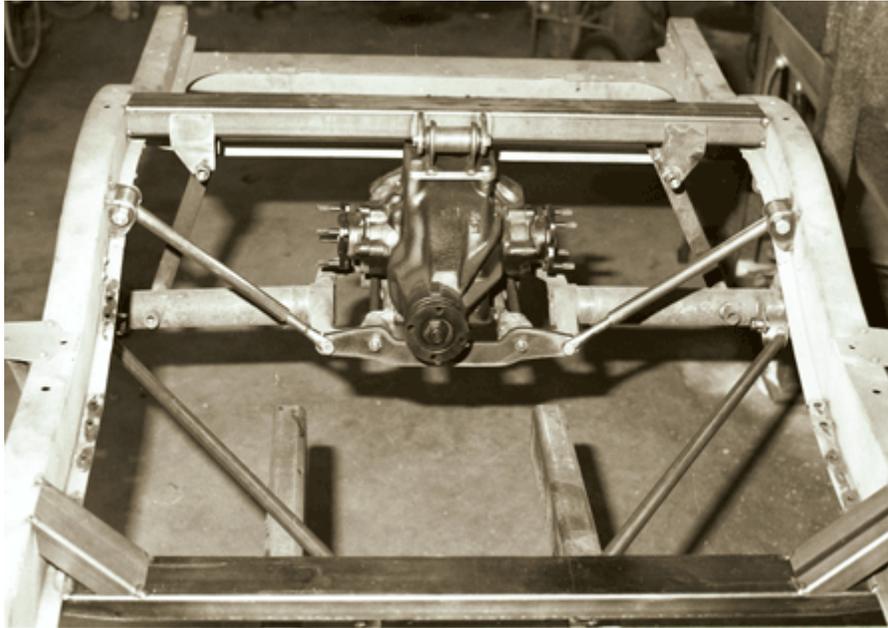




4727 E. Hedges
Fresno, CA 93703
(559) 255-0527
FAX (559) 253-1952
www.snowwhiteltd.com

40 Ford 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)
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 44.0 +/- 1/8" 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 back page)**
 - A) Vertical positioning of crossmember depends on desired ride height. (Here in the HART Of Central Calif we understand Low; If you think you want that '40 Low, Call, See Notes)
 - 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°6 degrees.
 - E) XKE's can be converted to flatter sedan angle: (See NOTES)
8. **TACK weld crossmember in place: DO NOT FINAL WELD CM IN AT THIS TIME**
 - A) Attach pinion support bars to front pinion support tybar.
 - B) Clevis ends attach to pinion support tybar.
 - C) Capture bushing ends with teardrop shape gussets, 9/16" bolts, washers and nuts supplied.
 - D) Adjust length of support bars to position capture gussets to lower edge of frame rails.
 - E) Tack weld teardrop gussets in place.
9. **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 !!
10. **Stand around and eyeball your work; does everything "look" right and straight?**
11. **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 1/2 shaft near outer U joint is 1 to 1-1/2 inches at normal ride height.**
 - A) We recommend C'ing frame for 1/2 shaft outer (U joint) clearance if you want the car low
3. **Bottom of hub carriers should be approximately parallel to 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.

- 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 40 FORDS:**

- A) Wheelbase measurement with Jag Rear will be 112 to 112-3/4inches, which is Fords' GENNIE wheel base measurement.
- B) In general, top of Weedeater Crossmember will be even with top edge of the frame rail - depending on desired ride height.
- C) For Hart of Central Calif Low, we use a straight Jag rear crossmember, positioned on top of the frame rails, box it in, on top, then the frame gets a deep "C" job for HC clearance.
 1. In the most cases, the diff pinion flange will now be higher than your transmission tail shaft; watch your driveshaft angle, engine height.

D) Centerline of crossmember to: (Same as center of 1/2 shaft)

2. End of frame rail = 29 1/4"

6. **2 to 3 degree frame rake is desirable:**

A) ie: Measure from bottom of frame to ground; difference between front and rear frame rails will be approximately 4".

7. **Measurements 5C 1, are approximate and for reference only - See Note #1**