

11. **Long Bed:** The rear section of the stock frame rails will be retained for mounting the bed. With the stock frame bolted to the S & W frame as described above, clamp the rear crossmember to stock frame. The top surface of the new crossmember should be against the bottom surface on the top section of the "C-channel" stock frame rail. Weld the crossmember and outriggers to the stock frame rails. After all welding is complete cut out the center section

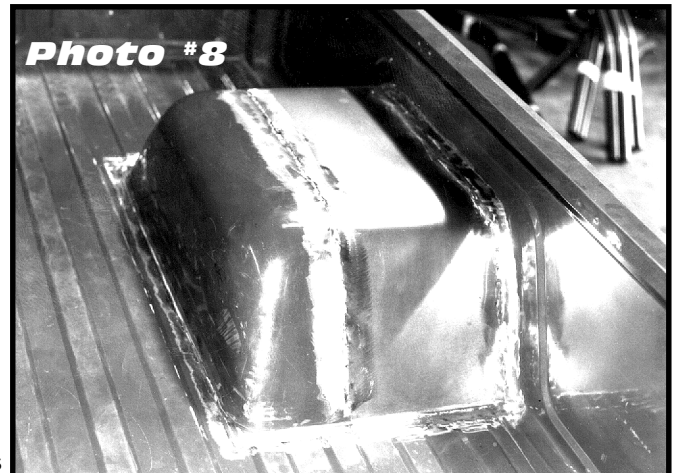
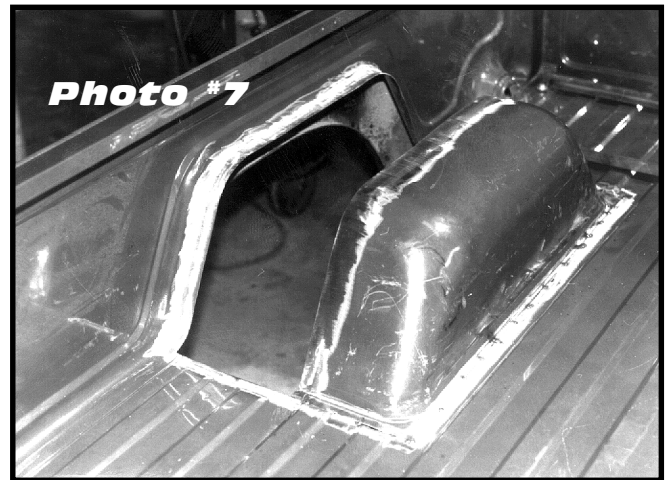
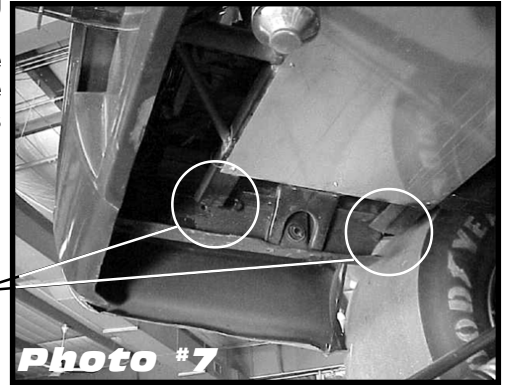
of the stock frame rails. Cut the front off flush with the rear edge of the new outriggers at the second bed mount from the rear of the cab. Cut the back off at the front of the bed mount outriggers on the new frame unit. See *photo 7*.

12. Place the bed back on the new frame section and line up the bed mounting holes. From underneath mark the reinforcing rib between the wheel tubs, along the inside edge of the frame rail. Next, mark the outside edge of the frame rail for a reference when sectioning and moving the inside half of the wheel tub. Finally mark the rear bed reinforcing rib where the wiring harness passes between the rear bed brace and the frame rail. This rib must be notched for wiring harness clearance.

13. Remove the bed and place it on stands so that you can work on both the top and bottom. From underneath, narrow the rib between the wheel tubs to the marks you made on the *inside* of the frame rails in step 12. The next step is to remove the stock inner wheel tub by cutting it along the outside of the sealer line visible from the inside of the bed. Use caution not to damage this piece during removal as it will be reinstalled later. With this section removed, draw a line from the front edge of the opening over to the line you drew in step 12 which represents the outside edge of the frame rail. Do the same with the back edge of the opening. Now remove the stock bed floor between these lines. Repeat on the other side. Next tack the stock inner wheel tub you previously removed along the inside edge of the new bed opening See *photo 7* and use the material supplied to fill in the gap and create a new wider wheel tub See *photo 8*. Finally notch the rear bed brace for wire harness clearance as marked in step 12.

14. At this point, we recommend installing all suspension components and rear axle housing, before remounting the bed. If you purchased a welded rear housing with your package, please refer to the separate instruction sheets provided for ladder bar or 4-link and coil-over shock mounting information. If it is your intention to use your own rear axle housing, please refer to the drawings on page 4 for rear housing information.

