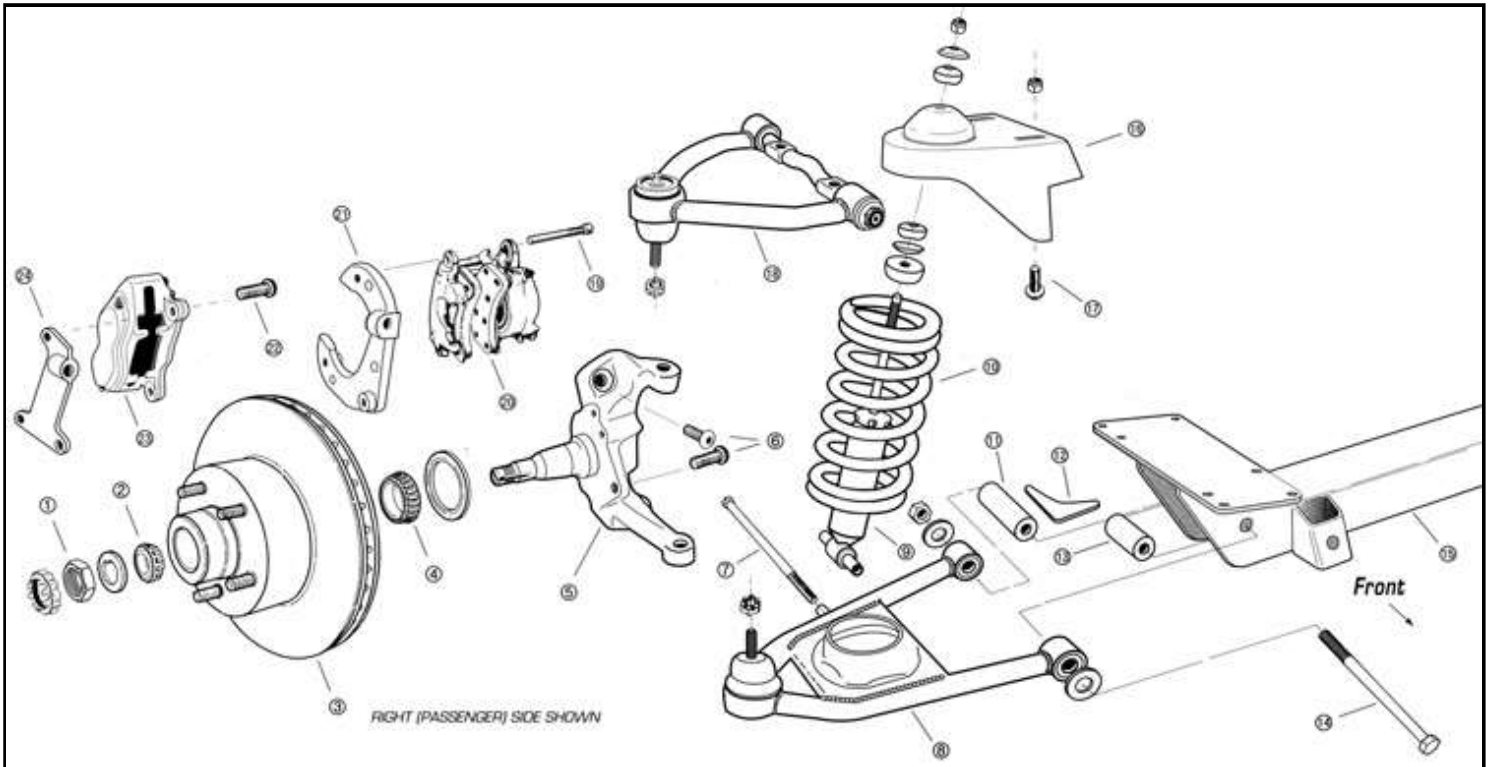




Classic Performance Products 175 East Freedom Avenue Anaheim, CA 92801

