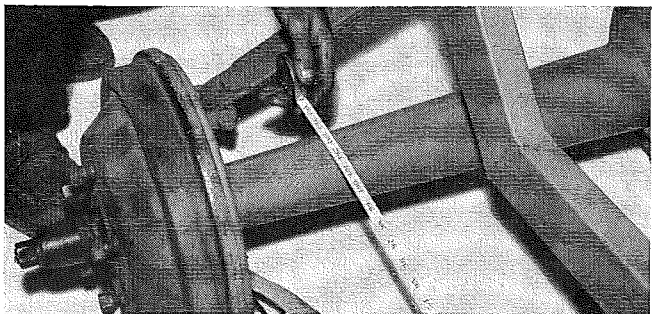
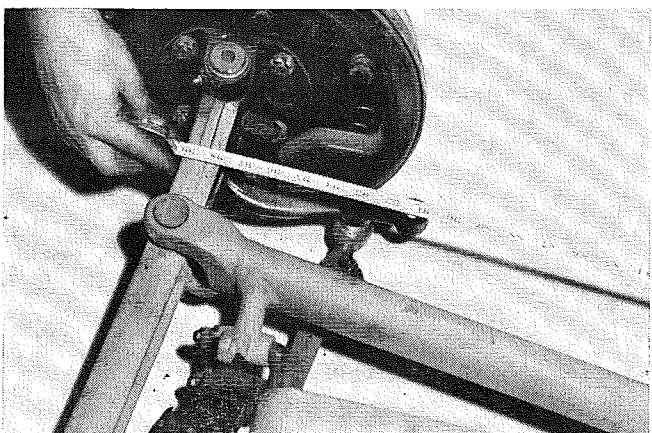


To spread the rear radius rods heat must be applied. Heat at the white area shown and force the radius rods out and up until the radius rod hanger brackets fit under the frame rails.

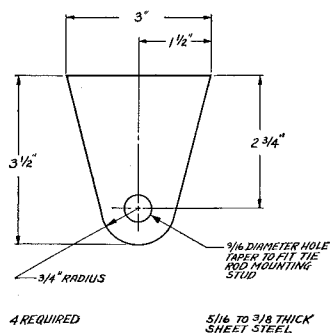


To align the rear end, measure from the front corner of the frame to a point on the rear axle housing. Repeat for the other side. When the dimensions are equal, clamp the radius rod hanger brackets to the underside of the frame and weld secure.

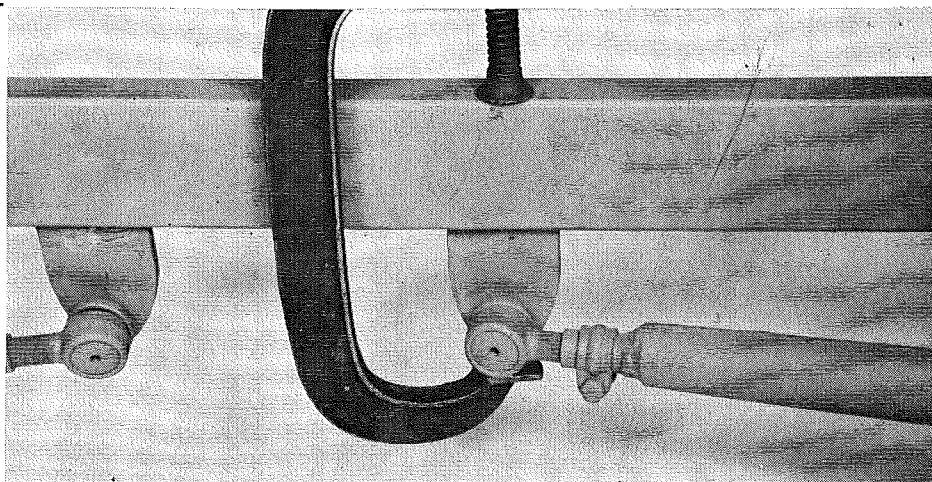


Measuring for front end alignment is done by choosing a point on the rear axle housing and measuring to the front edge of the front axle. Both sides of the axle are done in the same manner and the distances must be equal to get true alignment.

Below. Diagram shows the dimensions for the four radius rod hanger brackets that are required. Below right. With front end in alignment, clamp hanger brackets in place under frame rails and weld. Rear radius rods have already been aligned and welded.



**Radius Rod
Hanger Bracket**



spring hangers. The mounting holes must be drilled to keep the spring hangers and spring parallel to the axle. Misalignment will cause undue shackle wear.

In order to provide clearance between the axle and the frame, the new holes should be drilled three inches back from the center line of the original radius rod bolts. For maximum strength drill in the vertical center of the radius rods being sure to keep the thicker portion of the radius rod on top. This part, containing the spring perch extension over the axle, can and should be removed for appearance sake.

Remove the radius rods from the front axle assembly for easier handling. With the tie rod end elevated to assure the proper angle (in this case to retain the 83° angle the radius rod should be elevated to a 7° angle) between radius rod and axle, and drilling on the inside of the radius rod, drill a hole, using a 1/2-inch diameter drill, through both walls. Enlarge the hole on the inside to 1-inch diameter and the outer hole to 5/8-inch diameter.

Reassemble the radius rods to the front axle again. This time, using a new set of Model "A" shackles, attach the new spring hanger bolts to the spring and insert the threaded end through the new holes in the radius rods. To provide a more accurate placement of the spring hangers it may be necessary to elevate the front end of the frame to relieve the spring tension. Measure from the floor surface to the bottom of the new spring hangers to make sure the spring eyes will be at the same level. In order to make this alignment it may be necessary to file the holes in the radius rods. When alignment is complete, clamp in place and weld around the inner flange surface.

Remove the radius rods again and finish welding. Cut off the protruding threaded portion of the spring hangers and weld this area. Grind off excess weld and finish for good appearance.

Assemble the radius rods to the front axle and attach the spring to the new spring hangers. Lower the front of the frame to its normal position. Check for clearance in the spring shackle and tie rod area. If interference will take place when the spring is flexed, it will be necessary to lower the tie rod arms on the spindles. Heat evenly the whole arm and push down the required amount for clearance. Measure from the floor surface to the arms and be sure both arms are at the same level.

The original radius rod-axle bolts should be alerted by removing the stabilizing bar mounting stud and housing for appearance sake. Another bit of cutting can be done in removing the steering cross arm mounting hole from the rear of the right front spindle, near where the tie rod arm was heated.

The front end is now in position and ready to be attached
(continued on following page)