1965

CHEVROLET
CHEVELLE
CHEVY II
CORVAIR

BODY SERVICE MANUAL

ST-50

1965 BODY SERVICE MANUAL

FOR

13000 SERIES
23000 SERIES
33000 SERIES
43-44000 SERIES
73000 SERIES

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FISHER BODY DIVISION, GENERAL MOTORS CORP.

LITHO IN U.S.A.

TABLE OF CONTENTS

GENERAL INFORMATION

13000 SERIES
23000 SERIES
33000 SERIES
43-44000 SERIES

DESCRIPTION

This publication contains the essential removal, installation, adjustment and maintenance procedures for servicing all 1965 Fisher Body Styles in the "13"-"23"-"33"-"43" and 44000 Series. This information is current as of time of publication.

All page numbers and figure numbers covering body styles of these series will be preceded by the Figure "2". Specific body areas (ex. front end, doors, folding top, etc.) are identified by 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. 2A1). The plate is located on the left upper vertical surface of the dash panel (firewall).

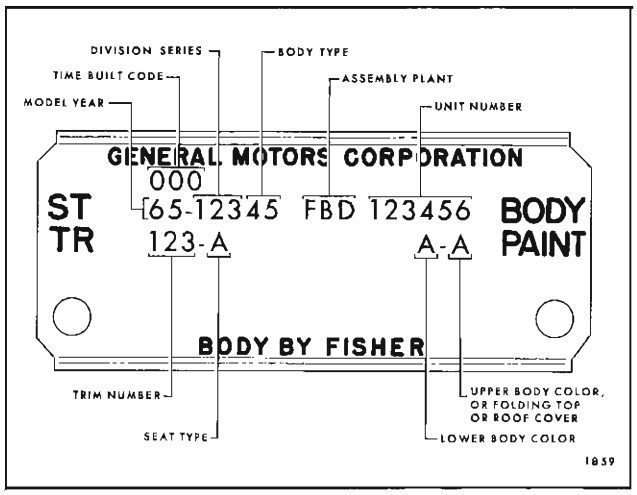


Fig. 2A1—Sample Body Number Plate

TRIM CLEANING PROCEDURE

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

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.

INSTRUMENT PANEL COMPARTMENT DOOR HINGE

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

FRONT AND REAR DOOR HINGE HOLD OPEN ASSEMBLY

Wipe off dirt and apply a light coat of No. 630 AAW Lubriplate (or equivalent) at points indicated. (Fig. 2B1).

DOOR LOCK FORK BOLT

Wipe off dirt and apply a thin coat of stick type lubricant to contact point as indicated. (Fig. 2B2).

DOOR LOCK OUTSIDE HANDLE

Apply a thin coat of Lubriplate to surface of lock cylinder shaft contacting bell crank (Fig. 2B3).

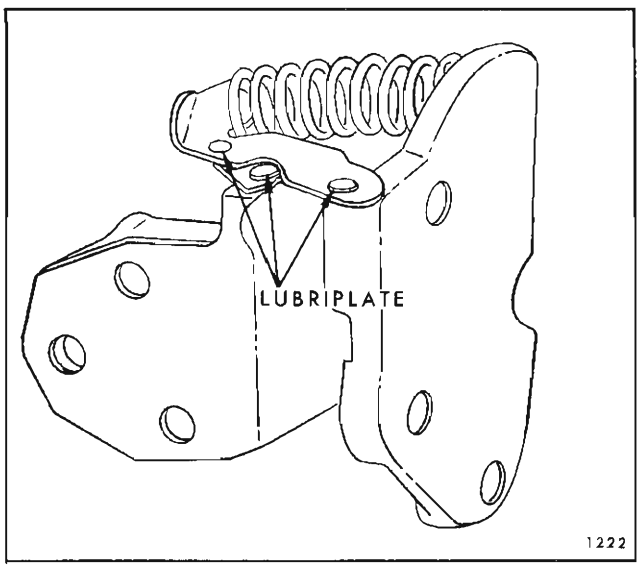


Fig. 2B1—Front Door Hinge Hold Open: Lubrication of Rear Door Hinge Hold Open Typical

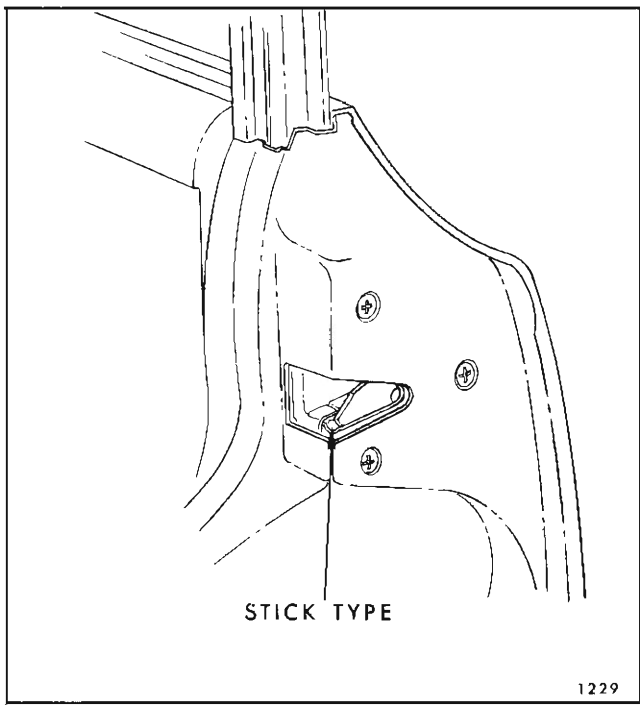


Fig. 2B2—Door Lock Fork Bolt

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.

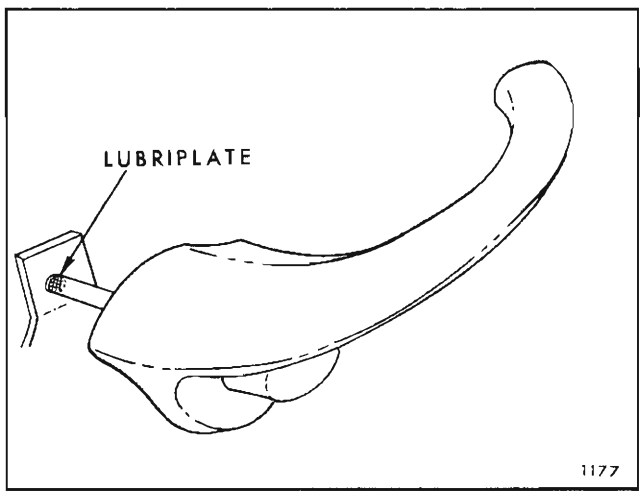


Fig. 2B3—Door Outside Handle

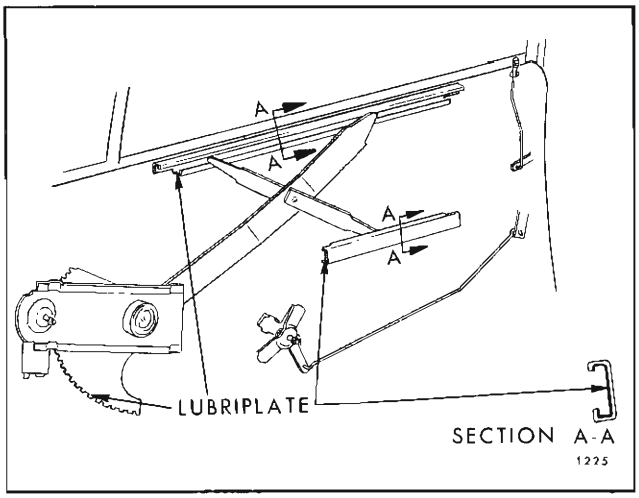


Fig. 2B4—Front Door Window Regulator and Cams

DOOR JAMB SWITCH

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

FRONT DOOR WINDOW REGULATORS AND CAMS

Apply a coat of Lubriplate to areas indicated (Fig. 2B4).

REAR DOOR WINDOW REGULATORS AND CAMS ALL FOUR DOOR STYLES

Apply a coat of Lubriplate to areas indicated (Fig. 2B5).

REAR QUARTER WINDOW REGULATOR CAMS AND GUIDES "11"-"27"-"37"-"67" STYLES

Apply a coat of Lubriplate to areas indicated (Fig. 2B6 and Fig. 2B7).

FRONT SEAT ADJUSTER MECHANISM

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

FOLDING SEAT LINKAGE AND LOCK STATION WAGON STYLES

Apply a sparing amount of dripless oil to all frictional points, work folding seat as required, wipe off excess lubricant.

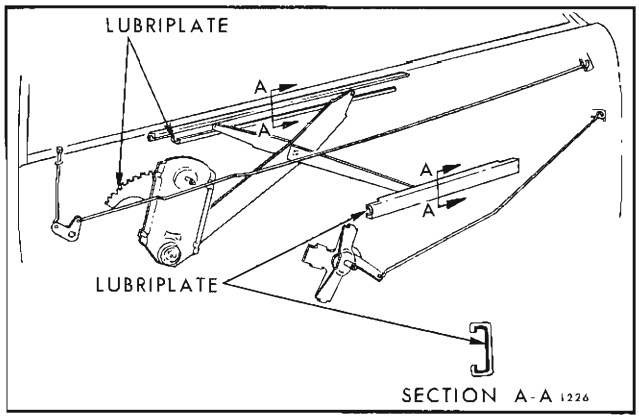


Fig. 2B5—Rear Door Window Regulator and Cams

REAR COMPARTMENT LID LOCK ALL STYLES EXCEPT STATION WAGON STYLES

On rear compartment lid lock, apply a thin coat of Lubriplate to striker bolt (Fig. 2B8).

REAR COMPARTMENT LID HINGE ALL STYLES EXCEPT STATION WAGON STYLES

Apply a thin coat of Lubriplate to areas indicated (Fig. 2B9).

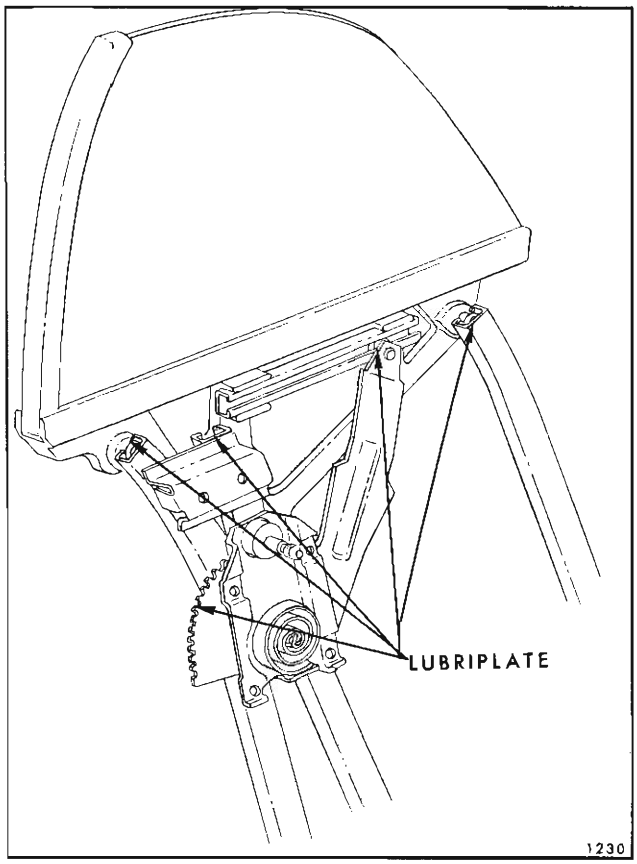


Fig. 2B6—Rear Quarter Window Regulator, Cams and Guides - "37" & "67" Styles

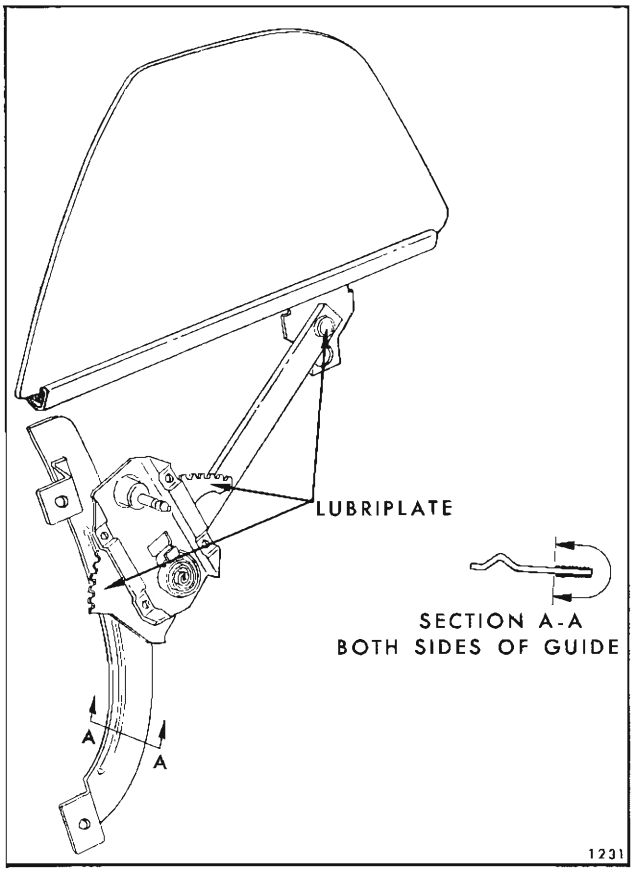


Fig. 2B7—Rear Quarter Window Regulator, Cams and Guides - "11", "27" Styles

GAS TANK FILLER DOOR

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

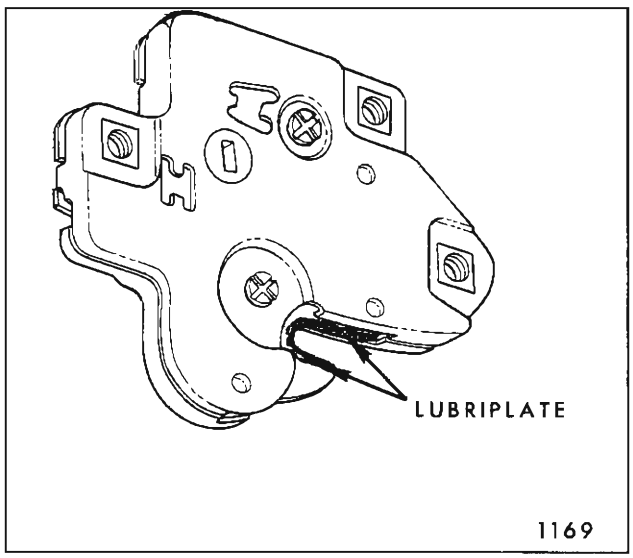


Fig. 2B8—Rear Compartment Lid Lock

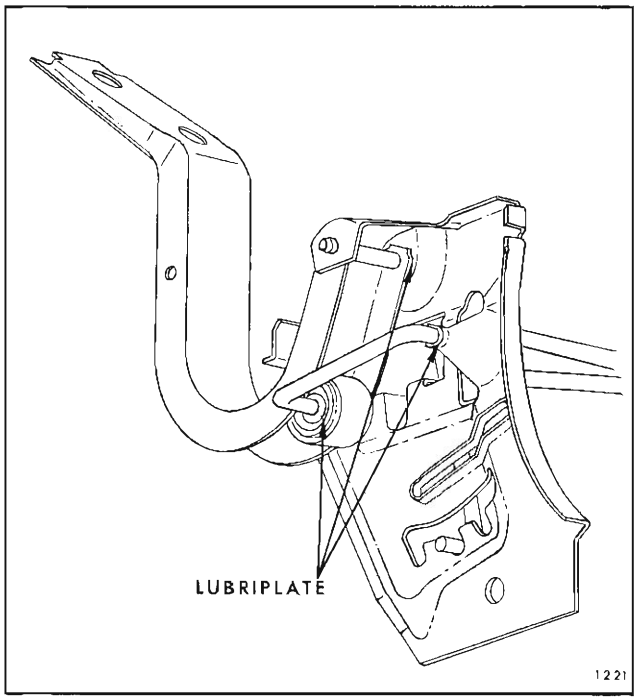


Fig. 2B9—Rear Compartment Lid Hinge "11", "27", "37", "69" Styles

TAIL GATE LOCK STRIKER STATION WAGON STYLES

Apply a thin coat of stick-type lubricant to surface of lock bolt striker teeth (Fig. 2B10). After lubrication, close door several times and remove excess lubricant.

TAIL GATE HINGES STATION WAGON STYLES

Apply a sparing amount of dripless oil to frictional points of hinge. Work tail gate several times and remove excess lubricant. (Fig. 2B11).

TAIL GATE WINDOW REGULATOR AND CAMS STATION WAGON STYLES

Apply Lubriplate to areas indicated in (Fig. 2B12).

CONVERTIBLE TOP LINKAGE "67" STYLES

Apply a sparing amount of dripless oil to points No. 1 and Lubriplate to Point No. 2. (Fig. 2B13). Wipe off excess lubricant.

FOLDING TOP LIFT CYLINDER PISTON RODS ALL "67" STYLES

With folding top in raised position, wipe exposed portion of each top lift cylinder piston rod with a

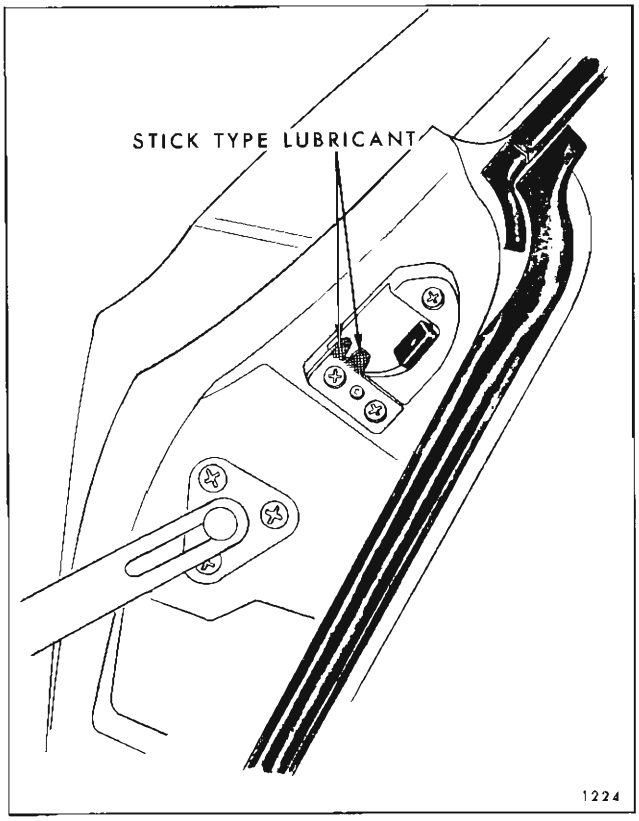


Fig. 2B10—Tail Gate Lock Striker "15", "35" & "45" Styles

cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean

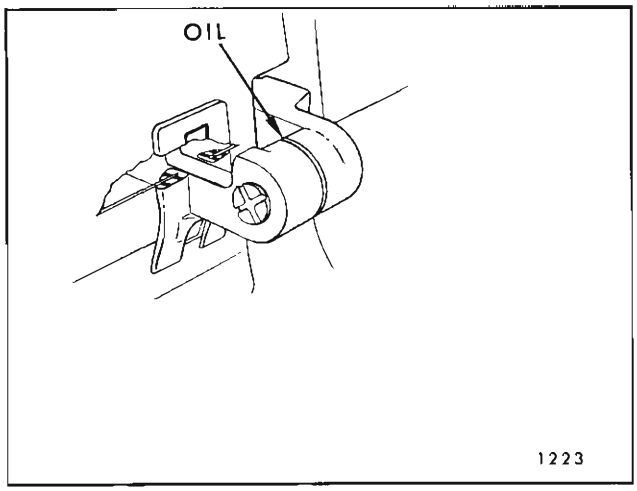


Fig. 2B11—Tail Gate Hinge

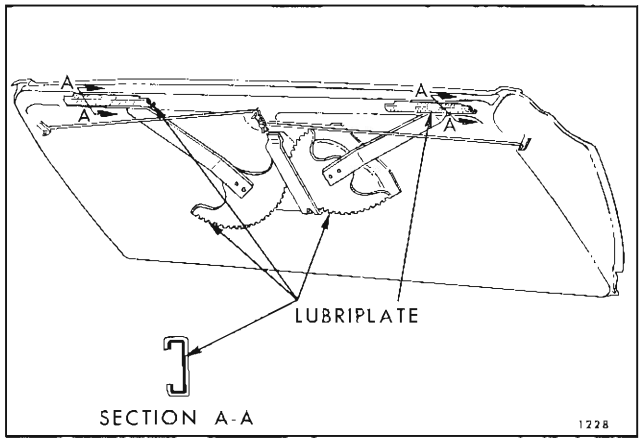


Fig. 2B12—Tail Gate Window Regulator and Cams

cloth, apply a light film of brake fluid to the piston rods to act as a lubricant.

NOTE: Use caution so that brake fluid does not come in contact with any painted or trimmed parts of the body.

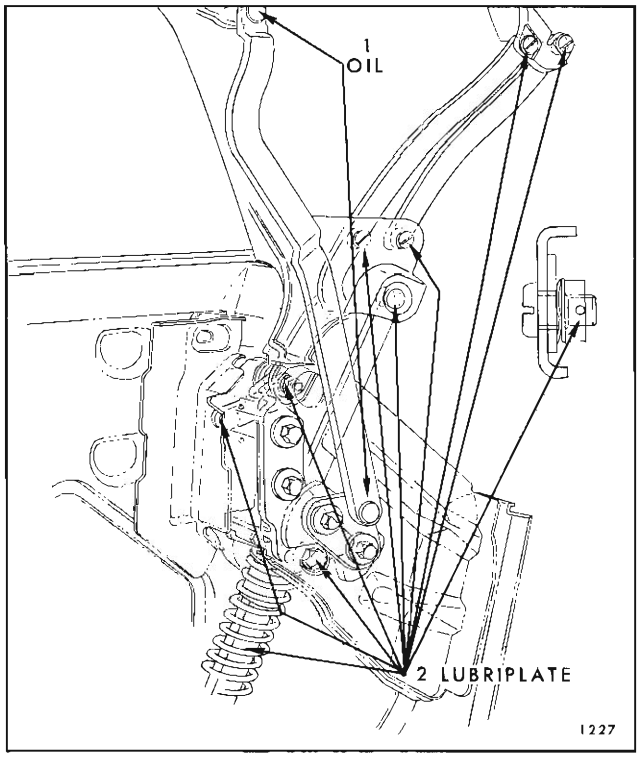


Fig. 2B13—Convertible Top Linkage

FRONT END

WINDSHIELD ASSEMBLY

WINDSHIELD UPPER TRIM ESCUTCHEONS AND HEADER MOLDINGS ALL STYLES

The windshield escutcheons on all styles except "67" styles consist of upper trim escutcheons. On "67" styles the windshield header moldings consist of right and left end moldings and center molding. All moldings are secured by screws (Fig. 2C1, 2C2).

Removal and Installation

1. On closed styles, remove screws attaching upper trim escutcheons and remove escutcheons. On "67" styles remove upper windshield reveal molding, rear view mirror support, sunshade supports and end moldings. Pry front edge of center molding loose at one end; then rotate molding rearward from front edge to remove.

2. To install, on "67" styles apply a 3/16" bead of medium-bodied sealer under the entire length of the windshield header 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 molding to insure watertight seal at junction of center molding. Clean off excess sealer and reverse removal procedure.

REAR VIEW MIRROR

Removal and Installation

1. Remove attaching screws and support.

2. To install, reverse removal procedure.

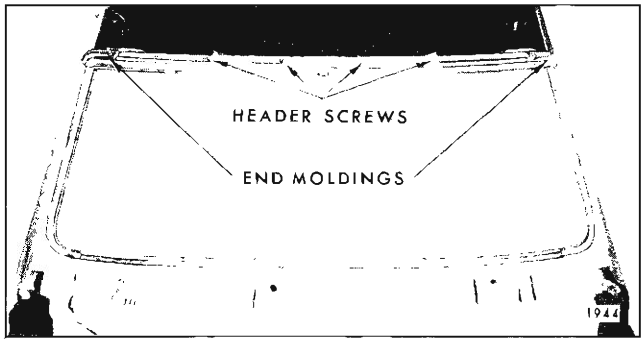


Fig. 2C1—Header Moldings "67" Styles

SUNSHADE SUPPORT

Removal and Installation

1. Remove attaching screws and support. On "67" styles, raise top to remove.

2. To install, reverse removal procedure.

WINDSHIELD REVEAL MOLDINGS

The windshield reveal moldings consist of upper right and left, side right and left and lower moldings. All moldings are secured by clips (Fig. 2C3).

Removal and Installation

The windshield reveal moldings may be removed in sequence as listed, using reveal molding clip disengagement tool, J-21549-2 (Fig. 2C4).

1. Remove upper moldings.

2. Remove side moldings.

3. Remove lower molding.

4. To install, reverse removal procedure.

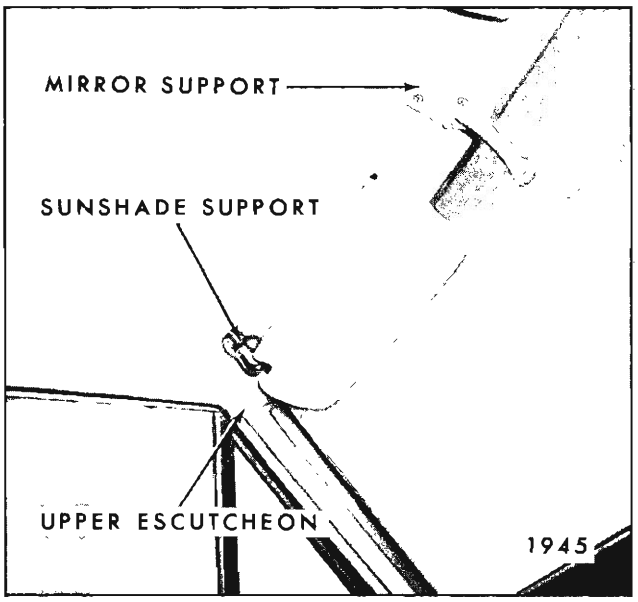


Fig. 2C2—Upper Trim Escutcheon Sunshade Support and Rear View Mirror Support

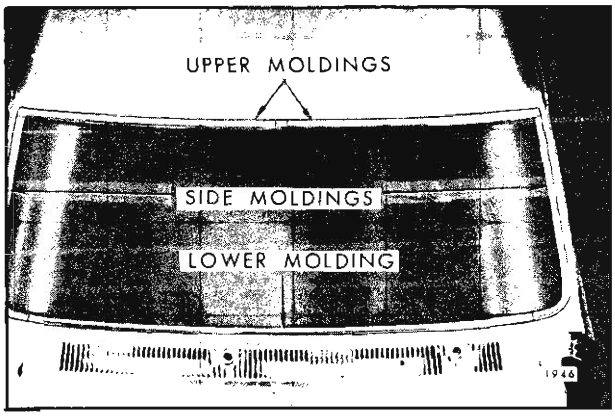


Fig. 2C3—Windshield Reveal Moldings

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 short 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 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.

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

1. Place protective coverings over front seat, instrument panel, hood, air intake grille and front fenders.

2. Remove windshield wiper arm and blade assemblies. Remove radio antenna, if necessary, to allow ample working space.

3. Remove windshield upper trim escutcheons, rear view mirror support, and headlining front finishing lace on closed styles. On "67" styles, remove rear view mirror support.

4. Remove windshield reveal moldings as follows: Use reveal molding clip disengagement tool,

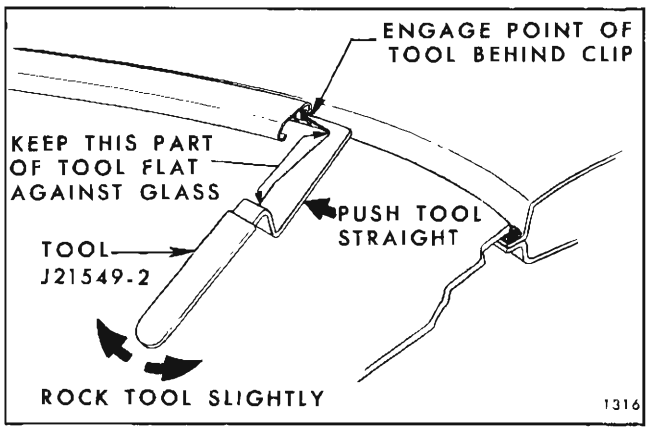


Fig. 2C4—Disengaging Molding from Clip

J-21549-2, (Fig. 2C4). Remove upper reveal moldings first. Next, disengage side reveal moldings. Then, remove lower reveal molding.

5. Secure one end of steel music wire to wood handle. Insert other end of wire through caulking material at lower corner of windshield; then secure end of wire to other wood handle.

6. With aid of helper, carefully cut (pull steel wire) through caulking material, up side of windshield, across top, down opposite side and across bottom of windshield (Fig. 2C5). Make sure inside wire is held close to plane of glass to prevent cutting an excessive amount of adhesive caulking material from opening. This can be accomplished by holding inside wire close to plane of glass with one hand while pulling wire with other hand. Keep tension on wire throughout cutting operation to prevent kinks in wire.

7. Remove windshield glass from body opening. Place replacement glass on a protected surface or glass holding fixture. If original glass is to be reinstalled, 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. Remove loose pieces of sealing strip and caulking material from body opening.

WINDSHIELD INSTALLATION—SHORT METHOD

1. Check all reveal molding retaining clips for damage. If upper end of clip is bent away from body metal more than 1/32", replace or reform the clip.

2. Apply 2" wide, masking tape across front of instrument panel, with the front edge of tape lined

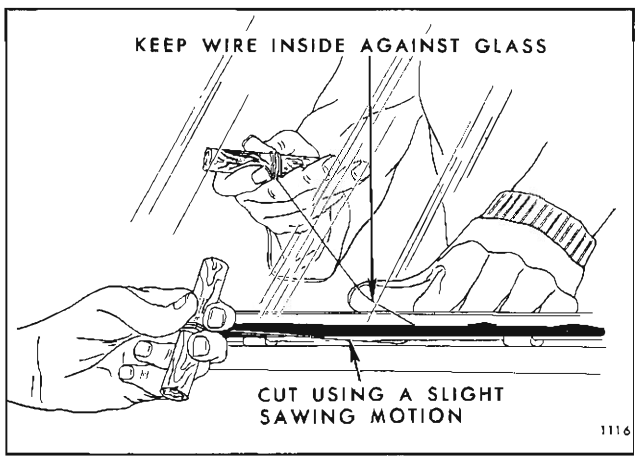


Fig. 2C5—Adhesive Caulked Glass Removal

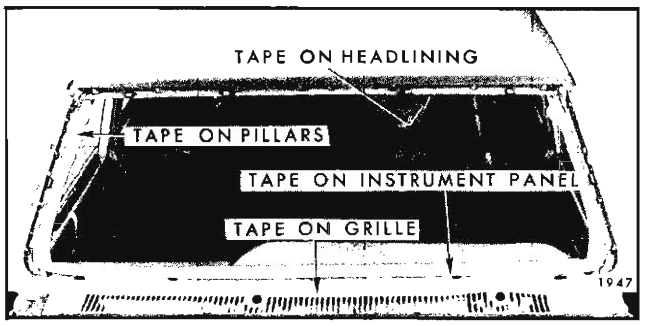


Fig. 2C6—Tape Windshield Opening Prior to Glass Installation

up with break line of instrument panel. Apply 2" wide masking tape to both inside windshield pillars and across front edge of headlining. (Fig. 2C6). The application of masking tape will assist in clean-up after the glass is installed.

3. Apply 1" wide masking tape to inside of windshield glass 1/4 inch inboard from edge of glass, first across the top, each side, then the bottom. (Fig. 2C7).

4. Cement two rubber spacers (#4404196 or equivalent) to lower windshield rabbet at location "B", View "A" (Fig. 2C8).

5. Set glass in opening, shim glass spacers as necessary to properly align glass to opening. The glass should overlap the pinchweld flange 3/16 inch. Mark glass to windshield pillars with tape to assist in proper alignment at time of installation (Fig. 2C9).

6. Check relationship of glass contour to windshield opening. Glass should rest on adhesive material. Gap spaces may be filled by applying excess caulking material to the glass at the gap location.

7. Remove glass and place on protected bench or glass holding fixture.

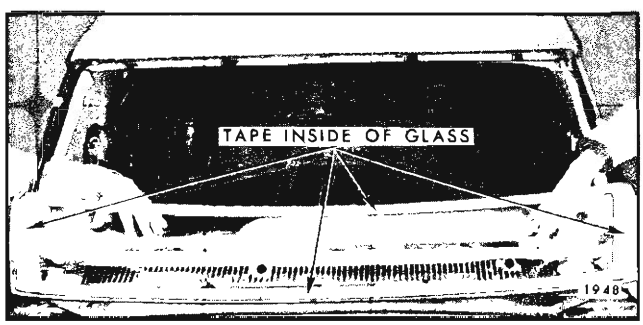


Fig. 2C7—Tape Applied to Inside of Glass and Windshield Glass Installation

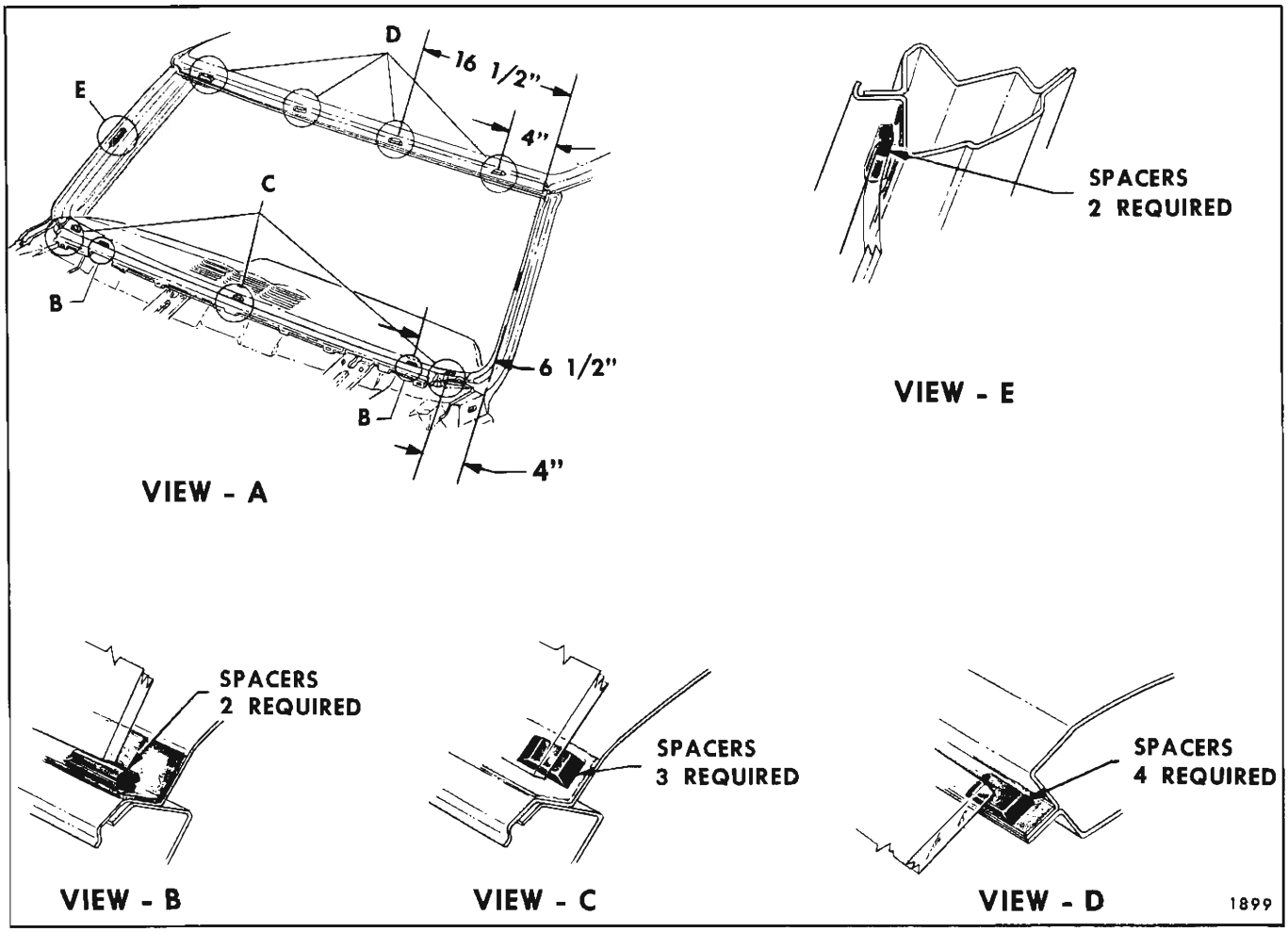


Fig. 2C8—Windshield Glass Rubber Spacers

8. 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.

9. 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.

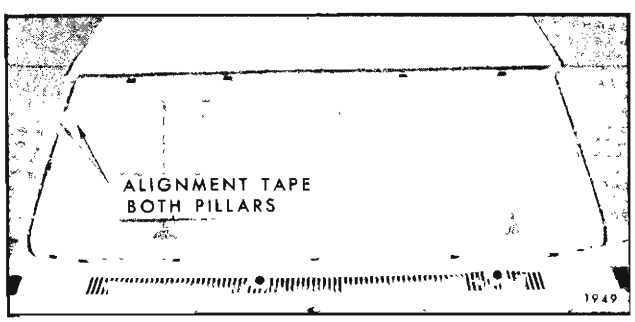


Fig. 2C9—Glass Alignment to Opening

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. Apply a smooth continuous bead of adhesive caulking material to inside surface of glass next to edge completely around glass (Fig. 2C10). 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.

12. 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. 2C7). Carefully position glass to plane of opening, making certain that glass is properly centered and positioned to opening and resting on lower spacers, using tape on glass and windshield pillars as a guide, (Fig. 2C9).

13. Press glass firmly to set caulking material.

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

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

15. 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.

16. Working from inside the glass, run a small flat stick, screwdriver or equivalent around the entire opening to properly seal and remove excess material.

17. Remove masking tape from upper windshield, sides and lower. Remove masking tape from instrument panel, windshield pillars and headlining.

18. Install windshield lower and side reveal moldings; then, upper reveal moldings. Install headlining finishing lace, windshield upper trim escutcheons and previously removed parts.

19. Remove protective coverings and clean up.

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.

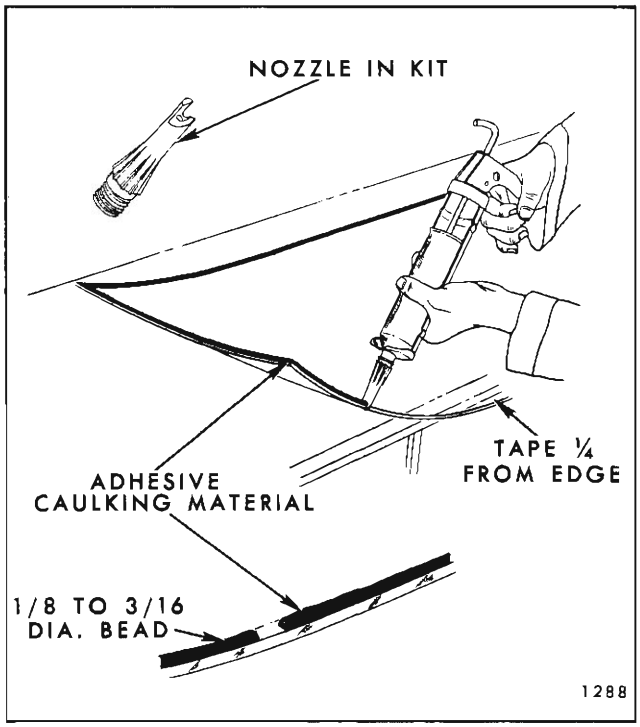


Fig. 2C10—Adhesive Caulking Material Application - Short Method

1. Check all reveal molding retaining clips for damage. If upper end of clip is bent away from body metal more than 1/32", replace or reform the clip.

2. Apply 2" wide, masking tape across front of instrument panel, with the front edge of tape lined up with break line of instrument panel. Apply 2" wide masking tape to both inside windshield pillars. Apply masking tape across front edge of headlining. (Fig. 2C6). The application of masking tape will assist in clean-up after the glass is installed.

3. Apply 1" wide masking tape to inside of windshield glass 1/4" inboard from edge of glass, first across the top, each side, then the bottom. (Fig. 2C7).

4. Cement four flat type rubber spacers (#4898472 or equivalent) to upper windshield pinchweld flange, one each side 4" inboard from windshield pillar and one each side 16-1/2" inboard from windshield pillar at locations "D", View "A" (Fig. 2C8).

5. Cement two rubber spacers (#4404196 or equivalent) to lower rabbet of windshield opening 6-1/2" inboard from windshield pillars at locations "B", View "A" (Fig. 2C8).

6. Cement three rubber spacers (#4421823 or equivalent) to the lower windshield flange 4" inboard from windshield pillars each side and one in center at locations "C", View "A" (Fig. 2C8).

Cement one rubber spacer (#4404196 or equivalent) to each windshield pillar to assist in centering glass at time of installation at locations "E", View "A" (Fig. 2C8).

7. Set glass in opening and shim glass spacers as necessary to properly align glass to opening. The glass should overlap the pinchweld flange 3/8" minimum. Mark glass to windshield pillars with tape to assist in proper alignment at time of installation (Fig. 2C9).

8. Check relationship of glass contour to windshield opening. Gap space between glass and pinchweld flange should be no less than 1/8" nor more than 1/4". Substitute glass, rework pinchweld flange, or apply more caulking material at excessive gap space.

9. Remove glass and place on protected bench or glass holding fixture.

10. 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.

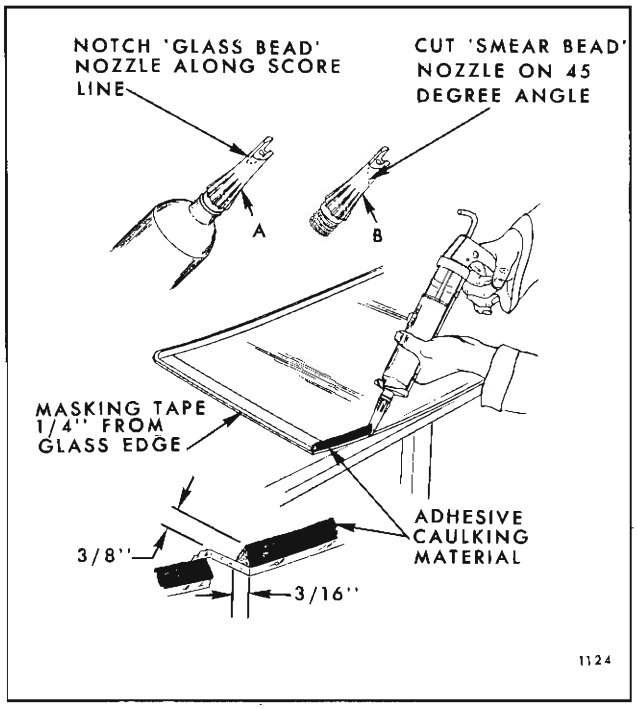


Fig. 2C11—Adhesive Caulking Material Application - Extended Method

11. Cut off tip of one nozzle along score line (Fig. 2C11). 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.

12. 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.

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

14. 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.

15. Positioning the gun and nozzle as shown in Figure 2C11, 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.

16. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut on 45° angle in step 11). 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.

17. 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. 2C7). 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. 2C9).

18. Press glass firmly to set caulking material.

19. 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.

20. 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.

21. Working from inside the glass, run a small flat stick, screwdriver or equivalent around the entire opening to properly seal and remove excess material.

22. Remove masking tape from lower windshield, sides and upper. Remove masking tape from instrument panel, windshield pillars and headlining.

23. Install windshield lower and side reveal moldings; then, upper reveal moldings. Install windshield garnish moldings and previously removed parts. Remove protective coverings and clean up.

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. 2C12) 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 caulking material and over adjacent painted surface. (See operation "B", Fig. 2C12).

6. Apply adhesive caulking material, as shown in Operation "C" (Fig. 2C12), at leak point and

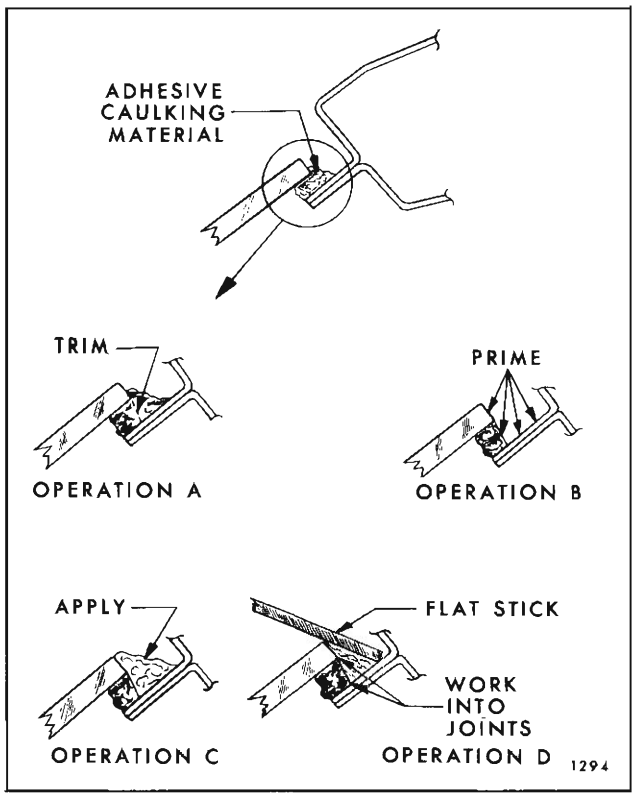


Fig. 2C12—Correction of Adhesive Caulked Glass Installation Waterleaks.

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.

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. 2C12).

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
ALL STYLES

The body ventilating system incorporates the use of a detachable shroud top air intake grille, which is attached to the upper shroud panel by screws. The air entering the shroud top air intake grille flows through a duct which guides the air into the body through a shroud side duct panel air outlet assembly. The door in the outlet assembly regulates the flow of air and is adjusted by the use of a cable and knob control. Water entering the air intake grille flows down the shroud side duct panel and is discharged into the rocker panels. The rocker panels contain openings for drainage.

SHROUD SIDE TRIM PANEL

Removal and Installation

1. Remove grille attaching screws and grille.

2. Remove trim panel attaching screw to hinge pillar.

3. Remove sill plate and remove trim panel assembly (Fig. 2C13).

4. To install, reverse removal procedure.

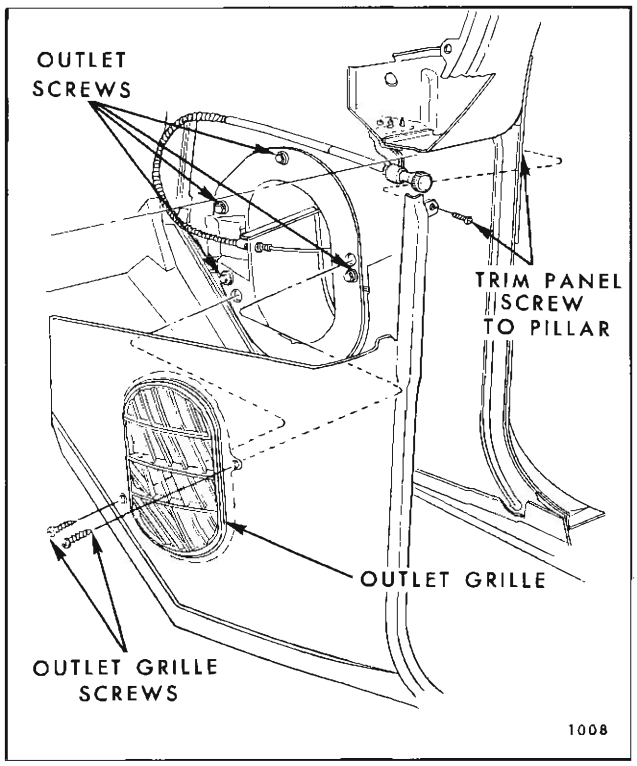


Fig. 2C13—Attachment of Air Outlet, Outlet Grille and Trim Panel

SHROUD SIDE AIR OUTLET DUCT

Removal and Installation

1. Remove shroud side trim panel.

2. Remove control cable from outlet, (Fig. 2C13) remove or loosen necessary heater parts to allow space to remove outlet assembly.

3. Remove screws securing outlet assembly to shroud side panel (Fig. 2C13) and remove assembly.

4. To install, apply medium-bodied sealer around entire inner flange of outlet assembly, to insure watertight seal to shroud, and reverse removal procedure (Fig. 2C14).

SHROUD SIDE DUCT AIR OUTLET DOOR

Removal and Installation

1. Remove shroud side trim panel.

2. Remove control cable.

3. Remove shroud side duct air outlet assembly.

4. Depress upper door pin to disengage pin and remove door. (Fig. 2C14).

5. To install, reverse removal procedure.

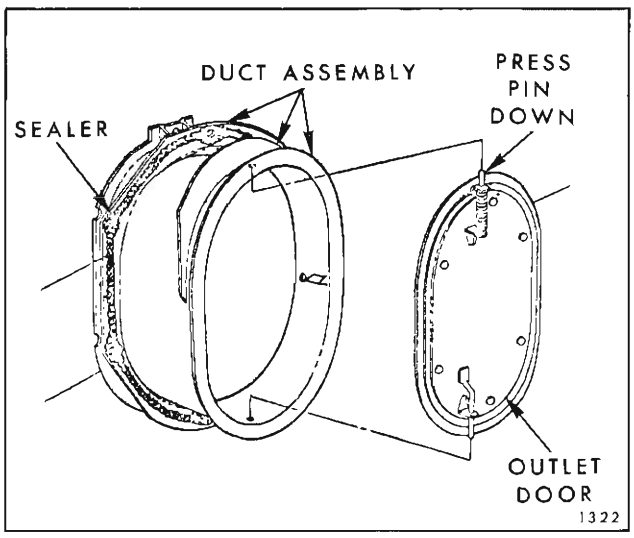


Fig. 2C14—Shroud Side Air Outlet Duct Assembly and Sealing

INSTRUMENT PANEL ASSEMBLY ALL STYLES

INSTRUMENT PANEL COMPARTMENT DOOR

Removal and Installation

The instrument panel compartment door hinges and stops are an integral part of the door. The hinges and door assemblies are attached to the instrument panel by screws. To remove door and stop assemblies, remove attaching screws securing hinge to instrument panel, (Fig. 2C15, Fig. 2C16, Fig. 2C17) lift up door, rotate anti-clockwise to remove stop from opening in panel. To install, reverse removal procedure.

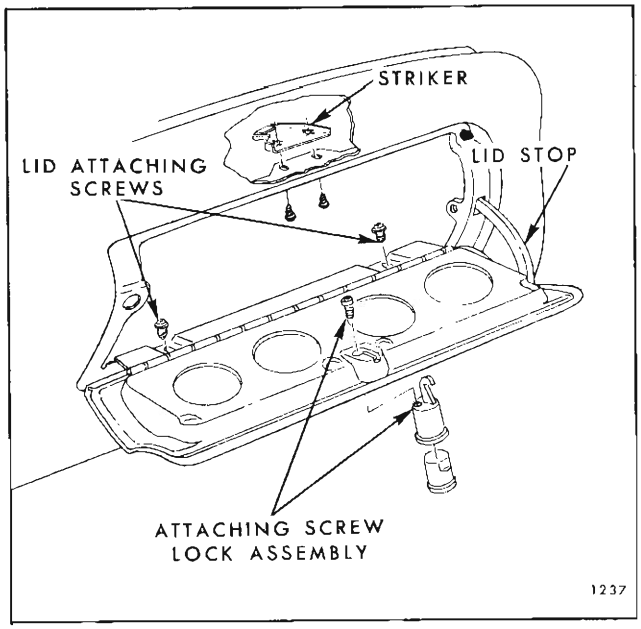


Fig. 2C15—Instrument Panel Compartment Door Assembly - 13000 Series

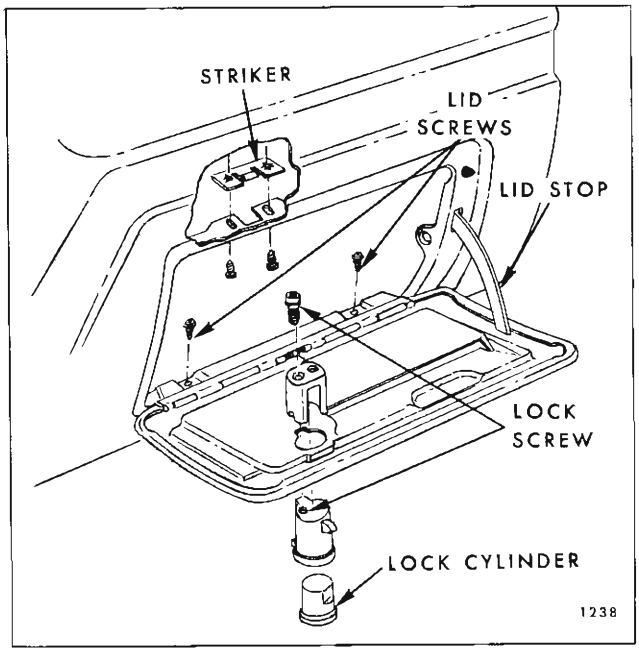


Fig. 2C16—Instrument Panel Compartment Door Assembly - 23000 Series

Adjustments

1. To move door up or down, shim between hinge and instrument panel.

2. To move door in or out, loosen attaching screws and position door in or out as desired.

3. To move door right or left, loosen attaching screws and position door as desired.

4. Striker plates are adjustable on the door on 43-44000 series and on the instrument panel on 13000 and 23000 series. (Fig. 2C15, Fig. 2C16, Fig. 2C17).

INSTRUMENT PANEL DOOR LOCKS

Removal and Installation

1. On 13000 series and on 23000 series, remove attaching screws and remove lock assembly, (Fig. 2C15, Fig. 2C16).

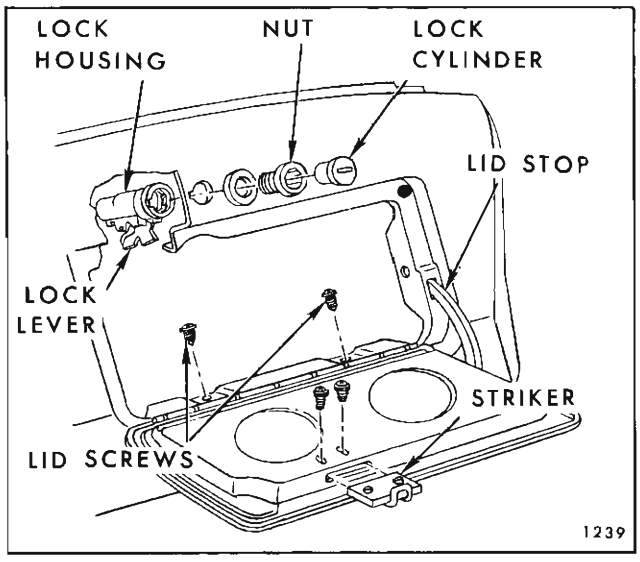


Fig. 2C17—Instrument Panel Compartment Door Assembly - 43-44000 Series

2. On 43-44000 series, with key removed and in unlocked position, open door, push locking lever forward to locked position, then working from the right side of the lock housing, insert 1/8" wire in slot of housing, depress tumblers of lock cylinder and remove lock cylinder. Remove lock retainer, by unscrewing retainer to housing and remove lock. (Fig. 2C17).

3. To install, reverse removal procedure.

INSTRUMENT PANEL COVER 13000 SERIES

The instrument panel cover is secured to the instrument panel by studs and nuts. (Fig. 2C18).

Removal and Installation

1. Loosen or remove necessary chassis parts. Working from under instrument panel remove attaching nuts and remove cover. (Fig. 2C18). To install, reverse removal procedure.

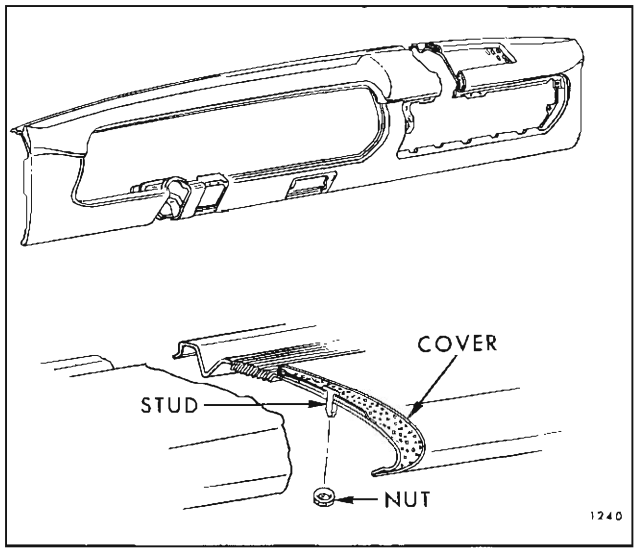


Fig. 2C18—Instrument Panel Cover - 13000 Series

DOORS

FRONT AND REAR DOORS

ALL STYLES

The door section consists of a series of specific service operations applicable to the removal and installation of each individual door hardware component. 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.

d. "Side Roof Rail Weatherstrips."

FRONT AND REAR DOOR WEATHERSTRIPS ALL STYLES

Door weatherstrips are retained below the belt line by nylon fasteners and above the belt line (closed styles only) by weatherstrip adhesive. In addition, on coupe styles the upper ends of the weatherstrip are additionally retained at the belt line by plastic snap-fasteners.

The nylon fasteners, which are component parts of the weatherstrip, are serrated and retain the weatherstrip to the door by engaging piercings in the door panel. Although the fasteners are a component part of the weatherstrip and are preinstalled on replacement strip assemblies, they are available as a separate service part.

To remove a weatherstrip retained with the nylon fastener requires the use of tool J-21104, or equivalent, as shown in Figure 2D1. If this tool is not available, a comparable tool can be fabricated according to the dimensions shown.

Removal:

1. On hardtop and convertible styles, remove snap fasteners securing ends of weatherstrip at belt line of door hinge pillar and lock pillar.

2. Using a flat-blade tool, carefully break cement bond securing weatherstrip to door at belt line.

3. Slide weatherstrip removal tool under weatherstrip at each fastener location and grip fastener as close to door panel as possible; then, gently pry fastener out of its respective door piercing.

CAUTION: Exercise care not to damage serrations or fasteners during removal as they are necessary to maintain a good weatherseal.

4. On hardtop and convertible styles the weatherstrip can now be removed. On closed styles, proceed with step #5.

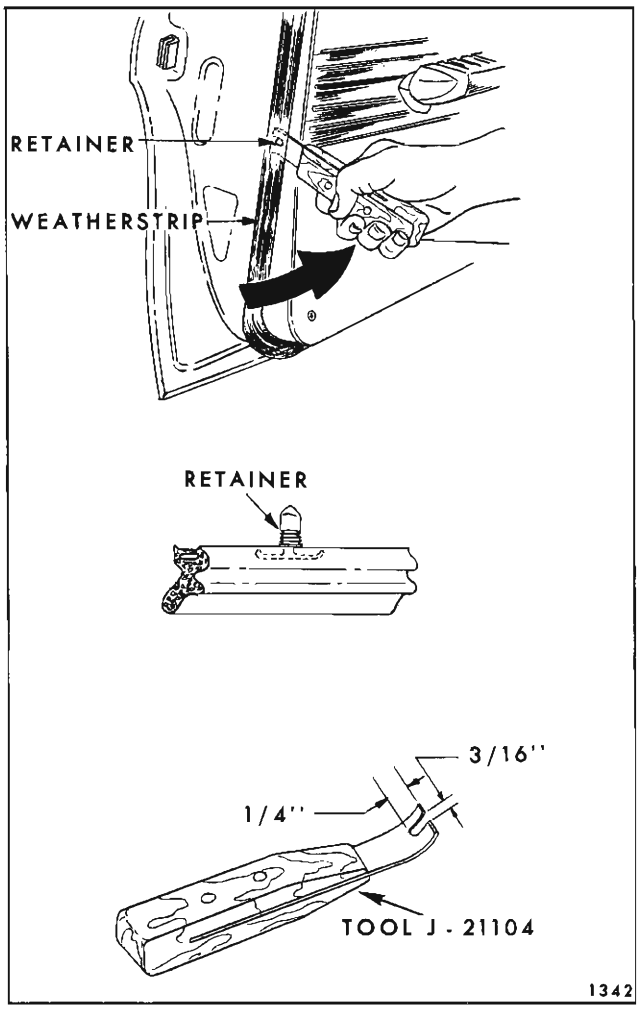


Fig. 2D1—Door Weatherstrip Removal

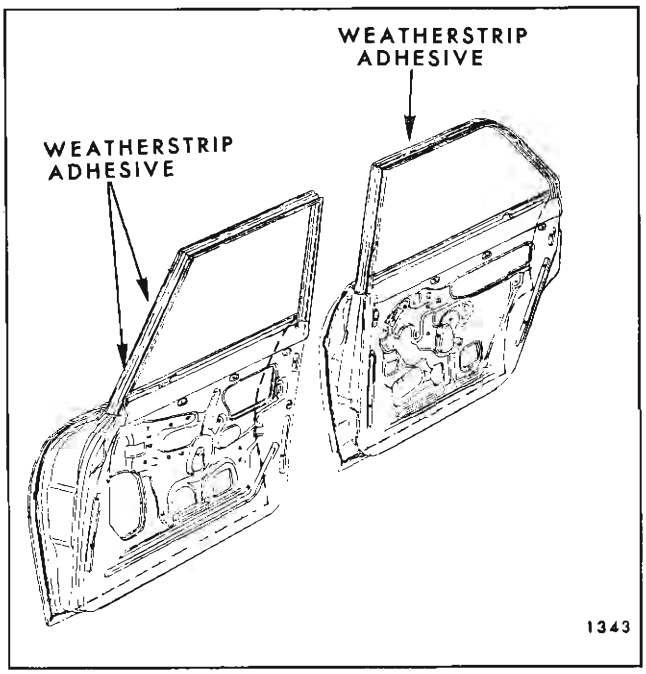


Fig. 2D2—Door Weatherstrip Adhesive Application

5. With a putty knife, or other suitable flat-bladed tool, remove weatherstrip from door upper frame weatherstrip channel. Exercise care not to damage weatherstrip during this operation.

Installation:

1. Check weatherstrip nylon fasteners for damage and replace, if necessary.

2. Clean off old cement from door to insure a clean cementing surface. On hardtop and convertible styles, apply a bead of an approved weatherstrip adhesive to hinge and lock pillar facing of door. Begin adhesive application at belt line and continue down door for approximately seven to nine inches. On closed styles, begin adhesive application approximately five inches below belt line on hinge pillar side of door and continue around entire door upper frame to five inches below belt line on lock pillar side of door (See Fig. 2D2).

NOTE: Adhesive usage is usually limited to areas indicated in step #2. Adhesive, however, can be applied to any point where additional retention of weatherstrip is needed.

3. On closed styles, install weatherstrip into door upper frame weatherstrip channel. On all styles, install weatherstrip fasteners by pressing fasteners into door panel piercings. A protected hammer can be used if necessary.

NOTE: In the event a weatherstrip becomes damaged at a fastener location and will not properly retain the fastener, remove fastener and cement weatherstrip into place. If, however, two or more consecutive fasteners will not remain engaged in the weatherstrip, replacement of the weatherstrip will probably be necessary.

All door weatherstrips are impregnated with a silicone lubricant and additional lubrication is not required.

FRONT AND REAR DOOR ARM RESTS

All arm rests are the applied type are are secured to the door inner panel by two attaching screws which fit into self-threading piercings located in the door inner panel. The arm rest attaching screws are sealed to the door inner panel with body caulking compound.

Removal and Installation:

1. Remove screws securing arm rest to door inner panel and remove arm rest.

2. To install, reverse removal procedure.

FRONT AND REAR DOOR INSIDE HANDLES

Removal:

1. On styles equipped with a paddle handle, remove door arm rest.

2. Remove handle-to-remote attaching bolt or screw and remove handle from door.

3. On all other styles, depress door trim assembly at handle sufficiently to install tool J-7797 between handle and bearing plate.

4. Push handle and retaining spring out of engagement and remove handle and bearing plate from door (See Fig. 2D3).

Installation:

1. Install retaining spring on handle and bearing plate over regulator spindle.

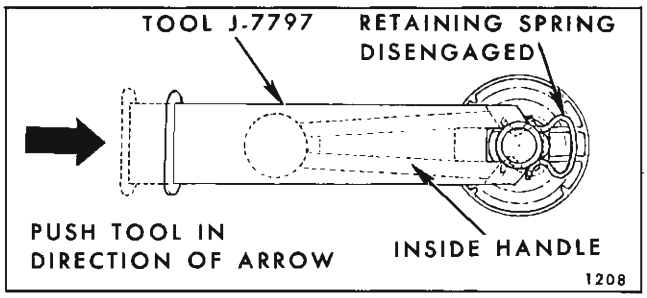


Fig. 2D3—Disengaging Door Inside Handle Retaining Spring

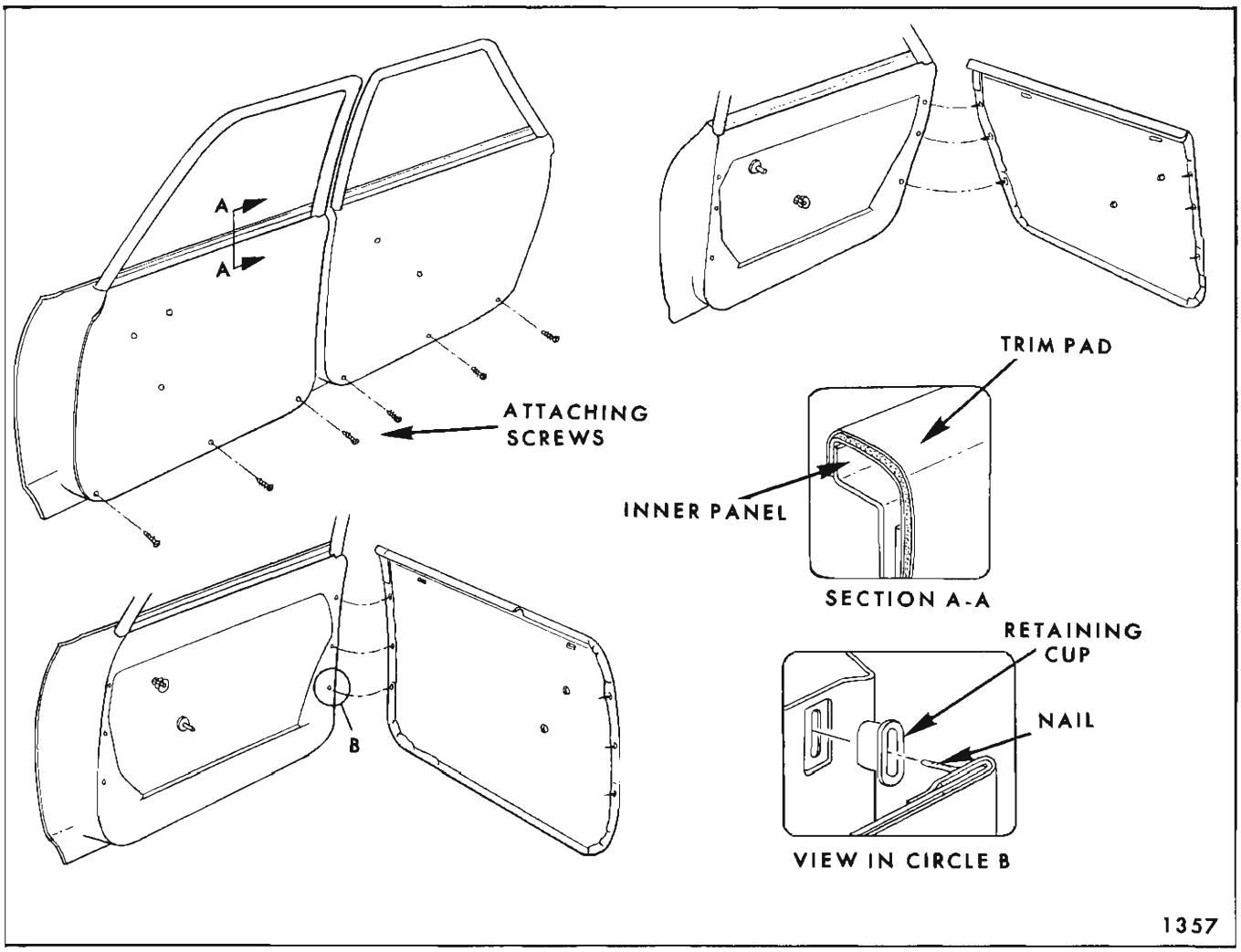


Fig. 2D4—Hang-on Door Trim Pads

2. Position handle on spindle at same angle as handle on opposite door, and push handle until spring is engaged.

FRONT AND REAR DOOR TRIM PADS 33800 AND 44400 SERIES STYLES

Trim assemblies on these styles are the hang-on type and are further secured by attaching screws along bottom edge and by retaining nails inserted into plastic retaining cups located in the door inner panel.

Removal and Installation:

1. Remove door inside handles and arm rest assembly.

2. At bottom of door, remove screws securing trim assembly to door inner panel.

3. With a clean rubber mallet, tap along sides of trim pad to help free nails from retainers.

4. Starting at bottom of trim pad, carefully insert tool J-6335, or a suitable flat-bladed tool, between door trim assembly and door inner panel at retaining nail locations and disengage nails from retainers. Remove door trim pad from door. (See Fig. 2D4).

5. To install, reverse removal procedure.

CAUTION: Retaining nails must not pierce back of plastic retainers as waterleaks may develop. For this reason it is important that PROPER LENGTH repair tab nails (1/2") are used when replacing broken trim retaining nails.

NOTE: If plastic retainers are loose and will not remain engaged in door inner panel, install a 1/2" x 3/4" piece of cloth-backed waterproof body tape over retaining hole in door inner

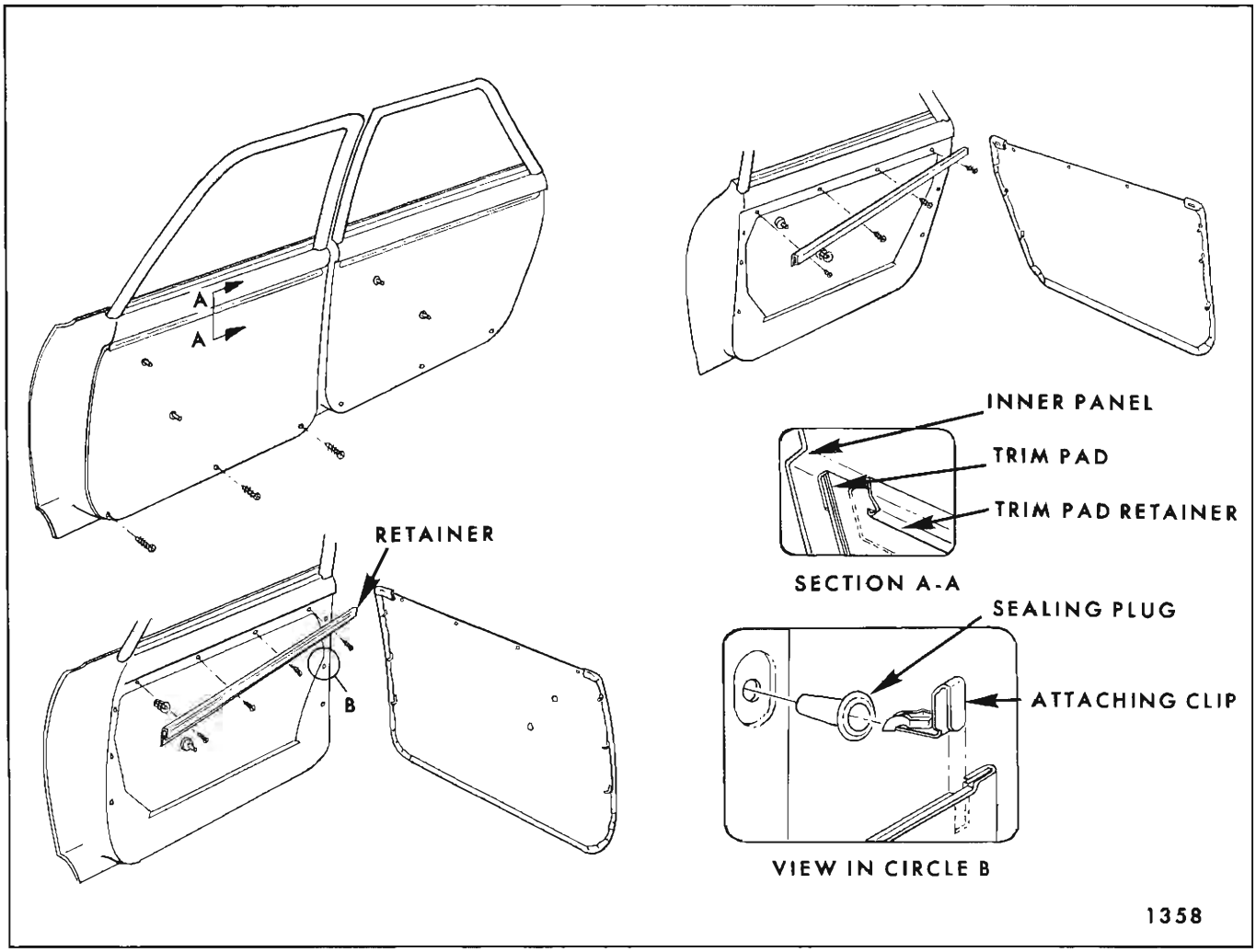


Fig. 2D5—Door Trim Assemblies

panel. Make two slits in tape to form an "X" pattern. Check retainer for snug fit. If retainer is still loose, repeat above operation by installing a second piece of tape over existing repair. This procedure may also be used to repair waterleaks which develop around perimeter of retainer.

FRONT AND REAR DOOR TRIM PADS—ALL STYLES EXCEPT 33800 AND 44400 SERIES STYLES

Both the front and rear door trim assemblies are secured to the door inner panel by trim pad retainers at top, retaining clips along both sides and screws at the bottom. Trim pad retainers are attached to the door inner panel by screws. The retaining clips (along sides) are pressed into plastic retainers or cups which fit into slots in the door inner panel.

Removal and Installation:

1. Remove door inside handles and arm rest assembly.

2. Remove attaching screws along bottom of door trim pad.

3. Carefully insert tool J-6335, or a suitable flat-bladed tool, between door trim assembly and door inner panel at retaining clip locations and disengage clips from retaining plugs (See Fig. 2D5).

NOTE: Broken or damaged retaining clips should be replaced.

4. Pull top edge of trim pad down slightly to disengage it from the trim pad retainer and remove trim pad from door.

5. To install, reverse removal procedure. Exercise care not to disturb inner panel water deflector.

NOTE: If plastic retaining plugs are loose and will not remain engaged in door inner panel, install a 1/2" x 3/4" piece of cloth-backed waterproof body tape over retaining plug hole and door

inner panel. Make two slits in tape to form an "X" pattern. Check retainer for a snug fit and, if still loose, repeat above operation by installing a second piece of tape over the existing repair. This same procedure can be used to repair waterleaks which develop around permeter of retainer.

FRONT AND REAR DOOR WATER DEFLECTORS

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

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

Removal:

1. Remove door trim assembly.

2. Remove door trim pad upper retainer on all styles except 33800 and 44400 series styles.

3. Remove strips of waterproof body tape securing lower corners of water deflector.

4. With a putty knife, or other suitable flat-bladed 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.

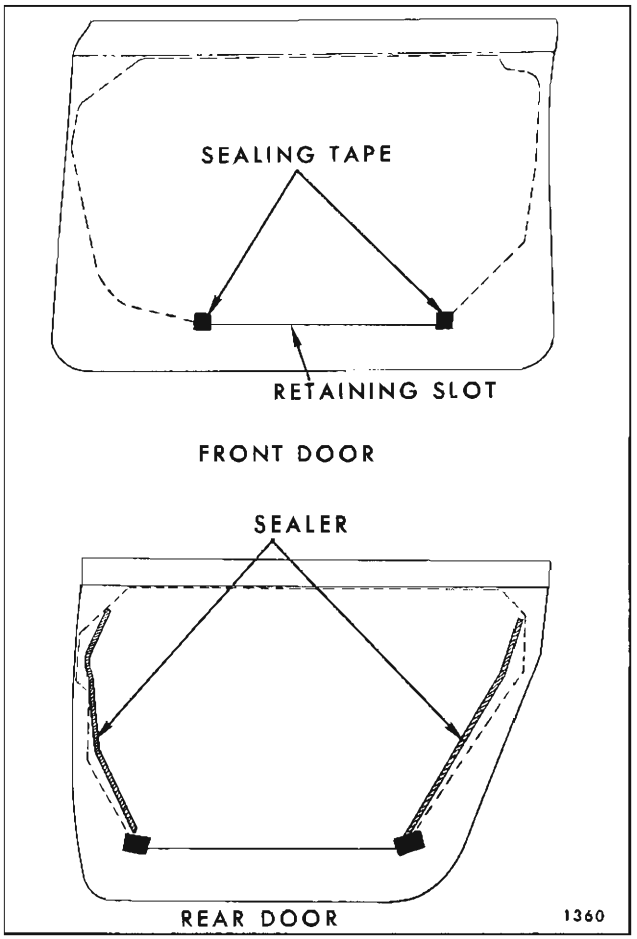


Fig. 2D6—Front and Rear Door Water Deflectors

5. Disengage lower edge of water deflector from retaining slot in door inner panel and remove water deflector (See Fig. 2D6).

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 coating 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.

2. If a new water deflector is to be installed, use old water deflector as a template, trim new deflector to proper size and cut holes for doors inside hardware. If old sealer does not effect a satisfactory seal, apply a bead of body caulking compound (approximately 3/16" diameter) to inner panel at unsealed areas.

3. Position water deflector to door inner panel with polyethylene coated side of deflector against

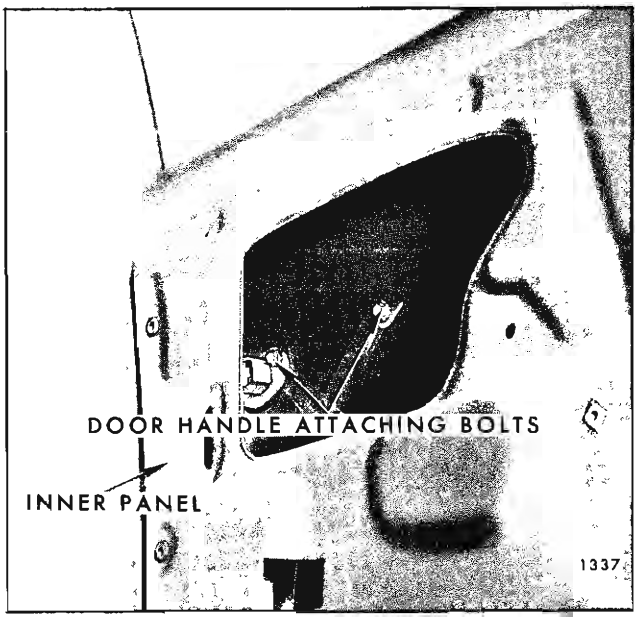


Fig. 2D7—Door Outside Handle Attachment

inner panel. Insert lower edge of deflector in retaining slot. Then firmly roll or press seal areas to obtain a good bond between deflector and door inner panel.

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

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

FRONT AND REAR DOOR OUTSIDE HANDLE ASSEMBLY

Removal and Installation:

1. Raise door window and remove door trim pad.

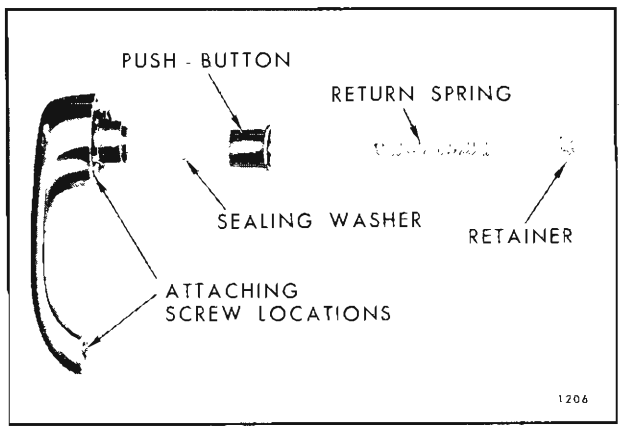


Fig. 2D8—Front Door Outside Handle Assembly

2. Detach water deflector sufficiently to gain access to door outside handle attaching screws.

3. Remove screws through inner panel. Remove door handle and gaskets from outside of body (See Fig. 2D7).

4. To install, reverse removal procedure.

DISASSEMBLY AND ASSEMBLY OF DOOR OUTSIDE HANDLE

1. Remove door outside handle.

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 spring are serviced as one unit. See Figure 2D8 for front doors and 2D9 for rear doors.

3. To assemble, reverse disassembly procedure.

FRONT AND REAR DOOR LOCK SPRING CLIPS

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

To disengage the spring clip, use a screwdriver, or other suitable tool, to slide the clip out of engagement.

Figure 2D10 shows the door lock spring clip engaged and disengaged.

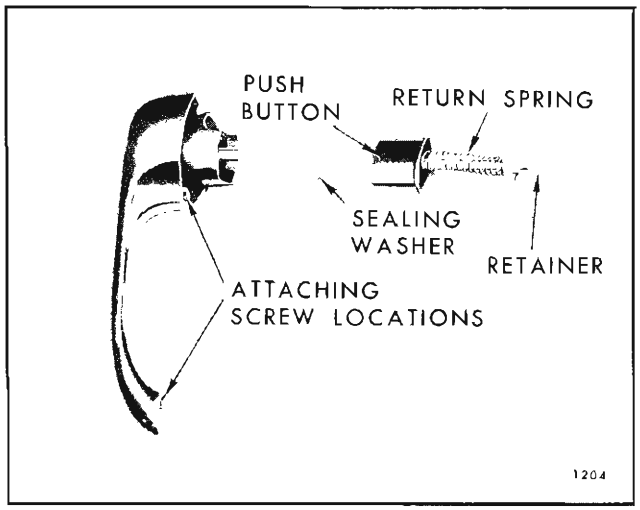


Fig. 2D9—Rear Door Outside Handle Assembly

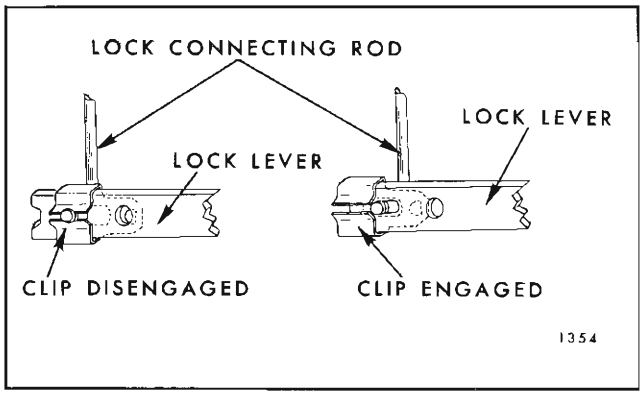


Fig. 2D10—Door Lock Spring Clip

FRONT AND REAR DOOR LOCK STRIKERS

All lock strikers consist of a single metal bolt and washer assembly. Strikers are attached to a floating cage nut located in the body lock pillar panel. The head of the striker bolt utilizes a hex head (Allen) wrench fitting for removal and installation of the striker. Strikers are equipped with a rubber sleeve to act as a door closing silencer.

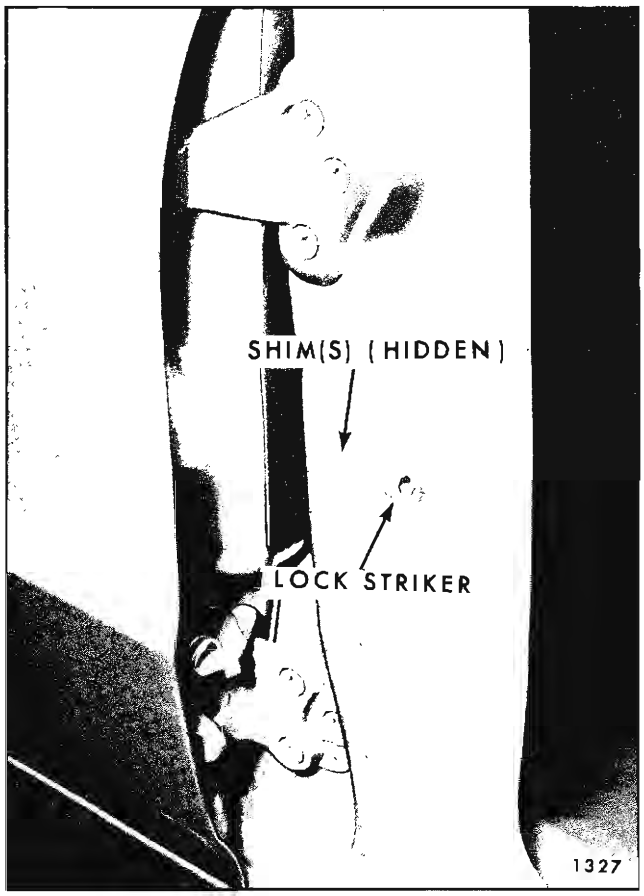


Fig. 2D11—Front Door Lock Striker Assembly

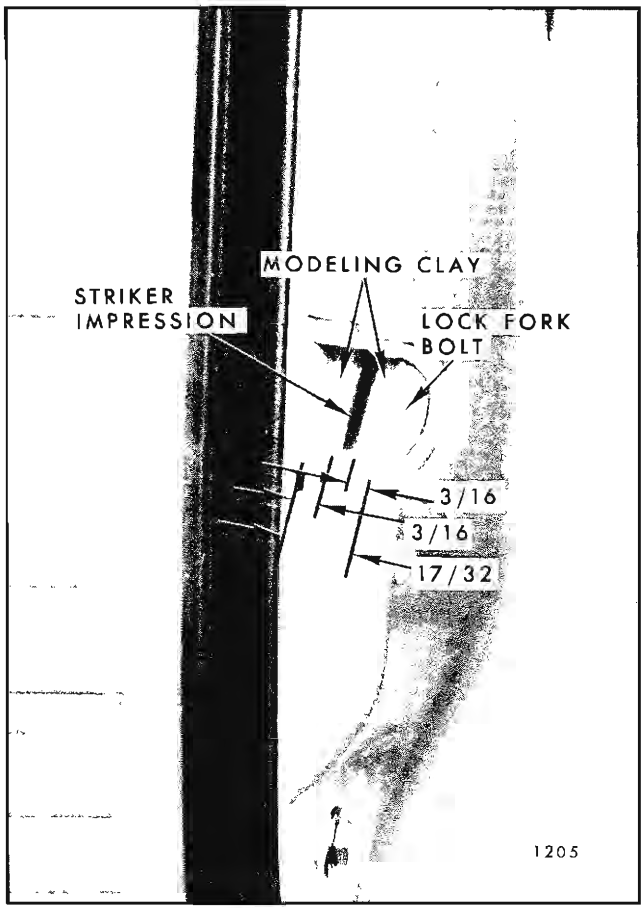


Fig. 2D12—Door Lock Striker Engagement

Removal and Installation:

1. With a pencil, mark position of striker on body piller.

2. Using a 5/16" hex head wrench (Allen), remove striker from body lock pillar (See Fig. 2D11).

3. To install, place striker within locating marks on piller and install striker.

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 and tighten bolt.

DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER SPACERS

1. Door(s) should be properly aligned before checking lock striker spacer requirements.

2. To determine if door lock striker spacers are required, apply modeling clay or body caulking compound in lock where striker engages as shown in Figure 2D12.

Close door to form a measurable impression in clay or caulking compound as depicted in this illustration.

3. The striker head should make an impression in center of clay to be properly aligned fore and aft. As shown in Figure 2D12, a distance of 3/16" should exist on either side of striker impression. Although 3/16" is the preferred measurement, a tolerance of 1/32" is allowed on either side of striker engagement center area. The striker assembly is factory equipped with one spacer 5/32" in thickness. This factory spacer and three service spacers are available as service parts. Usage of these four spacers, in various combinations, can achieve the desired fore and aft positioning of lock strikers. The minimum number of spacers required is zero. The maximum spacer width allowed is determined by need. Spacers are available in 5/64", 5/32", 1/4" and 5/16" thicknesses.

FRONT AND REAR DOOR PINCHWELD FINISHING STRIPS

On all styles, a pinchweld finishing strip is used around door openings. All strip assemblies are reinforced by a full metal insert and are retained by integral lips of the finishing strips.

Removal and Installation:

1. Remove door sill plate.

2. On four-door styles, remove center pillar to roof rail finishing plate.

3. On two-door styles (except convertibles) remove rear quarter window upper corner finishing molding.

4. On station wagon styles, remove rear door upper lock pillar to roof rail finishing plate.

5. Beginning at either end of pinchweld finishing strip, carefully pull strip from pinchweld.

6. To install, reverse removal procedure.

FRONT AND REAR DOOR WINDOW GLASS RUN CHANNEL INNER AND OUTER STRIP ASSEMBLIES

Glass run channel strip assemblies are used on all styles incorporating a dropping window and are designed to prevent cold air and water from entering the body between the door window lower sash channel and door inner and outer panels. On all 23000 styles, the inner strip assembly is constructed of an extruded rubber lip, similar to the outer strip assembly. On all other styles, the inner strip assembly is constructed of a pile fabric material. In either case, the inner strip is stapled to a metal backing and secured to the door inner panel by a series of attaching clips on all styles not equipped with a hang-on type door trim pad. On styles equipped with a hang-on trim pad the inner strip assembly is attached to the top of the trim pad and is not normally removed for service procedures. The outer strip assembly is constructed of rubber with a metal insert. On styles equipped with a door window lower reveal molding, the rubber strip is stapled to the molding and the molding is attached to the door outer panel by attaching screws. On styles not equipped with a door window lower reveal molding, the outer strip assembly is attached to the door outer panel by a series of attaching clips only. On all styles, the inner strip assembly remains in a stationary position during operation of door glass. On the outer strip assembly, however, the inboard section of the sealing lip is lifted and held in position by the door window lower sash channel or filler when door glass is raised. (See Fig. 2D13).

Removal and Installation:

1. Lower door window and apply masking tape

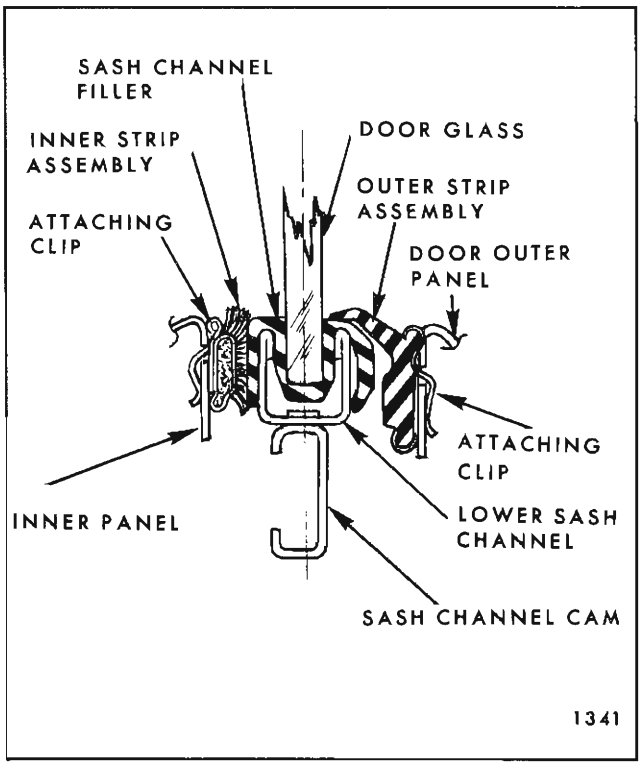


Fig. 2D13—Door Window Glass Run Channel Strip Assemblies

over door outer panel adjacent to outer strip assembly to protect paint finish.

2. On front doors of styles equipped with a lower reveal molding, remove the front door ventilator assembly as described in the "Front Door" section of the Body Service Manual. This is necessary to gain access to the forward attaching screw of the door lower reveal molding.

3. On rear doors, remove rear door window in order to gain access to attaching screws.

4. Remove the door window lower stop or stop bumper, on front doors, and lower door window as far down as possible to gain access to the outer strip assembly attaching screws.

5. Depending on body style, remove attaching screws at front and/or rear of strip assembly.

6. Insert a flat-bladed tool, that is slotted to fit over tang of clip, between door panel return flange and strip assembly at clip locations (Fig. 2D14). Carefully pry clips from slots in panel and remove strip assembly.

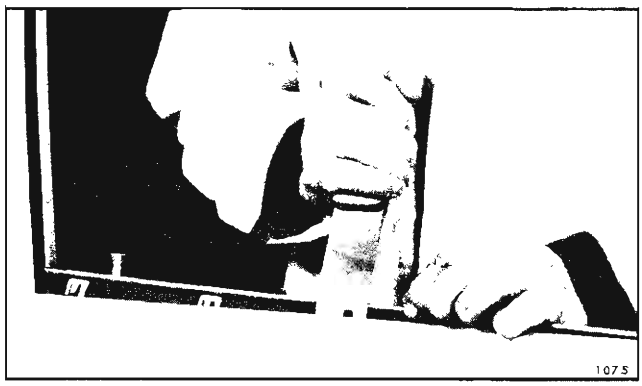


Fig. 2D14—Inner or Outer Strip Assembly Removal

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

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

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

FRONT DOORS

Figure 2D15 is typical of closed style front doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the front door assembly, their relationship and various attaching points.

Figure 2D16 is typical of hardtop and convertible style front doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the front door assembly, their relationship and various attaching points.

FRONT DOOR HINGES

The front door hinges for all styles are a swing-in type. The lower hinges are constructed of malleable iron and the upper hinges of die cast aluminum. A single stage hold-open is incorporated in the lower hinge.

CAUTION: Use only the recommended procedures for adjusting front doors. The aluminum upper hinge will break under strain of bending in any attempt to short-cut adjustments. Care should also be exercised when removing or replacing door assembly.

Removal:

To remove the front door assembly without hinges attached, proceed as follows:

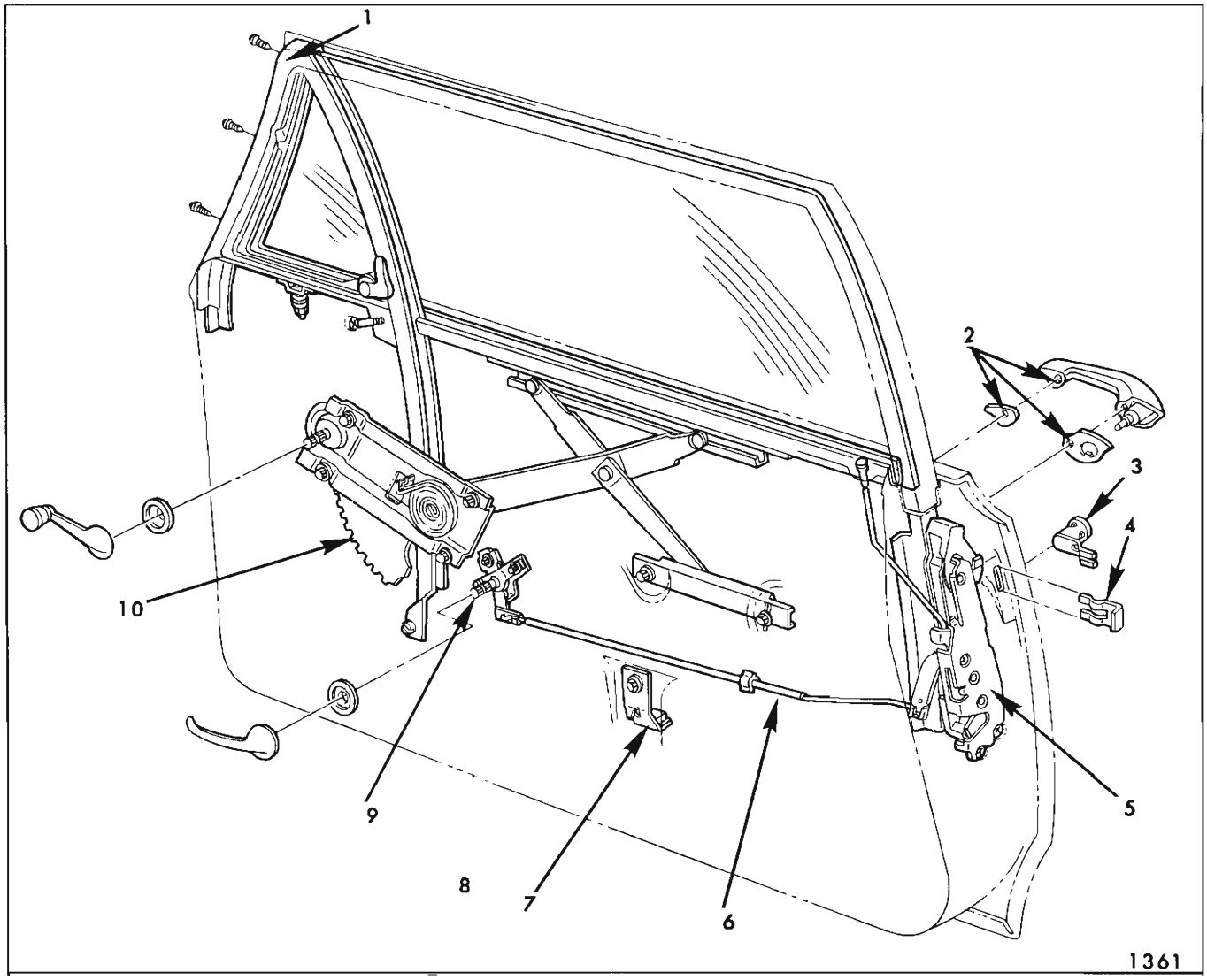


Fig. 2D15—Front Door Hardware

1. Front Door Ventilator Assembly
2. Front Door Outside Handle and Sealing Gaskets
3. Front Door Lock Cylinder Assembly
4. Front Door Lock Cylinder Retainer
5. Front Door Lock Assembly
6. Front Door Remote Control Connecting Rod
7. Front Door Window Lower Stop
8. Front Door Inner Panel Cam
9. Front Door Remote Control Assembly
10. Front Door Window Regulator Assembly

1. Open door and mark hinge locations on front door hinge pillar.

2. With the aid of a helper, to properly support door, remove screws securing upper and lower hinges to door and remove door assembly (less hinges) from body. Figure 2D17 illustrates hinge to door attachment on a closed style but is typical of all styles.

Installation:

1. As an anti-squeak precaution and to prevent entry of water into body at hinge attaching screw locations, coat attaching surfaces of hinges with heavy-bodied sealer prior to installing door (See Fig. 2D18).

2. With aid of helper, reinstall door to body opening, align hinges within scribe marks and tighten screws. Check door for proper operation and alignment and adjust door, if required, as described under "Front Door Adjustments".

NOTE: For lubrication of hinges, see "Body Lubrication Section".

To remove the front door assembly with hinges attached, proceed as follows:

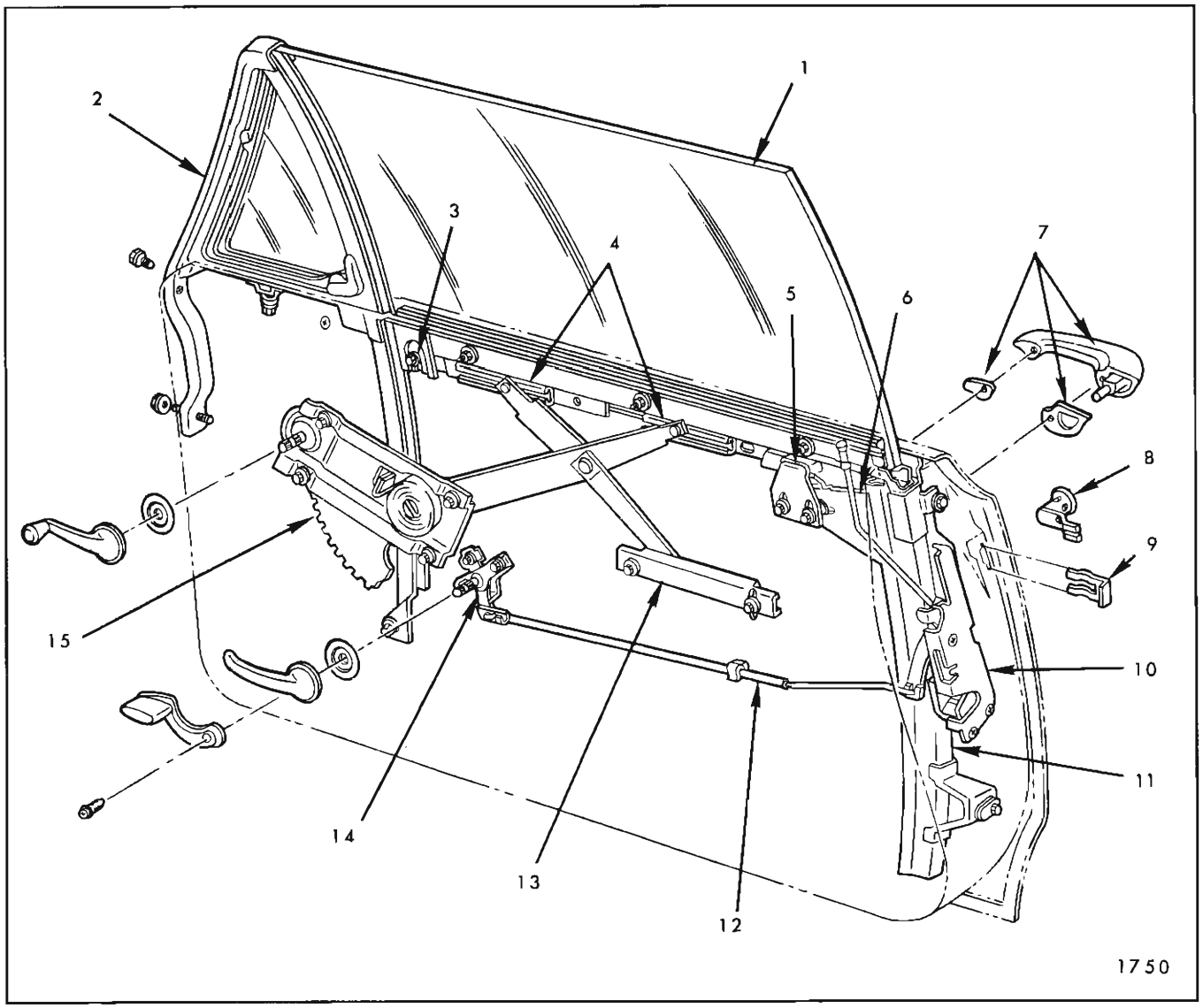


Fig. 2D16—Front Door Hardware "37" and "67" Styles

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

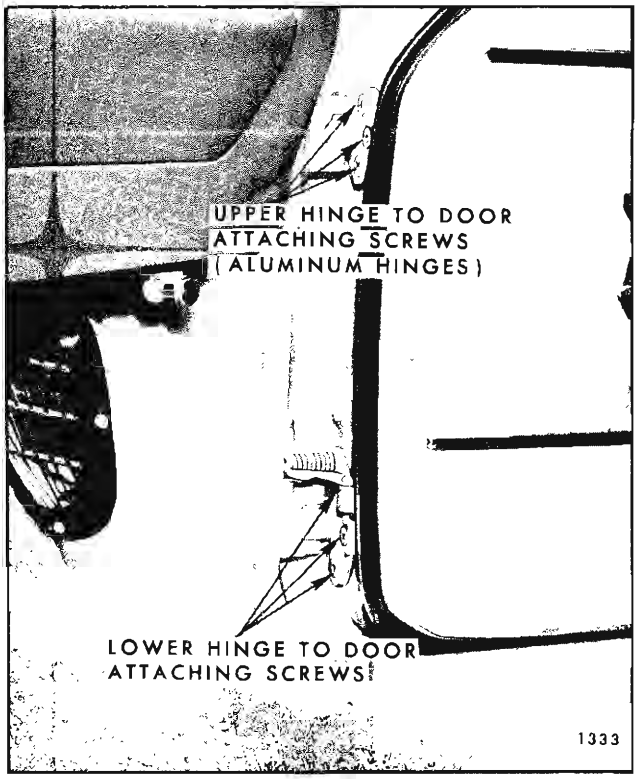


Fig. 2D17—Front Door Hinge Attachment

NOTE: Tool J-21550 is designed for adjustment of front door hinge to body attaching bolts (See Fig. 2D19).

Usage of this tool eliminates the need of loosening the front fender. If tool J-21550 is not available or if additional clearance is desired, perform step one in the following procedure; otherwise, begin with step number two.

1. Loosen front fender as required. The preferred method is to remove the front fender to cowl attaching bolt(s) and the first two or three (closest to cowl panel) fender to fender reinforcement attaching bolts. One or more of these latter bolts also serve as hood hinge attaching bolts. Then, remove lower fender to rocker panel attaching bolt(s) and the first four or five fender to fender skirt attaching bolts and prop rear of fender away from body with a wooden block.

NOTE: The number of fender bolts that must be removed in order to gain adequate looseness of the front fender is determined by the style involved.

2. Mark hinge locations on body hinge pillar.

3. With the aid of a helper, to properly support door, remove bolts securing upper and lower hinges to body and remove door assembly (with hinges attached) from body (See Fig. 2D20).

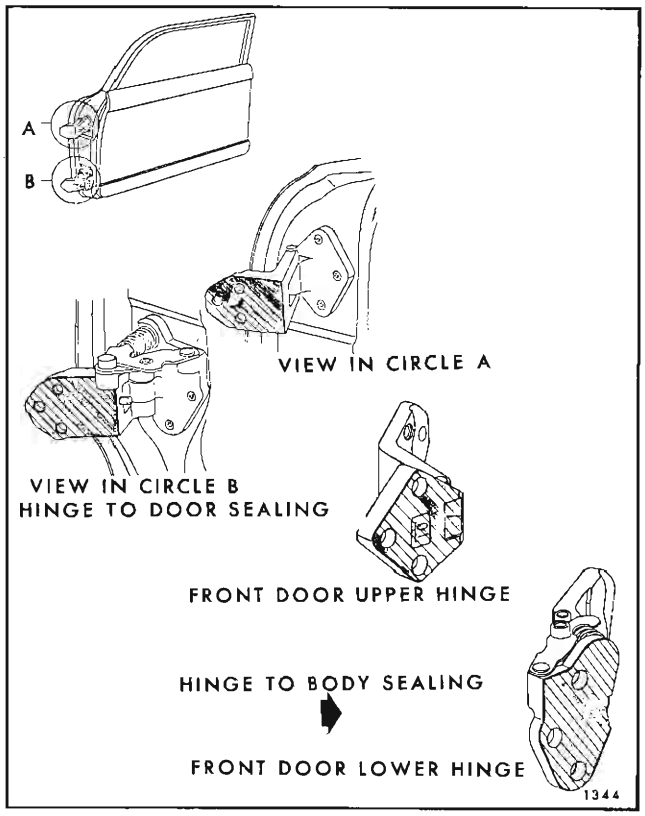


Fig. 2D18—Front Door Hinge Sealing

Installation:

1. As an anti-squeak precaution and to prevent entry of water into door at hinge attaching bolt locations, coat attaching surfaces of hinges with heavy-bodied sealer prior to installing door (See Fig. 2D18).

2. With the aid of a helper, reinstall door to body opening. Align hinges within scribe marks

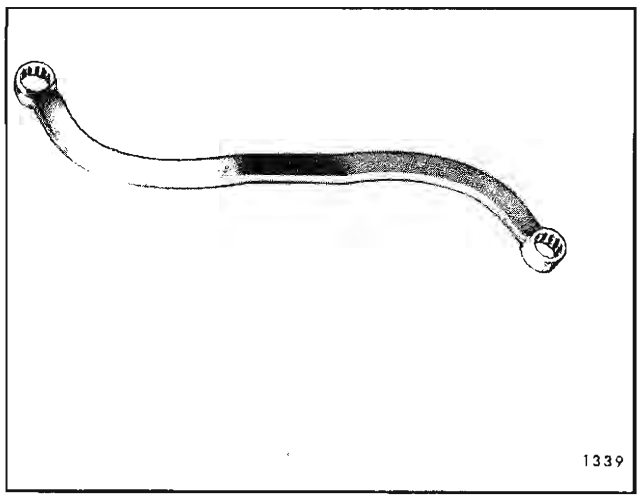


Fig. 2D19—Front Door Hinge Tool J-21550

and tighten bolts. Check door for proper operation and alignment and adjust door, if required, as described under "Front Door Adjustments".

