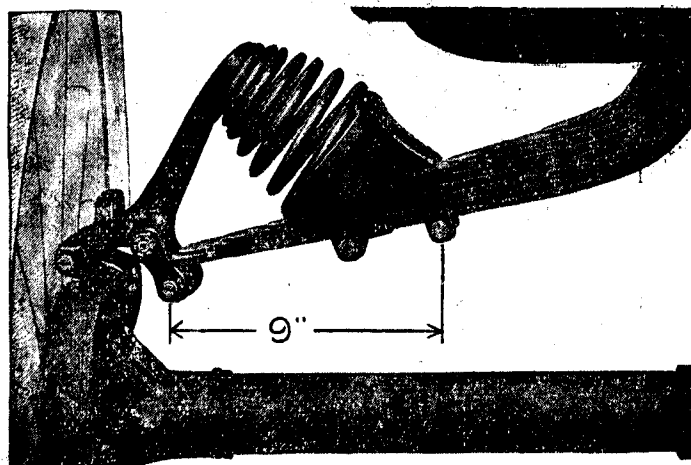
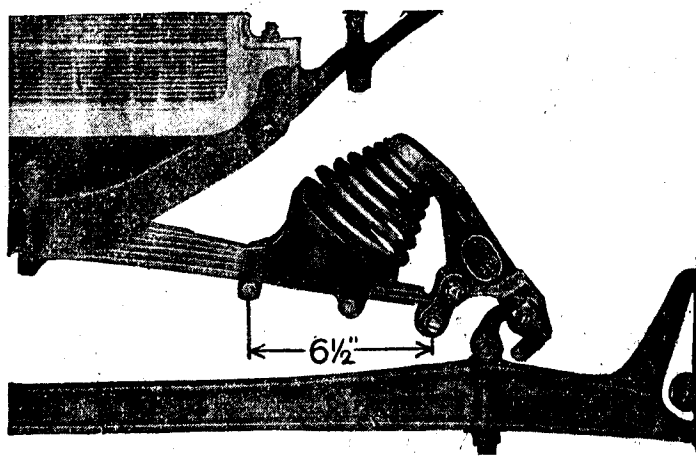


