

## How To Install Bodies and Fenders

### Part 1: Overview

#### The Wescott Guide

This guide is intended to be used to assemble a car using a Wescott body and an original or reproduction chassis. The guide may be of use as a reference for assembling cars with an original body and mounting original or reproduction fenders.

#### Check Your Chassis

The first VERY IMPORTANT step, and one often neglected, is to start with a chassis that is square, not twisted, and is accurate in critical dimensions. (See Part 1, Frame Inspection, below.) Model T's and Model A's basically had simple flat top frame rail, the Model A with curved front frame horns. In 1932, Ford started kicking up the frame over the axles to lower the body. It is very important that the kickup on 1932-40 frames be correct, or many grille, hood, and body fitting problems will result. For accurate frame drawings, see the back pages of this catalog.

#### Assembly Overview

We recommend first checking the chassis and make sure it is correct. Then to assemble the body and interrelated parts such as fenders, grille, hood, running boards etc., and align them as a unit. This approach not only works well for Fords but most other makes as well.

### Part 2: Frame Inspection

The frame must be square, with no twist, and accurate to the original Ford shape, for proper fit of all the parts. Check any and every frame before assembly, even if it has come with assurances that it is "cherry" original or from "The World's Greatest Frame Builder." A careful check takes just a few minutes, and may save you hours of frustration later. The frame should be checked before and after repairs are made, structural modifications are made, and all brackets have been welded on. Check frame before bolt on suspension and drive train items are installed.

#### Procedure

##### Step 1. "Float" the frame

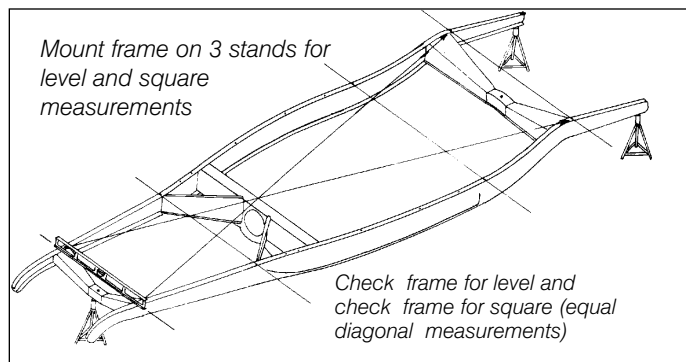
Place the frame on 3 stands, one at each rear corner and one at the center of the front crossmember. This allows the frame to "float" and show any latent twist.

##### Step 2. Level Check

Shim the stands at the rear until the frame is level across the rear stands. Using a carpenter's level, check the frame for level across the front and rear crossmembers and several places between. Keep the level facing the same direction to maintain accuracy of readings. Out of level readings will indicate humps, sags, or twist (readings that are progressively out of level on one side moving away from the rear indicate a twisted frame.)

##### Step 3. Cross Measure for Square

Cross measure the frame (in a "X" pattern) between various pairs of points across from each other on the frame rails. Measure from a point on one frame rail to a point on the other rail, then measure between points opposite the first set of points. Pairs of points that should be measured include from the middle to the front, from the middle to the rear, overall from front to rear, and between cross members. On a "square" frame each leg of a pair of measurements will be equal to the other leg. Pairs of measurement that are not equal show "diamond". A frame can show "diamond" overall, or in local areas if it has been pushed in from the side.



##### Step 4. Vertical Check

Check the sides of the frame rails to see that they are vertical. This is critical for proper fitting in areas where fenders or running boards mount directly to the frame (including most 1932-40 Fords).

##### Step 5. Check Measurements

Check the frame for proper measurements across the frame rails at various points. Our frame diagrams (at the back of the catalog) can be used as a reference. It is especially important on 1932-40 Fords that the frame have the proper width and the front and rear kickups be correct as it affects the relationship and fit of the radiator, grille, hood, and front fenders to the body and running boards.

#### Making Corrections

If any corrective action is necessary it may be best to have the work done at a professional frame alignment shop, as adequate pushing and pulling tools and anchor points are seldom available at a casual shop. If corrective work is done, go through the complete check again. The work may not have been done properly or may have created other problems.

### Part 3: Chassis Assembly

#### Step 1. Assemble to complete rolling stage

The chassis should be finished to "complete rolling" stage, but before final paint. The motor, transmission, rear end, driveline, front and rear suspension, steering gear, brakes, wheels and tires, etc. should be installed. Other parts such as the master cylinder, pedal assemblies, brake lines, fuel tank, etc. should be installed if mounted directly to the chassis.

#### Step 2. Locate mounting holes or drill for body, radiator

Check locations on the frame of mounting holes for the body and radiator. Our frame diagrams (at the back of the catalog) are available as a guide. If these mounting holes are not drilled, do so at this time. Access should be available inside the frame for nuts, lockwashers, and wrenches. If frame boxing plates or chassis parts interfere with bolt locations, nuts or cage nuts should be installed. Body to frame bolts should be at least 3/8" diameter, grade 5. Lockwashers or locknuts should be used.

#### Step 3. Locate bolting points for doors

The minimum number of body to frame bolting points to maintain door alignment are at each side of the front of the cowl, at the front of each door opening, at the rear of each door opening, and as close to the rear of the body as practical.

#### Step 4. Install welt and pads

Install chassis anti-squeak welt as needed. On 1926-32 Full fendered cars (and 1933-34 Pickups) install welting on the top of the frame from the front of the frame to the last body mount. Welt pads also should go on top of the splash apron at each body mount. 1926-32 Fenderless cars should have welt from the cowl