

55-9 CHEVY

INDUSTRIAL CHASSIS  
CHEVY DAKOTA CROSSMEMBER INSTALLATION

- 1) Remove front bumper, sheet metal and engine.
- 2) Jack truck up and place level on jack stands. Diagonally check frame to make sure frame is not racked. Check to make sure frame rails are perpendicular and are not leaning in or out. If frame is not straight within 1/4" you should have rails straightened. When diagonally checking frame, use point such as bolt holes on frame rails. They tend to be more accurate than edges of frame. Diagonally check frame in several locations.
- 3) Unbolt and remove steering, then front axle and springs.
- 4) Remove spring hangers by drilling or grinding rivet heads off then pounding rivet out.  
**NOTE:** If rivets are removed by torch, extreme care should be used not to gouge frame or distort front rivet holes. Front rivet holes are required for frame locator bar.
- 5) Install frame locator bar (as shown on Sheet 3, Figure 1) by bolting in four (8) places.
- 6) Remove stock crossmember by removing rivets. Cut crossmember in half. (Reference Sheet 3, Figure 1.) Knock out of frame.
- 7) Heat frame rail and hammer flat flange for stock steering box. (Reference Sheet 3, Figure 2.)  
**NOTE:** Make sure frame rail is backed up with a dolly before you start hammering flange flat. It is important not to get carried away when heating frame. Heat a spot about 1 to 1-1/2 inches until orange-red in color, then flatten. Continue this process until area is flat. Note that frame rail will be wider where frame has been flattened. Step 8 will trim excess material from frame.
- 8) Trim frame rails per Sheet 3, Figure 2.<sup>43</sup> This step is very important and care should be used to insure dimensions are correct and kit fits properly. When frame is cut, it is important to have a clean, straight cut because this is a weld joint. Recommended methods of cutting include: sawzall, grinder or plasma cutter. Grind to size.
- 9) Measure and mark axle center line per Sheet 4, Figure 4.
- 10) Install crossmember in frame. Hold in place using floor jack. Make sure crossmember and frame rails meet corner to corner per Sheet 4, Figure 4. Some straightening to upper and lower frame rails may be required. Fit is important. Axle centerline is indicated on crossmember by the notch at the top of the boxing plate.
- 11) When crossmember is in place, recheck dimensions. (Upper front of boxing plate WILL NOT meet frame. This will need to be clamped after kit is tack welded in place.) Tack weld crossmember in place. Install lower a-frames to insure easier assembly later.
- 12) Recheck all dimensions diagonally. Check to make sure crossmember is square in frame. If correct, weld in place per Sheet 4, Figure 6.

