

GROUP 13 BODY

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SECTION 13-A

INTRODUCTION, BODY MOUNTINGS

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SERVICE BULLETIN REFERENCE

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13-1 INTRODUCTION

Group 13 contains the most essential adjustment and replacement procedures required for ordinary servicing of bodies. These procedures may be performed by any competent mechanic without specialized experience in body repair work, and may be accomplished with tools and equipment usually available in a service shop.

The Fisher Body Service Division publishes service manuals which give much more detailed information on Fisher bodies than would be possible in the space available in this shop manual. These service manuals are furnished to Buick Dealers through the Buick Service Department.

Information covering all 1948 model Fisher bodies is contained in the "1946 and 1947 Body Manual, Service and Construction."

Information covering the 1949 Series 50-70 Fisher bodies is contained in the "1949 Fisher Body Service Manual for Buick "C" Series Bodies."

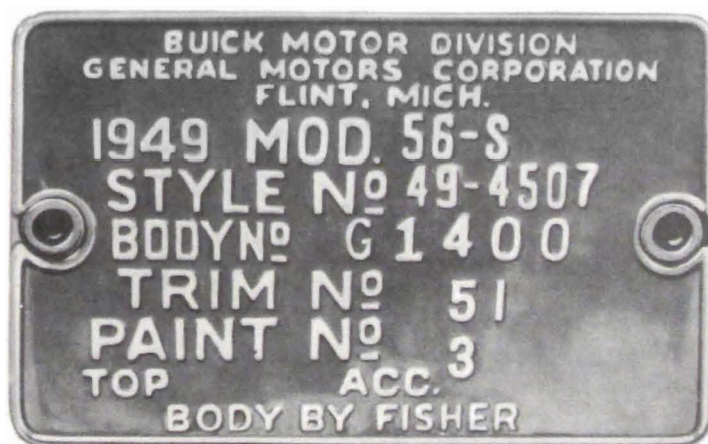


Figure 13-1—Fisher Body Number Plate

13-2 FISHER BODY NUMBER PLATE

Complete identification of each body as required for service is provided by a plate riveted to the cowl on right side under the hood. See figure 13-1. This plate should never be destroyed; if removed during body repairs it should be reinstalled in original location.

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 model year, car division number, and actual style number of body. In figure 13-1, 49 represents the model year 1949, 45 indicates Buick Division; 07 indicates the body style. An X following the style number indicates that body is equipped with the Hydro-Lectric Power System.

The *Body Number* is the production serial number of the body. The prefix G denotes the plant in which body was built.

The *Trim Number* furnishes the key to trim color and material. Trim colors and materials specified for each trim number are given in The Buick Master Parts List.

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 Buick Master Parts List.

13-3 CARE OF PAINT AND CHROME PLATED PARTS

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 tends 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 (par. 13-2). Unless the new paint contains the same pigments in the same proportion as the original paint, the new paint will weather out off-color even though it appears to blend with the original paint at time of application.

b. Care of Chrome Plated Parts

Although chrome plating itself is not subject to rust or corrosion there are destructive agents

which may seep through the pores of the plating and attack the base metal underneath, causing a corrosive condition which will undermine the chrome plating if neglected. This corrosion of the base metal also exudes out of the pores of the plating and shows up on the surface in the form of rust discoloration.

Road silt and slush thrown up by the car wheels during inclement weather are detrimental to chrome plated parts if allowed to remain on the surface for any length of time. Ordinary traffic film, particularly in industrial areas, contains a certain amount of soot which sets up a chemical reaction during damp weather and this filters by degrees through the pores of chrome plating to attack the base metal. In some localities certain soils or clays contain elements that eventually cause injury to chrome plated parts.

Deterioration of chrome plated parts can be avoided by keeping the parts clean. The accumulation of traffic film, mud, etc., should be removed at reasonable intervals by washing with plain water and wiping thoroughly dry. Seepage of destructive elements through the pores of the chrome plating can be retarded by application of a body polishing wax or a light mineral oil. The material should be applied with a soft cloth and then all surplus should be wiped off.

