



1965
PONTIAC

BODY

SHOP MANUAL

1965 BODY SERVICE MANUAL

FOR

15-16000 SERIES
25-26000 SERIES
35-36-38000 SERIES
45-46-48000 SERIES
68000 SERIES
75-76000 SERIES

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GENERAL INFORMATION

15-16000 Series
 25-26000 Series
 35-36-38000 Series
 45-46-48000 Series
 68000 Series

DESCRIPTION

This publication contains the essential removal, installation, adjustment and maintenance procedures for servicing all 1965 Fisher Body Styles in the 15-16-25-26-35-36-38-45-46-48 and 68000 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 "1". Specific body areas 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.

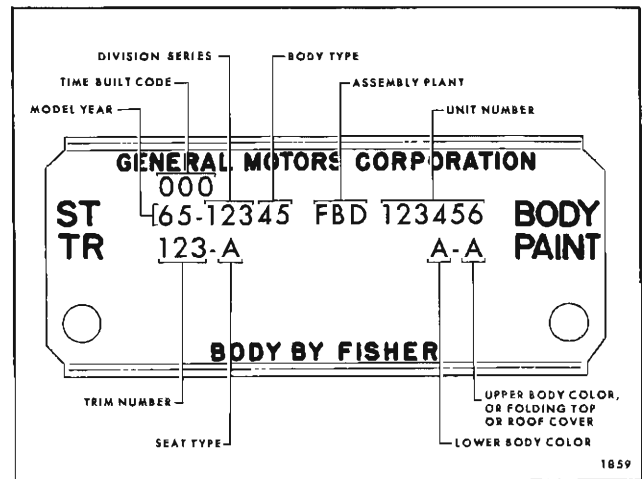


Fig. 1A1—Sample Body Number Plate

BODY NUMBER PLATE

The body number plate identifies the body style, body number, trim combination number, paint code and time built code (Fig. 1A1). The location of the plate is as follows:

Series	Location
15-16000	Right upper horizontal area of cowl
25-26000	Left upper vertical surface of firewall
35-36-38000	Left upper vertical surface of firewall
45-46-48000	Left upper vertical surface of firewall
68000	Left upper horizontal area of cowl

TRIM CLEANING PROCEDURE

INTRODUCTION

This procedure has been prepared to assist service personnel in cleaning automotive upholstery, floor carpets, headlining and folding tops using the latest approved methods for removing soil and stain.

GENERAL INSTRUCTIONS

There are four general types of trim materials used in automotive bodies:

1. Fabrics that may be either plain fabrics (broadcloth), or pattern fabrics which are manufactured with natural or synthetic (nylon, rayon, etc.) fibers.

2. Genuine leather.
3. Coated fabrics (vinyl or mylar).
4. Polyurethane foam.

Dust and dirt particles that accumulate on upholstery of a car should be removed every few weeks, or oftener if the car is given constant use. This is done with a whisk broom or cleaner.

CAUTION: Do not use a whisk broom on having raised tapestry patterns since

the fine threads may result. On polyurethane foam material, use soft bristle brush - do not use a whisk broom or vacuum cleaner.

Before attempting to remove spots or stains from upholstery fabrics, determine as accurately as possible:

1. Nature and age of the spot or stain.
2. The effect of stain removing agents on the color structure and general appearance of the fabric.

For best results, stains should be removed from upholstery as soon as possible after they have been made. If they are allowed to stand for some time, they often become set and removal becomes more difficult - frequently, impossible.

There are three basic types of acceptable cleaners available to car owners:

1. Volatile cleaners (colorless liquids). GM No. 1050057 (16 oz. can) and GM No. 1050058 (1 gal. can), or equivalent.
2. Detergents. GM No. 1050144, or equivalent.
3. Neutral soap (nonalkaline).

The volatile cleaners have great solvent powers for grease, oils and general road grime. Detergents generally loosen up stains satisfactorily; however, the use of improper type detergents involves risk of damage to the color or finish of fabrics.

PROCEDURE FOR CLEANING FABRICS WITH VOLATILE CLEANERS

Care should be taken not to use too much solvent and to apply it only with clean cloths. It is the solvent that does the work - so only a minimum of pressure should be applied.

1. Brush away all loose particles of dirt and soil.
2. Dampen a clean cloth (cheese cloth may be used) with the volatile cleaner. Open the cloth and allow a portion of the cleaner to evaporate so that the cloth is just slightly damp.

Using very light pressure and a circular motion, rub the stained area, starting at the edge and working toward the center until the area has been covered. Change to a clean portion of the cloth every few strokes.

Using a clean white blotter, blot stained area with dry excess cleaner. Change to a new

portion of the blotter each time stained area is blotted. The blotting action should be repeated until no stain is transferred to the blotter surface.

5. Before proceeding, wait several minutes to allow most of the volatile cleaner to evaporate. **DO NOT** saturate stained area. This will avoid the danger of the cleaner penetrating to the padding under the upholstery. Certain cleaners will deteriorate sponge rubber which is often used in padding.

6. It may be necessary to repeat steps 2, 3, 4 and 5 several times before the stain has been satisfactorily removed. Each time a clean cloth should be used.

7. If a ring should form on the fabric when removing a stain, the entire area of the trim assembly should be cleaned as described in the preceding steps.

8. The cleaned upholstery should be allowed to dry completely before using.

Some volatile cleaners are toxic and harmful; therefore, the following safety precautions should be used.

1. Always use in a well ventilated area. Car windows and garage doors must be open when such cleaners are used.

2. Avoid prolonged or repeated breathing of vapors from cleaner.

3. Avoid prolonged or repeated contact with the skin.

4. Keep away from eyes and mouth.

5. Some cleaners are flammable, and every precaution and care must be exercised in handling these cleaners.

6. Always follow directions specified by the manufacturer of the product used. (Label directions).

PROCEDURE FOR CLEANING FABRICS WITH DETERGENTS

1. Make a solution of the detergent in lukewarm water, working up thick, frothy suds.

2. With a clean cloth or sponge, dampened with lukewarm water, apply suds only to the surface of the upholstery using light to medium pressure. Repeat several times, applying more suds with a clean portion of the cloth or sponge.

3. With a second clean cloth, dampened with lukewarm water, rub over the area with medium

pressure to remove excess detergent and loose material.

4. With a clean dry cloth, wipe off all excess moisture. A vacuum cleaner may also be used.

5. Allow the upholstery to dry partially; then, repeat the above treatment if necessary to remove stain.

6. When the upholstery is satisfactorily cleaned, allow to dry completely before using.

PRECAUTIONS FOR CLEANING FABRICS

1. Solutions containing water are not recommended for general cleaning of broadcloths. Water has great destructive powers on the high face or high gloss finish of broadcloths, causing the nap to curl and roughen to such an extent that the finish is destroyed or made very unsightly. However, in some cases where it is necessary to use a solution containing water to remove a stain, the resultant disturbance to the finish of the material may be preferable to the stain.

2. Do not use as a cleaning solvent, any gasoline which is colored or which contains tetraethyl lead.

3. Do not use solvents such as acetone, lacquer thinners, enamel reducers or nail polish remover, as a cleaning solvent.

4. Do not use laundry soaps, bleaches or reducing agents, such as the following: chloride of lime, javelle water, hydrogen peroxide, sodium hydrosulphite, potassium permanganate, chlorine or chlorine water, sulphurous acid (sulphur dioxide), sodium thiosulphate (photographers' hypo). The use of these agents tends to weaken fabric and to change its color.

5. Do not use too much cleaning fluid; some interior trim assemblies are padded with rubber, and volatile cleaners are generally solvents for rubber. The application of too much cleaner may destroy these rubber pads or leave a solvent ring.

PROCEDURE FOR CLEANING GENUINE LEATHER AND COATED FABRICS

Care of genuine leather and coated fabrics is a relatively simple but important matter. The surface should be wiped occasionally with a dry cloth, and whenever dirt accumulates, the following cleaning instructions should be used:

1. Lukewarm water and a neutral soap should be used. Apply a thick suds to the surface, worked up on a piece of gauze or cheesecloth.

NOTE: When cleaning coated fabrics, a non-flammable detergent may be substituted for neutral soap.

2. The operation should be repeated, using only a damp cloth and no soap.

3. The surface should then be wiped dry with a soft cloth.

Polishes and cleaners used for auto body finishes, volatile cleaners, furniture polishes, oils, varnishes or household cleansing and bleaching agents should never be used.

PROCEDURE FOR CLEANING POLYURETHANE FOAM HEADLINING MATERIAL

Normal soilage such as dirt and finger prints can be removed with a cleaning solution of approximately two ounces of white detergent powder mixed in a gallon of water. Immerse a clean cellulose sponge in cleaning solution. Wring the sponge out thoroughly leaving suds only; then, clean soiled area carefully. Rinse off the cleaned area with sponge and clean water - DO NOT soak the cleaned area.

Soilage such as cements, sealers, and grease can be removed by first cleaning the soiled area with a detergent solution as described above - DO NOT RINSE. Leaving suds on the soiled area, clean area with a clean cloth that has been dipped in a good volatile upholstery cleaner and thoroughly wrung out (naphtha cleaner is recommended). Then clean soiled area again with detergent suds and rinse as described above.

PROCEDURE FOR CLEANING FOLDING TOP MATERIAL AND FABRIC ROOF COVER MATERIAL

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

IMPORTANT: Care must be exercised to keep the soaps and cleansers from running onto body finish, as it may cause streaks if allowed to run down and dry.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water, then apply a mild foaming type cleanser to the entire top. Scrub with a small, soft bristle hand brush, adding water as necessary until the cleanser foams to a stiff consistency. Remove the first accumulated suds with a cloth or sponge before it can be ground into the top material. Apply additional cleanser.

area and scrub until the top is clean. After the entire top has been cleaned, rinse the top generously with clear water to remove all traces of cleanser. If desired, the top can be supported from the underside during the scrubbing operations.

After cleaning a convertible top, always be sure the top is thoroughly dry before it is lowered. Lowering the top while it is still wet or damp may cause mildew and unsightly wrinkles.

Do not use volatile cleansers, household bleaching agents, or cleansers containing bleaching agents on the top material.

PROCEDURE FOR CLEANING FLOOR CARPETS

Thoroughly brush or vacuum the floor carpet. In many instances, the floor carpet may require no further cleaning. If carpet is extremely soiled, remove carpet from car and thoroughly vacuum to remove loose dirt; then, with a foaming type upholstery cleaner, clean approximately one square foot of carpet at a time. After each area is cleaned, remove as much of the cleaner as possible with a vacuum cleaner. After cleaning the carpet, use an air hose to "fluff" the carpet pile, then dry the carpet. After the carpet is completely dried, use an air hose to again fluff the carpet pile.

NOTE: If the carpet is not extremely soiled, the carpet may be cleaned in the car by applying a sparing amount of foaming type upholstery cleaner with a brush.

If oil or grease spots are still present on the carpet, they may be removed by using a volatile cleaner; however, the cleaner must be used very sparingly since it may have a tendency to remove some of the dye coloring.

INSTRUCTIONS FOR THE REMOVAL OF SPECIFIC STAINS FROM AUTOMOTIVE UPHOLSTERY (CLOTH) MATERIALS

Some types of stains and soilage, including blood, ink, chewing gum, etc., require special consideration for most satisfactory results. For these and other stains, specific instructions are outlined in succeeding paragraphs. It must be expected, particularly where water treatment is specified, that discoloration and finish disturbance may occur. In some cases, fabric disturbance may be considered preferable to the stain itself. By following the procedures outlined with normal care and caution, reasonably satisfactory results can be expected.

URINARY ACIDS

Apply ordinary household ammonia water with a cloth to the affected area, saturating it

thoroughly. Permit the ammonia water to remain on the spot about a minute, so that it will have ample time to neutralize the acid. Then rinse the spot by rubbing with a clean cloth saturated with cold water.

This treatment will suffice for both old and new stains. However, no type of treatment will repair damage to fibers resulting from the action of the acids on the fibers - particularly after the spot has dried.

BLOOD

DO NOT use hot water or soap and water on blood stains since they will set the stain, thereby making its removal practically impossible.

Rub the stain with a clean cloth saturated with cold water until no more of the stain will come out. Care must be taken so that clean portions of cloth are used for rubbing the stain.

This treatment should remove all of the stain. If it does not, apply a small amount of household ammonia water to the stain with a cloth or brush. After a lapse of about one minute, continue to rub the stain with a clean cloth dipped in clear water.

If the stain remains after the use of water and ammonia, a thick paste of corn starch and cold water may be applied to the stained area. Allow the paste to remain until it has dried and absorbed the stain. Then pick off the dry starch. Brush the surface to remove starch particles that remain. For bad stains, several applications of starch paste may be necessary.

CANDY

Candy stains, other than candy containing chocolate, can be removed by rubbing the affected area with a cloth soaked with very hot water. If the stain is not completely removed, rub area lightly (after drying) with a cloth wet with volatile cleaner. This will usually remove the stain.

Candy stains resulting from cream and fruit-filled chocolates can be removed more easily by rubbing with a cloth soaked in lukewarm soapsuds (mild neutral soap) and scraping, while wet, with a dull knife. This treatment is followed with a rinsing by rubbing the spot with a cloth dipped in cold water.

Stains resulting from chocolate or milk chocolate can be removed by rubbing the stain with a cloth wet with lukewarm water. After the spot is dry, rub it lightly with a cloth dipped in a volatile cleaner. Using a clean white blotter, blot area to

remove excess cleaner and chocolate stain. Repeat blotting action until stain is no longer transferred to surface of blotter.

CHEWING GUM

Harden the gum with an ice cube, and scrape off particles with a dull knife. If gum cannot be removed completely by this method, moisten it with a volatile cleaner and work it from the fabric with a dull knife, while gum is still moist.

FRUIT, FRUIT STAINS, LIQUOR AND WINE

Practically all fruit stains can be removed by treatment with very hot water. Wet the stain well by applying hot water to the spot with a clean cloth. Scrape all excess pulp, if present, off the fabric with a dull knife; then, rub vigorously with a cloth wet with very hot water. If the stain is very old or deep, it may be necessary to pour very hot water directly on the spot, following this treatment with the scraping and rubbing. Direct application of hot water to fabrics is not recommended for general use since discoloration may result.

If the above treatments do not remove stain, allow fabric to dry thoroughly; then, rub lightly with a clean cloth dipped in a volatile cleaner. This is the only further treatment recommended.

Soap and water are not recommended since they will probably set the stain and cause a permanent discoloration. Drying the fabric by means of heat (such as the use of an iron) is not recommended.

GREASE AND OIL

If grease has been spilled on the material, as much as possible should be removed by scraping with a dull knife or spatula before further treatment is attempted.

Grease and oil stains may be removed by rubbing lightly with a clean cloth saturated with a volatile cleaner. Be sure all motions are toward the center of the stained area, to decrease the possibility of spreading the stain. Using a clean white blotter, blot area to remove excess cleaner and loosened grease or oil. Repeat blotting action until grease or oil stain is no longer transferred to blotter.

ICE CREAM

The same procedure is recommended for the removal of ice cream stains as that used in removing fruit stains.

If the stain is persistent, rubbing the spot with a cloth wet with warm soapsuds (mild neutral soap) may be used to some advantage after the initial treatment with hot water. This soap treatment should be followed with a rinsing, by rubbing with a clean cloth wet with cold water. After this dries, rubbing lightly with a cloth wet with volatile cleaner

will clear up the last of the stain by removing fatty or oil matter.

NAUSEA

Sponge with a clean cloth, dipped in clear cold water. After most of the stain has been removed in this way, wash lightly with soap (mild neutral), using a clean cloth and lukewarm water. Then rub with another clean cloth dipped in cold water. If any of the stain remains after this treatment, gently rub clean with a cloth moistened with a volatile cleaner.

SHOE POLISH AND DRESSINGS

On types of shoe dressings which contain starch, dextrine or some water soluble vehicle, allow the polish to dry; then, brush the spot vigorously with a brush. This will probably be all the treatment that is necessary. If further treatment is required, moisten the spot with cold water and after it has dried, repeat the brushing operation.

Paste or wax type shoe polishes may require using a volatile cleaner. Rub the stain gently with a cloth wet with a volatile cleaner until the polish is removed. Use a clean portion of the cloth for each rubbing operation and rub the stained area from outside to center. Blot stained area to remove as much of the cleaner as possible.

TAR

Remove as much of the tar as possible with a dull knife. Moisten the spot lightly with a volatile cleaner, and again remove as much of the tar as possible with a dull knife. Follow this operation by rubbing the spot lightly with a cloth wet with the cleaner until the stain is removed.

URINE

Sponge the stain with a clean cloth saturated with lukewarm soapsuds (mild neutral soap) and then rinse well by rubbing the stain with a clean cloth dipped in cold water. Then saturate a clean cloth with a solution of one part household ammonia water and five parts water. Apply the cloth to the stain and allow solution to remain on affected area for one minute; then, rinse by rubbing with a clean wet cloth.

LIPSTICK

The compositions of different brands of lipstick vary, making the stains very difficult to remove. In some instances, a volatile cleaner may remove the stain. If some stain remains after repeated applications of the volatile cleaner, it is best to leave it rather than try other measures.

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 the locations listed.

INSTRUMENT PANEL COMPARTMENT DOOR HINGE

Wipe off dirt and apply a sparing amount of drip-less oil to the hinge frictional points. Operate door and wipe off excess lubricant.

FRONT DOOR HINGE HOLD-OPEN ASSEMBLY

Wipe off dirt and apply a light coat of Lubriplate No. 630AAW (or equivalent) at points indicated (Fig. 1B1). The hinge pins should be lubricated with engine oil.

DOOR LOCK FORK BOLT

Wipe off dirt and apply a thin coat of stick-type lubricant and oil (Fig. 1B2).

REAR DOOR HINGE AND HOLD-OPEN ASSEMBLY ALL 4-DOOR STYLES

Wipe off dirt and apply a light coat of Lubriplate to frictional point (Fig. 1B3). Wipe off excess lubricant.

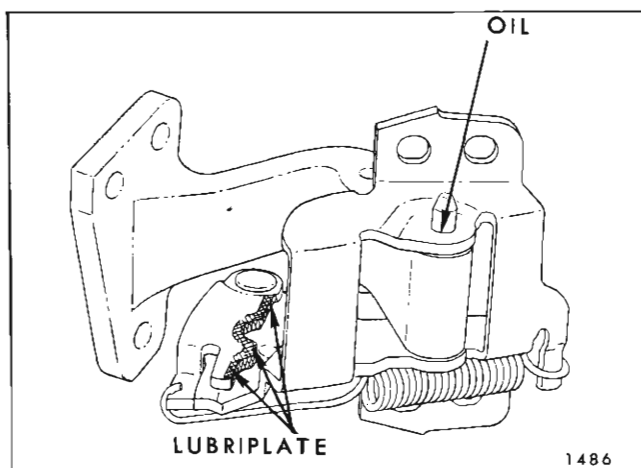


Fig. 1B1—Front Door Hinge Hold Open

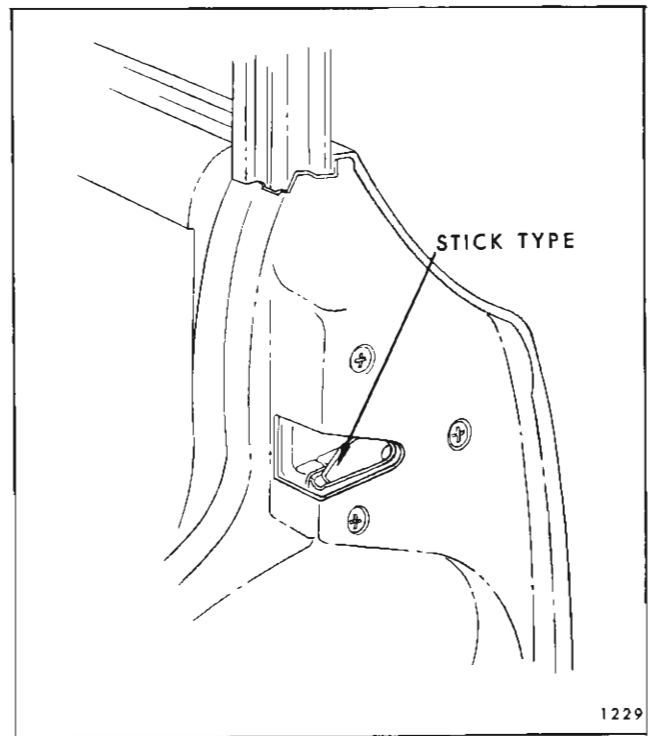


Fig. 1B2—Door Lock Fork Bolt Lubrication

DOOR JAMB SWITCH

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

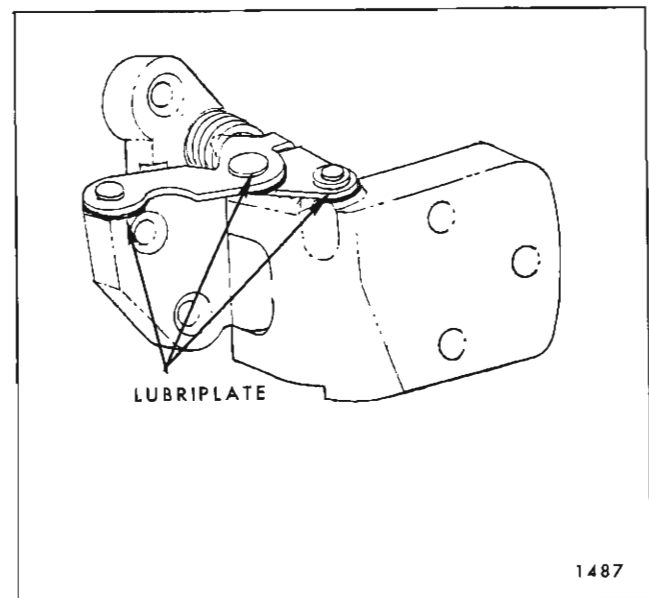


Fig. 1B3—Rear Door Hinge

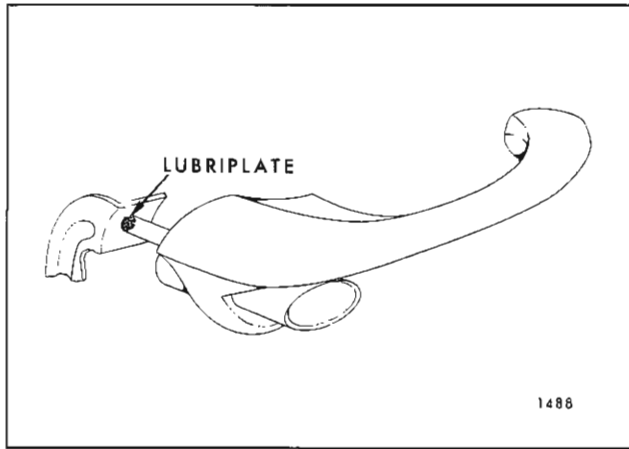


Fig. 1B4—Door Outside Handle

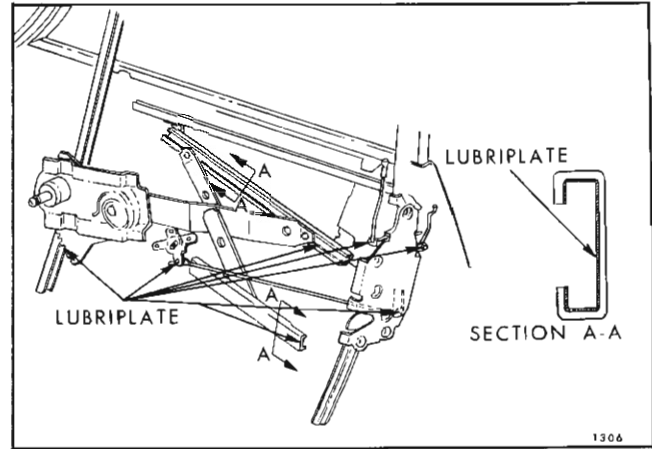


Fig. 1B5—Door Regulator and Cams

DOOR LOCK OUTSIDE HANDLE

Apply a light coat of Lubriplate to surface of lock cylinder shaft contacting bell crank (Fig. 1B4).

DOOR WINDOW REGULATOR AND CAMS STYLES WITH DOOR UPPER FRAMES

Apply a coat of Lubriplate to areas indicated

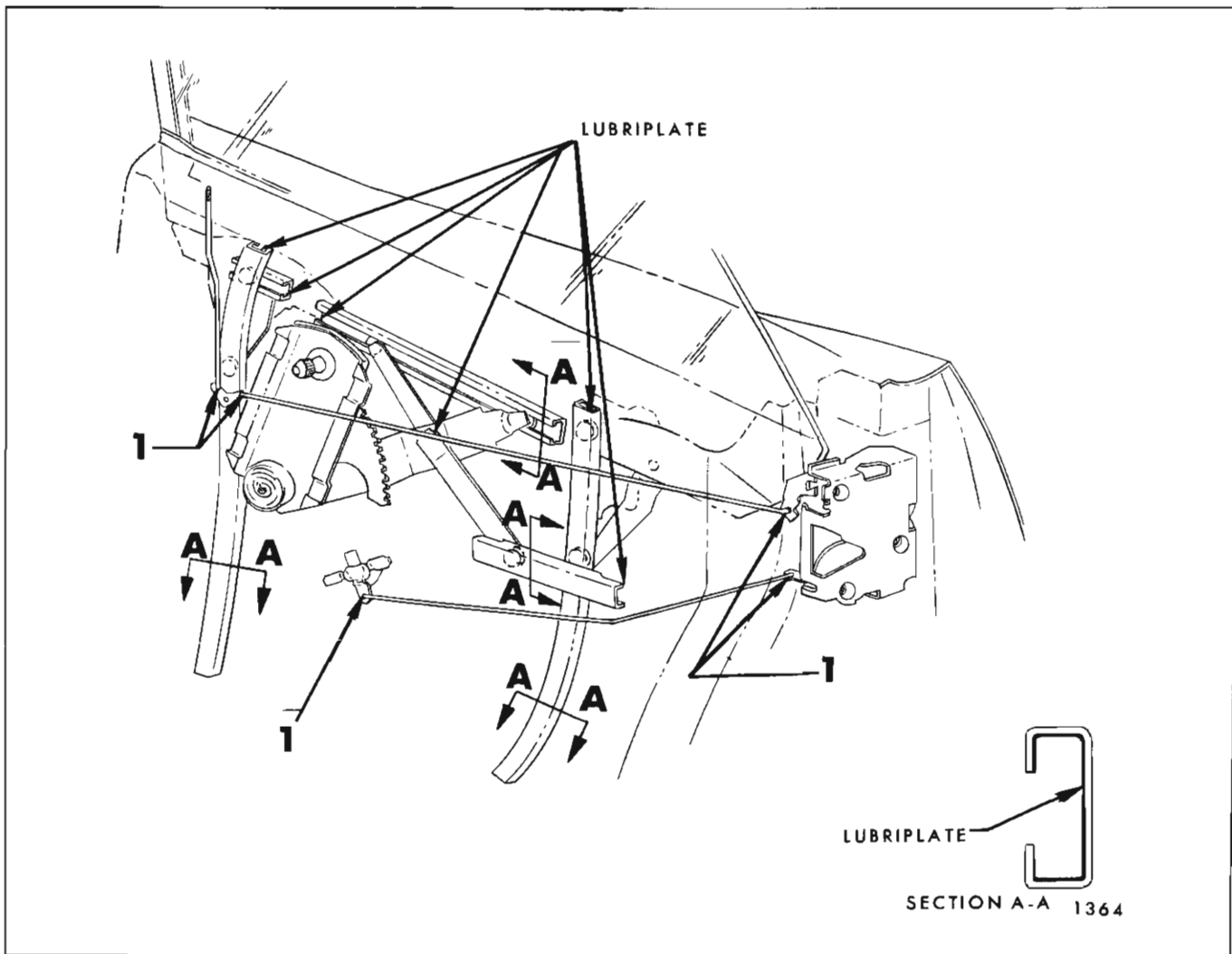


Fig. 1B6—Door Window Regulator Cams and Guides - Styles Without Door Upper Frames

(Fig. 1B5). Lubrication of front and rear doors is typical.

**DOOR WINDOW REGULATORS
AND CAMS
STYLES WITHOUT DOOR UPPER FRAMES**

Apply a coat of Lubriplate to areas indicated (Fig. 1B6). Lubrication of front and rear doors typical.

**REAR QUARTER WINDOW REGULATOR,
CAMS AND GUIDES
TWO DOOR SEDANS AND COUPES**

Apply a coat of Lubriplate to regulator teeth, cams and guide channels as required.

**FRONT SEAT ADJUSTER MECHANISM-
MANUALLY AND ELECTRICALLY
OPERATED—ALL STYLES**

Thoroughly wipe off old lubricant. Apply a thin coat of Lubriplate to jack screws and seat tracks. Operate seat to limits of all positions. Apply a small amount of driplless oil to linkage and wipe off excess lubricant.

**FOLDING SEAT LINKAGE
STATION WAGON STYLES**

Wipe off dirt and apply a sparing amount of driplless oil to all frictional areas. Work linkage several times and wipe off excess lubricant.

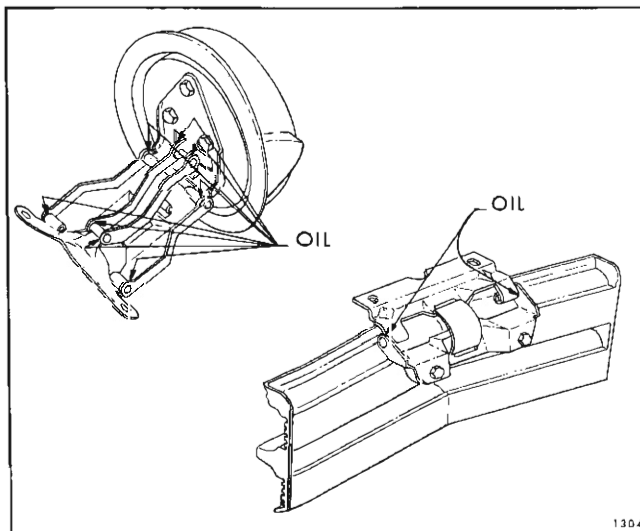


Fig. 1B7—Gas Tank Filler Doors

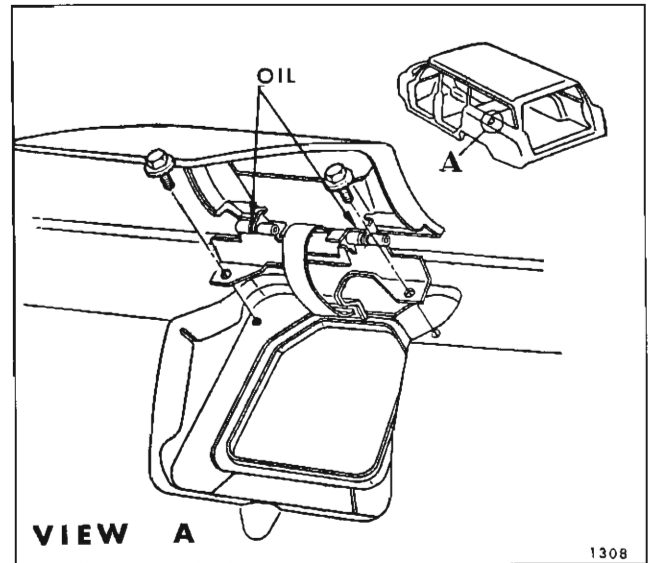


Fig. 1B8—Gas Tank Filler Door - Station Wagons

**GAS TANK FILLER DOOR HINGE
15000 & 16000 SERIES—“35” & “45” STYLES
23000 SERIES—“35” & “45” STYLES
45000, 46000 & 48000 SERIES—ALL STYLES**

Apply a few drops of driplless oil to frictional points of door hinges as indicated. Work door several times and wipe off excess lubricant (Fig. 1B7 and Fig. 1B8).

REAR COMPARTMENT LID LOCK

On rear compartment lid locks, apply a thin film of Lubriplate (Fig. 1B9). On tail gate locks,

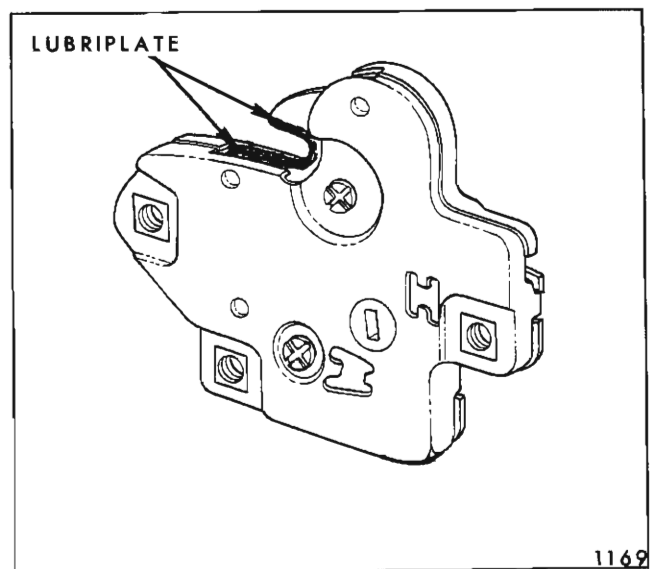


Fig. 1B9—Rear Compartment Lid Lock Bolt

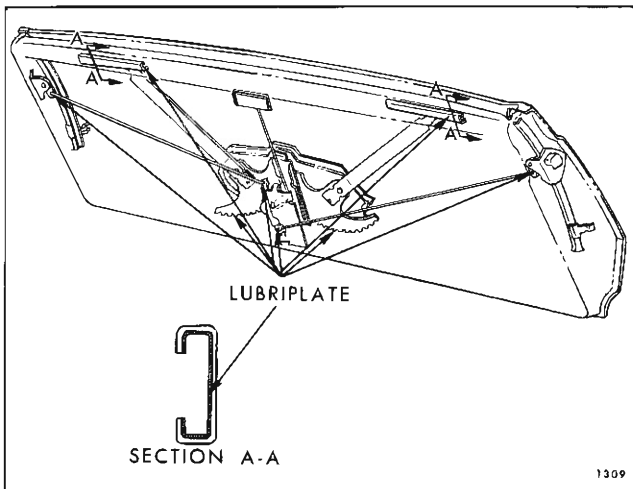


Fig. 1B10—Tail Gate Lubrication

apply a thin film of Lubriplate to the bolt at the striker contact areas.

REAR COMPARTMENT LID HINGES AND TORQUE RODS—ALL STYLES

Apply Lubriplate to hinge and torque rods at friction points.

TAIL GATE HINGE STATION WAGON STYLES

Wipe off dirt and apply a small amount of dripless oil to frictional areas.

TAIL GATE REGULATOR AND CAMS STATION WAGON STYLES

Apply a light coat of Lubriplate to points indicated (Fig. 1B10).

FOLDING TOP LINKAGE ALL "67" STYLES

Apply a sparing amount of light oil to all bearing points (Fig. 1B11). Wipe off excess lubricant to prevent soiling trim.

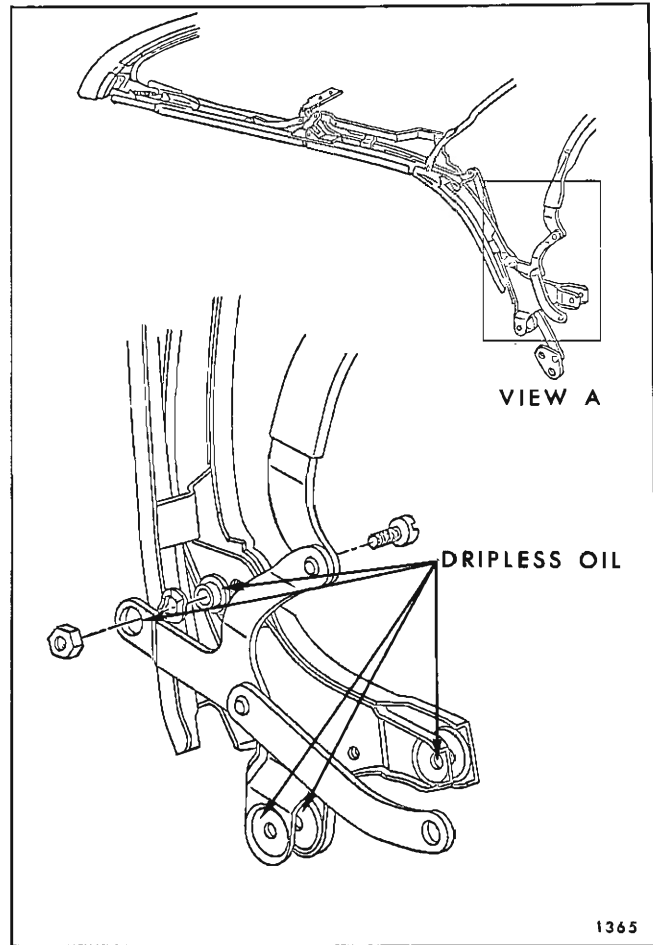


Fig. 1B11—Lubrication - Convertible Top Linkage

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 cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean cloth, apply a light film of brake fluid to the piston rods to act as a lubricant.

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

FRONT END

WINDSHIELD ASSEMBLY

WINDSHIELD ASSEMBLY WINDSHIELD GARNISH MOLDINGS ALL STYLES

The windshield garnish moldings on closed styles consist of upper right and left and right and left side moldings. On "67" styles, the windshield garnish moldings consist of an upper center, upper right and left sides and lower right and left side moldings. All moldings are secured by screws (Fig. 1C1 and Fig. 1C2).

Removal and Installation

1. Place protective covering over instrument panel.

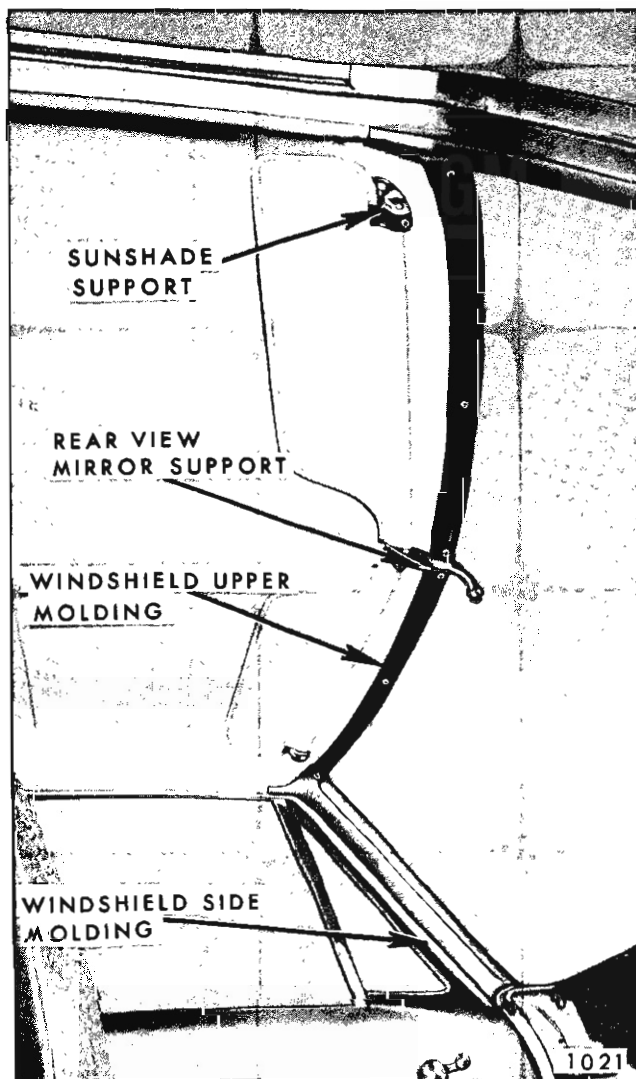


Fig. 1C1—Windshield Garnish Molding

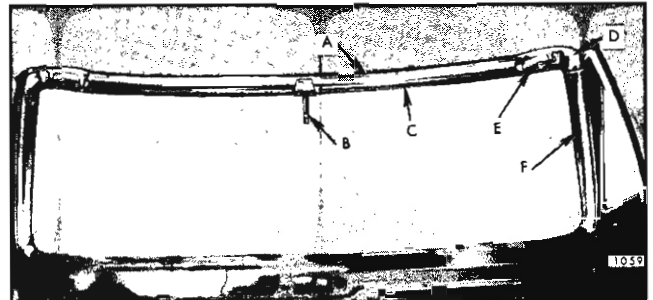


Fig. 1C2—Front End Moldings

- A. Header Molding
- B. Rear View Mirror Support
- C. Upper Center Garnish Molding
- D. Upper Side Molding
- E. Sunshade Support
- F. Lower Side Garnish Molding

2. On closed styles, remove side moldings, then upper moldings.
3. On "67" styles, remove lower sides, sunshade supports, upper sides and upper center moldings.
4. To install, reverse removal procedure.

REAR VIEW MIRROR SUPPORT

Removal and Installation

1. On closed styles, remove one side of upper garnish molding, remove support attaching screws, slide support to one side and remove support.
2. On "67" styles, remove support attaching screws and remove support.
3. To install, reverse removal procedure.

SUNSHADE SUPPORT

Removal and Installation

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

WINDSHIELD REVEAL MOLDINGS

The windshield reveal moldings consist of a one piece upper, right and left sides and right and left lower moldings. The upper and side moldings are

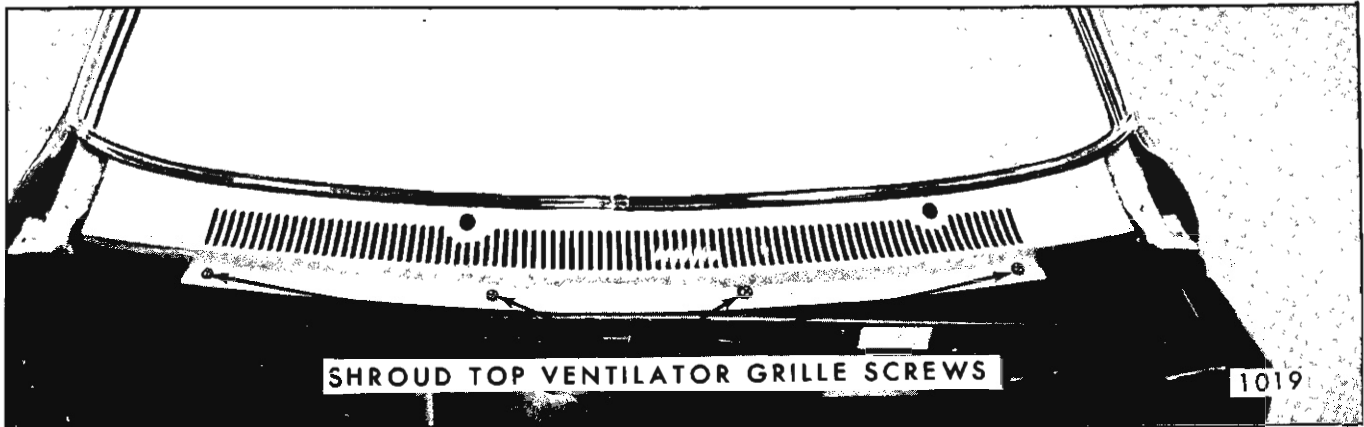


Fig. 1C3—Shroud Top Ventilator Grille

secured to the windshield opening by clips. The lower moldings are secured to the upper shroud assembly by screws through molding clip tabs.

NOTE: On "67" styles the outer ends of the lower moldings are secured to the windshield pillars by screws which are hidden by the windshield pillar weatherstrip retainers.

Removal and Installation

1. Place protective covering over hood and front fenders.
2. Remove windshield wiper arms and escutcheons.
3. Remove shroud top air intake grille attaching screws (Fig. 1C3).
4. Lift grille, slide forward and remove.

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

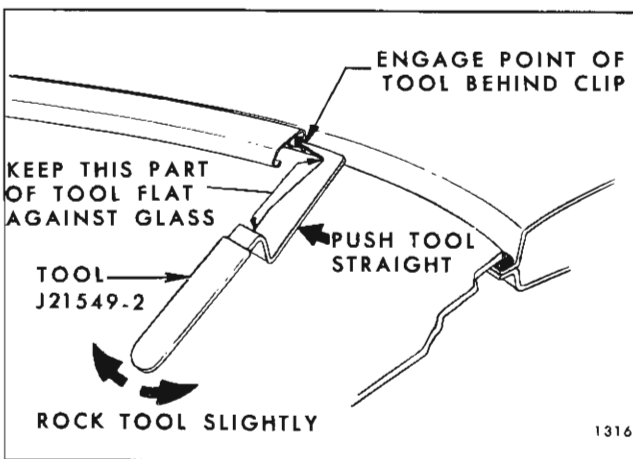


Fig. 1C4—Reveal Molding Clip Disengaging Tool

5. Remove lower molding attaching screws. On "67" styles loosen windshield pillar weatherstrip retainer sufficiently to gain access to molding end attaching screws. Remove screws and lower moldings.

6. Using reveal molding clip disengaging tool, J-21549-2 (Fig. 1C4), remove side and upper moldings.

7. To install, reverse removal procedure.

WINDSHIELD PILLAR FINISHING MOLDING "67" STYLES

The windshield pillar finishing moldings on "67" styles are secured to the windshield opening rabbet and the rear of the windshield pillar by screws (Fig. 1C5).

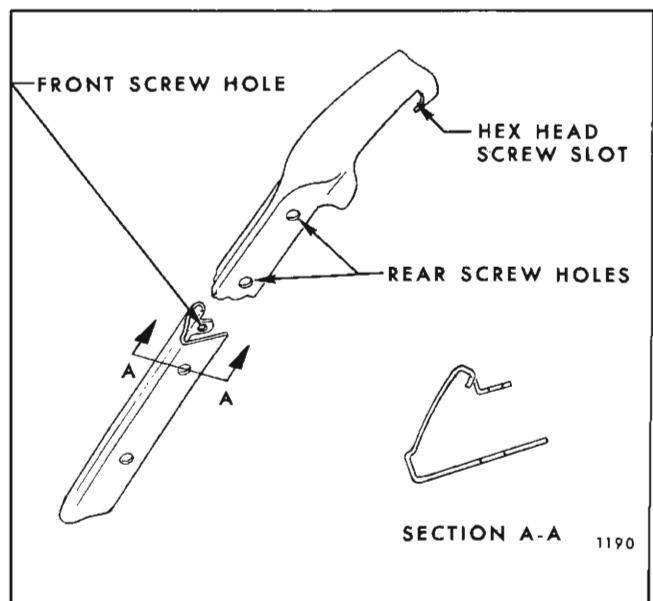


Fig. 1C5—Windshield Pillar Finishing Molding

The molding attaching screws at the windshield opening are hidden by the windshield side reveal moldings. The attaching screws at the rear of the pillar are hidden by the windshield pillar weatherstrip retainers.

Removal and Installation

1. Remove windshield pillar weatherstrip retainers. Remove finishing molding attaching screws at rear (Fig. 1C5).
2. Remove sunshade support.
3. Remove windshield side and upper reveal moldings.
4. Remove molding attaching screws along windshield pillar (Fig. 1C5). At top, loosen hex head screw sufficiently to lift molding from screw and remove finishing molding.
5. To install, apply sufficient amount of medium-bodied sealer to underside of finishing molding where it overlaps the center or header molding to insure a watertight seal and reverse removal procedure.

WINDSHIELD HEADER MOLDING "67" STYLES

The windshield header molding is secured to the windshield upper opening by hex head screws. The molding is slotted at each attaching screw to allow removal without removing the windshield glass. The molding is also retained by the windshield pillar finishing moldings (Fig. 1C6).

Removal and Installation

1. Remove windshield garnish moldings.
2. Remove windshield reveal moldings.
3. Remove windshield pillar finishing moldings.
4. Loosen windshield header molding hex head attaching screws (Fig. 1C6).

CAUTION: Care should be exercised when loosening screws to keep from contacting edge of glass. Remove molding from header.

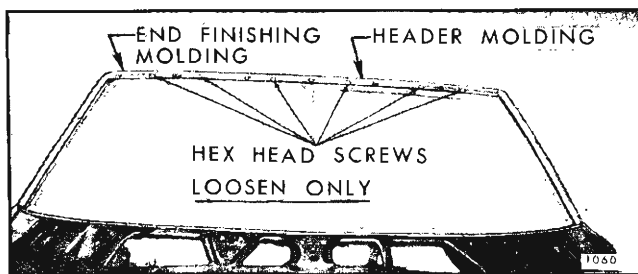


Fig. 1C6—Header Molding

5. To install, apply medium-bodied sealer along the entire length of the underside of the molding to insure a watertight seal and reverse removal procedure.

WINDSHIELD GLASS ADHESIVE CAULKED WINDSHIELD INSTALLATION

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

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

Kit Components:

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

Additional Material Required:

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

NOTE: On the extended method installation, two kits of material will be necessary to properly install the glass due to the additional material required to compensate for removal of all old material around the windshield opening. The necessary service parts and adhesive caulking materials may be obtained through 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. When replacing a windshield glass, using the short method, the sealing strip must be trimmed from the adhesive material in the body opening for a good appearance.

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

1. Place protective coverings over front seat, instrument panel, hood and front fenders.
2. Remove inside garnish moldings, rear view mirror support and necessary instrument panel items; instrument panel cover, etc.
3. Remove windshield wiper arms, escutcheon nuts and escutcheon.
4. Remove shroud top air intake grille assembly.
5. Remove lower, side and upper windshield reveal moldings.
6. Secure one end of steel music wire to a piece of wood (for handle) (Fig. 1C7). Insert end of wire through caulking material at lower inside corner of windshield along side of glass surface; then, secure other end of wire to another piece of wood (handle).

7. With aid of helper, carefully cut (pull steel wire) through caulking material, up one side of windshield across top, down opposite side and across bottom of windshield (Fig. 1C7). Make sure inside wire is held close to plane of glass to prevent cutting an excessive amount of adhesive caulking material from the windshield opening. This can

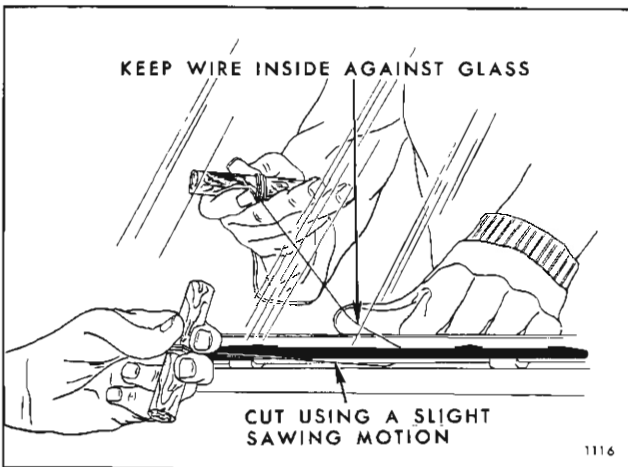


Fig. 1C7—Cutting Out Windshield Glass

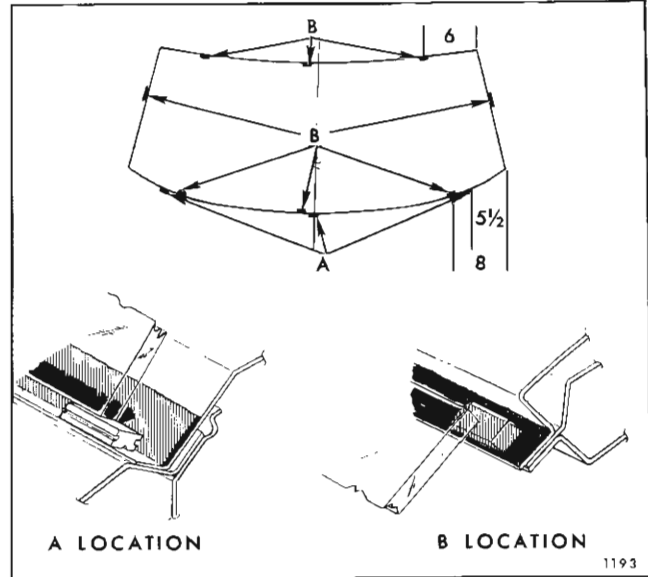


Fig. 1C8—Windshield Glass Spacers

be accomplished by holding the inside wire close to the plane of the glass with one hand while pulling the wire with the other hand. After cutting the adhesive material around entire perimeter of windshield, remove glass and place on a protected bench or holding fixture.

**WINDSHIELD INSTALLATION—
SHORT METHOD**

1. The short method of windshield glass installation involves the removal of a minimum of adhesive caulking material when cutting the glass from the body opening; however, no loose pieces of adhesive material or sealing strip material should be left around the windshield opening.
2. Inspect reveal molding retaining clips for damage, replace if necessary, and seal. Cement three rubber spacers (#4871330 or equivalent) to lower windshield opening at location "A" Figure 1C8.
3. Place glass in opening. Check relationship of glass contour to windshield opening. Glass should

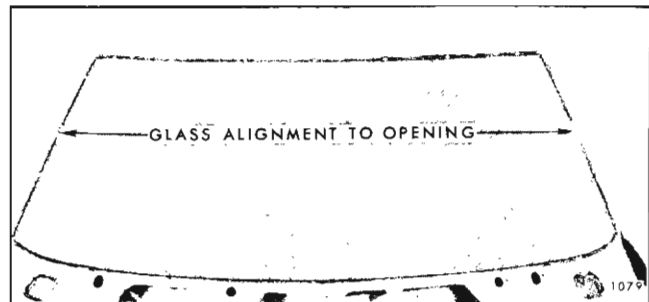


Fig. 1C9—Glass Alignment

rest on adhesive caulking material. Gap spaces may be filled by applying additional caulking material to glass at gap locations. Mark position of replacement windshield glass to body windshield pillars with masking tape or equivalent, for proper alignment of glass to opening at time of installation (Fig. 1C9).

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

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

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

5. Carefully apply 1" wide masking tape around entire perimeter of inside surface of glass 1/4" inboard from outer edge of glass to facilitate clean-up after installation (Fig. 1C10).

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

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

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

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

NOTE: Nozzle is cut properly for short method bead.

9. Apply a smooth continuous bead of adhesive caulking material to inside surface of glass next to edge completely around glass (Fig. 1C10). 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.

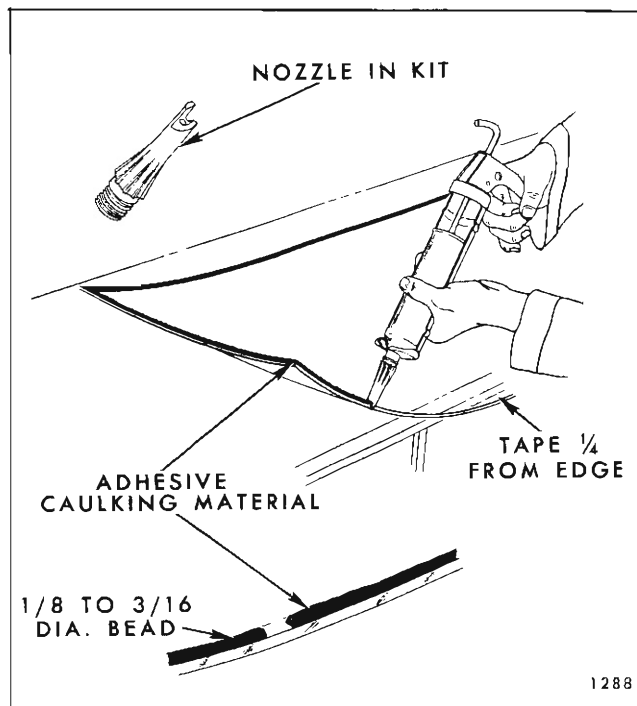


Fig. 1C10—Adhesive Caulking Material Application—Short Method

10. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening maintaining glass in a horizontal position. While one man holds glass in this position, the second man can reach around the windshield pillar and hold glass; then, first man can reach around windshield pillar (Fig. 1C11). Carefully position glass into opening, making certain that glass is properly centered in opening and positioned on lower spacers. Use tape previously applied on windshield pillars to properly align glass (Fig. 1C9).

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

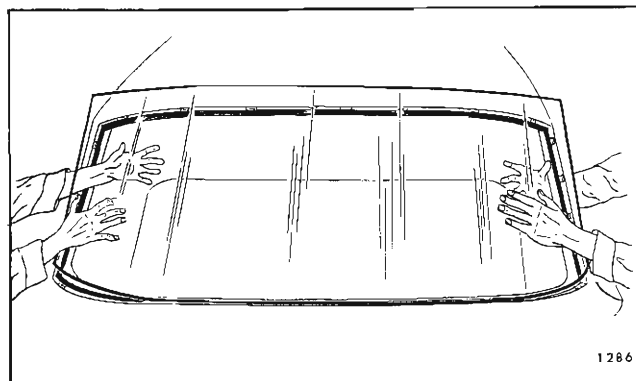


Fig. 1C11—Windshield Installation

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

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

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

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

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

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

WINDSHIELD INSTALLATION— EXTENDED METHOD

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

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

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

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

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

2. Cement three rubber spacers (#4421823 or equivalent) to upper windshield flange and two rubber spacers (#4421823 or equivalent) to windshield pillars at rabbet (View "B" Fig. 1C8). Cement three rubber spacers (#4459429 or equivalent) to lower windshield flange (View "B" Fig. 1C8). Cement three rubber spacers (#4871330 or

equivalent) to lower windshield opening (View "A" Fig. 1C8).

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

4. Clean entire inner surface of glass, carefully apply 1" wide masking tape around entire perimeter of inside surface of glass $1/4$ " inboard from outer edge of glass to eliminate excessive clean-up time after installation (Fig. 1C12).

5. 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.

6. Using a clean, lint-free cloth, briskly rub a generous amount of adhesive caulking primer over

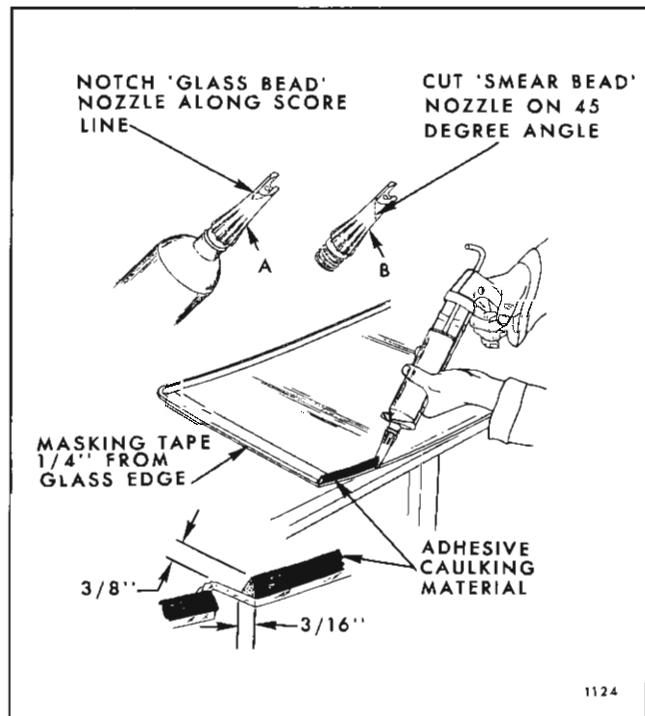


Fig. 1C12—Adhesive Caulking Installation—Extended Method

original adhesive caulking material that remains on pinchweld flange. Additional brisk application of primer on flat rubber 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., apply paint finish primer to painted pinchweld flange. Paint finish primer is available as a service part.

7. Cut off tip of one nozzle along score line (Fig. 1C12). This nozzle will be used to apply bead of adhesive caulking material to glass. Cut tip off other nozzle at 45° angle 1" below end of nozzle. This nozzle will be used to apply "smear bead" of adhesive caulking material to pinchweld flange.

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

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

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

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

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

11. Positioning the gun and nozzle as shown in Figure 1C12, carefully apply a smooth continuous bead of caulking material 3/8" high by 3/16" wide at base completely around inside edge of glass. When material in first tube is dispensed, quickly insert second tube and continue application of bead. After application, check bead and fill all voids and air bubbles.

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

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

13. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening, maintaining glass in a horizontal position. While one man holds glass in this position, the second man can reach around the windshield pillar and hold glass; then, first man can reach around windshield pillar (Fig. 1C11). 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. 1C9).

14. Press glass firmly to set caulking material.

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

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

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

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

18. Install upper and lower reveal moldings, garnish moldings and previously removed parts. Clean up car 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 ends of nozzle with a pair of pliers.

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. 1C13) 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. 1C13).

6. Apply adhesive caulking material, as shown in Operation "C" (Fig. 1C13), at leak point 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. 1C13).

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.

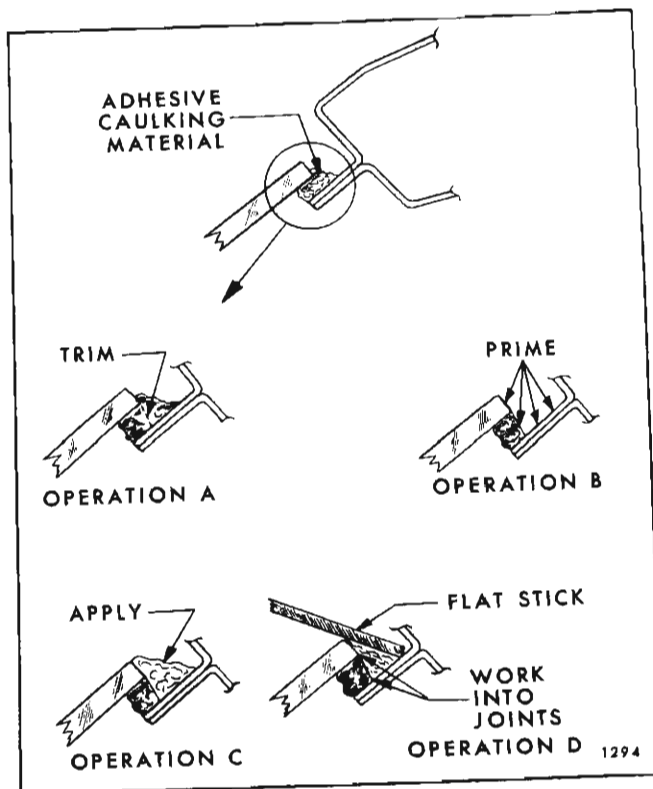


Fig. 1C13—Correction of Adhesive Caulked Glass Installation Waterleaks

- 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 and Glass.

BODY VENTILATING SYSTEM

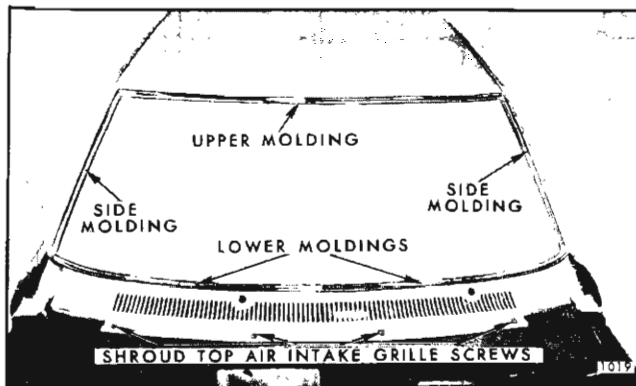


Fig. 1C14—Shroud Top Air Intake Grille and Windshield Reveal Moldings

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

SHROUD TOP VENTILATOR GRILLE

Removal and Installation

1. Place protective coverings over hood and fenders.

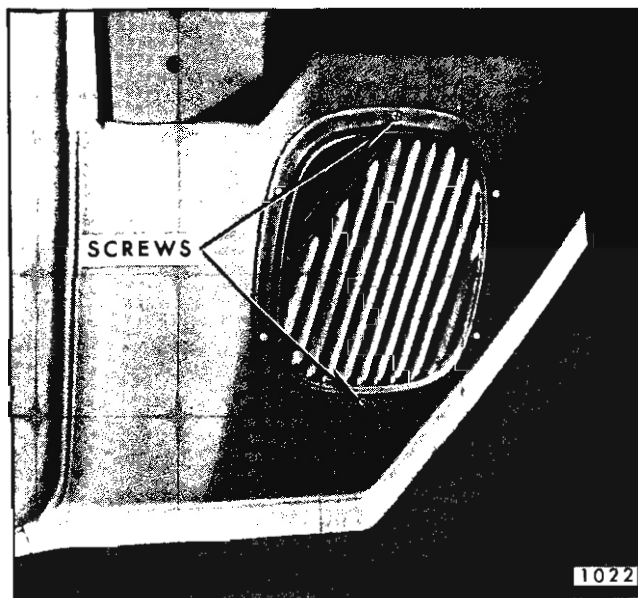


Fig. 1C15—Shroud Side Trim Pad

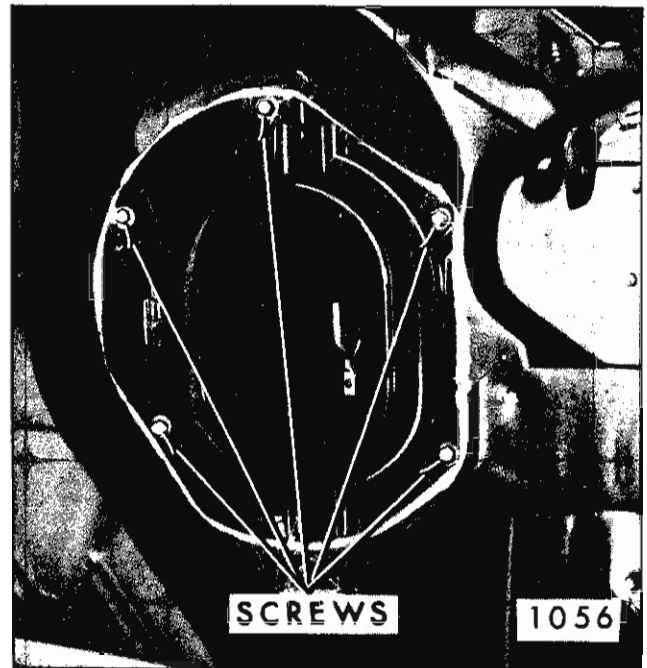


Fig. 1C16—Shroud Side Air Outlet Duct

2. Remove windshield wiper arms and escutcheons.

3. Raise hood, remove screws securing grille to shroud (Fig. 1C14).

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

5. To install, reverse removal procedure.

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

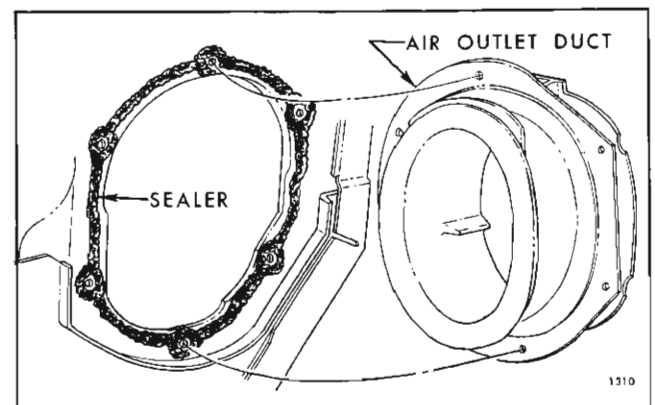


Fig. 1C17—Shroud Side Air Outlet Duct Sealing

SHROUD SIDE TRIM PANEL

Removal and Installation

1. Remove sill plate and screws securing trim panel and grille to outlet (Fig. 1C15).
2. Slide trim panel rearward disengaging trim from front body hinge pillar pinchweld flange and remove trim panel assembly.
3. To install, reverse removal procedure.

SHROUD SIDE AIR OUTLET

Removal and Installation

1. Remove shroud side trim panel.
2. Remove screws securing outlet to shroud panel, disengage control cable from outlet and remove outlet (Fig. 1C16).
3. To install, apply a bead of medium-bodied sealer to shroud panel completely around inside perimeter of opening and reverse removal procedure (Fig. 1C17).

INSTRUMENT PANEL ASSEMBLY

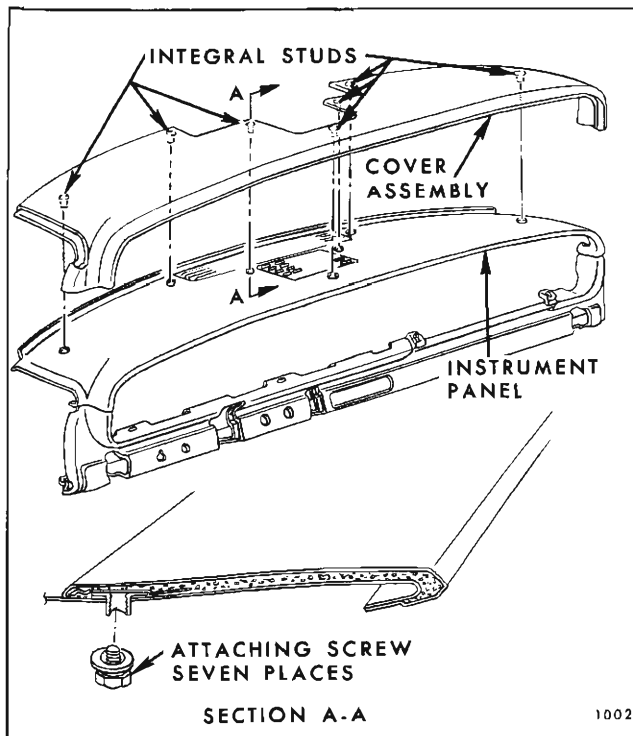


Fig. 1C18—Instrument Panel Cover - Chevrolet

INSTRUMENT PANEL COVER 15-16000 SERIES STYLES

The instrument panel cover is secured to the upper instrument panel by studs and screws (Fig. 1C18).

The studs are an integral part of the cover assembly.

Removal and Installation

1. Remove windshield side garnish moldings.
2. Loosen or remove any necessary instrument items, glove box, etc.
3. From underside of instrument panel, remove the seven (7) attaching stud screws and carefully remove the cover assembly (Fig. 1C18).
4. To install, reverse removal procedure making certain cover is properly aligned before securing in place.

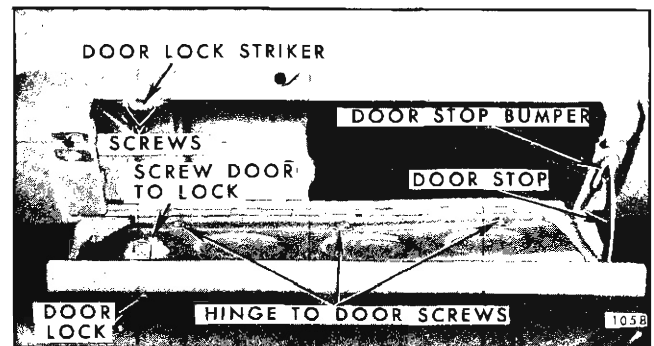


Fig. 1C19—Instrument Panel Compartment Door

INSTRUMENT PANEL COMPARTMENT DOOR 25-26000 SERIES STYLES

Removal and Installation

1. Mark location of compartment hinge on door inner panel.
2. Remove hinge to inner panel screws (Fig. 1C19).
3. Remove door stop rubber bumper and remove door assembly.
4. To install, reverse removal procedure.

ADJUSTMENTS

The door may be adjusted up and down or right to left, by loosening the hinge to door attaching screws. Position door as required and tighten screws. The door may be adjusted in or out, by loosening the hinge to instrument panel screws. Position door as required and tighten screws. The striker may be adjusted as required by loosening the attaching screws.

INSTRUMENT PANEL COMPARTMENT DOOR LOCK 25-26000 SERIES STYLES

Removal and Installation

1. Open compartment door, remove screw attaching lock to door inner panel and remove lock assembly (Fig. 1C19).
2. To install, reverse removal procedure.

DOORS

FRONT AND REAR DOORS

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

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

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

- c. "Rear Doors" which consists of operations applicable to rear doors only.

FRONT AND REAR DOOR WEATHERSTRIPS ALL STYLES

Both the front and rear doors use nylon fasteners to retain the door weatherstrips. The fasteners are a component part of the weatherstrip and secure the weatherstrip to the door by engaging piercings in the door panels. Serrations on the fastener help retain the fastener in the piercings and also seal the openings against water entry (Fig. 1D1).

In addition to the nylon fastener, sedan styles use a limited amount of weatherstrip adhesive at the beltline. Hardtop styles use exposed plastic fasteners at this location.

To remove a weatherstrip retained with nylon fasteners requires the use of tool J-21104. If this tool is not available, one comparable can be made according to the dimensions shown in Figure 1D1.

Although a replacement door weatherstrip will include the nylon fasteners, individual fasteners are available as a service part.

Removal

1. On hardtop and convertible styles, remove exposed plastic fasteners at beltline. On "39" styles, and "69" style rear doors without door upper frames, remove door trim pad to gain access to fastener under trim pad (Fig. 1D2).

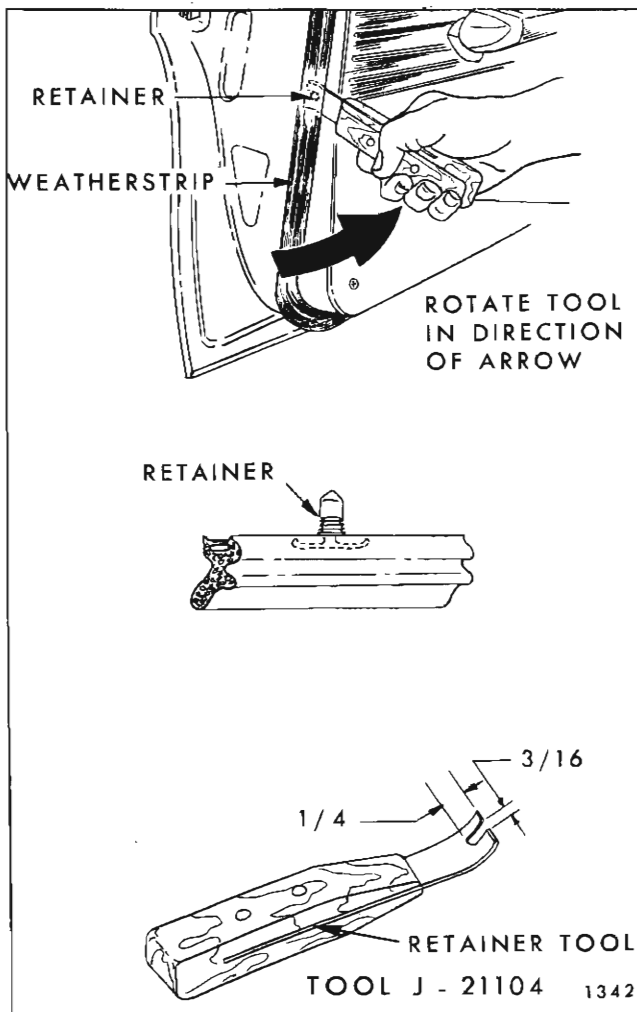


Fig. 1D1—Door Weatherstrip Removal

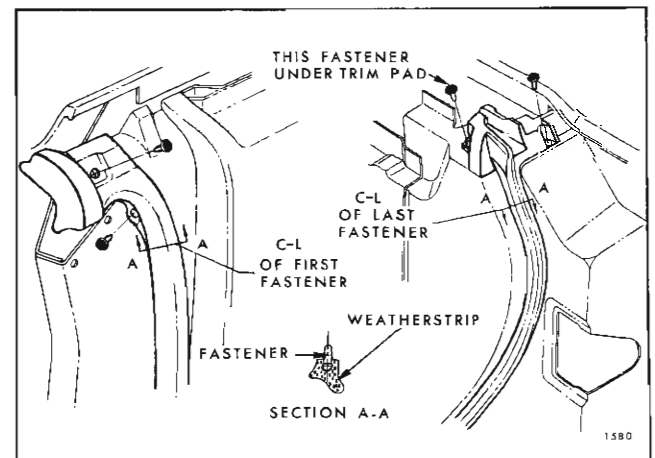


Fig. 1D2—Rear Door Weatherstrip Retention

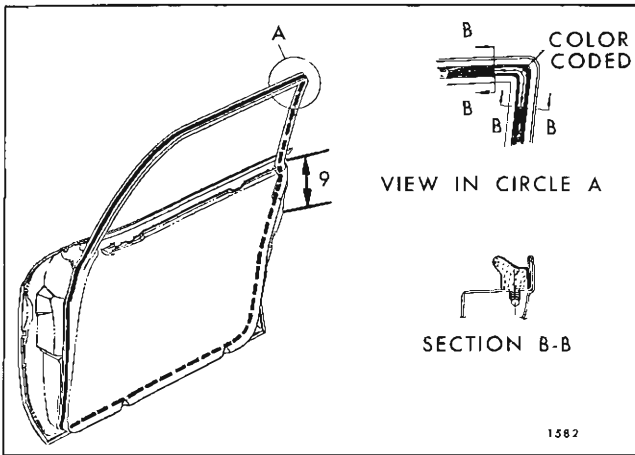


Fig. 1D3—Front Door Weatherstrip Installation

2. On all styles, use a flat blade tool to break cement bond between weatherstrip and door lock pillar at beltline. On sedan style rear doors, also break cement bond at beltline on door hinge pillar.

3. Slide weatherstrip removal tool J-21104 under weatherstrip at a fastener location and, gripping fastener in tool slot, carefully pry fastener out of door panel piercing. Repeat this operation at all fastener locations, and when all fasteners have been disengaged, remove weatherstrip from door.

Installation

1. Inspect weatherstrip nylon fasteners and replace those that are damaged.

2. Clean off all old weatherstrip adhesive from door.

3. On hardtop styles and sedan styles without door upper frames, position weatherstrip to door and install plastic fastener at both front and rear ends of weatherstrip.

4. On sedan styles with door upper frames, position color coded area of weatherstrip to door as follows:

a. On front doors, color code should be located at rear upper corner of door upper frame (Fig. 1D3).

b. On rear doors, color coded area should begin at beltline of door lock pillar and extend upward (Fig. 1D4).

5. Working around door, tap nylon fasteners into door piercings using a hammer and a blunt caulking tool.

6. After all fasteners have been installed, apply

weatherstrip adhesive between door and weatherstrip outer surface at the following locations:

a. For 5" around rear upper corner of front door upper frame (Circle "A", Fig. 1D3) and 9" down door lock pillar starting at beltline.

b. On sedan rear doors, 9" down both door lock and hinge pillars starting at beltline (Fig. 1D4).

c. On door lock pillar starting at beltline and extending down 2" on hardtop styles.

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

Although weatherstrip adhesive is specified only at several locations, it can be used at any point where additional retention is required.

DOOR BOTTOM DRAIN HOLE SEALING STRIPS ALL STYLES

Door bottom drain hole sealing strips (dust flaps) are attached to door inner panels over door bottom drain holes to prevent entry of dust and cold air at these locations (Fig. 1D5).

To remove sealing strip, use a flat-bladed tool to pry retaining plugs from door panel piercings.

To install, insert a blunt pointed tool such as a dull ice-pick into retaining plug and push plug into door panel piercings.

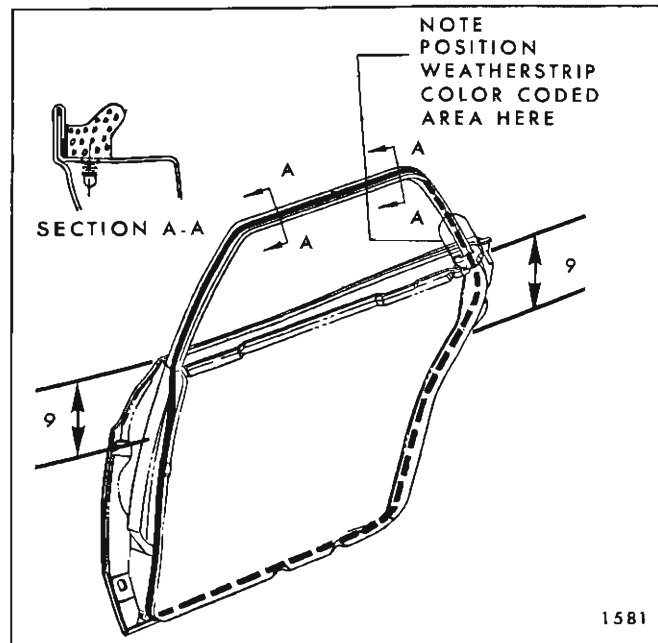


Fig. 1D4—Rear Door Weatherstrip Installation

FRONT AND REAR DOOR PULL HANDLE 48400 SERIES

The door pull handle is secured to the door inner panel by an exposed screw inserted through the base of the handle, and a clip that engages the trim finishing panel at the top (Fig. 1D6).

To remove the handle, merely remove the screw at the handle base and disengage the upper clip from the slot provided in the trim finishing panel. To install, reverse the removal procedure.

FRONT AND REAR DOOR PULL HANDLE 26239 STYLES

The door pull handle is secured to the door inner panel by screws which are covered by the door front and rear upper moldings. Therefore, to remove the pull handle it is necessary to first remove the upper trim finishing moldings.

Removal and Installation

1. Insert end of a flat-bladed tool under edge of door trim moldings and pry front and rear moldings off retainers (Fig. 1D7).

2. Remove screws inserted through front and rear handle hinges and remove pull handle from door (Fig. 1D7).

3. To install, reverse removal procedure. To remove handle from hinges, remove spring clips shown in View "B".

FRONT AND REAR DOOR PULL HANDLE 68000 SERIES

The door pull handle is secured to the door inner panel by exposed screws that are inserted through the pull handle escutcheons (Fig. 1D8).

To remove the pull handle, merely remove the screws at the front and rear escutcheons.

The handle is retained to the escutcheons by screws which are accessible once the handle assembly is removed from the door (View "C").

FRONT AND REAR DOOR PULL HANDLE 38000 SERIES

The door pull handle is assembled to the door trim assembly and can only be removed after the trim assembly has been removed from the door.

Removal and Installation

1. Remove door trim assembly as described in

a following procedure and lay trim assembly reverse-side-up on a clean protected surface.

2. Straighten bend-over tabs retaining upper rear trim finishing molding (Fig. 1D9, Section C-C), and remove molding from trim assembly.

3. Remove pull handle stud nuts (Fig. 1D9, Section B-B). Disengage front of handle from front trim finishing molding and remove handle assembly.

4. To install, reverse removal procedure. To disassemble handle from handle hinges, refer to Figure 1D10.

FRONT AND REAR DOOR INSIDE HANDLES ALL STYLES

Removal and Installation

A. On styles equipped with door inside remote control "paddle" handles, proceed as follows:

1. Remove door arm rest as described under "Front and Rear Door Arm Rests".

2. If present, remove remote control cover plate (Fig. 1D11).

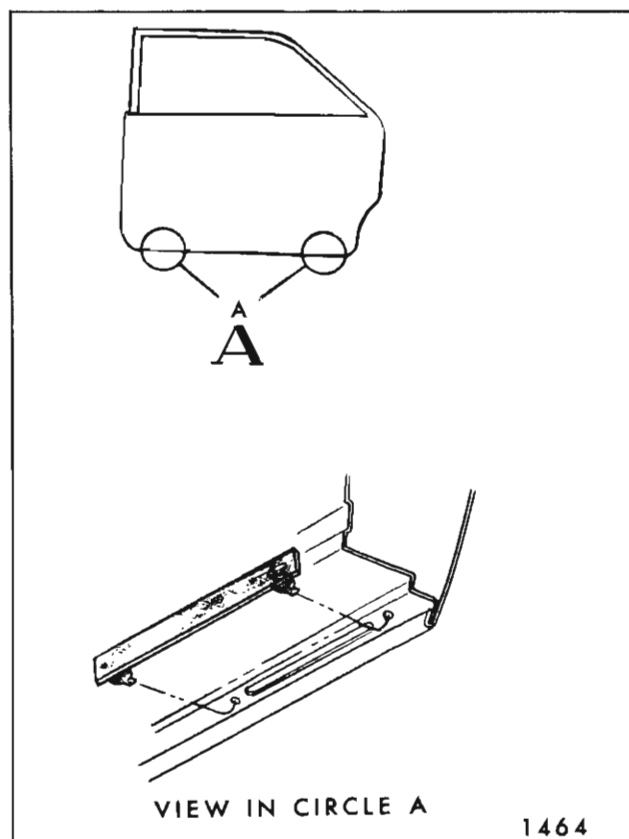
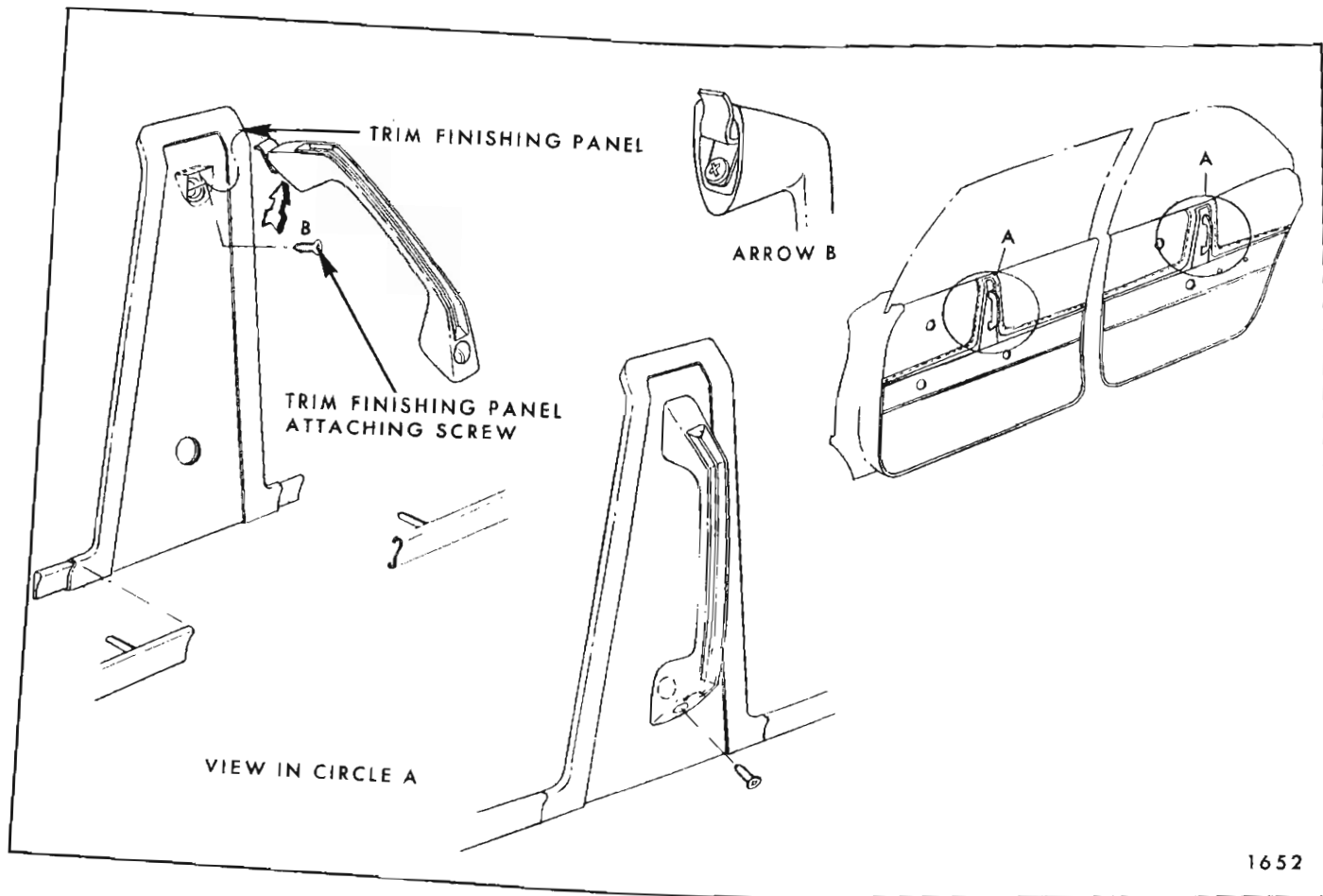


Fig. 1D5—Door Bottom Drain Hole Sealing Strip



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Fig. 1D6—Door Pull Handle Installation - 48000 Series

3. Remove remote control to handle attaching screw and remove handle.

4. To install, reverse removal procedure.

B. On styles not equipped with "paddle" handles, and for removal of manually operated ventilators and door window inside handles, proceed as follows:

1. Depress door trim assembly sufficiently to permit insertion of tool J-7797 between handle and bearing plate (Fig. 1D12).

2. Push tool to disengage handle retaining spring from spindle and remove bearing plate and handle from door.

3. To install, engage retaining spring on handle and position handle to door at same angle as opposite door handle; then, press handle until spring engages spindle.

**FRONT AND REAR DOOR ARM RESTS
ALL STYLES EXCEPT 38000-68000 SERIES**

Removal and Installation

1. Remove screws securing arm rest to door

inner panel (Fig. 1D13) and remove assembly from door.

2. To install, reverse removal procedure. Make certain screw piercings in inner panel are sealed prior to installation.

**FRONT OR REAR DOOR ARM REST
SWITCH COVER ASSEMBLY
38439-38467-38669-48467-STYLES-68000 SERIES**

Removal and Installation

1. Remove exposed screws at front and rear of switch cover assembly (Fig. 1D14).

2. Disconnect switch terminal blocks from switch assemblies and remove switch cover from arm rest.

3. To install, reverse removal procedure.

**FRONT OR REAR DOOR SWITCH
MOUNTING BASE COVER
38437-39 AND 48437-39-69 STYLES**

Removal and Installation

1. Remove screws inserted through switch

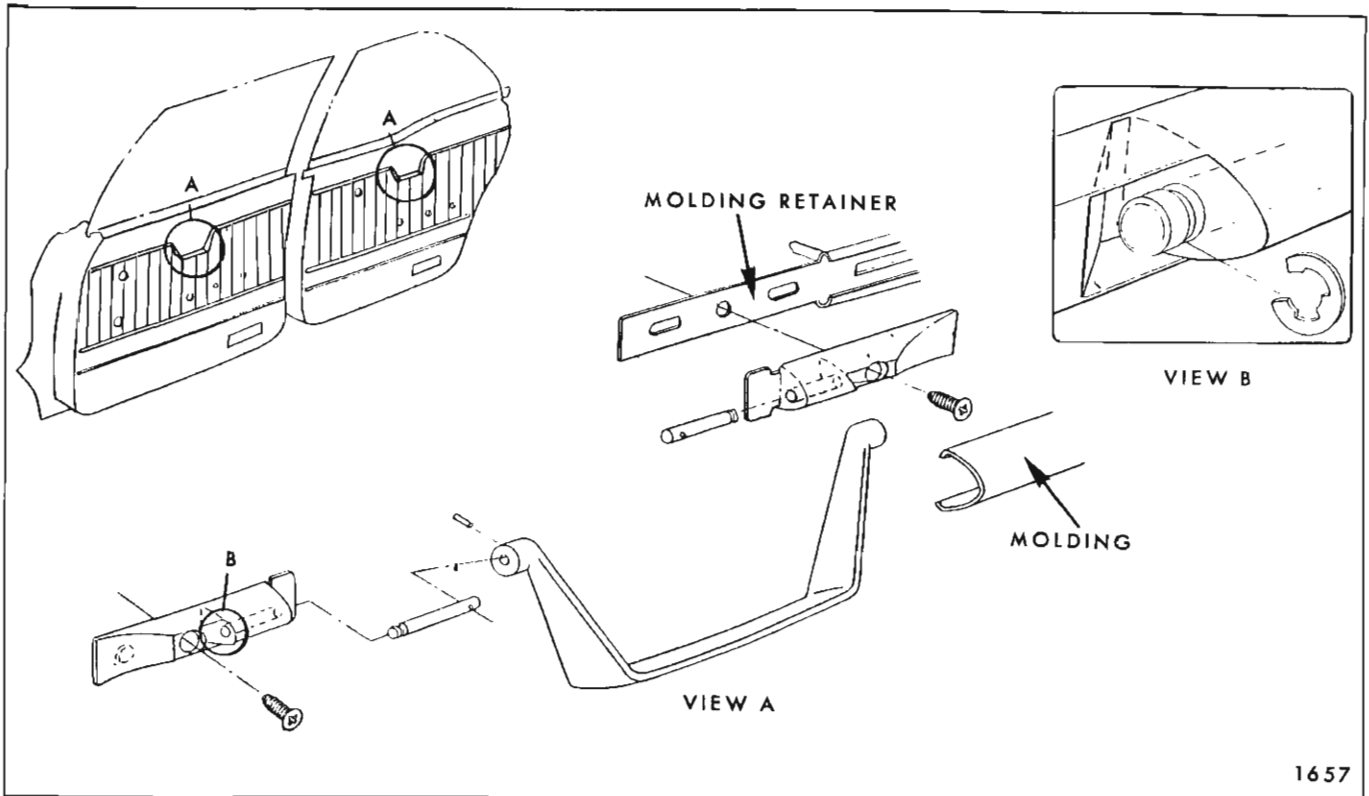


Fig. 1D7—Door Pull Handle Installation - 26239 Style

mounting base cover into switch mounting base (Section "C-C", Fig. 1D15).

