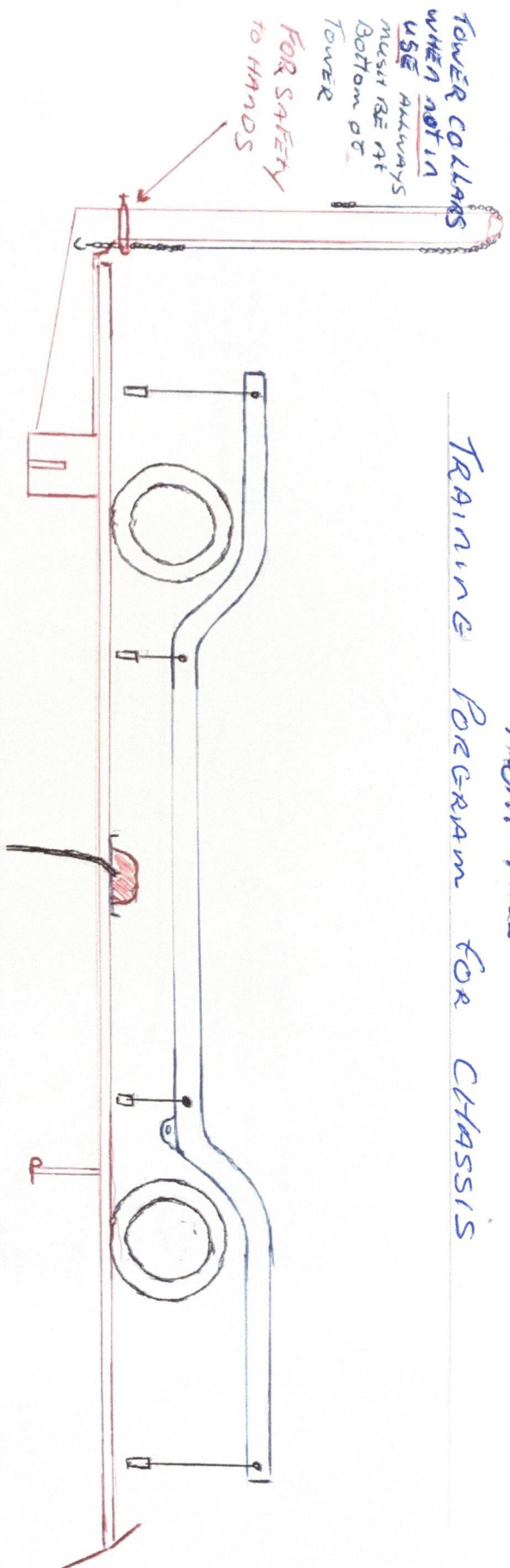


TRAINING PROGRAM FOR CHASSIS



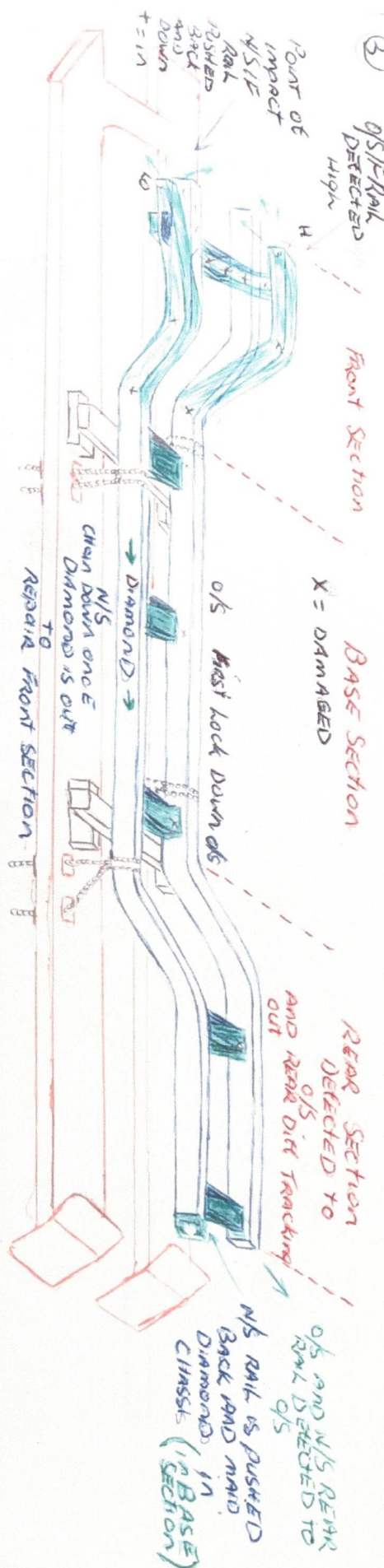
BEFORE ANY REPAIRS ARE DONE MEASURE VEHICLE

WHILE WHEELS ARE ON AND SUSPENSION IS LOADED TO TAKE THE WEIGHT OF MOTOR AND DITC PUT 8 GAUGES ON (4 IN BASE SECTION 2 ON REAR 2 ON FRONT SECTION)