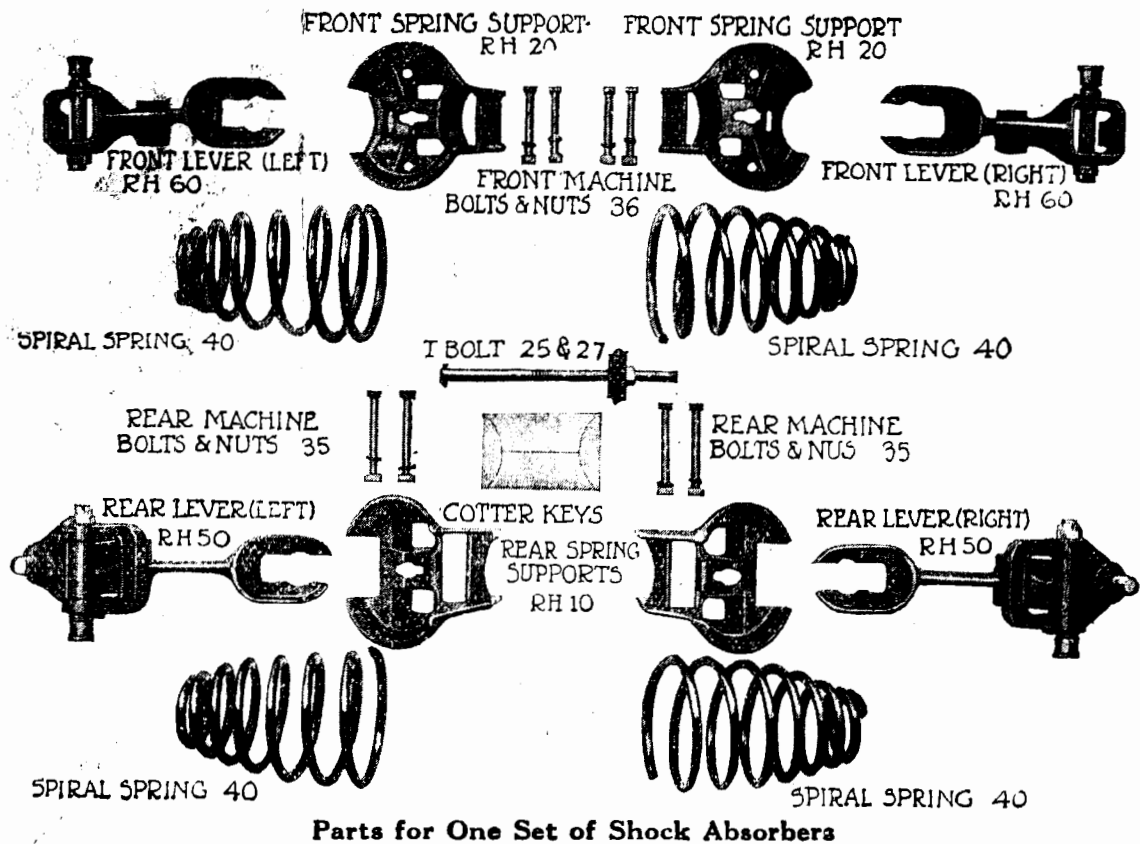
General Instructions

for Applying the



ROBERT H. HASSLER, Inc.
Manufacturers

Indianapolis, Indiana, U. S. A.

