

T.I.P. (Technical Information Package)

Number: 101

Subject: Cab Mounts

Model Year(s) Effected: 1936—1946

Model(s) Effected: Chevrolet® 1/2-Ton Pick-ups

INTRODUCTION

All information, illustrations and specifications are based on the best information available at the time of publication. The author cannot guarantee the accuracy of the information contained in this publication. Corrections are welcomed, and can be submitted to randy74@charter.net.

Information included in this publication comes from a variety of sources that include, but are not limited to the following:

Chevrolet Shop Manual, 1942—1948 Passenger Cars and 1942—1946 Trucks®

CAB MOUNTS

The cab is mounted to the vehicle frame at eight locations (four on each side of the cab).

The front two cab mount positions (Figures 1 and 2) bolt the cab directly to the frame, using isolator pads to prevent metal-to-metal contact.

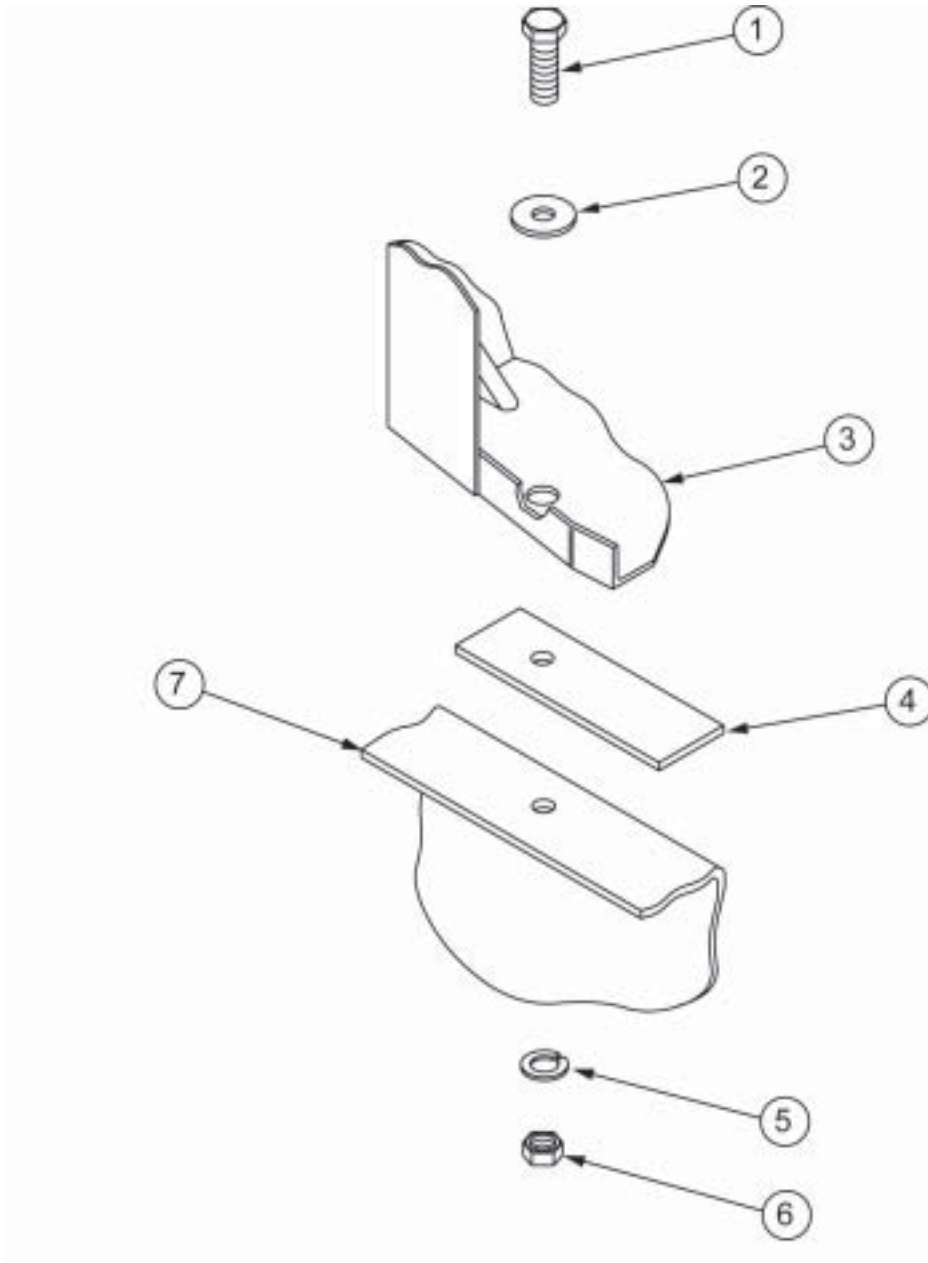
NOTE: DO NOT overtighten the castle nuts on the two rear mount positions 3 and 4 (Figures 3 and 4). Tighten the castle nut only enough to install the cotter pins. Overtightening can compress the springs, restricting the ability of the cab to move.