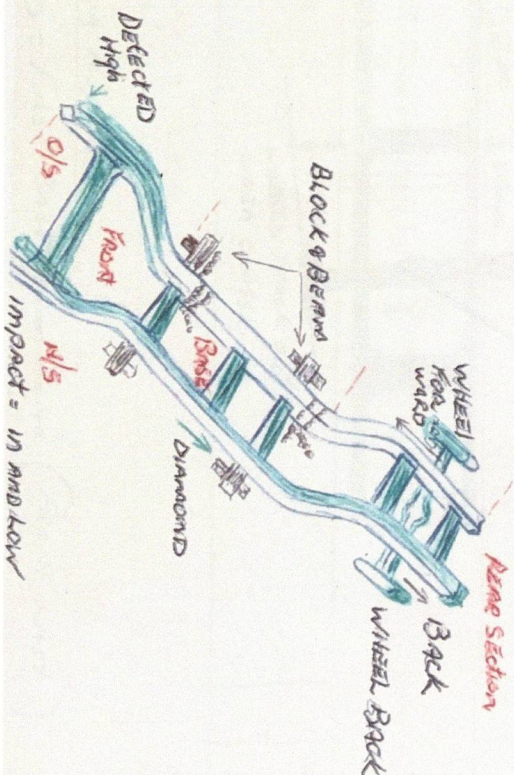
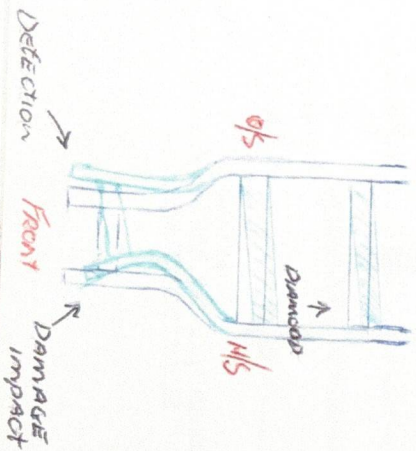
THEN PRINT OUT AFTER ALL THAT IS DONE REMOVE WHEELS AND START REPAIR PROCEDURE
SEE IF GAUGES READ DIFFERENT TO YOUR FIRST PRINT OUT BECAUSE WITH WHEELS GONE
THE WEIGHT OF MOTOR & DITC WILL HANG THE FRONT AND REAR SECTION DOWN MORE
AFTER BLOCKING THE CENTRE SECTION

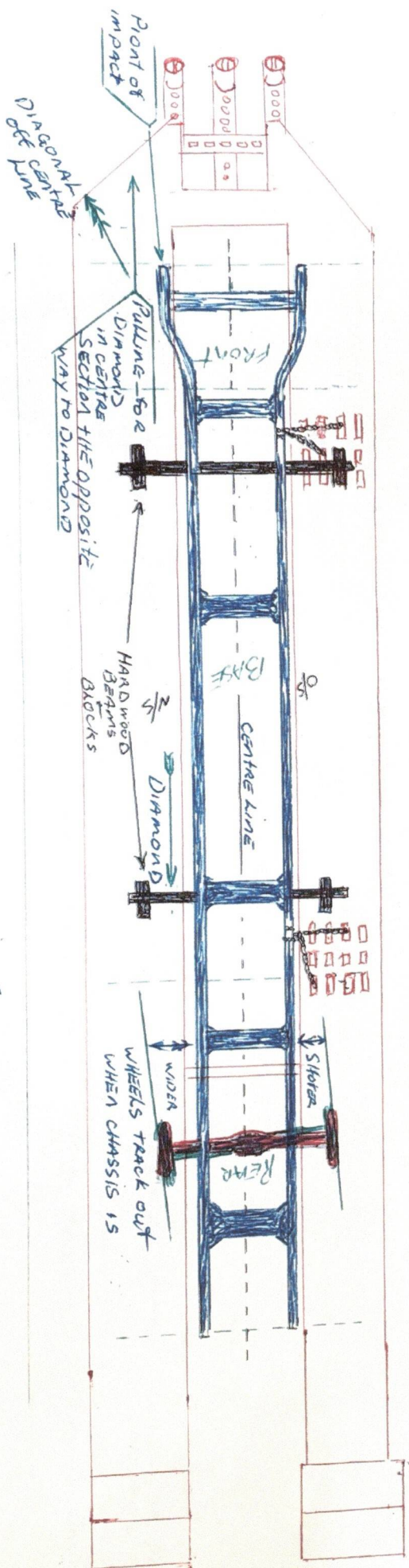
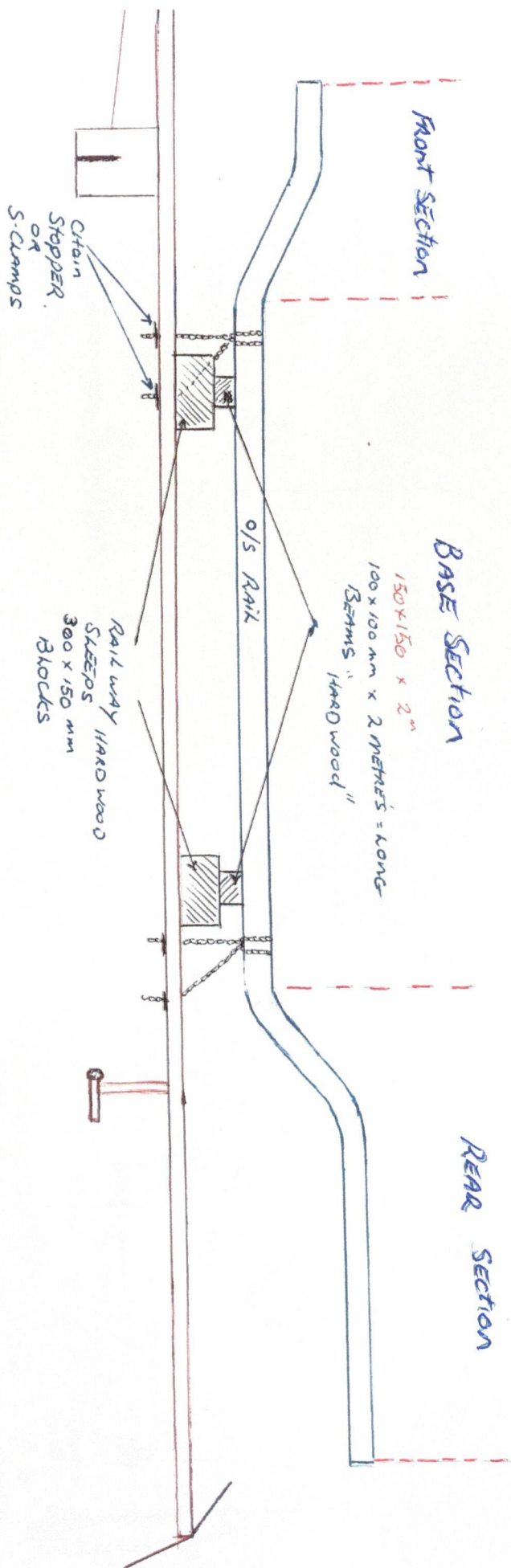
CHECK BODY UNDER CHASSIS AT BODY MOUNTS

