

# HOW TO TURN JUNK INTO A TRUING STAND

## THIS GIVES YOU A JUNK STAND

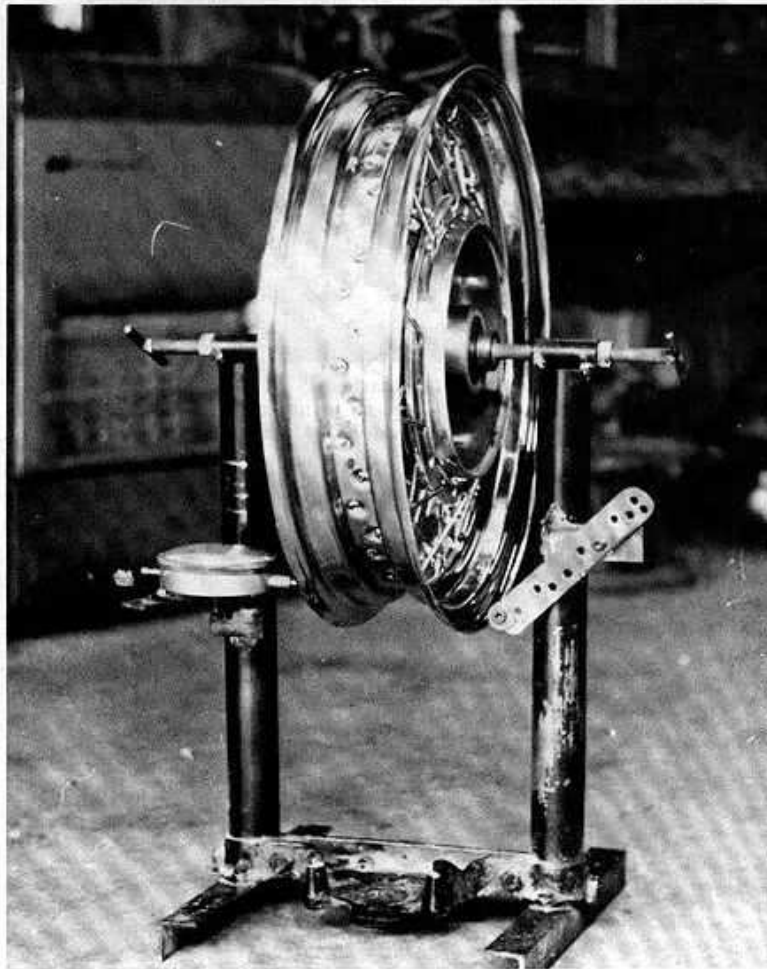
BY MIKE SAUNDERS

"JUNK." The dictionary defines it as being: 1. Old metal, etc. 2. Trash. 3. Chinese sailing ship. v (Col.) Discard.

My definition of it is: something you will never need or want — until you throw it away. The day eventually comes when, if you have an imagination, you say to yourself, "Man, why did I throw that away?" Well, the day came that I needed a truing stand to true wheels. Up till then, I had had to use an old frame or swingarm, etc., in a vise. It usually took longer to rig a way to hold the wheel and indicators than it did to do the job. Eventually I ended up in my junk Harley Parts Department thinking, "Wow, what a bunch of iron — just got to be some way to use it to build me a truing stand." Then Mother Imagination took over.

