



**CHEVROLET
CHEVELLE
CHEVY II
CORVAIR**



**BODY
SERVICE
MANUAL**

1965 BODY SERVICE MANUAL

FOR

10000 SERIES
CORVAIR

All information, illustrations, and specifications contained in this publication are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

TABLE OF CONTENTS

SECTION	TITLE
5A	General Information
5B	Lubrication
5C	Front End
5D	Doors
5E	Rear Quarter
5F	Rear End
5G	Headlining
5H	Seats
5I	Folding Top
5K	Exterior Moldings
5M	Index

GENERAL INFORMATION 10000 SERIES

DESCRIPTION

This publication contains the essential removal, installation, adjustment and maintenance procedures for servicing all 1965 Fisher Body Styles in the 10000 Series. This information is current as of time of publication.

All pages and figure numbers covering body

styles in this series will be preceded by the figure "4". Specific body areas (ex. Front End, Doors, Folding Top) are identified by the letters "A", "B", "C", etc. in alphabetic order. The first page of each body area section is marked with a black tab corresponding with the table of contents page.

BODY NUMBER PLATE

The body number plate identifies the body style, body number, trim combination number, paint code and time built code (Fig. 5A1). The plate is located on the motor compartment crossrail on the left side.

Trim Cleaning Procedure

The trim cleaning procedure is located in the first section of this book (Page 1A1).

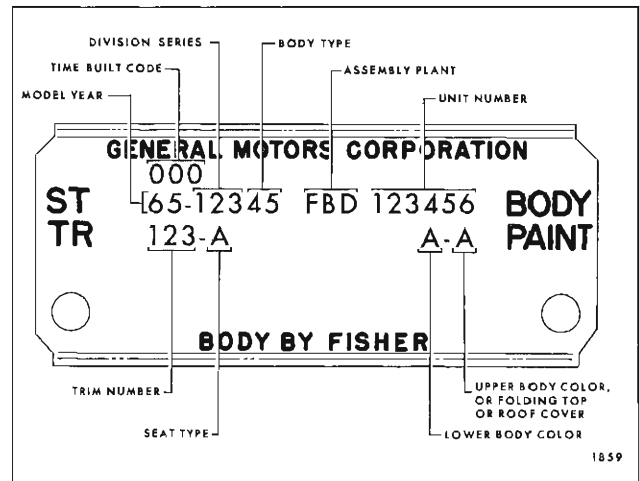


Fig. 5A1—Sample Body Number Plate

UNDERBODY ALIGNMENT

GENERAL BODY CONSTRUCTION

The body design used on the 10000 series is of an integral, all steel, welded construction, commonly known as "unitized" body construction. The over-all rigidity of the body is drawn from each of the individual metal components which, when welded together, comprise the body shell assembly. Panels forming the underbody area incorporate attachment provisions for the power train and the suspension systems. These panels, therefore, contribute the greatest amount of strength to the body assembly.

UNDERBODY GENERAL SERVICE INFORMATION

The underbody assembly is comprised of frame side rails, frame cross rails, floor pan cross bars, inner and outer rocker panels and other floor panel components. The underbody is of all-welded construction. The slightest misalignment in the underbody can affect door, front compartment lid, and engine compartment lid fits. Most important, however, underbody misalignment can influence the suspension system, thereby causing many of the problems that arise from a suspension misalignment. It is essential, therefore, that underbody

alignment be exact to within 1/16" of the specified dimensions.

In the event of collision damage it is important that underbody alignment be thoroughly checked and, if necessary, realigned in order to accurately establish suspension, steering and engine mounting locations. There are many classifications of tools that may be employed to correct the average collision damage situation including frame straightening machines, lighter external pulling equipment and standard body jacks.

Frame tools are not considered as essential equipment for average collision repair operations; however, there will be many situations with this unitized type of construction, as with other types of frame construction, where frame equipment will be required. There are also areas of repair where, even though not essential, frame equipment may prove beneficial.

IMPORTANT: Since each individual underbody component contributes directly to the over-all strength of the body, it is essential that proper welding, sealing and rust proofing techniques be observed during service operations. Underbody components should be rust-proofed whenever body repair operations, which destroy or damage the original rust-proofing, are completed. Particularly critical are the enclosed box areas. When rust-proofing critical under body components, it is essential that a good quality type of air dry primer be used (such as corrosion resistant zinc chromate). It is not advisable to use combination type of primer surfacers.

To assist in checking alignment of the underbody components, repairing minor underbody damage or locating replacement parts, the following underbody dimensions and alignment checking information is presented.

ALIGNMENT CHECKING INFORMATION BODY TRAM GAUGE

An accurate method of determining the alignment of the underbody utilizes a measuring tram gauge. The tram gauge required to perform all recommended measuring checks properly must be capable of extending to a length of 102". At least one of the vertical pointers must be capable of a maximum reach of 18".

Dimensions shown in the upper portion of Figure 5A3 are calculated on a horizontal plane parallel to the plane of the underbody. Precision measurements can be made only if the tram gauge is also parallel to the plane of the underbody. This can be controlled by setting the vertical pointers on the tram gauge according to the dimensions shown in the lower portion of Figure 5A3.

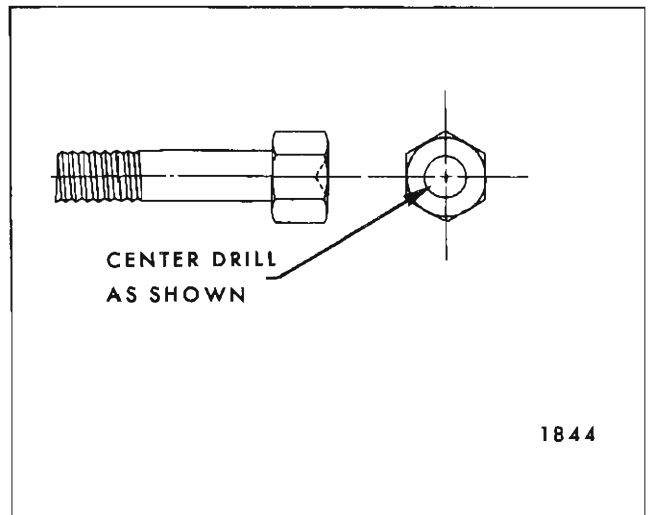


Fig. 5A2—Tram Gauge Centering Bolt

A proper tramming tool is essential for analyzing and determining the extent of collision misalignment present in underbody construction.

To facilitate centering the tram gauge pointers at the suspension locations, special centering bolts (same size and thread as original attaching bolts) may be prepared as shown in Figure 5A2. Use center of bolt thread diameter for centering drill point. Depth of drilled-out cone should be the same for all centering bolts being used as a "set".

UNDERBODY ALIGNMENT REFERENCE POINT DIMENSIONS—Fig. 5A3

Dimensions to gauge holes and other unthreaded holes are measured to dead center of the holes and flush to the adjacent surface metal. Dimensions to body front tie down slots are measured to the front centerline edge of the slot. (See Fig. 5A4). Dimensions to bolt or bolt hole locations are measured to the dead center of the thread diameter of the bolt or bolt hole, unless specified otherwise.

The following reference points are key locations and should be used wherever possible as a basis for checking other reference points:

1. Front suspension front attaching bolt holes or bolt heads.
2. 3/4 inch master gauge hole in motor compartment side rail-to-rocker panel brace.
3. Rear suspension control arm lower and upper outer attaching bolt holes (upper edge of holes).

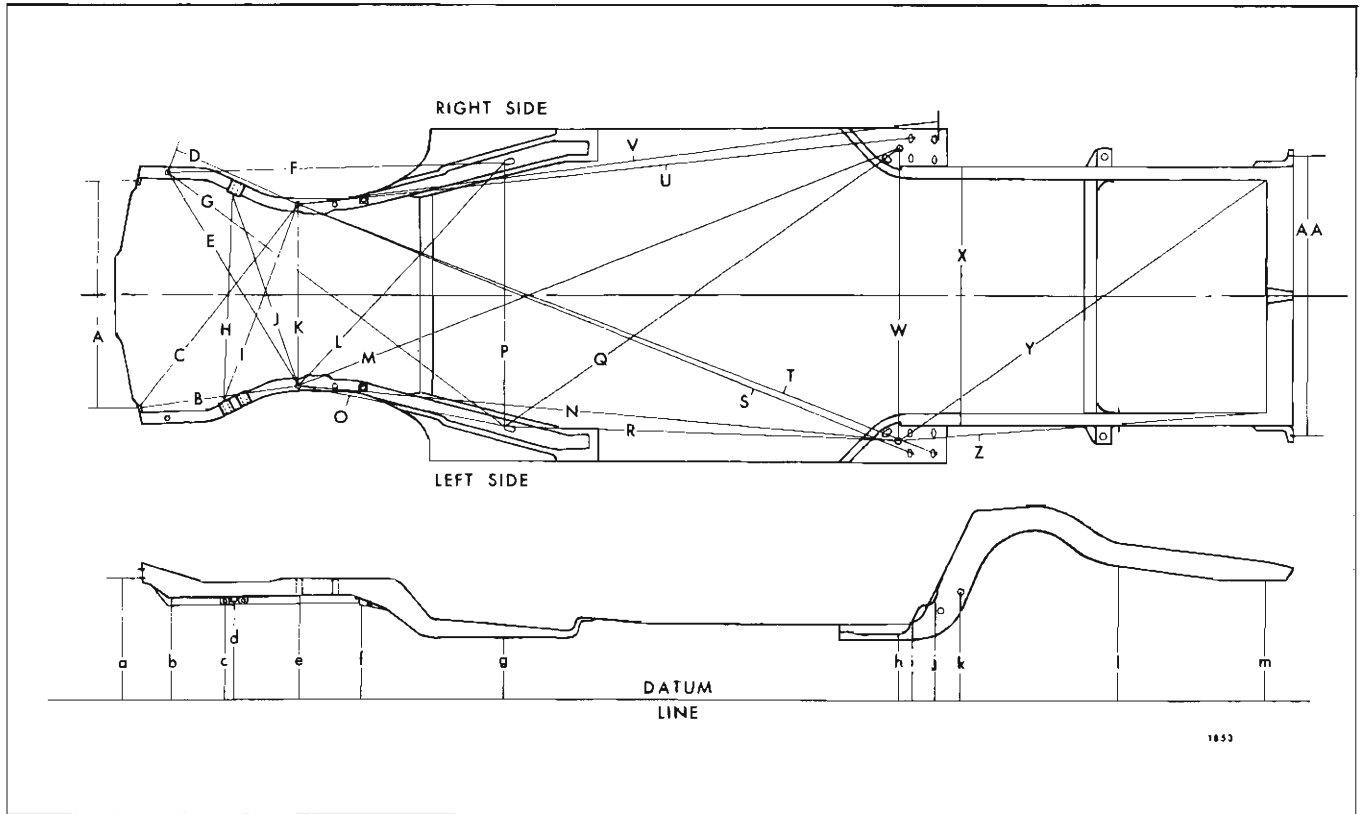


Fig. 5A3—Horizontal and Vertical Alignment Reference Points

**HORIZONTAL DIMENSIONS
(Fig. 5A3)**

Fig. Ref.	Dimension	Location
A	33-7/8"	Center of front bumper lower attaching bolt holes.
B	24-3/8"	Directly below center of front bumper lower attaching bolt hole and front suspension front attaching bolt head or bolt hole on same side of body.
C	39-1/16"	Directly below center of front bumper lower attaching bolt hole and front suspension front attaching bolt hole or bolt head on opposite side of body.
D	15-7/8"	3/4" hole in front compartment side rail and front suspension front attaching bolt hole or bolt head on same side of body.
E	35-9/16"	3/4" hole in front compartment side rail and front suspension front attaching bolt hole or bolt head on opposite side of body.

F 46" 3/4" hole in front compartment side rail and body tie down slot on same side of body (use front center of slot of side rail metal - See Fig. 5A4).

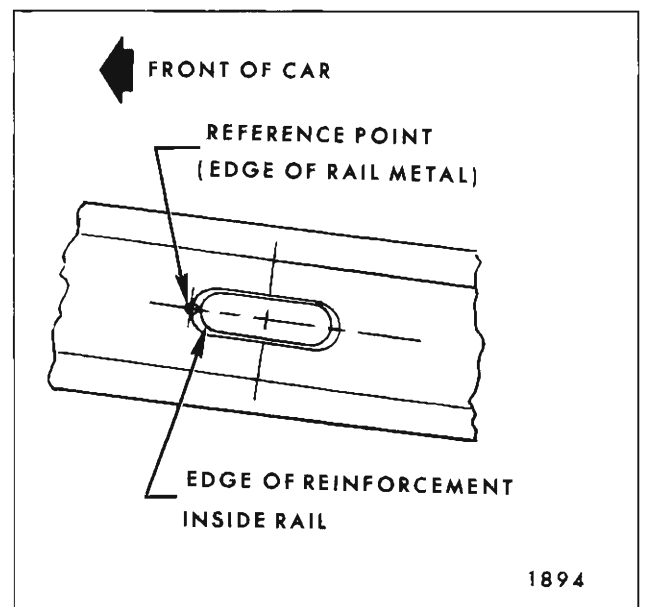


Fig. 5A4—Body Front Tie Down Slot

Fig. Ref.	Dimension	Location
G	59-29/32"	3/4" hole in front compartment side rail and body tie down slot on opposite side of body (use front center of slot of side rail metal - See Fig. 5A4).
H	31-7/8"	Lower inner edge of steering gear reinforcement directly below center of steering gear front attaching bolt hole (Fig. 5A5) and lower inner edge of front compartment right side rail directly below center of steering gear idler arm support lower attaching bolt hole (Fig. 5A6).
I	31-15/16"	Lower inner edge of steering gear reinforcement directly below center of steering gear front attaching bolt hole (Fig. 5A5) and front suspension front attaching bolt hole or bolt head on opposite side of body.
J	31-1/32"	Lower inner edge of front compartment right side rail directly below center of steering gear idler arm support lower attaching bolt hole (Fig. 5A6) and front suspension front attaching bolt hole or bolt head on opposite side of body.

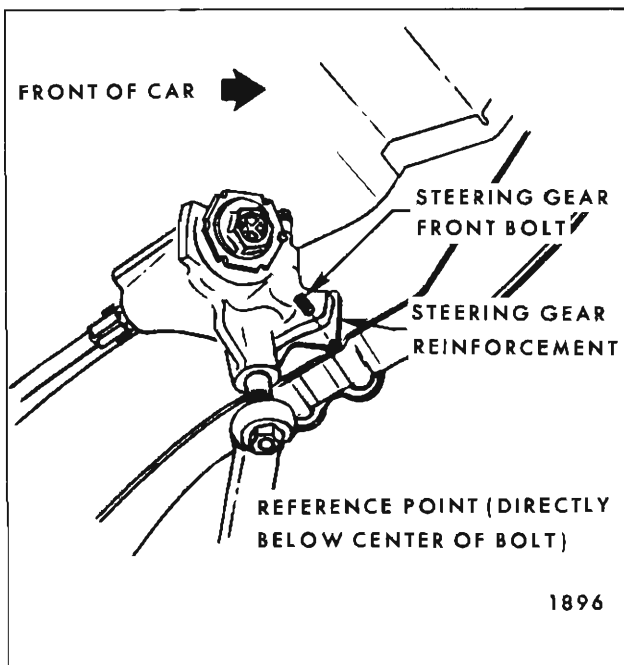


Fig. 5A5—Reference Point at Steering Gear Reinforcement

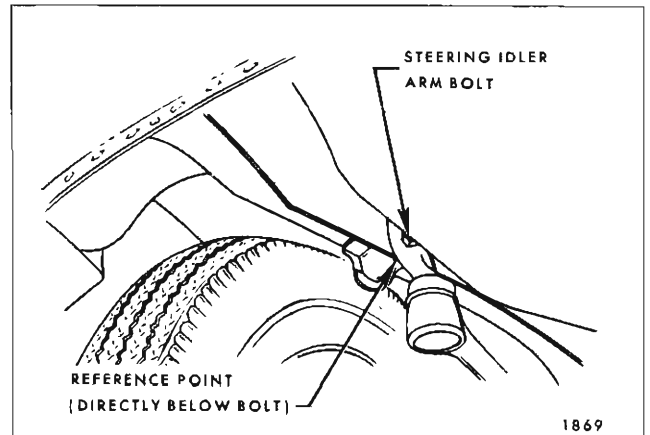


Fig. 5A6—Reference Point at Steering Idler Arm

Fig. Ref.	Dimension	Location
K	27-9/16"	Front suspension front attaching bolt hole or bolt head.
L	45-23/32"	Front suspension front attaching bolt hole or bolt head and body front tie down slot on opposite side of body (use front center of slot of side rail metal - See Fig. 5A4).
M	95-1/8"	Front suspension front attaching bolt hole or bolt head on opposite side of body and 3/4" master gauge hole in motor compartment side rail-to-rocker panel brace.
N	88-9/16"	Front suspension front attaching bolt hole or bolt head and 3/4" master gauge hole in motor compartment side rail-to-rocker panel brace on same side of body.
O	31-3/8"	Front suspension front attaching bolt hole or bolt head and body front tie down slot on same side of body (use front center of slot of side rail metal - See Fig. 5A4).
P	40-3/16"	Body front tie down slot (use front center of slot of side rail metal - See Fig. 5A4).
Q	72"	Body front tie down slot (use front center of slot of side rail

Fig. Ref.	Dimension	Location
Q	72" Cont.	metal - See Fig. 5A4) and 3/4" master gauge hole in motor compartment side rail-to-rocker panel brace on opposite side of body.
R	58-13/32"	Body front tie down slot (use front center of slot of side rail metal - See Fig. 5A4) and 3/4" master gauge hole in motor compartment side rail-to-rocker panel brace on same side of body.
S	98-1/8"	Front suspension front attaching bolt hole or bolt head and rear suspension control arm lower outer attaching bolt hole (upper edge of hole) on opposite side of body.
T	101-3/8"	Front suspension front attaching bolt hole or bolt head and rear suspension control arm upper outer attaching bolt hole (upper edge of hole) on opposite side of body.
U	91-3/8"	Front suspension front attaching bolt hole or bolt head and rear suspension control arm lower outer attaching bolt hole (upper edge of hole) on same side of body.
V	94-7/8"	Front suspension front attaching bolt hole or bolt head and rear suspension control arm upper outer attaching bolt hole (upper edge of hole) on same side of body.
W	44"	3/4" master gauge hole in motor compartment side rail-to-rocker panel brace.
X	38-15/16"	Outside edge of motor compartment side rail directly below transmission support upper attaching bolt.
		NOTE: This dimension is constant rearward to motor compartment rear cross rail.
Y	67-1/2"	3/4" master gauge hole in motor compartment side rail-to-rocker panel brace and lower edge of joint of motor compartment side

Fig. Ref.	Dimension	Location
Z	55-1/32"	3/4" master gauge hole in motor compartment side rail-to-rocker panel brace and lower edge of joint of motor compartment side rail and motor compartment rear cross rail on opposite side of body.
AA	41-5/32"	Rear bumper lower attaching hole.

VERTICAL DIMENSIONS (Fig. 5A3)

Fig. Ref.	Dimension	Location
a	15-3/16"	Center of front bumper lower attaching bolt holes.
b	12-9/32"	Front edge of 3/4" diameter paint hole.
c	11-19/32"	Lower inner edge of steering gear reinforcement directly below center of front attaching bolt hole (Fig. 5A5).
d	11-17/32"	Lower inner edge of front compartment right side rail directly below center of steering idler arm support lower attaching bolt hole (Fig. 5A6).
e	12-13/32"	Front suspension front attaching hole (front suspension removed).
	11-13/16"	Front suspension front attaching bolt (suspension installed).
f	10-1/4"	Front suspension rear attaching hole (front suspension removed).
	9-3/4"	Front suspension rear attaching bolt (suspension installed).
g	6"	Lower surface of front compartment side rail at body front tie down slot (front center of slot). Fig. 5A4.
h	6-13/16"	3/4" master gauge hole in motor compartment side rail-to-rocker panel brace.

5A-6 GENERAL INFORMATION

Fig. Ref.	Dimension	Location	Fig. Ref.	Dimension	Location
i	8-3/8"	Rear suspension control arm lower outer attaching bolt hole (upper edge of hole).	l	8"	Lower surface of motor compartment side rail at a point 1 inch rearward of rear edge of motor compartment corner reinforcement.
j	12-3/8"	Rear suspension control arm upper outer attaching bolt hole (upper edge of hole).	m	15-3/32"	Lower surface of motor compartment side rail adjacent to front edge of motor compartment rear cross rail.
k	13-13/32"	Transmission support upper attaching bolt hole or bolt head.			

LUBRICATION

The movable mechanical parts of the body are lubricated at the factory to insure proper and quiet operation. If additional lubrication is required, the following specified materials or their equivalents should be used at locations listed.

FRONT DOOR HINGE HOLD OPEN ASSEMBLY

Wipe off dirt and apply a light coat of No. 630AAW Lubriplate (or equivalent) at points indicated. (Fig. 5B-1).

INSTRUMENT PANEL COMPARTMENT DOOR HINGE

Wipe off dirt and apply a sparing amount of driplless oil to the hinge frictional points. Operate door several times and wipe off excess lubricant.

DOOR LOCK FORK BOLT

Wipe off dirt and apply a thin coat of stick type lubricant to contact point as indicated. (Fig. 5B2).

FRONT COMPARTMENT LID LOCK

On front compartment lid lock, apply a thin coat of Lubriplate to striker bolt. (Fig. 5B3).

DOOR JAMB SWITCH

Wipe off dirt and apply a thin coat of Lubriplate to end surface of switch plunger and remove excess lubricant.

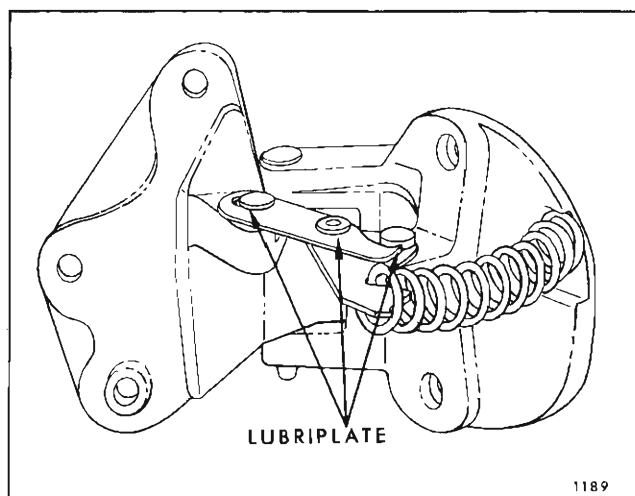


Fig. 5B1—Front Door Hinge Hold Open Assembly

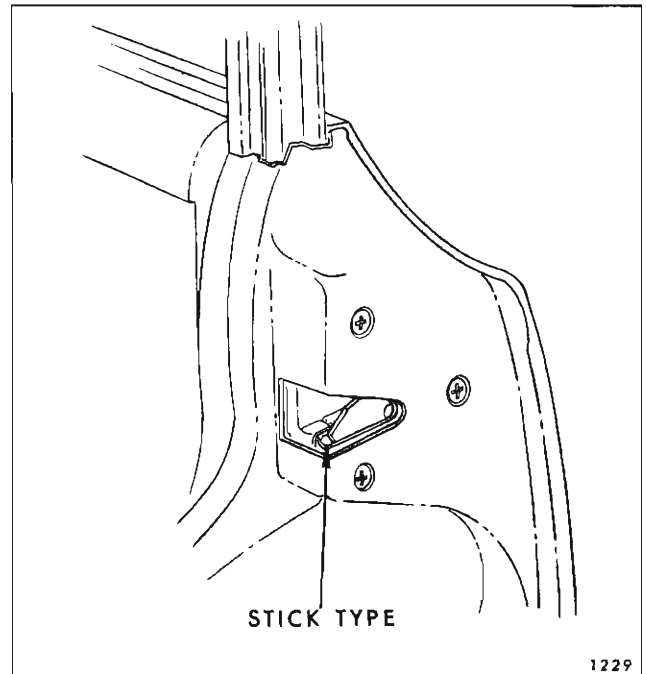


Fig. 5B2—Door Lock

GAS TANK FILLER DOOR

Apply a sparing amount of driplless oil to frictional points of door hinge. Work door several times and remove excess lubricant.

DOOR LOCK OUTSIDE HANDLE

Apply a thin coat of Lubriplate to surface of

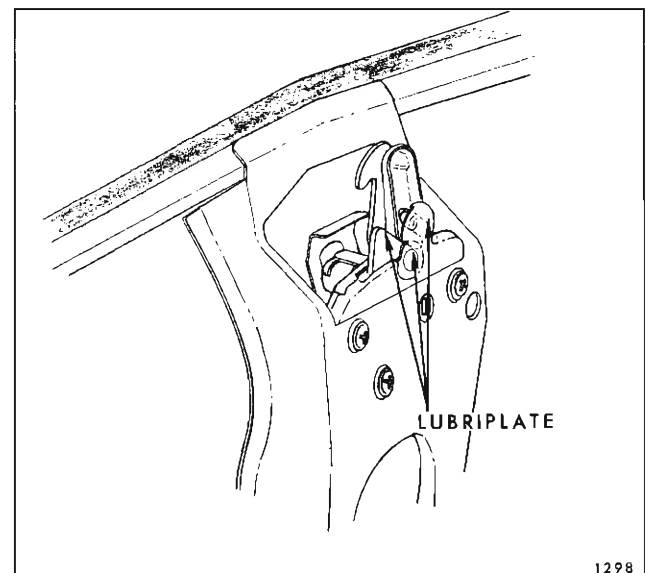


Fig. 5B3—Front Compartment Lid Lock

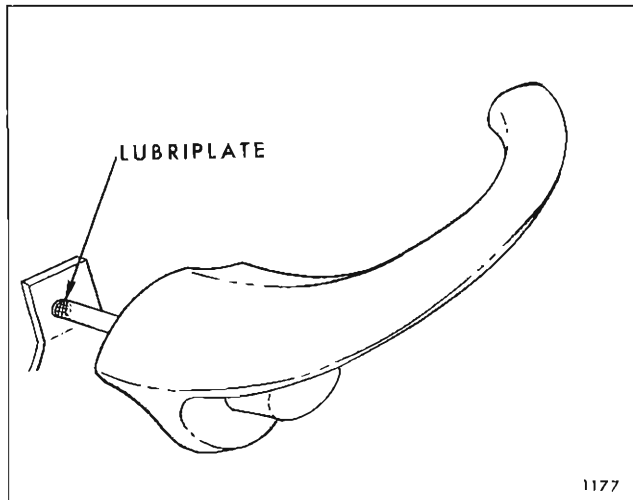


Fig. 5B4—Door Lock Outside Handle

lock cylinder shaft contacting bell crank. (Fig. 5B4).

FRONT DOOR WINDOW REGULATORS AND CAMS

Apply a coat of Lubriplate to areas indicated (Fig. 5B5).

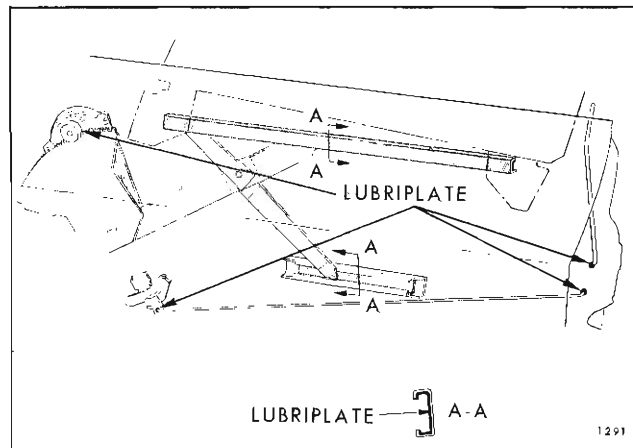


Fig. 5B5—Front Door Window Regulator and Cams

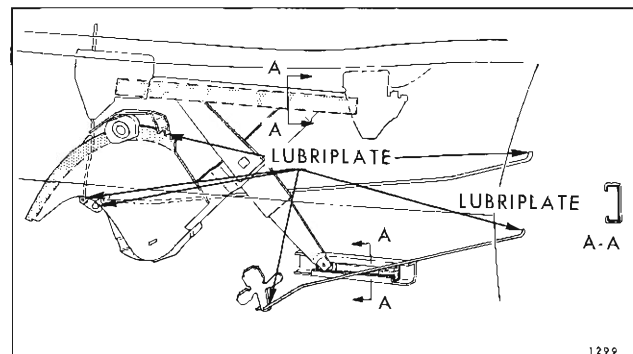


Fig. 5B6—Rear Door Window Regulator and Cams

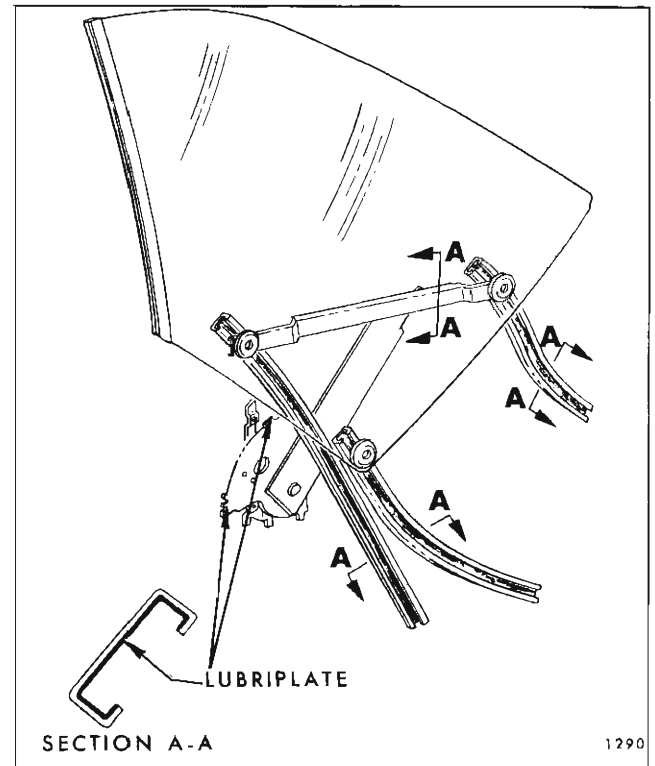


Fig. 5B7—Rear Quarter Window Regulator Cams

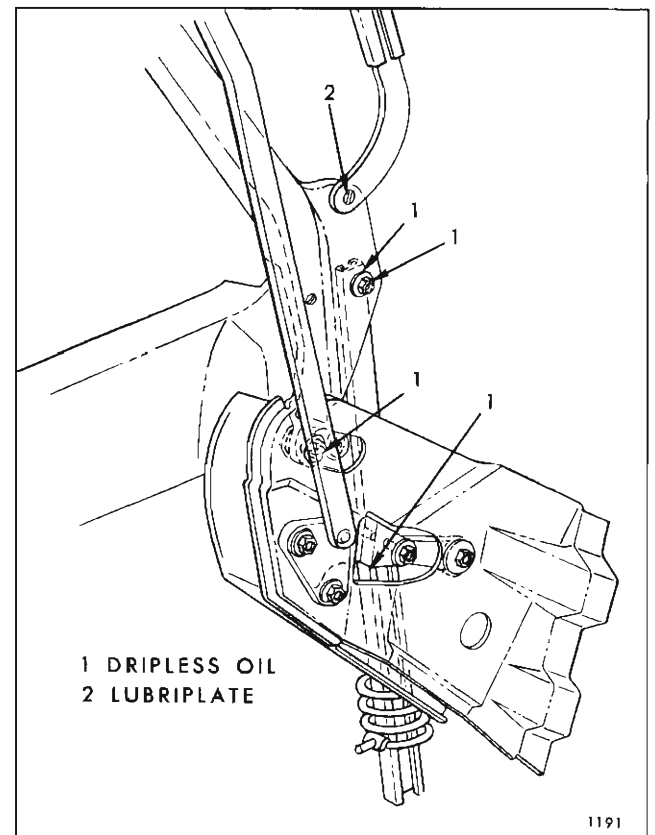


Fig. 5B8—Convertible Top Linkage

**REAR DOOR WINDOW REGULATORS
AND CAMS
ALL 4 DOOR STYLES**

Apply a coat of Lubriplate to areas indicated.
(Fig. 5B6).

**REAR QUARTER WINDOW
REGULATOR CAMS AND GUIDES
"37"- "67" STYLES**

Apply a coat of Lubriplate to areas indicated
(Fig. 5B7).

DOOR LOCK PARTS

Lubricate moving parts of door lock with
Lubriplate.

DOOR LOCKING MECHANISM

Apply Lubriplate to pivot points at ends of all
connecting rods.

FRONT SEAT ADJUSTER MECHANISM

A thin coat of Lubriplate should be applied to seat
tracks.

**CONVERTIBLE TOP LINKAGE
"67" STYLES**

Apply a sparing amount of dripless oil to points
No. 1 and Lubriplate to Point No. 2 (Fig. 5B8).
Wipe off excess lubricant.

FRONT END

WINDSHIELD ASSEMBLY

WINDSHIELD GARNISH AND HEADER MOLDINGS

The windshield garnish moldings consist of right and left side moldings. The header moldings on "67" styles consist of right and left ends and a center molding. All moldings are secured by screws (Fig. 5C1).

GARNISH MOLDINGS

Place protective covering over instrument panel, remove attaching screws and moldings.

HEADER MOLDINGS "67" STYLES

1. Raise top.
2. Remove upper windshield reveal molding, sunshade supports, rear view mirror support, windshield pillar weatherstrip retainers and header end moldings. Remove header center molding attaching screws, pry front edge of center molding loose at one end, rotate molding rearward from front edge to remove.

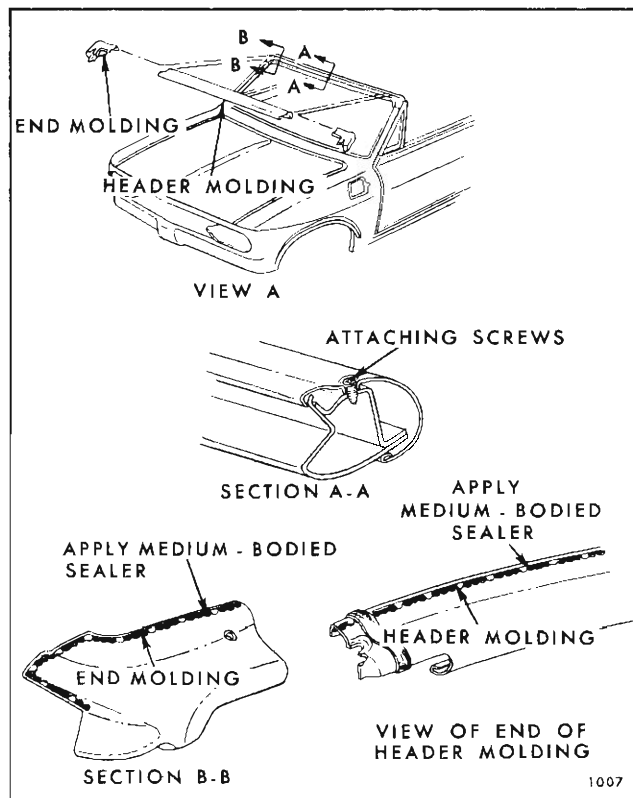


Fig. 5C1—Windshield Header and End Moldings

3. To install header center molding, apply 3/16" bead of medium-bodied sealer to entire length of underside of molding.

Starting at either end hook rear edge of molding under header, rotate molding forward, snapping front edge of molding in place. Apply additional sealer to underside of end moldings to insure watertight seal at junction of center molding. Clean off excess sealer and reverse removal procedure.

REAR VIEW MIRROR SUPPORT

Removal and Installation

1. Place protective covering over instrument panel.
2. Remove attaching screws and support.
3. To install reverse removal procedure.

SUNSHADE SUPPORT

Removal and Installation

1. Remove attaching screws and support, on "67" styles raise top prior to removal.
2. To install, reverse removal procedure.

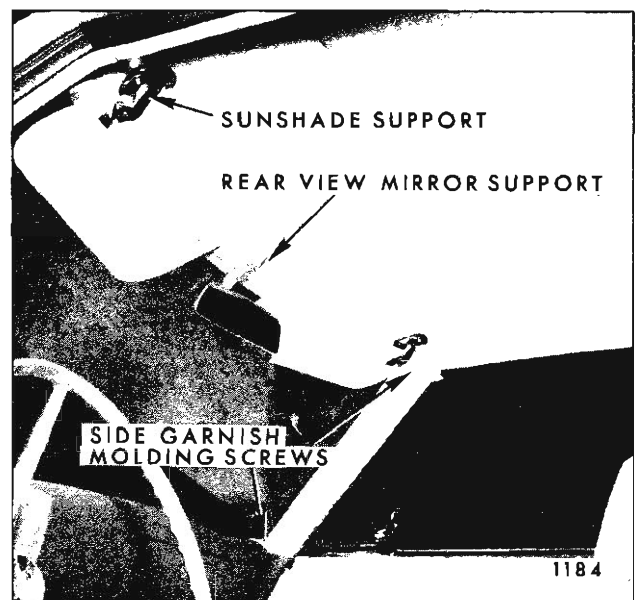


Fig. 5C2—Windshield Inside Moldings and Hardware

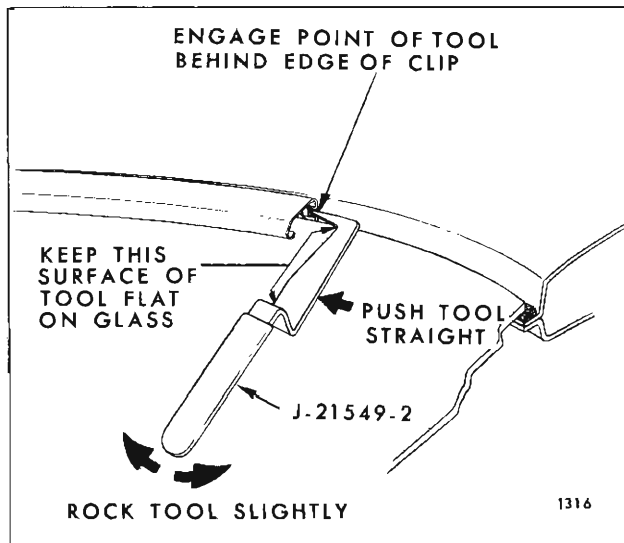


Fig. 5C3—Reveal Molding Clip Disengagement and Tool

WINDSHIELD REVEAL MOLDINGS

The windshield reveal moldings consist of upper, right and left sides and lower moldings. All moldings are secured to the windshield opening by clips.

Removal and Installation

1. Place protective covering over hood and front fenders.
2. Remove windshield wiper arms.
3. Using reveal molding clip disengaging tool, J-21549-2 (Fig. 5C3), remove upper, sides and lower moldings.
4. To install, reverse removal procedure.

WINDSHIELD GLASS ADHESIVE CAULKED WINDSHIELD INSTALLATION

This concept of windshield installation incorporates a synthetic rubber compound (Windshield Adhesive Caulking Material) in place of the rubber channel, which requires an entirely different removal and installation service procedure. Two methods of windshield removal and installation are described in the following procedure. The extended method of removal and installation requires removal of all adhesive caulking material from the windshield opening and glass.

The short method requires the removal of the adhesive caulking material from the glass only. The caulking material, caulking tube nozzle, cutting wire and the adhesive caulking primer are furnished in a Kit #4226000 or equivalent. This kit

will service the installation of the windshield glass on the short method only.

Kit Components:

- A. One tube of Adhesive Caulking Material
- B. One nozzle.
- C. Steel music wire.
- D. Adhesive Caulking Primer (For priming old caulking material on pinchweld flanges).

Additional Material Required:

- A. Caulking gun (standard household type reworked as described in step #10 of extended method installation procedure).
- B. Two pieces of wood for wire handles.
- C. Paint Finish Primer - service part, used only on extended method.

NOTE: On the extended method installation, two kits of material will be necessary to properly install the glass due to the additional material required to compensate for removal of all old material around the windshield opening. The necessary service parts and adhesive caulking materials may be obtained through the regular service parts channels. The service procedures must be performed as specified to insure a watertight and proper windshield installation.

WINDSHIELD REMOVAL

IMPORTANT: When the windshield glass is originally installed, a sponge type filler sealing strip is applied to the inside surface of the glass

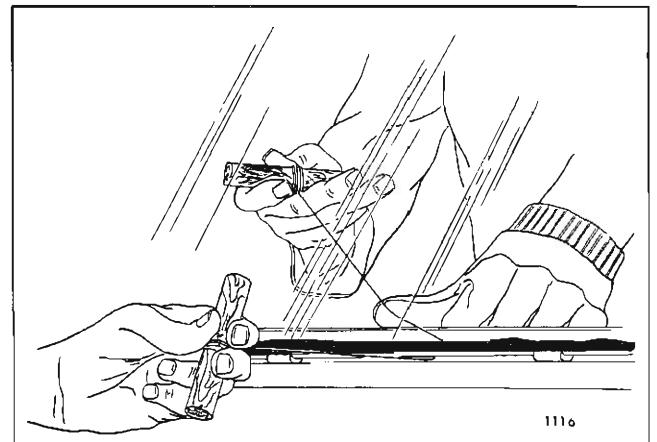


Fig. 5C4—Cutting Through Adhesive Caulking Material

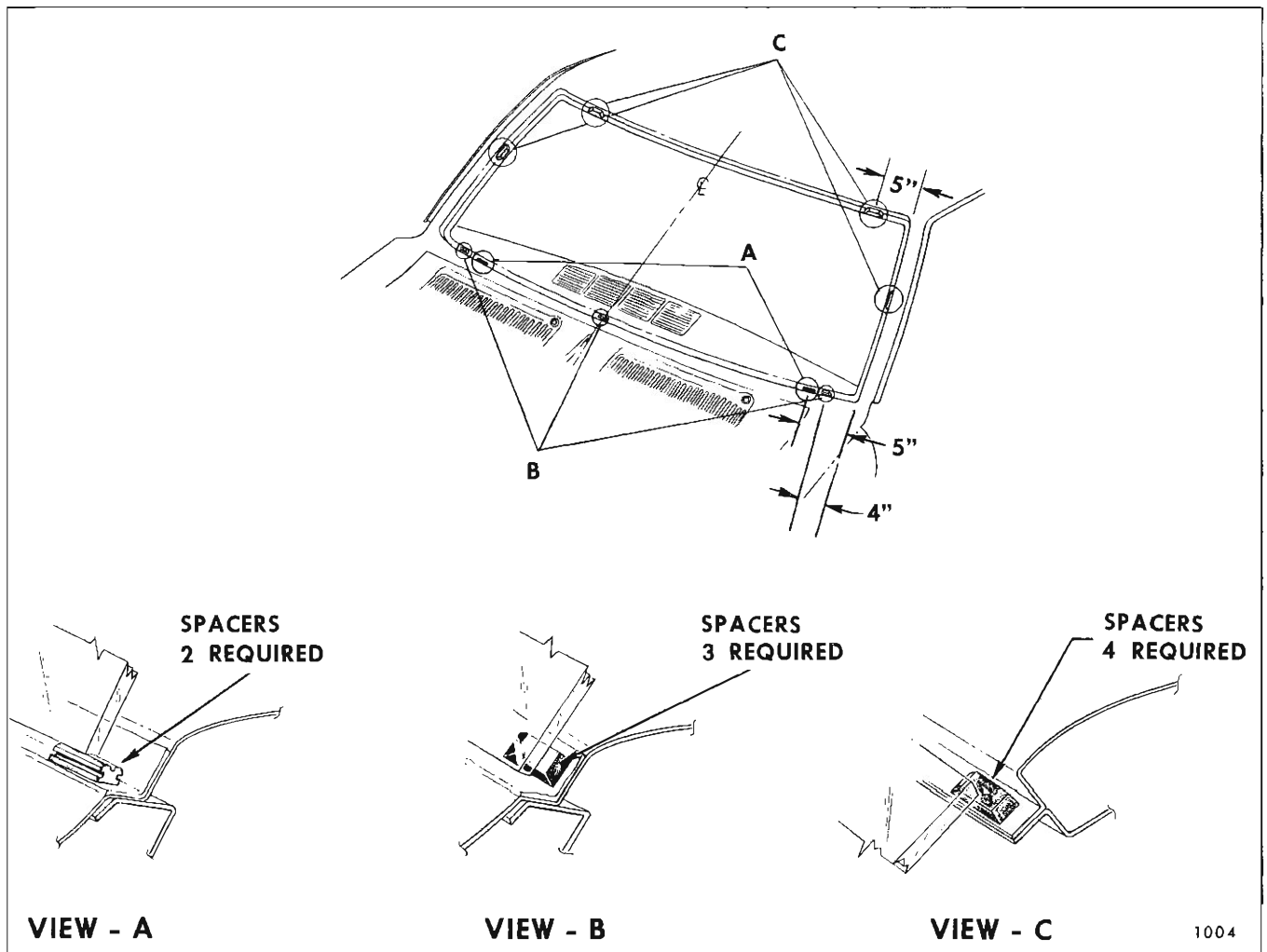


Fig. 5C5—Windshield Glass Rubber Spacers

prior to application of adhesive caulking material. For service windshield replacements the sealing strips are not required and will not be available as a service part.

NOTE: When replacing a windshield glass, using the short method, the sealing strip must be trimmed from the adhesive material in the body opening for a good appearance.

The windshield removal procedure will be the same for extended or short method.

1. Place protective coverings over front seat, instrument panel, hood and front fenders.
2. Remove inside garnish moldings and rear view mirror support.
3. Remove windshield wiper arms.
4. Remove lower, side and upper windshield reveal moldings.
5. Secure one end of steel music wire to a piece of wood (for Handle) (Fig. 5C4). Insert end of wire

through caulking material at lower inside corner of windshield along side of glass surface; then, secure other end of wire to another piece of wood (handle).

6. With aid of helper, carefully cut (pull steel wire) through caulking material, up one side of windshield across top, down opposite side and across bottom of windshield (Fig. 5C4). Make sure inside wire is held close to plane of glass to prevent cutting an excessive amount of adhesive caulking material from the windshield opening. This can be accomplished by holding the inside wire close to the plane of the glass with one hand while pulling the wire with the other hand. After cutting the adhesive material around entire perimeter of windshield, remove glass and place on a protected bench or holding fixture.

WINDSHIELD INSTALLATION SHORT METHOD

1. The short method of windshield glass installation involves the removal of a minimum of

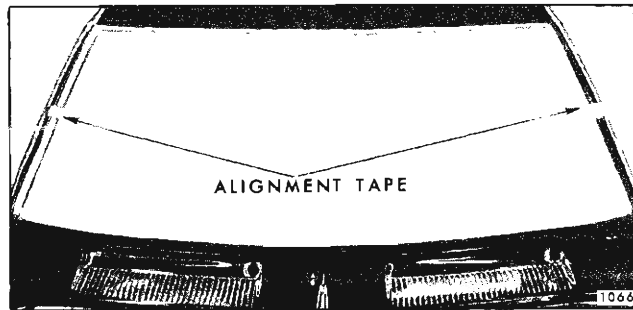


Fig. 5C6—Windshield Glass Alignment to Opening

adhesive caulking compound when cutting the glass from the body opening; however, no loose pieces of adhesive material or sealing strip material should be left around the windshield opening.

2. Inspect reveal molding retaining clips for damage, replace if necessary, and seal. Cement two rubber spacers (#4871330 or equivalent) to lower rabbet of windshield at location "A", Figure 5C5.

3. Place glass in opening, shim glass spacers as necessary to properly align glass to opening. Check relationship of glass contour to windshield opening. Glass should rest on adhesive caulking material. Gap spaces may be filled by applying additional caulking material to glass at gap location. Mark position of replacement windshield glass to body windshield pillars with masking tape or equivalent, for proper alignment of glass to opening at time of installation (Fig. 5C6).

Remove glass and place on protected bench or holding fixture. If original glass is to be re-installed, remove old caulking material from glass with sharp scraper or razor blade. Remove remaining traces with toluene or thinner dampened cloth.

NOTE: Do not use oil base solvent. Any oil will prevent adhesion of new caulking material to glass.



Fig. 5C7—Application of Tape to Body Opening

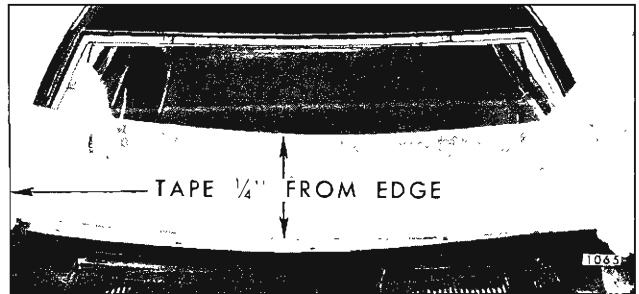


Fig. 5C8—Windshield Glass Installation

4. Apply 2" wide masking tape along front of instrument panel. Apply 2" wide masking tape to inside windshield pillars and across front edge of headlining to assist in clean-up after installation (Fig. 5C7).

5. Carefully apply 1" wide masking tape around entire perimeter of inside surface of glass 1/4" inboard from outer edge of glass to facilitate clean-up after installation (Fig. 5C8).

6. Using a clean lint-free cloth, briskly rub a generous amount of adhesive caulking primer on the freshly cut material in the windshield opening.

CAUTION: Do not allow primer to drop on painted surfaces or trim.

7. Wipe surface of glass to which bead of adhesive caulking material will be applied (between

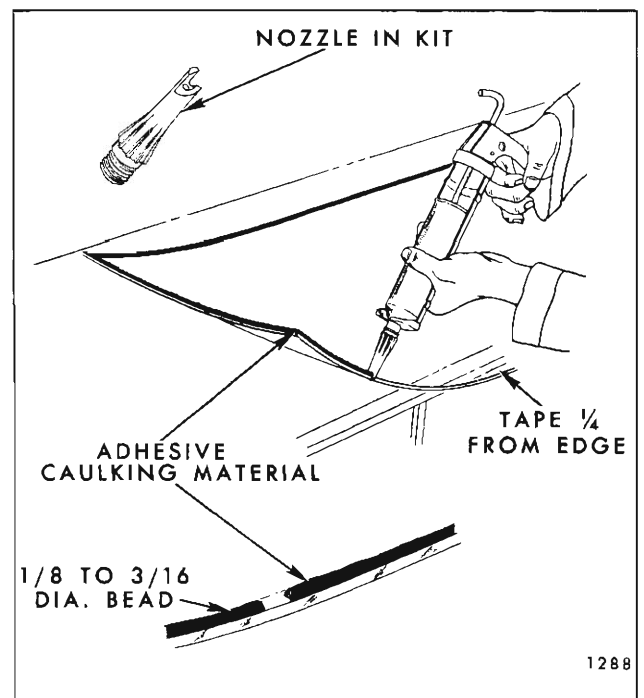


Fig. 5C9—Adhesive Caulking Material Application - Short Method

masking tape and edge of glass) with a clean, water-dampened cloth. Dry glass with a clean dry cloth.

8. Remove cap and protective end cover from tube of adhesive caulking material and install nozzle. Insert tube into reworked household type caulking gun, described in step 10 for extended installation.

NOTE: Nozzle is cut properly for short method bead.

9. Apply a smooth continuous bead of adhesive caulking material to inside surface of glass next to edge completely around glass (Fig. 5C9). Material should be 1/8" to 3/16" in diameter.

IMPORTANT: The operation of installing windshield glass into the opening should be completed within 15 minutes from start of application of material to glass.

10. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening, maintaining glass in a horizontal position. While one man holds glass in this position, the second man can reach around the windshield pillar and hold glass; then, first man can reach around windshield pillar (Fig. 5C8). Carefully position glass into opening, making certain that glass is properly centered in opening and positioned on lower spacers. Use tape previously applied on windshield pillars to properly align glass (Fig. 5C6).

11. Press glass firmly to set caulking material. Use caution to avoid excessive squeeze-out of material.

12. Inspect installation for proper seal between new caulking material and original material. If a gap is encountered, apply sufficient caulking material to fill the void. On inside of body run a flat stick around pinchweld flanges to push excess caulking material back into opening between glass and flanges.

NOTE: Glass handling suction cups may be used when removing or installing the windshield glass.

13. Watertest windshield immediately using cold water spray. If any waterleaks are encountered, use flat-bladed screwdriver or stick and work caulking material into leak point to correct leak. This operation may be performed from outside the body.

CAUTION: Do not run a heavy stream of water directly on caulking material while the material is still soft.

14. Remove masking tape from inside of glass and windshield opening.

15. Install upper and lower reveal moldings, inside garnish moldings and previously removed parts. Clean up car and remove protective coverings.

WINDSHIELD INSTALLATION EXTENDED METHOD

The extended adhesive caulked windshield installation method should be used only in conjunction with an installation requiring complete replacement of adhesive caulking material.

NOTE: Two kits of material are required for the extended method.

Using a sharp scraper or wood chisel, remove major portion of adhesive caulking material from body pinchweld flange.

NOTE: It is not necessary to clean off all old caulking material completely from body opening; however, there should not be any loose pieces of caulking material left in the opening.

1. Inspect all reveal molding retaining clips for damage, replace if necessary.

2. Cement two rubber spacers (#4421823 or equivalent) to upper windshield flange and two rubber spacers (#4421823 or equivalent) to windshield pillars View "C" (Fig. 5C5). Cement two rubber spacers (#4871330 or equivalent) to lower windshield opening View "A" (Fig. 5C5). Cement three rubber spacers (#4421823 or equivalent) to lower windshield flange View "B" (Fig. 5C5).

3. Position replacement windshield glass in body opening. Carefully check relationship of glass to body opening. The distance between the inside surface of the glass and body should not be less than 3/16". The glass should have 3/8" overlap around the entire opening. Where necessary to obtain proper spacing, shim spacers as required. Mark position of glass on glass and windshield pillars with masking tape or equivalent, for proper alignment of glass to opening at time of installation. Remove glass and place on protected bench or holding fixture.

4. Clean entire inner surface of glass, carefully apply 1" wide masking tape around entire perimeter of inside surface of glass 1/4" inboard from outer edge of glass to eliminate excessive clean-up time after installation.

5. If original glass is to be reinstalled, remove old caulking material from glass with sharp

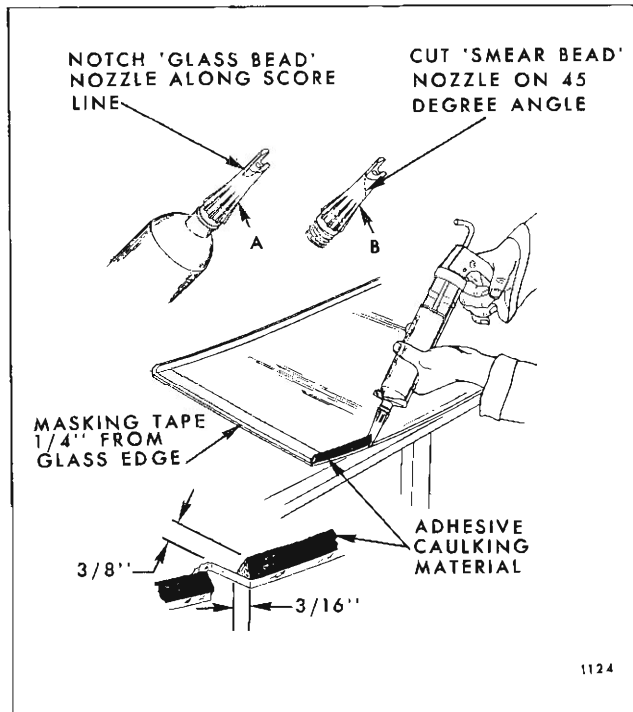


Fig. 5C10—Adhesive Caulking Material Application - Extended Method

scraper or razor blade. Remove remaining traces with toluene or thinner dampened cloth.

NOTE: Do not use oil base solvent. Any oil will prevent adhesion of new caulking material to glass.

6. Using a clean, lint-free cloth, briskly rub a generous amount of adhesive caulking primer over original adhesive caulking material that remains on pinchweld flange. Additional brisk application of primer on flat spacers is necessary to insure a good bond of material to spacers.

CAUTION: Do not allow primer to drop on painted surfaces or trim parts.

NOTE: If the windshield opening is freshly painted due to collision work, etc., lightly brush paint finish primer to painted pinchweld flange. Paint finish primer is available as a service part.

7. Cut off tip of one nozzle along score line (Fig. 5C10). This nozzle will be used to apply bead of adhesive caulking material to glass. Cut tip off other nozzle at a 45° angle 1" below end of nozzle. This nozzle will be used to apply "smear bead" of adhesive caulking material to pinchweld flange.

8. Wipe surface of glass to which bead of adhesive caulking material will be applied (between masking tape and edge of glass) with a clean,

water-dampened cloth. Dry glass with a clean dry cloth.

9. Remove cap and protective end cover from one tube of adhesive caulking material and insert "glass bead" nozzle (cut on score line in step 7).

10. Insert tube in a standard household type caulking gun reworked as follows:

a. Widen end-slot of caulking gun with a file to accept dispensing end of tube.

b. Grind down plunger disc on rod so that disc will fit into large end of tube.

11. Positioning the gun and nozzle as shown in Figure 5C10, carefully apply a smooth continuous bead of caulking material 3/8" high by 3/16" wide at base completely around inside edge of glass. When material in first tube is dispensed, quickly insert second tube and continue application of bead. After application, check bead and fill all voids and air bubbles.

NOTE: Material begins to cure after 15 minutes exposure to air, therefore, perform following steps immediately and install glass in opening as soon as possible.

12. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut on 45° angle in step 7). Holding caulking gun at an angle so that angle-cut of nozzle rests flat on pinchweld flange, apply a thin (1/4" wide x 1/16" high) "smear bead" of adhesive caulking material completely around pinchweld flange.

13. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening, maintaining glass in a horizontal position. While one man holds glass in this position, the second man can reach around the windshield pillar and hold glass; then, first man can reach around windshield pillar (Fig. 5C8). Carefully position glass to plane of opening, making certain that glass is properly centered and positioned to opening and resting on lower spacers. Use tape on glass and windshield pillars as a guide (Fig. 5C6).

14. Press glass firmly to set caulking material.

15. Inspect installation for proper seal between caulking material, glass and opening. If a gap is encountered, use caulking gun to apply sufficient material from outside the glass to fill the void.

16. Watertest windshield immediately using cold water spray. If any waterleaks are encountered, use flat-bladed screwdriver or stick and work

caulking material into leak point to correct leak. This operation is usually performed most effectively from outside the body.

CAUTION: Do not run a heavy stream of water directly on caulking material while the material is still soft.

17. Remove masking tape from inside of glass and windshield opening.

18. Install upper, side and lower reveal moldings, garnish moldings and previously removed parts. Clean up car and remove protective coverings.

WATERLEAK CORRECTION OF ADHESIVE CAULKED GLASS INSTALLATION

Adhesive caulked glass installation waterleaks can be corrected in the following manner without removing and reinstalling the glass.

NOTE: The following procedure is applicable only with the use of adhesive caulking material and primer furnished in Kit Part No. 4226000 or equivalent.

1. Remove reveal moldings in area of leak.
2. Mark location of leak(s).

IMPORTANT: If leak is between adhesive caulking material and body or between material and glass carefully push outward on glass in area of leak to determine extent of leak. This operation should be performed while water is being applied to leak area. Mark extent of leak area.

3. From outside body clean any dirt or foreign material from leak area with water; then dry area with air hose.

4. Using a sharp knife, trim off uneven edge of adhesive caulking material (See Operation "A", Fig. 5C11) at leak point and 3 to 4 inches on both sides of leak point or beyond limits of leak area.

5. Using a small brush, apply adhesive caulking material primer over trimmed edge of adhesive

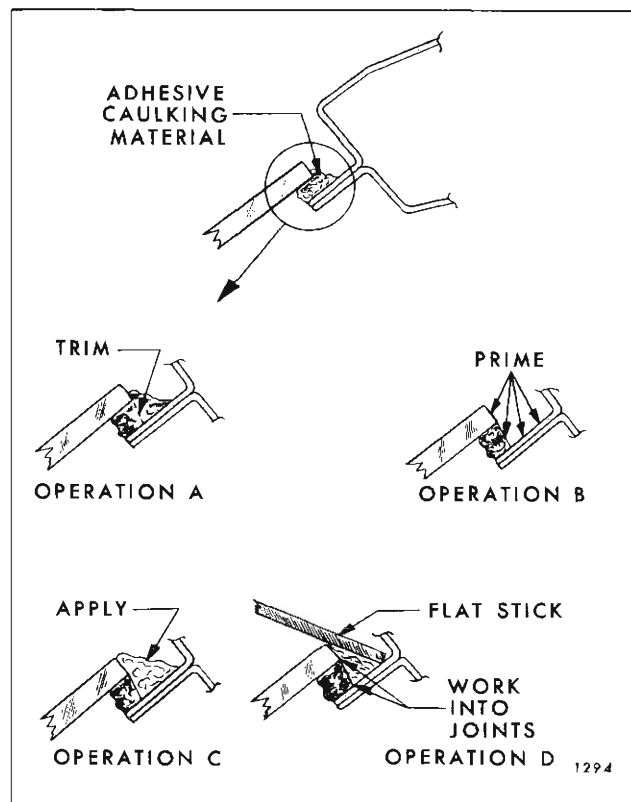


Fig. 5C11—Correction of Adhesive Caulked Glass Installation Waterleaks

caulking material and over adjacent painted surface. (See Operation "B", Fig. 5C11).

6. Apply adhesive caulking material, as shown in Operation "C" (Fig. 5C11), at leak point and 3 to 4 inches on both sides of leak point or beyond limits of leak area.

7. Immediately after performing step 6, use flat stick or other suitable flat-bladed tool to work adhesive caulking material well into leak point and into joint of original material and body to effect a watertight seal along entire length of material application. (See Operation "D", Fig. 5C11).

8. Spray watertest to assure that leak has been corrected. DO NOT run a heavy stream of water directly on freshly applied adhesive caulking material.

BODY VENTILATION

The body ventilating system incorporates the use of an air intake grille, which is a detachable part of the upper shroud panel. The air entering the shroud top grille flows through a duct which guides the air into the body through a shroud side duct panel and 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, which is attached to the shroud side trim panel. Water entering the air inlet grille flows down the shroud side duct panel and is discharged into the front end of the rocker panels. The rocker panels contain openings at the rear end for drainage.

SHROUD SIDE TRIM PANEL AND AIR OUTLET DUCT ASSEMBLY

Removal and Installation

1. With a flat-bladed tool such as a flat screwdriver pry the outlet grille from the assembly (Fig. 5C13).
2. Remove screws attaching trim and duct assembly to shroud.
3. Remove sill plate.
4. Remove trim panel to hinge pillar attaching screw (Fig. 5C13) and remove assembly.

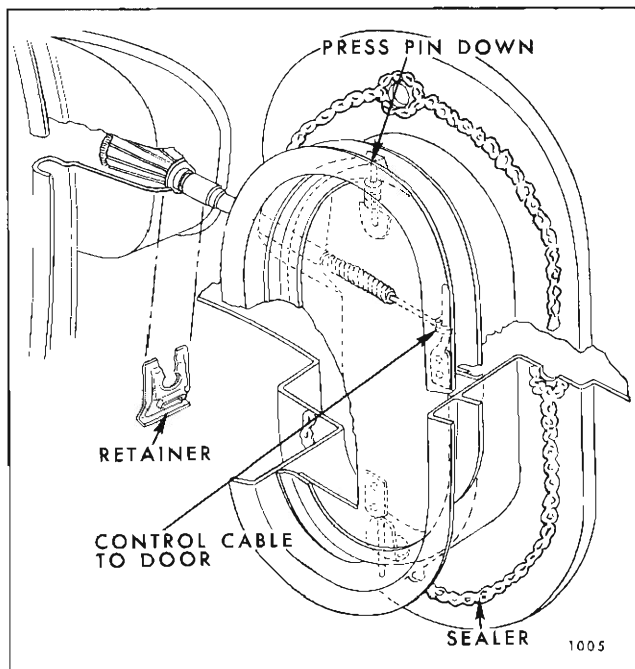


Fig. 5C12—Shroud Side Duct and Control

To install, apply a generous bead of medium-bodied sealer to flange of duct assembly (Fig. 5C12) and reverse removal procedure.

SHROUD SIDE AIR OUTLET DOOR

Removal and Installation

1. Remove outlet grille (Fig. 5C13).
2. Disconnect control cable from door (Fig. 5C12).
3. Press down on upper door hinge pin (Fig. 5C12) and remove door assembly.
4. To install, reverse removal procedure.

SHROUD SIDE AIR OUTLET DOOR CONTROL CABLE

Removal and Installation

1. Remove outlet grille.
2. Disconnect cable on door.
3. Remove retainer securing control assembly to trim panel (Fig. 5C12), and remove control assembly.
4. To install, reverse removal procedure.

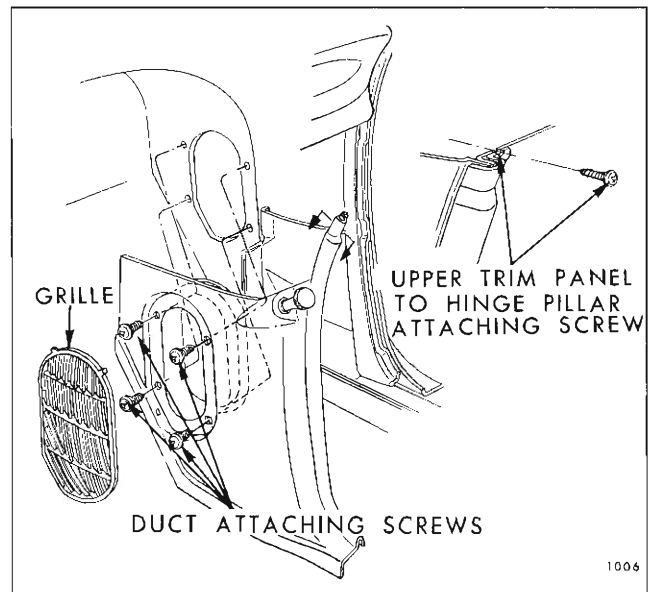


Fig. 5C13—Shroud Side Trim Panel and Duct Assembly

INSTRUMENT PANEL ASSEMBLY

INSTRUMENT PANEL COMPARTMENT DOOR ALL 1965 STYLES

Removal and Installation

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

2. Remove hinge to door attaching screws (Fig. 5C14), remove door stop bumper to allow room to remove door stop from instrument panel and remove door.

3. To install, engage door stop in opening on instrument panel, position door within locating lines and reverse removal procedure.

Adjustments

1. To reposition compartment door up or down, loosen hinge to door panel screws, shift door to desired position and tighten screws. The door may also be shifted right or left by loosening the same screws.

2. To reposition the door in or out, loosen hinge to instrument panel screws and move to desired position.

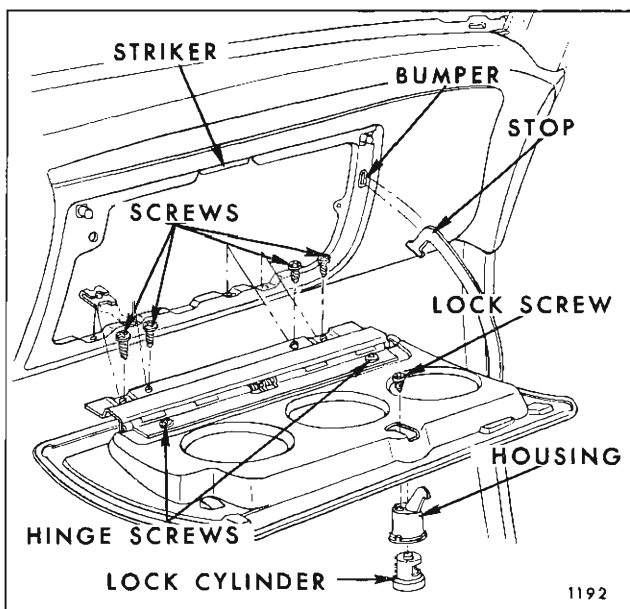


Fig. 5C14—Instrument Panel Compartment Door

3. The door striker may be adjusted by loosening the striker attaching screws and move to desired position.

INSTRUMENT PANEL COMPARTMENT DOOR LOCK

Removal and Installation

1. Open compartment door, remove screw securing lock assembly.

2. To install reverse removal procedure.

INSTRUMENT PANEL COVER ASSEMBLY

DESCRIPTION

The instrument panel cover is a one piece assembly and is secured to the upper instrument panel by four studs and nuts (Fig. 5C15).

Removal

1. Remove windshield side garnish moldings.

2. Loosen or remove necessary instrument panel items, instrument panel cluster etc.

3. Working from underside of instrument panel, remove the four attaching nuts and remove cover assembly.

4. To install, reverse removal procedure.

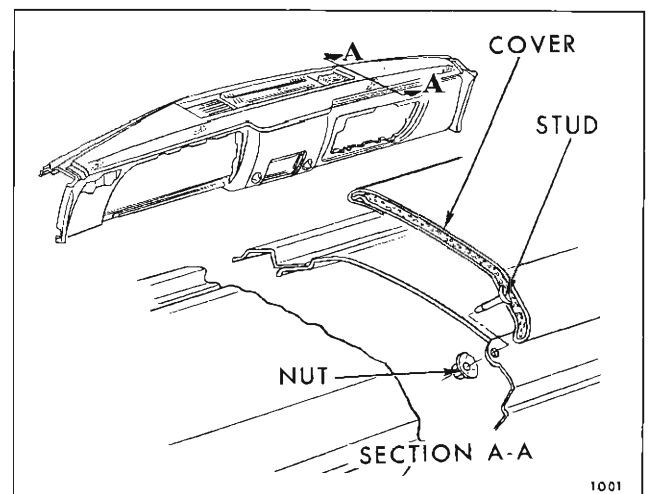


Fig. 5C15—Instrument Panel Cover

FRONT COMPARTMENT

Each front compartment lid hinge assembly employs the use of an individual torque rod which acts as a counterbalance and hold open for the lid.

Notches are provided in the torque rod retainer for adjustment of the rods. The front compartment lid lock assembly is a side action snap-bolt mechanism equipped with a safety latch and is attached to the support on the front end panel. The end of the lock assembly acts as a guide by entering the striker when the lid is closed. To open the lid, the key must be turned partially to the right to unlock the lock and then turned further to the right to unlock the safety catch.

A single section cement-on type front compartment weatherstrip is used on all styles.

FRONT COMPARTMENT LID

Removal and Installation

1. Open lid and place protective covering over surfaces of front compartment opening to prevent damage to painted surfaces.
2. Scribe location of hinge straps on lid inner panel.
3. With aid of a helper remove hinge to lid attaching bolts from each hinge and remove lid (Fig. 5C16).
4. To install, align hinges to lid within scribe marks and reverse removal procedure.

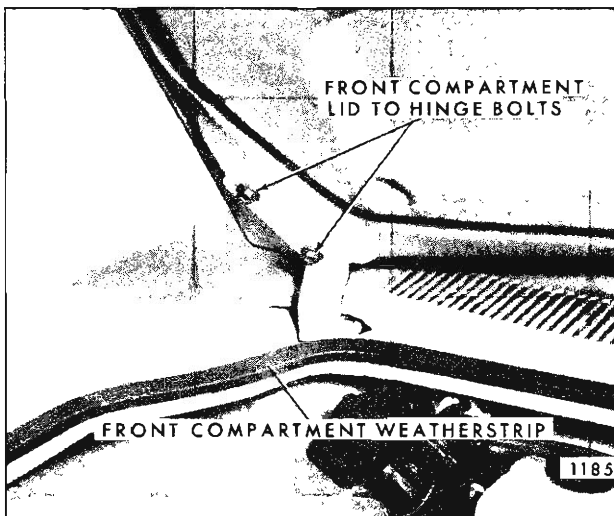


Fig. 5C16—Front Compartment Weatherstrip and Front Compartment Lid Attaching Bolt

Adjustments

1. To adjust front compartment lid forward or rearward or from side to side in body opening, loosen hinge to upper shroud attaching bolts at each hinge and adjust lid as required; then tighten bolts (Fig. 5C17).
2. To adjust the lid up or down at one or both sides, install shims between the hinge strap and lid as follows:
 - A. To raise rear edge of lid at hinge area, place shim between hinge strap and lid inner panel at rear attaching bolt (Fig. 5C16).
 - B. To lower rear edge of lid at hinge area, place shim between hinge strap and lid inner panel at front attaching bolt (Fig. 5C16).
3. Check front compartment lid lock engagement with striker.

FRONT COMPARTMENT LID TORQUE RODS

The torque rod removal and installation tool, J-21928 is designed to remove, replace or reset tension for one or both rods without removing the front compartment lid. This double-ended tool is designed with a different end for right and left side of body.

Removal and Installation

1. Install protective covering over compartment lid and lower part of windshield.
2. Open compartment lid and prop in full open position.

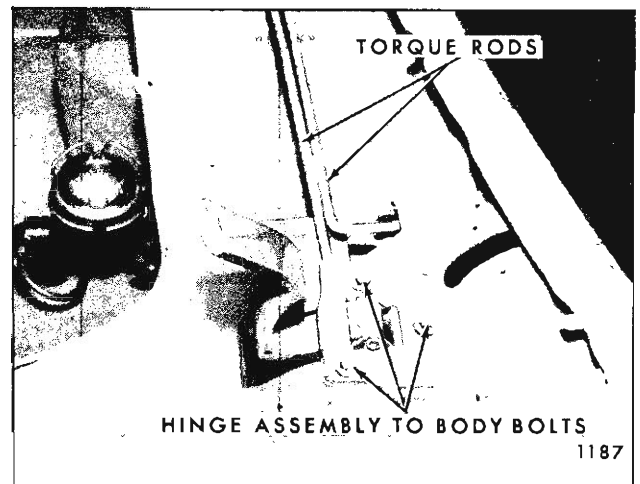


Fig. 5C17—Front Compartment Lid Hinge Removal

NOTE: Secure prop so that it will not allow lid to close during removal of torque rods.

3. Remove windshield wiper arms.
4. Remove shroud top air intake grille.
5. Remove torque rod clamp to shroud, located to right of center of shroud (Fig. 5C19).

6. Install tool J-21928 (Fig. 5C19) to lid torque rod on right side of body. Securely grasp tool and move it toward windshield to disengage rod from retaining notch. Carefully disengage tool from rod.

7. In like manner remove rod on left side of body (Fig. 5C18).

NOTE: Front compartment lid hinge assembly removal should be made only when torque rods are removed.

8. To install, apply a coat of No. 630AAW Lubriplate or equivalent to torque rod end that contacts hinge roller and reverse removal procedure, locating torque rods in the same notch in retainer as they were before removal. Check tension on lid, if additional tension is required reset torque rod.

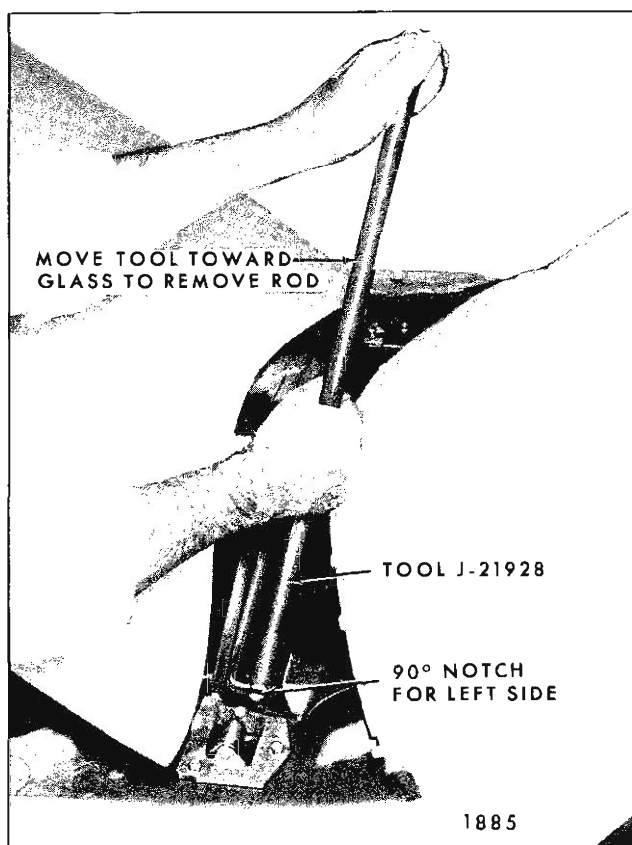


Fig. 5C18—Torque Rod Removal Left Side

FRONT COMPARTMENT LID LOCK CYLINDER ASSEMBLY

The front compartment lid lock cylinder assembly is attached to the front end panel molding. The molding is secured to the front end panel by studs and nuts (Fig. 5C20).

Removal

1. Remove front end panel molding assembly.
2. Remove lock cylinder retainer and remove lock cylinder from molding.
3. To install, reverse removal procedure making certain that molding is properly sealed to front end panel.

FRONT COMPARTMENT LID LOCK ASSEMBLY

Removal and Installation

1. Remove front end panel molding and lid lock cylinder assembly.
2. Remove screws (Fig. 5C21) securing lock to lid lock support and remove lock assembly.

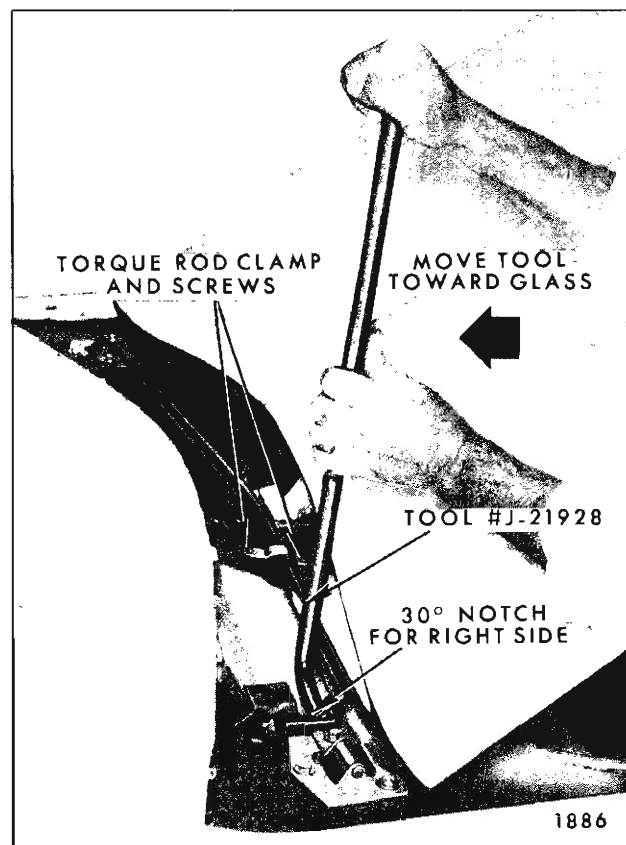


Fig. 5C19—Torque Rod Removal Right Side

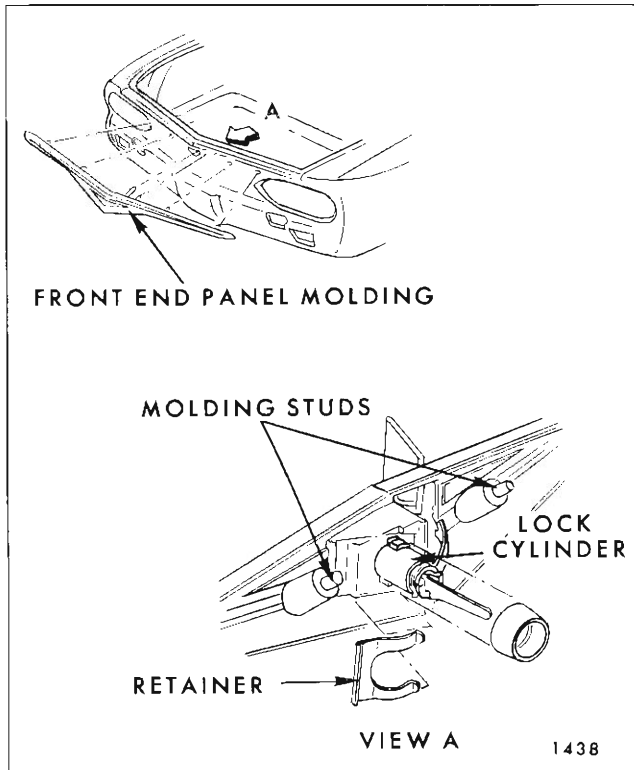


Fig. 5C20—Front Compartment Lid Lock Cylinder Removal

3. To install, reverse removal procedure.

Adjustments

1. If lock does not properly engage in striker opening, the lock may be adjusted forward by installing emergency spacer(s) between lock and support.

FRONT COMPARTMENT LID LOCK STRIKER

Removal and Installation

1. Mark location of front compartment lid lock striker on striker support.
2. Remove striker retainer plate attaching bolts and remove retainer plate and striker (Fig. 5C22).
3. To install, position striker within scribe marks and reverse removal procedure. Check striker for proper engagement with lock.

Adjustments

NOTE: Since upper end of lid lock acts as a guide by entering the striker when the lid is closed, make certain the front compartment lid

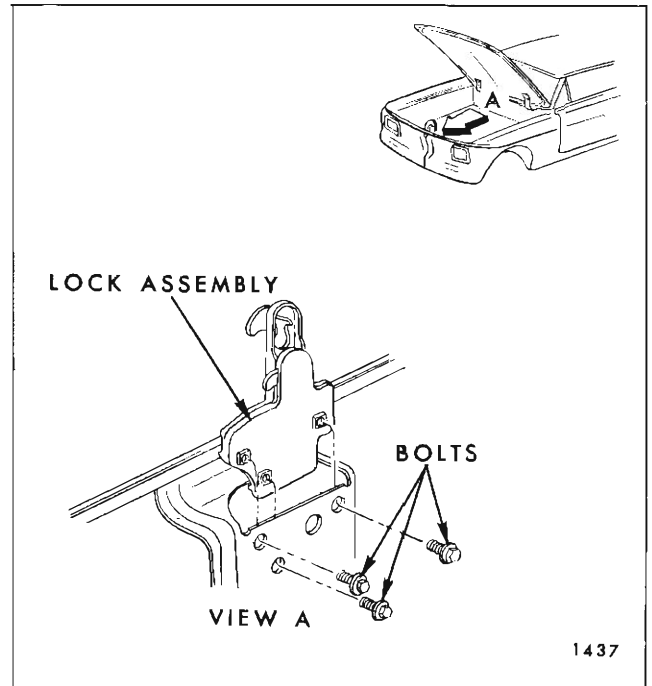


Fig. 5C21—Front Compartment Lid Lock

is properly aligned in the body opening prior to making any striker adjustments.

1. To adjust striker up or down, loosen retainer plate attaching bolts while holding retainer plate in position. Adjust striker up or down as required, then tighten bolts.

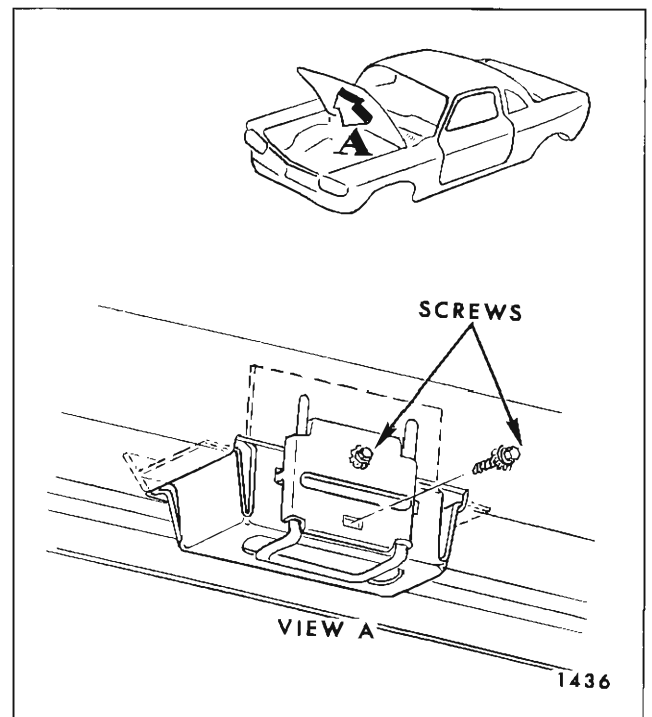


Fig. 5C22—Front Compartment Lid Lock Striker

2. To adjust striker right or left, loosen retainer plate attaching bolts while holding retainer and striker in position. Then slide striker and retainer plate right or left as required and tighten bolts.

FRONT COMPARTMENT LID GUTTER WEATHERSTRIP

Removal

1. Separate "butt" ends of weatherstrip at front of compartment opening.

2. With a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter around entire perimeter of front compartment and remove weatherstrip.

Installation

1. Remove excess cement from gutter around entire front compartment opening to insure a smooth cementing surface.

2. Brush an approved weatherstrip cement along base of gutter around entire perimeter of gutter.

NOTE: Apply a sufficient amount of weatherstrip cement along lower inboard corner of gutter so that after installation of weatherstrip, cement will spread and completely fill area.

3. Center weatherstrip at area between lid hinges using color or tape identification mark at center of weatherstrip as guide.

4. Using a flat-bladed tool such as a putty knife with rounded corners, insert weatherstrip into gutter across top, down sides and across front of compartment opening in that order. Roll or press weatherstrip to insure a good seal and proper retention of weatherstrip.

5. If installing new weatherstrip, trim ends of weatherstrip to form "butt" joint at front of opening. Brush weatherstrip cement on both ends of weatherstrip and secure ends together to form a "butt" joint.

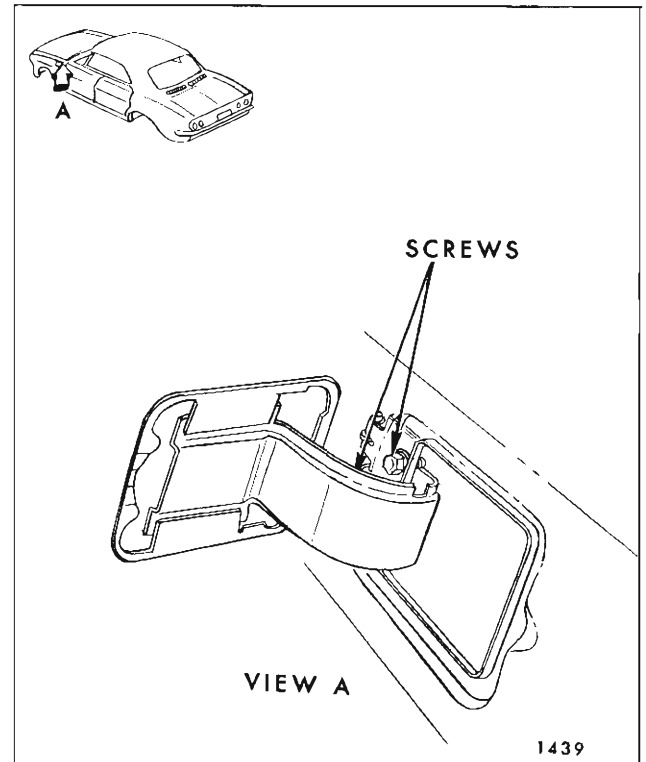


Fig. 5C23—Gas Tank Filler Door

6. Allow sufficient time for cement to set before closing front compartment lid.

GAS TANK FILLER DOOR ASSEMBLY

Removal and Installation

1. Open door and scribe location of hinge on body.

2. Remove bolts (Fig. 5C23) securing hinge to body and remove door assembly.

3. To install, align hinge within scribe marks and reverse removal procedure.

Adjustments

1. To position door in or out or up or down in its opening, loosen hinge attaching bolts, adjust door as required; then tighten bolts.

DOORS

FRONT AND REAR DOORS

The door section consists of a series of specific service operations that must be performed in order to remove or install individual door hardware components. In addition, because hardware alignment affects door sealing and the operation of door mechanisms, adjustment procedures are included for those parts that have adjustment provisions.

To facilitate locating specific service operations, the door section is divided into three areas. These areas are titled and arranged in the following sequence:

- a. "Front and Rear Doors" which consists of operations similar to both front and rear doors.
- b. "Front Doors" which consists of operations applicable to front doors only.
- c. "Rear Doors" which consists of operations applicable to rear doors only.

FRONT AND REAR DOOR ARM RESTS

All door arm rests are secured to the door inner panel by screws inserted through openings provided in the arm rest base. To remove an arm rest, merely remove the screws which are accessible from beneath the arm rest base.

Prior to installing an arm rest, apply body caulking compound to inner panel screw holes to effect a water-tight seal when screws are tightened.

FRONT AND REAR DOOR INSIDE HANDLES

Both the remote control and window regulator handles are secured to their respective spindles by horseshoe type retaining clips. To remove either handle, use tool J-7797 as follows:

Removal

1. Depress door trim assembly at handle sufficiently to insert tool J-7797 between handle and handle bearing plate (Fig. 5D1).
2. Keeping tool parallel with handle, push retaining spring out of engagement and remove handle and bearing plate from door.

Installation

1. Install retaining spring on handle in the fully engaged position (open end of spring facing the length of handle).

2. Apply bearing plate over spindle.

3. Position handle to spindle at same angle as handle on opposite side of car, then press handle to door until spring is engaged.

FRONT AND REAR DOOR TRIM PADS

Both front and rear door trim pads are retained by clips across the top and down the sides and by screws across the bottom. The clips are attached to the reverse side of the trim pad and are installed into plastic sealing plugs inserted in piercings in the door inner panel. The screws are installed from the exposed side of the trim pad and are readily accessible for removal.

Removal and Installation

1. Apply masking tape as protective covering to door inner panel painted surfaces adjacent to top and front edges of trim pad.
2. Remove door inside handles and door arm rest as previously described.
3. Carefully insert tool J-6335, or an equivalent flat-blade tool, between door trim assembly and door inner panel at retaining clip locations and disengage clips from plastic sealing plugs (Fig. 5D2).
4. Remove screws from across bottom and remove trim pad from door.
5. To install, reverse removal procedure.

FRONT AND REAR DOOR WATER DEFLECTORS

A waterproof paper deflector is used to seal the

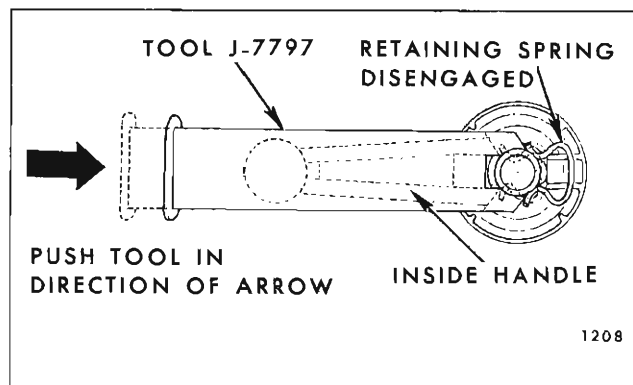


Fig. 5D1—Disengaging Door Inside Handle Retaining Spring

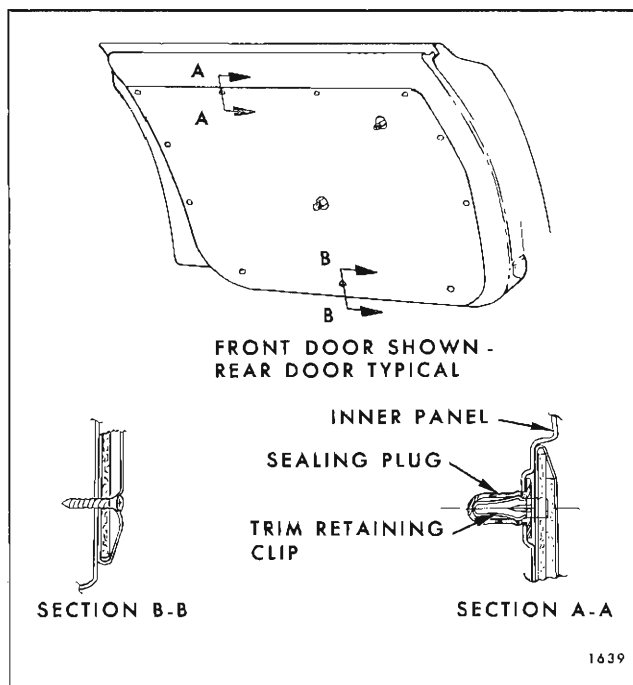


Fig. 5D2—Door Trim Pad Retention

door inner panel and prevent entry of water into body. The polyethylene (shiny or black) side of the deflector is placed against inner panel. The deflector fits into a retaining slot at bottom of door inner panel and deflects water to bottom of door and out 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. When work is performed on either 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 waterleaks. It is important that all personnel performing service operations are aware of the importance of using the specified material and recommended removal, installation and replacement procedures. If additional sealing material is required, body caulking compound is recommended for service sealing.

When access to the inner panel is required, the deflector may be completely or partially detached from the inner panel. If 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. Figure 5D3 illustrates a water deflector installed and identifies the specific sealing areas.

Removal

1. Remove door trim assembly.
2. Remove strips of waterproof body tape securing lower corners of water deflector.
3. With a putty knife, or other suitable flat-blade tool, carefully break cement bond securing upper corners of water deflector to door inner panel. Make sure string, located within sealer, is against water deflector and carefully slide putty knife between sealer and door inner panel along both sides of door to disengage sides of water deflector from door inner panel.
4. Disengage lower edge of water deflector from retaining slot in door inner panel and remove water deflector from door.

Installation

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 a new water deflector is to be installed, use old deflector as a template. Trim new deflector to proper size and cut holes for door inside hardware. In addition, clean off old cement from door inner panel and apply a continuous bead of body caulking compound (approximately 3/16" diameter) to door inner panel along line contacted by front and rear edges of water deflector (heavy intermittent lines in Figure 5D3).

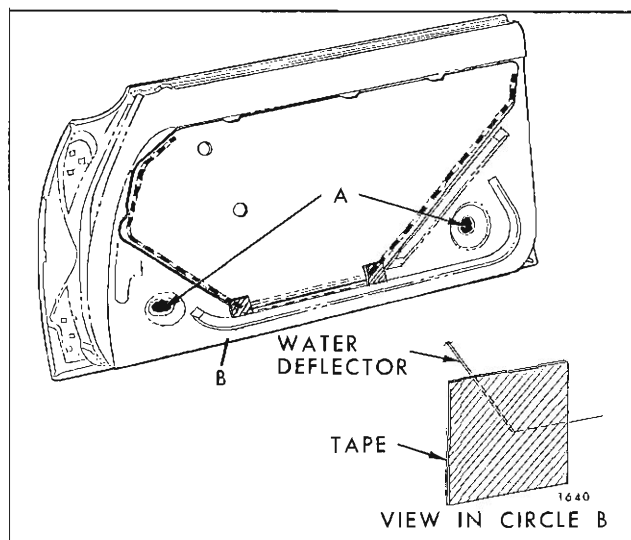


Fig. 5D3—Door Water Deflector - Front Door Shown - Rear Door Similar

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

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

NOTE: If old sealer does not provide a satisfactory seal, apply a bead of body caulking compound (approximately 3/16" diameter) at unsealed areas.

5. Seal lower corners of deflector with 2" or 2 1/2" waterproof body sealing tape.

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

If seal at ventilator division channel lower adjusting stud or rear run channel lower adjusting stud were disturbed ("A", Fig. 5D3) reseal locations with body caulking compound. Press compound firmly to body metal to effect a watertight seal.

FRONT AND REAR DOOR LOCK SPRING CLIPS

Lock "spring clips" are used on most connecting rods to secure rods to their respective connections.

Removal and Installation

1. To disengage spring clip, use a screwdriver, or other suitable tool, to slide clip out of engagement. (See Fig. 5D4).

2. To engage, slide clip back into original position.

FRONT AND REAR DOOR OUTSIDE HANDLE ASSEMBLY

Removal and Installation

1. Raise door window, remove door trim assembly and detach upper rear corner of inner panel

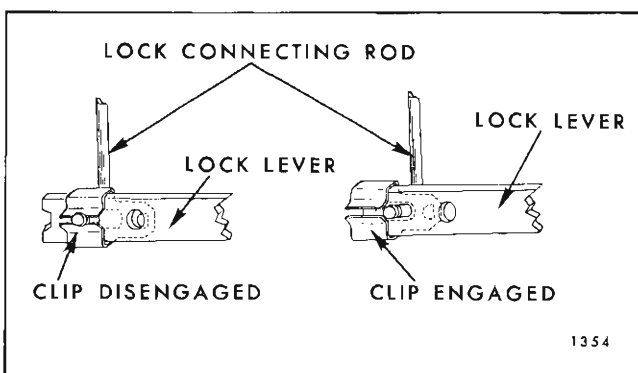


Fig. 5D4—Door Lock Spring Clip

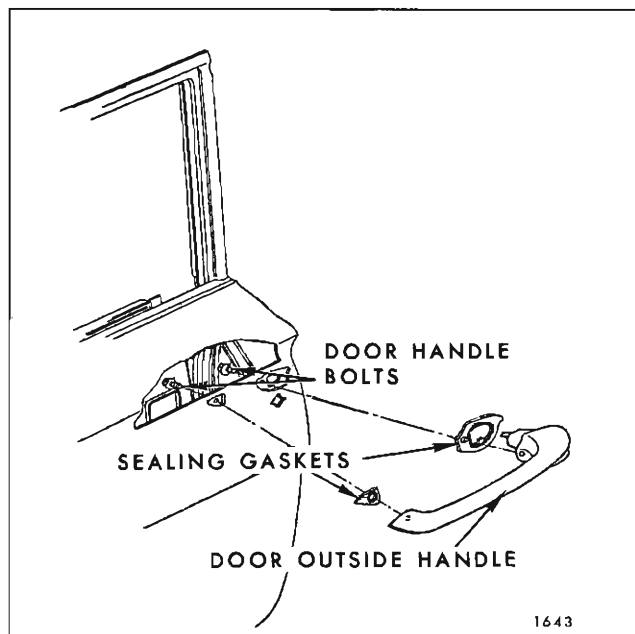


Fig. 5D5—Body Door Outside Handle Installation

water deflector sufficiently to gain access to door outside handle attaching bolts.

2. Remove two bolts (through large access hole) which secure handle to door outer panel.

3. Remove door lock handle and gaskets from outside of body. (See Fig. 5D5).

4. To install, reverse removal procedure.

DOOR OUTSIDE HANDLE DISASSEMBLY

1. Remove door outside handle from door.

2. Depress and rotate retainer 1/4 turn. On front doors, the retainer, push-button, push-button return spring and sealing washer can be removed separately. On rear doors, the retainer, push-button and push-button return springs are serviced as an assembly. (See Figure 5D6 for front doors and 5D7 for rear doors).

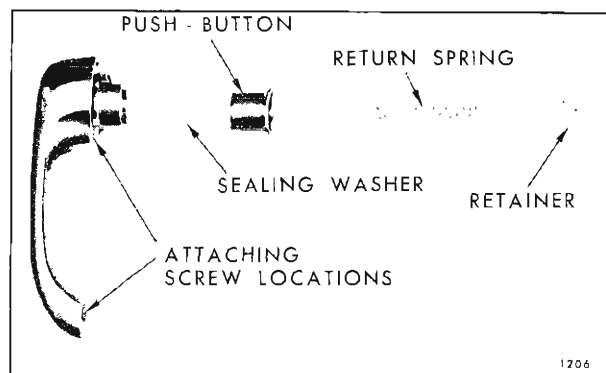


Fig. 5D6—Front Door Outside Handle Assembly

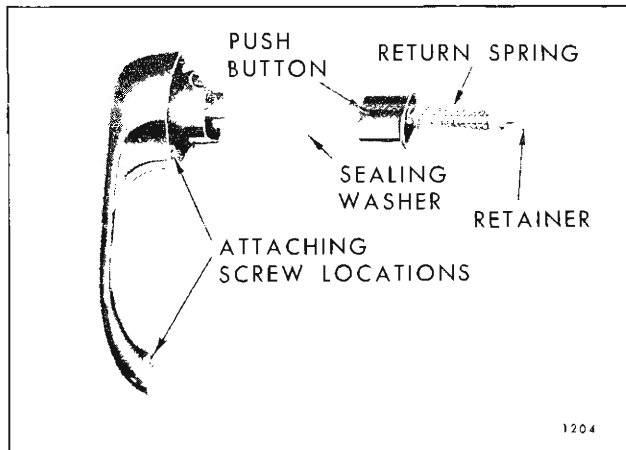


Fig. 5D7—Rear Door Outside Handle Assembly

3. To assemble, reverse removal procedure.

FRONT AND REAR DOOR LOCK STRIKERS

The door lock striker on the 1965 model Corvair is identical to the striker used on the 1964 model Chevelle. This type of striker consists of a single metal bolt and washer assembly that is threaded into a tapped, floating cage plate located in the body lock pillar. With this design, the door is secured in the closed position when the door lock fork bolt snaps-over and engages the striker bolt.

Removal and Installation

1. Mark position of striker on body lock pillar using a pencil.
2. Insert a 5/16" wrench into hex-head fitting in head of striker bolt and remove striker (Fig. 5D8).

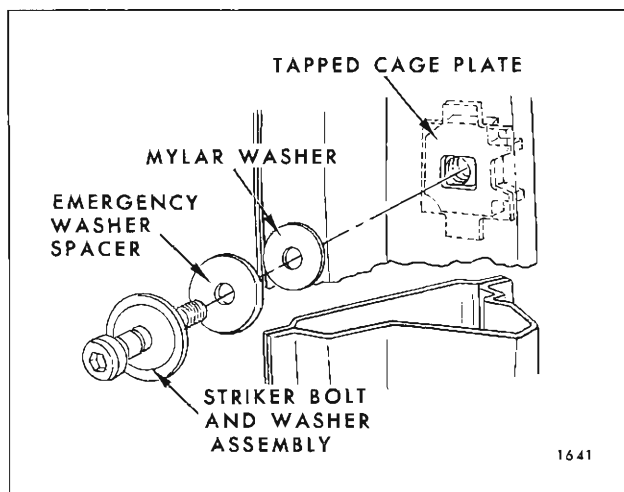


Fig. 5D8—Door Lock Striker

3. To install, reverse removal procedure. Make certain striker is positioned within pencil marks and that paint protecting mylar washer is installed. (Fig. 5D8).

IMPORTANT: Whenever a door has been removed and reinstalled or realigned, the door should not be closed completely until a visual check is made to determine if lock fork bolt will correctly engage with striker.

