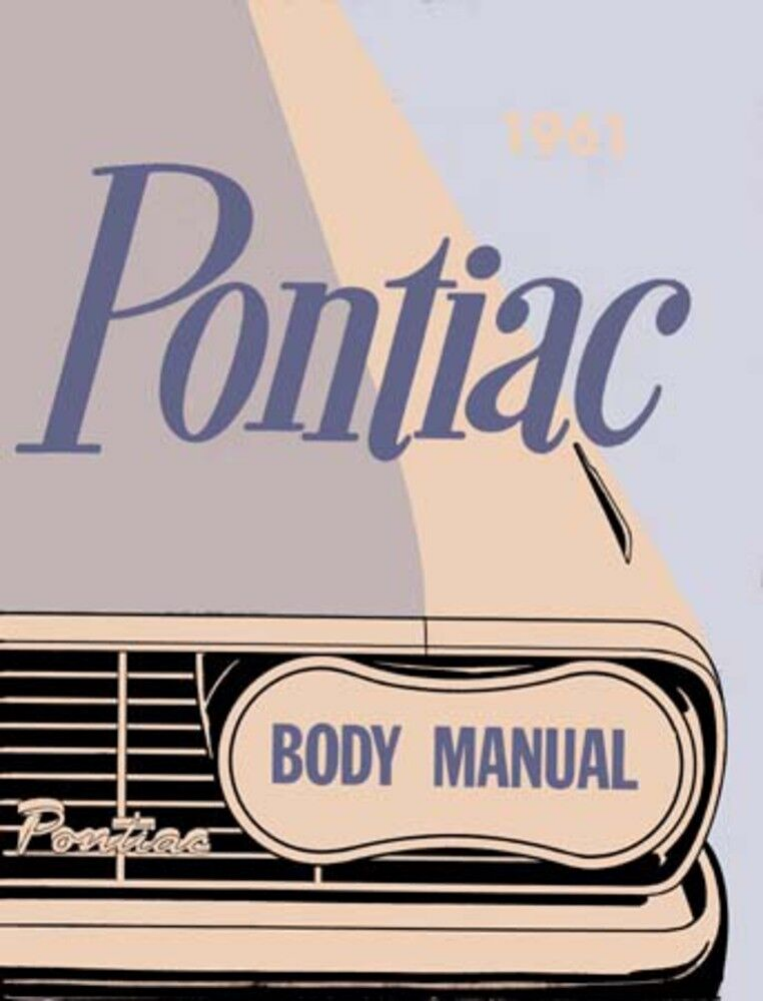
1961

Pontiac



1961 PONTIAC

BODY MANUAL

This Body Manual contains the service procedures for all models of the 1961 Pontiac. Future changes and information will appear in the Service Craftsman News.

An alphabetical index is included in the back of this manual to supplement the table of contents on the edge of this page.

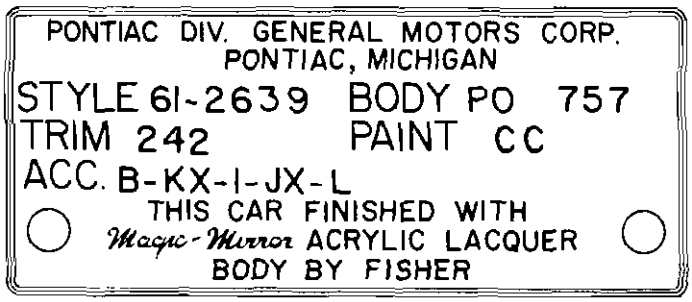
PONTIAC MOTOR DIVISION
GENERAL MOTORS CORPORATION
PONTIAC 11, MICHIGAN

S-6104-B **DECEMBER, 1960** Litho in U.S.A.

Table of Contents

1961 BODY STYLES AND MODEL INFORMATION

Style, Paint and Trim identification can be obtained from the plate attached to the left side of the cowl under the rear edge of the hood.



The table below contains 1961 Body Styles and nomenclature. It may be used as reference in connection with this manual.

1961 BODY STYLES AND MODEL INFORMATION

	Catalina	Ventura	Star Chief	Bonneville	
Body Styles	Series 23	Series 25	Series 26	Series 27	Series 28
Coupe—Convertible	2367				2867
Sport Coupe—2 Door *	2337	2337			2837
Sport Sedan—2 Door, 4 Window	2311				
Sedan—4 Door, 4 Window	2369		2669		
Vista—4 Door, 4 Window *	2339	2339	2639		2839
Safari Station Wagon—4 Door, 2 Seat; 2nd. Seat Folding	2335			2735	
Safari Station Wagon—4 Door, 3 Seat; 2nd. & 3rd. Seat Folding	2345				
Cowl & Underbody (HD Chassis)					2890

23, 25 & 27 Series (119″ Wheelbase)
26 & 28 Series (123″ Wheelbase)

*Hardtop

FRONT END

WINDSHIELD ASSEMBLY

WINDSHIELD GARNISH MOLDINGS

The windshield garnish moldings consist of an upper right and left, side right and left and lower right and left moldings.

The upper and side moldings are installed after the lower moldings. All moldings are secured by screws.

REMOVE AND INSTALL

1. Place protective covering over front seat and instrument panel.

2. Remove moldings in following order: side, lower and upper moldings.

NOTE: On Convertibles, remove windshield pillar weatherstrip retainers and side reveal moldings prior to removal of side garnish moldings. Remove sunshade supports prior to removal of upper garnish moldings.

3. To install, reverse removal procedure.

REAR VIEW MIRROR SUPPORT

REMOVE AND INSTALL

1. Remove one side of upper windshield garnish molding.

2. Remove support attaching screws and slide support to one side and remove.

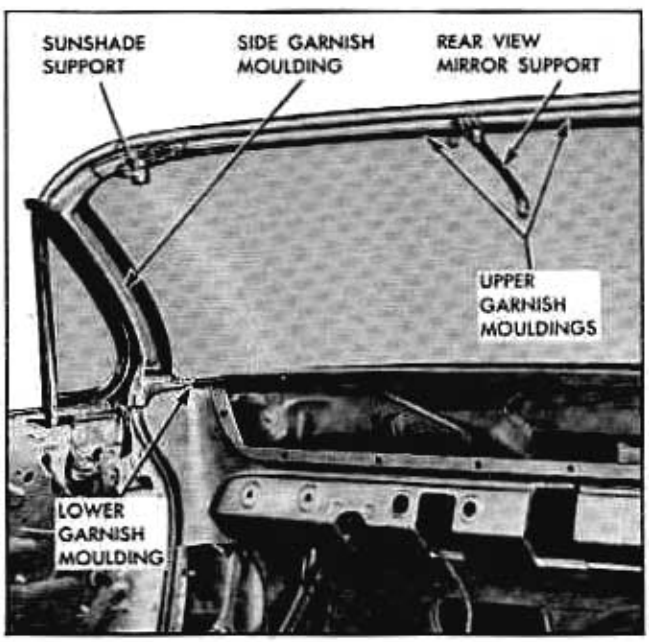


Fig. 1-1 Windshield Garnish Moldings

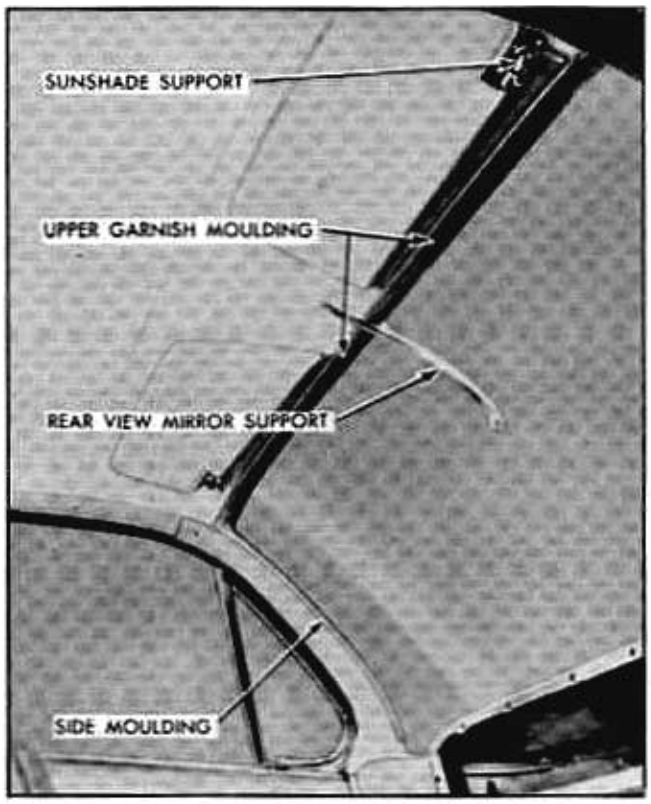


Fig. 1-2 Windshield Garnish Moldings

3. To install, reverse above procedures (Fig. 1-1), (Fig. 1-2).

SUNSHADE SUPPORT

REMOVE AND INSTALL

1. Remove attaching screws and support.

NOTE: On 67 styles raise top before removing support.

2. To install, reverse removal procedure.

WINDSHIELD REVEAL MOLDINGS

The windshield reveal moldings consist of a one piece upper, right and left side and right and left lower moldings. On all styles except 67 and 39, the side moldings are secured to the opening by clips. The upper reveal moldings on all styles except 67 styles are secured to the opening by clips. The side moldings on 39 styles previously listed are secured to the windshield pillar and side roof rails by screws, which are hidden by the side roof rail and windshield weatherstrip retainer. On 67 styles, the upper reveal molding

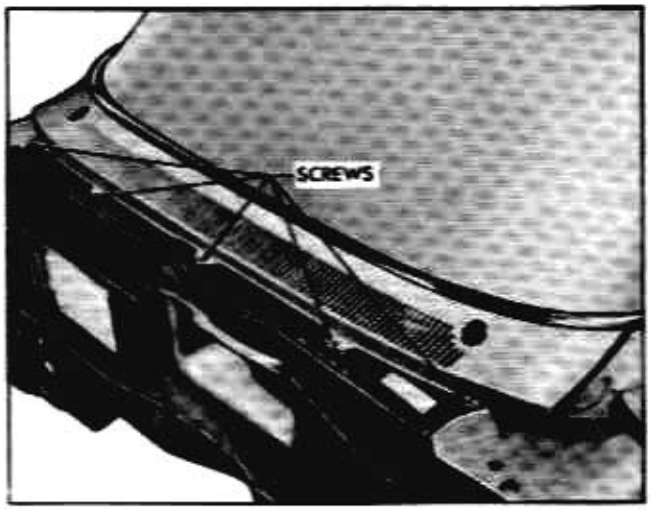


Fig. 1-3 Air Intake Grille

is secured to the upper windshield frame by screws at each end and studs and nuts in the center. The side moldings on 67 styles are secured to the windshield pillars by screws. The lower moldings on all styles are secured by screws through the molding clips into the shroud upper assembly.

REMOVE

1. Place protective covering over hood and front fenders.

2. Remove windshield wiper arms, escutcheon nuts and escutcheons.

3. Remove air intake grille attaching screws (Fig. 1-3).

4. Lift up grille and slide forward to remove.

CAUTION: Care should be exercised to make certain grille does not contact hood, chipping paint.

5. Remove lower reveal molding attaching screws (Fig. 1-4) and remove the molding.

NOTE: On all styles, except 67 styles tool J-7898-01 may be used to remove the side and upper reveal moldings.

6. Using tool J-7898-01, carefully lift up upper end of reveal molding sufficiently to engage point of tool between molding and molding clip as indicated in Fig. 1-5 and swing tool slightly to disengage prongs of clip from molding and lift molding free of clip. Repeat this operation at each molding clip.

NOTE: In some instances a flat-bladed tool such as a putty knife or equivalent may be used to aid in removing the moldings from the opening. Care should be exercised when removing moldings to eliminate any damage to the moldings or body paint.

7. On all 39 styles the side reveal moldings are secured by screws at the pillar and roof rail and it is necessary to loosen the roof rail and windshield pillar weatherstrip to gain access to the screws. Remove screws and carefully remove the molding from the opening.

NOTE: On 67 styles, the side moldings are secured by screws only. Raise top, loosen windshield pillar weatherstrip retainer, remove attaching screws and molding.

8. On all styles except 67 styles, carefully remove the upper reveal molding with tool J-7898-01 (Fig. 1-5) or flat-bladed tool as required. On 67 styles, remove screws at outer ends of molding then remove upper garnish molding to gain access to stud nuts. Remove nuts and molding.

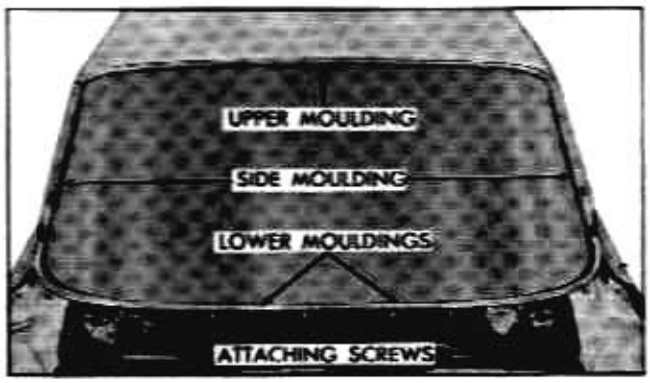


Fig. 1-4 Windshield Reveal Moldings

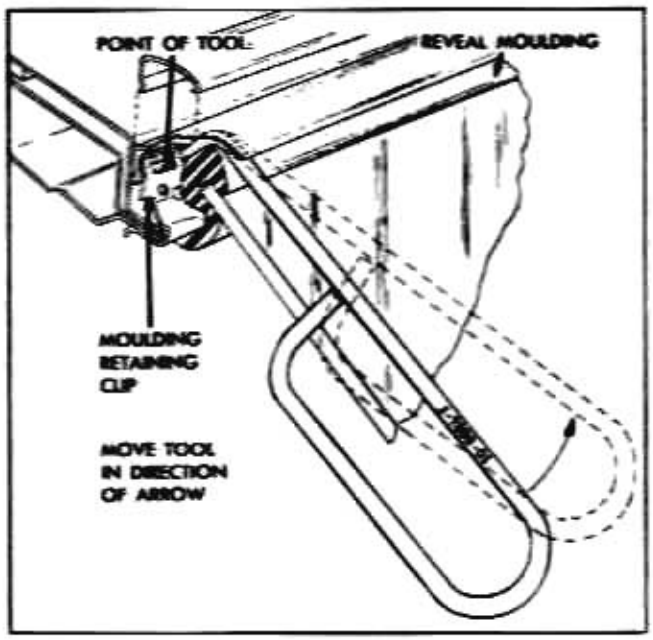


Fig. 1-5 Reveal Molding Removing Tool

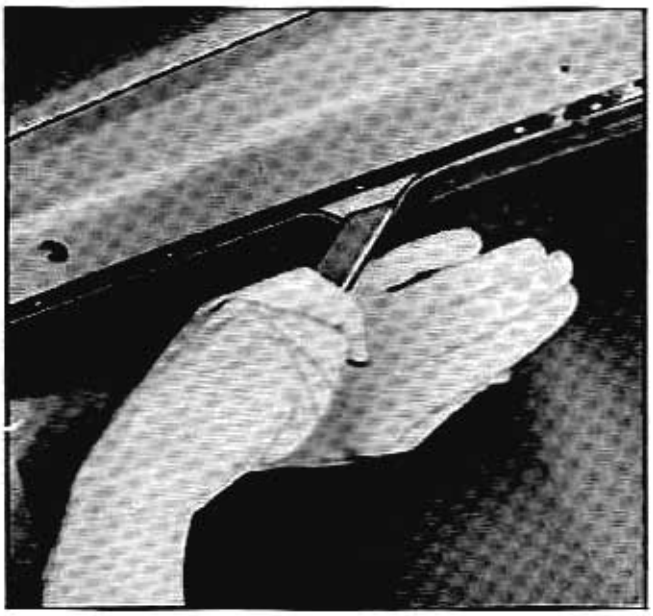


Fig. 1-6 Windshield Glass Removal

INSTALL

Make certain there is sufficient sealer in cavity between windshield rubber channel and body. If sealer is required, apply necessary medium-bodied sealer.

1. Upper Reveal Moldings: On all styles except 67 styles, snap upper reveal molding in place. On 67 styles, seal attaching studs and holes and install molding.

2. Side Reveal Molding: On 39 and 67 styles, seal attaching screw holes and install moldings.

3. On 39 and 67 styles, seal side roof rail and windshield pillar weatherstrips and retainers and install.

4. Install lower reveal molding and previously removed hardware parts.

WINDSHIELD GLASS

REMOVE

1. Place protective covering over front seat, instrument panel, hood and front fenders.

2. Remove garnish moldings.

3. Remove windshield wiper arms, escutcheon nuts and escutcheons.

4. Remove shroud top ventilator grille.

5. Remove windshield reveal moldings.

NOTE: If glass is broken or cracked, mark centerline of glass and body, so alignment of glass to body opening may be checked to locate cause of glass break (glass off center, strain, break, etc.).

6. On inside of body loosen lip of rubber channel from pinchweld flange along top and sides of windshield as follows: With palm of hand, apply pressure to glass near edge (Fig. 1-6). At same time, use a blunt putty knife or other suitable tool and carefully assist rubber channel over pinchweld flange.

7. After windshield channel is free from pinchweld flange, with aid of helper, carefully lift windshield assembly from opening and place on a protected bench.

CHECK BODY WINDSHIELD OPENING

It is important that the body windshield opening be checked thoroughly before installation of a replacement windshield glass. The following procedure outlines the method which may be used to check the windshield opening.

1. Remove the windshield from body.

2. Check windshield rubber channel for any irregularities.

3. Clean off old sealer around windshield opening and check entire body opening flange for any irregularities.

4. Install five windshield checking blocks to pinchweld flange (Fig. 1-7). Position one block over lower pinchweld flange on each side of body twelve inches inboard from the lower corner of windshield opening. Position one block over upper pinchweld flange midway between center block and each outboard block on lower retaining flange.

5. With aid of helper, carefully position replacement glass on blocks in windshield opening.

CAUTION: Care should be exercised to make certain glass does not strike body metal during installation. Edge chips can lead to future breaks.

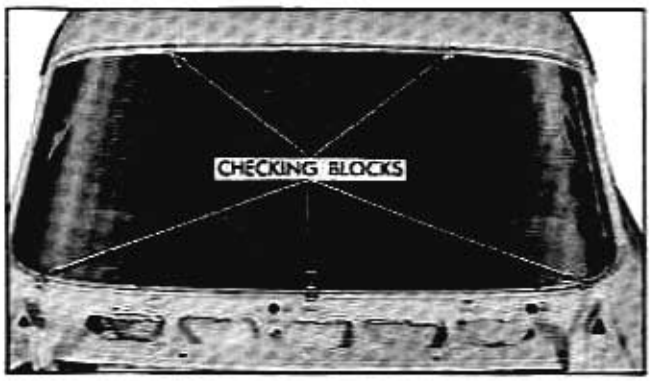


Fig. 1-7 Windshield Opening Check Blocks

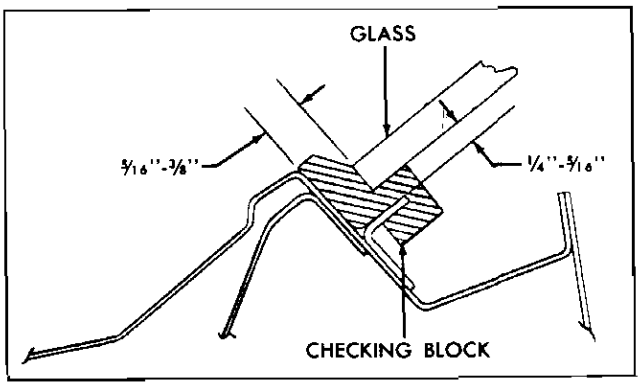


Fig. 1-8 Windshield Opening Checking Block

6. With windshield supported and centered in the body opening by checking blocks, check relationship of glass to body opening around entire primeter of glass. Fig. 1-8 shows a typical section taken through the glass channel and body opening. Check glass to body relationship as follows:

a. The inside surface of glass should be a uniform distance from pinchweld flange. The dimension should be from 1/4" to 5/16".

b. The outer edge of glass should be a uniform distance from body metal, measured in plane of the glass. This dimension should be from 5/16" to 3/8".

NOTE: Windshield checking blocks J-8942 may be used as shown in Fig. 1-7.

7. Mark any sections of body to be reformed, remove glass and reform opening as required.

8. Recheck windshield opening as outlined above. Then mark the center line on the glass and body so that glass can be accurately centered in the opening when installed.

INSTALL

1. Clean out old sealer in glass cavity of windshield, rubber channel and around base of rubber channel.

2. Install rubber channel to glass.

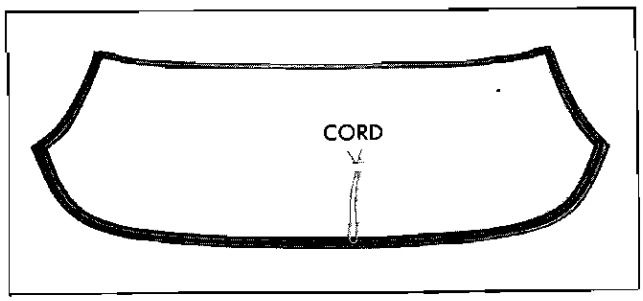


Fig. 1-9 Windshield Installation

3. Install a strong cord in pinchweld cavity of rubber channel completely around windshield. Tie ends of cord and tape to inside surface of glass at bottom center of glass (Fig. 1-9).

4. Apply a ribbon of medium-bodied sealer completely around base of rubber channel (Fig. 1-10).

5. Inspect condition of each molding clip and install new clips where necessary. Make certain clips are properly sealed to pinchweld and body on all models except convertibles (Fig. 1-11).

6. Apply a bead of medium-bodied sealer approximately 1/4" in diameter to corner of windshield opening rabbet and around each side of windshield opening for a distance (Fig. 1-10).

7. With aid of helper, carefully position and center windshield assembly in windshield opening.

CAUTION: Do not position by tapping or hammering glass at any time.

8. When the glass and channel are properly positioned in the opening, slowly pull both ends of eord starting at lower center of windshield, to seat lip of rubber channel over pinchweld flange. Cord should be pulled first across bottom of windshield, then up each side and finally across top of windshield.

9. Using a pressure type applicator, seal inner and outer lips of rubber channel to glass with an approved

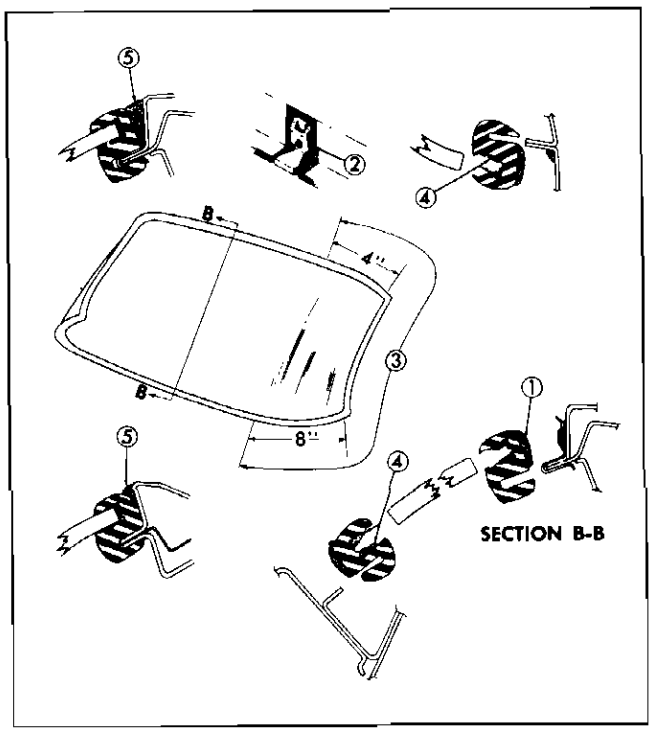


Fig. 1-10 Windshield Sealing

weatherstrip adhesive (Fig. 1-10). Seals are to extend completely around rubber channel.

10. Clean off excess sealer from windshield glass.

11. On outside of windshield, apply medium-bodied sealer between windshield rubber channel and opening across top and sides (Fig. 1-10).

12. Reinstall all previously removed parts and remove protective coverings.

WINDSHIELD GLASS REPLACEMENT

ONLY WHEN CHECKING OF OPENING IS NOT REQUIRED

REMOVE

1. Place protective covering over front seat and instrument panel.

2. Place protective covering over hood and front fenders.

3. Remove upper and side garnish moldings and mirror support. Remove sunshade supports on convertibles.

4. Remove upper and side reveal moldings.

5. Remove windshield wiper arms.

6. On inside of body loosen lip of rubber channel from pinchweld flange along top and sides of windshield as follows: With palm of hand, apply pressure to glass near edge (Fig. 1-6), at same time use a blunt putty knife or other suitable tool and carefully assist rubber channel over pinchweld flange across top and sides only.

7. Tilt glass forward sufficiently to remove glass from channel and remove glass.

NOTE: Do not remove lower portion of rubber channel from pinchweld or break seal between rubber channel and lower pinchweld.

INSTALL

1. Clean out cavity of windshield rubber channel of all old sealer, etc.

2. Apply a mild soap solution to cavity and outer lip of rubber channel.

3. Place windshield glass in rubber channel.

4. Working from inside the body with a screw driver or other suitable tool, work the inner lip of the windshield channel over the pinchweld flange, up each side and across the top.

CAUTION: Do not attempt to position glass by tapping or hammering at any time.

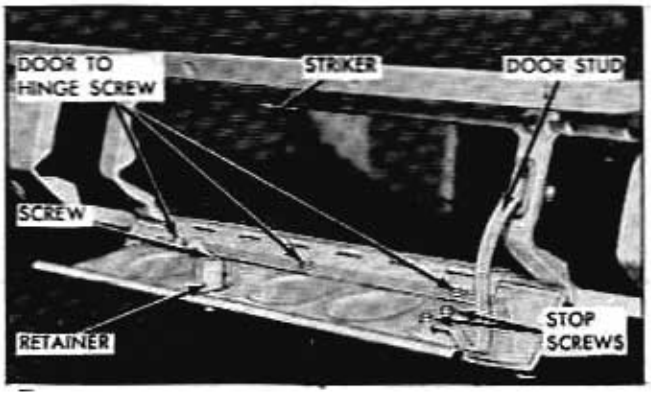


Fig. 1-11 Instrument Panel Compartment Door

5. Using a pressure type applicator, seal inner and outer lips of rubber channel to glass with an approved weatherstrip adhesive No. A (Fig. 1-10). Seals are to extend completely around rubber channel.

6. On outside of windshield apply medium-bodied sealer between windshield rubber channel and opening across top and sides (see 5 in Fig. 1-10).

7. Clean off excess sealer.

8. Reinstall all previously removed parts and remove protective coverings.

INSTRUMENT PANEL ASSEMBLY

INSTRUMENT PANEL COMPARTMENT DOOR

REMOVE AND INSTALL

1. Mark location of compartment door hinge on door inner panel.

2. Remove attaching screws at door hinge and door stop from door inner panel and remove door (Fig. 1-11).

3. To install, reverse removal procedure and align as necessary.

COMPARTMENT DOOR ADJUSTMENTS

1. To position compartment door up or down in its opening, loosen hinge and hinge stop screws at door inner panel and shift door to desired position.

2. To reposition door right or left, loosen hinge to instrument panel attaching screws and shift door to desired position. Adjust stop assembly as required.

3. The compartment door lock striker may be adjusted by loosening attaching screws and moving striker to desired position (Fig. 1-11).

INSTRUMENT PANEL COMPARTMENT DOOR HINGE STOP ASSEMBLY

REMOVE AND INSTALL

1. Remove hinge stop attaching screws (Fig. 1-11), disengage stop assembly from instrument panel door and remove stop.

2. To install, reverse removal procedure. Check for proper alignment.

INSTRUMENT PANEL COMPARTMENT DOOR KNOB ASSEMBLY

REMOVE AND INSTALL

1. Open compartment door, remove screw from retainer and remove knob assembly (Fig. 1-11).

2. To install, reverse removal procedure.

INSTRUMENT PANEL RADIO SPEAKER GRILLE

The radio speaker grille is attached to the upper instrument panel by studs and nuts.

REMOVE AND INSTALL

1. Loosen lower garnish moldings.

2. From underside of instrument panel remove radio speaker grille attaching nuts and remove grille.

3. To install, reverse removal procedure.

INSTRUMENT PANEL COVER ASSEMBLY

The instrument panel cover assembly is secured to the upper instrument panel by cement around the entire outer edge and around the radio speaker grille area. The radio speaker grille also assists in securing the cover to the panel at the grille area.

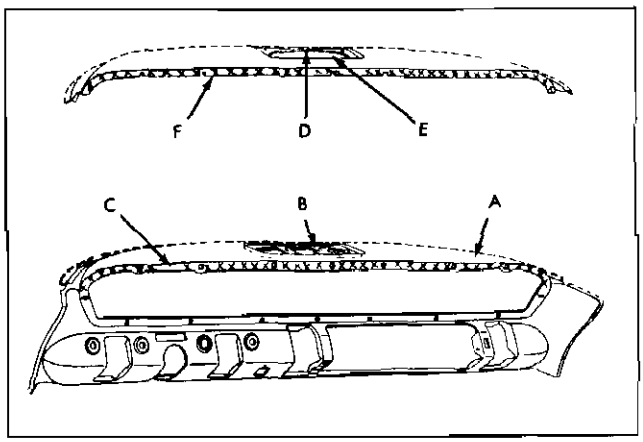


Fig. 1-12 Instrument Panel Cover Installation

REMOVE

Place protective covering over front seat.

NOTE: Remove or loosen necessary chassis items.

1. Remove windshield lower and side garnish moldings.

2. Remove radio speaker grille.

3. With a putty knife or other suitable tool carefully loosen cemented outer edges of cover and at radio speaker grille area. Carefully remove cover assembly and exercise care so as not to bend or buckle cover at any time.

INSTALL

1. Clean off cementing surfaces on upper instrument panel.

2. Clean off cementing surfaces on cover assembly.

3. Apply a thin coat of an approved neoprene type weatherstrip adhesive to instrument panel as shown in Fig. 1-12. Apply a two inch wide strip of adhesive to instrument panel area "A", 1½ inch wide strip to instrument panel areas "B" and "C".

4. Apply a heavy coat of an approved neoprene type weatherstrip adhesive to instrument panel cover as shown in Fig. 1-12. Apply a three inch wide strip of adhesive to area "D" and a two inch wide strip of adhesive to areas "E" and "F".

5. Immediately following application of adhesive carefully position cover to instrument panel. Check alignments of cover making certain cutouts in cover line up with holes in instrument panel. Then, firmly and evenly press cemented areas to instrument panel.

CAUTION: This adhesive is fast drying; therefore, perform this operation quickly.

6. Working a small area at a time, press cover to instrument panel firmly and evenly, removing any wrinkles.

7. *Install all previously removed parts.*

BODY VENTILATING SYSTEM

The body ventiating system incorporates the use of an air intake grille located on top of the shroud panel. The air entering the shroud top ventilator grille flows through a duct which guides the air into the body through a shroud side duct panel air outlet assembly. The door in the outlet assembly regulates the flow of air and is adjusted by the use of a cable and knob control. Water entering the air inlet grille

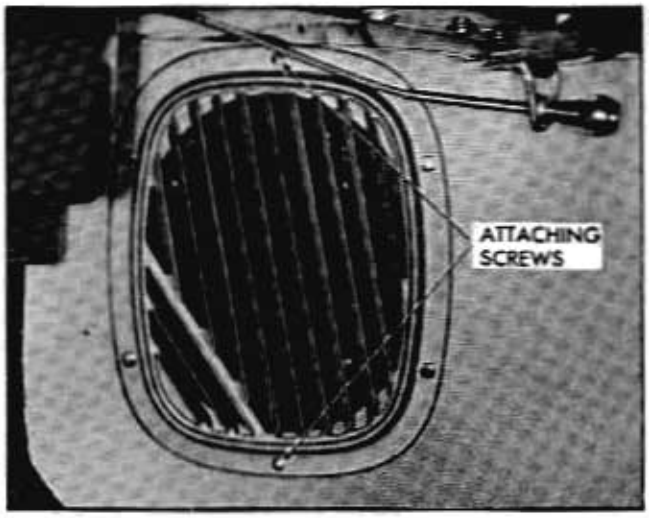


Fig. 1-13 Air Inlet Grille

flows down the shroud side duct panel and is discharged through an opening in the shroud side panel.

SHROUD TOP VENTILATOR GRILLE

REMOVE AND INSTALL

1. Place protective coverings over hood and fenders.

2. Remove windshield wiper arms, spanner nuts and escutcheons.

3. Raise hood, remove screws securing grille to shroud (Fig. 1-3).

4. Carefully raise front edge of grille and slide grille forward and remove grille.

5. To install, reverse removal procedure.

NOTE: Exercise care so that grille does not contact hood.

SHROUD SIDE FOUNDATION

REMOVE AND INSTALL

1. Remove screws indicated in Fig. 1-13 securing upper and lower end of air inlet grille.

2. Slide foundation kick pad forward to disengage rear edge of foundation from retainer and remove foundation.

3. To install, reverse removal procedure. Only the lower attaching screw is used on the left kick pad.

SHROUD SIDE VENT DUCT AIR OUTLET

REMOVE AND INSTALL

1. Remove shroud side foundation.

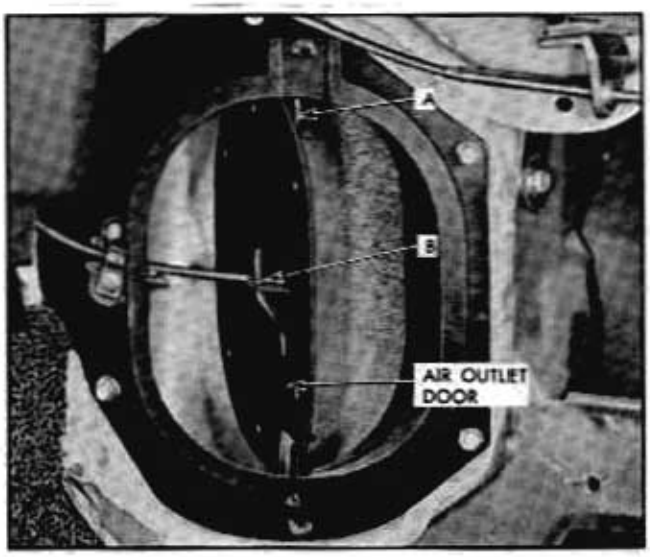


Fig. 1-14 Air Outlet Door

2. Remove screws securing outlet to shroud panel, disengage cable from pin, on door, and remove outlet (Fig. 1-14).

3. To install, apply a bead of medium-bodied sealer to shroud panel at areas indicated in Fig. 1-15 and reverse removal procedure.

SHROUD SIDE DUCT PANEL AIR OUTLET DOOR

REMOVE AND INSTALL

1. Remove shroud side foundation.

2. Remove end control cable from pin at "B" (Fig. 1-14).

3. Pry hinge pin at "A" downward and remove door.

4. To install, reverse removal procedure.

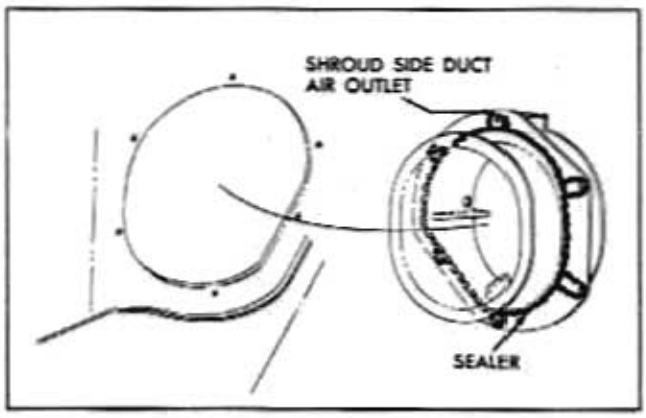


Fig. 1-15 Shroud Side Duct Air Outlet

FRONT AND REAR DOORS

The entire door section has been divided into the following parts:

- Service operations which are the same or similar for both front and rear doors.
- Service operations for front doors only.
- Service operations for rear doors only.

FRONT AND REAR DOORS

FRONT AND REAR DOOR WEATHERSTRIP ASSEMBLY

37, 39, 67 STYLES

The door weatherstrip is a one piece mechanically retained type. On all styles, the weatherstrip is retained by an attaching hole sealing plug. This feature eliminates the need for sealing the weatherstrip clips along the door bottom facing. Service procedures for front and rear door weatherstrips are similar and both weatherstrips are covered herein.

REMOVE

1. Remove snap fasteners securing front and rear ends of weatherstrip at belt line.

Fig. 2-1 Weatherstrip Clip Reformer

2. Insert top of mechanically retained weatherstrip inserting tool J-5757 or any other suitable tool at clip locations and carefully snap clips from retaining holes.

3. At upper rear portion of front door weatherstrip on 37 and 67 styles and upper rear portion of rear door weatherstrip on 39 and 99 styles carefully break cement bond securing weatherstrip to door inner panel (Fig. 2-2, Views F and K).

NOTE: If necessary, a flat-bladed tool such as a putty knife can be used to help break the cement bond.

INSTALL

1. Check weatherstrip clips for proper contour and reform, if necessary, using clip reforming tool J-5984 (Fig. 2-1).

2. Check all attaching hole sealing plugs. If sealing plugs are loose and will not remain engaged in door inner panel, install a ½" x 1" piece of cloth backed waterproof body tape over sealing plug retaining hole, as shown in Section "P-P", Fig. 2-2. Make two 5/16" slits in tape to form an "X". Install plugs and check for a snug fit. If plug is still loose, repeat above operation by installing a second piece of tape over existing repair. This procedure may also be used to repair waterleaks which may develop at sealing plug locations.

3. If new weatherstrip is being installed, clean old cement from door to insure a clean cementing surface. Then apply cement to areas indicated below.

a. Apply a bead of weatherstrip adhesive nine inches long to lock pillar facing of front door at belt area on 37 and 67 styles (View F).

b. Apply a bead of weatherstrip adhesive nine inches long to lock pillar facing of rear doors at belt area on 39 style (View "K").

4. Install clips to door by placing notched end of weatherstrip inserting tool J-5757 in loop of clip and pushing clip into attaching hole sealing plug. Repeat operation along both sides and bottom of door.

NOTE: DO NOT DISTORT CLIPS OR UNSATISFACTORY WEATHERSTRIP RETENTION WILL RESULT.

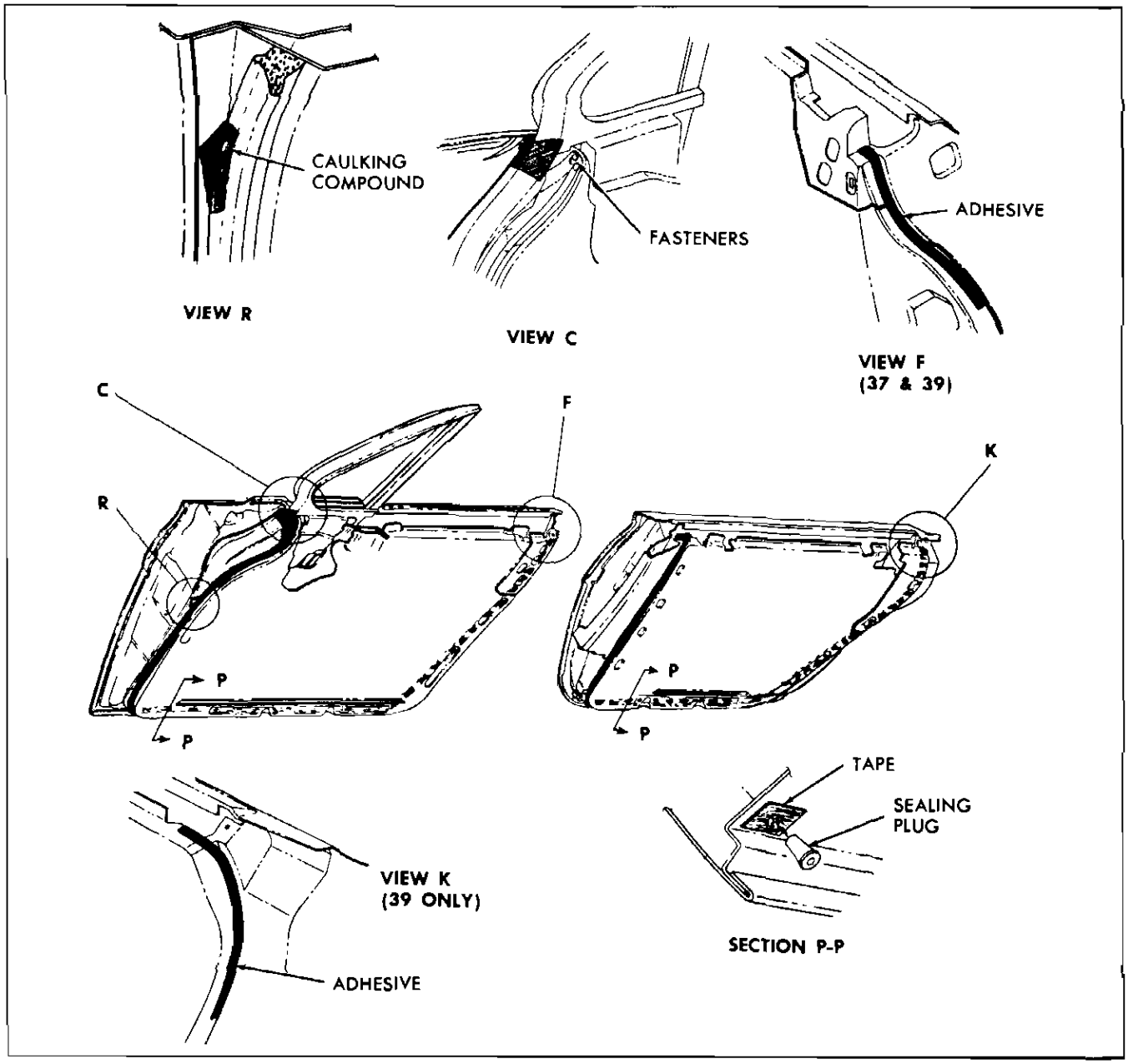


Fig. 2-2 Door Weatherstrip—37, 39, 67 Styles

5. At front corner of rear door (at belt), apply weatherstrip cement to facing of formed end of weatherstrip and corresponding surface of door inner panel and cement weatherstrip in place. Replace forward snap fastener only (Fig. 2-3).

6. Clean off all excess weatherstrip adhesive. Install stud fasteners.

7. On front doors, midway down from top of weatherstrip, fill area between weatherstrip and door inner panel with body caulking compound (View *R*, Fig. 2-2.)

FRONT AND REAR DOOR WEATHERSTRIPS

11, 35, 45, 69 STYLES

REMOVE

1. Insert tip of mechanically retained weatherstrip inserting tool J-5757, or any other suitable tool, at

clip locations and carefully snap clips from retaining holes.

2. On front doors, carefully break cement bond securing weatherstrip to door lock pillar facing of door. On rear doors, carefully break cement bond securing weatherstrip to door hinge pillar and lock pillar facings of door (Fig. 2-5, Views B, D and G). Then remove weatherstrip from door.

INSTALL

1. Check weatherstrip clips for proper contour and reform, if necessary, using clip reforming tool J-5984 (Fig. 2-1).

2. Check all attaching hole sealing plugs. If sealing plugs are loose and will not remain engaged in door inner panel, install a ½" x 1" piece of cloth backed waterproof body tape over sealing plug retaining hole, as shown in Section P-P, Fig. 2-4. Make two $^{5}/_{16}$" slits in tape to form an "X". Install plugs and check for a snug fit. If plug is still loose, repeat above operation by installing a second piece of tape over existing repair. This procedure may also be used to repair waterleaks which may develop at sealing plug locations.

3. If new weatherstrip is being installed, clean old

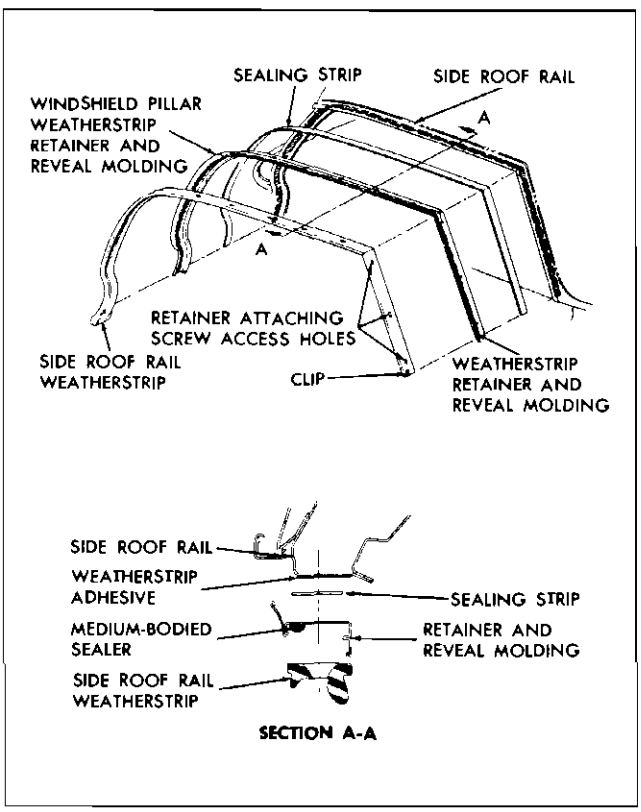


Fig. 2-3 Side Roof Rail Weatherstrip

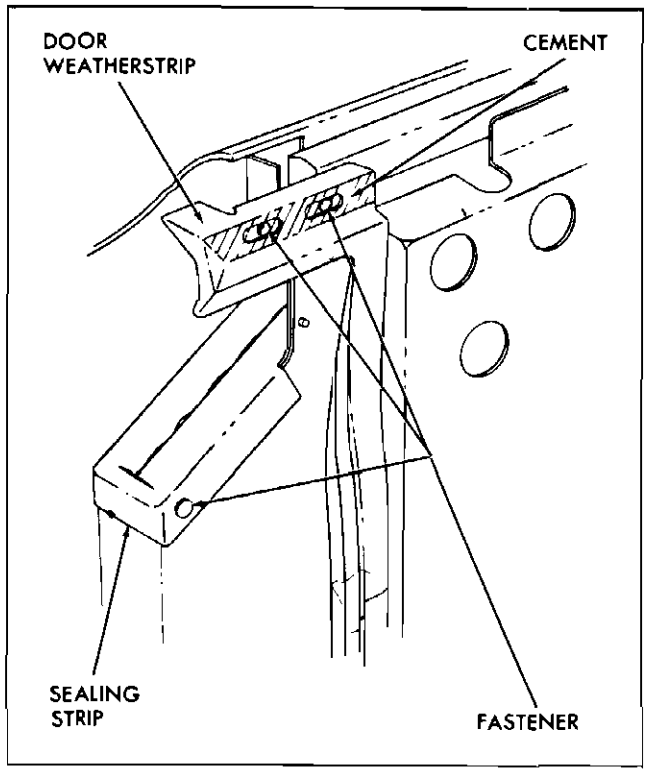


Fig. 2-4 Rear Door Hinge Pillar Sealing Strip

cement off door to insure a clean cementing surface. Then apply cement to following locations:

a. Apply a bead of weatherstrip adhesive nine inches long to hinge pillar and lock pillar facings of front door at belt area (Views B and D).

b. Apply bead of weatherstrip adhesive nine inches long to lock pillar facing of rear door at belt area (View G).

4. Position front door weatherstrip so that preformed section is at upper rear corner of door. Position rear door weatherstrip so that molded section is at upper front corner of door.

5. Install clips to door by placing notched end of inserting tool J-5757 in loop of clip and pushing clip into attaching hole sealing plug.

DO NOT DISTORT CLIPS OR UNSATISFACTORY WEATHERSTRIP RETENTION WILL RESULT.

6. Clean off all excess weatherstrip adhesive.

SIDE ROOF RAIL WEATHERSTRIP

37 AND 39 STYLES

The side roof rail weatherstrip assembly is a one-

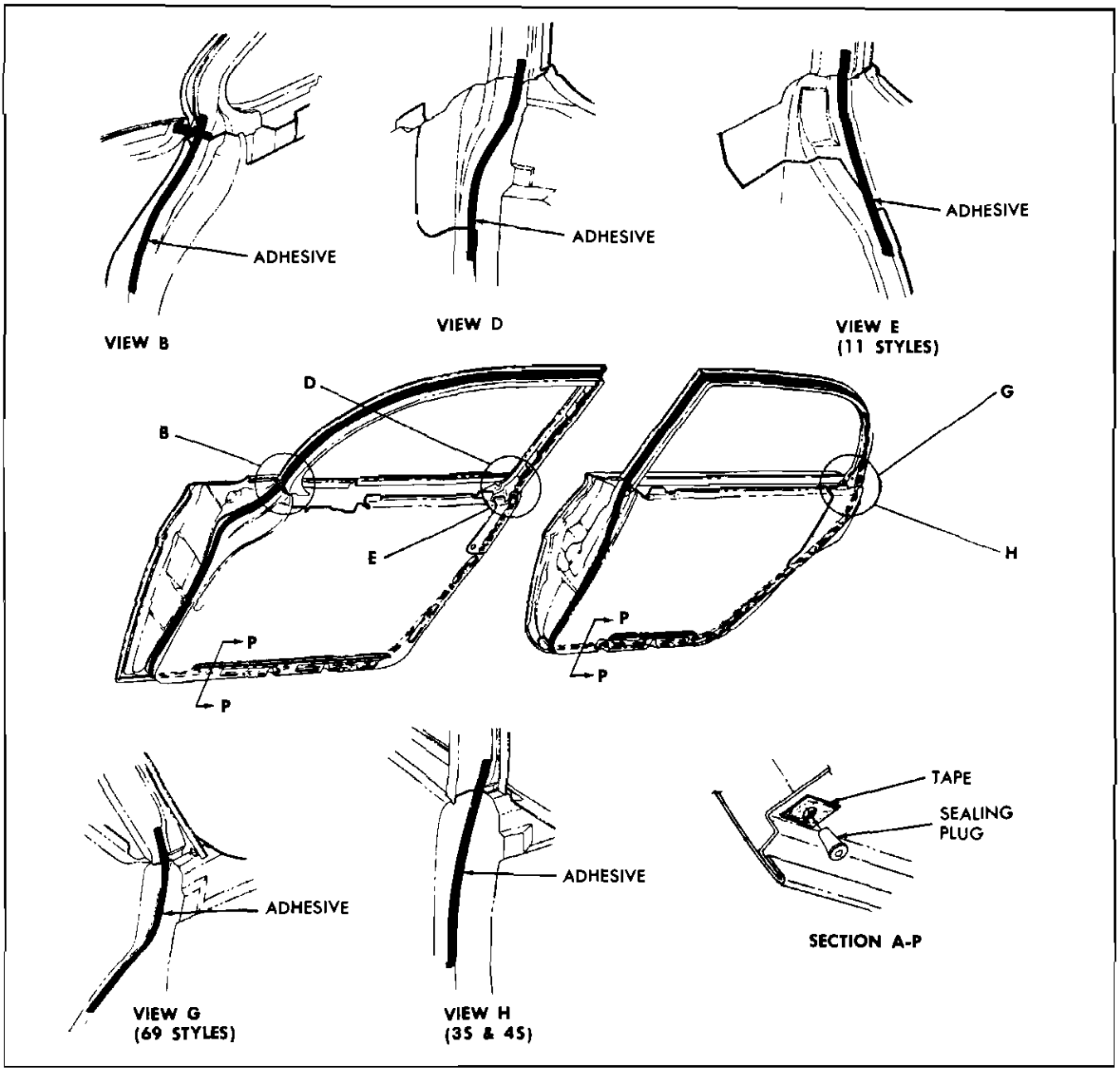


Fig. 2-5 Door Weatherstrips—11, 69, 35, 45 Styles

piece type which is secured to the front body hinge pillar with a snap fastener. The remainder of the weatherstrip is secured to the side roof rail by a weatherstrip retainer and reveal molding.

REMOVE

1. Remove snap fastener securing weatherstrip at front body hinge pillar.

2. Carefully disengage inner lip of weatherstrip from retainer. Using a flat-bladed tool, carefully break cement bond between weatherstrip and side roof rail weatherstrip retainer and reveal molding.

3. On 39 styles, loosen weatherstrip retainer rear attaching screw; then slide weatherstrip downward *and rearward to disengage clip from under retainer.*

4. Remove weatherstrip assembly from body.

INSTALL

1. Clean off old cement from side roof rail weather-

strip and weatherstrip retainer to insure a clean cementing surface.

2. Apply a continuous bead (approximately $^{3}/_{16}$" diameter) of medium-bodied sealer along entire outboard surface of weatherstrip retainer and reveal molding (Section A-A, Fig. 2-3).

3. On 37 styles, apply weatherstrip cement to rear end of weatherstrip and cement it to front end of rear quarter window sealing strip.

4. On 39 styles, slide rear end of weatherstrip upward until weatherstrip retaining clip is engaged behind weatherstrip retainer.

5. On all styles, start at rear end of weatherstrip and carefully engage inboard edge of weatherstrip into weatherstrip retainer. Using a flat-bladed tool, install outboard edge of weatherstrip into weatherstrip retainer.

6. On 39 styles, tighten weatherstrip retainer rear attaching screw.

7. On all styles, install snap fastener at front body hinge pillar.

8. Clean off all excess weatherstrip cement.

9. With doors and windows closed, front and rear door window upper frames should make an even continuous contact with the side roof rail weatherstrip. If necessary, adjust weatherstrip and/or ventilator or front or rear door windows to obtain proper weatherstrip contact.

SIDE ROOF RAIL WEATHERSTRIP ADJUSTMENTS

The attaching holes in the side roof rail weatherstrip retainer are elongated allowing "in and out" adjustment of the side roof rail weatherstrip; however, the amount of adjustment is small and is not intended to correct improper ventilator or door window alignment. The retainer attaching screws are located under the weatherstrip; however, it is NOT necessary to remove the weatherstrip to adjust the retainer. Weatherstrip retainer attaching screw access holes have been provided in the weatherstrip assembly (Fig. 2-3).

IMPORTANT: Before attempting to adjust the side roof rail weatherstrip, first check that the ventilator and front and rear door windows are properly aligned and where necessary, adjust for proper alignment as directed under ADJUSTMENT OF THE VENTILATOR AND FRONT OR REAR DOOR WINDOW.

1. To adjust side roof rail weatherstrip "in or out" first determine and mark retainer at area or areas to be adjusted.

2. Loosen retainer attaching screws slightly in area to be adjusted; then, adjust retainer in or out as required.

3. Tighten retainer attaching screws.

FRONT DOOR LOCK PILLAR SEALING STRIP (AT BELT)

39 STYLES

REMOVE AND INSTALL

1. Remove snap fasteners securing sealing strip to lock pillar facing of front door and remove strip (Fig. 2-6).

2. To install, reverse removal procedure.

REAR DOOR HINGE PILLAR SEALING STRIP (AT BELT)

39 STYLES

REMOVE AND INSTALL

1. Remove snap fasteners securing sealing strip to hinge pillar facing of rear door and remove strip (Fig. 2-4).

2. To install, reverse removal procedure.

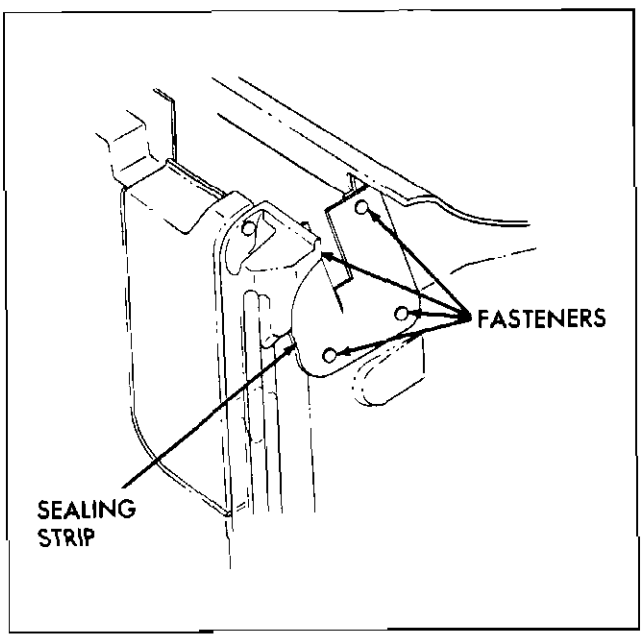


Fig. 2-6 Front Door Lock Pillar Sealing Strip

FRONT AND REAR DOOR LOCK STRIKERS

ALL STYLES

REMOVE AND INSTALL

1. With pencil, mark position of striker on body pillar.

2. Remove three door lock striker attaching screws and remove striker and adjusting plates from pillar.

3. To install, seal all striker plate attaching screw clearance holes with body caulking compound.

4. Apply 1/8" bead of body caulking compound around entire back surface of striker plate. No skips must exist in caulking compound; then place striker and adjusting plates within marks on pillar and install striker plate attaching screws.

IMPORTANT: Whenever a door has been removed and installed, or realigned, the door SHOULD NOT be closed completely until visual check is made to determine if lock extension will engage in striker notch. Where required, door lock striker service spacers should be installed so that door can be closed and an accurate check made to determine spacer requirements.

5. Clean off all excess caulking compound.

ADJUST

1. To adjust striker up or down or in or out, loosen striker plate attaching screws and shift striker and adjusting plates as required, then tighten screws.

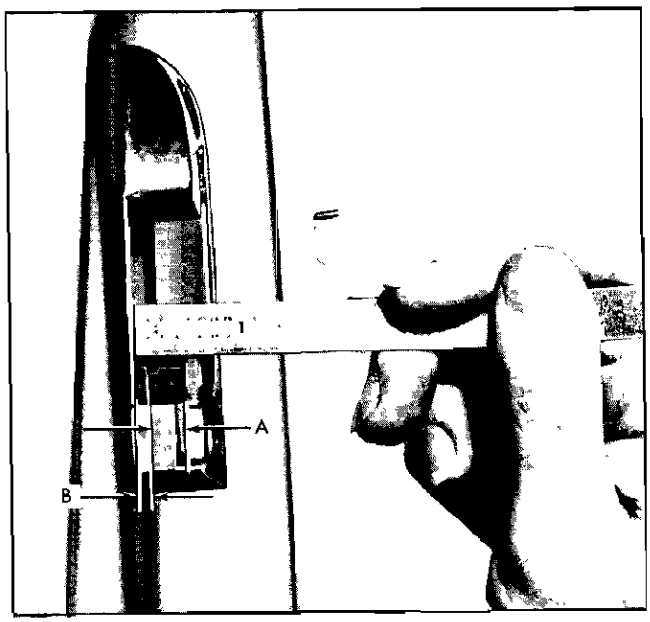


Fig. 2-7 Striker Engagement Check

DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER SERVICE SPACERS

1. Door should be properly aligned before checking door spacer requirements.

2. To determine if door lock striker emergency spacers are required, apply modeling clay or body caulking compound in door lock striker notch where lock extension engages and then close door to form measurable impression in clay or caulking compound (Fig. 2-7).

When dimension A from rear face of striker teeth to rear edge of depression in clay is less than 11/32", install service spacers and proper length striker attaching screws as indicated.

Dimension "A"	No. of Spacers Required	Spacer Thickness	Striker Attaching Screws*
11/32" to 9/32"	1	1/16"	Original
9/32" to 7/32"	1	1/8"	(1/8" longer)
7/32" to 5/32"	1—(1/16" Spacer) 1—(1/8" Spacer)	3/16"	(1/8" longer)
5/32" to 3/32"	2—(1/8" Spacer)	1/4"	(1/4" longer)

NOTE: Dimension B in the illustration should never be less than 1/8".

*Zinc or cadmium-plated flat-head cross recess screw with countersunk washer.

FRONT AND REAR DOOR BOTTOM DRAIN HOLE SEALING STRIPS

The door bottom drain hole sealing strip is attached to the door inner panel over the drain holes by a snap-on fastener at each end of the strip.

To prevent strip from adhering to door inner panel and blocking drain hole, apply a sparing amount of silicone rubber lubricant on the center section of sealing strip as indicated in Fig. 2-8.

DOOR LOCK SPRING CLIPS

A spring clip is used on the door lock levers to secure the remote control connecting rod and inside locking rod connecting link to the door levers. A slot in the spring clip provides for disengagment of the clip, thereby facilitating detachment of the connecting link from the lock lever.

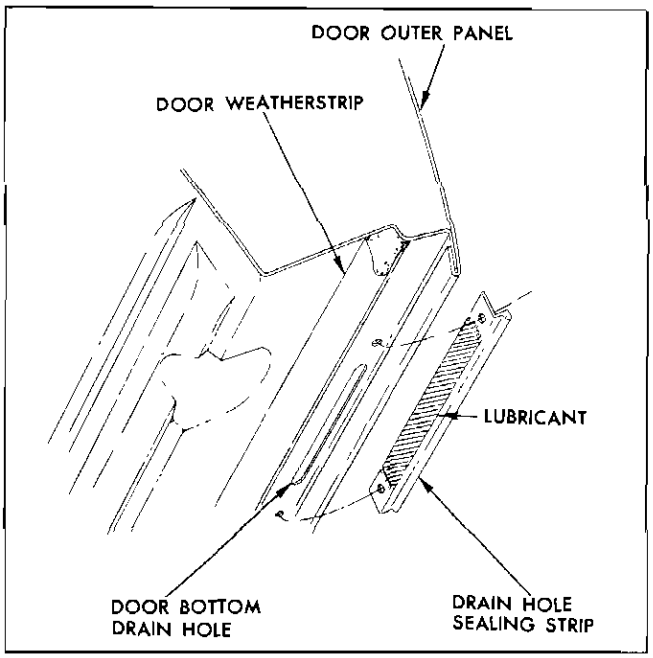


Fig. 2-8 Door Bottom Drain Hole

To disengage the spring clip, use a screwdriver or other suitable tool to slide the clip out of engagement. Fig. 2-9 shows the door lock spring clip engaged and disengaged.

FRONT AND REAR DOOR WATER DEFLECTORS

A waterproof paper deflector is used to seal the door inner panel and prevent entry of water into the body. The polyethylene (black) side of the deflector is placed against the inner panel. The deflector fits into a retaining slot at the bottom of the door inner panel and deflects the water to the bottom of the door and out the bottom drain holes. The deflector is further secured by a string loaded sealing material along both front and rear edges and by the application of waterproof sealing tape at front and rear lower corners. Whenever work is performed on front or rear doors where the paper water deflector has been disturbed, the deflector must be properly sealed and taped to the inner panel to prevent serious waterleaks. It is important that all service personnel performing door hardware adjustments or sealing operations are aware of the importance of using the specified material and recommended removal and installation or replacement procedures. For service sealing, body caulking compound is recommended if additional sealing material is required.

When access to the inner panel is required to perform service operations, the deflector may be completely or partially detached from the inner panel. If

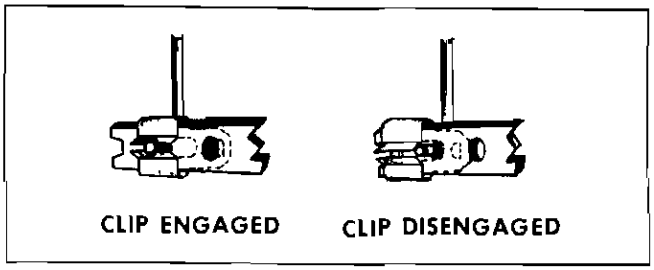


Fig. 2-9 Door Lock Spring Clip

the existing water deflector is damaged so that it will not properly seal the door, replacement of the deflector is required.

The following procedure covers complete removal and installation of the water deflector. If only partial removal of the deflector is required, perform only those steps which are necessary to expose the required area of the door inner panel.

REMOVE

1. Remove door trim assembly.

2. Remove strips of waterproof body tape securing lower corners of water deflector (Fig. 2-10).

3. Carefully break cement bond securing upper corners of water deflector to door inner panel. Then while holding string, located within sealer, against water deflector, carefully disengage edges of deflector from door. Exercise care so as not to tear water deflector.

NOTE: If necessary, a flat-bladed tool such as a putty knife can be used to help break cement bond.

4. Disengage lower edge of water deflector from retaining slot in door inner panel and remove water deflector.

INSTALL

1. Inspect water deflector and, where necessary, repair any tears or holes with waterproof body tape applied to both sides of deflector. In addition, if bond between polyethylene and deflector paper has been torn, cut, or damaged, apply waterproof body tape to both sides of deflector over damaged area to prevent water from wicking on uncoated side of deflector paper.

2. If new water deflector is to be installed, use old water deflector as a template, trim new deflector to proper size and cut holes for door inside hardware. If old sealer does not effect a satisfactory seal, clean off old cement from door inner panel and apply a continuous bead of body caulking compound (ap-

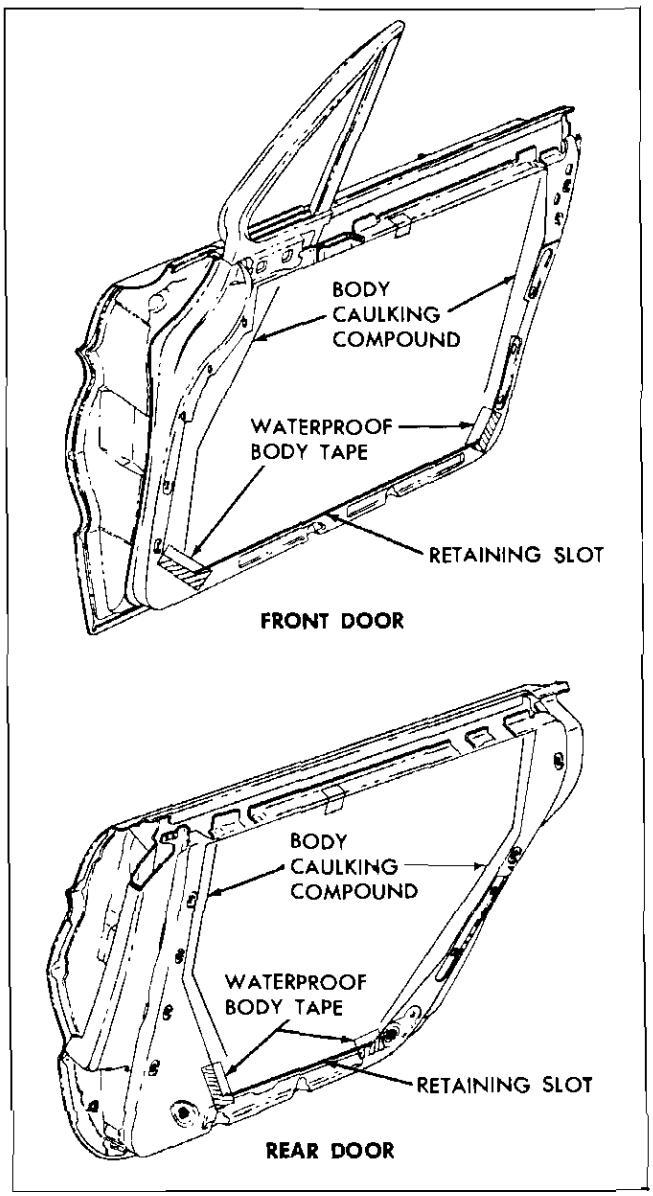


Fig. 2-10 Door Water Deflector Sealing

proximately $^{3}/_{16}$" diameter) to door inner panel along line contacted by front and rear edges of water deflector (Fig. 2-10).

3. If necessary, seal all arm rest screw attaching holes with body caulking compound.

4. Position water deflector to door inner panel with polyethylene coated side (black) of deflector against inner panel. Insert lower edge of deflector in retaining slot. Then firmly roll or press sealed areas to obtain a good bond between deflector and door inner panel.

5. Seal lower corners of deflector with 2" or $2^{1}/_{2}$" waterproof body sealing tape (Fig. 2-10).

6. Clean off all excess cement or caulking compound and install previously removed door trim and inside hardware.

FRONT AND REAR DOOR ARM REST ASSEMBLY

REMOVE AND INSTALL

1. Remove screws securing arm rest and remove arm rest.

2. To install, reverse removal procedure.

FRONT AND REAR DOOR TRIM ASSEMBLY

REMOVE AND INSTALL

1. Remove door inside handles, locking rod knob and arm rest assembly.

2. Remove screws securing trim assembly to door inner panel.

3. With a clean rubber mallet tap trim assembly along front and rear edges to free trim assembly retaining nails in slots.

4. Place tool J-6335 or other suitable flat-bladed tool between water deflector and door trim assembly at lower edge of trim assembly. Working upward, carefully loosen front and rear edges of door trim assembly from door inner panel.

NOTE: Exercise extreme care so as not to disturb water deflector.

5. Lift trim assembly upwards and carefully disengage trim from top of door inner panel; then remove trim assembly from door.

NOTE: On styles equipped with electric window regulators, after trim assembly is disengaged from top of door inner panel, disconnect switch terminal block from switch assembly.

6. To install, reverse removal procedure. Broken retaining nails should be replaced with repair tabs, which are available as service parts.

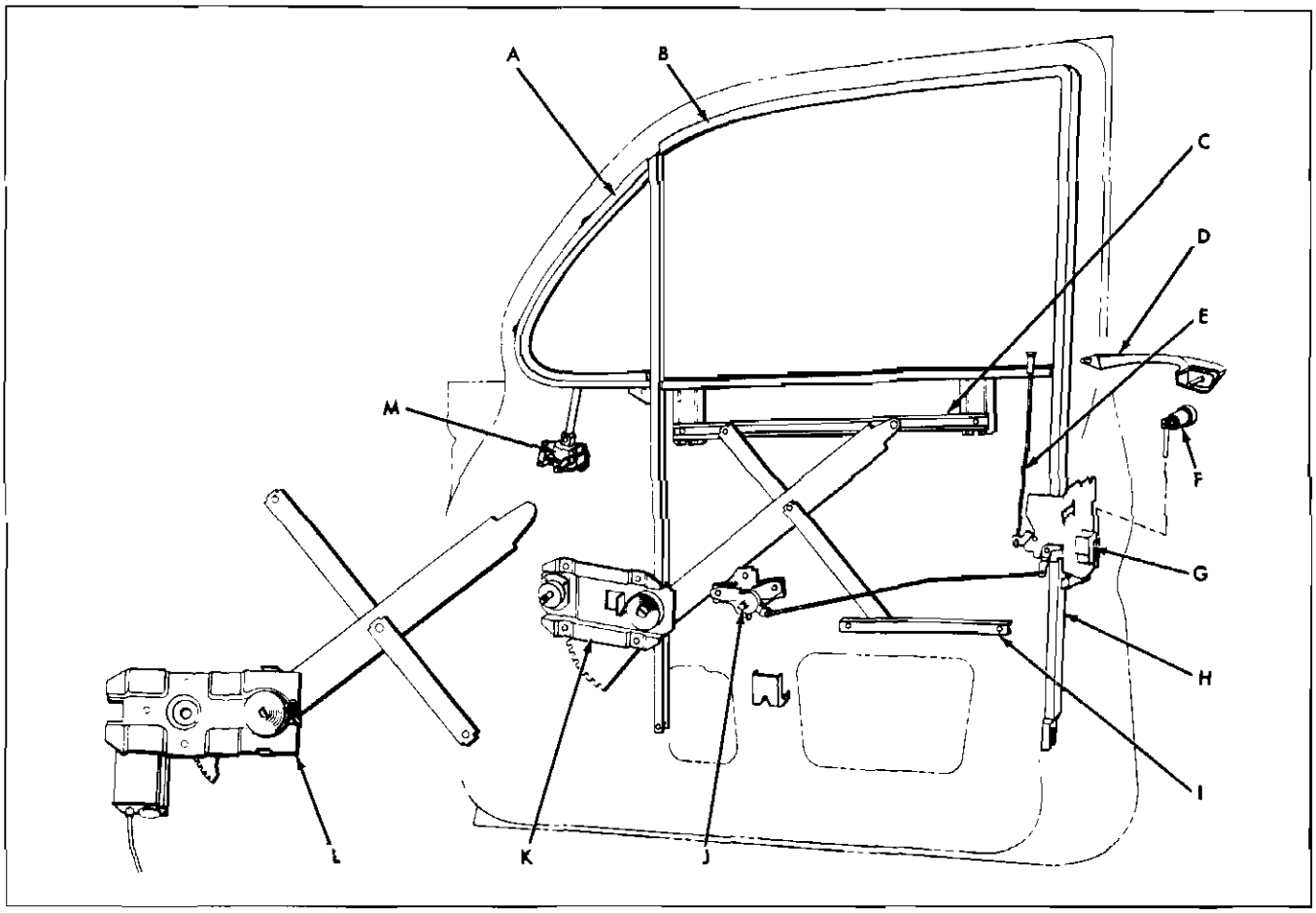
FRONT DOORS

11, 35, 45, 69 STYLES

Fig. 2-11 is typical of sedan and station wagon style front doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the front door assembly, their relationship and various attaching points.

37, 39 STYLES

Fig. 2-12 is typical of the hard top coupe and sedan



A. Ventilator Assembly
B. Window Assembly
C. Window Lower Sash Channel Cam
D. Outside Handle Assembly
E. Inside Locking to Lock Rod
F. Lock Cylinder Assembly
G. Lock Assembly
H. Window Glass Run Channel
I. Inner Panel Cam Assembly
J. Lock Remote Control Assembly
K. Window Regulator—Manual
L. Window Electric Regulator and Motor
M. Ventilator Regulator Assembly

Fig. 2-11 Sedan Front Door Assembly

style front doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the front door assembly, their relationship and various attaching points.

FRONT DOOR ASSEMBLY AND HINGES

The front door hinges are the swing-out type with an integral door check on top hinge assembly and a two position hold open on lower hinge assembly. The hinges are attached to the front body hinge pillar and to the door assembly with bolts and anchor plates. Either of two methods may be used to remove the door from the body.

A. The door and hinges can be removed as an assembly from the body hinge pillar.

B. The door can be removed from the hinge straps.

REMOVE

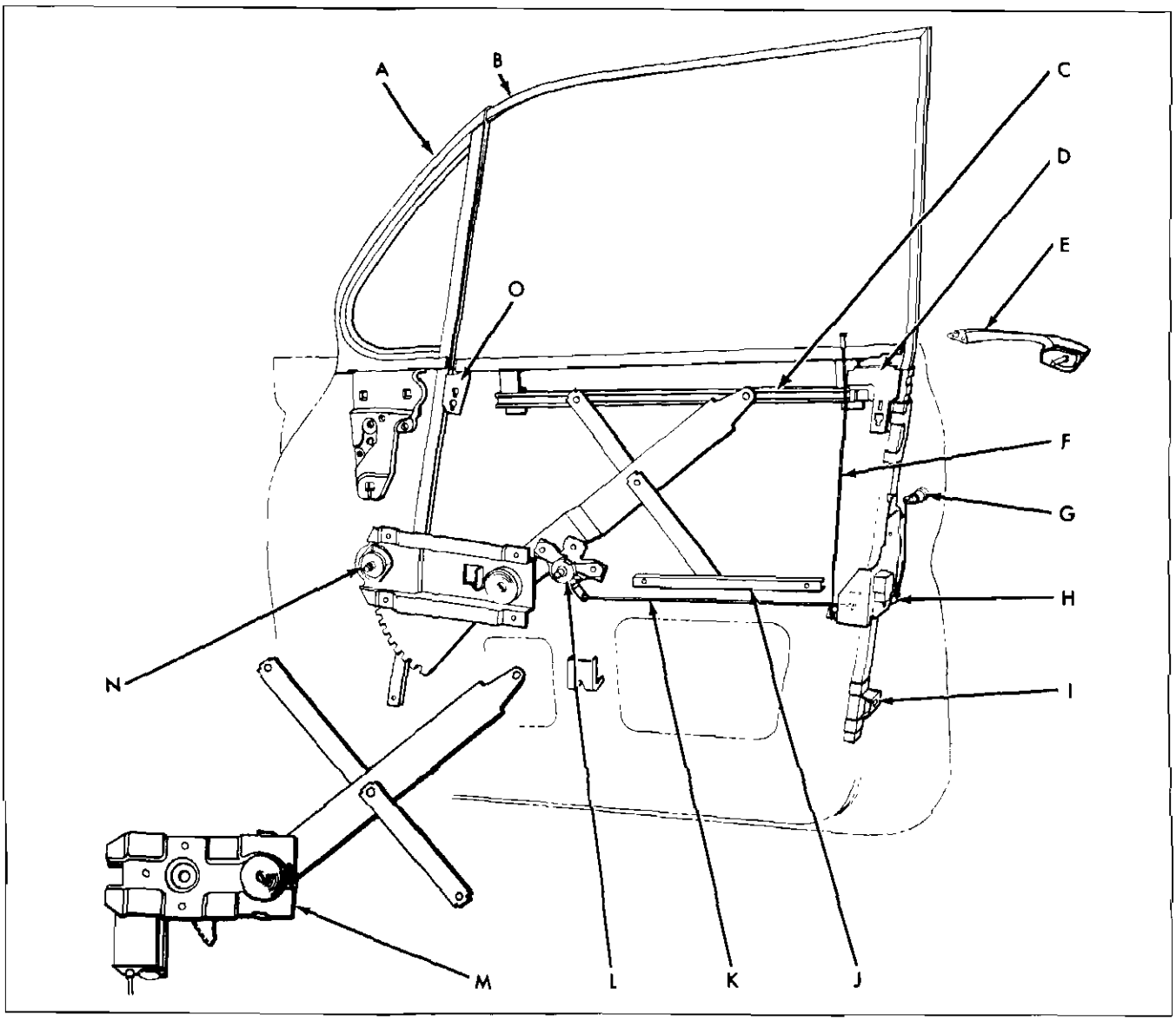
1. Place protective covering over front fender at door opening to protect paint finish.

2. If door and hinges are to be removed from body pillar, additional access may be obtained at lower hinge by loosening front fender lower rear attaching bolt.

3. Mark hinge locations on door or hinge pillar depending on method of removal being used.

4. On bodies equipped with electrically powered window regulators, proceed as follows:

a. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to wire connector at motor.



A. Ventilator Assembly
B. Window Assembly
C. Window Lower Sash Channel Cam
D. Window Rear Stop Assembly
E. Outside Handle Assembly
F. Inside Locking to Lock Rod
G. Lock Cylinder Assembly
H. Lock Assembly
I. Window Glass Run Channel
J. Inner Panel Cam Assembly
K. Lock Remote Control to Lock Rod
L. Lock Remote Control Assembly
M. Window Electric Regulator and Motor
N. Window Regulator—Manual
O. Window Front Stop Assembly

Fig. 2-12 Hard Top Front Door Assembly

b. Detach wire harness from inner panel as required and disconnect motor from harness at connector.

c. Remove electric conduit from door and remove wire harness from between door panels through opening in door hinge pillar.

5. With door properly supported, remove bolts securing upper and lower hinges to front body hinge pillar or door hinge pillar. Then with aid of helper remove door assembly from body (See Fig. 2-13).

INSTALL

1. As an anti-squeak precaution, before installing door, coat attaching surface of hinge with heavy-bodied sealer (See Fig. 2-14).

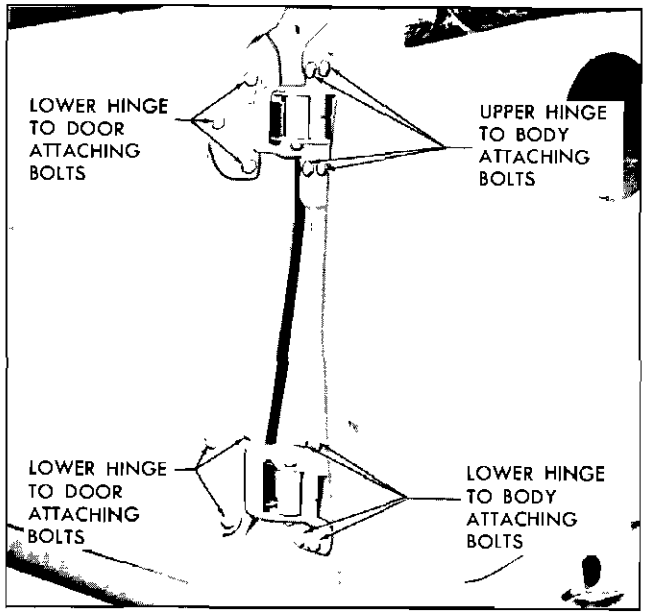


Fig. 2-13 Door Hinge Attachment

2. With aid of helper, reinstall door to body opening, align hinges within marks and tighten bolts. Check door for proper alignment.

3. On bodies equipped with electrically-operated window regulator, proceed as follows:

a. Install wire harness in between door panels and reinstall harness to door inner panel. Connect regulator motor.

b. Install conduit to door inner panel. Check operation of electric window assembly.

4. Where required, seal door inner panel water deflector as specified in DOOR INNER PANEL WATER DEFLECTOR and reinstall previously removed parts.

5. For lubrication information see LUBRICATION SECTION.

ADJUSTMENTS

In and out or up and down adjustments are provided at door hinge pillar. Fore and aft adjustments are provided at front body hinge pillar.

NOTE: After performing any door adjustments on 37, 39 and 67 styles, the front door ventilator and window should be checked for proper alignment with the side roof rail weatherstrip and adjusted, where required. In addition, the door lock extension-to-striker engagement should be checked, and if necessary, adjusted as described under DOOR LOCK STRIKER ADJUSTMENTS.

1. For in and out or up and down adjustments, loosen hinge to door pillar attaching bolts (Fig. 2-13). Adjust door as required and tighten bolts.

NOTE: When performing in and out adjustments, adjust one hinge at a time so as not to loosen up and down adjustment.

2. Fore and aft adjustment of front doors is obtained at door hinge strap to body hinge pillar on all body styles (Fig. 2-13). Access to the body hinge strap attaching bolts is complicated by closeness of front fender to body hinge pillar.

One of the hinge attaching bolts is not accessible due to inadequate wrench clearance. When fore and aft adjustments are performed, the recommended procedure is to remove the obstructing attaching bolt and perform adjustments with the remaining three bolts. After satisfactory adjustments have been made; replace the previously removed bolt.

FRONT DOOR OUTSIDE HANDLE ASSEMBLY

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to expose large inner panel access hole.

2. Through access hole, remove screws securing outside handle to door outer panel and remove handle and gaskets (Fig. 2-15).

3. To install, reverse removal procedure.

DISASSEMBLE AND ASSEMBLE

1. Remove door outside handle assembly.

2. Depress retainer slightly and turn retainer one quarter turn. Remove retainer, spring and push button and shaft from handle (Fig. 2-16).

