

BODY

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Body description and service operations are contained in the Fisher Body Service News which should be used as the source of information for all body operations.

CAR SERIAL NUMBER AND BODY NUMBER LOCATION

The serial number (which is also stamped on a machined pad on the front of the right hand bank of the engine block) is located on a metal strip fastened to the left front hinge pillar post and is visible when the left front door is open.

The letters and numbers have definite significance as shown in Fig. 1-1. Whenever corresponding or reporting any information concerning a car always give the car serial number.

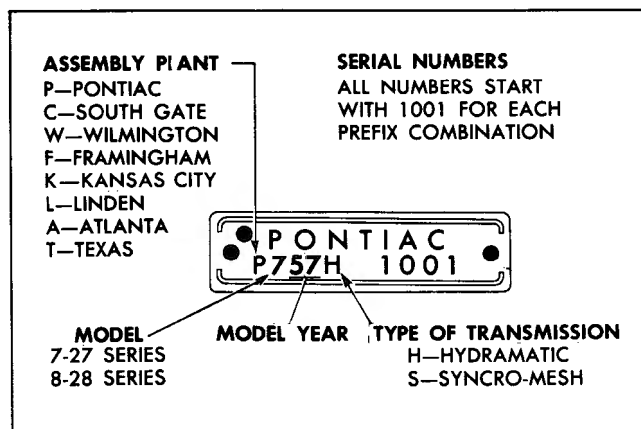


Fig. 1-1 Car Serial Plate

Each body carries its own Body Serial Number which is marked on a body plate fastened to the right side of the cowl just under the rear edge of the hood. This plate also gives body style number, paint number, and trim number. Give the information on the body serial plate when reporting or corresponding on the body (Fig. 1-2). NOTE: 25 Model Series on Body Series Plate corresponds with 27 Series on Car Serial Plate.

BODY MOUNTING ADJUSTMENTS

Certain body adjusting procedures are not covered in the Fisher Body Service News and are therefore covered below.

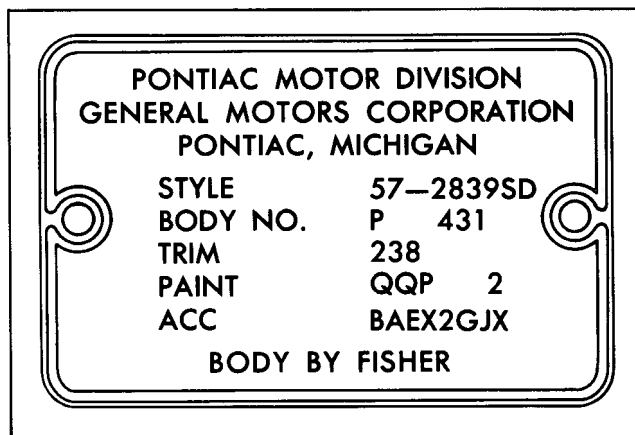


Fig. 1-2 Body Series Plate

TIGHTENING BODY BOLTS

Occasionally it may be necessary to tighten body bolts, in which case the following procedure should be followed:

1. Remove nut from bolt and make sure threads of bolt and nut are clean so nut will run free on bolt. Where only a bolt is used remove and clean threads of bolt.
2. Install nut on bolt (or install bolt only if nut is not used) making sure washer is under nut (or bolt head where nut is not used) and tighten finger tight.

Check to see that face of washer is against attaching part indicating that finger tightness of nut (or bolt) is due to parts seating and not due to burrs or dirt in threads.

3. Tighten to 25-35 lb. ft. torque (except taxi and convertible coupes) and 10-12 lb. ft. torque on taxi and convertible coupes.

BODY SHIMMING

Body alignment (door fits, etc.) is definitely affected by shimming between the body and frame. Improper shimming produces an unnatural deflection in the body structure with resultant binding. In production each frame is checked on a fixture to accurately determine the correct shim thickness required at the various body bolts. In some cases it may be necessary to reshim a body following collision repair. To do this loosen all body bolts, then add any shim thickness necessary to take up clearance between the old shim and the body. With body resting equally at all support points, install body bolts.