Adjustments

1. To adjust striker up or down, or in or out, loosen striker bolt and shift striker as required; then tighten striker.
2. To determine if striker fore or aft adjustment is required, proceed as follows:
 - a. Make certain door is properly aligned.
 - b. Apply modeling clay or body caulking compound to lock bolt opening as shown in Figure 5D9.
 - c. Close door only as far as necessary for striker bolt to form an impression in clay or caulking compound as shown in Figure 5D9.

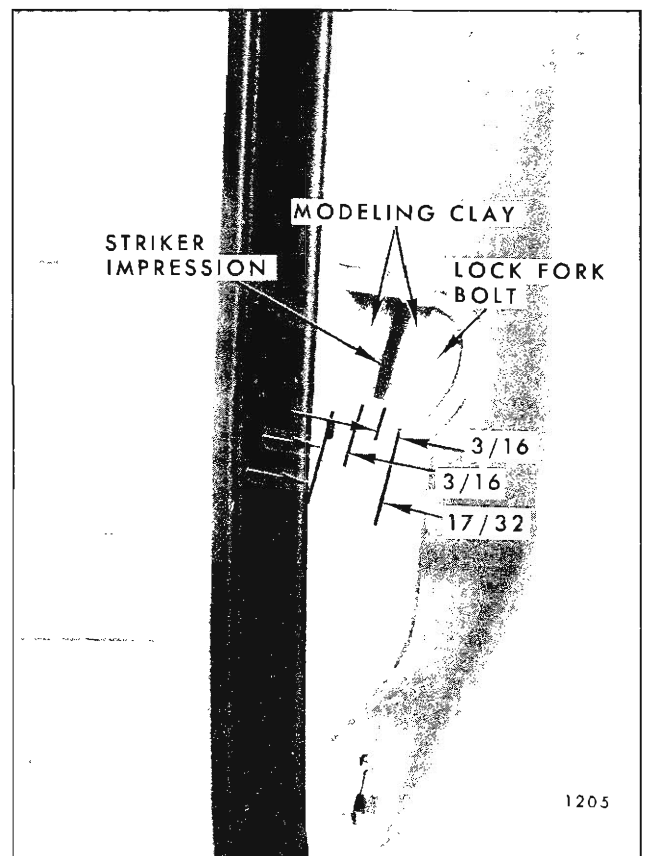


Fig. 5D9—Door Lock Striker Engagement

CAUTION: Do not close door completely. Complete door closing will make clay removal very difficult.

d. Measure the impression in the clay as follows: Striker head should be centered fore and aft as shown. Although 3/16" is shown as desired measurement on both sides of striker head, a tolerance of plus or minus 1/32" is allowed. The following spacers are available as service parts and can be used individually or in combination to achieve the desired alignment.

5/64" spacer	-	Part #4469196
5/32" spacer	-	Part #4469197
1/4 " spacer	-	Part #4469194
5/16" spacer	-	Part #4469195

FRONT AND REAR DOOR WEATHERSTRIPS

Both front and rear door weatherstrips are retained down the sides of the door and across the door bottom by a series of nylon fasteners that are inserted into piercings in the door inner panel. The upper ends of the weatherstrips, with the exception of the front and rear door hinge pillar ends, are additionally retained by rosebud snap-fasteners. To remove a weatherstrip retained with the nylon fastener requires the use of a tool similar to tool J-21104 shown in Figure 5D10. If this tool is not available a comparable tool can be fabricated according to the dimensions shown.

A door weatherstrip assembly purchased as a service part will consist of the weatherstrip and nylon fasteners. The nylon fastener, however, is also available as a separate service part.

Removal

1. Remove snap-fasteners securing weatherstrip at belt line.
2. On rear doors only, carefully break cement bond between weatherstrip and door lock pillar starting at belt line and working down for a distance of approximately seven inches.

NOTE: This is the only location for which weatherstrip adhesive is specified on either the front or rear door, however, adhesive can be used at any location where additional retention is required.

3. Insert weatherstrip removal tool J-21104 between weatherstrip and door at fastener locations and engage slot in tool with fastener stud; then carefully pry fastener out of door piercing (Fig. 5D10). Perform this operation at each fastener location and remove weatherstrip.

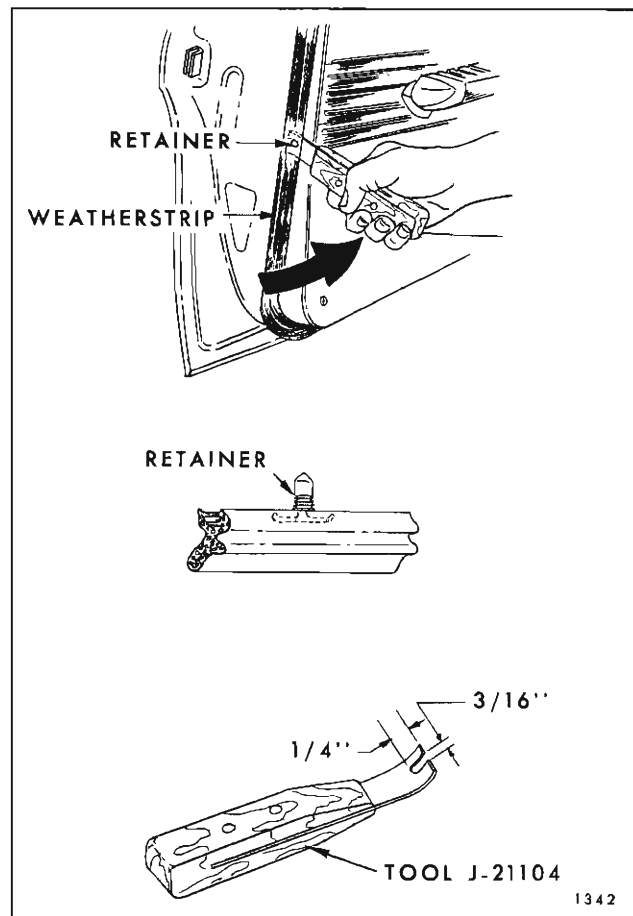


Fig. 5D10—Door Weatherstrip Removal

CAUTION: Use care not to damage serrations on fasteners as they are required to weatherseal panel piercings.

Installation

1. Check weatherstrip nylon fasteners for damage and replace, if necessary. Check weatherstrip for tears and cuts and replace if badly damaged. The foam construction of weatherstrip will absorb moisture and corrode adjacent metal parts if the surface skin is broken and not resealed.
2. On rear doors only, clean off old adhesive from door lock pillar and apply a bead of weatherstrip adhesive to lock pillar starting at belt line and extending down for a distance of approximately seven inches.
3. On front doors, position lock pillar end of weatherstrip to door and install snap-fasteners at belt line. On rear doors, begin installation on hinge pillar.
4. Working down and around door, drive nylon fasteners into door piercings using a hammer and

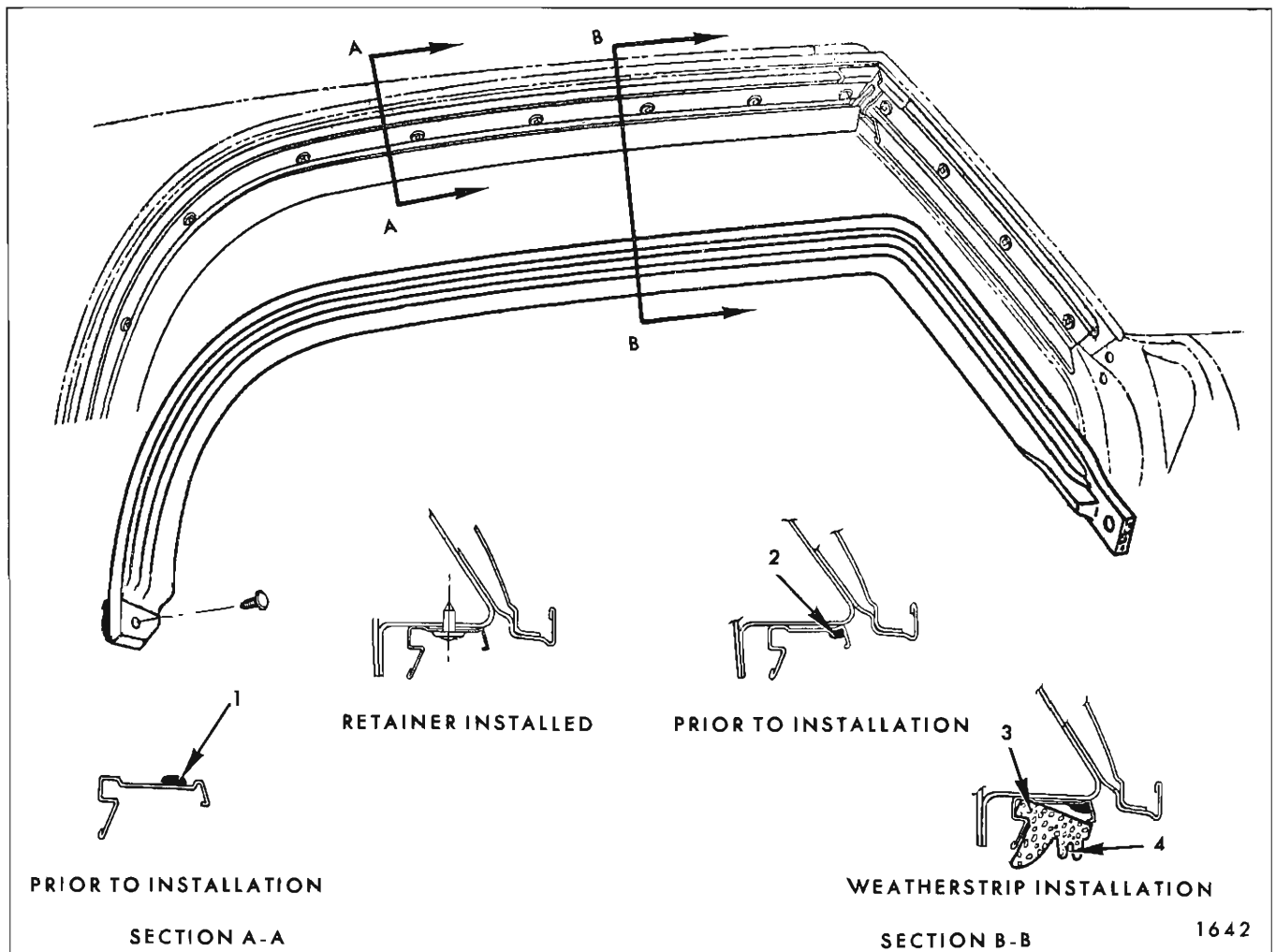


Fig. 5D11—Side Roof Rail Weatherstrip Installation

a blunt caulking tool. Complete installation by installing remaining snap-fasteners.

NOTE: If weatherstrip becomes damaged at a fastener location and will not retain fastener, remove fastener and secure weatherstrip to door with weatherstrip adhesive. If more than two consecutive fasteners become damaged, replace weatherstrip.

SIDE ROOF RAIL WEATHERSTRIP "37" AND "39" STYLES

The side roof rail weatherstrip is a one-piece foam rubber section that is secured to the body by a screwed-on bright metal retainer. The in-board lip of the weatherstrip engages in an offset in the retainer, while the outboard lip is retained by both a flange and black weatherstrip adhesive. Figure 5D11 illustrates both retainer sealing and weatherstrip installation.

Removal

1. Remove plastic snap fasteners securing lower end of weatherstrip to front body hinge pillar.
2. Simultaneously pull end of weatherstrip from retainer while using a flat blade tool to break cement bond between weatherstrip and retainer.
3. Disengage weatherstrip from retainer completely around door opening, then remove plastic snap-fastener at rear of weatherstrip and remove weatherstrip from body.
4. If retainer is to be removed, mark location of retainer in reference to in and out adjustment, then remove retainer attaching screws.

Installation

1. If weatherstrip retainer were removed, clean off old sealer from body side roof rail and from

mating surface of retainer. Also, clean off weatherstrip adhesive.

2. Apply a continuous bead of medium-bodied caulking compound to surface of retainer that contacts side roof rail ("1", Fig. 5D11). Bead should be approximately 3/16" in diameter and located outboard of attaching screw slots.

3. Position retainer to body within alignment marks made in step #4 above and install attaching screws.

4. Clean off old weatherstrip adhesive from surface of retainer that mates with weatherstrip to provide a clean cementing surface.

5. Apply a continuous bead of black weatherstrip adhesive to outer rabbet of retainer ("2", Fig. 5D11).

6. Beginning at rear end of weatherstrip, engage inboard edge of weatherstrip into weatherstrip retainer ("3", Fig. 5D11). Using a flat blade tool, insert outboard edge of weatherstrip into retainer.

7. Install plastic snap-fasteners at front and rear of weatherstrip, then clean up excess squeeze-out sealer along length of retainer.

SIDE ROOF RAIL WEATHERSTRIP ADJUSTMENTS

Door and quarter windows should make an even

continuous contact with the middle lip of the side roof rail weatherstrip ("4", Fig. 5D11). In most cases, poor contact can be corrected by properly aligning the doors and/or windows. If additional adjustment is required, some in and out adjustment is available at the retainer attaching screws.

To adjust the retainer, remove the side roof rail weatherstrip as previously described. Then, loosen retainer attaching screws and adjust retainer as required. Tighten screws and reinstall weatherstrip.

NOTE: The amount of adjustment available at the retainer attaching screws is slight and is not intended to compensate for a misaligned door or window.

CENTER PILLAR TRIM PANEL "39" STYLES

Removal and Installation

1. Remove front and rear door sill plates.
2. Remove exposed screw at top of center pillar trim panel and remove panel by lifting upward.
3. To install, reverse removal procedure.

FRONT DOORS

The procedures included in this section concern front door components only. Procedures for the removal of trim, inside and outside door handles, and door weatherstrips, which are similar for both front and rear doors, are found in the "Front and Rear Door" section which precedes this section in the manual. Figure 5D12 identifies the various front door components and illustrates their relationship to each other.

FRONT DOOR HINGES

The front door hinges are made of die-cast aluminum and are of the "swing-in" design. With this type hinge, the front edge of the door swings inboard of the fender line when the door is opened.

The lower hinge incorporates a door check and single-stage hold-open feature.

Figure 5D13 illustrates the accessibility of the hinge attaching bolts, both door side and body side, and how the hinge bolts can be removed or loosened without removing any other body components.

CAUTION: Because hinges are made of aluminum, use only recommended adjustment procedures. Short-cut methods that subject hinges to excessive strain can cause hinges to break.

Removal

The front door assembly can be removed with or

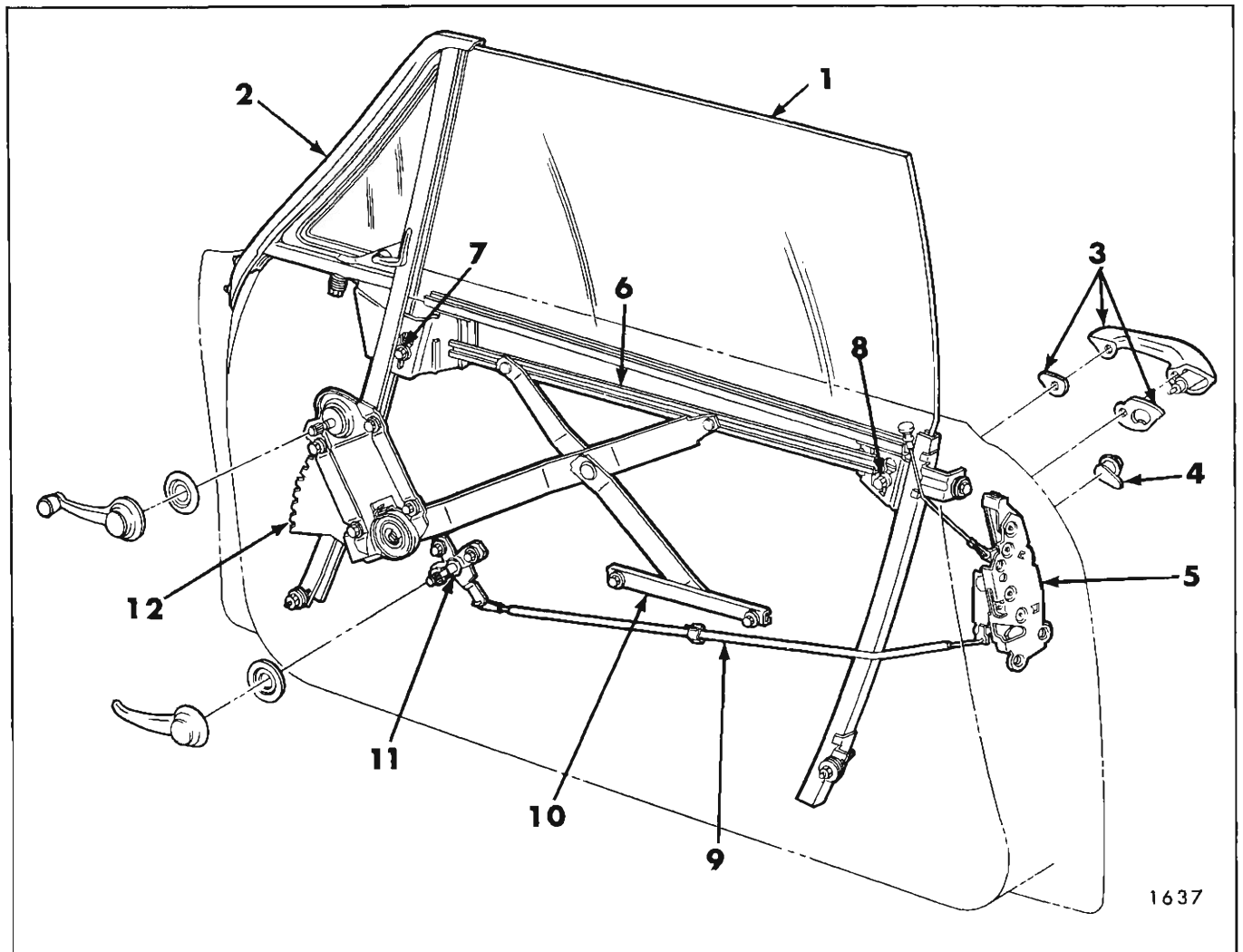


Fig. 5D12—Front Door Hardware "37" & "67" Styles

- | | | | |
|--|---------------------------|----------------------------------|----------------------|
| 1. Window Assembly | 4. Lock Cylinder | 7. Front Up-Travel Stop | 10. Inner Panel Cam |
| 2. Ventilator Assembly | 5. Door Lock | 8. Rear Up-Travel Stop | 11. Remote Control |
| 3. Door Outside Handle and Sealing Gaskets | 6. Lower Sash Channel Cam | 9. Remote Control Connecting Rod | 12. Window Regulator |

without the hinges attached. If only the door assembly is to be serviced, it is recommended that the door be removed from the hinges. If the hinges must be serviced, remove the door and hinges from the body as an assembly and remove the hinges from the door in a bench operation.

1. Apply masking tape as a protective cover to front edge of door and rear edge of front fender.

2. Open door and mark location of both upper and lower hinges on door or body hinge pillar depending on which bolts are to be removed.

3. With door properly supported, remove either hinge-to-door or hinge-to-body attaching bolts (Fig. 5D13).

4. Remove door and place on a surface that will not damage door finish.

5. To install, reverse removal procedure. Align hinges within scribe marks and tighten attaching bolts. Prior to installation of doors that were removed with hinges attached, apply a coat of heavy-bodied sealer to surfaces of hinges that contact body to prevent squeaks and avoid water-leaks at bolt locations.

FRONT DOOR ADJUSTMENTS

Door adjustments are provided through the use of floating anchor plates in the door and front body hinge pillars. When checking the door for misalignment and prior to making any adjustments, remove striker from body lock pillar to allow door to hang free on its hinges.

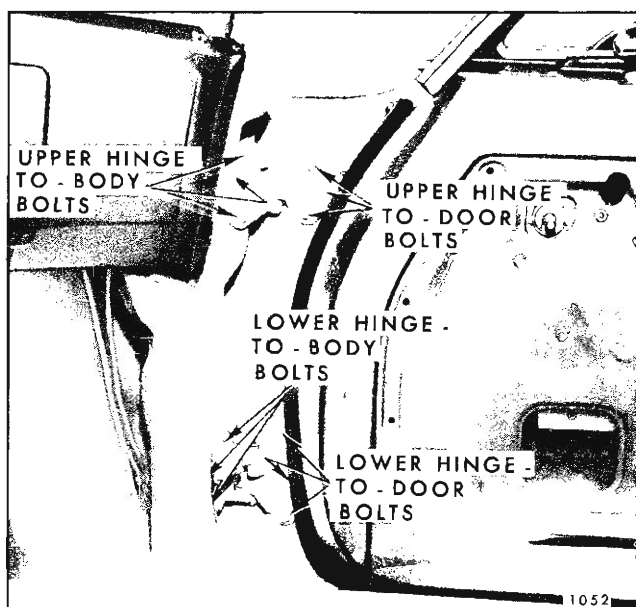


Fig. 5D13—Front Door Hinges

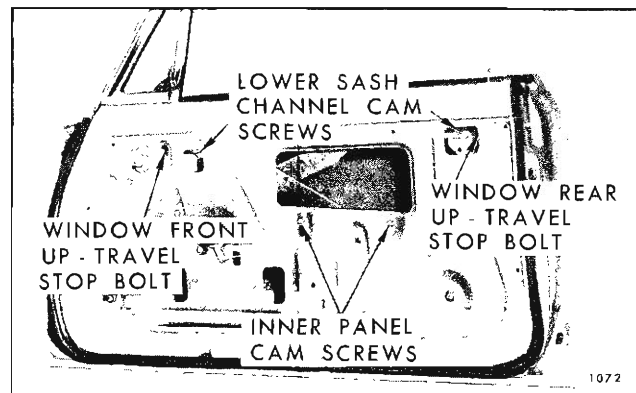


Fig. 5D14—Front Door Hardware

To adjust the door up or down, in or out, or fore or aft, proceed as follows. Prior to loosening any hinge bolts, mark location of hinges on body or door hinge pillar depending on bolts to be loosened.

1. For up or down and/or in or out adjustment, loosen hinge-to-body attaching bolts, then shift door to desired position and tighten bolts.

Check door for proper alignment and, if necessary, repeat operation until proper alignment is attained. If needed, additional up or down adjustment is available at hinge-to-door attaching bolts.

2. For fore or aft adjustment, loosen hinge-to-door attaching bolts, then shift door to desired position and tighten bolts. Check door for proper alignment and, if necessary, repeat operation until proper alignment is attained.

3. Reinstall door lock striker and check lock extension-to-lock striker engagement as described under "Door Lock Striker Adjustments."

FRONT DOOR WEDGE PLATES

Door wedge plates are used as a positive "hold" for the door in the closed position. The plates are secured by screws to the door and body lock pillar just below the belt line. The body wedge plate is made of metal and the door wedge plate of nylon. If necessary, shims can be installed under the door wedge plate to achieve desired 1/32" interference between the plates. Door wedge plate shims are available as a service part. To remove either wedge plate, merely remove the screws.

FRONT DOOR WINDOW UP-TRAVEL STOPS

Removal and Installation

1. Raise door window to almost fully closed position.

2. Remove door trim pad and detach upper half of water deflector from door inner panel.

3. Working through front and rear upper access holes, remove bolts securing up-travel stops to window lower sash channel (Fig. 5D14) and remove stops from door.

4. To install, reverse removal procedure. Adjust stops for proper window alignment as described under "Front Door Window Adjustments."

FRONT DOOR WINDOW LOWER SASH CHANNEL CAM

Removal and Installation

1. Operate window to approximately 3" down from "full-up" position.

2. Remove door trim pad and inner panel water deflector.

3. Working through access holes, remove lower sash channel cam attaching screws (Fig. 5D14).

4. Supporting glass with one hand, disengage cam from regulator rollers and remove cam. Lower glass to door bottom.

5. To install, reverse removal procedure.

GLASS RUN CHANNEL INNER AND OUTER STRIP ASSEMBLIES

Removal and Installation

1. Remove door window lower sash channel cam as previously described.

2. Apply cloth-backed tape as a protective cover to painted surfaces adjacent to strip assembly to be removed.

3. Insert a flat blade tool (slotted to fit over tang



Fig. 5D15—Glass Run Channel Inner-Outer Strip Assembly Removal

of clip) between door panel return flange and strip assembly at clip locations (Fig. 5D15). Carefully pry clips from slots in panel and remove strip assembly.

4. To install, position strip assembly so that tang of clips start into slots in door panel, then press at each clip location and engage clips.

Prior to installing strip assembly, reform clip tangs to assure positive retention when installed.

NOTE: To make strip assembly removal tool, make a 1/4" wide by 3/8" deep slot in a J-2772 headlining inserting tool or equivalent.

FRONT DOOR WINDOW ASSEMBLY

The front door window assembly consists of a frameless piece of solid tempered safety plate glass pressed into a thin-section lower sash channel. When cycled, the glass operates within the vent division run channel and the window rear run channel. Guide plates welded to the front and rear of the sash channel also operate in the run channels and give stability to the glass in the full up position.

NOTE: Because these guide plates are not adjustable, it is imperative that replacement door glasses be installed flush with the guide plates at the front and rear of the glass. If glass is too far forward or rearward in relation to guide plates, window assembly will be tight within the run channels.

CAUTION: Handle glass with care. Edge chips can cause solid tempered safety plate glass to shatter. Do not attempt to grind glass.

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector. Operate window to almost full-up position.

2. Working through front and rear upper access holes, remove bolts securing front and rear up-travel stops to lower sash channel and remove stops (Fig. 5D14).

3. Lower glass to approximately 3" down from full-up position and remove lower sash channel cam attaching screws (Fig. 5D14).

4. Supporting glass with one hand, disengage cam from regulator rollers and remove cam. Lower glass to door bottom.

5. Remove both inner and outer strip assemblies at belt as described under "Glass Run Channel Inner and Outer Strip Assemblies".

6. Loosen ventilator attaching screws and adjusting stud nuts at points described below and illustrated in Figure 5D16.

- a. Ventilator division channel lower adjusting stud nut.
- b. Door inner panel to ventilator attaching screw.
- c. Ventilator adjusting stud nut and ventilator attaching bolt located on door hinge pillar.

7. Lift window assembly and remove it from between door panels at belt line.

8. To install, reverse removal procedure. Adjust window as described below. Adjust ventilator as described under "Front Door Ventilator Adjustments."

FRONT DOOR WINDOW ADJUSTMENTS

To adjust the front door window up or down, loosen the front and rear up-travel stops (Fig. 5D14) and operate window to desired position. Then, position and tighten adjustable stops on sash channel against welded-on stops on front and rear run channels.

To rotate the glass in the opening (lower or raise front edge of glass) loosen the inner panel

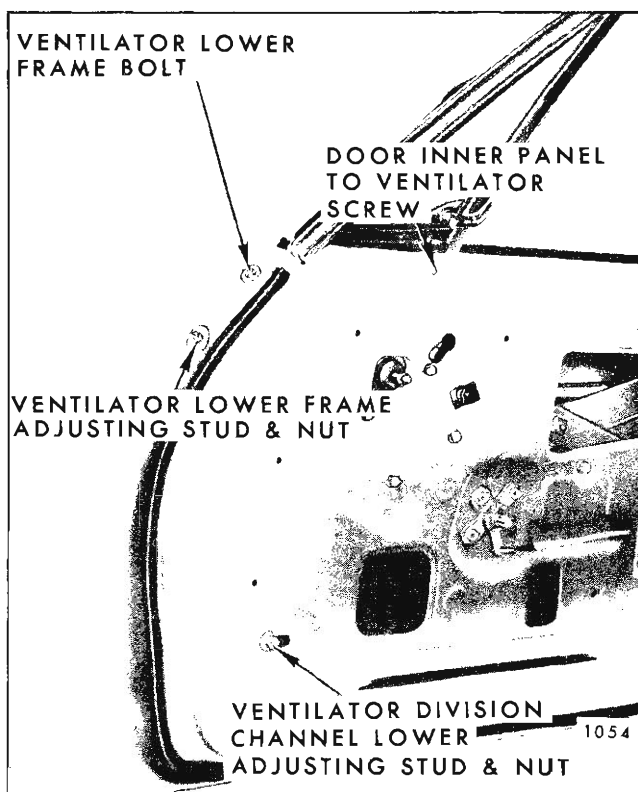


Fig. 5D16—Front Door Ventilator Attachments

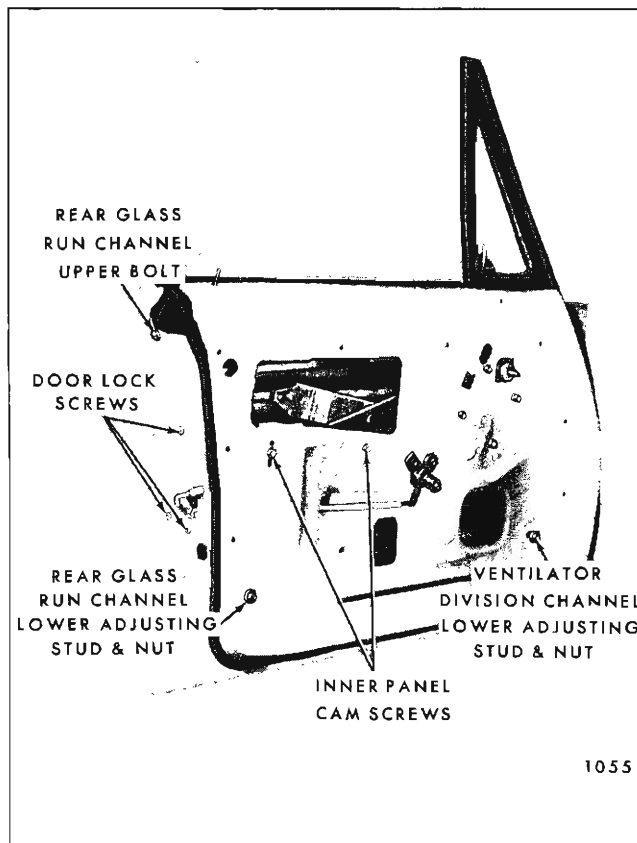


Fig. 5D17—Front Door Hardware

cam attaching screws (Fig. 5D14). Raise or lower adjustable end of cam as required and tighten cam screws.

To adjust rear edge of glass in or out at the belt line, loosen the rear glass run channel upper attaching screw (Fig. 5D17) and adjust the run channel in or out as required.

To adjust the top edge of glass in or out in relation to side roof rail, loosen lower adjusting stud nuts of vent division channel and rear glass run channel (Fig. 5D17). Adjust studs in or out as required, then tighten stud nuts.

Slight fore and aft adjustment is available by adjusting the vent division channel and rear glass run channel fore or aft at the lower adjusting stud locations (Fig. 5D17).

FRONT DOOR VENTILATOR ASSEMBLY

Removal and Installation

1. Operate window to full-down position. Remove door trim pad and inner panel water deflector.
2. Remove door inner panel to ventilator attaching screw at belt (Fig. 5D16).

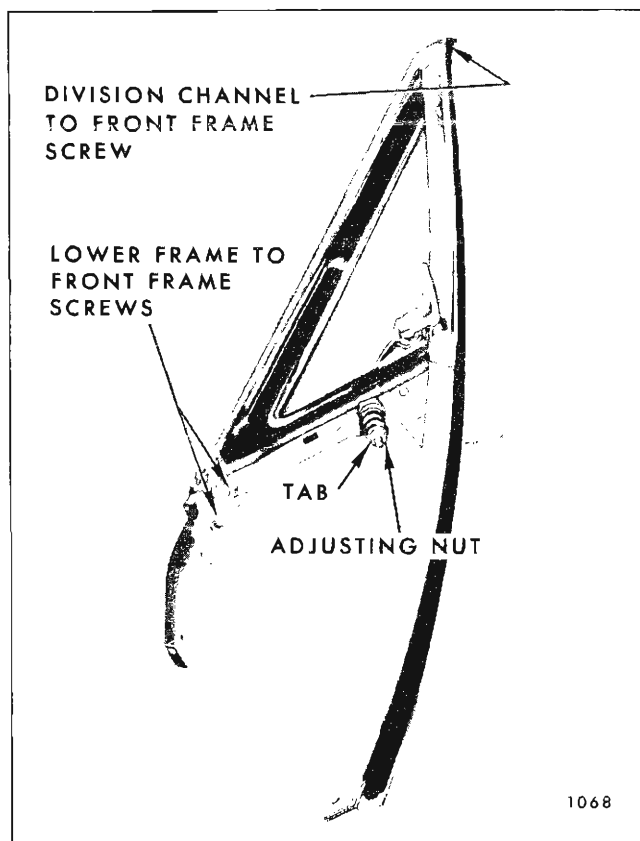


Fig. 5D18—Front Door Ventilator Assembly

3. Remove ventilator division channel lower adjusting stud nut (Fig. 5D16).

4. On door hinge pillar, remove ventilator frame lower attaching bolt and ventilator frame lower adjusting stud nut (Fig. 5D16).

5. Loosen rear glass run channel upper attaching screw and remove run channel lower adjusting stud nut (Fig. 5D17). Move door glass as far rearward as possible.

6. Lift vent assembly upward and rearward and remove from between the door panels. Rotate assembly to clear division channel lower adjusting stud at belt.

7. To install, reverse removal procedure.

FRONT DOOR VENTILATOR ADJUSTMENTS

1. To adjust vent assembly fore or aft, loosen division channel lower adjusting stud nut, vent lower frame attaching screw and adjusting stud nut (on door hinge pillar) and door inner panel to vent attaching screw (Fig. 5D16). Adjust vent fore or aft as desired and tighten all attachments.

2. To adjust vent assembly in or out, loosen

division channel lower adjusting stud nut, vent lower frame attaching screw and adjusting stud nut (on door hinge pillar), and door inner panel to vent attaching screw (Fig. 5D16). Adjust division channel lower adjusting stud in or out, and/or position front edge of vent in or out, then tighten all attachments.

3. To rotate the vent for proper alignment with side roof rail weatherstrip, loosen division channel lower adjusting stud nut, vent lower frame attaching bolt, and vent lower frame adjusting stud nut located on door hinge pillar (Fig. 5D16). Adjust vent lower frame adjusting stud in or out as required and tighten all attachments.

4. To adjust ventilator opening and closing effort, remove ventilator from door as previously described. As a bench operation, straighten retaining washer tab (Fig. 5D18) and tighten or loosen adjusting nut as required. Tightening will increase operating effort and loosening will decrease. After adjustment, bend tab to lock nut in position.

FRONT DOOR WINDOW INNER PANEL CAM

Removal and Installation

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

2. Remove inner panel cam attaching screws (Fig. 5D17). Slide cam out of engagement with regulator balance arm roller and remove cam from door.

3. To install, reverse removal procedure. Adjust cam for proper window operation as described under "Front Door Window Adjustments."

FRONT DOOR WINDOW REGULATOR ASSEMBLY

Removal and Installation

1. Remove door window, door ventilator assembly, and inner panel cam as previously described.

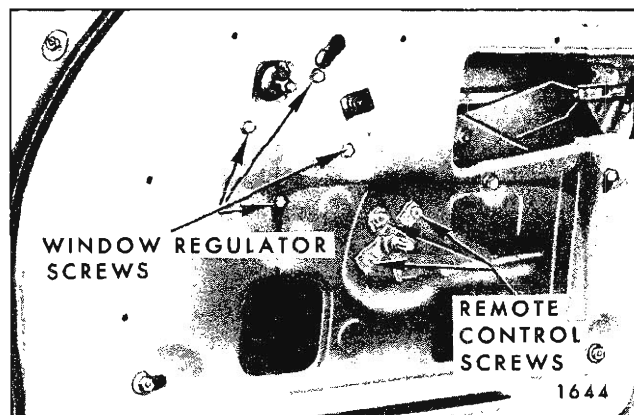


Fig. 5D19—Front Door Hardware

2. Remove regulator attaching screws (Fig. 5D19) and remove regulator through access hole.

3. To install, reverse removal procedure. Adjust window and ventilator for proper operation and alignment before installing water deflector.

FRONT DOOR WINDOW REAR GLASS RUN CHANNEL

1. Lower door window and remove door trim pad and inner panel water deflector.

2. Remove glass run channel upper attaching screw and lower adjusting stud nut (Fig. 5D17).

3. Disengage run channel from rear edge of glass and remove run channel through large access hole.

FRONT DOOR LOCK REMOTE CONTROL ASSEMBLY

Removal and Installation

1. Remove door trim pad and inner panel water deflector.

2. Remove remote control to inner panel attaching bolts (Fig. 5D19). Pivot remote to disengage from remote to lock connecting rod and remove remote control from door.

3. To install, reverse removal procedure.

FRONT DOOR LOCK AND/OR REMOTE CONTROL TO LOCK CONNECTING ROD

Removal and Installation

1. Remove front door lock remote control assembly and front door window rear glass run channel as previously described.

2. Supporting glass with one hand, operate glass to full-up position. Remove inside locking rod knob at belt.

3. Remove door lock attaching screws (Fig. 5D17). Move lock forward into rear access hole and disconnect remote to lock connecting rod from lock as described under "Front and Rear Door Spring Clips". Remove lock and connecting rod from door.

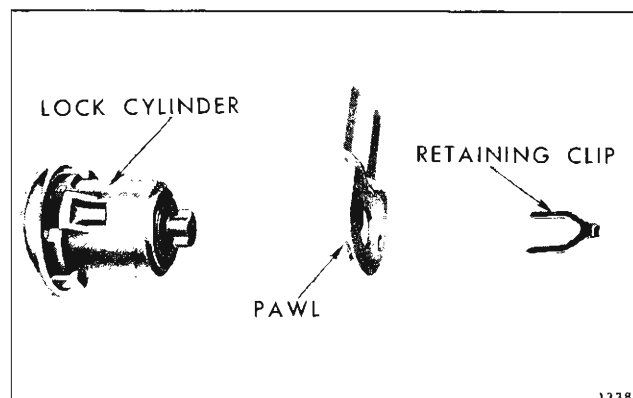


Fig. 5D20—Front Door Lock Cylinder Assembly

4. To install, reverse removal procedure. Make certain that lock engages with lock cylinder pawl and that inside locking rod extends through door inner panel at belt. Check operation of door lock prior to installing water deflector.

FRONT DOOR LOCK CYLINDER ASSEMBLY

Removal and Installation

1. Raise door window and remove door trim pad and inner panel water deflector.

2. Working through rear access hole, slide lock cylinder slotted retainer forward and out of engagement with lock cylinder. Remove lock cylinder from door outer panel.

3. To install, reverse removal procedure.

FRONT DOOR LOCK CYLINDER ASSEMBLY AND DISASSEMBLY

1. Remove lock cylinder from door as previously described.

2. Using a small screwdriver, pry off lock cylinder pawl retaining clip and remove pawl (Fig. 5D20).

3. Using same small screwdriver, pry off lock cylinder case cap and remove lock cylinder from case.

4. To install, reverse removal procedure. If case cap were removed, replace with a new cap which is available as a service part.

REAR DOORS

"39" STYLES

The procedures included in this section concern rear door components only. Procedures for the removal of trim, inside and outside door handles and door weatherstrips, which are similar for both front and rear doors, are found in the "Front and Rear Door" section which precedes this section in the manual.

Figure 5D21 identifies the various rear door components and illustrates their relationship to each other.

REAR DOOR HINGES

The rear door hinges are constructed of aluminum with the exception of the body-side arm of the upper hinge which is made of malleable

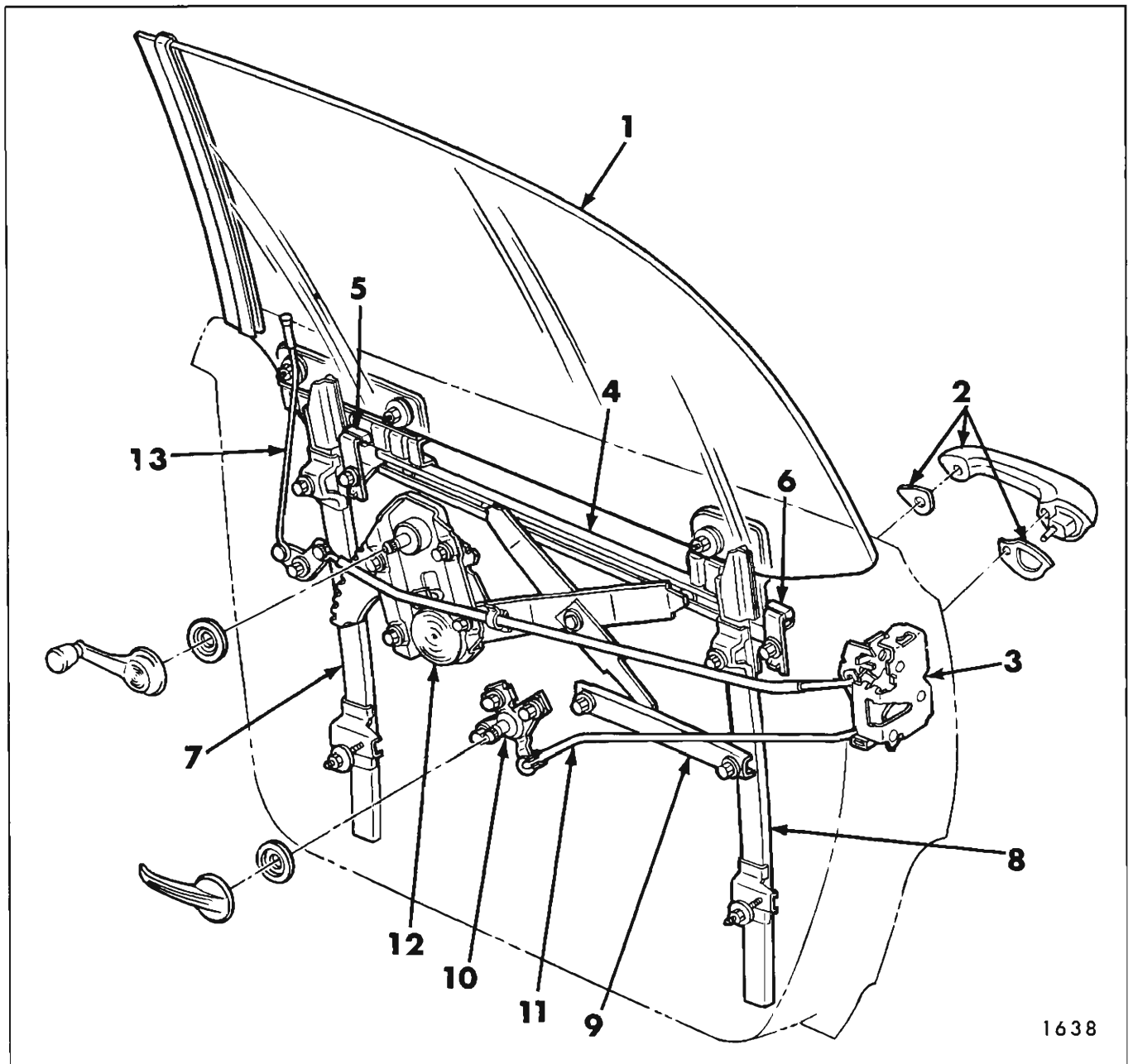


Fig. 5D21—Rear Door Hardware "39" Styles

- | | | | |
|---------------------------------------|-------------------------|-----------------------|------------------------|
| 1. Window Assembly | 4. Lower Sash Channel | 7. Window Front Guide | 11. Remote Control |
| 2. Outside Handle and Sealing Gaskets | 5. Front Up-Travel Stop | 8. Window Rear Guide | 12. Window Regulator |
| 3. Door Lock | 6. Rear Up-Travel Stop | 9. Inner Panel Cam | 13. Inside Locking Rod |
| | | 10. Remote Control | |

iron. Because of this construction, it is important that proper adjustment procedures are followed when making hinge adjustments. Under no circumstances should hinges be subjected to excessive strain or pounding which could cause them to break.

The rear door can be removed with or without the hinges attached. If door is being removed from hinges, refer to Figure 5D22. If door and hinges are being removed from body, refer to Figure 5D23.

Removal

1. Mark location of hinge on door hinge pillar or center pillar depending on method of removal being used.
2. With door properly supported, remove upper and lower hinge attaching screws (Fig. 5D22 or 5D23).
3. With aid of helper, remove door from body.

Installation

1. Carefully clean off old sealing compound at hinge areas.
2. As an anti-squeak precaution, and to prevent water entry at hinge screw locations, apply a coat of heavy-bodied sealer to surface of hinge that mates to door or center pillar.
3. With aid of a helper, lift door into position. Install hinge screws loosely, then align hinges within marks previously made and tighten hinge screws. Check door for proper alignment and adjust as required as specified in "Rear Door Adjustments".

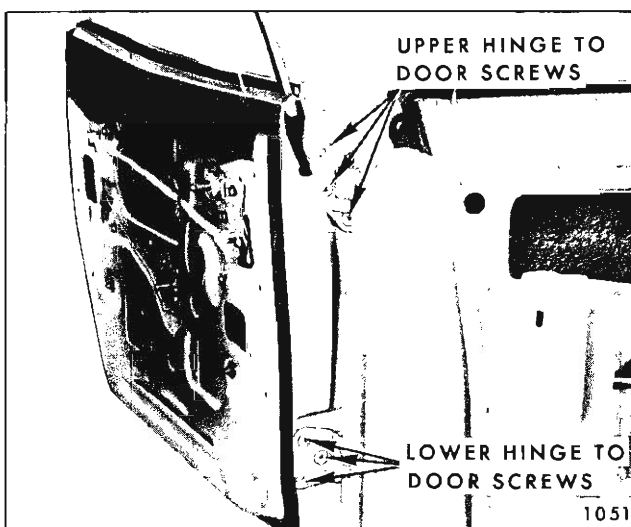


Fig. 5D22—Rear Door Hinge Attachment

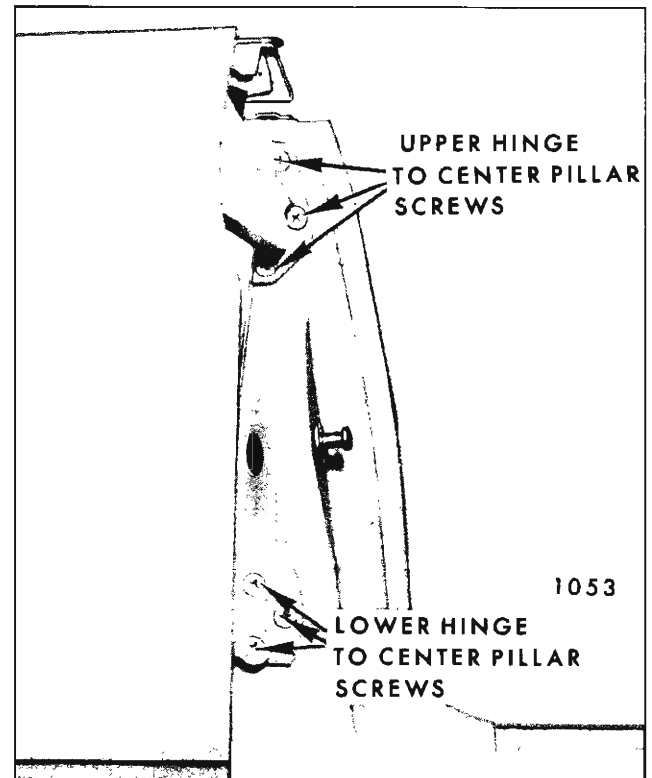


Fig. 5D23—Rear Door Hinge Attachment

REAR DOOR ADJUSTMENTS

In-or-out and up-or-down adjustment of rear doors is available at door hinge pillar. Fore-or-aft and a slight up-or-down adjustment is provided at body center pillar. When making door adjustments, remove lock striker from rear body lock pillar to allow door to hang free on its hinges. Refer to the "Front and Rear Door" Section of this manual for striker removal procedure.

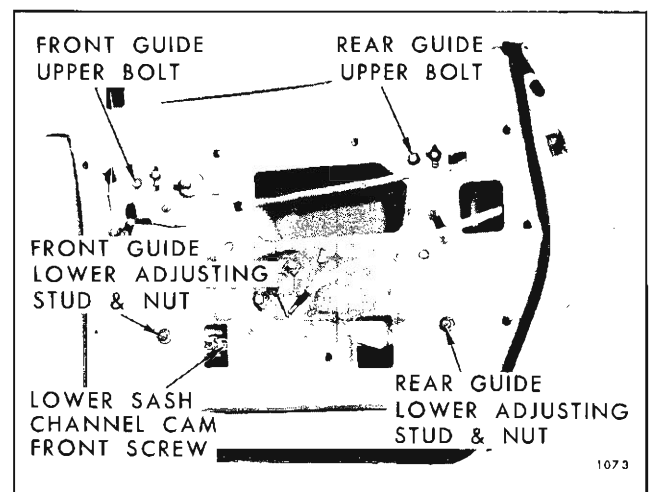


Fig. 5D24—Rear Door Hardware

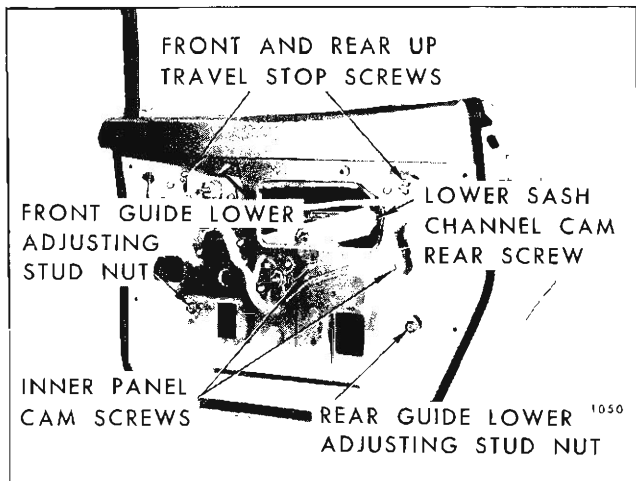


Fig. 5D25—Rear Door Hardware

LOWER SASH CHANNEL CAM

Removal and Installation

1. Remove rear door trim pad and inner panel water deflector.
2. Lower door window and remove lower sash channel cam front attaching screw through lower front access hole (Fig. 5D24).
3. Operate window up and remove sash channel cam rear attaching screw through large access hole (Fig. 5D25).
4. Supporting window with one hand, disengage sash channel cam from window lower sash channel and regulator lift arm roller, then remove cam and lower window to door bottom.
5. To install, reverse removal procedure.

GLASS RUN CHANNEL INNER AND OUTER STRIP ASSEMBLIES

Removal and Installation

1. Remove door window lower sash channel cam as previously described.
2. Remove screws at front and rear of strip assembly.
3. Apply cloth-backed tape as protective cover to painted surfaces adjacent to strip assembly (ies) to be removed.
4. Insert a flat-blade tool that is slotted to fit over tang of clip between door panel return flange and strip assembly at clip locations (Fig. 5D26).

Carefully pry clips from slots in panel and remove strip assembly.

5. To install, position strip assembly so that all clip tangs start into slots in door panel, then press at each clip location and engage clips.

Prior to installing strip assembly, reform clip tangs to assure positive retention when installed.

NOTE: To make strip assembly removal tool, make a 1/4" wide by 3/8" deep slot in a J-2772 headlining inserting tool or equivalent.

REAR DOOR WINDOW ASSEMBLY

The rear door window assembly consists of a solid tempered safety plate glass window and a bolted-on lower sash channel. With this design, the door glass and sash channel are removed from the door as a unit and glass replacements made in bench operations. Figure 5D27 is an exploded view of the rear door window assembly and identifies the various components and their assembly sequence. When assembling window, do not torque sash channel nuts in excess of 50 inch pounds (4 foot pounds). Also, replace glass to sash channel spacers.

