



**NO LIMIT
ENGINEERING**

865-940-1503 • www.NoLimit.net
1001 EPCO DRIVE • DANDRIDGE, TN 37725

**X-FRAME KIT
48-60 FORD TRUCKS
55-59 CHEVY TRUCKS
FITS ½ TON, SHORT BED ONLY!**

THIS KIT CONSIST OF SEVEN MAIN PIECES:

2 SIDE RAILS <LONG>

4 X RAILS <SHORT>

1 CENTER CROSSMEMBER WITH WELDED DRIVESHAFT LOOP. WE ADD IN SOME SMALL PARTS TO HELP YOU WITH THE TRANSMISSION CROSSMEMBER.

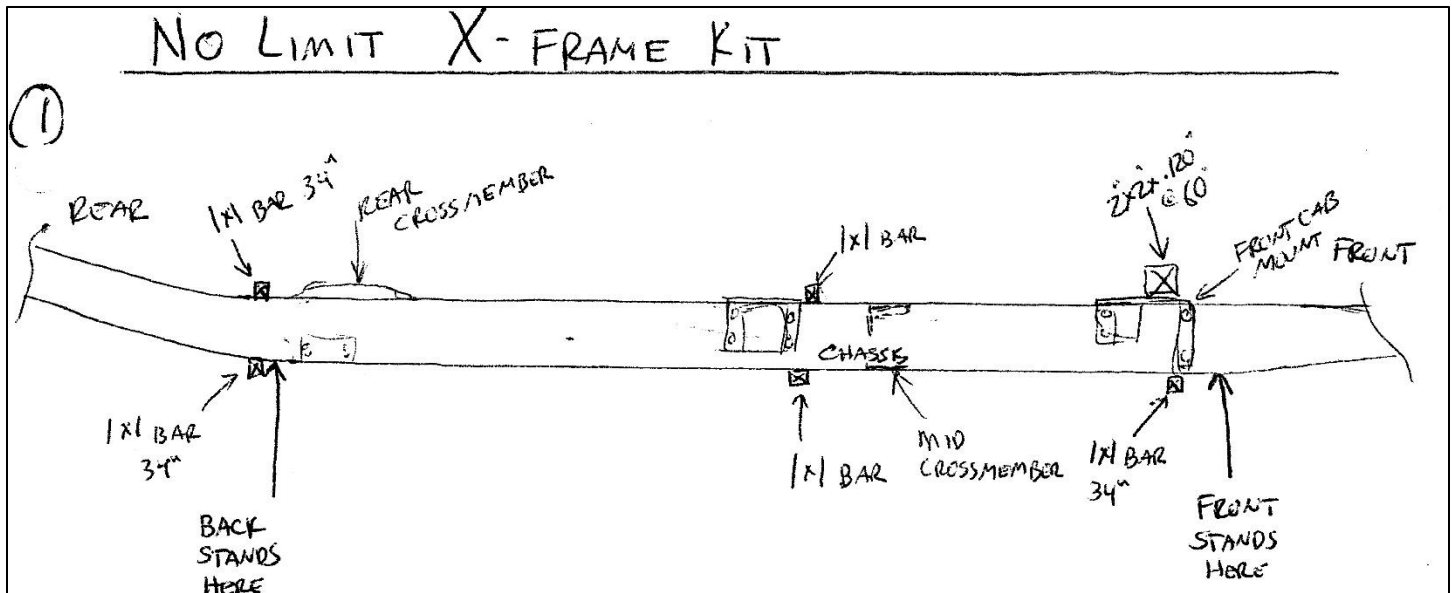
1. THE LONG SIDE RAILS WILL FIT FROM THE FRONT EDGE OF THE CAB MOUNT, BACK TO THE AREA OF THE FRAME THAT STARTS TO TURN UP FOR THE REAR AXLE KICK. YOU MAY NEED TO TRIM OFF THE BACK OF THE RAILS IF THEY ARE TOO LONG. ALSO, IF YOU HAVE BOXED IN THE FRONT SECTION FOR AN "I.F.S.", YOU MAY NEED TO TRIM OFF SOME ON THE FRONT OF THE SIDE RAIL.

2. PREP WILL PAY OFF!! DURING THE INSTALLATION, THERE WILL BE NOTHING HOLDING YOUR CHASSIS TOGETHER IN THE MID SECTION. <PREP NOW OR FOREVER LIVE WITH THE RESULTS.>

[A] SET THE CHASSIS LEVEL ON "4" STANDS. THE FRONT STAND SHOULD BE JUST AHEAD OF THE CAB MOUNTS. SET THE REAR STANDS AT THE LOCATION OF THE REAR SPRING MOUNT. MAKE IT LEVEL FRONT TO BACK & SIDE TO SIDE.

