

to the rear body mount. 1933-34 Passenger cars should have welt installed from the firewall to the rear body mount and on top of the center X rails. 1935-36 Passenger cars use rubberized cork pads, 1937-48 Passenger cars use molded rubber pads, and 1932-41 Pickups use rubber pads between the wood blocks and the frame.

#### **Part 4. Fender and Running Board Installation**

**1926-34:** Mount running board brackets to frame. Check location to frame diagrams. Tweak as necessary so brackets are at right angle to chassis center line and parallel to each other. Clamp (do not bolt at this time) 1926-31 splash aprons in approximate location.

**1926-40:** Loosely bolt or clamp (do not tighten at this time) running boards to frame or brackets.

**1928-32:** Mount front splash apron to frame. Note that 1930-32 uses special studs which also mount the front bumper brackets. 1930-31 front fenders and front apron extend forward of the frame.

**1926-36 (and 1937-39 Pickup):** Drill front fenders for headlight bar or headlight stand mounting holes as necessary.

**1926-40:** Bolt front fender support braces to frame. All 1926-32 and 1933-34 Pickups use a single heavy support brace on each fender. 1933-36 Passenger cars and 1935-39 Pickups use a heavy headlight support brace with a reinforcing strut to the front cross member and a brace at the rear of the wheel opening. 1937-39 Passenger cars use a strut from the inner fender to the front cross member and a brace at the rear of the wheel opening. 1940-48 cars use a support yoke from the front cross member to the inner fenders and baffle braces at the rear of the wheel opening.

**1933-40:** Clamp or drill and loosely bolt inner front fenders to frame. Install fender brace or inner fender support struts.

**1926-40:** Clamp front fenders to frame, running boards, inner fenders and fender brackets. Clamp or loosely bolt fender brace behind wheel on 1933-48 models. Most reproduction fender braces require some reworking for proper fit. The fender should not have to be forced over or pulled down to the bracket. The bracket should touch the fender only at bolt locations and the headlight bar or stand mounts. The front fender bracket should be adjusted to support fiberglass fenders without tension to help prevent cracking problems. The bracket should have a slight forward pull at the outside edge of steel fenders to help pull the bead edge straight.

**1926-31:** Adjust running board aprons to proper fit with front fenders and running boards. Clamp aprons to front fenders.

**1926-36** Loosely bolt headlight bar or stands to fenders. Install shims between fenders and fender brackets if necessary to prevent distorting fenders.

**1926-29:** Install hood shelves and wood blocks.

**1926-32:** Carefully tighten headlight bar or stand to fender bracket bolts. Use a carpenter's level to check level across headlight mounts. Use a plumb bob or carefully cross measure to check that headlight bar is centered in relation to frame. Adjust fender brackets as necessary to set headlight bar position.

**1926-48:** Double check fit of front fenders, aprons, running boards, etc. When satisfied with fit and alignment drill remaining holes and securely bolt. If any body mount holes are covered by splash aprons or front fenders, drill fender or aprons for bolt clearance.

#### **Part 5: Radiator and Grille Installation**

**Step 1.** Install hood lacing on radiator shell or grille. Mount any emblems, trim or ornaments to the grille or grille shell if mounting bolts will be inaccessible when grille is installed on radiator.

**Step 2.** Mount the radiator to the frame. Use the special radiator mounting kit with springs, as these help avoid radiator damage due to frame flex or road vibration. Install the radiator shell or grille to the radiator (1933-34 uses special spacers).

**Step 3.** Install inner splash baffles on 1933-40. These baffles help direct proper airflow through radiator. Install hood hinge brackets (if used) on radiator shell or grille.

#### **Part 6: Install Body To Frame Mounting Pads & Blocks**

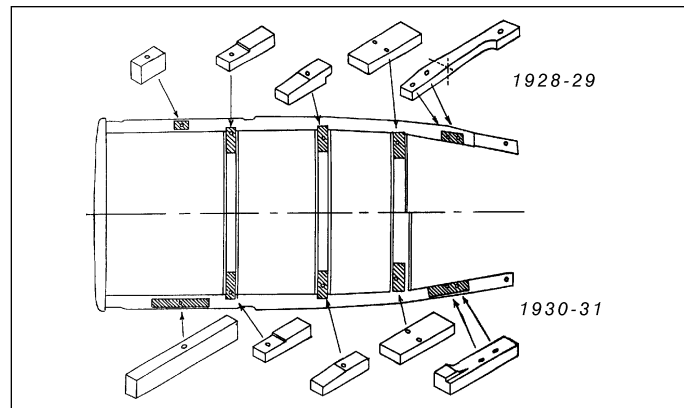
Install wood body to frame spacer blocks to body if used. Most 1926-31 steel sub framed cars and 1932-40 Pickups use hardwood spacer blocks. Most Wescott 1928-31 bodies are designed to use modified original style wood blocks. The Wescott 1926-27 Roadster and 29 Hiboy floorpans do not use wood blocks.

Reproduction blocks can be easily modified to fit Wescott bodies or blocks can be made up from "scratch". Place the body upside down and sand the top of the block for rough fit with the bottom of the floorpan. We use a 36 grit disc on a 5" rotary sander. Scuff sand the block mount area on the floorpan and glue using an epoxy or other suitable adhesive. When the glue has hardened, sand the block until flush with the lower edge of the body. Glue or staple 3" strips of chassis welt to the block at body mount location.

1932-1934 Passenger cars used a rubberized fabric pad between the body and frame. We recommend using a continuous strip of "chassis welt".

1935-36 Passenger cars used rubberized cork and rubber body to frame pads. 1937-48 Passenger cars used rubber body to frame pads. 1940 Convertibles used a thick (appx. 1/4") steel pad with a thin rubber pad. This type of rigid mount at the cowl and door post is necessary for good door alignment on Convertibles. Rubber pads at these mount points simply allow too much flex.

1932-47 Pickups used a heavy wood body to frame spacer block. The proper shape and spacing are important for proper body to fender and hood alignment.



Wood body-to-frame spacer blocks for Model A's