3. To install, reverse disassembly procedure.

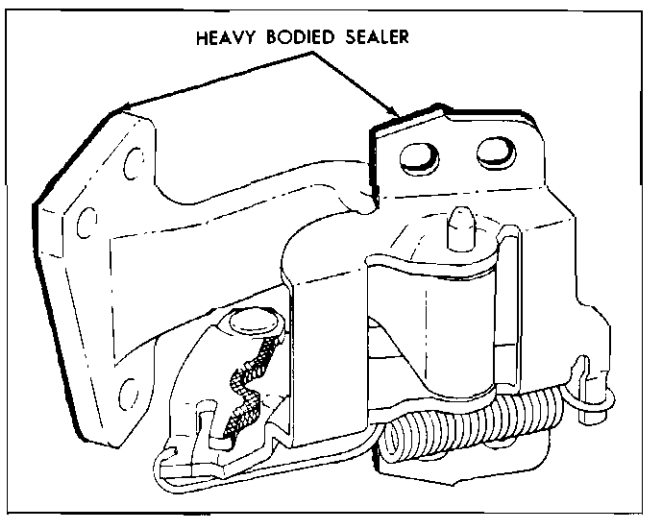


Fig. 2-14 Front Door Hinge Anti-Squeak

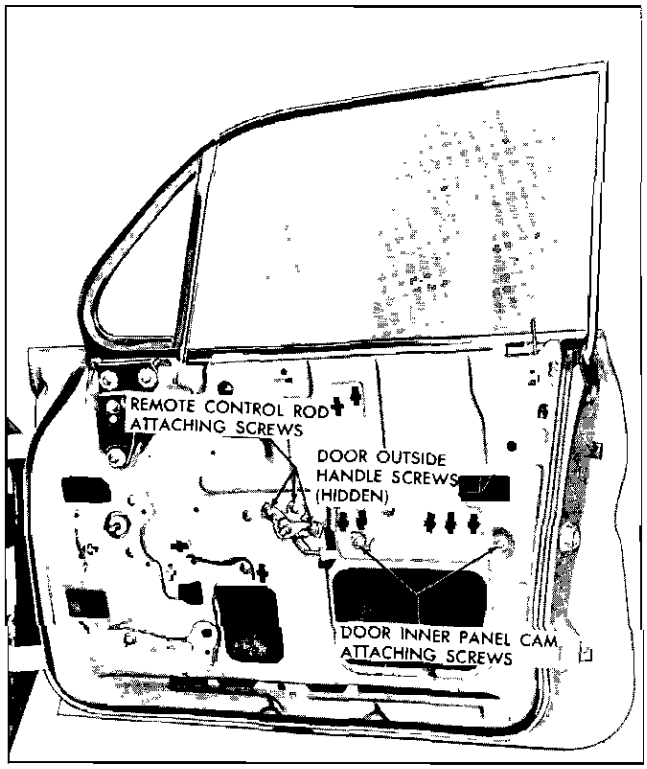


Fig. 2-15 Front Door Hardware

FRONT DOOR LOCK CYLINDER ASSEMBLY

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to expose large access hole.

2. Through access hole, with a screwdriver or other suitable tool, disengage door lock cylinder to lock connecting rod from door lock (See DOOR LOCK SPRING CLIP).

3. On all except 39 styles, with a suitable flat-bladed tool, slide lock cylinder retaining clip forward from door lock pillar facing sufficiently to permit removal of lock cylinder with attached connecting rod from door. On 39 styles, disengage spring clip from inside of door.

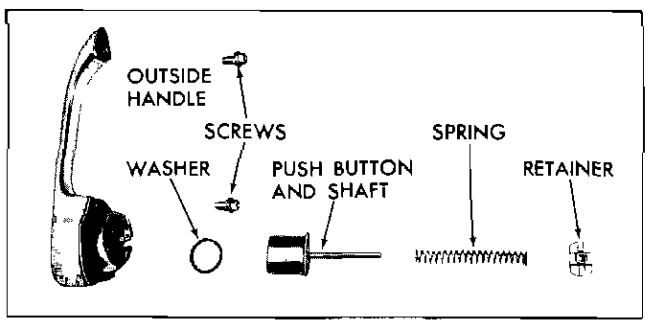


Fig. 2-16 Front Door Outside Handle

Door lock cylinder connecting rod may be removed from lock cylinder as a bench operation or prior to removing cylinder.

4. To install, reverse removal procedure. Check operation of lock cylinder and lock prior to installing inner panel water deflector.

DISASSEMBLE AND ASSEMBLE

1. Remove lock cylinder assembly from door.

2. Remove pawl retaining clip, pawl and lock cylinder retaining clip (Fig. 2-17).

3. To assemble, reverse disassembly procedure.

NOTE: The lock cylinder housing scalp used in production is usually damaged when removed and must be replaced by a new scalp which is available as a service part. The service lock cylinder housing scalp is secured by tabs.

DOOR INNER PANEL CAM ASSEMBLY

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove screws securing door inner panel cam assembly, then disengage cam from window regulator balance arm and remove from door (Fig 2-15).

3. To install, reverse removal procedure. Prior to installation, lubricate entire length of cam with 630AAW Lubriplate or equivalent.

ADJUST

1. To correct a condition where the glass is cocked in the glass run channels, loosen inner panel cam attaching screws, adjust either end of cam up or down as required and tighten screws.

FRONT DOOR LOCK ASSEMBLY

All locks are the rotary bolt type lock with the safety interlock feature. With the safety interlock feature it is important that the lock extension and housing engages properly in the door lock striker and that, where necessary, striker emergency spacers of

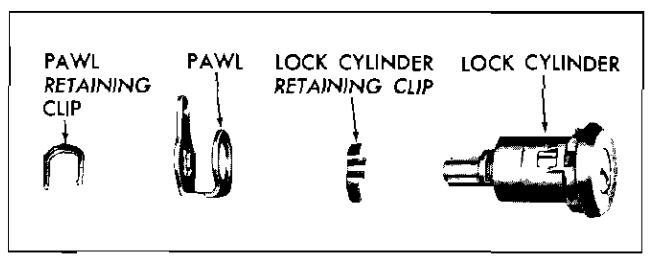


Fig. 2-17 Front Door Lock Cylinder

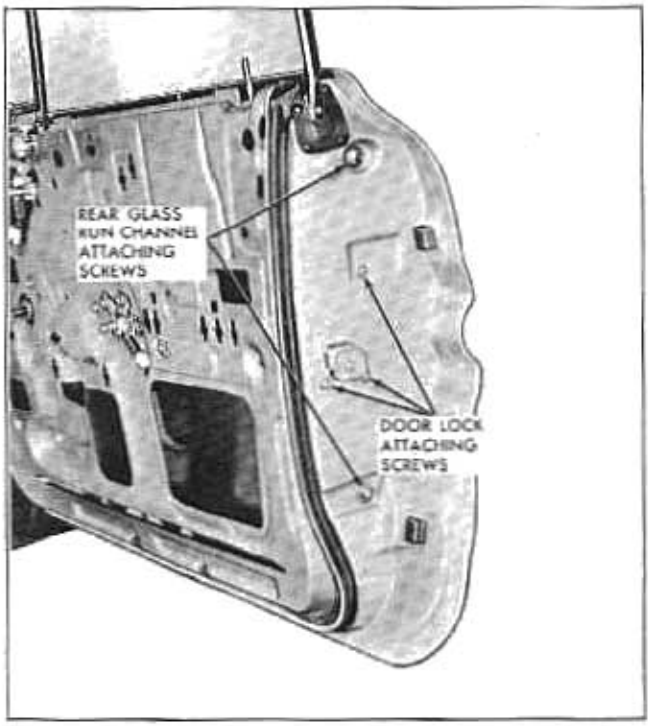


Fig. 2-18 Front Door Lock

the proper thickness are used to obtain proper engagement.

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Through access hole, disengage spring clips securing lock cylinder connecting rod, remote control connecting rod and inside locking rod to lock and disengage rods from lock (See DOOR LOCK SPRING CLIPS).

3. On 37, 39 and 67 styles remove door window rear glass run channel lower attaching screw and loosen upper attaching screws on lock pillar facing of door and at top of door inner panel to permit removal of lock. On 11, 35 and 69 styles from inside door, remove rear glass run channel lower attaching nut or screw and pull channel forward.

4. Remove door lock attaching screws from lock pillar facing of door and remove lock assembly from door (Fig. 2-18).

5. To install, reverse removal procedure. Prior to installation of lock assembly on 11, 37 and 67 styles, apply a ribbon of medium bodied sealer (approximately ¼" in diameter) across face of lock frame. Check all for proper operation, and where loosened, adjust glass run channel for proper alignment prior to installing inner panel water deflector (Fig. 2-19).

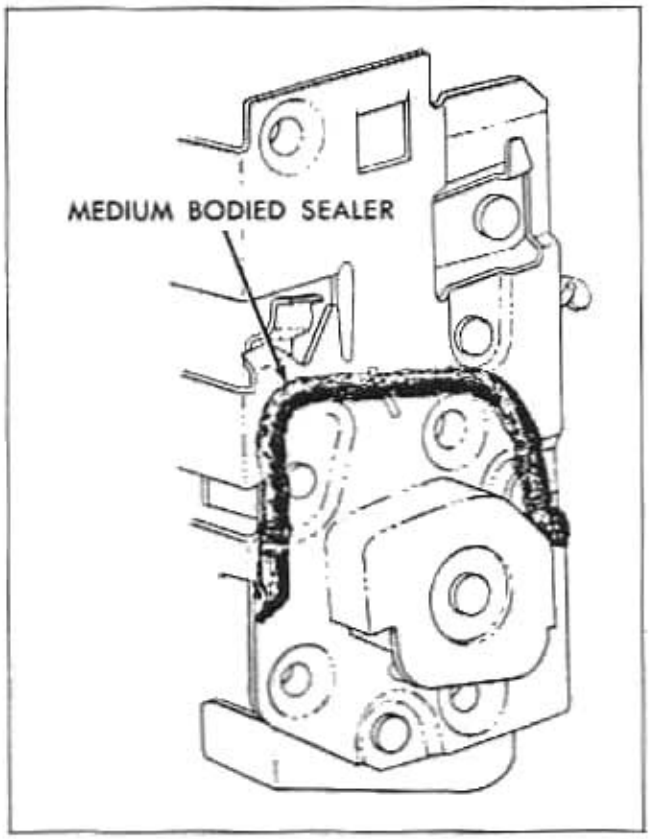


Fig. 2-19 Front Door Lock Sealing

FRONT DOOR REMOTE CONTROL ASSEMBLY AND CONNECTING ROD

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove remote control attaching screws and disengage remote control from connecting rod (Fig. 2-15).

3. To remove remote control connecting rod, carefully disengage spring clip securing rod to lock and remove rod from lock. Disengage rod from spring clip on door inner panel where necessary, and remove rod.

4. To install, reverse removal procedure. Check door lock and remote control assemblies for proper operation prior to installing inner panel water deflector.

FRONT DOOR VENTILATOR REGULATOR

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to regulator attaching screws.

2. Remove ventilator tee shaft attaching bolt and ventilator regulator attaching screws (Fig. 2-20).

3. Disengage ventilator regulator shaft from ventilator tee shaft and remove regulator and motor assembly from door through access hole.

4. To install, reverse removal procedure. Check operation of ventilator assembly prior to installing inner panel water deflector.

ADJUST

1. Excessive play (flutter of venilator at pivot shaft when ventilator is in open position, can be corrected by tightening ventilator tee shaft to regulator shaft attaching bolt (Fig. 2-20).

NOTE: Bolt should be tightened carefully to avoid stripping threads in regulator spiral gear shaft.

FRONT DOOR VENTILATOR ASSEMBLY

37, 39, 67 STYLES

1. Remove door trim assembly and detach inner panel water deflector.

2. Lower door window. Remove ventilator to door outer panel return flange attaching screw (Fig. 2-20).

3. At front of ventilator assembly, break cement bond securing front door hinge pillar sealing strip (at belt) to ventilator assembly.

4. Remove ventilator division channel lower adjusting stud and nut (Fig. 2-20).

5. Loosen ventilator frame adjusting stud nut and remove ventilator attaching bolts (Fig. 2-20); then carefully lift ventilator assembly upward and rearward and remove from door.

6. To install, reverse removal procedure. Prior to installation of ventilator assembly, apply a bead of body caulking compound to door outer panel return flange along area contacted by ventilator assembly. Adjust ventilator assembly as described under FRONT DOOR VENTILATOR ADJUSTMENTS.

FRONT DOOR VENTILATOR ADJUSTMENTS

37, 39, 67 STYLES

The front door ventilator assembly can be adjusted up or down and in or out at the top for alignment in the door opening and proper weatherstrip contact in the ventilator area. The lower portion of the ventilator division channel can be adjusted in or out and fore and aft for alignment with the door window glass. The ventilator assembly can also be adjusted fore or aft for alignment with the body windshield pillar.

To adjust the ventilator assembly, proceed as follows:

1. Remove door trim assembly and detach inner panel water deflector.

2. Remove ventilator frame to outer panel attaching screw (Fig. 2-20).

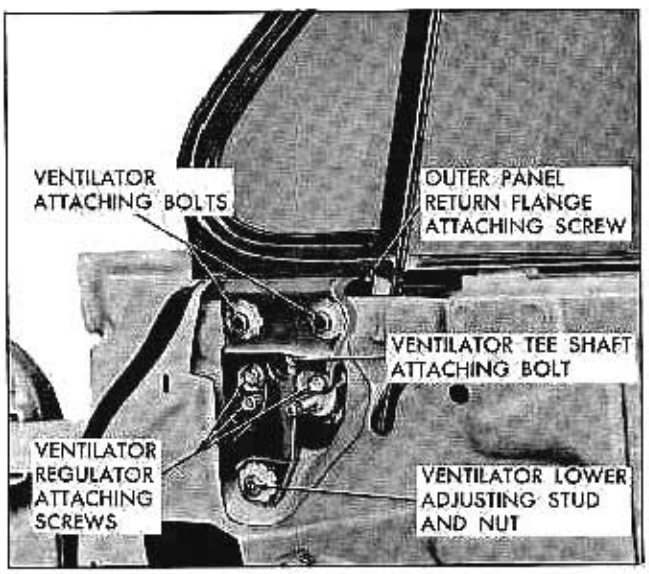


Fig. 2-20 Ventilator Regulator Assy.—Hard Tops

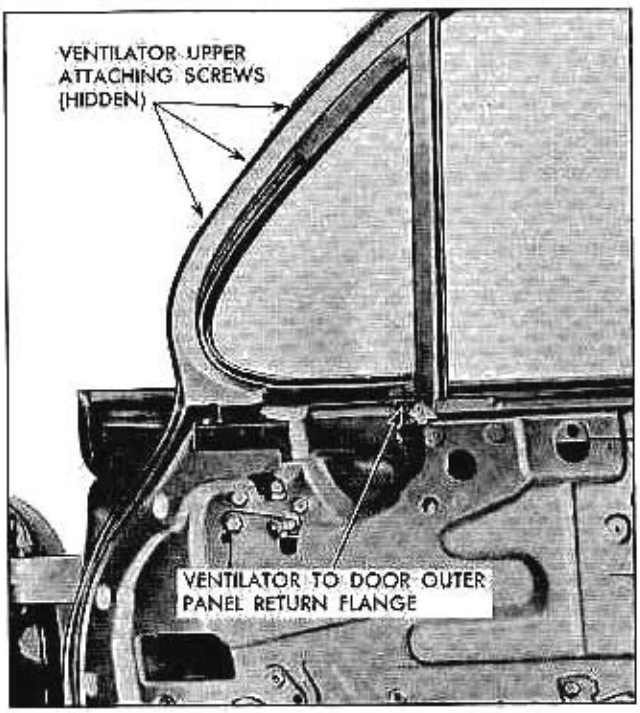


Fig. 2-21 Ventilator Regulator Assy.—Sedans

3. Loosen ventilator division channel adjusting stud nut and ventilator frame adjusting stud nut.

4. Loosen ventilator frame attaching bolts.

5. a. To adjust upper portion of ventilator in or out, turn ventilator frame adjusting stud and ventilator division channel adjusting stud in or out as required, then tighten stud nuts, attaching bolts and install ventilator to outer panel return flange attaching screw.

b. To adjust ventilator assembly up or down or fore or aft, position entire ventilator assembly, as required, then tighten all attaching bolts, stud nuts and ventilator to outer panel return flange attaching screw. Check door window for proper alignment and where required, adjust window as described under FRONT DOOR WINDOW ADJUSTMENT.

NOTE: In some cases, it may be necessary to relocate ventilator to outer panel attaching screw.

6. Seal water deflector to door inner panel and install door trim and inside hardware.

FRONT DOOR VENTILATOR ASSEMBLY

11, 35, 45, 69 STYLES

REMOVE AND INSTALL

1. Remove door trim assembly and detach inner panel water deflector.

2. Remove ventilator regulator assembly.

3. Lower door window. Remove ventilator to door outer panel return flange attaching screw (Fig. 2-21).

4. Remove ventilator division channel lower adjusting stud and nut (Fig. 2-24).

5. Remove ventilator upper attaching screws along window frame (Fig. 2-21)

6. Lower ventilator assembly sufficiently to tilt assembly inward; then lift ventilator assembly upward and remove from door.

7. To install, reverse removal procedure.

FRONT DOOR VENTILATOR ADJUSTMENTS

11, 35, 45, 69 STYLES

To adjust ventilator division channel in or out or fore or aft, remove door trim assembly and detach inner panel water deflector sufficiently to loosen division channel lower adjusting stud nut. Adjust stud in or out as required or position channel fore or aft as required; then tighten stud nut.

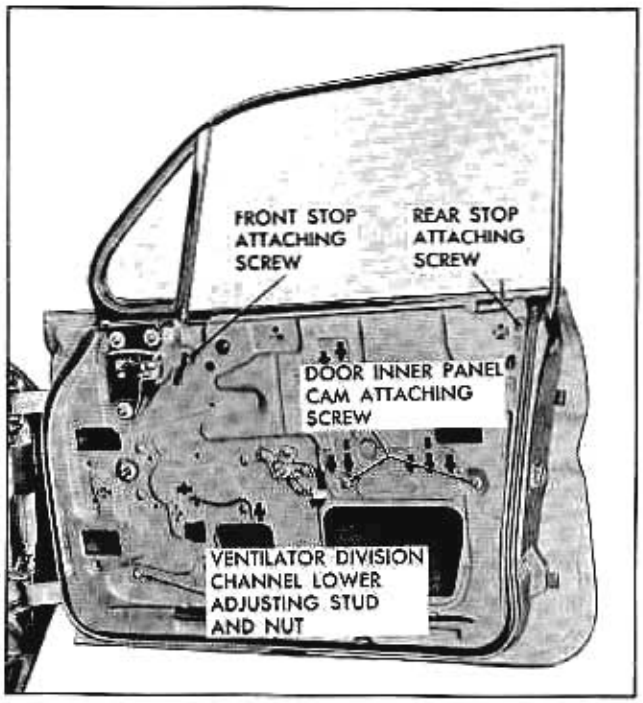


Fig. 2-22 Front Door Inner Panel—Hard Tops

FRONT DOOR WINDOW ASSEMBLY—MANUAL AND ELECTRIC

37, 39, 67 STYLES

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Through holes in inner panel, remove screw securing window assembly front and rear stops to lower window sash channel. Then lower window slightly and remove stops (See Fig. 2-22).

3. Lower door window to expose window lower sash channel cam attaching screws. Then on styles equipped with electric window regulators, disconnect wiring harness feed wires from regulator motor at connector.

4. Remove window lower sash channel cam attaching screws and disengage cam from window sash channel. Then lift window assembly upward and remove from door (Fig. 2-23).

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

5. To install, reverse removal procedure. Before installing window lower sash channel cam, lubricate entire length of cam with 630AAW Lubriplate or

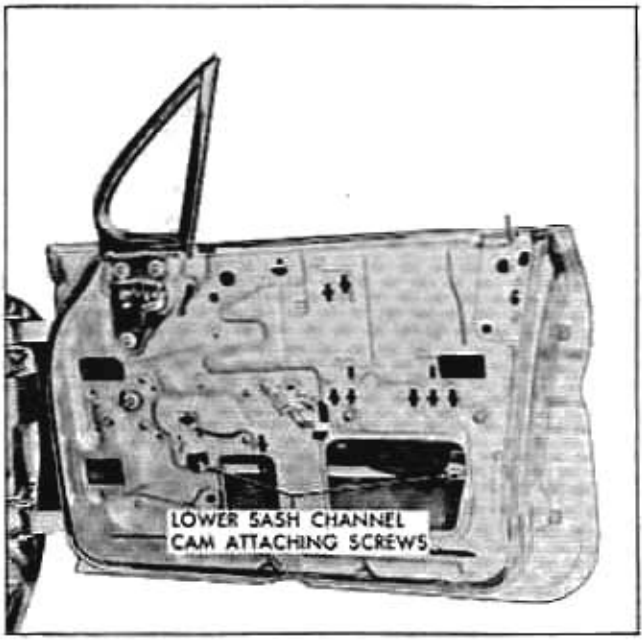


Fig. 2-23 Sash Channel Cam Screws

equivalent. Check window for proper operation prior to installing inner panel water deflector.

FRONT DOOR WINDOW ADJUSTMENTS— MANUAL AND ELECTRIC

37, 39, 67 STYLES

The door window glass may be adjusted to provide proper contact with the side roof rail weatherstrip. Adjustments have also been provided to relieve a binding door glass due to misalignment of the glass run channels. To perform the following adjustments, remove door trim assembly and detach inner panel water deflector, where necessary, to gain access to hardware attaching points; then proceed as follows:

1. To correct a condition where glass is "cocked" in glass run channels, loosen inner panel cam attaching screws, adjust cam up or down as required and retighten screws (Fig. 2-22).

2. To adjust upper front portion of window assembly in or out for proper contact with side roof rail weatherstrip, adjust ventilator assembly in or out as described under FRONT DOOR VENTILATOR ADJUSTMENTS.

3. To adjust lower portion of ventilator division channel for alignment with window assembly, lower door window and loosen ventilator division channel adjusting stud nut. Turn adjusting stud in or out or position lower end of channel fore or aft, as required; then, retighten adjusting stud nut (Fig. 2-22).

4. To adjust upper rear of window assembly in or out for proper contact with side roof rail weatherstrip, or to adjust rear of window assembly in or out at belt line, loosen rear glass run channel attaching screws at lock pillar facing of door and screw at top of door inner panel. Position channel in or out as required and tighten screws (Fig. 2-18).

NOTE: Adjustments 2, 3 and 4 must be coordinated to provide a properly operating front door window.

5. To adjust limit of up travel of window assembly for proper contact with side roof rail weatherstrip, raise door window and through inner panel access holes loosen door window front and rear stop assembly attaching screws. Adjust stops up or down as required, then tighten attaching screws (Fig. 2-22).

FRONT DOOR WINDOW ASSEMBLY— MANUAL AND ELECTRIC

11, 35, 45, 69 STYLES

REMOVE AND INSTALL

1. Lower door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove door ventilator assembly as previously described under FRONT DOOR VENTILATOR— REMOVE AND INSTALL.

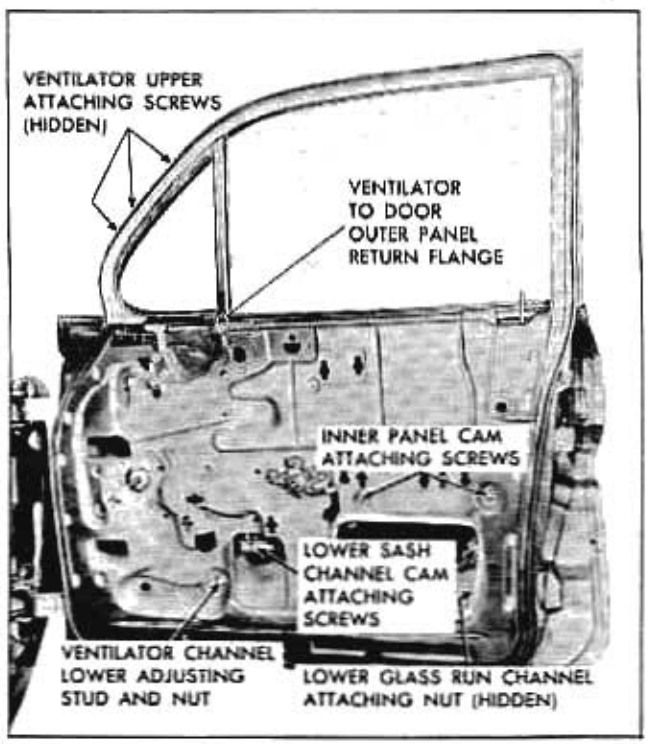


Fig. 2-24 Front Door Inner Panel

3. On styles equipped with electric window regulators, disconnect wiring harness feed wires from regulator motor at connector.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

4. Remove screws securing window lower sash channel cam to window assembly and carefully disengage cam from window lower sash channel (See Fig. 2-24).

5. Rotate rear edge of window assembly upward and remove window assembly from between inner and outer panels.

6. To install, reverse removal procedure. Check window for proper operation before installing inner panel water deflector. Prior to installation, lubricate entire length of lower sash channel cam with 630AAW Lubriplate or equivalent.

FRONT DOOR WINDOW ADJUSTMENTS—MANUAL AND ELECTRIC

11, 35, 45, 69 STYLES

1. To correct a condition where glass is cocked in glass run channels, loosen inner panel cam attaching screws, adjust cam up or down as required and tighten screws (Fig. 2-24).

2. To adjust lower portion of ventilator division channel for proper alignment with door window assembly, lower door window and loosen ventilator adjusting stud nut. Turn adjusting stud in or out or position lower end of channel fore or aft as required; then tighten adjusting stud nut (Fig. 2-24).

3. To adjust lower portion of window glass run channel in or out for proper alignment with door window, raise door window. From inside door, loosen glass run channel lower attaching nut or screw, adjust channel as required and tighten nut or screw (Fig. 2-24).

DOOR WINDOW GLASS RUN CHANNEL ASSEMBLY

37, 39, 67 STYLES

REMOVE AND INSTALL

1. Remove door window assembly.

2. Remove two screws securing channel to lock pillar facing of door and screw at upper flange of door inner panel. Then remove channel assembly through large access hole (Fig. 2-25).

3. To install, reverse removal procedure. Check window for proper alignment before installing door trim.

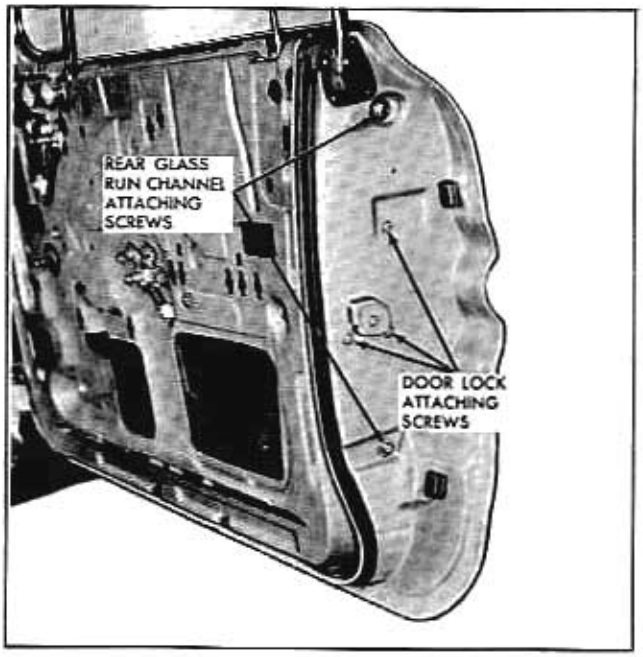


Fig. 2-25 Channel Attaching Screws

FRONT DOOR WINDOW GLASS RUN CHANNEL ASSEMBLY

11, 35, 45, 69 STYLES

REMOVE AND INSTALL

1. Lower door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove front door ventilator assembly and slide window forward slightly to expose lock pillar portion of glass run channel.

NOTE: Exercise care so that exposed front edge of glass does not come in contact with body metal.

3. Through inner panel access hole loosen nut or screw securing lower end of glass run channel (Fig. 2-24).

4. Squeeze glass run channel together along upper and lock pillar sections of window frame and pull or carefully pry channel assembly from window frame. Remove channel assembly from door.

5. To install, reverse removal procedure.

FRONT DOOR WINDOW REGULATOR ASSEMBLY

1. Remove door trim assembly and detach inner panel water deflector.

2. Remove ventilator division channel lower adjusting stud and nut (Fig. 2-25).

3. On styles equipped with manual window regulators, lower window. Remove window lower sash chan-

nel cam attaching screws (Fig. 2-23) and disengage sash channel cam from window lower sash channel: then raise window and prop in full up position. Disengage sash channel cam from window regulator arm rollers.

4. On 37, 39 and 67 styles equipped with electrical window regulators, remove door ventilator assembly and door window, remove screws securing window lower sash channel cam to window sash channel and disengage cam from window sash channel and remove cam. On remaining styles prop window in up position.

5. On styles equipped with electric window regulators, disconnect wire harness feed wires from regulator motor at connector.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

6. Remove window regulator attaching screws (Fig. 2-26). Disengage regulator balance arm from inner panel cam and carefully remove regulator assembly from door.

NOTE: On some styles only one end of inner panel cam is open sufficiently to permit removal of regulator arm roller.

7. To install, reverse removal procedure. Check window for proper operation prior to installing inner panel water deflector.

FRONT DOOR WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY

The electric motor assembly which powers the window regulator on electrically operated windows, is a twelve volt, reversible direction motor with a built-in

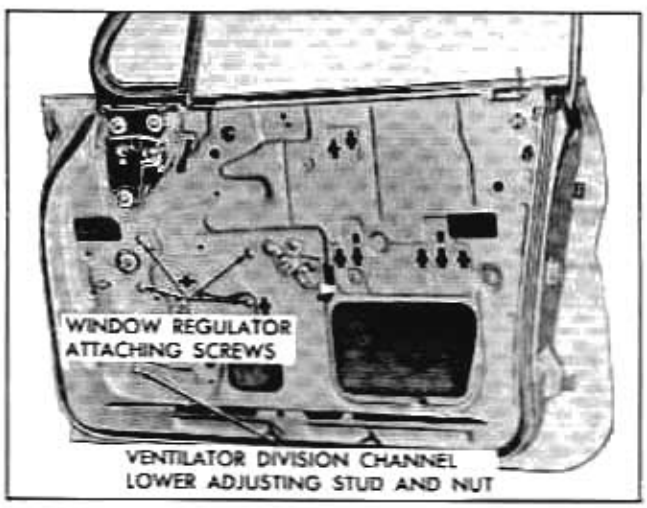


Fig. 2-26 Front Door Inner Panel—Hard Tops

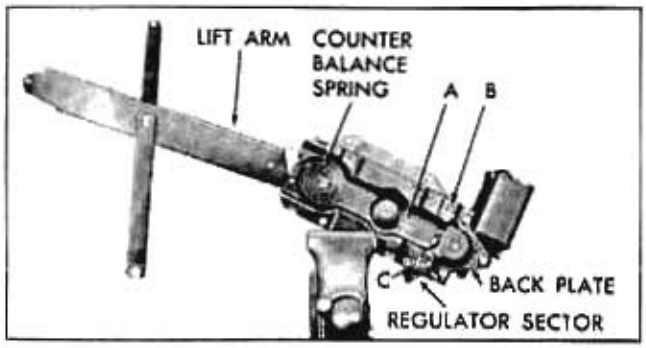


Fig. 2-27 Front Door Regulator—Electric

circuit breaker and a self-locking gear drive. The motor is secured to the regulator assembly by screws.

REMOVE AND INSTALL

1. Remove front door electric window regulator assembly from door as previously described and clamp it in a vise (Fig. 2-27).

NOTE: The position of regulator assembly in vise will vary with type of regulator and position of lift arm.

CAUTION: BE SURE TO PERFORM STEPS 2 AND 3 BEFORE ATTEMPTING TO REMOVE MOTOR FROM REGULATOR. The regulator lift arm, which is under tension from the counter-balance spring, can cause serious injury if motor assembly is removed without locking the sector in position with a nut and bolt.

2. Drill a $\frac{1}{4}$" hole through back plate and sector at location indicated at either A, B, or C, depending on position of lift arm.

NOTE: Do not drill into motor housing, part of which is indicated by dotted line. In addition, locate hole sufficient distance from edge of sector to insure proper retention of the sector.

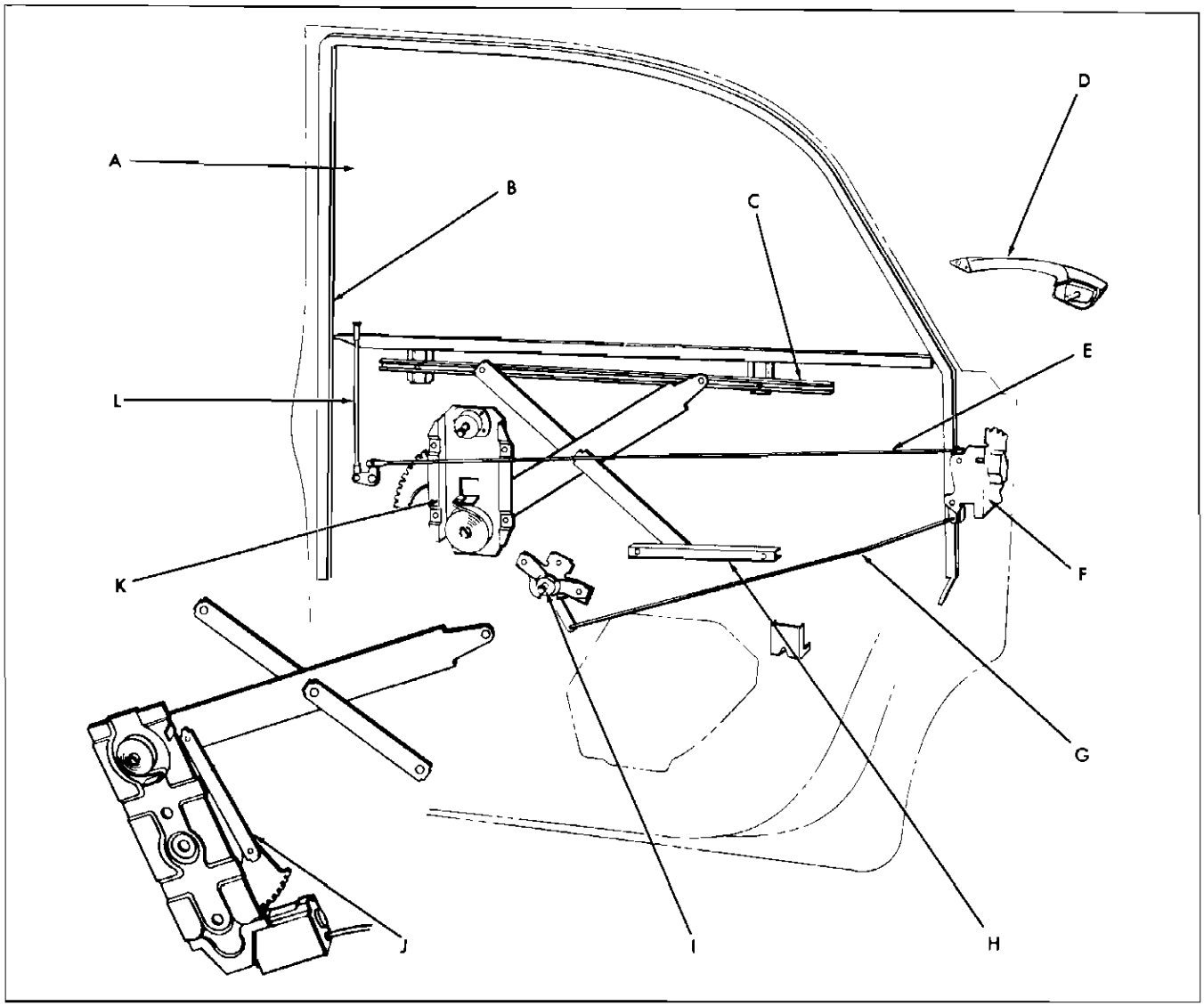
3. Insert $\frac{3}{16}$" bolt through hole in back plate and sector and install nut to bolt. Do not tighten nut.

4. Remove motor attaching bolts and remove motor assembly from regulator (Fig. 2-27).

NOTE: Clean off steel chips from regulator sector and motor pinion gear.

5. To install, reverse removal procedure. If difficulty is encountered when trying to line up motor attaching holes, the regulator lift arm may be moved up or down manually so that motor pinion gear will mesh with teeth on regulator sector and regulator attaching holes will line up.

NOTE: Be sure to remove temporary nut and bolt from regulator before installing it in door.



A. Window Assembly
B. Window Glass Run Channel
C. Window Lower Sash Channel Cam
D. Outside Handle Assembly
E. Inside Locking to Lock Rod
F. Lock Assembly
G. Lock Remote Control to Lock Rod
H. Inner Panel Cam Assembly
I. Lock Remote Control Assembly
J. Window Electric Regulator and Motor
K. Window Regulator
L. Inside Locking Rod

Fig. 2-28 Typical Sedan Rear Door Assembly

DOOR WINDOW LOWER SASH CHANNEL CAM

REMOVE AND INSTALL

1. Remove door trim assembly and detach inner panel water deflector.

2. Lower door window to expose lower sash channel cam attaching screws and remove screws (See Fig. 2-23).

3. Disengage cam from window lower sash channel and prop window in up position.

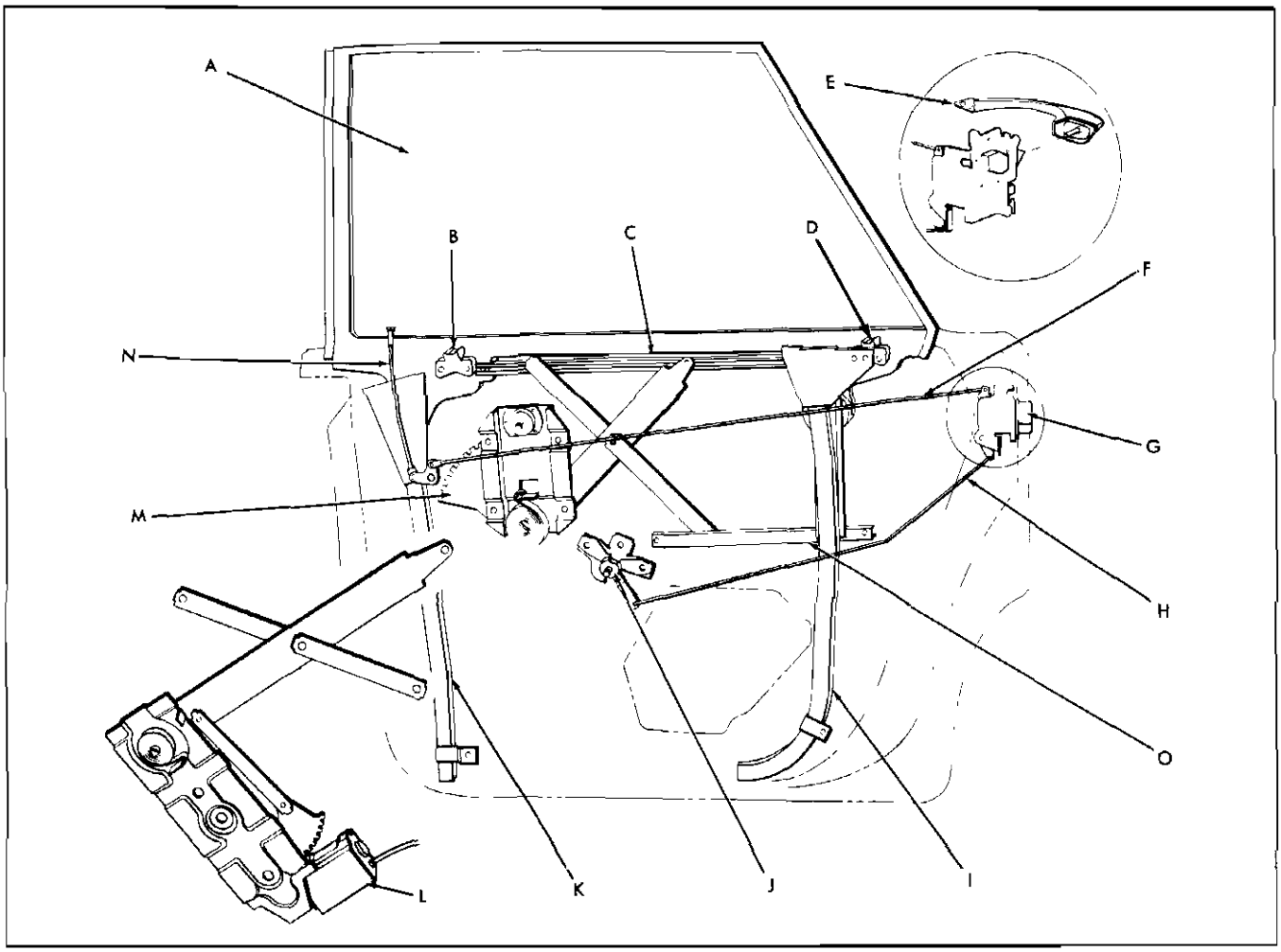
4. Disengage cam from window regulator, lift and balance arm rollers and remove from door.

5. To install, reverse removal procedure. Prior to installation, lubricate entire length of lower sash channel cam with 630AAW Lubriplate or equivalent.

DOOR WINDOW GLASS RUN CHANNEL OUTER STRIP ASSEMBLY

REMOVE AND INSTALL

1. Lower door window and remove door trim assembly.



A. Window Assembly
B. Window Front Female Wedge Plate
C. Window Lower Sash Channel Cam
D. Window Rear Female Wedge Plate
E. Outside Handle Assembly
F. Lock to Locking Lever Rod
G. Lock Assembly
H. Lock Remote Control to Lock Rod
I. Window Rear Guide Cam
J. Lock Remote Control Assembly
K. Window Guide Front Cam
L. Window Electric Regulator and Motor
M. Window Regulator—Manual
N. Inside Locking Rod
O. Window Inner Panel Cam

Fig. 2-29 Rear Door Assembly—39 Style

2. On all except 37 and 67 styles, detach inner panel water deflector; then disengage window from lower sash channel cam and carefully lower window to bottom of door.

3. Remove screws securing each end of strip assembly; then press down on strip assembly at clip locations to disengage attaching clips from return flange of door outer panel. Remove strip assembly.

4. To install, reverse removal procedure.

REAR DOORS

Fig. 2-28 is typical of sedan and station wagon style rear doors (35, 45, 69 styles) with the trim pad and inner panel water deflector removed. This illustration identifies the component parts of the rear door assembly, their relationship and various attaching points.

Fig. 2-29 is typical of hard top sedan style rear door with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the rear door assembly, their relationship and various attaching points.

REAR DOOR ASSEMBLY AND HINGES

ALL FOUR-DOOR STYLES

The rear door hinges are attached to the center pillar with two butt-type hinges. The hinges are

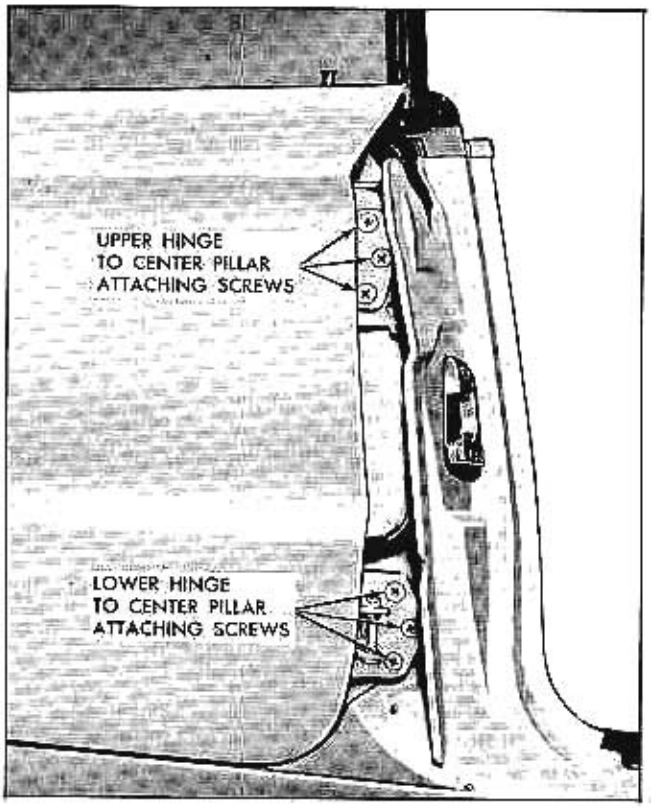


Fig. 2-30 Rear Door to Center Pillar Attachment

secured to the center pillar and door hinge pillar by screws and anchor plates. The lower hinge incorporates an integral door check and hold open.

REMOVE

Either of the following two methods can be used to remove the door from the body.

A. The door and hinges can be removed as an assembly from the center pillar.

B. The door can be removed from the hinge straps.

1. On 39 styles lower door window.

2. Clean off excess sealer around each hinge strap and mark location on door hinge pillar or center pillar, depending on method of removal being used.

3. On bodies equipped with electrically powered window regulators, proceed as follows:

a. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to wire connector at motor.

b. Detach wire harness from door inner panel as required and disconnect regulator motor from harness at connector.

c. Remove electrical conduit from door and remove wire harness from between door panels through opening in door hinge pillar.

4. With door properly supported, remove three upper and three lower hinge attaching screws at door hinge pillar or center pillar depending on method of removal (Fig. 2-30 and 2-31).

5. With aid of helper remove door from body.

INSTALL

1. With scraper and mineral spirits clean off any old sealing compound at hinge attaching areas. This operation should be performed carefully to avoid possibility of soiling adjacent trim material.

2. Apply a coat of heavy-bodied sealer to attaching surfaces of hinge straps or corresponding surfaces of door or body (Fig. 2-32).

3. With helper, lift door into position. Install screws loosely, then align strap within marks on pillar and tighten bolts. Check door for alignment.

4. On doors with electrically-operated windows, proceed as follows:

a. Install wiring harness inside of door. Connect regulator motor, then install wiring harness to inner panel.

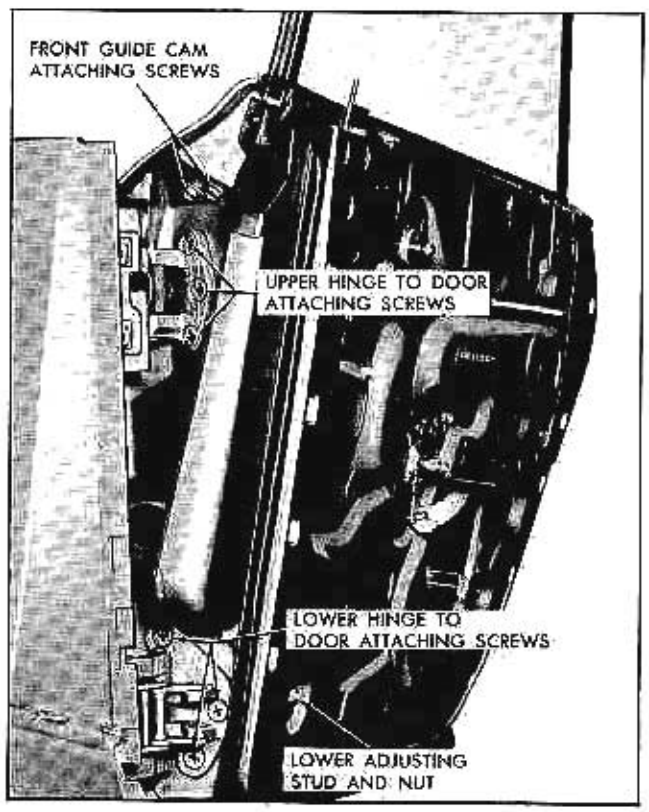


Fig. 2-31 Rear Door Hinge Attachment

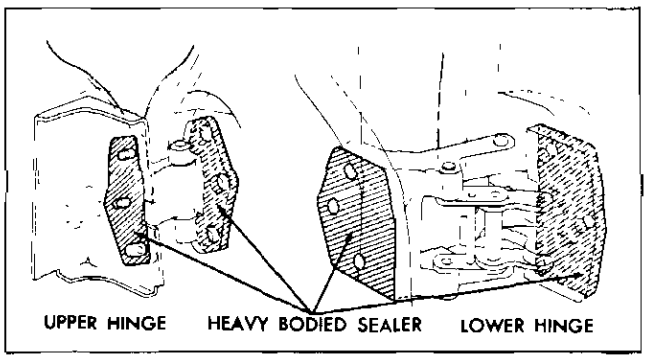


Fig. 2-32 Rear Door Hinge Anti-Squeak and Sealing

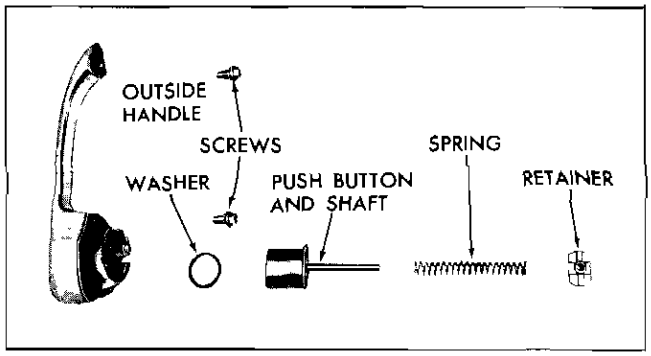


Fig. 2-34 Outside Handle Assy.

b. Install conduit to door hinge pillar. Check operation of electric window assembly.

5. Where required, seal door inner panel water deflector as specified in DOOR INNER PANEL WATER DEFLECTOR and reinstall all previously removed parts.

6. For lubrication information see LUBRICATION section.

ADJUST

In and out or up and down adjustments are provided at door hinge pillar. Fore and aft and a slight up and down adjustment are provided at center pillar. When checking the door for alignment, remove door lock striker from body pillar to allow door to hang free on its hinges.

NOTE: After performinng any adjustments the rear door window on 39 styles should be checked for proper alignment with side roof rail weatherstrip. In addition, door lock extension-to-striker engagement should be checked and adjusted if necessary.

1. For in and out or up and down adjustment, loosen hinge to door pillar attaching screws (Fig. 2-30). Adjust door as required and tighten screws.

NOTE: When performing in and out or fore and aft adjustments, adjust one hinge at a time so that up and down adjustment is maintained.

2. To adjust door fore or aft, loosen hinge to center pillar attaching screws (Fig. 2-30). Adjust door fore or aft as required and tighten screws and bolts.

CAUTION: Use only the recommended procedures for adjusting rear doors. The upper hinge is constructed of die cast aluminum which will break under strain of bending in an attempt to short-cut adjustments.

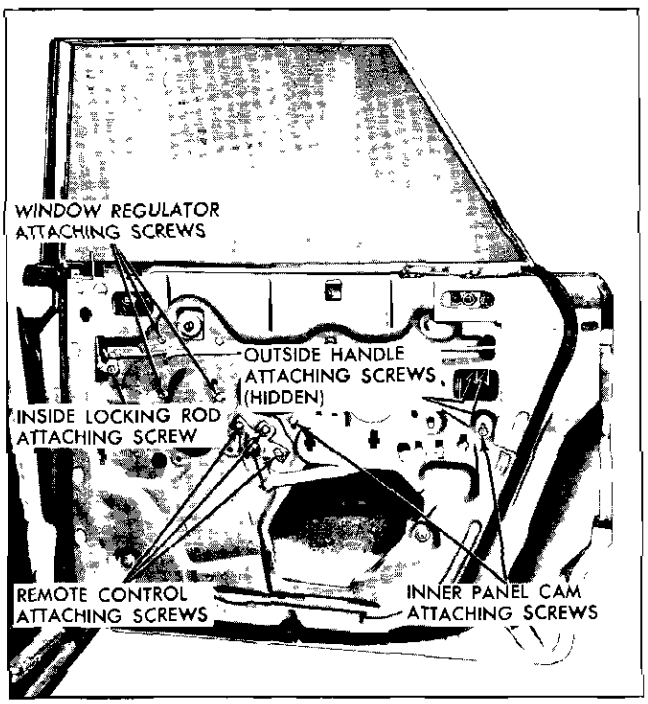


Fig. 2-33 Rear Door—39 Styles

REAR DOOR OUTSIDE HANDLE

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to door outside handle attaching screws (Fig. 2-33).

2. Through access hole remove handle attaching screws, then remove handle and gaskets from door outer panel.

3. To install, reverse removal procedure. Make certain front and rear gaskets are installed between handle and door outer panel. Check all operations of door lock before installing door inner panel water deflector.

DISASSEMBLE AND ASSEMBLE

1. Remove door outside handle.

2. Depress retainer sufficiently to turn retainer one-quarter turn. Remove retainer, spring push button and shaft and sealing ring from handle (Fig. 2-34).

3. To assemble, reverse disassembly procedure.

REAR DOOR LOCK ASSEMBLY

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. On 35, 45 and 69 styles, through large access hole, remove screw securing lower end of glass run channel at door lock pillar and raise end of channel to expose lock assembly (Fig. 2-35).

3. Through access hole disengage spring clips and detach inside lock connecting rod and remote control connecting rod from lock assembly (See DOOR LOCK SPRING CLIPS).

4. At lock pillar facing, remove door lock attaching screws and remove lock assembly through access hole (Fig. 2-36).

5. To install door lock, reverse removal procedure. Check all operations of door lock before installing door trim and inside hardware.

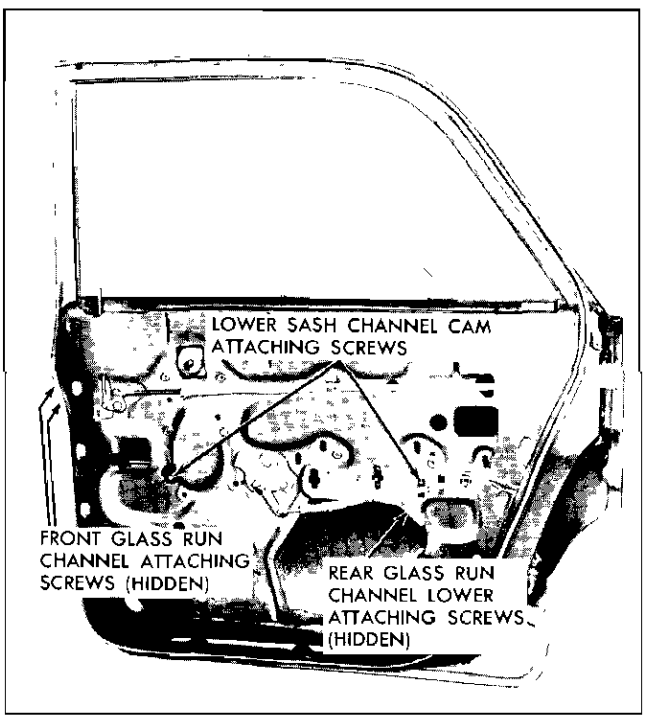


Fig. 2-35 Rear Door—69 Styles

REAR DOOR LOCK TO LOCKING LEVER ROD

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to expose lock rod assembly and gain access to rear door lock assembly.

2. Remove inside locking rod knob from rod.

3. On 35, 45 and 69 styles, through large access hole remove screw securing lower end of glass run channel at door lock pillar to gain access to spring clip securing rod to lock (Fig. 2-35).

4. Through access hole, disengage spring clip securing inside locking rod assembly to door lock and disengage rod from lock (See DOOR LOCK SPRING CLIP).

5. Disengage rod from spring clip on door inner panel. Then remove inside locking rod assembly attaching screw, spring washer and washer cup and remove assembly from door (Fig. 2-33).

6. To install, reverse removal procedure. Check operation of inside locking rod assembly prior to installing water deflector.

REAR DOOR LOCK REMOTE CONTROL AND CONNECTING LINK ASSEMBLY

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to remote control attaching screws and door lock assembly.

2. Remove remote control attaching screws and remove remote control from connecting rod (Fig. 2-33).

3. On 35, 45 and 69 styles, through large access hole, remove glass run channel lower attaching screw at lock pillar to gain access to spring clip securing rod to lock (Fig. 2-35).

4. Through access hole, disengage remote control connecting rod spring clip and disengage rod from lock. Remove rod from door.

5. To install remote control and connecting rod, reverse removal procedure. Position remote control rearward sufficiently to take up slack in linkage so that all clearances are taken out of linkage in a rearward position. Check all operations of door lock before installing door inner panel water deflector.

REAR DOOR WINDOW REGULATOR ASSEMBLY MANUAL AND ELECTRIC

REMOVE AND INSTALL

1. Lower door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove door window lower sash channel cam. Then carefully raise window and prop in up position.

3. On styles equipped with electric window regulators, disconnect wiring harness feed wires from regulator motor at connector.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

4. Remove regulator attaching screws, disengage balance arm from inner panel cam and remove regulator assembly through access hole (Fig. 2-37).

5. To install, reverse removal procedure. Check operation of window before installing inner panel water deflector.

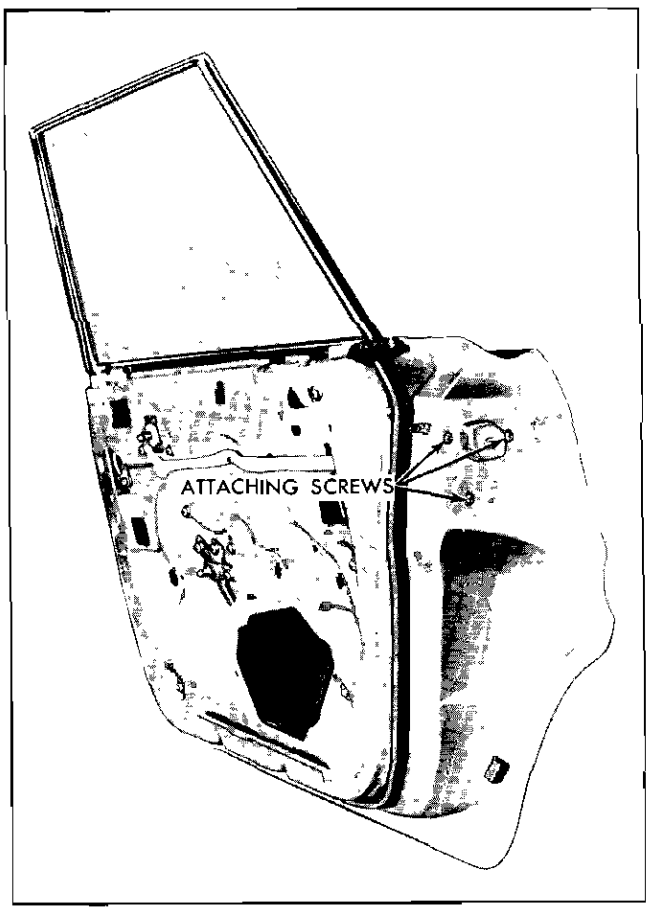


Fig. 2-36 Door Lock Attaching Screws

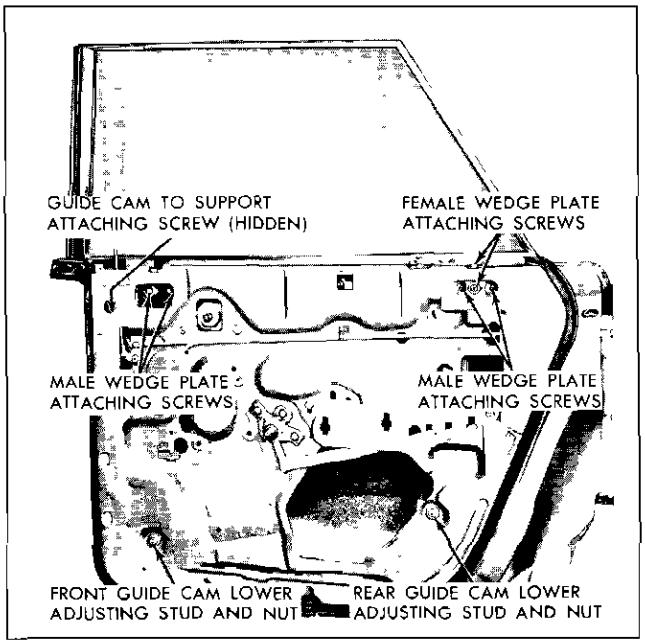


Fig. 2-37 Rear Door—39 Styles

NOTE: To remove electric motor from regulator assembly, see WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY.

REAR DOOR WINDOW GLASS RUN CHANNEL OUTER STRIP ASSEMBLY

35, 39, 45, 69 STYLES

On styles having rear door reveal moldings, the strip assembly is part of the reveal molding assembly.

REMOVE AND INSTALL

1. Remove door trim assembly and detach inner panel water deflector.

2. Disengage window lower sash channel cam from window lower sash channel and carefully lower glass to bottom of door.

3. Remove screws securing assembly. Then press down on assembly to disengage clips and remove assembly.

4. To install, reverse removal procedure.

REAR DOOR INNER PANEL CAM

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to expose inner panel cam attaching screws (Fig. 2-33).

2. Remove cam attaching screws; then disengage

cam from window regulator arm roller and remove from door.

3. To install, reverse removal procedure. Prior to installation of inner panel cam, lubricate entire length of cam with 630 AAW Lubriplate or equivalent.

ADJUST

1. To correct a condition where the window glass is cocked in glass run channels, loosen door inner panel cam attaching screws, adjust cam as required, and tighten screws (Fig. 2-33).

REAR DOOR AND REAR QUARTER WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY

The electric motor assembly which powers the window regulator on electrically-operated windows is a 12-volt reversible motor with a built-in type circuit breaker and a self-locking gear drive. The motor is attached to the regulator assembly with bolts.

REMOVE AND INSTALL

1. Remove electric window regulator assembly from door and clamp securely in vise (Fig. 2-38).

NOTE: The position of the regulator clamped in the vise will vary with type of regulator and position of lift arm.

CAUTION: BE SURE TO PERFORM STEPS 2 AND 3 BEFORE ATTEMPTING TO REMOVE MOTOR FROM REGULATOR. The regulator lift arm, which is under tension from the counter-balance spring, can cause serious injury if the motor is removed without locking the sector in position.

2. Drill a 1/4" hole through sector and back plate within area indicated by A (Fig. 2-38).

NOTE: Locate hole a sufficient distance from edge of sector to insure proper retention of the sector.

3. Insert a 5/16" bolt through hole in back plate and sector and install nut to bolt (Do not tighten nut).

4. Remove motor attaching bolts and remove motor assembly from regulator (Fig. 2-38).

Clean off steel chips from regulator sector and motor pinion gear after drilling operation.

5. To install, reverse removal procedure. If difficulty is encountered when trying to line up motor assembly attaching holes, the regulator lift arm may be moved up or down manually so that motor pinion gear will mesh with teeth on regulator sector, and regulator attaching holes will line up.

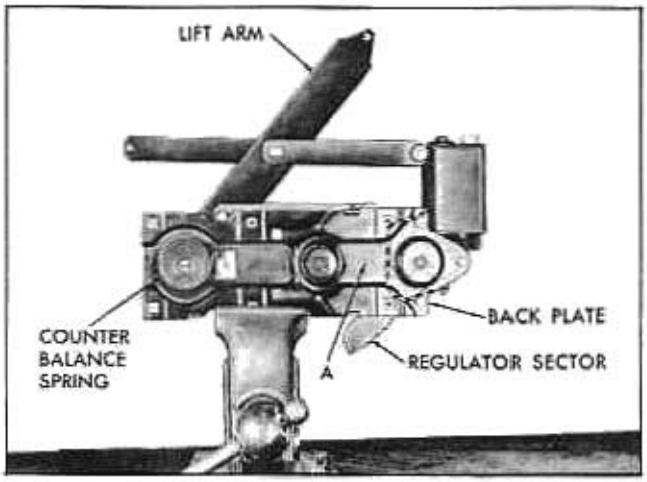


Fig. 2-38 Rear Door Window Regulator

Be sure to remove temporary nut and bolt from regulator before installing it into door or rear quarter.

REAR DOOR WINDOW GLASS RUN CHANNEL ASSEMBLIES

69 STYLES

A. Rear Door Window Front Glass Run Channel.

REMOVE AND INSTALL

1. Remove door trim assembly and detach inner panel water deflector. Then disengage lower sash channel cam from window sash channel. On 69 styles remove door window assembly.

2. Remove front glass run channel lower attaching screws from hinge pillar facing of door inner panel (Fig. 2-39).

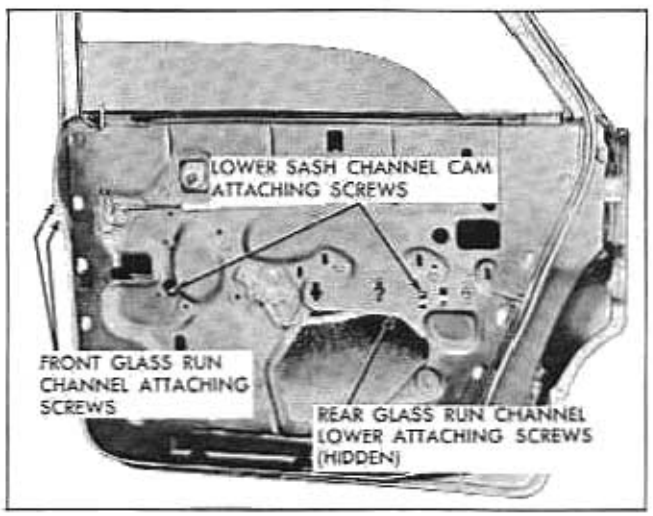


Fig. 2-39 Rear Door—69 Styles

3. Carefully disengage glass run channel attaching clips along front of door window frame. Pull glass run channel inboard and upward and remove channel from between inner and outer panels.

CAUTION: After glass run channel has been removed, front edge of door glass is left exposed and unprotected. Care should be exercised so that glass does not strike window frame at any point as glass may be damaged.

4. To install, reverse removal procedure. Check operation of rear door window and, where required, adjust glass run channel for proper operation of window assembly.

B. Rear Door Window Rear Glass Run Channel.

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to rear glass run channel lower atttaching screw and remove screw (See Fig. 2-39).

2. Remove front glass run channel.

CAUTION: Exercise care so that exposed front edge of glass does not become damaged by contacting window frame.

3. Carefully disengage glass run channel atttaching clips along top and lock pillar portion of window frame. Then pull rear door glass run channel inboard and upward and remove channel from between inner and outer panels.

4. To install, reverse removal procedure. Check operation of rear door window and, where required, adjust glass run channel for proper window operation.

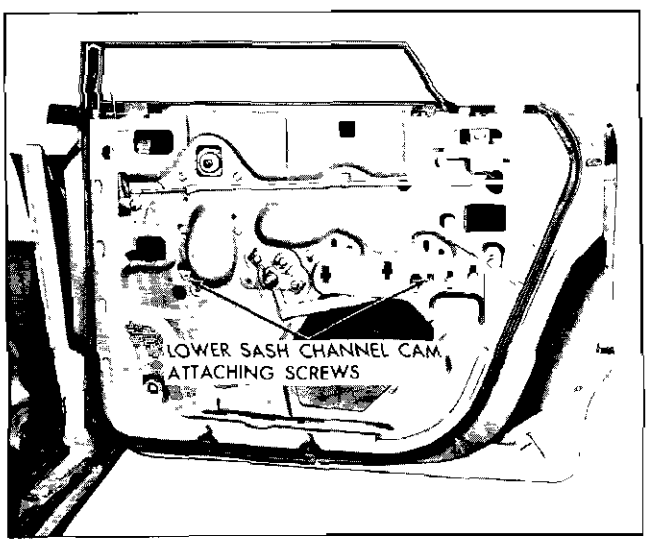


Fig. 2-40 Sash Channel Cam Attaching Screws

REAR DOOR WINDOW GLASS RUN CHANNEL ADJUSTMENTS

69 STYLES

1. To adjust either glass run channel in or out or up or down, loosen channel attaching screw, adjust channel as required and tighten screws. After any adjustments, check window for proper operation.

Adjustment of both channels must be coordinated to provide proper operation of the rear door window assembly.

REAR DOOR WINDOW GLASS RUN CHANNEL ASSEMBLIES

A. Rear Door Window Rear Glass Run Channel Assembly

35, 45 STYLES

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. From inside door, remove screw securing lower end of glass run channel at door lock pillar facing.

3. Remove screws securing door belt trim support rear finishing plate and remove plate.

4. Remove screws securing rear door window glass run channel rear retainer from rear of window frame assembly and remove retainer.

5. Lower door window. Disengage run channel attaching clips along lock pillar portion of window frame. Then carefully raise rear run channel and remove from door.

6. To install, reverse removal procedure. Check operation of rear door window and adjust rear glass run channel as required before installing water deflector.

B. Rear Door Window Front Glass Run Channel Assembly

35, 45 STYLES

REMOVE AND INSTALL

1. Remove rear door window rear glass run channel and remove rear door window assembly.

2. Remove glass run channel lower attaching screws from hinge pillar facing of door. (Fig. 2-39).

3. Carefully disengage glass run channel attaching clips along top and hinge pillar portion of window frame. Then pull glass run channel inboard and upward and remove from door.

4. To install, reverse removal procedure. Check operation of rear door window and adjust channel as required.

C. To adjust either glass run channel see ADJUSTMENTS under Rear Door Window Glass Run Channel Assemblies for 69 styles.

REAR DOOR WINDOW LOWER SASH CHANNEL CAM

REMOVE AND INSTALL

1. Remove door trim assembly and detach inner panel water deflector.

2. Lower door window sufficiently to gain access to lower sash channel cam attaching screws through access holes in door inner panel and remove screws. (Fig. 2-40).

3. While supporting window by hand, carefully disengage cam from window lower sash channel and rollers on window regulator arms and remove from door. Carefully lower door window.

4. To install, reverse removal procedure. Prior to installation, lubricate entire length of sash channel cam with 630AAW Lubriplate or equivalent. Check operation of window assembly prior to installing inner panel water deflector.

REAR DOOR WINDOW ASSEMBLY

69 STYLES

REMOVE AND INSTALL

1. Lower door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove rear door window front glass run channel.

3. Remove lower sash channel cam attaching screws and disengage cam from sash channel. (Fig. 2-39).

NOTE: On styles equipped with electric window regulators, disconnect wiring harness electrical feed plug from regulator motor at connector.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

4. On 69 styles rotate rear edge of window assembly downward to remove assembly from door.

5. To install, reverse removal procedure. Prior to installation of window lower sash channel cam, lubricate entire length of cam with 630AAW Lubriplate or equivalent. Check operation of window assembly and, where required, adjust window as described under REAR DOOR WINDOW GLASS RUN CHANNEL ASSEMBLIES AND REAR DOOR INNER PANEL CAM.

REAR DOOR WINDOW ASSEMBLY

35, 45 STYLES

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove rear door belt trim support finishing plate and rear door window glass run channel rear retainer (Fig. 2-41).

3. Remove rear door window rear glass run channel.

4. Remove lower sash channel cam attaching screws and disengage cam from sash channel (Fig. 2-39).

NOTE: On styles equipped with electric window regulators, disconnect wiring harness electrical feed plug from regulator motor at connector.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

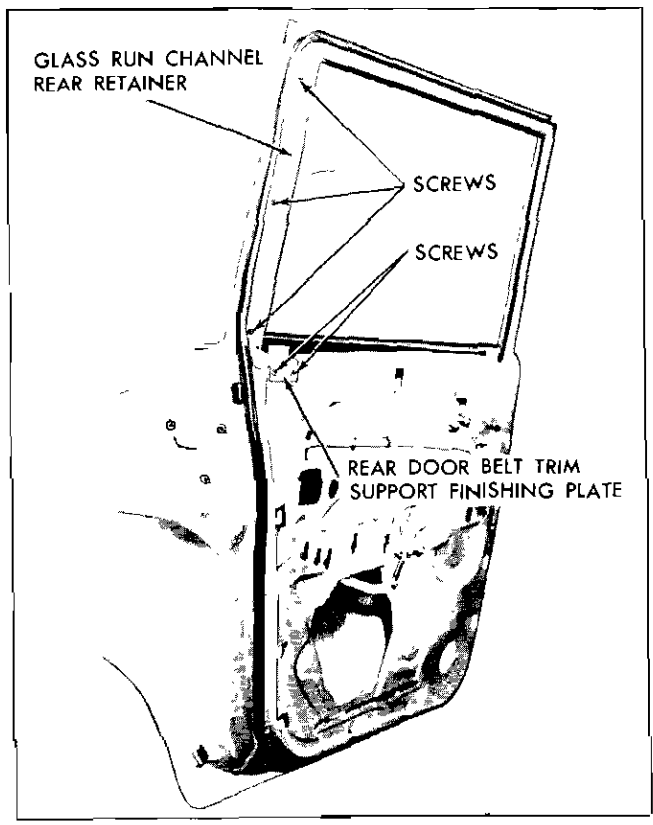


Fig. 2-41 Rear Door—Station Wagon

5. Carefully raise door window making certain that rear edge of glass is inboard of rear window frame; then raise front edge of glass and remove from door.

6. To install, reverse removal procedure. Prior to installation of window lower sash channel cam, lubricate entire length of cam with 630AAW Lubriplate or equivalent. Check operation of window assembly, and where required, adjust window as described under REAR DOOR WINDOW GLASS RUN CHANNEL ASSEMBLIES AND REAR DOOR INNER PANEL CAM.

REAR DOOR WINDOW GUIDE FRONT CAM ASSEMBLY

39 STYLES

The window guide front cam assembly incorporates an attaching support bracket at the upper end of the guide cam which is attached to the door hinge pillar facing by two screws. The front cam can be removed without removing this attaching bracket.

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Through inner panel access hole remove front guide cam upper attaching screw and front guide cam lower adjusting stud and nut. (Fig. 2-37).

3. Carefully disengage guide cam from window lower sash channel roller and remove guide cam through access hole.

4. To install, reverse removal procedure. Prior to installation, lubricate entire length of guide cam with 630AAW Lubriplate or equivalent. Reseal front guide cam lower adjusting stud and nut with body caulking compound.

5. Check operation of window assembly and, where required, adjust window as described under REAR DOOR WINDOW ADJUSTMENTS.

REAR DOOR WINDOW GUIDE FRONT CAM SUPPORT

39 STYLES

REMOVE AND INSTALL

1. Remove door trim assembly and detach inner panel water deflector.

2. Raise door window. Through inner panel access hole remove front guide cam upper attaching screw. (Fig. 2-37).

3. At door hinge pillar facing, remove two screws securing guide cam support and remove support through access hole (Fig. 2-42).

4. To install, reverse removal procedure. Check operation of window assembly and, where required, adjust window as described under REAR DOOR WINDOW ADJUSTMENTS.

REAR DOOR WINDOW GUIDE REAR CAM ASSEMBLY

39 STYLES

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove rear cam upper attaching screws and lower adjusting stud and nut. (Fig. 2-37).

3. Carefully disengage cam from roller on window guide assembly and remove rear cam through large access hole.

4. To install, reverse removal procedure. Prior to installation lubricate entire length of cam with 630-AAW Lubriplate or equivalent. If exposed, seal cam lower adjusting stud and nut with body caulking compound.

5. Check operation of window assembly and, where required, adjust window as described under REAR DOOR WINDOW ADJUSTMENTS.

REAR DOOR WINDOW ASSEMBLY— MANUAL AND ELECTRIC

39 STYLES

REMOVE AND INSTALL

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Through access holes in door inner panel remove screws securing rear door window front and rear male wedge plates to window lower sash channel and remove wedge plates. (Fig. 2-37).

3. Lower door window and remove lower sash channel cam attaching screws (Fig. 2-40).

NOTE: On styles equipped with electric window regulators, disconnect wiring harness electrical feed plug from regulator motor at connector.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage unit.

4. Carefully raise door window and remove from door.

5. To install, reverse removal procedure. Check window for proper alignment and, where necessary, align window as described under REAR DOOR WINDOW ADJUSTMENTS. Prior to installation of window lower sash channel cam, lubricate entire length of cam with 630AAW Lubriplate or equivalent. Also lubricate lower sash channel rollers and pivot area of rear door window rear guide.

REAR DOOR WINDOW ADJUSTMENTS— MANUAL AND ELECTRIC

39 STYLES

IMPORTANT: The rear door assembly should be properly aligned in the body opening before adjusting the rear door window.

Adjustments have been provided to insure proper contact of the rear door window with the side roof rail weatherstrip and with the door glass run outer strip assembly; also, for proper contact of the rear door window front frame weatherstrip with the front door window frame. Unless otherwise specified, the following window adjustments are for both manually and electrically-operated windows.

NOTE: To perform the following rear door window adjustments, remove door trim assembly and detach inner panel water deflector.

1. Up and down adjustment of door window assembly.

a. Through inner panel access holes, loosen screws securing front and rear male wedge plates to window lower sash channel.

b. Reposition window assembly as required, adjust front and rear male wedge plates up or down as required; then tighten wedge plate attaching screws. Check operation of window assembly.

IMPORTANT: The front or rear of window assembly may be adjusted up or down by adjusting either front or rear male wedge plate up or down as required. In cases of major adjustment, however, both wedge plates should be adjusted.

2. Fore or aft adjustment of rear door window assembly.

a. Loosen lower adjusting stud nut on both front rear guide cams. (Fig. 2-37).

b. Loosen screw securing upper end of front and rear guide cams, position window fore or aft as required, then tighten screw and lower stud nut on each cam.

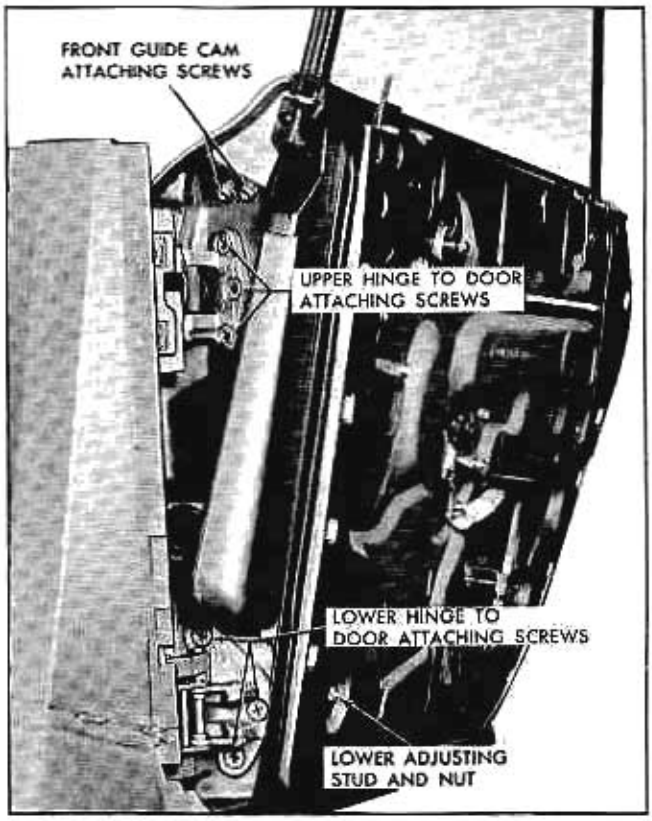


Fig. 2-42 Guide Cam Attaching Screws

c. Check window for proper operation and, if necessary, readjust rear door window front and/or rear male wedge plates fore or aft to insure proper contact with female wedge plates on door inner panel.

NOTE: On styles where lower adjusting stud and nut are not covered by water deflector, seal stud and nut with body caulking compound.

3. The in and out adjustment of the rear door window assembly can be obtained by adjusting the front and rear guide cams in or out as required. It is desirable, however, to adjust only one guide cam at a time in order to maintain the fore and aft adjustment of the window assembly.

To adjust front of window assembly in or out, proceed as follows:

(1) With window in full up position, loosen front guide cam adjusting stud nut (Fig. 2-37).

(2) Loosen front female wedge plate attaching screw. (Fig. 2-37).

(3) Loosen two front guide cam support attaching screws on door hinge pillar facing. (Fig. 2-42).

(4) Position front of window assembly in or out as required and adjust front female wedge plate accordingly; then tighten wedge plate attaching screw.

(5) Adjust front guide cam lower adjusting stud in or out as required and tighten nut. Tighten front guide cam support attaching screws on door hinge pillar facing.

(6) Reseal lower adjusting stud and nut with body caulking compound.

4. In or out adjustment of top of rear window frame.

a. With window in full up position, loosen front guide cam support attaching screws on door hinge pillar facing or guide cam attaching screws on top of door inner panel, and rear guide cam upper attaching screws.

b. Loosen front and rear guide cam lower adjusting stud nuts.

c. Adjust studs in or out as required then tighten stud nuts.

d. Tighten screws securing upper end of guide cam and check window for proper operation. Reseal all guide cam lower adjusting studs and nuts not covered by water deflector with body caulking compound.

Excessively loose rear door windows on all 39 Styles can be corrected by the following procedure:

1. Remove door trim assembly and detach inner panel water deflector.

2. Through access hole in door inner panel check retention of screws securing rear door window front and rear male and female wedge plates to window lower sash channel and tighten if necessary.

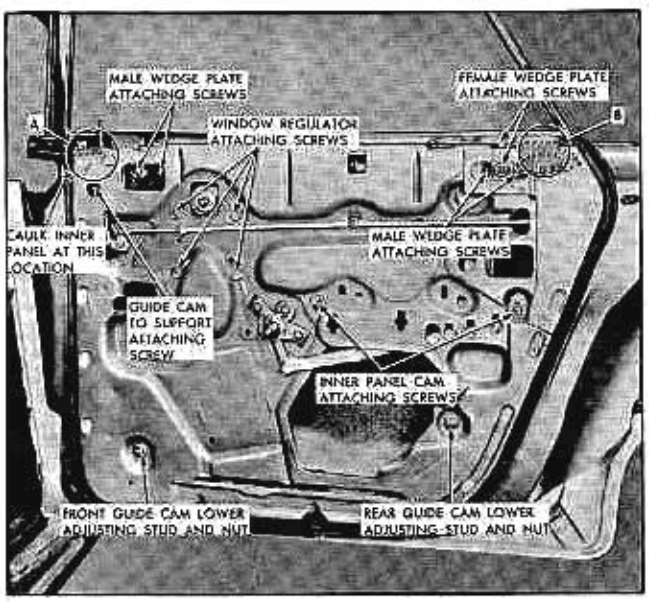


Fig. 2-43 Rear Door—39 Styles

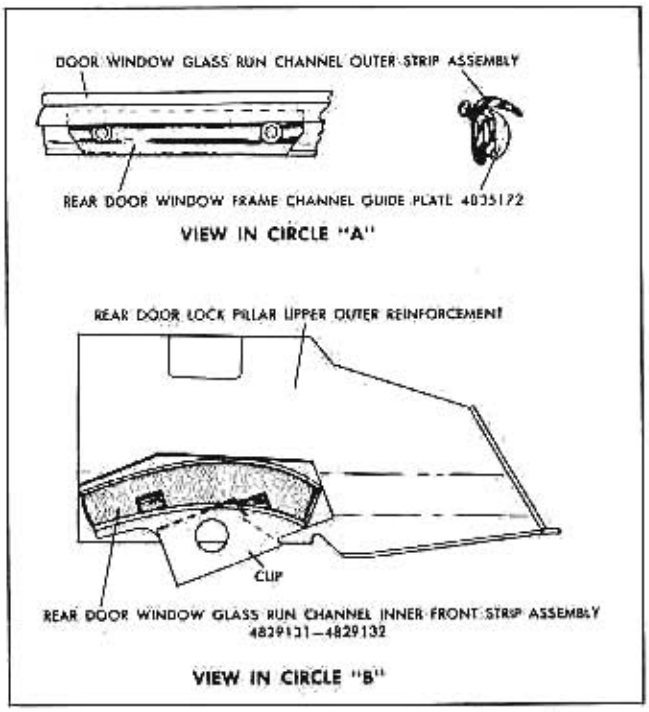


Fig. 2-44 Detail of Fig. 2-43

3. Lower door window and check retention of lower sash channel cam attaching screws.

4. On door inner panel secure window regulator attaching screws, inner panel cam attaching screws and front and rear guide cam lower adjusting stud and nut.

NOTE: The door trim pad is designed to add stability to the door window and therefore, it may be necessary to reposition the trim pad at this point to check movement before proceeding.

If after these adjustments have been made, proper window stability still has not been attained, proceed as follows:

1. Check top edge of door inner panel (retains door trim pad) and, if necessary, reposition by caulking along top to obtain equal spacing between door inner and outer panels.

2. Check hinge pillar side of door for proper spacing between inner and outer panels. If spacing is excessive, caulk inner panel (outboard) slightly at point indicated (Fig. 2-43).

