

SECTION B**FRAME AND BODY MOUNTINGS****4L-4N-4R-4P-4U-4V-4Y SERIES****CONTENTS**

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DIVISION I**TROUBLE DIAGNOSIS****20-5 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.

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 IV

REMOVAL AND INSTALLATION

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.

Front bumper, rear bumper, and radiator cross rods must be loosened before replacing body mounts.

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. Care should also be taken to prevent damage to body and frame attachments such as steering column, brake pipes, etc. 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. Caution should also be used to insure that tap doesn't punch through underbody.

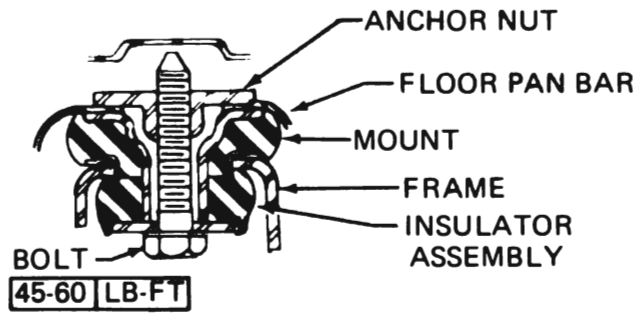
DIVISION VI

SPECIFICATIONS AND ADJUSTMENTS

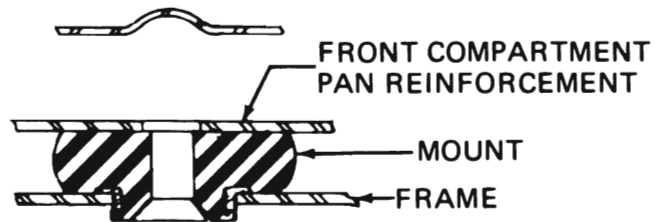
20-8 BODY MOUNT SPECIFICATION AND ADJUSTMENT

The 1971 body mount design is different from past model designs. Parts should not be intermixed.

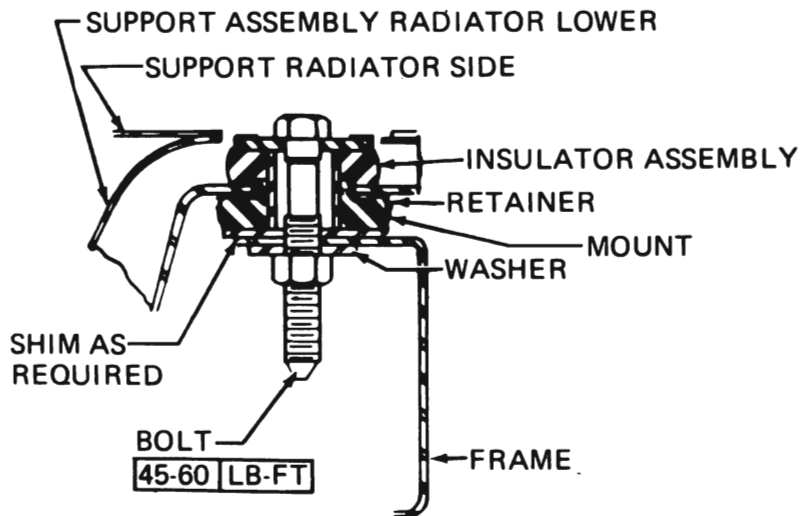
See diagrams for correct installation and torque specifications.



