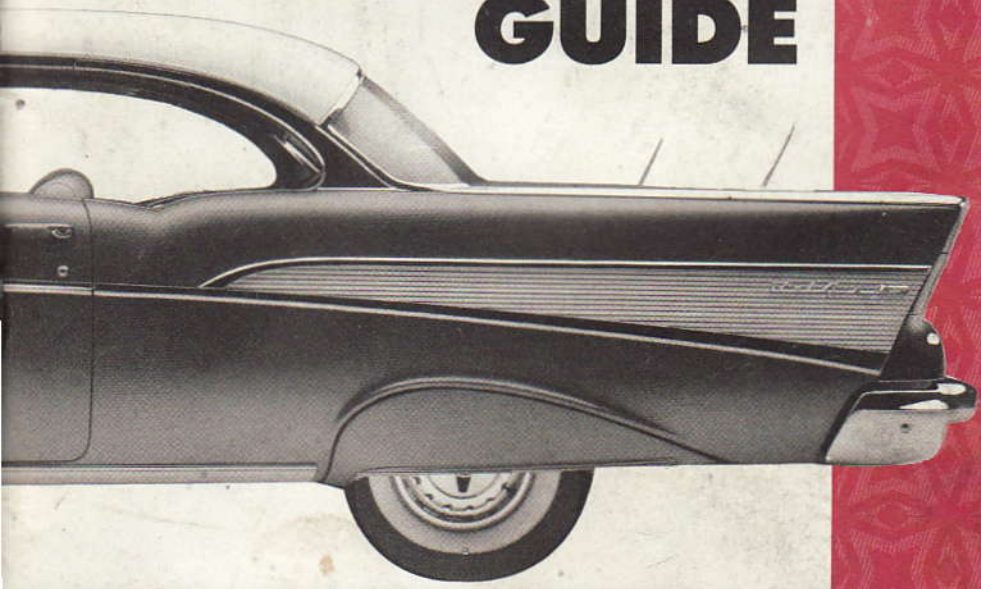
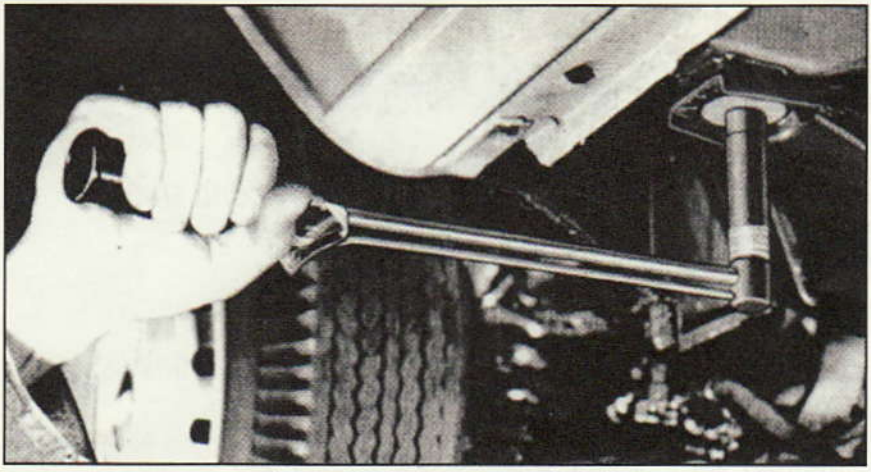
1955 1956 1957 Chevy BODY ADJUSTMENTS GUIDE



Contents

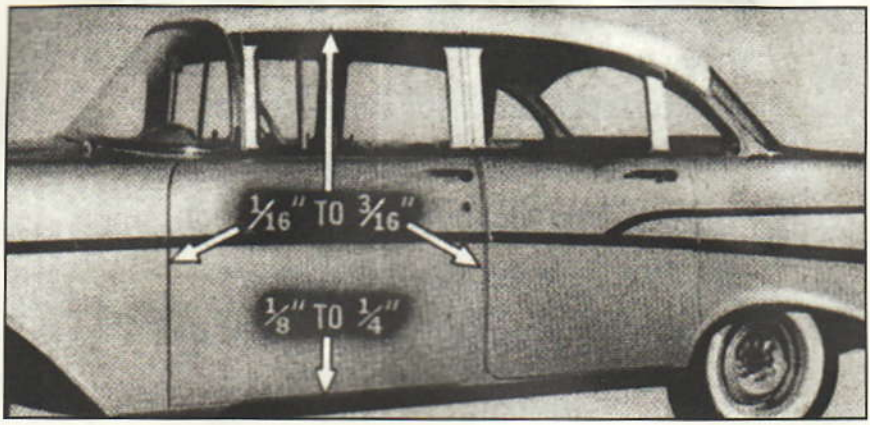
I. Body Bolt Adjustments

The correct torquing of body bolts is very important. Incorrect tightening can cause sill misalignment and poor door fit. Also, incorrect tightening causes many road vibrations, body creaks and other non-constant noises.



Torque body bolts in all models but convertible to 25 to 35 foot-pounds. Torque convertible bolts to 10 to 12 foot-pounds. Always torque body bolts before proceeding with door adjustments.

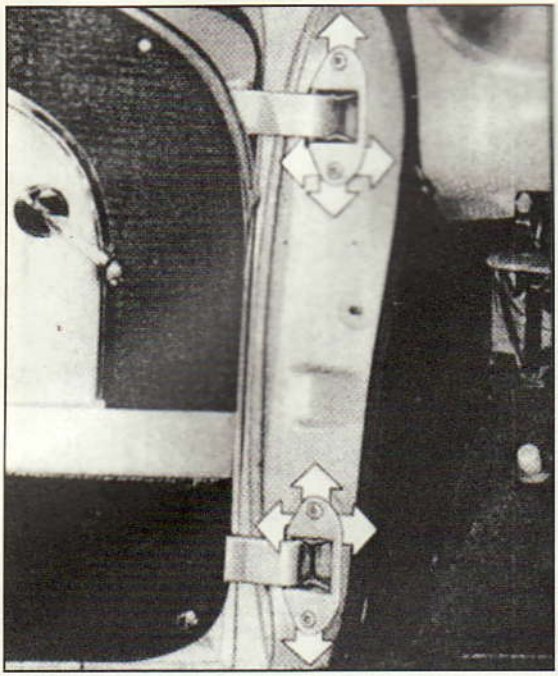
II. Door Adjustments



Check clearance around all doors. Clearance at top and sides should be 1/16 " to 3/16". Clearance at bottom should be 1/8" to 1/4". If the door fit is not within these limits, proceed as follows:

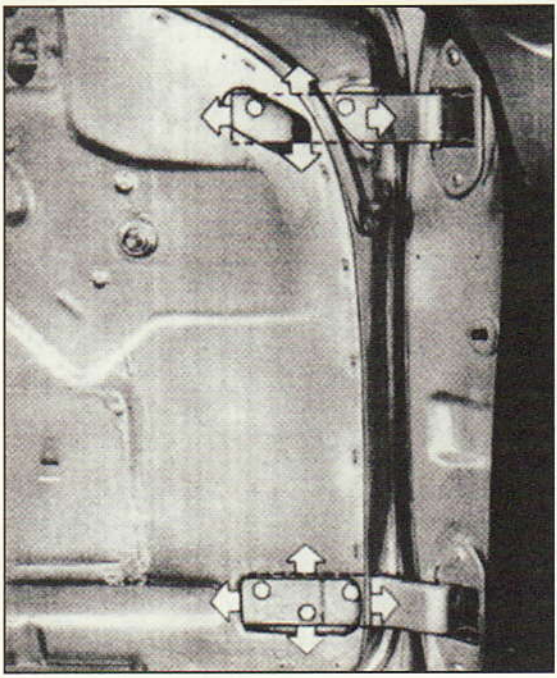
When making any adjustment, always:

- *Scribe and remove striker plates and shims to permit door to hang free.*
- *Support the door when adjusting Hinges.*
- *Make adjustments at one or both hinges as indicated by the door fit.*
- *Reseal all hinges and hinge plates as recommended.*
- *After fitting doors, install and adjust striker plates.*

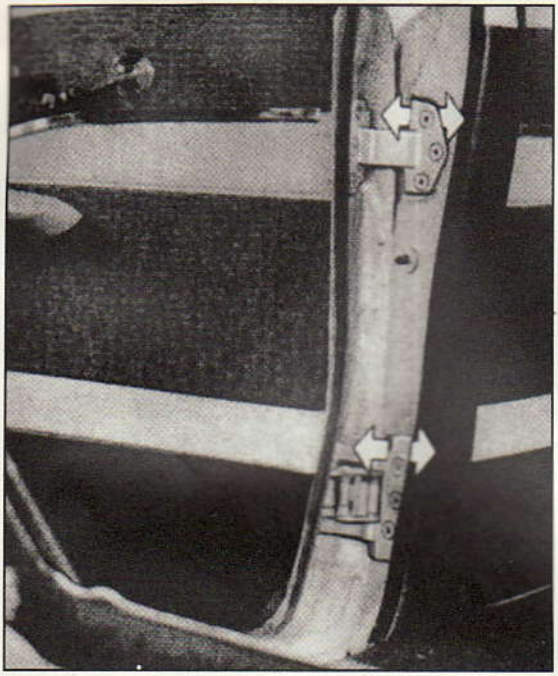


A. FRONT DOORS (ALL MODELS)

For IN or OUT and UP or DOWN adjustment – scribe location of hinge box on body pillar. Then loosen four bolts at each hinge. Shift door to desired position and tighten bolts.

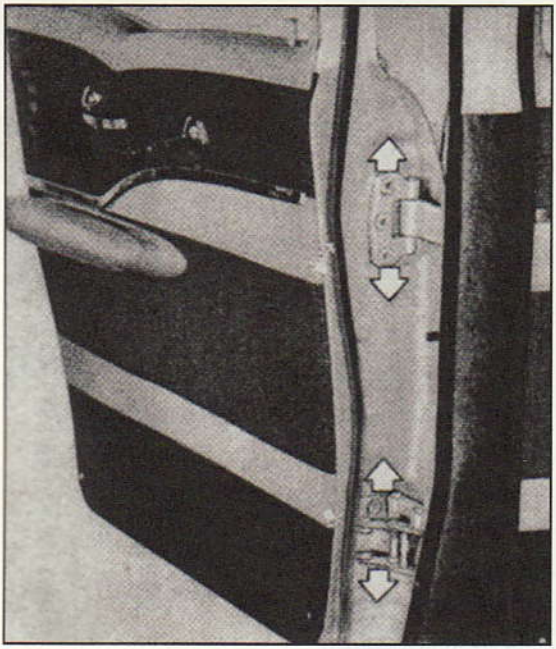


For FORE OR AFT and UP OR DOWN adjustment – remove trim pad, scribe hinge strap location on the door and loosen three attaching bolts at each hinge. Shift door as required. Tighten bolts and install trim pad.