PAINT INFORMATION

ACRYLIC LACQUER

All 1957 *Custom Models* are finished in acrylic lacquer. This paint is incompatible with standard lacquers and enamels, therefore, correct materials and procedures are essential to produce a satisfactory repair and refinish. Extreme care must be exercised in the ordering of refinish and repair materials for these models. Many repair and refinish products which may appear to be acceptable could have a definite adverse effect on the finish of a car immediately or later.

Following are repair and refinishing instructions:

REFINISH AND REPAIR

1. Before any sanding is done, wipe surface with a clean cloth soaked with T-3812 DULUX Enamel Reducer to remove all traces of wax, polish, and grease. Wipe dry with a clean, dry cloth.

2. Cut down the edges of broken spots with coarse sandpaper. If large areas are to be stripped, use "Klean Strip," "Stripeeze," etc. Feather edges with 400 paper. Sand any rusty metal or new panels with a metal conditioner such as "Metal-prep," "Deoxidine," etc. Wash with water and dry thoroughly.

3. Spray bare and feathered areas with 233-82381 Primer-Surfacer #90 reduced 2 parts 233-82381 Primer-Surfacer #90 with 1 part 3745 Undercoat Thinner. Apply two or more medium coats rather

than heavy wet coats. Permit each coat to flash (become dull) before applying succeeding coats. Allow final coat to dry at least thirty minutes before sanding. Best results will be obtained by sanding with 360 paper and water. If dry sanding is preferred, use 400 paper. If any imperfections still show, knife out with PX Putty and allow to dry one to two hours. Sand same as Primer-Surfacer. Seal sanded PX Putty with one medium coat 233-82381 Primer-Surfacer #90, reduced as above and dry 30 minutes before sanding to smoothness.

4. In spot repair area rub around patches with DUCO Rubbing Compound to remove over-spray and scratches in old finish. Wipe clean with cloth dampened with T-3812 DULUX Enamel Reducer.

5. Dust off surface to be finished and tack wipe.

6. Spray three or four wet double coats of acrylic color coat reduced 1 part of acrylic color coat with 1½ parts 3619 Topcoat Thinner. Allow each coat to flash before applying succeeding coats. In spot repair extend each color coat a little beyond previous coat so as to blend into surrounding finish. Spray 3635 Mist Coat Thinner to improve leveling and gloss.

7. Allow to air dry at least four hours, preferably overnight; or force dry with infrared or oven to heat the finished area at least 10 minutes at 180 deg. F. Then process the area by hand rubbing with DUCO Rubbing Compound No. 2 or by machine rubbing with DUCO Lacquer Machine Polishing Compound No. 14. In spot repair be careful not to compound too far out—stay within the area of the fresh color coat. Polish the entire area with DuPont No. 7 Polish or dry buff with "Amcor" Disc No. 5 or lamb's wool bonnet.

Acrylic lacquer may lose original brilliance due to shrinkage caused by loss of solvent after buffing. This shrinkage is reduced by increasing the dry or forced dry time before buffing. Re-buffing after shrinkage is complete (2 weeks or longer) will permanently restore brilliance.

NOTE: Allow at least TWO MONTHS for acrylic lacquer to harden before applying wax or silicone polish.

SPECIAL CAUTIONS

1. The acrylic lacquers, thinners and undercoats used with them are not compatible with standard lacquers, thinners and undercoats. Therefore, the two lines of materials should not be mixed when refinishing.

When using acrylic lacquers, use the entire line of materials. When using standard line lacquers, use the entire standard line of materials.

2. No repairs or panel refinishing should be attempted with acrylic lacquers over surfaces previously finished in standard line lacquer, and/or standard line undercoats. Such repairs will invariably crack within a period of several months.

3. No spot or panel repairs may be made with standard line lacquers over surfaces previously finished in acrylic lacquer. The standard line lacquer will chalk or dull much more rapidly than the surrounding area of acrylic lacquer and will present an objectionable appearance in a short time.

4. If it is desired to completely refinish or two-tone a car previously finished in acrylic lacquer, standard line lacquer may be used provided the original acrylic lacquer color coat is sanded to almost complete removal or to a point where the undercoat is showing over approximately 90% of the surface to be refinished. The reason for this is that objectionable softening may occur if the acrylic lacquer color coat is not removed before applying standard line lacquer.

