

### 1948-50 and 1951-52 Inner Fenders

The picture [1] below shows an original 1948 Inner Fender being compared to a 1951 truck.

The 1948 version on top is obviously considerably longer than the 1951-52 version.

The same is true of the custom inner fenders. Hopefully, we have sent you the right one!



*Picture [1]*

### 1948-1950 Custom Inner Fender Installation

- 1) One side at a time, remove the stock inner and outer fenders – two people
  1. You won't be able to forget the bolts around the headlight bucket and at the runningboard.
  2. The carriage bolts along the top of the inner to outer fender seam may have to be ground down and punched out.
- 2) Remove the stock shock mounts and brake line bracket (Picture [2]). Whether keeping the stock setup or changing to another front suspension setup, you may need to provide clearance for suspension and steering components by trimming these inner fenders.
- 3) Put the new inner fender in place, front end first. With the front grille assembly still in place but some bolts loosened up, there is enough movement to allow the front of the inner fender to be inserted. The top edge goes under the lip of the top radiator/grille valance as shown in the picture [3,4] below of the wheel well side. A couple of bolts and nuts in the front holes in this area will hold it in place.



Picture [2]



Picture [3]

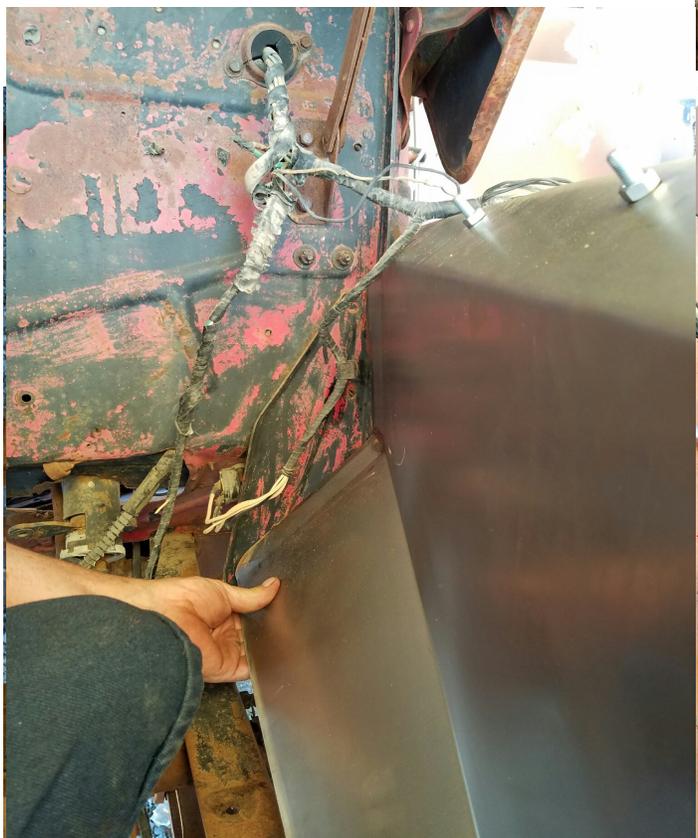


Picture [4]

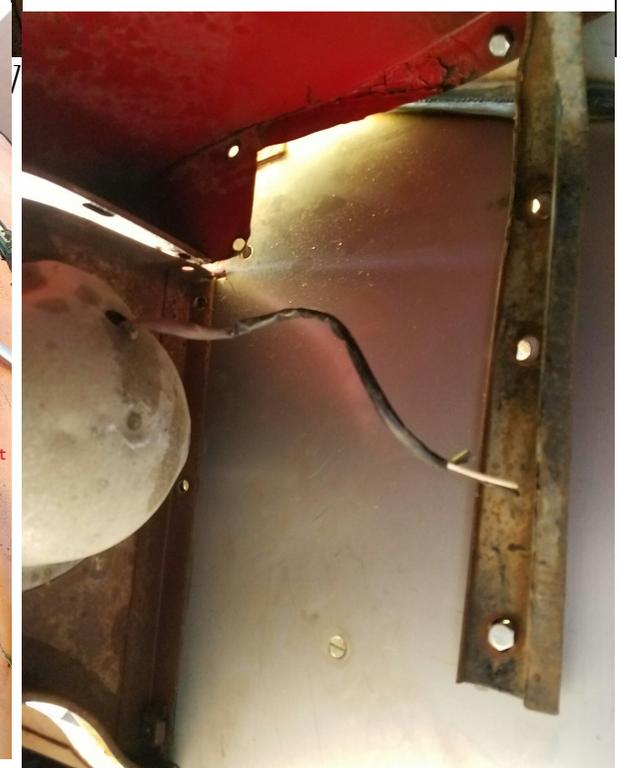
- 4) On the other side, inside the engine compartment the inner fender will rest against the radiator saddle (Picture [5]). Note that the radiator saddle and the front fender bracket (in wheel well, as shown in Picture [6]) will share the same holes for a truck with a stock V8, but there will be two separate sets of holes needed for the straight-6 engine. The extra set of holes are not there yet, so if you have the 6cyl truck, you will need to cut them in yourself.
- 5) The bend and split in these parts at the firewall side is currently being improved. Most customers should have less trouble here but current stock requires some convincing to mate up with the flange on the firewall, it is just flexible enough to massage into place (Picture [7]).



Picture [2]



Picture [7]



Picture [6]