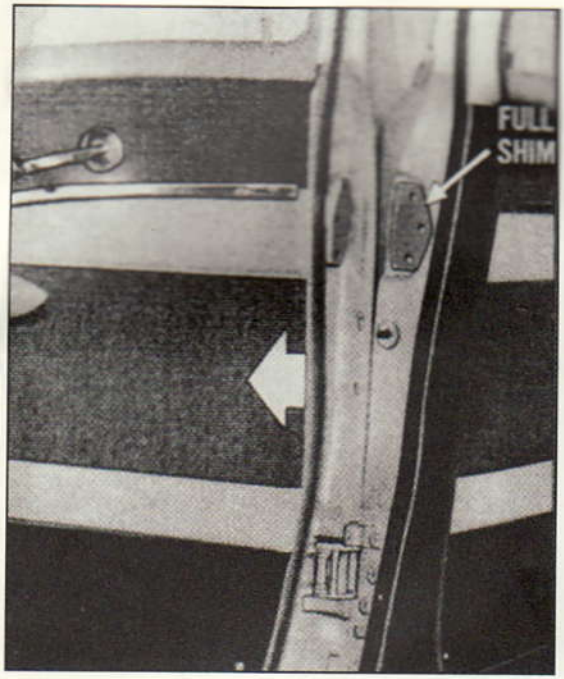


B. REAR DOORS (ALL EXCEPT SPORT SEDAN)

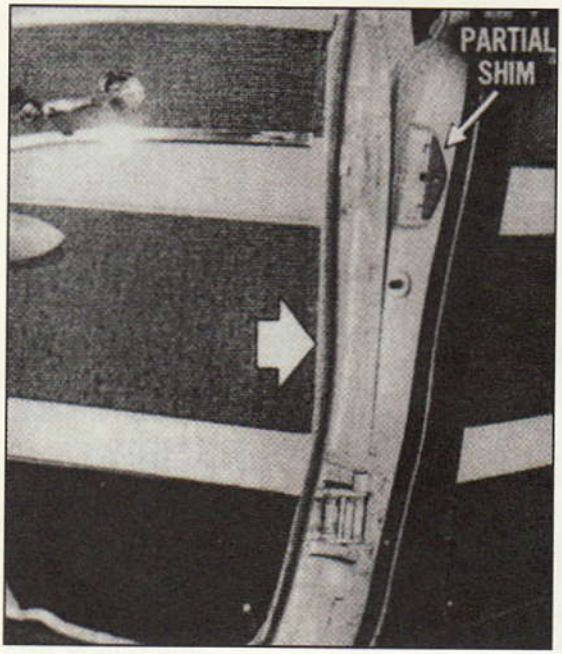
For IN OR OUT adjustment - remove lower hinge cover plate at center pillar and loosen hinge attaching bolts. Shift door IN or OUT as required. Tighten bolts and install hinge cover plate



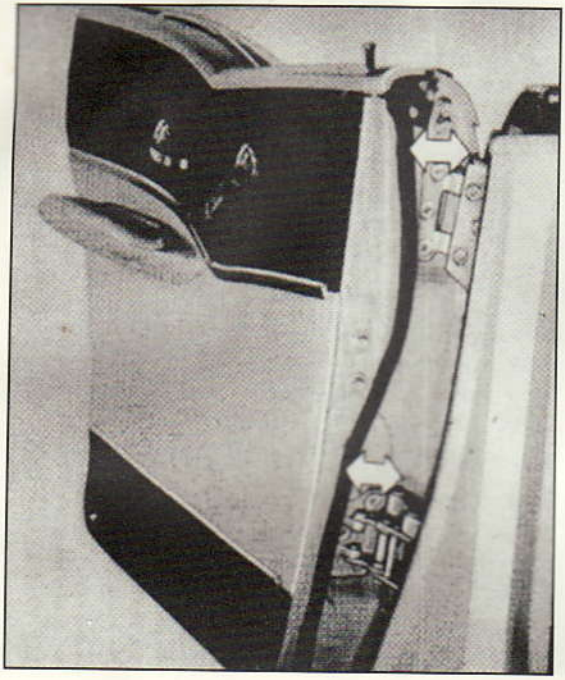
For UP OR DOWN adjustment – loosen hinge attaching bolts at door hinge pillar and shift door UP OR DOWN as required. Tighten bolts.



For REARWARD adjustment at either or both hinges – remove lower hinge cover plate and hinge bolts at center pillar. Cement a full weatherproof shim between hinge strap and pillar. Install bolts and tighten. Install hinge cover plate.

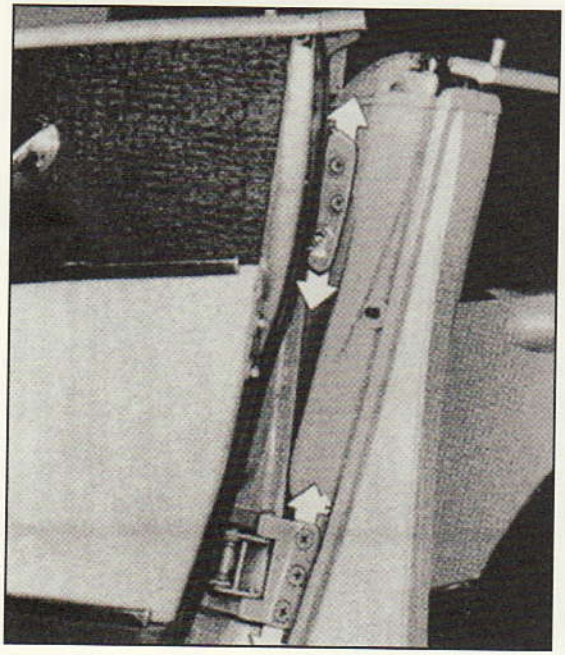


For FORWARD adjustment at either or both hinges- cement a partial weatherproof shim at inner strap. Tighten bolts and install hinge cover plate.



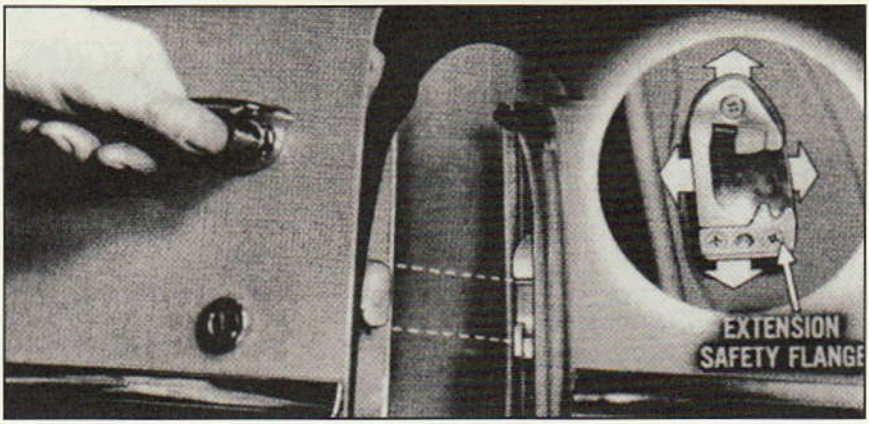
C. REAR DOORS (SPORTS SEDAN)

For IN OR OUT adjustment – loosen hinge attaching bolts at door hinge pillar. Move door IN OR OUT as required and tighten bolts.



For UP OR DOWN adjustment – remove lower hinge cover plate. Loosen hinge attaching bolts at center pillar and move door UP OR DOWN as required. Tighten bolts and install hinge cover plate

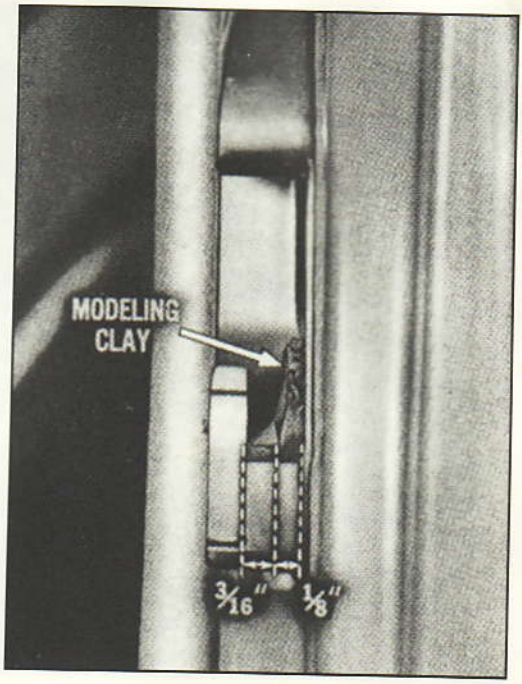
For REARWARD adjustment – remove attaching bolts at door hinge pillar and install a full weatherproof shim behind hinge strap. Install bolts and tighten. No method of adjusting the rear door FORWARD is provided, as it will not be necessary on these models.



D. STRIKER PLATE ADJUSTMENT

Open and close the door, making a visual check of door lock extension contract with safety flange on striker plate. Adjust striker IN OR OUT for a snug fit and UP OR DOWN for correct lock alignment.

Apply modeling clay to striker and close the door. Impression in clay should extend 3/16" from striker teeth and not come closer than 1/8" to the inside face of the striker. If necessary, install emergency spacers behind striker plate.



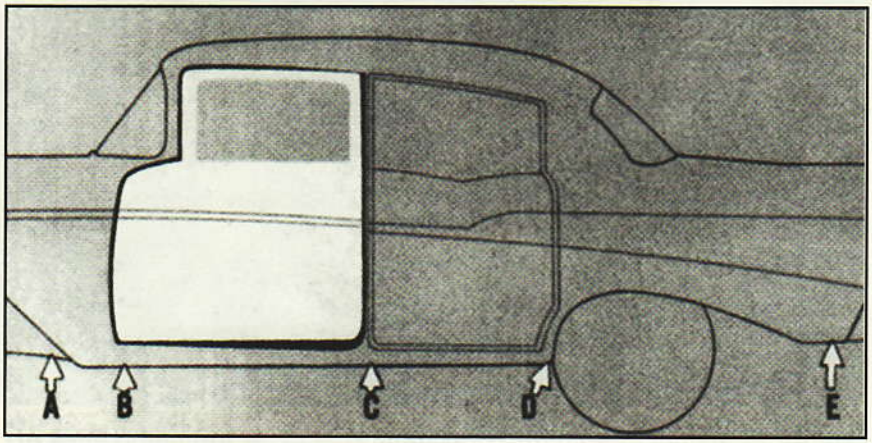
FORMULA FOR STRIKER EMERGENCY SPACERS AND SCREWS

REQUIRED CLEARANCE 3/16"	NO. SPACERS REQUIRED	SPACER THICKNESS	STRIKER SCREWS
3/16" to 1/8"	1	1/16"	Original Screw
1/8" to 1/16"	1	1/8"	Emergency Screw (1/8" Longer)
1/16" to 0	1 (1/3" Spacer) 1 (1/16" Spacer)	3/16" (Total)	Emergency Screw (1/8" Longer)
0 to 1/16" Interference	2 (1/8" Spacers)	1/4" (total)	Emergency Screw (1/4" Longer)

III. Body Shimming

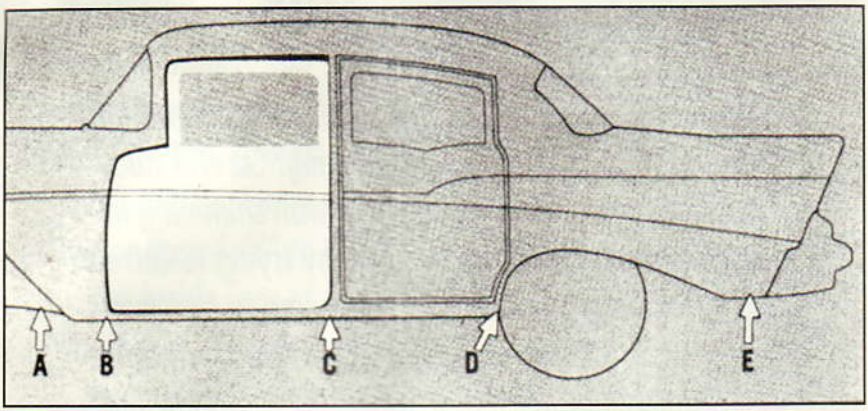
In cases where door adjustments will not correct the fit of doors, the answer is body shimming. Careful study should be made before proceeding with shimming in order not to create a new problem by trying to correct an existing one. Correct body shimming, as shown in the following examples, demonstrates basic principles of shimming, but does not necessarily show exact location of body bolts.