- ① CHECK BODY MOUNTS AND BODY BOLTS TO SEE THEY ARE NOT BENT OR DAMAGE BEFORE REPAIRS BECAUSE IT MAY HOLD DIAMOND OR TWISTED CHASSIS
- ② IF DAMAGE OR BENT = LOOSEN OR REMOVE SO IT DOESN'T HOLD WHEN REPAIRING CHASSIS
- ③ DO THIS WHILE MEASURING AND TRACKING DIRT BEFORE REPAIRS
- ④ IF THERE IS A TRAY = REMOVE IF DAMAGE IS SEVERE SO IT DOESN'T HOLD REAR SECTION

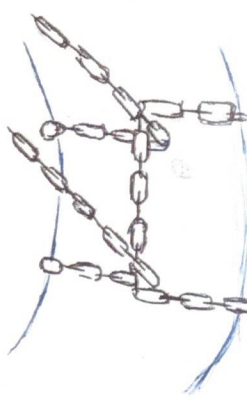


- ① MEASURE CHASSI FOR DIAMOND IN BASE SECTION FIRST
- ② IF THERE IS DIAMOND TO N/S RAIL IN BASE SECTION YOU WILL HAVE TO LOCK DOWN O/S RAIL TO PULL THE DIAMOND OUT
- ③ Pull the Front N/S Damage Rail in the Direction of Arrows while Correcting Diamond in the Centre Section
- ④ WHEN DIAMOND IS Right Lock Down N/S Rail and Start Repairing the Front Section





CHASSIS ARE THREE SECTION REPAIRS
WHEN IMPACTED HARD = FIRST BASE THAN REAR (FRONT LAST.)



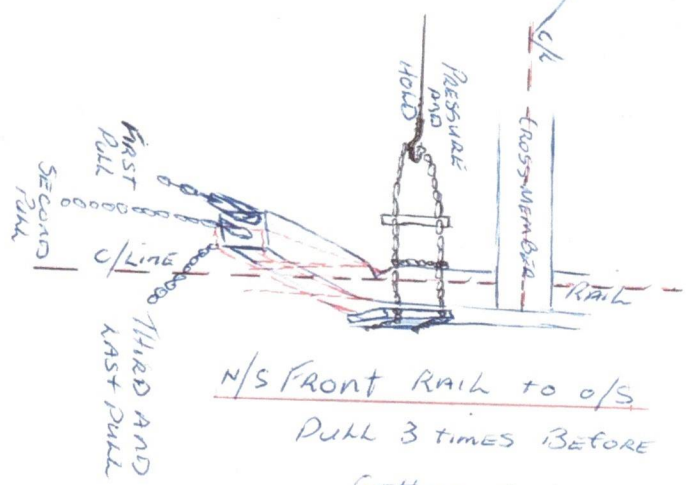
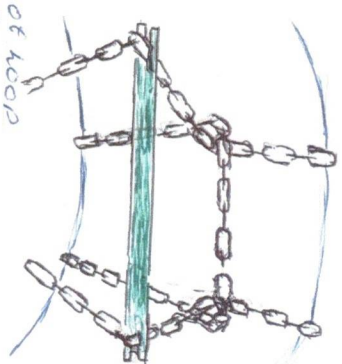
CHAIN ON TOP OF LOOP
WILL TIGHTEN AT TOP OF
RAIL FIRST.

CHAIN WITH ON SPACER CLOSE
TO RAIL ON A CURVE OR BEND
WILL PULL TOGETHER AND
LOOSEN

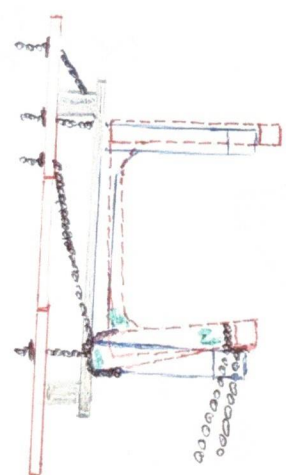
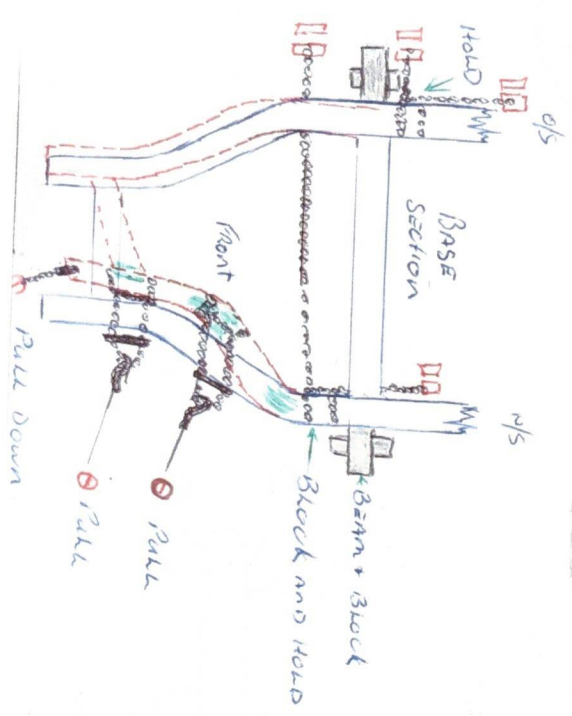


CHAIN ON BOTTOM OF LOOP
WILL TIGHTEN AT
RAIL FIRST.