3. Reinstall and tighten front fender attaching bolts.

NOTE: For lubrication of hinges see "Body Lubrication Section".

FRONT DOOR ADJUSTMENTS

Door adjustments are provided through the use of floating anchor plates at the door and body pillars. When checking the door for misalignment and before adjusting the door, remove the door lock striker from the body pillar to allow door to hang freely on hinges.

To adjust the door up or down and/or fore or aft at the front body hinge pillar, proceed as follows:

1. If tool J-21550 is not available, loosen front fender as required.

2. Mark location of hinges on front body hinge pillar.

3. Loosen hinge attaching bolts and shift door to desired position and tighten hinge attaching bolts.

4. Check door for proper alignment and, where

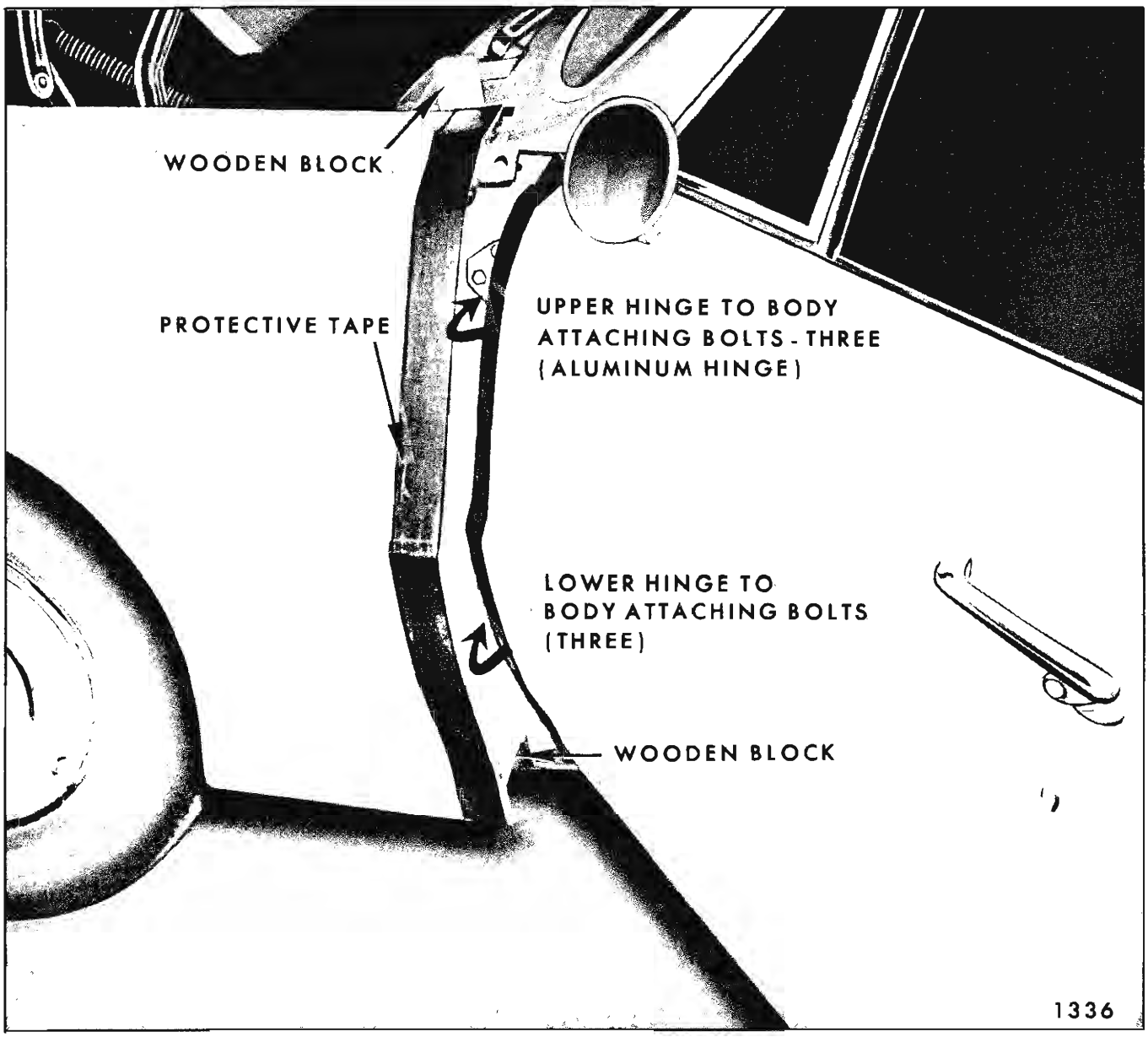


Fig. 2D20—Front Door Hinge Attachment

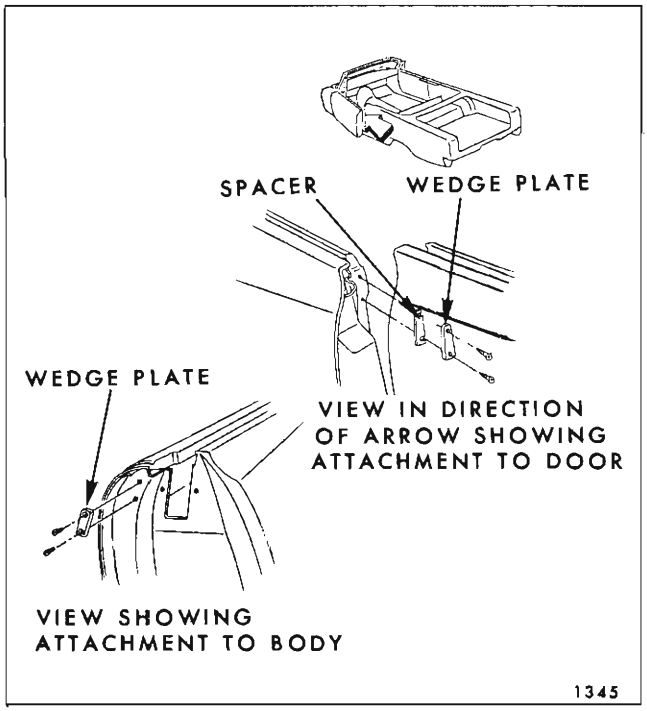


Fig. 2D21—Door Wedge Plate Installation

necessary, repeat steps 2 and 3 above until desired adjustment is attained.

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

6. If necessary, realign and tighten front fender.

To adjust door in or out at door pillar, proceed as follows:

1. Open front door.

2. Mark location of hinges on front door hinge pillar.

3. Loosen hinge attaching screws and shift door to desired position and tighten hinge attaching screws.

4. Check door for proper alignment and, where necessary, repeat steps 2 and 3 above until desired adjustment is attained.

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

FRONT DOOR WEDGE PLATES "67" STYLES

Door wedge plates are used to provide additional support for convertible style doors when they are closed. The plates are installed with screws to the door and body lock pillars just below the belt line. The body wedge plate is metal and the door wedge plate is nylon. If necessary, shims can be installed under the door wedge plate to obtain the desired 1/32" interference. These shims are available as a service part. To remove either wedge plate, simply remove the exposed screws (Fig. 2D21).

FRONT DOOR WINDOW LOWER SASH CHANNEL GUIDE PLATE "37" AND "67" STYLES

The door window guide plate is attached to the door glass lower sash channel by two bolts and acts as a guide during operation of door glass. The guide plate also serves as the door window rear up travel stop.

Removal and Installation:

1. Raise door window to a position almost fully closed.

2. Remove door trim pad and detach inner panel water deflector sufficiently to gain access to guide plate attaching bolts.

3. Remove two bolts securing guide plate to glass lower sash channel and remove guide plate (See Fig. 2D22).

4. To install, reverse removal procedure. Fore and aft adjustment of the guide plate is provided by usage of elongated attaching holes.

FRONT DOOR WINDOW UP-TRAVEL STOPS "37" AND "67" STYLES

Removal and Installation

1. Raise door window to a position of almost fully closed.

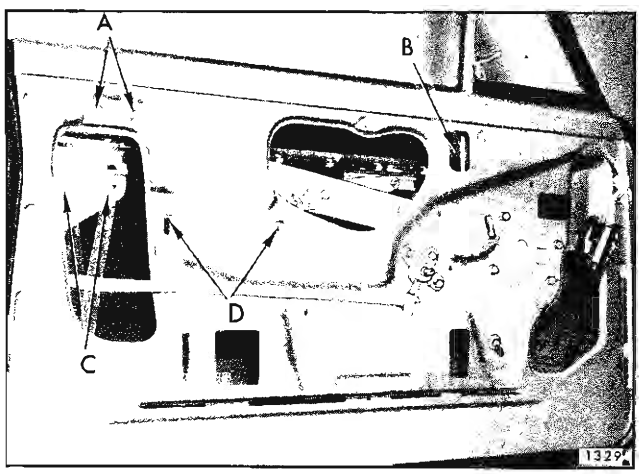


Fig. 2D22—Front Door Hardware

2. Remove door trim pad and detach inner panel water deflector sufficiently to gain access to front and rear up-travel stop attaching bolts.

3. Remove bolts securing rear up-travel stop to door inner panel and front up-travel stop to window lower sash channel (Fig. 2D22) and remove stops from door.

4. To install, reverse removal procedure.

FRONT DOOR WINDOW ASSEMBLY "37" AND "67" STYLES

The front door window assembly consists of a solid tempered safety plate glass window and a bolted-on lower sash channel assembly that includes welded-on lower sash channel cams. With this design, the door glass, lower sash channel, and sash channel cams are removed from the door as a unit. Once removed, the glass can be removed from the sash channel assembly in a bench operation.

Figure 2D23 is an exploded view of the "37-67" style front door window assembly and identifies the various components and their assembly sequence.

NOTE: When installing nuts to lower sash channel to glass bolts, do not exceed torque of 50 inch lbs. (4 foot lbs.).

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

Removal and Installation

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

2. On styles not equipped with a hang-on door trim pad, remove glass run channel inner strip assembly.

3. Raise door window and remove door window lower sash channel guide plate and front and rear up-travel stops.

4. Remove inner panel cam as described in a following procedure.

5. The door window lower sash channel cams can now be moved even with, or slightly higher than, the belt line of door outer panel. Move door glass to this high point position and slide assembly rearward to disengage regulator arm rollers from front and rear sash channel cams and remove door window from door (See Fig. 2D22).

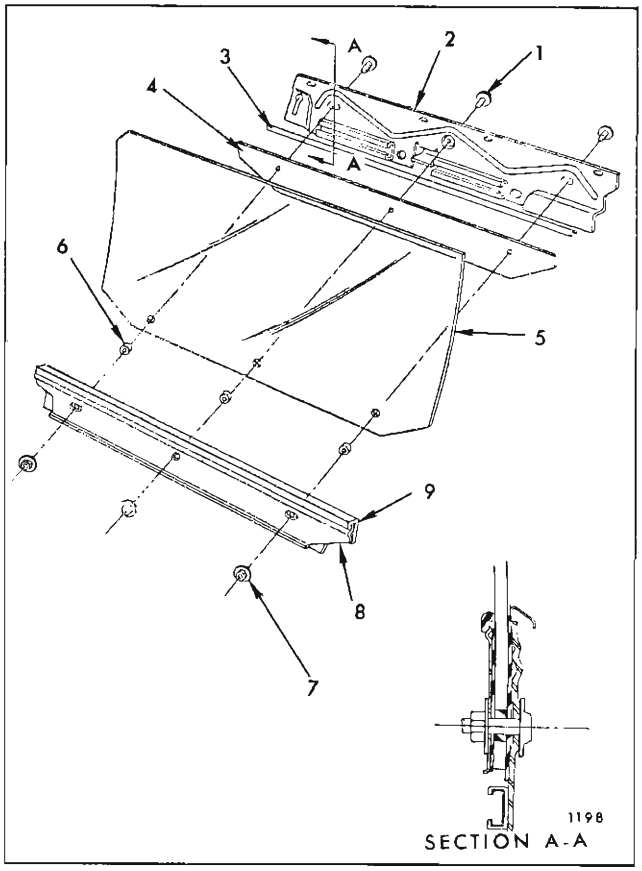


Fig. 2D23—Front Door Window Assembly "37" & "67" Styles

1. Lower Sash Channel to Glass Attaching Bolt
2. Lower Sash Channel Assembly
3. Lower Sash Channel Finishing Molding
4. Lower Sash Channel Outer Filler
5. Door Window Glass
6. Glass to Sash Channel Spacers (3)
7. Lower Sash Channel to Glass Attaching Bolt Nut
8. Lower Sash Channel Inner Filler Support
9. Lower Sash Channel Inner Filler

6. To install, reverse removal procedure.

FRONT DOOR WINDOW ADJUSTMENTS "37" AND "67" STYLES

The front door window is adjustable fore or aft by adjusting the guide plate (See Fig. 2D22). Up and down adjustment is available at the front and rear up-travel stops; rotation of glass is available at the inner panel cam and in and out adjustment at rear edge is available at the rear run channel lower attaching bolt. A slight fore and aft adjustment is available at front edge of glass by adjusting the ventilator division channel at lower adjusting stud and nut (See Fig. 2D22).

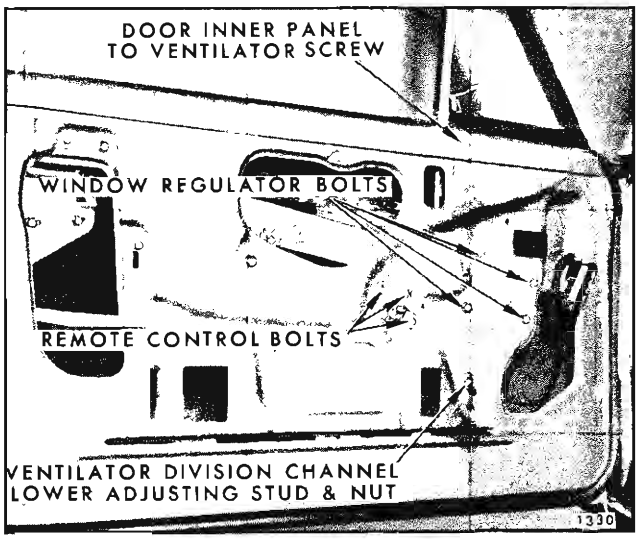


Fig. 2D24—Front Door Hardware

FRONT DOOR VENTILATOR ASSEMBLY "37" AND "67" STYLES

The front door ventilator assembly is a manually operated friction type unit on all styles.

Removal and Installation

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

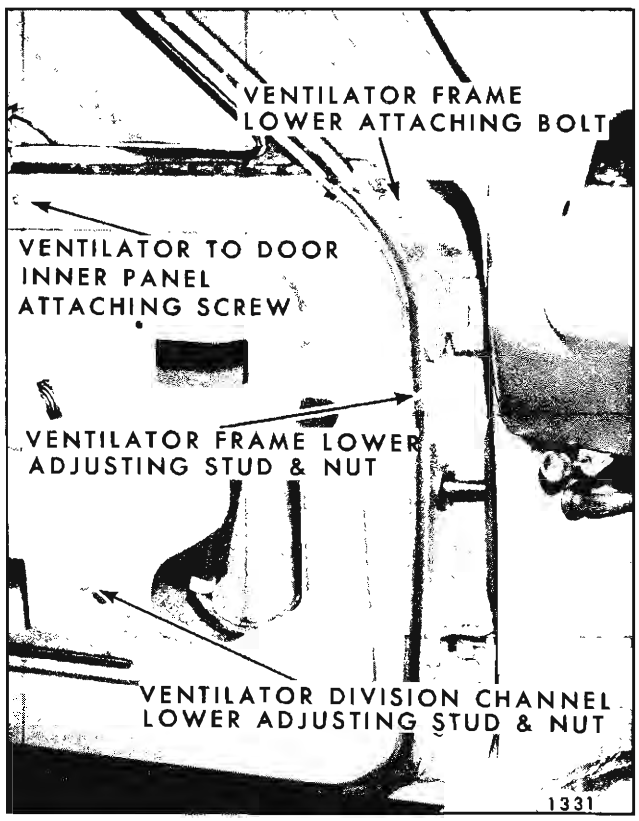


Fig. 2D25—Front Door Ventilator Hardware

2. Remove front door window assembly.

3. Remove ventilator division channel lower adjusting stud nut (See Fig. 2D24).

4. Remove door inner panel to ventilator attaching screw (See Fig. 2D24).

5. On door hinge pillar, remove ventilator frame lower attaching bolt and ventilator frame lower adjusting stud nut (See Fig. 2D25).

6. Lift ventilator assembly from between door inner and outer panels.

7. To install, reverse removal procedure.

FRONT DOOR VENTILATOR ADJUSTMENTS "37" AND "67" STYLES

1. A slight fore and aft adjustment of the ventilator division channel is available at the lower adjusting stud and nut by loosening attaching nut and sliding nut in slot provided (See Fig. 2D25). The division channel can also be positioned in or out by loosening nut and turning stud in or out as required and tightening nut.

2. The effort required to open or close the ventilator can be set by straightening retaining washer tab and tightening or loosening the adjusting nut. Tightening the adjusting nut will increase

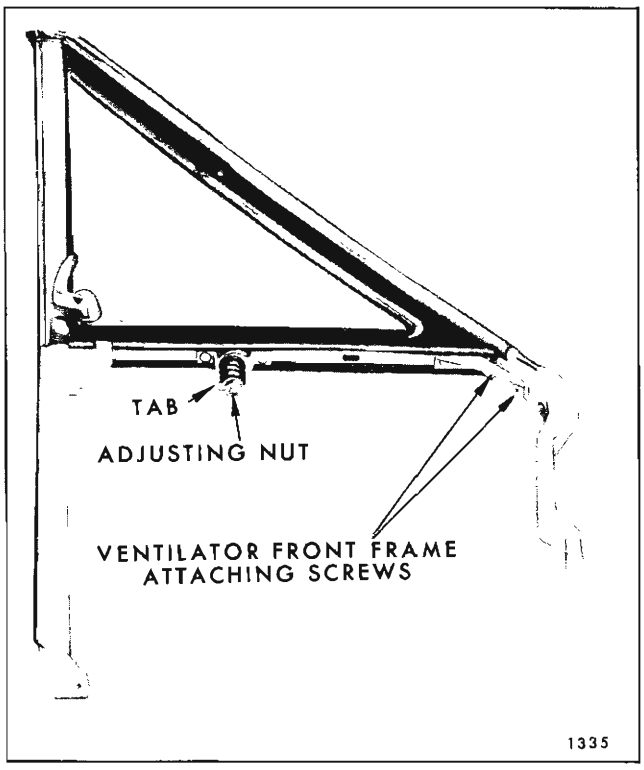


Fig. 2D26—Front Door Ventilator Assembly

effort and loosening adjusting nut will decrease effort. When desired adjustment has been obtained, bend down washer tab to lock nut in position (See Fig. 2D26).

NOTE: This adjustment should be performed as a bench operation.

3. The ventilator frame lower adjusting stud and nut provides in or out adjustment by use of an oversize attaching hole and fore or aft adjustment by turning adjusting stud in or out, as required.

FRONT DOOR VENTILATOR ASSEMBLY ALL STYLES EXCEPT "37" AND "67" STYLES

The front door ventilator assembly is a manually-operated friction type unit on all styles.

Removal and Installation

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

2. Remove door window glass run channel lower rear retainer attaching screw and remove retainer through large access hole. Figure 2D27 is typical of retainer retention on all closed styles.

3. Remove window lower stop (Fig. 2D30). Lower door window completely down and slide it as far rearward as possible.

4. Remove ventilator division channel lower adjusting stud nut, ventilator frame to door outer panel return flange attaching screw and three ventilator to door upper frame attaching screws (See View "A" in Fig. 2D28).

5. Remove glass run channel from ventilator division channel (above belt line).

6. Lift ventilator rearward and upward until lower forward corner of assembly is free of door upper frame (See View "B" in Fig. 2D28).

7. Rotate ventilator assembly in an outboard movement and remove unit outboard of door upper frame (See View "C" in Fig. 2D28).

8. To install, reverse removal procedure.

FRONT DOOR VENTILATOR ADJUSTMENTS ALL STYLES EXCEPT "37" AND "67" STYLES

1. A slight fore or aft adjustment of the ventilator division channel is available at the lower adjusting stud and nut by loosening attaching nut and sliding nut in slot provided (See Fig. 2D28). The division channel can also be positioned in or out by loosening nut and turning stud in or out as required and tightening nut.

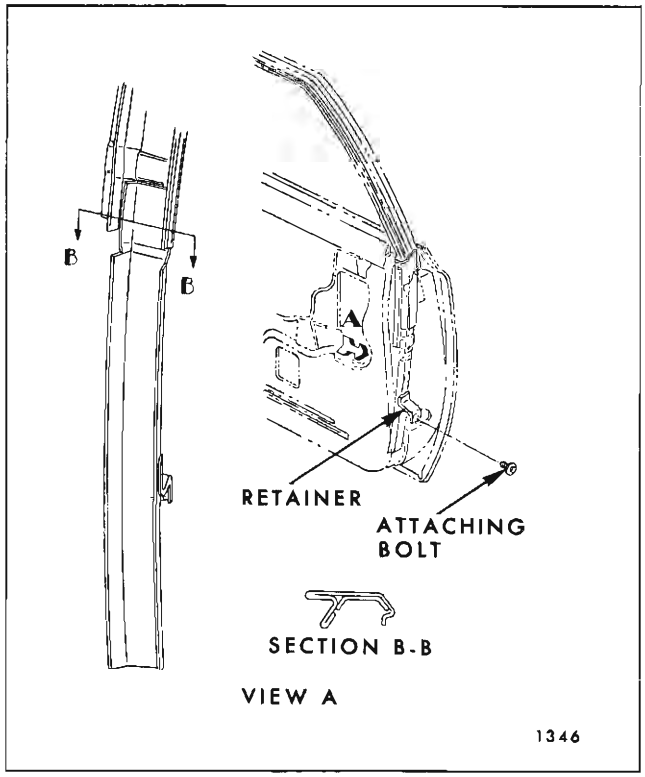


Fig. 2D27—Door Window Glass Run Channel Lower Rear Retainer

2. The effort required to open or close the ventilator can be set by straightening retaining washer tab and tightening or loosening the adjusting nut. Tightening the adjusting nut will increase operating effort and loosening adjusting nut will decrease operating effort. When the desired adjustment has been obtained, bend down washer tab to lock nut in position (See Fig. 2D26).

NOTE: This adjustment should be performed as a bench operation.

FRONT DOOR WINDOW INNER PANEL CAM ALL STYLES EXCEPT "35"-"55"-"65" AND "69" STYLES

All two-door styles are equipped with a door window double-arm regulator, thereby requiring usage of a door window inner panel cam. This cam houses one of the window regulator balance arm rollers.

Removal and Installation

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

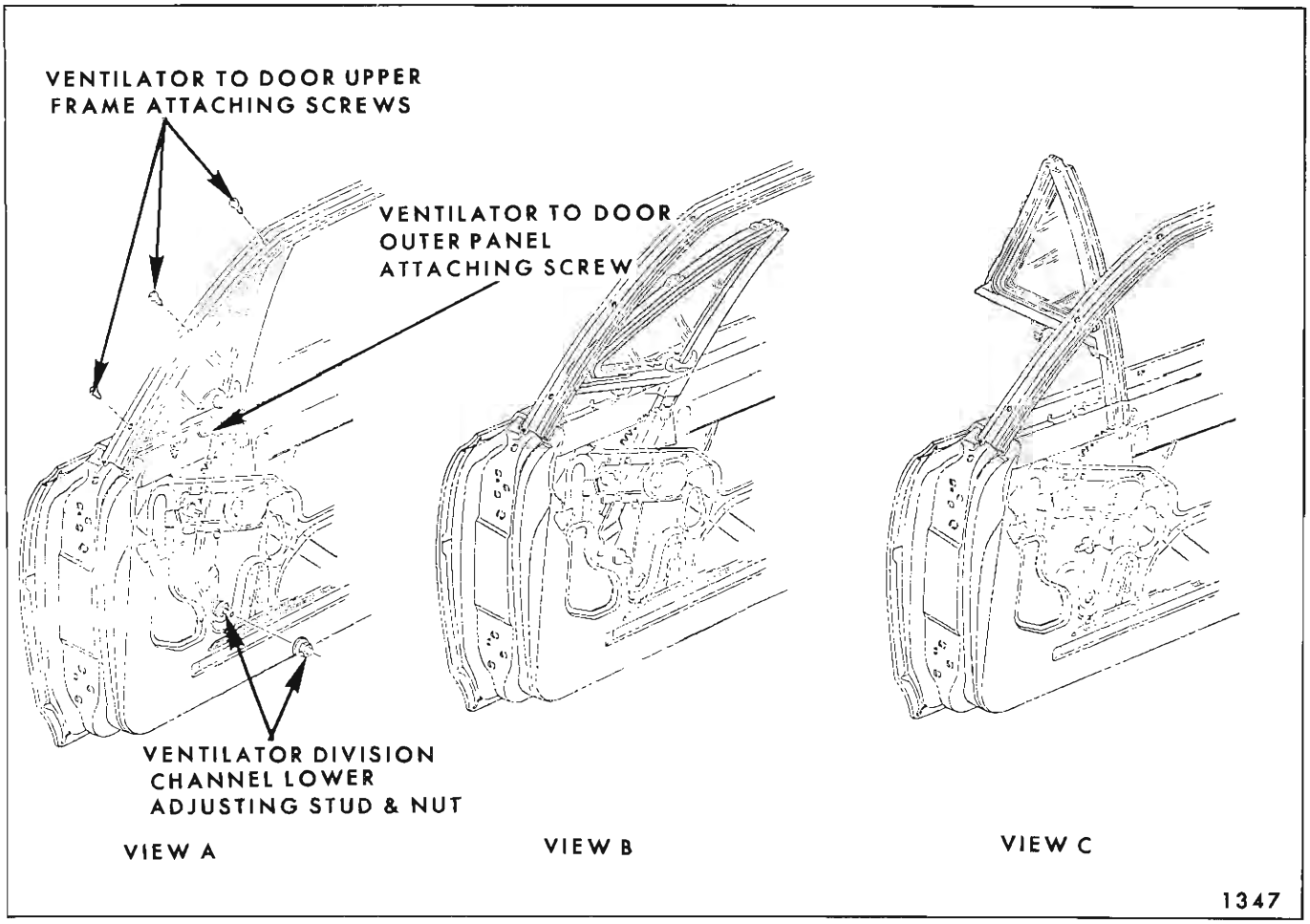


Fig. 2D28—Front Door Ventilator Assembly Removal

2. Remove two attaching bolts and slide cam out of engagement with regulator balance arm roller and remove cam from door. (See Fig. 2D22).

3. To install, reverse removal procedure.

The rear section of the inner panel cam is adjustable up or down to correct a rotated door window.

FRONT DOOR WINDOW ASSEMBLY ALL STYLES EXCEPT "37" AND "67" STYLES

The front door window is a solid tempered safety plate glass. The glass fits into a lower sash channel assembly which incorporates a welded-on lower sash channel cam. With this type of design, the door glass, lower sash channel and sash channel cam is removed from the door as a unit.

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

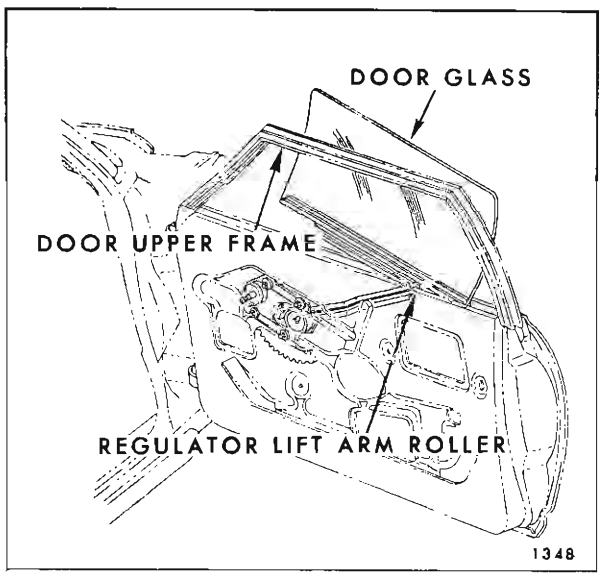


Fig. 2D29—Front Door Window Removal

Removal and Installation

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

2. On two-door styles, remove inner panel cam.

3. Remove glass run channel lower rear retainer and front door ventilator assembly (See Figs. 2D27 and 2D28).

4. Raise door window to a position of almost fully closed on two-door styles and rotate window regulator balance arm to a position in close relation with the regulator lift arm.

5. Move door window forward to disengage regulator arm roller(s) from window lower sash channel cam and remove door glass outboard of door upper frame (See Fig. 2D29).

6. To install, reverse removal procedure.

FRONT DOOR WINDOW ADJUSTMENTS ALL STYLES EXCEPT "37" AND "67" STYLES

A slight amount of fore or aft adjustment is available at the ventilator division channel lower adjusting stud and nut as explained under "Front Door Ventilator Assembly - Adjustments". On two-door styles, a rotated glass can be corrected by adjustment of the inner panel cam as explained under "Front Door Window Inner Panel Cam".

FRONT DOOR LOCK REMOTE CONTROL ASSEMBLY AND CONNECTING ROD ALL STYLES

Removal and Installation

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

2. With a screwdriver, or other suitable tool,

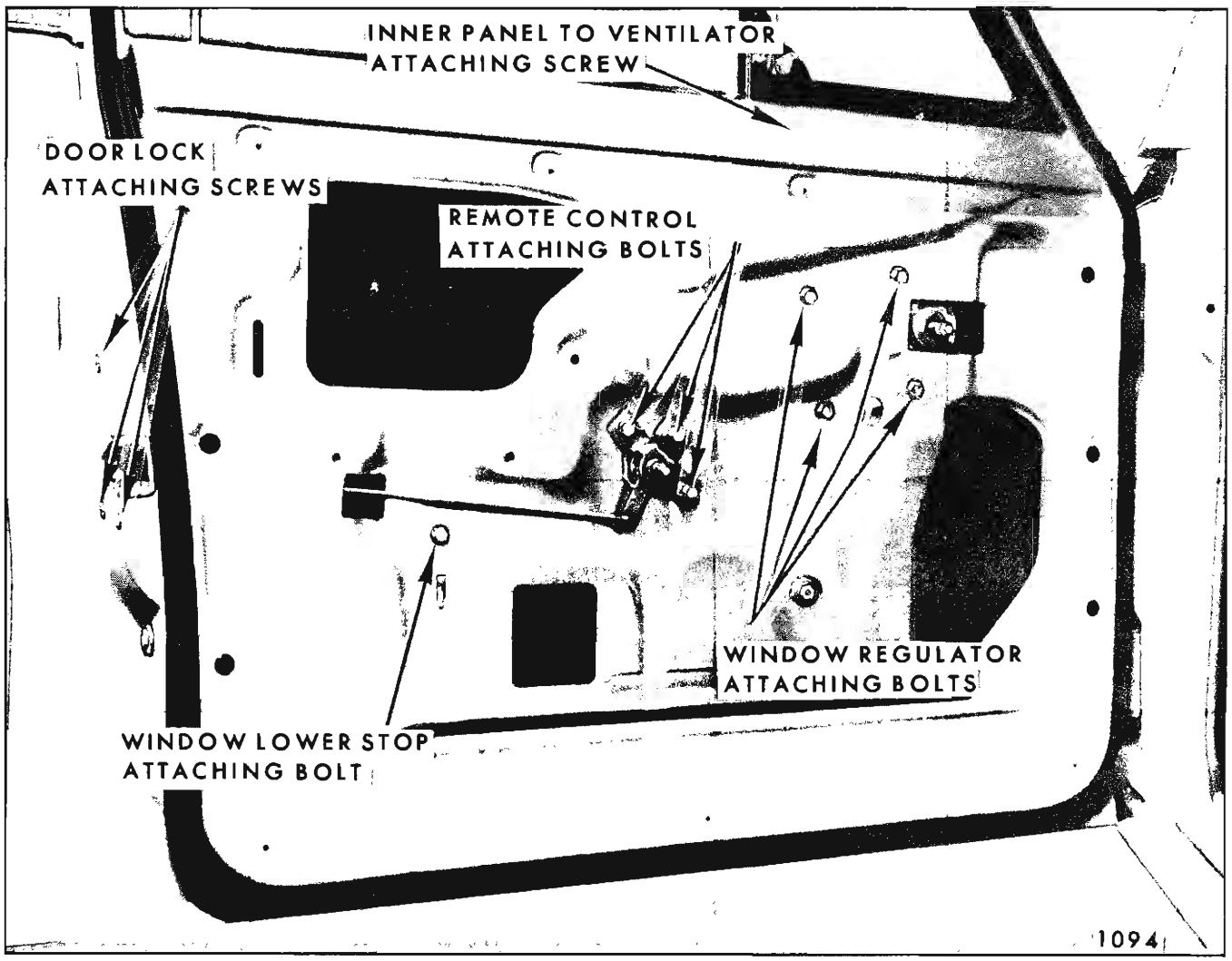


Fig. 2D30—Front Door Hardware

disengage end of connecting link from lock assembly as described under "Door Lock Spring Clip".

3. Remove bolts securing remote control assembly to door inner panel and detach remote control from connecting rod.

4. Remove remote control assembly and connecting rod from door (See Fig. 2D30).

5. To install, reverse removal procedure. Check operation of door lock prior to installation of inner panel water deflector.

FRONT DOOR WINDOW REGULATOR ASSEMBLY ALL STYLES EXCEPT "37" AND "67" STYLES

Removal and Installation

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

2. On two door styles, remove inner panel cam.

3. Raise door window. Place a protective piece of paper over window frame assembly and door weatherstrip to protect paint and weatherstrip from damage; then secure window in full up position by installing a twelve to fifteen inch piece of body tape (2" or 2 1/2" in width) over window frame and firmly pressing tape to both sides of glass. This is necessary to positively hold glass in the up position during removal of the window regulator.

4. Remove ventilator division channel lower adjusting stud and nut.

5. Remove window regulator attaching bolts and work regulator rearward to disengage lift arm from window lower sash channel cam and remove regulator from door (See Fig. 2D30).

6. To install, reverse removal procedure. Cycle window several times to insure proper operation before installing water deflector.

FRONT DOOR WINDOW REGULATOR ASSEMBLY "37" AND "67" STYLES

Removal and Installation:

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

2. Remove inner panel cam.

3. Prop door window in a full up position and remove regulator attaching bolts (See Fig. 2D24).

4. Remove ventilator division channel lower adjusting stud nut.

5. Slide regulator forward to disengage lift and balance arm rollers from lower sash channel front and rear cams and remove regulator through center access hole.

6. To install, reverse removal procedure. Cycle window several times to insure proper operation before installing water deflector and door trim pad.

POWER OPERATED FRONT DOOR WINDOW REGULATOR ASSEMBLY ALL STYLES EXCEPT 43400 SERIES STYLES

The electric motor assembly which powers the window regulator on electrically operated windows is a twelve volt reversible direction motor with a built-in circuit breaker and a self-locking gear drive. The motor is secured to the regulator assembly by screws.

The removal and installation procedures are the same for manual or electric window regulators; however, to remove the electric motor assembly from its respective regulator proceed as follows:

Removal and Installation

1. Remove front door electric motor and regulator assembly and clamp unit in a vise.

CAUTION: Be sure to perform steps 2 and 3 below before attempting to remove motor from regulator. The regulator lift arm, which is under tension from the counterbalance spring, can cause serious injury if motor assembly is removed without locking the sector gear in position with a nut and bolt.

2. Drill a 1/4" hole through back plate and sector gear, at a location dependent upon position of lift arm. Do <u>not</u> drill into motor housing (See Fig. 2D31).

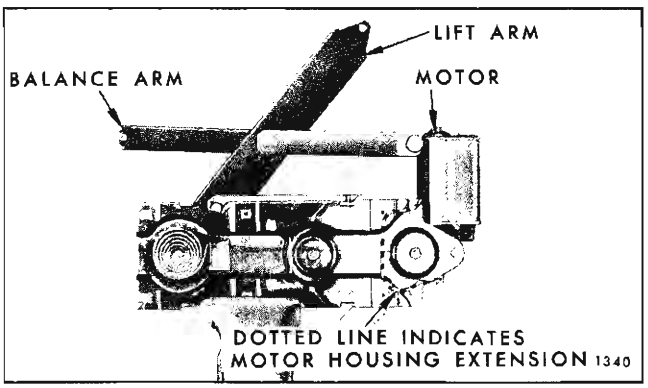


Fig. 2D31—Door Window Regulator and Electric Motor Assembly

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

4. Remove motor attaching bolts and remove motor from regulator.

NOTE: Clean off any steel chips or filings from regulator sector gear and motor pinion gears.

5. To install, reverse removal procedure. Be sure to remove temporary nut and bolt from regulator before installing regulator in door.

FRONT DOOR LOCK ASSEMBLY ALL STYLES

Removal and Installation

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

2. With a screwdriver, or other suitable tool, disengage remote control connecting link from door lock assembly as described under "Door Lock Spring Clip".

3. On front doors (closed styles) loosen rear glass run channel retainer.

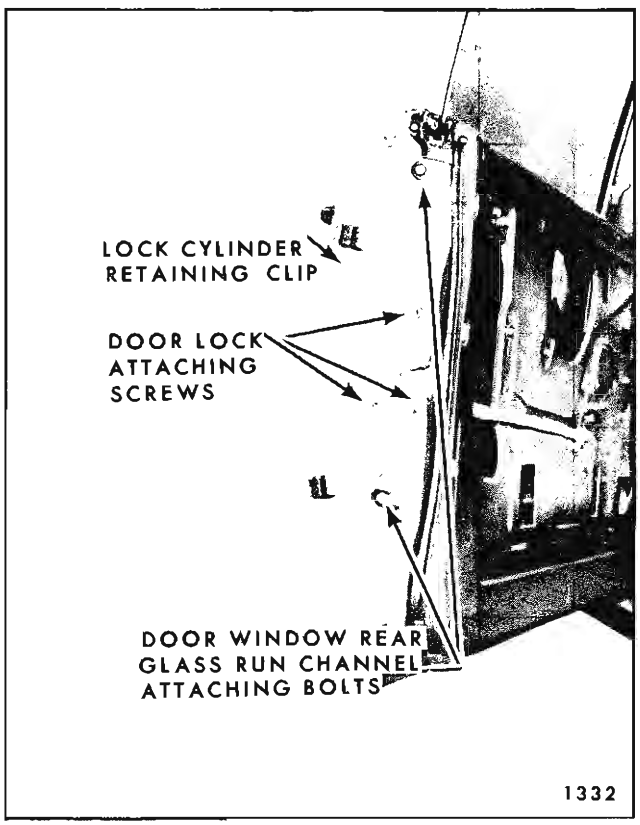


Fig. 2D32—Front Door Lock Pillar Hardware

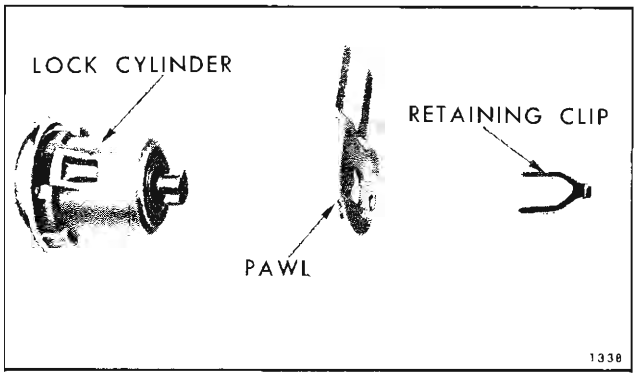


Fig. 2D33—Front Door Lock Cylinder Assembly

4. Remove door lock attaching screws and remove lock assembly through inner panel access hole (See Fig. 2D30).

5. To install, reverse removal procedure. If additional lubrication of lock assembly is required, 630AAW Lubriplate, or its equivalent, is recommended. Check all operations of lock assembly prior to installation of inner panel water deflector.

FRONT DOOR LOCK CYLINDER ASSEMBLY

Removal and Installation

1. Raise door window.

2. With a screwdriver, or other suitable flat-bladed tool, slide lock cylinder retaining clip (located on door lock pillar panel) out of engagement sufficiently to allow removal of cylinder and remove cylinder and gasket (See Fig. 2D32).

NOTE: When removing lock cylinder, use a protected tool to slide retaining clip out of engagement so as not to damage paint finish of lock pillar facing.

3. To install, reverse removal procedure.

ASSEMBLY AND DISASSEMBLY OF DOOR LOCK CYLINDER ASSEMBLY

1. Remove lock cylinder from door.

2. With a suitable tool, remove retaining clip and pawl. (See Fig. 2D33).

3. To assemble, reverse disassembly procedure.

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

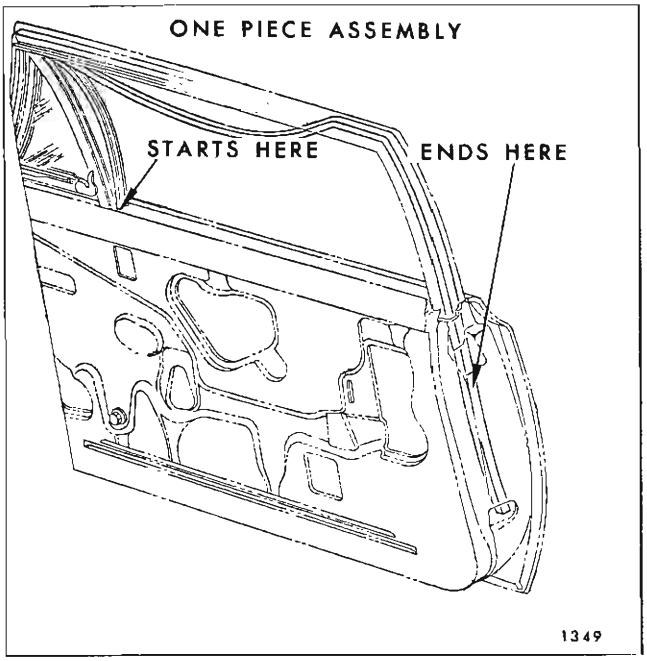


Fig. 2D34—Front Door Window Glass Run Channel - Typical of All Closed Styles

FRONT DOOR WINDOW GLASS RUN CHANNELS ALL STYLES EXCEPT "37" AND "67" STYLES

Removal

1. Lower door window. With finger pressure, pinch channel together at ventilator division channel (belt line) and pull channel out of door upper frame. Then, the run channel should be pulled straight up to remove channel from retainer located below belt line. (See Fig. 2D34).

Installation

1. Remove glass run channel rear retainer.

2. Lower door window, remove door trim pad and detach inner panel water deflector.

3. Slide run channel into door window glass run channel rear retainer and then install channel up into door upper frame in reverse order of removal (See Fig. 2D27).

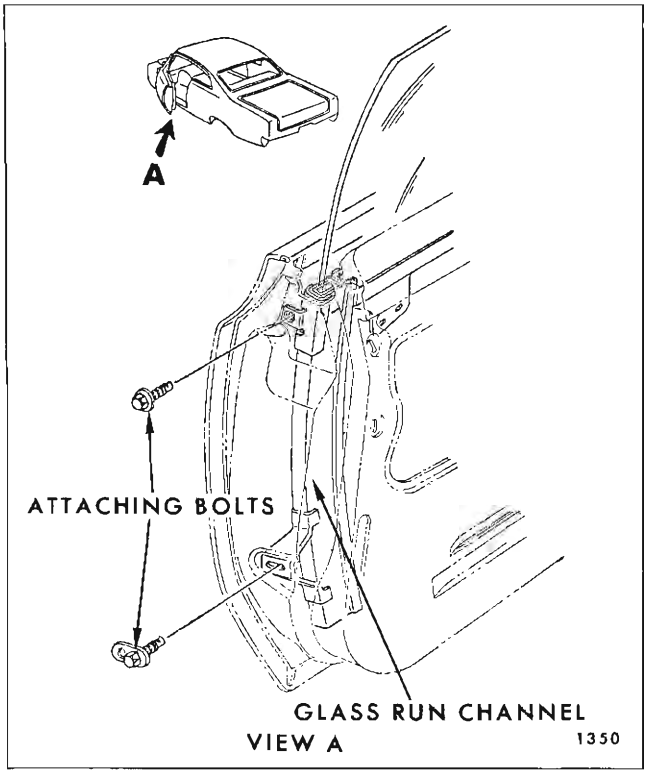


Fig. 2D35—Front Door Window Glass Run Channel

4. Reinstall water deflector, trim pad and other previously removed parts.

FRONT DOOR WINDOW GLASS RUN CHANNEL "37" AND "67" STYLES

Removal and Installation:

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

2. Remove front door window rear guide plate.

3. Remove upper and lower bolts securing run channel to lock pillar panel and remove from door. (See Fig. 2D32).

4. To install, reverse removal procedure (See Fig. 2D35).

REAR DOORS

"35"-"55"-"65" AND "69" STYLES

Figure 2D36 is typical of rear doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the rear door assembly, their relationship and various attaching points.

REAR DOOR HINGES

Both rear door hinges are constructed of malleable iron, are the swing-in design and have a single stage hold-open incorporated in the lower hinge. The rear door may be removed with or without hinges attached.

Removal

1. Mark hinge location 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 (See Fig. 2D37 and Fig. 2D38).

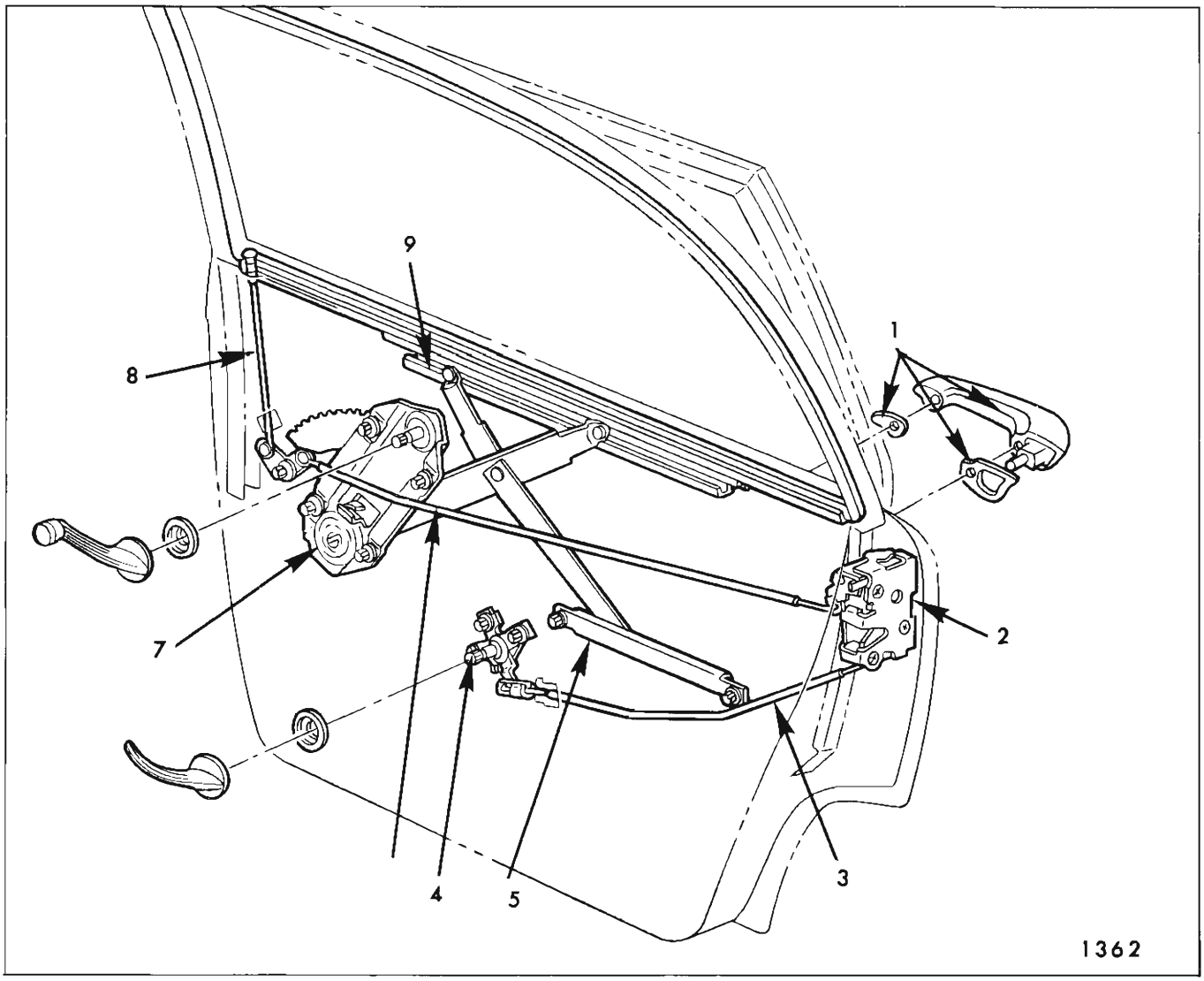


Fig. 2D36—Rear Door Hardware

1. Rear Door Outside Handle and Sealing Gaskets
2. Rear Door Lock Assembly
3. Rear Door Remote Control Connecting Rod
4. Rear Door Remote Control Assembly
5. Rear Door Inner Panel Cam
6. Rear Door Lock to Locking Lever Rod
7. Rear Door Window Regulator Assembly
8. Rear Door Inside Locking Rod
9. Rear Door Window Lower Sash Channel Cam

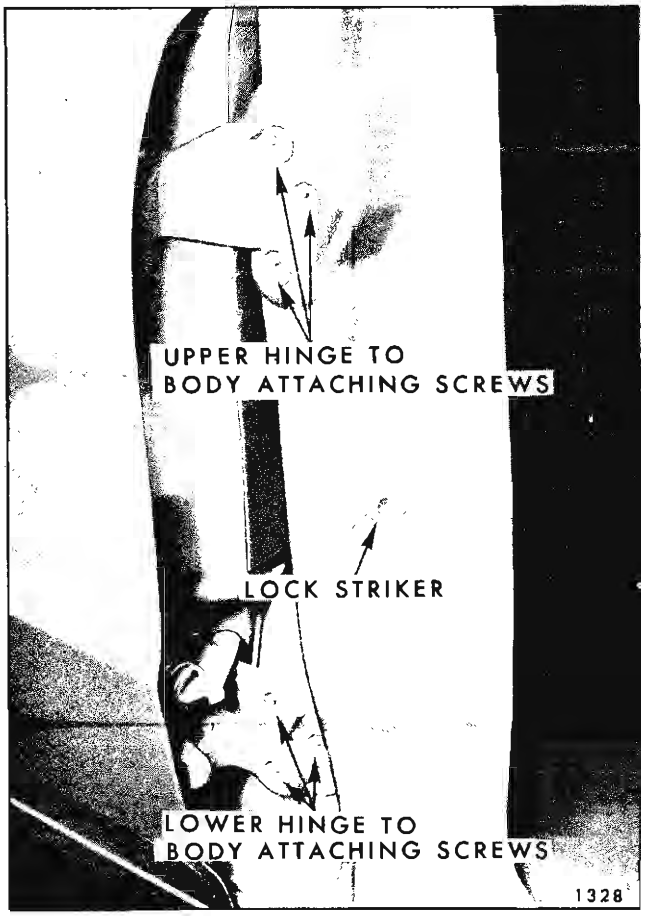


Fig. 2D37—Rear Door Hinge to Body Attachment

3. With aid of helper, remove door from body opening.

Installation

1. Carefully clean off old sealing compound at hinge areas.

2. As an anti-squeak precaution and to prevent entry of water at hinge attaching locations, apply a coat of heavy bodied sealer to attaching surfaces of hinges (See Fig. 2D39).

3. With aid of a helper, lift door into position. Attach hinge loosely and align straps within marks on pillar, then tighten screws and check door for alignment.

REAR DOOR ADJUSTMENTS

In or out and up or down adjustment of rear doors is provided at door hinge pillar. Fore or aft and a slight amount of up or down adjustment is provided at body center pillar. When checking door for alignment, remove lock striker from center pillar to allow door to hang free on hinges.

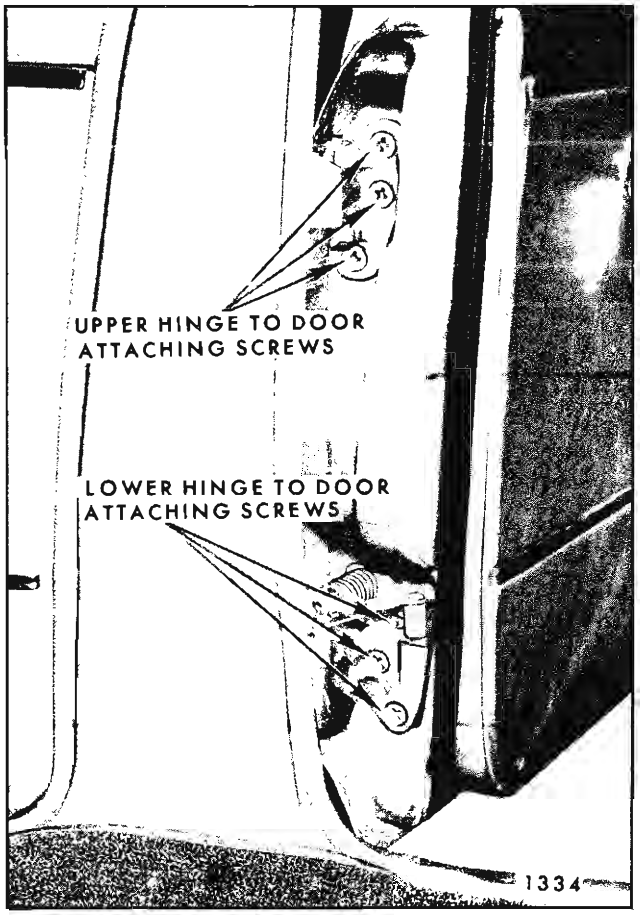


Fig. 2D38—Hinge to Door Attachment

Adjustments

1. For in or out and up or down adjustment, loosen hinge to door pillar attaching screws, adjust door as required and tighten screws.

2. For fore or aft adjustment, loosen hinge to

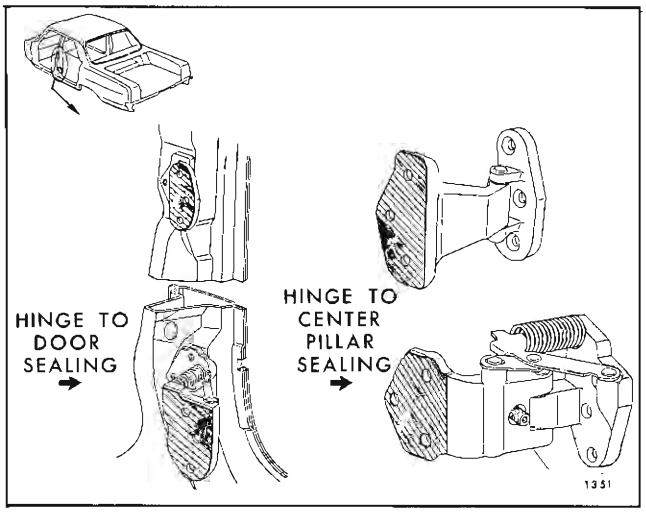


Fig. 2D39—Door Hinge Sealing

center pillar attaching screws, adjust door as required and tighten screws.

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

REAR DOOR LOCK ASSEMBLY

Removal and Installation

1. Raise door window; remove door trim assembly and detach inner panel water deflector sufficiently to gain access to door lock.

2. With a screwdriver, or other suitable tool, disengage spring clips and detach inside lock connecting rod and remote control connecting rod from door lock.

3. Remove screws securing lock to door lock pillar facing and remove lock through inner panel access hole (See Fig. 2D40).

4. To install, secure spring clips to lock levers and reverse removal procedure. Check operations of lock assembly prior to installation of inner panel water deflector. If additional lubrication of lock assembly is required, 630AAW Lubriplate, or its equivalent, is recommended.

REAR DOOR REMOTE CONTROL ASSEMBLY

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to remote control attaching bolts.

2. Remove bolts securing remote control assembly to door inner panel and detach remote control from connecting rod.

3. Through access hole, disengage remote control connecting rod spring clip from lock assembly and disengage rod from lock.

4. To install, reverse removal procedure. Check lock for proper operation before installing water deflector (See Fig. 2D40).

REAR DOOR LOCK TO LOCKING LEVER ROD

Removal and Installation:

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

2. Remove locking rod knob from rod.

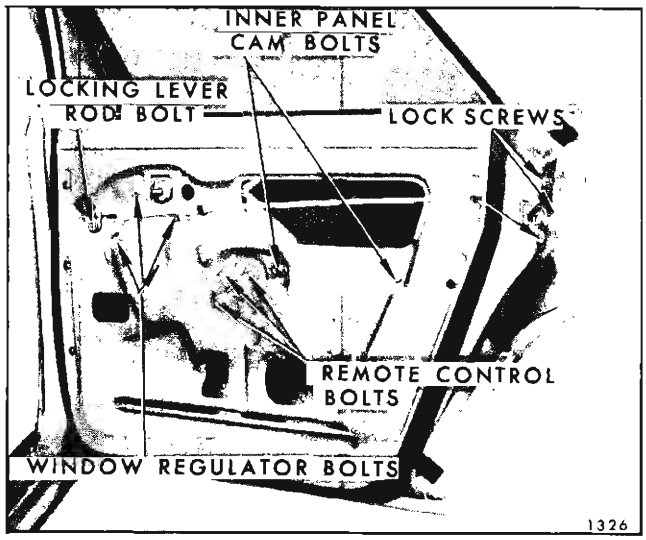


Fig. 2D40—Rear Door Hardware

3. Remove inside locking rod assembly attaching bolt and washer and detach connecting rod from clip on inner panel (See Fig. 2D40).

4. Through access hole, disengage spring clip securing inside lock connecting rod from door lock and disengage rod from lock, then remove inside locking rod assembly from door.

5. To install, reverse removal procedure. Check operation of inside locking rod assembly before installing door inner panel water deflector.

REAR DOOR WINDOW INNER PANEL CAM

All rear doors are equipped with a door window double-arm regulator, thereby requiring usage of a door window inner panel cam. This cam houses one of the window regulator balance arm rollers.

Removal and Installation

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

2. Remove two attaching bolts and slide cam out of engagement with regulator balance arm roller and remove cam from door (See Fig. 2D40).

3. To install, reverse removal procedure. The rear attachment of the inner panel cam is adjustable up or down to correct a rotated door window.

NOTE: If additional lubrication of the inner panel cam is required, 630AAW Lubriplate, or its equivalent, is recommended.

REAR DOOR WINDOW REGULATOR ASSEMBLY

Removal and Installation

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

2. Secure window in the full up position by installing a twelve to fifteen inch piece of body tape (2" or 2-1/2" in width) over window frame and firmly pressing tape to both sides of glass. This is necessary to positively hold glass in the up position during removal of window regulator.

3. Remove inner panel cam.

4. Remove window regulator attaching bolts and move regulator assembly rearward to disengage lift and balance arm rollers from window lower sash channel cam and remove regulator through large access hole (See Fig. 2D40).

5. To install, reverse removal procedure. Cycle window several times to insure proper operation before installing water deflector and door trim pad.

POWER OPERATED REAR DOOR WINDOW REGULATOR ASSEMBLY

The electric motor assembly which powers the window regulator on electrically operated windows is a twelve volt versible direction motor with a built-in circuit breaker and a self-locking gear drive. The motor is secured to the regulator assembly by screws.

The removal and installation procedures are the same for manual or electric window regulators; however, to remove the electric motor assembly from its respective regulator, proceed as follows:

Removal and Installation

1. Remove rear door electric motor and regulator assembly and clamp unit in a vise.

CAUTION: Be sure to perform steps 2 and 3 below before attempting to remove motor from regulator. The regulator lift arm, which is under tension from the counterbalance spring, can cause serious injury if motor assembly is

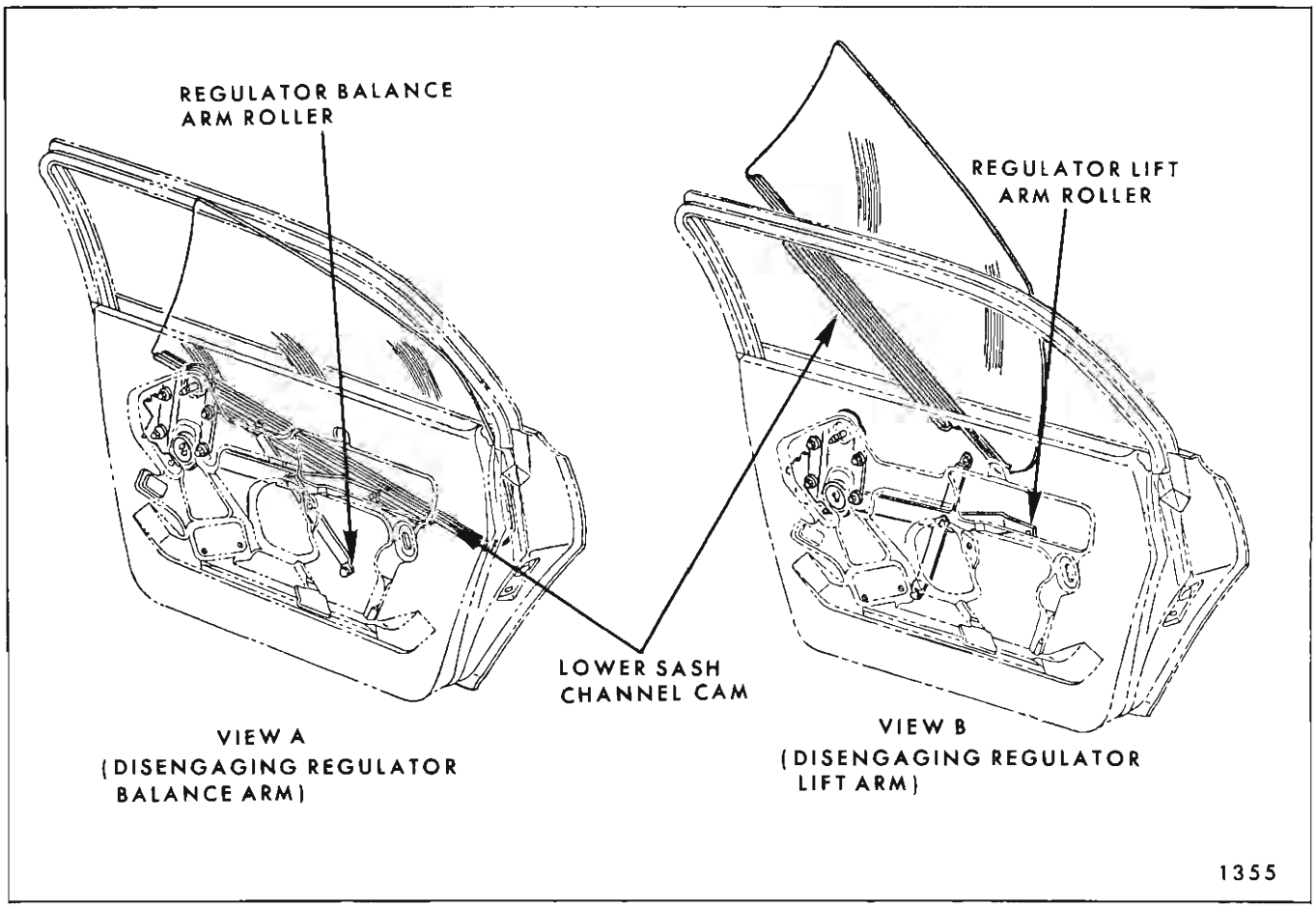


Fig. 2D41—"69" Style Rear Door Window Removal

removed without locking the sector gear in position with a nut and bolt.

2. Drill a 1/4" hole through back plate and sector gear, at a location dependent upon position of lift arm. DO NOT drill into motor housing (See Fig. 2D31).

3. Insert a 3/16" bolt through hole in back plate and sector gear and install nut to bolt. DO NOT tighten nut.

4. Remove motor attaching bolts and remove motor from regulator.

NOTE: Clean off any steel chips or filings from regulator sector gear and motor pinion gears.

5. To install, reverse removal procedure. Be sure to remove temporary nut and bolt from regulator before installing regulator assembly to door. Cycle window several times to insure proper operation before installing water deflector and door trim pad.

REAR DOOR WINDOW ASSEMBLY

The rear door window is a solid tempered safety plate glass. The glass fits into a lower sash channel assembly which incorporates a welded on lower sash channel cam. With this type of design, the door glass, lower sash channel and sash channel cam is removed from the door as a unit. All rear door windows are a curved glass design.

CAUTION: Exercise care to make certain that glass does not strike body metal during removal or installation as edge chips can cause solid tempered safety plate glass to shatter. DO NOT attempt to grind glass.

Removal and Installation

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

2. Remove inner panel cam.

3. Rotate rear edge of glass downward until front edge is free of door upper frame and lower sash channel cam slides off of regulator balance arm roller.

4. Rotate glass upward and forward to disengage lower sash channel cam from regulator lift arm roller and remove door window outboard of door upper frame (See Fig. 2D41, View A and B).

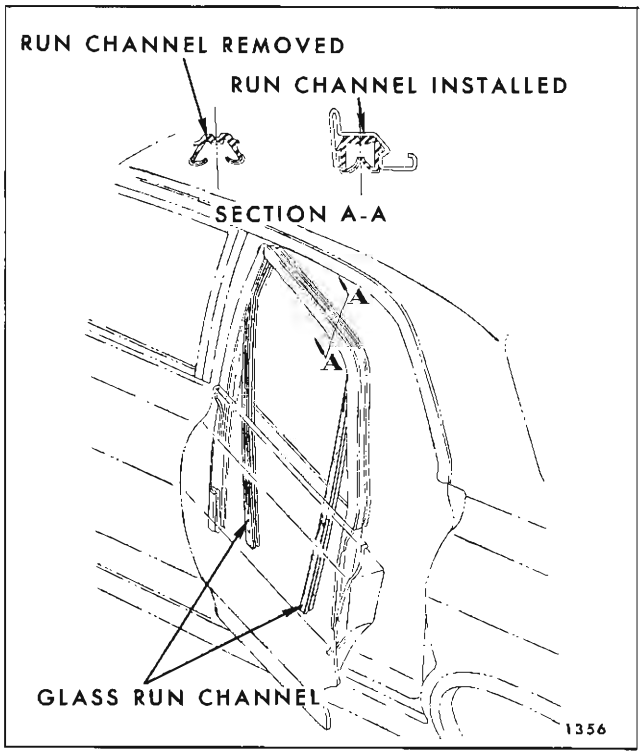


Fig. 2D42—"69" Style Rear Door Window Glass Run Channel Assembly

5. To install, reverse removal procedure.

REAR DOOR WINDOW ADJUSTMENTS

A rotated door window can be corrected by adjusting the inner panel cam (See Fig. 2D40).

REAR DOOR WINDOW GLASS RUN CHANNEL

A soft "flocked" run channel is used for all rear door windows.

Removal and Installation

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

2. Remove rear door window.

3. With finger pressure, squeeze run channel together and gently pull run channel out of rear door upper frame and remove from door. (See Fig. 2D42).

4. To install, reverse removal procedure.

IMPORTANT: The glass run channel must be properly seated and conform to shape of door upper frame to achieve proper glass operation.

SIDE ROOF RAIL WEATHERSTRIPS

"37" STYLES

The side roof rail weatherstrip assembly is a one-piece design and is secured to the front body hinge pillar by a retaining clip. The remainder of the weatherstrip is secured to the side roof rail by a weatherstrip retainer and reveal molding.

Removal

1. Remove retaining clip securing weatherstrip at front body hinge pillar (See View B in Fig. 2D43).

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

3. Remove weatherstrip assembly from body.

Installation

1. Clean off old cement from side roof rail weatherstrip and weatherstrip retainer to insure a clean cementing surface.

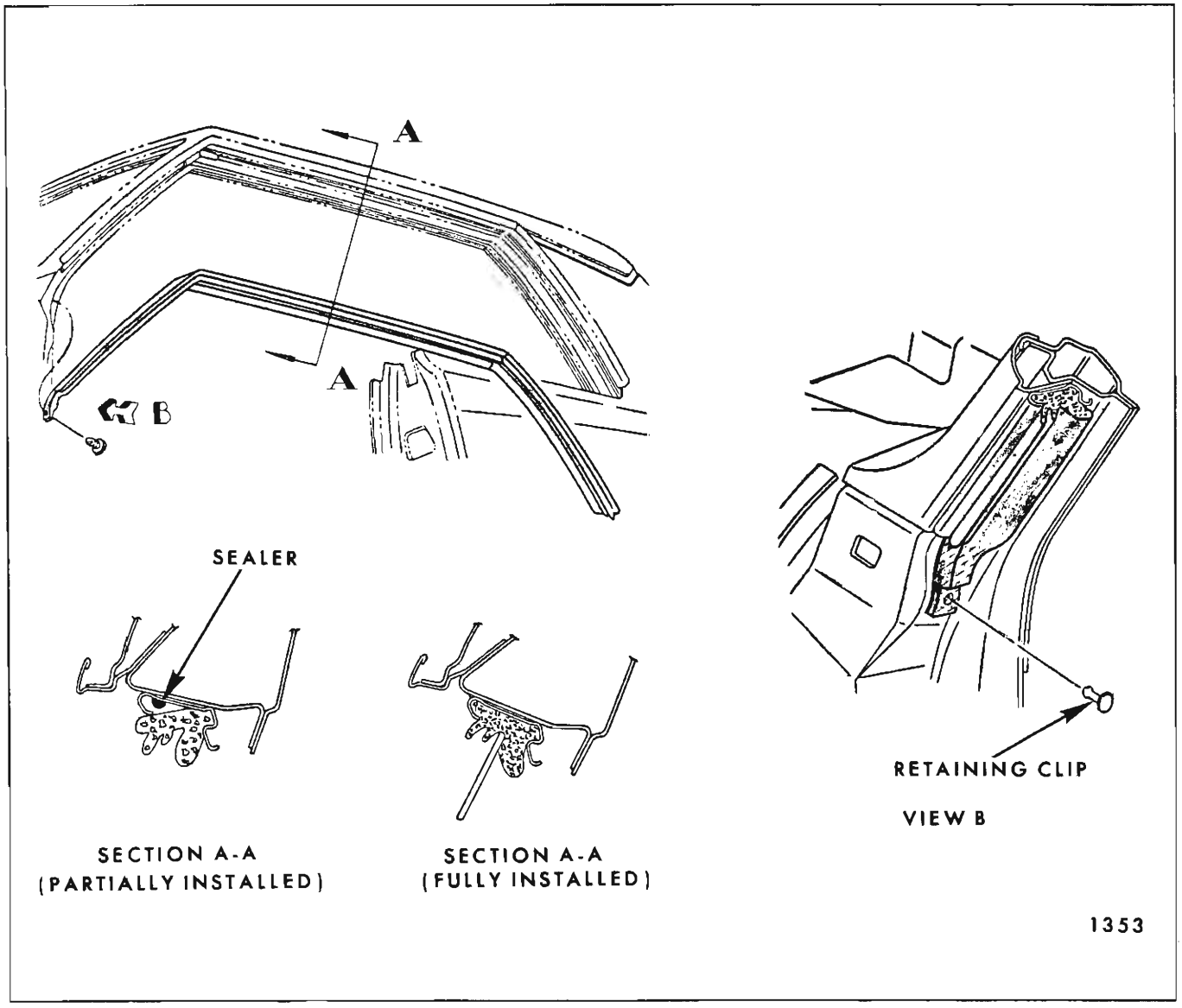


Fig. 2D43—Side Roof Rail Weatherstrip Assembly

2. Apply a continuous bead (approximately 3/16" diameter) of weatherstrip adhesive along entire surface of side roof rail weatherstrip retainer as shown in Section "A-A" in Fig. 2D44).

3. Beginning at rear end of weatherstrip, carefully engage inboard edge of weatherstrip into weatherstrip retainer. Using a flat-bladed tool, install outboard edge of weatherstrip into weatherstrip retainer. Install retaining clip at front body hinge pillar (See Section A-A in Fig. 2D43).

SIDE ROOF RAIL WEATHERSTRIP ADJUSTMENTS

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

The attaching holes in the side roof rail weatherstrip retainer are elongated allowing "in and out" adjustment of the side roof rail weatherstrip; however, the amount of adjustment is small and is not intended to correct improper ventilator or window alignment. It is necessary to remove the weatherstrip to adjust the retainer.

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

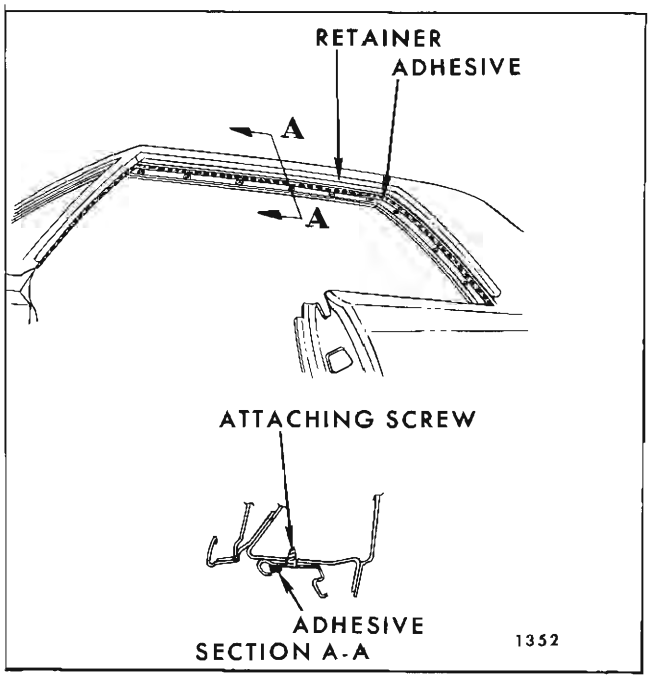


Fig. 2D44—Side Roof Rail Weatherstrip Sealing

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

2. Remove side roof rail weatherstrip.

3. Loosen retainer attaching screws slightly in area to be adjusted and adjust retainer "in or out" as required.

4. Tighten retainer attaching screws and install side roof rail weatherstrip. (See Fig. 2D44).

REAR QUARTER

TRIM ASSEMBLIES

REAR QUARTER TRIM ASSEMBLY
ALL 13000 SERIES "11 AND 37" STYLE
ALL 23000 SERIES "27 AND 37 STYLE
33427, 43427 AND 43627 STYLES

Removal and Installation

1. Remove the applied type rear quarter arm rest and window regulator inside handle (manual styles) as outlined in the door section of the body service manual.

2. Remove rear seat cushion and seat back as outlined in the seat section of the body service manual.

3. Remove front door sill plate.

4. Remove lock pillar finishing cap on "37" styles and disengage pinchweld finishing strip along lower section of rear body lock pillar (see View "B", "F" and "G" in Fig. 2E1).

5. Slightly bend trim assembly downward to disengage top edge from trim pad retainer and remove trim assembly from rear quarter (see View "C" in Fig. 2E1).

NOTE: On styles equipped with electric window regulators, disconnect window switch (on trim pad) from harness connector.

6. The trim pad retainer (View "C", Fig. 2E1) is retained by screws and can be removed at this point if necessary.

7. To install, reverse removal procedure. Prior to installation of pinchweld finishing strip, recement forward overlapping edge of trim assembly to pinchweld flange (see View "B" in Fig. 2E1).

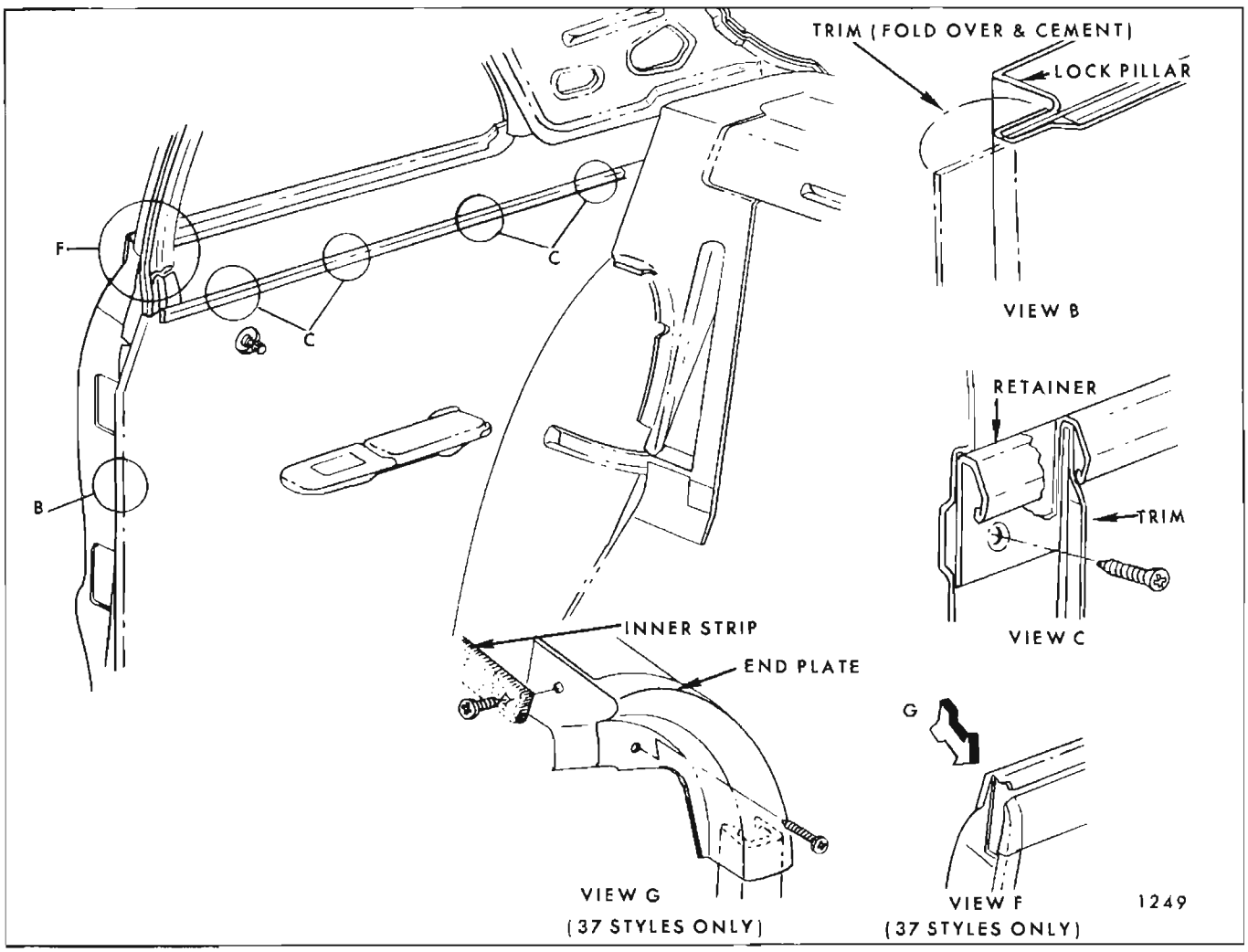


Fig. 2E1—Rear Quarter Trim Assemblies

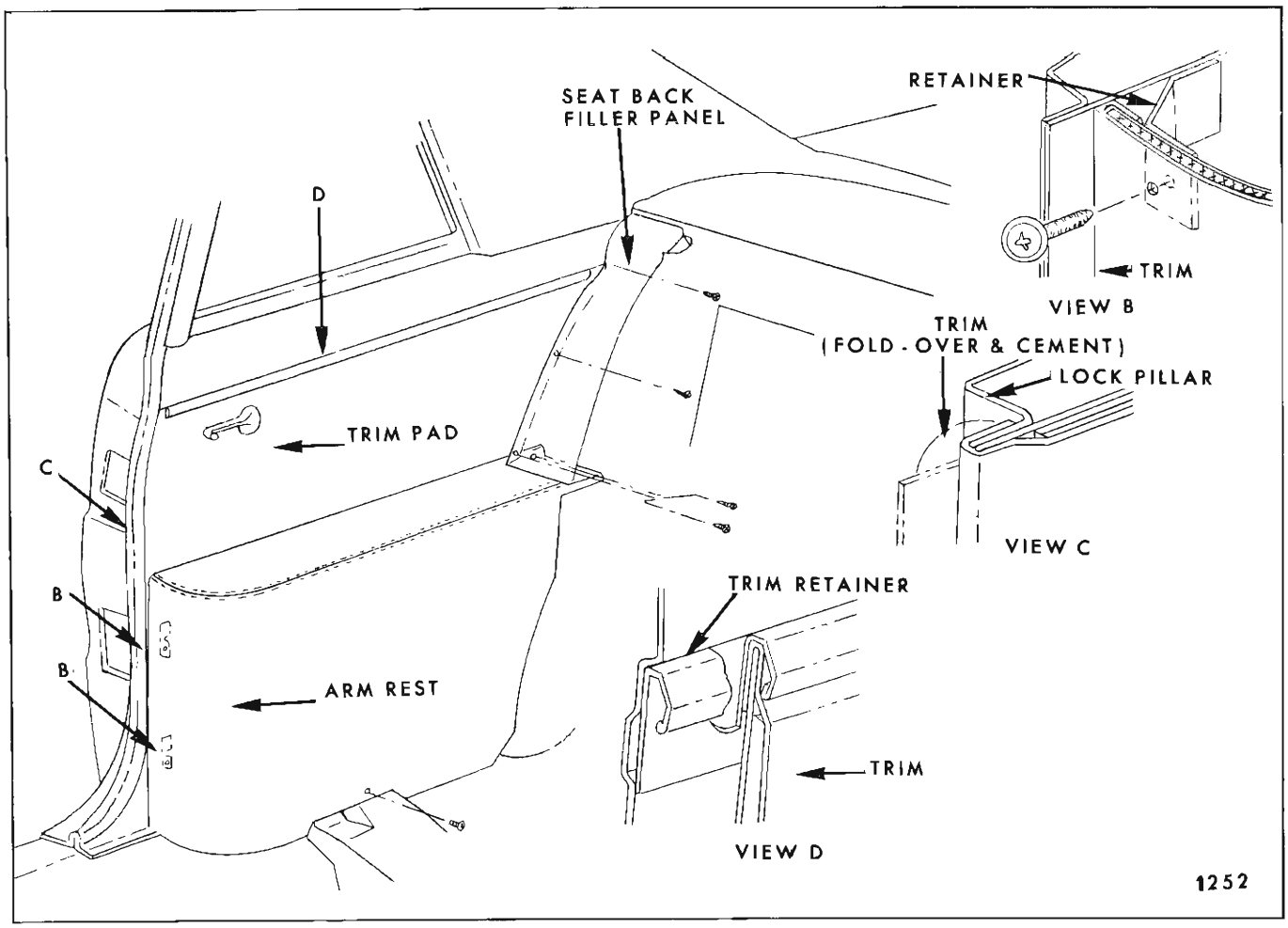


Fig. 2E2—Rear Quarter Trim Assemblies

REAR QUARTER ARM REST
33627 STYLE

Removal and Installation

1. Remove rear seat cushion and rear seat back.

2. Remove seat back filler panel to rear quarter inner panel attaching screws and remove filler panel (see Fig. 2E2).

3. Remove all arm rest attaching screws (see Fig. 2E2). Lift arm rest in an upward, inboard movement and remove assembly from rear quarter inner panel.

4. To install, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY
33627 STYLE

Removal and Installation

1. Remove rear quarter arm rest assembly.

2. On styles equipped with manual window regulators, remove regulator inside handle.

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

4. Slightly bend trim assembly downward to disengage top edge from trim pad retainer.

5. Swing rear edge of trim assembly forward and break cement bond at lock pillar pinchweld flange (see View "C" in Fig. 2E2) and remove trim assembly from rear quarter inner panel.

NOTE: On styles equipped with electric window regulators, disconnect window switch (on trim pad) from harness connector.

6. The trim pad retainer (View "D" in Fig. 2E2) is retained by screws and can be removed at this point, if necessary.

7. To install, reverse removal procedure. Prior to installation of pinchweld finishing strip, cement

forward overlapping edge of trim assembly to outboard surface of pinchweld flange (see View "C" in Fig. 2E2).

REAR QUARTER ARM REST ASSEMBLY 33837 STYLE AND 43837 STYLE

Removal and Installation

1. Remove rear seat cushion and rear seat back.

2. Remove seat back filler panel to rear quarter panel attaching screws and remove filler panel (see Fig. 2E3).

3. Remove arm rest attaching screws and lift arm rest in an upward, inboard movement and remove assembly from rear quarter inner panel.

4. To install, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY 33837 STYLE AND 43837 STYLE

Removal and Installation

1. Remove rear quarter arm rest assembly.

2. On styles equipped with manual window regulators, remove regulator inside handle.

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

4. With a screw driver, or other suitable flat-bladed tool, disengage trim pad retaining clips from sealing plugs along leading edge at rear body lock pillar (see View "C" in Fig. 2E3).

NOTE: The trim pad retaining clips and corresponding sealing plugs are available as service parts.

5. The 33837 and 43837 style bodies are equipped with hang-on type trim pads and, at this point, are removed by lifting up to disengage trim pad from top of rear quarter inner panel.

NOTE: On styles equipped with electric window regulators, disconnect window switch (on trim pad) from harness connector.

6. To install, reverse removal procedure.

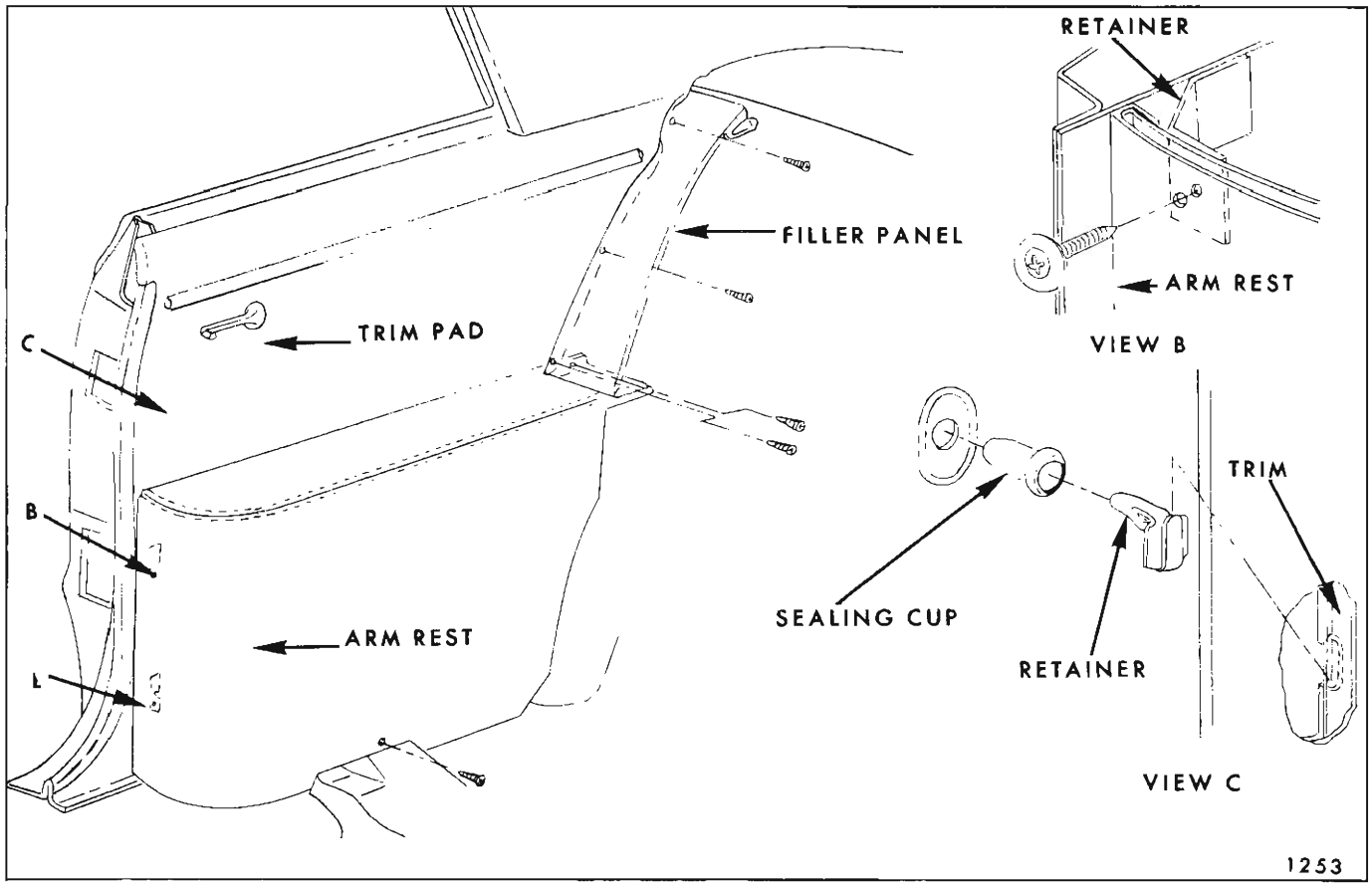


Fig. 2E3—Rear Quarter Trim Assemblies

FOLDING TOP COMPARTMENT SIDE TRIM ASSEMBLY ALL CONVERTIBLE STYLES

Removal and Installation

1. Remove rear seat cushion and rear seat back.

2. Remove all exposed screws of folding top compartment side trim assembly.

3. On styles equipped with electrical options in arm rest, pull assembly inboard sufficiently to disengage connectors.

4. Move assembly forward and inboard to remove same from rear quarter inner panel.

5. To install, reverse removal procedure.

NOTE: As a bench operation, the arm rest assembly can be removed from the folding top compartment side trim assembly by removing screws installed on the reverse side.

REAR QUARTER TRIM ASSEMBLY ALL 13000 AND 23000 SERIES CONVERTIBLE STYLES

Removal and Installation

1. Remove folding top compartment side trim assembly.

2. On styles equipped with manual window regulators, remove inside handle.

3. Disengage lock pillar finishing strip and remove front door sill plate.

4. Slightly bend trim assembly downward to disengage top edge from trim pad retainer (see View "C" in Fig. 2E4).

5. Swing rear edge of trim assembly forward and break cement bond at lock pillar pinchweld flange (see View "B" in Fig. 2E4) and remove trim assembly from rear quarter inner panel.

NOTE: On styles equipped with electric window

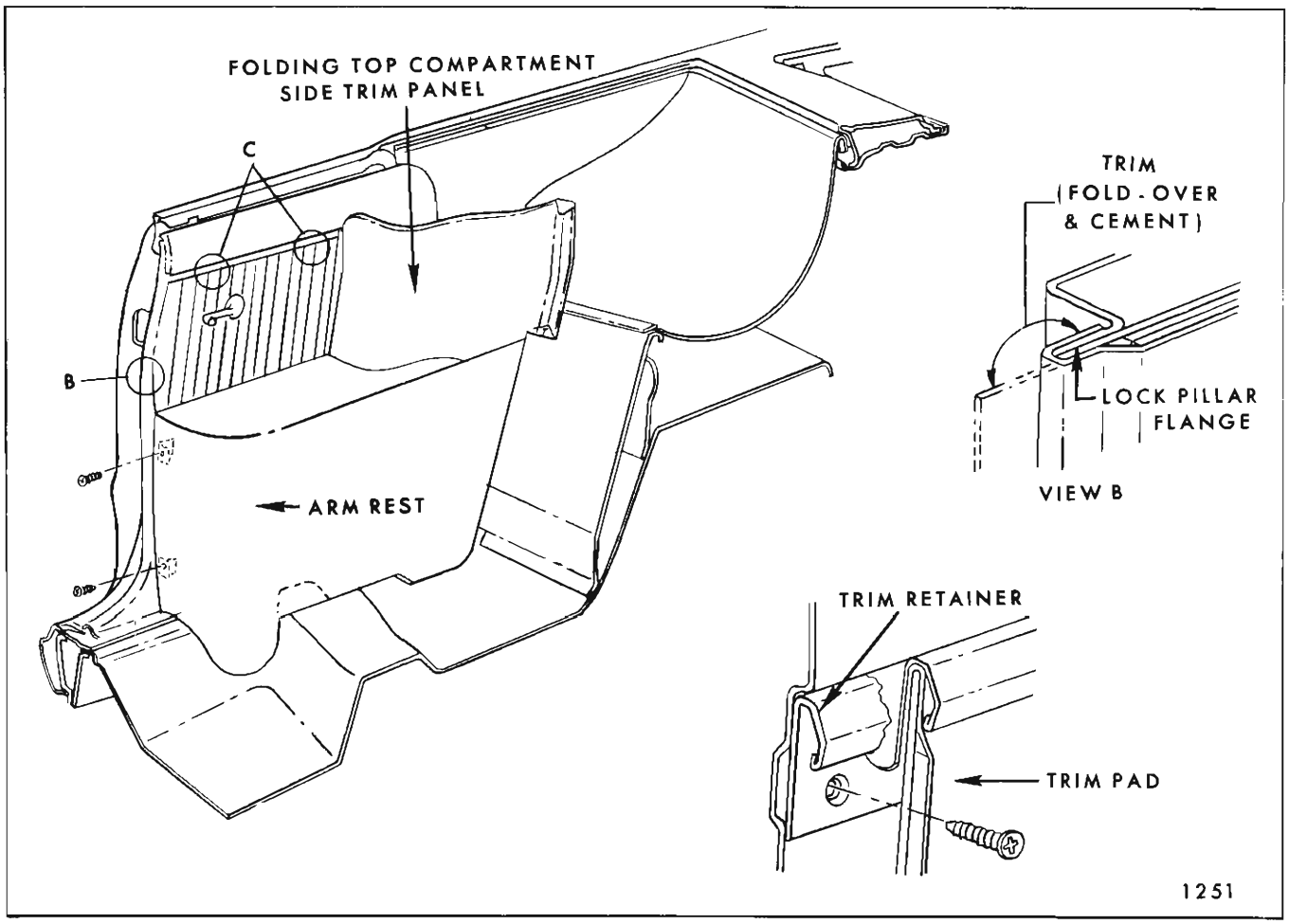


Fig. 2E4—Rear Quarter Trim Assemblies

regulators, disconnect window switch (on trim pad) from harness connector.

6. The trim pad retainer is retained by screws and can be removed at this point if necessary.

7. To install, reverse removal procedure. Prior to installation of pinchweld finishing strip, cement forward overlapping edge of trim assembly to outboard surface of pinchweld flange (see View "C" in Fig. 2E4).

REAR QUARTER TRIM ASSEMBLY 33867 STYLE 43467 AND 44467 STYLES

Removal and Installation

1. Remove folding top compartment side trim assembly.

2. On styles equipped with manual window regulators, remove inside handle.

3. Disengage lock pillar finishing strip and remove front door sill plate.

4. Remove rear body lock pillar finishing cap (see View "H" in Fig. 2E4).

5. The 33867, 43467 and 44467 styles are equipped with hang-on type trim pads and at this point, are removed by lifting up to disengage trim pad from top of rear quarter inner panel (see View "K" in Fig. 2E4).

NOTE: On styles equipped with electric window regulators, disconnect window switch (on trim pad) from harness connector.

6. To install, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY 13480 AND 13680 STYLES

Removal and Installation

1. Remove seat cushion and seat back assemblies.

2. Detach rear body lock pillar pinchweld finishing strip (see section "B-B" in Fig. 2E5) and remove front door sill plate.

3. Remove screws securing rear quarter trim to body panel and remove assembly from body (see Fig. 2E5).

4. To install, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY 44469 STYLE

Removal and Installation

1. Remove rear seat cushion and rear seat back assemblies.

2. Detach rear body lock pillar finishing strip and remove rear door sill plate (see section "B-B" in Fig. 2E6).

3. With a putty knife, or other suitable flat-bladed tool, detach trim assembly at cemented areas indicated in Figure 2E6.

4. To install, reverse removal procedure.

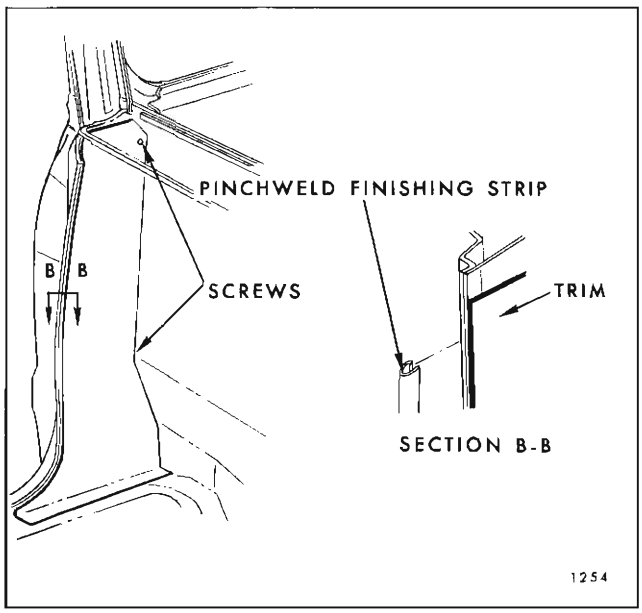


Fig. 2E5—Rear Quarter Trim Assembly

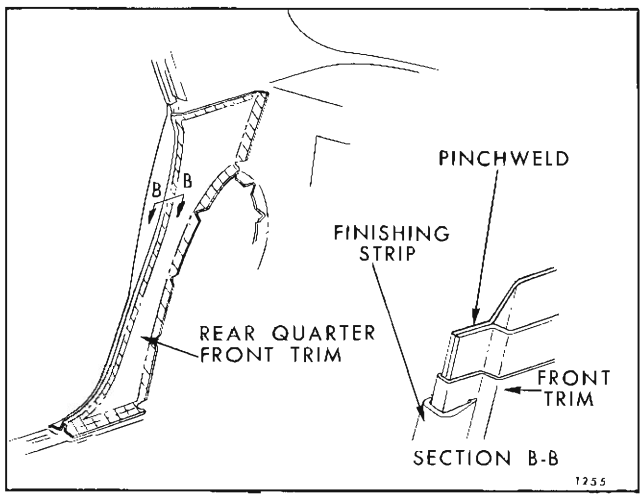


Fig. 2E6—Rear Quarter Front Trim Assembly

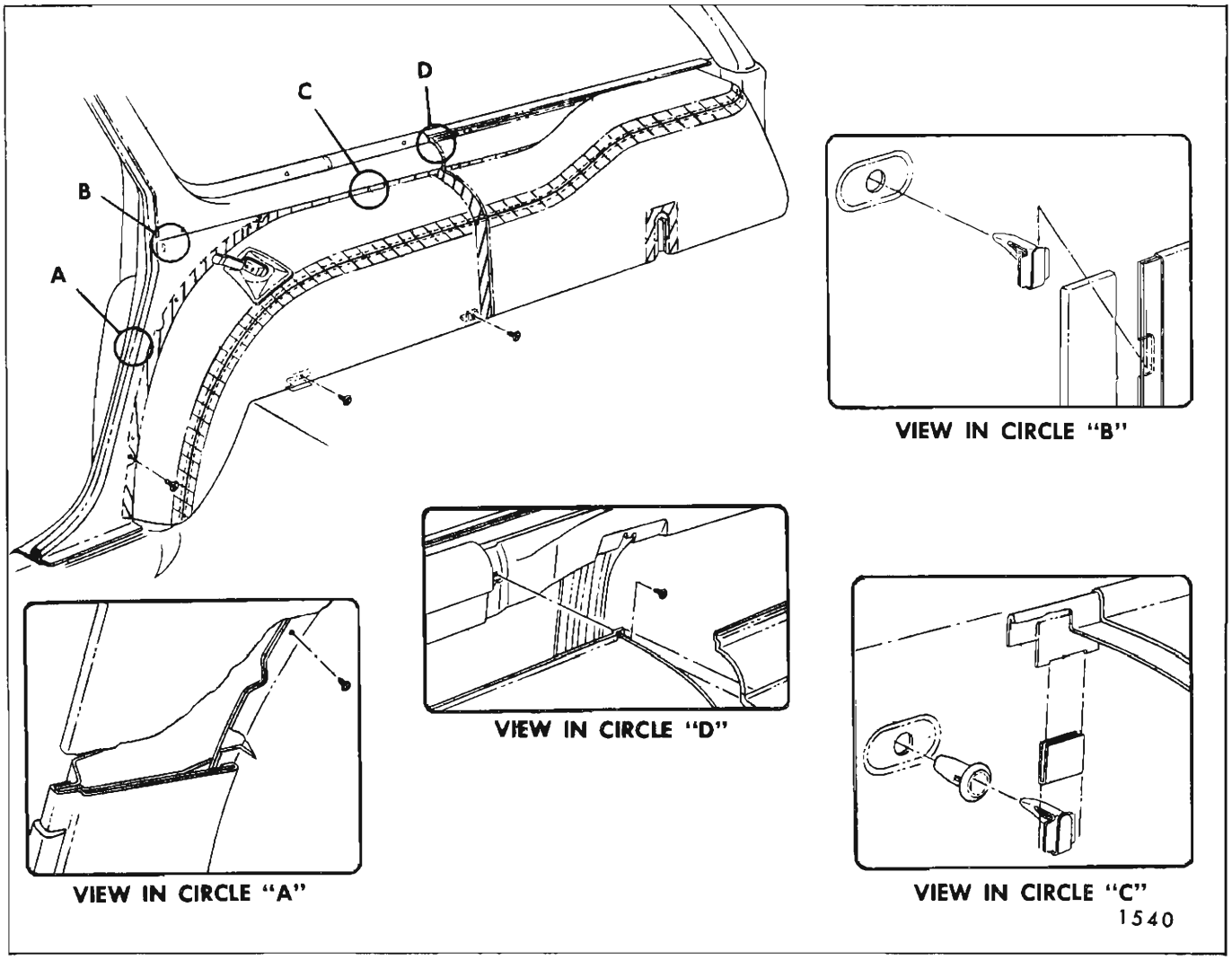


Fig. 2E7—Rear Quarter Trim - Right Side

REAR QUARTER FRONT TRIM PANEL ALL "15"-"35"-"45"-"55" AND "65" STYLES (RIGHT OR LEFT SIDE)

Removal and Installation

1. Disengage pinchweld finishing strip along rear body lock pillar and remove rear door sill plate.

2. Remove exposed screw at lower end of trim panel (see Fig. 2E7 and 2E8).

3. With a flat-bladed tool, disengage trim retaining clips from quarter inner panel (see View "B" in Fig. 2E7).

4. Carefully swing rear edge of trim assembly forward to break cement bond at body lock pillar and remove rear quarter front trim panel from body.

5. To install, reverse removal procedure. Prior to installation of pinchweld finishing strip, cement forward edge of trim assembly to outboard surface of body lock pillar pinchweld flange (see View "C" in Fig. 2E8).

SPARE TIRE COVER PANEL ALL STATION WAGON STYLES

Removal and Installation

The spare tire cover panel is retained at belt line by a screwed-on garnish molding and at the load floor level by a folding (catch-type) handle. To remove cover, open catch handle and swing bottom edge of assembly upward to disengage upper edge from beneath garnish molding (see Fig. 2E7). To install, reverse removal procedure.

WHEELHOUSE TRIM COVER PANEL (RIGHT SIDE) ALL STATION WAGON STYLES

Removal and Installation

1. Remove rear quarter front trim panel and spare tire cover panel.

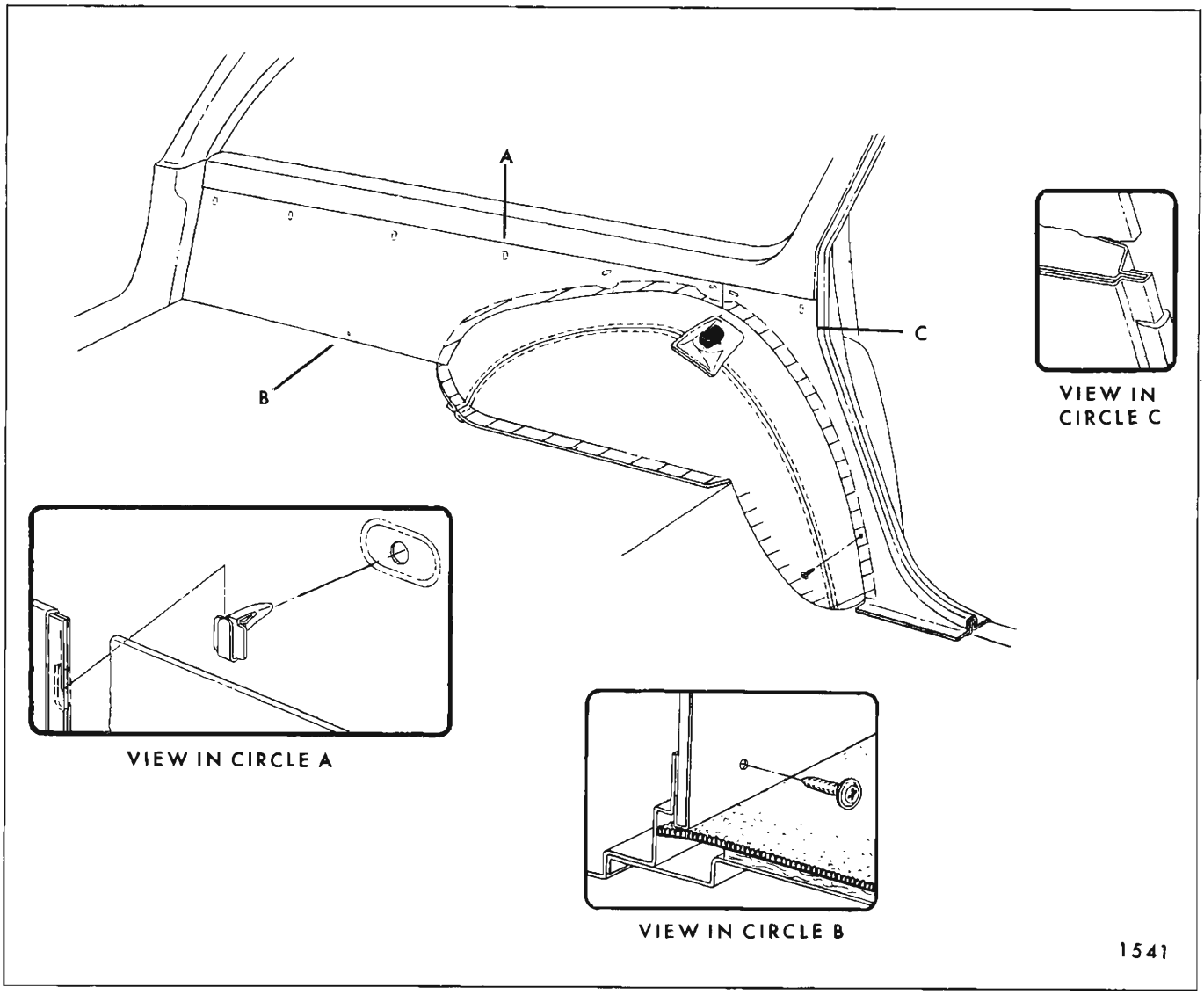


Fig. 2E8—Rear Quarter Trim Installation - Left Side

2. Remove second folding seat back catch and bumper assembly from wheelhouse.

3. Remove all trim attaching screws at front, rear and bottom of wheelhouse trim cover (see Fig. 2E7).

4. With a putty knife, or other suitable flat-bladed tool, disengage trim retaining clips from sealing plugs along top of wheelhouse cover panel and remove panel from body (see View "C" in Fig. 2E7).

NOTE: The trim retaining clips and corresponding plastic sealing plugs are available as service parts.

5. To install, reverse removal procedure.

REAR QUARTER REAR TRIM PANEL ALL STATION WAGON STYLES EXCEPT 13435 AND 23335 STYLES (LEFT SIDE)

Removal and Installation

1. On "35" styles, remove exposed screw at bottom center of panel (see View "B" in Fig. 2E8).

2. Working from front to rear (with a flat-bladed tool) disengage trim retaining clips from plastic sealing cups along upper edge of rear quarter rear trim panel (see View "A" in Fig. 2E8).

3. With an upward movement, remove panel from body.

4. To install, reverse removal procedure.

WHEELHOUSE TRIM COVER ASSEMBLY ALL STATION WAGON STYLES EXCEPT 13435 AND 23335 STYLES (LEFT SIDE)

Removal and Installation

1. Remove rear quarter front and rear trim panel assemblies and second folding seat back bumper assembly.

2. On "35" styles, fold back rubber mat from wheelhouse. On "45", "55" and "65" styles, remove compartment side filler panel as described in the "Seat" section of the body service manual.