BODY BOLTS 1-2-3-4-6-7



BODY MOUNTS NO. 5



SHEET METAL MOUNT

Figure 20-5 - Body Mounts - 4L-4N-4R-4P-4U-4V-4Y

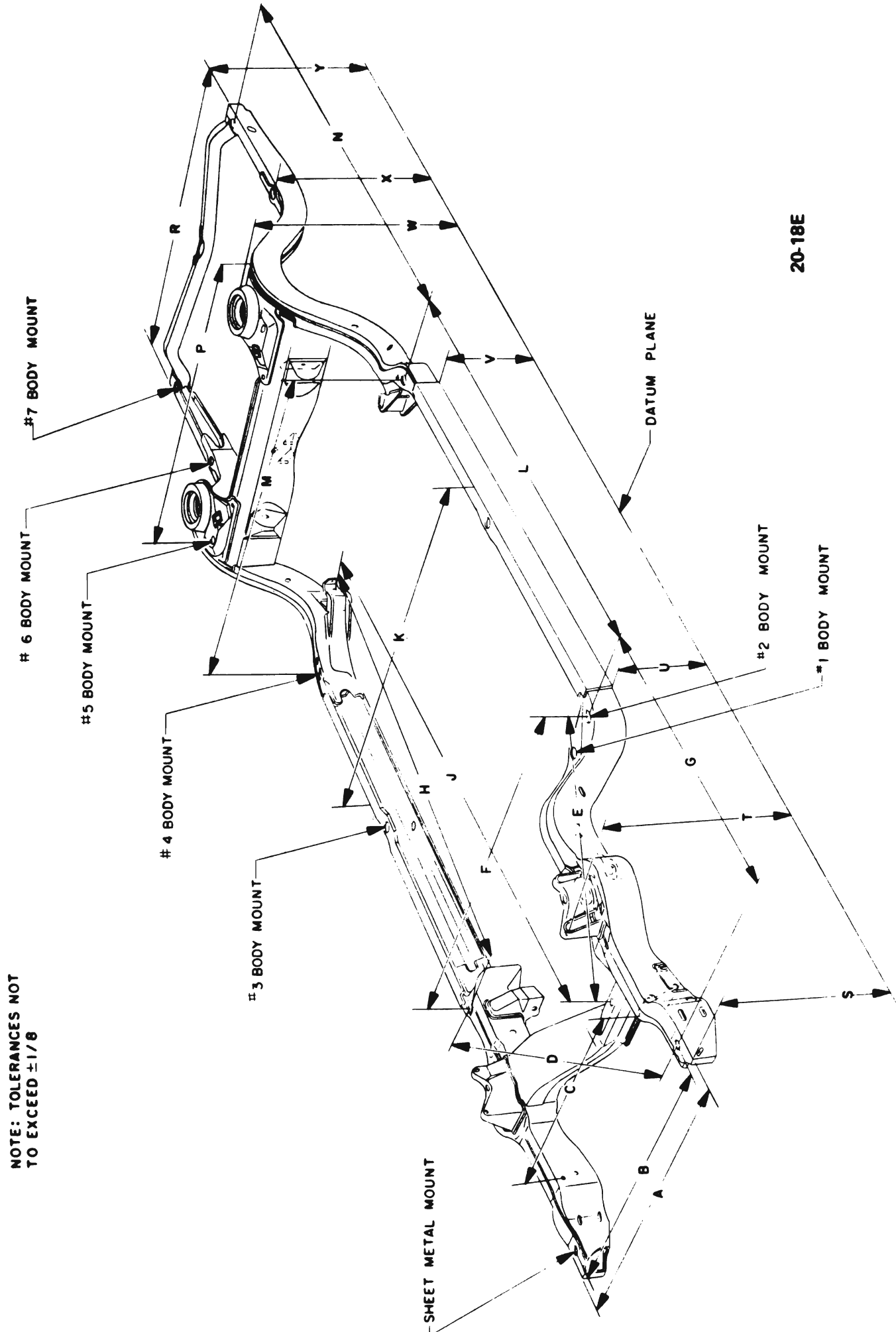


Figure 20-6 - Frame Details - 4L-4N-4R-4P-4U-4V-4Y

LeSabre Centurion	Electra	Riviera	Estate Wagon	
A — $42\frac{27}{64}$	$42\frac{27}{64}$	$42\frac{27}{64}$	$42\frac{27}{64}$	Outside edge to outside edge of frame front side rail.
B — $39\frac{1}{2}$	$39\frac{1}{2}$	$39\frac{1}{2}$	$39\frac{1}{2}$	Center to center of sheet metal mount holes.
C — $31\frac{55}{64}$	$31\frac{55}{64}$	$31\frac{55}{64}$	$31\frac{55}{64}$	Center top front steering gear bolt hole to center top hole idler arm mounting.
D — $58\frac{25}{64}$	$58\frac{25}{64}$	$68\frac{3}{16}$	$58\frac{25}{64}$	Center of sheet metal mount hole across to center number 2 body mount hole.
E — $36\frac{39}{64}$	$36\frac{39}{64}$	$38\frac{19}{64}$	$36\frac{39}{64}$	Center gage hole front cross member to center number 2 body mount hole.
F — $55\frac{1}{8}$	$55\frac{1}{8}$	$55\frac{1}{8}$	$55\frac{1}{8}$	Center to center of number 2 body mount holes.
G — $46\frac{5}{8}$	$46\frac{5}{8}$	$49\frac{1}{8}$	$46\frac{5}{8}$	Center sheet metal mount hole to center number 2 body mount hole.
H — $77\frac{25}{64}$	$80\frac{5}{16}$	$73\frac{27}{64}$	—	Center number 2 body mount hole to center rear lower control arm frame bracket hole.
J — $100\frac{59}{64}$	$104\frac{27}{64}$	$100\frac{1}{16}$	—	Center gage hole front cross member to center rear lower control arm frame bracket hole.