15. Part # 40-503 panhard bar is intended for use with S-10 rear frame. This panhard bar features left hand threads on one end and right hand threads on the other, allowing for quick easy adjustments without unbolting the bar from the frame. Care should be taken to install the rod ends properly to avoid damaging the threaded panhard bar ends. S & W also recommends coating the threads with a light oil or anti-seize compound to prevent thread damage. Bolt on one end of the panhard bar between the two tabs installed on the left side frame using the hardware provided. Next bolt the panhard bar housing tab to the other end of the panhard bar assembly, the bracket is to be on the front side of the rod end. With the shocks at ride height, place the panhard bar housing bracket on the housing. Make sure the panhard bar is perpendicular (90 degrees) to the frame rails and that the rear is centered under the frame. Tack weld the bracket to the housing. Place the supplied housing bracket gusset against the bracket, opposite the rod end and tack in place. The tire clearance distance between the frame rail and the tire sidewall should be the same. Some adjustability can be had by loosening the two rod end jam nuts and turning the panhard bar left or right. If your tire clearances are OK you may now finish weld both the bracket and gusset.



The S & W Race Cars S-10 rear frame kit is designed to use wheels and tires with the following deminsions

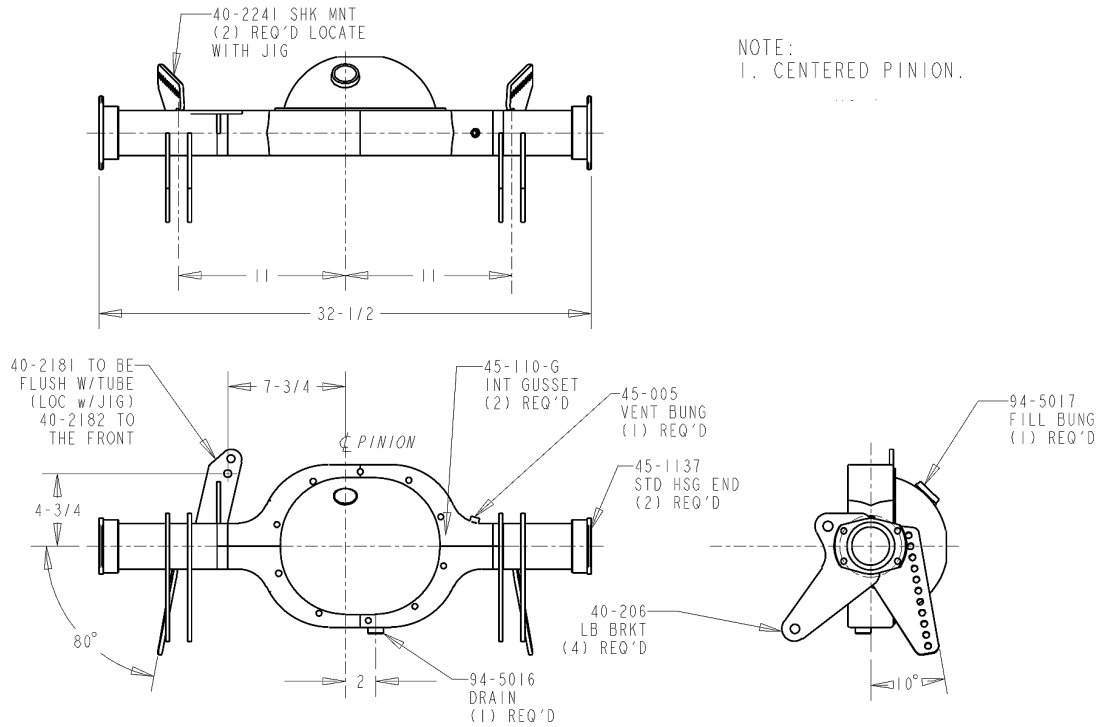
Wheels - 14" wide with a 4" rear spacing

