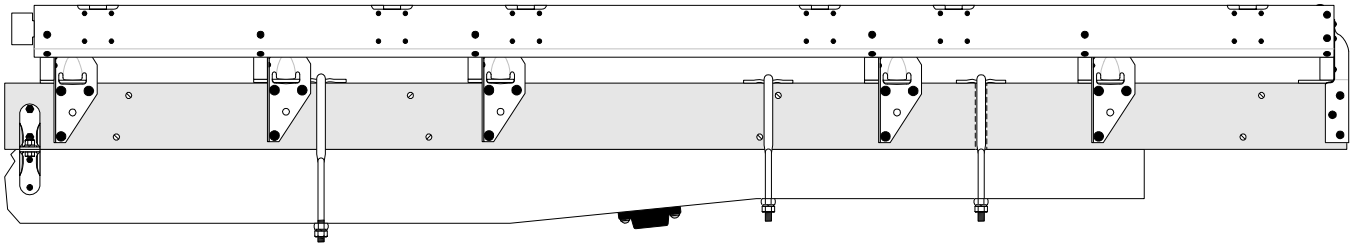
AA TRUCK TALK - THE 187-A PLATFORM BODY



By Neil Wilson of Boulder, Colorado — April 2000

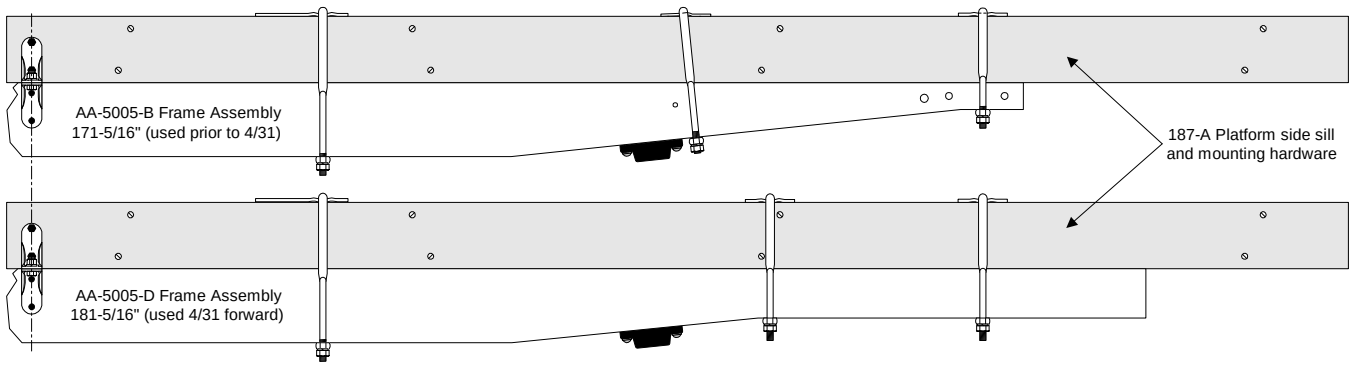
This article covers the 187-A Platform body. My research is based on two sources: a platform body from a July/August 1931 truck with serial number AA4769238 plus the photograph at the end of this article. If anyone has a platform which is different from the information in this article, please let me know.

Also, a survey was sent to club members with 187-A Platform bodied trucks regarding the floor side sill assembly. Thanks to all of you responding.

The photograph found on the last page of this article was taken June 4, 1931 and is from the collections of Henry Ford Museum & Greenfield Village. The make-up of this truck includes an 82-B closed cab with a 187-A platform body and 189-A stake racks all mounted on a dual wheeled, 131-1/2" WB AA chassis. Some detail is lost in reproducing the original found here; however, several specific observations may be made:

- ◊ The frame is the longer 181-5/16" design which started production in April 1931. Prior to April the frame was 171-5/16" long.
- ◊ The front bumper is the solid single bar style which replaced the Model "A" style bumper in November 1930. Both the bumper and attachment carriage bolts are painted black.
- ◊ The wheel nuts (lug nuts), removable wheel rim flange, and hub caps are cadmium plated.
- ◊ The tire valve stems are the double bent style. Each pair of dual wheels are mounted with their valve stems one spoke apart allowing easier access to the rear dual tire valve.
- ◊ The removable wheel rim flange has a notch which is less than 90 degrees. This feature started in May 1930. The prior notch was 90 degrees.
- ◊ The muffler is the Model "A" style. Starting in mid 1930, closed bodied trucks used an "AA" muffler with longer, attachable tail pipes depending on the truck body.
- ◊ The hood, cab, platform, and stake racks are not a glossy finish like the radiator shell, head light shell, front fender, and running board splash aprons.
- ◊ The standard pin stripping starts at the front of the hood and follows the belt moulding around the cab.
- ◊ The platform body mounting hardware is the versions used with the 181-5/16" frame. The brackets at the front of the body and three u-bolts can be seen.
- ◊ The floor side sill assembly, which is made up of two 1-1/4" thick boards, is held together with five carriage bolts located between each floor cross sill. This is one of two methods used to hold these boards together.
- ◊ The spare wheel carrier is located under the rear of the body.
- ◊ The four foot high stake racks include the optional sign board mounted on the side-front rack. It should be noted that the sign board is not a smooth surface.
- ◊ Unlike the prior 188-A stake racks, the stake rack boards have rounded corners.
- ◊ The side-center stake rack is designed to be lifted up and hinge forward for loading and unloading.

Illustration #1 - AA-5005-B & AA-5005-D Frame Comparison



OVERVIEW

Platform body 187-A production began in March 1931 and ended February 1932. The single and optional-dual 131-1/2" WB chassis and both the closed and open cabs were used in combinations to form platform trucks. This body was the base for stake and stock bodies which were produced by installing sides in the platform stake pockets. The 187-A platform had a 1-5/16" lower profile and a cargo area which was 7" wider by 4-1/2" longer than the earlier 88-A platform. The "Midland Steel Products Company" produced this body as well as all of the other Ford AA platform bodies.

Two months earlier, in January, the 186-A platform body for the 157" WB chassis was converted to a 75" wide cargo unit and was re-assigned body model number 186-B. The 187-A platform was a shorter version of this 186-B platform.

In March 1932, BB truck production began. The sills for both the 187-A and 186-B platforms were modified to fit the new BB chassis but otherwise the bodies were unchanged.

According to the book "Ford Trucks Since 1905", the 1933 platforms had a larger 82" wide cargo area. The cargo area lengths were 106" and 142" for the types BB-187 and BB-186 respectively. These platforms had physical lengths of 9 feet and 12 feet. The 1933 sized platforms continued as the production standard through 1937.

The 1931 187-A platform consisted of a wooden cargo floor attached to a stamped steel support structure. This structure was attached to wooden floor side sill assemblies which rested on the frame. Excluding front external stake pockets, the overall body dimensions were 80-3/8" wide by 105-9/16" long. It was 11-9/16" from the bottom of the floor side sills to the top of the cargo floor boards. With stake racks or stock racks installed, the usable cargo floor was 75" wide by 102" long.

