

CHASSIS SHEET METAL

FRONT END SHEET METAL MOUNTING

- These units are mounted on the radiator mounting straps and are rigidly connected from fender to fender by a cross bar at the top of the mounting strap and the hood baffles, which act as braces between mounting strap and fenders.

- The entire assembly is mounted at a single point at the center line of the front cross member. A brace forward from this point to the bottom of the radiator grille rigidly supports the front end. The assembly is anchored to frame rails at the gravel deflectors and to the body at the rear.

HOOD ORNAMENT AND MONOGRAM

- The hood ornament and monogram is mounted to the hood top panel and is easily removed or installed.

RADIATOR GRILLE

- The grille is a one-piece welded stamping with a separate three-piece detachable frame. The grille may be removed by removing nuts at fenders from inside of grille and under bumper back bar shield.

FRONT FENDERS

- Fenders form the hood side panel, headlamp shell and part of radiator shell. All skirts are bolted into fender body. The hood catch locks to the hood hinges which are attached to the fenders. Front fenders on all series are attached with bolts to an angle iron welded to the body.

- To disassemble front fenders it is necessary to:

1. Disconnect headlamps and parking lamp wires at junction block and remove from clips on skirt and support under fender.
2. Remove bolts and nuts attaching fender to grille and to lower tie panel.
3. Remove bolts attaching gravel deflector to skirt and fender to angle iron on body.
4. Remove bolts attaching lower rear end of fender to rocker panel bracket.
5. Remove bolts along inner edge of fender which attach fender to skirts. This will

- allow fenders to be removed without removing skirts from car. The skirts may then be removed as follows:

- To remove front skirt, remove bolts holding skirt to radiator pan along bottom and to skirt support at rear. For rear skirt it is necessary to:

1. Disconnect wires at junction block, and remove from clips on skirt.
2. Disconnect heater and ventilator hoses from skirt.
3. Remove bolts holding rear of skirt to frame rail.
4. Remove lower three bolts holding radiator core to mounting strap and loosen top bolt but leave in place to hold core. Remove bolt holding skirt to hood baffle.

FRONT FENDER EXTENSIONS

- The front fenders offer an entirely new departure in design in that they are "extended" onto the front door and in the case of the Series 50-70 coupes, they are carried back to the rear fenders. These "Extensions" are attached to the doors and rocker panels with bolts and clamps and may be removed as follows:

Series 40-60-90

1. Remove the upper and lower moldings by inserting thin flat tool under molding at clips to unlock clip.
2. Remove bolts found under moldings which will allow removal of extension lower panel.
3. Upper panel can now be removed by removing bolt and clamps attaching extension to body at upper flange.
4. Remove screws at upper and lower edges for removal of rocker panel extension.

Series 50-70

1. Remove upper molding only, by the same method as for Series 40-60-90.
2. Remove bolts under molding and under lower edge of extension. The bolts under lower edge are accessible by opening door,

- and the front bolt by aligning same with
- hole in front fender rear support. If rocker
- extension is removed first, these bolts are
- readily accessible without opening door.
- For coupe models, it will also be necessary
- to remove screws at rear end attaching
- extension to bracket on door. This removes
- lower panel.
- 3. Upper panel can now be removed by remov-
- ing bolts and clamps attaching extension
- to body at upper flange and bolt holding
- brace to front brackets.
- 4. Rocker panel extensions are detachable by
- removing bolts at underside holding exten-
- sion brackets to rocker panel.

- The portion of the extension carried on
- the rear quarter panel between the rear
- edge of the door and the rear fender on
- Series 50-70 coupe models is a single piece
- and may be removed by first removing the
- moldings and bolts underneath and screws
- at lower and front edges attaching exten-
- sions to body.

REAR FENDERS

- The rear fenders on Series 40-60-90 are new
- in styling but attachments to body are identical
- with those for 1941.
- The Series 50-70 rear fenders are entirely
- new in design and styling particularly the sedan
- models, which similar to front fenders, has an
- extension carried on the door. Wheelhouse
- covers are a component part of the fenders and
- are removable by releasing locking arm. How-
- ever, rear door must be open on sedan models to
- remove cover.
- The rear fenders are disassembled by remov-
- ing bolts attaching fenders and gravel deflectors
- to wheelhouse.
- The rear fender extension attached to the rear
- door of Series 50-70 sedans may be removed as
- follows :
- 1. Remove moldings which are attached with
- clips at front and a single bolt at the rear
- of each molding accessible from inside of
- door.
- 2. Remove bolts under moldings and screws
- along inner edge of door.

- 3. It will now be necessary to lift extension
- slightly to release it from clamp at upper
- center edge.
- 4. The rear rocker panel extension is detach-
- able by removing bolts to fender and bolts
- to bracket on rocker panel accessible from
- rear of extension.

