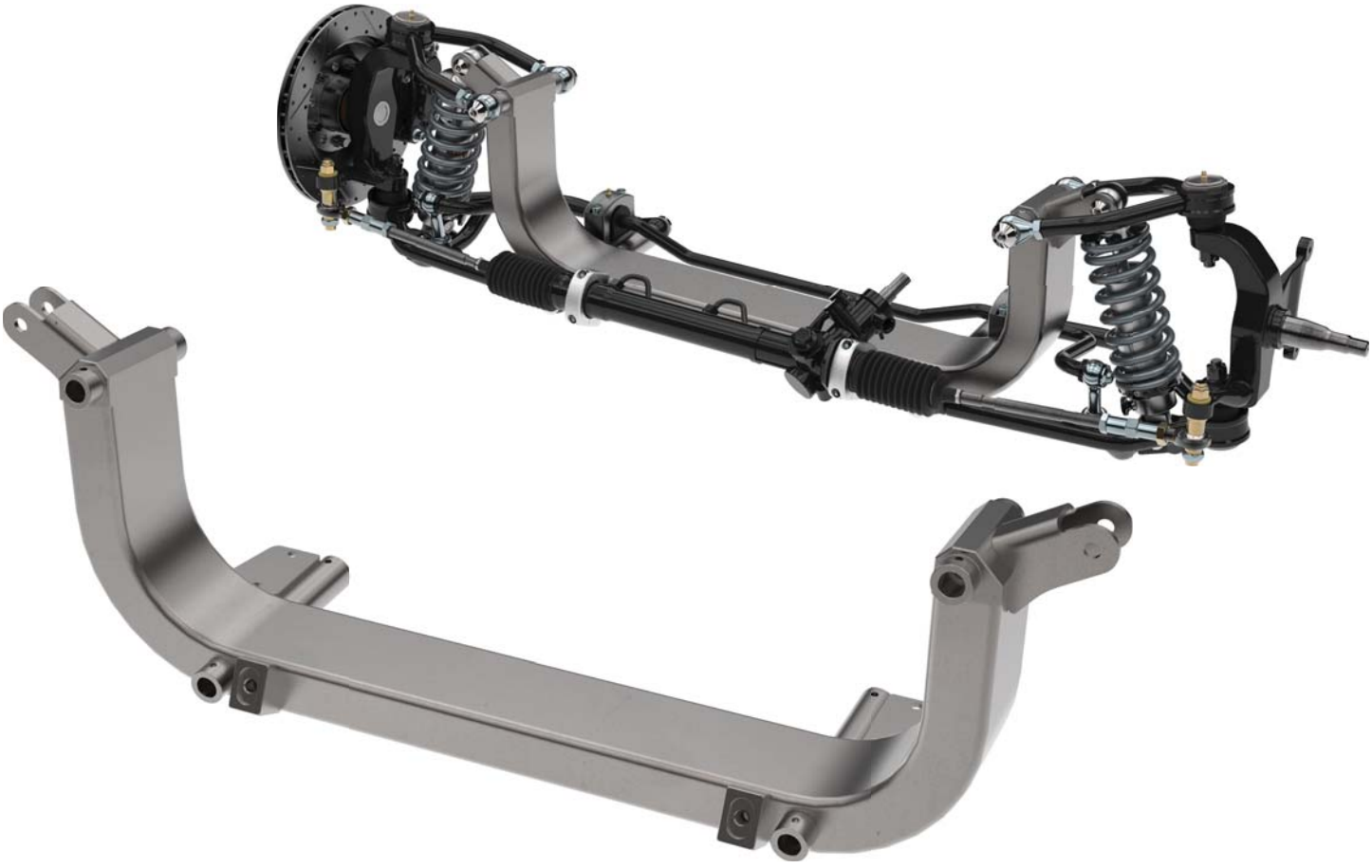
READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE

CHRIS ALSTON'S Chassisworks
THE HOME OF HIGHER TECHNOLOGY

7717

4x2” A-Arm Crossmember



Description:
4X2” A-arm crossmember for custom installation. Requires suspension system for operation; sold separately.

PARTS LIST

7717 - 4x2” A-Arm Crossmember

Qty	Part Number	Description
1	5030-XX	4x2 A-arm crossmember welded assembly

INSTRUCTIONS

This kit contains an A-arm crossmember for use with Chassisworks Street Machine A-arm Suspension (purchased separately). The crossmembers are available in fifteen widths from 24 to 38 inches in 1” increments. This will provide front hub widths of 51 through 65 inches.