2. To install, reverse removal procedure.

**FRONT AND REAR DOOR TRIM ASSEMBLIES
ALL STYLES EXCEPT 38439-38467-38669-48467
AND THE 68000 SERIES**

All door trim assemblies are the "hang-on" type and are further secured by screws along the bottom and retaining nails inserted into plastic

retaining cups along the sides (Fig. 1D16).

Removal and Installation

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

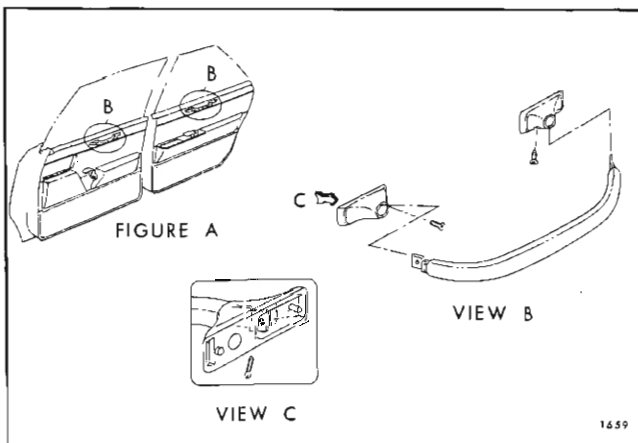


Fig. 1D8—Door Pull Handle Installation - 68000 Series

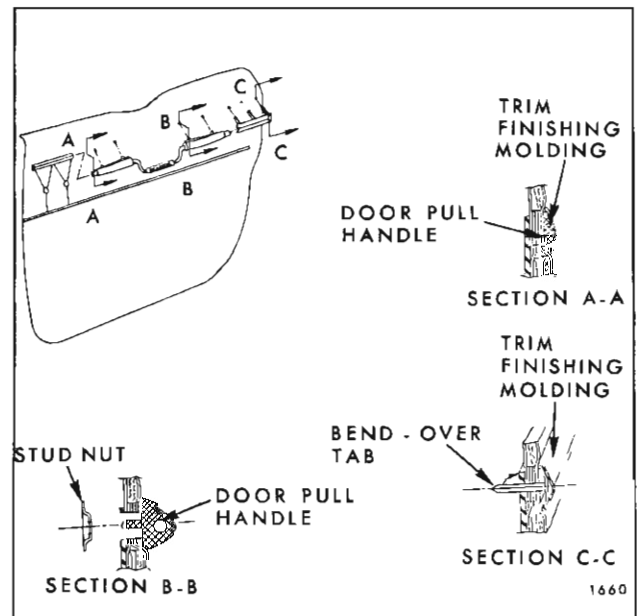


Fig. 1D9—Door Pull Handle Installation - 38000 Series

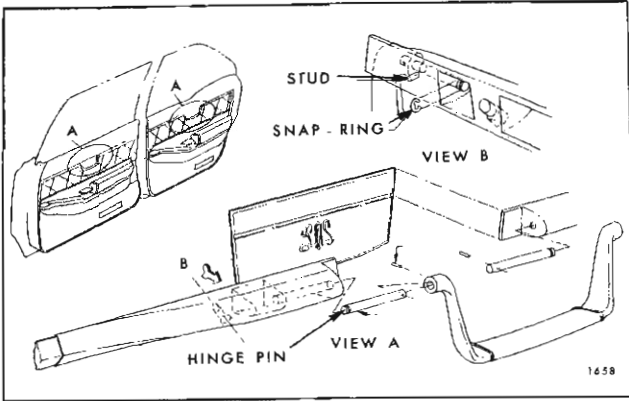


Fig. 1D10—Door Pull Handle Assembly - 38669 Style

2. Remove exposed screws securing trim assembly to door inner panel along door bottom.

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

4. Starting at a lower corner, insert tool J-6335 between door inner panel and trim assembly. Working upward, carefully disengage retaining nails from plastic cups inserted in door inner panel (View "E", Fig. 1D16).

NOTE: Use care not to damage water deflector.

5. After all retaining nails have been disengaged, lift trim assembly upward and remove it from door.

NOTE: On styles equipped with electric window

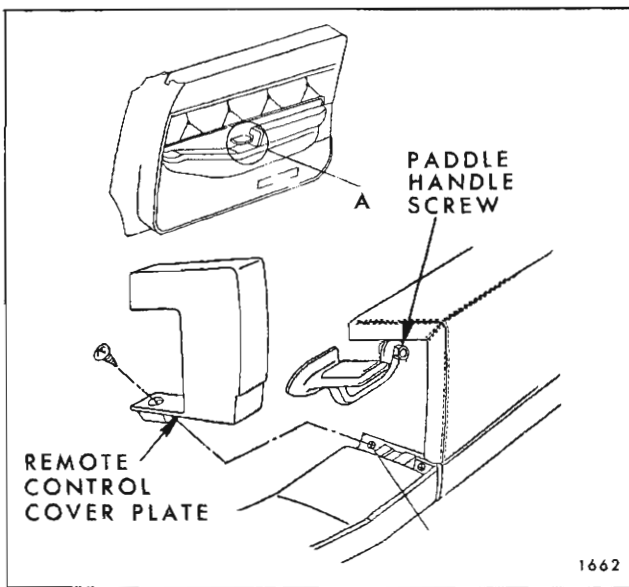


Fig. 1D11—Remote Control Handle and Cover Plate Front Door Shown - Rear Door Typical

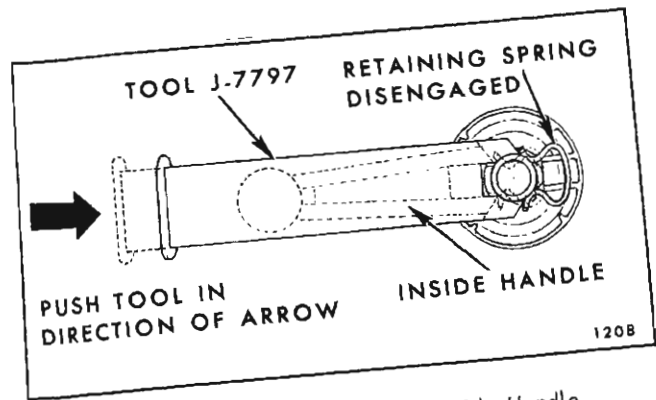


Fig. 1D12—Disengaging Door Inside Handle Retaining Spring

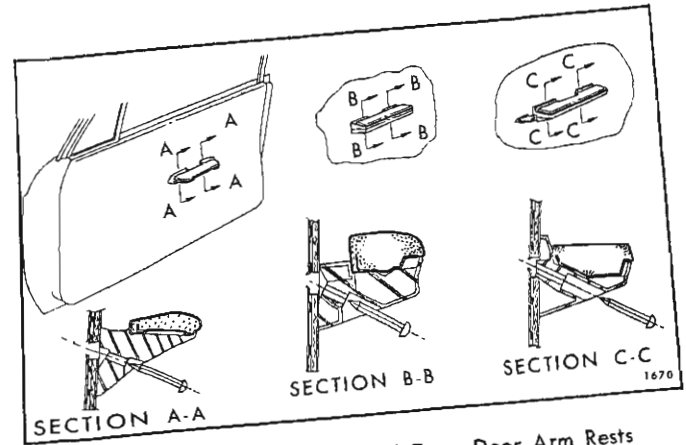


Fig. 1D13—Typical Applied-Type Door Arm Rests

regulators or vacuum door locks, disconnect harness or vacuum hoses at switch or selector valve.

6. To install, reverse removal procedure. Broken retaining nails can be replaced with replacement nailing tabs which are available as a service part.

FRONT AND REAR DOOR TRIM ASSEMBLIES 38000-48000-68000 SERIES

Removal and Installation

1. Remove door inside handles and inside locking

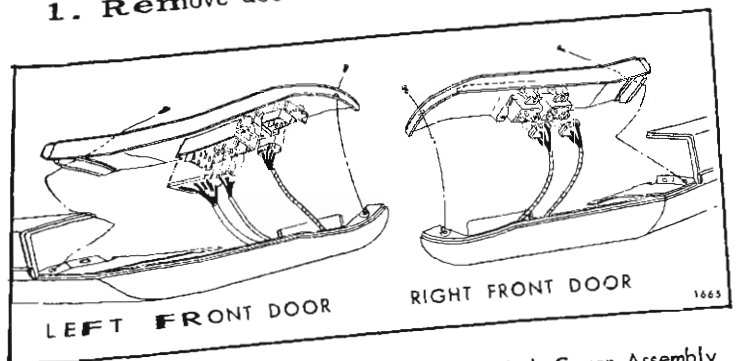


Fig. 1D14—Front Door Arm Rest Switch Cover Assembly

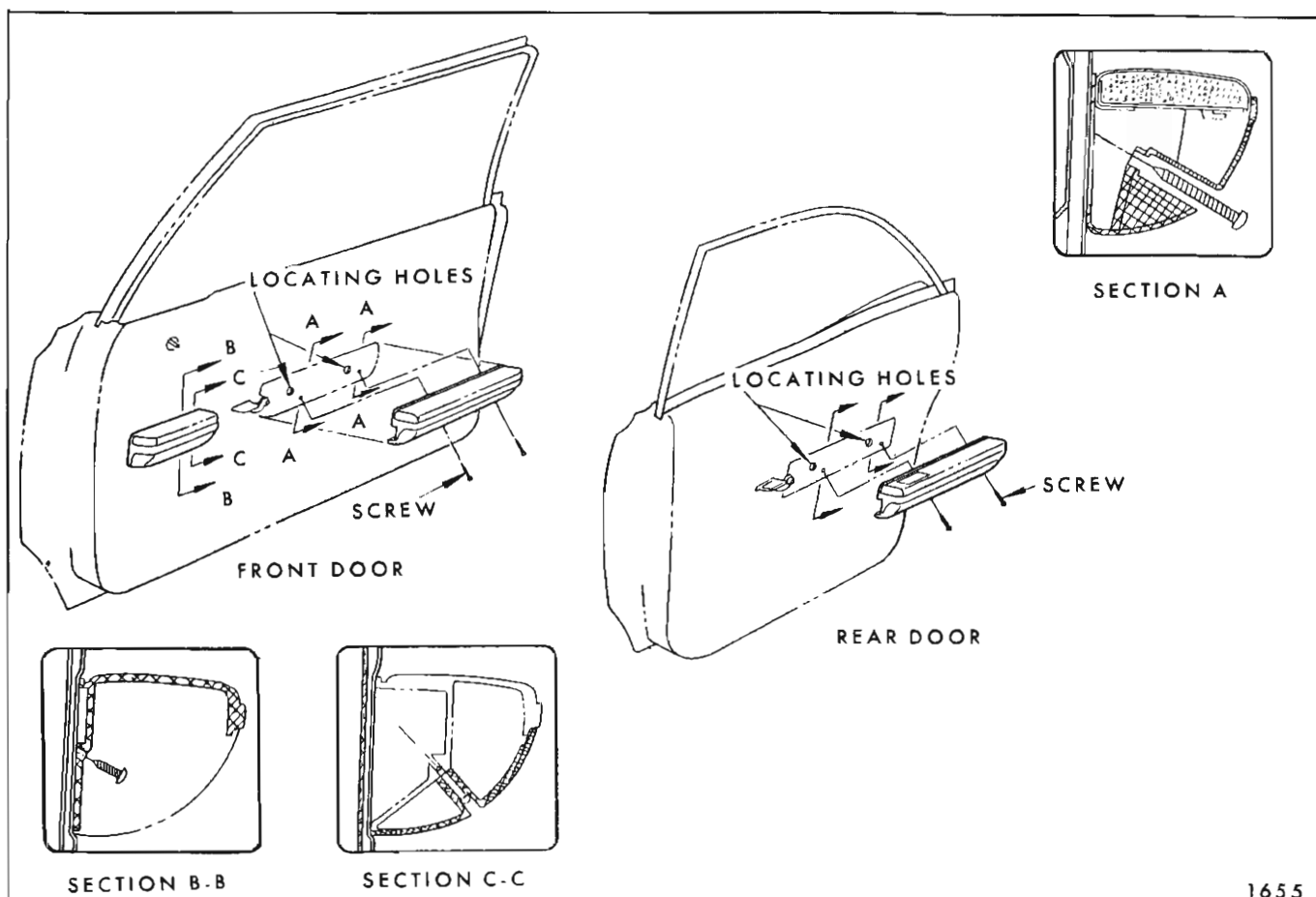


Fig. 1D15—Door Arm Rest and Switch Base

rod knob. On styles with applied type arm rests (Fig. 1D15) remove arm rest.

2. On 38000 - 68000 series equipped with door pull handle, remove two exposed screws inserted through handle into door inner panel.

3. On 48000 series equipped with door pull handle, remove handle to gain access to trim assembly retaining screw behind handle and remove screw (Fig. 1D6).

4. On styles with one piece arm rest and switch base, remove switch cover plate (Fig. 1D14) and screw immediately below paddle handle into arm rest hanger plate (Fig. 1D21, View "C").

5. On styles with separate switch base or cigar lighter and ash tray assembly, remove switch cover plate or base cover (Fig. 1D17 for 38-48000 series, Fig. 1D14 for 68000 series). On 68200 styles only, also remove arm rest base cap (Fig. 1D18).

On 38-48000 series remove screws inserted through switch base into door inner panel (Section B-B, Fig. 1D15).

On 68200 series remove screws securing switch base and arm rest to hanger plates (Fig. 1D19 and 1D18).

6. On 38439-67 styles, remove arm rest cup to hanger plate attaching screws (Fig. 1D20).

7. Remove exposed screws securing door trim assembly to inner panel along door bottom (Fig. 1D21, Section B-B). On 68000 series, also remove exposed screw at front corner of trim upper finishing molding (Section D-D, Fig. 1D21).

8. Starting at a lower corner, insert tool J-6335 between door inner panel and trim assembly. Working upward, carefully disengage retaining nails from plastic cups inserted in door inner panel (Fig. 1D21, View "A").

NOTE: Use care not to damage inner panel water deflector.

9. Lift trim assembly upward to disengage it from door inner panel and remove trim assembly.

10. To install, reverse removal procedure.

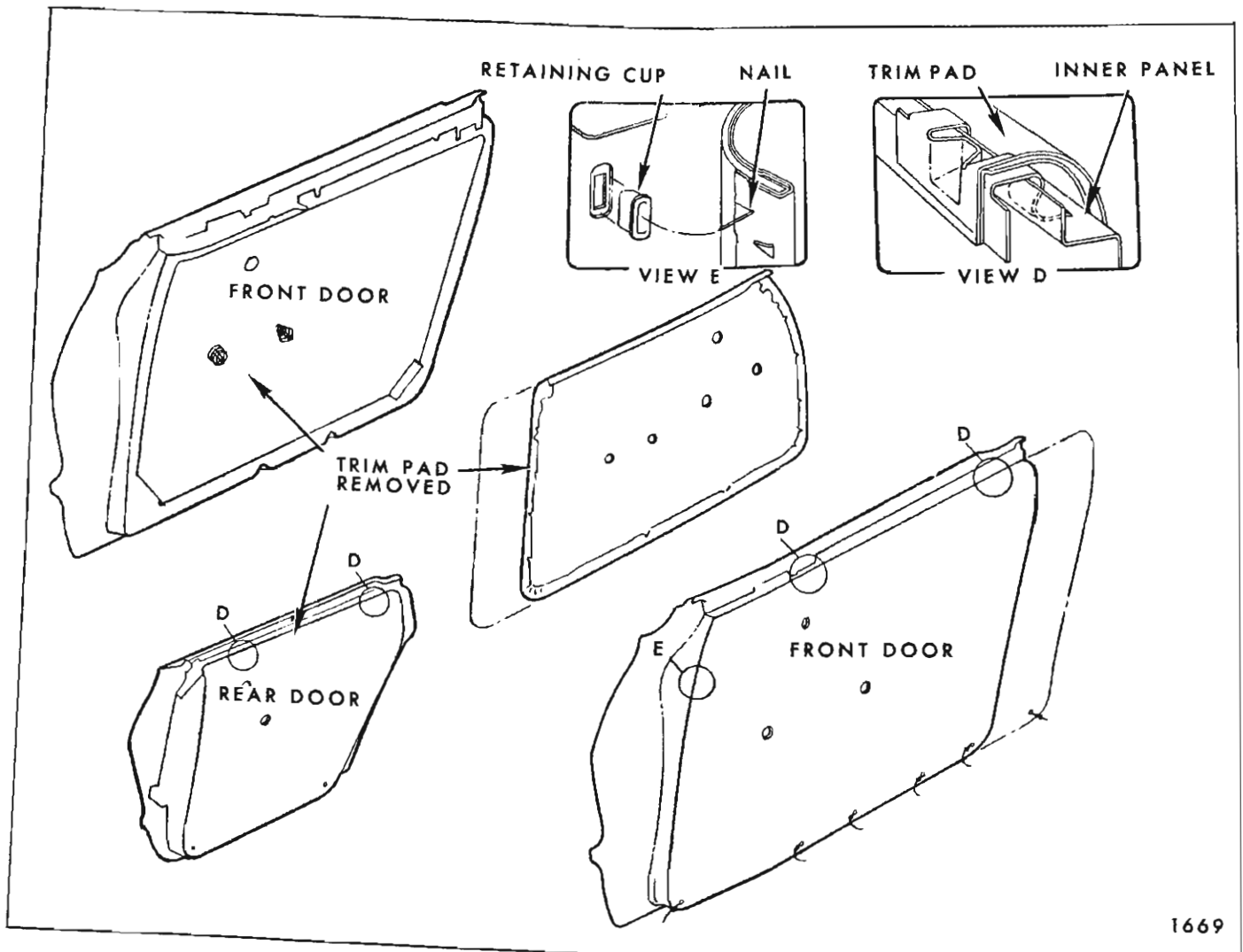


Fig. 1D16—Front and Rear Door Trim Assemblies

**FRONT AND REAR DOOR ARM RESTS
38439-38467-38669-48467
AND 68000 SERIES**

The door arm rest is secured to the door trim assembly by screws inserted from the reverse side of the door trim. To remove arm rest, it is necessary to remove the trim assembly as previously described. The arm rest can then be removed in a bench operation (Fig. 1D22).

**FRONT DOOR SWITCH MOUNTING
BASE OR REAR DOOR CIGAR
LIGHTER AND ASH TRAY BASE
38000 SERIES EXCEPT 38439-
38467-38669 STYLES, 48000
SERIES EXCEPT 48467 STYLES**

The base is secured to the door trim assembly by screws inserted from the reverse side of the assembly. Therefore, to remove the base it is

necessary to remove the door trim assembly as previously described. The base can then be removed in a bench operation.

**FRONT AND REAR DOOR WATER DEFLECTOR
ALL STYLES**

A waterproof paper deflector is used to seal the door inner panel and prevent entry of water into body. The polyethylene (Black) side of the deflector is placed against the inner panel. The deflector fits into a retaining slot at the lower section of the door inner panel and deflects water to bottom of door and out door bottom drain holes. The deflector is further secured by a string loaded sealing material along both front and rear edges and by the application of waterproof sealing tape at front and rear lower corners.

Whenever work is performed on front or rear doors where the water deflector has been disturbed,

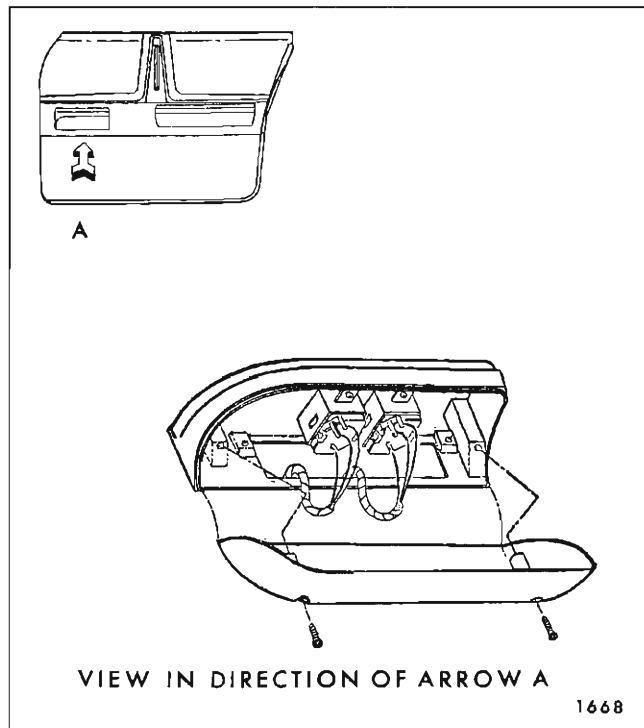


Fig. 1D17—Switch Base Cover

the deflector must be properly resealed 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 the recommended removal and installation or replacement procedures.

For service sealing, body caulking compound is recommended if additional sealing material is required.

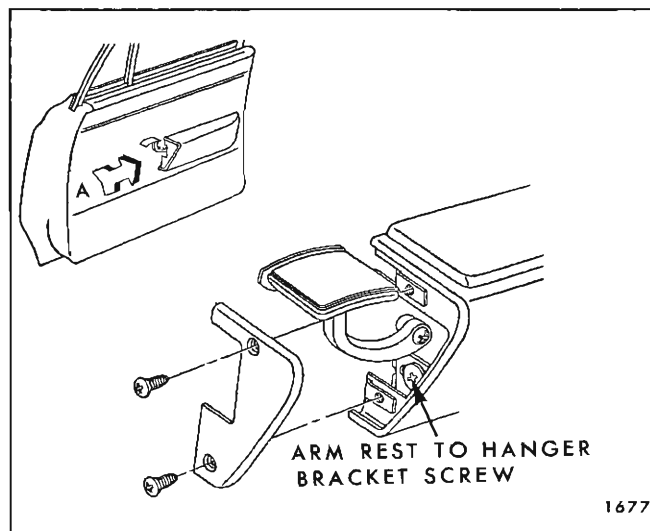


Fig. 1D18—Front Door Arm Rest Base Cap - 68200 Series

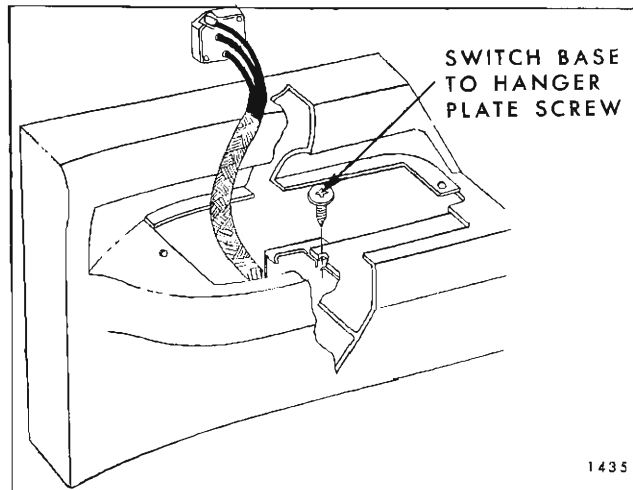


Fig. 1D19—Door Trim Pad Removal - 68200 Series

When access to the door inner panel is required to perform service operations, the deflector may be partially detached or completely removed from the inner panel. If the existing water deflector is damaged so that it will not properly seal the door inner panel, replacement of deflector is absolutely necessary.

The following procedure covers complete removal and installation of the water deflector. If only partial detachment 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 strips of waterproof body tape securing lower corners of water deflector.

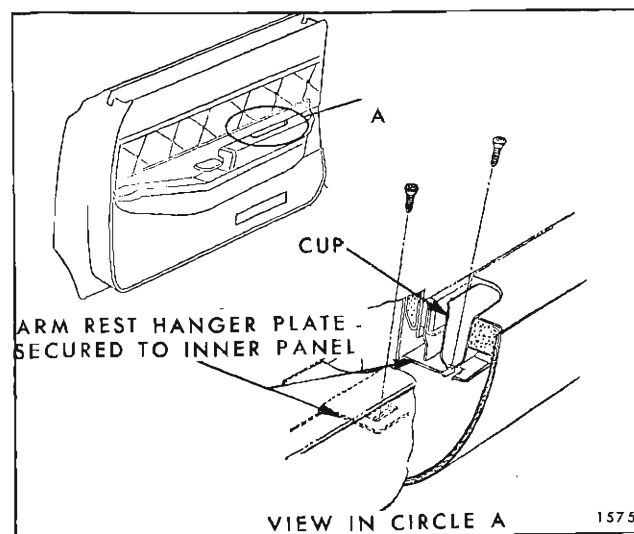


Fig. 1D20—Door Arm Rest Cup Attachment

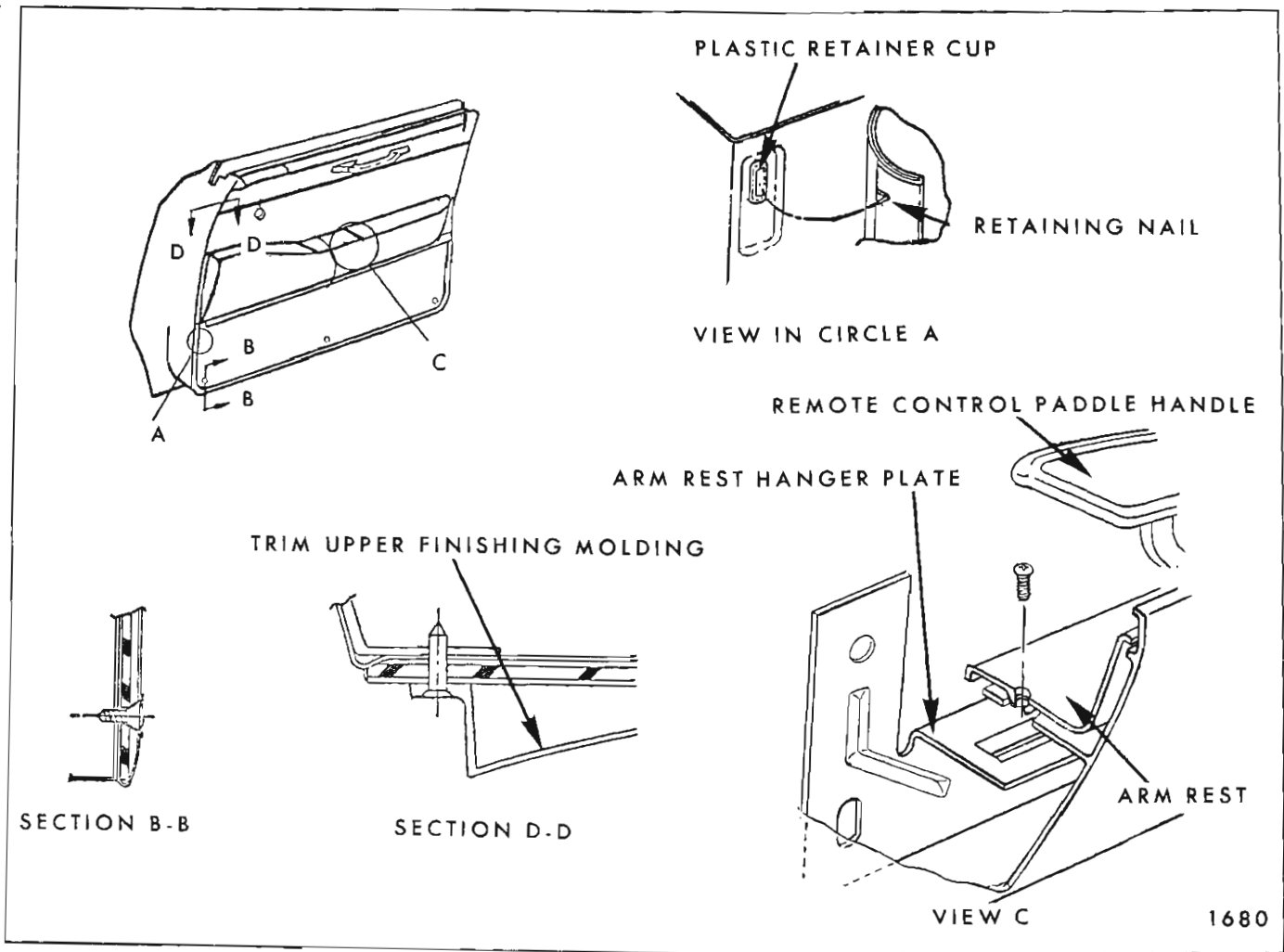


Fig. 1D21—Door Trim Pad Removal

3. 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.

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

Installation

1. Inspect water deflector and repair any tears or holes with waterproof body tape applied to both sides of deflector. 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 deflector is to be installed, use old water deflector as a template to trim new deflector to proper size and to cut holes for door inside hardware. If old sealer does not effect an adequate seal, remove all old cement from door inner panel and replace with a continuous bead of body caulking compound (approximately 3/16" diameter).

3. If the door arm rest attaching screw holes are

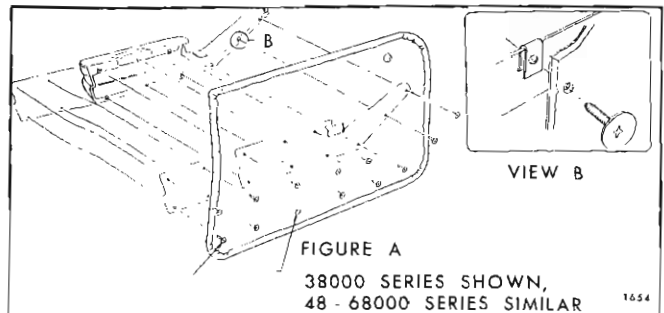


Fig. 1D22—Arm Rest to Door Trim Pad Installation

located in the door inner panel, seal these holes with body caulking compound.

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

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

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

SPRING CLIPS

A spring clip is used to secure remote control connecting rods and inside locking rod connecting links to door levers. A slot in the clip provides for disengagement of the clips, thereby, facilitating detachment of linkage.

To disengage a spring clip, use a screwdriver, or other suitable tool, to slide clip out of engagement (See Fig. 1D23).

FRONT AND REAR DOOR OUTSIDE HANDLE ASSEMBLY ALL STYLES

Removal and Installation

1. Raise door window. Remove door trim assembly and detach upper rear corner of inner panel water deflector sufficiently to gain access to door outside handle attaching screws.

2. Remove screws and door lock handle and gaskets from outside of body.

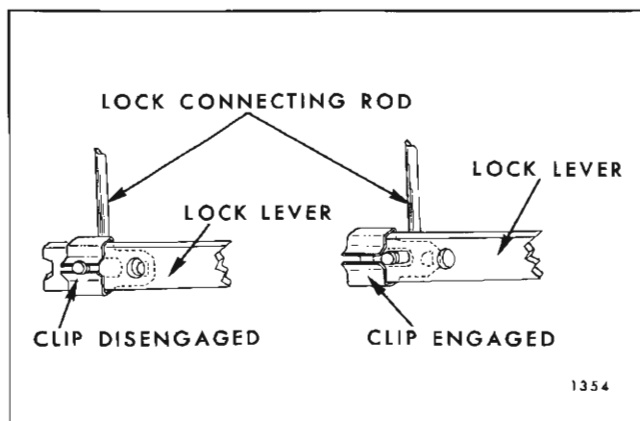


Fig. 1D23—Door Lock Spring Clip

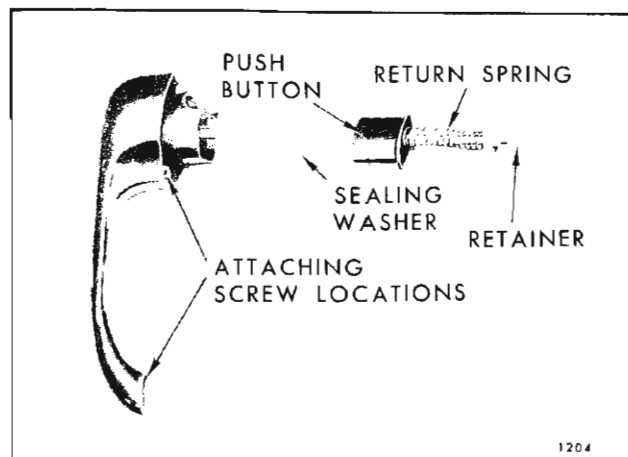


Fig. 1D24—Rear Door Outside Handle Assembly

NOTE: On 68069 Styles it is necessary to remove rear door ventilator regulator as described in the rear door section in order to remove rear door outside handle.

3. To install, reverse removal procedure.

DOOR OUTSIDE HANDLE DISASSEMBLY ALL STYLES

1. Remove door outside handle as previously described.

2. Depress retainer slightly and turn 1/4 turn either direction. Remove retainer, spring, push button and shaft, and sealing washer from handle (Fig. 1D25 for front door handles, Fig. 1D24 for rear door handles).

NOTE: Parts are serviced as shown in the illustrations; separate components for the front door handle, and a push button, spring, and retainer assembly for the rear door handle.

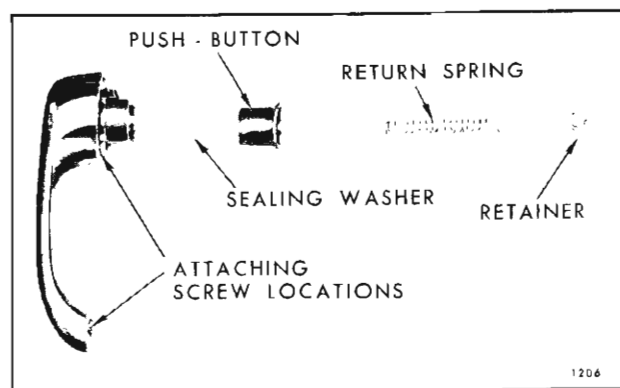


Fig. 1D25—Front Door Outside Handle Assembly

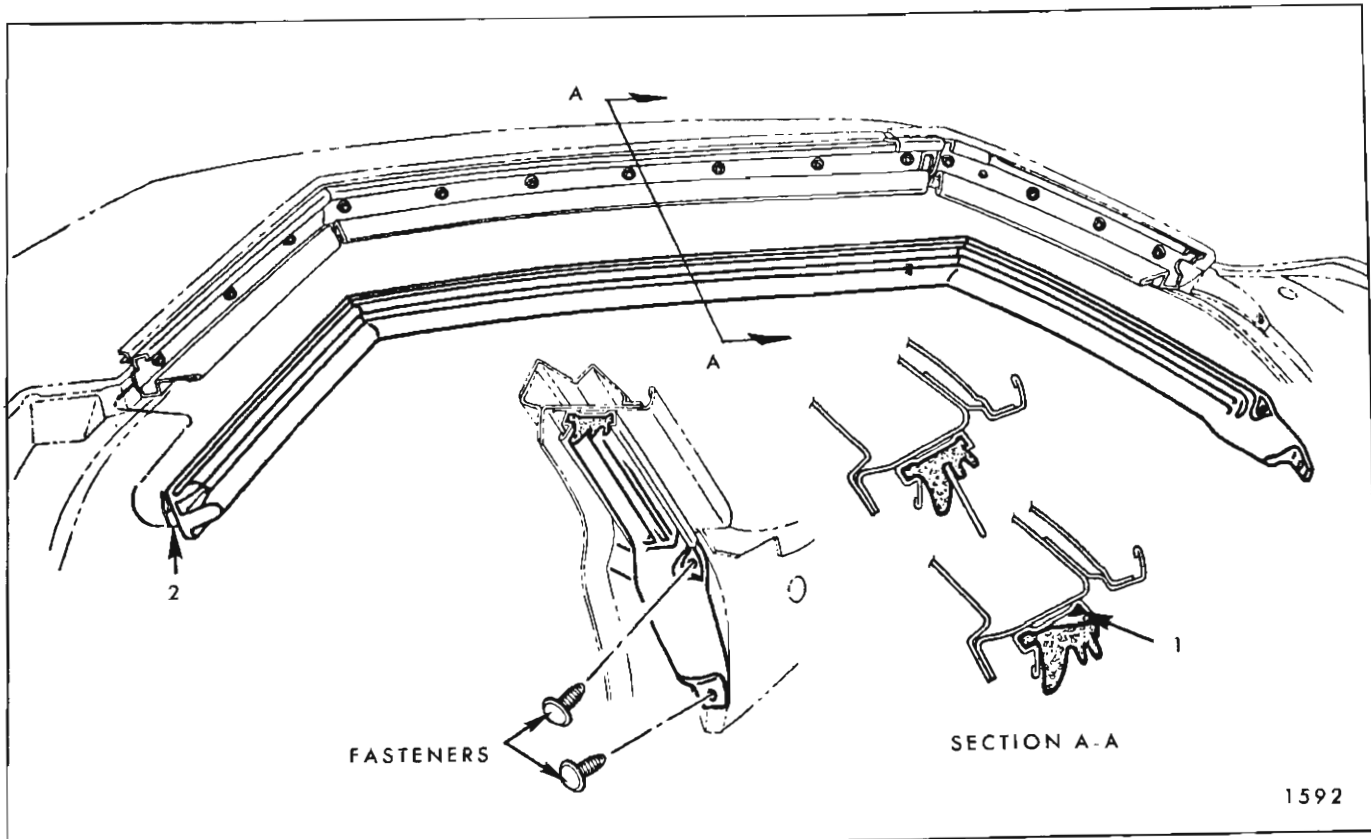


Fig. 1D26—Side Roof Rail Weatherstrip - "39" Styles

**SIDE ROOF RAIL WEATHERSTRIP AND RETAINER
ALL "39" STYLES AND 38000-
48000-68000 SERIES "69" STYLES**

Removal

1. Remove plastic snap-fasteners at front and/or rear of weatherstrip (Fig. 1D26 for "39" styles, Fig. 1D27 for "69" styles).

2. While pulling weatherstrip into door opening, carefully break adhesive bond between weatherstrip and side roof rail weatherstrip retainer and remove weatherstrip.

3. With weatherstrip removed, screws securing retainer to side roof rail are exposed. Remove screws to remove side roof rail weatherstrip retainer.

Installation

1. Clean off all old caulking material from surface of retainer that mates with side roof rail.

2. Clean retainer of old weatherstrip adhesive.

3. Apply a continuous bead of body caulking compound to surface of retainer that mates with side roof rail ("1", Fig. 1D28).

NOTE: Bead should be outboard of attaching screw slots.

4. Position retainer to body and install attaching screws (Fig. 1D28).

5. Apply a bead of black weatherstrip adhesive to outboard flange of retainer ("1", Figs. 1D26 and 1D27).

6. Engage hook at rear of weatherstrip under weatherstrip retainer at rear lower end ("2", Figs. 1D26 and 1D27).

7. Engage inboard lip of weatherstrip with inboard flange of retainer.

8. Using a flat-bladed tool as shown in Section A-A of Figure 1D26 and 1D27, engage outboard lip of weatherstrip with retainer.

9. Prior to installing plastic fasteners at lower forward end of weatherstrip, apply black weatherstrip adhesive under weatherstrip to effect a watertight seal.

10. Install plastic snap-fasteners and clean up any excess sealer or adhesive.

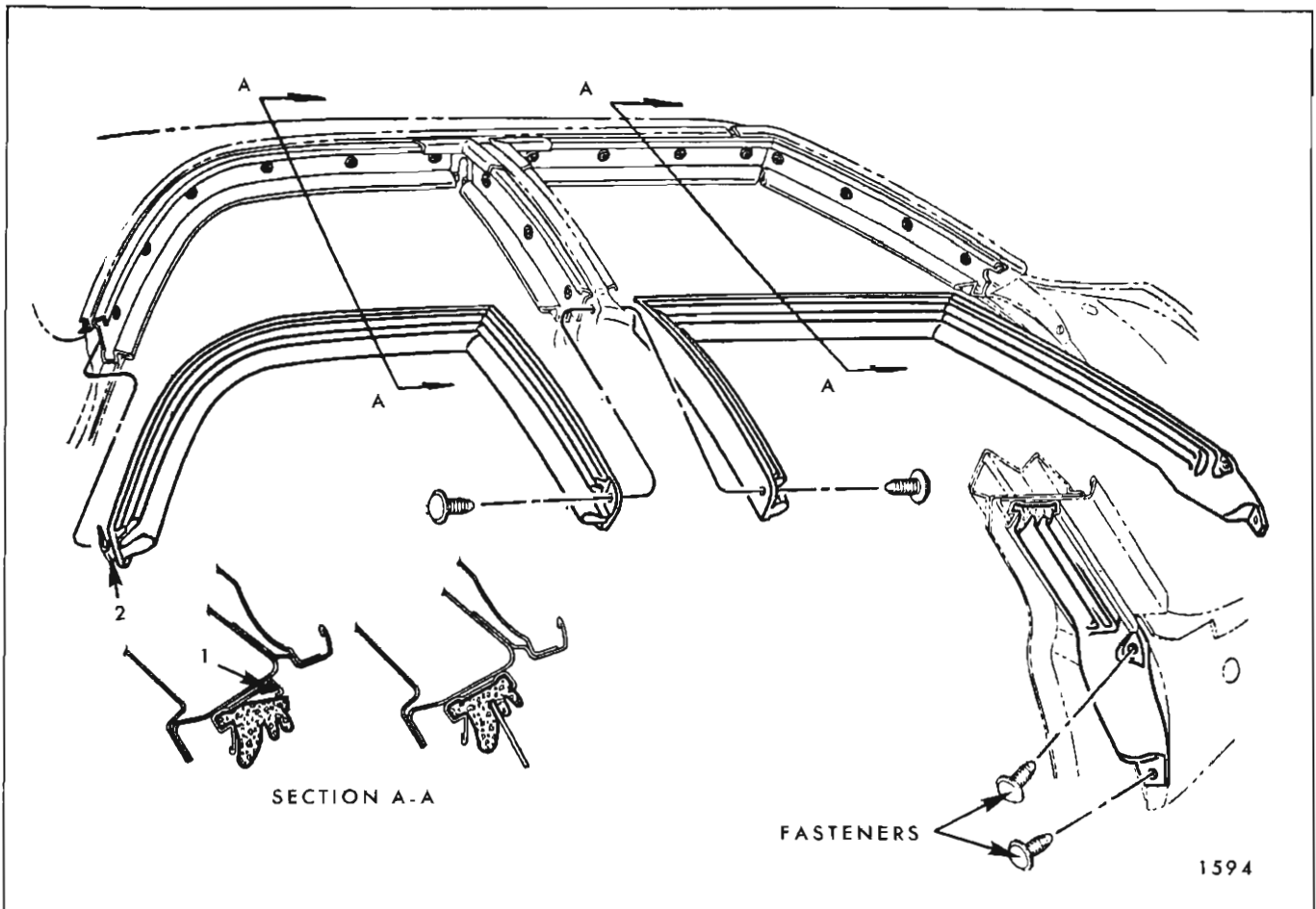


Fig. 1D27—Side Roof Rail Weatherstrip - "69" Styles

FRONT AND REAR DOOR LOCK STRIKERS ALL STYLES

The front and rear door lock striker consists of a single metal bolt and washer assembly that is threaded into a tapped, floating cage plate located in the body lock pillar. With this design, the door is secured in the closed position when the door lock fork bolt snaps-over and engages the striker bolt.

Removal and Installation

1. Mark position of striker on body lock pillar using a pencil.
2. Insert a 5/16" wrench into hex-head fitting in head of striker bolt and remove striker (Fig. 1D29).

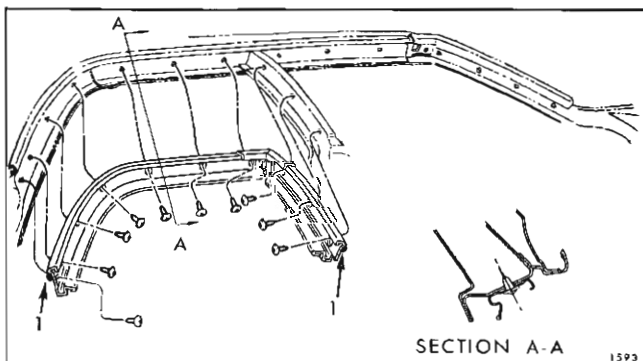
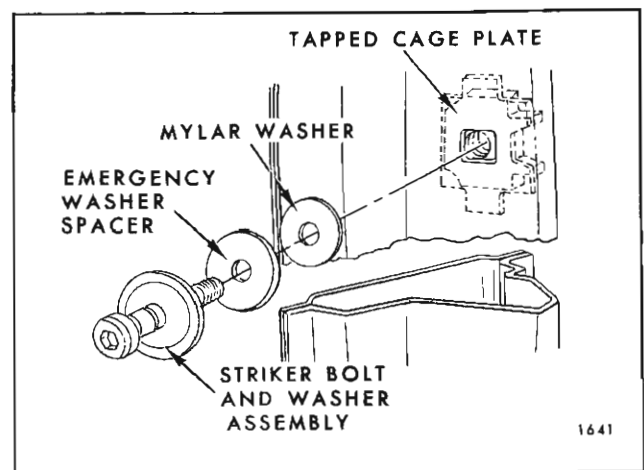
Fig. 1D28—Side Roof Rail Weatherstrip Retainer - "69"
Style shown - "39" Similar

Fig. 1D29—Door Lock Striker Installation

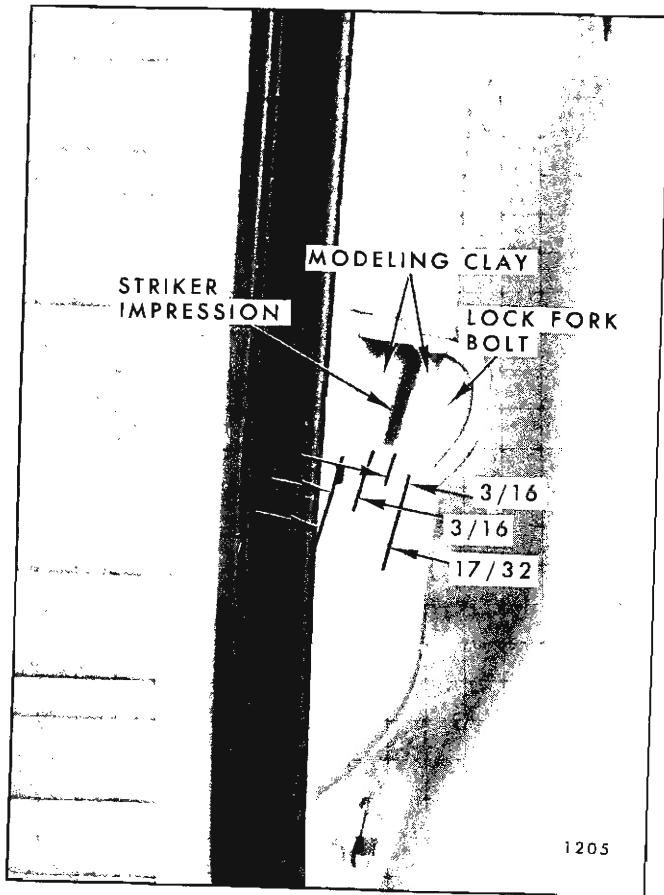


Fig. 1D30—Door Lock Striker Engagement

3. To install, reverse removal procedure. Make certain striker is positioned within pencil mark. Also, that paint protecting plastic washer is installed (Fig. 1D29).

IMPORTANT: Whenever a door has been removed and reinstalled or realigned, the door

should not be closed completely until a visual check is made to determine if lock fork-bolt will correctly engage with striker.

Adjustments

1. To adjust striker up or down, or in or out, loosen striker bolt and shift striker as required; then tighten striker.

2. To determine if striker fore or aft adjustment is required, proceed as follows:

a. Make certain door is properly aligned.

b. Apply modeling clay or body caulking compound to lock bolt opening as shown in Figure 1D30.

c. Close door only as far as necessary for striker bolt to form an impression in clay or caulking compound as shown in Figure 1D30.

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

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

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

FRONT DOORS ALL STYLES

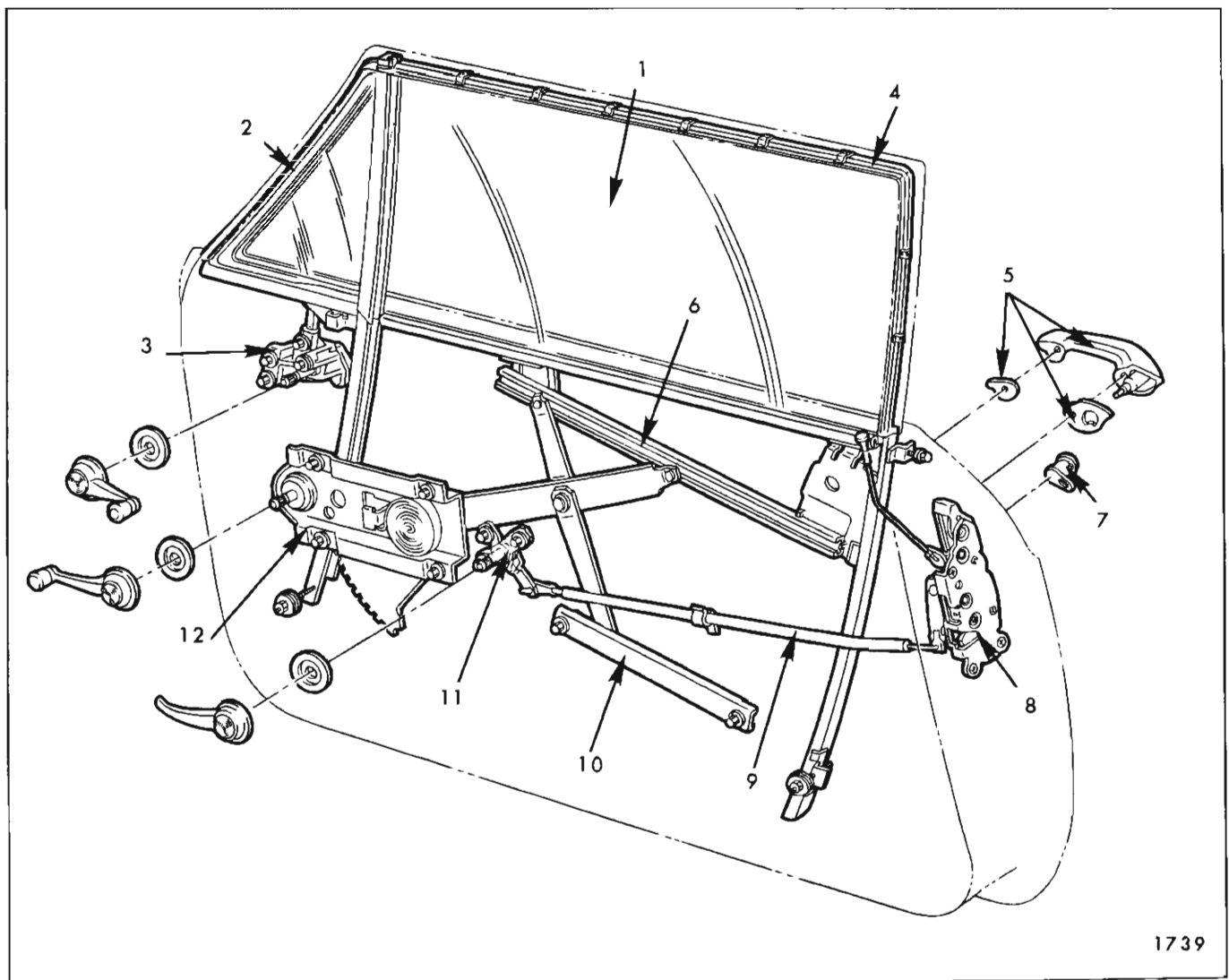
The front door section consists of operations applicable only to the front doors. Procedures for the removal of trim, weatherstrips, lock strikers and other components that are similar for both front and rear doors can be found in the preceding "Front and Rear Door" section.

Figures 1D31 and 1D32 are typical of door hardware mechanisms on the "closed" and "hardtop" styles respectively, and illustrate the relationship of the various components.

FRONT DOOR ASSEMBLY AND HINGES

The front door hinges are the swing-out type with a two position hold-open incorporated in the lower hinge. The hinges are attached to the door and body with bolts that are threaded into tapped anchor plates caged within the door and body hinge pillars.

The door can be removed from the body by either removing it from the hinges or by removing the



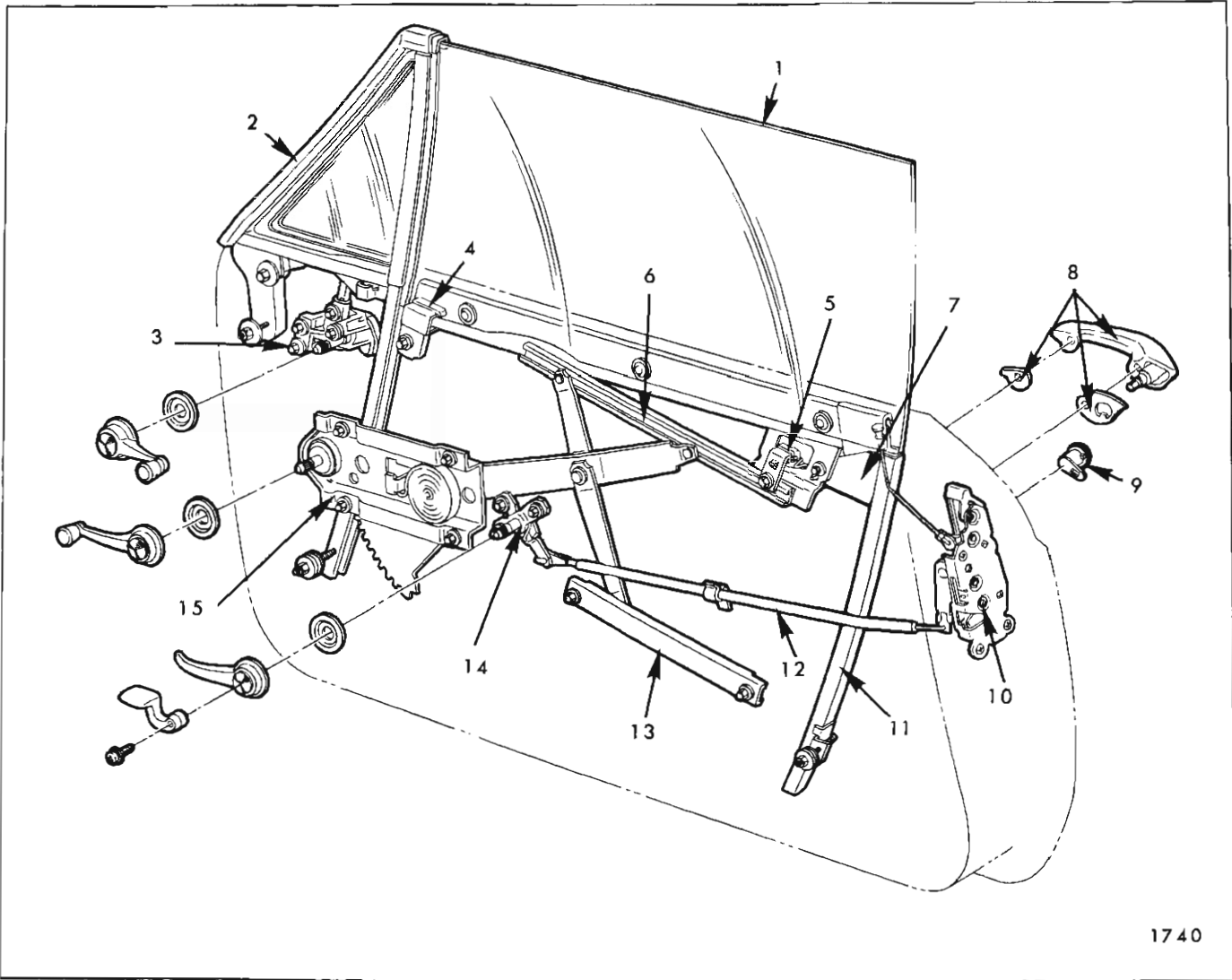
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Fig. 1D31—Front Door Hardware - "11" Styles

1. Window Assembly
2. Ventilator Assembly
3. Ventilator Regulator
4. Window Glass
Run Channel

5. Door Outside Handle
and Sealing Gaskets
6. Lower Sash Channel Cam
7. Lock Cylinder
8. Door Lock

9. Remote Control
Connecting Rod
10. Inner Panel Cam
11. Remote Control
12. Window Regulator



1740

Fig. 1D32—Front Door Hardware - 37-57-67 Styles

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

door and hinges as an assembly from the front body hinge pillar.

To service only the hinges, remove the door and hinges as an assembly; then, remove the hinges from the door in a bench operation.

Removal

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

2. If door and hinges are to be removed as an assembly, additional access can be gained to lower hinge bolts by loosening front fender lower rear attachments.

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

4. On styles equipped with electrically operated windows or vacuum door locks, proceed as follows:

a. Remove door trim assembly and detach inner panel water deflector along front edge.

b. Disconnect wire harness at window regulator motor. On power operated ventilators, disconnect door wire harness at jumper wire connector, not at ventilator regulator motor.

c. If present, disconnect vacuum hose from door lock vacuum actuator.

d. Remove wire harness conduit from door, then remove wire harness and/or vacuum hose through conduit opening in door hinge pillar.

5. With door properly supported, remove hinge to body or hinge to door attaching bolts depending on removal method being used and remove door from body (Fig. 1D33).

NOTE: On 68000 Series, it is necessary to remove the cowl air intake grille to gain access to the upper hinge to body attaching bolts.

Installation

1. As an anti-squeak precaution, and to prevent waterleaks at attaching bolt locations, apply a coat of heavy bodied body caulking compound to surfaces of hinges that mate with door and body.

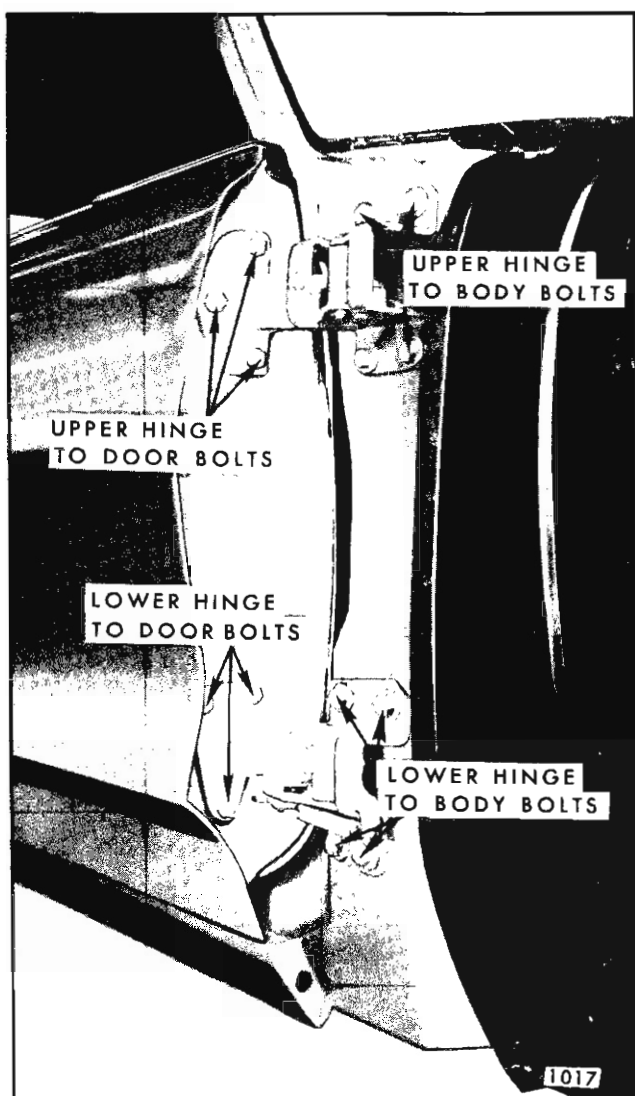


Fig. 1D33—Front Door Hinge Attachment

2. With the aid of a helper, position door to body opening and loosely install hinge bolts, then align hinges within scribe marks previously made and tighten all bolts.

3. Reinstall harnesses and connectors and check components for proper operation. Check door for proper alignment and, if necessary, realign as described under "Front Door Adjustments".

4. Install door water deflector and all other previously removed parts.

FRONT DOOR ADJUSTMENTS ALL STYLES

Prior to performing any door adjustments, remove door lock striker to permit door to hang free on its hinges.

After performing door adjustments on other than closed styles, check alignment of front door ventilator and window to side roof rail weatherstrip and adjust as required.

1. To adjust door in-or-out and/or up-or-down, loosen hinge to door attaching bolts (Fig. 1D33). Adjust door as required and tighten bolts.

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

2. To adjust door fore-or-aft, loosen hinge to body attaching bolts (Fig. 1D33). Adjust door as required and tighten bolts.

NOTE: One or more of the hinge to body attaching bolts may not be accessible due to inadequate wrench clearance. In these situations, remove the obstructing bolt and perform adjustments with the remaining three bolts, then replace the previously removed bolt.

FRONT DOOR LOCK CYLINDER ASSEMBLY ALL STYLES

Removal and Installation

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

2. Working through large access hole, use a screwdriver or comparable tool to force lock cylinder slotted retainer forward and out of engagement with lock cylinder.

3. From outside of the body, remove lock cylinder and sealing gasket from door outer panel.

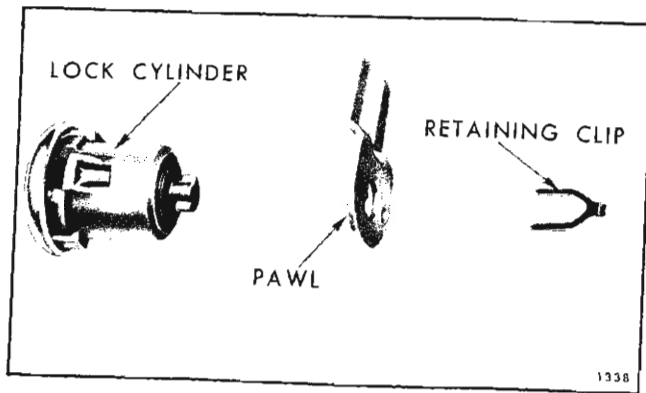


Fig. 1D34—Lock Cylinder Assembly

4. To install, reverse removal procedure. Make certain that slot in lock cylinder pawl engages door lock extension.

Disassembly and Assembly

1. Remove lock cylinder from door as previously described.

2. Remove pawl retaining clip and pawl (Fig. 1D34), then, pry off lock cylinder housing scalp and remove cylinder.

3. To assemble, reverse removal procedure. Replace distorted housing scalp with a new scalp which is available as a service part.

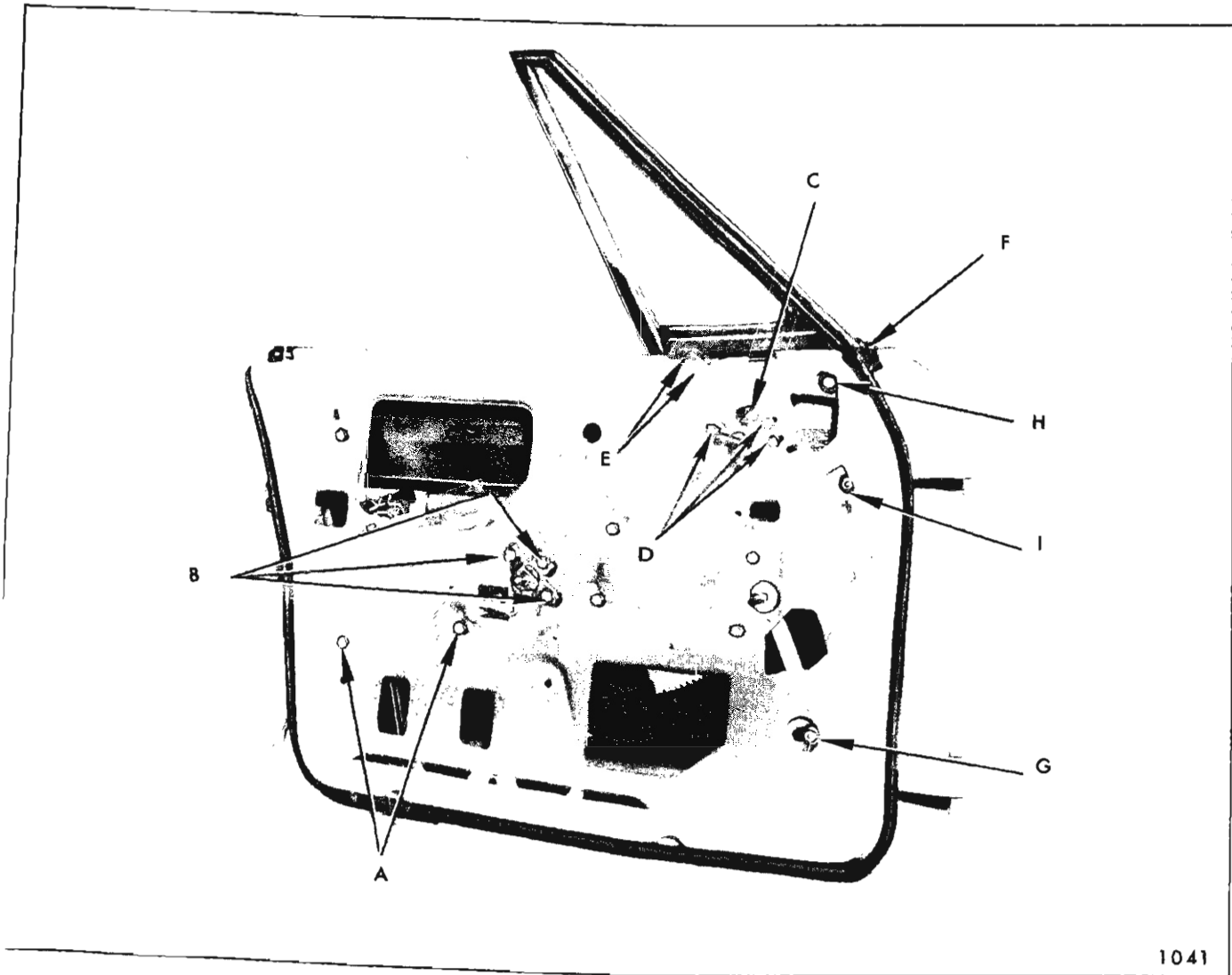


Fig. 1D35—Front Door Hardware Attachment

Inner Panel
Cam Bolts
Remote Control Bolts
Ventilator T-Shaft Bolt

D. Ventilator Regulator Bolts
E. Vent Lower Frame to Door Inner and Outer Panel Screws

F. Cement Bond between Vent and Door Weatherstrip
G. Ventilator Division Channel Lower Adjusting Stud Nut

H. Ventilator Lower Frame Bolt
I. Ventilator Lower Frame Adjusting Stud Nut

FRONT DOOR INNER PANEL CAM ALL STYLES

Removal and Installation

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

2. Remove bolts securing door inner panel cam ("A", Fig. 1D35). Disengage cam from regulator balance arms and remove cam from door.

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

NOTE: The inner panel cam is adjustable up or down at the forward attaching bolt. This adjustment can be used to correct a rotated (cocked) door window.

FRONT DOOR LOCK REMOTE CONTROL ALL STYLES

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector sufficiently to expose remote control.

2. Remove remote control attaching screws ("B", Fig. 1D35). Disengage remote control from remote to lock connecting rod and remove remote control.

3. To install, reverse removal procedure. Make certain anti-rattle clip is installed on connecting rod prior to engaging it with remote control.

FRONT DOOR VENTILATOR REGULATOR-MANUAL AND ELECTRIC ALL STYLES

Removal and Installation

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

2. On styles equipped with electric ventilator regulators, disconnect door wire harness at ventilator jumper harness connector, not at ventilator motor.

3. Remove ventilator T-shaft attaching bolt "C" and ventilator regulator to inner panel attaching bolts "D" (Fig. 1D35).

4. Pull regulator down to disengage from ventilator T-shaft and remove regulator through access hole.

5. To install, reverse removal procedure. Check operation of ventilator prior to installing water deflector.

FRONT DOOR VENTILATOR— MANUAL AND ELECTRIC ALL "37"-“39”-“57”-“67” STYLES AND 38-48-68000 SERIES "69" STYLES

Removal and Installation

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

2. Remove screws (2) securing ventilator lower frame to door outer panel return flange and to door inner panel ("E", Fig. 1D35).

3. At front of ventilator assembly, break cement bond between door weatherstrip and ventilator assembly ("F", Fig. 1D35).

4. Remove ventilator division channel lower adjusting stud nut ("G", Fig. 1D35).

5. Remove ventilator regulator as previously described.

6. Remove ventilator lower frame attaching bolt "H" and ventilator lower frame adjusting stud nut "I" (Fig. 1D35).

7. Lift ventilator assembly upward approximately 6" and remove ventilator lower frame adjusting stud from ventilator at upper front access hole.

8. Lift ventilator upward and remove from door.

9. To install, reverse removal procedure. Adjust ventilator for proper operation and alignment with side roof rail weatherstrip as described below.

FRONT DOOR VENTILATOR ADJUSTMENTS ALL "37"-“39”-“57”-“67” STYLES AND 38-48-68000 SERIES "69" STYLES

The front door ventilator assembly can be adjusted up-or-down, in-or-out at the top, and slightly fore-or-aft. To perform any ventilator adjustments it is first necessary to remove the door trim assembly and inner panel water deflector to expose ventilator attachments. Then, remove or loosen the following attachments.

a. Remove ventilator lower frame to inner panel and ventilator lower frame to outer panel screws (2) ("E", Fig. 1D35).

b. Loosen ventilator lower frame attaching bolt "H".

c. Loosen ventilator lower frame adjusting stud nut "I" and ventilator division channel lower adjusting stud nut "G".

d. Loosen ventilator regulator attaching bolts "D".

1. To adjust the top of the ventilator assembly in-or-out, adjust the ventilator lower frame and ventilator division channel adjusting studs as required, then tighten the stud nuts.

2. To position ventilator fore-or-aft or up-or-down to obtain proper alignment with side roof rail weatherstrip, shift loosened ventilator to desired position and tighten attaching nuts and bolts.

3. To eliminate flutter (play) of ventilator window, tighten ventilator T-shaft attaching bolt.

4. To obtain a better seal between division pillar weatherstrip and rear edge of ventilator glass, shim front edge of ventilator regulator outboard. Install shims between regulator and door inner panel.

5. To adjust ventilator window up-or-down within ventilator frame, loosen ventilator T-shaft attaching bolt. Adjust ventilator window up-or-down as desired, then, tighten T-shaft bolt.

FRONT DOOR VENTILATOR ASSEMBLY WEATHERSTRIP

Removal and Installation

1. Remove front door ventilator assembly.
2. Remove ventilator glass and sash channel from ventilator frame by opening glass approximately 60° and pushing glass downward slightly to disengage glass unit from ventilator frame at upper pivot point; then, upward to disengage lower T-shaft from frame. (See Fig. 1D36).
3. Remove ventilator division channel upper rubber bumper attaching screw.
4. Remove two attaching screws securing ventilator casting to frame and separate ventilator casting from frame so that the ventilator weatherstrip can be removed. (See Fig. 1D36).
5. To install, reverse removal procedure. Prior to installation, however, a ribbon of medium bodied sealer should be applied between ventilator weatherstrip and casting.

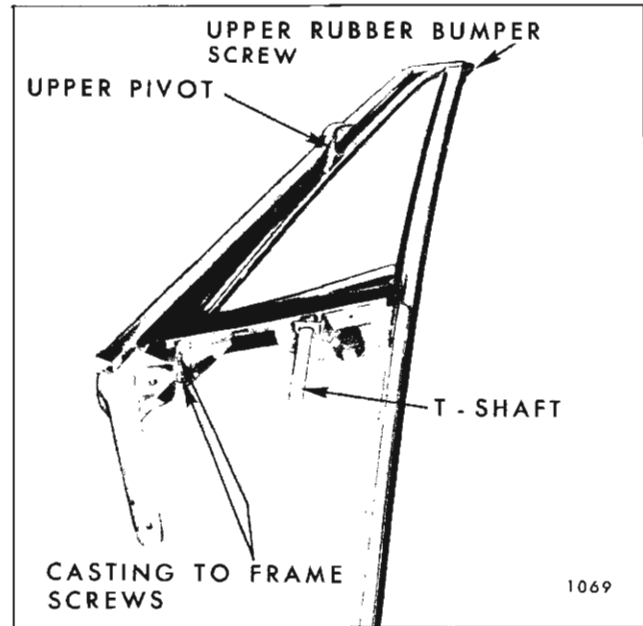


Fig. 1D36—Front Door Ventilator

FRONT DOOR VENTILATOR ASSEMBLY ALL "11"- "35" AND "45" STYLES, AND ALL "69" STYLES EXCEPT 38-48-68000 SERIES

Removal and Installation

1. Remove door trim assembly and inner panel water deflector.
2. Remove ventilator regulator as previously described.
3. Lower door window. Remove screws (2) securing ventilator lower frame to door inner panel and to door outer panel ("1", Fig. 1D37).
4. Remove division channel lower adjusting stud nut (Fig. 1D37).
5. Remove ventilator upper attaching screws along door upper frame (Fig. 1D37).
6. Lower ventilator assembly sufficiently to tilt assembly inward, then lift ventilator assembly upward and remove from door.
7. To install, reverse removal procedure. Prior to installation, inspect saturated polyurathane foam sealing material along length of door upper frame contacted by ventilator (Fig. 1D45). If material is damaged, replace with new sealing strip or its equivalent. This is furnished in 5 foot sections under part #4480378 (Saturated Polyurathane Foam).

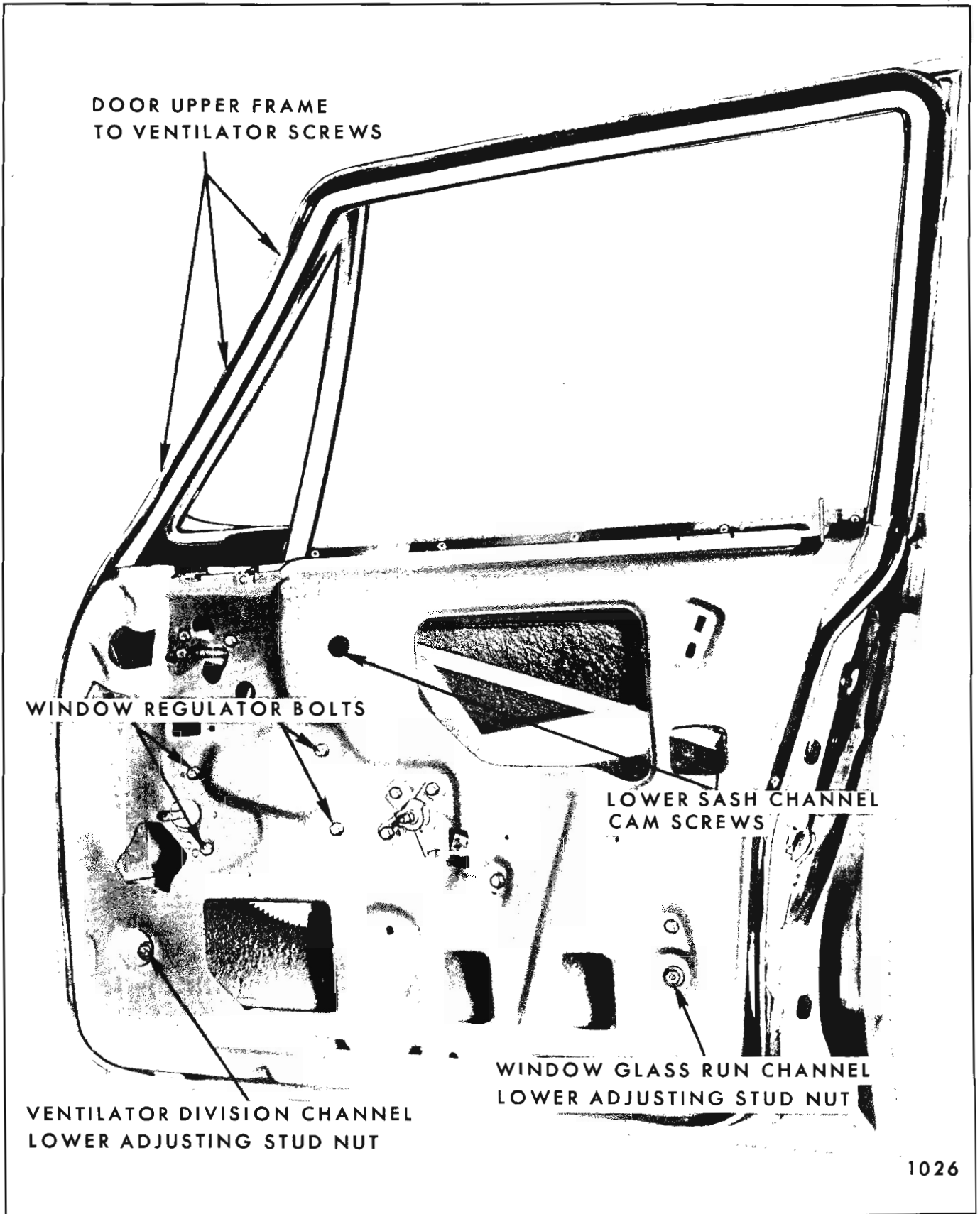
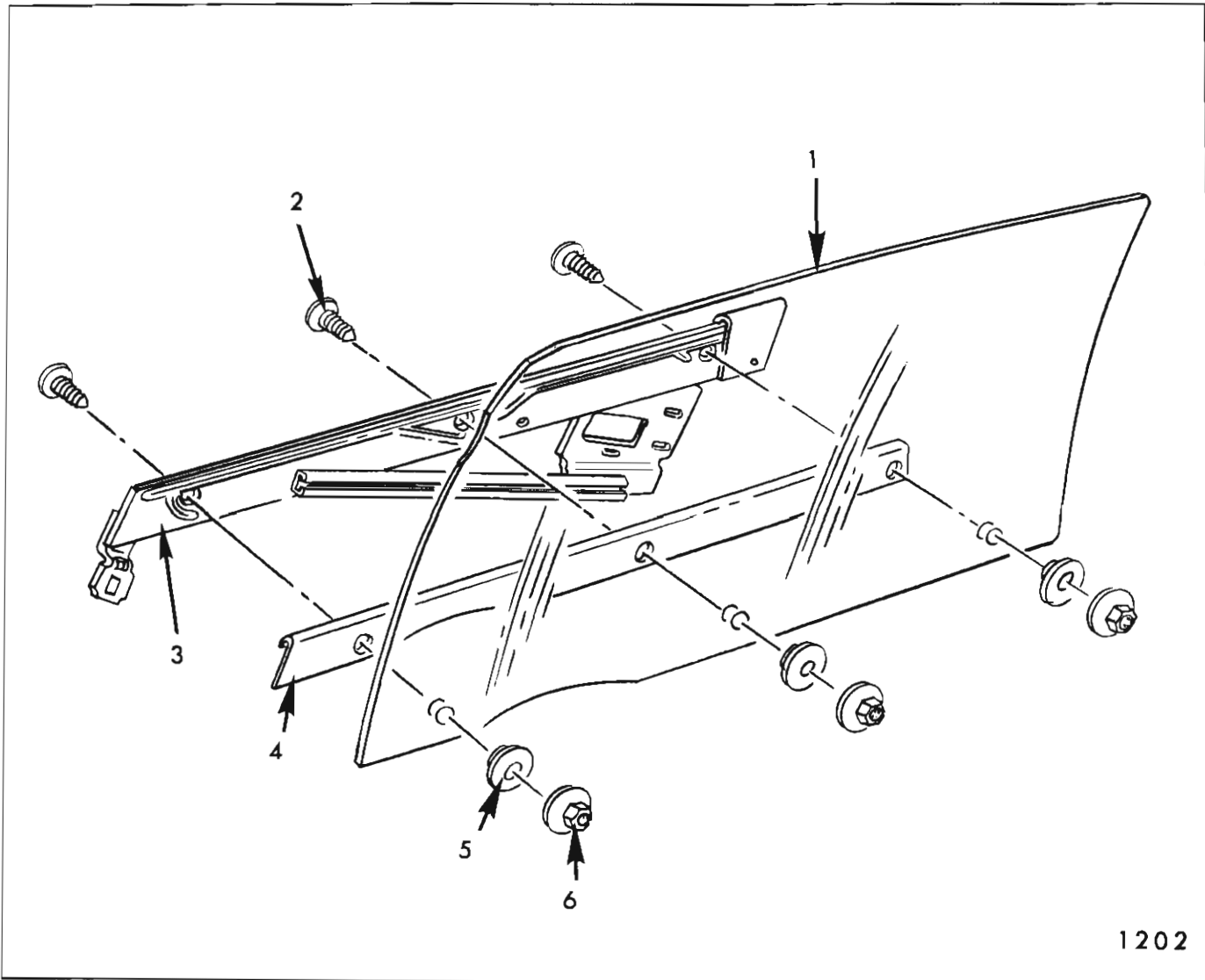


Fig. 1D37—Front Door Ventilator and Regulator Attachment



1202

Fig. 1D38—Front Door Window Assembly

- | | | |
|--|---------------------------------|--|
| 1. Door Window Glass | 3. Lower Sash Channel Assembly | 5. Glass to Sash Channel Spacers |
| 2. Glass to Lower Sash Channel Attaching Bolts | 4. Glass to Sash Channel Filler | 6. Glass to Sash Channel Attaching Bolt Nuts |

FRONT DOOR WINDOW ASSEMBLY
ALL "37"- "39"- "57"- "67" STYLES AND
38-48-68000 SERIES "69" STYLES

The front door window assembly consists of a solid tempered safety plate glass window and a bolted-on lower sash channel assembly which includes a welded-on sash channel cam. With this design, the door glass and sash channel are removed from the door as a unit and replacement glasses installed in bench operations.

Figure 1D38 is an exploded view of the front door window assembly and identifies the various components and their assembly sequence.

CAUTION: When installing glass to sash channel bolts, do not exceed torque of 50 inch pounds (4 foot pounds). Also, when replacing door glass, replace glass spacers.

Removal and Installation

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

2. Operate glass to "full-down" position and remove front up-travel stop from lower sash channel (Fig. 1D39).

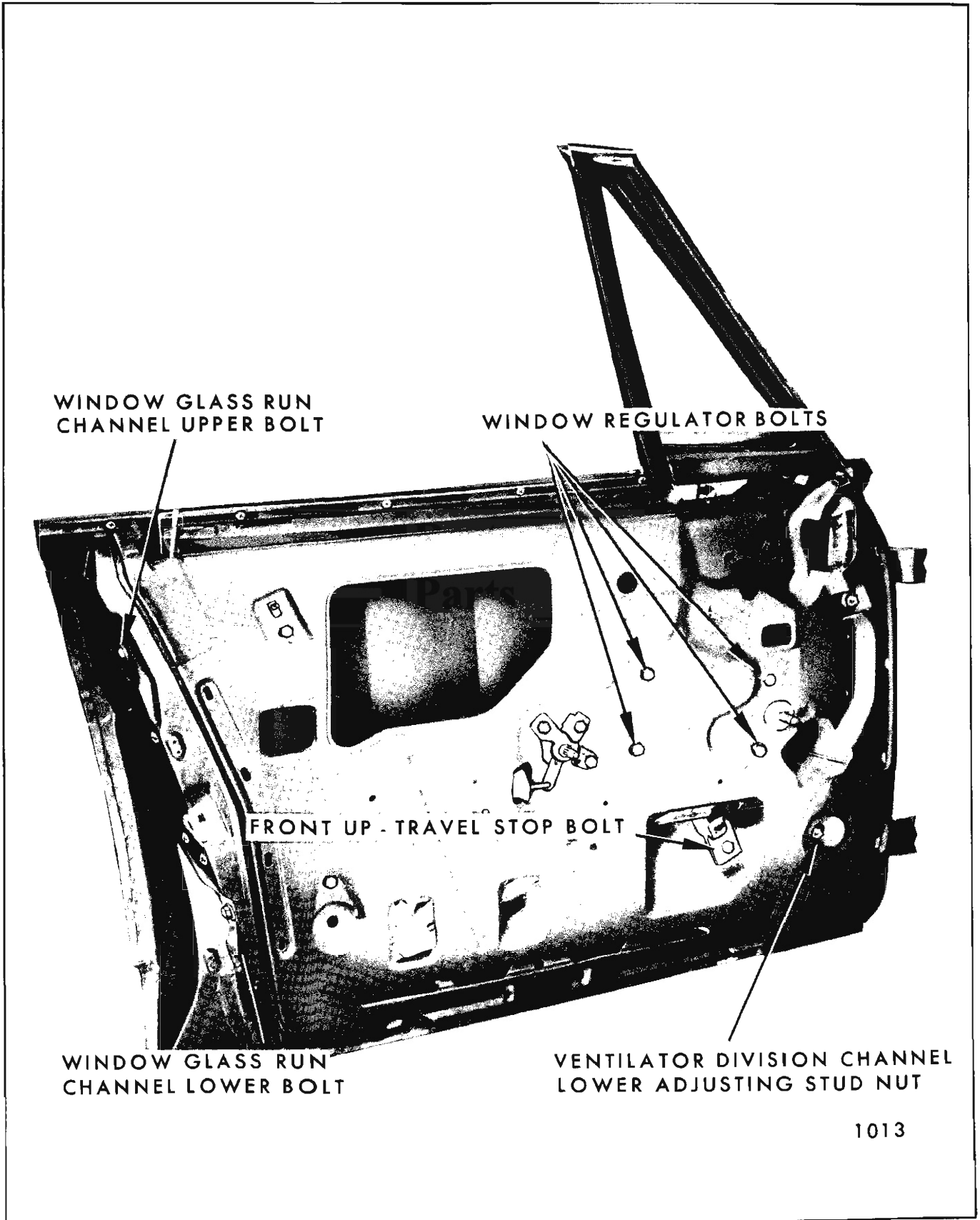


Fig. 1D39—Front Door Window Regulator and Glass Run Channel

3. Operate window to half-up position and remove rear guide plate attaching screws (Fig. 1D40).

4. Remove inner panel cam attaching screws (Fig. 1D40). Disengage cam from regulator balance arm roller and remove cam.

5. On coupe styles, operate window to full up position and slide window rearward off regulator rollers.

6. On sedan styles, operate window to approximately 3" down from full-up position. Tilt front edge of glass downward to disengage balance arm roller from front of sash channel cam. Slide window rearward to disengage cam from regulator lift arm roller and remove window from door.

7. To install, reverse removal procedure. Adjust up-travel stops and inner panel cam for proper window operation and alignment as follows:

**FRONT DOOR WINDOW ADJUSTMENTS
ALL "37"- "39"- "57"- "67" STYLES AND
38-48-68000 SERIES "69" STYLES**

To perform any door window adjustments it is necessary to remove the door trim assembly and inner panel water deflector to expose the adjustment provisions.

1. To correct a rotated window condition (glass cocked in opening) loosen inner panel cam attaching bolts (Fig. 1D40). Adjust forward end of cam up-or-down as required and tighten bolts.

2. To adjust the top of the window in-or-out in relation to side roof rail weatherstrip on coupe styles, loosen ventilator division channel lower adjusting stud nut and window run channel lower adjusting stud nut (Fig. 1D40). Adjust studs in-or-out as required and tighten stud nuts.

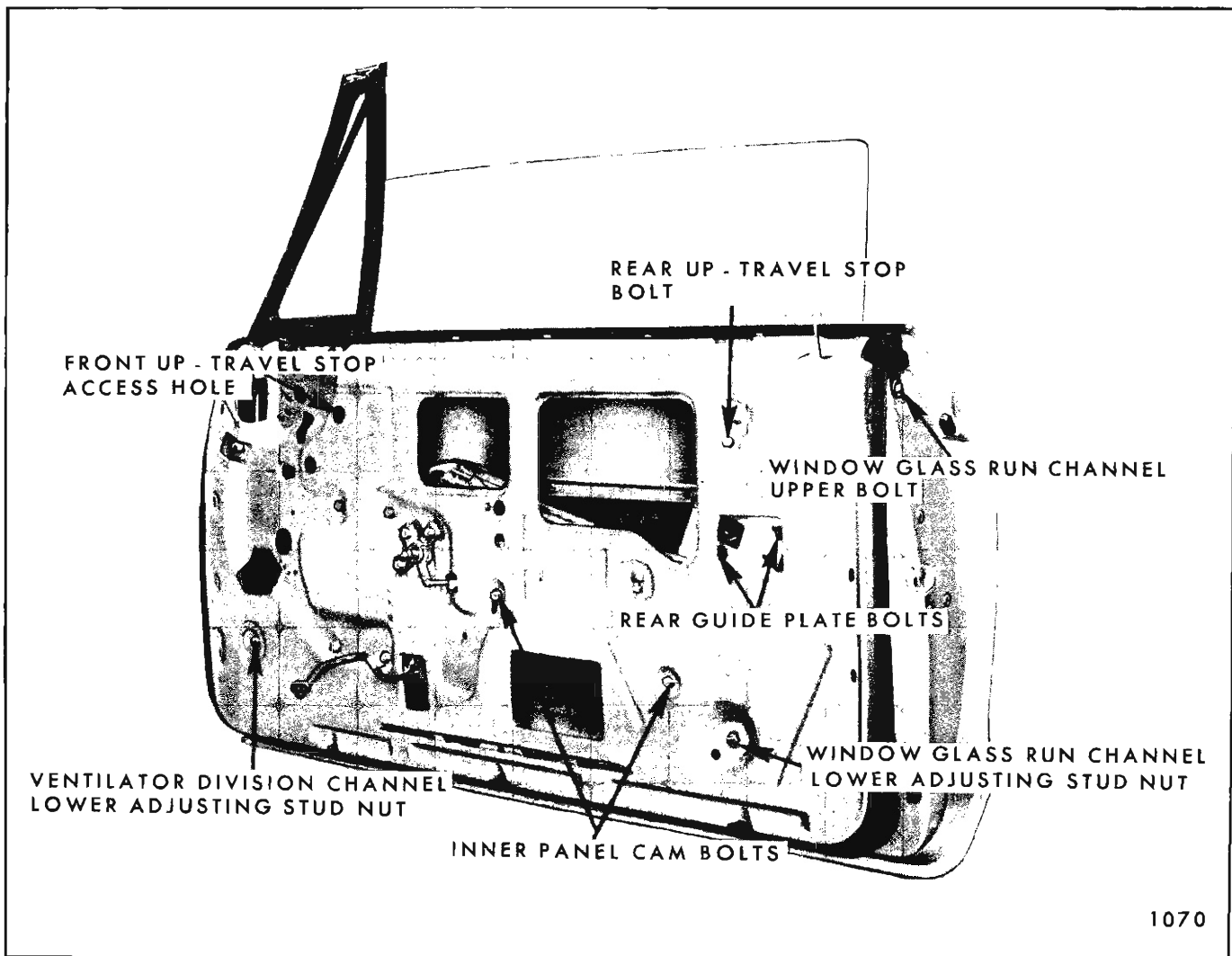


Fig. 1D40—Front Door Hardware Attachment "67" Style

3. To adjust top of window in-or-out in relation to side roof rail weatherstrip on sedan styles, loosen ventilator division channel lower adjusting stud nut and window run channel lower attaching bolt (Fig. 1D39). Adjust division channel stud as required and tighten stud nut. Position lower end of run channel in-or-out as required and tighten attaching bolt.

