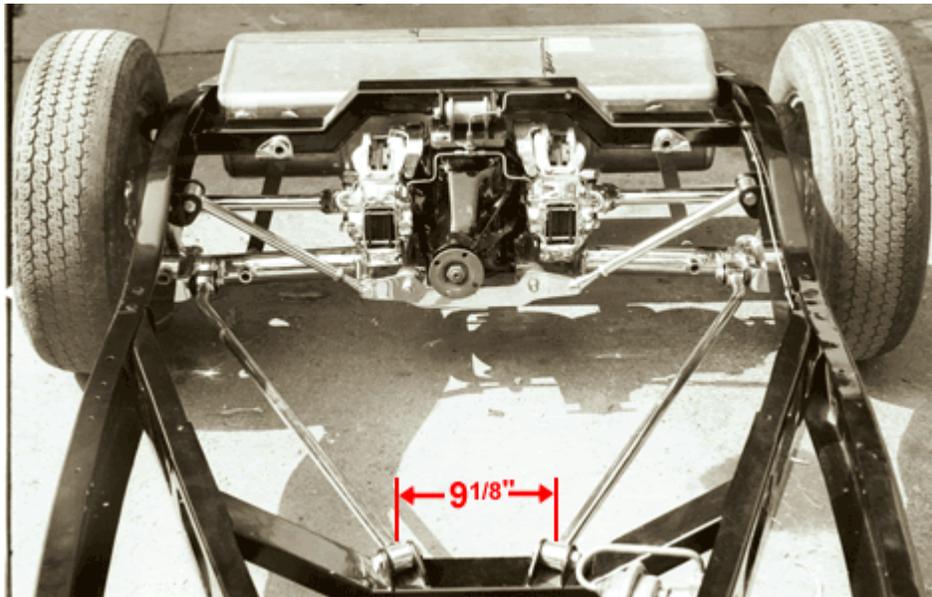




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## 33 - 34 Ford Rear Crossmember



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.**