3. Begining at outer edges and working toward center, carefully break cement bond between wheelhouse and trim cover and remove cover.

4. To install, reverse removal procedure. Prior to installation, clean off old cement from wheelhouse to assure a smooth cementing surface. Install cover in position and scribe line inside of folding seat back bumper cut-out to guide installation when adhesive is applied. Remove cover and apply trim adhesive over wheelhouse surfaces contacted by trim cover (Do not cover scribe lines). With trim cover "inside-out", align bumper cut-out with scribe lines on wheelhouse. Apply cover to wheelhouse working from center of cover towards outer edges.

REAR QUARTER REAR TRIM PANEL 13435 AND 23335 STYLES (LEFT SIDE)

The rear quarter rear trim panel on these styles (left side) is constructed of a textured metal finish

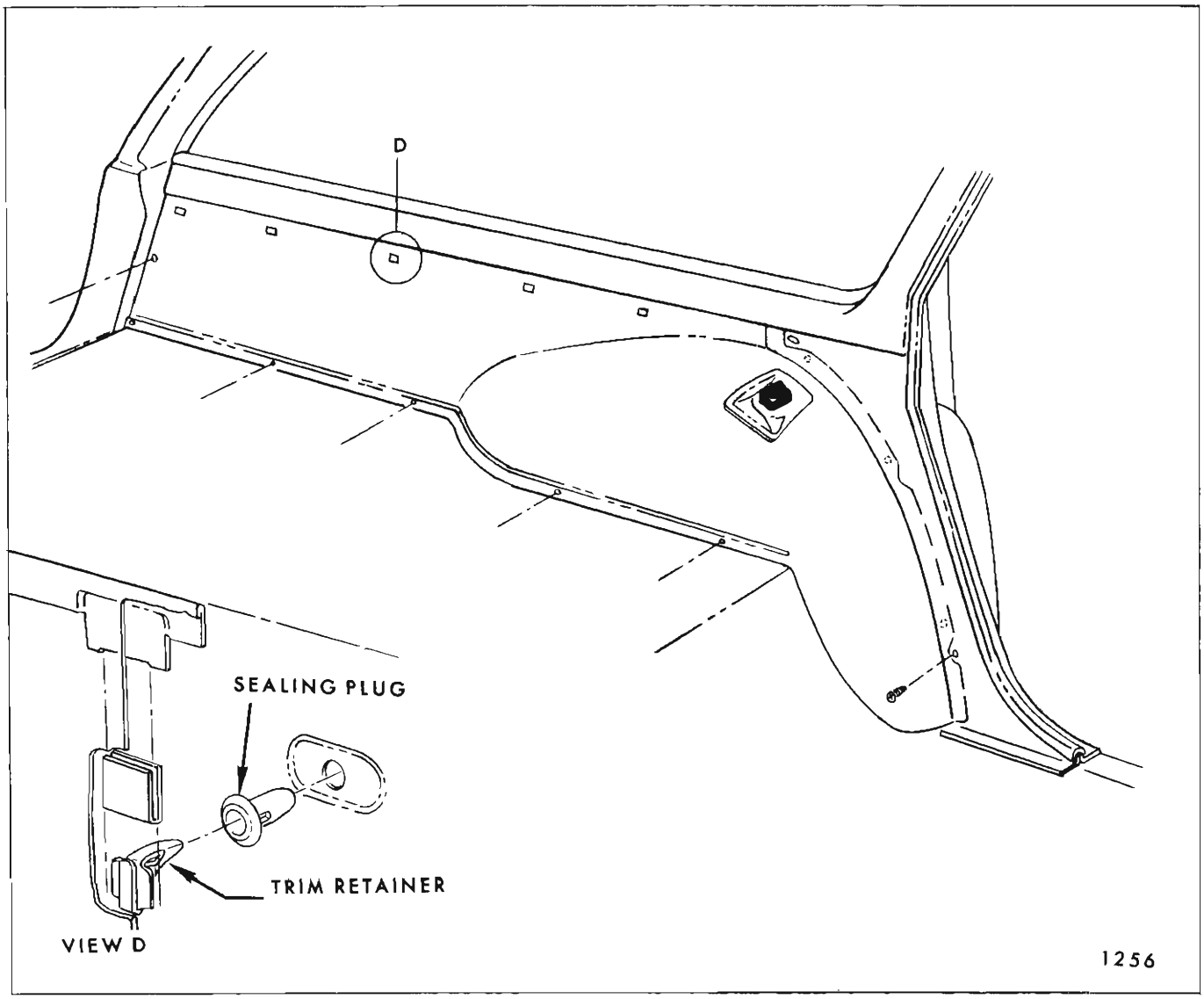


Fig. 2E9—Rear Quarter Rear Trim Panel (Left Side)

and extends to include the wheelhouse; all in a single panel.

Removal and Installation

1. Remove rear quarter front trim panel and second folding seat back bumper assembly from wheelhouse.

2. Remove all screws at front, rear and bottom of rear trim panel (see Fig. 2E9).

3. Working from front to rear (with a flat-bladed tool), disengage trim retaining clips from plastic sealing plugs and remove trim assembly from body (see View "D" in Fig. 2E9).

NOTE: The trim retaining clips and corresponding plastic sealing plugs are available as service parts.

4. To install, reverse removal procedure.

REAR QUARTER INNER PANEL SEALING ALL 13000 SERIES "11" STYLES

On this style, a waterproof paper deflector is used to seal the rear quarter inner panel and prevent entry of water into body. The polyethylene

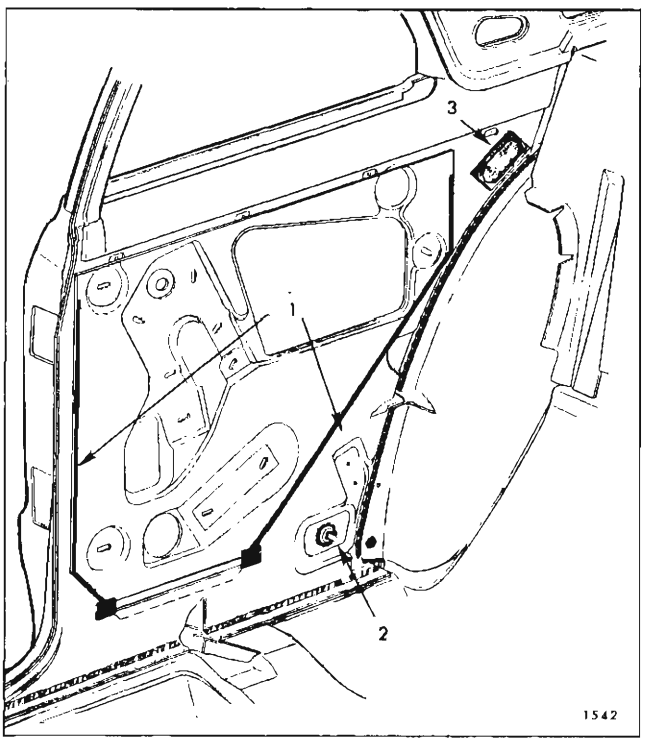


Fig. 2E10—Rear Quarter Inner Panel Sealing - "11" Style

1. Water Deflector Sealer
2. Rear Guide Sealer
3. Access Hole Cover

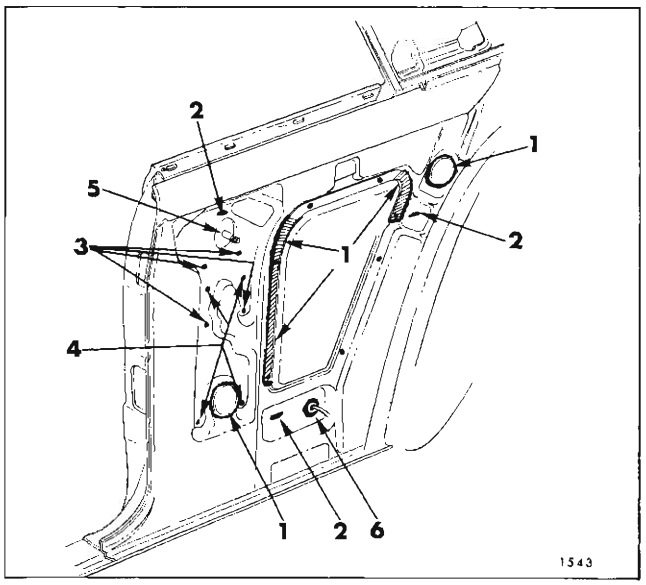


Fig. 2E11—Rear Quarter Inner Panel Sealing - "27" Styles

1. Access Hole Cover and Sealing Plugs
2. Window Guide and Glass Run Channel Attaching Screws
3. Window Regulator Attaching Screws (Manual)
4. Window Regulator Attaching Screws (Electric)
5. Window Regulator Spindle Hole Sealing Washer
6. Wire Harness and Grommet Hole (Power Operated Windows Only)

(shiny or black) side of the deflector is placed against inner panel. The 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.

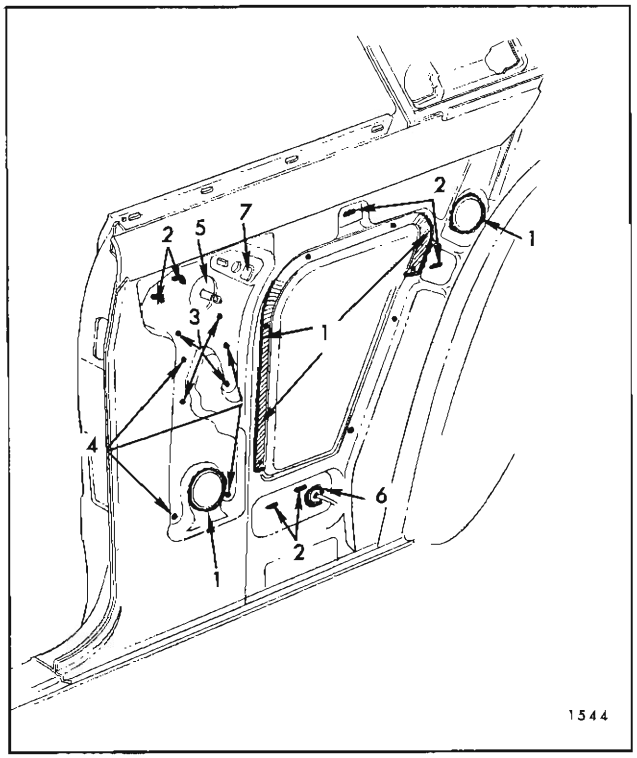


Fig. 2E12—Rear Quarter Inner Panel Sealing - "37" Styles

1. Access Hole Cover and Sealing Plugs
2. Window Guide and Glass Run Channel Attaching Screws
3. Window Regulator Attaching Screws (Manual)
4. Window Regulator Attaching Screws (Electric)
5. Window Regulator Spindle Hole Sealing Washer
6. Wire Harness and Grommet Hole (Power Operated Windows Only)
7. Regulator Lift Arm Up-Travel Stop

Removal

1. Remove rear quarter trim assemblies.

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. Figure 2E10 is for "11" styles but is indicative of all coupe styles utilizing a rear quarter inner panel water deflector.

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 edge 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.

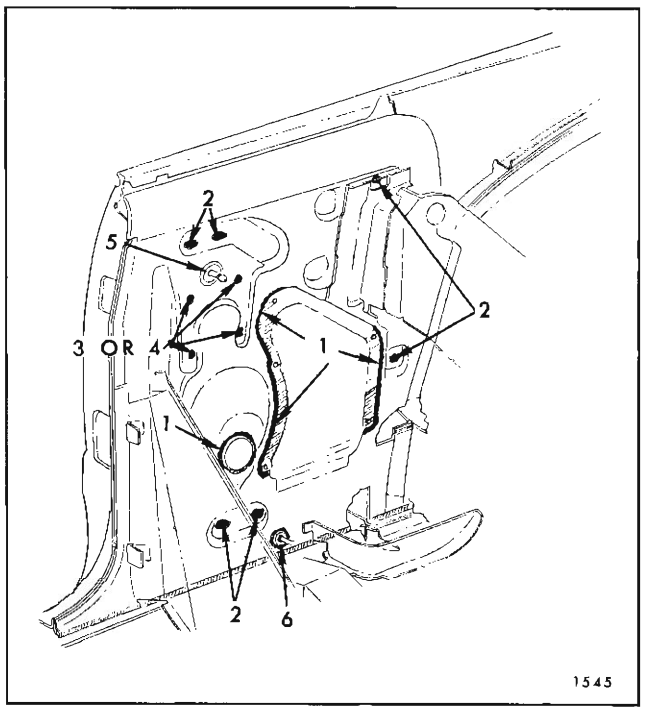


Fig. 2E13—Rear Quarter Inner Panel Sealing - "67" Styles

1. Access Hole Cover and Sealing Plugs
2. Window Guide and Glass Run Channel Attaching Screws
3. Window Regulator Attaching Screws (Manual)
4. Window Regulator Attaching Screws (Electric)
5. Window Regulator Spindle Hole Sealing Washer
6. Wire Harness and Grommet Hole (Power Operated Windows Only)

4. Install all trim and hardware components previously removed.

REAR QUARTER INNER PANEL SEALING
13000 SERIES "37" AND "67" STYLES
23000 SERIES "27"-"37"-"67" STYLES
33000 SERIES "27"-"37"-"67" STYLES
43000 AND 44000 SERIES "27"-"37"-"67" STYLES

Whenever the rear quarter inner panel seals have been disturbed, the area must be resealed before the rear quarter trim is installed. Following are the inner panel openings and hardware attaching locations that require sealing and the recommended sealing material. The numbers of the respective items refer to corresponding numbers in referenced Figures, as follows:

1. Access Hole Cover and Sealing Plugs - Prior to installation of access hole cover, apply a bead of body caulking compound across top and down sides of opening. After installation, apply another bead of caulking compound down outer edges of access hole cover at shaded areas in illustrations. Make certain to effect a good seal at screw locations and where cover crosses over to inside of inner panel. Prior to installation of sealing plugs, apply body caulking compound completely around opening to effect a seal when plug is installed.

2. Window Guide and Glass Run Channel Attaching Screws - Apply body caulking compound over attaching screws to effect a watertight seal.

3. Window Regulator Attaching Screws (Manual) - Apply body caulking compound over attaching screws to effect a watertight seal.

4. Window Regulator Attaching Screws (Electric) - Apply black weatherstrip adhesive over attaching screws and screw holes to effect a watertight seal.

5. Window Regulator Spindle Hole Sealing Washer - Apply black weatherstrip adhesive over exposed surface of washer to seal pores of sponge rubber and to effect a seal between washer and inner panel. On styles with power operated windows, apply waterproof body tape and body caulking compound around switch box.

6. Wire Harness and Grommet Hole (Power Operated Windows Only) - Apply black weatherstrip adhesive around grommet and wire to effect a seal between wire and grommet and between grommet and inner panel.

7. Regulator Lift Arm Up-Travel Stop ("37" Styles only) - Apply body caulking compound over stop and attaching bolt.

NOTE: Although not called out on the illustrations, but just as necessary, are seals at wire harness clip and seat back filler panel attaching screws, and small gage holes and arm rest anchor nuts. When any of these seals have been disturbed, reseal with body caulking compound.

HARDWARE

FRONT AND SIDE SKYLIGHTS ALL "55" AND "65" STYLES

All front and side skylight reveal moldings, with the exception of the front skylight division outer reveal molding and side skylight rear reveal molding, are retained by clips attached to the rabbet of the window opening pinchweld flange. In some locations, the clips are retained by screws inserted through the clips into body metal. In other locations, similar clips are pressed over studs that are welded to the window opening rabbet (see Fig. 2E14).

Although clips are retained by different methods, they all engage the molding in the same manner. A projection on the clip engages the molding flange when the flange is inserted between clip and body metal. On the screw retained clip, an integral self-sealing washer on the body side of the clip protects against waterleak at screw locations. In addition, the side skylight upper and lower reveal moldings are equipped with anti-squeak spacers which are available as service parts.

FRONT SKYLIGHT REVEAL MOLDING ALL "55" AND "65" STYLES

Removal and Installation

1. First remove skylight division pillar molding by inserting a flat-bladed (thin) tool between molding and glass and prying upward (see section A-A in Fig. 2E15).

NOTE: As shown in Figure 2E15, this molding is retained by integral clips that snap over the skylight division pillar.

2. Insert tool J-21549, or equivalent, between glass and reveal molding at a clip location.

3. With blade of tool flat on glass, engage point between upper edge of clip and molding and slightly rock tool (see Fig. 2E14) to disengage molding from clip.

NOTE: Reveal molding removal tools J-9698 and J-21549 have been superseded by a new adhesive caulked window glass tool set J-21549-02,

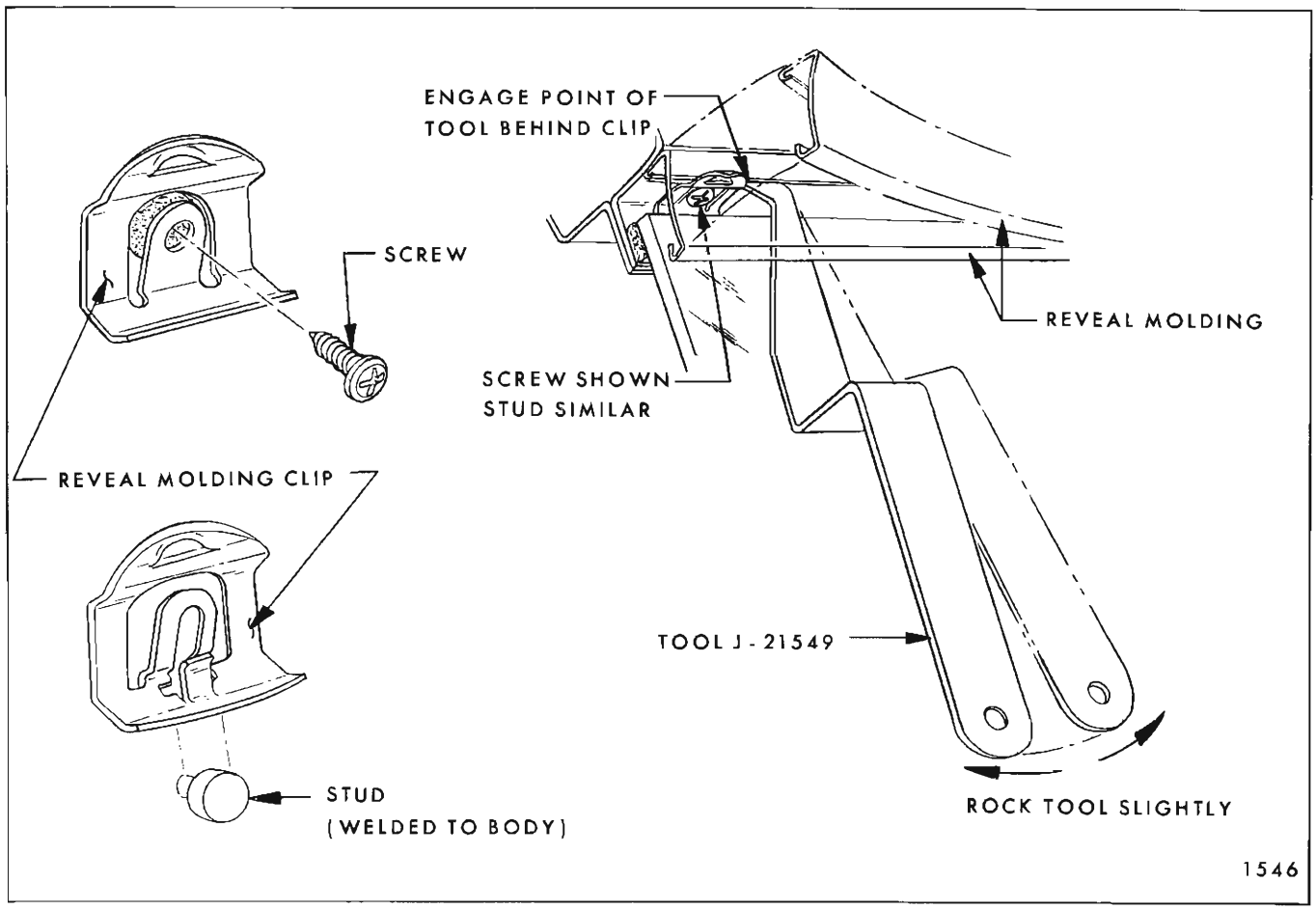


Fig. 2E14—Reveal Molding Clip Disengagement

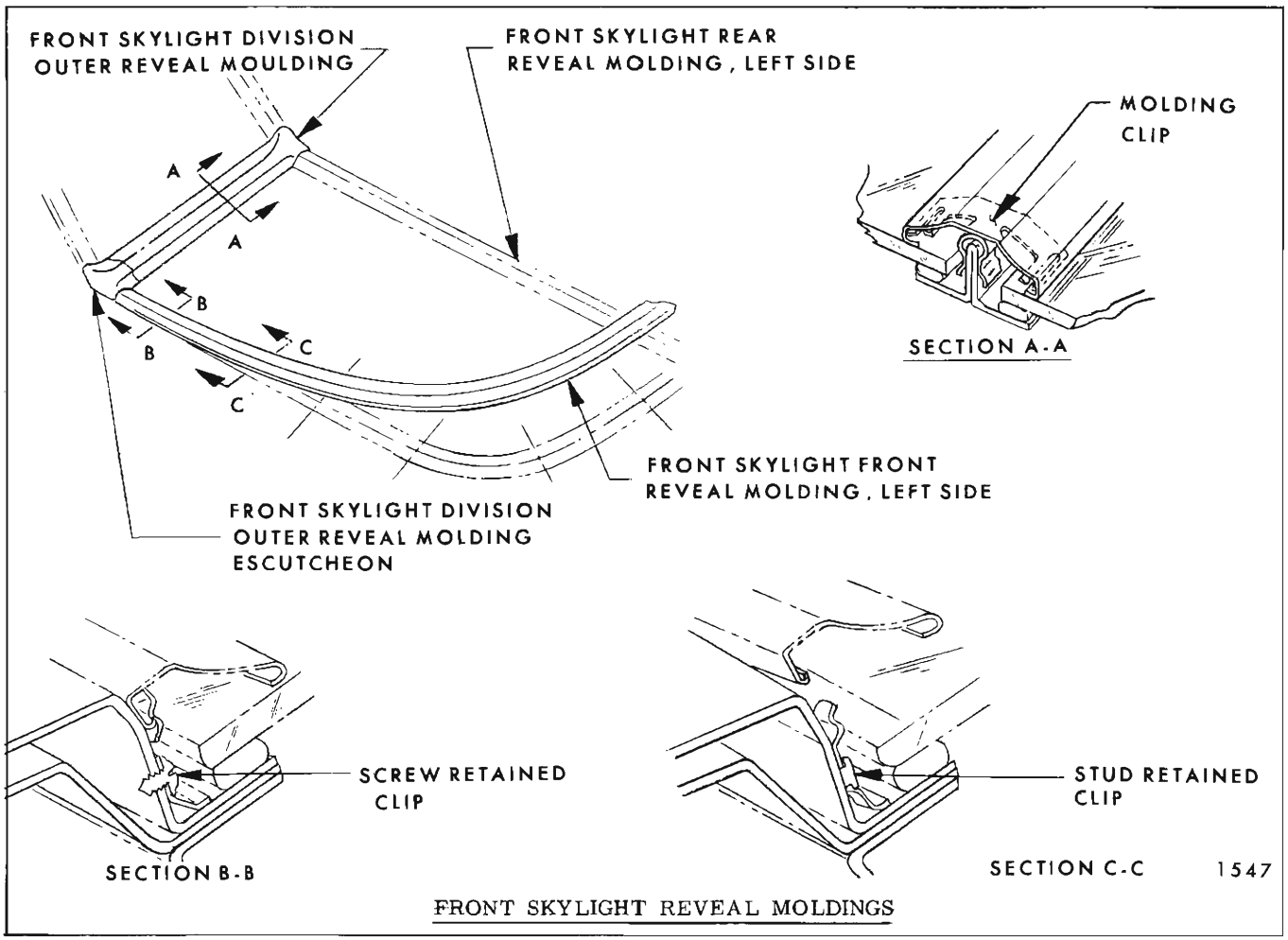


Fig. 2E15—Front Skylight Reveal Moldings

which is available as a service tool package. The original tools, however, are still satisfactory for removing reveal moldings of all adhesive caulked glass installations. Tool package J-21549-01 consists of:

J-21549-1 . . .	Handle
J-21549-2 . . .	Reveal molding remover (flat blade).
J-21549-3 . . .	Reveal molding remover (angle blade).

4. Repeat step number 3 at each clip location and remove molding from body.

5. To install, position molding over clips and press into place.

NOTE: Exercise care when removing moldings not to get point of tool behind edge of glass. Any prying force can easily break laminated safety plate glass.

SIDE SKYLIGHT REVEAL MOLDINGS ALL "55" AND "65" STYLES

Removal and Installation

1. The front, upper and lower side skylight reveal moldings are removed in the same manner as the front skylight reveals as explained in "Front Skylight Reveal Moldings."

2. The side skylight rear reveal molding is retained by bolt and clip assemblies as shown in Figure 2E16. To remove, proceed as follows:

a. Remove rear roof headlining trim finishing molding and side skylight rear garnish molding.

b. Remove molding attaching bolt and remove molding from body.

c. To install, reverse removal procedure.

NOTE: The reveal molding clip weld-on stud is not available as a service part. Therefore, when

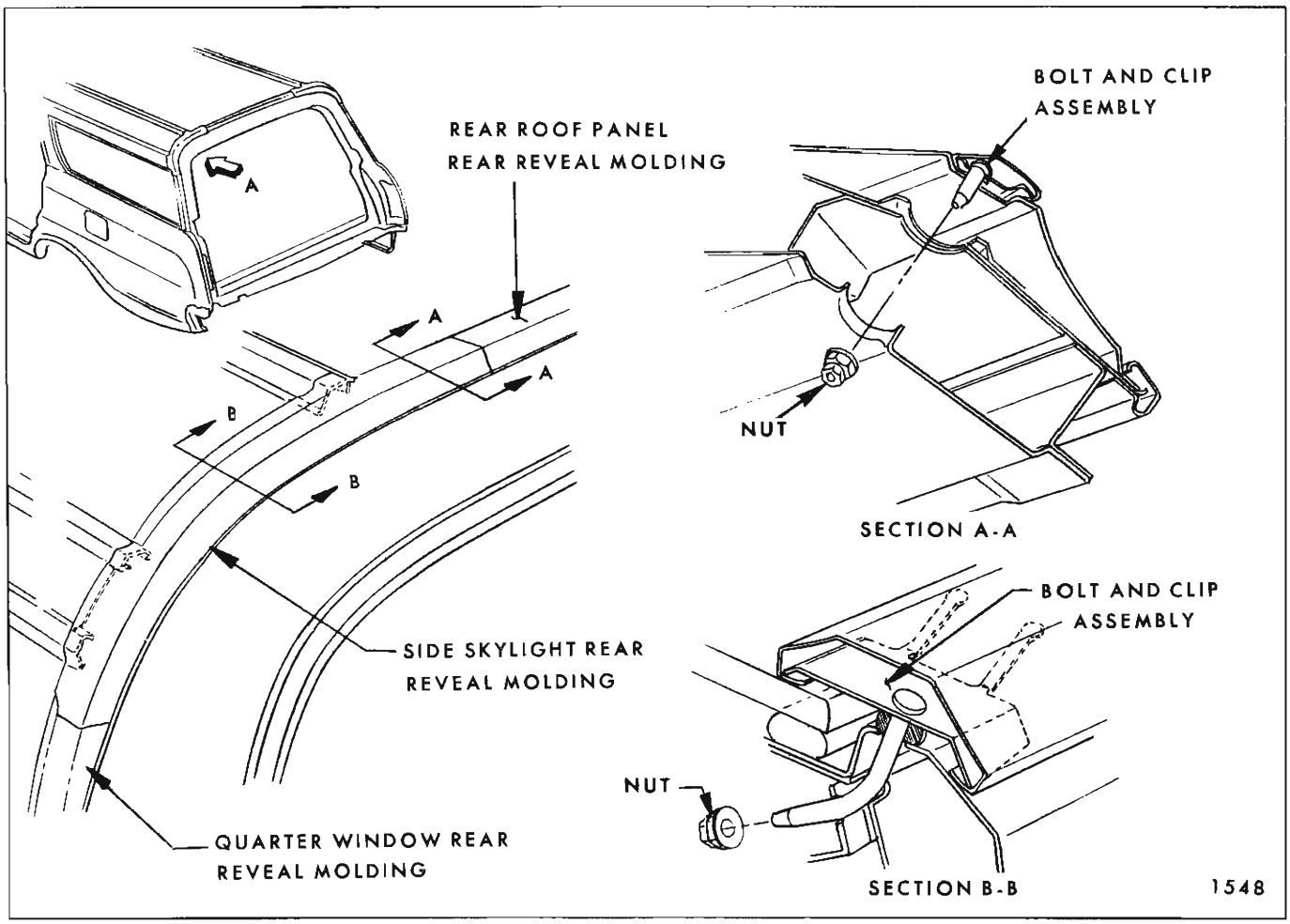


Fig. 2E16—Side Skylight Rear Reveal Molding

replacing panels that have weld-on studs, drill replacement panel and install screw retained clips.

FRONT AND SIDE SKYLIGHT WINDOWS ALL "55" AND "65" STYLES

The front and side skylight windows are retained in the body opening by a self-curing, synthetic rubber adhesive caulking compound that adheres to both glass and window opening pinchweld flange. To remove a window retained in this manner, it is necessary to remove the reveal and garnish moldings and cut through the material with a thin wire. To reinstall a window requires replacement of the adhesive caulking material.

Adhesive Caulking Kit #4226000, which is designed for a "short method" windshield installation, has sufficient adhesive material to install either a front or side skylight.

The components of Adhesive Caulking Kit #4226000 are as follows:

a. One tube of adhesive caulking material.

b. One dispensing nozzle.

c. Steel music wire.

d. Adhesive Caulking Primer.

The materials required in addition to those included in the kit or equivalent are as follows:

a. Caulking gun - standard cartridge type reworked as described in procedure.

b. Two pieces of wood for handles for cutting wire.

c. Black weatherstrip adhesive.

*d. Painted Surface Primer - needed only if pinchweld flange is repainted.

*e. Rubber glass - spacers.

*Available as service parts.

Removal

1. Remove reveal moldings around periphery of window to be removed.

2. Secure one end of steel music wire to a piece of wood that can serve as a handle. Insert other end of wire through caulking material at corner of window and secure that end to a second piece of wood (see Fig. 2E17).

3. With the aid of a helper, carefully cut (pull wire through) caulking material; up one side, across top, down opposite side and across bottom. If difficulty is encountered at rubber spacer locations, cut through spacers using a slow sawing motion. Do not use a quick motion as wire will heat-up and break. Keep tension on wire throughout cutting operation to prevent "Kinks" in wire.

4. Remove window from body opening. If the same glass is to be reinstalled, place it up-side-down on a clean protected surface. Using a sharp scraper or razor blade, remove major traces of old caulking material from glass. Remove all remaining traces with a toluene or thinner dampened rag.

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

5. Using a sharp scraper or chisel, remove the major portion of old caulking material from pinchweld flange. It is not necessary that all of the original adhesive be removed, however, there should not be any mounds or loose pieces of material left.

Fig. 2E17—Adhesive Caulked Window Removal

Installation

1. Check all reveal molding retaining clips. If upper end of clip is bent away from body metal more than 1/16 of an inch, either reform or replace clip. Check all clip screws and tighten as required. Place protective covering over interior trim below window opening.

2. Using black weatherstrip adhesive, cement flat rubber spacers #4848472 or equivalent (.18 x .5 x 1.0) to window opening pinchweld flanges at "X" locations as shown in Circle "A" in Figure 2E18.

NOTE: Use sufficient adhesive to obtain a watertight seal beneath spacer, however, do not allow excessive squeeze-out. Weatherstrip adhesive is not compatible with the replacement adhesive material and waterleaks may develop at locations where these two materials are used together to form a seal.

3. Using black weatherstrip adhesive, cement rectangular spacers #4404196 or equivalent (.30 x .44 x 1.0) to window opening rabbet at "Y" locations shown in Section B-B in Figure 2E18.

4. If the front skylight is being installed, attach glass handling suction cups to outer surface of glass and position glass in body opening (see Fig. 2E19).

If side skylight is being installed, carry glass to body with aid of a helper as shown in Figure 2E20.

Supporting glass with one hand, extend other arm into body and back through window opening as shown in Figure 2E21 and lower glass into position.

5. Check relationship of glass to pinchweld flange around entire perimeter. Overlap of pinchweld flange should be equal with a minimum overlap of 3/16". Overlap across top may be varied by changing lower glass support spacers. Both .30 thick (#4404196 or equivalent) and .34 thick (#4871330 or equivalent) rectangular spacers are available as service parts.

6. Check relationship of glass contour to body opening. Gap space between glass and pinchweld flange should be no less than 1/8" nor more than 1/4". If difficulty is encountered staying between these limits, correction can be made by any one of the following methods:

a. Reposition flat spacers.

b. Apply more caulking material than is specified at excessive gap areas. Material can be applied

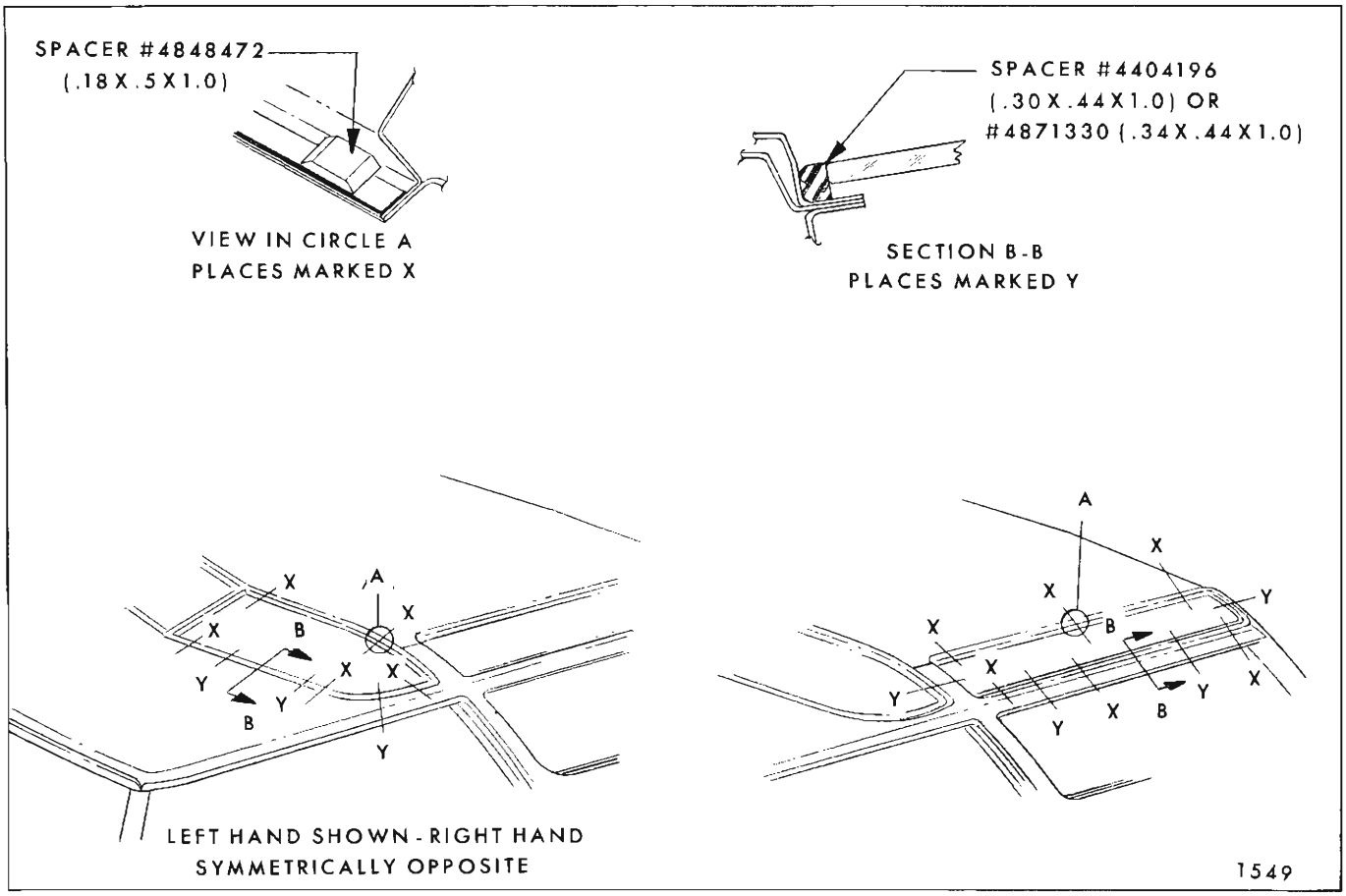


Fig. 2E18—Front and Side Skylight Rubber Spacer Installation

to pinchweld flange or by allowing bead on glass to exceed 3/8" height at gap areas.

c. Change glasses—another glass may fit opening better.

d. Rework pinchweld flange.

7. After final adjustments have been made and glass is in proper position, apply pieces of masking tape over edges of glass and body (see View A in Fig. 2E19 or 2E21, depending on window being installed). Slit tape vertically at glass edge so that tape on glass can be aligned with tape on body to guide glass into opening during installation.

8. Remove glass from body opening and place inner surface up on a clean protected surface or glass holding fixture.

9. Apply one inch masking tape completely around inner surface of glass 1/4" inboard from outer edge (see Fig. 2E22). Removal of tape after glass installation will aid in clean-up and give a smooth even edge to adhesive material.

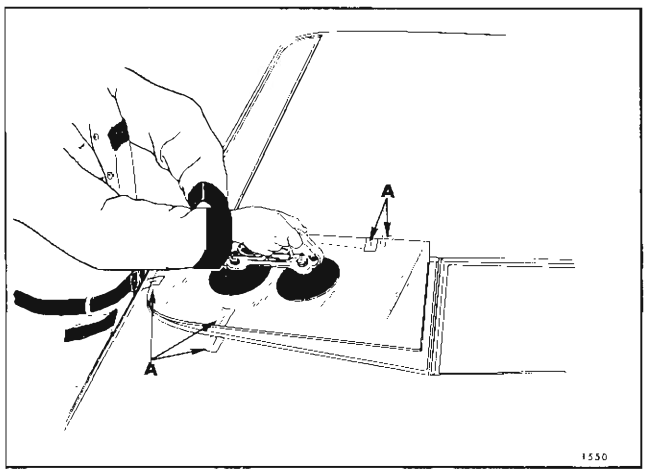


Fig. 2E19—Glass Suction Cup Usage

10. Using a clean lint-free cloth liberally dampened with Adhesive Caulking Primer or equivalent (supplied in kit #4226000), briskly rub primer over original adhesive material remaining on pinchweld flange. Perform the following steps while allowing primer to dry for 5 to 10 minutes.

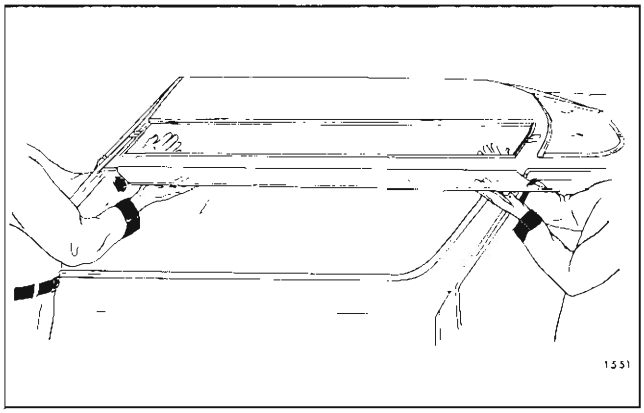


Fig. 2E20—Side Skylight Window Installation

NOTE: If the pinchweld flange has been repainted, prime pinchweld flange with Painted Surface Primer (or equivalent). Painted Surface Primer is available as a service part.

CAUTION: Use extreme care to avoid spilling any primer solution on trim or painted surfaces. Wipe any spills immediately as primers will etch trim or paint finishes on contact.

11. Enlarge dispensing end of caulking tube nozzle by notching nozzle along score line depicted in View A of Figure 2E22.

12. Wipe surface of glass to which bead of adhesive material will be applied (between applied masking tape and edge of glass) with a clean water-dampened cloth. Dry glass with a clean cloth.

13. Assemble nozzle to tube of adhesive and insert tube into a standard caulking gun.

NOTE: In some cases it may be necessary to widen end-slot of gun and reduce diameter of plunger rod disc to accommodate tube.

14. Positioning gun and nozzle as shown in Figure 2E22, carefully apply a smooth continuous

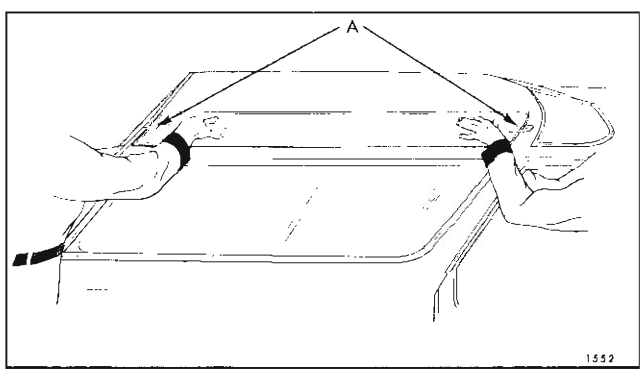


Fig. 2E21—Side Skylight Window Installation

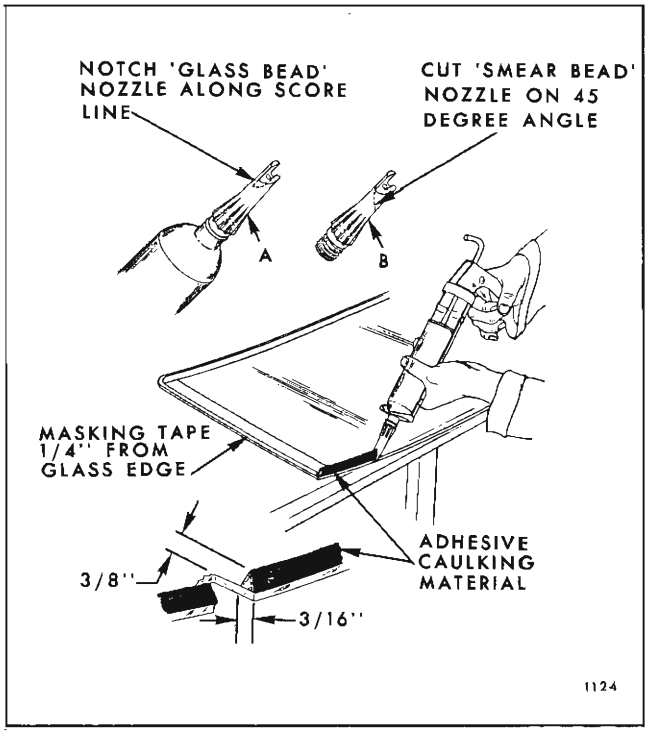


Fig. 2E22—Adhesive Caulking Material Application - Extended Method

bead of caulking material 3/8" high by 3/16" wide at base completely around edge of glass.

NOTE: Adhesive caulking material begins to cure after 15 minutes exposure to air; therefore, perform the following steps immediately and install glass in opening as quickly as possible.

15. Cut caulking tube nozzle on a 45 degree angle as shown in View B of Figure 2E22. Hold caulking gun at an angle so that opening of nozzle rests flat on pinchweld flange and apply a thin (1/4" wide x 1/16" high) "smear bead" of adhesive caulking material completely around pinchweld flange.

16. Install glass in opening as described in step No. 4. Focus attention on tape guides previously applied to obtain proper positioning.

NOTE: When installing front skylight, position outer lower corner first as shown in Figure 2E19 and lower glass into opening.

17. Press glass lightly to insure good adhesion between material on glass and material on body and install reveal moldings.

18. Working inside body, run a flat-bladed stick around window opening pinchweld flange to press squeeze-out material back into opening between glass and pinchweld flange.

19. Watertest car immediately with a cold water spray. If any leaks are encountered, use a flat-bladed tool to work material into leak point. Remove tape from inside surface of glass.

NOTE: Prevent caulking material from contacting trimmed surfaces. Adhesive Caulking material is very difficult, if not impossible, to remove from fabric. Use fabric cleaner to remove adhesive stains from vinyl fabrics.

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

NOTE: Unused adhesive caulking material remaining in tube can be stored for later use. To store, remove nozzle and replace end cap. Material can easily be removed from nozzle after it has cured.

MINOR WATERLEAK CORRECTION ALL "55" AND "65" STYLES (SKYLIGHT WINDOWS)

If a waterleak develops in a cured adhesive caulked skylight window installation, proceed as follows:

1. Remove garnish moldings or trim finishing lace from leak point.

2. Prime adhesive caulking material at leak point with Adhesive Caulking Primer or equivalent. Allow primer to dry for 5 to 10 minutes.

3. Apply adhesive caulking material from Kit #4226000, or equivalent, to leak point until leak is stopped.

4. Install all previously removed parts.

NOTE: If application of fresh caulking material builds-up too much and presents an appearance problem, core-out cured adhesive at leak point to create a void that will accept the new adhesive.

REAR QUARTER WINDOW REVEAL MOLDINGS ALL "55" AND "65" STYLES

The rear quarter window upper and lower reveal moldings are retained by both screw retained clips and clips installed over weld-on studs (see Fig. 2E14). These moldings are removed in the same manner as described under "Front Skylight Reveal Moldings".

The rear quarter window rear reveal molding is snapped over clips that are secured to the back body pillar with screws (see Fig. 2E23). To remove the molding, insert a thin, flat-bladed tool under rear edge of molding and pry upward.

NOTE: Protect paint to prevent damage to finish.

To install molding, engage rear edge under clips and then front edge by pressing molding at clip locations.

REAR QUARTER WINDOW ASSEMBLY 13000 SERIES "11" STYLES & ALL "27" STYLES

Removal and Installation

1. Remove rear quarter trim assembly. On "11" styles, remove trim assembly upper finishing molding and inner panel water deflector. On "27" styles, remove inner panel access hole cover.

2. Remove glass run channel inner strip assembly.

3. With window in half-down position, remove snap-ring retainer securing regulator lift arm to pivot pin on window lower sash channel (Fig. 2E25 for "27" styles, Fig. 2E24 for "11" styles).

4. Supporting window with one hand, disengage regulator lift arm from pivot pin. Raise regulator arm to remove it from access hole.

5. On "11" styles, rotate window assembly forward and remove from between the panels, rear edge of glass coming out first. On "27" styles rotate glass slightly rearward and bring upper section of glass out first from between the panels.

6. To install, reverse removal procedure. Seal inner panel water deflector on "11" styles as specified under "Front and Rear Door Inner Panel Water Deflector" in the Door Section of this manual.

WINDOW REGULATOR ASSEMBLY (MANUAL AND ELECTRIC) 13000 SERIES "11" STYLES AND ALL "27" STYLES

Removal and Installation

1. Remove rear quarter window as previously described.

2. On "27" styles, and "11" styles with electrically operated windows, remove window guide upper adjusting stud ("27" styles only) and lower attaching screws (Fig. 2E24 for "11" styles, Fig. 2E25 for "27" styles) and remove guide assembly.

3. On styles with electrically operated windows, disconnect regulator motor wire harness at in-line connector mounted on inboard side of quarter inner panel.

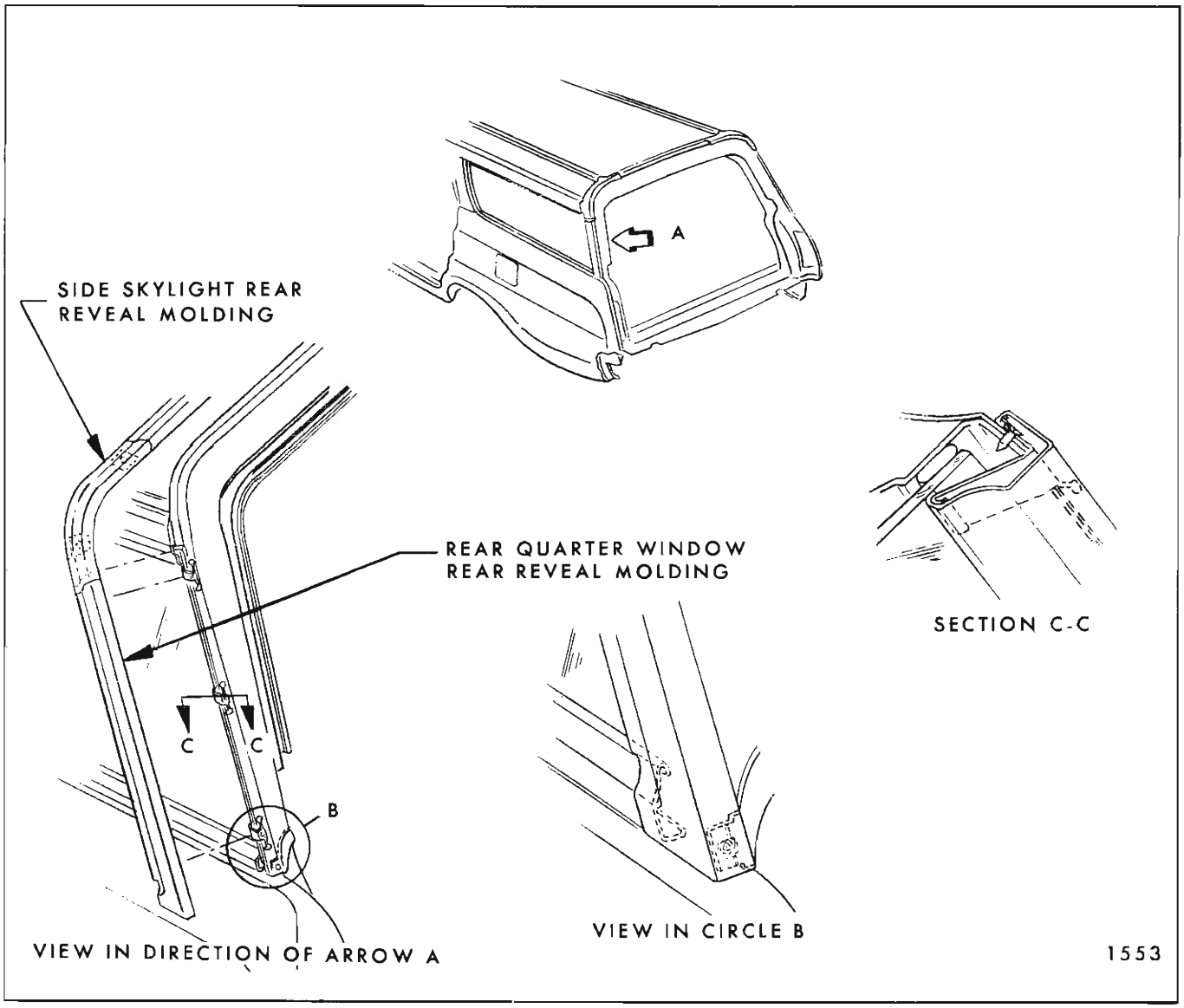


Fig. 2E23—Rear Quarter Window Rear Reveal Moulding

NOTE: Do not attempt to disengage permanent connector at regulator motor.

4. Disengage wire harness split grommet from quarter inner panel. Feed harness and connector through grommet hole into opening between inner and outer panel.

5. Remove regulator attaching screws (Fig. 2E24 for "11" styles, Fig. 2E25 for "27" styles) and remove regulator through access hole.

NOTE: The procedure for removing electric motor from regulator is described under "Door and Quarter Window Regulator Electric Motor Assembly" in the Door Section of this manual.

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

WINDOW GUIDE ASSEMBLY ALL "11" AND "27" STYLES

Removal and Installation

1. Remove rear quarter trim assembly. On "27" styles, remove inner panel access hole cover. On "11" styles, remove inner panel water deflector.

2. With window in full up position, remove guide assembly upper adjusting stud and lower attaching screw (Fig. 2E24 for "11" styles, Fig. 2E25 for "27" styles). Disengage guide assembly from nylon guide on lower sash channel and remove guide assembly.

3. To install, reverse removal procedure.

REAR QUARTER WINDOW FRONT GLASS RUN CHANNEL ALL "11" AND "27" STYLES

Removal and Installation

1. Remove rear quarter window.

2. Remove two (2) attaching screws securing run channel to rear body lock pillar (see section B-B in View I of Fig. 2E26).

3. Insert a thin-bladed tool behind lower end of run channel and pry snap-in clip retainer on run channel from clip hole in lock pillar. Repeat operation at each fastener location and remove run channel.

NOTE: When disengaging clips, make certain that tool is behind clip. Prying force on channel assembly can tear clip loose from channel.

4. Prior to installation, inspect foam sealing material for any damage that would result in water-leaks and replace as necessary.

5. To install, reverse removal procedure. Run channel retainers merely snap into position.

REAR QUARTER WINDOW REAR GLASS RUN CHANNEL ALL "11" AND "27" STYLES

Removal and Installation

1. remove rear quarter window.

2. Remove run channel lower attaching bolt and the three (3) attaching screws securing run channel to side roof rail (see View II in Fig. 2E26).

3. Beginning at upper front of rear run channel, disengage snap-in clips on run channel from side roof rail along upper and rear edges of window opening.

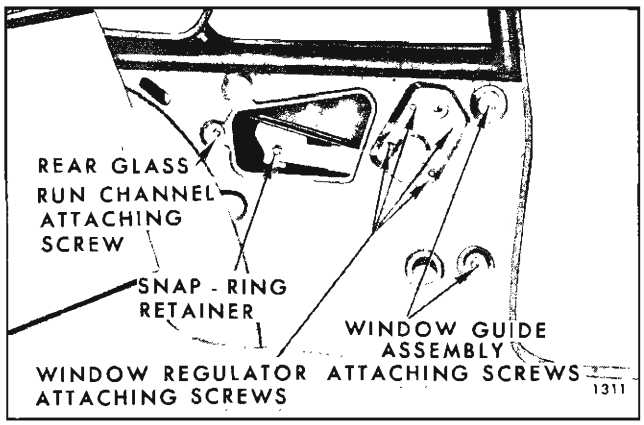


Fig. 2E24—Rear Quarter Hardware - "11" Styles

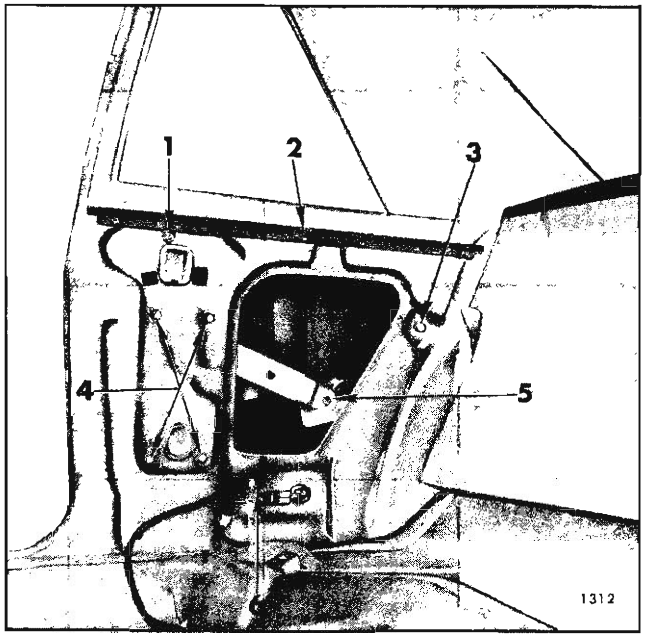


Fig. 2E25—Rear Quarter Hardware - "27" Styles

1. Front Guide Upper Adjusting Stud
2. Upper Trim Finishing Molding
3. Rear Glass Run Channel Attaching Screw
4. Window Regulator Attaching Screws
5. Regulator Lift-Arm Snap-Ring Retainer
6. Front Guide Lower Attaching Screw

4. At belt line, disengage tab on rear run channel from side roof rail by moving run channel downward into opening between the panels; then, remove run channel from body.

5. Prior to installation, inspect foam sealing material for any damage that would result in waterleaks and replace as necessary.

6. To install, reverse removal procedure.

REAR QUARTER WINDOW ADJUSTMENTS ALL "11" AND "27" STYLES

1. To obtain proper horizontal alignment so that window seats properly in glass run channels when window is operated to "up" position, proceed as follows:

a. Operate window to "full up" position and loosen window regulator attaching screws (Fig. 2E24 for "11" styles, Fig. 2E25 for "27" styles).

b. Insert a flat-bladed tool under window lower sash channel and pry window upward until lower sash channel is aligned with, and is making good contact with, outer sealing strip.

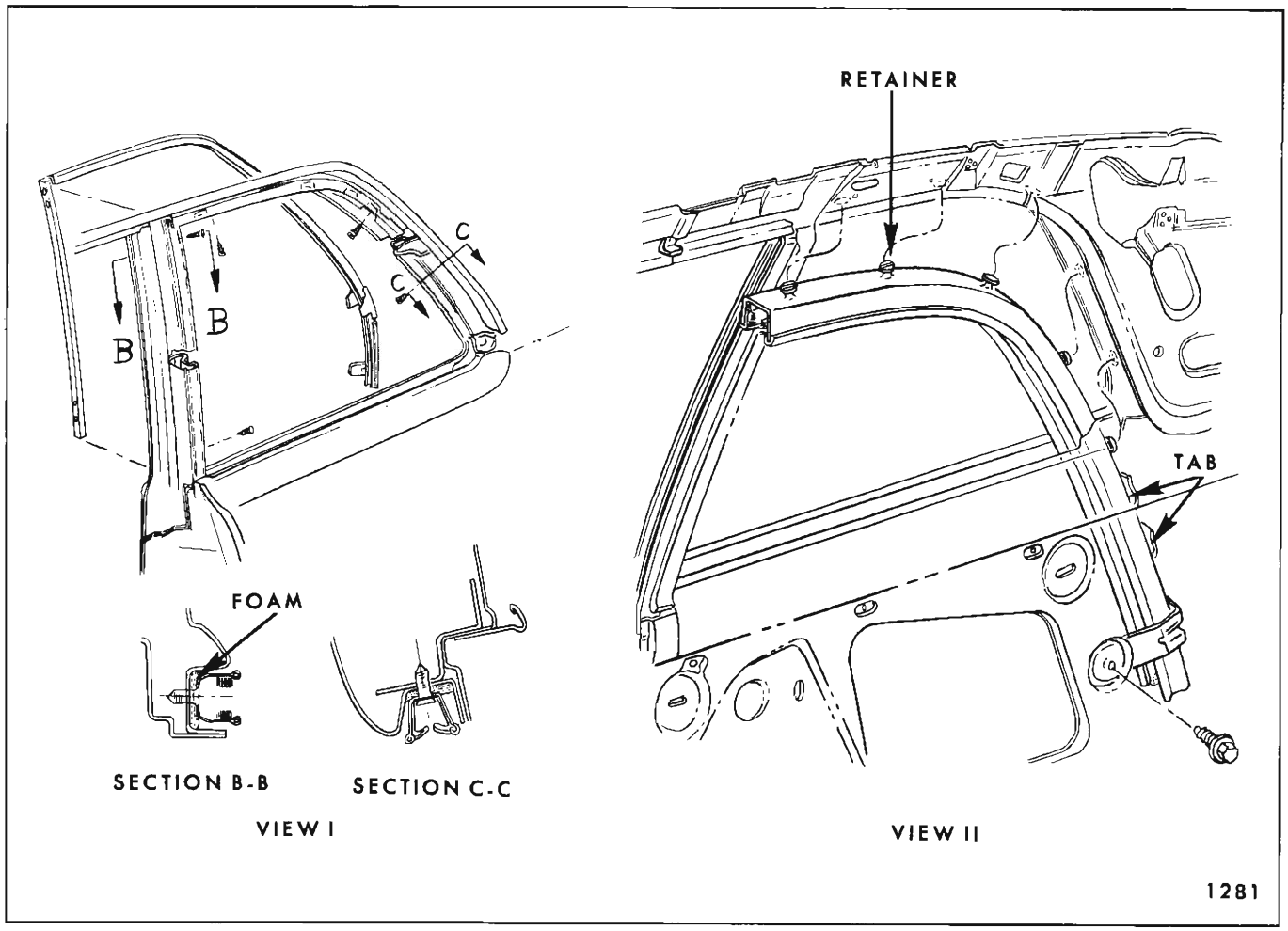


Fig. 2E26—Rear Quarter Window Glass Run Channels

c. Operate window regulator handle rapidly back and forth a few times (one eighth turn each way) to eliminate "slack" or "play" and then tighten regulator attaching screws.

2. To insure proper operation and proper engagement of window in rear run channel when window is operated to "full down" position, proceed as follows:

a. Loosen rear glass run channel attaching screw (Fig. 2E24 for "11" styles, Fig. 2E25 for "27" styles).

b. Operate window to full down position.

c. Adjust rear glass run channel lower end so that it makes slight contact with window assembly and tighten glass run channel attaching screws.

Figure 2E27 is a phantom view of "11" styles and Figure 2E28 is a phantom view of "27" styles. These illustrations identify the rear quarter hardware components and their relationship to each other.

REAR QUARTER WINDOW ASSEMBLY ALL "37" STYLES

Removal and Installation

1. Remove rear quarter trim assembly and inner panel access hole cover. On Chevrolet and Pontiac styles, remove glass run channel inner strip assembly (at belt).

2. Remove rear guide attaching bolts. Disengage guide from roller on window lower sash channel and remove rear guide (see Fig. 2E29).

3. Loosen front guide upper and lower adjusting stud and nuts (Fig. 2E29). Disengage side roof rail weatherstrip from weatherstrip retainer above quarter window.

4. With window almost fully lowered, remove lower sash channel cam attaching screws (Fig. 2E29). Disengage cam from regulator arm roller and remove cam.

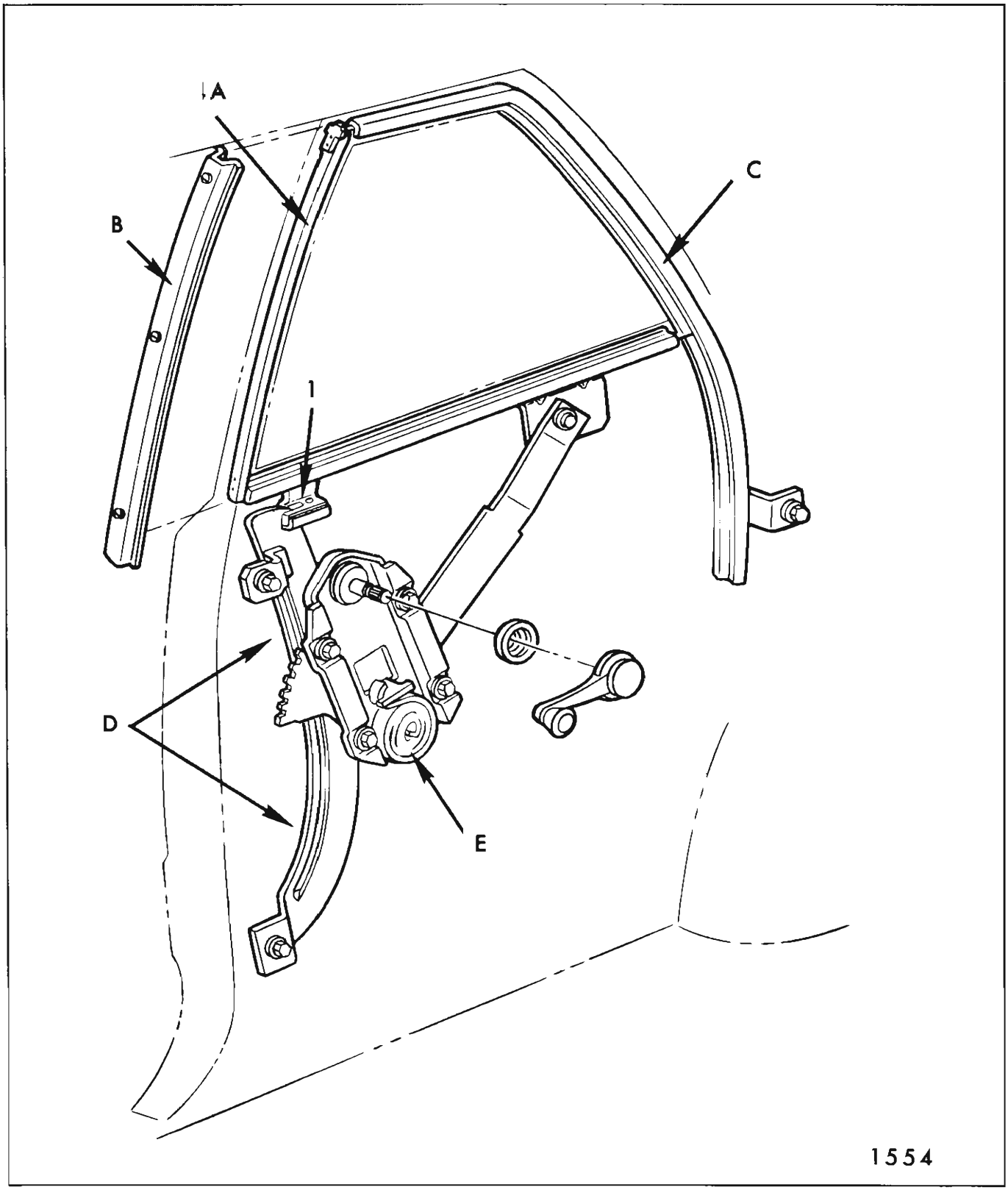


Fig. 2E27—Rear Quarter Hardware - "11" Styles

A. Window Assembly (Includes "Clothespin" Nylon Guide at "1")
B. Front Run Channel
C. Upper Run Channel
D. Window Guide Assembly
E. Window Regulator Assembly

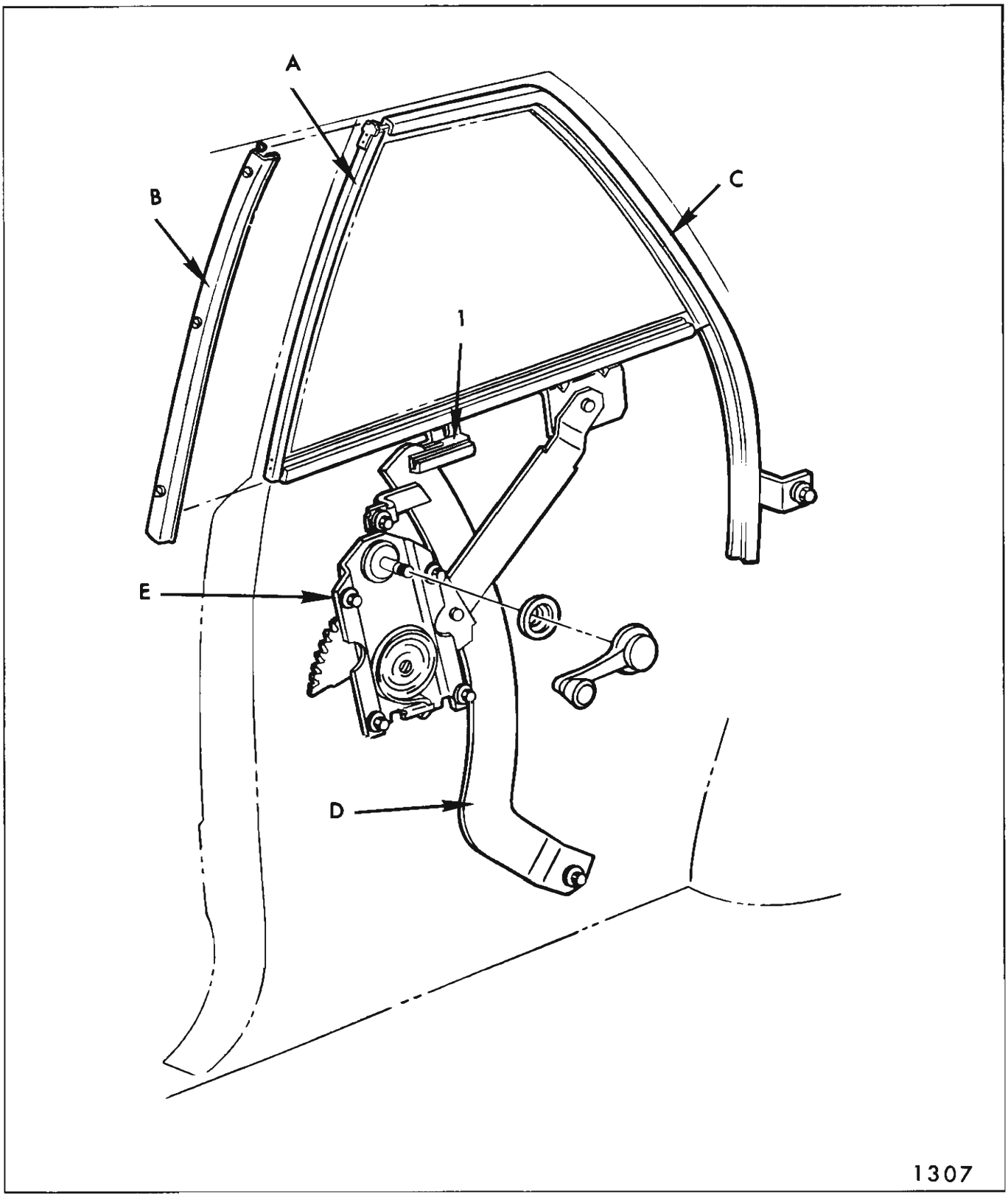


Fig. 2E28—Rear Quarter Hardware - "27" Styles

A. Window Assembly (Includes "Clothespin" Nylon Guide at "1")
B. Front Run Channel
C. Upper Run Channel
D. Window Guide Assembly
E. Window Regulator Assembly

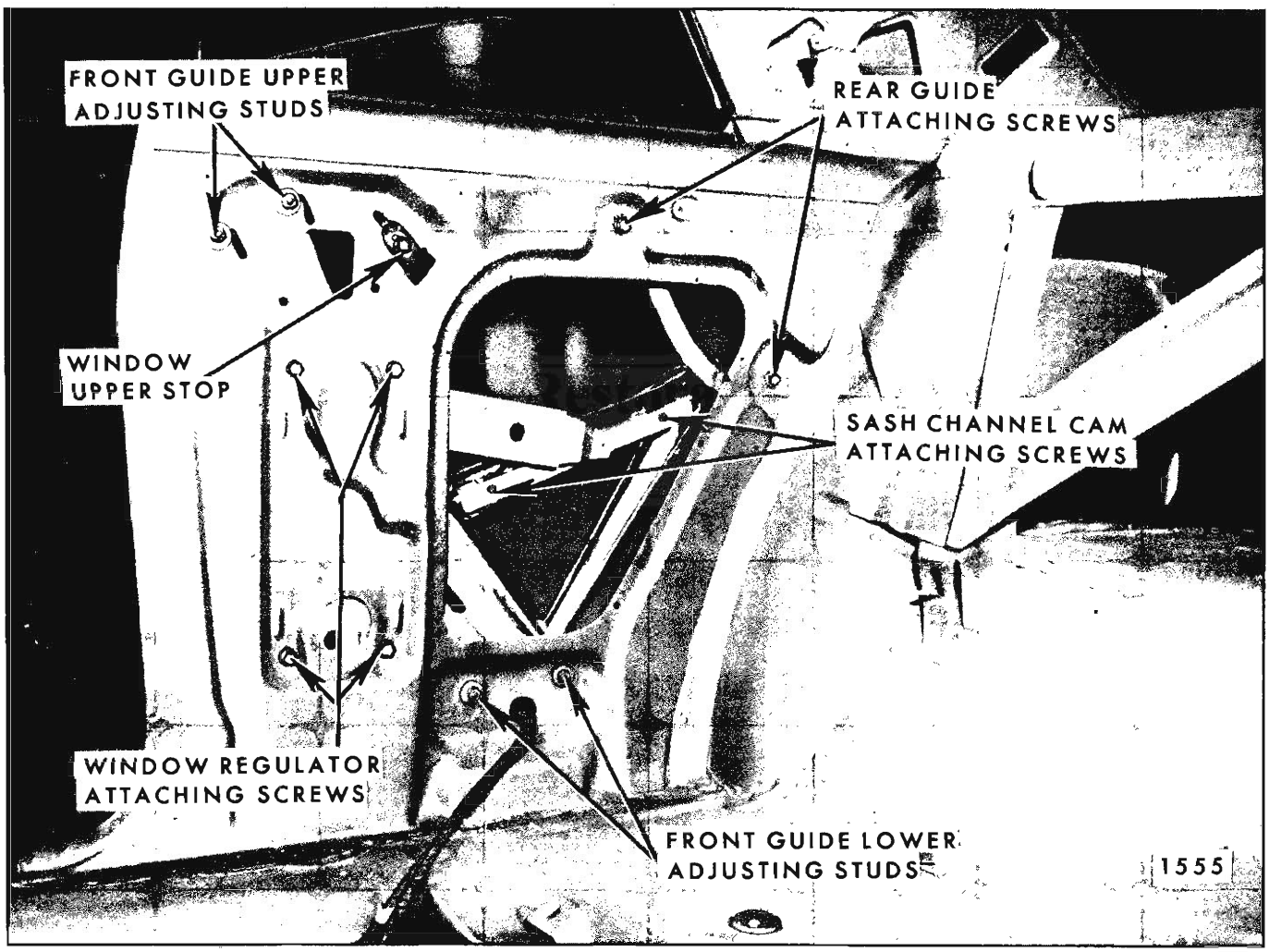


Fig. 2E29—Rear Quarter Window Hardware - "37" Styles

CAUTION: Support window to prevent it from dropping when cam is removed.

5. Disengage window from front guide and from between quarter panels by lifting window upward and inboard.

6. To install, reverse removal procedure. To facilitate engaging lower sash channel rollers with front guide, turn front guide adjusting studs "out" (counter clock-wise) as far as possible without removing from guide; then, in following order, engage lower roller in front guide rear cam and upper roller in front guide front cam. Once rollers are engaged, proceed with installation.

REAR QUARTER WINDOW REAR GUIDE ALL "37" STYLES

Removal and Installation

1. Remove rear quarter trim assembly and inner panel access hole cover.

2. With window in half-down position, remove rear guide attaching screws (Fig. 2E29). Disengage guide from roller on window lower sash channel and remove guide.

3. To install, reverse removal procedure. Operate window to determine that guide is properly aligned.

REAR QUARTER WINDOW FRONT GUIDE ALL "37" STYLES

Removal and Installation

1. Remove rear quarter window assembly as previously described.

2. Remove front guide upper and lower adjusting stud nuts (Fig. 2E29). Rotate guide forward (clock-wise - left side, counter clock-wise - right side) so that lower end of guide is above wheelhouse and upper end of guide can be started out access hole, then remove guide.

3. To install, reverse removal procedure. Prior to installation, lubricate front guide cams with Lubriplate #630AAW or its equivalent.

REAR QUARTER WINDOW REGULATOR ALL "37" STYLES

Removal and Installation

1. Remove rear quarter window assembly and front guide as previously described.

2. On styles with power operated windows, disconnect regulator motor wire harness at in-line connector mounted on inboard side of quarter inner panel.

CAUTION: Do not attempt to disengage permanent connector at regulator motor.

3. Disengage wire harness split grommet from inner panel. Feed harness and connector through grommet hole into opening between inner and outer panel.

4. Remove window regulator attaching screws (Fig. 2E29) and remove regulator through large access hole.

NOTE: The procedure for removing motor from regulator is described in the Door Section under "Door and Quarter Window Regulator Electric Motor Assembly".

5. To install, reverse removal procedure. Restore all broken inner panel seals as specified under "Rear Quarter Inner Panel Sealing".

REAR QUARTER WINDOW ADJUSTMENTS ALL "37" STYLES

To perform any rear quarter window adjustments, it is necessary to remove the rear quarter trim assembly.

1. To adjust window "fore or aft", loosen front and rear guide adjusting stud nuts and attaching screws (Fig. 2E29). Position window and guides as required, then tighten loosened nuts and screws.

2. To adjust window "in or out" at belt line, loosen front guide upper adjusting stud nuts (Fig. 2E29). Adjust studs in or out as required, then tighten loosened stud nuts.

3. To adjust top of window "in or out", loosen front guide lower adjusting stud nuts (Fig. 2E29). Adjust studs in or out as required, then tighten stud nuts.

4. To relieve a "fore or aft" binding condition between front and rear guides, loosen front guide adjusting stud nuts and rear guide attaching screws (Fig. 2E29). Operate window to "full-up" position and tighten front guide upper adjusting stud nuts and rear guide upper attaching screw. Operate window to "full-down" position and tighten remaining stud nuts and screws.

NOTE: When adjusting studs on front guide, make certain that adjacent studs are adjusted equally to prevent creation of a bind between cam channels.

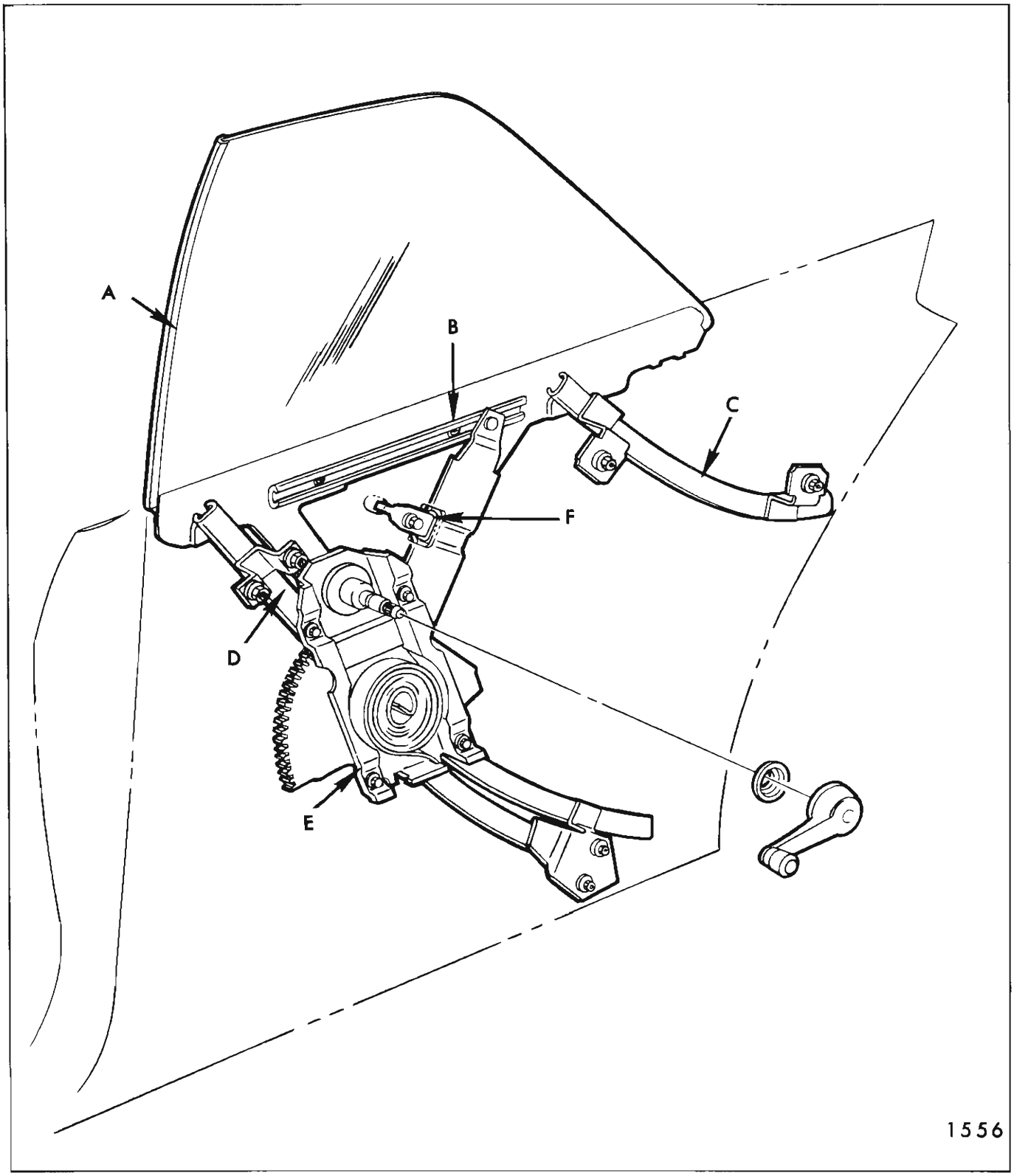


Fig. 2E30—Rear Quarter Hardware - "37" Styles

A. Window Assembly
B. Lower Sash Channel Cam
C. Rear Guide
D. Front Guide
E. Window Regulator
F. Window Up-Stop

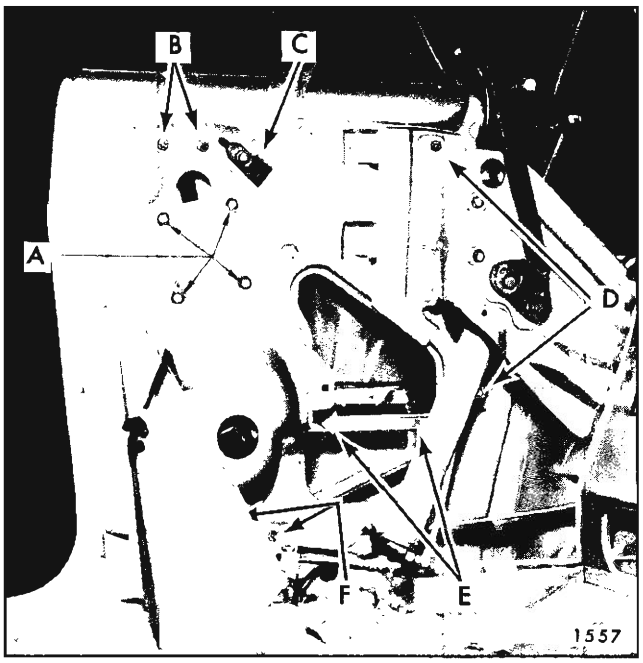


Fig. 2E31—Rear Quarter Window Hardware - "67" Styles

A. Window Regulator Attaching Screws
B. Front Guide Upper Adjusting Studs
C. Window Upper Stop
D. Rear Guide Upper and Lower Adjusting Studs
E. Sash Channel Cam Attaching Screws
F. Front Guide Lower Adjusting Studs

5. To limit forward and upward travel of window, adjust window upper stop as required (Fig. 2E29).

WINDOW GLASS RUN STRIP ASSEMBLIES (At Belt Line) ALL STYLES EXCEPT 32000 AND 43000 SERIES

Inner Strip

The inner strip assembly is retained by integral clips which engage slots in the return flange of the quarter inner panel. In addition, a screw is installed at the front.

To remove the strip assembly, first remove the screw; then, inserting a thin, hooked tool beneath the "tongue" of the clip inserted in the slot, carefully pull upward. Repeat this operation at each clip location and remove strip assembly.

NOTE: Prior to removal, apply masking tape to adjacent painted surfaces to protect finish. Prior to installation, reform strip assembly clips to assure adequate retention when installed.

Outer Strip

The outer strip assembly is retained by integral clips which engage slots in the quarter outer panel return flange. In addition, screws are inserted through the strip assembly into the return flange.

To remove the strip assembly, first remove the screws along the length of the strip; then, inserting a thin, hooked tool beneath the "tongue" of the clip inserted in the slot, carefully pull upward. Repeat this operation at each clip location and remove the strip assembly.

Figure 2E30 is a phantom view of "37" style rear quarter hardware. This illustration identifies the hardware components and their relationship to each other.

REAR QUARTER WINDOW ASSEMBLY ALL "67" STYLES

Removal and Installation

1. Lower folding top. Remove rear quarter trim assembly and inner panel access hole cover.

2. Where required (for glass clearance) remove glass run inner and/or outer strip assembly.

3. Loosen front and rear guide adjusting stud nuts (see Fig. 2E31).

4. Operate window to full-down position and remove lower sash channel cam attaching screws (Fig. 2E31).

5. Supporting window assembly with one hand, disengage sash channel cam from regulator lift arm roller and remove cam.

6. Raise window manually and remove it from between panels at belt line.

7. To install rear quarter window, reverse removal procedure.

REAR QUARTER WINDOW REAR GUIDE ALL "67" STYLES

Removal and Installation

1. Remove rear quarter trim assembly and inner panel access hole cover.

2. With window in full-up position, remove rear guide upper and lower adjusting stud nuts (Fig. 2E31).

3. Disengage guide lower adjusting stud from slot in inner panel. Disengage upper adjusting stud from inner panel; then, pull guide off roller on window lower sash channel and remove through access hole.

4. To install, reverse removal procedure. Prior to installation, lubricate guide channel with 630AAW Lubriplate or equivalent. Adjust guide for proper window operation as described under "Rear Quarter Window Adjustments".

REAR QUARTER WINDOW FRONT GUIDE ALL "67" STYLES

Removal and Installation

1. Remove rear quarter window as previously described.

2. Remove front guide upper and lower adjusting stud nuts (Fig. 2E31).

3 Disengage guide adjusting studs from slots in quarter inner panel and remove through access hole.

4. To install, reverse removal procedure. Adjust guide for proper window operation as specified under "Rear Quarter Window Adjustments".

REAR QUARTER WINDOW REGULATOR (MANUAL) ALL "67" STYLES

Removal and Installation

1. Remove rear quarter trim assembly and inner panel access hole cover.

2. Lower window to "full down" position and remove sash channel cam attaching screws (Fig. 2E31). Disengage cam from roller on regulator lift arm and remove sash channel cam.

3. Remove window regulator attaching screws (Fig. 2E31) and remove regulator through access hole.

4. To install, reverse removal procedure.

REAR QUARTER WINDOW REGULATOR (ELECTRIC) ALL "67" STYLES

Removal and Installation

1. Remove rear quarter window and front guide assemblies as previously described.

2. Disconnect regulator motor wire harness at in-line connector located on inboard side of quarter inner panel.

NOTE: Do not attempt to disengage permanent connector at regulator motor.

3. Disengage wire harness split grommet from quarter inner panel. Feed harness and connector through grommet hole into opening between inner and outer panel.

4. Remove regulator attaching screws (Fig. 2E31) and remove regulator through access hole.

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

NOTE: The procedure for removing the electric motor from the regulator is described under "Door and/or Quarter Window Regulator Electric Motor Assembly".

REAR QUARTER WINDOW ADJUSTMENTS ALL "67" STYLES

1. Remove rear quarter trim assembly as previously described.

2. To adjust window "fore or aft", loosen front and rear guide adjusting stud nuts (Fig. 2E31). Position window and guides fore or aft as required; then tighten adjusting stud nuts.

3. To adjust window "in or out" at belt line, loosen front and rear guide upper adjusting stud nuts (Fig. 2E31). Adjust studs in or out as required; then tighten adjusting stud nuts.

NOTE: Major adjustment at top of guides may require some adjustment at bottom.

4. To adjust top of window "in or out", loosen front and rear guide lower adjusting stud nuts (Fig. 2E31). Adjust studs in or out as required; then tighten stud nuts.

5. To relieve a "fore and aft" binding condition between front and rear guides, loosen front and rear guide adjusting stud nuts (Fig. 2E31). Operate window to "full-up" position and tighten front and rear guide upper stud nuts. Operate window to "full-down" and tighten remaining stud nuts.

6. To limit forward and upward travel of window, adjust regulator lift arm stop as required (Fig. 2E31).

7. To adjust front or rear of window "in or out" at belt line, loosen either (or both) front and rear guide upper adjusting stud nuts and adjust studs in or out as required; then tighten stud nuts.

Figure 2E32 is a phantom view of "67" style rear quarter hardware. This illustration identifies the hardware components and their relationship to each other.

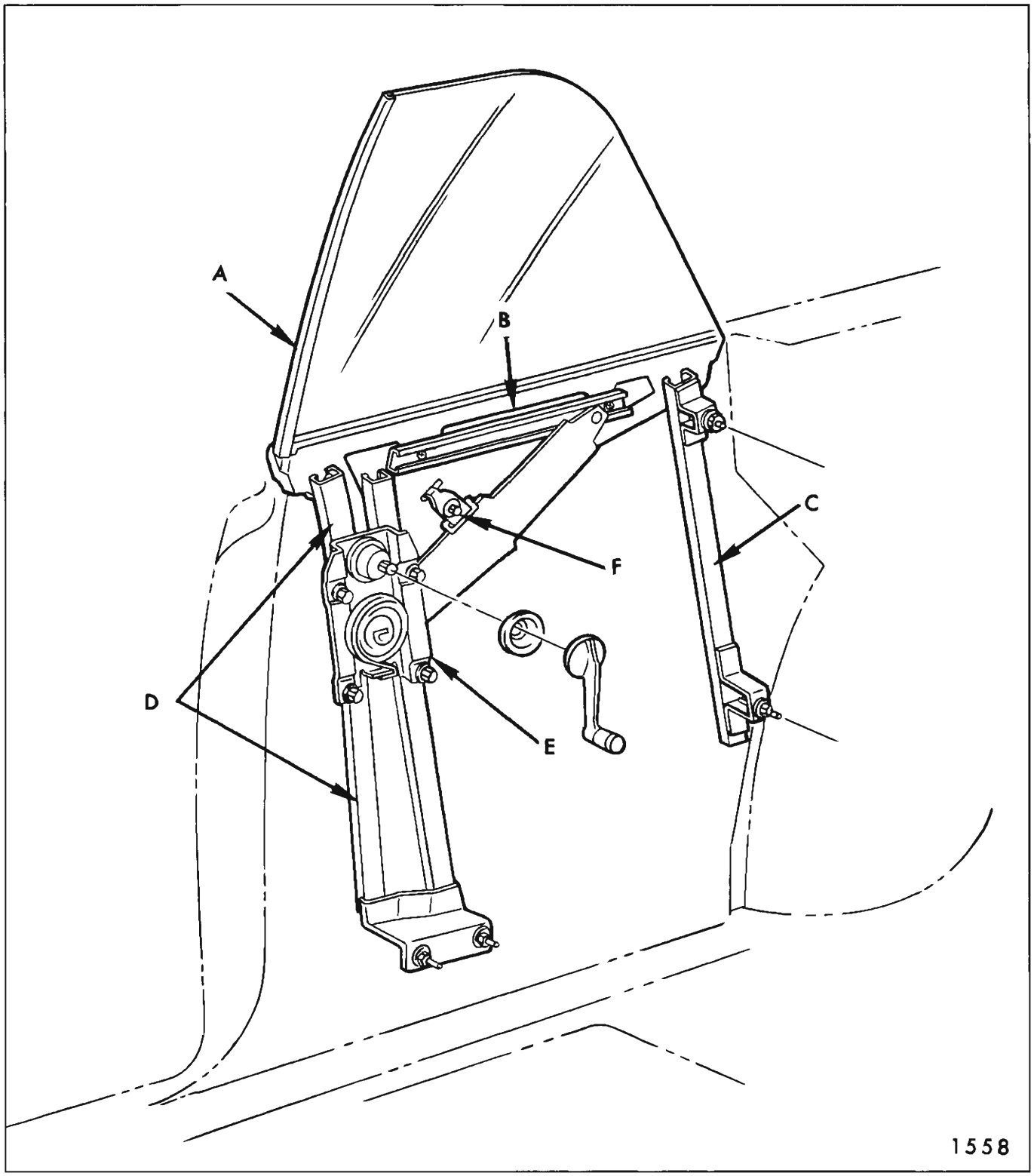


Fig. 2E32—Rear Quarter Hardware - "67" Styles

A. Window Assembly
B. Lower Sash Channel Cam
C. Rear Guide
D. Front Guide
E. Window Regulator
F. Window Up-Stop

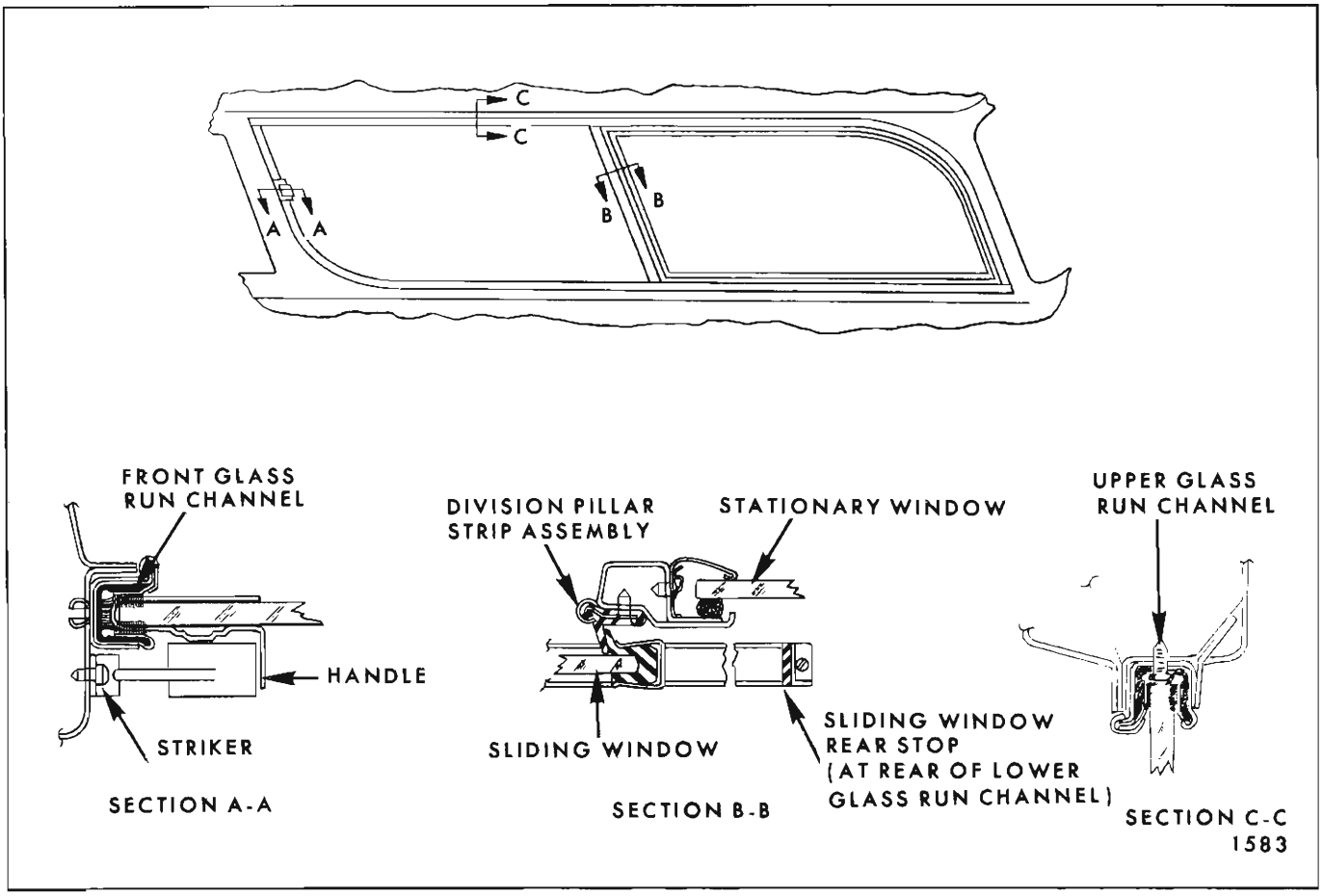


Fig. 2E33—Rear Quarter Sliding Window - "15" Styles

REAR QUARTER SLIDING WINDOW "15" STYLES

Removal and Installation

1. Remove rear quarter window lower front and center garnish moldings and sliding window catch striker.

2. Remove body lock pillar upper finishing cap, headlining retainer finishing lace center escutcheon, and headlining retainer finishing lace.

3. Loosen headlining from headlining retainer adjacent to sliding window sufficiently to expose retainer attaching clips. Remove clips securing retainer to side roof rail and remove retainer.

4. Remove screws securing upper glass run channel to side roof rail (Sec. "C-C", Fig. 2E33). Access to these four (4) screws can be gained by sliding glass fore and aft.

5. With sliding window partially open, use a flat-bladed tool to disengage (pry) snap-in "rosebud" fasteners on lower glass run channel from front of window opening beginning at upper front corner and stopping at belt line (Sec. "A-A", Fig. 2E33).

6. Pivot upper edge of sliding window inboard sufficiently to allow removal of upper glass run channel and removal of glass from lower glass run channel; then, remove window from body.

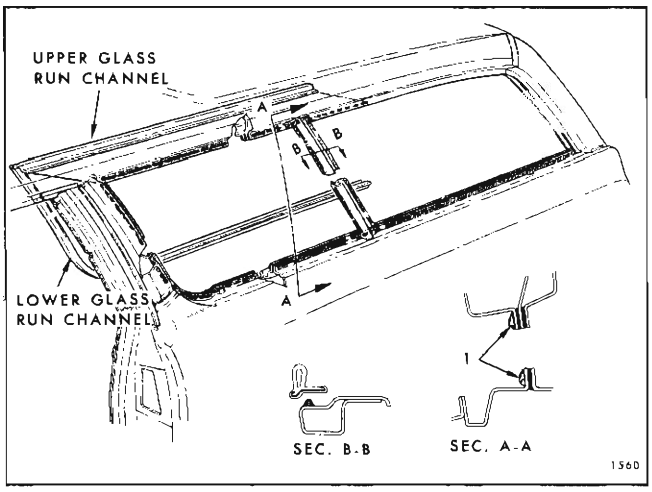


Fig. 2E34—Rear Quarter Sliding Window - "15" Styles

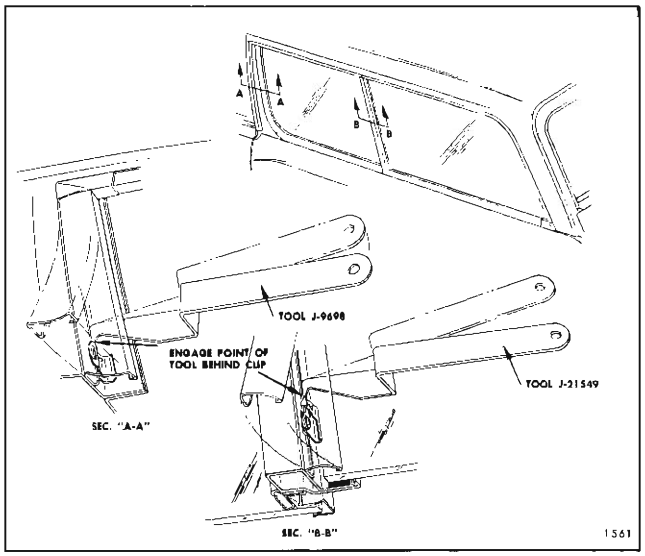


Fig. 2E35—Rear Quarter Window Reveal Moldings

7. To install rear quarter sliding window, reverse removal procedure. Prior to installing upper glass run channel and front section of lower glass run channel, apply a bead of body caulking compound to rabbet of window opening pinchweld flange to effect a watertight seal when run channel is installed.

CAUTION: Use care when handling or working near rear quarter window. All side and back windows are made of solid tempered safety plate glass and will shatter if chipped or deeply scratched.

UPPER AND LOWER GLASS RUN CHANNELS "15" STYLES

The rear quarter sliding window must be removed to remove either the upper or lower glass run channels. Therefore, refer to "Rear Quarter Sliding Window - Removal and Installation" for removal procedures.

The upper glass run channel is removed in the process of removing the sliding window.

To remove the lower run channel, remove the sliding window and disengage the snap-in "rosebud" clips on the run channel from the window opening rabbet.

Prior to installation of run channels, apply a bead of body caulking compound to window opening rabbet to effect a watertight seal when run channels are installed ("1", Fig. 2E34).

REAR QUARTER WINDOW DIVISION PILLAR STRIP ASSEMBLY "15" STYLES

Removal and Installation

1. Remove rear quarter sliding window as previously described.

2. Remove screws securing strip assembly to quarter window division pillar and remove strip assembly.

3. To install strip assembly, reverse removal procedure. Prior to installation, apply black weatherstrip adhesive to mating surface of strip assembly to effect a watertight seal when strip is installed. (Sec. "B-B", Fig. 2E33).

REAR QUARTER WINDOW REVEAL MOLDINGS "15" STYLES

Two types of clips are used to retain the reveal moldings around the periphery of the rear quarter sliding and stationary windows. Although both types are screwed-on and retain the moldings in a similar manner, they require separate tools to disengage them from the moldings.

To disengage any molding except the division pillar reveal molding, use tool J-9698 as described below and illustrated in Figure 2E35, section "A-A".

To disengage the division pillar reveal molding, use tool J-21549 as described below and illustrated in Figure 2E35, section "B-B".

NOTE: Use extreme caution not to get point of tool behind edge of glass. Any prying force with tool in that position could cause tempered safety plate glass to shatter.

QUARTER WINDOW UPPER OR LOWER FRONT REVEAL MOLDING "15" STYLES

To remove either the upper or lower front reveal molding, open the rear quarter sliding window. Insert tool J-9698 between pinchweld flange and molding as shown in Figure 2E35, section "A-A". Starting at upper front corner, engage point of tool behind clip and slightly rock tool to disengage clip from molding. Repeat this operation at each clip location; then, remove molding from body by pulling forward to slide it out of engagement from rear molding.

QUARTER WINDOW UPPER OR LOWER REAR REVEAL MOLDING "15" STYLES

To remove either the upper or lower rear reveal molding, insert point of tool J-9698 or equivalent between molding and glass. If difficulty is encountered inserting tool, pry rear edge of lower corner escutcheon outward to provide sufficient clearance between molding and glass.

Once tool is inserted, engage tool point behind clip as shown in Figure 2E35, section "A-A". Disengage clip from molding by rocking tool slightly. When all clips are disengaged, remove molding from front molding by pulling rearward.

QUARTER WINDOW DIVISION PILLAR REVEAL MOLDING "15" STYLES

To remove the division pillar reveal molding it is necessary to first remove the quarter window upper and lower rear reveal moldings which overlap the division pillar molding at the top and bottom.

With the upper and lower moldings removed, insert tool J-21549 between division pillar molding and glass as shown in Figure 2E35, section "B-B". Engage point of tool behind molding clip and disengage clip from molding by rocking tool slightly. Repeat this operation at each clip location and remove molding from body.

To install, align notches in molding flange with clip screws and engage molding flange with clips.

REAR QUARTER WINDOW REVEAL MOLDINGS ALL "35"-"55"-"65" STYLES

The clips that retain the quarter window reveal moldings are attached to the window opening by screws that are inserted through the clip into the body metal. A projection on the clip engages the molding flange retaining the molding between clip and body metal. A self-sealing integral washer on the reverse side (body side) of the clip protects against waterleaks at the screw locations.

To disengage reveal molding from retaining clip, insert tool J-21549-3 (J-9698) or equivalent between molding and glass. Engage point of tool behind clip and slightly rock tool. Repeat this operation at each clip location and remove molding (see Fig. 2E36, section "A-A").

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

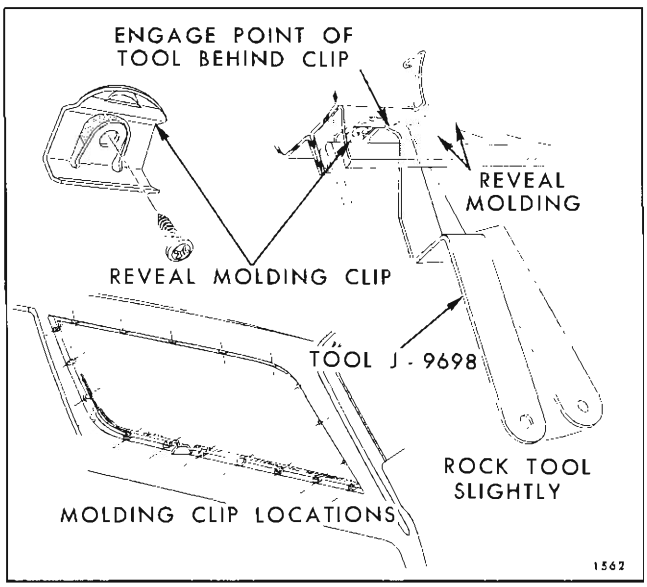


Fig. 2E36—Rear Quarter Window Reveal Molding Removal

J-21549-1 ----- Handle
*J-21549-2 ----- Reveal molding remover (flat-blade).
**J-21549-3 ----- Reveal molding remover (angle-blade).

*Also available with handle included as J-21549.
**Also available with handle included as J-9698.

To install molding, position it to body and engage molding flange with clips.

NOTE: If difficulty is experienced inserting tool between molding and glass, pry rear edge of lower corner escutcheon outward to provide adequate clearance.

CAUTION: Use extreme care not to get point of tool behind edge of glass. Any prying force with tool in that position could cause the tempered safety plate glass to shatter.

REAR QUARTER STATIONARY WINDOW ALL "15"-"35"-"55"-"65" STYLES

The rear quarter stationary 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.

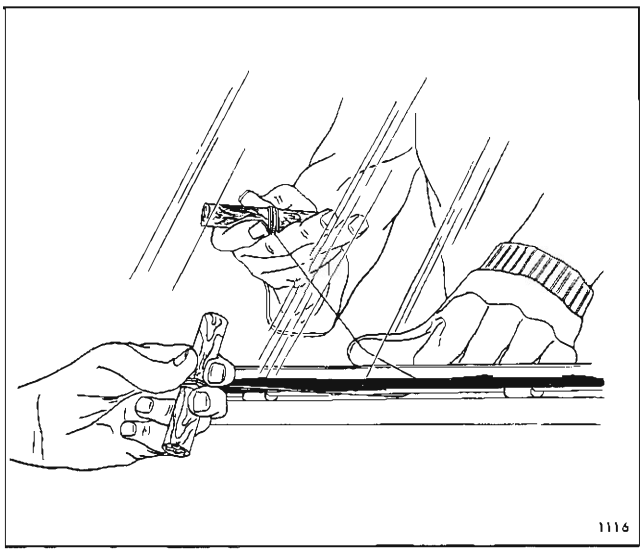


Fig. 2E37—Cutting-Out Adhesive Caulked Window

Because the cured material adheres to both glass and body pinchweld flange, it is necessary to cut through it to remove the 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 stationary quarter 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).

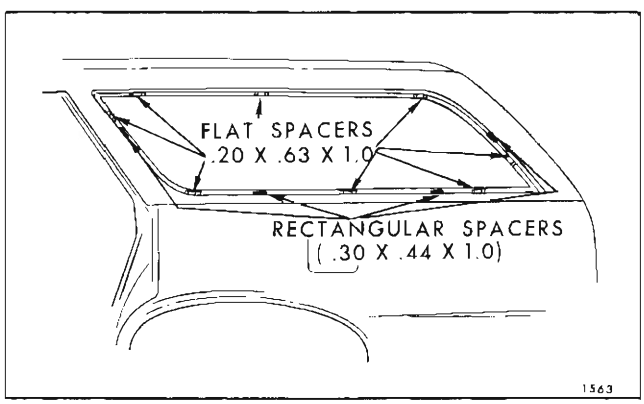


Fig. 2E38—Rear Quarter Window Spacer Installation

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

*a. Two (2) Adhesive Caulking Kits #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, or equivalent.

*e. Painted surface primer (needed only if pinchweld flange is repainted).

*f . Rubber glass spacers (see procedure for amount and usage).

1. Spacer (Part No. 4459429 or equivalent) .20 x .63 x 1.0 (flat).

2. Spacer (Part No. 4404196 or equivalent) .30 x .44 x 1.0 (rectangle).

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

*Available as service parts.

QUARTER WINDOW REMOVAL (Glass Intact) ALL "15"-"35"-"55"-"65" STYLES

1. Remove rear quarter window reveal moldings as previously described. On Chevrolet "15" styles, remove rear quarter sliding window and lower glass run channel. Remove spare tire cover and lower rear garnish molding.

2. Secure one end of steel music wire to a piece of wood that can serve as a handle. Insert other end of wire through caulking material at a lower corner of quarter window and secure that end to a second piece of wood (Fig. 2E37).

3. With the aid of a helper, carefully cut (pull wire through) caulking material up one side, across top, down opposite side and across bottom. If difficulty is encountered at rubber spacer locations, cut through spacers using a slow sawing motion. Do not use a quick motion as wire will heat-up and break. Keep tension on wire throughout cutting operation, to prevent "kinks" in wire.