The cargo floor had ten 5/4" thick floor boards connected by corrugated steel batten-strips bolted to the support structure.

The body was completely assembled before painting. The body and cab were painted the same color.

In April 1931, the month following the start of 187-A production, the 131-1/2" WB chassis frame assembly was replaced with a new design as shown illustration #1 on the prior page. The side rails of the new AA-5005-D frame were 10" longer and were 4" thick at the rear. This redesigned frame resulted in changes to the u-bolt mounting hardware. Concurrent with this frame change, a new frame was released for the Service Car and Dump bodies which was 1-1/2" shorter than the pre-April AA-5005-B frame.

Using the 187-A platform body as a base, Ford offered both a stake and stock body for the 1931 131-1/2" WB chassis. The stake body used stake racks 189-A. The stock body included stock racks 228-A.

The remainder of this article is a detailed description of the 187-A platform body. Details of the stake and stock racks will be provided in future articles.

Meet Henry - Owned by club member Fred Carlton, Henry is a low mileage original 1931 AA Stake Truck which includes cab 82-B and platform body 187-A with stake racks 189-A all on a 131-1/2" WB chassis. Fred reports that Henry has been in two movies and a couple of newspaper ads in Dallas. His first movie was a CBS made-for-tv movie by Lorimar Productions called "Dallas - the early years" about how the Ewing family got all their oil money back in the thirties (good old J.R. and Ellie May); it was made in about 1985 or so. His second one was a Hallmark Hall of Fame made-for-tv movie called "An American Story" which was filmed in McKinney (just north of Dallas).

A prominent Dallas furniture store owner heard about Henry and hired him to have his family dress in era costume and pose by Henry for the company Xmas card and then later when his company celebrated their 50th anniversary in business, he hired him again and posed a shot with most of their store employees either in the bed or standing by Henry. They made a magnetic sign for his door to look like he was an original company delivery truck. The photo ran in several of their newspaper ads over the next few weeks.

Fred indicated that he has turned down about three other movies because once you're in one, you can say you've done that and generally movie people are not sympathetic to old cars/trucks and treat them like the "props that they really are" (to them).

DETAILS

Following is a detailed parts list for the 187-A platform body. Note that a few of the parts carry part numbers of the prior 88-A platform body. In addition, part numbers with A-185xxx are parts used on the 1931 185-B platform body for the 157" wheel base chassis.

Floor Sill Assembly

1	AA-187030	Sill (floor side) assembly RH (2-1/8 x 5-3/8 x 109-1/8)
1	AA-187031	Sill (floor side) assembly LH (2-1/8 x 5-3/8 x 109-1/8)
		Sill board to sill board - attachment
		Method 1
16		#12 x 2 flat head slotted wood screw (8 per side sill)
		Method 2
10	*S1	5/16-18 x 2-1/2 carriage bolt (5 per side sill)
10		5/16-18 (1/4 x 9/16) square nut (chamfered one side)
10		5/16 (3/32 x 7/8) flat washer
10		5/16 (3/32 x 23/32) lock washer
4	AA-185060-B	Plate (floor side sill to u-bolt) (1/4 x 2 x 4)
2	AA-185064	Plate (floor side sill to cross sill & u-bolt) (1/4 x 2 x 7-1/2)
10	AA-88066-B	Plate (floor side sill to cross sill) (1/4 x 2 x 4)
		Plate to sill - attachment
x		#12 x 1-1/4 flat head slotted wood screw (2 per plate)

Floor Support Structure

1	AA-187078	Member (floor side) assembly RH (includes stake pockets)
1	AA-187079	Member (floor side) assembly LH (includes stake pockets)
12	AA-185294-B	Pocket (stake) side – same as side pockets
		Side pockets - attachment
48		9/32 x ?/? round head rivet (15/32" head) 4 per pocket
1	AA-187091	Sill (floor cross) #1 assembly (includes front stake pockets & angles)
1	AA-187092	Sill (floor cross) #2 assembly (includes angles)
1	AA-187093	Sill (floor cross) #3 assembly (includes angles)
1	AA-187094	Sill (floor cross) #4 assembly (includes angles)
1	AA-187095	Sill (floor cross) #5 assembly (includes angles)
		Floor cross sill #1-5 to side member - attachment
30		1/4 x ?/? wagon head rivet (9/16" head) 6 per cross sill
1	AA-187097	Sill (floor cross) rear (#6) assembly (includes pockets & reinforcements)
		Floor cross sill rear (#6) to side member - attachment
8		1/4 x ?/? wagon head rivet (9/16" head)
4	AA-88074	Reinforcement (floor corner)
		Reinforcements to cross and side sills - attachment
12		1/4 x ?/? wagon head rivet (9/16" head) on side sill
12		9/32 x ?/? round head rivet (15/32" head) on cross sill
5	AA-187054	Angle (side sill to cross sill) RH
5	AA-187055	Angle (side sill to cross sill) LH
		Angles to cross sills - attachment
30		9/32 x ?/? round head rivet (15/32" head)
		Angles to side sills - attachment
30	*S1	5/16-18 x 2-3/4 carriage bolt
30		5/16-18 (1/4 x 9/16) square nut (chamfered one side)
30		5/16 (3/32 x 7/8) flat washer
30		5/16 (3/32 x 23/32) lock washer
1	AA-185???	Reinforcement (cross sill #6 to side sill)
		Reinforcements to #6 cross sill - attachment
10		9/32 x ?/? round head rivet (15/32" head)
		Reinforcements to side sill - attachment
6	*S2	5/16-18 x 2-3/4carriage bolt
6		5/16-18 (1/4 x 9/16) square nut (chamfered one side)
6		5/16 (3/32 x 23/32) lock washer
2	AA-88235	Pocket (stake) front - center (on cross sill #1) - was TT-12727-X
2	AA-185292	Pocket (stake) front - end (on cross sill #1)
		Pockets to cross sill #1 - attachment
16		9/32 x ?/? round head rivet (15/32" head) 4 per pocket
4	AA-185294-B	Pocket (stake) rear (on cross sill #6) - same as side pockets
		Rear pockets - attachment
16		9/32 x ?/? round head rivet (15/32" head) 4 per pocket
	*S1-S2	see illustration 187-A #3, 5, and 6

Cargo Floor

8	AA-187xxx	Board (floor) center (5/4 x 7-1/4 x 103-3/16)
1	AA-187xxx	Board (floor) side RH (5/4 x 7-7/16 x 103-3/16)
1	AA-187xxx	Board (floor) side LH (5/4 x 7-7/16 x 103-3/16)
9	AA-187145	Strip (floor skid)
		Floor to support structure assembly - attachment
120	*F1	5/16-18 x 1-3/4 (7/64 x 25/32 head) carriage bolt
120		5/16-18 (1/4 x 9/16) square nut (chamfered 1 side)
120		5/16 (3/32 x 37/64) lock washer
54		5/16 (3/32 x 1-1/2) washer
	*F1	see illustration 187-A #7a and 7c

