



DAKOTA FRONT CROSS MEMBER INSTALLATION IN F-100

1. Before starting installation of cross member. You should first remove front sheet metal, engine, transmission, stock steering box and column, and old front suspension. Make sure the area of frame you are going to be working is clear of any wiring, brake, transmission and FUEL lines. You also want to clean frame at this time.
2. Set truck up on jack stands so frame is as level as possible. Visually inspect the frame for cracks or other damage and repair at this time. Diagonally measure the frame using a point such a bolt hole to check straightness. Check to make sure frame rails are perpendicular not leaning in or out. If your frame is not straight within 1/4 in. you should have it straightened.
3. Unbolt and remove steering then front axle and springs.
4. Remove spring hangers by drilling or grinding rivet heads off then pound rivet out.
NOTE: If rivets are removed with a torch, extreme care should be used not to gouge frame or distort front rivet holes.
5. Trim frame rails per Sheet 2, FIG. 1. 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. Grind to size.
6. Measure and mark axle center line per Sheet 2, FIG. 2
7. Install crossmember in frame. Hold in place using floor jack. Make sure crossmember and frame rails meet corner to corner per Sheet 2, FIG. 3, 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.
8. When crossmember is in place, recheck dimensions. Tack weld crossmember in place. Install lower a-frames to insure easier assembly later.
9. Recheck all dimensions diagonally. Check to make sure crossmember is square in frame. If correct, weld in place per Sheet 3, FIG. 4.
10. Locate spring pocket as patern on frame per Sheet 3, FIG. 5. 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 smaller and grind to size.Spring pocket should fit flush against boxing plate.
11. Place spring pocket in place. Make sure fit is accurate. tack weld in place. Recheck fit. If all seams are tight and the spring pocket is tight against boxing plate, weld 360 degrees around spring pocket.
12. Install bump stop snubber brackets per Sheet 3, FIG. 7.
13. Grind seam on crossmember and spring pocket joint. At this point, installation is complete.

With all steps completed finish frame to your taste. When assembling front suspension always use caution when installing springs.

