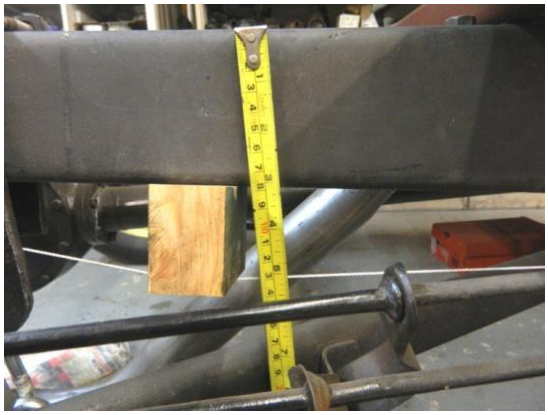
# Frame straightening jig

Apparatus set up under frame/chassi without fenders for picture taking purposes only. The frame is already straight. The 7 foot long I Beam is under the right Frame Rail.

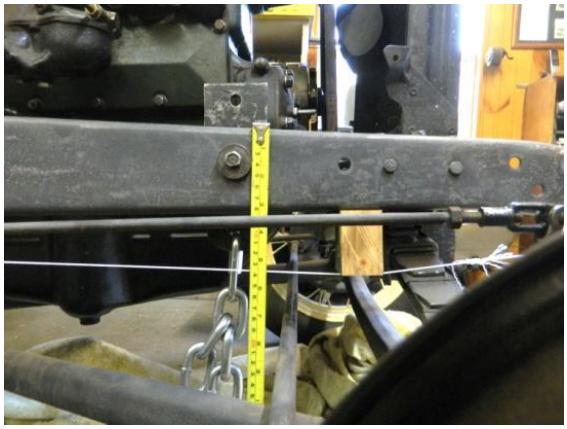


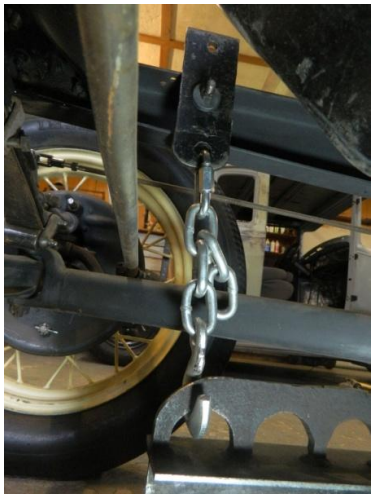


First three pictures show set up for leveling and checking string. Frame Rail is not same depth from front to rear. The center section is 4 inches deep. Each end tapers and string has to be adjusted to compensate for the taper. The Top of the Rail is the point to measure from, cause it is the Rail Lip that should be straight. The lower Lip of the Rail is where the Taper is. String must be tied fore and aft of the Bracket/Chain points. In this case I used pieces of 2 x 4 to space the string below the Rail to a 5 ¼" below Top Rail. Run string between or under Brake Crossbar, Emergency Crossbar and Running Board Brackets. String should not touch between the 2x4 spacers.

Picture # 1 shows Front Clamp that attaches using one of the Bolt Holes that attach Shock Absorber. If shocks are in place the Rear Bolt must be removed so Clamp Bolt can be inserted. The Shock does not have to be removed. The Engine Pans must be removed.

Once the same measure is set at front Bracket and Rear Bracket, one can measure from Top of Rail to String at the Motor Mount and determine the amount of sag.





Different angle of same Front Clamp.



Picture three four and five are of Rear Clamp.

The Body Bolt may have to be loosened and Body lifted ¼" to 5/16" in order to get the Lip of Clamp between Body and Top of Frame Rail.





Depending on severity of Fame Sag there may have to be more than one Lift Point. One in front of the Motor Mount and one behind the Motor Mount. In every one I have done the lowest point of the sag was at the Motor Mount.

Picture 6 and 7 Show Jack in front of motor mount and behind Motor Mount. The two 2" x 6"x ¼" pieces of Flat Bar help spread the lift in order to negate kinking the lower Frame Rail.

When sag is excessive ( 1/4" or more) lift should be done two or more spots. Each lift should remove about ½ of the sag. Jack and release. Jack and release. Jack and release. It may take several tries to get the Rail Straight.





Final picture #8 shows spacer inside Frame Rail. This spacer is wedged tight inside Rail to transfer some of the  Lift from Bottom Lip of Rail to Top Lip of Rail.  Again helps negate kinking.

