Wagon diagram

The Conestoga wagon is a specific design of heavy covered wagon that was used extensively during the late eighteenth century, and the nineteenth century, in the eastern United States and Canada. It was large enough to transport loads up to 3 tons [1] [2] 2. It was designed to help keep its contents from moving about when in motion and to aid it in crossing rivers and streams, though it sometimes leaked unless caulked. Most covered wagons used in the westward expansion of the United States were not Conestoga wagons but rather ordinary farm wagons fitted with canvas covers, [3] as true Conestoga wagons were too heavy for the prairies. The first known, specific mention of "Conestoga wagon" was by James Logan on December 31, in his accounting log after purchasing it from James Hendricks. In colonial times the Conestoga wagon was popular for migration southward through the Great Appalachian Valley along the Great Wagon Road. After the American Revolution it was used to open up commerce to Pittsburgh and Ohio. The Conestoga, often in long wagon trains, was the primary overland cargo vehicle over the Appalachian Mountains until the development of the railroad. The wagon was pulled by a team of up to eight horses or a dozen oxen. The Conestoga wagon was built with its floor curved upward to prevent the contents from tipping and shifting. Including its tongue, the average Conestoga wagon was 18 feet 5. The seams in the body of the wagon were caulked with tar to protect them from leaking while crossing rivers. Also for protection against bad weather, a tough white canvas cover was stretched across the wagon. The frame and suspension were made of wood, and the wheels were often iron rimmed for greater durability. Water barrels were built on the side of the wagon, toolboxes held tools needed for repair, and a feed box on the back of the wagon was used to feed the horses. The early freight wagon was not intended to be ridden upon. The wagon had a brake handle on the left side between the two wheels and a teamster either walked beside the wagon or could ride standing and could sit for a rough ride on a pull-out board, called a lazy board , that provided access to the brake handle. The left horse near the wagon was referred to as the wheel horse and was sometimes ridden. The Conestoga wagon began the custom of "driving" on the right-hand side of the road. For pulling the heavy freight wagons the Conestoga horse, a special breed of medium to heavy draft horses , was developed. The beginnings were from the same Conestoga Valley as the wagon being Lancaster County. The horses were not bred by any scientific method, but by necessity. Samuel Gist, a prominent landowner, slave owner, banker, as well as a partner with George Washington , contributed to the eventual breeding of what became known as the Conestoga. Gist became famous by founding the Gist settlements, including one southwest of Leesburg, Ohio , and freeing his slaves, albeit only through his will after dying. The lineage of the Conestoga is not clear and there is more than one possibility. In there were 50 English stallions and 30 mares imported into Virginia. Breeding this horse and descendants with Virginia mares led to larger size horses. These mares, bred with studs of Flemish ancestry, were reportedly brought to the United States by William Penn , but this has been asserted as lore. The demise of the Conestoga was predicted in , relegated to oblivion by "modern inventions and recent innovations", through a Congressional printing and historical contribution by John Strohm. From Wikipedia, the free encyclopedia. Type of heavy covered wagon. Retrieved April 23, American Heritage Magazine. Retrieved December 9, Retrieved December 8, The Canadian Encyclopedia. Colonial Sense. Storey Publishing. Retrieved April 5, The Colonial Williamsburg Foundation. Congressional printing historical. Government Printing Office. Hidden categories: Articles with short description Short description matches Wikidata All articles with unsourced statements Articles with unsourced statements from December Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Wikimedia Commons has media related to Conestoga wagons. JavaScript seems to be disabled in your browser. You must have JavaScript enabled in your browser to utilize the functionality of this website. Door Adjustment. Doors are adjusted by shifting the door end of hinges, Fig. Loosen the attaching screws to shift the door either vertically or horizontally. Do not attempt to spring the hinges to improve door fitting. The combination door support latch pin and dovetail is attached to the pillar by screws threaded into a floating plate. Use care in positioning this assembly. If it is located too far in it will be necessary to slam the door and the remote control button will be hard to operate - if too far out the door will be loose horizontally. Door Striker Plate. To prevent the door opening in the safety latched position, the door striker wedge, Fig. The striker must be positioned so that the door lock toggle will be held securely in engagement with the striker pin. The top or wedge end of the striker plate must be moved outward until the wedge firmly contacts the cam surface of the lock toggle, exerting sufficient pressure to prevent the toggle from overriding the striker pin. The safety latch operation must be checked intermittently with the repositioning of the striker until the correct position is obtained. The striker plate to pillar attaching screws must be securely tightened after the striker plate has