3. The rear door window glass run channel inner front strip assembly is secured by an integral clip onto the rear door lock pillar upper outer reinforcement and may be installed through the large access hole with window in the partially lowered position (see view in circle B Fig. 2-44). It is important that the

indentation in the strip assembly nest in head of reinforcement. To install the rear door window frame channel guide plate, the door window lower stop rubber bumper must first be removed. This part is installed over the rear door window glass run channel outer strip assembly and secured to the door outer panel return flange by two 3/8" long flat headed self-tapping screws (see view in circle A Fig. 2-44). Holes for the screws may or may not have been drilled during assembly. If it is necessary to drill holes, dimensional specifications are 1/8" diameter.

A continuous and firm contact of the door window inner draft strip to door glass is necessary for proper window stability. Because the inner draft strip is attached to the door trim pad, the desired contact can be lost by bent trim pad retaining tabs. These retaining tabs are located along the top flange of the door inner panel and must be equally spaced in relation to the door outer panel. If necessary, caulk the retaining tabs outboard to obtain the desired spacing. Proper position of the retaining tabs can be checked by repositioning the trim pad and observing inner draft strip to door window contact.

REAR DOOR HINGE PILLAR SEALING STRIP (AT BELT)

39 STYLES

REMOVE AND INSTALL

1. Remove fasteners securing sealing strip and remove strip.

2. To install, reverse removal procedure.

CENTER PILLAR FINISHING CAP

39 STYLES

REMOVE AND INSTALL

1. Remove two screws from top of cap and remove cap from center pillar.

2. To install, apply a bead of body caulking compound to underside of cap; then, position cap on center pillar and install attaching screws (Fig. 2-45).

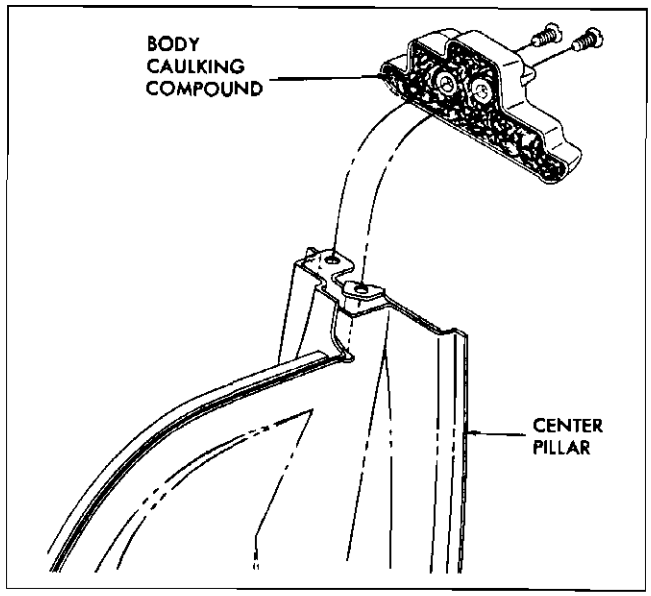


Fig. 2-45 Center Pillar Finishing Cap

CENTER PILLAR TRIM

39 STYLES

REMOVE AND INSTALL

1. Remove center pillar finishing cap.

2. Carefully slide center pillar trim upward to disengage trim from pinchweld flanges and remove from body.

3. To install, reverse removal procedure.

REAR DOOR JAMB SWITCH

If rear door jamb switch tends to bind on 39 styles due to a mismatch of the switch holes of the reinforced center pillar inner panel and the center pillar outer rear panel, eliminate this binding condition by bending pillar inner panel inward (away from the outer panel). Bend inner panel only sufficiently to eliminate bind at retaining ears of jamb switch.

NOTE: Caution must be taken not to distort the outer panel hole.

REAR QUARTER

TRIM AND HARDWARE

The rear quarter section is divided according to body styles as follows:

11 Style Bodies
37 Style Bodies
67 Style Bodies
Station Wagon Style Bodies

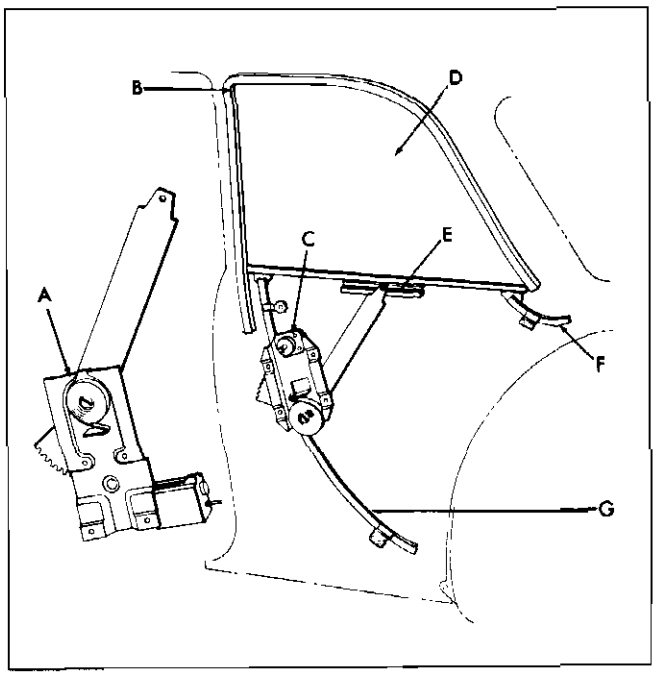
Fig. 3-1, Fig. 3-2 and Fig. 3-3 are phantom views which identify and show the relationship of major component parts of the rear quarter section of 11, 37 and 67 style body.

TRIM ASSEMBLY

11 Styles

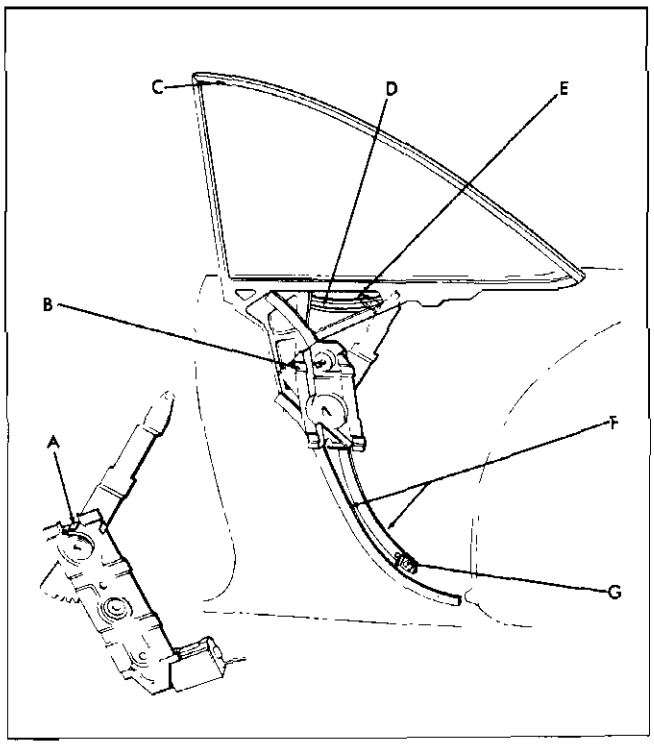
REMOVE AND INSTALL

1. Remove rear seat cushion and seat back assemblies.



A. Window Electric Motor and Regulator
B. Window Glass Run Channel
C. Window Regulator—Manual
D. Window Assembly
E. Window Lower Sash Channel Cam
F. Window Rear Guide Assembly
G. Window Front Guide Assembly

Fig. 3-1 Phantom View of Rear Quarter—11 Styles



A. Window Electric Motor and Regulator
B. Window Regulator—Manual
C. Window Assembly
D. Window Lower Sash Channel Cam
E. Window Regulator Lift Arm Stop
F. Window Front Guide Assemby
G. Window Lower Stop

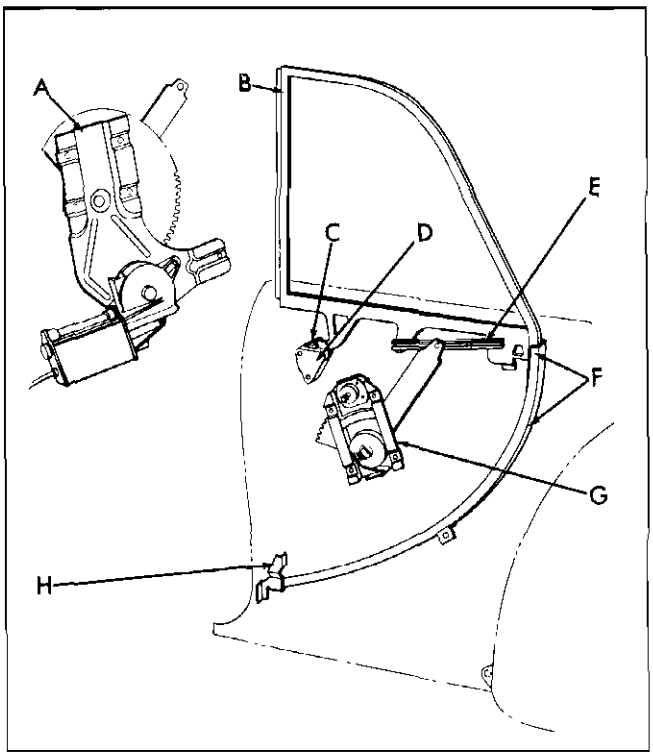
Fig. 3-2 Phantom View of Rear Quarter—37 Styles

2. Remove rear quarter garnish molding and rear quarter arm rest assembly. On styles with manually operated windows, remove window regulator handle.

3. Using a trim panel removing tool J-6335, carefully pry rear quarter trim assembly retaining nails from tacking strip; then lift trim assembly upwards to disengage from retainers at top of rear quarter inner panel and remove assembly from quarter panel.

NOTE: On styles with electrically-operated windows disengage trim assembly from retainers at top of inner panel; then disconnect window switch junction block from switch and remove trim assembly.

4. To install rear quarter trim assembly, reverse removal procedure.



A. Window Electric Motor and Regulator
B. Window Assembly
C. Window Hinge Bolt
D. Window Hinge Adjusting Plate
E. Window Lower Sash Channel Cam
F. Window Guide—Includes Window Upper Stop
G. Window Regulator—Manual
H. Window Lower Stop

Fig. 3-3 Phantom View of Rear Quarter—67 Styles

WINDOW GLASS RUN CHANNEL

11 Styles

REMOVE AND INSTALL

1. Lower rear quarter window. Remove rear quarter window garnish molding, rear quarter trim assembly.

2. Remove rear quarter window glass run channel attaching screw (Fig. 3-4). Carefully remove glass run channel from retainers in rear quarter pillar and side roof rail.

3. To install glass run channel, reverse removal procedure.

QUARTER WINDOW

11 Styles

REMOVE AND INSTALL

1. Lower rear quarter window. Remove rear quarter window garnish molding. Remove rear quarter arm rest and quarter trim assembly.

2. Remove access hole cover from inner panel. Loosen window front guide upper attaching screw. Remove window rear guide attaching screws and remove guide *(See Fig. 3-4)*.

3. Lift rear quarter window assembly upward and rearward and disengage window cam from regulator arm roller. Tilt window inward, disengage window from front guide and remove window from between rear quarter panels.

4. To install rear quarter window assembly, reverse removal procedure. Prior to installing the window lower sash channel cam, lubricate channel of cam with Lubriplate or its equivalent along length of channel.

Adjusting rear quarter window for proper alignment and operation as described under Rear Quarter Window Adjustments for 11 styles.

Seal large access hole cover and front guide upper attaching screw as specified under Rear Quarter Inner Panel Sealing for 11 styles.

WINDOW ADJUSTMENT

11 Styles

To adjust rear quarter window fore or aft, loosen front guide attaching screw (Fig. 3-4). Adjust window and guide fore or aft as required and tighten attaching screws.

WINDOW GLASS RUN OUTER SEALING STRIP

11 Styles

REMOVE AND INSTALL

1. Remove rear quarter trim assembly.

2. Remove screws securing sealing strip to return flange of rear quarter outer panel and remove sealing strip.

3. To install rear quarter window glass run outer sealing strip, reverse removal procedure.

WINDOW FRONT GUIDE ASSEMBLY

11 Styles

REMOVE AND INSTALL

1. Remove rear quarter trim assembly.

2. Remove access hole cover from inner panel.

3. Remove front guide upper and lower attaching screws (Fig. 3-4). Disengage guide from roller on window lower sash channel; move front guide assembly rearward between panels sufficiently to allow

upper end of guide to be started out through large access hole, then remove guide assembly.

4. To install front guide assembly, reverse removal procedure. Prior to installing guide, lubricate channel of guide with Lubriplate or its equivalent along entire length of channel.

Adjust rear quarter guide for proper window alignment and operation as described under REAR QUARTER WINDOW ADJUSTMENTS for 11 styles. Seal inner panel hole cover and front guide attaching screws as specified under REAR QUARTER INNER PANEL SEALING.

WINDOW REAR GUIDE ASSEMBLY

11 Styles

REMOVE AND INSTALL

1. Remove rear quarter trim assembly.

2. Remove large access hole cover from inner panel.

3. Remove rear guide attaching screws (Fig. 3-4).

4. Disengage rear guide from roller on window lower sash channel and remove rear guide from body.

5. To install rear guide assembly, reverse removal procedure. Prior to installation of guide lubricate channel of guide with Lubriplate or its equivalent. Seal inner panel access hole cover and rear guide attaching screws as specified under REAR QUARTER INNER PANEL SEALING.

WINDOW REGULATOR ASSEMBLY— MANUAL AND ELECTRIC

11 Styles

REMOVE AND INSTALL

1. Lower rear quarter window and remove rear quarter trim assembly.

2. Remove access hole cover from inner panel. Remove front guide upper attaching screw and glass run channel attaching screw (See Fig. 3-4).

3. On styles equipped with electric window regulators, disconnect feed wire plug from electric motor.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator or after the regulator assembly is removed from the body. Operation of the motor with the load removed may damage the unit.

4. Remove window regulator attaching screws (Fig. 3-4), disengage regulator arm roller from window lower sash channel cam and remove regulator assembly through large access hole.

NOTE: The procedure for removing the electric motor from the rear quarter window regulator is described and illustrated under REAR DOOR AND/OR REAR QUARTER WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY in the Door Section.

5. To install window regulator assembly, reverse removal procedure. Prior to installing regulator, lubricate regulator and window guide cams as outlined in LUBRICATIONS section.

Seal access hole cover and any screws which have been disturbed as specified under REAR QUARTER INNER PANEL WATER DEFLECTOR.

Adjust window front guide as specified under REAR QUARTER WINDOW ADJUSTMENTS for 11 styles.

Check operation of window prior to installing rear quarter trim and inside hardware.

REAR QUARTER ARM REST ASSEMBLY

37 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and seat back and filler panel.

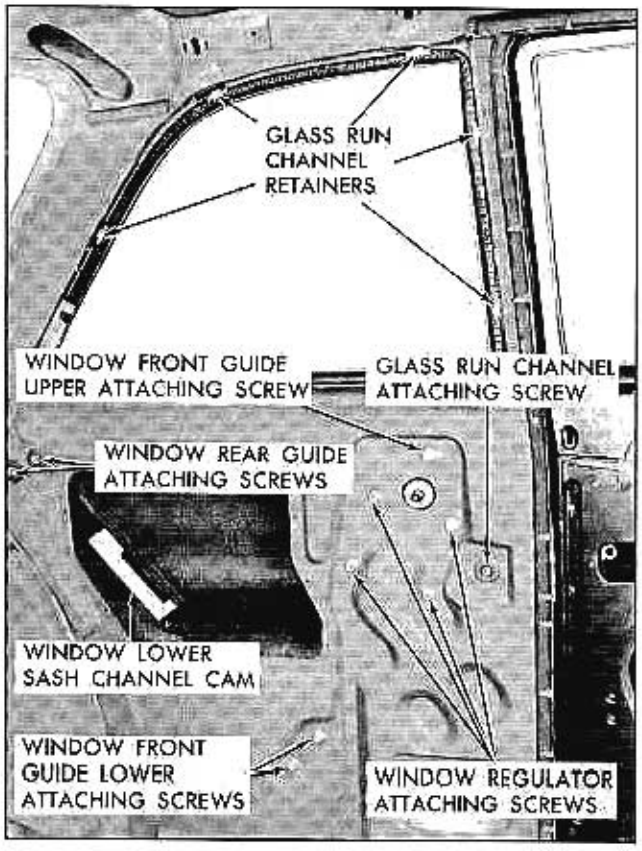


Fig. 3-4 Rear Quarter Hardware—11 Styles

2. Remove attaching screws at front and rear of arm rest.

3. On styles equipped with electrically-operated windows or rear quarter cigar lighter, carefully detach arm rest from rear quarter inner panel sufficiently to disconnect window switch junction block or cigar lighter wires.

4. Remove arm rest assembly from rear quarter panel.

5. To install arm rest assembly, reverse removal procedure.

Where present, check operation of power operated rear quarter window and rear quarter cigar lighter.

TRIM ASSEMBLY

37 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and seat back assemblies and back window side garnish molding.

2. Remove rear quarter arm rest assembly.

3. On styles with manually-operated windows, remove window regulator handle and anti-friction washer.

4. Remove three screws sceuring rear quarter panel filler to quarter panel and remove filler.

5. Using a trim panel removing tool J-6335, carefully pry trim assembly retaining nails from tacking strip; then, lift trim assembly upward to disengage from retainers at top of rear quarter inner panel and remove assembly from body.

6. To install rear quarter trim assembly, reverse removal procedure.

NOTE: If any retaining nails are broken off, they can be replaced with door trim assembly nailing strip replacement tabs which are available as a service part.

WINDOW ASSEMBLY—MANUAL OR ELECTRIC

37 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and back assemblies and rear quarter arm rest and trim assemblies.

2. Remove rear quarter window sealing strip assembly from side roof rail and remove rear quarter inner panel large access hole cover.

NOTE: On styles equipped with electric window regulators, disconnect feed wire connector from electric motor.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator. Operation of the motor with the load removed may damage the unit.

3. With the rear quarter window in the down position remove the lower sash channel cam attaching screws (Fig. 3-5). Detach cam from roller on regulator arm and remove cam.

4. Loosen rear quarter window front guide attaching screws (Fig. 3-5).

5. Lift rear quarter window upward and disengage rollers on window lower sash channel frame from channels of rear quarter window front guide assembly, then remove window from between inner and outer panels.

6. To install rear quarter window assembly, reverse removal procedure. Prior to installation of the window lower sash channel cam, lubricate channels of cam and guide with Lubriplate or its equivalent along entire length of channels.

Adjust rear quarter window for proper alignment and operation as described under REAR QUARTER WINDOW ADJUSTMENTS for 37 styles. Seal all rear quarter hardware attachments which have been disturbed and inner panel access hole cover as specified under REAR QUARTER INNER PANEL SEALING for 37 styles.

WINDOW ADJUSTMENTS

37 Styles

1. Remove rear seat cushion and seat back assemblies. Remove rear quarter arm rest and trim assemblies.

2. To adjust the window fore or aft, loosen the front guide attaching stud nuts (Fig. 3-5). Move the window and guides fore or aft as required; then tighten the front guide attaching stud nuts.

3. To adjust the rear quarter window in or out, loosen the window front guide upper attaching stud nuts (Fig. 3-5). Adjust the studs in or out as required; then tighten stud nuts.

4. To limit the forward and upward travel of the rear quarter window, adjust the regulator lift arm stop (Fig. 3-5) as required.

5. To limit the down travel of the rear quarter window, remove the inner panel large access hole cover, loosen the lower stop assembly attaching bolt (located at the lower end of the window front guide cam) and adjust stop up or down as required.

NOTE: After performing window adjustments, seal hardware attaching screws which have been disturbed, as specified under REAR QUARTER INNER PANEL SEALING for 37 styles.

WINDOW REGULATOR ASSEMBLY—MANUAL AND ELECTRIC

37 Styles

REMOVE AND INSTALL

1. Lower rear quarter window. Remove seat cushion and back assemblies and rear quarter arm rest and trim assemblies.

2. Remove rear quarter inner panel large access hole cover.

NOTE: On styles equipped with electric window regulators, disconnect feed wire plug from electric motor.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator or after the regulator assembly is removed from the body. Operation of the motor with the load removed may damage the unit.

3. Remove window lower sash channel cam attaching screws (Fig. 3-5). Detach cam from roller on regulator lift arm and remove cam.

Lift window to up position and prop in up position.

4. Remove front guide upper and lower attaching stud nuts (Fig. 3-5). Disengage guide cams from rollers on window lower sash channel frame; then remove guide from between quarter panels.

5. Remove rear quarter window regulator attaching screws (Fig. 3-5); then remove regulator assembly through large access hole.

NOTE: The procedure for removing the electric motor from the rear quarter window regulator is described and illustrated under REAR DOOR AND REAR QUARTER WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY in the Door Section.

6. To install the rear quarter window regulator assembly, reverse removal procedure. Seal window regulator attaching points as specified under REAR QUARTER INNER PANEL SEALING for 37 styles.

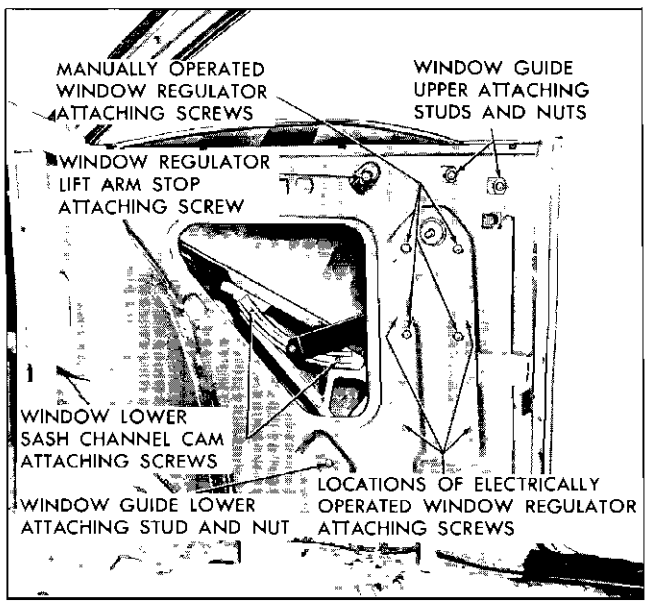


Fig. 3-5 Rear Quarter Hardware—37 Sryles

WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY

37 Styles

REMOVE AND INSTALL

See REAR DOOR AND REAR QUARTER WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY in the Door Section.

WINDOW FRONT GUIDE ASSEMBLY

37 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and seat back. Remove rear quarter arm rest and trim assemblies. Remove rear quarter inner panel large access hole cover.

2. Wiith window in up position remove the window front guide upper and lower attaching stud nuts (Fig. 3-5).

3. Mancuver guide assembly between rear quarter panels so that upper end of guide can be started out of large access hole; then remove guide assembly.

4. To install rear quarter window front guide assembly, reverse removal procedure. Prior to installation of the front guide assembly, lubricate channels of guide with Lubriplate or its equivalent along full length of channels.

Adjust front guide assembly for proper window alignment and operation as described under REAR QUARTER WINDOW ADJUSTMENTS for 37 styles.

Seal front guide attaching screws as specified under REAR QUARTER INNER PANEL SEALING for 37 styles.

WINDOW GLASS RUN OUTER SEALING STRIP

37 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and back assemblies. Remove rear quarter arm rest and trim assemblies.

2. Remove rear quarter inner panel large access hole cover. Loosen window lower stop attaching screw located on lower end of window front guide assembly; then operate window to the extreme low position.

3. Remove sealing strip attaching screws and remove sealing strip from body.

4. To install rear quarter window glass run outer sealing strip, reverse removal procedure.

WINDOW SEALING STRIP (AT ROOF RAIL)

37 Styles

REMOVE AND INSTALL

1. Lower rear quarter window and remove back window side garnish molding.

2. Remove screws securing sealing strip assembly to roof rail; then carefully remove sealing strip from roof rail.

3. To install, first apply a continuous bead of medium-bodied sealer (approximately 1/8" in diameter) to the side roof rail along a line just outside the sealing strip attaching screw holes. Apply a second continuous bead of medium-bodied sealer along a line just inside sealing strip attaching screw holes.

4. To install, reverse removal procedure.

REAR QUARTER LOWER TRIM ASSEMBLY

39, 69 Styles

REMOVE AND INSTALL

1. Remove rear seat cushions and seat back and back window side garnish molding.

2. Using a trim panel removing tool J-6335 carefully pry trim assembly retaining nails from tacking strip; then lift trim assembly upward to disengage from retainers at top of rear quarter inner panel and remove trim from quarter panel.

3. To install rear quarter trim assembly, reverse removal procedure.

REAR QUARTER UPPER TRIM ASSEMBLY

39 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and seat back, and remove rear quarter lower trim assembly.

2. Carefully break cement bond securing trim foundation to quarter panel; then remove trim assembly from quarter panel.

3. To install, first apply trim cement to contacting surfaces of trim foundation and quarter panel; then position trim to quarter panel and press or roll cemented areas to assure a good cement bond. Install rear quarter lower trim assembly and rear seat cushion and back.

FOLDING TOP COMPARTMENT SIDE TRIM PANEL ASSEMBLY

67 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and seat back.

2. Remove attaching screws securing front and rear of side trim panel.

3. Raise trim panel and move it inboard.

4. Disconnect electrical leads, where present, and remove side trim panel.

5. To install folding top compartment side trim panel, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY

67 Styles

REMOVE AND INSTALL

1. Remove folding top compartment side trim panel.

2. On styles with manually operated windows, remove window regulator handle and anti-friction washer.

3. Using a trim panel removing tool J-6335 carefully pry trim assembly retaining nails from tacking strips, then lift assembly upward to disengage from retainers at top of rear quarter inner panel and remove assembly from body.

4. To install rear quarter trim assembly, reverse removal procedure.

NOTE: If any retaining nails are broken off, they can be replaced with door trim assembly nailing strip replacement tabs which are available as a service part.

QUARTER WINDOW ASSEMBLY MANUAL OR ELECTRIC

67 Styles

REMOVE AND INSTALL

1. Lower folding top and operate rear quarter window to a half down position. Remove rear seat cushion and seat back. Remove folding top compartment side trim panel and rear quarter trim assembly.

2. On styles equipped with electric window regulators, remove access hole cover and disconnect the

wiring harness electrical feed plug from the regulator motor.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window is disengaged from regulator. Operation of motor with load removed may damage the unit.

3. Remove window pivot bolt, shown in Fig. 3-6. Disengage window male hinge from female hinge plate; then raise window to disconnect window lower sash channel cam from roller on window regulator lift arm and remove window.

4. To install rear quarter window assembly, reverse removal procedure. Prior to installation lubricate pivot hinge and window lower sash channel cam with Lubriplate or its equivalent.

Adjust rear quarter window for proper alignment and operation, as described under **REAR QUARTER WINDOW ADJUSTMENTS** for 67 styles. Seal window pivot bolt and inner panel access hole cover as specified under **REAR QUARTER INNER PANEL SEALING** for 67 styles.

QUARTER WINDOW ADJUSTMENTS

67 Styles

1. To adjust the limit of the rear quarter window up travel, loosen the window guide upper attaching screws (Fig. 3-6); then adjust upper stop to desired position and tighten guide attaching screws.

2. To adjust the rear quarter window up or down or fore or aft; or to adjust the top or the rear of the window in or out, the folding top compartment side trim panel and rear quarter trim assembly must be removed to gain access to the pivot bolt and adjusting studs.

a. Up or down or fore or aft window adjustment:

Loosen pivot bolt and both adjusting stud nuts (Fig. 3-6). Position window as required; then tighten pivot bolt and stud nuts.

b. In or out adjustment of top of window:

Loosen lower adjusting stud nuts and slightly loosen rear stud nut. Adjust lower stud in or out, as required, then tighten both stud nuts (Fig. 3-6).

c. In or out adjustment of rear of window:

Loosen pivot hinge rear adjusting stud nut and loosen slightly lower adjusting stud nut. Loosen window guide upper attaching nuts and center stud nut (Fig. 3-6). Adjust rear adjusting stud in or out, as required, then tighten both stud nuts. Adjust window guide for proper alignment with window and tighten upper attaching nuts and center stud nut.

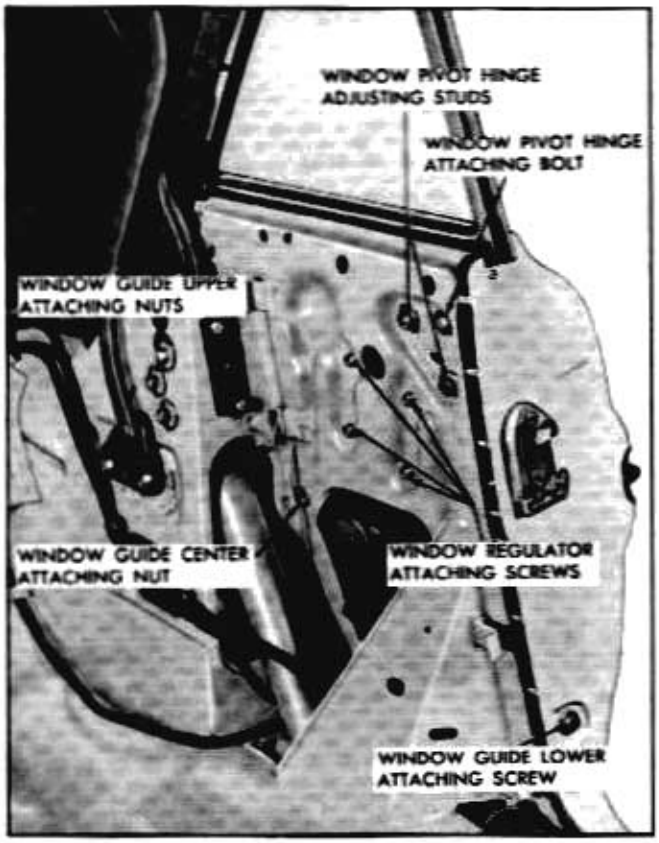


Fig. 3-6 Rear Quarter Hardware—67 Styles

NOTE: After performing any rear quarter window adjustment, seal all attaching screws which have been disturbed as specified under **REAR QUARTER INNER PANEL SEALING** for 67 styles.

QUARTER WINDOW REGULATOR MANUAL OR ELECTRIC

67 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and back, folding top compartment side trim panel and rear quarter trim assembly.

2. Remove rear quarter inner panel access hole cover.

3. Operate window to full up position and prop in up position.

4. On styles equipped with electric window regulators, disconnect feed wire plug from electric motor.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after the regulator assembly is disengaged from the window assembly or after it is removed from the body. Operation of the motor with the load removed may damage the unit.

5. Remove regulator attaching screws (Fig. 3-6). Disengage regulator lift arm roller from window lower sash channel cam and remove regulator assembly through access hole.

6. To install window regulator assembly, reverse removal procedure.

Lubricate regulator sector, window cams and pivot hinge as specified under LUBRICATION Section.

Seal regulator attaching screws and inner panel access hole cover as specified under REAR QUARTER INNER PANEL SEALING for 67 styles.

QUARTER WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY

67 Styles

The procedure for removing the electric motor from the rear quarter window regulator assembly is similar to the procedure described under REAR DOOR AND REAR QUARTER WINDOW REGULATOR ELECTIC MOTOR ASSEMBLY in the Door Section.

QUARTER WINDOW GUIDE

67 Styles

REMOVE AND INSTALL

1. Remove rear seat cushion and seat back. Remove folding top compartment side trim panel, and rear quarter trim assembly.

2. Remove inner panel access hole cover and rear quarter window assembly. On styles equipped with electric window regulators, remove window regulator assembly.

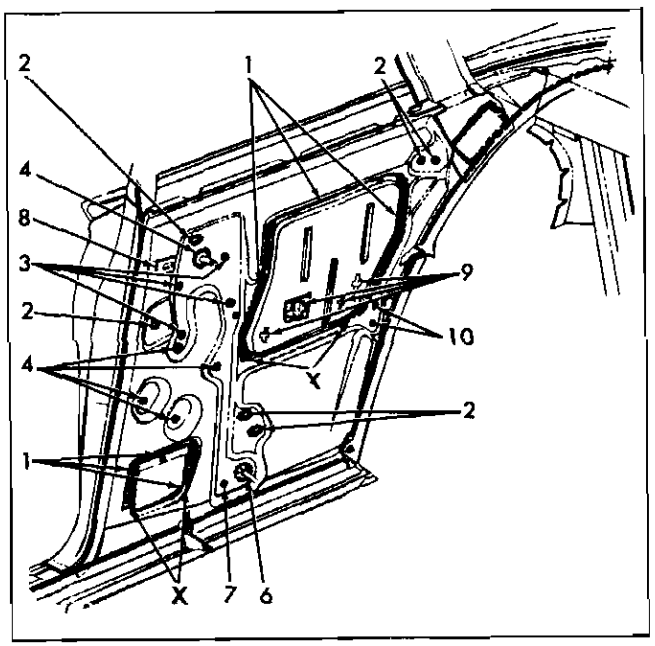


Fig. 3-7 Inner Panel Sealing—11 Styles

3. Remove window guide upper and center attaching nuts and lower attaching screw (Fig. 3-6). Disengage window guide from behind window frame and remove guide through large access hole.

4. To install rear quarter window guide, reverse removal procedure. Adjust window guide for proper window alignment and operation as described under REAR QUARTER WINDOW ADJUSTMENTS for 67 styles.

Seal window guide attaching screws, access hole plug at lock pillar and inner panel access hole cover as specified under REAR QUARTER INNER PANEL SEALING for 67 styles.

QUARTER WINDOW GLASS RUN OUTER SEALING STRIP

67 Styles

REMOVE AND INSTALL

1. Remove rear quarter window assembly.

2. Remove screws securing sealing strip to outer panel and remove strip.

3. To install rear quarter window glass run outer sealing strip, reverse removal procedure.

QUARTER INNER PANEL SEALING

11, 37, 67 Styles

Whenever the rear quarter inner panel seals have been distruhed, the area must be resealed before the rear quarter trim is reinstalled. Following are the rear quarter inner panel openings and hardware attaching locations which must be sealed to prevent water leakage and possible trim damage.

NOTE: When body caulking compound is used, work compound firmly to metal surfaces and feather edges out to obtain good adhesion.

QUARTER INNER PANEL SEALING

11, 37, 67 Styles

For "11" Styles—Fig. 3-7

For "37" Styles—Fig. 3-8

For "67" Styles—Fig. 3-9

The numbers on Fig. 3-7, 3-8 and 3-9 correspond to the following item numbers.

1. *Large and Small Access Hole Covers*—Prior to installation of access hole cover, apply a continuous bead of body caulking compound (approximately 1/8 inch diameter) across top and down sides of quarter

inner panel along flange contacted by cover.

After installation of cover, apply body caulking compound at lower corners of cover, at locations "X", to seal openings where cover flange transition to inside of quarter panel occurs.

2. *Window Guide Attaching Screws*—Apply body caulking compound over window guide attaching screws and holes. Firmly press caulking compound to assure a good bond and watertight seal.

On convertible styles apply weatherstrip adhesive (black) around the window guide attaching hole plug to effect a seal between inner panel and plug.

3. *Manual Window Regulator Attaching Screws*—Apply weatherstrip adhesive (black) over attaching screws.

4. *Electric Window Regulator Attaching Screws*—Apply weatherstrip adhesive (black) over attaching screws.

5. *Window Regulator Spindle Hole Sealing Washer*—Apply weatherstrip adhesive over exposed surface of washer to seal pores of sponge rubber and joint between inner panel and washer.

On convertible Coupe Styles with electrically operated windows apply weatherstrip adhesive (black) around the manual regulator spindle hole; then apply waterproof body tape over spindle hole.

6. *Wire Harness and Grommet Hole* (Styles with Electrically Operated Windows)—Apply weatherstrip adhesive (black) around the grommet and wire to effect a seal between wire and grommet and between grommet and inner panel.

7. *Wire Harness Clip Hole* (Styles with Electrically Operated Windows) – Apply weatherstrip adhesive over hole.

8. *Gage Slot*—Apply waterproof body tape over slot.

Items 9 and 10 for "11" Styles Only (Fig. 3-7).

9. *Arm Rest Anchor Nut* ("11" Styles Only)—Apply body caulking compound over anchor nut and hole to effect a seal around anchor nut, hole and attaching screw when arm rest is installed.

Arm Rest Anchor Nut Hole ("11" Styles Only)—Where anchor nuts are not used, apply waterproof body tape over hole. Press tape firmly to effect a good bond.

10. *Window Stop Attaching Screws* ("11" Styles with Electrically Operated Windows)—Apply weatherstrip adhesive (black) over stop attaching screws.

Item 9 for "37" Styles Only (Fig. 3-8).

9. *Seat Back to Quarter Panel Filler Panel Attaching Screw Holes ("37" Styles Only)*—Apply weatherstrip adhesive (black) over filler panel attaching holes.

Item 9 for "67" Styles Only (Fig. 3-9).

9. *Window Hinge Attaching Screws* ("67" Styles Only)—Apply body caulking compound over hinge attaching screws. Press compound firmly to assure a good bond and watertight seal.

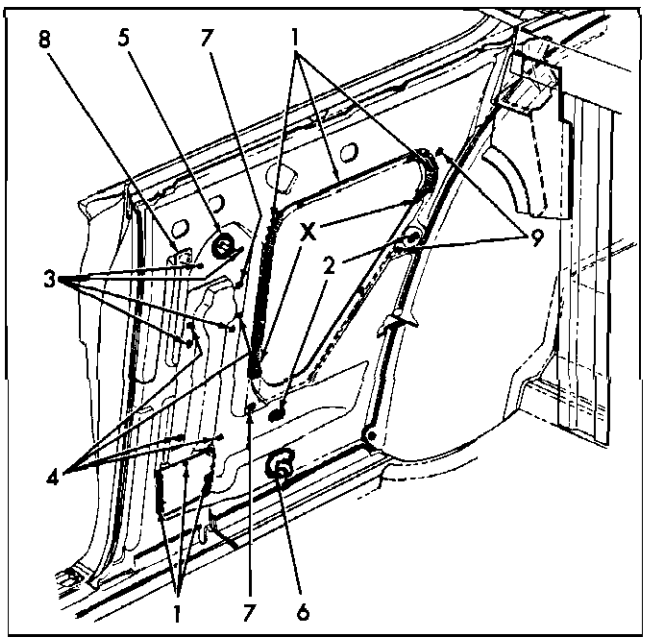


Fig. 3-8 Inner Panel Sealing—37 Styles

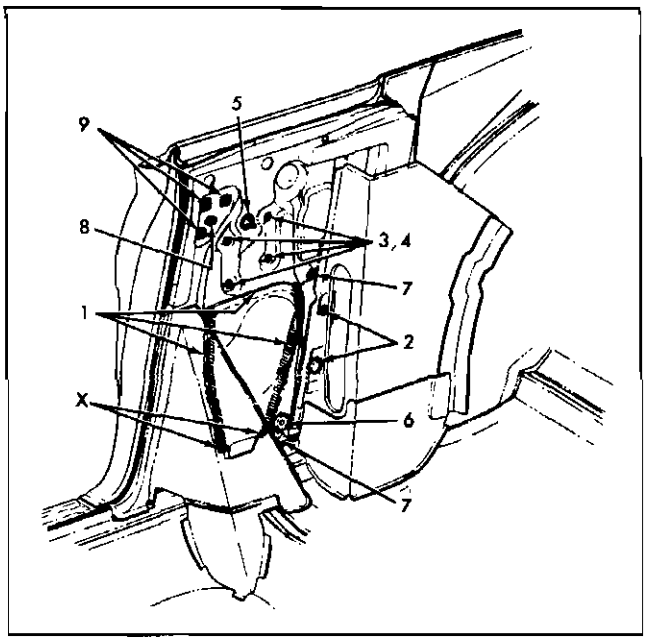


Fig. 3-9 Inner Panel Sealing—67 Styles

REAR QUARTER FRONT TRIM PANEL

35, 45 Styles

REMOVE AND INSTALL

1. Remove rear quarter stationary window front garnish molding.

2. Remove rear quarter front trim panel lower retainer.

3. Remove screws securing trim panel to body.

4. With a clean rubber mallet, tap trim assembly along front edge to free trim assembly retaining nails in slots.

5. With a suitable flat-bladed tool, carefully loosen trim assembly from inner panel.

6. Lift panel upwards to disengage from quarter inner panel, and remove assembly from body. (Fig. 3-10).

7. To install, reverse removal procedure.

REAR QUARTER REAR TRIM PANEL (LEFT SIDE)

35, 45 Styles

REMOVE AND INSTALL

1. On "45" styles, remove screws securing courtesy lamp and switch assembly to trim panel and carefully remove assembly sufficiently to disengage wires at rear of lamp and switch. Remove rear finishing panel (Fig. 3-11).

2. Remove top screw in rear quarter front trim panel and all screws in rear quarter rear trim panel.

3. Lift panel slightly upward to disengage from quarter inner panel and rearward to disengage from rearward section of rear quarter front trim panel. (Fig. 3-10).

4. To install, reverse removal procedure.

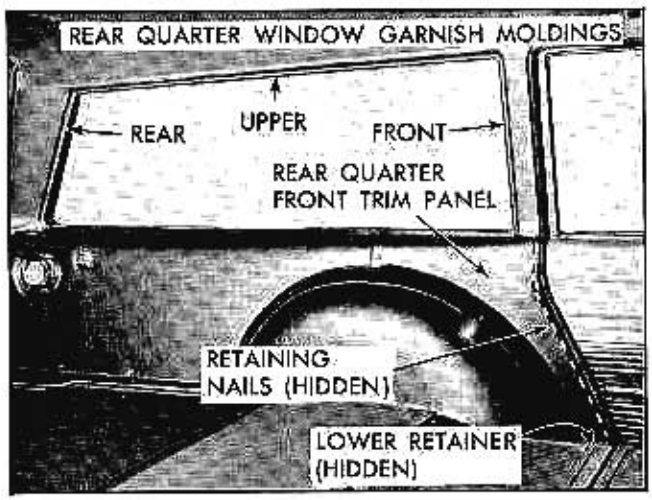


Fig. 3-10 Rear Quarter Trim Assembly—Station Wagon

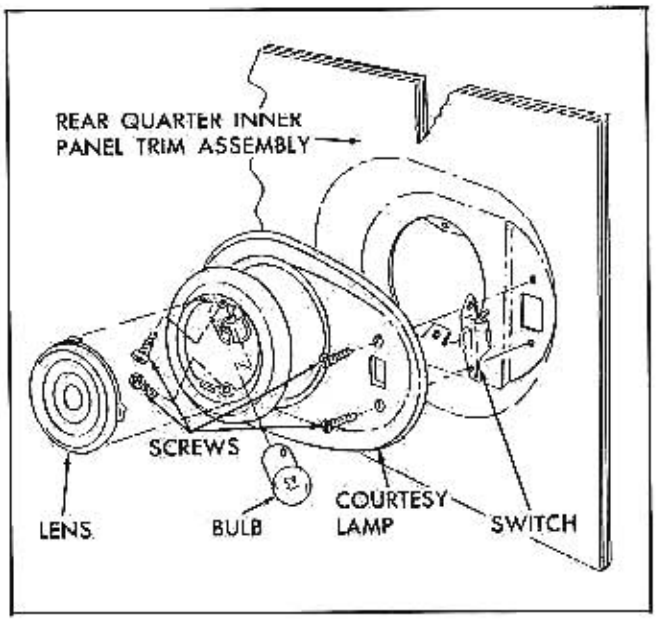


Fig. 3-11 Rear Quarter Courtesy Light

REAR QUARTER WHEELHOUSE PANEL COVER (RIGHT SIDE)

35, 45 Styles

REMOVE AND INSTALL

1. Remove spare tire cover.

2. Remove attaching screws securing trim panel to quarter inner panel and spare tire cover support. (Fig. 3-12).

3. Remove rear quarter front trim panel.

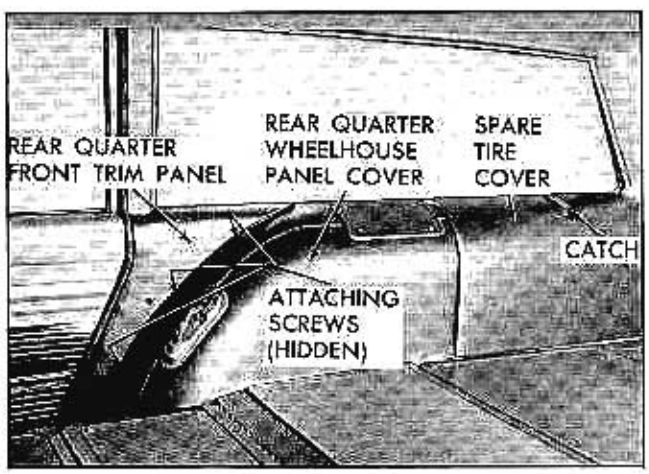


Fig. 3-12 Right Rear Quarter Trim—Station Wagon

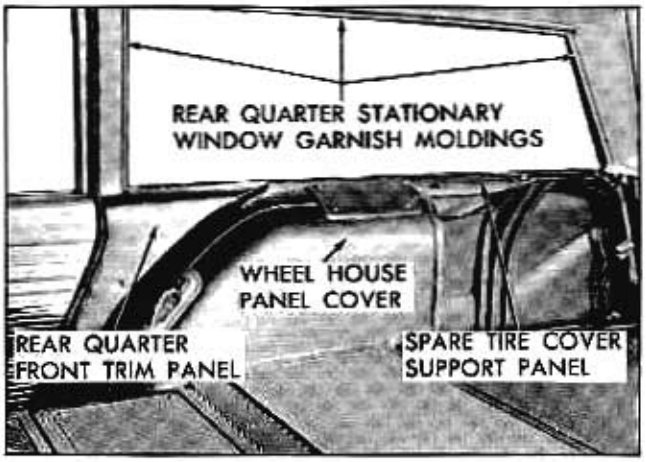


Fig. 3-13 Right Rear Quarter Trim—
Spare Tire Cover Removed

4. Lift panel upward to disengage from quarter inner panel and remove panel from body.

5. To install, reverse removal procedure.

REAR QUARTER STATIONARY WINDOW GARNISH MOLDINGS AND FINISHING PANEL

35, 45 Styles

The rear quarter window front and upper garnish moldings and rear finishing panel are secured by screws. The upper garnish molding overlaps the front garnish molding and rear finishing panel. (Fig. 3-10).

REAR QUARTER STATIONARY WINDOW ASSEMBLY

REMOVE

1. Remove rear quarter stationary window garnish moldings.

2. Remove rear quarter front trim panels, rear quarter rear trim panel, rear quarter wheelhouse panel cover, spare tire cover and spare tire cover support panel (Fig. 3-13).

3. Remove rear quarter stationary window channel lower retainers (one required for right side, two required for left side). (Fig. 3-13).

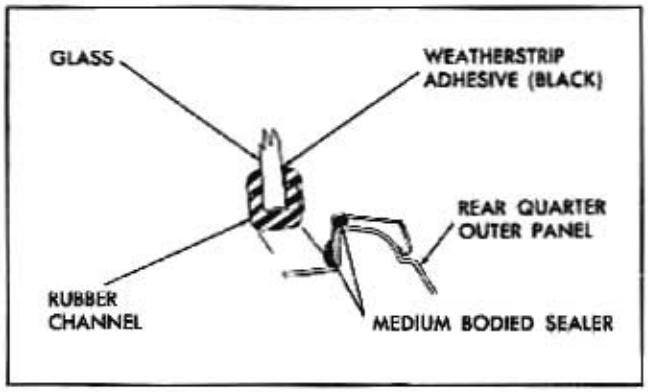


Fig. 3-14 Rear Quarter Stationary Window Sealing

4. Using a suitable tool, carefully break seal between rubber channel and body opening. With aid of helper, carefully push glass and rubber channel inboard and remove assembly from opening.

NOTE: Rubber channel may be removed from glass as a bench operation.

CAUTION: Care should be exercised to make certain glass does not strike body metal during installation. Edge chips can lead to future breaks. Do not attempt to grind glass.

INSTALL

1. Clean off old sealer from rubber channel and body opening to insure a smooth sealing surface.

2. Apply a ribbon of medium-bodied sealer completely around window opening.

3. Install window assembly and window channel lower retainers.

4. Using a plews oiler or any other suitable applicator, apply an approved weatherstrip adhesive (black) between glass and outer wall of rubber channel completely around window. Clean off excess sealer. (Fig. 3-14).

5. Replace all previously removed parts.

REAR END

BACK WINDOW REVEAL MOLDINGS

All 1961 back windows are secured in the body opening by conventional rubber channels. All styles have back window reveal moldings which must be removed to remove the back window and rubber channel assembly.

The following procedures cover removal of back window reveal moldings followed by the back window service procedures.

Back window reveal moldings are secured to the body by a combination of two or more of the following type attachments:

A. Reveal Molding Retaining Clip

B. Reveal Molding Retaining Clip and Screw

C. Reveal Molding Bolt and Clip

D. Reveal Molding Retaining Clip and Molding Clip

E. Reveal Molding Attaching Screw

F. Reveal Molding Clip (At Roof Pinchweld Flange)

The locations where the above type attachments are used are indicated on the illustrations for the various body styles. Also shown in the illustrations are sectional views of the attachments used.

REVEAL MOLDING RETAINING CLIP

The reveal molding retaining clip attachment is used at various locations marked A on all body styles to secure the back window reveal moldings. Whereever this clip is called out in the procedure for removing the back window reveal moldings, refer to the following procedure covering disengagement and engagement of reveal moldings from revcal molding retaining clip.

DISENGAGEMENT AND ENGAGEMENT OF REVEAL MOLDING FROM RETAINING CLIP

Reveal molding retaining clips are snapped over the back window pinchweld or retaining flange and secure the reveal molding by means of barbed prongs. To disengage the reveal molding from the clip requires the use of reveal molding removal tool J-7898-01. Insert end of tool between back window rubber channel and reveal molding. Engage point of tool between retaining clip and molding, then swing tool slightly (Fig. 4-1) to disengage prongs of clip from molding and lift molding free of clip.

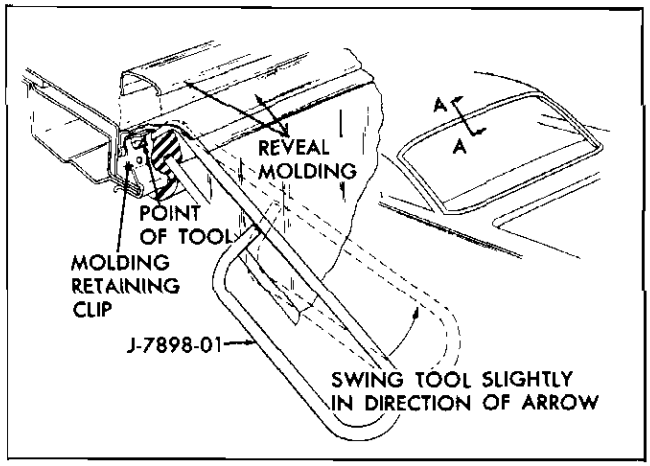


Fig. 4-1 Reveal Molding Removing Tool

IMPORTANT: Do no lift excessively on molding —if clip is disengaged, molding will lift free of clip easily. If clip is not disengaged, any excessive pull on molding will cause prongs of clip to bite harder on molding, thereby making it more difficult to disengage clip from molding. If difficulty is being experienced in disengaging clip, push molding at clip location to relieve pressure of clip prongs on molding while using tool to disengage clip.

An occasional application of a silicone lubricant on end of tool will facilitate inserting tool between reveal molding and rubber channel and sliding tool to engage with clip.

To install molding, position molding so that flange of molding is between body metal and clip; then carefully push molding at retaining clip locations until molding is properly secured by retaining clips.

BACK WINDOW REVEAL MOLDINGS

SIDE REVEAL MOLDING—11, 69 STYLES

Carefully pull back outer lip of back window rubber channel and remove molding attaching screws at locations B and remove molding. To install, reverse removal procedure.

LOWER SIDE REVEAL MOLDING (FIG. 4-2)

11, 69 STYLES

From inside body under inner lip of back window rubber channel, remove nut securing molding bolt

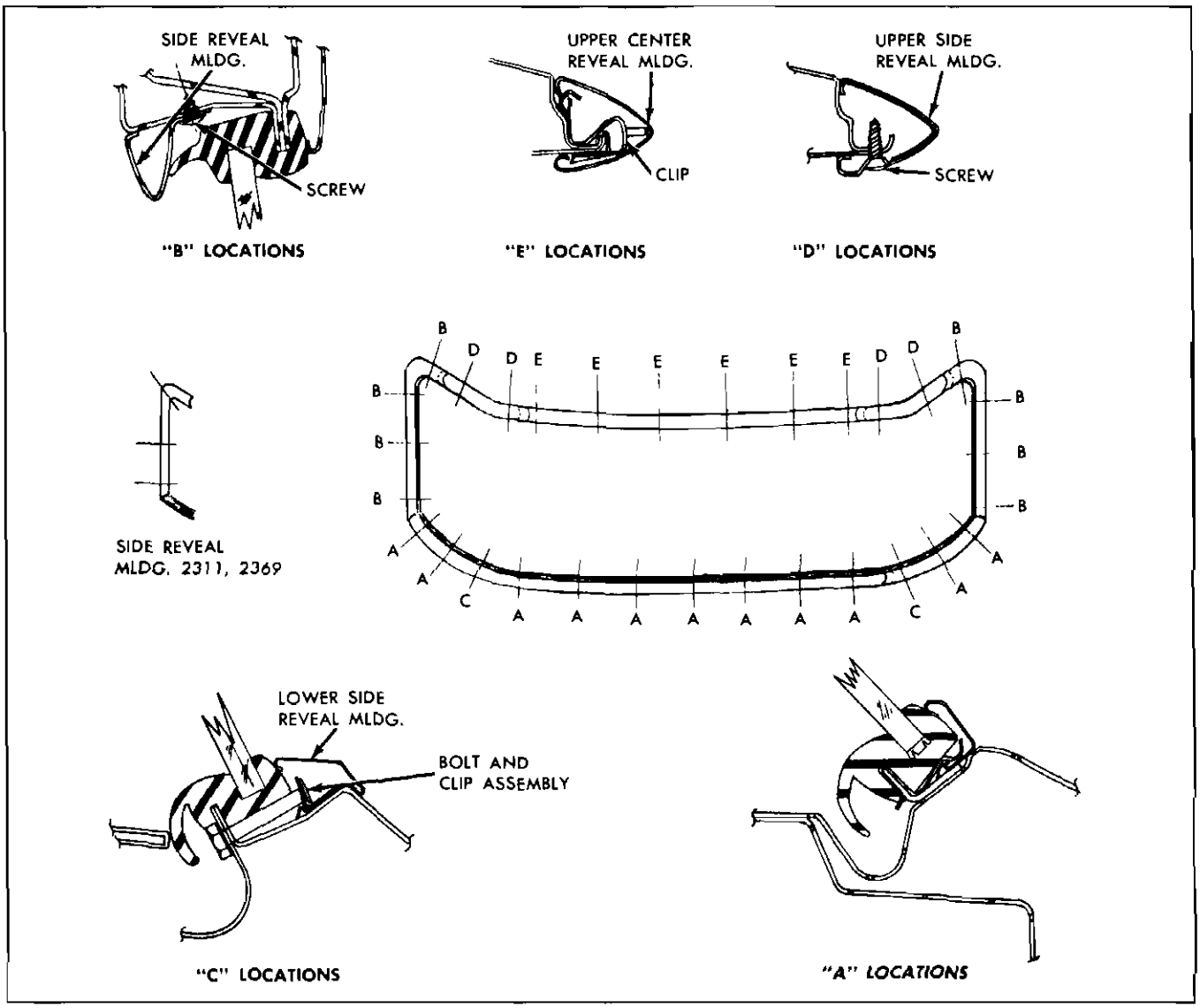


Fig. 4-2 Back Window Reveal Moldings—11, 69 Styles

and clip assembly at location C. From outside of body disengage molding from rear retaining clip A. Slide molding rearward sufficiently to disengage from front retaining clip and remove molding.

To install, position molding to body and engage molding with retaining clip; then, install bolt and clip nut.

LOWER CENTER REVEAL MOLDING (FIG. 4-2)

11, 69 STYLES

Remove lower side reveal molding from one side of body. Disengage molding from retaining clips at locations A. Slide molding from under lower side molding and remove from body.

To install, reverse removal procedure.

UPPER SIDE REVEAL MOLDING (FIG. 4-2)

11, 69 STYLES

From bottom of molding remove screws at locations D; then, slide molding from beneath side reveal molding and remove from body.

To install, reverse removal procedure.

UPPER CENTER REVEAL MOLDING (FIG. 4-2)

11, 69 STYLES

Place a double thickness of masking tape on roof panel adjacent to center reveal molding to protect painted surface. Remove upper side reveal molding from one side of body. Using a flat bladed tool carefully pry upper edge of molding at clip locations

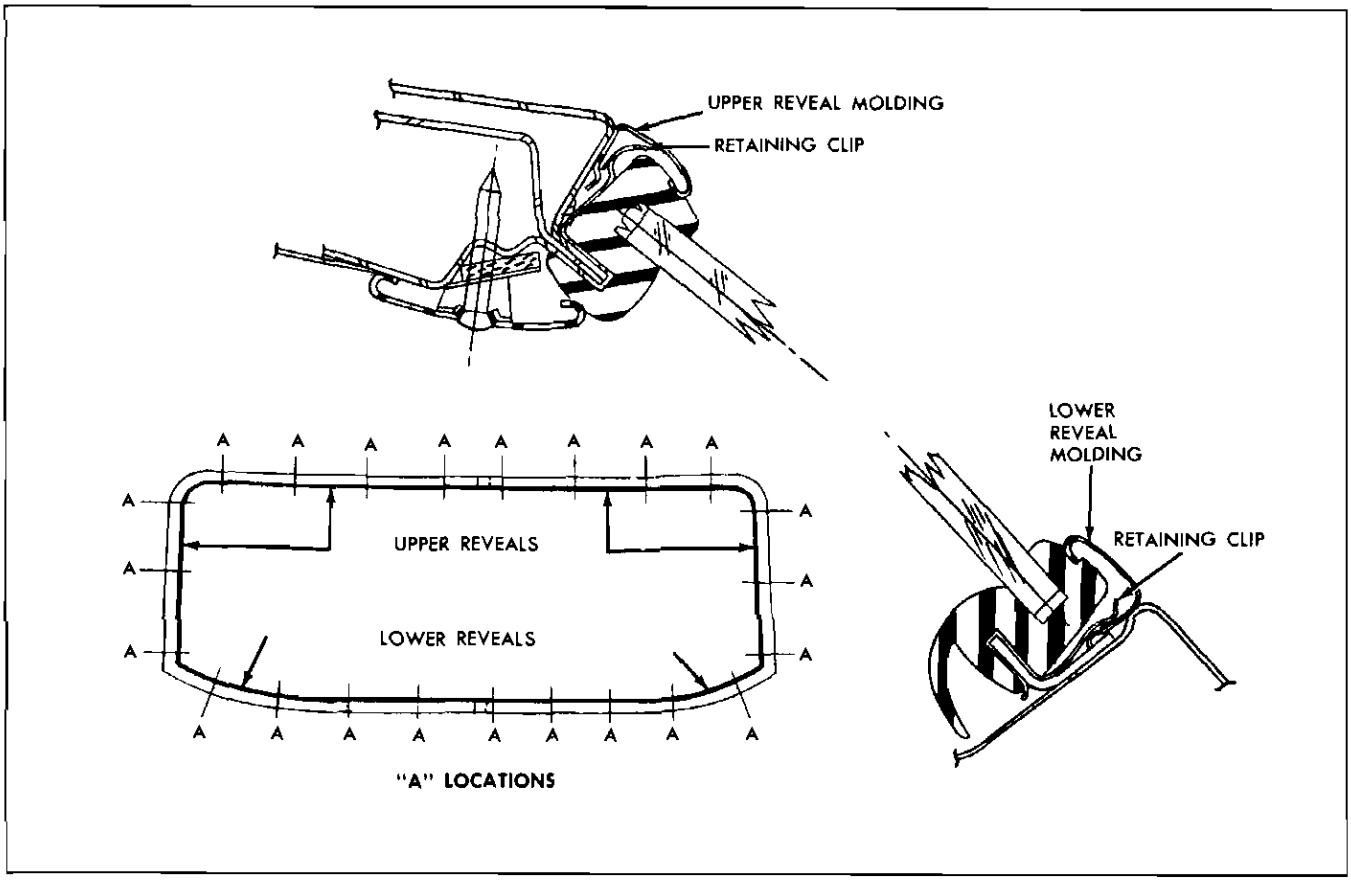


Fig. 4-3 Back Window Reveal Moldings—37 Styles

"E" sufficiently to disengage molding from clips. Slide molding from under upper side reveal molding and remove from body.

To install, reverse removal procedure. Check molding clips for damage and, where necessary, replace clips.

UPPER REVEAL MOLDINGS

37 STYLES

Starting at lower end of molding disengage molding from the first four or five retaining clips "A"; then slide molding off remaining clips by pulling molding towards side of body.

To install, first position molding, then engage molding with retaining clips.

LOWER REVEAL MOLDINGS (FIG. 4-3)

37 STYLES

Disengage lower end of upper reveal molding from first two retaining clips "A". Starting at outer end of lower reveal molding, disengage molding from the first retaining clip "A".

IMPORTANT: Do not use excessive force (prying) to disengage molding from this clip as it may result in damage or breakage of the clip. This clip in addition to being secured by the back window retaining flange may be secured by a screw into the back window opening and, therefore, will not flex as much as clips without the screw.

Disengage molding from the next retaining clip "A"; then slide molding off remaining clips by pulling molding towards side of body.

To install, first position molding then engage molding with retaining clips.

SIDE REVEAL MOLDING (FIG. 4-4)

2339, 2539 STYLES

Remove back window side garnish molding. From inside body under inner lip of back window rubber channel, remove nuts from molding bolt and clip assemblies at locations "B". From outside body disengage retaining clips at locations "A" and remove molding from body.

To install, reverse removal procedure.

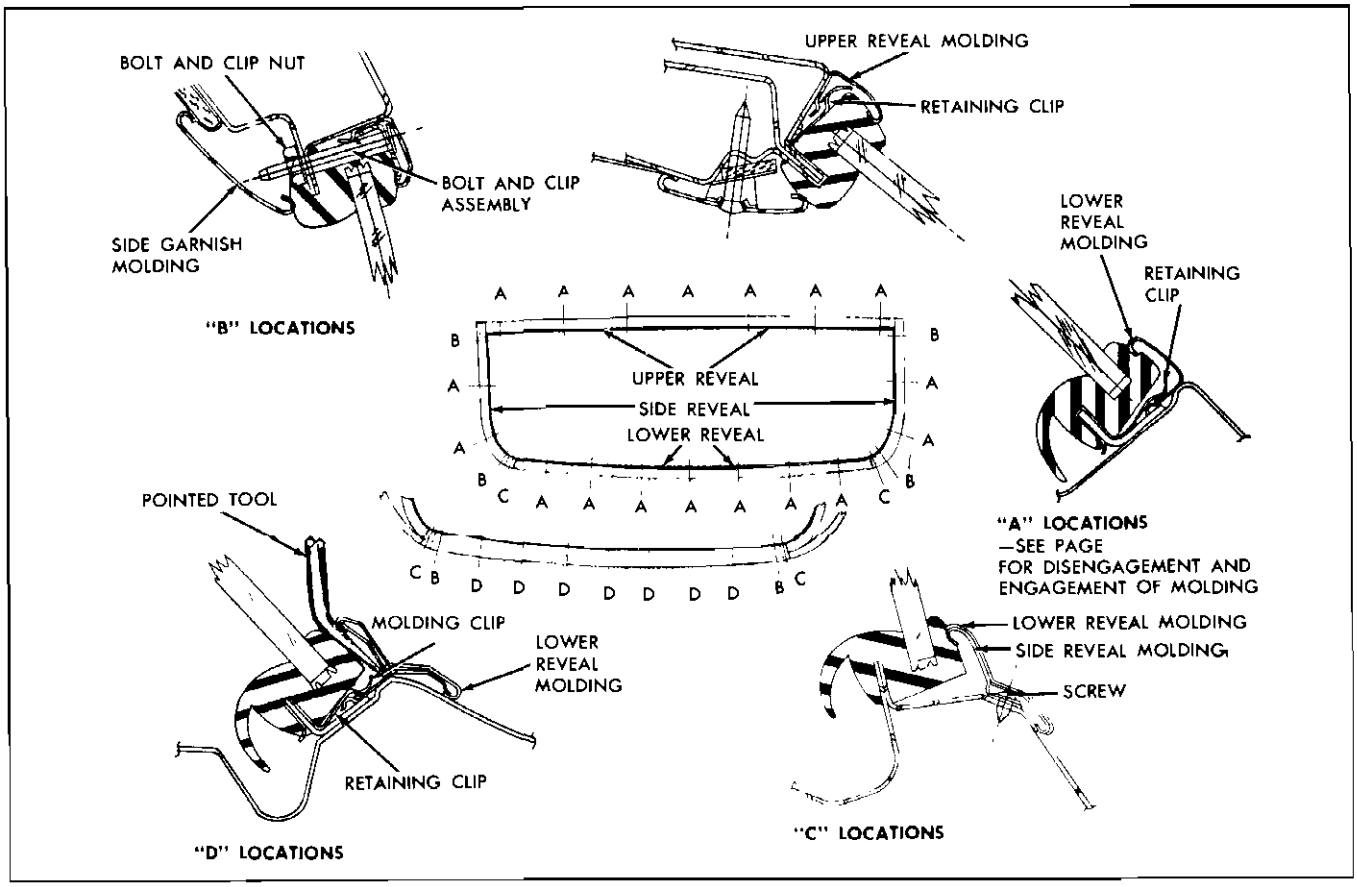


Fig. 4-4 Back Window Reveal Moldings—39 Styles

LOWER REVEAL MOLDING (FIG. 4-4)

2339, 2539 STYLES

From inside body under inner lip of back window rubber channel, remove nut from both right and left side reveal molding lower bolt and clip assemblies B. From outside body disengage both right and left side reveal moldings from retaining clips A. Pull both right and left side reveal moldings away from body sufficiently to remove lower reveal molding attaching screws at locations C. Disengage molding from retaining clips A and remove molding from body.

To install, reverse removal procedure.

UPPER REVEAL MOLDING (FIG. 4-4)

39 STYLES

Remove both right and left back window side garnish moldings. From inside of body under inner lip of back window rubber channel, remove nut from both the right and left side reveal molding upper bolt and clip assemblies. From outside body disengage both right and left side reveal moldings from upper retaining clips "A". Pull side reveal moldings away from rubber channel sufficiently to disengage upper reveal molding retaining clips at locations A; then remove upper reveal molding from body.

To install, reverse removal procedure.

LOWER REVEAL MOLDING (FIG. 4-4)

2639, 2839 STYLES

From inside body under inner lip of back window rubber channel, remove nuts from lower reveal molding bolt and clip assemblies at locations B. Using a reveal molding removal tool J-7898-01 or other similar pointed tool, insert point of tool between molding and rubber channel and engage point of tool with molding clip, as indicated in View D, Fig. 4-4. Push or pull molding clip with tool until clip has moved out of engagement with molding retaining clip on body. Perform this operation at each of the molding clip locations D and remove molding from body.

To install, first slide molding clips in molding so they will be in position to engage with retaining clips on body. Then position molding to body and engage clips.

SIDE REVEAL MOLDING (FIG. 4-4)

2639, 2839 STYLES

From inside body under inner lip of back window rubber channel, remove nut from bolt and clip assembly at upper end of side reveal molding (location B) and outer end of lower reveal molding at location C. Using a reveal molding removal tool J-7898-01 or other similar pointed tool, disengage the first two molding clips D as follows: insert point of tool between molding and rubber channel and engage point of tool with molding clip as indicated in View D, Fig. 4-4; then push or pull molding clip with tool until clip has moved out of engagement with molding retaining clip on body. Remove screw securing lower end of side reveal molding at location C. Disengage side reveal molding from retaining clips A and remove molding from body.

To install, reverse removal procedure.

BACK WINDOW ASSEMBLY

37 STYLES

REMOVE

1. Place protective coverings over rear seat cushion and back, over parcel shelf trim and over painted surfaces around back window.

2. Remove back window garnish moldings.

3. Remove back window reveal moldings.

4. From inside body carefully break seal between lip of rubber channel and pinchweld flange completely around back window.

5. Carefully push back window and rubber channel assembly outward until lip of rubber channel is disengaged from body pinchweld flange.

6. With aid of a helper, lift complete assembly from body opening and place on a protected surface. Remove rubber channel from glass.

INSTALL

IMPORTANT: Care should be exercised to make certain glass does not strike body metal during installation as edge chips can cause tempered plate glass to shatter. DO NOT attempt to grind glass.

1. Clean original sealer from back window body opening and rubber channel and install rubber channel to glass.

IMPORTANT: Before installing back window glass, check the back window body opening and pinchweld flange for any irregularities and correct, where necessary.

2. Check installation of reveal molding clips at pinchweld and retaining flanges and replace clips, where necessary. If replacing clips, apply medium-bodied sealer to opening rabbet, prior to installing clips. (1 in View A Fig. 4-5).

3. Apply a continuous ribbon of medium-bodied sealer (approximately ½" wide by ¼" thick) on wall of rabbet, completely around opening. (2 in Section B-B Fig. 4-5).

4. Insert a strong cord into pinchweld cavity of rubber channel; tie ends together at bottom center and tape to inside surface of glass.

5. Apply a continuous ribbon of medium-bodied sealer (approximately ½ inch wide by ¼ inch thick) to base of rubber channel across top and down sides at opening. (3 in Section B-B Fig. 4-5).

6. With aid of a helper, position back window assembly into body opening. While helper is applying hand pressure to outside surface of glass, use a hooked tool or other suitable tool to pull inner lip of rubber channel (located along lower portion of channel) over retaining flange along bottom of opening.

7. With aid of helper applying hand pressure to outside surface of glass, pull cords in rubber channel and, where necessary, use a hooked tool to seat lip of rubber channel over body flanges across bottom, up sides and across top of window opening.

IMPORTANT: If, during the string pulling operation, the rubber lip is not seating properly over the body flange, check for location where the rubber channel is tight against the body flange preventing forward movement of the glass and chan-

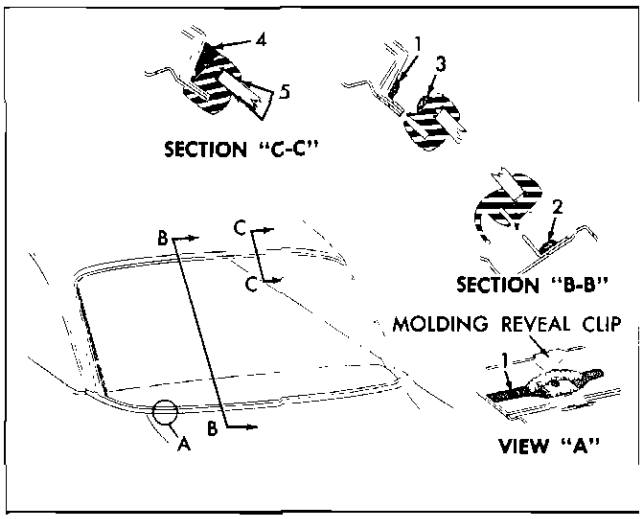


Fig. 4-5 Back Window Sealing—37 Styles

nel assembly into the opening. Using a hooked tool, seat the rubber lip over the body flange at any tight location before proceeding with the cord pulling sequence.

8. Using a pressure type applicator, apply sufficient medium-bodied sealer to completely fill any openings between rubber channel and body completely around rubber channel. (4 in Section C-C Fig. 4-5).

9. Using a pressure type applicator (pistol type oiler) apply weatherstrip adhesive (black) between rubber channel and glass on inside and outside of glass around entire perimeter of glass (5 in Section C-C Fig. 4-5). Application of adhesive should be continuous with no skips.

10. Install back window moldings as described under BACK WINDOW REVEAL MOLDINGS.

11. Clean off excess sealer and cement; install previously removed parts and remove protective coverings.

BACK WINDOW ASSEMBLY

11 AND 69 STYLES

REMOVE

1. Remove rear set cushion and back, and both right and left quarter trim assemblies. Place protective coverings over parcel shelf trim and over painted surfaces around back window.

2. Remove back window garnish moldings. Remove back window lower side and lower center reveal moldings.

3. From inside body carefully break seal between lip of rubber channel and pinchweld flange completely around back window.

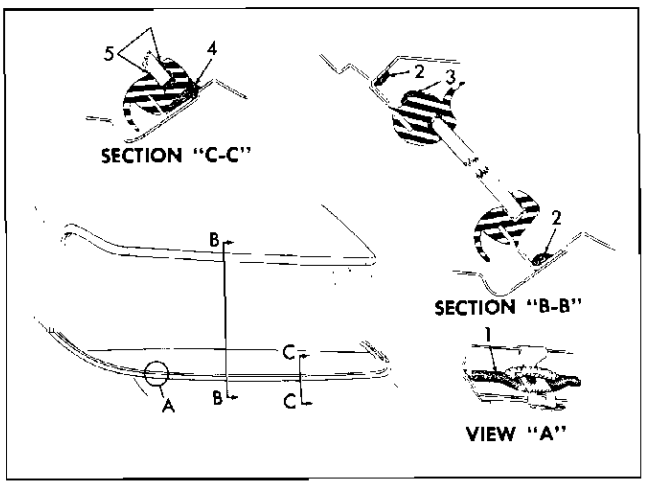


Fig. 4-6 Back Window Seoling—11, 69 Styles

4. Carefully push back window and rubber channel assembly outward until lip of rubber channel is disengaged from body pinchweld flange.

5. With aid of a helper, lift complete assembly from body opening and place on a protected surface. Remove rubber channel from glass.

INSTALL

IMPORTANT: Care should be exercised to make certain glass does not strike body metal during installation as edge chips can cause tempered plate glass to shatter. DO NOT attempt to grind glass.

1. Clean original sealer from back window body opening and rubber channel and install rubber channel to glass.

IMPORTANT: Before installing back window glass, check the back window body opening pinchweld flange for any irregularities and correct, where necessary.

2. Check installation of lower reveal molding clips at pinchweld and retaining flanges and replace clips, where necessary. If replacing clips, apply medium-bodied sealer to opening rabbet prior to installing clips. (1 in View A, Fig. 4-6).

3. Apply a continuous ribbon of medium-bodied sealer (approximately ½ inch wide by ¼ inch thick) on wall of rabbet completely around opening. (2 in Section B-B, Fig. 4-6).

4. Insert a strong cord in pinchweld cavity of rubber channel; tie ends together at bottom center and tape to inside of glass.

5. Apply a continuous ribbon of medium-bodied sealer (approximately ½ inch wide x ¼ inch thick) to base of rubber channel across top and down sides of rubber channel. (3 in Section B-B, Fig. 4-6).

6. With aid of a helper, position back window assembly into body opening. While helper is applying hand pressure to outside surface of glass, use a hooked tool or other suitable tool to pull inner lip of rubber channel (located along lower portion of channel) over retaining flange along bottom of opening.

7. With aid of helper applying hand pressure to outside surface of glass, pull cords in rubber channel and, where necessary, use a hooked tool to seat lip of rubber channel over body flanges at sides, across bottom and across top of window opening.

IMPORTANT: If, during the string pulling operation, the rubber lip is not seating properly over the body flange, check for location where the rubber channel is tight against the body flange pre-

venting forward movement of the glass and channel assembly into the opening. Using a hooked tool, seat the rubber lip over the body flange at any tight location before proceeding with the cord pulling sequence.

8. Using a pressure type applicator, apply sufficient medium-bodied sealer to completely fill the wedge shaped opening between rubber channel and body across bottom of channel. (4 in Section C-C, Fig. 4-6).

9. Using a pressure type applicator (pistol type oiler) apply weatherstrip adhesive (black) between rubber channel and glass on inside and outside of glass around entire perimeter of glass. (5 in Section C-C Fig. 4-6). Application of adhesive should be continuous with no skips.

10. Install back window lower reveal moldings as described under BACK WINDOW REVEAL MOLDINGS.

11. Clean off excess sealer and adhesive; install previously removed parts and remove protective coverings.

BACK WINDOW ASSEMBLY

39 STYLES

REMOVE

1. Place protecting coverings over rear seat cushion and back, over parcel shelf trim and over painted surfaces around back window.

2. Remove back window garnish moldings.

3. Remove back window upper reveal moldings.

4. From inside body carefully break seal between lip of rubber channel and pinchweld flange completely around back window.

5. With aid of a helper, carefully push upper portion of glass outward; then lift glass upward and remove from body. Place glass on a protected surface.

6. Remove back window rubber channel from body opening.

7. Remove back window side and lower reveal moldings.

INSTALL

IMPORTANT: Care should be exercised to make certain glass does not strike body metal during installation as edge chips can cause tempered plate glass to shatter. DO NOT attempt to grind glass.

1. Clean original sealer from back window body opening and rubber channel and install rubber channel to glass.

IMPORTANT: Before installing back window glass, check the back window body opening and pinchweld flange for any irregularities and correct, where necessary.

2. Check installation of reveal molding clips at pinchweld and retaining flanges and replace clips, where necessary. If replacing clips, apply medium-bodied sealer to opening rabbet, prior to installing clips. (1 in View A, Fig. 4-7)

3. Apply a continuous ribbon of medium-bodied sealer (approximately ½ inch wide by ¼ inch thick) on wall of rabbet completely around opening. (2 in Section B-B, Fig. 4-7).

4. Insert a strong cord into pinchweld cavity of rubber channel; tie ends together at bottom center and tape to inside surface of glass.

5. Apply a continuous ribbon of medium-bodied sealer (approximately ½ inch wide by ¼ inch thick), completely around base of rubber channel. (3 in Section B-B, Fig. 4-7).

6. With aid of a helper, position back window assembly into body opening. While helper is applying hand pressure to outside surface of glass, use a hooked tool or other suitable tool to pull inner lip of rubber channel (located along lower portion of channel) over retaining flange along bottom of opening.

7. With aid of helper applying hand pressure to outside surface of glass, pull cords in rubber channel and, where necessary, use a hooked tool to seat lip of rubber channel over body flanges at sides, across bottom and across top of window opening.

IMPORTANT: If, during the string pulling operation, the rubber lip is not seating properly over the

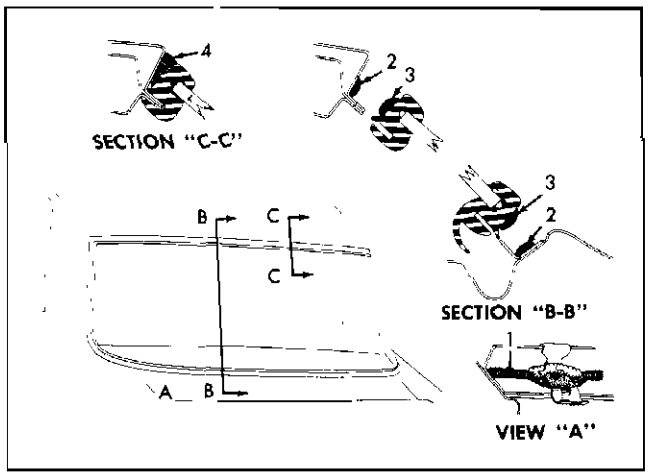


Fig. 4-7 Back Window Sealing—39 Styles

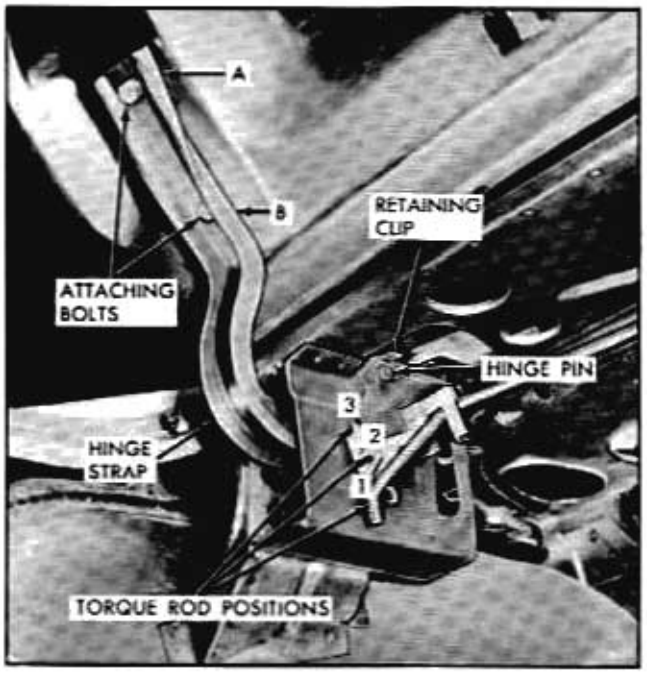


Fig. 4-8 Rear Compartment Hinge and Torque Rod

body flange, check for location where the rubber channel is tight against the body flange preventing forward movement of the glass and channel assembly into the opening. Using a hooked tool, seat the rubber lip over the body flange at any tight location before proceeding with the cord pulling sequence.

8. Using a pressure type applicator, apply sufficient medium-bodied sealer to completely fill the wedge shaped opening between rubber channel and body across top of channel. (4 in Section C-C, Fig. 4-7).

9. Using a pressure type applicator (pistol type oiler) apply weatherstrip adhesive (black) between rubber channel and glass on inside and outside of glass around entire perimeter of glass. (5 in Section C-C, Fig. 4-6) Application of adhesive should be continuous with no skips.

10. Install back window reveal moldings as described under BACK WINDOW REVEAL MOLDINGS.

11. Clean off excess sealer and adhesive; install previously removed parts and remove protective coverings.

REAR COMPARTMENT

The rear compartment lid employs two torsion rods between the hinge assemblies as a counterbalance and hold open for the lid. Notches are provided at the hinge assemblies for rod adjustment. The rear compartment lid lock employs the use of a side action snap-bolt mechanism to conform to the thin section design of the rear compartment lid. The end of the lock assembly enters the striker when the lid is closed and acts as a guide. A single section cement-on type weatherstrip is used on all styles and is cemented to the rear compartment and gutter assembly.

REAR COMPARTMENT LID

REMOVE AND INSTALL

1. Open lid and place protective covering along edges of rear compartment opening to prevent damage to painted surface.

2. Disengage wire harness from clips on hinge and rear compartment lid inner panel and remove wire harness from lid where necessary.

3. Mark location of hinge straps on lid inner panel.

4. With aid of helper remove lid attaching bolts (Fig. 4-8) and remove rear compartment lid.

5. To install rear compartment lid, reverse removal procedure. Align lid with scribe marks before tightening hinge attaching bolts.

REAR COMPARTMENT LID ADJUSTMENTS

1. To adjust compartment lid forward or rearward, or from side to side in body opening, loosen both hinge strap attaching bolts and adjust lid as required; then tighten bolts.

2. To adjust compartment lid at hinge area up or down, install shims between lid inner panel and hinge straps as follows:

a. To raise front edge of lid at hinge area, place shim between lid inner panel and forward portion of one or both hinge straps at B (Fig. 4-8).

b. To lower front edge of lid at hinge area, place shim between lid inner panel and rearward portion of one or both hinge straps at A (Fig. 4-8).

3. To check lid lock bolt engagement with striker, see REAR COMPARTMENT LID LOCK STRIKER ENGAGEMENT CHECK.

REAR COMPARTMENT LID HINGE

REMOVE

1. Place protective covering over body around upper portion of rear compartment opening and provide support for lid on side where hinge is to be removed.

