

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 1969 body mount design is different from the 1966-1968 design. Parts should not be intermixed.

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.

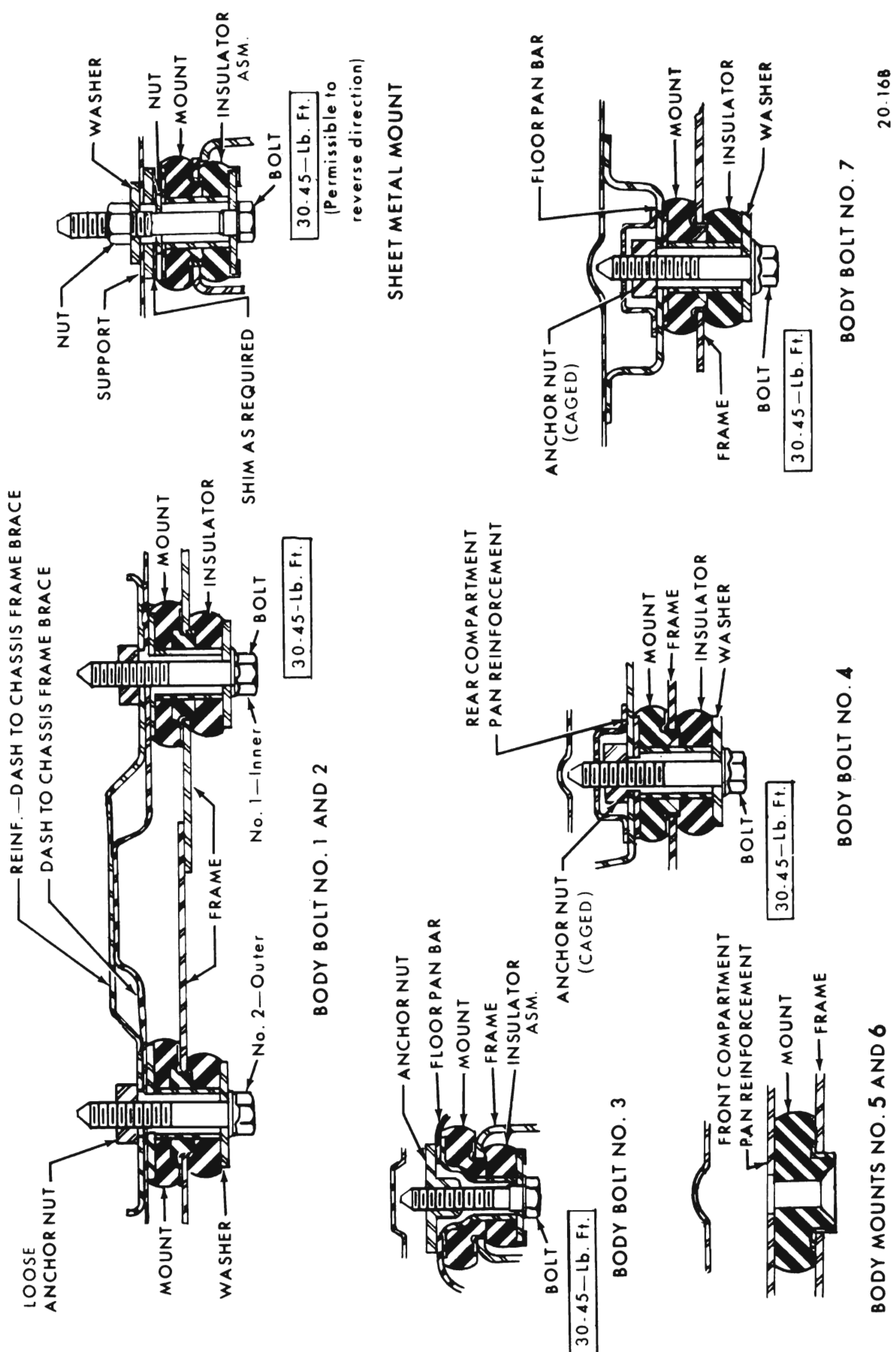


Figure 20-4 · 45000 Body Mounts

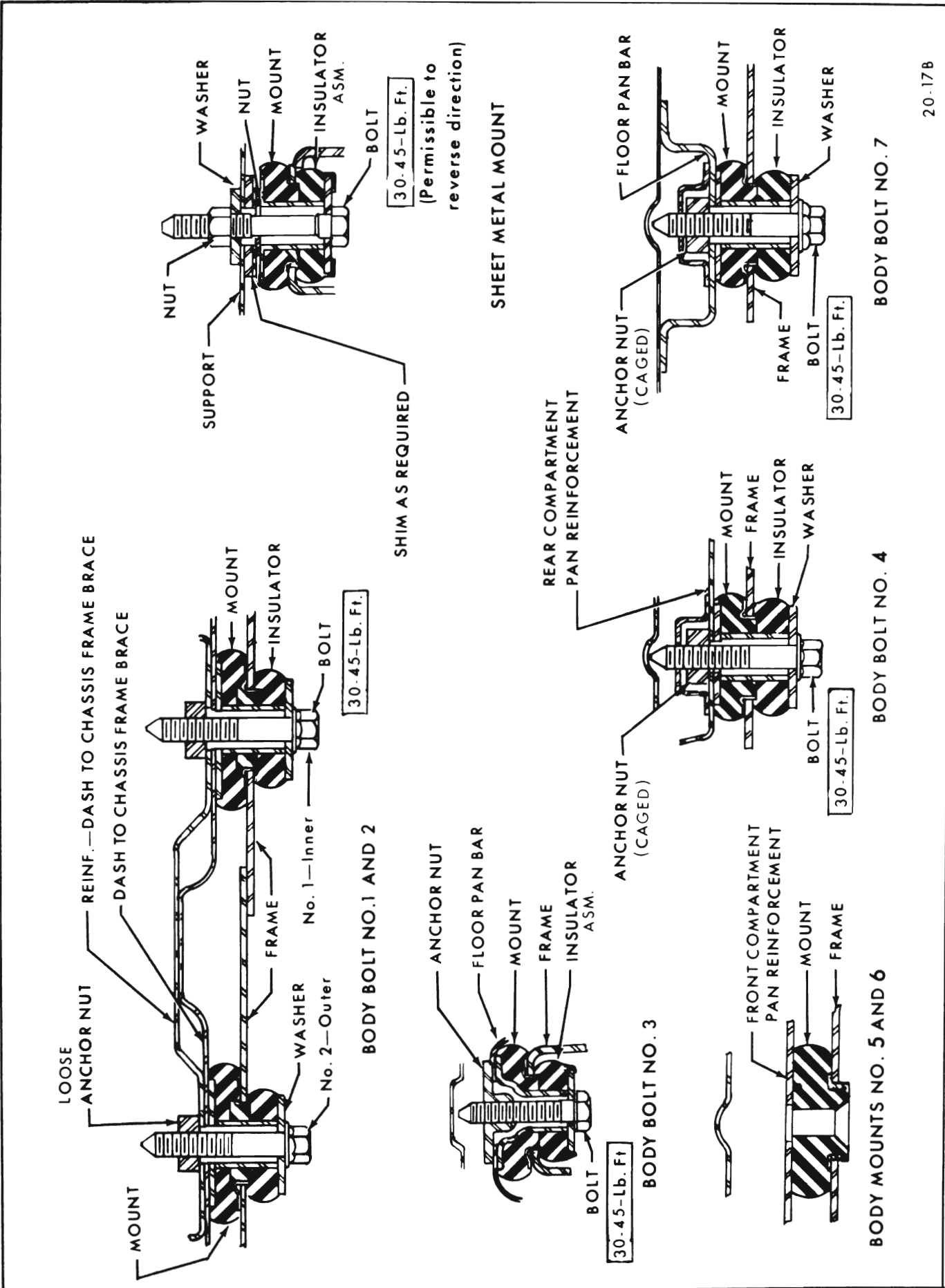


Figure 20-5 - 46-48000 Body Mounts

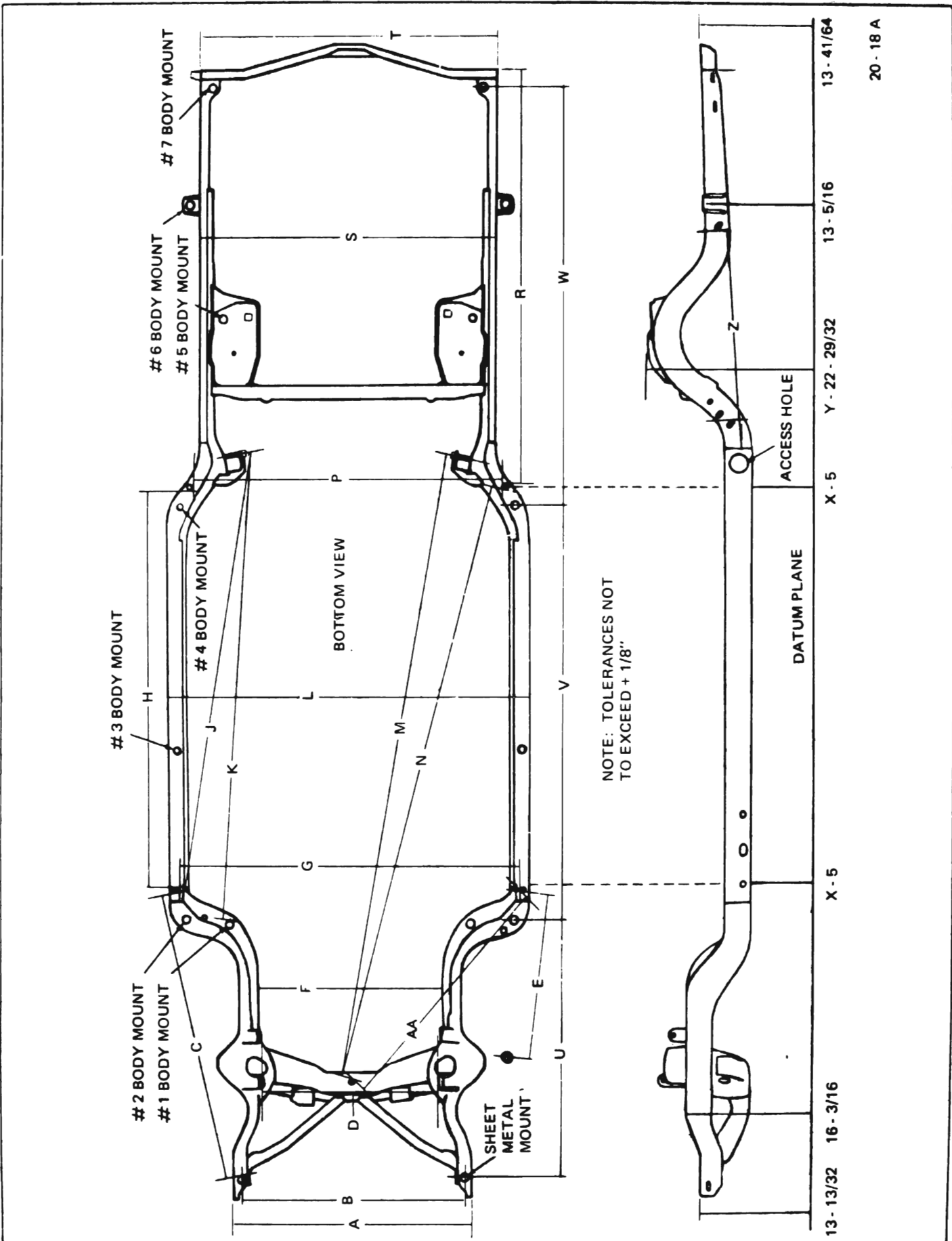


Figure 20-6 - 45-46-48000 Frame Details

LeSabre	Wildcat	Electra	
A — 42	42	42	Outside edge to outside edge of frame.
B — $39\frac{31}{64}$	$39\frac{31}{64}$	$39\frac{31}{64}$	Center of chassis sheet metal hole to center of chassis sheet metal hole.
C — $48\frac{31}{32}$	$48\frac{31}{32}$	$48\frac{31}{32}$	Near edge of chassis sheet metal hole to near edge of small hole rearward of number 2 body mount hole.
D — $31\frac{5}{16}$	$31\frac{5}{16}$	$31\frac{5}{16}$	Between upper control arm support brackets (inner surface).