4. Remove window from body opening. If same glass is to be reinstalled, place it up-side-down on a clean protected surface. Using a sharp scraper or razor blade, remove major traces of

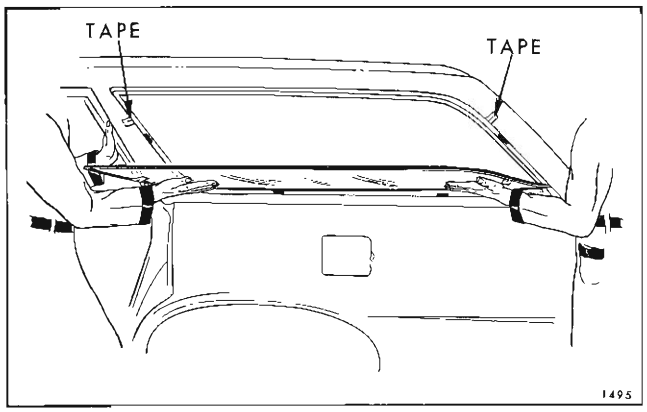


Fig. 2E39—Rear Quarter Window Installation

old caulking material from glass. Remove all remaining traces with a toluene or thinner dampened rag.

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

5. Using a sharp scraper or chisel, remove major portion of old caulking material from pinchweld flange around window opening. It is not necessary that all of it be removed, but there should not be any mounds or loose pieces of material left.

Installation

If new window is being installed because former glass shattered, perform steps 1 and 5 of "Quarter Window Removal" procedure before proceeding with installation.

1. Check all reveal molding retaining clips. If upper end of a clip is bent away from body metal more than 1/32 of an inch, either reform or replace clip. Check all clip screws and tighten any found to be loose.

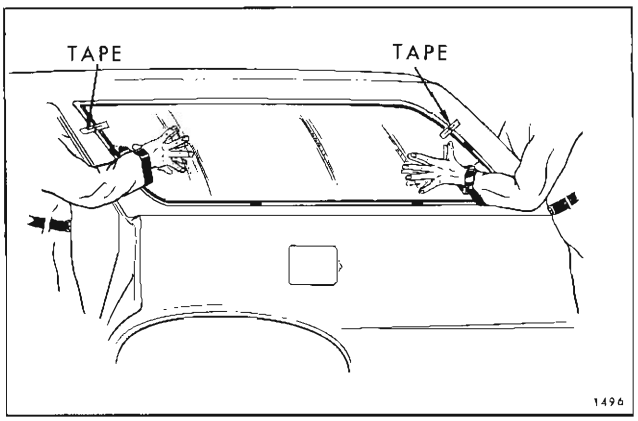


Fig. 2E40—Rear Quarter Window Installation

2. On all but "15" styles, cement eight (8) flat spacers (.20 x .63 x 1.0 - Part No. 4459429 or equivalent) to window opening pinchweld flange with black weatherstrip adhesive as shown in Figure 2E38. On "15" styles omit bottom center spacer.

NOTE: Use sufficient adhesive to protect against waterleaks at spacer locations which tend to be very vulnerable.

3. With black weatherstrip adhesive, cement four (4) rectangular spacers (.30 x .44 x 1.0 - Part No. 4404196 or equivalent) to quarter window lower and side opening rabbets in the depressions provided, two (2) across lower rabbet and one (1) on each side rabbet (Fig. 2E38).

4. With aid of a helper, carry glass to body as shown in Figure 2E39. Then, with helper supporting glass with both hands, reach one hand around body pillar and support glass while helper also reaches around pillar to assume position shown in Figure 2E40. Position glass in opening by making contact along upper edge first, then swing in lower edge.

5. Check relationship of glass to pinchweld flange around entire perimeter. Overlap of pinchweld flange by glass should be equal with a minimum overlap of 3/16". Inadequate overlap across top may be corrected by replacing two (2) rectangular glass support spacers across bottom with thicker spacers. Standard spacers are .30" thick, but .34" thick spacers are available as a service part (See beginning of procedure).

6. Check relationship of glass contour to body opening. Gap space between glass and pinchweld flange should be no less than 1/8" nor more than 1/4". If difficulty is encountered staying between these limits, correction can be made by any one of the following methods:

a. Position another glass in opening to determine if a better fit can be obtained.

b. Rework pinchweld flange.

c. Apply more caulking material than is specified at excessive gap areas. Material can be applied to pinchweld flange or by allowing bead on glass to exceed specified 3/8" height at gap areas.

7. After final adjustments have been made and glass is in proper position, apply a piece of masking tape horizontally over front and rear edges of glass and body pillars (Fig. 2E40). Slit tape vertically at glass edge so that tape on glass can be aligned with tape on body and act as a guide when glass is installed.

8. Remove glass from body opening and place inner surface up on a glass holding fixture or clean protected surface.

9. Beginning at a corner, apply one inch masking tape completely around edge of glass inner surface 1/4" inboard from outer edge (see Fig. 2E41).

10. From inside of body, apply masking tape around window opening to protect painted and trimmed surfaces.

NOTE: Adhesive caulking compound is very difficult, if not impossible, to clean off of trim materials.

11. Using a clean, lint-free cloth liberally dampened with adhesive caulking primer, briskly rub primer over and into original adhesive caulking material remaining on pinchweld flange completely around window opening. Perform following steps while allowing primer to dry 5 to 10 minutes. If the pinchweld flange has been repainted, prime flange with Painted Surface Primer, or equivalent.

12. Enlarge dispensing end of one nozzle by cutting out notch along score line indicated at "A" in Figure 2E41. 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 2E41. This latter nozzle will be used to apply a smear bead to pinchweld flange of opening.

13. 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.

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

15. 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.

16. With caulking gun and nozzle positioned as illustrated in Figure 2E41 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.

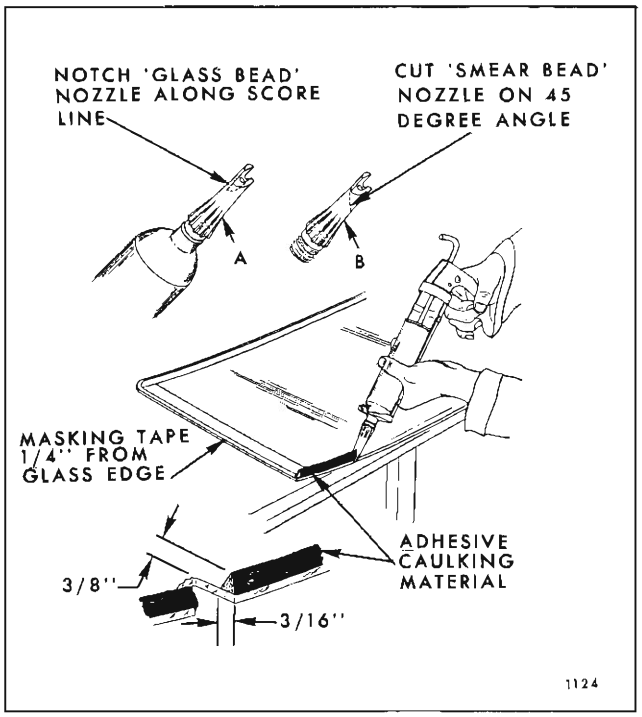


Fig. 2E41—Adhesive Caulking Material Application—Extended Method

17. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut on 45° angle). 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.

18. With the aid of a helper, carefully install glass as described previously in step 4 (Figs. 2E39 and 2E40). Make certain that glass sets properly on all spacers and does not have to be shifted after caulking material contacts pinchweld flange. Focus attention on tape guides that were applied to glass and body to properly align glass in opening.

NOTE: When setting glass into opening, make contact with upper edge of glass first, then swing in lower edge. Install reveal moldings to hold glass in opening.

19. Working inside the body, run a flat stick around window opening pinchweld flange to press squeeze-out material back into opening between glass and pinchweld flange.

20. Watertest car immediately with a cold water spray. If any waterleaks are encountered, use a

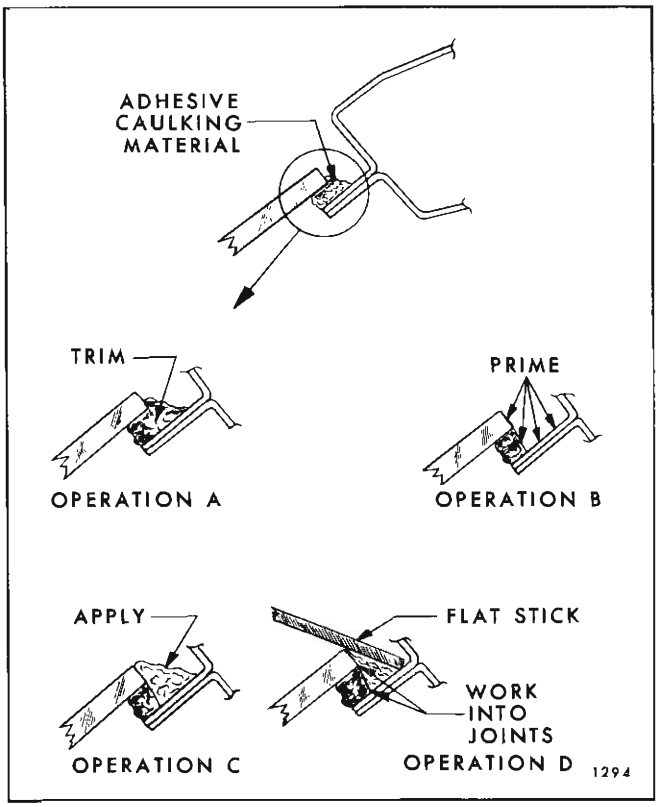


Fig. 2E42—Correction of Adhesive Caulking Glass Installation Waterleaks

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

flat-bladed tool to work material into leak point. Remove tape from inside surface of glass.

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

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 caulking 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 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 outboard 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 and then dry cleaned area with an air hose.

4. Using a sharp knife, trim off uneven edge of adhesive caulking material (see operation "A" in Fig. 2E42) at the leak point and three to four inches on both sides, 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. 2E42).

6. Apply adhesive caulking material (as shown in operation "C" in Fig. 2E42) at leak point and three to four inches on both sides, beyond limits of leak area.

7. Immediately after performing step No. 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. 2E42).

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

REAR END

BACK WINDOW ASSEMBLY
ALL STYLES

BACK WINDOW RETENTION

The back window is retained in the back body opening by a synthetic, self-curing, rubber adhesive caulking compound that adheres to both the glass and back 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 the glass into the body opening must quickly follow application of material to glass.

Because the cured material adheres to both glass and body pinchweld flange, it is necessary to cut through the adhesive caulking compound to remove the 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 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, or equivalent.

*e. Painted surface primer (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. 4410043 or equivalent) .18 x .24 x .74 (insert).

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

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

g. Glass handling suction cups.

*Available as service parts.

Prior to removal of the back window, the back window reveal moldings must be removed as follows:

BACK WINDOW REVEAL MOLDINGS

The clips that retain the back window reveal moldings are attached to the back body opening by screws that are inserted through the clips into the body metal. On all styles, a projection on the clip engages the reveal molding flange, retaining the molding between clip and body metal. An integral self-sealing washer on the reverse side (body side) of the clip protects against waterleaks at the screw locations (see Fig. 2F1).

To disengage a molding from retaining clips, use tool J-21549-2 as shown in Figure 2F2.

NOTE: Use care not to get point of tool behind edge of glass. Any prying force with tool in that position could shatter solid tempered safety plate glass.

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.

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

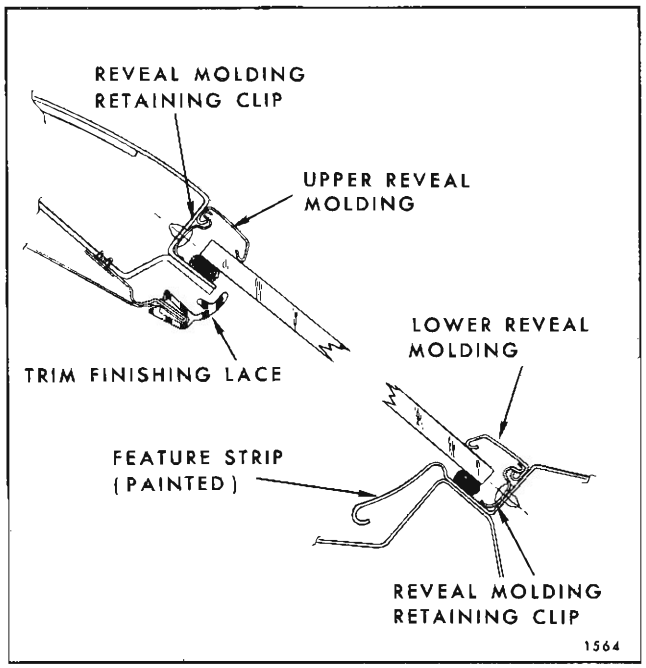


Fig. 2F1—Back Window Reveal Molding Retention

J-21549-1 - Handle

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

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

BACK WINDOW ASSEMBLY (GLASS INTACT)

Removal

1. Remove back window reveal moldings as previously described. On "11 and 69" styles, remove nuts from back window lower corner escutcheons from inside rear compartment (one each side forward of lid hinge). Remove escutcheons from inside body. Disengage finishing lace from headlining retainer across top and down sides of back window. On "80" styles, also disengage finishing lace across bottom. Place protective covering over rear seat and parcel shelf trim.

2. Secure one end of steel music wire to a piece of wood that can serve as a handle. Insert other end of wire through caulking material at a lower corner of back window and secure that end to a second piece of wood (Fig. 2F3).

3. With aid of a helper, carefully cut (pull steel wire through) caulking material up one side, across top, down opposite side, and across bottom. If difficulty is encountered at rubber spacer locations, cut through spacers using a slow sawing motion. Do not use a fast sawing motion as wire will heat-up and break. Keep tension on wire throughout cutting operation to prevent "kinks".

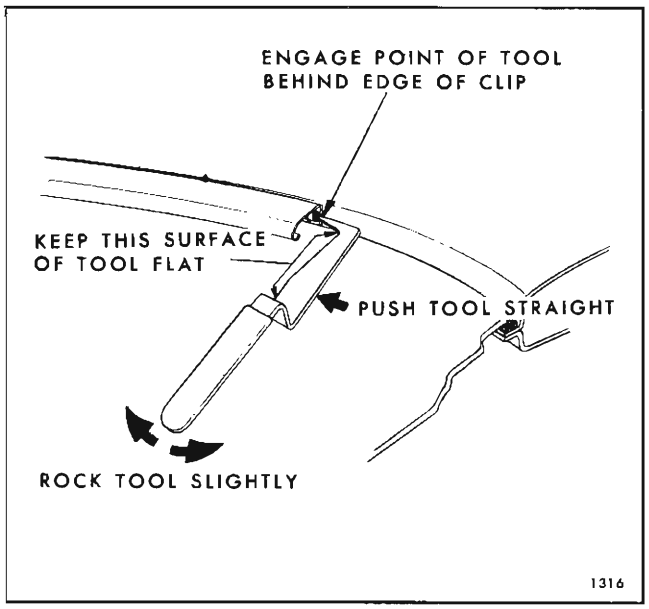


Fig. 2F2—Disengaging Molding From Clips

4. Remove window from body opening. If original glass is to be reinstalled, place it on a clean protected surface. Using a sharp scraper or razor blade, remove major traces of old caulking material from glass. Remove all remaining traces with a toluene or thinner dampened rag.

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

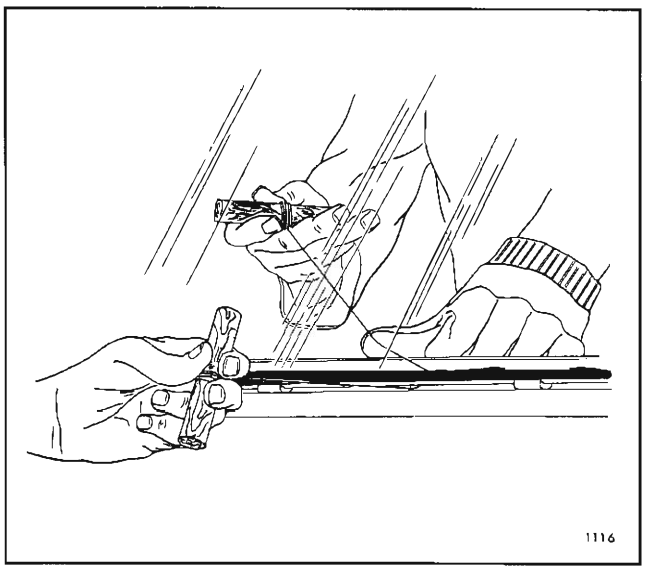


Fig. 2F3—Adhesive Caulked Glass Removal

5. Using a sharp scraper or chisel, remove major portion of old caulking material from pinchweld flange around back window opening. It is not necessary that all of it be removed, but there should not be any mounds of material or loose pieces left.

Installation

If new back window is being installed because former window shattered, perform steps 1 and 5 of "Back Window Removal" procedure before proceeding with installation.

1. Check all reveal molding retaining clips. If upper end of a clip is bent away from body metal more than 1/32 of an inch, replace or reform clip to insure adequate molding retention. Tighten all loose clip screws.

2. On all styles except "80" styles, cement five (5) flat spacers (.18 x .62 x 1.0 - Part No. 4421823) to pinchweld flange with black weatherstrip adhesive, or equivalent. Cement spacers as described below and illustrated in Figure 2F4.

NOTE: On "80" styles, install six (6) spacers omitting upper center spacer but adding two (2) across bottom.

a. Cement 3 spacers to upper pinchweld flange; one at body centerline and one to each side 20" outboard of centerline. (On "80" styles omit center spacer and position side spacers 8" inboard from outer corners).

b. Cement one spacer to each side pinchweld flange slightly above center of flange.

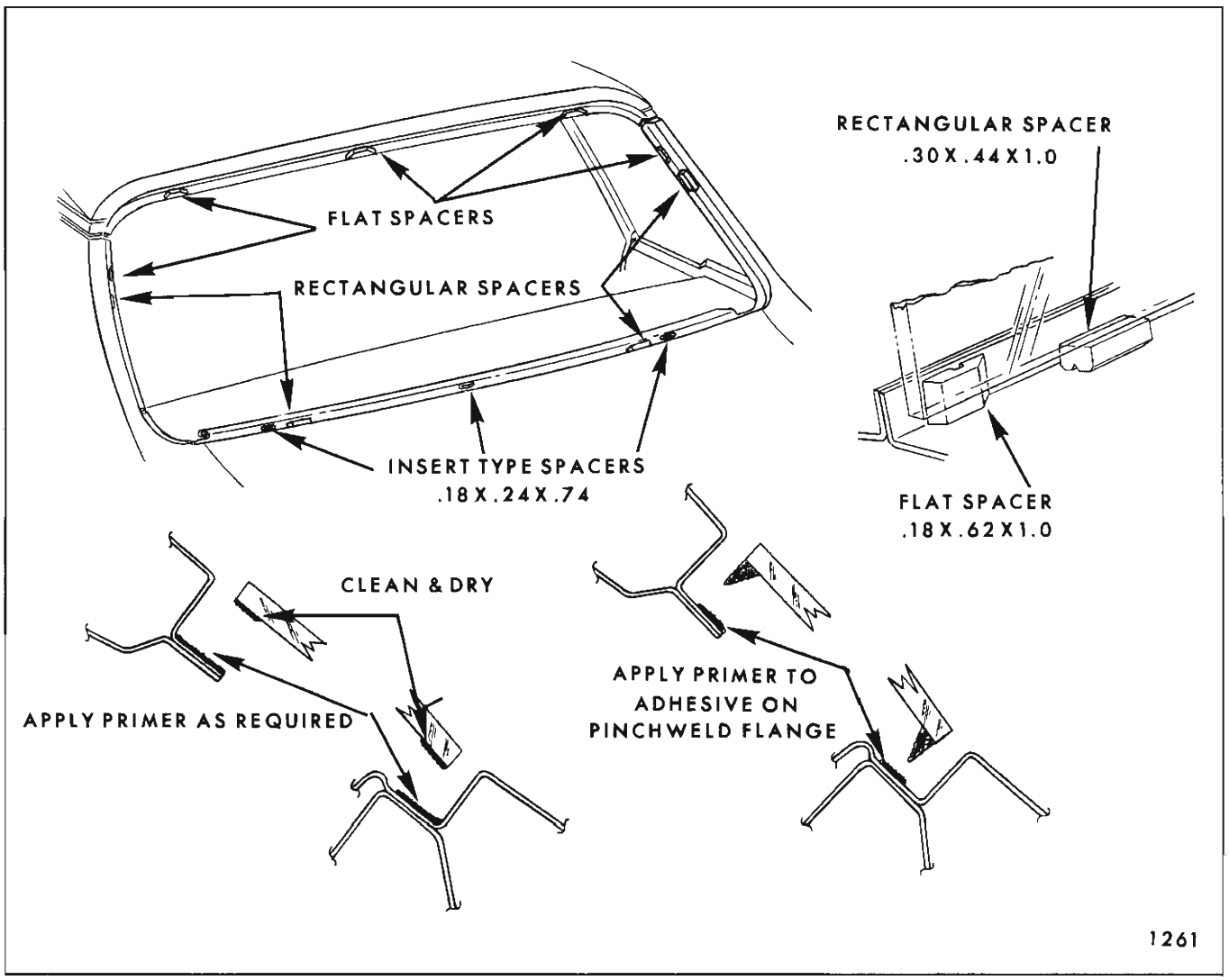


Fig. 2F4—Back Window Preparation and Spacer Installation

c. On "80" styles only, cement two spacers to lower pinchweld flange, one spacer to each side approximately 8" inboard of back window lower corner.

3. On all styles except "80" styles, install three (3) insert spacers (.18 x .24 x .74 - Part No. 4410043) into slots in compartment front and shelf panel across lower edge of back window opening (see Fig. 2F4).

4. With black weatherstrip adhesive, cement four (4) rectangular spacers (.30 x .44 x 1.0 - Part No. 4871330) to lower and side back window opening rabbet (see Fig. 2F4).

a. Cement two spacers to back window opening lower rabbet, one spacer to each side, approximately 9" inboard of back window lower corner.

b. Cement one spacer to each side of back window opening rabbet approximately 9" up from lower corner.

NOTE: The rectangular spacers across the bottom support the weight of the glass, therefore, make certain that they are well positioned so they will not rock or slide out.

5. Attach glass handling suction cups to outside surface of glass to enable lifting glass into opening.

6. Position glass in opening and check relationship of glass to pinchweld flange around entire perimeter. Overlap of pinchweld flange by glass should be equal with a minimum overlap of 3/8". Inadequate overlap across top may be corrected by replacing two rectangular glass support spacers across bottom with thicker spacers. Standard spacers are .30" thick but .34" thick spacers are available. (See beginning of procedure).

7. Check relationship of glass contour to back window opening. Gap space between glass and pinchweld flange should be no less than 1/8" nor more than 1/4". If difficulty is encountered staying between these limits, corrections can be made by any one of the following methods.

a. Substitute another glass to determine if it will fit opening better.

b. Rework pinchweld flange.

c. Apply more caulking material than is specified at excessive gap areas. Material can be applied to pinchweld flange by allowing bead on glass to exceed specified 3/8" height at gap areas.

8. After final adjustments have been made and glass is in proper position in opening, apply a piece of masking tape horizontally over each side edge of glass and rear quarter extension ("A", Fig. 2F6). Slit tape vertically at edge of glass so that when glass is being installed, tape on glass can be aligned with tape on body and serve as a guide.

9. Remove glass from body opening and place it on a protected surface or glass holding fixture (lay glass down with inside surface up).

10. Apply one inch masking tape to inner surface of glass 1/4" inboard from outer edge up both sides and across top. Do not apply tape to bottom edge of glass. Instead, apply masking tape over painted feature strip below back window opening. (See Fig. 2F5).

11. Using a clean, lint-free cloth liberally dampened with Adhesive Caulking Primer, brickly rub primer over original adhesive caulking compound remaining on pinchweld flange. Perform following steps while allowing primer to dry 5 to 10 minutes. If the pinchweld flange has been repainted, prime flange with Painted Surface Primer, or equivalent.

12. Enlarge dispensing end of one nozzle by cutting out notch along score line indicated at "A" in Figure 2F5. 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 2F5. This latter nozzle will be used to apply a smear bead to pinchweld flange of back window opening.

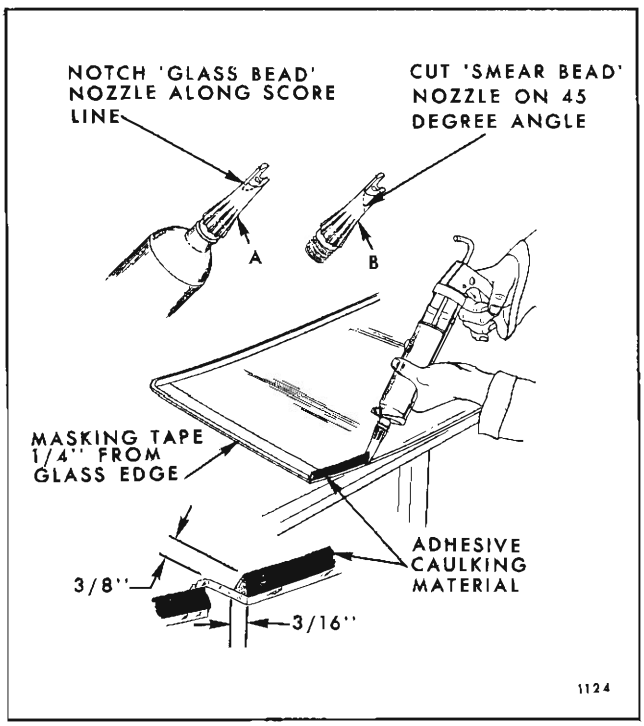


Fig. 2F5—Adhesive Caulking Material Application

13. 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.

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

15. 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.

16. With caulking gun and nozzle positioned as illustrated in Figure 2F5, 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.

17. Remove "glass-bead" nozzle and insert "smear-bead" nozzle (nozzle cut on 45° angle). 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.

18. With the aid of a helper, 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. (See Fig. 2F6).

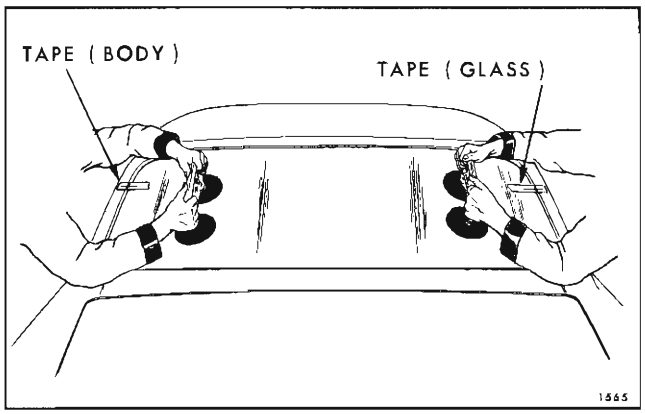


Fig. 2F6—Back Window Installation

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

19. Press glass lightly to adhere caulking material to pinchweld flange. Do not use too much pressure as excessive squeeze-out will be visible after reveal molding installation. Install reveal moldings.

20. Working inside the body, run a flat-bladed tool or stick across top and up sides of opening to press squeeze-out material back into opening between glass and pinchweld flange.

21. Watertest back window immediately using a cold water spray. If any waterleaks are encountered, use a flat-bladed tool or stick to work

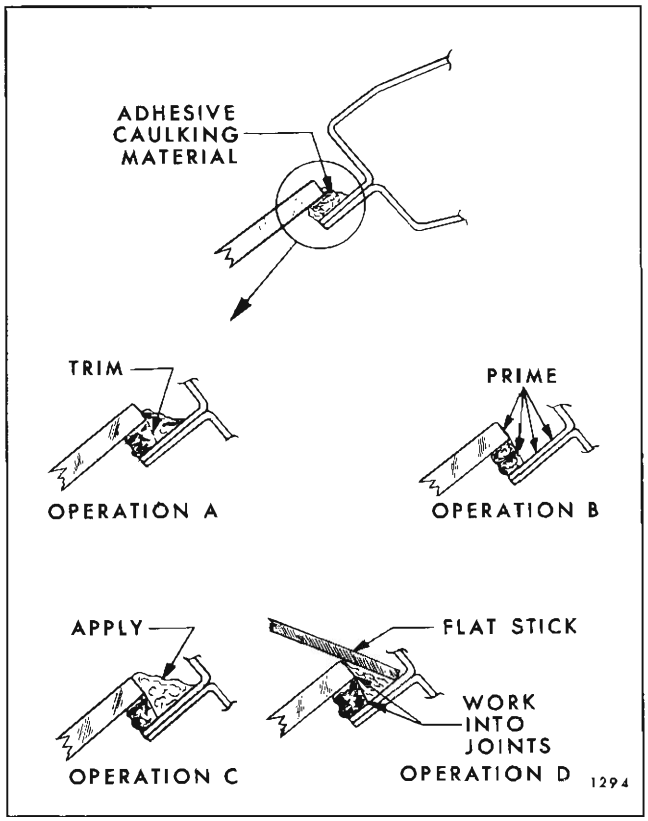


Fig. 2F7—Correction of Adhesive Caulked Glass Installation Waterleaks

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

caulking material into leak point. This can best be done from inside the body. After watertest, remove tape from inside surface of glass.

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

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 material has cured, it can be removed from nozzle in one piece with a pair of pliers.

MINOR WATERLEAK CORRECTIONS
ALL STYLES
(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 and primer furnished in GM Kit Part No. 4226000 or equivalent.

1. Remove reveal molding 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 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. 2F7) at the leak point and three to four inches on both sides, 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. 2F7).

6. Apply adhesive caulking material (as shown in operation "C" in Fig. 2F7) at leak point and three to four inches on both sides beyond limits of leak area.

7. Immediately after performing step No. 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 water tight seal along entire length of material application (see operation "D" in Fig. 2F7).

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

REAR COMPARTMENT

The rear compartment lid employs two torque rods that are mounted between the hinge assemblies to act as a counterbalance and hold-open for the lid. Notches in the stationary part of the hinges allow for adjustment of the rods to increase or decrease the effort required to open and close the lid.

The rear compartment lid lock employs a side-action snap-bolt mechanism that has provisions at the attaching screw locations for lateral adjustment. Vertical adjustment is available at the striker attaching screw locations.

All styles use a single section cement-on type weatherstrip that is cemented to the rear compartment gutter completely around the lid opening.

REAR COMPARTMENT LID ALL STYLES

Removal and Installation

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

2. Mark location of hinge straps on lid inner panel. On styles with rear compartment lid lock vacuum release option, remove vacuum hose from lid (Oldsmobile only).

3. With aid of a helper, remove lid attaching bolts "A" and "B" (Fig. 2F8) and remove rear compartment lid.

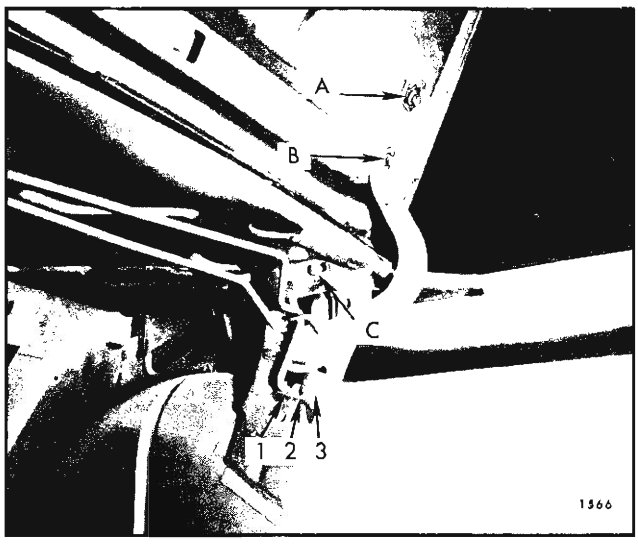


Fig. 2F8—Rear Compartment Lid Hinge and Torque Rod Attachment

4. To install, reverse removal procedure. Align marks on lid with hinge straps before tightening hinge attaching bolts.

Adjustments

1. To adjust compartment lid forward or rearward, or from side to side in body opening, loosen both hinge strap attaching bolts, "A" and "B" (Fig. 2F8) and adjust lid as required; then tighten bolts.

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

a. To raise front edge of lid at hinge area, place shim between lid inner panel and forward portion or one or both hinge straps at attaching bolt "B" (Fig. 2F8).

b. To lower front edge of lid at hinge area, place shim between lid inner panel and rearward portion of one or both hinge straps at attaching bolt "A" (Fig. 2F8).

3. To check lid lock bolt engagement with striker, see "Rear Compartment Lid Lock Striker Engagement Check".

REAR COMPARTMENT LID TORQUE ROD ADJUSTMENT ALL STYLES

The amount of effort required to open or close the rear compartment lid is determined by the notch position of the torque rods in the hinge plates.

Fig. 2F9—Rear Compartment Torque Rod Adjustments

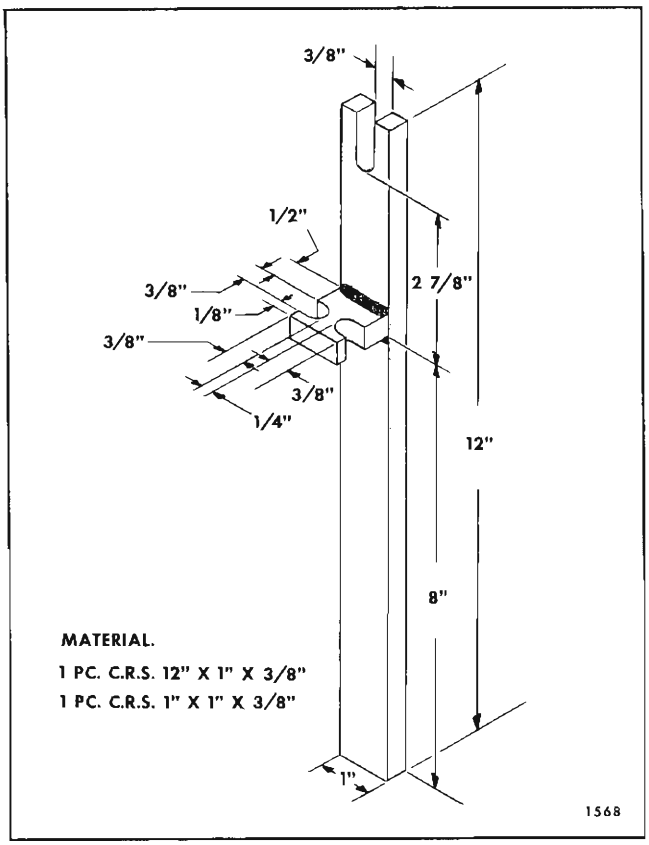


Fig. 2F10—Rear Compartment Torque Rod Adjusting Tool

If the torque rod is located in the most forward notch ("1", Fig. 2F8), the amount of effort required to open the lid is the greatest and to close the lid is the least.

If the torque rod is located in the most rearward notch ("3", Fig. 2F8), the amount of effort required to open the lid is the least and to close the lid is the greatest. Figure 2F9 illustrates how to use tool J-21412 to perform these adjustments.

Figure 2F10 is a dimensional drawing of the rear compartment lid torque rod adjusting tool.

NOTE: It is not necessary to adjust both rods, or to adjust both rods to the identical notch.

REAR COMPARTMENT LID TORQUE ROD REMOVAL ALL STYLES

1. Open rear compartment lid and provide support to hold it in a full open position.

2. Engage torque rod adjusting tool J-21412 with torque rod to be removed as shown in Figure 2F9.

3. Combining a rearward and upward pulling force, disengage lower end of torque rod from notch in hinge plate.

4. Holding tool firmly, relieve torque (tension) of rod by carefully allowing tool to ease forward. When tension on tool has been relieved, remove tool.

5. Disengage opposite end of torque rod from hinge plate and roller in hinge strap and remove rod from body.

NOTE: Roller is held in channel of hinge strap by "return crank" end of torque rod only and can be removed once stationary end of torque rod is disengaged.

6. To install, reverse removal procedure. Lubricate as specified in the "Lubrication" section of this manual.

REAR COMPARTMENT LID HINGE ALL STYLES

Removal and Installation

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

2. Mark location of hinge strap on lid inner panel.

3. Disengage opposite, stationary end of torque rod that is engaged in hinge to be removed. (Refer to "Torque Rod Adjustment or Removal" in this manual).

4. Disengage torque rod from roller and hinge mounting plate on side from which hinge is being removed.

5. Remove hinge to lid inner panel attaching bolts "A" and "B" (Fig. 2F8).

6. Bend back hinge pin retaining tab ("C", Fig. 2F8); then remove hinge pin and hinge.

7. To install, reverse removal procedure.

REAR COMPARTMENT LID LOCK CYLINDER ALL STYLES

Removal and Installation

1. Open rear compartment lid and remove lock cylinder retainer attaching screws (Fig. 2F11).

2. Pull retainer downward to disengage from lock cylinder and remove lock cylinder from compartment lid outer panel.

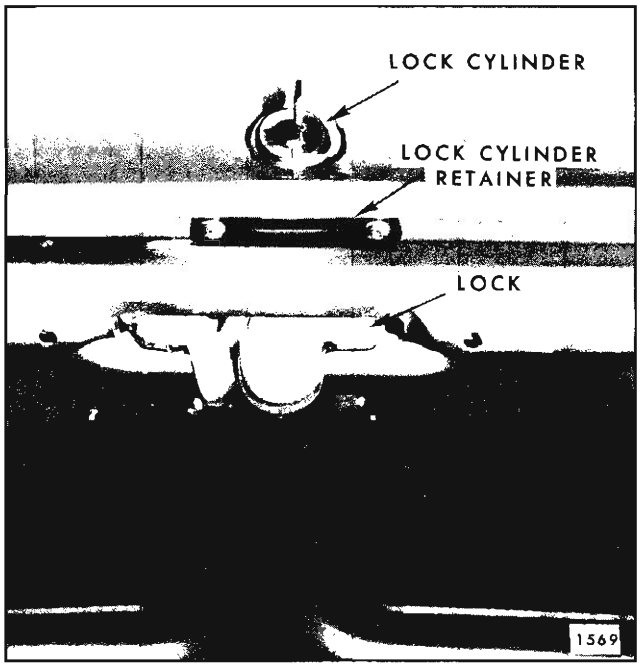


Fig. 2F11—Rear Compartment Lid Lock Cylinder Retainer

3. To install, reverse removal procedure. Make certain gasket seats properly to effect a watertight seal.

REAR COMPARTMENT LID LOCK VACUUM RELEASE UNIT ALL 33000 SERIES

The rear compartment lid lock vacuum release unit is attached to the inboard side of the compartment lid inner panel in front of the compartment lid lock and is readily accessible with the lid in the open position.

Removal and Installation

1. Open rear compartment lid and disconnect vacuum hose. (See Fig. 2F12).

2. Remove attaching bolts securing release unit to rear compartment lid and remove unit from body. (See Fig. 2F12).

3. To install, reverse removal procedure.

REAR COMPARTMENT LID LOCK MANUAL RELEASE UNIT ALL 23000 SERIES

Removal and Installation

1. Remove rear compartment lid lock, lock cylinder and cylinder retainer.

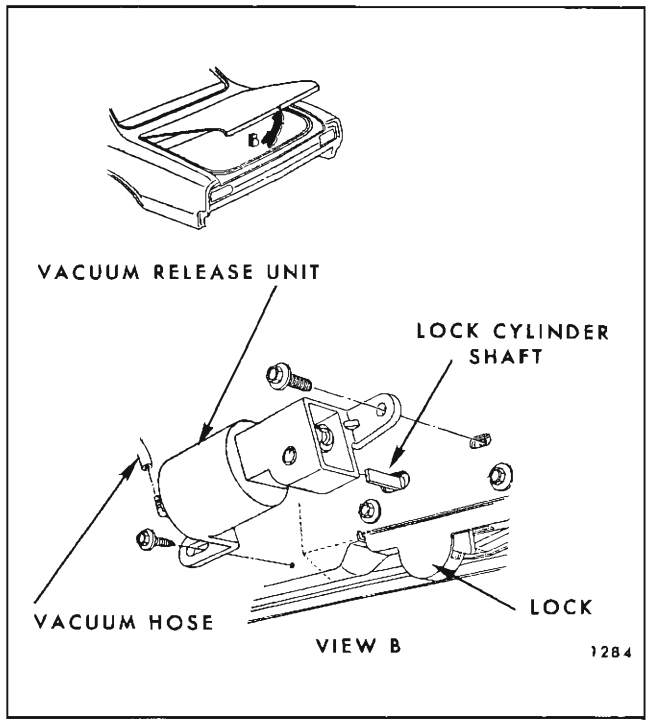


Fig. 2F12—Rear Compartment Lid Vacuum Release Unit

2. Remove cable support clip attaching screw (clip "A" in Fig. 2F13) and move cable toward left side of body to enable disengaging spring retaining clip "B".

3. Disconnect cable from return spring and clip at "C".

4. Working through lock cylinder access hole, spread tab on coupling (of coupling and lever assembly) and disengage cable from coupling (see "D" in Fig. 2F13).

5. Remove cable from between lid inner and outer panels at access hole in right side of lid.

6. Remove all cable retaining clips from rear compartment lid and lid hinge.

7. Remove rear seat cushion and rear seat back. On convertible styles, remove folding top compartment side trim panel assembly.

8. Remove door sill plate from right side of body. Fold-back floor carpets and remove cable retaining clips.

9. Inside of instrument panel compartment (glove box), loosen pull handle retaining nut and disengage pull handle from slotted support.

10. Remove pull handle from glove box through slot provided, and remove cable and pull handle assembly from body.

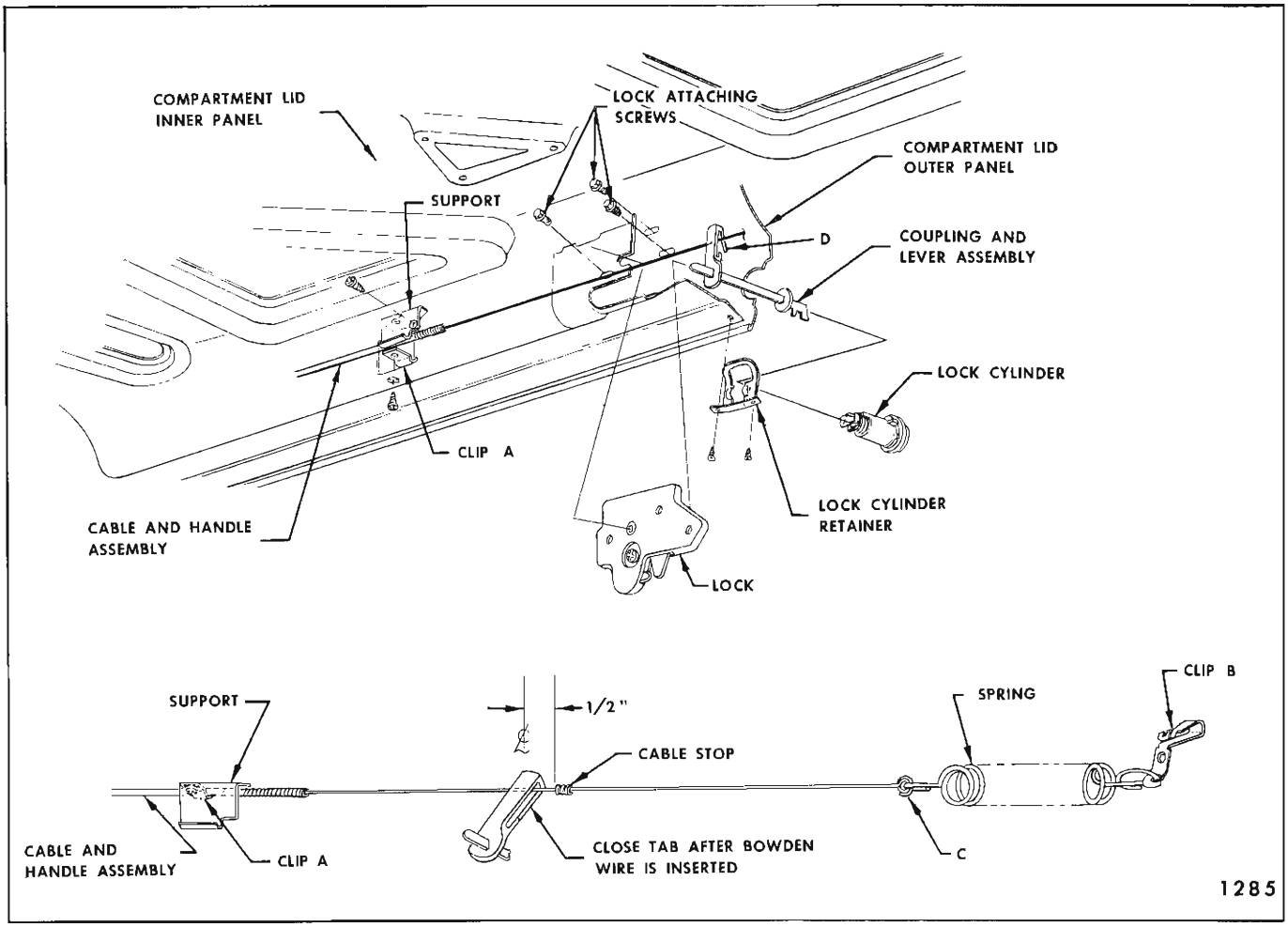


Fig. 2F13—Rear Compartment Lid Lock Manual Release Unit

11. To install, reverse removal procedure. To adjust cable, position stop on cable 1/2 inch left of body centerline (coupling and lever assembly) as shown in Figure 2F13.

REAR COMPARTMENT LID LOCK ASSEMBLY ALL STYLES

Removal and Installation

1. Remove rear compartment lid lock cylinder.

2. With a pencil, mark position of lock.

3. Remove rear compartment lid lock vacuum release unit on styles so equipped (Oldsmobile).

4. Disengage rear compartment lid lock manual release unit cable on styles so equipped (Pontiac).

5. Remove rear compartment lid lock attaching bolts and remove lock assembly. (See Fig. 2F14).

6. To install, reverse removal procedure.

REAR COMPARTMENT LID LOCK STRIKER ALL STYLES

Removal and Installation

1. Open rear compartment lid. Mark vertical position of striker by scribing line on striker across top of striker support.

2. Remove striker attaching screws (Fig. 2F14) and remove striker.

3. To install, align scribe mark on striker with top of striker support and install attaching screws.

REAR COMPARTMENT LID LOCK STRIKER ENGAGEMENT ALL STYLES

Since the rear compartment lock frame acts as a guide when entering the striker, make certain that rear compartment lid is properly positioned in body opening before performing lock-to-striker engagement check.

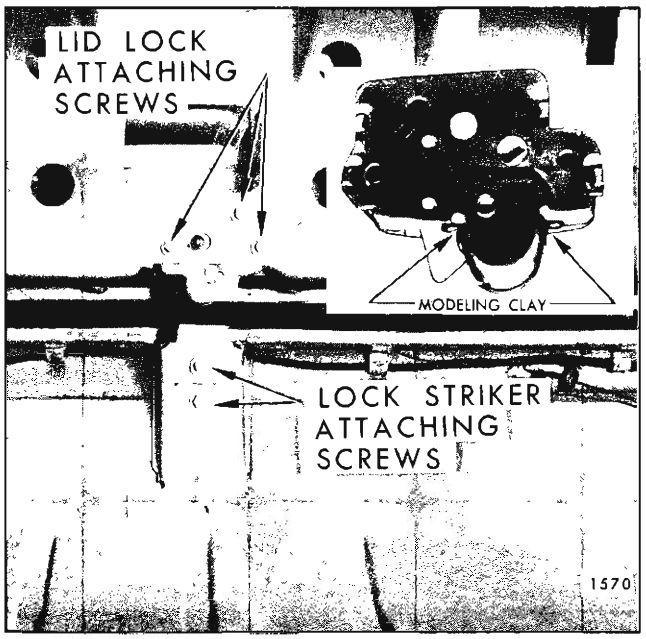


Fig. 2F14—Rear Compartment Lid Lock and Striker Attachments

To determine the alignment and engagement of lock to striker, proceed as follows:

a. Insert a small quantity of modeling clay on frame of lock on both sides of lock bolt (Fig. 2F14). Close lid with moderate force.

b. Open lid and check amount of engagement of striker with lock frame as indicated by the compression of the clay. The striker bar impressions in the clay should be even on both sides of the lock frame. Where required, loosen striker or lock attaching screws; adjust lock sideways, or striker up or down, to obtain proper engagement; then, tighten attaching screws.

REAR COMPARTMENT WEATHERSTRIP ALL STYLES

Removal

1. Separate "butt" ends of weatherstrip at rear center of rear compartment opening.

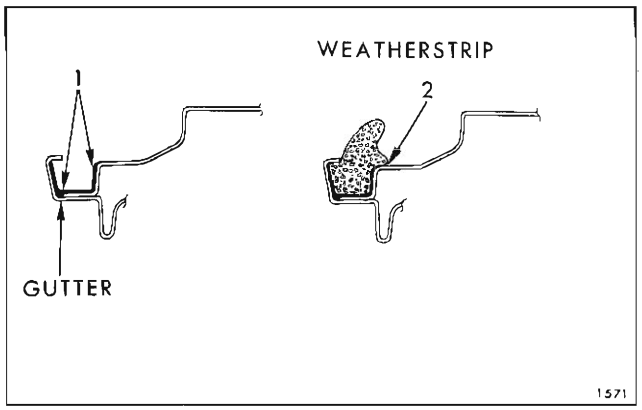


Fig. 2F15—Rear Compartment Weatherstrip

2. Using a flat-bladed tool, break cement bond between weatherstrip and gutter around entire perimeter of rear compartment opening and remove weatherstrip.

Installation

1. Clean out gutter around entire rear compartment opening to provide a clean cementing surface.

2. Apply (brush) a continuous coat of neoprene weatherstrip adhesive along bottom, inner and outer walls of gutter as indicated at "1" in Figure 2F15 around complete length of gutter.

3. Using a 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 installing a new weatherstrip, trim ends of weatherstrip to form a butt joint at rear center of gutter. Brush black weatherstrip adhesive on both ends of weatherstrip and mate ends to form a butt joint.

5. Using a pressure type applicator, apply neoprene weatherstrip adhesive between gutter and weatherstrip as indicated at "2" in Figure 2F15 completely around gutter to insure a watertight seal.

6. Roll or press weatherstrip to assure a good bond. Close lid and allow sufficient time for adhesive to dry before reopening (30 minutes or more) to assure proper positioning of weatherstrip and formation of a watertight seal.;

TAIL GATE

ALL STATION WAGON STYLES

TAIL GATE ASSEMBLY

DESCRIPTION

All tail gates incorporate either a manually operated or electrically operated tail gate window which can be lowered into the tail gate or raised into the upper portion of the back body opening. The manually operated tail gate window is operated by means of a window regulator control handle (folding type) located in the tail gate outer panel. The electrically operated tail gate window can be operated from any one of two control switches: (1) control switch located on instrument panel; (2) lock cylinder control switch (key operated) located in tail gate outer panel. A switch located at the right tail gate lock prevents the up cycle operation of the electrically operated tail gate window when the tail gate is not completely closed. After lowering the tail gate window the tail gate can be opened by means of a tail gate lock remote control inside handle located at the tail gate belt.

The tail gate hinges are secured to the tail gate side facing by three screws and to the body opening

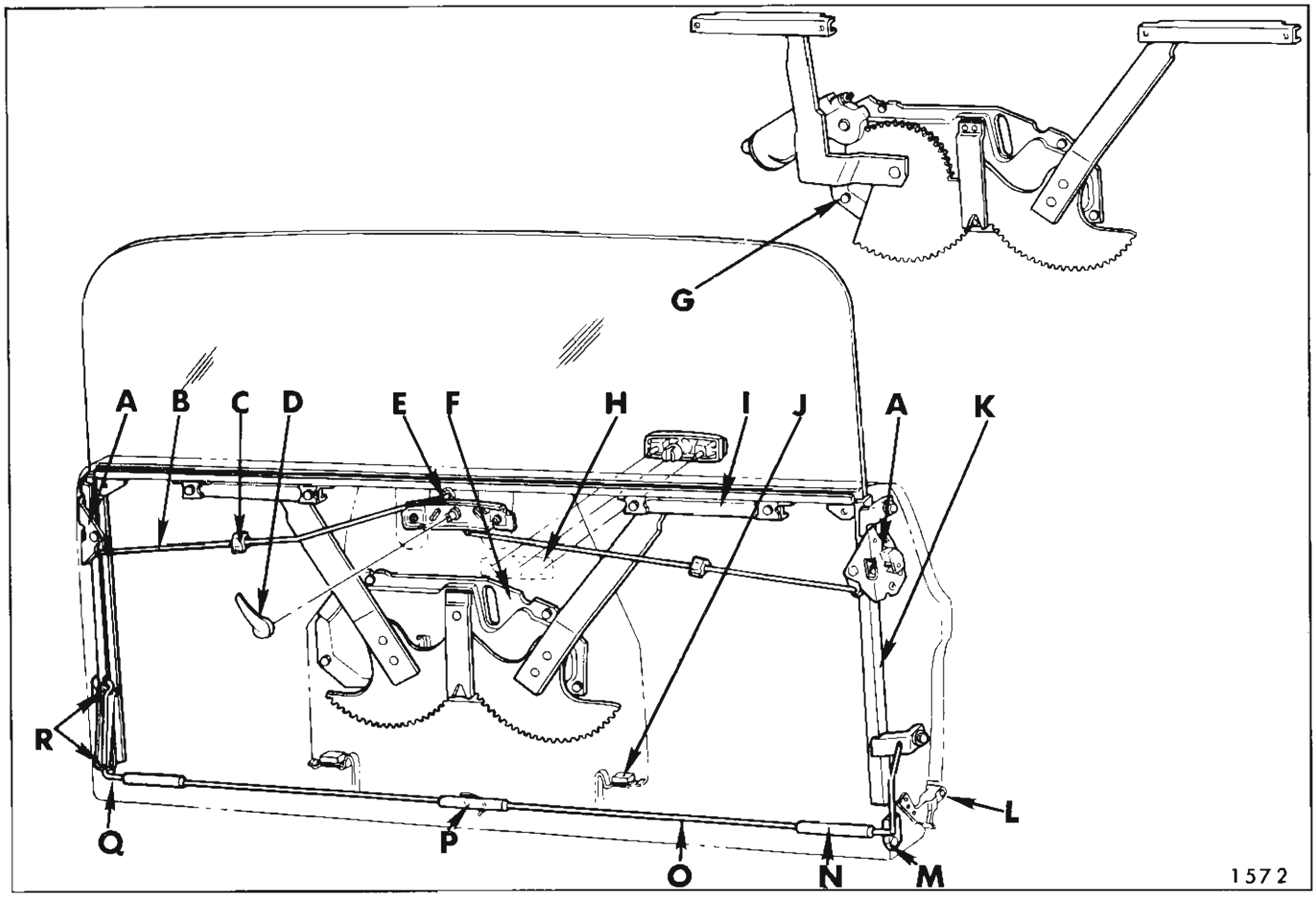


Fig. 2F16—Tail Gate Hardware

A. Tail Gate Lock
B. Tail Gate Lock Connecting Rod
C. Tail Gate Lock Connecting Rod Silencer
D. Tail Gate Lock Inside Remote Control Handle
E. Tail Gate Lock Inside Remote Control
F. Tail Gate Window Regulator (Manual)
G. Tail Gate Window Regulator (Electric)
H. Tail Gate Window Regulator Outside Handle or Electric Switch and Escutcheon
I. Tail Gate Window Lower Sash Channel
J. Tail Gate Window Rubber Bumper
K. Tail Gate Window Lower Run Channel
L. Tail Gate Hinge
M. Tail Gate Torque Rod Bearing Plate
N. Tail Gate Torque Rod Silencer
O. Tail Gate Torque Rod
P. Tail Gate Torque Rod Clip
Q. Tail Gate Torque Rod Retainer
R. Tail Gate Torque Rod Silencers (on Retainer)

pillar by three screws. The tail gate is counterbalanced by a single torque rod that is secured at the left rear body opening pillar by a mounting plate and between the tail gate panels by a retainer welded to the tail gate right side facing. When the tail gate is opened, the end of the torque rod secured to the body, remains stationary while the remainder of the rod moves with the gate, thereby creating an assisting torque for both lowering and raising the gate.

Figure 2F16 is a phantom view that identifies and shows the relationship of major components of the tail gate.

TAIL GATE INNER PANEL WATER DEFLECTOR

On all tail gate inner panels, a paper waterproof deflector is used to seal inner panel. The deflector is installed and sealed so that any water entering the tail gate will run out bottom drain holes.

IMPORTANT: Whenever work is performed on the tail gate inner panel where the deflector has been disturbed, the deflector must be properly sealed to the tail gate inner panel.

Removal and Installation

1. Remove tail gate inner cover panel.

2. Using a sharp scraper or other suitable tool carefully lift up edge of deflector and detach sealer and water deflector as required.

NOTE: DO NOT TEAR WATER DEFLECTOR.

Installation

1. Inspect water deflector for damage and repair any tears or holes noted with body waterproof tape applied to both sides of deflector.

2. If a new deflector is to be installed, use old deflector as a template.

3. Apply a bead of body caulking compound (approximately 3/16" diameter) to tail gate inner panel (Fig. 2F17).

IMPORTANT: The body caulking compound should be applied along the lower portion of the tail gate inner panel exactly as shown in illustration to assure proper drainage of water through designated holes in inner panel into bottom of tail gate. The bead of body caulking compound should cover the inner cover panel attaching screw holes at the top and sides of the tail gate.

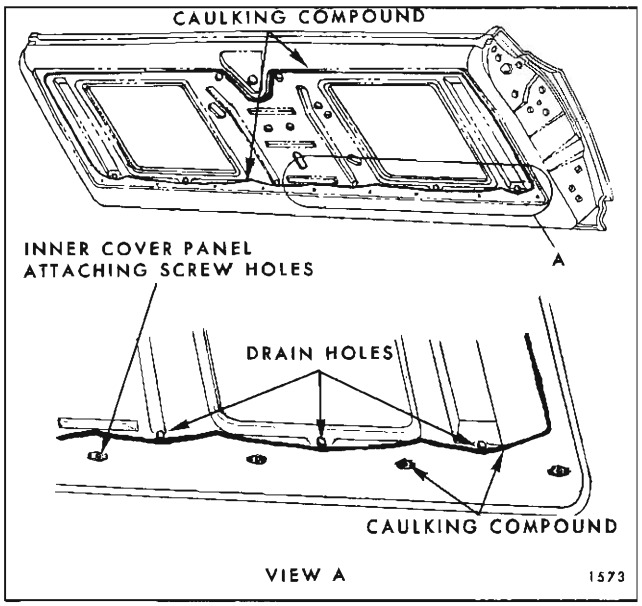


Fig. 2F17—Tail Gate Water Deflector

Also apply body caulking compound over each of the inner cover panel attaching screw holes across the bottom of the tail gate. (See Fig. 2F17).

4. Position water deflector to tail gate inner panel with polyethylene coated side of deflector against inner panel. Firmly press or roll sealed areas to obtain a good bond between deflector and tail gate inner panel.

5. Clean off all excess caulking compound; then, install previously removed tail gate inner cover panel.

TAIL GATE ASSEMBLY (MANUALLY OPERATED WINDOW)

Removal and Installation

1. Open tail gate. With gate in approximately a vertical position, to relieve tension from torque rod, remove torque rod retainer attaching screws on rear body lock pillar (Fig. 2F19).

2. With aid of a helper, remove tail gate support attaching screws (Fig. 2F18) and fold supports against rear body pillar.

3. Remove tail gate hinge attaching bolts at body pillar (Fig. 2F19) and remove tail gate assembly from body.

4. To install, reverse removal procedure. Prior to installation apply a coat of heavy-bodied sealer to surfaces of hinge straps that contact body pillar.

Check operation of tail gate and, if necessary, adjust tail gate in body opening as specified under "Tail Gate Adjustments".

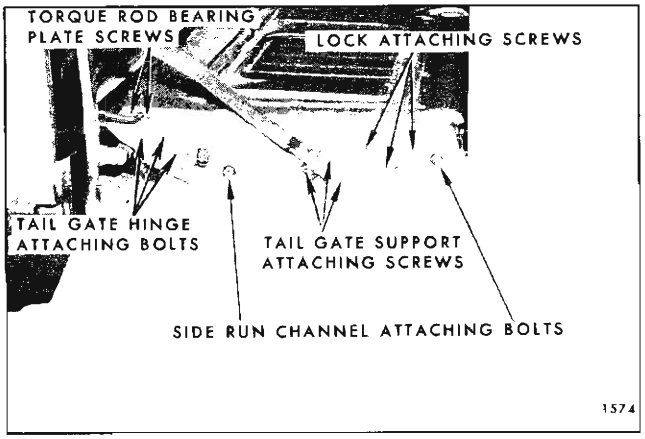


Fig. 2F18—Tail Gate Lock, Run Channel, Hinge, Torque Rod and Support Attachments

TAIL GATE ASSEMBLY (ELECTRICALLY OPERATED WINDOW)

Removal and Installation

1. Open tail gate. Remove tail gate window as described under "Tail Gate Window - Removal and Installation".

2. Remove lock cylinder, switch, and escutcheon assembly as described under "Lock Cylinder, Switch, and Escutcheon Assembly - Removal and Installation"; then, disconnect switch junction block.

3. Disconnect harness connector from regulator motor and from jamb switch at right tail gate lock pillar. Detach harness from clips inside tail gate, and harness grommet from tail gate bottom facing, and remove harness.

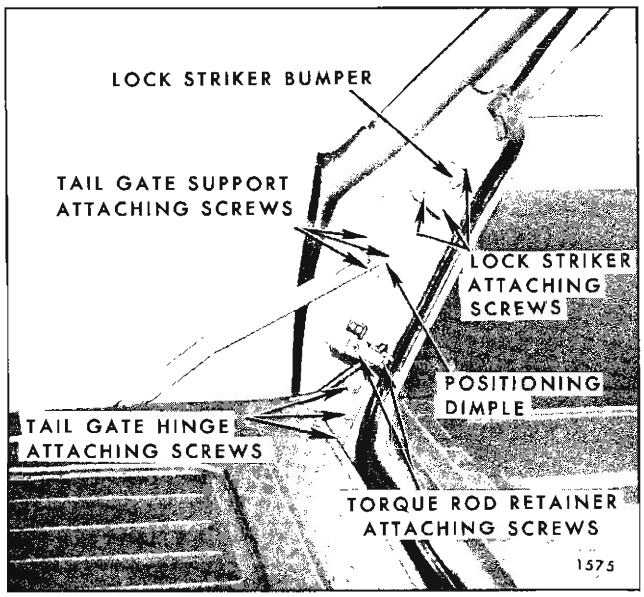


Fig. 2F19—Tail Gate Torque Rod, Hinge and Support Attachments

4. Complete tail gate removal by performing steps 1 through 3 as described in "Tail Gate Assembly (Manually Operated Window) - Removal and Installation".

5. To install, reverse removal procedure. Prior to installation, apply a coat of heavy-bodied sealer to surfaces of hinge straps that contact tail gate.

Check operation of tail gate window and tail gate. If necessary, adjust tail gate in body opening as specified under "Tail Gate Adjustments".

TAIL GATE ADJUSTMENTS

To adjust the tail gate assembly "up or down" or "in or out" in the body opening, loosen hinge attaching bolts at tail gate (Fig. 2F18); adjust tail gate as required and tighten hinge attaching bolts.

TAIL GATE HINGE ASSEMBLY

Removal and Installation

1. Open tail gate and provide support for gate on side from which hinge is to be removed.

2. Remove escutcheon covering hinge entrance hole in tail gate outer panel by sliding retaining lips through "T" slot.

3. Remove tail gate hinge attaching bolts from tail gate (Fig. 2F18) and from body pillar (Fig. 2F19) and remove hinge from tail gate.

4. To install, reverse removal procedure. Prior to installation apply a coat of heavy-bodied sealer to surface of hinge strap that contacts tail gate.

Check alignment of tail gate in body opening and adjust gate, if necessary, as specified in "Tail Gate Adjustments".

TAIL GATE WINDOW ASSEMBLY (MANUAL OR ELECTRIC)

Removal and Installation

1. Open tail gate; remove inner cover panel, water deflector and access hole covers.

2. Operate tail gate window to a point that the glass lower sash channel cam attaching bolts are accessible. (See Fig. 2F20).

3. Remove cam attaching bolts, disengage cams from lower sash channel and remove cams from tail gate.

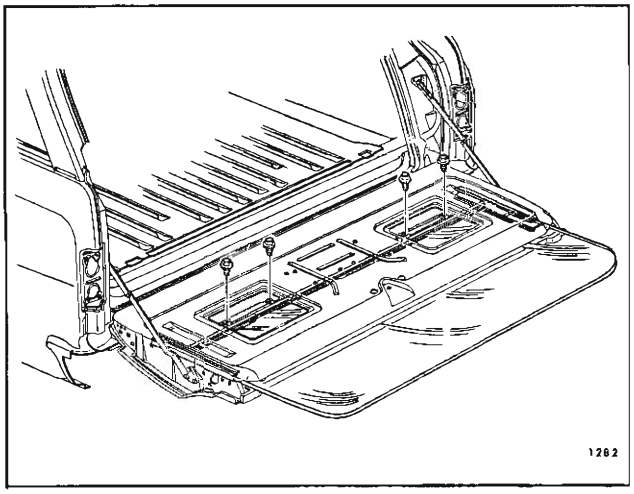


Fig. 2F20—Tail Gate Inner Panel Cams Attachment

4. Carefully raise tail gate window to the full up position and remove window from tail gate.

5. To install, reverse removal procedure.

Adjustments

To adjust the tail gate window forward or rearward for proper alignment with the window upper glass run channels on the body, or to eliminate a binding condition of the window in the tail gate glass run side channels, loosen the glass run channel attaching bolts (Fig. 2F18). By moving the attaching bolts adjust the run channel forward or rearward as desired and tighten the attaching bolt.

TAIL GATE WINDOW LOWER GLASS RUN CHANNELS

Removal and Installation

1. Remove tail gate window.

2. Remove weatherstrip snap fasteners at top of tail gate.

3. Mark location of run channel attaching bolts (on side to be removed) and remove bolts. (See Fig. 2F18).

4. Remove run channel(s) through top of tail gate.

5. To install, align run channel attaching bolts within scribe marks and reverse removal procedure.

TAIL GATE TORQUE ROD ASSEMBLY

Removal and Installation

1. Remove tail gate window and lower right glass run channel. If necessary, loosen lower left glass run channel.

2. With tail gate in approximately a vertical position to relieve tension from torque rod, remove torque rod retainer attaching screws on rear body left lock pillar (Fig. 2F19).

3. Loosen torque rod bearing plate attaching screws (Fig. 2F18). Disengage torque rod from retainer at right side of tail gate and retainer in bottom of tail gate (Fig. 2F16).

4. Carefully work right end of torque rod up between inner and outer panels and work left end of torque rod through hole in tail gate side facing. Then remove torque rod from tail gate. Remove torque rod rubber silencers from torque rod.

5. To install tail gate torque rod, reverse removal procedure. Prior to installing torque rod, lubricate frictional surfaces of torque rod and bearing plate. Check to insure that torque rod nylon silencers are properly positioned on retainer. (See Fig 2F16).

TAIL GATE SUPPORTS

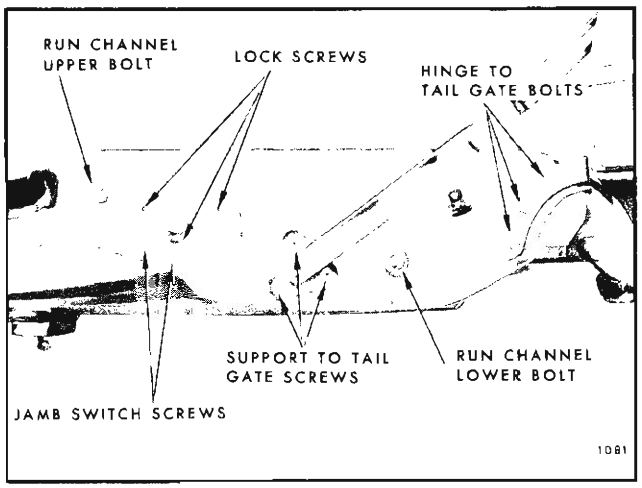
Removal and Installation

1. Open tail gate and provide support for side from which tail gate support is to be removed.

2. Remove screws securing support to body (Fig. 2F22) and support to tail gate (Fig. 2F21) and remove support assembly.

3. To install, reverse removal procedure.

NOTE: Objectionable slack in either tail gate support can be eliminated by rotating one or both support plates on body pillar.



2F21—Tail Gate Hardware - Right Side

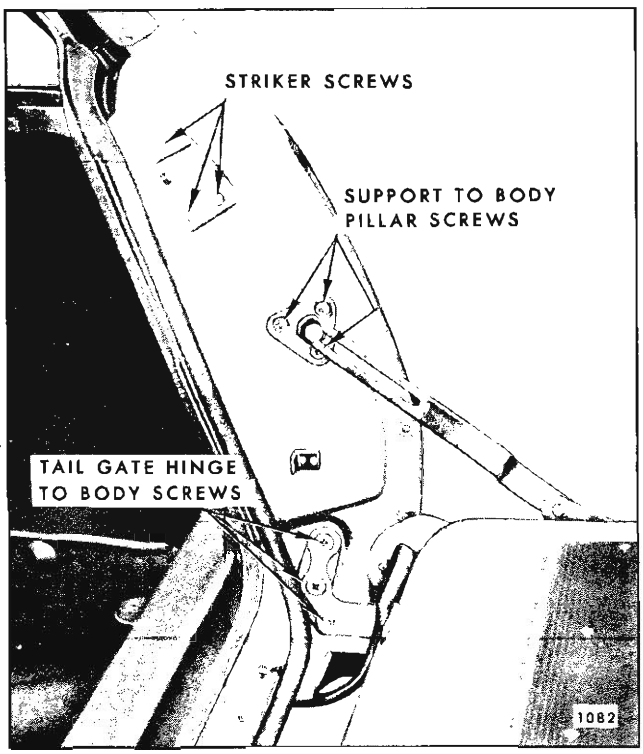


Fig. 2F22—Rear Body Pillar Hardware - Right Side

TAIL GATE WINDOW REGULATOR ASSEMBLY (MANUAL OR ELECTRIC)

Removal and Installation

1. Remove tail gate window.

2. On styles with electric window regulators, disconnect tail gate harness connector from regulator motor.

CAUTION: Do not operate regulator motor after window assembly is removed or after regulator is removed from tail gate. Operation of the motor with the load removed may damage the unit.

3. Through tail gate inner panel access holes, remove window regulator attaching screws and remove regulator (see Fig. 2F23).

NOTE: To remove electric motor from regulator assembly refer to "Tail Gate Window Regulator Electric Motor Assembly - Removal and Installation".

4. To install window regulator, reverse removal procedure. Prior to installation lubricate regulator sector teeth with Lubriplate or its equivalent.

TAIL GATE WINDOW ELECTRIC REGULATOR MOTOR ASSEMBLY

The following method of removing and installing the tail gate window electric regulator motor assembly can be used whether the motor is operative or inoperative; however, if the motor is inoperative with the window in the full down position or within approximately 3 inches of the full down position it will be necessary to detach the window from the regulator lift arms and lift the glass to gain access to the regulator motor attaching screws.

Removal

1. Open tail gate and remove tail gate inner cover panel.

NOTE: If tail gate cannot be opened due to an inoperative regulator motor, perform removal operations from inside body.

2. Remove or detach inner panel water deflector. Remove tail gate inner panel right access hole cover.

3. Disconnect wire harness connector from motor.

NOTE: If window is inoperative in a down position, remove inner panel left access hole cover; then remove both right and left window lower sash channel cam attaching screws (Fig. 2F23) and lift window up sufficiently to gain access to regulator motor attaching screws. Prop window in up position.

IMPORTANT: The following operation MUST be performed if the window is removed or disengaged from the regulator lift arms. The regulator lift arms, which are under tension from the counterbalance spring, can cause serious injury if the motor is removed without locking the sector gears in position.

4. Drill a 1/8" hole through regulator sector and backplate - DO NOT drill hole closer than 1/2" to edge of sector or backplate or holes in sector or backplate. Install a pan head sheet metal screw (self-tapping #10-12 x 5/8) in previously drilled 1/8" hole to lock regulator sector gears and retain counterbalance spring tension.

5. Loosen regulator right attaching screws (Fig. 2F24). Remove three regulator motor attaching screws (Fig. 2F24) and remove motor assembly from regulator and tail gate.

Installation

1. Lubricate motor drive gear and regulator sector teeth with Lubriplate or equivalent.

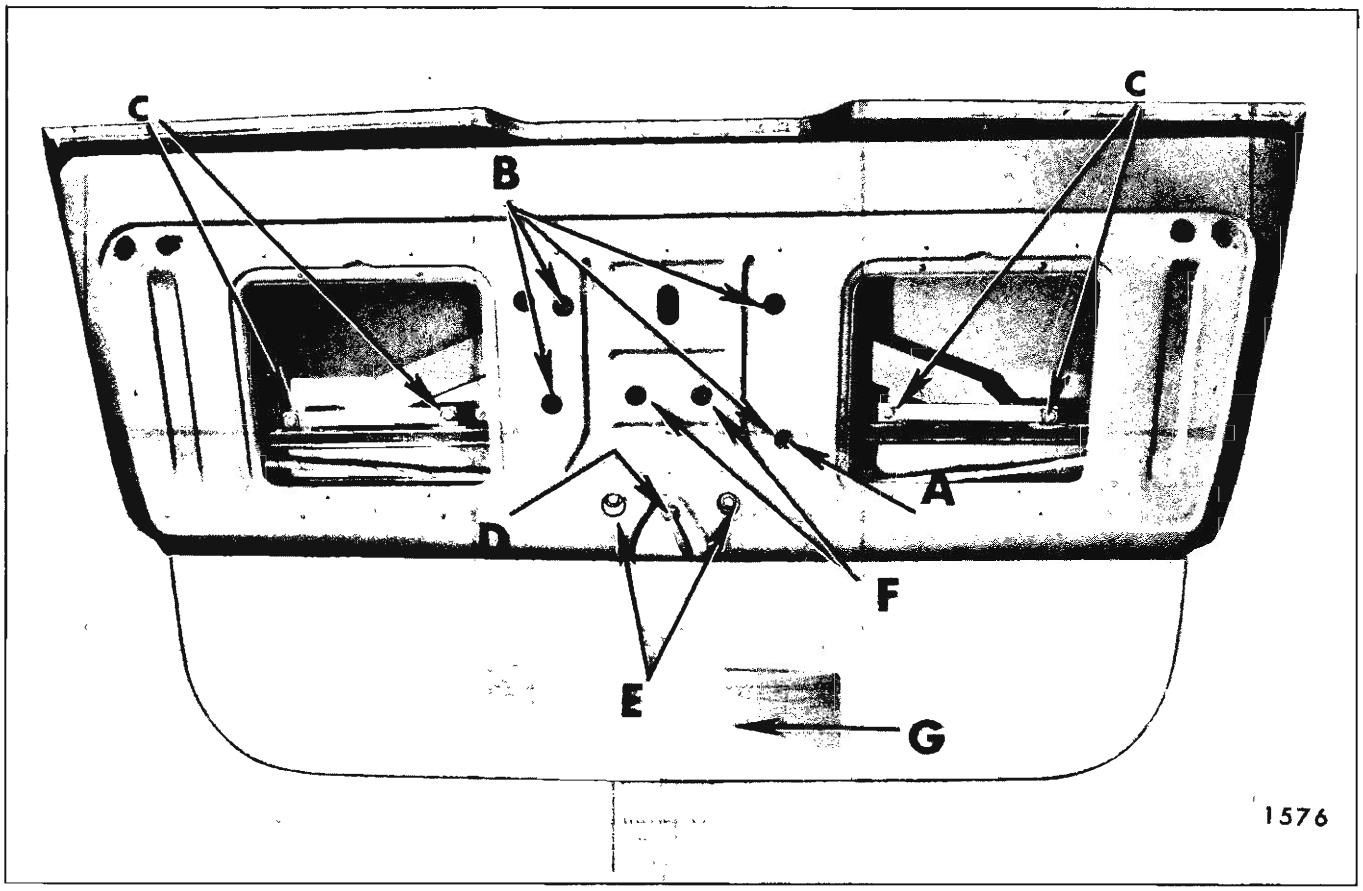


Fig. 2F23—Tail Gate Window Hardware

A. Access Hole for Regulator Adjusting Screw
B. Access Holes for Window Regulator Attaching Screws
C. Window Lower Sash Channel Cams Attaching Screws
D. Lock Remote Control Attaching Screws
E. Lock Remote Control Handle Attaching Screw
F. Access Holes for Outside Handle or Switch and Escutcheon Assembly Attaching Screws
G. Support Glass

2. With tail gate in an open position, position regulator motor to regulator making sure motor pinion gear teeth mesh properly with sector gear teeth; then, install three regulator motor attaching screws.

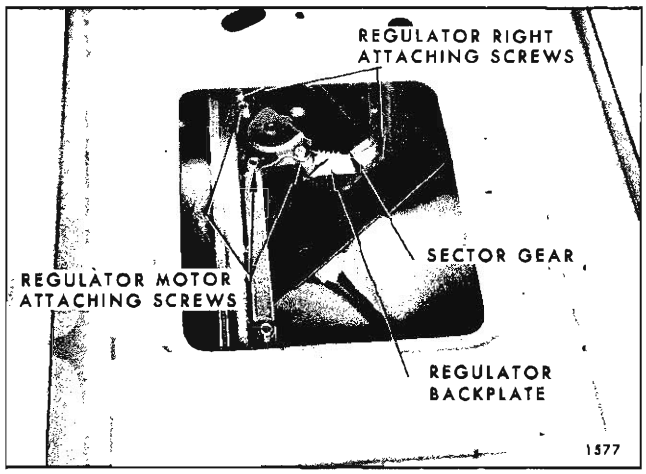


Fig. 2F24—Tail Gate Window Regulator Motor Removal

3. Tighten regulator right attaching screws.

IMPORTANT: After motor assembly is attached to regulator, remove screw locking sector gears, if sector gears were locked.

4. Connect wire harness connector to motor. Check operation of tail gate window.

5. Install tail gate inner panel access hole cover, inner panel water deflector and inner cover panel.

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE OR ESCUTCHEON ASSEMBLY (MANUAL OR ELECTRIC)

Removal and Installation

1. Open tail gate and remove inner cover panel. Detach upper portion of inner panel water deflector.

2. Operate tail gate window to the full up position.

CAUTION: Fully support tail gate window during operation in step No. 2.

3. Through tail gate inner panel access hole, remove outside handle or escutcheon attaching nuts. (See Fig. 2F23).

4. On power operated windows (escutcheon assembly) disconnect junction block from switch.

5. Remove outside handle or escutcheon assembly. (See Fig. 2F25).

6. To install, reverse removal procedure. Make sure sealing gasket is properly installed and check operation of tail gate window prior to installation of water deflector and covers.

TAIL GATE ELECTRIC WINDOW JAMB SWITCH

Removal and Installation

1. Lower tail gate and remove inner panel cover.

2. Detach right half of tail gate inner panel water deflector and remove access hole cover.

3. Operate tail gate window up (out of tail gate) sufficiently to gain access to switch inside tail gate and disconnect switch.

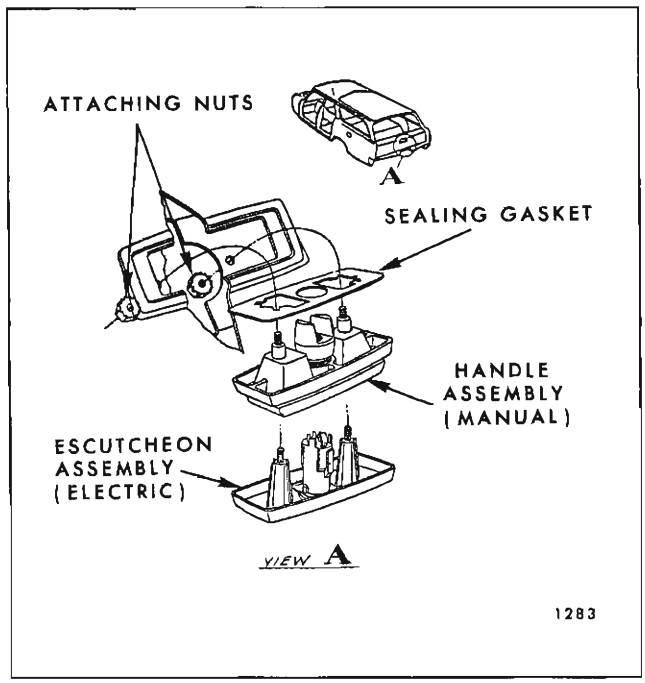


Fig. 2F25—Tail Gate Window Handle (Manual) and Escutcheon (Electric) Assembly

NOTE: Support glass when same is out of tail gate.

4. Remove two jamb switch attaching screws from tail gate right side facing at tail gate lock and remove jamb switch. (See Fig. 2F21).

5. To install, reverse removal procedure.

TAIL GATE REMOTE CONTROL ASSEMBLY

Removal and Installation

1. Open tail gate. Remove tail gate inner cover panel, inner panel water deflector and access hole covers. Operate window to a full "up" position and support it in that position.

2. Disconnect remote control to lock connecting rods at remote control assembly. Remove remote control inside handle attaching screw and remove handle (Fig. 2F23).

3. Remove remote control assembly attaching screws (Fig. 2F23) and remove remote control.

4. To install, reverse removal procedure.

TAIL GATE LOCK ASSEMBLIES

Removal and Installation

1. Remove tail gate window and lower run channel on side from which lock is to be removed.

2. Disconnect lock to remote control connecting rod at remote control assembly. If removing right lock on styles equipped with electrically operated tail gate window, remove jamb switch.

3. Remove lock attaching screws and remove lock assembly. (See Fig. 2F21).

4. To install, reverse removal procedure. Prior to installation, apply body caulking compound across top and down sides of lock bolt housing and lock frame joint. (See Fig. 2F26).

TAIL GATE LOCK STRIKER ASSEMBLIES

Removal and Installation

1. Open tail gate and with a pencil, mark position of striker on body pillar.

2. Remove lock striker attaching screws and remove striker and adjusting plates from body pillar. (See Fig. 2F22).

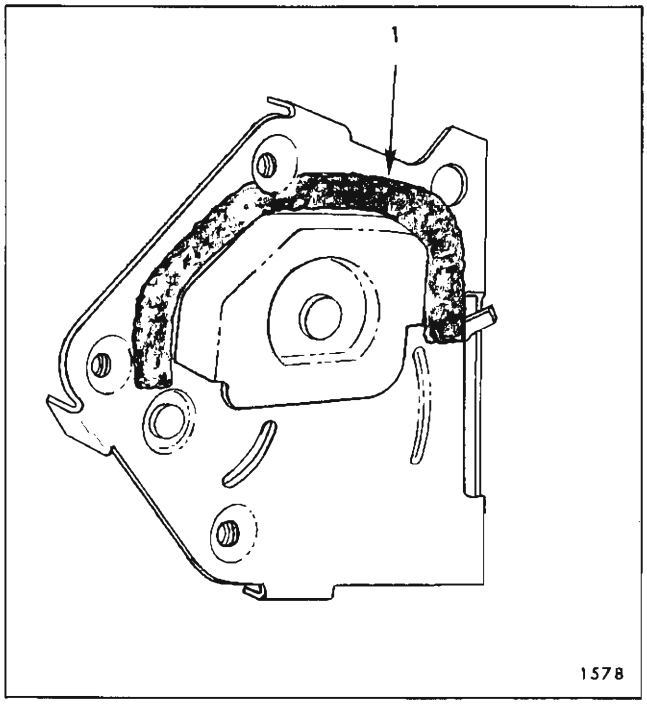


Fig. 2F26—Tail Gate Lock Caulking

3. To install tail gate lock striker, place striker and adjusting plates within marks on body pillar and install striker attaching screws.

TAIL GATE LOCK STRIKER ADJUSTMENTS

1. To adjust the tail gate lock striker up or down or forward or rearward, loosen striker attaching screws, shift striker and adjusting plates to desired position then tighten striker attaching screws.

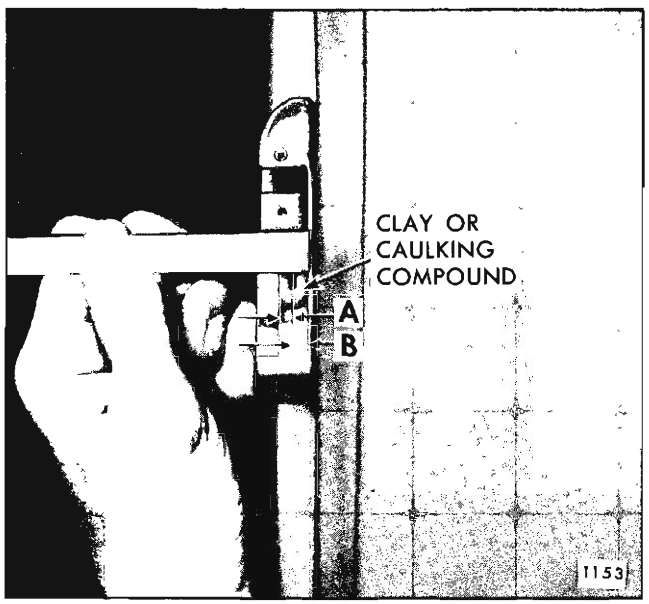


Fig. 2F27—Tail Gate Lock Striker Caulking Check

2. DIMENSIONAL SPECIFICATIONS FOR USE OF TAIL GATE LOCK STRIKER EMERGENCY SPACERS.

a. Tail gate should be properly aligned before checking spacer requirements.

b. To determine if tail gate lock striker emergency spacers are required, apply modeling clay or body caulking compound in the lock striker notch where the lock extension engages and then close the tail gate to form a measurable impression in the clay or caulking compound (Fig. 2F27).

When dimension "A" from inside face of striker teeth to center of lock extension is less than 3/16" install emergency spacers and proper length striker attaching screws as directed.

Dimension "A"	No. of Spacers Required	Spacer Thickness	Striker Attaching Screws*
3/16" to 1/8"	1	1/16"	Original Screw
1/8" to 1/16"	1	1/8"	Emergency Screw (1/8" Longer)
1/16" to 0	1 (1/8" Spacer)	3/16"	Emergency Screw
	1 (1/16" Spacer)	(Total)	(1/4" Longer)
0 to 1/16"	2 (1/8" Spacer)	1/4"	Emergency Screw
Interference		(Total)	(1/4" Longer)

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

NOTE: Dimension "B" from center of lock extension to inside face of striker should never be less than 1/16".

TAIL GATE WINDOW UPPER GLASS RUN CHANNEL AND RETAINER

Removal

1. Lower tail gate window. Remove rear body opening finishing strip assembly.

2. Using a suitable hooked tool carefully work one end of run channel out of retainer; then, carefully pull run channel out of retainer and remove channel from body.

3. Remove screws securing glass run channel retainers to body and remove right and/or left retainer.

Installation

1. If upper glass run channel retainers have been removed, clean off old sealer from body and glass run channel retainers.

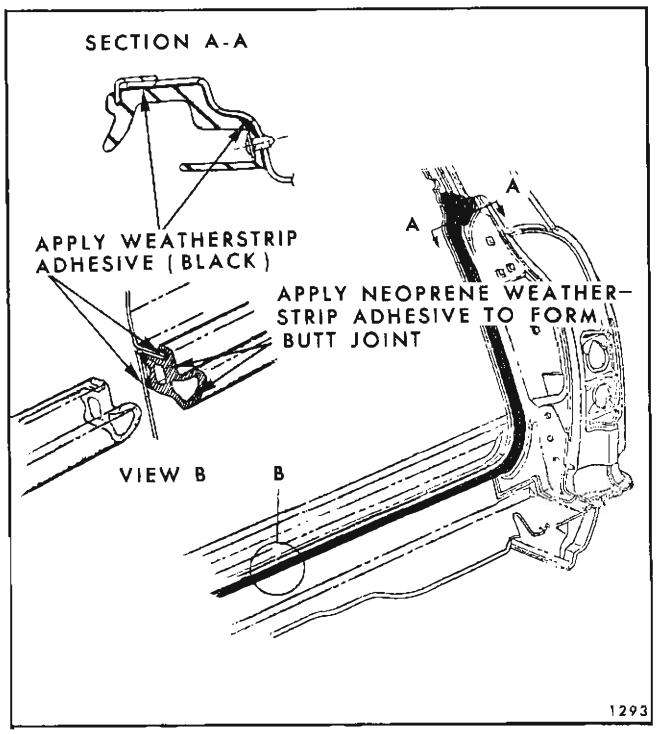


Fig. 2F28—Tail Gate Weatherstrip Installation

2. Apply a bead of medium-bodied sealer up sides and across top of back body opening surfaces contacted by glass run channel retainers. Install glass run channel retainers.

3. Align end of glass run channel to end of glass run channel retainer; then, install channel into retainer securely.

TAIL GATE OPENING WEATHERSTRIP ALL STATION WAGON STYLES

Removal

1. Open tail gate. Remove screw securing upper end of weatherstrip to body (Section "A-A", Fig. 2F28).

2. Starting at upper end of weatherstrip, carefully break cement bond between weatherstrip and body (using a flat-bladed tool) and remove weatherstrip from body.

Installation

1. Clean old cement from body to provide a clean cementing surface.

2. Apply (brush) a continuous coat of weatherstrip adhesive (black) to attaching surfaces of weatherstrip and corresponding cementing surfaces on back body opening. (See Sections "A-A", "B-B", "C-C" Fig. 2F28).

3. Locate the upper end of weatherstrip to body opening making sure formed section of weatherstrip and attaching screw hole are properly aligned. (See Section "A-A", Fig. 2F28). Insert remainder of weatherstrip into gutter along body pillar and on pinchweld flange along bottom of opening.

4. At bottom center of opening trim excess weatherstrip with approximately 1/2" overlap between the two ends of weatherstrip to make a butt joint.

5. Apply neoprene weatherstrip adhesive to contacting surface of each end of weatherstrip; then, cement ends of weatherstrip together to form an even butt joint.

HEADLINING

"11"-"15"-"27"-"35"-"37"-"45" AND "69" STYLES

DESCRIPTION

The headlining assembly is formed to the contour of the roof panel by concealed listing wires. Both ends of the listing wires are installed into holes in the side roof rail assemblies, on all styles except "27" and "37" styles. On "27" and "37" styles, the listing wires are installed into holes in the side roof rails on the left side and into clips on the right side. The listing wires on "27" and "37" styles are also secured to the center longitudinal roof bow by metal tabs (Views "A" and "B" Fig. 2G3).

The headlining material is cemented around metal retainers at the windshield and back window or body opening. The sides of the material are cemented to the roof side inner rail pinchweld flanges. On "35" and "45" styles, the rear quarter material is cemented to the body lock pillars and rear window or back body opening pinchweld flanges. On "11"-"27"-"37" and "69" styles, the headlining is attached to a tacking strip at the rear quarter area by tacks or staples. (View "J" Fig. 2G1). Finishing lace, rear quarter finishing moldings, two rear quarter trim foundations, and pillar trim plates, cover 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 assemblies.

a. Sunshade support assemblies.

b. Rear view mirror supports.

c. Dome lamp assembly and coat hooks.

d. Windshield and back body finishing moldings.

e. Body lock pillar finishing plates.

f. Loosen rear quarter upper trim foundation by prying upper foundation fasteners loose from roof extension inner panel (View "J" Fig. 2G1). Fold trim foundation down on rear compartment shelf.

NOTE: It is not necessary to completely remove rear quarter trim foundation to install the headlining on "11"-"27"-"37"-"69" styles.

g. Windshield and back window finishing lace.

h. All pinchweld flange finishing lace over doors and rear quarters.

3. Carefully detach headlining from windshield, back window, side roof rails and rear quarter areas.

4. Working from front to rear of body, disengage headlining listing wires from side roof inner rails except "27" and "37" styles. On "27" and "37" styles remove listing wires from left side rail holes and clips on right side. (View "I", Fig. 2G1). Remove No. 1 and No. 2 listing wires from longitudinal supporting tabs. In like manner working from rear of body remove No. 5 and No. 4 listing wires (View "B" Fig. 2G3). At No. 3 listing wire, bend down metal tab securing listing wire (View "A" Fig. 2G3). Gather or roll headlining with listing wires on outside to keep headlining clean.

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. At No. 3 and 6 roof bows, bend down metal tabs securing listing wires and listing wire pockets. (View "C", Fig. 2G1 and Fig. 2G2). Remove listing wires and pocket from support (View "H", Fig. 2G1).

6. Remove headlining assembly from body.

7. 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

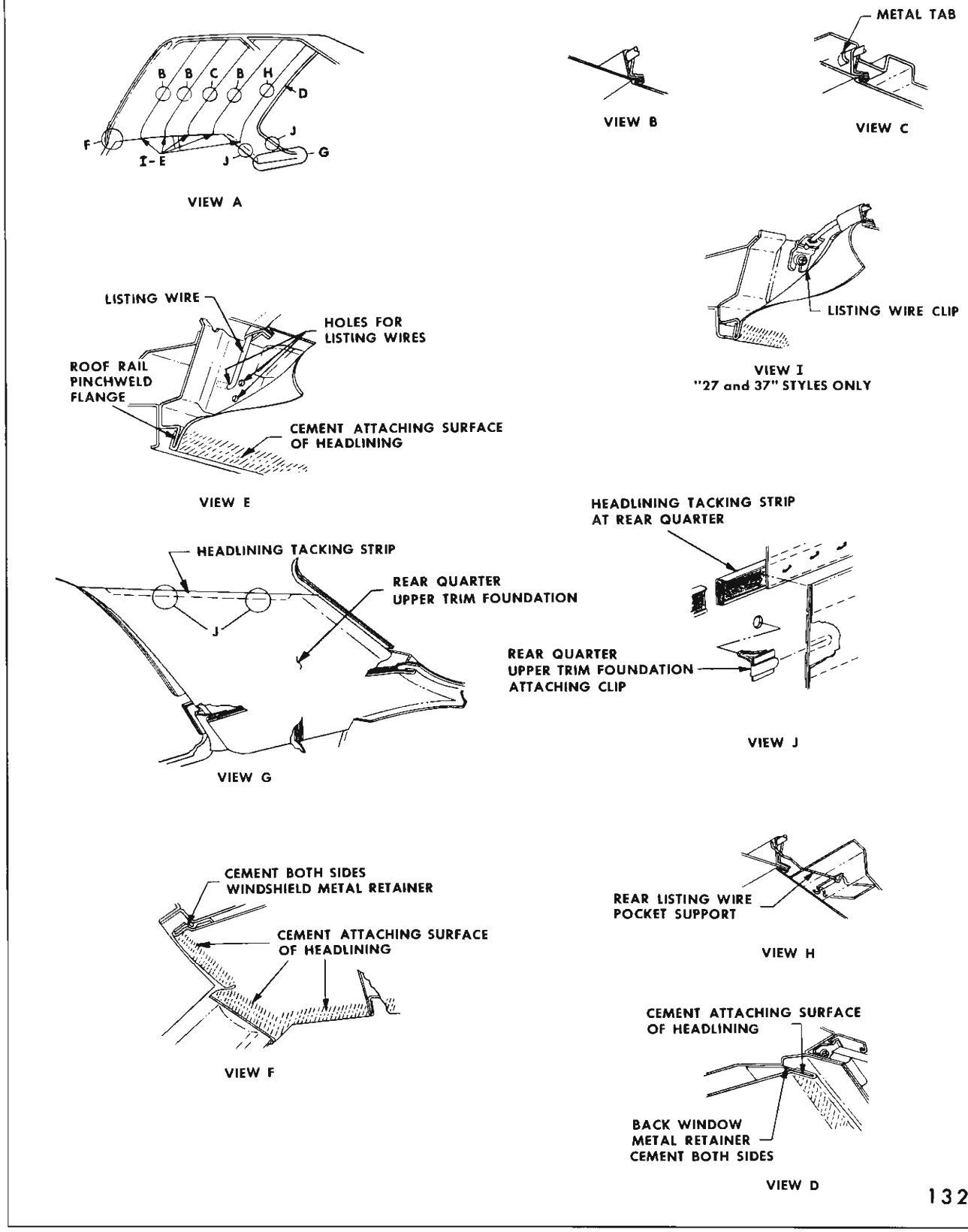


Fig. 2G1—Headlining Installation - All Styles Except Station Wagons

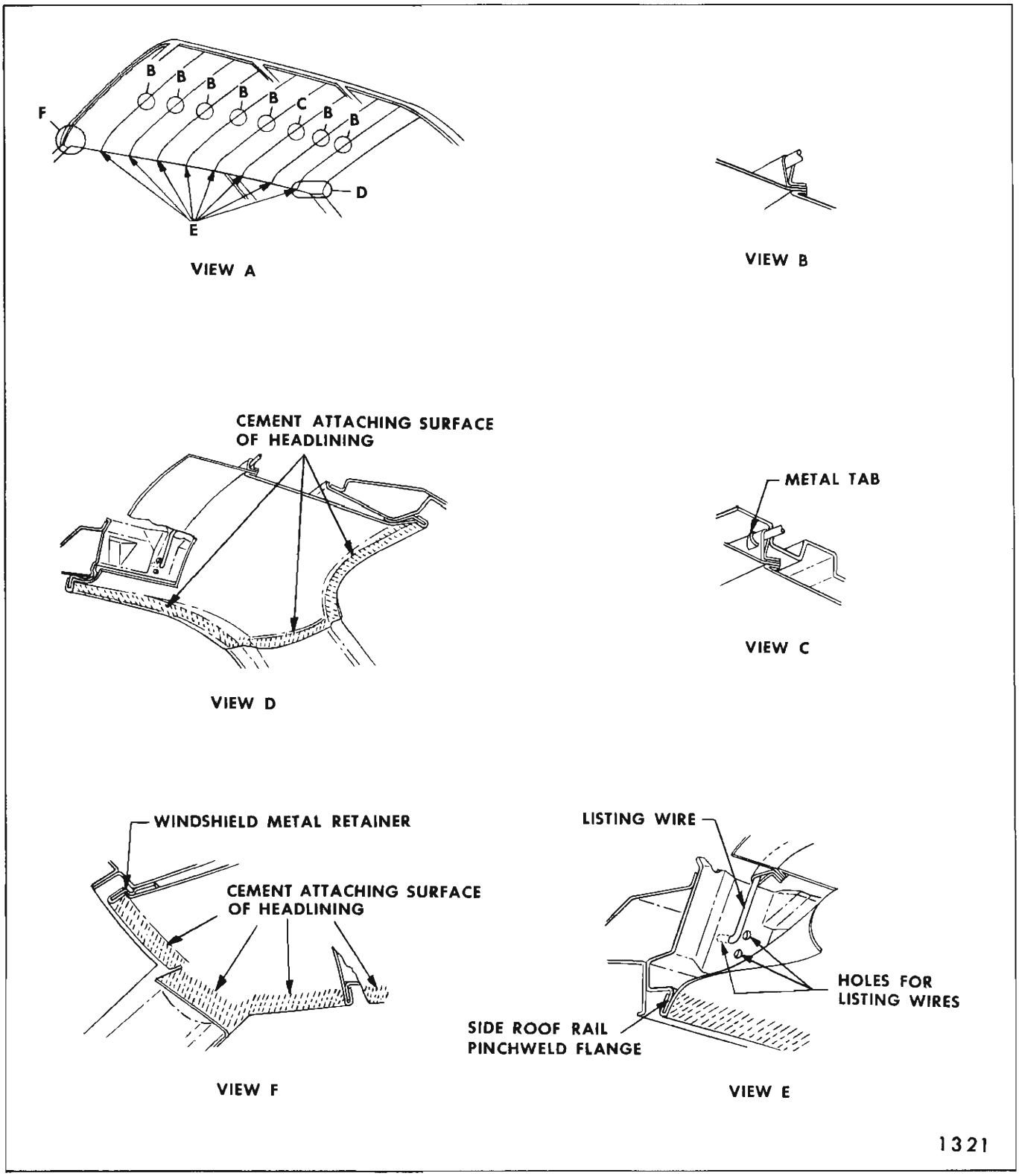


Fig. 2G2—Headlining Installation - "35" and "45" Styles

attaching surfaces at windshield and back window openings. Cement must be applied to both sides of headlining retainers. (Views "D" and "F", Fig. 2G1 and Fig. 2G2).

3. Apply approved cement to headlining attaching surfaces along side roof rails and rear quarter areas, except rear quarter areas on "11"-"27"-"37" and "69" styles.

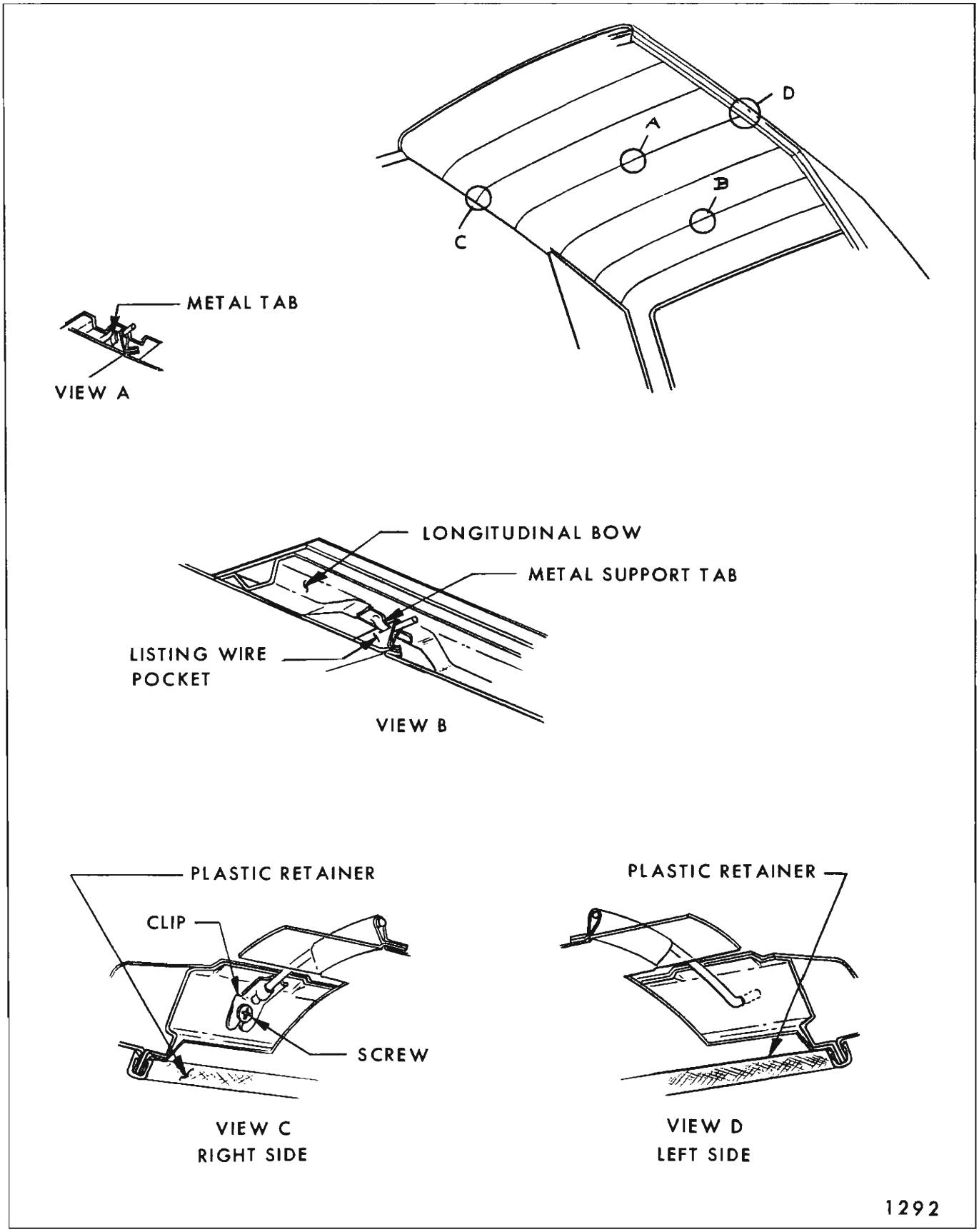


Fig. 2G3—Headlining Installation - "27" and "37" Styles Only

4. Apply approved cement to pinchweld flanges of side roof rails.

5. Lift headlining assembly into body and install rear listing wires into side roof rails except "27" and "37" styles. (View "E" Fig. 2G1, and Fig. 2G2). On "27" and "37" styles, install No. 3 listing wire over metal tab on roof bow (View "A" Fig. 2G3). Be certain headlining is centered in body.

6. If new headlining assembly is being installed, slit listing wire pockets at each tab location on longitudinal bow (approximately 1 1/2" in length). (View "B" Fig. 2G3). Working rearward from No. 3 listing wire install listing wires into left side rail holes, clips on right side and supporting tabs on longitudinal bow. In like manner, working forward from No. 3 listing wire, install No. 2 and No. 1 listing wires.

7. Center and align headlining in relation to back body opening and side roof rails. On "11" and "69" styles, insert rear listing wire support through listing wire pocket (View "H", Fig. 2G1).

8. Working forward on "11"-"35"-"45" and "69" styles, install ends of listing wires into listing wire holes in side roof rails.

9. Install headlining listing support wire over metal tabs on roof bow. Bend up tabs so that support wire is securely fastened to roof bow (View "C" Fig. 2G1 and Fig. 2G2).

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.

10. Stretch and secure headlining along entire windshield and back body openings.

11. Apply trim cement to attaching edges of headlining assembly except rear quarter areas on "11"-"27"-"37" and "69" styles.

12. Working toward front of body, install headlining to side roof inner rail, cutting headlining to shape at center pillar and upper rear body lock pillar. Remove all draws or wrinkles as required from headlining assembly.

13. Trim excess material from edges of headlining assembly, at windshield, back window and around rear quarter areas except "11"-"27"-"37" and "69" styles. On "11"-"27"-"37" and "69" styles tack headlining to rear quarter trim stick (View "J", Fig. 2G1).

14. Using a headlining inserting tool, install trimmed edges of headlining to outer surface of side roof inner rail and at windshield and back window retainers to give headlining a finished appearance (Views "D", "E", "F", Fig. 2G1 and Views "D", "E" and "F", Fig. 2G2).

15. Install windshield and back window finishing strips.

16. Install door opening and rear quarter upper pinchweld finishing strips and all other previously removed inside hardware and trim assemblies.

"55" AND "65" STYLES

DESCRIPTION

The "55" and "65" styles use two separate headlining assemblies and may be removed and replaced separately.

The front headlining is formed to the contour of the roof panel by concealed listing wires (View "A", Fig. 2G4). The ends of the listing wires are installed into holes in the side roof inner rails (View "B"), and may be adjusted up and down or fore and aft.

The headlining material is cemented to metal retainers and side roof rail pinchweld flanges (View "B", "C", "D", Figure 2GA). Escutcheons, moldings, and finishing lace cover the edges and assist in holding the material in place.

The rear headlining is formed to the contour of the roof panel by concealed listing wires (View "E"). The ends of the listing wires are installed into clips which are secured to the side roof inner rails by screws (View "F"). The edges of the material are cemented to the retainer flanges (View "G"). Finishing lace and moldings cover the edges and assist in holding the material in place.