Note that it is not necessary to remove paint to bare metal, only to the primer or undercoat.

ROAD OIL AND TAR REMOVAL

When removing road oils and tar from acrylic lacquer finishes, care must be exercised to use a cleaner that is not harmful to this finish. Ordinary tar and lacquer removers that were developed for cleaning regular lacquer may be harmful to this finish. Instances have been reported where these commercial cleaners have caused spotting and in some cases dissolving of the acrylic lacquer causing extensive paint damage.

Any cleaner is satisfactory if it is recommended for use on regular lacquer, enamel and acrylic lacquer. Number Seven "Dissolvo" newly developed and marketed by DuPont and a new "Prepsol" mixture or their equivalents can be used safely for removing road oils and tars from acrylic lacquer. This same new cleaner is compatible for use on regular line lacquers, enamels or acrylic lacquers and any equivalent product would be as acceptable. When purchasing, make sure that the instructions on the container specifically state that the contents can safely be used on acrylics and other finishes.

TRIM CLEANING INFORMATION

CONVERTIBLE TOP CLEANING

Generally, soilage can be removed with art gum or crude rubber. If dirt is heavily embedded in the fabric, the top should be thoroughly brushed with a whisk broom. In this brushing, a minimum of pressure should be applied to those areas of the assembly which cover metal bows of the top structure; heavy abrasion will disturb the surface of the material appreciably, causing an unsightly appearance. After brushing, the top should be washed thoroughly with a neutral soap suds and lukewarm water; a cloth or brush with soft bristles should be used. Generous quantities of clear water should then be applied over the surface to remove any trace of soap which might remain.

After cleaning as above, if soilage persists, the following procedure can be used. **CAUTION:** This procedure applies to Vicodee top only. Do not use on previous models without Vicodee top.

Rinse the whole top with water, then apply Ajax Cleanser, New-Old Dutch Cleanser, or the equivalent foaming type cleanser on an area of approximately two square feet and scrub with a small hand brush having soft or nylon bristles, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. This should not be necessary over two or three times. After the whole top has been cleaned in the above manner, rinse the top generously with water to remove all the residual cleanser.

Care should be exercised to keep the foamed cleanser from running down across the body finish. If the paint film has accumulated road grime and oxidation on it, the cleanser can cause streaks if allowed to run down and dry. The end result is the same as any detergent which may be applied to paint.

Volatile and other clear cleaners, naphtha, gasoline or household cleansing and bleaching agents should never be used.

UPHOLSTERY CLEANING

There are three general types of upholstery materials used in automobile bodies:

1. Fabrics that may be either plain (broadcloth, gabardine, etc.) or pattern fabrics which are manufactured with natural or synthetic (nylon, orlon, rayon, viscose, etc.) fibers.

2. Genuine Leathers

3. Vinyl Coated Fabric

These basic materials with such auxiliaries as floor coverings are all described in the following pages, and directions are given for cleaning each type.

GENERAL INSTRUCTIONS

Before attempting to remove spots or stains from upholstery fabrics, determine as accurately as possible:

1. Nature and age of the spot or stain.
2. The affect of stain removing agents on the color structure and general appearance of the fabric.

For best results, stains should be removed from upholstery as soon as possible after they have been made. If they are allowed to stand for some time, they often become set, and removal becomes more difficult—frequently impossible.

There are two basic types of cleaners available:

1. Volatile cleaners (colorless liquids)
2. Synthetic detergents

The volatile cleaners are recommended since they have great solvent powers for grease and oils and general road grime. Synthetic detergents generally loosen up stains satisfactorily, but their use involves a possible risk of damaging the color or finish of the fabric if not selected with *extreme* care.

A solution of synthetic detergents, regardless of type, and water is not recommended for *general cleaning* of broadcloths. Broadcloth finishes are produced by multiple pressing and other operations which produce the high face or glossy finish that distinguish this particular type of fabric. Water has great destructive powers on these finishes, causing the nap to cure and roughen to such an extent that the finish is destroyed or made very unsightly. The removal of *specific types of stains*, listed later, will require water for removal; therefore, a disturbance of the finish will result.

