

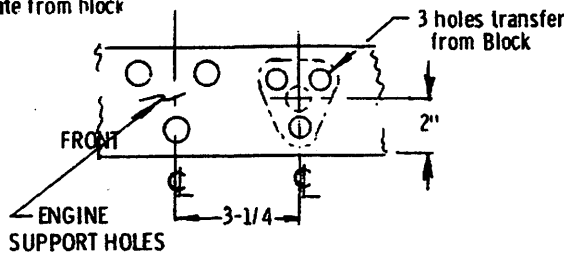
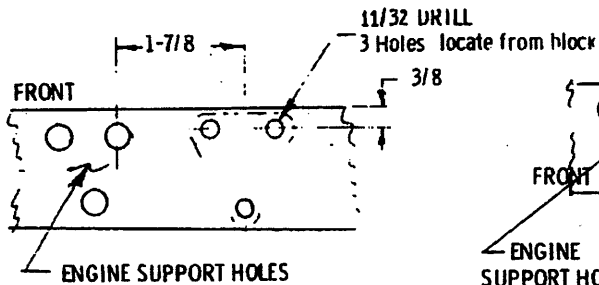
**RECOMMENDATIONS FOR REPLACING & INSTALLING FORD FENDER WELLS & CONVERTING PLAIN FENDERS**

- 1) Trace and cut an outline template on paper. Layout (2) cross lines at exact center. Use heavy paper and to fit inside of the well just below where the top bends. Mark template front & rear.
- 2) Scribe  $\phi$  locating dims on fender per Fig. 1. Position template & scribe bend line. Scribe smaller cutout opening as shown. Check scribed dims. with well before cutting. Realize that the template gives the true size of the bent fender lip at the outside. Where the angle of the well + fender is obtuse (ends) some allowance must be made to the bend line to end up at this point.
- 3) Cut opening - Bend lip on fender per sketch - (bend at line scribed from template.) Bending lip is the most critical part, requiring care to follow line and not distort the contour of the fender. Some restorers use heat and flat pliers; some use hammer and block.
- 4) Fit well as required by adjusting fender lip or well. (Note position of drain hole is at lower end.) Fenders with removed wells may require considerable fitting due to tolerance, distortion, and removal damage.
- 5) Position & weld well to fender (visually sight to make sure well is set in square. Spot welding was specified. However, if this equipment is not available, tack weld in about 6 places along lip using arc, or preferably, Heliarc welding. The lip (Fig. 2) does not require contact @ fender top. Same well fits right & left side.
- 6) To replace old wells: cut off near lip - chisel through spot welds and proceed at step 4.

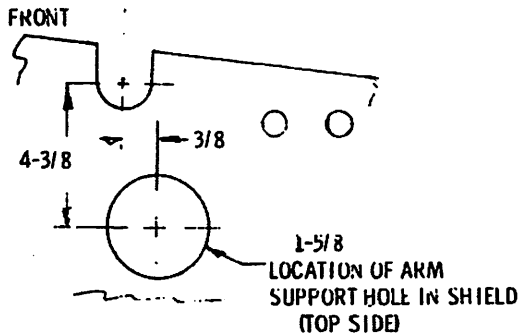
THE ABOVE INFORMATION IS FURNISHED AS A CONVENIENCE AND GUIDE. The adaptation of wells to plain fenders is considered a rather difficult sheet metal operation, particularly without the proper tooling, equipment, and experience. It is suggested that this task be given to a good body or sheet metal craftsman. Wells are left unprimed to prevent contamination of weld and so the restorer may select among the numerous available finishes. TIRE MOUNT PLATES SHOULD BE ADJUSTED SO TIRE JUST RESTS ON FENDER WELLS.