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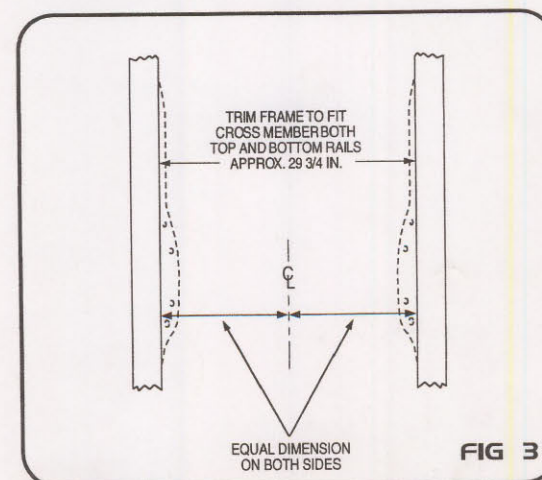
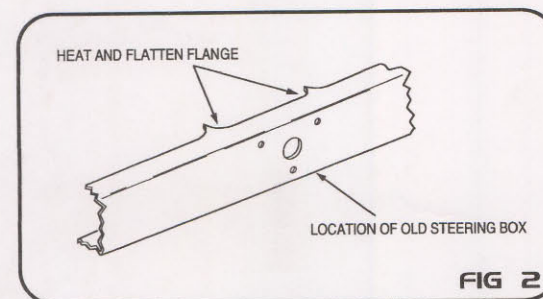
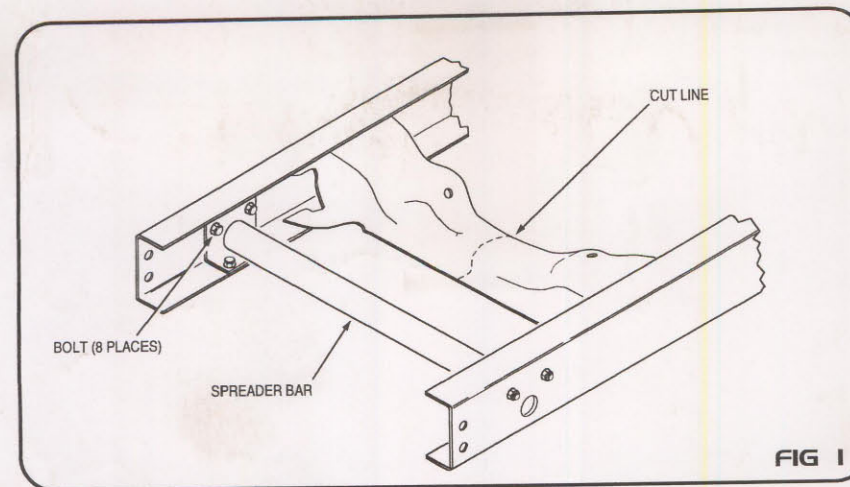
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- 13) Locate spring pocket as pattern on frame (reference Sheet 4, Figure 7). Mark area to be removed from frame to install spring pocket. Cut and fit is important. Use a die grinder or sawzall. If a torch is used, cut small and grind to size. Spring pocket should fit flush against frame.
- 14) Place spring pockets in place. Make sure fit is accurate. Tack in place. Recheck fit. If all seams are tight and the spring pocket is tight against boxing plate, weld 360 degrees around spring pocket
- 15) Install snubber brackets per Sheet 5, Fig. 8.
- 16) Grind seam on crossmember and spring pocket joint. At this point, installation is complete.

278-6800  
Call (602) ~~296-0405~~ with any questions or comments.  
Our goal is to make this a simple and comprehensive front end kit.