Mounting Hardware

2	AA-88084-A	Bracket (body sill) to frame bracket
		Bracket to sill - attachment
4		3/8-24 x 3 (9/32 x 9/16) hex head bolt
4		3/8-24 (5/16 x 9/16) hex nut (chamfered 1 side)
4		3/8 (5/64 x 7/8) flat washer
4		3/8 (3/32 x 21/32) lock washer
1	AA- 5077	Bracket (frame) to body sill bracket
		Bracket to bracket - attachment
2	A-21237	1/2-20 x 1-1/2 (3/8 x 3/4) hex head bolt
2	A-21845	1/2-20 (7/16 x 3/4) hex nut
2	A-22330	1/2 (1/8 x 7/8) lock washer
2	AA-88048-B	Bolt (floor to chassis frame "U") long
4	AA-185057	Bolt (floor to chassis frame "U") short (with 181-5/16" frame)
2	AA-185057	Bolt (floor to chassis frame "U") intermediate (with 171-5/16" frame)
2	AA-185050-A	Bolt (floor to chassis frame "U") short (with 171-5/16" frame)
6	AA-88052	Bar (u-bolt) long (1/2 x 1-1/8 x 4-1/4) with 181-5/16" frame
4	AA-88052	Bar (u-bolt) long (1/2 x 1-1/8 x 4-1/4) with 171-5/16" frame
2	AA-88054	Bar(u-bolt) short (1/2 x 1-1/8 x 3-7/8) use with AA-185050-A
		Bar to u-bolt & frame - attachment
12		1/2-13 (1/2 x 7/8) hex nut (chamfered 1 side) (2 per u-bolt)
12		1/2 (1/8 x 7/8) lock washer (2 per u-bolt)
2	AA- 5115-B	Frame Spacer (sleeve) use with AA-185050-A
4	AA- 5115-C	Frame Spacer (sleeve) use with AA-185057 (with 181-5/16" frame)
2	AA- 5116-C	Frame Spacer (sleeve) use with AA-88048-B
2	AA- 5117-D	Frame Spacer (sleeve) use with AA-185057 (with 171-5/16" frame)

Floor Sill Assembly

Two floor side sill assemblies rested on the tapered AA chassis frame and supported the remainder of the platform body. These wooden sills were thicker in width, shorter in height, and longer than the earlier sills used on the 88-A platform. The sills were 2-1/8" thick, 5-3/8" high and 109-1/8" long. Of the few original bodies observed, the sills were made of fir or yellow pine.

Each sill was made of two 1-1/16" thick boards with chamfered outside corners as shown in illustration #2b.

Based on the sample 187-A platform used for this article, the side sill boards were held together with eight screws. These screws only served to hold the two boards together until the angles of the floor support structure were bolted in place. The screw heads faced the outside of the body. The pattern and location of the screws in the left hand side sill is shown in illustration #2a and #4. The right hand side sill screw pattern was reversed top to bottom.

A second method of holding the side sill boards together can be seen in the attached photograph. There are five carriage bolts located between floor cross sills. In addition, one club member reported that the side sills on his truck did not use anything to hold the boards together.

The inside face of each sill had a vertical grove located 29-1/4" from the rear of the sill. The grove was 1/8" deep by 15/16" wide. As described in the mounting hardware section following, this grove allowed the 187-A platform to fit the pre-April 1931 chassis frame which was 171-5/16" long.

Illustration #2c shows details of the 1/4" thick steel saddle plates which

were attached by two wood screws to the tops of the floor side sill assemblies. The floor cross sill assemblies rested on these saddle plates as shown in illustration #3 and #4. Illustration #4 also shows the addition of saddle plates to support the back two u-bolts located between floor cross sill #3 and #4 as well as between #4 and #5.

Plates AA-88066-B and AA-185060-B were 4" long and plate AA-185064 was 7-1/2" long. The AA-185060-B and AA-185064 plates were designed with a trough to hold the u-bolt in place.

Illustration #2a - Floor Side Sill Board to Board screw attachment locations

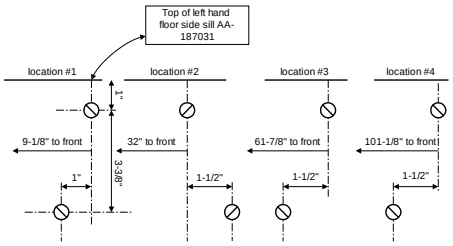


Illustration #2b - Floor Side Sill sectional view detail
(scale 1/2" = 1")

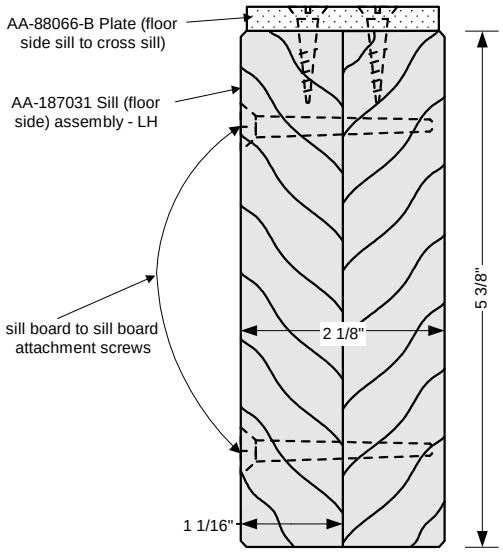


Illustration #2c - Saddle Plates
(scale 1/2" = 1")

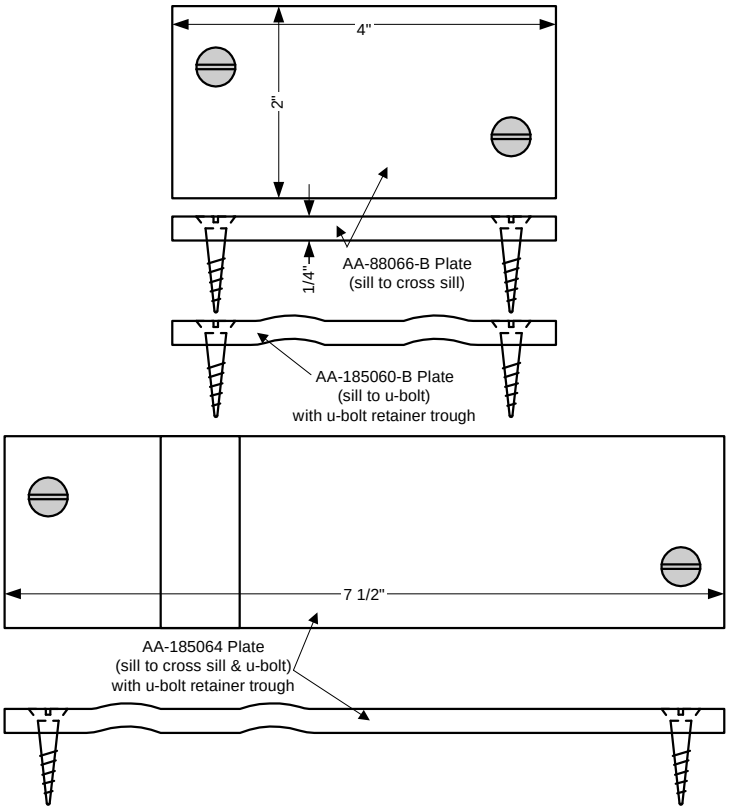
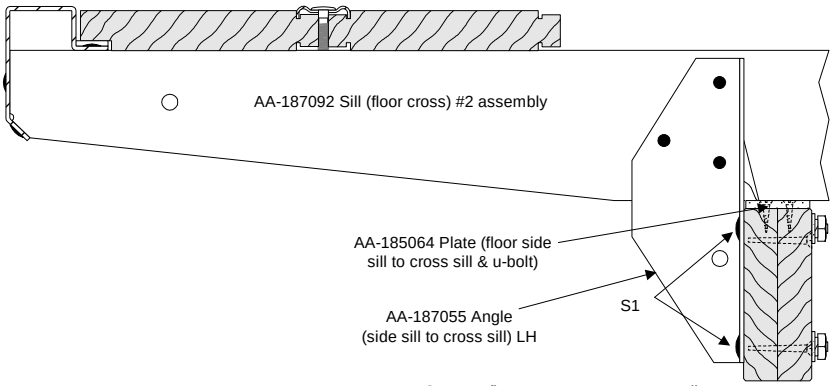