K — $59\frac{45}{64}$	$59\frac{45}{64}$	$59\frac{45}{64}$	$59\frac{45}{64}$	Outside edge to outside edge of frame center side rail.
L — $68\frac{37}{64}$	$72\frac{5}{64}$	$64\frac{37}{64}$	$70\frac{5}{32}$	Center number 2 body mount hole to center number 4 body mount hole.
M — $54\frac{5}{16}$	$54\frac{5}{16}$	$54\frac{5}{16}$	$55\frac{1}{4}$	Center to center of number 4 body mount holes.
N — $72\frac{9}{32}$	$72\frac{9}{32}$	$68\frac{9}{32}$	$67\frac{11}{32}$	Center of number 4 body mount hole to center number 7 body mount hole.
P — $51\frac{13}{64}$	$51\frac{13}{64}$	$51\frac{1}{4}$	$49\frac{9}{32}$	Outside edge to outside edge of frame at rear spring seat.
R — $54\frac{59}{64}$	$54\frac{59}{64}$	$54\frac{59}{64}$	$47\frac{5}{8}$	Outside edge to outside edge of frame at rear corner.
S — $15\frac{3}{64}$	$15\frac{3}{64}$	$15\frac{3}{64}$	$15\frac{3}{64}$	Top of front of frame to datum plane.
T — $19\frac{7}{16}$	$19\frac{7}{16}$	$19\frac{7}{16}$	$19\frac{7}{16}$	Center front upper control arm frame bracket front hole to datum plane.
U&V — 5	5	5	5	Locations for mounting number 2 and 3 datum gages.
W — $23\frac{49}{64}$	$23\frac{49}{64}$	$23\frac{41}{64}$	—	Bottom surface rear spring seat to datum plane.
X — $12\frac{61}{64}$	$12\frac{61}{64}$	$12\frac{61}{64}$	$14\frac{31}{32}$	Top of frame at number 6 body mount to datum plane.
Y — $13\frac{17}{64}$	$13\frac{17}{64}$	$13\frac{17}{64}$	$12\frac{21}{32}$	Top of rear of frame to datum plane.