EXAMPLE NO. 1



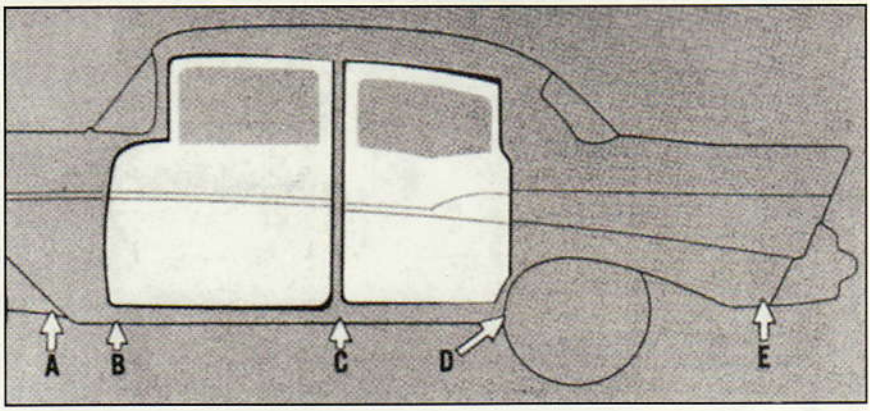
On all models except convertible – front door crowds at top and is widely spaced at bottom near center pillar. To correct, add shims at point "A" or reduce shims at point "B."

EXAMPLE NO. 2



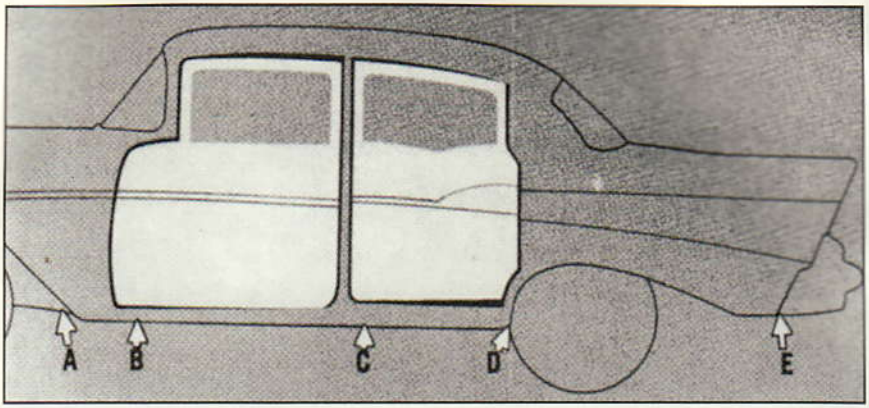
On all models except convertible – front door crowds at sill and at top of center pillar, and is widely spaced at roof rail. To correct, add shims at "B" or reduce shims at "A."

EXAMPLE NO. 3



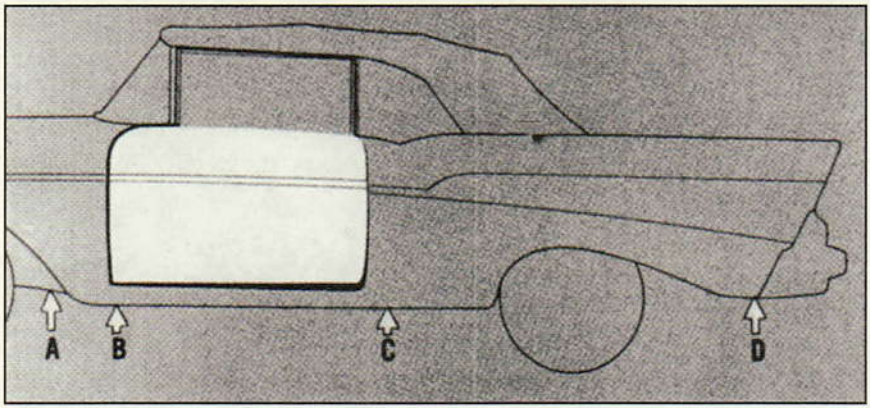
On all four-door models – front door crowds at top with space at sill, and rear door crowds sill with space at top. Both doors fit correctly at hinge pillars. To correct, add shims at point "C."

EXAMPLE NO. 4



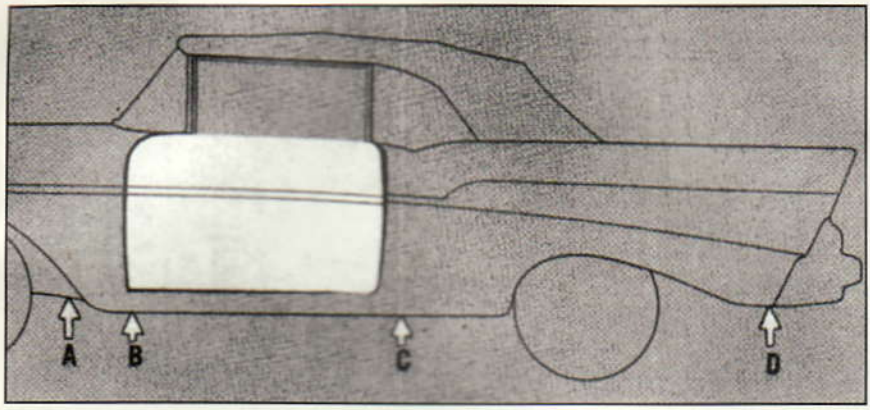
On all four-door models – front door crowds sill with space at the top, and rear door crowds top with space at the sill. To correct, reduce shims at "C" or add shims at balance of shim points.

EXAMPLE NO. 5



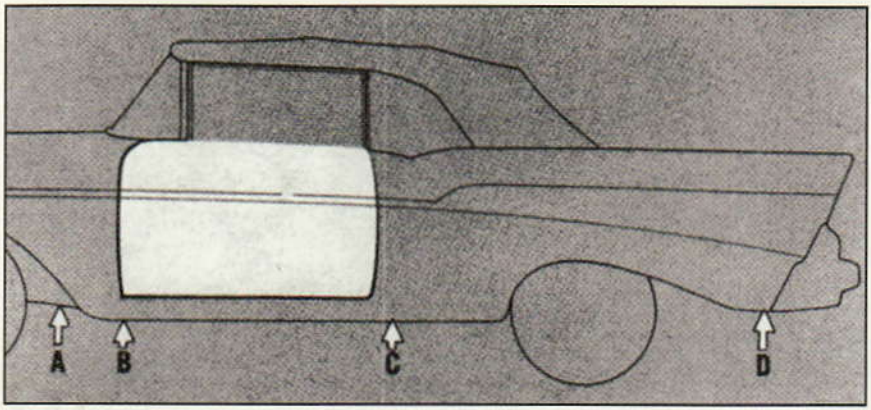
On convertibles – door crowds top and upper center pillar, leaving wide space at sill and at lower center pillar, leaving wide space at sill and at lower center pillar. To correct, add shims as required at point "C."

EXAMPLE NO. 6



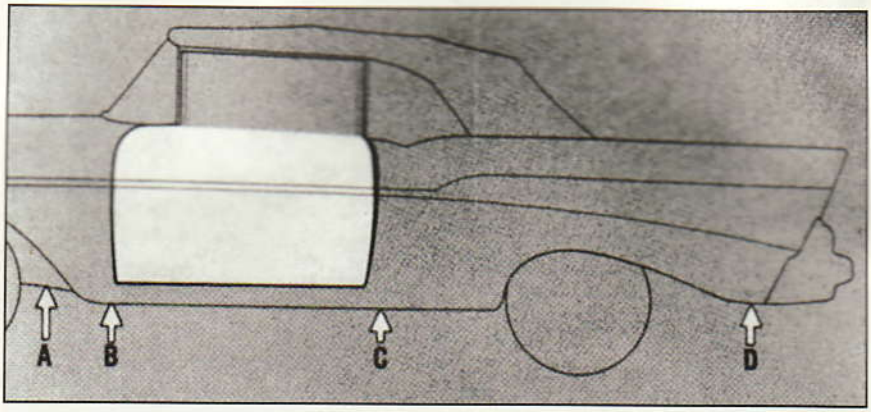
On convertibles – door crowds sill and leaves space at center pillar, tapering from wide at top to narrow at bottom. To correct, reduce shims at point "C" or add shims, as necessary, to other points.

EXAMPLE NO. 7



On convertible – door crowds upper part of center pillar. To correct, add shims at points "A," "B" and "C" or reduce shims at point "D."

EXAMPLE NO. 8



On convertibles – door crowds top, leaving space at center pillar, tapering from wide at top to narrow at bottom. To correct, add shims at point "D" as required.

