



Installation Instructions
1934-1936 Chevy Coil-Spring Crossmember Kit
Install Sheet
1-866-925-1101

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**CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST BEFORE INSTALLATING OF THE KIT.
IF ANY PIECES ARE MISSING, PLEASE CONTACT: TOTAL COST INVOLVED 800-925-1101**

Please read these instructions completely BEFORE starting your installation

1. Start by supporting the car on 4 jack stands. The car should be sitting on approximately the same angle as it does on the ground, or slightly lower in front.
2. **NOTE:** Carefully transfer the spindle centerline from the old suspension to the frame rails. This will be the centerline of the new crossmember. In many cars the centerline was 18-1/8", but not in all of them. Chevy used four different frames on these year cars, so your own car is the best reference you can use. Now remove all the old suspension components from the frame. Also, remove any mounts which are riveted to the bottom of the frame. If your frame already has the components removed we suggest that you temporarily place a front fender on the frame and stand a wheel and tire in place in the center of the wheel opening. By laying a bar or broom handle through the wheel center hole, you can verify the correct spindle centerline.
3. Remove the stock radiator support crossmember. A temporary brace can be tack welded across the front part of the frame rails or bolted to the bumper mounts to hold the rails in place. If the motor is left in place, make sure the weight of the motor on the mounts does not spread or twist the rails when the stock crossmember is removed.
4. The front section of the frame should be boxed at this point, from approximately 6" forward of the axle centerline to a minimum of 18" back from the spindle centerline. For overall frame strength, it is recommended that the frame be boxed to the center x-member. Use 1/8" to 3/16" steel. Box the frame to an overall rail width of 2-3/8", including the boxing plates in the area of the new crossmember. Next, scribe a line around the frame rails at the spindle centerline as shown in Figure 1.
5. Now it is time to start fitting and installing the new crossmember. Slip it into the frame, center it on the scribed centerline (Figure 3). If it does not fit, grind the sides of the crossmember until you can get the crossmember in place, as shown. Make sure the crossmember is seated fully on the underside of the frame. Tack weld in place, check location. Then weld in place, welding all around both ends, top, sides, and bottom.
6. Next are the spring towers. They sit on top of the frame rails, and are located as shown in Figure 3, (1-3/4" forward of the crossmember measuring from the front of the crossmember to the front of the spring tower). The higher side of the spring tower goes towards the front of the frame. Clamp in place, double check your dimensions, then weld all around, including the gusset flanges on the sides of the rails. For added strength, you can also weld the inside of the gusset flanges.
7. The radiator support is the last item. Center the support on the front of the crossmember and clamp or tack in place. Measure up from the top of the support to the top of the frame directly above the radiator perch, using a straight edge across the top of the frame rails. That dimension should measure 4-1/4", as shown in Figure 6.

If it is too high and the dimension is less than 4-1/4", trim the base of the radiator support to bring it down to that dimension. Also check the clearance to the steering rack if any trimming is done to the radiator support. If the support is low, the radiator cradle assembly can be shimmed up to its correct position when it is bolted to the radiator support. Please note that this model car does not accept the power rack and pinion rack without serious modifications to the factory Ford geometry design, due to the much larger pinion housing and hydraulic lines. They interfere with the stock radiator cradle. Power steering is absolutely not recommended for this car even if it would fit. The light front end weight, compared to a Pinto, coupled with the extra ease of power steering, will cause you to lose the feel of the car on the highway.

That's all there is to it. Go ahead and finish the assembly of the rest of the suspension components. After the rest of the car is assembled and back on the ground, do your front end alignment as follows:

Caster 1° positive
Camber 1/2° positive
Toe-In 1/8" 1/8"

Check the installation after 500 to 700 miles, including the alignment. The springs should have settled down by now, so the lower control arms are parallel to the ground. If the car still sits too high, you may need to change to softer springs, or you can cut up to one coil off the bottom of the springs to get the lower arms horizontal. If it sits too low, you may need to change to stiffer springs. If you have any questions during or after the installation, feel free to call us for technical assistance.