**ADDITIONAL WHEEL ITEMS AVAILABLE**

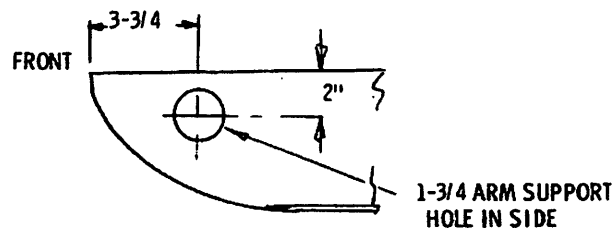
HUB CAPS - BRASS & STAINLESS    --    WHEEL LUG NUTS    ---    TIRES-TUBES-VALVES  
 SIDEMOUNT IRONS    --    TIRE MOUNT PLATES    --    TIRE COVERS



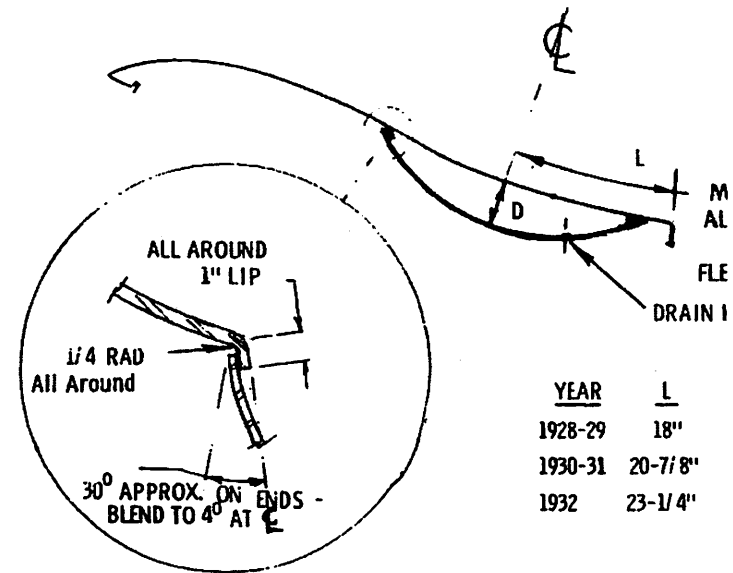
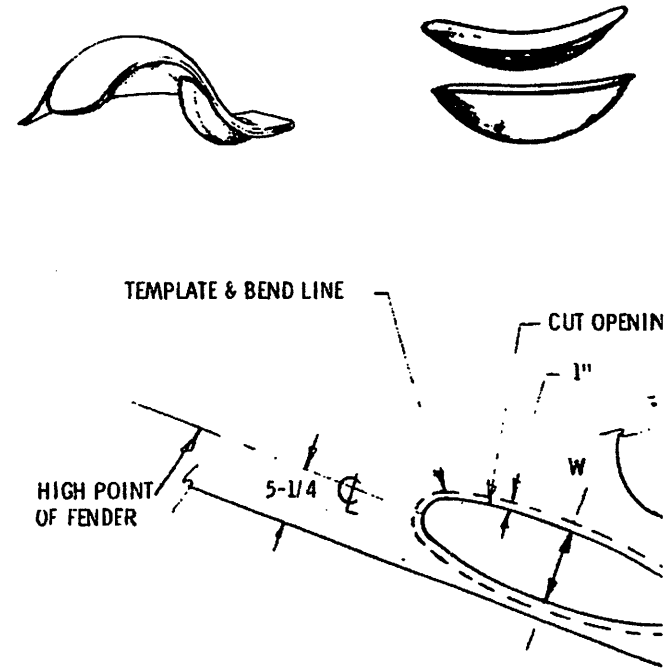
NOTE: later model cars usually have the holes in the frame.



1928-29 SIDEMOUNT ARM LOCATION! (DIMS. APPLY TO BOT. SIDLS)



1930-31 SIDEMOUNT ARM LOCATION DIM APPLY TO RIGHT & LEFT



LEFT HAND SHOWN - DIMS. APPLY TO RIGHT & LEFT