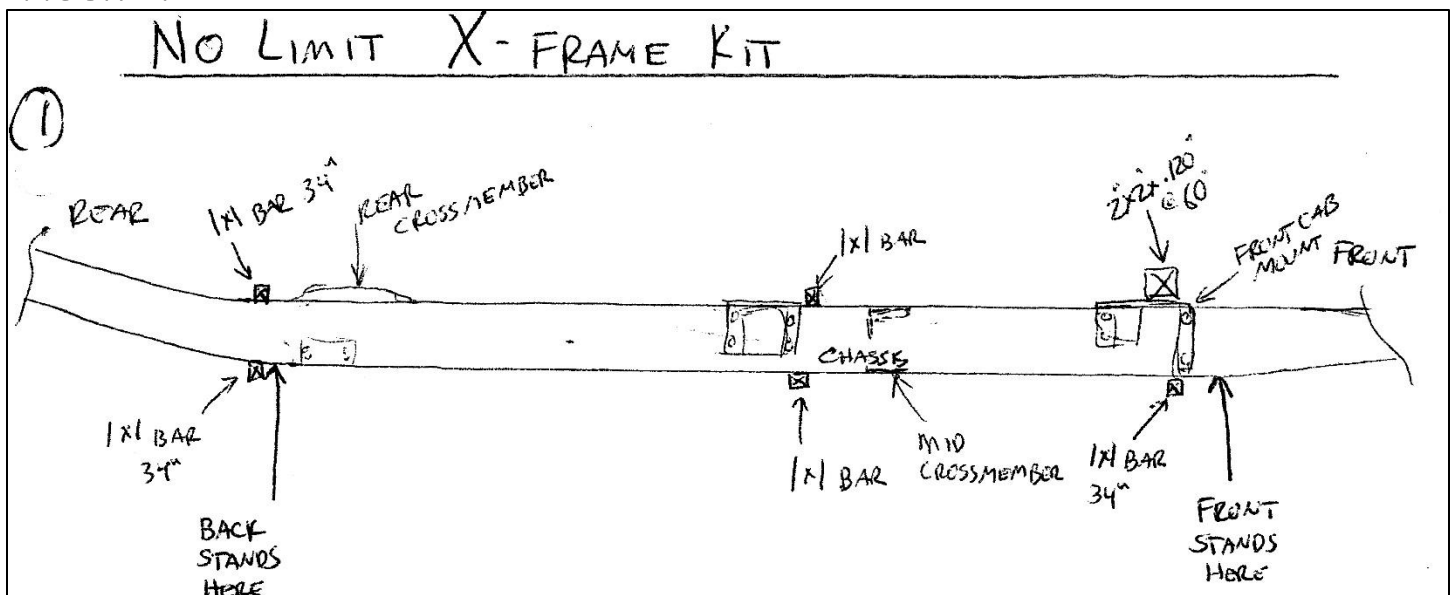
[B] SUPPORT THE CHASSIS. THESE FRAMES SHOULD BE 34" WIDE OUTSIDE TO OUTSIDE. HERE IS OUR RECOMMENDATION: CUT 5 PIECES OF 1" X 1" X .090" SQUARE TUBING TO 34" LONG. <YOU CAN USE BIGGER TUBING>. CUT 1 PIECE OF 2" X 2" X .120" WALL TUBING 60" LONG. USE THE LONG 60" PIECE TO CLAMP OR TACK WELD ACROSS THE TOP OF THE FRONT CAB MOUNTS. <55-59 CHEVY'S WILL NEED A 1" SPACER>. SET THE RAILS AT 34" O.D. & TACK A SMALL 34" BAR ACROSS ON THE UNDERSIDE OF THE CAB MOUNTS. USE A PAIR OF 34" BARS TO SUPPORT THE CHASSIS AT THE REAR CAB MOUNT AREA, AND THE LAST PAIR JUST BEHIND THE REAR CROSSMEMBER. —SEE FIGURE 1 ON NEXT PAGE—