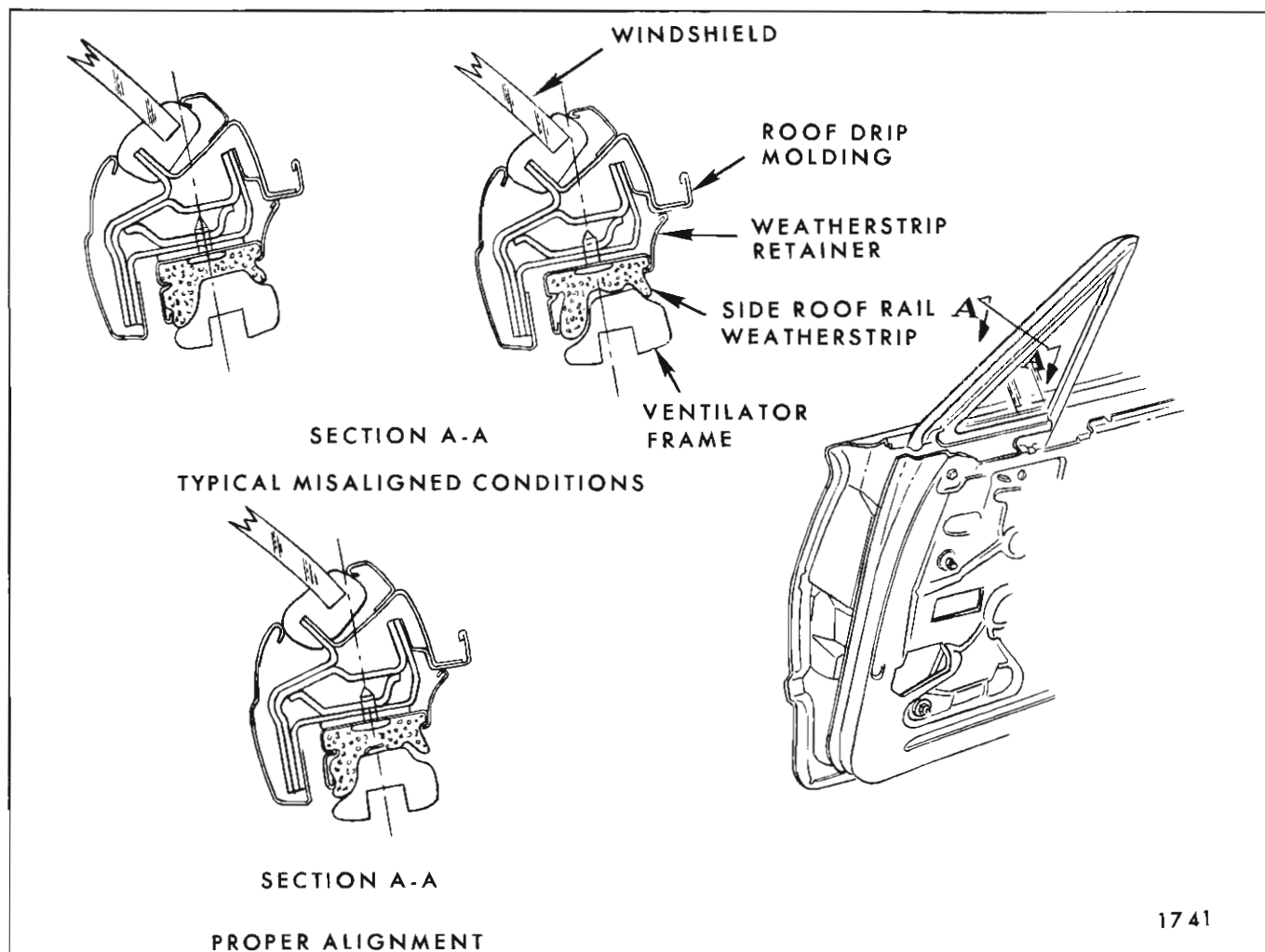
4. To adjust upper rear edge of glass in-or-out in relation to side roof rail and door beltline, loosen run channel upper attaching bolt and lower attaching bolt or adjusting stud nut depending on body style (Fig. 1D39 or 1D40). Adjust run channel in-or-out as required and tighten run channel attachments.

5. To adjust upper front of window in-or-out in relation to side roof rail weatherstrip, adjust ventilator assembly as described under "Front Door Ventilator Adjustments".

6. To adjust up-travel of window for proper contact with side roof rail weatherstrip, operate

window to "full-up" position. Loosen rear up-travel stop attaching bolt and front up-travel stop attaching bolt through access hole indicated (Fig. 1D40). Adjust window as required and tighten attaching bolts.

NOTE: Figure 1D41 depicts typical misalignments and the correct alignment of the front door ventilator assembly to the side roof rail weatherstrip. This alignment can be quickly checked by lowering front door window and inspecting proper fit of ventilator to side roof rail weatherstrip at top of ventilator division channel. If the ventilator assembly is correctly aligned and door glass is smooth in operation, it is usually safe to assume that the door glass is also correctly aligned to the side roof rail weatherstrip. This fit can be further verified by lowering rear door or rear quarter window and checking fit at top section of front door window to side roof rail weatherstrip. The weatherseal in this area should be the same as depicted for the front door ventilator assembly.



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Fig. 1D41—Front Door Ventilator Assembly Alignment

**FRONT DOOR WINDOW ASSEMBLY
ALL "11"- "35" AND "45" STYLES
AND ALL "69" STYLES EXCEPT
38-48-68000 SERIES**

The front door window assembly consists of a frameless piece of solid tempered safety plate glass pressed into a thin-section lower sash channel. When cycled, the glass operates within the ventilator division glass run channel and window glass run channel.

Removal and Installation

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

2. Remove front door ventilator as previously described.

3. On "11" styles, operate window to approximately 3" down from "full-up" position and remove lower sash channel cam attaching screws (Fig. 1D37).

4. On "35", "45", and "69" styles, lower window to "full-down" position and remove lower sash channel cam attaching screws through lower access holes and remove cam.

5. Lift window upward and inboard to remove window from door.

6. To install, reverse removal procedure. Check window for proper operation before installing water deflector.

**FRONT DOOR WINDOW ADJUSTMENTS
ALL "11"- "35" AND "45" STYLES AND ALL
"69" STYLES EXCEPT 38-48-68000 SERIES**

Adjustments have been provided to relieve a binding door glass due to misalignment of the glass run channels. The glass can also be adjusted to correct a rotated (cocked) door window assembly. To perform the following adjustments, remove door trim assembly and detach inner panel water deflector, where necessary, to gain access to the hardware attaching points.

Adjustments

1. To adjust lower portion of ventilator division channel for proper alignment with door window assembly, lower door window and loosen ventilator adjusting stud nut. Turn adjusting stud in or out or position lower end of channel fore or aft as required; then tighten adjusting stud nut (Fig. 1D37).

2. To adjust lower section of door window rear glass run channel in-or-out for proper alignment with door window, raise door window. Loosen rear run channel lower adjusting stud nut, adjust channel as required and tighten nut (Fig. 1D37).

NOTE: Adjustments 1 and 2 must be coordinated to provide a properly operating front door window assembly.

3. The door window inner panel cam is adjustable at the forward section and can correct a rotated (cocked) front door window (Fig. 1D37).

**FRONT DOOR WINDOW REGULATOR—
MANUAL OR ELECTRIC
"37"- "57"- "67" STYLES**

Removal and Installation

1. Remove front door window as previously described.

2. On styles equipped with manual regulators, loosen front door ventilator attachments (Refer to "Front Door Ventilator" section).

3. On styles equipped with electric window regulators, disconnect wire harness connector at window regulator motor.

4. Remove window regulator attaching bolts (Fig. 1D39) and remove regulator through large access hole.

5. To install, reverse removal procedure.

**FRONT DOOR WINDOW REGULATOR—
MANUAL OR ELECTRIC
ALL "39" STYLES AND 38-48-
68000 SERIES "69" STYLES**

Removal and Installation

1. Remove front door window and front door ventilator assemblies as previously described.

2. On styles equipped with electric window regulators, disconnect wire harness connector at window regulator motor.

3. Remove window regulator attaching bolts (Fig. 1D39) and remove regulator through access hole.

4. To install, reverse removal procedure.

**FRONT DOOR WINDOW REGULATOR—
MANUAL AND ELECTRIC
ALL "11"—"35" AND "45" STYLES AND
ALL "69" STYLES EXCEPT 38-48-68000 SERIES**

Removal and Installation

1. Remove front door trim assembly and inner panel water deflector.
2. Operate window to full-up position and secure it with pieces of clothbacked body tape applied over door upper frame.
3. Remove inner panel cam as previously described.
4. Remove window regulator attaching bolts (Fig. 1D37). Run regulator balance arm roller and lift arm roller out of lower sash channel cam at front. Remove regulator through large access hole.
5. To install, reverse removal procedure.

**FRONT DOOR WINDOW REGULATOR
ELECTRIC MOTOR ASSEMBLY**

The electric motor assembly which powers the electrically operated window regulators is a twelve volt, reversible direction motor with an internal circuit breaker and a self-locking gear drive. The motor is secured to the regulator assembly with three attaching bolts.

Removal and Installation

1. Remove front door window electric regulator and clamp assembly in a vise. (See Fig. 1D42).

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

2. Drill a 1/4" hole through regulator back plate and sector gear. The exact point of this hole will be dependent on the position of the regulator lift arm.

IMPORTANT: DO NOT drill into the motor housing, part of which is indicated by the dotted line illustrated in Figure 1D42. In addition, locate hole a sufficient distance from edge of sector gear to insure proper retention of sector gear to back plate.

3. Install a 3/16" bolt through hole in regulator back plate and sector gear and install a nut on the bolt. DO NOT tighten nut.

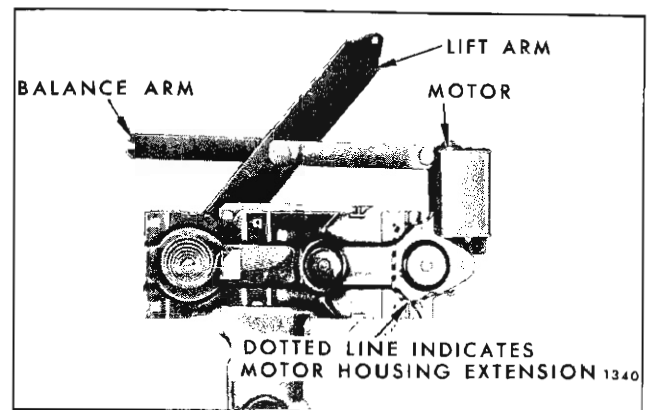


Fig. 1D42—Door Window Regulator and Electric Motor Assembly

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

4. Remove regulator motor attaching bolts and remove motor from regulator assembly. (See Fig. 1D42).

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

5. To install, reverse removal procedure. If difficulty is encountered in lining up motor attaching holes with regulator assembly, the regulator lift arm may be moved into position manually so that motor pinion gear will mesh with teeth on regulator sector gear. After installation of front door window assembly, cycle electric regulator several times before installing inner panel water deflector and door trim pad.

NOTE: Be sure to remove temporary nut and bolt securing regulator back plate to regulator sector gear before installing assembly into door.

**FRONT DOOR WINDOW
GLASS RUN CHANNEL
ALL "39" STYLES AND 38-48-68000
SERIES "69" STYLES**

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.
2. With window approximately 1/3 down from full-up position, remove rear guide plate attaching bolts (Fig. 1D40) and remove guide plate.

3. Operate window up to gain working room in access hole, then remove glass run channel upper and lower attaching bolts (Fig. 1D39) and remove channel from door.

4. To install, reverse removal procedure. Adjust guide plate fore or aft to permit proper window operation.

FRONT DOOR WINDOW GLASS RUN CHANNEL "37"- "57"- "67" STYLES

Removal and Installation

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

2. With window slightly down from full-up position, remove glass run channel upper attaching bolt and lower adjusting stud nut (Fig. 1D40).

3. Disengage lower adjusting stud from slot in inner panel. Pull downward on run channel to disengage it from window assembly and remove run channel from door.

4. To install, reverse removal procedure. Adjust run channel for proper window operation.

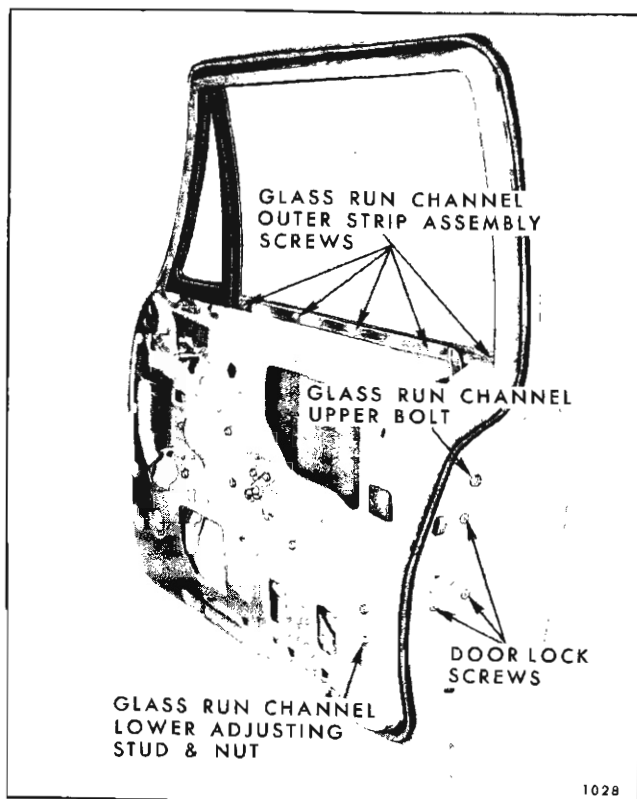


Fig. 1D43—Door Hardware Attachment

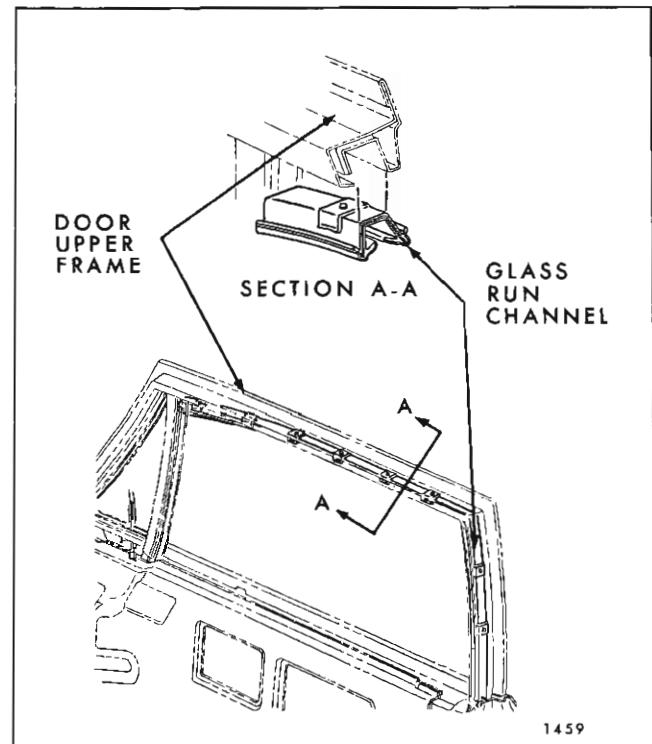


Fig. 1D44—Front Door Glass Run Channel

FRONT DOOR WINDOW GLASS RUN CHANNEL ALL "11"- "35" AND "45" STYLES AND ALL "69" STYLES EXCEPT 38-48-68000 SERIES

Removal and Installation

1. Remove front door ventilator as previously described.

2. With window in 1/2 down position, slide window sufficiently forward to enable removing run channel.

3. Remove glass run channel lower adjusting stud nut and run channel attaching bolt on door lock pillar at belt (Fig. 1D43).

4. Disengage run channel from door upper frame starting at ventilator division channel. Pry carefully at clip locations (Fig. 1D44) to avoid excessive distortion of clips.

5. When run channel is completely disengaged from door upper frame, remove it from door at beltline.

6. To install, reverse removal procedure. Prior to installation inspect run channel clips and saturated polyurathane foam sealing strips in door upper frame (Fig. 1D45). Reform distorted clips to insure adequate retention when installed. Replace damaged

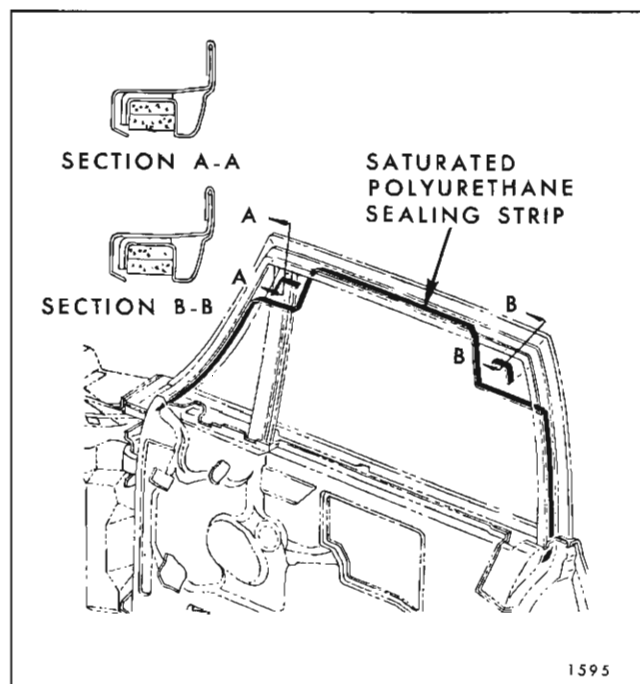


Fig. 1D45—Front Door Window Glass Run Channel Sealing

strips with sections of polyurethane foam sealing material or equivalent available in 5 foot strips under part #4480378.

GLASS RUN CHANNEL OUTER STRIP ASSEMBLY ALL SERIES EXCEPT 68000

Removal and Installation

1. Remove door trim assembly and inner panel water deflector. Remove rubber bumper from down travel stop and operate glass to full-down position.

2. On styles with ventilator lower moldings, remove glass run channel outer strip assembly attaching screws (Fig. 1D43) and remove strip assembly.

3. On styles without ventilator lower moldings, remove front door ventilator as previously described. Then, remove glass run channel outer strip assembly screws shown in Figure 1D43, plus 2 other screws not shown in illustration, but hidden behind ventilator. Remove outer strip assembly from door.

4. To install, reverse removal procedure.

DOOR WEDGE PLATES "67" STYLES

Door wedge plates are used on convertible styles

to give additional support to the door when it is in the closed position. One plate is installed to the body lock pillar and the other to the door lock pillar (Fig. 1D46). When properly shimmed, the plates should contact each other to the extent of a 1/32" interference when the door is closed. Body side wedge plate shims are available as a service part.

FRONT DOOR LOCK ALL STYLES

Removal and Installation

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

2. Working through large access hole, disengage remote control to lock connecting rod at lock as specified under "Door Lock Spring Clips" in the Front and Rear Door Section.

3. On styles with vacuum lock actuators, disconnect vacuum hoses from actuators.

4. Remove door lock attaching screws (Fig. 1D43) and remove lock from door.

NOTE: On styles with vacuum lock actuators, remove lock and actuator from door as an assembly.

5. To install, reverse removal procedure.

FRONT DOOR VACUUM LOCK ACTUATOR ASSEMBLY 35-36-38-48-68000 SERIES

The actuators that operate the locks are double acting vacuum diaphragms. Vacuum is supplied to either of the two sides of the diaphragm to lock or unlock the door lock assemblies. The diaphragm moves a rod that operates the locking lever of the lock to the desired position. All vacuum hoses and their corresponding actuator ports are color coded to assure correct hose-to-actuator installation. The orange coded vacuum hose provides the unlocking cycle of the door assembly and the yellow coded vacuum hose provides the locking cycle of the door lock assembly.

As the actuator is attached to the door lock with screws which are inaccessible with the lock installed, it is necessary to remove the door lock in order to remove the actuator. Once the door lock is removed, the actuator can be removed in a bench operation (Fig. 1D47).

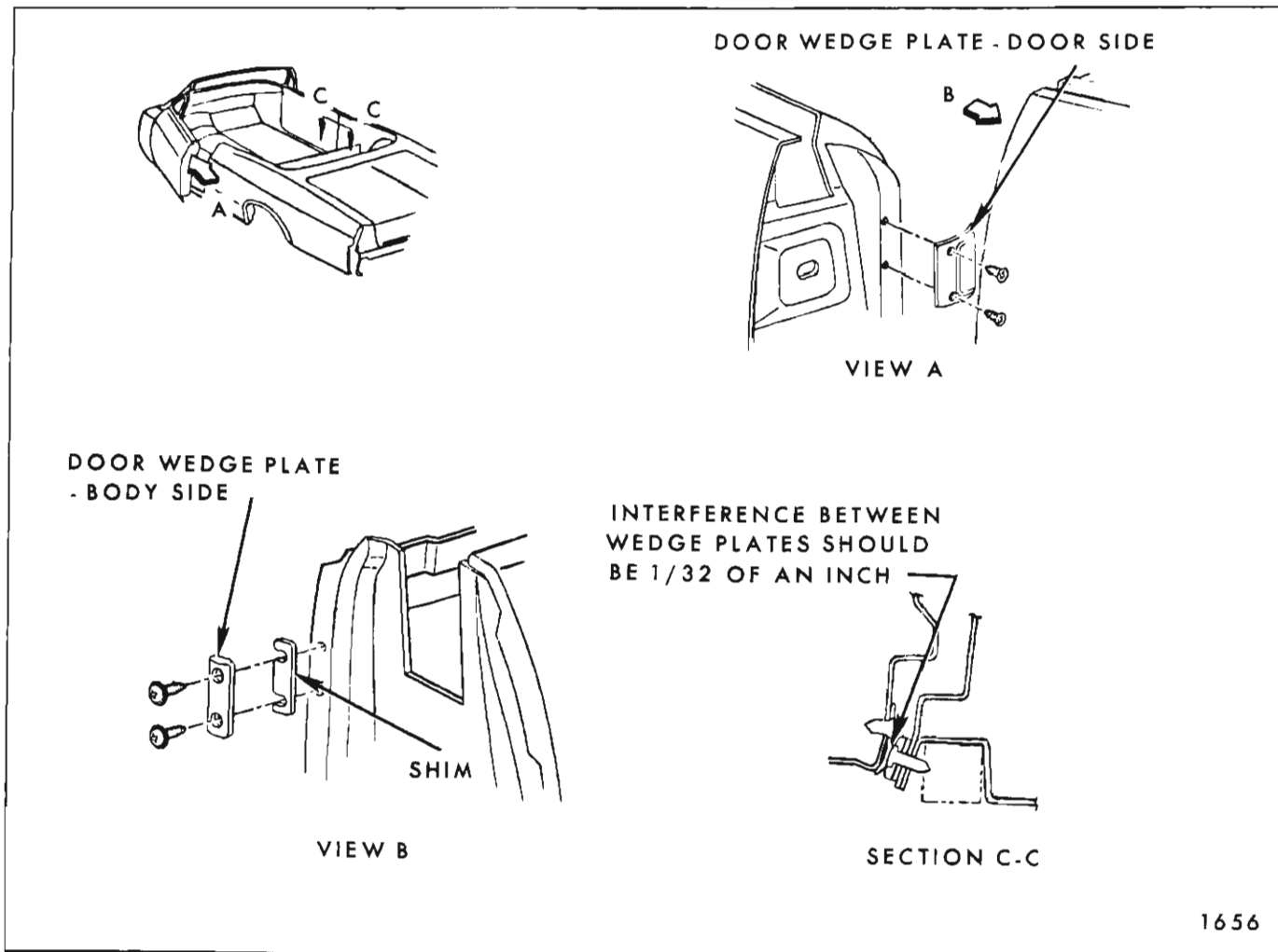


Fig. 1D46—Door Wedge Plates

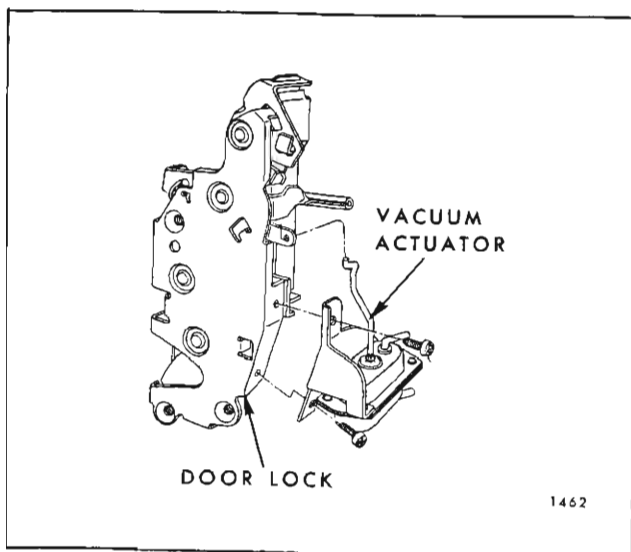


Fig. 1D47—Front Door Vacuum Lock Actuator

**FRONT DOOR LOCK SELECTOR VALVE
35-36-38-48000 SERIES**

The door lock selector valve is attached to the front door trim assembly and is similar to those used on past models. When the selector valve is actuated upward, all door locks will unlock simultaneously. When selector valve is actuated downward, all door locks will lock. Either front door selector valve may be actuated to lock or unlock all doors. The red color coded hose is the main vacuum supply line (Fig. 1D52). Vacuum is supplied at all times to the selector valve. Only when the selector valve is actuated is vacuum supplied to the balance of the system.

Removal and Installation

1. Remove door trim pad and carefully disconnect vacuum hose from selector valve.

2. Carefully disengage valve assembly from door trim assembly.

3. To install, reverse removal procedure. When installing vacuum hoses to selector valve, hose color codes must be installed to the proper connection on the selector valve for proper valve operation. Check all operations of door lock vacuum system prior to installing door trim and inside hardware.

FRONT DOOR LOCK TRANSFER VALVE 68000 SERIES

The 68000 series does not utilize a selector valve on the 1965 model. Instead of a separately mounted switch, this series incorporates a sliding control valve mounted to the base of each front door lock actuator. As the valve is directly connected to the inside locking rod, actuating the rod either up or down introduces vacuum to the remainder of the system and either locks or unlocks all door locks (Fig. 1D51).

Unlike a selector valve which returns to a neutral position, after being actuated, an actuated control valve remains in either a locked or unlocked position. Therefore, to prevent a constant surging of vacuum throughout the system, a transfer valve is incorporated between the door lock control valve and remote control valve to interrupt the vacuum once all locks have been actuated. Vacuum is present in the red color-coded hose at all times and will also be constant to the transfer valve in either the white or green hoses depending on whether the system is being locked or unlocked. When the system is operated, vacuum is introduced into the opposite hose (from green to white or white to green) actuating a diaphragm in the transfer valve. This action creates a slight vacuum in the remote control valve, which then operates the remainder of the locks, and at the same time, blocks off the supply of vacuum from traveling beyond the transfer valve.

As shown in Figures 1D48 and 1D49, the transfer valve is located above the remote control valve. To gain access to the transfer valve it is necessary

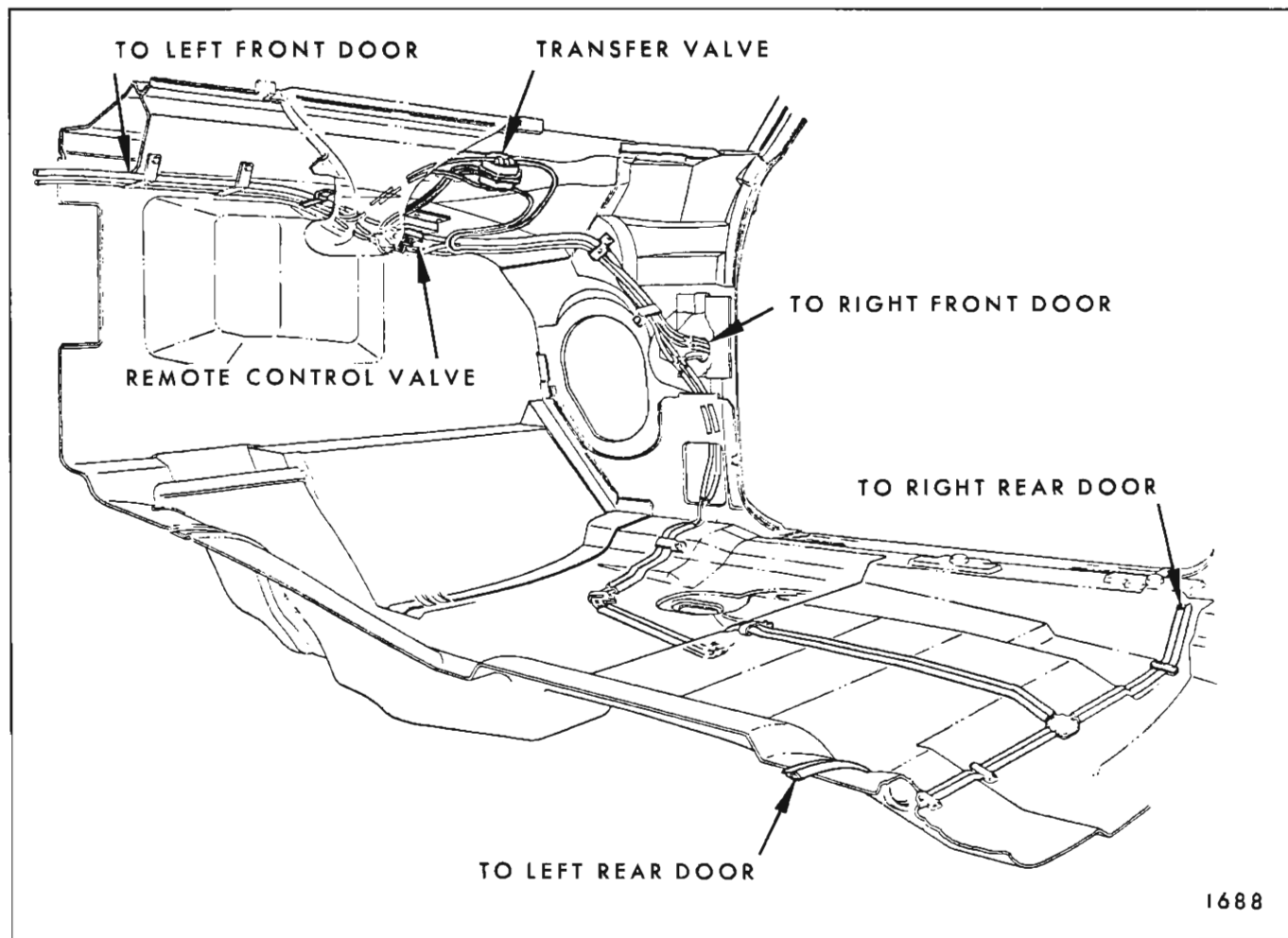


Fig. 1D48—Vacuum Door Lock Vacuum Hose Routing - Right Side of Body

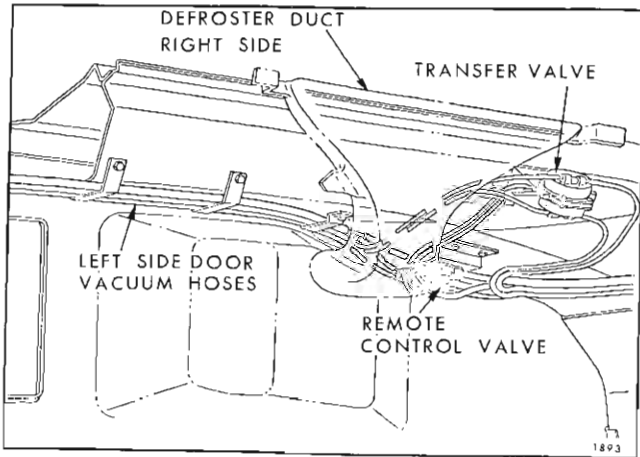


Fig. 1D49—Transfer Valve and Remote Control Valve Installation

to remove the instrument panel glove compartment. The bracket that retains the transfer valve is slotted so the attaching bolts must only be loosened to remove the valve.

NOTE: Figure 1D51 illustrates a system in the process of being locked. The left front door inside locking rod has been depressed, but the remainder of the system is not yet actuated.

DOOR VACUUM LOCK REMOTE CONTROL VALVE ASSEMBLY 35-36-38-48-68000 SERIES

The remote control valve is attached below the right hand defroster duct with screws, (Fig. 1D48). The remote control valve is designed to supply vacuum from the storage tank to the lock actuators when the door lock selector valve is actuated. All vacuum hoses and their corresponding remote valve ports, as shown in Figure 1D50 are color coded to assist in proper hose to valve port installation.

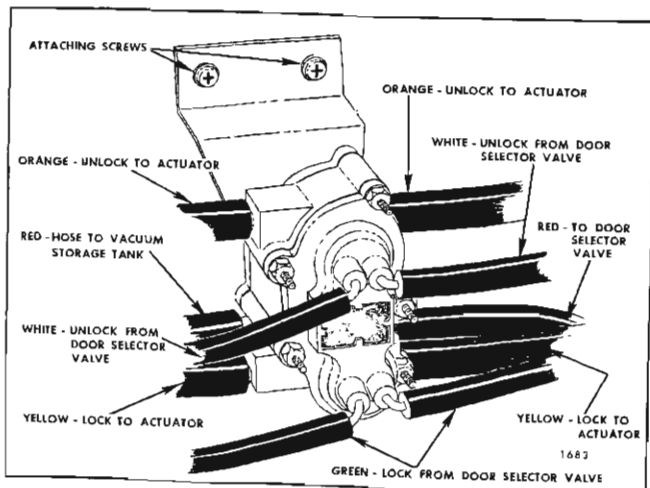


Fig. 1D50—Vacuum Lock Remote Control Valve

Removal and Installation

1. Remove two screws securing remote control valve assembly to cowl panel.
2. Carefully disconnect vacuum hoses from remote control valve assembly, Figure 1D50, and remove valve assembly from body.
3. To install, reverse removal procedure. Check operation of locking system prior to installation of chassis parts.

DOOR LOCK VACUUM STORAGE TANK AND CHECK VALVE ASSEMBLY 35-36-38-48-68000 SERIES

The door lock vacuum storage tank is mounted in the engine compartment and is connected to the engine manifold by a hose from the tank check valve to the manifold.

The check valve maintains the vacuum in the tank. The storage tank then supplies vacuum at all times to the remote valve and the door lock selector or control valves. The storage tank should provide a minimum of three complete cycles of operation (lock and unlock) immediately after the engine has been shut off. The main vacuum supply hose is color coded red and connects the vacuum storage tank with the remote control valve assembly.

Removal and Installation

1. Raise hood and carefully disconnect check valve to manifold attaching hose from storage tank.
2. Carefully disconnect remote control valve attaching hose from storage tank.
3. Remove screws securing tank to engine compartment and remove tank from engine compartment.
4. To install, reverse removal procedure. With engine running, check all operations of locking system. Turn engine off: lock assemblies should operate through a minimum of three complete cycles (lock and unlock) before storage tank vacuum supply is exhausted.

VACUUM DOOR LOCK TROUBLE DIAGNOSIS PROCEDURE

The vacuum locking system is designed so that the storage tank supplies vacuum at all times to the remote control valve and the door lock selector or control valves.

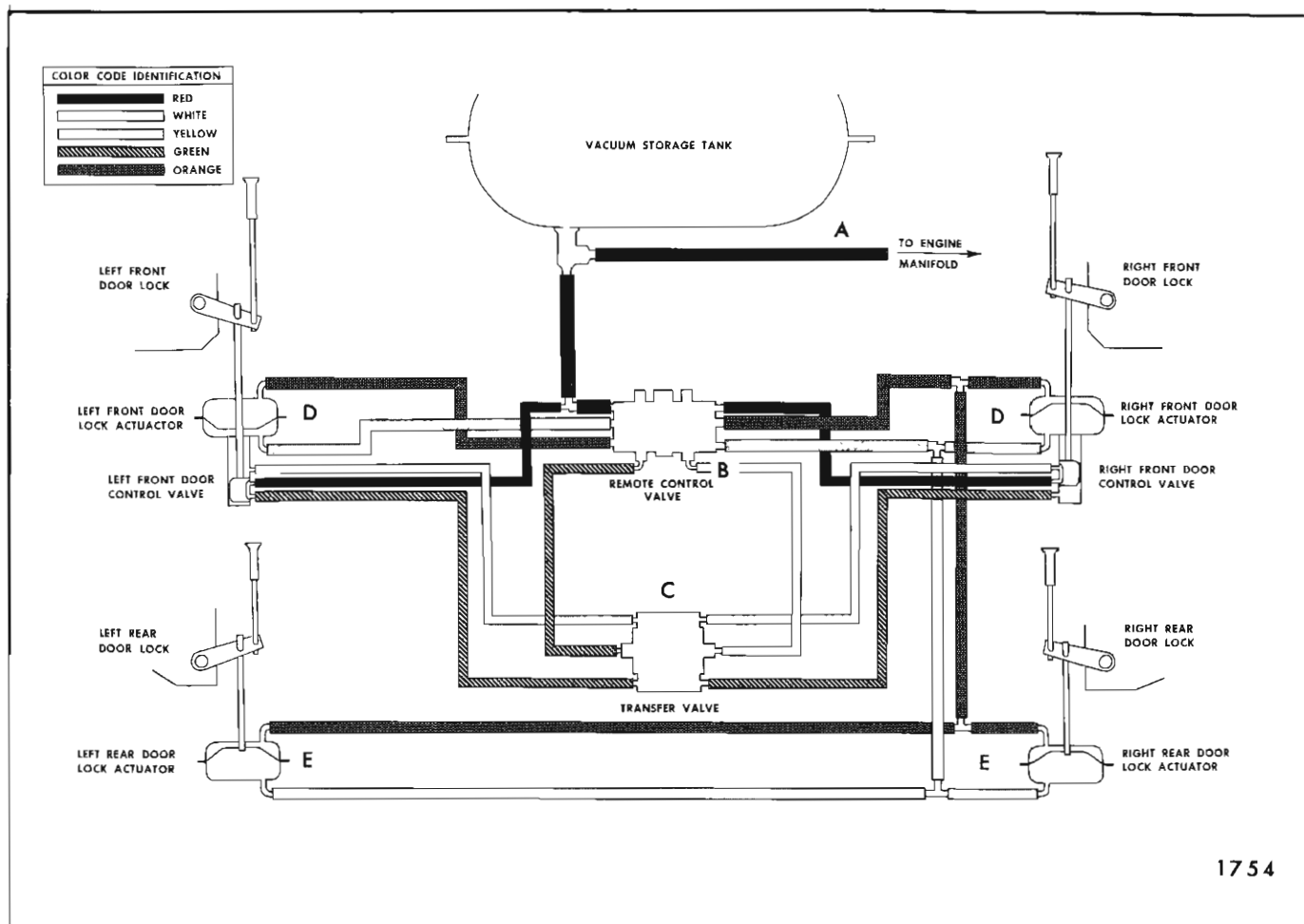


Fig. 1D51—Vacuum Door Locking System - 68000 Series

Vacuum is not introduced to the door lock actuators until the door selector or control valve is actuated.

Figure 1D52 (35-36-38-48000 Series) and Figure 1D51 (68000 Series) are schematic diagrams of the vacuum locking systems and are intended as an aid when trouble shooting a system.

IMPORTANT: The engine must be running to provide the necessary vacuum for testing the locking system. If a repair does not correct the trouble, return parts to original position before making another repair. Before checking a specific part, be sure all attaching hoses are in satisfactory condition and properly installed.

Test locks by actuating door lock selector or control valve. Failure of locks to function properly is caused by one or more of the following conditions listed in the vacuum door lock diagnosis chart.

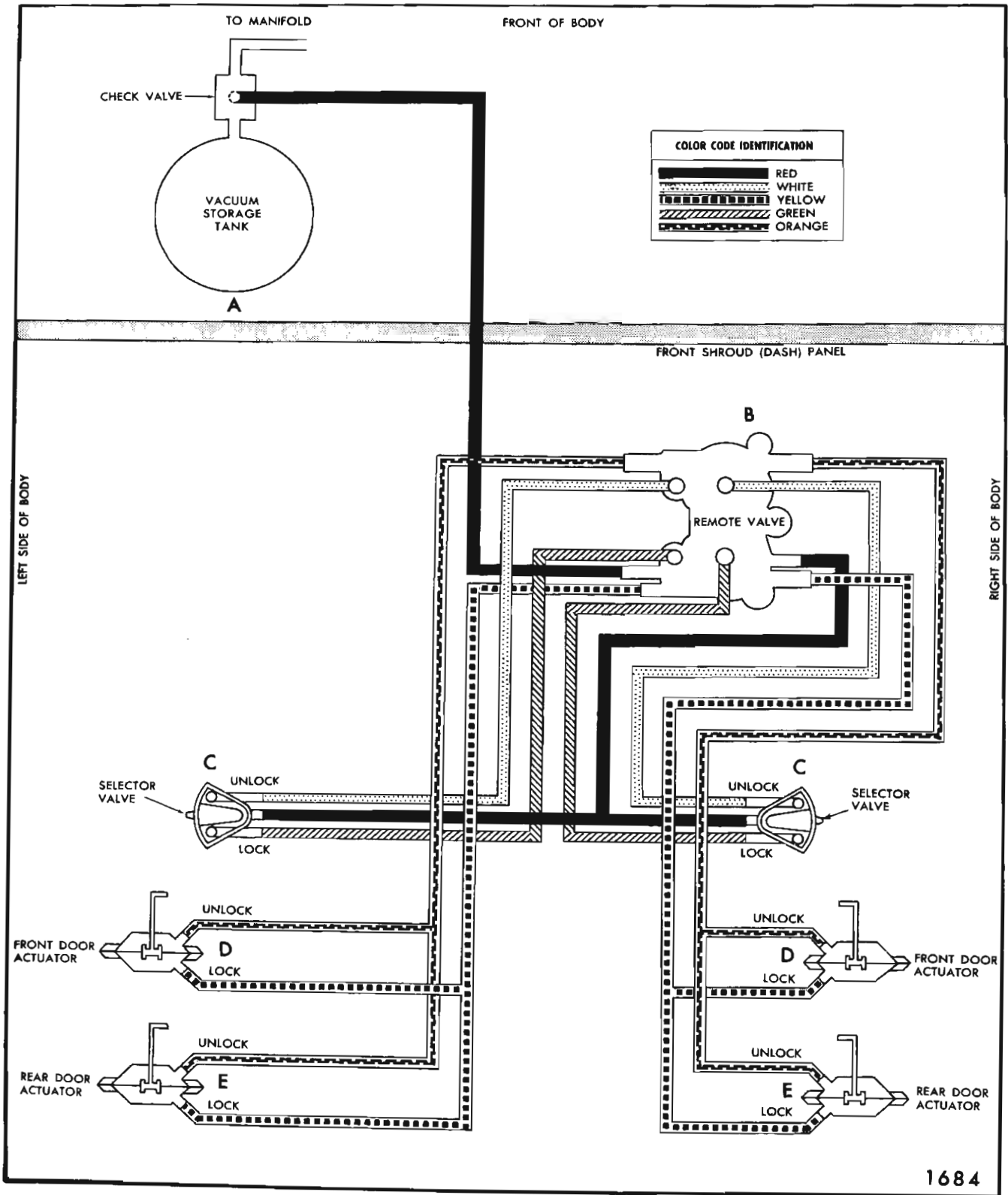
VACUUM DOOR LOCK TROUBLE SHOOTING PROCEDURE

When an air leak in the vacuum locking system is not severe enough to be heard, the leak-down testing device shown in Figure 1D53 will aid in determining which part is leaking.

NOTE: Water level in testing jar should be approximately one inch above end of glass tube.

This device can be easily constructed from common items that are generally available. The following chart lists the necessary items. Key numbers refer to Figure 1D53.

Although most transparent glass containers are satisfactory for use as a testing device, a quart jar with a metal cap that can be sealed is recommended because it can be easily transported. Observation from most angles is also possible when using a quart container. After drilling holes in the metal cap, insert cap ports and solder ports to the



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Fig. 1D52—Schematic Diagram - Vacuum Door Locking System

Key	Description	I.D.	O.D.	Length	Quantity
1	Quart Glass Container	-	-	-	1
2	Metal Cap	-	-	-	1
3	Cap Sealing Ring	-	-	-	1
4	Cap Ports	3/16"	1/4"	2 1/2"	2
5	Cap Port	3/16"	1/4"	2 1/2"	1
6	Hose	7/32"	3/8"	2.0'	2
7	Hose	5/32"	5/16"	1"	1
8	Glass Tube	1/8"	5/16" to 3/8"	4"	1

cap. (See Fig. 1D53). This container must not leak air through the cap or cap ports when used in testing a vacuum locking system. The glass tube (see Fig. 1D53) should be cut at a 45° angle at the lower section, as illustrated.

NOTE: If glass tubing is not available, plastic or similar transparent tubing may be substituted, provided tubing has the specified inside diameter.

A. Installation of Testing Device into Vacuum System:

The testing device is installed between the vacuum storage tank and the remote control valve. To install testing device, proceed as follows:

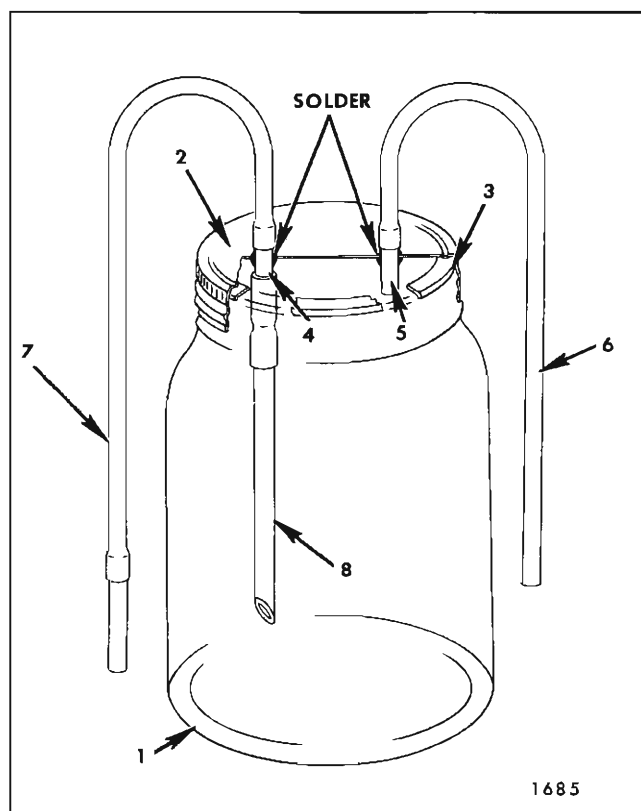


Fig. 1D53—Leak Down Testing Equipment

1. Raise hood and remove storage tank-to-remote control valve attaching hose (red) from bottom of check valve on storage tank.

2. Install hose from testing device (hose without port) to bottom of check valve on storage tank.

3. Install other hose, with attached port, from testing device to hose leading to remote control valve.

4. Set testing device in an upright position.

B. Recharging Vacuum Storage Tank:

Vacuum will usually have been depleted after four or five cycles of operation (locked or unlocked) of the door locks, or after testing device has been properly installed. To recharge storage tank to normal vacuum (22-24 inches of mercury), proceed as follows:

1. Turn testing device on its side until glass tube is out of water.

2. Start engine and continue running until tank is fully charged (approximately 30-45 seconds).

3. Turn engine off and return testing device to a normal upright position.

4. Allow 15 to 30 seconds for water in testing device to stop bubbling.

NOTE: This waiting period is necessary due to different pressures in the system on both sides of testing device. The bubbling is the result of these pressures trying to equalize themselves. The storage tank may be recharged as often as required when checking vacuum system for an air leak.

C. Determining Size of Air Leak From Bubbles on Testing Device:

If bubbles appear in water at a rate of approximately one every fifteen seconds or faster, an air leak is present in either the remote control valve or one of the door lock selector valves. The faster bubbles appear in the water, the more severe is the air leak. In most cases, where the air leak rate is only one bubble every fifteen seconds, the vacuum loss is usually insufficient to affect the operation of the vacuum locking system.

D. Isolating a Leaking Vacuum Part Using the Leak-Down Testing Device:

When a specific part has been isolated as the leaking component, first check all hoses color coded red that attach to that specific part. Make sure hose(s) are properly installed to the port and

that hoses are not split, thus being the cause of the apparent air leak.

After the testing device has been properly installed and storage tank recharged, watch glass tube in testing device and proceed as follows:

(35-36-38-48000 Series Only)

1. If water rises in glass tube, storage tank is leaking. Replace vacuum storage tank.

2. If bubbles appear in water, an air leak is present in either the remote control valve or in one of the door lock selector valves.

3. Remove right and left front door hinge pillar conduits.

4. Pinch right and left vacuum hose color coded red.

NOTE: This has eliminated the right and left door lock selector valves from vacuum system.

5. Check testing device. If bubbles continue to appear in water, the remote control valve is leaking. (If bubbles stop, see step 6).

6. If bubbles stop forming in testing device, air leak is at either door valve. Discontinue pinching left valve hose at hinge pillar.

7. Check testing device. If bubbles appear in water, left door valve is leaking. (If no bubbles appear, see step 8).

NOTE: Before replacing a door lock selector valve, tighten screws on back of valve, then re-check valve. If valve continues to leak, replace left door lock selector valve assembly.

8. If no bubbles appear in testing device after discontinuing pinching of left valve hose, then air leak is at right door valve. This may be shown by discontinuing pinching of right valve hose at hinge pillar. Bubbles will appear immediately in water of testing device.

68000 SERIES

1. If water rises in glass tube, storage tank is leaking. Replace vacuum storage tank.

2. If bubbles appear in water, an air leak is present in either the remote control valve or transfer valve.

3. If bubbles appear, remove right and left door hinge pillar conduits and simultaneously pinch right and left vacuum hose color coded red.

NOTE: This has eliminated the transfer valve from vacuum system.

4. Check testing device. If bubbles continue to appear in water, the remote control valve is leaking. If bubbles stop, air leak is at transfer valve or either door actuator.

5. If bubbles stop, alternately pinch red color coded hose at both right and left hinge pillar. If bubbles continue whether either right or left side red hose is being pinched, transfer valve is cause of leak. If bubbles stop while either side red hose is being pinched, the actuator on that side being pinched is defective.

**VACUUM DOOR LOCK DIAGNOSIS
35-36-38-48000 SERIES
FIGURE 1D52**

CONDITION	APPARENT CAUSE	REPAIR
A. System inoperative	1. Hoses crossed at vacuum supply tank. 2. Vacuum supply hose pinched at remote valve. 3. Door valve supply hose pinched at remote valve. 4. Vacuum supply hose disconnected at tank, remote valve, or engine. 5. Remote valve diaphragm leaking.	Reverse hoses at vacuum supply tank. Straighten hose at "B" (Red). Straighten hose at "B" (Red). Install hose at "A" or "B" (Red). Replace remote valve at "B"

VACUUM DOOR LOCK DIAGNOSIS
35-36-38-48000 SERIES

CONDITION	APPARENT CAUSE	REPAIR
<p>B. All doors can be locked but not unlocked.</p>	<p>1. Main supply hose crossed lock supply hose at remote valve.</p> <p>2. Unlock selector hose or supply hose disconnected at remote valve.</p>	<p>Reverse hoses at remote "B" (Red and Green).</p> <p>Hook up hose at remote "B" (White).</p>
<p>C. All doors can be unlocked but not locked.</p>	<p>1. Main supply hose crossed with unlock supply hose on remote valve.</p> <p>2. Lock selector hose or supply hose disconnected at remote.</p>	<p>Reverse hoses at remote "B" (Red and White).</p> <p>Hook up hose at remote "B" (Green).</p>
<p>D. Moving either door valve to lock or unlock produces the opposite action of all locks.</p>	<p>1. Door lock selector valve hoses (small) crossed at remote valve.</p> <p>2. Actuator supply hoses (large) crossed at remote valve.</p>	<p>Reverse selector hoses at remote valve "B" (White and Green), or reverse selector hoses at each door lock selector valve "C" (White and Green).</p> <p>Reverse hoses at remote "B" (Orange and Yellow).</p>
<p>E. Moving one of the door valves to lock or unlock produces the opposite action of the lock.</p>	<p>1. Valve selector hoses crossed at one door valve.</p> <p>2. Door selector valve reversed in trim assembly.</p>	<p>Reverse small hoses at affected door valve "C" (White and Green).</p> <p>Reverse affected door selector valve in trim assembly "C".</p>
<p>F. System inoperative from one door valve.</p>	<p>Vacuum supply hose pinched or disconnected at affected door valve.</p>	<p>Connect hose or check for pinching at:</p> <p>1. Affected door valve "C".</p> <p>2. Front door conduit on side affected "E".</p>
<p>G. System will not lock from one door valve, or system will not unlock from one door valve.</p>	<p>Lock or unlock selector valve hose pinched or disconnected from affected door valve.</p>	<p>Connect hose or check for pinching at:</p> <p>1. Affected door valve "C" (White or Green).</p> <p>2. Front door conduit on that side "E".</p>
<p>H. Lock movement on any one door not synchronized with other door(s).</p>	<p>Hoses crossed at affected door lock actuator.</p>	<p>At Front Door Reverse hoses at lock actuator "D" (Orange and Yellow).</p> <p>At Rear Door Reverse hoses at lock actuator in door "F" (Orange and Yellow). Or reverse hoses at tubing center pillar "G".</p>

VACUUM DOOR LOCK DIAGNOSIS
35-36-38-48000 SERIES

CONDITION	APPARENT CAUSE	REPAIR
<p>I. One door lock lags behind others when locked or unlocked.</p>	<p>Lock or linkage binding.</p>	<p>Front Door</p> <ol style="list-style-type: none"> 1. Lubricate lock and check inside locking control rod for freedom of movement. 2. Check drive link for freedom of movement in lock trip lever. <p>Rear Door</p> <ol style="list-style-type: none"> 1. Lubricate lock and check inside locking control rod and linkage for freedom of movement. 2. Check clearance of lock and actuator to door hardware. <p>Coupe</p> <ol style="list-style-type: none"> 1. Lubricate lock and check inside locking control rod for freedom of movement. 2. Check freedom of movement of actuator and lock.
<p>J. One door lock will not lock or unlock.</p>	<p>Actuator hoses pinched or disconnected.</p>	<p>Front Door</p> <ol style="list-style-type: none"> 1. Check for pinched hoses at front door conduit on side affected. 2. Check for hose disconnected at affected actuator. (Orange or Yellow). <p>Rear Door</p> <ol style="list-style-type: none"> 1. Check for pinched hose at rear door conduit and at center pillar. 2. Check for kinked or flattened hoses under front door carpet support plate. 3. Check for disconnected hose at metal tubing or at actuator (Orange or Yellow).
<p>K. System will not hold vacuum for 48 hours.</p>	<ol style="list-style-type: none"> 1. Excessive leakage in any one of the following units can be the cause: <ol style="list-style-type: none"> a. Remote valve b. Door valves (2) c. Storage tank and check valve. d. That part of the harness assembly that contacts these components. 	<ol style="list-style-type: none"> 1. Actuate system through several lock and unlock cycles, and recheck leakage. 2. Isolate leaking component and replace. <p>IMPORTANT: If a door valve is found to be leaking, tighten screws on back of valve, then recheck valve. If valve continues to leak, replace valve.</p>

VACUUM DOOR LOCK DIAGNOSIS
35-36-38-48000 SERIES

CONDITION	APPARENT CAUSE	REPAIR
L. Lock(s) inoperative with front door closed but operates with door open.	Door valve vacuum supply hose pinched at front body hinge pillar on side affected.	Check for pinched hose of affected door at conduit.
M. Door selector valve leaks.	Pinch vacuum supply hose (Red) at affected valve. If air leak stops, valve is defective.	Replace affected selector valve. IMPORTANT: If selector valve leaks, first tighten screws on back of valve, then recheck valve. If valve continues to leak, replace valve assembly.
N. Storage tank leaks.	Turn engine off and disconnect manifold to storage tank supply hose at tank check valve; then pinch storage tank to remote valve supply hose. Actuate either door lock selector to equalize pressure in balance of system. If air continues to leak, tank is defective.	Replace vacuum storage tank.
O. Actuator assembly inoperative.	Connect hose or check for pinched hose at front door hinge pillar conduit "E", at rear door hinge pillar conduit "H" or at remote control valve "B", then actuate door lock selector valve. If actuator does not operate, actuator is defective.	Replace actuator assembly.
P. Remote valve leaks.	Check remote valve for pinched or disconnected hose(s). If balance of system is checked and found to be in satisfactory condition, replace remote valve with new part. If system then operates properly, original remote valve was defective.	Replace remote control valve assembly.

VACUUM DOOR LOCK DIAGNOSIS

68000 SERIES

1D51

CONDITION	APPARENT CAUSE	REPAIR
A. System Inoperative.	<ol style="list-style-type: none"> 1. Hoses crossed at vacuum supply tank. 2. Vacuum supply hose pinched at remote valve. 3. Door valve supply hose pinched at remote valve. 4. Vacuum supply hose disconnected at tank, remote valve; or engine. 5. Remote valve diaphragm leaking. 6. Transfer valve leaking. 	<p>Reverse hoses at vacuum supply tank.</p> <p>Straighten hose at "B" (Red).</p> <p>Straighten hose at "B" (Red).</p> <p>Install hose at "A" or "B" (Red).</p> <p>Replace remote valve at "B".</p> <p>Replace transfer valve at "C".</p>
B. All doors can be locked but not unlocked, or unlocked but not locked.	Hoses reversed at remote control valve or transfer valve.	Match color-coded hoses with color-coded ports on remote control valve "B" and Transfer valve "C".
C. Moving either door valve to lock or unlock produces the opposite action of all door locks.	<ol style="list-style-type: none"> 1. White and green hoses between remote control valve and transfer valve are reversed. 2. Actuator supply hoses reversed at remote valve. 	<p>Match color-coded white and green hose with respective color-coded ports on remote control valve "B" and transfer valve "C".</p> <p>Match orange and yellow hoses with respective color-coded ports on remote control valve "B".</p>
D. Moving one of the door valves to lock or unlock produces the opposite action of other locks.	<ol style="list-style-type: none"> 1. Hoses reversed at door control valve. 2. Hoses reversed at transfer valve. 	<p>Match white and green hoses with respective color-coded ports on door control valve at "D".</p> <p>Match white and green hoses extending from actuator with respective color-coded ports on transfer valve "C".</p>
E. System inoperative from one door valve.	Vacuum supply hose pinched or disconnected at affected door valve.	<p>Connect hose or check for pinching at:</p> <ol style="list-style-type: none"> 1. Affected door valve. 2. Door conduit on side affected.
F. Vacuum constant at door actuator and must be over-riden to operate system.	Internal leak in transfer valve permitting vacuum in entire system.	Replace transfer valve at "C".

**VACUUM DOOR LOCK DIAGNOSIS
68000 SERIES**

CONDITION	APPARENT CAUSE	REPAIR
G. One door lock lags behind others when locked or unlocked.	Lock or linkage binding.	Lubricate lock and linkage and check inside locking rod for freedom of movement.
H. System will not hold vacuum for 48 hours.	Excessive leakage in any one of the following: 1. Remote valve. 2. Door valve or actuator. 3. Transfer valve. 4. Storage tank and check valve. NOTE: The remote control valve and door valves have a designed small amount of bleed-off.	Isolate leaking component with leak-down testing device as described previously in this procedure.
I. Lock inoperative with door closed, but operates with door open.	Vacuum supply hose (red) pinched at front body hinge pillar.	Reposition hose to eliminate kink.

REAR DOORS

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

Figures 1D54, 1D55, and 1D56, which are illustrations of the "39" style, "69" style (except 68069 style) and the 68069 style rear door hardware mechanisms, identify the specific hardware components and show their relationship to each other.

REAR DOOR HINGES ALL STYLES

As the rear door hinges are secured with screws to both the door and center pillar, the door can be removed by either removing the door from the hinges or by removing the door and hinges as an assembly from the center pillar.

Removal

1. With a pencil, mark location of hinges on door

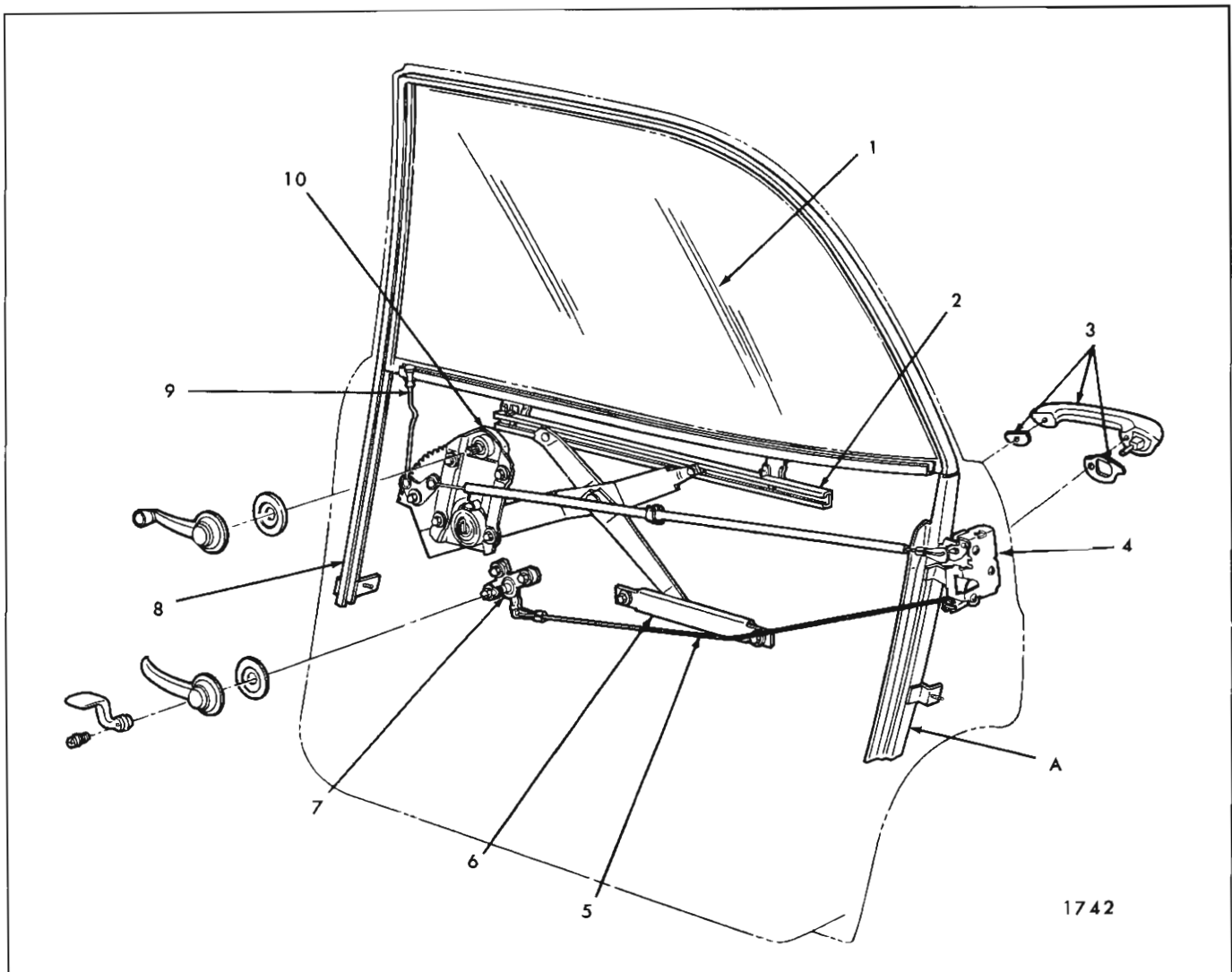


Fig. 1D54—Rear Door Hardware - "69" Styles Except 38-48-68000 Series

- | | | |
|---------------------------------------|-------------------------------------|---|
| 1. Window Assembly | 5. Remote Control
Connecting Rod | 8. Glass Run Channel (Extends Completely
Around Window to Point "A") |
| 2. Lower Sash Channel Cam | 6. Inner Panel Cam | 9. Inside Locking Rod |
| 3. Outside Handle and Sealing Gaskets | 7. Remote Control | 10. Window Regulator |
| 4. Door Lock | | |

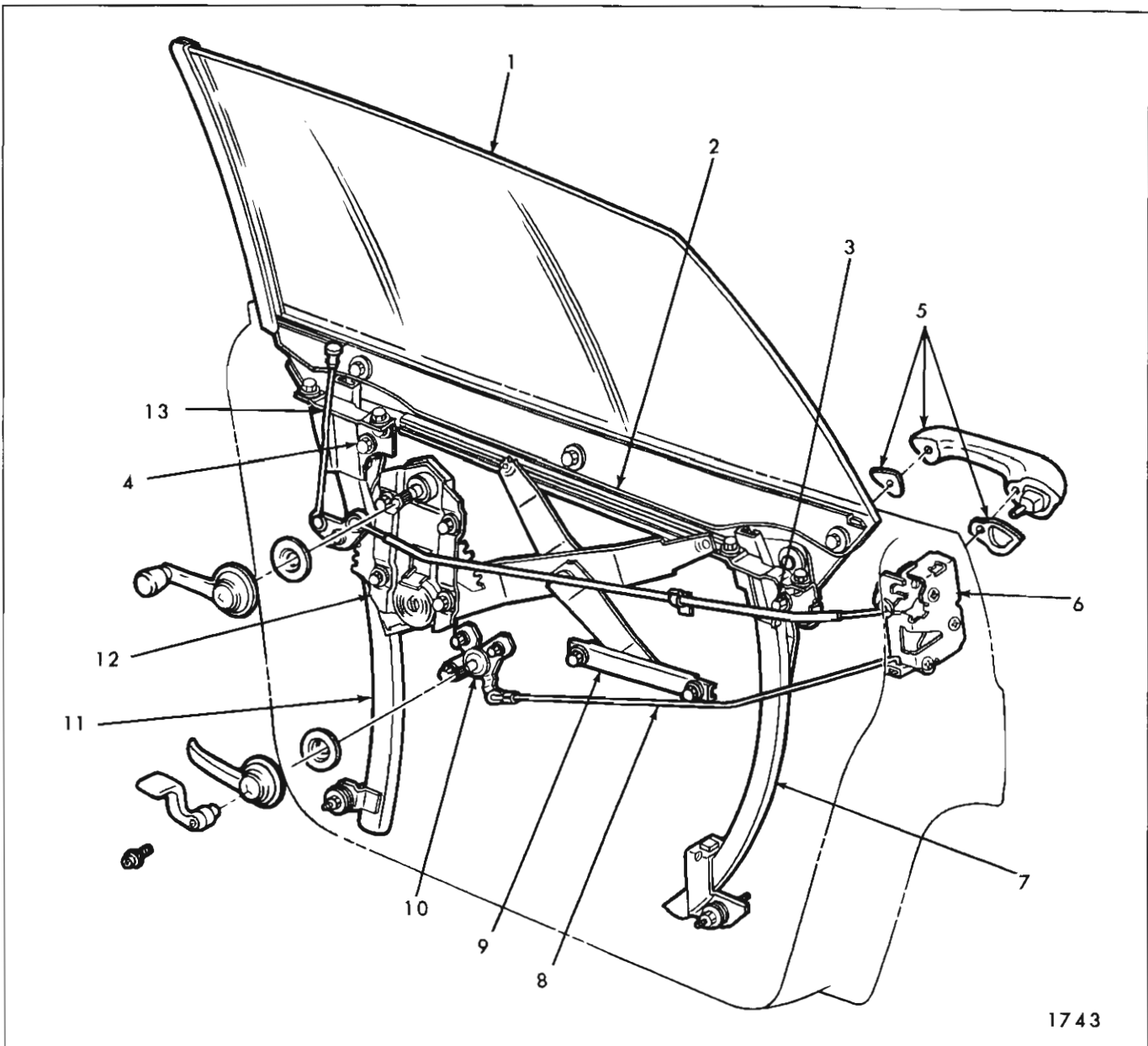


Fig. 1D55—Rear Door Hardware - "39" Styles

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

or center pillar depending on removal method being used.

2. On styles equipped with electric window regulators or vacuum operated locks, proceed as follows:

a. Remove door trim assembly and inner panel water deflector.

b. Disconnect wire harness connector from regulator motor and/or vacuum hoses from lock actuator.

c. Remove electrical conduit from door, then remove wire harness and/or vacuum hoses from door through conduit access hole.

3. With door properly supported, remove upper and lower hinge attaching screws from door or center pillar (Fig. 1D57 or 1D58) depending on removal method being used. Then, remove door from body.

Installation

1. Clean off old sealer at hinge attaching areas.

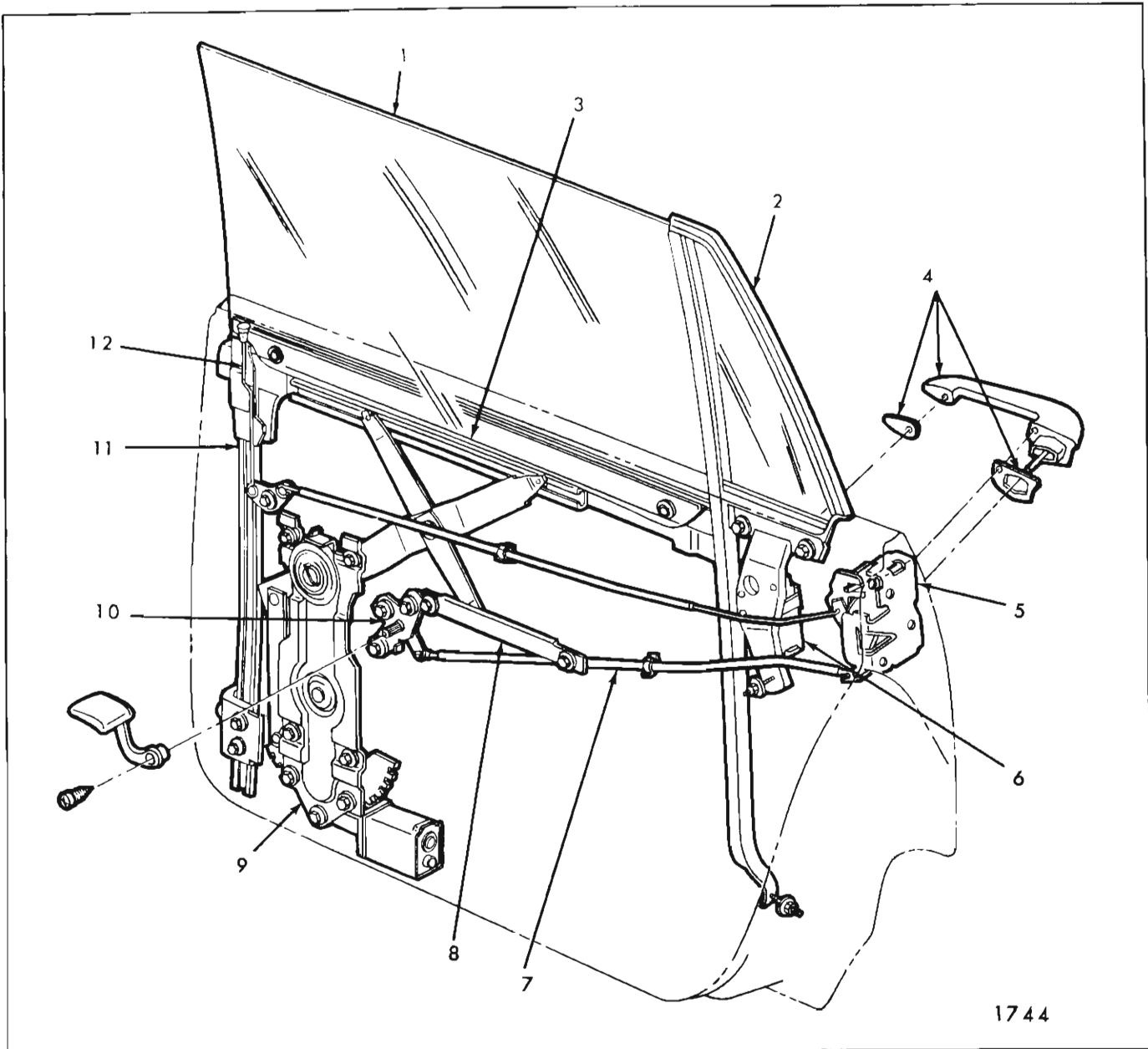


Fig. 1D56—Rear Door Hardware - 68069 Style

- 1. Window Assembly
- 2. Ventilator Assembly
- 3. Lower Sash Channel Cam
- 4. Outside Handle and Sealing Gaskets

- 5. Door Lock
- 6. Ventilator Regulator (Power Operated)
- 7. Remote Control Connecting Rod
- 8. Inner Panel Cam

- 9. Window Regulator (Power Operated)
- 10. Remote Control
- 11. Window Front Guide
- 12. Inside Locking Rod

2. Apply a coat of heavy-bodied sealer to surface of hinge that mates with door or center pillar.

3. With the aid of a helper, lift door into position and loosely install hinge screws. Align hinges within pencil marks previously made and tighten hinge screws.

4. Install all previously removed parts and check door for proper alignment.

Adjustments

In-or-out and up-or-down adjustment is available at the door side hinge attaching screws. Fore-or-aft and a slight up-or-down adjustment is available at the body side (center pillar) hinge attaching screws.

CAUTION: Depending on the body style, part or all of the upper hinge is made of die-cast aluminum. Therefore, when making adjustments do

not subject hinge to excessive strain that could cause hinge to fail.

REAR DOOR INNER PANEL CAM ALL STYLES

Removal and Installation

1. Remove door trim assembly and inner panel water deflector.
2. Remove inner panel cam attaching bolts (Fig. 1D59). Disengage cam from regulator balance arm roller and remove cam from door.
3. To install, reverse removal procedure. Adjust front end of cam for proper window operation. Correct adjustment of cam will prevent a rotated (cocked) door window.

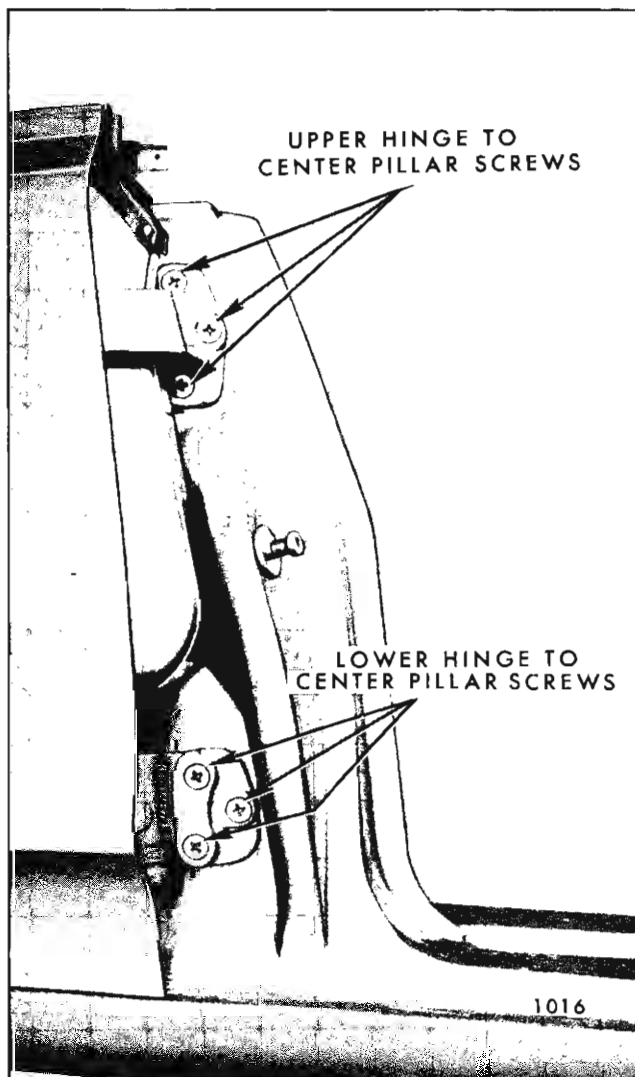


Fig. 1D57—Rear Door Hinge Attachment

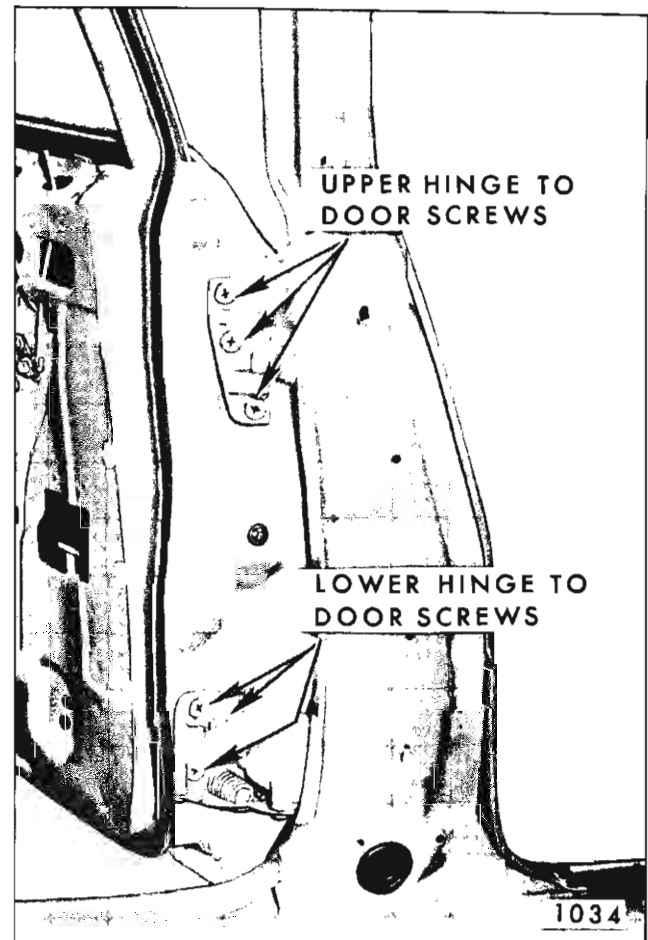


Fig. 1D58—Rear Door Hinge Attachment

REAR DOOR WINDOW ASSEMBLY "35"- "45"- "69" STYLES EXCEPT 38-48-68000 SERIES

Removal and Installation

1. Remove door trim assembly and inner panel water deflector.
2. On 35000 series "69" styles, lower window approximately 3" down from full-up position. Remove lower sash channel rear guide plate attaching screws through upper rear access hole and remove guide plate (Fig. 1D59).
3. Operate window to position shown in Figure 1D59 and remove lower sash channel cam attaching screws (window slightly down on electric styles and full down on manual).
4. Pivot window in opening (raise front edge) to disengage front and rear edges of glass from glass run channel, then remove window outboard of door upper frame.

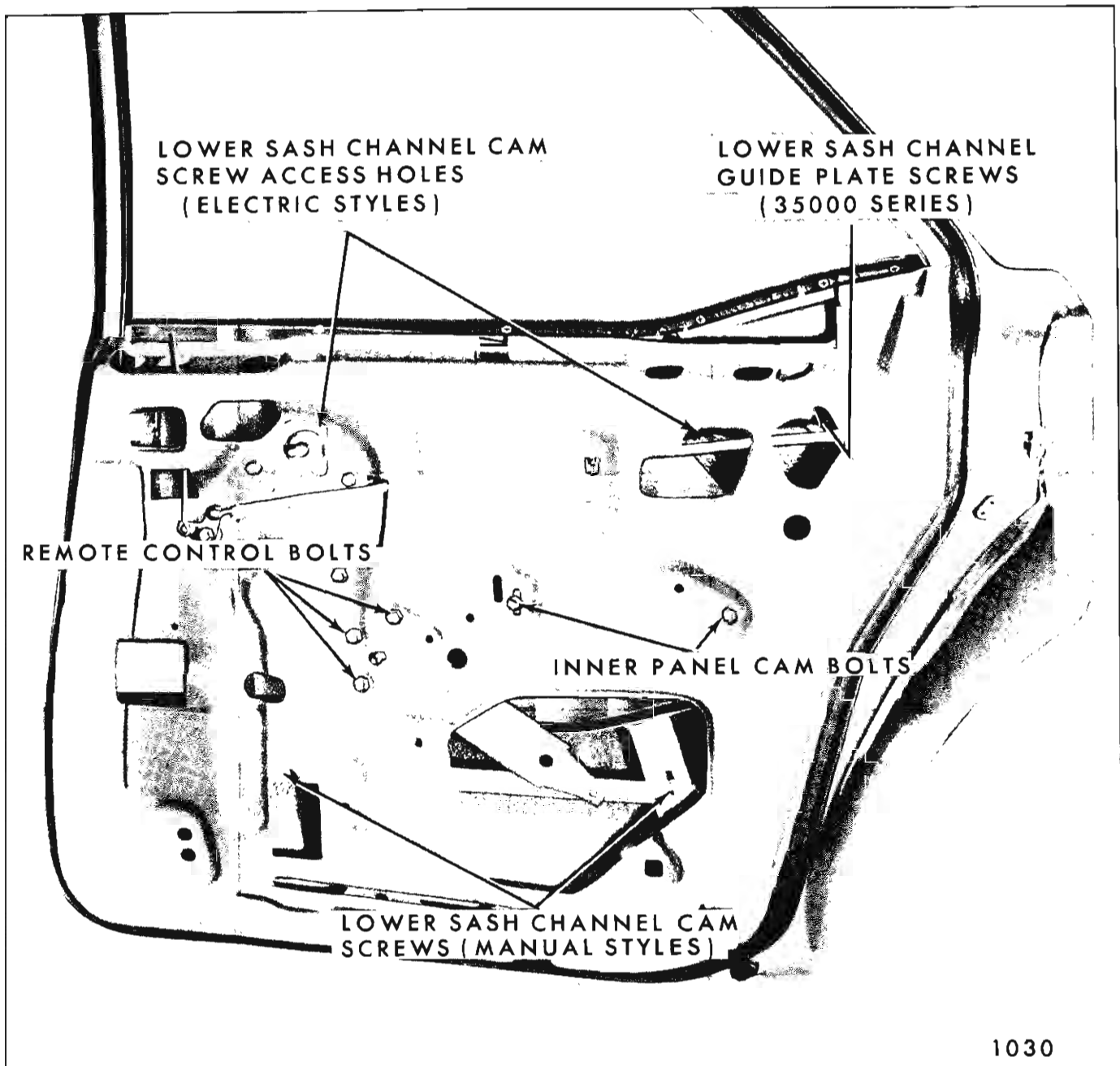


Fig. 1D59—Rear Door Hardware Attachment

5. To install, reverse removal procedure.

REAR DOOR WINDOW ASSEMBLY
ALL "39" STYLES AND ALL 38-48-68000
SERIES "69" STYLES EXCEPT 68069

The rear door window assembly consists of a frameless piece of solid tempered safety plate glass and a bolt-on lower sash channel. With this design, the window is removed from the door as an assembly and door glass replacement made in a bench operation.

Figures 1D60 and 1D61 are exploded views of the "39" and "69" style (except 68069 style) rear door window assemblies and identify the specific components and their assembly sequence.

NOTE: When replacing door glass, replace glass to sash channel spacers. When installing glass to sash channel nuts, do not exceed torque of 50 inch lbs. (4 foot lbs.).

Removal and Installation

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

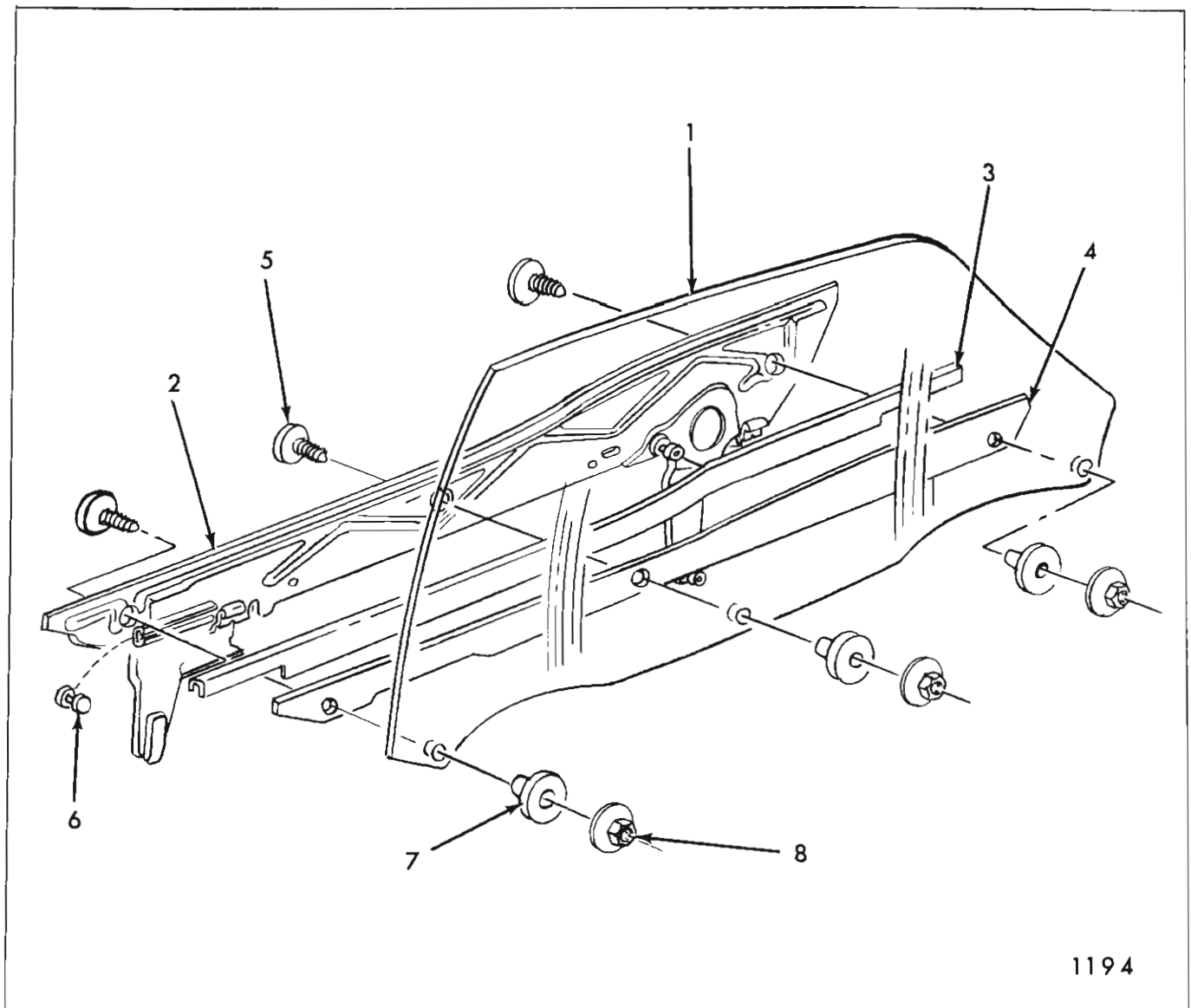


Fig. 1D60—Rear Door Window Assembly 38-48-68000 Series Except 68069

1. Rear Door Window Assembly
2. Lower Sash Channel Assembly

3. Lower Sash Channel Upper Outer Filler
4. Lower Sash Channel Lower Outer Filler

5. Glass to Lower Sash Channel Bolts
6. Lower Sash Channel Front Cam Roller

7. Glass to Lower Sash Channel Spacers
8. Glass to Lower Sash Channel Nuts

2. Loosen front and rear upper stop attaching bolts "D" and "E" (Fig. 1D62) and rotate stops into vertical position (Fig. 1D63).

3. Loosen front and rear guide upper attaching bolts "A" and "C" and lower adjusting stud nuts "F" and "H" (Fig. 1D62).

4. Operate window to required position as shown in Figure 1D62 and remove rear lower sash channel cam attaching screws at "B" or "G". (Window almost full-down for manual styles, and almost full-up for electric styles).

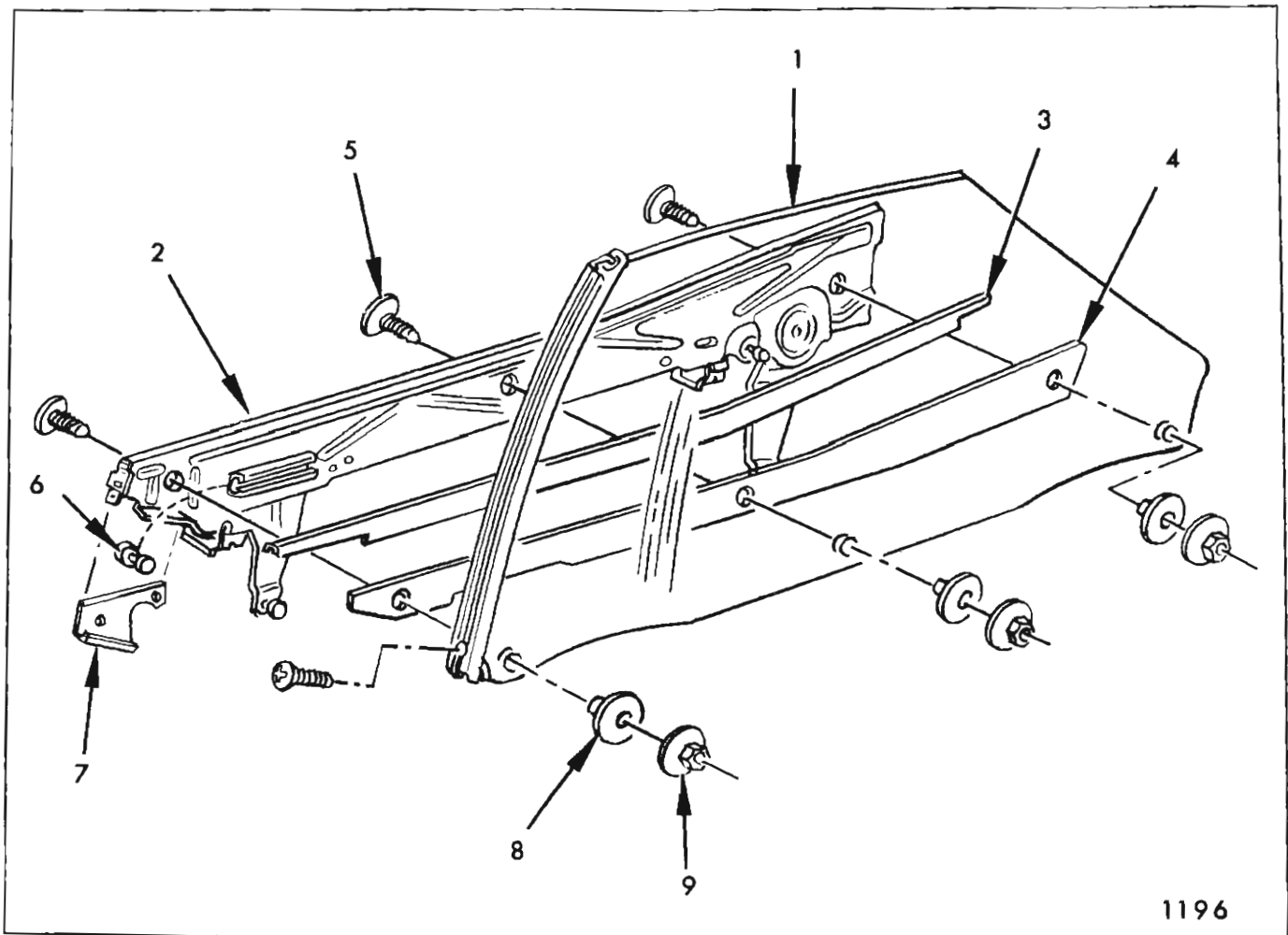
NOTE: On electric styles it is necessary to remove electric switch plastic cover from inner panel to gain access to sash channel cam front attaching screw.

5. Lift window and remove it from door at belt line.

6. To install, reverse removal procedure. Adjust guides and wedge plates for proper window operation as described below.

Adjustments

1. To adjust the top of the door glass in-or-out



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Fig. 1D61—Rear Door Window Assembly - "39" Styles

- | | | | |
|------------------------------------|--------------------------------------|--|---------------------------------------|
| 1. Rear Door Window Assembly | 4. Lower Sash Channel Lower Filler | 6. Lower Sash Channel Front Cam Roller | 8. Glass to Lower Sash Channel Spacer |
| 2. Lower Sash Channel Assembly | 5. Glass to Lower Sash Channel Bolts | 7. Lower Sash Channel Front Filler Plate | 9. Glass to Lower Sash Channel Nuts |
| 3. Lower Sash Channel Upper Filler | | | |

in relation to the side roof rail weatherstrip, loosen the front and rear guide lower adjusting stud nuts "F" and "H" (Fig. 1D62). Adjust studs in-or-out as required and tighten stud nuts.

2. To adjust window assembly fore-or-aft, or in-or-out, loosen front and rear guide upper attaching bolts "A" and "C" and lower adjusting stud nuts "F" and "H" (Fig. 1D62). Position window as desired and tighten guide attachments.

3. To correct a window that is rotated (cocked) in the opening, loosen inner panel cam attaching bolts "I" (Fig. 1D62). Adjust front of cam up-or-down as required and tighten bolts.