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

FRONT HEADLINING ASSEMBLY:

Removal

1. Place protective covers over front seat cushion and back.

2. Prior to removal of the front headlining, remove the following items:

a. Sunshade supports

b. Rear view mirror support

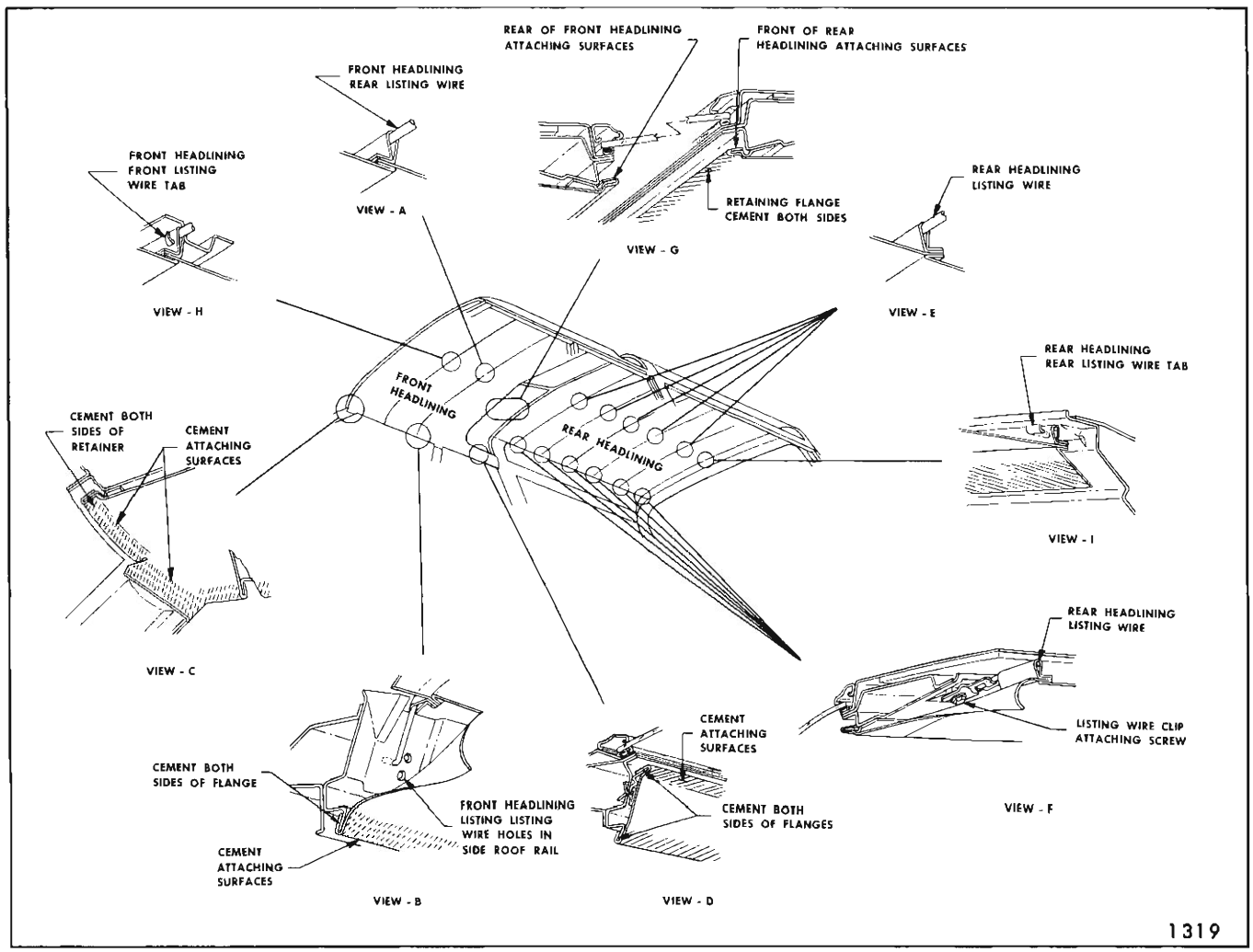


Fig. 2G4—Headlining Installation - "55" and "65" Styles

c. Windshield upper corner escutcheons

d. Center lock pillar upper finishing plates

e. Side skylight front upper garnish molding

f. Coat hooks

g. Courtesy lamps

h. Front skylight center division garnish molding

i. Front headlining finishing lace

j. Rear of headlining finishing lace

k. Finishing lace over front and rear doors.

3. Starting at front, carefully detach all cemented edges of headlining material from retainers and flanges.

4. Bend down tab at front listing wire (View "H", Figure 2G4); remove listing wires from inner rails. Gather or roll headlining with listing wires on outside to keep headlining clean and remove old headlining assembly.

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

Installation

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

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

2. Apply approved trim cement to headlining attaching surfaces.

3. Apply approved trim cement to metal retainers and flanges.

4. Lift headlining into body, install listing wires into holes in side roof rail, center headlining to roof, hook front listing wire over tab on roof bow and bend down tab (View "H").

NOTE: Listing wires should rest tight against roof panel. Working from front to rear, attach headlining to retainers and flanges while stretching and removing wrinkles. Reinstall all previously removed parts.

REAR HEADLINING ASSEMBLY:

Removal

1. Place protective covering over seats and floor.

2. Prior to removing headlining, remove the following items:

a. Sunshade supports

b. Front skylight center division garnish molding

c. Side skylight front upper garnish molding

d. Rear roof headlining trim finish molding

e. All finishing lace around perimeter of headlining.

3. Carefully detach headlining at cemented edges.

4. Starting at front remove listing wires from roof inner rails (View "F").

5. At rear listing wire bend down tab securing wire to bow (View "I").

6. Gather or roll headlining with listing wires on outside to keep headlining clean and remove headlining assembly from car.

Installation

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

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

2. Apply approved trim cement to attaching surfaces of headlining material.

3. Apply approved trim cement to retaining flanges of roof panel.

4. Lift headlining into body, install center of rear listing wire over hook at rear bow and bend over tab (View "I").

5. Working forward install remainder of listing wires into clips and secure clips to roof (View "F").

6. Listing wires must rest tight against the roof. If necessary adjust listing wires by moving clips at attaching screws.

7. Attach entire perimeter of headlining to retaining flanges, removing wrinkles by stretching the material as required.

8. Replace previously removed parts.

SEATS

FRONT SEAT ASSEMBLY (MANUAL FULL WIDTH SEATS)

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.

NOTE: Make certain front legs of adjusters are completely engaged under retaining bolts before 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. 2H1).

3. If left adjuster is being replaced, remove adjuster control knob (Fig. 2H1).

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. 2H1).

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. 2H1).

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

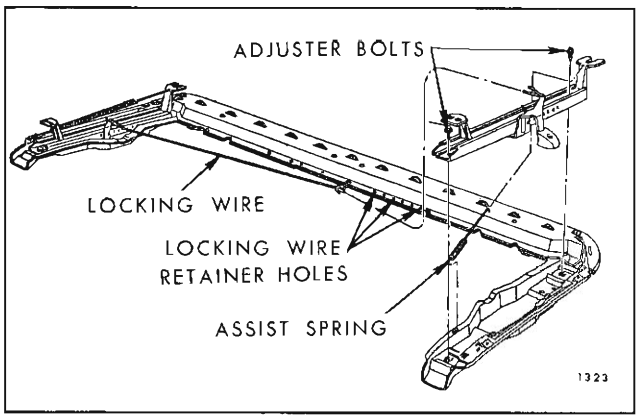


Fig. 2H1—Manual Seat Adjusters

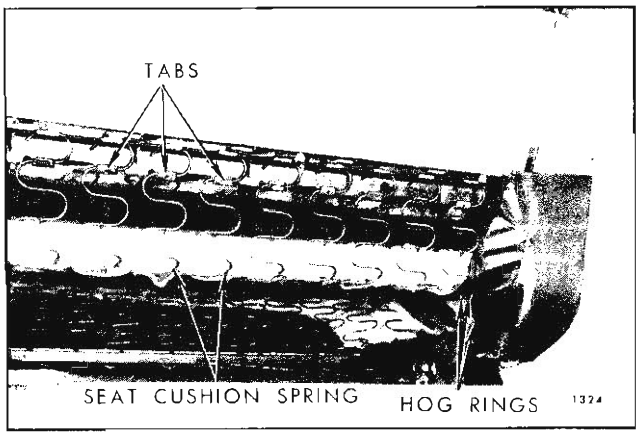


Fig. 2H2—Front Seat Cushion-To-Seat Back Spring Attachment

to seat back frame along rear of seat and hog rings securing ends of seat back trim to seat bottom frame. (See Fig. 2H2).

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. 2H3).

5. Bend open tabs securing seat cushion spring assembly to seat back frame and carefully disengage springs from tabs. (See Fig. 2H2).

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 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.

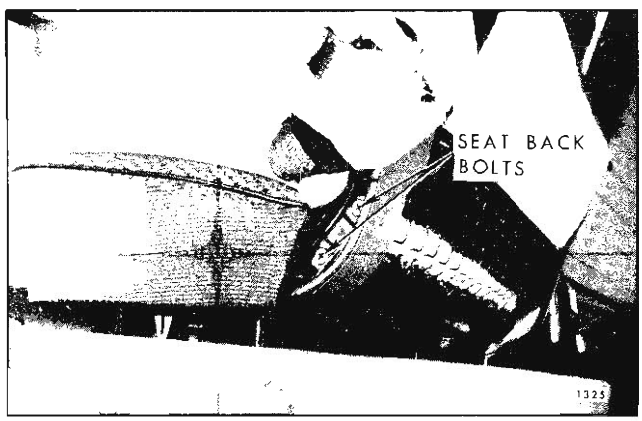


Fig. 2H3—Front Seat Back Attachment

FRONT SEAT ASSEMBLY—FULL WIDTH (FOUR-WAY TILT)

DESCRIPTION

The seat adjusters are actuated by a 12 volt, reversible, shunt wound motor with a built-in circuit breaker. The motor is installed at the left side of the seat assembly. (See Fig. 2H4). The seat motor is energized by a toggle-type control switch installed in the left seat side panel.

The seat adjuster operating mechanism incorporates a transmission assembly which includes two solenoids and four drive cables leading to the seat adjusters. One solenoid controls the vertical movement of the seat while the other solenoid controls the horizontal movement of the seat. When the control switch is actuated, the motor and one of the solenoids are energized simultaneously. Then the solenoid plunger engages with the driving gear dog. The driving gear rotates the drive cables and operates both adjusters. When the adjusters reach their limit of travel, the drive cables stop their rotating action and torque is absorbed by the rubber coupler connecting the motor and transmission. When the switch contacts are opened, a return spring returns the solenoid plunger to its original position disengaging it from the driving gear dog.

FRONT SEAT ASSEMBLY—FOUR-WAY (TILT)

Removal and Installation

1. Remove both driver and passenger inboard seat belt floor pan attaching bolt. Remove both seat adjuster track covers; then turn back floor carpeting sufficiently to expose adjuster-to-floor pan attaching bolts.

2. Under front of seat, disconnect seat harness feed connector and detach seat harness from clip on floor pan (Fig. 2H4).

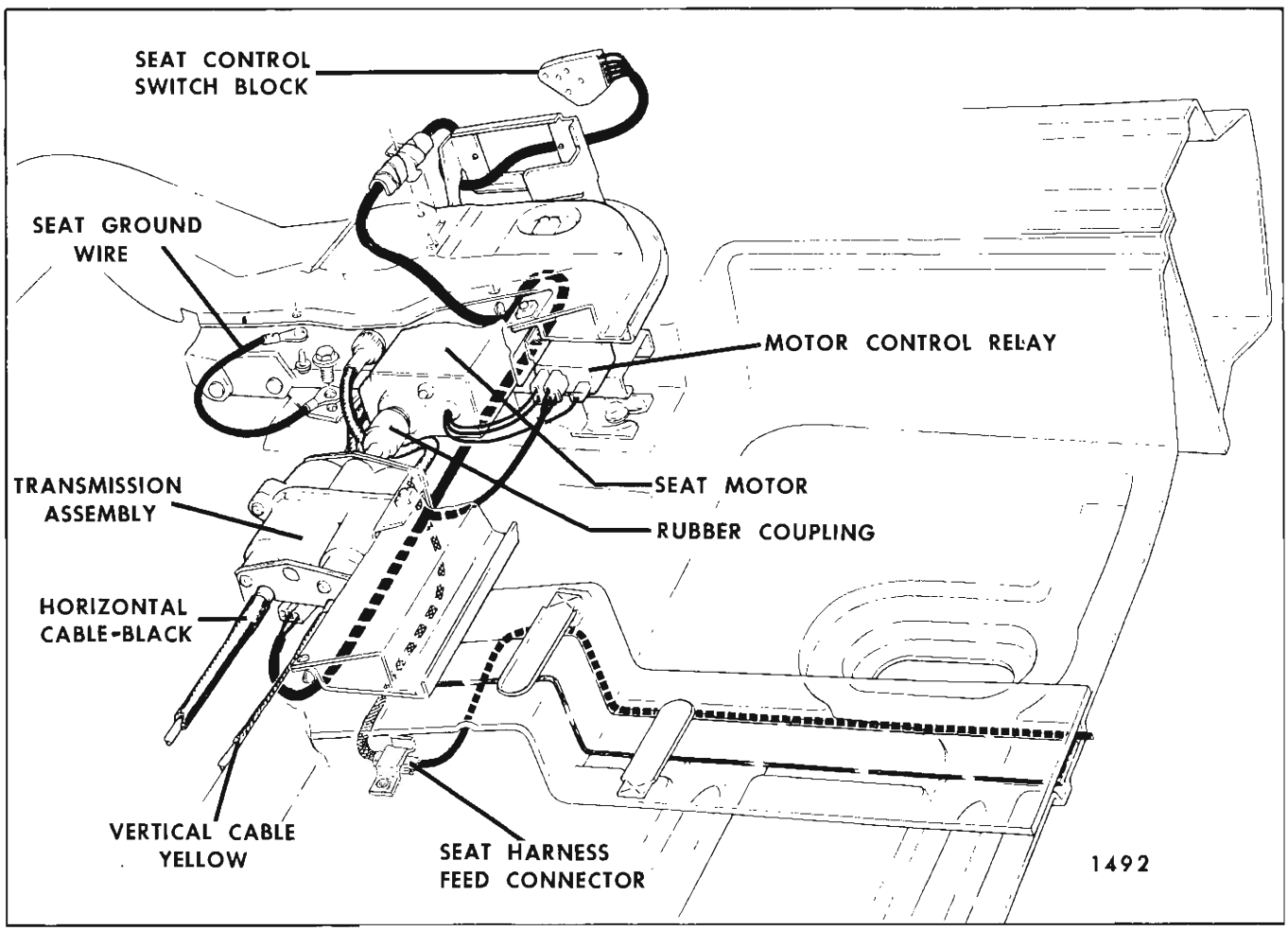


Fig. 2H4—Four Way Bench Seat

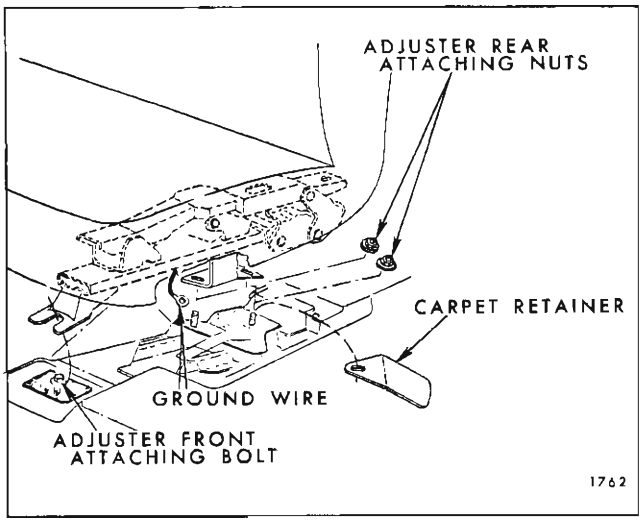


Fig. 2H5—Front Seat Installation

3. Loosen adjuster-to-floor pan front attaching bolt; then, remove both adjuster-to-floor pan rear attaching bolts (Fig. 2H5).

4. With aid of helper, carefully slide seat assembly rearward until front adjuster pedestal is disengaged from front attaching bolt; then remove seat assembly with attached adjusters from body.

5. To install seat assembly, reverse removal procedure. Make sure ground wire is securely attached at left seat adjuster and under seat adjuster-to-floor pan attaching bolt (Fig. 2H5). Prior to installing right and left adjuster rear attaching nut, properly position rear floor carpet around rear supports of adjuster; then install carpet retainer to rear studs and install adjuster nut.

IMPORTANT: When installing seat assembly in body, seat adjusters should be parallel and "in phase" with each other. In the event the adjusters are "out of phase" (or one adjuster reaches its maximum horizontal or vertical travel in a given direction before the other adjuster) proceed as follows:

a. Horizontal Travel - Operate seat control switch until one adjuster reaches full forward

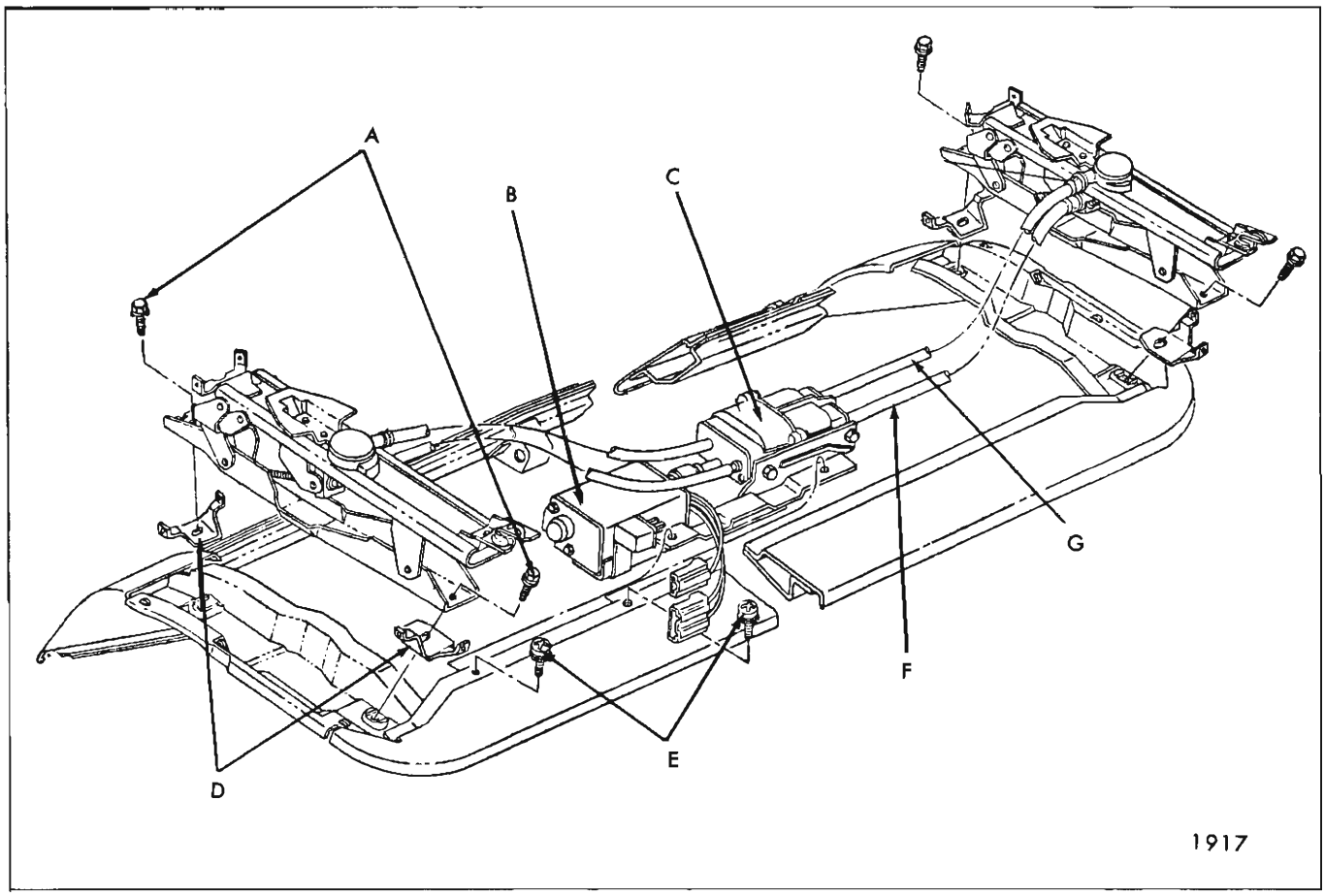


Fig. 2H6—Front Seat Assembly - Four-Way Tilt

A. Adjuster to Seat Frame Attaching Bolts
B. Motor Assembly
C. Transmission Assembly
D. Track Cover Supports
E. Motor and Transmission support Attaching Screws
F. Vertical Cable (Yellow)
G. Horizontal Cable (Black)

position. Detach horizontal drive cable from adjuster which has reached full forward position. Operate seat forward until other adjuster reaches full forward position; then, connect horizontal drive cable and check horizontal travel of seat.

b. Vertical Travel - Operate seat control switch until one adjuster reaches fully raised position. Disconnect vertical drive cable from adjuster which has reached fully raised position. Operate seat upward until other adjuster has reached fully raised position; then, connect vertical drive cable and check vertical travel of seat.

FRONT SEAT ADJUSTER ASSEMBLY FOUR-WAY (TILT)

Removal and Installation

1. Operate seat assembly to fully raised and midway position.

2. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface. (Fig. 2H6).

3. Detach the two power drive cables from adjuster to be removed.

4. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove adjuster from seat assembly (Fig. 2H6).

5. To install seat adjuster assembly, reverse removal procedure. Black cable attaches to horizontal actuator. (Fig. 2H6).

NOTE: Check operation of seat adjusters and make sure adjusters are "in phase". See step 5 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER VERTICAL GEARNUT FOUR-WAY (TILT)

Removal and Installation

1. Operate seat assembly to fully raised and midway position.

2. Remove front seat assembly from body as previously described and place upside down on a clean protected surface.

3. Remove vertical gearnut drive cable from gearnut opposite to gearnut which is being replaced.

4. Using a clutch type screwdriver or other suitable tool, remove shoulder screws securing linkage to vertical gearnut being replaced. (Fig. 2H7).

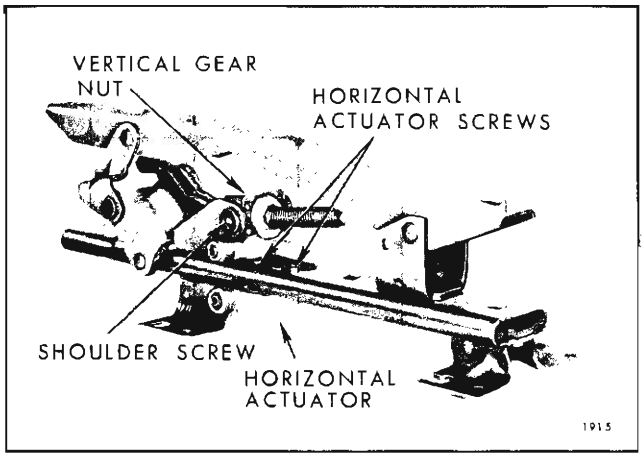


Fig. 2H7—Front Seat Adjuster Four-Way Tilt

5. If right adjuster gearnut is being replaced, at front of jackscrew, remove double nut that acts as a jackscrew "down" stop.

6. Using a portable power source to energize the motor, actuate vertical gearnut until gearnut is disengaged from jackscrew.

NOTE: It may be necessary to manually raise or lower upper rear portion of adjuster to gain clearance for removal of gearnut.

7. Disconnect drive cable from gearnut.

8. To install, reverse removal procedure.

NOTE: Check operation of seat adjusters and make sure adjusters are "in phase". See step 5 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER HORIZONTAL ACTUATOR ASSEMBLY FOUR-WAY (TILT)

Removal and Installation

1. Remove adjuster vertical gearnut as previously described.

2. Disconnect drive cable from horizontal actuator.

3. Remove screws securing horizontal actuator assembly to adjuster lower track; then remove actuator from adjuster assembly (Fig. 2H7).

4. To install, reverse removal procedure.

NOTE: When installing horizontal actuator, adjust actuator so that drive gear is fully engaged with teeth on lower channel. When horizontal actuator attaching screws are tightened, there

should be no free motion between upper and lower channels. Readjust actuator "as required" until all free motion between channels has been removed. Check operation of seat adjusters and make sure adjusters are "in phase". See step 5 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER JACKSCREW FOUR-WAY (TILT)

Removal and Installation

1. Remove adjuster vertical gearnut as previously described.

2. Remove seat adjuster-to-seat bottom frame front and rear attaching bolts on side affected (Fig. 2H6).

3. As a bench operation, remove jackscrew-to-adjuster linkage attaching rivet and remove jackscrew from adjuster assembly (Fig. 2H8).

NOTE: It may be necessary to manually raise or lower upper rear portion of adjuster to gain access to jackscrew attaching rivet.

4. To install, reverse removal procedure. Check operation of seat adjusters and make sure adjusters are "in phase". See step 5 under "Front Seat Assembly - Removal and Installation.

FRONT SEAT ADJUSTER ELECTRIC MOTOR

Removal and Installation

1. Remove front seat assembly as previously described and place upside down on a clean protected surface (Fig. 2H6).

2. Disconnect wire harness from motor relay assembly.

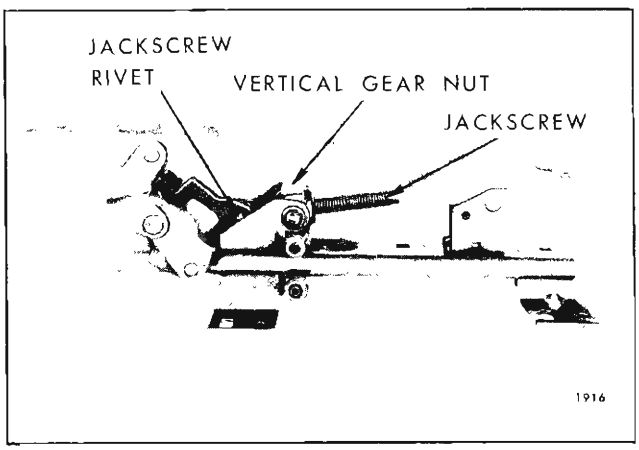


Fig. 2H8—Front Seat Adjuster Four-Way Tilt

3. Remove screws securing motor and transmission support to seat bottom frame. (Fig. 2H6).

4. Remove motor-to-motor support attaching screws and remove motor assembly from support.

5. To install, reverse removal procedure making sure rubber coupler is properly engaged at both motor and transmission ends.

FRONT SEAT ADJUSTER HORIZONTAL AND VERTICAL CABLES—FOUR-WAY (TILT)

Removal and Installation

1. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface.

2. Detach both horizontal and vertical cables from seat adjuster.

3. Remove screws securing horizontal and vertical cable end plate on side of transmission from which cables are being removed and remove cables from seat assembly (Fig. 2H4)

4. Disengage cable to be replaced from end plate.

5. To install cables, reverse removal procedure.

FRONT SEAT ADJUSTER TRANSMISSION FOUR-WAY (TILT)

Removal and Installation

1. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface.

2. Disconnect wire harness connector from transmission (Fig. 2H4).

3. Remove screws securing horizontal and vertical cable end plate on both sides of transmission and detach cables from transmission.

4. Remove transmission to support attaching bolts; then, disengage transmission from rubber coupler and remove transmission from seat assembly.

5. To install, reverse removal procedure.

Disassembly and Assembly of Transmission

1. Remove front seat adjuster transmission from seat assembly.

2. Remove screws securing gear and solenoid housings together; then, carefully separate housings and remove component parts of transmission assembly (Fig. 2H9).

3. To assembly transmission, reverse removal procedure.

IMPORTANT: Prior to or during installation, lubricate frictional surfaces of driving gear thrust washer, gears, dog washers, shaft and solenoid plungers with "Lubriplate" (630AAW) or equivalent.

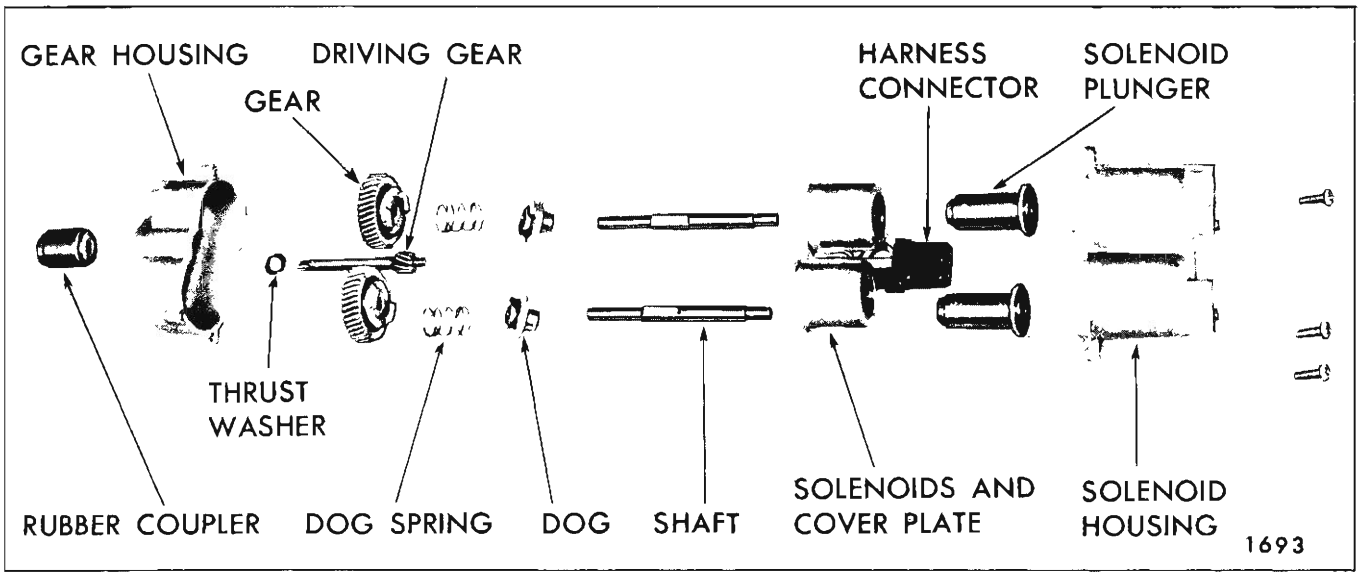


Fig. 2H9—Exploded View of Four-Way Seat Transmission

BUCKET TYPE FRONT SEATS

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.

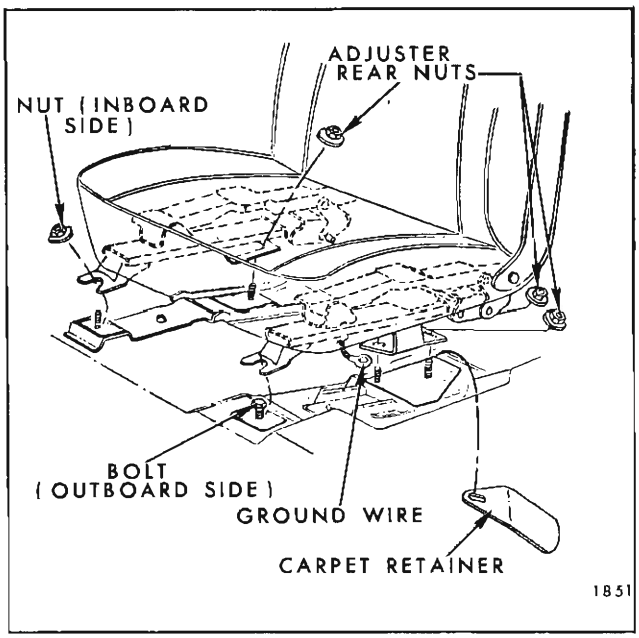


Fig. 2H10—Bucket Seat Attachment

BUCKET SEAT ASSEMBLY—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Operate seat assembly to forward position.

2. Turn back floor carpeting sufficiently to expose seat adjuster-to-floor pan rear attaching nuts.

3. Remove inner and outer rear attaching nuts.

4. Operate seat assembly to rearward position. (Fig. 2H10).

5. At front of seat, loosen adjuster-to-floor pan attaching bolt (Fig. 2H10).

6. Disconnect seat harness feed connector and disengage seat harness from clip on floor pan (Fig. 2H11).

7. Carefully slide seat assembly rearward until adjusters have been removed from under front attaching bolts then remove seat assembly with attached adjusters from body.

8. To install, reverse removal procedure. Be sure adjusters are properly engaged under front attaching bolts prior to installing rear attaching nuts. Prior to installing rear attaching nut, position rear floor carpet around rear supports of adjuster; then install carpet retainer to rear stud and install adjuster nut. (Fig. 2H10). Make sure ground wire is secured under adjuster inboard rear attaching nut. Check seat adjusters for proper operation.

FRONT SEAT BACK ASSEMBLY

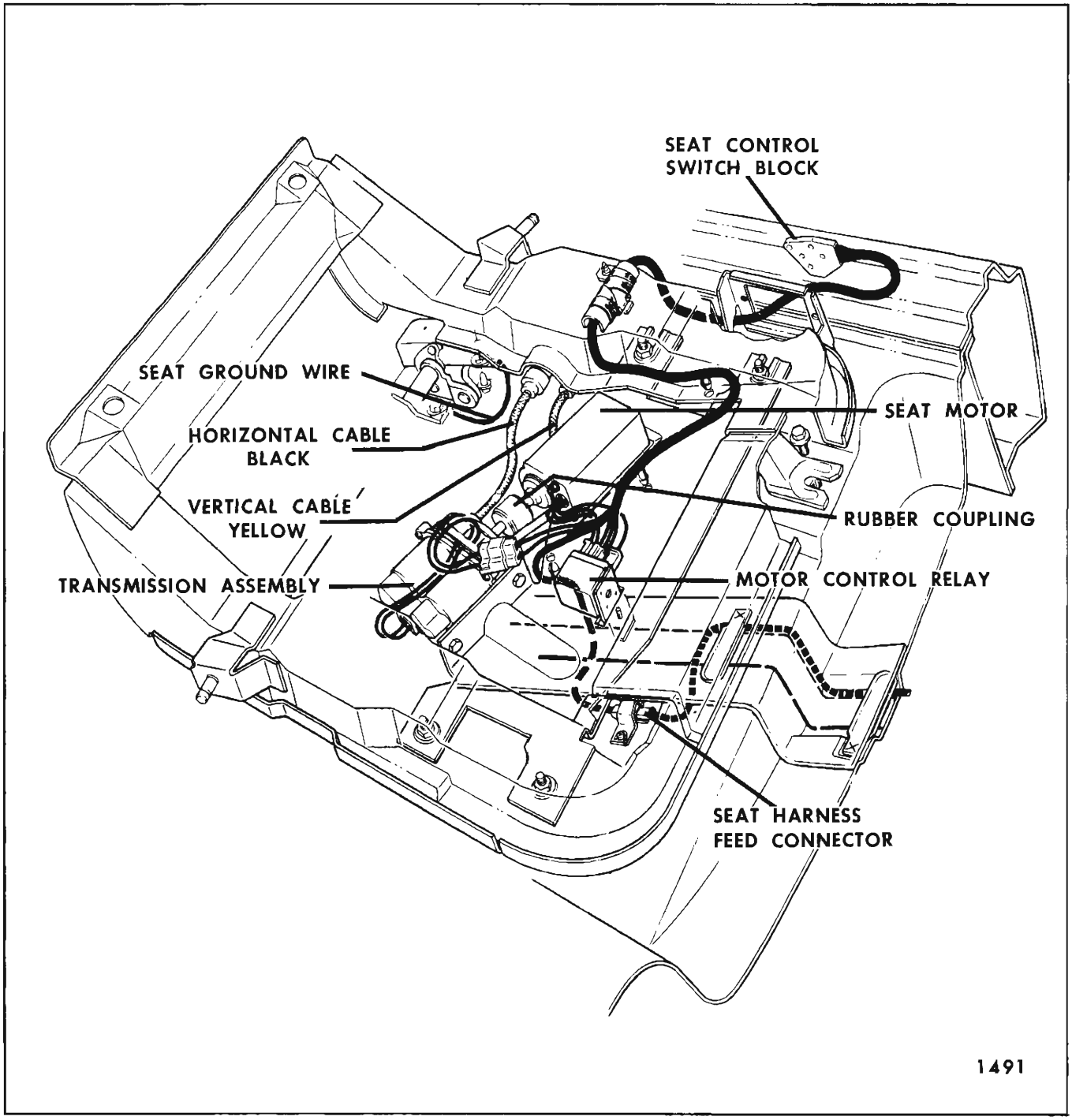
Removal and Installation

1. Using a flat-bladed tool, carefully remove retainer from inner and outer hinge pin (Fig. 2H12).

NOTE: On 10000, 11000 and 13000 Series, remove screw securing hinge arm cover (Fig. 2H13) 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.



2H11—Four-Way Bucket Seat Wiring

FRONT SEAT ADJUSTERS (DRIVER OR PASSENGER-MANUAL)

Removal and Installation

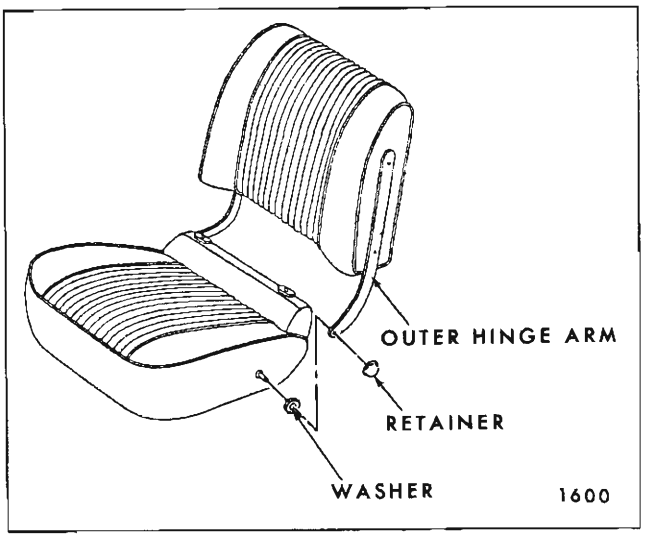
1. Remove front seat assembly as previously described and place upside down on a clean, protected surface.

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.



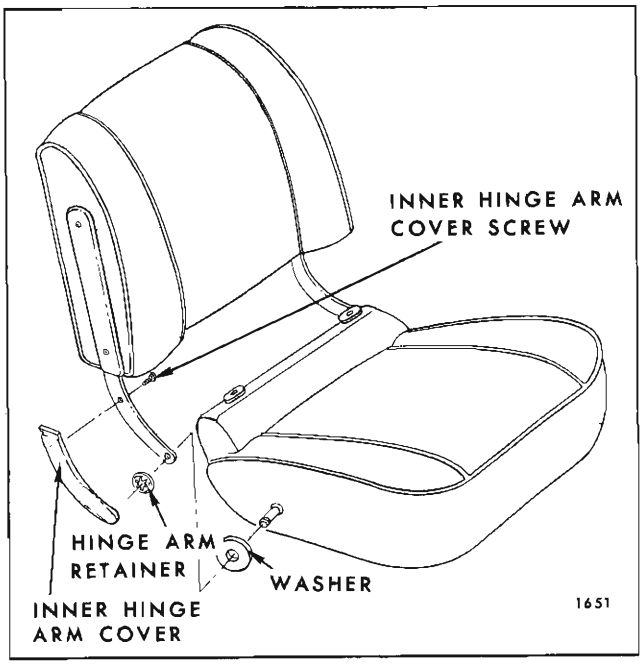
2H12—Bucket Seat Back Removal

FRONT SEAT ADJUSTER ASSEMBLY— FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Operate seat assembly to fully raised and midway horizontal position.

2. Remove bucket seat assembly from body with attached adjusters, motor and transmission, as previously described, and place upside down on a clean protected surface.



2H13—Bucket Seat Back Inner Hinge Arm

3. If power-operated outboard adjuster is being removed, disconnect power drive cable from vertical gearnut and horizontal actuator (Fig. 2H14).

4. Remove adjuster-to-seat bottom frame front and rear attaching bolts (Fig. 2H14).

5. Remove nuts securing motor and transmission support to adjuster assembly (Fig. 2H15).

6. Carefully disengage adjuster from support and torque tube assembly; then remove adjuster from seat.

7. To install, reverse removal procedure. Check seat adjusters for proper operation.

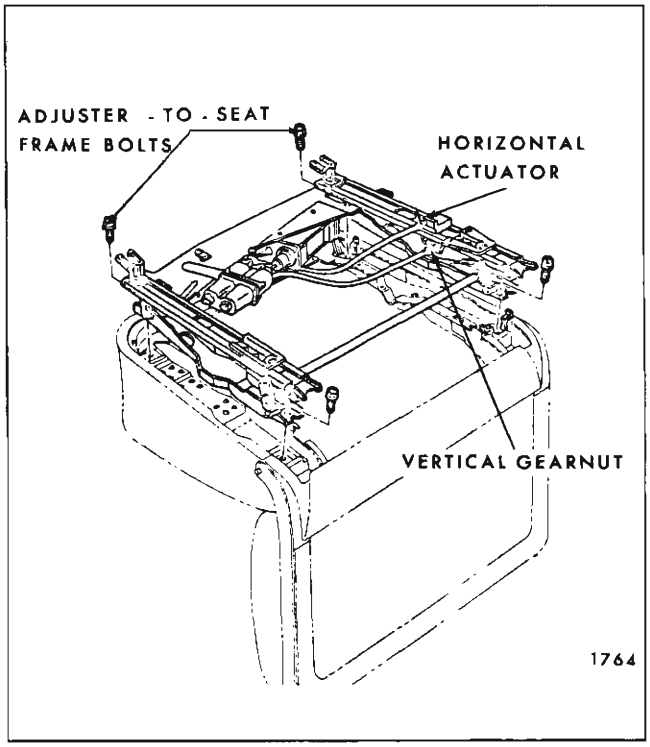
FRONT SEAT ADJUSTER VERTICAL GEARNUT FOUR-WAY (TILT) (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Operate seat assembly to fully raised and midway horizontal position.

2. Remove front seat assembly from body as previously described and place upside down on a clean protected surface.

3. Using a clutch type screwdriver or other suitable tool, remove shoulder screws securing linkage to vertical gearnut (Fig. 2H15).



2H14—Bucket Seat Adjuster Attachment

4. Remove jackscrew "down" stop from jackscrew (Fig. 2H15).

5. Using a portable power source to energize the motor, actuate vertical gearnut until gearnut is disengaged from jackscrew.

NOTE: It may be necessary to manually raise or lower upper rear portion of adjuster to gain clearance for removal of gearnut.

6. Disconnect drive cable from gearnut.

7. To install, reverse removal procedure. Check seat adjusters for proper operation.

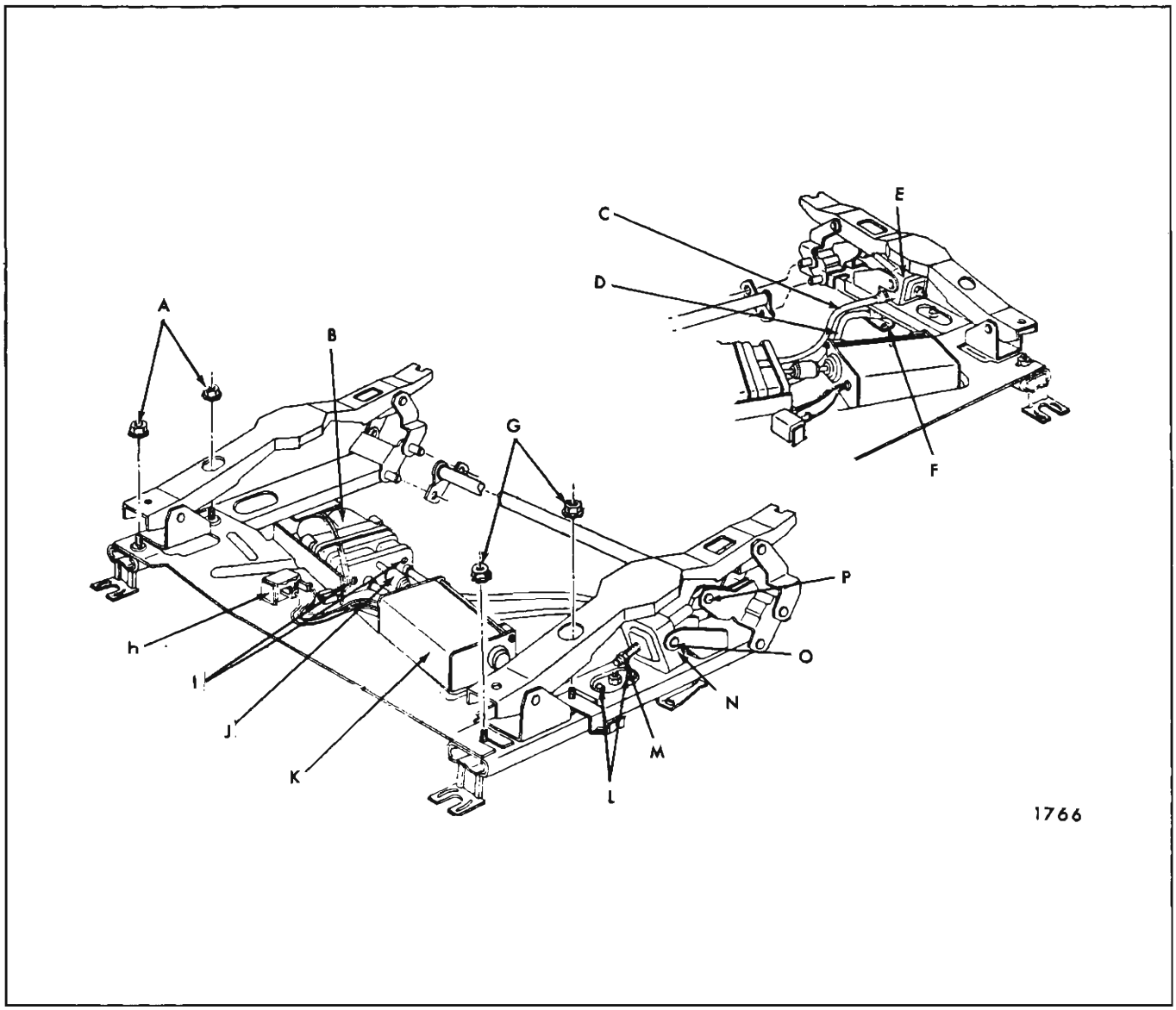


Fig. 2H15—Bucket Seat Adjuster Assembly

A. Motor and Transmission Support Inboard Attaching Nuts
B. Transmission Assembly
C. Vertical Drive Cable
D. Horizontal Drive Cable
E. Vertical Gearnut
F. Horizontal Actuator
G. Motor and Transmission Support Outboard Attaching Nuts
H. Motor Relay
I. Transmission End Plate Screws
J. Rubber Coupling
K. Motor
L. Horizontal Actuator Attaching Screws
M. Jackscrew Down Stop
N. Vertical Gearnut
O. Shoulder Screw
P. Jackscrew-To-Adjuster Rivet

FRONT SEAT ADJUSTER JACKSCREW—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Remove adjuster gearnut.

2. Remove seat adjuster-to-seat bottom frame front and rear attaching bolts (Fig. 2H14).

3. As a bench operation, remove jackscrew-to-adjuster linkage attaching rivet and remove jackscrew from adjuster assembly (Fig. 2H15).

NOTE: It may be necessary to manually raise or lower upper rear portion of adjuster to gain access to jackscrew attaching rivet.

4. To install, reverse removal procedure. Use new rivet to attach jackscrew-to-adjuster linkage. Check seat adjusters for proper operation.

FRONT SEAT ADJUSTER HORIZONTAL ACTUATOR ASSEMBLY—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

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

2. Using a clutch type screwdriver or other suitable tool, remove shoulder screws securing linkage to vertical gearnut (Fig. 2H15).

3. Using a portable power source, actuate vertical gearnut until gearnut is against "down" stop on jackscrew assembly.

4. Disconnect drive cable from actuator assembly.

5. Remove screws securing horizontal actuator assembly to adjuster lower track, then remove actuator from adjuster assembly (Fig. 2H15).

6. To install, reverse removal procedure.

NOTE: When installing horizontal actuator, adjust actuator so that drive gear is fully engaged with teeth on lower channel. When horizontal actuator attaching screws are tightened, there should be no free motion between upper and lower channels. Readjust actuator "as required" until all free motion between channels has been removed. Check seat adjusters for proper operation.

FRONT SEAT ADJUSTER ELECTRIC MOTOR—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Remove front seat assembly.

2. Disconnect wire harness from motor relay (Fig. 2H15).

3. Remove motor-to-motor support attaching screws and remove motor assembly from support.

4. To install, reverse removal procedure making sure rubber coupling is properly engaged at both motor and transmission ends (Fig. 2H15).

FRONT SEAT ADJUSTER HORIZONTAL AND VERTICAL CABLES—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface.

2. Detach both horizontal and vertical cables from seat adjuster.

3. Remove screws securing horizontal and vertical cable end plate on cable side of transmission and remove cables from seat assembly (Fig. 2H15).

4. Disengage cable to be replaced from end plate.

5. To install cables, reverse removal procedure.

FRONT SEAT ADJUSTER TRANSMISSION FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

1. Remove front seat assembly from body with attached adjusters, motor and transmission and place upside down on a clean protected surface.

2. Disconnect wire harness connector from transmission (Fig. 2H11).

3. Remove screws securing horizontal and vertical cable end plate on both sides of transmission and detach cables from transmission.

4. Remove transmission to support attaching bolts; then, disengage transmission from rubber coupler and remove transmission from seat assembly.

5. To install, reverse removal procedure.

Disassembly and Assembly of Transmission

1. Remove front seat adjuster transmission from seat assembly.

2. Remove screws securing gear and solenoid housings together; then, carefully separate housings and remove component parts of transmission assembly (Fig. 2H16).

3. To assemble transmission, reverse removal procedure.

IMPORTANT: Prior to or during installation, lubricate frictional surfaces of driving gear thrust washer, gears, dog washers, shaft and solenoid plungers with "Lubriplate" (630AAW) or equivalent.

TORQUE TUBE ASSEMBLY—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

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

2. Remove adjuster to seat bottom frame front and rear attaching bolts.

3. Remove nuts securing motor and transmission support to inboard adjuster (Fig. 2H15).

4. Carefully disengage adjuster from support and torque tube assembly; then, remove adjuster from seat.

5. Disengage torque tube from opposite adjuster and remove tube from seat assembly.

6. To install, reverse removal procedure. Check seat adjuster for proper operation.

MOTOR AND TRANSMISSION SUPPORT—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

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

2. Remove nuts securing support to both adjusters (Fig. 2H15).

3. Carefully remove support from adjusters with attached motor, transmission and relay assembly.

4. If replacing support, transfer motor, transmission and relay assembly to new part.

5. To install, reverse removal procedure. Check seat adjusters for proper operation.

MOTOR RELAY—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

Removal and Installation

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

2. Disconnect motor-to-motor relay wire harness.

3. Remove nut securing relay to support and remove relay from seat assembly.

4. To install, reverse removal procedure.

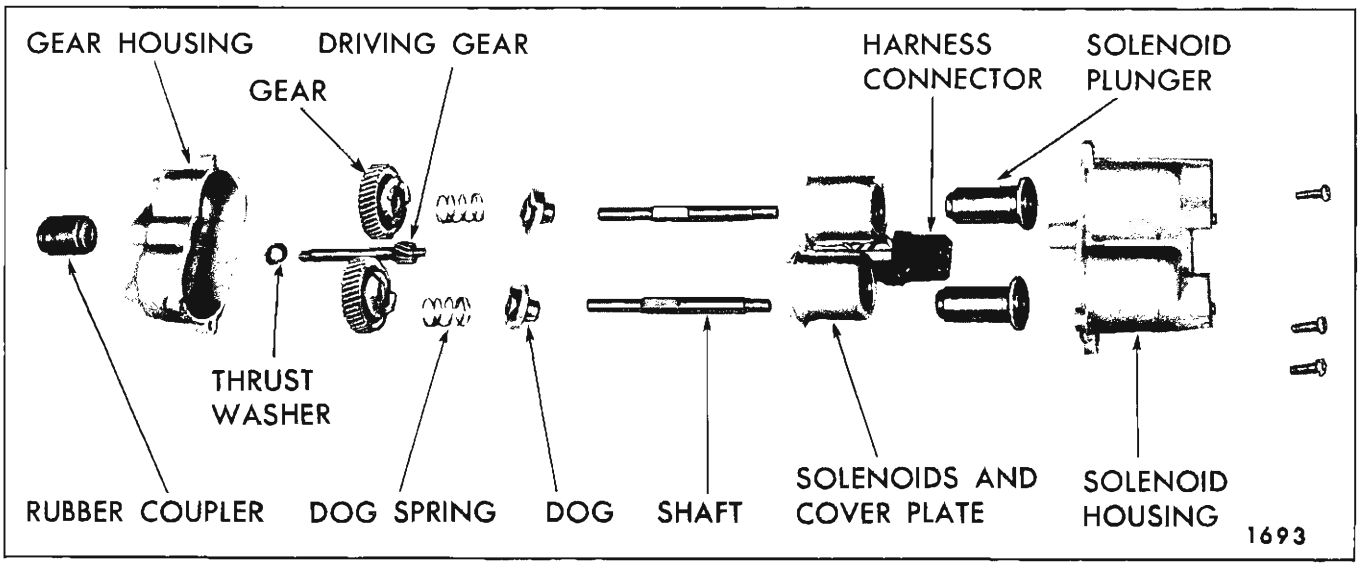


Fig. 2H16—Exploded View of Four-Way Seat Transmission

FOLDING SEATS AND FLOOR PANELS

ALL "15"-"35"-"45"-"55" STYLE STATION WAGONS

Figure 2H17 is typical of six-passenger station wagon folding full second seat and rear compartment floor panels. The illustration identifies component parts, their relationship and various attaching points.

Figure 2H18 is typical of the 13645 nine-passenger station wagon folding second and third seat and rear compartment floor panels. The illustration identifies component parts, their relationship and various attaching points. Folding split second seat is available on 13645 nine-passenger style as an option.

REAR COMPARTMENT FLOOR PANEL COVERING STYLES WITH RUBBER MAT

The rear compartment floor panel cover consists of a one-piece rubber mat with a pad backing. The rubber mat is installed loose with sides inserted under rear quarter trim and wheelhouse trim assemblies.

REAR COMPARTMENT FLOOR PANEL COVERING STYLES WITH VINYL MAT

The rear compartment floor panel covering consists of a one-piece vinyl mat with a pad backing. The vinyl mat is installed loose with sides inserted under the rear quarter trim and wheelhouse trim assemblies. The 23535 style incorporates metal skid strips which are tabbed to the vinyl mat.

REAR COMPARTMENT FLOOR PANEL COVERING STYLES WITH FLOOR CARPET

A one-piece rear compartment floor panel carpet with a pad backing is available as an option.

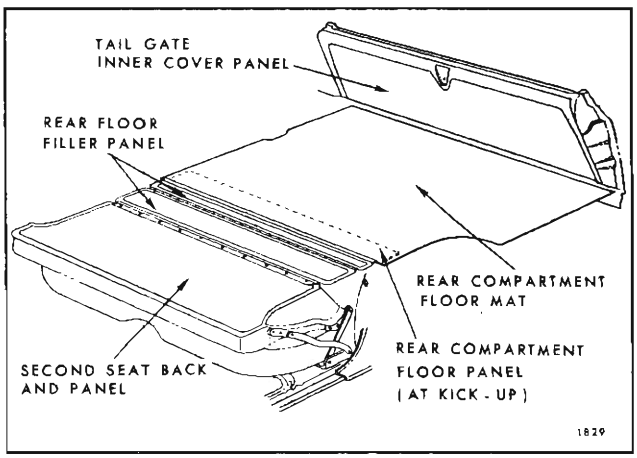


Fig. 2H17—Folding Second Seat and Rear Floor Panel Covers

The carpet is retained at the front and rear edges by finishing moldings which are secured to the floor panel by screws.(See Fig. 2H19). The sides of the carpet are inserted under the rear quarter trim and wheelhouse trim assemblies.

SECOND SEAT CUSHION ASSEMBLY ALL STYLES EXCEPT 13645

Removal and Installation

1. Lift up front edge of cushion assembly to disengage protrusions on seat bottom frame from slots in seat cushion support and remove cushion assembly.

2. To install, reverse removal procedure. Make certain protrusions on seat bottom frame are fully engaged in slots in seat cushion support.

REAR COMPARTMENT FLOOR PANEL (AT KICK-UP) ALL STYLES EXCEPT 13645

Removal and Installation

1. Turn back front edge of rear compartment floor panel covering and remove eight hex-head rear compartment floor panel attaching screws. On styles with carpet, remove front finishing molding prior to turning back carpet.

2. To install, reverse removal procedure.

REAR COMPARTMENT FLOOR PANEL (AT KICK UP) 13645 STYLE

Removal and Installation

1. Raise third seat back sufficiently to gain access to rear compartment floor panel rear attaching screws; then remove the four (4) attaching screws.

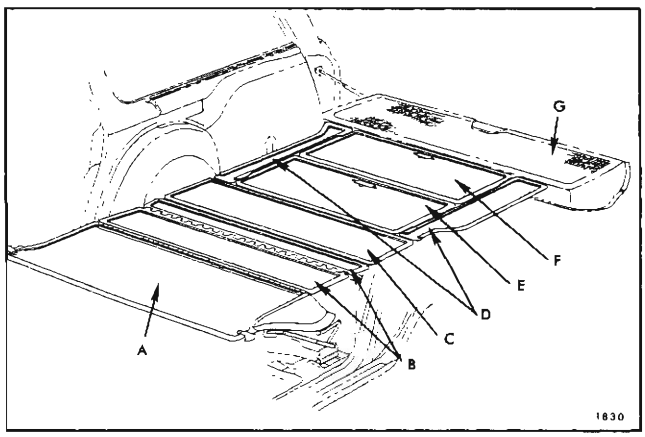


Fig. 2H18—Folding Seats and Rear Floor Panels

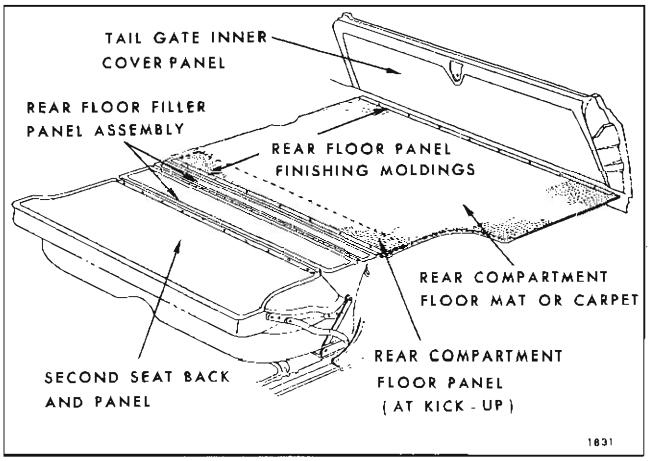


Fig. 2H19—Folding Seat and Rear Compartment Floor Panels

2. Remove three (3) front attaching screws and remove rear compartment floor panel.

3. To install, reverse removal procedure.

REAR FLOOR FILLER PANEL ASSEMBLY ALL STYLES EXCEPT 13645

Removal and Installation

1. Remove rear compartment floor panel (at kick-up) as previously described.

2. Remove filler panel front and rear attaching screws and remove filler panel assembly.

3. To install, reverse removal procedure.

FOLDING SECOND SEAT BACK TRIM AND SPRING ASSEMBLY ALL STYLES EXCEPT 13645

Removal and Installation

1. Remove second seat cushion.

2. With folding second seat back in up position, remove screws along bottom edge of seat back trim. Lift trim and spring assembly to disengage retainers at top from slots in seat back panel; then, remove seat back trim and spring assembly from seat back panel.

3. To install, reverse removal procedure.

FOLDING SECOND SEAT BACK AND PANEL ASSEMBLY ALL STYLES EXCEPT 13645

Removal and Installation

1. With second seat back in down position, remove screws securing rear floor filler panel to second seat back panel and detach filler panel from seat back.

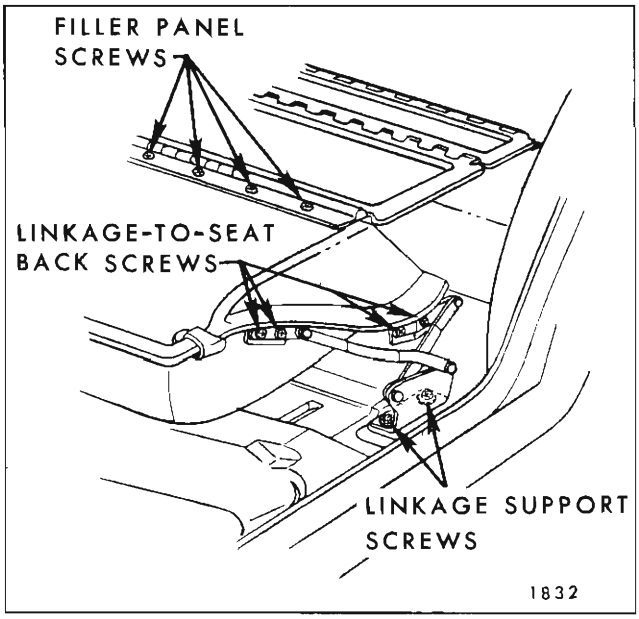


Fig. 2H20—Folding Second Seat Back Linkage and Filler Panel

2. On both sides of seat back, remove screws securing seat back to folding linkage (Fig. 2H20) and remove seat back and panel assembly from body.

See Figure 2H21 for center linkage attachments on split second seat.

3. To install, reverse removal procedure.

FOLDING THIRD SEAT CUSHION AND SPRING ASSEMBLY—13645 STYLE

Removal and Installation

1. Place folding third seat back in normal sitting position .

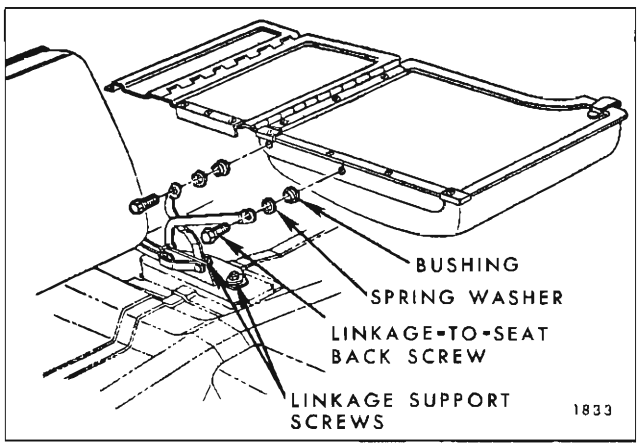


Fig. 2H21—Split Second Seat Center Linkage

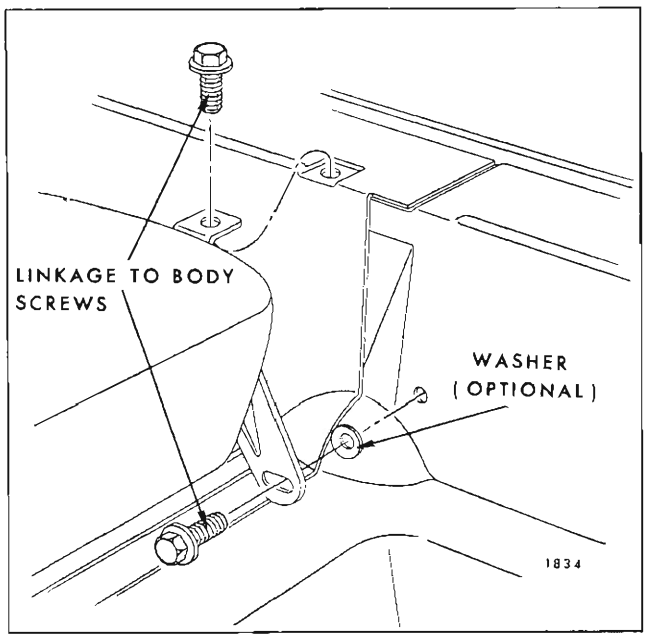


Fig. 2H22—Folding Third Seat Cushion Linkage Attachment to Body

2. Partially raise third seat cushion; then, along front edge of cushion, remove three (3) screws securing cushion and spring assembly to panel assembly.

3. With seat cushion in approximately a vertical position push seat cushion and spring assembly downward to disengage retainers at bottom from slots in seat cushion panel; then, remove cushion and spring assembly.

4. To install, reverse removal procedure.

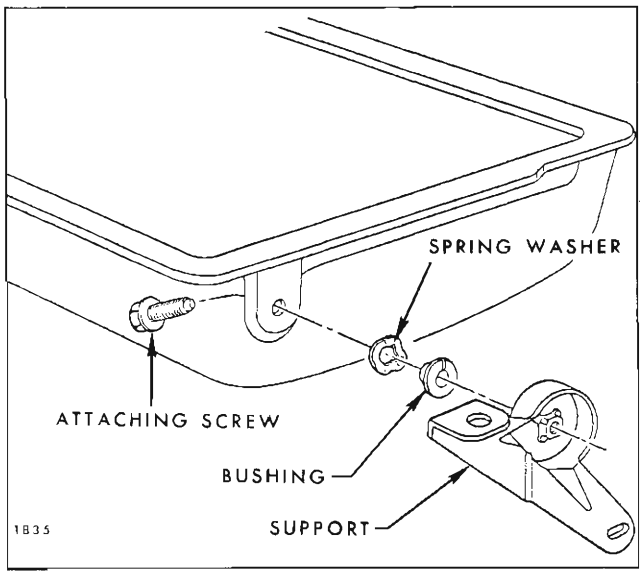


Fig. 2H23—Folding Third Seat Cushion

FOLDING THIRD SEAT BACK, TRIM AND SPRING ASSEMBLY 13645 STYLES

Removal and Installation

1. Place folding third seat back in normal sitting position. Leave third seat cushion in folded position.

2. Along lower edge of third seat back trim, remove three (3) screws securing trim and spring assembly to panel assembly.

3. Push seat back trim and spring assembly downward to disengage retainers at top from slots in back panel; then, remove trim and spring assembly.

4. To install, reverse removal procedure.

FOLDING THIRD SEAT CUSHION, PANEL ASSEMBLY AND LINKAGE 13645 STYLE

Removal and Installation

1. Place folding third seat cushion and back in normal sitting position. Remove both right and left rear compartment side cover panel.(See Fig. 2H18).

2. Remove two screws from both sides of seat securing third seat cushion linkage to body.(Fig. 2H22); then, remove seat cushion, panel assembly and linkage from body.

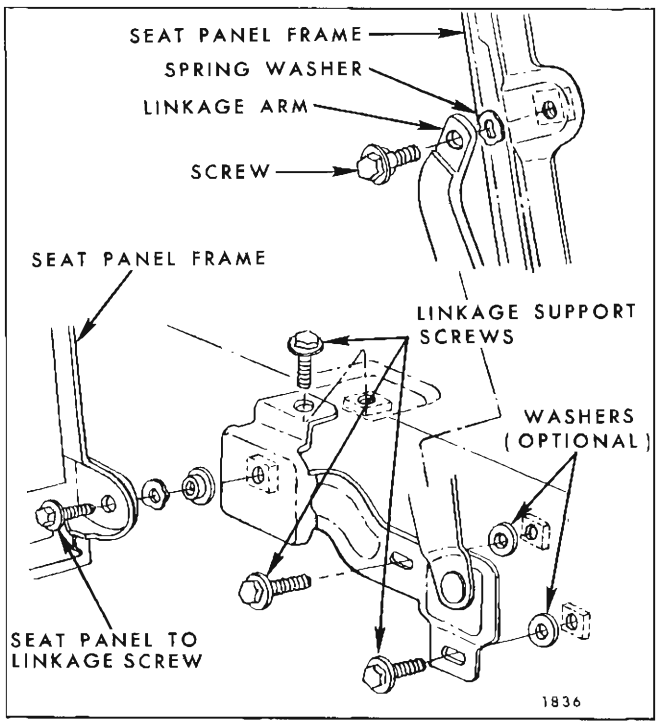


Fig. 2H24—Folding Third Seat Back Linkage

3. To remove linkage from folding third seat cushion panel, remove linkage attaching screw (Fig. 2H23) and remove linkage from seat back panel.

4. To install, reverse removal procedure.

FOLDING THIRD SEAT BACK, PANEL ASSEMBLY AND LINKAGE 13645 STYLE

Removal and Installation

1. Raise folding third seat back to normal sitting position. Remove both right and left rear compartment side cover panel.(See Fig. 2H18).

2. Remove three screws from both sides of seat securing third seat back linkage to body (Fig. 2H24); then, remove seat back, panel assembly and linkage from body.

3. To remove linkage from folding third seat back panel, remove two screws securing linkage to seat back panel, (Fig. 2H24) and remove linkage.

4. To install, reverse removal procedure.

FOLDING SEATS AND FLOOR PANELS "55" AND "65" STYLE STATION WAGONS

The "55" style Skylight station wagons have a full width folding second seat on which the seat back folds flush with the floor panels. A luggage compartment is provided under the luggage compartment floor panel. Fig. 2H25 identifies the major load floor panels on the "55" style station wagon.

A split folding second seat - 1/3 (left side), 2/3 right side) is available as an option on the "55" style Skylight station wagon.

The service procedures for the "55" style station wagon folding second seat are the same as for the "35" style station wagon folding second seat.

The "65" style station wagons have a full folding split second seat - 1/3 (right side), 2/3 (left side).

Both sections of the folding second seat are hinged to the floor pan and can be folded forward to provide entrance room into the third seat area. Also both sections of the folding second seat back can be folded flush with the floor panels. A seat back lock located at the outer linkage of both right and left folding second seat backs, locks the seat backs in the up position and must be released to fold the seats.

The full 3/4 width folding third seat is provided with an over-center lock on the right side linkage. The lock handle is depressed to lock the seat in the up position and pulled forward to release the lock and allow the seat to be folded.

Figure 2H26 identifies the major load floor panels on the "65" style Skylight station wagon.

FOLDING SECOND SEAT ASSEMBLY— RIGHT OR LEFT SEAT "65" STYLES

Removal and Installation

1. Remove rear door sill plate and turn back floor carpeting sufficiently to gain access to nuts securing folding seat front and rear linkage to floor pan (Fig. 2H27 and 2H28).

2. Mark position of seat front and rear linkage supports on floor pan to facilitate installation of seat in same position.

3. Remove nut and washer assemblies securing front and rear linkage to floor pan (Fig. 2H27 and 2H28); then, remove seat assembly from body.

4. To install seat assembly, reverse removal procedure. Align linkage floor pan supports with previously made marks prior to tightening nuts.

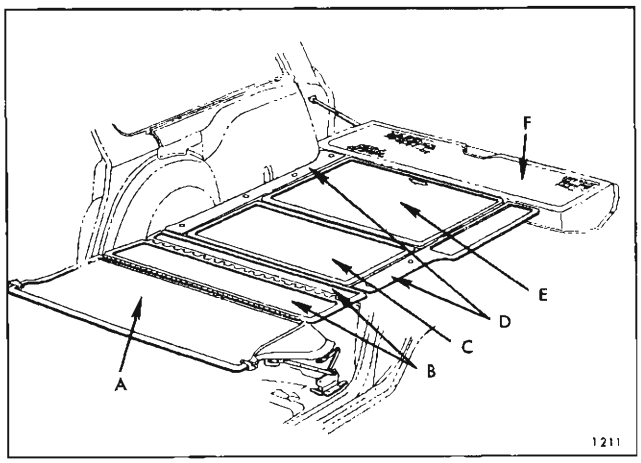


Fig. 2H25—Folding Seat and Rear Compartment Floor Panels "55" Style Station Wagon

A. Folding Second Seat Back Panel
B. Rear Floor Filler Panel Assembly
C. Rear Compartment Floor Panel
D. Rear Compartment Side Pan Cover Panel - Right and Left
E. Luggage Compartment Cover Panel
F. Tail Gate Inner Cover Panel

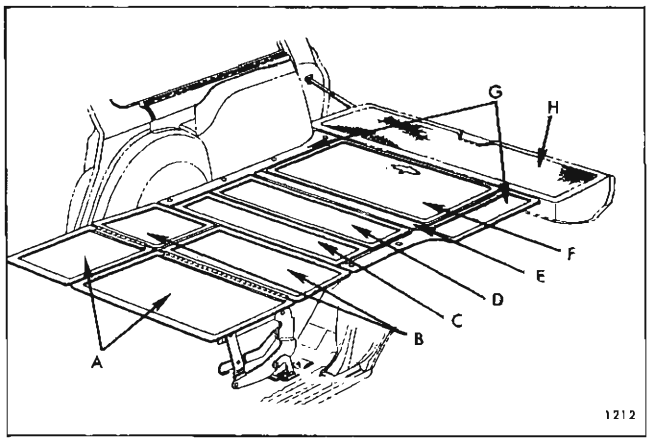


Fig. 2H26—Folding Seats and Rear Compartment Floor Panels "65" Style Station Wagon

A. Folding Second Seat Back Panel - Left and Right
B. Rear Floor Filler Panel - Left and Right
C. Rear Floor Filler (at Kick-Up) Panel
D. Folding Third Seat Back Panel Assembly
E. Luggage Compartment Filler Panel
F. Luggage Compartment Cover Panel
G. Compartment Side Pan Cover Panel - Right and Left
H. Tail Gate Inner Cover Panel

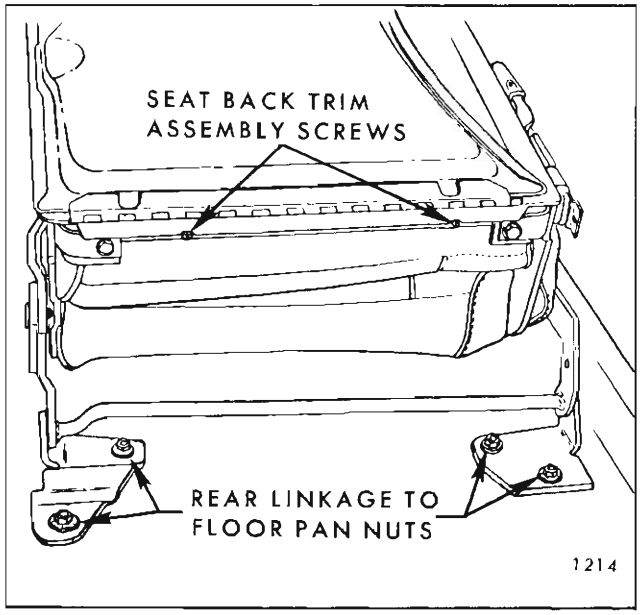


Fig. 2H27—Folding Second Seat Rear Linkage

FOLDING SECOND SEAT CUSHION ASSEMBLY—RIGHT OR LEFT SIDE "65" STYLES

Removal and Installation

1. Remove folding second seat assembly from car, as previously described and place on a clean surface.

2. Remove hog rings and detach outboard rear portion of trim sufficiently to remove three screws securing seat outer link to cushion frame (Fig. 2H29).

3. Remove three screws securing seat inner link to cushion frame (Fig. 2H30); then remove seat cushion and frame assembly from linkage. If required, remove cushion front and rear floor pan linkage.

4. To install, reverse removal procedure.

FOLDING SECOND SEAT BACK TRIM AND SPRING ASSEMBLY—RIGHT OR LEFT SEAT "65" STYLES

Removal and Installation

1. Fold second seat back forward.

2. Remove seat back trim assembly attaching screws.(See Fig. 2H27).

3. Raise seat back; then, pull seat back trim assembly upward to disengage wire loops at top of seat back trim from slots in seat back panel.

NOTE: If seat back trim does readily disengage from seat back panel, fold rear floor filler panel down and remove upper inboard screw securing automat or carpet (Fig. 2H29). Then remove seat back trim assembly.

4. To install seat back trim assembly, reverse removal procedure.

FOLDING SECOND SEAT FRONT FLOOR PAN LINKAGE—RIGHT OR LEFT SEAT "65" STYLES

Removal and Installation

1. Place seat in an up position. Turn back floor carpet sufficiently to gain access to front linkage floor pan attaching nuts.

2. Mark location of front linkage support on floor pan to facilitate installation in same position. Support front of seat. Remove bolts securing linkage to seat and nuts securing linkage to floor pan studs (see Fig. 2H28); then, remove front linkage.

3. To install, reverse removal procedure making sure linkage support on floor pan is aligned with previously made alignment mark.

FOLDING SECOND SEAT REAR FLOOR PAN LINKAGE—RIGHT OR LEFT SEAT "65" STYLES

Removal and Installation

1. Remove folding second seat assembly from car as previously described and place on a clean surface.

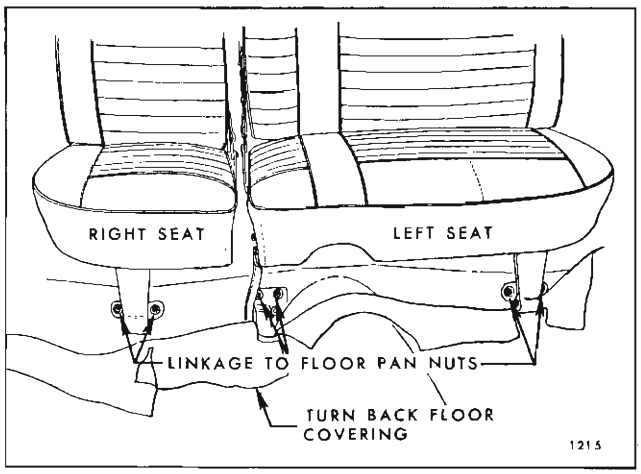


Fig. 2H28—Folding Second Seat Front Linkage

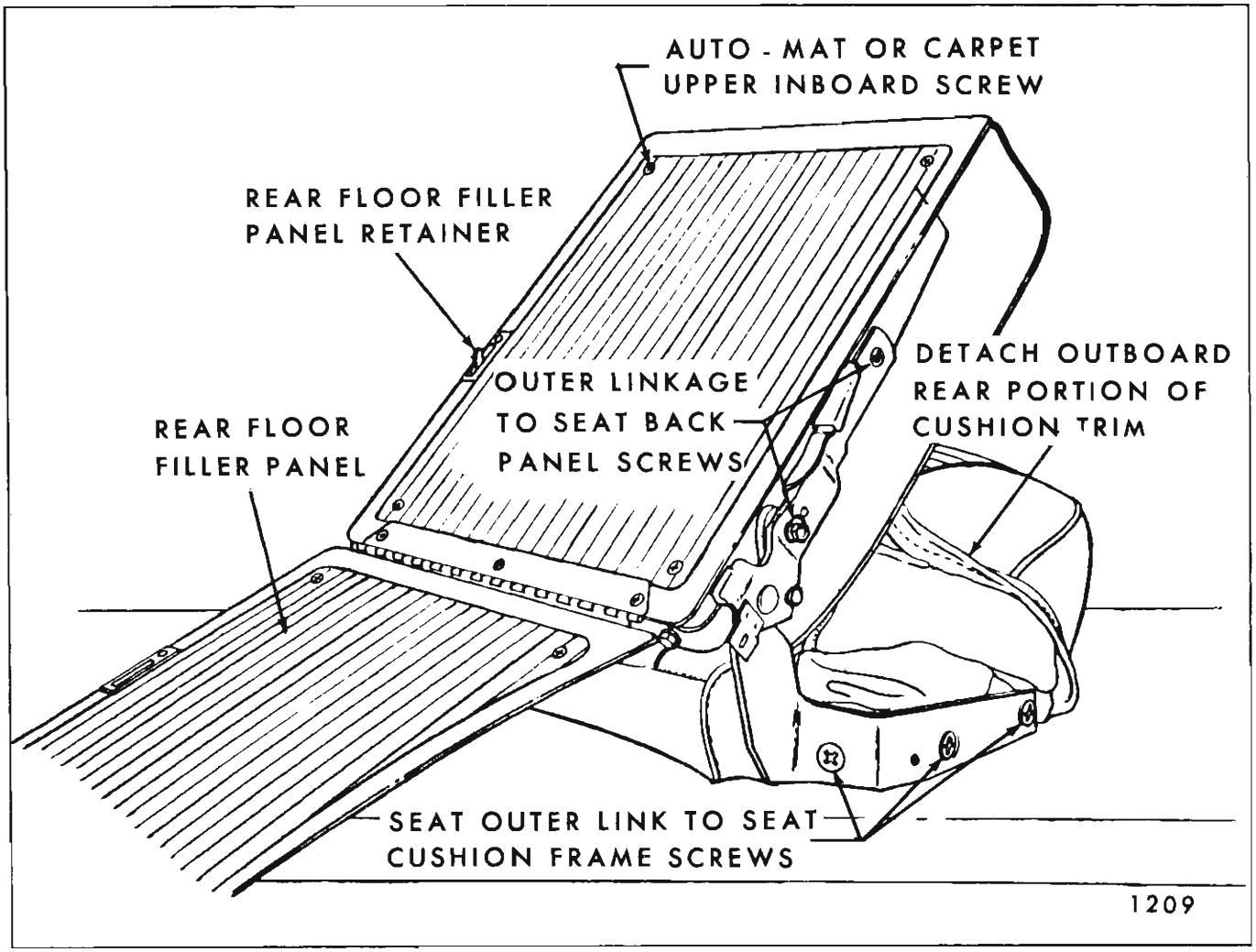


Fig. 2H29—Folding Second Seat Outer Linkage

2. Remove screws securing rear floor pan linkage to each side of seat cushion frame (Fig. 2H31); then, remove linkage assembly from seat.

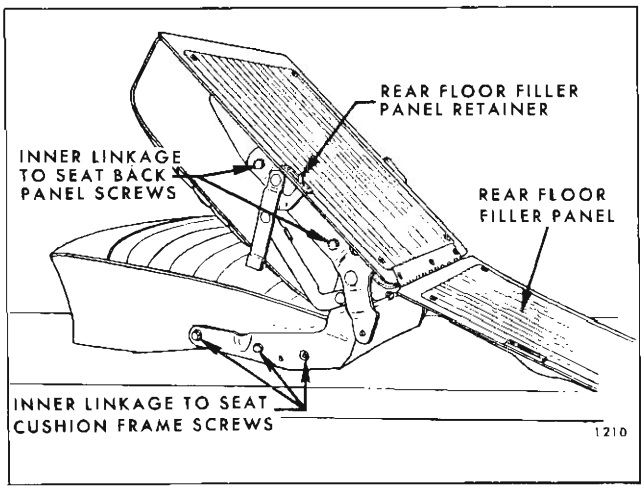


Fig. 2H30—Folding Second Seat Inner Linkage

3. To install, reverse removal procedure. Inserts in Fig. 2H31 show relationship of linkage, bushings and attaching screws.

FOLDING SECOND SEAT SIDE INNER LINKAGE—RIGHT OR LEFT SEAT "65" STYLES

Removal and Installation

1. Remove folding second seat assembly from car as previously described and place on a clean surface.

2. Remove floor pan rear linkage-to-seat inner linkage attaching screws (Fig. 2H31).

3. Remove seat inner linkage-to-seat back panel and seat cushion frame attaching screws (see Fig. 2H30); then, disengage and remove side linkage from seat.

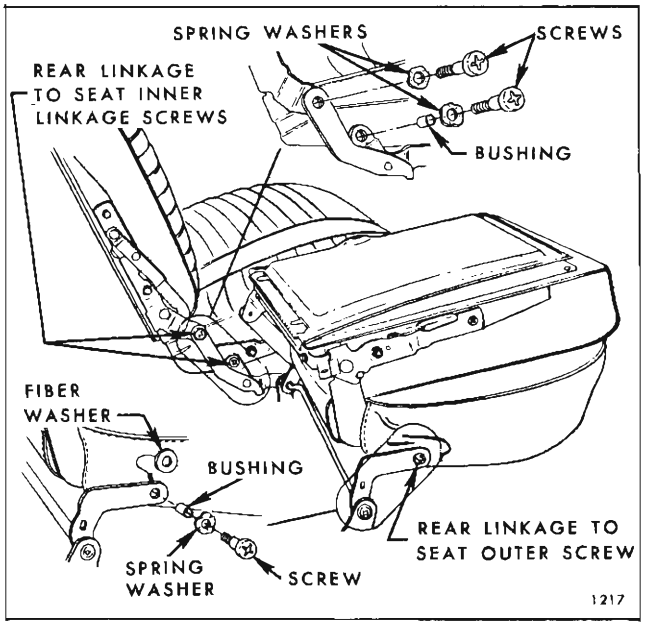


Fig. 2H31—Floor Pan Rear Linkage

4. To install, reverse removal procedure. Make sure rear floor filler panel retainer is inserted through slot in seat back panel prior to installing inner linkage-to-seat back panel attaching screws.

FOLDING SECOND SEAT SIDE OUTER LINKAGE—RIGHT OR LEFT SEAT "65" STYLES

Removal and Installation

1. Remove folding second seat assembly from car as previously described and place on a clean surface.

2. Remove outer linkage cover. Remove screw securing seat rear floor pan linkage to seat outer attaching screw (Fig. 2H31).

3. Remove hog rings and detach rear portion of trim sufficiently to remove three screws securing outer linkage to seat cushion frame.(See Fig. 2H29).

4. Remove outer linkage-to-seat back panel attaching screws (see Fig. 2H29); then, remove linkage and seat back catch from seat.

5. To install, reverse removal procedure. Install seat back lock and spring as described under "Folding Second Seat Back Lock - Removal and Installation".

FOLDING SECOND SEAT BACK LOCK—RIGHT OR LEFT SEAT "65" STYLES

Removal

1. Remove seat back trim assembly, as previously described. Remove outer linkage cover.

2. Remove outer linkage-to-seat back panel attaching screws (See Fig. 2H29).

3. Remove lock handle, spring and bushing from linkage.

Installation

1. Position bushing and spring on lock handle.

2. Install lock handle, bushing and spring into position between seat back panel and outer linkage making sure end of spring is engaged in hole in outer link (Fig. 2H32).

3. Install lock handle attaching screw; then, install outer linkage to seat back panel attaching screws (Fig. 2H29).

4. Install seat back trim assembly and outer linkage cover.

FOLDING SECOND SEAT BACK PANEL AND FILLER PANEL—RIGHT OR LEFT SEAT — "65" STYLES

Removal and Installation

1. Remove seat back trim assembly, as previously described. Remove outer linkage cover.

2. Remove outer and inner linkage to seat back attaching screws (Fig. 2H33). Remove seat back lock handle, spring and bushing from between outer linkage and seat back panel; then, remove seat back panel and rear floor filler panel from linkage.

3. To install, reverse removal procedure. To install seat back lock refer to "Folding Second Seat Back Lock - Installation".

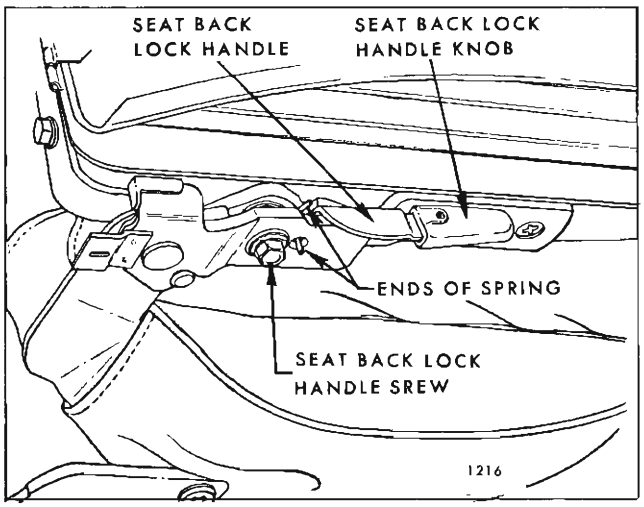


Fig. 2H32—Seat Back Lock

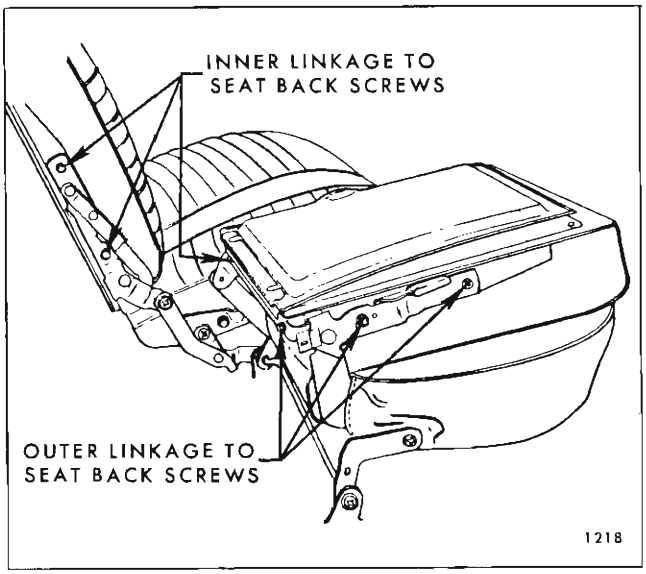


Fig. 2H33—Seat Inner and Outer Linkage

FOLDING THIRD SEAT AND FLOOR PANEL ASSEMBLY "65" STYLES

Removal and Installation

1. Raise folding third seat. Remove rear compartment left side panel.(See Fig. 2H26).

2. Remove seat back linkage-to-compartment side pan attaching bolt (Fig. 2H34) at both right and left sides of seat.

3. At left side of seat remove seat back hinge pin retainer (Fig. 2H34).

4. Carefully move seat back assembly to the left sufficiently to disengage right seat back hinge pin from hinge pin retainer; then, remove folding third seat assembly from body and place on a clean surface.

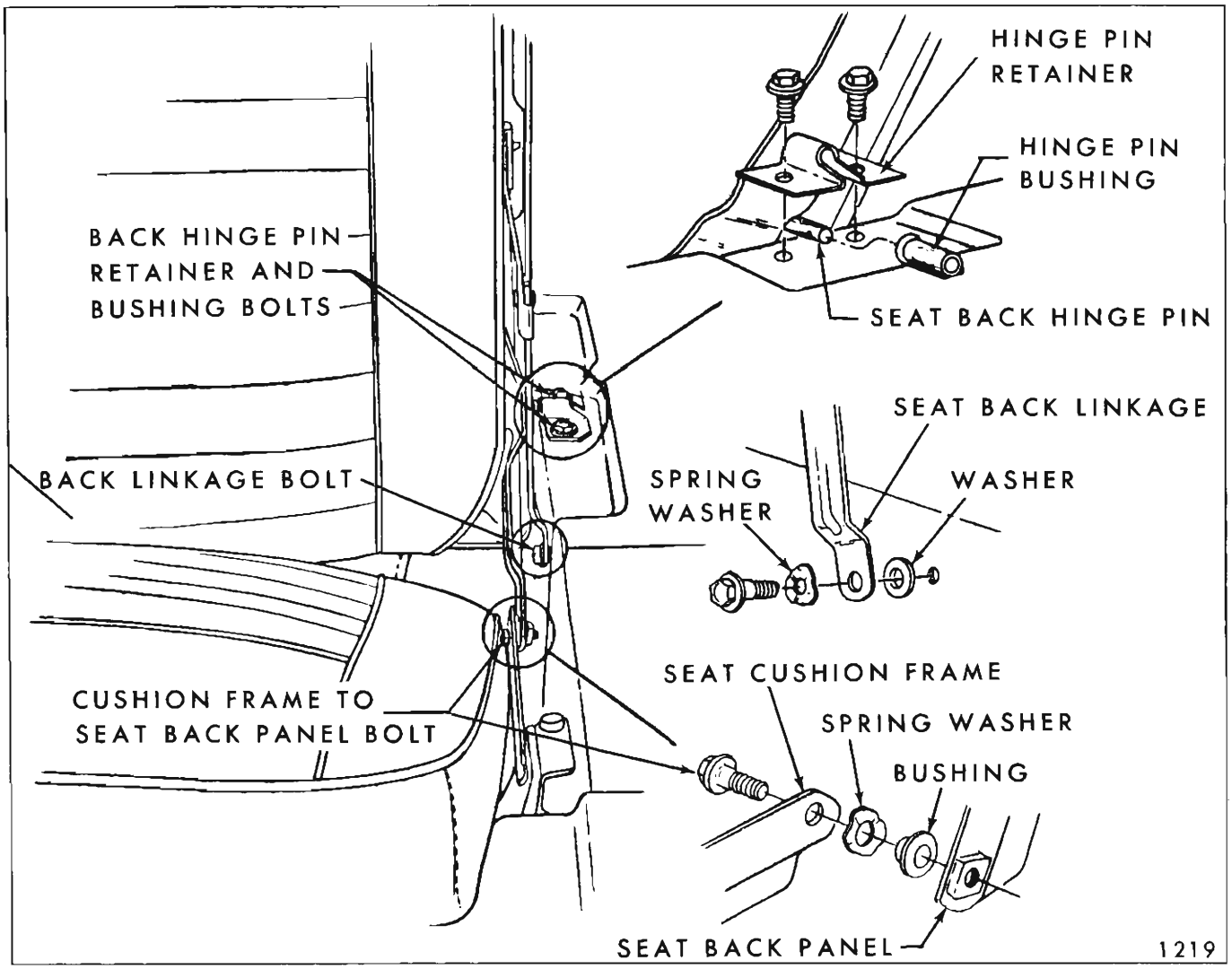


Fig. 2H34—Folding Third Seat

5. To install folding third seat and floor panel assembly, reverse removal procedure. Make sure a seat back hinge pin bushing is installed over both hinge pins. Also install flat washer between seat back linkage and compartment side pan and spring washer between linkage and bolt head (Fig. 2H34).

FOLDING THIRD SEAT CUSHION TRIM ASSEMBLY "65" STYLES

Removal and Installation

1. Raise folding third seat. Raise front of third seat cushion and prop in up position.

2. Remove hog rings securing seat back trim flap to bottom of seat cushion (Fig. 2H35).

3. Remove seat cushion frame-to-seat back panel attaching bolt (Fig. 2H34) from both sides of seat; then, remove seat cushion assembly and place on a clean surface.

4. As a bench operation remove hex-head screws securing seat cushion trim to seat cushion frame (Fig. 2H35) and three screws securing rear edge of seat cushion trim to seat cushion frame; then, remove cushion trim assembly from cushion frame.

5. To install, reverse removal procedure. When installing seat cushion frame-to-seat back frame attaching bolts install bolt bushing and spring washer, as shown in insert of Fig. 2H34.

FOLDING THIRD SEAT BACK TRIM ASSEMBLY OR SEAT BACK PANEL ASSEMBLY "65" STYLES

Removal and Installation

1. Remove folding third seat and floor panel assembly, as previously described, and place on a clean surface.

2. Remove hog rings securing seat back trim flap to bottom of seat cushion (Fig. 2H35).

3. To remove seat back trim assembly remove seat back trim-to-seat back panel attaching screws (Fig. 2H35); then, lift trim assembly upward to disengage wire loops on seat back trim from slots in seat back panel and remove trim assembly.

4. To remove seat back panel assembly, remove seat cushion frame-to-seat back panel attaching bolt (Fig. 2H34); then remove seat back panel with attached rear floor filler (at kick-up) panel from seat cushion.

5. To install, reverse removal procedure. Refer to inserts in Fig. 2H34 for correct installation of linkage bolts, bushings and spring washers.

LUGGAGE COMPARTMENT COVER PANEL AND FILLER PANEL "65" STYLES

Removal and Installation

1. Raise luggage compartment cover panel and support cover panel in up position.

2. Remove five (5) hex-head screws securing cover panel to cross bar; then remove luggage compartment cover panel and filler panel.

3. To install, reverse removal procedure.

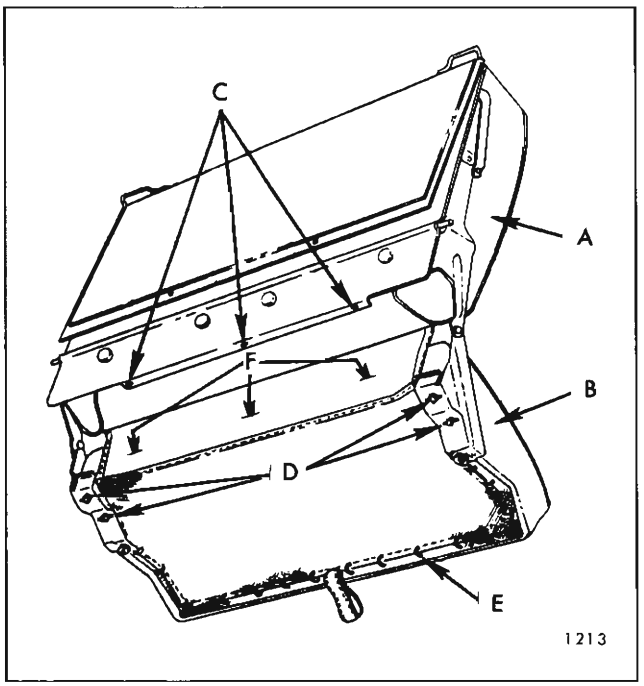


Fig. 2H35—Folding Third Seat Assembly

A. Third Seat Back
B. Third Seat Cushion
C. Seat Back Trim to Seat Back Panel Attaching Screws
D. Cushion Trim to Cushion Frame Attaching Screws
E. Hog Rings Securing Seat Back Trim Flap
F. Location of Cushion Trim to Cushion Frame Attaching Screws (Under Trim Flap)

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. 2H36).

2. Bench Type Seats Only: Pull inboard belt from front of seat thru protector, and from between front seat cushion and back (Fig. 2H37).

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

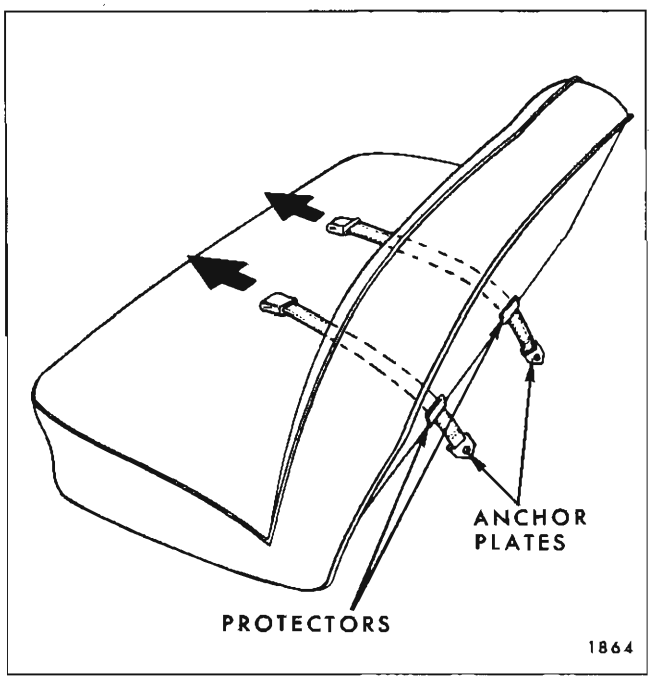


Fig. 2H37—Removal of Seat Belts from Bench Type Seats

FRONT DELUXE SEAT BELTS WITH RETRACTORS 13000 SERIES

DESCRIPTION

As an option, the 13000 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.

Removal and Installation of Deluxe Seat Belt:

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. 2H38).

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. 2H37).

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

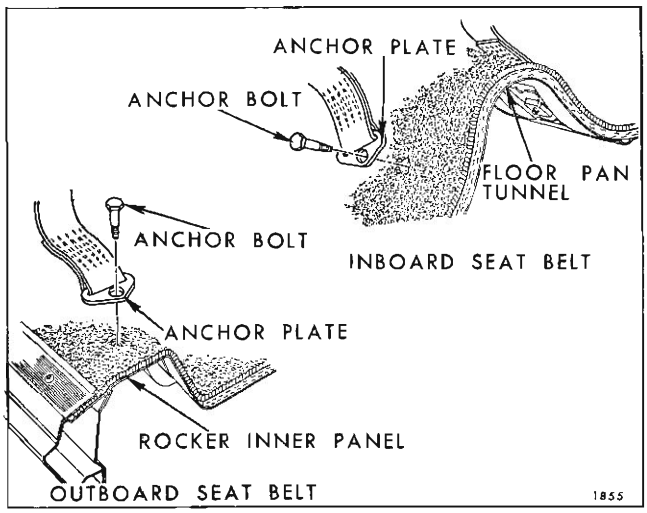


Fig. 2H36—Standard Seat Belt Attachments - All except 68000 Series

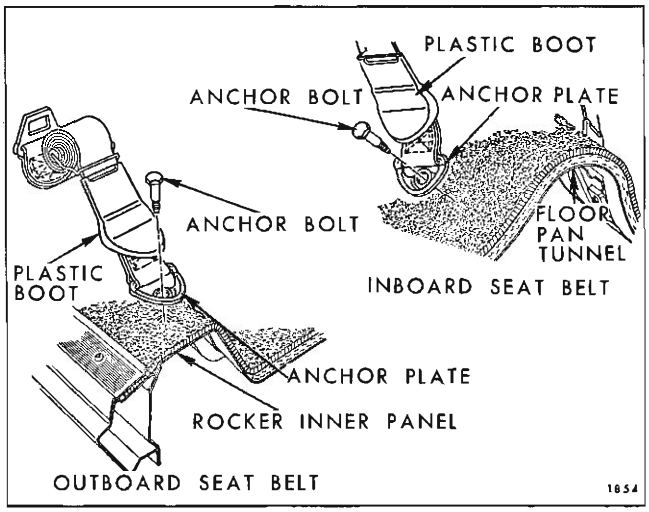


Fig. 2H38—Deluxe Seat Belt Attachments - 15000-16000 Series

Removal of Retractor

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. 2H39).

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 pry open tabs that secure belt on drum and remove retractor from belt. (See Fig. 2H40).

Installation of Retractor

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 frontward.

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.

FRONT DELUXE SEAT BELTS WITH RETRACTORS 23-33-43-44000 SERIES

DESCRIPTION

As an option, the 23-33-43-44000 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.

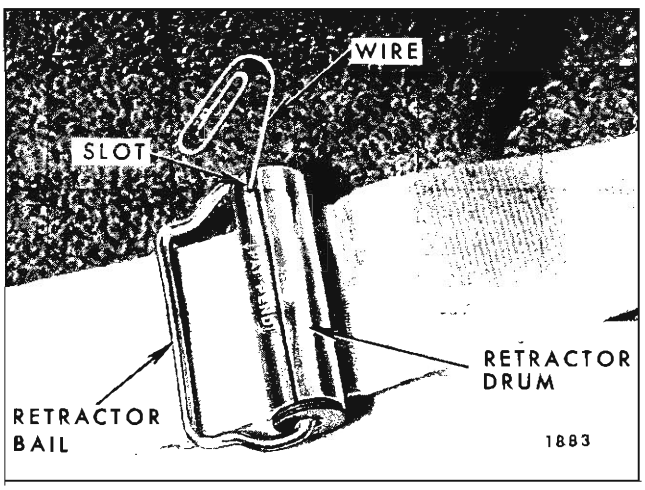


Fig. 2H39—Locking Seat Belt Retractor Drum

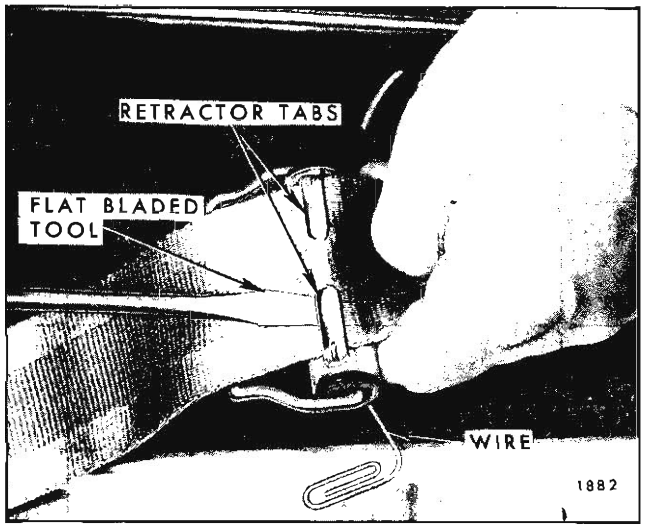


Fig. 2H40—Removal of Retractor from Seat Belt - 15000-16000 Series

A. Outboard Seat Belt

Removal

1. Using fingers, gently squeeze retractor cover at forward and rearward ends to spread sides of

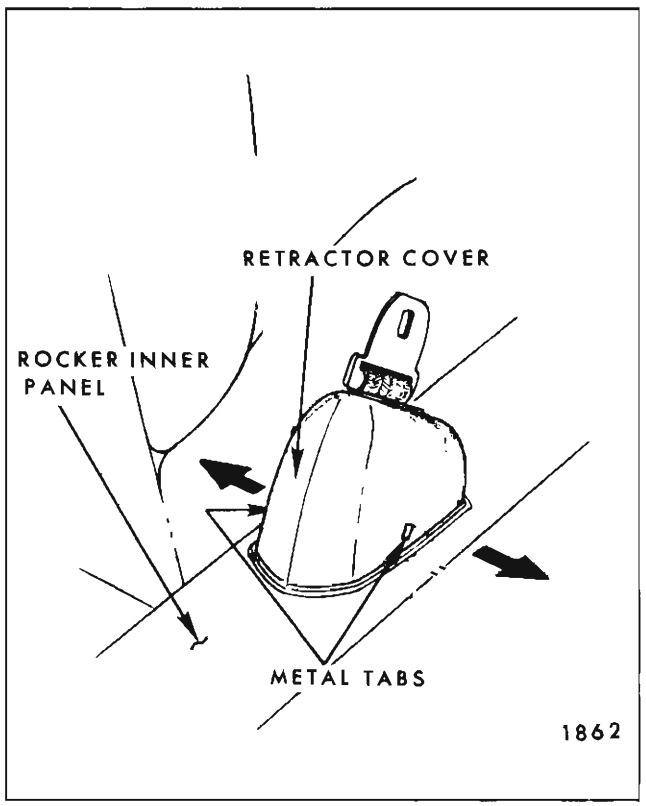


Fig. 2H41—Removal of Seat Belt Retractor Cover - All except 15000-16000 Series

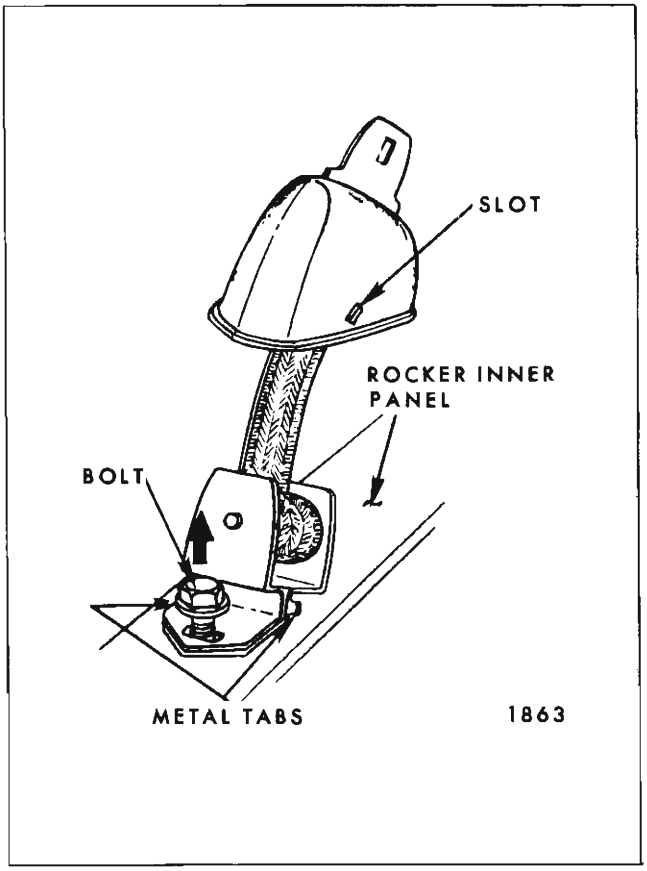


Fig. 2H42—Removal of Seat Belt Retractor - All except 15000-16000 Series

cover outward sufficiently to disengage cover from metal tabs on sides of retractor base. (See Fig. 2H41).

2. Lift up cover to expose bolt securing seat belt retractor. (See Fig. 2H42).

3. Remove bolt and remove retractor. (See Fig. 2H42).

Installation

1. With retractor cover disengaged insert bolt through retractor and onto top of rocker inner panel and secure.

2. Gently pull sides of retractor cover outward, and position cover on retractor snapping slots in cover over metal taps on retractor.

NOTE: Seat belt retractor and seat belt is serviced only as an assembly.

B. Inboard Seat Belt—Bucket Seats

Removal and Installation

1. Remove bolt securing seat belt anchor plate from side of floor pan tunnel (see Fig. 2H36).

2. To install, reverse removal procedure.

INBOARD SEAT BELT—FULL WIDTH SEAT

1. Remove bolt securing seat belt anchor plate from side of floor pan tunnel (see Fig. 2H36).

2. From front of seat pull seat belt thru protector and from between front seat cushion and back (see Fig. 2H37).

FOLDING TOP

TOP TRIM

FOLDING TOP TRIM ASSEMBLY (COMPLETE) "67" STYLES

All 1965 convertible top trim cover assemblies 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.

All 1965 back curtain assemblies incorporate, as an integral part of the back curtain upper valance, a 20" piece of elastic webbing. The elastic webbing is located in the upper corners of the curtain. The 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 weatherstrip; then loosen folding top quarter flaps from rails.

3. At the front of body, raise front roof rail, remove front weatherstrips; then, detach top material from front roof rail. (Fig. 2I1).

4. Loosen front end of each side roof rail front weatherstrip sufficiently to detach top material flaps which are nailed and cemented to rails (Fig. 2I2).

5. 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. 2I3).

6. At each side roof rear rail, pull hold-down cable forward until cable is completely removed from top material retaining pocket.

7. At underside of front bow, remove screws securing listing pocket retainer to bow.

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

9. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts. (Fig. 2I4). Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts.