Before you install the crossmember, verify that the front track width is correct for your vehicle. The front tires must clear the fenders. The front hub width is 27” wider than the crossmember width. Your outside tire width will be greater than the hub width. You need to measure your wheels to determine this amount.

The new crossmember must be welded to your frame. To correctly locate the crossmember in your chassis, decide where you want the front spindle centerline. Mark the front spindle centerline on the frame rail.

1. With the car on a level surface block it at the ride height you want. Set the rear first and then the front. Once the frame is at ride height make sure it is level from right to left. This is an important step because as once the crossmember is welded, you can only fine tune the front ride height 1/2 inch up or down.

2. After the frame is at ride height, you can determine the ground clearance of the crossmember. The 4 1/2 inch ground clearance of the crossmembers are based on a 25” to 26” diameter tire that will have a mounted radius of 12”. If your tire is a different diameter, the crossmember ground clearance will change accordingly. Once you know the ground clearance of the crossmember with your tire combination the crossmember can be mated to the frame rail. Example: With the 4 1/2 inch ground clearance crossmember/tire combination, the top of the frame rail you are installing the crossmember into cannot be higher than 13 1/2 inches off the ground and no lower than 12 3/4 inches off the ground.

3. Since the crossmember width is determined by the hub to hub dimension you ordered, it might not match the OEM frame width. There are three possible installation procedures, pick the one that matches your application.

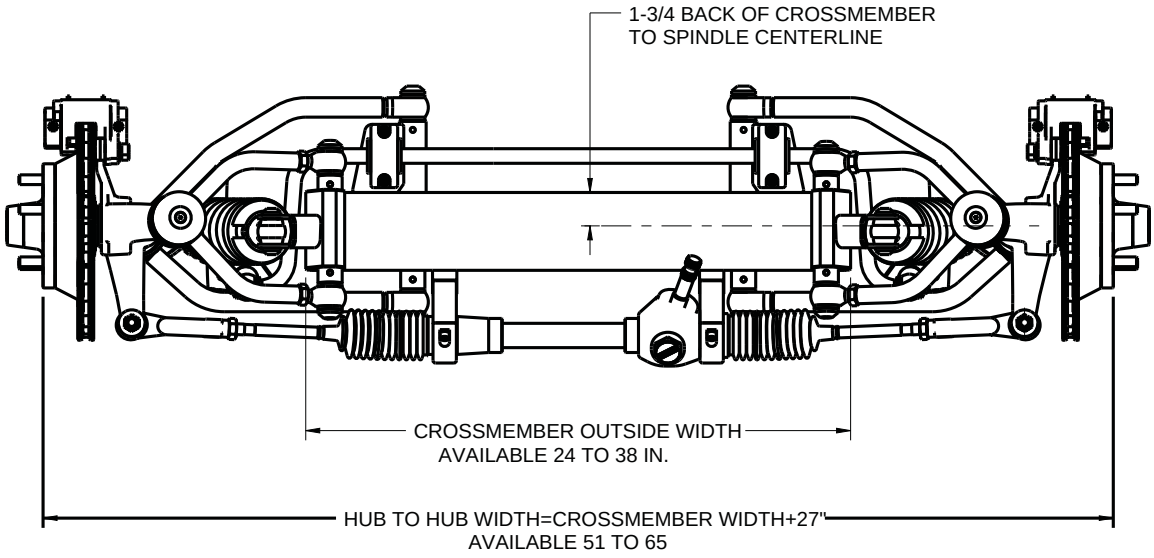
   3A. The crossmember and the OEM frame are the same outside width. Using the front spindle centerline you previously marked, measure 1 3/4 inches from the centerline to the rear and then 4 inches forward of the rear mark. This is the part of the OEM frame you are going to remove to install the new crossmember. Use a level to mark a line the width of the frame on each of those marks. The notch should be square to the ground so the crossmember is installed correctly. Before you cut the frame make two spacers out of a piece of tubing to hold the frame at the correct width. Place one spacer 3 inches in front of the crossmember notch, and the other 3 inches behind the notch. Tack the spacers in place. Weld a tube between the frame spacers so when the frame notch is removed the frame will not move.
   Use an abrasive cutoff wheel or band saw to cut the OEM frame on the lines drawn, cut the one toward the front of the car first and then the rear one. Make sure you cut in the line making a clean square cut all the way through the frame. If your OEM frame is a C-channel, you will need to box the frame 12 inches to the front of the spindle centerline and 12 inches rear of the spindle centerline for rigidity. Suggested material is 1/8-inch thick mild steel plate.

