

# SECTION B

## 45-46-48000 FRAME AND BODY MOUNTINGS

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### DIVISION I SPECIFICATIONS AND ADJUSTMENTS

#### 20-5 BODY MOUNT SPECIFICATION AND ADJUSTMENT

The 1966 body mount material is new and should not be inter-mixed with previous model parts.

See diagrams for correct installation and torque specifications.

### DIVISION II DESCRIPTION AND OPERATION

#### 20-6 DESCRIPTION OF BODY MOUNTS

The body of the car is mounted to the chassis by means of thick rubber mounts. These mounts are specifically designed for each location to give the maximum amount of structure rigidity while at the same time providing optimum road noise isolation. Two basically different mounts are

used for this purpose. At those locations where a bolt is used, the mounting consists of a load carrying mount which rests on top of the frame side rails or mounting brackets, a metal tube spacer which limits the amount of compression of the mount and an insulator which fits on the bottom side of the frame side rail surface. All bolt-in body mounts have a specified bolting torque.

The second type of body mount used is of a plug-in design and has no mounting bolt. This mount plugs into a mounting hole on top of the frame side rail or rear spring seat and acts as a steady rest for the body.

### DIVISION III SERVICE PROCEDURES

#### 20-7 REMOVAL AND INSTALLATION OF BODY MOUNTS

The removal of any one body

mount necessitates the loosening of adjacent body mountings to permit the frame to be separated from the body.

During installation of a body mount, caution should be used to insure that the body mount is properly seated in the frame mounting hole, otherwise a direct metal to metal short circuit will result between the frame and body. The tube spacer should be in all bolt-in body mounts and the insulator and metal washer positioned to prevent the washer from contacting the frame side rail. Do not use lubricants of any kind on the rubber parts of the mounts. Proper clamping by the mount depends on clean and dry surfaces. Do not over-torque the body mount or a collapsed tube spacer or stripped bolt will result. Lubricating the bolt threads will result in a higher clamping

force for the same torque setting. If the body mount bolt does not screw in smoothly, it may be necessary to run a tap through the cage nut in the body to remove foreign material. If caution is not observed, broken body mount bolts may result.

## **DIVISION IV**

### **TROUBLE DIAGNOSIS**

#### **20-8 TROUBLE DIAGNOSIS**

Improper body mount installations may result in the following problems:

1. Structure shake
2. Road noise
3. Squeaks

The above problems can sometimes be caused by the wrong part being installed or the mount not being properly torqued.