On parts where symptoms of corrosion appear, a cloth moistened with kerosene may be used to remove the corrosion after which the part should be waxed or oiled as explained above. In cases of excessive corrosion it may be necessary to use a non-abrasive scouring power or a light rubbing compound. In applying these cleaners on broad chrome surfaces use a straight forward and back motion with the cloth to avoid rings.

13-4 CEMENTS AND SEALING COMPOUNDS

Many different compounds are used as cements and sealers in the construction of a body, and many different brands are available for service use. It would not be practical to stock all of the compounds used, or to discuss here all of the brands available.

The "3-A" compounds listed here have been found satisfactory for the applications indicated and are recommended for the cementing and sealing operations required in servicing a body. They are manufactured by the Minnesota Mining and Manufacturing Company and are

generally available through automotive supply houses.

Due to the adhesive properties of these compounds, application with a stick, screwdriver, or similar tool is always unsatisfactory. This method of application is not only wasteful but usually results in smeared painted surfaces and upholstery which are difficult to clean. Sealing guns should be used for application of these compounds. For light bodied compounds the small trigger gun B 182-A is satisfactory. For heavy bodied compounds, a larger gun with flow adjustment should be used.

a. 3-M Synthetic Rubber Adhesive

This cement is a synthetic rubber base adhesive developed especially for bonding synthetic rubbers together or to metal surfaces. It may be used for cementing door and rear compartment lid weatherstrips in place, sealing around windshield and rear window glasses, etc. Can be applied with the small pressure gun or with a stiff bristle brush.

b. 3-M Trim Cement

This colored adhesive is used for cementing trim fabrics to metal panels, trunk linings, floor carpets, etc. It is especially developed to adhere to fabrics without bleeding through to cause discoloration. This cement has the "quick tack" and "wet" strength required to permit cementing the fabrics in place quickly and securely. On 1949 Series 50-70 bodies it may be used to cement "Scundsorber" to the deadener pad on the underside of the roof panel.

c. 3-M Felt Pad Adhesive

This is a heavy black cement used for attaching all types of deadener pads to metal panels.

d. 3-M Convertible Top Sealer

This medium bodied sealer, available in black or tan, is used strictly for sealing the seams and tacking areas of the top fabric on convertible coupes. Should be applied with the small trigger type sealing gun.

e. 3-M Autobody Sealer

This semi-heavy black compound is a flexible rubber sealer for general use in sealing welded seams inside the body. It is also used for sealing body mouldings. It is non-drying and its ability to stay in place without flowing makes this sealer useful for many purposes.

f. 3-M Underséal

This sealer is a sprayable black coating for use on metal surfaces underneath the body. It is especially useful for sealing all welded seams and crevices against entrance of dust and water. It also acts as an insulator against noise and extremes of temperature.

13-5 BODY MOUNTINGS

The locations of body mountings and the parts used at each location are shown in figures 13-2 through 13-5.

The rubber shims used at each mounting point are designed to eliminate metal-to-metal contact between the frame, bolt and body so that transmission of noises is prevented. In all closed body mountings, except No. 1 on Models 59-79, the shims are of the positive preloaded type in which a spacer surrounding the bolt determines the amount of compression that can be put in the rubber shims. The No. 1 mountings on Models 59-79, and all mountings used with convertible coupes do not use the spacer.

When body bolts are tightened, the spacers must be solidly seated. To avoid distortion of parts, and also to give proper compression to the shims where spacers are not used, a torque wrench should be used to tighten all bolts uniformly to 25-30 ft. lbs. torque.

In addition to the parts shown in figures 13-2 through 13-5, steel shims are added as required at individual mountings to compensate for variations in body and frame in order to insure a firm mounting without distortion of body. Whenever it becomes necessary to remove body mountings, care must be taken to reinstall all of the mounting parts and steel shims in their exact original positions.

Closed bodies should not be re-shimmed to correct distortion of door openings. These openings should be shaped as required by the use of body jacks. The body should rest firmly on all mountings before bolts are tightened and steel shims should be added where body does not contact a mounting. Shims for this purpose are furnished under group 4.023.

