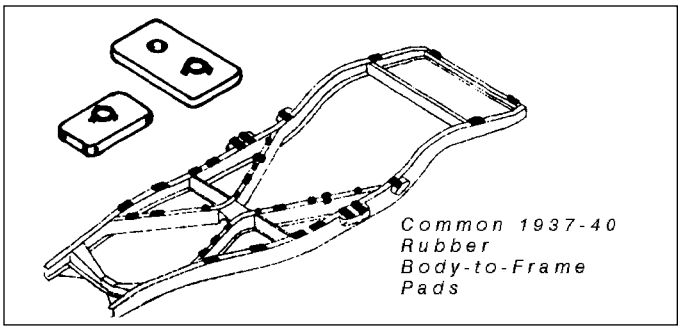


Part 7: Body Installation & Alignment

Step 1. Set the body on the frame. Position chassis so frame is level across cross members and body mounts. Set the body on the frame. Position body using the hood top length for reference to the distance between cowl and grille or radiator shell. Check to be sure that the body is centered on the frame at the cowl, door posts, and rear wheelwells.

Step 2. Install hardware. Install radiator support rods, rear hood hinge brackets (if used), and hood lacing to the cowl. Install the hood and hood latches. On 1926-32 cars (and 1933-34 Pickups) if stock latches are not used, bolt fender to frame at latch mount locations.

Step 3. Shim to level. Shut and latch doors on body. Shim the body so it is level across the cowl at the windshield posts or post mounts, at the back of the front doors, and at the back of the deck lid opening or rear quarter panels.

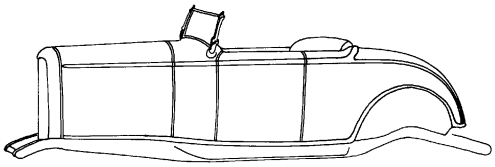
Step 4. Rear fenders. Clamp rear fenders to running boards and body. Shim and adjust the body from side to side as necessary for proper fender fit. Keep the body level by adding the same height shims from side to side. It may be necessary to loosen and adjust running boards and splash aprons. Check and shim as necessary for fuel tank clearance on 1932-40 models.

Step 5. Level and shim again. Shim the body and or the radiator so the reveal line of the hood, cowl, doors, fenders, inner fenders, and body is visually correct. It may also be necessary to shim the hood lacing so the hood sits at the proper height. The clearances between the hood and cowl or grille, and doors to door post should be even from top to bottom. Check the body for levelness again and shim as necessary. The body should now be located properly on the chassis. All Wescott bodies are aligned for proper door fit at the factory. The above methods may not be adequate for a body which is out of square across the cowl or quarter panels, a more extensive body adjustment may be indicated.

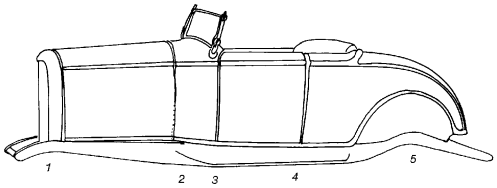
Step 6. Body mount locations. Scribe body mounting hole locations on the body using body mount holes in the frame as a guide. Drill any remaining mounting holes for front or rear fenders, inner front fenders, grille, etc. Remove body from frame and drill body mount holes. Mark all shim heights and locations to help when re-shimming. Reinstall body on frame. Install body to frame bolts (do not tighten yet). The body will need to be checked for levelness again and shims added or removed as necessary.

Step 7. Door & hood clearance. Check the door clearance between inner panel and door jambs; this should be even top to bottom. Open and close doors; each door latch should engage the striker without the door having to be forced up, down, forward, or back. The doors on all Wescott bodies are built with a slight preload so the bottoms of the doors close tighter than the tops. This gives a firm latching action and helps prevent rattles. The preload should be equal from side to side. Check for proper hood to fender or inner fender clearance. Fine tune shim as needed.

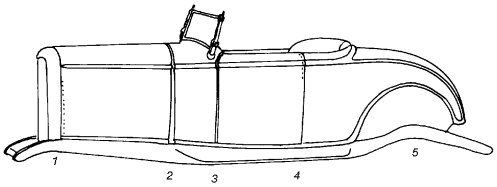
Common Alignment Situations



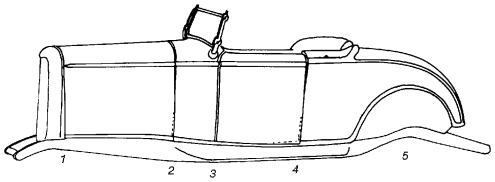
A. Body is aligned properly. Reveals line up. Door & hood gaps are even.



B. Body is too high at middle (reference points 2, 3, & 4.)
Wide gap at top of door tapering to normal at bottom.
Normal gap at to of hood front tapering to wide at bottom.
Rear bottom of hood overlaps cowl, normal gap at top.



C. Grille and rear of body are high (references 1 & 5)
Door overlaps quarter panel at top.
Wide gap at lower rear of hood tapering o normal at top.
Lower front hood overlaps grille,normal gap at top.



D. Body to high at front of cowl (reference 2)
Door overlaps and drops at quarter. Grille & radiator are pulled back.
Back lower corner of hood overlaps cowl.
Normal gap at top of hood front tapering to wide at bottom.

About shims- It is important to note that a shim at any one bolt mount will affect the alignment of both sides of the car. For example, adding a shim at the right front cowl mount will move the top of the right door in and slightly down, move the top of the left door out and down, move the right upper corner of the cowl away from the hood, and may affect level measurement across the cowl. A shim in a different area may compensate for some movement. After adding the shim in the example above, if another shim is inserted at the left front door post, it will move the top of the left door up, move the front of the left cowl closer to the hood and affect the level measurement across the cowl in the opposite way the first shim did.

Step 8. Tighten bolts. When shims are inserted, tighten all body mount bolts. Use lockwashers or lock nuts. Check body alignment again, and re-shim if necessary.

Step 9. Finish bolting. Bolt rear fenders to running boards and body. Install fender welt if desired. Clamp in place any back panels, rear rolled pans, or rear frame horn covers. When satisfied with alignment and fit, drill all remaining mounting holes and bolt securely.

Part 8: Accessory Installation

We recommend that all other parts be fitted and installed, such as the windshield assembly, headlights, taillights, cowl lights, bumpers, door and deck handles, etc. The car should be brought to as near a fully assembled condition as possible. All parts should fit and any modifications should be made before painting or plating any parts.