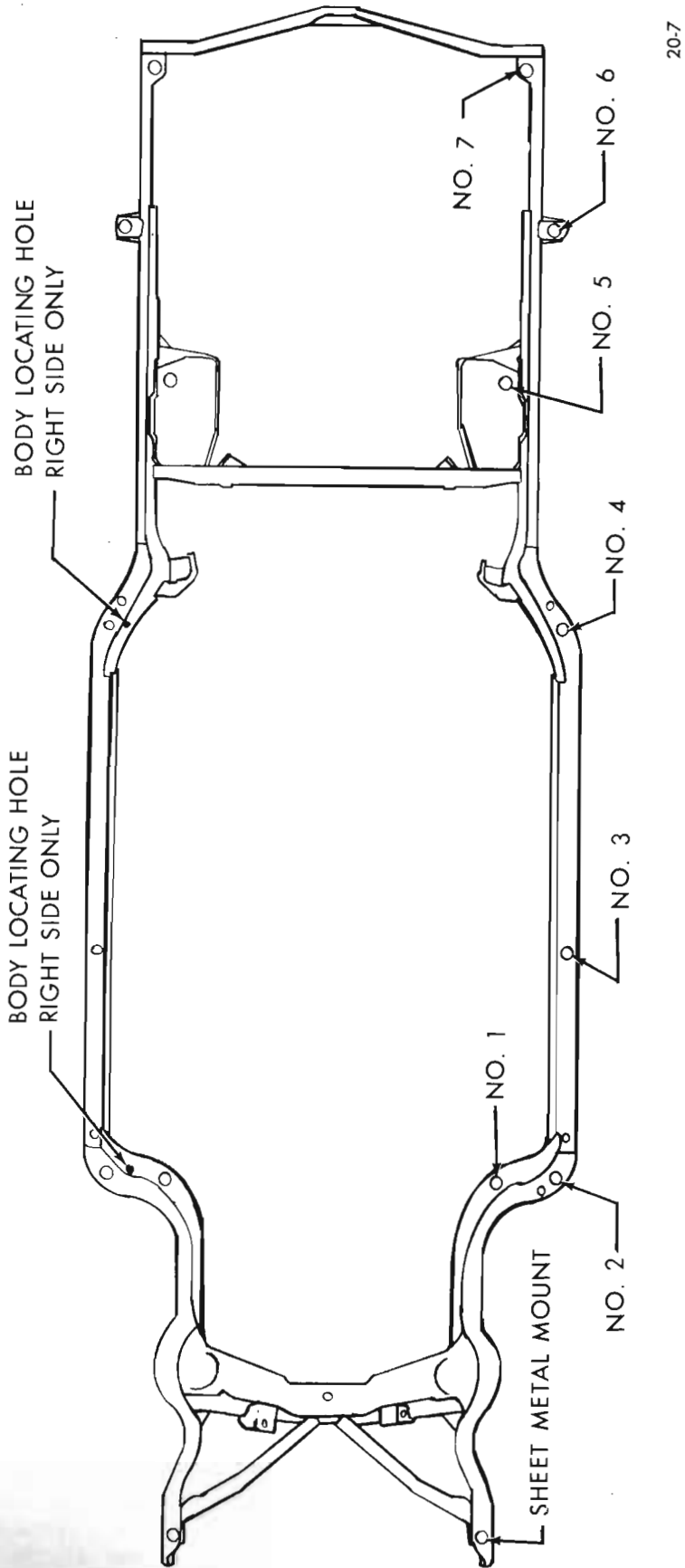


Figure 20-7 45-46-48000 Frame

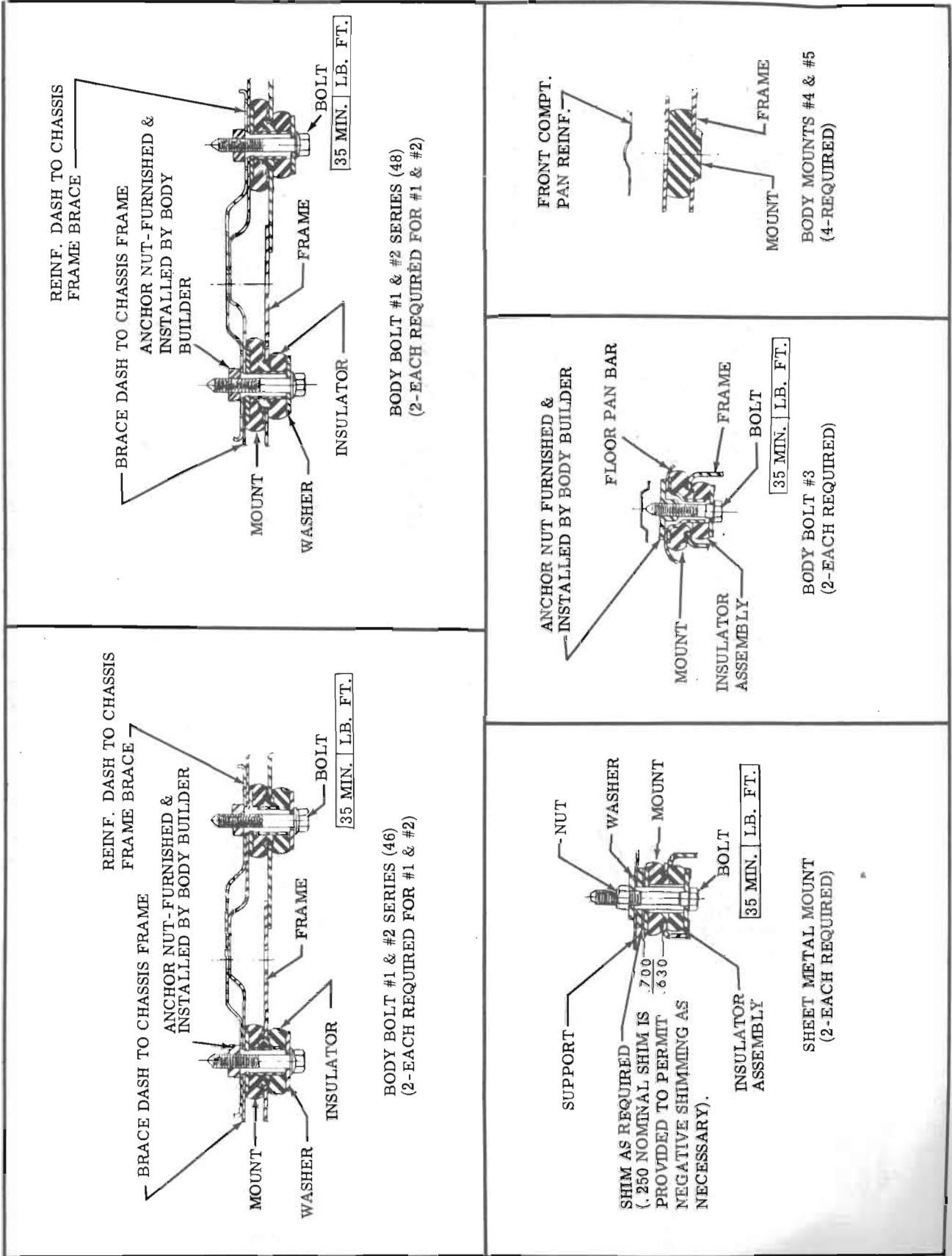
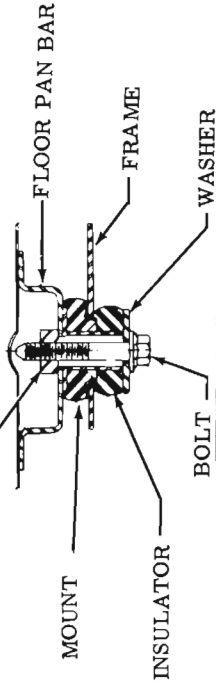