Illustration #3 - Floor Cross Sill and Angle Set-up
(scale 1" =1/2')



Note: S1 - see floor support sturcture parts list.

Floor Support Structure

Illustration #7c shows a top view of the floor support structure which consisted of six floor cross sill assemblies and two side member assemblies with internal stake pockets.

Each corner had a triangular shaped reinforcement. The entire stamped steel structure was assembled with rivets. Carriage bolts were used to connect this structure to the floor side sills.

Floor cross sill #1 included four external stake pockets. The two center pockets were carry-over parts from the 88-A platform, designed for 1/4" thick by 1-17/32" wide strap iron stakes. The two end pockets were designed to accept the same stakes used on the side and rear of the platform. Illustration #3 and #4 shows the set-up used for floor cross sills #1-5. Each cross sill assembly included angles attached on the right and left sides above the side sills. Since the side sills rested on the tapered chassis frame, the distance between angles on each floor cross sill was progressively wider.

Floor cross sill #6 included two reinforcements which capped the rear end of the side sills (see Ill. #5). Illustration #6 shows the rear cross sill with four internal stake pockets.

Illustrations #4 - 187-A Platform
side view (scale 1" =1')

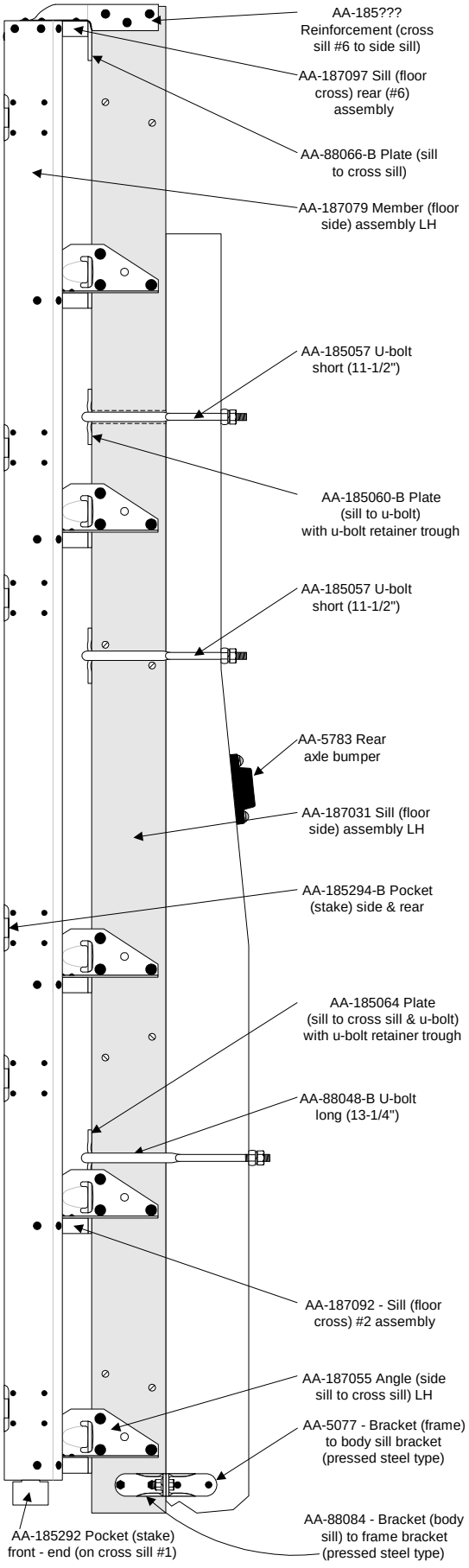


Illustration #5
Floor, Sill, and Cross Sill #6 Details
(scale 2/5" = 1")