CAUTION: Use care to make certain that glass does not strike hard objects. Edge chips or deep scratches can cause solid tempered safety plate glass to shatter. Do not attempt to drill or grind glass.

Removal and Installation

1. Remove window lower sash channel cam and both inner and outer glass run channel strip assemblies as previously described.
2. Loosen attaching screws for both front and rear up-travel stops and turn stops 45° into slots provided in inner panel (Fig. 5D25).



Fig. 5D26—Door Inner or Outer Strip Removal

3. Raise window and remove it from door at belt line.

4. To install, reverse removal procedure. Adjust window for proper alignment as described in "Rear Door Window Adjustments".

REAR DOOR WINDOW ADJUSTMENTS

To make any rear door window adjustments, it is first necessary to remove the trim pad and water deflector.

1. To adjust the top of the window in or out in relation to the side roof rail, loosen the front and rear guide lower adjusting stud nuts (Fig. 5D25). Adjust studs in or out as required, then tighten stud nuts.

2. To adjust up-travel of window, loosen front and rear up-travel stop attaching screws (Fig. 5D25). Adjust window to desired position; then, while exerting a slight downward force on stops, tighten attaching screws.

3. To rotate glass in the opening (raise or lower upper front corner of glass), loosen inner panel cam attaching screws (Fig. 5D25). Adjust front of cam up or down as required, then tighten attaching screws.

4. To relieve a bind within the guides or to adjust window assembly fore or aft, loosen front and

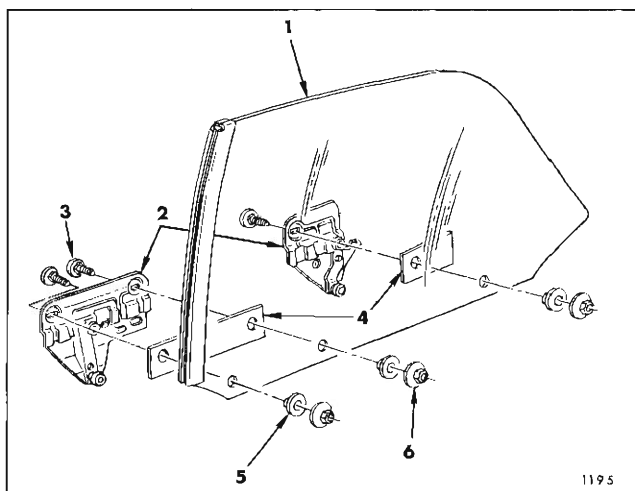


Fig. 5D27—Rear Door Window Assembly

1. Rear Door Window Glass Assembly
2. Window Lower Sash Channel Support Assemblies, Front and Rear
3. Glass to Lower Sash Channel Support Attaching Bolts
4. Glass to Lower Sash Channel Support Filler, Front and Rear
5. Glass to Lower Sash Channel Support Spacers
6. Glass to Lower Sash Channel Support Nuts

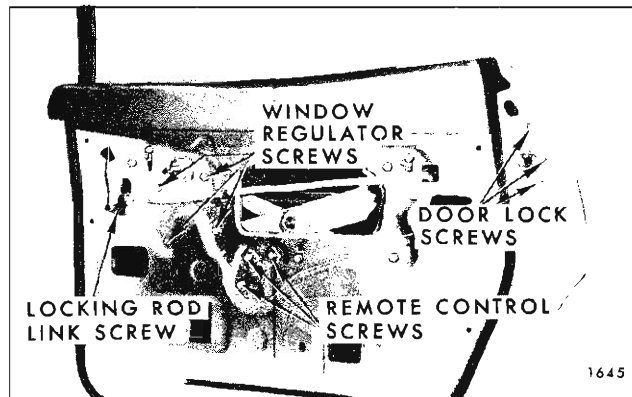


Fig. 5D28—Rear Door Hardware

rear guide upper attaching screws and lower adjusting stud nuts (Fig. 5D24). With window in full up position and properly aligned with front door window, tighten upper attaching screws. Lower window to full down position and tighten adjusting stud nuts.

REAR DOOR INNER PANEL CAM

Removal and Installation

1. Remove door trim pad and inner panel water deflector as previously described.

2. With window in full up position, remove inner panel cam attaching screws (Fig. 5D25). Disengage cam from regulator balance arm roller and remove cam.

3. To install, reverse removal procedure. Adjust cam for proper window alignment as specified under "Rear Door Window Adjustments."

REAR DOOR WINDOW REGULATOR

Removal and Installation

1. Remove door window lower sash channel cam and door inner panel cam as previously described.

2. Raise window and prop in full up position.

3. Remove window regulator attaching screws (Fig. 5D28) and remove regulator through large access hole.

4. To install, reverse removal procedure.

REAR DOOR WINDOW FRONT OR REAR GUIDE

Removal and Installation

1. Remove door trim pad and inner panel water deflector.

2. Loosen front and rear up-travel stop attaching screws (Fig. 5D25). Rotate stops so that stop tabs enter angled slots. Raise window as far as possible.

3. Remove upper attaching screw and lower adjusting stud nut from guide being removed (Fig. 5D24). Lower guide to disengage it from sash channel roller, then remove guide through large access hole.

4. To install, reverse removal procedure.

REAR DOOR LOCK REMOTE CONTROL

Removal and Installation

1. Remove door trim pad and inner panel water deflector as previously described.

2. Remove remote control attaching screws (Fig. 5D28). Disengage remote control from remote to lock connecting rod and remove remote control.

3. To install, reverse removal procedure.

REAR DOOR LOCK AND/OR REMOTE CONTROL TO LOCK CONNECTING ROD

Removal and Installation

1. Remove rear door lock remote control as previously described.

2. Remove inside locking rod knob and inside locking rod connecting link attaching screw (Fig. 5D28). Operate glass to full up position.

3. Remove lock attaching screws (Fig. 5D28). Move lock and connecting rods forward so that rod attaching clips are visible at access hole. Disconnect inside locking rod and remote control rod and remove lock from door.

4. To install, reverse removal procedure. During installation, make certain inside locking rod enters piercing in inner panel.

REAR QUARTER

TRIM AND HARDWARE

FOLDING TOP COMPARTMENT SIDE TRIM PANEL 10567 AND 10767 STYLES

Removal and Installation

1. Remove rear seat cushion and rear seat back as described in the "Seat Section" of the Body Service Manual.
2. Remove exposed attaching screws at front and rear of assembly and remove from body.
3. To install, reverse removal procedure.

REAR QUARTER ARM REST 10567 AND 10767 STYLES

Removal and Installation

1. Remove folding top compartment side trim panel.
2. Remove exposed attaching screws of arm rest and remove assembly by lifting up and inboard.
3. To install, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY 10567 AND 10767 STYLES

Removal and Installation

1. Remove folding top compartment side trim panel and rear quarter arm rest.
2. Remove front door sill plate and disengage pinchweld finishing strip along body lock pillar.
3. With a flat-bladed tool, disengage trim pad retaining clips from plastic sealing plugs in rear quarter inner panel (see Section A-A in Fig. 5E1).
4. Carefully pivot trim assembly forward to break cement bond at pinchweld flange of rear body lock pillar and remove assembly from body (see section B-B in Fig. 5E1).
5. To install, reverse removal procedure. Prior to installation of pinchweld finishing strip, cement forward overlapping edge of trim assembly to pinchweld flange outboard surface.

REAR QUARTER TRIM ASSEMBLY 101-105-10737 STYLES

Removal and Installation

1. Remove rear seat cushion and rear seat back

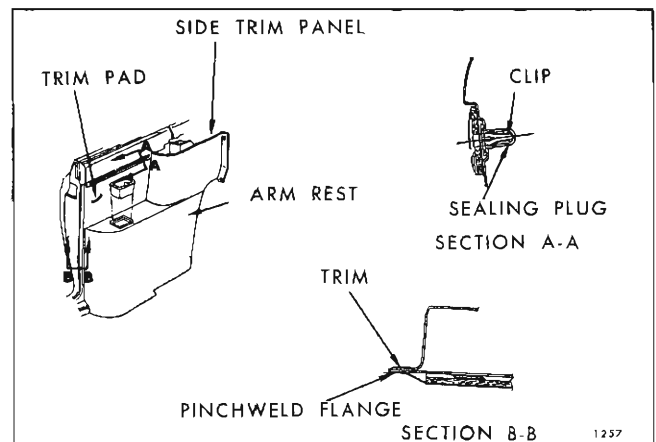


Fig. 5E1—Rear Quarter Trim Assembly

as described in the "Seat Section" of the Body Service Manual.

2. Remove ash tray and two (2) screws securing ash tray housing to rear quarter inner panel (see View in Circle "A" in Fig. 5E2).

3. Remove front door sill plate and disengage pinchweld finishing strip along rear body lock pillar.

4. With a flat-bladed tool, disengage trim pad retaining clips from plastic sealing plugs in rear quarter inner panel (see Section A-A in Fig. 5E2).

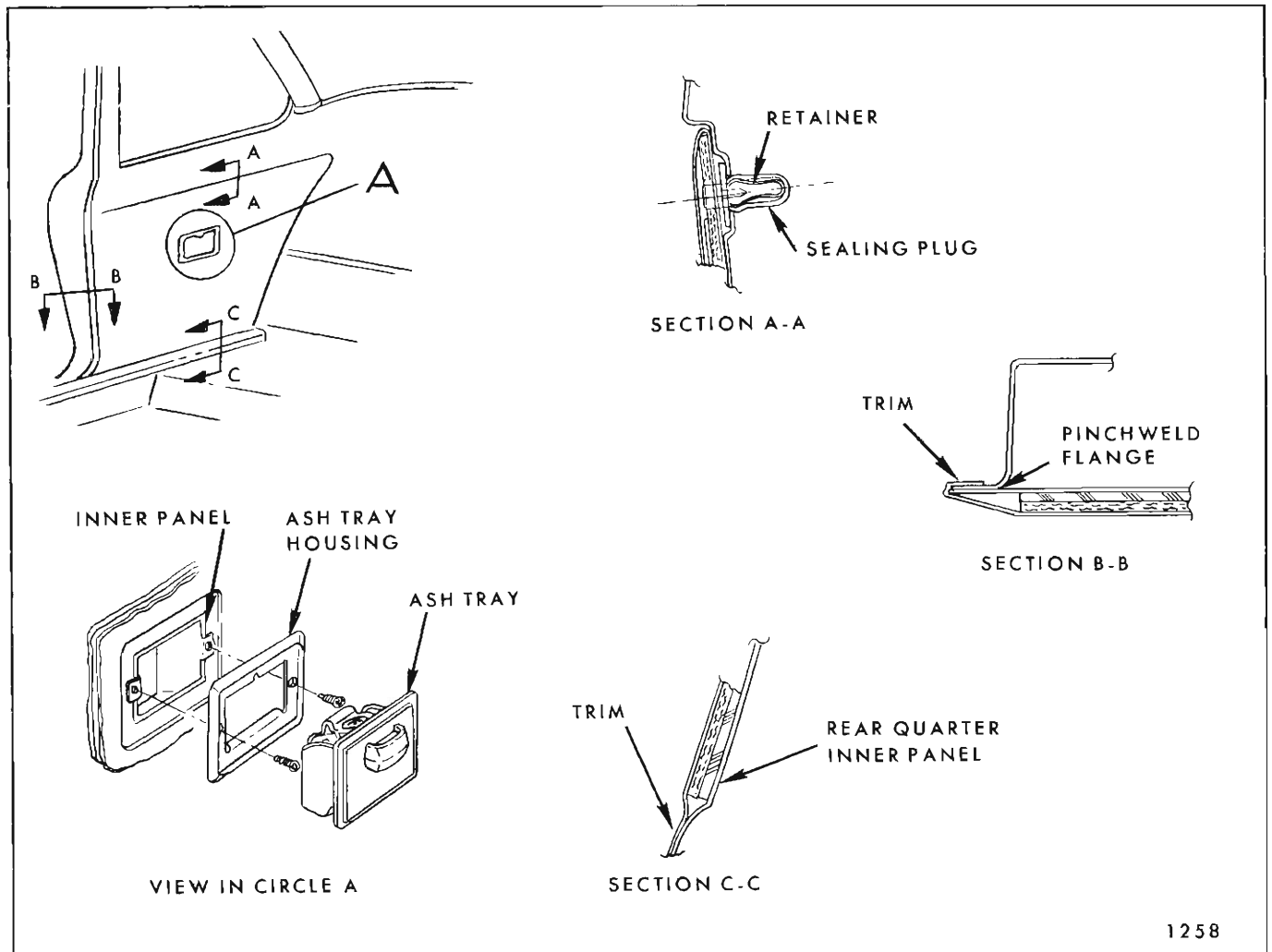
5. With a flat-bladed tool, break cement bond at lower section of trim assembly to rear quarter inner panel (see section C-C in Fig. 5E2).

6. Carefully pivot trim assembly forward to break cement bond at pinchweld flange of rear body lock pillar and remove assembly from body (see section B-B in Fig. 5E2).

7. To install, reverse removal procedure. Prior to installation of pinchweld finishing strip, cement forward overlapping edge of trim assembly to pinchweld flange outboard surface. Also, recement bottom edge of trim assembly to rear quarter inner panel.

REAR QUARTER INNER PANEL WATER DEFLECTOR "37" STYLES

A waterproof paper deflector is used to seal the rear quarter inner panel and prevent entry of water into body. The polyethylene (shiny or black) side of the deflector is placed against inner panel. The



1258

Fig. 5E2--Rear Quarter Trim Assemblies

deflector fits into a retaining slot at bottom of inner panel and deflects water to bottom and out 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. When work is performed where the paper water deflector has been disturbed, the deflector must be properly sealed and taped to the inner panel to prevent waterleaks. It is important that all personnel performing service operations are aware of the importance of using the specified material and recommended removal, installation and replacement procedures. If additional sealing material is required, body caulking compound is recommended for service sealing.

When access to the inner panel is required, the deflector may be completely or partially detached from the inner panel. If the existing water deflector is damaged so that it will not properly seal the rear quarter, 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 rear quarter inner panel.

Removal

1. Remove rear quarter trim assembly.
2. Remove strips of waterproof body tape securing lower corners of water deflector.
3. With a putty knife, or other suitable flat-bladed tool, carefully break cement bond securing upper corners of water deflector to inner panel. Make sure string, located within sealer, is against water deflector and carefully slide putty knife between sealer and inner panel along both sides to disengage sides of water deflector from inner panel.

4. Disengage lower edge of water deflector from retaining slot in quarter inner panel and remove water deflector (see Fig. 5E3).

Installation

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 a new water deflector is to be installed, use old deflector as a template. Trim new deflector to proper size and cut holes for all inside hardware. In addition, clean off old cement from quarter inner panel and apply a continuous bead of body caulking compound (approximately 3/16" diameter) to inner panel along line contacted by front and rear edges of water deflector.

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

NOTE: Check side roof rear rail access hole at this point and tape or seal as required (see Fig. 5E3).

4. Reinstall all trim and hardware components previously removed.

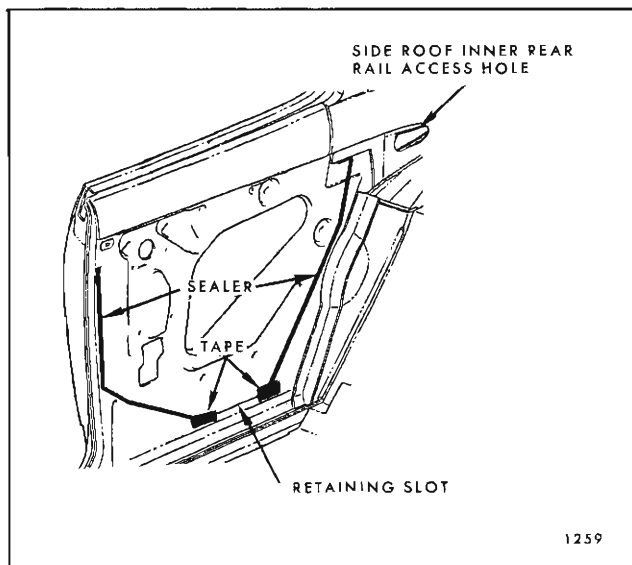


Fig. 5E3—Rear Quarter Inner Panel Sealing

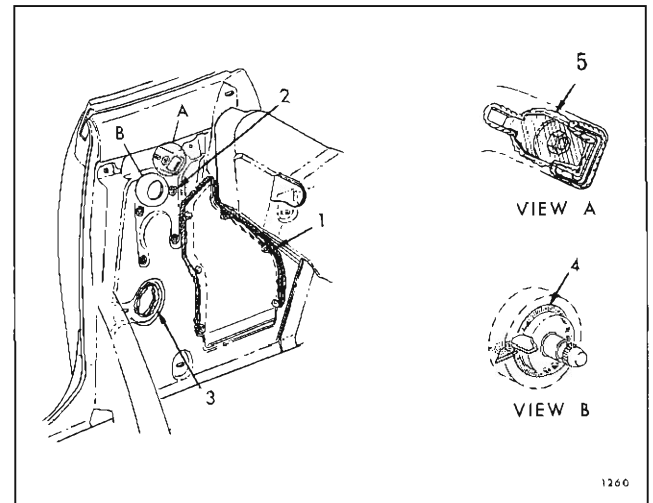


Fig. 5E4—Rear Quarter Inner Panel Sealing

**REAR QUARTER INNER
PANEL SEALING
"67" STYLES**

Whenever the seals in the rear quarter area have been disturbed, the location must be resealed (with a comparable sealing material) before the rear quarter trim is installed. Following are the rear quarter inner panel openings and hardware attaching locations that must be sealed to prevent water leakage and possible trim damage. The numbers of the items refer to corresponding numbers in Figure 5E4.

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

1. Seal completely around periphery of large access hole cover.
2. Seal quarter window regulator attaching screws.
3. Seal completely around periphery of small access hole cover.
4. Seal around perimeter of regulator housing to seal opening to rear quarter inner panel.
5. Seal completely over quarter window stop.

**REAR QUARTER WINDOW
REAR GUIDE ASSEMBLY
"37" STYLES**

Removal and Installation

1. Roll glass to a full up position. Remove rear quarter trim assembly and detach inner panel

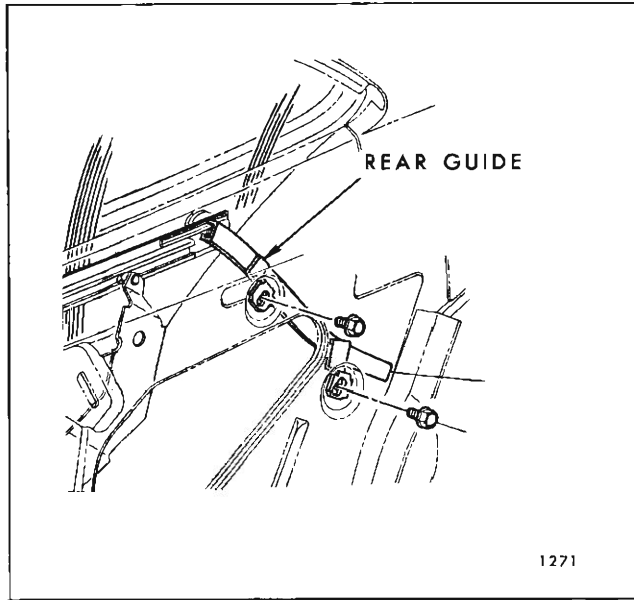


Fig. 5E5—Rear Quarter Window Rear Guide Assembly "37" Styles

water deflector sufficiently to expose rear guide attaching bolts.

2. Remove two attaching bolts and slide guide down to disengage rear roller of glass and remove assembly from body (see Fig. 5E5).

3. To install, reverse removal procedure.

REAR QUARTER WINDOW REGULATOR ASSEMBLY "67" STYLES

Removal and Installation

1. Roll glass to a full-up position. Remove rear

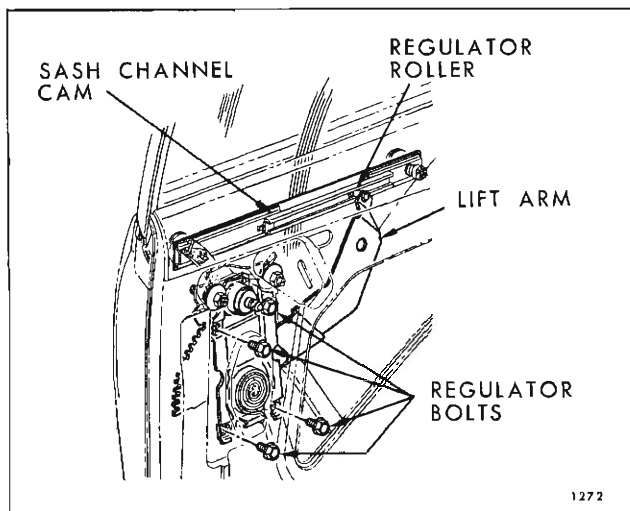


Fig. 5E6—"37" Style Rear Quarter Window Regulator Assembly

quarter trim assembly and detach inner panel water deflector.

2. Remove rear quarter window rear guide assembly.

3. Remove regulator attaching bolts (4) and slide regulator lift arm rearward to disengage roller from window lower sash channel cam and remove regulator from body (see Fig. 5E6).

NOTE: Rear quarter window should be supported after removal of regulator.

4. To install, reverse removal procedure.

REAR QUARTER WINDOW ASSEMBLY "37" STYLES

The rear quarter window is a manually operated dropping design, constructed of safety solid plate glass on a cylindrical curve for all styles. All rear quarter glass is a bolt-on design. See Figure 5E7 for "37" Styles.

CAUTION: Use only the recommended removal and installation procedures as safety solid plate glass will shatter if abused in an attempt to short-cut adjustments.

DO NOT attempt to grind glass.

Figure 5E8 is a phantom view of the "37" style

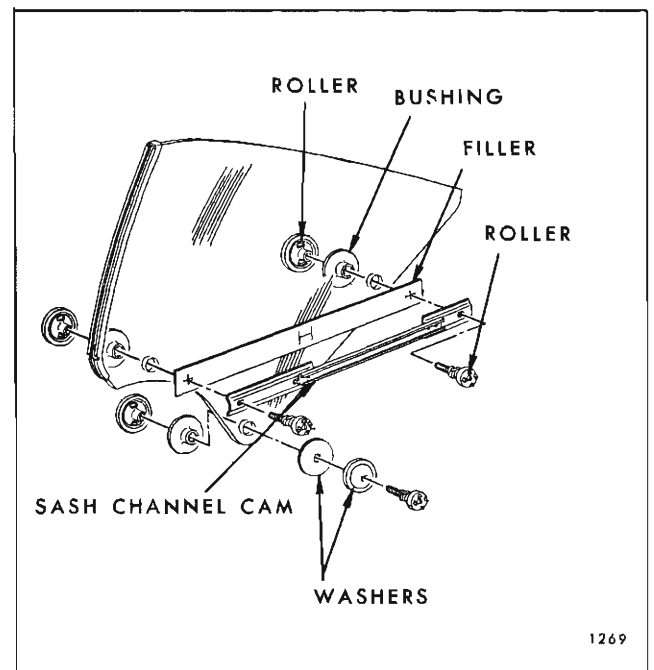
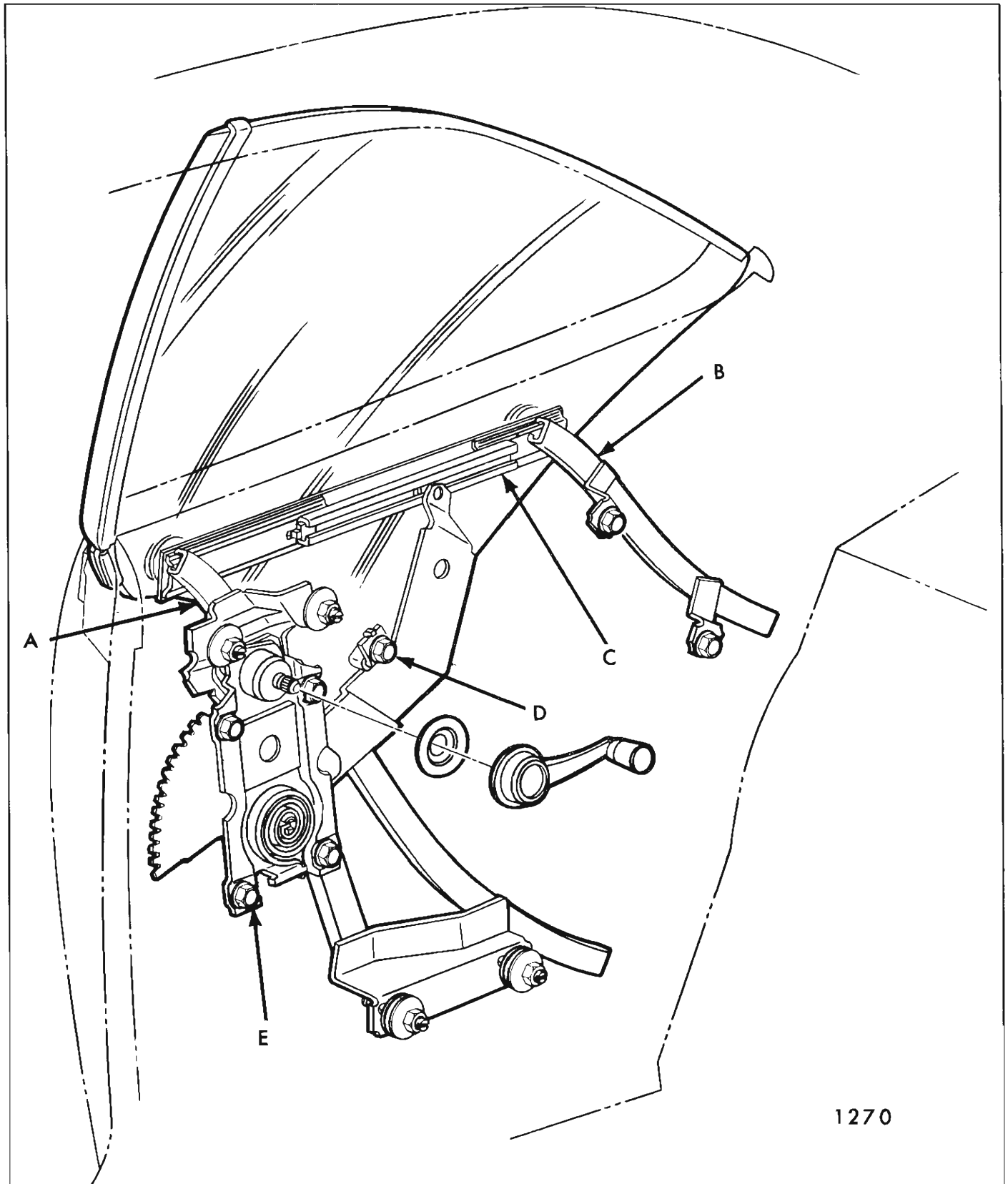


Fig. 5E7—"37" Style Rear Quarter Window Assembly



1270

Fig. 5E8—Rear Quarter Hardware - "37" Styles

A. Front Guide
B. Rear Guide

C. Lower Sash Channel Cam
D. Window Up-Stop

E. Window Regulator

rear quarter hardware. This illustration identifies the rear quarter window and its component hardware.

Removal and Installation

1. Remove rear quarter trim assembly and detach inner panel water deflector.
2. Remove rear quarter window rear guide and window regulator.
3. Remove quarter window upper stop (see Fig. 5E8).
4. Slide rear quarter window upward and forward and pivot top edge of glass to a point outboard of side roof rail. Continue glass upward and forward to disengage front glass rollers from front guide assembly and remove rear quarter window from body.
5. To install, reverse removal procedure.

Adjustments

1. The quarter window up-stop can be utilized for adjustments of glass to side roof rail weatherstrip (see Section A-A in Fig. 5E9).

2. The rear guide can be adjusted to gain proper fore and aft contact of rear quarter window vertical weatherstrip to rear edge of front door window (see section C-C and F-F in Fig. 5E9).

3. The upper two adjusting studs of the rear quarter window front guide are used for in or out and fore or aft adjustment of quarter window at front leading edge (see section D-D in Fig. 5E9).

4. The lower two adjusting studs of rear quarter window front guide are adjustable up or down and fore or aft for proper operation of quarter window (see section E-E in Fig. 5E9).

REAR QUARTER WINDOW FRONT GUIDE ASSEMBLY "37" STYLES

Removal and Installation

1. Raise quarter window, remove trim assembly and detach inner panel water deflector.
2. Remove rear quarter window assembly.
3. Remove front guide attaching bolts and remove guide assembly.

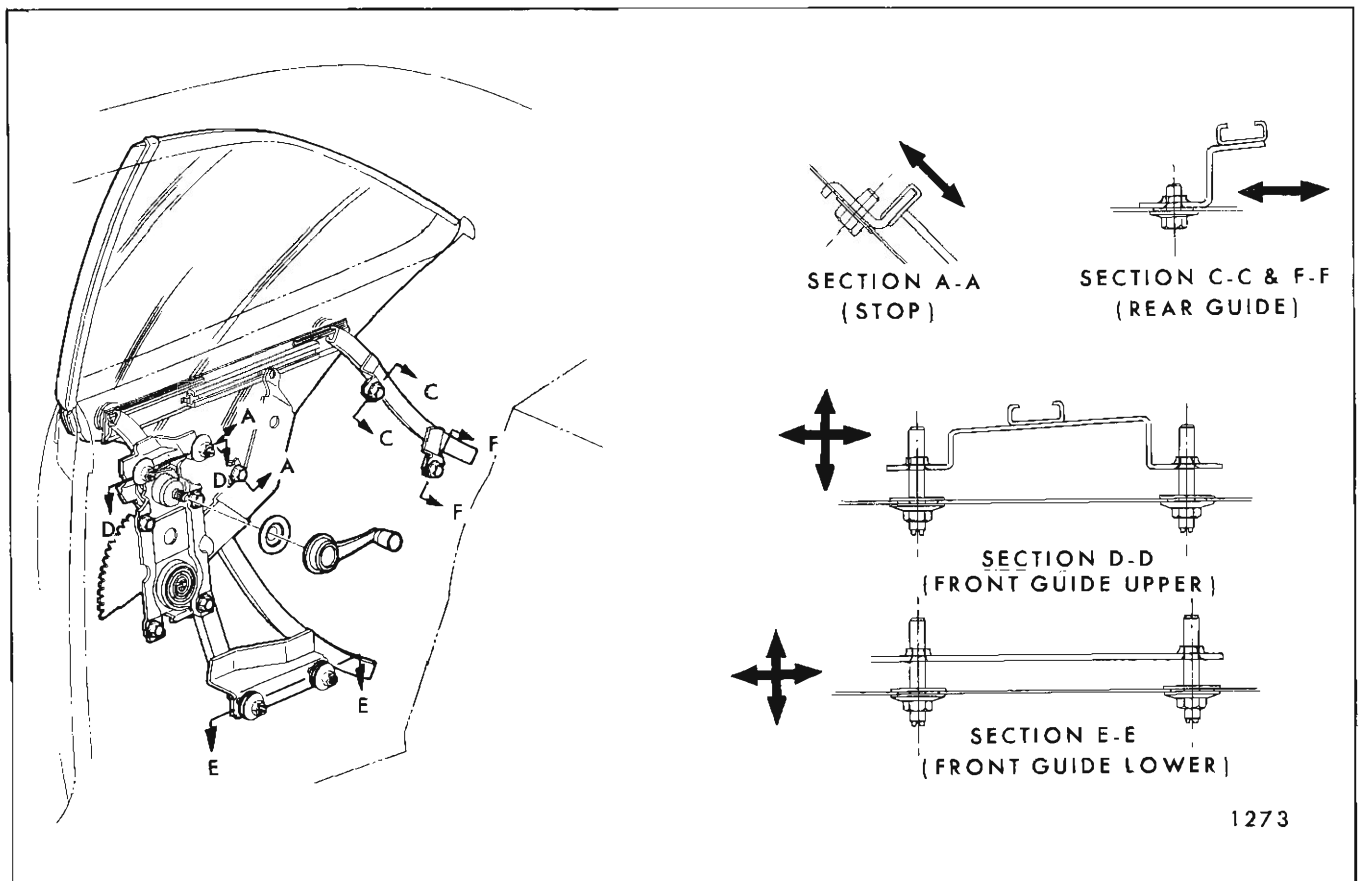


Fig. 5E9—"37" Rear Quarter Window Adjustments (Arrows indicate adjustment direction available)

4. To install, reverse removal procedure. Check window for proper operation and adjust as required.

**REAR QUARTER WINDOW
REGULATOR ASSEMBLY
"67" STYLES**

Removal and Installation

1. Remove rear quarter trim assembly.
2. Lower quarter window to a position illustrated in Figure 5E10.
3. Remove regulator attaching bolts (while supporting glass) and slide lift arm rearward to disengage roller from window lower sash channel cam and remove regulator.
4. To install, reverse removal procedure. Check operation of window before installing trim assembly.

**REAR QUARTER
WINDOW ASSEMBLY
"67" STYLES**

The rear quarter window is a manually-operated dropping design, constructed of safety solid plate glass on a cylindrical curve for all styles. The rear quarter window lower sash channel is a bolt-on design. See Figure 5E11.

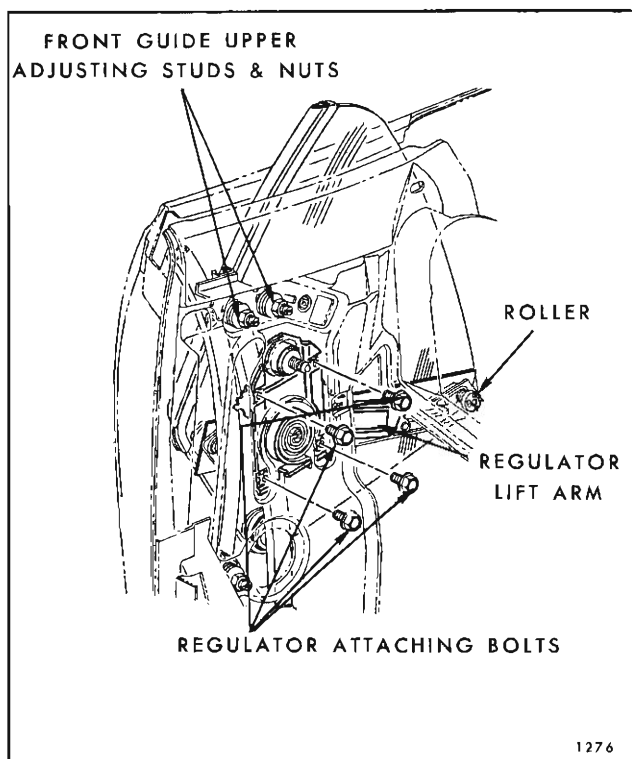


Fig. 5E10—"67" Style Rear Quarter Window Regulator Attachment

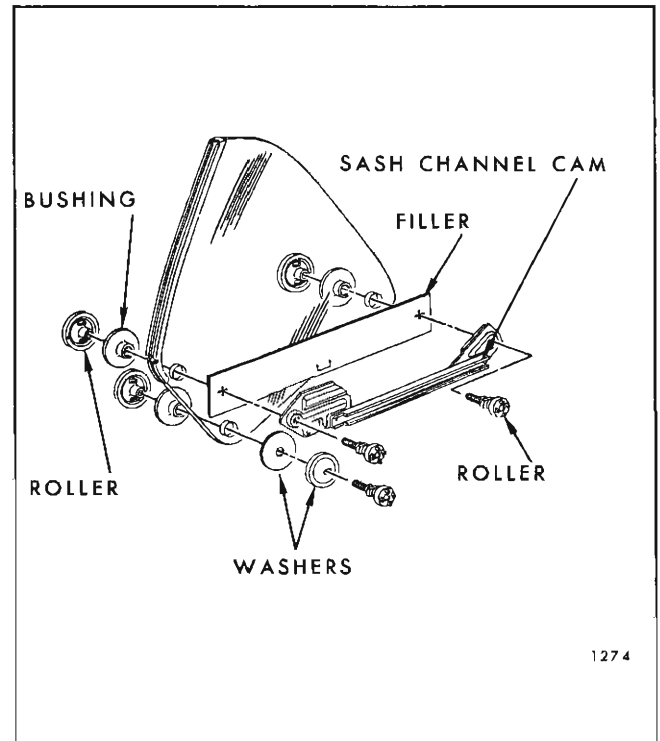


Fig. 5E11—"67" Style Rear Quarter Window Assembly

CAUTION: Use only the recommended removal and installation procedures as safety solid plate glass will shatter if abused in an attempt to short-cut adjustments.

DO NOT attempt to grind glass.

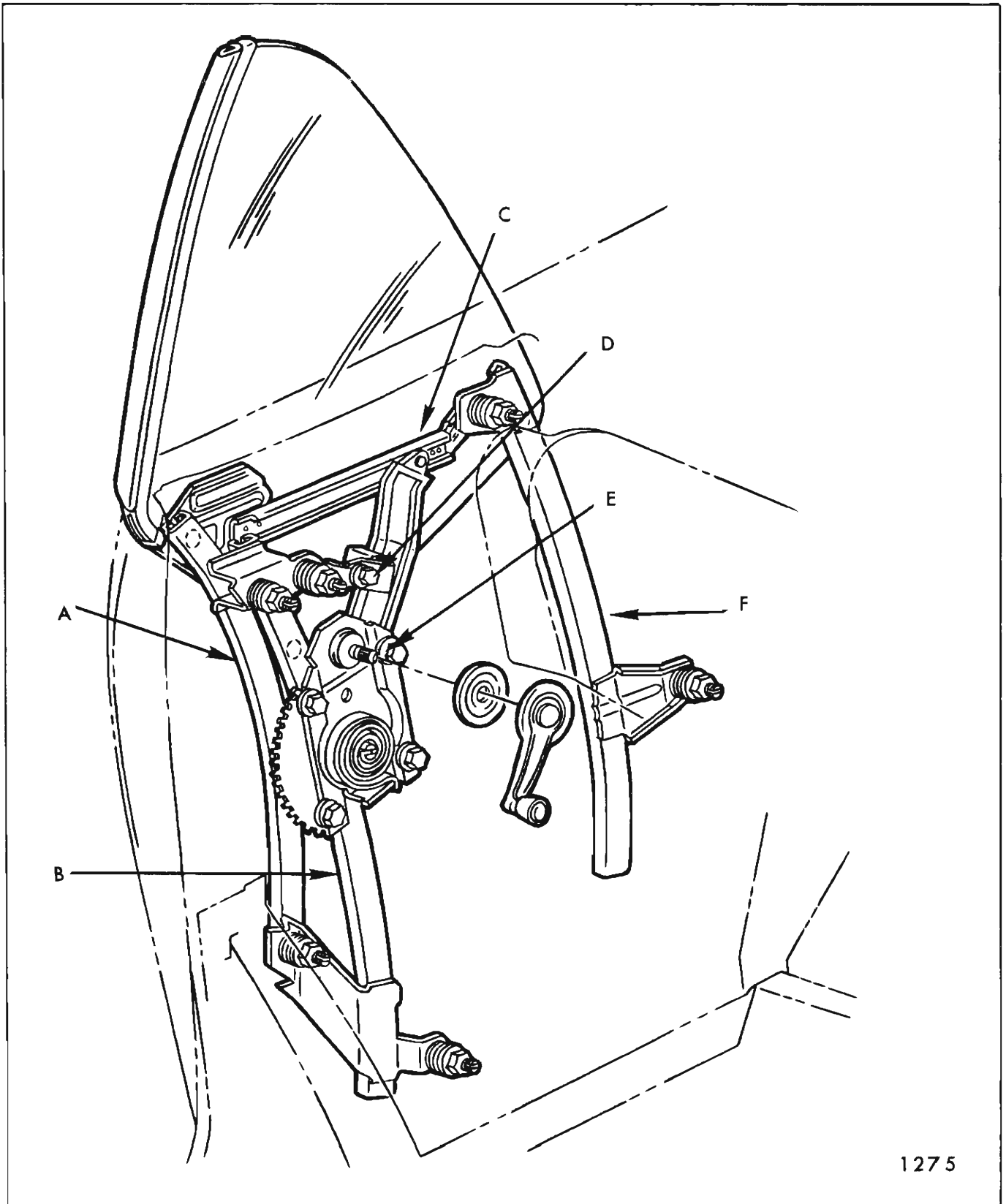
Figure 5E12 is a phantom view of the "67" style rear quarter hardware. This illustration identifies the rear quarter window and its component hardware.

Removal and Installation

1. Lower folding top and remove rear quarter trim assembly.
2. Remove quarter window regulator.
3. Remove quarter window upper stop (see Fig. 5E12).
4. Raise glass straight up and remove from body.
5. To install, first engage lower forward roller of glass into rear channel of front guide and then upper forward roller of glass into front channel of front guide and reverse removal procedure. (see Fig. 5E12).

Adjustments

1. The quarter window up-stop can be utilized



1275

Fig. 5E12—"67" Style Rear Quarter Hardware

A. Front Guide (Forward Channel)
B. Front Guide (Rearward Channel)

C. Sash Channel Cam
D. Window Up-Stop

E. Window Regulator
F. Rear Guide

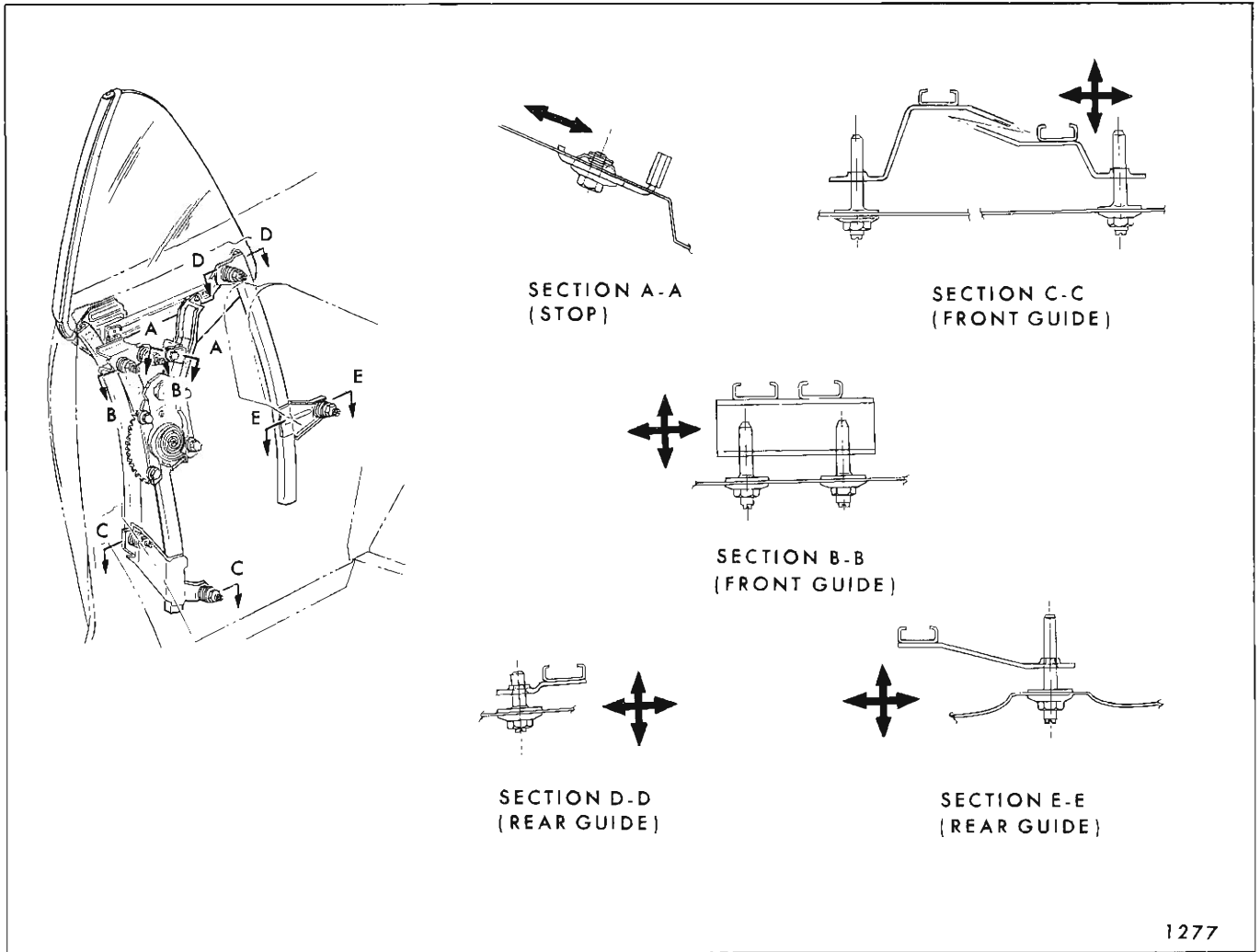


Fig. 5E13—"67" Style Rear Quarter Window Adjustments
(Arrows indicate adjustment direction available)

for adjustments of glass to side roof rail weather-strip (see section A-A in Fig. 5E13).

2. Both front and rear guides provide fore or aft and in or out adjustment at all attaching locations. The upper attaching locations directly affect position of quarter glass and lower attachments provide smooth operation of dropping rear quarter window (see Fig. 5E13).

**REAR QUARTER WINDOW
REAR GUIDE ASSEMBLY
"67" STYLES**

Removal and Installation

1. Remove rear quarter trim assembly and raise quarter window to the full up position.

2. Remove the upper and lower adjusting studs and nuts securing rear guide to quarter inner panel and remove guide (see Fig. 5E12).

3. To install, reverse removal procedure. Check operation of quarter glass prior to installation of rear quarter trim.

**REAR QUARTER WINDOW
FRONT GUIDE ASSEMBLY
"67" STYLES**

Removal and Installation

1. Remove rear quarter trim assembly.

2. Remove rear quarter window.

3. Remove front guide upper and lower adjusting studs and nuts and remove guide.

4. To install, reverse removal procedure. Check operation of quarter glass prior to installation of rear quarter trim.

REAR END

BACK WINDOW ASSEMBLY "37" AND "39" STYLES

BACK WINDOW RETENTION

The back window is retained in the body opening by a self curing synthetic rubber adhesive caulking compound that adheres to both glass and window opening pinchweld flange.

Applied to the glass while in a soft state, the material begins to cure soon after exposure to air. Due to this fast curing characteristic, installation of glass into the body opening must follow quickly after application of material to glass.

Because the cured material adheres to both glass and pinchweld flange, it is necessary to cut through it to remove back window. Adhesive Caulking Kit #4226000, which is designed for a "short method" windshield installation, has some of the materials needed to remove and replace a back window. The other materials that are needed to complete the installation are available either as service parts or at local supply houses.

Adhesive Caulking Kit #4226000 consists of:

- a. one (1) tube of adhesive caulking material
- b. one (1) dispensing nozzle
- c. steel music wire
- d. Adhesive Caulking Primer (for priming original caulking material remaining on pinchweld flange).

The materials that are required to remove and install a back window are as follows:

- *a. Two (2) Adhesive Caulking Kits (Part No. 4226000 or equivalent).
- b. One (1) caulking gun (standard household type reworked as described in procedure).
- c. Two (2) pieces of wood for handles of cutting wire.
- d. Black weatherstrip adhesive.
- *e. Painted surface primer or equivalent (needed only if pinchweld flange is repainted).
- *f. Rubber glass spacers (see procedure for amount and usage).

1. Spacer (Part No. 4421823 or equivalent) .18 x .62 x 1.0 (flat).

2. Spacer (Part No. 4871330 or equivalent) .34 x .44 x 1.0 (rectangle).

3. Spacer (Part No. 4410043 or equivalent) .18 x .24 x .74 (insert).

4. Spacer (Part No. 4404196 or equivalent) .30 x .44 x 1.0 - emergency use for spacer (rectangle) 4871330.

g. Glass handling suction cups.

*Available as service parts.

To remove back window, it is necessary to first remove the back window reveal moldings. Following are service procedures for removing both the moldings and back window.

BACK WINDOW REVEAL MOLDINGS

Removal and Installation

The reveal moldings are retained by clips which are attached to the back window opening by screws. To disengage a molding from retaining clips, use tool J-21549-2 or equivalent as shown in Figure 5F1.

NOTE: Adhesive caulked window glass tool set J-21549-02 is available as a service tool package and consists of:

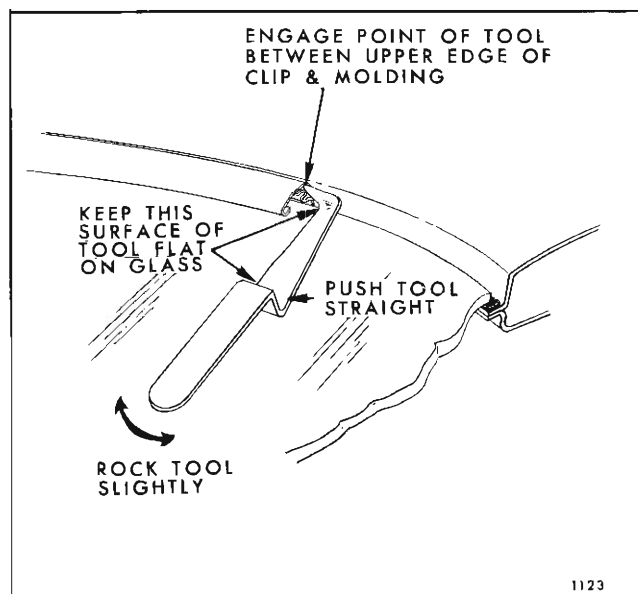
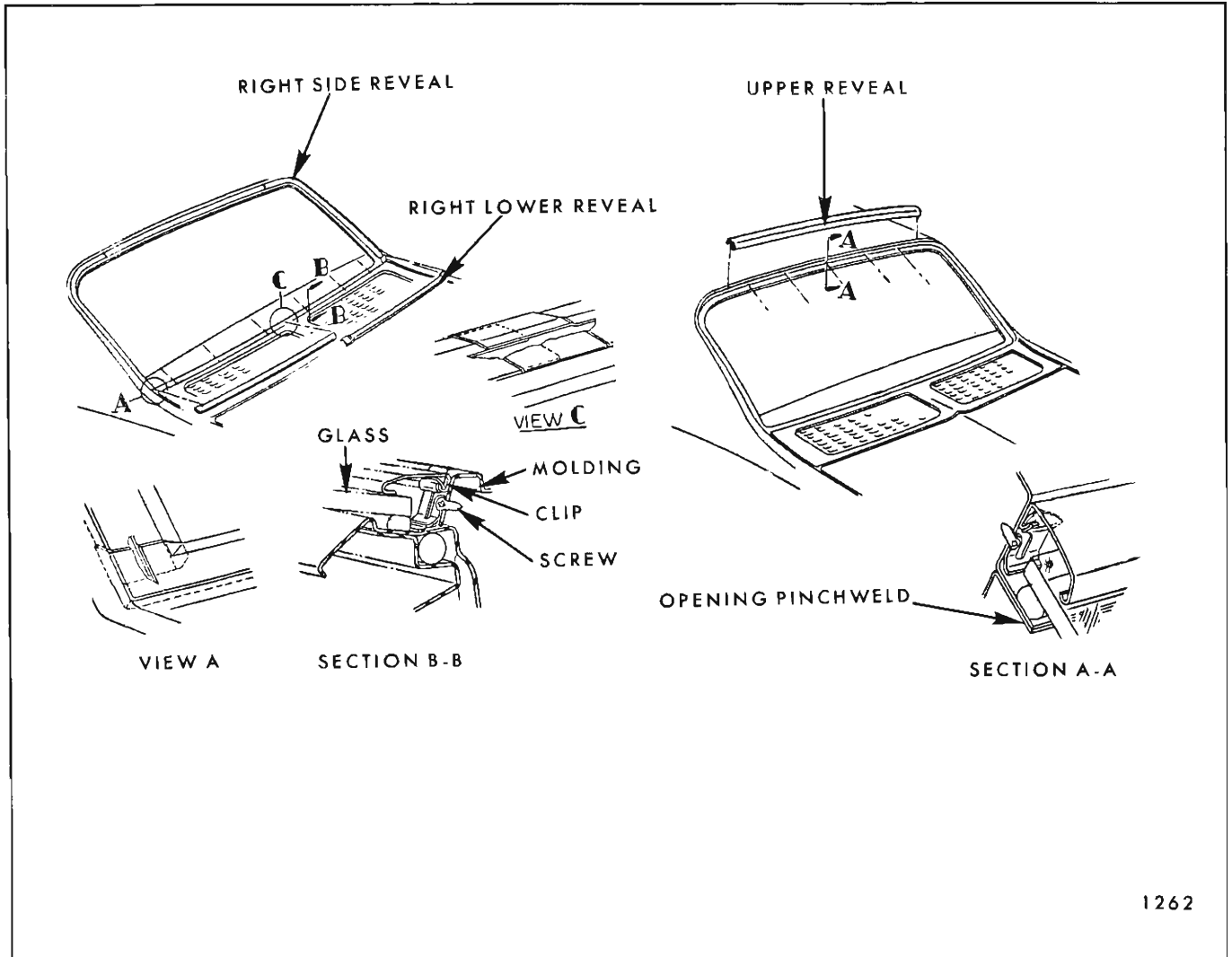


Fig. 5F1—Disengaging Reveal Molding From Clip



1262

Fig 5F2— Back Window Reveal Moldings

J-21549-1 - Handle

J-21549-2 - Reveal molding remover (flat-blade)

J-21549-3 - Reveal molding remover (angle blade)

As the back window reveal moldings telescope into each other, it is necessary to begin removal (disengaging clips) in the middle of a molding rather than at an end. In addition, when only one molding is to be removed, adjacent moldings must be disengaged sufficiently to allow disengagement of the telescoped ends.