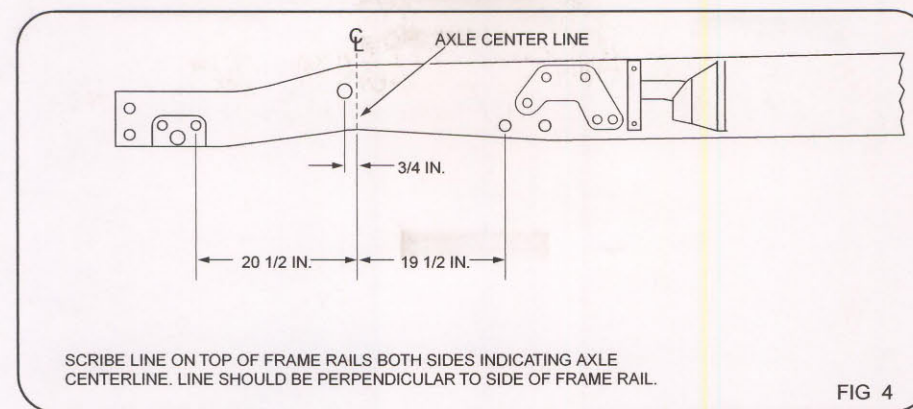


FIG 4

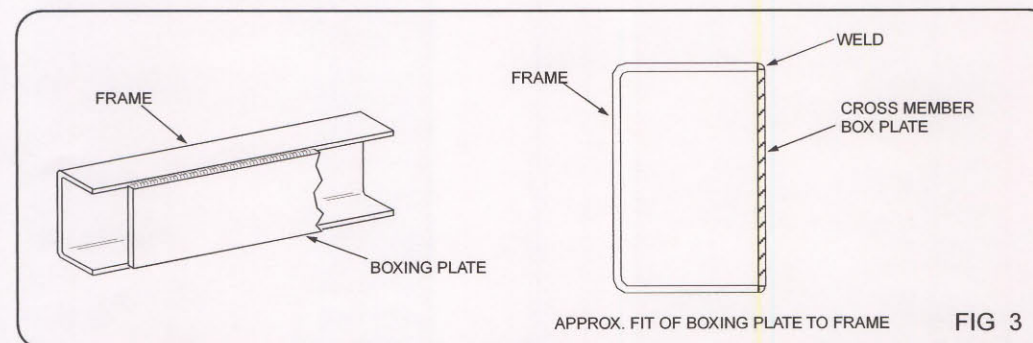


FIG 3

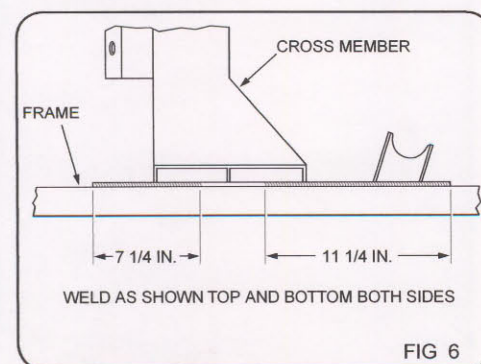


FIG 6

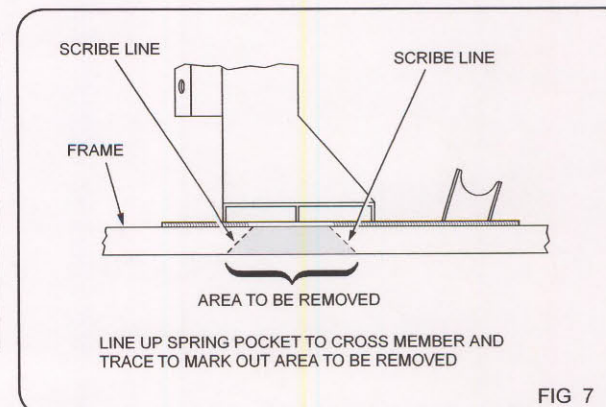
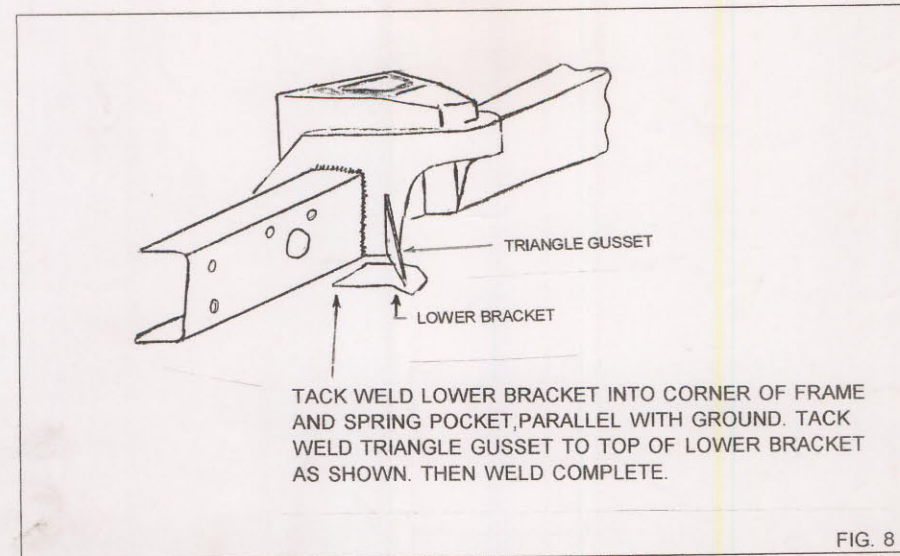