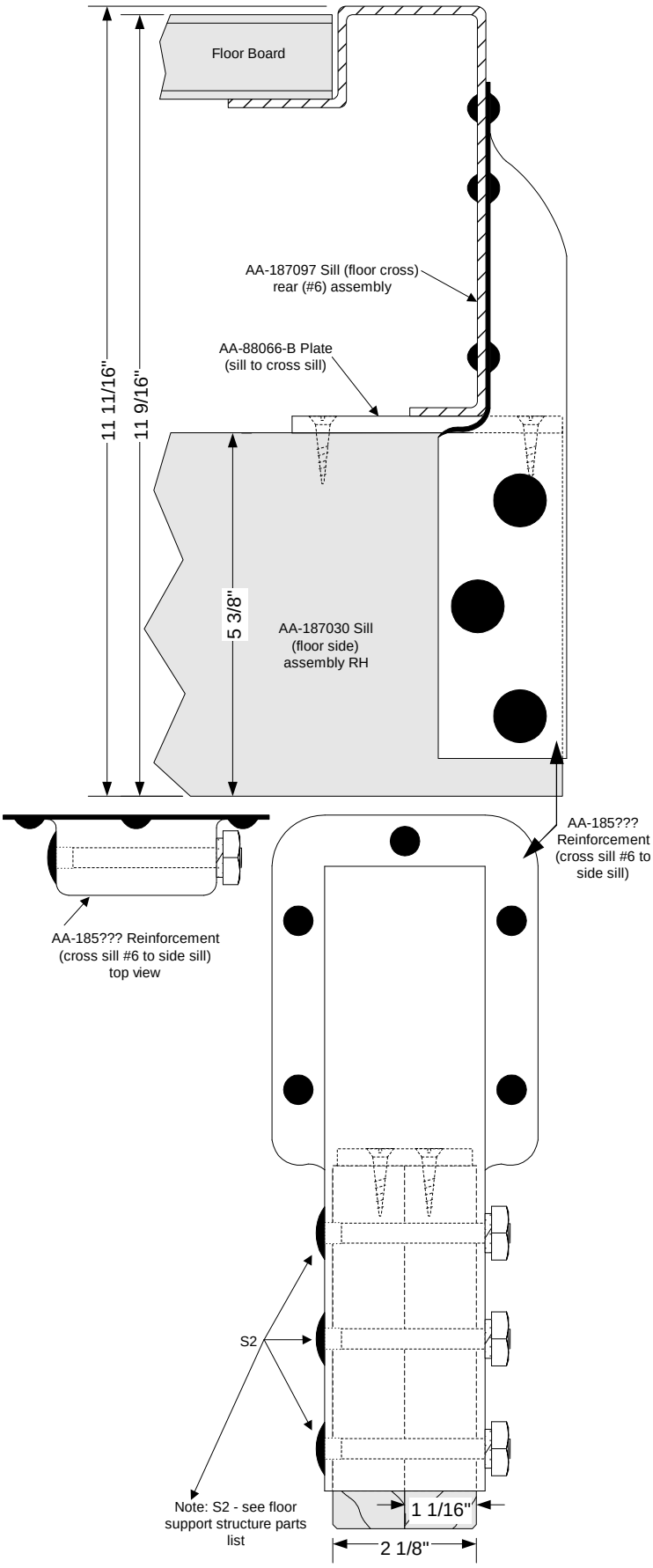
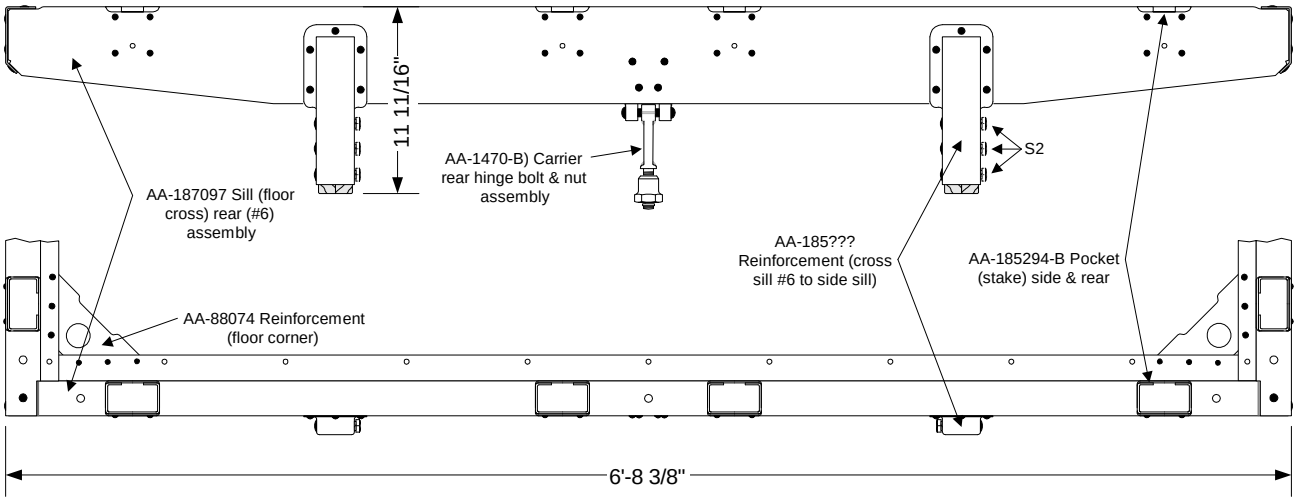


Illustration #6 - AA-187097 Rear Cross Sill (#6) Assembly (with four internal pockets) (scale 1" =1')

Note: S2 - see floor support structure parts list



Cargo Floor

Illustration #7c shows a top view of the cargo floor which consisted of 10 floor boards running the length of the body. Each board was 5/4" thick by 109-3/16" long. The eight center boards were 7-1/4" wide. Each of the two outside boards were 7-7/16" wide. Original bodies observed have fir or yellow pine floor boards. Illustration #7a shows cargo floor details.

Metal skid strips straddled each pair of boards and were secured with carriage bolts which ran between the floor boards. The strips were bolted to each floor cross sill. Each skid strip had two additional carriage bolts between floor cross sill #3 and #4 and one additional carriage bolt between the other floor cross sills. These additional bolts used thick round washers to span the gap between boards. Illustration #7b is a comparison of the skid strips used with the 187-A platform versus the earlier design for the 88-A platform.

The outer edges of the floor boards were thinner and contained grooves, allowing the skid strips to be countersunk and somewhat level with the floor boards.

The outside edges of the two side floor boards were attached with carriage bolts which ran through the boards between each floor cross sills. To allow these outside boards to lay flat, their undersides had recesses to provide clearance for the side members and corner reinforcements.

Illustration #7a Cargo Floor Details (between cross sills) (scale 2/5" = 1")

