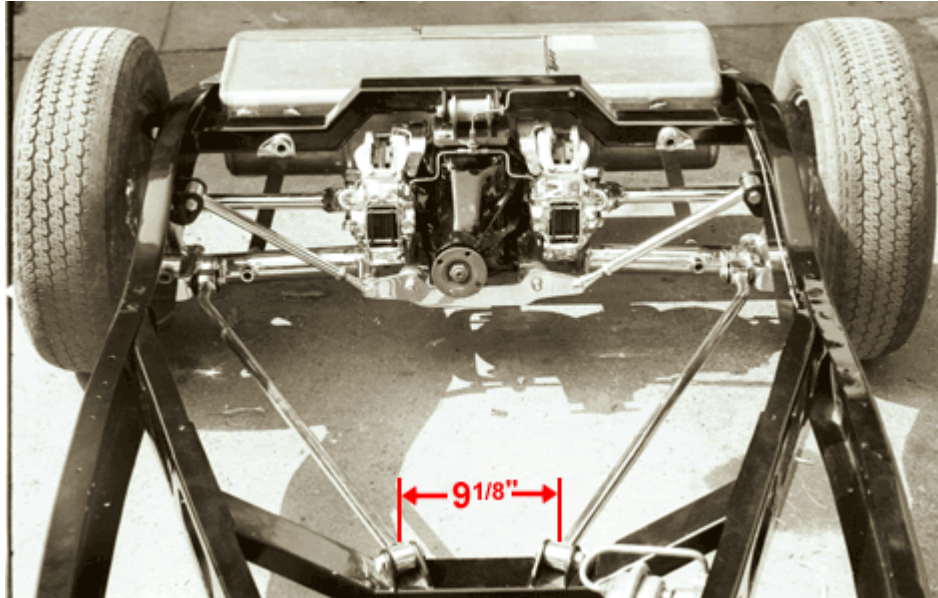




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33 - 34 Ford Rear Crossmember



A good deal of common sense must be exercised in the assembly of this unit, high quality welds are essential, we recommend Heli-ARC (TIG) Welding. If you are in doubt about your welding ability, we strongly suggest that you tack weld components in place and take them to a competent or certified welder for final welding.

1. **Frame should be boxed in the area of crossmember attachment; areas adjacent to welds must be sandblasted or ground clean.**
2. **Set the frame on sawhorses or a suitable working area and level the frame from side to side and front to rear, using a good carpenters level.**
 - A) Front to rear frame "rake" can be set at this time. (see: NOTES)
3. **Square the frame by cross measuring.**
 - A) Frame may be a parallelogram (one rail behind the other)
4. **Removing existing rear crossmember:**
 - A) Tack Weld in temporary straps across the top and bottom of frame rails about 12 inches in front of crossmember.
 - B) Insure that frame rails are not sucked in at the bottom; some rails are twisted in at the bottom, possibly from overuse of the running boards in the past.
 - C) Measure width of frame: outside measurement (OD) will be approximately 443/16" at rear axle centerline.
 - D) Rails may be "bulged" out at rear axle CL; due to axle bottoming on frame, or possibly frame was rear?ended.
 - E) Repair or straighten as required.