2. Remove rear compartment side trim foundation

at hinge area if necessary. If left hinge is being removed, disengage wire harness from clip on left hinge. Remove hinge torque rod covers.

3. Mark location of hinge strap on lid inner panel and remove bolts securing hinge strap to lid.

4. With a suitable tool disengage torque rod from notched retainer on inboard face of opposite hinge box (Fig. 4-8).

Mark retainer notch before removing torque rod to insure that rod is installed in same position.

5. Disengage opposite end of torque rod from movable portion of hinge strap and remove rod.

6. Bend up hinge pin retaining tab on inboard face of hinge box (Fig. 4-8); remove hinge pin and then remove hinge from box.

INSTALL

1. Position hinge in hinge box and install hinge pin. Bend over retaining tab to secure hinge pin.

2. Position hinge strap within scribe marks on lid inner panel and install attaching bolts.

3. Install U shaped end of torque rod to hinge box making certain outer end of rod is engaged in hole in outboard face of hinge box.

4. Engage torque rod to lower movable portion of hinge and engage other end of rod to correct retaining notch in inboard face of opposite hinge box.

5. Check alignment of rear compartment lid and make any necessary adjustments.

6. Replace wire harness if left hinge was removed.

7. Replace all previously removed trim.

REAR COMPARTMENT TORQUE ROD ADJUSTMENT

The amount of effort required to open and close the rear compartment lid is determined by the position of the torque rods in the notches on the inboard face of the hinge boxes. If the torque rod is located in the lowest or rearward notch (position 1), the amount of effort required to open the lid is the greatest and the amount of effort required to close the lid is the least. If the torque rod is located in the top or most forward notch (position 3) the amount of effort to open the lid is the least and the amount of effort to close the lid is the greatest. See Fig. 4-8.

NOTE: It is not necessary to adjust the left and right hand torque rods at the same time or to the same final position (notch).

REAR COMPARTMENT LID LOCK CYLINDER

The rear compartment lid lock cylinder is secure to the rear end outer panel by a metal retainer.

REMOVE AND INSTALL

1. Open rear compartment lid.

2. Remove lock cylinder retainer (Fig. 4-9) and remove lock cylinder assembly.

3. To install, reverse removal procedure, making certain lock cylinder gasket seals to the rear end outer panel. Check for proper operation.

REAR COMPARTMENT LID LOCK

The rear compartment lid lock is attached to the rear end panel lock support by screws (Fig. 4-9).

REMOVE AND INSTALL

1. Open rear compartment lid.

2. Remove rear compartment lock cylinder retainer and remove cylinder assembly.

3. Remove lock attaching screws and lock assembly

4. To install, reverse removal procedure and check for proper operation of lock and lock cylinder.

REAR COMPARTMENT LID LOCK STRIKER

The rear compartment lid lock striker is attached to the rear compartment lid inner panel by screws (Fig. 4-9).

REMOVE AND INSTALL

1. Open rear compartment lid.

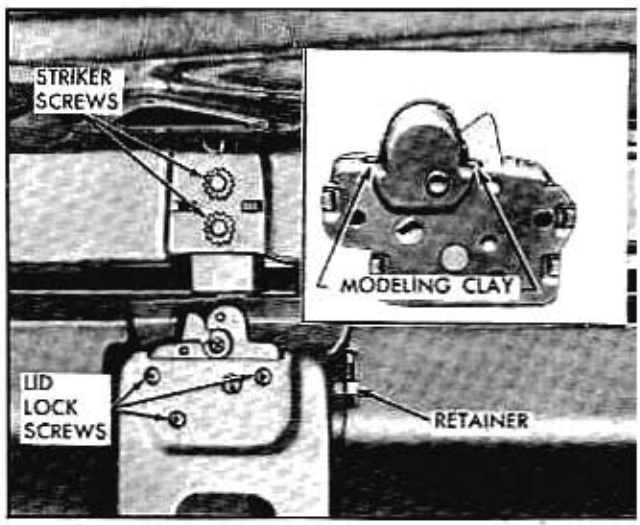


Fig. 4-9 Lid Lock and Striker

2. Mark location of striker on lid inner panel.

3. Remove attaching screws and striker.

4. To install, position striker within scribed marks, install attaching screws, check for proper operation and tighten attaching screws.

IMPORTANT: Since the rear compartment lock frame acts as a guide when entering the striker, make sure rear compartment lid is properly positioned in body opening before performing striker engagement check. To check for proper engagement of rear compartment lid lock bolt with striker, use the following procedure:

1. Insert a small quantity of modeling clay on frame of lock at both sides of the lock bolt as shown in inset of Fig. 4-9. Close lid with moderate force.

2. Open lid and check amount of engagement of striker with lock frame as indicated by the compression of the clay. The striker bar impressions in the clay should be even on both sides of the lock frame. Where required, loosen striker attaching screws; adjust striker sideways or up or down to obtain proper engagement; then tighten screws.

REAR COMPARTMENT WEATHERSTRIP

REMOVE

1. Separate butt ends of weatherstrip at rear of compartment opening.

2. Using a flat-bladed tool, carefully disengage weatherstrip from its cement bond in gutter around entire perimeter of rear compartment and remove weatherstrip.

INSTALL

1. Clean out gutter around entire rear compartment opening to provide a clean cementing surface.

2. Apply a continuous coat of weatherstrip cement (neoprene type) along the lower and outer surfaces of the rear compartment gutter as indicated at 1 in Fig. 4-10 around full length of gutter.

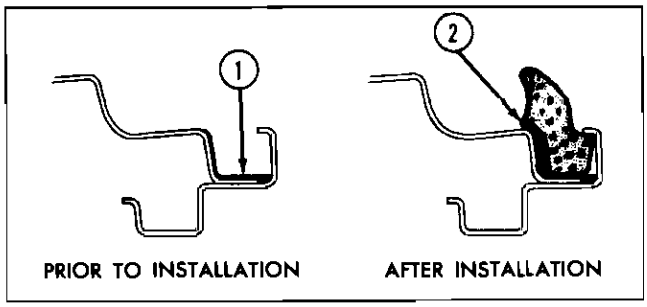


Fig. 4-10 Rear Compartment Weatherstrip

3. Using a flat-bladed tool such as a putty knife or headlining inserting tool, insert weatherstrip into gutter starting with one end of weatherstrip at rear center of gutter and working completely around gutter.

4. If installing new weatherstrip, trim end of weatherstrip to form a butt joint at rear center of opening. Brush weatherstrip adhesive (black) on both ends of weatherstrip and secure ends together to form a butt joint.

5. Using a pressure type applicator, apply weatherstrip cement (neoprene type) between weatherstrip and outer surface of gutter as indicated at 2 in Fig. 4-10 completely around gutter to assure a watertight seal.

6. Roll or press weatherstrip to aid in obtaining a good cement bond and proper retention of the weatherstrip. Allow sufficient time for cement to set before closing rear compartment lid.

TAIL GATE

All tail gates incorporate either a manually operated or electrically operated tail gate window which can be lowered into the tail gate or raised into the upper portion of the back body opening. The manually operated tail gate window is operated by means of a window regulator control handle (folding type) located in the tail gate outer panel. The electrically operated tail gate window can be operated from any of the control switches: (1) the control switch located on instrument panel; or (2) the lock cylinder control switch (key operated) located in tail gate outer panel. In addition, on nine passenger station wagon styles the window can be operated by a control switch located in the upper portion of the left rear quarter trim assembly. A switch located at the right tail gate lock prevents the up cycle operation of the electrically operated tail gate window when the tail gate is not completely closed.

After lowering the tail gate window, the tail gate can be opened by means of a tail gate lock remote control inside handle located at the tail gate belt finishing molding. The tail gate lock remote control incorporates a safety feature which prevents operation of the inside handle unless the tail gate window is in the full down position.

The tail gate is counterbalanced by a single torque strap extending between the tail gate hinges and secured in the center by a retainer attached to the tail gate. Fig. 4-11 is a phantom view which identifies and shows the relationship of major component parts of the tail gate assembly.

TAIL GATE ASSEMBLY

Due to the design of the tail gate hinges, the most practical method of removing the tail gate assembly from the body is to remove the tail gate from the hinges. Where necessary to remove a tail gate hinge the rear bumper must be loosened on the side from which the hinge is being removed to gain clearance for removing the hinge from the body.

REMOVE

1. Open tail gate. Raise floor-to-tail gate filler panel and prop in up position.

2. Remove tail gate inner cover panel lower retainer and inner cover panel. On 2735 style, remove tail gate skid strips, tail gate inner cover panel finishing moldings and tail gate inner cover panel.

3. Carefully remove inner panel water deflector.

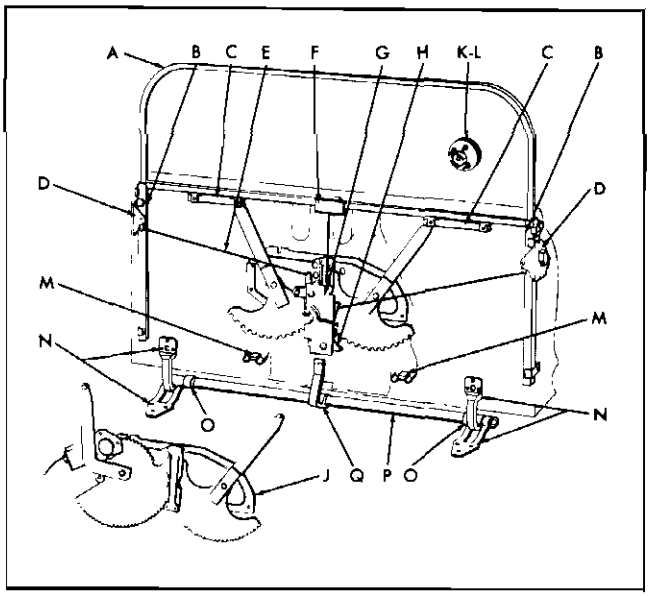
4. On styles equipped with electrically operated tail gate window, operate window to full down position and remove lock cylinder switch and escutcheon assembly as described under TAIL GATE WINDOW LOCK CYLINDER SWITCH AND ESCUTCHEON ASSEMBLY. Disconnect harness connector from regulator motor, detach harness at clips inside tail gate and remove harness from tail gate.

5. Mark position of tail gate hinge (tail gate side) to facilitate installation in same position.

6. Loosen (DO NOT REMOVE) tail gate-to-hinge attaching bolts at both hinges and torque strap center retainer attaching bolts (Fig. 4-12).

7. Suitably support tail gate to facilitate detachment of tail gate supports; then remove support attaching screws from both sides of tail gate and fold tail gate supports against body.

8. With aid of a helper raise tail gate to approximately a vertical position to relieve torque from strap; then remove tail gate-to-hinge attaching bolts and torque strap center retainer attaching bolts (Fig. 4-12). Lift tail gate assembly upward to remove from hinges and torque strap center retainer.



A. Window Assembly
B. Window Glass Side Run Channel—Right and Left
C. Window Lower Sash Channel Cam—Right and Left
D. Lock Assembly—Right and Left
E. Lock Remote Control Connecting Rod—Right and Left
F. Lock Remote Control Inside Handle—Includes Push Rod
G. Lock Remote Control Assembly
H. Lock Remote Control Locking Lever—Actuated by Window
I. Window Regulator Assembly—Manual
J. Window Regulator Assembly—Electric
K. Window Regulator Outside Handle
L. Window Regulator Outside Lock Cylinder Switch and Escutcheon
M. Window Rubber Bumper Stops
N. Hinge Assembly—Right and Left
O. Hinge Torque Strap Retainer—At Right and Left Hinge
P. Hinge Torque Strap
Q. Hinge Torque Strap Center Support

Fig. 4-11 Phantom View—Tail Gate

INSTALL

1. Clean off old sealer from tail gate hinge straps (tail gate side) and apply a coat of heavy-bodied sealer to attaching surface of hinge straps, as indicated at 1 in Fig. 4-13.

2. With aid of a helper, hold tail gate assembly in approximately a vertical position and position gate to hinges. Install one hinge bolt at one hinge; lift opposite side of tail gate upwards sufficiently to engage torque strap center retainer with torque strap and tail gate; then loosely install hinge attaching bolts at both hinges and torque strap retainer attaching bolts.

3. Install tail gate supports to tail gate. Align tail gate on hinges within previously made scribe marks and tighten hinge attaching bolts and torque strap retainer attaching bolts.

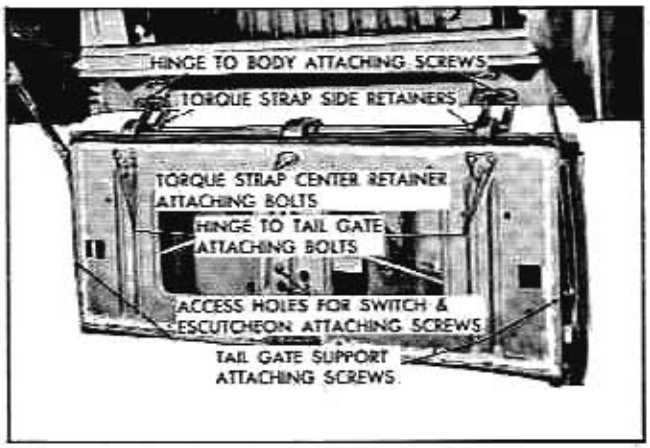


Fig. 4-12 Tail Gate Ass'y—Removal

4. Apply body caulking compound between hinge strap and hinge strap opening in tail gate panels, as indicated at 2 in Section A-A, Fig. 4-13, to effect a watertight seal at opening.

5. On styles equipped with electrically operated tail gate window, install window harness in tail gate and make connections at regulator motor and lock cylinder switch, operate window to up position, then install lock cylinder switch and escutcheon assembly. Check operation of window. See ELECTRICAL section for tail gate wire harness routing and harness clip locations.

6. Apply body caulking compound between torque strap center retainer and opening in tail gate panels, as indicated at 1 in Fig. 4-14, to effect a watertight seal at opening.

7. Check alignment of tail gate assembly and, where necessary, adjust tail gate hinges for proper tail gate alignment, as specified under TAIL GATE HINGE ADJUSTMENTS.

8. Seal detached portion of tail gate inner panel water deflector. See TAIL GATE INNER PANEL WATER DEFLECTOR.

9. Install tail gate inner cover panel and inner cover panel lower retainer. On 2735 style, install inner cover panel finishing moldings and tail gate skid strips.

TAIL GATE HINGE ASSEMBLY

REMOVE AND INSTALL

1. Remove tail gate assembly, as previously described.

2. On side of body from which hinge is being removed, loosen rear bumper sufficiently to allow hinge to be removed from body.

3. Scribe or mark position of hinge to facilitate installation in same position.

4. Remove hinge attaching bolts and remove hinge from body.

5. To install tail gate hinge assembly, reverse removal procedure. Prior to installing hinge, clean old sealer from hinge attaching surfaces and coat attaching surface of hinge with heavy-bodied sealer, as indicated at 1 in Fig. 4-13. Install tail gate assembly as described under TAIL GATE ASSEMBLY – INSTALLATION.

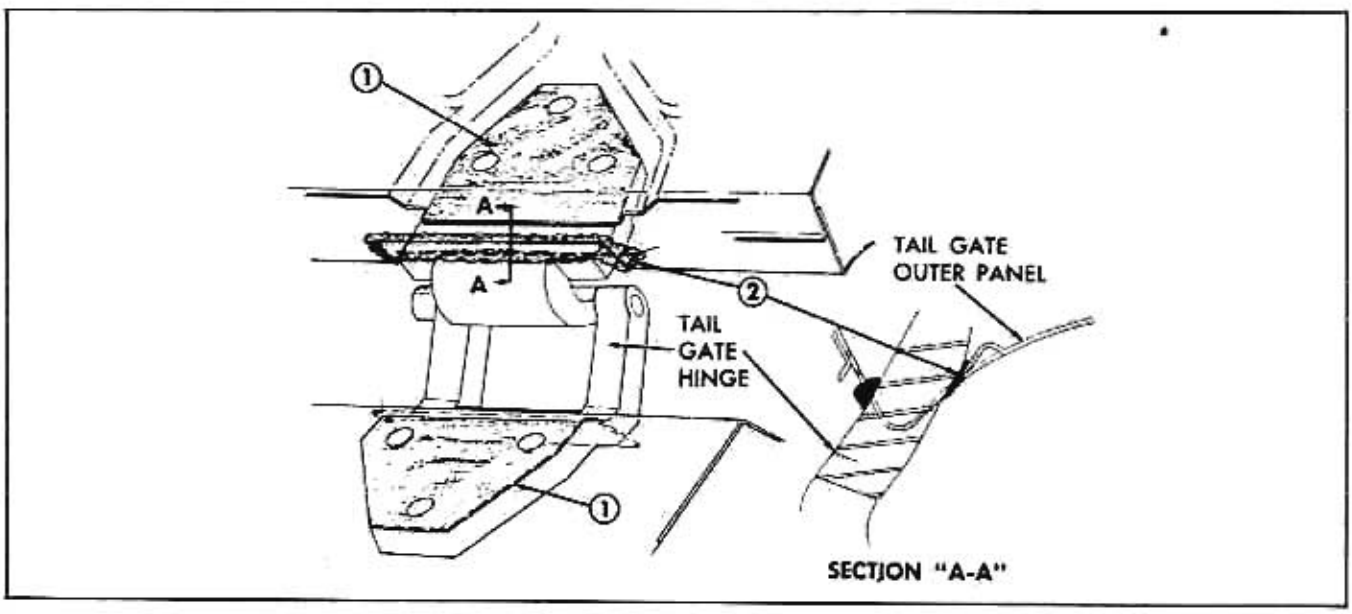


Fig. 4-13 Tail Gate Hinge Assembly

TAIL GATE HINGE TORQUE STRAP

REMOVE AND INSTALL

1. Remove rear bumper assembly from car.

2. Remove torque strap side retainer at each tail gate hinge (Fig. 4-12) and remove torque strap from body.

3. To install tail gate hinge torque strap, reverse removal procedure.

TAIL GATE WINDOW ASSEMBLY—MANUAL AND ELECTRIC

The tail gate has been designed to facilitate lowering the window in the event the tail gate cannot be opened due to an inoperative tail gate window. If this condition is encountered, the tail gate inner cover panel can be removed, with the tail gate in the closed position, by removing the cover panel attaching screws and pulling the cover upwards to disengage cover from under lower retainer. The inner panel access hole covers and the window lower sash channel cams can then be removed which will allow the tail gate window assembly to be manually lowered into the tail gate to facilitate opening the tail gate. In the event the window is inoperative in the full "up" position, the window regulator attaching screws can be removed and the window and regulator lowered sufficiently to allow removal of the window lower sash channel cam attaching screws.

REMOVE AND INSTALL

1. Remove inner cover panel lower retainer and inner cover panel. On the 2735 style, remove tail gate skid strips, tail gate inner cover panel finishing moldings and tail gate inner cover panel.

2. Detach tail gate inner panel water deflector sufficiently to gain access to window lower sash channel cam attaching bolts (Fig. 4-15). Remove tail gate inner panel access hole cover.

3. Carefully operate window upward until the window lower sash right and left cam attaching bolts are accessible through access holes, as shown in Fig. 4-15.

4. Remove window lower sash channel right and left cam attaching bolts (Fig. 4-15), disengage cams from window lower sash channel; then, carefully pull window assembly out of tail gate.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator or removed from the tail gate as operation of the motor with the load removed may damage the unit and make it inoperative.

NOTE: To open the tail gate when window assembly is removed, depress tail gate lock remote control locking lever through access hole at location A, Fig. 4-15, and at the same time operate the tail gate remote control inside handle.

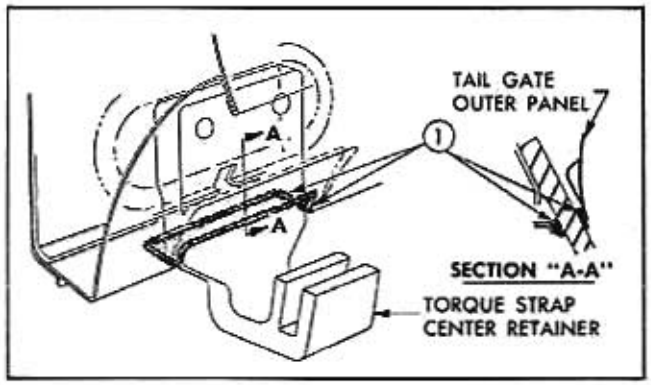


Fig. 4-14 Torque Strap Center Support—Sealing

5. To install tail gate window assembly reverse removal procedure. Prior to installing window lower sash channel cams, lubricate channel portion of cams with Lubriplate or its equivalent. Prior to resealing tail gate inner panel water deflector, check operation of window and tail gate locking mechanisms. Where necessary, adjust tail gate window, tail gate lock strikers or tail gate lock remote control for proper operation. Reseal tail gate inner panel water deflector as specified under TAIL GATE INNER PANEL SEALING.

TAIL GATE WINDOW ADJUSTMENTS

1. To adjust the tail gate window forward or rearward for proper alignment with the window glass run channels on the body or to eliminate a binding condition of the window in the tail gate glass run side channel loosen lower attaching bolt at tail gate lock

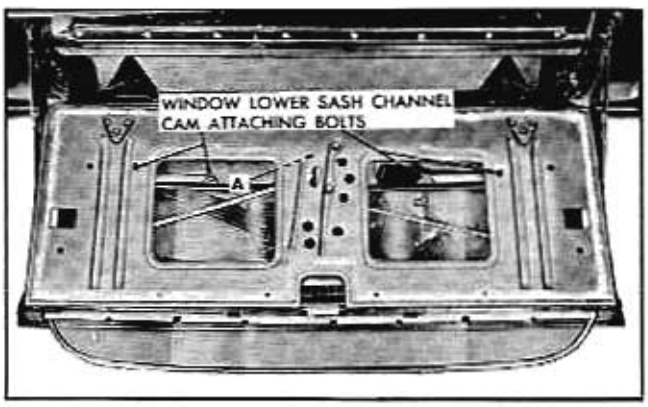


Fig. 4-15 Tail Gate Window—Removal

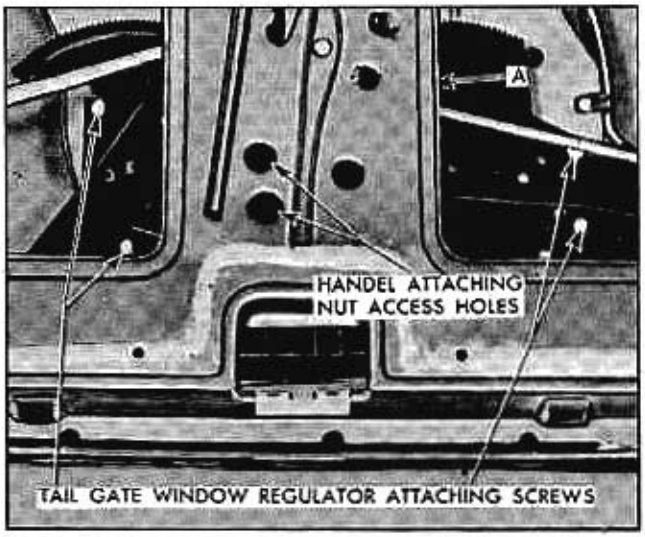


Fig. 4-16 Window Regulator—Removal

pillar; move lower end of channel forward or rearward, as required, and tighten lower attaching bolt.

NOTE: The vertical portion of the tail gate window glass upper run channels are adjustable forward or rearward for proper alignment with the tail gate glass.

2. To correct a condition where the glass is "cocked" in the glass run channels, loosen window regulator attaching screws (Fig. 4-16), rotate regulator assembly clockwise or counterclockwise, as required, to eliminate cocked condition.

TAIL GATE WINDOW REGULATOR ASSEMBLY—MANUAL OR ELECTRIC

REMOVE AND INSTALL

1. Remove tail gate window assembly, as described under TAIL GATE WINDOW ASSEMBLY—REMOVE AND INSTALL.

2. Detach tail gate lock remote control right connecting rod from remote control at "A" (Fig. 4-16).

3. On styles equipped with electrically operated tail gate window; disconnect tail gate harness connector from regulator motor.

CAUTION: DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from the regulator or after the regulator is removed from the tail gate. Operation of the motor with the load removed many damage the unit and make is inoperative.

4. Remove regulator attaching screws at locations shown in Fig. 4-16. Remove regulator assembly through large access hole.

NOTE: To remove electric motor from regulator assembly see TAIL GATE WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY—REMOVE AND INSTALL.

5. To install tail gate window regulator assembly, reverse removal procedure. Prior to installing regulator, lubricate the teeth on the regulator sectors with Lubriplate or its equivalent.

Prior to resealing tail gate inner panel water deflector, check operation of window and tail gate locking mechanism. Where necessary, adjust tail gate window, tail gate lock strikers or tail gate lock remote control for proper operation.

TAIL GATE WINDOW REGULATOR ELECTRIC MOTOR ASSEMBLY

REMOVE AND INSTALL

1. Remove tail gate window regulator and electric motor assembly as described under TAIL GATE WINDOW REGULATOR ASSEMBLY—REMOVE AND INSTALL.

2. Place regulator assembly in a vise as shown in Fig. 4-17.

CAUTION: BE SURE to perform steps 3 and 4 before attempting to remove the motor from the regulator. The regulator lift arms which are under tension from the counterbalance spring can cause serious injury if the motor is removed without locking the sectors in position.

3. Drill a ¼ inch hole through regulator backplate and main sector within area indicated by dotted lines (Fig. 4-17).

NOTE: Do not locate hole less than ½ inch away from edge of backplate, sector or holes in backplate and sector. Do not use holes in backplate or sector as they are too large and locking bolt can slip out.

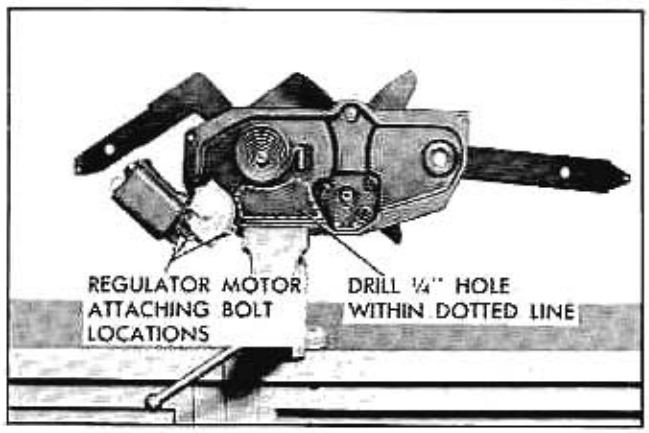


Fig. 4-17 Tail Gate Window Regulator

4. Insert a $\frac{3}{16}$ inch bolt through hole in backplate and sector and install nut to bolt. Do not tighten nut.

5. Remove three motor attaching bolts, at locations shown in Fig. 4-17, and remove motor assembly from regulator.

NOTE: Clean off steel chips from the regulator sectors and motor pinion gear after drilling operation.

6. To install regulator electric motor assembly, reverse removal procedure.

NOTE: Be sure to remove nut and bolt locking sector after motor is installed.

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE ASSEMBLY

REMOVE AND INSTALL

1. Remove inner cover panel lower retainer and inner cover panel. On the 2735 style, remove tail gate skid strips, tail gate inner cover panel finishing moldings and tail gate inner cover panel.

2. Detach tail gate inner panel water deflector sufficiently to gain access to access holes, shown in Fig. 4-16, for removal of handle attaching nuts.

3. Carefully raise window until holes in window regulator are aligned with inner panel access holes, (Fig. 4-16), for removal and installation of outside handle attaching nuts.

CAUTION: Support portion of window assembly extending out of tail gate (Fig. 4-16).

4. Through access holes, shown in Fig. 4-16, remove tail gate handle attaching nuts and remove handle assembly and gasket from tail gate. To assemble tail gate handle assembly, see TAIL GATE HANDLE ASSEMBLY – DISASSEMBLY AND ASSEMBLY.

5. To install tail gate handle assembly, reverse removal procedure. Make sure sealing gasket is installed between tail gate outer panel and handle escutcheon and make sure handle clutch is properly engaged with window regulator clutch. Check operation of window prior to resealing water deflector. Reseal tail gate inner panel water deflector as specified under TAIL GATE INNER PANEL WATER DEFLECTOR.

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE LOCK CYLINDER AND CAP ASSEMBLY

REMOVE AND INSTALL

1. Using an awl or suitable punch, carefully punch

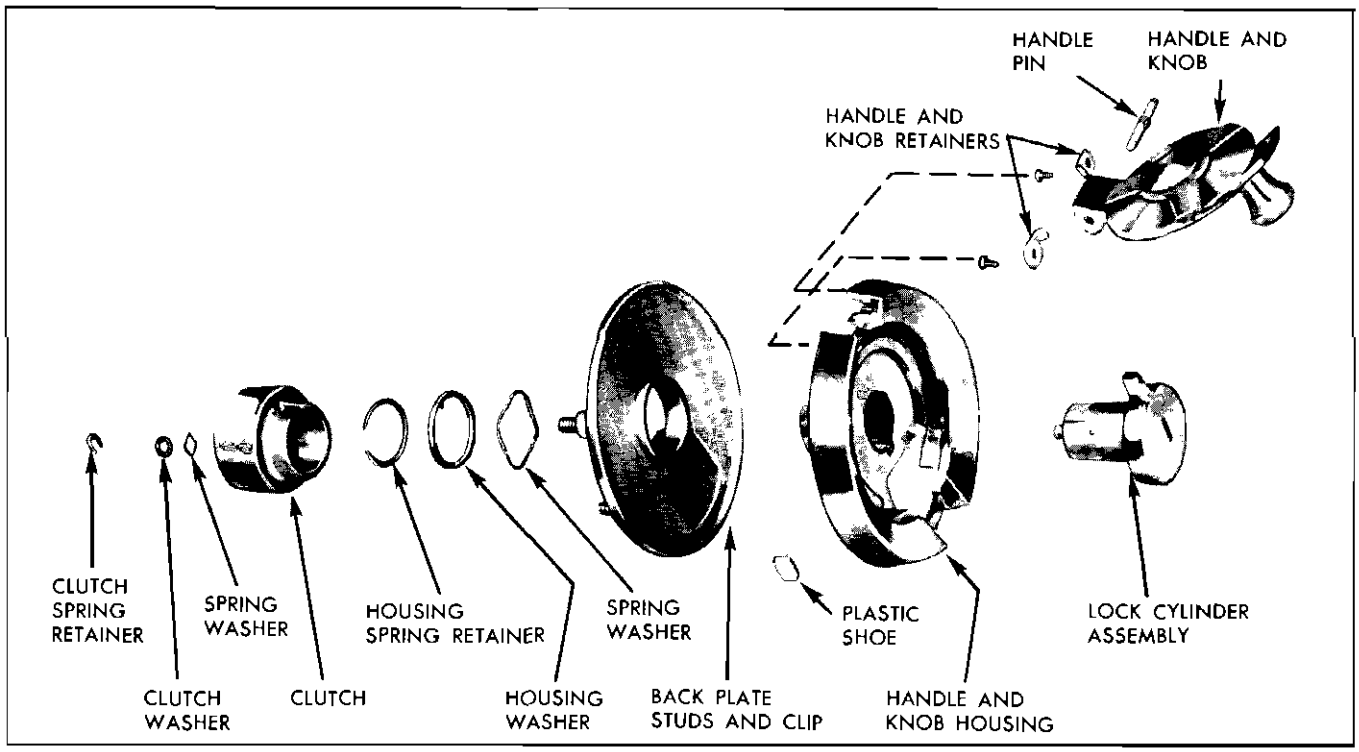


Fig. 4-18 Tail Gate Outside Handle Assembly

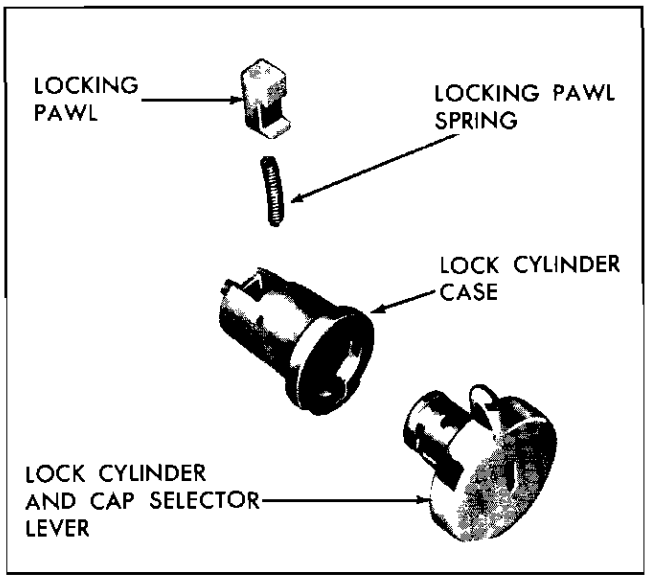


Fig. 4-19 Lock Cylinder—Manual

through webbed hole in face of lock cylinder cap (selector lever).

2. With key in lock cylinder and selector lever in locked position insert a piece of wire (paper clip) in hole on face of lock cylinder cap (selector lever) and depress plunger with wire sufficiently to allow key and selector lever to be turned counterclockwise approximately 1/8 turn; then, remove lock cylinder and cap assembly.

3. To install lock cylinder and cap assembly, reverse removal procedure. Prior to installation, lubricate frictional surfaces of lock cylinder and cap parts with Lubriplate or its equivalent.

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE ASSEMBLY

DISASSEMBLE AND ASSEMBLE

1. Remove window regulator handle assembly.

2. Using a hooked tool or other suitable tool, remove clutch spring retainer; then remove clutch washer and spring washer, and remove clutch and lock cylinder assembly from unit (Fig. 4-17).

3. Using snap ring pliers or other suitable tool remove housing spring retainer; then remove housing washer and spring washer, and remove back plate from handle and knob housing (Fig. 4-18).

NOTE: Plastic shoes can be removed from handle and knob housing by carefully prying shoes from housing (Fig. 4-18).

4. If replacing handle and knob assembly remove screws securing handle and knob retainers; then disengage handle and knob including handle pin from housing (Fig. 4-18).

5. To install handle assembly, reverse removal procedure. Prior to installation, lubricate frictional surfaces of parts with Lubriplate or its equivalent.

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE LOCK CYLINDER AND CASE ASSEMBLY

DISASSEMBLE AND ASSEMBLE

1. Using an awl or suitable punch, carefully punch through webbed hole in face of lock cylinder cap (selector lever). Remove window regulator handle assembly.

2. Using an awl or other suitable tool, remove clutch spring retainer; then remove clutch washer and spring washer and remove clutch and lock cylinder assembly from unit (Fig. 4-18).

3. Insert a piece of wire (paper clip) in hole on face of lock cylinder cap (selector lever). While holding lock cylinder case, depress plunger with wire sufficiently to allow key and selector lever to be turned counterclockwise approximately 1/8 turn; then, remove lock cylinder and cap (selector lever) assembly from handle assembly (Fig. 4-19).

NOTE: When removing lock cylinder and cap assembly from case, place finger over locking pawl to prevent pawl and spring from popping out (Fig. 4-19).

4. Remove locking pawl and pawl spring from lock cylinder case.

5. To install lock cylinder and case assembly, reverse removal procedure. Prior to installation, lubricate frictional surfaces of parts with Lubriplate or its equivalent.

TAIL GATE ELECTRIC WINDOW LOCK CYLINDER, SWITCH AND ESCUTCHEON ASSEMBLY

REMOVE AND INSTALL

1. Remove inner cover panel lower retainer and inner cover panel. On the 2735 style, remove tail gate skid strips, tail gate inner cover panel finishing moldings and tail gate inner cover panel.

2. Detach tail gate inner panel water deflector sufficiently to gain access to access holes, shown in Fig. 4-15, for removal of assembly attaching nuts.

3. Carefully operate window upward until holes in window regulator assembly are aligned with inner

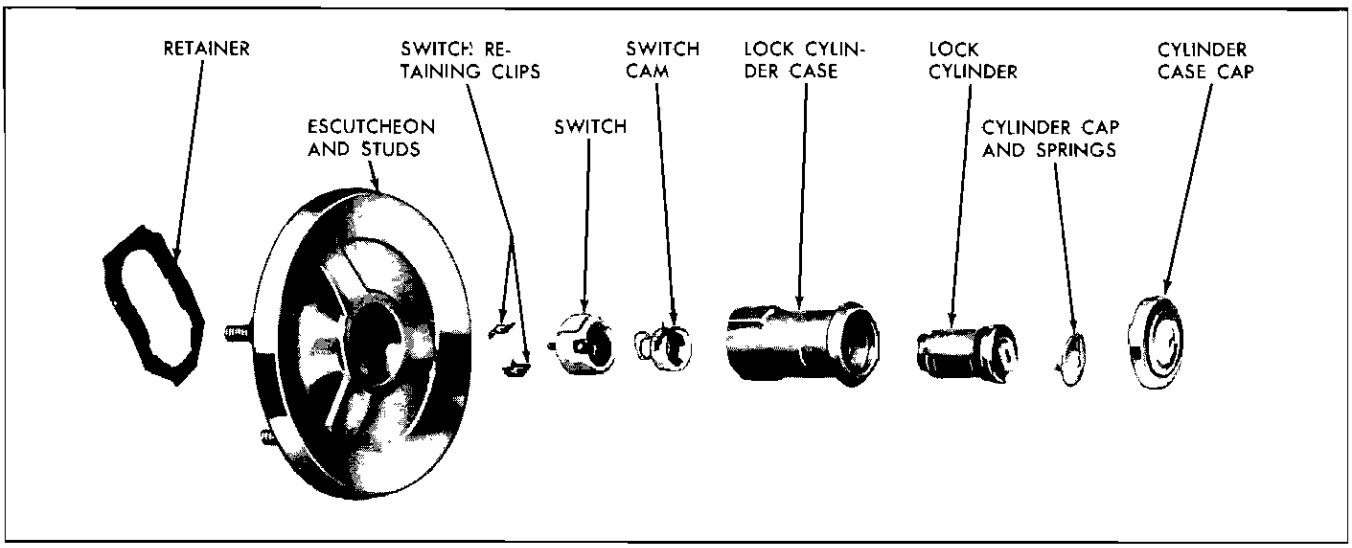


Fig. 4-20 Tail Gate Lock Cylinder and Switch

panel access holes, shown in Fig. 4-16, for removal and installation of attaching nuts.

CAUTION: Support portion of window extending out of tail gate.

4. Through access holes, shown in Fig. 4-16, remove lock cylinder, switch and escutcheon assembly attaching nuts. Detach assembly from tail gate outer panel sufficiently to disconnect junction block from switch; then, remove assembly and gasket from tail gate.

To disassemble electric window lock cylinder, switch and escutcheon assembly see ELECTRIC WINDOW LOCK CYLINDER, SWITCH AND ESCUTCHEON ASSEMBLY.

TAIL GATE ELECTRIC WINDOW LOCK CYLINDER AND SWITCH ASSEMBLY

REMOVE AND INSTALL

1. Remove tail gate electric window lock cylinder, switch and escutcheon assembly.

2. Disengage lock cylinder and switch retainer (Fig. 4-20) and remove lock cylinder and switch assembly from escutcheon.

3. To install lock cylinder and switch assembly, reverse removal procedure.

DISASSEMBLE AND ASSEMBLE

1. Using a pointed tool inserted through holes in lock cylinder case, depress tab of switch clips and remove clips (Fig. 4-20).

2. Carefully pull switch and switch cam from lock cylinder case.

3. Using a suitable tool, bend out crimped flange of lock cylinder case cap sufficiently to remove cap; then remove lock cylinder cap and springs.

NOTE: The crimped flange on production lock cylinder case caps necessitates damaging cap during removal from lock cylinder case; however, service replacement caps are available which have four bend over tabs for installation.

4. To assemble lock cylinder and switch assembly, reverse removal procedure. Prior to installation, lubricate frictional surfaces of lock cylinder and switch parts with Lubriplate or its equivalent. Install a new service replacement lock cylinder case cap.

TAIL GATE SUPPORT ASSEMBLY

REMOVE AND INSTALL

1. Lower tail gate.

2. Suitably support tail gate to prevent damage to tail gate outer panel.

3. Remove tail gate support attaching screws securing support plates to body and tail gate (Fig. 4-21 and 4-22) and remove support assembly.

4. To install tail gate support assembly, reverse removal procedure. Install support plate to body with positioning dimple towards front of body (Fig. 4-21).

NOTE: Objectionable slack in either tail gate support (when tail gate is open) can be eliminated by rotating one or both support attaching plates at the body pillar. The following adjustments can be obtained by rotating the support plate.

a. Positioning dimple towards bottom shortens support approximately 3/8 inch from production installation.

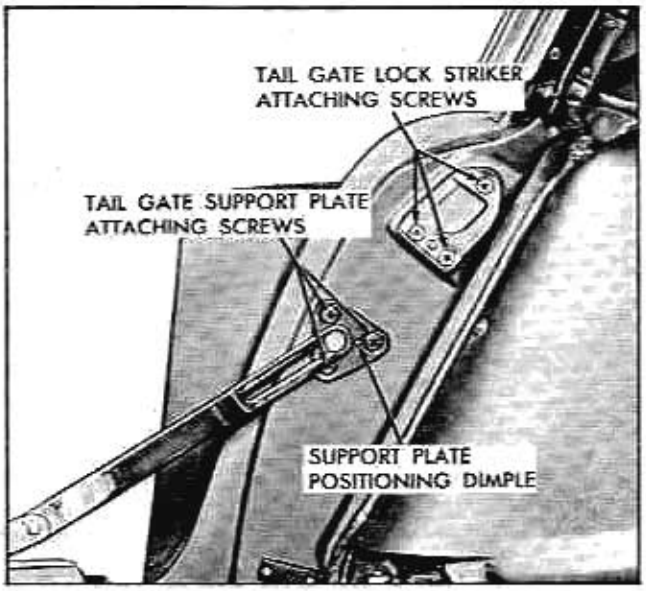


Fig. 4-21 Support and Lock Striker

b. Positioning dimple towards top shortens support approximately 3/4 inch from production installation.

TAIL GATE LOCK ASSEMBLY

REMOVE AND INSTALL

1. Remove tail gate window assembly.

2. Remove tail gate window glass run side channel attaching screws (Fig. 4-22) and remove channel from side of tail gate from which lock is being removed.

3. Disengage spring clip and detach lock remote control connecting rod from lock remote control (Fig. 4-26).

4. Remove tail gate lock attaching screws (Fig. 4-21) and remove tail gate lock with attached connecting rod from tail gate; then detach connecting rod from lock.

5. To install tail gate lock assembly, reverse removal procedure. Prior to installing lock assembly into tail gate, apply a bead of body caulking compound to lock frame along the joint of the lock bolt housing, as indicated at 1 in Fig. 4-23.

To attach lock connecting rod to remote control lever, first, loosen connecting rod adjustment locking bolt at remote control (Fig. 4-26); then, install rod to lever and tighten locking bolt.

NOTE: Check clips at ends of remote control levers for proper retention of connecting rods and replace if necessary. Prior to resealing water deflector, check operation of tail gate locking mechanism.

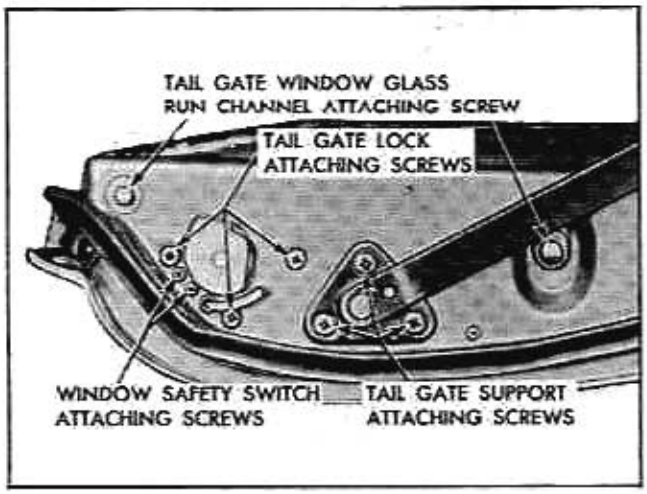


Fig. 4-22 Lock and Support

TAIL GATE LOCK STRIKER

REMOVE AND INSTALL

1. Open tail gate and with pencil, mark position of striker on body pillar.

2. Remove lock striker attaching screws and remove striker and adjusting plates from body pillar.

3. To install tail gate lock striker, place striker and adjusting plates within marks on body pillar and install striker attaching screws.

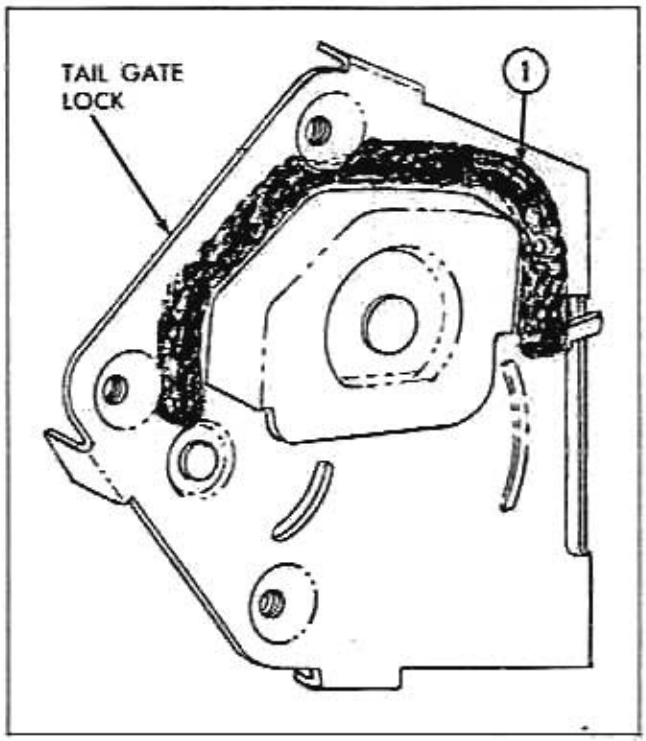


Fig. 4-23 Tail Gate Lock—Sealing

Fig. 4-24 Striker Engagement Check

TAIL GATE LOCK STRIKER ADJUSTMENTS

1. To adjust the tail gate lock striker up or down or forward or rearward, loosen striker attaching screws, shift striker and adjusting plates to desired position, then tighten striker attaching screws.

2. DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER EMERGENCY SPACERS.

a. Tail gate should be properly aligned before checking spacer requirements.

b. To determine if tail gate lock striker service spacers are required, apply moulding clay or body caulking compound in the lock striker notch where the lock extension engages and then close the tail gate to form a measurable impression in the clay or caulking compound, as shown in Fig. 4-24.

When dimension A from inside face of striker teeth to center of lock extension is less then 3/16" install spacers and proper length striker attaching screws as directed.

Dimension A	No. of Spacers Required	Spacer Thickness	Striker Attaching Screws*
3/16" to 1/8"	1	1/16"	Original Screw
1/8" to 1/16"	1	1/8"	(1/8" longer screw)
1/16" to 0	1 (1/8" Spacer) 1 (1/16" Spacer)	3/16" (Total)	(1/4" longer screw)
0 to 1/16" Interference	2 (1/8" Spacers)	1/4" (Total)	(1/4" longer screw)

NOTE: Dimension B from center of lock extension to inside face of striker should never be less than 1/16".

*Zinc or cadmium plated flat-head cross-recess screw with countersunk washer.

TAIL GATE LOCK REMOTE CONTROL INSIDE HANDLE ASSEMBLY

REMOVE AND INSTALL

1. Remove tail gate belt finishing molding and tail gate inner cover panel. Detach inner panel water deflector sufficiently to gain access to inner panel.

2. Loosen tail gate lock remote control attaching screws (Fig. 4-25) and move remote control towards bottom of tail gate sufficiently to disengage end of handle push rod from hole in remote control lever.

NOTE: In some instances it may be necessary to reach into tail gate and actuate remote control lever to disengage push rod from lever.

3. Remove handle attaching screws located under handle (Fig. 4-25) and remove handle assembly (includes push rod) from tail gate.

4. To install tail gate lock remote control handle assembly, reverse removal procedure. Lubricate frictional points of inside handle assembly with Lubriplate or its equivalent.

NOTE: To engage end of handle push rod into hole in remote control lever, it may be necessary to raise window in tail gate to gain access to lever. Adjust remote control upward until tabs on handle push rod (Fig. 4-26) just contact remote control lever.

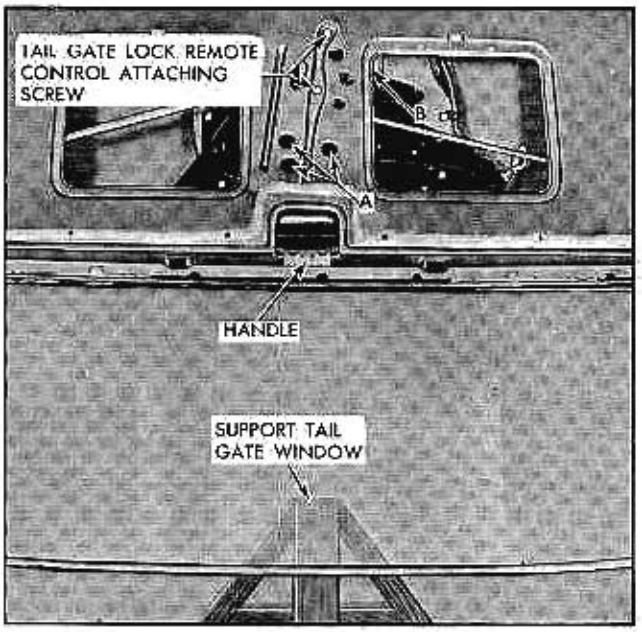


Fig. 4-25 Outside Lock and Remote Control—Removal

Prior to resealing tail gate inner panel water deflector check operation of tail gate lock mechanism and, where necessary, adjust door lock strikers or remote control for proper operation.

TAIL GATE LOCK REMOTE CONTROL ASSEMBLY

REMOVE

1. Remove tail gate window assembly.

2. Disengage clips securing lock connecting rods to remote control (Fig. 4-26) and detach connecting rods from remote control.

3. Remove tail gate lock remote control attaching screws (Fig. 4-25). Disengage remote control from inside handle push rod and remove remote control from tail gate.

INSTALL

1. Engage inside handle push rod into hole in remote control lever.

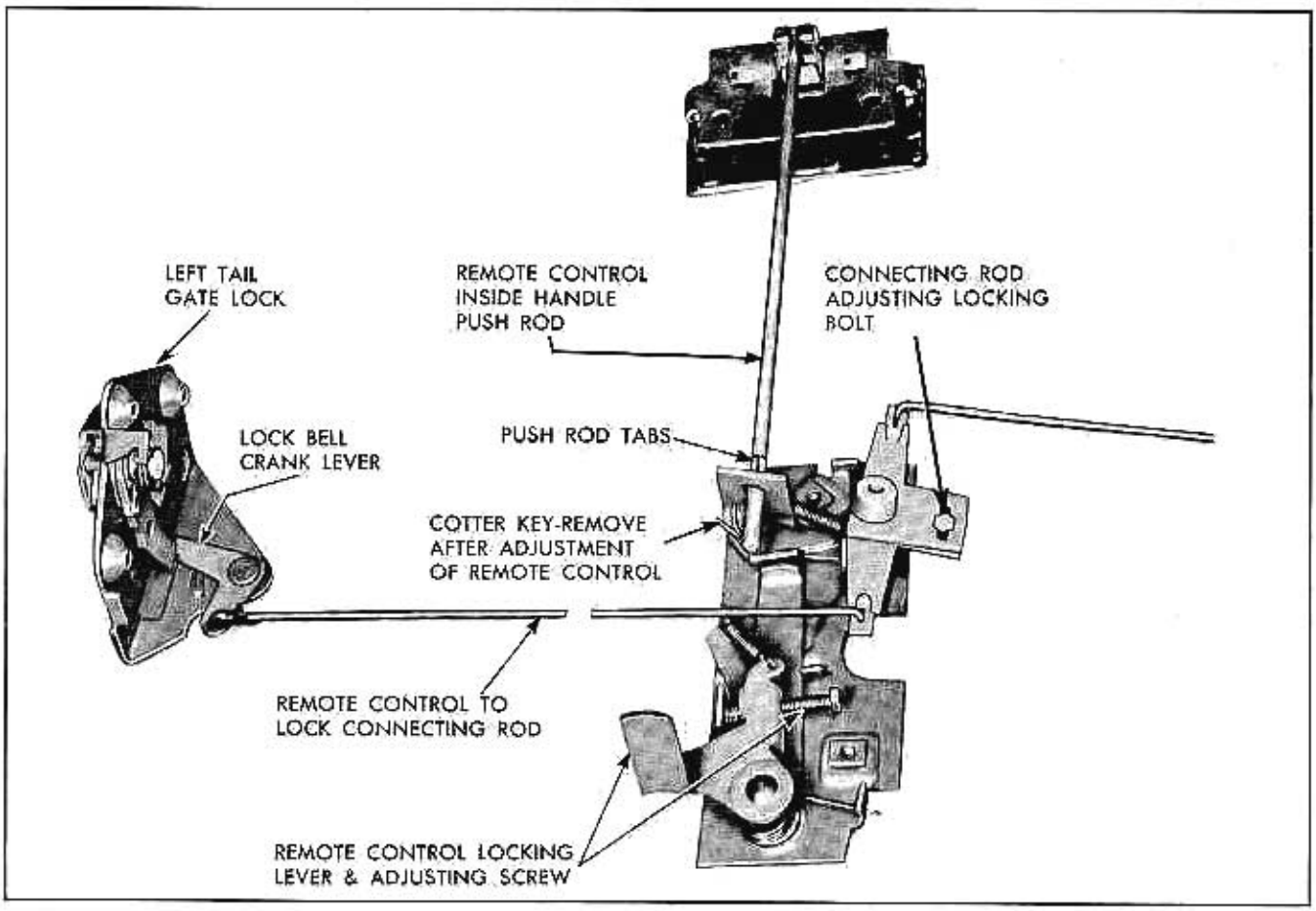


Fig. 4-26 Tail Gate Lock and Remote Control

2. Adjust remote control assembly up or down until tabs on push rod (Fig. 4-26) just contact remote control lever.

3. To attach lock connecting rods to remote control lever, first, loosen connecting rod adjustment locking bolt (Fig. 4-26); then, install rods to levers and tighten locking bolt.

NOTE: Check clips at ends of remote control levers for proper retention of connecting rods and replace if necessary.

IMPORTANT: If installing a new remote control assembly, remove cotter key (Fig. 4-26) after adjustment to free locking lever.

4. Check operation of tail gate locking mechanism. To open tail gate when window assembly is removed, depress tail gate lock remote control locking lever at location B (Fig. 4-25) and at the same time operate the tail gate remote control inside handle.

5. Install tail gate window assembly as described under TAIL GATE WINDOW ASSEMBLY – INSTALLATION.

6. Lower window to approximately ½ inch up from full down position; then adjust remote control locking lever adjusting screw (Fig 4-26) so that lever is just contacting window lower sash channel frame. Check operation of remote control inside handle—handle should remain locked until window is lowered to within ¼ inch of the full down position.

TAIL GATE INNER PANEL WATER DEFLECTOR

On all station wagon styles a waterproof paper tail gate inner panel water deflector is sealed to the tail gate inner panel and deflects water into the bottom of the tail gate where it can drain out the bottom drain holes. The bottom of the water deflector is sealed to the inner panel in a manner that will deflect water towards designated access holes where the water can readily enter into the bottom of the tail gate.

It is important that whenever any work is performed on the tail gate where the water deflector has been disturbed, the deflector must be properly sealed to the tail gate inner panel.

REMOVE OR PARTIALLY DETACH

1. Remove tail gate inner cover panel lower retainer and inner cover panel.

2. Using a sharp scraper or other suitable tool carefully lift up edge of deflector and detach sealer and water deflector as required.

Do not tear water deflector.

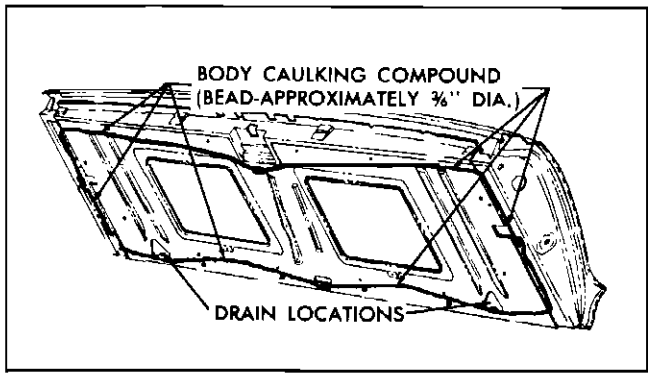


Fig. 4-27 Water Deflector Sealing

INSTALL OR RESEAL

1. If installing old deflector or resealing partially detached deflector first inspect water deflector for any tears or holes and, where necessary, repair any tears or holes with water proof body tape applied to both sides of deflector.

2. If installing new deflector use old deflector or tail gate inner panel to trim new deflector to proper size.

3. Apply a bead of body caulking compound (approximately $\frac{3}{16}$" diameter) to tail gate inner panel along a line as indicated in (Fig. 4-27).

The body caulking compound should be applied along the lower portion of the tail gate exactly as shown in illustration to assure proper drainage of water through inner panel access holes into bottom of tail gate.

4. Position water deflector to tail gate inner panel with polyethylene coated side of deflector against inner panel. Firmly press or roll sealed areas to obtain a good bond between deflector and tail gate inner panel.

5. Clean off all excess caulking compound; then, install previously removed tail gate inner cover panel.

TAIL GATE WEATHERSTRIP

REMOVE

1. Remove tail gate belt finishing molding.

At both sides of tail gate disengage snap fasteners securing upper ends of weatherstrip.

2. With a sharp scraper, carefully break cement bond securing weatherstrip along tail gate lock pillars.

3. Insert tip of mechanically retained weatherstrip inserting tool J-5757, or any other suitable tool, at

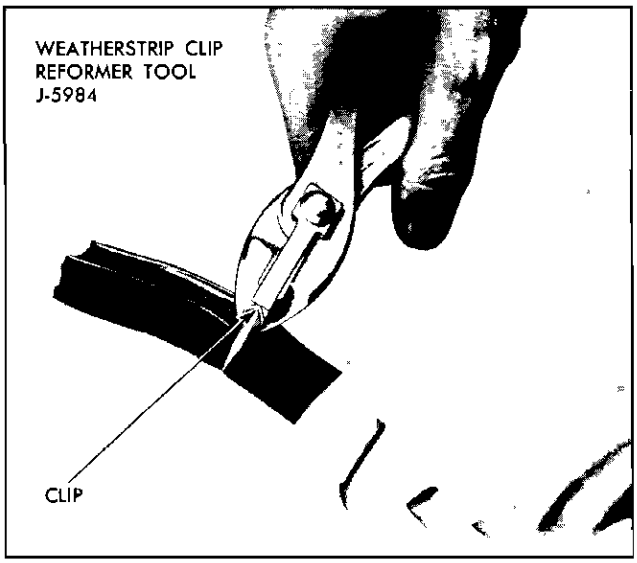


Fig. 4-28 Weatherstrip Clip Reformer Tool

clip locations and carefully snap clips from retaining holes and remove weatherstrip from tail gate.

INSTALL

1. Clean off old cement to insure a clean cementing surface.

2. Check weatherstrip clips for proper contour and reform clips, if necessary, using clip reforming tool J-5984 (Fig. 4-28).

3. Check weatherstrip clip hole sealing plugs along bottom of tail gate for cracks or damage and replace, where necessary.

NOTE: If sealing plugs are loose and will not remain engaged in panel, install a ½" x 1" piece of cloth backed waterproof body tape over sealing plug retaining hole, as shown in Section A-A (Fig. 4-29) then slit tape over hole to form an X pattern. Check sealing plug for snug fit. If plug is still loose, repeat above operation by installing second piece of tape over existing repair.

4. Apply (brush coat) weatherstrip adhesive (neoprene type) on face of rabbet contacted by weather-

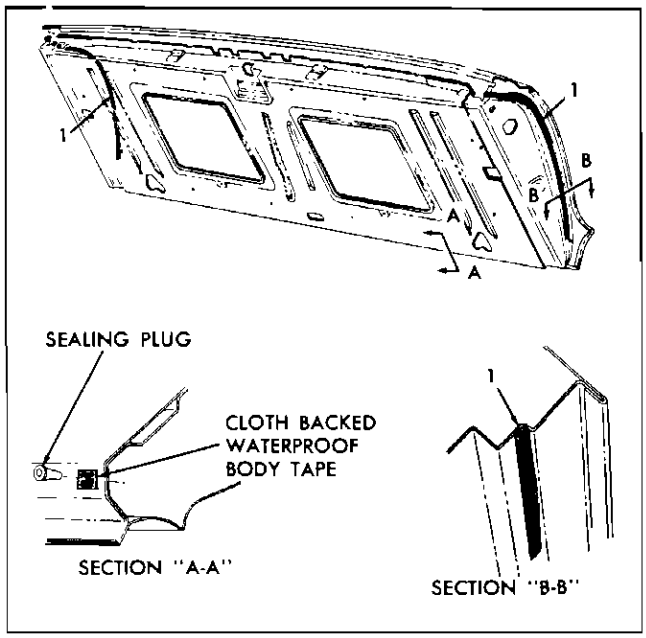


Fig. 4-29 Tail Gate Weatherstrip Installation

strip along full length of lock pillar as indicated at 1 in Section B-B (Fig. 4-29).

5. Properly position weatherstrip to tail gate. Install weatherstrip clips into retaining holes using Weatherstrip Inserting Tool J-5757. Press or roll cemented areas to assure a good cement bond.

TAIL GATE BOTTOM DRAIN HOLE SEALING STRIPS

REMOVE AND INSTALL

1. With a flat-bladed tool carefully pry out snap-on fastener at each end of strip and remove sealing strip from tail gate.

2. To install sealing strips, reverse removal procedure. To prevent strip from adhering to the tail gate panel and blocking the drain holes, apply a sparing amount of silicone rubber lubricant on the center section of the sealing strip. See illustration under FRONT AND REAR DOOR BOTTOM DRAIN HOLE SEALING STRIPS.

SEATS

FRONT SEAT ASSEMBLY

FRONT SEAT ASSEMBLY MANUALLY OPERATED

Manually operated front seat adjusters provide fore and aft movement of the seat. When the knob at the left of the seat is pulled up, the seat adjusters unlock, permitting a horizontal travel of the seat. When the seat is in the desired position, the knob is released and the seat is locked.

FRONT SEAT ASSEMBLY (WITH ATTACHED SEAT ADJUSTERS)

REMOVE AND INSTALL

1. Turn back floor covering and remove four seat adjuster-to-floor pan bolts from each adjuster.

2. With the aid of a helper, remove seat assembly from body.

3. *To install, reverse removal procedure.*

FRONT SEAT ADJUSTER (MANUAL)

REMOVE AND INSTALL

1. Remove seat assembly with attached seat adjusters from body and place upside down on a clean protected surface.

2. When removing left adjuster, it is necessary to remove the seat adjuster control knob.

3. Squeeze hooked end of seat adjuster locking wire together and slide retaining spring back over hump in locking wire, remove wire from retainer on seat bottom frame and disengage locking wire from seat adjuster.

4. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove seat adjuster from seat assembly (Fig. 5-1).

5. To install, reverse removal procedure.

6. Check operation of seat assembly. If right adjuster does not lock or unlock satisfactorily when control handle on left adjuster is operated, remove locking wire retainer from hole in seat bottom frame, and adjust retainer by selecting another hole to obtain proper tension in locking wire.

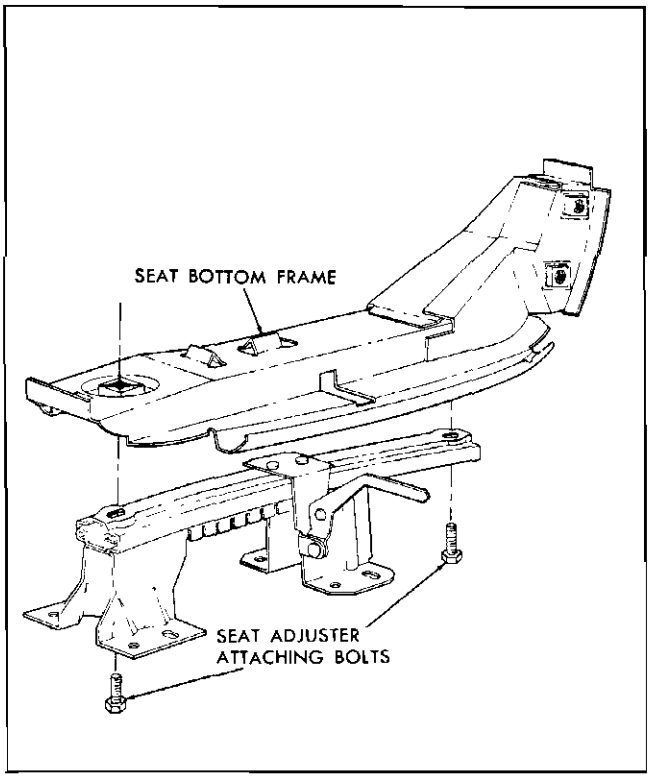


Fig. 5-1 Manual Seat Adjuster

FRONT SEAT ASSEMBLY—SIX-WAY ELECTRIC

The electrically-operated six-way front seat assembly can be moved forward, rearward, upward, downward or tilted by means of a manually-operated seat control switch. The large center control knob controls movement of the entire seat assembly horizontally or vertically. The smaller forward control knob controls the vertical movements of the front of the seat assembly causing the seat assembly to tilt. In the same manner, the rear control knob controls vertical movement of the rear of the seat assembly. This seat adjuster operating mechanism incorporates a transmission assembly which includes three solenoids and six drive cables leading to the seat adjusters. Solenoid No. 1 (Fig. 5-2) controls the vertical movement of the rear edge of the seat. Solenoid No. 2 controls the horizontal movement of the seat. Solenoid No. 3 controls the vertical movement of the front edge of the seat. In addition to the six seat adjuster drive cables at the transmission assembly, a motor drive cable is installed from the motor to the transmission assembly (Fig. 5-2). When one of the control switch buttons is

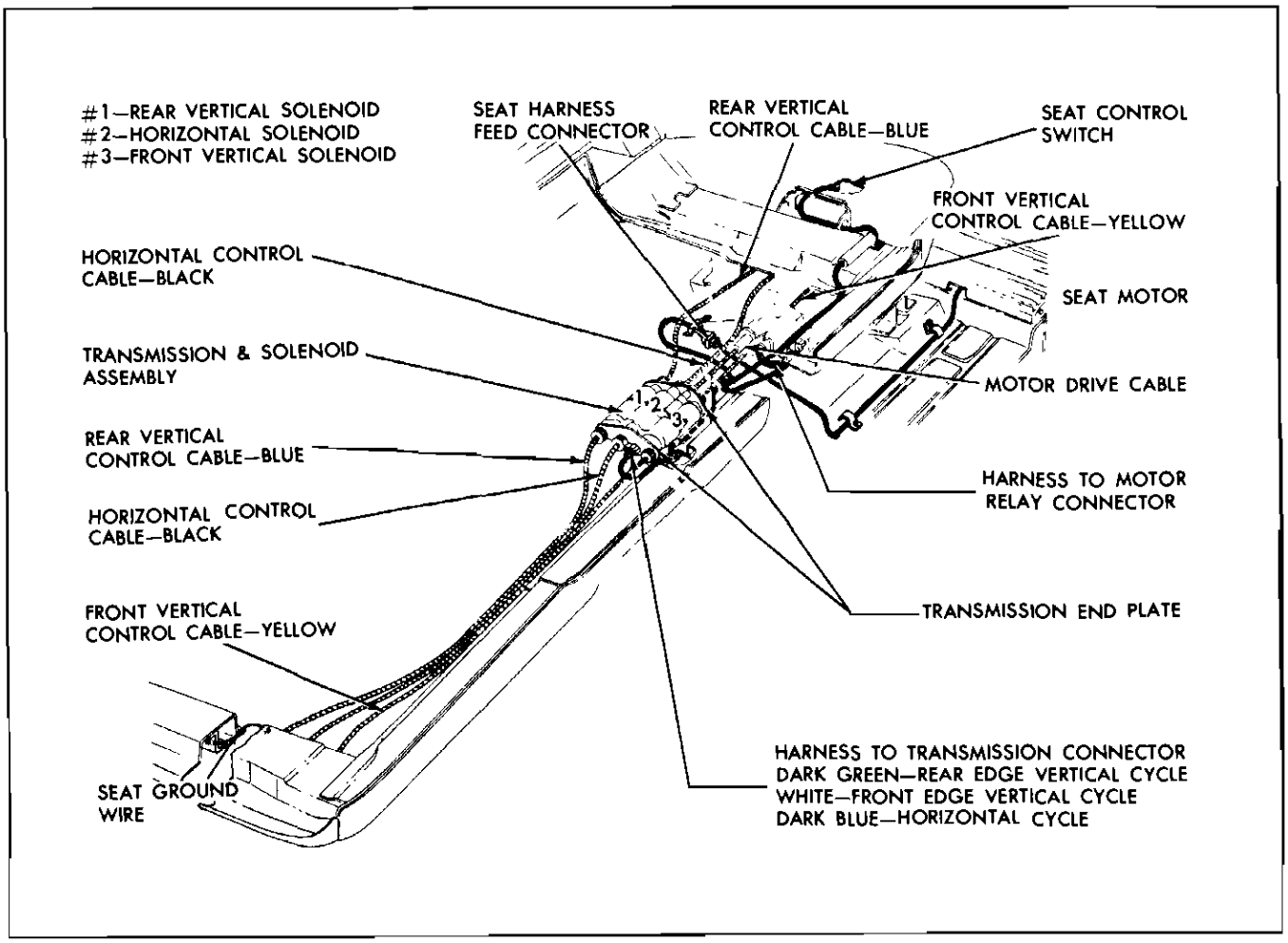


Fig. 5-2 Six-Way Seat Installation

actuated, the motor and one of the solenoids are energized simultaneously. The solenoid plunger engages the large gears with a driving gear. The driving gear rotates the large gears which rotate the drive cables and operates both adjusters.

When the switch contacts are opened, a spring returns the solenoid plunger to its original position, disengaging the large gears from the driving gear.

FRONT SEAT ASSEMBLY

REMOVE AND INSTALL

1. Under front of seat, disconnect seat wire harness from feed wire harness and detach control switch harness from clip on floor pan.

2. Turn back floor carpeting, remove both seat adjuster track covers and remove four seat adjuster-to-floor pan attaching bolts from each adjuster. Remove carpet retainers at front of seat adjusters.

3. With aid of a helper, remove seat assembly with attached adjusters, motor and transmission assembly from body.

4. To install seat assembly, reverse removal procedure. Make sure ground wire is securely attached at *right seat adjuster and under seat adjuster-to-floor* pan attaching bolt.

FRONT SEAT ADJUSTER ASSEMBLY

REMOVE AND INSTALL

1. Remove front seat assembly from body with attached adjusters, motor aand transmission, and place upside down on a clean protected surface.

2. Detach the three power drive cables from adjuster to be removed. (Fig. 5-2).

3. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove adjuster from seat assembly.

4. To install seat adjuster assembly, reverse removal procedure. Black cable attaches to horizontal actuator; yellow cable to front vertical gear nut and blue cable to rear vertical gear nut.

IMPORTANT: When installing seat assembly in body, seat adjusters should be parallel and "in phase" with each other. In the event the adjusters are "out of phase" (that is, one adjuster reaches its maximum horizontal or vertical travel in a given direction before the other adjuster), proceed as follows:

a. Horizontal Travel—operate seat control switch until one adjuster reaches full forward position. Detach horizontal drive cable from adjuster which has reached full forward position. Operate seat forward until other adjuster reaches full forward position; then, connect horizontal drive cable and check horizontal travel of seat.

b. Front and Rear Vertical Travel—operate seat control switch until one adjuster reaches fully raised position. Disconnect vertical drive cable from adjuster which has reached the full up position. Operate seat upward until other adjuster has reached the full up position; then, connect the vertical drive cable and check vertical travel of seat.

FRONT SEAT ADJUSTER VERTICAL JACKSCREW GEAR NUTS AND SPRING

REMOVE AND INSTALL

1. Remove seat assembly from body.

2. Remove seat adjuster from side on which jackscrew is to be removed.

3. Using clutch-type screwdriver or other suitable tool, remove shoulder screws securing linkages to vertical gear nuts. (Fig. 5-3)

4. Insert a No. 1 crosshead screwdriver or other suitable tool into drive cable slot in rear vertical gear nut and actuate rear vertical gear nut forward sufficiently to release compression of counter-balance spring.

NOTE: In some cases it may be necessary to actuate the front vertical gear nut forward to provide sufficient room for the rear vertical gear nut forward adjustment to release spring tension.

5. Remove jackscrew front and rear attaching nuts (Fig. 5-4). Lift front end of jackscrew sufficiently to disengage from support; then disengage rear end of jackscrew from support and remove jackscrew, gear nuts and spring assembly from adjuster. Spring and spring silencer may now be removed from jackscrew. (Fig. 5-4)

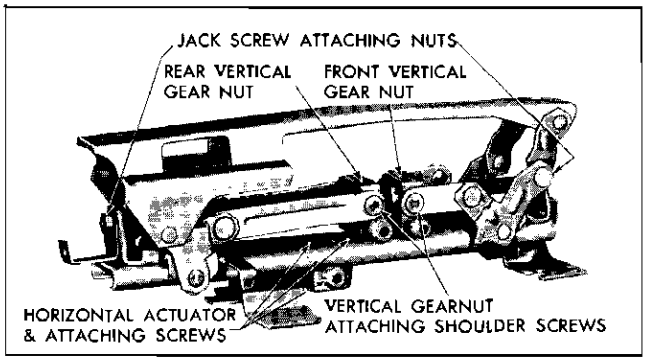


Fig. 5-3 Six-Way Seat Adjusters

6. To remove vertical gear nuts, turn or actuate gear nuts off jackscrew.

7. To install, reverse removal procedure making sure jackscrew is installed with unthreaded shoulder at rear of adjuster and gear nuts installed as shown in Fig. 5-3. Rear vertical gear nut, which has the larger diameter cable attachment, should be installed to the rear; front vertical gear nut, which has the smaller diameter cable attachment, should be installed at the front. Both vertical gear nuts should have cable attachment at bottom and facing inside of adjuster. (Fig. 5-3)

FRONT SEAT ADJUSTER HORIZONTAL ACTUATOR OR UPPER AND LOWER CHANNELS

REMOVE AND INSTALL

1. Remove front seat adjuster.

2. Remove screws securing horizontal actuator (Fig. 5-3), and remove actuator from seat adjuster.

3. Slide seat adjuster lower channel from upper channel and, if required, remove plastic shoes from lower channel track. (Fig. 5-4)

4. To install, reverse removal procedure. If lower channel has been removed from upper channel, make sure all four plastic shoes are installed on lower track. Apply Lubriplate or equivalent to track portion of upper channel and to teeth on lower channel. When installing horizontal actuator, adjust actuator so that drive gear is fully engaged with teeth on lower channel. When horizontal actuator screws are tightened, there should be no free motion between upper and lower channels.

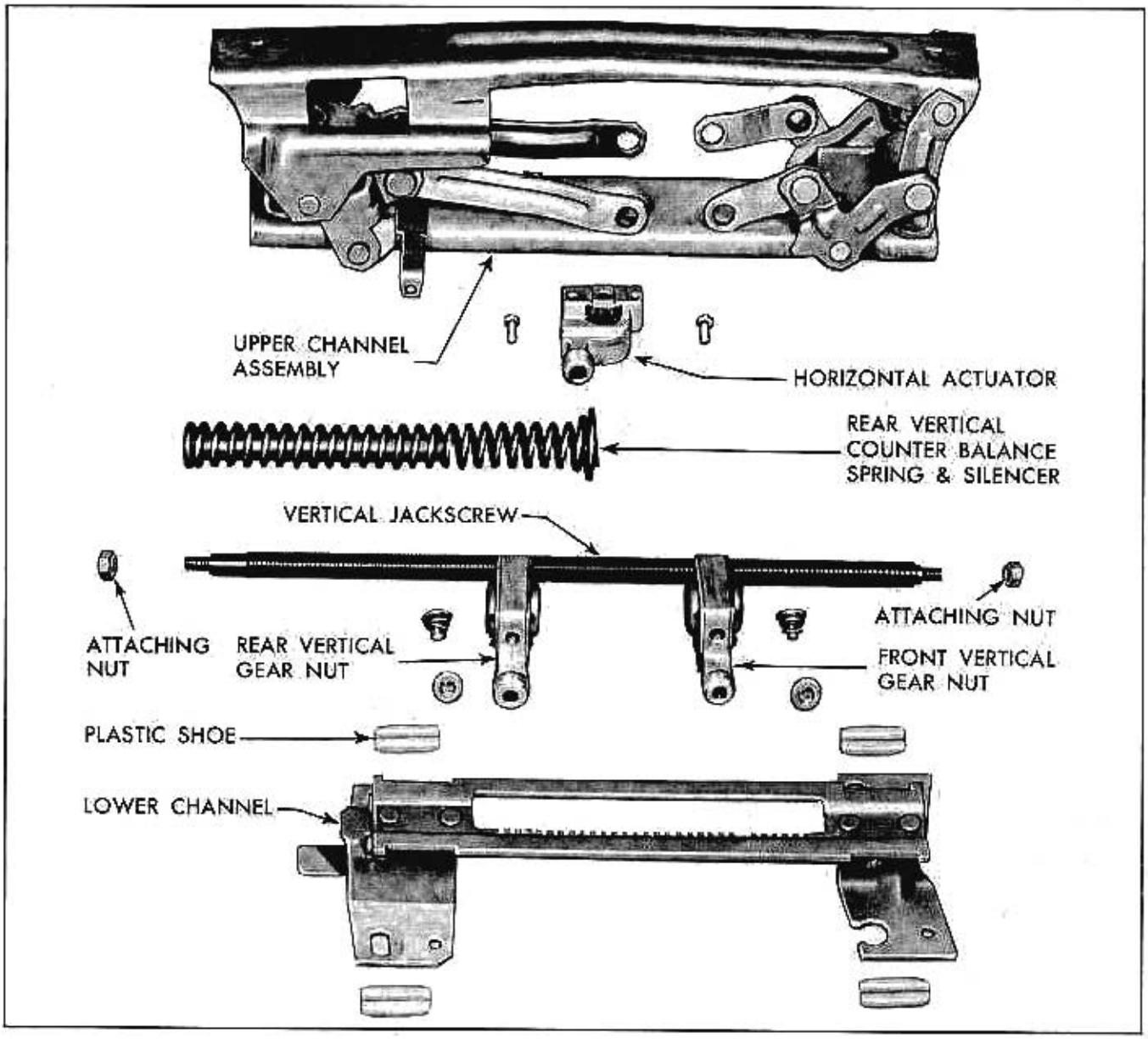


Fig. 5-4 Six-Way Seat Adjuster Assembly

FRONT SEAT ADJUSTER ELECTRIC MOTOR OR DRIVE CABLE

REMOVE AND INSTALL

1. Remove front seat assembly as previously described.

2. Remove motor support-to-seat frame attaching bolts.

3. Move motor assembly towards left side of seat sufficiently to disengage motor drive cable; then, remove motor from support assembly. Motor drive cable may be removed, if required, by removing cable end plate from transmission.

4. To install, reverse removal procedure making sure motor drive cable is properly engaged at both motor and transmission.

FRONT SEAT ADJUSTER HORIZONTAL AND VERTICAL DRIVE CABLES

REMOVE AND INSTALL

1. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface.

2. Detach both horizontal and vertical cables from seat adjuster.

3. Remove screws securing horizontal and vertical cable end plate on side of transmission from which cables are being removed and remove cables from seat assembly; then disengage cables from end plate.

4. To install horizontal and vertical cables, reverse removal procedure. Make sure cables are installed to correct gear nuts (Fig. 5-2).

FRONT SEAT ADJUSTER TRANSMISSION

REMOVE AND INSTALL

1. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface.

2. Disconnect wire harness connector from transmission. (Fig. 5-2)

3. Remove screws securing horizontal and vertical cable end plate on both sides of transmission and detach cables from transmission.

4. Remove transmission to support attaching bolts; then disengage transmission from motor drive cable and remove transmission from seat assembly.

5. To install, reverse removal procedure.

DISASSEMBLE AND ASSEMBLE

1. Remove front seat adjuster transmission from seat assembly.

2. Remove screw securing ground strap to solenoid housing and screws securing transmission support to gear and solenoid housings.

3. Remove screws securing gear housing to the solenoid housing; then, carefully separate housings and remove component parts of transmission assembly. (Fig. 5-5)

4. To assemble transmission, reverse removal procedure. Fig. 5-5 is an exploded view of disassembled transmission showing parts in proper relationship for installation.

IMPORTANT: Prior to or during installation, lubricate frictional surfaces of driving gear, thrust washer, large gears, dog washers, gear shaft and solenoid plungers with Lubriplate or equivalent.

REPOSITIONING FRONT SEAT ASSEMBLY ONE INCH FORWARD

1. Remove front seat adjuster-to-floor pan attaching bolts as described in FRONT SEAT ASSEMBLY WITH ATTACHING SEAT ADJUSTERS.

2. Prop up each adjuster pedestal and drill out pilot hole to $\frac{3}{8}$ inch diameter. (Pilot holes are located in upper surface of pedestal base plate and are one inch rearward of original attaching bolt holes.)

3. Where present, on the manual and power horizontal seat adjusters, the spot-welded extension bracket on the lower rear end of each seat adjuster rear pedestal must be cut off to provide floor pan clearance.