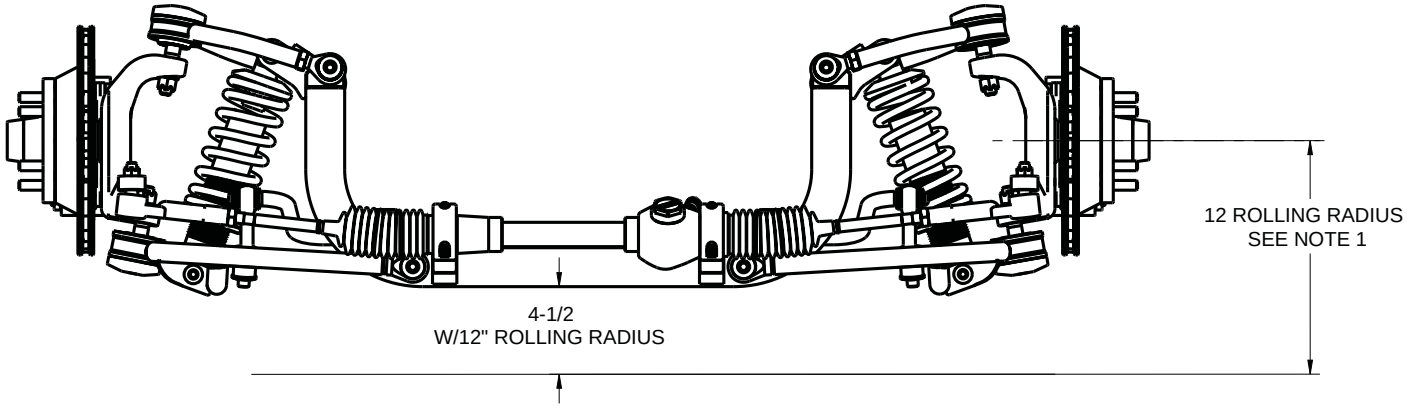
3B. The crossmember is wider than the OEM frame. Using the front spindle centerline you previously marked, measure 1 3/4 inches from the centerline to the rear and then 4 inches forward of the rear mark. This is the part of the OEM frame you are going to remove to install the new crossmember. Use a level to mark a line the width of the frame on each of these marks. The notch should be square to the ground so the crossmember is installed correctly. These marks need to be on the outside of the frame.
Use an abrasive cutoff wheel to notch the OEM frame on the lines drawn, cut the one toward the front of the car first and then the rear one. Make sure you cut in the line making a clean square cut only deep enough for the crossmember to set in the notch. Example: if your crossmember is 30 inches wide outside and your OEM frame is 28 inches wide outside, notch the frame 1inch deep on each outside rail and the crossmember will slide into the notch. If your OEM frame is a C-channel, you will need to box the frame 12 inches to the front of the spindle centerline and 12 inches rear of the spindle centerline for rigidity. Suggested material is 1/8-inch thick mild steel plate.

3C. The crossmember is narrower than the OEM frame. Using the front spindle centerline you previously marked, measure 1 3/4 inches from the centerline to the rear and then 4 inches forward of the rear mark. This is the part of the OEM frame you are going to remove to install the new crossmember. Use a level to mark a line the width of the frame on each of these marks. The notch should be square to the ground so the crossmember is installed correctly. These marks need to be on the inside of the frame.
Use an abrasive cutoff wheel to notch the OEM frame on the lines drawn, cut the one toward the front of the car first and then the rear one. Make sure you cut in the line making a clean square cut only deep enough so the crossmember will set in the notch. Example: if your crossmember is 30 inches wide outside and your OEM frame is 32 inches wide outside, notch the frame 1inch deep on each inside rail and the crossmember will slide into the notch. If your OEM frame is a C-channel, you will need to box the frame 12 inches to the front of the spindle centerline and 12 inches rear of the spindle centerline for rigidity. Suggested material is 1/8-inch thick mild steel plate.