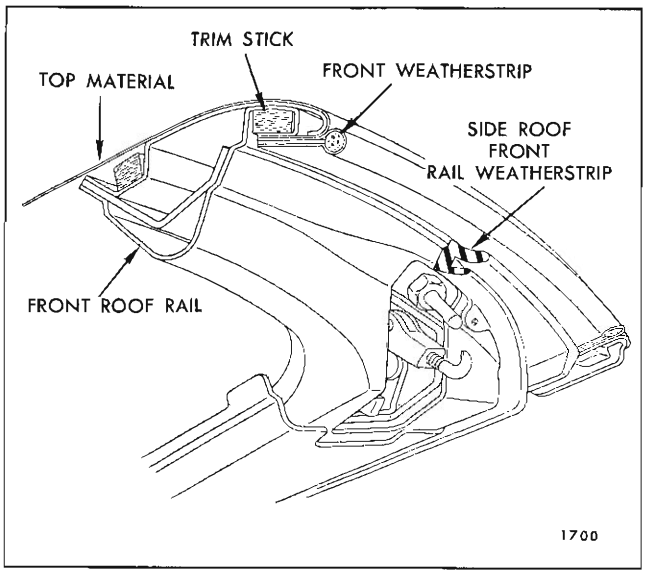


Fig. 2-I-1 — Front Roof Rail Assembly

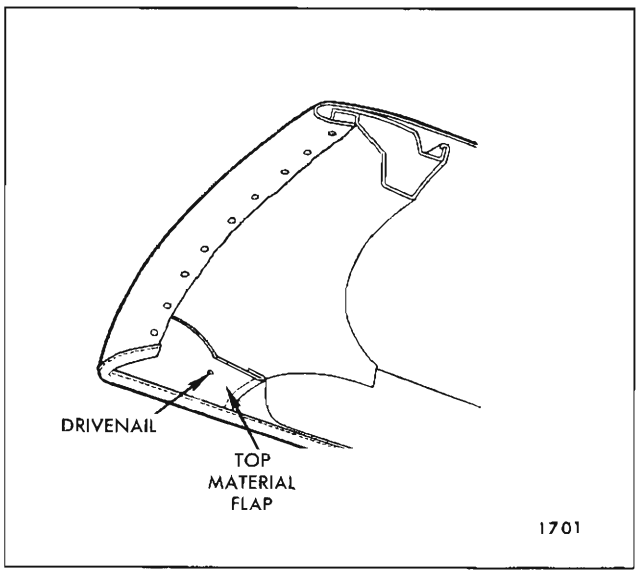


Fig. 2-I-2 — Top Material At Front Roof Rail

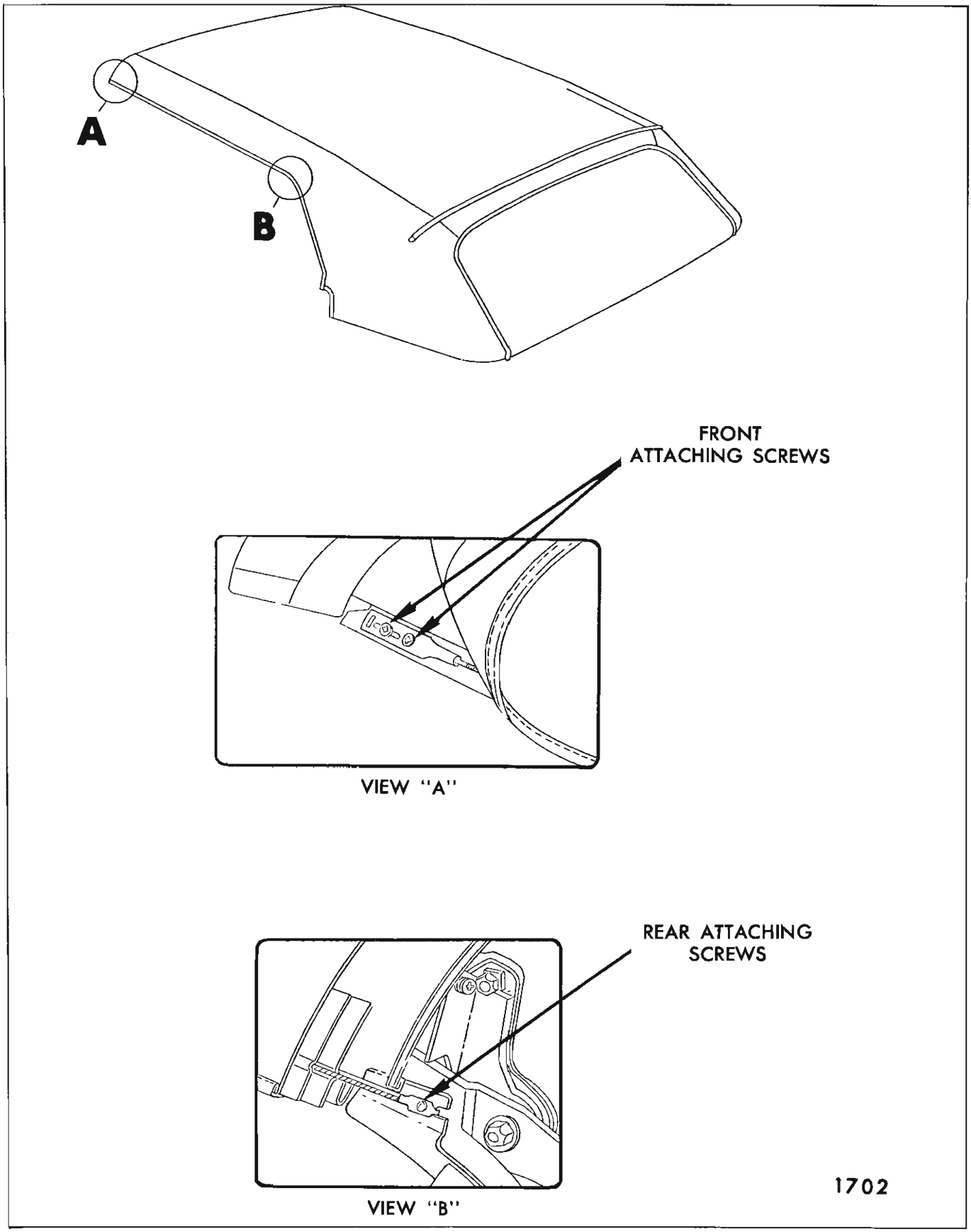


Fig. 2-1-3 — Hold-Down Cable Attaching Screws

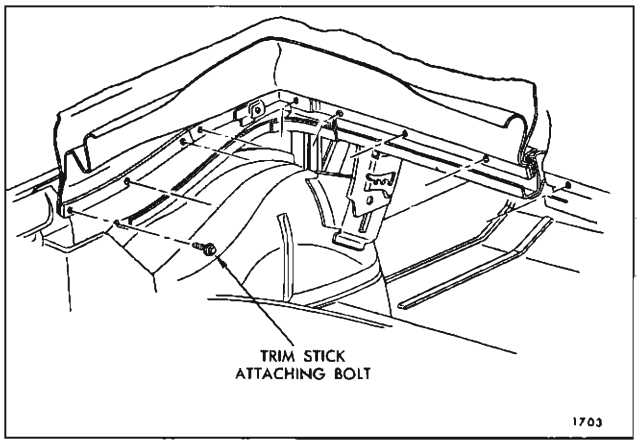


Fig. 2-I-4 — Trim Stick Attachment

10. Remove attaching bolts securing rear quarter trim sticks to rear quarter inner panel. (Fig. 2I4).

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

12. 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. 2I5). Reference marks should be transferred to new back curtain when step 6 of installation procedure is performed.

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

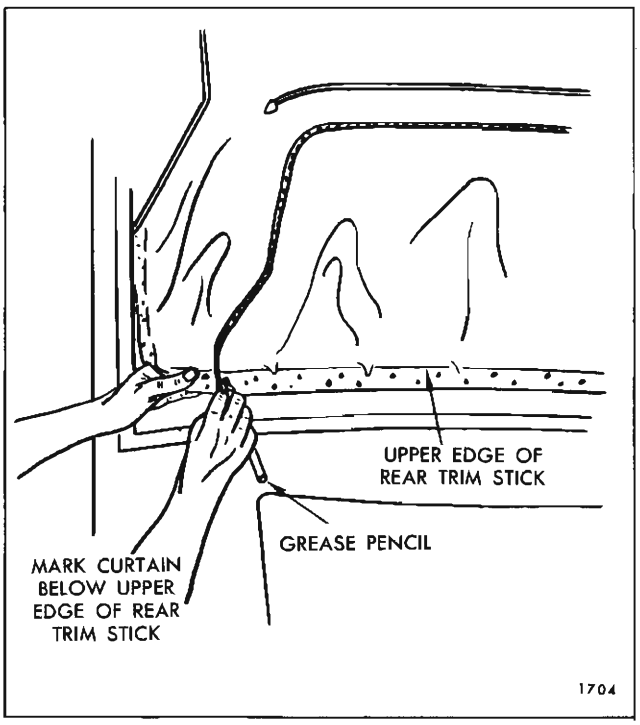


Fig. 2-I-5 — Locating edge of Top Material

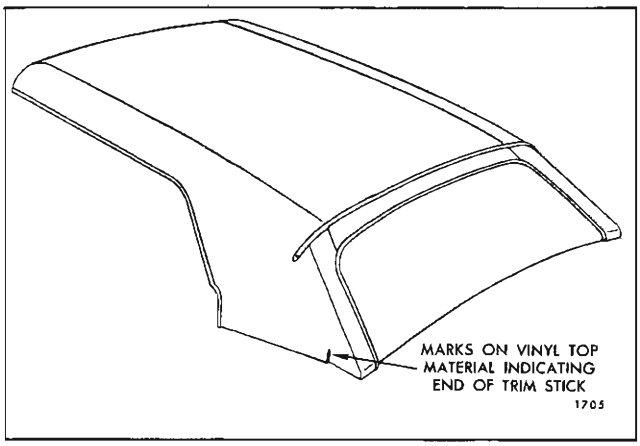


Fig. 2-I-6 — Marking Folding Top Material

13. 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.

14. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material. (Fig. 2I6). Reference marks for trim sticks should be transferred to new top material when step 28 of installation procedure is performed.

15. 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.

16. Lock top to windshield header. Install radius end of each adjustable spacer stick to fit against

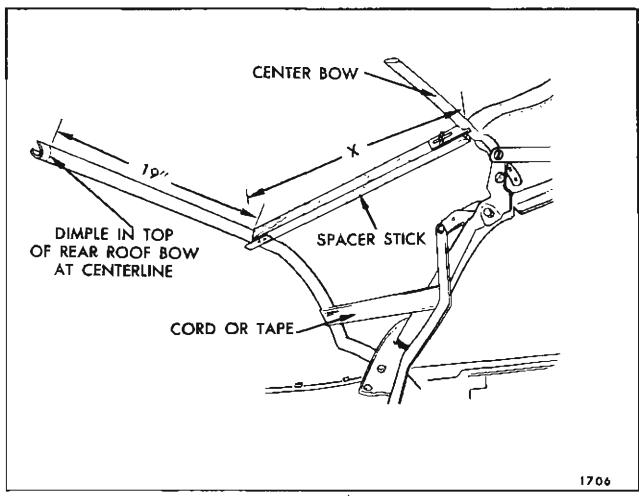


Fig. 2-I-7 — Installation of Spacer Sticks

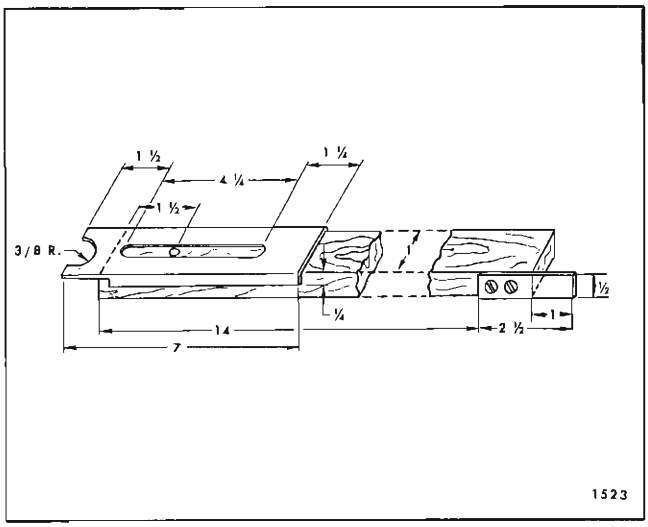


Fig. 2-I-8—Spacer Stick Dimensions

MATERIAL PER STICK

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

center roof bow. Install opposite end of spacer stick so that metal plate fits under rear roof bow (Fig. 2I7). Spacer sticks should be installed along inboard edge of side stay pad.

NOTE: The approximate dimension for location of spacer sticks, measuring outboard from centerline dimple of rear roof bow is 19".

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.

17. Spacer stick may be fabricated as shown in Figure 2I8.

18. Temporarily tie or tape rear bow to rear side roof rails. (See Fig. 2I7). Detach nylon webbing, side stay pads and back curtain assembly from rear bow.

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

20. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (Fig. 2I9). Reference marks for trim sticks should be transferred to new back curtain material when step 6 of installation procedure is performed.

21. Remove right and left nylon webbing from rear trim stick (Fig. 2I9).

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

23. 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 16 of removal procedure, preset spacer sticks to shortest length and install between center and rear roof bow (Fig. 2I7). Adjust sticks so that dimension "X" in Figure 2I7 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 17 5/8". Tie or tape rear bow to rear side roof rails.

NOTE: In all cases, above dimension may be changed slightly within tolerances to correspond with new top after tryout. Dimension should be equal on both right and left sides.

2. 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 pad 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. 2I10).

3. Trim selvage end of side stay pads just forward of rear rolled edge of rear roof bow (Fig. 2I11).

4. Distance from center of center bow to rolled forward upper edge of rear roof bow is 17 5/8".

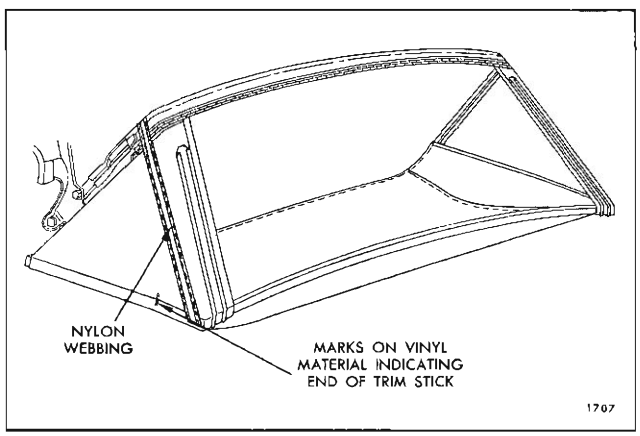


Fig. 2-I-9—Marking Back Curtain Material

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

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

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

6. Carefully lay removed back curtain assembly over new back curtain assembly. Using a grease

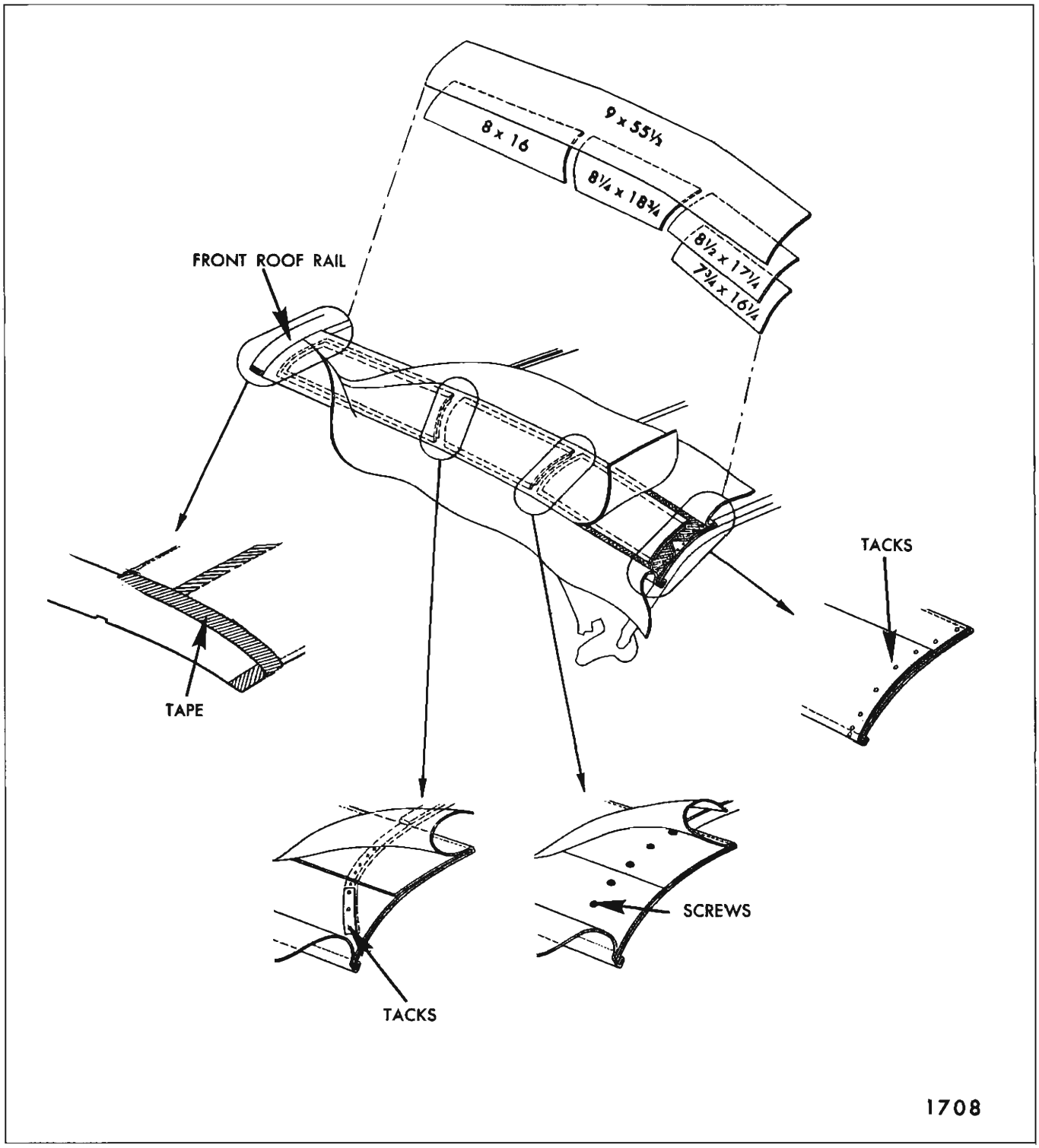


Fig. 2-I-10—Side Stay Pad Installation

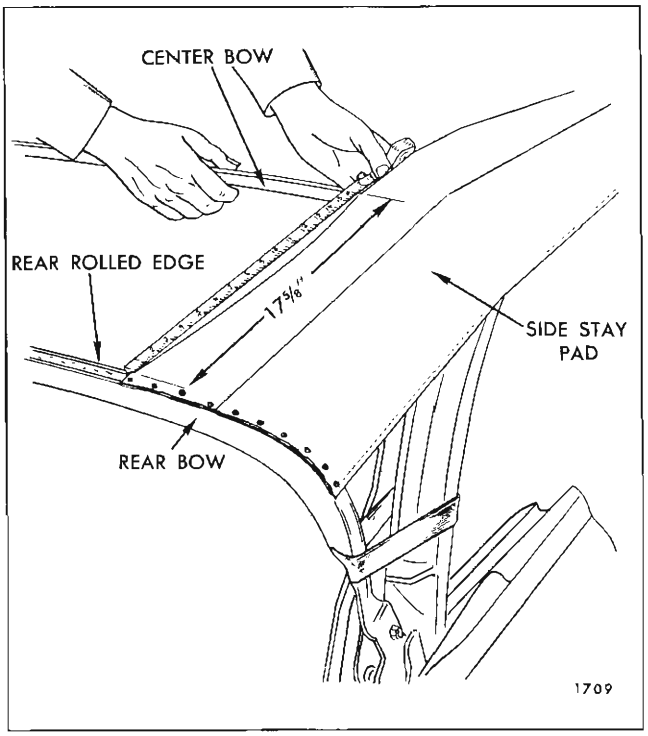


Fig. 2-1-11 — Positioning Center Bow

pencil, mark vinyl surface of new back curtain using marked edge of old curtain as guide. (See steps 12 and 20 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.

7. 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. 2I12). In addition, back curtain lower edge should extend approximately 1/2" below lower edge of trim sticks.

8. Tack curtain to rear and rear quarter trim sticks. On right side, tack zipper tape to forward edge of rear quarter trim stick. (Fig. 2I13).

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.

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

10. 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.

11. Tack nylon webbing to rear trim stick. Lower rear edge of webbing should be even with corner of rear trim stick. (See Fig. 2I9). New webbing may be cut from a piece of non-staining type webbing 2" x 19". Excess webbing should be trimmed off at rear trim stick, 1/2" above back curtain lower edge (See Fig. 2I13).

12. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement, if necessary, (Fig. 2I14).

13. Install rear trim stick with attached back curtain assembly into body.

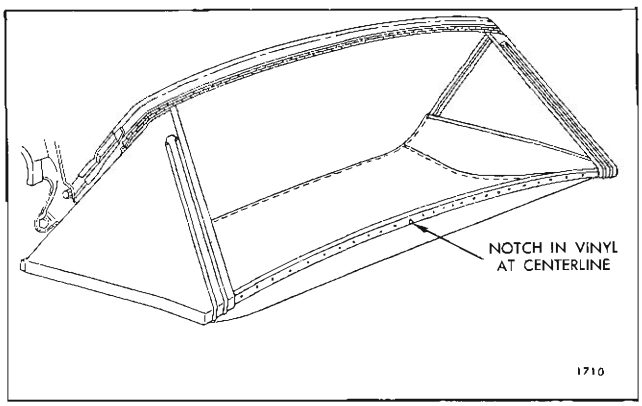


Fig. 2-1-12 — Back Curtain Installation

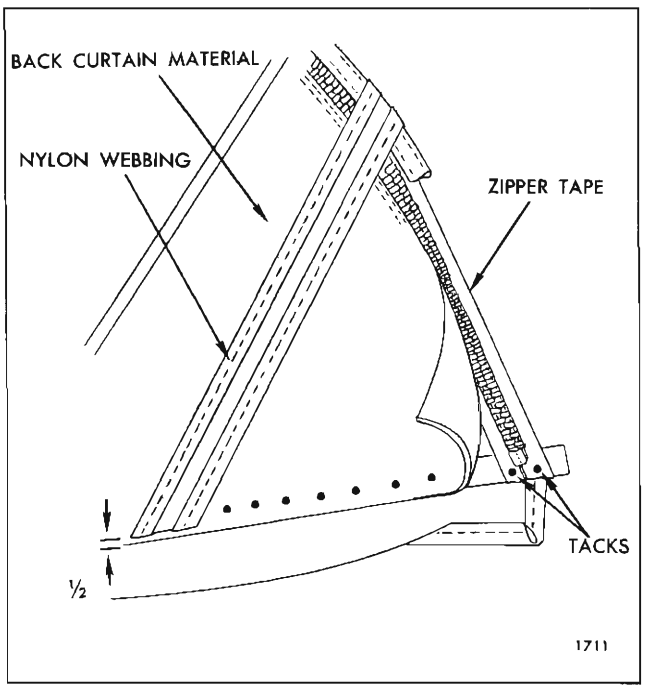


Fig. 2-1-13 — Back Curtain Installation

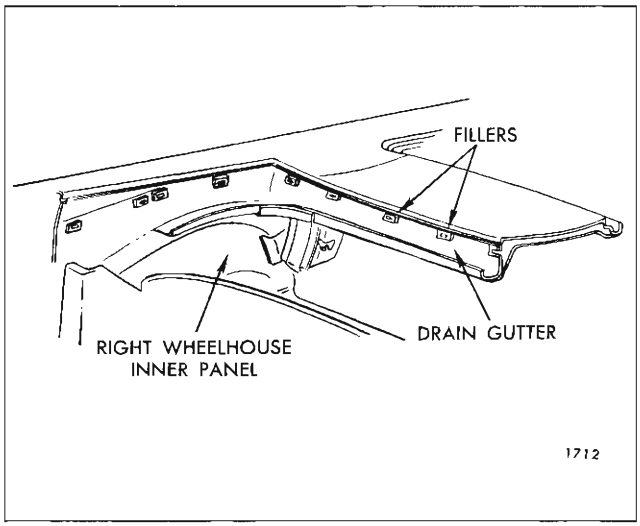


Fig. 2-I-14 — Checking Trim Stick Fillers

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. 2I15).

15. Working from body center progressively outboard to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from curtain assembly. Fold excess back curtain upper valance material rearward and tack to rear bow (Fig. 2I16).

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.

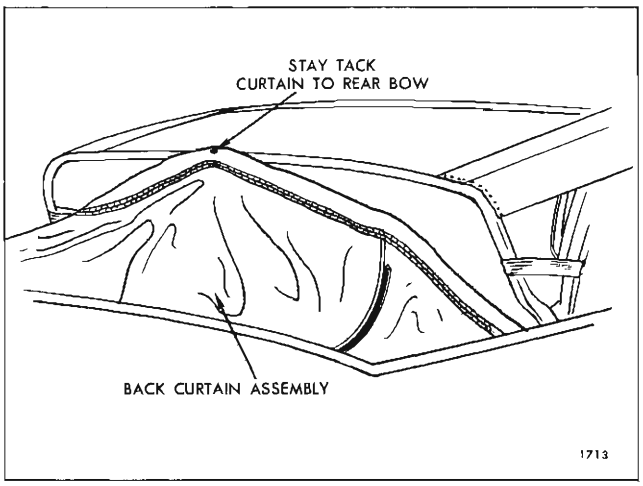


Fig. 2-I-15 — Stay Tacking Curtain To Rear Roof Bow

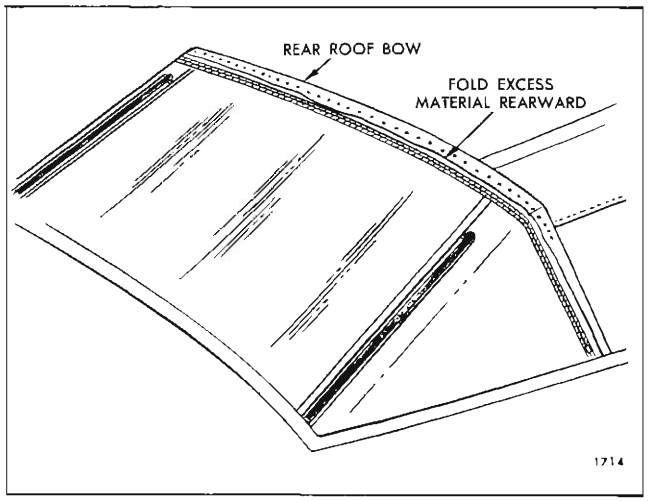


Fig. 2-I-16 — Back Curtain Installation at Rear Roof Bow

17. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Re-adjust back curtain assembly as required. (Fig. 2I17).

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. Tack nylon webbing to rear roof bow. Inboard edge of webbing should be installed even with outboard edge of side roof rail pad. Fold excess webbing rearward and tack to rear bow. Remove

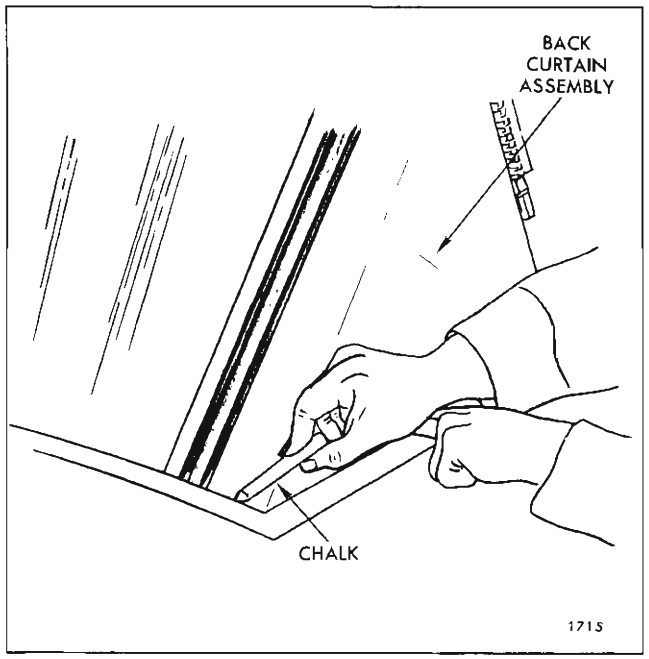


Fig. 2-I-17 — Marking Back Curtain

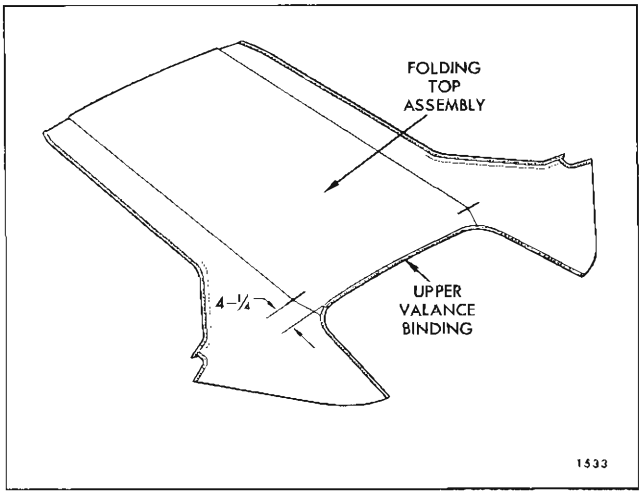


Fig. 2-I-18—Marking Top Material

excess by trimming webbing just forward of rear rolled edge of rear roof bow.

CAUTION: Do not cut back curtain or side stay pad material.

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

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

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

23. Fold new top material in half so that inner lining of top material is exposed (Fig. 2I19). Install a 6" piece of tape on inner surface at centerline fold of new top material (Fig. 2I19). Using a pencil, mark the approximate centerline of new top material along entire length of tape.

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

24. Along forward surface of rear roof bow install a 1" piece of tape at centerline dimple of rear roof bow. Using a pencil, mark centerline of rear bow on tape (Fig. 2I20).

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

26. 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 (± 1/4") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline on rear roof bow.

27. Remove top trim material.

28. 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 13 and 14 of removal procedure).

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

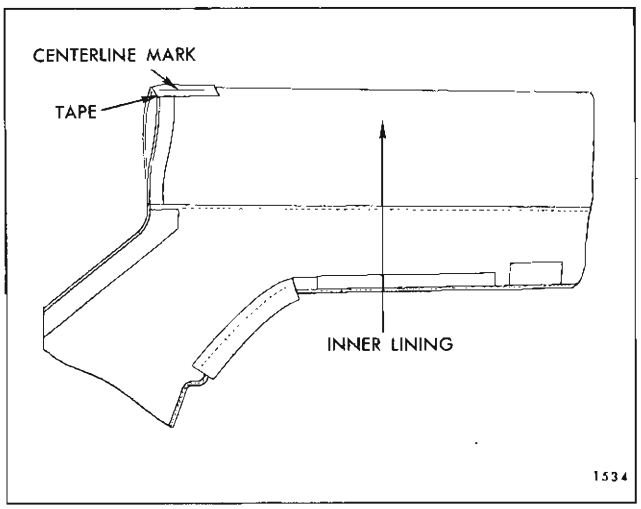


Fig. 2-I-19—Marking Folding Top Material

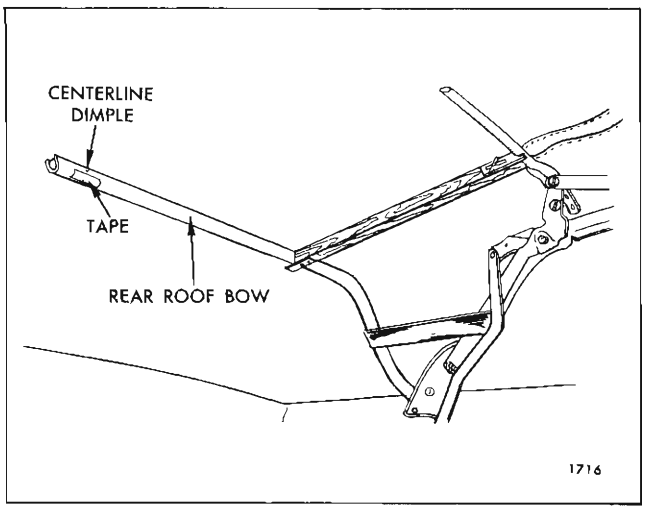


Fig. 2-I-20—Marking Rear Roof Bow

30. Install listing pocket retainer into listing pocket.

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

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

32. Install front bow to listing pocket retainer attaching screws.

33. 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.

34. 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. 2I18).

35. 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 (± 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. 2I20).

36. Using 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.

37. Cut or 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.

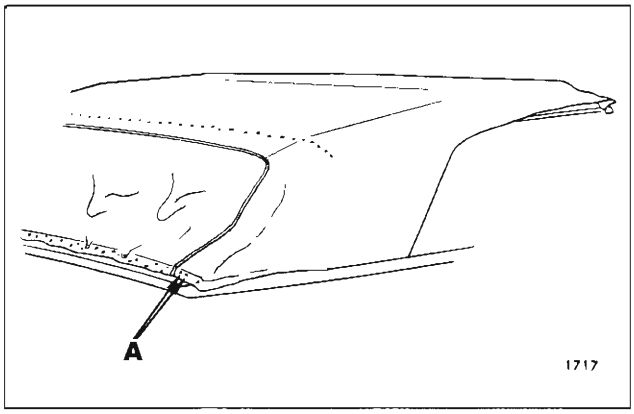


Fig. 2-I-21 — Tacking Top Material

38. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Figure 2I21 shows top material installed to rear trim stick at inboard edge.

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

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

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

42. Where required, re-mark top material; then make necessary adjustments to top material by repositioning rear quarter trim sticks and/or by retacking top material to rear and/or 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.

43. Remove trim sticks with attached top material from top compartment well. Back curtain should extend 1/2" below trim sticks. (See step 7 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.

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

45. 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.

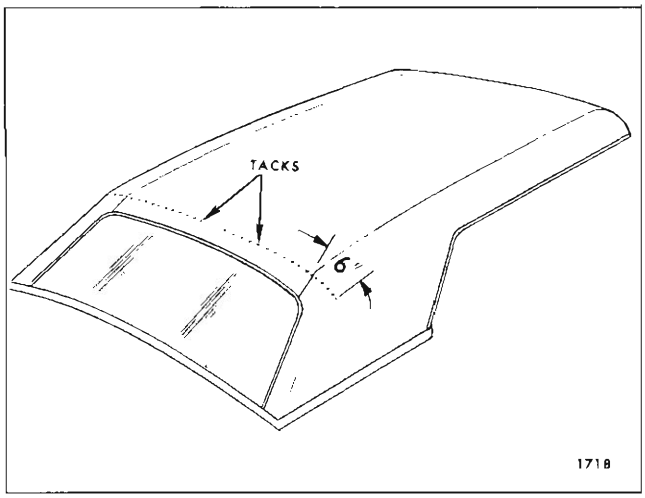


Fig. 2-I-22 — Tacking Outboard of Seam

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

47. 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. 2I22). 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. 2I22).

48. 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. 2I23).

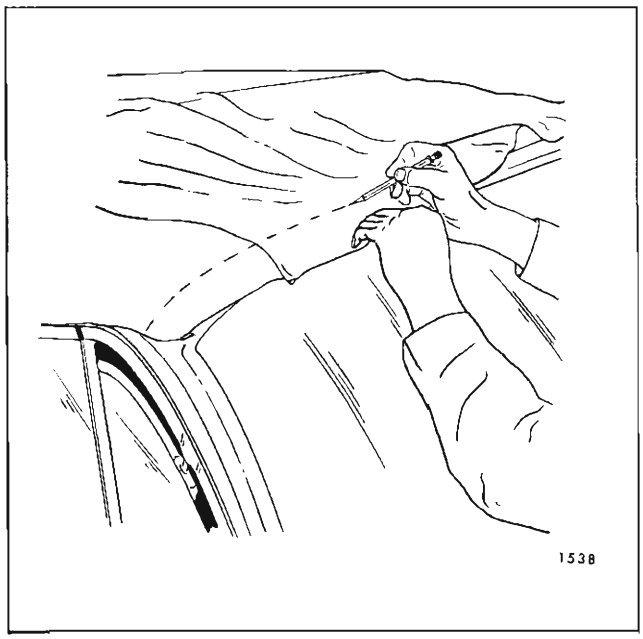


Fig. 2-I-23 — Marking Top Material At Front Roof Rail

49. 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. 2I24).

50. 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. 2I2).

51. Lock top 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).

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

53. 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.

54. 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.

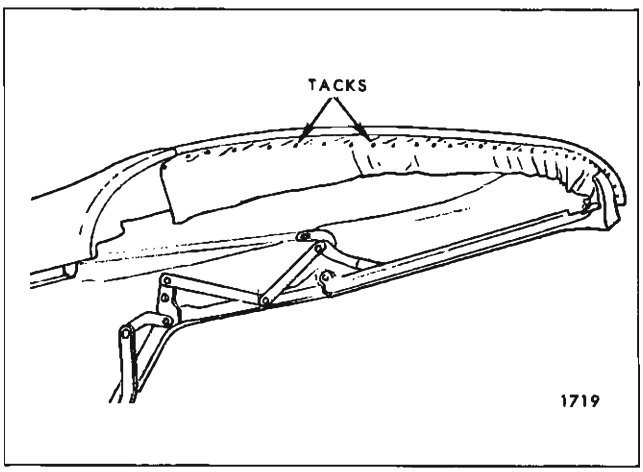


Fig. 2-I-24 — Installation of Top Material To Front Roof Rail

FOLDING TOP TRIM (LESS BACK CURTAIN) "67" STYLES

FOLDING TOP TRIM COVER

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 weatherstrip; then loosen folding top quarter flaps from rails.

3. At the front of body, raise front roof rail, remove front weatherstrips; then detach top material from front roof rail. (Fig. 2I25).

4. Loosen front end of each side roof rail front weatherstrip sufficiently to detach top material flaps which are nailed and cemented to rails. (Fig. 2I26).

5. 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. 2I27).

6. At each side roof rear rail pull hold-down cable forward until cable is completely removed from top material retaining pocket.

7. At underside of front bow, remove screws securing listing pocket retainer to bow.

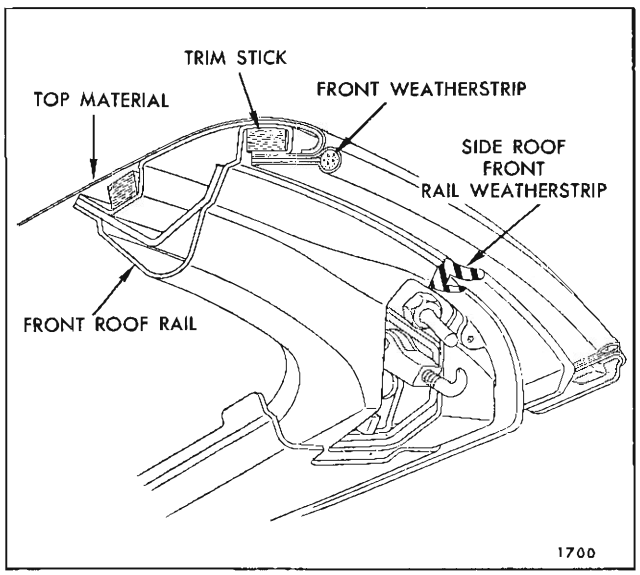


Fig. 2-I-25 — Front Roof Rail Assembly

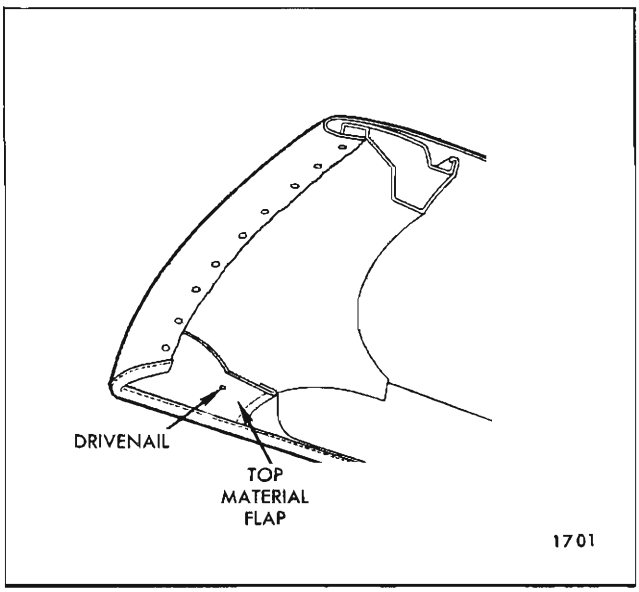


Fig. 2-I-26 — Top Material At Front Roof Rail

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

9. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts (Fig. 2I28). Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts.

10. Remove attaching bolts securing rear quarter trim sticks to rear quarter inner panel. (Fig. 2I28).

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

12. 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. 2I29).

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

13. 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.

14. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top

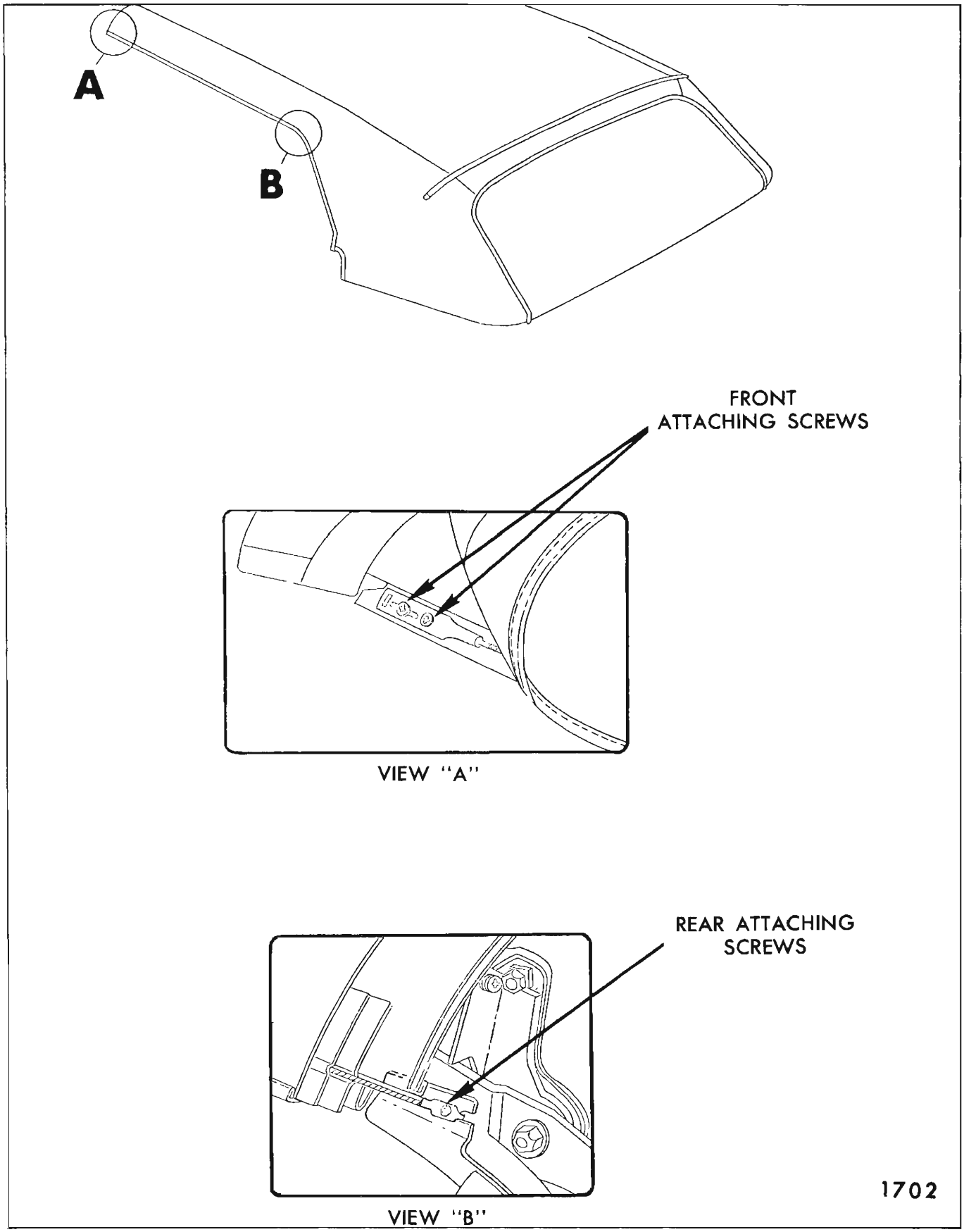


Fig. 2-1-27 — Hold-Down Cable Attaching Screws

material. (Fig. 2I30). Reference marks for trim sticks should be transferred to new top material when step 8 of installation procedure is performed.

15. 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.

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. 2I31).

4. Fold new top material in half so that inner lining of top material is exposed (Fig. 2I32). Install a 6" piece of tape on inner surface at centerline fold of new top material (Fig. 2I32). Using a pencil, mark the approximate centerline of new top material along entire length of tape.

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

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. 2I33).

6. Check position of rear roof bow in relation to new folding top trim assembly by placing new top

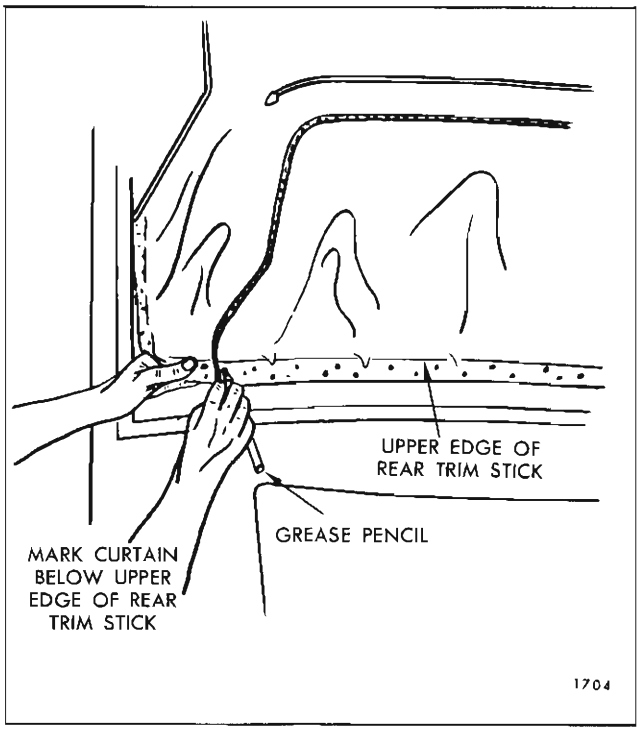


Fig. 2-I-29 — Locating Edge of Top Material

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 (± 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

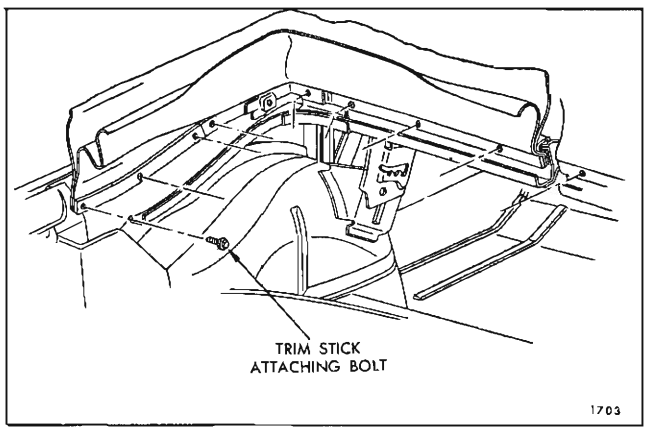


Fig. 2-I-28 — Trim Stick Attachment

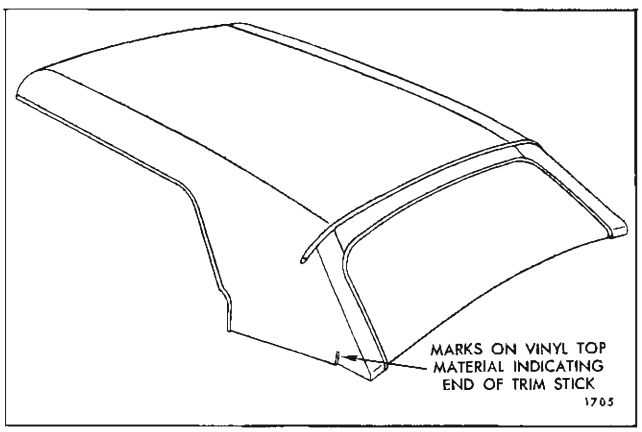


Fig. 2-I-30 — Marking Folding Top Material

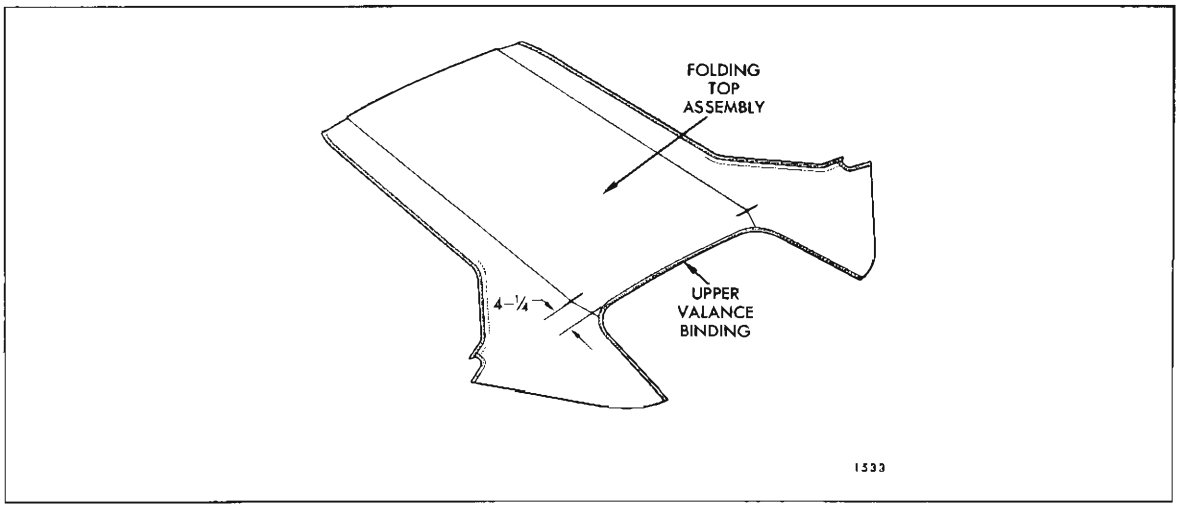


Fig. 2-I-31 — Marking Top Material

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 13 and 14 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.

12. Install front bow to listing pocket retainer attaching screws.

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. 2I31).

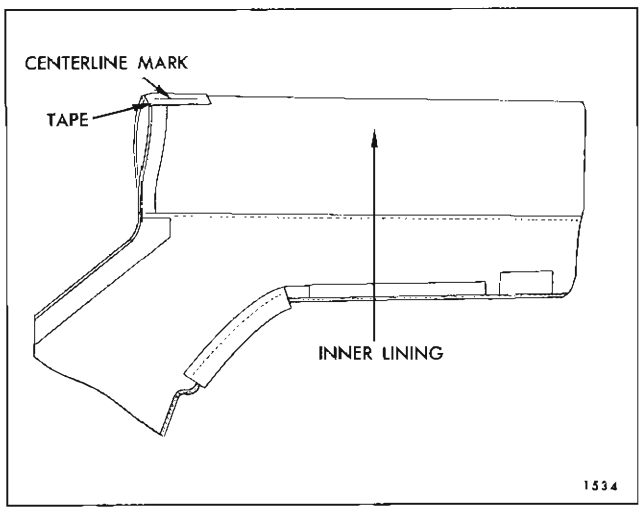


Fig. 2-I-32 — Marking Folding Top Material

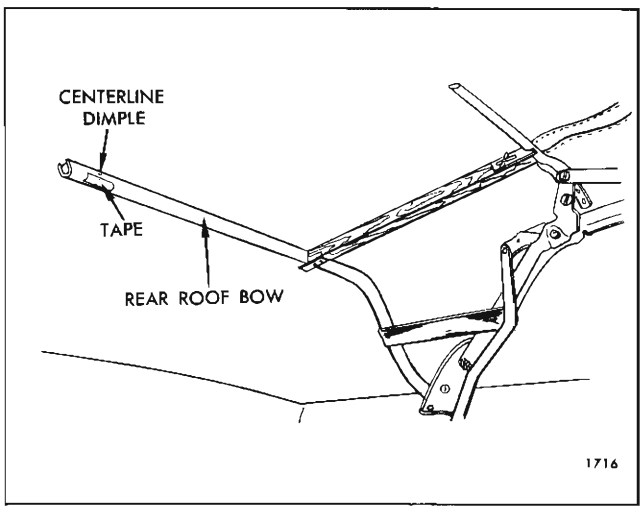


Fig. 2-I-33 — Marking Rear Roof Bow

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 (± 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. 2I33).

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. Cut or 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 2I34 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.

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.

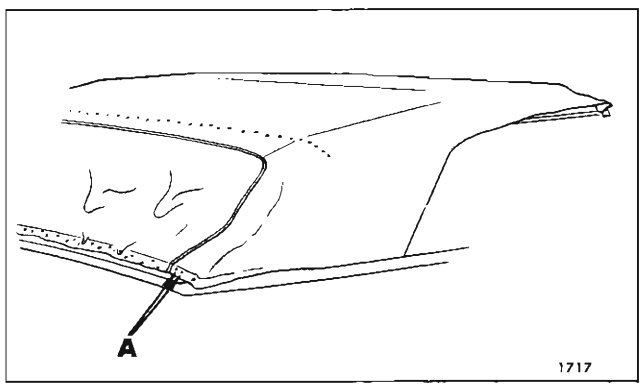


Fig. 2-I-34 — Tacking Top Material

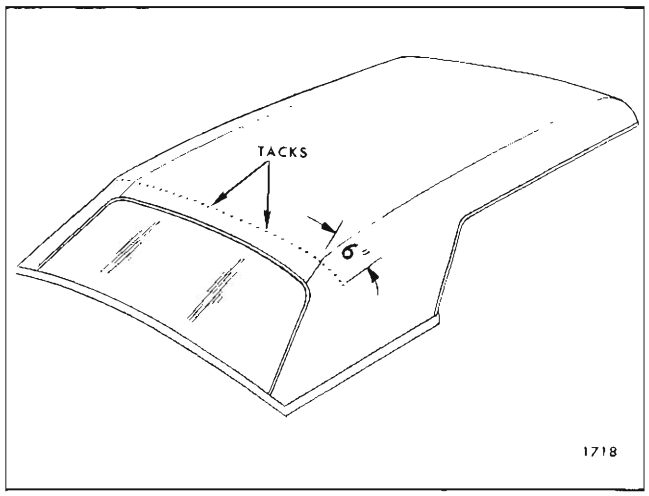


Fig. 2-I-35 — Tacking Outboard of Seam

22. Where required re-mark top material; then make necessary adjustments to top material by repositioning rear quarter trim sticks and/or by retacking top material to rear and/or 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. 2I35). 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. 2I35).

28. At front roof rail, pull top trim material

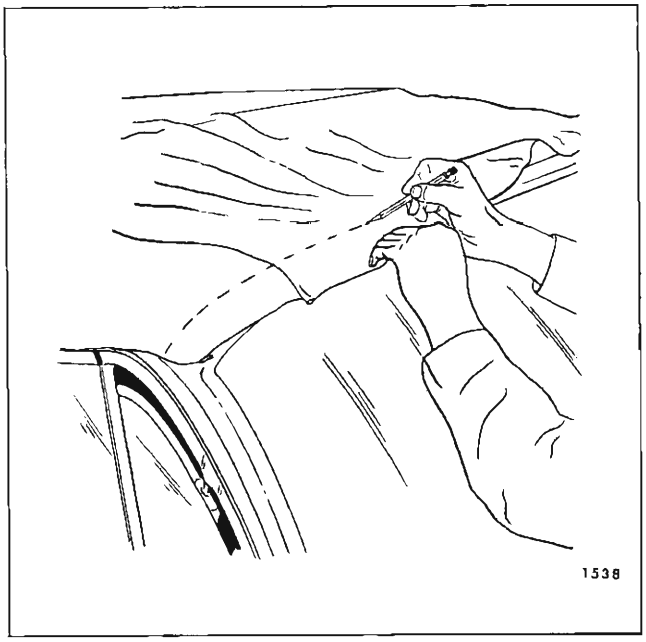


Fig. 2-I-36 — Marking Top Material At Front Roof Rail

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. 2I36).

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. 2I37).

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. 2I26).

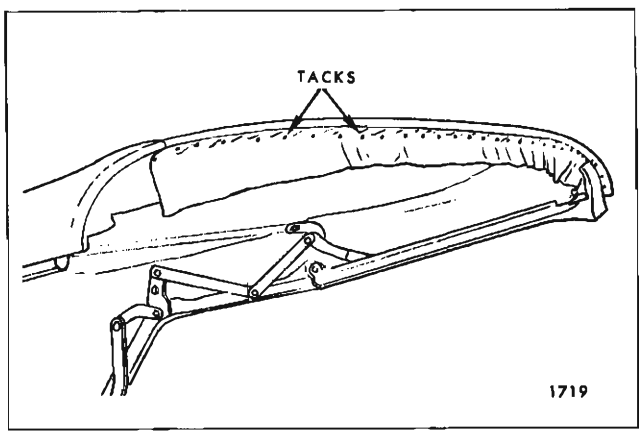


Fig. 2-I-37 — Installation of Top Material To Front Roof Rail

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).

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, back curtain or pads.

BACK CURTAIN TRIM ASSEMBLY (COMPLETE) "67" STYLES

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 weatherstrip; then loosen folding top quarter flaps from rails.

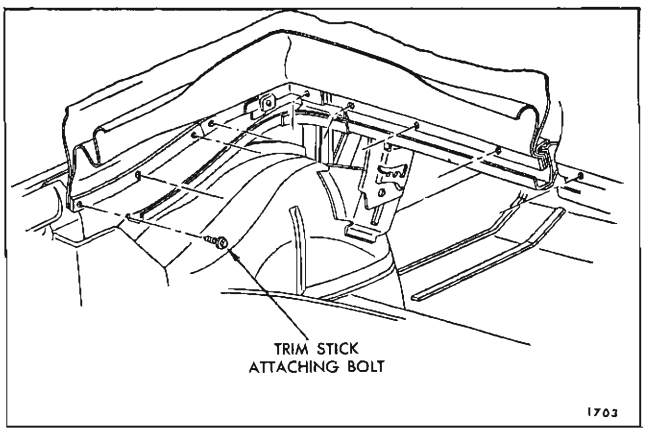


Fig. 2-I-38 — Trim Stick Attachment

3. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts (Fig. 2138). Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts.

4. Remove attaching bolts securing rear quarter trim sticks to rear quarter inner panel (Fig. 2138).

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 back curtain vinyl at both locations with a grease pencil. (Fig. 2139). 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. 2140).

8. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow.

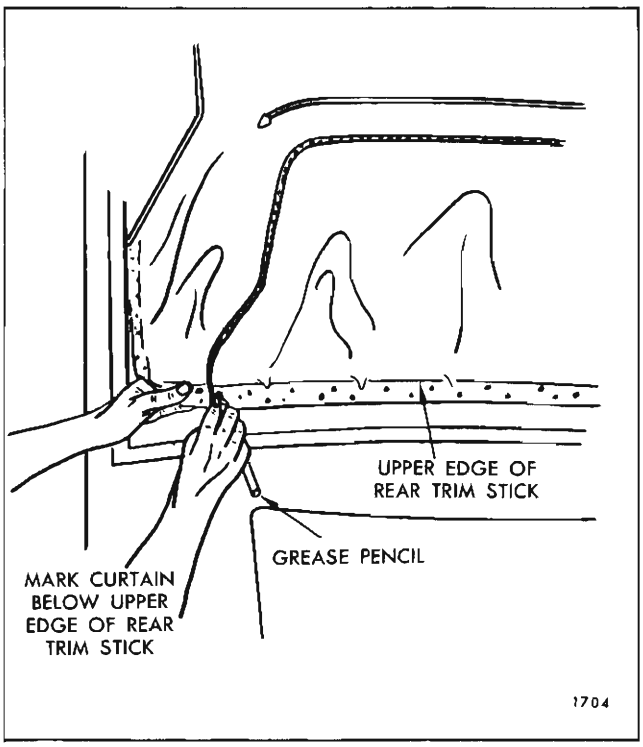


Fig. 2-1-39—Locating Edge of Top Material

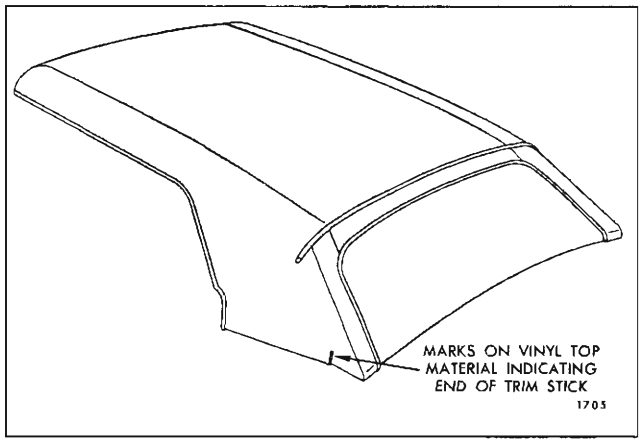


Fig. 2-1-40—Marking Folding Top Material

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 nylon webbing and 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. 2141). Reference marks for trim sticks should be transferred to new back curtain material when step 3 of installation procedure is performed.

13. Remove right and left nylon webbing from rear trim stick (Fig. 2141).

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

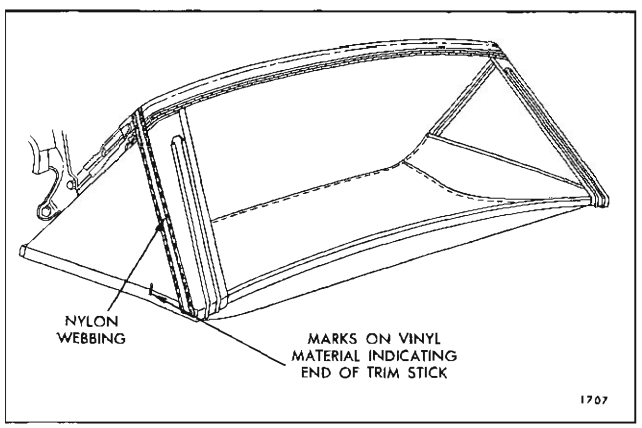


Fig. 2-1-41—Marking Back Curtain Material

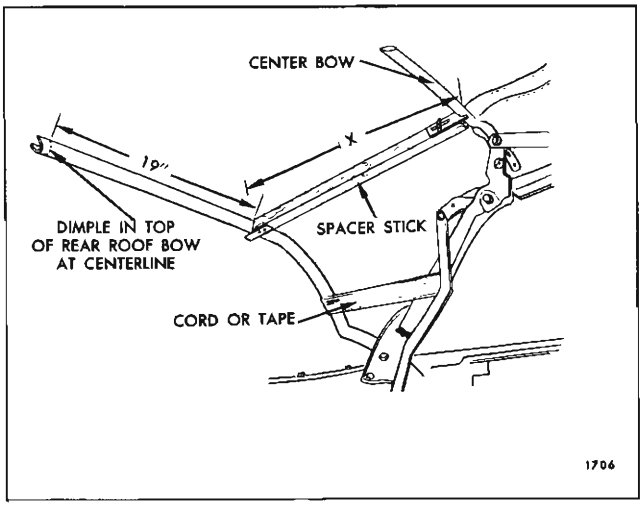


Fig. 2-I-42 — Installation of Spacer Sticks

Installation

1. Preset spacer sticks to shortest length and install between center and rear roof bow (Fig. 2I42). Adjust sticks so that dimension "X" in Figure 2I42 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 17 5/8".

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

Tie or tape rear bow to rear side roof rails.

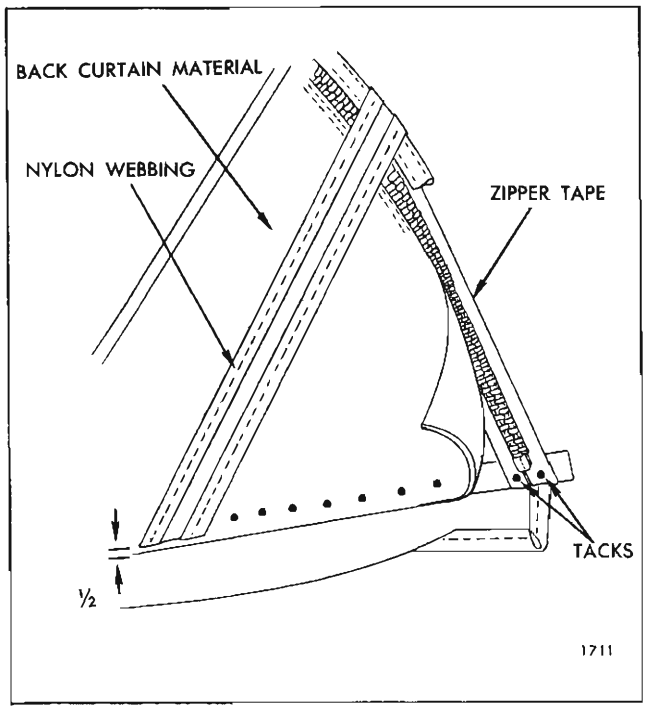


Fig. 2-I-43 — Back Curtain Installation

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 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 compartment bag.

NOTE: Notch in back curtain vinyl at lower edge indicates centerline of back curtain assembly. (See Fig. 2I12). In addition, back curtain lower edge should extend approximately 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 (Fig. 2I43).

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.

7. Tacks securing back curtain assembly to trim sticks should be placed close to each side of every

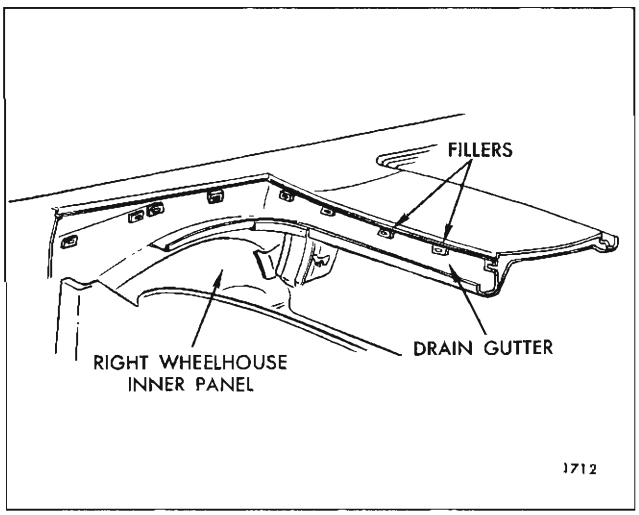


Fig. 2-I-44 — Checking Trim Stick Fillers

bolt hole in trim sticks; then pierce or punch back curtain assembly for each trim stick bolt.

8. Tack nylon webbing to rear trim stick. Lower rear edge of webbing should be even with corner of rear trim stick (See Fig. 2I41).

9. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement, if necessary, (Fig. 2I44).

10. 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.

11. Secure back curtain assembly with one tack to rear bow to prevent damage to plastic sheet (Fig. 2I45).

12. Working from body center progressively outboard to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from curtain assembly. Fold excess back curtain upper valance material rearward and tack to rear bow. (Fig. 2I46).

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

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

14. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Re-adjust back curtain assembly as required, (Fig. 2I47).

15. Tack nylon webbing to rear roof bow. Inboard edge of webbing should be installed even with outboard edge of side roof rail pad. Fold excess webbing rearward and tack to rear bow. Remove excess by trimming webbing just forward of rear rolled edge of rear roof bow.

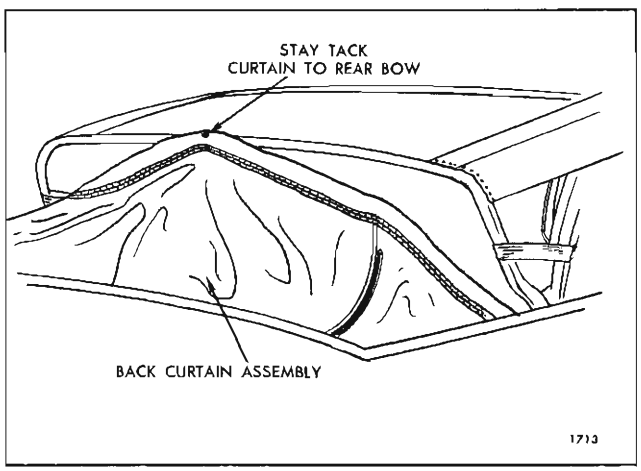


Fig. 2-I-45 — Stay Tacking Curtain To Rear Roof Bow

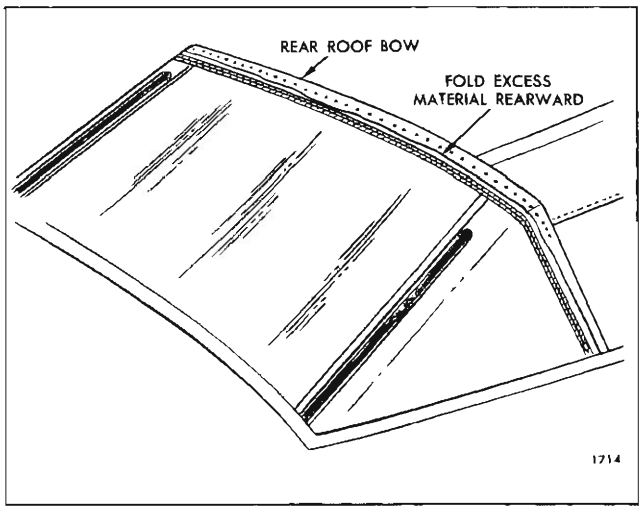


Fig. 2-I-46 — Back Curtain Installation at Rear Roof Bow

CAUTION: Do not cut back curtain or side stay pad material.

16. Detach rear trim stick with attached back curtain assembly from body and install top trim cover assembly.

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

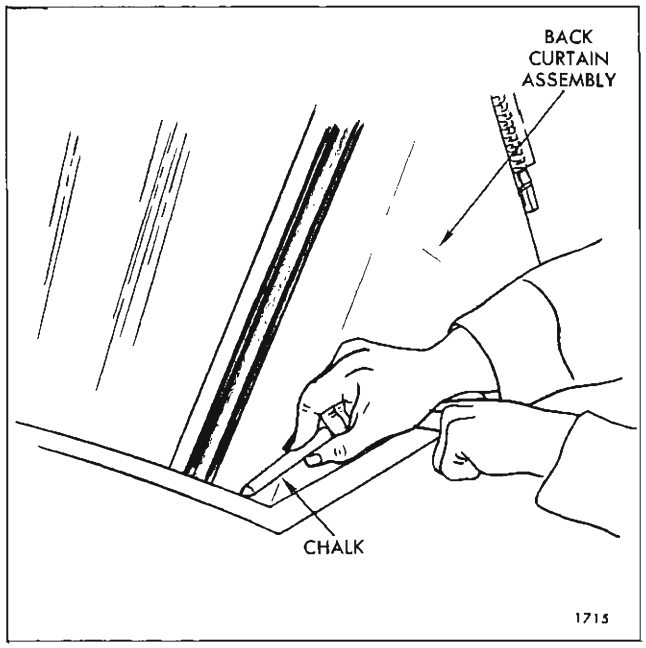


Fig. 2-I-47 — Marking Back Curtain

allow reinstallation of top material to its original position with a minimum of refitting.

17. 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 14 of removal procedure).

1. Using chalk or similar material, on old zipper tape mark location of zipper in relation to edges of back curtain vinyl.

2. Cut stitiches securing zipper tape to back curtain assembly.

3. Transfer reference marks to new zipper assembly.

4. Sew new zipper tape to back curtain assembly.

NOTE: Zipper tape may be stapled to back curtain 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)".

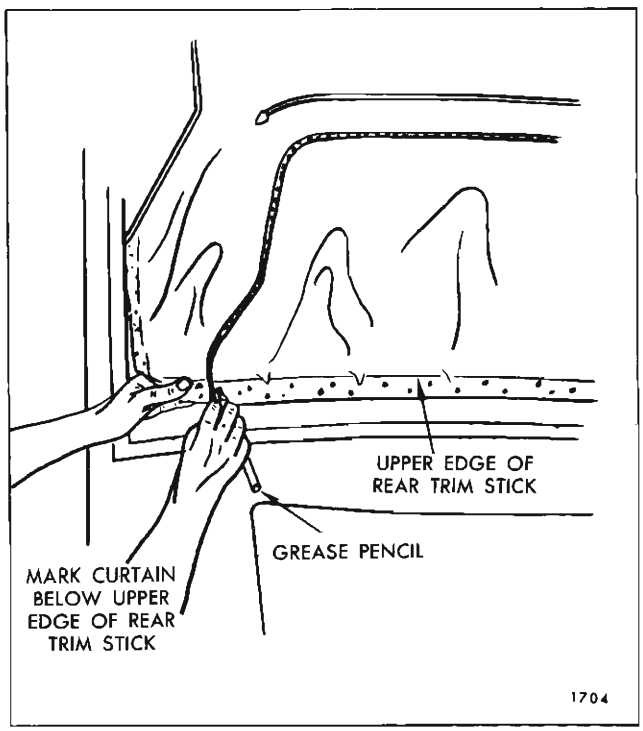


Fig. 2-I-48 — Locating Edge of Top Material

BACK CURTAIN VINYL (INCLUDES EXTENSIONS) "67" STYLES

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. 2I48).

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.

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. 2I49).

10. Operate slide fastener off of zipper assembly.

11. Detach nylon webbing from rear trim stick.

12. Remove rear and rear quarter trim sticks with attached back curtain and compartment bag material from body and place on a clean, protected surface.

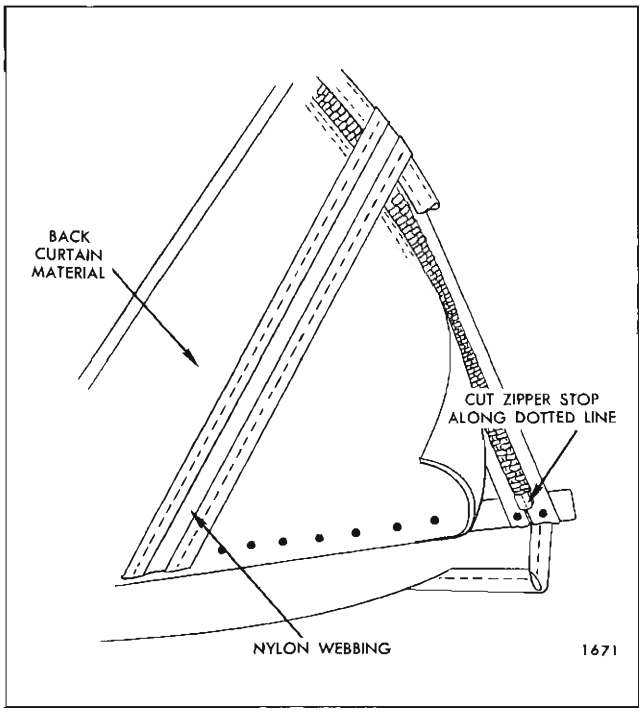


Fig. 2-I-49—Back Curtain Vinyl Replacement

13. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (Fig. 2I50).

Reference marks for trim sticks should be transferred to new back curtain material when step 4 of installation procedure is performed.

14. Using chalk or similar material, mark zipper tape at upper edge of vinyl (Fig. 2I51).

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

16. 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.

Installation

1. Using 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.

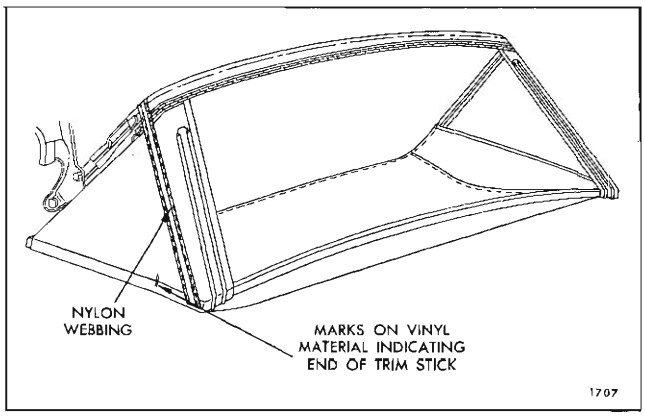


Fig. 2-I-50—Marking Back Curtain Material

4. Transfer marks on old back curtain to new back curtain assembly. See steps 5 and 13 of removal procedure.

5. 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. 2I51). In addition, back curtain lower edge should extend approximately 1/2" below lower edge of trim sticks.

6. Tack curtain to rear and rear quarter trim sticks.

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 curtain assembly for each trim stick bolt.

8. Tack nylon webbing to rear trim stick. (Fig. 2I49).

9. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement if necessary.

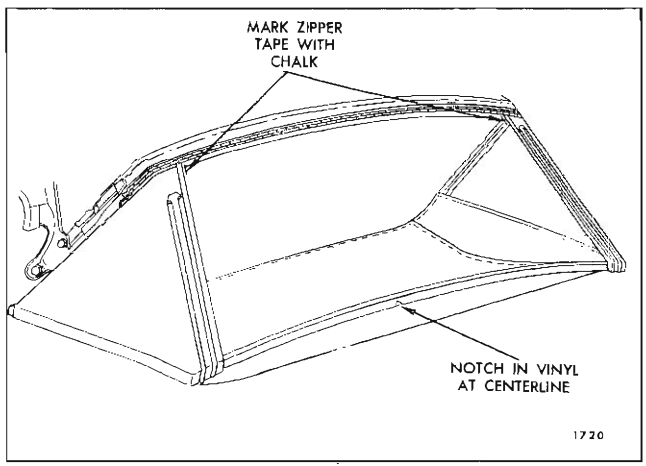


Fig. 2-I-51—Marking Back Curtain

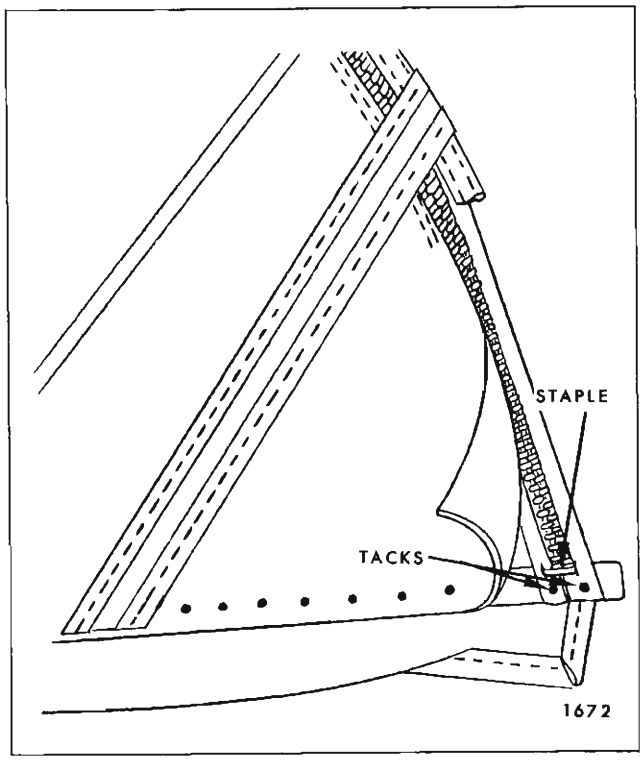


Fig. 2-I-52 — Zipper Installation At Rear Quarter Trim Stick

10. Install slide fastener onto zipper assembly.

11. 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. 2I52).

12. Operate slide fastener to closed position.

13. Tack zipper tape to rear quarter trim stick (Fig. 2I52). Zipper tape should not be pulled taut as zipper teeth may show through top material after top has been properly installed.

14. 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.

15. 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. Re-adjust back curtain assembly by retacking curtain to rear or rear quarter trim sticks as required.

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

17. Carefully replace top in position in rear quarter area.

18. 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.

19. 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.

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 repositioning rear quarter trim sticks or by re-tacking top material to rear or rear quarter trim sticks.

23. 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.

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

25. 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.

PINCHWELD FINISHING LACE

The upper rear pinchweld flange on the front roof rail assembly is covered by a one-piece snap-on pinchweld finishing lace (Fig. 2I53).

Removal and Installation

1. Unlock top from windshield header; then raise top assembly to half-open position.

2. To remove lace, carefully pull lace assembly loose from pinchweld flange.

3. To install, press lace assembly over pinchweld flange. Be sure each end of lace is concealed by upper inboard flange of side roof front rail assembly.

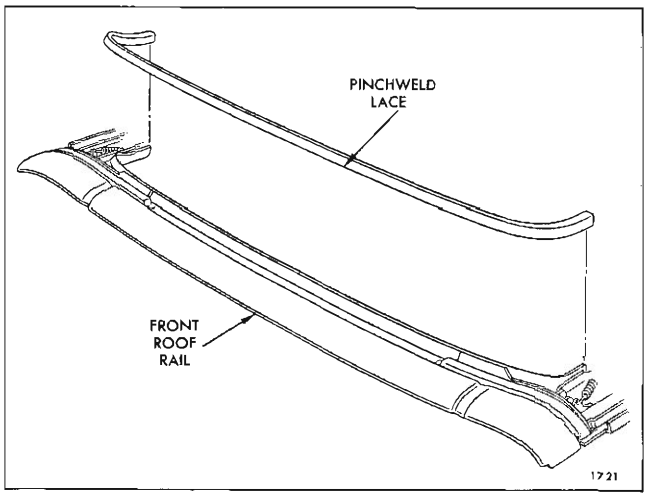


Fig. 2-I-53 — Pinchweld Finishing Lace

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. 2I54).

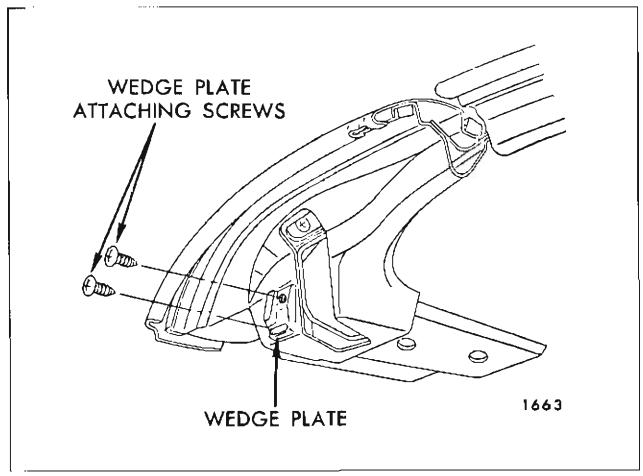


Fig. 2-I-54—Wedge Plate Installation

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.

5. Lock top to windshield header.

6. Readjust 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 attaching screws and adjust front roof rail fore or aft as required. Repeat on opposite side if necessary. (See View "A", Fig. 2I55).

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 recement 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. (See View "A", Fig. 2I55).

3. To install, reverse removal procedure.

FRONT ROOF RAIL LOCK ADJUSTMENT

If the locking action of top is unsatisfactory, the hook on the lock assembly may be adjusted as follows:

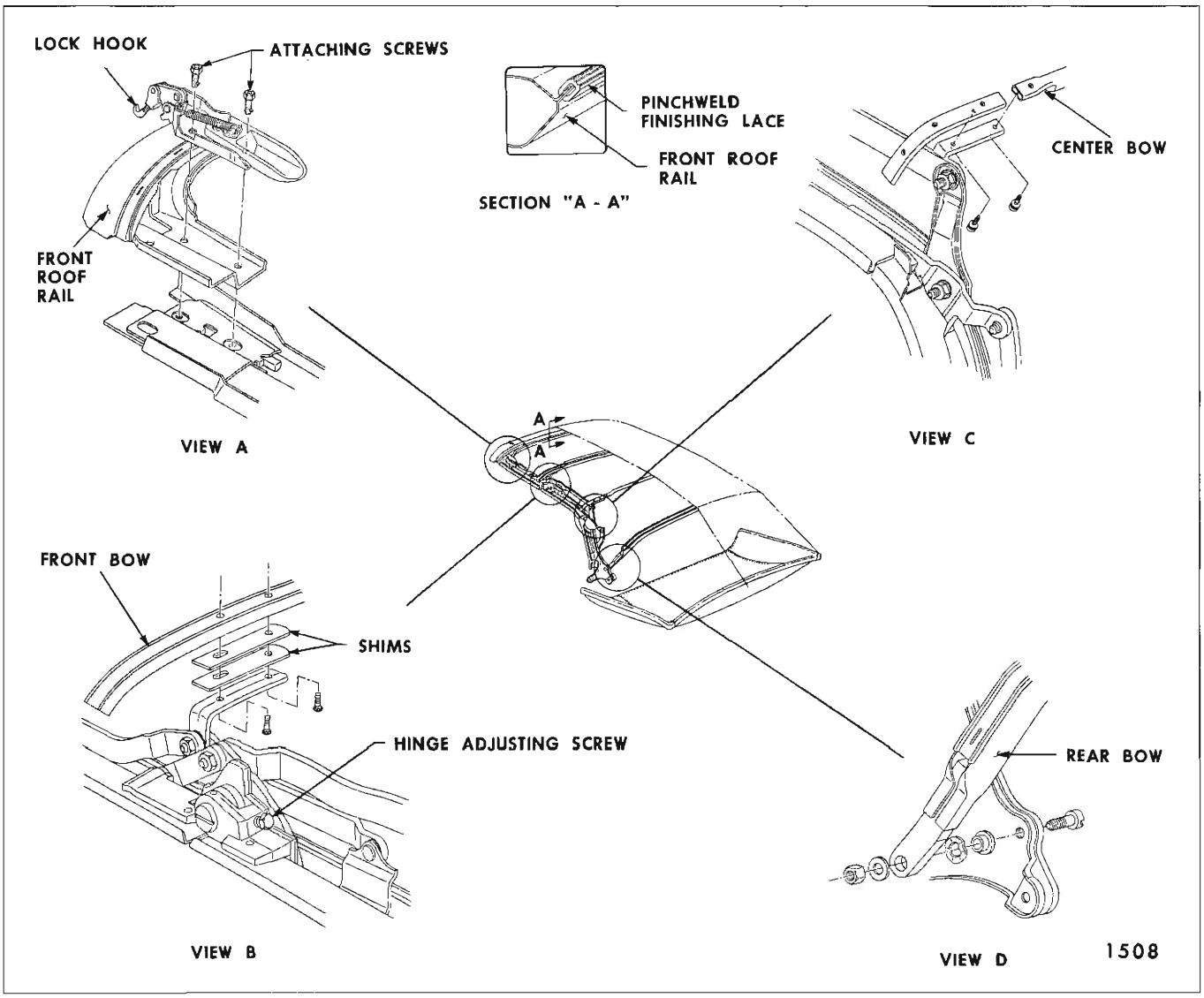


Fig. 2-I-55 — Folding Top Linkage

1. To tighten or increase locking action, turn lock hook clockwise.

2. To reduce or decrease locking action, turn lock hook counterclockwise.

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. (See Fig. 2I56).

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. Scribe location of control link adjusting plate on folding top compartment brace.

b. Loosen bolts securing control link adjusting plate sufficiently to permit adjustment of plate.

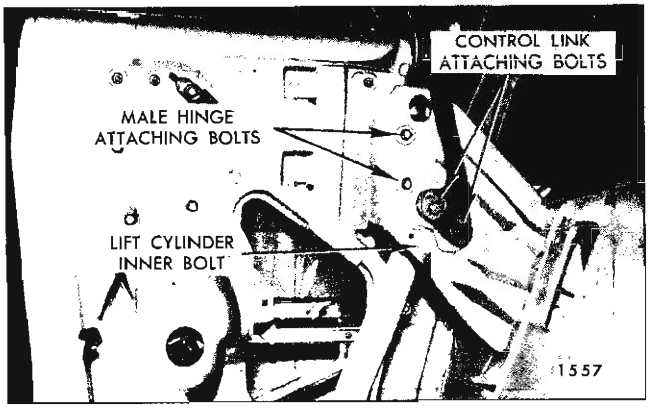


Fig. 2-I-56—Lift Cylinder Attachment

c. Without changing the up or down location of adjusting plate, move adjusting plate forward or rearward (horizontally) over serrations as required to obtain desired height; then tighten bolts.

d. On styles equipped with manually operated folding top, adjust both folding top catch clips as required. (See "Manually Operated Folding Top Hardware").

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.

1. If there is an excessive opening between side roof rail rear weatherstrip and rear of rear quarter window, or if front roof rail is too far forward or rearward, proceed as follows:

a. 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. 2I56).

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.

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. (See Fig. 2I56).

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.

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 conditions, 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.	Adjust lock hook counterclockwise. (See View "A" in Fig. 2I57).
	2. Misaligned front roof rail front weatherstrip.	Loosen, realign and retack front roof rail front weatherstrip.
	3. Front roof rail misaligned.	Adjust front roof rail. (View "A" in Fig. 2I57).
B. Top does not lock tight enough to windshield header.	1. Lock hook improperly adjusted.	Adjust lock hook clockwise. (See View "A" in Fig. 2I57).
	2. Misaligned front roof rail front weatherstrip.	Loosen, realign and retack front roof rail front weatherstrip.
	3. Front roof rail misaligned.	Adjust front roof rail.
C. Top travels too far forward.	1. Front roof rail misaligned.	Adjust front roof rail rearward (See View "A" in Fig. 2I57).
	2. Male hinge assembly misaligned.	Adjust male hinge assembly rearward. (Fig. 2I56).
D. Top does not travel forward far enough.	1. Front roof rail misaligned.	Adjust front roof rail forward. (See View "A" in Fig. 2I57).
	2. Male hinge assembly misaligned.	Adjust male hinge assembly forward. (Fig. 2I56).
	3. Improper spacing between rear trim stick and body metal.	Install an additional spacer between rear trim stick and body metal at each attaching bolt location.
E. Side roof rail rear weatherstrip too tight against rear of rear quarter window.	1. Male hinge assembly misaligned.	Adjust male hinge assembly rearward. (Fig. 2I56).
F. Gap between side roof rail rear weatherstrip and rear of rear quarter window.	1. Male hinge assembly misaligned.	Adjust male hinge assembly forward and/or shim side roof rail rear weatherstrip forward as required (Fig. 2I56).
G. Side roof rail rear weatherstrip too tight against top of rear quarter window.	1. Male hinge misaligned.	Adjust male hinge upward. (Fig. 2I56).
H. Gap between side roof rail rear weatherstrip and top of rear quarter window.	1. Male hinge misaligned.	Adjust male hinge downward and/or shim side roof rail rear weatherstrip downward as required. (Fig. 2I56).

CONDITION	APPARENT CAUSE	CORRECTION
I. Sag at front to center side roof rail joint.	1. Control link adjusting plate misaligned.	Adjust control link adjusting plate downward. (Fig. 2I56).
	2. Center side roof rail hinge adjusting screw improperly adjusted.	Adjust screw counterclockwise. (See View "B" in Fig. 2I57).
J. Front and center side roof rails bow upward at hinge joint.	1. Control link adjusting plate misaligned.	Adjust control link adjusting plate upward. (Fig. 2I56).
	2. Center side roof rail hinge adjusting screw improperly adjusted.	Adjust screw clockwise. (See View "B" in Fig. 2I57).
K. Folding top dust boot is difficult to install.	1. Improper stack height due to misaligned control link adjusting plate.	Adjust control link plate rearward or forward as required. (Fig. 2I56).
	2. Misaligned folding top dust boot female fastener.	Where possible, align female with male fastener.
	3. Rear seat back assembly is too far forward.	Relocate rear seat back rearward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is 15 3/16" ± 1/16". The dimension is measured at approximate center line of body.
	4. Excessive build-up of padding in side roof rail stay pads.	Repair side stay pads as required.
	5. On manual tops, due to improperly adjusted catch clips.	Adjust catch clips downward as required.
L. Folding top dust boot fits too loosely.	1. Improper stack height due to misaligned control link.	Adjust control link plate forward as required. (Fig. 2I56).
	2. Rear seat back assembly is too far rearward.	Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is 15 3/16" ±1/16". The dimension is measured at approximate center line of body.
	3. On manual tops, due to improperly adjusted catch clips.	Adjust catch clips upward as required.
M. Top material is too low over windows or side roof rails.	1. Front roof bow improperly shimmed.	*Install one or two 1/8" shims between front roof bow and slat iron. (See View "B" in Fig. 2I57).
	2. Excessive width in top material.	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.

CONDITION	APPARENT CAUSE	CORRECTION
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. 2I57).
O. Top material has wrinkles or draws.	1. Rear quarter trim stick improperly adjusted.	Adjust rear quarter trim stick on side affected.
	2. Top material improperly installed to center or rear quarter trim stick.	Retack top material as required.
P. Wind whistle or waterleak along front roof rail.	1. Top does not lock tight enough to windshield header.	Adjust lock hook clockwise.
	2. Misaligned front roof rail front weatherstrip.	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 #4412844 (1/4 - 20 x 5/8" 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).

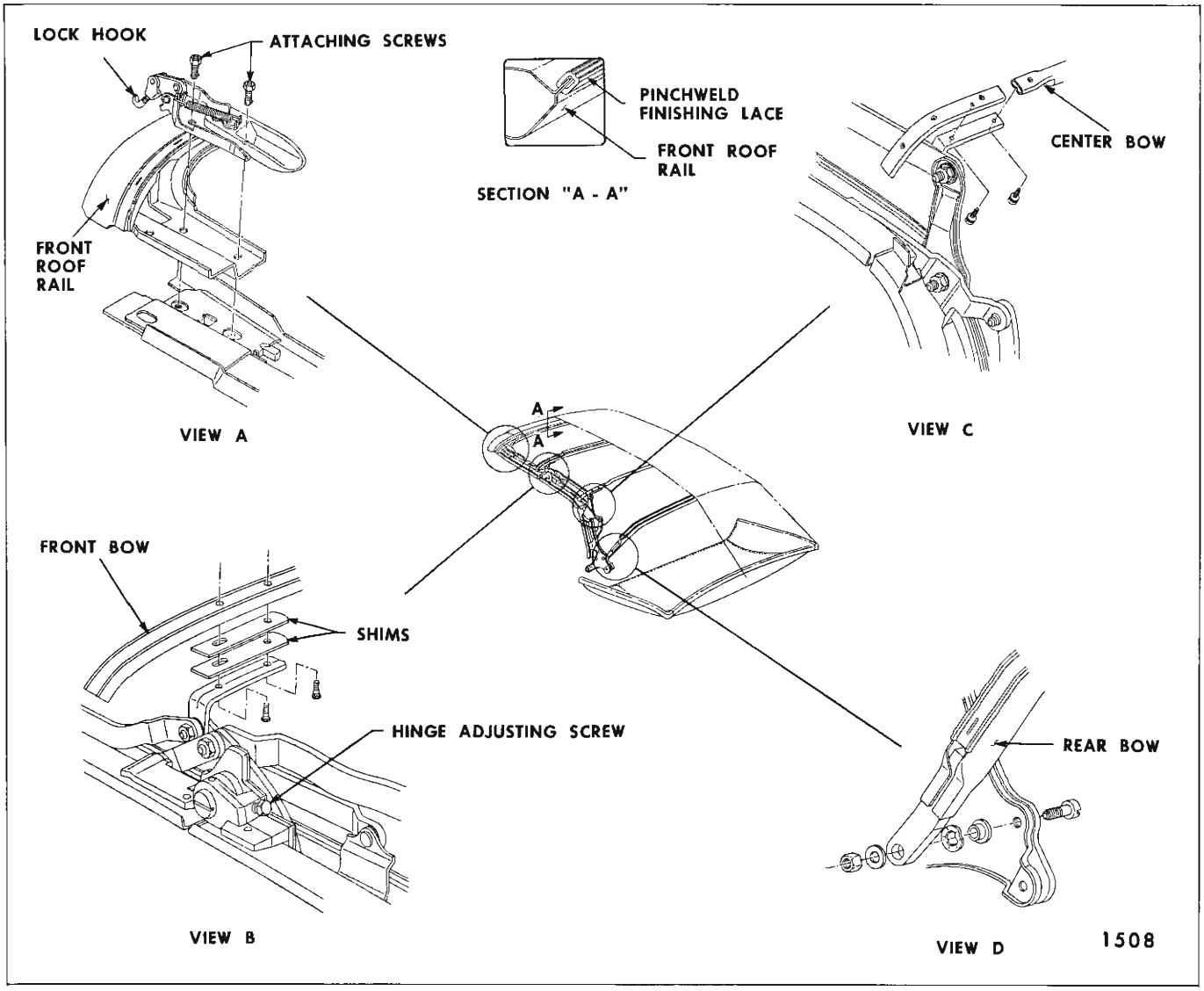


Fig. 2-I-57 — Folding Top Linkage

HYDRO-LECTRIC SYSTEM

The high pressure hydro-lectric unit used in the convertible bodies, consists of a 12 volt reversible type motor, a rotor-type pump, two hydraulic lift cylinders, and an upper and lower hydraulic hose assembly. The unit is installed in the body directly behind rear seat back. (Fig. 2I58).

Figure 2I59 illustrates and identifies the individual parts of the motor and pump assembly.

NOTE: When servicing the motor assembly or pump end plate assembly, it is extremely important that the small motor shaft "O" ring seal is properly installed over the motor armature shaft and into the pump end plate assembly prior to installing the pump rotors or the motor shaft drive ball.

MOTOR AND PUMP ASSEMBLY

Removal

1. Operate folding top to full "up" position.

2. Disconnect positive battery cable.

3. Place protective covering over rear seat cushion and back.

4. Working inside body, detach front edge of folding top compartment bag from rear seat back panel.

5. Working on inside of body over rear seat back, remove pump and motor shield attaching screws and remove shield.

6. Remove clips securing wire harness and hydraulic hose to rear seat back panel. (Fig. 2I58).

7. Disconnect motor leads from wire harness and ground attaching screws. (Fig. 2I58).

8. To facilitate removal, apply a rubber lubricant to pump attaching grommets; then carefully disengage grommets from floor pan. (Fig. 2I58).

9. Place absorbent rags below hose connections and end of reservoir.

10. With a straight-bladed screwdriver, vent reservoir by removing filler plug; then reinstall plug.

NOTE: Venting reservoir is necessary in this "sealed-in" unit to equalize air pressure in reservoir to that of the atmosphere. This operation prevents the possibility of hydraulic fluid being forced under pressure from disconnected lines and causing damage to trim or body finish.

11. Disconnect hydraulic lines and cap open fittings to prevent leakage of fluid. (Fig. 2I58). Use a cloth to absorb any leaking fluid, then remove unit from rear compartment.

Installation

1. If a replacement unit is being installed, fill reservoir unit with specified Delco No. 11 Hydraulic Fluid (GM Hydraulic Brake Fluid Super No. 11 or its equivalent). See "Filling of Hydro-Lectric Reservoir".

2. Connect hydraulic hoses, engage attaching grommets in panel and connect wiring.

3. Connect battery and operate top through its up and down cycles until all air has been "bled" from hydraulic circuit. See "Filling of Hydro-Lectric Reservoir".

4. Check connections for leaks and recheck fluid level in reservoir.

5. Install all previously removed parts.

RESERVOIR TUBE

Disassembly from Motor and Pump Assembly

1. Remove motor and pump assembly from body.

2. Scribe a line across pump end plate and reservoir tube to insure a correct assembly of parts. See Fig. 2I60.

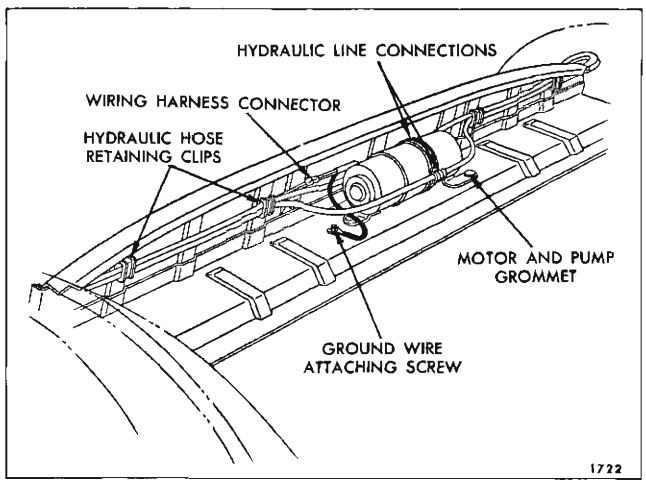


Fig. 2-I-58 — Motor and Pump Assembly

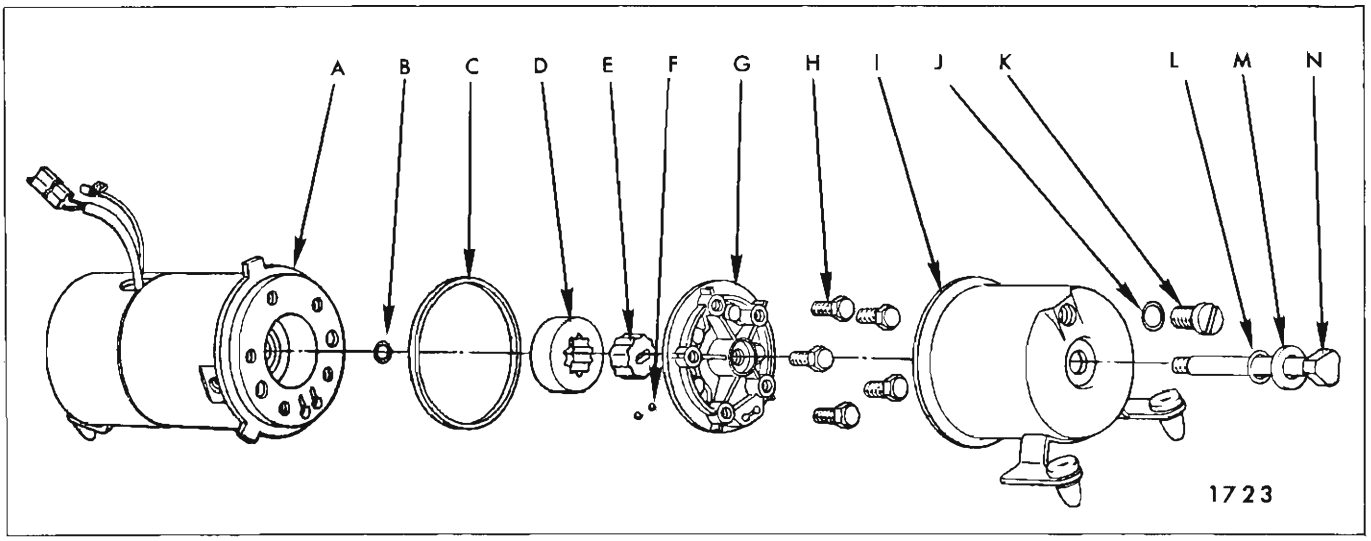


Fig. 2-I-59—Hydro-Lectric Motor and Pump Disassembled

A. Motor Assembly
B. Motor Shaft "O" Ring Seal
C. Reservoir Seal
D. Outer Pump Rotor
E. Inner Pump Rotor
F. Fluid Control Valve Balls
G. Pump Cover Plate Assembly
H. Pump Cover Attaching Screws
I. Reservoir Tube and Bracket Assembly
J. Reservoir Filler Plug "O" Ring Seal
K. Reservoir Filler Plug
L. Reservoir End Plate Attaching Bolt "O" Ring Seal
M. Reservoir End Plate Attaching Bolt Washer
N. Reservoir End Plate Attaching Bolt

3. With a straight-bladed screwdriver, remove reservoir filler plug. Note sealing ring around plug.

4. Drain fluid from reservoir into a clean container.

5. With suitable tool, remove bolt from end of assembly and remove reservoir tube. Note sealing rings around bolt and between end of reservoir tube and pump cover plate assembly.

Assembly to Motor and Pump Assembly

1. Position sealing ring on pump and assemble reservoir tube to pump according to scribe marks.

NOTE: Bracket assembly on tube should be located at outer end when tube is assembled to pump.

2. Install and tighten attaching bolt.

3. Place unit in horizontal position and fill with fluid until fluid level is within 1/4 inch of lower edge of filler plug hole.

4. Make sure that sealing ring is on filler plug before installing filler plug.

OPERATION OF FOLDING TOP

When the control switch is actuated to the "up" position, the battery feed wire is connected to the red motor lead and the motor and pump assembly operate to force the hydraulic fluid through the hoses to the lower ends of the double-acting cylinders. The fluid forces the piston rods in the cylinders upward, thus raising the top. The fluid in the top of the cylinders returns to the pump for recirculation to the bottom of the cylinders. When the control switch knob is actuated to the "down" position, the feed wire is connected to the dark green motor lead and the motor and pump assembly operate in a reversed direction to force the hydraulic fluid through the hoses to the top of the cylinders. The fluid forces the piston rods in the cylinders downward, thus lowering the top. The fluid in the bottom of the cylinders returns to the pump for recirculation to the top of the cylinders.

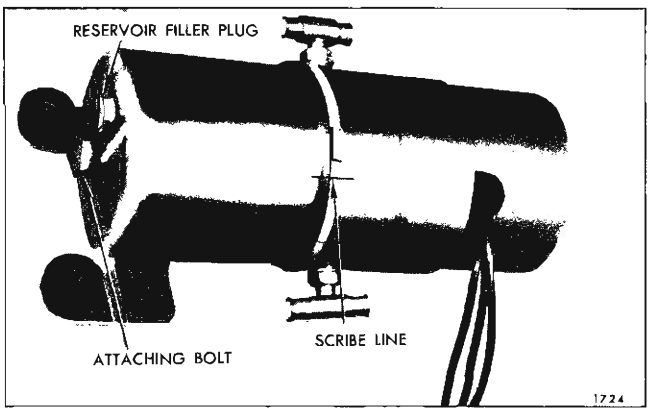


Fig. 2-I-60—Hydro-Lectric Motor and Pump Assembly

OPERATION OF PUMP ASSEMBLY

The motor type pump assembly is designed to deliver a maximum pressure in the range of 340 psi to 380 psi. The operation of the pump assembly when raising the top is as follows:

1. Raising the Top. When the red motor lead is energized the motor drive shaft turns the rotors clockwise as indicated by the large arrow in Figure 2I61. The action of the pump rotors forces the fluid under pressure to the bottom of each cylinder forcing the piston upward. This action causes the fluid above the piston in each cylinder to be forced into the pump, which recirculates the fluid to the bottom of the cylinders. The additional fluid required to fill the cylinder due to piston rod displacement is drawn from the reservoir.

2. Lowering the Top. When the green motor lead is energized the motor drive shaft turns the rotors counterclockwise as indicated by the large arrow in Figure 2I62. The action of the pump rotors forces the fluid under pressure to the top of each cylinder. This action causes the fluid below the piston in each cylinder to be forced into the pump which recirculates the fluid to the top of each cylinder. The surplus hydraulic fluid due to piston rod displacement flows into the reservoir.

FLUID CONTROL VALVE

The fluid control valve consists of a rocker arm installed in the pump cover plate, and two steel balls. Figure 2I63 shows the top surface of the pump coverplate. The dotted lines indicate the cavities on the bottom side of the coverplate. The cavities are designed to permit fluid flow between pump rotors and the reservoir. Figure 2I64 and Figure 2I65 illustrates the operation of the fluid control valve.

MECHANICAL CHECKING PROCEDURE

If there is a failure in the hydro-lectric system and the cause is not evident the mechanical operation of the top should first be checked. If the folding top assembly appears to have a binding action disconnect the top lift cylinder piston rods from the top linkage and then manually raise and lower the top. The top should travel through its up and down cycle without any evidence of binding action. If a binding action is noted when the top is being locked at the header, check the alignment of the door windows, ventilators and rear quarter windows with relation to the side roof rail weatherstrips. Make all necessary adjustments for correct top alignment. See "Folding Top Adjustments". If a failure continues to exist after a check for mechanical failure has been completed, the hydro-lectric system should then be checked for electrical or hydraulic failures.

