

GROUP 13 BODY

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SERVICE BULLETIN REFERENCE

Bulletin No.	Page No.	SUBJECT

13-1 BODY SERVICE INFORMATION, IDENTIFICATION NUMBERS

a. Body Service Information

Detailed body service information is given in the Service News and Field Service Bulletins published by the Fisher Body Service Division. Each of these publications that relate to Buick body service is furnished to Buick dealers through the Buick Service Department. All issues of the Service News and Bulletins should be kept on file for reference.

b. Body Identification Numbers

Each body is identified for service purposes by a number plate riveted to the right side of the cowl under the hood. This plate contains the *Style, Body, Trim, and Paint* numbers as shown in figure 13-1.

The *Style Number* and *Body Number* always should be furnished on every body parts order, and on warranty claims and Product Reports relative to bodies. In addition, the *Trim Number* or the *Paint Number* should be furnished if the subject relates to trim or paint.

The *Style Number* is a combination of the model year, car division number, and actual style number of body. In figure 13-1, 55 repre-

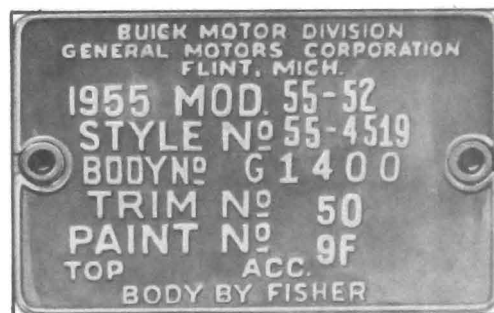


Figure 13-1—Fisher Body Number Plate

sents the model year 1955, 45 indicates Buick Division; 19 indicates the body style. An X following the style number indicates that body is equipped with the Hydro-Lectric Power System. TX indicates that only the top is hydraulically operated.

Body *Style* numbers for all models are as follows:

<i>Model</i>	<i>Style</i>	<i>Model</i>	<i>Style</i>
41	4469	61	4669
46C	4467TX	66C	4667X
46R	4437	66R	4637
48	4411	69	4481
49	4481	72	4719
52	4519	76C	4767X
56C	4567X	76R	4737X
56R	4537		

The *Body Number* is the production serial number of the body. The prefix G denotes the plant in which body was built.

The *Trim Number* furnishes the key to trim color and material. Trim colors and materials specified for each trim number are given in The Buick Master Parts List.

The *Paint Number* furnishes the key to the color combination and paint specifications. Paint colors and the manufacturer's numbers specified for each paint combination number are given in the Buick Master Parts List.

13-2 BODY MOUNTINGS

At each *closed body* mounting point a rubber shim is placed between the body and frame, a rubber insulator washer is placed under the frame side rail flange or hanger, and flat steel washers and a tubular spacer limit compression of the rubber parts to a predetermined amount as the body bolt is tightened. See figures 13-2 and 13-3. This form of mounting eliminates metal-to-metal transmission of road and chassis noise into the body.

At each *convertible coupe* mounting point a solid composition shim is placed between the body and the frame, and a flat washer and bolt anchors the body to the frame.

In addition to the parts shown in figure 13-2 and 13-3, steel shims are added as required at individual mountings to compensate for variations in body and frame in order to insure a firm mounting without distortion of body. Whenever it becomes necessary to remove body mountings, care must be taken to reinstall all of the mounting parts and steel shims in their exact original positions.

Closed bodies should not be re-shimmed to correct distortion of door openings. These openings should be shaped as required by the use of body jacks. The body should rest firmly on all mountings before bolts are tightened and steel shims should be added where body does not contact a mounting. Shims for this purpose are furnished under group 4.023.

Convertible bodies may be re-shimmed in cases where door locks do not latch securely after door is properly adjusted in body opening. In such cases, shims placed under the ends of body will close in the body door opening sufficiently to insure proper latching of door locks.

When body bolts are tightened use a torque wrench to tighten all bolts uniformly to 25-30 ft. lbs. torque. The specified torque is very necessary to insure proper compression of convertible body mounting shims, and to insure tightening against the spacers in closed body mountings. Excessive tightening must be avoided as distortion of mountings will result.