4. Reposition seat assembly one inch forward so that new drilled holes are above weld nuts in floor pan.

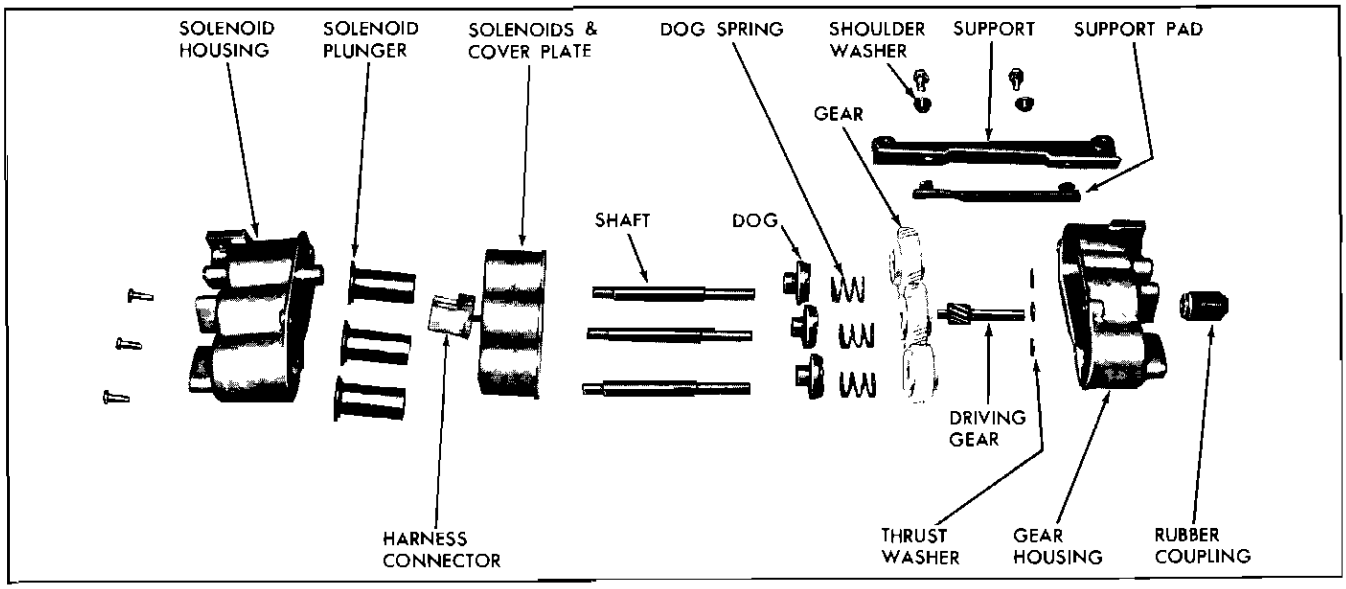


Fig. 5-5 Six-Way Seat Transmission Assembly

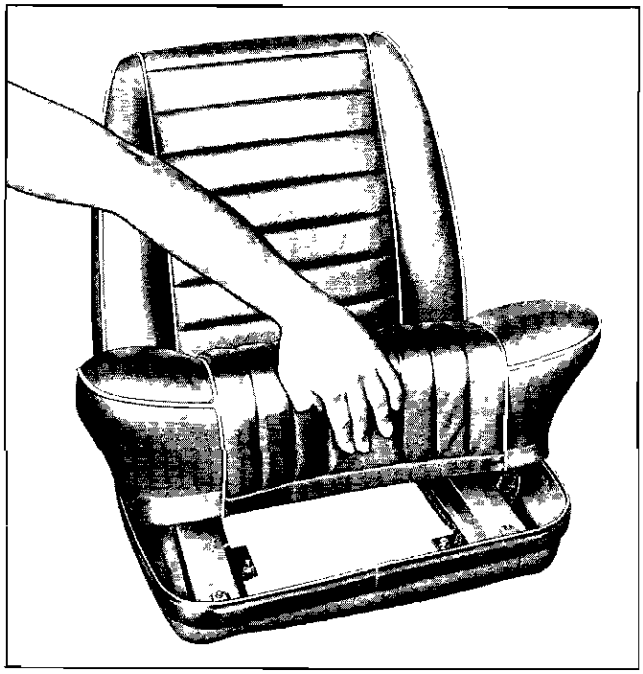


Fig. 5-6 Bucket Seat Cushion Removal

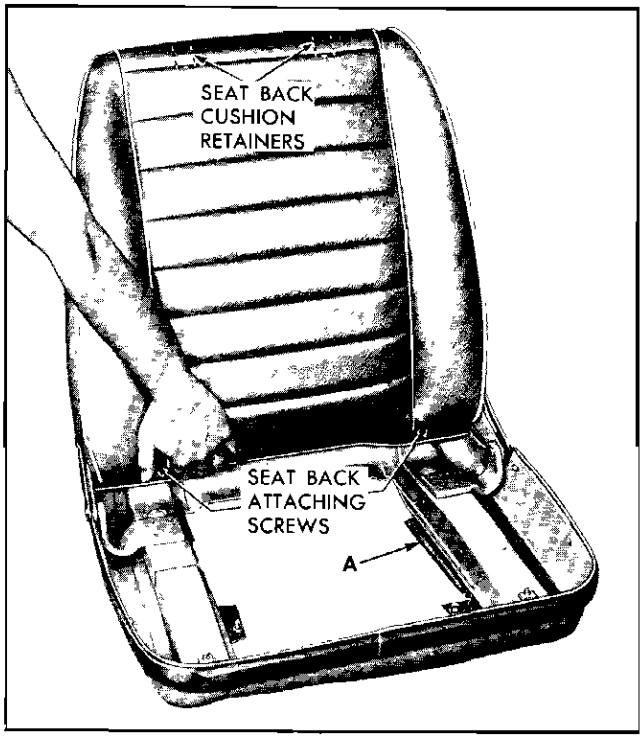


Fig. 5-7 Bucket Seat Back Cushion Removal

5. Install original seat adjuster-to-floor pan attaching bolts.

6. Check seat operation and install previously removed parts.

REPOSITIONING FRONT SEAT ASSEMBLY TWO INCHES FORWARD

1. Remove front seat adjuster-to-floor pan attaching bolts as described in FRONT SEAT ASSEMBLY WITH ATTACHED SEAT ADJUSTERS—REMOVAL AND INSTALLATION procedure.

2. Move seat assembly to one side to gain access to floor pan area below one adjuster.

3. Drill a 3/8 inch diameter hole through the floor pan at the guide dimple located one inch forward of each original adjuster attaching hole.

4. Repeat steps 2 and 3 at the other end of the seat assembly.

5. Prop up each adjuster pedestal and drill out pilot hole to 3/8 inch diameter. (Pilot holes are located in upper surface of pedestal base plate and are one inch rearward of original attaching bolt holes.)

6. Where present, the spot-welded extension bracket on the lower rear end of each seat adjuster rear pedestal must be cut off to provide floor pan clearance.

7. Seal original seat adjuster attaching bolt holes in floor pan with body caulking compound.

8. Position seat assembly two inches forward so that new drilled holes in the adjuster are above drilled holes in floor pan.

9. Install original seat adjuster-to-floor pan attaching bolts and secure in position with 5/16" lock washers and 5/16" x 24 hexagon nuts from underneath floor pan.

10. Check seat operation and install previously removed parts.

BUCKET TYPE FRONT SEATS

The driver's seat is equipped with manually-operated seat adjusters. The passenger's seat is mounted on stationary supports.

On all bucket type front seat assemblies the cushion may be removed by lifting up on the forward edge of the seat cushion (Fig. 5-6), then pulling cushion forward.

After seat cushion has been removed, the seat back cushion may be removed by tilting seat back forward and removing two cushion attaching screws along lower edge of seat back; with seat back in raised position, move seat back cushion downward while rotating cushion forward (Fig. 5-7).

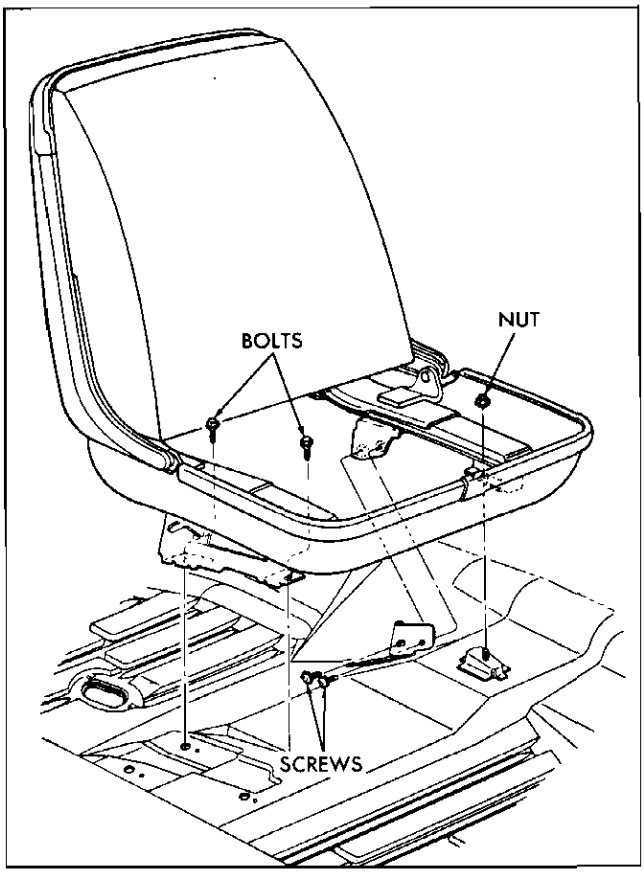


Fig. 5-8 Bucket Seat—Passenger's Side

BUCKET TYPE FRONT SEAT ASSEMBLY

REMOVE AND INSTALL

1. Remove seat cushion assembly.

2. Remove nut (located at the front inboard corner of seat assembly), bolts and screws that secure seat adjusters or seat stationary supports to floor pan (Fig. 5-8).

3. Remove seat assembly from body.

4. To install, reverse removal procedure.

FRONT SEAT ADJUSTER

REMOVE AND INSTALL

1. Remove seat assembly and place upside down on a clean protected surface.

2. When outboard adjuster is being replaced on manually operated seats, remove seat control knob.

3. Remove seat adjuster-to-seat bottom frame bolts (Fig. 5-9) and remove adjuster from seat.

4. To install, reverse removal procedure.

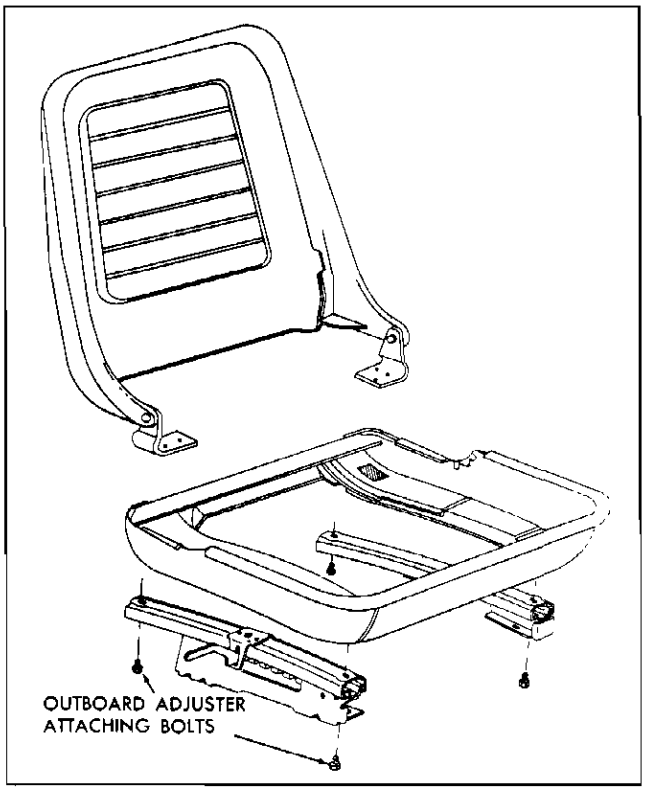


Fig. 5-9 Bucket Seat Adjuster Attaching Bolts

FRONT SEAT BACK ASSEMBLY

REMOVE AND INSTALL

1. Remove seat assembly and place upside down on a clean protected surface.

2. Remove seat back frame to seat frame attaching bolts (Fig. 5-10) and remove seat back assembly from seat.

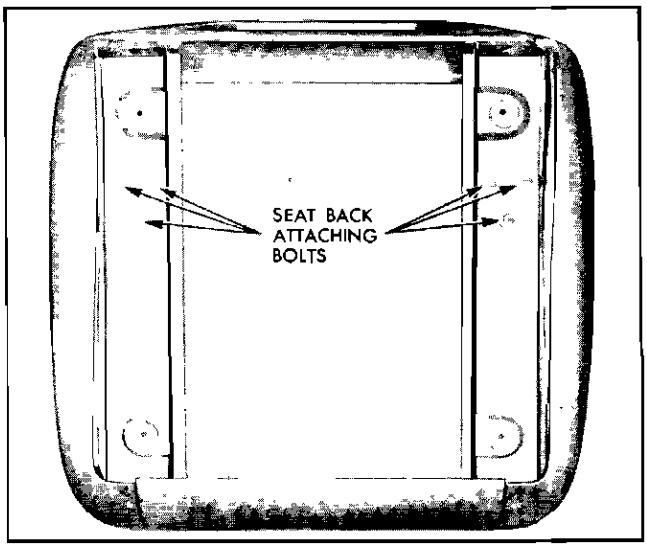


Fig. 5-10 Bucket Seat Back Attaching Bolts

3. To install seat back assembly, reverse removal procedure.

REAR SEAT CUSHION

REMOVE

1. Push lower forward edge of cushion rearward and pull cushion upward until protrusions on seat bottom frame disengage from floor pan stops.

2. Pull cushion forward and carefully remove from body.

INSTALL

1. Carefully lift cushion into body to avoid damaging adjacent trim.

2. Position rear edge of cushion under rear seat back assembly.

3. Center protrusions on seat bottom frame with stops on floor pan assembly.

IMPORTANT: If seat bottom frame protrusions are not properly centered in relation to floor pan stops, proper engagement and placement of cushion will be extremely difficult.

4. Push forward edge of cushion rearward and downward until protrusions are properly engaged behind floor pan stops.

The following views are typical of the station wagon six and nine passenger folding seat rear back and rear compartment floor panels. These illustrations identify the component parts of the rear compartment area and their relationship.

Fig. 5-11 is typical of Pontiac six-passenger station wagons.

Fig. 5-12 is typical of Pontiac nine-passenger station wagons.

REAR FLOOR TO TAIL GATE FILLER PANEL ASSEMBLY

REMOVE AND INSTALL

1. Lower tail gate assembly.

2. Lift up rear edge of filler panel assembly suffi-

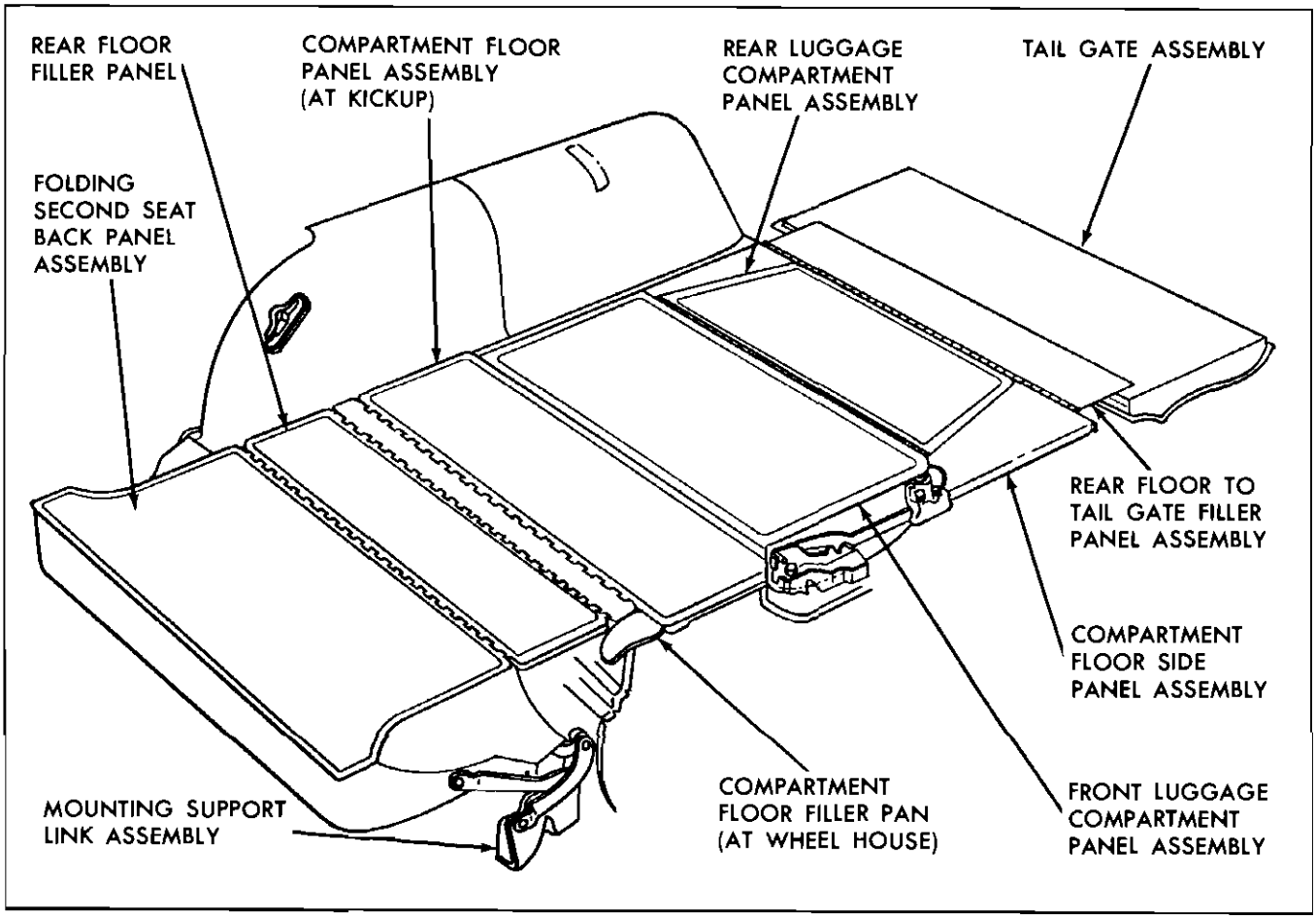


Fig. 5-11 Folding Seat and Rear Compartment Panels—6 Pass.

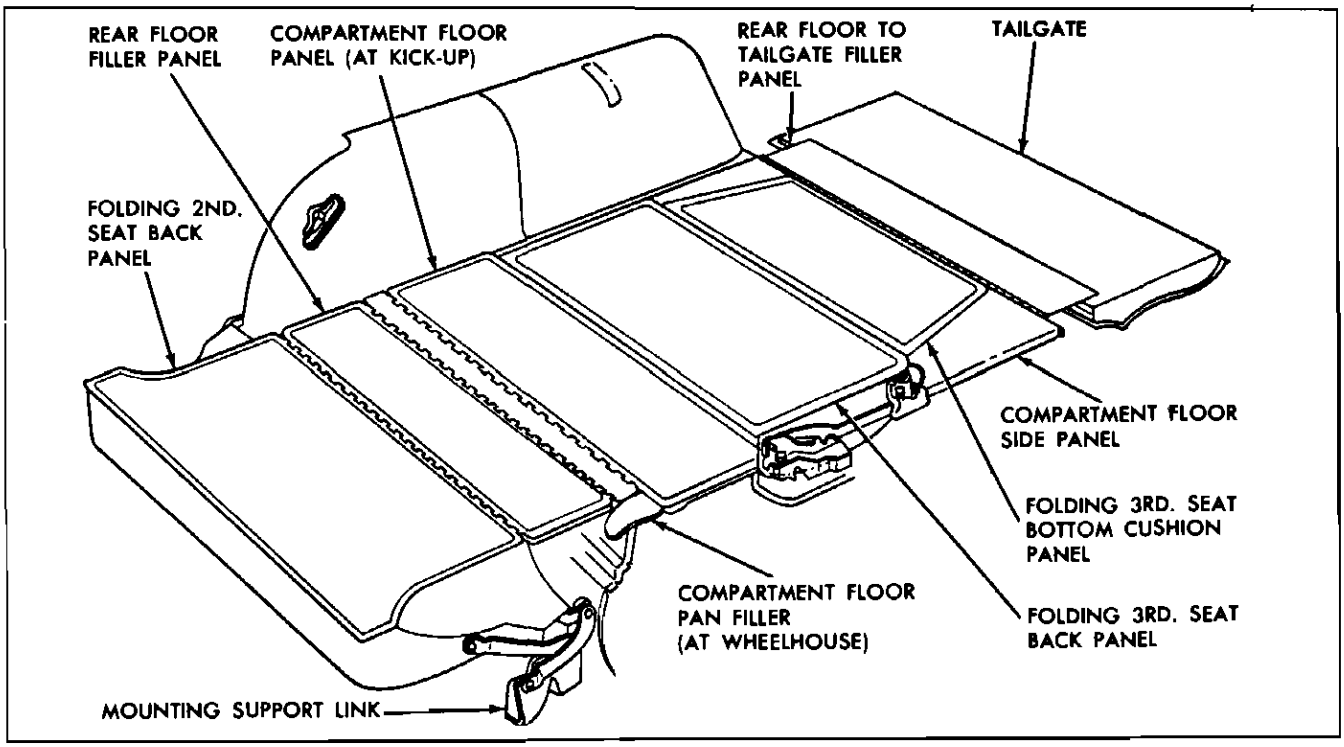


Fig. 5-12 Folding Seat and Rear Compartment Panels—9 Pass.

ciently to expose attaching screws along forward edge of panel.

3. Remove filler panel attaching screws and remove panel assembly from body opening.

4. To install, reverse removal procedure.

COMPARTMENT FLOOR SIDE PANEL ASSEMBLY (RIGHT OR LEFT SIDE)

REMOVE AND INSTALL

1. On 35 styles, use handle and fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel (Fig. 5-13).

2. On 45 styles, raise folding 3rd seat back assembly to up position; then raise 3rd seat bottom cushion assembly to up or "sitting" position.

3. For right floor side panel, remove spare tire cover panel.

4. For left floor side panel, remove rear quarter inner trim rear panel assembly.

5. On left side, remove screw which secures floor side panel to panel support.

6. Along inboard and outboard side facing of right and/or left panel, remove screws which secure panel to panel supports and remove panel from body.

7. To install, reverse removal procedure.

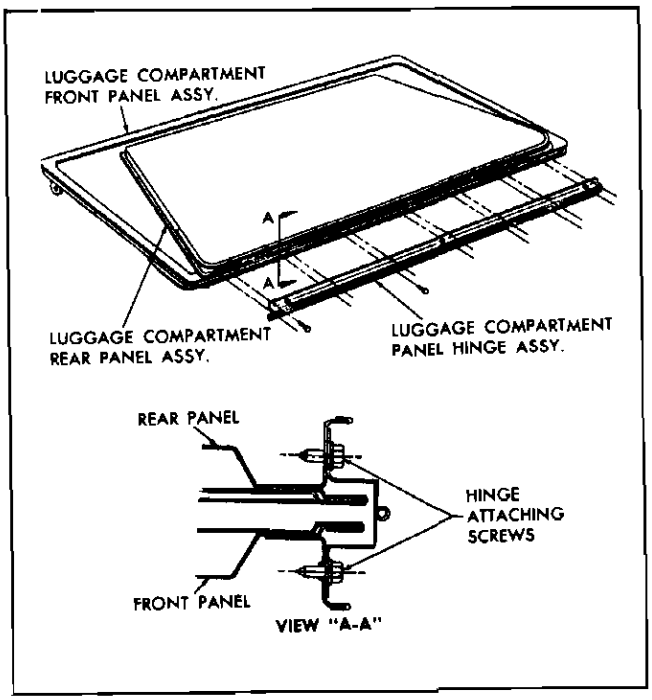


Fig. 5-13 Luggage Compartment Hinge Attachment

LUGGAGE COMPARTMENT FRONT AND REAR PANEL ASSEMBLIES

REMOVE AND INSTALL

1. Using handle, fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel (Fig. 5-13).

2. Fold combined front and rear luggage compartment panels to up or half open position. (Panels should be approximately vertical to the floor pan assembly.)

3. Lift left side of panel assembly upward to disengage panels from left floor pan support.

4. Move entire panel assembly approximately ½" to left side of body (outboard) to disengage right side of panel from right floor pan support and remove both front and rear luggage compartment panels from body.

5. To install, reverse removal procedure.

NOTE: When replacing front luggage compartment panel with new part, transfer rear luggage compartment panel with attached hinge to new part.

LUGGAGE COMPARTMENT REAR PANEL ASSEMBLY

REMOVE AND INSTALL

1. Using handle, fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel (Fig. 5-13).

2. Remove screws which secure hinge assembly to rear luggage compartment panel and remove panel assembly from body.

3. To install, reverse removal procedure.

LUGGAGE COMPARTMENT FRONT AND REAR PANEL HINGE ASSEMBLY

REMOVE AND INSTALL

1. Using handle, fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel.

2. Remove screws securing hinge assembly to both front and rear panels and remove hinge from body (view A-A, Fig. 5-13).

3. To install, reverse removal procedure.

FOLDING 3RD SEAT BOTTOM CUSHION PANEL ASSEMBLY

REMOVE AND INSTALL

1. Using handle, lift cushion panel assembly until it is in half raised position or until cushion is approximately vertical to floor pan assembly.

2. Lift left side of cushion panel assembly upward to disengage panel from left floor pan support.

3. Move cushion panel assembly approximately ½" to left side of body (outboard) to disengage right side of cushion from right floor pan support and remove cushion panel assembly from body.

4. To install, reverse removal procedure.

FOLDING 3RD SEAT BACK PANEL ASSEMBLY

REMOVE AND INSTALL

1. Using handle, raise folding seat back until it is approximately vertical to floor pan assembly.

2. Disengage right and left folding 3rd seat back link assemblies from floor pan support.

3. Lift left side of seat back panel assembly upward to disengage panel from left floor pan support.

4. Move back cushion panel assembly approximately ½" to left side of body (outboard) to disengage right side of cushion from right floor pan support and remove back cushion panel assembly from body.

5. To install, reverse removal procedure.

COMPARTMENT FLOOR PANEL ASSEMBLY (AT KICK-UP)

REMOVE AND INSTALL

1. On 45 styles, remove folding 3rd seat back assembly as previously described.

2. On 35 styles, remove luggage compartment front and rear panel assemblies (complete) as previously described.

3. Remove screws which secure rear edge of compartment floor panel to floor pan assembly.

4. Lift up rear edge of panel sufficiently to firmly grasp panel; then pull panel rearward to disengage front edge of panel from retaining clips on floor pan and remove panel assembly from body.

5. To install, reverse removal procedure.

COMPARTMENT FLOOR PAN FILLER (AT WHEELHOUSE)

REMOVE AND INSTALL

1. Remove compartment floor panel assembly (at kick-up) as previously described.

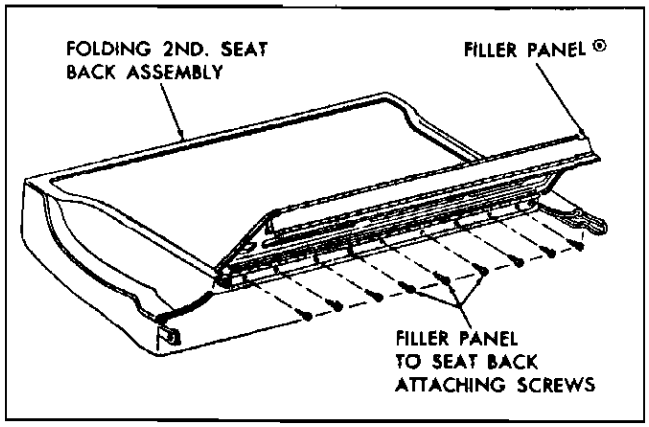


Fig. 5-14 Rear Door Filler Panel

2. Remove two screws securing floor pan filler (at wheelhouse) to floor pan assembly and remove filler from body.

3. To install, reverse removal procedure.

REAR FLOOR FILLER PANEL

REMOVE AND INSTALL

1. Remove compartment floor panel assembly (at kick-up) as previously described.

2. Along rear edge of filler panel, remove screws which secure panel to floor pan.

3. Fold filler panel forward sufficiently to remove screws which secure panel to folding 2nd seat back assembly and remove filler panel from body (Fig. 5-14).

4. To install, reverse removal procedure.

FOLDING REAR SEAT CUSHION

REMOVE AND INSTALL

1. Lift up front edge of folding rear seat cushion assembly to disengage protrusions in seat bottom frame from slots in rear seat support and remove cushion assembly.

2. To install, reverse removal procedure. Make certain that protrusions are fully engaged in rear seat support.

FOLDING 2ND SEAT BACK ASSEMBLY (WITH ATTACHED FILLER PANEL)

REMOVE AND INSTALL

1. Remove compartment floor panel assembly (at kick-up) as previously described.

2. Remove screws securing rear edge of rear floor filler panel assembly to floor pan.

3. With folding 2nd seat back assembly in down position, fold filler panel forward sufficiently to remove screws securing right and left lower corner moldings to 2nd seat back and remove moldings.

4. Remove bolts securing right and left mounting support link assemblies to seat back assembly (Fig. 5-15), and remove folding 2nd seat back assembly with attached filler panel from body.

5. To install, reverse removal procedure.

NOTE: When necessary to remove filler panel from seat back assembly, as a bench operation, fold filler panel as shown in Fig. 5-14 and remove screws which secure filler panel to seat back panel assembly.

FOLDING 2ND SEAT BACK MOUNTING SUPPORT LINK ASSEMBLY

REMOVE AND INSTALL

1. Release rear seat cushion and slide cushion forward.

2. Turn back floor carpet sufficiently to remove screws securing rear door opening carpet support filler to floor pan and remove support filler from body.

3. Remove bolts securing folding 2nd seat back mounting support link assembly to floor pan.

4. Fold 2nd seat back assembly to down position.

5. Remove screws securing lower corner molding to 2nd seat back and remove molding from back.

6. Remove bolts securing support link to folding

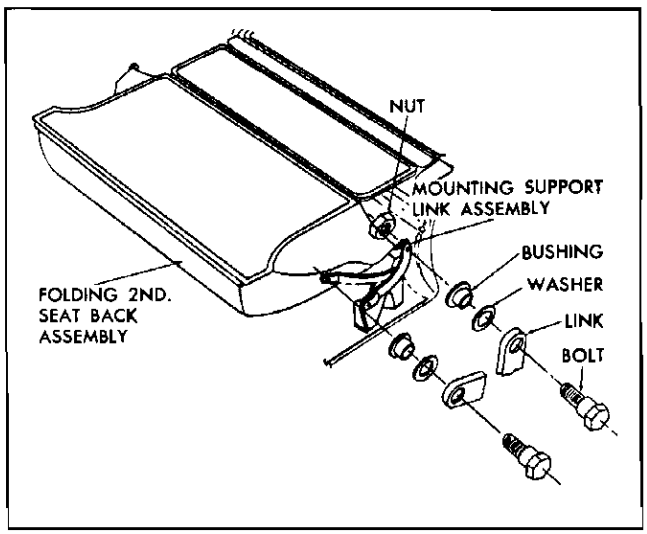


Fig. 5-15 Second Seat Mounting Support Link Assembly

2nd seat back assembly and remove support link from body (Fig. 5-15).

7. To install, reverse removal procedure.

FOLDING SPLIT 2ND SEAT BACK ASSEMBLY

REMOVE AND INSTALL

1. On 45 styles, remove folding 3rd seat back assembly.

2. On 35 styles, remove luggage compartment front and rear panel assemblies (complete).

3. On all styles, remove compartment floor panel assembly (at kick-up).

4. Along rear edge of filler panel, remove screws which secure panel to floor pan assembly.

5. With folding 2nd seat back in down position, remove bolts securing inboard and outboard mounting support link assemblies to seat back assembly (Fig. 5-16) and remove folding split 2nd seat back assembly with attached filler panel from body.

6. To install, reverse removal procedure.

NOTE: When necessary to remove filler panel from seat back assembly, as a bench operation, fold filler panel forward and remove screws which secure filler panel to seat back panel assembly.

FOLDING REAR (SECOND) SEAT BACK CATCH LEFT SIDE ONLY

REMOVE AND INSTALL

1. Lower rear (second) seat back.

2. Remove rubber bumper and seat back catch cover attaching screws (Fig. 5-17).

3. Mark location of catch to facilitate installation in same position. Remove seat back catch attaching bolts (Fig. 5-17) and remove catch from seat assembly.

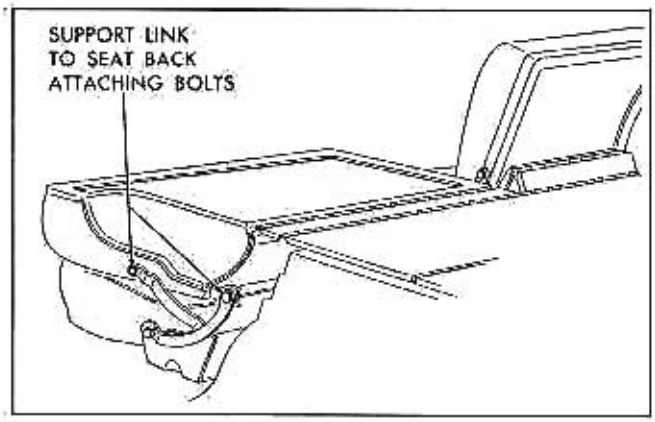


Fig. 5-16 Folding Split Second Seat Back Removal

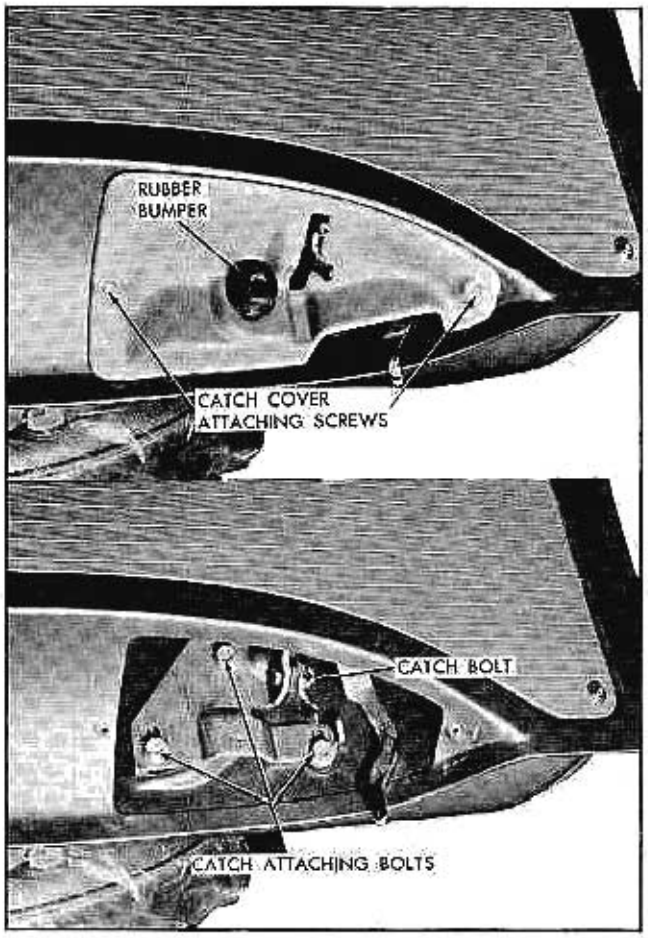


Fig. 5-17 Folding Seat Back Catch

4. To install, reverse removal procedure. Prior to installation of seat back catch cover, install rubber bumper and check for proper operation of seat back catch. Where necessary, adjust catch for proper engagement with catch striker, as described under FOLDING SEAT BACK CATCH ADJUSTMENT.

FOLDING SEAT BACK CATCH ADJUSTMENT

The folding seat back catch is adjustable in or out for proper engagement with the catch striker located on the rear wheelhouse. To adjust the catch remove the seat back rubber bumper and catch cover (Fig. 5-17). With cover removed install rubber bumper and loosen seat back catch attaching bolts. Adjust seat back catch in or out so that the short end of the catch bolt (Fig. 5-17) just clears the striker bar; then tighten catch attaching bolts. Remove bumper, install catch cover and bumper.

HEADLINING

HEADLINING

The headlining assembly is formed to the roof contour by concealed listing wires. Both ends of each listing wire are installed into holes in listing wire clips which are secured to the side roof inner rail assembly. The wires and listing pockets are secured to the roof bows on some styles by bend-over metal tabs. The headlining is secured at the windshield by cement and tacks or staples and along the side roof rail by tacks, staples or a pronged retainer. A pronged retainer is used where side roof rail finishing moldings are not used. The rear end of the headlining is secured at the back window by a headlining foundation board which is supported above the back window opening by metal retaining tabs or by cement and tacks or staples. In addition, the rear listing wire on all 11 and 69 styles is secured to the center of the back window inner panel support by a metal retaining tab.

CAUTION: CLEAN HANDS ARE ESSENTIAL WHEN WORKING WITH HEADLINING MATERIAL.

REMOVE

1. Place protective coverings over seat cushions and backs.

2. Prior to removing headlining, remove following hardware and trim assemblies if present.

a. Windshield side and upper garnish moldings.

b. Rear view mirror support.

c. Sunshade supports.

d. Dome or side roof rail lamps.

e. Coat hooks.

f. Rear quarter upper garnish moldings. (2 door styles)

g. Side roof rail moldings.

h. Back window garnish moldings.

i. Rear quarter rear window front, rear and upper moldings (35 and 45 styles).

j. Back body window opening upper and side garnish moldings.

k. Center pillar finishing moldings.

l. Rear quarter trim, where necessary.

3. Carefully remove tacks or staples securing headlining at windshield opening, along side roof rails on bodies equipped with side roof rail finishing moldings, at rear quarter windows and at back window opening. Then carefully detach cemented edges of headlining.

4. On styles where headlining is secured to side roof rails by retainers, use headling inserting tool J-2772 or similar wide-bladed tool and carefully disengage headlining from retainer tabs (view A, Fig. 6-1).

5. Working from front to rear of body, disengage headlining listing wires from side roof rails, gathering or folding headlining with listing wires on outside to keep headlining clean. Bend down metal tabs at bows on bodies using tabs to support listing wire (view B, Fig. 6-1 and 6-2).

6. Disengage headlining on styles using foundation board from metal tabs or retainers at back window (view D, Fig. 6-1) and remove headlining assembly from body.

IMPORTANT: Note into which hole the ends of the listing wires are installed to insure proper installation (view A, Fig. 6-1 and 6-2).

7. If necessary, listing wires may be removed from pockets.

INSTALL

1. Install listing wires into headlining listing pockets and lift entire headlining assembly into body.

2. Center and align rearward end of headlining and engage foundation board where used under metal retainer or metal tabs above back window (view D, Fig. 6-1). Then working forward, install ends of listing wires into listing wire holes along side roof rail.

NOTE: Make certain listing wires are installed in correct hole in clips to insure proper contour of headlining (view A, Fig. 6-1 and 6-2).

3. Install balance of listing wires into proper holes in listing wire clips (view A, Fig 6-1 and 6-2). Install listing wire where necessary to roof bow metal retaining tabs, center headling and bend over retaining tabs.

4. Center and align headlining in relation to windshield opening, back window opening, coat hooks and sunshade support locations. Then apply trim cement to headlining tacking surfaces at windshield and back window openings, (view C, D and E, Fig. 6-1 and views E, G and H in Fig. 6-2) and stretch and stay tack headlining to windshield and back window openings and along side roof rails if tacks are used.

5. Remove all fullness and draws from headlining material and permanently tack headling to tacking strips (view A, Fig. 6-2).

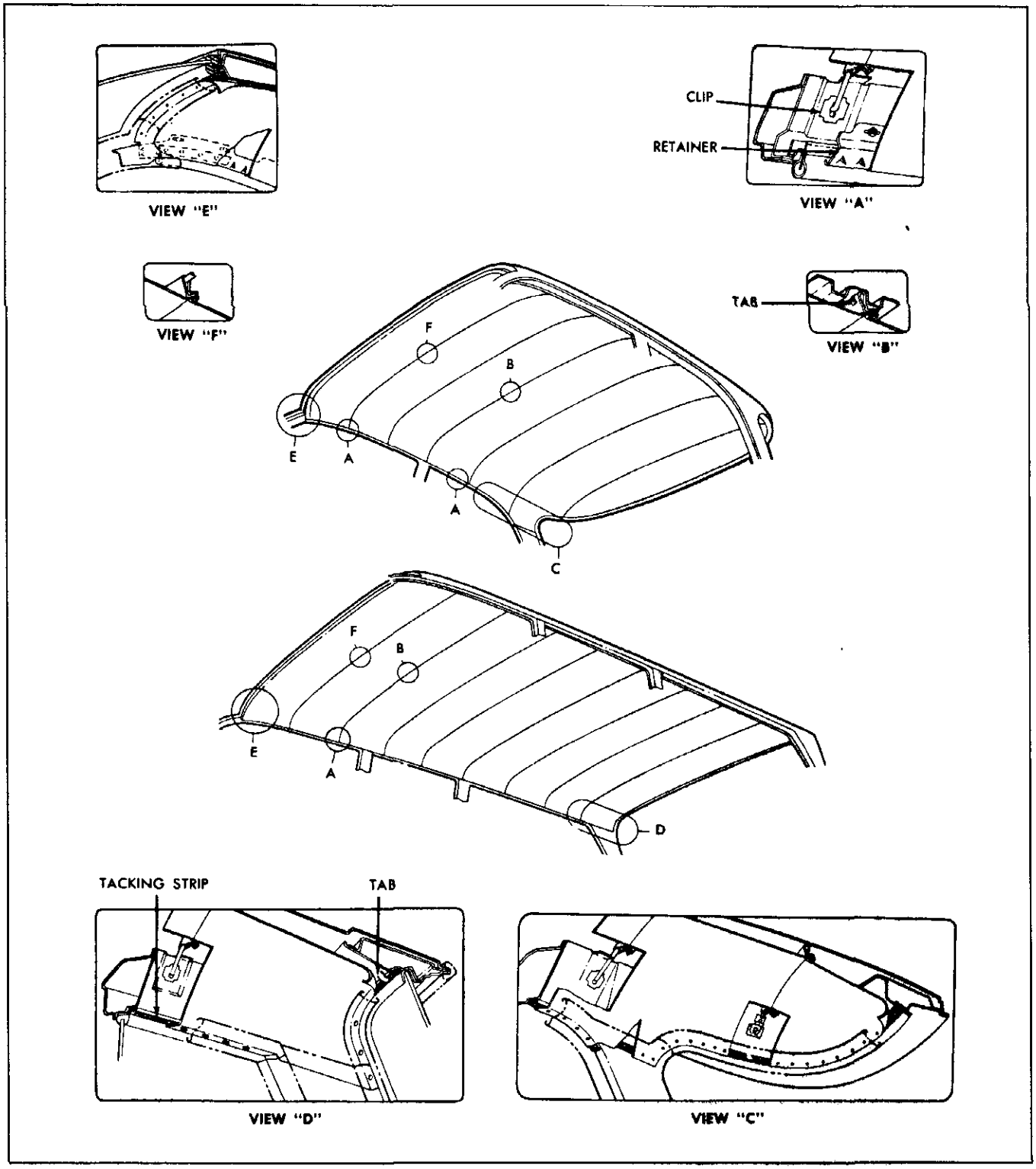


Fig. 6-1 Headlining Assembly

NOTE: On those styles where side roof rail moldings are not used, use headlining inserter tool J-2772 or similar wide-bladed tool and carefully tuck edges of headlining under metal retainer tabs along both side roof rails (view **A**, **Fig.** 6-1).

6. Install all previously removed hardware and trim assemblies and remove protective coverings.

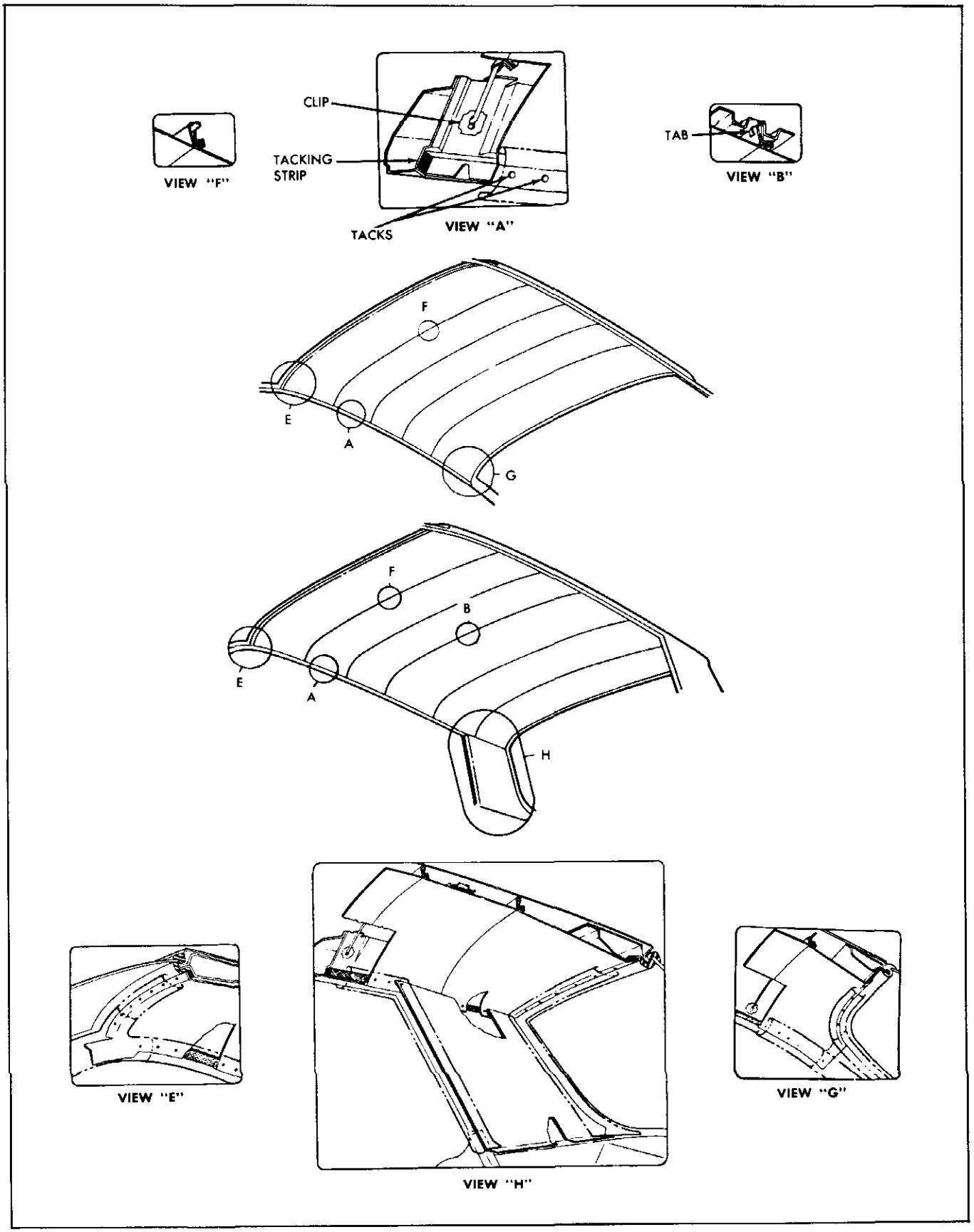


Fig. 6-2 Headlining Assembly

FOLDING TOP

OPERATION OF FOLDING TOP

The convertible coupe incorporates a Hydro-Lectric system to raise and lower the folding top. After the top has been unlatched and raised above the windshield by hand, it can be lowered or raised, respectively, by actuating a power control switch located at the instrument panel. Hydraulic fluid from an electrically driven pump is forced through tubing to double-acting, piston-type cylinders located at each rear quarter section of the car. Pressurized fluid entering the top of the hydraulic lift cylinder forces the pistons down—thus lowering the top. Pressurized fluid entering the bottom of the hydraulic lift cylinders forces the piston upward—thus raising the top.

TOP BOOT

The top boot is attached to the body with concealed floating-type snap fasteners along the side and rear edges and a slide-in retainer along the front edge as indicated in Fig. 7-1. When the folding top is raised, either of the following two methods may be used for storing the boot.

1. The boot may be stored in its protective case in rear compartment of car.

2. The boot may be left attached to the slide retainer and folded behind rear seat back.

The top compartment behind the rear seat back must be used only for storage of the top boot when it is attached to the slide retainer on the seat back. The storage of such items as golf clubs, luggage and miscellaneous objects in the compartment not only interferes with the proper operation of the top, but may damage the top or the plastic rear window.

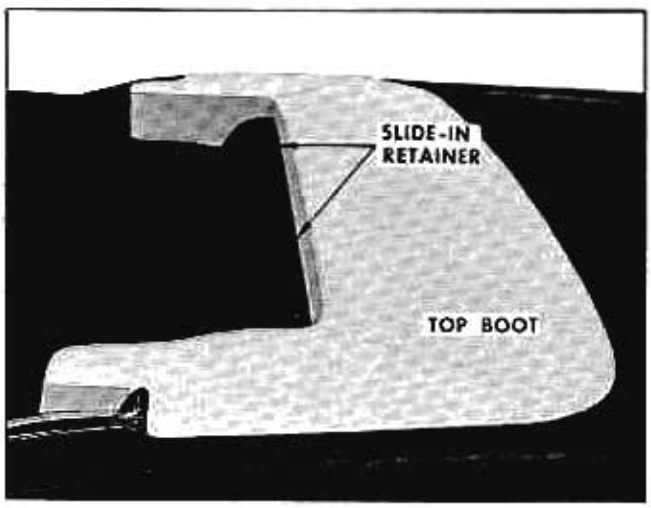


Fig. 7-1 Top Boot

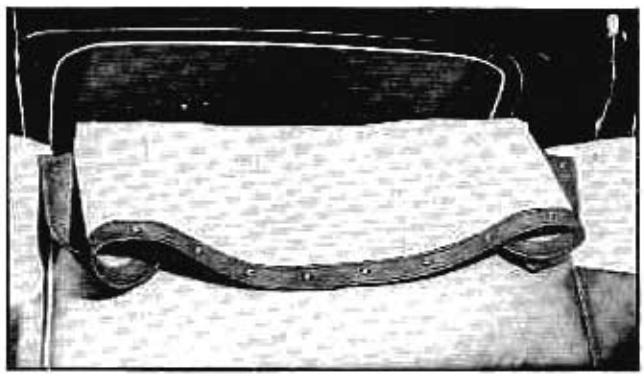


Fig. 7-2 Top Boot Folded

TO LOWER THE TOP

1. Stop the car. If top boot has been stored in its retainer behind rear seat, turn boot over seat back and fold ends (Fig. 7-2). It is not necessary to lower rear window or rear quarter windows before lowering top.

2. Turn down both sun visors; then rotate each locking handle rearward then upward until it is disengaged from striker on windshield header (Fig. 7-3).

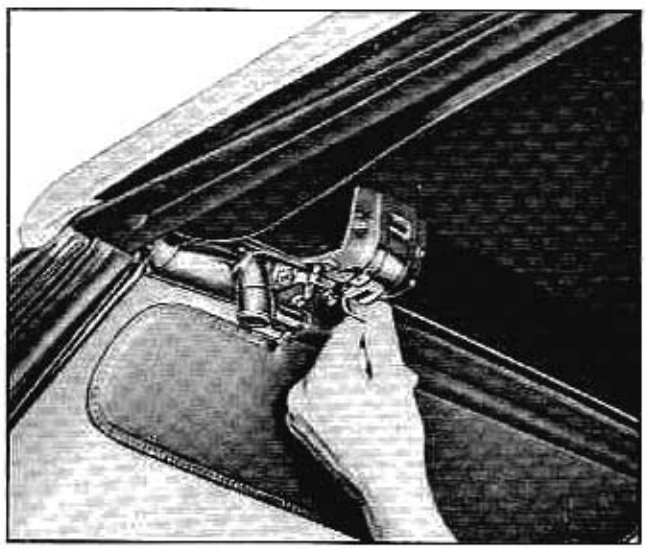


Fig. 7-3 Unlocking Top From Header

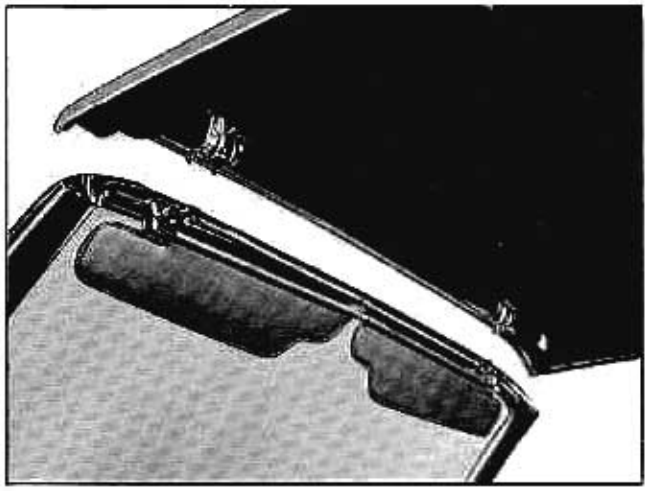


Fig. 7-4 Disengaging Top From Header

3. Raise front of top (Fig. 7-4) to disengage front roof rail from windshield header.

4. Actuate power top control switch until front top rail is approximately two feet from full down position (Fig. 7-5).

5. On right and left side of body, pull top material and padding A from between operating arms of top (Fig. 7-5).

6. Operate top control switch until top is approximately six inches from full down position. Tuck corners of padding A into top compartment to insure proper fit of top boot (Fig. 7-6).

7. Operate top control switch until top is in fully lowered position. Smooth out top material on body panel (Fig. 7-7).

8. Fold over corners of top material (Fig. 7-8).

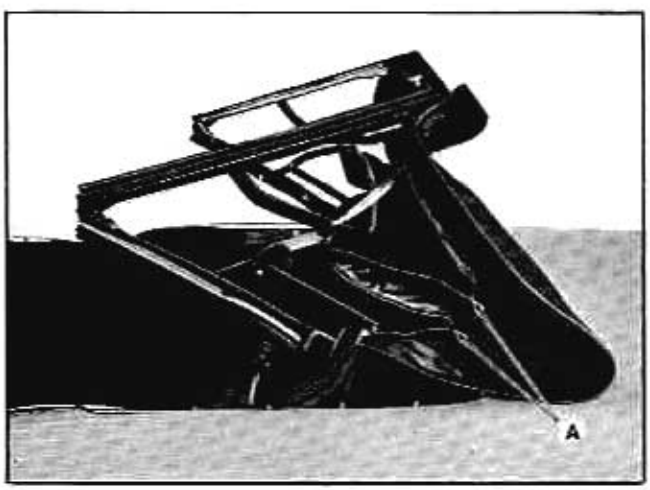


Fig. 7-5 Pull Padding From Between Arms

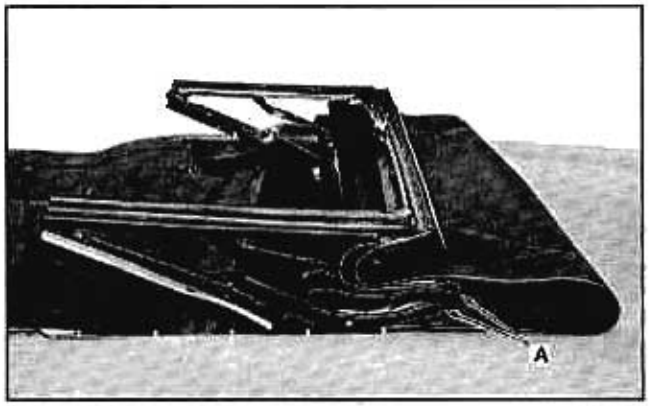


Fig. 7-6 Tuck Padding Into Compartment

9. Place material over folding top (Fig. 7-9).

TOP BOOT INSTALLATION

1. Slide front edge of boot into retainer A along seat back (Fig. 7-10). Center boot for proper engagement of snap fasteners.

2. Place top boot in position over folded top and engage several boot fasteners to studs along rear molding. Then adjust boot to remove wrinkles by sliding forward edge of boot to right or left in retainer (Fig. 7-11).

3. Engage remaining boot fasteners to studs on molding and rear quarter trim.

TO RAISE THE TOP

1. Stop the car. Disengage all top boot snap fasteners from studs, turn boot over seat back and fold ends of boot toward center. If thoroughly dry, top boot may be removed from retainer, folded and placed in protective case. Smooth out top material on body panel (Fig. 7-7).

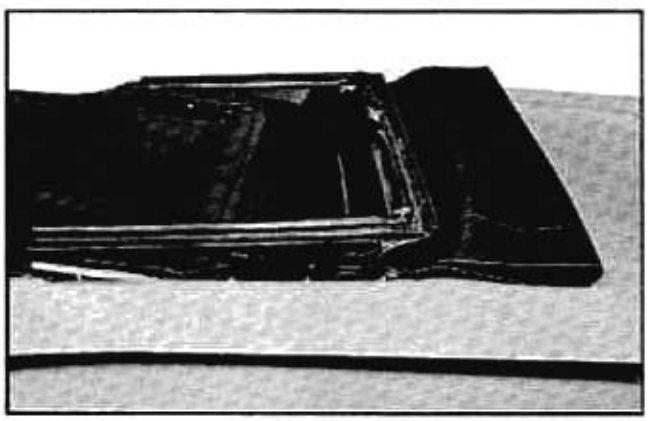


Fig. 7-7 Smooth Out Top Material

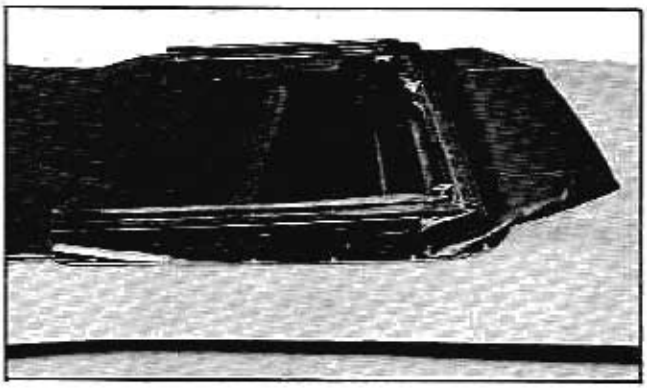


Fig. 7-8 Fold Corners of Top Material

2. Turn down sun visors and operate power top control switch until top is fully raised.

3. After top is raised, guide studs on front roof rail into striker holes; then engage each folding top locking handle with striker on windshield header (Fig. 7-12).

4. Rotate each handle downward THEN forward until fully engaged with striker on windshield header; then turn up sun visors.

NOTE: BE SURE TOP IS SECURELY LOCKED TO WINDSHIELD HEADER BEFORE STARTING CAR.

TO LOWER REAR WINDOW

Slide zipper fastener indicated at A in Fig. 7-13 upward, across top and down opposite side. Then carefully lower window into top compartment. To avoid damage, do not place miscellaneous objects on window.

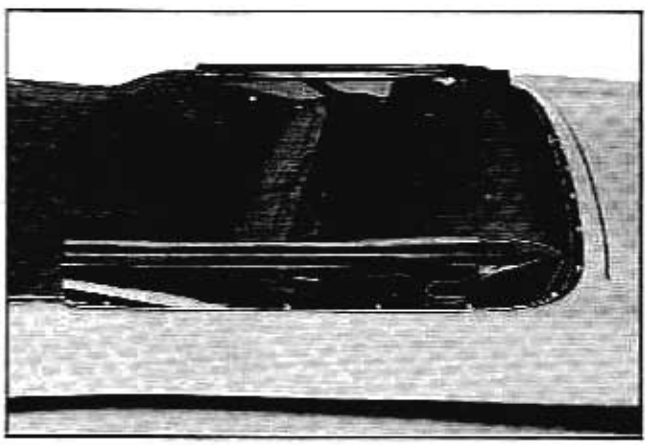


Fig. 7-9 Turn Top Material Forward

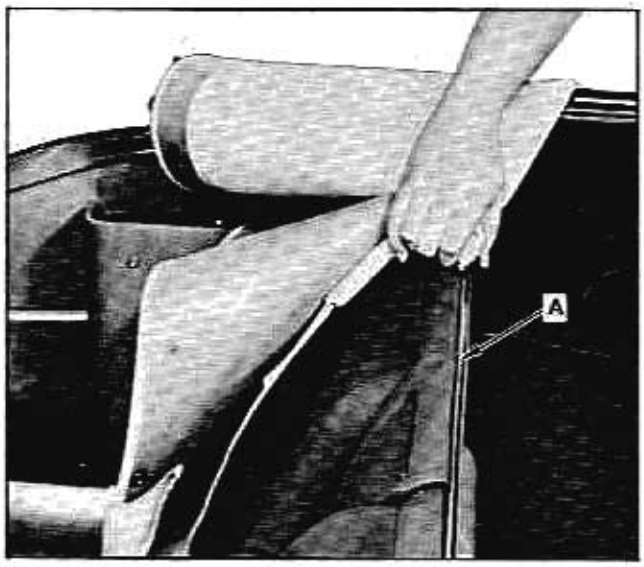


Fig. 7-10 Slide Boot Into Retainer

TO RAISE REAR WINDOW

1. HOLD WINDOW IN ITS APPROXIMATE CLOSED POSITION; THEN SLIDE ZIPPER ALONG SIDES AND TOP OF WINDOW.

NOTE: In some cases, rear window zipper can be operated much easier if top is released at windshield header to relieve tension on zipper (Fig. 7-14).

2. On outside of car after window has been raised, tuck top flaps into valance along right and left side of window opening (Fig. 7-15).

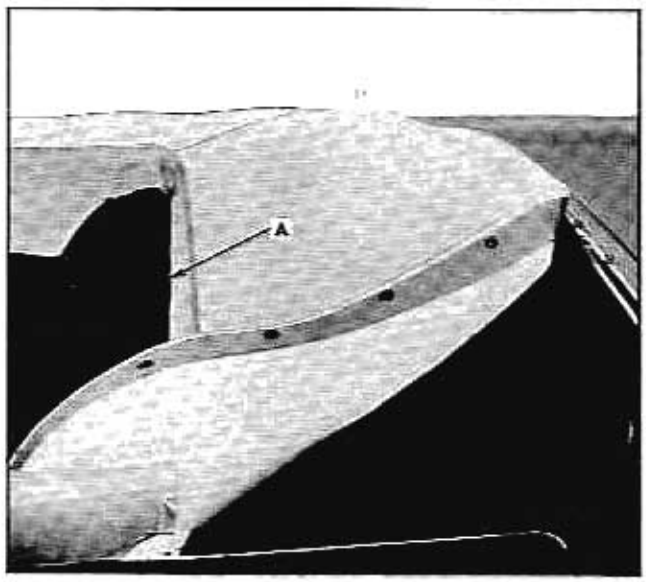


Fig. 7-11 Top Boot Partially Installed

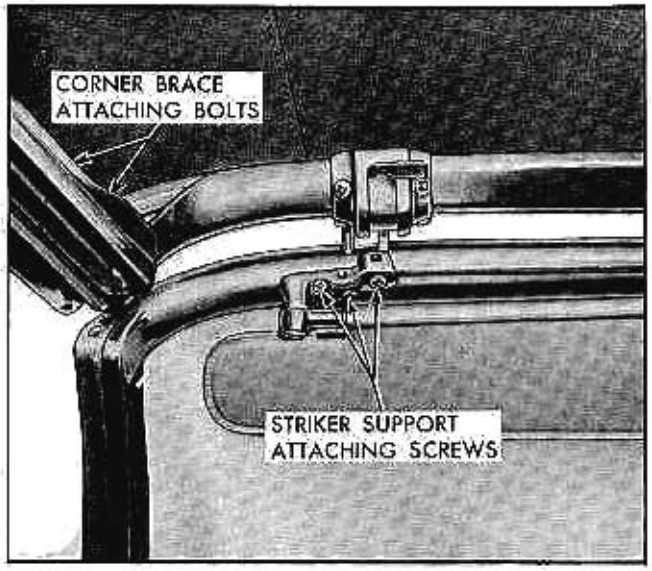


Fig. 7-12 Front Roof Rail Adjustment

GENERAL INFORMATION

1. As a safety precaution, DO NOT OPERATE TOP UP OR DOWN WHILE CAR IS IN MOTION. After raising top, make sure it is securely locked to the windshield header before starting car.

2. Do not obstruct the mechanical operation of top.

3. Do not place miscellaneous objects such as golf clubs, luggage, etc., in the folding top compartment.

4. To prevent water stains, mildew or possible shrinkage of top material, do not keep top folded for a long period of time if it is damp or water soaked.

5. Do not paste advertising stickers, gummed labels or masking tape on the plastic rear window. The adhesive used on such items is difficult to remove and may be injurious to the plastic composition of the window.

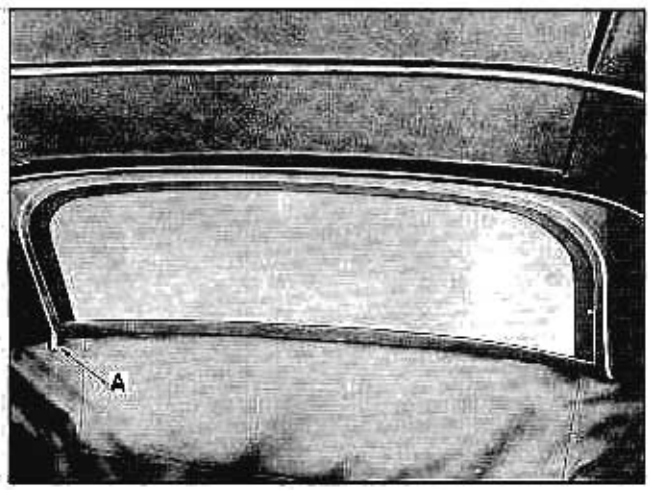


Fig. 7-13 Rear Window in Raised Position

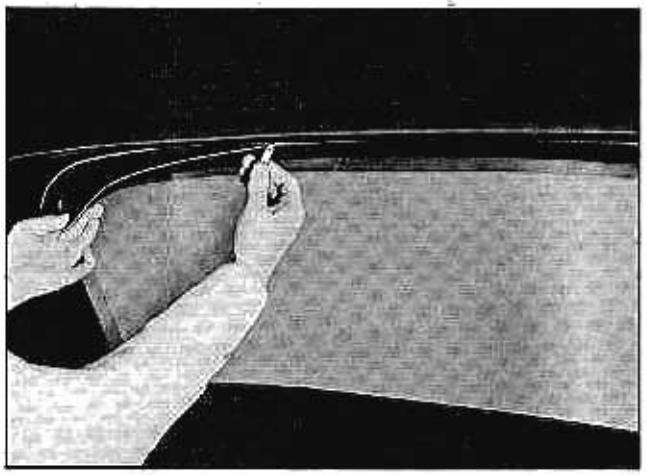


Fig. 7-14 Rear Window Zipper

6. Allow plastic rear window and top material to become warm and pliable before attempting to operate top in temperatures below 50° Fahrenheit.

7. After raising the rear window, be sure to engage the top flaps into the valance along the sides of the rear window opening. This operation is performed from outside the car.

8. In some cases, the rear window can be lowered and raised much easier if the top is raised slightly above the windshield header to relieve the tension of the back curtain zipper.

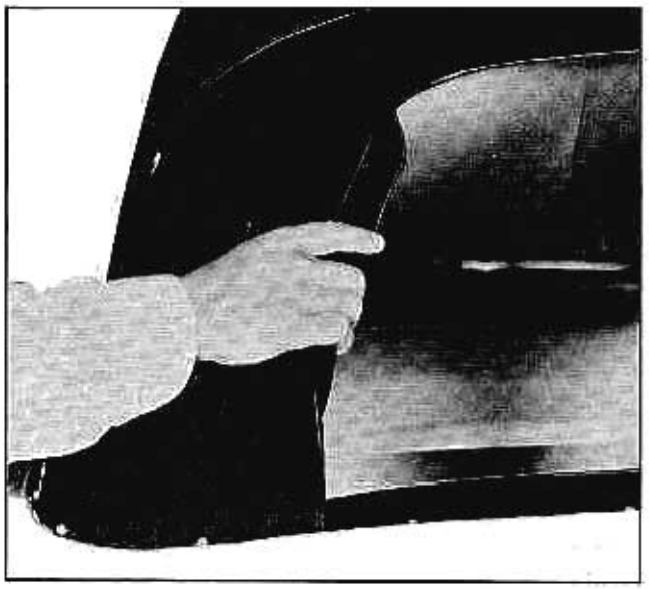


Fig. 7-15 Tuck in Flaps

CARE OF REAR WINDOW

The back curtain in the convertible coupe is provided with a large pliable plastic window. Due to the texture of the plastic window, it is susceptible to scratches and abrasions; therefore, when cleaning the window, follow the steps outlined below:

1. To remove superficial dust, do not use a dry cloth. Use a SOFT COTTON CLOTH MOISTENED WITH WATER and wipe crosswise of the window.

2. To wash the rear window, use cold or tepid (not hot) water and a mild neutral soap suds. After the washing, rinse with clear water and wipe with a slightly moistened clean soft cloth.

CAUTION: Never use solvents such as alcohol or volatile cleaning agents on the plastic window. These liquids may have a deteriorating effect on the plastic and, if spilled, may spot the painted finish on the body panels.

3. When removing frost, snow or ice from the plastic window. DO NOT USE A SCRAPER. In an emergency, warm water may be used. Use care that the warm water does not contact the glass windows or windshield.

CLEANING THE TOP

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water, then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse the top generously with clean water to remove all traces of cleanser. If desired, the top can be supported from the underside during the scrubbing operations.

After cleaning always be sure the top is thoroughly dry before it is lowered. Lowering the top while it is still wet or damp may cause mildew and unsightly wrinkles.

Do not use volatile cleaners or household bleaching agents on the top material.

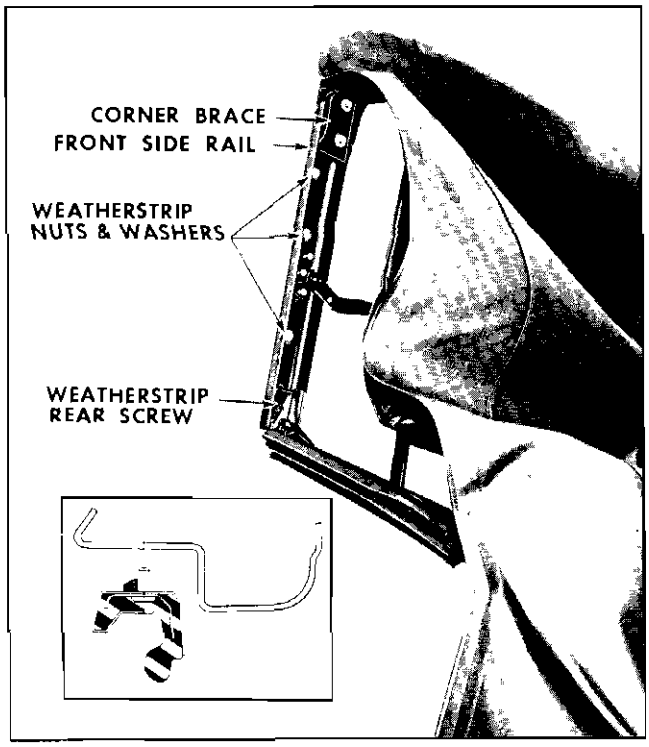


Fig. 7-16 Side Roof Rail Weatherstrips

SIDE ROOF RAIL WEATHERSTRIPS

The sealing along each folding top side roof rail is accomplished by a front, center and rear section of weatherstrip. These weatherstrips are attached to the side roof rails with nuts on the three integral studs of each weatherstrip section. In addition, both ends of the side roof rail front weatherstrip and the forward ends of the center and rear side roof rail weatherstrips are secured to the side roof rail with screws. Two additional screws are used to secure the preformed forward section of the side roof rail front weatherstrip to the front roof rail. An additional screw is used to secure the folding top compartment side panel weatherstrip portion of the rear side roof rail weatherstrip to the rear quarter inner panel.

The procedure below outlines the removal and installation of all three sections of weatherstrip. Each section may be removed and installed separately if desired.

REMOVAL OF SIDE ROOF RAIL WEATHERSTRIPS

1. Lower top halfway.

2. Remove weatherstrip attaching screws at end of each section of weatherstrip.

3. Remove two screws at preformed forward end of side roof rail front weatherstrip. Remove two screws securing end of front roof rail weatherstrip

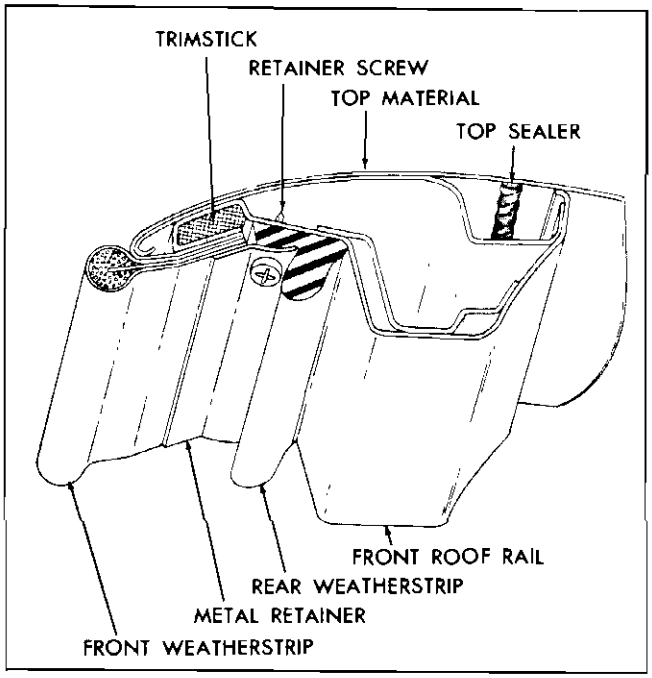


Fig. 7-17 Front Roof Rail Sealing

retainer. Then with a flat-bladed tool, carefully break cement bond between front roof rail rear weatherstrip and side roof rail front weatherstrip at butt joint.

4. Remove weatherstrip attaching nuts and washers and remove weatherstrips. Several attaching nuts and washers are shown in Fig. 7-16.

INSTALLATION OF SIDE ROOF RAIL WEATHERSTRIPS

1. Clean off cement from front and side roof rails to insure clean cementing surfaces.

2. Apply ribbon of body caulking compound along entire length of attaching surface on each side roof rail weatherstrip section just outboard of integral studs and reverse removal procedure (Fig. 7-16).

3. Apply an approved weatherstrip cement to adjoining surfaces of side roof rail front weatherstrip and front roof rail rear weatherstrip. Install side roof rail weatherstrip to form butt joint with front roof rail rear weatherstrip. Reinstall front roof rail weatherstrip retainer screws. Clean off excess cement and sealer.

4. Install two screws securing preformed forward end of side roof rail front weatherstrip to front roof rail.

5. At rear of side roof rail rear weatherstrip secure weatherstrip to quarter inner panel with screw and washer assembly.

ADJUSTMENT OF SIDE ROOF RAIL WEATHERSTRIPS

1. The side roof rail weatherstrip sections may be adjusted inboard or outboard. To adjust, remove attaching screws, loosen attaching nuts and position as desired. Tighten nuts and reinstall attaching screws. If necessary, drill new holes (1/8") for attaching screws.

NOTE: The side roof rail weatherstrip front section may also be adjusted fore or aft.

2. The side roof rail weatherstrips may also be adjusted downward. To perform this adjustment, loosen weatherstrip as required and insert a tapered waterproof cardboard shim between weatherstrip and side roof rail, tighten weatherstrip attaching nuts and reinstall attaching screws.

FRONT ROOF RAIL WEATHERSTRIP

DESCRIPTION: Two weatherstrips of different types are used along the front roof rail. The front weatherstrip is a trim covered 3/8" diameter round rubber which is tacked to the front roof rail trim stick. The rear weatherstrip is a door weatherstrip type section and is secured to the front roof rail by weatherstrip cement and by the rear edge of a two-piece metal retainer (Fig. 7-17).

To remove either weatherstrip, lower folding top and remove two-piece metal retainer; remove tacks securing front weatherstrip or break cement bond securing rear weatherstrip. To install weatherstrip, reverse removal procedure. When installing rear weatherstrip, follow cementing instructions outlined for front door weatherstrip.

FOLDING TOP ADJUSTMENTS

The folding top linkage consists of three sections of right and left side roof rails and a front roof rail connected by bolts, hinges, and a series of connecting links and bows. The top linkage is attached to the body at the rear quarter area by a male hinge bolted to an adjustable support. The front roof rail is locked at the windshield header by two hook type locks which are an integral part of the two locking handles.

The following information outlines and illustrates procedures which may be used to correct misaligned folding top linkage. To correct some top variations, only a single adjustment is required; other top variations require a combination of adjustments. In conjunction with adjustment of the folding top, it may be necessary to adjust the door, door glass, rear quarter glass, trim sticks or side roof rail weatherstrips.

ADJUSTMENT OF TOP AT FRONT ROOF RAIL CORNER BRACE

If the top, when in a raised position, is too far forward or does not move forward enough to allow the guide studs on the front roof rail to enter holes in the striker assemblies, proceed as follows:

1. Unlatch top and raise it above windshield header. Remove side roof rail weatherstrip front attaching screws.

2. Loosen corner brace attaching bolts (Fig. 7-18) and adjust front roof rail fore or aft as required. Repeat on opposite side if necessary.

NOTE: This adjustment is limited. If additional adjustment is required, it can be made at the folding top male hinge.

3. When front roof rail corner brace is properly adjusted, tighten attaching bolts and reinstall side roof rail front weatherstrip attaching screws. Check forward section of weatherstrip and reseal if necessary.

ADJUSTMENT OF TOP AT SUNSHADE AND STRIKER SUPPORT ASSEMBLY

If a difficult locking action, caused by misalignment of the sunshade and striker support assembly is encountered at the front roof rail or if a closer fit of the front roof rail to windshield header is desired, proceed as follows:

1. Unlatch top and raise it above windshield header.

2. Loosen striker support attaching screws (Fig. 7-18) and adjust striker as required; then tighten attaching screws.

If after adjusting the striker support, the locking action of top is still unsatisfactory, the hook lever on the front roof rail lock assembly may be adjusted as follows:

1. Loosen hook lever set screw (Fig. 7-19).

2. Turn hook lever clockwise to tighten locking action of top, counterclockwise to reduce locking action of top.

3. After desired locking action has been obtained, tighten hook lever set screw.

ADJUSTMENT OF TOP CONTROL LINK ADJUSTING PLATE

1. With top in up position, if joint between front and center side roof rail is too high or too low, proceed as follows:

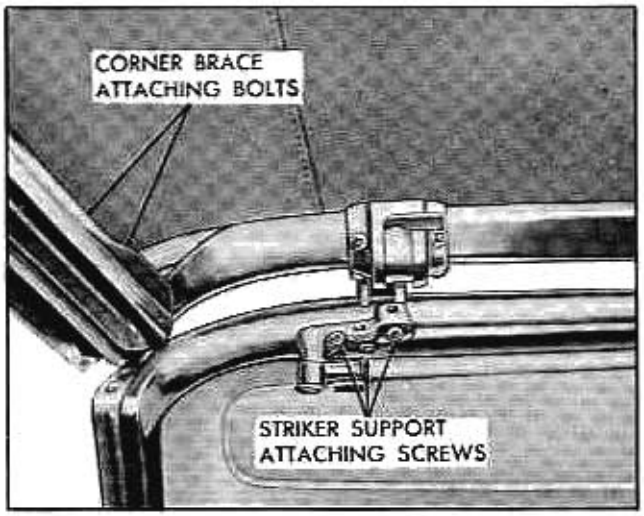


Fig. 7-18 Front Roof Rail Adjustment

a. Remove folding top compartment side trim panel and loosen two bolts securing control link adjusting plate (Fig. 7-20) sufficiently to permit adjustment of plate.

b. Without changing fore and aft location of adjusting plate, adjust side roof rail up or down allowing adjusting plate to move up or down over serrations on support as required; then tighten bolts.

2. If top assembly does not stack properly when top is in down position, proceed as follows:

a. Loosen bolts securing control link adjusting plate sufficiently to permit adjustment of plate.

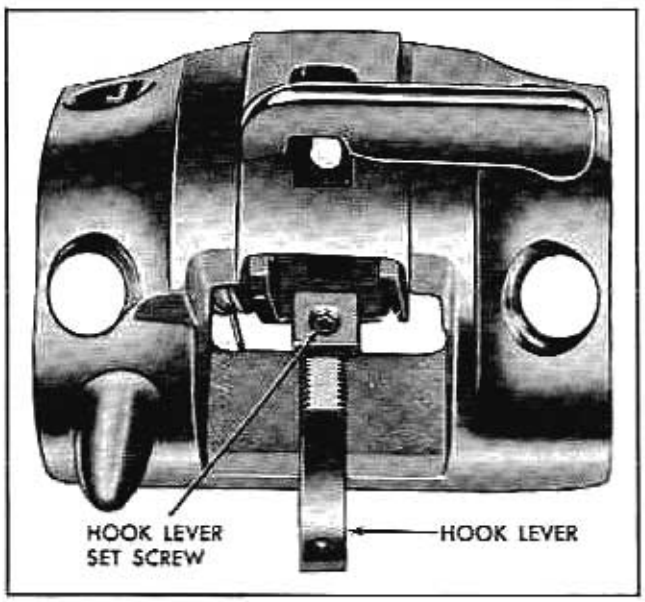


Fig. 7-19 Front Roof Rail Lock Assembly

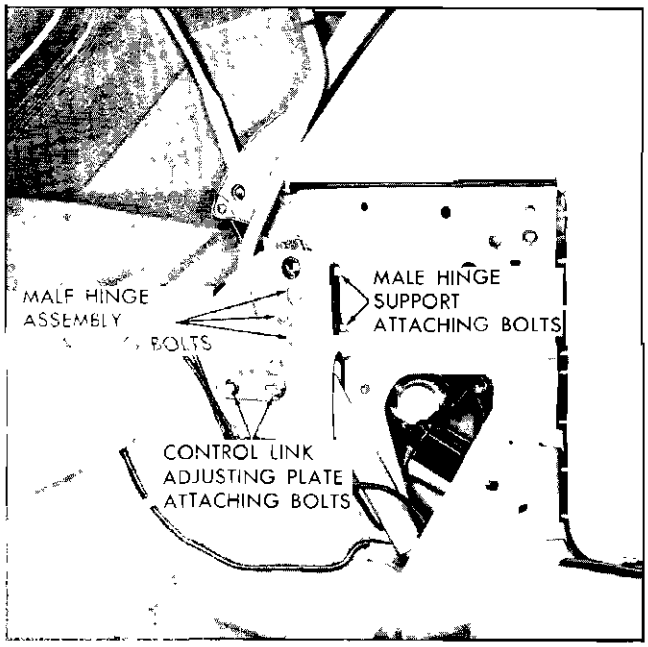


Fig. 7-20 Folding Top Adjustments

b. Without changing the up or down location of adjusting plate, move adjusting plate forward or rearward (horizontally) over serrations as required to obtain desired height; then tighten bolts.

ADJUSTMENT OF TOP AT MALE HINGE SUPPORT

Prior to making any adjustment of top linkage at male hinge, loosen two bolts securing folding top rear quarter trim stick to rear quarter panel. This will prevent any possible damage to top when it is raised after adjustment. After making an adjustment at male hinge, check folding top at rear quarter area for proper fit and, if necessary, adjust trim stick assembly.

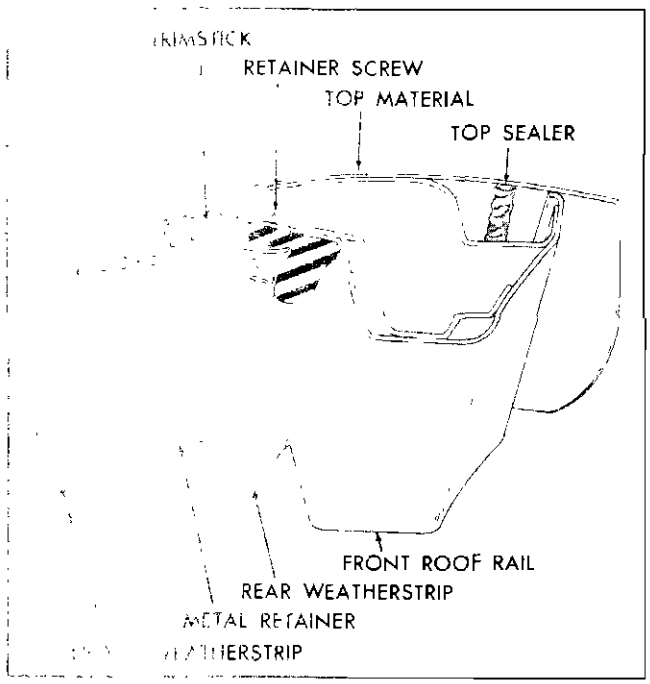


Fig. 7-21 Front Roof Rail Sealing

1. If there is an excessive opening between side roof rail rear weatherstrip and rear of rear quarter window, or if front roof rail is too far forward or rearward, proceed as follows:

a. Loosen three male hinge assembly attaching bolts (Fig 7-20)

b. Move hinge fore or aft as required to obtain proper alignment between side roof rail rear weatherstrip and rear quarter window; then tighten bolts.

c. Lock front roof rail to windshield (where required, adjust front roof rail corner brace as previously described), and check fit of top material at rear quarter trim stick area. If necessary, adjust trim stick; then tighten trim stick attaching bolts.

