

Jeep Frame Reinforcement

"THAT'S ENOUGH CRACKS OUT OF YOU," SAID SGT. CROCKER TO THE REAR END OF HIS 1/4-TON

When the going gets rough and your 1/4-ton jeep frame cracks and breaks around the rear spring-hangers, a little reinforcement will probably prevent a repeat performance. After Sgt. Cecil Crocker saw a bunch of his Signal Corps outfit's jeeps in North Africa limping home with broken frames, he knocked out a reinforcing plate to knock out the trouble.

You can do it, too, with the aid of the salon photographs on these pages (showing the job on a Willys).

Then, when the last bolt's in place, you'll have approximately the same sturdy frame reinforcement as the manufacturers (Willys and Ford) are now giving 1/4-tons on the assembly line. This recent production change reinforces the frame at the same points and with just about the same plates as those used by Sgt. Crocker. Looks like he started something.

Incidentally, some later-vintage jeeps have a reinforcing plate on the inside of the frame channel at the spring hanger—but they can stand this extra reinforcement, too, when the going really gets rugged.

3/16" TO 1/4" THICK

Fig. 1—Cut your steel plates (you'll need two of them, from scrap) to the shape and dimensions shown here. Make these three holes with a 5/8" drill.

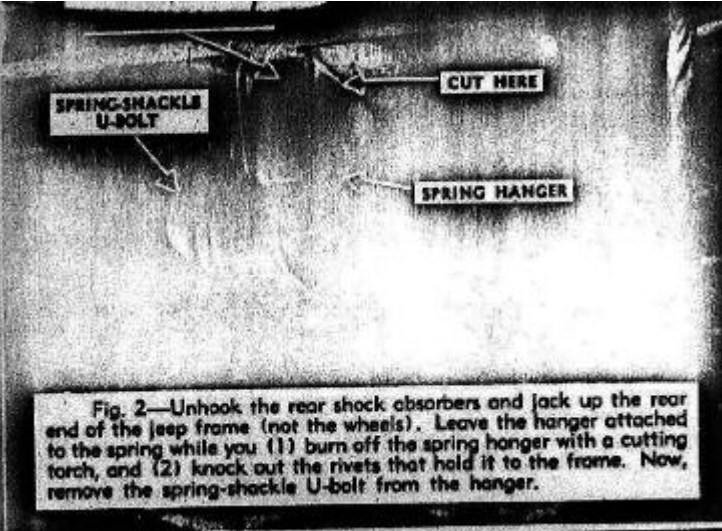


Fig. 2—Unhook the rear shock absorbers and jack up the rear end of the jeep frame (not the wheels). Leave the hanger attached to the spring while you (1) burn off the spring hanger with a cutting torch, and (2) knock out the rivets that hold it to the frame. Now, remove the spring-shackle U-bolt from the hanger.



Fig. 4—Attach the spring hanger (and the plate) to the spring-shackle U-bolt.

Fig. 3—Before welding the spring hanger to the plate (as it's shown here), fit the plate snugly to the frame by bending up the tongue with a hammer. On the plate, mark the exact location of the rivet holes already in the frame. On the frame, mark the location of the holes you've drilled in the plate. Drill $\frac{3}{8}$ " holes in both the plate and the frame at the spots you've marked. Then weld the spring hanger onto the plate, as above, so the rivet holes in the hanger meet the holes in the plate.

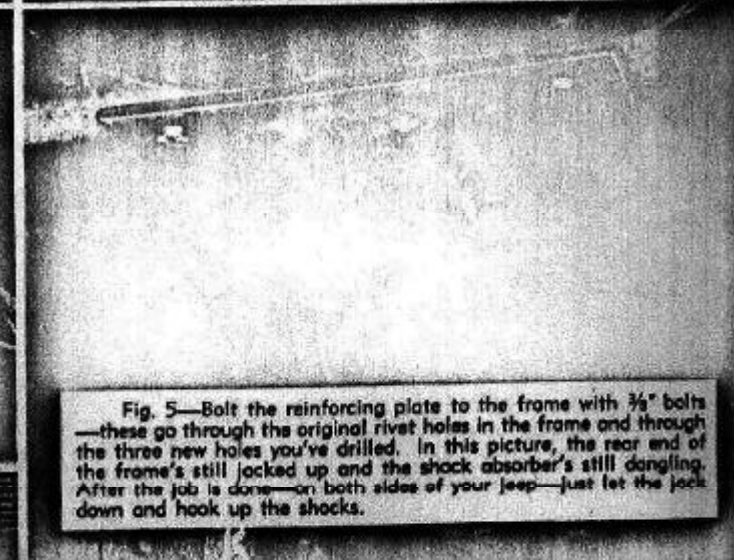


Fig. 5—Bolt the reinforcing plate to the frame with $\frac{3}{8}$ " bolts—these go through the original rivet holes in the frame and through the three new holes you've drilled. In this picture, the rear end of the frame's still jacked up and the shock absorber's still dangling. After the job is done—on both sides of your jeep—just let the jack down and hook up the shocks.