braces (cut to fit)
- 4 ea. curved front braces (cut to fit)
- 4 ea. vertical brace tubes (pre-cut to proper size)



Measure back from the center of the front crossmember approximately 58" (*) and mark the location on the frame rails. This will be the center line of the main cross brace.

***NOTE:** This is a nominal dimension for use with a Chevy 350 engine/350 trans combo. Make sure that this dimension is acceptable for **your** specific engine/trans combo. The main center cross brace must be a minimum of 5" behind the trans mount. If engine mounts are installed on your chassis, you can use these as a reference point. Measure your engine/trans combo length from the engine mount to the trans mount. Transfer this dimension to your chassis, from the motor mounts aft, by marking the location of the center of the trans mount onto the frame.



Step #1A

Measure approximately 6" aft of the center of the trans cushion mount to then mark the chassis for the center of the main cross brace. If your chassis does not have engine mounts installed, it is highly recommended that you do a trial mock-up of body, chassis and drivetrain to determine the proper position of the center crossmember for your specific application.

2. Make certain that the main center cross brace is perpendicular to the chassis center-line. Trim the ends of the center cross brace to fit the contours of the chassis boxing plates.

NOTE: Some engine mounts are offset toward the passengers side a slight amount to allow more room for the steering column and/or brake pedal assembly. If your mounts are offset, you must offset the center of the crossmember a like amount.

Step #2



Step #3

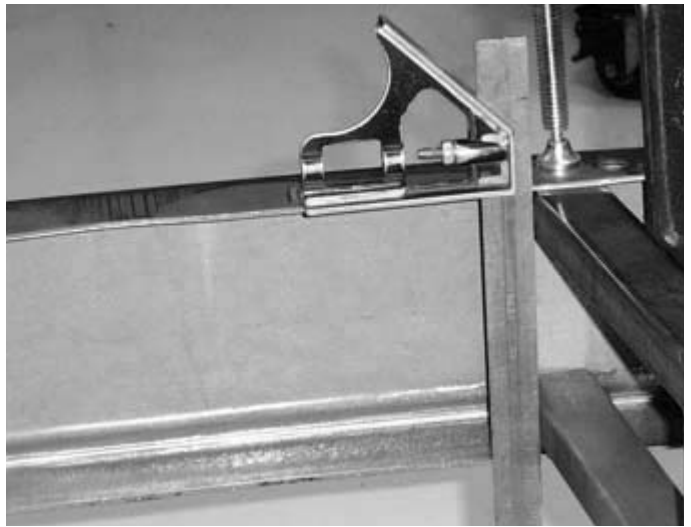


3. With the main cross brace positioned between the frame rails perpendicular to the chassis centerline and the top of top tube approximately 1/8" below top frame rail, tack weld the top tube on both sides.

Step #4

4. Position the main cross brace so that the upper and lower tube are perpendicular to the top of the frame rail (viewed from the side) and tack weld the lower tube on both sides.

5. On the main center cross brace, locate the 2 pre-welded vertical supports (one on each side of the center drop). This will be the apex of the forward and aft support braces.



6. Select one of the straight rear braces. Center the diagonal cut end on the right hand vertical support, flush with the top of the main center cross brace tube, angled outward toward the frame rail. Mark the aft end of brace, parallel to the frame rail where it contacts the boxing plate. Cut aft support brace tube along marked line. Position brace with top of aft end approximately 1/8" below top frame rail and tack weld in place.

7. Repeat step #6 for left hand upper aft diagonal brace tube.

8. Install lower aft diagonal braces. Follow procedure in step #6 for fitting, marking and cutting of brace tubes. Position diagonal brace tube flush with the bottom of lower center cross brace tube and the aft end approximately 1/8" above the lower frame rail. Clamp one of the provided vertical braces between the upper and lower diagonal brace tubes approximately 12" aft of center cross brace. Tack weld both the diagonal brace tube and the vertical brace tube in place and repeat for the other side.