If all moldings are to be removed, first remove back window right and then left lower reveals, remove right and left side reveals and then upper reveal molding. (See Fig. 5F2).

BACK WINDOW ASSEMBLY (GLASS INTACT)

Removal

1. Remove back window reveal and garnish (corners) moldings.

2. Place protective coverings over rear compartment front panel, rear shelf feature strip and all adjacent painted surfaces.

3. Secure one end of steel music wire to piece of wood (for handle). Insert other end of wire through caulking material at lower corner of back window and secure end of wire to another piece of wood (handle).

4. With aid of a helper, cut (pull steel wire) through caulking material, up side of back window across top, down opposite side and across bottom. (See Fig. 5F3).

NOTE: In production, a rubber dam is used in lieu of rubber spacers. This rubber dam, however, is not recommended for service.

5. Remove back window from body opening. If original glass is to be reinstalled, place it on a protected surface or glass holding fixture and remove major portion of caulking material from glass with a sharp chisel or razor blade. Remove all remaining traces with a toluene or thinner dampened rag.

NOTE: DO NOT use an oil base solvent! Any trace of oil on glass will prevent adhesion of new caulking material to glass.

6. Using a small stick or screwdriver, remove the neutral colored sealer from the lower pinch-weld flange.

7. Using a sharp scraper or wood chisel, remove the major portion of adhesive caulking compound from the pinchweld flange completely around the opening.

NOTE: It is not necessary to clean off all of the old caulking material from the pinchweld flange, however, there should not be any loose pieces remaining.

BACK WINDOW ASSEMBLY

Installation

NOTE: If a new back window is being installed because the original window shattered, perform steps 1, 2, 3, 5 and 7 of back window removal procedure before proceeding with installation.

1. Check all reveal molding retaining clips. If upper end of clip is bent away from body excessively, preventing proper installation of reveal molding, replace clip.

NOTE: Check all clip attaching screws and tighten as required.

2. With black weatherstrip adhesive, cement two (2) flat spacers (.18 x .63 x 1.0 - Part No. 4421823 or equivalent) to pinchweld flange at top, approximately fifteen inches each side of centerline of opening. (See Fig. 5F4).

3. With black weatherstrip adhesive, cement four (4) rectangular spacers (.34 x .44 x 1.0 - Part No. 4871330 or equivalent) to back window opening rabbet--one in center of each side and two at bottom, approximately nineteen inches from centerline of opening. (See Fig. 5F4).

NOTE: Spacer 4404196 can be used in an emergency in lieu of spacer listed in step 3.

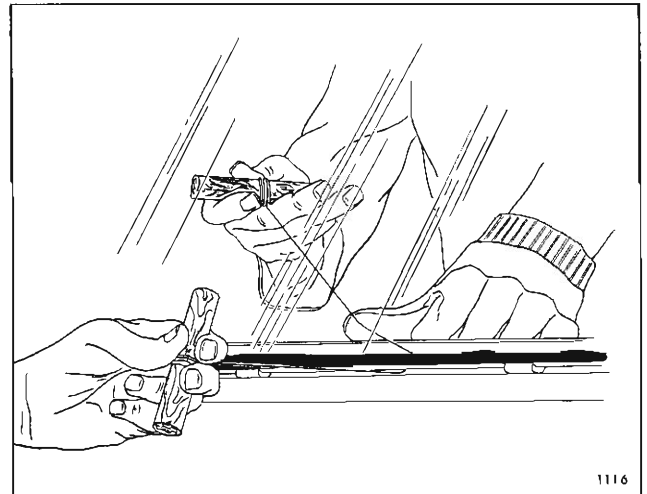


Fig. 5F3—Adhesive Caulked Glass Removal

4. Install three insert spacers (.18 x .24 x .74 -- Part No. 4410043 or equivalent) at bottom, one in center and one each 21 inches from centerline. (See Fig. 5F4).

5. Attach glass handling suction cups to outside surface of glass to enable lifting glass into opening after application of adhesive caulking compound.

6. Position glass in back window opening. Carefully check relationship of glass to body pinchweld flange completely around opening. The overlap of glass to body pinchweld and retaining flanges should be equal with a minimum overlap. Where necessary, use waterproof shims under rubber spacers to obtain the required overlap (3/16"). Apply a piece of masking tape over each side of glass and roof extension. Slit tape vertically at edge of glass so that when glass is installed, tape on glass can be aligned with tape on body. Remove glass from opening and place it on a protected surface or glass holding fixture (lay glass down with inside surface up).

7. Apply one inch masking tape to inner surface of glass 1/4" inboard from outer edge completely around periphery of glass (see Fig. 5F5) to aid in clean up after installation and to give a clean edge to adhesive material.

8. Using a clean, lint-free cloth, liberally dampened with adhesive caulking primer, briskly rub primer over and into original adhesive caulking material that remains on pinchweld flange. Perform the following steps while allowing primer to dry for a minimum of five to ten minutes. If the pinchweld flange has been repainted, prime flange with Painted Surface Primer, or equivalent.

9. Enlarge dispensing end of one nozzle by cutting out notch along score line indicated at "A" in

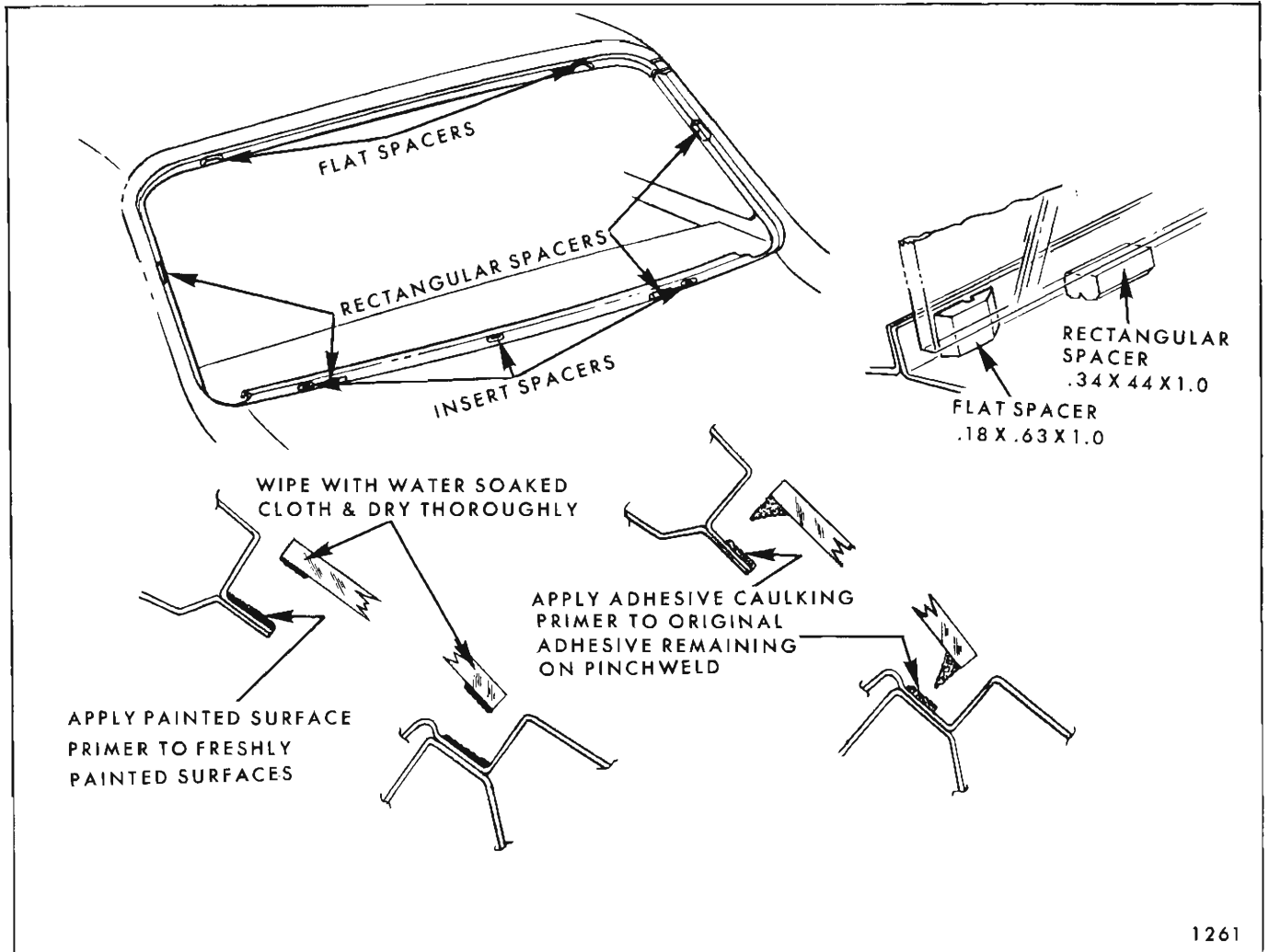


Fig. 5F4—Back Window Adhesive Caulked Installation

Figure 5F5. This nozzle will be used to apply the bead of adhesive material to glass. Cut nozzle from the second kit at a 45 degree angle as indicated at "B" in Figure 5F5. This latter nozzle will be used to apply a smear bead to pinchweld flange of back window opening.

10. Wipe surface of glass to which bead of adhesive caulking material will be applied (between masking tape and edge of glass) with a clean, water-dampened rag. Dry glass thoroughly with a clean dry rag.

11. Remove cap and protective cover from one tube of adhesive caulking material and insert "glass bead" nozzle (on cut on score line).

12. Insert tube in a standard household type caulking gun, reworked as follows:

a. Widen end-slot of caulking gun with a file sufficiently to accept dispensing end of tube.

b. Grind down disc on plunger rod so that disc will fit into large end of tube.

13. With caulking gun and nozzle positioned as illustrated in Figure 5F5, carefully apply a smooth continuous bead of caulking material 3/8" high by 3/16" wide at base completely around inside edge of glass.

NOTE: When material in first tube is dispensed, quickly insert second tube and continue application of bead. This material begins to cure after fifteen (15) minutes exposure to air, therefore, perform the following steps immediately and install glass in the opening as quickly as possible.

14. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut at 45° angle in step 8). Holding caulking gun at an angle so that opening of nozzle rests flat on pinchweld flange, apply a thin (1/4" wide x 1/16" high) "smear

bead" of adhesive caulking material completely around pinchweld flange.

15. With the aid of a helper, grasp suction cups (previously applied) and carefully install glass in body opening. Make certain that glass sets properly on spacers and does not have to be shifted after material contacts pinchweld flange. Align tape on glass with tape on body to guide window into opening.

NOTE: When setting glass into opening, it should be in same plane as opening so that all edges of glass contact pinchweld flange at approximately the same time.

16. Press glass (lightly) to adhere caulking material to pinchweld flange and install back window reveal moldings.

17. From inside of body, run a flat-bladed stick around edge of pinchweld flange to force excess caulking compound back into opening between glass and pinchweld flange.

18. Watertest back window immediately using a cold water spray. If any waterleaks are encountered, use a flat-bladed tool or stick to work caulking material into leak point. This can best be done from inside the body. After watertest, remove tape from inside surface of glass.

19. Install all previously removed parts and remove protective coverings.

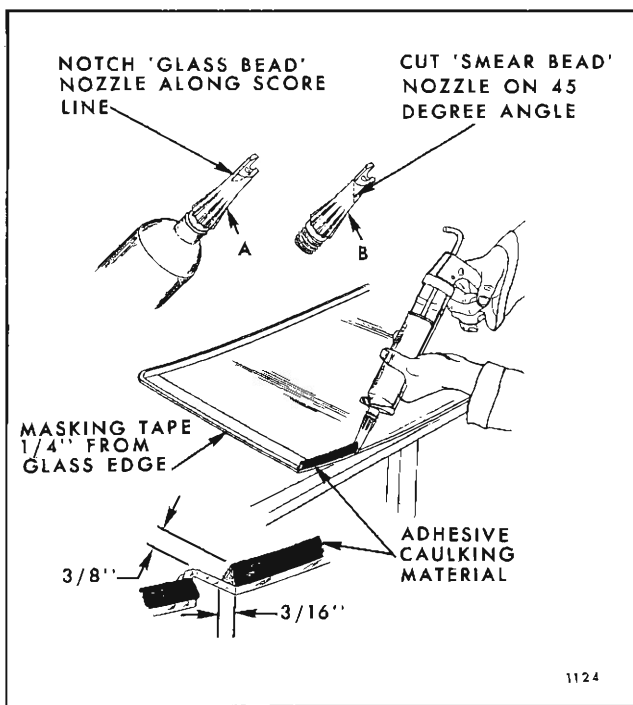


Fig. 5F5—Adhesive Caulking Material Application - Extended Method

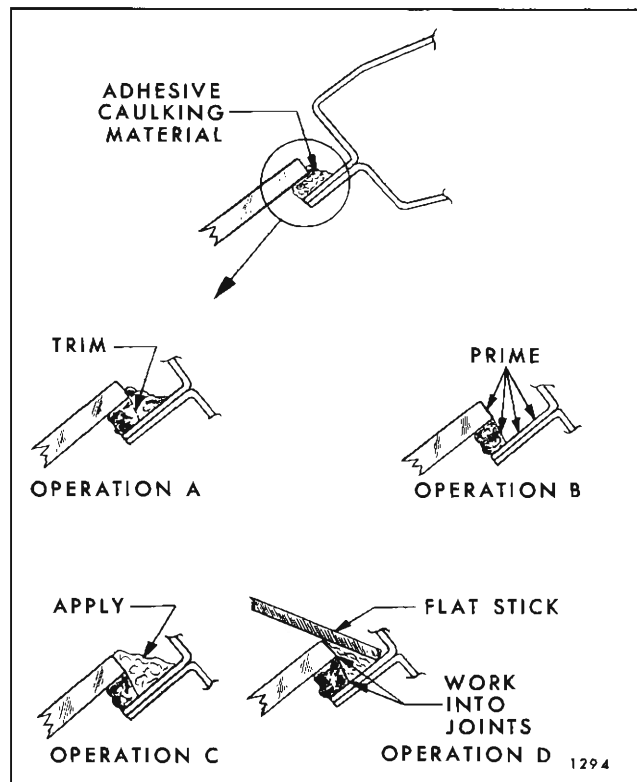


Fig. 5F6—Correction of Adhesive Caulked Glass Installation Waterleaks

- OPERATION "A" - Trim off adhesive caulking material along edge of glass.
- OPERATION "B" - Prime areas indicated using a small brush.
- OPERATION "C" - Apply adhesive caulking material (use Kit# 4226000 or equivalent).
- OPERATION "D" - Using a flat stick, work adhesive caulking material well into joints of original material, painted body flange and glass.

NOTE: Unused adhesive caulking material remaining in tube can be stored for later use. To store, remove nozzle and insert end cap previously removed. Do not remove material from nozzle until it has cured. Once cured, material can be removed from nozzle in one piece with a pair of pliers.

MINOR WATERLEAK CORRECTIONS (WITH ADHESIVE CAULKING MATERIAL IN A CURED STATE)

Adhesive caulked glass installation waterleaks can be corrected in the following manner without removing and reinstalling the glass.

NOTE: The following procedure is applicable only with the use of adhesive caulking material

5F-6 REAR END

and primer furnished in GM Kit Part No. 4226000 or equivalent.

1. Remove reveal moldings in area of leak.

2. Mark location of leak(s).

NOTE: If leak is between adhesive caulking material and body or between material and glass, carefully push outward on glass in area of leak to determine extent of leak. This operation should be performed while water is being applied to leak area. Mark extent of leak area.

3. From outside of body, clean any dirt or foreign material from leak area with water and then dry clean area with an air hose.

4. Using a sharp knife, trim off uneven edge of adhesive caulking material (see Operation "A" in Fig 5F6) at leak point and three to four inches on both sides of leak point or beyond limits of leak area.

5. Using a small brush, apply adhesive caulking material primer over trimmed edge of adhesive caulking material and over adjacent painted surface (see Operation "B" in Fig. 5F6).

6. Apply adhesive caulking material, as shown in Operation "C" in Figure 5F6, at leak point and three to four inches on both sides of leak point or beyond limits of leak area.

7. Immediately after performing step 6, use a flat stick, or other suitable flat-bladed tool, to work adhesive caulking material well into leak point and into joint of original material and body to effect a watertight seal along entire length of material application. (See Operation "D" in Fig. 5F6).

8. Spray watertest to assure that leak has been corrected. DO NOT run a heavy stream of water directly on freshly applied adhesive caulking material.

ENGINE COMPARTMENT ALL STYLES

The engine compartment lid is secured to the body by two box-type hinges which provide up and down and sideways adjustment. The hinge strap is of a goose neck design and provides fore or aft adjustment at lid attaching points. A telescoping, self-locking support holds the engine compartment lid in the full-open position. The lid latch is secured to the engine compartment lid and the lid striker is attached to the rear end panel. When the latch is actuated, a spring opens the lid approximately 3/4" to provide finger clearance.

Engine compartment ventilation is provided through an air intake grille located immediately rearward of the back window for "37" and "39" styles and on top of tulip panel for "67" styles. Air enters a plenum chamber consisting of the grille extending latterly (forming top), compartment division panel and extension (forming front wall, bottom and side) and an engine compartment vent duct panel (forming rear wall). Water separation is achieved by an engine compartment air duct water deflector which is welded to the engine compartment vent duct panel.

ENGINE COMPARTMENT LID

Removal and Installation

1. Raise lid and place protective covering over adjacent paint finish.

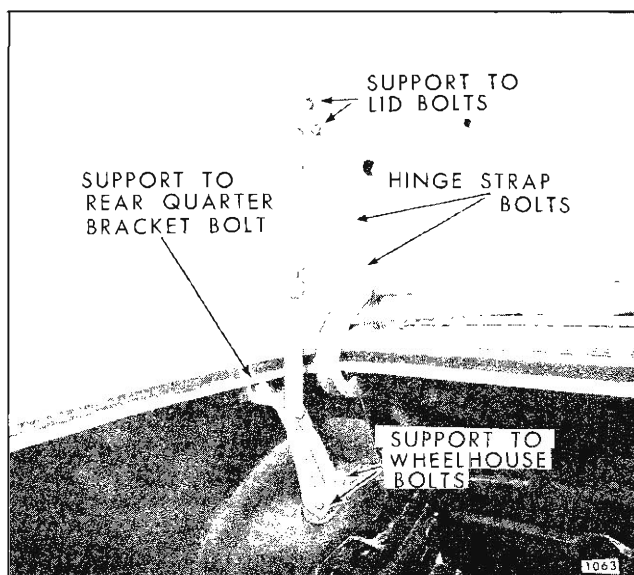


Fig. 5F7—Engine Compartment Lid Support

2. Mark position of hinge straps on lid inner panel.

3. With the aid of a helper holding lid in open position, remove lid support attaching bolts from lid. (See Fig. 5F7).

4. With lid properly supported, remove hinge strap attaching bolts and remove engine compartment lid from body. (See Fig. 5F7).

5. To install, reverse removal procedure, aligning hinge straps within scribe marks.

Adjustments

1. To adjust the engine compartment lid forward, rearward or sideways in the body opening, loosen hinge strap-to-lid attaching bolts and shift lid to required position, then tighten bolts.

2. The lid latch and striker are adjustable for proper engagement when closing lid.

ENGINE COMPARTMENT LID SUPPORT

Removal and Installation

1. Prop engine compartment lid in a full open position.

2. Remove the two attaching bolts securing support to lid, the two bolts securing support to wheelhouse and the single bolt securing support to rear quarter bracket (see Fig. 5F7) and remove support from body.

3. To install, reverse removal procedure. To insure good operation, lubricate telescoping channels of support with Lubriplate or its equivalent.

REAR COMPARTMENT LID LATCH

Removal and Installation

1. Raise engine compartment lid and mark position of latch.

2. Remove two bolts securing latch to engine compartment inner panel and remove assembly from body. (See Fig. 5F8).

3. To install, align latch assembly within scribe marks and install attaching bolts. Check engagement of latch with striker and perform any adjustments that may be required.

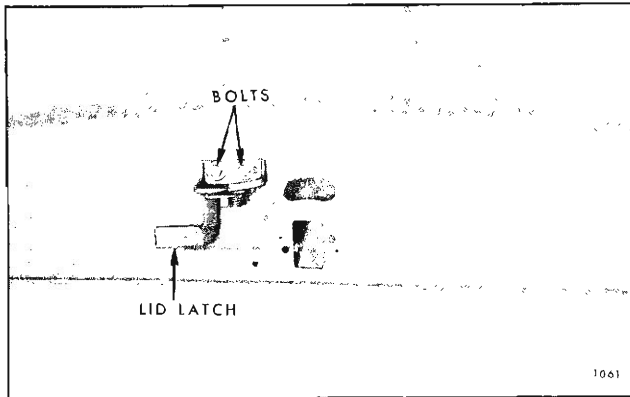


Fig. 5F8—Engine Compartment Lid Latch Assembly

ENGINE COMPARTMENT LATCH STRIKER

Removal and Installation

1. Raise engine compartment and mark position of striker on rear end panel.
2. Remove attaching bolts and remove striker from body. (See Fig. 5F9).
3. To install, align striker within scribe marks and install attaching bolts. Check engagement of latch within striker and perform any adjustments that may be required.

ENGINE COMPARTMENT WEATHERSTRIP

Removal

1. Separate "butt" ends of weatherstrip at rear of compartment opening.
2. Using a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter completely around opening and remove weatherstrip from body. (See Fig. 5F10).

Installation

1. Clean out gutter around entire engine compartment opening to provide a clean cementing surface.
2. Apply (brush) a continuous coat of weatherstrip cement (neoprene type) along bottom and outer surface of weatherstrip gutter adhering to exceptions noted in Figure 5F10.

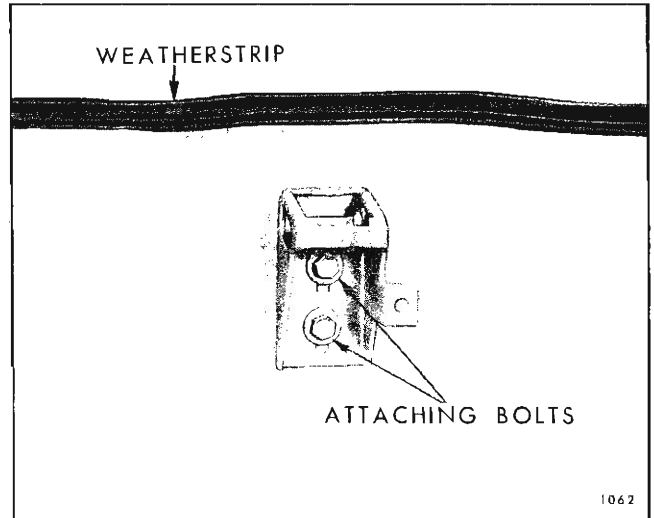


Fig. 5F9—Engine Compartment Lid Latch Striker

3. With a putty knife, or other suitable flat-bladed tool, insert weatherstrip into gutter starting with one end of weatherstrip at rear center of gutter and working completely around gutter.
4. If a new weatherstrip is being installed, trim end of weatherstrip to form a butt joint at rear center of opening. Brush "Black Weatherstrip Adhesive" or its equivalent, on both ends of weatherstrip and secure ends together to form a butt joint.

5. Roll or press weatherstrip to aid in obtaining a good cement bond. Allow sufficient time for cement to set before closing engine compartment.

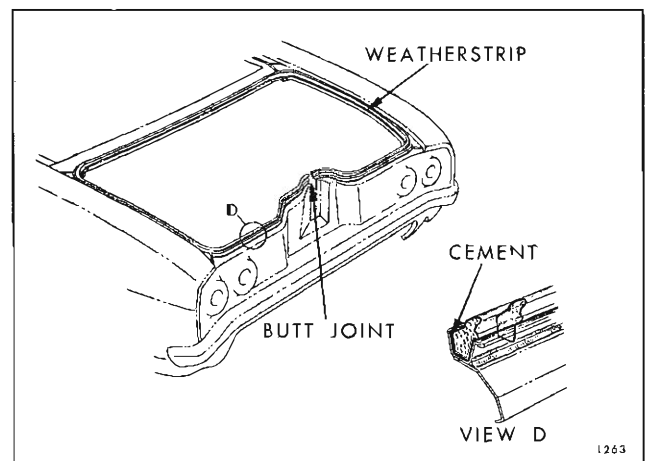


Fig. 5F10—Engine Compartment Weatherstrip

HEADLINING

HEADLINING ASSEMBLY

HEADLINING "37" AND "39" STYLES

Description

The headlining assembly is formed to the roof panel by concealed listing wires. The ends of No. 1, 2 and 4 listing wires are located into holes in the side roof rail on the left side (View "C," Fig. 5G1) and into clips that are attached by screws on the right side (View "D"). Number 5 listing wire on "39" styles is located into holes on both sides of the side roof rails.

The number three listing wire is also attached to the roof bow by metal tabs (View "F"). The headlining material is cemented to metal retainers at the windshield and back body openings. (Views "B" and "H"). The sides of the headlining material are cemented to the side roof rail flanges. (Views "C" and "D"). On "39" styles the rear quarter material is attached to a pronged retainer at the lower edge (View "G" and "H").

Finishing lace covers the headlining material edges and assist in holding the material in place.

CAUTION: Clean hands are essential when working with headlining material.

Removal

1. Place protective covering over seat cushions and backs.

2. Prior to removing headlining, remove following hardware and trim items.

- A. Sunshade supports.
- B. Rear view mirror support.
- C. Dome or courtesy lamps.
- D. Coat hooks.

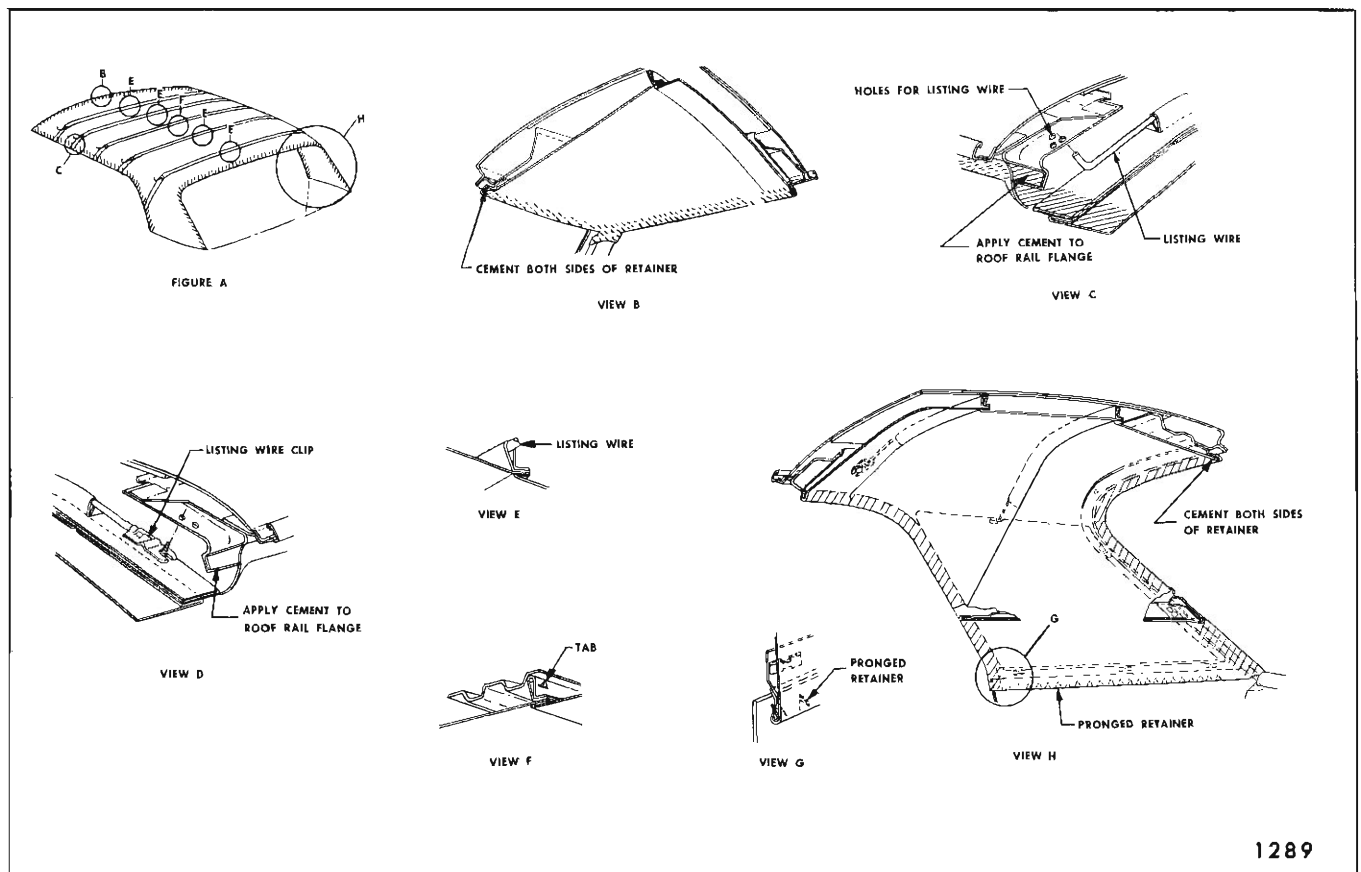


Fig. 5G1—Headlining Installation

E. Windshield, back window and side roof rail finishing Lace.

F. Windshield side garnish moldings.

3. Carefully detach headlining from windshield, back window, side roof rail flanges and rear quarter areas. On "39" styles disengage headlining at the rear quarter lower edge, from the pronged retainer (View "G" and "H," Fig. 5G1).

4. Working from front to rear, remove screws attaching listing wire clips to right side roof rail. At No. "3" listing wire bend down tab holding listing wire to roof bow (View "F"). Gather or roll headlining with listing wires on outside to keep headlining clean and remove headlining assembly from body.

NOTE: On "39" styles No. 5 listing wire is installed into holes on both side roof rails.

IMPORTANT: Note into which holes ends of listing wires are installed in side roof rails. Listing wires should be placed in same hole when replacing headlining.

5. If replacing headlining, remove listing wires from pockets of headlining.

IMPORTANT: Listing wires removed from old headlining must be installed in corresponding pockets of new headlining.

Installation

1. If previously removed, install listing wires into pockets of new headlining assembly.

2. Apply approved trim cement to headlining attaching surfaces.

3. Apply approved trim cement to windshield and back window retainers on both sides. Apply cement to side roof rail flanges.

4. Lift headlining assembly into body.

5. Center and attach No. 3 listing wire to roof bow and bend down tabs (View "F," Fig. 5G1).

6. Working forward from No. "3" listing wire, install listing wires to side roof rails (Views "C" & "D").

NOTE: Headlining listing wires may be adjusted up or down in different holes as required to compensate for headlining which may be too tight against the roof panel or too loose, making it difficult to remove draws or wrinkles. Listing wire **SHOULD** rest against roof deadener after it is installed.

7. Stretch and secure headlining at windshield and side roof rails.

8. Working rearward from No. "3" listing wire, install listing wires to side roof rails, stretch and secure headlining to back window retainer and side roof rails.

9. With a flat-bladed tool, insert headlining material at lower rear quarter, under pronged retainer (View "G" and "H").

10. Remove all draws and wrinkles and install all previously removed hardware and trim items.

SEATS

FRONT SEAT ASSEMBLY (MANUAL FULL WIDTH SEATS) ALL STYLES

Manually operated front seat adjusters provide fore and aft movement of the seat. When the lever at the left seat adjuster is moved rearward the seat adjusters unlock, permitting horizontal travel of the seat. When the seat is in the desired position, and the lever released, the seat is locked.

FRONT SEAT ASSEMBLY WITH SEAT ADJUSTERS ATTACHED

Removal and Installation

1. Turn back floor carpeting, where necessary, to expose seat adjuster-to-seat support attaching bolts. Remove both driver and passenger inner seat belt floor pan attaching bolt.
2. Operate seat to full forward position.
3. At rear of adjusters, remove adjuster-to-floor pan attaching bolts.
4. Operate seat assembly to full rearward position.
5. At front of adjusters, loosen adjuster-to-floor pan attaching bolts.
6. With aid of helper, slide seat assembly rearward until front legs of adjuster are disengaged from under front attaching bolts. Remove seat assembly from body.
7. To install, reverse removal procedure.

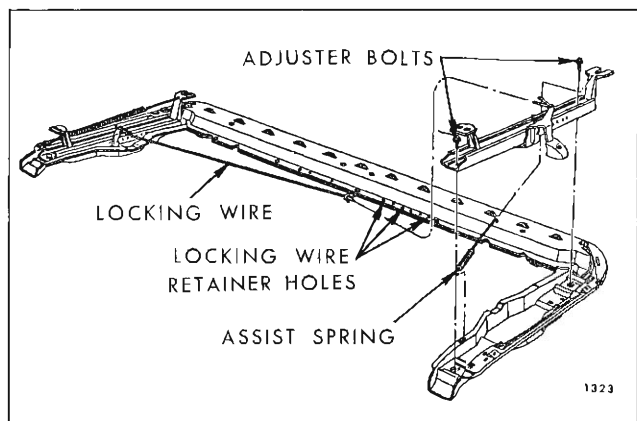


Fig. 5H1—Manual Seat Adjusters

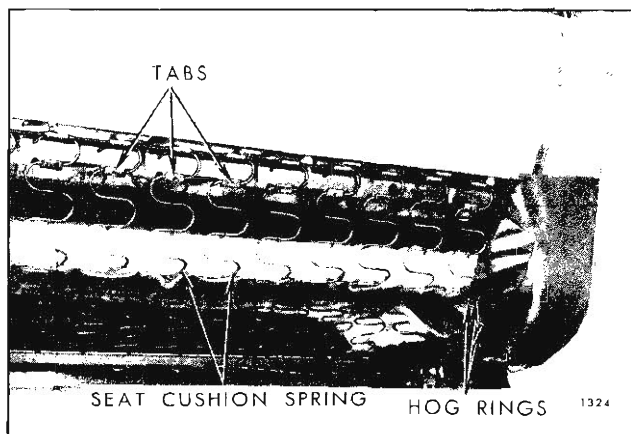


Fig. 5H2—Front Seat Cushion to Front Seat Back Spring Attachment

NOTE: Make certain front legs of adjusters are completely engaged under retaining bolts before installing or tightening bolts.

FRONT SEAT ADJUSTERS

Removal and Installation

1. Remove front seat assembly with adjusters attached from body and place upside down on a clean, protected surface.
2. Remove seat adjuster assist spring from adjuster to be removed (Fig. 5H1).
3. If left adjuster is being replaced, remove adjuster control knob (Fig. 5H1).

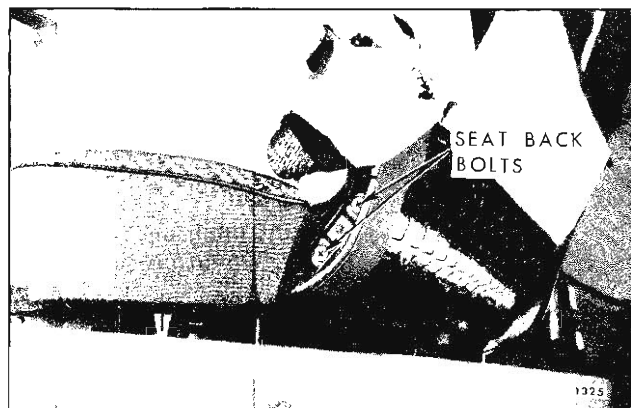


Fig. 5H3—Front Seat Back Attachment

4. Squeeze hooked end of seat adjuster locking wire together and slide retaining spring back over hump in locking wire and remove locking wire from adjuster.

5. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove seat adjuster from seat assembly. (Fig. 5H1).

6. To install, reverse removal procedure. Check seat assembly for proper operation prior to installing seat assembly.

NOTE: The right and left seat adjuster sliding mechanisms should be in same relative position when attaching adjuster to seat bottom frame.

7. If adjusters do not lock or unlock satisfactorily when control handle on left adjuster is operated, disengage locking wire retainer from hole in seat bottom frame and engage retainer in one of adjacent holes to obtain proper tension in wire (Fig. 5H1).

FRONT SEAT BACK ASSEMBLY

Removal and Installation

1. Remove front seat assembly from body and place it upside down on a clean, protected surface.

2. Remove hog rings securing central portion of lower rear edge of seat back trim from front seat cushion spring assembly.

3. Raise trim and remove cardboard breakover foundation to expose seat cushion spring attachment to seat back frame along rear of seat and hog rings securing ends of seat back trim to seat bottom frame (See Fig. 5H2).

4. At each end of seat remove hog rings securing lower edge of seat back trim from seat bottom frame. Then raise seat back trim to expose bolts securing seat back reinforcement to seat bottom frame (See Fig. 5H3).

5. Bend open tabs securing seat cushion spring assembly to seat back frame and carefully disengage springs from tabs (See Fig. 5H2).

6. Place seat assembly in upright position. Then with a helper, holding seat back assembly, remove seat back reinforcement-to-seat bottom frame attaching bolts on each side of seat and remove seat back assembly.

7. To install, reverse removal procedure.

NOTE: Make certain rear edge of seat cushion spring assembly is properly engaged to seat back frame and cardboard breakover foundation is properly positioned prior to hog ringing central portion of trim in place.

REAR SEAT ALL STYLES

REAR SEAT CUSHION ASSEMBLY

Removal

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.

Installation

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.

REAR SEAT BACK ASSEMBLY

Removal and Installation

1. Remove rear seat cushion assembly.

2. At bottom of the seat back on all styles except convertibles, bend out the two tabs that secure the seat back to the floor panel. On convertibles, remove the two screws securing the seat back to the floor panel and at back of seat remove screws securing folding top compartment side trim panels to seat back assembly.

3. Pull seat back assembly out at bottom until seat back clears body tabs; then, raise seat back upward until disengaged from hangers on the seat back panel support.

4. Remove seat back assembly from body.

5. To install, reverse removal procedure, making certain that all attaching body tabs and hangers have industrial body tape applied to them to act as an anti-squeak.

BUCKET TYPE FRONT SEATS ALL STYLES

DESCRIPTION

All seat adjusters are bolted to the seat bottom frame; however, a combination of bolts and attaching nuts are used to retain the adjusters to the floor pan assembly.

BUCKET SEAT ASSEMBLY—MANUAL (DRIVER OR PASSENGER'S SIDE)

Removal and Installation

1. Operate seat assembly to forward position.
2. Turn back floor carpeting sufficiently to expose seat adjuster-to-floor pan attaching nuts.
3. Remove adjuster-to-floor pan rear attaching nuts.
4. Operate seat assembly to rearward position.
5. At front of seat, loosen adjuster-to-floor pan attaching bolts.
6. Carefully slide seat assembly rearward until front of adjusters have been removed from under front attaching bolts; then remove seat assembly from body.
7. To install, reverse removal procedure. Check that adjusters are properly engaged under front floor pan attachments prior to installing rear attaching nuts. Check seat adjusters for proper operation.

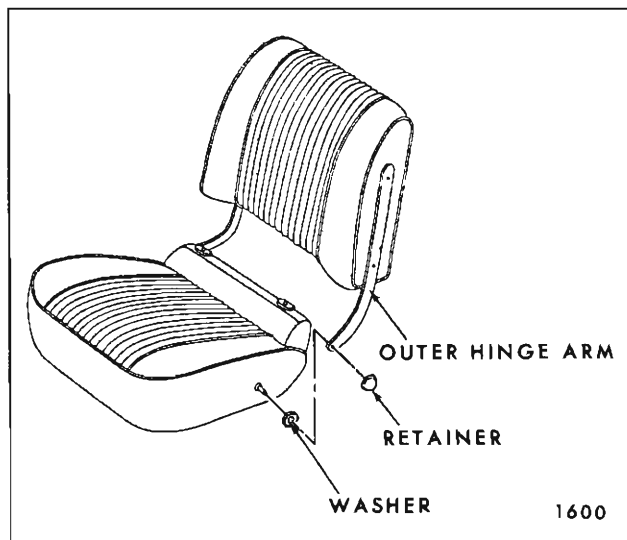


Fig. 5H4—Bucket Seat Back Removal

FRONT SEAT BACK ASSEMBLY

Removal and Installation

1. Using a flat-bladed tool, carefully remove retainer from inner and outer hinge pin (Fig. 5H4).

NOTE: On 10000 Series, remove screw securing hinge arm cover (Fig. 5H5) and remove cover; then, remove inner hinge pin retainer.

2. Carefully disengage inner and outer front seat back hinge arms from pins; then remove seat back assembly from body.

3. To install, reverse removal procedure. Prior to installation of back assembly, be sure inner and outer washers are installed over hinge pins. In addition, inspect hinge arm retainers. If retainers are damaged, replace retainers using new parts.

FRONT SEAT ADJUSTERS (DRIVER OR PASSENGER—MANUAL)

Removal and Installation

1. Remove front seat assembly as previously described and place upside down on a clean, protected surface.

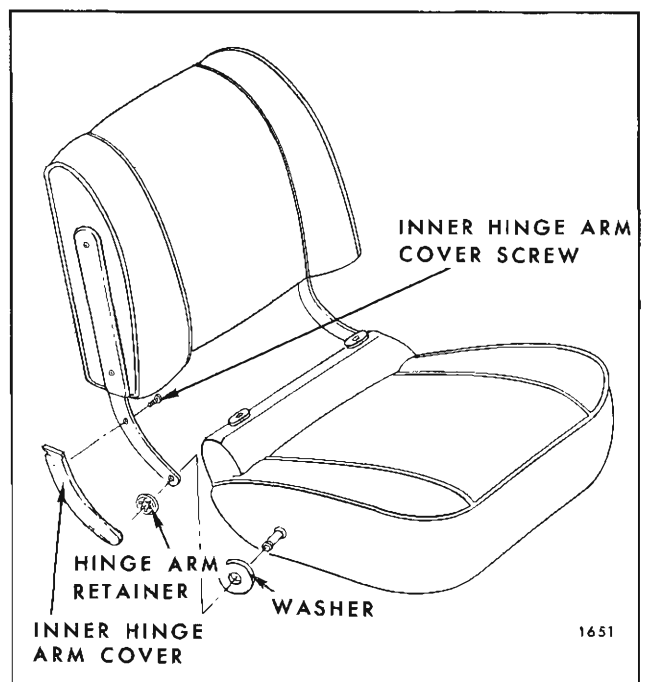


Fig. 5H5—Bucket Seat Back Inner Hinge Arm

2. If adjuster to be replaced is equipped with an assist spring, remove spring from adjuster.

3. Operate adjuster so that both front and rear attaching bolts are accessible.

4. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove adjuster from seat assembly.

5. To install, reverse removal procedure.

FOLDING REAR SEAT BACK AND FILLER PANEL ALL STYLES EQUIPPED WITH FOLDING REAR SEAT BACK

FOLDING REAR SEAT BACK

Removal and Installation

1. Remove rear seat back cushion, as previously described.

2. Lower folding seat back; then, remove three screws from both sides of seat back securing seat back to folding linkage.

3. Carefully disengage seat back from linkage and remove folding seat back from body.

4. To install, reverse removal procedure.

FOLDING REAR SEAT BACK LINKAGE

Removal and Installation

1. Remove rear seat cushion and folding seat back, as previously described.

2. Mark position of linkage on floor pan. Remove bolts securing folding seat back linkage to floor pan and remove linkage.

3. To install, reverse removal procedure. Align linkage on floor pan with previously made alignment marks.

REAR FOLDING SEAT BACK FILLER PANEL 10039 STYLE

Removal and Installation

1. Remove rear seat cushion, as previously described; then lower folding seat back.

2. Lift up seat back filler panel sufficiently to gain access to attaching screws and prop panel in this position.

NOTE: Prop should be wide enough to bear against hinge and hold hinge in position during removal of hinge attaching screws.

3. Remove filler panel hinge attaching screws; then remove prop and remove filler panel.

4. To install, reverse removal procedure.

SEAT BELTS

FRONT STANDARD SEAT BELTS (ALL STYLES)

Removal and Installation

1. Remove bolt on outboard seat belt anchor plate at rocker inner panel and inboard seat belt anchor plate on side of floor pan tunnel. (See Fig. 5H6, View A).

2. Bench Type Seats Only: Pull inboard belt from front of seat thru protector, and from between front seat cushion and back (Fig. 5H7).

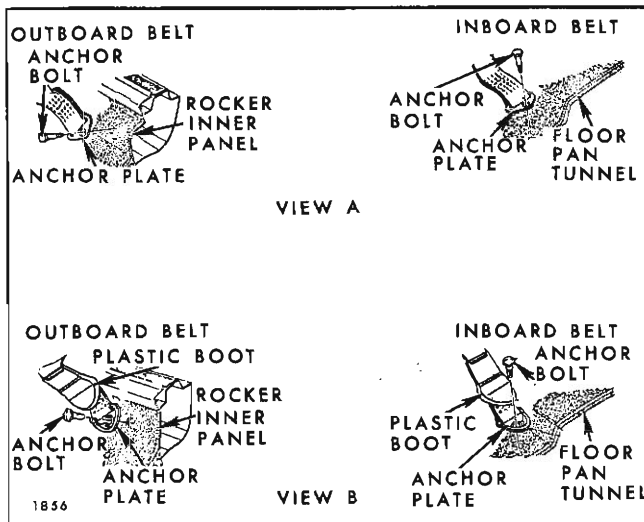


Fig. 5H6—Seat Belt Attachments

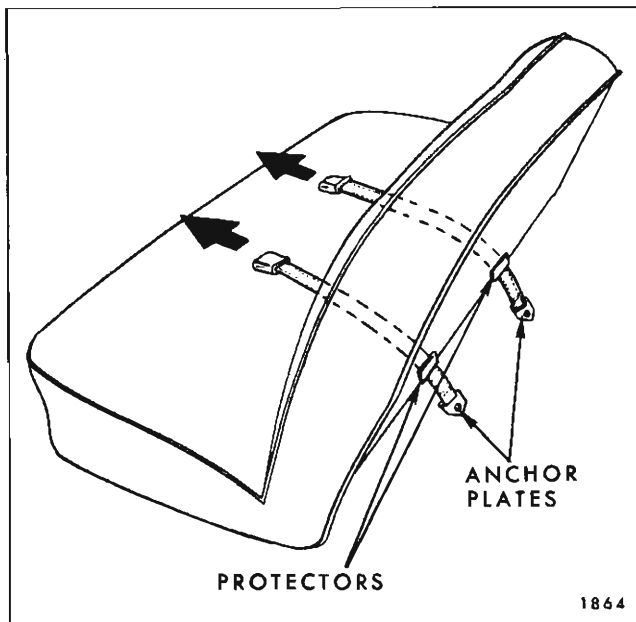


Fig. 5H7—Removal of Seat Belts from Bench Type Seats

3. To install, reverse removal procedure, making certain that anchor plates are facing direction of pull.

FRONT DELUXE SEAT BELTS WITH RETRACTORS

DESCRIPTION

As an option the 10300, 10500 and 10700 series seat belts are available with seat belt retractors on the outboard belt only. The outboard seat belt must be fully extended and the inboard belt adjusted for individual requirements when the seat belt is fastened by the driver or passenger. When the seat belt buckle is operated to disengage the belts; the outboard belt will automatically retract to the floor pan.

SEAT BELT

Removal and Installation

1. Remove bolt on outboard seat belt anchor plate at inner rocker panel and inboard seat belt anchor plate on side of floor pan tunnel by first sliding plastic boot up away from plates (See Fig. 5H6, View B).

2. Bench Type Seats Only: Pull inboard seat belt from front of seat thru protector and from between front seat cushion and back (See Fig. 5H7).

3. To install, reverse removal procedure, making certain that anchor plates are facing direction of pull.

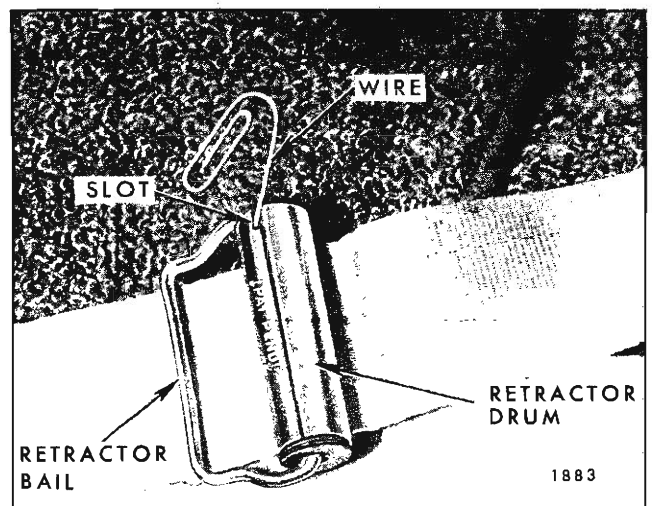


Fig. 5H8—Locking Seat Belt Retractor Drum Spring

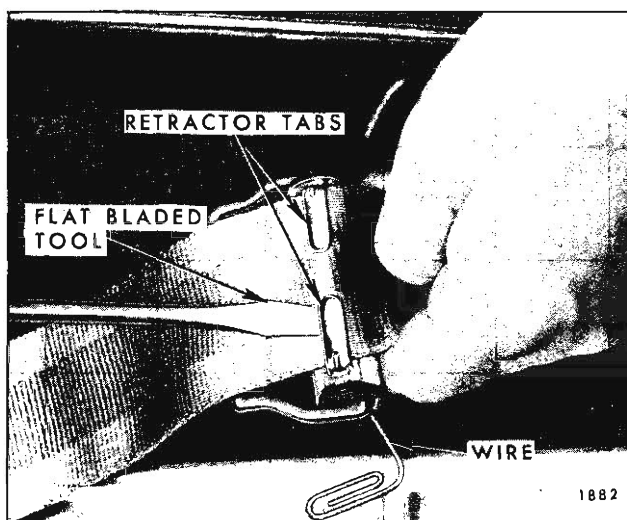


Fig. 5H9—Removal of Retractor from Seat Belt

RETRACTOR

Removal

1. Extend outboard seat belt to full length.
2. Insert a piece of stiff wire such as a paper

clip in slot in roller drum to maintain spring tension of retractor (See Fig. 5H8).

