

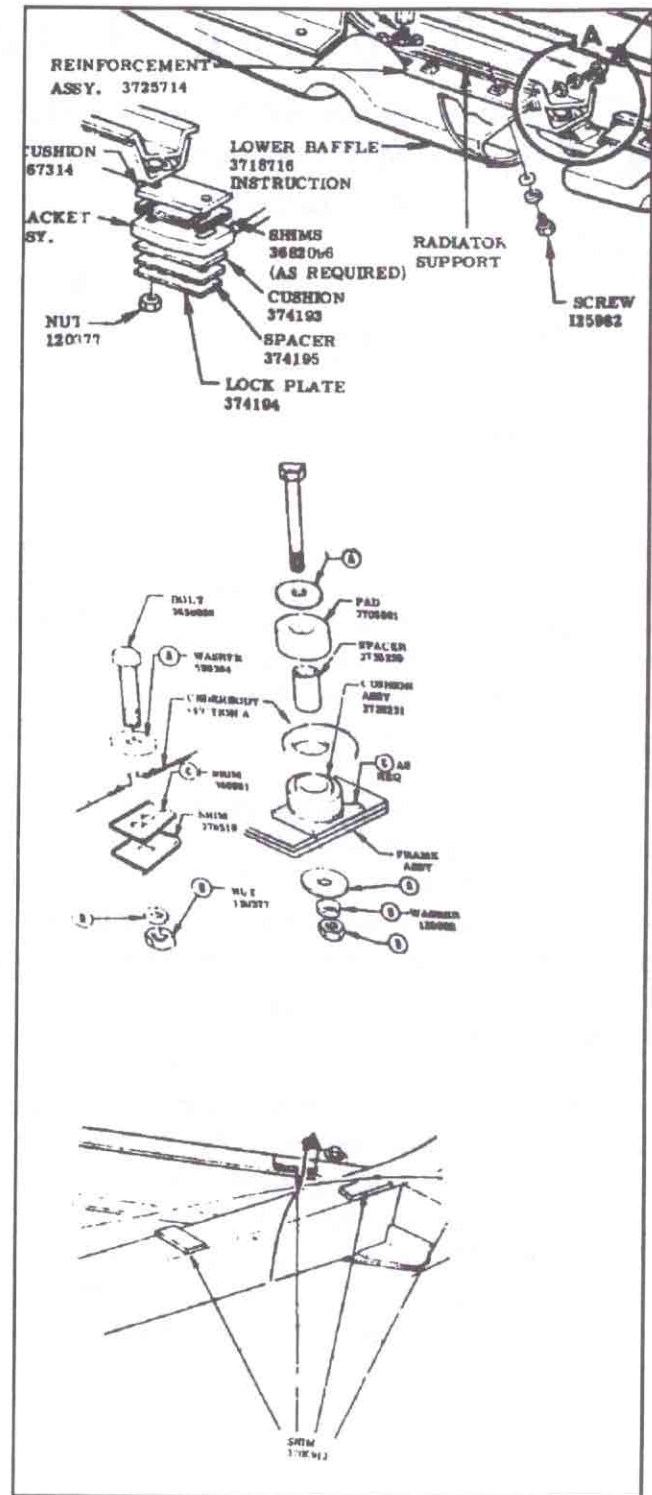
# Body Fitting

This well not be an easy topic to cover, but I have always wanted to try and explain a misunderstanding. Because most owners are not thrilled about removing the body during a restoration, thinking that upsetting the mounting shims will cause problems, when reinstalling the body. I have witnessed owners that have accomplished doing it that way, and I have to take my hat off to them, think of it!, to remove the power train, stripping the paint, rebuilding the front and rear frame parts, and cleaning the frame, MAN that's endurance, determination or madness. But, if you could remove the body in a day, wouldn't it be more simple doing those things with it off?

Think of it! 12 bolts, disconnecting the steering, gas line, tail pipes, splash shields, and a few wires and off she comes. Paying attention as to how many or where the shims are is O.K but not necessary, if you understand how the body fit is obtained.

Everyone may have their own way of removing the body from the frame, but once everything is disconnected, I put a rope on the rear trunk hinges and the front female hood latches, then using a come along lift the body from the frame. (regardless of how you do it) once the body is removed you will see how easy everything is to work on. And once the body is done and painted, I reassemble all the body parts completely before reinstalling it.

NOW: lets think of placing the body on the frame as if it had never been on a frame before. Assuming the frame is straight (not bent), you place a (one) rubber cushion at each location in the cockpit area along with a (one) steel shim placed on TOP of the cushion and using masking tape, tape them to the frame. Now with doing only that, set the body down on the



frame, and tighten the bolts.

Now try to see in your minds eye that the center body area is level, and secure to the frame. With this done- now is the time to hang the doors aligning the gap along the bottom and front fender. UP or DOWN, and FOR-

WARD & BACK by loosening the (THREE) bolts inside the door, at the hinges, top and bottom. The, IN and OUT will align the door skin to the body skin, by loosening the top and bottom hinges (TWO BOLTS & TWO SCREWS) at each hinge at the body, Push in or pull out , if by some reason the door leading edge is still not matching nice (you shim the door between the hinge and door itself)

Try by adding a shim forward or rearward at the three bolt locations. Think it through, as you go about it , and it will make sense to you. O.K. with this done, the next step is to think of the body bolted to the frame at the center area and the doors aligned with the body. You (may now have a gap) at the rear of door and body. HERE is now how the guys on the line determine the amount of shims used

By raising the front or rear of the body (raising either end, and shimming) is how the DOOR rear area gap is closed. Looking at the drawing where the body is flexible is where pressure is put, which in turn also puts pressure in the floor pan area needing to also add the four cushions between the floor pan and frame, which reduces movement of the floor pan, as you step in.

Using a floor jack raise the body at the rear CENTER and install the rear rubber cushions, next at the front, again with the jack raising the body and with what shims you have or got as a kit set them in. Now: looking at the gap between the body and the rear of the door, you either raising the front, at the radiator support, using shims, and at the rear, doing the same, close the gap till you are satisfied. Starting at the front, then going to the rear, back and for the, and shimming, will close the gap. Remember! rubber gets old, things move and if you need an adjustment , by using this procedure you can correct your problem. These Corvettes were, by most part, hand built, and by shim-

ming various areas , the body was corrected for fit. Trunk, soft top lid, and hood are BODY SKIN aligned, using shims. I see many Corvettes not using shims that are restored thinking they look unacceptable using them and putting up with a poor fit, G.M. used them and vary few Corvettes didn't. The reason I am writing about this , is to try and make owners understand (how and why shims where used) and not to be concerned about removing the body to restore or correct a poor fit. EDITOR ROY

## It's Spring Again!

by Noland Adams

A h yes. Spring, when a young man's fancy turns to corvettes. But this is a different kind of spring- like rear spring dates. Lately I have been asked about the dates on springs- just how does one decode the code found on springs? if anyone knows, please drop me a note (PO Box 1134, El Dorado, Ca 95623), or write an article for Roy about rear spring dating. Thanks!



## S.A.C.E. Corvette

*Owned by Mike Hache.*

*Purchased Vancouver, BC.*

*\$1,800 at 3 a.m. September, 1979.*

*Car 1957 Fuelie 283CI, 283HP.*

*Driven most weekends.*