To assemble rear fender extension to body, it is necessary to :

- 1. Position clamp on rear door at approxi-
- mately 45° to ground line with bolt at upper
- end of slot and tighten in place.
- 2. Place extension on door and loose assemble
- top and bottom bolts at inner edge of door.
- Install and tighten the two bolts attaching
- extensions to brackets on door at lower
- front under moldings.
- 3. It will be noted that the flange of the inner
- extension panel now lies over the end of
- the clamp. With a flat thin tool drive the
- clamp upward as far as possible locking
- extension to door.
- 4. Install the remaining bolts along edge of
- door and tighten.
- 5. Install moldings.

When installing wheelhouse covers on Series 50-70 sedans, caution should be taken to align the front edge with the break line on the fender and for clearance to the edge of the extension on the door. All covers have adjustable brackets front and rear. The sedan models have an adjustment between front and rear halves of the cover to permit in and out alignment with the extension panel. The shop must hold the shape of the rear fenders for proper fit of the wheelhouse covers.

HOOD HINGE

The hood hinge and hood fastener are entirely new, however, the hood is one piece construction and hinges along either side. The hood fastener and handle are contained in the hood panel and lock to a goose neck hinge contained in the fender. With opposite side locked to hinges, either side of hood may be raised. See Fig. 11-2.

Hood is held in raised position by a support hinged at center of dash which locates in slot provided in center bracket of hood top panel

- brace. This support is held in position when not in use by two spring clips located one on each side of dash.

HOOD TOP PANEL

- Hood top panel can be removed by unlatching both sides of hood fasteners, and lifting hood from car. No tools are necessary.

HOOD ADJUSTMENTS

- To adjust hood fastener tension for locking to hinges, loosen bolt at each side of fastener loop and adjust clips up or down to desired tension.

- If fastener handle does not open and close properly, loosen the three bolts attaching the fastener plate to hood and shift "fore and aft" until handle seats properly in base and will open easily.

- Care must be taken in adjustments to be sure fastener arm on plate snaps past center and against stop to insure proper locking of hood.

- To adjust the hood for proper alignment with shroud, front doors and fenders, loosen bolts attaching hinge assembly to fenders and shift to adjust hood "fore or aft." The overall width of the rear of the hood may be varied by loosening bolts attaching rear reinforcement to hood at the ends of the reinforcement.

FRESH AIR VENTILATOR

A method of circulating outside fresh air in front compartment, when car is in motion, is provided by a system of ducts. The air is brought from behind the radiator grille through a right and left side metal duct and flexible hose to outlets mounted in the right and left sides of dash panel. These outlets direct the air downward toward the feet of front seat occupants. Fly valves located in both right and left outlets are manually operated by a single control knob located on the instrument panel marked VENT.

With this control knob pushed in all the way, the air is cut off. With knob pulled out all the way, the air will circulate when car is moving forward at ordinary speeds.

Any desired intermediate position of the valves can be had by setting the control knob to the desired opening.

On cars equipped with the WeatherWarden Venti Heater the right side duct is also utilized to supply fresh air to the heater. When more heat is required, the Fresh Air Ventilator valve control knob should be closed. (See description of Buick WeatherWarden Venti Heater under Buick Accessories Section.)

