

Steps to removing body on '71 convertible.

In Cockpit:

1. Remove seats
2. Remove seatbelts
3. Disconnect & remove battery
4. Remove handbrake cover
5. Unbolt hand brake assy (4 bolts)
6. Remove kick panels on both sides
7. Remove the body-to-frame bolt behind the kick panel. Mine was submerged in a sea of rust flakes, had to vacuum them out to find the bolt. Soak it with WD 40 or similar solvent and let them soak for an hour before removing.
8. Remove sill plates.

Under Hood:

9. Remove Hood
10. Disconnect AC compressor control wire (if you have AC)
11. Disconnect AC compressor hose at back of compressor (one bolt). NOTE: if your AC was working, take it to an AC shop and have the freon removed first. Mine had been dead for 20 yrs
12. Remove AC compressor & Bracket.
13. Disconnect heater hoses to engine (2)
14. Disconnect & remove upper & lower radiator hoses
15. Remove fan
16. Remove radiator shroud (upper & lower parts)
17. Disconnect all vacuum lines going to motor from under hood area (mine had 4).
18. Disconnect power brake booster vacuum line if you have PB.
19. Disconnect charcoal cannister return line (under left fender behind master cylinder)
20. Disconnect ignition wire to coil.
21. Disconnect brake sensor on distribution block (top of frame on left side)
22. Disconnect alternator wiring
23. Disconnect temperature sensor wire (under exhaust manifold left side of motor)
24. Disconnect Throttle cable
25. Disconnect brake master cylinder lines. I put a quart bucket under to catch the brake fluid.
26. Disconnect the tach drive cable to distributor
27. Remove (2) bumper/grill bracket bolts directly in front of the radiator. There's actually 4 bolts here but the other two will have to be removed from below.

Outside the car: Put it on jack stands for this part.

28. Remove all 4 wheels.
29. (Front) Remove the two bolts from the front bumper bracket-to-frame. You will remove the bracket later, but it has to be unbolted from the bumper first and pulled back thru the fenderwell.
30. Remove side louvers.
31. Remove body to frame bolt behind louver.
32. (Rear) Remove the (4) screws that fasten the access panel in front of the rear wheel.

Remove the body-to-frame bolt inside. Expect rust. Mine loosed a couple of turns then got tight, but that gave enough of a gap to shoot some WD40 on it and let it soak down. The bolt later came out without a fight.

33. Remove rocker covers
34. Remove the body-to-frame bolt at the rear of the wheelwell on each side. This has a blind nut that is in a perfect place to rust. Mine wouldn't break loose (Mechanic grade IR impact wrench on 160 psi). Used a torch to cut the bolt head off
35. Remove exhaust tips
36. Remove exhaust tip housing trims
37. Remove rear bumper(s)
38. Remove license plate housing.
39. Unbolt & remove rear pan.
40. Remove grill inserts, unplug parking lights and fiber optics.
41. Remove front bumper. The corner bolts have blind nuts that you can't get solvent on. One of mine rusted in and the blind nut broke loose. Had to cut the head off the bolt from under the nose with a pneumatic cut off tool
42. Remove bumper mount brackets from frame to body.
43. Remove center recess grill section.
44. Remove air dam.

Under Car

45. Disconnect Negative battery cable from frame just below battery box.
46. Disconnect parking brake cable spring at differential
47. Remove adjustment nuts from parking brake cable.
48. Remove parking brake cable idler wheel from frame cross member. You can pull it out thru the top or just let it hang loose for now.
49. Disconnect transmission selector cable.
50. Disconnect ignition key lockout cable attached to front of transmission pan and gear selector.
51. Disconnect speedometer cable. Mine had a factory joint just up from the frame.
52. Disconnect all the wires going to the starter. The large wire that feeds power to the rest of the car taps here also and is clamped with a bell housing bolt.
53. Disconnect electrical connections to gas tank.
54. Disconnect radio antenna ground strap from frame. On mine, the tail light assy ground strap was under the same bolt.
55. Disconnect the restraint cable that loops thru the front of the differential housing and bolts up under the seats.