USE OF VOLATILE CLEANERS

Extreme care should be taken not to use too much solvent and to apply it only with clean cloths. It is the solvent that does the work—so only a minimum of pressure should be applied.

1. Brush away all loose particles of dirt and soil.

2. Dampen a clean cloth (cheese cloth may be used) with volatile cleaner. Open cloth and allow a portion of cleaner to evaporate so that cloth is just slightly damp.

3. Using very light pressure and a circular lifting motion, rub stained area, starting at outer edge and working toward center until entire area has been covered. Change to a clean portion of cloth every few strokes.

4. Before proceeding, wait several minutes to allow most of volatile cleaner to evaporate. This will avoid the danger of cleaner penetrating to padding under upholstery. Certain cleaners will deteriorate sponge rubber which is often used as padding.

5. It may be necessary to repeat Steps No. 2, 3, and 4 several times before stain has been satisfactorily removed. Each time a clean cloth should be used.

6. If a ring should form on the cloth as spot is removed, entire area of trim assembly should be gone over with a clean cloth, prepared as in Step No. 2, using very light pressure.

7. The cleaned upholstery should be allowed to dry completely before using.

Some volatile cleaners are toxic and harmful, therefore, the following precautions should be used:

- a. Always use in a well ventilated area. Car windows and garage doors must be open when such cleaners are used.
- b. Avoid prolonged or repeated breathing of vapors from leaner.
- c. Avoid prolonged or repeated contact with the skin.
- d. Keep away from eyes and mouth.
- e. Some cleaners are inflammable, and every precaution and care must be exercised in handling these cleaners.

USE OF SYNTHETIC DETERGENTS

1. Make a solution of synthetic detergent in lukewarm water, working up a thick, frothy suds.

2. With a clean cloth or sponge, dampened with lukewarm water, apply *suds only* to surface of upholstery using light to medium pressure. Repeat several times, applying more suds with a clean portion of cloth or sponge.

3. With a second clean cloth, dampened with lukewarm water, rub over the area with medium pressure to remove excess detergent and loose material.

4. With a clean dry cloth, wipe off all excess moisture. If a vacuum cleaner is available, it may be used.

5. Allow the upholstery to dry partially, then, repeat above treatment if necessary to remove stain.

6. When the upholstery is satisfactorily cleaned, allow to dry completely before using.

GENERAL PRECAUTIONS

1. Do not use as a cleaning solvent any gasoline which is colored or which contains tetraethyl lead.

2. Do not use as a cleaning solvent, acetone, lacquer thinners, enamel reducers, nail polish remover, etc.

3. Do not use laundry soaps or bleaches and reducing agents, such as the following: Chloride of lime, Javelle water, Hydrogen peroxide, Sodium hydrosulphite, Potassium permanganate, Chlorine or chlorine water, Sulphurous acid (sulphur dioxide), Sodium thiosulphate (Photographers' hypo). The use of these agents tends to weaken fabric and to change its color.

4. Do not use too much cleaning fluid, some interior trim assemblies are padded with rubber, and volatile cleaners are generally solvents for rubber. The application of too much cleaner may destroy these rubber pads.

GENUINE LEATHER

Custom Star Chief models use genuine leather trim in some areas.

The genuine leathers used are selected from the finest of cowhides and steerhides. Leather hides, of course, cannot be used in their original thickness. After preliminary operations of removing the hair and clinging remnants of flesh, the hides are tanned and split. The outer splits are used for automobile upholstery purposes. The hides are then finished, grained and color coated.

Genuine leathers have a natural tendency to wrinkle. Such wrinkles or creases occurring in service do not detract from the wearing qualities of the leather, but serve to keep active the oils incorporated in the leather, for softness and pliability, when it was tanned. A cushion in this condition is simply described as having "comfort wrinkles."

The best cuts of leather have certain scars, horn marks, and briar scratches. These likewise do not detract from quality or durability but indicate that the hide carrying these "blemishes" is of the top cut grade with entirely natural markings.