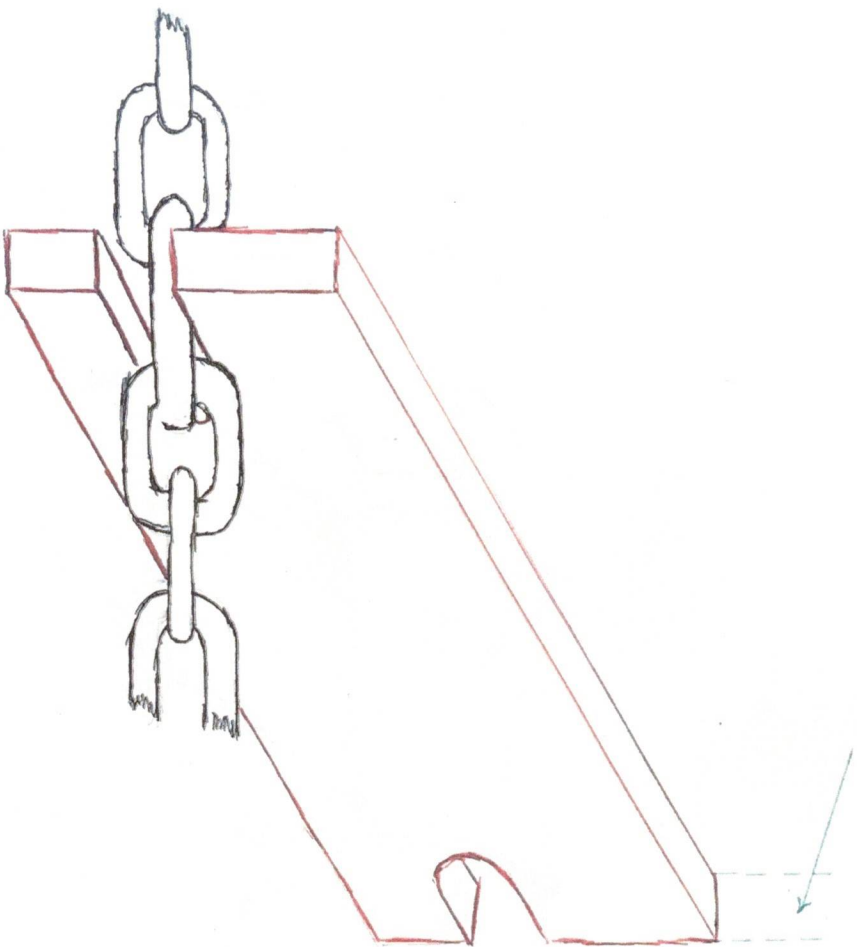
CHAIN WITH SPACER CLOSE TO
RAIL WILL SPREAD AND TIGHTEN
OUTWARDS



N/S FRONT RAIL TO O/S
PULL 3 TIMES BEFORE
GETTING STRAIGHT
AND LAST PULL FOR

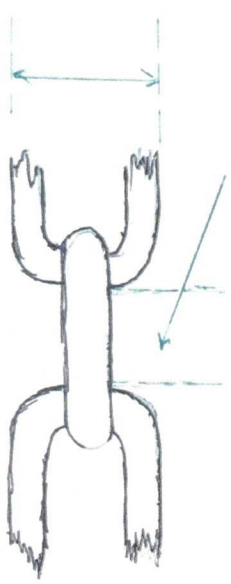


THICKNESS OF METAL PLATE

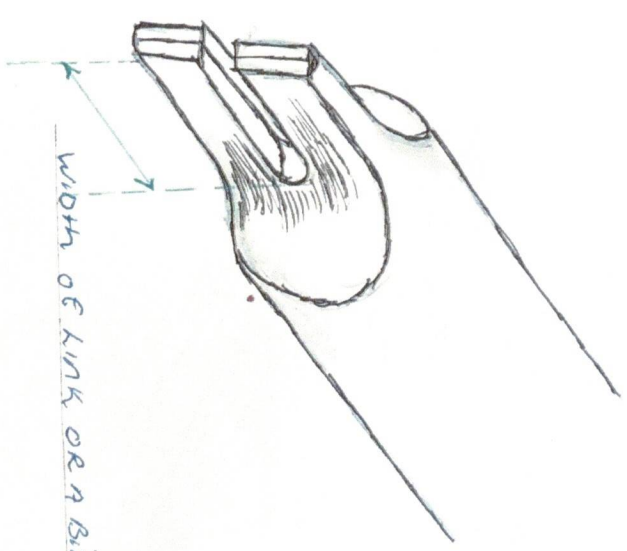


DISTANCE BETWEEN LINKS

WIDTH OF LINK

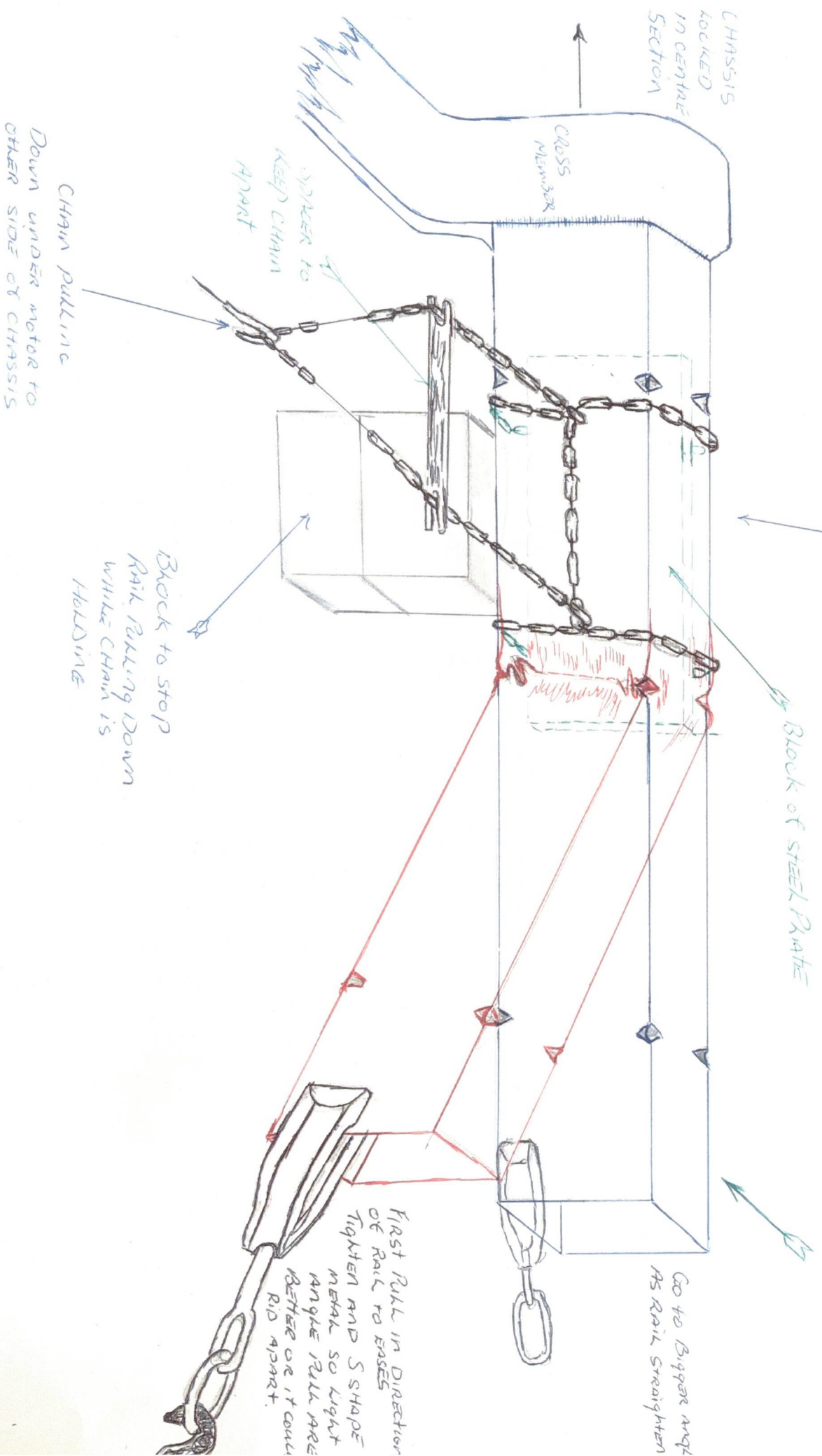


