

FENDER WELL INSTALLATION

1. Construct a full 28" long well hole pattern for the fender well in accordance with Figure 1.
2. Remove all paint from the fender. **NOTE:** All measurements and pattern location on the fender should be made with the fender removed from the car.
3. Determine pattern center line on the fender using measurements A, B and C.
4. Draw full length center line with scribe or chalk.
5. Locate the pattern top and bottom position using measurements D and E.
6. Position the pattern on the fender, aligned with the center line, and scribe a line around the full pattern (bend line).
7. Scribe a line 1" inside the bend line to establish the cut line. **NOTE:** Verify all measurements before cutting well opening.
8. Cut along inside the cut line (G) to remove well opening.
9. Bend the inside flange down at a 45° angle and tack weld the well in place from the back side, at the top, bottom and sides in 4 or 5 places. Using a torch, body dolly and hammer, slowly form the inside flange against the fender well, forming a straight line at the bend along both sides.
10. After the flange has been fully formed against the well, spot weld the well to the fender from the back side about every 4" along the well flange.

1928-29

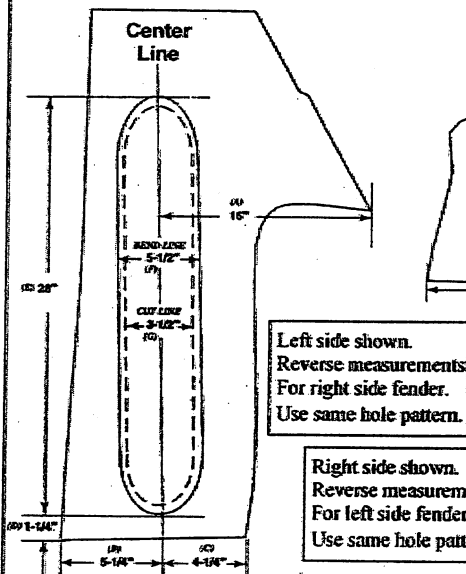


Figure 1

1930-31

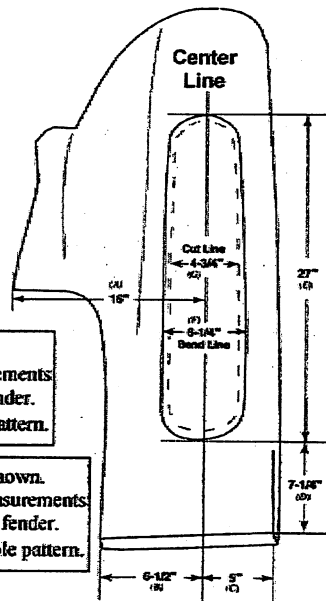


Figure 2

PLEASE NOTE: All measurements on 28-29 and 30-31 fender well diagrams are to be used as guidelines.
We cannot be responsible for damaged fenders.

6) To replace old wells; cut off near lip - chisel through spot welds and proceed at step 4.

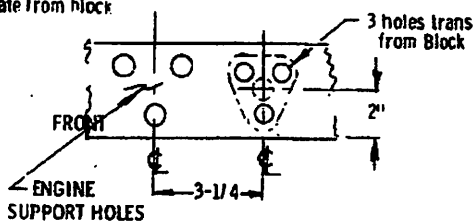
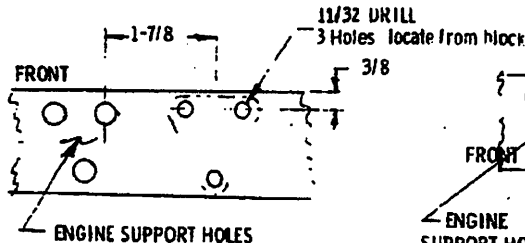
THE ABOVE INFORMATION IS FURNISHED AS A CONVENIENCE AND GUIDE. The adaptation of wells to plain fenders is considered a rather difficult sheet metal operation, particularly without the proper tooling, equipment and experience. It is suggested that this task be given to a good body or sheet metal craftsman. 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 WELL(S).

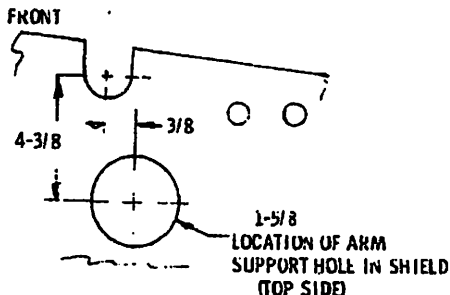
ADDITIONAL WHEEL ITEMS AVAILABLE

HUB CAPS - BRASS & STAINLESS
SIDEMOUNT IRONS

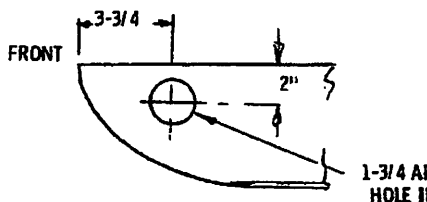
-- WHEEL LUG NUTS --- TIRES-TUBES-VALVES
TIRE MOUNT PLATES -- TIRE COVERS



NOTE: later model car the holes in the



1928-29 SIDEMOUNT ARM LOCATION:
(DIMS. APPLY TO BOTH SIDES)



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