<FIGURE 1>



- 3. ALL OF THESE TRUCKS HAD A FACTORY TRANSMISSION CROSSMEMBER THAT WAS BETWEEN THE FRONT CAB MOUNTS. MOST OF THESE HAVE BEEN TAKEN OUT. IF IT IS STILL THERE, REMOVE IT. ALSO REMOVE THE -MID- OR UNDERCAB CROSSMEMBER AND THE REAR CROSSMEMBER. CAREFULLY REMOVE ALL THE RIVETS THAT HOLD THESE CROSSMEMBERS TO THE FRAME RAILS. —SEE FIGURE 1 BELOW—**

<FIGURE 1>

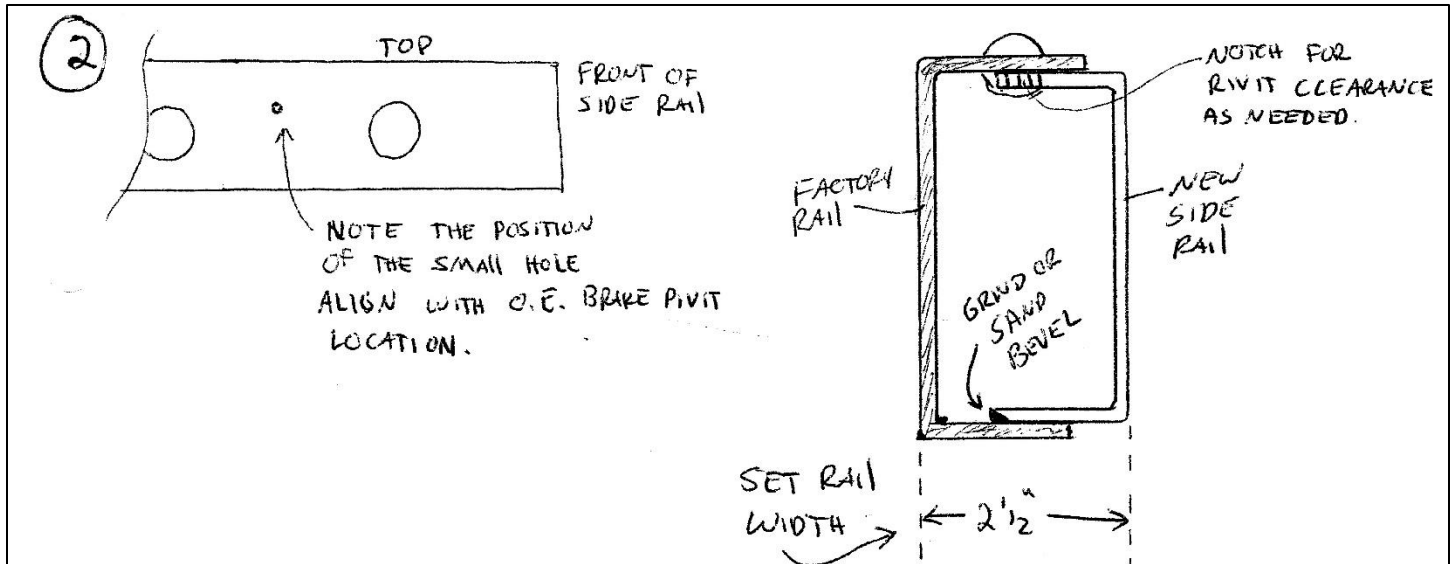


- 4. REMOVE THE FACTORY BRAKE PEDAL MOUNT. <NOTE ITS LOCATION IF YOU ARE GOING TO RE-USE THE O.E. PEDAL>. CLEAN THE INSIDE OF THE FRAME RAILS.**

5. BEGIN FITTING THE NEW SIDE RAILS. IF THERE ARE RIVITS IN THE WAY, GRIND NOTCHES IN THE SIDE RAILS TO CLEAR. SANDING OR GRINDING A BEVEL ON THE EDGES OF THE SIDE RAILS WILL HELP. IF THE FACTORY RAIL IS BENT USE A LARGE CRESCENT WRENCH TO STRAIGHTEN IT. CHECK THE FIT SO THE RAILS BECOME 2 1/2" WIDE. <SEE FIGURE 2 BELOW>

-FOR FRONT TO BACK ALIGNMENT, USE THE SMALL 3/8" HOLE IN THE SIDE RAIL. ALIGN THE HOLE WITH THE ORIGINAL PIVIT POINT OF THE FACTORY BRAKE PEDAL.-