WIDTH OF LINK OR A BIT LONGER.

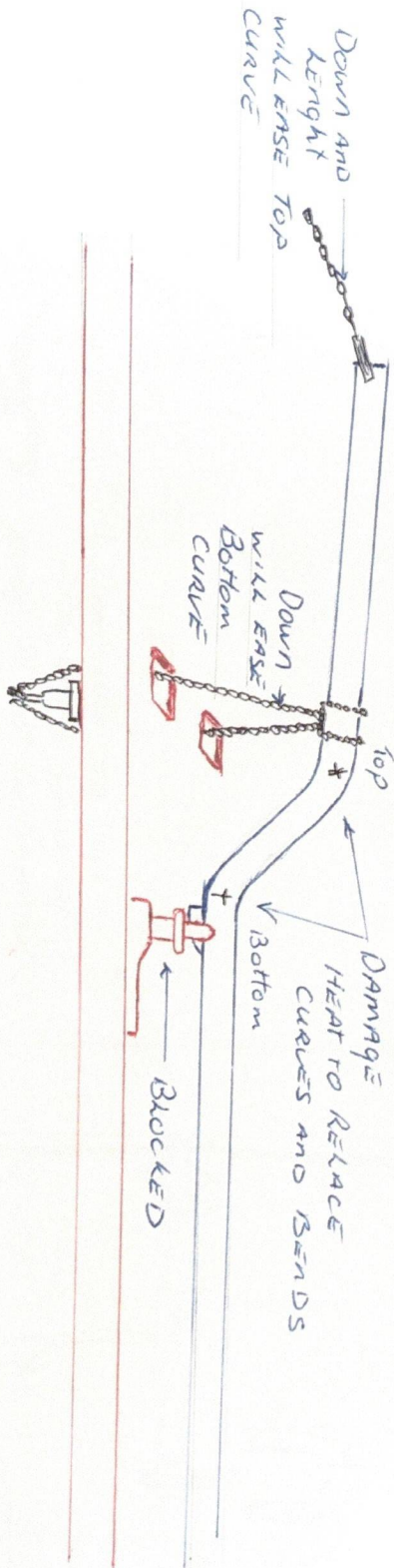


9 8

BLOCK NEAR DAMAGE So it doesn't bend
NEAR CROSS MEMBER.

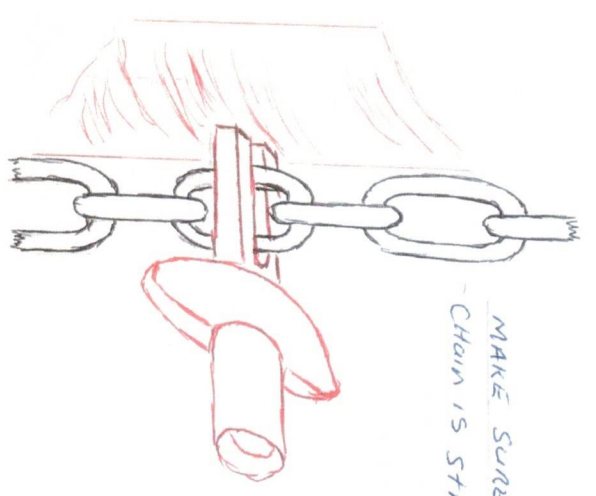
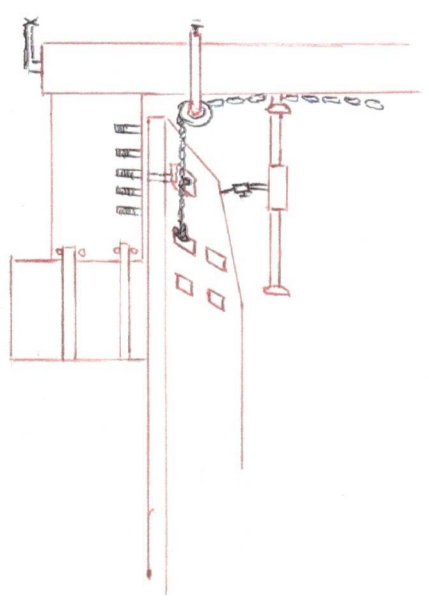


① STRAIGHT Pull will EASE Bottom of Top Curve
 AND Top of Bottom Curve where Block is
 Down Chain UNDER Bench will make it EASER WHEN Pulling STRAIGHT