4. To adjust front or rear edge of glass in-or-out, loosen front or rear guide upper attaching bolts "A" and "C" (Fig. 1D62). Adjust guide in-or-out as required and tighten bolts.

5. To obtain proper up-travel of window for good contact with side roof rail weatherstrip, loosen front and rear upper stop attaching bolts "D" and "E" (Fig. 1D62). Operate window to desired up position. Then, tighten stop bolts while exerting slight downward force on stops.

NOTE: Upper stop adjustment can correct a slightly rotated (cocked) window, however, for major adjustment of this type, use inner panel cam adjustment.

**REAR DOOR WINDOW ASSEMBLY
68069 STYLE**

The rear door window assembly consists of a frameless piece of solid tempered safety plate glass and a bolt-on lower sash channel assembly.

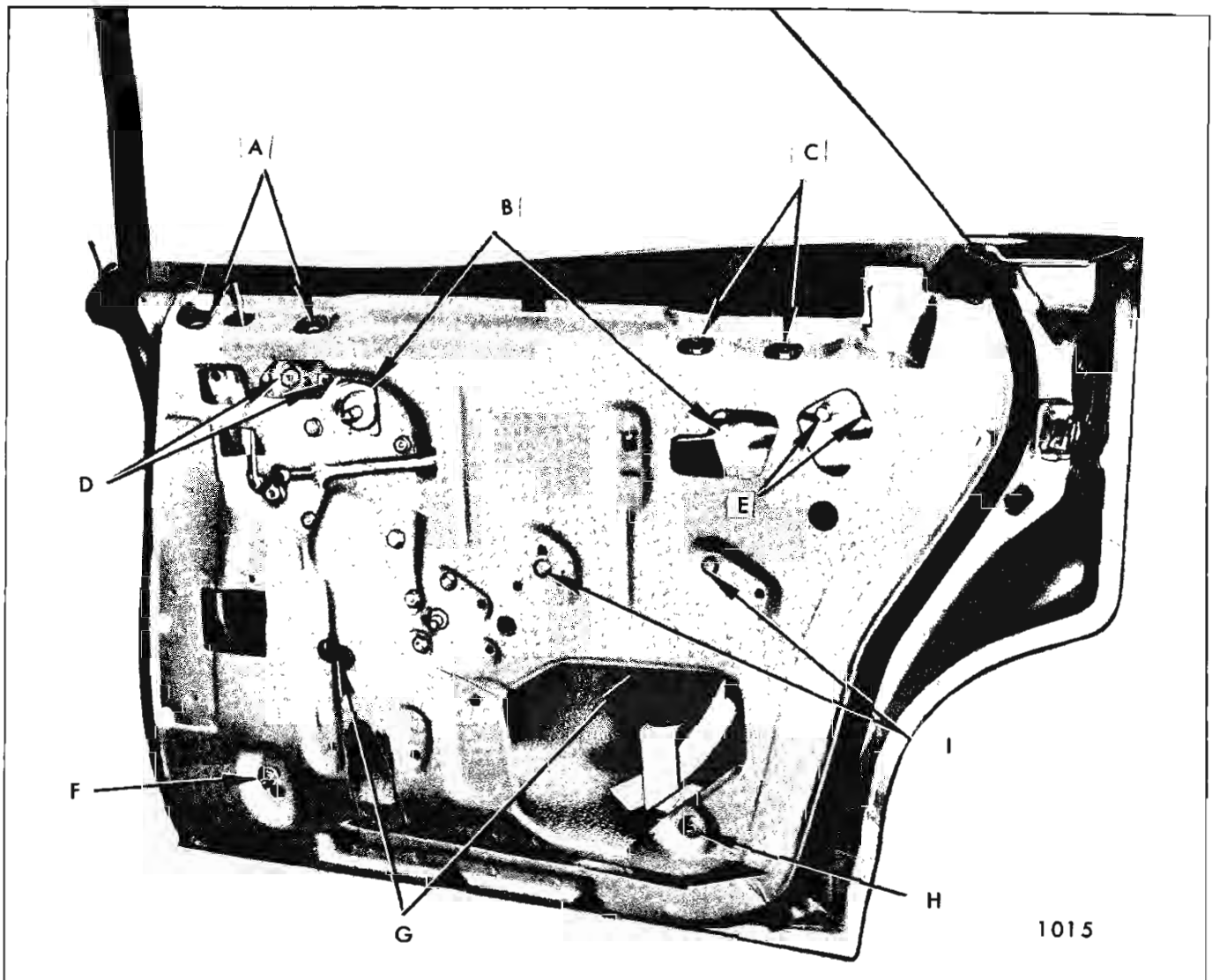


Fig. 1D62—Rear Door Hardware Attachment

- | | | | |
|--|------------------------------|--|---|
| A. Front Guide
Upper Bolts | C. Rear Guide Upper Bolts | F. Front Guide Lower
Adjusting Stud Nut | H. Rear Guide Lower
Adjusting Stud Nut |
| B. Lower Sash Channel Cam
Screw Access Holes (Electric) | D. Front Upper
Stop Bolts | G. Lower Sash Channel Cam
Screw Access Holes (Manual) | I. Inner Panel
Cam Bolts |
| | E. Rear Upper Stop Bolts | | |

With this design, the window is removed as an assembly and door glass replacement made in a bench operation.

Figure 1D64 is an exploded view of the rear door window and identifies the various components and their assembly sequence.

NOTE: When replacing door glass, replace glass to sash channel spacers. When installing nuts on glass to sash channel attaching bolts, do not exceed torque of 50 inch lbs. (4 foot lbs.).

Removal and Installation

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

2. With glass in full-up position, remove front and rear up-travel stop attaching bolts, two bolts on front stop, one on rear (Figs. 1D65 and 1D66).

3. Lower glass approximately 2" and remove lower sash channel cam attaching screws (Fig. 1D67).

4. While supporting glass by pressing it rearward into ventilator division channel, remove lower sash channel to guide plate attaching nuts (Fig. 1D66).

5. Disengage lower sash channel from weld-on studs on sash channel guide plate and remove window assembly from door.

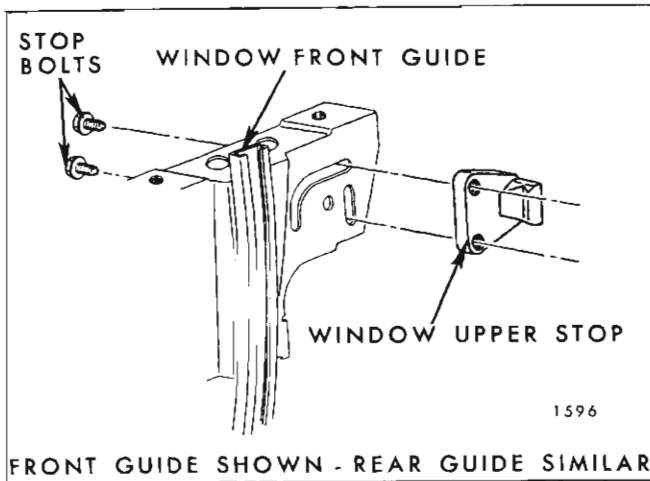


Fig. 1D63—Window Upper Stop Attachment

6. To install, reverse removal procedure. Adjust window for proper operation and alignment as described under "Rear Door Window and/or Ventilator Adjustments".

**REAR DOOR VENTILATOR REGULATOR
68069 STYLE**

Removal and Installation

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

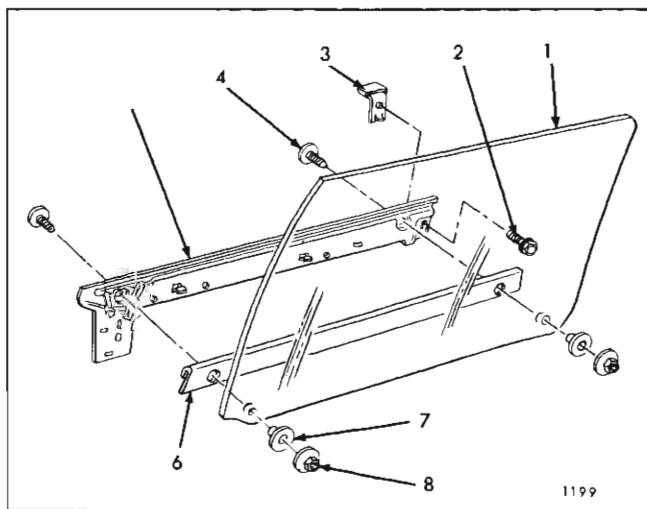


Fig. 1D64—Rear Door Window Assembly - 68069 Style

- 1. Door Window Glass
- 2. Rear Stop to Sash Channel Screw
- 3. Window Rear Stop
- 4. Glass to Lower Sash Channel Bolt
- 5. Window Lower Sash Channel
- 6. Window Lower Sash Outer Filler
- 7. Glass to Lower Sash Channel Spacer
- 8. Glass to Lower Sash Channel Nut

2. Disconnect ventilator regulator wire harness connector at regulator motor.

3. Remove ventilator "T-shaft" to regulator attaching bolt (Fig. 1D68).

4. Remove ventilator regulator to ventilator frame attaching bolts (Fig. 1D68).

5. Disengage ventilator regulator from ventilator "T-shaft" and remove regulator through access hole.

6. To install, reverse removal procedure.

**REAR DOOR VENTILATOR ASSEMBLY
68069 STYLE**

Removal and Installation

1. Remove rear door ventilator regulator as previously described.

2. Remove ventilator lower frame and ventilator division channel lower adjusting stud nuts (Fig. 1D68).

3. Remove ventilator lower frame attaching bolts (Fig. 1D68).

4. Lift ventilator assembly up approximately 3" and remove ventilator lower frame adjusting stud through access hole.

5. Lift ventilator upward and remove from door. Twist ventilator 90° to remove division channel lower adjusting stud at belt.

6. To install, reverse removal procedures. Adjust ventilator for proper operation and alignment as described under "Rear Door Window and/or Ventilator Adjustments".

Ventilator Disassembly:

1. Remove ventilator assembly from door as previously described.

2. Remove ventilator division pillar glass run channel strip assembly by disengaging lower end and pulling strip upward (Fig. 1D69).

3. Remove division pillar to ventilator stationary frame attaching screws (Fig. 1D69).

4. Remove division pillar to ventilator upper frame (and rubber bumper) attaching screw (Fig. 1D69) and separate ventilator frame and division channel.

5. Put ventilator window 90° to ventilator frame. Using hand pressure only, force ventilator downward to disengage ventilator upper pivot from ventilator frame.

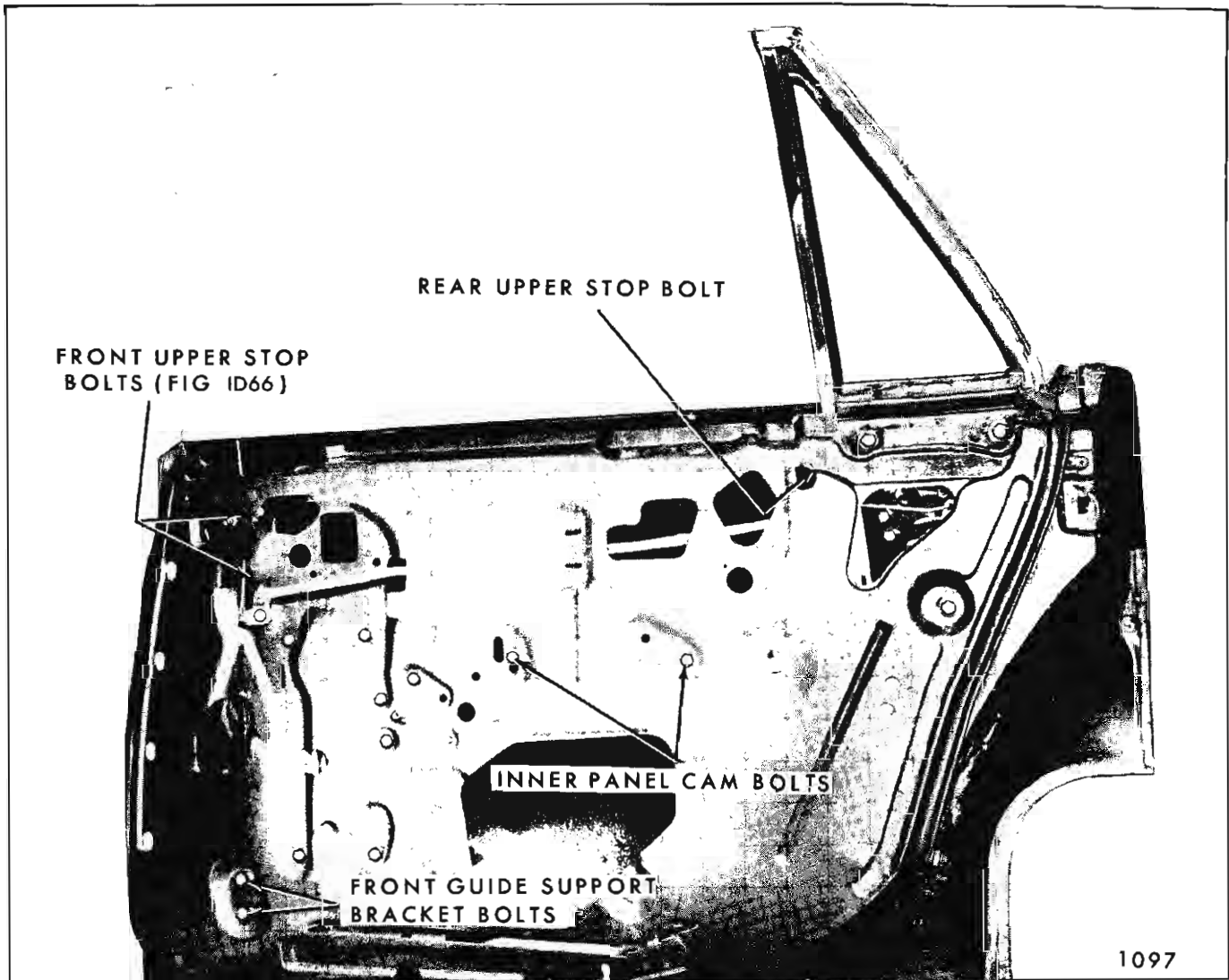


Fig. 1D65—Rear Door Window Removal - 68069 Style

6. Straighten division pillar weatherstrip bend-over tabs (Fig. 1D69) and remove weatherstrip.

7. Pull ventilator weatherstrip from front frame. Three clips retain it down front edge and it may be necessary to pry between weatherstrip and frame at these locations.

8. To assemble, reverse removal procedure.

NOTE: The above procedure covers complete disassembly of the ventilator, which in most cases, will not be required. When servicing a ventilator assembly, select only those steps necessary.

REAR DOOR WINDOW AND/OR VENTILATOR ADJUSTMENTS 68069 STYLE

1. To adjust door window or ventilator assembly in-or-out in relation to side roof rail, adjustment is provided at the following attachments:

a. Door window front guide to support assembly attaching bolt (Fig. 1D70). Access to this bolt can be gained through large access hole.

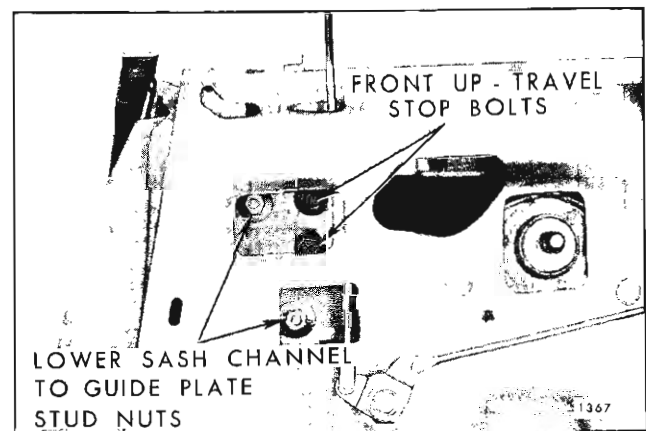


Fig. 1D66—Rear Door Window Removal - 68069 Style

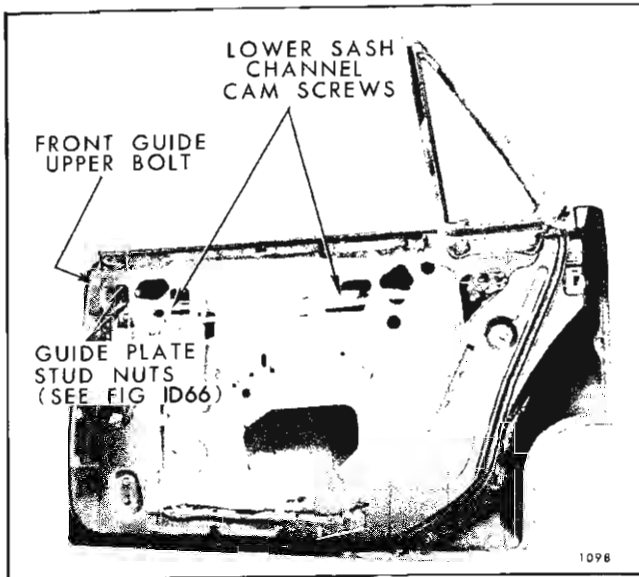


Fig. 1D67—Rear Door Window Removal - 68069 Style

- b. Front guide upper attaching bolt (Fig. 1D67).
- c. Ventilator division channel and ventilator frame lower adjusting studs (Fig. 1D68).

These attachments can be adjusted in combination or individually to achieve desired adjustment. When adjusting ventilator adjusting studs, loosen ventilator lower frame attaching bolts prior to adjustment, then, retighten after adjustment.

2. To adjust door window fore-or-aft, loosen guide plate to lower sash channel attaching nuts (Fig. 1D66). Adjust window fore-or-aft as required and tighten nuts.

3. To adjust ventilator fore-or-aft, or to rotate it in opening, loosen ventilator attaching bolts, adjusting stud nuts, and "T-shaft" attaching bolt (Fig. 1D68). Position ventilator as required and tighten loosened attachments.

4. To correct a rotated (cocked) window, loosen inner panel cam attaching bolts (Fig. 1D65). Adjust cam as required and tighten bolts.

5. To obtain proper up-travel of door window, loosen front and rear up-travel stop attaching bolts (Fig. 1D65). Operate window to desired position. While exerting upward force on stops, tighten stop attaching bolts.

6. To eliminate a bind between ventilator division channel and front guide (improve operation of a properly adjusted door window), loosen front guide support bracket attaching bolts and front guide to support bracket attaching bolt (Figs. 1D65 and 1D70). Operate glass to full-down position and tighten support bolts. Operate glass 1/3 up from

down position and tighten guide to support attaching bolt.

REAR DOOR WINDOW FRONT GUIDE ALL "39" STYLES AND ALL 38-48-68000 SERIES "69" STYLES EXCEPT 68069

Removal and Installation

1. Remove rear door window assembly as previously described.
2. Remove front guide attaching bolts at belt line and lower adjusting stud nut. (Fig. 1D71).
3. Remove inside locking rod connecting link attaching bolt (Fig. 1D71). Disengage guide from inside locking rod and remove guide through access hole.
4. To install, reverse removal procedure. Adjust guide for proper window operation as described in the window adjustment procedure.

REAR DOOR WINDOW REAR GUIDE ALL "39" STYLES AND ALL 38-48-68000 SERIES "69" STYLES EXCEPT 68069

Removal and Installation

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

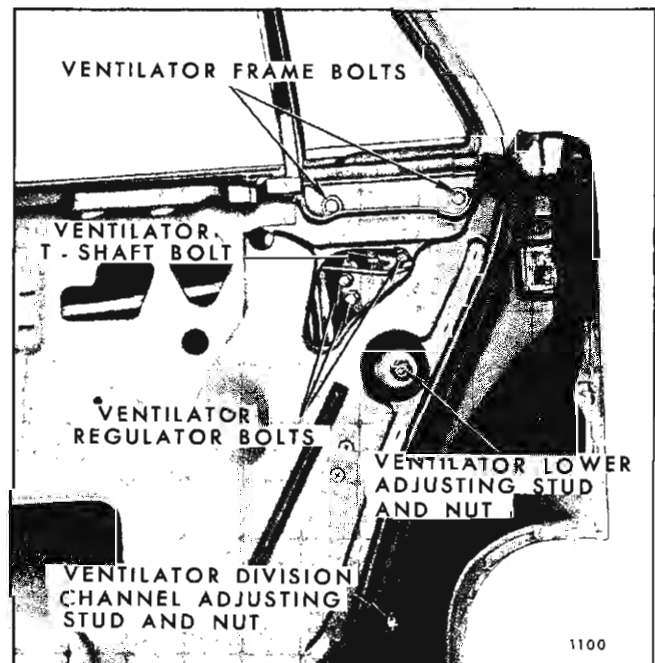


Fig. 1D68—Rear Door Ventilator Attachments

3. Remove rear guide upper attaching bolts (Fig. 1D71 - Locations "A" for 38-48-68000 Series, Locations "B" for remaining styles). Remove rear guide lower adjusting stud nut.

4. Lower guide and swing bottom end forward to disengage guide from rollers on lower sash channel and lower sash channel balance arm.

5. Remove guide, upper end first, through large access hole.

6. To install, reverse removal procedure. Adjust guide for proper window operation as described in the door window adjustment procedure.

REAR DOOR WINDOW GLASS RUN CHANNEL ALL "35"- "45"- "69" STYLES EXCEPT 38-48-68000 SERIES

Removal and Installation

1. Remove rear door window assembly as previously described.

2. Remove glass run channel front attaching bolt located on door hinge pillar (arrow "B", Fig. 1D72).

3. On 45-46000 series, remove glass run channel rear lower attaching bolt located on door lock pillar (arrow "A", Fig. 1D72).

4. Working through large access hole, remove glass run channel rear attaching bolts (Fig. 1D73 - one bolt for 45-46000 series, two bolts for remaining styles).

5. Pull run channel into window opening to disengage run channel clips from door upper frame and remove run channel from door.

6. To install, reverse removal procedure. Prior to installation, apply a continuous bead of caulking compound to door upper frame from beltline to belt line to effect a weathertight seal between door frame and run channel. If preferred, sealer can be applied to run channel rather than door upper frame.

REAR DOOR FRONT GUIDE AND GUIDE PLATE 68069 STYLE

Removal and Installation

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

2. Operate window to full-up position.

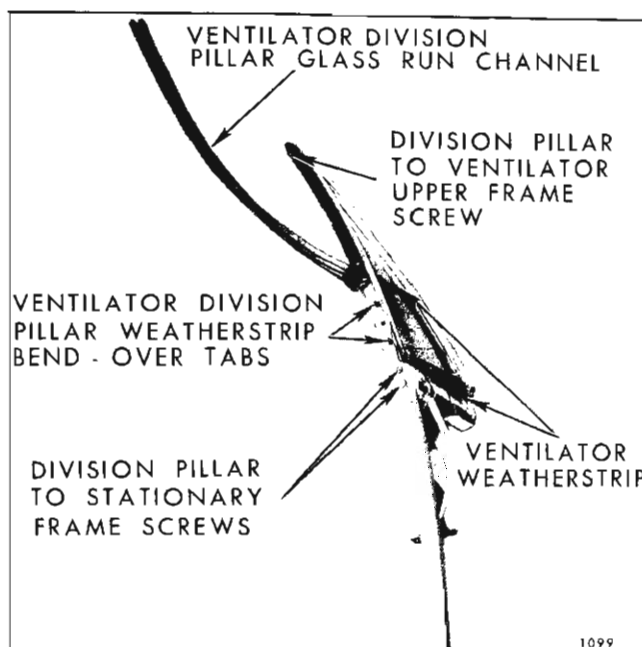


Fig. 1D69—Rear Door Ventilator Assembly - 68069 Style

3. Remove front upper stop attaching bolts and remove stop (Fig. 1D65).

4. Remove front guide support bracket attaching bolt (Fig. 1D65).

5. Remove front guide upper attaching bolt (Fig. 1D67).

6. Remove guide plate to lower sash channel attaching stud nuts (Figs. 1D67 and 1D66).

7. Remove front guide and guide plate as an assembly through access hole (Fig. 1D74).

8. To install, reverse removal procedure. Adjust front guide for proper window operation as described in door window adjustment procedure.

REAR DOOR WINDOW REGULATOR— MANUAL AND ELECTRIC ALL STYLES

Removal and Installation

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

2. Remove lower sash channel cam attaching screws (Fig. 1D76 for "closed" styles, 1D75 for "hardtop" styles).

While supporting glass, disengage cam from rollers on regulator lift and balance arms and remove cam.

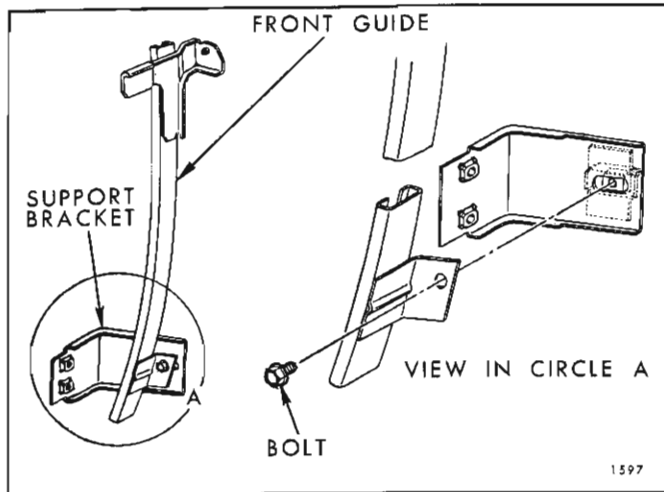


Fig. 1D70—Front Guide to Support Bracket Attachment - 68069 Style

3. Raise window and prop it in full-up position.

4. Remove inner panel cam attaching bolts (Fig. 1D76 for closed styles, Fig. 1D75 for 'hardtop' styles).

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

6. Remove window regulator attaching bolts and remove regulator through large access hole. (Figs. 1D75 and 1D76).

**REAR DOOR WINDOW REGULATOR
ELECTRIC MOTOR ASSEMBLY
ALL STYLES**

The electric motor assembly which powers the

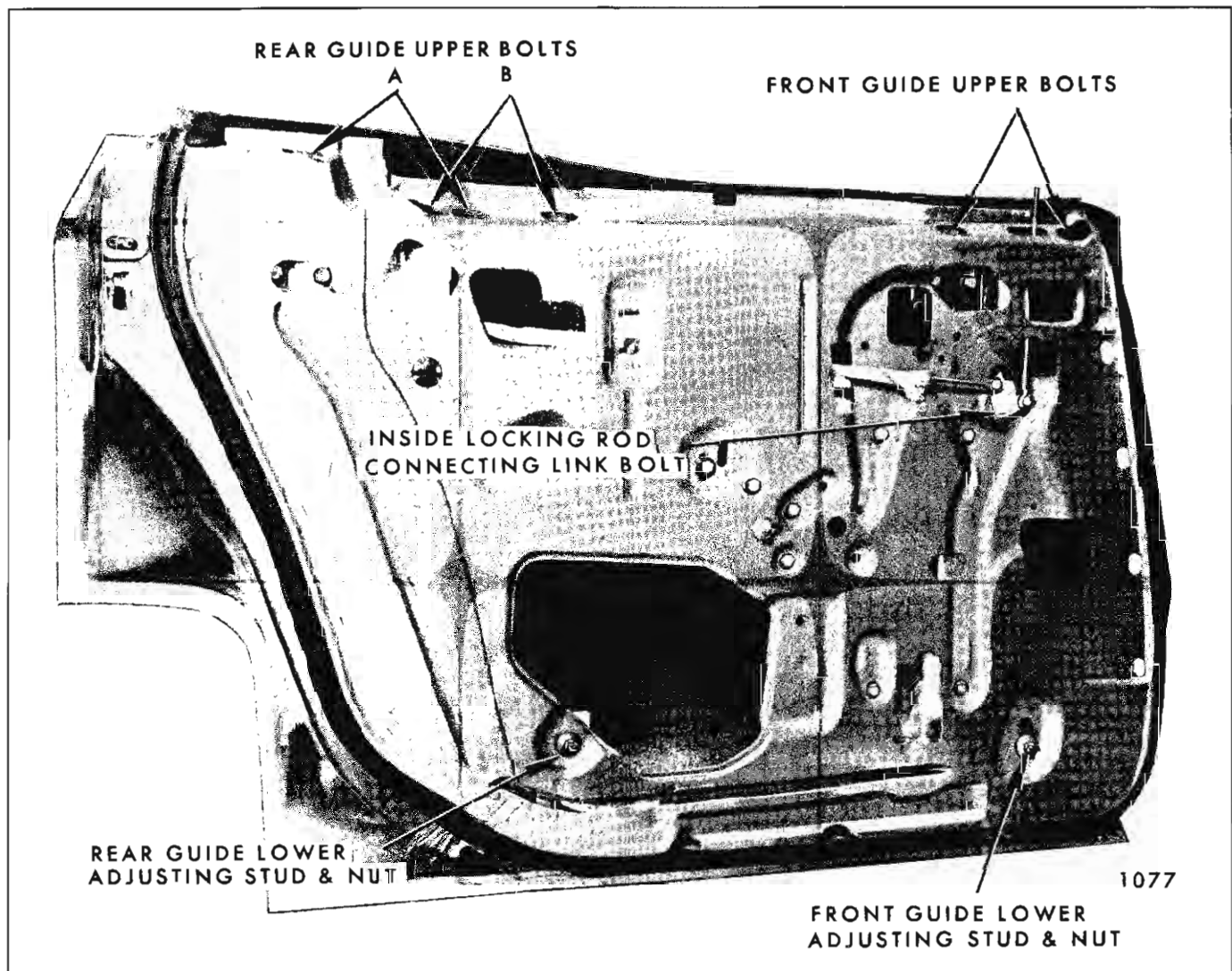


Fig. 1D71—Rear Door Window Guides

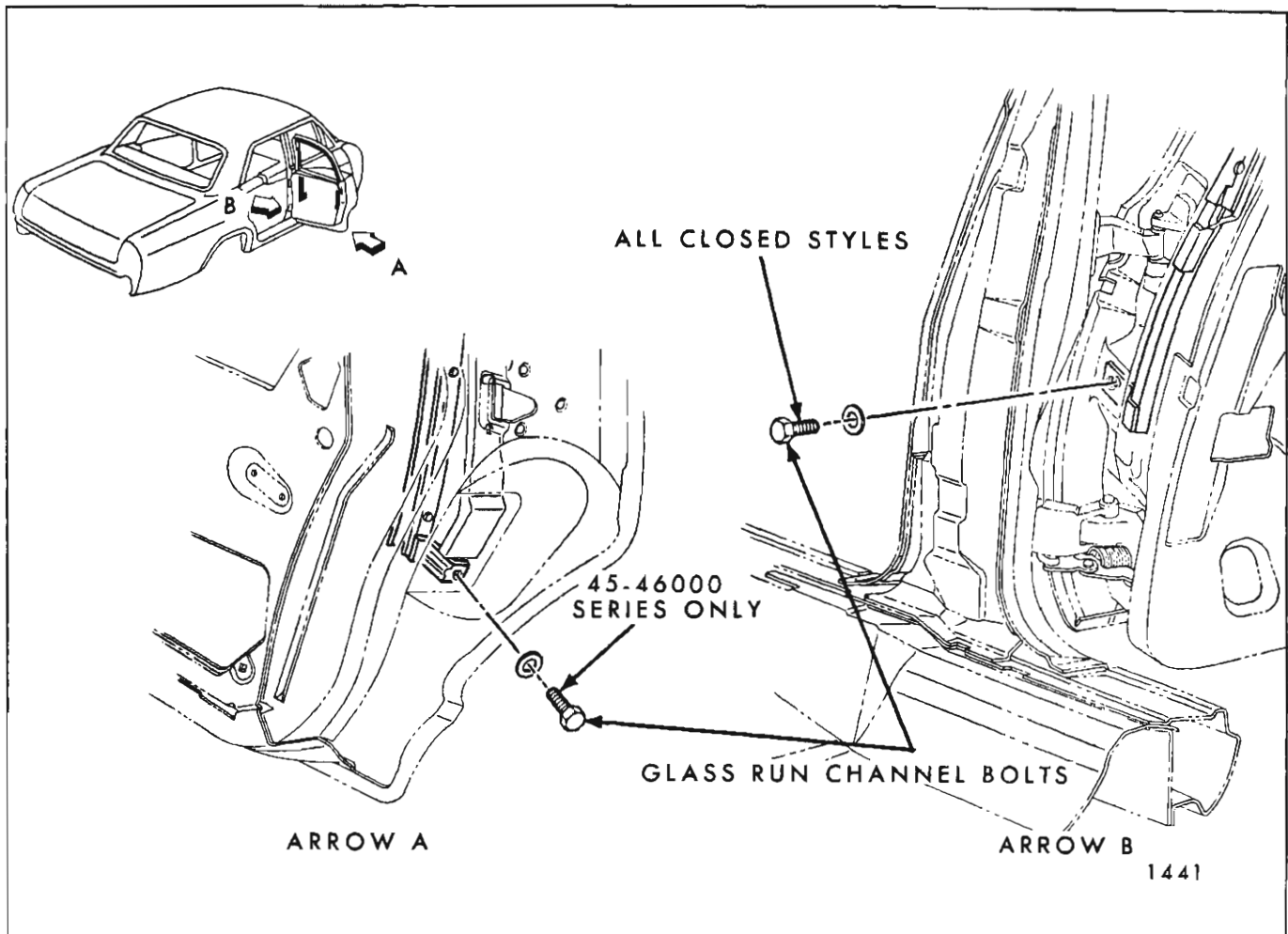


Fig. 1D72—Rear Door Window Glass Run Channel Retention

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

Removal and Installation

1. Remove electric window regulator assembly from door and/or rear quarter and clamp securely in vise (see Fig. 1D77).

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

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

2. Drill a 1/4" hole through regulator sector gear and back plate. The exact point of this hole

will be dependent on the position of the regulator lift arm.

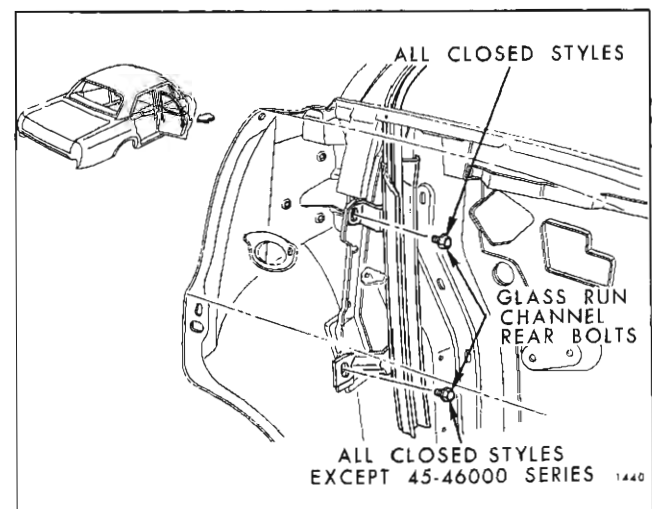


Fig. 1D73—Rear Door Window Glass Run Channel Retention

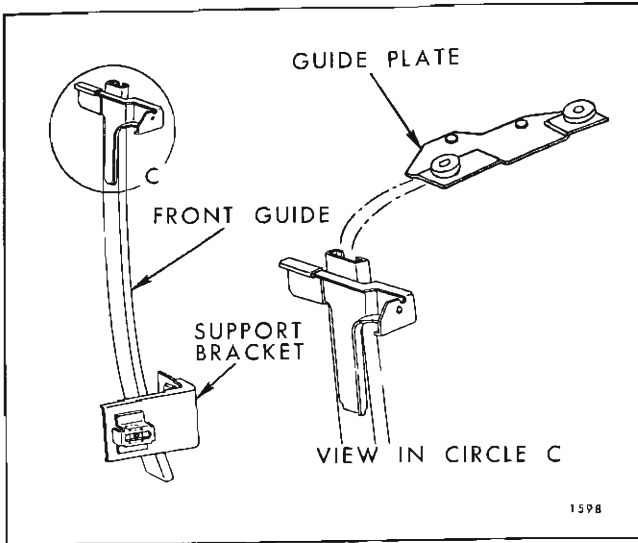


Fig. 1D74—Rear Door Front Guide and Guide Plate - 68069 Style

IMPORTANT: DO NOT drill into the motor housing, part of which is indicated by the dotted line illustrated in Figure 1D77. In addition, locate hole a sufficient distance from edge of sector gear to insure proper retention of sector gear to back plate.

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

4. Remove motor attaching bolts and remove motor assembly from regulator (see Fig. 1D77).

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

5. To install, reverse removal procedure. If difficulty is encountered when trying to line up motor assembly attaching holes, the regulator lift arm may be moved up or down manually so that motor

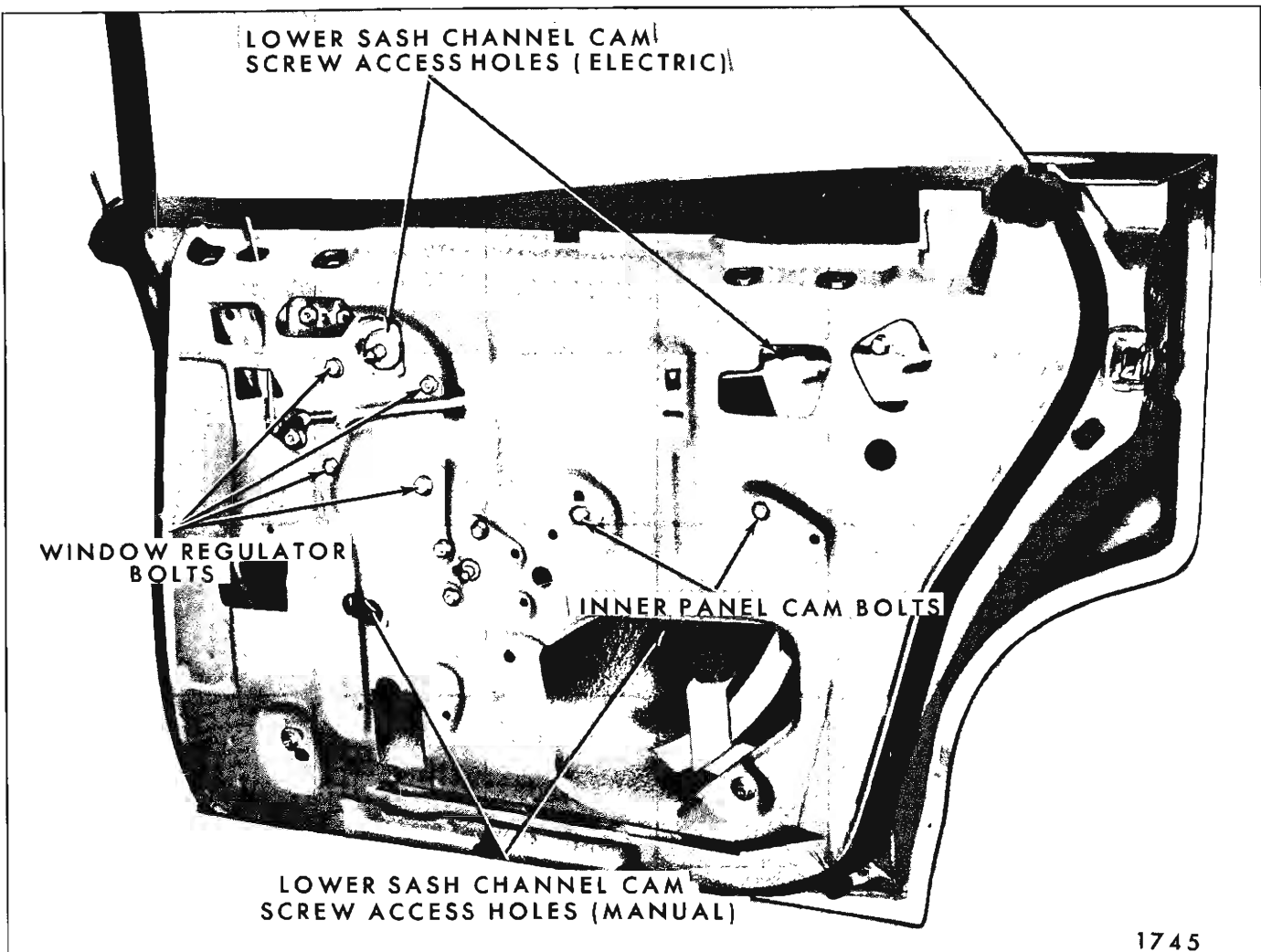


Fig. 1D75—Window Regulator Removal

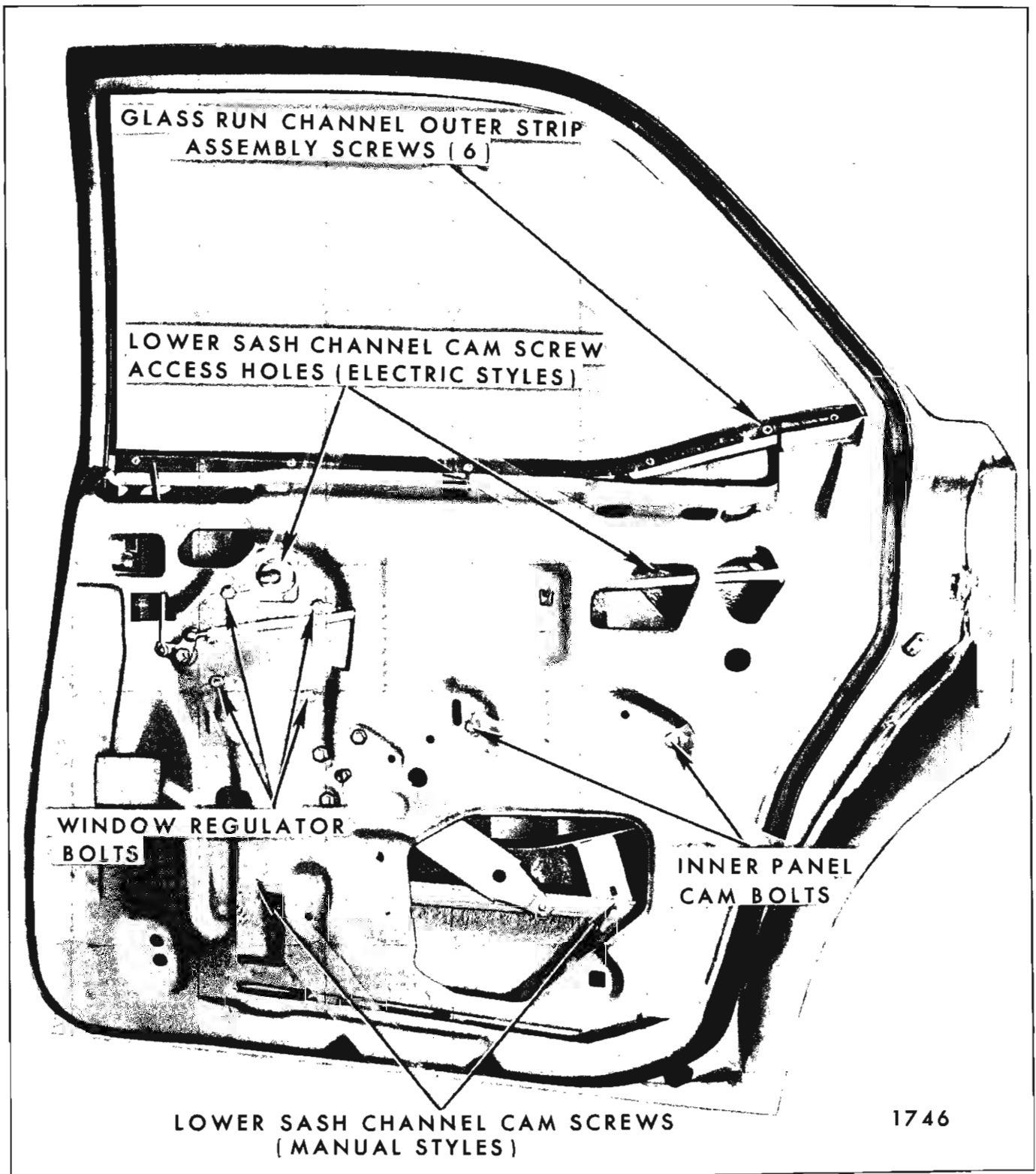


Fig. 1D76—Window Regulator Removal

pinion gear will mesh with teeth on regulator sector gear, and regulator attaching holes will line up.

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

REAR DOOR LOCK REMOTE CONTROL ALL STYLES

Removal and Installation

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

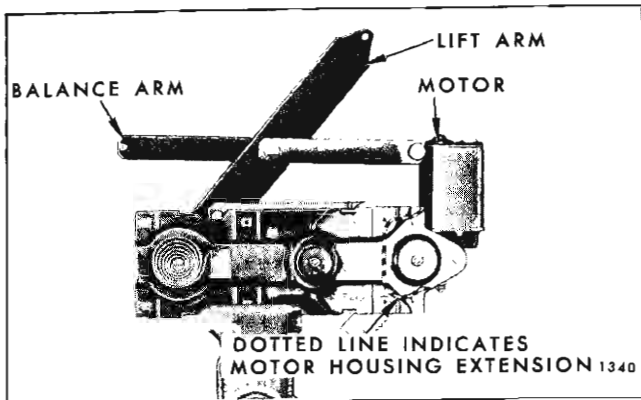


Fig. 1D77—Door Window Regulator and Electric Motor Assembly

2. Remove remote control attaching bolts (Fig. 1D78).

3. Pivot remote to disengage it from remote control to lock connecting rod and remove remote control from door.

4. To install, reverse removal procedure. Make certain anti-rattle clip on lock connecting rod is properly positioned.

**REAR DOOR LOCK ASSEMBLY
"35"- "45"- "69" STYLES
EXCEPT 38-48-68000 SERIES**

Removal and Installation

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

2. Remove door lock remote control.

3. Remove inside locking rod to lock connecting rod link attaching bolt (Fig. 1D78)

4. Remove lock attaching screws (Fig. 1D79—hardtop style shown, closed styles similar).

5. Disengage connecting rods from clips on door lock (for clip disengagement refer to "Door Lock Spring Clips" in Front and Rear Door section) and remove lock from door.

6. To install, reverse removal procedure. Check lock for proper operation prior to installing water deflector.

**REAR DOOR LOCK ASSEMBLY
ALL "39" STYLES AND 38-48-68000 SERIES
"69" STYLES EXCEPT 68069**

Removal and Installation

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

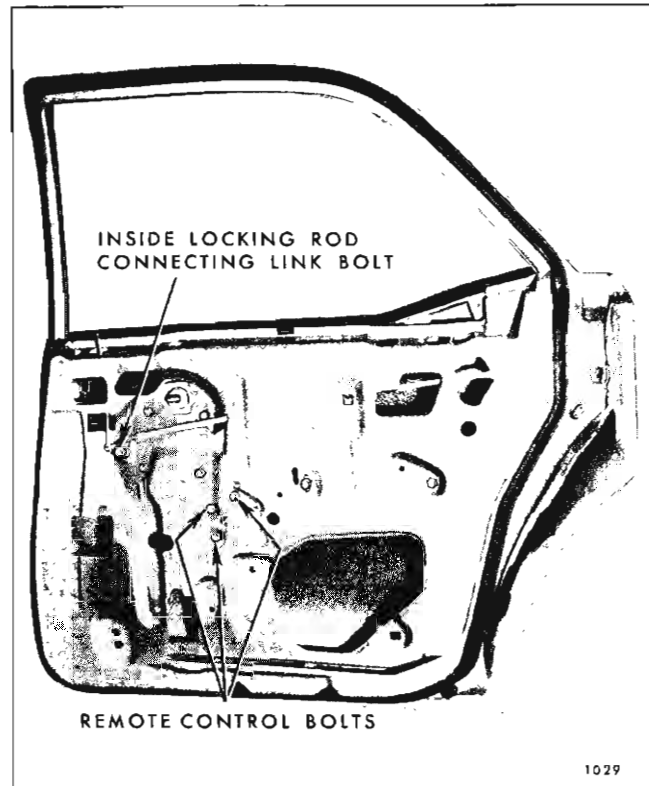


Fig. 1D78—Door Lock Remote Control

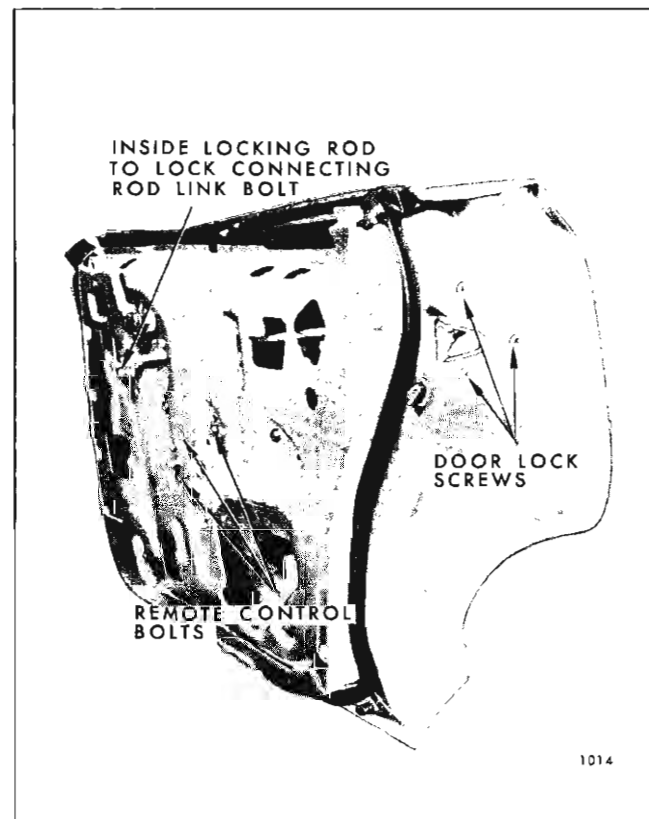


Fig. 1D79—Rear Door Lock Removal

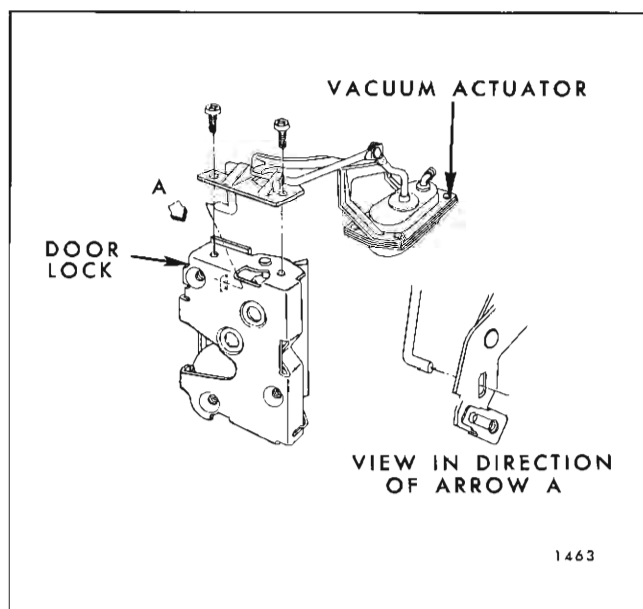


Fig. 1D80—Rear Door Vacuum Lock Actuator Attachment

2. Operate glass to full-up position.

3. Working through access hole, disengage lock connecting rods from spring clips on door lock (for clip disengagement refer to "Door Lock Spring Clips" in Front and Rear Door Section).

4. Remove door lock attaching screws (Fig. 1D79) and remove lock from door.

5. To install, reverse removal procedure.

NOTE: On styles equipped with vacuum lock actuators (except 68069 styles), disconnect vacuum hoses from actuator and remove lock and actuator as an assembly. Vacuum actuator is attached to lock with screws which can be removed only in a bench operation (Fig. 1D80).

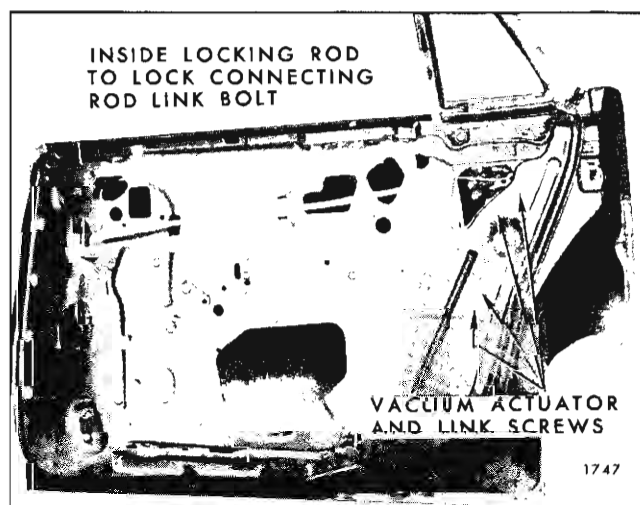


Fig. 1D81—Vacuum Lock Actuator, and Link Assembly Removal

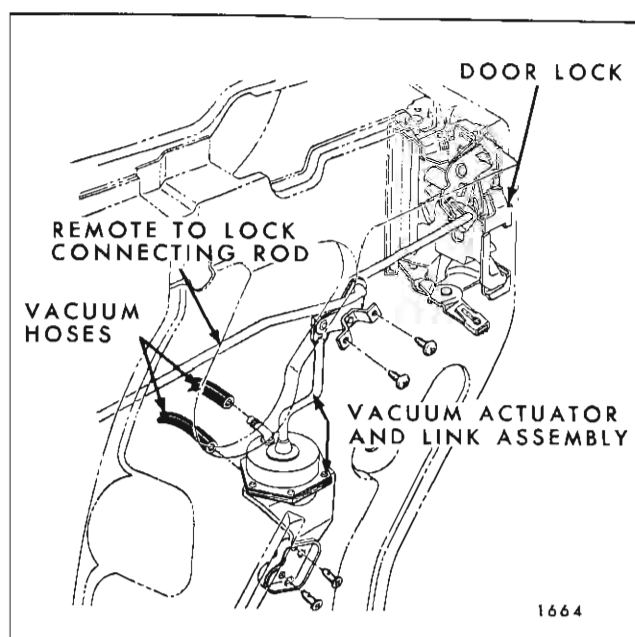


Fig. 1D82—Rear Door Vacuum Lock Actuator and Link Assembly - 68069 Style

REAR DOOR LOCK VACUUM ACTUATOR 68069 STYLE

Removal and Installation

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

2. Disconnect inside locking rod from door lock spring clip (Refer to Front and Rear Door section under "Door Lock Spring Clips" for disengagement).

3. Remove inside locking to lock connecting rod link bolt (Fig. 1D81).

4. Disconnect vacuum hoses from vacuum actuator.

5. Remove vacuum actuator and link assembly attaching screws (Figs. 1D81 and 1D82).

6. Pivot (rotate) actuator and linkage assembly, then, pull connecting rod forward through linkage. Remove actuator assembly from door.

7. To install, reverse removal procedure. Check lock operation prior to installing water deflector.

GLASS RUN CHANNEL OUTER STRIP ASSEMBLY (AT BELT)

Removal and Installation

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

2. Remove rubber bumper from door window lower stop and operate window to full-down position.

3. Remove screws securing glass run channel outer strip assembly to door outer panel return flange (Fig. 1D76) and remove strip assembly.

4. To install, reverse removal procedure.

REAR QUARTER

TRIM

REAR QUARTER TRIM ASSEMBLY "11" 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 assemblies as outlined in the "Seat" section of the Body Service Manual.

3. Remove rear quarter window garnish moldings.

4. With tool J-6335, or any other suitable flat-bladed tool, pry rear quarter trim assembly retaining nails from tacking strip; then lift trim assembly upwards to disengage from retainers at top of rear quarter inner panel and remove assembly from quarter panel.

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

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

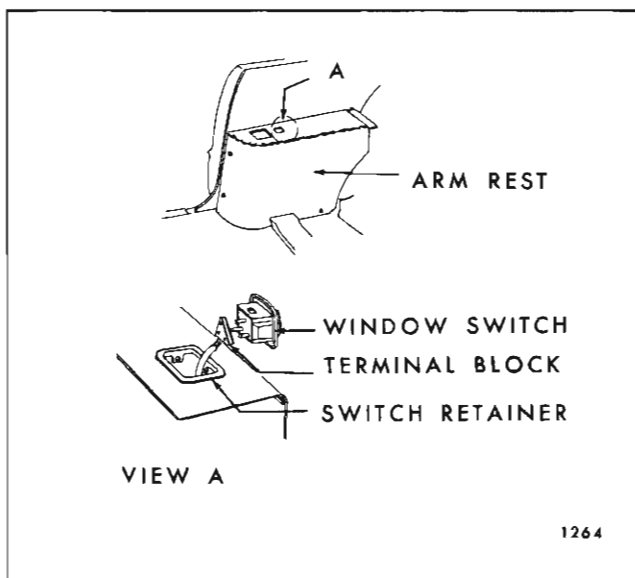


Fig. 1E1—Rear Quarter Arm Rest Assembly

REAR QUARTER ARM REST ASSEMBLY "37" AND "57" STYLES

Removal and Installation

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

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

3. On styles with electrical devices in arm rest assembly, carefully detach arm rest from rear quarter inner panel sufficiently to disconnect wire harness connectors. Figures 1E-1 and 1E-2 are indicative of electrical installations in rear quarter arm rests.

4. Remove arm rest assembly from rear quarter panel.

5. To install arm rest assembly, reverse removal procedure. Check operation of any electrical devices.

REAR QUARTER TRIM ASSEMBLY "37" AND "57" STYLES

Removal and Installation

1. Remove rear seat cushion and seat back assemblies.

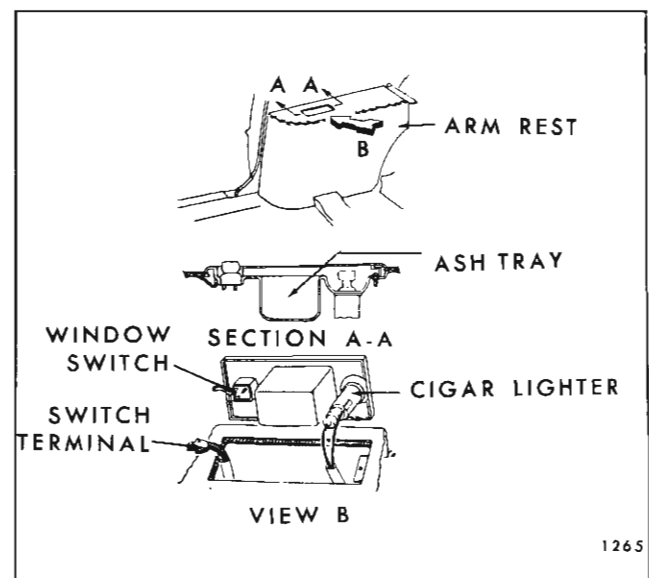


Fig. 1E2—Rear Quarter Arm Rest Assembly

2. Remove rear quarter arm rest assembly. Remove quarter belt finishing moldings where present.

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

4. Remove screws securing rear quarter filler panel to quarter panel and remove filler panel.

5. Using a trim panel removing tool (No. J-6335), or equivalent, carefully pry trim assembly retaining nails from tacking strip; then lift trim assembly upward to disengage from retainers at top of rear quarter inner panel and remove assembly from body.

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

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

FOLDING TOP COMPARTMENT SIDE TRIM PANEL ASSEMBLY "67" STYLES

Removal and Installation

1. Remove rear seat cushion and seat back assemblies.
2. Remove attaching screw securing front and rear of side trim panel.
3. Raise trim panel and move it inboard.

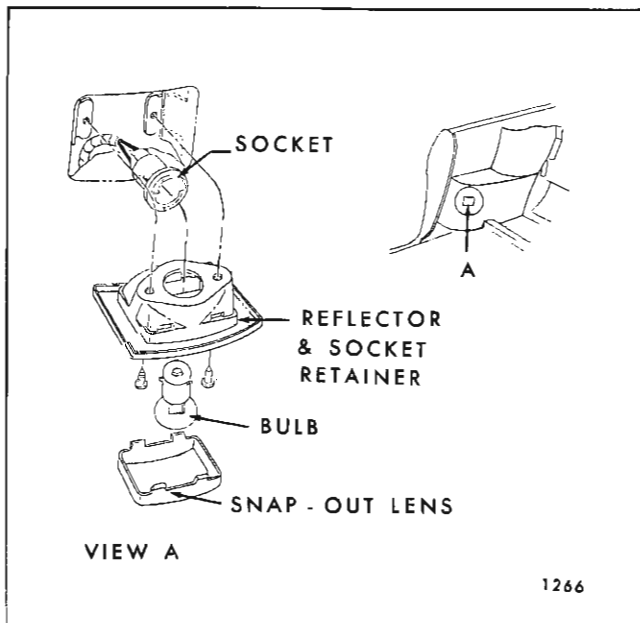


Fig. 1E3—Rear Quarter Arm Rest Lamp Assembly

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

NOTE: On styles equipped with rear quarter lamp assemblies, disconnect lamp as shown in Figure 1E-3.

5. To install, reverse removal procedure.

REAR QUARTER TRIM ASSEMBLY "67" STYLES

Removal and Installation

1. Remove folding top compartment side trim panel assembly.

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

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

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

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

REAR QUARTER LOWER TRIM ASSEMBLY "39" AND "69" STYLES

Removal and Installation

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

2. Remove back window and rear quarter or roof rail garnish moldings as required.

3. With tool J-6335, or any other suitable flat-bladed tool, pry trim assembly retaining nails from tacking strip (see Fig. 1E-4).

4. Lift trim assembly upward to disengage from retainer at top of rear quarter inner panel and remove trim assembly.

5. To install, reverse removal procedure.

REAR QUARTER INNER TRIM PANEL (LEFT SIDE) "35" AND "45" STYLES

Removal and Installation

1. On styles so equipped, remove screws securing courtesy lamp and switch assembly to trim

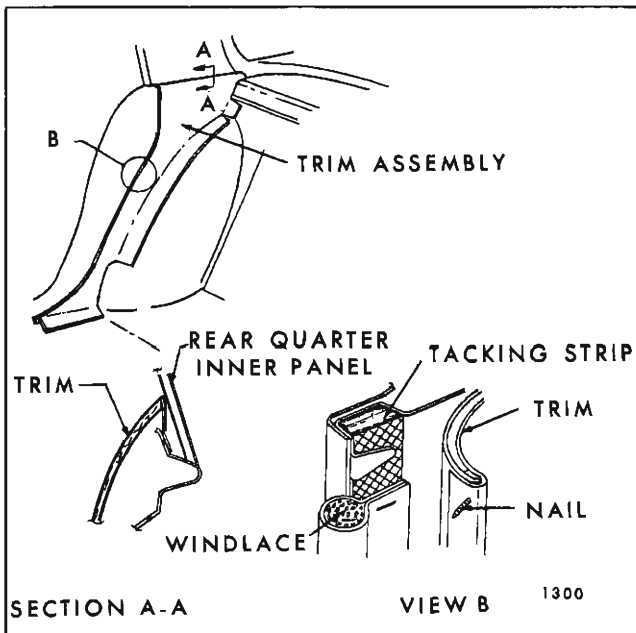


Fig. 1E4—Rear Quarter Lower Trim Assembly

panel and carefully remove assembly sufficiently to disengage wires at rear of lamp and switch.

2. Remove rear quarter stationary window front and lower garnish moldings.

3. Remove all screws securing trim panel to rear quarter inner panel.

4. With a suitable flat-bladed tool, carefully disengage trim retainers from rear quarter inner panel along leading edge of rear body lock pillar (on front edge of rear quarter front trim assembly) (see Fig. 1E-5).

5. Lift assembly upward slightly to disengage from rear quarter inner panel and remove assembly from body.

NOTE: The rear quarter front trim assembly can be removed at this point, as a bench operation, by breaking cement bond between trim and metal panel of rear quarter inner trim panel assembly. The rear quarter front trim is a sub-assembly of the rear quarter inner trim panel; left and right sides.

6. To install, reverse removal procedure.

REAR QUARTER WHEELHOUSE COVER PANEL (RIGHT SIDE) "35" AND "45" STYLES

Removal and Installation

1. Remove spare tire cover.

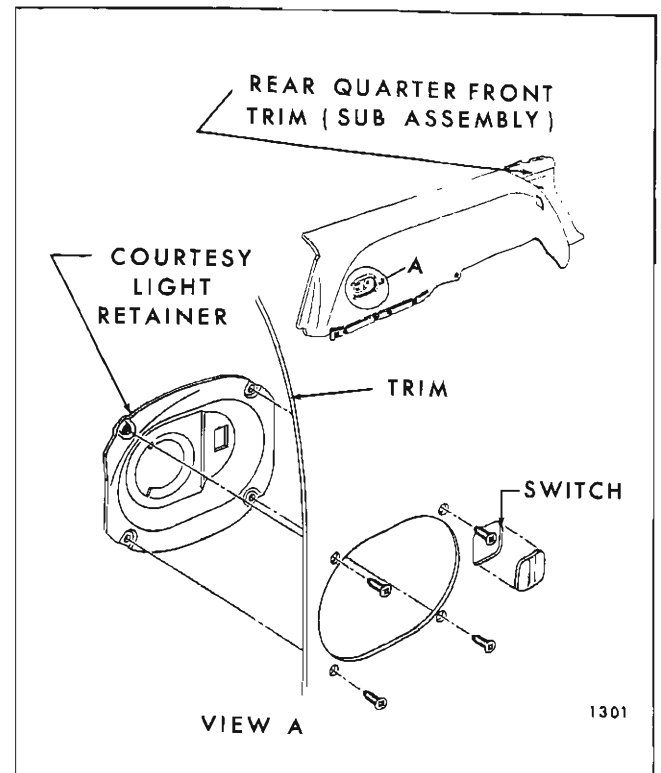


Fig. 1E5—Rear Quarter Inner Trim Panel Assembly

2. Remove rear quarter stationary window front and lower garnish moldings.

3. Remove all screws securing trim panel to rear quarter inner panel.

4. With a suitable flat-bladed tool, carefully disengage trim retainers from rear quarter inner panel along leading edge of rear body lock pillar (on front edge of rear quarter front trim assembly).

5. Remove spare tire cover support.

6. Lift assembly upward slightly to disengage from rear quarter inner panel and remove assembly from body.

7. To install, reverse removal procedure.

SPARE TIRE COVER PANEL "35" AND "45" STYLES

The spare tire cover panel is secured to a retainer at the belt line by a folding catch type handle. To remove the panel, disengage the catch and lift the panel upward. To install, reverse removal procedure.

The handle can be adjusted "in" or "out" to increase or decrease closing effort. To adjust, loosen the handle attaching screws; position the handle as desired and tighten the screws.

HARDWARE

REAR QUARTER STATIONARY WINDOW ASSEMBLY RETENTION "35" AND "45" STYLES

The stationary rear quarter window is retained in the body opening by a self-curing synthetic rubber adhesive caulking material 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 body opening must follow quickly after application of material to glass.

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

Adhesive Caulking Kit #4226000 consists of:

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

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

- *a. Two Adhesive Caulking Kits (Part No. 4226000, or equivalent).
- b. One caulking gun (standard household type reworked as described in procedure).
- c. Two pieces of wood for handles of cutting wire.
- d. Black weatherstrip adhesive.
- *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. 4871330, or equivalent) .34 x .44 x 1.0 (rectangle).

*Available as a service part.

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

STATIONARY REAR QUARTER WINDOW REVEAL MOLDINGS "35" AND "45" STYLES

Removal and Installation

The reveal moldings are retained by clips which are attached to the back window opening by screws. To disengage a molding from retaining clips, use tool J-21549-3, as shown in Figure 1E-6.

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

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

*also available as J-21549

**also available as J-9698

As the stationary rear quarter window reveal moldings telescope into each other, it is necessary

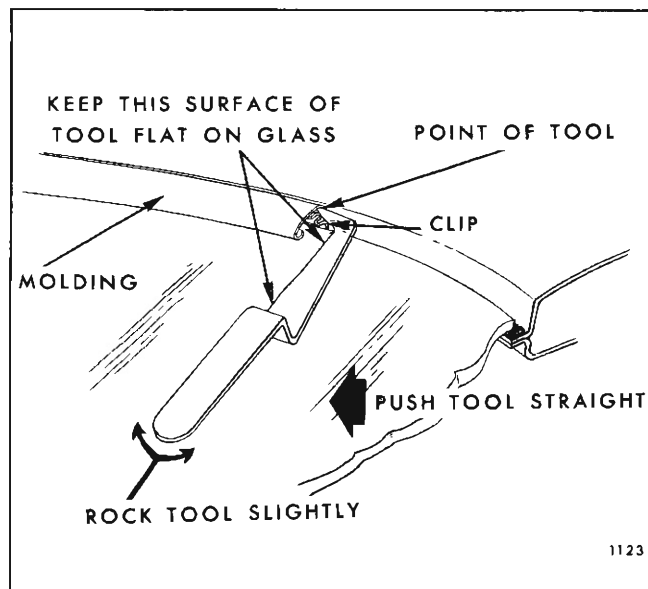


Fig. 1E6—Usage of Tool J-21549-3 (J-9698)

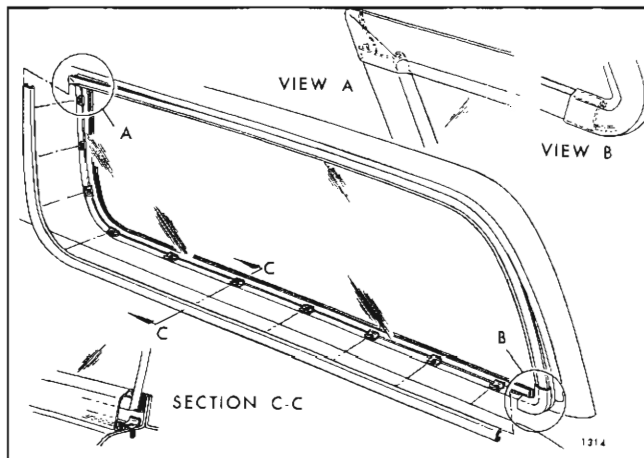


Fig. 1E7—Rear Quarter Window Reveal Molding Retention

to begin removal (disengaging clips) in the middle of a molding rather than at an end. In addition, when only one molding is to be removed, adjacent moldings must be disengaged sufficiently to allow disengagement of the telescoped ends.

If all moldings are to be removed, first disengage lower ends of upper and lower reveal moldings sufficiently to remove lower corner escutcheon (see View "B" in Fig. 1E-7). Both the upper and lower reveal moldings telescope into this escutcheon. Next, remove the lower reveal molding and then the upper reveal molding.

NOTE: The forward end of the lower reveal molding telescopes into an integral escutcheon of the upper reveal molding (see View "A" in Fig. 1E-7).

STATIONARY REAR QUARTER WINDOW ASSEMBLY (GLASS INTACT) "35" AND "45" STYLES

Removal

1. Remove all reveal and garnish moldings.
2. Remove rear quarter inner trim panel or rear quarter wheelhouse cover panel and spare tire cover; dependent on side from which quarter glass is to be removed.
3. Secure one end of steel music wire to a piece of wood (for handle). Insert other end of wire through caulking material at lower corner of quarter window and secure end to another piece of wood (handle).
4. With the aid of a helper, cut (pull steel wire) through caulking material, up side of quarter window, across top, down opposite side and across bottom (see Fig. 1E-8).

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

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

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

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

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

Installation

NOTE: If a new stationary rear quarter window is to be installed because the original window shattered, perform steps 1, 2, 3 and 7 of removal procedure before proceeding with the installation.

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

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

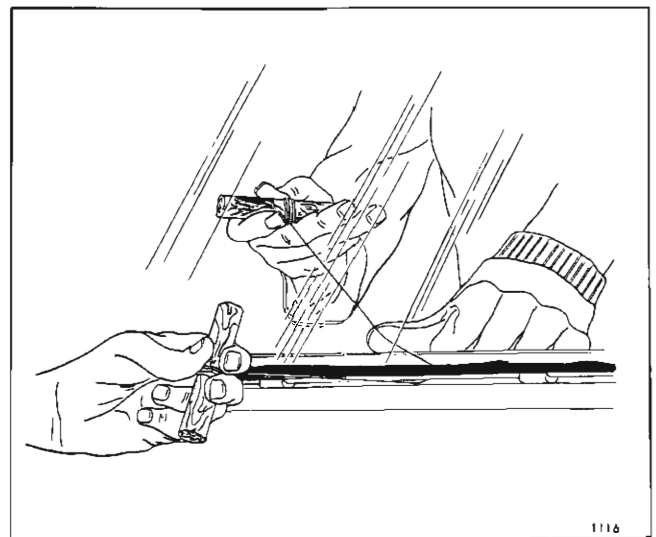


Fig. 1E8—Adhesive Caulked Glass Removal

2. With black weatherstrip adhesive, cement four (4) flat spacers (.20 x .63 x 1.0 - Part No. 4459429, or equivalent) to pinchweld flange; two at top and two at bottom (see Fig. 1E-9). Cement forward top spacer approximately 25 inches from center line of glass and the top rearward spacer approximately 15 inches from centerline of glass. Cement lower forward spacer approximately 12 inches from centerline of glass and lower rearward spacer approximately 27 inches from centerline of glass.

3. With black weatherstrip adhesive, cement four (4) rectangular spacers (.34 x .44 x 1.0 - Part No. 4871330, or equivalent) to rear quarter window opening rabbet; two at sides and two at bottom (see Fig. 1E-9). Cement forward lower spacer approximately 11 inches from centerline of glass and lower rearward spacer approximately 26 inches from centerline of glass. Both side spacers should be cemented in the approximate position depicted in Figure 1E-9.

NOTE: Production utilizes a rubber "dam" in lieu of spacers. This "dam", however, is not recommended for service usage.

4. With the aid of a helper, carry glass to body as shown in Figure 1E-10. 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 1E-11. Position glass in opening by making contact along upper edge first and then swing in lower edge.

5. Position rear quarter window in body opening. Carefully check relationship of glass to body pinchweld flange completely around opening. The overlap of glass to body pinchweld and retaining flanges should be equal with a minimum overlap. Where necessary, use waterproof shims under rubber spacers to obtain the required overlap (3/16"). Apply a piece of masking tape over each side of glass and body pillars. Slit tape vertically at edge

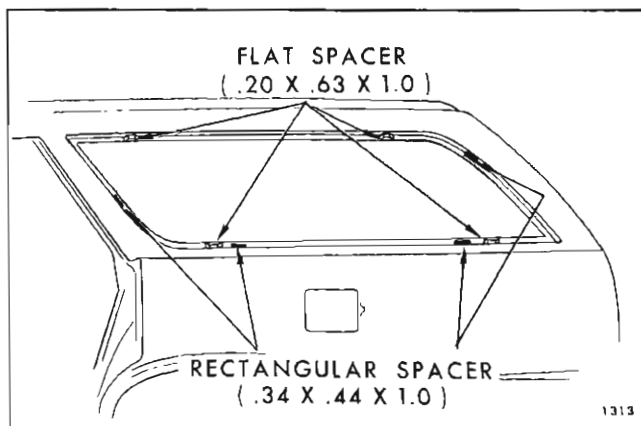


Fig. 1E9—Rear Quarter Window Spacer Installation

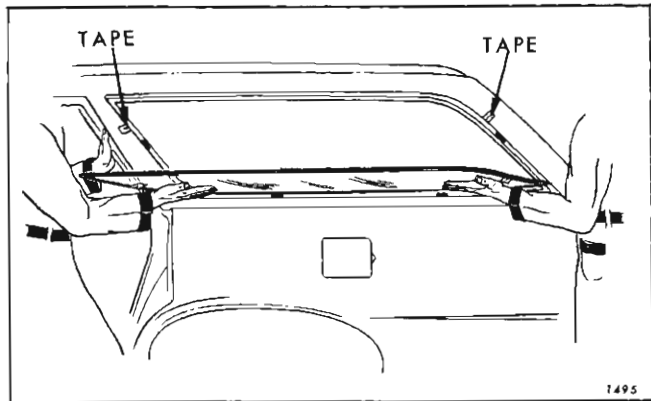


Fig. 1E10—Stationary Quarter Window Installation

of glass so that when glass is installed, tape on glass can be aligned with tape on body. Remove glass from opening and place it on a protected surface or glass holding fixture (lay glass down with inside surface up).

6. Apply one inch masking tape to inner surface of glass 1/4" inboard from outer edge completely around periphery of glass (see Fig. 1E-12) to aid in clean-up after installation and to give a clean edge to adhesive material.

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

8. Engage dispensing end of one nozzle by cutting out notch along scoreline indicated at "A" in Figure 1E-12. 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 1E-12. This latter nozzle will be used to apply a smear bead to pinchweld flange of stationary rear quarter window opening.

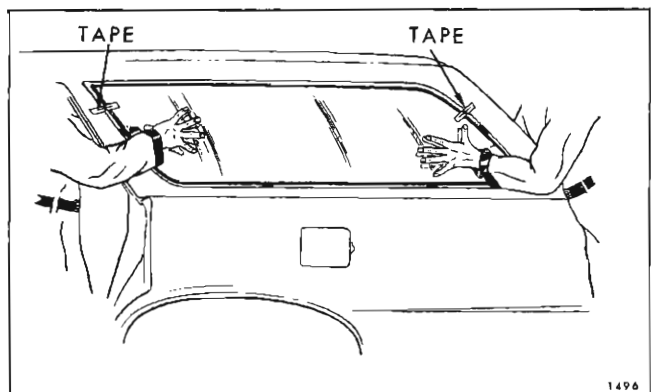


Fig. 1E11—Stationary Quarter Window Installation

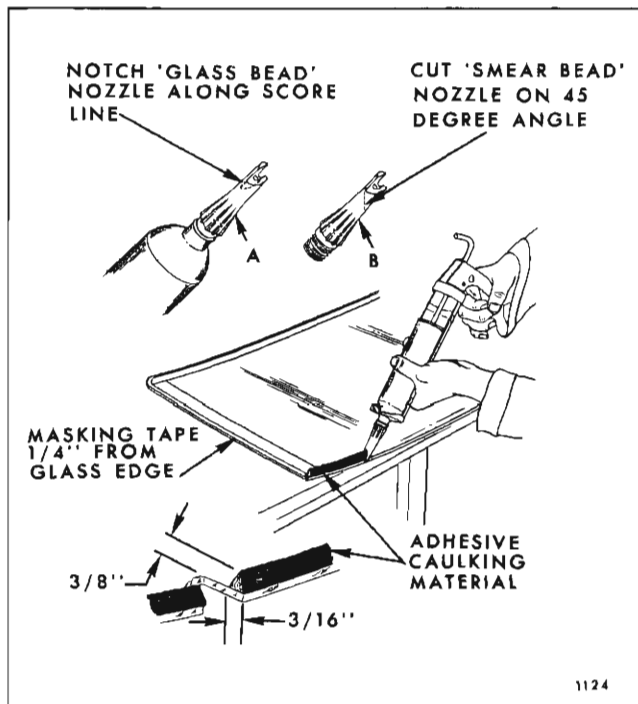


Fig. 1E12—Adhesive Caulking Material Application - Extended Method

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 rag. Dry glass thoroughly with a clean dry rag.

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

11. Insert tube in a standard household type caulk gun, reworked as follows:

- a. Widen end-slot of caulk 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.

12. With caulk gun and nozzle positioned as illustrated in Figure 1E-12, 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.

13. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut at a 45 degree angle in step No. 8). Holding caulk gun at an angle so that opening of nozzle rests flat on pinch-weld flange, apply a thin (1/4" wide x 1/16" high) "smear bead" of adhesive caulking material completely around pinchweld flange.

14. With the aid of a helper, carefully install glass as described in step No. 4 (see Fig. 1E-10 and Fig. 1E-11). Make certain that glass sets properly on spacers and does not have to be shifted after material contacts pinchweld flange. Align tape on glass with tape on body to guide window into opening.

NOTE: When setting glass in opening, make contact with upper edge of glass first and then swing in lower edge.

15. Press glass (lightly) to adhere caulking material to pinchweld flange and install stationary rear quarter window reveal moldings.

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

17. Watertest stationary rear quarter window immediately using a cold water spray. If any waterleaks are encountered, use a flat-bladed tool or stick to work caulking material into leak point.

NOTE: This can best be done from inside the body. After watertest, remove tape from inside surface of glass.

18. Install all previously removed trim and hardware 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 caulked glass installation waterleaks can be corrected in the following manner without removing and installing 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 outward on glass in area of leak to determine extent of leak. This operation should be performed while water is being applied to leak area. Mark extent of leak area.

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

4. Using a sharp knife, trim off uneven edge of adhesive caulking material (see Operation "A" in Fig. 1E-13) at leak point and three to four inches on both sides of leak point or beyond limits of leak area.

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

caulking material and over adjacent painted surface (see Operation "B" in Fig. 1E-13).

6. Apply adhesive caulking material, as shown in Operation "C" in Figure 1E-13, at leak point and three to four inches on both sides of leak point or beyond limits of leak area.

7. Immediately after performing step number 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. 1E-13).

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.

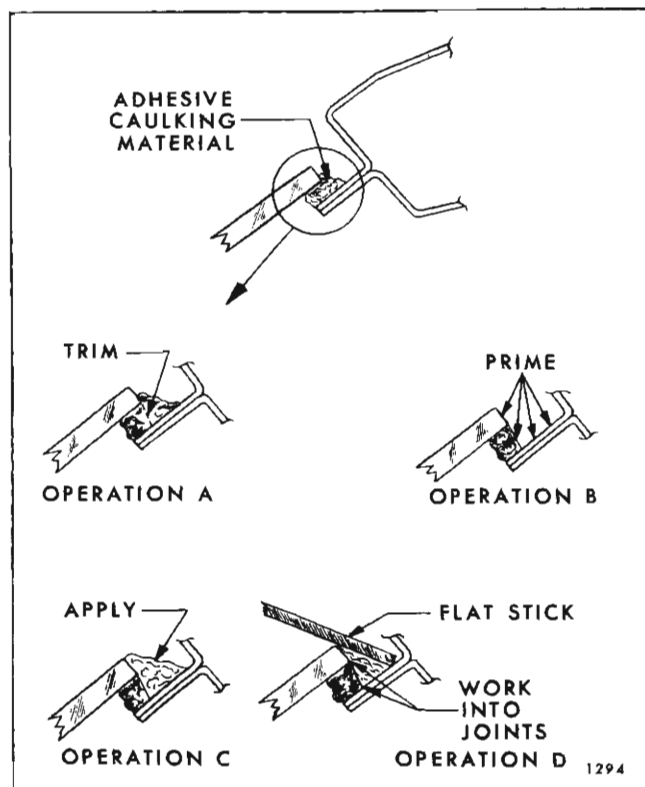


Fig. 1E13—Correction of Adhesive Caulked Glass Installation Waterleaks

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

REAR QUARTER INNER PANEL WATER DEFLECTOR "11"- "37"- "57" STYLES

A waterproof paper deflector is used to seal the rear quarter inner panel and prevent entry of water into body. The polyethylene (shiny or black) side of the deflector is placed against inner panel. The deflector fits into a retaining slot at bottom of inner panel and is further secured by a string-loaded sealing material along both front and rear edges and by the application of 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. If additional sealing material is required, body caulking compound is recommended for service sealing.

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

Removal

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

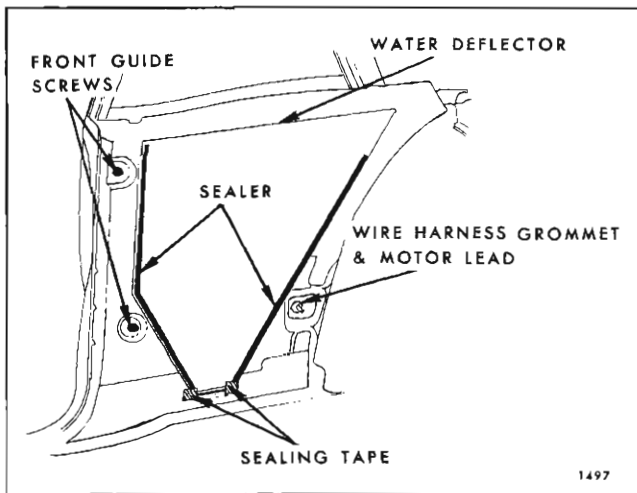


Fig. 1E14—Rear Quarter Inner Panel Sealing "11" Styles

slide putty knife between sealer and inner panel along both sides to disengage sides of water deflector from inner panel.

4. Disengage lower edge of water deflector from retaining slot in quarter inner panel and remove water deflector. See Figure 1E-14 for "11" styles and Figure 1E-15 for "37" and "57" styles.

NOTE: As illustrated in Figure 1E-14, the water deflector on "11" styles does not cover the front guide attaching screws which must be separately sealed with body caulking compound. In addition, on "11" styles equipped with electric rear quarter windows, the rear harness grommet and motor lead must also be separately sealed.

Installation

1. Inspect water deflector and, where necessary,

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

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

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

4. Reinstall all trim and hardware components previously removed.

REAR QUARTER INNER PANEL SEALING "67" STYLES

Whenever the seals in the rear quarter area have been disturbed, the location must be resealed before installation of rear quarter trim assemblies. Following are the rear quarter inner panel openings and hardware attaching locations that must be sealed to prevent water leakage and possible trim damage. The numbers of the items refer to corresponding numbers in Figure 1E-16.

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

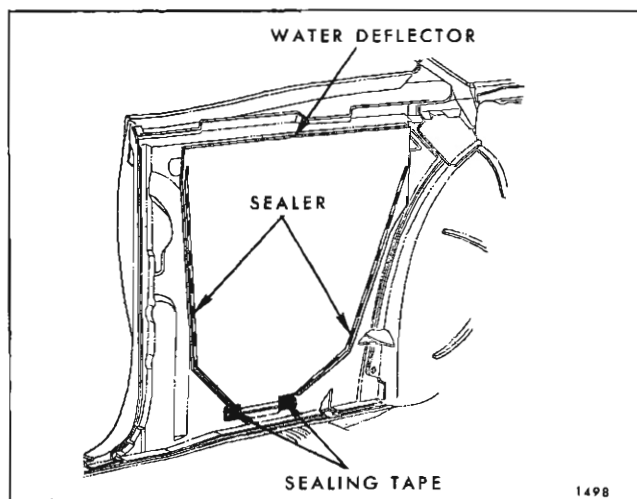


Fig. 1E15—Rear Quarter Inner Panel Sealing "37" & "57" Styles

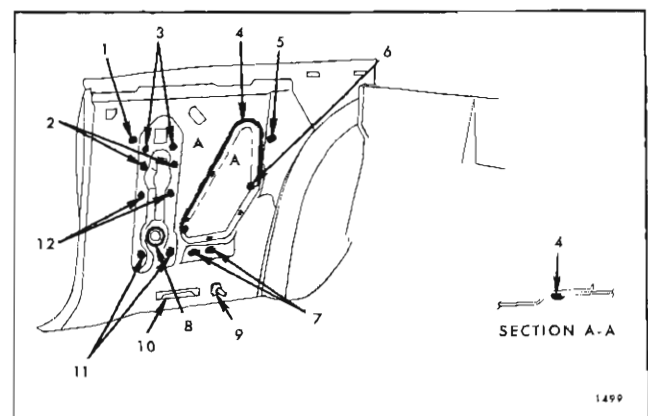


Fig. 1E16—Rear Quarter Inner Panel Sealing "67" Styles

1. Seal completely over front guide upper attaching screws.
2. Seal completely over regulator attaching bolts.
3. Seal completely over regulator attaching bolts.
4. Seal around entire periphery of access hole cover with special attention given to cross-over points indicated in Figure 1E16.
5. Seal completely over upper rear guide attaching screw.
6. Apply sealer at cross-over points as indicated in section A-A in Figure 1E-16.
7. Seal completely around and over lower front guide attaching screw.
8. Seal completely around and over front access hole plug.
9. Seal completely over wire harness grommet and motor lead.
10. Firmly apply body waterproof tape completely over rear quarter inner panel drain slot.
11. Seal completely over regulator attaching screws.

12. Seal completely over regulator lower attaching screws.

The procedures for servicing the rear quarter hardware are arranged by body style in the following sequence:

- Two Door Sedans ("11" Styles)
- Convertibles ("67" Styles)
- Two Door Coupes ("37" and "57" Styles)

NOTE: Exercise care when performing service operations on or near rear quarter windows. All rear quarter windows are constructed of solid tempered safety plate glass that will shatter if abused.

**REAR QUARTER WINDOW ASSEMBLY
(MANUAL OR ELECTRIC)
"11" STYLES**

Figure 1E-17 is a phantom view of "11" styles. This illustration identifies the rear quarter hardware components and their relationship to each other. As noted in this illustration, manual and electric styles use the same hardware with the exception of window regulators.

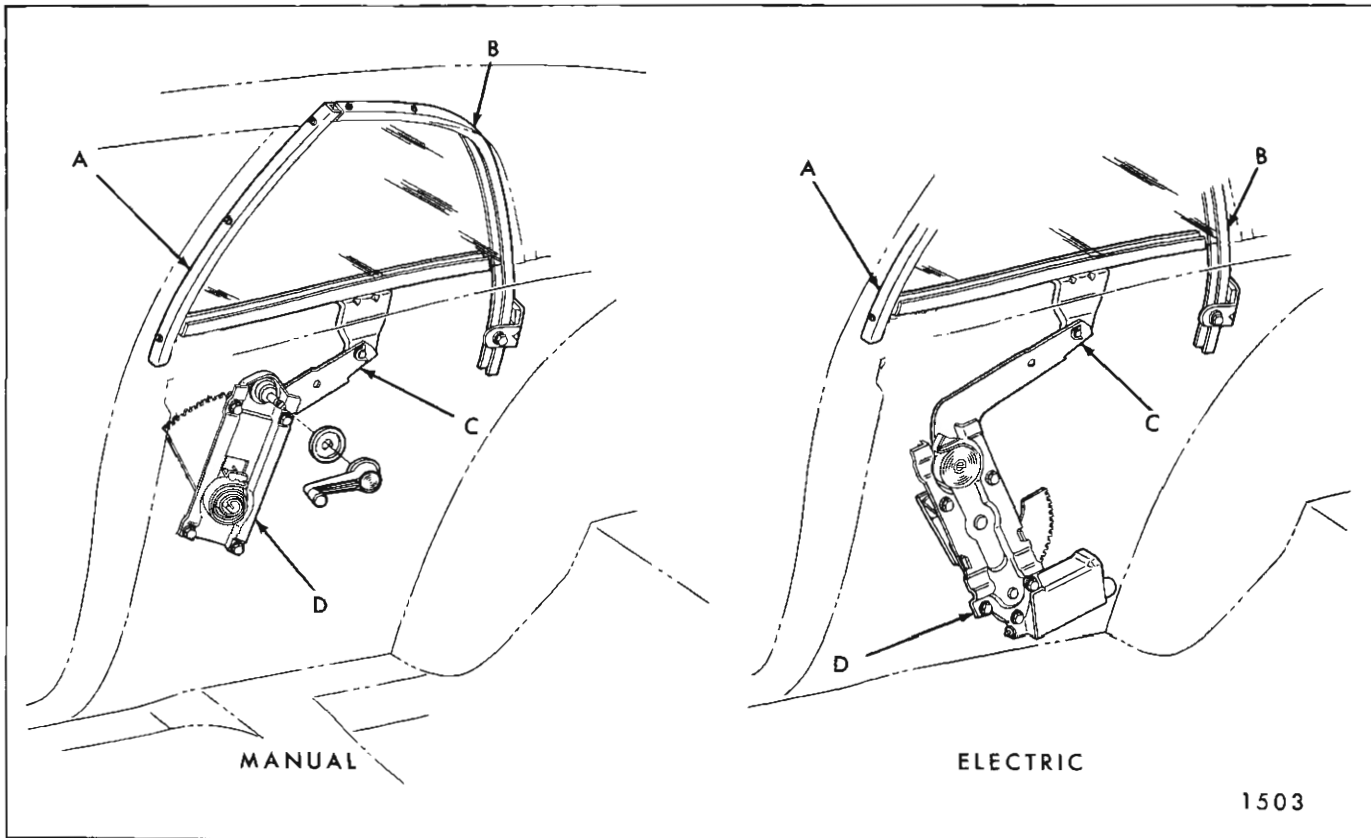


Fig. 1E17—Rear Quarter Window Hardware

A. Front Glass Run Channel
B. Rear Glass Run Channel

C. Snap-Ring Retainer
D. Window Regulator

Removal and Installation

1. Remove rear quarter trim assembly and inner panel water deflector.

2. Remove snap ring retainer securing regulator lift arm to pivot pin on window lower sash channel (see Fig. 1E-18).

3. While supporting glass by hand, disengage pivot pin from regulator lift arm and remove spring washer from pivot pin (see Fig. 1E-18). Lower front edge of glass down until nylon guide at top of window assembly comes out of front guide and rear edge comes out of rear glass run channel; then, lift glass up (rear edge first) and remove window from body outboard of window opening.