Care of genuine leather is a relatively simple but important matter. If dirt accumulates on the surface, this develops into a hard grit which, under pressure, will cut the finish and cause the leather to crack or bleed color. The surface should be gone over occasionally with a dry cloth, and whenever dirt accumulates, the following cleaning instructions should be used:

1. Lukewarm water and a neutral soap should be used. Apply a thick suds, worked up on a piece of gauze or cheesecloth, to surface.

2. The operation should be repeated, using only a damp cloth and no soap.

3. The leather should then be wiped dry with a soft cloth.

Polishes and cleaners used for auto body finishes, volatile and other clear cleaners, naphtha, furniture polishes, oils, varnishes or household cleansing and bleaching agents should never be used.

IMITATION LEATHER

Imitation leather fabrics are used for auxiliary trimming in conjunction with both fabric and genuine leather upholstery.

Recommended cleaning instructions for imitation leather are the same as outlined for genuine leather and as in the case of genuine leather one of the most important factors is the removal of soilage as quickly as possible after it occurs.

NOTE: Polishes and cleaners used for auto body finishes, volatile and other clear cleaners, naphtha, furniture polishes, oils, varnishes, or household cleansing and bleaching agents should never be used, as they may permanently damage the surface finish of either the genuine or imitation leather and mar the beauty of the car interior.

CARPET FLOOR COVERING

Carpets are either cemented or tacked down securely in place and should not be removed unless it is definitely necessary to do so. If the carpet must be removed, it should not be forcibly pulled loose; this may cause the nap to pull through the warp of the carpet and ruin its appearance. A corner of the carpet

should be turned back, and a wide-bladed putty knife or similar tool should be used to separate the carpet from its cemented foundation.

To clean these floor coverings, first, brush thoroughly. If soil remains, use a volatile type cleaner. Repeat for heavily embedded stains. Extreme care should be taken to make certain that carpets are not "soaked" with the cleaner. This may cause deterioration of the rubber compound used in the backing construction of some carpets.

NOTE: Neutral soap and water may also be used, but at the risk of color removal.

Make certain that carpets are thoroughly dry before closing all windows and door openings to prevent possible mildewing of the carpet.

REMOVAL OF SPECIFIC STAINS

It is quite possible that some types of stains and soils, including blood, ink, chewing gum, etc., will require special consideration for most satisfactory results. For these, and other stains, specific instructions are outlined in succeeding paragraphs. It must be expected, particularly where water treatment is specified, that discoloration and finish disturbance may occur.

In such "emergency" cases it is likely that any possible fabric disturbance may be considered preferable to the stain itself. With normal care and caution in application of the methods outlined, reasonably satisfactory results can be expected.

Battery Acids

Apply ordinary household ammonia water by means of a brush or cloth to the spot, saturating it thoroughly. Permit the ammonia water to remain on the spot about a minute, so that it will have ample time to neutralize the acid. Then rinse the spot by rubbing with a clean cloth thoroughly wet with cold water.

This treatment will suffice for both old and new stains. However, no type of treatment will repair damage to fibers resulting from the action of the acids on the fibers—particularly after the spot has dried.

Blood

Hot water or soap and water must not be used on blood stains since they will set the stain, thereby making its removal practically impossible.

Rub the stain with a clean cloth wet with cold water until no more of the stain will come out. Care

must be taken so that clean portions of cloth are used for rubbing the stain.

This treatment should remove all of the stain. If it does not, apply a little household ammonia water to the stain by means of a cloth or brush. After a lapse of about one minute, continue to rub the stain with a clean cloth dipped in clear water.

If the stain remains after the use of water and ammonia, a thick paste of corn starch and cold water may be applied to the stained area. Allow the paste to remain until it has dried and absorbed the stain. Then pick off the dry starch. Brush the surface to remove starch particles that remain. For bad stains, several applications of starch paste will be necessary.

Candy

Candy stains, other than candy containing chocolate, can be removed by rubbing with a cloth soaked with very hot water. If the stain is not completely removed, rubbing it lightly (after drying) with a cloth wet with a volatile cleaner will usually remove it.