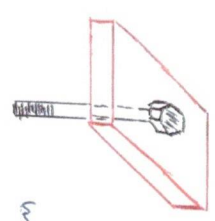


Pulling Down and for length on end of Rail will
 EASE ON CURVES & BENDS

Different Set up you can use on Bench Pushing off Post

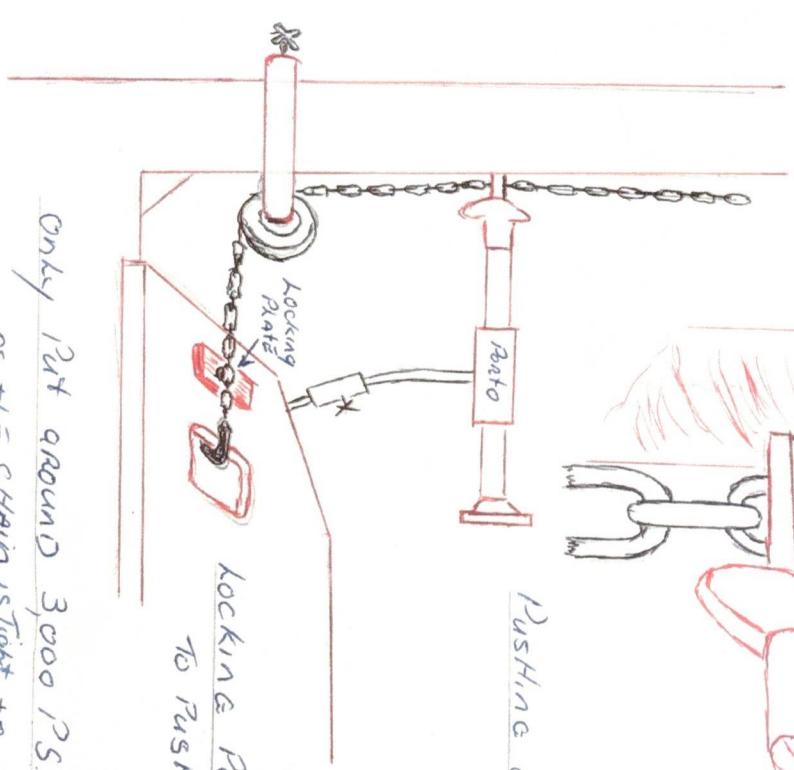


MAKE SURE THAT
CHAIN IS STRAIGHT



When putting pressure on hook
in Bench is 3000 PSI