4. To install, reverse removal procedure.

Adjustments

All window assembly adjustments are provided at the window regulator attaching screws.

To obtain proper seating of the glass in the upper glass run channels, or proper contact between belt sealing strips and lower sash channel, loosen regulator attaching screws and adjust window as required.

To eliminate a fore and aft bind between the glass run channels (hard operating window), or a condition where window will not stay in rear run channel, loosen rear run channel attaching bolt and adjust run channel fore or aft as required.

REAR QUARTER WINDOW REGULATOR ASSEMBLY— (MANUAL AND ELECTRIC) "11" STYLES

Removal and Installation

1. Remove rear quarter window.
2. On electric styles, disconnect feed wire from regulator motor.
3. Remove attaching bolts securing regulator to rear quarter inner panel.
4. Remove regulator through large access hole by rotating assembly upward so that lift arm comes out first.
5. To install, reverse removal procedure. Cycle window to insure proper operation before installing rear quarter trim.

NOTE: The procedure for removing the electric motor from the regulator is described and illustrated under "Rear Door and/or Rear Quarter

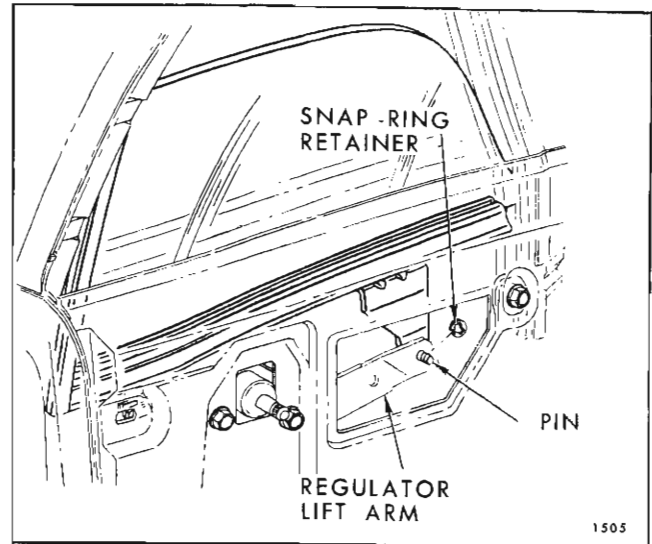


Fig. 1E18—Rear Quarter Window Attachment - "11" Styles
Window Regulator Electric Motor Assembly" in the Door Section.

REAR QUARTER WINDOW REAR GLASS RUN CHANNEL "11" STYLES

Removal and Installation

1. Remove rear quarter trim assembly and inner panel water deflector.
2. Disengage window assembly from regulator lift arm by removing snap ring retainer (see Fig. 1E18).
3. Lower window to bottom of rear quarter and rest it against outer panel.

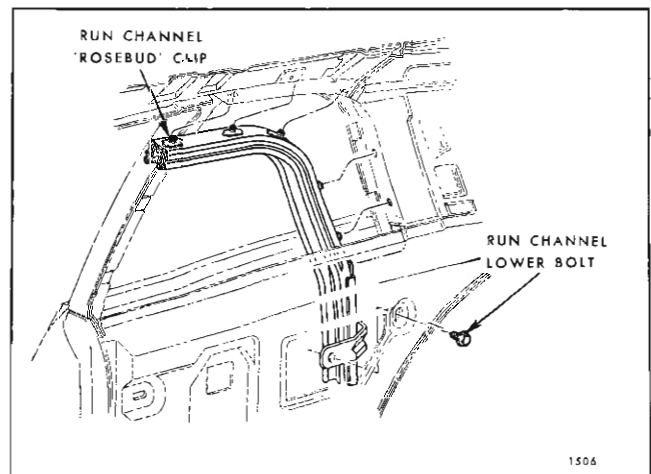


Fig. 1E19—Rear Quarter Window Rear Run Channel "11" Styles

4. Remove the single attaching bolt of rear run channel (see Fig. 1E-19).

5. With a screwdriver, or other suitable flat-bladed tool, carefully pry rear run channel attaching clips (rosebud) out from rear quarter and roof panel and remove run channel from body (see Fig. 1E-19).

6. To install, reverse removal procedure.

**REAR QUARTER WINDOW
FRONT GLASS RUN CHANNEL
"11" STYLES**

Removal and Installation

1. Remove rear quarter window rear glass run channel.

2. With a screwdriver, or other suitable flat-bladed tool, carefully pry front run channel attaching clips (rosebud) out from rear body lock pillar and remove run channel from body (see Fig. 1E-20).

3. To install, reverse removal procedure.

**REAR QUARTER WINDOW
OUTER STRIP ASSEMBLY
"11" STYLES**

1. Remove rear quarter trim assembly and inner panel water deflector.

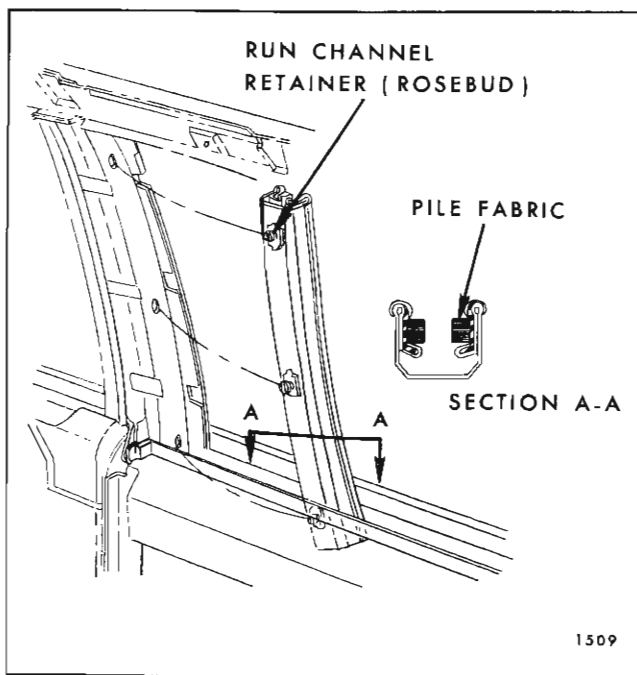


Fig. 1E20—Rear Quarter Window Front Glass Run Channel "15" - "11" Styles

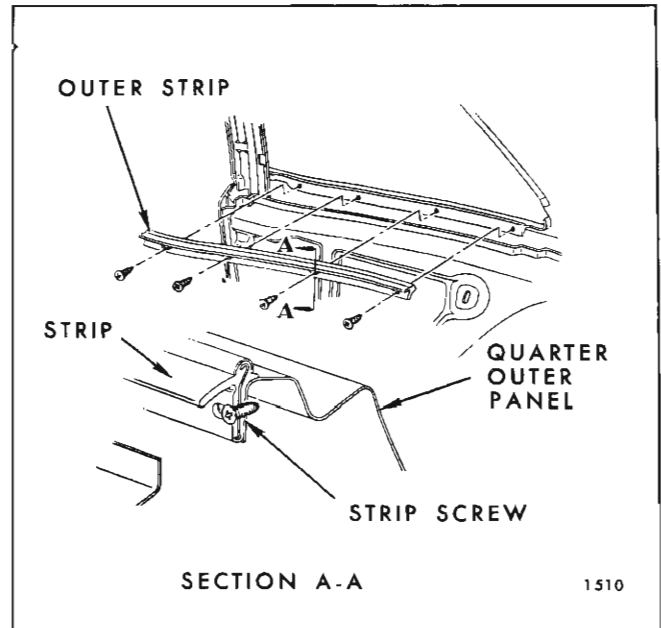


Fig. 1E21—Rear Quarter Window Outer Strip Assembly

2. Disengage window assembly from regulator lift arm by removing snap ring retainer (see Fig. 1E-18).

3. Lower window assembly to bottom of rear quarter and rest it against outer panel.

4. Remove screws securing outer strip to rear quarter outer panel return flange and remove strip from body (see Fig. 1E-21).

NOTE: Use care not to damage strip assembly or adjacent painted surfaces.

5. To install, reverse removal procedure.

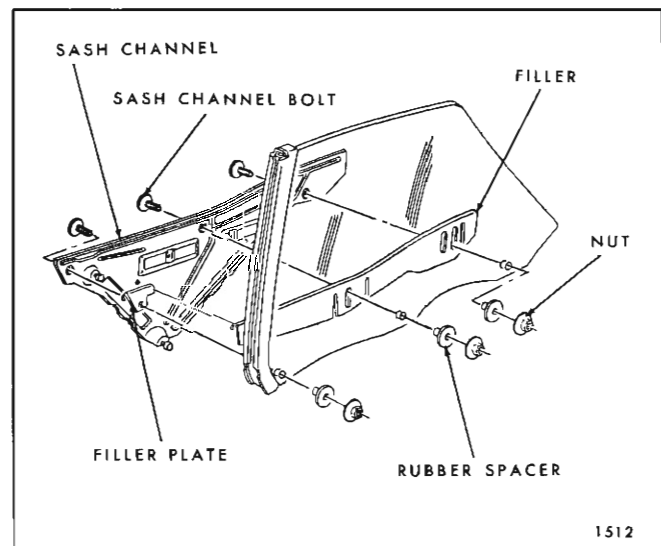


Fig. 1E22—Rear Quarter Window Assembly - "67" Style

**REAR QUARTER WINDOW ASSEMBLY
(MANUAL OR ELECTRIC)
"67" STYLES**

The rear quarter window is of a dropping design, constructed of safety solid plate glass on a compound curve for all styles (see Fig. 1E-22).

Figure 1E-23 is a phantom view of 67 styles. This illustration identifies the rear quarter hardware components and their relationship to each other.

Removal and Installation

1. Lower folding top and operate rear quarter window to a position of almost fully lowered.
2. Remove folding top compartment side trim panel, rear quarter trim assembly and inner panel cover.

3. On styles equipped with electric window regulators, disconnect motor wire harness at in-line connector. **DO NOT** attempt to disconnect permanent connector at regulator motor.

4. Remove rear quarter window up-stop attaching bolt and remove stop (see Fig. 1E-24).

5. While supporting glass by hand, remove lower sash channel cam attaching screws (2); slide cam rearward to disengage cam from regulator lift arm roller and remove cam (see Fig. 1E-24).

6. Lift quarter window up and remove assembly from body.

7. To install, reverse removal procedure.

Adjustments

Up travel limit of quarter glass is determined by

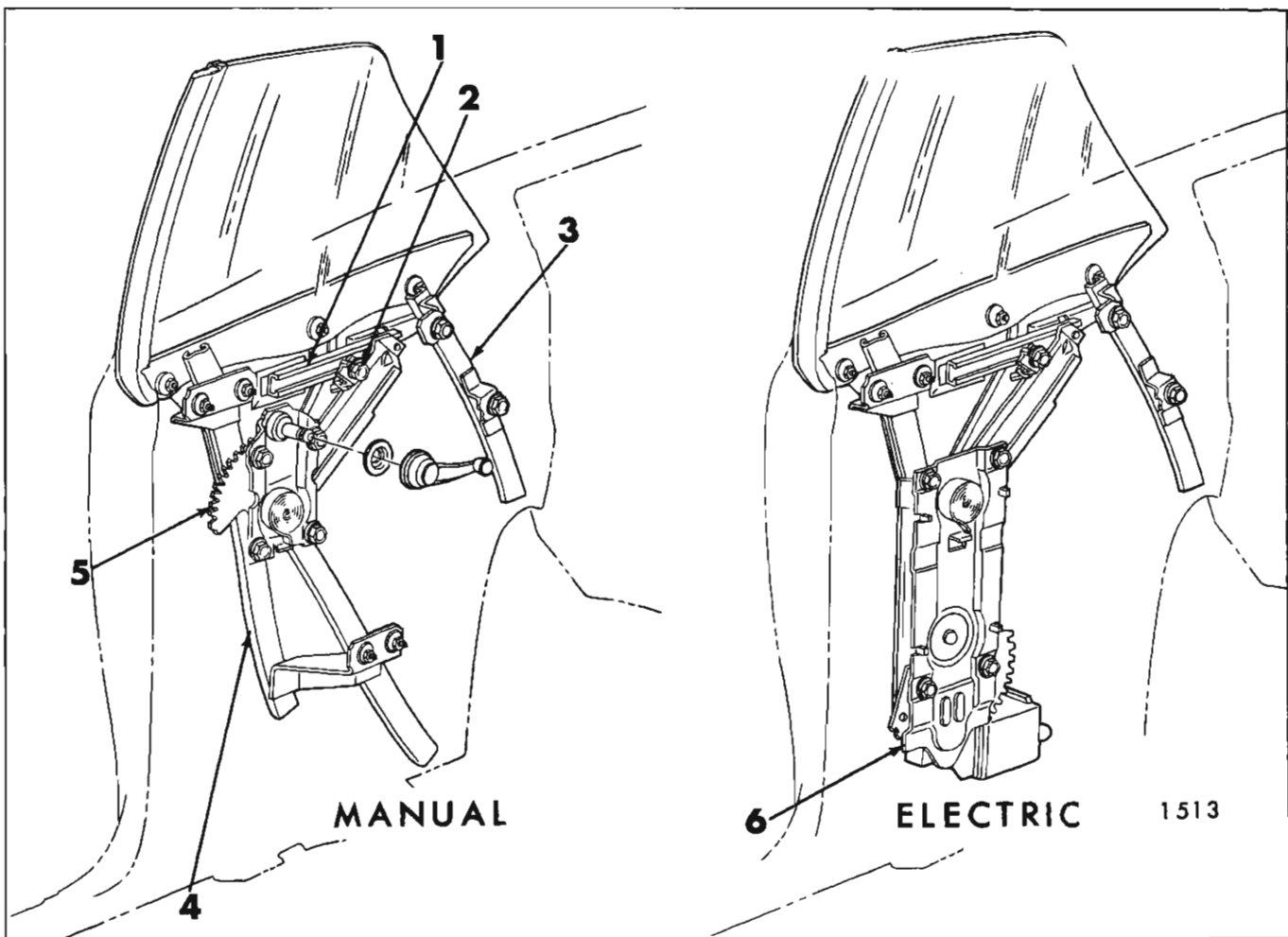


Fig. 1E23—Rear Quarter Window Hardware - "67" Styles

1. Window Sash Channel Cam
2. Window Up-Stop

3. Rear Guide
4. Front Guide

5. Regulator (Manual)
6. Regulator (Electric)

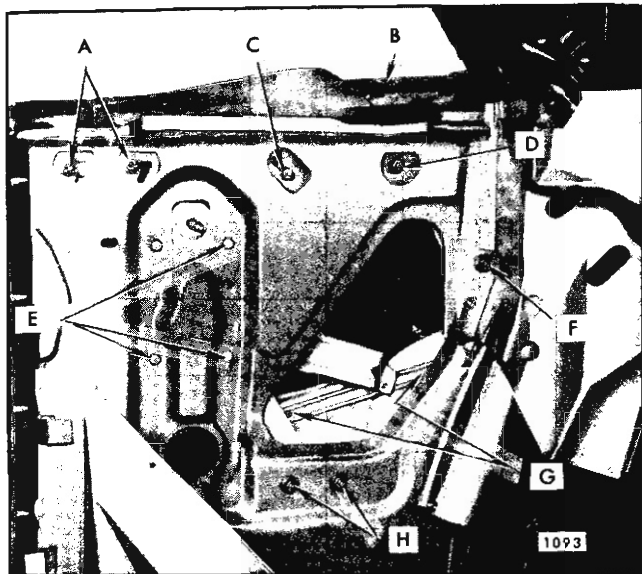


Fig. 1E24—"67" Style Rear Quarter Window Hardware

- A. Front Guide Upper Adjusting Studs and Nuts
- B. Outer Strip
- C. Up-Stop Bolt
- D. Rear Guide Upper Adjusting Stud and Nut
- E. Regulator Bolts
- F. Rear Guide Lower Adjusting Stud and Nut
- G. Sash Channel Cam Attaching Screws
- H. Front Guide Lower Adjusting Studs and Nuts

adjustment of up-stop (see Fig. 1E-24). Fore or aft and in or out adjustment is provided at front and rear guides (see Fig. 1E-24).

**REAR QUARTER WINDOW
REGULATOR ASSEMBLY
(MANUAL OR ELECTRIC)
"67" STYLES**

Removal and Installation

1. Remove rear quarter window assembly.
2. On styles equipped with electric window regulators, disconnect regulator motor wire harness at in-line connector mounted on inboard side of rear quarter inner panel. **DO NOT** attempt to disengage permanent connector at regulator motor.
3. Remove bolts securing regulator to rear quarter inner panel and remove regulator and motor through large access hole (see Fig. 1E-24).

NOTE: The procedure for removing electric motor from window regulator is described and illustrated under "Door and Quarter Window Regulator Electric Motor Assembly" in the door Section 1-D.

4. To install, reverse removal procedure.

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

Removal and Installation

1. Remove rear quarter window assembly.
2. Remove front guide upper and lower adjusting stud nuts and remove guide assembly (see Fig. 1E-24).
3. To install, reverse removal procedure.

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

Removal and Installation

1. Remove folding top compartment side trim panel, rear quarter trim assembly and inner panel access hole cover.
2. Remove rear guide upper and lower adjusting stud nuts (see Fig. 1E-24).
3. Slide rear guide downward to disengage roller on window sash channel and remove guide assembly.
4. To install, reverse removal procedure.

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

Removal and Installation

All outer strip assemblies are secured to the

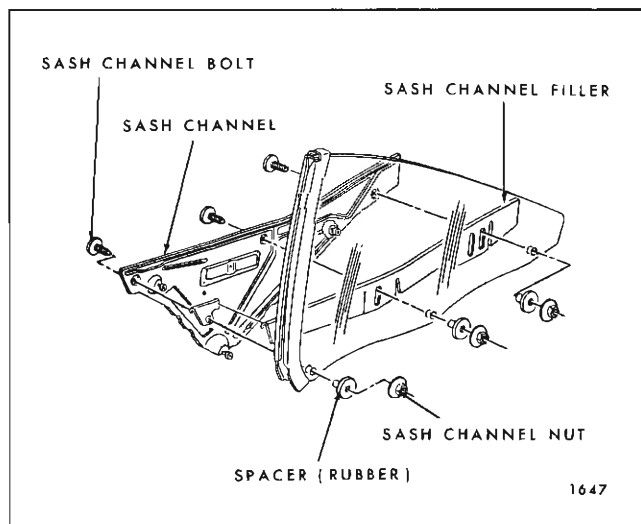


Fig. 1E25—Rear Quarter Window Assembly

rear quarter outer panel return flange by screws. Access to these screws can be achieved without removal of any trim or hardware (see Fig. 1E-24).

NOTE: Use care to protect paint and trim finishes when servicing outer strip assembly.

**REAR QUARTER WINDOW ASSEMBLY
(MANUAL OR ELECTRIC)
"37" AND "57" STYLES**

The rear quarter window is of a dropping design, constructed of safety solid plate glass on a compound curve for all styles (see Fig. 1E-25 for 16000, 25000, 26000, 35000, 36000, 45000 and 46000 Series and Fig. 1E-26 for 38000, 48000 and 68000 Series).

Figure 1E-27 and 1E-28 are phantom views of "37" and "57" styles. These illustrations identify the rear quarter hardware components and their relationship to each other (see Fig. 1E-27 for 16000, 25000, 26000, 35000, 36000, 45000 and 46000 Series and Fig. 1E-28 for 38000, 48000 and 68000 Series).

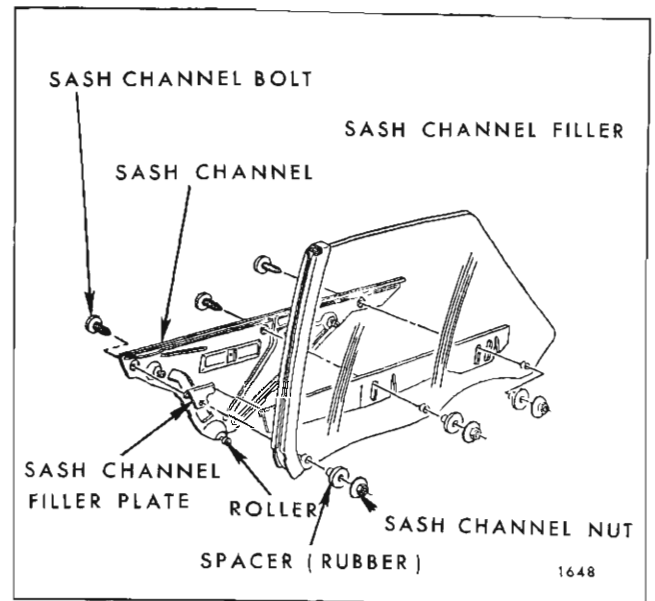


Fig. 1E26—Rear Quarter Window Assembly

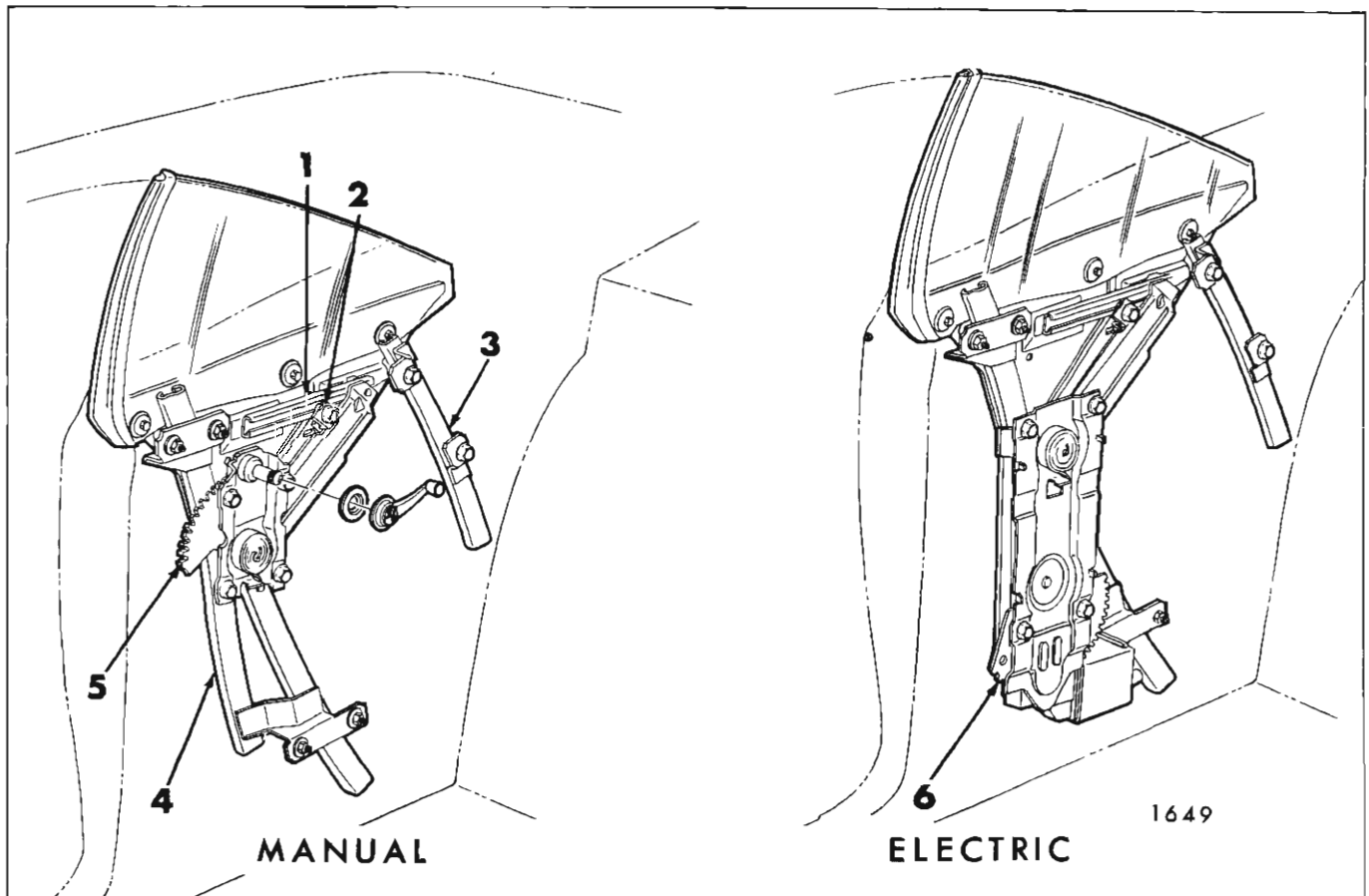


Fig. 1E27—Rear Quarter Window Hardware

- 1. Window Sash Channel Cam
- 2. Window Up-Stop

- 3. Rear Guide
- 4. Front Guide

- 5. Regulator (Manual)
- 6. Regulator (Electric)

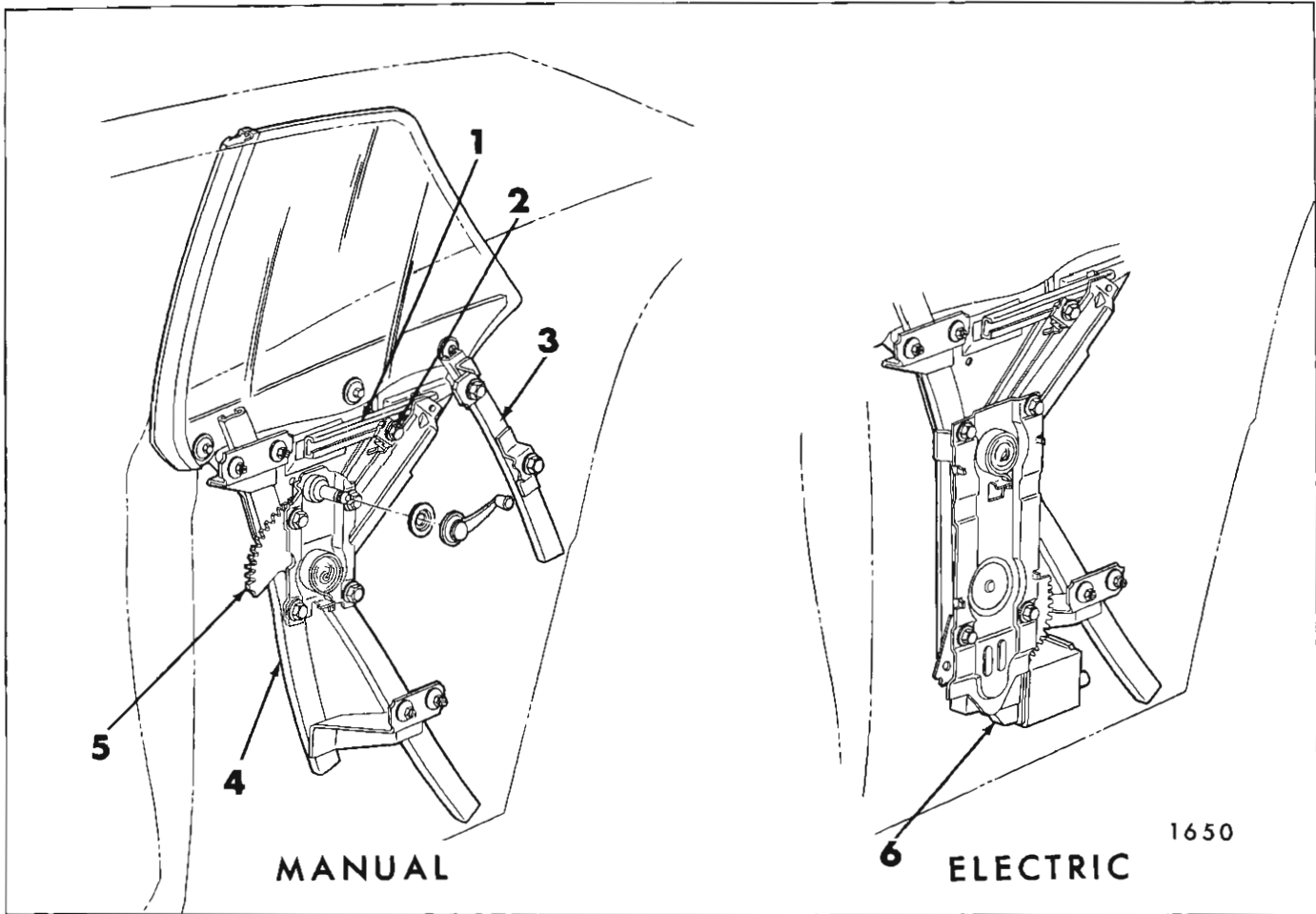


Fig. 1E28—Rear Quarter Window Hardware
"37" & "57" Styles

- 1. Window Channel Cam
- 2. Window Up-Stop

- 3. Rear Guide
- 4. Front Guide

- 5. Regulator (Manual)
- 6. Regulator (Electric)

Removal and Installation

1. Remove rear quarter trim assemblies and inner panel water deflector.

2. On styles equipped with electric window regulators, disconnect motor wire harness at in-line connector. DO NOT attempt to disconnect permanent connector at regulator motor.

3. Remove rear quarter window up-stop attaching bolt and remove stop (see Fig. 1E-29).

NOTE: Figure 1E-29 is for 16000, 25000, 26000, 35000, 36000, 45000 and 46000 Series but is indicative of hardware attachments for all "37" and "57" Styles.

4. While supporting glass by hand, remove lower sash channel cam attaching screws (2); slide cam rearward to disengage cam from regulator lift arm roller and remove cam (see Fig. 1E-29).

5. Lift quarter window up and remove assembly from body inboard of roof panel.

6. To install, reverse removal procedure.

Adjustments

Up travel limit of quarter glass is determined by adjustment of up-stop (see Fig. 1E-29). Fore or aft and in or out adjustment is provided at front and rear guides.

**REAR QUARTER WINDOW
REGULATOR ASSEMBLY
(MANUAL OR ELECTRIC)
"37" AND "57" STYLES**

Removal and Installation

1. Remove rear quarter window assembly.

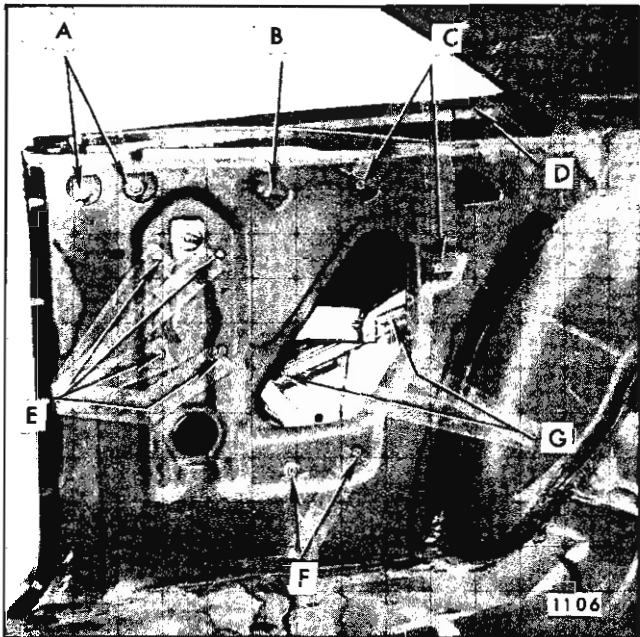


Fig. 1E29—Rear Quarter Hardware

- A. Front Guide Upper Adjusting Studs and Nuts
- B. Up-Stop Bolt
- C. Rear Guide Studs and Nuts
- D. Outer Strip Assembly
- E. Regulator Bolts
- F. Front Guide Lower Adjusting Studs and Nuts
- G. Sash Channel Cam Screws

2. On styles equipped with electric window regulators, remove front guide assembly. Disconnect regulator motor wire harness.

3. Remove bolts securing regulator to rear quarter inner panel and remove regulator and motor through large access hole (see Fig. 1E-29).

NOTE: The procedure for removing electric motor from window regulator is described in the "Door" section of the Body Service Manual.

4. To install, reverse removal procedure.

REAR QUARTER WINDOW FRONT GUIDE ASSEMBLY "37" AND "57" STYLES

Removal and Installation

1. Remove rear quarter window assembly.
2. Remove front guide upper and lower adjusting stud nuts and remove front guide (see Fig. 1E-29).
3. To install, reverse removal procedure.

REAR QUARTER WINDOW REAR GUIDE ASSEMBLY "37" AND "57" STYLES

Removal and Installation

1. Remove rear quarter trim assemblies and inner panel water deflector.
2. Remove rear guide upper and lower adjusting stud nuts (see Fig. 1E-29).
3. Slide rear guide downward slightly to disengage roller on window sash channel and remove guide assembly.
4. To install, reverse removal procedure.

REAR QUARTER WINDOW OUTER STRIP ASSEMBLY "37" AND "57" STYLES

Removal and Installation

All strip assemblies are secured to the rear quarter outer panel return flange by screws. Access to these screws usually requires removal of quarter window (see Fig. 1E-29).

REAR END BACK WINDOW

BACK WINDOW RETENTION ALL STYLES

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

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

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

Adhesive Caulking Kit #4226000 consists of:

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

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

- *a. Two Adhesive Caulking Kits (Part No. 4226000 or equivalent).
- b. One caulking gun (standard household type reworked as described in procedure).
- c. Two pieces of wood for handles of cutting wire.
- d. Black weatherstrip adhesive.
- *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. 4404196) or equivalent .30 x .44 x 1.0 (rectangle).
4. Spacer (Part No. 4871330 or equivalent) .34 x .44 x 1.0 (rectangle)
- g. Glass handling suction cups

*Available as service parts.

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

BACK WINDOW REVEAL MOLDINGS ALL STYLES

Removal and Installation

The reveal moldings are retained by clips which are attached to the back window opening by screws. To disengage a molding from retaining clips use tool J-21549-2 (or J-9698) or any other suitable tool as shown in Figure 1F1.

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

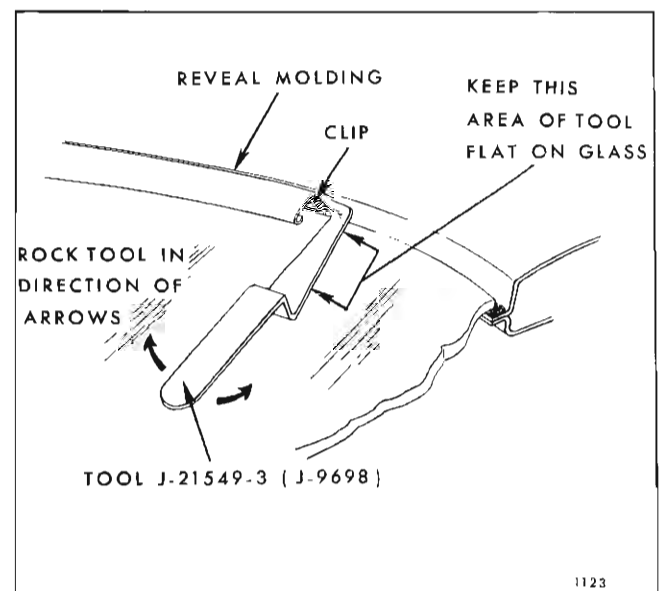


Fig. 1F1—Usage of Tool J-21549-3 (J-9698)

J-21549-1---Handle

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

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

*also available as J-21549.

**also available as J-9698.

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

If all moldings are to be removed, first remove back window lower reveal moldings.

NOTE: On 38000, 48000 & 68000 Series "69" styles, the lower reveal molding is a single piece. On 38000, 48000 & 68000 Series "37" styles, the lower reveal moldings (right and left) and side reveal moldings are joined together by a lower corner escutcheon which must be removed first. On all other styles, the lower reveal molding is a two piece section with the left lower reveal telescoped into the right lower reveal. This means, of course, that the right lower reveal must be removed first.

Next remove right and left side reveals and then upper reveal molding.

BACK WINDOW ASSEMBLY (GLASS INTACT) ALL STYLES

Removal

1. Remove back window reveal and garnish moldings. On 15000, 16000, 25000, 26000, 35000, 45000

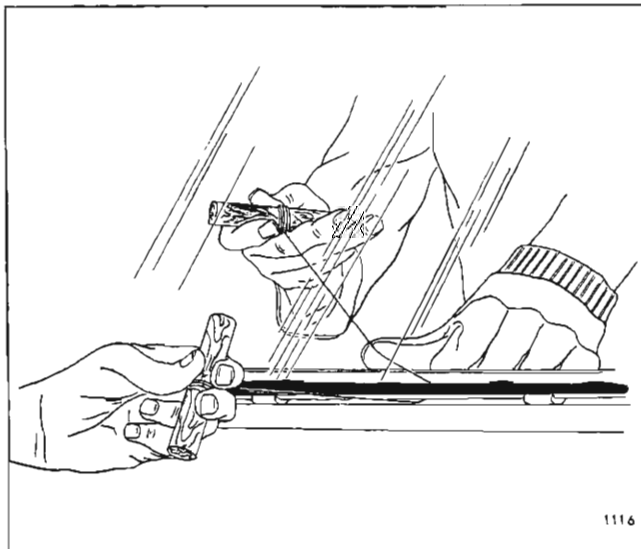


Fig. 1F2—Adhesive Caulked Glass Removal

& 46000 Series "11" & "69" styles so equipped, remove back window finishing lace.

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

NOTE: All styles use a painted feature strip except 38000, 48000, & 68000 Series "57" & "39" styles and 60869 styles which are equipped with a back window lower garnish molding.

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

4. With the aid of a helper, cut (pull steel wire) through caulking material, up side of back window, across top, down opposite side and across bottom (see Fig. 1F2).

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

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

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

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

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

Installation

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

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

NOTE: Check all clip attaching screws and tighten as required. In production, a rubber dam

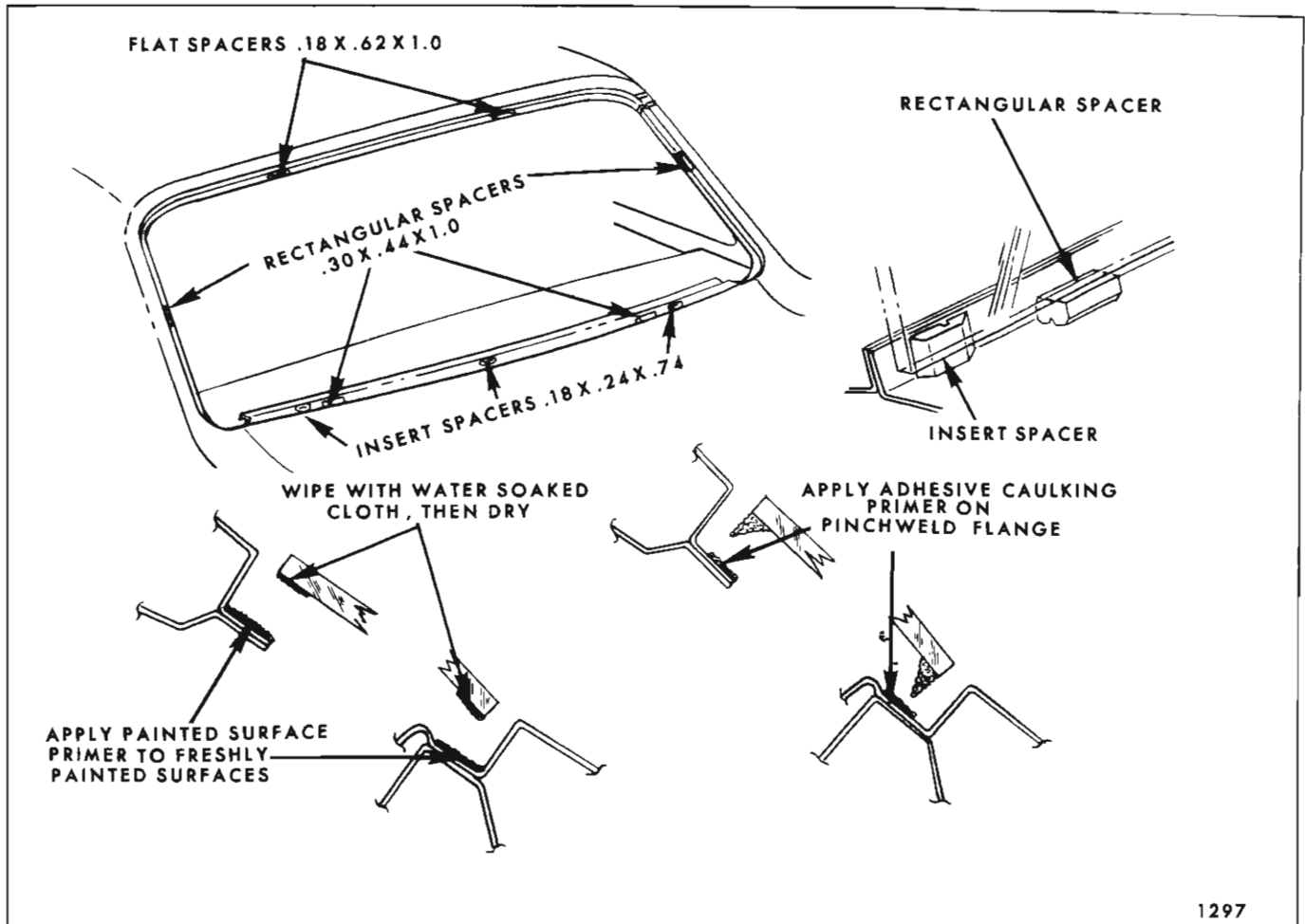


Fig. 1F3—Adhesive Caulked Back Window Spacer Installation

is used in lieu of rubber spacers. This rubber dam, however, is not recommended for service.

2. On all styles, cement (with black weatherstrip adhesive) two (2) flat spacers (.18 x .62 x 1.0 - Part No. 4421823 or equivalent) to pinchweld flange at top, approximately fifteen inches each side of center line of opening (see Fig. 1F3).

3. On all styles, cement (with black weatherstrip adhesive) four (4) rectangular spacers (.30 x .44 x 1.0 - Part No. 4404196 or equivalent) to back window opening rabbet - one in center of each side and two at bottom, approximately twenty inches from center line of opening (see Fig. 1F3).

4. On 38000, 48000 & 68000 Series "39" & "57" styles and 68069 styles, cement (with black weatherstrip adhesive) three flat spacers (the same part number or equivalent as listed in step 2 of this procedure) at bottom, one in center and one each approximately 22 inches from center line (see Fig. 1F4). On all other styles, install three insert spacers (.18 x .24 x .74 -- Part No. 4410043 or equivalent) at bottom, one in center and one each

approximately 22 inches from center line (see Fig. 1F3).

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

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

7. Apply one inch masking tape to inner surface of glass 1/4" inboard from outer edge completely

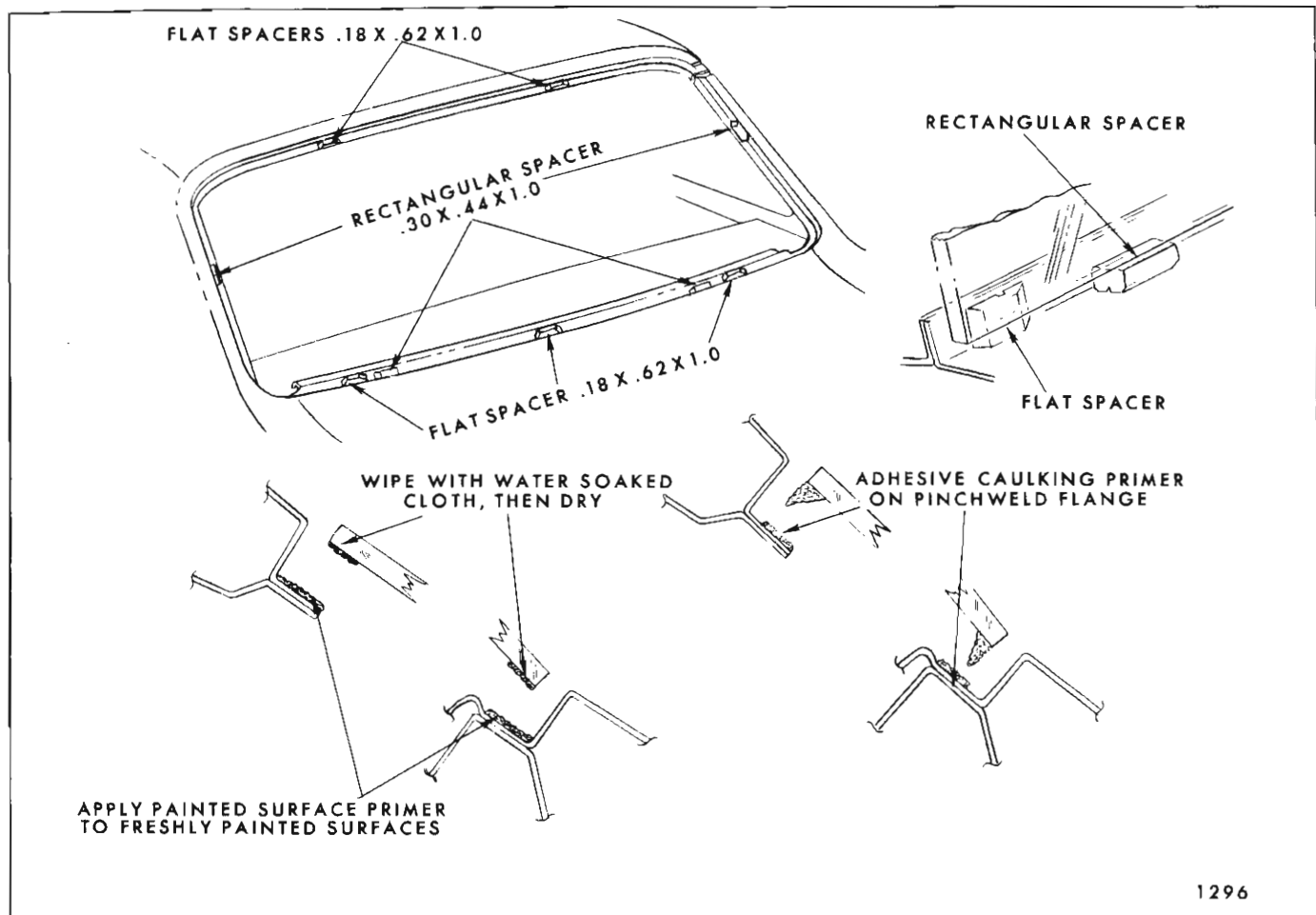


Fig. 1F4—Adhesive Caulked Back Window Spacer Installation

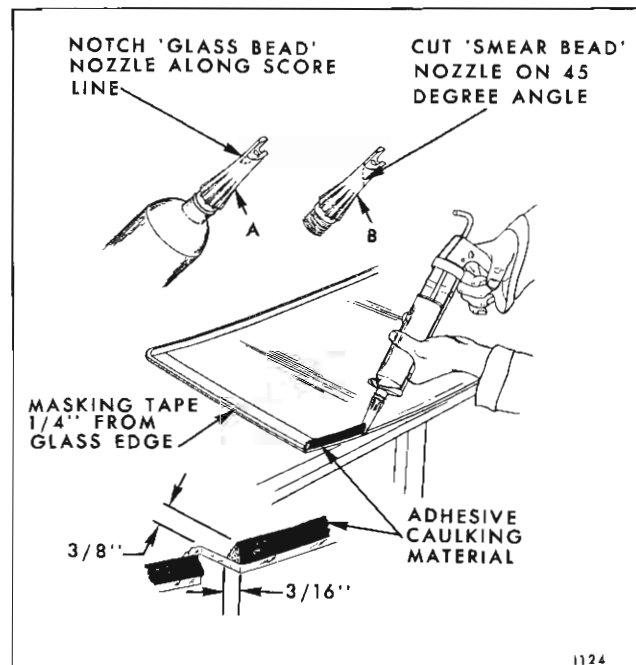


Fig. 1F5—Application of Adhesive Caulked Material

around periphery of glass (see Fig. 1F5) to aid in clean-up after installation and to give a clean edge to adhesive material.

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

9. Enlarge dispensing end of one nozzle by cutting out notch along score line indicated at "A" in Fig. 1F5. 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 Fig. 1F5. This latter nozzle will be used to apply a smear bead to pinchweld flange of back window opening.

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

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

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

- a. Widen end-slot of caulking gun with a file sufficiently to accept dispensing end of tube.
- b. Grind down disc on plunger rod so that disc will fit into large end of tube.

13. With caulking gun and nozzle positioned as illustrated in Figure 1F5, carefully apply a smooth continuous bead of caulking material 3/8" high by 3/16" wide at base completely around inside edge of glass.

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

14. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut at 45 degree angle in step No. 8). Holding caulking gun at an angle so that opening of nozzle rests flat on pinchweld flange, apply a thin (1/4" wide x 1/16" high) "smear bead" of adhesive caulking material completely around pinchweld flange.

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

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

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

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

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

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

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

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

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

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

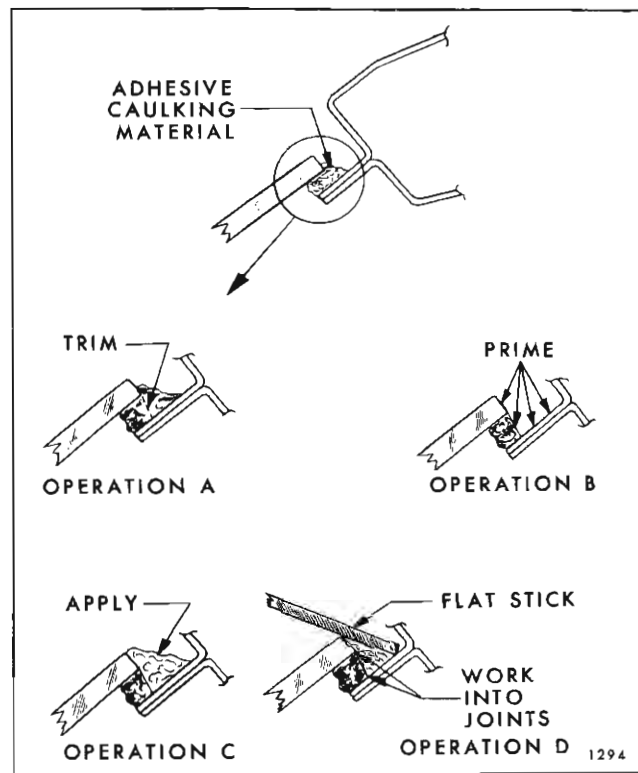


Fig. 1F6—Correction of Adhesive Caulked Glass Installation Waterleaks

- 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.

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

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

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

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

4. Using a sharp knife, trim off uneven edge of adhesive caulking material (see Operation "A" in Fig. 1F6) at leak point and three to four inches on both sides of leak point or beyond limits of leak area.

5. Using a small brush, apply adhesive caulking material primer over trimmed edge of adhesive caulking material and over adjacent painted surface (see Operation "B" in Fig. 1F6).

6. Apply adhesive caulking material, as shown in Operation "C" in Figure 1F6), at leak point and three to four inches on both sides of leak point or beyond limit 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. 1F6).

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.

REAR COMPARTMENT ALL STYLES

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 at the stationary end of the rods allow for adjustment of the rods to increase operating effort of the rods to increase or decrease operating effort of the lid.

The rear compartment lid lock employs a side-action snapbolt mechanism that has provisions at the attaching locations for lateral adjustment. Up and down adjustment is available at the striker attaching locations.

All Styles use a single section cement-on type weatherstrip which is cemented to the rear compartment gutter completely around the lid opening.

REAR COMPARTMENT LID ALL STYLES

Removal and Installation

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

2. Where necessary, disengage wire harness from clips on hinge and rear compartment lid inner panel and remove wire harness.

3. On 35000, 36000, 38000, 45000, 46000 and 48000 Series equipped with rear compartment lid lock vacuum release option, disconnect vacuum hose from vacuum release unit and remove hose from lid.

4. Mark location of hinge straps on rear compartment lid inner panel.

5. With the aid of a helper, remove lid attaching bolts and remove lid (see Fig. 1F7).

6. To install, align lid within scribe marks and reverse removal procedure.

Adjustments

Forward, rearward and side to side adjustments of lid are provided at hinge strap attaching points. The lid can be raised or lowered at hinges by the use of shims installed between inner panel and hinge strap.

REAR COMPARTMENT LID HINGE STRAP ALL STYLES

Removal

1. Place protective covering over upper portion of rear compartment opening and provide support

for lid on side from which hinge strap is to be removed.

2. Disengage any wire harness or vacuum hose that may interfere with hinge strap removal.

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

4. With a suitable tool disengage torque rod from notched retainer on inboard face of opposite hinge box.

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

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

6. Bend up hinge pin retaining tab and drive out pin. Remove hinge strap from body (see Fig. 1F7).

Installation

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

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

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

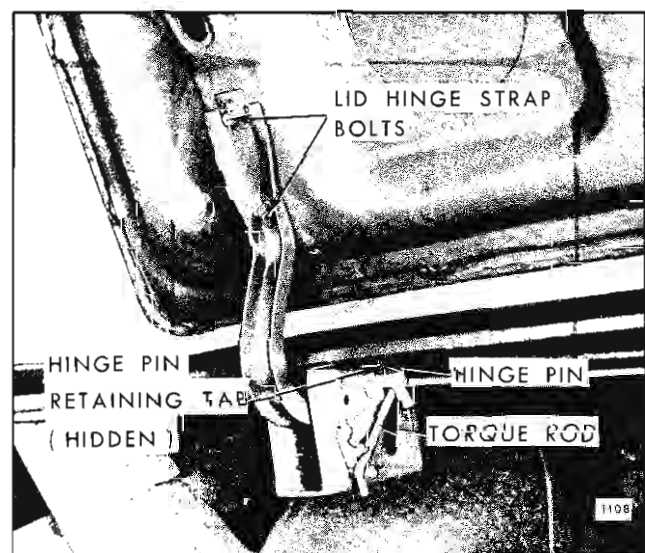


Fig. 1F7—Rear Compartment Lid Attachment

4. Engage torque rod into notch of operating link and engage other end of rod to correct retaining notch of the torque rod support on the inboard face of opposite hinge box.

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

6. Replace any wire harness or vacuum components that may have been disconnected.

REAR COMPARTMENT TORQUE ROD ADJUSTMENT ALL STYLES

The amount of effort required to open and close the rear compartment lid is determined by the position of the torque rod in the notches on the inboard face of the hinge boxes. If the torque rod is located in the lowest notch, the amount of effort required to open the lid is the greatest and the amount of effort required to close the lid is the least. If the torque rod is located in the top notch, the amount of effort to open the lid is the least and the amount of effort to close the lid is the greatest (see Fig. 1F7).

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

REAR COMPARTMENT LID LOCK CYLINDER ALL 15000 AND 16000 SERIES

Removal and Installation

1. Open rear compartment lid. Remove lock cylinder retainer attaching screws located on lid inner panel below lock cylinder and adjacent to lid hemming flange (see Fig. 1F8).

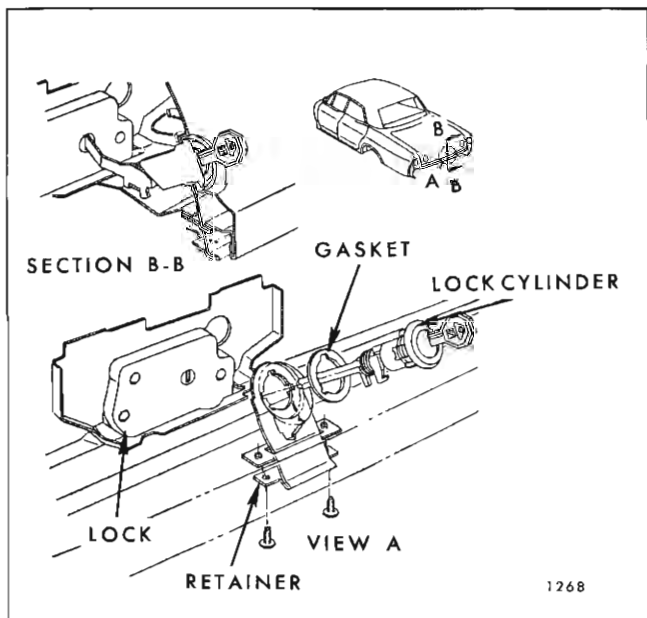


Fig. 1F8—Rear Compartment Lid Lock Cylinder

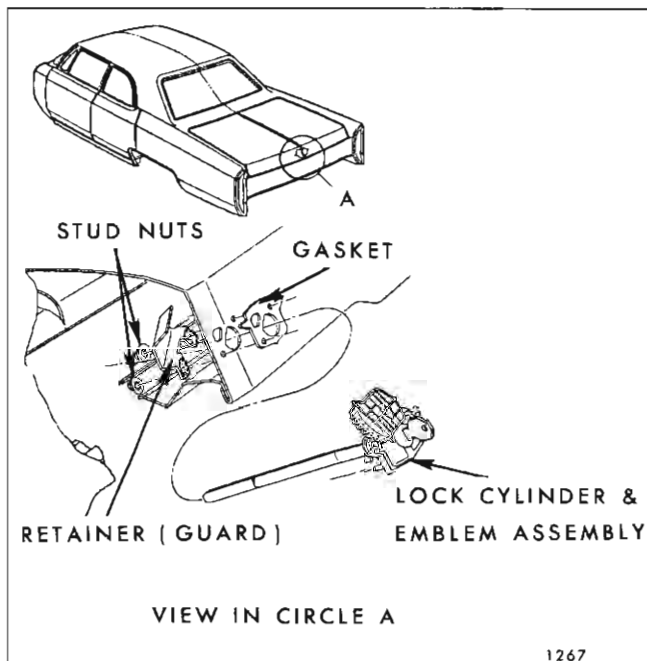


Fig. 1F9—Rear Compartment Lid Lock and Emblem Assembly

2. Pull downward on retainer to disengage from lock cylinder and remove retainer from lid. Lock cylinder is now free and can be removed from compartment lid outer panel.

3. To install, reverse removal procedure. Make certain lock cylinder shaft engages with lock and that gasket mates properly with compartment lid outer panel to form a watertight seal. Check lock for proper operation (see section B-B in Fig. 1F8).

REAR COMPARTMENT LID EMBLEM AND LOCK CYLINDER ASSEMBLY ALL 68000 SERIES

Removal and Installation

1. Open rear compartment lid. Remove access hole cover screws at lower rear of lid inner panel and remove cover.

2. Working through access hole, remove stud nuts securing compartment lid emblem and lock cylinder assembly, and lock cylinder guard.

3. Remove guard through access hole and compartment lid emblem and lock cylinder assembly from lid outer panel (see Fig. 1F9).

4. To remove lock cylinder from emblem, remove lock cylinder shaft and spring and rotate cylinder counter-clockwise.

5. To install, reverse removal procedure. Make certain that emblem gasket mates properly with lid outer panel and that emblem stud holes are sealed to protect against waterleaks.

**REAR COMPARTMENT LOCK CYLINDER
ALL 25000 AND 26000 SERIES**

Removal and Installation

1. Open rear compartment lid and remove screw securing retainer.
2. Slide retainer out of engagement with lock cylinder and remove cylinder and sealing gasket from rear end panel.
3. To install, reverse removal procedure.

**REAR COMPARTMENT LOCK CYLINDER
ALL 35000 AND 36000 SERIES**

Removal and Installation

1. Open rear compartment lid and remove two screws securing retainer to lid (see Fig. 1F10).
2. Slide retainer out of engagement with lock cylinder and remove cylinder, sealing gasket and shaft from rear compartment lid.
3. To install, reverse removal procedure.

**REAR COMPARTMENT LID LOCK CYLINDER AND
EMBLEM ASSEMBLY — ALL 38000 SERIES**

Removal and Installation

1. Raise rear compartment lid and remove nut securing guard to emblem (see Fig. 1F11).

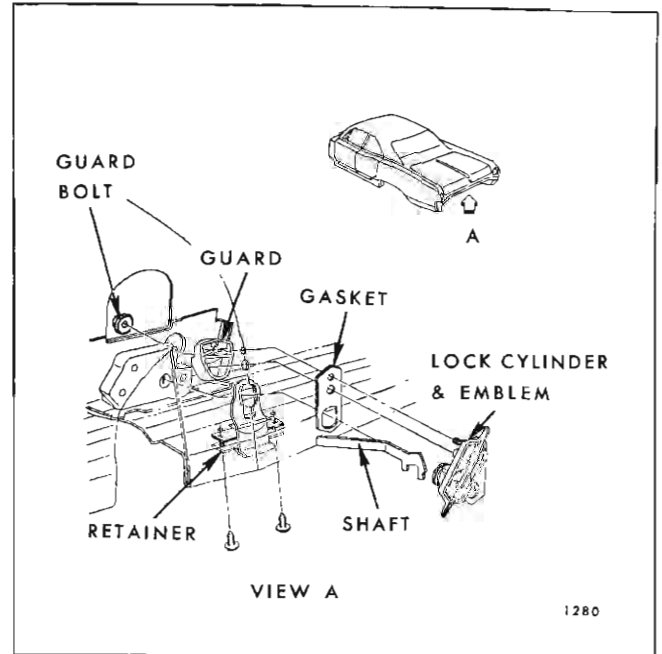


Fig. 1F11—Rear Compartment Lid Lock Cylinder and Emblem Assembly

2. Remove screws (2) securing retainer to rear compartment lid and disengage retainer from lock cylinder and emblem assembly and remove unit (see Fig. 1F11).

3. To install, reverse removal procedure.

**REAR COMPARTMENT LID LOCK CYLINDER
ALL 45000-46000 AND 48000 SERIES**

Removal and Installation

1. Remove rear compartment lid lower molding as explained in the "Molding" section of the Body Service Manual.

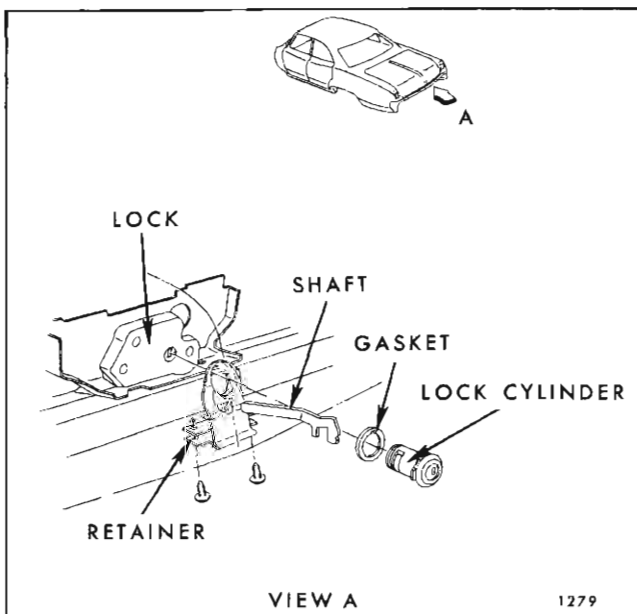


Fig. 1F10—Rear Compartment Lid Lock Cylinder Assembly

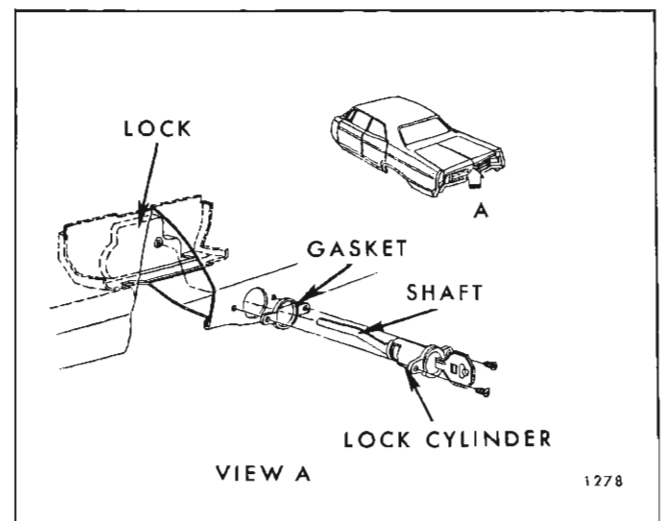


Fig. 1F12—Rear Compartment Lid Lock Cylinder Assembly

2. Remove the two exposed screws securing rear compartment lid lock cylinder to lid and remove cylinder (see Fig. 1F12).

3. To install, reverse removal procedure.

**REAR COMPARTMENT LID LOCK
ALL STYLES EXCEPT 25000 AND 26000 SERIES**

1. Remove rear compartment lid lock cylinder assembly.

2. Remove rear compartment lid lock attaching bolts and remove lock assembly (see Fig. 1F13).

3. To install, reverse removal procedure. Check lock engagement with striker and make any necessary lateral adjustments before tightening bolts.

**REAR COMPARTMENT LID LOCK STRIKER
ALL STYLES EXCEPT 25000 AND 26000 SERIES**

Removal and Installation

1. Open rear compartment lid. Mark vertical position of striker by scribing a line on striker at top of striker support.

2. Remove striker attaching screws (Fig. 1F13) and remove striker.

3. To install, reverse removal procedure. Close lid to check lock to striker engagement and make necessary vertical adjustments before tightening striker attaching screws.

**REAR COMPARTMENT LID LOCK
ALL 25000 AND 26000 SERIES**

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.

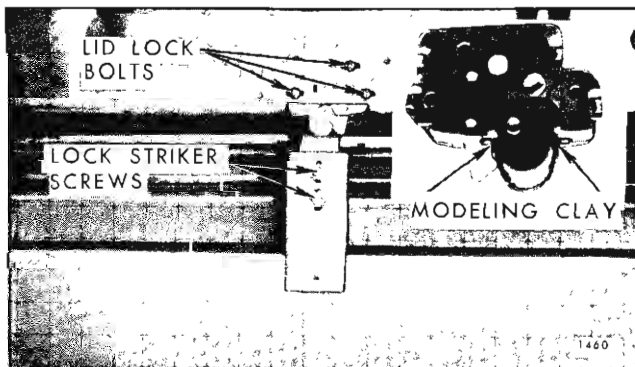


Fig. 1F13—Rear Compartment Lid Lock and Striker

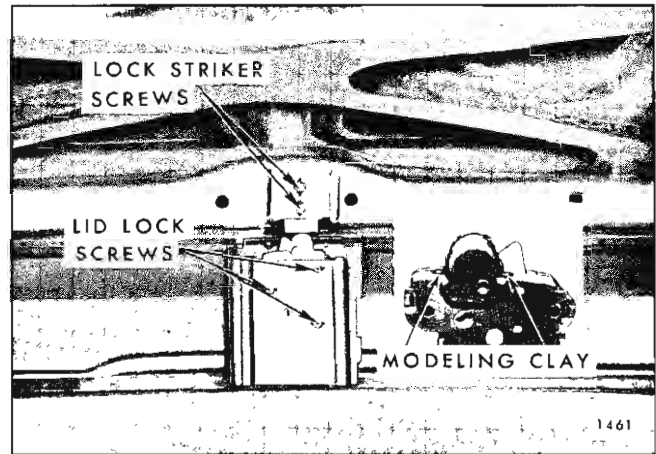


Fig. 1F14—Rear Compartment Lid Lock and Striker

2. On styles equipped with rear compartment lid lock vacuum release option, remove vacuum release unit.

3. Remove lock attaching screws (Fig. 1F14) and remove lock from body.

4. To install, reverse removal procedure. Before tightening screws, check for proper engagement with lock striker and make any necessary lateral adjustments.

**REAR COMPARTMENT LID LOCK STRIKER
ALL 25000 AND 26000 SERIES**

Removal and Installation

1. Open rear compartment lid. Mark vertical position of striker by scribing a line on striker at bottom of lid inner panel.

2. Remove striker attaching screws (Fig. 1F14) and remove striker from compartment lid.

3. To install, align scribe mark on striker with lower edge of compartment lid inner panel and install attaching screws.

**REAR COMPARTMENT LID
VACUUM RELEASE UNIT
ALL 25000-26000-35000-36000-38000-
45000-46000 AND 48000 SERIES**

Removal and Installation

1. Remove rear compartment lid lock cylinder.

2. Disconnect vacuum hose from vacuum release unit, remove vacuum unit attaching bolts and remove unit from rear compartment (see Fig. 1F15 for 25000 and 26000 Series, and Fig. 1F16 for 35000, 36000, 38000, 45000, 46000 and 48000 Series).

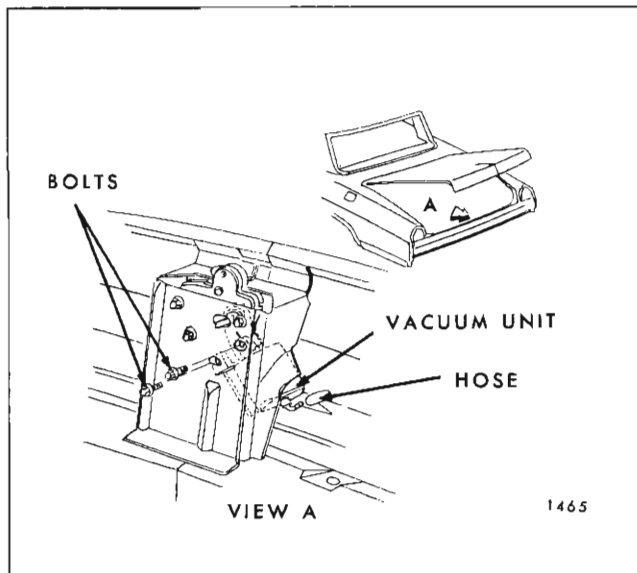


Fig. 1F15—Rear Compartment Vacuum Release Unit

3. To install, reverse removal procedure. Check unit for proper alignment and operation.

**REAR COMPARTMENT LID LOCK STRIKER ENGAGEMENT
ALL STYLES EXCEPT STYLES EQUIPPED WITH MECHANICAL CLOSING UNIT.**

IMPORTANT: Since the rear compartment lock frame acts as a guide when entering the striker,

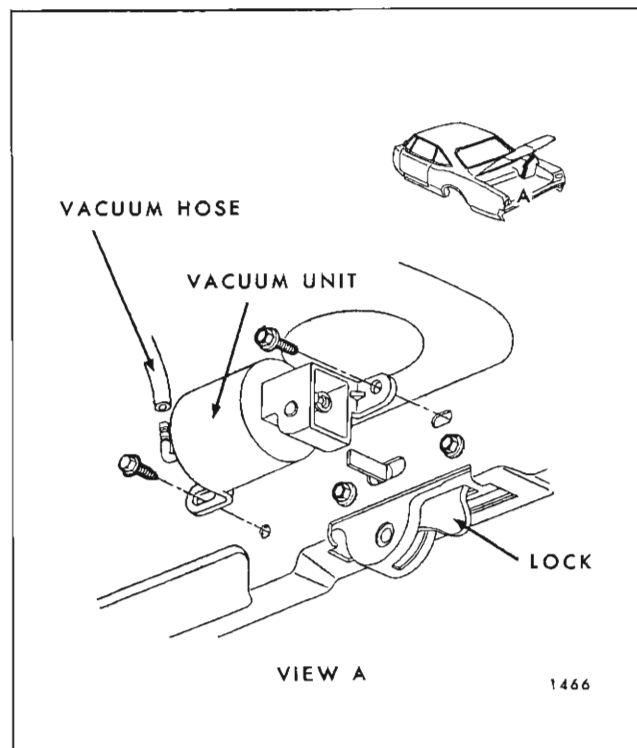


Fig. 1F16—Rear Compartment Vacuum Release Unit

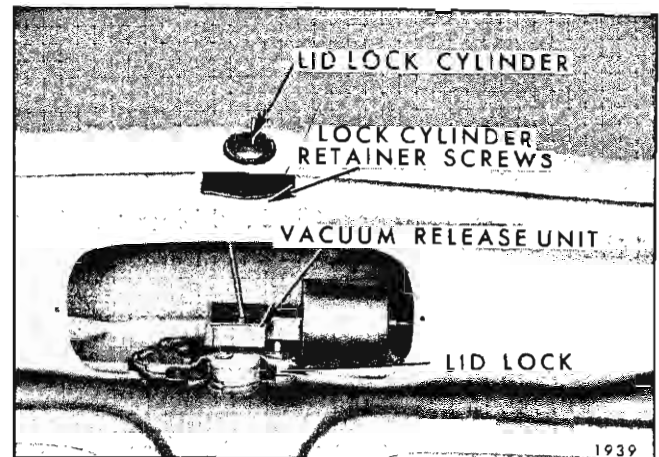


Fig. 1F17—Rear Compartment Vacuum Release Unit

make sure rear compartment lid is properly positioned in body opening before performing striker engagement check. To check for proper engagement of rear compartment lid lock bolt with striker, use the following procedure:

1. Insert a small quantity of modeling clay on frame of lock at both sides of the lock bolt (Figs. 1F13 - 1F14). Close lid with moderate force.
2. Open lid and check amount of engagement of striker with lock frame as indicated by the compression of the clay. The striker bar impressions

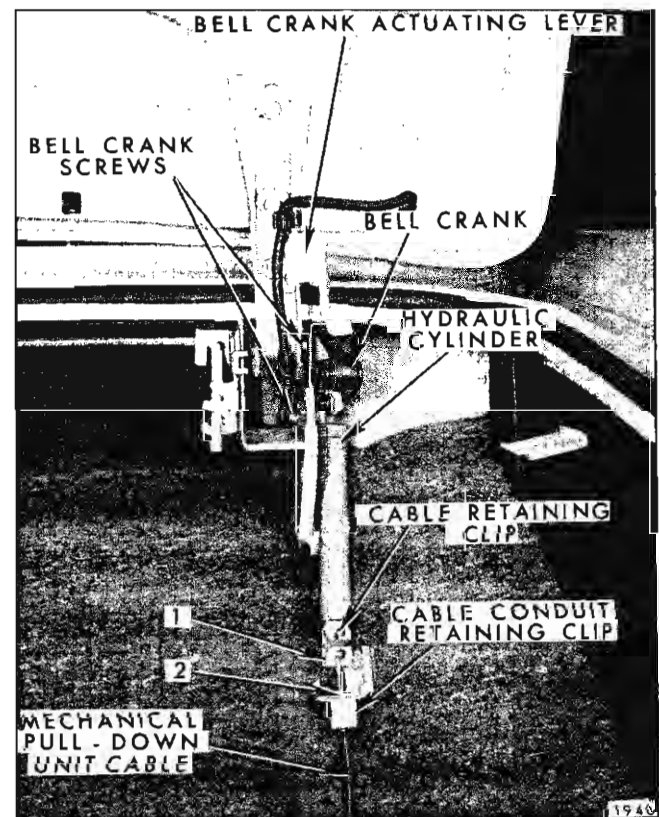


Fig. 1F18—Mechanical Pull Down Unit Hydraulic Cylinder

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 screws.

**REAR COMPARTMENT LID
VACUUM LOCKING SYSTEM
ALL 68000 SERIES**

The rear compartment lid vacuum lock system is a side-action snap-bolt type lock with a vacuum release unit attached that unlocks the lock upon the introduction of vacuum in the unit. The vacuum is stored in a storage tank located on the shroud panel. It is controlled by a switch located in the instrument panel compartment box. By actuating the switch, vacuum is introduced into the line extending from the storage tank to the vacuum release unit, thereby, unlocking the lid lock. As this is only an unlocking feature, the rear compartment lid must be closed manually.

REAR COMPARTMENT LID VACUUM RELEASE UNIT

Removal and Installation

1. Open rear compartment lid. Remove lid lock cover panel and lid lock cylinder assembly.
2. Remove vacuum release unit screws (see Fig. 1F18). Disconnect unit from vacuum line and remove unit from rear compartment lid.
3. To install, reverse removal procedure.

**REAR COMPARTMENT LID
MECHANICAL PULL-DOWN UNIT
ALL 68000 SERIES**

The rear compartment lid mechanical pull-down unit is used in conjunction with the opening and closing unit. When the rear compartment lid is lowered to a point that the lid lock engages with striker, the mechanical closing unit pulls the lid

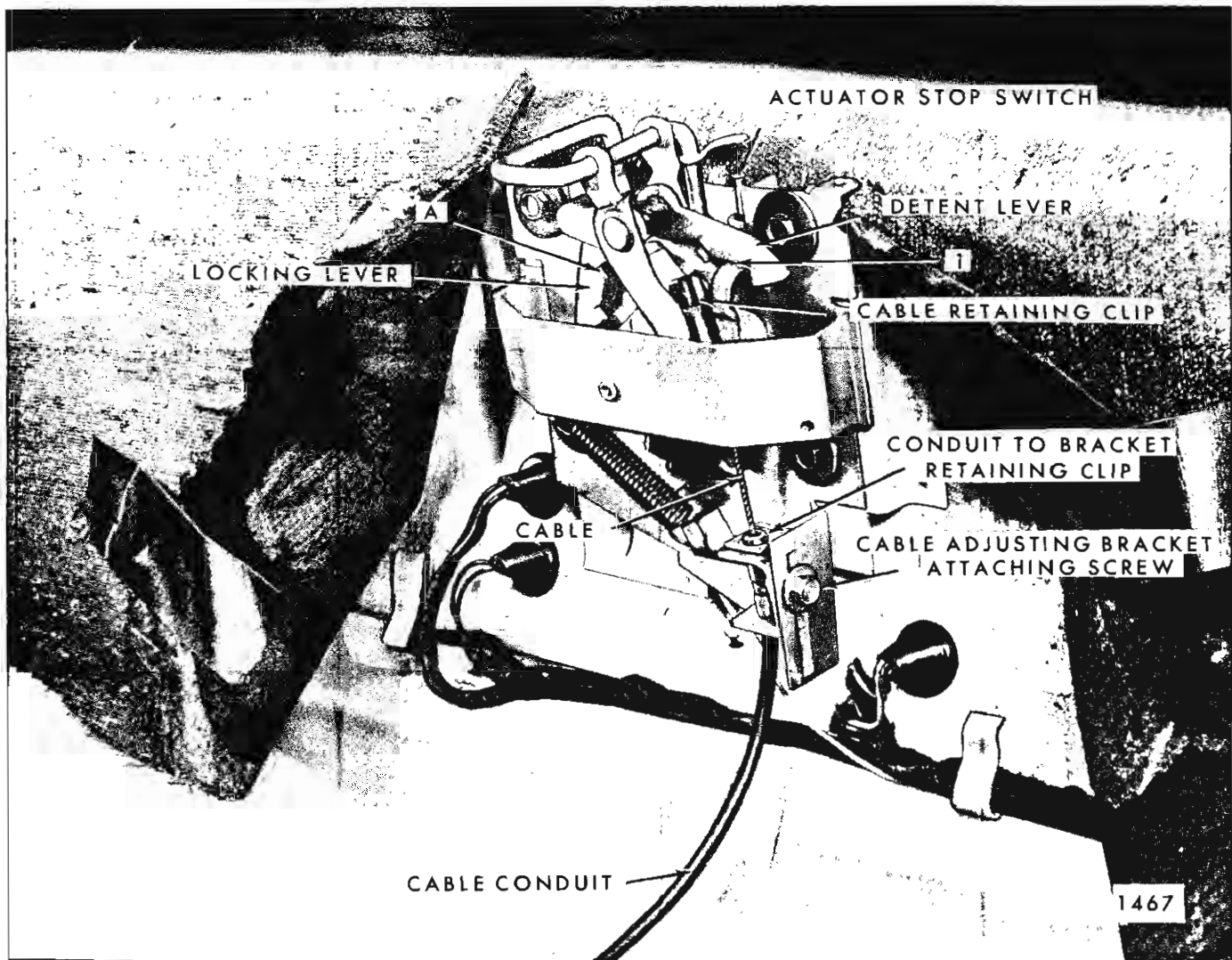


Fig. 1F19—Rear Compartment Lid Mechanical Pull-Down Unit

the remaining distance (7/8") to the fully closed position.

To act as a safety feature and slow the action of the closing unit, a hydraulic cylinder is incorporated in the closing unit. The cylinder is attached to a bell crank at the right rear compartment lid hinge and to the closing unit by a cable. As the lid is lowered and the lock latches to the striker, but before the mechanical closing feature is tripped, the piston extends to a "full-out" position. Then, as the lid is lowered to actuate the mechanical closing feature, the piston compresses the fluid in the cylinder retarding the closing action of the spring in the hydraulic cylinder.

Removal and Installation

1. Open rear compartment lid. Remove mechanical pull-down unit cover panel. Depress striker slightly to relieve tension from cable and disengage clip securing cable to pull-down unit control arm (see Fig. 1F19).

2. Disengage clip securing cable conduit to cable adjusting bracket and disengage cable and cable conduit from pull-down unit (see Fig. 1F19).

3. Scribe (mark) position of pull-down unit on rear end panel and supports to facilitate reinstalling unit in same position. Remove pull-down unit attaching bolts and remove unit from body (see Fig. 1F20).

4. To install, reverse removal procedure.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT CABLE ALL 68000 SERIES

Removal and Installation

1. On lower end of hydraulic cylinder pull clip away from hooked end of pull-down unit cable. Disengage cable from slot in cylinder. Disengage cable conduit retaining clip from support on wheelhouse and remove cable and conduit from support (see Fig. 1F18).

2. Repeat this procedure at other end of cable disengaging clips securing cable to pull-down unit and cable conduit to adjusting bracket (Fig. 1F19) and remove cable from body.

3. To install, reverse removal procedure.

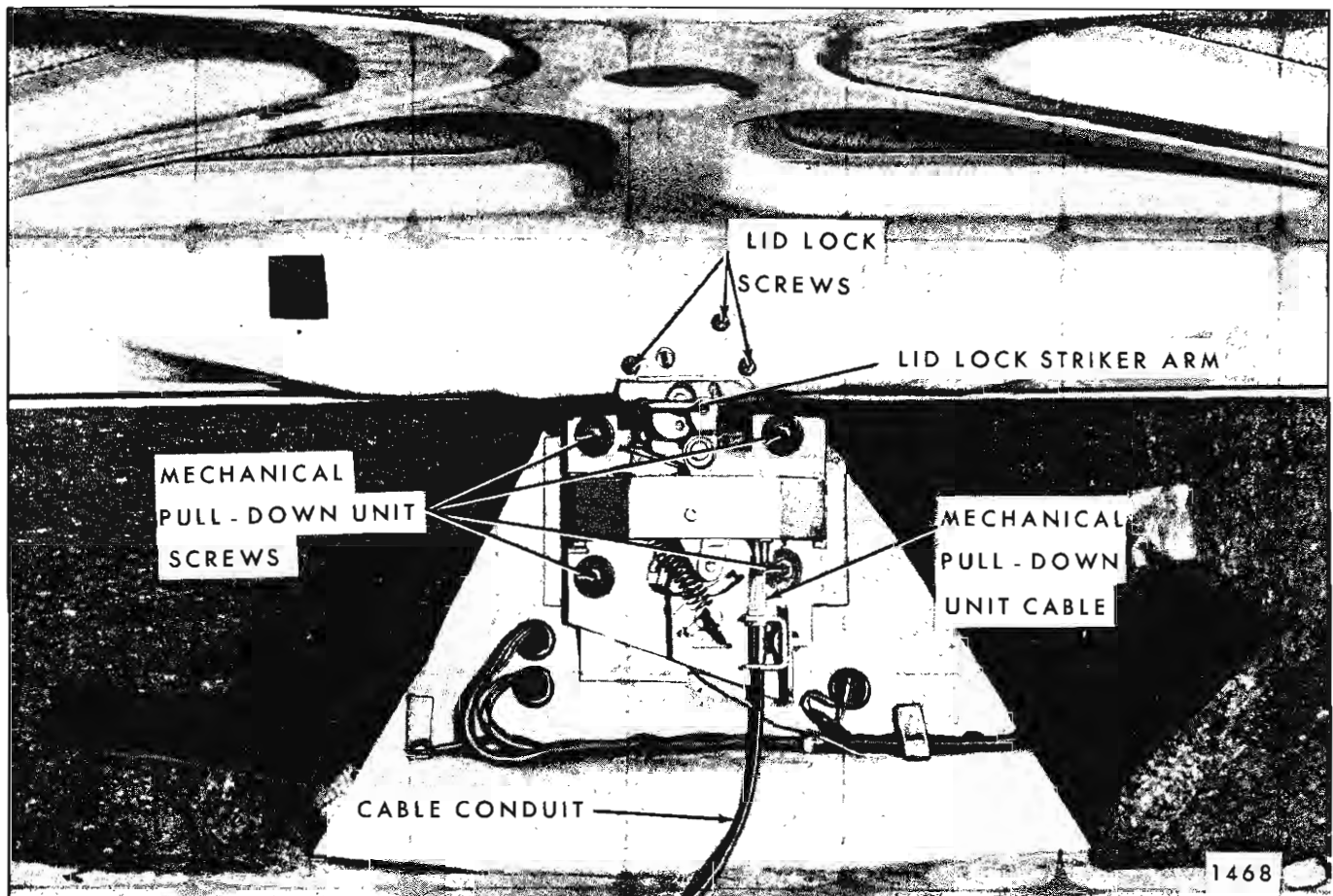


Fig. 1F20—Rear Compartment Lid Lock and Mechanical Pull-Down Unit

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT HYDRAULIC CYLINDER ALL 68000 SERIES

Removal and Installation

1. Disengage cable from lower end of hydraulic cylinder as described under "Rear Compartment Lid Mechanical Pull-Down Unit Cable - Removal".
2. Lift cylinder to disengage upper end from shoulder of shaft on link assembly and remove cylinder.
3. To install, reverse removal procedure.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT ADJUSTMENTS ALL 68000 SERIES

To actuate the mechanical pull-down unit the rear compartment lid lock must properly engage the striker arm and depress the detent lever of the pull-down unit. This engagement can be checked by lowering the lid and visually checking lock and striker alignment. If adjustment is necessary, obtain lateral adjustment at lock attaching screw locations and "up or down" adjustment at pull-down unit attaching screw locations.

For proper operation of the pull-down unit, the pull-down unit cable must be adjusted to the proper tension. If the cable has too much tension it will not allow the pull-down unit to return to its full up position and "cock". This is apparent when as the lid begins to lower, so does the pull-down unit.

Too little tension in the cable results in a lessening of pull-down effort in the unit and, consequently, a misaligned (high) rear compartment lid.

To increase cable tension, position hydraulic cylinder end of cable in the upper slot on the lower

end of the cylinder ("1" in Fig. 1F18). If more tension, or finer adjustment, is required, loosen cable adjusting bracket attaching screw (Fig. 1F19). Adjust bracket downward (to increase cable travel) and tighten attaching screw.

To decrease cable tension, position hydraulic cylinder end of cable in lower slot on hydraulic cylinder ("2" in Fig. 1F20). For finer adjustment, or to lessen tension still more, loosen cable adjusting bracket attaching screw (Fig. 1F19). Adjust bracket upward to desired position and tighten attaching screw.

IMPORTANT: The lack of lubrication between the toggle and the detent lever ("1", Fig. 1F19) can greatly increase the effort required to trip (unlock) the pull-down unit. Therefore, make certain point of contact between these two levers is lubricated with Lubriplate or its equivalent.

REAR COMPARTMENT WEATHERSTRIP ALL STYLES

Removal

1. Separate "butt" ends of weatherstrip at rear compartment opening (see Fig. 1F21).
2. Using a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter completely around opening and remove weatherstrip from body.

Installation

1. Clean out gutter around entire rear compartment opening to provide a clean cementing surface.
2. Apply (brush) a continuous coat of weatherstrip adhesive to surfaces of the rear compartment gutter.
3. Using a flat-bladed tool, such as a putty knife, insert weatherstrip into gutter starting with one end of weatherstrip at rear center of gutter and working completely around gutter.
4. If a new weatherstrip is being installed, trim end to form a butt joint at rear center of opening. Brush weatherstrip adhesive (black) on both ends of weatherstrip and secure ends together to form a butt joint.
5. Using a pressure type applicator, apply weatherstrip adhesive (neoprene type) between weatherstrip and outer surface of gutter completely around opening to assure a watertight seal.
6. Roll or press weatherstrip to aid in obtaining a good cement bond. Allow sufficient time for cement to set before closing rear compartment lid.

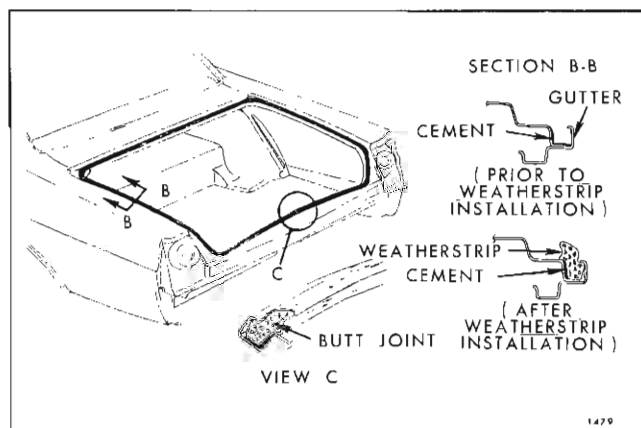


Fig. 1F21—Rear Compartment Weatherstrip Assembly

TAIL GATE

TAIL GATE INNER PANEL WATER DEFLECTOR ALL STATION WAGON STYLES

On all station wagon styles a waterproof paper tail gate inner panel water deflector is sealed to the tail gate inner panel and deflects water into the bottom of the tail gate where it can drain out the bottom drain holes. The bottom of the water deflector is sealed to the inner panel in a manner that will deflect water towards designated drain holes where the water can readily enter into the bottom of the tail gate.

IT IS IMPORTANT THAT WHENEVER ANY WORK IS PERFORMED ON THE TAIL GATE

WHERE THE WATER DEFLECTOR HAS BEEN DISTURBED, THE DEFLECTOR MUST BE PROPERLY SEALED TO THE TAIL GATE INNER PANEL.

Removal and Installation

1. Remove tail gate inner cover panel lower retainer and inner cover panel.
2. Using a sharp scraper, or other suitable tool, carefully lift up edge of deflector and detach sealer and water deflector as required.

NOTE: DO NOT TEAR WATER DEFLECTOR.

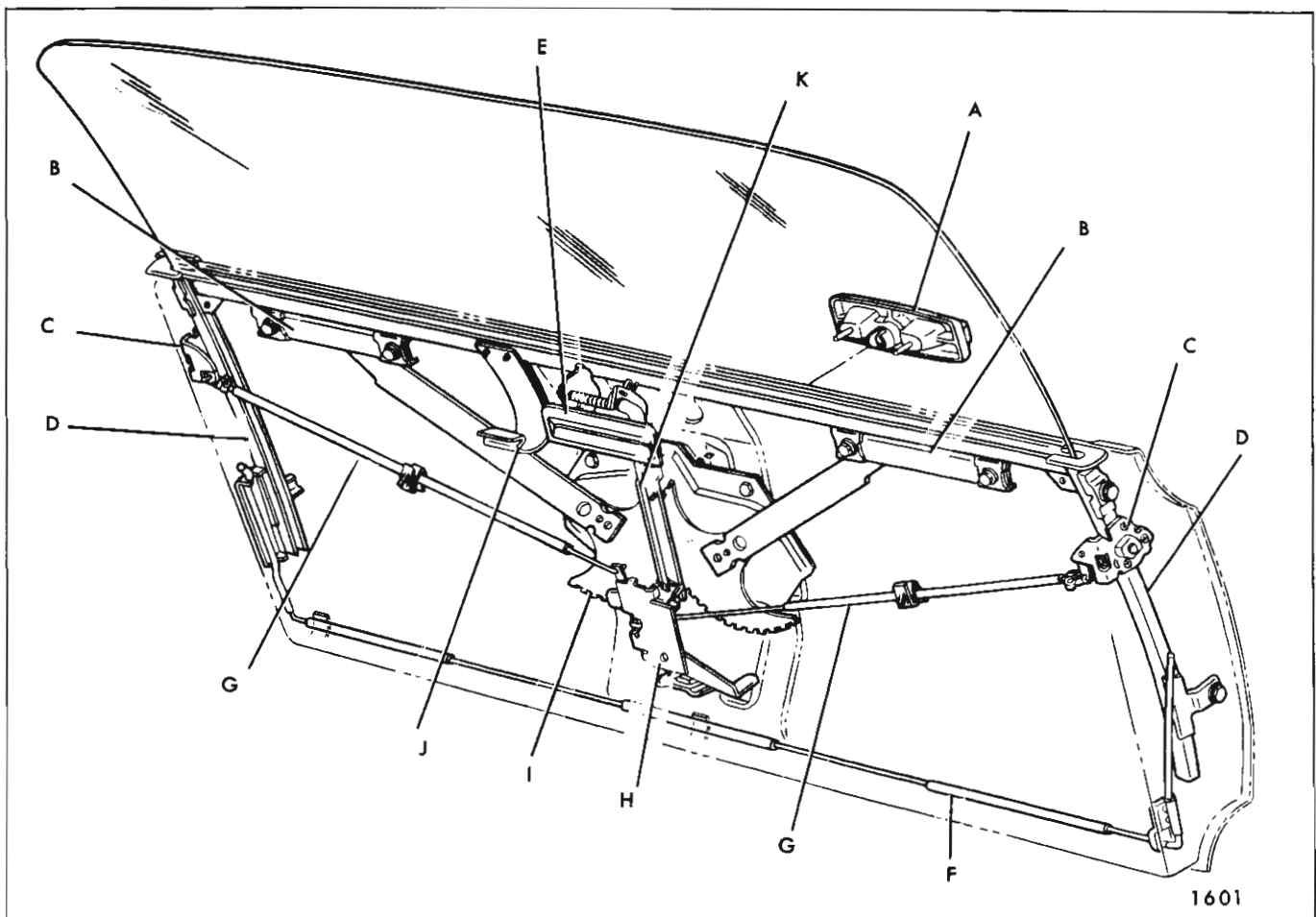


Fig. 1F22—Tailgate Hardware

A. Outside Handle (Manual) Escutcheon Assembly (Electric)
B. Sash Channel Cams
C. Locks

D. Lower Glass Run Channels
E. Inside Handle
F. Torque Rod
G. Remote Control Connecting Rods

H. Remote Control
I. Regulator
J. Anti-Rattle Clip
K. Inside Handle Push Rod

Installation or Resealing Procedure

1. If installing old deflector or resealing partially detached deflector, first inspect water deflector for any tears or holes and, where necessary, repair any tears or holes with waterproof body tape applied to both sides of deflector.