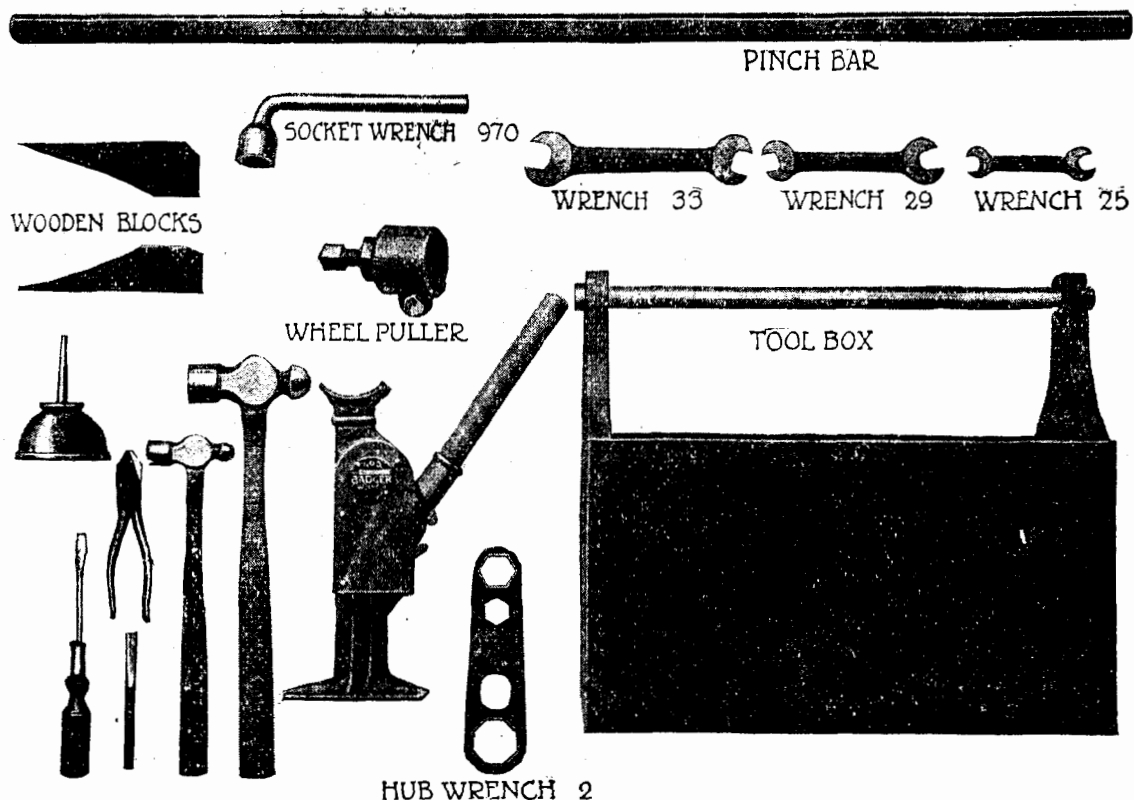


Two Men Required for Quick Work

Oil All Bushings and Bolts When Putting Parts Together

1. Put car on a level place. Lock the hand brakes securely so that the car cannot roll.
2. Dump tools on ground in front of car, being careful to get them close enough so that you can reach them.
3. Open box containing shock absorbers, and place one for each wheel. Block hind wheels with wooden blocks while working on front.
4. Place jack under center of fly-wheel housing, and raise front end of car just enough to take all the weight off the front axle and wheels.
5. Sit on the ground close in front of the car, with feet straight out under the axle toward the back of the car.
6. With pliers remove cotter keys in shackles, radius rods and perches.
7. Use wrenches No. 33 and No. 29 to remove all front nuts, except the one on end of perch which must be loosened with socket wrench No. 970.
8. Remove shackles with large hammer and cold chisel.

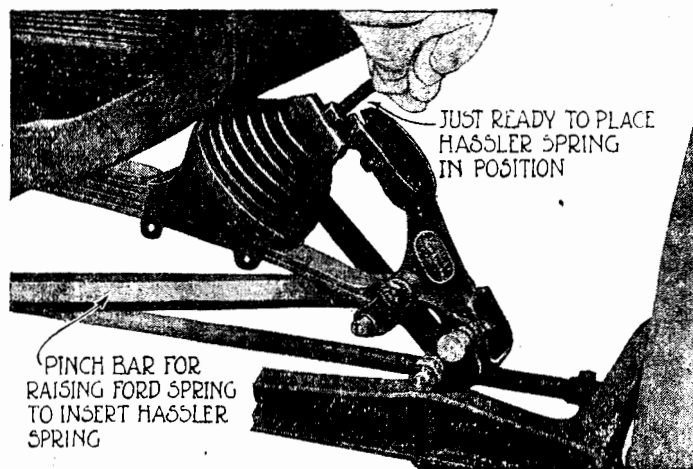
9. With large hammer drive up on the bottom of perch, being careful not to spoil the threads. In case the perch is stuck and rusted, it will be necessary to use pinchbar and hammer as follows: Insert pinchbar on top of axle and underneath radius rod close to where the radius rod fits in the axle. As one man bears down on crowbar, hit the axle on top between perch and wheel close to the perch. After perch has started slightly, put a little kerosene around it, which cuts the rust. Don't be afraid of hurting the axle.
10. After removing perches, knock them off the radius rods with large hammer—put the right one on the left side and the left one on the right side, so that they point outward. **DO NOT MERELY TURN THE PERCHES IN THE AXLE.** As you insert perches in axle, be sure that radius rods are in place in the perches. Use large hammer and hit radius rod close to perch to drive it into place. Then put nut on bottom of perch with socket wrench No. 970. Push the handle of wrench with your foot as far as possible. Insert cotter key. (You will find plenty of cotter keys in little envelope.)
11. When inserting the cotter key, put it against the bolt, and turn the nut until the key slips through. After it slips through, turn the head parallel with the slot, and hit it with a large hammer. This embeds the head thoroughly in the slot and starts to spread the key. Then pull the ends of the key apart with pliers. Hammer ends of cotter key tightly against nut.
12. Apply levers RH-60 to the perches by means of the grease bolts. These levers are right and left, and must be so placed that the heads of the bolts



Above Outfit of Special Tools required. Price \$10.00. Shipping weight 42 lbs.

are at the front. **SCREW UP THE GREASE CUPS ON THE BOLTS.** Put nuts and cotter keys in proper places.