been properly positioned. Tail Gate Adjustment. All Utility Wagons. No adjustment is provided for the upper and lower piano type tail gate hinges. Both the upper and lower lock catches mounted on the body pillars are adjustable vertically. Loosen the mounting screws to adjust. The lower tail gate dovetails are adjusted in the same manner. Tail Gate Hinge Replacement. When replacing the tail gate hinges with the latest type it will be necessary to alter the tail lamp bracket. To remove the remote control handle, push in on the trim ring and remove the retaining pin. Remove the arm rest and trim panel. Remove the inside door locking knob by unscrewing. Remove two screws from the edge of the door which attach the lower end of the glass runway channel. Place the lock in locked position by turning the forked latch to a vertical position. Remove three screws attaching the remote control to the door panel. Reassembly is the reverse of disassembly. It is not necessary to remove the outside door lock handle to remove the lock assembly. To remove the handle, remove the retaining screw from the edge of the door. Run the glass up to the closed position. Should the outside door handle fail to release the door lock easily it is usually due to the trigger in the handle failing to release the lock until it is nearly flush with the handle due to wear or a bent releasing lever on the lock assembly. Remove the outside door handle and close the door and lock it with inside lock. Measure through the door handle hole the distance from the face of the outside door panel to the face of the releasing lever on the lock assembly. Measure the distance on door handle from the edge of the handle casing to the tip of the boss on the trigger striker lever as shown in Fig. Subtract the two measurements which will indicate the amount the lever boss must be built up to eliminate the lost motion in the trigger. Add slightly more than this amount to the lever boss, indicated by the arrow in Fig. Lubricate the handle parts and install the handle. Door Glass Replacement. If equipped with a remote control handle, remove as outlined in "Door Lock,". Remove the regulator crank by pressing in the trim ring and removing the retaining pin. Loosen the run channel and remove the regulator control arms from the channel, mounted on the bottom of the glass, by removing the two hair pin type locks which retain the control arm buttons. Remove the glass and runway as an assembly through the window opening. Window Glass Replacement. Windshield, rear window and quarter window glass is replaced in the same manner on all models. The glass is mounted in a rubber channel or weather seal which is held in position by the rubber garnish moulding and a flange on the body. To remove the glass first remove the garnish moulding. The rubber channel is cemented, for waterproofing, to the body flange and the cement must be loosened. To install a glass, first remove the old cement from the rubber channel and body flange. Cement the body flange and glass. Place the rubber channel over the glass and wrap a piece 16" 4. See Fig. As the cord is pulled the lip of the rubber channel will be pulled out and correctly positioned against the body and over the body flange. Windshield Glass Replacement. Models with two-piece windshield. To make installation of a windshield glass, it is necessary to first remove the entire windshield assembly. To make a satisfactory installation, both glasses must be installed simultaneously. First, remove the center cover plate from the center bar garnish moulding, the mirror bracket plate, the center bar, the outer cover panel and the two garnish mouldings. Check the packing strip used for attachment of the upholstery to be sure there is no obstruction present which will prevent the free removal of the assembly. Drive in any upholstery tacks which may be protruding and be sure the packing strip is well back in the groove. Have one man work from the front, using a screw driver to work the rubber mounting channel over the body retaining flange. Start at the top center and as the rubber is removed, push in on the assembly to prevent the rubber from working back over the flange. Have a second man support the assembly to prevent its falling in suddenly. After the assembly has been removed, place it on a flat surface with a piece of 1" thick wood under each glass. It may be necessary to use a screw driver to loosen the cement seal between the glass and rubber. Next, install the glass in the rubber mounting channel. Place the rubber mounting channel over the glass and work the glass into the channel, being sure it is well-seated. Next, reinstall the windshield assembly in the body, which requires two men. First, mix a strong solution of soap and water and paint the body and mounting flange at all points which contact the rubber. The soap acts as a lubricant to facilitate the installation. Approximately eight feet of string will be required. After positioning the windshield in the body, cement the rubber mounting channel to the body flange. If the vehicle is equipped with a heater, rubber plugs will have been installed under the garnish moulding at each side of both defroster openings. Retain these plugs. Carefully remove the windshield. Remove and discard the weatherstrip. Fill the hem flange groove 1 in the new weatherstrip with suitable sealer. Locate the 6" [mm. Locate the 32" [mm. With the weatherstrip unlocked, install the windshield glass in the glass groove 5 of the weatherstrip. Fill the glass groove between the glass and the locking lip with suitable sealer. For ease of installation, the use of a locking tool is recommended. Remove all excess sealer. To drill new garnish moulding attaching holes, use the mouldings as templates. Position the