2. If installing new deflector, use old deflector or tail gate inner panel cover to trim new deflector to proper size.

3. Apply a bead of body caulking compound (approximately 3/16" diameter) to tail gate inner panel.

NOTE: Be sure to cover inner panel cover screw holes at bottom of inner panel with compound to seal screws.

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 ALL STATION WAGON STYLES

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 on 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. In addition, on 16000 and 18000 Series nine passenger station wagon styles, the window can be operated by a control switch located in the upper portion of the left rear quarter trim assembly. This latter switch, however, will operate tail gate window down only. On all styles, a switch located at the left tail gate lock prevents the operation of the electrically operated tail gate window when the tail gate is not completely closed.

Figure 1F22 is a phantom view of the tail gate hardware that identifies the major components and their relationship to each other (see Fig. 1F22).

TAIL GATE ASSEMBLY ALL STATION WAGON STYLES

Removal and Installation

1. Open tail gate and remove inner cover panel, inner panel water deflector and access hole covers.

2. On styles with electrically operated tail gate windows, disconnect wire harness connector at regulator motor and at jamb switch and remove harness from tail gate (at bottom).

3. With a pencil, mark position of tail gate hinges on tail gate.

4. Raise tail gate to approximately a vertical position to relieve torque from torque rod. Remove torque rod mounting plate attaching screws from left body pillar and remove plate (see Fig. 1F23).

5. With proper support for tail gate, remove tail gate support attaching screws from both sides of gate and fold supports against body (see Fig. 1F24).

6. With the aid of a helper, remove tail gate hinge to tail gate attaching bolts on both sides and remove tail gate from body (see Fig. 1F24).

NOTE: The tail gate hinges can be removed at this point by removing hinge to rear quarter panel attaching bolts and removing hinge (see Fig. 1F25).

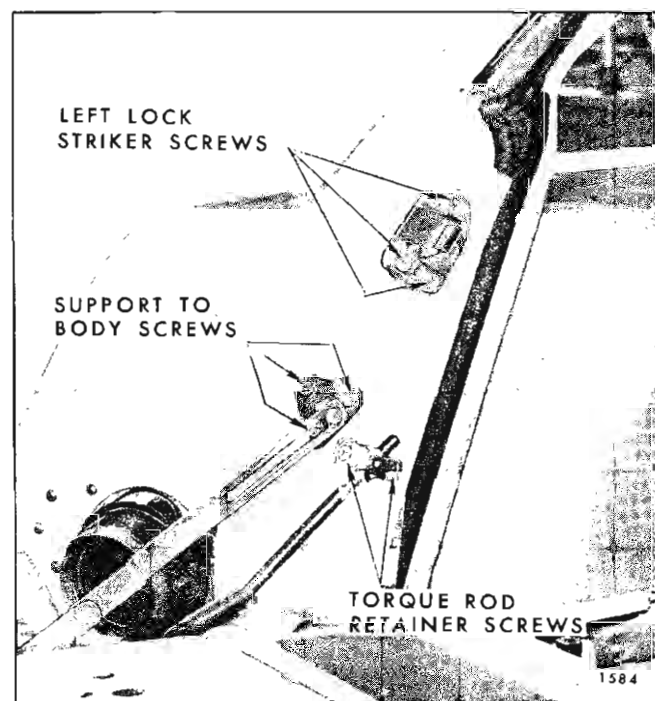


Fig. 1F23—Rear Body Pillar - Left Side

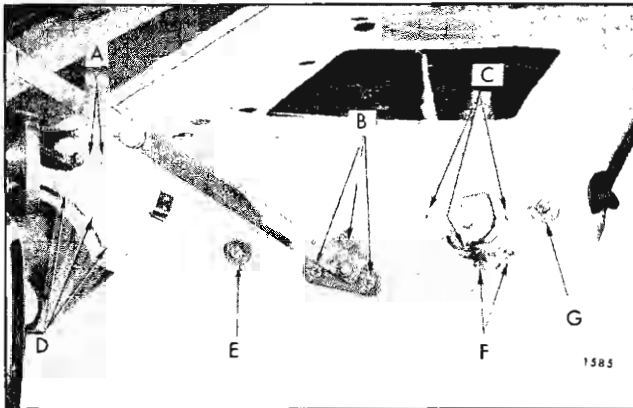


Fig. 1F24—Tail Gate Hardware - Left Side

- A. Torque Rod Bearing Plate Screws
- B. Support to Tail Gate Bolts
- C. Tail Gate Lock Screws
- D. Hinge to Tail Gate Bolts
- E. Glass Run Channel Lower Bolt
- F. Jamb Switch Screws
- G. Glass Run Channel Upper Bolt

7. To install, reverse removal procedure. Prior to installation, apply a coat of heavy bodied sealer to surface of hinge straps that contact tail gate.

Adjustments

Up or down and fore and aft adjustment is provided at hinge to gate attaching bolts. Sideways adjustment is provided at hinge to quarter panel attaching bolts with shims.

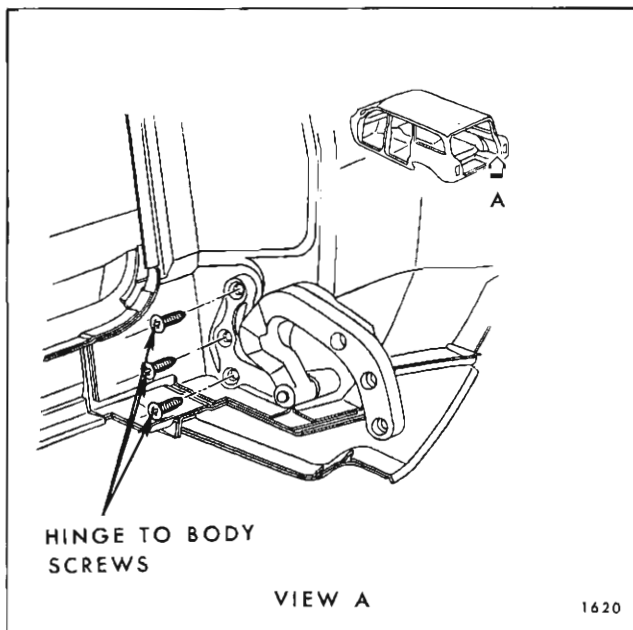


Fig. 1F25—Tail Gate Hinge Assembly

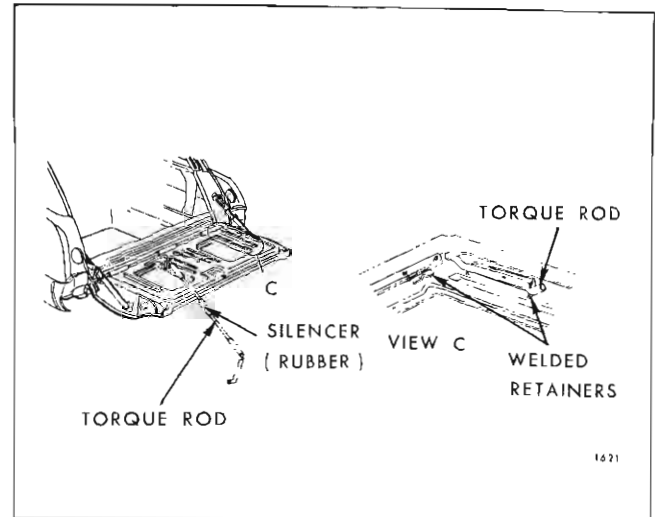


Fig. 1F26—Tail Gate Torque Rod

NOTE: Following any adjustments of the tail gate, check engagement of locks to strikers as described in "Tail Gate Lock Striker Adjustment".

**TAIL GATE TORQUE ROD
ALL STATION WAGON STYLES**

Removal and Installation

1. Remove tail gate window assembly.
2. Raise tail gate to approximately a vertical position to relieve torque from torque rod. Remove torque rod retainer attaching screws from left body pillar and remove plate (see Fig. 1F23).
3. Lower tail gate to the fully opened position and remove screws securing torque rod bearing plate to tail gate (see Fig. 1F24).
4. Disengage torque rod from welded retainer in right side of tail gate (see View "C" in Fig. 1F26).

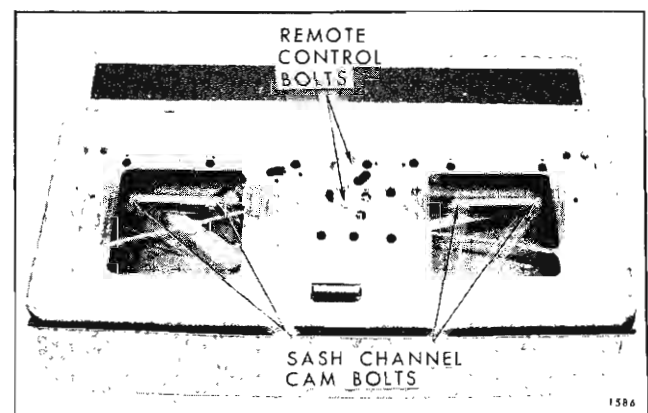


Fig. 1F27—Tail Gate Hardware

5. Remove torque rod silencer (rubber) from left side of torque rod (exposed).

6. Work torque rod out of opening on left side and remove rod through top of tail gate (see Fig. 1F26).

7. To install, reverse removal procedure.

TAIL GATE WINDOW ASSEMBLY (MANUAL AND ELECTRIC) ALL STATION WAGON STYLES

Removal and Installation

1. Remove tail gate inner panel cover, inner panel water deflector and access hole covers.

2. Operate tail gate window to a point that sash channel cam attaching bolts are accessible as depicted in Figure 1F27.

3. Remove right and left cam attaching bolts (Fig. 1F27). Slide cams sideways to disengage cam from regulator lift arms (rollers) and remove cams from tail gate.

4. Pull window straight out and remove assembly from tail gate.

5. To install, reverse removal procedure.

NOTE: To operate tail gate window with tail gate in an open position (electrical styles), depress jamb switch (Fig. 1F24) and operate control switch (instrument panel).

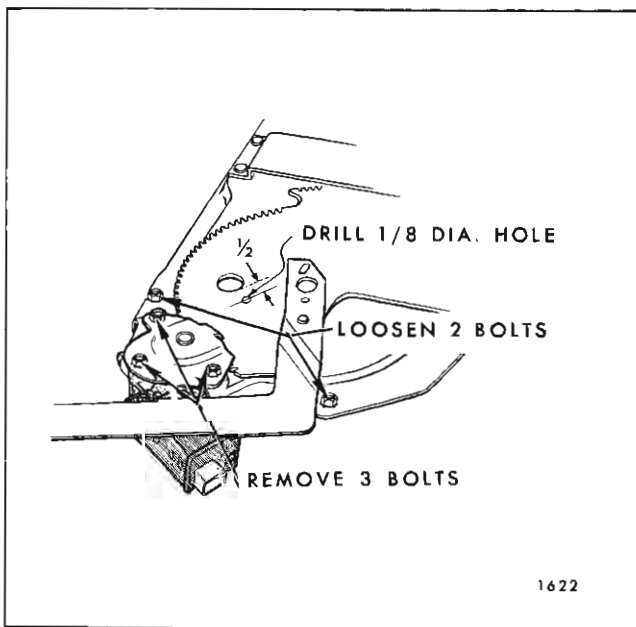


Fig. 1F28—Tail Gate Regulator Motor Assembly

Adjustments

The tail gate glass run channels can be adjusted to relieve a binding glass. To correct a rotated or "cocked" glass condition, loosen window regulator attaching screws and rotate regulator clockwise or counter clockwise as required.

TAIL GATE WINDOW REGULATOR (MANUAL OR ELECTRIC) ALL STATION WAGON STYLES

Removal and Installation

1. Remove tail gate window assembly.

2. On styles equipped with an electrically operated tail gate window, disconnect tail gate harness connector from regulator motor.

CAUTION: DO NOT operate regulator motor after window assembly is disengaged from regulator or after regulator is removed from tail gate. Operation of motor with load removed may damage unit.

3. Remove bolts (4) securing regulator to support and remove regulator (with motor attached) from tail gate.

4. To install, reverse removal procedure.

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.

Drill a 1/8" hole through regulator sector and back plate (see Fig. 1F28) - **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 tapping screw (#10-12 x 5/8) in previously drilled 1/8" hole to lock regulator sector gears and retain counterbalance spring tension.

Loosen regulator right upper attaching screw. Remove three regulator motor attaching screws and remove motor assembly from regulator and tail gate (see Fig. 1F28).

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE—MANUAL AND ELECTRIC ALL STATION WAGON STYLES

Removal and Installation

1. Remove tail gate window regulator assembly.

2. Remove nuts securing handle to tail gate and remove handle and gasket (see Fig. 1F29).

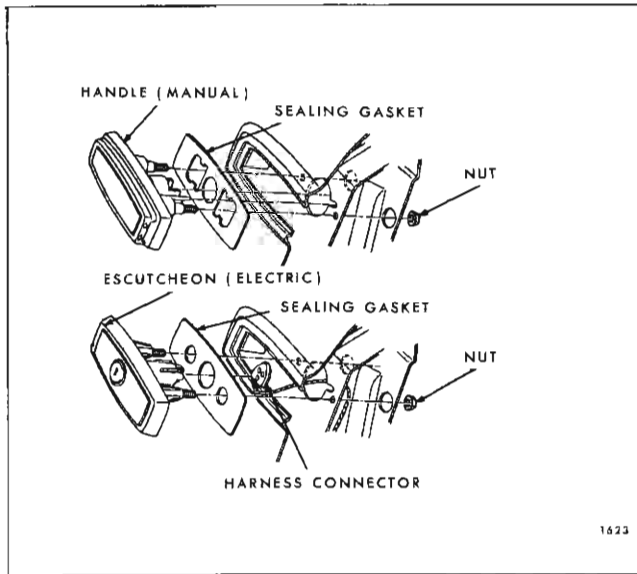


Fig. 1F29—Tail Gate Outside Handle Assemblies

NOTE: On electrical styles, disconnect wire harness from connector on escutcheon (see Fig. 1F29).

3. To install, reverse removal procedure.

TAIL GATE SUPPORT ASSEMBLY ALL STATION WAGON STYLES

Removal and Installation

1. Lower tail gate and support it in that position.
2. Remove screws securing support to tail gate and to body pillar and remove support (see Figs. 1F23 and 1F24).
3. To install, reverse removal procedure.

NOTE: Objectionable slack in either support can be corrected by rotating support plate(s) at body pillar.

TAIL GATE WINDOW LOWER GLASS RUN CHANNEL (RIGHT OR LEFT SIDE) ALL STATION WAGON STYLES

Removal and Installation

1. Remove tail gate window assembly.
2. Remove bolts securing run channel(s) to tail gate (see Fig. 1F24).
3. Force top of run channel (rubber) down into tail gate and remove run channel(s) from tail gate through access hole.

4. To install, reverse removal procedure.

TAIL GATE LOCK ASSEMBLY (RIGHT OR LEFT SIDE) ALL STATION WAGON STYLES

Removal and Installation

1. Remove tail gate window assembly.
2. Remove tail gate window lower glass run channel on side from which lock is to be removed.
3. Remove screws (3) securing lock to tail gate (see Fig. 1F24).
4. Move lock assembly to tail gate access hole, disengage remote rod anti-rattle clip and remove lock assembly.

5. To install, reverse removal procedure.

TAIL GATE LOCK STRIKER ALL STATION WAGON STYLES

Removal and Installation

1. Open tail gate and with pencil, mark position of striker on body pillar.
2. Remove lock striker attaching screws and remove striker and adjusting plates from body pillar.
3. To install tail gate lock striker, place striker and adjusting plates within marks on body pillar and install striker attaching screws (see Fig. 1F30).

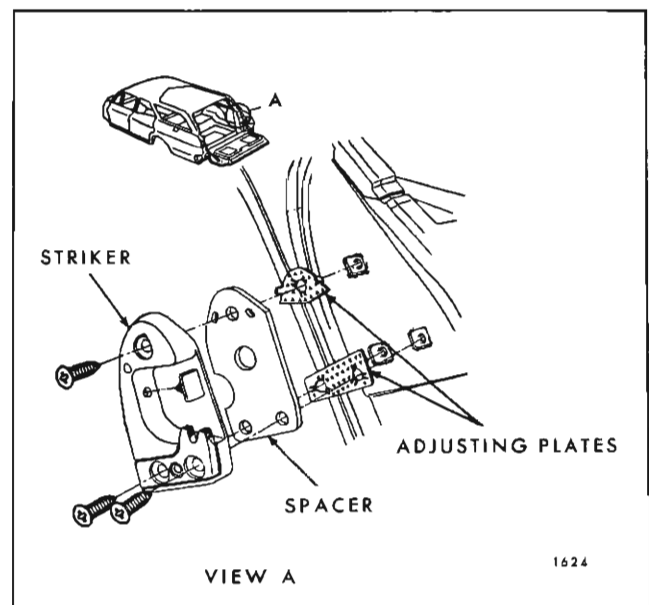


Fig. 1F30—Tail Gate Lock Striker Assembly

**TAIL GATE LOCK STRIKER ADJUSTMENTS
ALL STATION WAGON STYLES**

1. To adjust the tail gate lock striker up or down or forward or rearward, loosen striker attaching screws, shift striker and adjusting plates to desired position, then tighten striker attaching screws.

2. DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER EMERGENCY SPACERS.

- a. Tail gate should be properly aligned before checking spacer requirements.
- b. To determine if tail gate lock striker 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 measureable impression in the clay or caulking compound, as shown in Figure 1F31.

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.

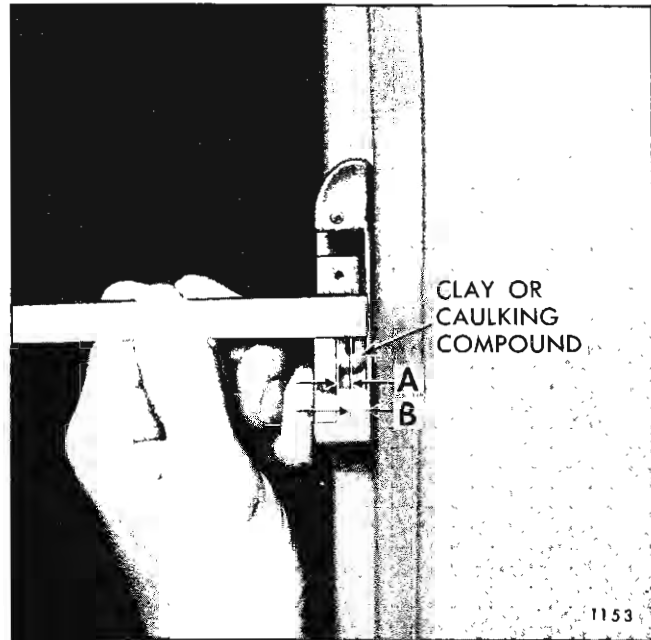


Fig. 1F31—Tail Gate Lock to Striker Engagement Check

Dimension "A"	Spacers Required	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) 1 (1/16" Spacer)	3/16" (Total)	Emergency Screw (1/4" Longer)
0 to 1/16" Interference	2 (1/8" Spacer)	1/4" (Total)	Emergency Screw (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 LOCK
REMOTE CONTROL HANDLE ASSEMBLY
ALL STATION WAGON STYLES**

Removal and Installation

- 1. Raise inside handle and disengage remote push rod from spring clip (see Fig. 1F32).
- 2. Remove screws securing handle to inner panel and remove handle.
- 3. To install, reverse removal procedure.

NOTE: It may be necessary to reach into the tail gate inner panel to snap push rod back into spring clip.

**TAIL GATE LOCK REMOTE CONTROL ASSEMBLY
ALL STATION WAGON STYLES**

Removal and Installation

- 1. Remove tail gate window assembly.
- 2. Disengage spring clips securing lock connecting rods to remote control and detach rods (see Fig. 1F33).

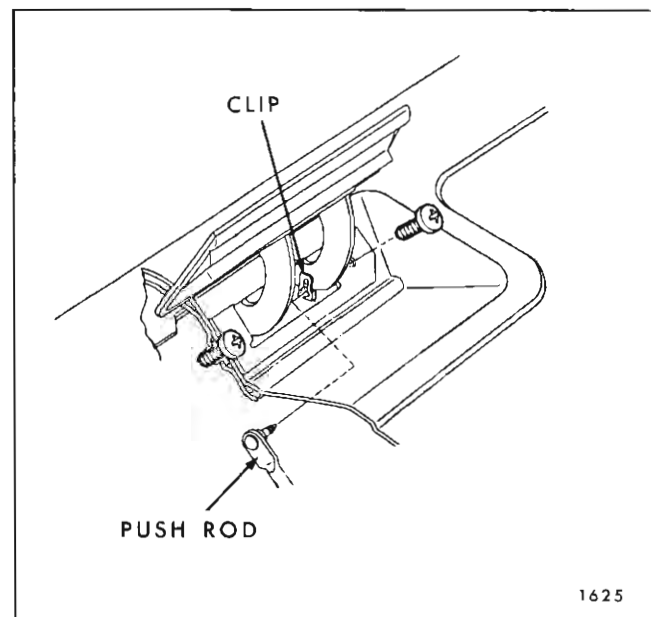


Fig. 1F32—Tail Gate Inside Handle Attachment

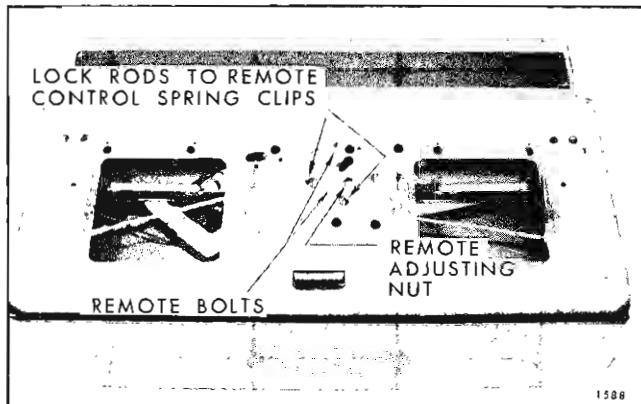


Fig. 1F33—Tail Gate Hardware

3. Remove remote control attaching bolts (2), disengage remote from inside handle push rod and remove remote control from tail gate.

4. To install, reverse removal procedure.

NOTE: The remote adjusting nut (Fig. 1F33) can be adjusted to increase or decrease remote operating effort.

**TAIL GATE JAMB SWITCH—(ELECTRIC STYLES)
ALL STATION WAGON STYLES**

The electric jamb switch is used to prevent operation of the tail gate window with the tail gate in an open position.

Removal and Installation

1. Remove screws (2) securing jamb switch to tail gate and remove switch (see Fig. 1F34).
2. To install, reverse removal procedure.

**TAIL GATE WEATHERSTRIP
ALL STATION WAGON STYLES**

Removal and Installation

1. Remove screws securing lower weatherstrip retainer to body cross bar (see Fig. 1F35).
2. Remove snap fasteners securing weatherstrip to right and left body pillar (at belt).
3. With a flat-bladed tool, carefully remove weatherstrip from retainer all along tail gate opening.
4. To install, run a bead of black weatherstrip cement into retainer along entire opening and reverse removal procedure.

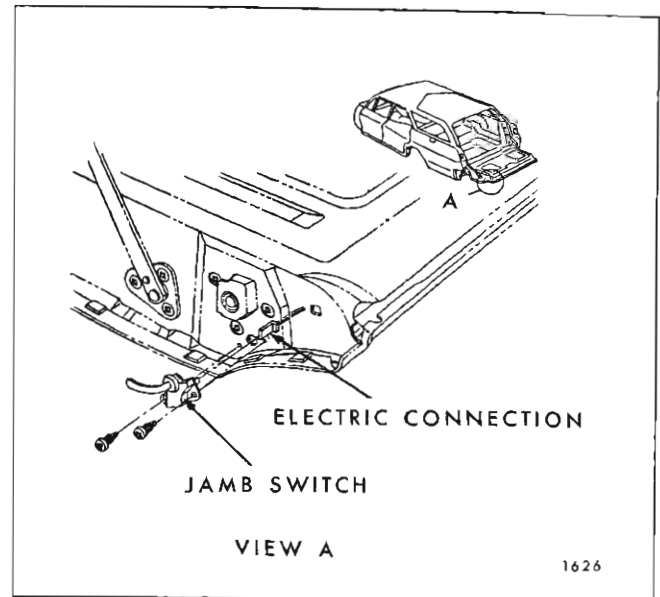


Fig. 1F34—Tail Gate Jamb Switch

**TAIL GATE BOTTOM DRAIN HOLE SEALING STRIPS
ALL STATION WAGON STYLES**

Removal and Installation

1. With a flat-bladed tool carefully pry out snap-on fastener at each end of strip and remove sealing strip from tail gate.
2. To install sealing strips, reverse removal procedure. To prevent strip from adhering to the tail gate panel and blocking the drain holes, apply a sparing amount of silicone rubber lubricant on the center section of the sealing strip. (See illustration under "Front and Rear Door Bottom Drain Hole Sealing Strips").

**TAIL GATE WINDOW
UPPER GLASS RUN CHANNEL
ALL STATION WAGON STYLES**

The upper glass run channel is a single piece secured by an adjustable retainer.

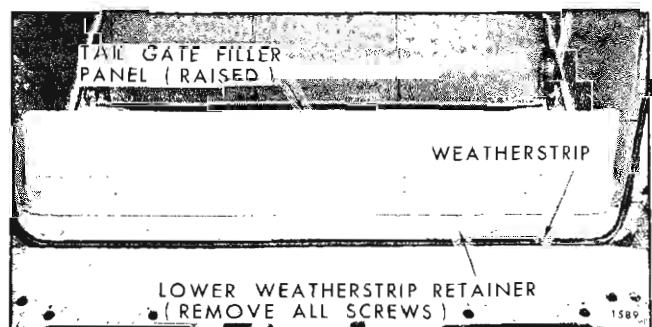


Fig. 1F35—Tail Gate Weatherstrip Retention

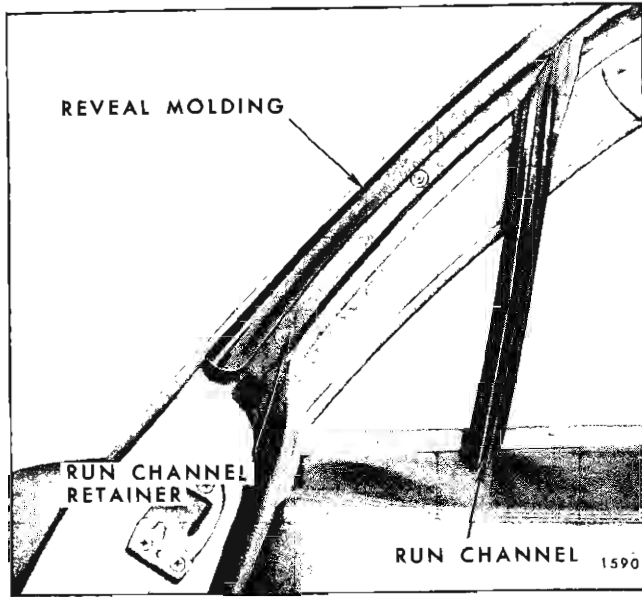


Fig. 1F36—Tail Gate Upper Glass Run Channel Retention Removal and Installation

1. With fingers only, slightly squeeze run channel at one end and pull channel out of opening.
2. Once run channel has been removed, the retainer can be adjusted by loosening attaching screws, shifting retainer to desired position and

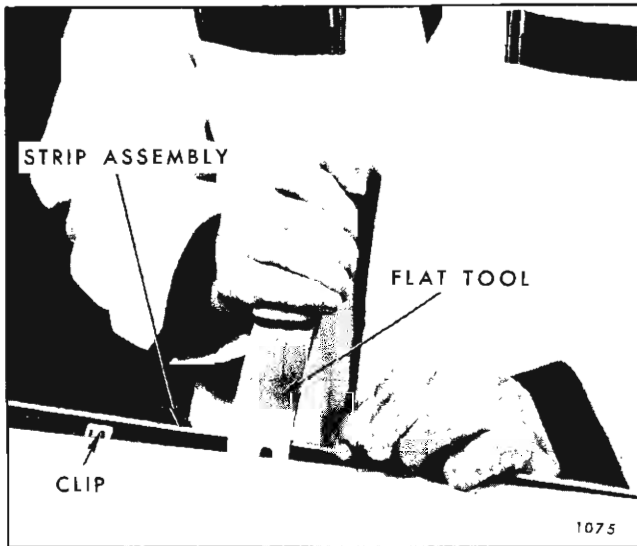


Fig. 1F37—Tail Gate Strip Assembly Removal

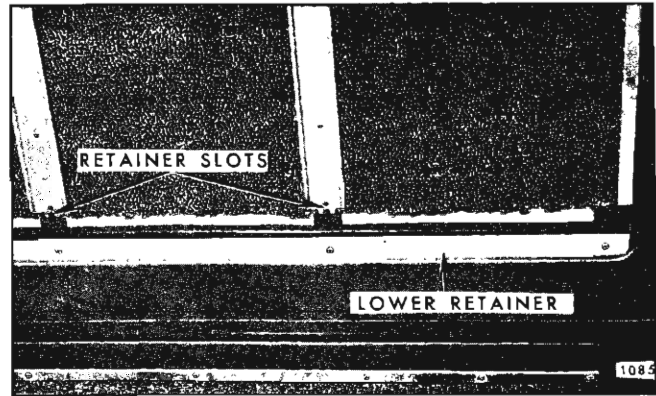


Fig. 1F38—Inner Panel Cover Removal

- tightening screws (see Fig. 1F36).
3. To install, reverse removal procedure.

TAIL GATE GLASS RUN CHANNEL INNER AND OUTER STRIP ASSEMBLIES ALL STATION WAGON STYLES

Removal and Installation

Both strip assemblies (inner and outer) are retained by clips in either the inner or outer panel of tail gate. The outer strip is additionally retained by two screws, one at each extreme end. To remove either strip, first remove screws, where present; then, using a flat tool, shown in Figure 1F37, remove strip assemblies. To install, reverse removal procedure.

If the tail gate cannot be opened due to the electrically operated tail gate window motor failing (with window in the up position), proceed as follows:

1. Remove the side and center screws of the tail gate inner panel cover. Slide cover up and remove from tail gate.

NOTE: The bottom retainer screws need not be removed as these screws secure retainer only. The tail gate inner cover panel is held in the bottom retainer by slots in side and center section metal strips (see Fig. 1F38).

2. Remove inner panel access hole covers; remove window sash channel cam attaching bolts and lower tail gate window sufficiently to allow tail gate to be opened.

HEADLINING

VINYL COATED FABRIC HEADLINING

ALL STYLES EXCEPT STATION WAGONS AND STYLES WITH POLYURETHANE FOAM HEADLININGS

DESCRIPTION

The headlining assembly is formed to the contour of the roof panel by concealed listing wires. Both ends of the listing wires are located in holes in the side roof rails.

The headlining is secured at the windshield by cement, tacks or staples and along the side roof rails by cement or a pronged retainer.

The headlining on 15-16-25-35-45-46000 series, "11 and 69" styles is secured to the rear quarter and back window by cement. (View "H" Fig. 1G1). On all other styles, the headlining is secured at the back window by cement, tacks or staples. (View "H" Fig. 1G2). On all styles except 15-16-25-35-45-46000 series, "11" and "69" styles, the headlining is attached at the rear quarter by tacks or staples to a tacking strip (View "H" Fig. 1G2).

Finishing lace and garnish moldings assist in holding the headlining in place. The side roof rail garnish moldings are secured to the pinchweld flange by clips that are located inside the moldings. To remove the side roof rail moldings, first remove the windshield side moldings, working rearward remove side roof rail moldings.

NOTE: It may be necessary to use a rubber mallet to assist in removing the side roof rail moldings.

CAUTION: Do not damage moldings by excessive hammering.

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

Removal:

1. Place protective coverings over seat cushions and backs.

2. Prior to removing headlining, remove following hardware and trim assemblies if present.

- a. Windshield side and upper garnish moldings.
- b. Rear view mirror support.
- c. Sunshade supports.

d. Dome or rear quarter courtesy lamps.

e. Coat hooks.

f. Side roof rail moldings.

g. Back window garnish moldings.

h. Center pillar finishing moldings.

i. Rear quarter trim, where necessary.

j. Back window finishing lace where necessary.

3. Carefully remove tacks or staples securing headlining at windshield and back window or back body opening.

4. On styles using pronged retainers, use headlining inserting tool, J-2772 or similar wide-bladed tool and carefully disengage headlining from pronged retainer on side roof rails and over door openings (View "C", Fig. 1G1).

5. Carefully detach cemented edge of headlining around entire perimeter.

6. Starting at front of body, carefully disengage No. 1 and No. 2 listing wires from holes in side roof inner rails and supporting tabs on longitudinal (front to rear) bow (Views "D" and "E" Fig. 1G2 and Fig. 1G1). In like manner, working from rear of body, disengage listing wires from side roof rails and supporting tabs on longitudinal bow (Views "D" and "E" Fig. 1G2 and Fig. 1G1). Exercise care to keep headlining material clean by gathering or folding headlining with listing wires on outside.

7. At No. 3 listing wire, bend down tab securing listing wire (View "G" Fig. 1G1 and 1G2) and remove headlining assembly from body.

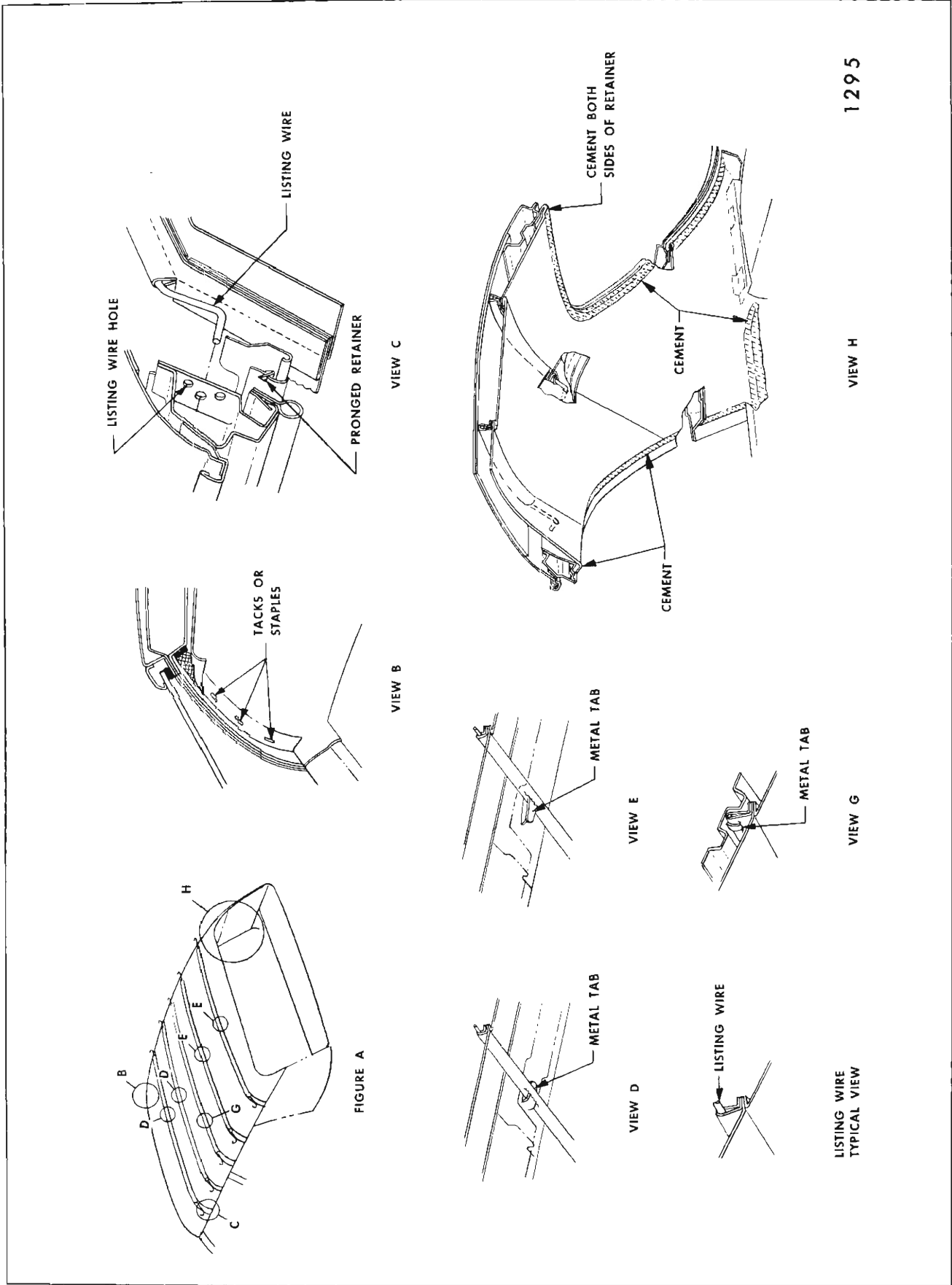
IMPORTANT: Note in which holes ends of listing wires are installed in side roof rails. Listing wires should be placed in same hole when replacing headlining.

8. 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.

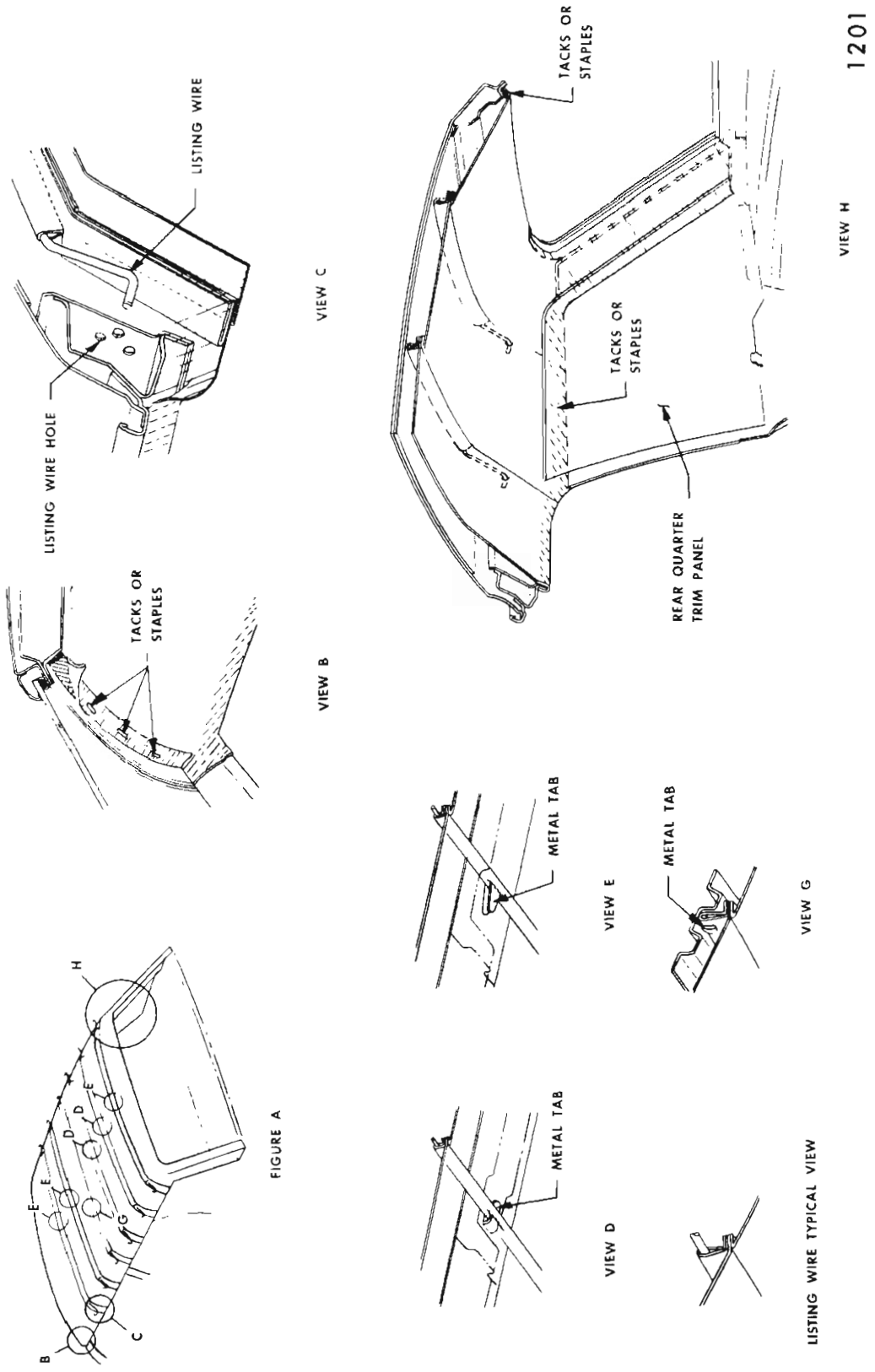
Installation:

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



1295

Fig. 1G1—Headlining - 15-16-25-35-45-46000 Series "11" and "69" Styles



1201

Fig. 1G2—Headlining - All Styles except Station Wagons and 15-16-25-35-45-46000 Series "11" and "69" Styles

2. Apply approved trim cement to headlining attaching surface at windshield, side roof rail and back window opening. On 15-16-25-35-45-46000 series, "11" and "69" styles, be certain cement is applied to both sides of retainer at back window (View "H", Fig. 1G1).

3. Lift headlining assembly into body and install No. 3 listing wire and listing wire pocket over metal tab at roof bow (View "G" Fig. 1G1 and 1G2). Bend up tab to secure listing wire to bow. Make certain headlining is centered in body.

4. If new headlining is being installed, slit listing wire pockets at each tab location on longitudinal bow (approximately 1 1/2" in length). (Views "D"

and "E" Fig. 1G1 and 1G2). Working rearward from No. 3 listing wire, install listing wires into holes in side roof rails and over tabs on longitudinal bow. In like manner, working forward, install No. 2 and No. 1 listing wires.

NOTE: Listing wires may be adjusted up or down by placing them in appropriate holes in side roof rails. Listing wires should rest tight against roof panel after installation.

5. Stretch and secure headlining at windshield and back window. Stretch and secure headlining at rear quarters and side roof rails. Permanently attach material removing draws and wrinkles and replace all previously removed inside hardware and trim assemblies.

POLYURETHANE FOAM HEADLINING

46437, 46639, 48437, 48439 AND 48469 STYLES.

DESCRIPTION

The headlining assembly consists of polyurethane foam sections cemented to foundation boards. Five sections of the headlining are used.

The headlining sections are secured in place by retainers formed to the contour of the roof panel. Plastic moldings are snapped over the retainers and cover the retainers and edges of the headlining sections. Windshield, back window and side roof rail garnish moldings, also assist in holding the headlining in place.

When necessary, the headlining sections may be individually removed and replaced.

Removal (One or More Sections):

1. Place protective coverings over seat cushions and backs.

2. Remove side roof rail moldings. If removing front section of headlining, remove windshield upper and side garnish moldings, sunshade support assemblies and rear view mirror support. If removing rear section, remove back window garnish moldings, side roof rail garnish moldings and rear quarter trim assembly to gain access to headlining at side roof rail area. If center sections are removed, where required, remove dome lamps, coat hooks, and coat hook spacers if present.

3. With flat-bladed tool, carefully pry one end of plastic molding from retainer and remove (View "C", Fig. 1G3). Remove plastic moldings from both retainers securing section of headlining being removed.

4. When removing individual sections, use flat-bladed tool and carefully pry one edge of headlining section from retainer and remove from body.

5. If removing headlining section at back window, remove tacks or staples securing section at back window opening.

6. When retainers are required to be removed, remove screws securing retainer to roof. (View "D", Fig. 1G3). Retainer spacers are installed between the metal retainers and roof. (View "D", Fig. 1G3).

Installation:

1. If retainers were removed, make certain that retainer spacer shown in View "D" of Figure 1G3 is installed prior to installing retainers.

NOTE: Retainers should be tight against roof panel after installation.

2. Install headlining sections by positioning one edge in retainer and centering section in relation to other sections and side roof rails; then carefully snap remaining edge in other retainer. Snap plastic molding over retainers. (View "C", Fig. 1G3).

3. If installing rear section of headlining assembly, position forward edge of section in retainer. Center and align section in relation to side roof rails and back window opening and stay tack section in place. Recheck alignment; then starting at center of back window area, permanently tack section to tacking strips at back window opening (View "F", Fig. 1G3).

4. If installing front section of headlining assembly, position appropriate edge in retainer. Center headlining section in relation to other sections, side

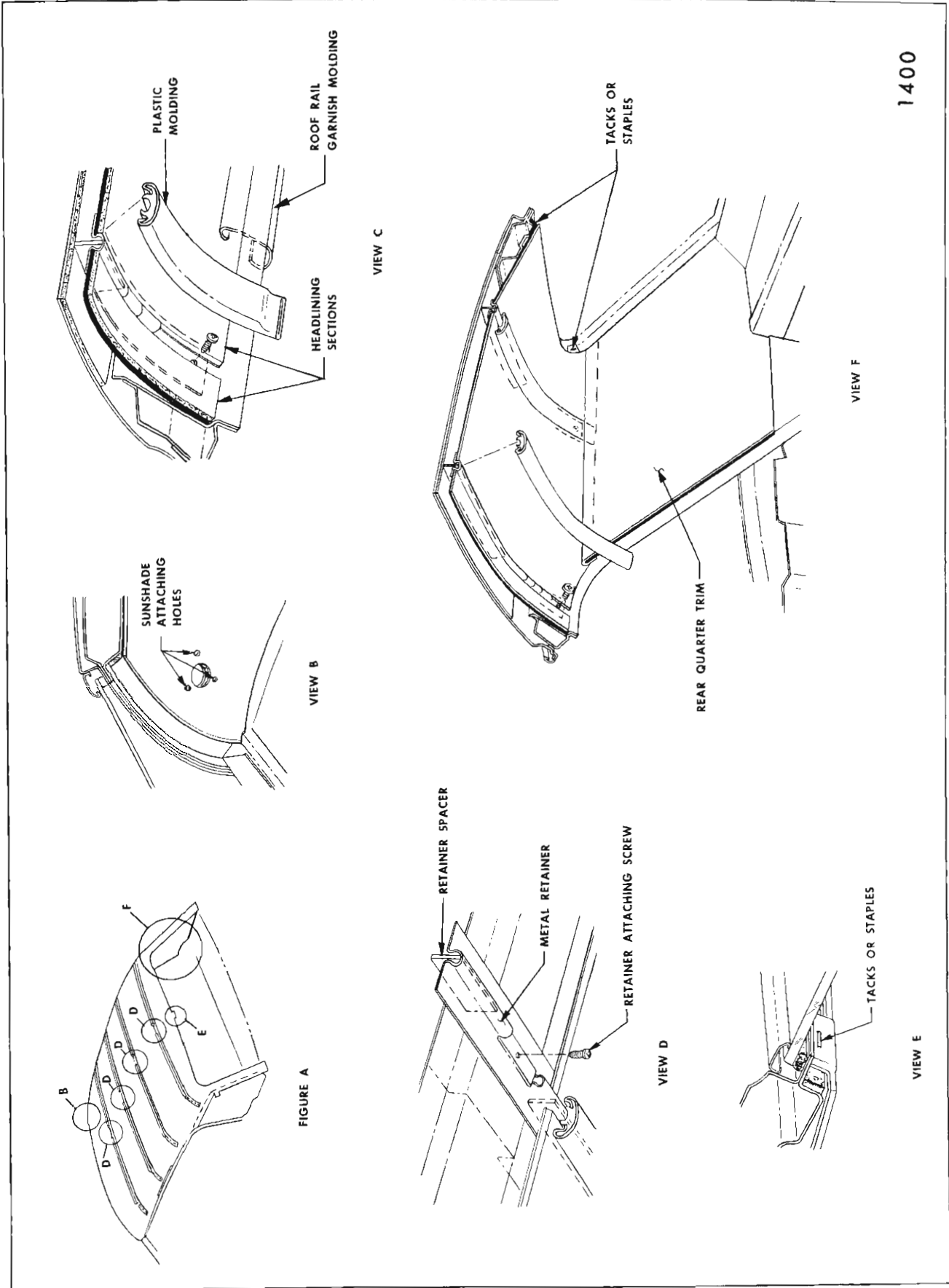


Fig. 1G3—Polyurethane Foam Headlining - 46-48000 Series Styles

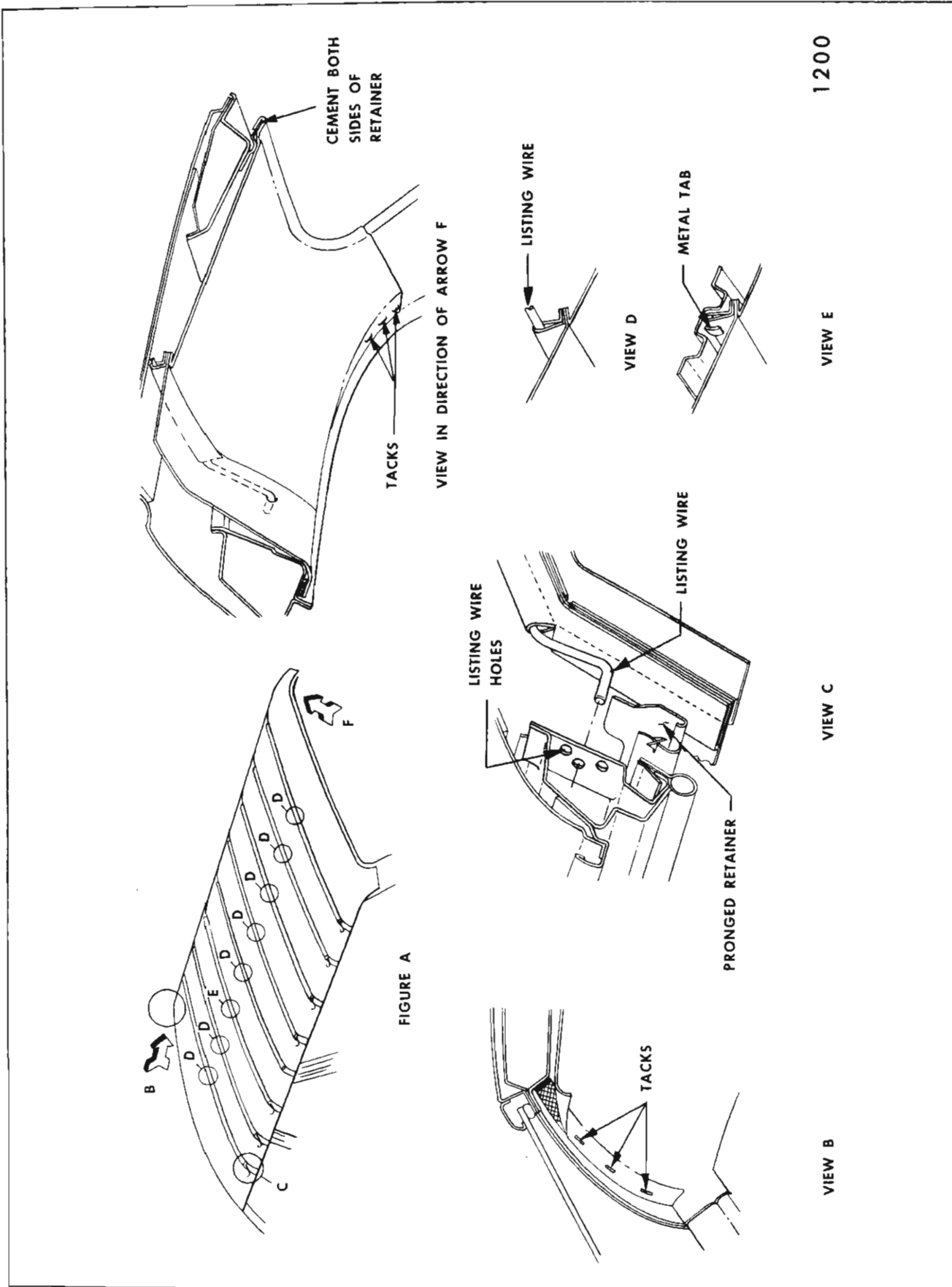


Fig. 1G4—Headlining - Station Wagon Styles

roof rails, and sunshade support attaching holes (View "B", Fig. 1G3). Install sunshade supports.

NOTE: Forward edge of front section and rearward edge of rear section are also secured in place by windshield or back window garnish moldings.

5. Install all previously removed hardware and remove protective coverings.

NOTE: When installing side roof rail moldings, make certain edge of headlining section is covered by side roof rail moldings.

HEADLINING ON STATION WAGON 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 located in holes in the side roof rails.

The headlining is secured at the windshield opening and rear quarter areas by tacks or staples. (Views B & F Fig. 1G4). The headlining is secured to the side roof rails by a pronged retainer (View C Fig. 1G4). The headlining is secured at the back body opening metal retainer by cement (View F Fig. 1G4). Number 3 listing wire is also attached to the roof bow by metal tabs (View E Fig. 1G4).

CAUTION: Clean hands and tools 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. Windshield garnish moldings
 - B. Rear view mirror support
 - C. Sunshade supports
 - D. Dome lamp
 - E. Coat hooks
 - F. Rear quarter window garnish moldings
 - G. Back body opening moldings
 - H. Center pillar finishing moldings or plates
3. Carefully remove tacks or staples securing headlining at windshield and rear quarters.
4. Detach cemented material at back body opening.
5. Using headlining inserting tool J-2772 or equivalent wide-bladed tool, carefully disengage headlining from pronged retainer on side roof rails (View C Fig. 1G4).
6. Working from front to rear of body, disengage headlining listing wires from side roof rails, gathering or folding headlining with listing wires on outside to keep headlining clean.

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

7. At No. 3 listing wire bend down tab securing listing wire to bow (View "E" Fig. 1G4), remove remaining listing wires and remove headlining assembly from body.

8. 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 corresponding pockets of new headlining assembly.
2. Apply approved trim cement to headlining attaching surfaces at windshield and back body openings.
3. Lift entire headlining assembly into body and install listing wires into holes in side roof rails.

NOTE: Each listing wire should rest against roof panel deadener after installation.

NOTE: Listing wires may be adjusted up or down by placing them in appropriate holes in side roof inner rails.
4. At No. 3 listing wire, install listing wire pocket over metal tabs, center headlining and bend up tabs to secure listing wire. (View E Fig. 1G4)
5. Working forward from No. 3 listing wire, stretch and secure headlining to windshield opening (View B Fig. 1G4).
6. At back body opening stretch and secure headlining (View F Fig. 1G4).

7. Using headlining inserting tool (J-2772) or suitable wide-bladed tool, install headlining under pronged retainer along both side roof rails (View C Fig. 1G4).

8. Stretch and secure headlining at rear quarter areas, working out all wrinkles and draws.

9. Permanently secure headlining, and replace all previously removed inside hardware and trim assemblies.

SEATS

FULL WIDTH FRONT SEATS

MANUAL FULL-WIDTH

Removal and Installation

1. Turn back floor carpeting sufficiently to expose seat adjuster-to-floor pan attaching bolts. Remove both driver and passenger inboard seat belt floor pan attaching bolt.

2. Operate seat assembly to full forward position.

3. At rear of adjusters, remove adjuster-to-floor pan attaching bolts.

4. Operate seat assembly to rearward position.

5. At front of adjusters, remove adjuster-to-floor pan attaching bolts.

6. With aid of helper, remove seat assembly from body.

7. To install, reverse removal procedure. Where seat adjuster floor pan spacers were present on 20000 series, make sure spacers are reinstalled. Align slots in seat adjuster pedestals with holes in floor pan, as shown in Figure 1H1.

NOTE: If it is desired to lower seat on 20000 series incorporating adjuster floor pan spacers, remove spacers.

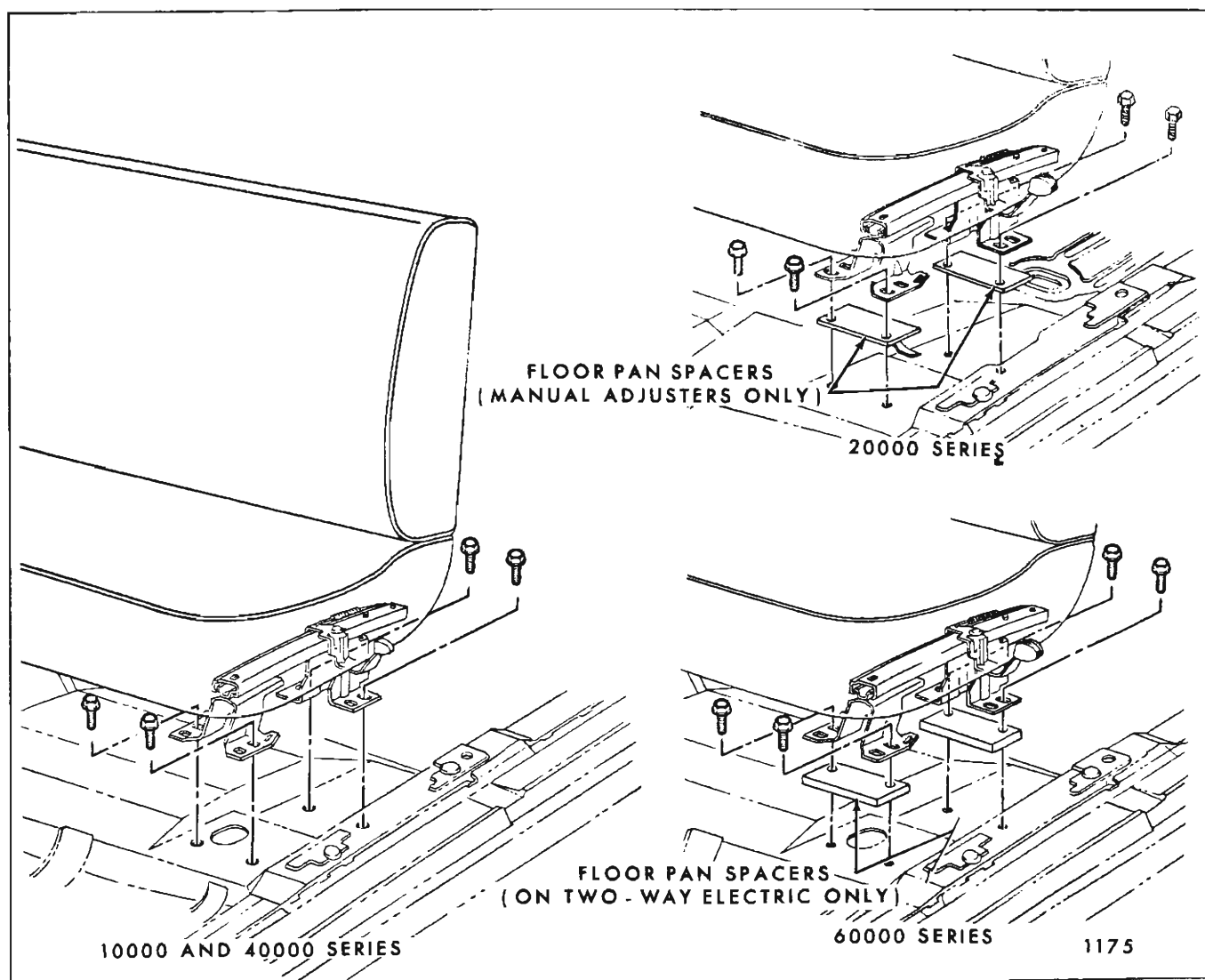


Fig. 1H1—Front Seat Adjuster Floor Pan Attachment

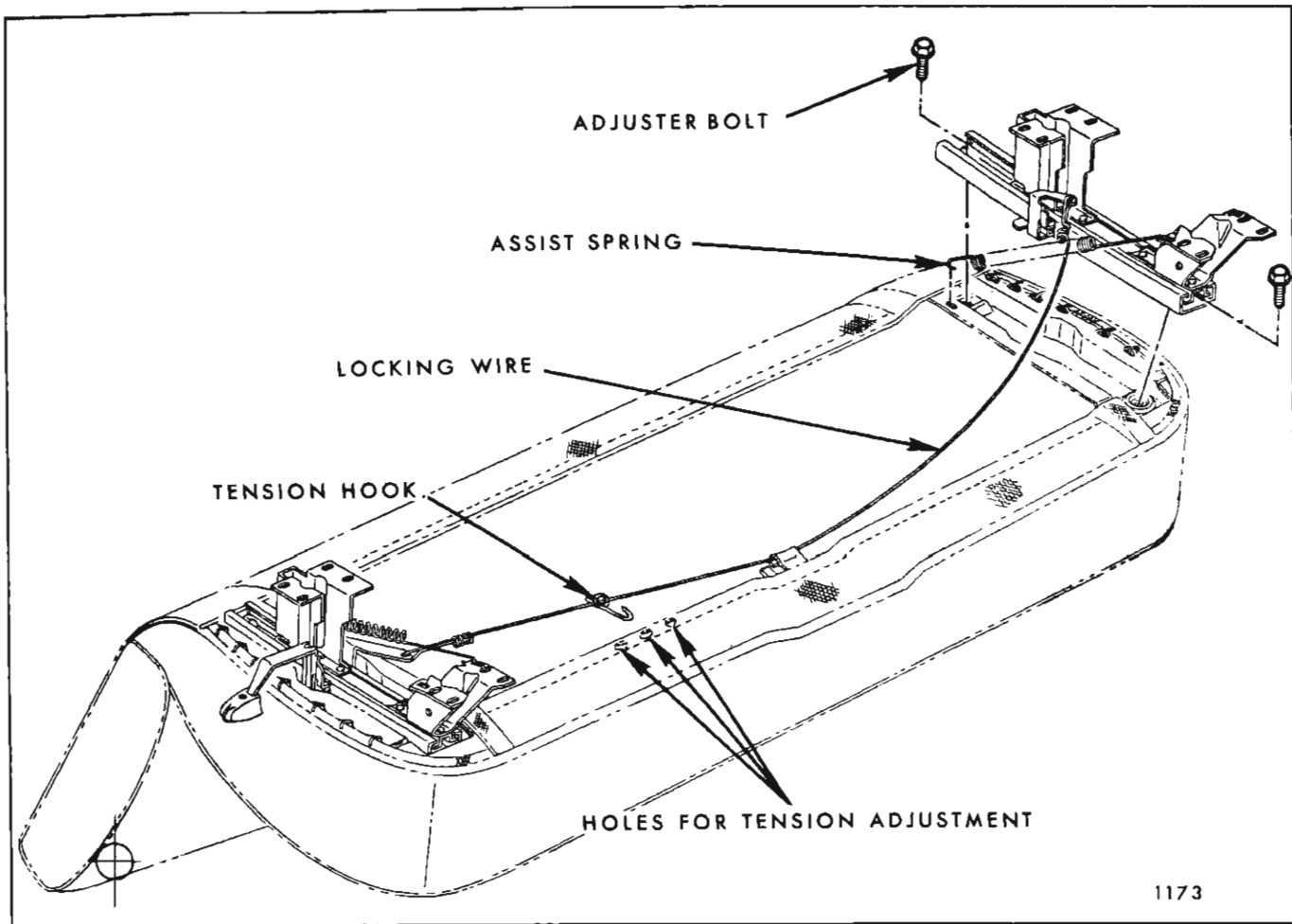


Fig. 1H2—Manual Seat Adjuster Installation

FRONT SEAT ADJUSTERS (MANUAL FULL-WIDTH)

1. Remove front seat assembly with attached adjusters and place upside down on a clean protected surface.
2. Remove seat adjuster assist spring from adjuster to be removed (Fig. 1H2).
3. Squeeze hooked end of seat adjuster locking wire together and slide retaining spring back over hump in locking wire, remove wire from retainer on seat bottom frame and disengage locking wire from seat adjuster.
4. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove seat adjuster from seat assembly (Fig. 1H2).
5. To install, reverse removal procedure.
6. Check operation of seat assembly. If right adjuster does not lock or unlock satisfactorily when control handle on left adjuster is operated, remove

locking wire retainer from hole in seat bottom frame and adjust retainer by selecting another hole to obtain proper tension in locking wire.

FRONT SEAT ASSEMBLY (TWO-WAY ELECTRIC FULL-WIDTH)

GENERAL DESCRIPTION:

The electrically operated two-way front seat assembly can be moved forward or rearward by means of a manually operated seat control switch.

Removal and Installation

1. Turn back floor covering sufficiently to expose seat adjuster-to-floor pan attaching bolts. Remove both driver and passenger inboard seat belt floor pan attaching bolt.
2. Remove seat adjuster-to-floor pan rear attaching bolts. Then remove front attaching bolts. This will disconnect ground wire at rear of left adjuster.

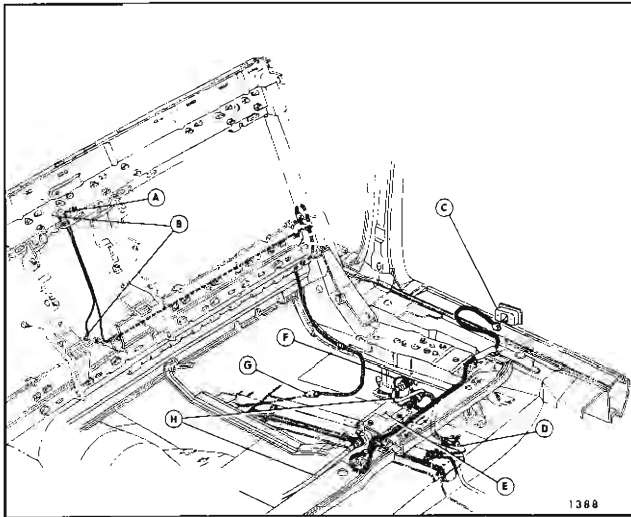


Fig. 1H3—Two-Way Electric Seat Wiring

- A. Front Seat Back Switch Feed - White
- B. Front Seat Back Switch Ground - Black
- C. Control Switch
- D. Harness Feed Connector
- E. Motor
- F. Ground Wire
- G. Front Seat Back Courtesy Lamp Feed Connector (Cadillac Only)
- H. Horizontal Control Cable

3. Under front of seat, disconnect seat harness feed connector and detach seat harness from clip on floor pan. On 35-36-38-68000 series, disconnect seat back vanity light, courtesy lamp or cigar lighter feed wire connector(s), where present (Fig. 1H3).

4. With aid of a helper, remove seat assembly with attached adjusters from body.

5. To install, reverse removal procedure. Where seat adjuster floor pan spacers were present on 68000 series make sure spacers are reinstalled.

NOTE: If it is desired to lower the seat on 68000 series incorporating adjuster floor pan spacers, remove spacers.

Align slots in seat adjuster pedestals with holes in floor pan, as shown in Figure 1H1. Make sure ground wire is securely attached under left rear seat adjuster-to-floor pan attaching bolt.

IMPORTANT: When installing seat assembly in body, seat adjusters should be parallel and "in phase" with each other. In the event the adjusters are "out of phase" (that is one adjuster reaches its full forward or rearward travel before the other adjuster), proceed as follows:

Operate seat control switch until one adjuster reaches full forward position. Detach horizontal drive cable from seat motor on side 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.

FRONT SEAT ADJUSTERS (TWO-WAY ELECTRIC FULL-WIDTH)

Removal and Installation

1. Remove front seat assembly with attached adjusters and place upside down on a clean protected surface.

2. Detach power drive cable from gearnut of adjuster to be removed (Fig. 1H4).

3. Remove seat adjuster-to-seat bottom frame front and rear attaching bolts; then, remove adjuster from seat assembly (Fig. 1H4).

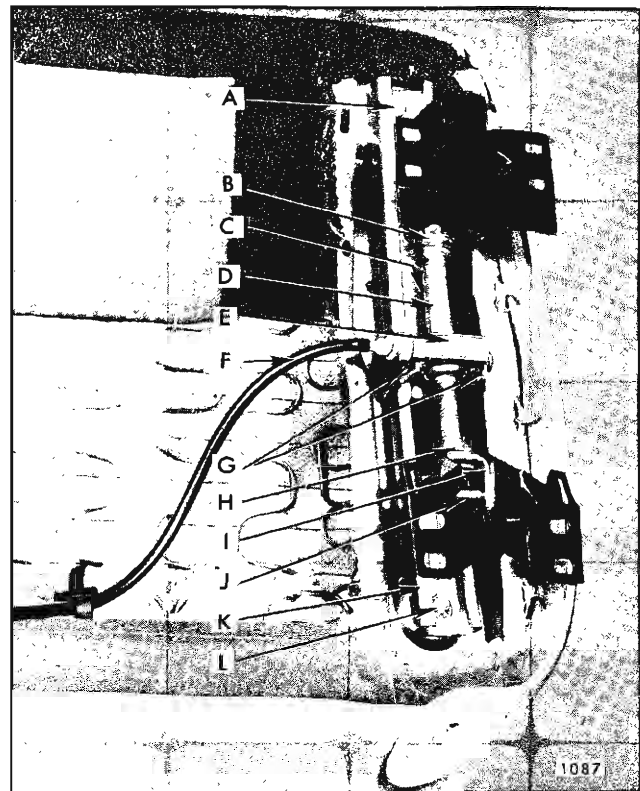


Fig. 1H4—Horizontal Power Adjuster

- | | |
|----------------------------|----------------------------|
| A. Adjuster Attaching Bolt | G. Shoulder Bolts |
| B. Rear Stop | H. Front Stop |
| C. Adjuster Lower Channel | I. Stop Bracket |
| D. Jackscrew | J. Cross Pin |
| E. Gearnut | K. Adjuster Upper Channel |
| F. Drive Cable | L. Adjuster Attaching Bolt |

4. To install, reverse removal procedure. Prior to installing seat assembly in body, be sure adjusters are "in phase". See step 4 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER JACKSCREW ASSEMBLY (TWO-WAY ELECTRIC FULL-WIDTH)

Removal and Installation

1. Remove front seat assembly with attached adjusters and place upside down on a clean, protected surface.

2. Detach power drive cable from gearnut and jackscrew assembly to be removed.

3. Using a suitable tool (preferably a "clutch" type screwdriver) remove two shoulder bolts securing gearnut to upper slide portion of seat adjuster assembly (Fig. 1H4).

4. Remove retainer that secures stop bracket crosspin to adjuster front pedestal and remove crosspin (Fig. 1H4).

5. Remove jackscrew assembly from seat adjuster.

6. To install, reverse removal procedure.

NOTE: When replacing jackscrew assembly with new part, remove nut, washers, rubber bumper and stop bracket with inserted rubber grommet from front end of jackscrew, as well as gearnut and washers, rubber bumper and cotter pin from rear end of jackscrew and transfer to new jackscrew assembly.

FRONT SEAT ADJUSTER GEARNUIT ASSEMBLY (TWO-WAY ELECTRIC FULL-WIDTH)

Removal and Installation

1. Remove front seat assembly with attached adjusters and place upside down on a clean, protected surface.

2. Detach power drive cable from gearnut to be removed.

3. Using a "clutch" type screwdriver or other suitable tool, remove two shoulder bolts securing gearnut to upper slide portion of seat adjuster (Fig. 1H4).

4. Rotate jackscrew assembly upward sufficiently to gain access to cotter pin at rear of jackscrew assembly.

5. Remove cotter pin, washer and rubber bumper from rear end of jackscrew; then, remove gearnut from jackscrew.

6. To install, reverse removal procedure. Prior to installing seat assembly in body, be sure adjusters are "in phase". See step 4 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER PLASTIC SLIDES (TWO-WAY ELECTRIC FULL WIDTH)

Removal and Installation

1. Remove front seat adjuster to be serviced from front seat assembly. (See: Front Seat Adjuster - Two-Way Electric - Removal and Installation procedures).

2. Using a suitable tool (preferably a "clutch" type screwdriver), remove two shoulder bolts securing gearnut to upper channel of seat adjuster assembly (Fig. 1H4).

3. Slide lower track and support base portion of seat adjuster, with attached jackscrew and gearnut, forward until it disengages from upper channel assembly. The four plastic slides may now be disengaged from positioning slots on lower track.

4. To install, reverse removal procedure making sure that groove in plastic slide slips onto lower track with thinner section of slide protruding above surface of track.

FRONT SEAT ADJUSTER ACTUATOR MOTOR (TWO-WAY ELECTRIC FULL-WIDTH)

Removal and Installation

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

2. Disconnect both power drive cables from actuator motor.

3. Remove screws that secure actuator motor support bracket to weld nuts at front of seat bottom frame and remove actuator motor with attached support bracket from seat assembly.

4. Disconnect feed wire harness from actuator motor (Fig. 1H3).

5. Remove screws securing motor to motor support bracket.

6. To install, reverse removal procedure. Check seat operation to extreme limit of fore and aft travel.

(FULL-WIDTH ELECTRIC 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. 1H6). 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
(FULL-WIDTH ELECTRIC FOUR-WAY TILT)**
Removal and Installation

1. Operate seat to fully raised and midway position.
 2. 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. (See Fig. 1H10).
 3. Remove rear then front adjuster-to-floor pan attaching bolts.
 4. Under front of seat, disconnect seat harness feed connector and detach seat harness from clip on floor pan (Fig. 1H5).
- On 30000 series detach cigar lighter, courtesy light or vanity compartment light wire harness, where present, from feed wire.
5. With aid of a helper, carefully remove seat assembly with attached adjusters, motor and transmission from body.

6. To install seat assembly, reverse removal procedure. On 30000 series check that seat ad-

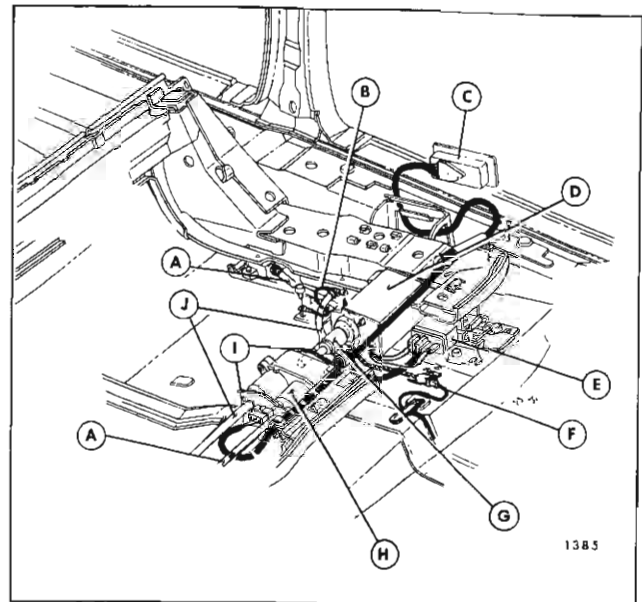


Fig. 1H5—Four-Way Full-Width Seat Electric Wiring

- A. Vertical Control Cable (Yellow)
- B. Ground Wire
- C. Control Switch
- D. Motor
- E. Motor Control Relay
- F. Harness Feed Connector
- G. Rubber Coupler
- H. Transmission Assembly
- I. Transmission End Plate
- J. Horizontal Control Cable (Black)

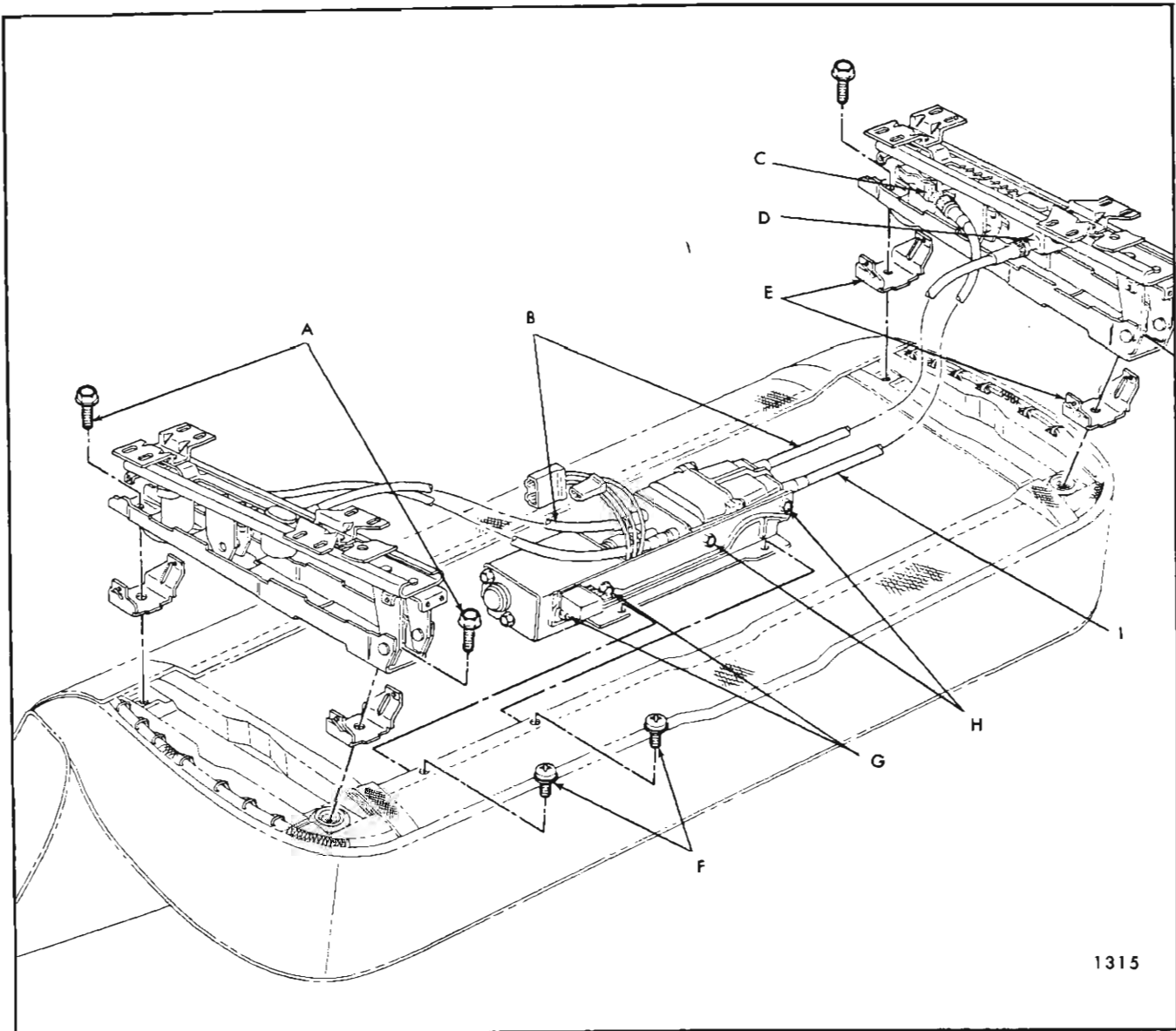
juster floor pan spacers are installed under adjuster front pedestals. (See Fig. 1H10).

NOTE: If it is desired to lower the seat on 30000 or 60000 series remove seat adjuster floor pan spacers.

Make sure ground wire is securely attached under left seat adjuster-to-floor pan rear attaching bolt (Fig. 1H5).

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 position. Detach horizontal drive cable from adjuster which has reached full forward position.



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Fig. 1H6—Front Seat Assembly - Four Way Tilt

- A. Adjuster-to-Seat Attaching Bolts
- B. Horizontal Cables - Black
- C. Vertical Gearnut
- D. Horizontal Actuator
- E. Track Cover Supports

- F. Motor and Transmission Support Attaching Screws
- G. Motor Attaching Screws
- H. Transmission Attaching Screws
- I. Rear Vertical Cables - Blue

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 (FULL-WIDTH ELECTRIC 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 (Fig. 1H6).

3. Detach horizontal and vertical 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. 1H6).

5. To install seat adjuster assembly, reverse removal procedure. Make sure adjuster track cover supports are installed between adjuster and seat frame. Black drive cable attaches to horizontal actuator (Fig. 1H6).

NOTE: Check operation of seat adjusters and make sure adjusters are "in phase". See step #6 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER VERTICAL GEARNUT (FULL-WIDTH ELECTRIC FOUR-WAY TILT)

Removal and Installation

1. Operate seat to rearward position; then, remove front seat assembly and seat adjuster.

2. Remove vertical gearnut attaching nut at adjuster upper track (Fig. 1H7).

Lift rear of channel upward and remove gearnut tension spring and washer (Fig. 1H8).

3. Lay adjuster on its side and remove screws securing vertical gearnut to adjuster lower track; then, remove gearnut from adjuster (Fig. 1H7).

4. To install, reverse removal procedure.

NOTE: Check operation of seat adjusters and make sure adjusters are "in phase". See step 6 under "Front Seat Assembly - Removal and Installation".

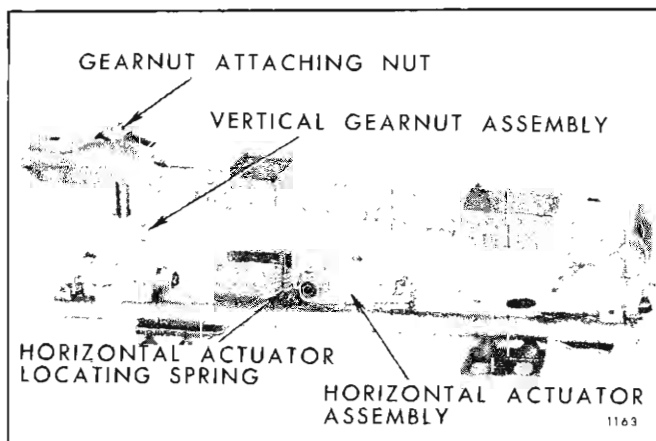


Fig. 1H7—Seat Adjuster - Four Way Tilt

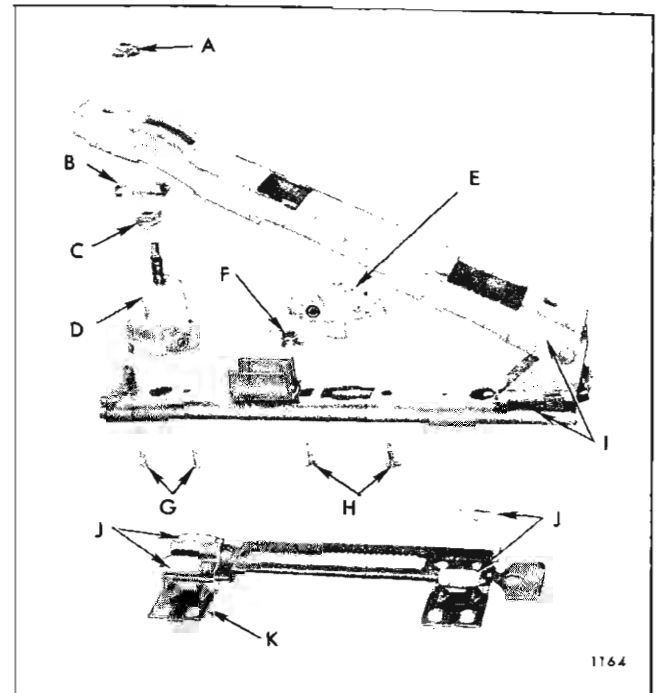


Fig. 1H8—Seat Adjuster - Four Way Tilt

- A. Gearnut to Upper Attaching Nut
- B. Gearnut Tension Spring
- C. Gearnut Washer
- D. Vertical Gearnut Assembly
- E. Horizontal Actuator Assembly
- F. Locating Spring
- G. Vertical Gearnut Screws
- H. Horizontal Actuator Screws
- I. Upper Channel Assembly
- J. Plastic Shoes
- K. Lower Channel

FRONT SEAT ADJUSTER HORIZONTAL ACTUATOR ASSEMBLY (FULL-WIDTH ELECTRIC FOUR-WAY TILT)

Removal and Installation

1. Remove front seat assembly and place upside down on a clean protected surface.

2. Disconnect drive cable from horizontal actuator (Fig. 1H6).

3. Remove screws securing horizontal actuator assembly to adjuster lower track; then, remove actuator from adjuster assembly (Fig. 1H8).

NOTE: It may be necessary to manually actuate the horizontal actuator to gain access to attaching screws.

4. To install, reverse removal procedure. Make sure horizontal actuator locating spring is properly positioned (Fig. 1H7 and 1H8).

NOTE: Check operation of seat adjusters and make sure adjusters are "in phase". See step 6 under "Front Seat Assembly - Removal and Installation".

FRONT SEAT ADJUSTER ELECTRIC MOTOR (FULL-WIDTH ELECTRIC FOUR-WAY TILT)

Removal and Installation

1. Remove front seat assembly, and place upside down on a clean protected surface.
2. Disconnect wire harness from motor relay assembly (Fig. 1H5).
3. Remove screws securing motor and transmission support to seat bottom frame (Fig. 1H6).
4. Remove motor-to-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. Check that seat harness is properly secured to seat (Fig. 1H5).

FRONT SEAT ADJUSTER HORIZONTAL AND VERTICAL CABLES (FULL-WIDTH ELECTRIC FOUR-WAY TILT)

Removal and Installation

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

2. Detach both horizontal and vertical cables from seat adjuster (Fig. 1H6).

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. 1H5).

4. Disengage cable to be replaced from end plate.

5. To install cables, reverse removal procedure.

FRONT SEAT ADJUSTER TRANSMISSION (FULL-WIDTH ELECTRIC FOUR-WAY TILT)

Removal and Installation

1. Remove front seat assembly, from body and place upside down on a clean protected surface.
2. Disconnect wire harness connector from transmission (Fig. 1H5).
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 Transmissions

1. Remove front seat adjuster transmission from seat assembly.

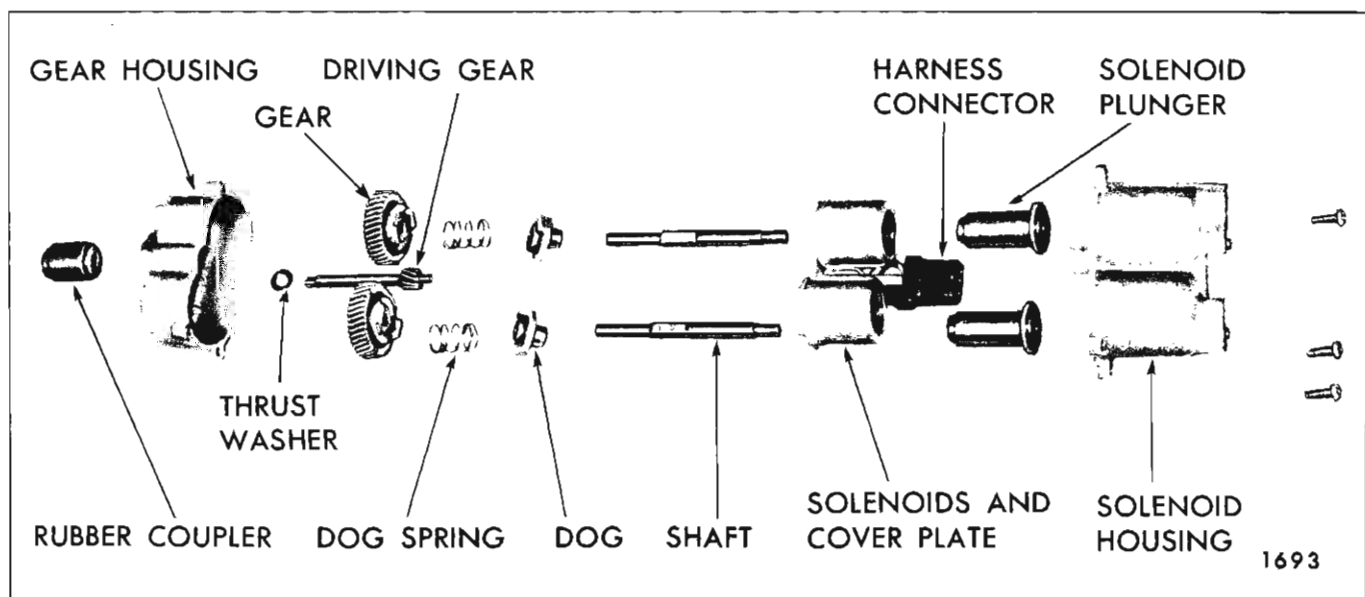


Fig. 1H9—Four-Way Seat Adjuster Transmission

2. Remove screws securing gear and solenoid housings together; then, carefully separate housings and remove component parts of transmission assembly (Fig. 1H9).

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.

(FULL-WIDTH ELECTRIC SIX-WAY TILT)

DESCRIPTION:

The electrically-operated six-way front seat as-

sembly can be moved forward, rearward, upward, downward or tilted by means of a manually-operated seat control switch.

The seat adjuster operating mechanism incorporates a transmission assembly which includes three solenoids and six drive cables leading to the seat adjusters.

The solenoid which operates the blue drive cable (See Fig. 1H12), controls the vertical movement of the rear edge of the seat. The solenoid which operates the black drive cable, controls the horizontal movement of the seat. The solenoid which operates the yellow drive cable, controls the vertical movement of the front edge of the seat.

