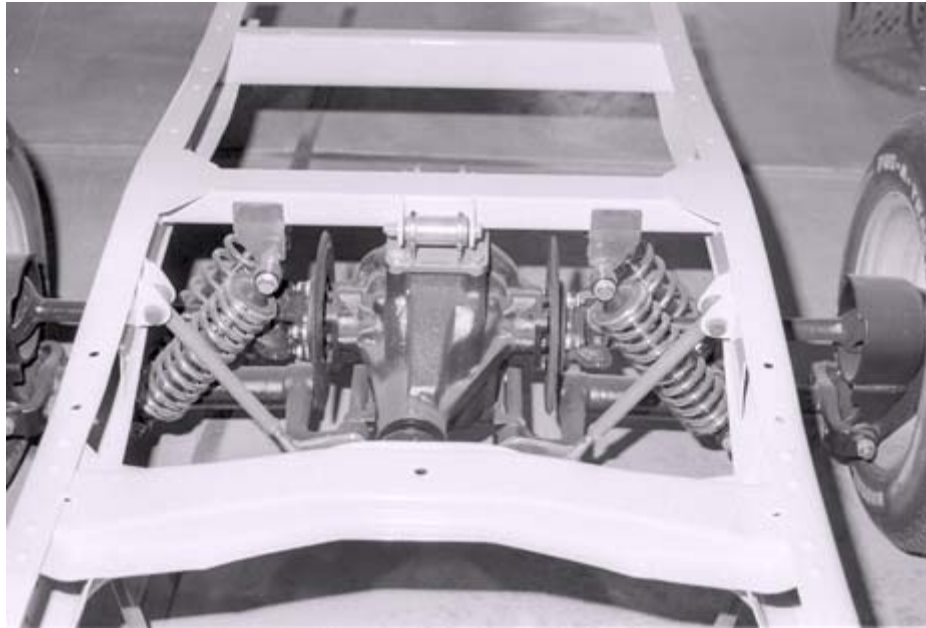




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## F-100 Ford PU Rear Crossmember



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 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 braces across the top and bottom of frame rails about 12 inches in front of crossmember.
  - B) Measure width of frame: outside measurement (OD) will be approximately 34 inches at rear axle centerline.
  - C) Repair or straighten as required.
5. **POSITION WEEDEATER ADJUSTABLE CROSSMEMBER**
  - A) Trim required amount off WEEDEATER ADJUSTABLE CROSSMEMBER.
  - B) Amount trimmed off depends on whether crossmember is butt welded to boxing plates, or placed on inside of edge of frame rails and welded.

- For F-100 We recommend positioning crossmember inside frame channel and boxing around it.
  - Position crossmember approximately 1/4" below top of frame rail
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.
    - 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 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, 9/16" 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:
      - Assembled Jag Fulcrum Mounts to Jag Pumpkin incorrectly.
      - Assembled Jag center crossmember mount plate backwards.  
(small end of plate toward rear of car)
      - 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 bed and rear fender 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: 5 1/2 inches at normal ride height.**

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 1 to 2 degrees (Outer Ends Lower Than Inner Ends)**  
A) Check with Magnetic Protractor.
5. **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 and/or HC shaft 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.
6. **Miscellaneous measurements:**  
A) 1953 to 1958 F?100 frame rails 34.0" wide.  
B) 1951 to 1952 F?100 frame rails 32.0" wide.  
C) Bed only outside measurement 49 1/2" wide.  
D) Rear fenders outside measurement 72" wide.
7. **For coilover shock clearance, boxing plates must be set in at an angle at bottom of frame channel for a distance of 4" before and 4" after crossmember for a total of 11 to 12 inches on each side.**  
A) See detail drawing of frame rail cross section.
8. **If you are using an XJ Series Jag rear ( 61-1/2" wide ), the lower shock shaft tube in Lower Control Arm must be relocated 2 inches in from the stock XJ position: ( 12-1/2" cc from inner fulcrum shaft).**  
A) This is necessary for shocks to clear inside lower edge of frame rails. We can do this for \$150.00 + UPS Shipping)  
B) See detail drawing of Lower Control Arm.
9. **See rear radius rod detail drawing.**
10. **See frame rail modification drawing for coil over clearance.**

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