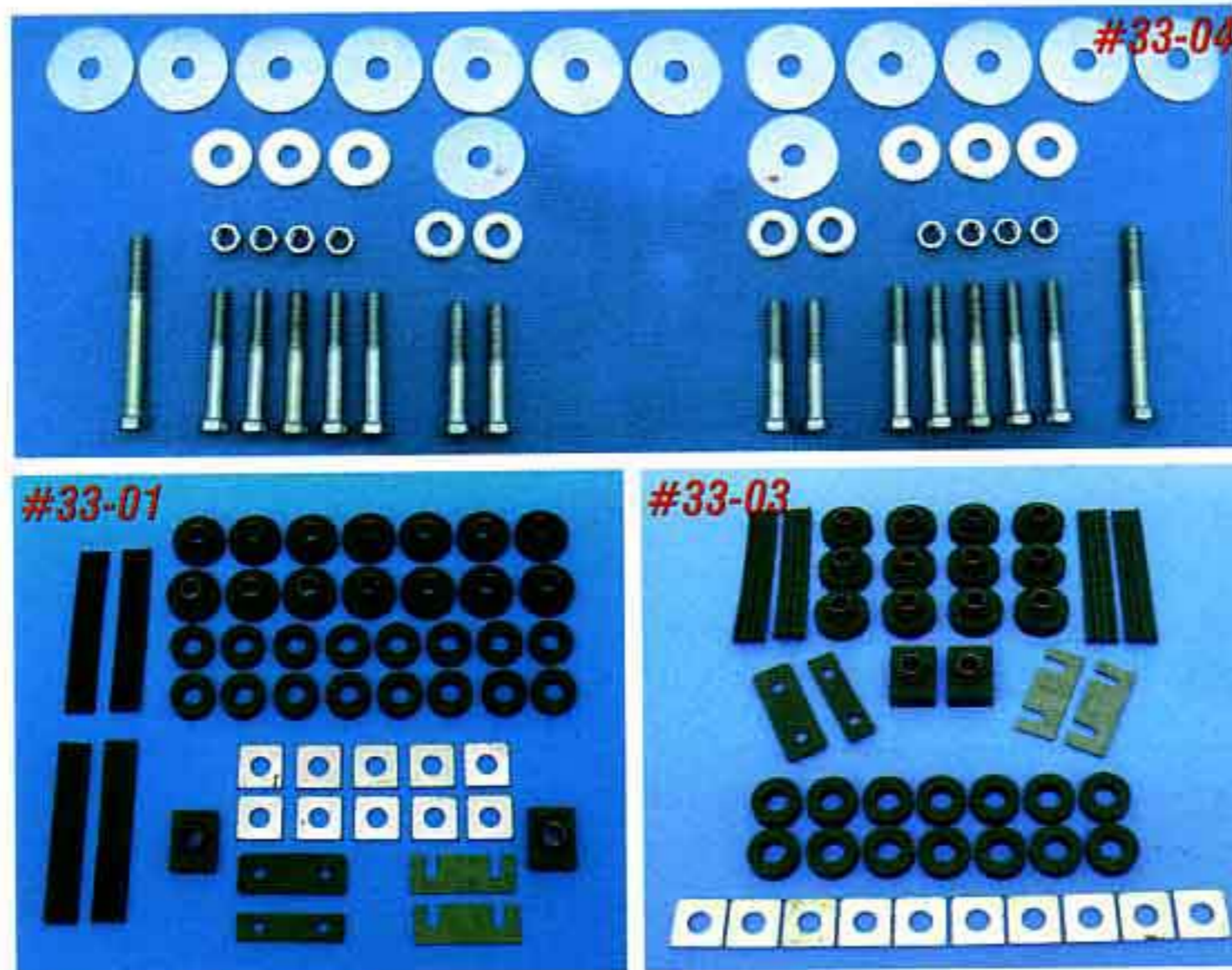


## 1955-57 BODY MOUNT INSTALLATION & SHIMMING

Your car may not have a full frame-off restoration, but it may be time to change the body mounts. Over the years, the mounts deteriorate and compress and reduce the ride quality of the car and cause the door and fender gaps to misalign. It is very simple to replace the body mounts with the body still on the frame using a floor jack, a set of car ramps, a set of jack stands and piece of 2x4. You will find the Factory Assembly Manual for your car and The Tech Book "Body" section very helpful in completing this project.



