

GROUP 0

INTRODUCTION AND GENERAL INFORMATION

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INTRODUCTION

This manual contains the essential removal, installation, adjustment, and maintenance procedures necessary for ordinary servicing of the Fisher bodies on 1961 Buick automobiles. These procedures can be performed by any competent mechanic without specialized experience in body repair work and can generally be accomplished using the tools and equipment available in any service shop. Special tools required are identified by tool numbers and are available through The Service Promotion Dept., General Motors Products of Canada Ltd., Oshawa, Ont.

All service procedures and illustrations used in this manual were furnished by Fisher Body Division, Product Service Activity. All changes and corrections to this manual will be published in the Product Service Bulletins. All issues of the Bulletin should be kept readily available, as their information supersedes the corresponding information in the manual.

The manual is divided into groups which are numbered consecutively through the manual. Each group is also divided into Sections. Sections bear the Group number and letters A, B, C, etc., in alphabetical order. The first page of each Section lists the contents of that section.

Groups are also divided into Paragraphs which are numbered consecutively through the group. Paragraphs are divided into Sub-paragraphs. These are lettered in alphabetical order within the paragraph.

Pages and illustrations are numbered consecutively through each group. The number consists of the Group number followed by the Page or Figure number. Page numbers are printed in the upper outer corners of all pages. All cross references are made by Paragraph numbers.

FISHER BODY NUMBER PLATE (U.S. Built).

Complete identification of each body as required for service is provided by a plate riveted to the cowl at left of center under the hood. See Figure 0-1. This plate should never be destroyed; if removed during body repairs it should be reinstalled in original location.

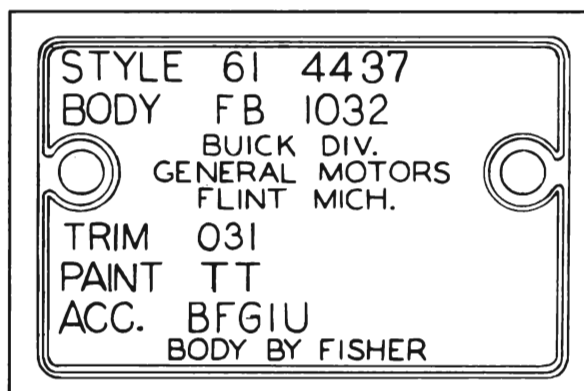


Figure 0-1—Fisher Body Number Plate (U.S. Built)

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 year, the division number, the series, and the style of the body. In Figure 13-1, 61 represents the model year 1961; the first digit 4 indicates Buick Motor Division; the second digit 4 indicates Series 4400; 37 indicates the 2-Door Hardtop body style. An X following the body style indicates that the body is equipped with electric power assists.

The Body Number is the production serial number of the body. The prefix letter denotes

the plant in which the body was built. In Figure 0-1, FB indicates the Flint plant.

The Trim Number furnishes the key to trim color and material.

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 Product Service Bulletin.

CANADIAN SERIAL NUMBER LOCATION

Each Canadian built car carries its own body identification plate in addition to the car serial plate, and is located on the engine side of the cowl to the right of the windshield wiper motor. This plate shows the style number, body number, paint and trim number and special body options, as shown in Fig. 0-2.

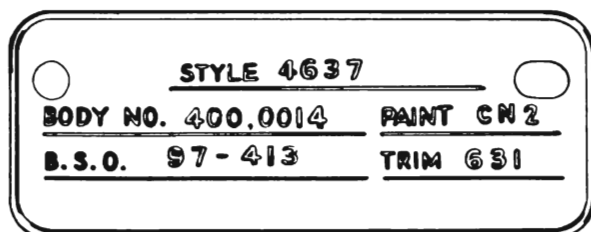


Figure 0-2—Canadian Body and Style Number Plate

BODY STYLE NUMBERS

In the service procedures given the last two digits of the body style numbers are used where necessary to distinguish differences between bodies. Body style numbers of all 1961 Buick models are as follows:

LA SBARE 4400 SERIES

4411	2 Door Sedan
*4469	4 Door Sedan
4435	4 Door Estate Wagon (2 seat)
*4437	2 Door Hardtop
*4439	4 Door Hardtop
4445	4 Door Estate Wagon (3 seat)
4467	Convertible

INVICTA 4600 SERIES

*4637	2 Door Hardtop
*4639	4 Door Hardtop
4667	Convertible

ELECTRA 4700 SERIES

4719	4 Door Sedan
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4737	2 Door Hardtop
4739	4 Door Hardtop

ELECTRA 225 4800 SERIES

4829	4 Door Riviera Sedan
4867	Convertible

*Canadian Models.

CARE OF BODY FINISH, PLATED PARTS, AND TRIM

a. Care of Paint

Care should always be used in applying polishes. Particular care should be observed when the car is new and in using preparatory cleaners which have abrasive properties, regardless of age of the car, because unskilled application of such cleaners will result in rubbed through or thin spots in the paint. Polishes containing wax should be applied sparingly and thoroughly rubbed to remove any surplus. Excessive coatings of wax tend to cloud the paint and destroy its natural lustre, besides acting as a binder for the accumulation of dirt.

