

S&W RACE CARS SWING ARM DRAGSTER CONVERSION

NOTE: SWING ARM CONVERSION IS TO BE DONE WITH MID-PLATE BOLTED IN CHASSIS.
REMOVE ANY CABLES, WIRES, FUEL LINE AND BRAKE LINES FROM THE MID-PLATE BACK.
THE NEW TOP & BOTTOM REAR FRAME RAIL ARE DESIGNED TO SLIP OVER THE ORIGINAL FRAME RAILS.
THE FRONT OF THE NEW TUBE MUST BE MITER CUT AT 45 DEGREES. THE NEW RAIL WILL ALSO HAVE
TWO 3/8" ROSSETT WELDS LOCATED APPX 1 1/2" FROM THE MITER CUTS. DRILL THESE TUBES BEFORE
SLIDING THEM OVER THE EXISTING FRAME RAILS.

1 *CUT OF EXISTING REAR FRAME RAILS.*

WITH THE MID-PLATE BOLTED IN AND THE REAR HOUSING REMOVED CUT OFF THE EXISTING TOP & BOTTOM FRAME RAILS & THE DIAGONAL BEHIND THE UPRIGHT AT THE MOTOR PLATE. CUT THE TOP RAIL OFF 12" BACK FROM THE MOTOR PLATE. CUT THE BOTTOM RAIL OF 10" BACK OF THE MID-PLATE.

CAREFULLY CLEAN OFF ANY MATERIAL OR PAINT FROM THE UPRIGHTS, TOP FRAME RAILS & BOTTOM RAILS.

2 *LOCATE REAR HOUSING*

FROM THE BACK OF ENGINE BLOCK TO THE GASKET SURFACE OF REAR HOUSING SHOULD BE 41 1/8". THE HEIGHT OF THE REAR HOUSING IS DETERMINED BY THE CRANK SHAFT CENTERLINE. THE GASKET SURFACE SHOULD BE VERTICAL.
SUCURE THE REAR HOUSING AND CHASSIS TO THE JIG.

3 *LOCATE SWING ARM WELDED REAR CHASSIS CLIP*

THE DRAWING PROVIDED WITH THE KIT SHOWS DIMENSIONS FOR LOCATING THE REAR CLIP.
CLAMP THE REAR CLIP TO THE JIG.

4 *BEND BOTTOM FRAME RAILS*

CAREFULLY HEAT THE BOTTOM FRAME RAIL JUST BEHIND THE UPRIGHT AT THE MID-PLATE. HEAT THE TUBE SLOWLY AND EVENLY.

DO NOT OVER HEAT THE TUBE, THEY SHOULD NOT GET CHERRY RED.

SLIP THE NEW BOTTOM RAIL OVER THE EXISTING RAIL AND PULL UNTILL IT IS ALIGNED WITH THE BOTTOM OF THE 4-LINK BRACKETS.

DO NOT TACK WELD THE NEW BOTTOM FRAME RAILS YET.

5 *BEND TOP FRAME RAILS*

CAREFULLY HEAT THE TOP FRAME RAIL JUST BEHIND THE UPRIGHT AT THE MID-PLATE. HEAT THE TUBE SLOWLY AND EVENLY.

DO NOT OVER HEAT THE TUBE, THEY SHOULD NOT GET CHERRY RED.

SLIP THE NEW TOP RAIL OVER THE EXISTING TOP RAIL AND PULL UNTILL IT IS ALIGNED WITH THE TORSION BAR TUBE. THE OUTER EDGE OF THE NEW TOP RAIL SHOULD BE ABOUT 1/8" IN FROM THE END OF THE TORSION BAR TUBE.

THE TOPS OF THE 4-LINK BRACKETS MAY REQUIRE SOME TRIMMING.

TACK WELD NEW TOP RAIL TO TORSION BAR TUBE & 4-LINK BRACKETS.

6 *FIT THE NEW UPRIGHTS & DIAGONALS*

THE NEW UPRIGHT FITS AGAINST THE FRONT EDGES OF THE 4-LINK BRACKETS. WITH THE UPRIGHT AGAINST THE BRACKETS, SLIDE THE TUBE UP AGAINST THE BOTTOM OF THE NEW TOP FRAME RAIL & CHECK THE FIT. ADJUST NOTCH IF REQUIRED.

THE NEW DIAGONAL FITS BETWEEN THE NEW UPRIGHT & THE MID-PLATE UPRIGHT. CHECK FIT AND ADJUST NOTCH IN NEEDED.

WHEN YOU ARE SATISFIED WITH THE FIT AND ALIGNMENT OF THE TUBES & WELDED REAR CLIP TACK ALL TUBE.

THE TWO 3/4" DIAGONALS ARE TO USED TO GUSSET THE CORNER BETWEEN THE BOTTOM FRAME RAILS & LOWER 4-LINK CROSSMEMBER. TACK THESE IN PLACE.

7 *CHECK ALL WORK. TACK ALL TUBING HEAVELY. WELD ALL JOINTS & ROSSETTE WELDS ALL ROUND.*

S & W RECOMMENDS USING 0.045 DIA ER70S-2 WIRE.