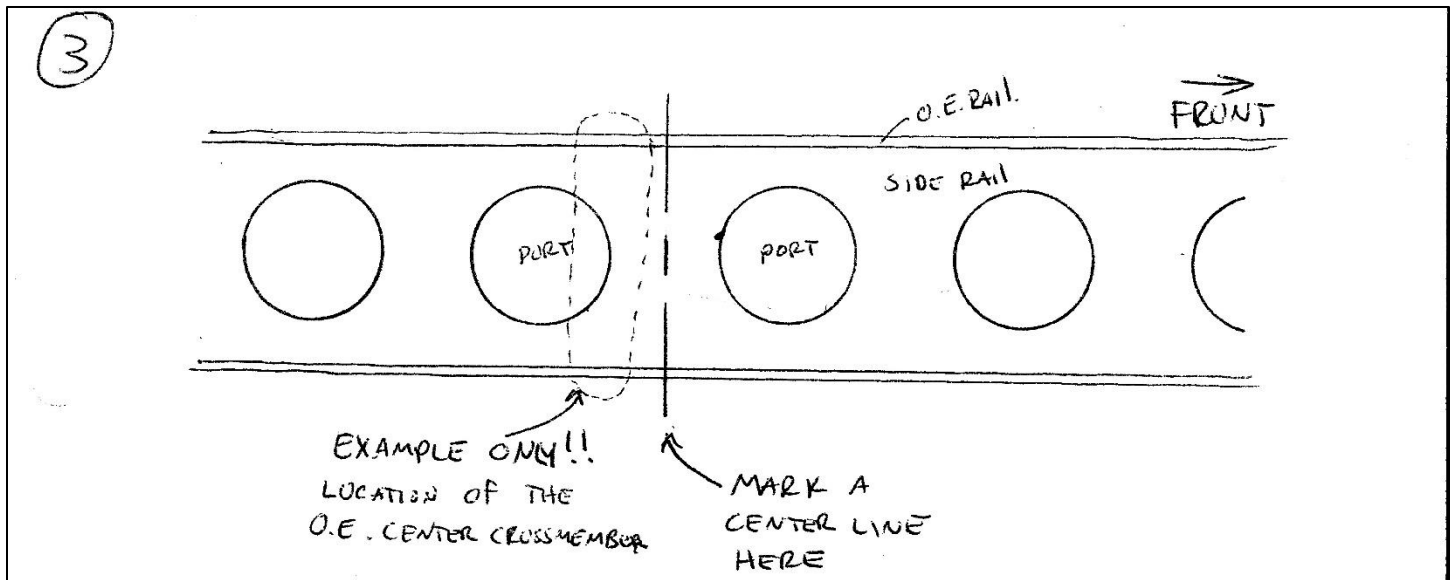
<FIGURE 2>



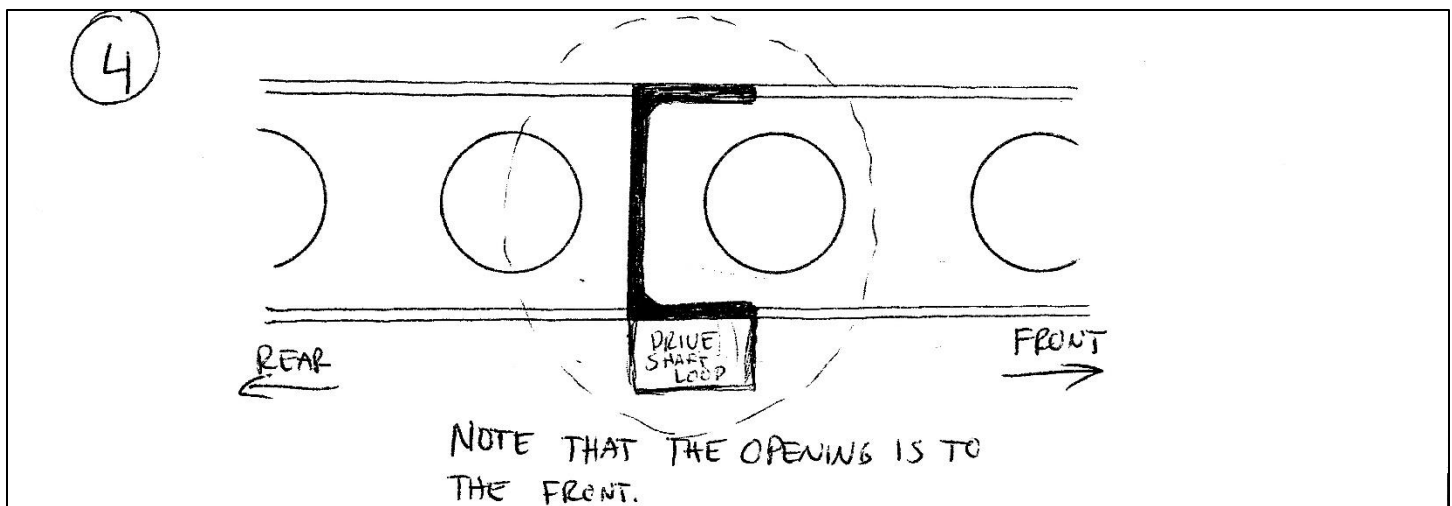
6. ONCE THE SIDE RAILS FIT IN, YOU MAY WANT TO PAINT THE INSIDE OF THE RAILS WITH A GOOD RUST SEALING PAINT. - LIKE THE "RUST-O-" KIND. BUT, I'M NOT YOUR MOM, DO AS YOU WISH. SET THE NEW SIDE RAILS IN PLACE AND DOUBLE CHECK THE NEW RAIL WIDTH AT 2 1/2". THE FRAME RAIL INSIDE DIMENSION SHOULD BE 29". CHECK IT AGAIN, CHECK THE LEVEL, AND TACK WELD THEM IN.