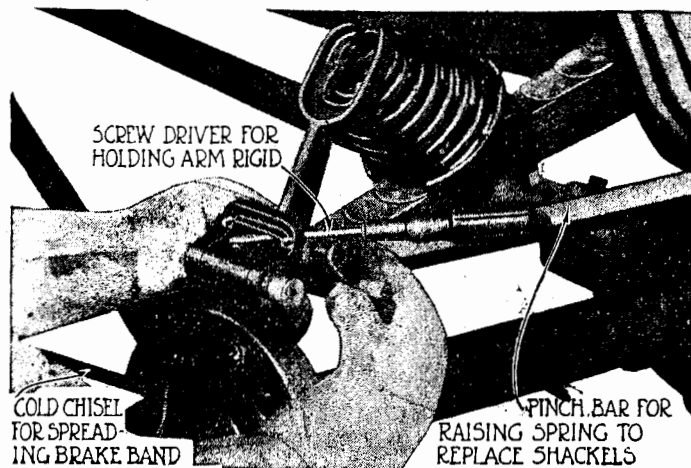
13. Compress spiral springs with T-bolt 25 on front spring support RH-20 until each of the circular coils almost touches the coil next to it.
14. Remove the jack.
15. Place pinchbar on top of radius rod and lift up Ford spring (see cut "C"), and at same time insert RH-20 with compressed spiral spring on Ford spring in proper position. Note the $6\frac{1}{2}$ -inch distance shown on page 1. Note also cuts of different kinds of Ford front springs shown on Page 8. After entering forked end of lever in top of spiral spring, remove pinchbar and release the spiral spring with wrench No. 29. Do this to both front shock absorbers.



CUT "C"

16. Bolt RH-20 to leaf spring by means of front machine bolts and nuts 36. This completes the front end. Release the emergency brake. Take wooden blocks from rear wheel and block front wheels.
17. Gather up tools in tool box and dump them on the ground close to one of the rear wheels.
18. Put jack under axle near one of the rear wheels and raise the wheel off the ground.
19. Lay the tool box on its side alongside of one rear wheel, and use it for a stool to sit on.
20. Remove hub cap with hub wrench No. 2.
21. Take out cotter key with pliers. If end of axle is covered with grease, wipe off with waste. Always keep tools clean.

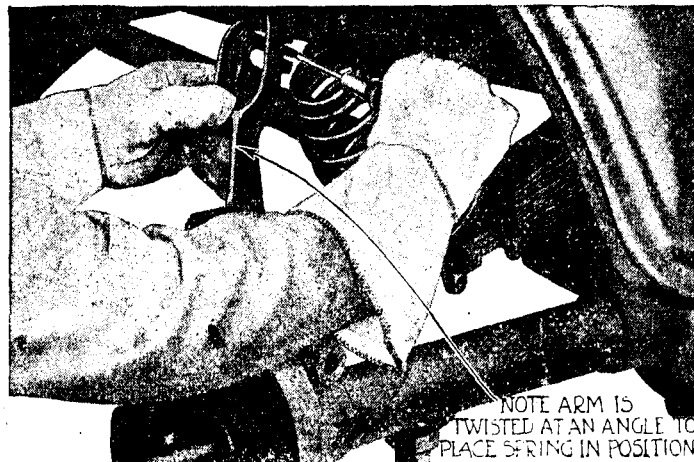
22. With socket wrench No. 970, remove nut on end of rear axle.
23. With wheel puller, remove the wheel. To do this, apply the puller the same as the hub cap, and screw up side clamp screw. With wrench No. 33 screw up large set screw as tight as you can—hit set screw with hammer. Screw up set screw and hammer it until wheel comes loose.
24. Place wheel against running board of the car, being careful not to change the relation of the wheel with the axle, so that when you replace it, you will not have to lose time by hunting for the key-way.
25. Remove cotter keys with pliers and nuts from shackles with wrench No. 29.
26. With cold chisel and large hammer, knock the shackles loose from the perch and spring.