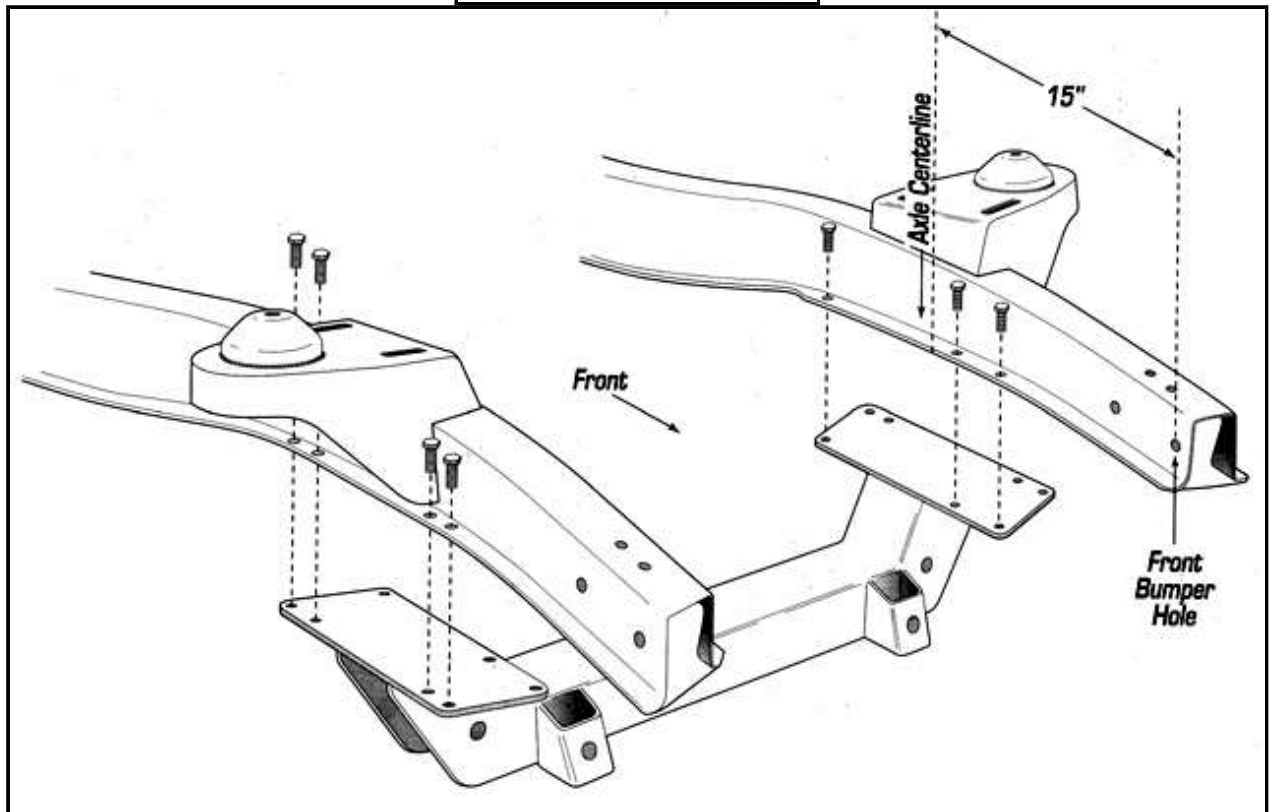
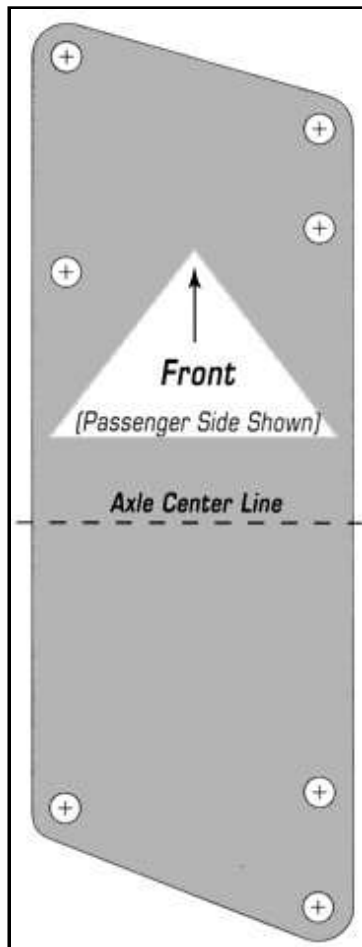
## 1937-'41 Chevy Passenger Car