Candy stains resulting from cream and fruit-filled chocolates can be removed more easily by rubbing with a cloth soaked in lukewarm soapsuds (mild neutral soap) and scraping, while wet, with a dull knife. This treatment is followed with a rinsing by rubbing the spot with a cloth dipped in cold water.

Stains resulting from chocolate or milk chocolate can be removed by rubbing the stain with a cloth wet with lukewarm water. After the spot is dry, rub it lightly with a cloth dipped in a volatile cleaner.

Chewing Gum

Harden the gum with an ice cube, and scrape off particles with a dull knife. If gum cannot be removed completely by this method, moisten it with a volatile cleaner and work it from the fabric with a dull knife, while gum is still moist.

Fruit, Fruit Stains, Liquor and Wine

Fruit stains of practically all kinds can be removed by treatment with very hot water. Wet the stain well by applying a little hot water to the spot with a clean cloth. Scrape all excess pulp, if any, off the fabric with a dull knife; then, rub vigorously with a cloth wet with very hot water. If the stain is very old or deep, it may be necessary to pour a little very hot water directly on the spot, following this treatment with the scraping and rubbing mentioned above. This latter treatment is not recommended for general use, because some discoloration usually results from the direct application of hot water to fabrics.

If this treatment does not suffice, allow fabric to dry thoroughly; then, rub lightly with a clean rag dipped in a volatile cleaner. This is the only further treatment recommended.

Soap and water are not recommended as they will more than likely set the stain and thereby cause a permanent discoloration which is worse than the original stain. Drying the fabric by means of heat (such as the use of an iron) also is not recommended for the same reason.

Grease and Oil

If an excessive amount of grease has been spilled on the material, as much as possible should be removed by scraping with a dull knife or spatula before any further treatment is attempted.

Grease and oil stains may be removed by rubbing lightly with a clean cloth wet with a volatile cleaner. Be sure all motion is toward the center of the stained area, to decrease the possibility of spreading the stain.

Ice Cream

The same procedure is recommended for the removal of ice cream stains as that used in removing fruit stains.

If the stain is persistent, rubbing the spot with a cloth wet with warm soap suds (mild neutral soap) may be used to some advantage after the initial treatment with hot water. This soap treatment should be followed with a rinsing, by rubbing with a clean cloth wet with cold water. After this dries, rubbing lightly with a volatile cleaner will clear up the last of the stain, by removing fatty or oily matter.

Nausea

Before the stain has had a chance to dry, sponge with a clean cloth, dipped in clear cold water. After most of the stain has been removed in this way, wash lightly with soap (mild neutral), using a clean cloth and lukewarm water. Then rub with another clean cloth dipped in cold water. Should any stain remain after this treatment, gently rub clean with a cloth moistened with a volatile cleaner.

Shoe Polish and Dressings

Allow the polish to become dry. Then brush the spot vigorously with a brush. This will probably be all the treatment that is necessary. If not, then moisten the spot with cold water and after it has again dried repeat the brushing operation.

This method applies particularly to types of white shoe dressings which contain only starch or dextrine or some water soluble vehicle. In cases where water insoluble vehicles are used in shoe dressings, the methods of treatment will vary. Where the vehicle is wax, as in the case of black and tan polishes or dressings, the method described using a volatile cleaner will usually suffice. Rub the stain gently with a cloth wet with the cleaner until removed. Use a clean portion of the cloth for each rubbing operation.

Tar

Moisten the spot slightly with a volatile cleaner, and then remove as much of the tar as possible with a dull knife. Follow this operation by rubbing the spot lightly with a cloth wet with the cleaner until it is removed.

Urine

Sponge the stain with a clean cloth wet with lukewarm soapsuds (mild neutral soap) and then rinse well by rubbing the stain with a clean cloth dipped in cold water. Then apply to the spot, using a saturated cloth, a mixture composed of one part household ammonia water and five parts water. Allow to remain for a minute. Then rinse by rubbing with clean wet cloth.

Lipstick

The compositions of different brands of lipsticks vary, making the stains very difficult to remove. In some instances a volatile cleaner may remove the stain. If some stain remains after repeated applications of the volatile cleaner, it is best to leave it rather than try other measures.