1955-57 Chevy Straight Axle Gasser
Subframe-to-Stock Chassis
Grafting Instructions

Trans crossmember kit for stock chassis, side brackets feature all mounting holes for 350, 400, 700 R4, 5-spd, 4-spd, 6-spd, PowerGlide, 4L60E, 4L80E and Tremec.

The triangular grafting plates cover the edge of the body mount and the new subframe.

Measure from here forward to core support.

The pair of springs are rated at 2500 lbs.

The axle can be over the springs or under the springs.
1st thing to do is read over the entire instructions

Please note the spring perches must be WELDED to the axle before ANY driving is done. Hardware might vary slightly, but installation is the same.

**Suspension Components-**

- 2 - 2500lbs pair Leaf Springs
- 4 - 9/16” x 3 1/4” GR8 Bolts
- 8 - 9/16” Steel Flat Washers
- 4 - 9/16” Nylock Nuts
- 4 - Shackle Link Plates
- 4 - Shackle Bushings
- 2 - 1/2” x 3 1/4” GR8 Bolts
- 2 - 1/2” Nylock Nuts
- 2 - Spring Plates
- 4 - U-Bolts
- 8 - 1/2” Ex. Thick Washers
- 8 - 1/2” Tall Nuts
- 2 - Shocks
- 4 - 1/2” x 1 3/4” GR8 Bolts
- 2 - 1/2” Steel Flat Washers
- 2 - 1/2” Nylock Nuts
- 2 - 1/2” x 2 1/2” GR8 Bolts
- 2 - 1/2” Int Tooth Lock Washer
- 4 - 1/2” Flat Washers

**Steering Components-**

- 1 - Vega Steering Box
- 1 - Drop Pitman Arm
- 1 - Drag Link
- 1 - Cross Link
- 2 - Left Hand Tie Rod Ends and Jam Nuts
- 2 - Right Hand Tie Rod Ends and Jam Nuts
- 2 - 7/16” x 1 1/4” GR8 Bolts
- 2 - 7/16” x 1 1/2” GR8 Bolt
- 3 - 7/16” Hi Collar Lock Washers
- 1 - Axle
- 2 - Spring Perches

*Hardware might vary slightly, but installation is the same.

**ASSEMBLING THE PARTS**

The axle can be mounted above-or-below the springs, depending on the desired ride height. Start by mounting the rear of the springs to the subframe. On the front of the spring, install shackle bushings first, then use the shackles to mount the spring to subframe.
Before you install the axle, make sure the steering stops, welded to each end of the axle, are facing toward the rear of the car. Using the spring plate, perches, and U-bolts mount the axle to the leaf springs, allowing for movement to center the axle. It would be a good idea to get your caster set-up at this point. Support the weight of the vehicle at the approximate ride height, half your tire diameter. Between 5 and 8 degrees positive caster, top of king pins toward firewall, is ideal for a gasser set-up. Make sure the axle is centered and caster set before tacking the axle cradles to the axles. We recommend welding the inside of the cradle to the axle. It must be adequate to prevent the axle from rotating.

To set the caster, have all the vehicle weight on all 4 wheels. A magnetic angle finder can be placed on the front of the king pin boss. Tilt the top of the king pin toward the rear until 8° positive caster is achieved.

Install the steering box to the mounting plate. Be sure to center the steering box before installing the pitman arm. Install the pitman arm, the splines are tapered so it’s a good idea to tighten the bolt without the lock wash for the first time to help seat the pitman arm, then install the lock washer. Install the king pin and mount the spindle assemblies to the axle. BE SURE TO INSTALL AND TIGHTEN THE SET SCREW, install the cross link, longer, between the steering arm’s forward hole on right steering arm. Adjust your toe-in at this point, to achieve 1/16”-1/8” toe-in. Install the drag link, between the pitman arm and the right side rearward hole in the steering arm. Check all the moving parts for clearance.
**INSTALLING THE SUBFRAME**

The goal is to have both the top of the subframe and the center main frame rails parallel with each other.

The main (center) frame rails must be parallel with the floor or table. Mark all 4 chassis corners on the floor or table.

Measure from the stock core support holes back 32 1/4” to the bar placed flush with the rear of the body mount bracket shown.

Before cutting, weld a section of box-tube between the rails as shown. Use at least a 1” box tube to keep the rails stable.

From the rear of the body mount bracket shown, measure forward 4”. Using a square draw the line on the rails 90° to the floor or table.
We recommend a Saws-All to do the cutting. Use whatever you have and make clean cuts 90° to the floor/table. Grind the face until clean and even.

ALWAYS MEASURE IN AN “X” FASHION AND MEASURE FROM MORE THAN ONE LOCATION!

From the back of the body-mount bracket, measure to the new core support holes 32 1/4” or from the 4” mark at the rear of the body mount bracket (as shown in #5.) Also measure across, from each front frame end to the table or one of the marks on the floor. Measuring in an “X” fashion is always the best policy to make sure the new subframe is straight and parallel with the main rails.

Place the 2 x 4 box tube subframe into the old frame rails and measure from the new core support back 32 1/4” to the rear of the body mount bracket shown in photo #4, or the 4” mark shown in photo #5.
Measure in an “X” fashion from a common body mount hole on both sides of the frame to the front frame horn bumper mount hole.

Measure again from core support back to the bar behind the body mount brackets.

Between the 2 different sized rails, we used a piece of scrap metal as spacers to keep it centered side-to-side and top-to-bottom.

To make the larger frame blend around the 2 x 4 box tube, you’ll have to draw and remove a notch on each corner of the stock rails as shown for welding.

Measure in an “X” from another common hole on the chassis and re-check the subframe.

The Saws-All will do the quickest job cutting the pie shape out of the top of the old rails. Clamp it down and measure again before tac-welding the top.
Keep the rail centered in the hole. All 4-corners should get the same pie-cut removed so the frame rail edges can be pulled in to form a nice clean blend of metal. Use a clamp to pull the sides together and tac-weld. We used an 1/8" thick piece of scrap metal on one side between the 2 rails to keep the smaller subframe centered when clamping together to weld.

The 2 large body mounts on the outside of the frame on each side have 2 small tabs that need to be cut free to bend the stock frame edges into the new subframe. Reweld last after tacking the two together as shown.

The 1/2-3/4” of metal in front of the body mount bracket can be pulled together after the 2 outside tabs are cut free. Grafting plates are provided in the kit. The triangular plates go on the outside-and-inside of the frame over the forward edges of the body mount shown. Place them between the two tabs as shown.
WARNING: Installation of any component or kit should only be performed by persons experienced in the installation and proper operation of SUSPENSION SYSTEMS. It is also the responsibility of the person installing any SUSPENSION SYSTEM or kit to determine the suitability of the component or kit for that particular application.

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