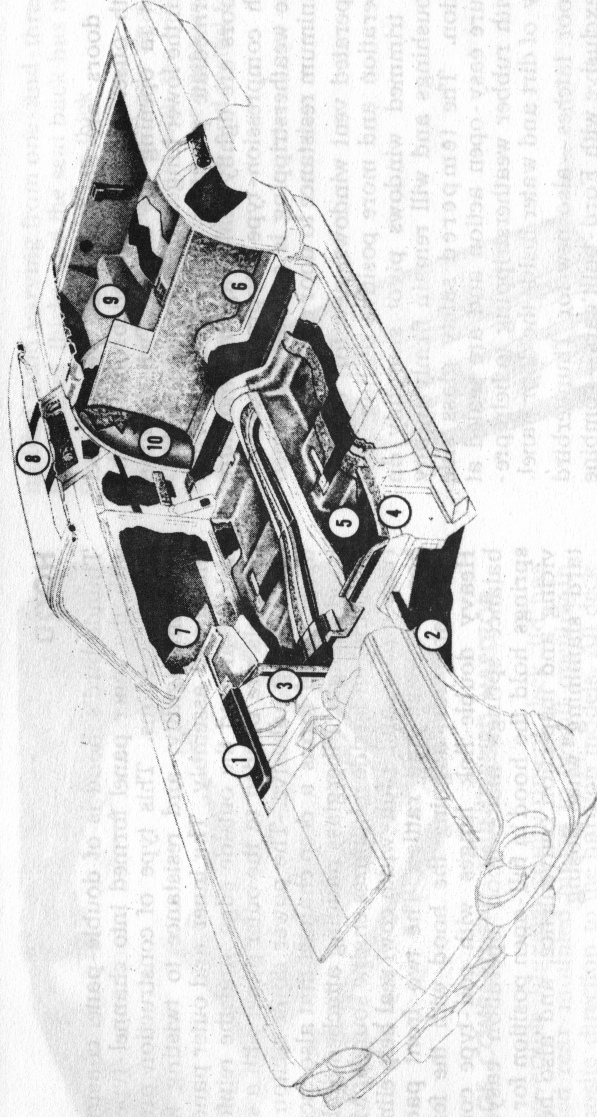


# THUNDERBIRD BODIES



## INSULATION AND SOUNDPROOFING

The Thunderbird's super insulation and soundproofing have been further improved for 1964, reducing engine, transmission, power train, and road noises to a new minimum, and providing maximum protection against heat and cold.

- **HOOD (1)** — Mastic adhesive is spotted between the inner and outer panels, and asphalt-felt deadener is applied to the underside of the power dome section. One-and-one-quarter-inch thick molded high-density glass fiber pads are cemented to the underside of the hood to effectively absorb and deaden engine noises.
- **FRONT FENDERS AND UNDERBODY (2)** — Fender inner housing, including the fender apron and entire underbody, is sprayed with sound deadener coating.
- **DASH PANEL (3)** — A new pre-formed dash insulator is used to attain a snug fit over the entire area of the dash panel. The formed insulator has a one-inch-thick amberlite padding core plus two-ply asphalt-impregnated felt mat and thick facing board on each side. The insulator acts as both a sound deadener and absorber.
- **COWL AND INSTRUMENT PANEL (4)** — One-half-inch amberlite pads are cemented to the cowl sides and top. Air conditioned Thunderbirds have a blanket of foil-faced high-density glass fiber one-half-inch thick applied to the underside of the cowl top panel, serving as both a heat shield and a sound insulator.
- **FLOOR PAN (5)** — The front floor pan is covered with a new semi-septum-type material consisting of crepe kraft-coated heavy mastic combined with one-quarter-inch fiber baffling. In addition, the floor toe riser and tunnel sides are covered with three-ply asphalt-impregnated felt mat for extra protection against engine and transmission noise. The rear passenger floor area, floor side risers, and floor rear riser are covered with a layer of thick three-ply felt, heavily saturated with asphalt mastic. Both the front and rear floor carpeting are padded with a thick jute pad to complete Thunderbird's living room comfort.
- **REAR SEAT AREA (6)** — A one-half-inch foil backed glass fiber pad is attached to the floor pan under the rear seat and to the riser behind the seat.

- **DOOR AND QUARTER PANELS (7)** — Spray-on sound deadener coating is applied to the inner surfaces of the door and quarter panels. Special one-quarter-inch-thick glass fiber of high density adds extra sound deadening to the door panel trim padding.
- **ROOF PANEL (8)** — Sound deadener felt strips, between cross braces and the underside of the panel. One-half-inch-thick high-density glass fiber pads cover the roof sections between the cross braces and one-inch-thick glass fiber cover the inside of the roof rear pillars.
- **DECK LID AND LUGGAGE COMPARTMENT (9)** — The deck lid has inner and outer panel construction with mastic adhesive spotted between the panels. The floor pan in the luggage compartment is covered with a layer of thick three-ply felt, heavily saturated with asphalt mastic.
- **REAR WHEELHOUSINGS (10)** — The rear wheel housings and trim panels are covered with the new semi-septum insulation, and additional cellulose wadding fills the lower body structure adjacent to the rear seat.

## BODY SEALING MATERIALS

Thunderbird bodies are carefully sealed at various points for protection against entry of dust and water.

- **JOINT SEALERS** — Exposed spot-welded body panel seams and joints are protected by special plastic sealing material applied during the body assembly and welding operation. Vinyl-plastic sealing compound is used at roof drip rails and rear deck trough. This material also forms an antiseal insulator between cowl and instrument panel. Heat-curing sealer material is applied full length to all other panel seams and joints to effectively seal out dust and moisture.
- **SPECIAL ANTISEAL AND SEALING DEVICES** — Special pads, grommets, seals and plugs guard against friction, water, dust and drafts. Thunderbird's windshield and the rear windows of the Hardtop models are sealed with special non-drying plastic compound that retains its elasticity and keeps a tight seal without becoming brittle or cracking. Exposed nuts and bolts have integral sealing gaskets. Plastic shields cover door and quarter panel in side surfaces between the metal and trim to prevent water damage to trim panels.