Step #6



Cutting diagonal brace

Step #8



9. Select one of the curved forward braces. Note that one leg (dimension from end of tube to center of bend radius) is longer than the other. Use a marking pen and identify the long and short leg of all 4 curved braces for future reference.

Step #9



Center the aft end of the long leg of the curved brace on the right hand vertical brace flush with the top of the main center cross brace tube, with the short leg angled outward toward the frame rail.

Step #9a



Make certain that the long leg of forward brace is parallel to the chassis centerline. Mark the forward end of the curved brace, parallel to the frame rail where it contacts the boxing plate. Cut on marked line. Position forward brace tube in position with top of tube approximately 1/8" below top frame rail and tack weld in place.

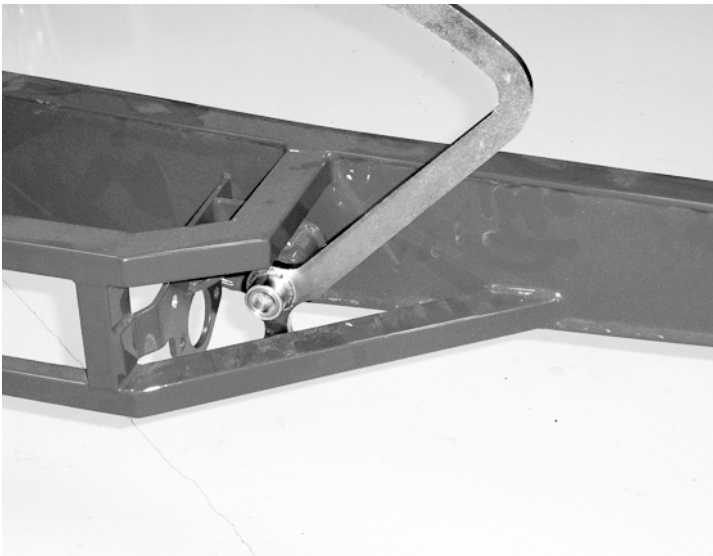
Step #10



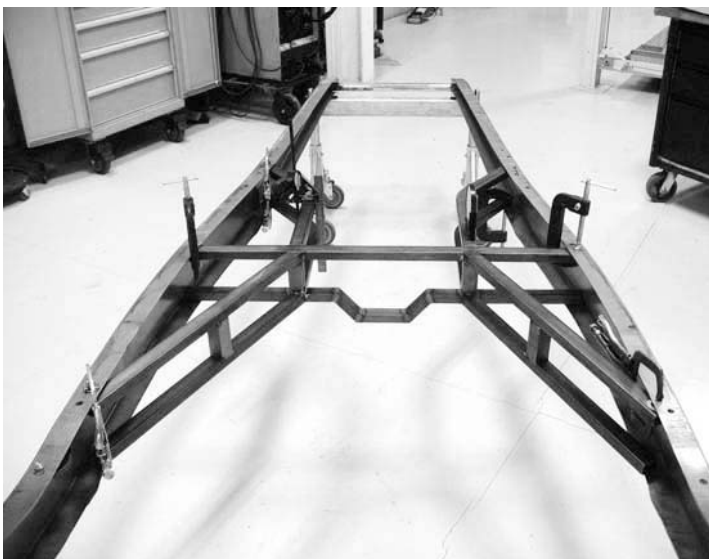
10. Repeat step #8 for upper left hand support. CAUTION: tack weld only! (*)

11. Install lower forward curved braces. Follow procedures outlined in step #8. Position vertical brace approximately 12" forward of main center cross brace.

(*) Do not complete welds on left hand upper forward curved brace until the master cylinder and/or pedal(s) have been installed. Modifications to this brace are often required to allow unrestricted movement of the brake pedal, depending upon your component selection and specific drivetrain application.



12. Re-check all dimensions prior to final welding. It is prudent to do a mock-up of body and drive train to check all components for interference before final welding.



IMPORTANT

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