### Parts Needed:

- 33-01 2&4-Dr Hardtop Body Mount Set (16-mounts)
- 33-04 2-Dr Hardtop Body Bolt Set
- 33-03 Sedan, Wagon & Nomad Body Mount Set (14-mounts)
- 33-06 Sedan, Wagon, Nomad & 4-Dr Hardtop Body Bolt Set
- 33-02 Convertible Body Mount Set
- 33-05 Convertible Bolt Set
- 33-10 2&4 Hardtop Urethane Body Mount Set
- 33-12 Sedan, Wagon & Nomad Urethane Body Mount Set
- 33-11 Convertible Urethane Body Mount Set
- 33-08 Body Mount Shim Set (10-Shims)

To order parts call 1-800-456-1957 or visit [ClassicChevy.com](http://ClassicChevy.com)

### Tools Needed:

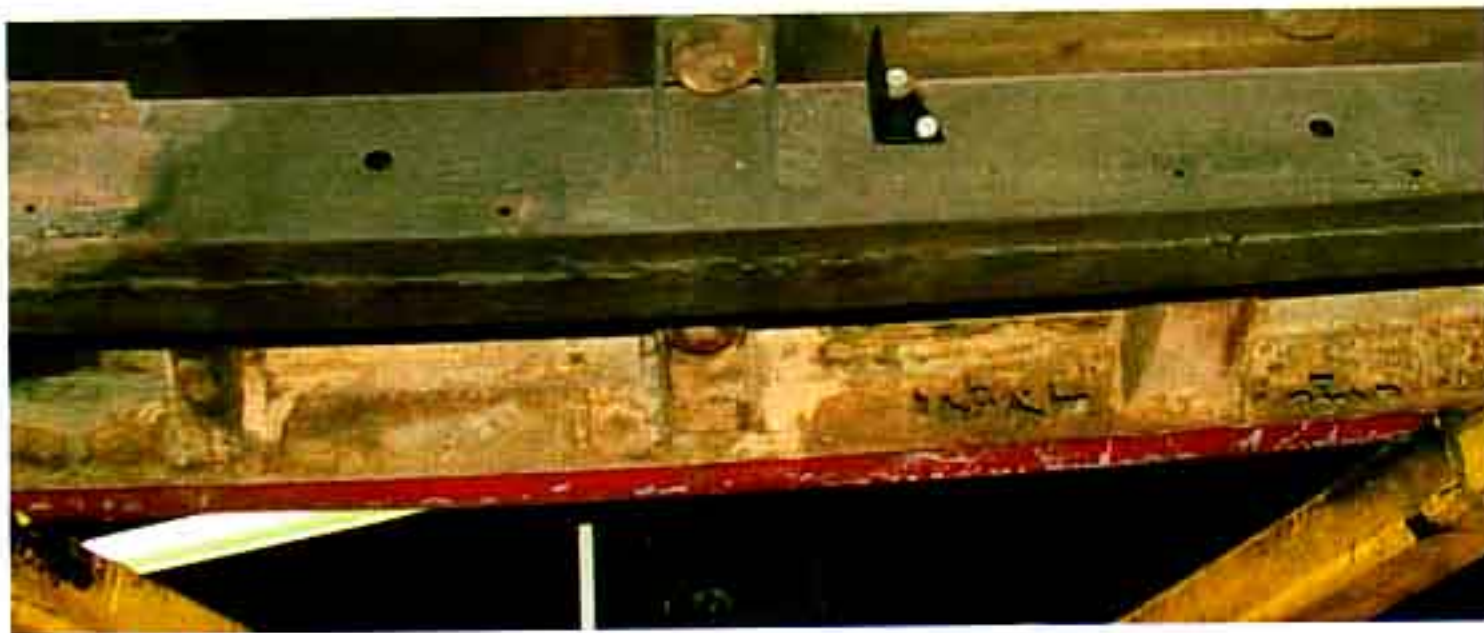
- Floor Jack
- Jack Stands
- Car Ramps
- 9/16" Socket and Ratchet
- 9/16" Wrench
- Penetrating Oil