IV. Window and Ventilator Adjustment

When making adjustments to any window or ventilator, always:

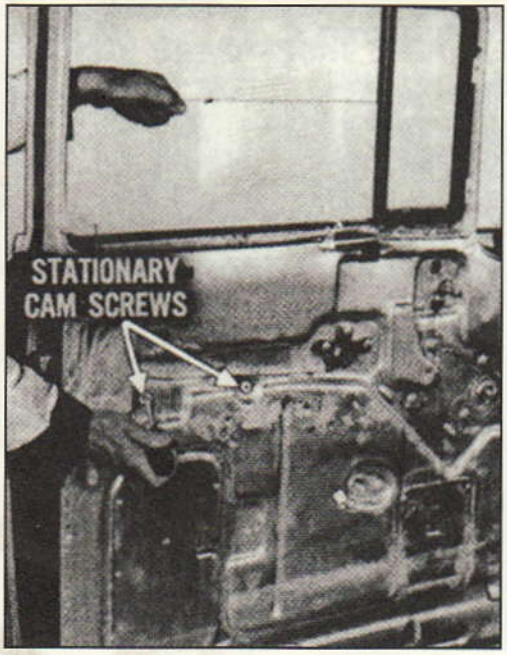
- *Make sure door fits opening properly.*
- *Plan adjustment required before proceeding.*
- *Remove trim pad and access hole covers.*
- *Remember that the adjustments to ventilator lower division channel affect door glass position.*

(Continued)

IV. Window and Ventilator Adjustment

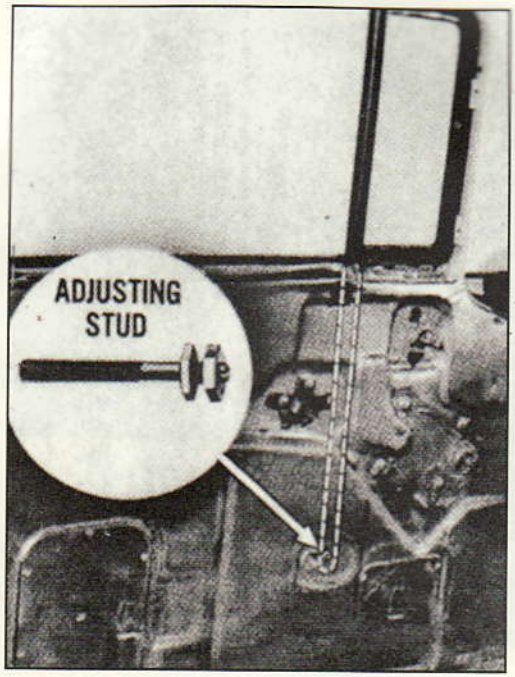
(Continued)

- *Remember that adjustments are similar for both manual and power windows.*
- *Properly seal any access hole covers or openings after making adjustments.*
- *Adjust side roof rail weatherstrip after window adjustments on sport models.*



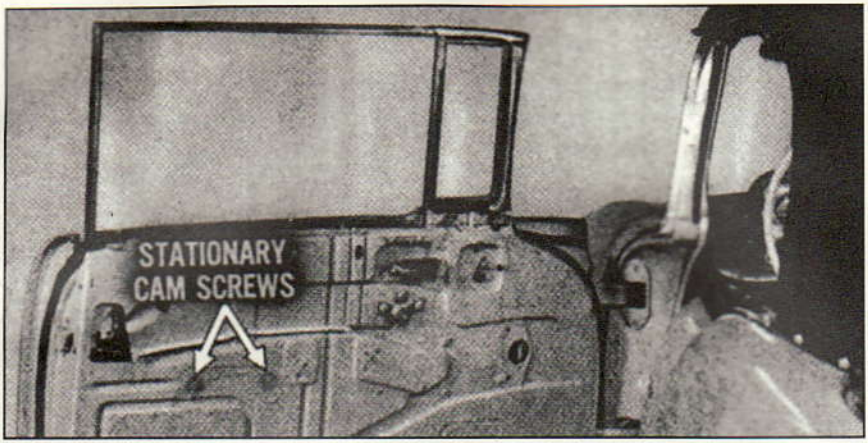
A. FRONT DOOR WINDOW (ALL EXCEPT SPORT MODELS)

To correct a door glass slanted in the run channels, loosen stationary cam screws. Adjust rear of cam UP OR DOWN as required and tighten screws.



To adjust ventilator division channel – loosen adjusting stud lock nut and adjust IN OR OUT to obtain free movement of glass. Shift stud FORE OR AFT in slotted hole to obtain free movement of glass. Tighten lock nut.

To adjust glass rear run channel IN OR OUT – loosen rear channel attaching nut at the lock pillar and shift in slotted hole as required. Tighten lock nut.

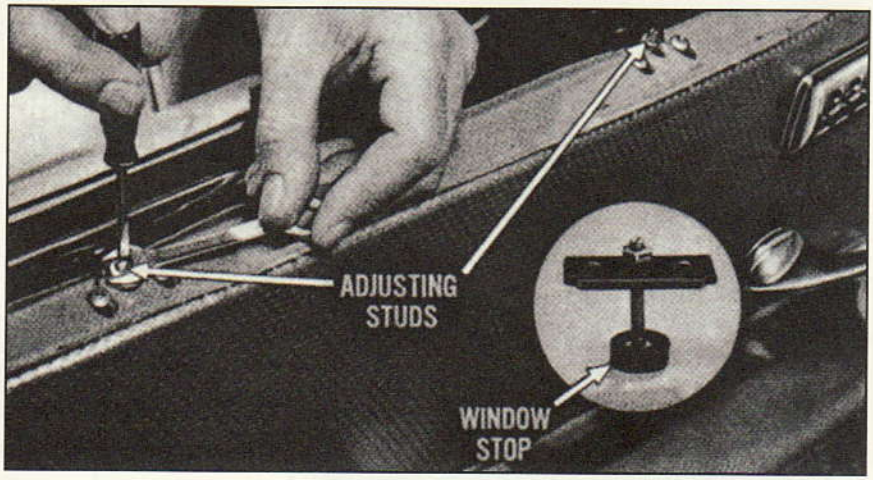


B. FRONT DOOR WINDOW (SPORT MODELS)

To correct a condition where the glass is slanted in the run channels – loosen the stationary cam attaching screws and move rear of cam UP OR DOWN as on regular models. Tighten screws.

To adjust front of window upper frame IN OR OUT for contact with roof rail weatherstrip and to adjust lower portion of window division channel FORE OR AFT – loosen channel lower adjusting stud nut and adjust stud as required. Tighten nut.

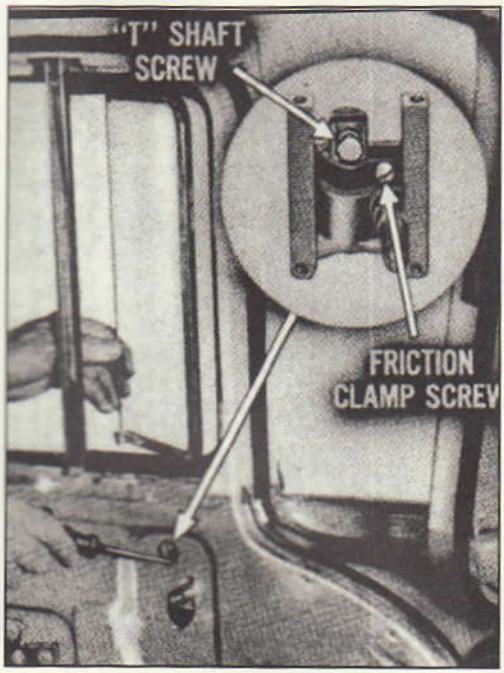
To adjust rear of window IN OR OUT at the top or at the door – it is not necessary to remove trim. Loosen rear channel screws and shift channel as required to line up with rear glass. Tighten screws.



To adjust the limit of "up" travel of the window for proper contact with roof rail weatherstrip – loosen the stop adjusting stud nuts and adjust studs as required.

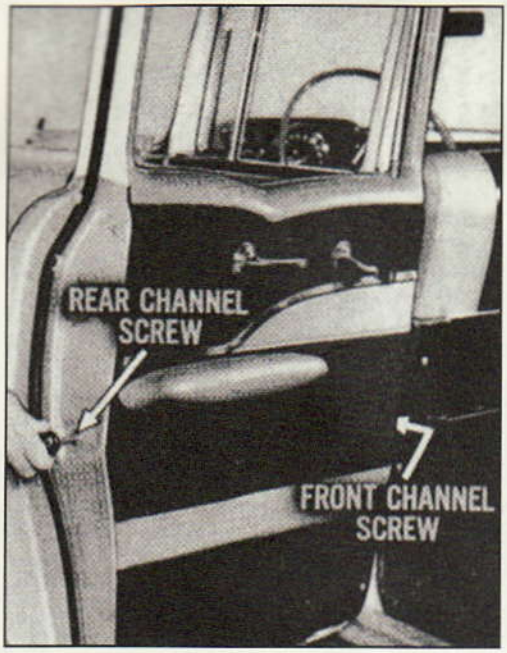
C. VENTILATORS (ALL MODELS)

To correct ventilator flutter, tighten "T" shaft screw. To increase or decrease tension on ventilator shaft, adjust friction clamp screw.



D. REAR DOOR WINDOW (ALL EXCEPT SPORT SEDAN)

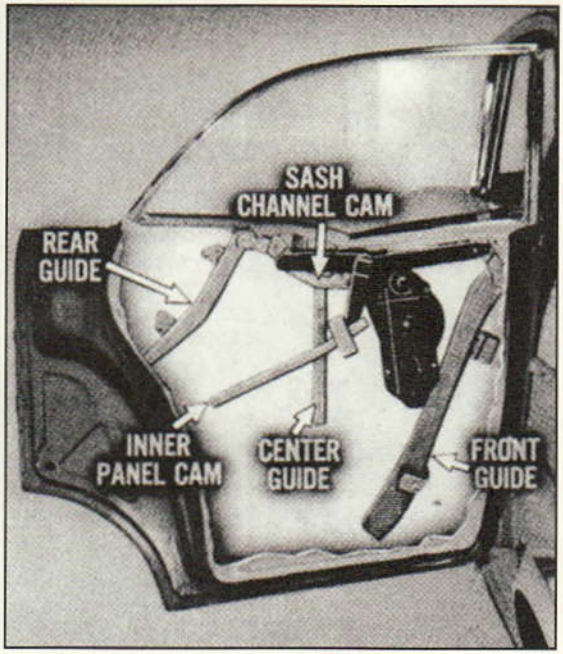
To correct rear door glass slanted in the run channels - loosen stationary cam screws and adjust rear of cam UP OR DOWN as required. Tighten screws.

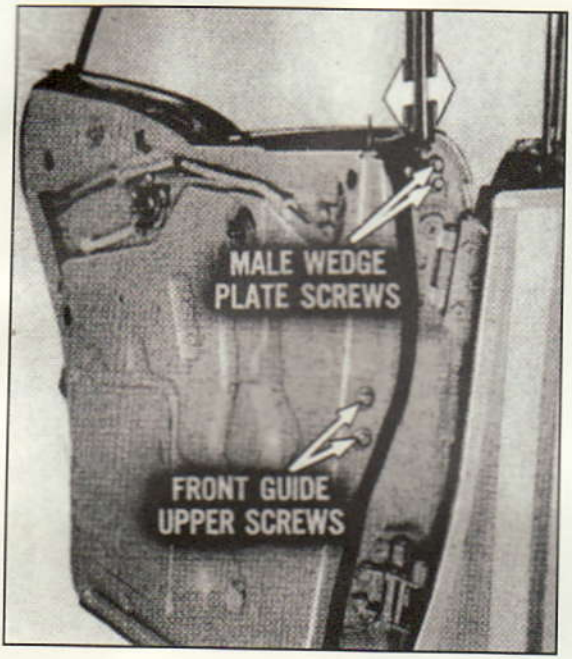


To adjust for freedom of glass movement in run channels – loosen front channel screw or rear channel screw at lower ends and move IN OR OUT as required. Tighten screws.

