

Fig. 2 - Frame and Axle Alignment Checking Diagram.

front axle to slightly beyond the rear spring front mounting bracket as shown in illustration below. This procedure, of course, may be impractical in some instances because of the position of attached units and existing cross-members. The reinforcement thickness should not exceed that of the side rail to be reinforced.

Wherever possible, parts should be securely riveted together. Hot rivets are acceptable, as they can be more easily driven with hand tools. Cold rivets should only be used where tools of sufficient power to properly set the rivets are provided.

Electric arc-welding is recommended for all frame welding. The heat of the weld is localized and burning of material is minimized when this method is used.

In addition to thoroughly welding the cut in the side rail, the outside edges of the reinforce-

ments should be welded to the frame after the reinforcements are riveted. All unused holes should be filled with welding material. Welding rod should be substantially the same material as that used in the frame.

The diameter of the reinforcement rivets depends upon spacing and the number of rivets used. Generally, rivets should be from 50% to 100% as heavy in diameter as the total thickness of the plates to be riveted.

### Frame Straightening

Use of heat is not recommended when straightening frames. Heat weakens structural characteristics of frame members and all straightening should be done cold. Frame members which are bent or buckled sufficiently to show cracks or weakness after straightening, should be replaced, or reinforced.

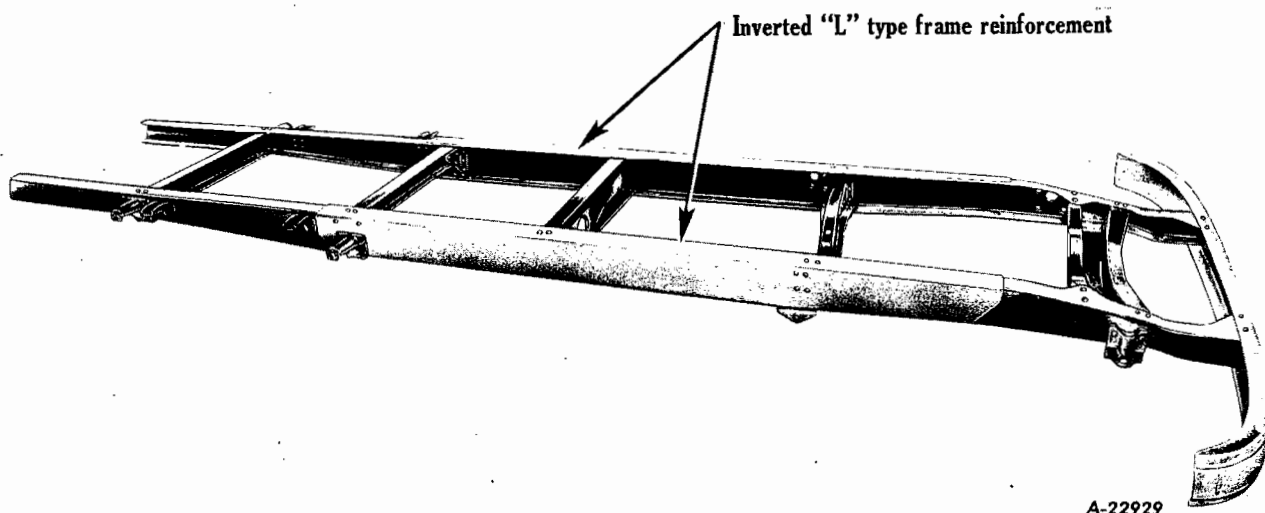


Fig. 3