with MUSTANG FRONT CROSSMEMBER



### PARTS LIST

1 Spindle Nut	2	9 Shock Absorber	2	17 Upper Arm Mounting Bolts	4
2 Outer Bearing	2	10 Coil Spring	2	18 Tubular Upper, Control Arm	2
3 Brake Rotor	2	11 Long Lower Arm Spacer	2	19 GM Caliper Mounting Bolts	4
4 Inner Bearing	2	12 Spacer Gusset	1	20 GM Caliper	2
5 Spindle (Drop Shown)	2	13 Short Lower Arm Spacer	2	21 GM Caliper Bracket	2
6 Caliper Bracket Bolts	4	14 Lower Arm Mnting Bolt	2	22 Alum. Caliper Mnting Bolt	4
7 Lower Shock Bolts	2	15 Crossmember	1	23 Alum. Caliper (optional)	2
8 Tubular Lower Arm	2	16 Upper, Spring Mounts	2	24 Alum. Caliper Bracket	2



**PLEASE READ THESE INSTRUCTIONS THOROUGHLY BEFORE BEGINNING INSTALLATION**

The installation of Total Cost Involved's Independent Front Suspension unit is really very simple because Total Cost Involved has engineered all the correct angles and geometries onto the crossmember itself. All that is required are a few careful measurements to locate the crossmember

and upper spring mount correctly on your chassis before welding them into position. Minor trimmings may be necessary for some variations in the frame.

We recommend that all of the welding should be done by a qualified welder using the proper techniques. We also recommend that the initial and subsequent wheel alignment should be done by a qualified alignment shop.

## 1. PREPARING THE FRAME

- Mark the original location of the axle centerline on the frame
- Remove all of the old suspension pieces by unbolting the whole crossmember along with the control arms and spindles attached.
- Clean the frame of any dirt and rust, especially around the bolt holes where the original front crossmember bolts on and where the spring mounts are to be welded.

## 2. INSTALLING THE CROSSMEMBER

- Position the crossmember under the frame. Align the bolt holes on the crossmember plate with the bolt holes on the bottom of the frame.  
NOTE: Make sure that the center of the crossmember is aligned with the axle centerline.
- Install the 14 nuts and bolts to secure the crossmember to the frame and tighten.
- Due to the variation in frames, some holes need to be aligned or enlarged with a 3/8" drill.
- If you are using the Total Cost Involved's tubular lower control arms...
  - a. Drill the lower control arm holes in the crossmember to 5/8".
  - b. Position the longer steel spacer on the rear side of the crossmember (using the lower control arm mounting bolts through the crossmember as an alignment guide) with the reinforcing gusset mounted horizontally toward the engine.
  - c. Tack weld the spacer and gusset together and to the crossmember.
  - d. Double check all clearances/measurements and final weld.

## 3. INSTALLING SPRING MOUNTS

- Position the spring mounts on the top, outside edges of the frame rails, with its centers directly over the center of the lower crossmember and axle centerline.
- The distance between the middle of upper control arm adjusting slots should be around 29". Adjust the hats in or out of the frame by trimming or adding shim where the hat meets the sides of the frame.
- 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 (including 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° camber.
- Final weld spring mounts to the frame on both sides.

## 4. COMPONENTS ASSEMBLY

- Install the lower control arms and strut rods, if applicable, into the crossmember. Install tubular lower control arms with the Short Lower Arm Spacer (part #13) position inside the crossmember. The shock bolts should face the rear of the car.
- Install the upper control arms, with the serrated side of the cross shaft facing down, using the special button head bolt, FORD #385713-S-101.
- Install the coil springs and spindles, with the steering arms toward the front side.
- Install brake rotors, calipers and brackets, rack & pinion steering unit, and shock absorbers.

## 5. SUSPENSION ALIGNMENT

- Set ride height so the lower control arms are horizontal to the ground and align the wheel with the following specifications:  
Camber at 0° Caster at 1° Toe in at 1/16"

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