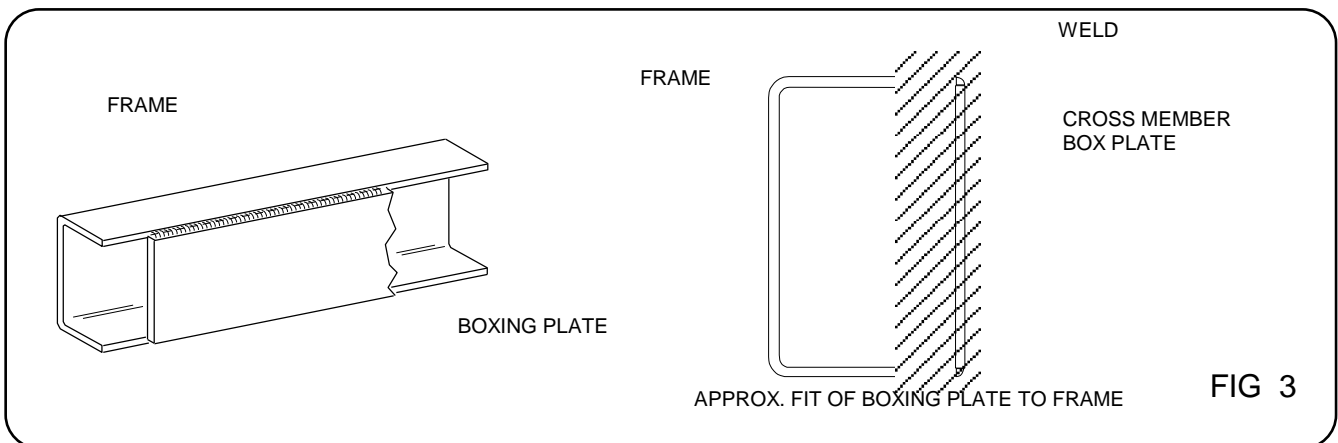
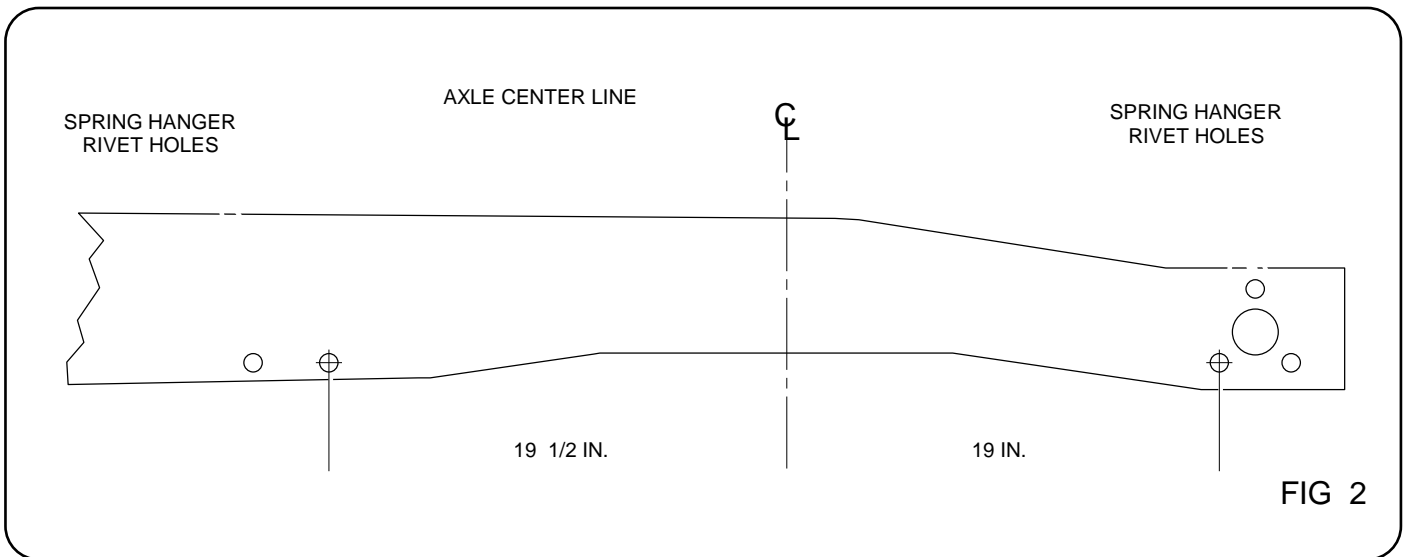
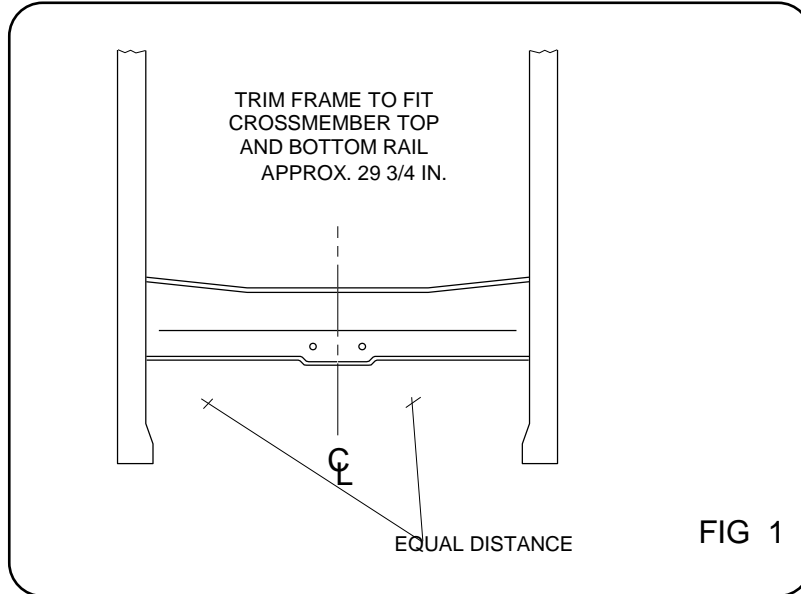


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