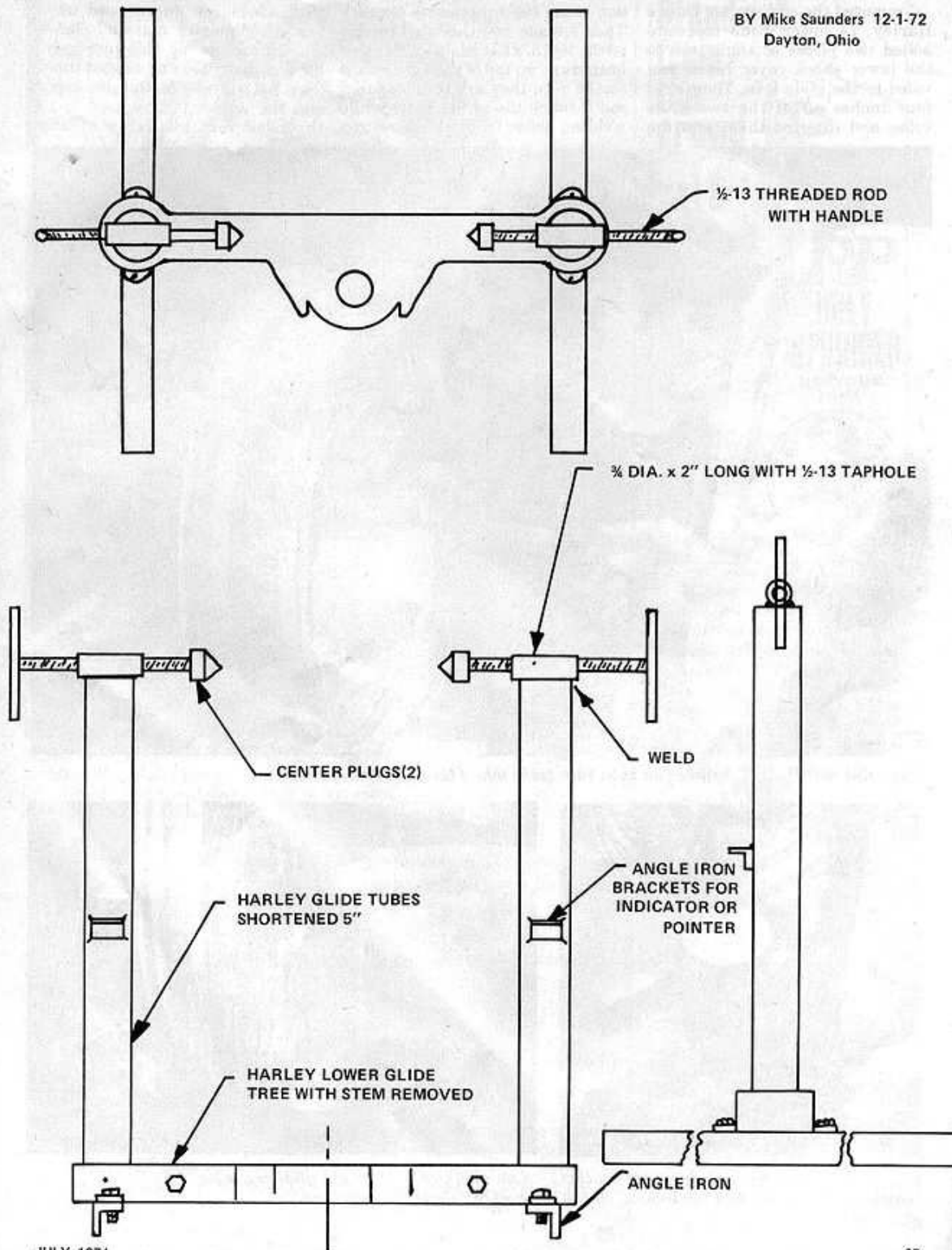


*Lower Hog triple tree has the stem removed, two pieces of angle iron bolted to the accessory cover holes, and chopped glide legs to form the basis of a super-cheap, usable truing stand.*