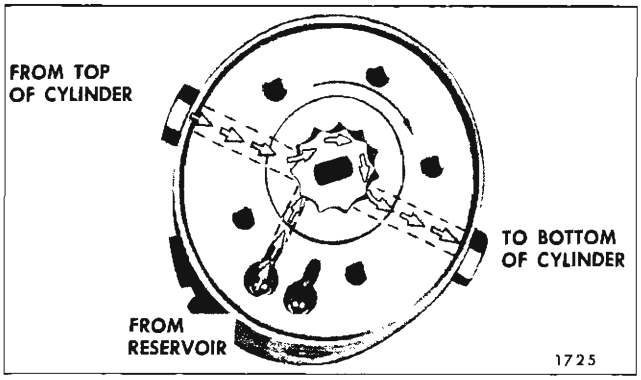


Fig. 2-I-61 — Operation of Pump To Raise Top

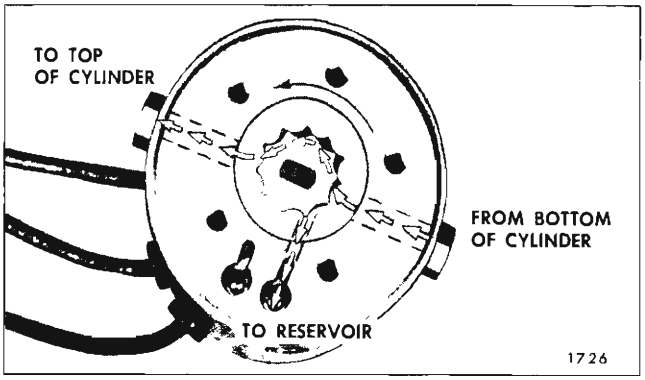


Fig. 2-I-62 — Operation of Pump To Lower Top

ELECTRICAL CHECKING PROCEDURE

If a failure in the hydro-lectric system continues to exist after the mechanical operation has been checked, the electrical system should then be checked. A failure in the electrical system may be caused by a low battery, breaks in wiring, faulty

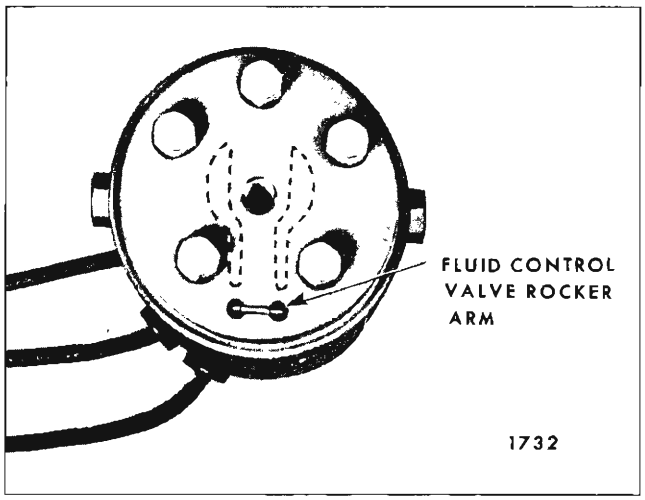


Fig. 2-I-63 — Pump Cover Plate

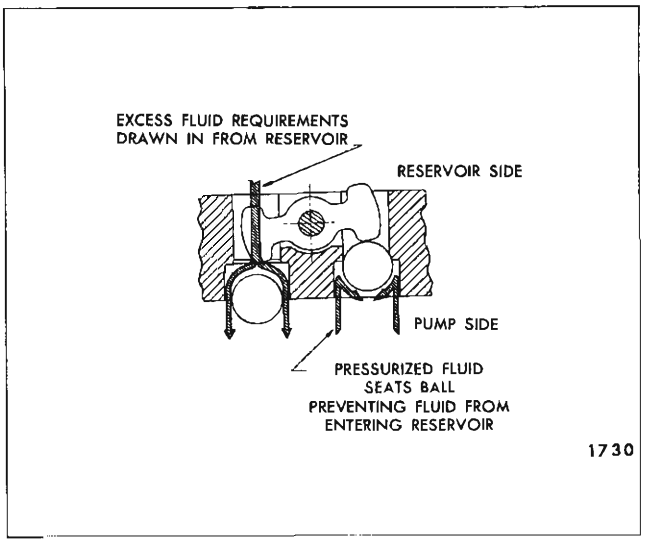


Fig. 2-I-64—Fluid Control Valve

connections, mechanical failure of an electrical component, or wires or components shorting to one another or to body metal. Before beginning checking procedures, check battery according to recommended procedure.

1. Check for Current at Folding Top Control Switch.

a. Disengage terminal block from rear of switch.

b. Connect light tester to central feed terminal of switch terminal block.

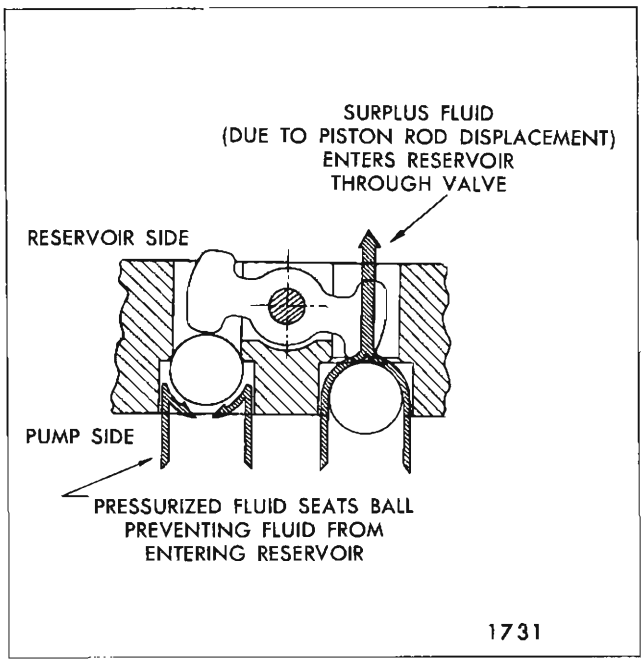


Fig. 2-I-65—Fluid Control Valve

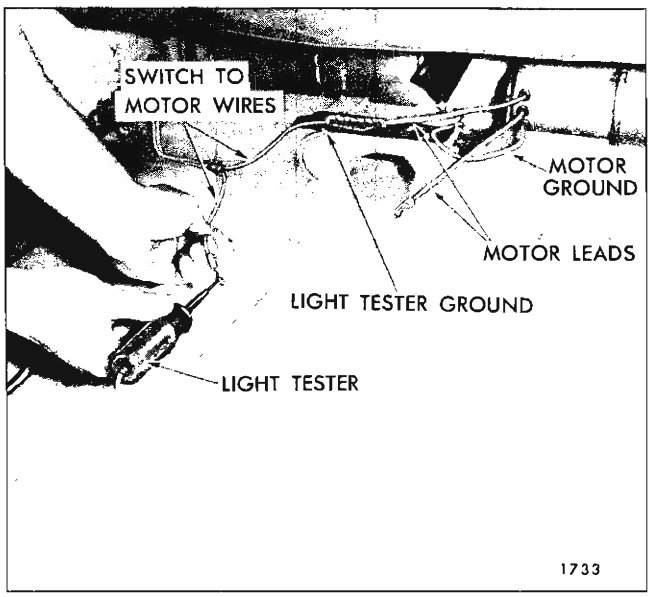


Fig. 2-I-66—Checking Motor Wiring

c. Ground light tester ground lead to body metal.

d. If light tester does not light, there is an open or short circuit between power source and switch.

2. Checking the Folding Top Control Switch.

If there is current at the feed wire terminal of the terminal block, operation of switch can be checked as follows:

a. Place a #12 jumper wire on switch terminal block between center terminal (feed) and one motor wire terminal. If motor operates with jumper wire, but did not operate with switch, switch is defective.

b. Connect jumper wire between center terminal and other motor wire terminal on switch terminal block. If motor operates with jumper wire, but did not operate with switch, switch is defective.

3. Checking Switch to Motor Lead Wires.

If switch is found to be operating properly, the switch to motor lead wires can be checked as follows: See Fig. 2I66.

a. Disconnect green switch-to-motor wire from motor lead in rear compartment.

b. Connect a light tester to green switch-to-motor wire terminal.

c. Ground light tester ground lead to body metal.

d. Actuate switch to "down" position. If tester does not light, there is an open or short circuit in wire.

e. Disconnect red switch-to-motor wire from motor lead.

f. Connect light tester to red switch-to-motor wire terminal.

g. Actuate switch to "up" position. If tester does not light, there is an open or short circuit in wire.

4. Checking the Motor Unit.

If a light tester indicates current at the motor lead terminals of the switch-to-motor wires, but motor unit does not operate from switch, a final check of the motor unit can be made as follows:

a. Check connection of motor ground wire to body metal. (See Fig. 2I58).

b. Connect a #12 jumper wire from battery positive pole to motor lead terminal that connects to green switch-to-motor wire. The motor should operate to lower top.

c. Connect jumper wire to motor lead terminal that connects to red switch-to-motor wire. The motor should operate to raise top.

d. If motor fails to operate on either or both of these checks, it should be repaired or replaced.

e. If motor operates with jumper wire but will not operate from switch-to-motor wires, the trouble may be caused by reduced current resulting from damaged wiring or poor connections.

HYDRAULIC CHECKING PROCEDURE

Failures in the hydraulic system can be caused by lack of hydraulic fluid, leaks in hydraulic system, obstructions or kinks in hydraulic hoses or faulty operation of a cylinder or pump.

1. Check Hydraulic Fluid Level in Reservoir.

a. Operate top to raised position.

b. At rear compartment, remove pump and motor shield.

c. Place absorbent rags below reservoir at filler plug.

d. With a straight-bladed screwdriver, remove filler plug. Fluid level should be within 1/4 inch of lower edge of filler plug hole.

e. If fluid is low, add Delco #11 Hydraulic Fluid (GM Hydraulic Brake Fluid Super #11 or its equivalent) to bring to specified level. See "Filling of Hydro-Lectric Reservoir".

f. Reinstall filler plug and pump and motor shield.

2. Checking Operation of Lift Cylinders.

a. Remove rear seat cushion and folding top compartment side panel assemblies.

b. Operate folding top control switch and observe lift cylinders during "up" and "down" cycles for these conditions:

(1) If movement of cylinder is uncoordinated or sluggish when the motor is actuated, check hydraulic hoses from motor and pump to cylinder for kinks.

(2) If one cylinder rod moves slower than the other, cylinder having slower moving rod is defective and should be replaced.

(3) If both cylinder rods move slowly or do not move at all, check the pressure of the pump. See "Checking the Pressure of the Pump".

NOTE: To insure proper operation of the lift cylinders, the top lift cylinder rods should be cleaned and lubricated at least twice a year. To perform these operations, raise top to "up" position and wipe exposed portion of each top lift cylinder piston rod with a cloth dampened with brake fluid to remove any oxidation and/or accumulated grime. With another clean cloth, apply a light film of brake fluid to the piston rods to act as a lubricant.

CAUTION: Exercise care so that brake fluid does not come in contact with any painted or trimmed parts of the body.

3. Checking Pressure at the Pump.

a. Remove motor and pump assembly from rear compartment.

b. Install plug in one port, and pressure gauge in port to be checked. See Fig. 2I67.

c. Actuate motor with applied terminal voltage within range of 9.5 volts to 11.0 volts. Pressure gage should show a pressure between 340 psi and 380 psi.

d. Check pressure in other port.

NOTE: A difference in pressure readings may

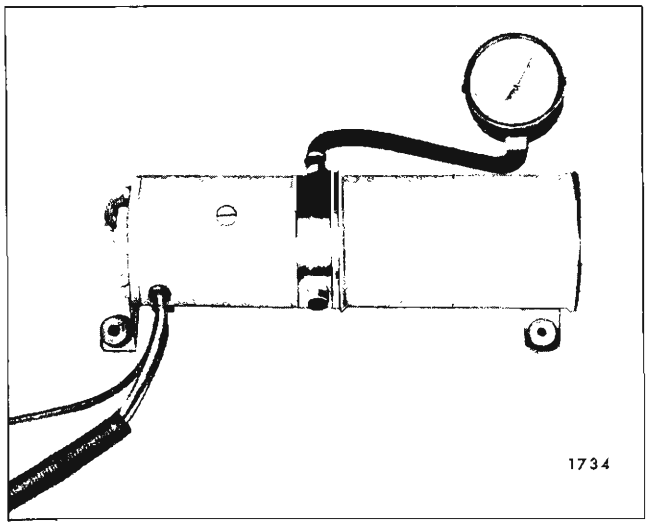


Fig. 2-I-67—Checking Pump Pressure

exist between the pressure port for top of cylinders and pressure port for bottom of cylinders. This condition is acceptable if both readings are within the limit of 340 psi and 380 psi.

e. If the pressure is not within specified limits, unit is defective and should be repaired or replaced, as required.

FOLDING TOP LIFT CYLINDER

Removal and Installation

1. Lock top to windshield header.

2. Disconnect positive battery cable to prevent accidental operation of motor and pump, particularly when hydraulic hoses are disconnected from cylinder.

3. Remove rear seat cushion and seat back.

4. Remove folding top compartment side trim panel assembly on side affected.

5. Remove attaching nut, bolt, bushing and washer from upper end of cylinder.

6. Remove inner and outer bolt securing cylinder to male hinge. (Fig. 2I68).

7. Carefully move cylinder to inboard side of top compartment brace, exposing upper and lower hydraulic hose to cylinder connections.

8. Prior to disconnecting hydraulic connections, place suitable wiping rags under connections to absorb any drippage of hydraulic fluid.

9. Disconnect hydraulic connections from old cylinder and transfer to new cylinder assembly.

10. Install new cylinder to male hinge.

11. Connect positive battery cable to battery terminal.

12. Using power, raise cylinder piston rod to extended position.

13. Attach upper end of cylinder to folding top linkage using previously removed nut, bolt, bushing and washer.

14. Operate folding top assembly down and up several times; then check and correct level of hydraulic fluid in reservoir. See "Filling of Hydro-Lectric Reservoir".

FILLING OF HYDRO-LECTRIC RESERVOIR

This procedure vitually eliminates discharge or spillage of hydraulic fluid and possible trim damage while filling and bleeding system.

1. Filler Plug Adapter.

a. Drill 1/4 inch diameter hole through center of spare reservoir filler plug.

b. Install two inch length of metal tubing (1/4" O.D. x 3/16" I.D.) into center of filler plug and solder tubing on both sides of filler plug to form air tight connection. See Fig. 2I69.

2. Filling and Bleeding Reservoir.

a. With top in raised position, remove folding top compartment bag material from rear seat back panel. Remove pump and motor shield, where present.

b. Place absorbent rags below reservoir at filler plug. Using a straight-bladed screwdriver, slowly remove filler plug from reservoir.

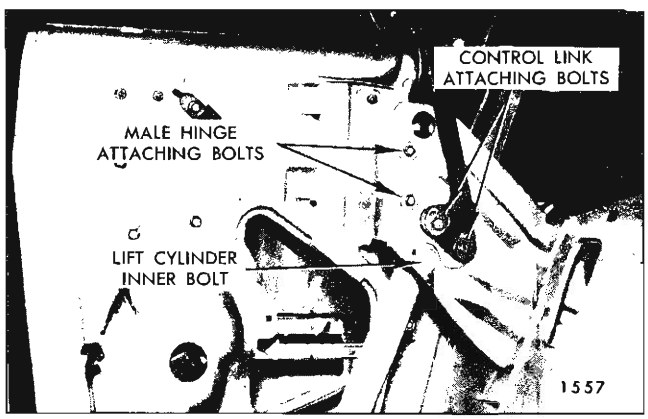


Fig. 2-I-68—Lift Cylinder Attachment

IMPORTANT: When installing new or overhauled motor and pump assembly, as a bench operation, fill reservoir to specified level with hydraulic fluid. This operation is necessary as pump must be primed prior to operation to avoid drawing excessive amount of air into hydraulic system.

c. Install filler plug adapter to reservoir and attach four or five foot length of 3/16 inch I.D. rubber tubing or hose to filler plug tubing.

d. Install opposite end of hose into a container of GM Hydraulic Brake Fluid Super #11 or equivalent. See Fig. 2I70.

NOTE: Container should be placed in rear compartment area of body, below level of fluid in the reservoir. In addition, sufficient fluid must be available in container to avoid drawing air into hydraulic system.

e. Operate top to down or stacked position. After top is fully lowered, continue to operate motor and pump assembly (approximately 15 to 20 seconds), or until noise level of pump is noticeably reduced. Reduction in pump noise level indicates that hydraulic system is filling with fluid.

f. Operate top several times or until operation of top is consistently smooth in both up and down cycles.

g. Remove hose from filler plug tubing and remove filler plug adapter from reservoir.

h. Check level of fluid in reservoir and reinstall original filler hole plug.

NOTE: Fluid level should be within 1/4 inch of lower edge of filler plug hole.

FOLDING TOP MANUAL LIFT ASSEMBLY ALL CONVERTIBLE STYLES WITH MANUALLY—OPERATED FOLDING TOPS

DESCRIPTION

The 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 compression; when it is in the folded or stacked position, the spring is under tension.

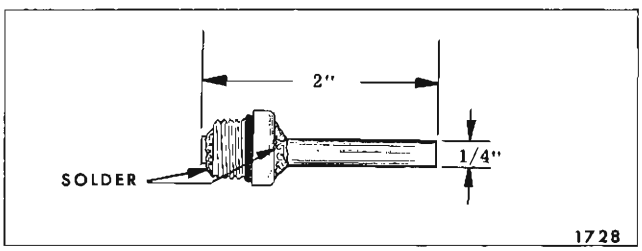


Fig. 2-I-69—Reservoir Filler Plug Adapter

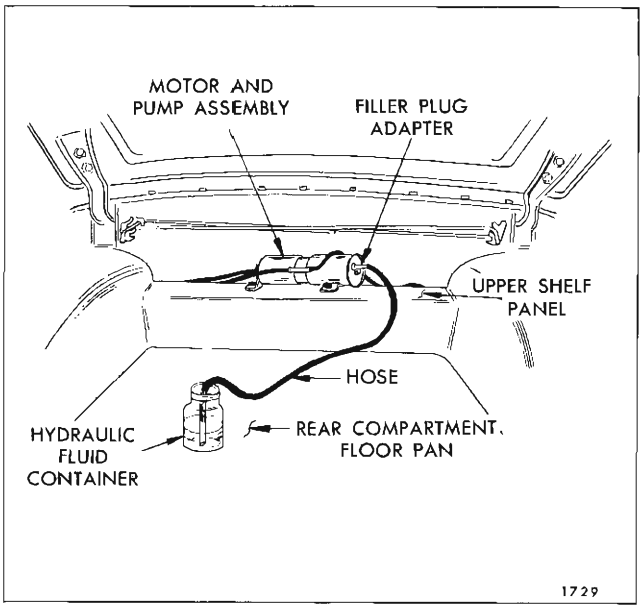


Fig. 2-I-70—Filling Reservoir

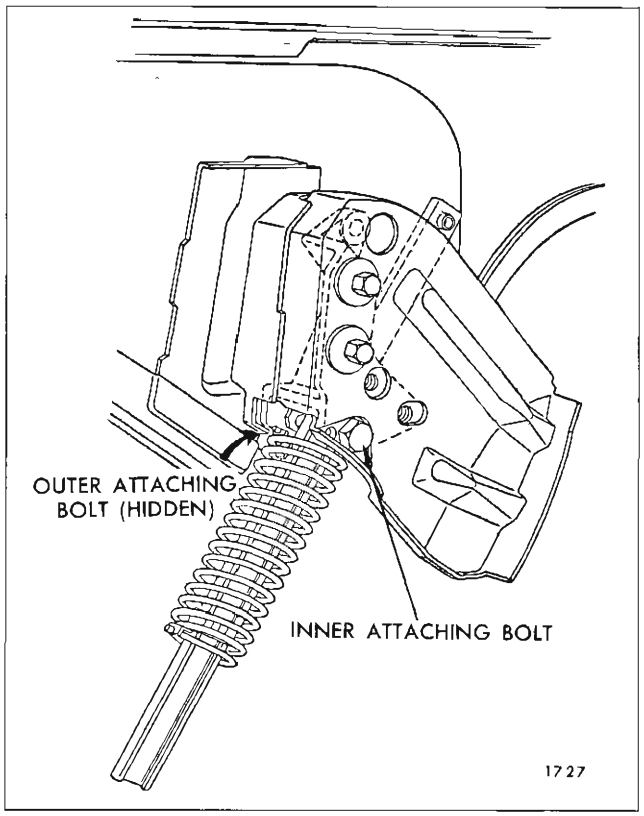


Fig. 2-I-71—Manual Lift Assembly

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. If both lift assemblies are to be serviced, have helper support folding top or place supporting props under front roof rail.

3. Remove attaching nut, bolt, bushing and washer from upper end of lift assembly.

4. Remove inner and outer bolt securing lift assembly to male hinge; then remove assembly from body (Fig. 2I71).

5. To install manual lift assembly, reverse removal procedure. Operate folding top assembly down and up several times to insure proper operation.

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 brace 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.

FABRIC ROOF COVER

ROOF PANEL FABRIC COVER
23000 SERIES

DESCRIPTION

The roof panel fabric cover is a vinyl coated fabric covering applied to the roof panel. The fabric covering is made in sections which are dielectrically joined at the seams.

On the 23769 style, a felt pad is located between the fabric cover and roof panel. The felt pad is cemented to the roof panel with nitrile type non-staining cement. The roof panel fabric is cemented around the perimeter only and not to the felt pad.

On all other styles the fabric cover is cemented to the entire surface of the roof panel with nitrile type non-staining cement.

The roof panel fabric cover is attached at the windshield and back window openings by drive nails. Drive nails are used at the belt line of the roof panel extension. A flexible retainer secures the fabric cover inside the right and left drip moldings.

Removal

1. The following parts must be removed prior to removing the roof panel fabric cover:

a. Windshield assembly.

b. Back window assembly.

c. Roof drip molding scalps.

d. Rear quarter belt reveal moldings.

e. Rear end belt moldings.

2. Clean off all excess sealer from windshield and back window openings.

3. Remove drive nails from edge of fabric cover at windshield, back window openings, and at roof panel extension (at belt).

NOTE: Drive nails can best be removed by first driving a screwdriver or suitable tool under the heads of the nails to loosen them. Diagonal cutters or similar tool can then be used to grasp nails and twist them out. Unnecessary enlargement of holes in roof panel should be avoided.

4. Remove flexible retainers securing fabric cover inside right and left drip moldings. The retainers may be removed by inserting tip of screwdriver or similar tool under retainer at front of drip molding. While exerting slight outward force on drip molding with pliers, disengage fingers of retainer from drip molding flange. Do not damage drip molding.

NOTE: New flexible retainers should be used when replacing fabric cover.

5. Prior to removing fabric cover, application of heat to cemented areas will permit easier loosening of cemented edges.

CAUTION: Heat may be applied by lamps held 18" (minimum) from fabric only until fabric is warm. If lamps are held too close or fabric cover is heated over 200°F, the fabric may loose its grain, blister, or become very shiny.

6. Loosen cemented edges of fabric cover at windshield, side roof rails, back window, and rear quarter areas; then, carefully remove fabric cover from remaining cemented area of roof panel.

IMPORTANT: On the 23769 Style exercise care when removing fabric cover so felt pad will not be damaged.

7. Inspect felt padding and, if necessary, replace damaged area. Felt padding (1/16") should be used for replacement. Padding may be removed by applying xylol solvent such as 3M Adhesive Cleaner or equivalent to affected area. Allow solvent to dissolve adhesive and remove padding. Exercise care to avoid excessive damage to paint finish.

8. Replace felt pad by cementing felt pad to roof panel with nitrile vinyl trim adhesive.

Installation

1. Check all cementing surfaces on body to insure a smooth surface. Cementing surface must be smooth to prevent "highlighting" of excess cement through fabric cover after new cover has been installed. Clean off old cement as required.

NOTE: A xylol solvent such as 3M Adhesive Cleaner or equivalent, should be used to remove or smooth out excess old cement. Apply solvent and allow to soak before rubbing.

CAUTION: Be certain to follow manufacturer's directions when using cleaner.

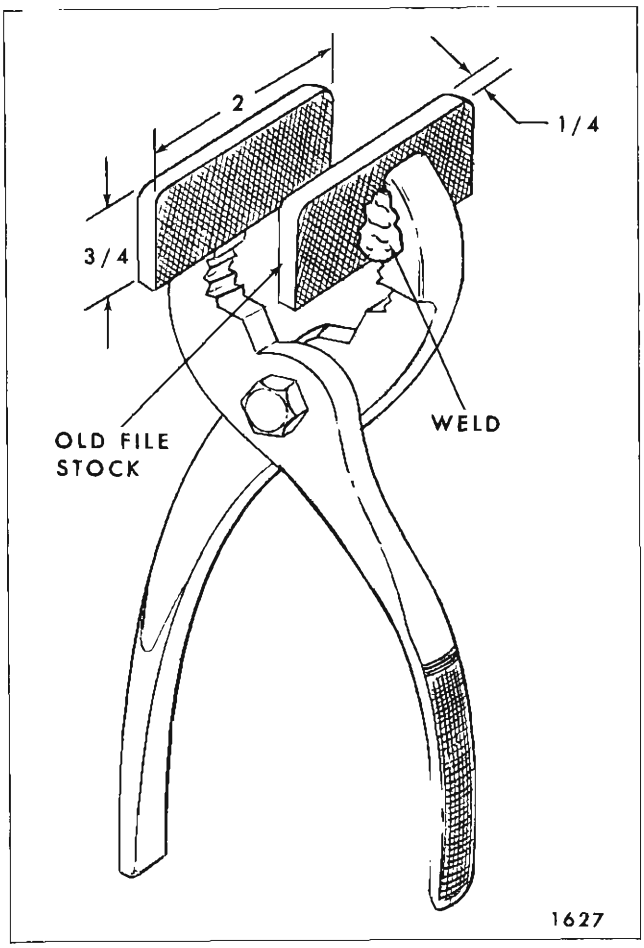


Fig. 2J1—Fabric Cover Pliers

2. To permit easier fitting and removing of wrinkles from new cover assembly, where possible, install new cover at room temperature (approximately 72°F).

NOTE: Where new cover is installed at temperatures below 72°F, pliers fabricated as shown in Figure 2J1 will aid in removing wrinkles.

3. Determine center line of roof panel by marking center points on windshield and back window openings with chalk or equivalent.

4. Fold cover lengthwise, precisely at center location. Mark center location at front and rear of cover.

5. Lay cover on roof panel and align to correspond with center line of roof panel. Determine proper material overhang at windshield and back window openings.

6. On the 23769 style with felt pad, position and install fabric cover as follows:

a. Apply nitrile vinyl trim adhesive to inner perimeter of fabric cover and the exposed areas of the roof panel where fabric cover is attached (See Fig. 2J2). (3M Vinyl Trim Adhesive, Permalastic Vinyl Trim Adhesive, or equivalent.) Allow to dry for fifteen minutes.

NOTE: If nitrile adhesive is not available, use neoprene type non-staining weatherstrip cement. (3M Super Weatherstrip Cement or equivalent.) Do not allow drying period.

IMPORTANT: No cement should come in contact with felt pad.

b. With aid of a helper position fabric cover over roof panel to previous locating marks.

c. At back window opening, install a drive nail at each seam location. View "B" in Figure 2J3 is typical of both seam locations at back window opening.

NOTE: When installing drive nails, it is best to first use an awl or similar tool to start a hole in metal. Drive nails at seam locations should be installed only far enough to hold cover, since repositioning of the cover may be necessary. Installation of drive nails should also be as low as possible in windshield and back window opening to prevent cutting edge of fabric cover by hammer blows.

d. Apply extra bead of cement to each side of dielectric seams between fabric cover and roof panel at back window opening. (View "B", Fig. 2J3).

e. At front of body, carefully stretch fabric cover forward and install a drive nail in windshield opening at each seam location. (View "A", Fig. 2J3).

f. Carefully smooth out cover to each side roof rail and attach cover (cement only). Check fit of cover.

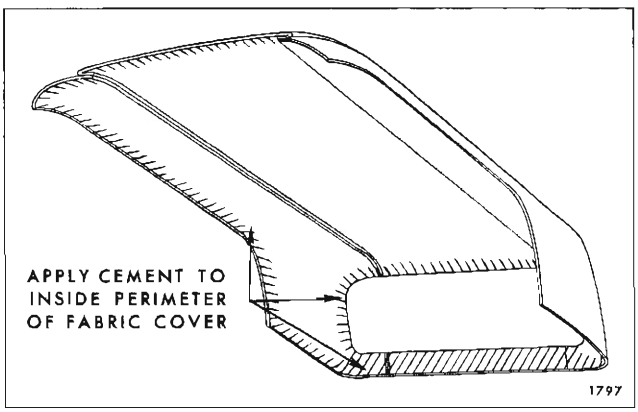


Fig. 2J2—Cementing of Fabric Roof Cover for Styles with Felt Pad

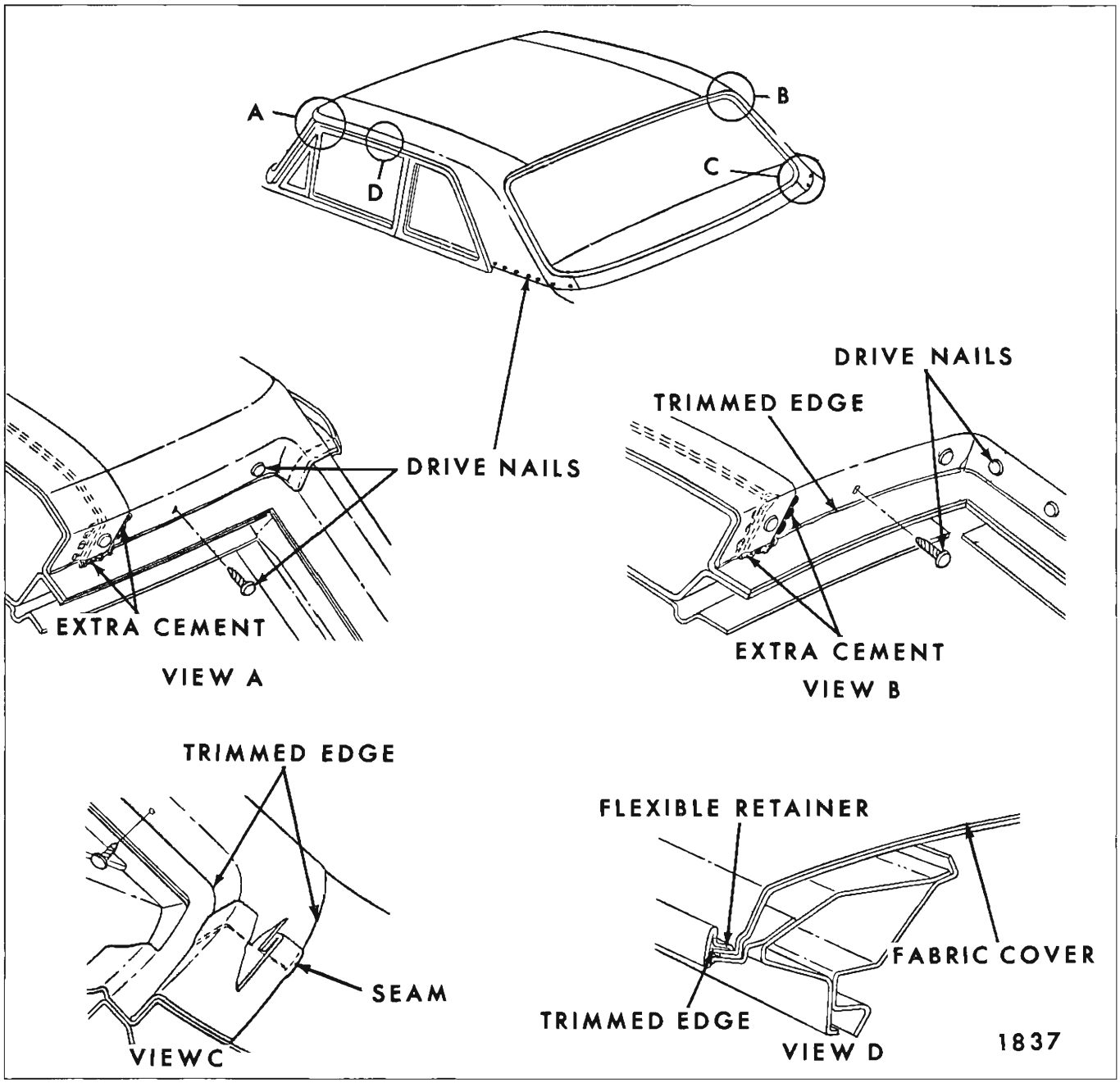


Fig. 2J3—Fabric Roof Cover Installation

g. At right roof panel extension area, pull fabric cover down and rearward and fasten cover (cement only) into back window opening. Also stretch and fasten cover (cement only) at belt area. When operation is completed, fabric cover should be free of all wrinkles and draws in this area.

h. Repeat step G at left rear quarter area.

i. Position fabric cover around back window.

j. Cement fabric cover to rear compartment front and shelf panel below back window opening. Be certain dielectric seams are straight.

k. Check fabric cover center to side section seams. Seams should be straight. Where necessary, adjust cover along side roof rails.

l. Install cover into roof drip moldings. Be sure center to side section seams are straight after cover has been installed.

NOTE: When installing fabric cover to inside of drip molding, a small thin-edged piece of plastic or similar material may be used to insert cover in place inside drip rails. Exercise care so damage will not occur to cover when performing this operation.

7. On styles without felt pad; position and install the fabric cover as follows:

a. Place fabric cover on protected surface with inner layer of material exposed.

b. Apply nitrile non-staining vinyl trim adhesive such as 3M Vinyl Trim Adhesive, Permalastic Vinyl Trim Adhesive, or the equivalent to entire inner layer of fabric cover. Allow to dry for minimum of fifteen minutes.

If nitrile non-staining cement is not available, neoprene type non-staining weatherstrip cement (3M Super Weatherstrip Cement or equivalent) may be used. Instead of applying neoprene cement to entire inner layer of cover in one application, a step procedure is used. Begin by applying an 8" wide strip of cement adjacent to center line of fabric cover (See Fig. 2J4).

IMPORTANT: Application of nitrile vinyl trim adhesive should be as thin as possible, as an excess amount of cement may result in trapped solvents (blisters) between fabric cover and roof panel. Application of neoprene type adhesive should also be as thin as possible as an excess amount of cement may result in "highlights" (cement build-up). For these reasons, a mohair roller or equivalent should be used to apply a thin coat of cement to fabric cover and roof panel; however, if necessary, a brush may be used. Exercise care when applying cement on inner layer of cover to prevent cement from contacting outer layer.

c. Fold cover on center line with inner layer of cover exposed and place on roof panel adjacent to center line. Apply an 8" wide strip of cement (nitrile or neoprene) on roof panel adjacent to center line of roof panel. (See Fig. 2J4).

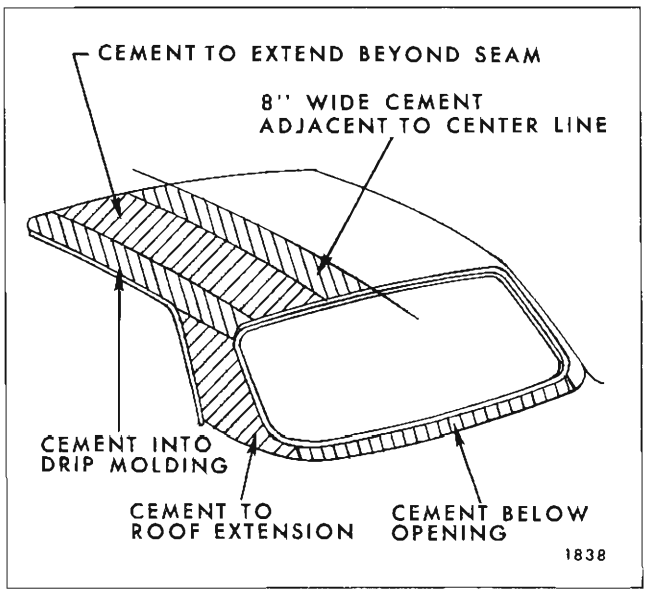


Fig. 2J4—Cementing Fabric Roof Cover

d. With aid of helper, slide folded cover to center line of roof panel. Holding fabric cover securely at windshield and back window opening, turn over folded half of fabric cover and fasten to cemented portion of roof panel.

NOTE: This operation should center fabric cover on roof panel. Center marks on windshield and back window openings must correspond to center marks on fabric cover.

e. Once 8" strip of fabric cover is cemented to roof panel, fold over side portion of fabric cover. Apply nitrile cement to roof panel to extend approximately 1" beyond dielectric seam location. If neoprene type weatherstrip cement is used, apply cement to fabric cover and roof panel to extend 1" beyond dielectric seam location. (See Fig. 2J4).

IMPORTANT: Application of cement should not overlap with previously cemented area, as "highlighting" of excess cement through fabric cover will result.

f. Cement prepared portion of fabric cover to roof panel making certain dielectric seam is straight.

g. Cement fabric cover to side portion of roof panel (except rear quarter area) and drip molding.

NOTE: When installing fabric cover to inside of drip molding, a small thin edged piece of plastic, or similar material, may be used to insert cover in place inside drip molding. Exercise care to prevent damage to cover when performing this operation.

h. Cement fabric cover in roof extension area.

i. Repeat steps E, F, G and H on right side.

j. At windshield and back window openings cement cover into opening. Apply extra bead of cement to each side of dielectric seam between fabric cover and roof panel at windshield and back window openings. (View "A & B", Fig. 2J3).

k. Position fabric cover around back window where required.

l. Cement fabric cover to rear compartment front and shelf below back window opening. Be certain dielectric seams are straight. (See View "C", Fig. 2J3).

8. Using hammer and flat end punch install drive nails at windshield and back window openings.

NOTE: When installing drive nails it is best to first use an awl or similar tool to initiate a hole in metal. Drive nails should be spaced approximately 2" apart on styles with felt pad and 3" apart for other styles on the straight, and 1" apart at the radius. Strike drive nails only hard enough to seat them. Installation of drive nails should also be as low as possible in windshield and back window opening. This will aid in preventing cutting edge of fabric cover due to a missed hammer blow when drive nails are installed.

9. Install drive nails at belt line of roof extension area.

10. Trim off material at windshield, back window, and roof extension area (belt).

11. Using fabric cover trimming tool (J-21092), or suitable small knife, trim fabric cover just under lip of roof drip molding. (View "D", Fig. 2J3). A tool may be fabricated to trim material along side roof rail moldings as illustrated in Fig. 2J5.

12. Prior to installing flexible retainers in side roof rail drip moldings, spread them slightly to insure a tight fit.

13. Install flexible retainer starting at radius area above rear door or quarter window. Working toward rear of body, carefully insert retainer into drip molding so that fingers are under drip molding flange. (See View "D", Fig. 2J3). Use fibre or wood block with slight concave end to push retainer downward. DO NOT DAMAGE RETAINER.

14. Install all previously removed moldings and assemblies.

NOTE: Normally, minor creases or fold marks will gradually disappear after cover assembly has been in service.

IMPORTANT: If nitrile adhesive is used, fabric cover should be allowed to dry approximately four hours after installation. If fabric cover is subjected to extreme direct sunlight or heat immediately after installation, blistering due to trapped solvents may occur.

15. When installing windshield and back window assemblies be certain to protect fabric cover from coming in contact with adhesive caulking material. Adhesive caulking material will permanently damage fabric cover material. Masking tape should be applied around windshield and back window openings. Tape may extend 1/4" into openings.

16. Use mineral spirits, kerosene or equivalent to remove windshield and back window sealer from fabric cover.

IMPORTANT: Do not apply excessive pressure when wiping sealer from cover as damage may occur to fabric cover.

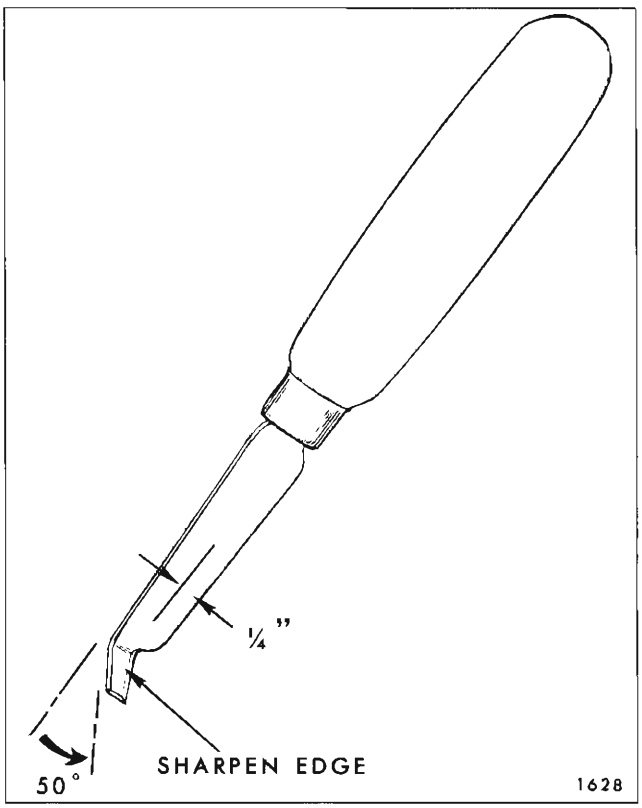


Fig. 2J5—Fabric Cover Trimming Knife

ROOF PANEL FABRIC COVER
44427-37 STYLES

DESCRIPTION

The roof panel fabric cover is a vinyl coated fabric covering applied to the metal roof panel.

The roof cover is cemented to the roof panel. Drive nails are used at the back window opening. The roof panel molding retainers are used to secure the cover at the front and right and left sides.

In addition, the roof panel fabric cover is cemented to the entire surface of the roof panel with a nitrile type non-staining cement on both styles.

Removal

1. The following parts must be removed prior to removing the roof panel fabric cover:

a. Back window assembly

b. Rear end belt molding

c. Roof panel front and side moldings

2. Clean off all excess sealer from back window openings.

3. Remove drive nails from edge of fabric cover at back window opening.

NOTE: Drive nails can best be removed by first driving a screwdriver or suitable tool under the heads of the nails to loosen them. Diagonal cutters or similar tool can then be used to grasp nails and twist them out. Unnecessary enlargement of holes in roof panel should be avoided.

4. Remove roof panel molding front and side retainers by removing spring clip securing retainer to body. (See Section C-C, Fig. 2J6).

5. Prior to removing fabric cover, application of heat will permit easier loosening of cemented area.

CAUTION: Heat may be applied by lamps held 18" (minimum) from fabric only until fabric is warm. If lamps are held too close or fabric cover is heated over 200° F, the fabric may loose its grain, blister, or become very shiny.

6. Loosen cemented edges of fabric roof cover and carefully remove fabric cover from remaining cemented area of roof panel.

Installation

1. Completely tape (mask) pinchweld flange of back window opening. Solvents and adhesive will affect the bond of the adhesive caulking material when replacing glass.

2. Completely mask off area of roof panel which is not covered by fabric cover. Extend tape over windshield upper reveal molding so solvent will not contact paint or adhesive caulking material.

3. Check all cementing surfaces on body to insure a smooth surface. Cementing surface must be smooth to prevent "highlighting" of excess cement through fabric cover after new cover has been installed. Clean off old cement as required. DO NOT ALLOW SOLVENT TO CONTACT EXPOSED PAINT FINISH.

NOTE: A xylol solvent such as 3M Adhesive Cleaner or equivalent, should be used to remove or smooth out excess old cement. Apply solvent and allow to soak before rubbing.

CAUTION: Be certain to follow manufacturer's directions when using cleaner.

4. To permit easier fitting and removing of wrinkles from new cover assembly, where possible, install new cover at room temperature (approximately 72° F).

NOTE: Where new cover is installed at temperatures below 72° F, pliers fabricated as shown in Figure 2J7 will aid in removing wrinkles.

5. Determine center line of roof panel by marking center points on front of roof panel and upper and lower portion of back window opening with chalk or equivalent.

6. Fold cover lengthwise, precisely at center location. Mark center location at front and rear of cover.

7. Lay cover on roof panel and align to correspond with center line of roof panel. Determine proper material overhang at front edge and back window opening. Seams at upper corners of back window should be positioned as shown in View "B", Figure 2J7.

8. Place fabric cover on protected surface with inner layer of material exposed.

9. Apply nitrile non-staining vinyl trim adhesive such as 3M Vinyl Trim Adhesive, Permalastic

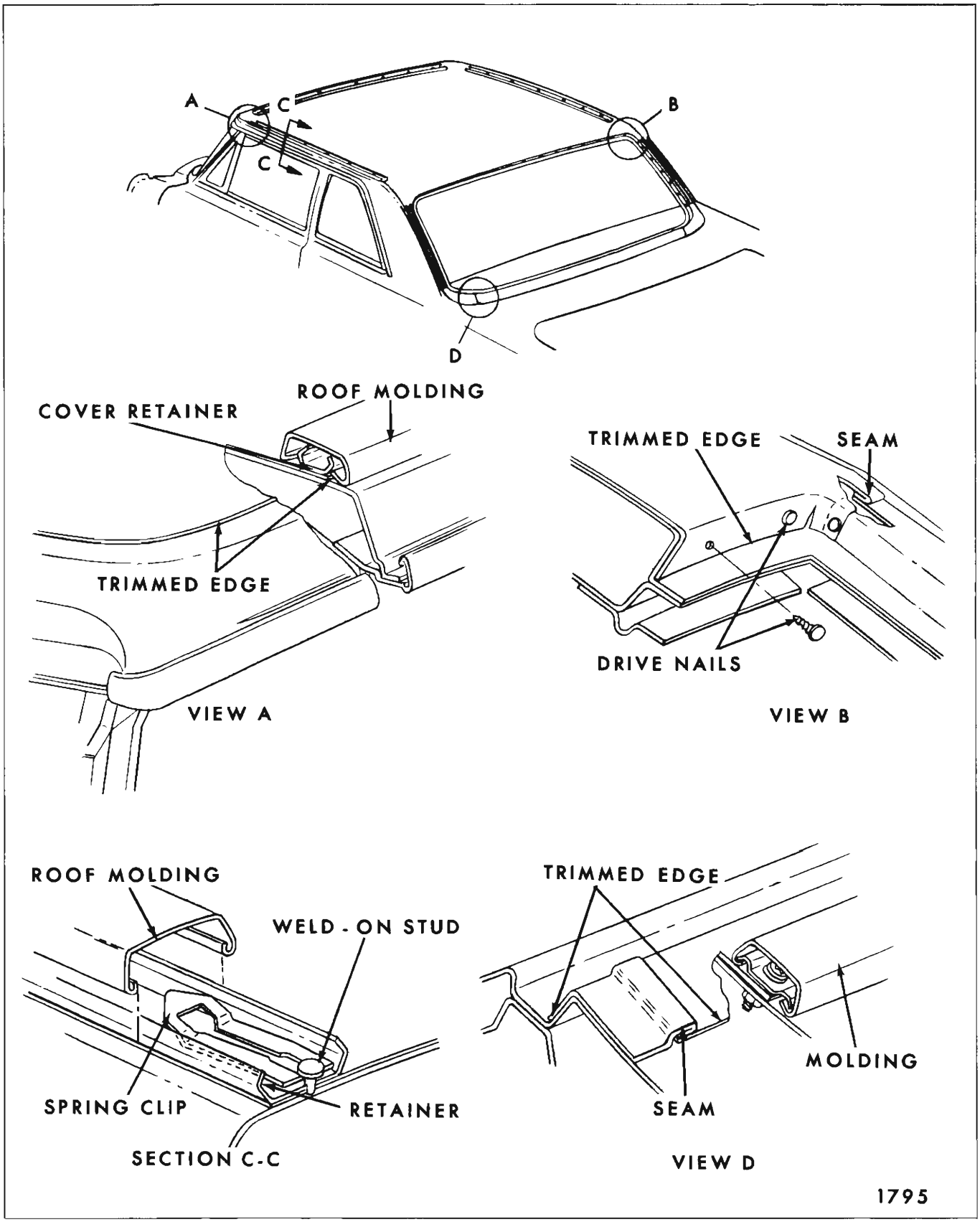


Fig. 2J6—Fabric Roof Cover Installation - 44000 Series

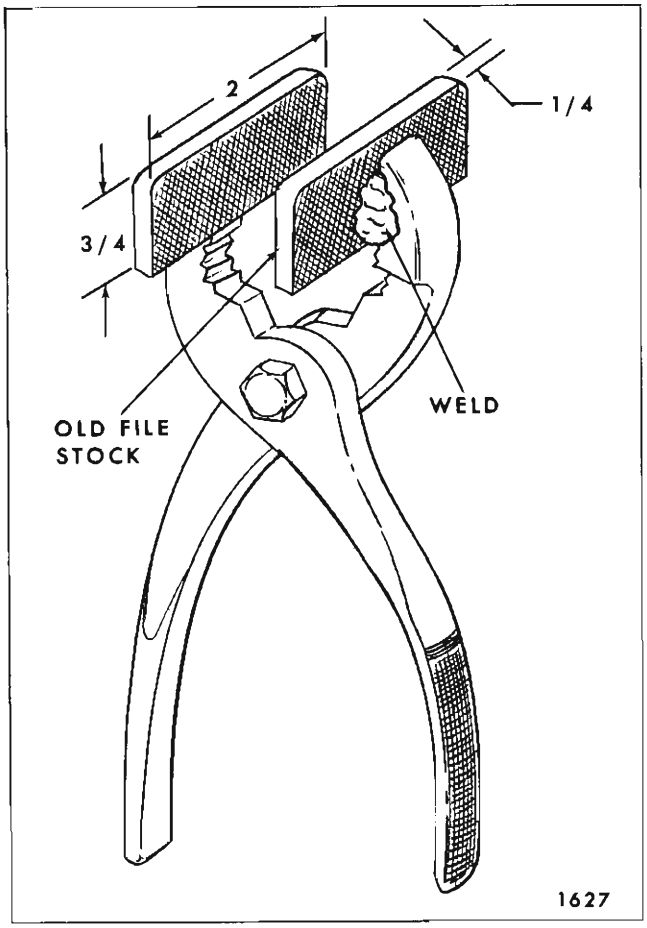


Fig. 2J7—Fabric Cover Pliers

Vinyl Trim Adhesive, or equivalent to entire inner layer of fabric cover. Allow to dry for a minimum of fifteen minutes.

If nitrile adhesive is not available, neoprene type non-staining weatherstrip cement (3M Super Weatherstrip Cement or equivalent) may be used. Instead of applying neoprene cement to entire inner layer of cover in one application, a step procedure is used. Do not allow drying period. Begin by applying an 8" wide strip of cement adjacent to center line of fabric cover to correspond with area shown in Figure 2J8.

IMPORTANT: Application of nitrile vinyl trim adhesive should be as thin as possible, as an excess amount of cement may result in trapped solvents (blisters) between fabric cover and roof panel. Application of neoprene type adhesive should also be as thin as possible as an excess amount may result in "highlights" (cement build-up). For these reasons, a mohair roller or equivalent should be used to apply a thin coat of cement to fabric cover and roof panel; however, if necessary, a brush may be used. Exercise care when applying cement on inner layer of cover to prevent cement from contacting outer layer.

10. Fold cover on center line with inner layer of cover exposed and place on roof panel adjacent to center line. Apply an 8" wide strip of cement (nitrile or neoprene) on roof panel adjacent to center line of roof panel. (See Fig. 2J8).

11. With aid of helper, slide folded cover to center line of roof panel. Holding fabric cover securely at front and back window opening, turn over folded half of fabric cover and fasten to cemented portion of roof panel.

NOTE: This operation should center fabric cover on roof panel. Center marks on front and back window opening must correspond to center marks on fabric cover.

12. Once 8" strip of fabric cover is cemented to roof panel, fold over side portion of fabric cover.

Apply nitrile cement to roof panel to extend to location of edge of fabric cover previously removed and cut relief notches in fabric cover at weld-on stud locations. Do Not Allow Cement to Contact Painted Surface that will be Exposed After Cover is Installed. If neoprene type weatherstrip cement is used, apply cement to fabric cover and roof panel.

IMPORTANT: Application of cement should not overlap with previously cemented area, as "highlighting" of excess cement through fabric cover will result.

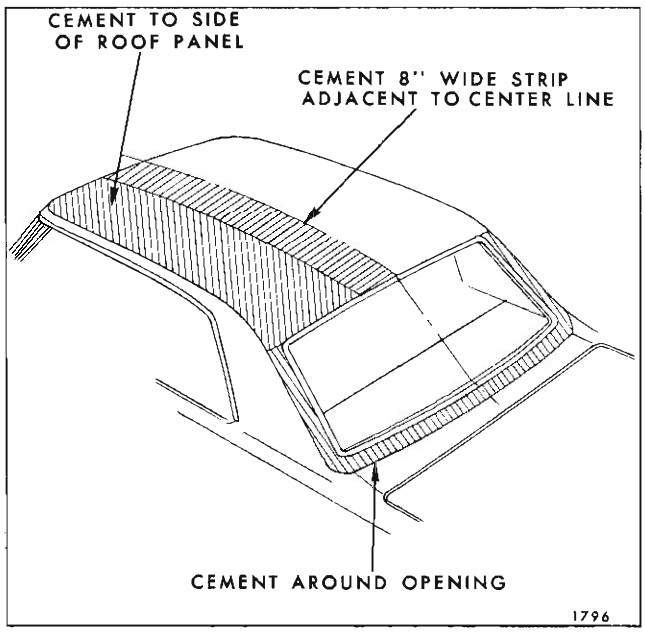


Fig. 2J8—Cementing Procedure for Fabric Cover

13. Cement prepared portion of fabric cover to roof panel making certain dielectric seam is straight.

14. Repeat steps 10, 11, 12 and 13 on opposite side.

15. Position and install fabric cover around back window opening. (See Views "B" and "D", Fig. 2J6).

16. Cement fabric cover to rear compartment front and shelf panel below back window opening. Be certain dielectric seams are straight.

17. Cement cover at back window opening.

18. Using flat end punch and hammer, install drive nails at back window opening and roof extension area (belt).

NOTE: When installing drive nails it is best to first use an awl or similar tool to initiate a hole in metal. Nails should be spaced approximately 3" apart on the straight and 1" in the radius. Strike drive nails only hard enough to seat them. Installation of drive nails should also be as low as possible in back window opening. This will aid in preventing cutting edge of fabric cover due to a missed hammer blow when drive nails are installed.

19. Position molding retainers over weld on studs and install retaining clips.

20. Trim off excess material.

Trim fabric cover along roof panel molding retainers. (See Fig. 2J9). Trimming tool (J-21092) or suitable small knife may be used to trim cover. (See Fig. 2J10). Do Not Damage Paint Finish. At front corners, raise cemented edge of cover and using scissors or sharp knife cut radius so roof panel moldings cover cut edge. Recement fabric cover to roof panel. (See View "A," Fig. 2J6).

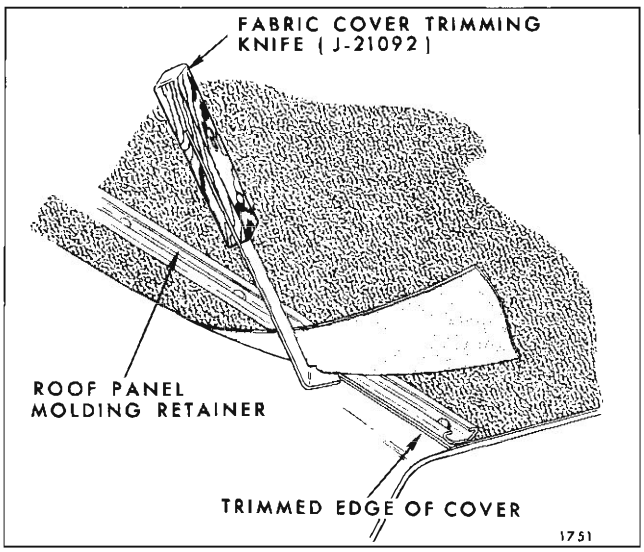
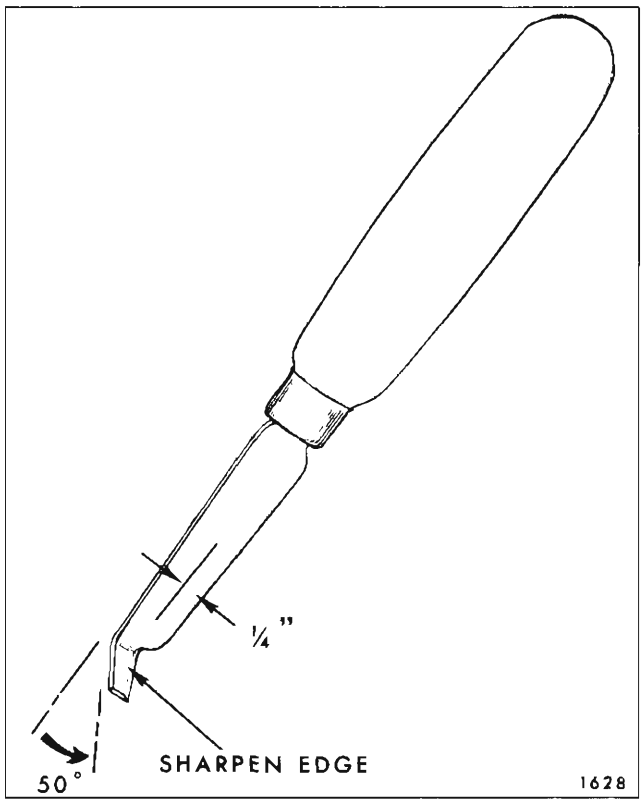


Fig. 2J9—Trimming Fabric Roof Cover



2J10—Fabric Cover Trimming Knife

If it is necessary to trim material from outer edge of fabric cover around back window opening, raise cemented edge and cut as required. Edge of fabric cover should exist as shown in View "D", Fig. 2J6. Do Not Damage Paint Finish. Remove masking from roof panel.

21. Install all previously removed moldings and assemblies.

NOTE: Normally, minor creases or fold marks will gradually disappear after cover assembly has been in service.

IMPORTANT: If nitrile adhesive is used, fabric cover should be allowed to dry approximately four hours after installation. If fabric cover is subjected to extreme direct sunlight or heat immediately after installation, blistering due to trapped solvents may occur.

22. When installing windshield and back window assemblies be certain to protect fabric cover from coming in contact with adhesive caulking material. Adhesive caulking material will permanently damage fabric cover material. Masking tape should be applied around back window opening. Tape may extend 1/4" into openings.

23. Use mineral spirits, kerosene or equivalent to remove back window sealer from fabric cover.

IMPORTANT: Do not apply excessive pressure when wiping sealer from cover as damage may occur to fabric cover.

EXTERIOR MOLDINGS

The exterior moldings for Body Series 13000, 23000, 33000, 43000 and 44000 are illustrated in Figures 2K3, 4, 5 and 6; 2K7, 8 and 9; 2K10, 11 and 12; 2K13, 14 and 15. These figures illustrate moldings common to body types (2 door, 4 door and Station Wagons) and not specific body series. The molding charts identify the moldings to specific body styles and/or body series.

The 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. "bath-tub" type snap-on clips

e. snap-in studs to pre-installed retainers

f. snap-in clips

Figure 2K2 illustrates typical attachments for body moldings. The moldings shown in this figure are for illustrations only and are not necessarily identified to a specific body series.

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 on 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. Door window scalps and center pillar scalps require a 1/8" x 1/4" x 1/4" bead of caulking compound at 5" intervals for anti-rattle purposes. Pinchwelds require medium-bodied sealer on both sides when pinchweld clips are used. The exception is the rear quarter pinchweld on convertible styles which requires waterproof tape over the entire pinchweld, prior to clip installation.

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

Door Window Scalps - thin flat-bladed tool (putty knife)

Snap-on Clips - thin flat-bladed tool (putty knife)

If it is necessary to replace a damaged "bath-tub" molding clip, use the following procedure for removal and installation:

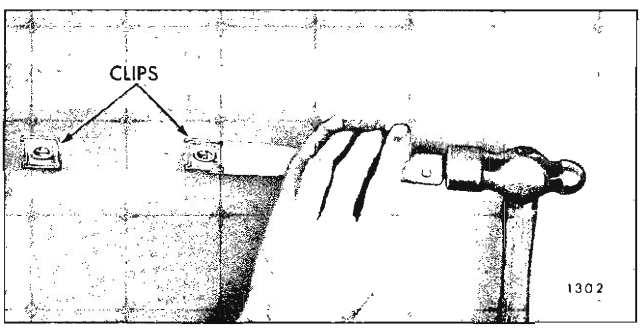


Fig. 2K1—Removal of "Bath-Tub" Molding Clip

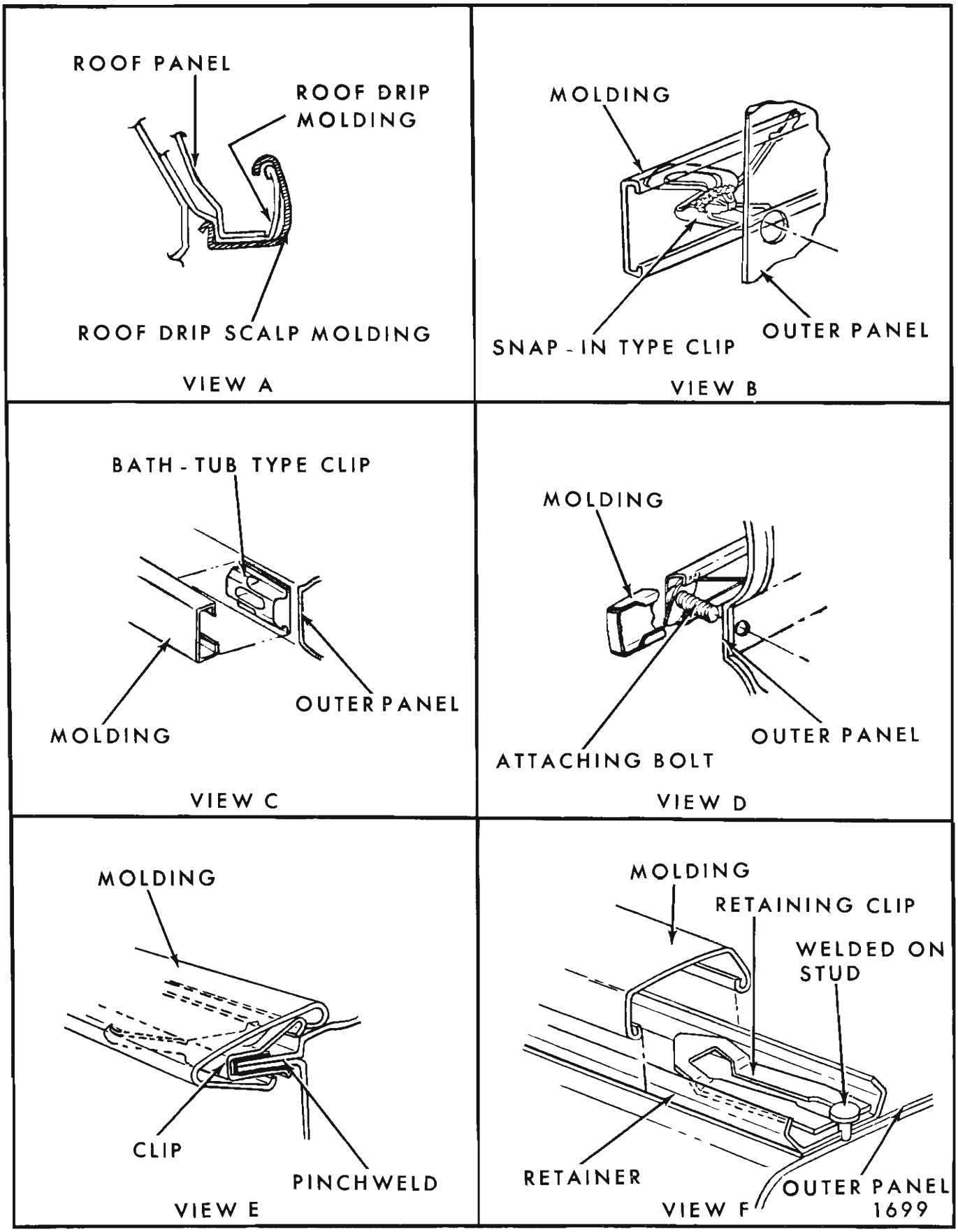


Fig. 2K2—Typical Molding Attachments

1. Insert sharp edge of flat-bladed tool, such as a putty knife, under edge of clip and hammer tool until base of clip is cut approximately half-way through (Fig. 2K1) then disengage clip from hole.

NOTE: In some cases, it may be necessary to cut clip at opposite end of base also.

2. Special tool J-21214 is required when installing metal bath-tub type clips.

3. No special tool is needed to install new plastic clip.

If it is necessary to replace a damaged or broken welded-on stud to panel, use the following removal and installation procedure:

1. Drill out broken stud.

2. Insert self sealing screw thru bath-tub type clip and into outer panel.

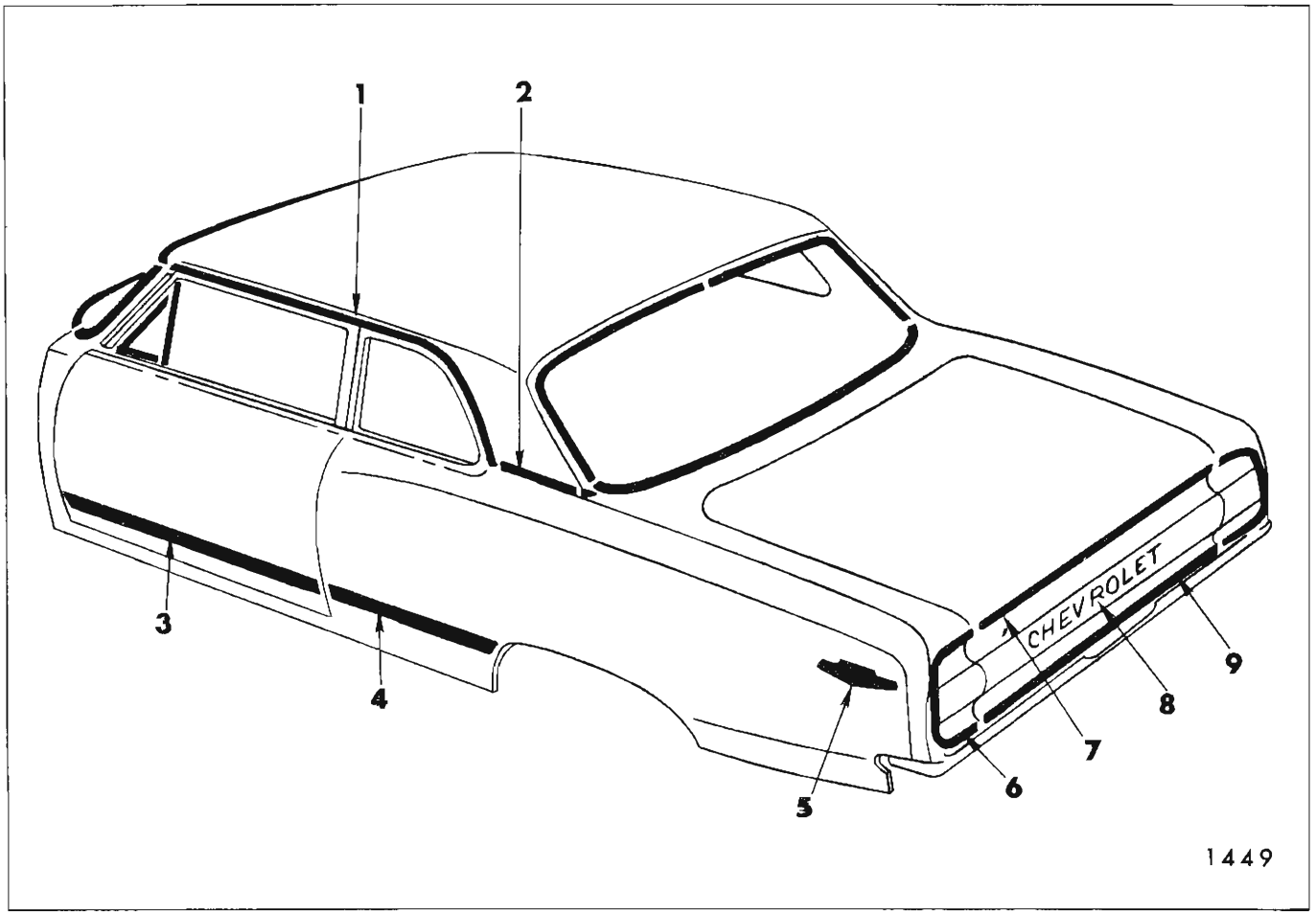


Fig. 2K3—13000 Series "11" Styles

1. Roof Drip Molding Scalp
2. Quarter Belt Reveal Molding
3. Front Door Outer Panel Lower Molding
4. Front of Rear Wheel Opening Molding
5. Rear Fender Outer Panel Emblem
6. Rear of Rear Fender Outer Panel Molding
7. Rear Compartment Lid Upper Molding
8. Rear Compartment Lid Name Plate
9. Rear Compartment Lid Lower Molding

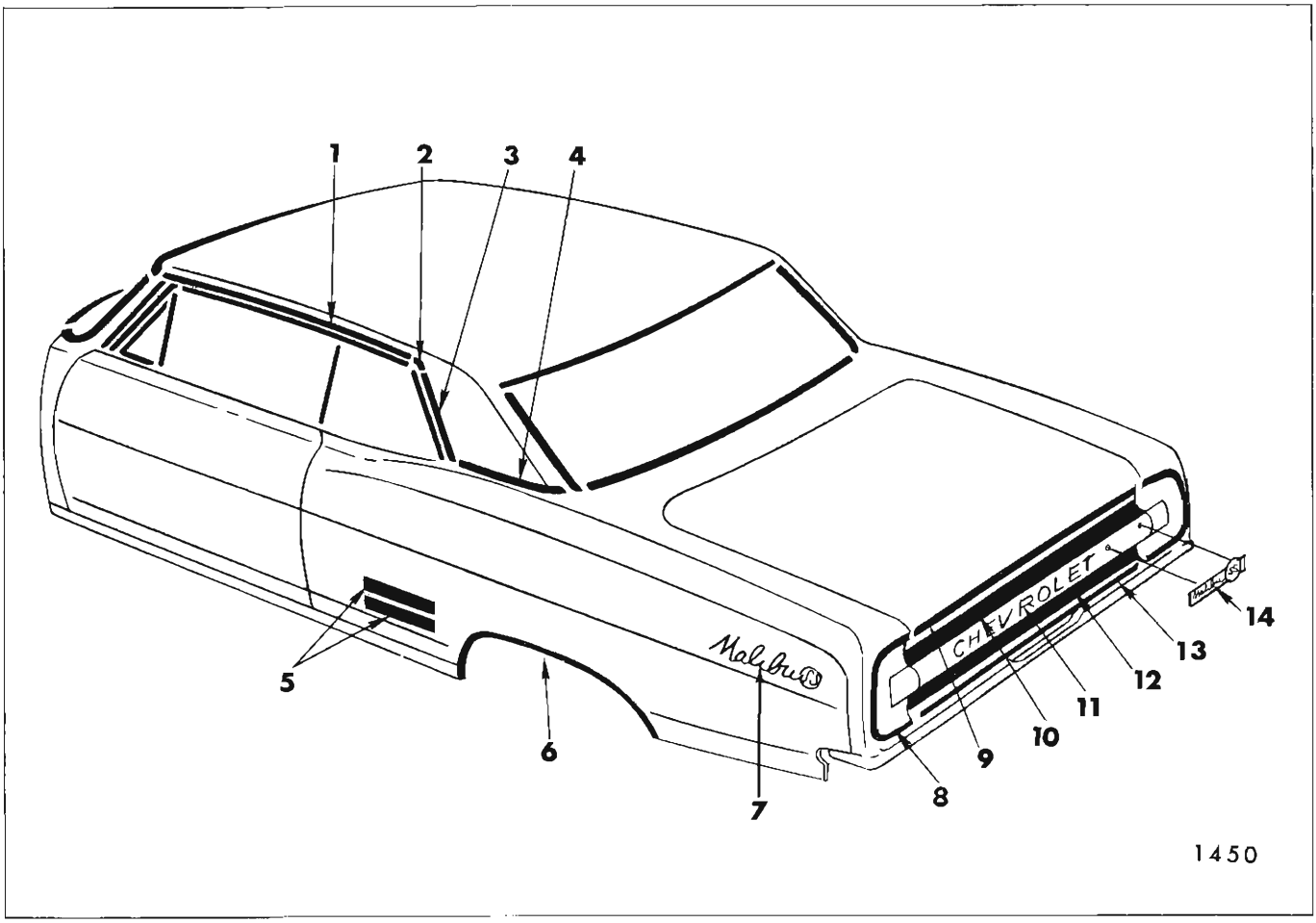


Fig. 2K4—13000 Series "37" Styles

1. Roof Drip Molding Front Scalp
2. Roof Drip Molding Scalp Escutcheon
3. Roof Drip Molding Rear Scalp
4. Quarter Belt Reveal Molding
5. Rear Fender Outer Panel Ornaments
6. Rear Wheel Opening Molding
7. Rear Fender Outer Panel Name Plate
8. Rear of Rear Fender Outer Panel Molding
9. Rear Compartment Lid Upper Molding
10. Rear Compartment Lid Upper Molding
11. Rear Compartment Lid Name Plate
12. Rear Compartment Lid Lower Molding
13. Rear Compartment Lid Lower Molding
14. Rear Compartment Lid Emblem

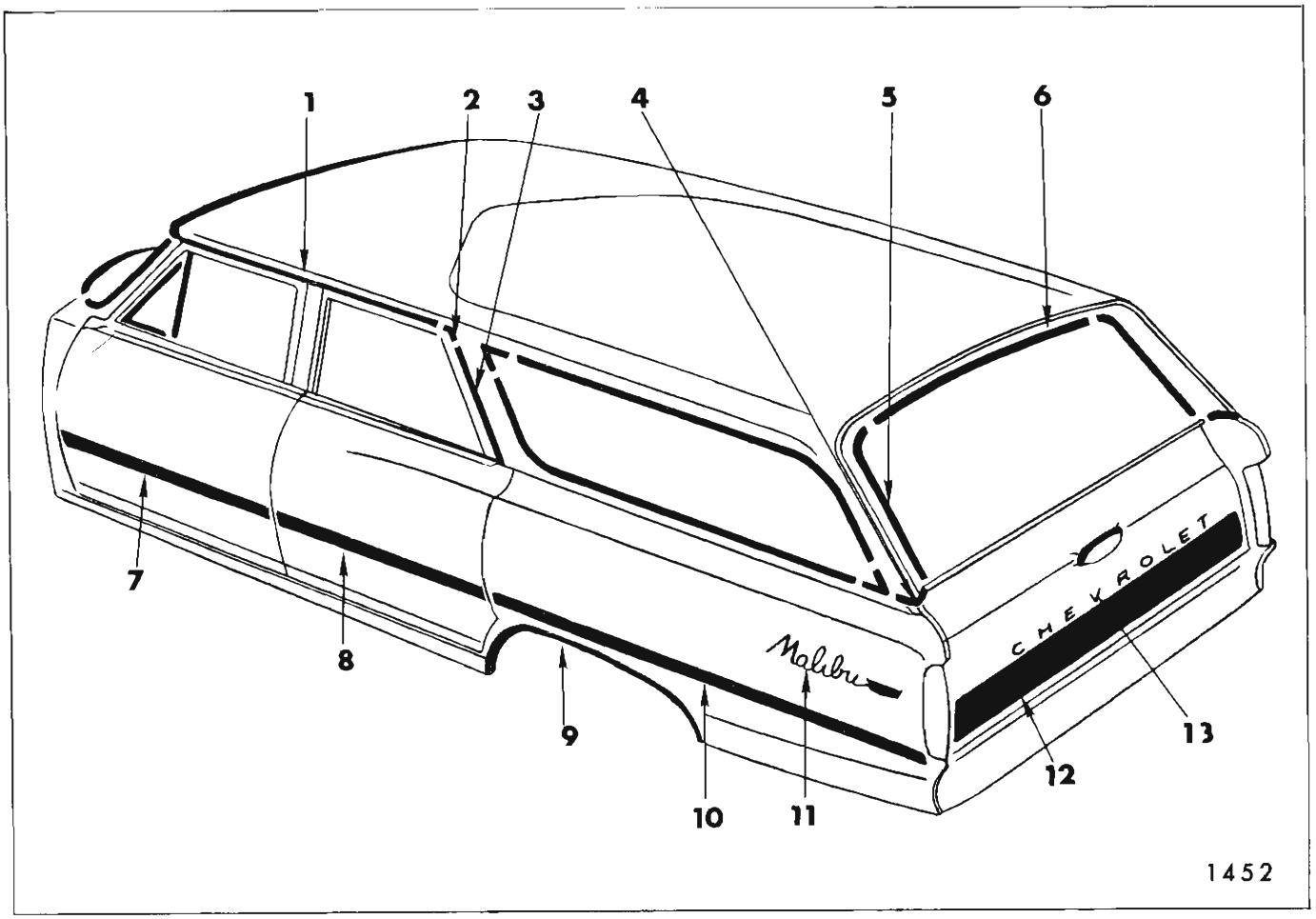


Fig. 2K5-13000 Series Station Wagon Styles

1. Roof Drip Molding Front Scalp
2. Roof Drip Molding Scalp Escutcheon
3. Roof Drip Molding Rear Scalp
4. Back Body Pillar Outer Panel Finishing Molding
5. Tail Gate Window Opening Side Reveal Molding
6. Tail Gate Window Opening Upper Reveal Molding
7. Front Door Outer Panel Lower Molding
8. Rear Door Outer Panel Lower Molding
9. Rear Wheel Opening Molding
10. Rear Fender Outer Panel Lower Molding
11. Rear Fender Outer Panel Name Plate and/or Emblem
12. Tail Gate Outer Panel Lower Molding
13. Tail Gate Outer Panel Name Plate

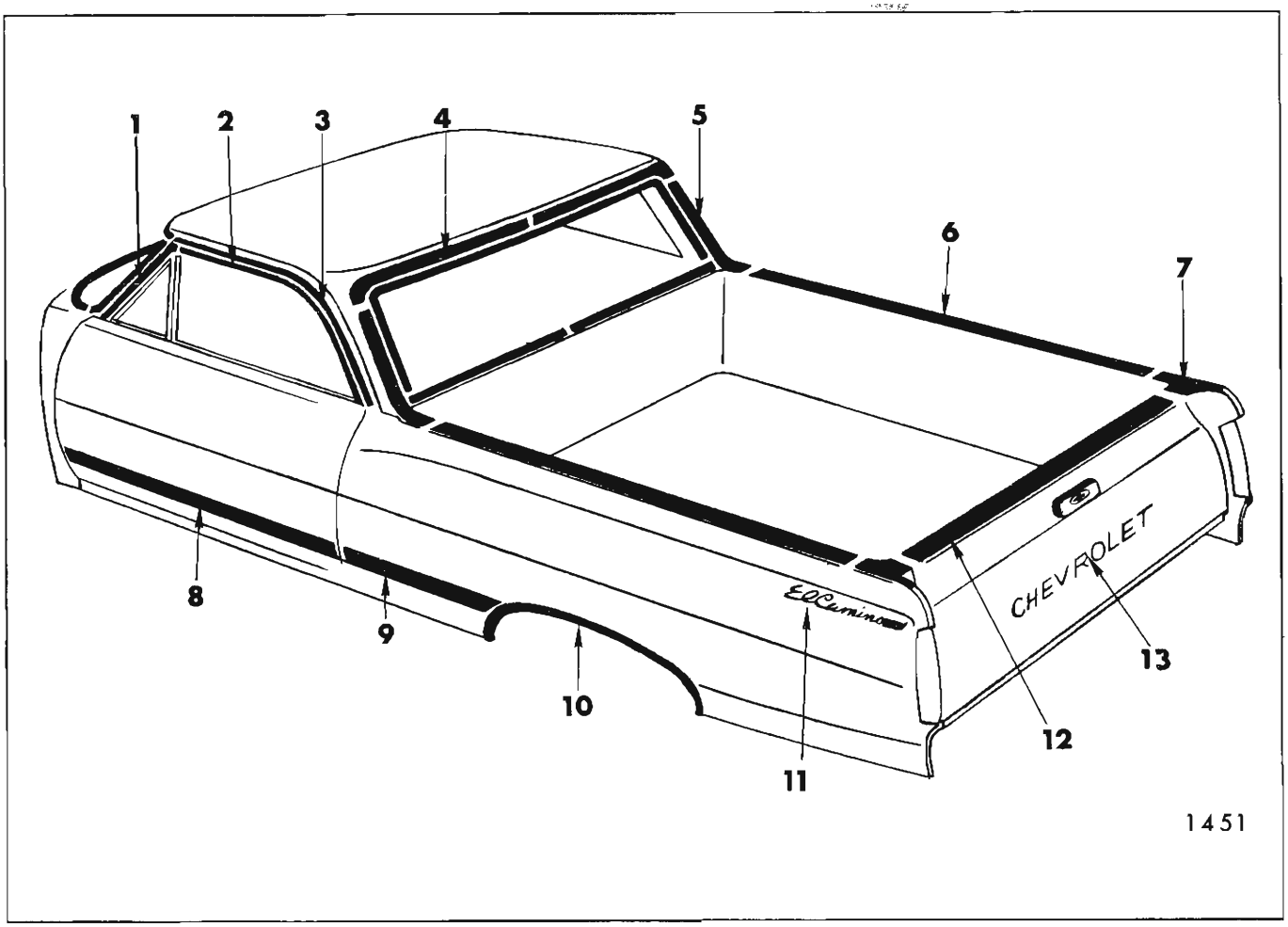


Fig. 2K6—13000 Series "80" Styles

1. Door Window Frame Front Scalp Molding
2. Door Window Frame Upper Scalp Molding
3. Roof Drip Molding Scalp
4. Roof Panel Rear Finishing Molding
5. Back Window Side Finishing Molding
6. Quarter Pinchweld Front Finishing Molding
7. Quarter Pinchweld Rear at Belt Finishing Molding
8. Front Door Outer Panel Lower Molding
9. Front of Rear Wheel Opening Molding
10. Rear Wheel Opening Molding
11. Rear Fender Outer Panel Name Plate
12. Tail Gate Belt Finishing Molding
13. Tail Gate Outer Panel Name Plate

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Windshield Pillar Finishing	67 & 80	X						Windshield Pillar Weatherstrip and Weatherstrip Retainer (67 Style)
Roof Drip Scalp Molding	11, 69, 80		X View A					
Roof Drip Scalp Molding Front	35 & 37 & 15		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Scalp Molding Rear	35 & 37 & 15		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Scalp Molding Escutcheon	35 & 37 & 15		X					
Roof Panel Rear Finishing	80					X	Right Side Overlaps Left Side Back Window Side Escutcheon	Finishing Lace, Dome Lamp, Rear of Headlining
Back Window Side Finishing	80					X	Quarter Pinchweld Belt Finishing at Front	Finishing Lace, Side Foundation
Front Door Window Frame Scalp Upper	80		X				Front Door Window Frame Scalp Front	
Front Door Window Frame Scalp Front	80		X					

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Quarter Pinchweld Belt Finishing Front	80			X		X	Quarter Pinchweld Belt Finishing Rear	Quarter Inner Access Hole Cover
Quarter Pinchweld Belt Finishing Rear	80			X		X	Quarter Pinchweld Belt Finishing Front	Quarter Inner Access Hole Cover
Rear Quarter Front Reveal	11		X				Quarter Window Upper Reveal	
Rear Quarter Upper Reveal	11		X					
Quarter Pinchweld Finishing Molding	67	X		X View E				Rear Quarter & Rear End Trim Sticks
Quarter Belt Reveal	11, 37, 69				X View B	X View D	Back Window Lower Reveal (11, 69 Only)	
Rear End Pinchweld Finishing	67			X View E			Quarter Pinchweld Finishing Molding	Rear Quarter & Rear End Trim Sticks
(NOTE: Quarter Window Moldings on 11 & 35 Styles are Covered in Rear Quarter Section Due to Glass Installation.)								
Front Door Outer Panel Lower	All except 15 styles	X		X View C				
Rear Door Outer Panel Lower	35, 69	X		X View C				

13000 SERIES (Continued)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear Fender Outer Panel Lower	35, 37, 67, 69			X		X		Rear Quarter Left Side Trim and Spare Tire Cover Right Side (35 Styles Only)
Front of Wheel Opening	11, 80			X View C		X		
Rear Wheel Opening	All except 11 styles	X						
Rear Fender Name Plate and/or Emblem	All					X		Rear Quarter Trim and Spare Tire Cover (35 Styles Only) Quarter Inner Access Panel (80 Style)
Rear Fender Ornament	37, 67					X		Quarter Trim Pad
Rear of Rear Fender Outer Panel	11, 37, 67, 69					X		
Rear Compartment Lid Outer Panel Upper	11, 37, 67, 69	X				X View D		
Rear Compartment Lid Outer Panel Lower	11, 37, 67, 69	X						

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear Compartment Lid Outer Panel Upper Molding Assembly	37, 67, 69					X		
Rear Compartment Lid Outer Panel Lower Molding Assembly	37, 67, 69					X		
Rear Compartment Lid Outer Panel Name Plate	11, 37, 69			X		X		
Rear Compartment Lid Outer Panel Name Plate	13837, 67					X		
Tailgate Window Opening Upper Reveal	15, 35	X					Tailgate Window Opening Side Reveal	
Tailgate Window Opening Side Reveal	15, 35	X					Tailgate Window Opening Upper Reveal	
Tailgate Belt Finishing	80					X		Tailgate Inner Panel
Back Body Pillar Outer Panel Finishing Molding	15, 35	X						
Tailgate Outer Panel Name Plate	15, 35, 80			X		X		Tailgate Window and Regulator (15, 35 Styles) Tailgate Inner Panel 80 Style
Tailgate Outer Panel Molding	35					X		Tailgate Window and Regulator

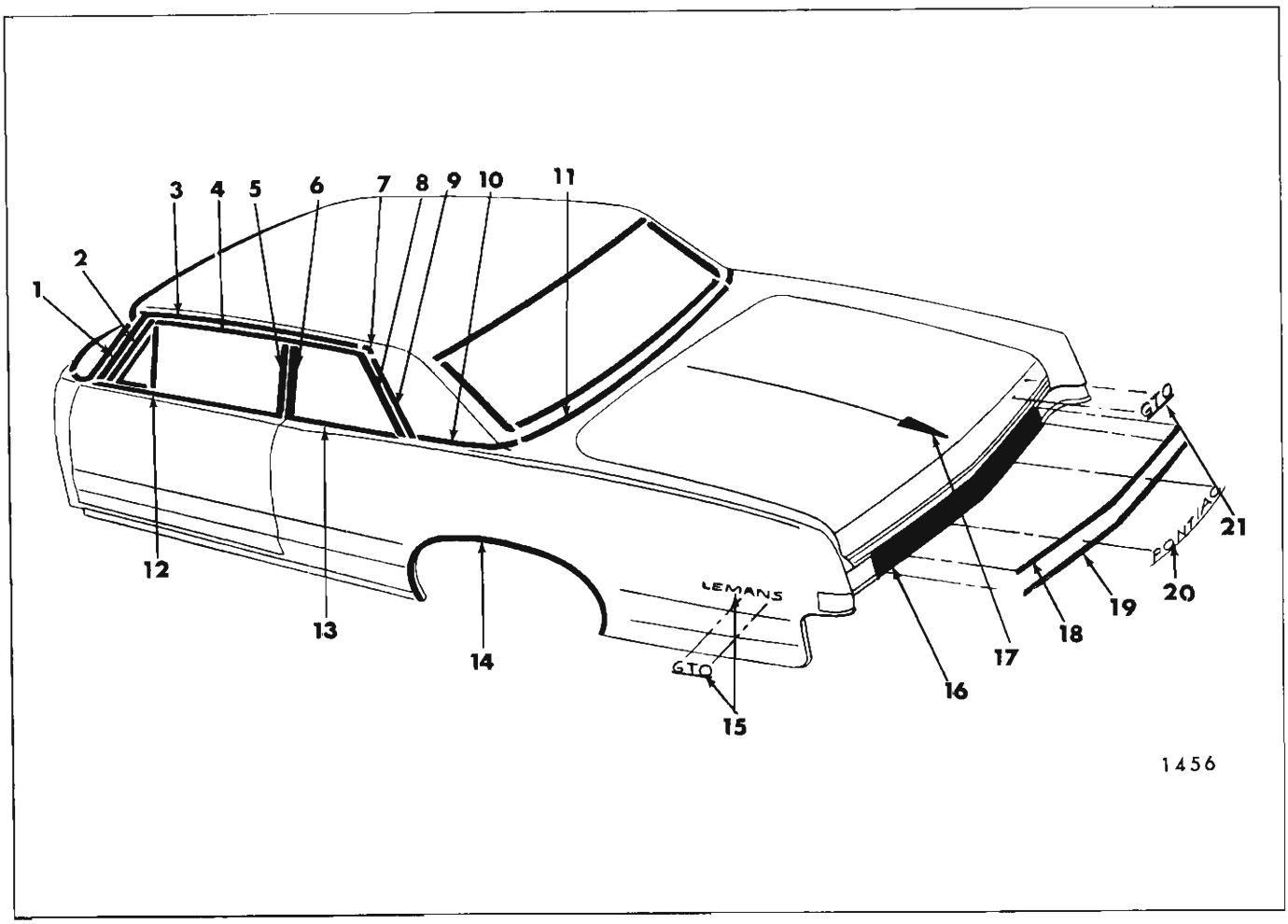


Fig. 2K7—23000 Series "27"-"37" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Roof Drip Molding Front Scalp
4. Front Door Window Frame Upper Scalp Molding
5. Front Door Window Frame Rear Scalp Molding
6. Quarter Window Front Reveal Molding
7. Roof Drip Molding Scalp Escutcheon
8. Quarter Window Upper Reveal Molding
9. Roof Drip Molding Rear Scalp
10. Quarter Belt Reveal Molding
11. Rear End Belt Molding
12. Front Door Window Reveal Molding
13. Quarter Window Lower Reveal Molding
14. Rear Wheel Opening Molding
15. Rear Fender Outer Panel Name Plate
16. Rear End Outer Panel Molding
17. Rear Compartment Lid Emblem
18. Rear End Outer Panel Upper Molding
19. Rear End Outer Panel Lower Molding
20. Rear End Outer Panel Name Plate
21. Rear Compartment Lid Name Plate

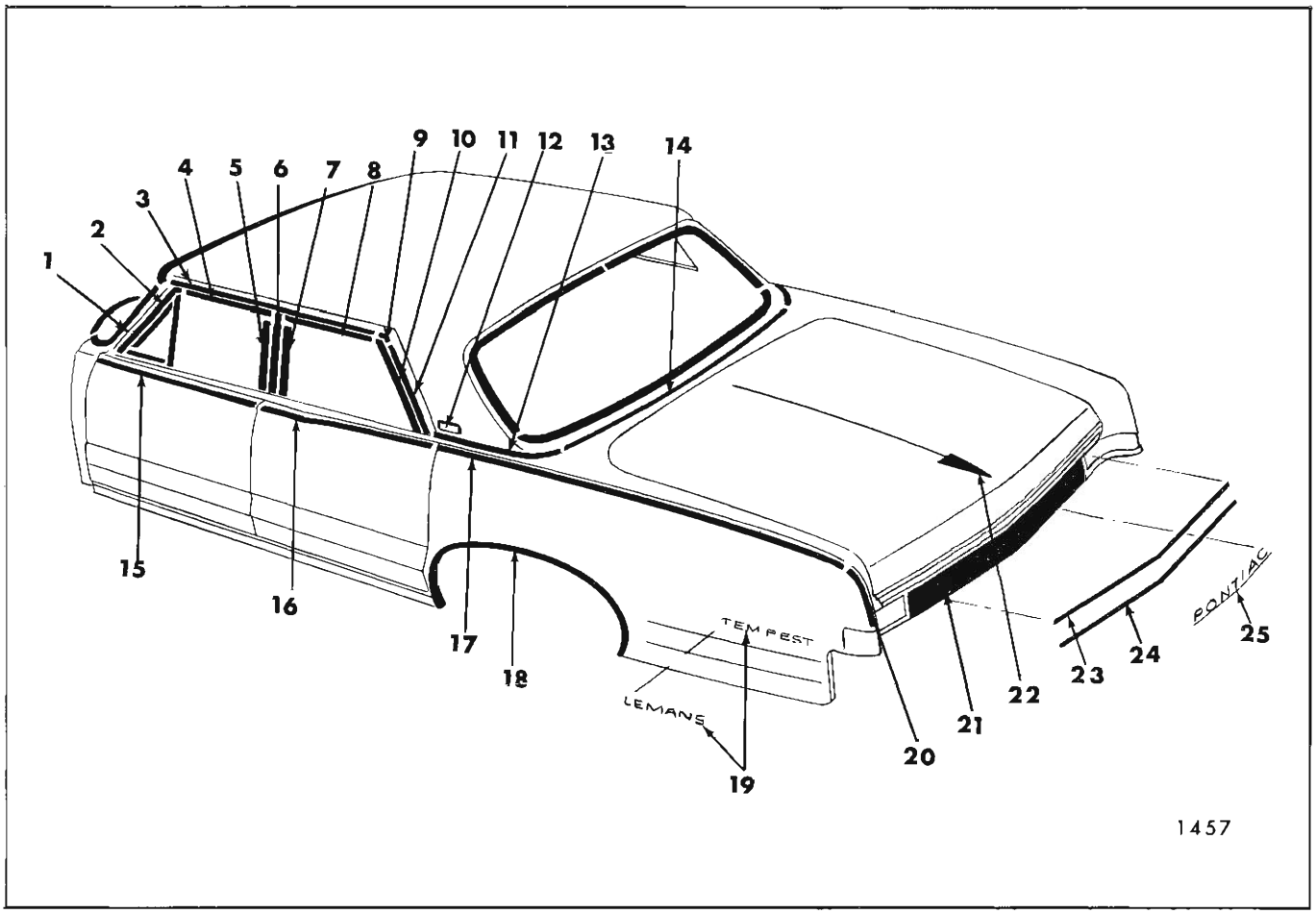


Fig. 2K8—23000 Series "69" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Roof Drip Molding Front Scalp
4. Front Door Window Frame Upper Scalp Molding
5. Front Door Window Frame Rear Scalp Molding
6. Center Pillar Scalp Molding
7. Rear Door Window Frame Front Scalp Molding
8. Rear Door Window Frame Upper Scalp Molding
9. Roof Drip Molding Scalp Escutcheon
10. Rear Door Window Frame Rear Scalp Molding
11. Roof Drip Molding Rear Scalp
12. Roof Panel Emblem
13. Quarter Belt Molding
14. Rear End Belt Molding
15. Front Door Outer Panel Peak Molding
16. Rear Door Outer Panel Peak Molding
17. Rear Fender Outer Panel Peak Molding
18. Rear Wheel Opening Molding
19. Rear Fender Outer Panel Name Plate
20. Rear of Rear Fender Outer Panel Peak Molding
21. Rear End Outer Panel Molding
22. Rear Compartment Lid Emblem
23. Rear End Outer Panel Upper Molding
24. Rear End Outer Panel Lower Molding
25. Rear End Outer Panel Name Plate Molding

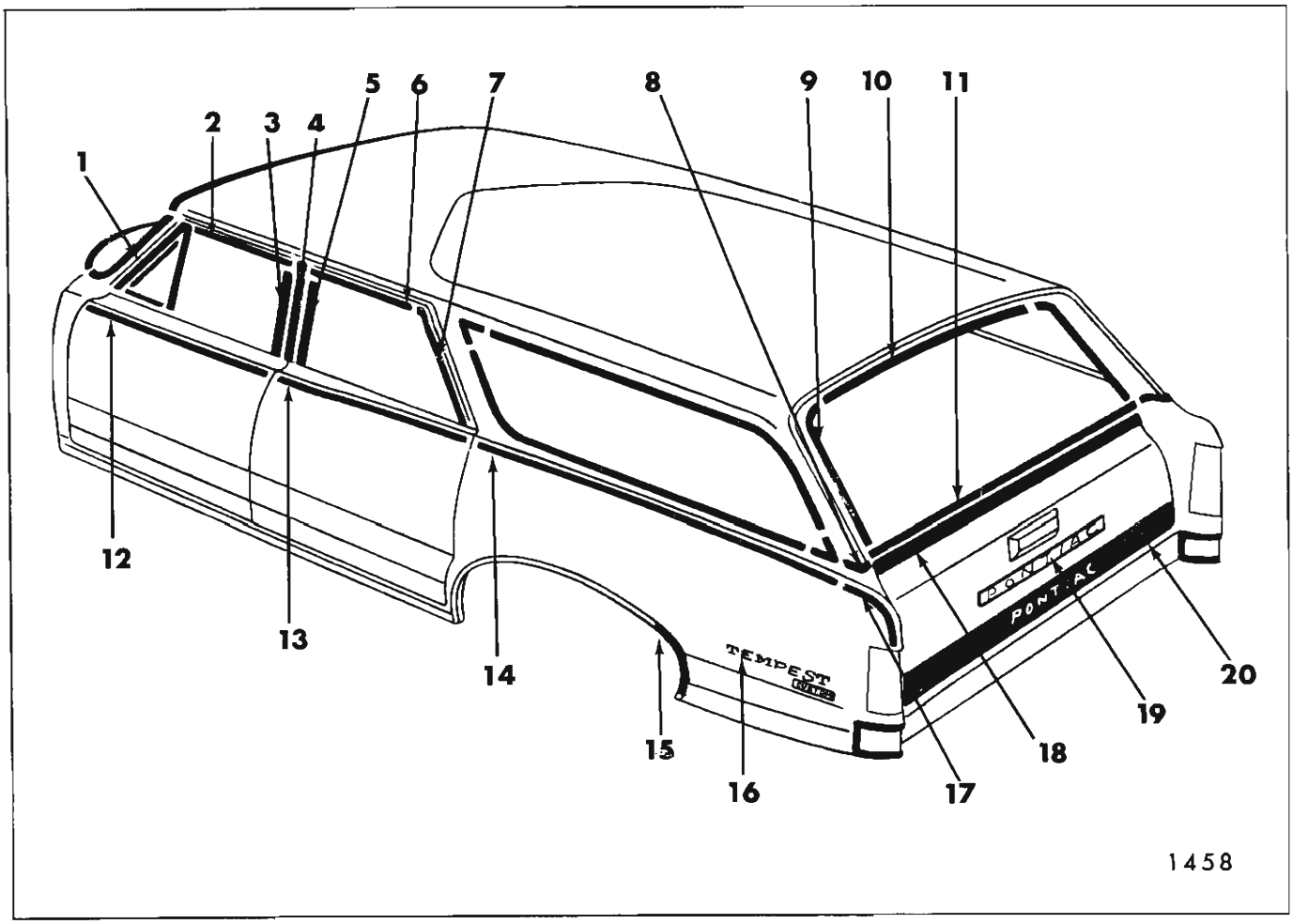


Fig. 2K9-23000 Series Station Wagon Styles

1. Front Door Window Frame Front Scalp Molding
2. Front Door Window Frame Upper Scalp Molding
3. Front Door Window Frame Rear Scalp Molding
4. Center Pillar Scalp
5. Rear Door Window Frame Front Scalp Molding
6. Rear Door Window Frame Upper Scalp Molding
7. Rear Door Window Frame Rear Scalp Molding
8. Body Lock Pillar Outer Panel Finishing Molding
9. Tail Gate Window Opening Side Reveal Molding
10. Tail Gate Window Opening Upper Reveal Molding
11. Tail Gate Window Lower Reveal Molding
12. Front Door Outer Panel Peak Molding
13. Rear Door Outer Panel Peak Molding
14. Rear Fender Outer Panel Peak Molding
15. Rear Wheel Opening Stone Guard
16. Rear Fender Outer Panel Name Plate
17. Rear of Rear Fender Outer Panel Peak Molding
18. Tail Gate Outer Panel Belt Molding
19. Tail Gate Outer Panel Name Plate
20. Tail Gate Outer Panel Lower Molding

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Windshield Pillar Finishing	27, 37, 67, 69	X						Windshield Pillar Weather-strip and Weatherstrip Retainer (37 67 Styles Only)
Roof Drip Molding Front Scalp	27, 37, 69		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Molding Rear Scalp	27, 37, 69		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Molding Scalp Escutcheon	27, 37, 69		X View A					
Roof Panel Emblem	69					X		Headlining Rear Quarter Trim Panel
Front Door Window Frame Front Scalp	27, 35, 69		X					
Front Door Window Frame Upper Scalp	27, 35, 69		X				Front Door Window Frame Front Scalp	
Front Door Window Frame Rear Scalp	27, 35, 69		X				Front Door Window Frame Upper Scalp	
Front Door Window Reveal	27, 37, 69, 67	X						Front Door Window Glass Lower Stops
Center Pillar Scalp	35, 69	X						

23000 SERIES (Continued)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear Door Window Frame Front Scalp	35, 69		X				Rear Door Window Frame Upper Scalp	
Rear Door Window Frame Upper Scalp	35, 69		X				Rear Door Window Frame Rear Scalp	
Rear Door Window Frame Rear Scalp	35, 69		X					
Rear Door Window Reveal	69	X						Rear Door Window Lower Stops
Quarter Window Front Reveal	27			X			Quarter Window Upper Reveal	
Quarter Window Upper Reveal	27			X				
Quarter Window Lower Reveal	27, 37, 67	X						Quarter Window Glass Lower Stops
Quarter Belt Reveal	27, 37, 69				X View B	X View D	Rear End Belt	
Rear End Belt	27, 37, 69					X View D		
Quarter Pinchweld Finishing	67	X		X View E			Quarter Window Lower Reveal	Rear Quarter & Rear End Trim Sticks
Rear End Pinchweld Finishing	67	X		X View E			Quarter Pinchweld Finishing	Rear Quarter & Rear End Trim Sticks

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
NOTE: Quarter Window Moldings on 35 Styles are covered in Rear Quarter Section due to glass installation.								
Front Door Outer Panel Peak	All	X		X View C				
Rear Door Outer Panel Peak	35, 69	X		X View C				
Rear Fender Outer Panel Peak	All			X View C		X View D		Quarter Trim Right Side Spare Tire Cover Left Side (35 Styles only)
Rear of Rear Fender Outer Panel Peak	All					X		Quarter Trim Right Side Spare Tire Cover Left Side (35 Styles Only) Rear Quarter Extension Panel
Rear Wheel Opening Stone Guard	35	X						
Rear Wheel Opening	27, 37, 67, 69	X						
Rear Fender Outer Panel Name Plate and/or Emblem	All					X		Quarter Trim Left Side Spare Tire Cover Right Side (38 Style Only)

23000 SERIES (Continued)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear Compartment Lid Outer Panel Emblem	All (except 35 Styles)					X		
Rear Compartment Lid Outer Panel Name Plate	27, 37, 67, 69					X		
Rear End Outer Panel Name Plate	23300 (except 35)					X		
Rear End Outer Panel Upper	23300 (except 35)					X		
Rear End Outer Panel Lower	23300 (except 35)					X		
Rear End Outer Panel Molding	23500, 23700 (except 35)					X		
Tailgate Outer Panel Name Plate	35					X		Tailgate Window & Regulator
Tailgate Outer Panel Lower	35					X		
Tailgate Outer Panel Belt	35					X	Tailgate Window Lower Reveal	Tailgate Window & Regulator
Tailgate Window Opening Upper Reveal	35	X					Tailgate Window Opening Side Reveal	Tailgate Window Glass Run Channel
Tailgate Window Opening Side Reveal	35	X					Tailgate Window Opening Upper Reveal	
Tailgate Window Opening Lower Reveal	35	X			X			Tailgate Window
Back Body Pillar Outer Panel Finishing	35	X					Quarter Window Rear Reveal Escutcheon	

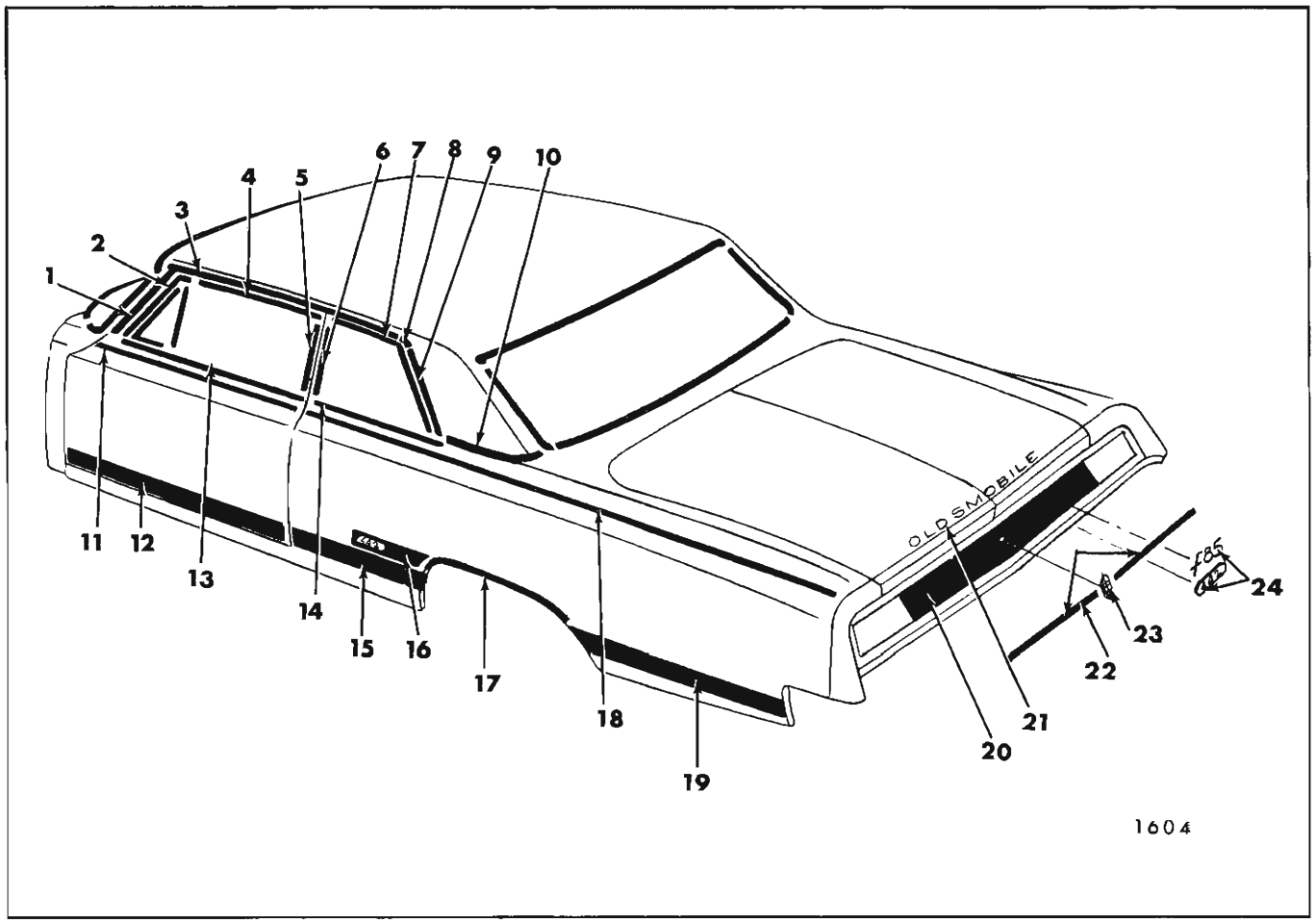


Fig. 2K10—33000 Series "27"-"37" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Roof Drip Molding Front Scalp
4. Front Door Window Frame Upper Scalp Molding
5. Front Door Window Frame Rear Scalp Molding
6. Quarter Window Front Reveal Molding
7. Quarter Window Upper Reveal Molding
8. Roof Drip Molding Scalp Escutcheon
9. Roof Drip Molding Rear Scalp
10. Quarter Belt Reveal Molding
11. Front Door Outer Panel Peak Molding
12. Front Door Outer Panel Lower Molding
13. Front Door Window Reveal Molding
14. Quarter Window Lower Reveal Molding
15. Front of Rear Wheel Opening Molding
16. Rear Fender Outer Panel Grille and Emblem
17. Rear Wheel Opening Molding
18. Rear Fender Outer Panel Peak Molding
19. Rear of Rear Wheel Opening Molding
20. Rear End Outer Panel Molding Assembly
21. Rear Compartment Lid Outer Panel Name Plate
22. Rear End Outer Panel Center Molding (Right and Left)
23. Rear End Outer Panel Emblem
24. Rear End Outer Panel Emblem

