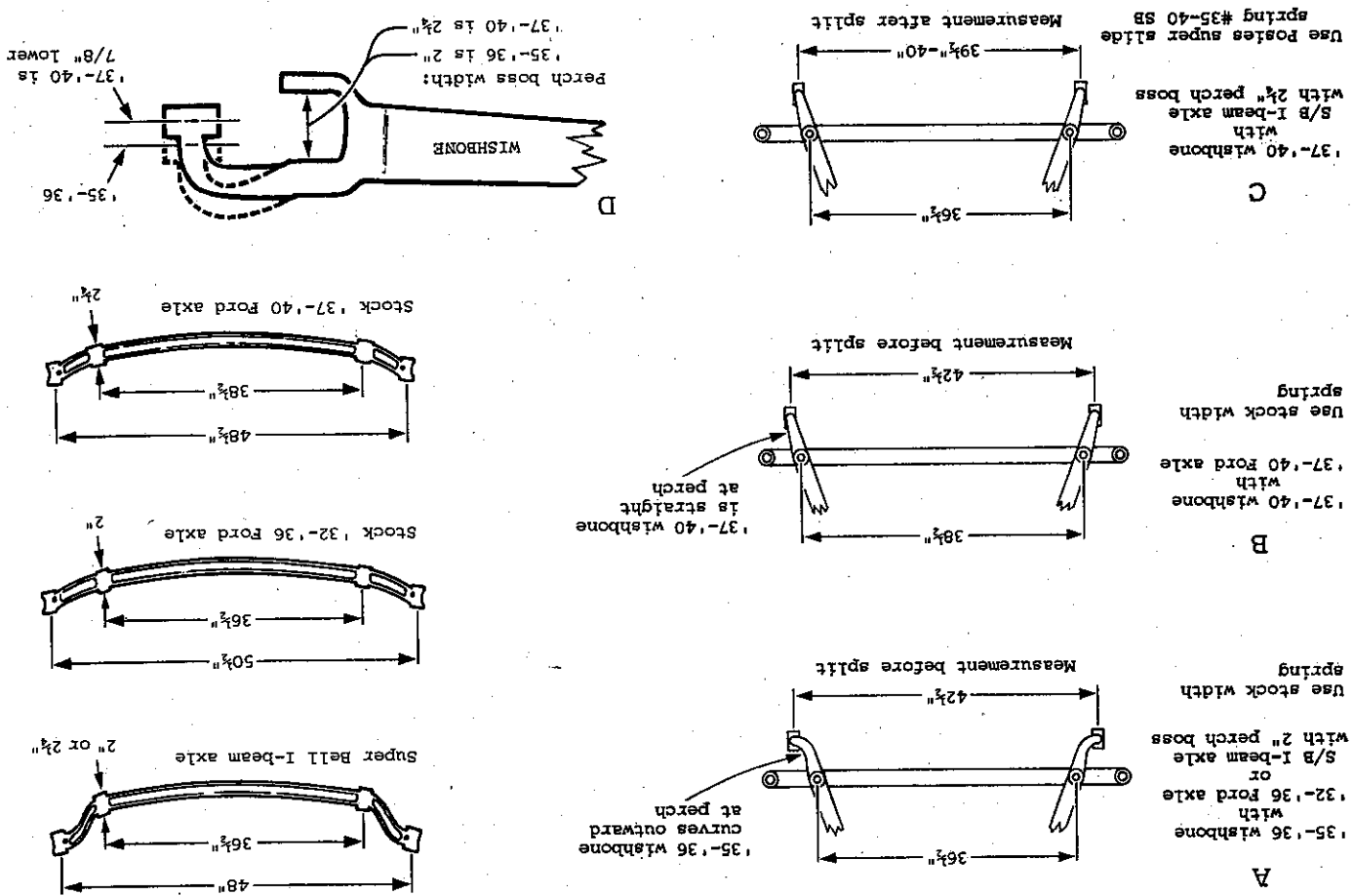


AXLE COMPARISON

TOP VIEWS



Before getting started, study the illustrations above to become familiar with the differences between the axles and wishbones used in '35-'36 and '37-'40 Fords. Any of the front end combinations shown, A: basic '35-'36, B: basic '37-'40, C: '37-'40 wishbone using a Super Bell I-beam axle, will work in any '35-'40 Ford car or pickup. There are advantages and/or disadvantages to each set-up.

Things to know:

- 1) A '32-'34 Ford axle is dimensionally the same as a '35-'36. A Super Bell I-beam axle has the same perch bolt hole distance (36 1/2") as a '32-'36 axle. Therefore a dropped '32-'36 Ford axle or a Super Bell axle (having a 2" perch boss width) will work in a '35-'36 wishbone.
 - 2) A dropped '32-'36 Ford axle or a Super Bell axle offers a maximum amount of drop with a minimum amount of heating and bending of the spindle the rod arms to clear the axle for turning radius.
 - 3) A dropped '37-'40 Ford axle offers very little drop and requires a maximum amount of heating and bending of the spindle the rod arms to clear the axle for turning radius.
 - 4) The '37-'40 wishbone mounts the spring approximately 7/8" lower, in relation to the axle, than a '35-'36 wishbone (illus. D). Perch boss width is 2" on '35-'36, and 2 1/2" on '37-'40.
 - 5) The torsional sway stabilizer bar on '40 Fords interferes with Pete & Jake's shock kit #5001. The '40 stabilizer bar will not hook-up if using a '32-'36 Ford axle or a Super Bell axle.
- Illustration A: The combination of a dropped '32-'36 Ford axle or a Super Bell I-beam axle and a '35-'36 wishbone works well using a stock width spring. However, stock perch width (at shackle hook-up) may cause tire interference with Pete & Jake's shock kit #5001 depending on tire size and/or wheel offset.
- Illustration B: The combination of a dropped '37-'40 Ford axle and a '37-'40 wishbone works using a stock width spring. However, the disadvantages related to the spindle the rod arm modifications necessary when using a dropped '37-'40 axle make this the least desirable set-up to use. Also, the stock perch width (at shackle hook-up) may cause tire interference with Pete & Jake's shock kit #5001 depending on tire size and/or wheel offset.
- Illustration C: The recommended set-up! The combination of a Super Bell I-beam axle and a '37-'40 wishbone offers the maximum amount of drop and fender clearance. Because of the narrow perch bolt hole distance (36 1/2") of the Super Bell axle and the straight design of the '37-'40 wishbone perch, the overall width of the perches is reduced which eliminates the possibility of a tire interference problem when using Pete & Jake's shock kit #5001. The narrowed perch width requires the use of a narrowed spring.

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