So not to DAMAGE
BENCH

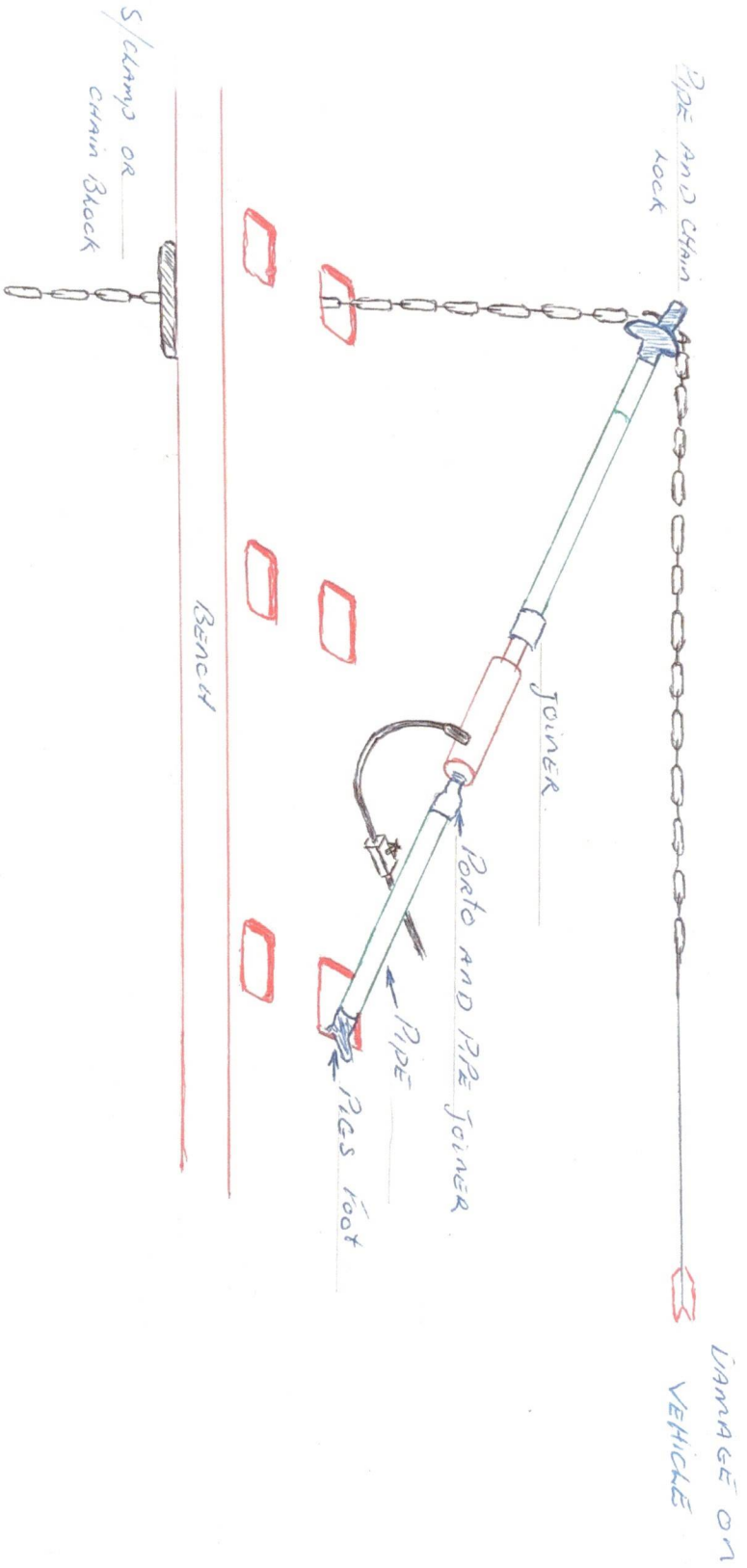
locking Post to
BENCH



Pushing against Post

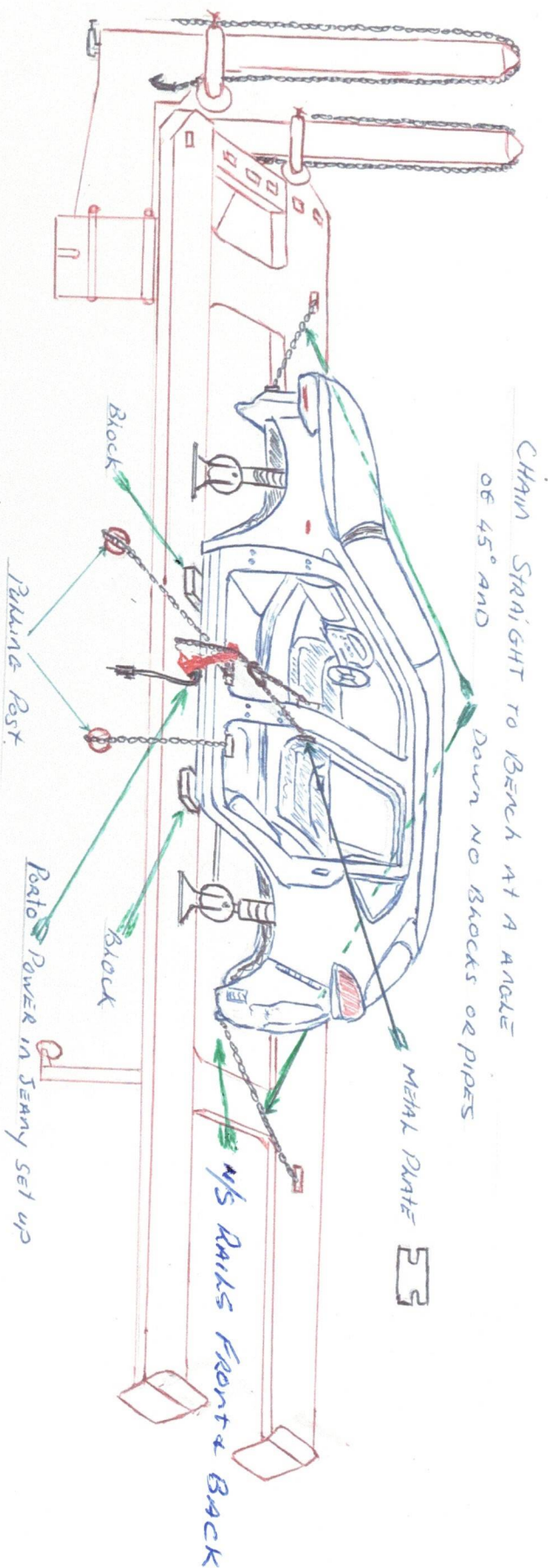
locking Post to Bench
to Push off

Only Put around 3000 PSI pressure
as the chain is tight to stop portapow
from slipping off Post when
Pushing