2. If side roof rail is too high or too low at rear quarter window area, proceed as follows:

a. Scribe locating mark on top of male hinge and male hinge support to maintain proper fore and aft relation of the two parts.

b. Loosen male hinge assembly attaching bolts and male hinge support front attaching bolts (Fig. 7-20).

c. Without changing fore and aft location of male hinge, adjust hinge support up or down as required to obtain proper alignment between side roof rails and rear quarter windows.

d. Tighten hinge support front attaching bolts, then while maintaining proper alignment of scribe marks on top of hinge, tighten hinge assembly attaching bolts (Fig. 7-20).

e. Check fit of top material at rear quarter trim area and, if necessary, adjust trim stick. If adjustment is not necessary, tighten trim stick attaching bolts.

TRIM ASSEMBLY

The folding top trim on 1961 convertibles, although attached in a manner similar to that used on past models, requires a new installation procedure. The folding top trim is no longer attached in two sections to the rear roof bow. The top trim is now one continuous piece of material. This design change will eliminate some sealing operations which were previously performed on past models at the rear roof bow. The

materials which are required for performing convertible top sealing operations are a neoprene type weatherstrip adhesive for cementing vinyl surfaces and convertible top sealer (nitrile type) for sealing the cloth inner lining of the top material. The latter material may be obtained through the Car Division Parts System.

REMOVE FOLDING TOP TRIM ASSEMBLY

1. Place protective covers on all exposed panels which may be contacted during procedure.

2. Remove following trim and hardware items:

a. Rear seat cushion and back. (Caution: Disconnect rear seat speaker wire if present.)

b. Folding top compartment side trim panel assemblies.

c. Side roof rail rear weatherstrips; then loosen folding top quarter flaps from rail.

3. At front of body, raise front roof rail, remove retainers and front weatherstrips and detach top material from front roof rail (Fig. 7-21).

4. Loosen front end of each side roof rail front weatherstrip sufficiently to detach top material flaps which are nailed and cemented to rails (Fig. 7-22).

5. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts. Forward end of top compartment bag may be tied or wired to center roof bow

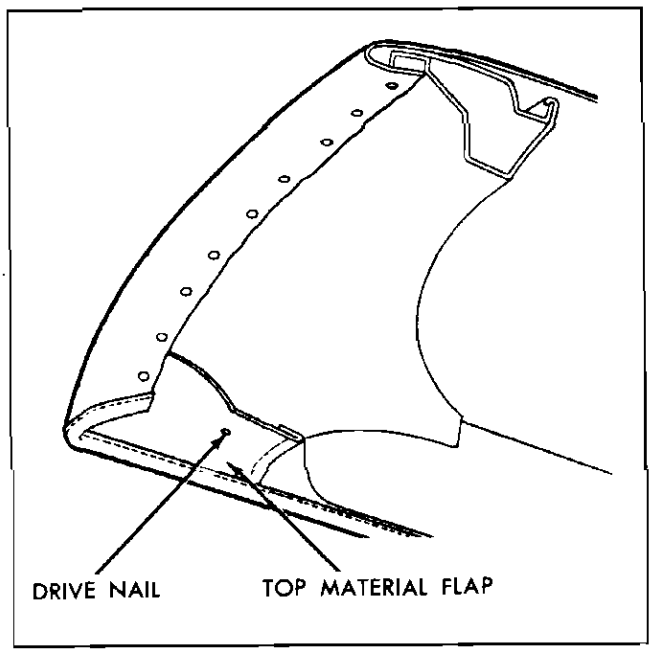


Fig. 7-22 Top Material at Front Roof Rail

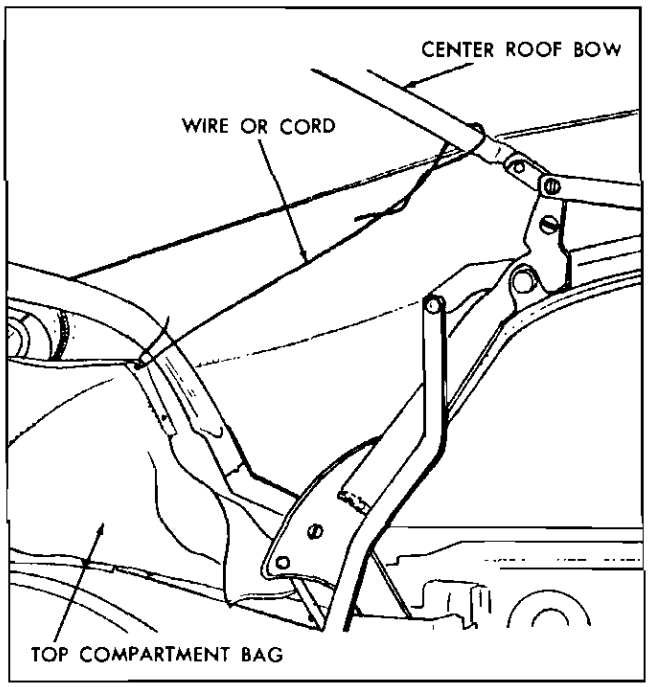


Fig. 7-23 Top Bag Tied to Center Roof Bow

to provide ready access to attaching bolts (Fig. 7-23).

6. At each rear quarter area remove attaching bolts and washers securing rear quarter trim stick assembly to rear quarter inner panel (Fig. 7-24).
Material per stick:

Wood—½" x 1" x 14⅞"	2 Screws #6 x ½"
Steel—1/32" x ½" x 2½"	Bolt ¼" x 20" x 1"
Steel—1/32" x 1½" x 4¾"	Wingnut ¼" x 20
	2 Washers ¼" I.D.

7. Remove rear trim stick attaching bolts; then lift trim assembly with attached quarter and rear trim sticks on top of rear compartment front panel.

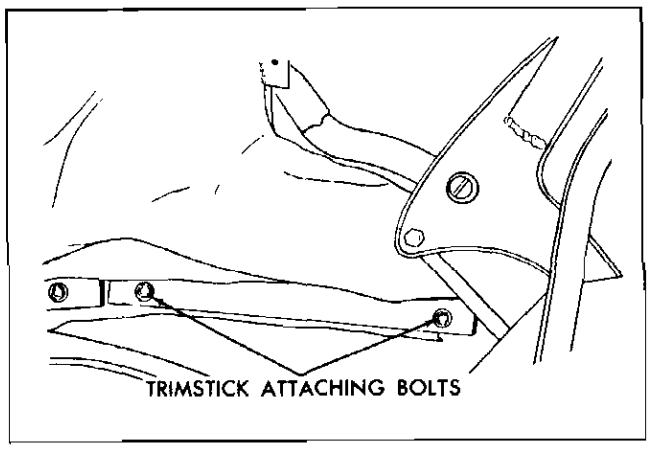


Fig. 7-24 Rear Quarter Trim Stick

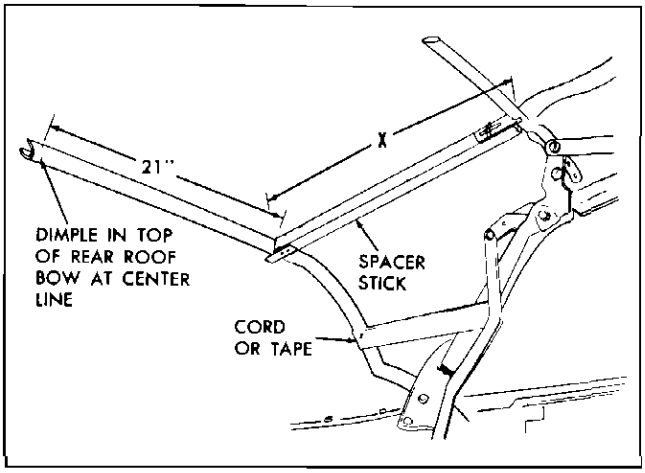


Fig. 7-25 Installation of Spacer Stick

8. To establish the relationship of the old top material to its position on rear trim stick, cut selvage end of top material off flush with lower edge of trim stick.

CAUTION: When cutting top material, be careful not to cut selvage edge of back curtain lower panel.

9. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material. Reference marks for trim sticks should be transfered to new top material when step 30 of installation procedure is performed.

10. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow. Detach top material from rear roof bow and from trim sticks, then remove top cover assembly.

11. Lock top to windshield header. Install radius end of each adjustable spacer stick to fit against center roof bow. Install opposite end of spacer stick so that metal plate fits under rear roof bow (Fig. 7-25). Spacer sticks should be installed along inboard edge of side stay pad or approximately 21" outboard from centerline dimple of rear roof bow (Fig. 7-25). While exerting rearward pressure on rear bow to draw side stay pads taut. extend spacer sticks until they fit snug between center bow and rear roof bow, then tighten wing nuts.

NOTE: Spacer sticks may be made as shown in Fig. 7-26.

12. Temporarily tie or tape rear bow to rear side roof rails (Fig. 7-25). Detach side stay pads and back curtain with integral quarter stay pads from rear bow.

13. Remove rear trim stick with attached back curtain assembly and top compartment bag from

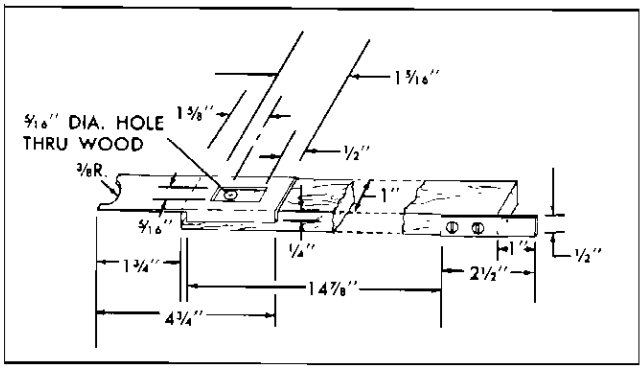


Fig. 7-26 Dimensions for Spacer Stick

body and place on clean surface. Measure and record dimension "Z" between lower surface of rear trim stick and upper edge of back curtain lower valance (Fig. 7-27). Back curtain assembly may now be detached from rear trim stick.

14. Remove side stay pads. Stay pads are attached to front roof rail and front and rear bows with tacks; to center bow with screws.

INSTALL FOLDING TOP TRIM

1. If new top is being installed but it was impossible to perform step 11 of removal procedure, preset spacer sticks to shortest length and install between center and rear roof bow (Fig. 7-25). Adjust sticks so that dimension "X" in Fig. 7-25 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is approximately 16¼". Tie or tape rear bow to rear side roof rails.

2. In all cases, dimension "X", previously described, must be between 16" and 16½" and equal on both sides. This dimension may be changed slightly within tolerances to correspond with new top after tryout.

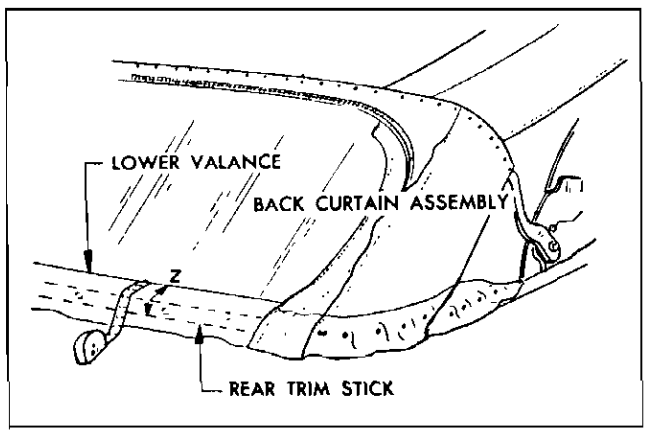


Fig. 7-27 Measuring Back Curtain

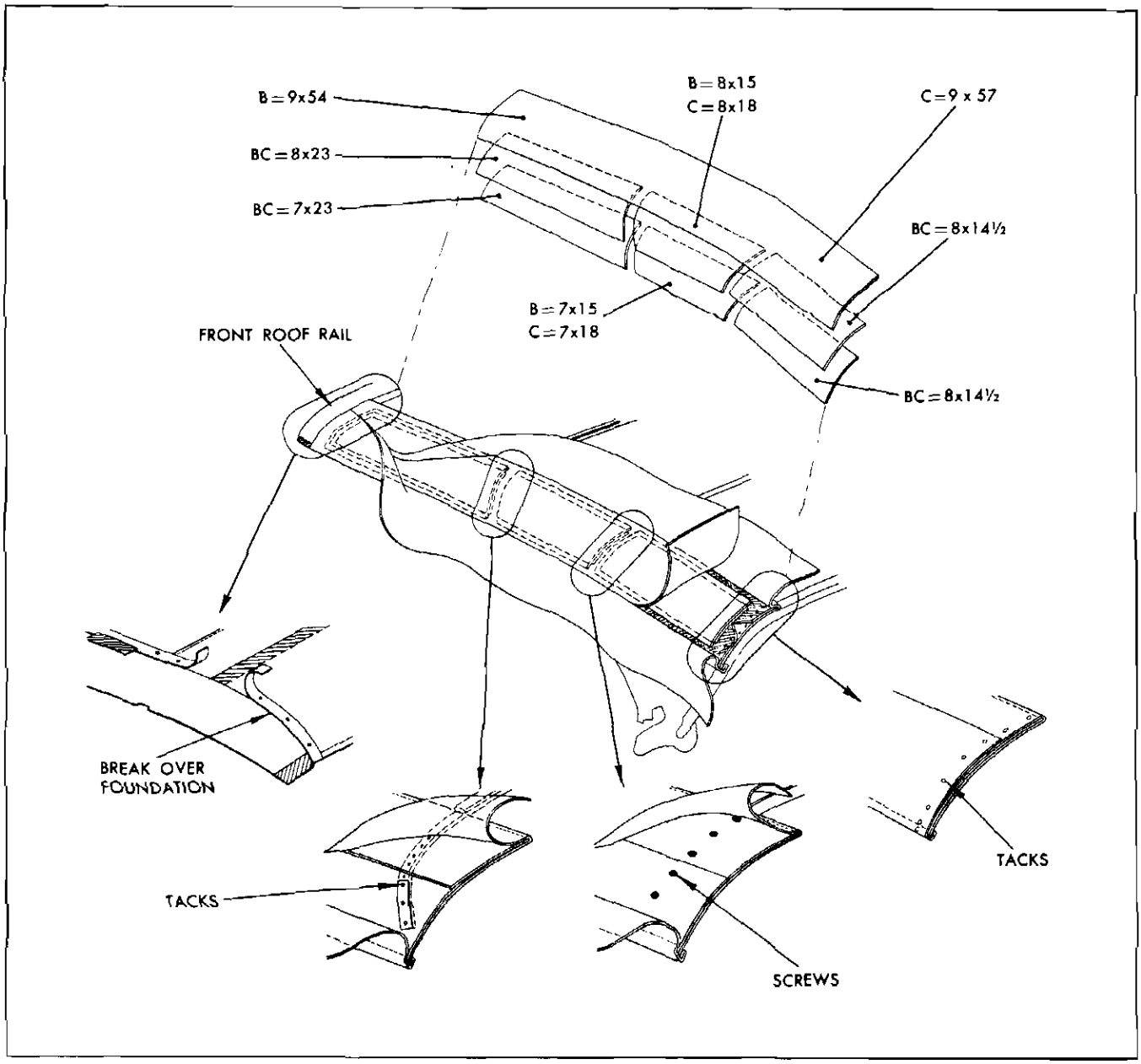


Fig. 7-28 Installation of Side Stay Pads

3. *Tack side stay pads in conventional manner to* rear roof bow. Stay tack pads to front roof rail and front bow (Fig. 7-28). Install stay pad wadding in conventional manner using an approved trim cement.

4. Trim selvage end of side stay pads just forward of rear rolled edge of rear roof bow (Fig. 7-29).

5. Distance from center of center bow to rolled forward upper edge of rear roof bow is 16¼" (±¼"). Readjust spacer sticks and side roof rail pads as required if rear bow does not come within this position range (Fig. 7-29).

6. Place back curtain window assembly on clean *covered work bench with exterior (vinyl) surface of* back window valance facing upward. (Large pliable back window must be handled carefully to avoid possible damage due to scratches, abrasions, etc.) Using hand oiler, apply bead of neoprene-type weatherstrip adhesive to both stitches which secure back window to zipper and back curtain water deflector (Fig. 7-30).

7. Apply neoprene-type weatherstrip adhesive to stitches which secure back curtain water deflector along outboard edge of deflector (view **A**, Fig. 7-31).

8. After sealer has dried, turn back window assem-

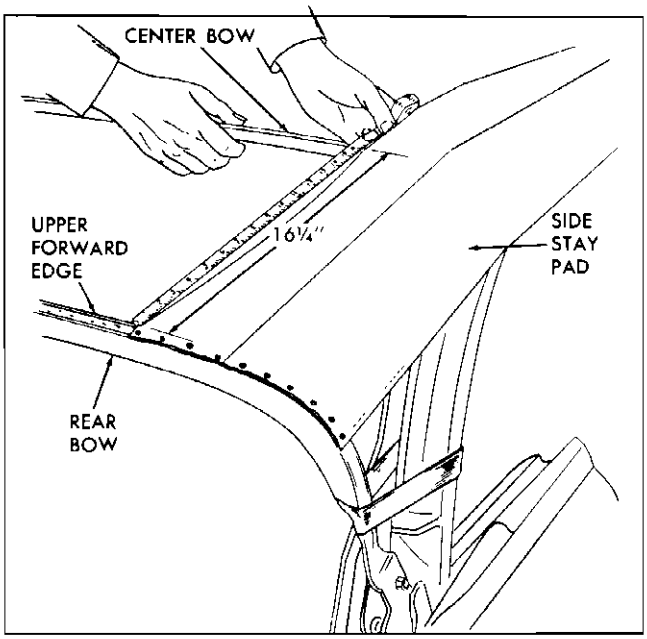


Fig. 7-29 Position of Rear Bow

bly over with exterior (vinyl) surface of back window valance facing down. Apply bead of convertible top sealer along lower edge of back window curtain inner layer in area which will be tacked to rear trim stick (Fig. 7-32).

9. Check back curtain stay pad watershed for proper installation to rear trim stick (Fig. 7-33). A new watershed may be made from a vinyl coated material as shown in Fig. 7-33. Place vinyl coated side of material against trim stick; then tack material in position. Bottom portion of watershed is wrapped upward and around lower edge of stay pad inner flap. The stay pad outer layer (coated fabric) is then tacked over watershed. The watershed is designed to protect lower edge of stay pad from wicking water.

10. Center and position back curtain assembly to rear trim stick over attached top compartment bag. Distance between lower surface of trim stick and

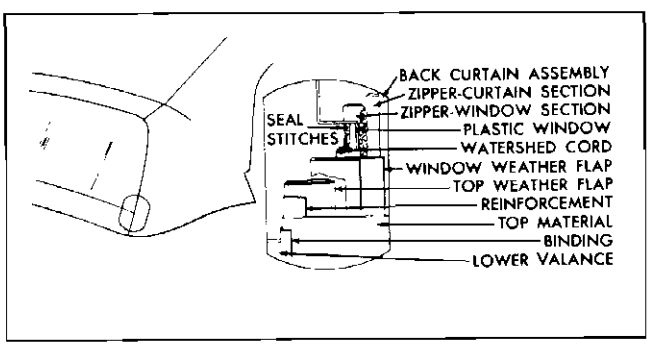


Fig. 7-30 Back Curtain Sealing

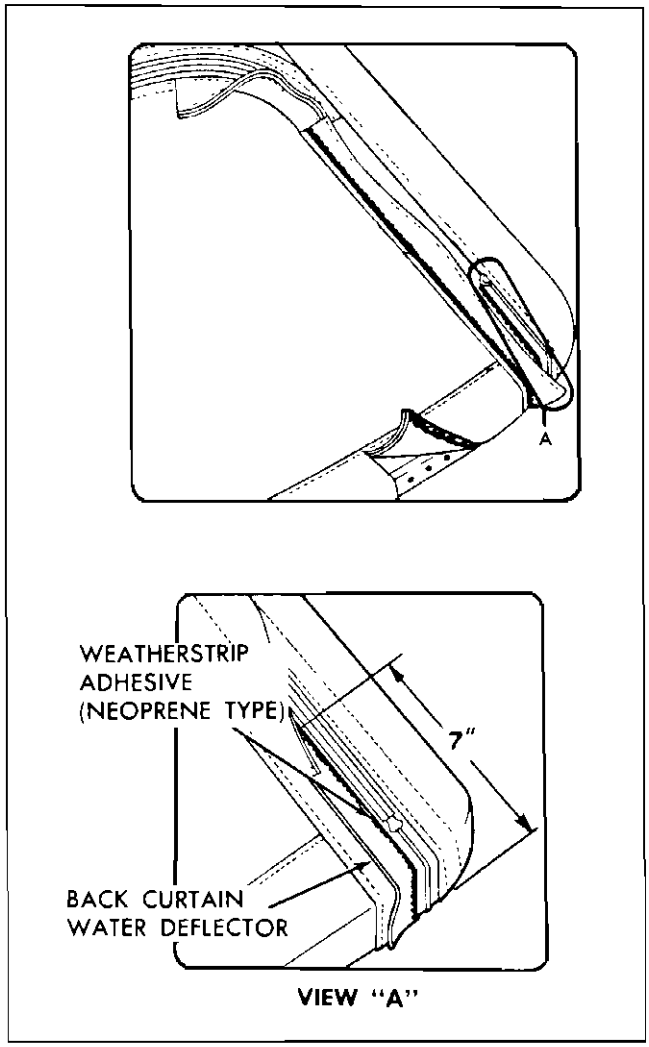


Fig. 7-31 Back Curtain Sealing

upper edge of back curtain lower valance inner layer should correspond to dimension **Z** of old back curtain. (See step 13 of removal procedure.) Dimension should not exceed 3 inches in area below back curtain

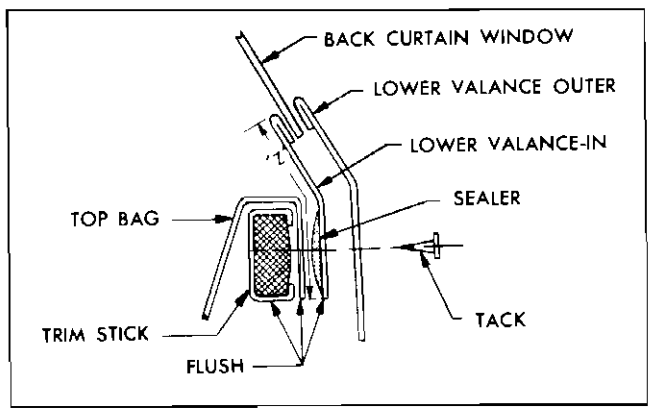


Fig. 7-32 Back Curtain Bench Operations

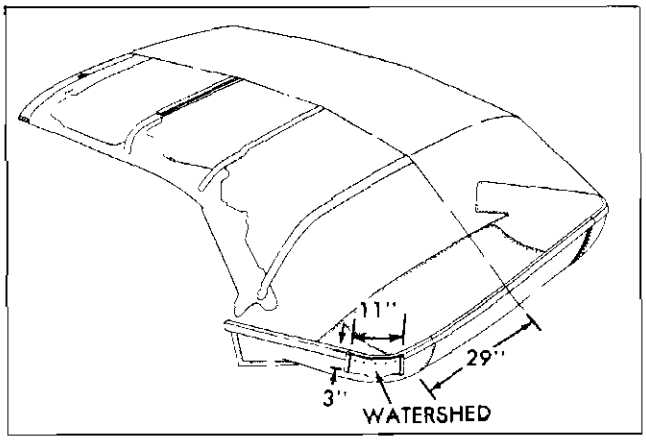


Fig. 7-33 Back Curtain Stay Pad Watershed

window (between offset located at right and left radii of rear trim stick, Fig. 7-34). This dimension can be readily maintained during tacking operations by first placing chalk mark on cloth lining surface of valance inner layer or marking vinyl surface of top material along lower edge of trim stick.

NOTE: New back curtain and top material should extend ½" below lower edge of trim sticks (Fig. 7-35).

11. Tack curtain assembly to rear trim stick (Fig. 7-36). Tacks should be placed close to each side of every bolt hole in trim stick. Then pierce or punch back curtain assembly for each trim stick bolt. See Fig. 7-32 for tacking of back curtain lower valances at body centerline.

NOTE: Do not install tacks within ½" of back curtain watershed cord. (Fig. 7-37 illustrates watershed cord and exterior back curtain sealing).

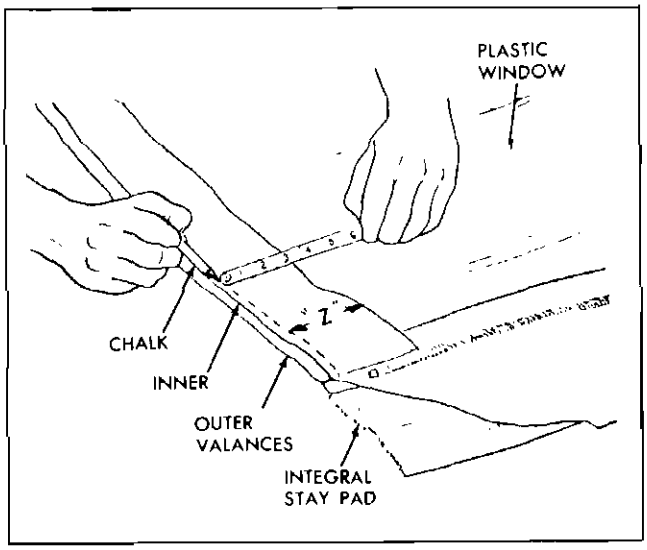


Fig. 7-34 Positioning Back Curtain

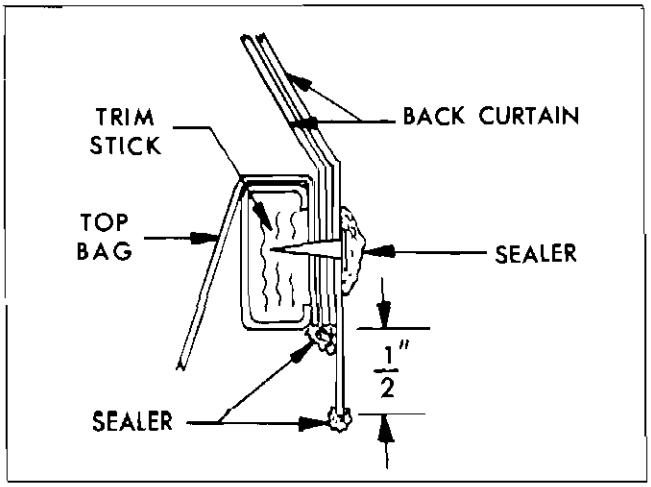


Fig. 7-35 Sealing at Trim Stick

12. Tack lower inner layer of back curtain stay pads over watershed to rear trim stick using chalk lines on pads as reference guide lines to establish proper stay pad contours (Fig. 7-38). Trim edges of stay pad inner layer. Do not tack outer layer of stay pad material to trim stick.

13. Wrap bottom portion of watershed upward and around lower edge of stay pad inner flap (Fig. 7-39) then tack stay pad outer layer (coated fabric) over watershed.

14. Inspect rubber trim stick fillers cemented to body below pinchweld (Fig. 7-40). Re-cement if necessary.

15. Install rear trim stick with attached back curtain assembly into body.

NOTE: Make sure that all trim stick bolts are driven completely in to represent finished condition.

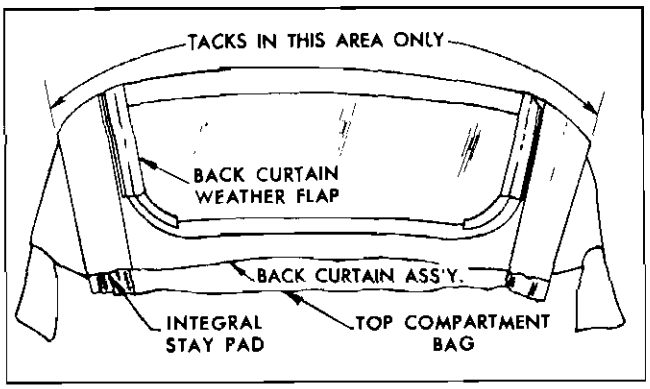


Fig. 7-36 Tacking Back Curtain

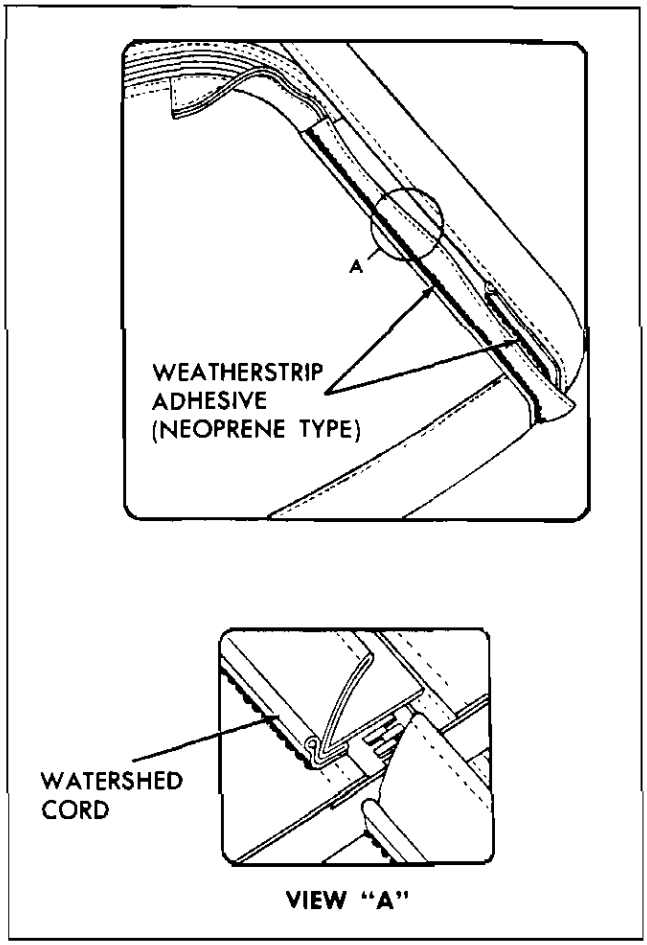


Fig. 7-37 Back Curtoin Watershed Cord

16. Secure back curtain assembly with one tack to rear bow to prevent damage to plastic sheet (Fig. 7-41).

17. Working from body center progressively out-

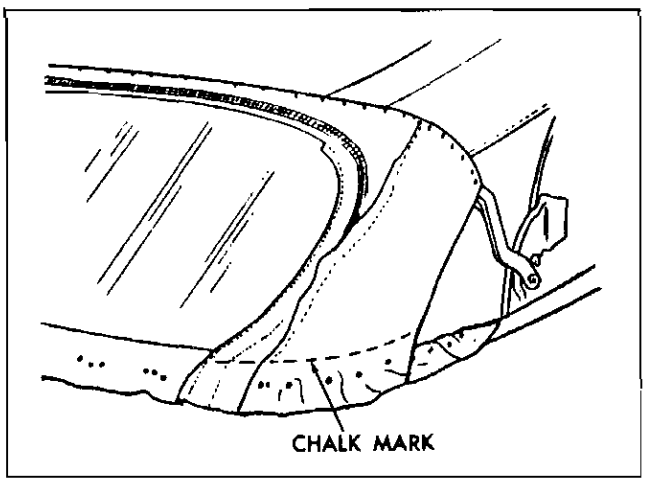


Fig. 7-38 Tacking Stay Pads

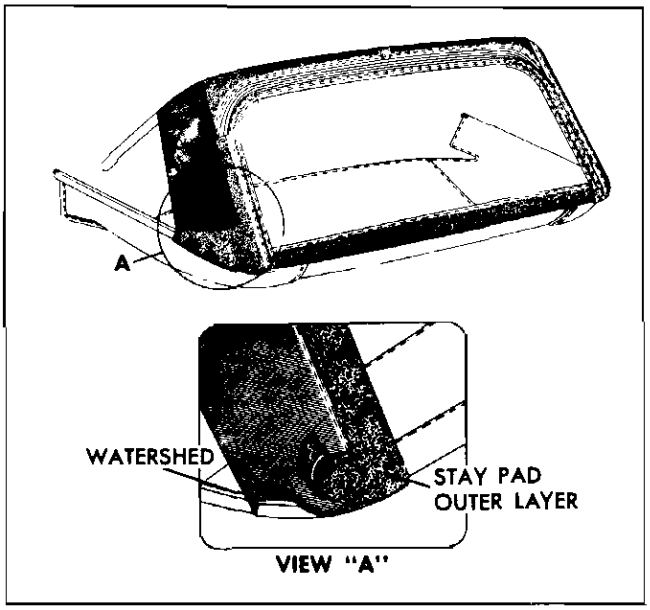


Fig. 7-39 Back Curtain Stay Pad Watershed Installation

board to right and left sides, tack back curtain upper valance and upper ends of integral stay pads to rear bow. Make sure all fullness has been drawn from curtain before trimming off excess at rear bow (Fig. 7-41).

CAUTION: Trim forward edges of back curtain and pads just rearward of front rolled edge of rear roof bow. Do not cut front side stay pads.

18. Check contour of back curtain assembly and stay pads at rear roof bow and at pinchweld molding.

19. Where required, place reference chalk mark on outer surface of back curtain or quarter stay pads along pinchweld finishing molding. Readjust back curtain assembly and stay pads as required (Fig. 7-42).

20. Where required, adjust side stay pads; then

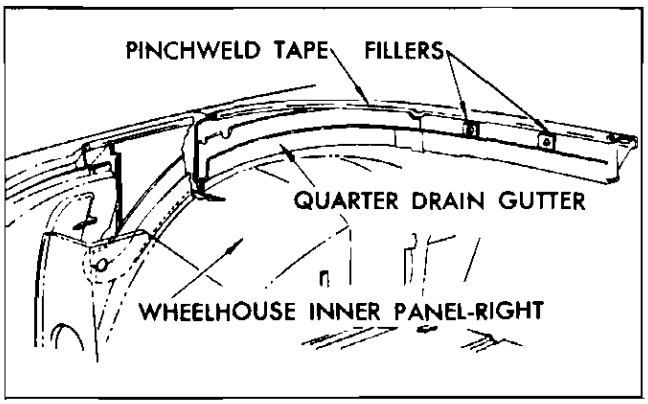


Fig. 7-40 Checking Trim Stick Fillers

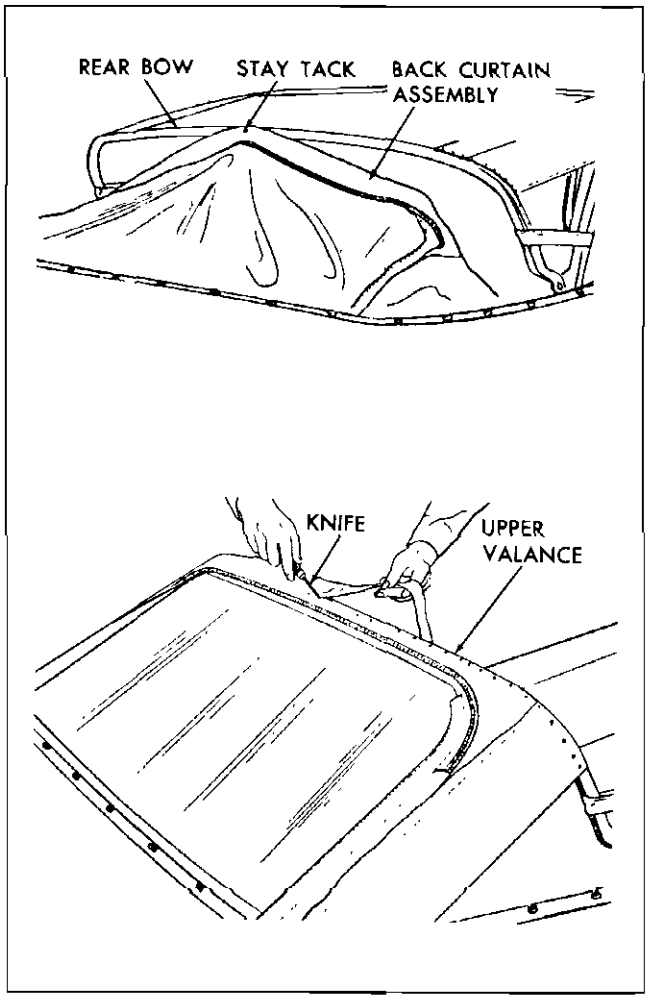


Fig 7-41 Securing and Trimming Back Curtain

tack side stay pads to front roof rail and front bow. Attach side stay pads to center bow with screws. Trim selvage end of side stay pads at front roof rail. Install stay pad covering material in conventional manner using an approved trim cement.

21. Lay out new top material on clean protected surface with outer layer of material exposed.

22. Using a pencil, mark top material (mark should be approximately ½" in length) at deck seam 4¼" from edge of top material upper valance binding (Fig. 7-43).

23. Fold new top material in half so that inner lining of top material is exposed (Fig. 7-44). Install a 6" piece of tape on inner surface at centerline fold of new top material (Fig. 7-44). Using a pencil, mark the approximate centerline of new top material along entire length of tape.

IMPORTANT: Be sure mark will be visible inside of body after new top is installed on convertible top framework.

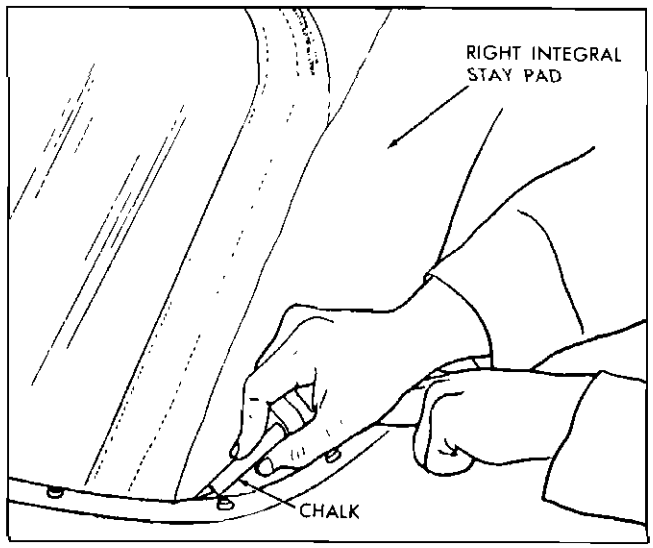


Fig. 7-42 Reference Chalk Mark

24. Along forward surface of rear roof bow install a 1" piece of tape at centerline dimple of rear roof bow. Using a pencil, mark centerline of rear bow on tape (Fig. 7-15).

25. Remove rear bow spacer sticks and positioning tape or cord.

26. Remove rear trim stick.

27. Check position of rear roof bow in relation to new folding top trim assembly by placing new top trim over folding top framework. With quarter flaps

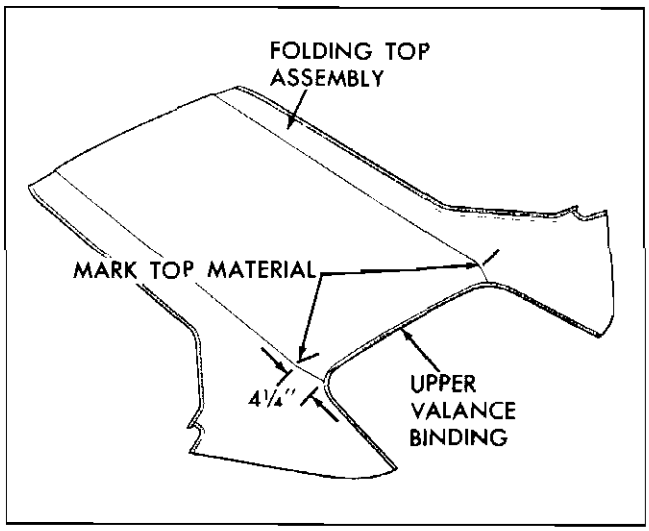


Fig. 7-43 Marking Top Material

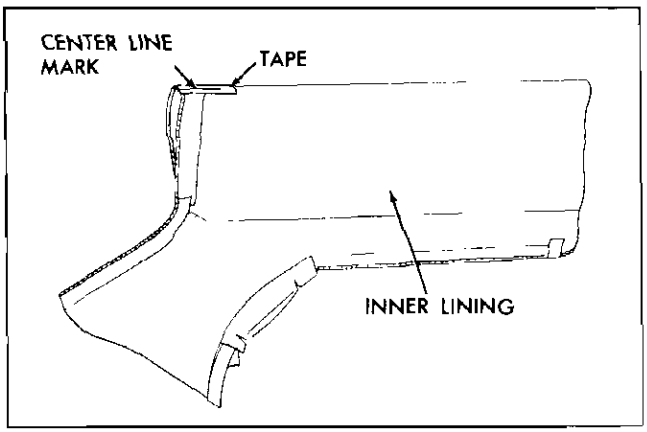


Fig. 7-44 Centerline of Convertible Top Material

properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flaps), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly (±¼") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow.

28. Remove top trim material.

29. Apply bead of convertible top sealer to inner lining of top material along front roof rail. Sealer bead should be roughly parallel with forward edge of top material and located so that sealer will be completely cencealed by front roof rail when top is installed (Fig. 7-46).

30. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over new

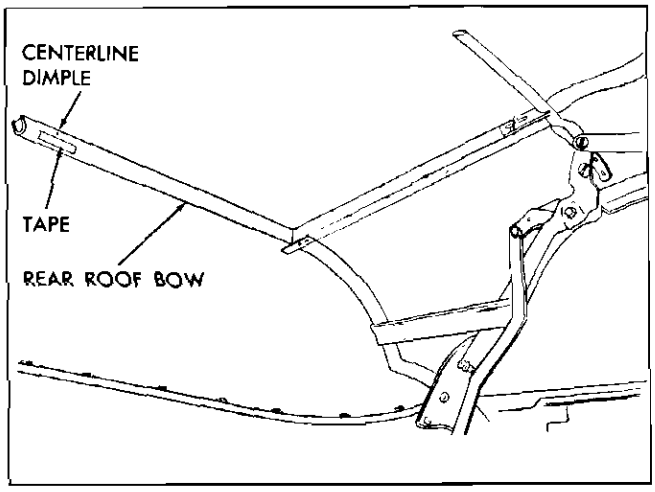


Fig. 7-45 Rear Roof Bow Centerline

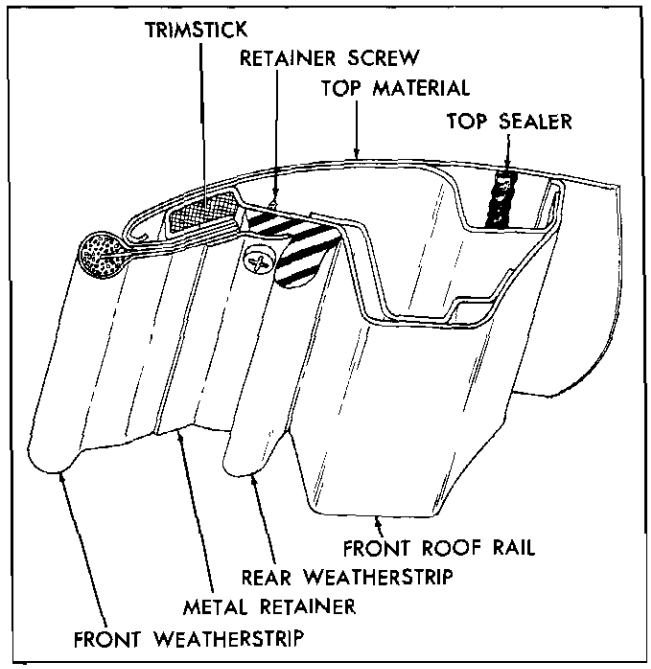


Fig. 7-46 Front Roof Rail Sealing

top. Align old top with new top. Using a pencil, mark vinyl surface of new top using marked edge of old top as guide. Also mark edges of trim sticks on vinyl surface of new top material. (See steps 8 and 9 of removal procedure.)

31. Position top trim on framework and center assembly both fore and aft and side to side. Positively locate top by engaging weather flaps at back curtain.

32. Check position of top trim at rear roof bow and at side roof rear rails. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flaps), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly (±¼") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow (Fig. 7-45).

33. Using neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rear rails. Make sure that seam breaks at forward edge of side roof rear rail.

NOTE: Material may have to be stretched from side to side to insure proper fit of top material flaps to side roof rear rails and to remove wrinkles from top material along rear roof bow.

34. Cut or pierce flaps for side roof rail weather-

strip attaching bolts. Install side roof rear rail weatherstrip to help maintain position of quarter flaps while adhesive is drying.

35. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Fig. 7-47 shows top material installed to rear trim stick at base of each weather flap.

IMPORTANT: Do not install tacks within ½" of back curtain watershed cord ("A", Fig. 7-37).

36. Cut or punch hole in top material for each trim stick attaching bolt.

37. Install top material into body. Make sure rear and rear quarter trim stick attaching bolts are completely driven in to represent finished condition.

38. Check fit of top material. Rear quarter trim sticks may be adjusted downward to remove minor wrinkles in top material in rear quarter area.

39. Where required, re-mark top material; then make necessary adjustments to top material by repositioning rear quarter trim sticks and or by retacking top material to rear and or quarter trim sticks.

NOTE: In extreme cases, adjustment of top material at rear or rear quarter trim sticks may have to be performed several times before desired fit of top material is obtained.

40. Remove trim sticks with attached top material from top compartment well. Back curtain and top material should extend ½" below trim sticks (Fig. 7-48). Trim material as required. Apply convertible top sealer onto all trimmed edges, around each tack head and around each trim stick attaching bolt hole (Fig. 7-48).

CAUTION: All painted surfaces adjacent to belt finishing molding should be adequately covered to prevent possible sealer damage.

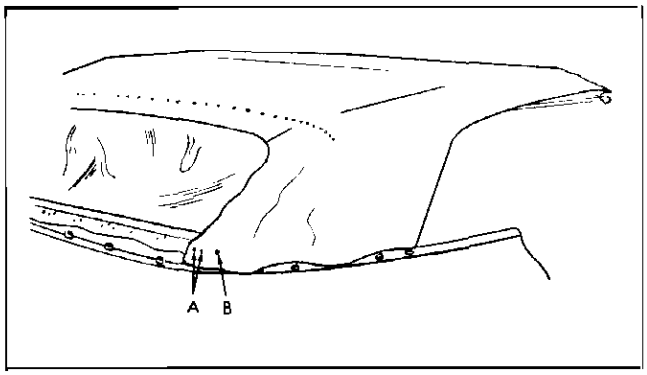


Fig. 7-47 Tack Top Material

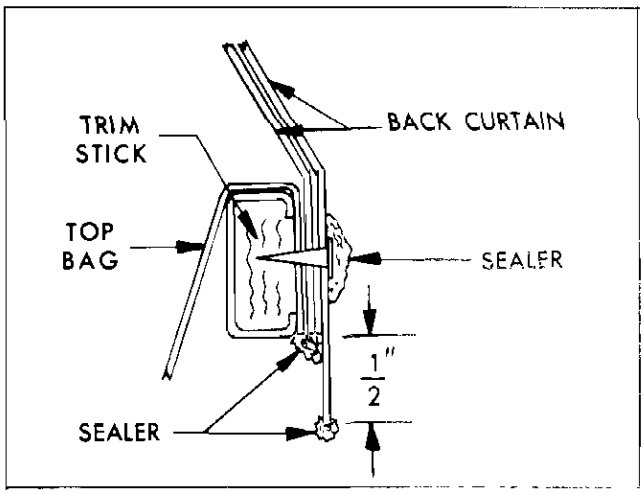


Fig. 7-48 Sealing Trim Stick

41. Install trim sticks with attached top material into top compartment well and tighten side and rear trim stick attaching bolts.

42. Re-check side roof rail flaps. Make sure mark at deck seams is in center of rear bow. Also re-check centerline mark on inner surface of top material at rear bow.

43. Where required, remove side roof rail rear weatherstrips. Re-adjust top material at side roof rails and reinstall weatherstrips.

44. While pulling top material slightly rearward stay tack top material along rear roof bow.

IMPORTANT: Tacks must be installed along a straight line in center of rear bow (Fig. 7-49). Tacks outboard of deck seams should be restricted to distance not to exceed six inches (6") to assure wire-on binding extends past seam (Fig. 7-49).

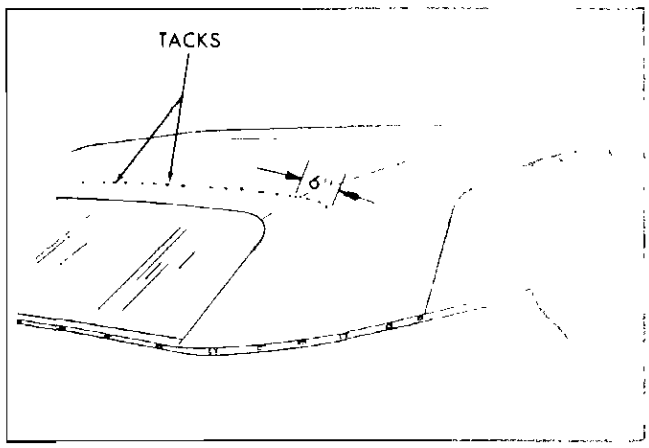


Fig. 7-49 Tacks Outboard of Seam

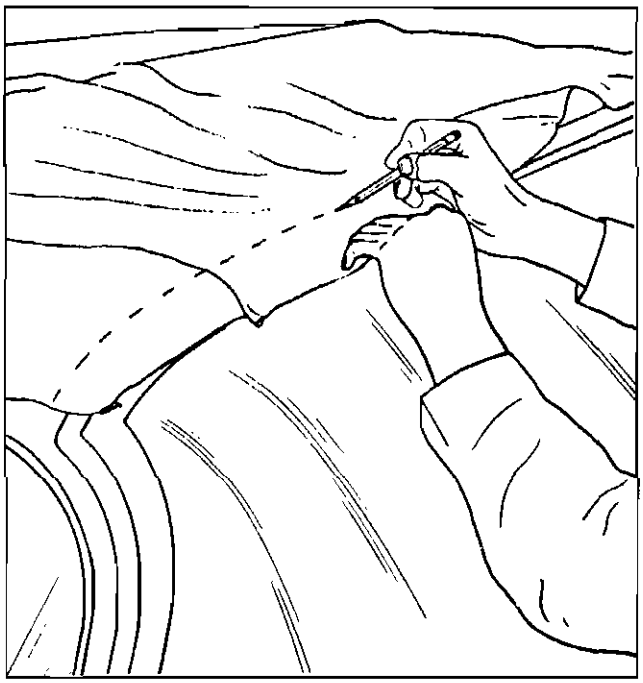


Fig. 7-50 Marking Top Material

45. Unlock top from windshield header, apply neoprene-type weatherstrip adhesive to front flaps and to corresponding areas on side roof front rails. Fasten flaps to side roof front rails. (Fig. 7-22). Lock top to windshield header.

46. At front roof rail, pull top trim material forward to desired tension. While maintaining tension on top trim, place a pencil mark on outer surface of trim material along forward edge of front roof rail (Fig. 7-50).

47. Unlock top from windshield header and apply neoprene-type weatherstrip adhesive to tacking area of front roof rail. Pull top trim material slightly forward so that pencil marks are forward of front edge of front roof rail. Fasten top trim to cemented area and stay tack trim to rail (Fig. 7-51).

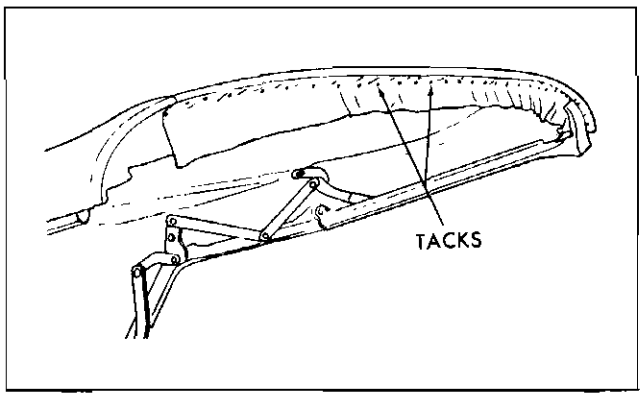


Fig. 7-51 Installation of Top Material to Front Roof Rail

48. Lock top to windshield header. Check appearance of top trim as well as operation and locking action of top. (If additional tension is desired in top trim, unlock top from header and reposition top trim so that pencil marks are further forward. Stay tack and re-check top appearance.)

49. Complete tacking of top trim to front roof rail and trim off excess material.

50. Permanently tack top material to rear roof bow. Apply bead of neoprene-type weatherstrip adhesive around each tack head, and into two holes pierced into top material for wire-on binding clip escutcheons.

51. When completed, folding top should be free from wrinkles and draws. Install all previously removed trim and hardware and clean any soil from top material, back curtain or pads.

FOLDING TOP ASSEMBLY

REMOVE

1. Remove folding top trim assembly as described in steps 1 through 10 of REMOVAL OF FOLDING TOP TRIM ASSEMBLY.

INSTALL

1. Prior to installation of new top trim material, check contour of back curtain and side stay pad assemblies. Where required, adjust back curtain and/or side stay pads as required.

2. Install new folding top trim assembly as described in steps 21 through 24 and 26 through 51 of INSTALLATION OF FOLDING TOP TRIM ASSEMBLY.

BACK CURTAIN ASSEMBLY

REMOVE

1. Detach top compartment bag from seat back panel and remove all trim stick attaching bolts.

2. Remove wire-on binding and escutcheons.

3. Detach folding top trim from rear roof bow and from rear trim stick. Remove side roof rail rear weatherstrips and detach top trim from side roof rails.

4. Carefully slide top trim forward exposing tacked edge of rear curtain assembly.

5. Working at one side stay pad area, detach out-

board tacks that secure side stay pad to quarter stay pad section of back curtain assembly and to rear roof bow. Detach outboard tacks that secure quarter stay pad section to rear roof bow. Turn quarter stay pad section back and stay-tack side stay pad to rear roof bow.

6. Remove inboard tacks of above components; turn balance of the quarter stay pad section back and permanently tack side stay pad to rear roof bow.

7. Repeat steps 5 and 6 on other side and detach balance of back curtain assembly from rear roof bow.

8. Detach back curtain assembly from large trim stick and remove from car.

INSTALL

1. Install spacers sticks as described in steps 1 and 2 of INSTALLATION OF FOLDING TOP TRIM procedure.

2. Seal and install back curtain assembly as described in steps 6 through 19 of INSTALLATION OF FOLDING TOP TRIM procedure.

NOTE: Extra care in positioning new curtain at same location on trim stick as old curtain and aligning of trim stick attaching bolt holes in top material with holes in trim stick will allow reinstallation of top material to its original position with a minimum of refitting.

The hydraulic unit which is used in the convertible bodies, consists of a 12-volt reversible type motor, a rotor type pump, two hydraulic life cylinders and an upper and lower hydraulic hose assembly. Fig. 7-52

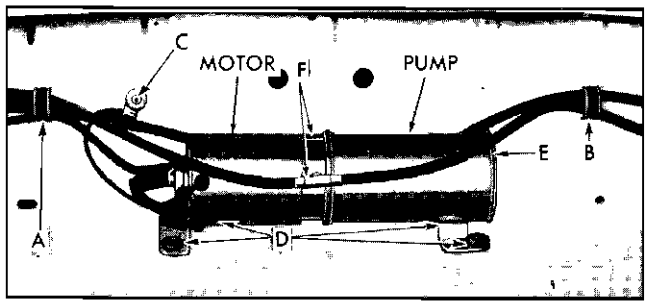


Fig. 7-52 Hydro-Lectric Motor and Pump Assembly

shows the unit installed in the body directly behind rear seat back.

Fig. 7-53 illustrates and identifies the individual parts of the motor and pump assembly.

MOTOR AND PUMP ASSEMBLY

REMOVE

1. Operate folding top to full "up" position.

2. Disconnect battery cable.

3. Place protective covering over rear seat cushion and back.

4. Working inside body, detach front edge of folding top compartment bag from rear seat back panel.

5. Working on inside of body over rear seat back, remove pump and motor shield attaching screws and remove shield.

6. Remove clips A and B, Fig. 7-52, securing wire harness and hydraulic hose to rear seat back panel.

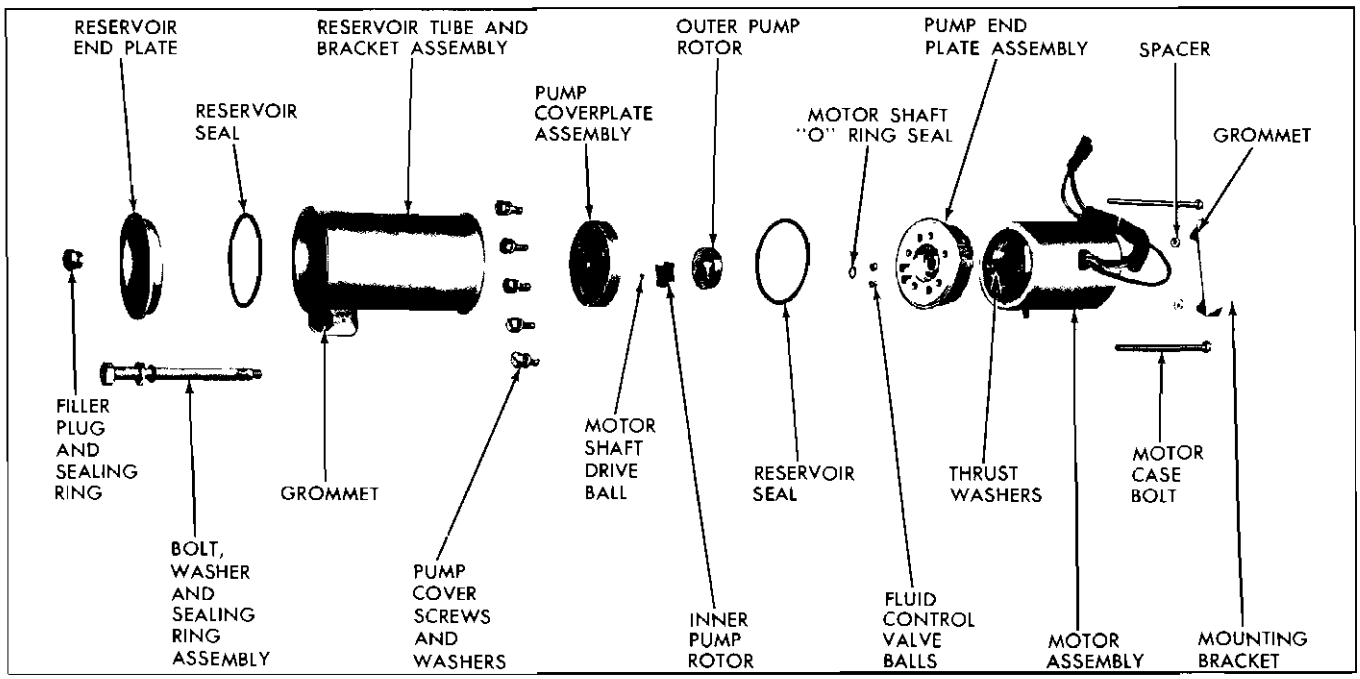


Fig. 7-53 Hydro-Lectric Motor and Pump Assembly—Exploded

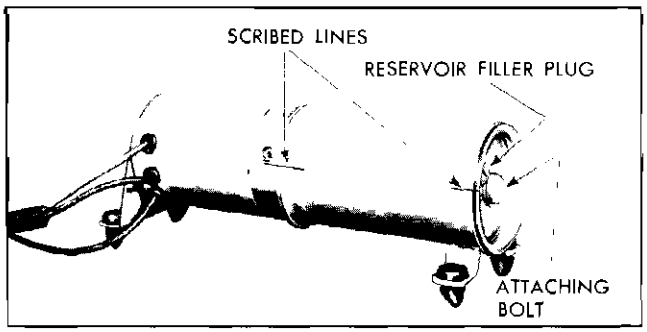


Fig. 7-54 Hydro-Lectric Assembly

7. Disconnect motor leads from wire harness and ground attaching screw C, Fig. 7-52.

8. To facilitate removal, apply a rubber lubricant to pump attaching grommets D, Fig. 7-52, then carefully disengage grommets from floor pan.

9. Place absorbent rags below hose connections and end of reservoir.

10. With a straight bladed screwdriver, vent reservoir by removing filler plug indicated at E, Fig. 7-52, then reinstall plug.

NOTE: Venting reservoir is necessary in this "sealed-in" unit to equalize air pressure in reservoir to that of the atmosphere. This operation prevents the possibility of hydraulic fluid being forced under pressure from disconnected lines and causing damage to trim or body finish.

11. Disconnect hydraulic lines at F, Fig. 7-52, and cap open fittings to prevent leakage of fluid. Use a cloth to absorb any leaking fluid, then remove unit from rear compartment.

INSTALL

1. If a replacement unit is being installed, fill reservoir unit with specified Delco No. 11 Hydraulic Fluid (G.M. Hydraulic Brake Fluid Super No. 11). See CHECKING FLUID IN RESERVOIR for proper fluid level.

2. Connect hydraulic hoses, engage attaching grommets in panel and connect wiring.

3. Remove reservoir filler plug and place absorbent rags under filler opening.

4. Connect battery and operate top through its up and down cycle with filler plug removed from reservoir.

5. Check connections for leaks and check fluid level in reservoir. See CHECKING FLUID IN RESERVOIR for proper level.

6. Install previously removed parts.

RESERVOIR TUBE

DISASSEMBLE FROM MOTOR AND PUMP ASSEMBLY

1. Remove motor and pump assembly from body.

2. Scribe a line across pump end plate, reservoir tube and reservoir tube end plate (Fig. 7-54) to insure correct assembly of parts.

3. With a straight bladed screwdriver, remove reservoir filler plug. Note sealing ring around plug.

4. Drain fluid from reservoir into a clean container.

5. With suitable tool remove bolt from end of assembly and remove reservoir end plate and tube. Note sealing rings around bolt, reservoir end plate, and between end of reservoir tube and pump assembly.

ASSEMBLE TO MOTOR AND PUMP ASSEMBLY

1. Position sealing ring on pump and assemble reservoir tube to pump according to scribe marks.

NOTE: Bracket assembly on tube should be located at outer end when tube is assembled to pump.

2. Position sealing ring on tube end plate and place end plate on reservoir tube, lining up scribe marks. Install and tighten attaching bolt.

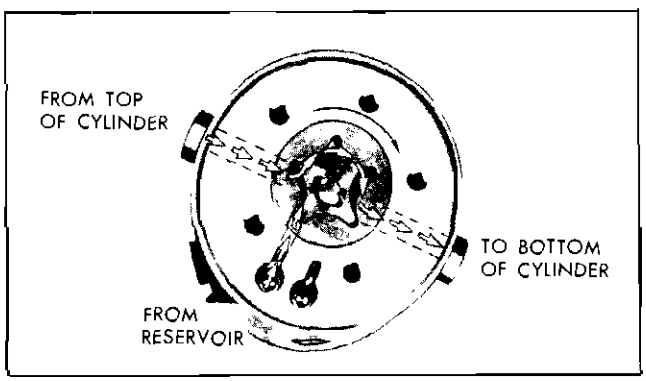


Fig. 7-55 Pump Operation—Raise Top

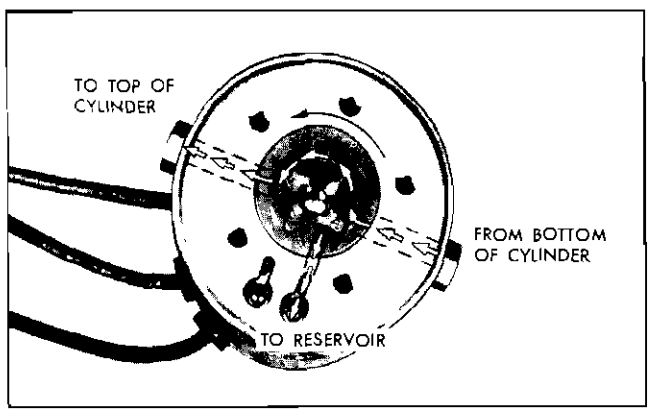


Fig. 7-56 Pump Operation—Lower Top

3. Place unit in horizontal position and fill with fluid until level of fluid is even with bottom of filler plug hole.

4. Make sure that sealing ring is on filler plug before installing filler plug.

OPERATION OF FOLDING TOP

When the control switch is actuated to the "up" position, the battery feed wire is connected to the red motor lead and the motor and pump assembly operate to force the hydraulic fluid through the hoses to the lower ends of the double-acting cylinders. The fluid forces the piston rods in the cylinders upward, thus raising the top. The fluid in the top of the cylinders returns to the pump for recirculation to the bottom of the cylinders. When the control switch knob is actuated to the "down" position, the feed wire is connected to the dark green motor lead and the motor and pump assembly operate in a reversed direction to force the hydraulic fluid through the hoses to the top of the cylinders. The fluid forces the piston rods in the cylinders downward, thus lowering the top. The fluid in the bottom of the cylinders returns to the pump for recirculation to the top of the cylinders.

OPERATION OF PUMP ASSEMBLY

The motor type pump assembly is designed to deliver a maximum pressure in the range of 240 psi to 280 psi. The operation of the pump assembly when raising the top is as follows:

1. Raising the Top. When the red motor lead is energized the motor drive shaft turns the rotors clockwise as indicated by the large arrow in Fig. 7-55. The action of the pump rotors forces the fluid under pressure to the bottom of each cylinder forcing the piston upward. This action causes the fluid above the piston in each cylinder to be forced into the pump, which recirculates the fluid to the bottom of the cylinders. The additional fluid required to fill the cylinder due to piston rod displacement is drawn from the reservoir.

2. Lowering the Top. When the green motor lead is energized the motor drive shaft turns the rotors counterclockwise as indicated by the large arrow in Fig. 7-56. The action of the pump rotors forces the fluid under pressure to the top of each cylinder. This action causes the fluid below the piston in each cylinder to be forced into the pump which recirculates the fluid to the top of each cylinder. The surplus hydraulic fluid due to piston rod displacement flows into the reservoir.

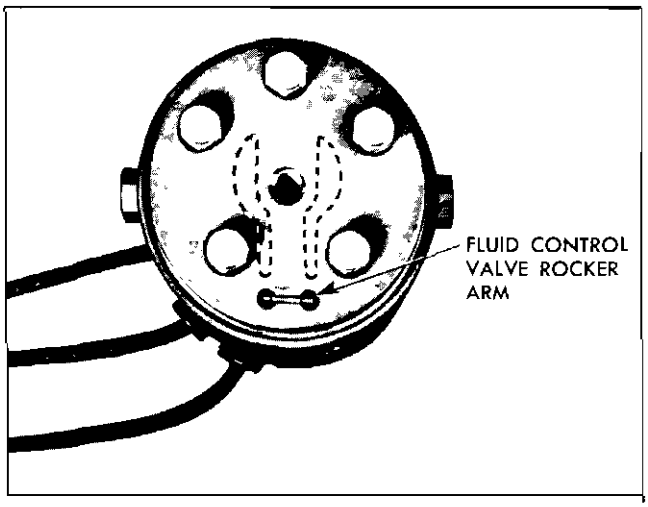


Fig. 7-57 Pump Cover Plate

FLUID CONTROL VALVE

The fluid control valve consists of a rocker arm installed in the pump cover plate, and two steel balls. Fig. 7-57 shows the top surface of the pump cover plate. The dotted lines indicate the cavities on the bottom side of the cover plate. The cavities are designed to permit fluid flow between pump rotors and the reservoir.

Fig. 7-58 and 7-59 illustrate the operation of the fluid control valve.

MECHANICAL CHECKING PROCEDURE

If there is a failure in the Hydro-Lectric system and the cause is not evident the mechanical operation of the top should first be checked. If the folding top assembly appears to have a binding action disconnect the top lift cylinder piston rods from the top linkage and then manually raise and lower the top. The top should travel through its up and down cycle without any evidence of a binding action. If a binding action is noted when the top is being locked at the header, check the alignment of the door windows, ventilators and rear quarter windows with relation to the side roof rail weatherstrips. Make all necessary adjustments for correct top alignment. If a failure continues to exist after a check for mechanical failure has been completed, the Hydro-Lectric system should then be checked for electrical or hydraulic failures.

ELECTRICAL CHECKING PROCEDURE

If a failure in the Hydro-Lectric system continues to exist after the mechanical operation has been checked the electrical system should then be checked. A failure in the electrical system may be caused by a low

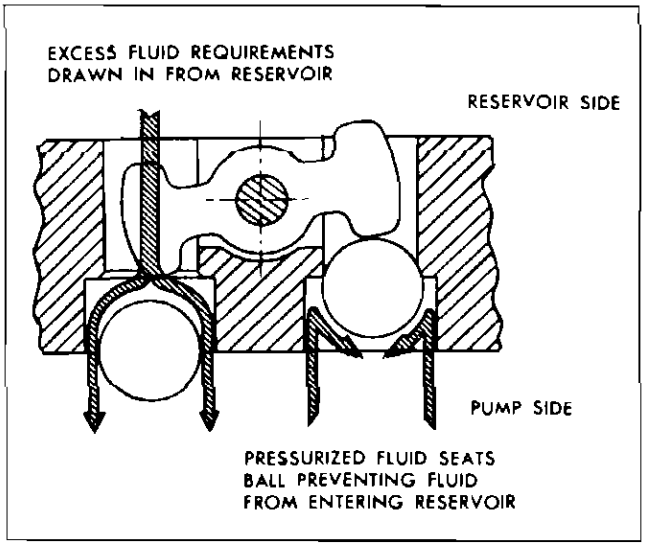


Fig. 7-58 Fluid Control Valve

battery, breaks in wiring, faulty connections, mechanical failure of an electrical component, or wires or components shorting to one another or to body metal. Before beginning checking procedures, check battery according to recommended procedure.

1. Checking for Current at Folding Top Control Switch.

a. Disengage terminal block from rear of switch.

b. Connect light tester to central feed terminal of switch terminal block.

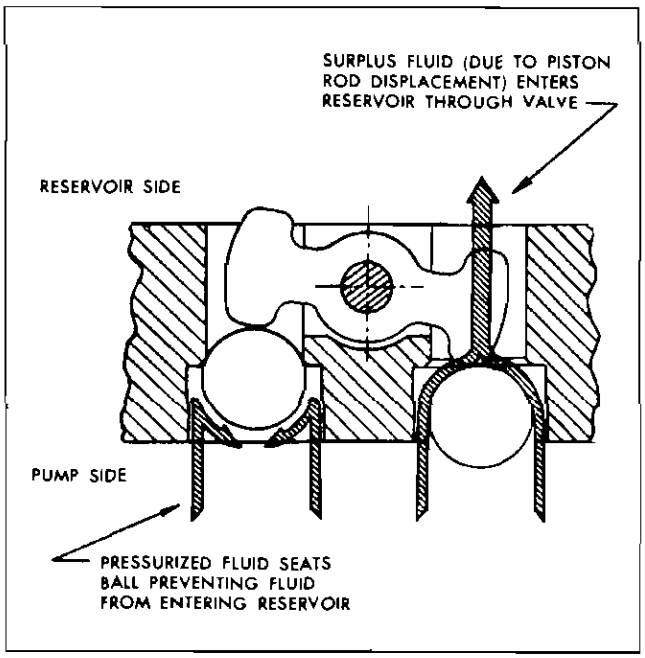


Fig. 7-59 Fluid Control Valve

c. Ground light tester ground lead to body metal.

d. If light tester does not light there is an open or short circuit between power source and switch.

2. Checking the Folding Top Control Switch.

If there is current at the feed wire terminal of the terminal block, operation of switch can be checked as follows:

a. Place a No. 12 jumper wire on switch terminal block between center terminal (feed) and one of two motor wire terminals. If motor operates with jumper wire but did not operate with switch, switch is defective.

b. Connect jumper wire between center terminal (feed) and other motor wire terminal on switch terminal block. If motor operates with jumper wire, but did not operate with switch, switch is defective.

3. Checking Switch to Motor Lead Wires.

If switch is found to be operating properly, the switch to motor lead wires can be checked as follows: (Fig. 7-60).

a. Disconnect green switch-to-motor wire from motor lead in rear compartment.

b. Connect a light tester to green switch-to-motor wire terminal.

c. Ground light tester ground lead to body metal.

d. Actuate switch to down position. If tester does not light, there is an open or short circuit in wire.

e. Disconnect red switch-to-motor wire from motor lead.

f. Connect light tester to red switch-to-motor wire terminal.

g. Actuate switch control knob to up position. If tester does not light, there is an open or short circuit in wire.

4. Checking the Motor Unit.

If a light tester indicates current at the motor-lead terminals of the switch-to-motor wires, but motor unit does not operate from switch, a final check of the motor unit can be made as follows:

a. Check connection of motor ground wire to body metal. (C in Fig. 7-52).

b. Connect a No. 12 jumper wire from battery positive pole to motor lead terminal that connects to green switch-to-motor wire. The motor should operate to lower top.

c. Connect jumper wire to motor lead terminal that

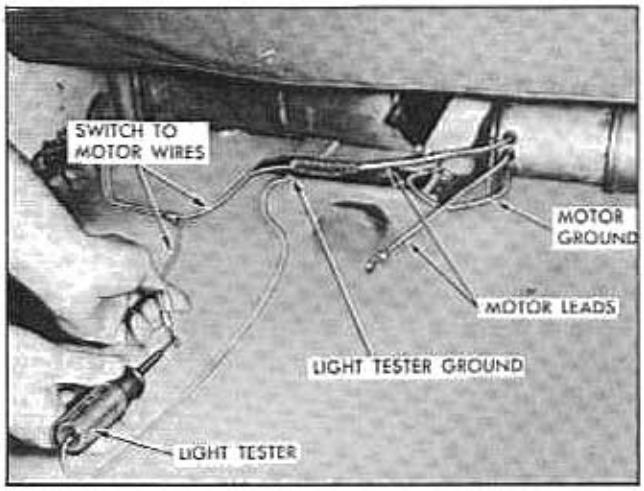


Fig. 7-60 Checking Motor Wiring

connects to red switch-to-motor wire. The motor should operate to raise top.

d. If motor fails to operate on either or both of these checks, it should be repaired or replaced.

e. If motor operates with jumper wire but will not operate from switch-to-motor wires, the trouble may be caused by reduced current resulting from damaged wiring or poor connections.

HYDRAULIC CHECKING PROCEDURE

Failures in the hydraulic system can be caused by lack of hydraulic fluid, leaks in hydraulic system, obstructions or kinks in hydraulic hoses or faulty operation of a cylinder or pump. A pressure gauge can be used to check the pressure of the pump. See CHECKING THE PRESSURE OF THE PUMP.

1. Checking Hydraulic Fluid Level in Reservoir.

a. Operate top to raised position.

b. At rear compartment, remove pump and motor shield.

c. Place absorbent rags below reservoir at filler plug.

d. With a straight bladed screwdriver, remove filler plug. Fluid level should be at lower edge of filler plug hole.

e. If fluid is low, add Delco No. 11 Hydraulic Fluid (G.M. Hydraulic Brake Fluid Super No. 11) to bring to specified level.

f. Reinstall filler plug and pump and motor shield.

2. Checking Operation of Lift Cylinders.

a. Remove rear seat cushion and folding top compartment side panel assemblies.

b. Operate folding top control switch and observe lift cylinders during up and down cycles for these conditions:

(1) If movement of cylinder is not coordinated, or sluggish when the motor is actuated, check hydraulic hoses from motor and pump to cylinder for kinks.

(2) If one cylinder rod moves slower than the other, cylinder having slower moving rod is defective and should be replaced.

(3) If both cylinder rods move slowly or do not move at all, check the pressure of the pump. (See CHECKING THE PRESSURE OF THE PUMP)

NOTE: To insure proper operation of the lift cylinders, the top lift cylinder rods should be cleaned and lubricated at least twice a year. To perform these operations, raise top to up position and wipe exposed portion of each top lift cylinder piston rod with a cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean cloth apply a light film of brake fluid to the piston rods to act as a lubricant.

CAUTION: Exercise care so that brake fluid does not come in contact with any painted or trimmed parts of the body.

3. Checking Pressure at the Pump.

a. Remove motor and pump assembly from rear compartment.

b. Install plug in one port, and pressure gauge in port to be checked (Fig. 7-61).

c. Actuate motor with applied terminal voltage within range of 9.5 volts to 11.0 volts. Pressure gauge should show a pressure between 240 psi and 280 psi.

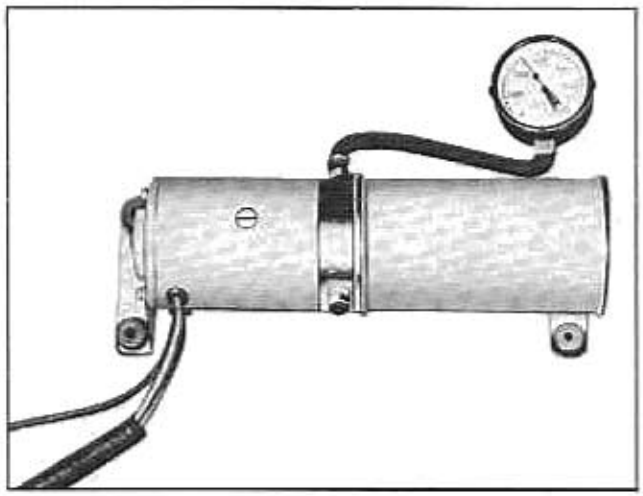


Fig. 7-61 Checking Pump Pressure

d. Check pressure in other port.

NOTE: A difference in pressure readings may exist between the pressure port for top of cylinders and pressure port for bottom of cylinders. This condition is acceptable if both readings are within the limit of 240 psi and 280 psi.

e. If the pressure is not within specified limits, unit is defective and should be repaired or replaced, as required.

REMOVAL OF FOLDING TOP LIFT CYLINDER

1. Remove rear seat cushion and seat back.

2. Remove folding top compartment side trim panel assembly.

3. With top in raised position, remove attaching nut, bolt, bushing and washer from upper end of cylinder.

4. Remove cotter pin, spacers and clevis pin securing lower end of cylinder to lift cylinder lower support.

5. Move cylinder to gain access to lower hydraulic hose connections.

6. Disconnect and cap hydraulic connections on cylinder and on each hose; remove cylinder.

CAUTION: Before disconnecting hydraulic connections, place suitable wiping rags under connections to absorb any drippage of hydraulic fluid. Also, disconnect battery cable to prevent accidental operation of motor and pump while hydraulic hoses are disconnected.

7. To install cylinder, reverse removal procedure with following exceptions: To aid in connection of cylinder piston rod to folding top linkage, use power to raise piston rod to extended position. Operate top down and up several times, then check and correct level of hydraulic fluid in reservoir.

ELECTRICAL

POWER OPERATED WINDOWS

The wiring harness for the electrically operated windows consists of three major sections:

1. FRONT CROSS-OVER HARNESS—This harness is installed beneath the instrument panel and completes the circuit from the right door to the left door windows. The front harness also includes the wiring for the front door windows (Fig. 8-1). The multiple connector located at the center of the front harness is used only for manufacturing purposes and is not intended to be disengaged in service.

2. REAR DOOR OR REAR QUARTER WINDOW HARNESS—A separate harness controls the operation of the right and left rear door or quarter windows. The right and left harnesses are connected to the front cross-over harness beneath the outer ends of the instrument panel (Fig. 8-2).

The power windows are operated by a rectangular shaped 12 volt series wound motor with an internal circuit breaker and a self-locking rubber coupled gear drive. The harness to window motor connector is designed with a locking embossment to insure a positive connection. When disengaging the harness connector from the motor, it is necessary to depress the thumb release. When installing the harness, the thumb release must be held depressed until the embossment on the female connector is locked in the hole of the motor connector.

The power window electrical circuit is protected by a 40 ampere circuit breaker installed on the left side in the engine compartment.

