

FRAME AND BODY MOUNTINGS

CONTENTS OF THIS SECTION

SUBJECT	PAGE	SUBJECT	PAGE
Underbody Alignment	2-1	Lifting	2-3
Reference Point Dimensions	2-1	Body Vibration Dampeners	2-3
Horizontal Dimensions	2-1	Floor Pan Reinforcement	2-3
Vertical Dimensions	2-2		

UNDERBODY ALIGNMENT

Firebird bodies are of unitized construction. A partial frame supports the front end sheet metal, front suspension, engine and other mechanical components. Unitized construction demands that underbody components be properly aligned to ensure correct suspension location. In the event of collision damage it is important that the underbody be thoroughly checked and, if necessary, realigned in order to accurately establish suspension locations.

To assist in checking alignment of the underbody components, repairing minor underbody damage or locating replacement parts, the following underbody dimensions and alignment checking information is presented.

For additional information see Section 3 of the Fisher Body Service Manual.

REFERENCE POINT DIMENSIONS

Dimensions to gauge holes are measured to dead center of the holes and flush to adjacent surface metal unless otherwise specified. The master gauge holes adjacent to the No. 1 body mount (Fig. 2-1) and in the side rails near the rear spring front attachment are key locations and should be used wherever possible as a basis for checking other reference points.

HORIZONTAL DIMENSIONS (Fig. 2-1)

Fig. Ref.	Dimension	Location
A	38-3/16"	Rear edge at centerline of 1" gauge hole.
B	34-15/16"	Rear edge at centerline of gauge hole and center of