27. Insert cold chisel where the brake band comes together, as shown on cut "E." This allows you to take socket wrench No. 970 and remove large nut which holds perch in place.
28. Remove perch and take rear lever RH-50 (be sure to select the one intended for that side of the car so that the cap on the grease bolt points toward the rear), and insert in the same hole that the perch was in. Drive it in with hammer, and apply large nut on the outside of stud, but do not tighten.
29. Twist the lever on the large stud slightly so that it leans toward the front of the car.
30. Apply rear spring support RH-10 to the Ford spring at the distance shown in the cut on Page 1. See also Page 7. Use large hammer on RH-10 so as to seat it properly.
31. Set spiral spring on rear spring support RH-10, and with screw driver pry

the top end of spring into position, as shown on cut "D." Then straighten the arm RH-50.

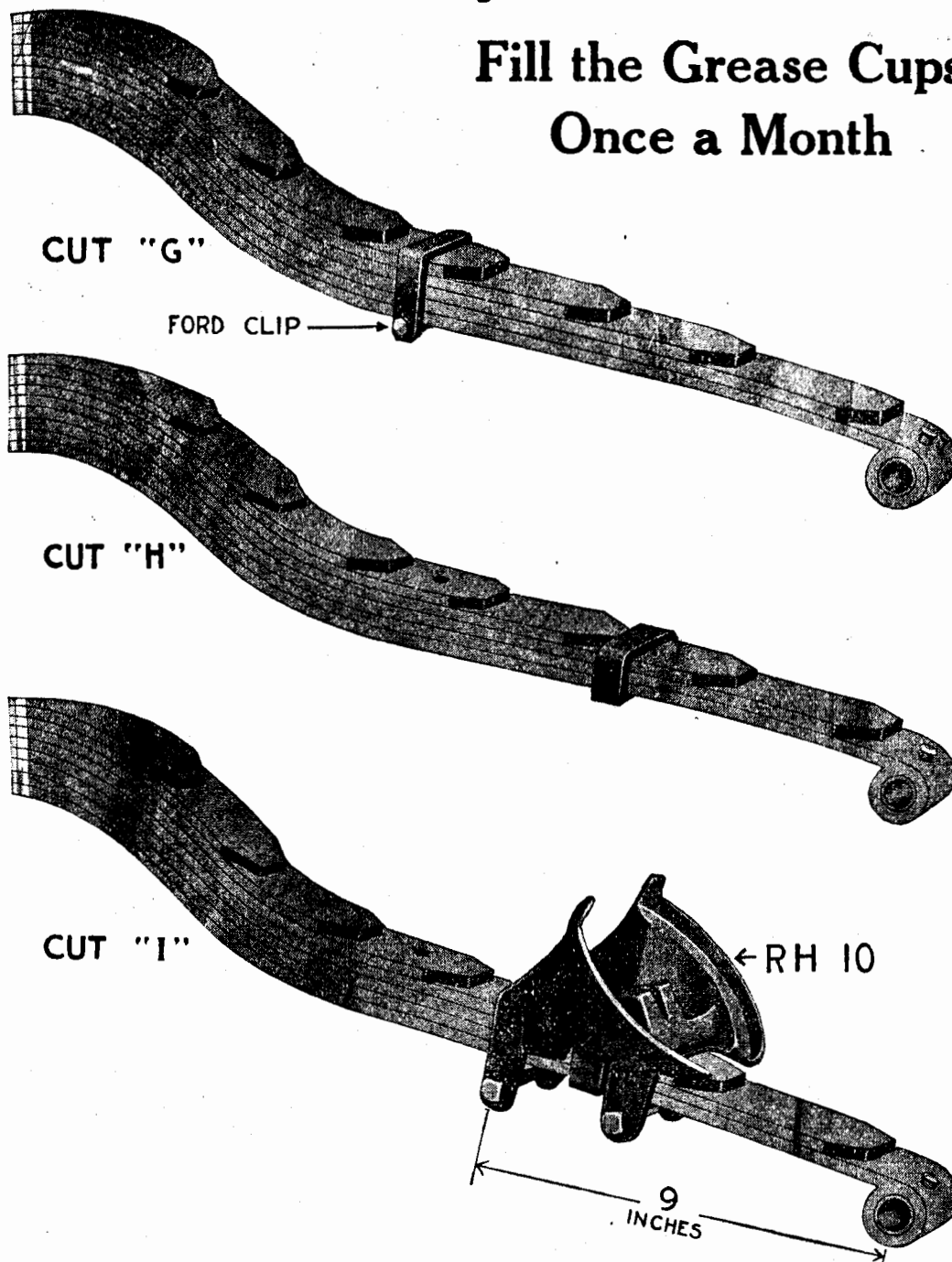
32. With one hand press down on lever RH-50, and with the other insert screw driver between lower end of lever and rear support, as shown on cut "E."
33. Now you are ready to put shackles back in place. Insert one end of pinchbar below Ford leaf spring and on top of radius rod, and let one man lift up on other end of pinchbar while the other man inserts the shackles in place. This is more easily done by varying the height with the pinchbar, and twisting the RH-50 lever slightly back and forth while entering the shackles. See cut "E." Put nuts and cotter keys on shackles.
34. Tighten the large nut on the rear support stud with socket wrench No. 970. Make it very tight before inserting cotter pin by hitting wrench with hammer. **IT MUST BE ABSOLUTELY TIGHT**, and this is the best way to make it so.