E — $27\frac{5}{16}$	$27\frac{5}{16}$	$27\frac{5}{16}$	Center of grease fitting in lower ball joint to near edge of small hole rearward of number 2 body mount hole.
F — $32\frac{27}{64}$	$32\frac{27}{64}$	$32\frac{27}{64}$	Between frame side rails at point of front steering gear bolt and idler arm mounting.
G — $59\frac{13}{32}$	$59\frac{13}{32}$	$59\frac{13}{32}$	Near edge to near edge of hole rearward of number 2 body mount hole.
H — $68\frac{1}{8}$	$68\frac{7}{64}$	$68\frac{5}{16}$	Near edge to near edge of small hole rearward of number 2 body mount hole and small hole rearward of number 4 body mount hole.
J — $74\frac{61}{64}$	$74\frac{61}{64}$	$77\frac{7}{8}$	Near edge of small hole rearward of number 2 body mount hole to center of the end of rear lower control arm front pivot bolt.
K — $80\frac{11}{64}$	$80\frac{1}{32}$	$83\frac{1}{32}$	Near edge of number 1 body mount hole to center of the end of rear lower control arm front pivot bolt.
L — $62\frac{9}{16}$	$62\frac{9}{16}$	$62\frac{9}{16}$	Outside edge to outside edge of frame side rail.
M — $102\frac{5}{8}$	$102\frac{5}{8}$	$102\frac{9}{16}$	Near edge of crossmember hole to center of the end of rear lower control arm front pivot bolt.
N — $99\frac{3}{16}$	$99\frac{3}{16}$	$102\frac{1}{8}$	Near edge of crossmember hole to near edge of small hole rearward of number 4 body mount hole.
P — $54\frac{1}{16}$	$54\frac{1}{16}$	$54\frac{1}{16}$	Near edge of hole to near edge of hole rearward of number 4 body mount hole.
R — $72\frac{1}{2}$	$72\frac{1}{2}$	$75\frac{1}{2}$	Near edge of small hole rearward of number 4 body mount to rear corner of frame.
S — $51\frac{1}{4}$	$51\frac{1}{4}$	$51\frac{1}{4}$	Outside of frame to outside of frame.
T — $51\frac{1}{4}$	$51\frac{1}{4}$	$51\frac{1}{4}$	Outside rear corner of frame to outside rear corner of frame.
U — $43\frac{27}{64}$	$43\frac{27}{64}$	$43\frac{27}{64}$	Center of chassis sheet metal bolt to center of number 2 body mount bolt.
V — $71\frac{9}{16}$	$71\frac{9}{16}$	$74\frac{9}{16}$	Center of number 2 body mount bolt to center of number 4 body mount bolt.
W — $73\frac{3}{32}$	$73\frac{3}{32}$	$76\frac{3}{32}$	Center of number 4 body mount bolt to center of number 7 body mount bolt.
X — 5	5	5	Locations for mounting number 2 and 3 datum gages.
Y — $22\frac{29}{32}$	$22\frac{29}{32}$	$22\frac{29}{32}$	Bottom surface of spring seat to datum line.
Z — 39	39	39	Rear edge of access hole to front edge of angled slotted hole.
AA — $39\frac{11}{16}$	$39\frac{11}{16}$	$39\frac{11}{16}$	Near edge of crossmember hole to near edge of hole rearward of number 2 body mount.