7. NEXT IS THE CENTER CROSSMEMBER. LOCATE THE RIVIT HOLES FOR THE FACTORY CENTER CROSSMEMBER THAT YOU REMOVED. MARK A CENTER LINE BETWEEN TWO OF THE LARGE SIDE RAIL PORT HOLES, EVEN WITH OR JUST FORWARD OF THE ORIGINAL CENTER CROSSMEMBER. <SEE FIGURE 3 ON NEXT PAGE>. FIT THE CENTER CROSSMEMBER HERE. -OPENING TO THE FRONT. DRIVESHAFT LOOP GOES DOWN. <SEE FIGURE 4 ON NEST PAGE>. IF YOU FIT THE SIDE RAILS CORRECTLY, IT FITS LIKE A GLOVE. MAKE SURE EVERYTHING IS LEVEL & SQUARE AND TACK WELD IN PLACE.

<FIGURE 3>

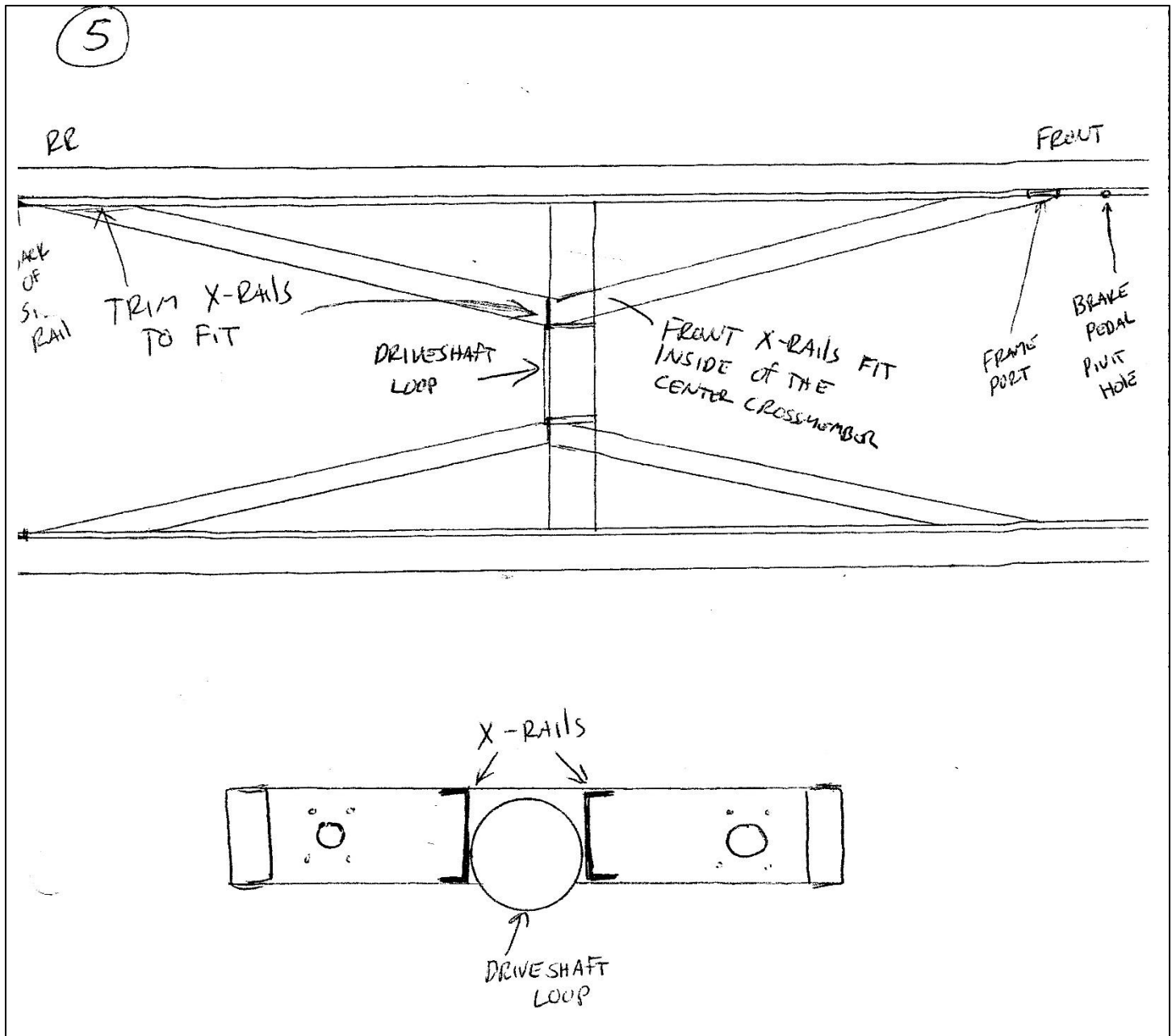


<FIGURE 4>



8. BUILD THE X. START WITH THE BACK. KEEP THE X AS BIG AS YOU CAN, THE END OF THE X-RAILS THAT FIT TO THE CENTER CROSSMEMBER SHOULD BE NEXT TO THE DRIVESHAFT LOOP. THE REAR X-RAILS SHOULD BE ALMOST AT THE END OF THE SIDE RAILS. TRIM TO FIT. ON THE FRONT SIDE, THE X-RAILS WILL FIT INSIDE OF THE CENTER CROSSMEMBER. THE FORWARD END OF THE FRONT X-RAILS SHOULD BE EVEN WITH, OR JUST AHEAD OF THE LARGE RAIL PORT, BEHIND THE BRAKE PEDAL PIVOT HOLE. <SEE FIGURE 5 ON NEXT PAGE>.

<FIGURE 5>



9. ONE LAST TIME, CHECK EVERYTHING TO MAKE SURE ITS SQUARE AND LEVEL. TACK WELD THE X-RAILS IN PLACE.

