

SECTION A

43-44000 FRAME AND BODY MOUNTINGS

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DIVISION I SPECIFICATIONS AND ADJUSTMENTS

20-1 BODY MOUNT SPECIFICATION AND ADJUSTMENT

The 1967 body mount material should not be inter-mixed with previous model parts.

See diagrams for correct installation and torque specifications.

DIVISION II DESCRIPTION AND OPERATION

20-2 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

20-3 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

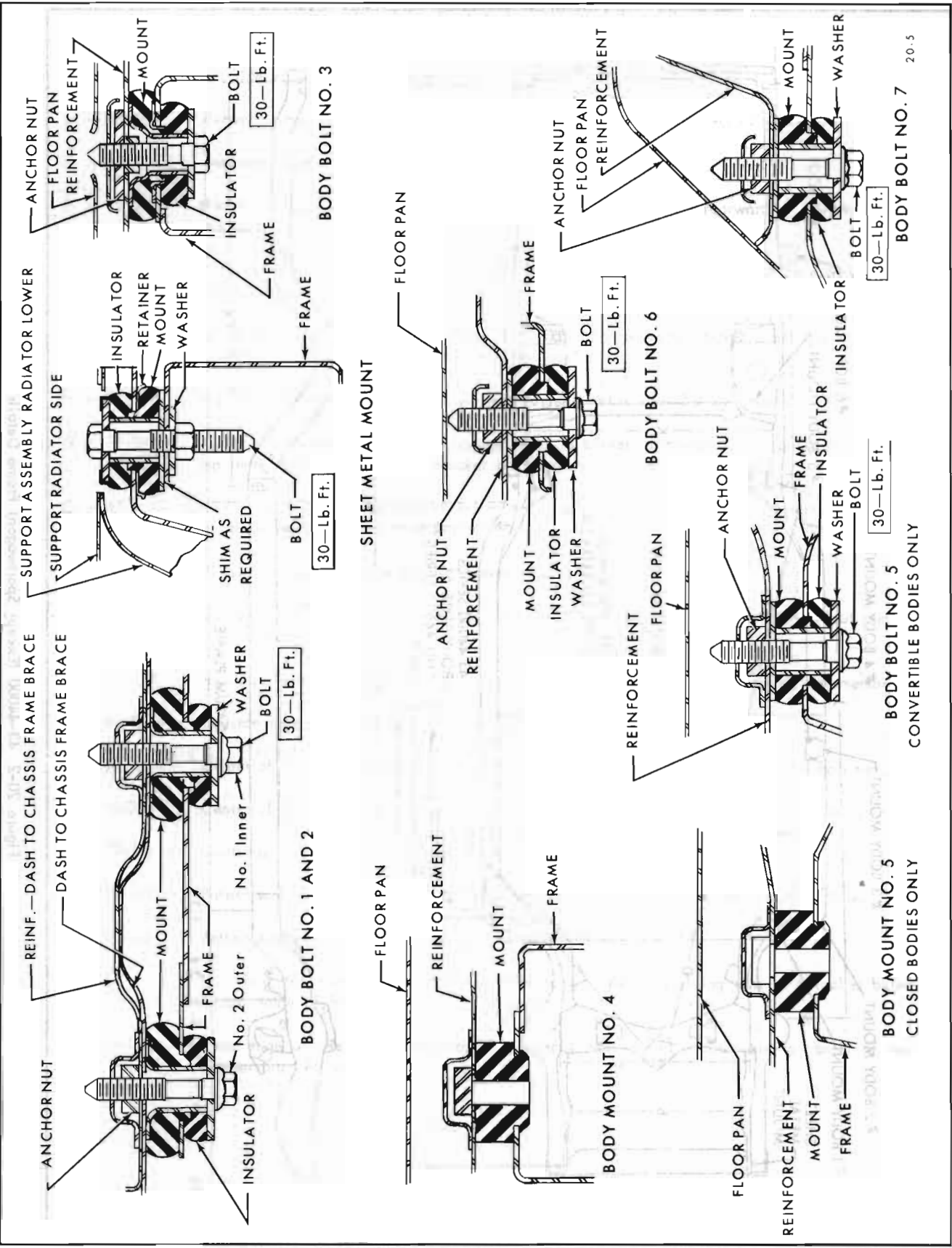


Figure 20-1 43-44000 (Except Sportwagon) Body Mounts

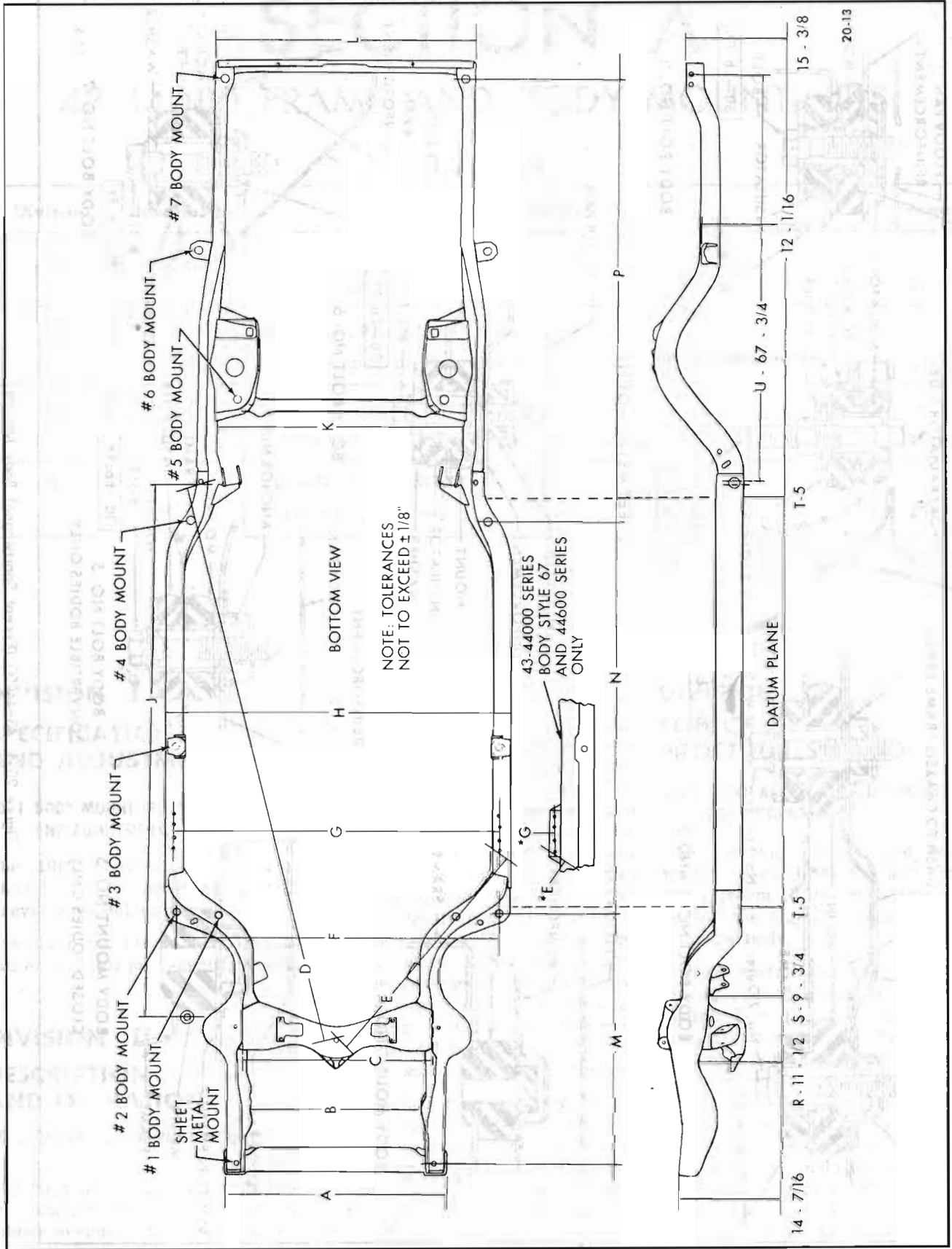
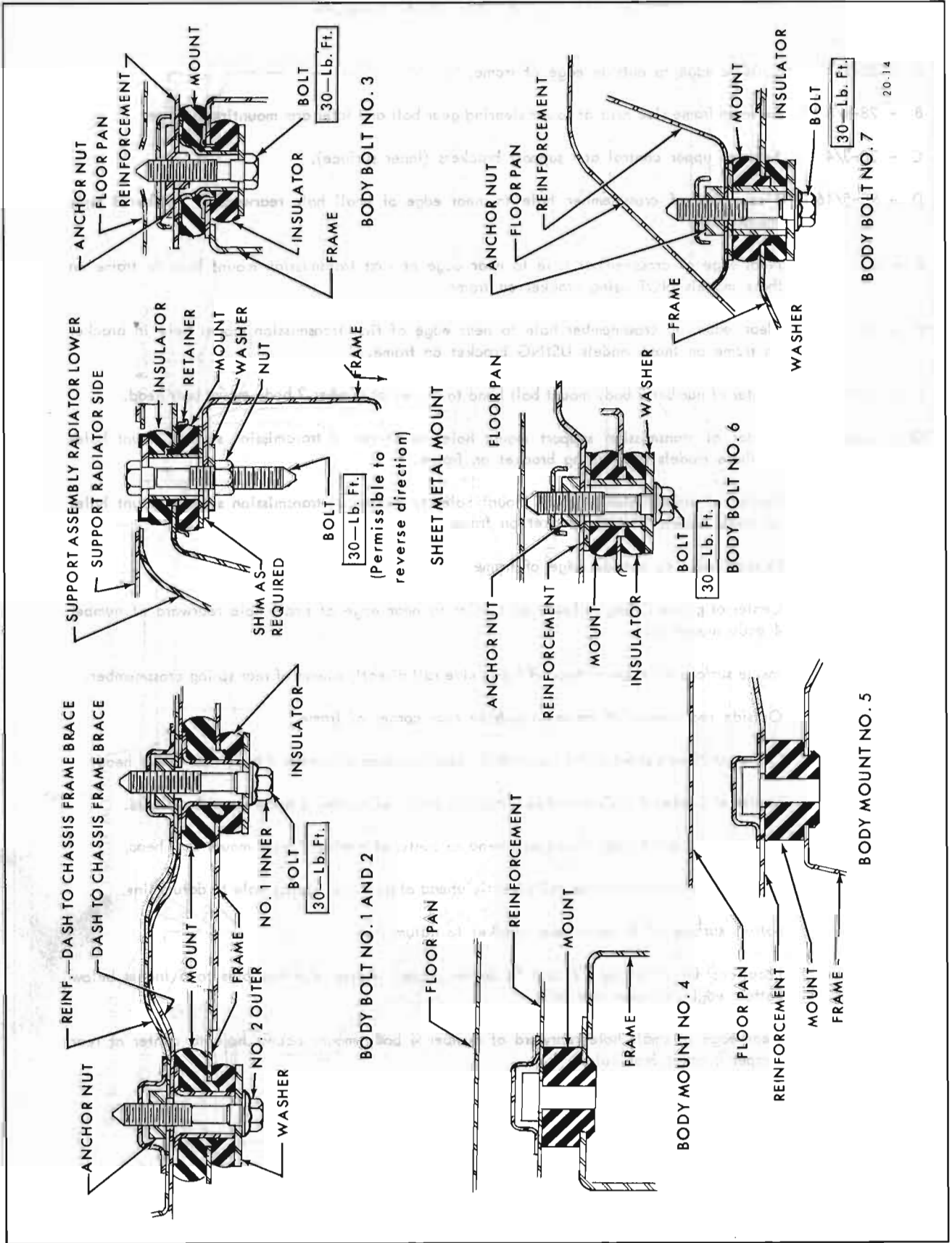