Figure 20-8 45-46-48000 Body Mounts

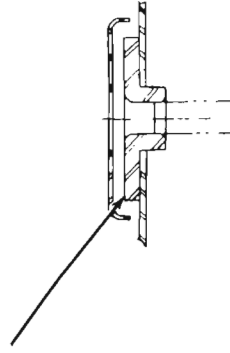
ANCHOR NUT - FURNISHED & INSTALLED BY BODY BUILDER



35 MIN. LB. FT.

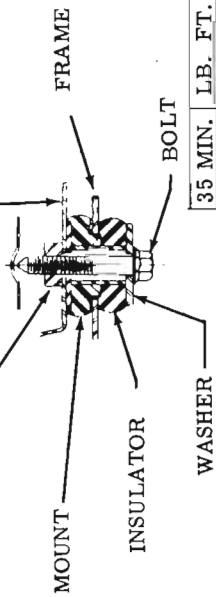
BODY BOLT #7  
(2-EACH REQUIRED)

NUT MUST BE ABLE TO MOVE FREELY IN ALL DIRECTIONS UNTIL NUT CONTACTS EDGE OF 1.125 DIA. HOLE. #3 BODY MOUNT LOCATION.



ANCHOR NUT FURNISHED & INSTALLED BY BODY BUILDER

REAR COMPARTMENT PAN REINFORCEMENT



35 MIN. LB. FT.

BODY BOLT #6  
(2-EACH REQUIRED)

NUT MUST BE FREE FROM PAINT AND BE ABLE TO MOVE FREELY IN ALL DIRECTIONS UNTIL BOLT CONTACTS EDGE OF .6875 DIA. HOLE EXCEPT #3 BODY MOUNT LOCATION

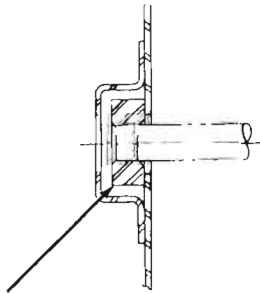


Figure 20-9 45-46-48000 Body Mounts