IMPORTANT: Wire to remain in slot until retractor is reinstalled. In the event that spring tension is lost, drum on retractor can be turned 8 revolutions by hand to regain spring tension.

3. Using a flat-bladed tool slightly pry open tabs that secure belt on drum and remove retractor from belt. (See Fig. 5H9).

Installation

1. With seat belt fully extended, insert belt under tabs on retractor and position on center of seat belt.

NOTE: Tabs on retractor to be on inboard side of seat belt and bail pointing forward.

2. Using pliers, lightly bend down tabs securing belt to drum.

3. Remove wire from slot in drum (when replacing with new retractor a retaining clip that retains spring tension will be on retractor which is to be removed) and allow belt to roll up on retractor.

FOLDING TOP

FOLDING TOP TRIM ASSEMBLY (COMPLETE)

All convertible styles incorporate a top material hold-down cable along the right and left side roof rails. The cables are installed through a retaining pocket in the top material and are fastened at the front and rear side rails by attaching screws. The cables are designed to hold the top material tight against the side roof rail stay pads, thus minimizing air leakage between the top material and the stay pads.

The back curtain assembly incorporates, as an integral part of the back curtain upper valance, a 14" piece of elastic webbing. The elastic webbing is located in the upper corners of the back curtain. The elastic webbing reduces tension on the zipper assembly at the radius, providing improved zipper operation.

REMOVAL OF FOLDING TOP AND BACK CURTAIN 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.
- b. Folding top compartment side trim panel assemblies.
- c. Side roof rail rear weatherstrips; then loosen folding top quarter flaps from rails.

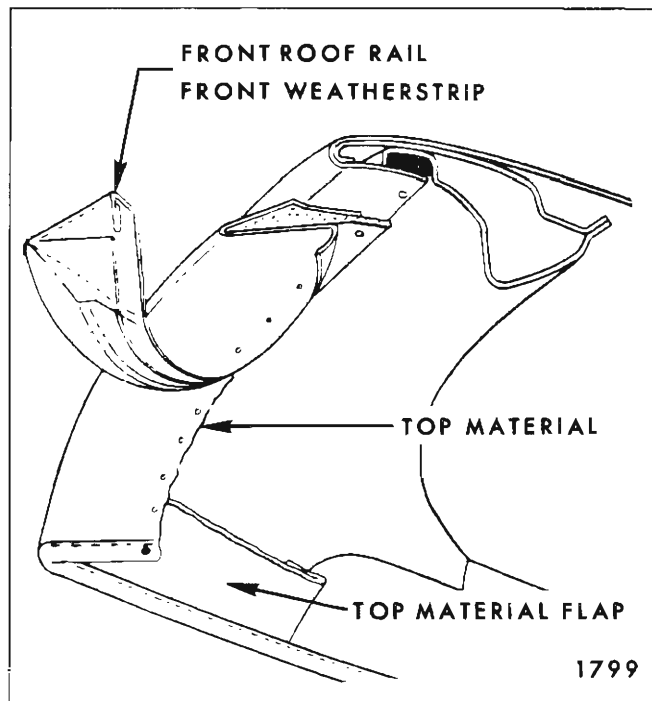


Fig. 5-1-1—Top Material at Front Roof Rail

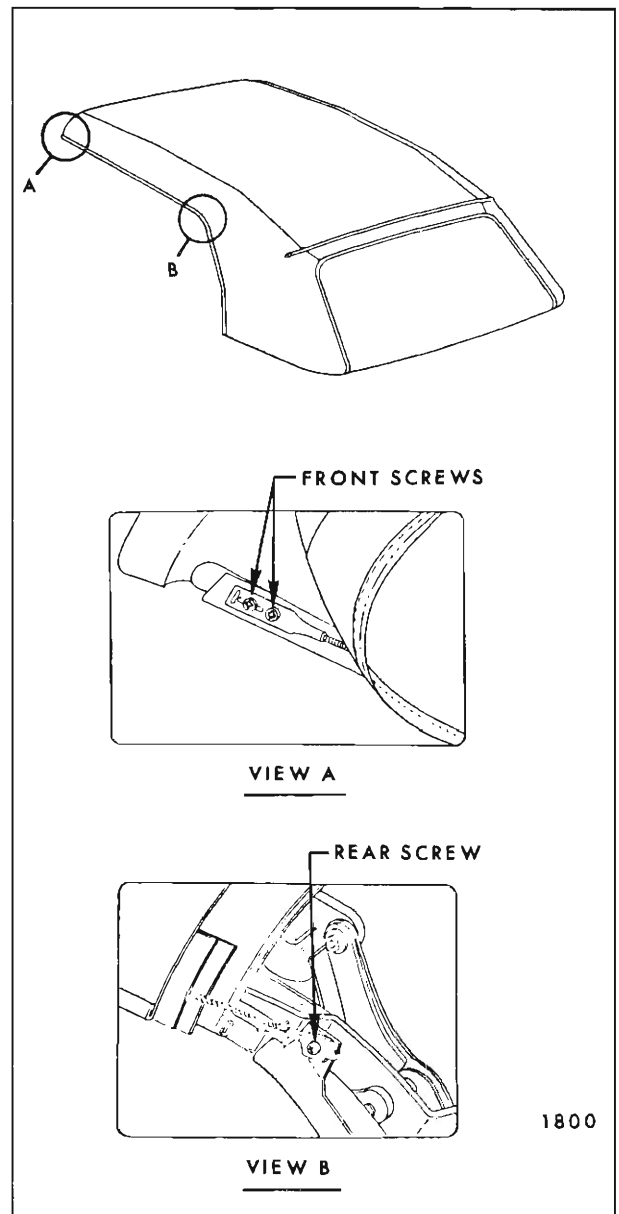


Fig. 5-1-2—Hold-Down Cable Attachment
(Manual Top Shown)

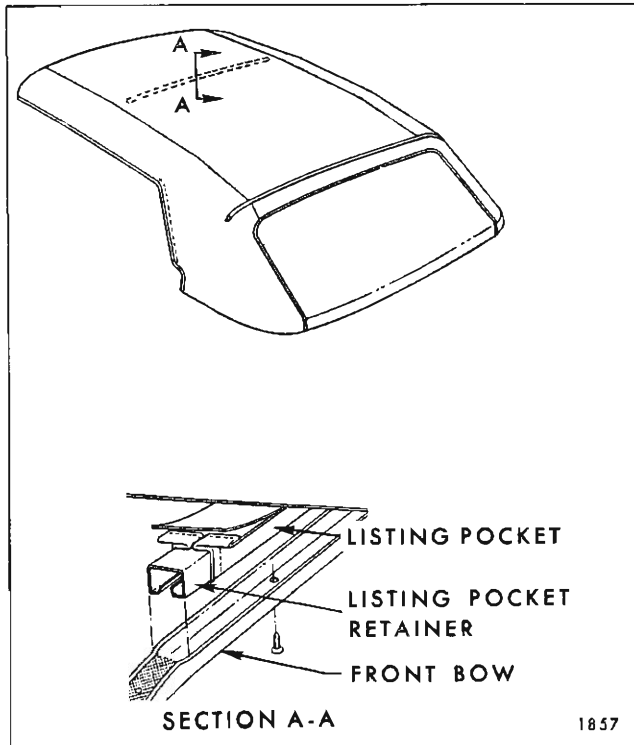


Fig. 5-I-3—Listing Pocket Retainer

3. Lower top to "stacked" position.
4. Remove right and left side roof rail front weatherstrip attaching screws; then remove weatherstrips from rails.
5. Remove front roof rail front and rear weatherstrips. (Fig. 5I1).

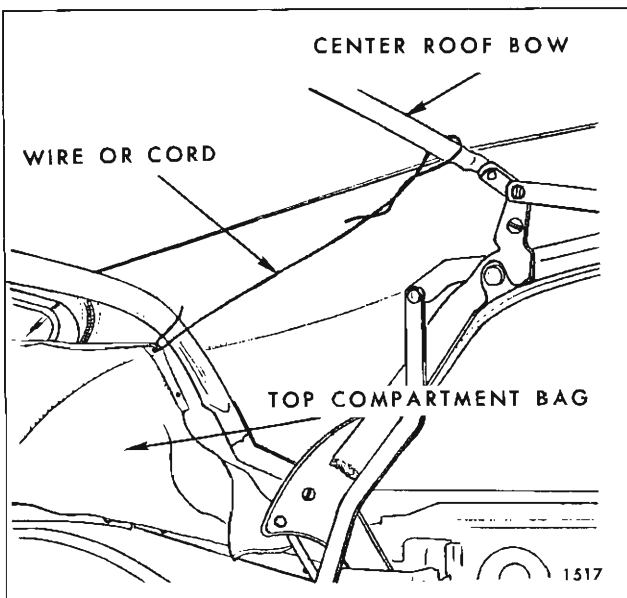


Fig. 5-I-4—Top Compartment Bag Tied to Center Bow

6. Detach top material from front roof rail (Fig. 5I1).

7. Detach top material flaps from side roof front rails (Fig. 5I1).

8. Raise top and lock to windshield header.

9. At right and left side roof front and rear rails, remove hold-down cable front and rear attaching screws. (See views "A" and "B" in Fig. 5I2).

10. Pull both hold-down cables forward until cables are completely removed from top material retaining pockets.

11. At underside of front bow, remove screws securing listing pocket retainer to bow. (Fig. 5I3).

12. Push top material upward sufficiently until retainer is disengaged from bow; then remove retainer from listing pocket.

13. 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 to provide ready access to attaching bolts. (Fig. 5I4).

14. At each rear quarter area, remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel. (Fig. 5I5).

15. Remove rear trim stick attaching bolts; then lift trim assembly with attached quarter and rear trim sticks on top of rear compartment front panel.

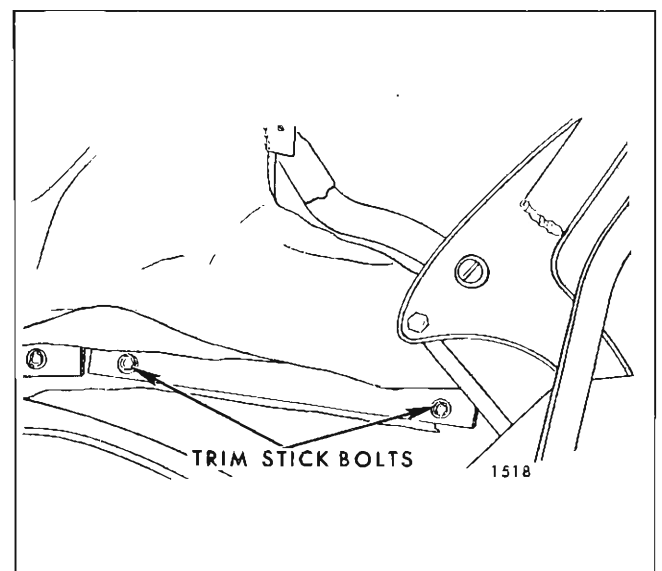


Fig. 5-I-5—Rear Quarter Trim Stick

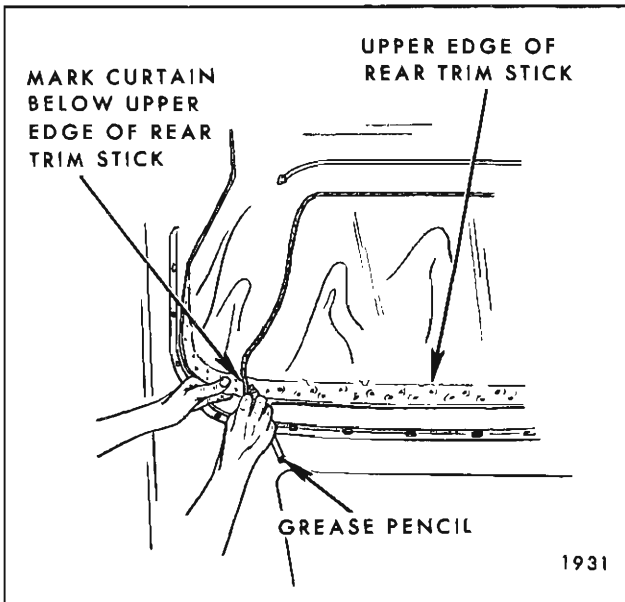


Fig. 5-1-6—Locating Edge of Top Material

16. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain vinyl at both locations with a grease pencil. (Fig. 5I6). Reference marks should be transferred to new back curtain when step 7 of installation procedure is performed.

NOTE: Reference marks must be made below upper edge of rear trim stick.

17. To establish relationship of old top material to its position on rear trim sticks, cut selvage end of top material off flush with lower edge of trim sticks.

CAUTION: When cutting top material, be careful not to cut lower selvage edge of back curtain assembly.

18. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material. (Fig. 5I7). Reference marks for trim sticks should be transferred to new top material when step 27 of installation procedure is performed.

19. 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.

20. 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.

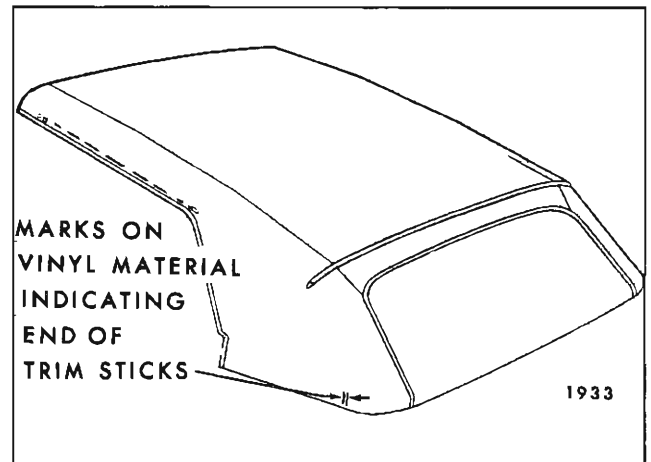


Fig. 5-1-7—Marking Folding Top Material

5I8). Spacer sticks should be installed along in-board edge of side stay pad or approximately 15 1/2" outboard from centerline dimple of rear roof bow. While exerting rearward pressure on rear bow to draw side stay pads taut, extend spacer sticks until they fit snugly between center bow and rear roof bow, then tighten wing nuts.

NOTE: Spacer sticks may be made as shown in Figure 5I9.

21. Temporarily tie or tape rear bow to rear side roof rails. See Figure 5I8. Detach side stay pads and back curtain assembly from rear bow.

22. Remove rear trim stick with attached back curtain assembly and top compartment bag from body and place on a clean, protected surface.

23. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material. (Fig. 5I10).

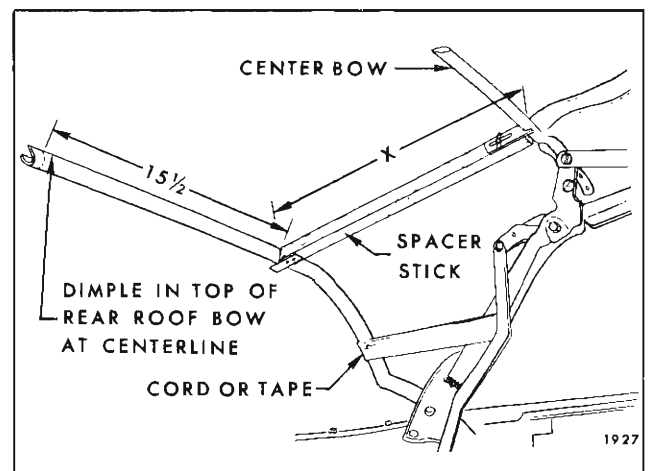


Fig. 5-1-8—Installation of Spacer Sticks

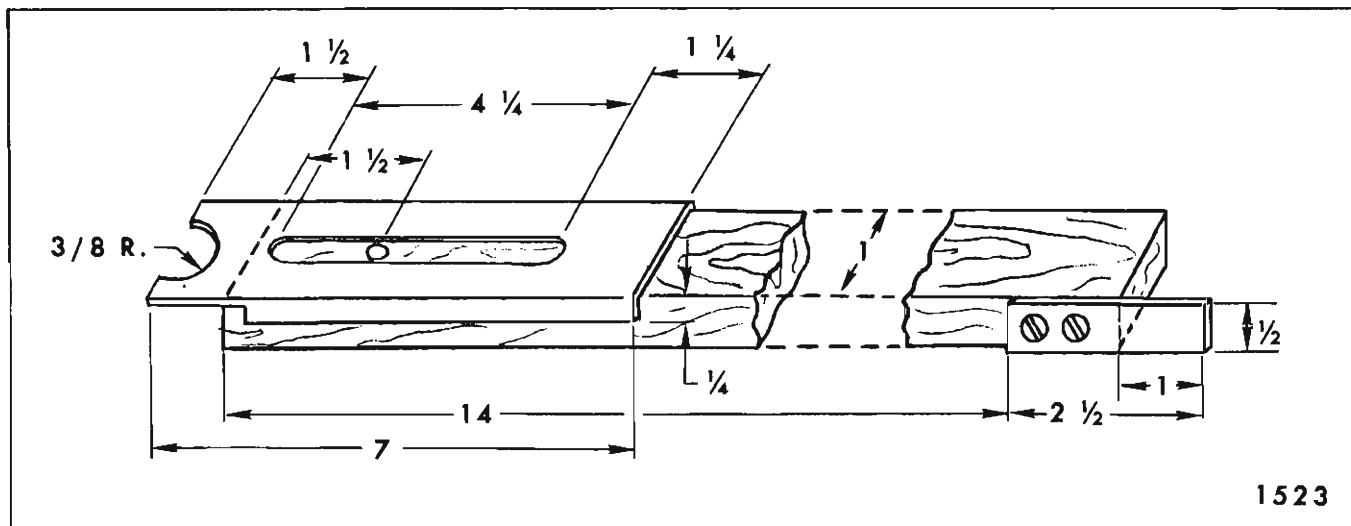


Fig. 5-1-9—Spacer Stick Dimensions

MATERIAL PER STICK			
Wood 1/2 x 1 x 15-1/2	Steel 1/32 x 1-1/2 x 7	Bolt 1/4 - 20 UNC - 2A x 1	2 Washers 1/4 I.D.
Steel 1/32 x 1/2 x 2-1/2	2 Screws #6 x 1/2	Wingnut 1/4 - 20 UNC - 2B	

Reference marks for trim sticks should be transferred to new back curtain material when step 7 of installation procedure is performed.

24. Remove back curtain assembly from rear and rear quarter trim sticks.

25. Remove side stay pads. Stay pads are attached to front roof rail and front and rear bows with tacks; to center bow with screws.

INSTALLATION OF FOLDING TOP AND BACK CURTAIN TRIM ASSEMBLY

1. If new top is being installed, but it was impossible to perform step 20 of removal procedure,

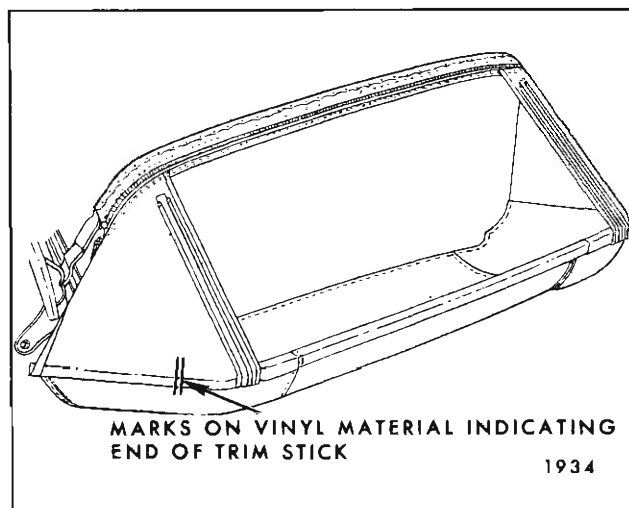


Fig. 5-1-10—Marking Back Curtain Material

preset spacer sticks to shortest length and install between center and rear roof bow. (Fig. 5I8). Adjust sticks so that dimension "X" in Figure 5I8 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 16 5/8". Tie or tape rear bow to rear side roof rails.

2. In all cases, dimension "X", previously described, must be between 16 3/8" and 16 7/8" and equal on both sides. This dimension may be changed slightly within tolerances to correspond with new top after tryout.

3. Tack side stay pads in conventional manner to rear roof bow and stay tack pads to front roof rail. Make sure inboard edge of pad is properly aligned within depressions in bow and rail. Stay tack pads to front bow. Install pad to center bow with screws. Make sure inboard edge of pad is properly aligned within depression in bow. Install stay pad wadding in conventional manner, using an approved trim cement. (See Fig. 5I11).

4. Trim selvage end of side stay pads just forward of rear rolled edge of rear roof bow. (Fig. 5I12).

5. Distance from center of center bow to rolled forward upper edge of rear roof bow is 16 5/8".

NOTE: Dimension may vary $\pm 1/4$ " after back curtain has been completely installed.

Readjust spacer sticks and side roof rail pads as required if rear bow does not come within this position range.

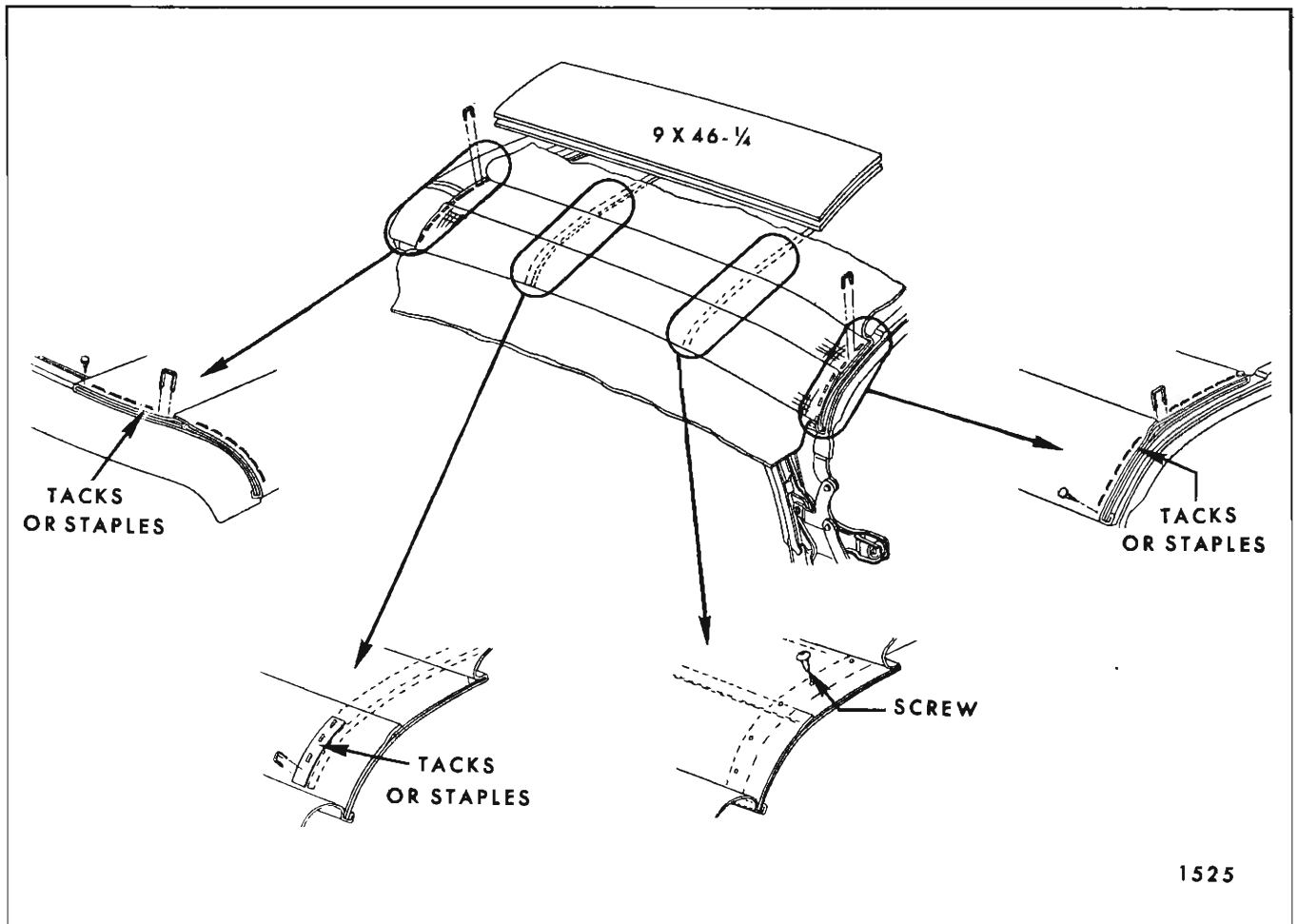


Fig. 5-I-11—Side Stay Pad Installation

6. Place new back curtain window assembly on clean covered work bench with interior (vinyl) surface of back window facing down.

7. Carefully lay removed back curtain assembly over new back curtain assembly. Using a grease pencil, mark vinyl surface of new back curtain using marked edge of old curtain as guide. (See steps 16 and 23 of removal procedure). In addition, mark trim stick bolt hole locations on new back curtain assembly.

IMPORTANT: Where a grease pencil or similar material is used for marking back curtain vinyl, marks must be below trim stick so that they will not show after curtain is installed in body.

8. Center and position back curtain assembly to rear trim stick over attached top compartment bag.

NOTE: Notch in back curtain vinyl at lower edge indicates centerline of back curtain assembly. (See Fig. 5I13). In addition, back curtain lower edge should extend 1/2" below lower edge of trim sticks.

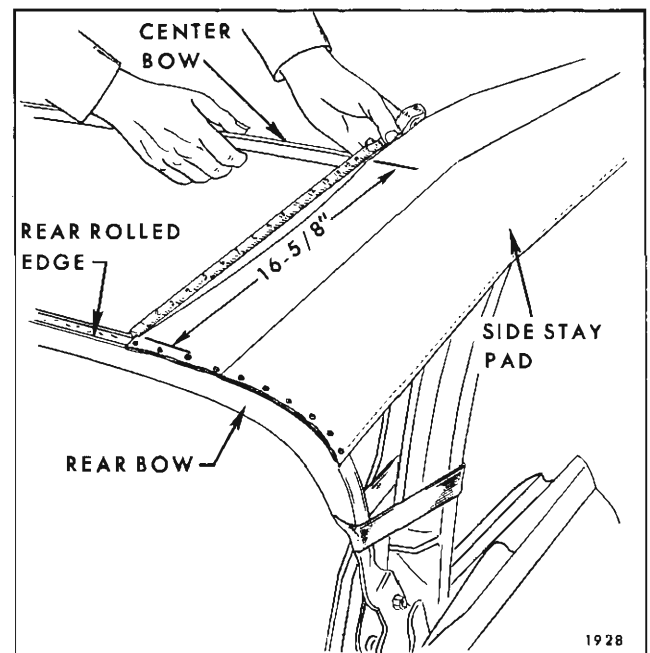


Fig. 5-I-12—Positioning Rear Bow

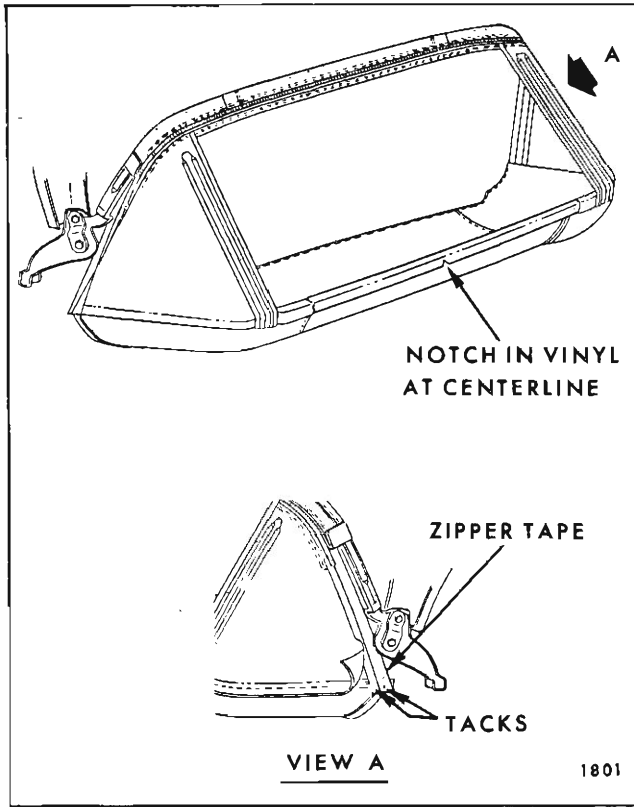


Fig. 5-I-13—Back Curtain Installation

9. Tack curtain to rear and rear quarter trim sticks. On right side, tack zipper tape to forward edge of rear quarter trim stick. (See view "A" in direction of arrow in Fig. 5I13).

NOTE: Zipper stop should be above upper edge of rear quarter trim stick. Zipper tape should not be pulled taut after back curtain has been installed to rear roof bow as zipper assembly may

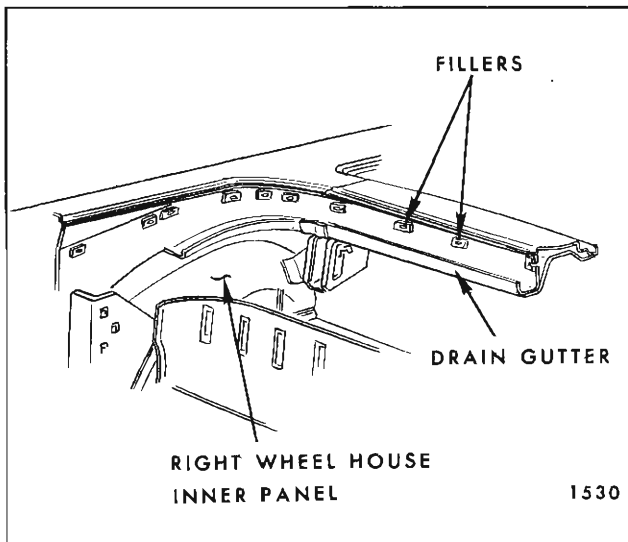


Fig. 5-I-14—Checking Trim Stick Fillers

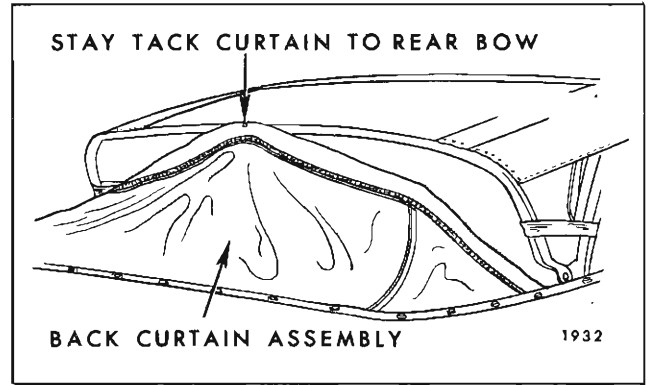


Fig. 5-I-15—Stay Tacking Back Curtain at Rear Bow

show through top material after top has been properly installed.

10. Tack remainder of back curtain material to rear quarter trim stick.

11. Tacks securing back curtain assembly to trim sticks should be placed close to each side of every bolt hole in trim sticks. Then pierce or punch back curtain assembly for each trim stick bolt.

12. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement if necessary. (Fig. 5I14).

13. 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.

14. Secure back curtain assembly with one tack to rear bow to prevent damage to plastic sheet. (Fig. 5I15).

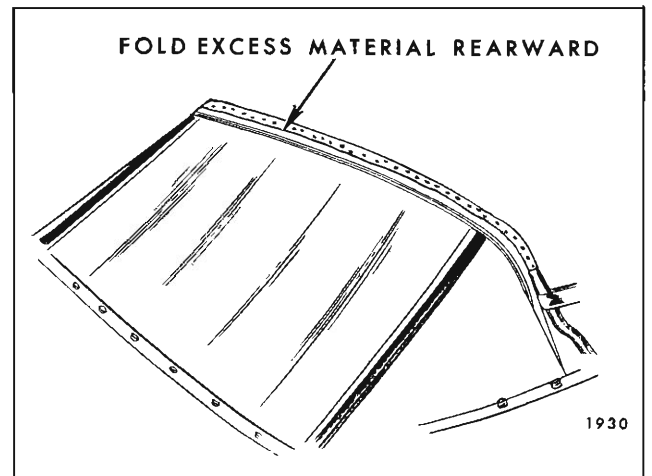


Fig. 5-I-16—Back Curtain Installed

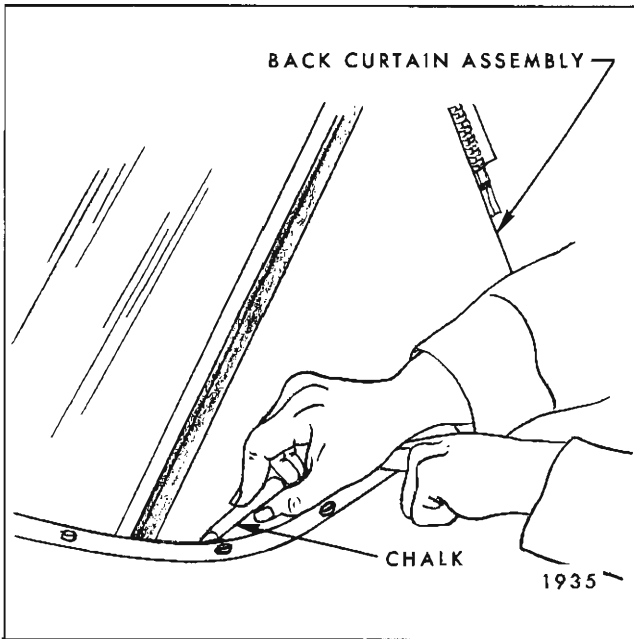


Fig. 5-I-17—Marking Back Curtain

15. Working from body center progressively out-board to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from back curtain assembly. Fold any excess back curtain upper valance material rearward and tack to rear bow. (Fig. 5I16).

IMPORTANT: DO NOT CUT OFF EXCESS UPPER VALANCE MATERIAL, AS MATERIAL MAY UNRAVEL.

16. Check contour of back curtain assembly at rear roof bow and at pinchweld molding.

17. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Readjust back curtain assembly as required. (Fig. 5I17).

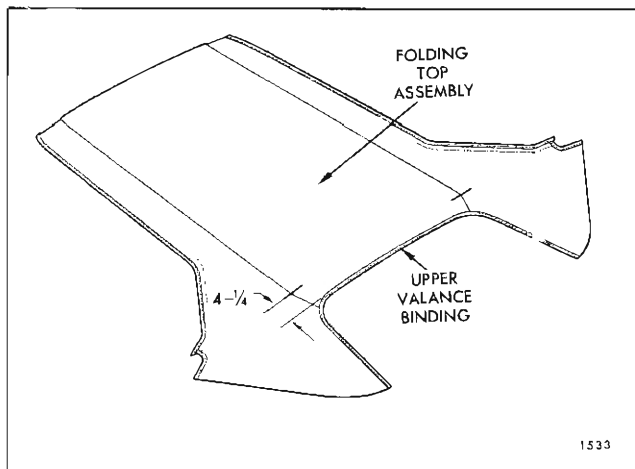


Fig. 5-I-18—Marking Top Material

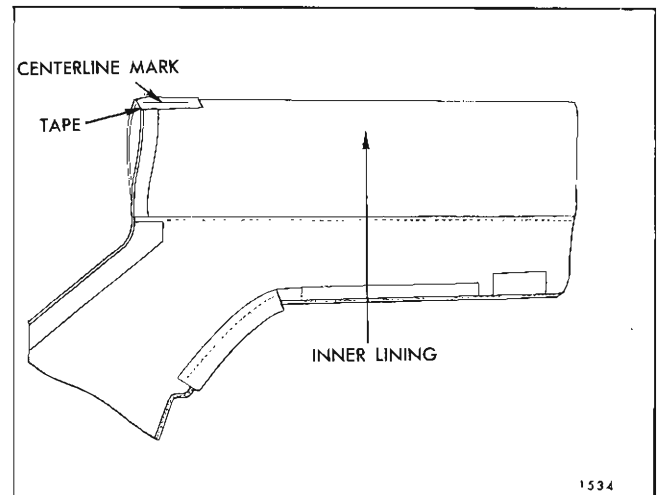


Fig. 5-I-19—Marking Folding Top Material

18. Where required, adjust side stay pads; then 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.

19. Detach rear trim stick with attached back curtain assembly from body.

20. Lay out new top material on clean protected surface with outer layer of material exposed.

21. Using a pencil, mark top material (mark should be approximately 1/2" in length) at deck seam 4-1/4" from edge of top material upper valance binding. (Fig. 5I18).

22. Fold new top material in half so that inner lining of top material is exposed. (Fig. 5I19). Install a 6" piece of tape on inner surface at centerline fold of new top material. (Fig. 5I19). Using a pencil, mark the approximate centerline of new top material along entire length of tape.

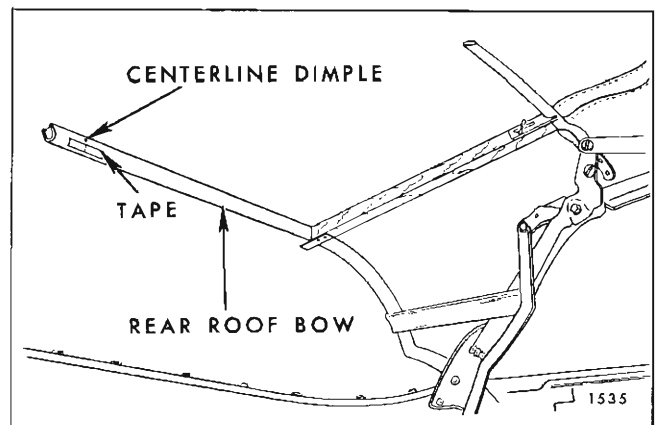


Fig. 5-I-20—Marking Rear Roof Bow

IMPORTANT: Be sure mark will be visible inside of body after new top is installed on convertible top framework.

23. 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. 5I20).

24. Remove rear bow spacer sticks and positioning tape or cord.

25. 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 properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly ($\pm 1/4''$) 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.

26. Remove top trim material.

27. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over new 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 17 and 18 of removal procedure).

28. Position top trim on framework and center assembly both fore and aft and side to side.

29. Install listing pocket retainer into listing pocket.

30. Center retainer in listing pocket; then, install retainer into front bow.

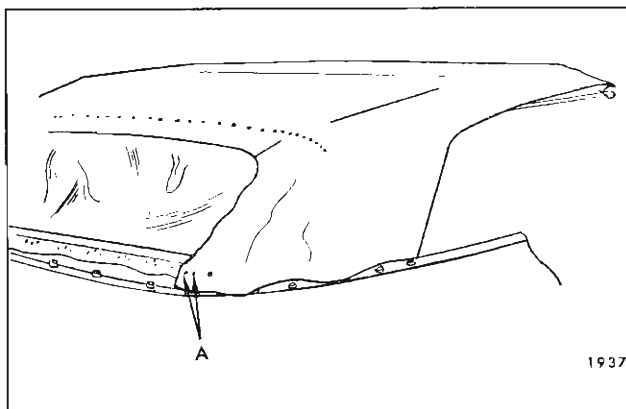


Fig. 5-I-21—Tacking Top Material

NOTE: Retainer should be evenly centered between side roof rail stay pads.

31. Install front bow to listing pocket retainer attaching screws. (Fig. 5I27).

32. On right side of top material, at front of hold-down cable pocket, install cable through pocket in top assembly.

NOTE: Welding rod or similar material may be bent at one end to form a hook. Then at rear of hold-down pocket, slip hooked end of rod into pocket. Push rod through pocket until hooked end of rod is exposed at front of pocket. Install rear end of cable attaching bracket over hooked portion of rod; then pull cable through pocket. When cable attaching bracket is exposed at rear end of hold-down pocket, disengage hooked portion of rod from cable attaching bracket. Repeat above operation on opposite side of top assembly.

33. After cables have been filtered or pulled through hold-down pockets in top material, securely install front and rear cable attaching brackets to side roof front and rear rails (Fig. 5I26).

34. 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 flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly ($\pm 1/4''$) 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. (See Fig. 5I20).

35. Using a nitrile cement or neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rear rails. Make sure that quarter flap 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.

36. Using an awl or other suitable tool, pierce flaps for side roof rail rear weatherstrip attaching screws. Install side roof rail rear weatherstrips to help maintain position of quarter flaps while adhesive is drying.

37. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Figure 5I21 shows top material installed to rear trim stick at inboard edge.

38. Cut or punch hole in top material for each trim stick attaching bolt.

39. Install top material into body. Make sure rear and rear quarter trim stick attaching bolts are completely driven in to represent finished condition.

40. Check fit of top material. Rear quarter trim sticks may be adjusted downward to remove minor wrinkles in top material in rear quarter area.

41. Where required, remark top material; then make necessary adjustments to top material by re-positioning rear quarter trim sticks and/or by re-tacking top material to rear and/or rear 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.

42. Remove trim sticks with attached top material from top compartment well. Back curtain should extend 1/2" below trim sticks. (See step 8 of installation procedure). In addition, top material must extend 1/2" to 5/8" below trim sticks to minimize water wicking on inner lining of back curtain material. Trim top material as required.

43. Install trim sticks with attached top material into top compartment well and tighten side and rear trim stick attaching bolts.

44. 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.

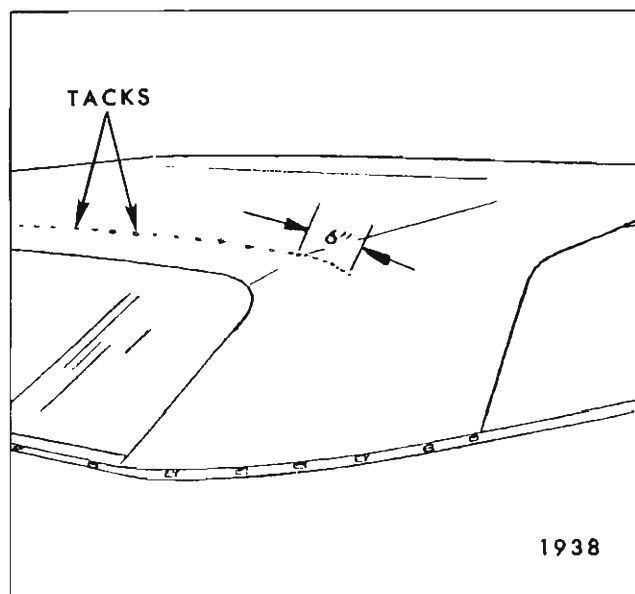


Fig. 5-I-22—Tacks Outboard of Seams

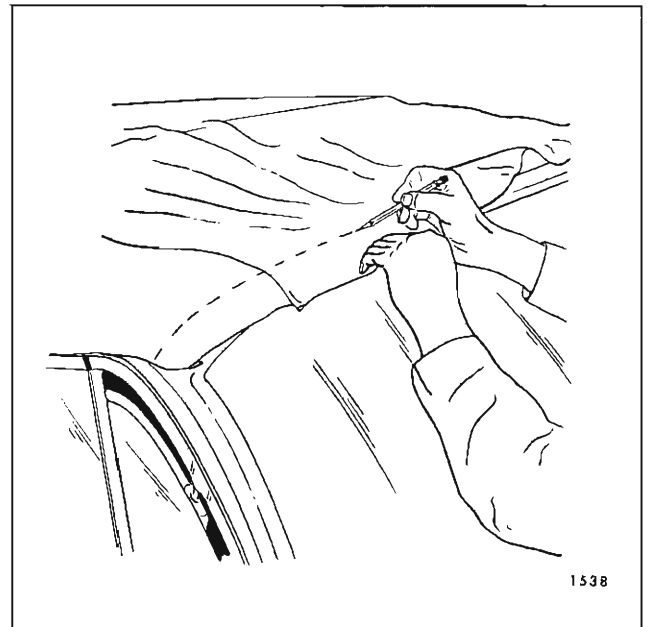


Fig. 5-I-23—Marking Top Material at Front Roof Rail

45. Where required, remove side roof rail rear weatherstrips. Re-adjust top material at side roof rails and reinstall weatherstrips.

46. 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. (See Fig. 5I22). Tacks outboard of deck seams should be restricted to distance not to exceed six inches, which is length wire-on binding extends past seam. (Fig. 5I22).

47. 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. 5I23).

48. Unlock top from windshield header and apply nitrile cement or neoprene-type weatherstrip adhesive to tacking area of front roof rail and corresponding surface of top material. Pull top trim material slightly forward so that pencil marks are on underside of front edge of front roof rail. Fasten top trim to cemented area and stay tack trim to rail. (Fig. 5I24).

49. Apply nitrile cement or neoprene-type weatherstrip adhesive to front flaps and to corresponding areas on side roof front rails. Fasten flaps to side roof front rails. (See Fig. 5I25).

50. 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

5I-10 FOLDING TOP

top trim, unlock top from header and reposition top trim by pulling trim further forward. Stay tack and re-check top appearance).

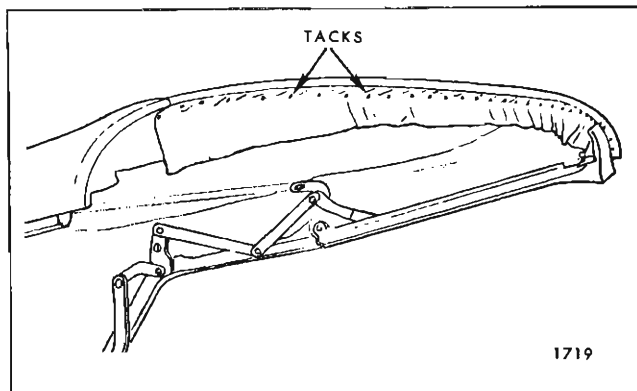


Fig. 5-I-24—Installation of Top Material to Front Roof Rail

51. Complete tacking of top trim to front roof rail and trim off excess material.

52. 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.

NOTE: Any tack holes made in top material as a result of stay tacking material to rear roof bow should also be sealed using neoprene-type weatherstrip adhesive.

53. When completed, folding top should be free from wrinkles and draws. Install all previously removed trim and hardware and clean any soilage from top material, back curtain or pads.

FOLDING TOP TRIM (LESS BACK CURTAIN)

FOLDING TOP TRIM COVER

Removal

1. Place protective covers on all exposed panels which may be contacted during procedures.

2. Remove rear cushion and back.

CAUTION: Disconnect rear seat speaker wire if present.

3. Remove right and left folding top compartment side trim panels.

4. Remove right and left side roof rail rear weatherstrip attaching screws; then remove weatherstrips from rails.

5. Detach folding top quarter flaps from side roof rear rails.

6. Lower top to "stacked" position.

7. Remove right and left side roof rail front weatherstrip attaching screws; then remove weatherstrip from rails.

8. Remove front roof rail front and rear weatherstrips (Fig. 5I25).

9. Detach top material from front roof rail (Fig. 5I25).

10. Detach top material flaps from side roof front rail (Fig. 5I25).

11. Raise top and lock to windshield header.

12. At right and left side roof front and rear rails, remove hold-down cable front and rear attaching screws. (See Views "A" and "B" in Fig. 5I26).

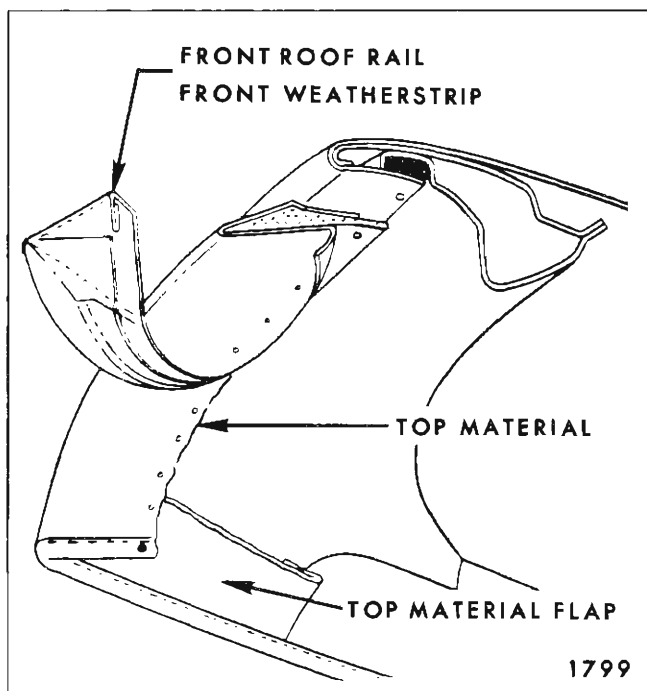


Fig. 5-1-25—Top Material at Front Roof Rail

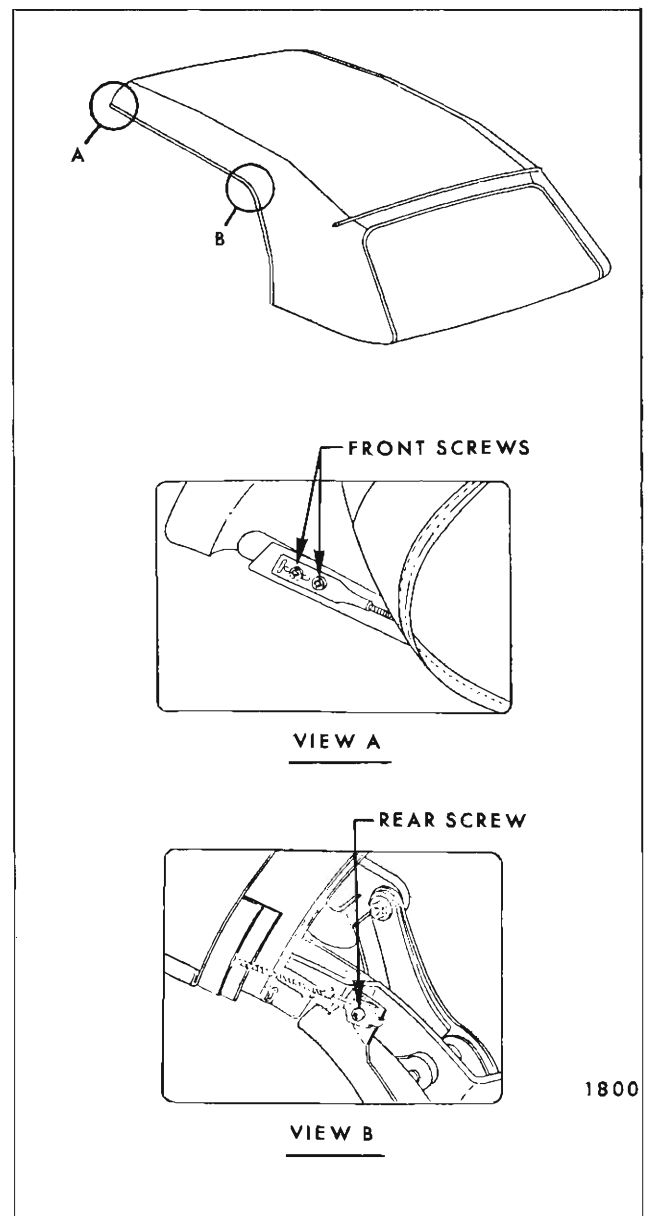


Fig. 5-1-26—Hold-Down Cable Attachment
(Manual Top Shown)

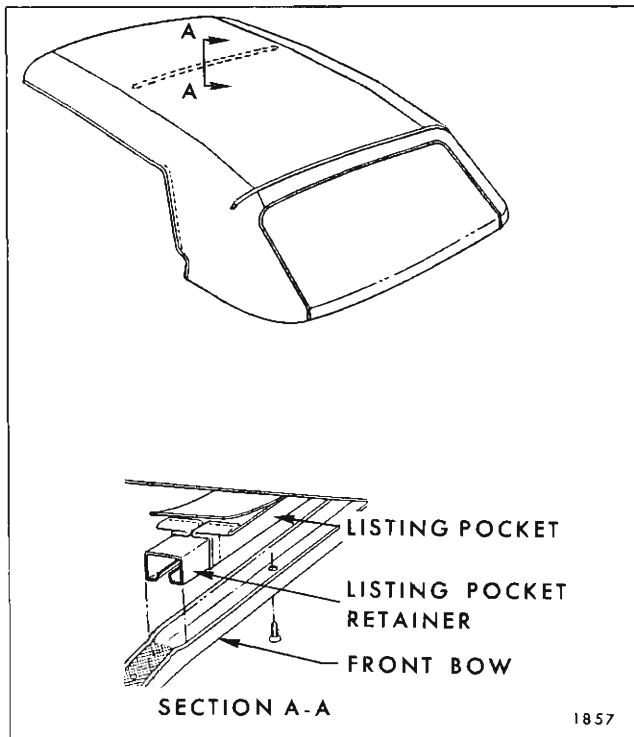


Fig. 5-I-27—Listing Pocket Retainer

13. Pull both hold-down cables forward until cables are completely removed from top material retaining pockets.

14. At underside of front bow, remove screws securing listing pocket retainer to bow (Fig. 5I27).

15. Push top material upward sufficiently until retainer is disengaged from bow; then, remove retainer from listing pocket.