Figure 20-2 43-44000 (Except Sportwagon) Frame Details

SPECIAL-SKYLARK (EXCEPT SPORT WAGON)

- A - 35-1/2 Outside edge to outside edge of frame.
- B - 28-1/8 Between frame side rails at lower steering gear bolt and idler arm mounting surface.
- C - 30-3/4 Between upper control arm support brackets (inner surface).
- D - 95-5/16 Near edge of crossmember hole to near edge of small hole rearward of number 4 body mount hole.
- E - 41 Near edge of crossmember hole to near edge of first transmission mount hole in frame on those models NOT using bracket on frame.
- *E - 37-7/8 Near edge of crossmember hole to near edge of first transmission mount hole in bracket on frame on those models USING bracket on frame.
- F - 52-3/8 Center of number 2 body mount bolt head to center of number 2 body mount bolt head.
- *G - 53-3/4 Center of transmission support mount holes to center of transmission support mount holes on those models NOT using bracket on frame.
- G - 43 Center of transmission support mount holes to center of transmission support mount holes on those models USING bracket on frame.
- H - 56-5/8 Outside edge to outside edge of frame side rail.
- J - 91-15/16 Center of grease fitting in lower ball joint to near edge of small hole rearward of number 4 body mount hole.
- K - 40-1/4 Inside surface to inside surface of frame side rail directly ahead of rear spring crossmember.
- L - 42-9/16 Outside rear corner of frame to outside rear corner of frame.
- M - 32-1/32 Center of chassis sheet metal mount bolt head to center of number 2 body mount bolt head.
- N - 65-3/16 Center of number 2 body mount bolt head to center of number 4 body mount bolt head.
- P - 73-11/16 Center of number 4 body mount bolt head to center of number 7 body mount bolt head.
- R - 11-1/2 Bottom surface of frame side rail directly ahead of front coil spring hole to datum line.^a
- S - 9-3/4 Bottom surface of A frame rear bracket to datum line.
- T - 5 Locations for mounting #2 and #3 datum gages. Adjust sighting pins to 5 inches below bottom edge of frame side rail.
- U - 67-3/4 Near edge of small hole rearward of number 4 body mount access hole to center of rear bumper bracket rear hole.



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Figure 20-3 44000 Sportwagon Body Mounts

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 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