### Time Frame:

2 Hours



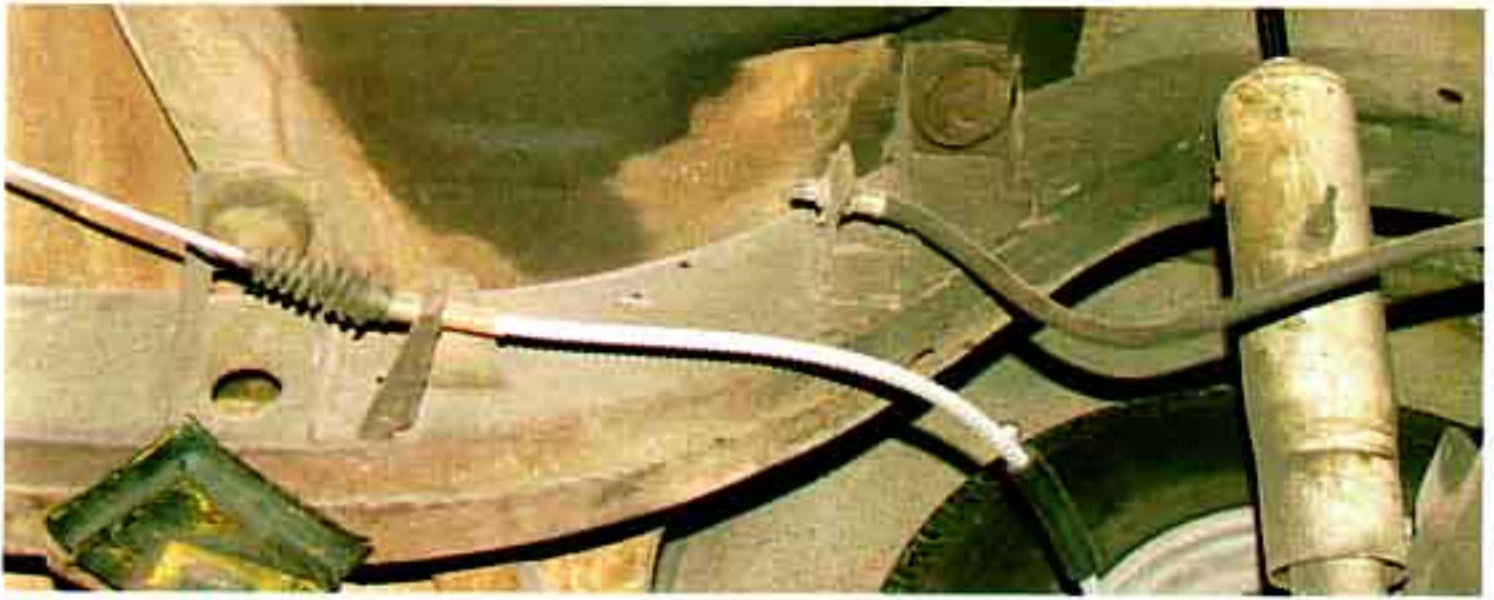
**Photo #1:** There are eight body mounts on each side of a two-door hardtop. The forward-most mount attaches to the cowl brace on the outboard side of the frame. The second mount is outboard of the frame at the front of the outer rocker. Both mounts are held in place with nuts, bolts and washers.



**Photo #2:** The third mount is inboard of the frame just behind the muffler hanger bracket. This mount bolts to the main floor brace with a bolt and washer.



**Photo #3:** A sedan and wagon have 14-body mounts and a hardtop has 16-body mounts. There is an extra mount on two-door hardtops and convertibles to support the body just behind the door on the outboard side of the frame. The fourth body mount is under the door area and bolts to the outboard side of the main floor brace with a bolt and washer. The fifth body mount is outboard of the frame just behind the door and bolts to the third floor brace with a bolt and washer.



**Photo #4:** The sixth and seventh body mounts are inboard of the frame. The sixth mount bolts to the center curved floor brace with a bolt and washer. The seventh mount is just in front of the shock absorber and bolts to the under seat floor pan brace with a bolt and washer.



**Photo #5:** The eighth body mount is all the way to the rear of the frame. This mount bolts to the rear body support with a nut, bolt and washer.



**Photo #6:** The car must be sitting on all four tires when replacing the body mounts to achieve proper door and fender alignment. The car can be on a drive-on lift or a set of jack stands under the rear end with a set of car ramps under the front tires.



**Photo #7:** The body mounts should be replaced on one side of the car at a time. Remove all the nuts and bolts from the body mounts on one side of the car after liberally coating them with penetrating oil. Be patient and be sure not to break a bolt off inside one of the body braces. If working on a convertible, don't forget to remove the extra mount bolt at the forward part of the trunk floor.