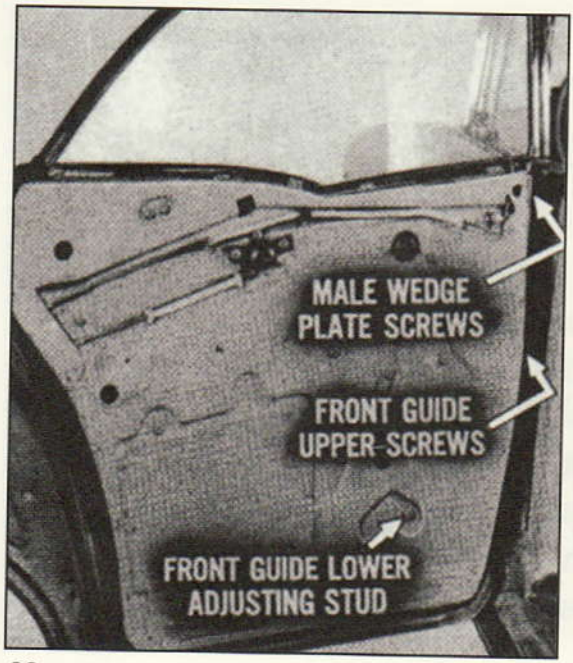
E. REAR DOOR WINDOW (SPORT SEDAN)

The window operating mechanism in this door consists of three guides, a sash channel cam and an inner panel cam, operated by a conventional window regulator.

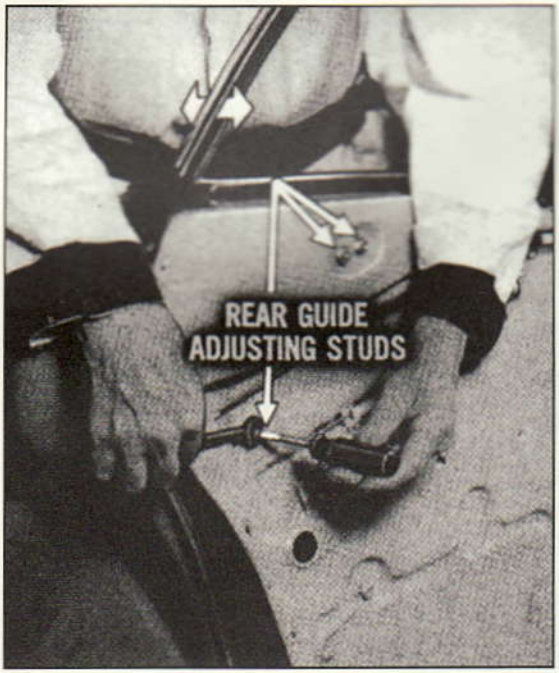




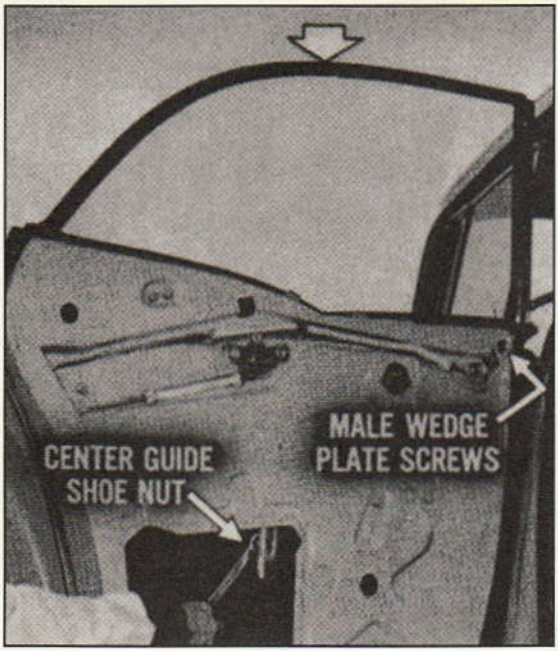
To adjust the lower front portion of the window IN OR OUT – loosen male wedge plate screws and front guide upper attaching screws. Then...



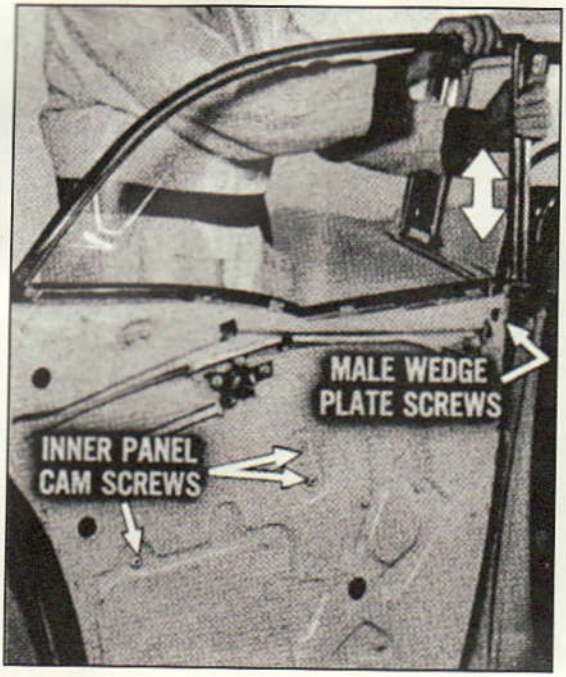
... loosen front guide lower adjusting stud nut and adjust both ends of guide IN OR OUT the same amount. Tighten guide screws, stud nut, and male wedge screws. (Male wedge screws must always be tightened with the window completely closed.)



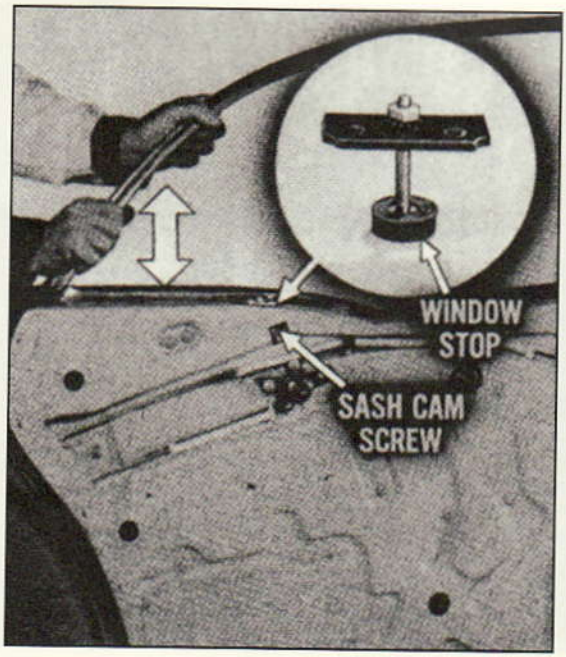
To adjust the lower rear portion of the window IN OR OUT – loosen the two rear guide upper adjusting stud nuts and the one lower adjusting stud nut. Adjust studs in the same amount IN OR OUT as required and tighten stud nuts.



To adjust the top of thew window IN OR OUT – loosen male wedge plate screws and center guide shoe jam nut. Adjust guide shoe IN OR OUT as required and tighten jam nut. Tighten male screw wedge screws.

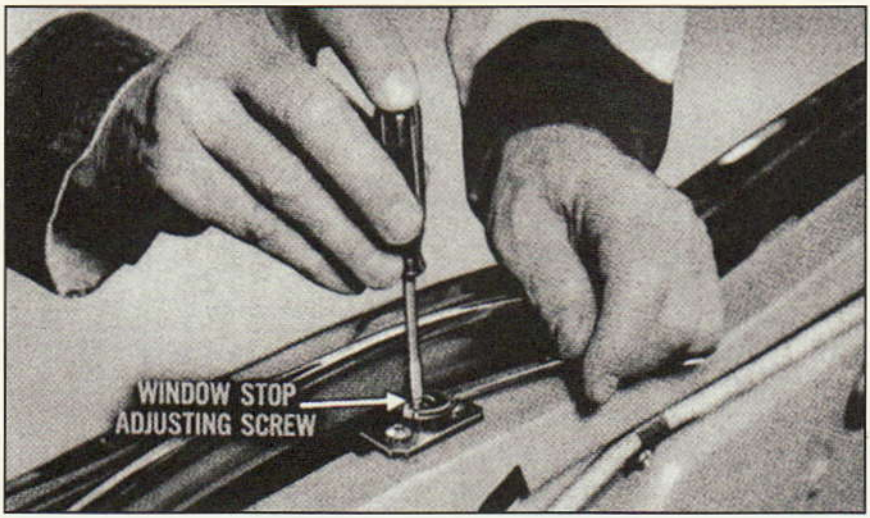


To adjust the front of the window UP OR DOWN – loosen the male wedge plate screws and inner panel cam screws. Position window and cam as required and tighten cam screws. Tighten male wedge plate screws.

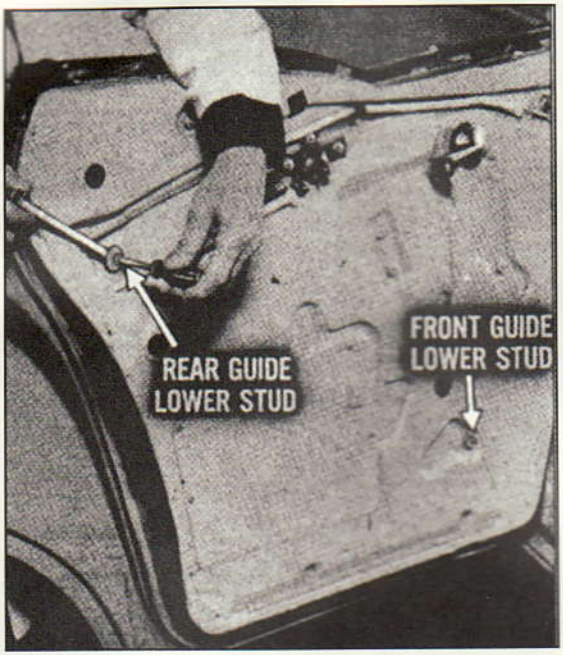


To adjust the rear of window UP OR DOWN – loosen sash channel cam rear attaching screw. Position rear of cam and window UP OR DOWN as required and tighten screw. If required, reposition the window stop.

To limit FORWARD movement of the rear window – loosen female wedge plate bolt through small access hole. Operate window to desired position FORWARD, and back off about 1/16". Push female wedge FORWARD firmly against male wedge plate and tighten bolt.



To limit the "up" travel of the window - adjust the window stop adjusting screw as required.

