

BODY

Body description and service operations are contained in the Fisher Body Service News and should be used as the source of information for all body operations.

SERIAL NUMBER AND BODY NUMBER LOCATION

The serial number (which is also stamped on a machined pad on the front of the right hand bank of the engine block) is located on a metal strip fastened to the left front hinge pillar post and is visible when the left front door is open.

The letters and numbers have definite significance as shown in Fig. 1-1. Whenever corresponding or reporting any information concerning a car always give the car serial number.

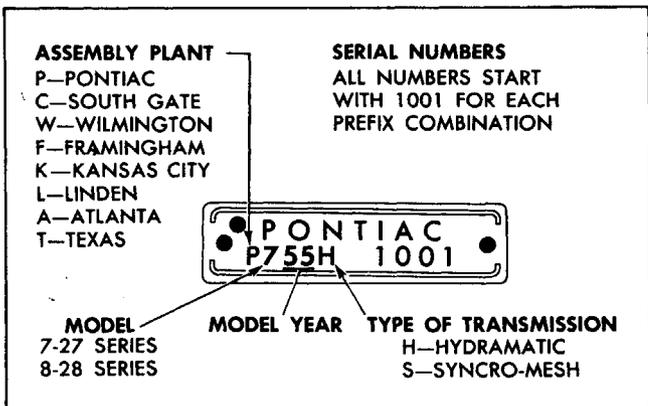


Fig. 1-1 Car Serial Plate

Each body carries its own Body Serial Number which is marked on a body plate fastened to the right side of the cowl just under the rear edge of the hood. This plate also gives body style number, paint number, and trim number. Give the information on the body serial plate when reporting or corresponding on the body (Fig. 1-2). NOTE: 25 Model Series on Body Series Plate corresponds with 27 Series on Car Serial Plate.

BODY ADJUSTMENTS

Certain body adjusting procedures are not covered in the Fisher Body Service News and are therefore covered below.

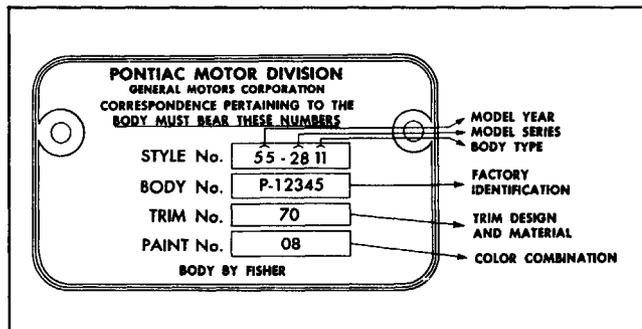


Fig. 1-2 Body Series Plate

TIGHTENING BODY BOLTS

Location and type of body bolts and shims is shown in Fig. 1-3. Occasionally it may be necessary to tighten body bolts, in which case the following procedure should be followed:

1. Remove nut from bolt and make sure threads of bolt and nut are clean so nut will run free on bolt. Where only a bolt is used (see Fig. 1-3) remove and clean threads of bolt.

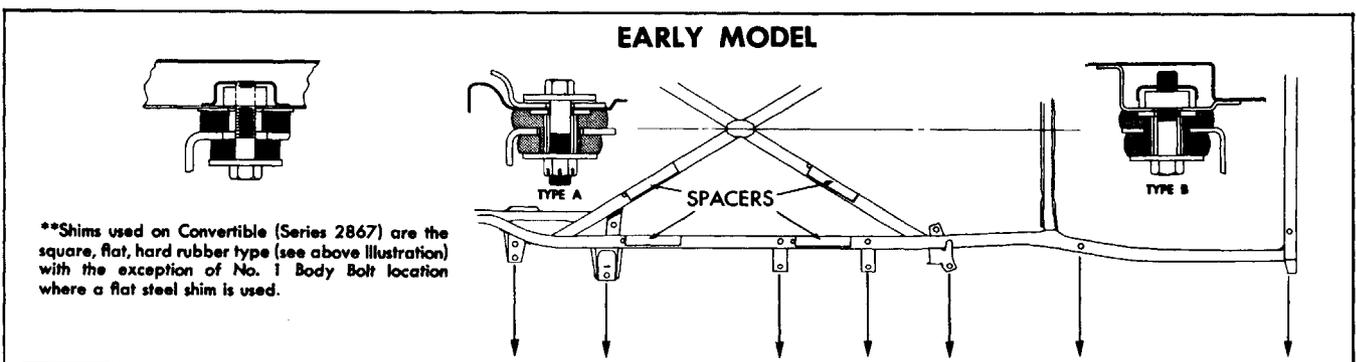
2. Install nut on bolt (or install bolt only if nut is not used) making sure washer is under nut (or bolt head where nut is not used) and tighten finger tight.

