



4727 E. Hedges
Fresno, CA 93703
(559) 255-0527
FAX (559) 253-1952
www.snowwhiteltd.com

37 - 39 Chevy Rear Crossmember Instructions

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 Below)
 - B) For 37 Chev = 3-1/4 inch difference.
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 44-5/16 " 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 WEED EATER 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 2 Shafts should coincide.
 - E) Shock bosses on crossmember and Lower Control Arms (LCA) should be parallel. (See Notes: #9 for shock lengths)
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 flatter sedan angle:(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.
 - 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 frame to top of 2 shaft is 4 to 5-1/2 inches at normal ride height. (We get 5-1/2")**
3. **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.
4. **Bottom of hub carriers should be approximately parallel to ground with frame at normal rake.**

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.

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

5. **FOR 37 CHEVROLET**

A) Wheelbase measurement with Jag Rear will be 112-1/2 inches, +/- 1/8".

B) In general, top of Weedeater Crossmember will be even with top edge of the frame rail ?? depending on desired ride height.

C) Centerline of crossmember to: (Same as center of 2 shaft)

- o End of frame rail = 32 to 32-1/4 inches. (We make 'em 32.0)
- o We Place Radius Rod Crossmember Ahead of Rear End: Center of Crossmember 65" Measured From End of Rear Frame Rail.
- o Radius Rod Length With This Setup Would Be 32 inches long. (Length of Rod Only, Not Including Bushing Etc.)

6. **2-1/2 to 3 degree frame rake is desirable: ie: Measure from bottom of frame to ground; difference between front and rear frame rails will be approximately 3-1/4 inches.**

7. **Chev Rear Fenders Measure Approx. 71-5/8 Outside, so as a general rule, 15 X 8 with 4-1/2 backside wheel measurement will work.**

8. **Use 16 inch long shocks with our Jag straight rear crossmembers; We like Aidan adjustables (16" long extended)**

- o If shorter or original shocks are desired, order optional dropped rear sliders for short shocks
(original Jag shocks are 13-1/2" -extended.)

9. **Measurements 6C 1, are approximate and for reference only, See Note #1**

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