Set up for portapower to pull
DAMAGE out of VEHICLE

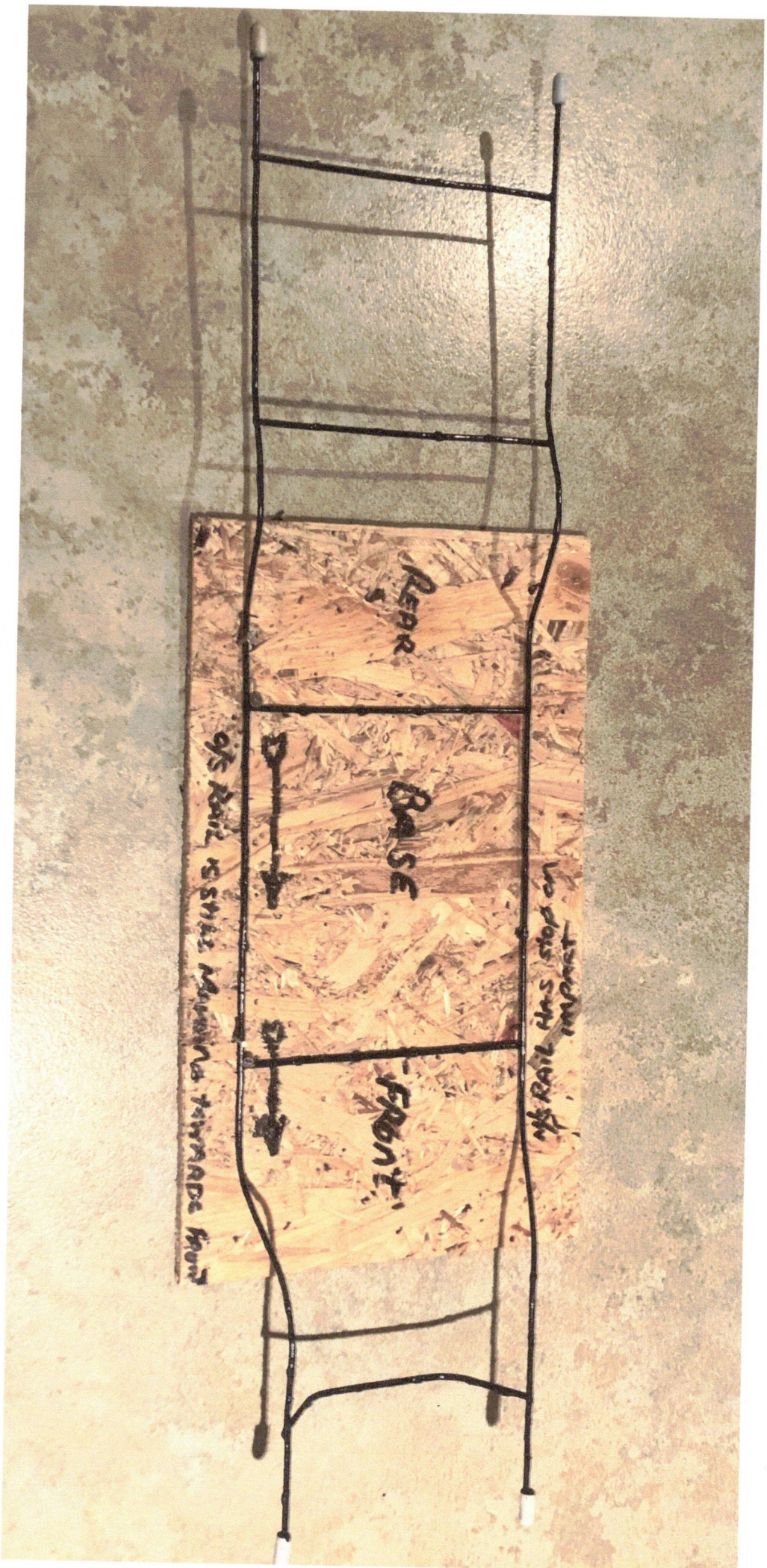
VEHICLE HIT N/S WHICH HAS MOST LENGTH AND BANANAEED

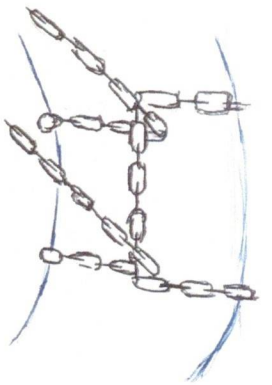


Sill Clamps on o/s Sill Panel must be at 90° to allowed clamps to slide to N/S OF BENCH AND IT WILL TIGHTEN FRONT & REAR CHAINS WHICH PULLS BANANA OUT WHEN THIS IS ACHIEVED LOCK SILL CLAMPS DOWN AND IT WILL HOLD BANANA WHEN REPAIRING IMPACT DAMAGE (NO SILL CLAMPS ON N/S AT TAIL NEEDED) AND NO WHEELS ON O/S SO SILL CLAMPS

JUST 4 WHEEL STANDS ON VEHICLE CAN SLIDE

ALL 4 WHEEL STANDS WILL NEED HITTING WHEN SILL CLAMPS ARE HIT TO ALLOW THE VEHICLE TO MOVE TO N/S OF BENCH



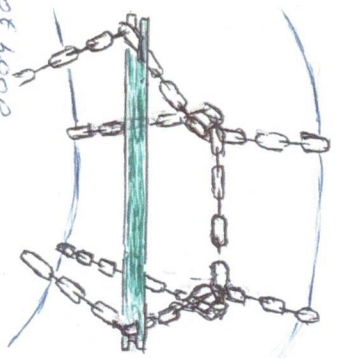


CHAIN ON TOP OF LOOP
WILL TIGHTEN AT TOP OF
RAIL FIRST.

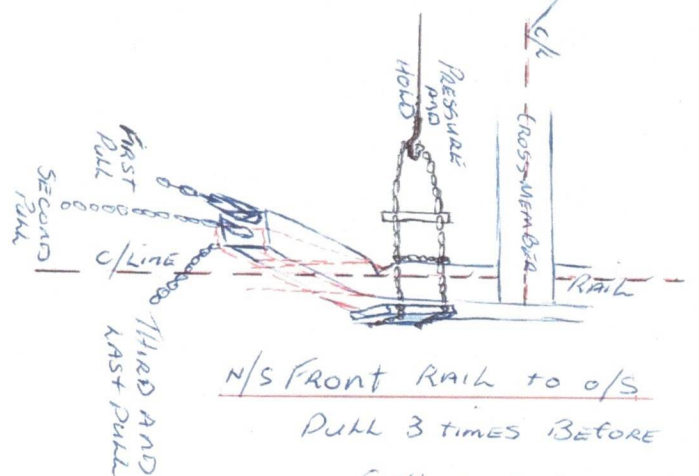
CHAIN WITH ON SPACER CLOSE
TO RAIL ON CURVE OR BEND
WILL PULL TOGETHER AND
LOOSEN



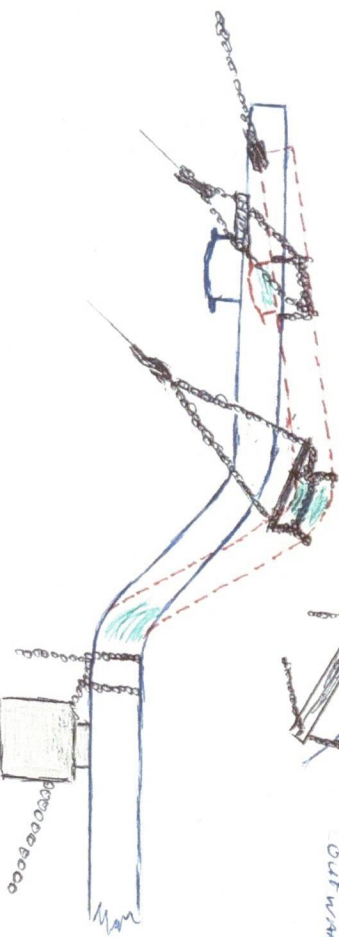
CHAIN ON BOTTOM OF LOOP
WILL TIGHTEN AT BOTTOM OF
RAIL FIRST.



CHAIN WITH SPACER CLOSE TO
RAIL WILL SPREAD AND TIGHTEN
OUTWARDS



N/S FRONT RAIL TO O/S
PULL 3 TIMES BEFORE
GETTING STRAIGHT
AND LAST PULL FOR



Block

N/S

O/S

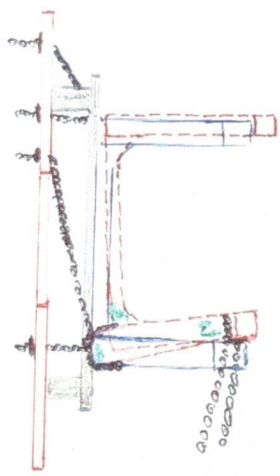
BASE
SECTION

Block and HOLD

PULL

PULL

PULL DOWN



Block Near Damage So it doesn't Bend
Near Cross Member