MADE FROM HARLEY-DAVIDSON '74' GLIDE TUBES & LOWER TREE

BY Mike Saunders 12-1-72  
Dayton, Ohio

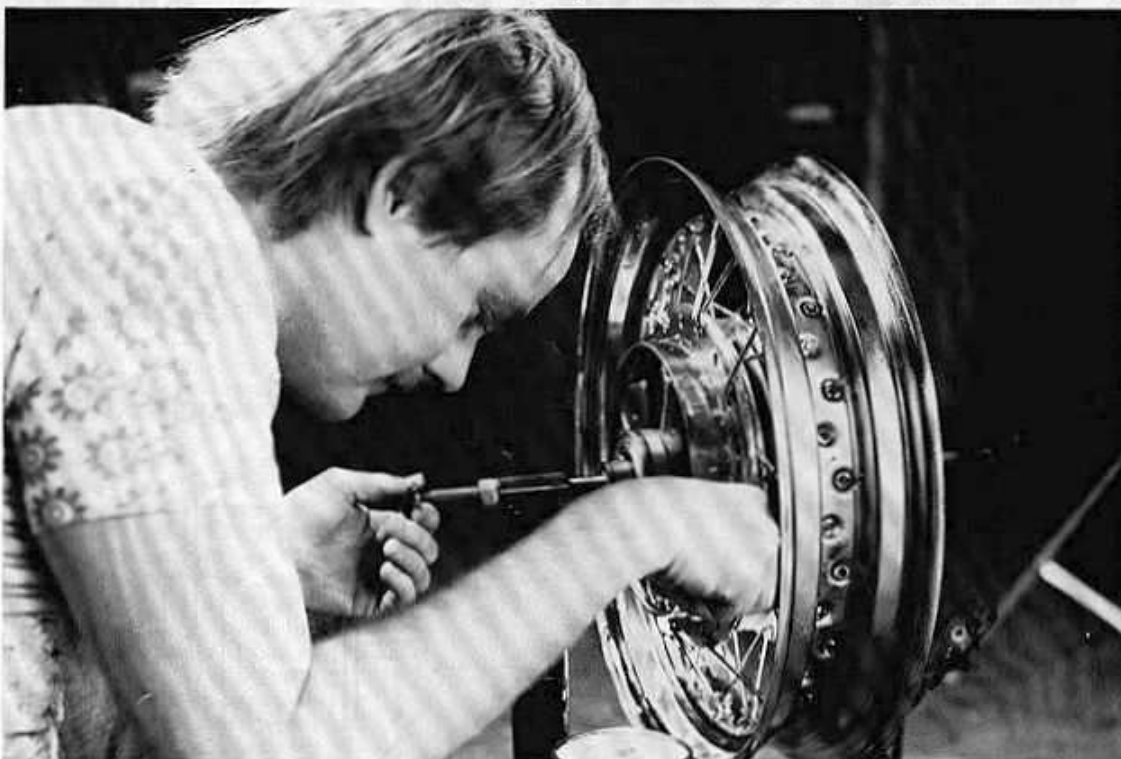


"Wow, what an idea!" Why not? So here is what I ended up with.

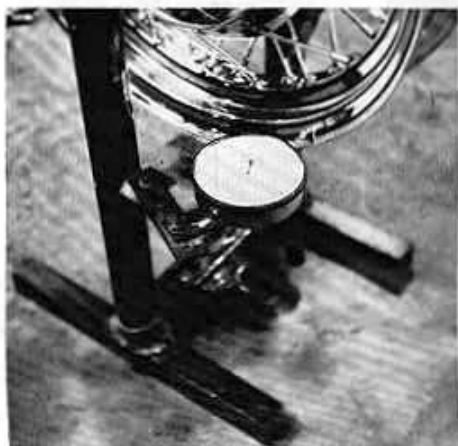
I removed the center stem from a Harley '74 lower glide tree and bolted two pieces of angle iron to the lower shock cover holes provided in the glide tree. Then I cut four inches off of the two glide tubes and inserted them into the

tree, using the pinch bolts provided in the tree (make sure to cut the two tubes the exact same length). Then I made two threaded inserts with 1/2-13 threads inside and brazed one on top of each glide tube (make sure they are in line, run a rod through the center holes while welding them in place). Now you

will need two cones to center the wheel bearings in. I turned them with 45-degree angles and used 1 1/2-inch diameter material (large enough for the big Hog hub bearings), and drilled and tapped them for a 1/2-13 thread on the side opposite the angle. I then used 1/2-13 threaded rod (available at any