When retouching of paint is required in service the paint should be the same number as specified for the paint combination number on the body number plate (Figure 0-1). Unless the new paint contains the same pigments in the same proportion as the original paint, the new paint may weather out off-color even though it appears to blend with the original paint at time of application.

b. Care of Chrome Plated Parts

Chrome plated parts rust or corrode, because chemical agents present in road silt and traffic film seep through pores in the plating and attack the underlying base metal. A plating of nickel is applied underneath the chrome to seal the plating and protect the base metal.

Deterioration of chrome plated parts can be avoided by keeping the parts clean and by periodic application of a preservative which will aid in retarding seepage of destructive agents through the plating. Plated parts should be washed with clear water only, using a mild detergent when necessary. Do not use scouring powders, cleaning compounds, or stiff brushes. An application of Buick Chrome Preservative every thirty days as instructed on the container will materially aid in maintaining lustre and retarding deterioration of chrome plated parts.

c. Cleaning Body Trim Fabric

The cloth headlining has a long nap, therefore, a great deal of care must be used to prevent damage when cleaning it.

A soft brush should be used to remove lint or threads from the headlining and the nap should be brushed in even strokes, brushing from the rear to the front.

It is not recommended that air under pressure be used for removing threads or lint because of the danger of matting and streaking the nap. If an air hose is used, however, it is extremely important to hold the nozzle at least 12 or 16 inches away from the headlining with a moderate air stream flowing from the rear to the front.

There are basically two different types of fabric cleaners on the market:

1. Volatile cleaners such as naphtha, gasoline, carbon-tetrachloride and many others that are colorless liquids having great solvent powers for grease and oil.

2. Alkaline cleaners, soaps, and water mixtures which generally emulsify stains satisfactorily but at possible risk to the removal of the color or finish of the fabric.

For the removal of spots caused by ordinary soilage, we definitely recommend the "volatile type cleaner," preferably a mixture of carbon-tetrachloride and cleaner's naphtha.

Do not use any gasoline which is colored or which contains tetra-ethyl lead. Do not use volatile fire extinguisher fluid.

Careful application of the following procedure is a prime factor in obtaining satisfactory results and if followed closely will prevent the appearance of unsightly rings. The evident slowness of the method is compensated for by the superior results obtained.

1. Obtain, cut and fold several small swatches of clean cheesecloth or other fabrics suitable for this purpose.

2. With a brush or whisk broom of medium stiffness, brush away all loose particles of dirt and soil.

3. Immerse the small cloth swatch in cleaning solution, wring out and allow medium evaporation.

4. Place cloth on soiled spot several times, using no friction and only slight tapping pressure. This will pick up loose particles which are too embedded to be removed in the brushing operation. This operation should be repeated several times--in each instance using a new clean area of the cloth. Remember the solvent power of the cleaner does the work and only a minimum of pressure should be applied.

5. Immerse a new cloth in cleaner, wring out thoroughly, open and allow to evaporate until barely damp. Apply increased pressure and rub soiled area in a backward and forward motion (not circular). The cleaning cloth should be reversed several times in this operation.

6. Immerse third cloth, wring out, allow evaporation and apply to both the soil and area surrounding same, using a light brisk motion.

7. Repeat brushing operation.

d. Cleaning Folding Top and Back Curtain—Convertible

The top should be washed frequently with neutral type soap suds and lukewarm water. A brush with soft bristles should be used. Generous quantities of clean water should be applied over the entire top to remove any trace of soap which might remain.

If the top requires additional cleaning after using soap and water, a mild foaming type cleanser can be used. A small hand brush having soft or nylon bristles should be used for scrubbing. Add water to the cleaner until a soapy consistency is attained and clean approximately two square feet of the top at one time. After scrubbing, remove the cleanser with a sponge. Care must be exercised to keep the cleanser from running down and across the body finish which may cause streaks. After the entire top has been cleaned, rinse the top generously with clear water to remove any trace of cleanser which might remain. If desired, the top can be supported from the underside during the scrubbing operations.

The flexible plastic window in the back curtain is susceptible to scratches and abrasions, therefore caution must be used in cleaning it. When removing road dust use a soft cotton cloth moistened with water and wipe cross-wise of the window. DO NOT USE A DRY CLOTH.

If further cleaning is required, use cold or tepid (not hot) water and mild neutral soap suds. After washing rinse with clear water and

wipe with a slightly moistened clean soft cloth.

CAUTION: Never use solvents or cleaners of alcoholic or other chemical content as these liquids may have a deteriorating effect on the plastic window.

e. Care and Cleaning of Leather Seats

Care of genuine leather is a relatively simple but important matter. If dirt accumulates on the surface, this generates into a hard grit which under pressure will cut the finish and cause the leather to crack or bleed color. The surface should be gone over occasionally with

a dry cloth and if dirt should accumulate, the following cleaning instructions should be used:

1. Using lukewarm water and a neutral soap, work up a thick suds on a piece of cheesecloth and apply it to leather surface.
2. Go over leather surface again using only a damp cloth and no soap.
3. Wipe leather dry with a soft cloth.

NOTE: Polishes and cleaners used for auto body finishes, volatile and other clear cleaners, naphtha, furniture polishes, oils, varnishes or household cleaning and bleaching agents should never be used on leather seats.