Convertible bodies may be re-shimmed in cases where door locks do not latch securely after door is properly adjusted to body opening (par. 13-27). In such cases, shims placed under the ends of body will close in the body door opening sufficiently to insure proper latching of door locks.

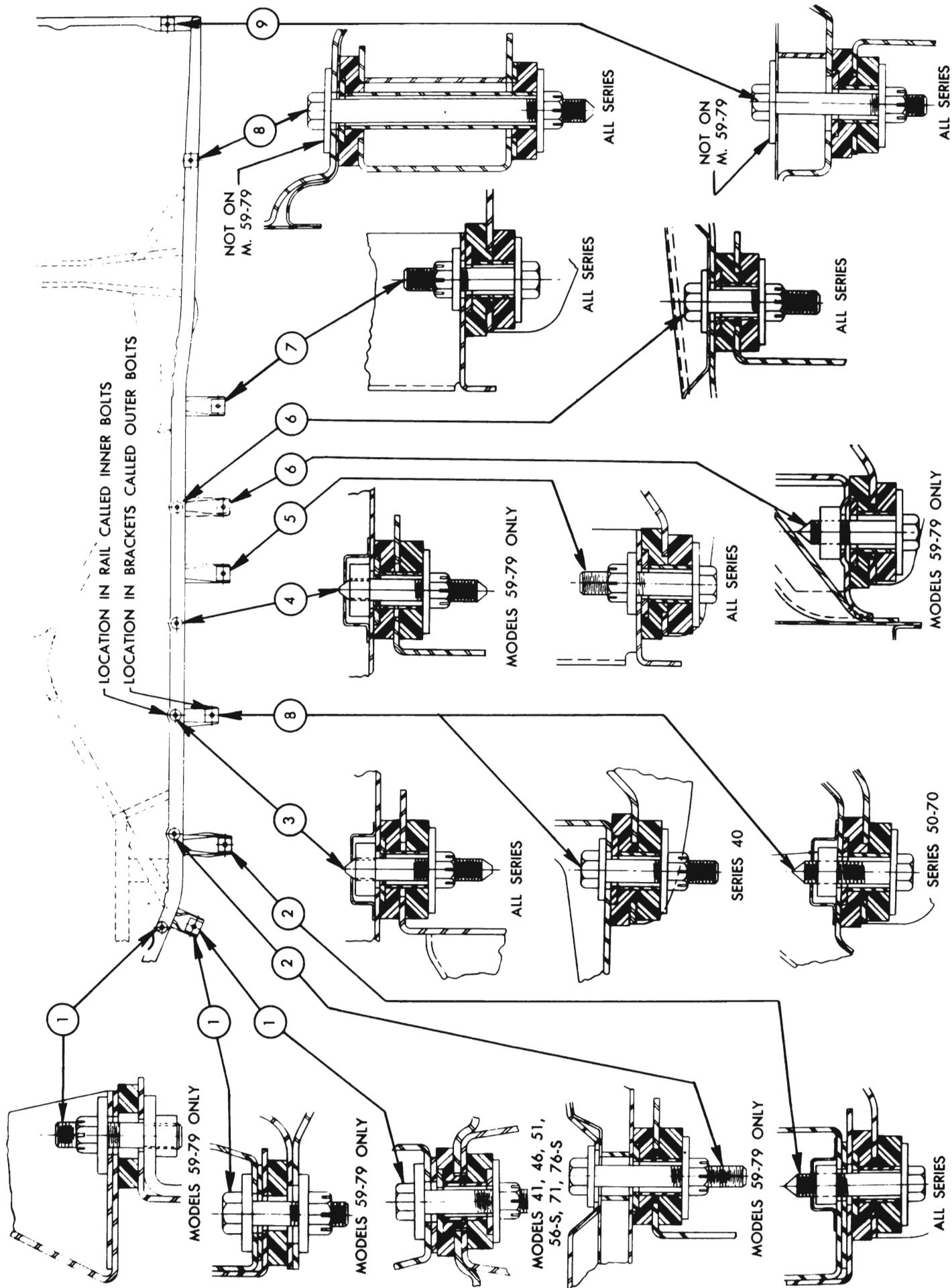


