

BB 14 - BODY MOUNTING POINTS

When mounting the body to the chassis, it may be necessary to use spacing washers between certain mounting points in order to level the body and/or prevent pre-stressing the body structure, with subsequent distortion and gel crazing.

Excel

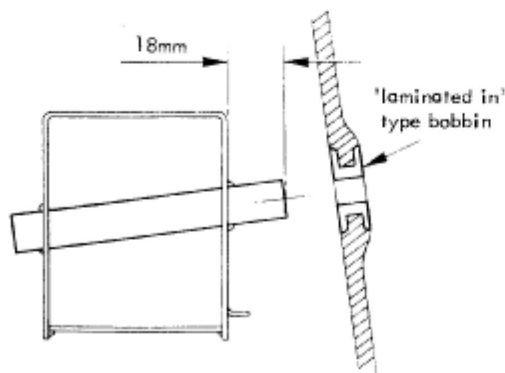
Twelve fixings are used to attach the body to the chassis. All chassis fixingpoints are plain holes, those along the centre backbone lower flange being drilled with the body in position. Aluminium 'bobbins' are used in the body at all mounting points. All have plain holes except for numbers 9 and 10. These bobbins are tapped M10 and must have the holes in the chassis drilled before the body is finally fitted.

After lowering the body onto the chassis, locate the body using fixings 1, 2, 3, 4, 11, 12. Use washers where necessary to avoid straining any of the mountings and drill the chassis fixing holes at points 5, 6, 7, and 8 by using a drill through the body bobbins at these points. Raise the body off the chassis once again, and, on the old chassis, measure the position of fixing holes 9 & 10 relative to holes 7 & 8. Transfer this dimension onto the new chassis, and drill fixing holes 9 & 10.

Refit the body and tighten all fixings. Note that fixings 1 & 2 also secure the anti-roll bar clamps. Fixings 1, 2, 5, 6, 7, 8, 11 & 12 should have the nuts fitted on the inside of the car.

The body to chassis mounting bobbins in the body rear section, front of boot, were changed in 1984 from the 'laminated in' type to the 'bifurcated' type. The body mounting tubes on the chassis rear crossmember were also changed to suit.

Old body on old chassis  
(for reference only)



New body on new chassis  
(for reference only)