POWER WINDOW CIRCUIT CHECKING PROCEDURES

Failures in a circuit are usually caused by short circuits or open circuits. Open circuits are usually caused by breaks in the wiring, faulty connections or mechanical failure in a component such as a switch or circuit breaker. Short circuits are usually caused by wires from different components of the circuit contacting one another or by a wire or component ground-

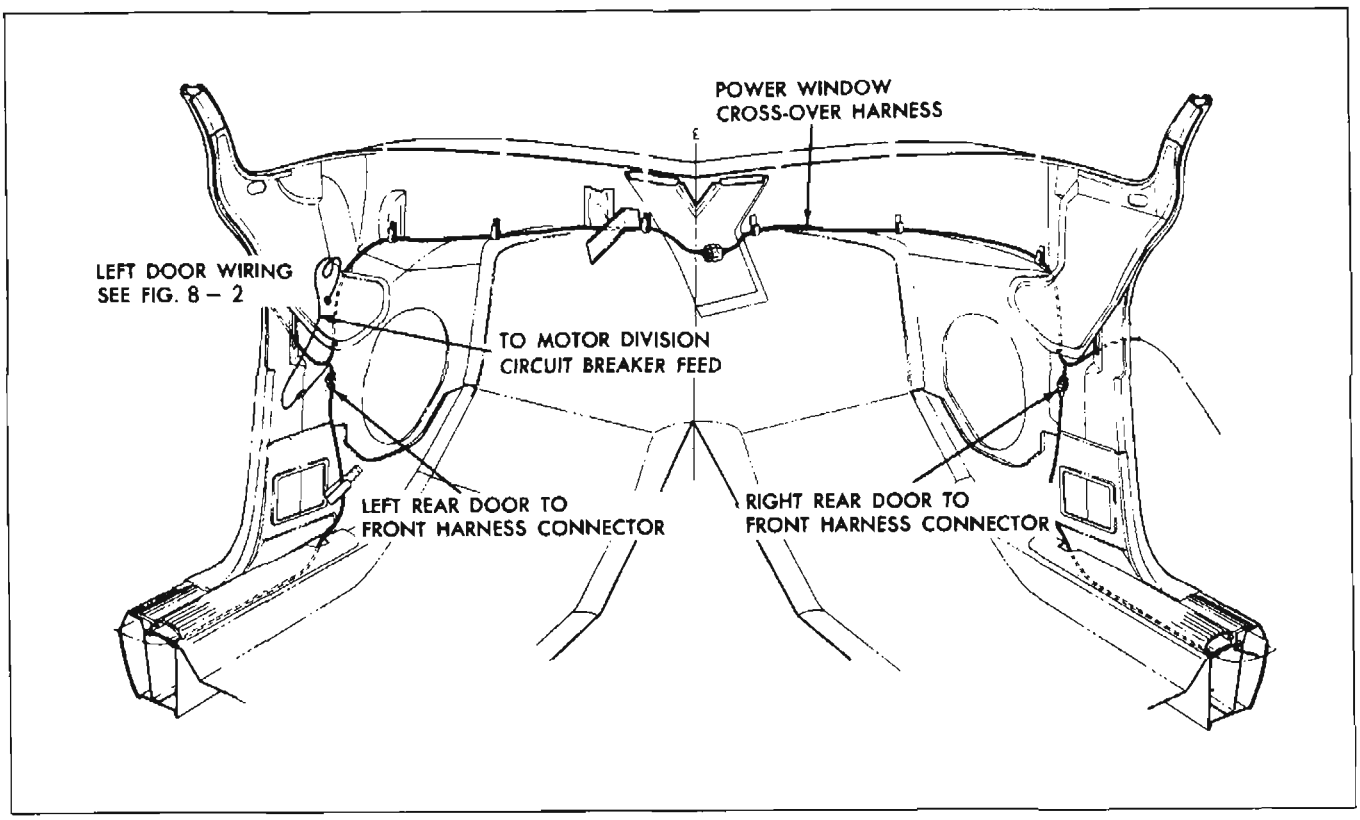


Fig. 8-1 Power Window Wiring Installation

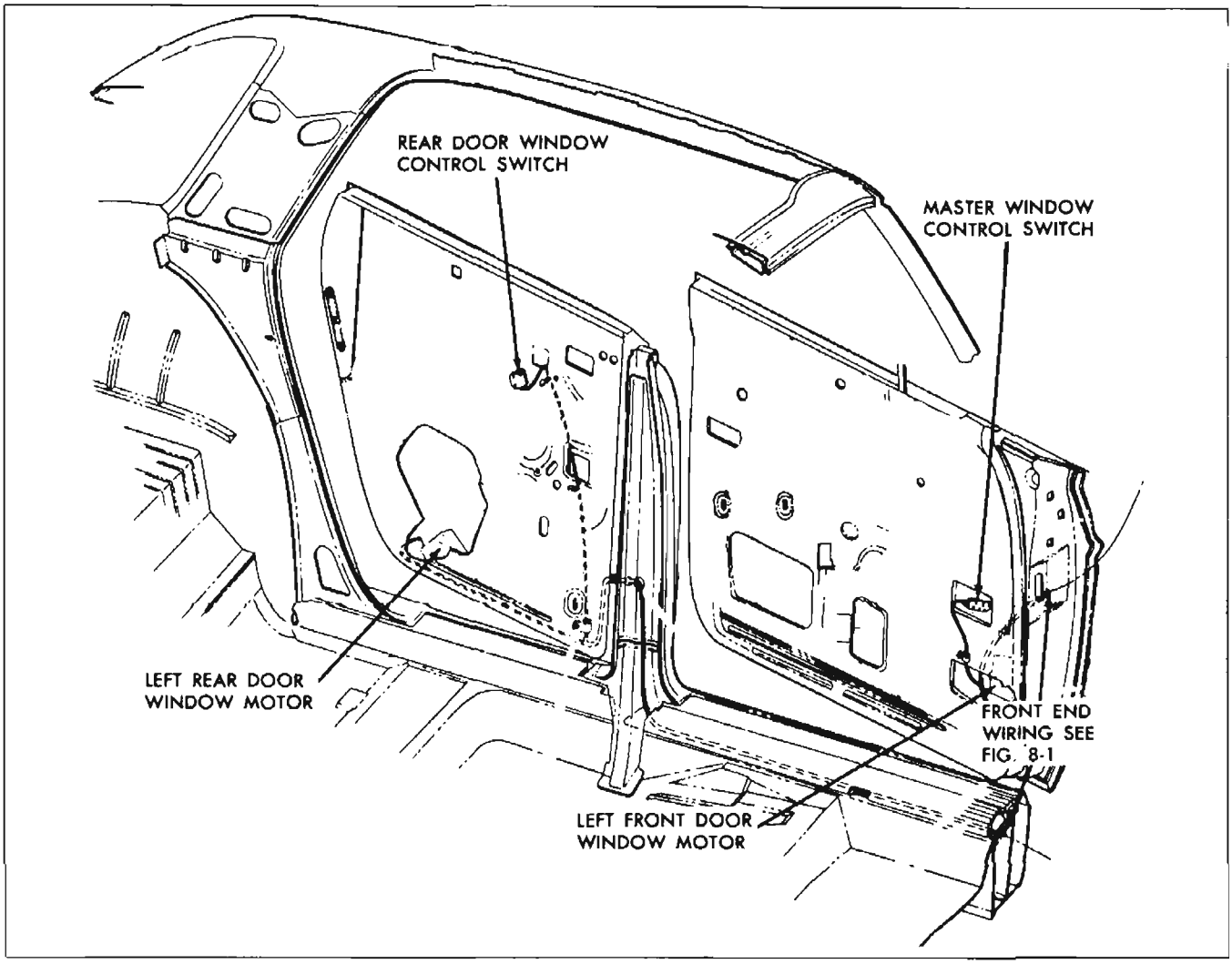


Fig. 8-2 Left Side Power Window Wiring Installation

ing to the metal of the body due to a screw driven through the wire, insulation cut through by sharp metal edge, etc.

It may be necessary to use only one or all of the procedures outlined to locate an electrical failure in the circuit. If the location of the failure is evident, follow only the steps required to check the affected wire or component. If the location of the failure is not evident follow the procedure as outlined. Be sure to check the harness connectors beneath the outer ends of the instrument panel for proper engagement.

A. Checking Feed Circuit Continuity at Circuit Breaker

1. Connect one light tester lead to battery side of circuit breaker and ground other lead. Circuit breaker is located on left side in the engine compartment. If tester does not light, there is an open or short circuit in feed circuit to breaker.

2. To check circuit breaker, disconnect the output feed wire (the wire opposite the power source feed to the breaker) from the breaker and with light tester check terminal from which wire was disconnected. If tester does not light, circuit breaker is inoperative.

B. Check Feed Circuit Continuity at Window Control Switch

1. Connect one light tester lead to feed terminal of switch block and ground other tester lead to body metal (Fig. 8-3).

2. If tester does not light, there is an open or short circuit between switch and power source.

C. Check Window Control Switch

1. Insert one end of a 12 gauge jumper wire to the switch feed terminal and the other end to one of the motor lead terminals in the switch block. Repeat this check on the remaining motor lead terminal (Fig. 8-4).

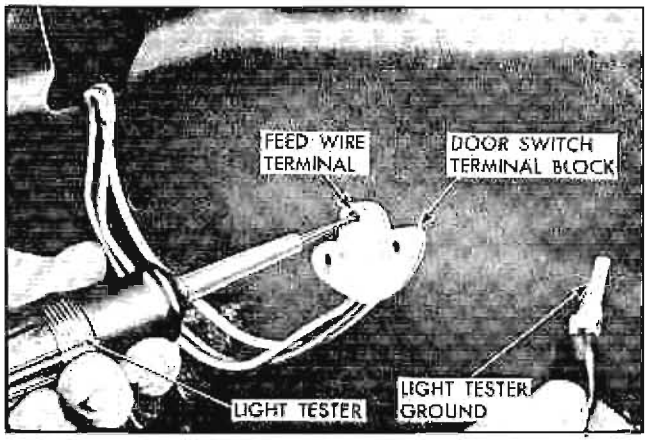


Fig. 8-3 Checking Feed Circuit

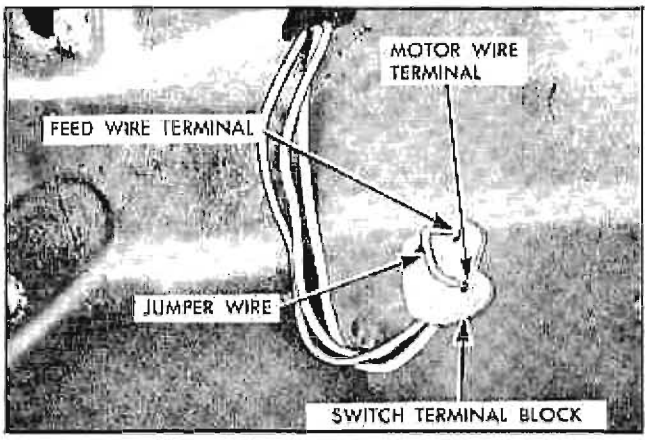


Fig. 8-4 Checking Window Control Switch

2. If the motor operates with the jumper wire, but does not operate with the switch, the switch is defective.

D. Check Wires Between Door Window Switch and Door Window Motor

1. Disengage harness connector from window motor connector. The thumb release on the harness connector must be depressed before it can be disengaged from the motor.

2. Insert one end of a 12 gauge jumper wire to the switch feed terminal and the other end to one of the motor lead terminals in the switch block (Fig. 8-4).

3. With light tester check for current at terminal being checked. If tester does not light, there is an open or short circuit in the harness between the control switch and motor connector (Fig. 8-5).

E. Check Door Window Motor

1. Check window regulator and channels for possible mechanical bind of window.

2. Check attachment of window motor to inner panel to insure an effective ground.

3. Connect one end of a 12 gauge jumper wire to the power source and the other end to one of the terminals on the window motor.

4. If the motor fails to operate with a jumper wire, the motor is defective and should be repaired or replaced as required. Check the other motor lead in the same manner.

F. Typical Failures of Power Window

The following typical failures and corrections have been listed as an aid for eliminating electrical failures in the power window electrical circuit. It should be noted that multiple failures in the circuit may lead to a combination of conditions, each of which must be checked separately. See circuit diagram shown in Fig. 8-6.

SIX-WAY SEAT

The seat adjusters are actuated by a 12 volt motor installed at the left side of the seat assembly (Fig. 8-7). The motor is energized by a three button-type control switch located in the left seat side panel.

The electrical portion of the seat operates as follows: (Circuit diagram 8-8). When one of the control switch buttons is actuated, current flows to the transmission solenoid which controls the desired seat movement. The energizing of the solenoid coil results in the solenoid plunger action engaging the gear mechanism to rotate the control cable. The same

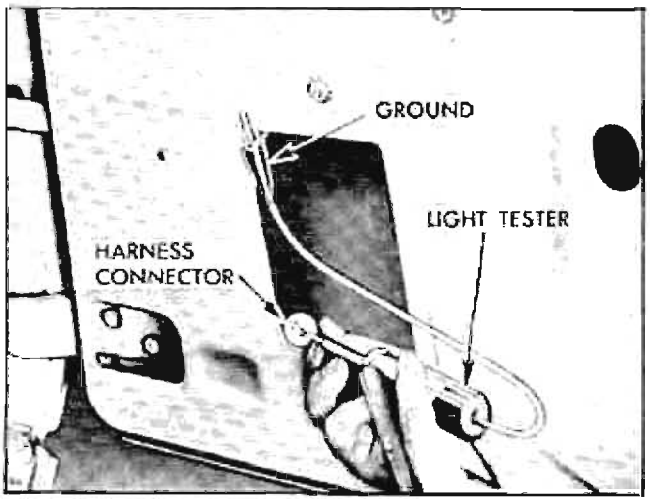
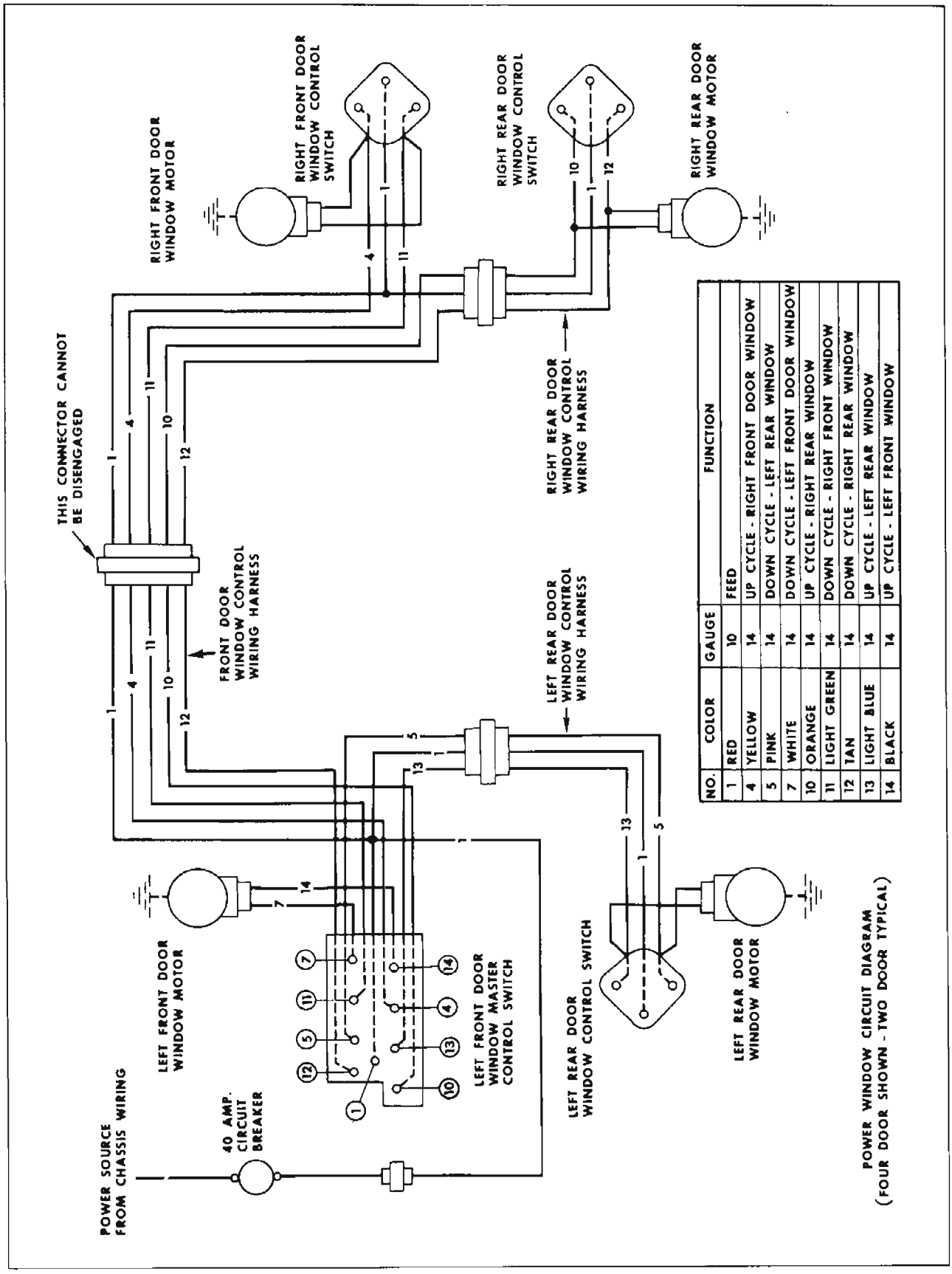


Fig. 8-5 Checking Circuit Between Switch and Motor



NO.	COLOR	GAUGE	FUNCTION
1	RED	10	FEED
4	YELLOW	14	UP CYCLE - RIGHT FRONT DOOR WINDOW
5	PINK	14	DOWN CYCLE - LEFT REAR WINDOW
7	WHITE	14	DOWN CYCLE - LEFT FRONT DOOR WINDOW
10	ORANGE	14	UP CYCLE - RIGHT REAR WINDOW
11	LIGHT GREEN	14	DOWN CYCLE - RIGHT FRONT WINDOW
12	TAN	14	DOWN CYCLE - RIGHT REAR WINDOW
13	LIGHT BLUE	14	UP CYCLE - LEFT REAR WINDOW
14	BLACK	14	UP CYCLE - LEFT FRONT WINDOW

Fig. 8-6 Power Window Circuit Diagram

TYPICAL FAILURE OF POWER WINDOWS

CONDITION	CAUSE	CORRECTION
1. None of the windows will operate.	Short or open circuit in power feed circuit.	A. Check circuit breaker operation.
		B. Check feed connector to power harness beneath instrument panel.
		C. Check the feed circuit wires for possible short or open circuit.
2. Right rear door window does not operate from master control switch on left front door or from control switches on right rear door. Left door window operates.	A. Short or open circuit between right rear door harness and power window front harness.	A. Check harness connectors beneath outer ends of instrument panel for proper installation.
	B. Short or open circuit in affected window control switch or window motor circuit.	B. Check wires in power window front harness for possible short or open circuit.
	C. Possible mechanical failure or bind in window channels.	C. Check operation of rear door window control switch.
	D. Defective window motor.	D. Check circuit from window control switch to window motor for short or open circuit.
		E. Check window regulator and channels for possible mechanical failure or bind.
		F. Check operation of motor.
3. Right door window will operate from left door master control switch but will not operate from right door control switches. Left door windows operate.	Open or short circuit in front harness feed wire circuit.	Follow up feed wire in front harness for possible short or open circuit.

switch action which energized the solenoid produces a current flow through the motor control relay to one of the motor field coils. The current flow through the relay closes the contacts between the relay power source and the armature motor lead wire, and results in the operation of the seat motor.

CIRCUIT CHECKING PROCEDURES

It may be necessary to use only one or all of the procedures outlined to locate an electrical failure in the circuit. If the location of the failure is evident, follow only the steps required to check the affected wire or component. If the location of the failure is not evident, follow the procedure as outlined. Before performing any extensive check procedures, check the seat adjuster drive cables for proper attachment. In addition, study the seat circuit diagrams to become familiar with the seat circuit.

A. Check Feed Circuit Continuity at Circuit Breaker

1. Connect one light tester lead to battery side of circuit breaker and ground other lead. Circuit breakers are located at the left side in engine compartment. If tester does not light there is an open or short circuit in feed circuit to breaker.

2. To check circuit breaker, disconnect the output feed wire (the wire opposite the power source feed to the breaker) from the breaker and with light tester check terminal from which wire was disconnected. If tester does not light, circuit breaker is inoperative.

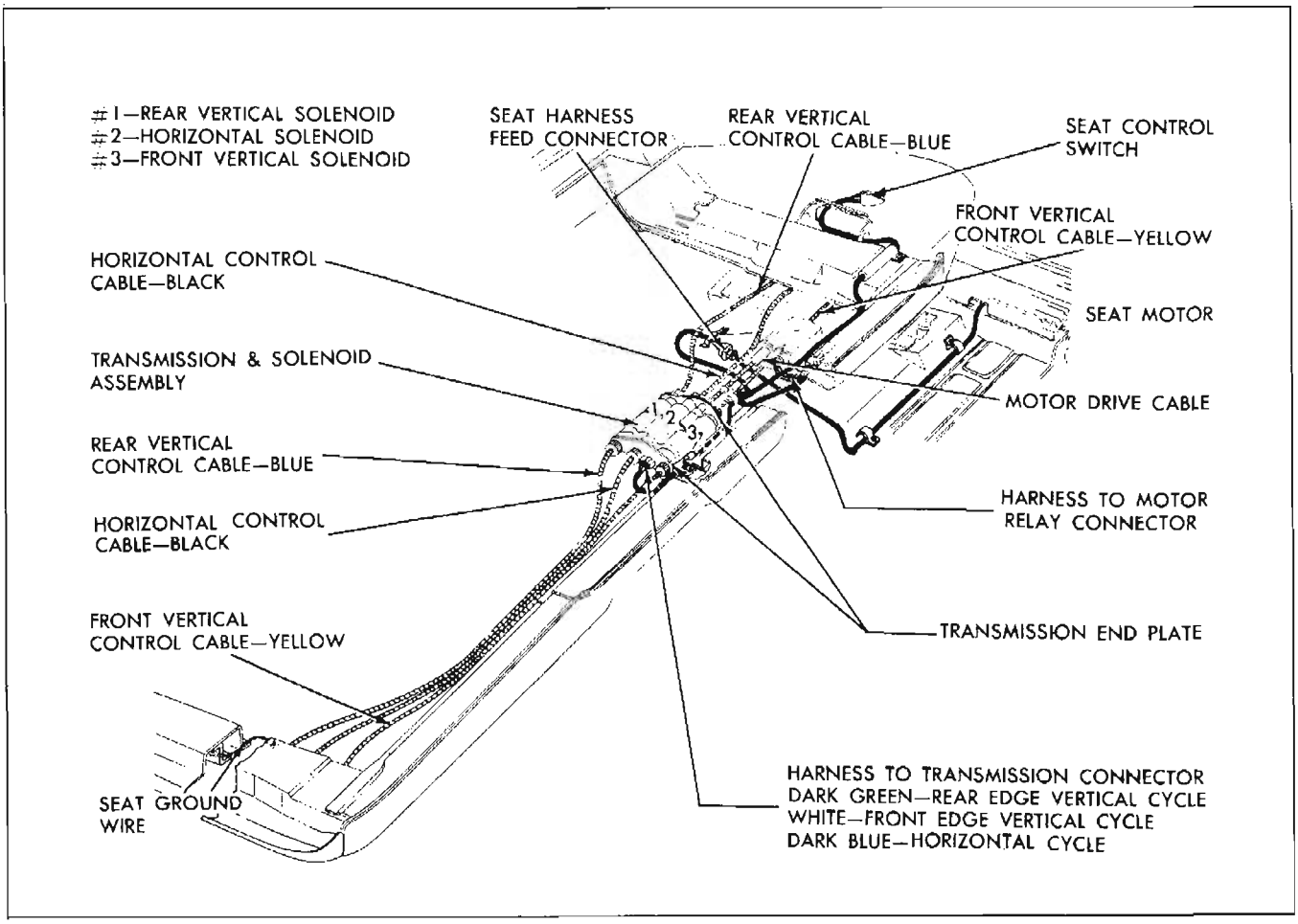


Fig. 8-7 Six-Way Seat Installation

B. Check Feed Circuit Continuity at Seat Control Switch

1. Connect one light tester lead to feed terminal of switch block and ground other test lead to body metal (Fig. 8-9).

2. If tester does not light, there is an open or short circuit between switch and power source.

C. Check Feed Circuit Continuity at Relay on Seat Motor

1. Disengage 3-wire connector body from the seat motor relay terminal.

2. Insert one light tester lead into the relay power feed (red wire) connector slot on the harness, and ground the other light tester lead.

3. If tester does not light, there is no current at end of feed wire. Failure is caused by an open or short in feed circuit.

NOTE: In the following operations which specify the seat control switch to be actuated, a switch that has been checked for proper operation may be connected to the switch block. If a switch is not available, a three-way jumper wire can be made to perform the switch function. The jumper wire and the switch locations to be connected to obtain a specific movement of the seat are shown in Fig. 8-9. If a jumper wire is used, number the locations on the switch block as indicated in the illustration. Details outlining the making and use of the jumper wire follow the checking procedures.

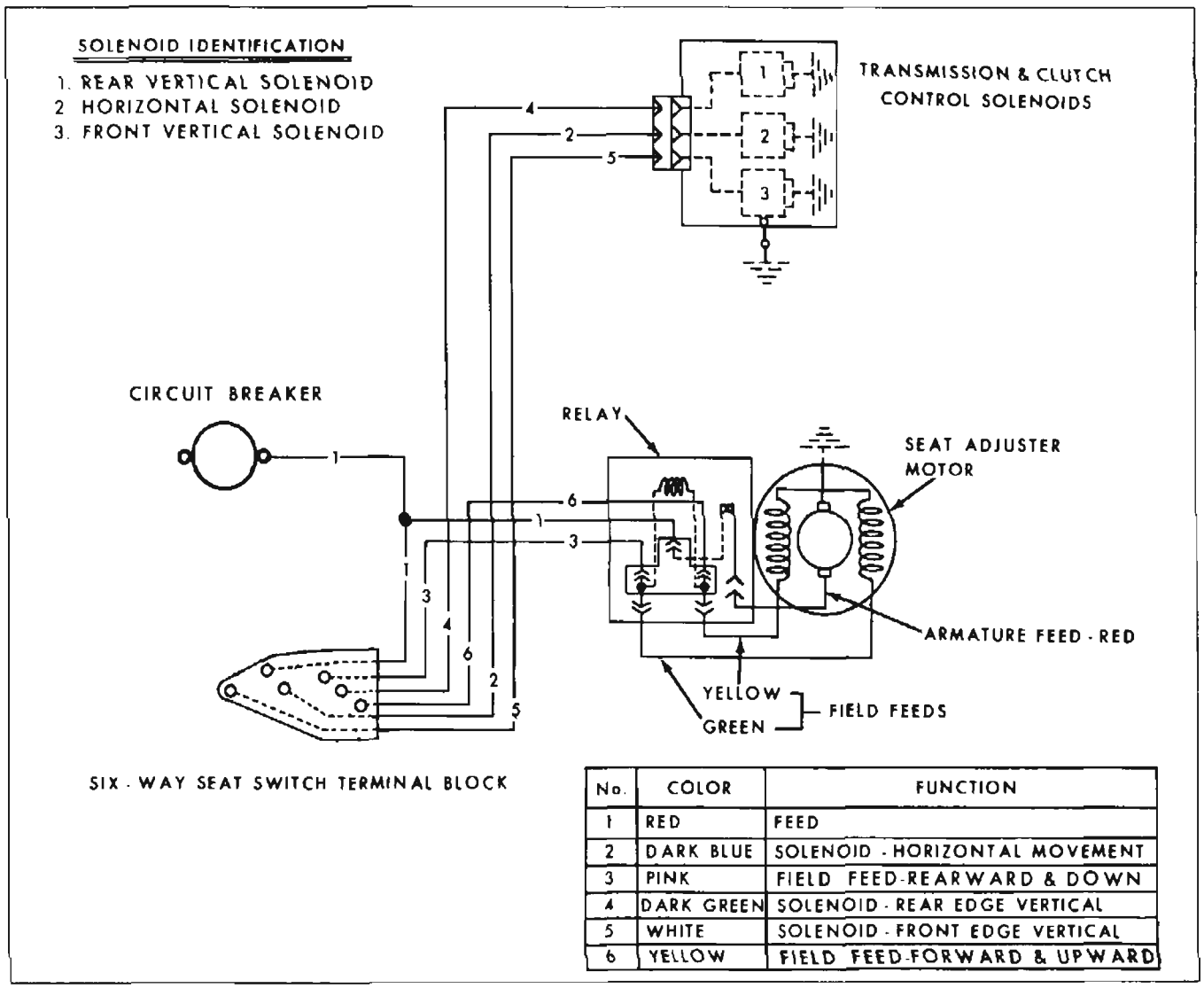
D. Check the Seat Control Switch

1. Obtain switch or jumper wire and connect to switch block.

2. Operate switch. If adjusters operate with new switch or jumper wire, but did not operate with original switch, the original switch is defective.

3. Check all six movements of seat adjuster.

E. Check Wires Between Control Switch and Motor Relay



No.	COLOR	FUNCTION
1	RED	FEED
2	DARK BLUE	SOLENOID - HORIZONTAL MOVEMENT
3	PINK	FIELD FEED-REARWARD & DOWN
4	DARK GREEN	SOLENOID - REAR EDGE VERTICAL
5	WHITE	SOLENOID - FRONT EDGE VERTICAL
6	YELLOW	FIELD FEED-FORWARD & UPWARD

Fig. 8-8 Circuit Diagram—Six-Way Seat

1. Disengage 3-wire harness connector from relay at motor.

2. Insert one light tester lead into the motor field connector slot on harness and ground the other lead.

3. Actuate seat switch to energize field wire being tested.

4. If tester does not light, there is no current at end of wire. Failure is caused by an open or short circuit between end of wire and switch. Check other motor field wire in the same manner.

F. Check the Relay Assembly

1. Disconnect three motor leads from relay assembly. These are the wires leading from the motor to the relay.

2. Connect one end of a jumper wire to one of the motor field feed studs on the relay and ground the other end of the jumper wire.

3. Connect one end of light tester to motor armature feed stud on relay and ground other light tester lead.

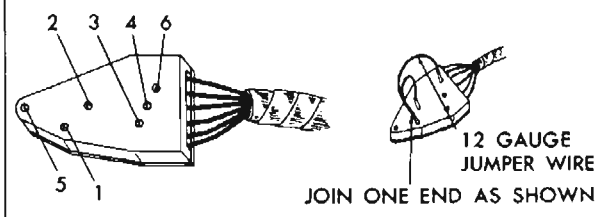
4. With a jumper wire, energize the field stud which is not grounded. If tester does not light, the relay is defective.

G. Check the Motor Assembly

1. Disconnect the motor armature feed lead and one of the motor field feeds from the relay assembly.

2. With a jumper wire, energize the armature feed and one of the field feeds.

3. If motor does not operate, it is defective. Check the other motor field feed in the same manner.



	Wire Color	Function
1	Red	Switch Feed
2	Dark Blue	Solenoid—Horizontal Movement
3	Pink	Field Feed—Rearward & Down
4	Dark Green	Solenoid—Rear Edge Vertical
5	White	Solenoid—Front Edge Vertical
6	Yellow	Field Feed—Forward & Up

Fig. 8-9 Six-Way Seat Control Block Switch Wiring Installation

H. Check the Wire Between the Solenoid and Switch

1. Disengage harness connector from transmission.

2. Connect one light tester lead to end of harness wire being tested and ground other lead.

3. Operate switch to energize wire being tested. If tester does not light, there is no current at end of wire. Failure is caused by an open or short circuit between end of wire and switch.

I. Check the Solenoid

1. Check solenoid ground strap attachment for proper ground.

2. Energize solenoid being checked with jumper wire.

NOTE: If solenoid is functioning, a click should be heard when solenoid plunger operates in and out.

CAUTION: To prevent damaging the solenoid, do not energize solenoid for more than one minute.

3. With solenoid energized, actuate seat control switch to energize adjuster motor.

4. If adjusters do not operate, and there is no mechanical failure in the seat unit, the solenoid is defective.

Three-Way Jumper Wire for Checking Seat Switch

To make jumper wire, obtain two pieces of No. 12 gauge wire, each 4½" long. Join one end of each wire as shown in Fig. 8-9. The joined end can be inserted in the feed location in the switch block; one of the remaining ends can be inserted into one of the field locations in the switch block; the other end can be inserted into one of the solenoid locations.

IMPORTANT: To obtain a seat movement using a 3-way jumper wire at the switch block, the switch feed location, one of the motor field wire locations and one of the solenoid locations must be connected.

1. To raise front edge of seat, place jumper in locations 1, 6 and 5.

2. To lower front edge of seat, place jumper in locations 1, 3 and 5.

3. To raise rear edge of seat, place jumper in locations 1, 6 and 4.

4. To lower rear edge of seat, place jumper in locations 1, 3 and 4.

5. To move seat forward, place jumper in locations 1, 6 and 2.

6. To move seat rearward, place jumper in locations 1, 3 and 2.

Typical Electrical Failures of Six-Way Seat Circuits

Condition 1

Seat Adjuster motor does not operate.

Cause

a. Short or open circuit between power source or switch and motor.

b. Defective motor.

Correction

a. Check circuit from power source and switch to motor to locate failure.

b. Check motor. If defective, repair or replace as required.

Condition 2

Seat adjuster motor operates, but seat adjusters are not actuated.

or

Seat adjuster motor operates, front edge of seat moves up and down and seat moves forward and rearward. The rear edge of seat cannot be operated.

Cause

a. Short or open circuit between switch and affected solenoid.

b. Defective solenoid.

Correction

a. Check circuit from switch to solenoid to locate failure.

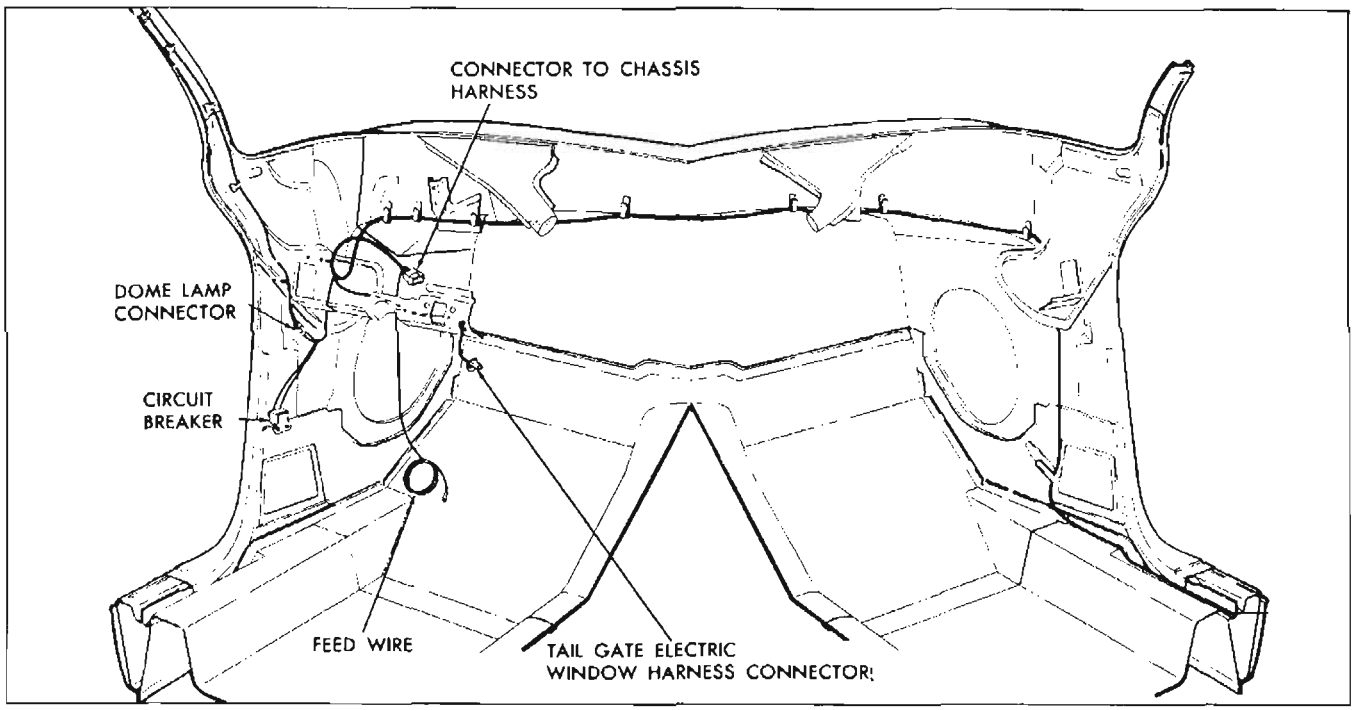


Fig. 8-10 Front End Wiring Installation

b. Check solenoid. If defective, repair or replace as required.

Condition 3

Seat adjuster motor operates and seat adjusters move front and rear edge of seat up and forward, but will not move the seat down and rearward.

or

Seat adjuster motor operates and seat adjusters move front and rear of seat down and rearward, but will not move the seat up and forward.

Cause

a. Short or open circuit between one of the motor field wires and seat control switch.

b. Defective field coil in motor.

Correction

a. Check circuit between affected motor field wire and seat switch.

b. Check motor. If defective, repair or replace as required.

ELECTRIC TAIL GATE WINDOW CIRCUIT

The station wagon style power operated tail gate dropping window is controlled by a window regulator equipped with a rectangular shaped, 12 volt D.C., reversible direction motor with an internal circuit breaker and a self-locking gear drive. The current for the motor is obtained through the circuit breaker located beneath the instrument panel at the left shroud.

The design of the tail gate requires the window to be lowered before the tail gate can be opened. A mechanical safety feature in the tail gate prevents the tail gate handle from being actuated before the window is in the fully lowered position. The window may be lowered from the instrument panel control switch located at the driver's side of the panel, or from the tail gate window lock cylinder switch. The lock cylinder switch is actuated when the key is inserted into the lock cylinder and rotated to open or lower the window. In addition, on the nine passenger station wagon styles, a tail gate window control switch is located at the rear of the left rear quarter inner panel trim.

The tail gate window harness is a component part of the body wiring harness which consists of a front and rear section connected together at the right rear quarter. (Figs. 8-10, 8-11, 8-12).

To prevent the window from being operated to the up position when the tail gate has been lowered, a safety switch is located adjacent to the right tail gate lock. The safety switch opens the ground circuit of the tail gate window motor, making it inoperative.

CHECKING PROCEDURES

Before performing an intensive checking procedure to determine the failure in the circuit, be sure to check

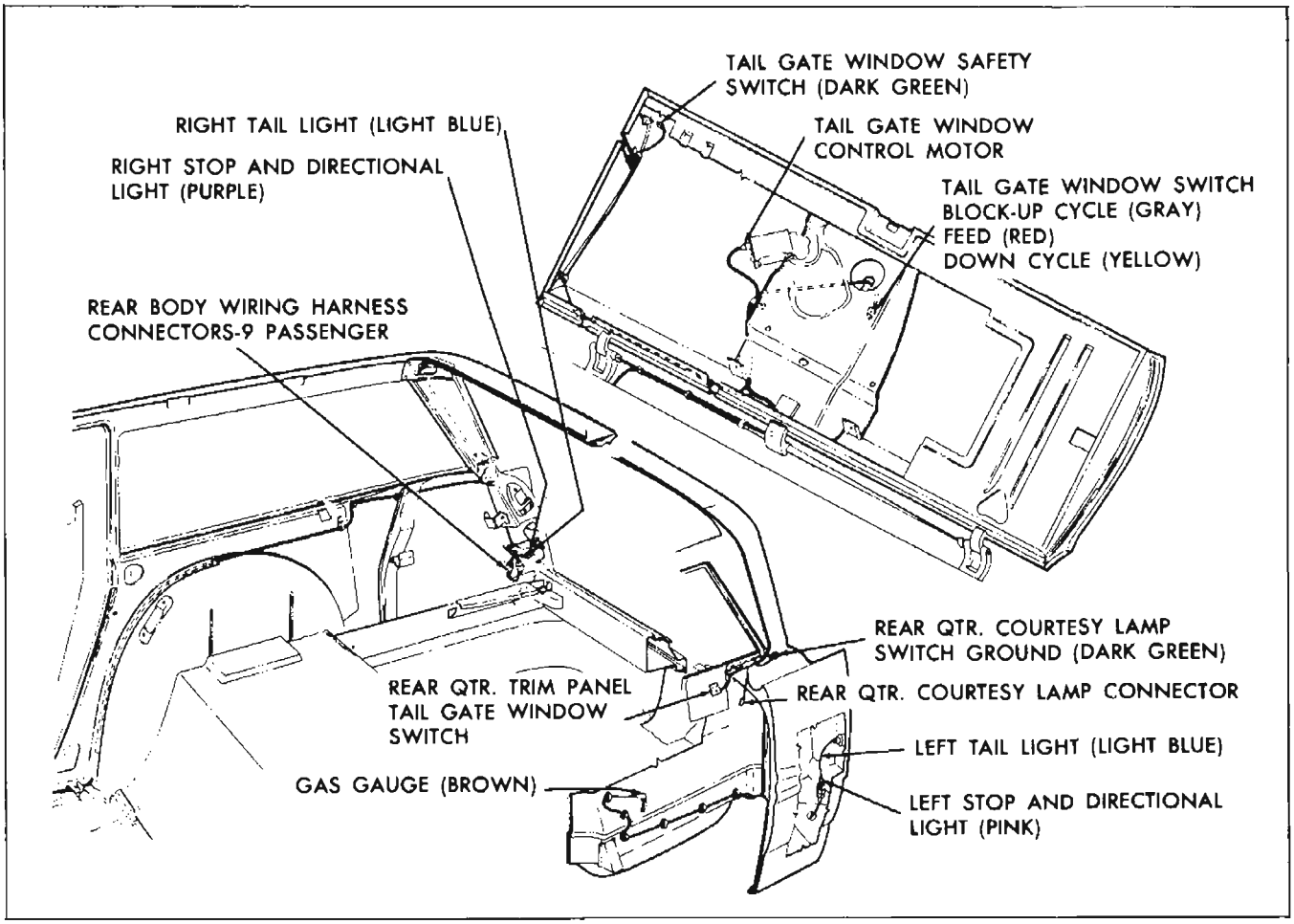


Fig. 8-11 Body and Tail Gate Wiring Installation

the connectors at the front and rear body wiring harness for proper installation. The checking procedures below may be used to check the operation of a switch or motor after the cause of the electrical failure has been isolated to a particular part of the circuit. Refer to Fig. 8-13 for the circuit diagram of the power window circuit.

A. Checking Circuit Breaker

This procedure is the same as CHECKING THE CIRCUIT BREAKER for the power window circuit previously covered.

B. Checking Feed Circuit Continuity at Control Switch on Instrument Panel

1. Connect one light tester lead to feed terminal of switch block and ground other test lead to body metal.

2. If tester does not light, there is an open or short circuit between switch and power source.

C. Checking Control Switch at Instrument Panel

1. Disengage harness connector from switch.

2. Use a 12 gauge jumper wire and insert one end into the red wire (feed) terminal and the other end into one of the other terminals. Tail gate window motor should operate.

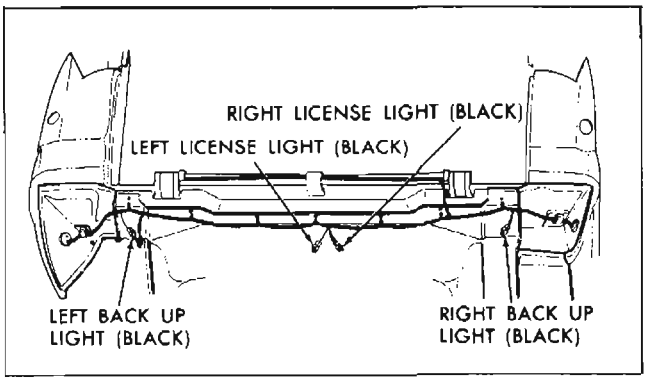


Fig. 8-12 Rear Cross Bar Wiring Installation

3. Repeat procedure for the other terminals. If the tail gate window motor operates with the jumper wire but does not operate with the control switch, the switch is defective.

D. Checking Control Switch at Rear Quarter or Tail Gate

First determine that there is current to the switch terminal block; then use a 12 gauge jumper and perform the same checking procedure as outlined for the door window motor control switch.

E. Checking Circuit Between Front and Rear Harness at Connector

1. Remove right rear quarter trim to gain access to front and rear connector.

2. Check connector for proper engagement. If connector is engaged properly and motor does not operate, proceed as follows:

a. Disengage connector and check with test light for power (red). If tester does not light, there is a short or open circuit in the feed wire.

b. To check up and down cycle circuits actuate window control switch at instrument panel or quarter trim panel. With test light, check continuity at wire terminal being energized.

F. Checking the Tail Gate Window Motor

1. Disconnect harness connector from motor.

2. Connect the positive side of power source to the gray wire terminal on the motor connector and the negative lead to the dark green (ground) wire terminal. Motor should operate. To check the reverse operation of the motor, connect the power source to the yellow wire terminal.

G. Check Operation of Safety Switch

1. With tail gate open, depress switch to simulate the tail gate being closed. If motor does not operate either switch is defective or the circuit is open from the motor to the switch.

2. To check for defective switch, connect one end of test light to a source of power and the other lead to the safety switch terminal. If the tester lights when the switch lever is actuated, the switch is operative.

NOTE: Safety switch completes the ground circuit from the motor.

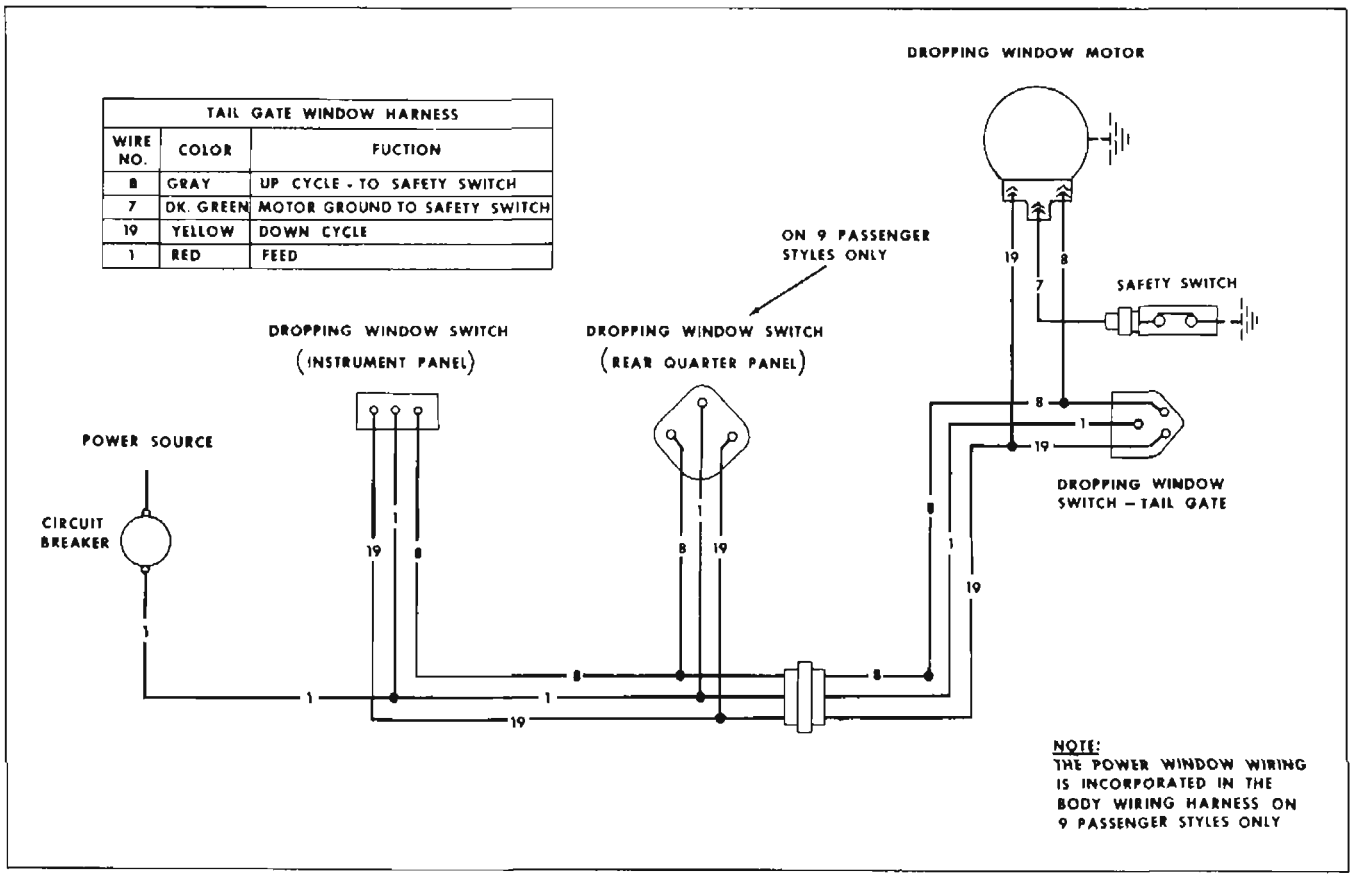


Fig. 8-13 Tail Gate Window Wiring—9 Passenger

Typical Failures

A. Condition:

The tail gate window operates up and down from the tail gate switch, and the rear quarter switch (9-passenger style), but does not operate from the switch at the instrument panel.

Cause:

1. Open or short circuit from power source to control switch at instrument panel.

2. Defective or inoperative control switch.

Correction:

1. Check affected wiring for open or short circuit and check connector at switch for proper installation.

2. Check operation of switch.

B. Condition:

With the tail gate closed, the window operates downward but does not operate upward when the switch at the instrument panel, rear quarter or tail gate is actuated.

Cause:

1. Open or short circuit in up cycle feed wire.

Correction:

1. Check affected wiring for open or short circuit.

C. Condition

The window will not operate up or down from any of the control switches.

Cause:

1. Open or short circuit in circuit from power source to switches or motor.

2. Safety switch inoperative or poor ground.

3. Mechanical bind or failure in tail gate window regulator mechanism.

4. Defective tail gate window regulator motor.

Correction:

1. Check operation of circuit breaker.

2. Check affected circuit for open or short circuit. (Check front and rear harness connections for proper engagement.)

3. Check connectors to safety switch and motor for proper engagement.

4. Check tail gate mechanical parts for bind or failure.

5. Check operation of tail gate motor.

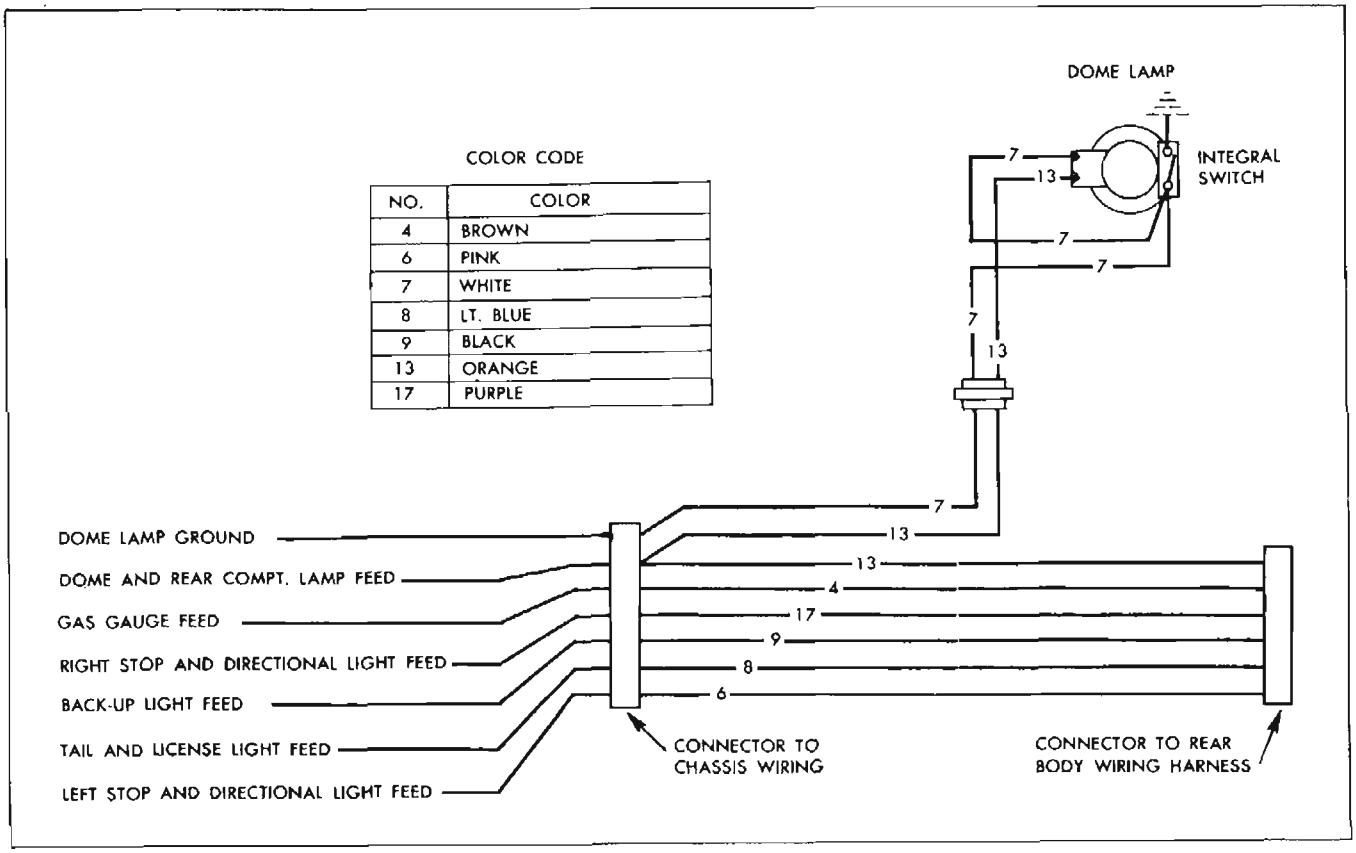


Fig. 8-14 Front Body Wiring Diagram—2669, All 23 Series Except Wagons

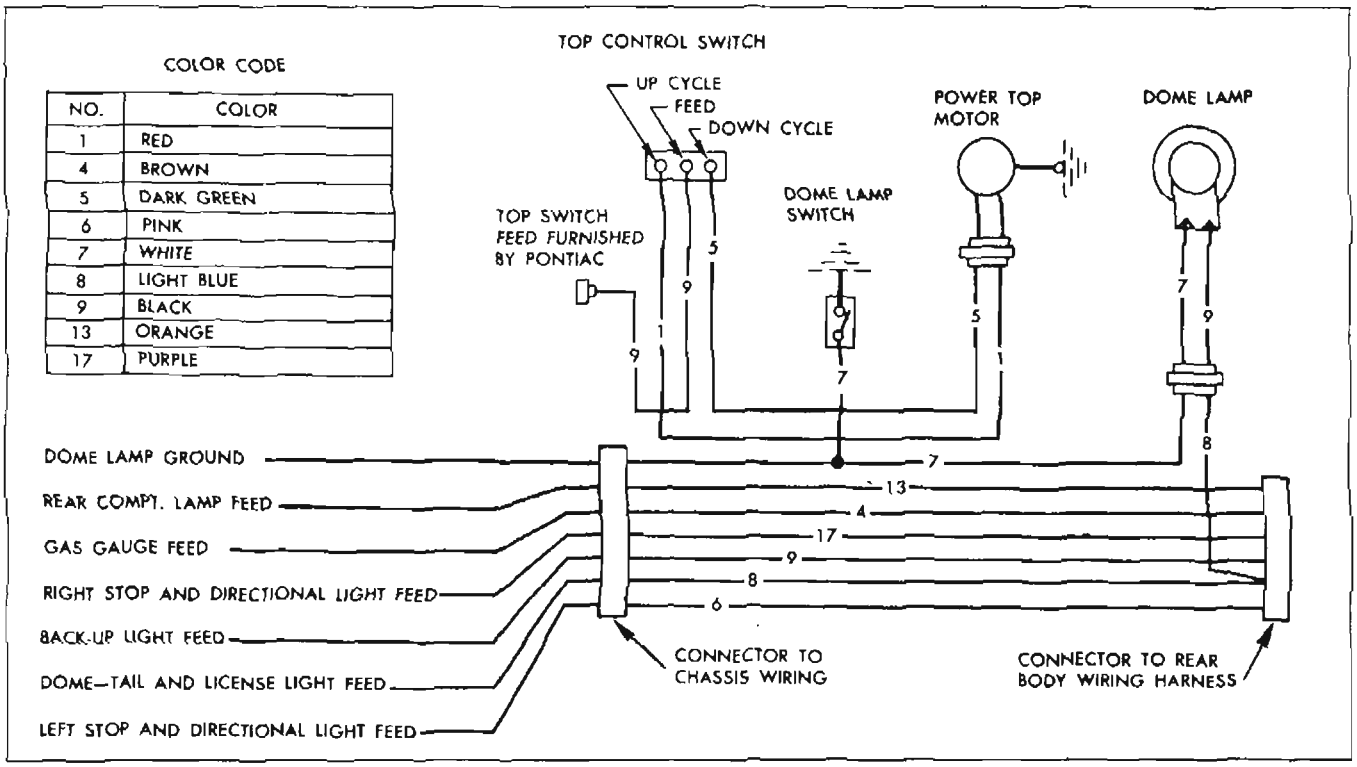


Fig. 8-15 Front Body Wiring Diagram—Convertibles

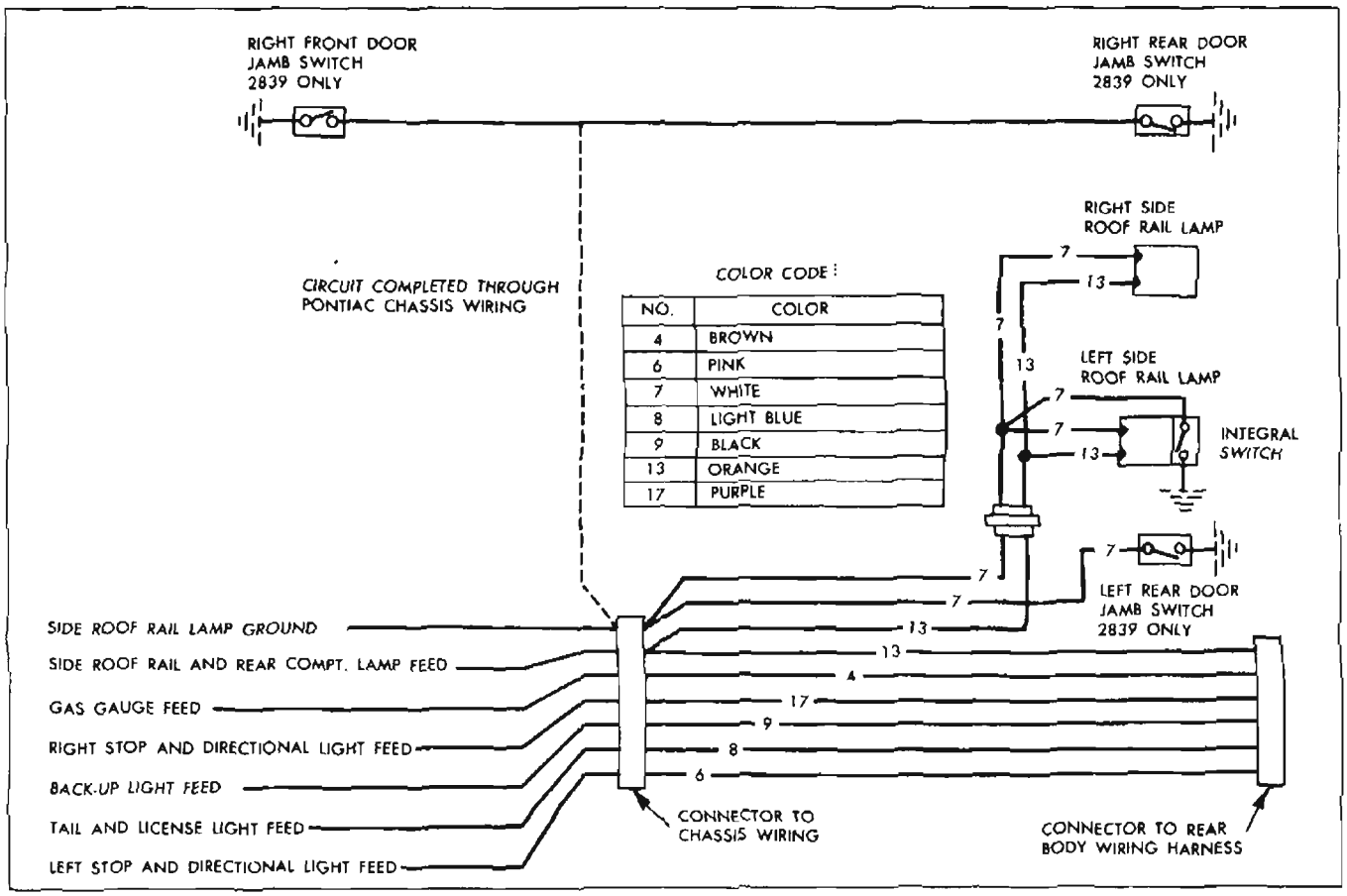


Fig. 8-16 Front Body Wiring Diagram—2639, 2837, 2839

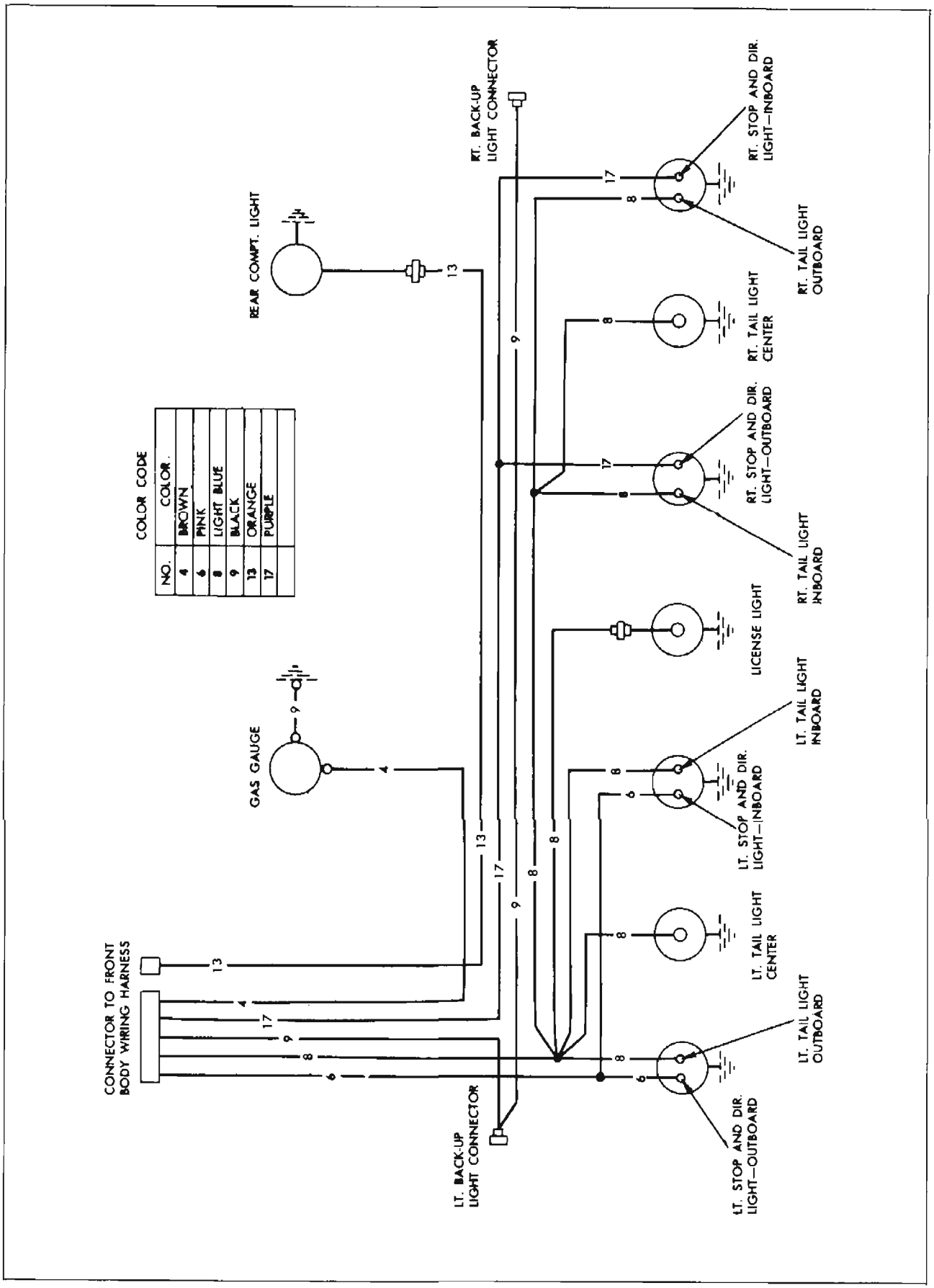


Fig. 8-17 Rear Body Wiring Harness, All 26 and 28 Series

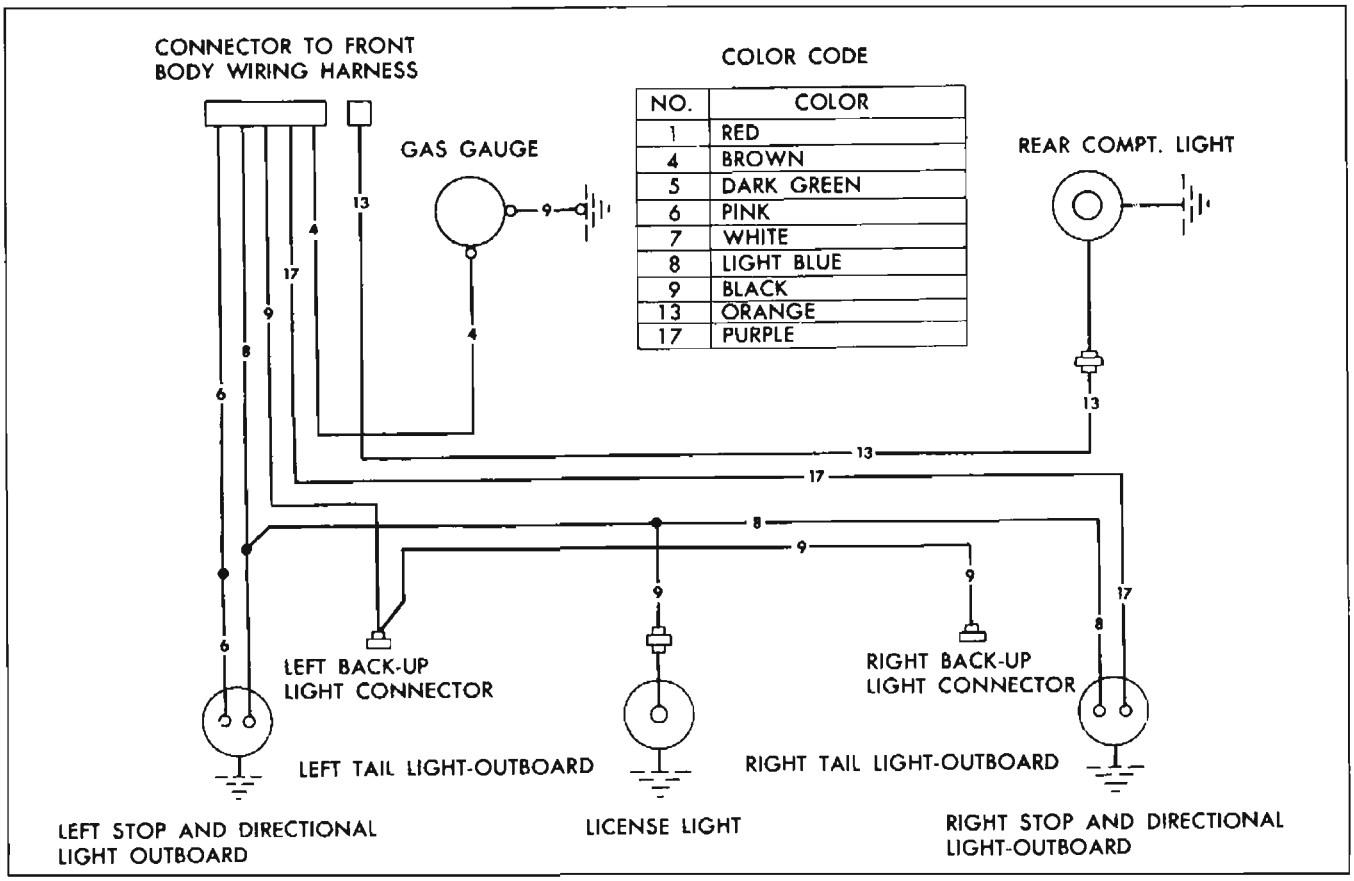


Fig. 8-18 Rear Body Wiring Diagram—All 23 and 25 Series Except Wagons

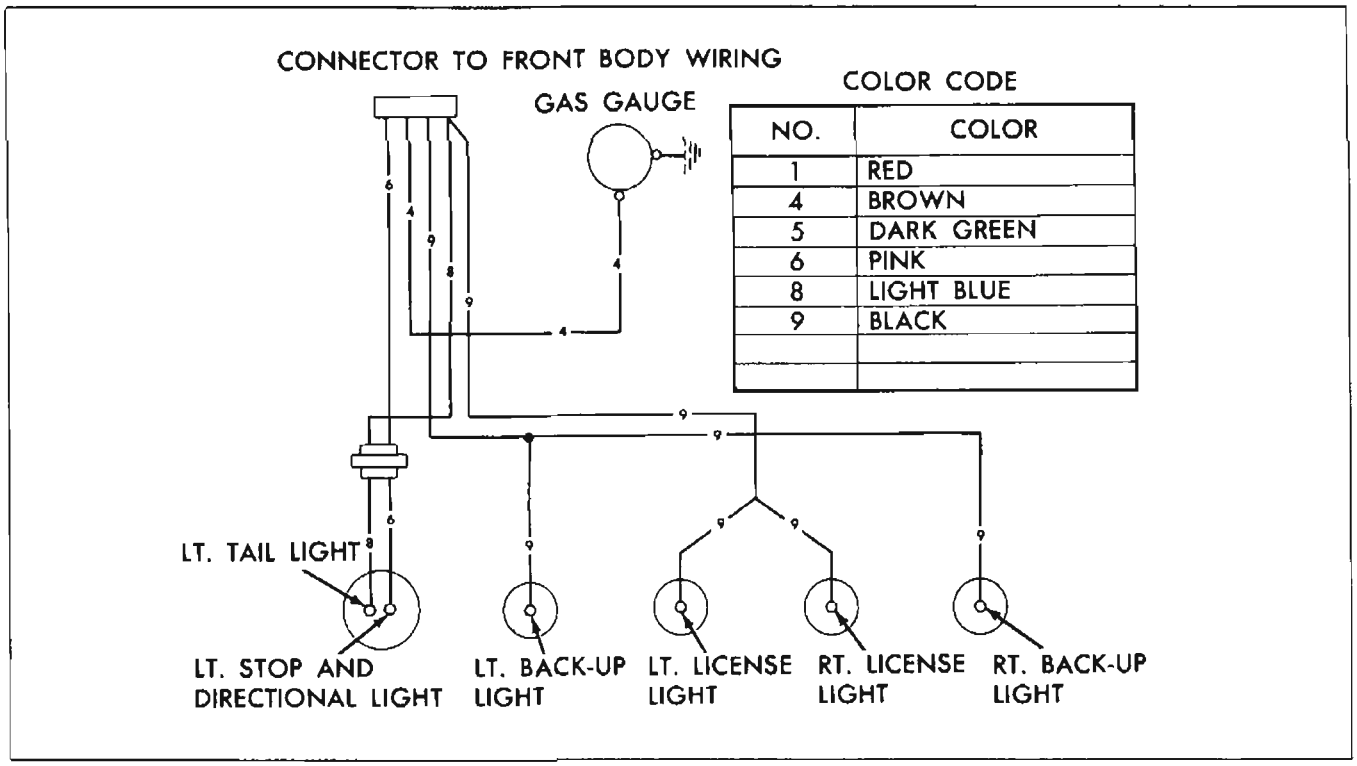


Fig. 8-19 Rear Body Wiring Diagram—2335, 2735

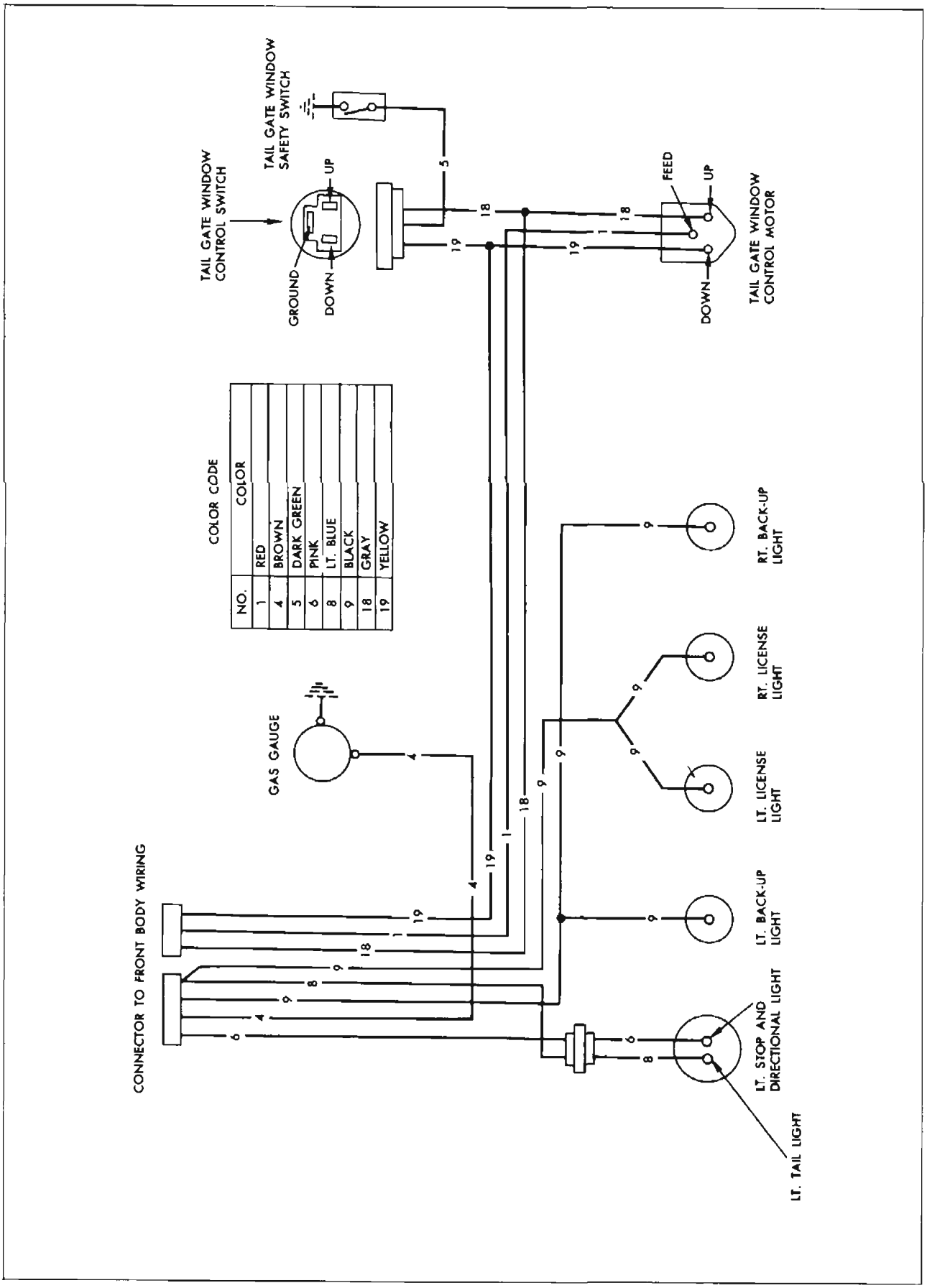


Fig. 8-20 Rear Body Wiring Diagram—2345, and 2335, 2735 with Power Tail Gate Window

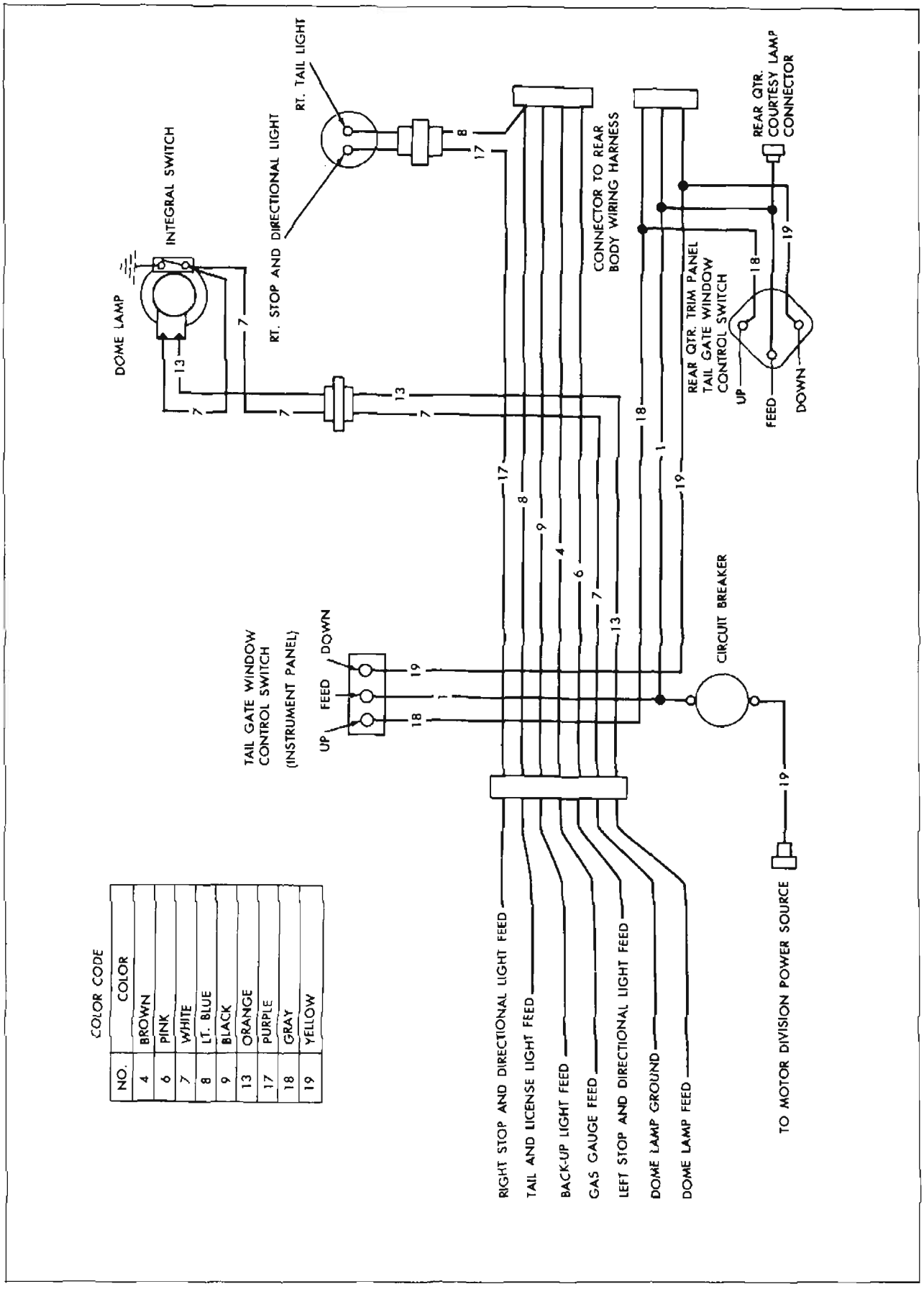


Fig. 8-21 Front Body Wiring Harness—2345, and 2335, 2735 with Power Tail Gate Window

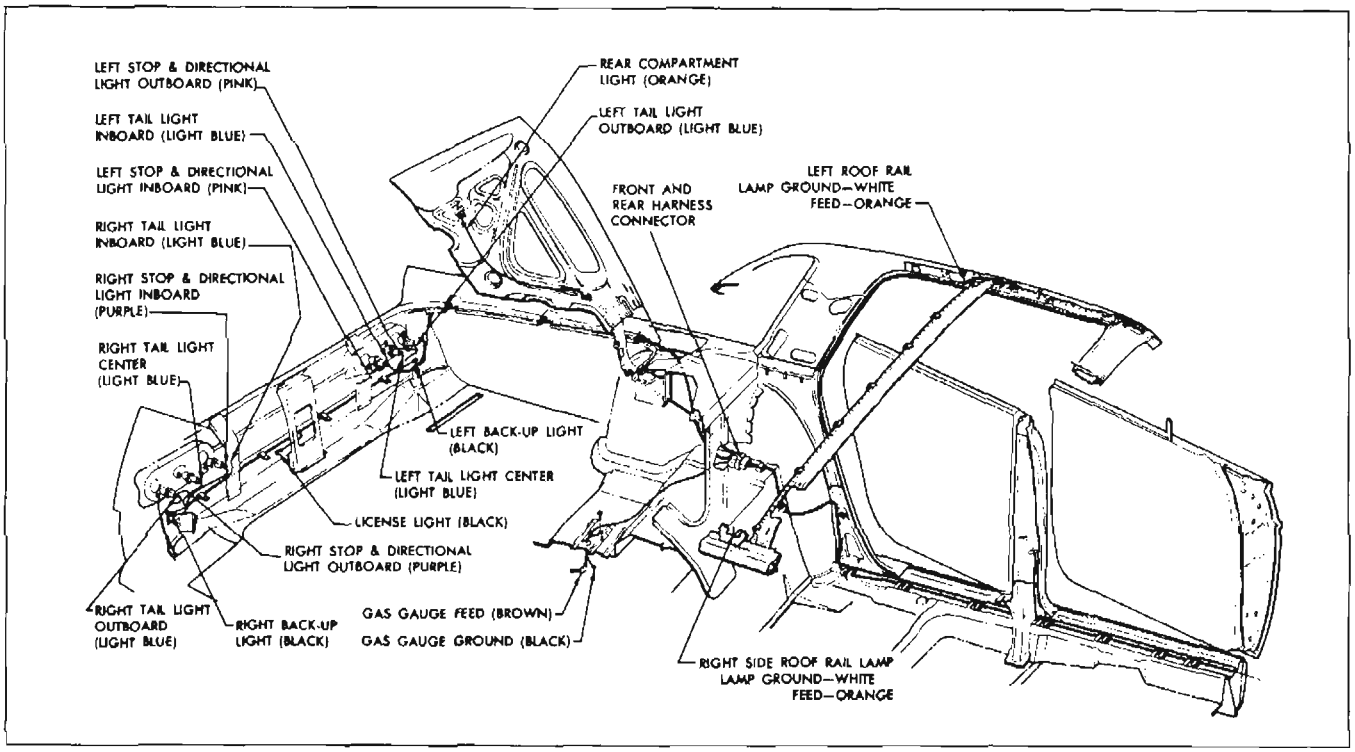


Fig. 8-22 Left Side Body Wiring Installation—2639

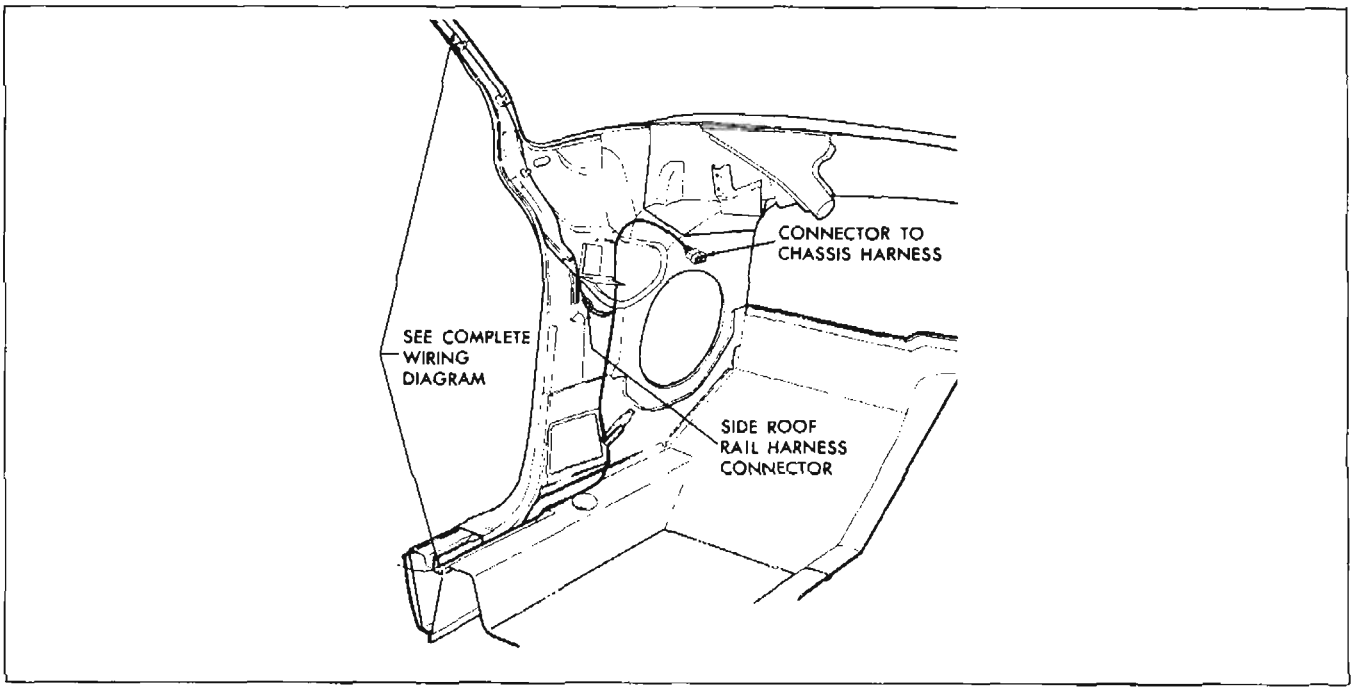


Fig. 8-23 Front End Wiring Installation—2639

BODY LUBRICATION

BODY LUBRICATION

The movable mechanical hardware parts of the body are lubricated at the factory to insure proper and quiet operation. Because of frequent use of some parts, such as door locks and door lock strikers, it is important that the readily accessible parts be lubricated at least twice a year. Other body parts should be lubricated whenever access to the parts is available.

Wipe off all lubrication points before applying new lubricant. Remove all excess lubricant where necessary to prevent staining of trim parts or clothing.