20-4 TROUBLE DIAGNOSIS

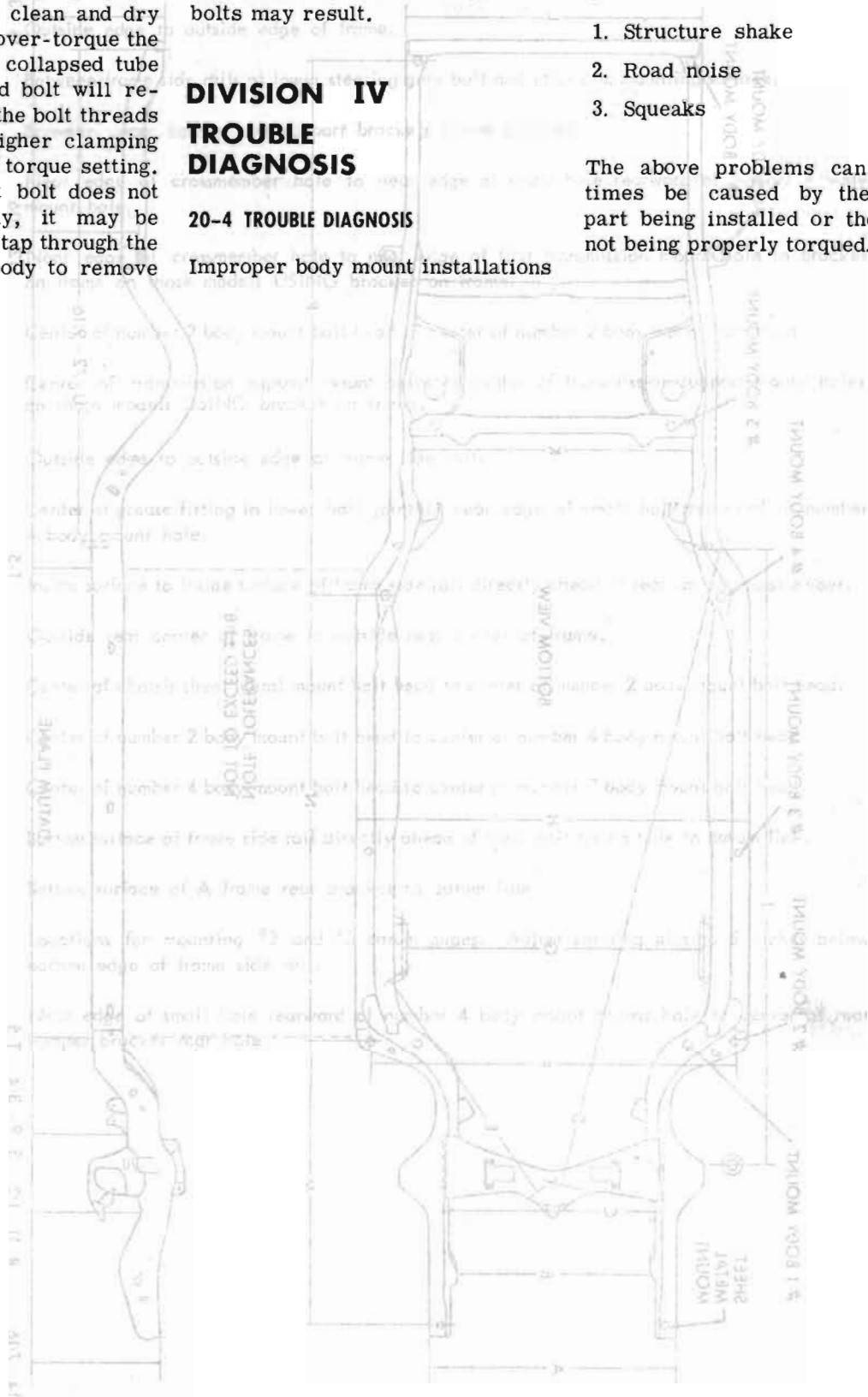
Improper body mount installations

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 30-4 41000 20400000 Frame Detail