mouldings on the door pillars with mouldings as far as possible to the rear of the vehicle. Drill or punch three. Drill or punch seven. Sliding Window. Unclip the glass run channel at each end. Remove the lock handle by removing the retaining pin using a pin punch. Remove the nut directly back of the handle. Remove the trim panel and remove the two screws attaching the lock spring to the body. Hood Vibration. Excessive hood vibration may develop on vehicles after long service and may be corrected as follows:. Inspect the weatherstrips on the front and rear hood ledge for excessive wear or poor adhesion Replace or recement if necessary. Install new bumpers in place of the two original bumpers on the rear hood ledge at each end of the rear weatherstrip. Apply chalk on top of the new bumpers and close the hood tightly. Open hood and check chalk marks or inner surface of hood. If bumpers are not providing good compression, add flat washers under the bumpers until positive pressure between hood and bumper is obtained. Remove end clips from the weatherstrip on the front hood ledge. Make sure the remaining weatherstrip is securely cemented at the ends to the hood ledge. Install two bumpers, one at each end of the front weatherstrip, using the holes left by removal of the end clips. Check for proper compression as outlined in paragraph d. T Windshield Wiper Cable. Two windshield wiper cable tensioners are mounted under the instrument panel. They keep the cables under tension and guide the cables from the wiper motor to the wiper pivot housing. When windshield wiper cables lose tension, overtravel is the result. Overtravel will allow the windshield wiper blades to slap against the windshield center divider bar or lower windshield weatherstrip. There is a limit to the cable slack that can be compensated for by repositioning the arms. Adjustment procedure is to check tension and then reposition arms. Only if these two adjustments do not eliminate the slapping condition should modification in step e be attempted. There is a tensioner for both the left and right wiper. The right tensioner can be seen in Fig. This adjustment can be made on left or right tensioner or both. Loosen, but do not remove entirely, the cable tensioner lock nut on the tensioner bracket. In some cases it may be necessary to tap the stud lightly to unseat the lockwasher located between the tensioner bracket and base. Operate the wipers. If wipers are still slapping, reposition wiper arms one serration at a time until slap is eliminated. Only if slap is not eliminated, modify the tensioners as follows in step e. Looking for Body parts for your vintage Willys or Jeep? Body Service and Adjustments - Wagon. Door Striker Plate To prevent the door opening in the safety latched position, the door striker wedge, Fig. Tail Gate Hinge Replacement When replacing t

2006 chevy express van wiring diagram
ford v8 tattoo
2005 lincoln car

he tail gate hinges with the latest type it will be necessary to alter the tail lamp bracket. Window Glass Replacement Windshield, rear window and quarter window glass is replaced in the same manner on all models. Windshield Glass Replacement Models with two-piece windshield, Windshield Glass Replacement Models with one-piece windshield. Sliding Window All Utility Wagons. Hood Vibration Excessive hood vibration may develop on vehicles after long service and may be corrected as follows: a. Check the hood lock for tight engagement of the locking bolt. Adjust if necessary. T Windshield Wiper Cable Two windshield wiper cable tensioners are mounted under the instrument panel. Be sure bolts which attach each tensioner to the firewall are tight. Retighten the lock nut firmly to hold the pulleys on the tensioner in the new position. Shop by Vehicle. Shop By Diagram. Shop by Category. Sign Me Up. Get Connected. We ship internationally. We proudly carry:. Privacy Policy Terms of Service Sitemap.