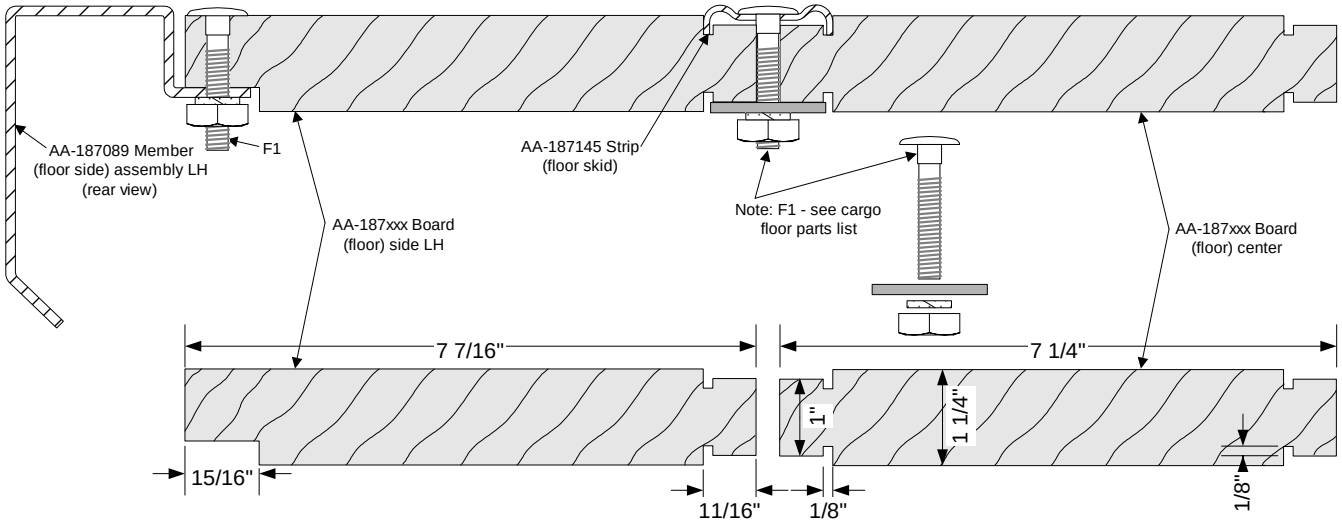
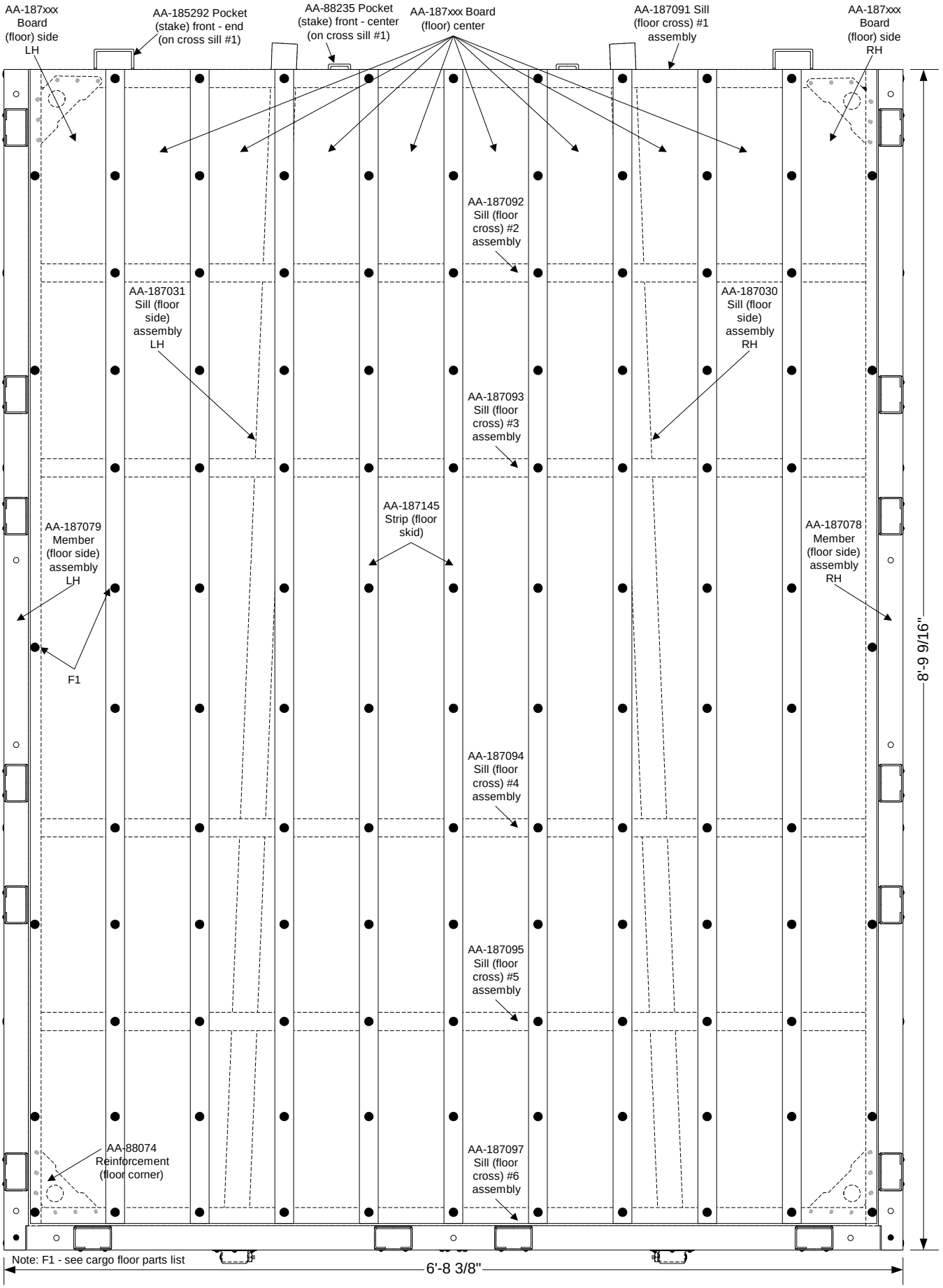


Illustration #7b Floor Skid Strips (cross section comparison) (scale 1" = 1")

Illustration #7c - Cargo Floor, Support Structure, and Sill Assembly (top view) (scale 1" =1')



MOUNTING HARDWARE

The 187-A platform used two versions of body-to-chassis mounting hardware depending on the frame of the truck. The table below shows the hardware for each version and mounting location.

VERSION 1 **171-5/16" frame - prior to April '31**

Location	#	Part No.	Description
Front	2	AA-88084	Bracket (sill to frame)
	2	AA- 5077	Bracket (frame to sill)
Center-Forward	2	AA-88048-B	U-Bolt long - 13-1/4"
	2	AA- 5116-C	Frame Spacer - 5-1/2"
Center-Back	2	AA-185057	U-Bolt medium - 11-1/2"
	2	AA- 5117-D	Frame Spacer - 4"
Rear	2	AA-185050-A	U-Bolt short - 9-5/16"
	2	AA- 5115-B	Frame Spacer - 1-3/4"

VERSION2 **181-5/16" frame - starting April '31**

Location	#	Part No.	Description
Front	2	AA-88084	Bracket (sill to frame)
	2	AA- 5077	Bracket (frame to sill)
Center-Forward	2	AA-88048-B	U-Bolt long - 13-1/4"
	2	AA- 5116-C	Frame Spacer - 5-1/2"
Center-Back	2	AA-185057	U-Bolt short - 11-1/2"
	2	AA- 5115-C	Frame Spacer - 3-1/2"
Rear	2	AA-185057	U-Bolt short - 11-1/2"
	2	AA- 5115-C	Frame Spacer - 3-1/2"

Body Sill & Frame Brackets

Illustration #8a shows detailed installation of the brackets used for the front body mounting location. Frame brackets AA-5077 were riveted to the outside face of the frame side member. Body sill brackets AA-88084 were bolted to the outside face of the side sills. When the body was mounted on the frame, the brackets were bolted together. These same brackets were used starting August 1928 for both the express and platform bodies. In late 1930, the production method of these brackets changed from forged steel to stampings. The brackets were the same dimensionally. Illustration #4 shows the installation location.

