



## PART 2

# HOW TO BUILD A HOT ROD

## FRONT AXLE DIFFERENTIAL SUSPENSION

*By Ray Sisemore*

**L**AST MONTH WE dealt with the construction of the frame. This time we will put some wheels under it and get ready for the motor and transmission.

In preparing the basic chassis it is necessary to obtain the following parts: Front end, including axle, radius rods, hydraulic brake backing plates and drums from a 1939 to 1948 Ford or Mercury; rear end with hydraulic brake setup, drive shaft and torque tube, from a 1939 to 1948 Mercury; Model "A" front and rear springs; shackle kits for the new springs; two Model "A" spring perch bolts and  $\frac{5}{16}$  or  $\frac{3}{8}$  thick steel plate approximately 8" x 8" for four radius rod hanger brackets. With the exception of the radius rod hanger brackets, all of the other items for this particular installation were obtained from Antique Auto Parts in Rosemead, California.

Choosing the running gear for this roadster was done with three things in mind: price, availability and ease of modification where necessary. All basic running gear is from early Ford products, from Model A to 1948 vintage. The front end assembly with solid axle and transverse leaf spring is the fundamental design with a varying in the spring attachment location.

One type of front end has the spring located directly over the axle as in the pre-forty models. The other type has the

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