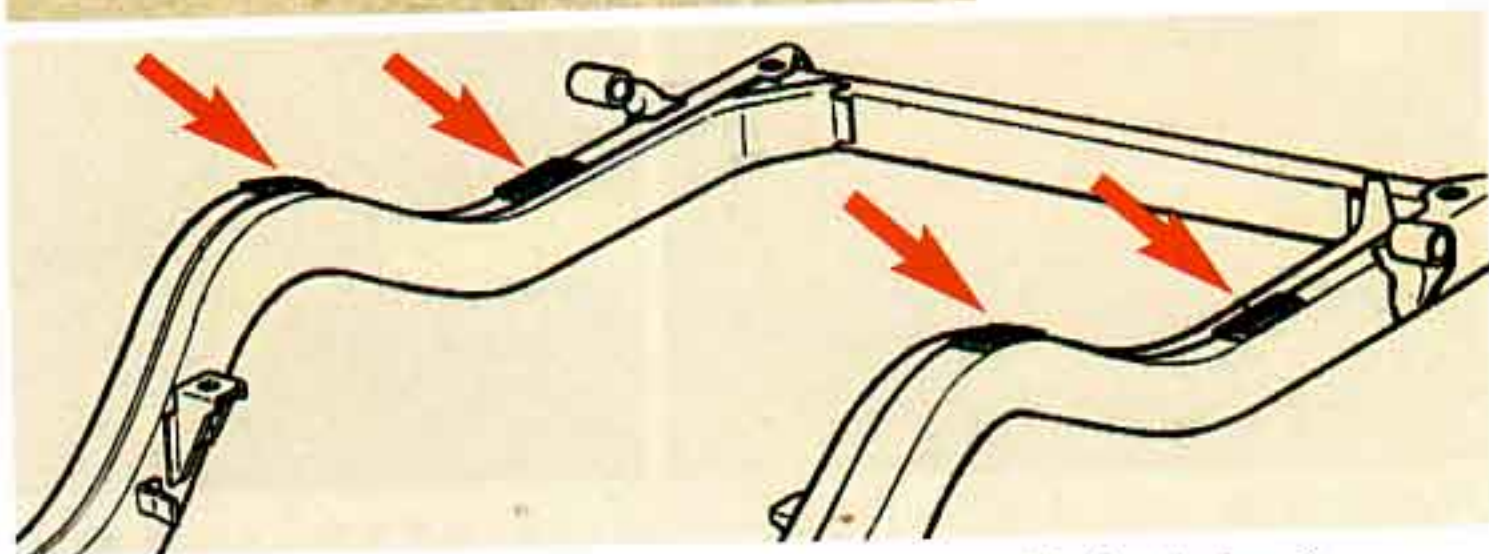
**Photos #8a, #8b & #8c:** Place a floor jack half way between the door jam and the rear wheel well opening along with a 2x4 the length of the rocker. Gently raise the body up off the frame 2" or so. With the body raised, the old body mounts may be removed. Make sure to keep track of any body shims and where they were located when removing the old mounts.



**Photos #9a & #9b:** The two mounts on the cowl braces are rectangular while all other mounts are round. Each body mount has a collar that will keep the mount centered on the frame.



**Photo #10:** Wherever there were shims installed, replace them with the new ones included in the mount sets. Use part #33-08 if extra shimming is needed. The shims have a bent corner that should be installed just next to each other and not on top of each other.



**Photo #11 & Diagram #1:** The body mount kit includes four 1" x 6" rubber strips. These strips are glued to the top of the frame just behind the rise in the rear frame and on top of the frame just in front of the rear shackle mount.

# YOU CAN DO IT EASY UPGRADES



**Photo #12:** With the body mounts in position, carefully let the body back down onto the frame. The bottom half of the body mounts will fit into the collar in the upper body mount. Use a flat washer to back up the mount.



**Photo #13:** The body mount kit for 2 and 4-door hardtops, part #33-04, comes with 16 bolts, 8 nuts and 24 washers, (two 3 $\frac{1}{2}$ " bolts, four 2 $\frac{1}{4}$ " bolts and ten 2 $\frac{1}{2}$ " bolts). The 2 $\frac{1}{4}$ " bolts are for the cowl braces and the rear body braces. The two 3 $\frac{1}{2}$ " bolts are for the second mounts back from the front and the ten 2 $\frac{1}{2}$ " bolts are for the rest of the mounts. The cowl mount uses a 1" washer under the head of the bolt and a 1 $\frac{7}{8}$ " washer at the bottom half of the mount. The bolt passes through from the top. The second mount back uses a 2 $\frac{1}{4}$ " bolt with a 1" washer under the head of the bolt and a 1 $\frac{7}{8}$ " washer at the bottom half of the mount. This bolt also passes through from the inside of the car. Torque these bolts to 20 ft./lbs.





**Photo #14:** The body mounts that bolt to floor braces from the bottom use 2 1/2" bolts with 1 7/8" washers. Torque these bolts to 20 ft./lbs. as well.



**Photos #15a & #15b:** The rear body mounts use 2 1/4" bolts with 1" washers under the head of the bolt and 1 7/8" washers. The bolts pass through from the trunk area.

With all new body mounts installed, the car will have a much tighter road feel and with any luck will help solve your door and fender alignment problems.

Good Luck! 