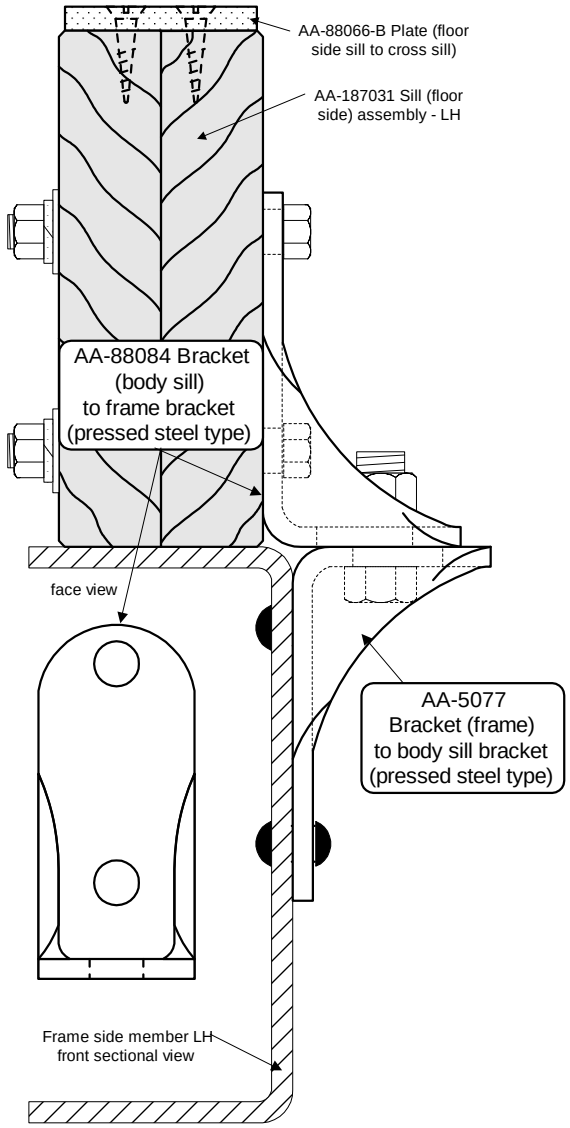
U-Bolts & Frame Spacers

Illustration #8b shows u-bolts and frame spacers for the two mounting hardware versions. The u-bolts were forged steel and had a semi-circle or half round cross section at the top and down each leg. The lower ends of the legs became normal 1/2" round-bolts with 1/2-13 threads on the last 1-1/2" to 1-3/4".

The u-bolts used for the 187-A platform were the same "C" style which were used with the earlier 88-A platform from 1929 through February 1931. These u-bolts contained no manufacturing identifications or Ford script. "A" and "B" style u-bolts were used from December 1927 through early 1929. To fit the 2-1/8" wide floor side sills used with the 187-A platform, the throats of these u-bolts were 2-1/2" wide. Prior u-bolts for the 88-A platform will not fit the wider 187-A side sills.

The AA-185050-A u-bolt was originally for the 1930 157" wheel base platform body. It required the AA-5115-B frame spacer and the 3-7/8" long AA-88054 bar across the bottom of the frame. This same set-up was used for the 187-A platform with the pre-April 1931 chassis frame. The longer 4-1/4" AA-88052 bar was used for all other u-bolts.

Illustration #8a - Body Sill & Frame Brackets
(scale 1/2" = 1")



U-bolt Identification Table

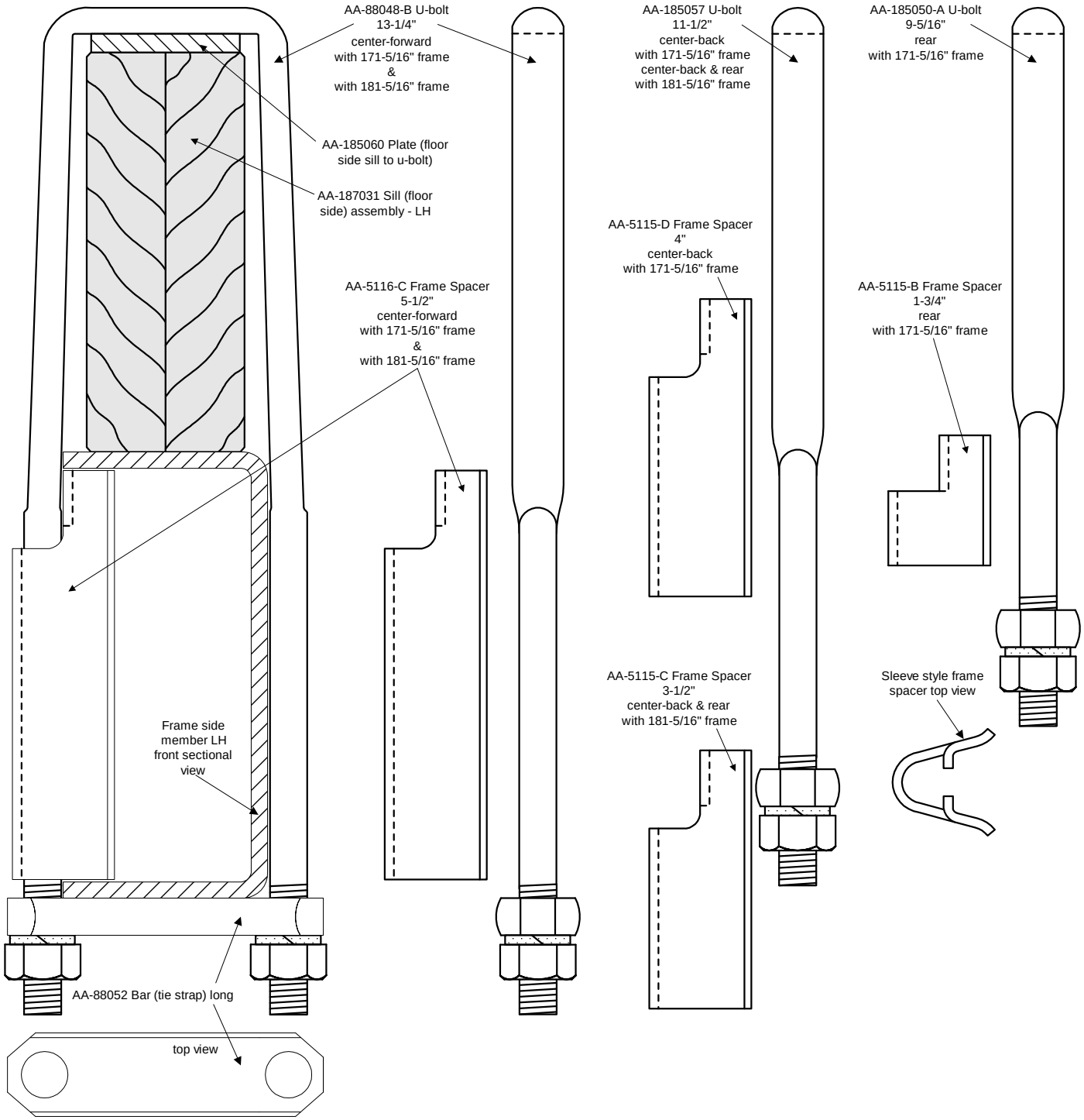
U-Bolt Part No.	Style	Total Length	Throat Width	Semi Circle (half round) Width
AA- 88048-B	C	13-1/4"	2-1/2"	11/16"
AA-185057	C	11-1/2"	2-1/2"	11/16"
AA-185050-A	C	9-5/16"	2-1/2"	11/16"

There were two 7/8" wrench size hex nuts and lock washers used to secure the bar to each u-bolt. Illustration #1 shows the installation of the two versions of mounting hardware.

Frame spacers were mounted on the inside of the frame side members to prevent the compression of the frame when u-bolt nuts were tightened. They had a stamped steel sleeve style and were held in place by the insertion of the inside leg of the u-bolt

through the spacer as shown in Illustration #8b.