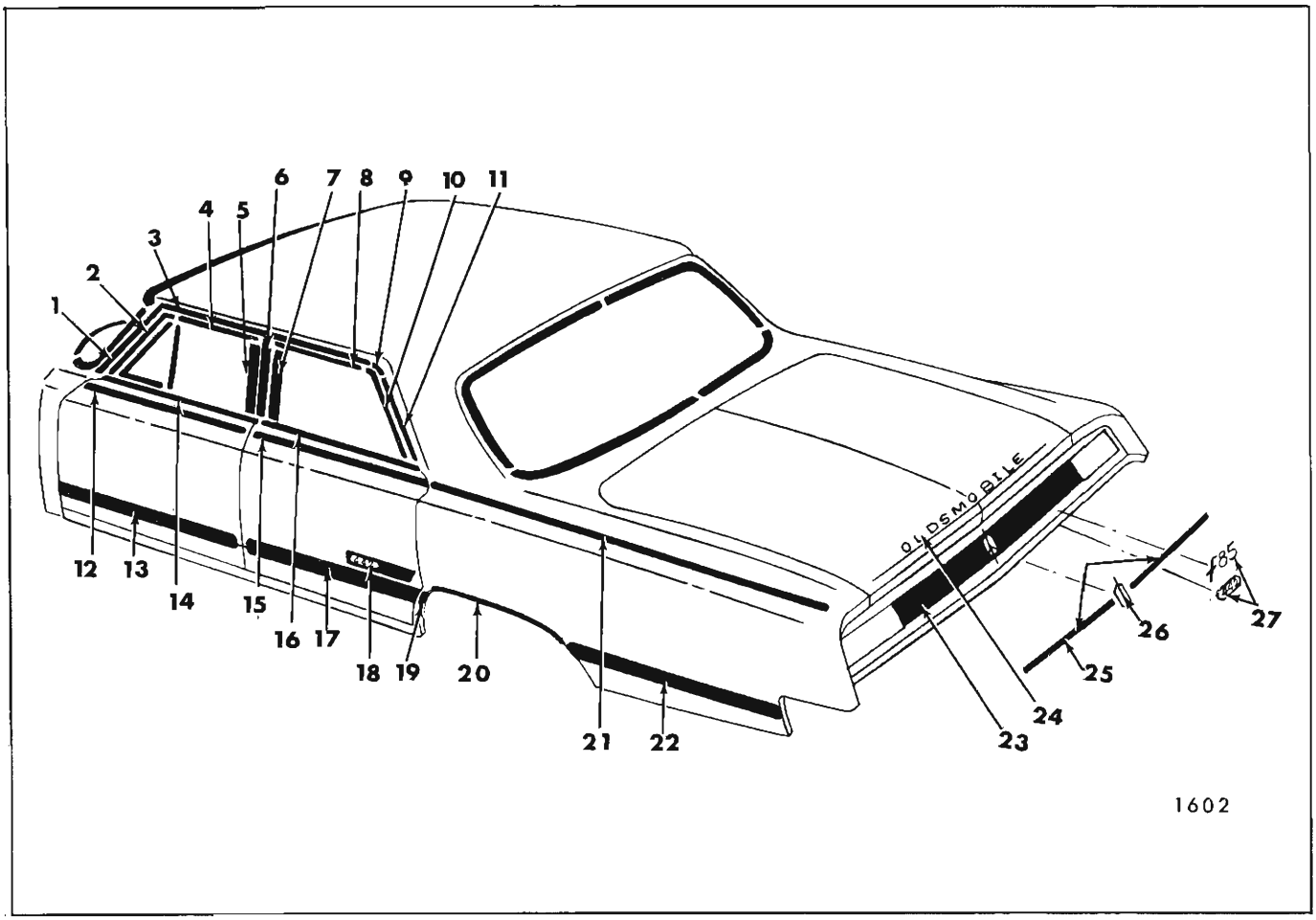


Fig. 2K11—33000 Series "69" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Roof Drip Molding Front Scalp
4. Front Door Window Frame Upper Scalp Molding
5. Front Door Window Frame Rear Scalp Molding
6. Center Pillar Scalp Molding
7. Rear Door Window Frame Front Scalp Molding
8. Rear Door Window Frame Upper Scalp Molding
9. Roof Drip Molding Scalp Escutcheon
10. Rear Door Window Frame Rear Scalp Molding
11. Roof Drip Molding Rear Scalp
12. Front Door Outer Panel Peak Molding
13. Front Door Outer Panel Lower Molding
14. Front Door Window Reveal Molding
15. Rear Door Outer Panel Peak Molding
16. Rear Door Window Reveal Molding
17. Rear Door Outer Panel Lower Molding
18. Rear Door Outer Panel Grille and Emblem
19. Front of Rear Wheel Opening Molding
20. Rear Wheel Opening Molding
21. Rear Fender Outer Panel Peak Molding
22. Rear of Rear Wheel Opening Molding
23. Rear End Outer Panel Molding Assembly
24. Rear Compartment Lid Outer Panel Name Plate
25. Rear End Outer Panel Center Molding (Right and Left)
26. Rear End Outer Panel Emblem
27. Rear End Outer Panel Emblem

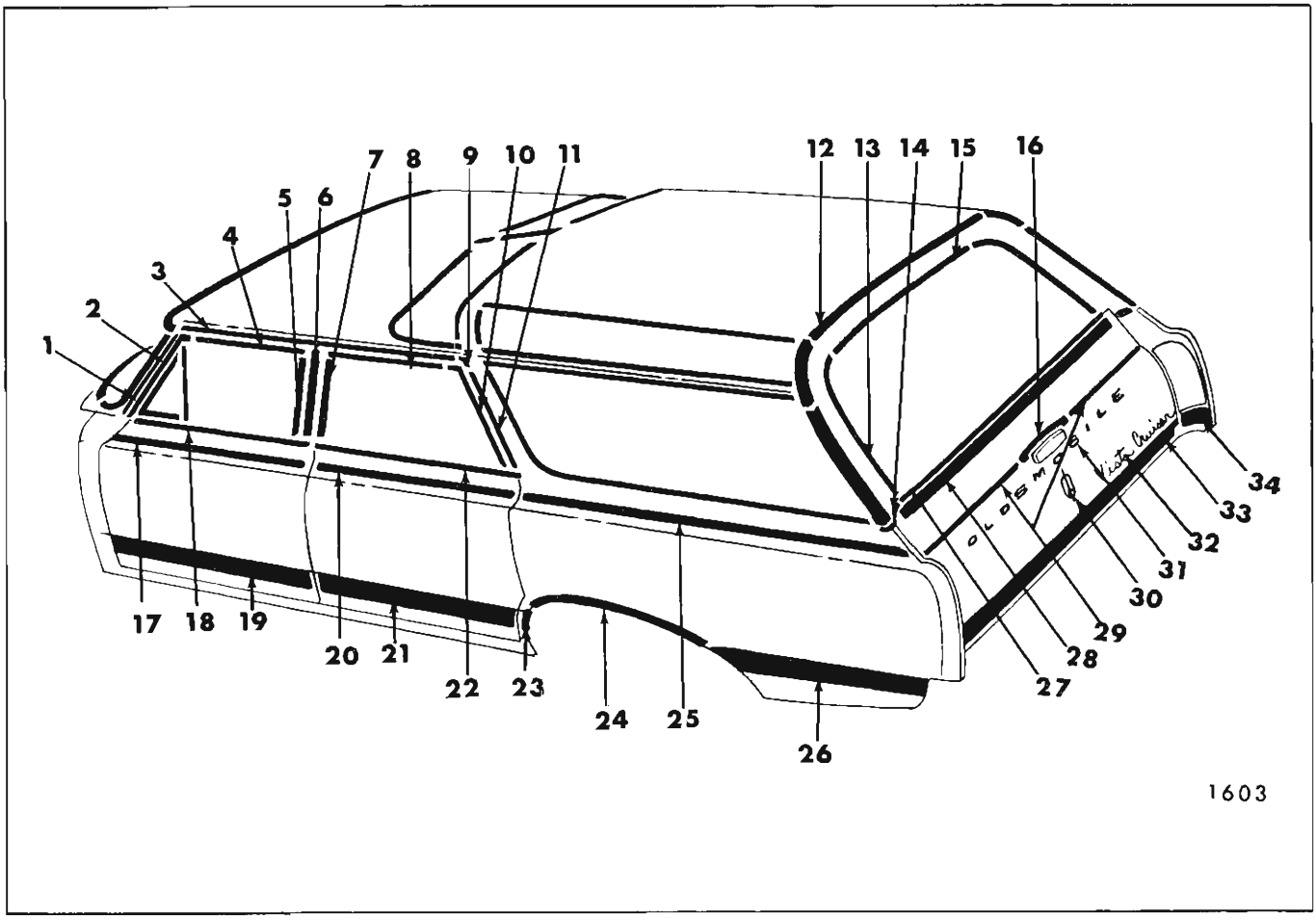


Fig. 2K12—33000 Series "55"-"65" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Roof Drip Molding Front Scalp
4. Front Door Window Frame Upper Scalp Molding
5. Front Door Window Frame Rear Scalp Molding
6. Center Pillar Scalp Molding
7. Rear Door Window Frame Front Scalp Molding
8. Rear Door Window Frame Upper Scalp Molding
9. Roof Drip Molding Scalp Escutcheon
10. Rear Door Window Frame Rear Scalp Molding
11. Roof Drip Molding Rear Scalp
12. Roof Panel Rear Reveal Molding
13. Tailgate Window Side Reveal Molding
14. Back Body Pillar Outer Panel Finishing Molding
15. Tailgate Window Upper Reveal Molding
16. Tailgate Outer Panel Upper Molding (at Handle)
17. Front Door Outer Panel Peak Molding
18. Front Door Window Reveal Molding
19. Front Door Outer Panel Lower Molding
20. Rear Door Outer Panel Peak Molding
21. Rear Door Outer Panel Lower Molding
22. Rear Door Window Reveal Molding
23. Front of Rear Wheel Opening Molding
24. Rear Wheel Opening Molding
25. Rear Fender Outer Panel Peak Molding
26. Rear of Rear Wheel Opening Molding
27. Tailgate Window Lower Reveal Molding
28. Tailgate Outer Panel Belt Molding
29. Tailgate Outer Panel Upper Molding Side
30. Tailgate Outer Panel Emblem
31. Tailgate Outer Panel Name Plate
32. Tailgate Outer Panel Name Plate
33. Tailgate Outer Panel Lower Molding
34. Rear of Rear Fender Outer Panel Molding

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Windshield Pillar Finishing	All	X						Windshield Pillar Weatherstrip and Weatherstrip Retainer (37, 67 Styles Only)
Roof Drip Molding Scalp Front	All except 67		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Molding Scalp Rear	All except 67		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Molding Scalp Escutcheon	All except 67		X					
Roof Panel Rear Reveal	55, 65					X View D	Skylight Rear Reveal Molding	Rear Roof Headlining Trim Finish Molding
Front Door Window Frame Front Scalp	27, 35, 55, 65, 69		X					
Front Door Window Frame Upper Scalp	27, 35, 55, 65, 69		X				Front Door Window Frame Front Scalp	
Front Door Window Frame Rear Scalp	27, 35, 55, 65, 69		X				Front Door Window Frame Upper Scalp	
Front Door Window Reveal	All	X						Front Door Window Lower Stops
Center Pillar Scalp	35, 55, 65, 69	X						

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear Door Window Frame Scalp Front	35, 55, 65, 69		X				Rear Door Window Upper Scalp	
Rear Door Window Frame Scalp Upper	35, 55, 65, 69		X				Rear Door Window Frame Rear Scalp	
Rear Door Window Frame Scalp Rear	35, 55, 65, 69		X					
Rear Door Window Reveal	35, 55, 65, 69	X						Rear Door Window Lower Stops
(NOTE: Quarter Window Moldings on 35, 55, 65 Styles are Covered in Rear Quarter Section Due to Glass Installation)								
Quarter Window Front Reveal	27			X			Quarter Window Upper Reveal	
Quarter Window Upper Reveal	27			X				
Quarter Window Lower Reveal	27, 37, 67	X						Quarter Window Lower Stop
Quarter Belt Reveal	27, 37				X View B	X View D		
Quarter Pinchweld Finishing	67	X		X View E				Rear Quarter & Rear End Trim Sticks
Rear End Pinchweld	67	X		X View E			Quarter Pinchweld Finishing Quarter Window Lower Reveal Molding	Rear Quarter & Rear End Trim Sticks

33000 SERIES (Continued)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap On Clips On Molding	Studs With Attaching Nuts		
Front Door Outer Panel Peak	All	X		X View C				
Front Door Outer Panel Lower	All	X				X		Front Door Trim Pad
Rear Door Outer Panel Peak	69, 35, 55, 65	X		X View C				
Rear Door Outer Panel Lower	69, 35, 55, 65	X				X		Rear Door Trim Pad
Rear Door Outer Panel Grill	69					X		Rear Door Trim Pad
Rear Fender Outer Panel Peak	All			X View C		X		Rear Quarter Trim (35, 55, 65 Only)
Rear Fender Outer Panel Grill & Emblem	27, 37, 67					X		Rear Quarter Trim Pad
Front of Rear Wheel Opening	All	X				X	Rear Wheel Opening Molding	Quarter Trim Pad (27, 37, 67 Styles Only)
Rear Wheel Opening Molding	All	X						
Rear of Rear Wheel Opening	All	X				X	Rear Wheel Opening Molding	Quarter Trim Left Side Spare Tire Cover Right Side (35, 55, 65 Styles Only)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear of Rear Fender Outer Panel	55,65					X		Quarter Trim Left Side Spare Tire Cover Right Side (35, 55, 65 Styles Only)
Rear End Outer Panel Molding Assembly	27, 37, 67, 69					X		
Rear End Outer Panel Upper	27, 69					X		
Rear End Outer Panel Center, Right and Left	All except 35, 55, 65					X		
Rear End Outer Panel Lower	27, 69					X		
Rear End Outer Panel Emblem	All except 35, 55, 65					X		
Rear End Outer Panel Emblem (F-85)	All except 35, 55, 65					X		
Rear End Outer Panel Emblem (442)	Opt.					X		
Rear Compartment Lid Outer Panel Name Plate	All					X		
Tail Gate Outer Panel Emblem	35, 55, 65					X		Tailgate Window & Regulator
Tailgate Outer Panel Name Plate	35, 55, 65			X		X		Tailgate Window & Regulator

33000 SERIES (Continued)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Moldings	Studs With Attaching Nuts		
Tailgate Outer Panel Name Plate (Vista Cruiser)	55,65					X		Tailgate Inner Panel
Tailgate Outer Panel Upper Molding at Handle	35, 55, 65	X					Tailgate Outer Panel Center Molding Sides	Tailgate Window and Regulator
Tailgate Outer Panel Upper Molding Sides	35, 55, 65					X View D		Tailgate Window & Regulator
Tailgate Outer Panel Lower	55, 65					X		Tailgate Inner Panel
Tailgate Window Upper Reveal	35	X					Tailgate Window Side Reveal	Tailgate Window Glass Run Channel
Tailgate Window Side Reveal	35	X					Tailgate Window Upper Reveal	
Tailgate Window Upper Reveal	55, 65				X		Tailgate Window Side Reveal	Tailgate Window Glass Run Channel
Tailgate Window Side Reveal	55, 65	X					Tailgate Window Upper Reveal	
Tailgate Window Lower Reveal	35, 55, 65	X			X			Tailgate Window and Regulator
Tailgate Outer Panel Belt	55, 65					X		Tailgate Window & Regulator
Back Body Pillar Outer Panel Finishing	35	X					Rear Quarter Window Rear Reveal	
Back Body Pillar Outer Panel Finishing	55, 65	X					Rear Quarter Window Rear Reveal	

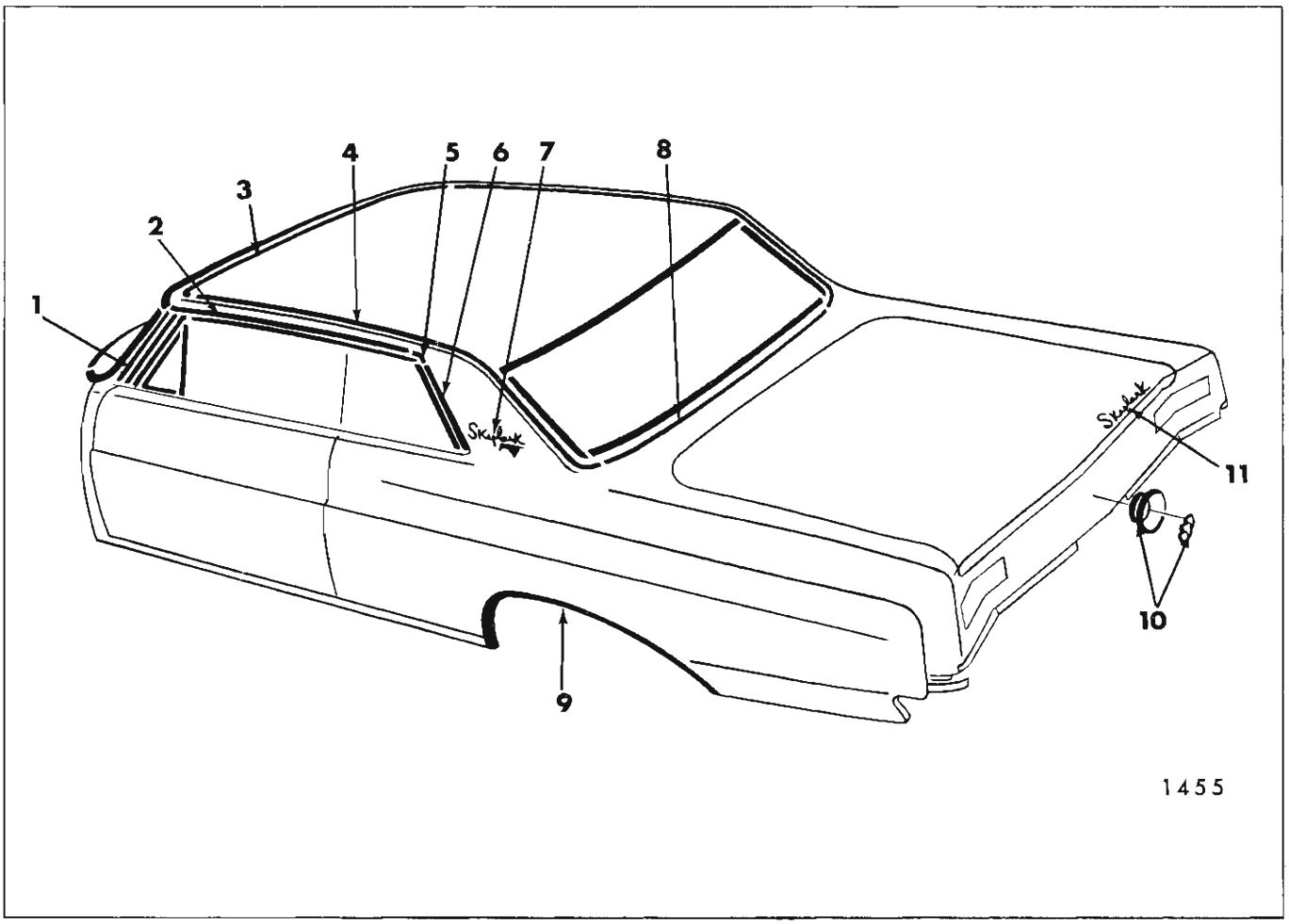


Fig. 2K13—44437 Body Style

1. Windshield Pillar Finishing Molding
2. Roof Drip Molding Front Scalp
3. Roof Panel Molding Front
4. Roof Panel Molding Side
5. Roof Drip Molding Scalp Escutcheon
6. Roof Drip Molding Rear Scalp
7. Roof Panel Name Plate
8. Rear End Belt Molding
9. Rear Wheel Opening Molding
10. Rear End Outer Panel Ring & Emblem Assembly
11. Rear Compartment Lid Name Plate

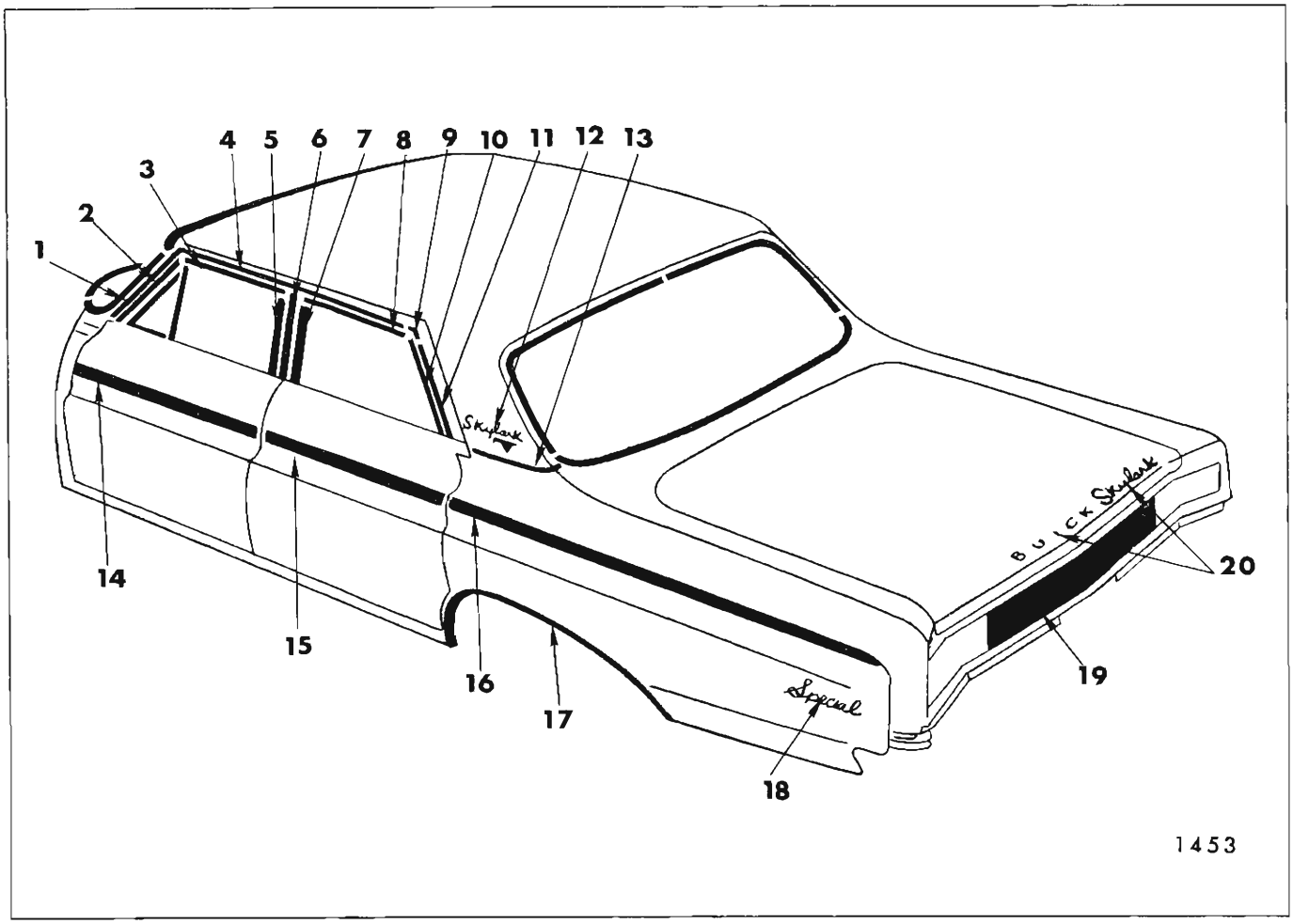


Fig. 2K14—43-44000 Series "69" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Front Door Window Frame Upper Scalp Molding
4. Roof Drip Molding Front Scalp
5. Front Door Window Frame Rear Scalp Molding
6. Center Pillar Scalp Molding
7. Rear Door Window Frame Front Scalp Molding
8. Rear Door Window Frame Upper Scalp Molding
9. Roof Drip Molding Scalp Escutcheon
10. Rear Door Window Frame Rear Scalp Molding
11. Roof Drip Molding Rear Scalp
12. Roof Panel Name Plate
13. Quarter Belt Reveal Molding
14. Front Door Outer Panel Lower Molding
15. Rear Door Outer Panel Lower Molding
16. Rear Fender Outer Panel Lower Molding
17. Rear Wheel Opening Molding
18. Rear Fender Outer Panel Name Plate
19. Rear End Outer Panel Molding
20. Rear Compartment Lid Name Plate

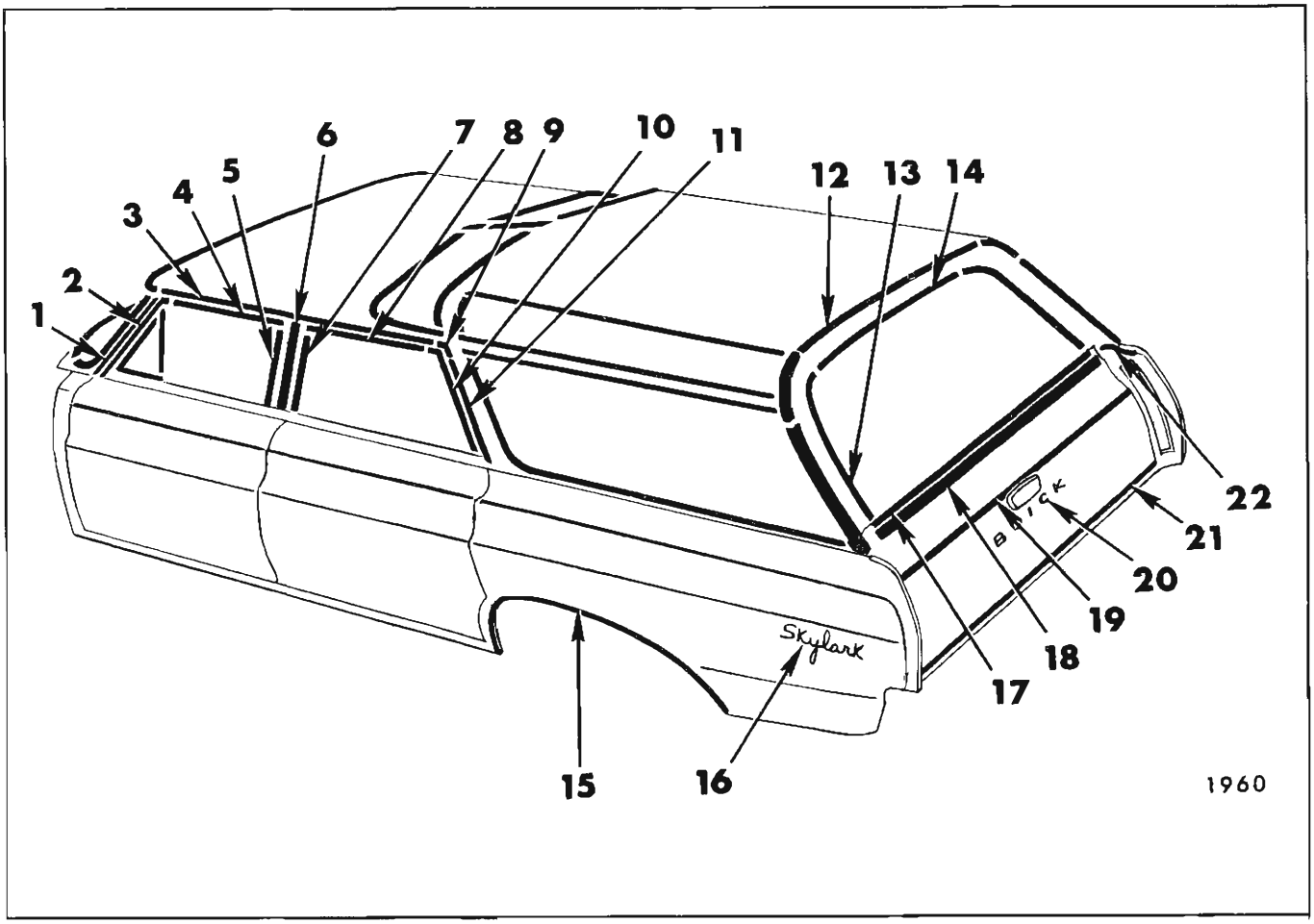


Fig. 2K15—43-44000 Series "55"-"65" Styles

1. Windshield Pillar Finishing Molding
2. Front Door Window Frame Front Scalp Molding
3. Roof Drip Molding Scalp Front
4. Front Door Window Frame Upper Scalp Molding
5. Front Door Window Frame Rear Scalp Molding
6. Center Pillar Scalp Molding
7. Rear Door Window Frame Front Scalp Molding
8. Rear Door Window Frame Upper Scalp Molding
9. Roof Drip Molding Scalp Escutcheon
10. Rear Door Window Frame Rear Scalp Molding
11. Roof Drip Molding Scalp Rear
12. Roof Panel Rear Reveal Molding
13. Tail Gate Window Opening Side Reveal Molding
14. Tail Gate Window Opening Upper Reveal Molding
15. Front Door Outer Panel Lower Molding
16. Rear Door Outer Panel Lower Molding
17. Rear Fender Outer Panel Lower Molding
18. Rear Wheel Opening Molding
19. Rear Fender Outer Panel Name Plate
20. Tail Gate Window Reveal Molding
21. Tail Gate Outer Panel Belt Molding
22. Tail Gate Outer Panel Upper Molding
23. Tail Gate Outer Panel Name Plate
24. Tail Gate Outer Panel Lower Molding
25. Back Body Pillar Outer Panel Finishing Molding

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Windshield Pillar Finishing Molding	All	X						Windshield Pillar Weatherstrip and Weatherstrip Retainer (37 and 67 Styles Only)
Roof Drip Molding Scalp Front	27, 37, 35 55, 65, 69		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Molding Scalp Rear	27, 37, 35 55, 65, 69		X View A				Roof Drip Molding Scalp Escutcheon	
Roof Drip Molding Scalp Escutcheon	27, 37, 35 55, 65, 69		X					
Roof Panel Name Plate	27, 37, 69			X				
Roof Panel Rear Reveal Molding	55, 65					X	Skylight Rear Reveal Molding	Rear Roof Headlining Trim Finish Molding
Roof Panel Front Molding	27, 37			X View F		X View D	Roof Panel Side Moldings	Front Section of Headlining
Roof Panel Side Molding	27, 37	X		X View F		X View D	Rear End Belt Finishing Molding	
Front Door Window Frame Scalp Front	27, 69, 35, 55, 65							
Front Door Window Frame Scalp Upper	27, 69, 35, 55, 65						Front Door Window Frame Scalp Front	

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Front Door Window Frame Scalp Rear	27, 69, 35, 55, 65		X				Front Door Window Frame Scalp Upper	
Rear Door Window Frame Scalp Front	35, 55, 65, 69		X				Rear Door Window Frame Scalp Upper	
Rear Door Window Frame Scalp Upper	35, 55, 65, 69		X				Rear Door Window Frame Scalp Rear	
Rear Door Window Frame Scalp Rear	35, 55, 65, 69		X					
Center Pillar Scalp Molding	35, 55, 65, 69	X						
Rear Quarter Window Reveal Molding Front	27		X				Rear Quarter Window Reveal Molding Upper	
Rear Quarter Window Reveal Molding Upper	27		X					
(NOTE: Quarter Window Reveal Molding on 35, 55, 65 Styles are Covered in Rear Quarter Section Due to Glass Installations.)								
Rear End Pinchweld Finishing	67	X		X View E			Quarter Pinchweld Finishing	Quarter & Rear End Trim Stick
Quarter Pinchweld Finishing	67	X		X View E				Quarter & Rear End Trim Stick
Quarter Belt Reveal Molding	27 & 69				X View B	X		

43-44000 SERIES (Continued)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Rear End Belt Molding	44427 & 37					X View D	Roof Panel Side Molding	
Front Door Outer Panel Lower Molding	27, 69, 35	X		X View C				
Rear Door Outer Panel Lower Molding	69, 35,	X		X View C				
Rear Fender Outer Panel Lower Molding	69, 35,			X View C		X View D		
Rear Wheel Opening Molding	27, 37, 67, 69, 55, 65	X						
Rear Fender Name Plate	All					X		Spare Tire Cover and Rear Quarter Trim on 35, 55, 65 Styles Only
Rear Compartment Lid Name Plates	All except 35, 55, 65			X		X		
Rear End Outer Panel Ring and Emblem	43400 and 44400 except 35, 55, 65 Styles					X		
Rear End Outer Panel Molding	43669 Opt. 43400 Series except 35 Styles					X		

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts		
Tailgate Outer Panel Upper Molding	35, 55, 65					X View D		Tailgate Window and Regulator
Tailgate Outer Panel Lower Molding	35, 55, 65			X View C				
Tailgate Outer Panel Belt Molding	55, 65					X		Tailgate Window and Regulator
Tailgate Outer Panel Name Plate	35, 55, 65 Styles			X		X		Tailgate Window and Regulator
Tailgate Window Opening Upper Reveal Molding	35						Tailgate Window Opening Side Reveal	
Tailgate Window Opening Side Reveal Molding	35	X					Tailgate Window Opening Upper Rear	
Tailgate Window Opening Upper Reveal	55, 65			X			Tailgate Window Opening Side Reveal	Tailgate Window Glass Run Channel
Tailgate Window Opening Side Reveal	55, 65	X					Tailgate Window Opening Upper Reveal	
Tailgate Window Reveal Molding Lower	35, 55, 65	X		X				Tailgate Window and Regulator
Back Body Pillar Outer Panel Finishing	35, 55, 65	X					Quarter Window Lower Reveal Molding	

ELECTRICAL

POWER WINDOWS

POWER OPERATED WINDOWS

DESCRIPTION

The wiring harness for the electrically operated windows consists of four major sections.

Front Cross-Over Harness - this harness is installed beneath the instrument panel and completes the circuit from the right door to the left door windows. See Figure 2L1.

Feed harness for Quarter Windows - this harness of flat wire construction connects to the front cross-over harness on the left side of the shroud (fire wall) and extends rearward under the flat body wire harness. The harness divides at the rear of the rear seat on coupe styles (See Fig. 2L2) and at the rear of the front seat on 4 door styles (see Fig. 2L3).

It is to be noted that the flat body wiring harness is positioned on top of the power window wire harness and the front connector of the body wire harness is in a lower position.

Quarter window harness - The left and right round wire harness connects to the main flat feed harness behind the rear quarter arm rest foundation on convertible styles (See Fig. 2L2) and under the rear seat cushion on "27", "37" styles (See Fig. 2L4).

Rear door window harness - The left and right rear door harness connects to the main flat feed harness in the base of the center pillar (See Figs. 2L3, 2L5). To disengage the connector, pull harness inboard at base of center pillar.

Power windows are optional equipment and are operated by a rectangular shaped 12 volt series wound motor with an internal circuit breaker and a self-locking rubber coupled gear drive. The harness to the door window motor connector is designed with a locking embossment to insure a

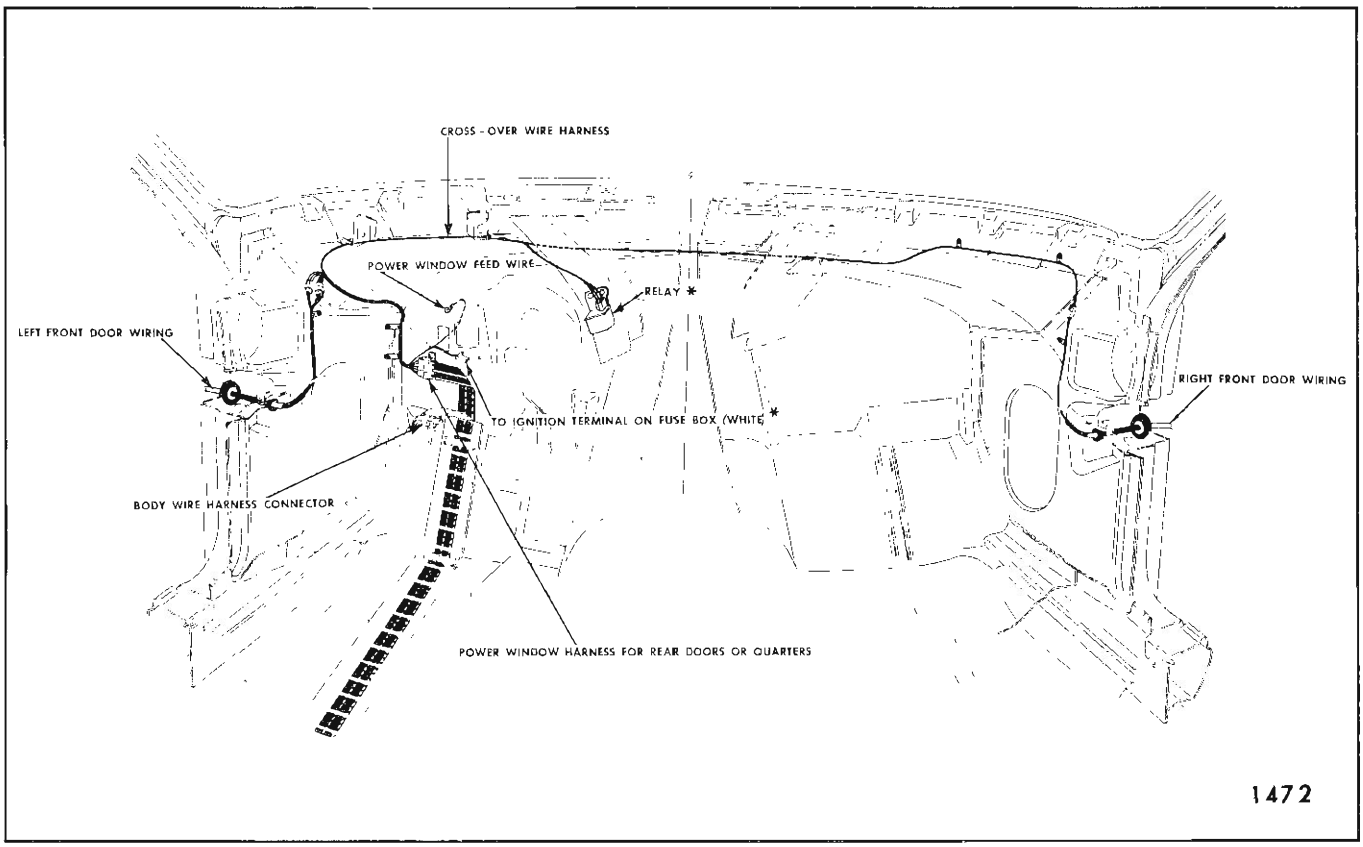


Fig. 2L1—Front End Power Window Wiring - All Styles *33000 Series Only

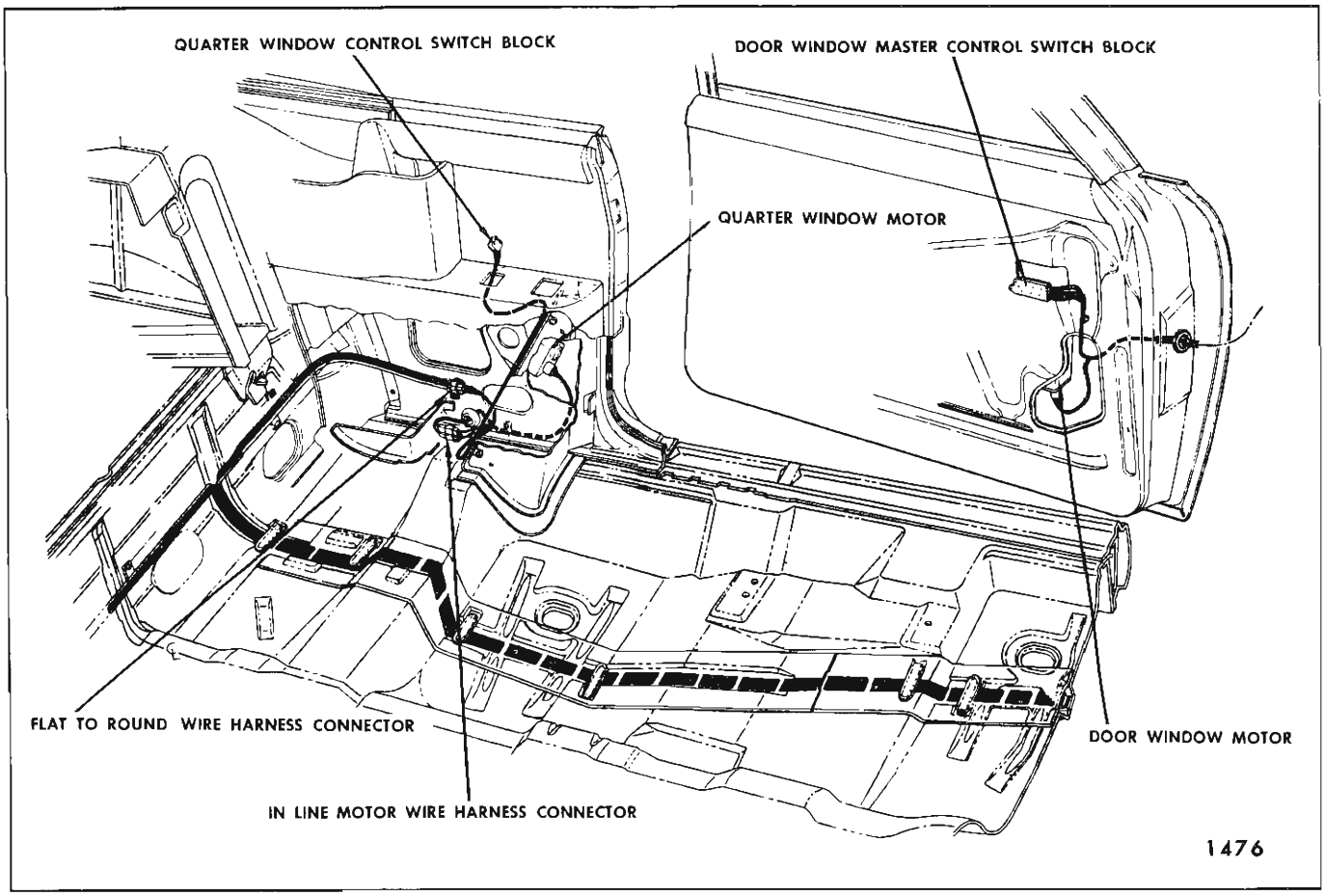


Fig. 2L2—Left Side Power Window Wiring "67" Style

positive connection. When disengaging the harness connector from the door motor, it is necessary to depress the thumb release. When installing the harness, the thumb release must be held depressed until the embossment on the female connector is locked in the hole of the motor connector.

The rear quarter window motor is designed with a locking type wire harness connector which should not be disengaged. When testing or removing the quarter window motor, the inline wire harness connector located inboard of the quarter inner panel should be disengaged. Tests are made at this location.

The current for the motor is obtained through the circuit breaker located: Left shroud - 13000 Series; Left fender skirt junction block. (V-8) styles, Top of starting motor solenoid - (6 cyl.) styles - 23000 Series; Dash panel of engine compartment - 33-34000 Series; at fuse block on 43-44000 Series.

33-34000 Series only: In addition to the circuit breaker, a relay is used in the circuit and installed under the instrument panel. The relay prevents the operation of the power windows until the ignition switch is turned "on".

POWER WINDOW CIRCUIT CHECKING PROCEDURES

Failures in a circuit are usually caused by short circuits or open circuits. Open circuits are usually caused by breaks in the wiring, faulty connection or mechanical failure in a component such as a switch or circuit breaker. Short circuits are usually caused by wires from different components of the circuit contacting one another or by a wire or component grounding to the metal of the body due to a screw through the wire, insulation cut through by sharp metal edge, etc.

It may be necessary to use only one or all of the procedures outlined to locate an electrical failure in the circuit. If the location of the failure is evident follow only the steps required to check the

affected wire or component. If the location of the failure is not evident, follow the procedure as outlined. Be sure to check the harness connectors for proper engagement and become familiar with the circuit diagram. (See Fig. 2L6 for all Styles except 33-34000 Series and Fig. 2L7 for 33-34000).

A. Checking Feed Circuit Continuity at Circuit Breaker

1. Connect one test light lead to battery side of circuit breaker and ground other lead. If tester does not light, there is an open or short circuit in feed circuit to breaker.

2. To check circuit breaker, disconnect the output feed wire from the breaker, connect one lead of the test light to terminal from which wire was disconnected and ground other tester lead. If tester does not light, circuit breaker is inoperative.

B. Checking Relay Assembly Under Instrument Panel - 33-34000 Series Only

1. With test light, check relay feed (orange - black stripe wire terminal). If tester does not light, there is an open or short circuit between relay and circuit breaker.

2. Turn ignition switch on and with test light check output terminal of relay (red - white stripe wire terminal). If tester does not light, the relay is inoperative or there is a short or open circuit between ignition switch (pink wire) and relay assembly. (Check fuse at dash panel).

C. Check Feed Circuit Continuity at Window Control Switch Block

1. Connect one test light lead to feed terminal of switch block and ground other tester lead to body metal (See Fig. 2L8).

2. If tester does not light, there is an open or short circuit between switch and power source.

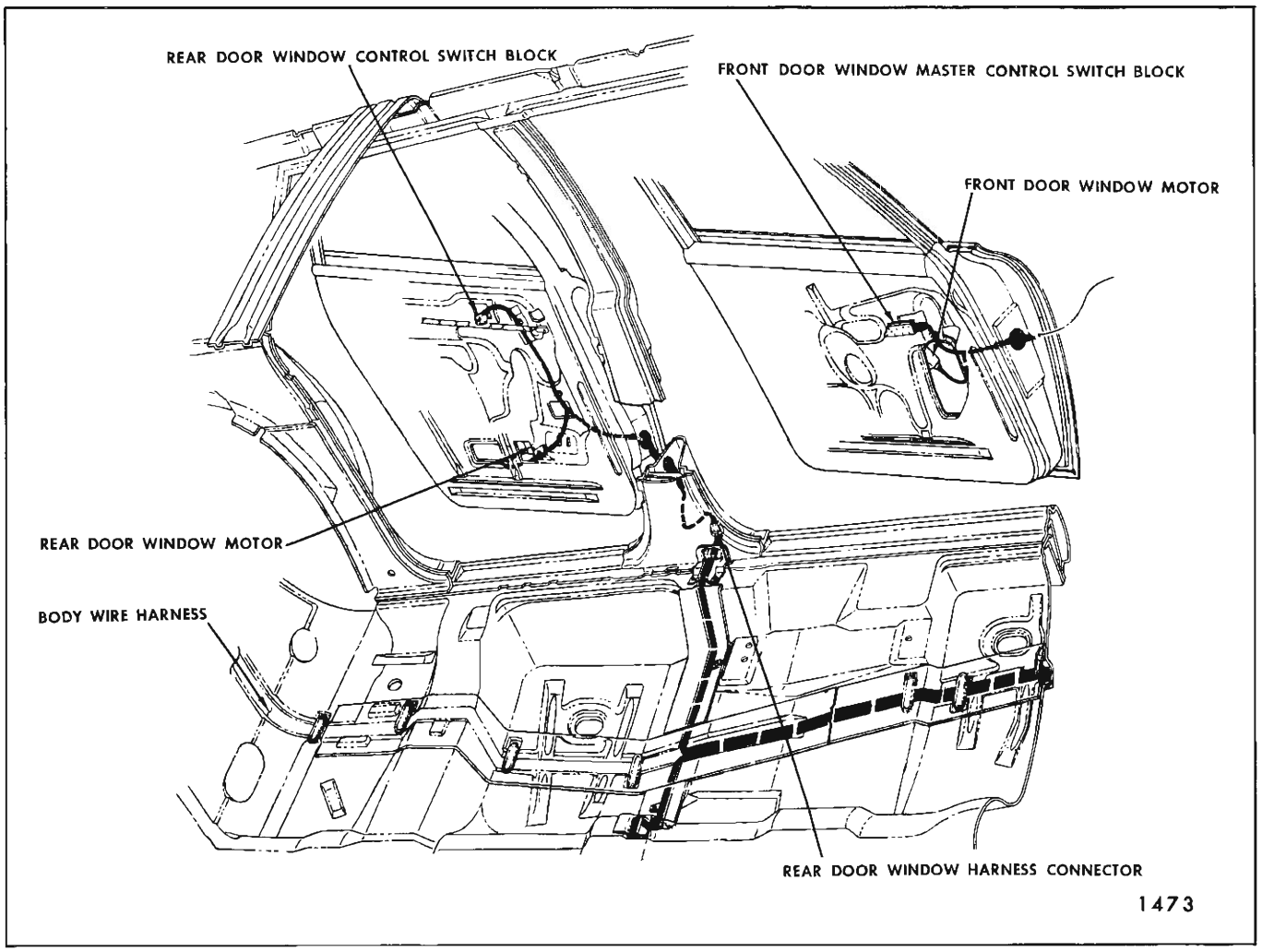


Fig. 2L3—Left Side Power Window Wiring

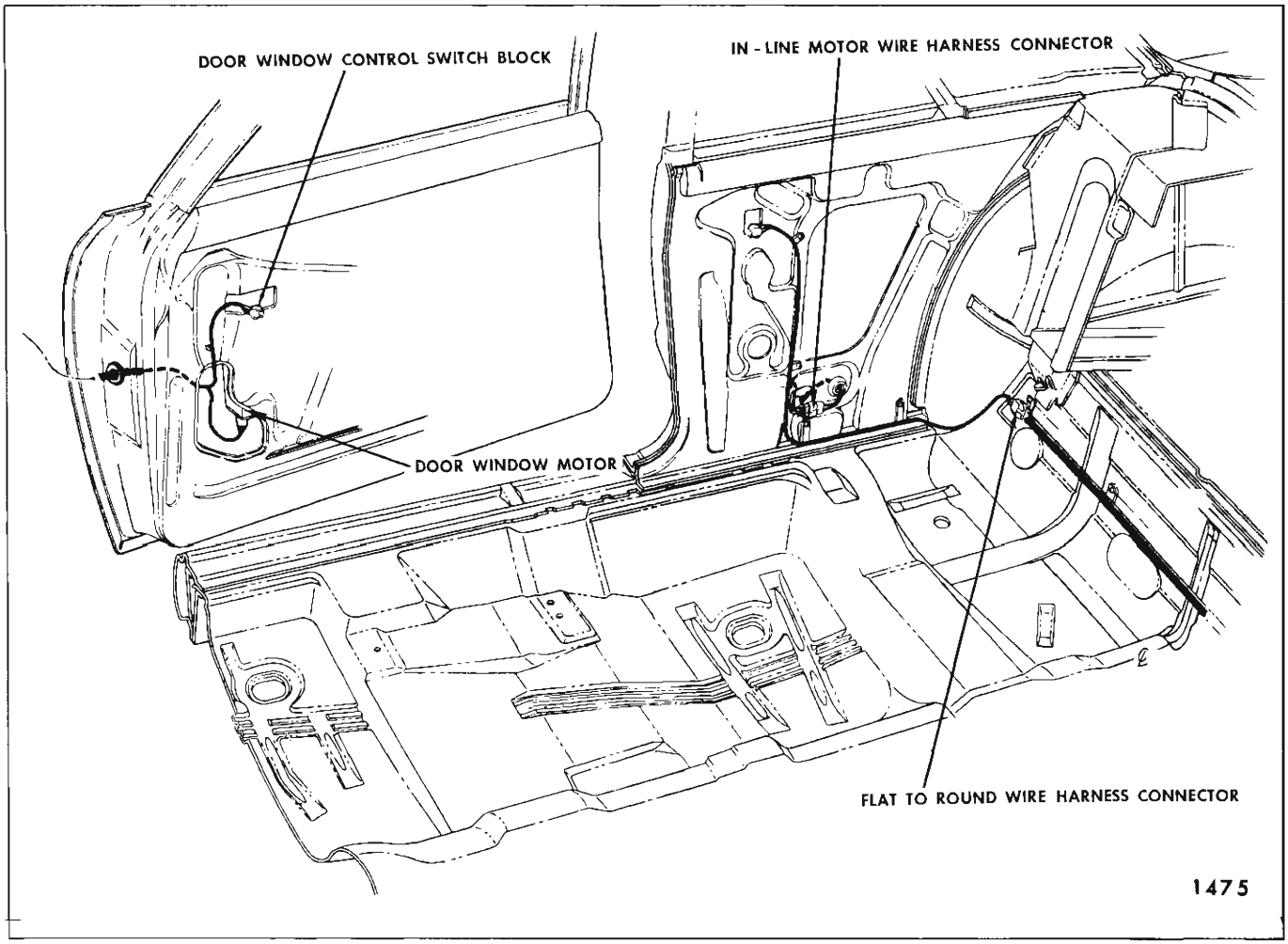


Fig. 2L4—Right Side Power Window - Coupe Styles

D. Checking Window Control Switch

1. Insert one end of a #12 gauge jumper wire to the switch feed terminal and the other end to one of the motor lead terminals in the switch block. Repeat this check on the remaining motor lead terminal (See Fig. 2L9).

2. If the motor operates with the jumper wire, but does not operate with the switch, the switch is defective.

E. Checking Wires Between Door Window Switch and Door Window Motor

1. Disengage harness connector from window motor connector. The thumb release on the harness connector must be depressed before it can be disengaged from the motor.

2. Insert one end of a #12 gauge jumper wire to the switch feed terminal and the other end to one of the motor lead terminals in the switch block (See Fig. 2L9).

3. With test light check for current at terminal being checked. If tester does not light, there is an open or short circuit in the harness between the control switch and motor connector (See Fig. 2L10).

4. Check other terminal.

F. Checking Wires Between Quarter Window Switch and Quarter Window Motor

1. Disengage the inline connector located inboard of the quarter inner panel.

2. Insert one end of a #12 gauge jumer wire in the switch feed terminal and the other end in one of the motor lead terminals of the switch block (See Fig. 2L9).

3. With a test light, check for current at the corresponding terminal at the inline motor connector. If tester does not light, there is an open or short circuit between control switch and motor connector.

4. Check other terminal.

G. Checking Window Motor

1. Check window regulator and channels for possible mechanical bind of window.

2. Check attachment of window motor to insure an effective ground.

3. Connect one end of a #12 gauge jumper wire to the power source and the other end to one of the terminals on the door window motor or the inline connector for the quarter window motor.

4. If the motor fails to operate with a jumper wire, the motor is defective and should be repaired or replaced as required. Check the other motor lead in the same manner.

H. Typical Failures of Power Windows

The following typical failures and corrections have been listed as an aid for eliminating electrical failures in the power window electrical circuit. It should be noted that multiple failures in the circuit may lead to a combination of conditions, each of which must be checked separately.

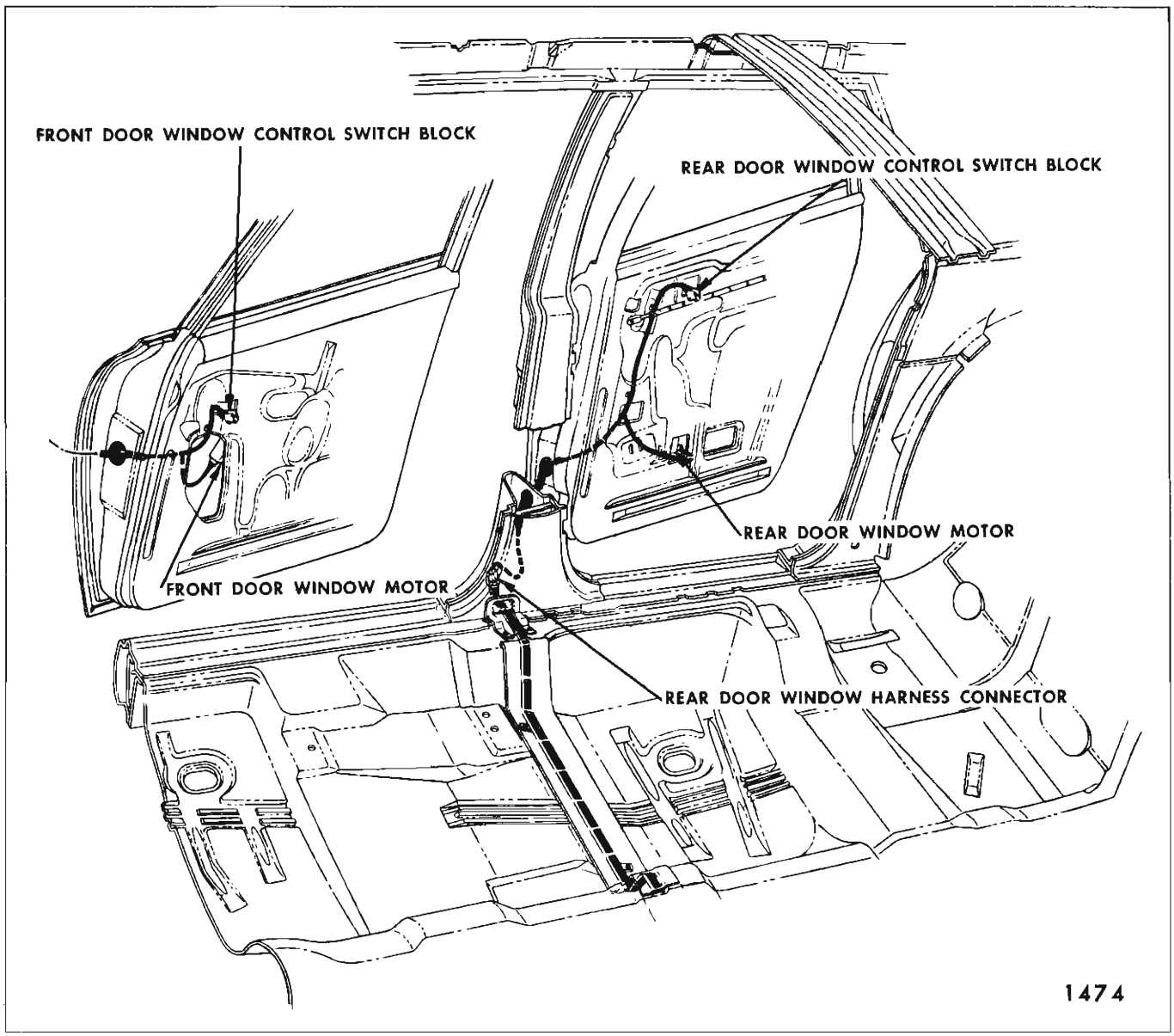


Fig. 2L5—Right Side Power Window Wiring - Four Door Styles

CONDITION	CAUSE	CORRECTION
1. None of the windows will operate.	Short or open circuits in power feed circuit.	A. Check circuit breaker operation. B. Check feed connector to power harness beneath instrument panel.
2. Right rear quarter window does not operate from master control switch on left door or from control switch on right rear quarter. Left door window operates.	A. Short or open circuit between right rear quarter harness and power window front harness.	A. Check harness connectors for proper engagement.
	B. Short or open circuit in affected window control switch or window motor circuit.	B. Check wires in power window front harness for possible short or open circuit.
	C. Possible mechanical failure or bind in window channels.	C. Check operation of rear quarter window control switch.
	D. Defective window motor.	D. Check circuit from window control switch to window motor for short or open circuit. E. Check window regulator and channels for possible mechanical failure or bind. F. Check operation of motor.
3. Right side windows will operate from left door master control switch but will not operate from right side control switches. Left side windows operate.	Open or short circuit in front harness feed wire circuit.	Follow up feed wire in front harness for possible short or open circuit.

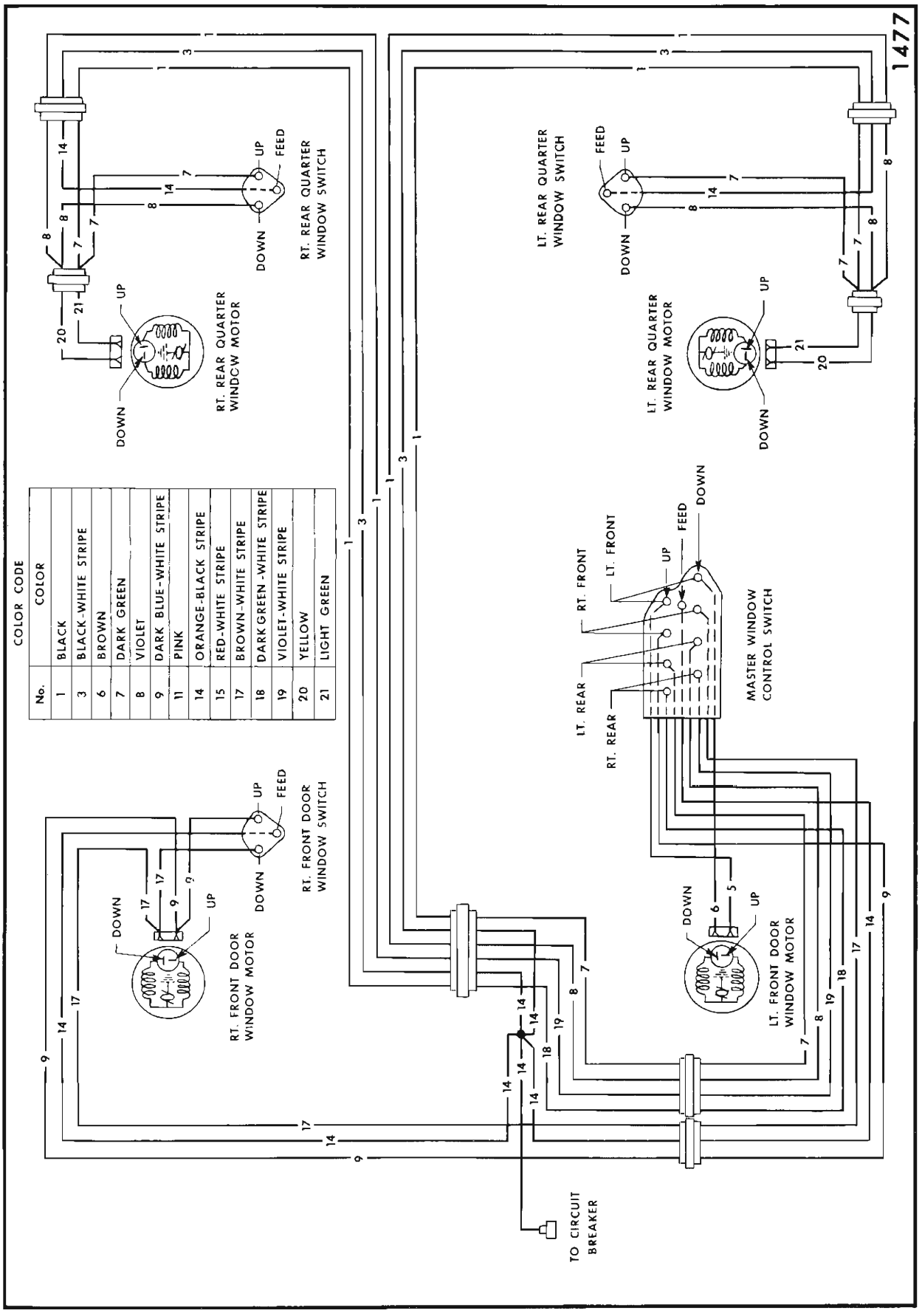


Fig. 2L6—Power Window Circuit Diagram

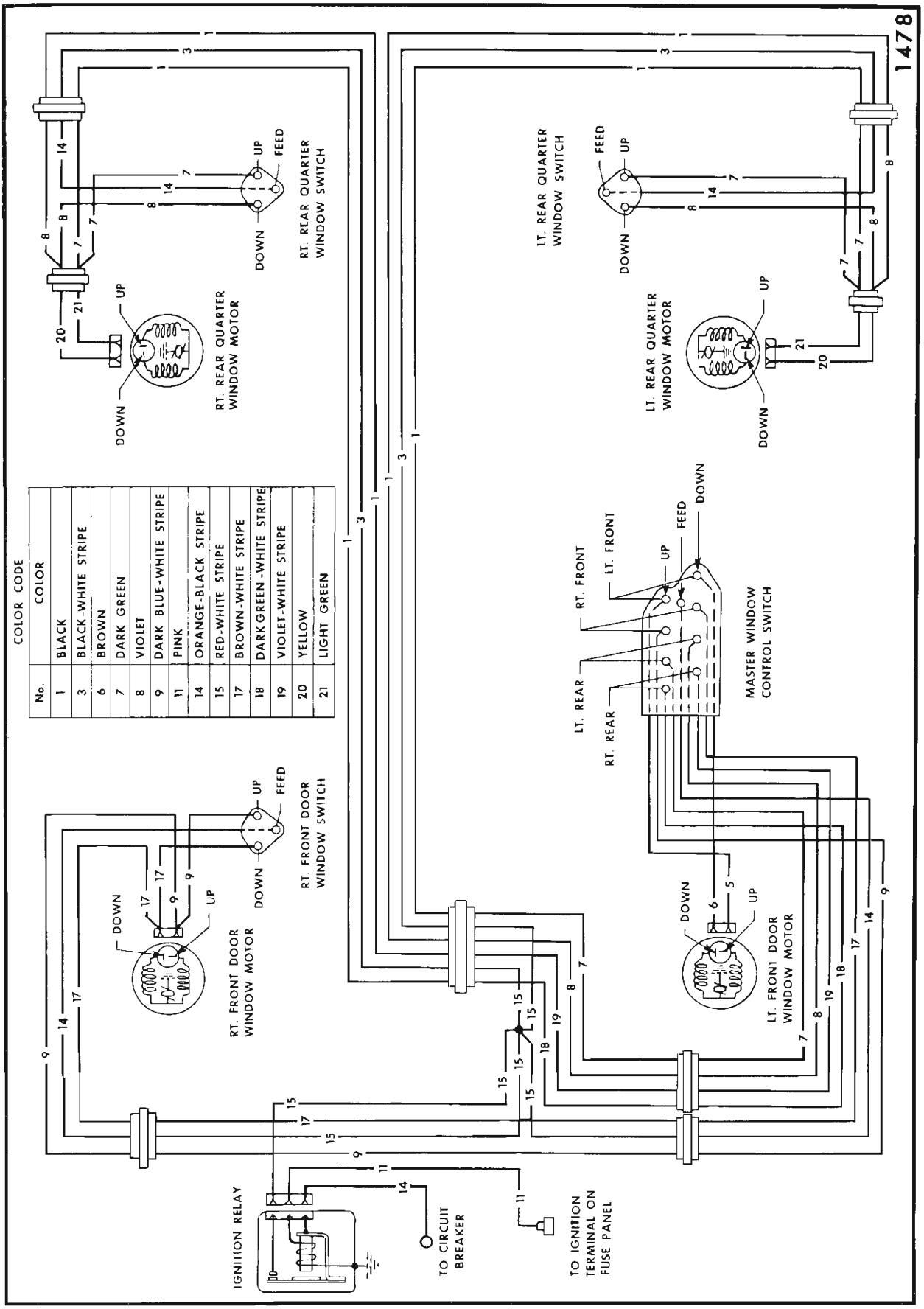


Fig. 2L7—Power Window Circuit Diagram - 33000 Series

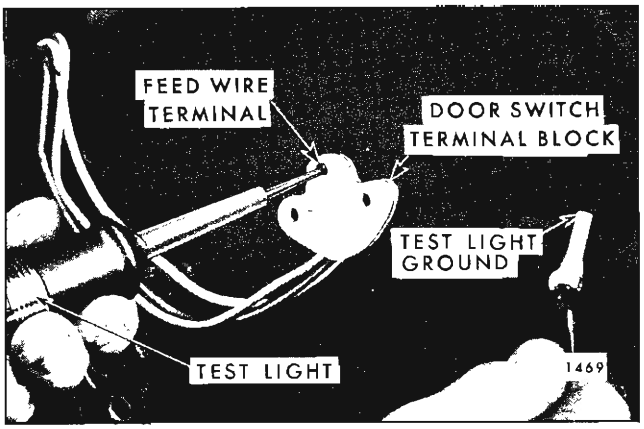


Fig. 2L8—Checking Feed Circuit

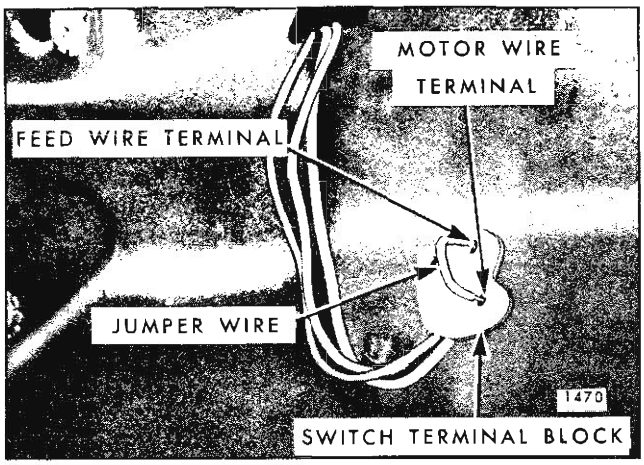


Fig. 2L9—Checking Window Control Switch

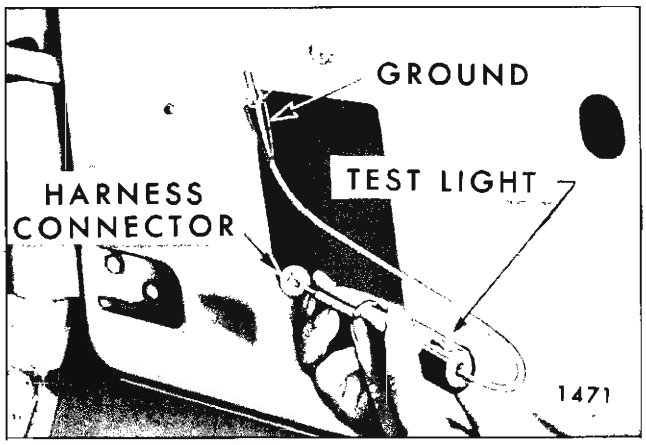


Fig. 2L10—Checking Circuit Between Switch and Motor

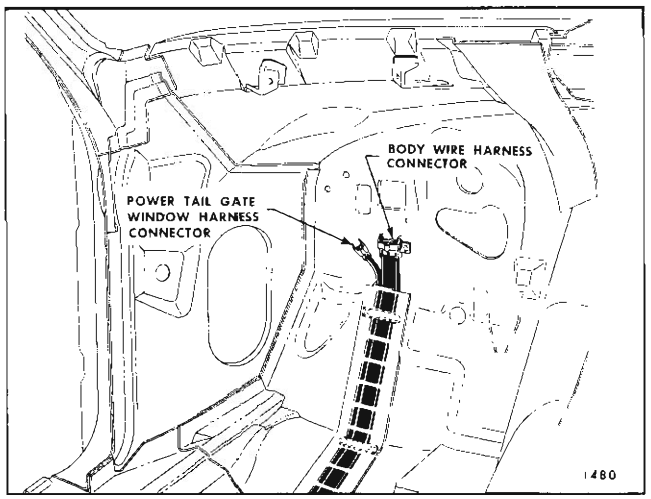


Fig. 2L11—Front End Tail Gate Wiring

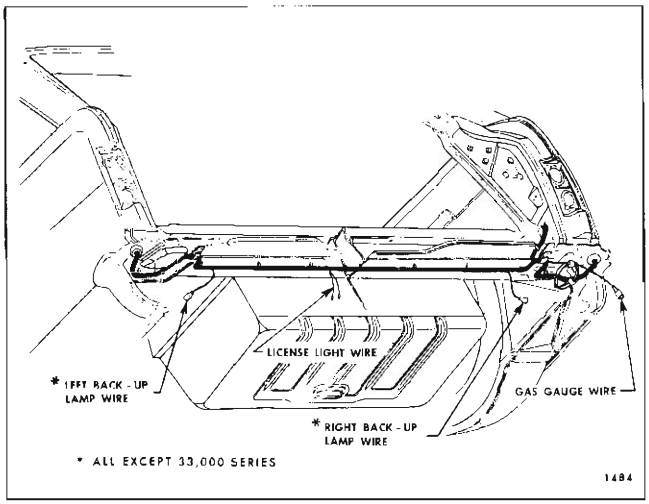


Fig. 2L12—Right Side Body and Tail Gate Window Wiring - 13000 Series

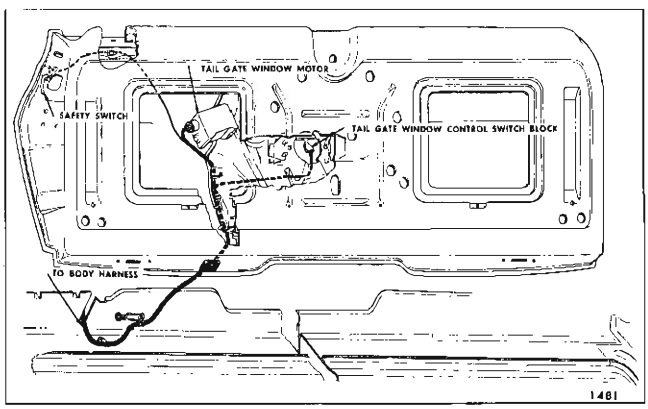


Fig. 2L13—Right Side Body and Tail Gate Window Wiring - Except 13000 Series

TAIL GATE WINDOWS

ELECTRIC TAIL GATE WINDOW CIRCUIT (STATION WAGON STYLES)

The station wagon style power operated tail gate dropping window is controlled by a window regulator assembly, equipped with a rectangular shaped, 12 volt D.C., reversible direction motor with an internal circuit breaker and a self-locking gear drive. The current for the motor is obtained through the circuit breaker located:

Left Shroud - 13000 Series; left fender skirt junction block (V-8) styles, top of starting motor solenoid - (6 cyl.) styles - 23000 Series; dash panel of engine compartment - 33-34000 Series; horn relay and junction block in engine compartment - 43-44000 Series.

33-34000 Series: - In addition to the circuit breaker, a relay is used in the circuit and installed at the shroud. The relay prevents the operation of the tail gate window from the instrument panel switch, until the ignition switch is turned "on".

The window may be lowered from the instrument panel control switch, or from the tail gate window lock cylinder which rotates to open or lower the window.

The tail gate window harness runs adjacent to the body wire and consists of two major sections. The front section of flat wire extends from the left center of the toe pan (Fig. 2L11), rearward and connects to the rear harness at the right rear quarter area (see Figs. 2L14 - 13000 Series only; 2L15 - all except 13000 Series). The rear cross bar wiring is shown in Fig. 2L12 and the tail gate wiring is shown in Fig. 2L13.

To prevent the window from being operated to the up position when the tail gate has been lowered, a safety switch is located adjacent to the right tail gate lock. The safety switch opens the ground circuit of the tail gate window motor, making it inoperative.

CHECKING PROCEDURE:

Before performing an intensive checking procedure to determine any failure of the circuit, check all the connectors for proper installation. The checking procedures below may be used to check the operation of a switch or motor after the cause of the electrical failure has been isolated to a particular part of the circuit. Refer to the circuit diagram of the power window circuit. See Fig. 2L16.

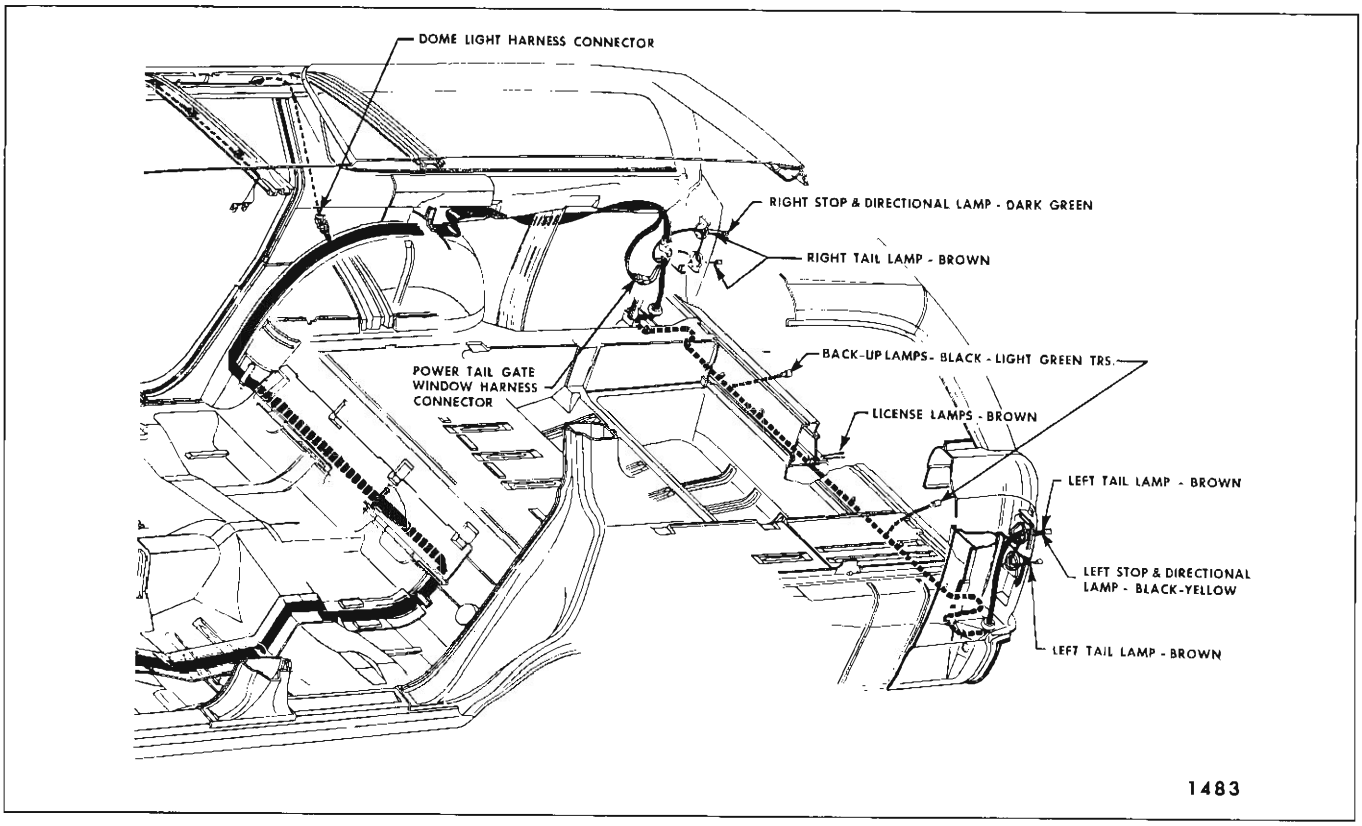


Fig. 2L14—Rear Cross Bar Wiring

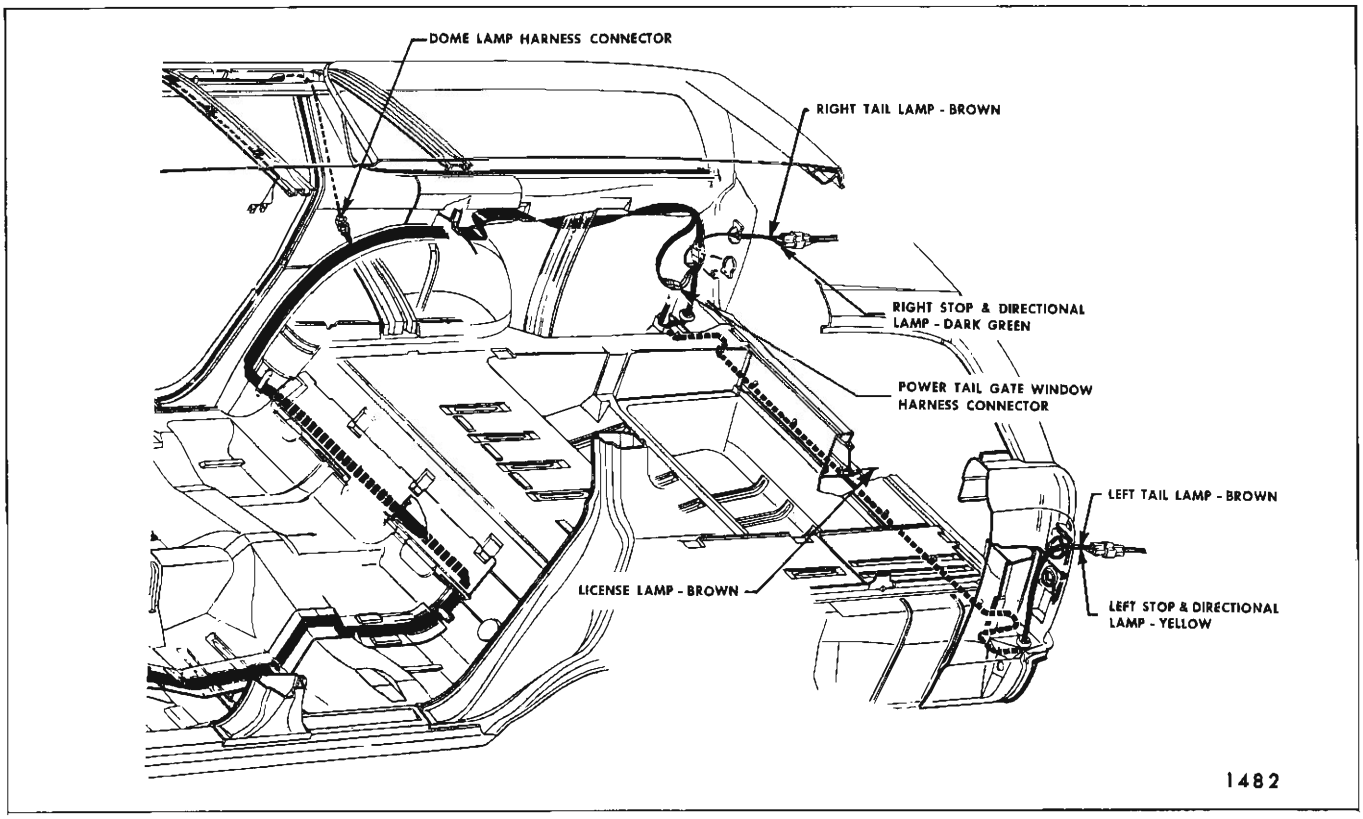
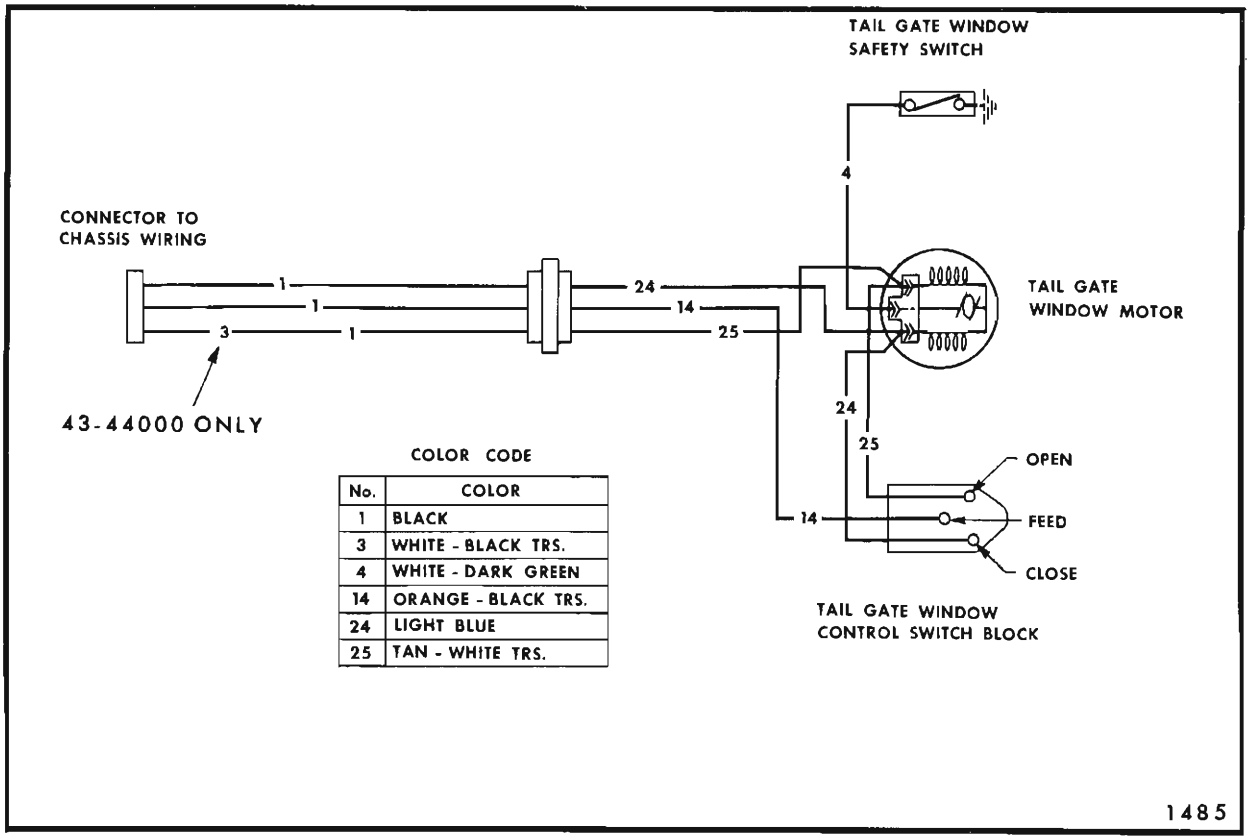


Fig. 2L15—Tail Gate Wiring



COLOR CODE

No.	COLOR
1	BLACK
3	WHITE - BLACK TRS.
4	WHITE - DARK GREEN
14	ORANGE - BLACK TRS.
24	LIGHT BLUE
25	TAN - WHITE TRS.

Fig. 2L16—Tail Gate Window Circuit

A. Checking Feed Circuit Continuity at Circuit Breaker

1. Connect one test light lead to battery side of circuit breaker and ground other lead. If tester does not light, there is an open or short circuit in feed circuit to breaker.

2. To check circuit breaker disconnect the output feed wire (the wire opposite the power source feed to the breaker) from the breaker. Connect one test light lead to the output terminal and ground other lead. If tester does not light, circuit breaker is inoperative.

B. Checking Relay Assembly at Shroud - 33-34000 Series Only

1. With test light check relay feed. If tester does not light, there is an open or short circuit between relay and circuit breaker.

2. Turn ignition switch on and with test light check output terminal of relay. If tester does not light, the relay is inoperative or there is a short or open circuit between ignition switch and relay assembly. (Check fuse at dash panel.)

C. Checking Feed Circuit Continuity at Control Switch on Instrument Panel

1. Disengage harness connector from switch. Connect one test light lead to feed terminal of switch connector and ground other test lead to body metal. If tester does not light, there is an open or short circuit between switch and power source.

NOTE: See Chassis Manual for instrument panel switch wiring.

D. Checking control Switch at Instrument Panel

1. Disengage harness connector from switch.

2. Use a 12 gauge jumper wire and insert one end into the feed terminal and the other end into one of the other terminals. Tail gate window motor should operate.

3. Repeat procedure for the other terminal. If the tail gate window motor operates with the jumper wire but does not operate with the control switch, the switch is defective.

E. Checking Control Switch on Tail Gate

Remove tail gate switch and escutcheon as described in tail gate section. Disengage connector from switch and determine that there is current at terminal block; then, use a 12 gauge jumper and perform the same checking procedure as outlined for the control switch at the instrument panel.

F. Checking the Tail Gate Window Motor

1. Disconnect harness connector from motor.

2. Connect the positive side of power source to the light blue wire terminal (close cycle) on the motor connector and the negative lead to the white - dark green (ground) wire terminal. Motor should operate. To check the reverse operation of the motor connect the power source to the tan - white wire terminal (open cycle). If motor does not operate in both directions, repair or replace motor.

G. Check Operation of Safety Switch

1. With tail gate open, depress switch arm to simulate the tail gate being closed. Operate control switch. If motor does not operate, either switch is defective or the circuit is open from the motor to the switch.

2. To check for defective switch, connect one end of test light to a source of power and the other lead to the safety switch terminal. If the tester lights when the switch lever is actuated, the switch is operative.

NOTE: Safety switch completes the ground circuit from the motor.

TROUBLE DIAGNOSIS

CONDITION	CAUSE	CORRECTION
A. The tail gate window operates up and down from the tail gate switch but does not operate from the switch at the instrument panel.	1. Open or short circuit from power source to control switch at instrument panel. 2. Defective or inoperative control switch.	1. Check affected wiring for open or short circuit and check connector at switch for proper installation. 2. Check operation of switch.

CONDITION	CAUSE	CORRECTION
B. With the tail gate closed, the window operates downward but does not operate upward when the switch at the instrument panel or tail gate is actuated.	Open or short circuit in up cycle feed wire.	Check affected wiring for open or short circuit.
C. The window will not operate up or down from any of the control switches.	1. Open or short circuit in circuit from power source to switches or motor. 2. Safety switch not connected or poor ground. 3. Mechanical bind or failure in tail gate window regulator mechanism. 4. Defective tail gate window regulator motor.	1. Check operation of circuit breaker. 2. Check affected circuit for open or short circuit. 3. Check connectors to safety switch and motor for proper engagement. 4. Check tail gate mechanical parts for bind or failure. 5. Check operation of tail gate motor.

ELECTRIC TILT (FOUR-WAY) SEATS

DESCRIPTION

The seat adjusters for the bench type and bucket type seats are actuated by a 12 volt, reversible, shunt wound motor with a built-in circuit breaker. See Figure 2L17 for bench type seat and Figure 2L18 for bucket seat installation.

The seat motor is energized by toggle-type control switch installed in the left seat side panel.

The seat adjuster operating mechanism incorporates a transmission assembly which includes two solenoids and four drive cables on bench type seats and two drive cables on bucket seats, leading to the seat adjusters. One solenoid controls the rear vertical movement of the seat while the other solenoid controls the horizontal movement of the seat. When the control switch is actuated, the motor and one of the solenoids are energized simultaneously. Then the solenoid plunger causes the shaft dog to engage with a large gear dog. Power is then transmitted through the transmission shaft which in turn drives the actuator cables. When the adjusters reach their limit of travel, the drive cables stop their rotating action and torque is absorbed by the rubber coupler connecting the motor and transmission. When the control switch lever is released, the switch contacts open, a spring returns the shaft dog and solenoid plunger to their original position. Disengaging the shaft dog from the large gear dog. See Seat Section for expleded view of transmission.

CHECKING PROCEDURE (4-WAY SEAT)

It may be necessary to use only one or all of the procedures outlined to locate an electrical failure in the circuit. If the location of the failure is evident follow only the steps required to check the affected wire or component. If the location of the failure is not evident, follow the procedures as outlined. Before performing any extensive checking procedures, check the seat adjuster drive cables for proper attachment, possible mechanical bind and loose connections. In addition, study the seat circuit diagram to become familiar with the seat circuit. See Fig. 2L19.

1. Checking for Current at Circuit Breaker

A. Connect one test light lead to battery side of circuit breaker and ground other lead. If tester does not light, there is no current at battery side of circuit breaker.

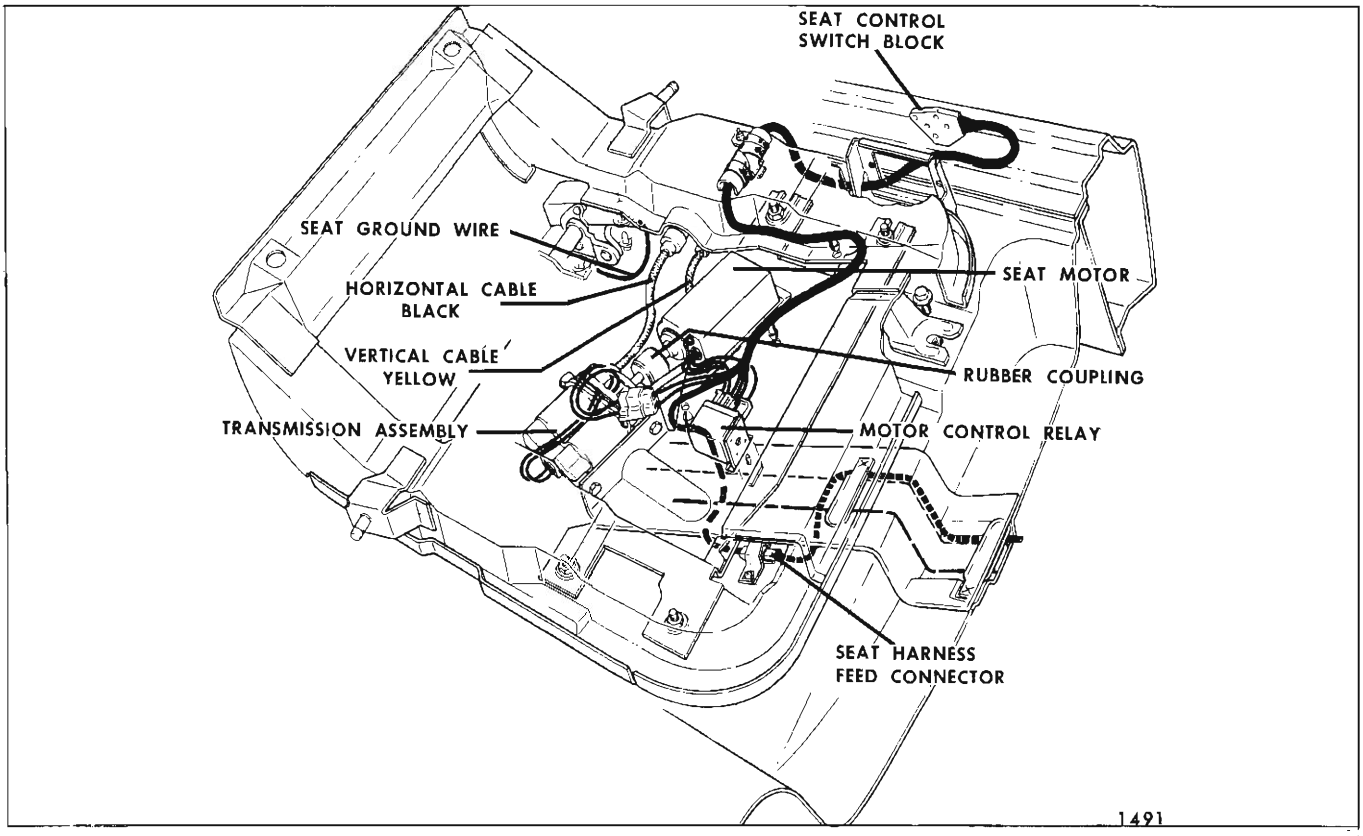


Fig. 2L17—Four Way Bucket Seat

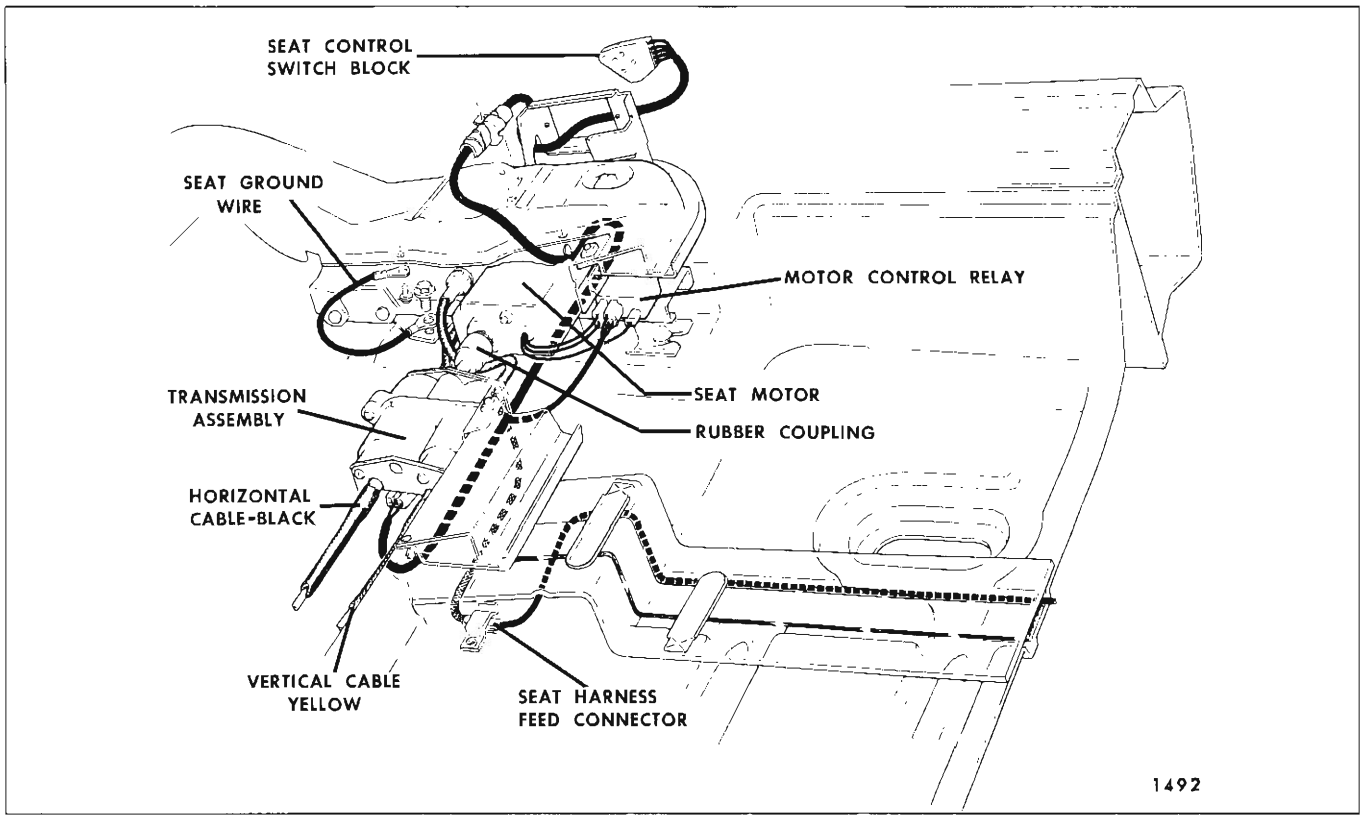
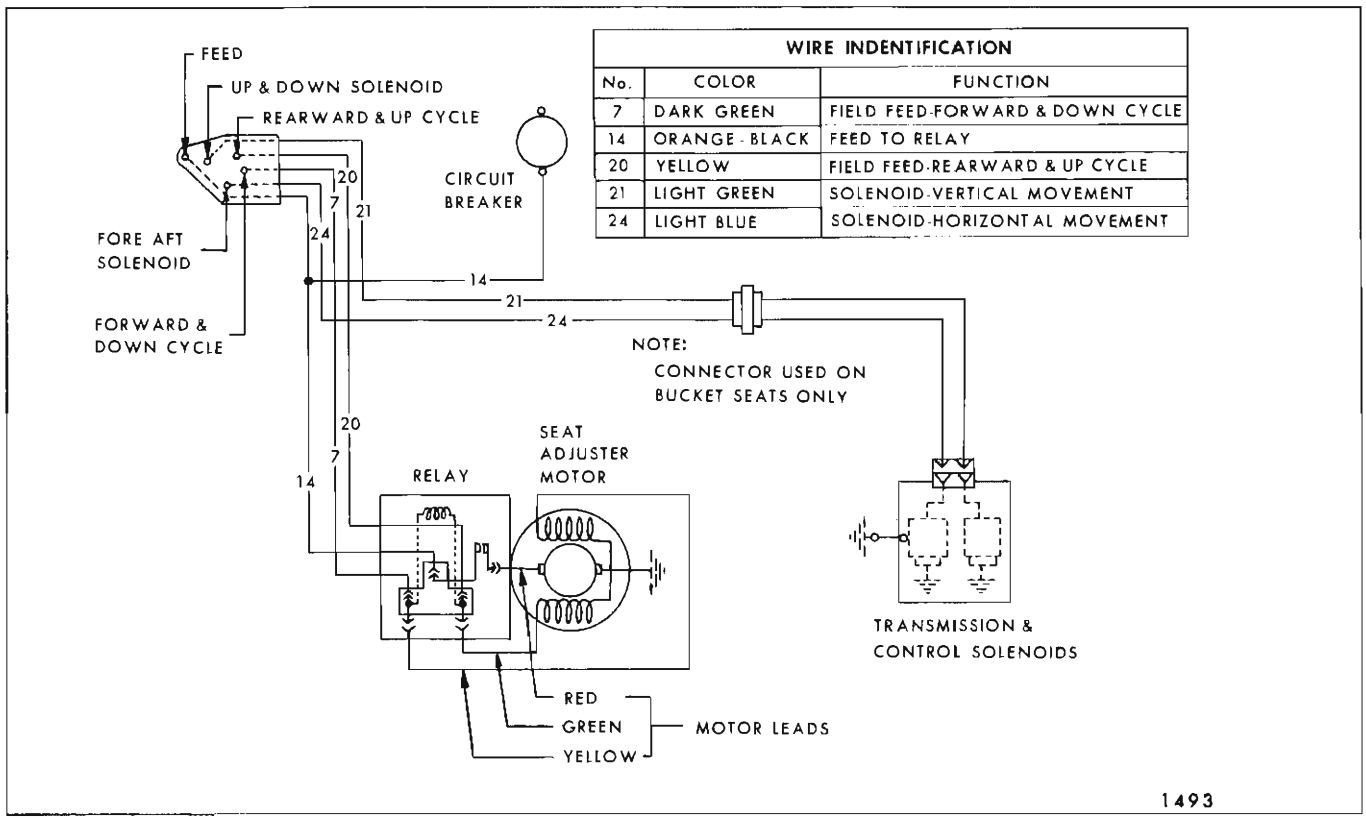
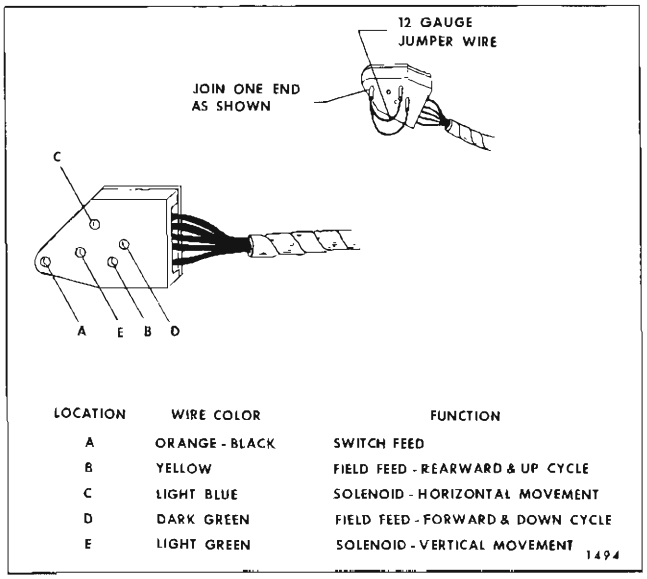


Fig. 2L18—Four Way Bench Seat



WIRE INDENTIFICATION		
No.	COLOR	FUNCTION
7	DARK GREEN	FIELD FEED-FORWARD & DOWN CYCLE
14	ORANGE - BLACK	FEED TO RELAY
20	YELLOW	FIELD FEED-REARWARD & UP CYCLE
21	LIGHT GREEN	SOLENOID-VERTICAL MOVEMENT
24	LIGHT BLUE	SOLENOID-HORIZONTAL MOVEMENT

Fig. 2L19—Four Way Seat Circuit Diagram



LOCATION	WIRE COLOR	FUNCTION
A	ORANGE - BLACK	SWITCH FEED
B	YELLOW	FIELD FEED - REARWARD & UP CYCLE
C	LIGHT BLUE	SOLENOID - HORIZONTAL MOVEMENT
D	DARK GREEN	FIELD FEED - FORWARD & DOWN CYCLE
E	LIGHT GREEN	SOLENOID - VERTICAL MOVEMENT

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Fig. 2L20—Four Way Switch Block

B. To check circuit breaker, disconnect switch feed wire from breaker, and with a test light check for current at switch side of circuit breaker. If tester does not light, there is no current flowing through circuit breaker.

2. Checking for Current at Seat Control Switch Block

A. Connect one test light lead to feed terminal of switch block and ground other tester lead to body metal.

B. If tester does not light, there is no current at switch block. Failure is caused by an open or short circuit between switch block and power source.

3. Checking the Seat Control Switch

In the following operations which specify the seat control switch to be actuated, a switch that has been checked for proper operation may be connected to the switch block. If a switch is not available, a three-way jumper wire can be made to perform the switch function. The method of making the jumper wire and the switch locations to be connected to obtain a specific movement of the seat are shown in Fig. 2L20. If a jumper wire is used, letter the locations on the switch block as indicated in the illustration.

NOTE: To make jumper wire, obtain two pieces of #12 gauge wire, each 4 1/2" long. Join one end of each wire as shown in diagram. The joined end can be inserted in the feed location in the switch block.

A. Obtain switch or jumper wire and connect to switch block.

B. Operate switch if used. If adjusters operate with switch or jumper wire, but did not operate with original switch, the original switch is defective or connector block was not sufficiently engaged.

IMPORTANT: To obtain a seat movement using a three-way jumper wire at the switch block, the switch feed location, one of the motor field wire locations and one of the solenoid locations have to be connected simultaneously.

The switch locations to be connected to obtain a specific seat movement are outlined as follows:

(1) To raise seat, place jumper wire in locations A, B and E.

(2) To lower seat, place jumper wire in locations A, D and E.

(3) To operate seat forward, place jumper wire in locations A, C and D.

(4) To operate seat rearward, place jumper wire in locations A, B and C.

NOTE: Remove seat assembly to perform the following checks.

4. Checking Feed Circuit Continuity at Motor Control Relay

A. Disengage three-way connector body from the seat relay.

B. Insert one test light lead into one motor feed (orange - black stripe) connector slot on the harness, and ground other tester lead.

C. If tester does not light, there is no current at end of feed wire. Failure is caused by an open or short circuit in feed circuit.

5. Checking Wires Between Control Switch and Motor Control Relay

A. Disengage three-wire harness connector from relay.

B. Insert one test light lead into one motor field connector slot on harness and ground other lead.

C. Actuate seat switch to energize field wire being tested.

D. If tester does not light, there is no current at end of wire. Failure is caused by an open or short circuit between end of wire and switch. Check other motor field wire in the same manner.

6. Checking the Relay Assembly

A. Disconnect the three motor control leads at the relay assembly (Red - Arm. Feed, Green and Yellow - Field Feeds).

B. Connect one end of a jumper wire to one of the motor field feed studs on the relay and ground the other end of the jumper wire.

C. Connect one test light lead to motor armature feed stud on relay and ground other tester lead.

D. With jumper wire, energize the field stud which is not grounded.

If tester does not light, the relay is defective.

CAUTION: Do not energize grounded side.

7. Checking the Motor Assembly

A. Disconnect motor field feed wires from motor.

B. Connect one end of a #12 gauge jumper wire to battery positive pole and other end to one of the motor field feeds and the armature feed wires.

C. If motor does not operate, motor is defective. Check the remaining motor field feed wire in the same manner.

8. Checking Wires Between Switch and Solenoids

A. Disconnect harness connector from transmission assembly.

B. Connect one test light lead to one terminal at the harness and ground other tester lead to body metal.

C. Operate switch to wire being tested. If tester does not light, there is no current at the end of harness wire. Failure is caused by an open or short circuit between end of wire and switch or defective switch.

D. Check other wire in same manner.

9. Checking the Solenoid

A. Check transmission attaching bolts for proper ground.

B. Connect one end of a #12 gauge jumper wire to the battery positive pole and the other end to the lead of the solenoid being checked.

CAUTION: To prevent damaging the solenoid, do not energize solenoid for more than one minute.

NOTE: When solenoid is functioning properly, a "click" may be heard when solenoid plunger operates.

After checks have been performed and seat adjusters still do not operate, remove transmission assembly and disassemble as described in the "seat section".

TYPICAL ELECTRICAL FAILURES OF (FOUR-WAY POWER SEATS)

CONDITION	CAUSE	CORRECTION
1. Seat adjuster motor does not operate.	a. Short or open circuit between power source or switch and motor.	a. Check circuit from power source and switch to motor to locate failure.
	b. Defective motor relay.	b. Replace relay.
	c. Defective motor.	c. Check Motor. If defective repair or replace as required.
	d. Defective switch.	d. Replace switch.
	e. Defective circuit breaker.	e. Replace circuit breaker.
2. Seat adjuster motor operates in both directions but seat adjusters are not actuated.	a. Short or open circuit between switch and affected solenoid.	a. Check circuit from switch to solenoid to locate failure.
	b. Defective solenoid.	b. Check solenoid. If defective, repair or replace as required.
	c. Defective switch.	c. Replace switch.

CONDITION	CAUSE	CORRECTION
3. Seat Adjuster motor operates in one direction only, seat moves down and forward, but does not move up and rearward.	a. Short or open circuit between one of the motor relay wires and seat control switch.	a. Check circuit between affected motor relay wire and seat switch.
	b. Defective field coil in motor.	b. Check motor. If defective repair or replace as required.
	c. Defective switch.	c. Replace switch.