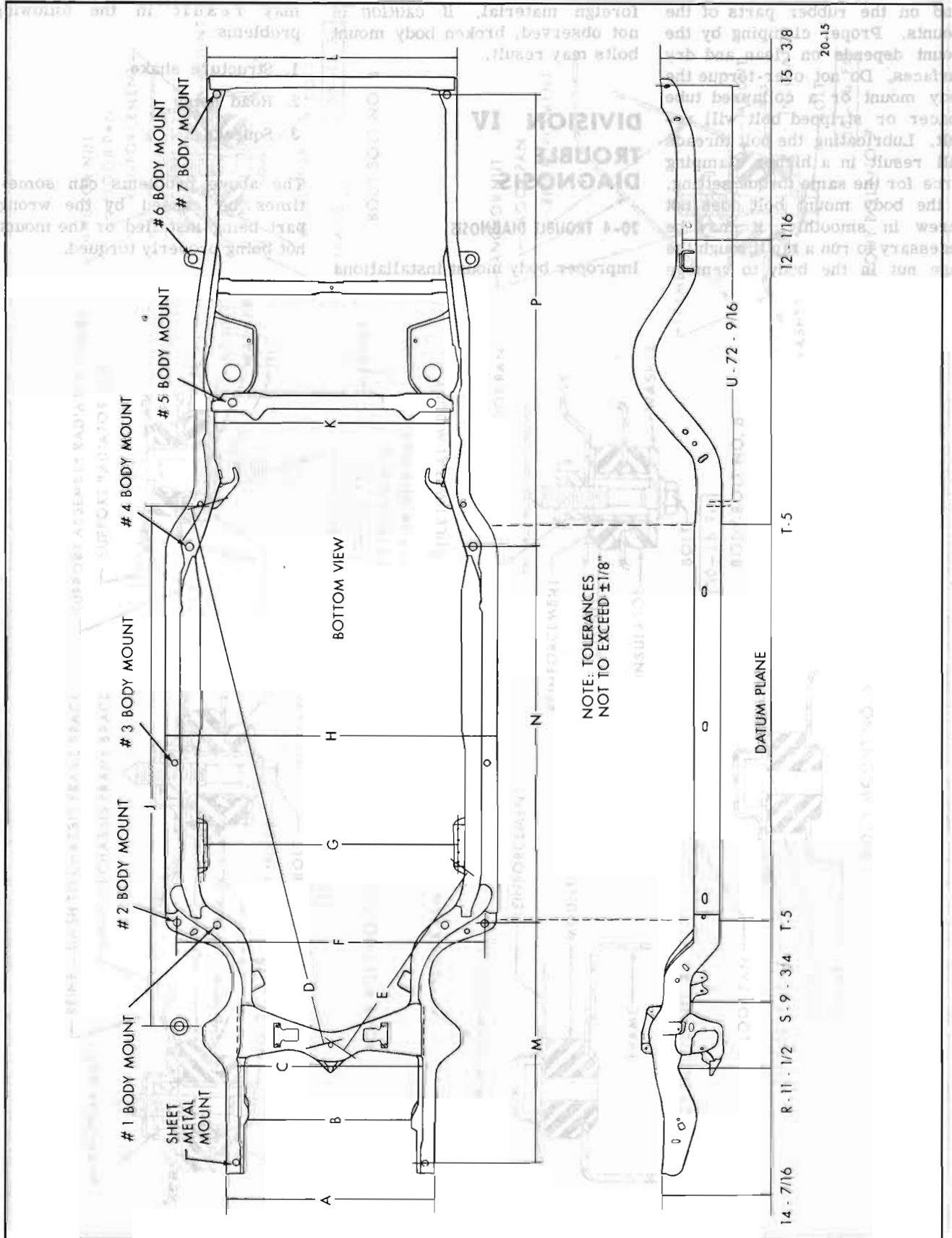


Figure 20-4 44000 Sportswagon Frame Details

SPORT WAGON

- A - 35-1/2 Outside edge to outside edge of frame.
- B - 28-1/8 Between frame side rails at lower steering gear bolt and idler arm mounting surface.
- C - 30-3/4 Between upper control arm support brackets (inner surface).

D - 95-5/16	Near edge of crossmember hole to near edge of small hole rearward of number 4 body mount hole.		
E - 37-7/8	Near edge of crossmember hole to near edge of first transmission mount hole in bracket on frame on those models USING bracket on frame.		I
F - 52-3/8	Center of number 2 body mount bolt head to center of number 2 body mount bolt head.		II
G - 43	Center of transmission support mount holes to center of transmission support mount holes on those models USING bracket on frame.		III
H - 56-5/8	Outside edge to outside edge of frame side rail.		
J - 91-15/16	Center of grease fitting in lower ball joint to near edge of small hole rearward of number 4 body mount hole.		IV

- K - 40-1/9 Inside surface to inside surface of frame side rail directly ahead of rear spring crossmember.
- L - 42-5/8 Outside rear corner of frame to outside rear corner of frame.
- M - 32-1/32 Center of chassis sheet metal mount bolt head to center of number 2 body mount bolt head.
- N - 65-3/16 Center of number 2 body mount bolt head to center of number 4 body mount bolt head.
- P - 78-11/16 Center of number 4 body mount bolt head to center of number 7 body mount bolt head.
- R - 11-1/2 Bottom surface of frame side rail directly ahead of front coil spring hole to datum line.
- S - 9-3/4 Bottom surface of A frame rear bracket to datum line.
- T - 5 Locations for mounting #2 and #3 datum gages. Adjust sighting pins to 5 inches below bottom edge of frame side rail.
- U - 72-9/16 Near edge of small hole rearward of number 4 body mount access hole to center of rear bumper bracket rear hole.

DIVISION I SPECIFICATIONS AND ADJUSTMENTS
 20-2 BODY MOUNT SPECIFICATION AND ADJUSTMENT
 The 1987 body mount material should be used for correct installation and torque specifications. 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 three 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 the frame is to be separated from the body, the frame side rails or mounting insulator which fits into a mounting hole on top of the frame side rail are used. The second type of body mount used is of a plug-in design and has no mounting hole. 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 the body mount bolts. The frame consists of a load carrying member which is separated from the frame to be separated. The frame side rails or mounting insulator which fits into a mounting hole on top of the frame side rail are used. The second type of body mount used is of a plug-in design and has no mounting hole. 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.
 The removal of any one body mount necessitates the loosening of the body mount bolts. The frame consists of a load carrying member which is separated from the frame to be separated. The frame side rails or mounting insulator which fits into a mounting hole on top of the frame side rail are used. The second type of body mount used is of a plug-in design and has no mounting hole. 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.