Illustration #8b - U-Bolts & Frame Spaces
for both the 171-5/16” and 181-5/16” chassis frames
(scale 1/2” = 1”)



SPARE WHEEL CARRIER

With the exception of the front hinge assemblies, the AA-1456 wheel carrier for the 187-A Platform body was identical to the previous AA-1453-C carrier used from January 1930 through February 1931 for the 88-A platform body.

Parts were as follows for the AA-1456 spare wheel carrier:

1	AA- 1456	Carrier assembly
1	AA- 1461-C	Carrier strap assembly
2	AA- 1458-B	Stud (3/4-13 threads)
1	AA- 1469	Strap end (style B) er/29-2/32
		Strap end to carrier strap - attachment
4	A-23437	3/8 x 1-1/8 button head rivet
2	AA- 1495	Front hinge assembly
		Front hinge to frame - attachment
6	A-23372	5/16 x 7/8 round head rivet
		Front hinge to carrier strap - attachment
2	A-23455	7/16 x 3-3/4 round head rivet
1	AA- 1470-B	Rear hinge bolt & nut assembly
		Rear hinge bolt & nut to body - attachment
4	A-23372	5/16 x 7/8 round head rivet
2	AA- 1474	Spare wheel stop
		Wheel stop to body - attachment
4	A-23368	5/16 x 5/8 special head rivet
		Spare wheel to carrier - attachment (lug nuts)
2	AA- 1120-B	3/4-16 (7/8 x 1-1/2) wheel nut RH thread (cadmium)

Like prior platform spare wheel carriers, this carrier placed the spare wheel under the rear of the body. At the platform's rear cross sill, the rear of the carrier strap assembly could be disconnected from a swiveling bolt by loosening its jam-nut with the wheel wrench and swinging the bolt backwards to clear the end of the strap assembly. The strap assembly could then be lowered to the ground, exposing the attached spare wheel for removal. With the carrier in the closed position, the spare wheel's rear flange made contact with two wheel stops which were attached to the bottom flange of body cross sill #5 (see Ill. #9a). The strap assembly could be locked to the swiveling bolt with a pad lock. Ford did not supply a lock.

Illustration #9a
Spare Wheel Carrier AA-1474 Wheel Stop
(scale 1/2" = 1-1/2")

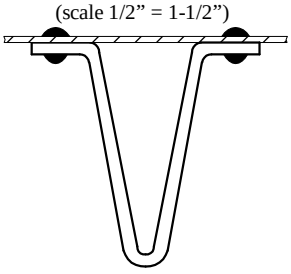
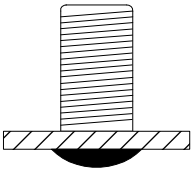


Illustration #9b - Spare Wheel Carrier
AA-1458-B Studs (scale 1/2" = 1-1/2")



The AA-1461-C carrier strap assembly shown in illustration #9f was flat except for the upward curve at the back where the strap end attached. The spare wheel was mounted face down on the strap. The 4" hole centered in the strap assembly plate was stamped with a reinforcement flange which curled up. Illustrations #9b and #9c show close-up views of a stud and strap end of this assembly.

Note: The July 1, 1931 "Parts Price List" shows the strap assembly incorrectly.

Illustration #9c
Spare Wheel Carrier AA-1469 Strap End

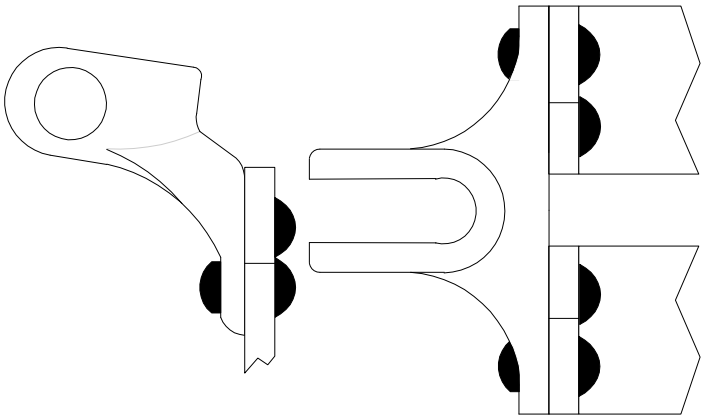
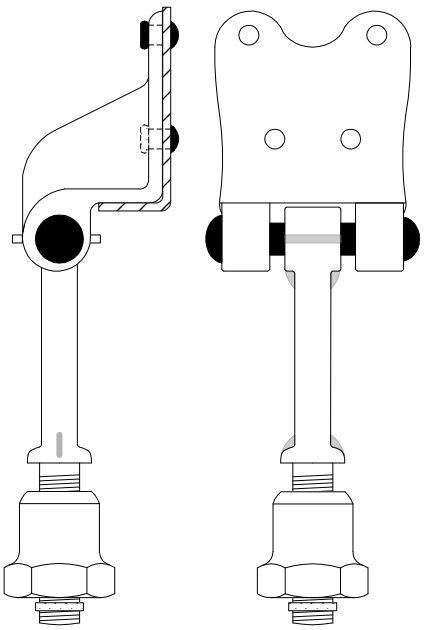


Illustration #9d is of the rear hinge bolt and nut assembly. This assembly included a jam nut with a 1-1/2" wrench size to match the wheel lug nuts.

Illustration #9d - Spare Wheel Carrier
AA-1470-B Rear Hinge Bolt & Nut Assembly
(scale 1/2" = 1-1/2")



The 9-1/2" long front hinge assemblies shown in illustration #9e were attached to the rear cross member of the frame horizontally with three rivets.

Illustration #9e - Spare Wheel Carrier AA-1495 Front Hinge Assembly (scale 1/2" = 1-1/2")

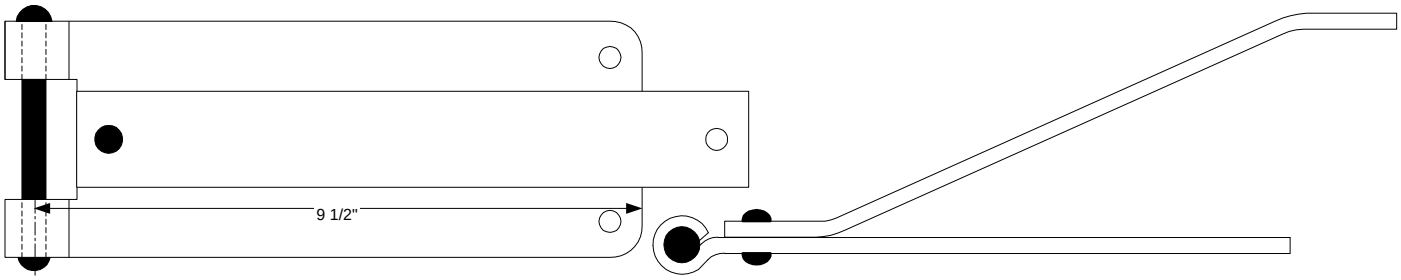


Illustration #9f - Wheel Carrier AA-1456 3/31-2/32 (scale 1" = 1/2')