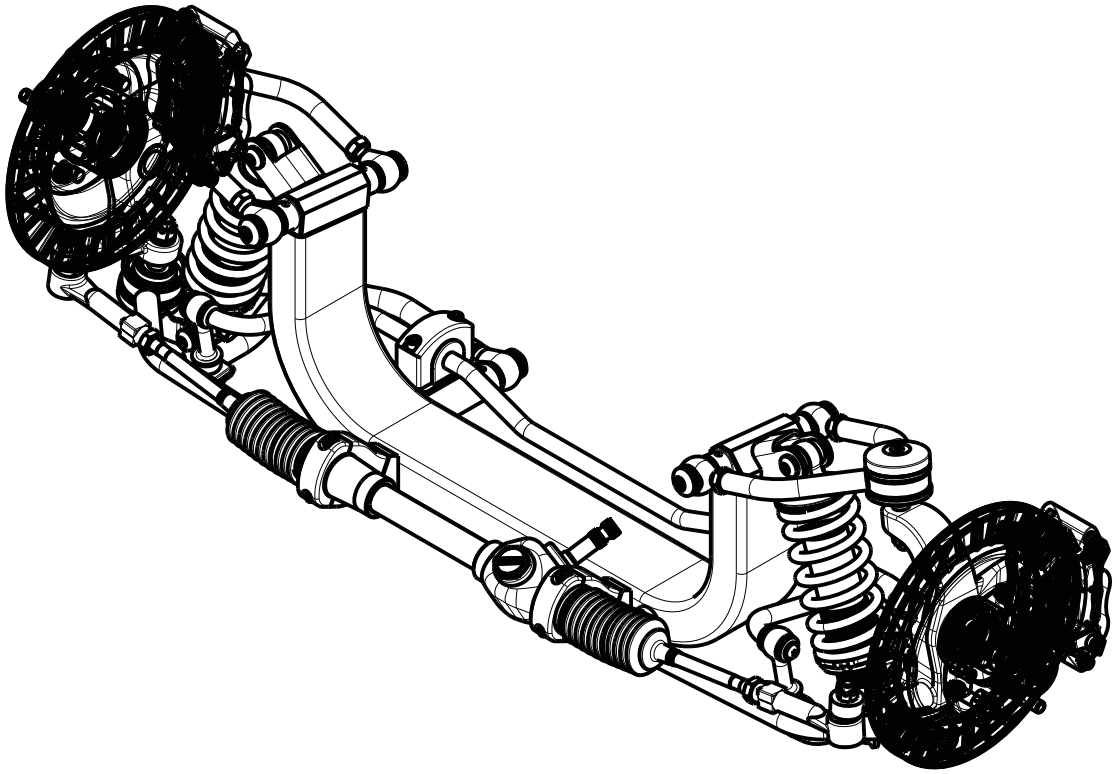
4. After the frame is cut, set the crossmember in place. Block it at the correct ground clearance for your tire combination and tack weld it in place. The crossmember should be level front to rear and right to left. Double-check it for square before final welding the crossmember.

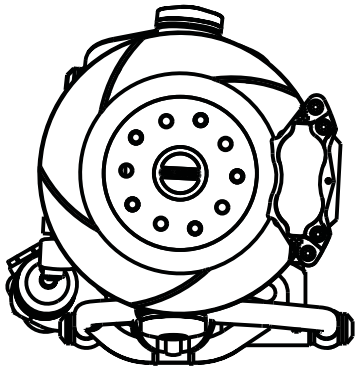
5. You can now start to install the suspension package following those directions.





NOTES:
1. FOR 195/165-15 TIRE MOUNTED TO 15" DIA., 6" WIDE 3.5" BACKSPACE WHEEL, APPROX. TIRE DIMENSIONS WILL BE: 6.5" AT TREAD, 7.75 SECTION WIDTH, 25" DIA. WITH 12" ROLLING RADIUS.





UNLESS OTHERWISE SPECIFIED	APPROVALS	DATE
DIMENSIONS ARE IN INCHES TOLERANCES FRACTIONS ANGLES DECIMAL ± 1/16 ± .5° ± .1 ± .05 ± .05 ± .005 ± .005	DRAWN BY: M.T.	1/10/99
	CHECKED BY: S. RIEGER	10/19/99
	DWG RELEASE LEVEL: WIP	

FINISH
NONE

MATERIAL
ASSEMBLY

DESCRIPTION
4 x 2 A-ARM CROSSMEMBER ASSEMBLY, 28" FRAME WIDTH

Chris Alston's CHASSISWORKS INC.
8661 YOUNGER CREEK DRIVE
SACRAMENTO, CA 95828
(916) 388-0288 FAX 388-0295

SIZE	PART NO.	PART REV.
B	7160-28	0

SCALE: 1:8	DWG: 7160-28 REV: 0	SHEET 1 OF 1

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