The mounts at position 3 (Figure 3), located between the floor panel insert and the seat riser, use spacer blocks to bridge the gap between the bottom of the cab floor and the frame rails. Isolator pads are placed between the spacer blocks and the frame rails to minimize wear and noise.

Springs are placed below the upper frame rail flange. The mounts are secured using hex cap screws (drilled to accept cotter pins), flat washers, castle nuts and cotter pins.

The rear mounts (Figure 4), located behind the seat riser use rubber isolators blocks with metal covers to bridge the gap between the bottom of the cab floor and the frame rails.

Springs are placed inside the cab above the cab floor. The mounts are secured using hex cap screws (drilled to accept cotter pins), flat washers, castle nuts and cotter pins.

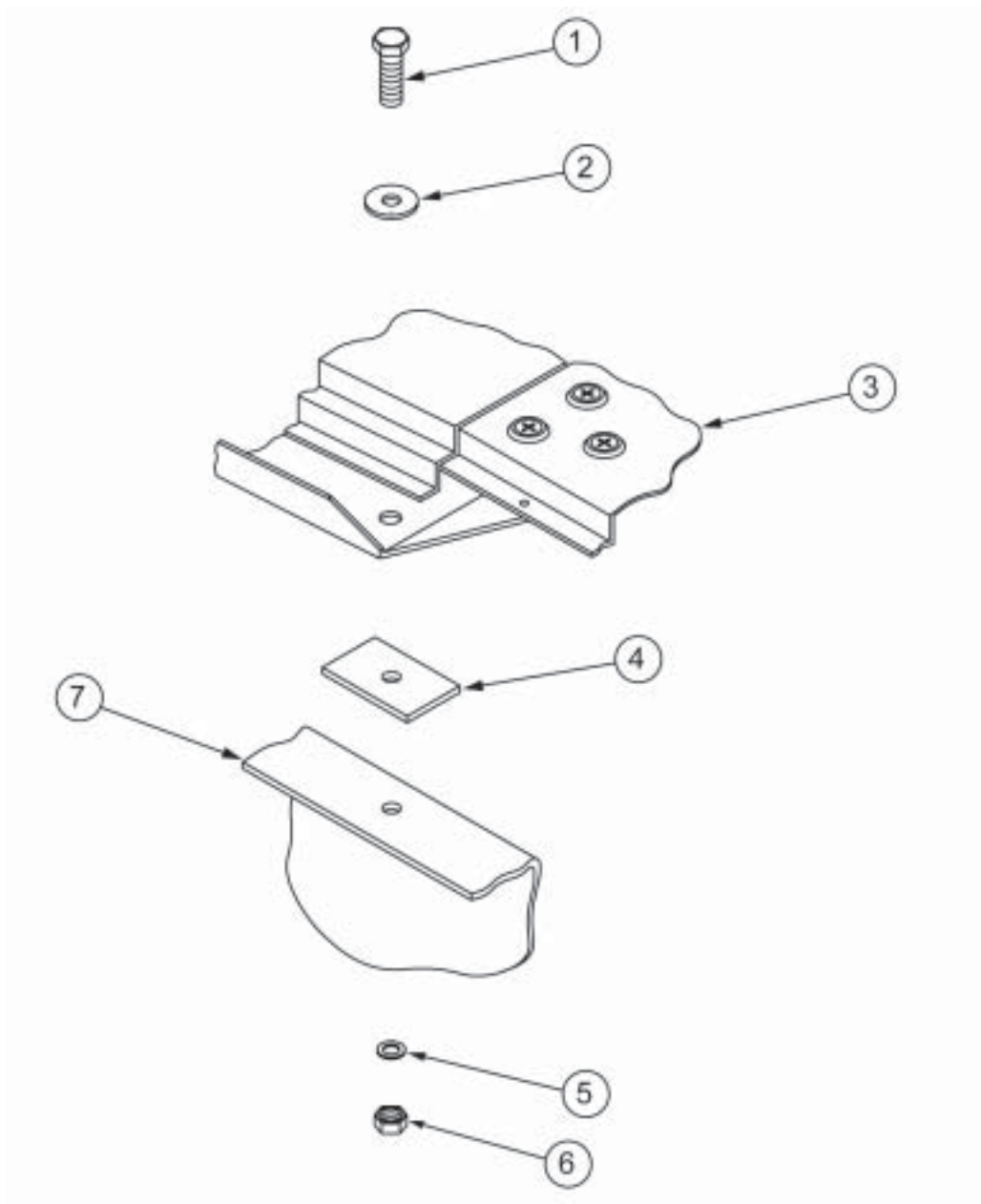


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Figure 1: Cab Mount—Position 1 (Passenger Side Shown)

- 1—Hex-Head Cap Screw
- 2—Flat Washer
- 3—Cab Floor (Reference)
- 4—Isolator Pad

- 5—Hex Nut
- 6—Split-Lock Washer
- 7—Frame (Reference)

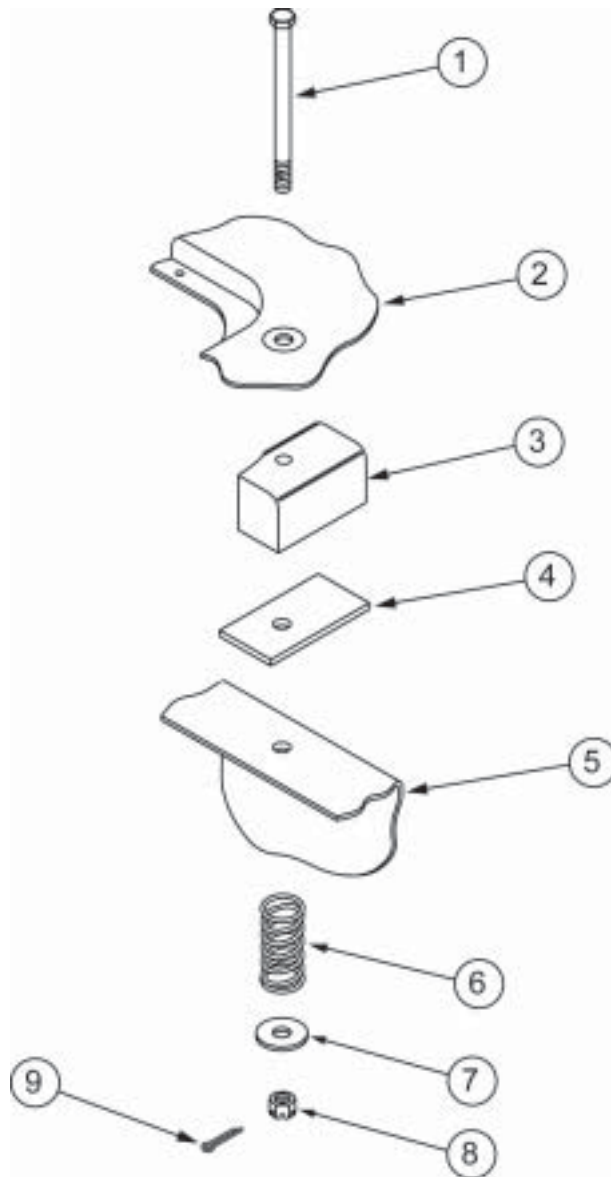


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Figure 2: Cab Mount—Position 2 (Passenger Side Shown)

- 1—Hex-Head Cap Screw
- 2—Flat Washer
- 3—Cab Floor (Reference)
- 4—Isolator Pad

- 5—Hex Nut
- 6—Spilt-Lock Washer
- 7—Frame (Reference)