Figure 13-2—Closed and Estate Wagon Body Mountings—1948 Models

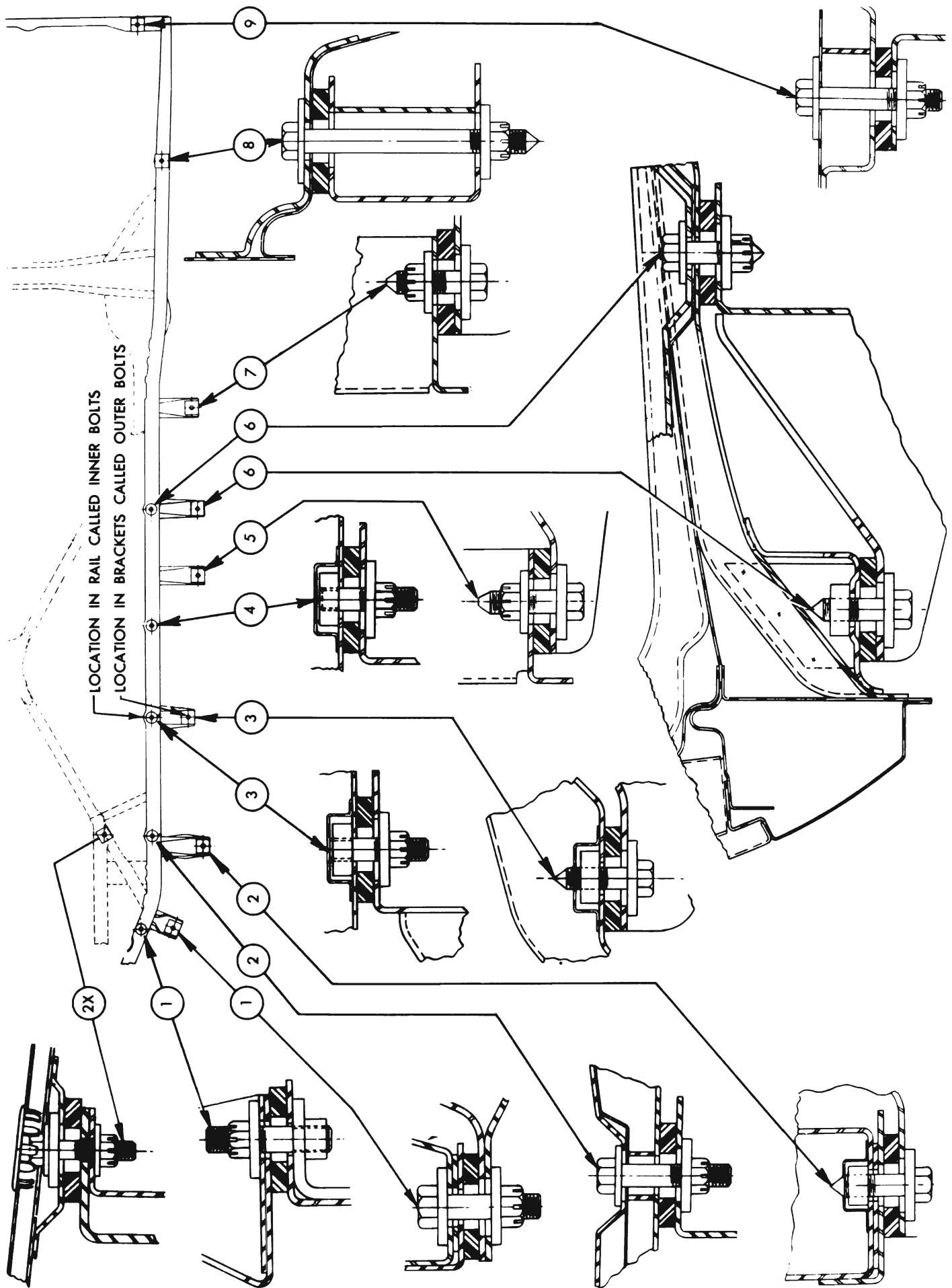


Figure 13-3—Convertible Body Mountings—1948 Models

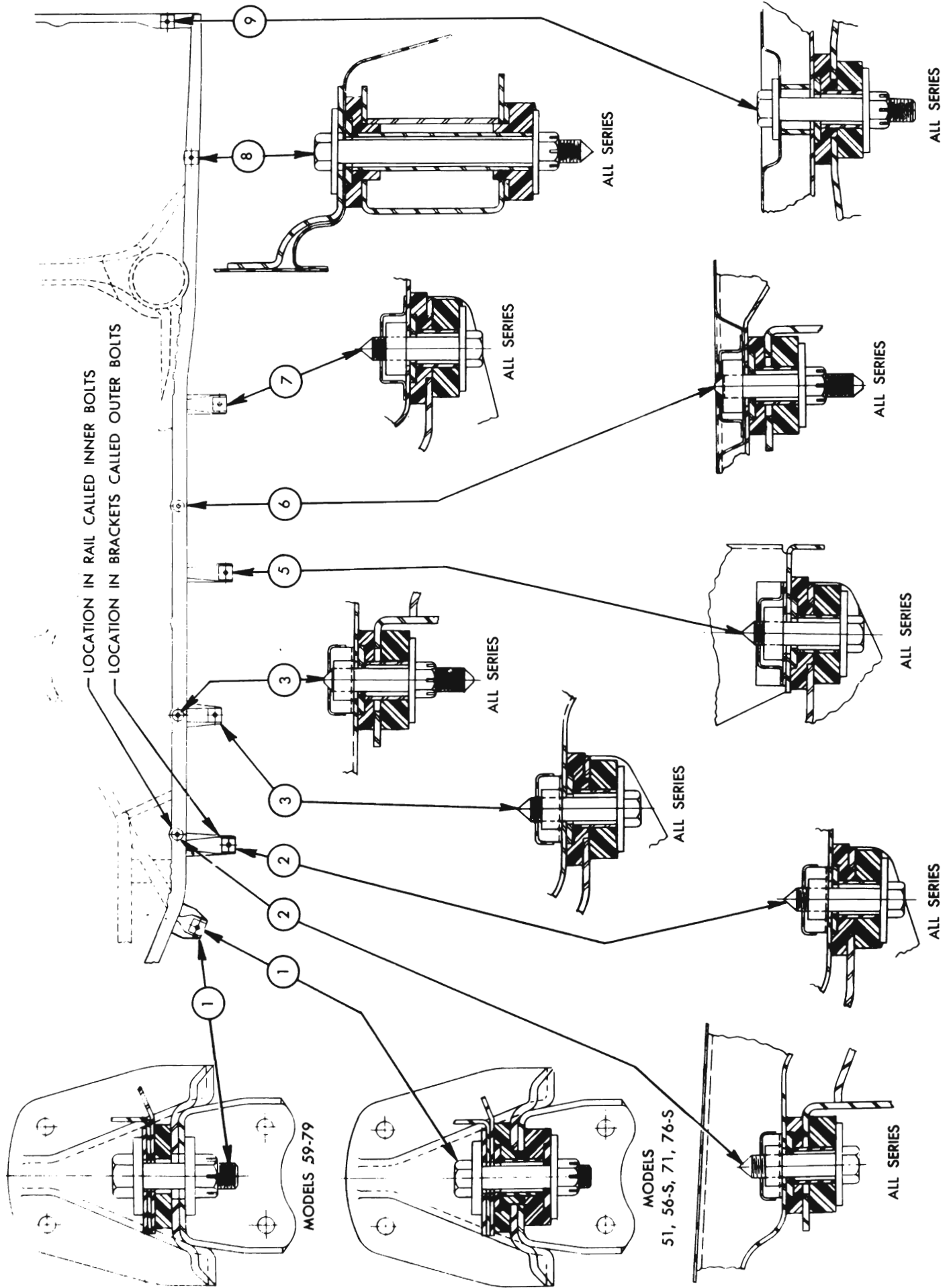