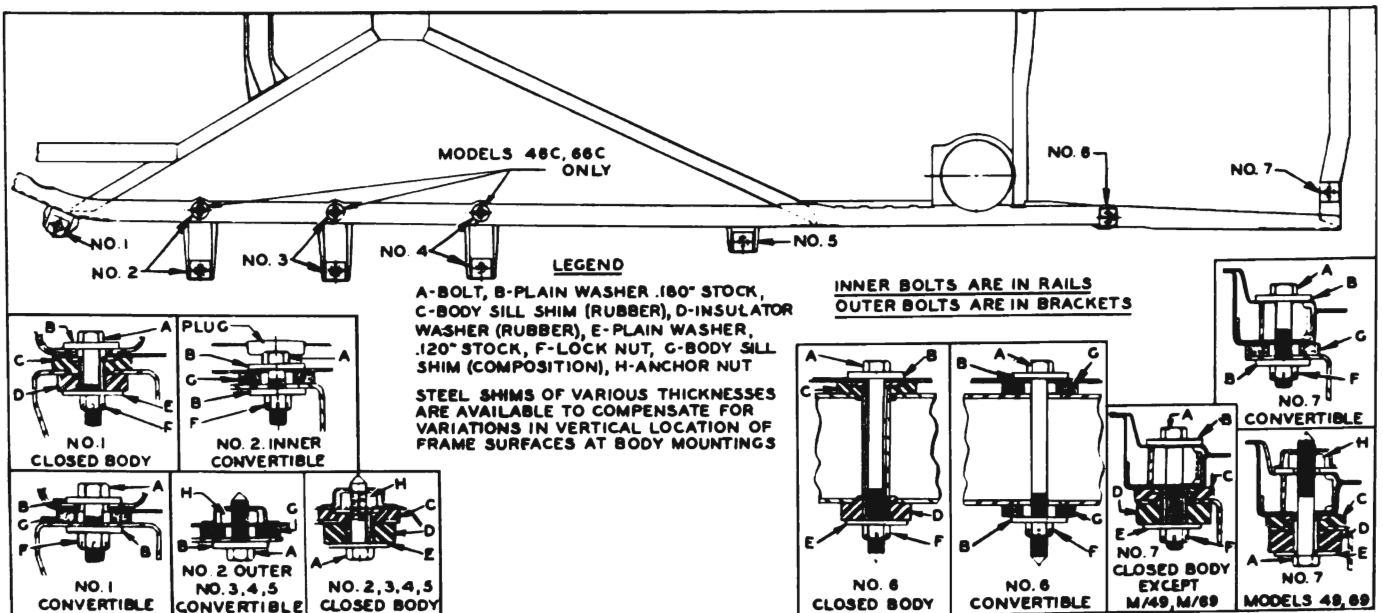


Figure 13-2—Body Mountings—Series 40-60

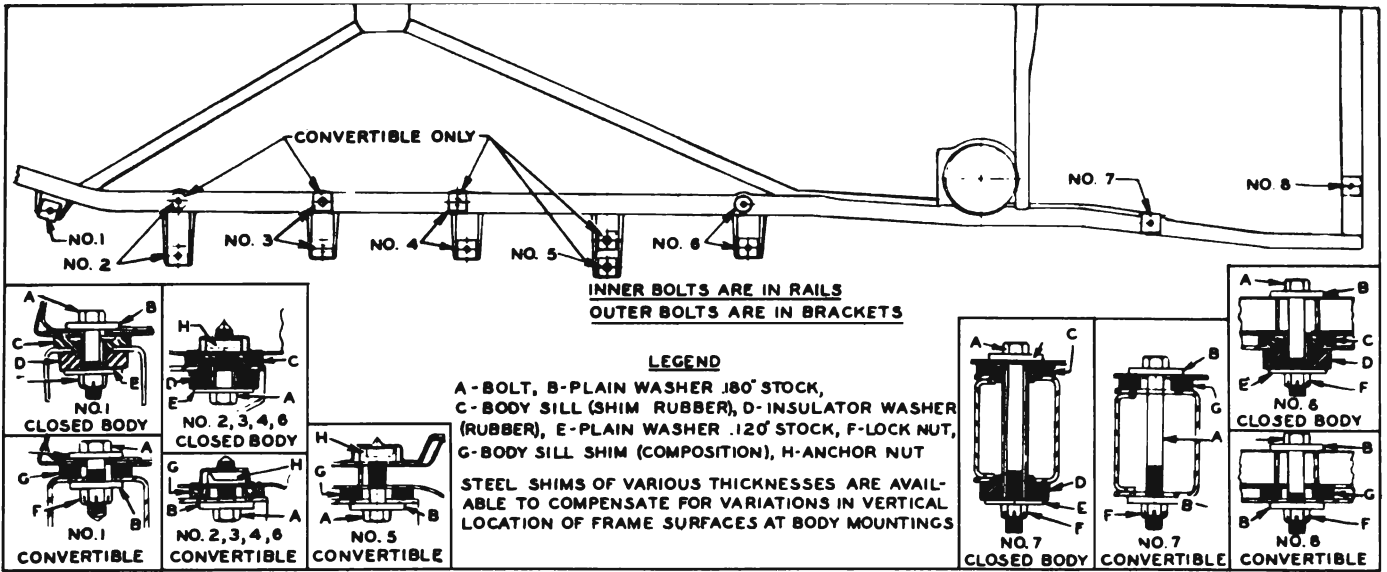