Figure 20-7 - Frame Dimensions - 4L-4N-4R-4P-4U-4V-4Y

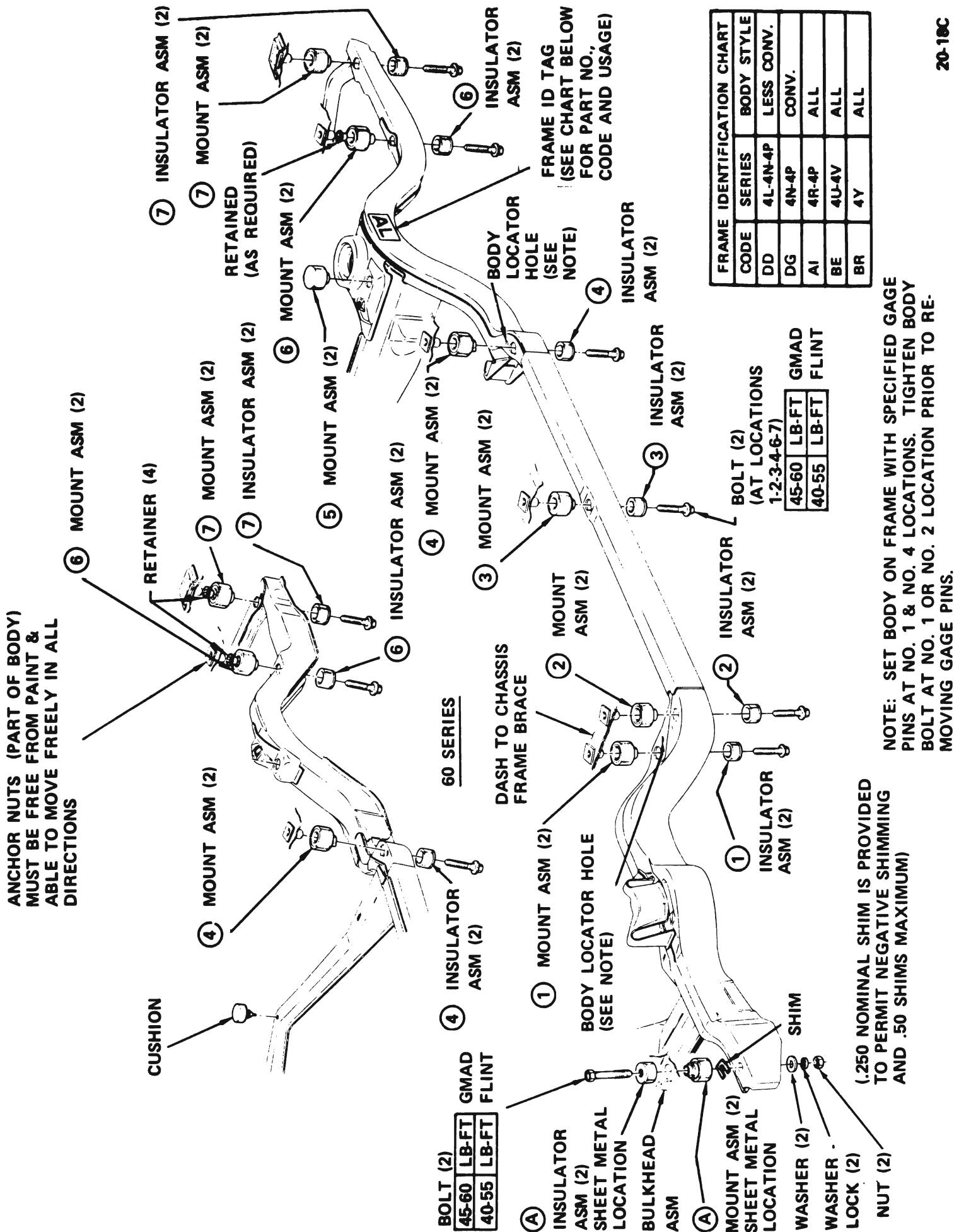


Figure 20-8 - Body Mount and Frame Usage - 4L-4N-4R-4P-4U-4V-4Y