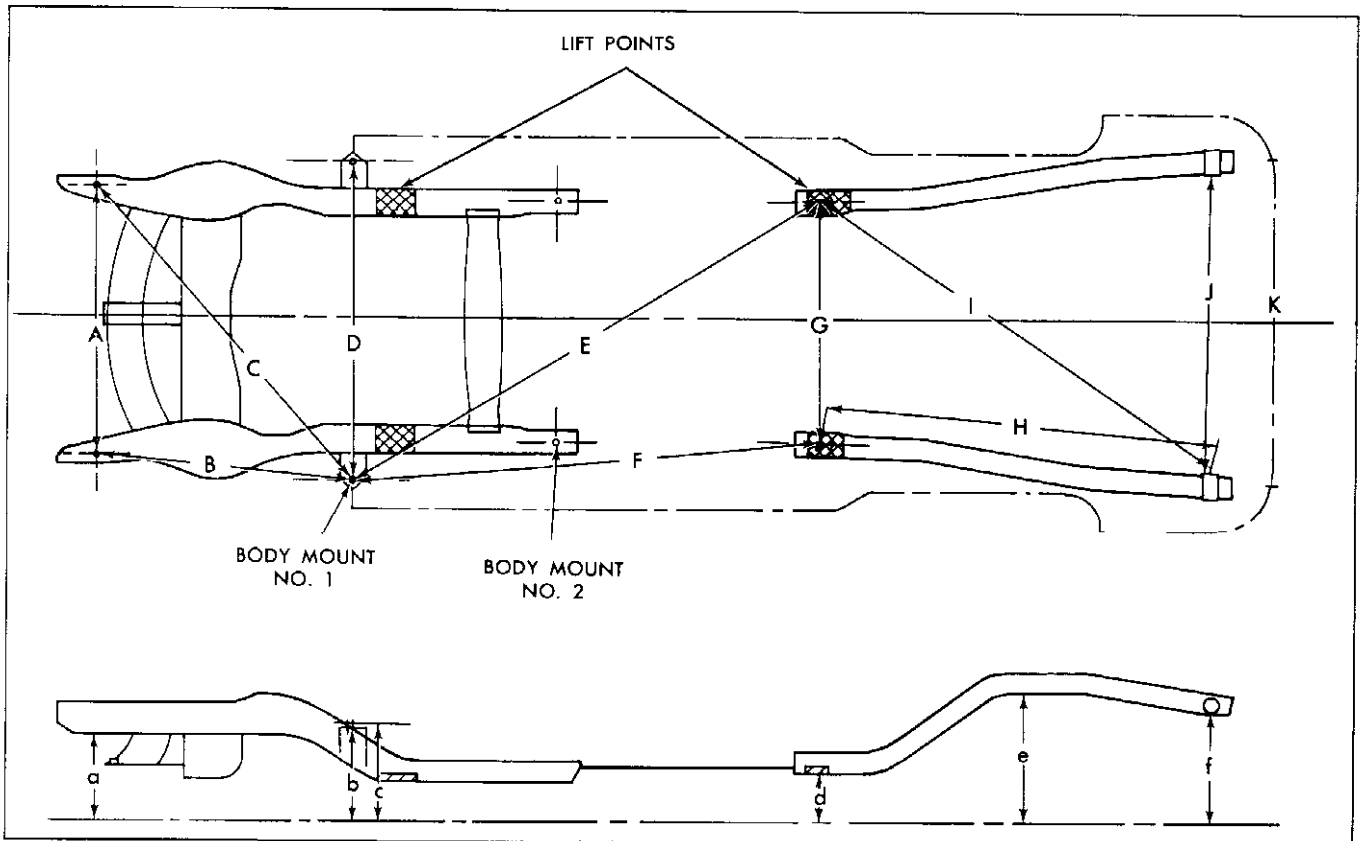


Fig. 2-1 Checking Dimensions, Lift Points and Body Bolt Locations

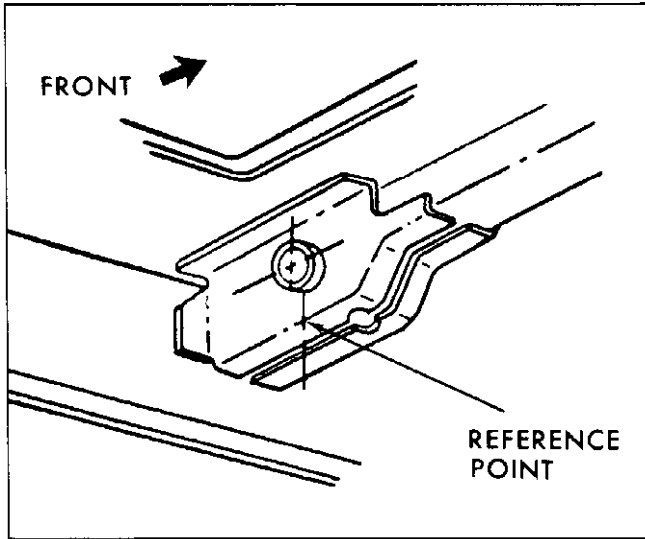


Fig. 2-2 Side Rail at Spring Rear Shackle Hole

Fig. Ref.	Dimension	Location
B Continued		master gauge hole adjacent to No. 2 body mount on same side of frame.
C	54-1/8"	Rear edge at centerline 1" gauge hole and center of master gauge hole adjacent to No. 1 body mount in opposite side of frame.

Fig. Ref.	Dimension	Location
D	44-9/16"	Center of master gauge hole adjacent to No. 1 body mount.
E	75-7/8"	Center of master gauge hole adjacent to No. 1 body mount and center of master gauge hole in side rail on opposite side of body.
F	65-1/4"	Center of master gauge hole adjacent to No. 1 body mount and center of master gauge hole in side rail on same side of body.
G	33-1/2"	Center of master gauge hole in side rail.
H	55-3/16"	Center of master gauge hole in side rail and a point at inboard edge of same side rail at centerline of shackle bolt hole (Fig. 2-2).
I	66-11/16"	Center of master gauge hole in side rail and a point at inboard edge of opposite side rail at centerline of shackle bolt hole (Fig. 2-2).
J	42-7/8"	Inboard edge of side rail at centerline of shackle bolt hole (Fig. 2-2).
K	44-7/8"	Center of rear bumper lower attaching bolts.