Check to see that face of washer is against attaching part indicating that finger tightness of nut (or bolt) is due to parts seating and not due to burrs or dirt in threads.

3. Tighten to 25-35 lb. ft. torque (except taxi and convertible coupes) and 10-12 lb. ft. torque on taxi and convertible coupes.

BODY SHIMMING

Body alignment (door fits, etc.) is definitely affected by shimming between the body and frame. Improper shimming produces an unnatural deflection in the body structure with resultant binding. In production each frame is checked on a fixture to accurately determine the correct shim thickness required at the various body bolts indicated in Fig. 1-3. In some cases it may be necessary to reshim a body following collision repair. To do this loosen all body bolts, then add any shim thickness necessary to take up clearance between the old shim and the body. With body resting equally at all support points, install body bolts.

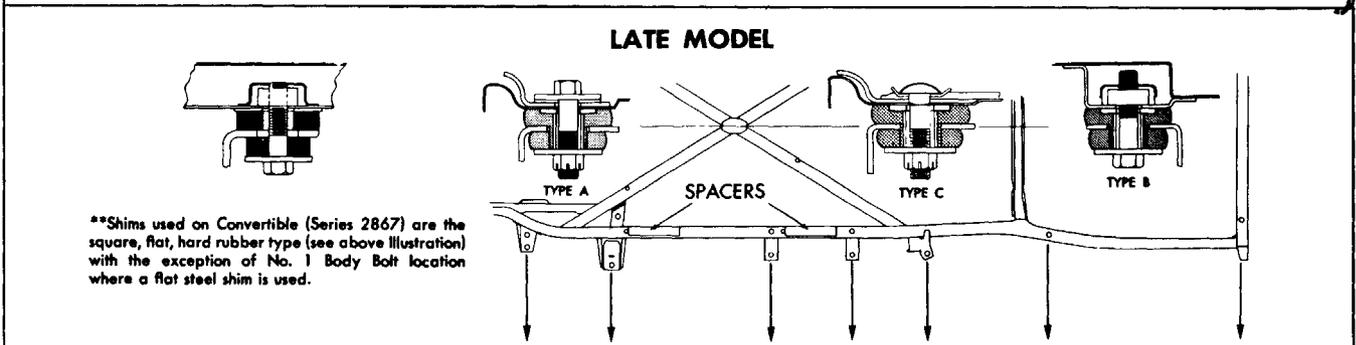


**Shims used on Convertible (Series 2867) are the square, flat, hard rubber type (see above illustration) with the exception of No. 1 Body Bolt location where a flat steel shim is used.

BODY SERIES		1	2	3*	4*	5	6	7
2537	Body Bolt Number							
2837	Inner	X	X	X	X	X	X	X
2867 **	Outer	X	X	X	X	X		
2519	Body Bolt Number	1	2	3	4	5	6	
2563	Inner	X	O	X	O	X	X	X
2562	Outer	X	X			X		
2819	Inner	A	B	B	B	B	A	B
Type Mounting	Outer	A	B	B	A	B		

*Outer Brackets for Body Bolts 3 and 4 are used only on Catalinas and Convertibles (37 and 67 Body Types)
 Spacers are used to eliminate body to frame contact. Holes beside spacers are for locating purposes only

KEY: X=BOLT USED O=HOLE, NO BOLT



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2837	Inner	X	X	X	X		X	X
2867 **	Outer	X	X	X	X	X		
2519	Body Bolt Number	1	2	3	4	5	6	
2563	Inner	X	O	X	O		X	X
2564 †	Outer	X	X			X		
2819	Inner	A	B	B	B	B	†	B
Type Mounting	Outer	A	B	B	A	B		

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† Type "C" Bolt used in No. 5 for Custom Station Wagon only
 Type "A" Bolt used on all other Models

Fig. 1-3 Body Bolt Location and Detail