FIG 7



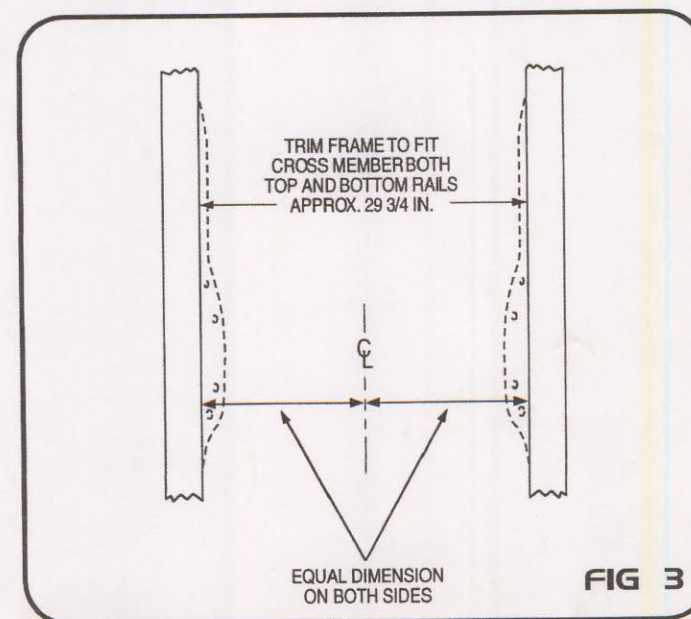
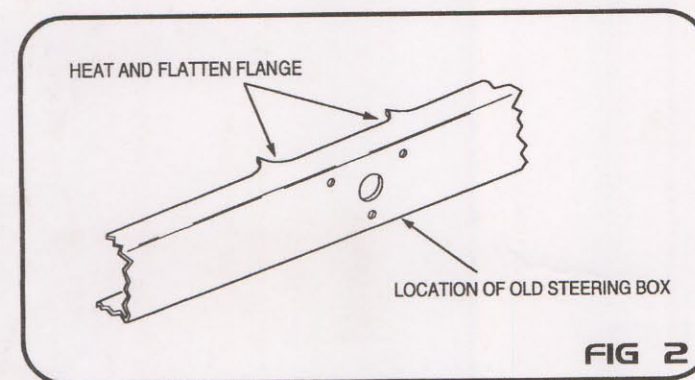
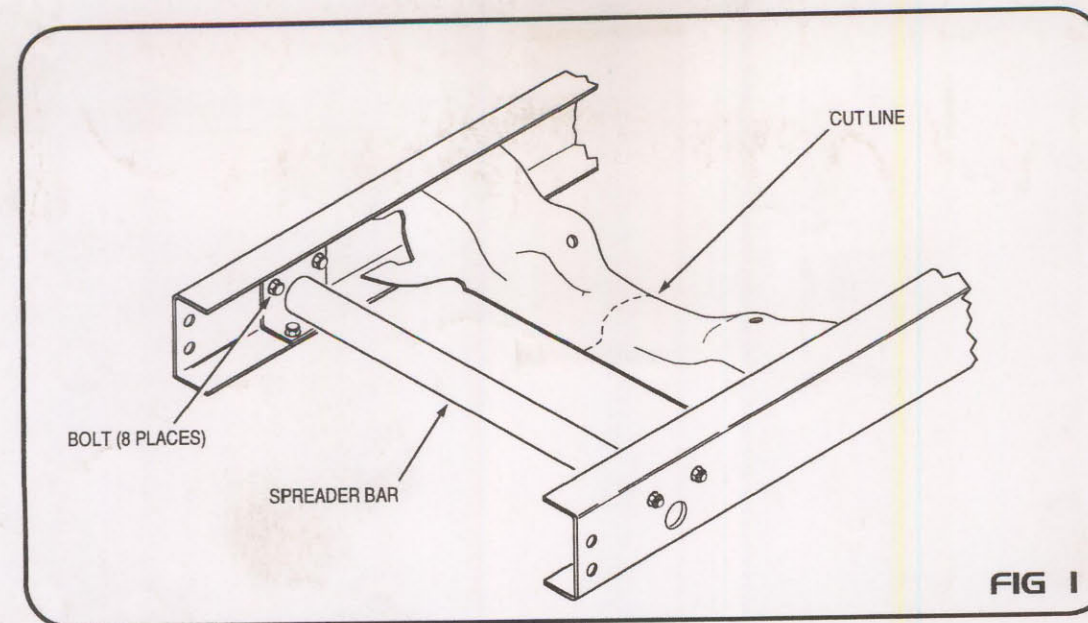