Tires - Pro/Street: 18.5" x 31" Mickey Thompson Sportsman Tire

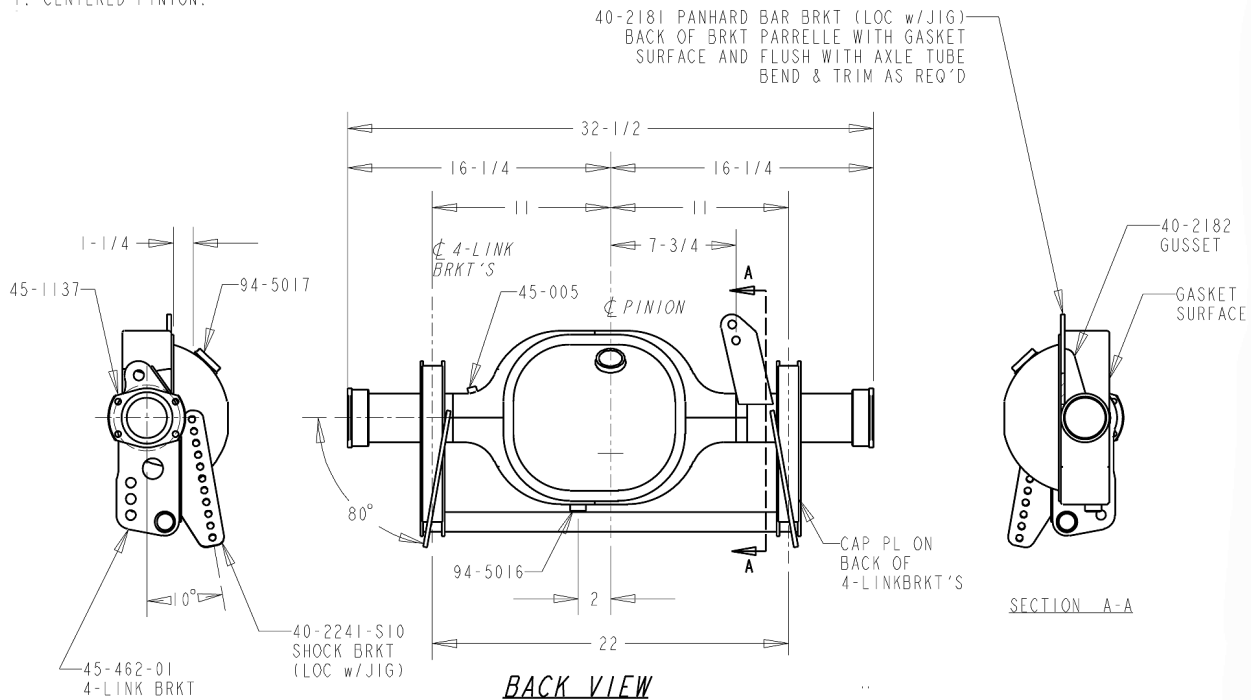
Drag Race: 14" x 32" Drag tire

The rear housing, *with axles*, should measure 37-1/2" axle flange to axle flange.

Mount all brackets as shown in drawings below.



NOTE:
1. CENTERED PINION.





**S&W Race Cars offers these additional products to help you complete your S-10
8 POINT ROLL BARS & 10 POINT CAGES**

8 Point
11-1017

11-1080
11-1080

10 Point
11-1517
11-1517X
11-1517TD
11-1517XTD
11-1580
11-1580X
11-1580TD
11-1580XTD

Description
82-93 S-10 Pickup
82-93 S-10 Pickup extended cab
82-93 S-10 thru dash
82-93 S-10 Pickup ext.cab thru dash
94-02 S-10 Pickup
94-02 S-10 Pickup extended cab
94-02 S-10 Pickup thru dash
94-02 S-10 Pickup ext.cab thru dash

8 Points..... \$199⁹⁵

New 9" ladder bar housing with all brackets, fill & drain for S-10 Welded Frame Package

#45-1461
\$559⁹⁵

S&W Race Cars uses only
BRAND NEW housings for all frame packages!!



10 Points..... \$279⁹⁵

New 9" 4-link housing with all brackets, fill & drain for 4-link S-10 Welded Frame Package

#45-1462
\$609⁹⁵

S&W Race Cars uses only
BRAND NEW housings for all frame packages!!



Pro Street & drag race axles packages and complete center sections available - call for more info

Pro Street & drag race axles packages and complete center sections available - call for more info

Intermediate Steering Shaft Conversion Kit

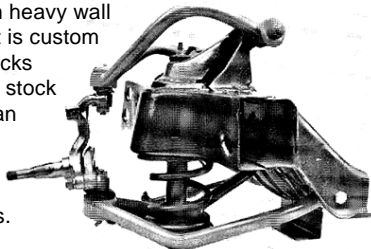


Replaces both factory "rag" joints with high performance universal joints and replaces stock intermediate shaft with small diameter splined shaft. Provides extra clearance around headers.

Part #35-395 \$199⁹⁵

FATMAN TUBULAR A-ARMS

These custom made a-arm sets are jig assembled for accuracy and TIG welded from heavy wall tubing for high strength. Each set is custom fabricated to accept the stock shocks and springs and can be used with stock spindles or with 2" dropped Fatman spindles, which can be ordered separately. All Fatman a-arm sets are sold in sets of 4 and include all bushings and ball joints.



Item No Description

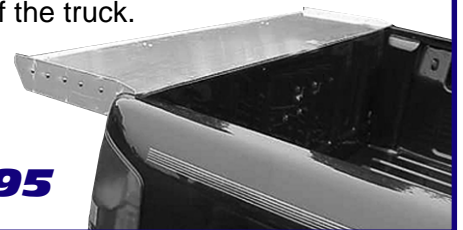
36-610 S-10 & 78-88 GM G Body (Malibu, Monte Carlo)
- stock width **\$899⁰⁰**

94-02 S-10 PICK UP SPOILER KIT



includes 2 strut rods!

S&W's new S-10 aluminum spoiler kit comes with all necessary mounting hardware and two spoiler support strut rods. Spoiler is 54" wide and extends 14" off the back of the truck.



#95-705
\$249⁹⁵

Also available;

- Lexan rear window kits
- Pro/Street & Drag Race front & rear brake kits.