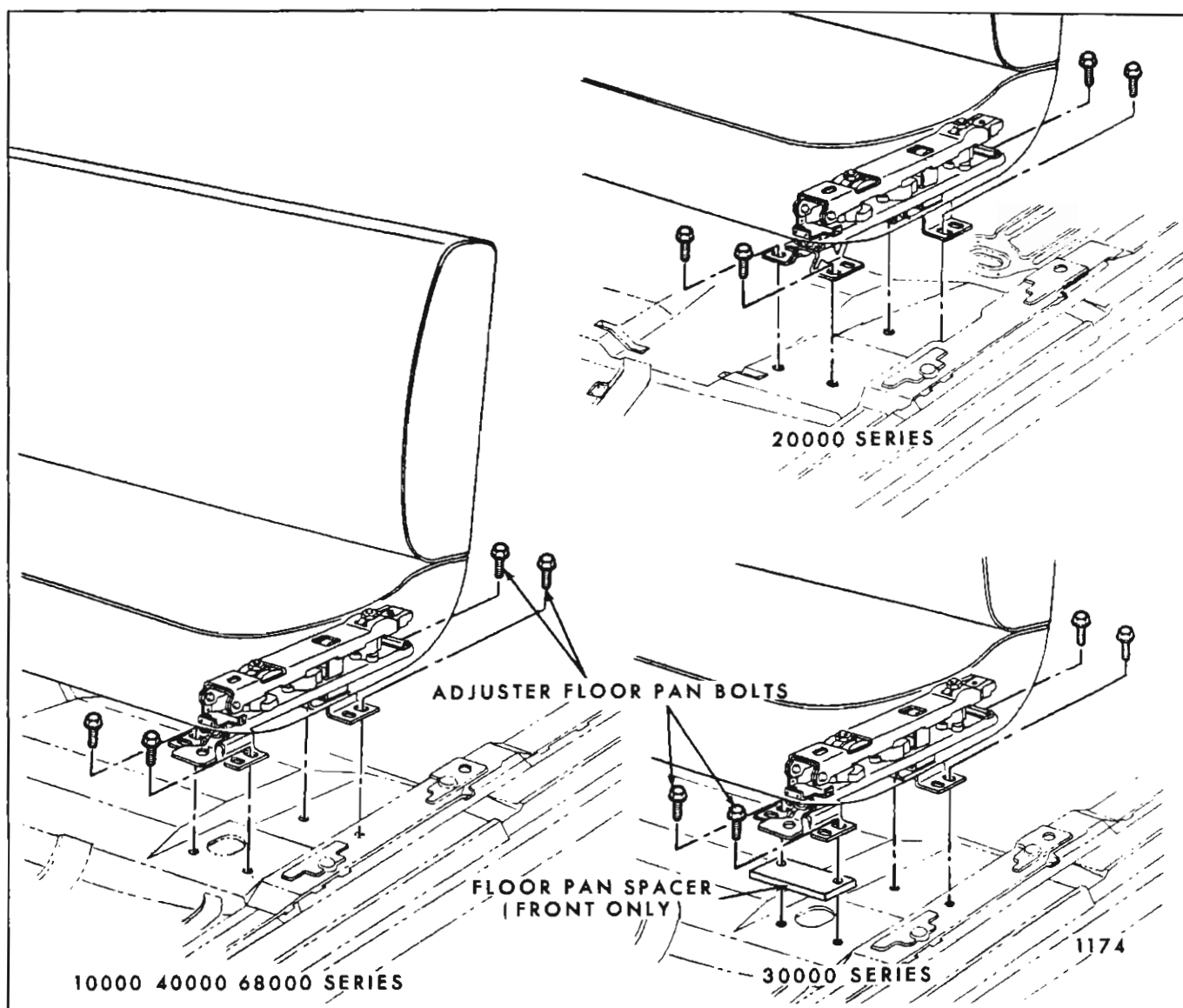


Fig. 1H10—Front Seat Adjuster Floor Pan Attachment
(Four-Way and Six-Way Seats)

When one of the control switch buttons is actuated, the motor and one of the solenoids are energized simultaneously. The solenoid plunger engages the large gears with a driving gear. The driving gear rotates the large gears which rotates the drive cables and operate both adjusters. When the switch contacts are opened, a spring returns the solenoid plunger to its original position, disengaging the large gears from the driving gear.

(FULL-WIDTH ELECTRIC SIX-WAY TILT)

Removal and Installation

1. Operate seat to fully raised and midway fore and aft position.

2. 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 (Fig. 1H10).

3. Remove rear, then front adjuster-to-floor pan attaching bolts.

4. Under front of seat, disconnect seat harness feed connector and detach seat harness from clip on floor pan (Fig. 1H11).

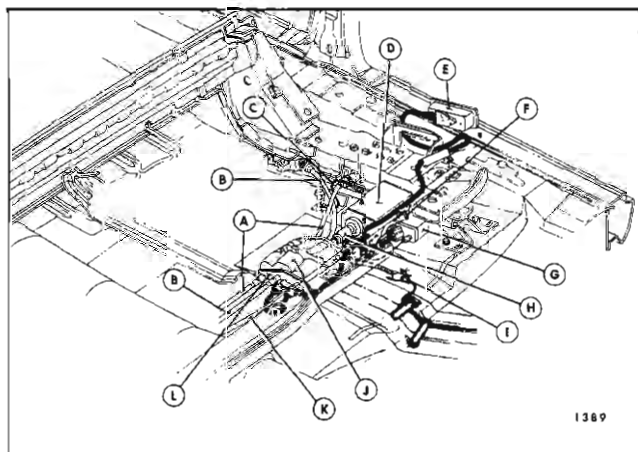


Fig. 1H11—Six-Way Full-Width Seat Electric Wiring

- A. Horizontal Control Cable (Black)
- B. Rear Vertical Control Cable (Blue)
- C. Ground Wire
- D. Motor
- E. Control Switch
- F. Front Vertical Control Cable (Yellow)
- G. Motor Control Relay
- H. Rubber Coupler
- I. Harness Feed Connector
- J. Transmission and Solenoid Assembly
- K. Front Vertical Control Cable (Yellow)
- L. Transmission End Plate

On 30000 and 60000 series detach cigar lighter, courtesy light or vanity compartment light wire harness, where present, from feed wire.

5. With aid of a helper, carefully remove seat assembly with attached adjusters, motor and transmission from body.

6. To install seat assembly, reverse removal procedure. On 30000 series check that seat adjuster floor pan spacers are installed under adjuster front pedestals (Fig. 1H10).

NOTE: If it is desired to lower the front of the seat on 30000 series remove seat adjuster floor pan spacers.

Make sure ground wire is securely attached under left seat adjuster-to-floor pan rear attaching bolt (Fig. 1H11).

IMPORTANT: When installing seat assembly in body, seat adjusters should be parallel and "in phase" with each other. In the event the adjusters are "out of phase" (that is, one adjuster reaches its maximum horizontal or vertical travel in a given direction before the other adjuster), proceed as follows:

a. Horizontal Travel - Operate seat control switch until one adjuster reaches full forward position. Detach horizontal drive cable from adjuster which has reached full forward position. Operate seat forward until other adjuster reaches full forward position; then, connect horizontal drive cable and check horizontal travel of seat.

b. Front or Rear Vertical Travel - Operate seat control switch until one adjuster has reached the fully raised position at both front and rear vertical travel limits. Disconnect both front and rear vertical drive cables from adjuster which has reached the fully raised position. Operate seat control switch until other adjuster reaches the fully raised position at both front and rear vertical travel limits; then, connect previously removed front and rear vertical drive cables. Check vertical travel by operating adjusters through one or two complete cycles. The above operation may be repeated on an "as required" basis if adjusters do not appear to be "in phase" after test cycle.

FRONT SEAT ADJUSTER ASSEMBLY (FULL-WIDTH ELECTRIC SIX-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.

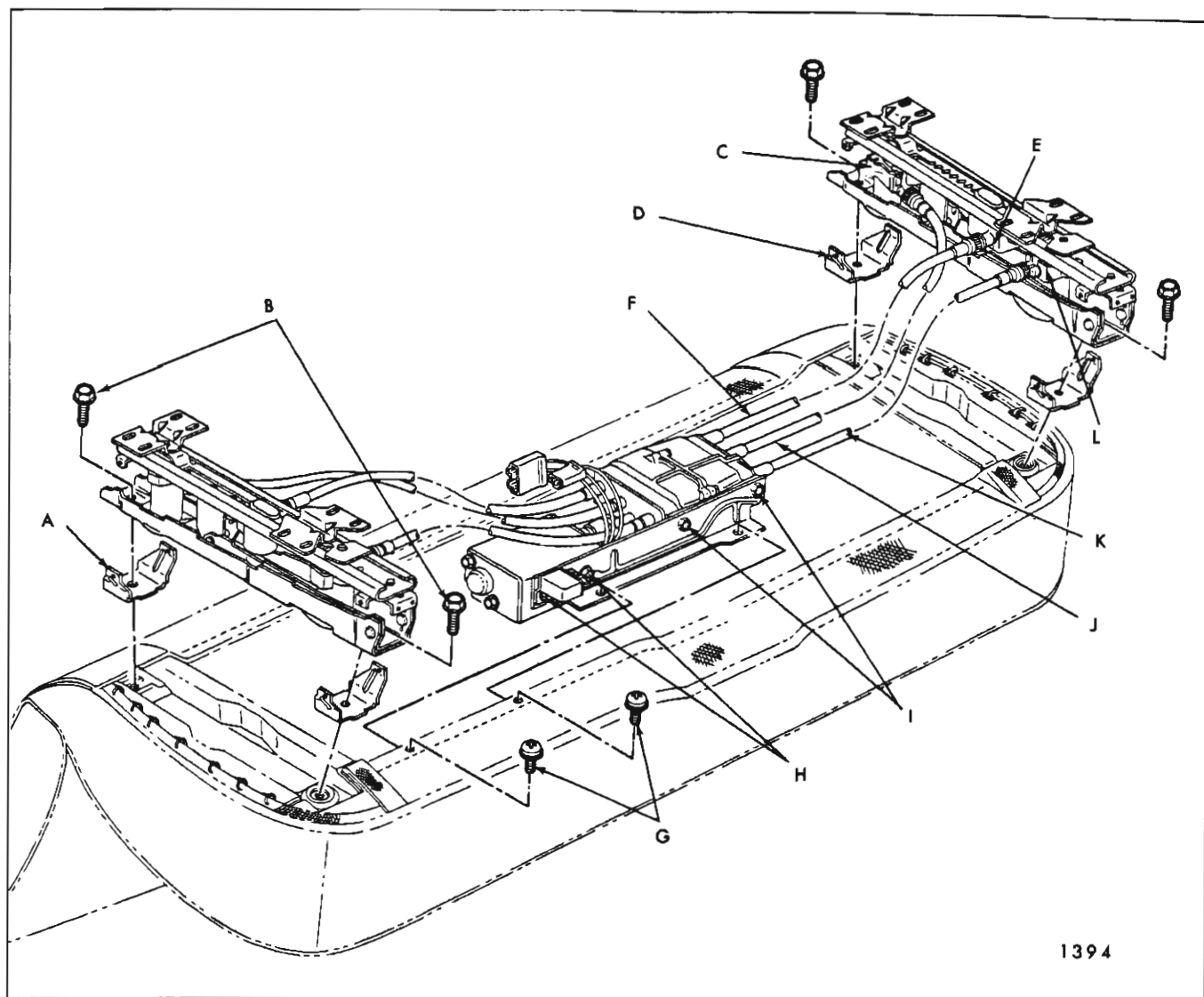


Fig. 1H12—Front Seat Assembly - Six-Way

- A. Track Cover Support
- B. Adjuster-to-Seat Attaching Screws
- C. Rear Vertical Gearnut
- D. Track Cover Support
- E. Horizontal Actuator
- F. Rear Vertical Cables - Blue

- G. Motor and Transmission Support Attaching Screws
- H. Motor Attaching Screws
- I. Transmission Attaching Screws
- J. Horizontal Cables - Black
- K. Front Vertical Cables - Yellow
- L. Front Vertical Gearnut

2. Detach three power drive cables from adjuster to be removed (Fig. 1H12).

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

4. To install seat adjuster assembly, reverse removal procedure. Make sure adjuster track cover supports are installed between adjuster and seat frame. Black cable attaches to horizontal actuator;

yellow cable to front vertical gearnut and blue cable to rear vertical gearnut (Fig. 1H12).

Check that seat adjusters are "in phase" before installing seat assembly into body. (See step 6 under "Front Seat Assembly - Removal and Installation").

Figure 1H13 identifies the components of the six-way seat adjuster. The following service procedures include replacement of all major component parts of this adjuster.

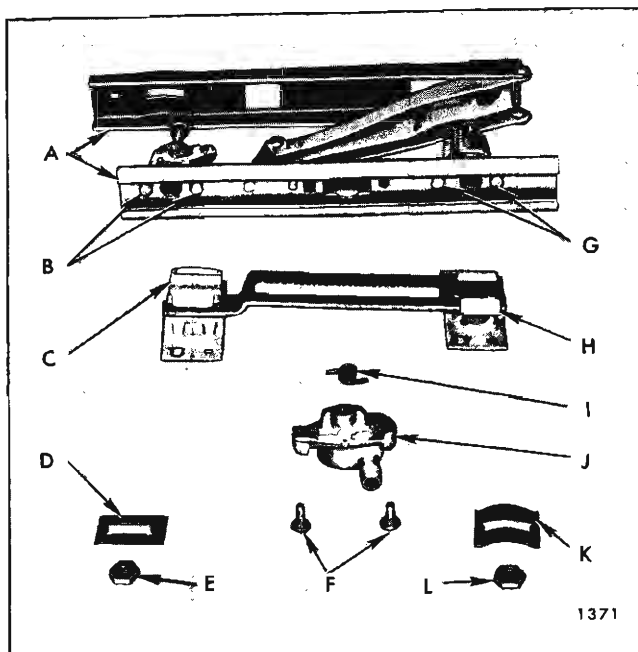


Fig. 1H13—Six-Way Seat Adjuster Components

- A. Upper Channel Assembly
- B. Rear Vertical Gearnut Attaching Screws
- C. Lower Channel
- D. Rear Spring
- E. Rear Gearnut Attaching Nut
- F. Actuator Attaching Screws
- G. Front Vertical Gearnut Attaching Screws
- H. Plastic Shoe
- I. Actuator Locating Spring
- J. Horizontal Actuator
- K. Front Spring
- L. Front Gearnut Attaching Screw

FRONT SEAT ADJUSTER HORIZONTAL ACTUATOR (FULL-WIDTH ELECTRIC SIX-WAY TILT)

Removal and Installation

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

NOTE: Horizontal Actuator is easily accessible with seat in mid-way or approximate center position.

2. Detach three power drive cables from adjuster to be removed.

3. Remove screws securing seat adjuster to seat bottom frame and remove adjuster from seat assembly.

4. At top of adjuster, remove front and rear vertical gearnut attaching nuts (Fig. 1H14).

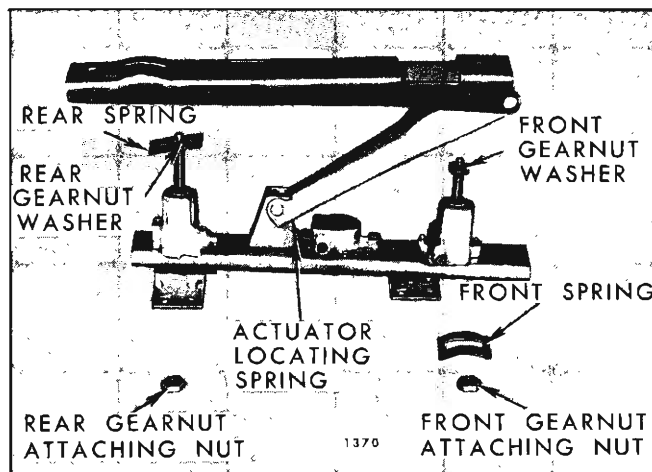


Fig. 1H14—Six-Way Adjuster Gearnuts

5. Remove front vertical gearnut spring (Fig. 1H14).

6. Lift upward on adjuster upper track; then remove rear vertical gearnut spring (Fig. 1H14).

7. Lay adjuster on its side; then remove screws securing horizontal actuator to adjuster upper channel assembly and remove actuator from adjuster.

IMPORTANT: Horizontal actuator is under tension from spring shown in Figure 1H14. When installing actuator, be sure actuator locating spring is properly engaged with actuator assembly.

8. To install, reverse removal procedure. When installing horizontal actuator, be sure actuator drive gear is full engaged with teeth on lower channel. With tension spring properly installed and actuator attaching screws tight, there should be no free motion between upper and lower adjuster channels. Re-adjust actuator "as required" until all free motion between channels has been removed. Be sure seat adjusters are "in phase", before installing seat assembly into body. (See step 6 under "Front Seat Assembly - Removal and Installation").

FRONT SEAT ADJUSTER LOWER CHANNEL (FULL-WIDTH ELECTRIC SIX-WAY TILT)

Removal and Installation

1. Remove horizontal actuator as previously described.

2. Slide seat adjuster lower channel from upper channel until lower channel is completely disengaged from upper channel.

3. If lower channel is being replaced with a new part, transfer plastic slides to new part (Fig. 1H13).

4. Apply "lubriplate" (630AAW) or equivalent to track portion of upper channel, plastic slides and teeth on lower channel.

5. To install, reverse removal procedure. Be sure adjusters are "in phase" before installing seat assembly into body. (See step 6 under "Front Seat Assembly - Removal and Installation").

SEAT ADJUSTER FRONT VERTICAL GEARNUIT (FULL-WIDTH ELECTRIC SIX-WAY TILT)

Removal and Installation

1. Operate seat to either full forward or full rearward position.

2. Remove front seat assembly from body as previously described and place upside down on a clean protected surface.

3. Detach three power drive cables from adjuster to be removed.

4. Remove screws securing seat adjuster to seat bottom frame and remove adjuster from seat assembly.

5. At top of adjuster, remove front vertical gearnut attaching nut.

6. Remove front vertical gearnut spring (Fig. 1H14).

7. Lay adjuster on its side and remove front vertical gearnut attaching screws (Fig. 1H13); then remove gearnut from adjuster.

8. If front vertical gearnut is being replaced with a new part, transfer gearnut washer to new gearnut assembly (Fig. 1H14).

9. To install, reverse removal procedure. Be sure adjusters are "in phase" before installing seat assembly into body. (See step 6 under "Front Seat Assembly - Removal and Installation").

SEAT ADJUSTER REAR VERTICAL GEARNUIT (FULL-WIDTH ELECTRIC SIX-WAY TILT)

Removal and Installation

1. Operate seat to full forward position.

2. Remove front seat assembly from body as previously described and place upside down on a clean protected surface.

3. Detach three power drive cables from adjuster to be removed.

4. Remove screws securing seat adjuster to seat bottom frame and remove adjuster from seat assembly.

5. At top of adjuster, remove rear vertical gearnut attaching nut (Fig. 1H14).

6. Lift rear of channel upward and remove rear vertical gearnut spring (Fig. 1H14).

7. Lay adjuster on its side and remove rear vertical gearnut attaching screws; then remove gearnut from adjuster (Fig. 1H13).

8. If rear vertical gearnut is being replaced with a new part, transfer gearnut washer to new gearnut assembly (Fig. 1H14).

9. To install, reverse removal procedure. Be sure rear gearnut spring is properly engaged under adjuster upper channel before tightening rear gearnut upper attaching nut. In addition, be sure adjusters are "in phase" prior to installing seat assembly into body. (See step 6 under "Front Seat Assembly - Removal and Installation").

FRONT SEAT ADJUSTER UPPER CHANNEL (FULL-WIDTH ELECTRIC SIX-WAY TILT)

Removal and Installation

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

2. Detach three power drive cables from adjuster to be removed.

3. Remove screws securing seat adjuster to seat bottom frame and remove adjuster from seat assembly.

4. Remove horizontal actuator from upper channel as previously described.

5. Slide lower channel until it is completely disengaged from upper channel; then transfer lower channel to new upper channel.

NOTE: Be sure sliding surfaces of upper and lower channels are properly lubricated with "Lubriplate" (630AAW) or equivalent.

6. Transfer front and rear gearnuts to new upper channel (Fig. 1H13).

7. Install horizontal actuator and actuator locating spring to new upper channel.

8. Install adjuster to seat bottom frame; then check all operations of adjusters. Be sure adjusters are "in phase" prior to installing seat assembly into body. (See step 6 under "Front Seat Assembly - Removal and Installation").

9. Install seat assembly into body. Operate seat through several complete cycles to insure proper operation.

**FRONT SEAT ADJUSTER ELECTRIC MOTOR
(FULL-WIDTH ELECTRIC SIX-WAY TILT)**

Removal and Installation

1. Remove front seat assembly.
2. Disconnect motor feed wires from motor control relay (Fig. 1H11).
3. Remove motor support-to-seat frame attaching bolts.
4. Remove motor-to-support attaching bolts; then move motor assembly outboard (away from transmission) sufficiently to disengage motor from rubber coupling.

5. To install, reverse removal procedure making sure rubber coupling is properly engaged at both motor and transmission. Check that seat harness is properly secured to seat (Fig. 1H11).

**FRONT SEAT ADJUSTER HORIZONTAL AND VERTICAL DRIVE CABLES
(FULL-WIDTH ELECTRIC SIX-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; then disengage cables from end plate.
4. To install horizontal and vertical cables, reverse removal procedure. Make sure colored drive

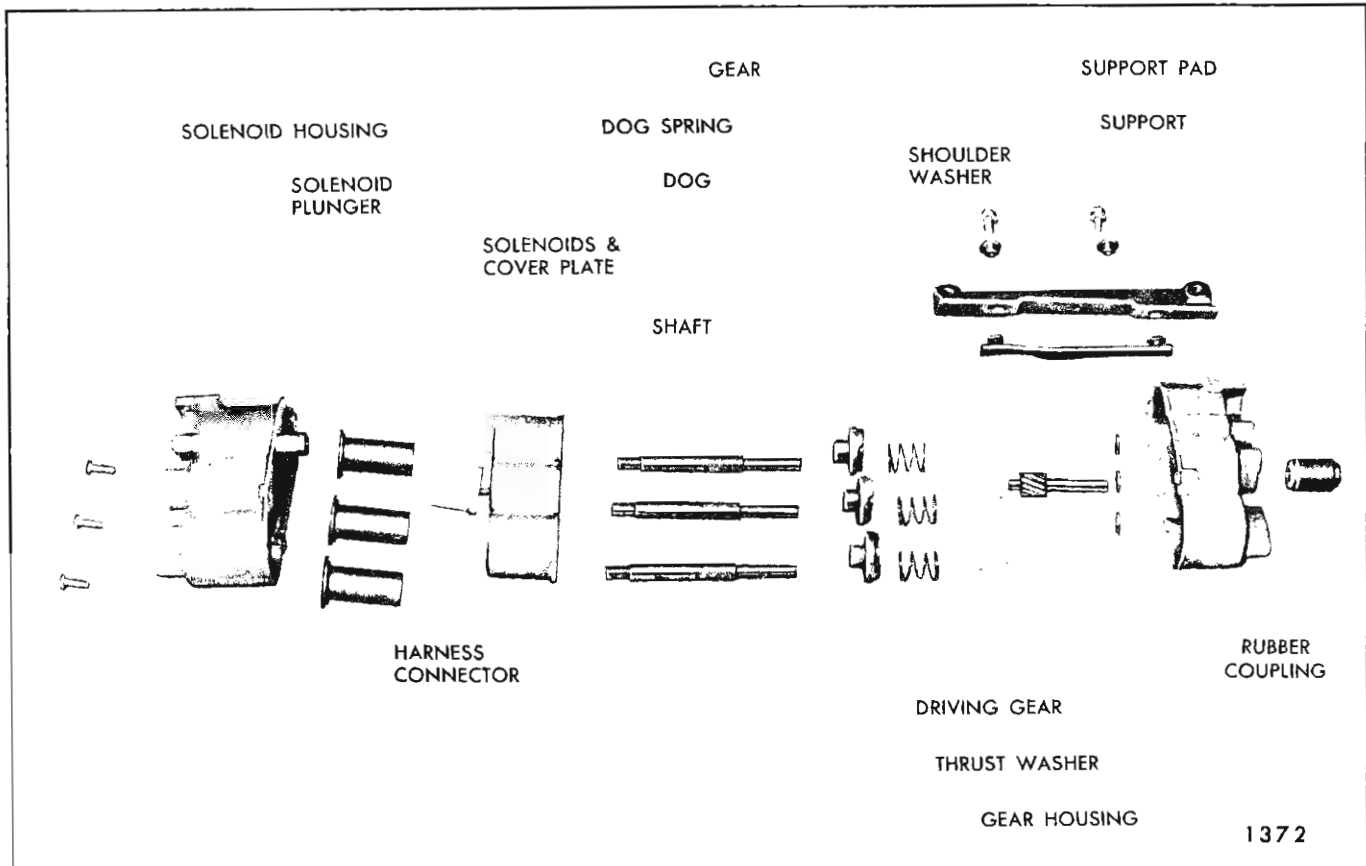


Fig. 1H15—Six-Way Seat Adjuster Transmission

cables are installed to proper gearnuts and horizontal actuator as shown in Figure 1H10.

FRONT SEAT ADJUSTER TRANSMISSION (FULL-WIDTH ELECTRIC SIX-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. (See Fig. 1H11).
3. Remove screws securing horizontal and vertical cable end plate on both sides of transmission and detach cables from transmission.
4. Remove transmission to support attaching bolts; then disengage transmission from motor drive coupling and remove transmission from seat assembly.
5. To install, reverse removal procedure. Make sure seat harness is properly secured to seat. (See Fig. 1H11).

Disassembly and Assembly:

1. Remove front seat adjuster transmission from seat assembly.
2. Remove screws securing gear housing to the solenoid housing; then, carefully separate housings and remove component parts of transmission assembly (Fig. 1H15).
3. To assemble transmission, reverse removal procedure.

IMPORTANT: Prior to or during installation, lubricate frictional surfaces of driving gear, thrust washer, large gears, dog washers, gear shafts and solenoid plungers with "Lubriplate" (630AAW) or equivalent.

BUCKET TYPE FRONT SEATS

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 (Fig. 1H16).
3. At rear of seat, remove adjuster-to-floor pan attaching nuts.
4. Operate seat assembly to rearward position.
5. At front of seat, remove adjuster-to-floor pan attaching nuts (Fig. 1H16).
6. With aid of a helper, remove seat assembly from body.
7. To install, reverse removal procedure. Check seat adjusters for proper operation.

BUCKET SEAT ASSEMBLY (TWO-WAY OR FOUR-WAY POWER OPERATED) 35-36-38-68000 SERIES

The two-way and four-way (tilt) seat adjusters

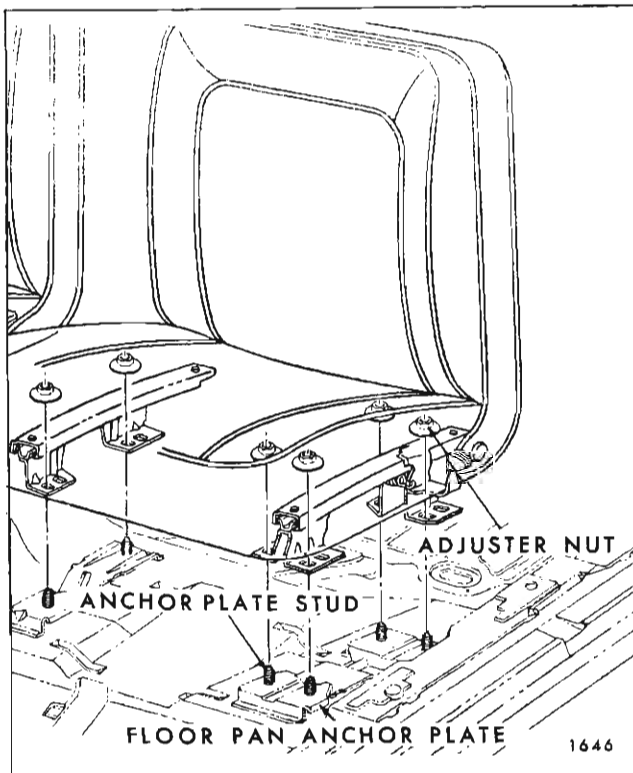


Fig. 1H16—Bucket Seat Removal

are actuated by a 12 volt, reversible shunt wound motor with a built-in circuit breaker.

The four-way seat adjuster operating mechanism incorporates a transmission assembly which includes two solenoids and two 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. The solenoid plunger then 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 coupling 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.

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 (Fig. 1H16).
3. At rear of seat, remove adjuster-to-floor pan rear attaching nuts.
4. Operate seat assembly to rearward position.
5. At front of seat, remove adjuster-to-floor pan front attaching nuts.
6. At front of seat, disconnect seat harness feed connector (Fig. IH18 for two-way power operated seat) (Fig. IH17 for four-way power operated seat).
7. With aid of helper, remove seat assembly with attached adjusters, motor and transmission from body.
8. To install, reverse removal procedure. Make sure ground wire is secured under adjuster rear attaching nut. Check seat for proper operation.

BUCKET SEAT ASSEMBLY (FOUR-WAY POWER OPERATED) 25-26-45-46-48000 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 (Fig. 1H16).

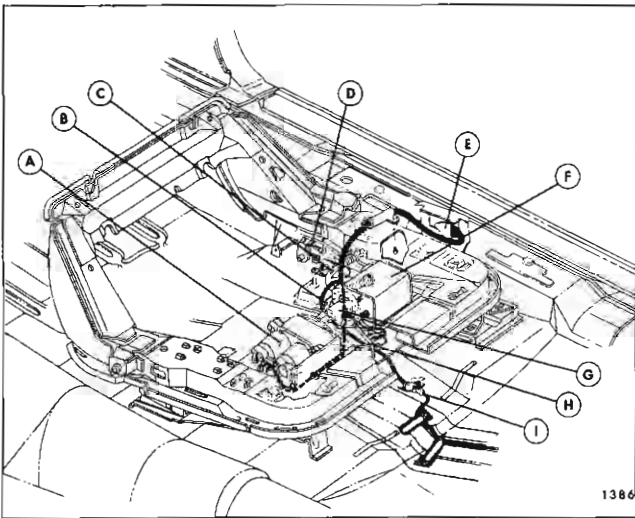


Fig. 1H17—Bucket Seat Wiring Installation Four-Way Power Adjusters

- A. Transmission Assembly
- B. Horizontal Control Cable (Black)
- C. Vertical Control Cable (Yellow)
- D. Ground Wire
- E. Control Switch Block
- F. Motor
- G. Rubber Coupler
- H. Motor Control Relay
- I. Seat Harness Feed Connector

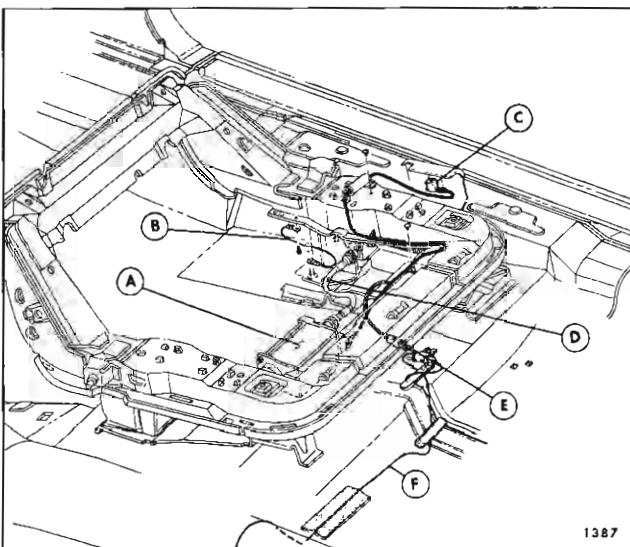


Fig. 1H18—Bucket Seat Wiring Installation - Two-Way Power Adjusters

- A. Motor
- B. Ground Wire
- C. Control Switch Block
- D. Horizontal Control Cable
- E. Harness Feed Connector
- F. Feed Wire to Passengers Two-Way Seat

3. At rear of seat, remove adjuster-to-floor pan rear attaching nuts.

4. Operate seat assembly to rearward position.

5. At front of seat, remove adjuster-to-floor pan front attaching nuts.

6. At front of seat, disconnect seat harness feed connector (Fig. 1H17).

7. With aid of a helper, remove seat assembly with attached adjusters, motor and transmission from body.

8. To install, reverse removal procedure. Make sure ground wire is secured under adjuster rear attaching nut (Fig. 1H17). Check seat for proper operation.

FRONT SEAT BACK ASSEMBLY ALL STYLES EXCEPT 68339 STYLE

Removal and Installation

1. Using a flat-bladed tool, carefully remove retainer from outer hinge pin (Fig. 1H19).

2. At inboard hinge arm, remove retainer from inner hinge pin.

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

4. To install, reverse removal procedure. Prior to installation of back assembly, make sure washer

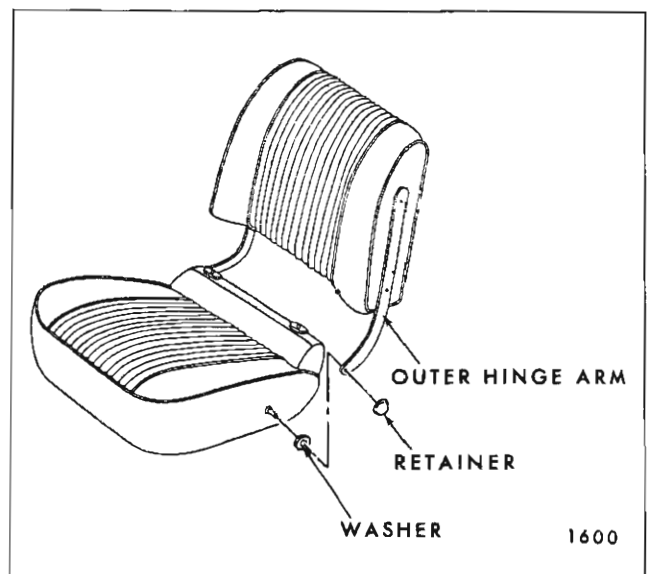


Fig. 1H19—Bucket Seat Back Removal - "A" Styles

is installed over inner and outer hinge pins (Fig. 1H19). If retainers are damaged, replace retainers using new parts.

**FRONT SEAT BACK ASSEMBLY
68339 STYLE**

Removal and Installation

1. Remove front seat assembly and place upside down on a clean protected surface.
2. On underside of seat cushion, remove hog rings securing seat back facing and loosen material sufficiently to expose seat back attaching bolts (Fig. 1H20).
3. Remove bolts securing seat back assembly to seat cushion frame assembly (Fig. 1H20).
4. Using a flat-bladed tool, carefully remove retainer (Fig. 1H20) securing inner and outer seat back arm to seat cushion pins.
5. Carefully disengage seat back arms from seat cushion pins and remove seat back assembly from seat cushion assembly.
6. To install, reverse removal procedure. Prior to installation of seat back arms on seat cushion pins make sure washers are installed over pins. If seat back arm retainers are damaged, install new retainers.

**BUCKET SEAT ADJUSTERS—MANUAL
(DRIVER OR PASSENGER SIDE)
ALL SERIES EXCEPT 68000 SERIES**

Removal and Installation

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

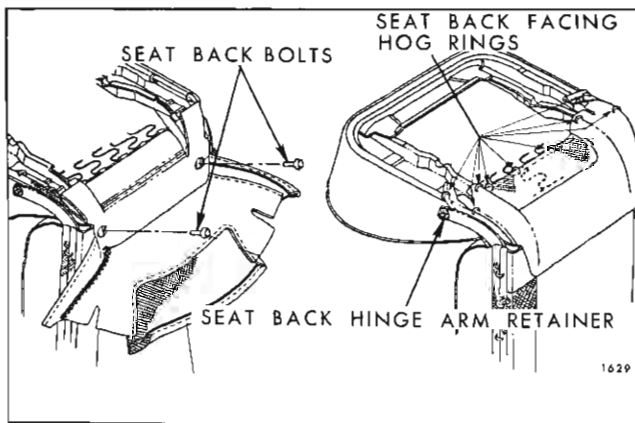


Fig. 1H20—Front Bucket Seat Back Attachment (63339 Style)

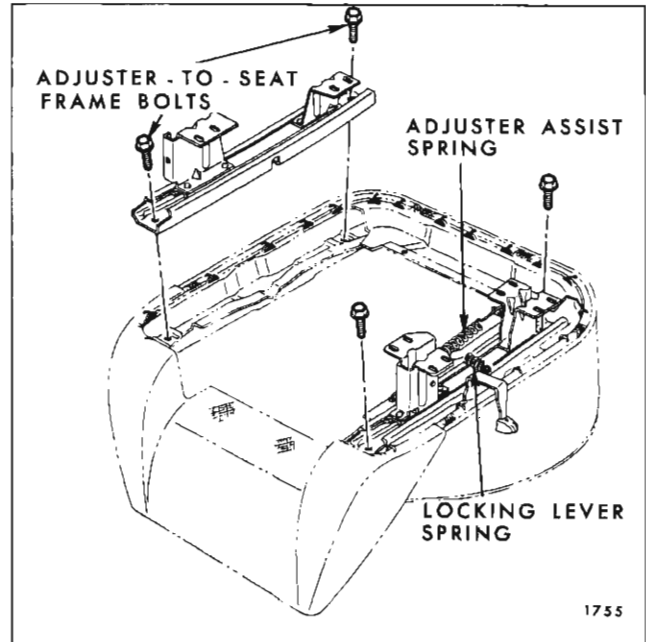


Fig. 1H21—Bucket Seat Adjuster

2. If adjuster to be replaced is equipped with an assist spring, remove spring from adjuster (Fig. 1H21).
3. Operate adjuster so that both front and rear attaching bolts are accessible (Fig. 1H21).
4. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove adjuster from seat assembly (Fig. 1H21).
5. To install, reverse removal procedure.

On 20000 and 30000 series check that 1/4" spacer is installed between adjuster and seat bottom frame at front attaching locations only.

**FRONT SEAT ADJUSTERS
(TWO-WAY POWER OPERATED)
35-36-38-68000 SERIES**

1. Remove front seat assembly as previously described and place upside down on a clean, protected surface.
2. Operate adjuster so that both front and rear attaching bolts are accessible (Fig. 1H22).
3. Disconnect power drive cable from adjuster gearnut (Fig. 1H22).
4. Remove adjuster-to-seat bottom frame front and rear attaching bolts and remove adjuster from seat assembly (Fig. 1H22).
5. To install, reverse removal procedure.

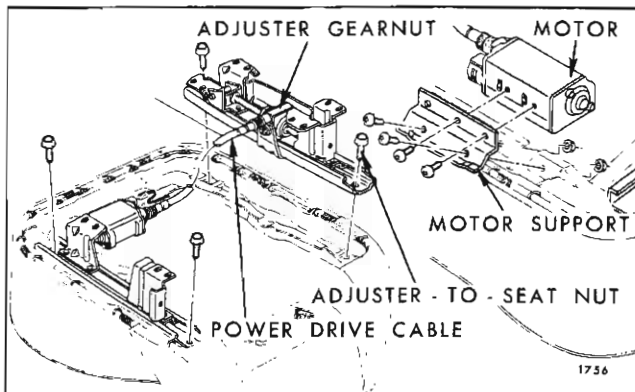


Fig. 1H22—Bucket Seat Adjuster and Motor Two-Way Power

On 30000 series check that 1/4" spacer is installed between adjuster and seat bottom frame at front attaching locations only. Make sure ground wire is secured under adjuster rear attaching nut (Fig. 1H18).

FRONT SEAT ADJUSTER ASSEMBLY-FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL SERIES EXCEPT 15-16000 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 and place upside down on a clean protected surface.
3. If power-operated outboard adjuster is being

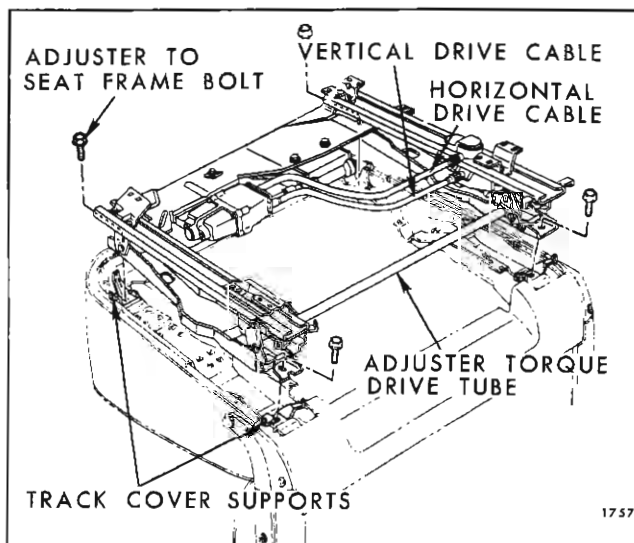


Fig. 1H23—Bucket Seat Adjuster and Motor Four-Way Tilt

removed, disconnect power drive cable from vertical gearnut and horizontal actuator (Fig. 1H23).

4. Remove adjuster-to-seat bottom frame front and rear attaching bolts (Fig. 1H23).
5. Remove nuts securing motor and transmission support to adjuster assembly. (See Fig. 1H24).
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 SERIES EXCEPT 15-16000 SERIES

Removal and Installation

1. Operate seat assembly to fully raised and midway horizontal position.
2. Remove front seat assembly from body and place upside down on a clean protected surface.
3. Using a clutch type screwdriver or other

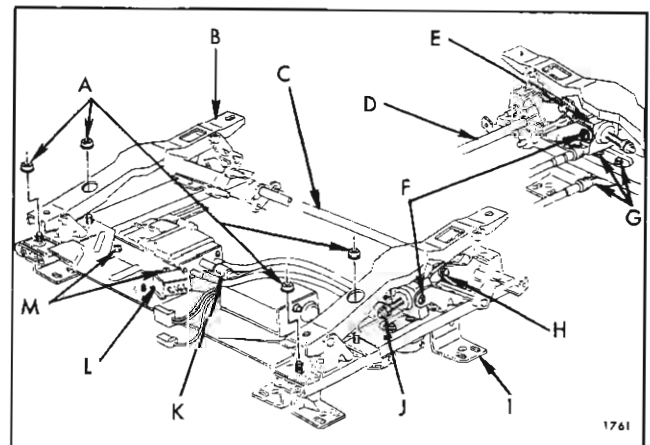


Fig. 1H24—Four-Way (Tilt) Seat Adjuster Assembly

- A. Motor and Transmission Support Nuts
- B. Inboard Adjuster
- C. Adjuster Torque Drive Tube
- D. Adjuster Torque Drive Tube
- E. Vertical Gearnut
- F. Vertical Gearnut Shoulder Screw
- G. Horizontal Actuator and Attaching Screws
- H. Jackscrew-to-Adjuster Rivet
- I. Outboard Adjuster
- J. Jackscrew Downstop
- K. Motor-to-Transmission Rubber Coupling
- L. Motor Relay
- M. Motor-to-Support Screws

suitable tool, remove shoulder screws securing linkage to vertical gearnut (Fig. 1H24).

4. Remove jackscrew "down" stop from jackscrew (Fig. 1H24).

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.

FRONT SEAT ADJUSTER JACKSCREW— FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL SERIES EXCEPT 15-16000 SERIES

Removal and Installation

1. Remove adjuster gearnut as previously described.

2. Remove seat adjuster-to-seat bottom frame front and rear attaching bolts.

3. As a bench operation, remove jackscrew-to-adjuster linkage attaching rivet and remove jackscrew from adjuster assembly (Fig. 1H24).

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 SERIES EXCEPT 15-16000 SERIES

Removal and Installation

1. Remove front seat assembly from body as previously described 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. 1H24).

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. 1H24).

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. Re-adjust 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 SERIES EXCEPT 15-16000 SERIES

Removal and Installation

1. Remove front seat assembly.

2. Disconnect wire harness from motor relay assembly (Fig. 1H24).

3. Remove motor-to-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. 1H24).

FRONT SEAT ADJUSTER HORIZONTAL AND VERTICAL CABLES FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL SERIES EXCEPT 15-16000 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 side of transmission from which cables are being removed and remove cables from seat assembly (Fig. 1H24).

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 SERIES EXCEPT 15-16000 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. 1H24).
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. 1H25).
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 SERIES EXCEPT 15-16000 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. 1H24).
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 SERIES EXCEPT 15-16000 SERIES**

Removal and Installation

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

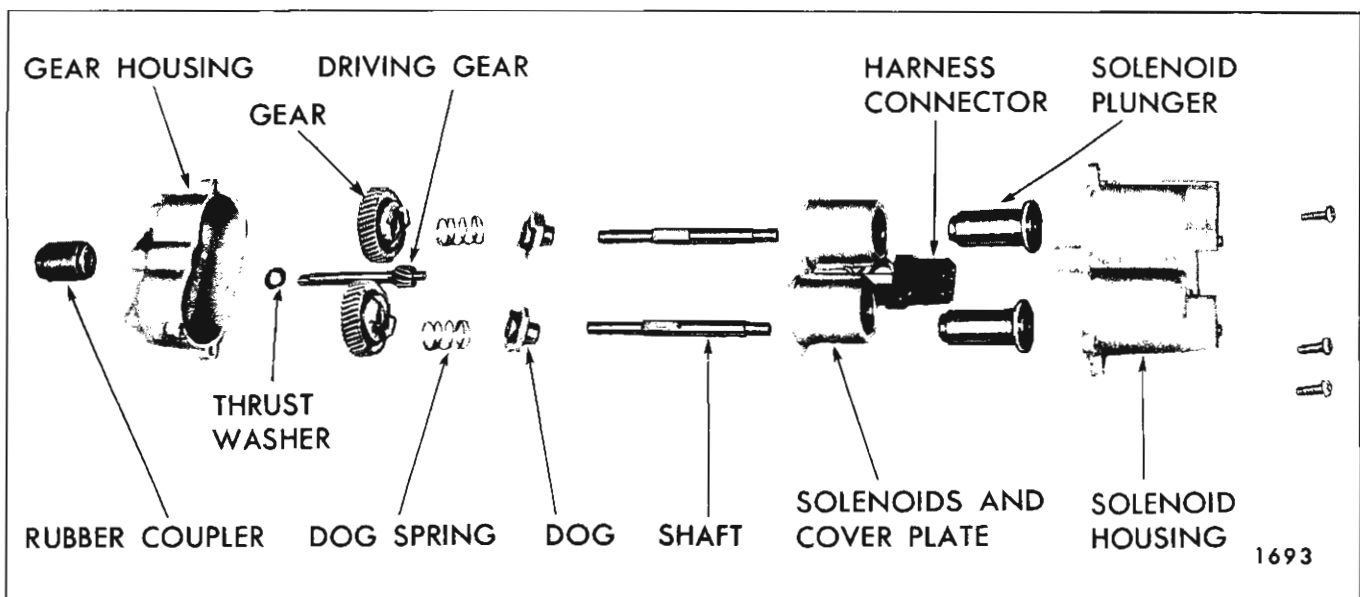


Fig. 1H25—Four-Way Seat Adjuster Transmission

2. Remove nuts securing support to both adjusters (Fig. 1H24).

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 parts.

5. To install, reverse removal procedure. Check seat adjusters for proper operation.

**MOTOR RELAY—FOUR-WAY TILT
(DRIVER'S SIDE ONLY)
ALL SERIES EXCEPT 15-16000 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.

REAR SEAT CUSHION ASSEMBLY

Removal

1. Push forward edge of cushion rearward and pull upward until wire loops on seat bottom frame disengages from floor pan stops.

2. Pull cushion forward and 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 wire retaining loops on seat bottom frame with stops on floor pan.

IMPORTANT: If wire retaining loops on seat bottom frame are not properly centered in relation to floor pan stops, proper engagement and placement of cushion will be extremely difficult.

4. Push cushion rearward; then, push forward edge of cushion downward until wire retaining loops engage into slots in floor pan stops.

FOLDING REAR SEAT AND REAR COMPARTMENT FLOOR PANELS

The following views are typical of the station wagon six and nine-passenger folding rear seat back and rear compartment floor panels. These illustrations identify the component panels of the rear compartment area and their relationship.

Figure 1H26 is typical of 15000 and 16000 six-passenger station wagons.

Figure 1H27 is typical of 15000 and 16000 nine-passenger station wagons with split second seat option.

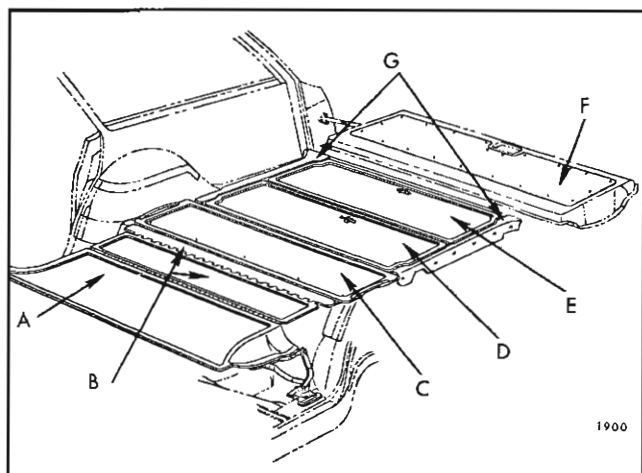


Fig. 1H26—Folding Seat and Floor Panels 15000 and 16000 "35" Styles

- A. Second Seat Back Panel
- B. Rear Floor Filler Panel
- C. Compartment Floor Panel (at Kick-Up)
- D. Luggage Compartment Front Panel
- E. Luggage Compartment Rear Panel
- F. Tail Gate Inner Cover Panel
- G. Compartment Pan Side Filler Panels

Figure 1H28 is typical of 25000 and 26000 six-passenger station wagons.

Figure 1H29 is typical of 25000 nine-passenger station wagons with split second seat option.

REAR FLOOR TO TAIL GATE FILLER PANEL ASSEMBLY 25-26000 SERIES

Removal and Installation

1. Lower tail gate assembly.

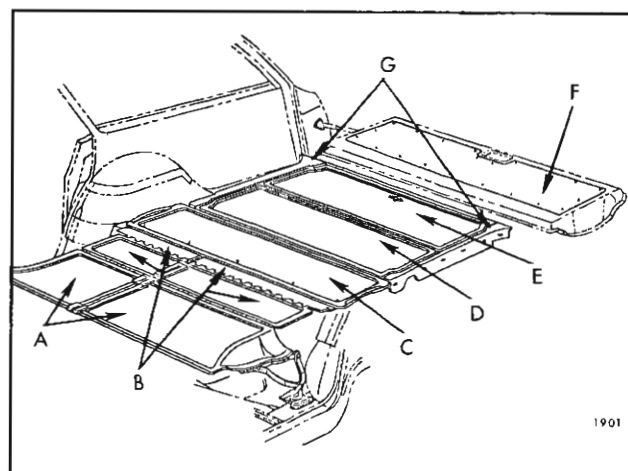


Fig. 1H27—Folding Seats and Floor Panels 15000 and 16000 "45" Styles

- A. Second Seat Back Panels (Split Option)
- B. Rear Floor Filler Panels
- C. Compartment Floor Panel (at Kick-Up)
- D. Third Seat Back Panel
- E. Third Seat Cushion Panel
- F. Tail Gate Inner Cover Panel
- G. Compartment Pan Side Filler Panels

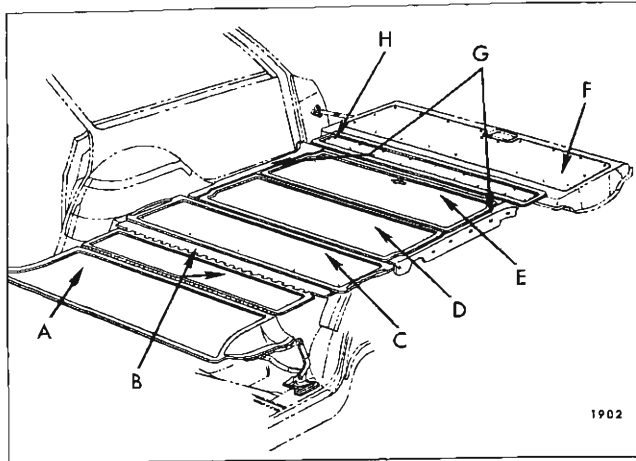


Fig. 1H28—Folding Seat and Floor Panels 25000 and 26000 "35" Styles

- A. Second Seat Back Panel
- B. Rear Floor Filler Panel
- C. Compartment Floor Panel (at Kick-Up)
- D. Luggage Compartment Front Panel
- E. Luggage Compartment Rear Panel
- F. Tail Gate Inner Cover Panel
- G. Compartment Pan Side Filler Panels
- H. Rear Floor-to-Tail Gate Panel

2. Lift up rear edge of filler panel assembly sufficiently to expose attaching screws along forward edge of panel.

3. Remove filler panel attaching screws and remove panel assembly from body opening.

4. To install, reverse removal procedure.

**COMPARTMENT PAN SIDE FILLER PANEL
(RIGHT OR LEFT SIDE)
"35" AND "45" STYLES**

Removal and Installation

1. On "35" styles, use handle and fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel (Fig. 1H30).

2. On "45" styles, raise folding 3rd seat back assembly to up position; then raise 3rd seat bottom cushion assembly to up or "sitting" position.

3. For right floor side panel, remove spare tire cover panel.

4. On left side, remove screw which secures floor side panel to panel support.

5. Along inboard and outboard side facing of right and/or left panel, remove screws which

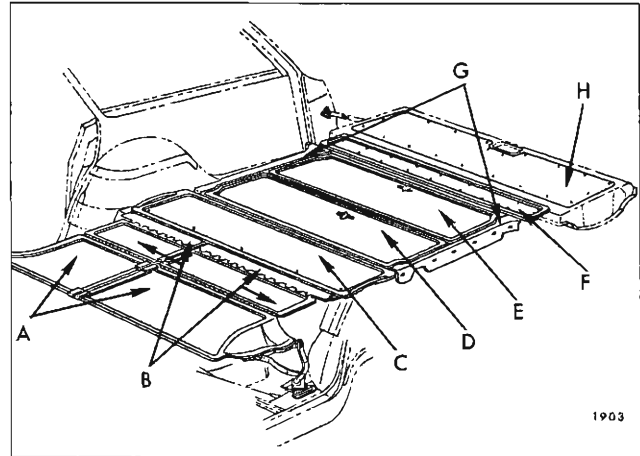


Fig. 1H29—Folding Seats and Floor Panels 25000 "45" Styles

- A. Second Seat Back Panels (Split Option)
- B. Rear Floor Filler Panels
- C. Compartment Floor Panel (at Kick-Up)
- D. Third Seat Back Panel
- E. Third Seat Cushion Panel
- F. Rear Floor-to-Tail Gate Panel
- G. Compartment Pan Side Filler Panels
- H. Tail Gate Inner Cover Panel

secure panel to panel supports (Fig. 1H30) and remove panel(s) from body.

6. To install, reverse removal procedure. If installing new filler panel, apply cloth body tape over all screw attaching holes. (See Fig. 1H30).

**LUGGAGE COMPARTMENT FRONT AND
REAR PANEL ASSEMBLIES
"35" STYLES**

Removal and Installation

1. Using handle, fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel.

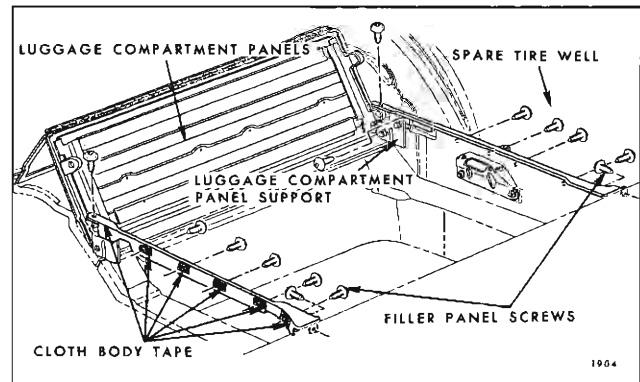


Fig. 1H30—Rear Compartment Pan Side Filler Panels

2. Fold combined front and rear luggage compartment panels to "up" or half open position. (See Fig. 1H30).

3. Remove bolt (Fig. 1H31) at both sides of front panel securing front and rear panel assemblies to supports; then remove assembly from body.

4. To install, reverse removal procedure. Make sure bushing and spring washer are properly installed (Fig. 1H31).

NOTE: When replacing front luggage compartment panel with new part, transfer rear luggage compartment panel with attached hinge to new part.

LUGGAGE COMPARTMENT REAR PANEL ASSEMBLY "35" STYLES

Removal and Installation

1. Using handle, fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel.

2. Remove screws securing hinge assembly to rear luggage compartment panel and remove panel assembly from body.

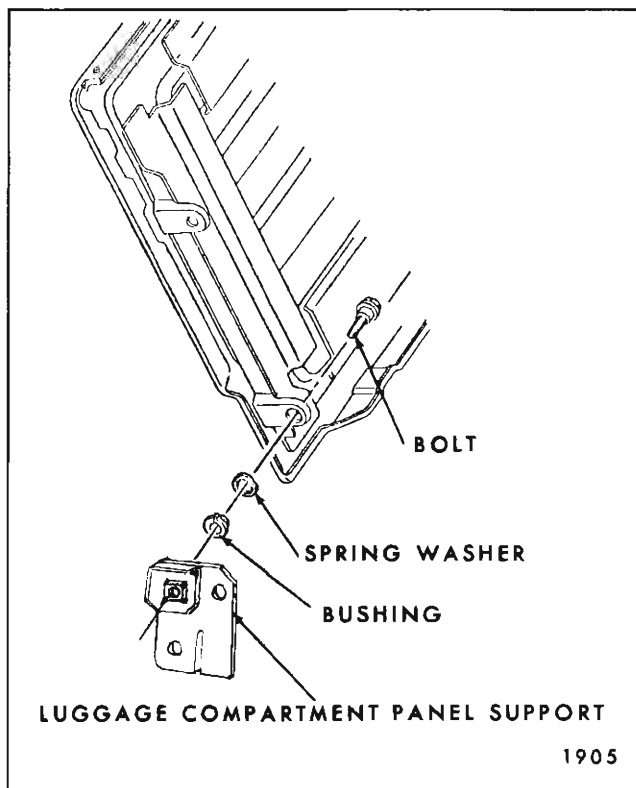


Fig. 1H31—Luggage Compartment Panel Attachment to Body

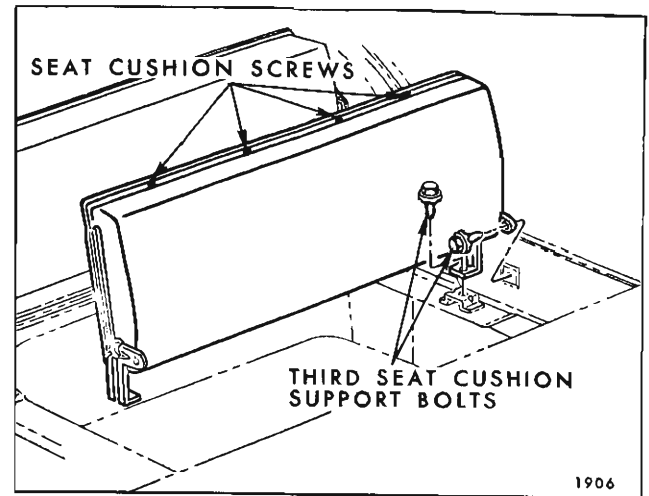


Fig. 1H32—Folding Third Seat Cushion

3. To install, reverse removal procedure.

LUGGAGE COMPARTMENT FRONT AND REAR PANEL HINGE ASSEMBLY "35" STYLES

Removal and Installation

1. Using handle, fold rear luggage compartment panel forward until it is resting entirely on front luggage compartment panel.

2. Remove screws securing hinge assembly to both front and rear panels and remove hinge from body.

3. To install, reverse removal procedure.

FOLDING THIRD SEAT CUSHION "45" STYLES

Removal and Installation

1. Lift third seat cushion to a half raised position or approximately vertical to floor pan (Fig. 1H32).

2. Remove four seat cushion screws from rearward edge of cushion (Fig. 1H32).

3. Pull rear edge of cushion away from flange of cushion panel then lift cushion upward to disengage cushion border wire from four tabs on panel. Remove cushion from body and place on a clean protected surface.

4. To install, reverse removal procedure. Make sure cushion border wire is engaged with all four panel tabs prior to installing cushion attaching screws.

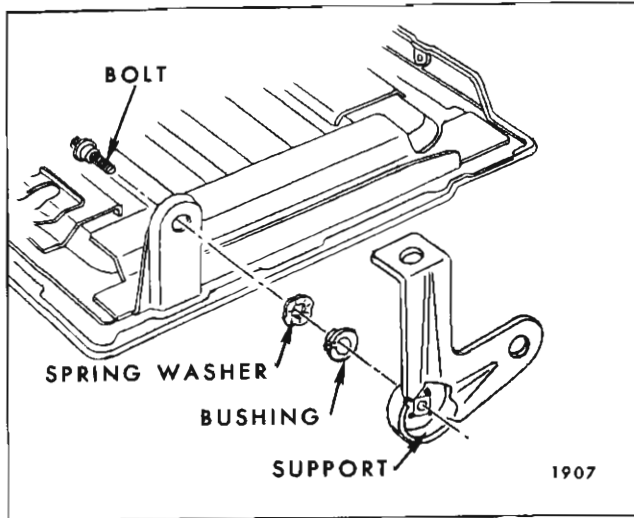


Fig. 1H33—Third Seat Cushion Panel and Support

**FOLDING THIRD SEAT CUSHION, PANEL ASSEMBLY AND SUPPORT
"45" STYLES**

Removal and Installation

1. Lift third seat cushion to a half raised position or approximately vertical to floor pan. (See Fig. 1H32).

2. Remove two bolts at each side of seat securing supports to body (Fig. 1H32); then, remove seat cushion, panel assembly and supports from body and place on a clean protected surface.

To remove support, remove cushion from panel assembly; then remove bolt securing support to cushion (Fig. 1H33).

3. To install, reverse removal procedure. If support was removed from seat cushion panel, make sure bushing and spring washer are properly installed. (See Fig. 1H33).

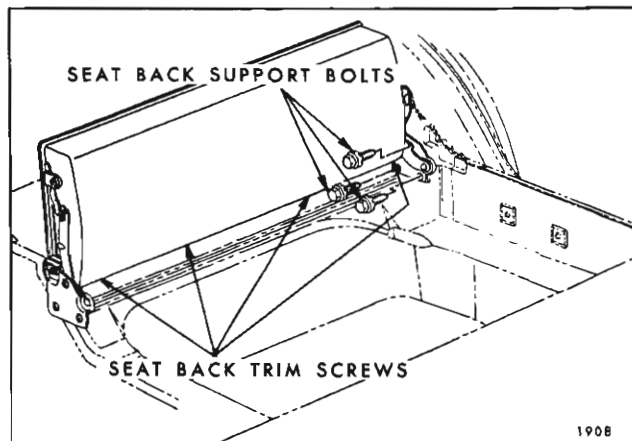


Fig. 1H34—Folding Third Seat Back

**FOLDING THIRD SEAT BACK TRIM ASSEMBLY
"45" STYLES**

Removal and Installation

1. Raise third seat back assembly - leave cushion assembly in down position.

2. Remove four screws securing lower edge of seat back trim to seat back panel. (See Fig. 1H34).

3. Pull lower edge of seat back trim slightly rearward; then, lift trim assembly upward to disengage trim border wire from four tabs on upper portion of panel. Remove trim assembly from body and place on a clean protected surface.

4. To install, reverse removal procedure. Make sure seat back trim border wire is engaged with all four panel tabs at upper portion of panel prior to installing seat back trim attaching screws.

**FOLDING THIRD SEAT BACK PANEL ASSEMBLY
"45" STYLES**

Removal and Installation

1. Remove third seat back trim assembly.

2. At both sides of third seat back panel remove seat back linkage bolt (Fig. 1H35) and bolt securing seat back panel to support (Fig. 1H35); then remove seat back panel assembly from body.

3. To install, reverse removal procedure.

**COMPARTMENT FLOOR PANEL ASSEMBLY
(AT KICK-UP)
"35" AND "45" STYLES**

Removal and Installation

1. On "45" styles, remove folding 3rd seat back assembly as previously described.

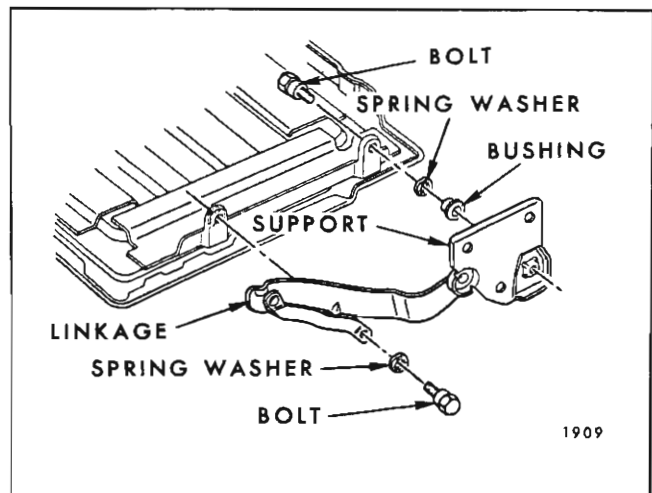


Fig. 1H35—Third Seat Back Panel and Linkage

2. On "35" styles, remove luggage compartment front and rear panel assemblies (complete) as previously described.

3. Directly under rear edge of compartment floor panel remove four screws securing panel to floor pan.

4. At front of compartment floor panel remove five screws securing panel to floor pan; then, remove compartment floor panel from body.

5. To install, reverse removal procedure.

REAR FLOOR FILLER PANEL "35" AND "45" STYLES

Removal and Installation

1. Remove compartment floor panel assembly (at kick-up) as previously described.

2. Along rear edge of filler panel, remove screws which secure panel to floor pan.

3. Fold filler panel forward sufficiently to remove screws which secure panel to folding 2nd seat back assembly and remove filler panel from body.

4. To install, reverse removal procedure.

SECOND SEAT CUSHION (FULL WIDTH OR SPLIT SEAT) "35" AND "45" STYLES

Removal and Installation

1. Lift up front edge of folding rear seat cushion

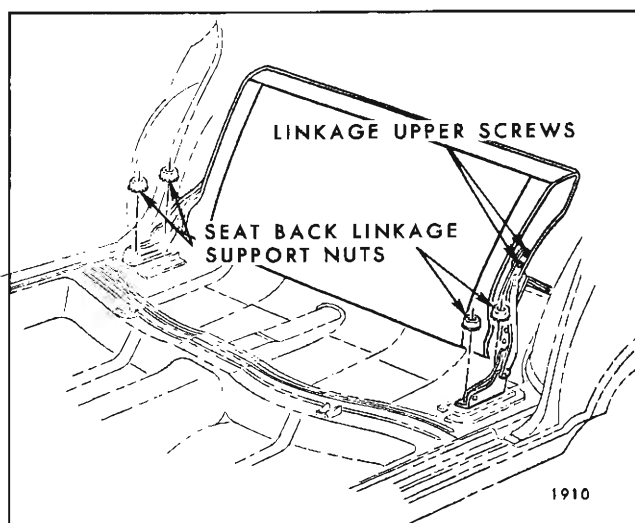


Fig. 1H36—Folding Second Seat Back Supports
(Full Width Seat)

assembly to disengage seat bottom frame from slots in rear seat support on floor pan; then, remove cushion assembly from body and place on a clean protected surface.

2. To install, reverse removal procedure. Make certain that seat cushion frame is fully engaged in supports on floor pan.

FOLDING SECOND SEAT BACK TRIM ASSEMBLY (FULL WIDTH OR SPLIT SEAT) "35" AND "45" STYLES

Removal and Installation

1. Raise folding second seat back and remove second seat cushion.

2. On underside of second seat back panel, remove screws securing seat back trim assembly to seat back panel.

NOTE: Do not remove screws securing rear floor filler panel hinge to second seat back panel.

3. Pull lower edge of seat back trim slightly forward; then lift trim assembly upward to disengage trim border wire from tabs on upper portion of panel. Remove trim assembly from body and place on a clean protected surface.

4. To install, reverse removal procedure. Make sure seat back trim border wire is engaged with panel tabs at upper portion of seat back panel prior to installing seat back trim attaching screws.

FOLDING SECOND SEAT BACK TRIM, PANEL AND LINKAGE ASSEMBLY (FULL WIDTH OR SPLIT SEAT) "35" AND "45" STYLES

Removal and Installation

1. Raise folding second seat back and remove second seat cushion.

2. On underside of folding second seat back remove screws securing rear floor filler panel hinge to seat back panel.

NOTE: Do not remove screws securing seat back trim assembly to seat back panel.

3. Mark position of folding second seat back linkage supports on floor pan. Remove nuts from both sides of seat back securing linkage supports to floor pan (See Fig. 1H36), full width seat (Fig. 1H37) for split seat.

Lift seat back assembly with attached linkage from body and place on a clean protected surface.

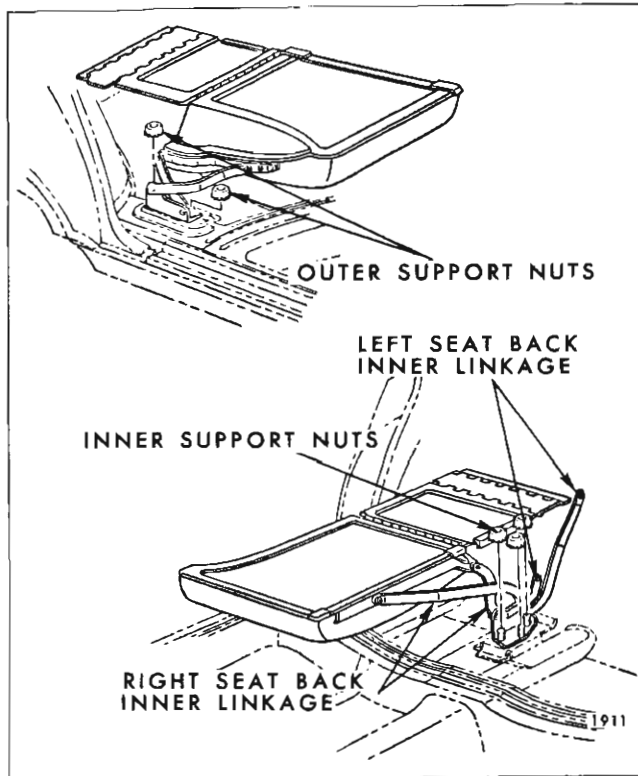


Fig. 1H37—Folding Second Seat Back Supports and Linkages (Split Seat)

4. To remove linkage from folding second seat back remove linkage-to-seat back panel attaching bolts and remove linkage - See (Fig. 1H38 for full width seat) (Fig. 1H39 for split seat).

5. To install, reverse removal procedure. If linkage was removed from split seat back, make

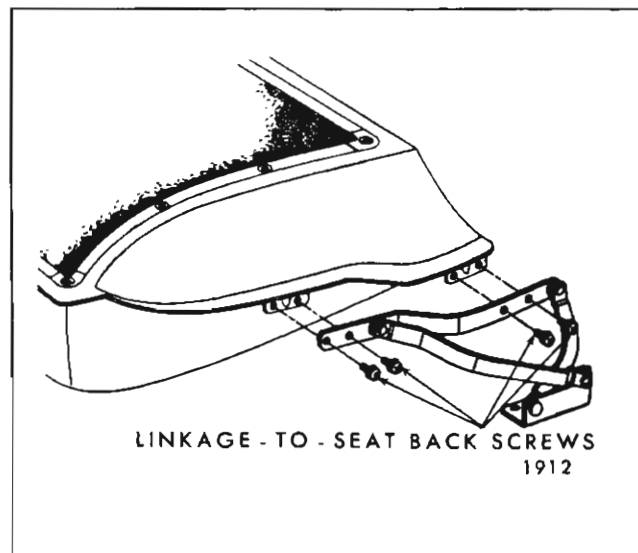


Fig. 1H38—Folding Second Seat Back Supports and Linkage (Full Width Seats)

sure bushings and spring washers are properly installed prior to installing linkage attaching bolts. (See Fig. 1H39).

FOLDING SECOND SEAT BACK LINKAGE ASSEMBLY (FULL WIDTH SEAT—RIGHT OR LEFT SIDE SPLIT SEAT—OUTER LINKAGE ONLY) "35" AND "45" STYLES

If both right and left linkage assemblies are to be removed on full width second seat remove second seat back trim, panel and linkage assembly and remove linkage from seat back panel as described under "Folding Second Seat Back Trim, Panel and Linkage Assembly - Removal and Installation".

If one linkage assembly (right or left side) is to be removed proceed as follows:

Removal and Installation

1. Remove second seat cushion.
2. Move folding second seat back forward just sufficiently to remove two lower linkage-to-seat back panel attaching screws. (See Fig. 1H38).
3. Carefully return seat back to full up position; then, place a support under seat back assembly to support seat back in this position.
4. Remove two upper linkage-to-seat back panel attaching screws. (See Fig. 1H38).
5. Remove nuts securing linkage support to floor pan (See Fig. 1H36); then carefully remove linkage assembly from seat back and floor pan.
6. To install, reverse removal procedure.

FOLDING SECOND SPLIT SEAT BACK INNER LINKAGE ASSEMBLY "35" AND "45" STYLES

Removal and Installation

1. Remove left second seat cushion and place

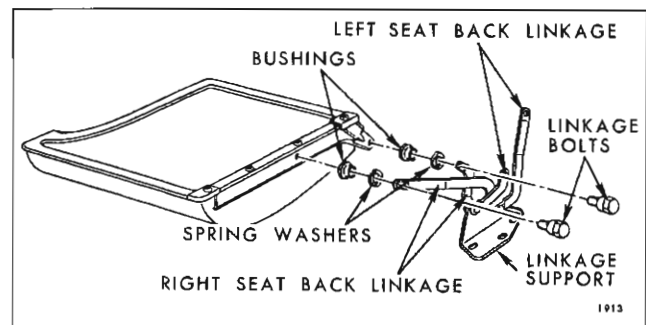


Fig. 1H39—Folding Second Seat Back Inner Linkage and Support

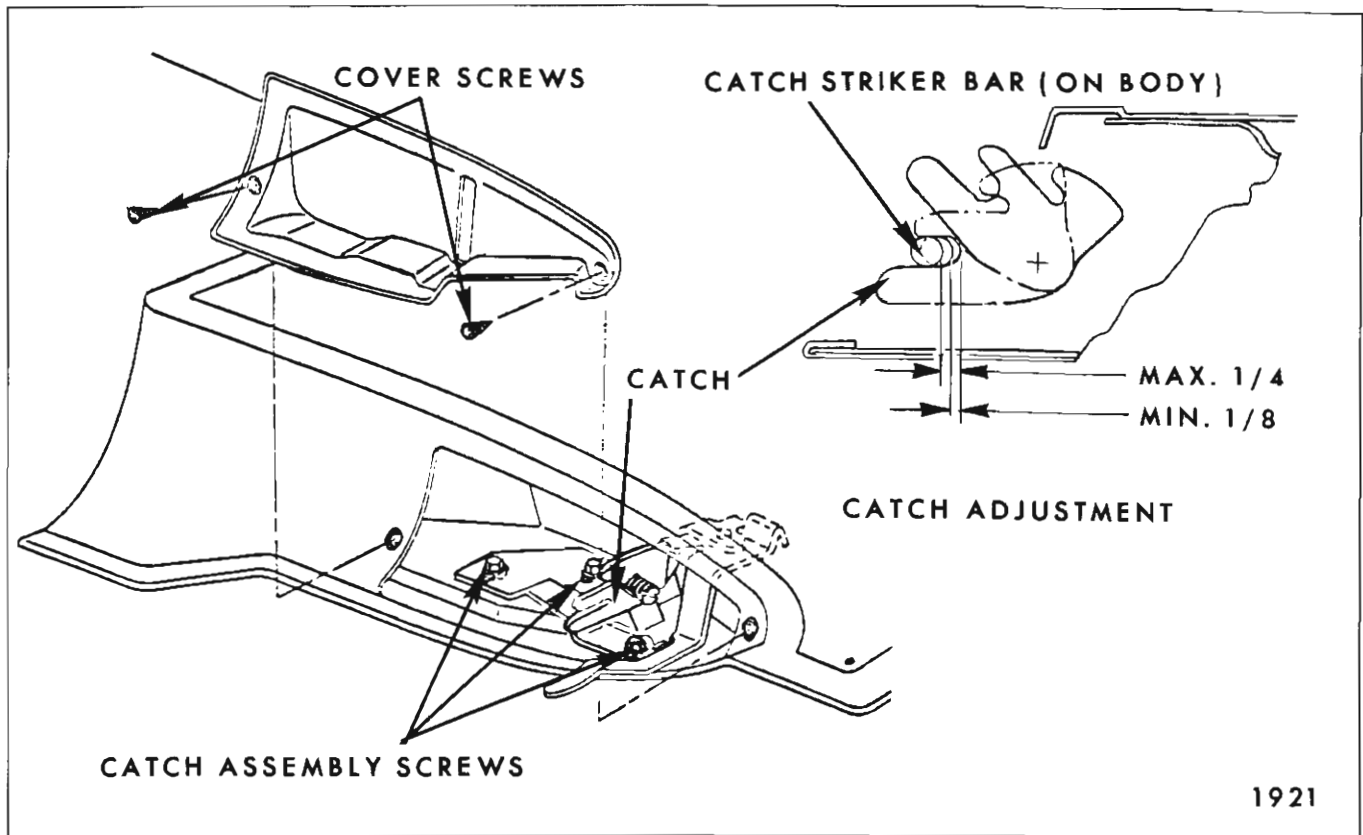


Fig. 1H40—Folding Seat Back Catch

left seat back in full up position. Place a support under right side of left seat back to support seat back in this position.

2. Place right seat back in partially down position (resting on seat cushion).

3. Remove nuts securing inner linkage assembly to floor pan (See Fig. 1H37).

4. Remove inner linkage-to-seat back bolts from both right and left seats (See Fig. 1H39); then carefully disengage inner linkage from seat backs and floor pan studs and remove linkage assembly.

5. To install, reverse removal procedure. Make sure bushings and spring washers are properly installed prior to installing linkage attaching bolts to both right and left seat back panels. (See Fig. 1H39).

FOLDING SECOND SEAT BACK CATCH ASSEMBLY 25-26000 "35" AND "45" STYLES

Removal and Installation

1. Fold second seat back forward.
2. Remove catch cover screws and remove cover (Fig. 1H40).

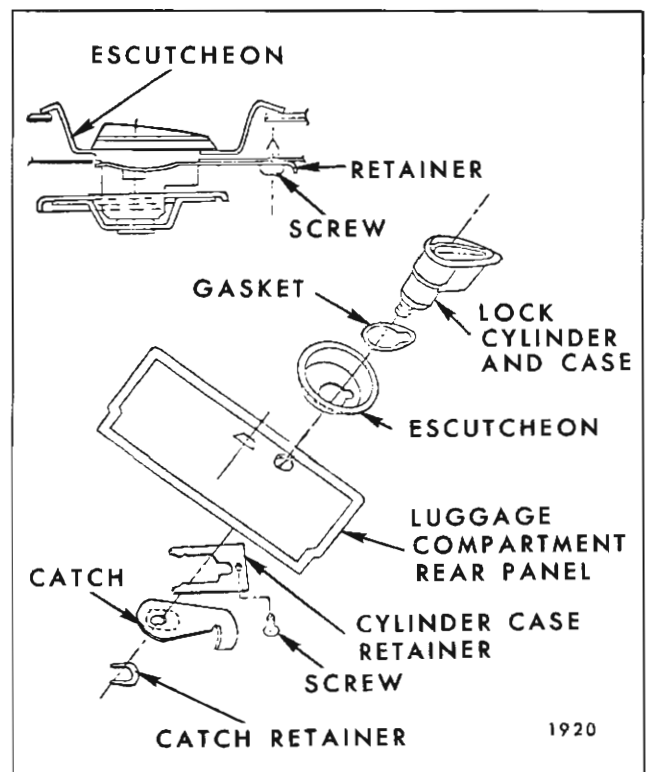


Fig. 1H41—Luggage Compartment Lock 15000 and 16000 Series

3. Remove three screws securing catch to seat back frame and remove catch assembly from seat back (Fig. 1H40).

4. To install, reverse removal procedure.

IMPORTANT: To assure proper operation of the folding second seat back the catch assembly should be installed and, where necessary, adjusted for a minimum gap of 1/64 inch to a maximum gap of 3/16 inch between bottom of slot in catch and catch striker when seat back is in full "up" position (Fig. 1H40).

**LUGGAGE COMPARTMENT LOCK CYLINDER
(OPTIONAL EQUIPMENT)
15-16000 "35" STYLES**

Removal and Installation

1. Open luggage compartment rear panel.
2. On underside of luggage compartment rear

panel remove catch retainer and catch from lock cylinder case (Fig. 1H41); then turn lock cylinder with key until cylinder can be removed from case.

3. To install, reverse removal procedure.

**LUGGAGE COMPARTMENT LOCK
(OPTIONAL EQUIPMENT)
15-16000 "35" STYLES**

Removal and Installation

1. Open luggage compartment rear panel.
2. On underside of luggage compartment rear panel, remove catch retainer and catch (Fig. 1H41).
3. Remove lock cylinder case retainer screw and retainer (Fig. 1H41); then, remove lock cylinder and case, gasket and escutcheon from panel (Fig. 1H41).
4. To install, reverse removal procedure.

SEAT BELTS

FRONT STANDARD SEAT BELTS
ALL SERIES

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. 1H42).

2. Bench Type Seats Only: Pull inboard belt from front of seat thru protector, and from between front seat cushion and back (Fig. 1H43).

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

FRONT DELUXE SEAT BELTS WITH RETRACTORS
15000 AND 16000 SERIES

Description:

As a option the 15000 and 16000 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.

DELUXE SEAT BELTS

Removal and Installation

1. Remove bolt on outboard seat belt anchor

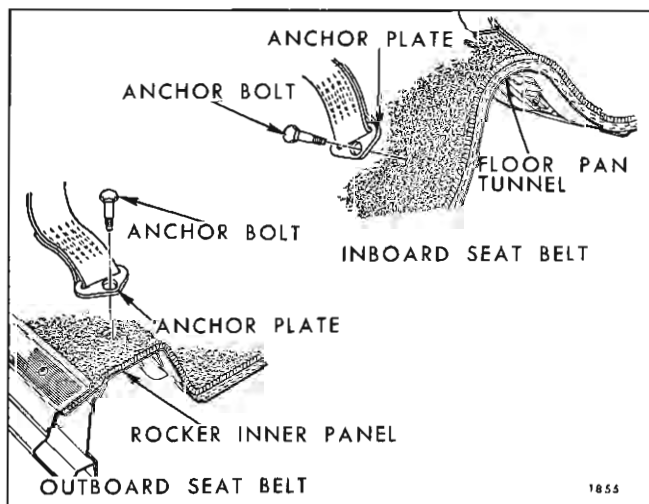


Fig. 1H42—Standard Seat Belt Attachments -
All except 68000 Series

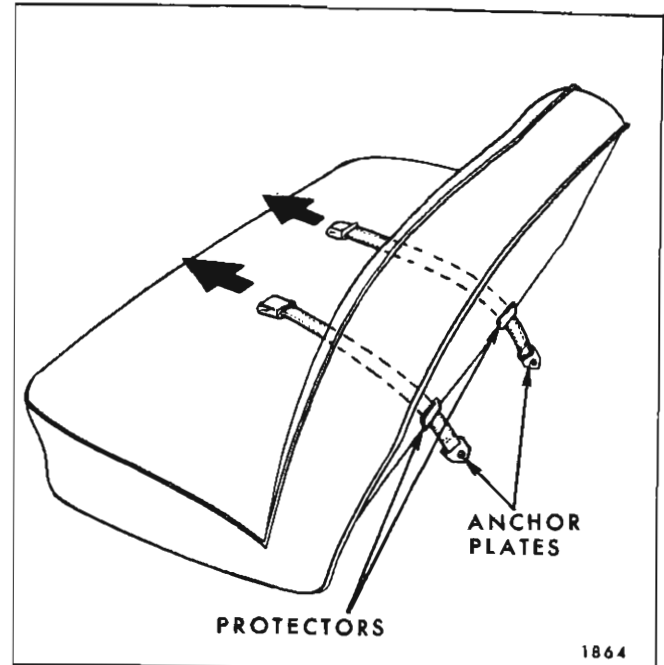


Fig. 1H43—Removal of Seat Belts from Bench Type Seats

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. 1H44).

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. 1H43).

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

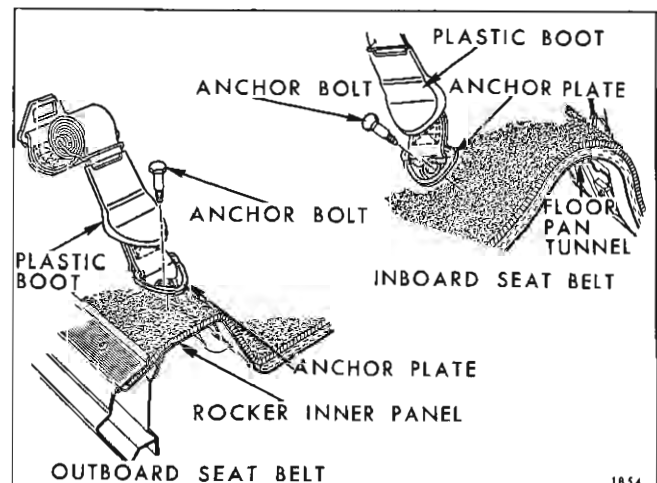


Fig. 1H44—Deluxe Seat Belt Attachments -
15000 - 16000 Series

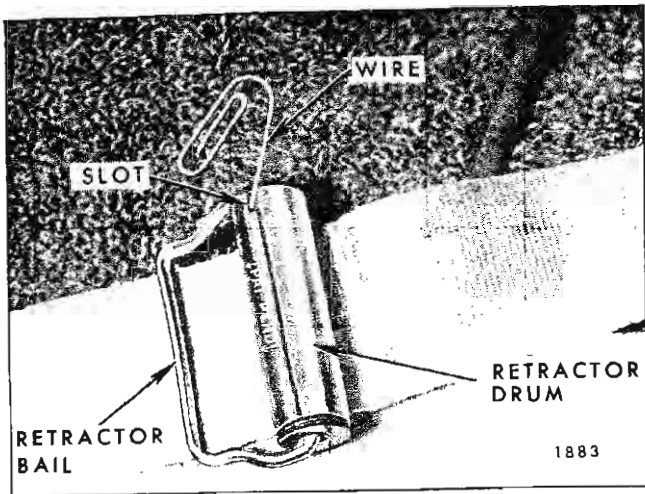


Fig. 1H45—Locking Seat Belt Retractor Drum

RETRACTOR.

Removal

1. Extend outboard seat belt to full length.
2. Insert a piece of stiff wire such as a paper clip in slot in roller drum to maintain spring tension of retractor. (See Fig. 1H45).

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. 1H46).

Installation

1. With seat belt fully extended, insert belt under

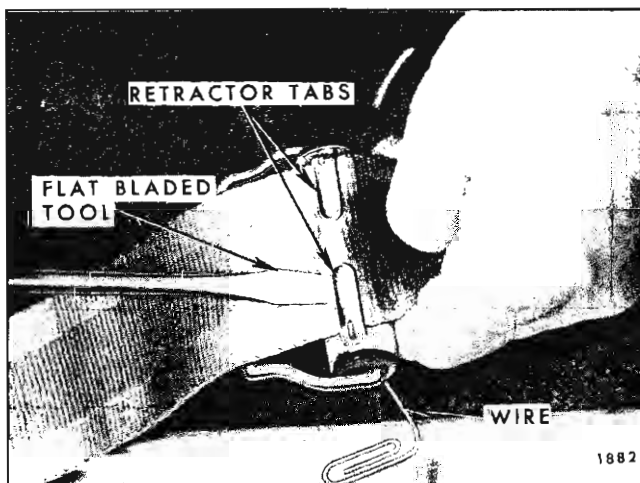


Fig. 1H46—Removal of Retractor from Seat Belt - 15000 - 16000 Series

tabs on retractor and position on center of seat belt.

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

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

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

**FRONT DELUXE SEAT BELTS WITH RETRACTORS
25-26-35-36-38-45-46-48000 SERIES**

Description:

As a option the 25-26-35-36-38-45-46-48000 series, and as standard equipment on 62-63-68000 series seat belts are equipped with seat belt retractors on the outboard side 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.

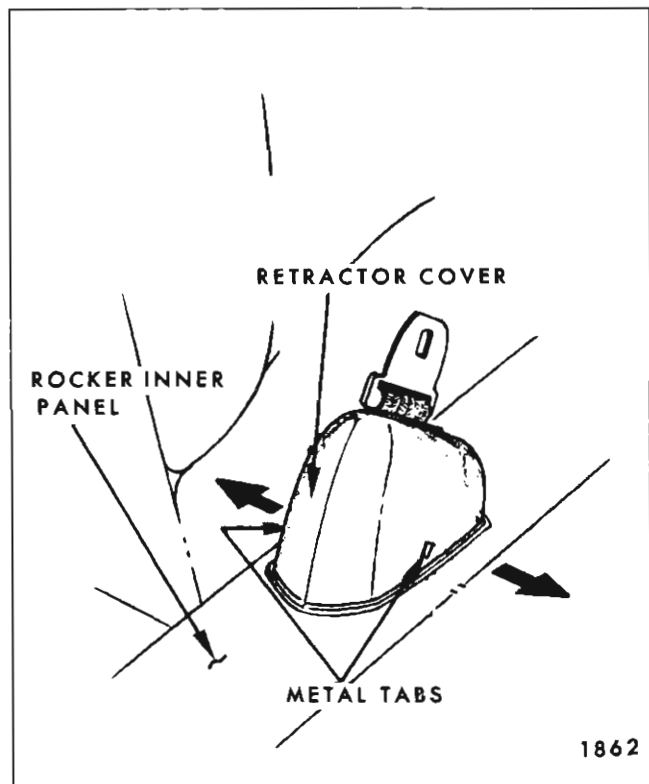


Fig. 1H47—Removal of Seat Belt Retractor Cover - All except 15000 - 16000 Series

A. OUTBOARD SEAT BELT

Removal

1. Using fingers, gently squeeze retractor cover at forward and rearward ends to spread sides of cover outward sufficiently to disengage cover from metal tabs on sides of retractor base. (See Fig. 1H47).

2. Lift up cover to expose bolt securing seat belt retractor. (See Fig. 1H48).

3. Remove bolt and remove retractor. (See Fig. 1H48).

Installation

1. With retractor cover disengaged insert bolt thru retractor and into 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 tabs 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. 1H42).

2. To install, reverse removal procedure.

INBOARD SEAT BELTS—FULL WIDTH SEATS

Removal and Installation

1. Remove bolt securing seat belt anchor plate

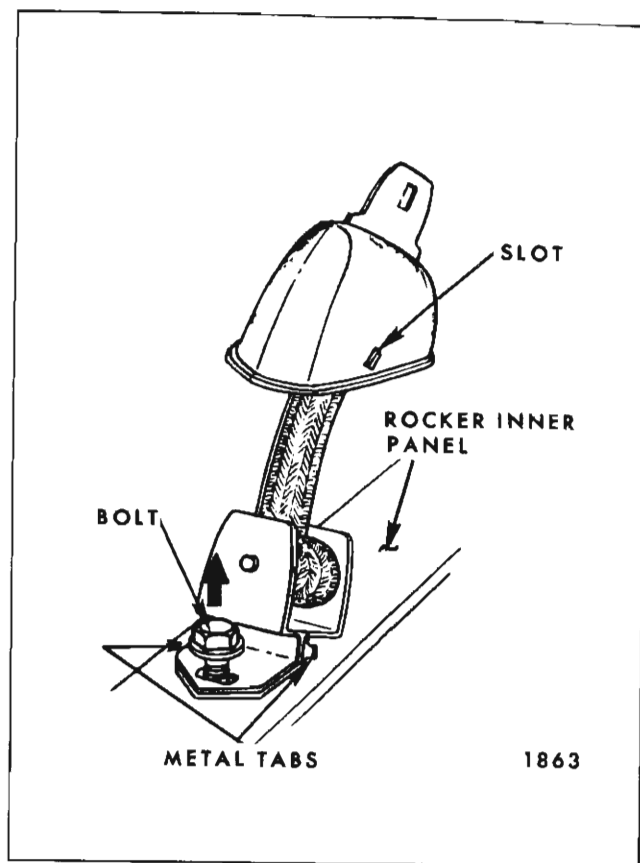


Fig. 1H48—Removal of Seat Belt Retractor -
All except 15000 - 16000 Series

from side of floor pan tunnel. (See Fig. 1H42).

2. From front of seat pull seat belt thru protector and from between front seat cushion and back. (See Fig. 1H43).

CENTER ARM REST

FRONT SEAT CENTER ARM REST AND CURTAIN 35-38-46-48-68000 SERIES "37"- "39" AND "67" STYLES

Removal and Installation

1. Lower arm rest to approximately 2 inches short of full down position.

2. Carefully pull curtain back sufficiently to remove screws securing center arm rest to support linkage and loosen outer screws securing curtain retainer to arm rest (Fig. 1H49).

3. Remove screw finishing covers (Fig. 1H49). Disengage arm rest from support linkage and turn arm rest upside down on trim panel finishing cover with curtain attached. Remove three screws securing curtain retainer to trim panel finishing cover (Fig. 1H49); then remove arm rest and curtain from seat.

4. To install, reverse removal procedure.

FRONT SEAT CENTER ARM REST ASSEMBLY 35-38-46-48-68000 SERIES "37"- "39" AND "67" STYLES

Removal and Installation

1. Place arm rest in up position.

2. Working between arm rest and seat back, remove fastener at both sides of arm rest securing front end of screw finishing covers (Fig. 1H49).