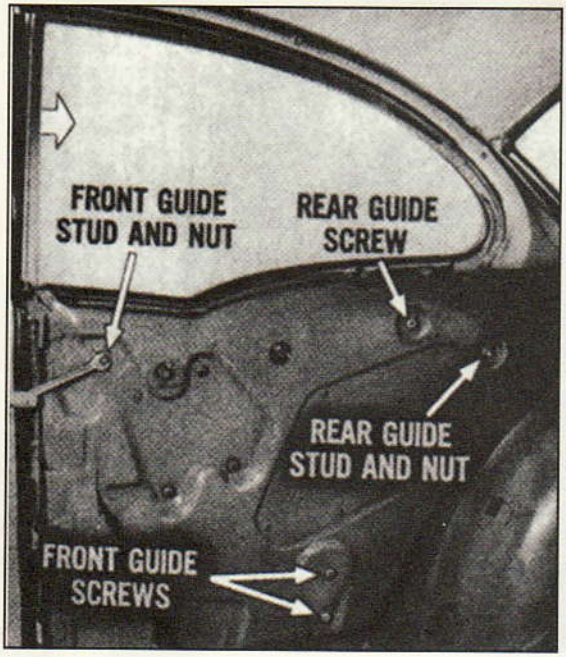


To correct a binding condition when the window is lowered – adjust the front guide lower stud and the rear guide lower stud IN OR OUT as required to permit free operation.

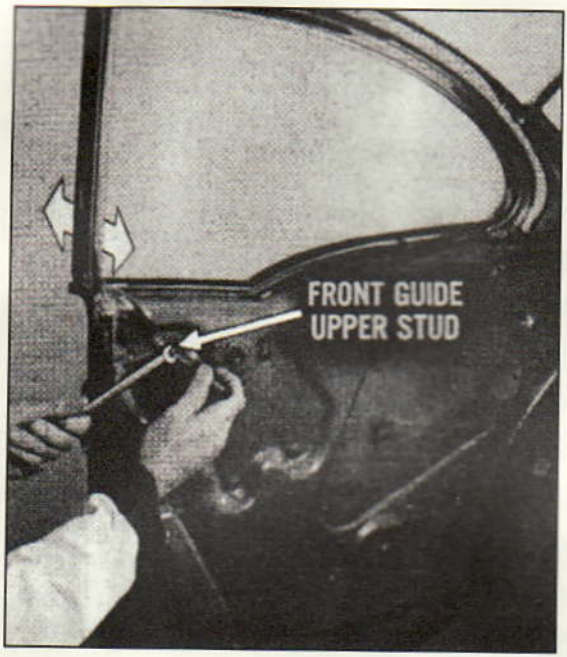
To adjust weatherstrip IN OR OUT at side roof rail – loosen screws and shift weatherstrip, instal weatherproof tapered shims under screws in desired areas.

F. REAR QUARTER WINDOW (SPORT COUPE)

The operating mechanism of this window consists of a short rear guide channel, a long front guide channel, the regulator connected to the sash channel, and "up" and "down" window stops.



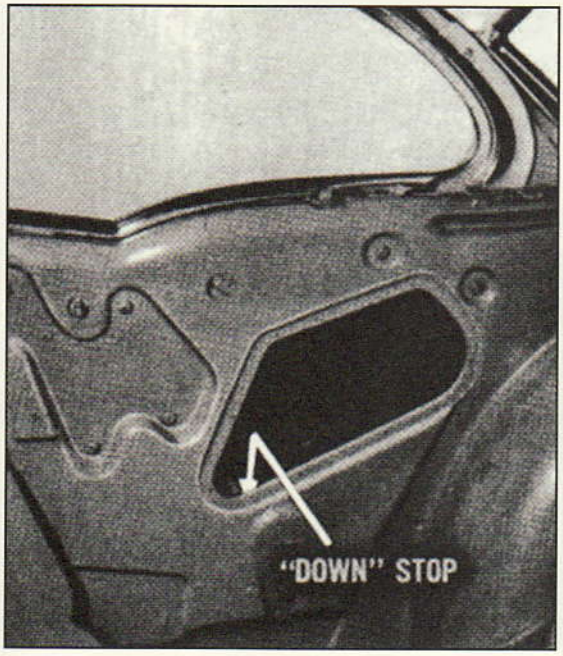
For FORE AND AFT adjustment of window – loosen stud nuts and screws in both front and rear guide channels. Shift window as required and tighten screws and stud nuts.



For IN OR OUT adjustment at front of window – loosen the front guide upper adjusting stud nut and adjust stud as required. Tighten nut.

For IN OR OUT adjustment at rear of window – loosen the rear guide channel lower adjusting stud nut and adjust stud as required. Tighten nut.

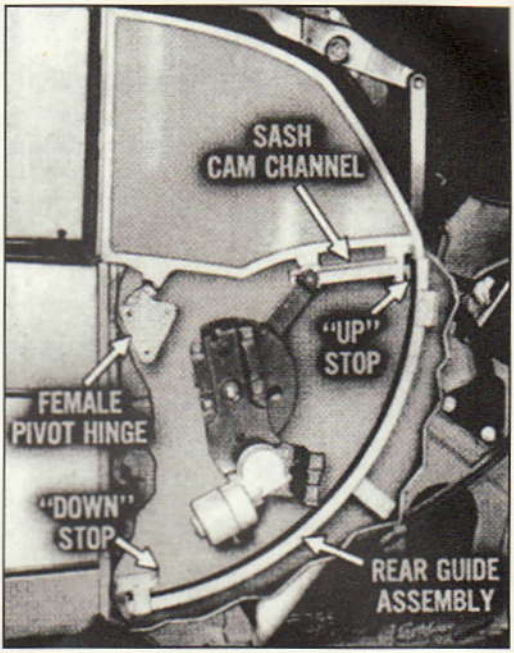
To adjust the "up" travel of the window – loosen stop bolt through small access hole. Slide stop to required position and tighten bolt.

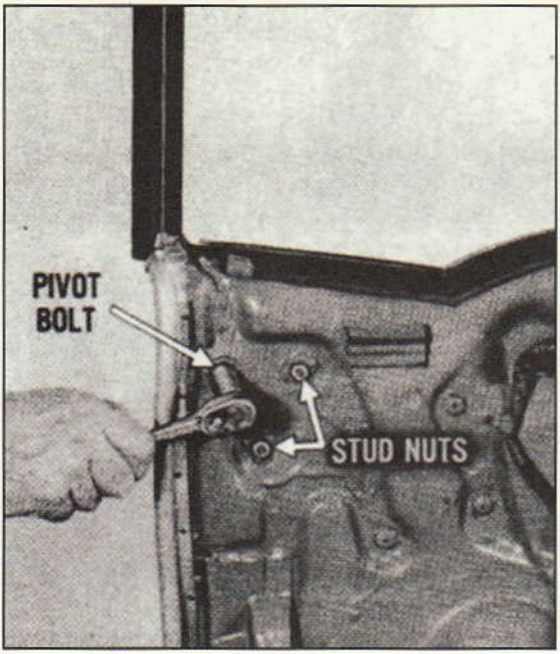


To adjust the "down" travel of window – loosen the "down" stop retaining nut on the lower end of front guide channel. Slide the stop on the channel as required and tighten nut.

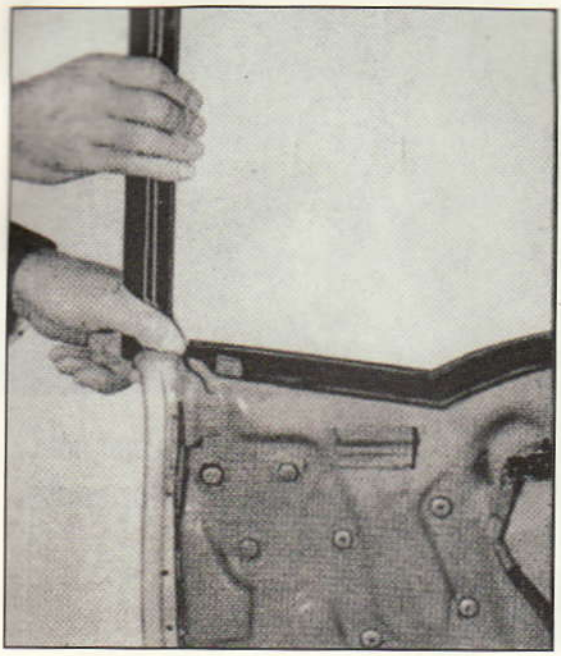
G. REAR QUARTER WINDOW (CONVERTIBLE)

The operating mechanism for the rear quarter window consists of a female pivot hinge at the pivot point, a rear guide assembly, a sash cam channel, an adjustable "up" stop, a fixed "down" stop and a regulator.

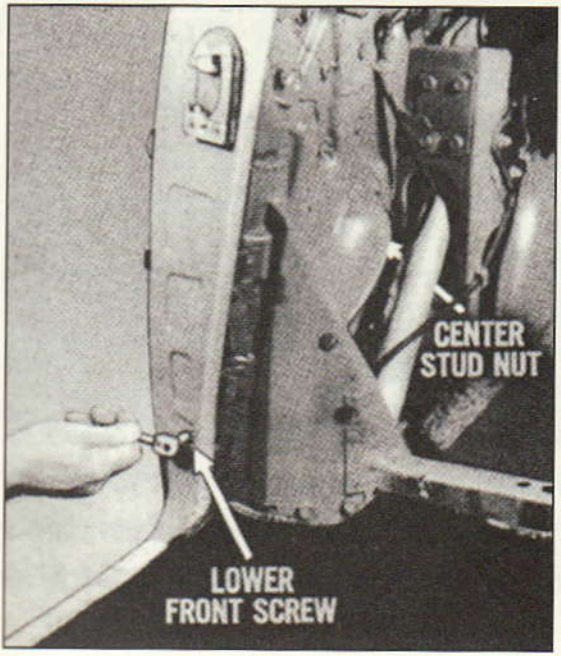




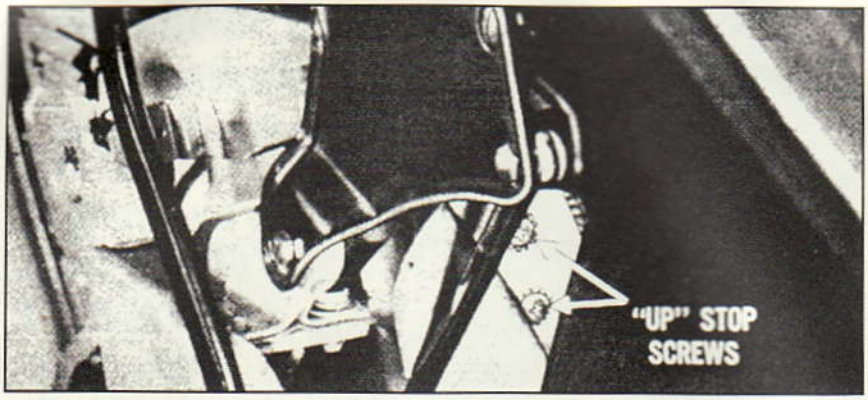
To adjust rear quarter window IN OR OUT, UP OR DOWN or FORE OR AFT – loosen female hinge pivot bolt and the two stud nuts, then...



