

Chassis Inspection

With their high horsepower and weight, historic stock cars are subjected to a large degree of stress and vibration, and periodic inspections of the chassis are a mandatory part of keeping your hotrod on the track and in one piece. The following list of chassis points are my short list of areas to very carefully inspect on a regular basis. Be advised that this is a list of the obvious problem areas and that you should check the entire car on a regular basis.

- Right front inside frame rail – check for cracks where the round tubes weld to the inside of the upper box frame rail.
- Right inside frame rail where the cross member is welded.
- Right front outside frame rail – check where the round tubes weld to the outside of the upper box frame rail.
- Bottom weld on inside of front right frame rail
- Right inside frame rail where the idler arm mounts
- Left front inside frame rail – check where the round tubes weld to the inside of the upper box frame rail.
- Steering box mount at bolt holes – bolt holes here are especially prone to crack, as there are massive amounts of pressure on the steering box mounts. Talk to Don Pylman sometime about what happened to him a couple of years ago at Fontana when this section of the frame broke.
- Left inside frame rail where the cross member is welded.
- Left front outer frame rail – check the welds where the round tubes join the outside of the upper box frame rail.
- Motor mount tabs where they weld on to the cross member.
- Rear truck arms – look for cracks where the welds are at the back on the inside and outside of the truck arms especially where the u-bolts extend down vertically through the truck arms.
- Coil spring perches – there is a weld in front of the perches which is subject to cracking.
- Bottom of truck arms where metal supports end forward of the coil spring perch (approximately the back 18 inches of the truck arms.)

One final note – powder coating your chassis components is fine but this makes repairs and future welding difficult because the areas where cracks show up are difficult to see and must also be thoroughly cleaned of all powder coating media before they can be welded.

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