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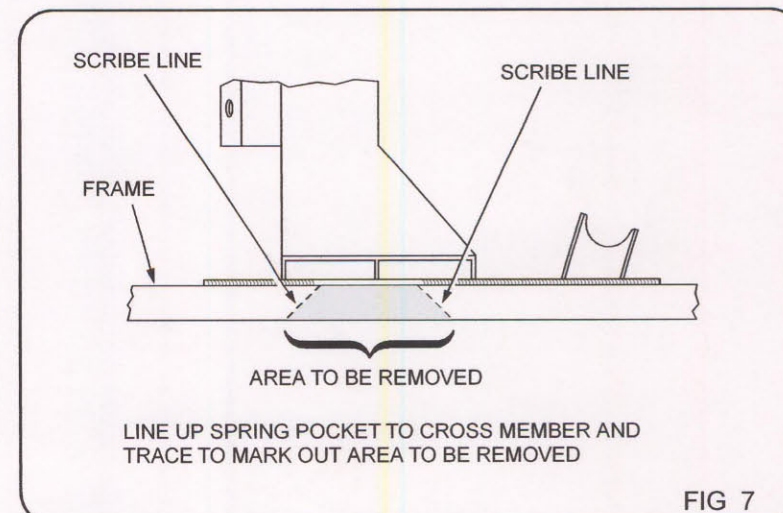
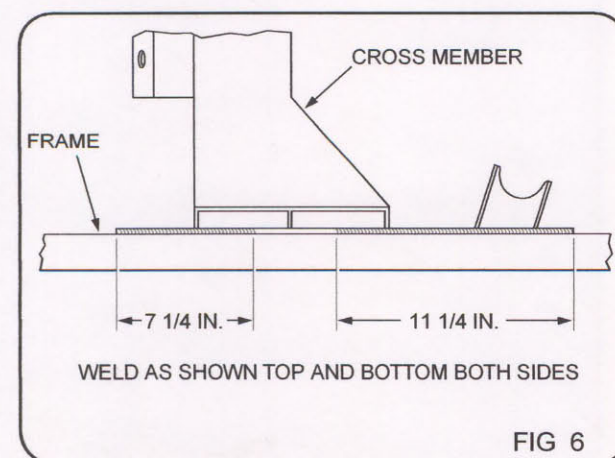
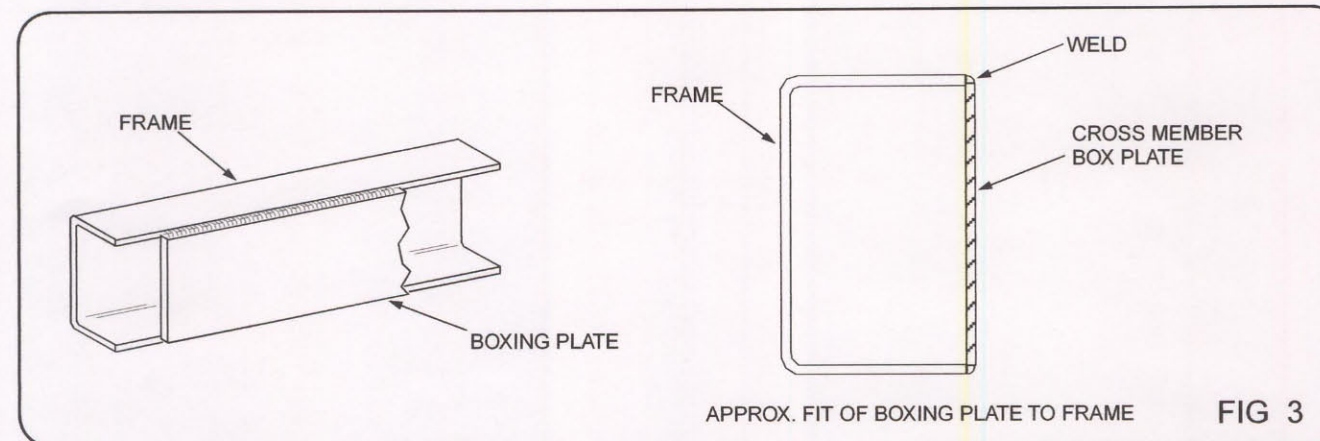
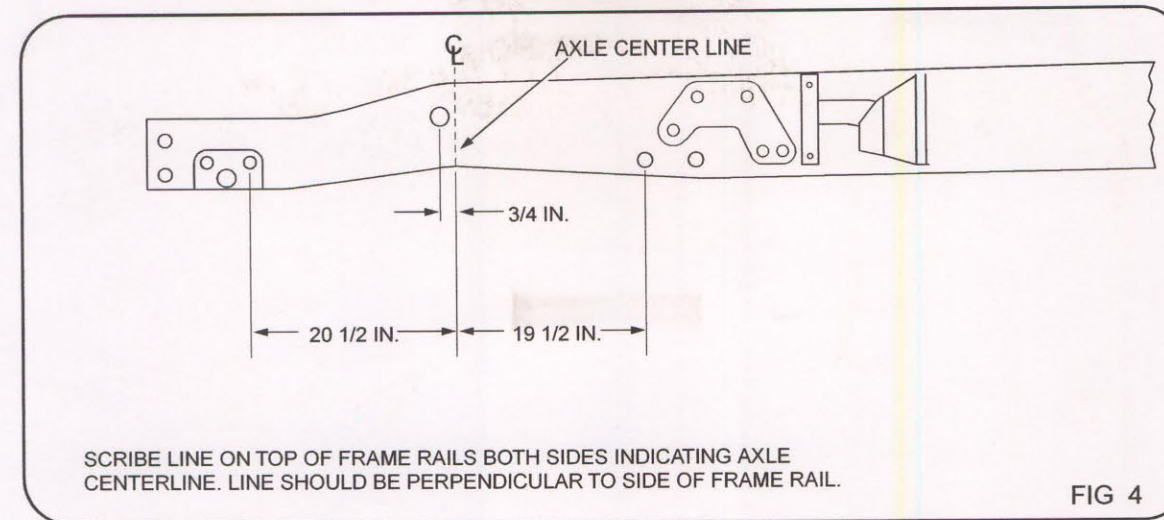
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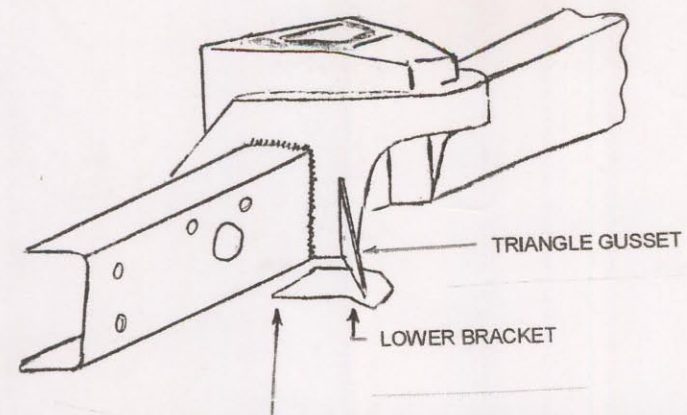
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TACK WELD LOWER BRACKET INTO CORNER OF FRAME AND SPRING POCKET, PARALLEL WITH GROUND. TACK WELD TRIANGLE GUSSET TO TOP OF LOWER BRACKET AS SHOWN. THEN WELD COMPLETE.

FIG. 8