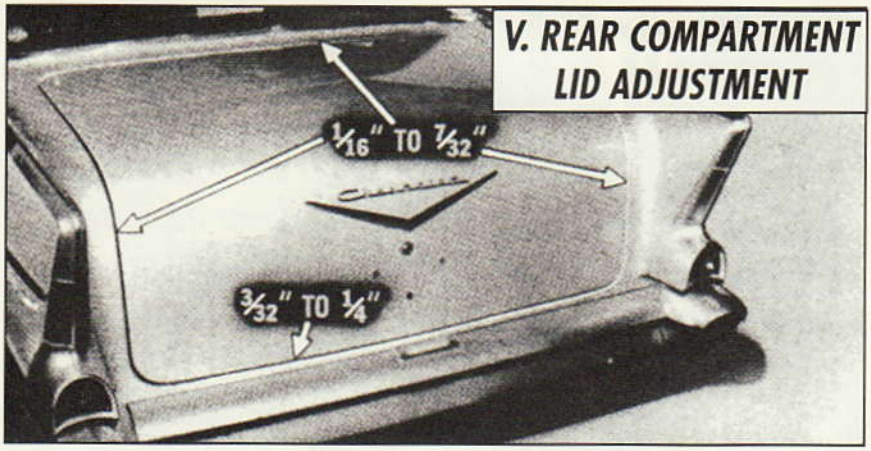
...move the window in the direction required for correct contact with door glass and top weatherstrip. For IN OR OUT movement of glass, adjust studs as required. Tighten stud nuts and pivot bolt.



To adjust window guide channel in case of bind at lower end – loosen guide lower front screw and center stud nut. Adjust stud to move channel IN OR OUT as required. Tighten stud nut and screw.



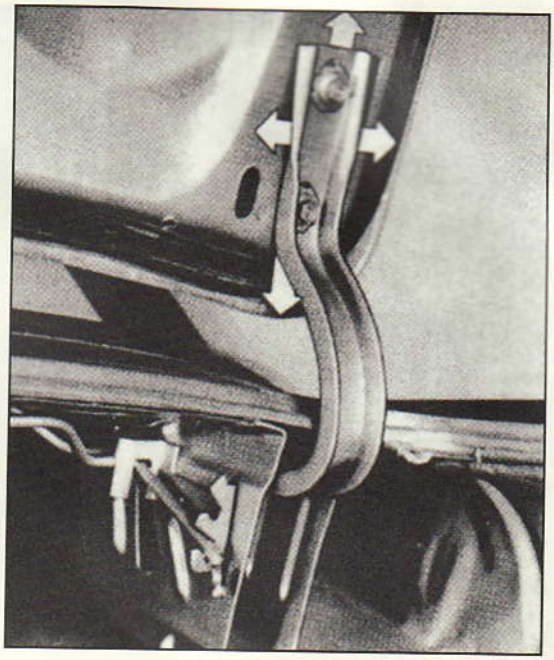
To limit the "up" travel of window – loosen two screws that hold the "up" travel stop to the upper rear guide support. Move stop UP OR DOWN as required and tighten screws.

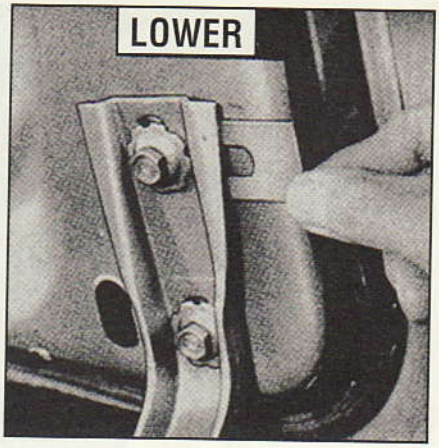


V. REAR COMPARTMENT LID ADJUSTMENT

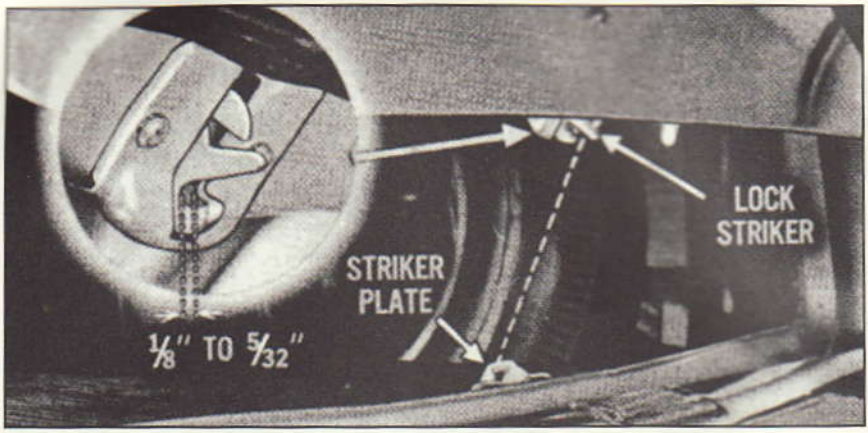
Check clearance of rear compartment lid in body opening and operation of lid for easy closing and opening. Clearance at sides and top should be 1/16" to 7/32". Clearance at bottom should be 3/32" to 1/4".

To correct fit of compartment lid for FORE OR AFT as well as to either side – loosen the hinge-to-lid attaching bolts and shift lid as required. Tighten bolts.



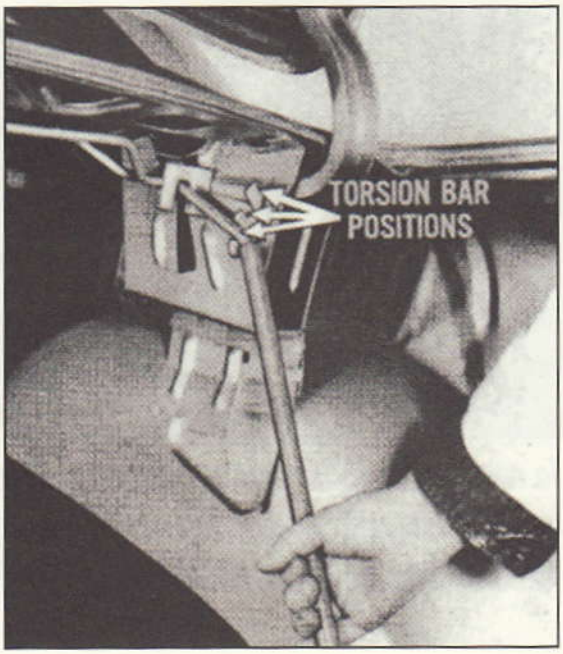


To raise or lower lid at hinge area – use a combination of shims between hinge straps and lid. A shim placed at front bolt of hinge will raise lid. A shim placed at rear bolt will lower lid.



Check lid and lock and striker engagement. Apply modeling clay to lock striker notch. Close and open lid. Clearance in notch should be 1/8" to 5/32". Adjust clearance by moving striker plate UP OR DOWN as required.

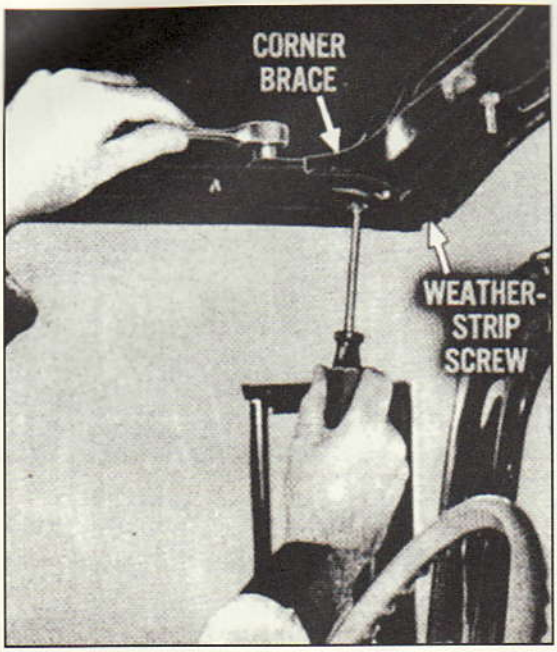
Check operation of rear compartment lid for tension of torsion bars. Three positions are provided at each hinge. The lowest notch provides the least amount of upward tension on the lid.



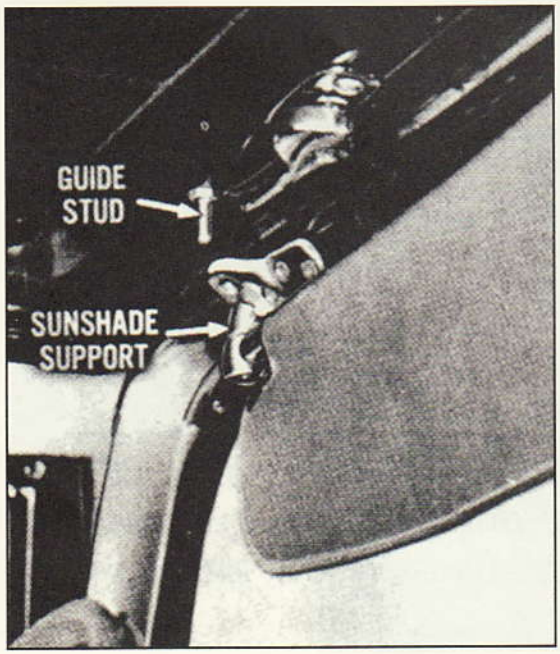
VI. CONVERTIBLE TOP ADJUSTMENTS

Operate top and check for binding at the picot points of the front, center and rear side rails and roof rail linkage. If binding exists, apply Lubriplate to pivot points or replace pivot bolts and bushings.

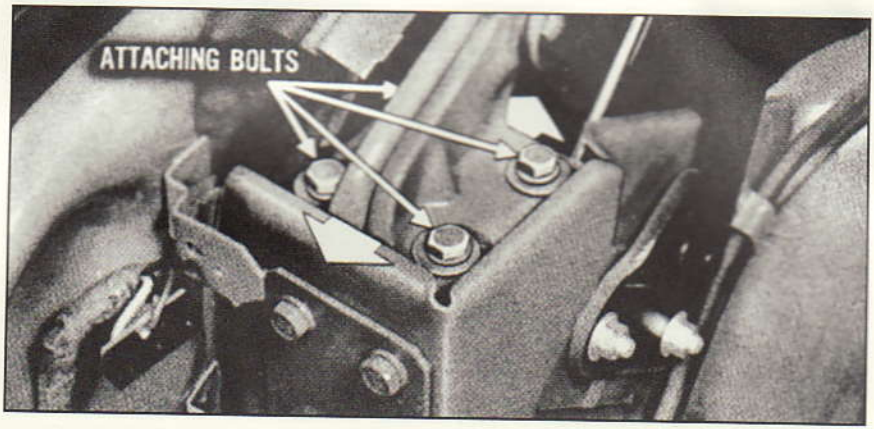
If roof rails and linkage are operating properly, check both male hinges for loose or broken pivot or attaching bolts. Tighten bolts or replace parts as required. (Trim removed for photographic purposes.)