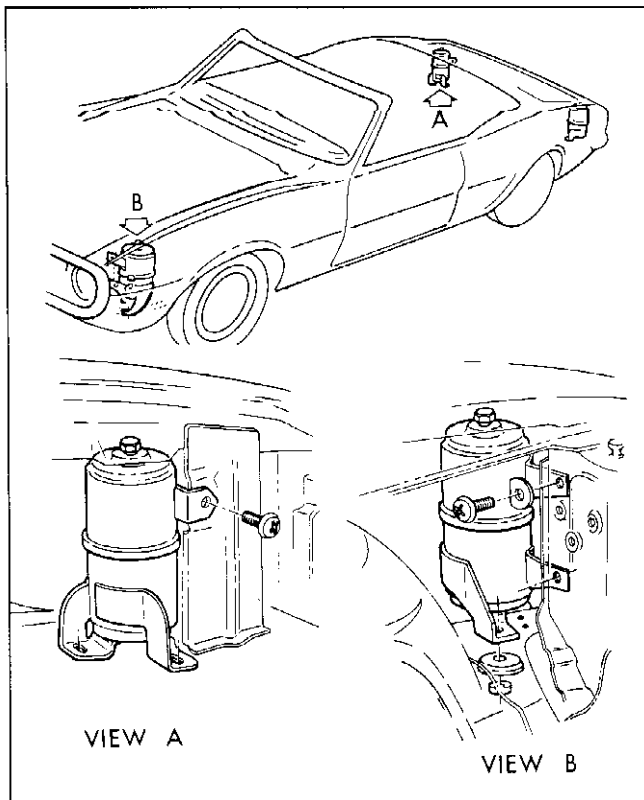


Fig. 2-3 Body Dampener Locations

VERTICAL DIMENSIONS (Fig. 2-1)

Fig. Ref.	Dimension	Location
a	11-15/16"	1" gauge hole at front of frame.

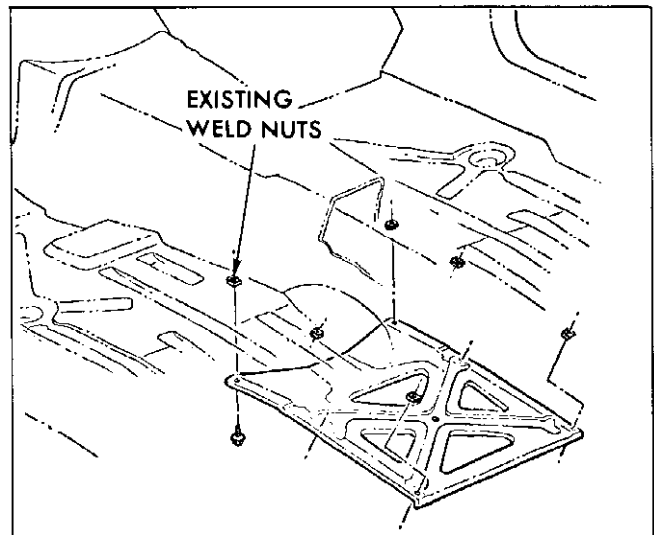


Fig. 2-4 Convertible Floor Pan Reinforcement

Fig. Ref.	Dimension	Location
b	13''	Master gauge hole adjacent to No. 1 body mount in frame.
c	13-13/16''	Master gauge hole adjacent to No. 1 body mount on body.
d	6-15/16''	Master gauge hole inside rail.
e	11-3/4''	Lower surface of side rail at kick up either side of rear axle housing.
f	15-11/16''	Lower surface of side rail at centerline of shackle bolt hole.

LIFTING

Lifting can be accomplished without adapters when using a drive-on hoist or with a twin-post type hoist

by making contact with front suspension lower control arms and rear wheels. Since there is a bolted on stub frame in front and welded side rails at the rear, the car may also be lifted at the points illustrated in Fig. 2-1. Proper adapters must be used to prevent damage to the various parts of the underbody. Caution should be exercised so as not to nick the single leaf rear springs.

BODY VIBRATION DAMPENERS

All convertible styles contain four body vibration dampeners, one of which is mounted at each corner of the vehicle as shown in Fig. 2-3. Rear dampeners are mounted to the vertical quarter panel brace and floor pan; front dampeners are mounted to the radiator support.

FLOOR PAN REINFORCEMENT

Convertible styles have a bolt on floor pan reinforcement as shown in Fig. 2-4. It is of stamped steel and straddles the drive shaft tunnel.