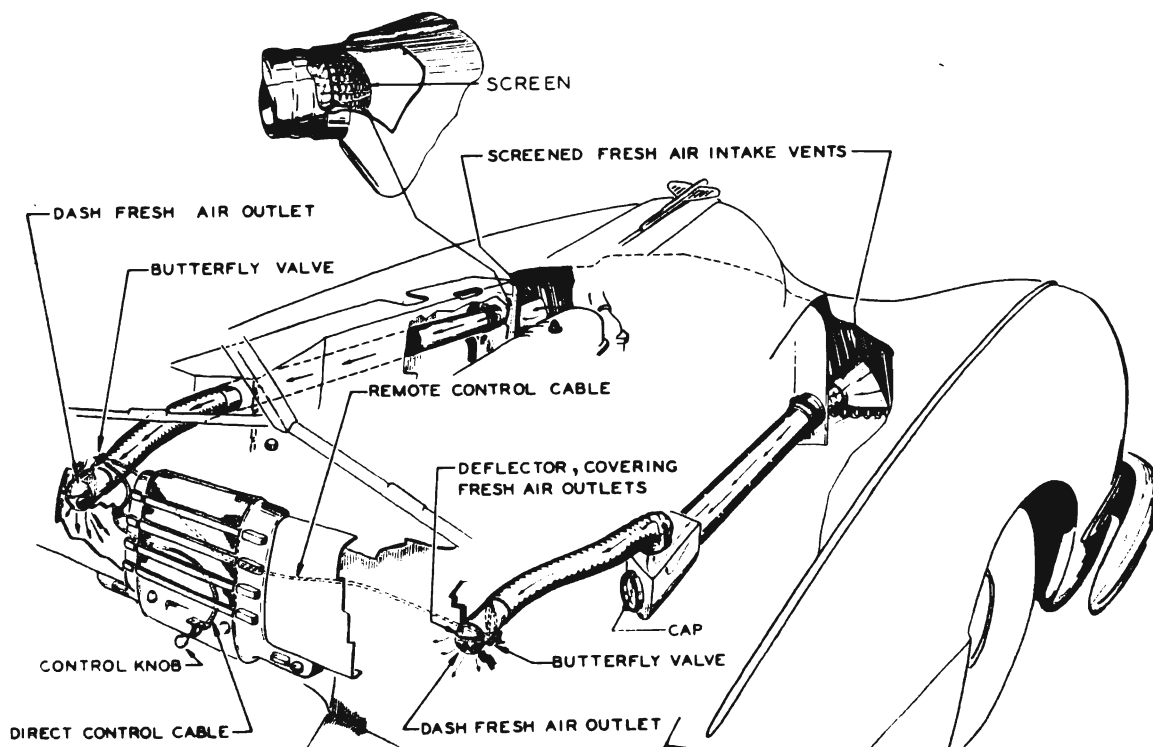


Fig. 11-1. Fresh Air Ventilator—Diagram

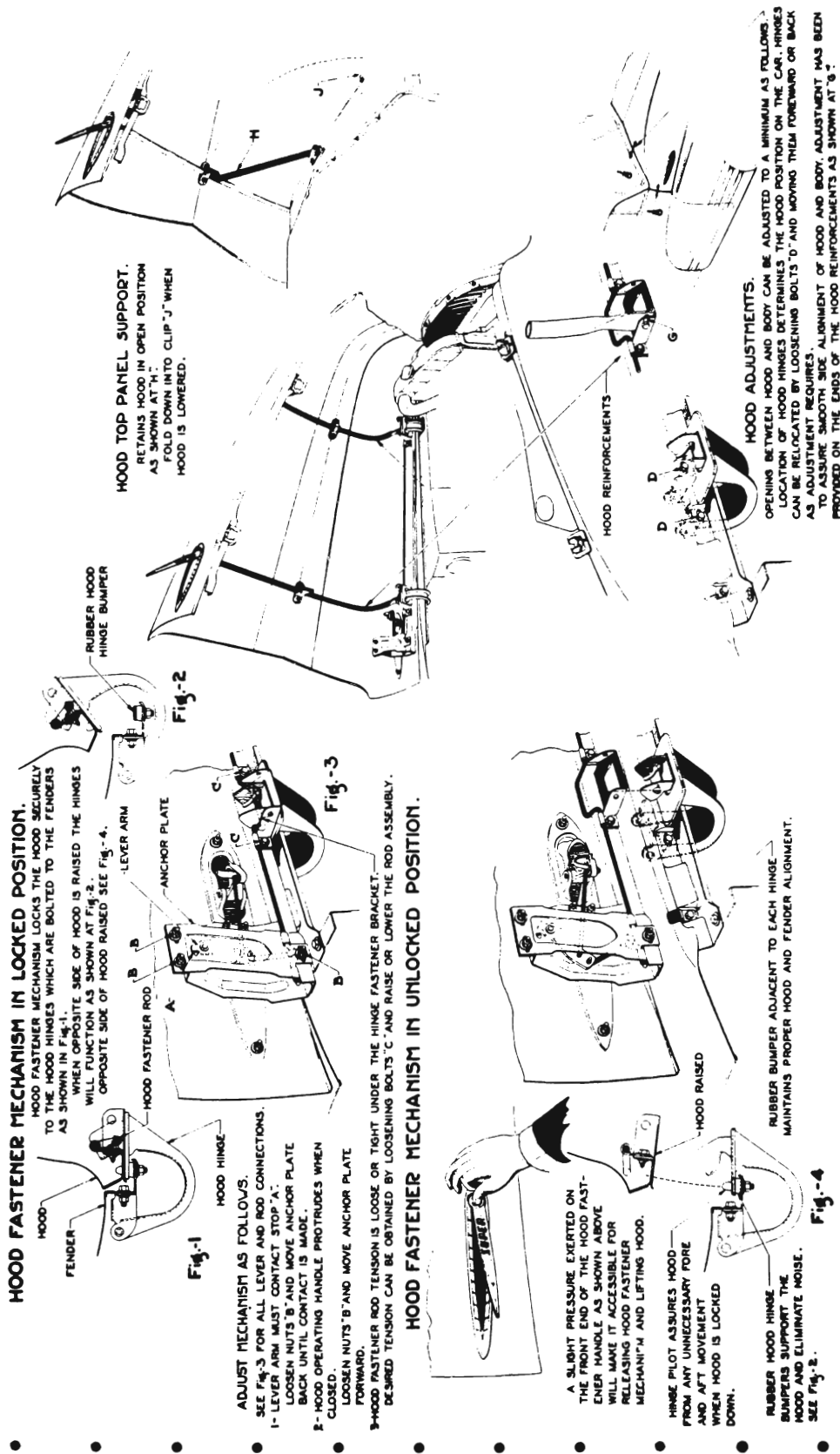


Fig. 11-2. Hood Fastener Mechanism