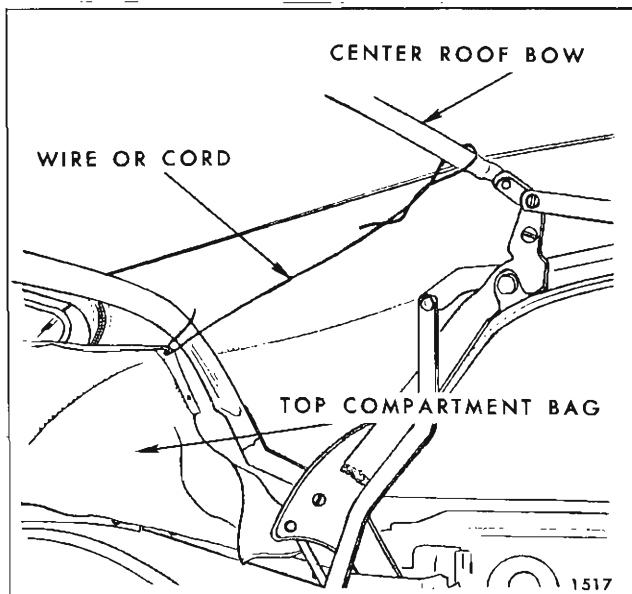


Fig. 5-I-28—Top Compartment Bag Tied to Center Bow

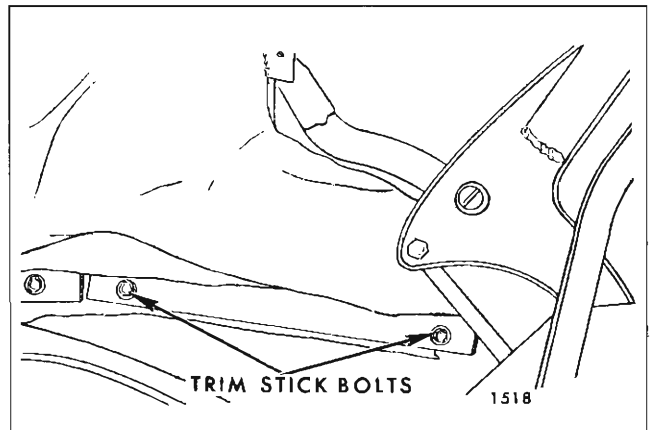


Fig. 5-I-29—Rear Quarter Trim Stick

16. 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 to provide ready access to attaching bolts (Fig. 5I28).

17. At each rear quarter area remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel (Fig. 5I29).

18. Remove rear trim stick attaching bolts; then lift trim assembly with attached quarter and rear trim sticks on top of rear compartment front panel.

19. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain material at both locations with a grease pencil (Fig. 5I30).

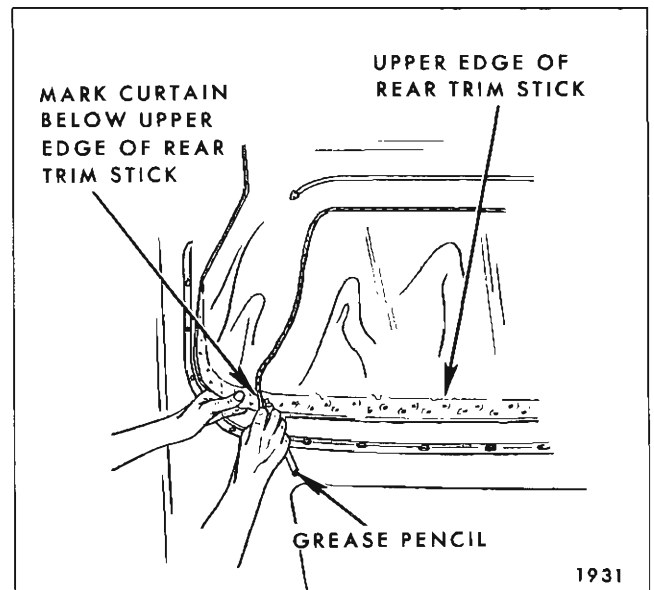


Fig. 5-I-30—Locating Edge of Top Material

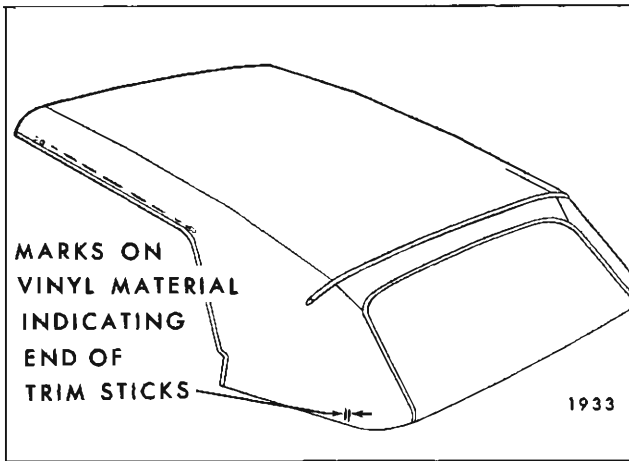


Fig. 5-I-31—Marking Folding Top Material

NOTE: Reference marks must be made below upper edge of rear trim sticks.

20. To establish relationship of old top material to its position on rear trim sticks, cut selvage end of top material off flush with lower edge of trim sticks.

CAUTION: When cutting top material, be careful not to cut lower selvage edge of back curtain assembly.

21. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material (Fig. 5I31). Reference marks for trim sticks should be transferred to new top material when step 8 of installation procedure is performed.

22. 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.

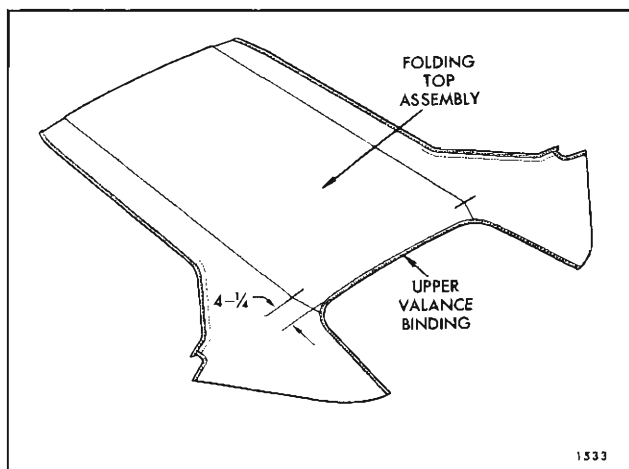


Fig. 5-I-32—Marking Top Material

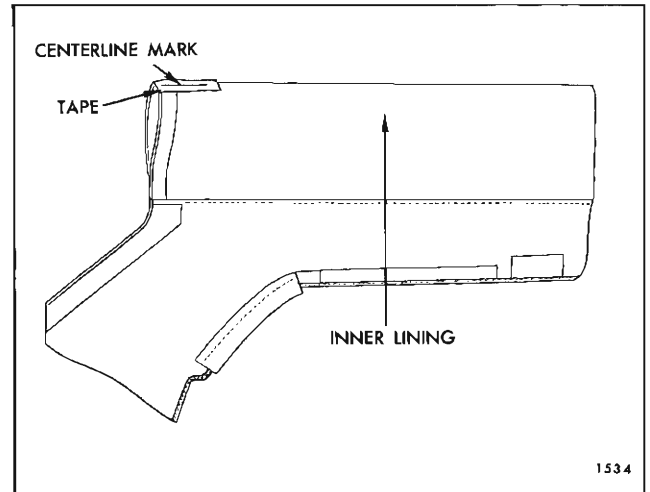


Fig. 5-I-33—Marking Folding Top Material

Installation

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. Lay out new top material on clean protected surface with outer layer of material exposed.

3. Using a pencil, mark top material (mark should be approximately 1/2" in length) at deck seam 4 1/4" from edge of top material upper valance binding (Fig. 5I32).

4. Fold new top material in half so that inner lining of top material is exposed (Fig. 5I33). Install a 6" piece of tape on inner surface at centerline fold of new top material (Fig. 5I33). Using a pencil, mark the approximate centerline of new top material along entire length of tape.

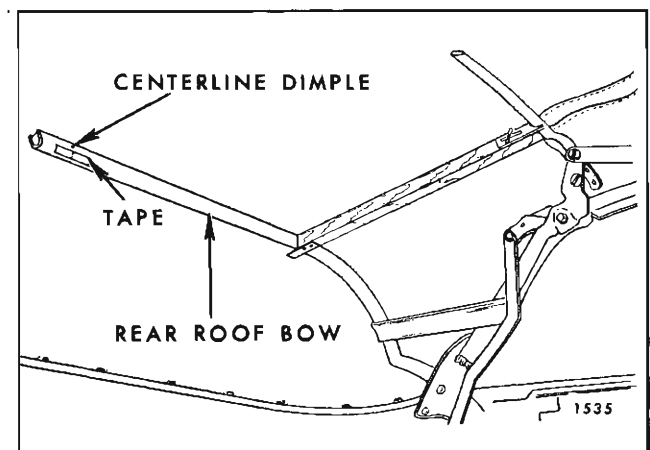


Fig. 5-I-34—Marking Rear Roof Bow

IMPORTANT: Be sure mark will be visible inside of body after new top is installed on convertible top framework.

5. 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. 5I34).

6. 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 properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly ($\pm 1/4''$) 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.

7. Remove top trim material.

8. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over new 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 20 and 21 of removal procedure).

9. Position top trim on framework and center assembly both fore and aft and side to side.

10. Install listing pocket retainer into listing pocket.

11. Center retainer in listing pocket; then install retainer into front bow.

NOTE: Retainer should be evenly centered between side roof rail stay pads.

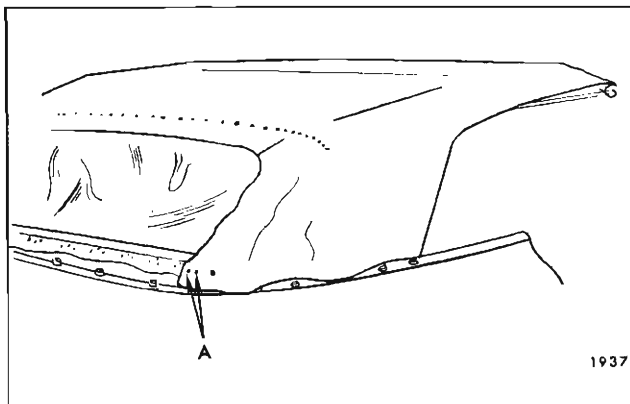


Fig. 5-1-35—Tacking Top Material

12. Install front bow to listing pocket retainer attaching screws (Fig. 5I27).

13. On right side of top material, at front of hold-down cable pocket, install cable through pocket in top assembly.

NOTE: Welding rod or similar material may be bent at one end to form a hook. Then at rear of hold-down pocket slip hooked end of rod into pocket. Push rod through pocket until hooked end of rod is exposed at front of pocket. Install rear end of cable attaching bracket over hooked portion of rod; then pull cable through pocket. When cable attaching bracket is exposed at rear end of hold-down pocket, disengage hooked portion of rod from cable attaching bracket. Repeat above operation on opposite side of top assembly.

14. After cables have been filtered or pulled through hold-down pockets in top material, securely install front and rear cable attaching brackets to side roof front and rear rails (Fig. 5I26).

15. 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 flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly ($\pm 1/4''$) 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 (See Fig. 5I34).

16. Using nitrile cement or neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rails. Make sure that quarter flap 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.

17. Using an awl or other suitable tool, pierce flaps for side roof rail rear weatherstrip attaching screws. Install side roof rail rear weatherstrip to help maintain position of quarter flaps while adhesive is drying.

18. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Figure 5I35 shows top material installed to rear trim stick at inboard edge.

19. Cut or punch hole in top material for each trim stick attaching bolt.

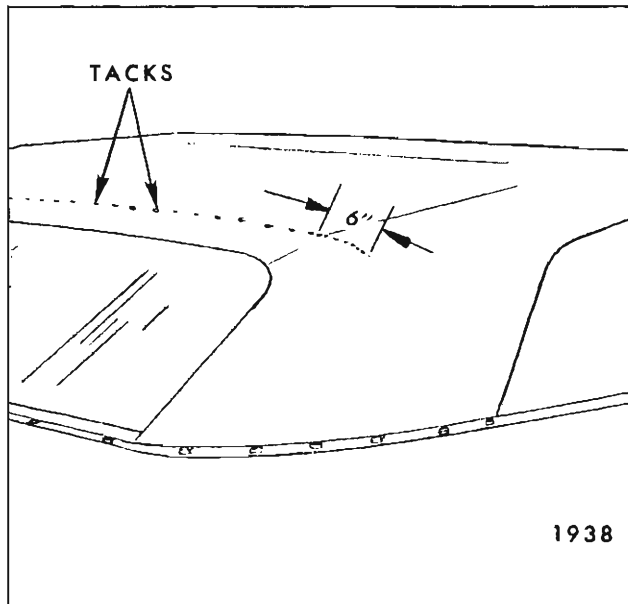


Fig. 5-1-36—Tacks Outboard of Seams

20. Install top material into body. Make sure rear and rear quarter trim stick attaching bolts are completely driven in to represent finished condition.

21. Check fit of top material. Rear quarter trim sticks may be adjusted downward to remove minor wrinkles in top material in rear quarter area.

22. Where required, re-mark top material; then make necessary adjustments to top material by re-positioning rear quarter trim sticks and/or by re-tacking top material to rear and/or rear 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.

23. Remove trim sticks with attached top material from top compartment well. Top material must extend $1/2$ " to $5/8$ " below trim sticks to minimize water wicking on inner lining of back curtain material. Trim top material as required.

24. Install trim sticks with attached top material into top compartment well and tighten side and rear trim stick attaching bolts.

25. 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.

26. Where required, remove side roof rail rear weatherstrips. Re-adjust top material at side roof rails and reinstall weatherstrips.

27. 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. (See Fig. 5I36). Tacks outboard of deck seams should be restricted to distance not to exceed six inches, which is length wire-on binding extends past seam (Fig. 5I36).

28. 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. 5I37).

29. Unlock top from windshield header and apply nitrile cement or neoprene-type weatherstrip adhesive to tacking area of front roof rail and corresponding surface of top material. Pull top trim material slightly forward so that pencil marks are on underside of front edge of front roof rail. Fasten top trim to cemented area and stay tack trim to rail (Fig. 5I38).

30. Apply nitrile cement or neoprene-type weatherstrip adhesive to front flaps and to corresponding areas on side roof front rails. Fasten flaps to side roof front rails (See Fig. 5I25).

31. 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 by pulling trim further forward. Stay tack and recheck top appearance).

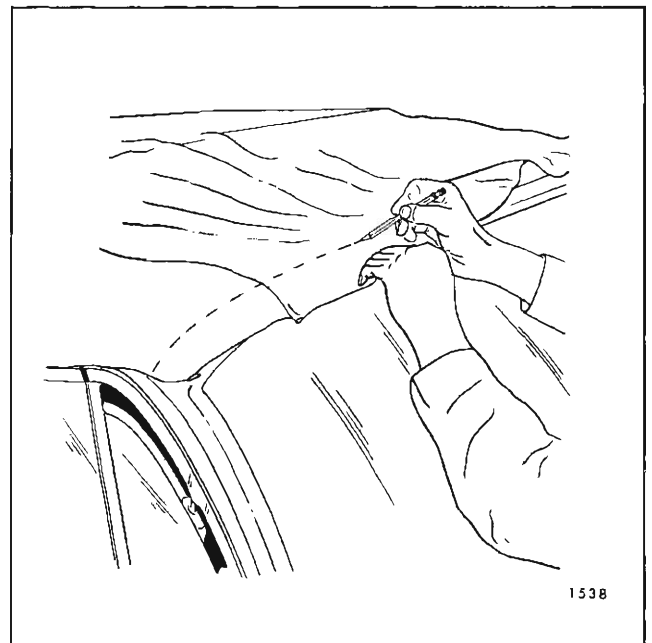


Fig. 5-1-37—Tacks Outboard of Seams

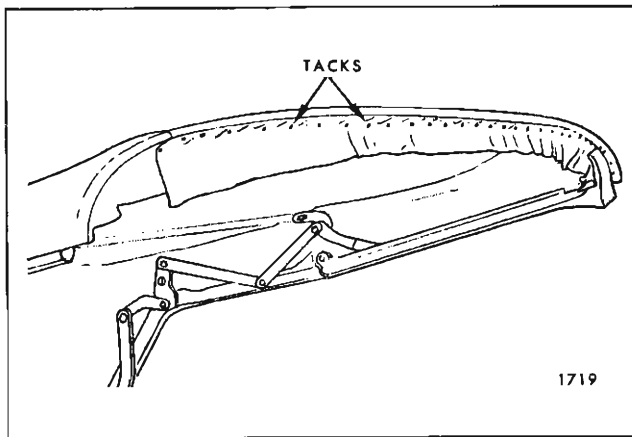


Fig. 5-1-38—Installation of Top Material to Front Roof Rail

32. Complete tacking of top trim to front roof rail and trim off excess material.

33. 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.

NOTE: Any tack holes made in top material as a result of stay tacking material to rear roof bow should also be sealed using neoprene-type weatherstrip adhesive.

34. When completed, folding top should be free from wrinkles and draws. Install all previously removed trim and hardware and clean any soilage from top material, backlight and material or pads.

BACK CURTAIN TRIM ASSEMBLY (COMPLETE)

TRIM ASSEMBLY

Removal

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.
 - b. Folding top compartment side trim panel assemblies.
 - c. Side roof rail rear weatherstrips; then loosen folding top quarter flaps from rails.
3. 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 to provide ready access to attaching bolts. (Fig. 5I39).
4. At each rear quarter area, remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel. (Fig. 5I40).
5. Remove rear trim stick attaching bolts; then lift trim assembly with attached quarter and rear trim sticks on top of rear compartment front panel.
6. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark

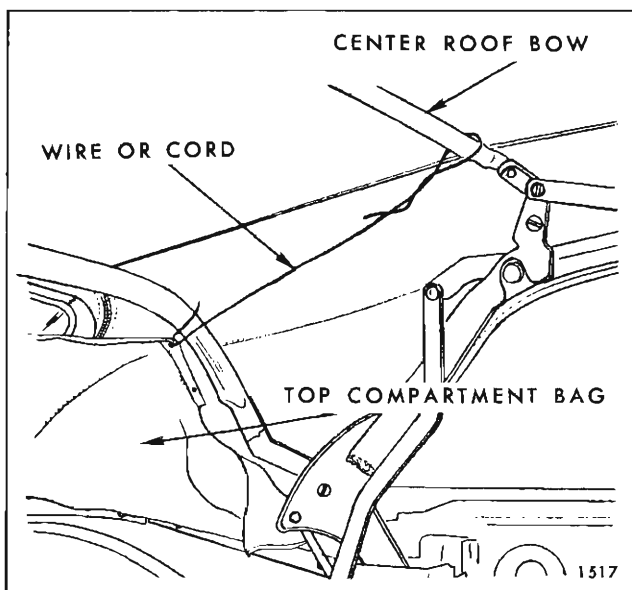


Fig. 5-I-39—Top Compartment Bag Tied to Center Bow

back curtain vinyl at both locations with a grease pencil. (Fig. 5I41). Reference marks should be transferred to new back curtain when step 3 of installation procedure is performed.

NOTE: Reference marks must be made below upper edge of rear trim stick.

7. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material. (Fig. 5I42).
8. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow.
9. Detach folding top trim from rear roof bow and from rear and rear quarter trim sticks.
10. Carefully slide top trim forward exposing tacked edge of back curtain at rear roof bow.
11. Detach back curtain from rear roof bow; then remove back curtain assembly with attached trim sticks and top compartment bag from body and place on a clean, protected surface.
12. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material. (Fig. 5I43). Reference marks for trim sticks should be transferred to new back curtain material when step 3 of installation procedure is performed.
13. Remove back curtain assembly from rear and rear quarter trim sticks.

Installation

1. Preset spacer sticks to shortest length and install between center and rear roof bow. Adjust

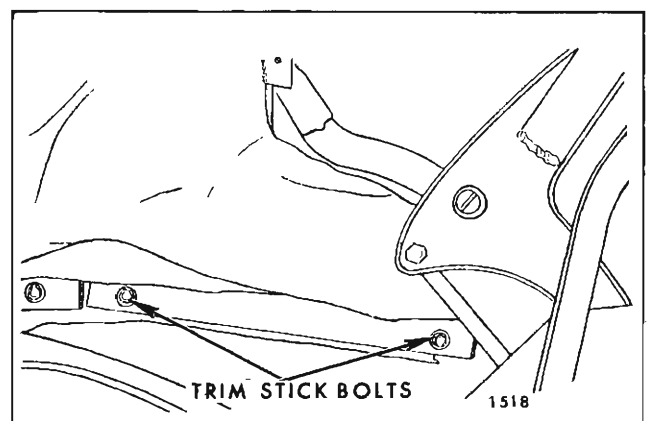


Fig. 5-I-40—Rear Quarter Trim Stick

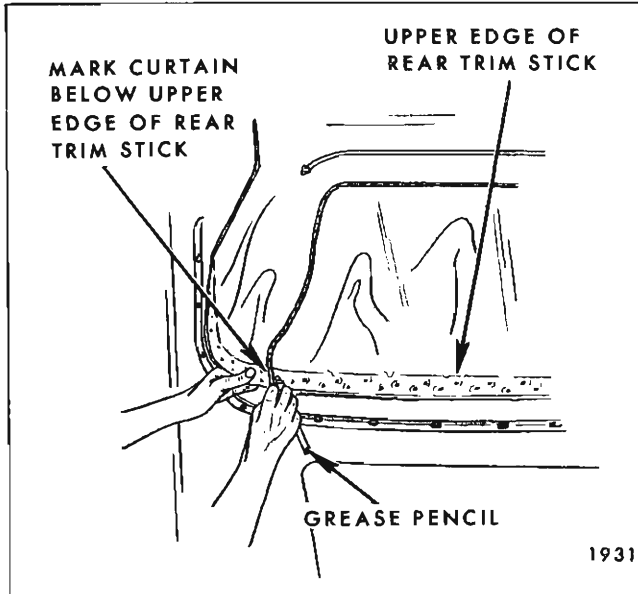


Fig. 5-I-41—Locating Edge of Top Material

sticks so that dimension "X" in Figure 5I44 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 16 5/8".

NOTE: Dimension may vary $\pm 1/4$ " after back curtain has been completely installed.

Tie or tape rear bow to rear side roof rails.

2. Place new back curtain window assembly on clean covered work bench with interior (vinyl) surface of back window facing down.

3. Carefully lay removed back curtain assembly over new back curtain assembly. Using a grease pencil, mark vinyl surface of new back curtain using marked edge of old curtain as guide. (See

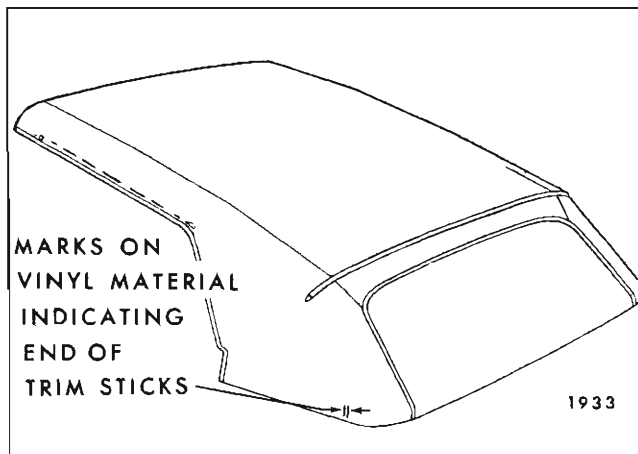


Fig. 5-I-42—Marking Folding Top Material

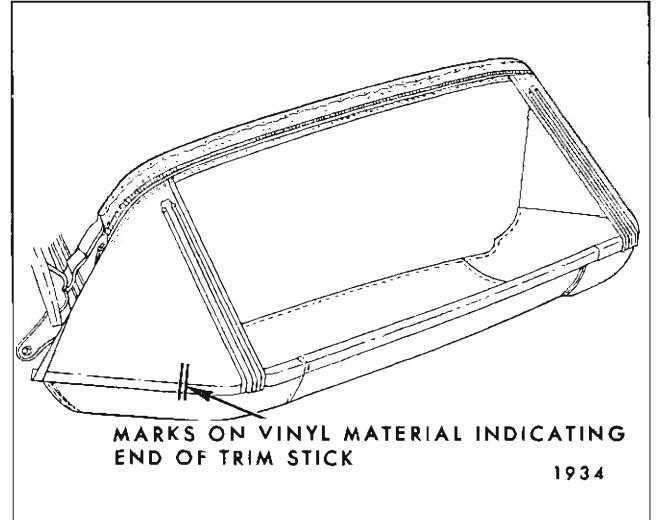


Fig. 5-I-43—Marking Back Curtain Material

steps 6 and 12 of removal procedure). In addition, mark trim stick bolt hole locations on new back curtain assembly.

IMPORTANT: Where a grease pencil or similar material is used for marking back curtain vinyl, marks must be below trim stick so that they will not show after curtain is installed in body.

4. Center and position back curtain assembly to rear trim stick over attached top compartment bag.

NOTE: Notch in back curtain vinyl at lower edge indicates centerline of back curtain assembly. (See Fig. 5I45). In addition, back curtain lower edge should extend 1/2" below lower edge of trim sticks.

5. Tack curtain to rear and rear quarter trim sticks. On right side, tack zipper tape to forward edge of rear quarter trim stick. (See "A" in direction of arrow in Fig. 5I45).

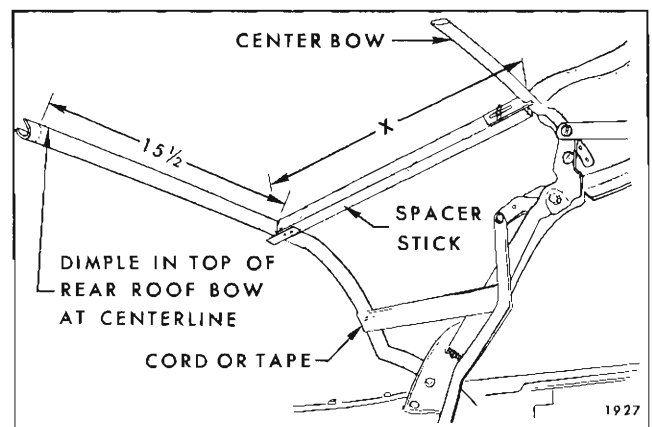


Fig. 5-I-44—Installation of Spacer Sticks

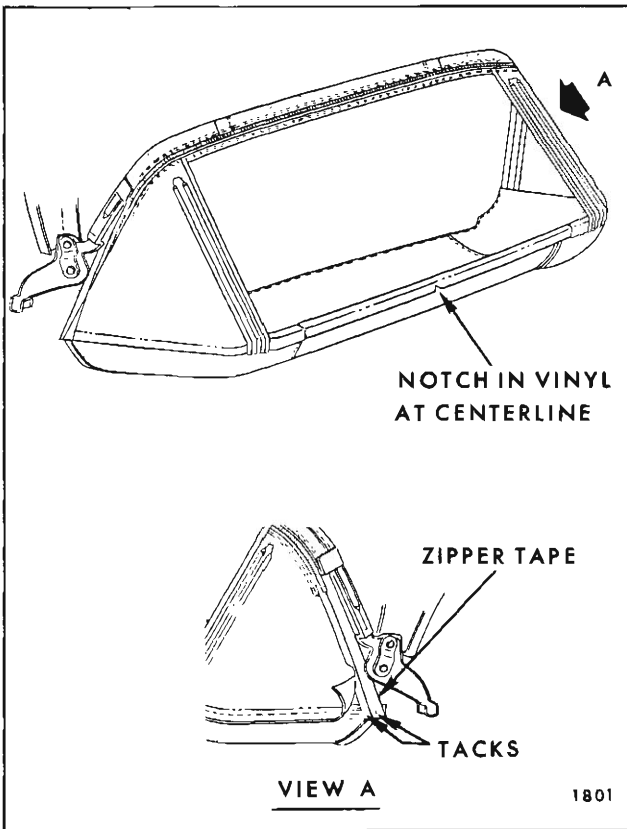


Fig. 5-I-45—Back Curtain Installation

NOTE: Zipper stop should be above upper edge of rear quarter trim stick. Zipper tape should not be pulled taut after back curtain has been installed to rear roof bow as zipper assembly may show through top material after top has been properly installed.

6. Tack remainder of back curtain material to rear quarter trim stick.

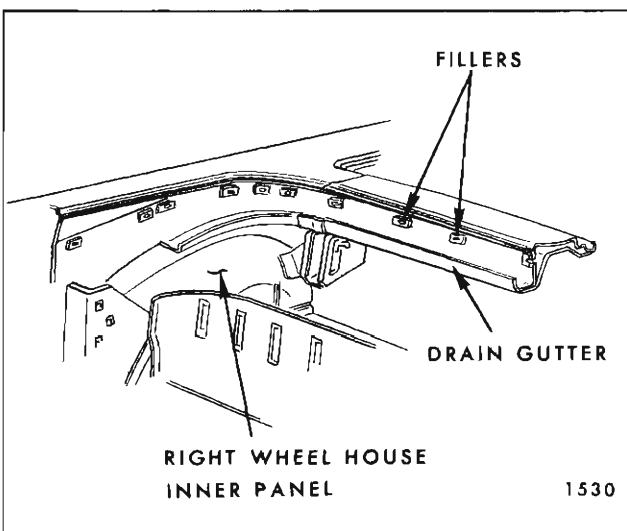


Fig. 5-I-46—Checking Trim Stick Fillers

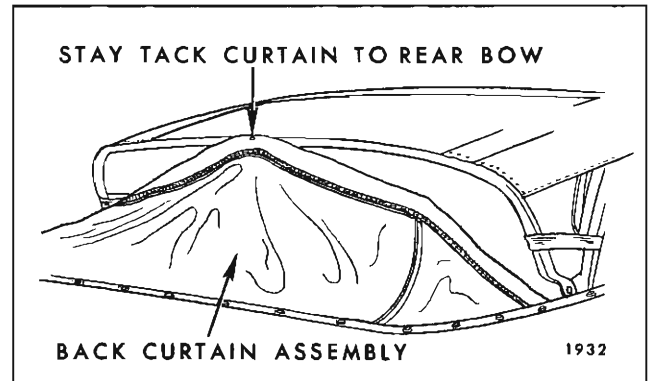


Fig. 5-I-47—Stay Tacking Back Curtain at Rear Bow

7. Tacks securing back curtain assembly to trim sticks should be placed close to each side of every bolt hole in trim sticks. Then pierce or punch back curtain assembly for each trim stick bolt.

8. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement if necessary. (Fig. 5I46).

9. 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.

10. Secure back curtain assembly with one tack to rear bow to prevent damage to plastic sheet. (Fig. 5I47).

11. Working from body center progressively out-board to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from back curtain assembly. Fold excess back curtain upper valance material rearward and tack to rear bow. (Fig. 5I48).

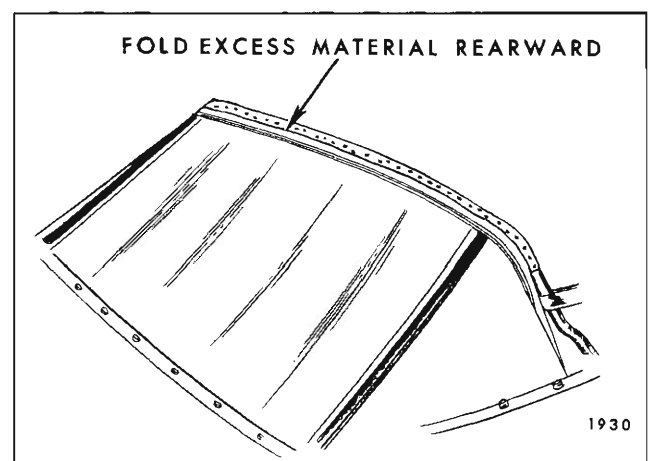


Fig. 5-I-48—Back Curtain Installed

IMPORTANT: DO NOT CUT EXCESS UPPER VALANCE MATERIAL, AS MATERIAL MAY UNRAVEL.

12. Check contour of back curtain assembly at rear roof bow and at pinchweld molding.

13. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Detach rear trim stick with attached back curtain assembly from body. Readjust back curtain assembly as required (Fig. 5I49).

14. Install top trim cover assembly.

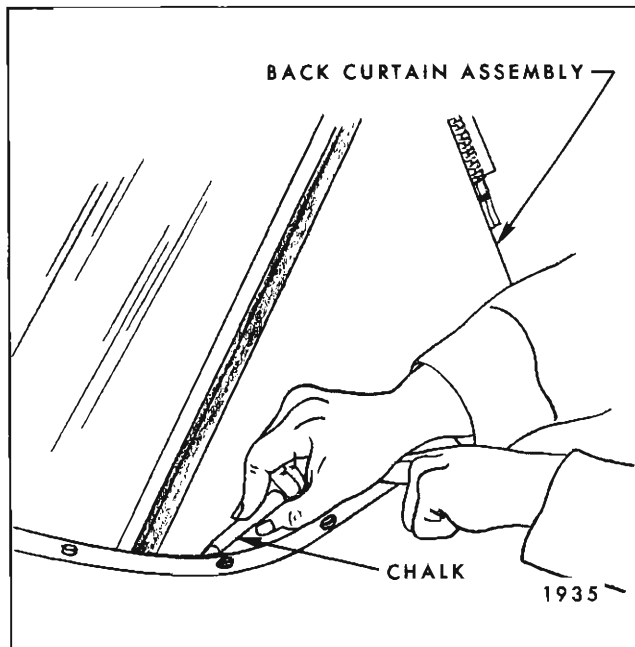


Fig. 5-1-49—Marking Back Curtain

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.

15. Install all previously removed trim and hardware.

BACK CURTAIN ZIPPER REPLACEMENT

If only the back curtain zipper is being replaced use the Removal and Installation procedure for "Back Curtain Trim Assembly (Complete)" and perform the following additional operations after the back curtain assembly has been removed from body (after step 13 of removal procedure).

1. Using a chalk or similar material, on old zipper tape mark location of zipper in relation to edges of back curtain vinyl and upper valance webbing.

2. Cut stitches securing zipper tape to back curtain assembly and to upper valance webbing.

3. Transfer reference marks to new zipper assembly.

4. Sew new zipper tape to back curtain vinyl and upper valance webbing.

NOTE: Zipper tape may be stapled to back curtain and upper valance webbing to aid in holding zipper in proper position during sewing operation.

5. Install back curtain assembly as described under Installation procedure for "Back Curtain Trim Assembly (Complete)".

BACK CURTAIN VINYL (INCLUDES EXTENSIONS)

BACK CURTAIN VINYL REPLACEMENT (INCLUDES TRANSFER OF ZIPPER TO NEW VINYL)

Removal

1. Place protective covers on all exposed panels which may be contacted during procedure.
2. Remove rear seat cushion and back.
3. Remove folding top compartment side trim panel assemblies and side roof rail rear weatherstrips; then detach folding top quarter flaps from side roof rear rails.
4. Detach top compartment bag from seat back panel and remove all trim stick attaching bolts.
5. To establish the relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain vinyl at both locations with a grease pencil (Fig. 5I41). Reference marks should be transferred to new back curtain when step 4 of installation procedure is performed.
6. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material. Reference marks should be used as a guide when installing top material to trim sticks after new back curtain has been installed.

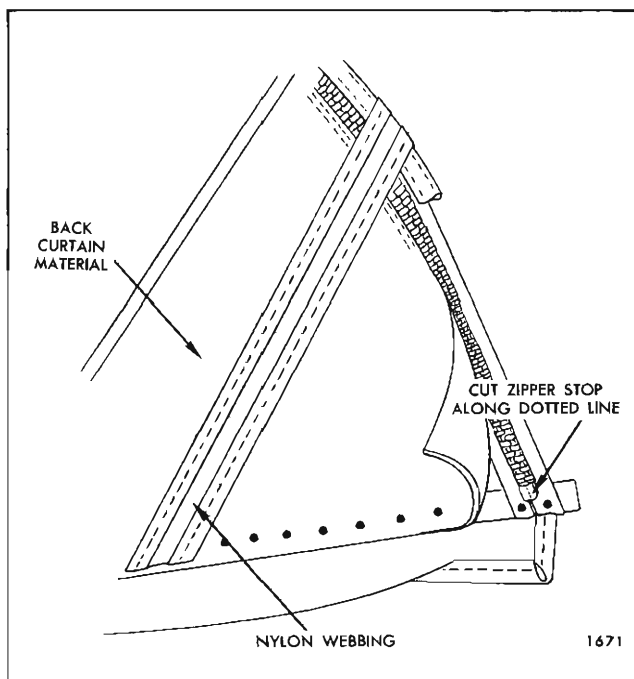


Fig. 5-I-50—Back Curtain Vinyl Replacement

7. Remove folding top material from rear and rear quarter trim sticks; then carefully slide top trim forward sufficiently to expose back curtain zipper.

8. Detach zipper tape from rear quarter trim stick.

9. Using a pair of wire cutting shears or other suitable tool, cut zipper stop along dotted line and remove both halves of stop from zipper (Fig. 5I50).

10. Operate slide fastener off of zipper assembly.

11. Remove rear and rear quarter trim sticks with attached back curtain and compartment bag material from body and place on a clean, protected surface.

12. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (Fig. 5I43). Reference marks for trim sticks should be transferred to new back curtain material when step 4 of installation procedure is performed.

13. Using chalk or similar material, mark zipper tape at upper edge of vinyl (Fig. 5I51).

14. Remove back curtain assembly from rear and rear quarter trim sticks.

15. As a bench operation, cut stitches securing half of zipper assembly to back curtain vinyl.

NOTE: Back curtain vinyl and extensions (less zipper) are available as a service part.

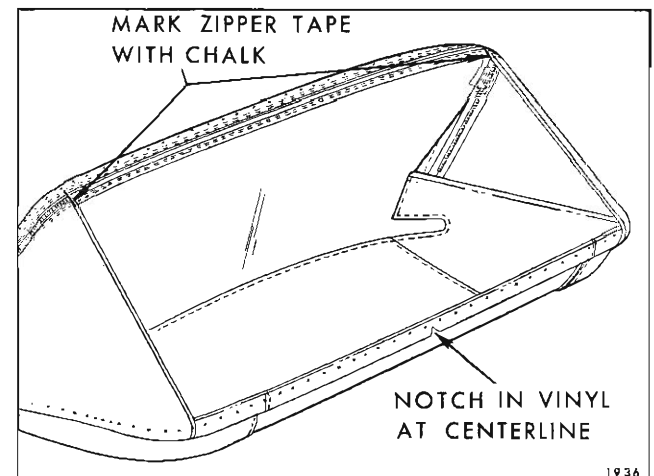


Fig. 5-I-51—Marking Zipper Tape

Installation

1. Using a chalk mark as guide, locate rear half of zipper to new back curtain vinyl. Zipper tape may be stapled to new back curtain to aid in holding zipper in proper position during sewing operation.

2. Sew zipper to new back curtain assembly.

3. Place back curtain window assembly on clean covered work bench with interior (vinyl) surface of back window valance facing down. Transfer marks on old back curtain to new back curtain assembly. See steps 5 and 12 of removal procedure.

4. Center and position back curtain assembly to rear trim stick over attached compartment bag.

NOTE: Notch in back curtain vinyl at lower edge indicates centerline of back curtain assembly. (See Fig. 5I51). In addition, back curtain lower edge should extend 1/2" below lower edge of trim sticks.

5. Tack curtain to rear and rear quarter trim sticks.

6. Tacks securing back curtain assembly to trim sticks should be placed close to each side of every bolt hole in trim sticks. Then pierce or punch curtain assembly for each trim stick bolt.

7. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement if necessary.

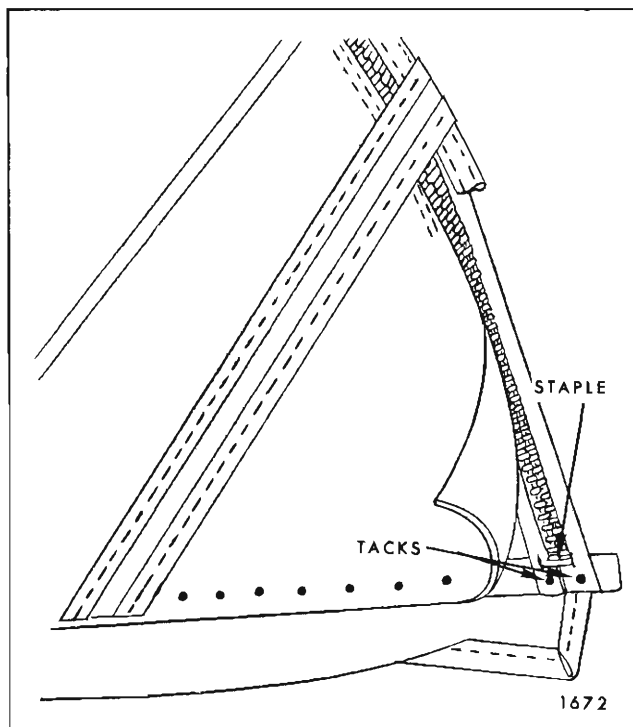


Fig. 5-I-52—Zipper Installation at Rear Quarter Trim Stick

8. Install slide fastener onto zipper assembly.

9. Staple both sections of zipper tape together. Staples will aid in preventing zipper scoops from disengaging and also serve as a stop for the slide fastener (Fig. 5I52).

10. Operate slide fastener to closed position.

11. Tack zipper tape to rear quarter trim stick (Fig. 5I52). Zipper tape should not be pulled taut as zipper teeth may show through top material after top has been properly installed.

12. Install trim sticks with attached back curtain assembly into body.

NOTE: Make sure that all trim stick bolts are driven completely in to represent finished condition.

13. Check contour of back curtain assembly at pinchweld molding. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Readjust back curtain assembly by retacking curtain to rear or rear quarter trim sticks as required.

14. Detach rear trim stick with attached back curtain assembly from body.

15. Carefully replace top in position in rear quarter area.

16. Using nitrile cement or neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rear rails. Make sure that rear quarter flap seam is even with forward edge of side roof rear rail. Install side roof rail rear weatherstrip to help maintain position of quarter flaps while adhesive is drying.

17. Using previously marked lines (end of trim sticks) and bolt hole locations in top material as a locating reference, tack top material to rear and rear quarter trim sticks.

18. Install top material into body. Make sure rear and rear quarter trim stick attaching bolts are completely driven in to represent finished condition.

19. Check fit of top material. Rear quarter trim sticks may be adjusted downward to remove minor wrinkles in top material in rear quarter area.

20. Where required, re-mark top material; then make necessary adjustments to top material by re-positioning rear quarter trim sticks or by retacking top material to rear or rear quarter trim sticks.

21. After desired fit of top material has been obtained, install trim sticks with attached top material into top compartment well and tighten side and rear trim stick attaching bolts.

22. Where required, remove side roof rail rear weatherstrips. Re-adjust top material at side roof

rails and reinstall weatherstrips.

23. When completed, folding top and back curtain assembly should be free from all wrinkles and draws. Install all previously removed trim and hardware and clean any soilage from top material or back curtain assembly.

FOLDING TOP ADJUSTMENTS

DESCRIPTION

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.

CAUTION: When operating a manually-operated folding top, hands must be kept clear of side roof rail hinges and connecting linkages.

ADJUSTMENT OF FOLDING TOP FRONT ROOF RAIL WEDGE PLATE

The folding top front roof rail wedge plates are designed to contact the side of the sunshade support and striker assembly thus aligning the front roof rail to the striker so that both side roof rail locks will easily engage with the strikers. In addition, the wedge plates act as a spacer between the front roof rail and windshield header when top is in the locked position.

If the front roof rail wedge plates do not contact the sunshade support and striker assemblies when top is locked to the windshield header, the wedge plates may be adjusted as follows:

1. Raise top assembly to half-open position.
2. Loosen wedge plate inboard attaching screw. (Fig. 5I53).
3. Rotate wedge plate up or down sufficiently so that wedge plate will contact side of striker assembly when top is locked to windshield header.
4. Tighten inboard attaching screw.

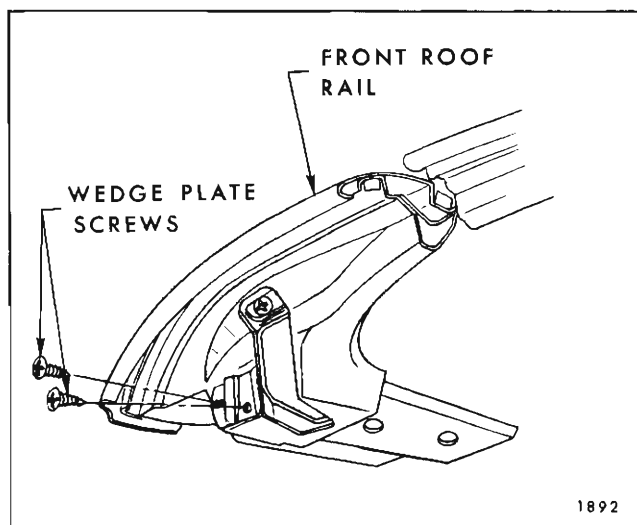


Fig. 5-I-53—Front Roof Rail Wedge Plate

5. Lock top to windshield header.
6. Re-adjust wedge plates until desired adjustment is obtained.

NOTE: The sunshade support and striker assembly is not adjustable.

ADJUSTMENT OF TOP AT FRONT ROOF RAIL

If the top, when in a raised position, is too far forward or too far rearward, the front roof rail may be adjusted as follows:

1. Unlatch top and raise it above windshield header. Remove side roof rail weatherstrip front attaching screws.
2. Loosen side roof front rail lock attaching screws and adjust front roof rail fore or aft as required. Repeat on opposite side if necessary. (Fig. 5I54).

NOTE: If additional adjustment is required, it can be made at folding top male hinge.

3. When front roof rail is properly adjusted, tighten attaching screws. Check forward section of side roof rail front weatherstrip. Refit and re-securement as required; then install weatherstrip attaching screws.

FRONT ROOF RAIL LOCK ASSEMBLY

Removal and Installation

1. Unlock top from windshield header.
2. With top in a half-open position, remove lock attaching screws; then remove lock assembly from front roof rail. (Fig. 5I54).
3. To install, reverse removal procedure.

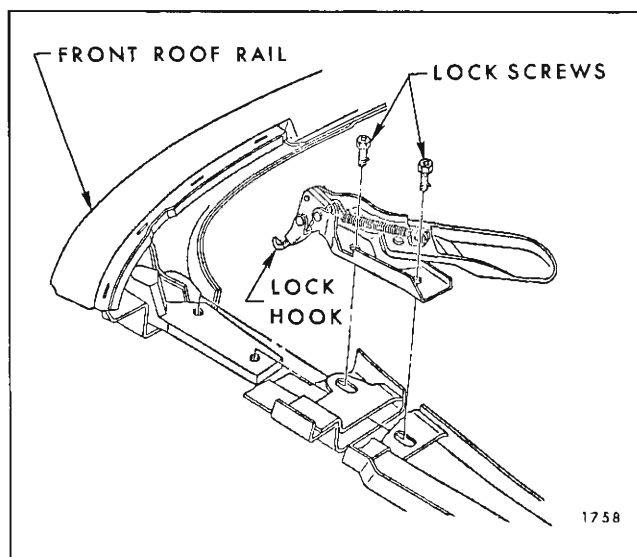


Fig. 5-I-54—Front Roof Rail Adjustment

FRONT ROOF RAIL LOCK ADJUSTMENT

If the locking action of top is unsatisfactory, the hook on the lock assembly may be adjusted as follows:

1. To tighten or increase locking action, turn lock hook clockwise. (Fig. 5I54).
2. To reduce or decrease locking action, turn lock hook counterclockwise. (Fig. 5I54).

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:

- a. Remove folding top compartment side trim panel.
- b. Scribe location of control link adjusting plate on folding top compartment brace.
- c. Loosen two bolts securing control link adjusting plate sufficiently to permit adjustment of plate. (Fig. 5I55).
- d. 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 rear quarter trim stick attaching bolts on side to be adjusted.
- b. Scribe location of male hinge attaching bolt washers and control link assembly on folding top compartment brace.
- c. Loosen male hinge assembly and control link attaching bolts. (Fig. 5I55).
- d. Rotate male hinge assembly forward or rearward around linkage pivot point, as required; then tighten attaching bolts. (Fig. 5I56).
- e. On styles equipped with manually operated folding top, adjust both folding top catch clips as required. (See "Manually Operated Folding Top Hardware").
- f. Lock top to windshield header; then check fit of top material at rear quarter trim stick. Adjust trim stick as required and tighten attaching bolts.