THE FOLLOWING PARTS SHOULD BE LUBRICATED TWICE EACH YEAR:

FRONT DOOR HINGE HOLD-OPEN ASSEMBLY

Wipe off dirt and apply a light coat of No. 630 AAW Lubriplate or its equivalent at points indicated. (Fig. 9-1). The hinge pins should be lubricated with engine oil.

INSTRUMENT PANEL COMPARTMENT DOOR HINGE

Wipe off dirt and apply a sparing amount of dripless oil to the hinge frictional points. Operate door and wipe off excess lubricant.

DOOR LOCK STRIKER

Wipe off dirt and apply a thin coat of stick-type lubricant to top surface of lock bolt striker teeth (Fig. 9-2). After lubrication, close door several times and remove excess lubricant along side edge of teeth.

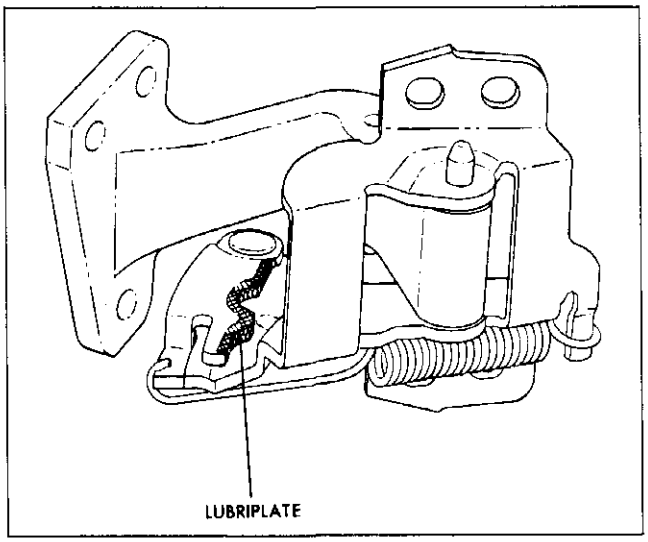


Fig. 9-1 Front Door Hinge and Hold Open

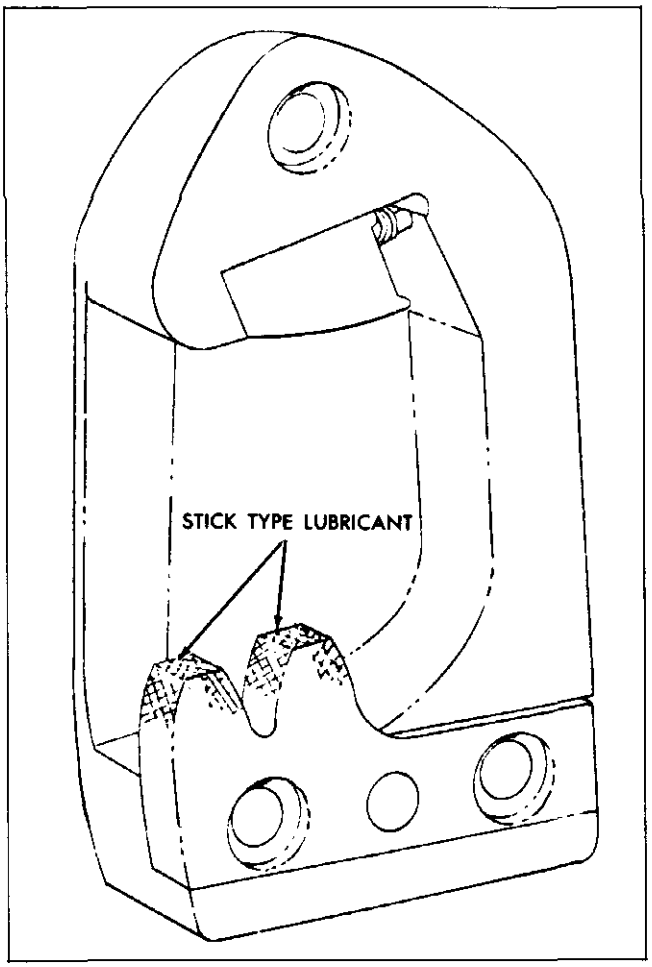


Fig. 9-2 Door Lock Striker

DOOR LOCK ROTARY BOLT AND HOUSING

Wipe off dirt and apply a thin coat of stick-type lubricant and oil (Fig. 9-3).

REAR DOOR HINGE AND HOLD-OPEN ASSEMBLY

Wipe off dirt and apply a light coat of No. 630 AAW Lubriplate or equivalent, to frictional points (Fig. 9-4). Wipe off excess lubricant.

REAR COMPARTMENT LID AND TAIL GATE LOCKS

On rear compartment lid locks, apply a thin film of No. 630 AAW Lubriplate or its equivalent (Fig. 9-5). On tail gate locks, apply a thin film of 630

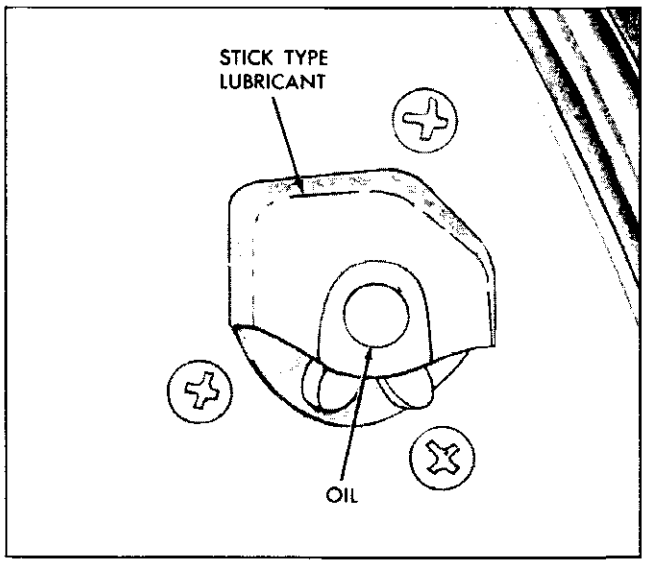


Fig. 9-3 Door Lock Rotary Bolt and Housing

AAW Lubriplate or its equivalent to the bolt at the striker contact areas.

DOOR WEATHERSTRIPS, SIDE ROOF RAIL WEATHERSTRIPS AND DOOR BUMPERS

A thin coat of silicone lubricant should be used on weatherstrips and door bumpers to prevent squeaking.

DOOR JAMB SWITCH

Wipe off dirt and apply a thin coat of No. 630 AAW Lubriplate or equivalent to the end surface of switch plunger. Wipe off excess lubricant.

GAS TANK FILLER DOOR HINGE

Apply a few drops of dripless oil to frictional points of door hinge. Work door several times and wipe off excess lubricant.

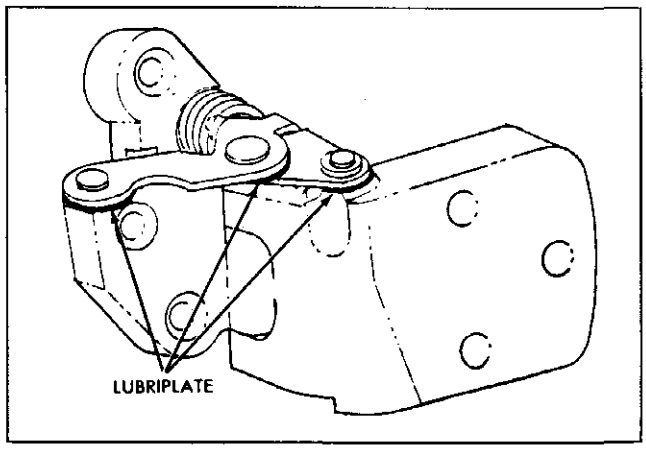


Fig. 9-4 Rear Door Hinge

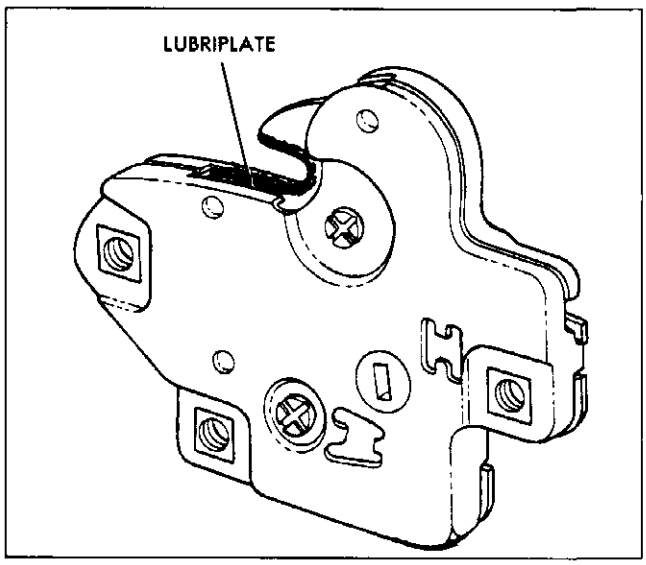


Fig. 9-5 Rear Compartment Lid Lock Bolt

TAIL GATE HINGE—STATION WAGONS

Wipe off dirt and apply a small amount of dripless oil to frictional areas.

FOLDING SEAT LINKAGE—STATION WAGONS

Wipe off dirt and apply a sparing amount of dripless oil to all frictional areas. Work linkage several times and wipe off excess lubricant.

DOOR AND REAR COMPARTMENT LOCK CYLINDERS

A small quantity of lock lubricant occasionally applied to the lock cylinders will prevent sticking.

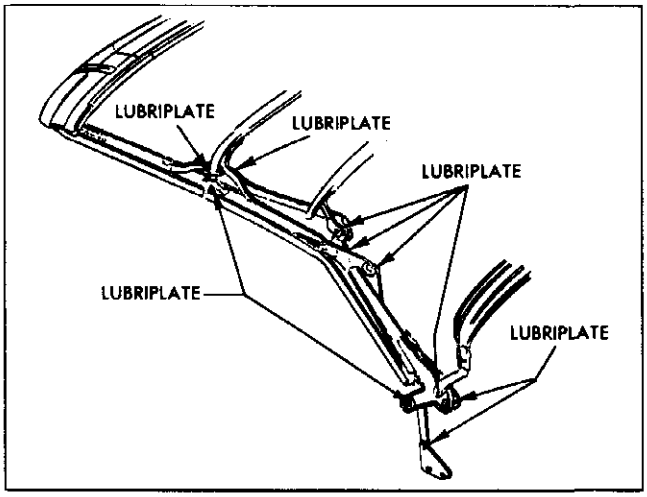


Fig. 9-6 Folding Top Linkage

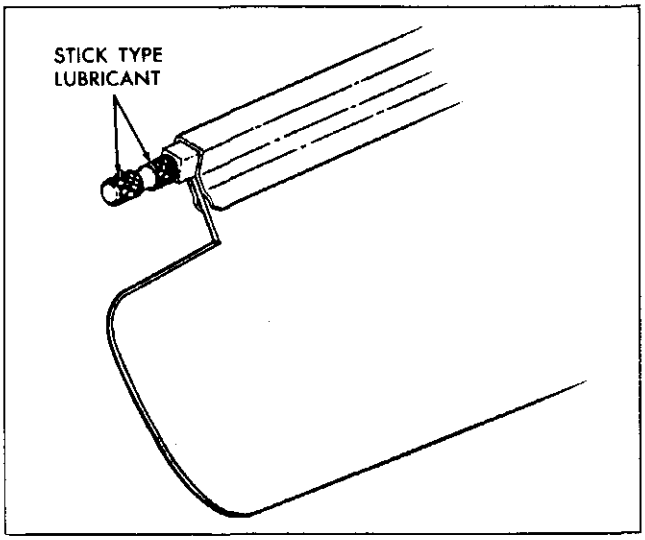


Fig. 9-7 Sunshade Rod

REAR COMPARTMENT LID HINGES AND TORQUE RODS

Apply Lubriplate No. 630 AAW or equivalent, to hinge and torque rods at friction points.

FOLDING TOP LINKAGE

Apply a sparing amount of light oil to all bearing points (Fig. 9-6). Wipe off excess lubricant to prevent soiling trim.

FOLDING TOP LIFT CYLINDER PISTON RODS

Twice each year, with folding top in raised position, wipe exposed portion of each top lift cylinder piston rod with a cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean cloth, apply a light film of brake fluid to the piston rods to act as a lubricant.

NOTE: Use caution so that brake fluid does not come in contact with any painted or trimmed parts of the body.

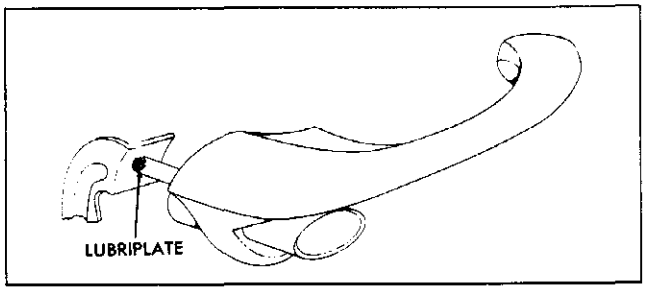


Fig. 9-8 Door Outside Handle

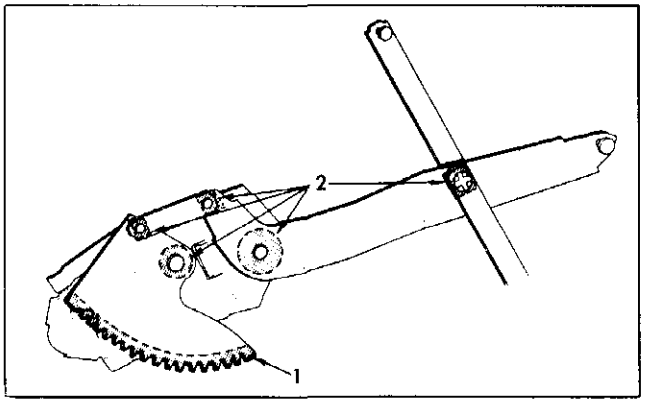


Fig. 9-9 Door Window Regulator

SUNSHADE ROD

Remove sunshade assembly from support and apply a thin film of stick-type lubricant to end of sunshade rod (Fig. 9-7). Wipe off all excess lubricant.

THE FOLLOWING PARTS SHOULD BE LUBRICATED WHEN ACCESS TO PARTS IS AVAILABLE:

DOOR LOCK OUTSIDE HANDLE

Apply a light coat of No. 630 AAW Lubriplate or equivalent, to surface of lock cylinder shaft contacting bell crank (Fig. 9-8).

DOOR WINDOW REGULATOR

Apply a coat of No. 630 AAW Lubriplate or equivalent to areas indicated in Fig. 9-9. Lubrication of front door window regulator is typical of lubrication of rear door and quarter regulators.

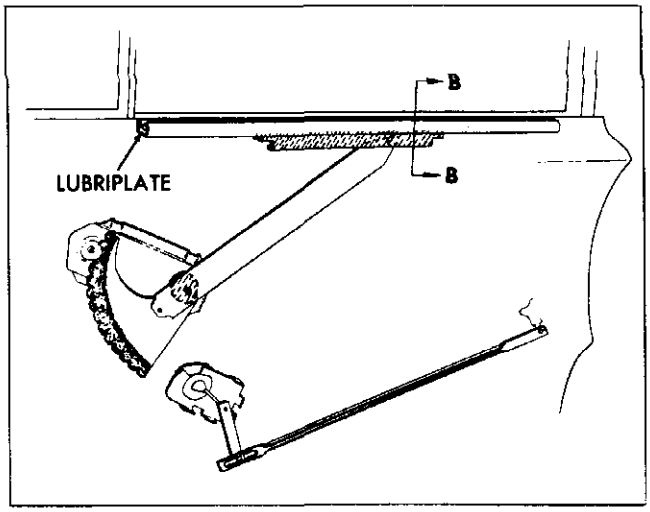


Fig. 9-10 Front Door Window Regulator Cams

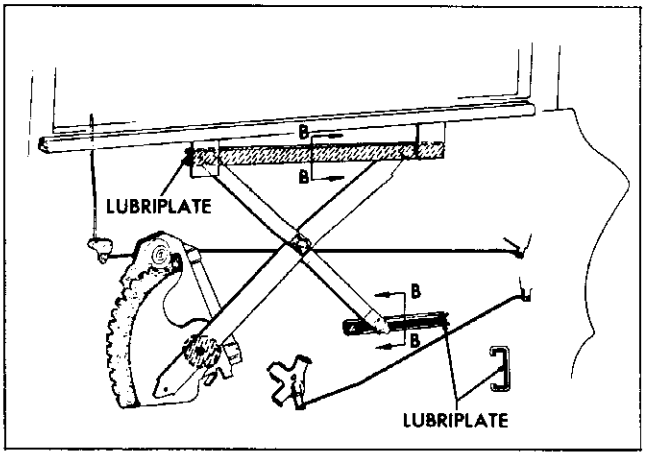


Fig. 9-11 Rear Door Window Regulator Cams

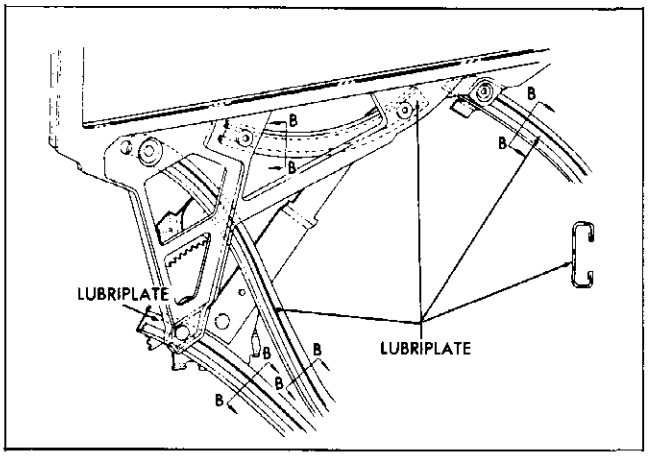


Fig. 9-12 Rear Quarter Window Cams

DOOR WINDOW CAMS

Apply a coat of No. 630 AAW Lubriplate or equivalent to channel portions of cams (Fig. 9-10 and 9-11).

REAR QUARTER WINDOW CAMS

Apply a coat of No. 630 AAW Lubriplate or equivalent to channel portion of cam and guide assemblies (Fig. 9-12).

DOOR LOCK PARTS

Lubricate moving parts of door lock with No. 630 AAW Lubriplate or equivalent.

DOOR LOCKING MECHANISM

Apply No. 630 AAW Lubriplate or equivalent to pivot points at ends of all connecting rods.

FRONT SEAT ADJUSTER MECHANISM—MANUALLY OPERATED

A thin film of Lubriplate No. 630 AAW or its equivalent should be applied to the seat tracks as needed or during repairs.

FRONT SEAT ADJUSTER MECHANISM—ELECTRICALLY OPERATED

Thoroughly wipe off old lubricant from jackscrew. Apply a thin film of Lubriplate No. 630 AAW or its equivalent to jackscrew, being careful not to soil seat trim. Operate the seat adjuster to limit of all positions. Apply a small amount of dripless oil to linkage and wipe off excess lubricant.

EXTERIOR MOLDINGS

EXTERIOR MOLDINGS

REMOVE AND INSTALL

The exterior moldings are secured to the body by any one or a combination of the following: attaching screws, attaching nuts, snap retention on body parts, bath-tub type snap-on clips of steel and plastic construction, friction type snap-in clips, bolt and clip assemblies, joint plates and molding integral attaching studs. Fig. 10-3 depicts cross-section drawings which illustrate some of the typical methods used in attaching moldings to the body.

During removal and installation of body exterior moldings, certain precautions should be exercised. Adjacent paint finishes should be protected to avoid refinishing. Proper tools and methods should be employed to guard against molding damage, particularly if the part is to be reused. Whenever a sealing operation is disturbed, appropriate sealing materials and methods should be used to provide the required watertight seal. Every screw, nut or clip that secures a molding to a body outer panel, including the attaching hole, requires a specialized type of sealing operation. An approved grade of medium-bodied sealer and body caulking compound are the sealers used most generally in the effective sealing of these moldings. The exterior moldings are identified in Fig. 10-5, 10-6, 10-7 and 10-8.

Bath-tub type clips, of steel or plastic construction, can be removed satisfactorily by cutting them part way through or all of the way through from the outer panel with a sharp, flat-bladed tool as shown in Fig. 10-1. In some cases it may be necessary to cut the clip from each end to remove it. Where

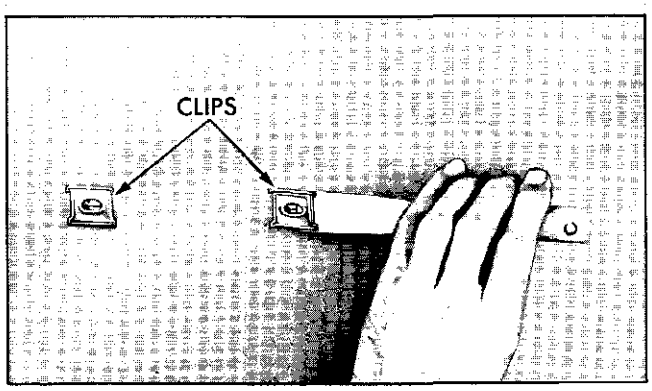


Fig. 10-1 Removing Bath-Tub Type Clip

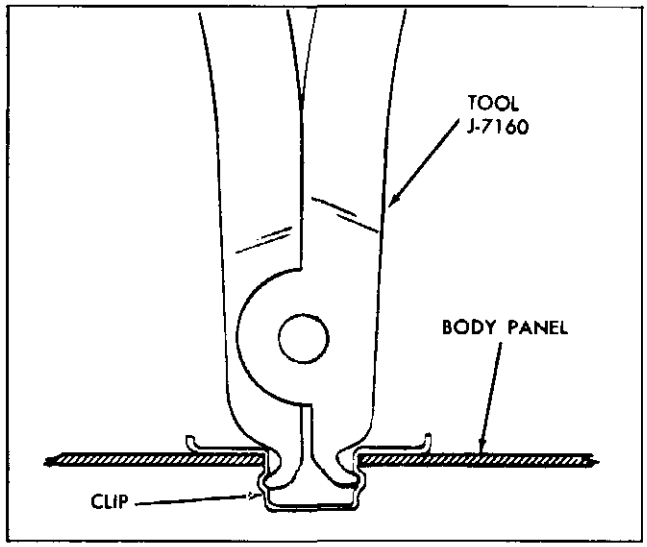


Fig. 10-2 Installing Wide Bath-Tub Clip

the clips are secured on a concave surface, the cutting tool also should be concave.

Narrow and wide bath-tub type clips, of steel construction, are used to retain exterior moldings to the body at certain locations particularly below the belt line. Each clip requires the use of a special tool for its installation.

Fig. 10-2 shows the plier type clip installing tool, J-7160, which is required to install the "wide" bath-tub type steel clips.

Fig. 10-3 shows the special tool, J-8954, which is required to install the narrow bath-tub type steel clips.

Plastic bath-tub type clips do not require the use of a special tool for their installation.

WINDSHIELD PILLAR DRIP MOLDING SCALP

2537, 2669, 2837, 2735, OPT. 2337

The scalp is secured to the drip molding by snap retention. On 37 styles, the scalp is overlapped by the windshield pillar weatherstrip installation.

To remove the scalp: on 37 styles, remove the windshield pillar weatherstrip and retainer. Use a suitable, pointed hook tool and, by starting at the lower end under the drip molding, unsnap the scalp from the drip molding.

To install the scalp: position the scalp over the upper lip of the windshield pillar drip molding and

over the roof drip molding scalp. Snap the lower rolled edge of the scalp under the drip molding. On 37 styles, complete the installation of the windshield pillar weatherstrip.

WINDSHIELD PILLAR TO ROOF DRIP MOLDING ESCUTCHEON

2311, 2335, 2337, 2345, 2369 STYLES

The escutcheon is painted body color and is secured to both drip moldings by snap retention. The escutcheon is used only on those applicable styles that do not include the special order bright finish scalp moldings. On 37 styles, the windshield pillar weatherstrip retainer overlaps the escutcheon.

To remove the escutcheon: on 37 styles, remove the windshield pillar weatherstrip retainer. Use a suitable, pointed hook tool and unsnap the escutcheon by carefully prying outwardly under the drip moldings.

To install the escutcheon: Position the escutcheon over the upper lip of the windshield pillar and roof drip moldings. Snap the lower rolled edge of the escutcheon under the drip moldings. Fit the escutcheon to the drip molding and touch up as required. Complete the installation of the windshield pillar weatherstrip.

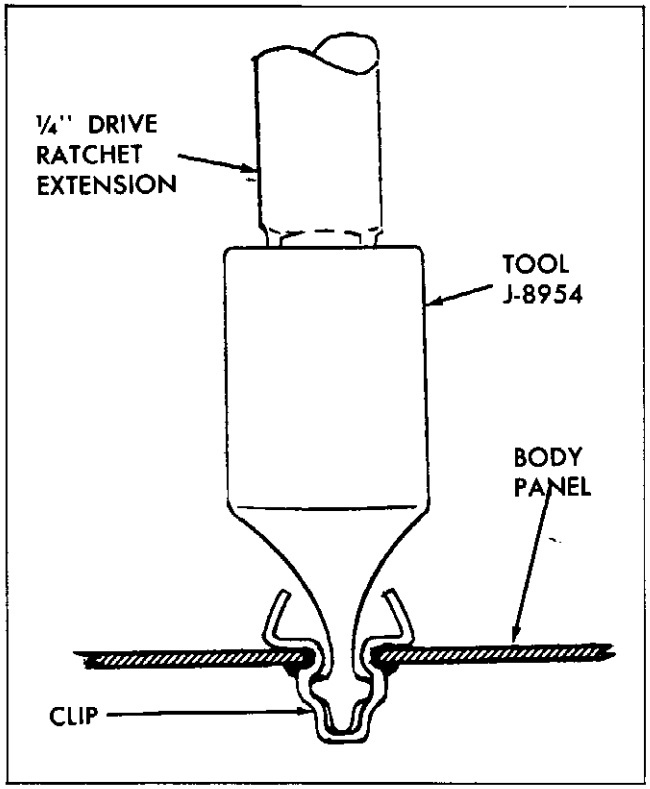


Fig. 10-3 Installing Narrow Bath-Tub Clip

ROOF DRIP MOLDING SCALP

2537, 2669, 2837, OPT. 2337

The scalp, of one-piece construction, is secured to the drip molding by snap retention. At the front, the scalp is overlapped by the windshield pillar drip molding scalp. On 37 styles, the scalp is overlapped by the side roof rail weatherstrip and reveal molding over the doors and by the rear quarter window sealing strip at the rear.

To remove the scalp: remove the windshield pillar drip molding scalp. On 37 styles, remove the side roof rail weatherstrip retainer and reveal molding and the rear quarter window sealing strip. With a suitable, pointed, hook tool, unsnap the scalp from the drip molding. Start the removal on the under-side of the drip molding at either end.

To install the scalp: locate the scalp over the upper lip of the drip molding and snap the lower rolled edge of the scalp under the drip molding. Install the previously removed parts.

ROOF DRIP MOLDING FRONT SCALP AND ROOF DRIP MOLDING REAR SCALP

2735 STYLES

The scalps are secured to the drip molding by snap retention. The front scalp is overlapped at the front by the windshield pillar drip molding scalp. The rear scalp is overlapped at the top by the front scalp.

To remove the front scalp, first remove the windshield pillar drip molding scalp. To remove the rear scalp, detach only the required length of the front scalp.

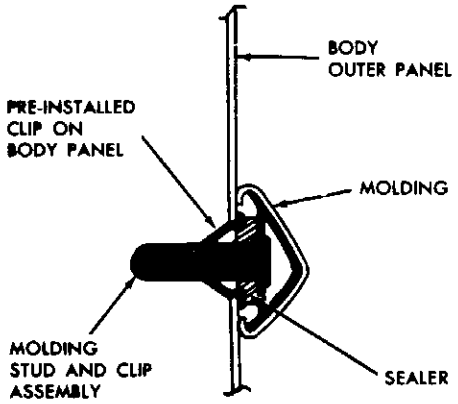
To remove either scalp, use a suitable, pointed hook tool and unsnap the scalp from the drip molding. Start the removal on the underside of the drip molding at either end of the scalp.

To install either scalp: locate the scalp over the upper lip of the drip molding and snap the lower rolled edge of the scalp under the drip molding. Install the previously removed parts.

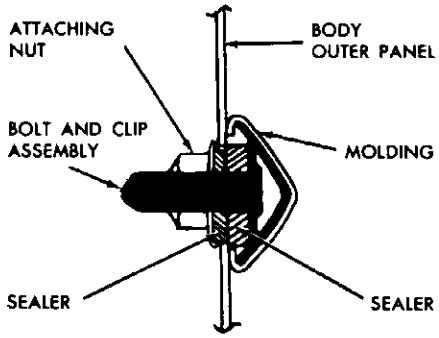
ROOF DRIP MOLDING FRONT SCALP, ROOF DRIP MOLDING REAR SCALP AND ROOF DRIP MOLDING SCALP ESCUTCHEON

2539, 2639, 2839, OPT. 2339

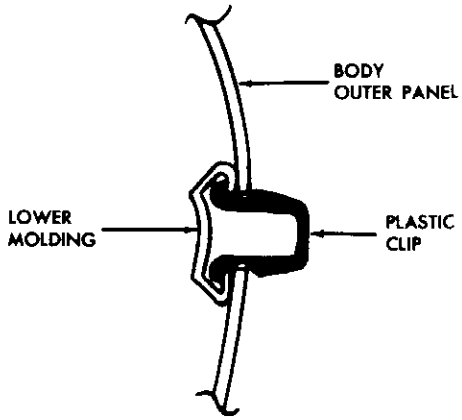
The scalps, of three-piece construction, a front scalp, a rear scalp and a scalp escutcheon, are secured



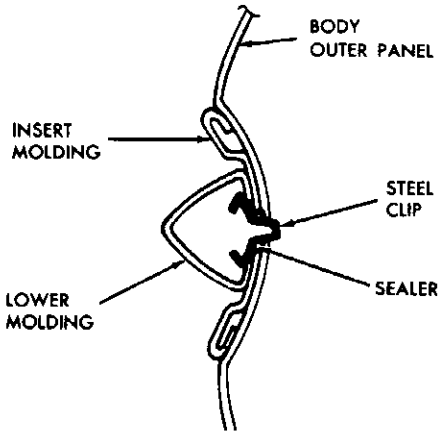
BODY LOWER MOLDING
STUD AND FRICTION CLIP
ATTACHMENT



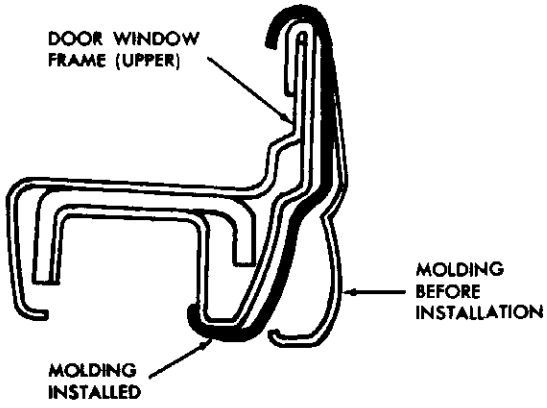
BODY LOWER MOLDING
BOLT AND CLIP ASSY. AND NUT
ATTACHMENT.



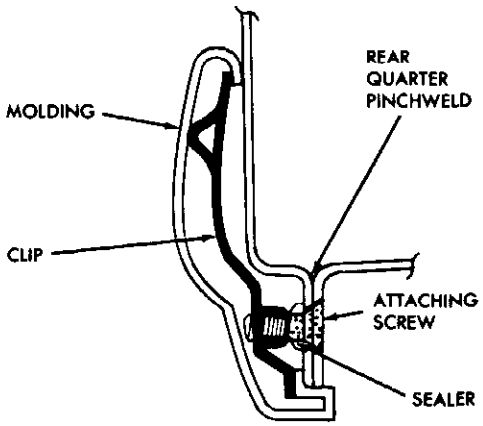
BODY LOWER MOLDING
BATH-TUB TYPE (PLASTIC) CLIP
SNAP RETENTION



BODY LOWER MOLDING
BATH-TUB TYPE (STEEL) CLIP
SNAP RETENTION

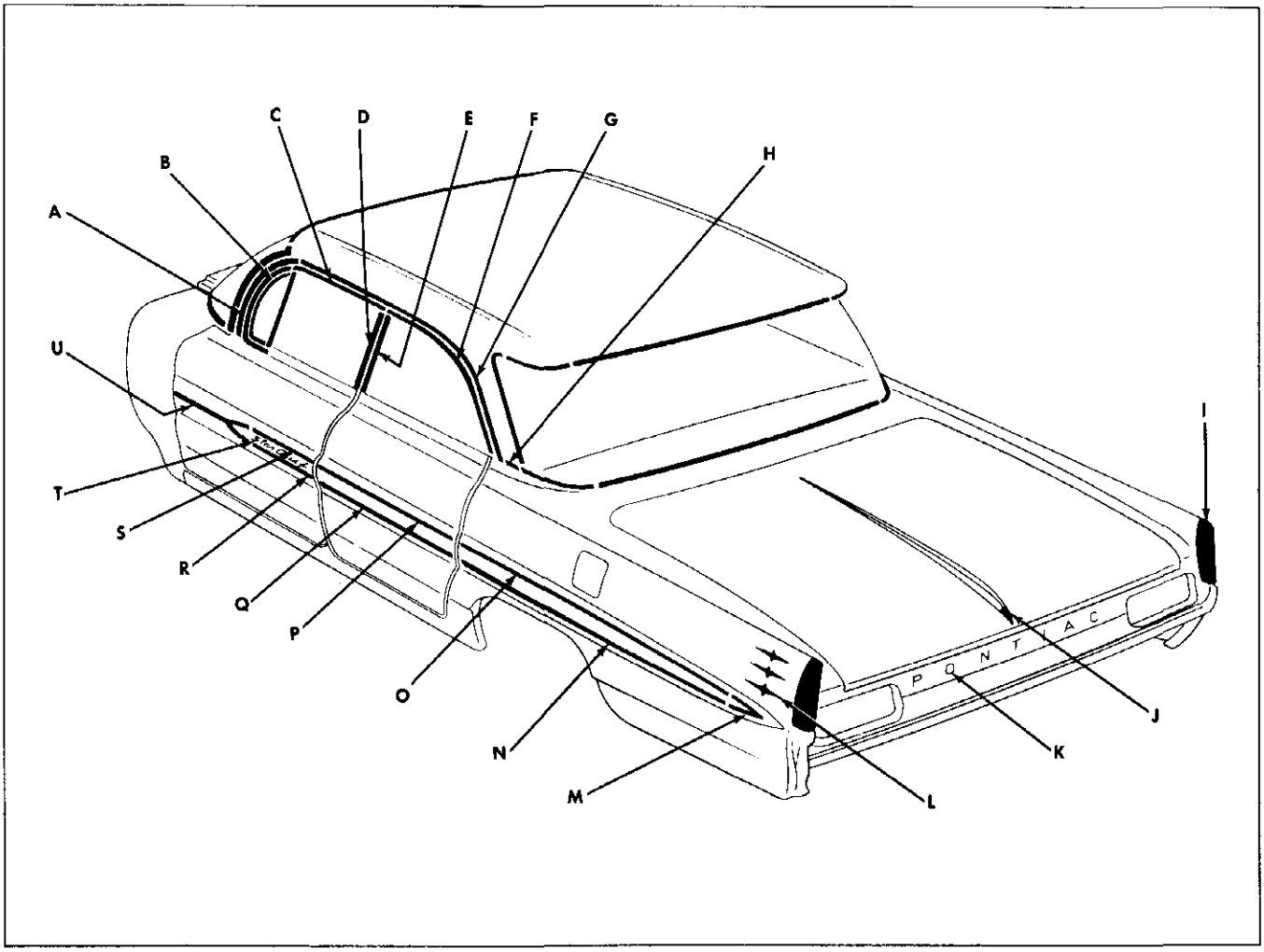


DOOR WINDOW FRAME
SCALP MOLDING
SNAP RETENTION



REAR QUARTER UPPER PINCHWELD
CLIP AND SCREW ATTACHMENT

Fig. 10-4 Typical Methods of Molding Attachment



A. Windshield Pillar Drip Molding Scalp

B. Front Door Window Frame Front Vertical Scalp Molding

C. Front Door Window Frame Upper Scalp Molding

D. Front Door Window Frame Rear Vertical Scalp Molding

E. Rear Door Window Frame Front Vertical Scalp Molding

F. Rear Door Window Frame Upper Scalp Molding

G. Roof Drip Molding Scalp

H. Rear Quarter Belt Reveal Molding

I. Rear of Rear Fender Molding

J. Rear Compartment Lid Outer Panel Emblem

K. Rear End Panel (Pontiac) Name Plate

L. Rear Fender (Star) Ornament

M. Rear Fender Rear Molding

N. Rear Fender Lower Front Molding

O. Rear Fender Upper Front Molding

P. Rear Door Outer Panel Upper Molding

Q. Rear Door Outer Panel Lower Molding

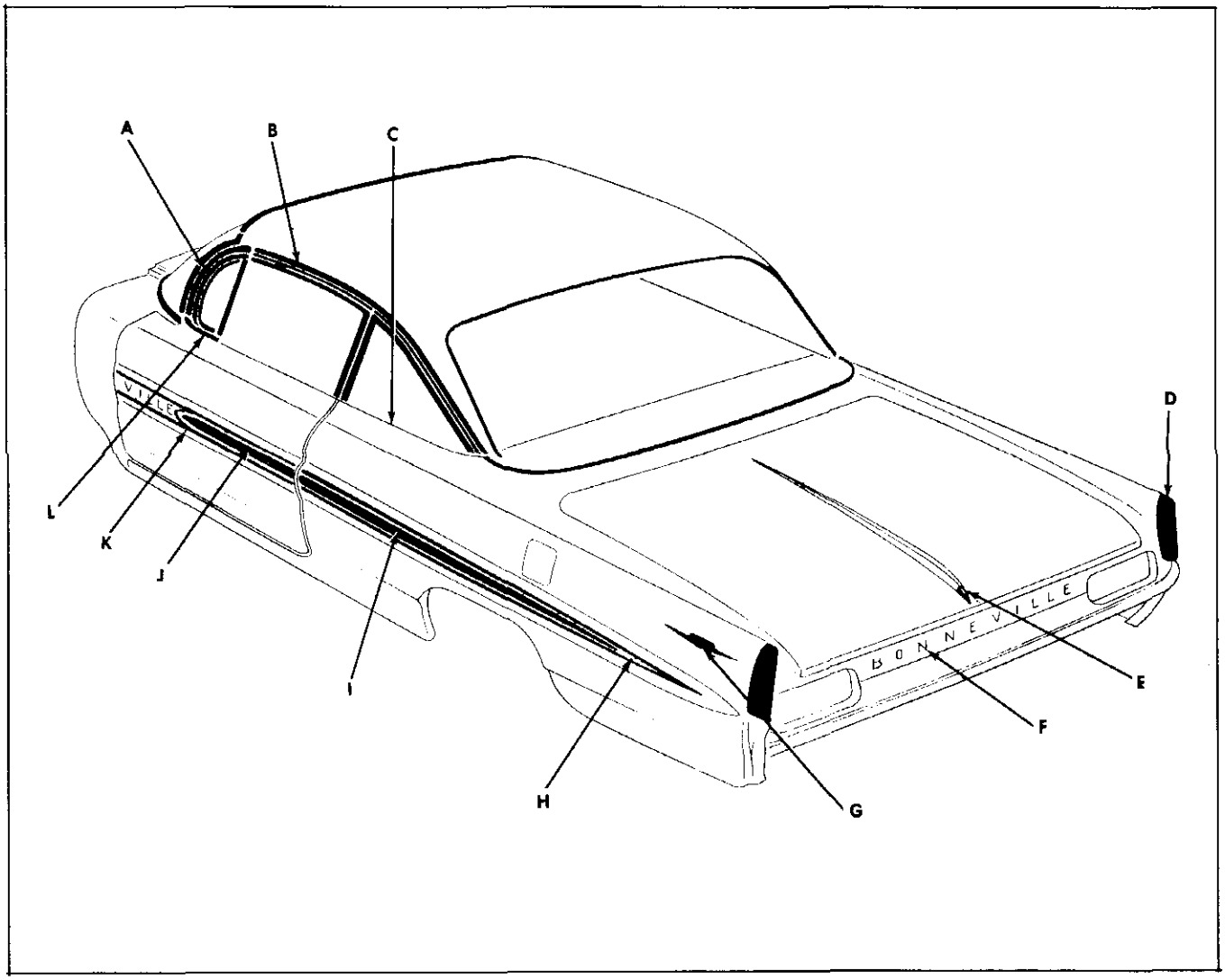
R. Front Door Outer Panel Lower Rear Molding

S. Front Door Outer Panel Upper Rear Molding

T. Front Door Outer Panel Name Plate

U. Front Door Outer Panel Lower Front Molding

Fig. 10-5 Exterior Molding—2669 Style



A. Windshield Pillar Drip Molding Scalp

B. Roof Drip Molding Scalp

C. Rear Quarter Window Reveal Molding

D. Rear of Rear Fender Molding

E. Rear Compartment Lid Outer Panel Emblem

F. Rear End Panel (Bonneville) Name Plate

G. Rear Fender (Crest) Emblem

H. Rear Fender Insert Molding

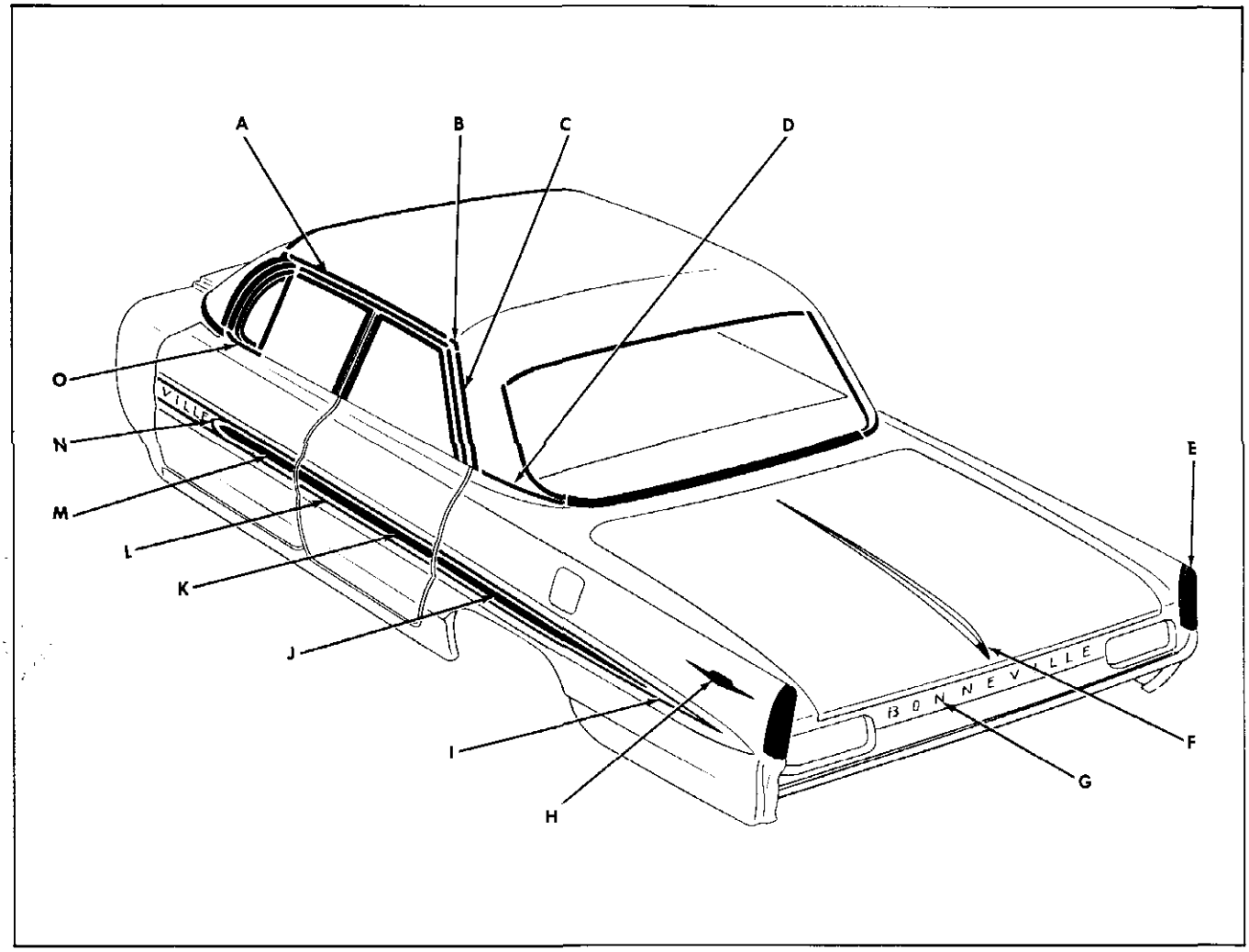
I. Rear Fender Lower Molding

J. Door Outer Panel Lower Molding

K. Door Outer Panel Insert Molding

L. Door Window Reveal Molding (At Vent)

Fig. 10-6 Exterior Molding—2837 Style



A. Roof Drip Molding Front Scalp

B. Roof Drip Molding Scalp Escutcheon

C. Roof Drip Molding Rear Scalp

D. Rear Quarter Belt Reveal Molding

E. Rear of Rear Fender Molding

F. Rear Compartment Lid Outer Panel Emblem

G. Rear End Panel (Bonneville) Name Plate

H. Rear Fender (Crest) Emblem

I. Rear Fender Insert Molding

J. Rear Fender Lower Molding

K. Rear Door Outer Panel Lower Molding

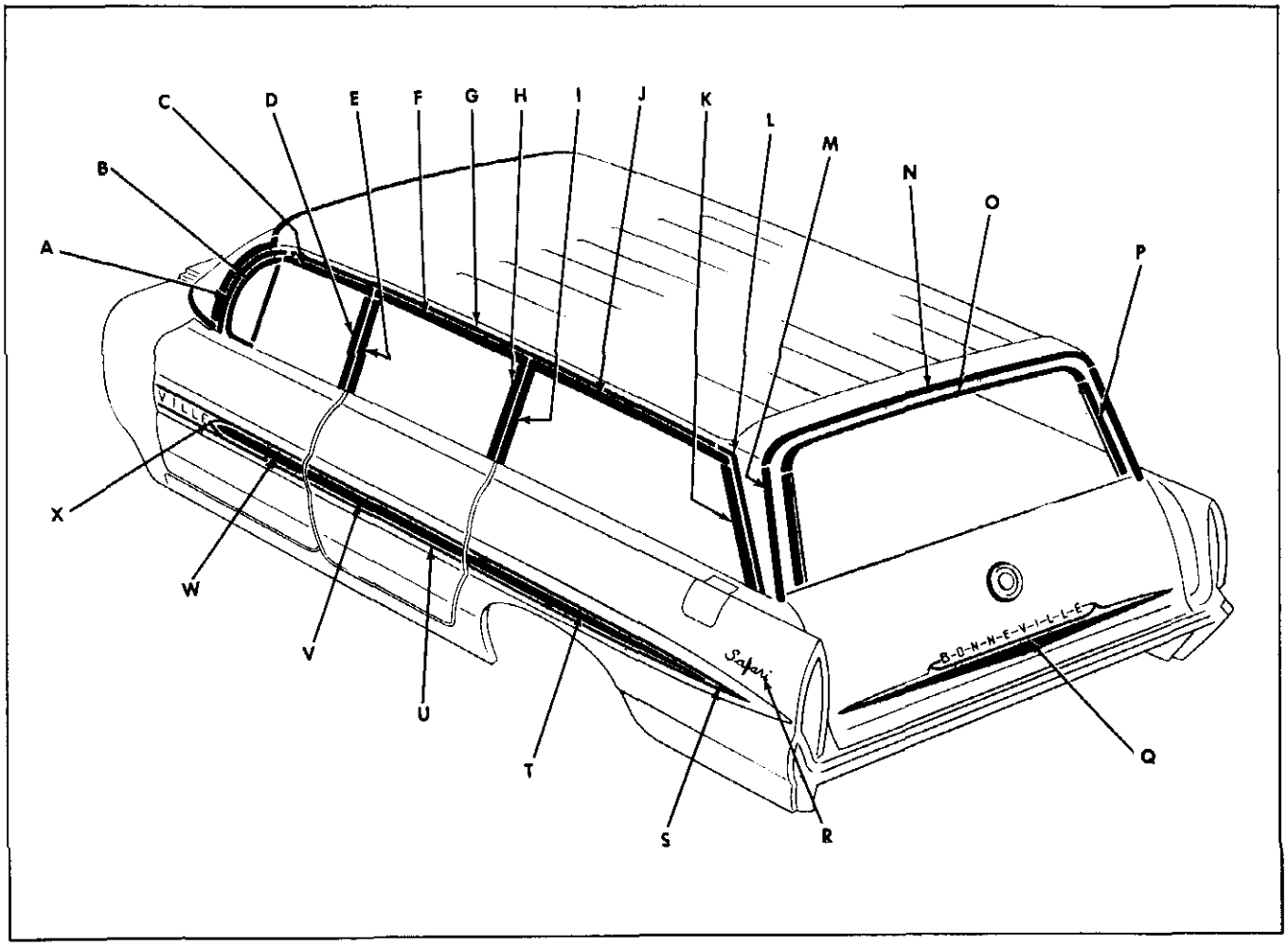
L. Rear Door Outer Panel Insert Molding

M. Front Door Outer Panel Lower Molding

N. Front Door Outer Panel Insert Molding

O. Front Door Window Reveal Molding (At Vent)

Fig. 10-7 Exterior Molding—2839 Style



A. Windshield Pillar Drip Molding Scalp

B. Front Door Window Frame Front Vertical Scalp Molding

C. Front Door Window Frame Upper Scalp Molding

D. Front Door Window Frame Rear Vertical Scalp Molding

E. Rear Door Window Frame Front Vertical Scalp Molding

F. Rear Door Window Frame Upper Scalp

G. Roof Drip Molding Front Scalp

H. Rear Door Window Frame Rear Vertical Scalp Molding

I. Rear Quarter Window Front Scalp Molding

J. Rear Quarter Window Upper Scalp Molding

K. Rear Quarter Window Rear Scalp Molding

L. Roof Drip Molding Rear Scalp

M. Back Body Opening Side Pinchweld Finishing Molding

N. Back Body Opening Upper Pinchweld Finishing Molding

O. Tail Gate Window Upper Reveal Moldings

P. Tail Gate Window Side Reveal Molding

Q. Tail Gate (Bonneville) Ornament

R. Rear Fender (Safari) Name Plate

S. Rear Fender Insert Molding

T. Rear Fender Lower Molding

U. Rear Door Outer Panel Insert Molding

V. Rear Door Outer Panel Lower Molding

W. Front Door Outer Panel Lower Molding

X. Front Door Outer Panel Insert Molding

Fig. 10-8 Exterior Molding—2735 Style

to the drip molding by snap retention. The scalp installation is overlapped by the windshield side reveal molding at the front and by corresponding sections of the side roof rail weatherstrip retainer and reveal moldings.

To remove the front scalp remove the windshield side reveal molding and the side roof rail weatherstrip retainer and reveal molding.

To remove the rear scalp remove the rear body lock pillar weatherstrip retainer and reveal molding.

After preliminary removal operations, remove the scalp escutcheon by unsnapping it from the drip molding. To remove either scalp, use a suitable, pointed hook-tool and unsnap the scalp from the drip molding. Start the removal on the underside of the drip molding at either end of the molding.

To install either scalp locate the scalp over the upper lip of the drip molding and snap the lower rolled edge of the scalp under the drip molding. Position the escutcheon and snap it into place. Seal and install the previously removed parts.

FRONT DOOR WINDOW REVEAL MOLDING (AT VENT)

2537, 2837, ALL 39, 67, OPT. 2337

The molding is secured to the return flange of the door by two attaching screws. The molding is overlapped by the door ventilator at the return flange.

To remove the molding remove the door trim assembly. Remove the attaching screws which are accessible on each side of the door ventilator. Loosen the ventilator to door upper attaching screws and remove the molding.

To install the molding position the molding to the door, align the attaching holes and install the attaching screws. Tighten the door ventilator to door upper attaching screws and install the door trim assembly.

FRONT DOOR WINDOW FRAME FRONT VERTICAL SCALP MOLDING

2669, 2735, OPT. 2311, 35, 45, 69

The front vertical scalp molding is secured to the window frame by snap retention and by a metal tab which is retained by a screw behind the door ventilator.

To remove the molding remove the door ventilator. Remove the lower end attaching screw and unbend the metal tab. With a flat-bladed hook tool, unsnap the scalp molding from the window frame by working outwardly from the window opening.

To install the molding apply body caulking compound (⅛" x ¼" x ¼") at six inch intervals in the middle of the inner side of the molding. Position the molding to the outside edge of the window frame and to the window lower reveal line and snap it into place. Bend the molding tab at the lower end to the return flange of the door, drill the attaching hole as required on a replacement molding and install the attaching screw. Install the door ventilator and the previously removed parts.

FRONT DOOR WINDOW FRAME UPPER SCALP MOLDING

2669, 2735, OPT. 2311, 35, 45, 69

The upper scalp molding is secured to the window frame by snap retention and by a metal tab at the rear. The upper scalp molding is overlapped at the front by the front vertical scalp molding.

To remove the molding unbend the metal tab at the rear. With a flat-bladed hook tool, unsnap the scalp molding from the window frame by starting at the rear and by working outwardly from the window opening. Before unsnapping the front of the molding, slide it rearwardly to clear the front vertical scalp molding. Use care not to damage any door parts during this operation.

To install the molding apply body caulking compound (⅛" x ¼" x ¼") at six inch intervals in the middle of the inner side of the molding. Position the molding to the outside of the window frame, engage the front end of the molding, and slide it under the rear edge of the vertical scalp molding. With the molding aligned at the upper rear corner, snap the molding on the window frame and secure the metal tab at the rear.

FRONT DOOR WINDOW FRAME REAR VERTICAL SCALP MOLDING

2669, 2735, OPT. 2311, 35, 45, 69

The rear vertical scalp molding is secured to the door window frame by snap retention. The molding is overlapped at the top by the upper scalp molding.

To remove the molding remove the upper scalp molding. With a flat-bladed hook tool, unsnap the scalp molding from the window frame by working outwardly from the window opening.

To install the molding apply body caulking compound (⅛" x ¼" x ¼") at six inch intervals in the middle of the inner side of the molding. Position the molding to the outside edge of the window frame and to the window lower reveal line and snap it into place. Install the upper scalp molding.

FRONT DOOR OUTER PANEL NAME PLATE

ALL 23, 25, 26 STYLES

The name plate, of one-piece construction, is secured to the door outer panel by integral studs which are retained by friction type clips previously installed in the outer panel.

To remove the name plate use a suitable flat-bladed tool and carefully pry the name plate studs from the retaining clips.

To install the name plate, if necessary, secure replacement clips. Seal and install the clips in the door attaching slots. Align the name plate studs with the clips and apply an even pressure on the entire name plate until it is flush against the door panel.

FRONT DOOR OUTER PANEL LOWER MOLDING

ALL 23 STYLES

The molding is secured to the door outer panel by bath-tub type clips at the forward area and by a screw at the rear hemming flange.

To remove the molding, remove the rear hemming flange screw and, with a flat-bladed tool, unsnap the molding from each retaining clip.

To install the molding replace damaged clips and seal the replacement clips as required. Position the molding over the clips and snap it into place. Seal and install the rear attaching screw.

FRONT DOOR OUTER PANEL LOWER FRONT MOLDING

2537, 2539, 2639, 2669 STYLES

The molding is secured to the door outer panel by a screw at the front hemming flange, by a clip stud and a friction type clip at the center and by two joint plate studs and friction type clips at the rear. The joint plates also secure the forward ends of the upper and lower rear moldings.

To remove the molding remove the attaching screw at the front hemming flange. With a flat-bladed tool, carefully pry the molding clip studs partially from the retaining clips. Remove the upper and lower rear moldings. Complete the removal of the lower front molding.

To install the molding replace damaged clips and seal the replacement clips as required. Position and partially secure the three molding clip studs. Install the upper and lower rear moldings. Secure the front molding by forcing the clip studs completely into the retaining clips. Install the molding front attaching screw.

FRONT DOOR OUTER PANEL UPPER REAR MOLDING AND FRONT DOOR OUTER PANEL LOWER REAR MOLDING

2537, 2539, 2639, 2669

Each molding is secured to the door outer panel by a joint plate stud and a friction clip at the front, by bath-tub type clips at the center and by a screw at the rear hemming flange.

To remove either molding remove the attaching screw at the rear hemming flange. With a flat-bladed tool, carefully pry the front molding studs partially from the retaining clips. With the same tool, unsnap the rear molding from the retaining clips.

To install either molding replace damaged clips and seal the replacement clips as required. Slide the rear molding on the joint plate at the front and snap it into place over the retaining clips. Complete the installation of the front molding. Install the molding rear attaching screw.

FRONT DOOR OUTER PANEL LOWER MOLDING

ALL 27, 28 STYLES

The molding is secured to the outer panel by two snap-in type clips at the front, by bath-tub type snap-on clips at the center, and by a screw at the rear hemming flange.

To remove the molding remove the rear hemming flange screw and, with a suitable flat-bladed tool, unsnap the molding from the door.

To install the molding replace damaged clips and seal the replacement clips as required. Position the molding to the door, and snap the molding on the retaining clips. Seal and install the rear attaching screw.

FRONT DOOR OUTER PANEL INSERT MOLDING

ALL 27, 28 STYLES

The insert molding is secured to the door outer panel by three screws, one at the front hemming flange, one at the center and one at the rear of the molding. The insert molding is further retained by the overlapping lower molding installation.

To remove the insert molding remove the front

door outer panel lower molding and the bath-tub type retaining clips. Remove the three attaching screws and the molding.

To install the insert molding position the molding to the outer panel, seal and install the three attaching screws. Install the lower molding.

REAR DOOR WINDOW FRAME UPPER SCALP MOLDING

2669, OPT. 2369

The upper scalp molding is secured to the window frame by snap retention and by a metal tab at the front end of the molding.

To remove the molding, unbend the metal tab at the front of the molding. Use a flat-bladed hook tool to unsnap the upper scalp molding from the window frame by working outwardly from the window opening.

To install the molding apply body caulking compound (⅛" x ¼" x ¼") at six inch intervals in the middle of the inner side of the molding. Position the molding to the outside edge of the window frame and to the upper corner and snap it into place. Secure the front metal tab.

REAR DOOR WINDOW FRAME FRONT VERTICAL SCALP MOLDING

ALL STATION WAGONS AND 69 STYLES

AND

REAR DOOR WINDOW FRAME REAR VERTICAL SCALP MOLDING

ALL STATION WAGONS

Each vertical scalp molding is secured to the door window frame by snap retention. Each molding is overlapped at the top by the upper scalp molding.

To remove either molding; remove the upper scalp molding. With a flat-bladed hook tool, unsnap the molding from the window frame by working outwardly from the window opening.

To install either molding; apply body caulking compound (⅛" x ¼" x ¼") at six inch intervals in the middle of the inner side of the molding. Position the molding to the outside edge of the window frame and to the window lower reveal line and snap it into place. Install the upper scalp molding.

REAR DOOR WINDOW FRAME UPPER SCALP MOLDING

2735, OPT. 2335, 2345

The upper scalp molding is secured to the window frame by snap retention and by a metal tab at the rear.

To remove the molding; unbend the metal tab at the end of the molding. Use a flat-bladed hook tool to unsnap the upper scalp molding from the window frame by working outwardly from the window opening.

To install the molding; apply body caulking compound (⅛" x ¼" x ¼") at six inch intervals in the middle of the inner side of the molding. Position the molding to the outside edge of the window frame and to the upper corners and snap it into place. Secure the rear metal tab.

REAR DOOR OUTER PANEL LOWER MOLDING

2335, 39, 45, 69 STYLES

The molding is secured to the door outer panel by previously installed bath-tub type clips, by a clip stud and nut at the front hemming flange, and by a screw at the rear hemming flange.

To remove the molding open the front door and remove the attaching nut at the front of the molding. Remove the screw from the rear of the molding. With a flat-bladed tool, unsnap the molding from the retaining clips.

To install the molding replace damaged clips and seal the replacement clips as required. Guide the front clip stud through the pierced hole, position the molding over the snap-on clips and snap the molding into place. Seal and install the attaching nut at the front and the screw at the rear of the molding.

REAR DOOR OUTER PANEL UPPER MOLDING AND REAR DOOR OUTER PANEL LOWER MOLDING

2539, 2639, 2669 STYLES

Each molding is secured to the door outer panel by a clip bolt and nut at the front hemming flange, by three bath-tub type, snap-on clips, and by a screw at the rear hemming flange.

To remove either molding remove the front attaching nut and the rear attaching screw. With a flat-bladed tool, unsnap the molding from each retaining clip.

To install the molding replace damaged clips and seal the replacement clips as required. Position the molding to the door and over the clips and snap it into place. Install the front attaching nut and the rear attaching screw.

REAR DOOR OUTER PANEL LOWER MOLDING

2735, 2839 STYLES

The molding is secured to the outer panel by bath-tub type snap-on clips, by a bolt and clip assembly at the front hemming flange, and by a screw at the rear hemming flange.

To remove the molding remove the attaching nut at the front and the screw at the rear of the molding. Then, with a suitable flat-bladed tool, unsnap the molding at each retaining clip.

To install the molding replace damaged clips and seal the replacement clips as required. Position the molding to the retaining clips and snap it into place. Seal and complete the front and rear attachments.

REAR DOOR OUTER PANEL INSERT MOLDING

2735, 2839 STYLES

The molding is secured to the outer panel by two attaching screws. The insert molding is further retained by the overlapping lower molding installation.

To remove the insert molding remove the rear door outer panel lower molding and the bath-tub type retaining clips. Remove the two attaching screws.

To install the insert molding replace damaged clips and seal the replacement clips as required. Position the molding to the outer panel. Seal and install the attaching screws. Install the lower molding.

REAR QUARTER WINDOW UPPER SCALP MOLDING

2311 STYLES

The molding is secured to the roof rail pinchweld flange with attaching screws.

To remove the molding remove the rear quarter window glass run channel and garnish molding. Remove the attaching screws and the molding.

To install the molding apply body caulking compound to the attaching holes in the roof rail pinchweld flange. Assemble U spring nuts to the molding flange at the slot locations. Position the molding to the front reveal molding, align the U spring nuts with the body attaching holes and install the attaching screws. Install the previously removed parts.

REAR QUARTER WINDOW FRONT REVEAL MOLDING

2311 STYLES

The molding is secured to the rear body lock pillar by three molding clips and attaching screws. The molding is overlapped by the upper scalp molding.

To remove the molding remove the rear quarter window upper scalp molding. Remove the molding attaching screws and the molding.

To install the molding apply body caulking compound to the attaching holes in the lock pillar. Position the molding to the lock pillar, align the clip holes with the attaching holes in the body and install the attaching screws. Install the upper scalp molding and the previously removed parts.

REAR QUARTER WINDOW UPPER, FRONT AND REAR SCALP MOLDINGS

ALL STATION WAGONS

The moldings, of bright finish on the 2735 Style and of painted finish on the 2335 and 2345 Styles, are secured to the body by means of molding clips and screws prior to the installation of the rear quarter window. Bright finish moldings are optional on the 2335 and 45 Styles.

To remove the moldings remove the rear quarter window and the applicable attaching screws. To remove the front or rear scalp molding, first remove the upper scalp molding.

To install the moldings apply body caulking compound to the body attaching holes, to the clips and to the screws. Align the moldings with the respective attaching holes on the body and install the screws to effect a water-tight seal. Install the front and rear scalp moldings before installing the upper scalp molding. Seal and install the rear quarter window and the previously removed parts.

REAR QUARTER WINDOW REVEAL MOLDING

ALL 67 STYLES

The molding is secured to the rear quarter panel return flange by screws.

To remove the molding remove the rear quarter window. Remove the attaching screws and the molding.

To install the molding position the molding along the rear quarter panel return flange. Install the attaching screws and the previously removed parts.

REAR QUARTER BELT REVEAL MOLDING

2669 STYLES

The molding is secured to the body at the front by a screw and at the rear by a slide-on engagement with the back window lower side reveal molding. The molding is overlapped for a short distance by the roof drip molding scalp.

To remove the molding remove the attaching screw at the rear body lock pillar. Slide the molding down to clear the scalp molding and forward to remove it.

To install the molding engage the molding with the back window lower side reveal molding. Slide the molding under the end of the roof drip molding scalp and align the attaching holes. Seal and install the end attaching screws.

REAR QUARTER BELT REVEAL MOLDING

2339, 2839 STYLES

The molding is secured to the body by two screws at the front, and by two snap-in clips which are previously installed in the molding. At the rear, the molding is overlapped by the back window lower reveal molding which is secured to the back window lower pinchweld by a bolt and clip assembly.

To remove the molding remove the front attaching screws and the bolt and clip assembly attaching nut. With a flat-bladed tool, unsnap the molding clips from the body. Slide the molding down and forward to remove it.

To install the molding replace damaged clips as required. Seal the molding clips and the attaching holes with body caulking compound to effect a water-tight seal. Position the molding to the body and snap the clips into place. Seal and install the front attaching screws and the rear attaching nut.

REAR QUARTER PINCHWELD FINISHING MOLDINGS

2367, 2867 STYLES

The moldings are secured to the quarter pinchweld with snap-on clips which are previously installed on the pinchweld around the rear and side sections and with a screw at each forward end. The right molding overlaps the left molding.

To remove the moldings remove the front attaching screws at the rear quarter window. Detach the front end of the folding top compartment bag from the rear seat back. Remove the attaching screws from the three back curtain trim retainers and pull them away from the body pinchweld. With a wood block and hammer or with a flat-bladed tool, carefully disengage the moldings from the clips. To remove the left molding, detach only a short section of the overlapping right molding.

To install the moldings clean and seal the pinchweld flange. Apply waterproof tape over the pinchweld flange to seal it completely. Replace damaged clips as required. Position and locate the left molding to the body and snap it into place. Install the right molding. Install the previously removed parts.

REAR FENDER STAR ORNAMENT

ALL 26 STYLES

Each ornament is secured to the rear fender with sealed attaching nuts.

To remove the ornament remove or loosen the rear compartment side trim and remove the attaching nuts.

To install the ornament apply body caulking compound to the ornament studs and attaching nuts. Position the ornament to the fender and install the attaching nuts to effect a water-tight seal. Install the rear compartment side trim.

REAR FENDER CREST EMBLEM

ALL 28 STYLES

The emblem is secured to the rear fender with sealed attaching nuts.

To remove emblem remove or loosen the rear compartment side trim and remove the attaching nuts.

To install the emblem apply body caulking compound to the emblem studs and attaching nuts. Position the emblem to the fender and install the attaching nuts to effect a water-tight seal. Install the rear compartment side trim.

REAR FENDER (SAFARI) NAME PLATE-LEFT SIDE

ALL STATION WAGONS

The name plate is secured to the fender by integral attaching studs and friction type retaining clips which are previously installed in the fender.

To remove the name plate use a flat-bladed tool and pry each integral attaching stud from the retaining clip a relatively short distance at a time until the name plate is removed.

To install the name plate replace damaged clips and seal the replacement clips as required. Position the name plate studs to the retaining clips and, with a gradual force, tap the name plate until it is flush to the fender panel.

REAR FENDER (SAFARI) NAME PLATE—RIGHT SIDE

ALL STATION WAGONS

The name plate is secured to the fender by integral attaching studs and attaching nuts which are accessible inside of the body.

To remove the name plate remove the spare tire cover panel and remove the attaching nuts.

To install the name plate apply body caulking compound to the integral attaching studs and to the attaching nuts. Position the name plate to the fender and install the attaching nuts to effect a water-tight seal. Install the spare tire cover panel.

REAR FENDER LOWER MOLDING

2311, 37, 67, 2837, 67 STYLES

The molding is secured to the rear fender by a stud and clip assembly at the front, by previously installed "bath-tub" type, snap-on clips at the forward area, and by stud and clip assemblies at the rear area.

To remove the molding remove the rear quarter trim assembly, the quarter inner panel access hole cover and remove or loosen the rear compartment side trim. Remove the front attaching nut through the access hole and the rear attaching nuts from the rear compartment. Then, with a flat-bladed tool, unsnap the remainder of the molding from each snap-on clip.

To install the molding replace damaged clips and seal the replacement clips as required. Apply body caulking compound to the clips and seal the replacement clips as required. Apply body caulking compound to the clip studs and attaching nuts. Position the molding over the snap-on clips and snap it into place. Install the front and rear attaching nuts to effect a watertight seal. Install the previously removed parts.

REAR FENDER LOWER MOLDING—LEFT SIDE

ALL STATION WAGONS

The molding is secured to the left rear fender by previously installed, bath-tub type, snap-on clips at the forward area and by clip studs which slide into previously installed friction type clips at the rear area.

To remove the molding use a flat-bladed tool to unsnap the molding at the forward area and to pry out the molding at the rear area.

To install the moulding replace damaged clips and seal the replacement clips as required. Position the molding and clip assemblies to the fender. Secure the molding first at the rear and then at the front area.

REAR FENDER LOWER MOLDING

2339, 69, BOTH SIDES,
ALL STATION WAGONS—RIGHT SIDE ONLY

The molding is secured to the rear fender by previously installed, bath-tub type, snap-on clips at the forward area and by stud and clip assemblies at the rear area.

To remove the molding on 39 and 69 styles, remove or loosen the rear compartment side trim. On 35 and 45 styles, remove the spare tire cover panel. Remove the attaching nuts at the rear of the molding. With a flat-bladed tool, unsnap the forward area of the molding from each retaining clip.

To install the molding replace damaged clips and seal the replacement clips as required. Apply body caulking compound to the clip studs and to the attaching nuts. Position the molding over the snap-on clips and snap it into place. Install the attaching nuts to effect a water-tight seal. Install the previously removed trim parts.

REAR FENDER LOWER MOLDING

2839 STYLES

The molding is secured over the insert molding by bath-tub type, snap-on clips and by one clip and stud assembly at the rear.

To remove the molding remove or loosen the rear compartment side trim and remove the rear attaching nut. With a suitable flat-bladed tool unsnap the molding from each retaining clip by starting at the rear. Exercise special care not to damage the insert molding.

To install the molding replace damaged clips and seal the replacement clips as required. Position the molding to the fender and over the clips and snap it into place. Seal and install the rear attaching nut. Install the rear compartment side trim.

REAR FENDER INSERT MOLDING

ALL 28 STYLES

The molding is secured to the fender by attaching screws and by a clip and stud assembly at the rear.

The molding is further retained by the overlapping lower molding installation.

To remove the insert molding on all styles, remove or loosen the rear compartment side trim. On 37 and 67 styles, remove the rear quarter trim assembly and the access hole cover. Remove the rear fender lower molding and the bath-tub type retaining clips. Remove the insert molding rear attaching nut, the attaching screws and the molding.

To install the insert molding replace damaged clips and seal the replacement clips as required. Apply a bead of body caulking compound to the upper inner edge of the insert molding. Position the insert molding to the fender and secure it with sealed attaching screws. Seal and install the bath-tub type clips, the rear fender lower molding and the previously removed parts.

REAR FENDER INSERT MOLDING

2735 STYLES

The molding is secured to the fender initially by attaching screws and by clip stud at the rear. The left molding clip stud is retained by a previously installed friction type clip. The right clip stud is secured by an attaching nut. The molding is further retained by overlapping bath-tub type clips that also retain the rear fender lower molding.

To remove the molding for right insert molding removal, remove the spare tire cover panel. Remove the rear fender lower molding and the bath-tub type clips. Remove the molding attaching screws. To remove the right molding, remove the rear attaching nut. To remove the left molding, pry the rear attaching stud from the retaining clip.

To install the molding replace damaged clips and seal the replacement clips as required. Apply a bead of body caulking compound to the upper inner edge of the insert molding. Position the insert molding to the fender, seal and install the attaching screws. Seal and complete the rear attachment. Seal and install the rear fender lower molding. Install the previously removed parts.

REAR FENDER UPPER FRONT MOLDING AND REAR FENDER LOWER FRONT MOLDING

2639, 2669, 2539 STYLES

Each molding is secured to the fender by previously installed, bath-tub type, snap-on clips and by one stud retained joint plate at the rear.

To remove either molding remove or loosen the rear compartment side trim. Remove the rear joint plate attaching nut. With a flat-bladed tool, unsnap the molding from each retaining clip and slide the molding forwardly off the joint plate

To install either molding replace any damaged clips. Apply body caulking compound to the attaching nut. Slide the molding onto the joint plate, position the molding flange over the retaining clips and snap it into place. Install the attaching nut to effect a watertight seal. Install the rear compartment side trim.

REAR FENDER UPPER FRONT MOLDING AND REAR FENDER LOWER FRONT MOLDING

2537 STYLES

Each molding is secured to the fender by a stud and clip assembly at the front, by a joint plate stud at the rear and by a previously installed, bath-tub type, snap-on clips.

To remove either molding remove the rear quarter trim assembly and the quarter inner panel access hole cover. Remove or loosen the rear compartment side trim. Remove the front attaching nut through the access hole and the rear attaching nut in the rear compartment. With a flat-bladed tool, unsnap the molding from each retaining clip. Pry the rear molding from the body slightly and slide the front molding forward from the joint plate.

To install either molding replace any damaged clips as required. Apply body caulking compound to the clip studs and attaching nuts. Slide the front molding onto the forward half of the joint plate. Position the molding over the snap-on clips and snap it into place. Install the front and rear attaching nuts to effect a water-tight seal. Install the previously removed parts.

REAR FENDER REAR MOLDING

ALL 25, 26 STYLES

The molding is secured by an upper and a lower joint plate stud at the front and by one stud and clip assembly at the rear.

To remove the molding remove or loosen the rear compartment side trim. Remove the three molding attaching nuts. With a flat-bladed tool, unsnap the rear portion of the rear fender upper and lower front moldings from the three rearmost snap-on clips. Remove the molding by sliding the forward half of the joint plates from the front moldings.

To install the molding replace any damaged stud and clip assemblies as required. Apply body caulking compound to the clip studs and to the attaching nuts. Position the rear molding to the fender while inserting the forward half of the joint plates into the rear end of the upper and lower moldings. Guide the clip studs of the rear molding through the attaching holes and snap the upper and lower moldings over the rear three snap-on clips. Install the attaching nuts to effect a water-tight seal. Install the rear compartment trim.

REAR OF REAR FENDER MOLDING

ALL STYLES EXCEPT STATION WAGONS

The molding is sealed and is secured to the rear fender by integral attaching studs and attaching nuts.

To remove the molding: remove the attaching nuts and remove the molding and gasket.

To install the molding: apply body caulking compound to the edges of the gasket contacted by the molding, to the molding studs and to the attaching nuts. Position the molding and gasket to the fender and install the attaching nuts to effect a water-tight seal.

REAR END PANEL NAME PLATE

ALL STYLES EXCEPT STATION WAGONS

The name plate is comprised of individual letters each of which is secured to the rear end panel by two integral attaching studs and sealed attaching nuts.

To remove the name plate remove the attaching nuts.

To install the name plate position each name plate letter to the rear end panel. Apply body caulking compound to the letter studs and attaching nuts. Install the attaching nuts to effect a water-tight seal.

REAR COMPARTMENT LID OUTER PANEL EMBLEM

ALL STYLES EXCEPT STATION WAGONS

The emblem is secured to the rear compartment lid by integral attaching studs and sealed attaching nuts.

To remove the emblem, remove the attaching nuts.

To install the emblem apply body caulking compound to the emblem studs and attaching nuts. Position the emblem to the lid and install the attaching nuts to effect a water-tight seal.

TAIL GATE WINDOW SIDE REVEAL MOLDING

2735 STYLES

The moldings, a right and a left, are secured to the body by a slide-on attachment and by screws.

To remove the moldings remove the back body opening garnish moldings and panels and the tail gate window upper glass run channels. Remove the attaching screws and slide the moldings downward and inward from the body. When removing either molding individually, detach the opposite upper glass run channel at the center.

To install the moldings apply a continuous ribbon of medium-bodied sealer to fill the cavity formed by the attaching surfaces of each molding. Position the moldings to the body and to the upper reveal moldings and install the attaching screws. Seal and install the upper glass run channels. Install the previously removed parts.

TAIL GATE WINDOW UPPER REVEAL MOLDINGS

2735 STYLES

The moldings, a right and a left, are secured to the body by attaching screws. The left reveal molding overlaps the right reveal molding at the center and the attachment is secured with a screw. Both upper reveal moldings are overlapped at the outer ends by the side reveal moldings.

To remove the moldings remove the tail gate window upper glass run channels and the side reveal moldings. Remove the upper reveal molding attaching screws and remove the moldings. The moldings may be removed individually. Removal of either reveal molding individually requires detachment of the opposite side upper glass run channel at the center.

To install the moldings apply a continuous ribbon of medium-bodied sealer (¼" diameter) to the center of the inner surface of each molding and along the entire length of the molding. Position and install the right molding before the left molding. Seal and install the glass run channels and the side reveal moldings.

BACK BODY OPENING UPPER PINCHWELD FINISHING MOLDING

ALL STATION WAGONS

The molding is secured to the body by snap retention over special pinchweld clips. The molding is overlapped at each end by the side pinchweld finishing moldings.

To remove the molding remove the back body opening side pinchweld finishing moldings. Then, with a flat-bladed tool, unsnap the molding at each clip location.

To install the molding replace damaged clips and seal the replacement clips as necessary. Hook one edge of the molding over the clips and snap the opposite side over the clips to secure it. Install the previously removed parts.

BACK BODY OPENING SIDE PINCHWELD FINISHING MOLDING

ALL STATION WAGONS

The molding is secured to the body by snap retention over special pinchweld clips.

To remove the molding, use a flat-bladed tool and unsnap the molding at each clip location.

To install the molding replace damaged clips and seal the replacement clips as necessary. Align the molding with the upper molding, hook one edge of the molding over the clips, and snap the opposite side over the clips to secure it.

TAIL GATE OUTER PANEL NAME PLATE (PONTIAC)

2335, 45 STYLES

The name plate is comprised of individual letters each of which is secured to the outer panel by integral attaching studs and two friction type clips which are previously installed in the outer panel.

To remove the name plate use a flat-bladed tool and carefully pry the name plate letter studs from the retaining clips.

To install the name plate secure replacement clips as required. Position the clips in the outer panel attaching slots. Seal each clip completely to provide a watertight seal. Align the name plate studs with the clips and tap the letter until it is flush to the outer panel.

TAIL GATE (BONNEVILLE) ORNAMENT

The ornament assembly is secured to the outer panel by means of integral studs which are retained by attaching nuts.

To remove the ornament remove the tail gate trim assembly, loosen the inner panel water deflector, and remove the inner panel loading hole covers. Remove the attaching nuts and the ornament.

To install the ornament apply body caulking compound to the attaching studs and nuts. Position the ornament to the outer panel and install the attaching nuts to effect a watertight seal. Install the previously removed parts.

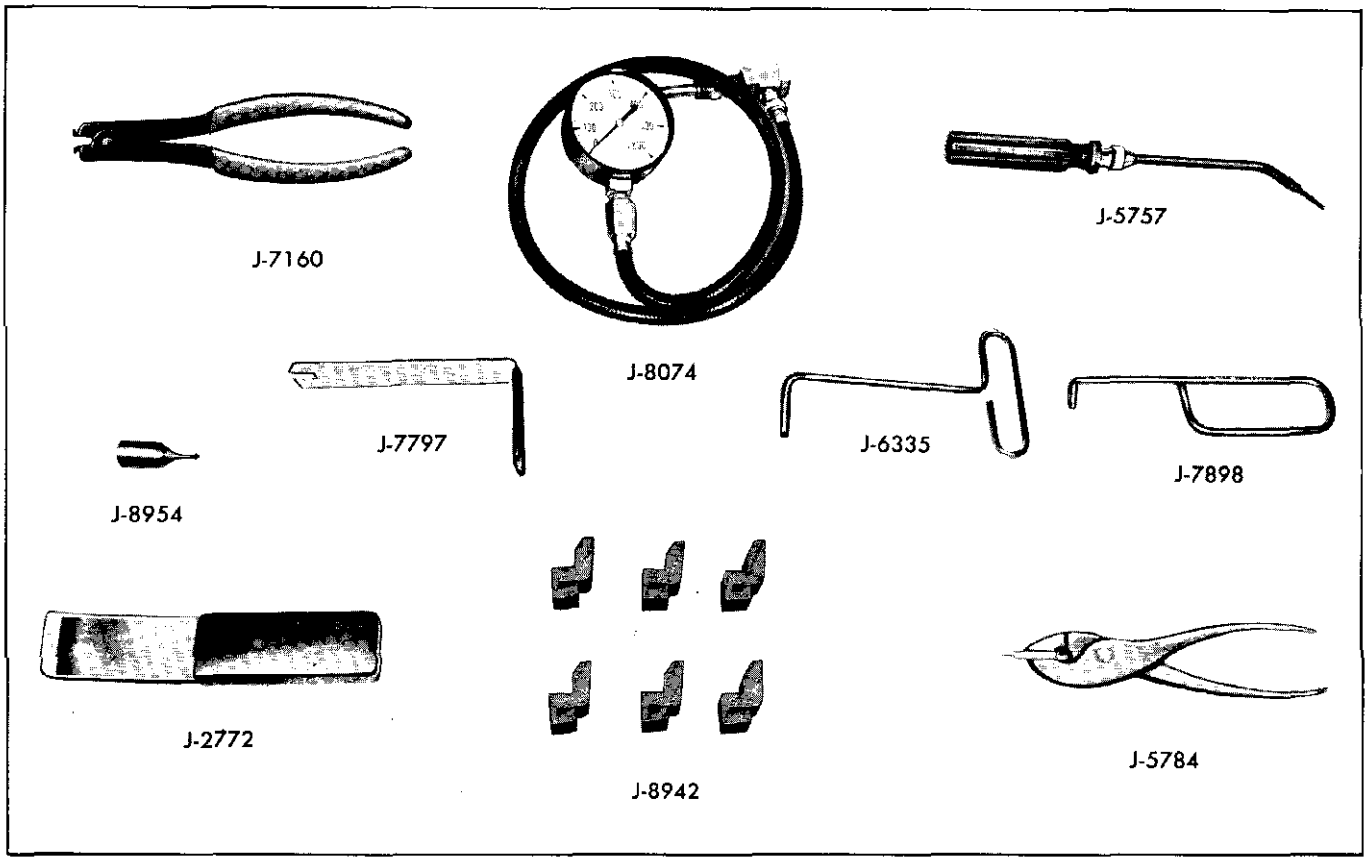
TAIL GATE OUTER PANEL MOLDINGS

2335, 45 STYLES

The moldings, a right and a left, are secured to the outer panel by integral studs and attaching nuts.

To remove either molding remove the tail gate trim assembly, detach the water deflector and remove the inner panel access hole cover. Remove the attaching nuts and the molding.

To install either molding apply body caulking compound to the attaching studs and nuts. Position the molding to the outer panel and install the attaching nuts.



SPECIAL TOOLS

J-2772 Headliner Inserter
J-5757 Mechanical Weatherstrip Inserting Tool
J-5784 Weatherstrip Clip Reforming Tool
J-6335 Door Trim Pad Remover
J-7160 Molding Clip Pliers
J-7797 Inside Handle Remover
J-7898 Rear Upper Reveal Molding Clip Remover
J-8074 Pressure Gage
J-8942 Windshield Alignment Blocks
J-8954 Clip Installing Tool

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