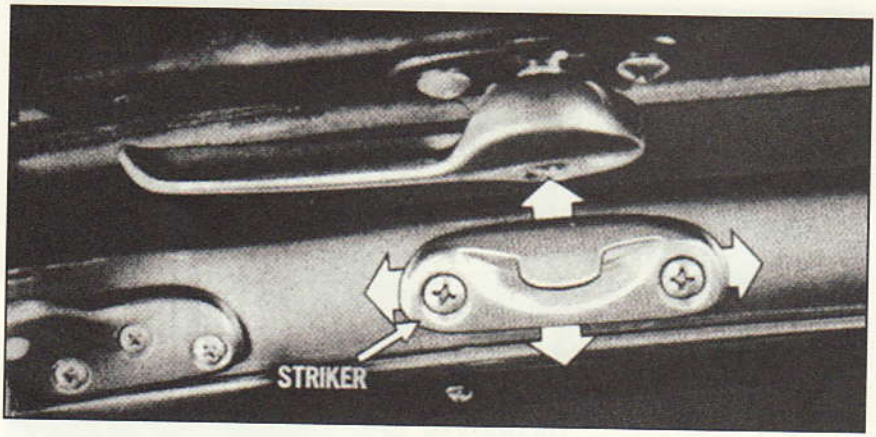
If the front roof rail is too far FORWARD OR REARWARD to properly engage the windshield header, raise top slightly. Remove weatherstrip end screw and loosen corner brace attaching screw and bolt. Then...



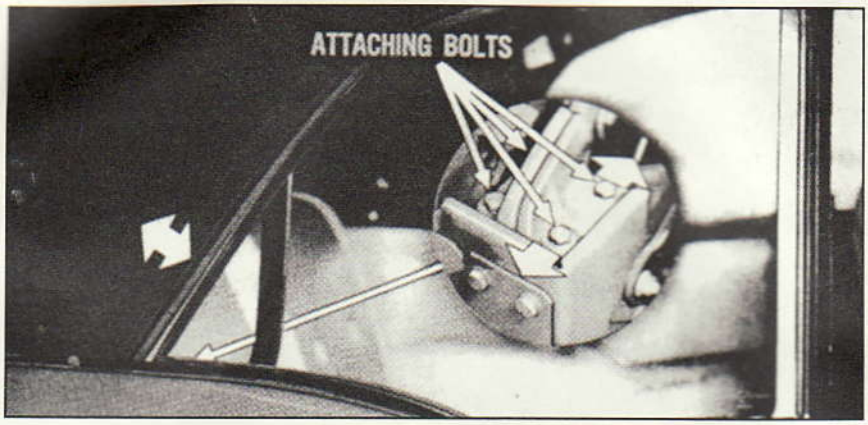
... move front roof rail until guide stud aligns with hole in sunshade support. Tighten screw. Repeat, if necessary, on other side. This adjustment is limited. If additional adjustment is required –



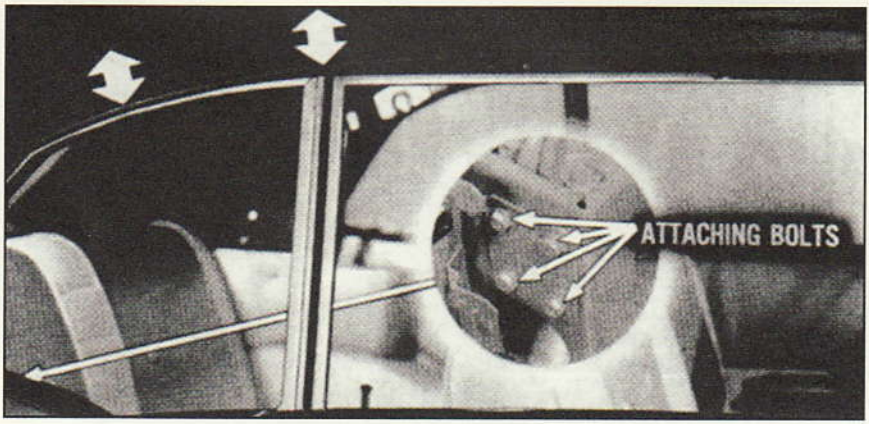
– remove quarter trim and loosen the four male hinge attaching bolts. Move hinge FORWARD OR REARWARD as required. Tighten bolts securely. NOTE: Moving the male hinge may require refitting the rear quarter window.



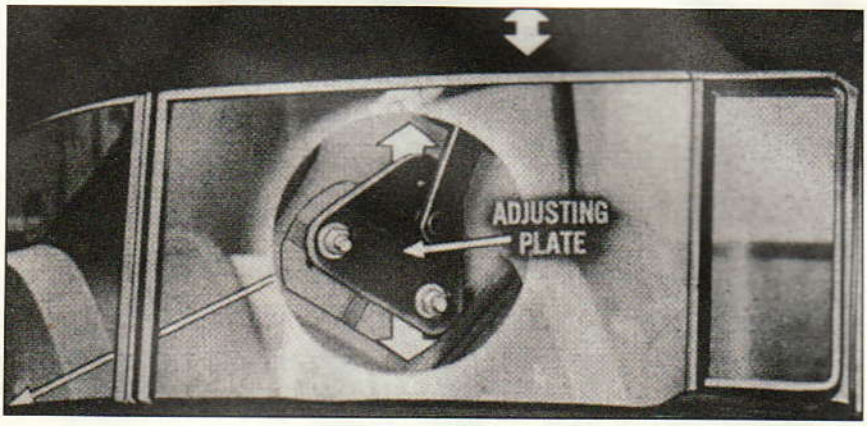
To adjust position of front roof rail against windshield header – loosen striker retaining screws. Move striker UP, DOWN OR SIDEWISE as required to obtain correct engagement and locking. Tighten screws. Adjust the two strikers individually.



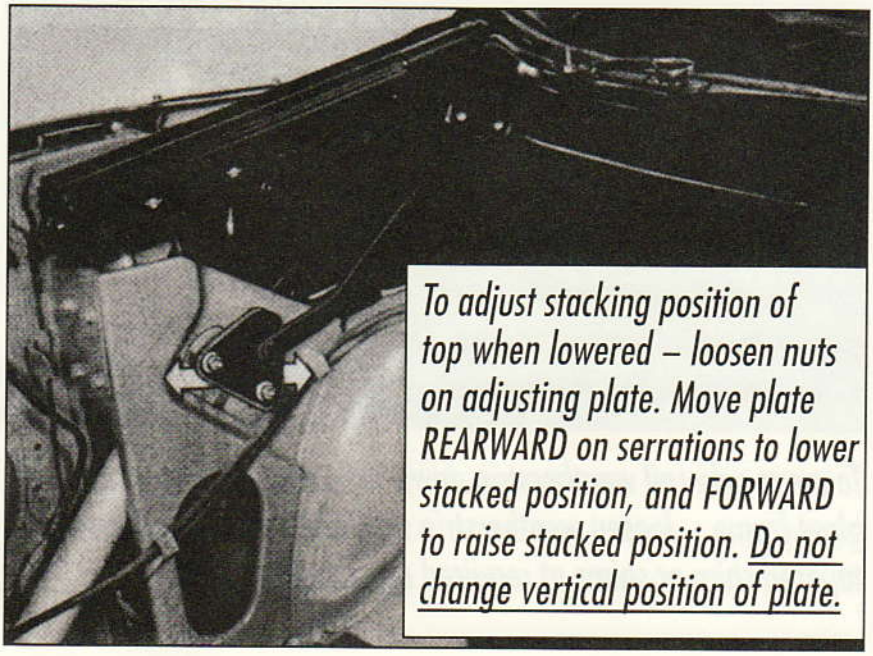
To correct improper fit at rear of quarter glass – loosen male hinge attaching bolts. Move hinge FORE OR AFT as required. Tighten bolts securely. Recheck fit of guide stud in sunshade support.



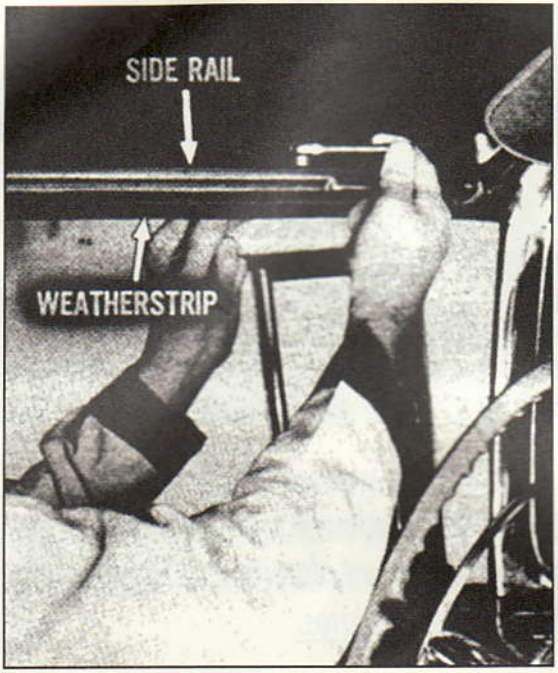
To correct improper fit at top or rear quarter glass – loosen the four male hinge attaching bolts at front support plate. Move hinge UP OR DOWN as required. Tighten bolts securely.



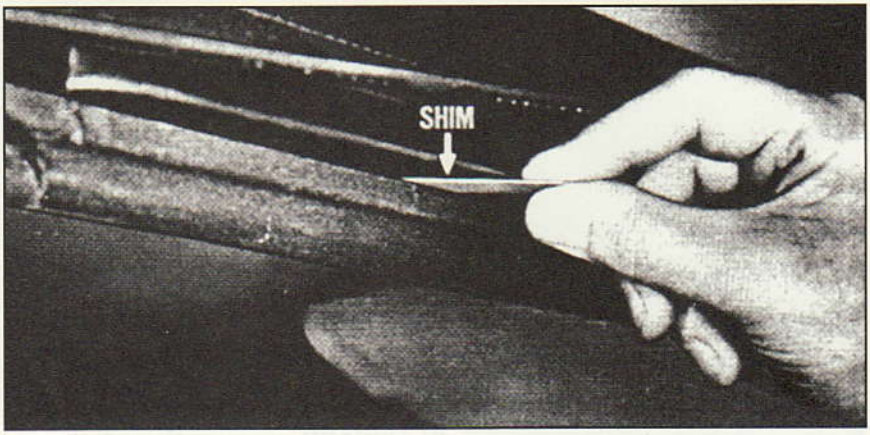
To correct improper fit at top of door glass – raise top halfway. Loosen two nuts at adjusting plate. To lower top rail, move plate up on serrations. To raise top rail, move plate down. Tighten nuts. Do not change horizontal position of plates.



To adjust stacking position of top when lowered – loosen nuts on adjusting plate. Move plate REARWARD on serrations to lower stacked position, and FORWARD to raise stacked position. Do not change vertical position of plate.



To remove top side rail weatherstrip IN OR OUT for correct contact with door glass – remove both weatherstrip and screws and loosen nuts on upper side of rail. Move weatherstrip IN OR OUT as required. Tighten nuts and install screws.



To move side rail weatherstrip down for better contact with top of glass frame – loosen weatherstrip nuts and install weatherproof tapered shim or shims at required area. Tighten nuts.