ADJUSTMENT OF TOP AT MALE HINGE

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.

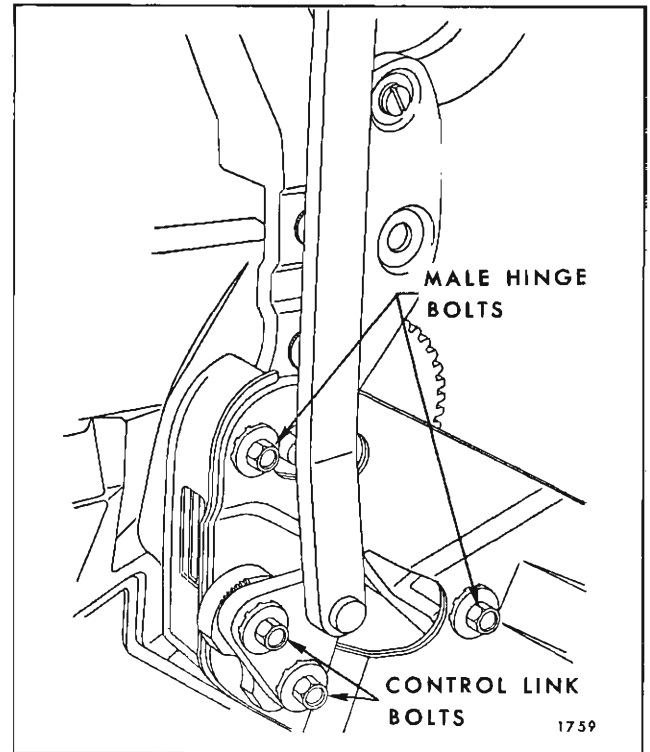


Fig. 5-I-55—Male Hinge Adjustment

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:

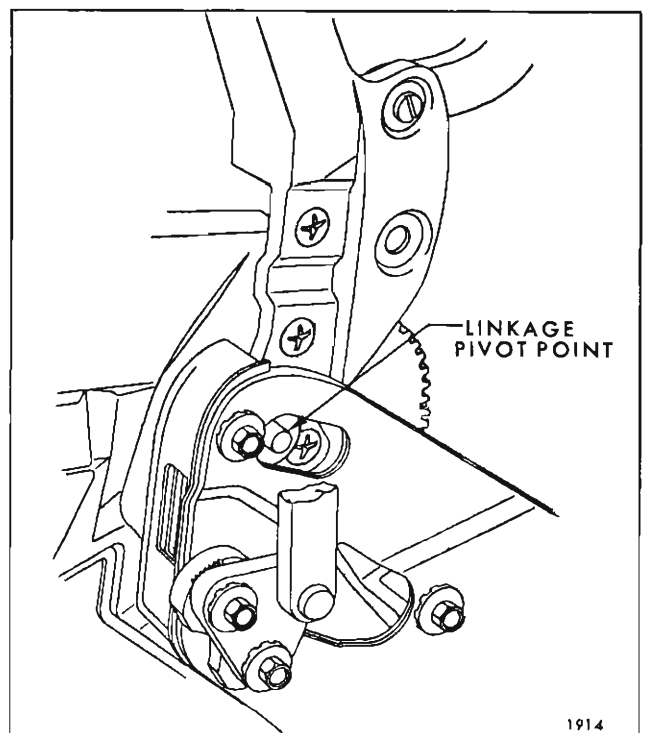


Fig. 5-I-56—Linkage Pivot Point

a. Scribe location of male hinge attaching bolt washers and control link assembly on folding top compartment brace.

b. Loosen male hinge assembly and control link attaching bolts. (Fig. 5I55).

c. Move hinge fore or aft as required to obtain proper alignment between side roof rail rear weatherstrip and rear quarter window; then tighten bolts.

IMPORTANT: If male hinge has been allowed to rotate around linkage pivot point, check stack height. Where required, re-adjust male hinge for proper stack height.

d. Lock front roof rail to windshield, (where required, adjust front roof rail as previously described), and check fit of top material at rear quarter trim stick; then tighten trim stick attaching bolts.

e. Check top assembly for proper stack height. Where required, adjust control link adjusting plate as previously described. (See Step #2 under "Adjustment of Top Control Link Adjusting Plate").

f. On styles equipped with manually operated folding tops adjust both folding top catch clips as required. (See "Manually Operated Folding Top Hardware").

2. If side roof rail is too high or too low at rear quarter window area, proceed as follows:

a. Scribe location of male hinge attaching bolt washers and control link on folding top compartment brace.

b. Loosen male hinge assembly and control link attaching bolts. (Fig. 5I55).

c. Without changing fore and aft location of male hinge, adjust male hinge up or down as required to obtain proper alignment between side roof rail and rear quarter window.

IMPORTANT: If male hinge has been allowed to rotate, around linkage pivot point, check stack height. Where required, re-adjust male hinge for proper stack height.

d. Tighten attaching bolts, while maintaining proper alignment of scribe marks.

e. Check fit of top material at rear quarter trim stick area and, if necessary, adjust trim stick. If adjustment is not necessary, tighten trim stick attaching bolts.

f. Check top assembly for proper stack height. Where required, adjust control link adjusting plate as previously described. (See Step #2 under "Adjustment of Top Control Link Adjusting Plate").

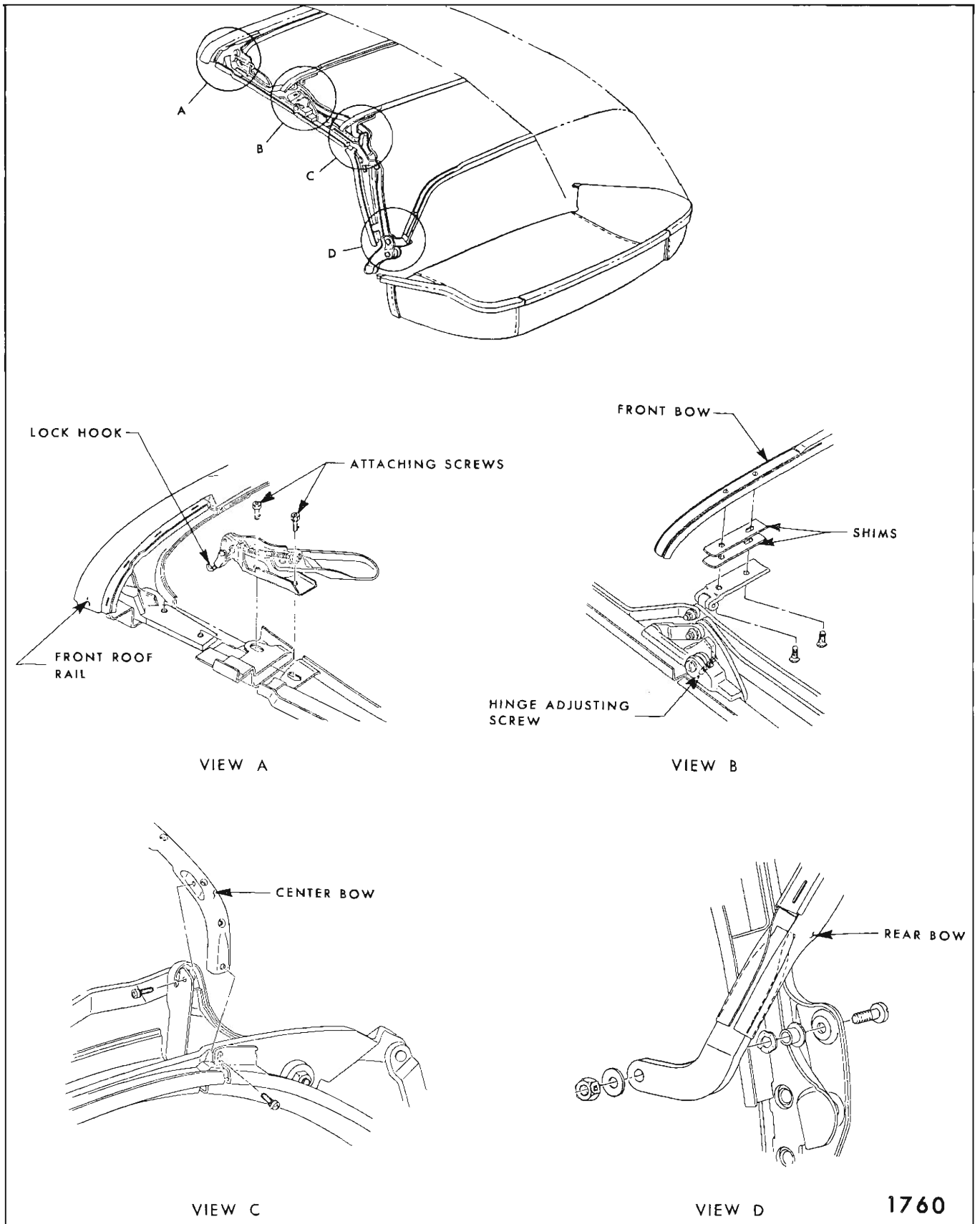
g. On styles equipped with manually operated folding tops, adjust both folding top catch clips as required. (See "Manually Operated Folding Top Hardware").

DESCRIPTION

The following procedure describes and illustrates various types of folding top misalignment condi-

tions, their apparent causes and the recommended procedure for their correction.

CONDITION	APPARENT CAUSE	CORRECTION
A. Difficult Locking action at front roof rail.	1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned.	Adjust lock hook counterclockwise. (View "A" in Fig. 5I57). Loosen, realign and retack front roof rail front weatherstrip. Adjust front roof rail. (View "A" in Fig. 5I57).
B. Top does not lock tight enough to windshield header.	1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned.	Adjust lock hook clockwise. (View "A" in Fig. 5I57). Loosen, realign and retack front roof rail front weatherstrip. Adjust front roof rail.
C. Top travels too far forward.	1. Front roof rail misaligned. 2. Male hinge assembly misaligned.	Adjust front roof rail rearward (View "A" in Fig. 5I57). Adjust male hinge assembly rearward. (Fig. 5I55).



1760

Fig. 5-I-57—Folding Top Linkage

CONDITION	APPARENT CAUSE	CORRECTION
D. Top does not travel forward far enough.	<ol style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. 3. Improper spacing between rear trim stick and body metal. 	<p>Adjust front roof rail forward. (View "A" in Fig. 5I57).</p> <p>Adjust male hinge assembly forward. (Fig. 5I55).</p> <p>Install an additional spacer between rear trim stick and body metal at each attaching bolt location.</p>
E. Side roof rail rear weatherstrip too tight against rear of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge assembly misaligned. 	Adjust male hinge assembly rearward. (Fig. 5I55).
F. Gap between side roof rail rear weatherstrip and rear of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge assembly misaligned. 	Adjust male hinge assembly forward and/or shim side roof rail rear weatherstrip forward as required. (Fig. 5I55).
G. Side roof rail rear weatherstrip too tight against top of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge misaligned. 	Adjust male hinge upward. (Fig. 5I55).
H. Gap between side roof rail rear weatherstrip and top of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge misaligned. 	Adjust male hinge downward and/or shim side roof rail rear weatherstrip downward as required. (Fig. 5I55).
I. Sag at front to center side roof rail joint.	<ol style="list-style-type: none"> 1. Control link adjusting plate misaligned. 2. Center side roof rail hinge adjusting screw improperly adjusted. 	<p>Adjust control link adjusting plate downward. (Fig. 5I55).</p> <p>Adjust screw clockwise. (View "B" in Fig. 5I57).</p>
J. Front and center side roof rails bow upward at hinge joint.	<ol style="list-style-type: none"> 1. Control link adjusting plate misaligned. 2. Center side roof rail hinge adjusting screw improperly adjusted. 	<p>Adjust control link adjusting plate upward. (Fig. 5I57).</p> <p>Adjust screw counterclockwise. (View "B" in Fig. 5I57).</p>
K. Folding top dust boot is difficult to install.	<ol style="list-style-type: none"> 1. Improper stack height due to misaligned male hinge. 2. Misaligned folding top dust boot female fastener. 3. Rear seat back assembly is too far forward. 	<p>Rotate male hinge rearward around pivot point as required. (Fig. 5I56).</p> <p>Where possible, align female with male fastener.</p> <p>Relocate rear seat back rearward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is $13" \pm 1/16"$. The dimension is measured at approximate center line of body.</p>

CONDITION	APPARENT CAUSE	CORRECTION
L. Folding top dust boot fits too loosely.	4. Excessive build-up of padding in side roof rail stay pads. 5. On manual tops, due to improperly adjusted catch clips. 1. Improper stack height due to misaligned male hinge. 2. Rear seat back assembly is too far rearward.	Repair side stay pads as required. Adjust catch clips downward as required. Rotate male hinge forward around pivot point as required. (Fig. 5I56). Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is $13'' \pm 1/16''$. The dimension is measured at approximate center line of body.
M. Top material is too low over windows or side roof rails.	3. On manual tops, due to improperly adjusted catch clips. 1. Front roof bow improperly shimmed. 2. Excessive width in top material.	Adjust catch clips upward as required. *Install one or two 1/8" shims between front roof bow and slat iron. (View "B" in Fig. 5I57). If top is too large, detach binding along affected area, trim off excessive material along side binding as required; then hand sew binding to top material.
N. Top material is too high over windows or side roof rails.	1. Front roof bow improperly shimmed.	*Remove one or two 1/8" shims from between front roof bow and slat iron. (See View "B" in Fig. 5I57).
O. Top material has wrinkles or draws.	1. Rear quarter trim stick improperly adjusted. 2. Top material improperly installed to center or rear quarter trim stick.	Adjust rear quarter trim stick on side affected. Retack top material as required.
P. Wind whistle or waterleak along front roof rail.	1. Top does not lock tight enough to windshield header. 2. Misaligned front roof rail front weatherstrip.	Adjust lock hook clockwise. Retack front weatherstrip to front roof rail.
Q. Wind whistle or air leak between top material and side roof rail stay pads.	1. Top material hold-down cables improperly adjusted.	Adjust top material hold-down cables as required.

*When no shims are required or when installing only one shim, use attaching screw part #4413016 (1/4 - 20 x 7/16" oval head with external tooth lock washer, type "T-T" tapping screw, chrome finish).

When two shims are required, use attaching screw part #4412619 (1/4 - 20 x 3/4" oval head with external tooth lock washer, type "T-T" tapping screw, chrome finish).

MANUALLY-OPERATED FOLDING TOP HARDWARE STYLES WITH MANUALLY OPERATED FOLDING TOPS

COUNTERBALANCED MANUAL LIFT ASSEMBLY

DESCRIPTION

The counterbalanced manual lift assembly incorporates a dual-action heavy duty spring which helps compensate for the weight of the folding top mechanism when the top is at or near the full up or full folded positions. When the top is in the up position, the spring is under tension; when it is in the folded or stacked position, the spring is under compression.

CAUTION: Do not attempt to detach lift assembly when spring is under tension or compression.

Removal and Installation

1. Remove rear seat cushion and back and folding top compartment side trim panel assembly on side affected.
2. Move top to midway position to relieve the manual lift springs.
3. At upper end of lift assembly, remove attaching nut, bolt and spacer from side roof rear rail (Fig. 5I58).

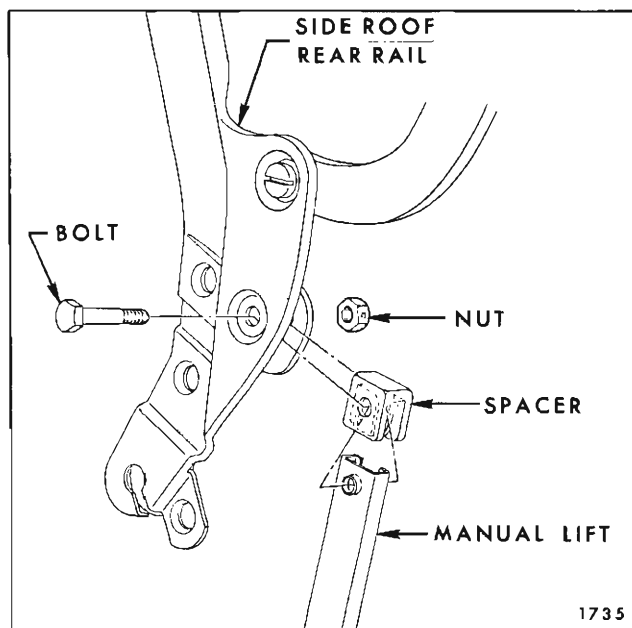


Fig. 5-I-58—Manual Lift Upper Attachment

4. Lock top to windshield header.
5. Fully raise door and rear quarter window on side affected.
6. Mark location of control link adjusting plate on folding top compartment brace.
7. Remove control link adjusting plate attaching bolts.
8. Mark location of female hinge attaching bolt washers on folding top compartment brace.
9. Remove female hinge to top compartment brace attaching bolts (Fig. 5I59).
10. Carefully remove female hinge assembly with attached lift assembly from top compartment brace.
11. Remove bolts securing manual lift assembly to female hinge (Fig. 5I60).
12. To install manual lift assembly, reverse removal procedure. Operate top assembly several times through its complete cycle to insure proper operation.

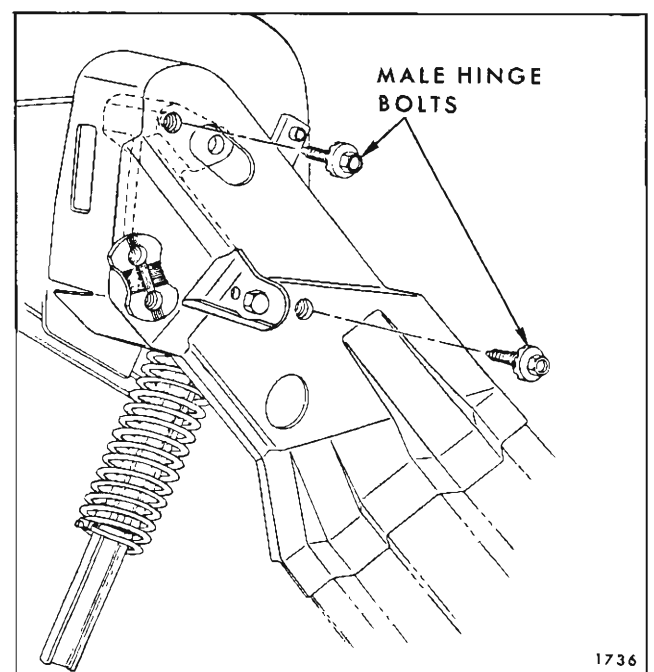
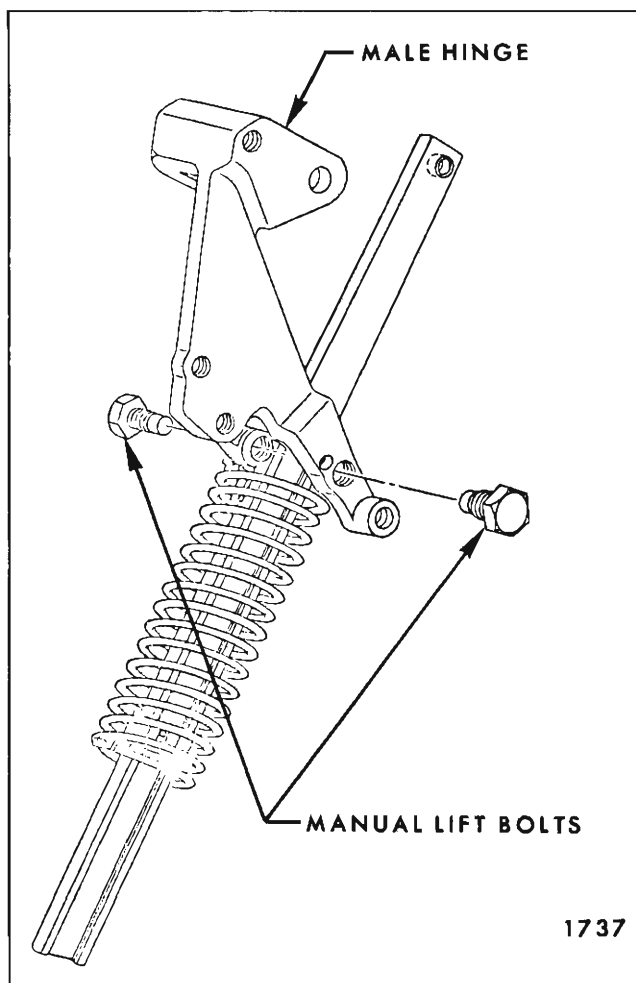


Fig. 5-I-59—Male Hinge Attachment



FOLDING TOP CATCH CLIPS

DESCRIPTION

The folding top catch clips snap over the folding top side roof center rails when the top is being lowered to the folded or stacked position. The catch clips prevent the spring-loaded manual lift arms from raising the top from this position. In order to raise the top, both catch clips must be disengaged from the side roof center rails. Each catch clip is attached to the top compartment side trim panel by two screws. Any adjustments made to change stack height of the folding top (See "Folding Top Adjustments") require corresponding adjustments to the catch clips.

Fig. 5-1-60—Manual Lift Attachment

ACTUATOR ASSEMBLY STYLES EQUIPPED WITH ELECTRICALLY OPERATED FOLDING TOPS

Removal

1. Remove rear seat cushion and back and folding top compartment side trim panel assembly on side affected.
2. Lock top to windshield header.
3. Fully raise all door and rear quarter windows.
4. Disconnect drive cable from actuator assembly.
5. Remove bolts securing side roof rear rail to sector gear (Fig. 5I61).
6. Mark location of control link adjusting plate on folding top compartment brace. (Fig. 5I61).
7. Remove control link adjusting plate attaching bolts.
8. Mark location of female hinge attaching bolt washers on folding top compartment brace (Fig. 5I61).
9. Remove female hinge attaching bolts and remove actuator assembly from body.

Installation

1. Install female hinge attaching bolts to new actuator assembly, using washer scribe marks as guide (Fig. 5I61).
2. Install control link adjusting plate attaching bolts, using scribe mark of control link as guide (Fig. 5I61).

IMPORTANT: Be sure female hinge and control link attaching bolts are tight and top is locked to windshield header.

3. Manually move sector gear until all attaching bolts can be easily installed; then tighten sector gear attaching bolts (Fig. 5I61).

NOTE: New actuator assembly should now be "in phase" with opposite lift assembly.

4. Connect drive cable to actuator assembly.
5. Unlock top from windshield header.

6. Operate top to down or "stacked" position.

IMPORTANT: Care should be exercised when operating top during first test cycle to be sure that both actuators are synchronized or "in phase". Operation of top when actuators are "out of phase" may cause damage to side roof rails, actuators or convertible top material.

7. If electric lift units are "out of phase", proceed as follows:

- a. Remove compartment bag material from rear seat back panel.
- b. Disconnect both drive cables from motor assembly (Fig. 5I62).
- c. Manually raise top above windshield header.
- d. Lock top to windshield header.
- e. Connect drive cables to motor.
- f. Operate top through one or two complete cycles.

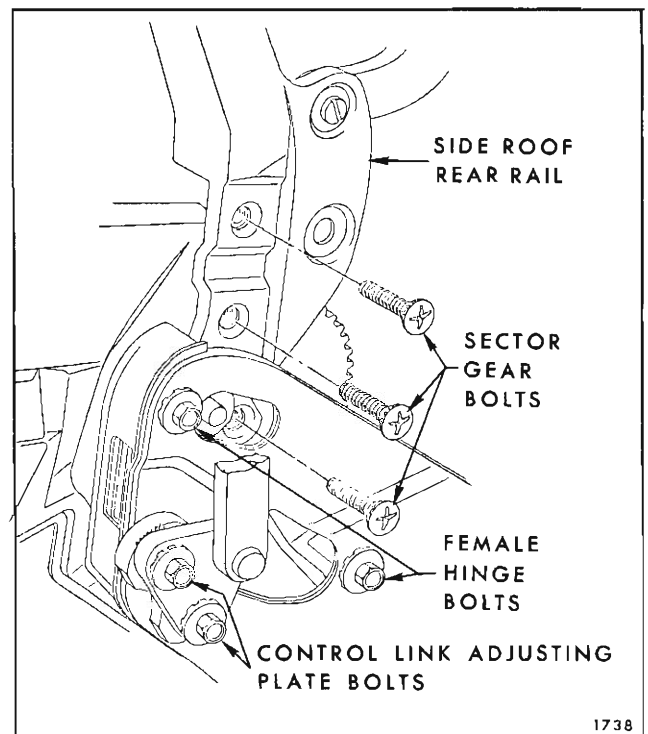


Fig. 5-1-61—Actuator Attachment

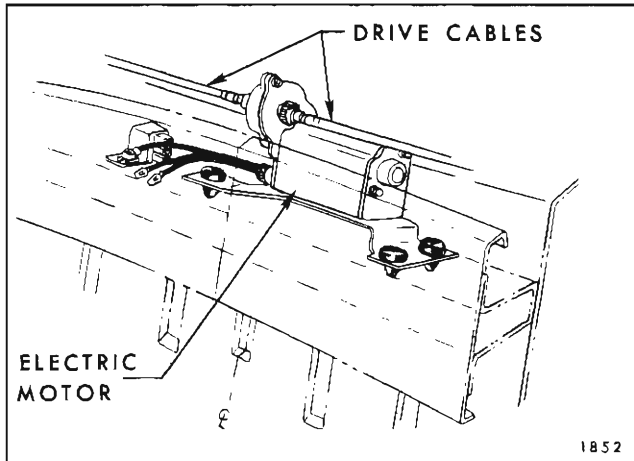


Fig. 5-1-62—Folding Top Electric Motor & Cables

NOTE: The above procedure may be repeated on an "as required" basis if top does not appear to be "in phase" after test cycle.

- g. Install compartment bag material to rear seat back panel.
- 8. Install folding top compartment side trim panel and rear seat back and cushion assembly.

INOPERATIVE FOLDING TOP IN DOWN OR "STACKED" POSITION

1. Working over rear seat back, detach top compartment bag material from rear seat back panel.

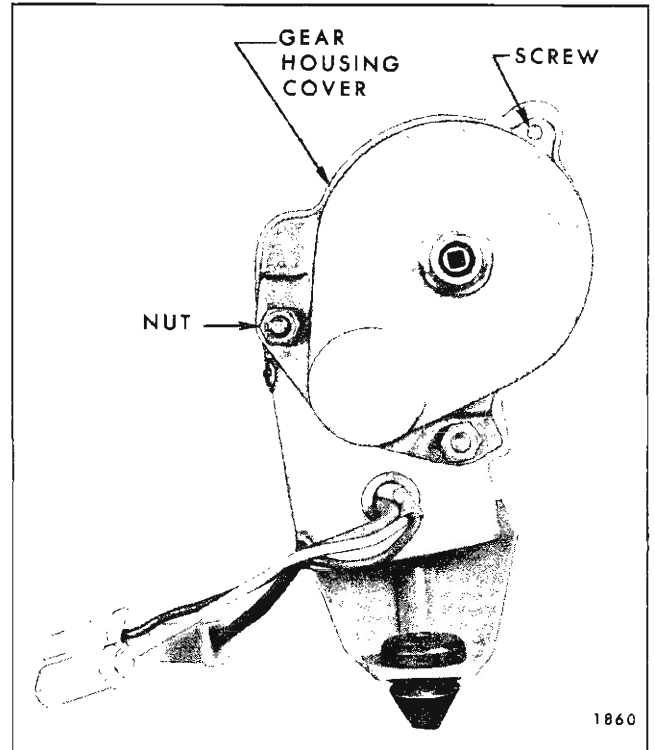


Fig. 5-1-63—Folding Top Lift Assembly

2. Disconnect both drive cables from motor assembly (Fig. 5I62).
3. With aid of helper, manually raise folding top assembly and lock to windshield header.

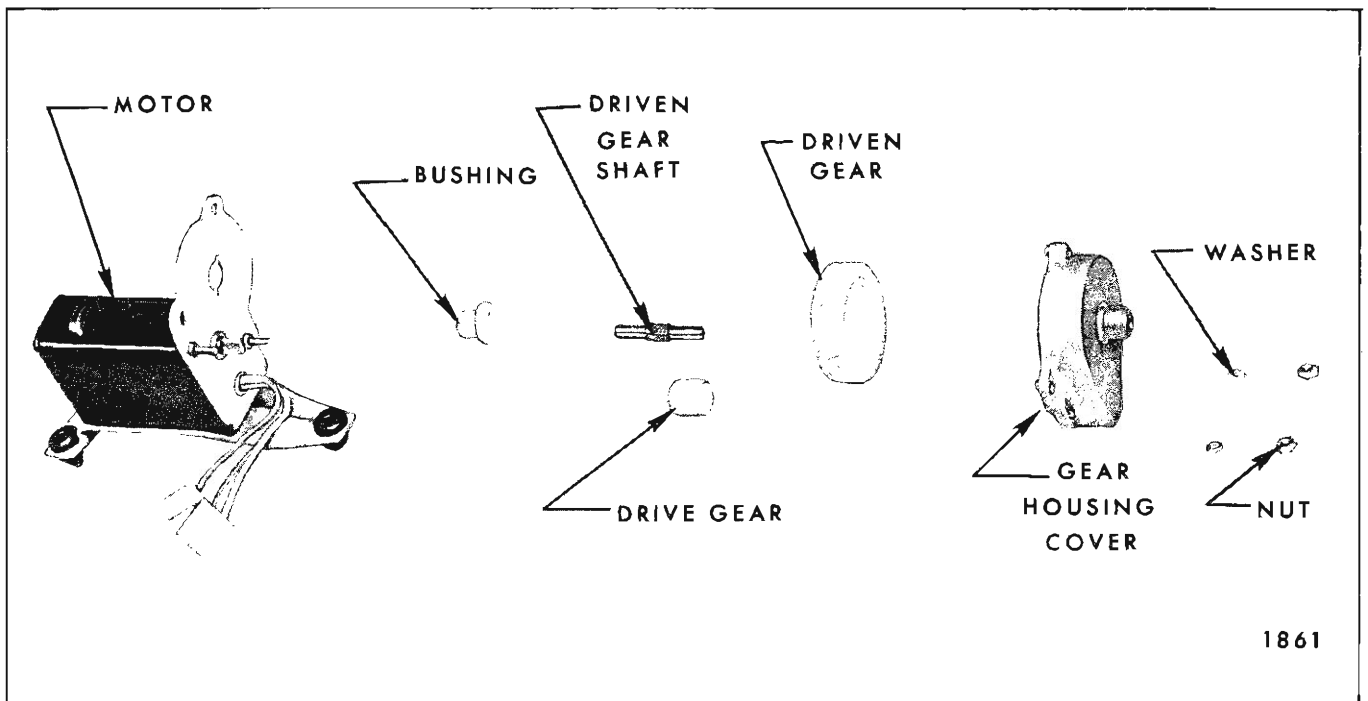


Fig. 5-1-64—Folding Top Lift Disassembled

4. To replace an actuator assembly see "Folding Top Actuator Assembly" removal and installation procedure.

TOP LIFT ASSEMBLY

Disassembly and Assembly

1. Working over rear seat back, detach top compartment bag material from rear seat back panel.

2. Disconnect both drive cables from motor assembly.

3. Remove nuts, washers and screw securing gear housing cover to motor assembly (Fig. 5I63).

4. Disassemble folding top lift assembly as shown in Figure 5I64.

5. To assemble, reverse disassembly procedure.

EXTERIOR MOLDINGS

CORVAIR

The exterior moldings are secured to the body by any one or a combination of the following attachments:

- (a) attaching screws
- (b) bolt and clip assemblies with attaching nuts
- (c) integral studs with attaching nuts
- (d) snap-in studs to pre-installed retainers
- (e) snap-in clips

Figure 5K2 illustrates typical attachments for body side moldings.

Before using the molding charts the following information will be helpful when installing or removing exterior moldings.

1. Screw locations - the exact location for each screw is not shown or mentioned, but when hidden, the general location is indicated by naming the molding or other part which conceals the screw and therefore must be removed to gain access to the screw.

2. When a molding is overlapped the overlapping molding is indicated in the "Engages with other molding" column and must be removed first.

GENERAL PRECAUTIONS

When removing or installing any body exterior molding certain precautions should be exercised.

1. Adjacent finishes should be protected with masking tape to prevent damage to finish.

2. Proper tools and care should be employed to guard against molding damage.

SEALING OPERATION

Although detailed sealing operations for each individual molding are not described in the "Molding Removal Chart" the following information is given to permit a satisfactory sealing operation.

Medium-bodied sealer or body caulking compound are the sealers most frequently used to provide a watertight seal or for anti-rattle measures.

Holes in body panels for screws, bolts, or clips that would permit water to enter the interior of the body should be sealed with body caulking compound or presealed screws, nuts or clips.

Drip moldings require a 1/4" bead of medium-bodied sealer along the full length of the inner attaching surface. The rear quarter pinchweld on convertible styles requires waterproof tape over the entire pinchweld, prior to clip installation.

TOOLS AND CARE

For ease of molding removal it is sometimes important to start the removal at a particular location which is generally the "front" or "rear" of the molding. This position is indicated when necessary in the "Starting Location" column of the molding chart.

The following groups of moldings are listed with the name or description of the tool which is suitable for molding removal.

Roof Drip Scalps - pointed hook tool.

Snap-on Clips - thin flat-bladed tool (putty knife).

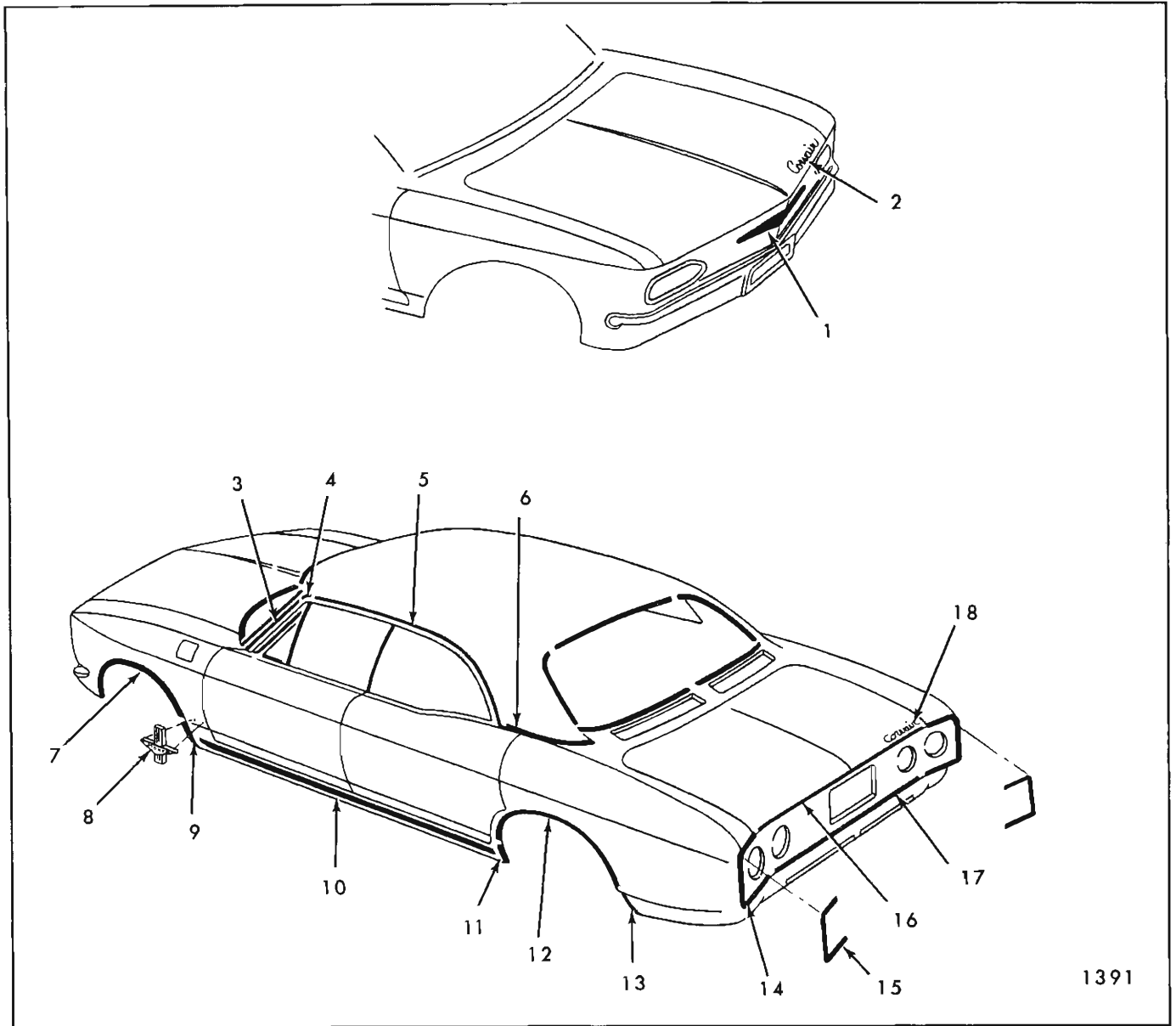


Fig. 5K1-10539 Style

- | | | | |
|--|--|---------------------------------------|---|
| 1. Front End Outer Panel Molding | 5. Roof Drip Molding Scalp | 10. Rocker Panel Molding | 15. Rear of Rear Fender Finishing Molding |
| 2. Front Compartment Lid Name Plate | 6. Rear Quarter Belt Finishing Molding | 11. Rear Wheel Opening Front Molding | 16. Rear Compartment Lid Molding |
| 3. Windshield Pillar Drip Molding Scalp | 7. Front Wheel Opening Front Molding | 12. Rear Wheel Opening Center Molding | 17. Rear End Outer Panel Molding |
| 4. Windshield Pillar Drip Molding Scalp Escutcheon | 8. Front Fender Name Plate | 13. Rear Wheel Opening Rear Molding | 18. Rear Compartment Lid Name Plate |
| | 9. Front Wheel Opening Rear Molding | 14. Rear of Rear Fender Molding | |

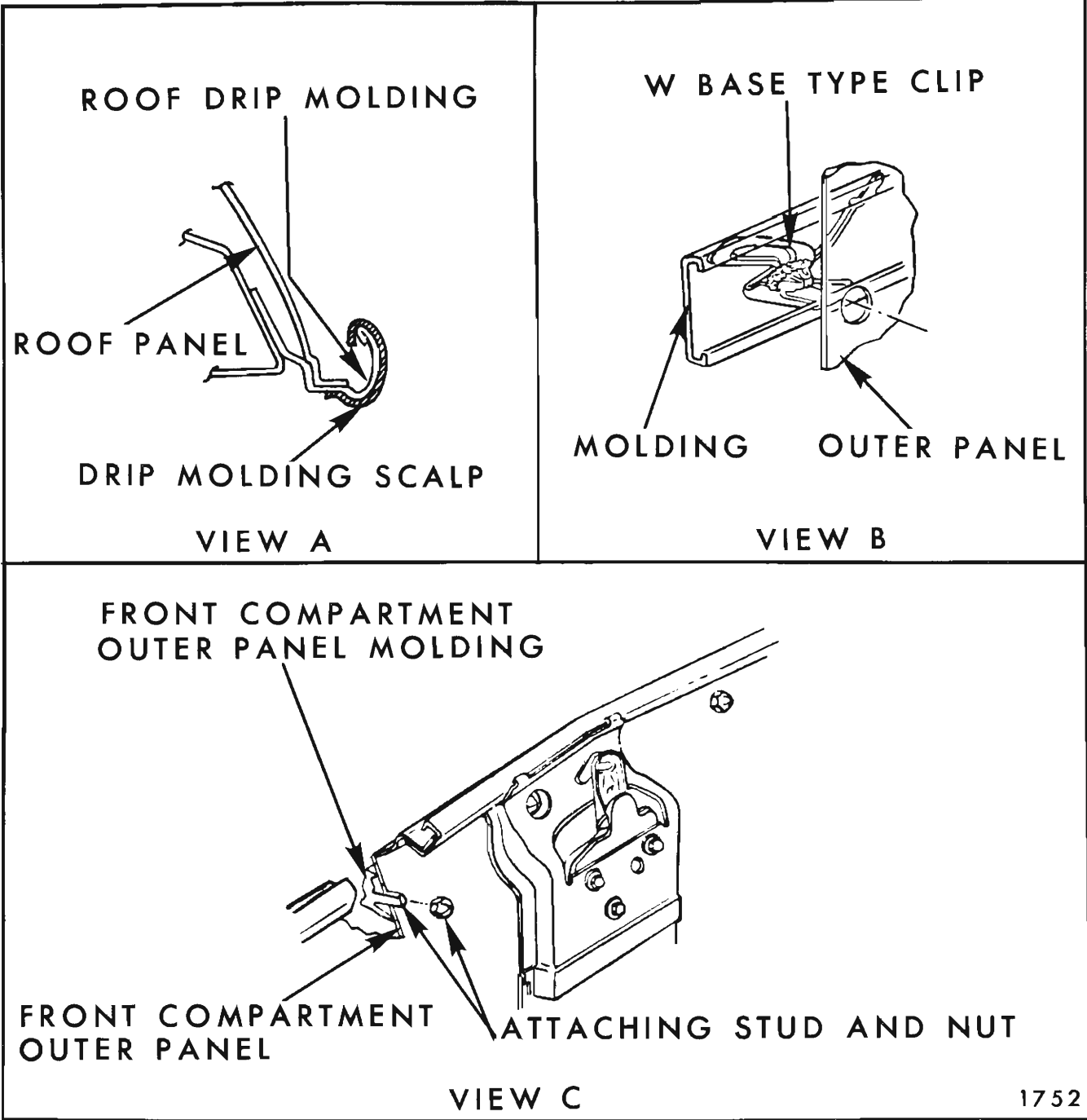


Fig. 5K2—Typical Molding Attachments

10300-10500-10700 SERIES

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim	Starting Location
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts			
Front End Outer Panel	All					X View C	Front Compartment Lock Cylinder and Retainer		
Front Compartment Lid Name Plate	All					X			
Windshield Pillar Drip	All (Except 67)	X					Front Section of Side Roof Rail Weatherstrip and Weatherstrip Retainer		
Windshield Pillar Finishing	67	X					Windshield Pillar Weatherstrip and Weatherstrip Retainer		
Windshield Pillar Drip Molding Scalp	10537, 39 10737		X View A				Windshield Pillar Weatherstrip and Weatherstrip Retainer	Front Lower Edge	
Windshield Pillar Drip Molding Scalp Escutcheon	10537, 39 10737		X				Windshield Pillar Drip Molding Scalp Escutcheon		

10300-10500-10700 SERIES (Cont'd)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim	Starting Location
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts			
Roof Drip Molding Scalp	10537, 39 10737		X View A					Forward Edge	
Front Wheel Opening Front	10537, 39, 67 10737, 67	X							
Front Wheel Opening Rear	10537, 39, 67 10737, 67	X				Front Wheel Opening Front			
Front Fender Name Plate	10137, 39 Left Side			X			Left Front Cowl Trim Foundation		
	10137, 39 Right Side								
	10537, 39, 67 10737, 67 Right & Left						Left and Right Front Cowl Trim Foundation		
Rocker Outer Panel	10537, 39, 67 10737, 67	X							
Rear Wheel Opening Front	10537, 39, 67 10737, 67	X			X View B				
Rear Wheel Opening Center	10537, 39, 67 10737, 67	X				Rear Wheel Opening Front and Rear			

10300-10500-10700 SERIES (Cont'd)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim	Starting Location
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts			
Rear Wheel Opening Rear	10537, 39, 67 10737, 67	X							
Rear Quarter Belt	39				X View B	X	Loosen Headlining at Lower Rear Quarter Area	At Radius	
Rear Quarter Pinch Weld Finishing	67	X		X					
Rear Fender Outer Panel Emblem	10737, 67					X			
Rear of Rear Fender	All					X			
Rear of Rear Fender Finishing	10537, 39, 67 10737, 67	X					Left Side Telescopes Into Right Side		
Motor Compartment Lid	10537, 39, 67 10737, 67	X							
Motor Compartment Lid Name Plate	All						Rear of Rear Fender		
Rear End Panel	10537, 39, 67 10737, 67					X			

Subject	Page	Subject	Page
A			
Actuator, Folding Top	5I32	Door Lock, Rear	5D18
Adjuster, Front Seat	5H1	Door Lock Spring Clip	5D3
Adjustment, Front Door	5D9	Door Outside Handle	5D3
Adjustments, Folding Top	5I24	Door, Rear	5D14
Adjustments, Rear Door	5D15	Door Striker	5D4
Alignment, Underbody	5A1	Door Trim	5D1
Arm Rest, Door	5D1	Door Ventilator Adjustments	5D12
B			
Back Curtain (Complete)	5I17	Door Ventilator, Front	5D11
Back Curtain Vinyl	5I21	Door Water Deflector	5D1
Back Curtain Zipper Replacement	5I20	Door Weatherstrip	5D5
Back, Front Seat	5H2	Door Window Adjustments, Front	5D11
Back Window	5F1	Door Window, Front	5D10
Back Window Reveal Molding	5F1	Door Window, Rear	5D16
Back Window Waterleak Correction	5F5	Door Window Regulator	5D12
Belt, Seat	5H6	E	
Body Construction	5A1	Engine Compartment	5F7
Body Number Plate	5A1	Engine Compartment Latch Striker	5F8
Body Tram Gage	5A2	Engine Compartment Lid Support	5F7
Bucket Seat, Manual	5H4	Engine Compartment Weatherstrip	5F8
C			
Cam, Front Door Inner Panel	5D12	Exterior Molding	5K1
Cam, Window Lower Sash Channel	5D10	F	
Catch Clips, Folding Top	5I31	Folding Rear Seat	5H5
Cleaning, Trim	1A1	Folding Top Actuator	5I32
Clip, Door Lock Spring	5D3	Folding Top Adjustments	5I24
Clips, Catch, Folding Top	5I31	Folding Top Catch Clips	5I31
Control Cable, Shroud Side Air Outlet Door	5C8	Folding Top Manual Lift	5I31
Control, Front Door Remote	5D13	Folding Top Trim (Complete)	5I1
Counterbalanced Top	5I30	Folding Top Trim (Less Curtain)	5I11
Cover, Instrument Panel	5C9	Front Compartment	5C10
Curtain (Complete), Back	5I17	Front Compartment Lid	5C10
Curtain Zipper Replacement	5I20	Front Door Adjustment	5D9
Cushion, Rear Seat	5H3	Front Door Hinge	5D8
Cylinder, Door Lock	5D13	Front Door Inner Panel Cam	5D12
Cylinder, Front Compartment Lock	5C11	Front Door Lock	5D13
D			
Deflector, Door Water	5D1	Front Door Remote Control	5D13
Deflector, Rear Quarter Water	5E1	Front Door Ventilator	5D11
Dimensions, Horizontal	5A3	Front Door Window	5D10
Dimensions, Vertical	5A5	Front Door Window Adjustments	5D11
Door	5D1	Front Doors	5D8
Door Adjustment, Front	5D9	Front Seat Adjuster	5H1
Door Adjustments, Rear	5D15	Front Seat Back	5H2
Door Arm Rest	5D1	G	
Door, Front	5D8	Gage, Body Tram	5A2
Door, Gas Tank Filler	5C13	Garnish Molding, Windshield	5C1
Door Hinge, Front	5D8	Gas Tank Filler Door	5C13
Door Hinge, Rear	5D14	General Body Construction	5A1
Door, Inner Panel Cam Front	5D12	Glass Run Channel	5D13
Door Inside Handles	5D1	H	
Door Lock Cylinder	5D13	Handle, Door Outside	5D3
Door Lock, Front	5D13	Handles, Door Inside	5D1
		Headlining	5G1
		Hinge, Door Front	5D8
		Hinge, Rear Door	5D14
		Horizontal Dimensions	5A3

Subject	Page	Subject	Page
I			
Inner Panel Sealing, Rear Quarter	5E3	Sash Channel Cam, Window Lower	5D10
Inside Handles, Door	5D1	Sealing, Rear Quarter Inner Panel	5E3
Instrument Panel Cover	5C9	Seat Belt	5H6
L			
Latch Striker, Engine Compartment	5F8	Seat, Manual	5H1
Lid, Engine Compartment	5F7	Seat, Rear Folding	5H5
Lid, Front Compartment	5C10	Shroud Side Air Outlet Door Control Cable	5C8
Lift, Manual, Folding Top	5I31	Shroud Side Trim Panel	5C8
Lock Cylinder, Door	5D13	Side Roof Rail Weatherstrip	5D6
Lock Cylinder, Front Compartment	5C11	Side Roof Rail Weatherstrip Retainer	5D6
Lock, Front Compartment	5C11	Striker, Door	5D4
Lock, Front Door	5D13	Striker, Engine Compartment Latch	5F8
Lock, Rear Door	5D18	Sunshade Support	5C1
Lubrication	5B1	Support, Engine Compartment Lid	5F7
M			
Manual Bucket Seat	5H4	Support, Rear View Mirror	5C1
Manual Seat	5H1	T	
Manual Top	5I30	Top, Adjustments	5I24
Mirror, Rear View, Support	5C1	Top Trim (Complete), Folding	5I1
Molding, Back Window Reveal	5F1	Top Trim (Less Curtain), Folding	5I11
Molding, Exterior	5K1	Torque Rods, Front Compartment	5C10
Molding, Windshield Garnish	5C1	Tram Gage, Body	5A2
Molding, Windshield Reveal	5C2	Trim Cleaning	1A1
N			
Number Plate	5A1	Trim, Door	5D1
O			
Outside Handle, Door	5D3	Trim Panel, Shroud Side	5C8
P			
Panel Cover, Instrument	5C9	Trim, Rear Quarter	5E1
Panel, Shroud Side Trim	5C8	U	
R			
Rear Door	5D14	Underbody Alignment	5A1
Rear Door Adjustments	5D15	V	
Rear Door Hinge	5D14	Ventilating System	5C8
Rear Door Lock	5D18	Ventilator Adjustments, Door	5D12
Rear Door Window	5D16	Ventilator, Front Door	5D11
Rear Quarter	5E1	Vertical Dimensions	5A5
Rear Quarter Inner Panel Sealing	5E3	Vinyl, Back Curtain	5I21
Rear Quarter Trim	5E1	W	
Rear Quarter Water Deflector	5E1	Water Deflector, Door	5D1
Rear Quarter Window	5E4	Water Deflector, Rear Quarter	5E1
Rear Quarter Window Regulator	5E4	Waterleak Correction, Back Window	5F5
Rear Seat Cushion	5H3	Waterleak Correction, Windshield	5C7
Rear Seat, Folding	5H5	Weatherstrip, Door	5D5
Rear View Mirror Support	5C1	Weatherstrip, Engine Compartment	5F8
Regulator, Door Window	5D12	Weatherstrip, Front Compartment	5C13
Regulator, Rear Quarter Window	5E4	Weatherstrip Retainer, Side Roof Rail	5D6
Remote Control, Front Door	5D13	Weatherstrip, Side Roof Rail	5D6
Retainer, Side Roof Rail Weatherstrip	5D6	Window Adjustments, Front Door	5D11
Reveal Molding, Back Window	5F1	Window, Front Door	5D10
Reveal Molding, Windshield	5C2	Window Lower Sash Channel Cam	5D10
Run Channel, Door Glass	5D13	Window, Rear Door	5D16
Z			
		Window, Rear Quarter	5E4
		Window Regulator, Door	5D12
		Window Regulator, Rear Quarter	5E4
		Windshield Extended Method	5C5
		Windshield Moldings	5C1
		Windshield Short Method	5C3
		Zipper Replacement, Back Curtain	5I20