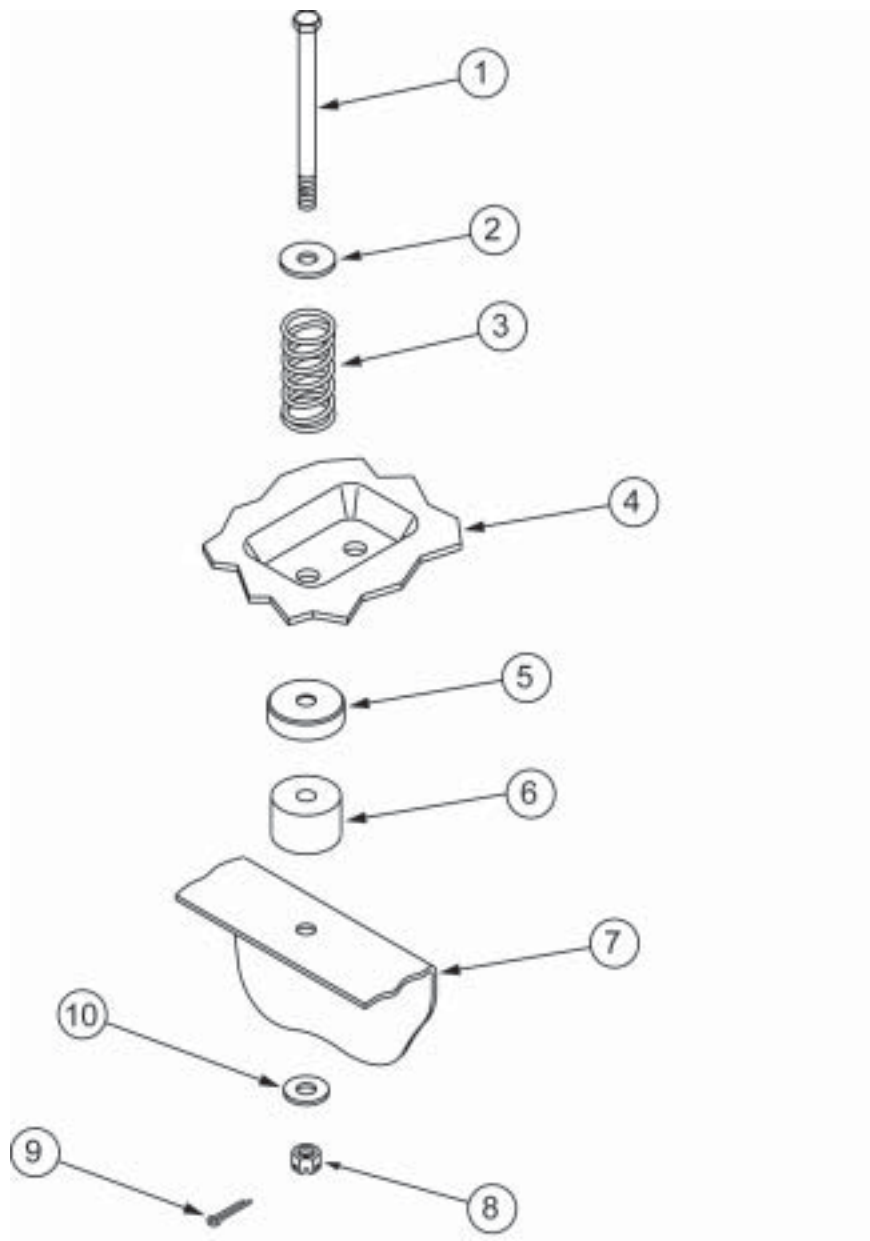


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Figure 3: Cab Mount—Position 3 (Passenger Side Shown)

- 1—Hex-Head Cap Screw
- 2—Cab Floor (Reference)
- 3—Spacer Block
- 4—Isolator Pad
- 5—Frame (Reference)

- 6—Spring
- 7—Flat Washer
- 8—Castle Nut
- 9—Cotter Pin



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Figure 4: Cab Mount—Positon 4 (Passenger Side Shown)

- 1—Hex-Head Cap Screw
- 2—Flat Washer (2 Used)
- 3—Spring
- 4—Cab Floor (Reference)
- 5—Cover

- 6—Rubber Isolator
- 7—Frame (Reference)
- 8—Castle Nut
- 9—Cotter Pin