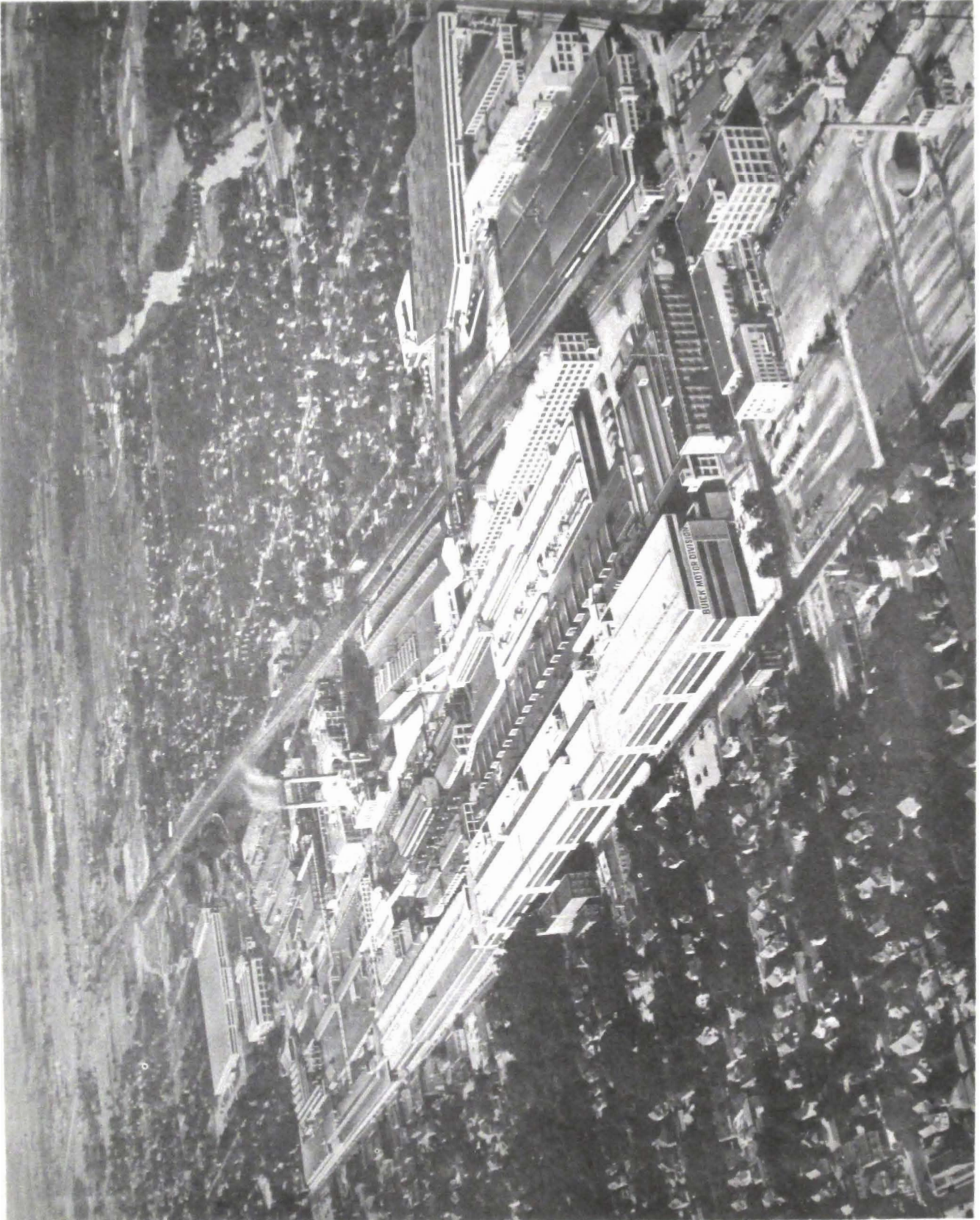


Figure 13-3—Body Mountings—Series 50-70



Buick Motor Division, Flint, Michigan