CUT "D"

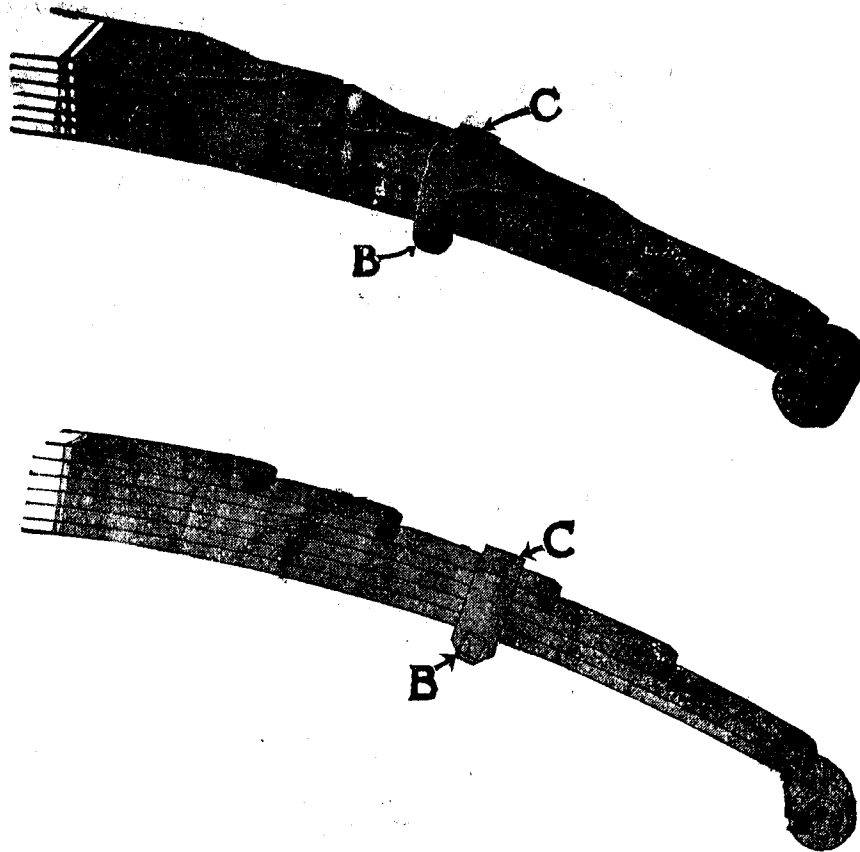
35. Remove screw driver and cold chisel.
36. Bolt parts RH-10 to leaf spring by means of rear machine bolts and nuts 35.
37. Put rear wheel back in place.
38. Replace wheel nut and tighten same with socket wrench No. 970, and put in cotter pin.
39. Put on hub cap with hub wrench No. 2.
40. Remove jack.
41. The other rear wheel is a repetition of the same job.
42. Remove jack; put all tools, jack and blocks back in tool box.
43. Be sure that all parts have been well lubricated while being put in place. **Remember that all grease cups must be filled at least once a month.**