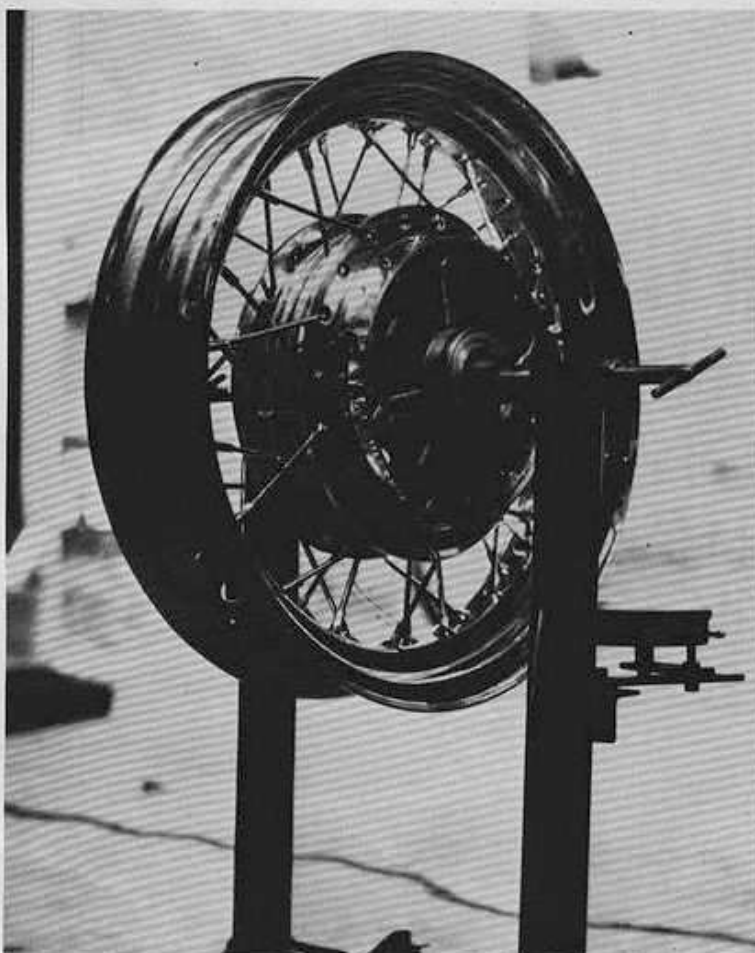
*Threaded bolts with T-handles on each side make wheel set-up fast and simple.*



*Dial indicator perches on adjustable bracket (natch) that is bolted to a tab welded on the glide leg.*



*Arm mounted to the right glide leg is for checking horizontal run out.*



Because of the tapered mounting cones, anyone building this stand can use it for almost any wheel made. Not a bad way to make a few extra pesos in the springtime.

hardware store) to mount the cones on, and brazed two handles on them. I used four 1/2-13 nuts, two to lock the cones to the 1/2-13 rod and two to lock the rod to the glide tubes after a wheel is set in the stand for truing. I welded two indicator mounting plates to each glide tube to facilitate using a set of indicators (optional). If you are fortunate enough to have them, you can use a piece of wire for a pointer if indicators are not available.

I have used my stand to true 15-16-inch Hog wheels and 17-18-19-inch spool wheels and have found it to work very well for all of them. I doubt if Mr. Harley and Mr. Davidson ever meant these parts to be used this way,

but, to me, they make a better looking truing stand than a front end, stock that is.

The parts required to build a truing stand like this one are:

1. Lower Harley 74 Glide triple tree
2. Glide tubes (two)
3. Pieces of 1 1/4 x 1 1/4 x 12-inch angle iron (two)
4. Pieces of 1/2-13 x 5 1/4 threaded rod (two)
5. 1/2-13 nuts (four)
6. 45-degree centering cones with 1/2-13 threads in one end (two)
7. 1-inch diameter x 2-inch long x 1/2-13 center hole rod (two)
8. Various scraps of steel for an indicator holder or pointer gauge.

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