5. **Trim required amount off WEEDER ADJUSTABLE CROSSMEMBER.**
 - A) Amount trimmed off depends on whether crossmember is butt welded to boxing plates, or placed on inside of edge of frame rails and welded.
6. **Bolt crossmember assembly to top of Jag Pumpkin using the tapered seat OEM Jag Capscrews. (part # C17024 if you don't have them)**
 - A) Narrower end of center mount plate to the rear of car.
 - B) Assemble lower control arms to Jag Pumpkin using fulcrum mounts, shafts, washers and spacers. (See our Catalog or Jag Manual)
 - C) Bolt Pinion Support Bracket to front of Jag fulcrum shafts at this time.
 - D) Centerline of crossmember and centerline of 1/2 Shafts should coincide.
 - E) Shock bosses on crossmember and Lower Control Arms (LCA) should be parallel.
7. **Position crossmember between frame rails. (see: NOTES below)**
 - A) Vertical positioning of crossmember depends on desired ride height.
 - B) For wheel base positioning: (see: NOTES)
 - C) Jag sedan pinion centerline will be parallel with the fulcrum shaft centerline.
 - D) Jag XKE pinion centerline will point slightly upward at an angle of 5°60'. (XKE's can be converted to flater sedan angle = (see:NOTES)
8. **TACK weld crossmember in place: DO NOT FINAL WELD CM IN AT THIS TIME**
9. **Attach pinion support bars to front pinion support tybar.**
 - A) Clevis ends attach to pinion support tybar.
 - B) Capture bushing ends with teardrop shape gussets, 1/2" bolts, washers and nuts supplied.
 - C) Adjust length of support bars to position capture gussets to lower edge of frame rails.
 - D) Tack weld teardrop gussets in place.
10. **Check that face of shock boss on crossmember and LCA are essentially parallel.**
 - A) Bolt a shock to crossmember shock boss and Jag LCA.
 - B) If shock won't line up with both shock bosses:
You Have:
 - o Assembled Jag Fulcrum Mounts to Jag Pumpkin incorrectly.
 - o Assembled Jag center crossmember mount plate backwards. (small end of plate toward rear of car)
 - o XKE Rear End instead of a Sedan Rear.(See Note # 5A)
 - C) Shocks line up correctly: ALL RIGHT !!
11. **Stand around and eyeball your work; does everything "look" right and straight?**
12. **Final weld crossmember in frame. (Have you read the NOTES yet?)**
 - A) Read NOTES before final welding.
 - B) Read All NOTES before final welding.

NOTES

More than you really want to know...

1. **We recommend assembling rear fender and running board or body to frame as a check for rear tire centering and desired height in wheel arch.**

2. **Approximate measurement from bottom of our crossmember to 1/2 shaft near outer U joint is 4 to 4 1/2 inches at normal ride height.**
3. **Bottom of hub carriers should be approximately parallel with the ground with frame at normal rake.**
4. **Normal Attitude For Jag 1/2 Shafts at Ride Height: 1/2 Shafts "Hang Down" Approximately 2 degrees (Outer Ends Lower Than Inner Ends)**
 - A) Check with Magnetic Protractor.

Yes, Dave; This is California: and we can turn straw into gold:
 send your old XKE inner Fulcrum Mounts and \$ = We'll puss 'em out
 so's your pinion will lay flat too.

B) Pinion centerline and All shafts should be parallel to each other in a side view. (BOTTOM of HC should be parallel with ground)

C) This conversion is not possible with some 61 to 63 XKE's that have only two holes in each Inner Fulcrum Mount; your Fulcrum Mounts must each have 4 countersunk holes for this modification.

Yes, we go in for daily electroshock therapy

5. **FOR 34 FORDS:**
 - A) **Wheelbase measurement with Jag Rear will be 112 inches, which is Ford's GENNIE wheel base measurement.**
 - B) **In general, bottom edge of Weedeater Crossmember will be even with bottom edge of the frame rail ?? depending on desired ride height.**
 - o Here in the Hart of Central California where we understand Low, the crossmember is set 1" up from bottom edge of the frame rails:
 - a) If you go HCCL (Hart of Central California Low), However:
 - On 56" rears the frame must be C'd for 1/2 shaft U joint clearance
 - On 53" rears (XKE) frame must be C'd for the entire Hub carrier.
 - C) **Centerline of crossmember to: (Same as center of 1/2 shaft)**
 - o End of frame rail = 26"
 - o Center of rear spreader bar hole = 24"
 - o Lower rear fender hole (in front of wheel) = 18-1/4"
6. **Measurements 5C 1,2,3, are approximate for reference only ?? See Note #1**
7. **To verify ACTUAL WIDTH of a Jag rear end, you MUST measure the LCA (Lower Control Arm) cc lenght: center of inner shaft to center of Hub Carrier shaft; then refer to our Jag Pedigree Chart.**
8. **For further reading: See our Jag Pedigree Chart**
9. **For further reading: HAYNES Jag XKE Service Manual # 140.**