Figure 13-4—Closed and Estate Wagon Body Mountings—1949 Series 50-70

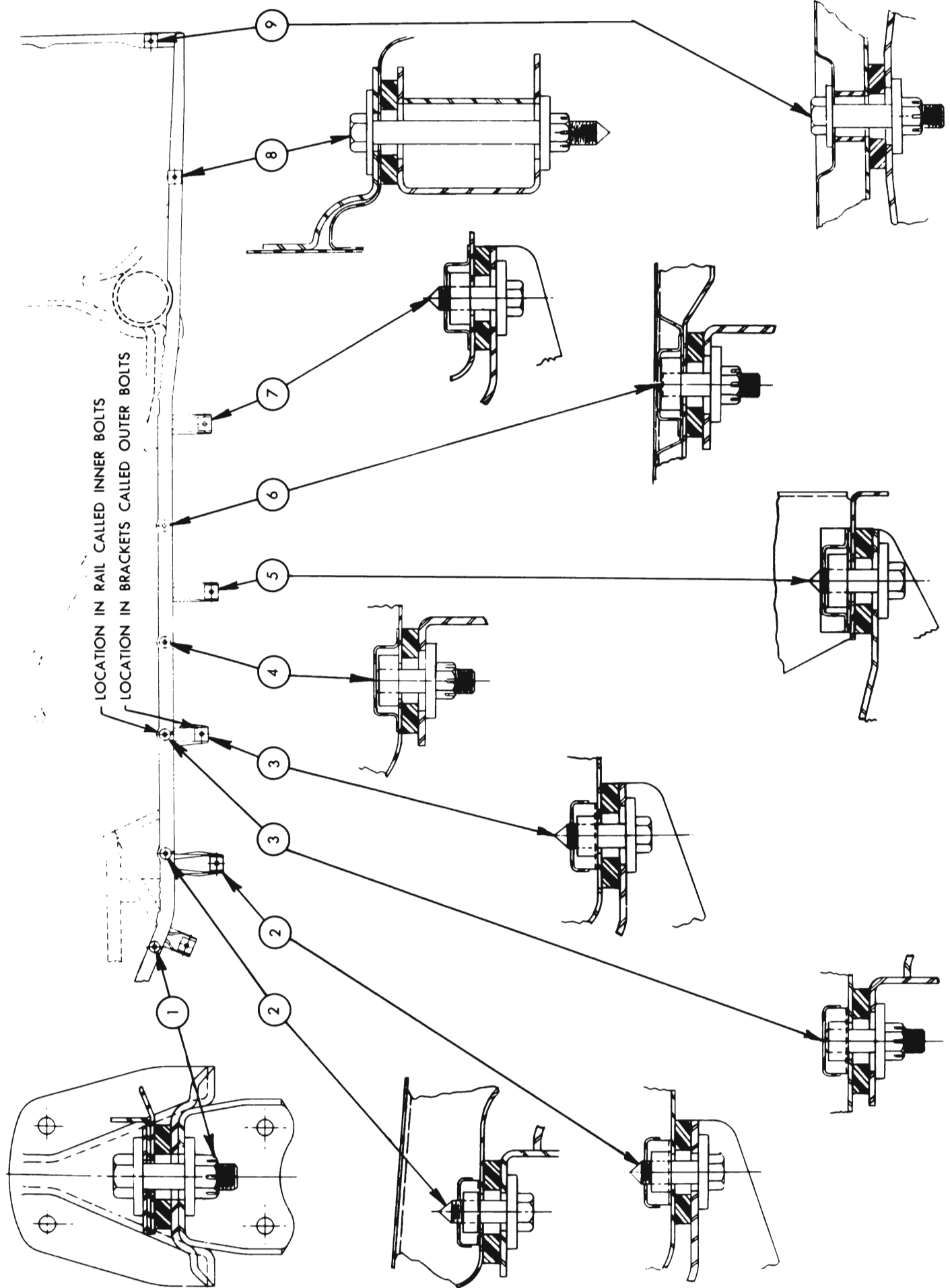


Figure 13-5—Convertible Body Mountings—1949 Models 56-C and 76-C