10. -OPTION- (HIGHLY RECOMMENDED) RE-INSTALL THE FACTORY CROSSMEMBER. SUGGEST USING THE "UPPER" OR MAIN PART OF THE O.E. CROSSMEMBER. TRIM TO FIT BETWEEN THE BACK SECTION OF THE X-RAILS, AS CLOSE TO ITS ORIGINAL LOCATION AS POSSIBLE. TACK WELD IN PLACE.

11. TIME TO WELD. MOVE AROUND 2" TO 3" AT A TIME. WELD EVERY SEAM BOTH SIDES.

---HELPFUL HINTS---

A. WELD EVERYTHING YOU CAN FROM THE TOP SIDE. LET IT COOL, FLIP IT OVER, SET IT LEVEL AND WELD THE REST.

B. WE INCLUDED TWO SIDE MOUNTS AND A 16" LENGTH OF 1 1/2" TUBING TO FAB THE TRANSMISSION MOUNT. YOU WILL NEED TO FAB THE CENTER PAD. THE SIDE MOUNT BRACKETS WILL FIT UNDER THE X-RAILS.

C. YOU CAN USE THE FACTORY BRAKE PEDAL BY CUTTING DOWN THE ORIGINAL MOUNT AND FITTING IT BACK IN PLACE. -OR- WE HAVE CUSTOM PEDALS THAT CAN BE MOUNTED IN. AN 8" DUAL DIAPHRAM BOOSTER WILL FIT ON THE CENTER CROSSMEMBER. AND A PUSH ROD FROM THE PEDAL TO THE BOOSTER IS NEEDED. YOU WILL NEED TO OPEN THE PORT IN THE X-RAIL TO CLEAR THE PUSH ROD.

FINALLY, REMOVE THE BRACING THAT YOU TACKED ONTO THE CHASSIS. SAND ALL OF THE BURRS AND CLEAN THE WELDS. STAND BACK AND LOOK AT YOUR NEW AND IMPROVED CHASSIS. TAKE A PICTURE AND POST THAT BAD BOY ON FACEBOOK!