BEAR MANUAL OF WHEEL and AXLE ALIGNMENT

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ROCK ISLAND, ILLINOIS

Straightening Ford "A" Axles

Place both sets of rods in position as shown in Fig. 25, one in each spring bolt hole and each king pin hole. Wedge centering cones as tightly as possible, and fasten thumb screws. Sight across the rods lengthwise of the axle, and be sure that all are in line; lay a straight edge along them if there is any doubt. Then set the gauge in position as shown, resting on the rods placed in spring bolt holes, and each dial should read 7°. Extend the gauge to fit against both rods in king pin holes, and again each dial must read 7°.

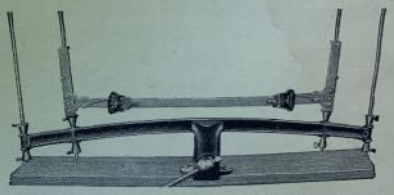


FIG. 25—Showing Bear Axle Straightening Gauge No. 71 for Ford "A" and "AA" axles, set up for checking inclination of sprnig bolt holes. By extending Gauge, inclination of the king pins is checked.

The axle should also be placed in the vise right side up, and a straight edge laid along the top;

MAKE	MODEL	Year	Pitch of each wheel in inches	Toe-in in inches	Axle caster in degrees	King pin inclination in degrees
PLEASURE CARS—Continued						
Dusenberg	X	1928-7	3/8	1/4	3	6
Dusenberg	A	1921-6	3/4	1/4	3	0
Elcar	75	1929	1/2	1/8	1 1/2	7 1/2
Elcar	95, 96, 120	1929	3/4	1/8	1 1/2	7
Elcar	8-78, 8-91, 8-92	1928	1 1/4	1/8	2 3/4	7
Elcar	6-70	1928-7	3/4	1/8	2 1/2	7
Elcar	8-82	1928-7	1 1/4	1/8	2 1/2	6
Elcar	8-90	1927	3/4	1/8	2 1/2	7
Erskine	52	1929	7/16	1/16 to 1/8	1 to 1 1/2	6
Erskine		1928-7	1	1/16 to 1/8	1 to 1 1/2	6
Essex	Challenger	1929	1/2	0 to 1/8	0	7
Essex	Super 6 (4 wheel brakes)	1928	1/2	0 to 1/8	1	7
Essex	Super 6 (2 wheel brakes)	1927	1	0 to 1/8	1 1/2	0
Falcon-Knight	12,000 and up	1929-8	5/8	3/16	2 1/2	7 1/2
Flint	E-80	1927-6	7/8	1/8 to 1/4	2 1/2	8 1/2
Flint	B-60	1927-6	3/4	1/8 to 1/4	2 1/2	7
Flint	Junior 6	1926	1	1/16 to 3/16	2 1/2	0
Ford	A	1929-8	7/8	1/16	5	7
		1927-6	1	3/16 to 1/4	5 1/2	0
Franklin	130, 135, 137	1929	1/2	0 to 1/8	1	7
Franklin	12A, 12B	1928	1/2	0 to 1/8	1	7
Franklin	11A	1927	5/8	0 to 1/8	1	7
Franklin	11	1926	5/8	0 to 1/8	2 to 3 1/2	0
Gardner	6B, 80, 90	1927	1	1/4 to 3/8	2	7
Graham-Paige	612, 621, 827, 837	1929	1/2	1/8 to 1/16	1 1/2 to 2 1/2	9
Graham-Paige	615	1929	3/4	1/8 to 3/16	1 1/2 to 2 1/2	7
Graham-Paige	610	1928	13/32	1/8 to 3/16	1 1/2	7 1/2
Graham-Paige	614	1928	13/32	1/8 to 3/16	1 1/2	7
Graham-Paige	619, 629, 835	1928	7/16	1/8 to 3/16	1 1/2	9
Hillman		1928				

1/4	3	0		
1/8	1 1/2	7 1/2		
1/8	1 1/2	7		
1/8	2 3/4	7		
1/8	2 1/2	7		
1/8	2 1/2	6		
1/8	2 1/2	7		
1/16 to 1/8	1 to 1 1/2	6		
1/16 to 1/8	1 to 1 1/2	6		
1929	1/2	0 to 1/8	0	7
1928	1/2	0 to 1/8	1	7
1927	1	0 to 1/8	1 1/2	0
1929-8	5/8	3/16	2 1/2	7 1/2
1927-6	7/8	1/8 to 1/4	2 1/2	8 1/2
1927-6	3/4	1/8 to 1/4	2 1/2	7
1926	1	1/16 to 3/16	2 1/2	0
1929-8	7/8	1/16	5	7
1927-6	1	3/16 to 1/4	5 1/2	0
1929	1/2	0 to 1/8	1	7

B.Terry Vintage Automotive
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