Fill the Grease Cups Once a Month



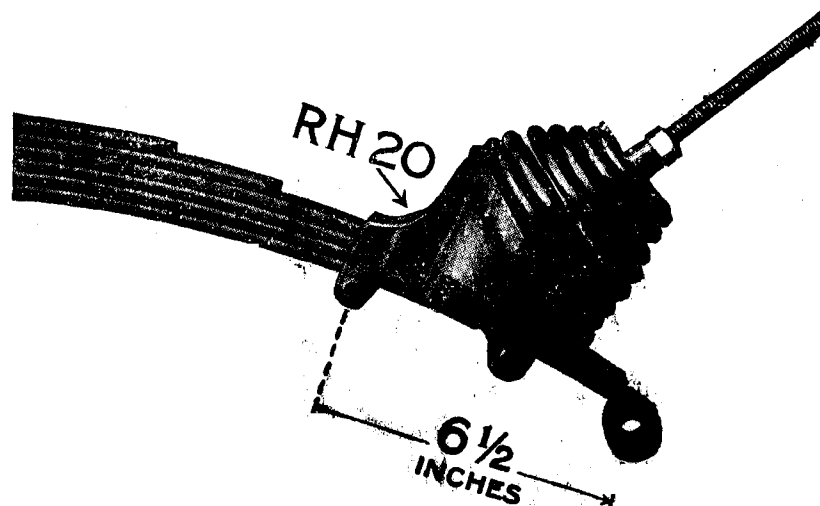
Some of the Ford rear springs have leaves that are thick at the ends as shown in cut "G." Remove the small Ford clip on leaf spring by taking out the bolt underneath. Then locate this clip on the leaf spring in the position shown in cut "H." Do not bolt it in place but bend the ends of the clip around underneath the leaf spring with a hammer. The part RH-10 may then be bolted in its proper position as shown in cut "I,"—the small clip in the middle acting as a spacer to hold it in position.

These new Ford leaf springs are somewhat thinner at this point than the old ones and for that reason there will be considerable space between the bottom of the leaf springs and the bolts holding our RH-10's. This makes no difference whatever in the action of the shock absorber as the spiral springs will always hold the RH-10's down in their proper position if the above instructions are followed.



Some of the Ford front springs have leaves that are thick at the ends, as shown in the above cuts. Take off the clip "C" entirely by removing the bolt "B". Bolt the part RH-20, as shown on front page, with $6\frac{1}{2}$ -inch distance from the center of the inner leg to center of leaf spring eye.

With these thick-leaved Ford springs the part RH-20, when bolted on in its proper position, will be held from sliding endwise by the ends of the leaves.



The efficiency and durability of the shock absorbers depend on your cooperation. We have given you the best in design, workmanship and material. YOU MUST DO YOUR PART. FILL THE GREASE CUPS ONCE A MONTH. Our guarantee is void if you ~~do not~~ give the parts this attention.