3. Working at rear of seat, push one seat back to full forward position. Carefully pull up front of screw finishing cover sufficiently to expose arm

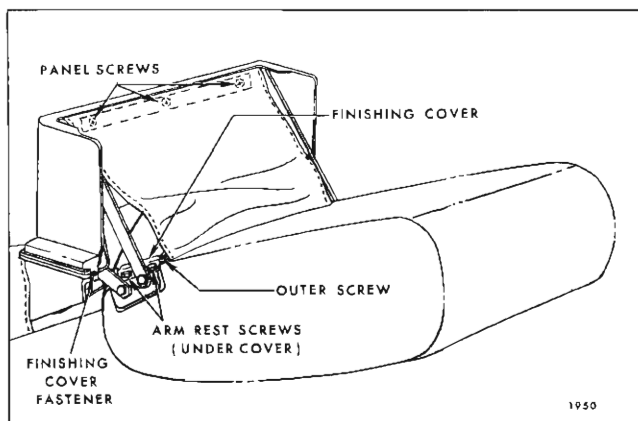


Fig. 1H49—Front Seat Center Arm Rest
35-38-46-48-68000 Series

rest support attaching screws; then remove screws (Fig. 1H50). Repeat this operation on opposite side of arm rest; then carefully remove arm rest assembly, including trim panel finishing cover, from seat.

NOTE: If washers are present between arm rest support and supports on seat (Fig. 1H50), note location and number of washers used to facilitate installation in same position. Washer(s) are used to align arm rest to front seat back(s).

4. To install, reverse removal procedure. Prior to bending down screw finishing covers check alignment and operation of arm rest. Where necessary to align arm rest with seat back(s) install washer(s), as required, between arm rest support and supports on seat. (See Fig. 1H50).

FRONT SEAT CENTER ARM REST SUPPORT 35-38-46-48-68000 SERIES "37"- "39" AND "67" STYLES

Removal and Installation

1. Remove center arm rest assembly.

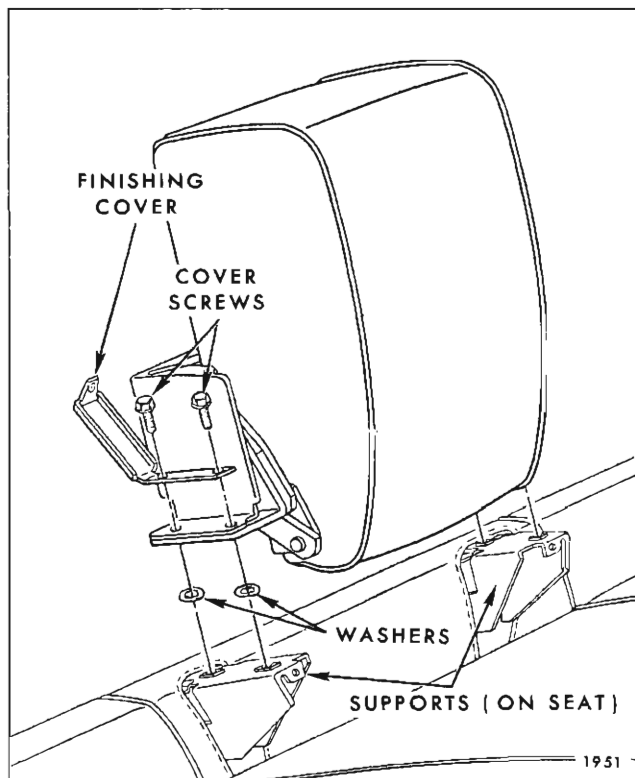


Fig. 1H50—Front Seat Center Arm Rest Supports
35-38-46-48-68000 Series

2. Remove screws securing arm rest to support (Fig. 1H49); then, remove support from arm rest, finishing cover and curtain.

3. To install, reverse removal procedure. Prior to bending down support screw finishing covers check alignment and operation of arm rest. Where necessary to align arm rest with seat back(s), install washer(s), as required, between arm rest support and supports on seat. (See Fig. 1H50).

FRONT SEAT CENTER ARM REST AND CURTAIN 26239, 38669, 48469 AND 68069 STYLES

Removal and Installation

1. Place center arm rest in down position.
2. At top of arm rest curtain, remove two screws securing curtain to seat back frame (Fig. 1H51) and pull curtain forward to expose screws securing arm rest to support linkage (Fig. 1H51).
3. Remove arm rest-to-support linkage screws (Fig. 1H51) and remove arm rest and curtain from seat.
4. To install, reverse removal procedure.

FRONT SEAT CENTER ARM REST ASSEMBLY 26239, 38669, 48469 AND 68069 STYLES

Removal and Installation

1. Place center arm rest in down position.
2. At top of arm rest curtain, remove two screws securing curtain to seat back frame (Fig. 1H51).
3. Remove two screws securing arm rest to supports on seat back (Fig. 1H51); then, carefully lift arm rest and linkage upward to disengage hooks of arm rest from slots in supports and remove assembly from seat.
4. To install, reverse removal procedure. Prior to installing curtain screws check alignment and operation of arm rest.

REAR SEAT BACK CENTER ARM REST AND CURTAIN 26-38-46-48-68000 SERIES

Removal and Installation

1. Lower rear seat back arm rest. On all styles except 68069 carefully pull upper portion of arm rest curtain out of slot in hanger plate and fold curtain forward. On 68069 style fold arm rest flipper forward.

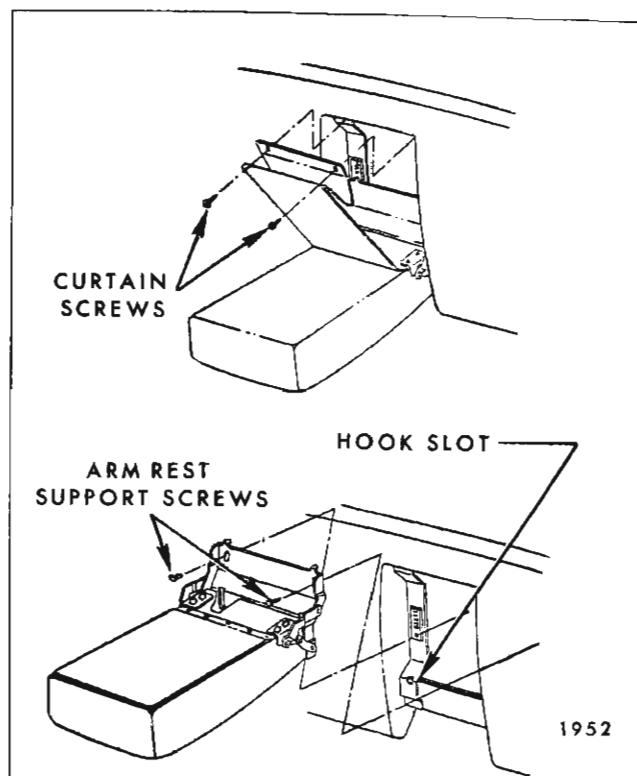


Fig. 1H51—Front Seat Back Center Arm Rest
26239, 38669, 48469 and 68069 Styles

2. Remove four screws securing arm rest to hanger plate linkage then, remove arm rest from seat back.

3. To install, reverse removal procedure.

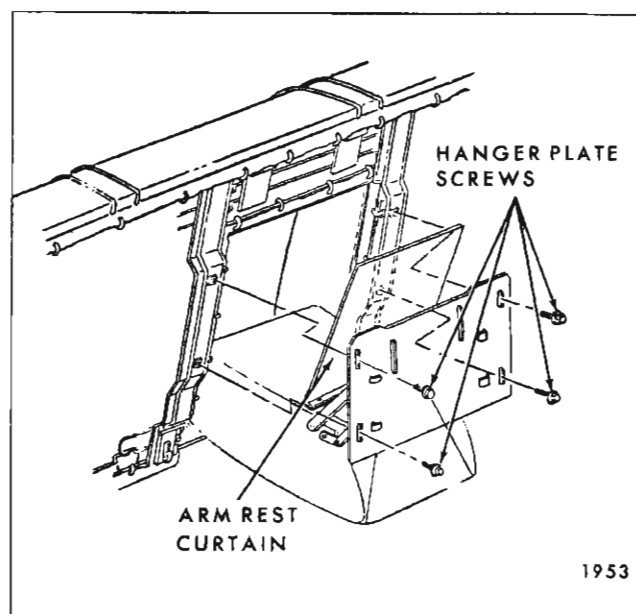


Fig. 1H52—Rear Seat Back Arm Rest and Hanger Plate
26-38-46-48-68000 Series

**REAR SEAT BACK CENTER ARM REST
HANGER PLATE AND LINKAGE
26-38-46-48-68000 SERIES**

Removal and Installation

1. Remove rear seat back center arm rest; then, remove two screws securing arm rest hanger plate to body seat back support brace. Remove rear seat back.

2. On back side of rear seat back, remove four screws securing arm rest hanger plate to seat back supports; then, carefully remove arm rest and hanger plate assembly from seat back (Fig. 1H52).

3. To install, reverse removal procedure. Prior to tightening hanger plate screws move arm rest assembly upward until top is snug against top of opening in seat back.

FOLDING TOP

FOLDING TOP TRIM ASSEMBLY (COMPLETE) ALL SERIES

All 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 back curtain assemblies incorporate, as an integral part of the back curtain upper valance, a 15" piece of elastic webbing. The elastic webbing is located in the upper corners of the back curtain. The elastic webbing reduces tension on the zipper assembly at the radius, providing improved zipper operation.

All back curtain assemblies incorporate a hard, curved back window. The back window is dielectrically bonded to the vinyl back curtain material.

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 rear seat cushion and back.

CAUTION: Disconnect rear seat speaker wire if present.

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

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

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

6. Lower top to "stacked" position.

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

8. Remove front roof rail front and rear weatherstrips (Fig. 1I1).

9. Detach top material from front roof rail (Fig. 1I1).

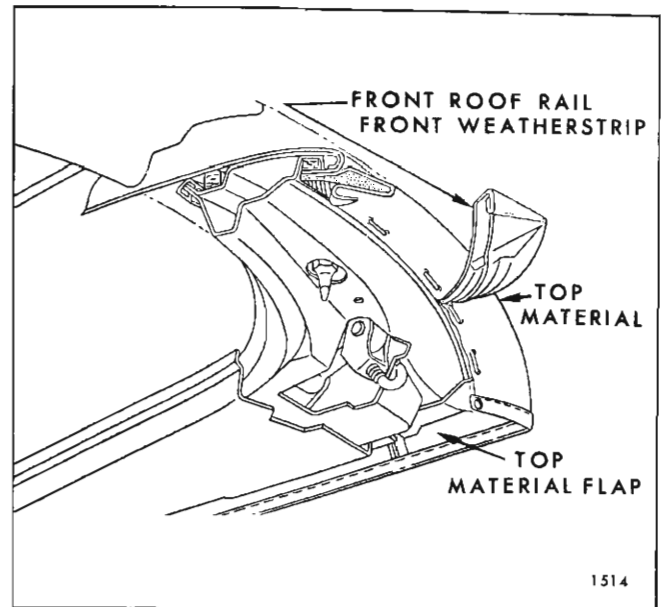


Fig. 1-I-1—Front Roof Rail Assembly

10. Detach top material flaps from side roof front rail (Fig. 1I1).

11. Raise top and lock to windshield header.

12. At right and left side roof front and rear rails, remove hold-down cable front and rear attaching screws. (See views "A" and "B" in Fig. 1I2).

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

14. At underside of front bow, remove screws securing listing pocket retainer to bow (Fig. 1I3).

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

16. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts. Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts (Fig. 1I4).

17. At each rear quarter area remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel (Fig. 1I5).

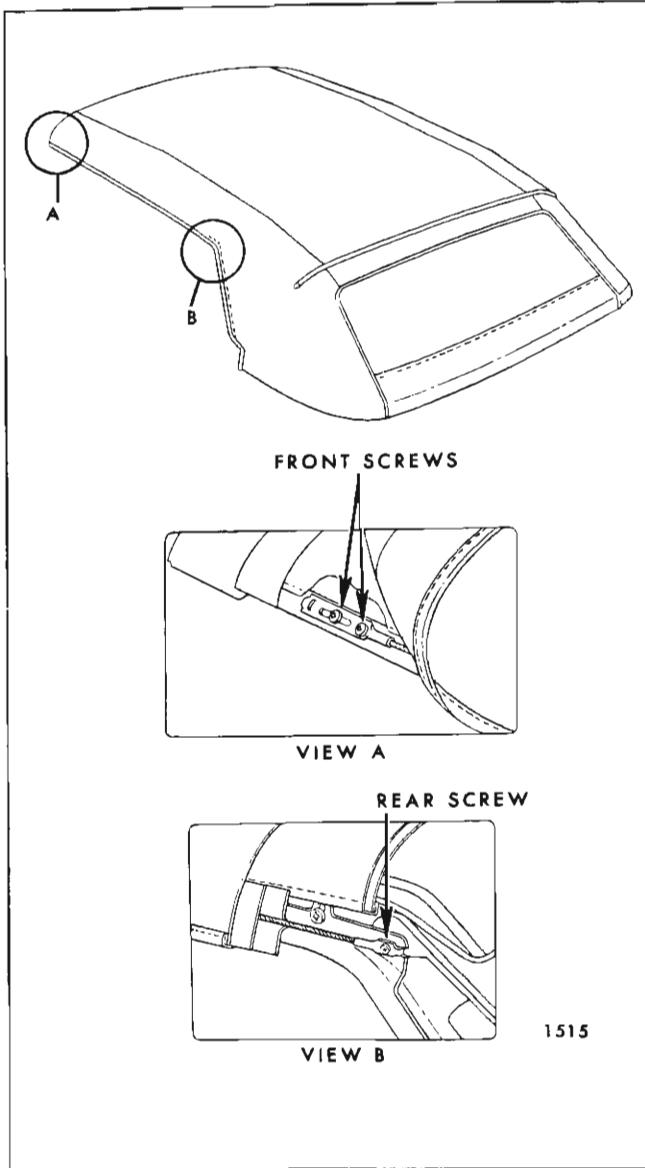


Fig. 1-1-2—Hold-Down Cable Attachment

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

19. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain material at both locations with a grease pencil (Fig. 116). 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.

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

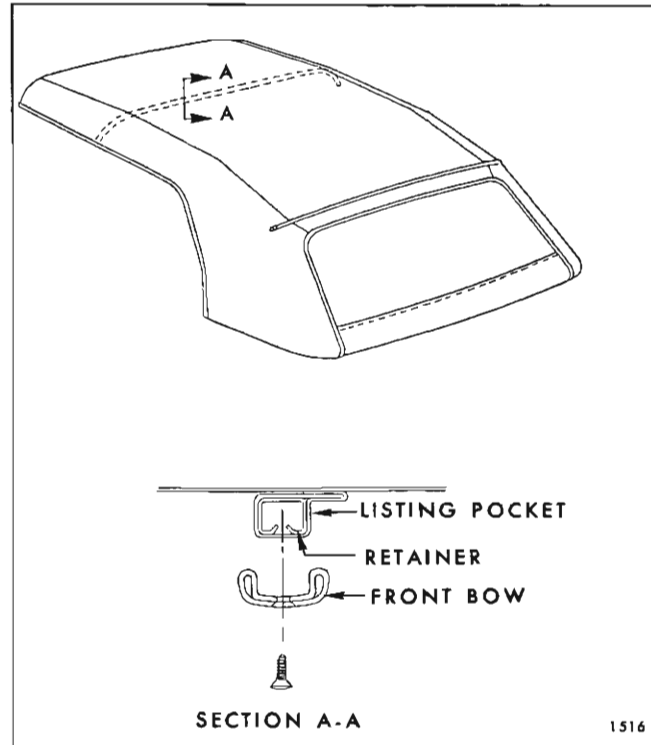


Fig. 1-1-3—Listing Pocket Retainer

of top material off flush with lower edge of trim sticks.

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

21. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top

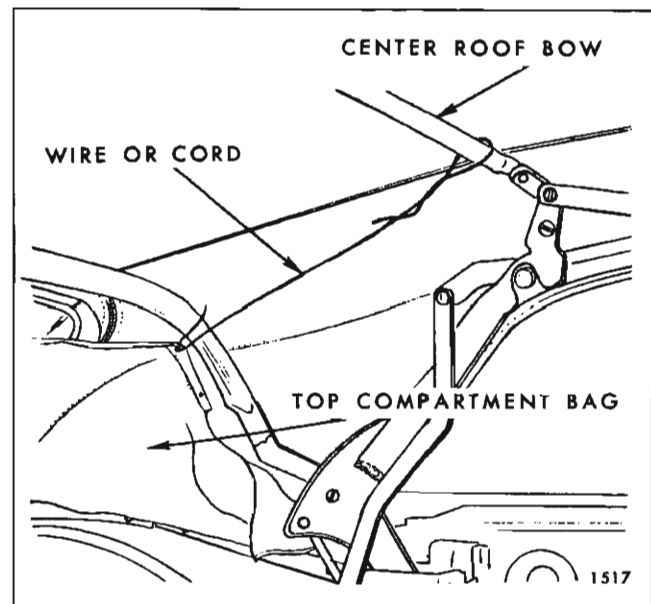


Fig. 1-1-4—Top Compartment Bag Tied to Center Bow

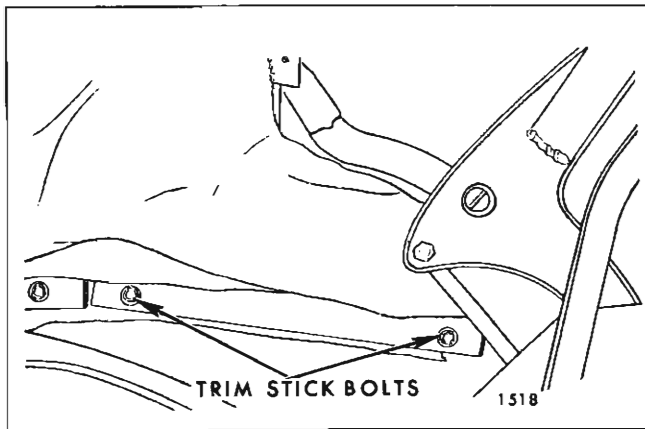


Fig. 1-1-5—Rear Quarter Trim Stick

material (Fig. 117). Reference marks for trim sticks should be transferred to new top material when step 28 of installation procedure is performed.

22. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow. Detach top material from rear roof bow and from trim sticks, then remove top cover assembly (Fig. 118).

23. Lock top to windshield header. Install radius end of each adjustable spacer stick to fit against center roof bow. Install opposite end of spacer stick so that metal plate fits under rear roof bow (Fig. 119). Spacer sticks should be installed along inboard edge of side stay pad.

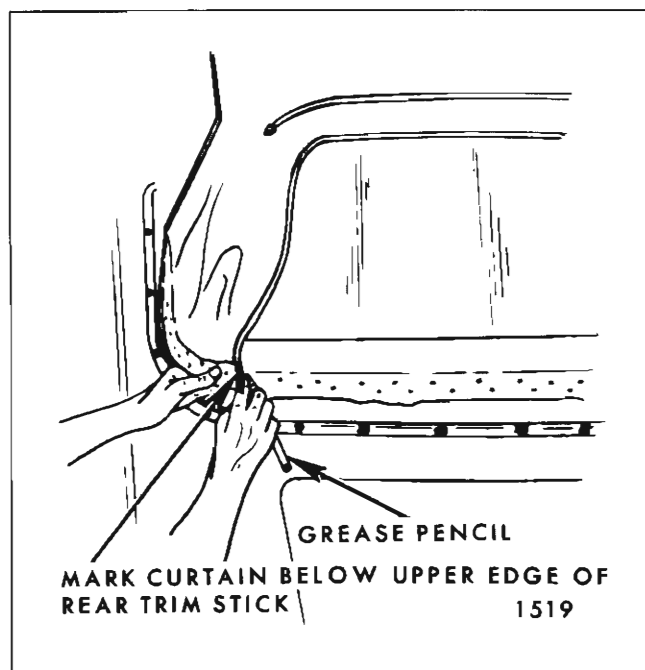


Fig. 1-1-6—Locating Edge of Top Material

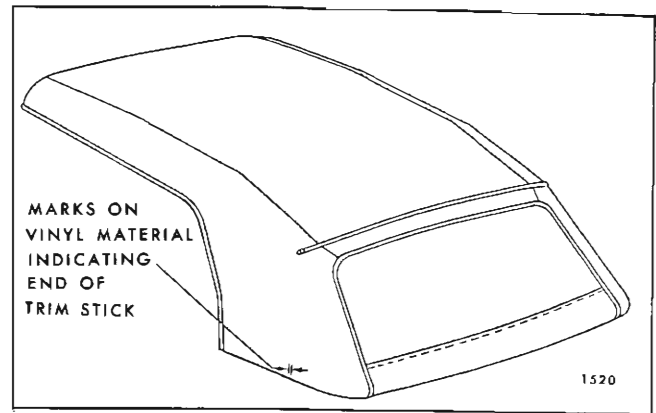


Fig. 1-1-7—Marking Top Material

NOTE: The approximate dimension for location of spacer sticks, measuring outboard from centerline dimple of rear roof bow, is 19-3/4".

While exerting rearward pressure on rear bow to draw side stay pads taut, extend spacer sticks until they fit snugly between center low and rear roof bow, then tighten wing nuts.

24. Spacer stick may be fabricated as shown in Figure 1110.

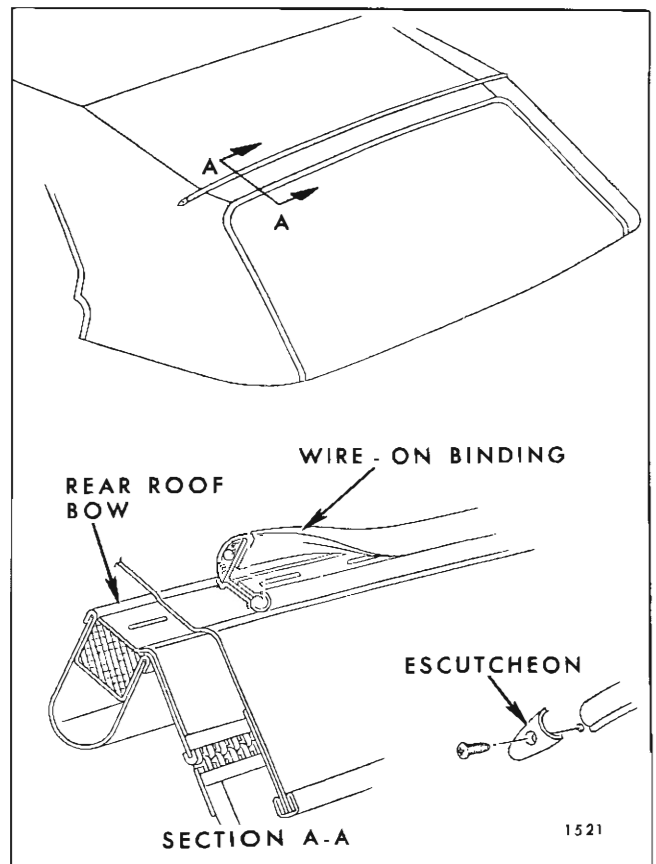


Fig. 1-1-8—Rear Roof Bow Wire-On Binding

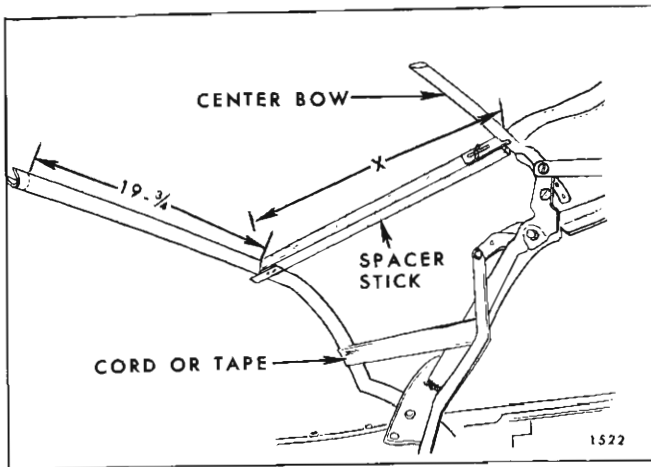


Fig. 1-1-9—Spacer Stick Installation

25. Temporarily tie or tape rear bow to rear side roof rails. (See Fig. 1I9). Detach nylon webbing, side stay pads and back curtain assembly from rear bow.

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

27. Remove right and left nylon webbing from rear trim stick.

28. Using chalk, or other suitable material, mark ends of rear quarter trim sticks on vinyl surface of back curtain material (Fig. 1I11). Reference

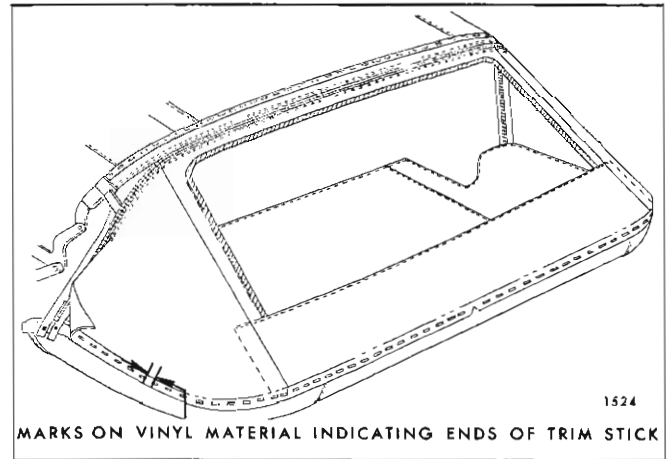


Fig. 1-1-11—Marking Back Curtain

marks for trim sticks should be transferred to new back curtain material when step 6 of installation procedure is performed.

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

30. 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 23 of removal procedure,

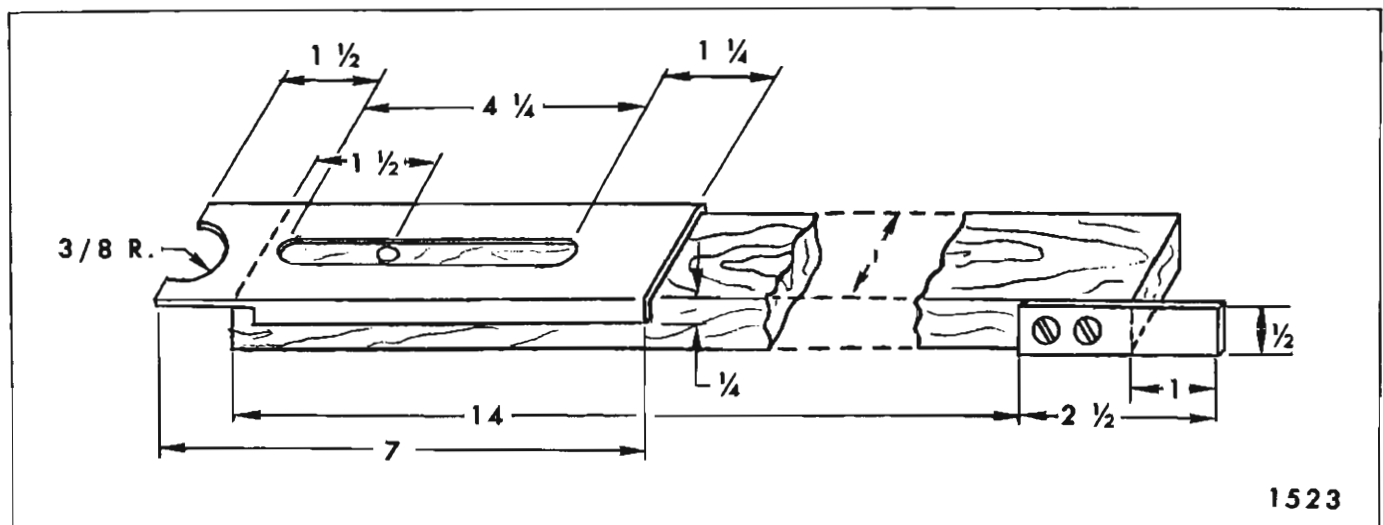


Fig. 1-1-10—Spacer Stick Dimensions

MATERIAL PER STICK

- | | |
|---|---------------------------------------|
| Wood - $\frac{1}{2} \times 1 \times 15\frac{1}{2}$ | Bolt $\frac{1}{4}$ - 20 UNC - 2A x 1" |
| Steel - $\frac{1}{32} \times \frac{1}{2} \times 2\frac{1}{2}$ | Wingnut $\frac{1}{4}$ - 20 UNC - 2B |
| Steel - $\frac{1}{32} \times 1\frac{1}{2} \times 7$ | 2 Washers $\frac{1}{4}$ " I.D. |
| 2 Screws #6 x $\frac{1}{2}$ " | |

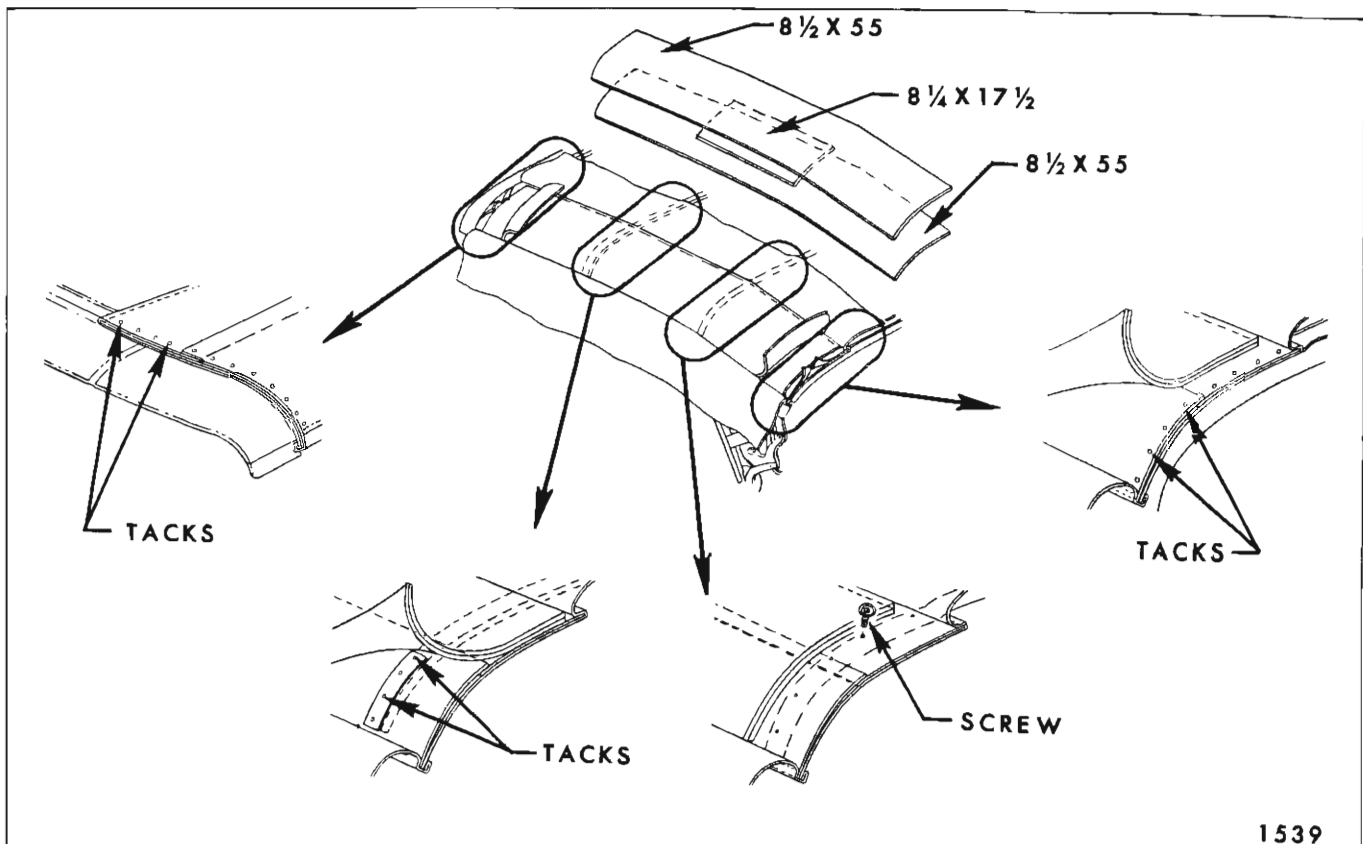


Fig. 1-I-12—Side Stay Pad Installation

pre-set spacer sticks to shortest length and install between center and rear roof bow (Fig. 1I9). Adjust sticks so that dimension "X" in Figure 1I9 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 14-7/8". 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. 1I12 for 16-25-26-35-36-45-46000 Series. See Fig. 1I13 for 38-48-68000 Series).

3. Trim selvage end of side stay pads just forward of rear rolled edge of rear roof bow (Fig. 1I14).

4. Distance from center of center bow to rolled forward upper edge of rear roof bow is 14-7/8".

NOTE: Dimension may vary $\pm 1/4$ " 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 assembly on clean covered work bench with interior surface of back window facing down.

6. 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 19 and 28 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, 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.

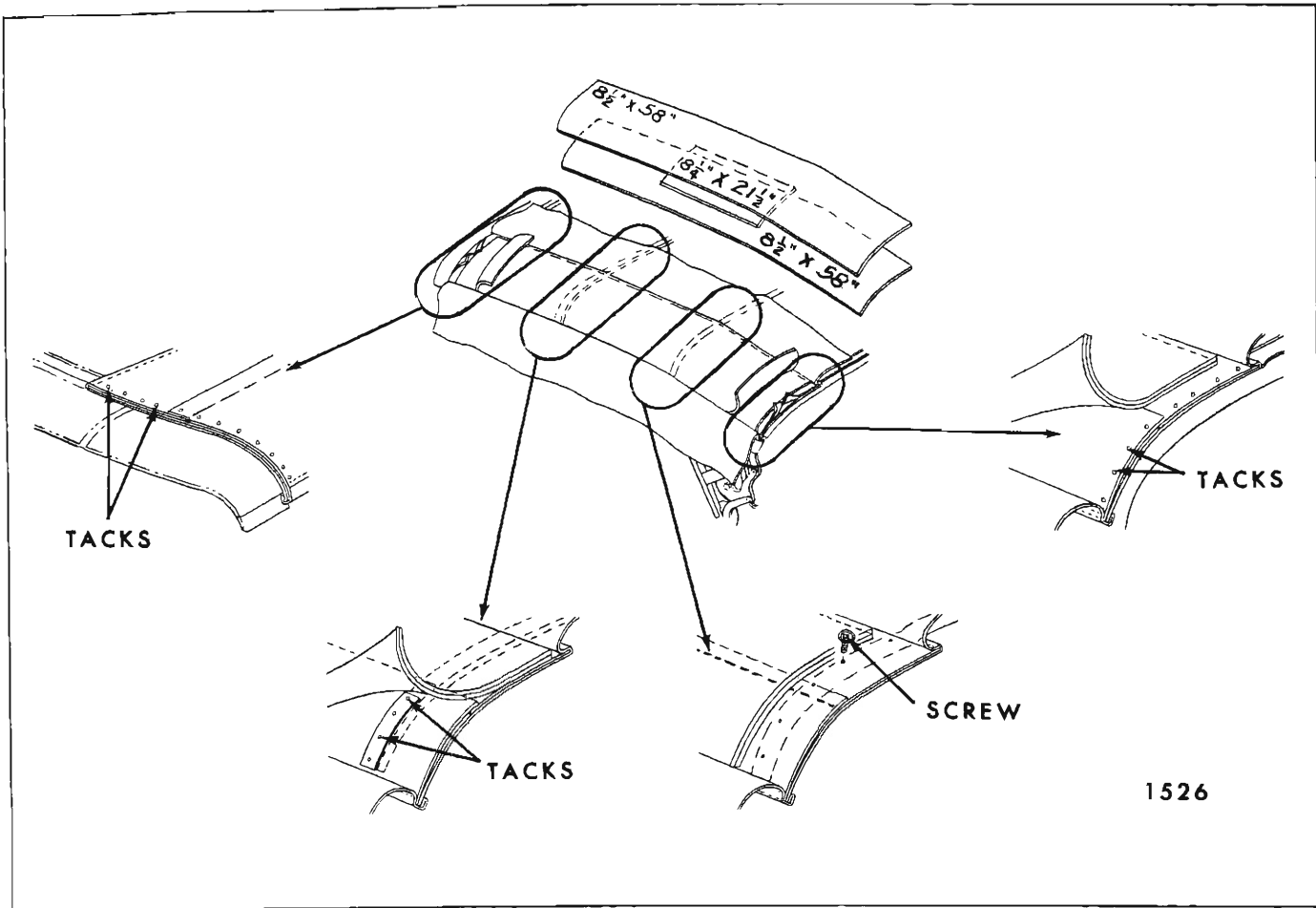


Fig. 1-1-13—Side Stay Pad Installation

NOTE: Notch in back curtain material at lower edge indicates centerline of back curtain assembly (Fig. 1115). 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 (Fig. 1115). On right side, tack zipper tape to forward edge of rear quarter trim stick.

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. Forward edge of webbing should be even with edge of rear trim stick. New webbing may be cut from a piece of nonstaining type webbing 2" x 24". Excess webbing should be trimmed off at rear trim stick, 1/2" above back curtain lower edge.

12. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement, if necessary, (Fig. 1116).

13. Fasten back curtain assist straps to rear roof bow; then secure back curtain assembly with three or four tacks to rear bow to prevent accidental damage to backlight.

14. 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.

15. Working from body center progressively outboard to right and left sides, tack back curtain

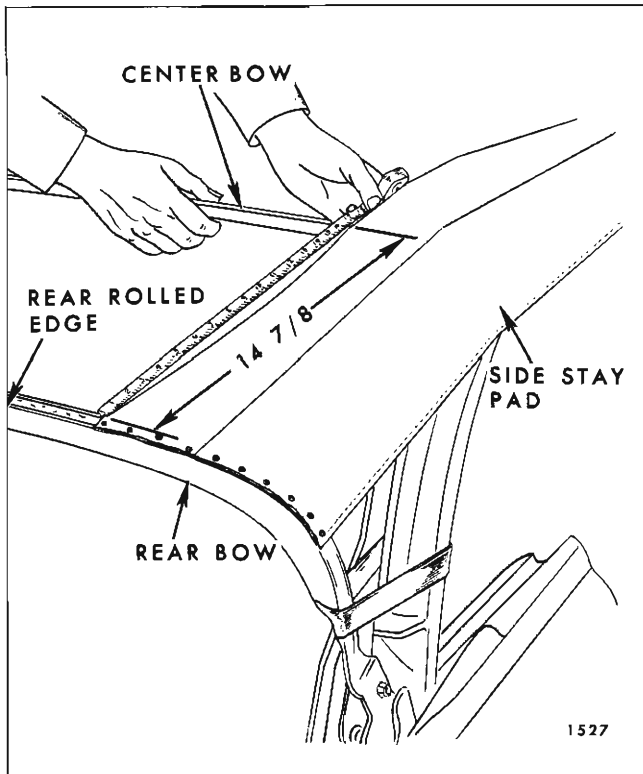


Fig. 1-1-14—Positioning Rear Bow

upper valance to rear bow. Make sure all fullness has been drawn from curtain material (Fig. 1115). Fold any excess back curtain upper valance material rearward and tack to rear bow.

IMPORTANT: Do not cut off excess upper valance material as material may unravel.

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

17. Where required, place reference chalk mark on outer surface of back curtain along pinchweld

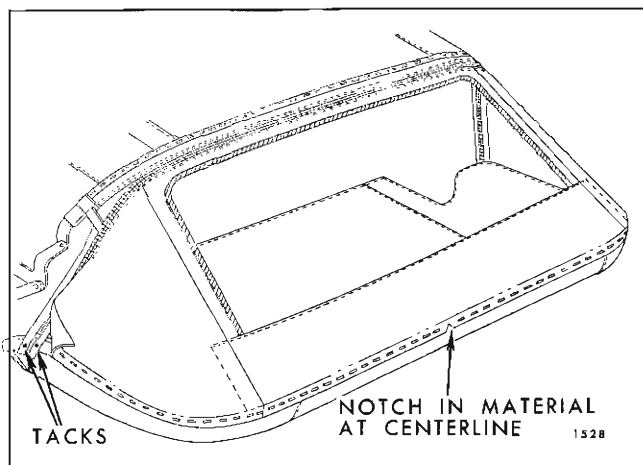


Fig. 1-1-15—Back Curtain Installation

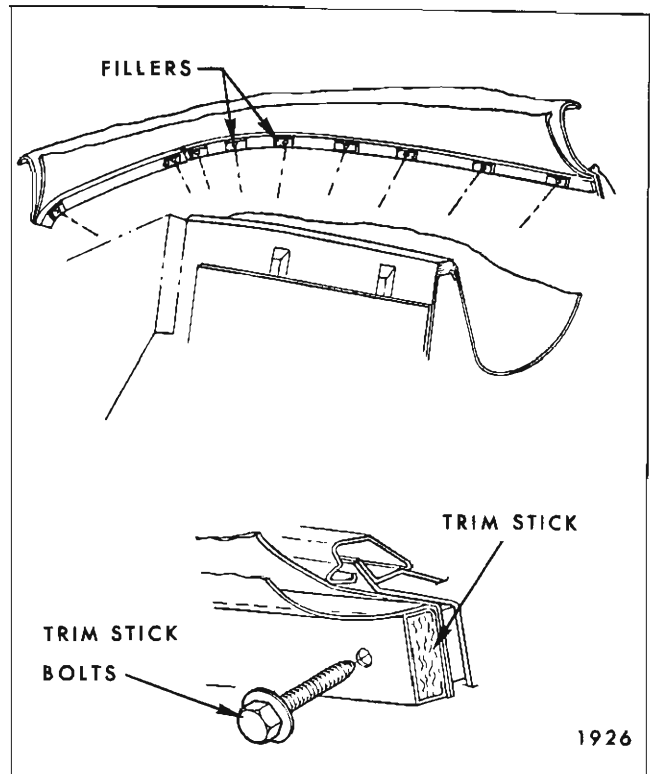


Fig. 1-1-16—Checking Trim Stick Fillers

finishing molding. Re-adjust back curtain assembly as required (Fig. 1117).

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 top covering material in conventional manner using nitrile or neoprene type trim cement.

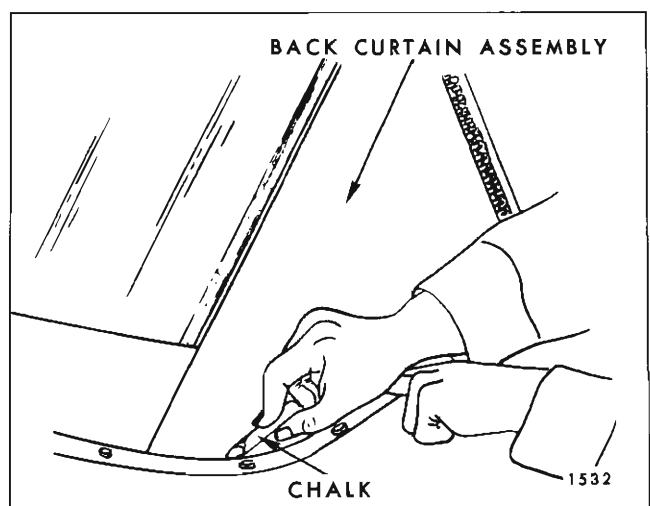


Fig. 1-1-17—Marking Back Curtain

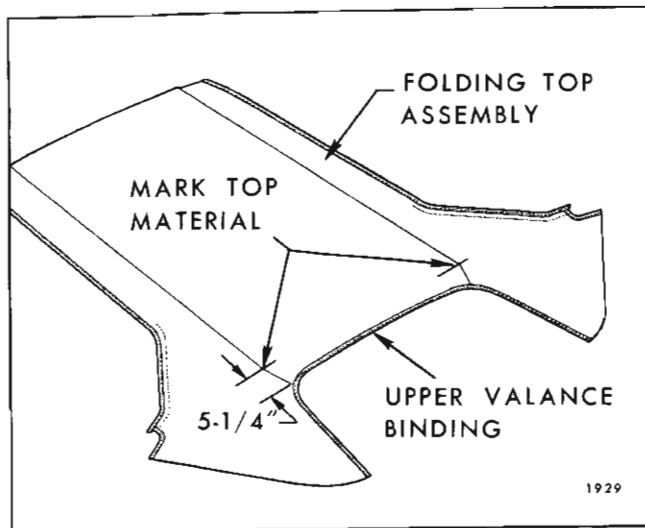


Fig. 1-1-18—Marking Top Material

19. Tack nylon webbing to rear roof bow. Outboard 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.

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 5-1/4" from edge of top material upper valance binding (Fig. 1118).

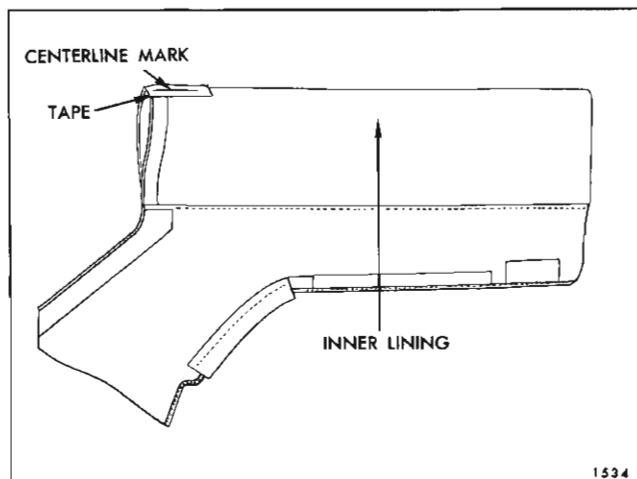


Fig. 1-1-19—Marking Folding Top Material

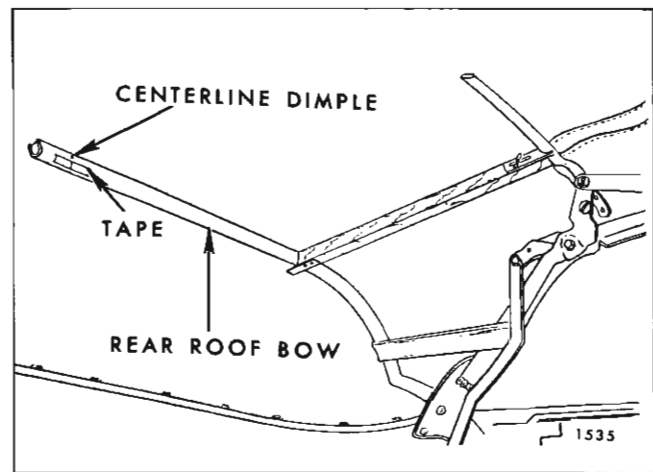


Fig. 1-1-20—Marking Rear Roof Bow

23. Fold new top material in half so that inner lining of top material is exposed (Fig. 1119). Install a 6" piece of tape on inner surface at centerline fold of new top material (Fig. 1119). 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. 1120).

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 ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow.

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 20 and 21 of removal procedure).

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

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 (Fig. 113).

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. 112).

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 ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow. (See Fig. 1120).

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.

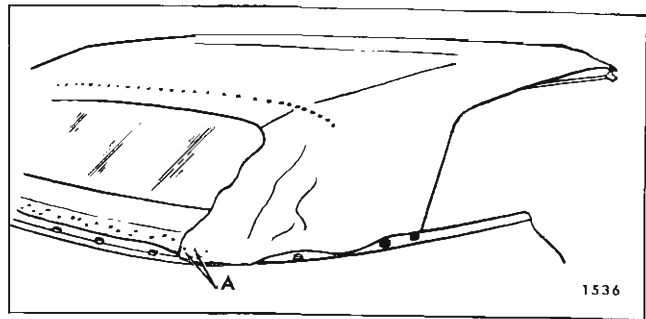


Fig. 1-1-21—Tacking Top Material

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

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 1121 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.

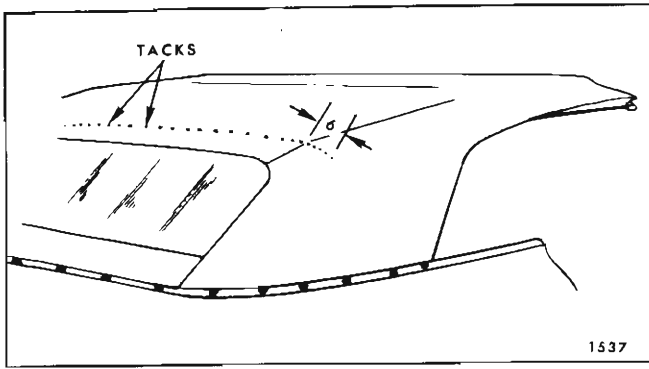


Fig. 1-1-22—Tacking Outboard of Seams

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.

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. 1122). 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. 1122).

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

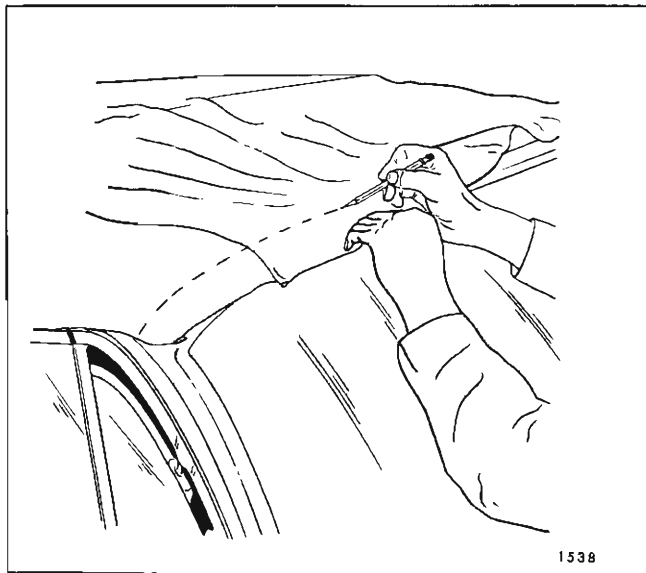


Fig. 1-1-23—Marking Top Material at Front Roof Rail

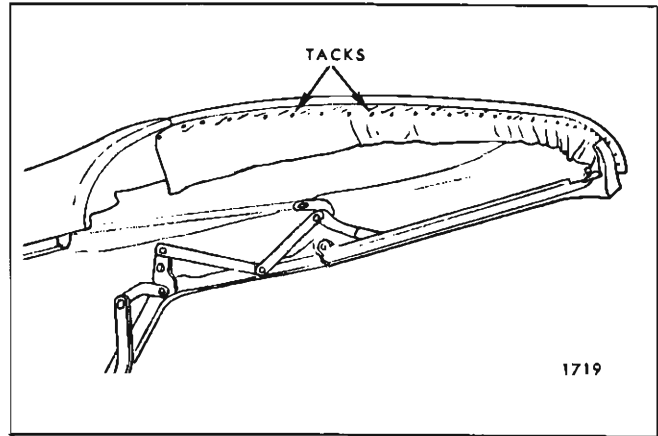


Fig. 1-1-24—Installation of Top Material to Front Roof Rail
surface of trim material along forward edge of front roof rail (Fig. 1123).

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. 1124).

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. 1125).

51. 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 re-check 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 window and material or pads.

FOLDING TOP TRIM (LESS BACK CURTAIN) ALL SERIES

FOLDING TOP TRIM COVER

Removal

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

2. Remove rear cushion and back.

CAUTION: Disconnect rear seat speaker wire if present.

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

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

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

6. Lower top to "stacked" position.

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

8. Remove front roof rail front and rear weatherstrips (Fig. 1I25).

9. Detach top material from front roof rail (Fig. 1I25).

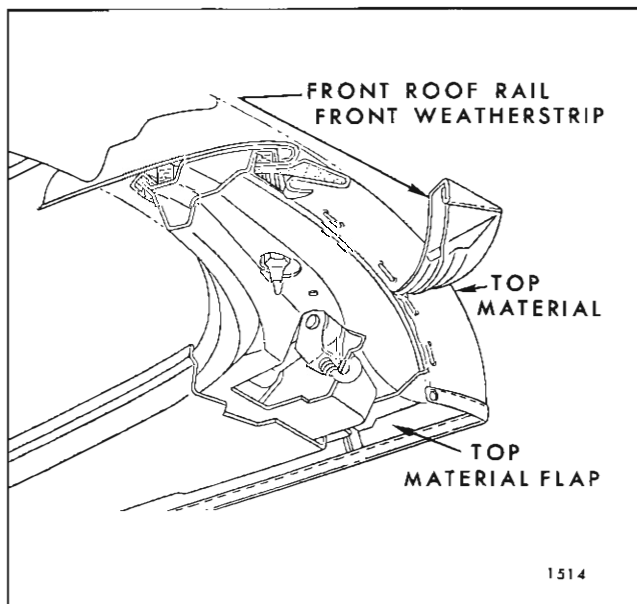


Fig. 1-I-25—Front Roof Rail Assembly

10. Detach top material flaps from side roof front rail (Fig. 1I25).

11. Raise top and lock to windshield header.

12. At right and left side roof front and rear rails, remove hold-down cable front and rear attaching screws. (See Views "A" and "B" in Fig. 1I26).

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

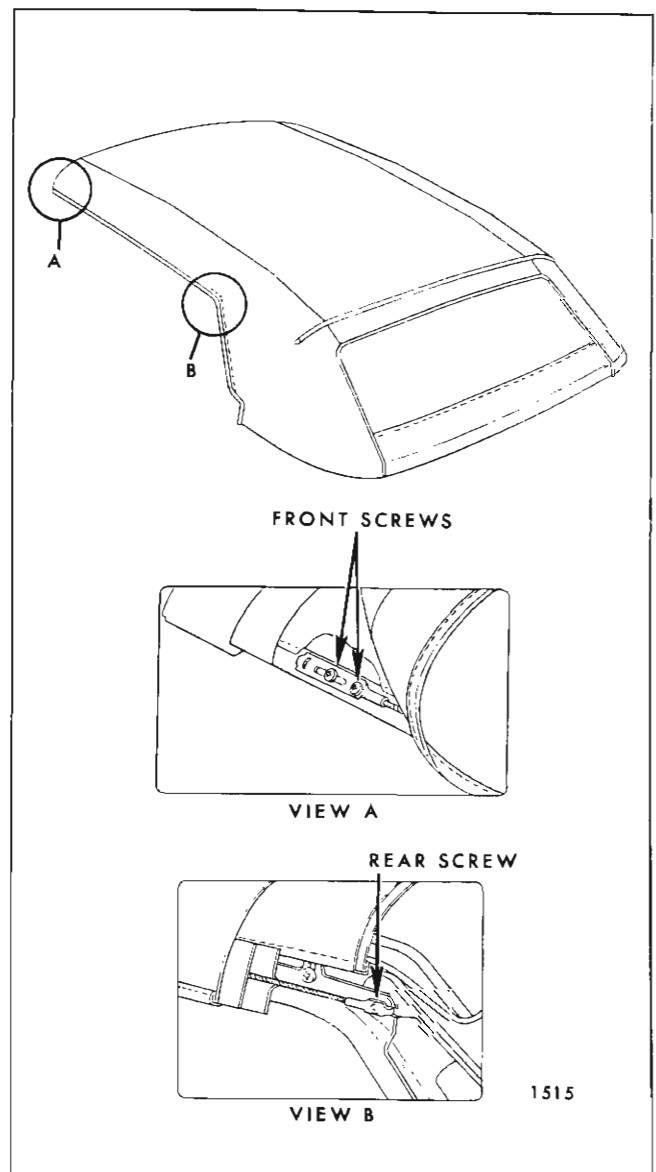


Fig. 1-I-26—Hold-Down Cable Attachment

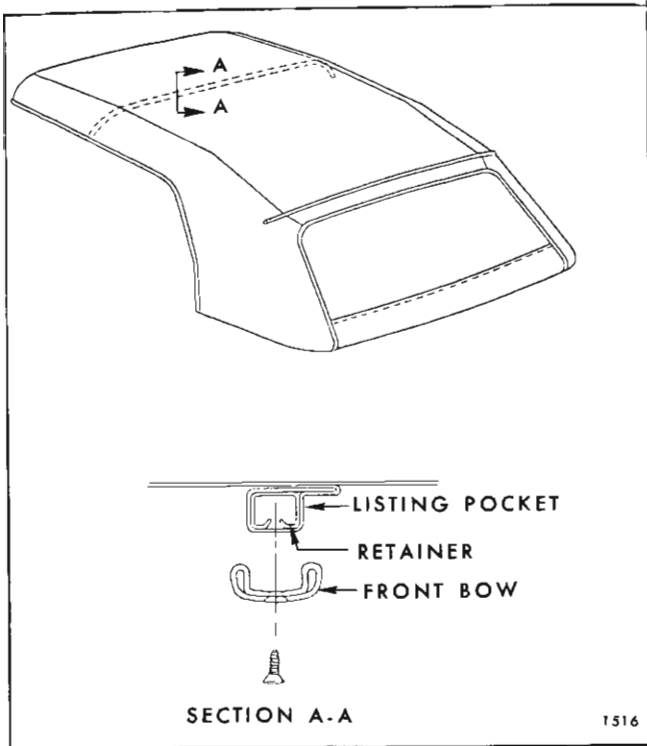


Fig. 1-1-27—Listing Pocket Retainer

14. At underside of front bow, remove screws securing listing pocket retainer to bow (Fig. 1127).

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

16. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter

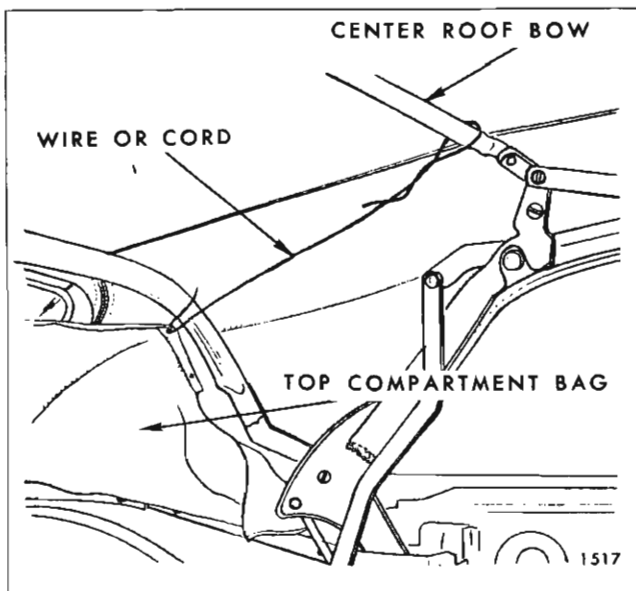


Fig. 1-1-28—Top Compartment Bag Tied to Center Bow

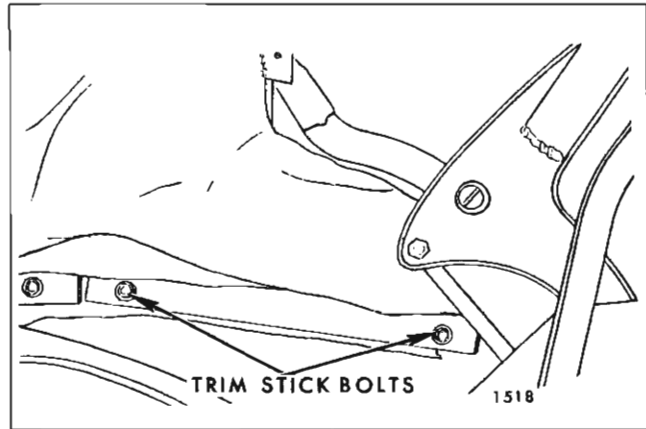


Fig. 1-1-29—Rear Quarter Trim Stick

and rear trim stick attaching bolts. Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts (Fig. 1128).

17. At each rear quarter area remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel (Fig. 1129).

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

19. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain material at both locations with a grease pencil (Fig. 1130).

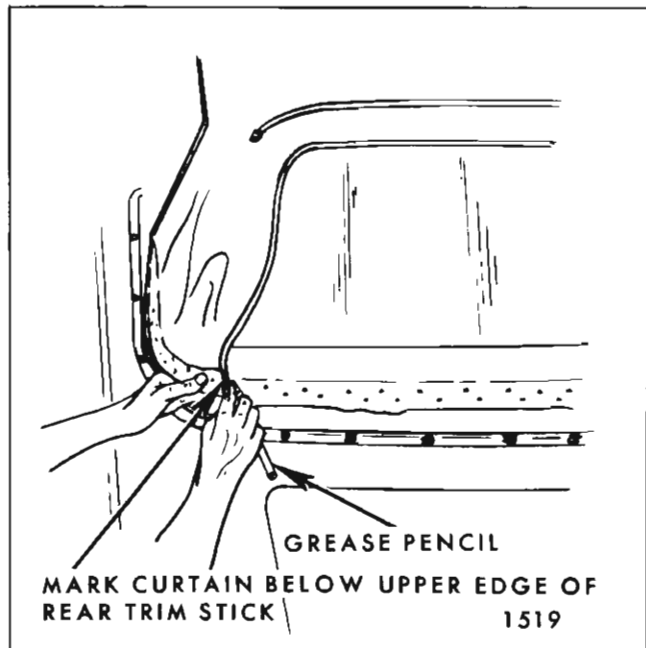


Fig. 1-1-30—Locating Edge of Top Material

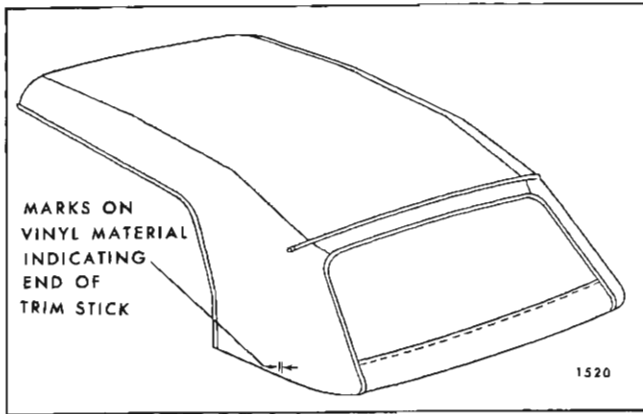


Fig. 1-I-31—Marking Top Material

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

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

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

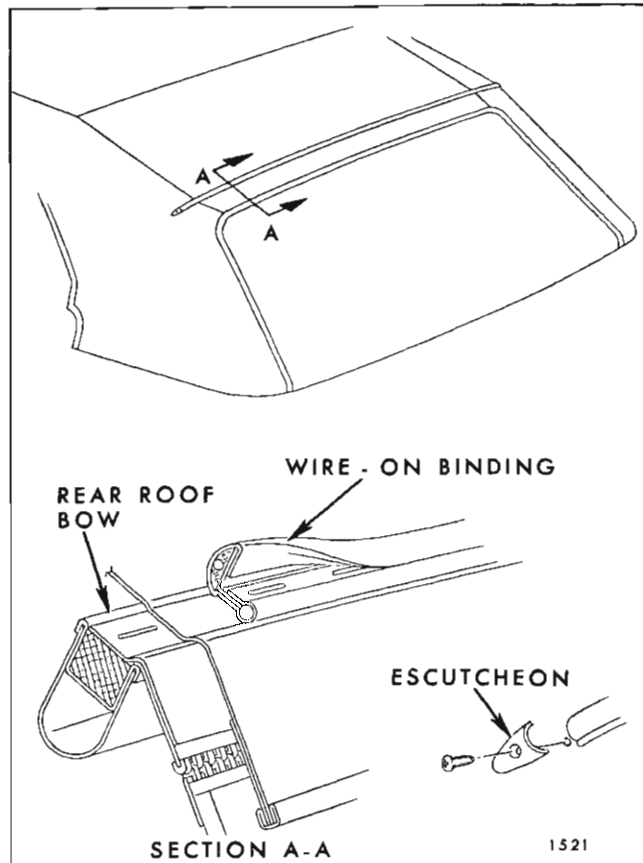


Fig. 1-I-32—Rear Roof Bow Wire-On Binding

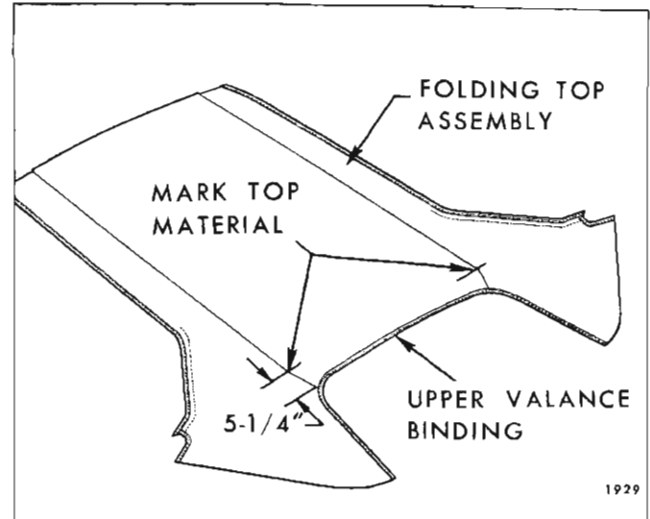


Fig. 1-I-33—Marking Top Material

21. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material (Fig. 1I31). Reference marks for trim sticks should be transferred to new top material when step 8 of installation procedure is performed.

22. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow. Detach top material from rear roof bow and from trim sticks, then remove top cover assembly (Fig. 1I32).

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.

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

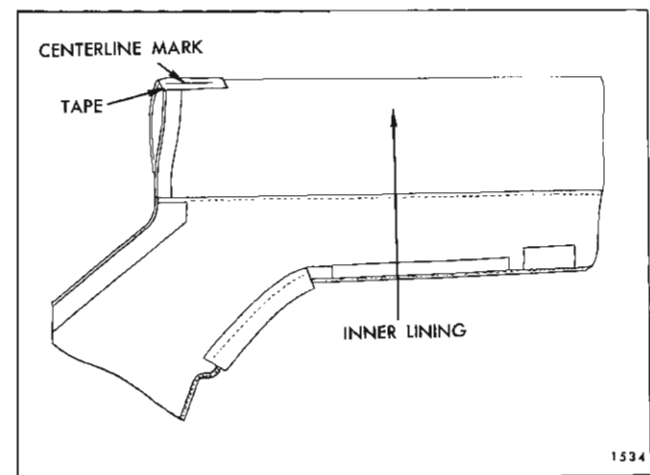


Fig. 1-I-34—Marking Folding Top Material

3. Using a pencil, mark top material (mark should be approximately 1/2" in length) at deck seam 5-1/4" from edge of top material upper valance binding (Fig. 1I33).

4. Fold new top material in half so that inner lining of top material is exposed (Fig. 1I34). Install a 6" piece of tape on inner surface at centerline fold of new top material (Fig. 1I34). 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. 1I35).

6. Check position of rear roof bow in relation to new folding top trim assembly by placing new top trim over folding top framework. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow.

7. Remove top trim material.

8. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over new top. Align old top with new top. Using a pencil, mark vinyl surface of new top using marked edge of old top as guide. Also mark edges of trim sticks

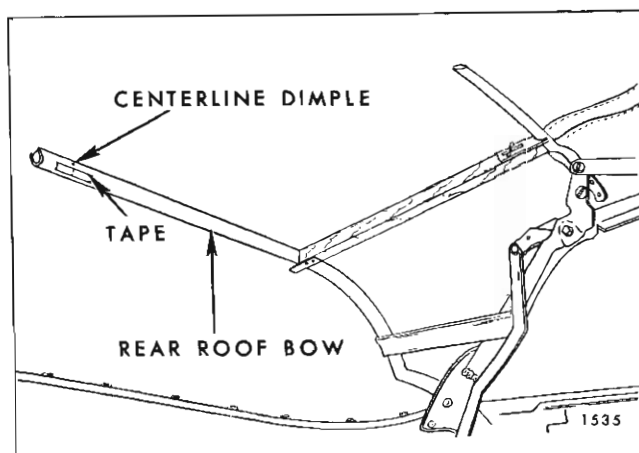


Fig. 1-I-35—Marking Rear Roof Bow

on vinyl surface of new top material. (See steps 20 and 21 of removal procedure).

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

10. Install listing pocket retainer into listing pocket.

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

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

12. Install front bow to listing pocket retainer attaching screws (Fig. 1I27).

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. 1I26).

15. Check position of top trim at rear roof bow and at side roof rear rails. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow. (See Fig. 1I35).

16. Using nitrile cement or neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rails. Make sure that quarter flap seam breaks at forward edge of side roof rear rail.

NOTE: Material may have to be stretched from side to side to insure proper fit of top material flaps to side roof rear rails and to remove wrinkles from top material along rear roof bow.

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

18. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Figure 1I36 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.

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. 1I37). Tacks outboard of deck seams should be restricted to distance not to exceed six inches,

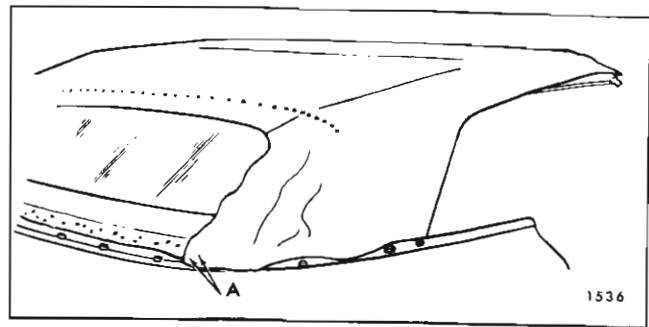


Fig. 1-I-36—Tacking Top Material

which is length wire-on binding extends past seam (Fig. 1I37).

28. At front roof rail, pull top trim material forward to desired tension. While maintaining tension on top trim, place a pencil mark on outer surface of trim material along forward edge of front roof rail (Fig. 1I38).

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. 1I39).

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. 1I25).

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.

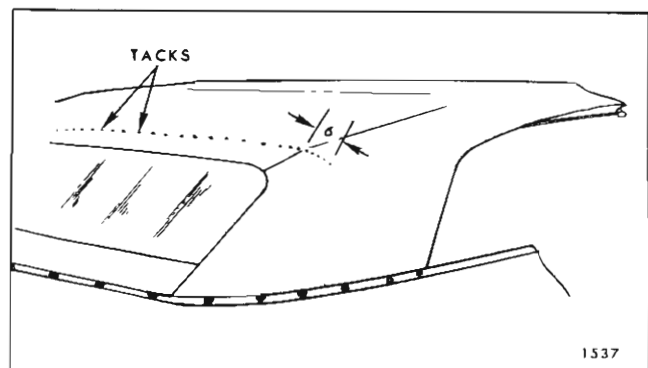


Fig. 1-I-37—Tacking Outboard of Seams

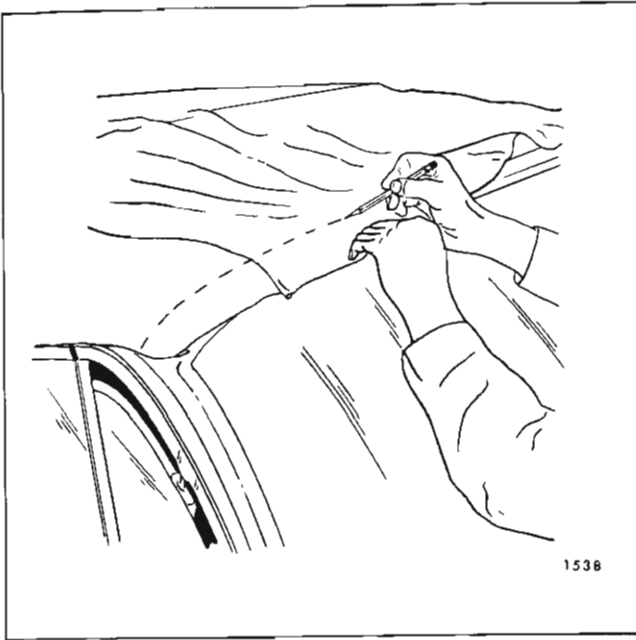


Fig. 1-1-38—Marking Top Material at Front Roof Rail

33. Permanently tack top material to rear roof bow. Apply bead of neoprene-type weatherstrip adhesive around each tack head, and into two holes

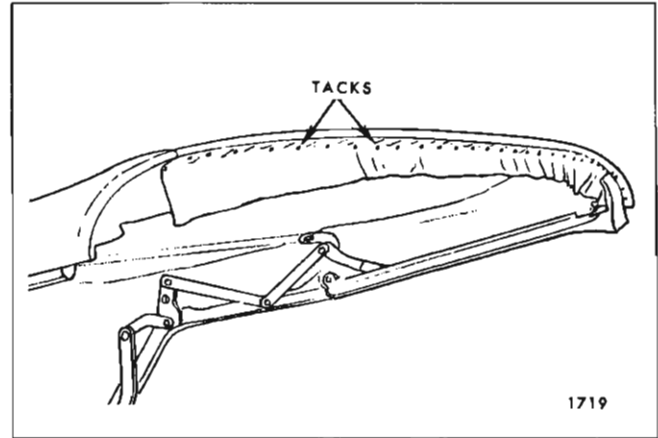


Fig. 1-1-39—Installation of Top Material to Front Roof Rail

pierced into top material for wire-on binding clip escutcheons.

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

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

BACK CURTAIN ASSEMBLY (COMPLETE) ALL SERIES

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.

CAUTION: Disconnect rear seat speaker wire if present.

b. Folding top compartment side trim panel assemblies.

c. Side roof rail rear weatherstrip; then loosen folding top quarter flaps from rails.

3. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts. Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts (Fig. 1140).

4. At each rear quarter area remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel (Fig. 1141).

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.

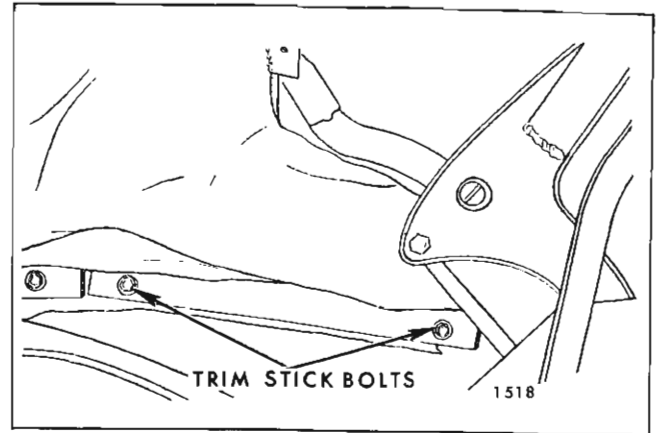


Fig. 1-1-41—Rear Quarter Trim Stick

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 material at both locations with a grease pencil (Fig. 1142). 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. 1143).

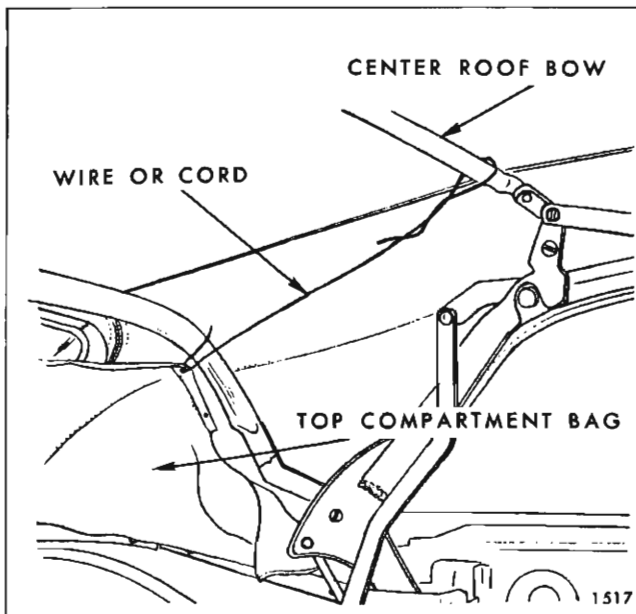


Fig. 1-1-40—Top Compartment Bag Tied to Center Bow

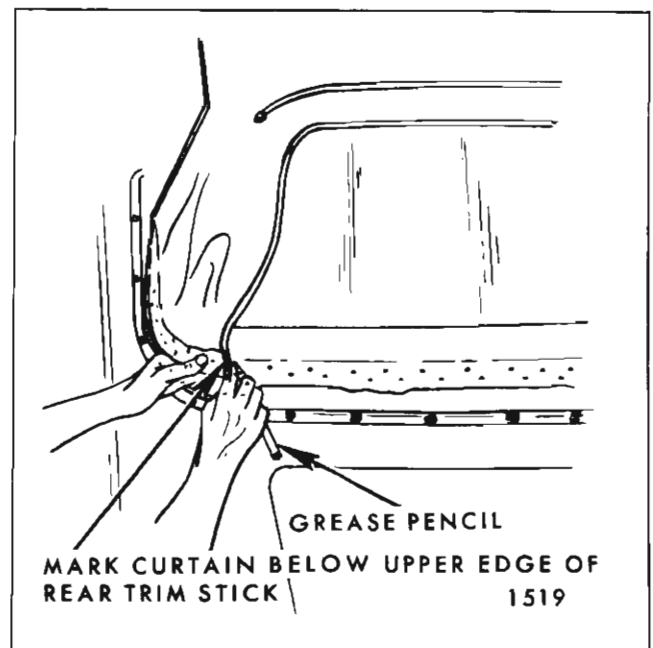


Fig. 1-1-42—Locating Edge of Top Material

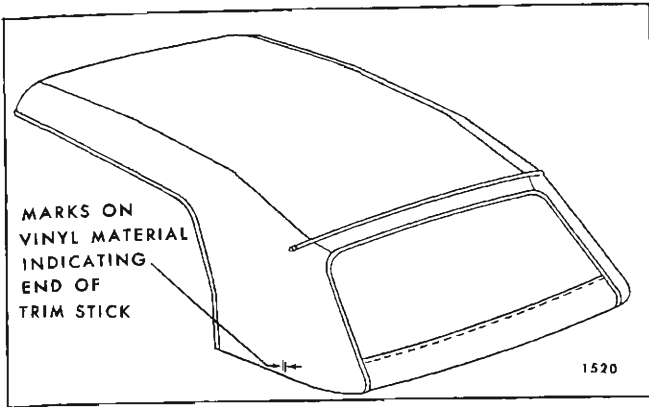


Fig. 1-1-43—Marking Top Material

8. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow (Fig. 1I44).

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. Remove right and left nylon webbing from rear trim stick.

13. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (Fig. 1I45). Reference marks for trim sticks should be transferred to new back curtain material when step 3 of installation procedure is performed.

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

Installation

1. Preset spacer sticks to shortest length and install between center and rear roof bow (Fig. 1I46). Adjust sticks so that dimension "X" in Figure 1I46 (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 14-7/8".

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

Tie or tape rear bow to rear side roof rails.

2. Place new back curtain assembly on clean covered work bench with interior surface of back-light 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 13 of removal procedure). In addition, mark trim stick bolt hole locations on new back curtain assembly.

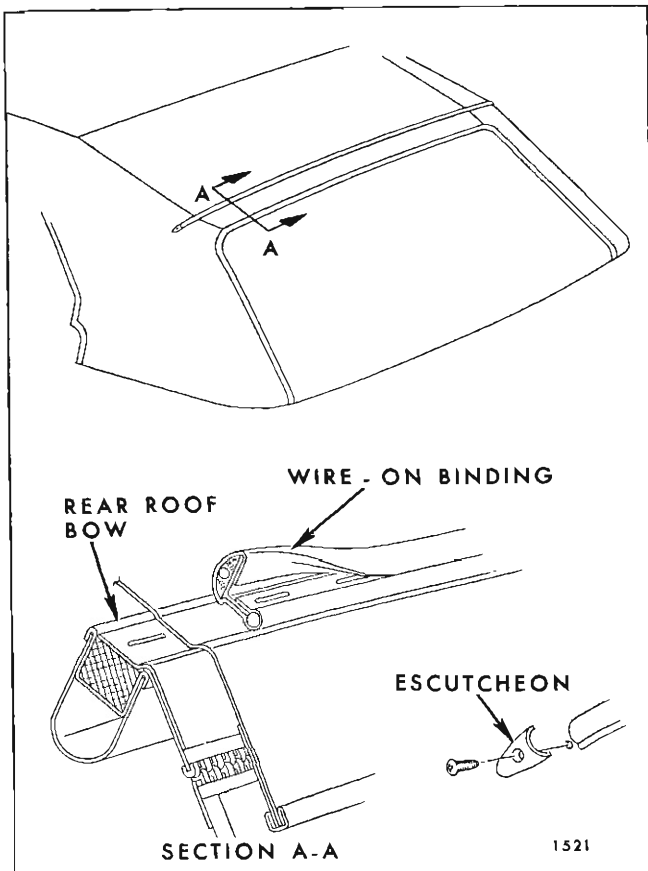


Fig. 1-1-44—Rear Roof Bow Wire-On Binding

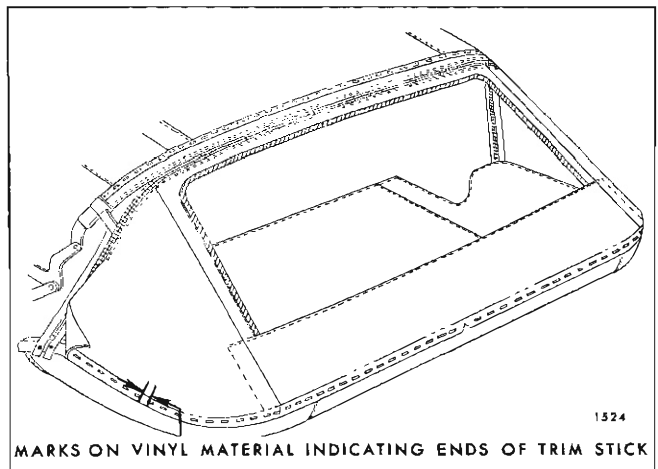


Fig. 1-1-45—Marking Back Curtain

IMPORTANT: Where a grease pencil or similar material is used for marking back curtain, 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 material at lower edge indicates centerline of back curtain assembly. (See Fig. 1I47). 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 (Fig. 1I47). On right side, tack zipper tape to forward edge of rear quarter trim stick.

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 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. Forward edge of webbing should be even with edge of rear trim stick.

9. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement, if necessary (Fig. 1I48).

10. Fasten back curtain assist straps to rear roof bow; then secure back curtain assembly with

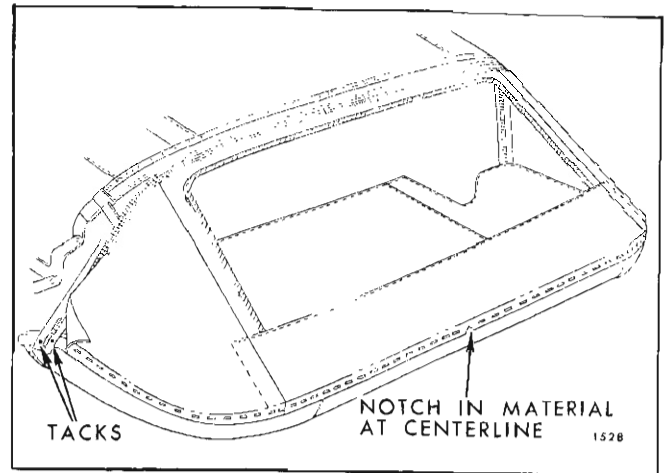


Fig. 1-I-47—Back Curtain Installation

three or four tacks to rear bow to prevent accidental damage to backlight.

11. 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.

12. Working from body center progressively out-board to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from curtain material. Fold any

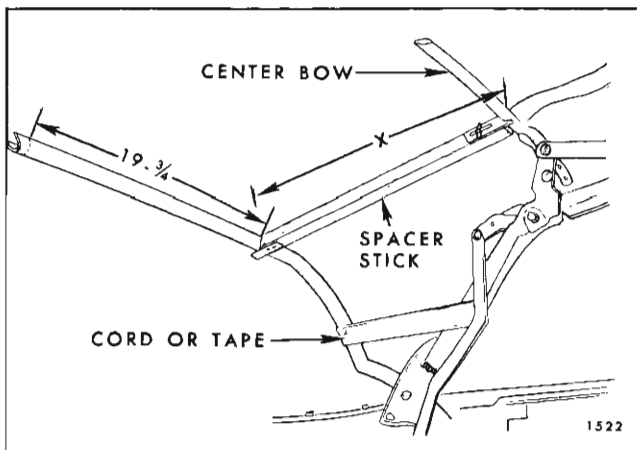


Fig. 1-I-46—Spacer Stick Installation

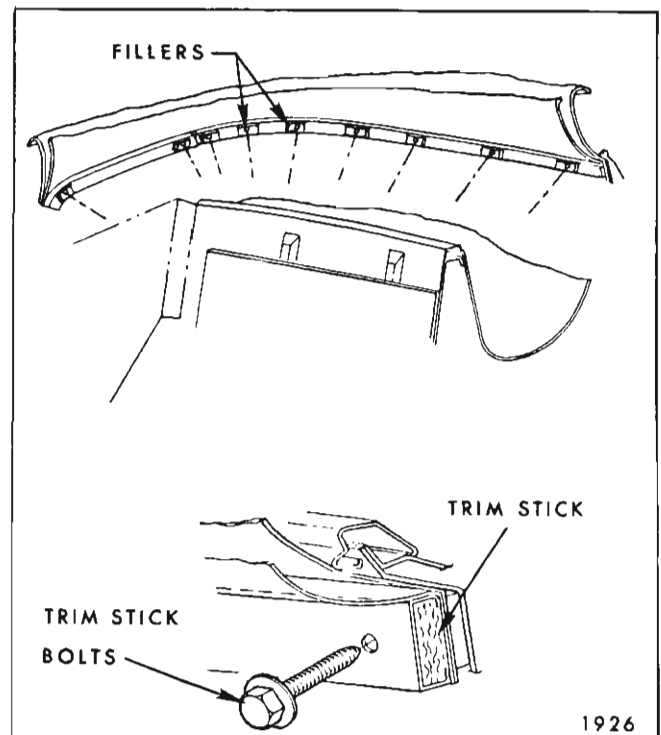


Fig. 1-I-48—Checking Trim Stick Fillers

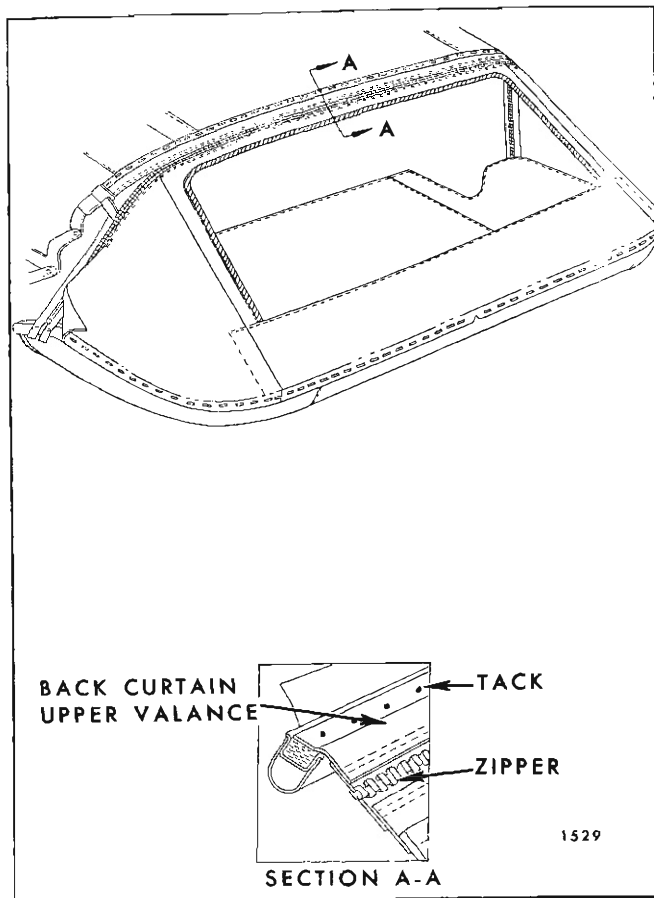


Fig. 1-1-49—Back Curtain Installation

excess back curtain upper valance material rearward and tack to rear bow (Fig. 1149).

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

13. Check contour of back curtain assembly to 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. 1150).

15. Tack nylon webbing to rear roof bow. Outboard 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.

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 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 ALL DIVISIONS—ALL “B” AND “C” CONVERTIBLE STYLES

If only the back curtain zipper is being replaced, use the Removal and Installation procedure for “Back Curtain 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 window and upper valance webbing.

2. Cut stitches securing zipper tape to back curtain assembly and to upper valance webbing.

3. Transfer reference marks to new zipper assembly.

4. Sew new zipper tape to back curtain material and upper valance webbing.

NOTE: Zipper tape may be stapled to back curtain and upper valance webbing to aid in holding zipper in proper position during sewing operation.

5. Install back curtain assembly as described under Installation procedure for “Back Curtain Assembly (Complete)”.

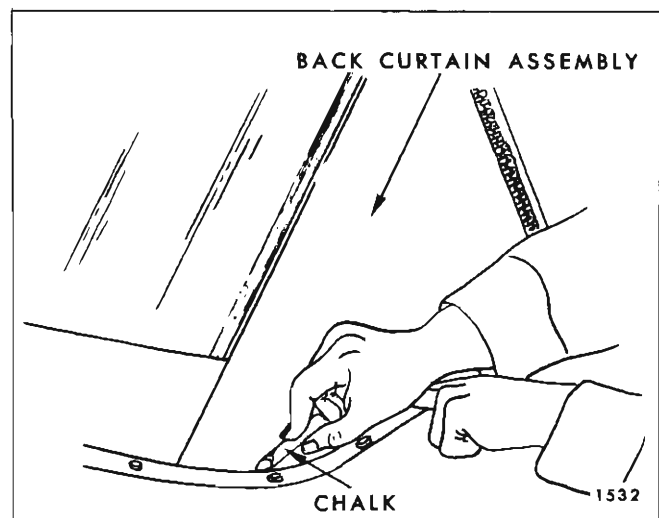


Fig. 1-1-50—Marking Back Curtain

BACK WINDOW AND EXTENSIONS ALL SERIES

BACK WINDOW AND EXTENSION REPLACEMENT (INCLUDES TRANSFER OF ZIPPER TO NEW BACK WINDOW)

Removal

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

2. Remove rear seat cushion and back.

CAUTION: Disconnect rear seat speaker wire if present.

3. Remove folding top compartment side trim panel assemblies and side roof rail rear weather-strip; 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 material at both locations with a grease pencil (Fig. 1151). 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

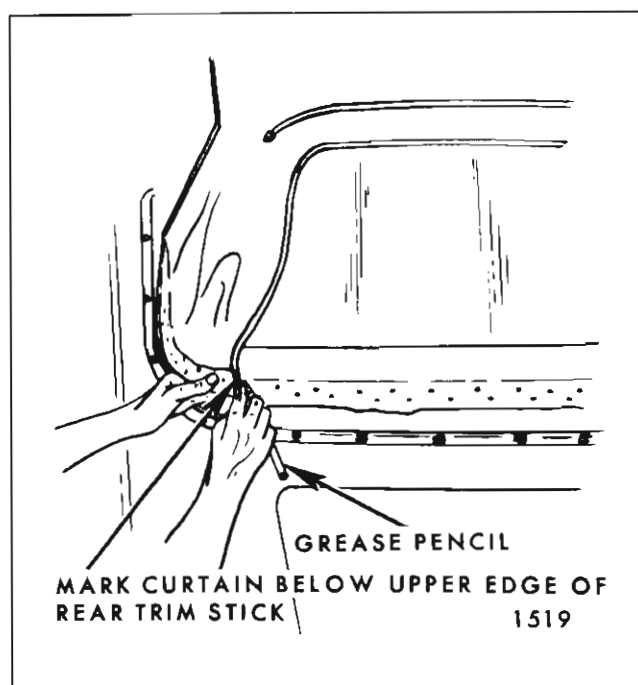


Fig. 1-1-51—Locating Edge of Top Material

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 nylon webbing from rear trim stick.

9. Operate zipper slide fastener to open position; then detach lower portion of zipper from slide fastener.

10. Remove rear and rear quarter trim sticks with attached back curtain and compartment bag material from body and place on a clean, protected surface.

11. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (Fig. 1152). Reference marks for trim sticks should be transferred to new back curtain material when step 4 of installation procedure is performed.

12. Using chalk or similar material, mark zipper tape near upper edge of back window (Fig. 1153).

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

14. As a bench operation, cut stitches securing lower half of zipper assembly to back curtain.

NOTE: Back window and extensions (less zipper) are available as a service part.

Installation

1. Using chalk mark as guide, locate lower half of zipper to new back curtain. Zipper tape may be

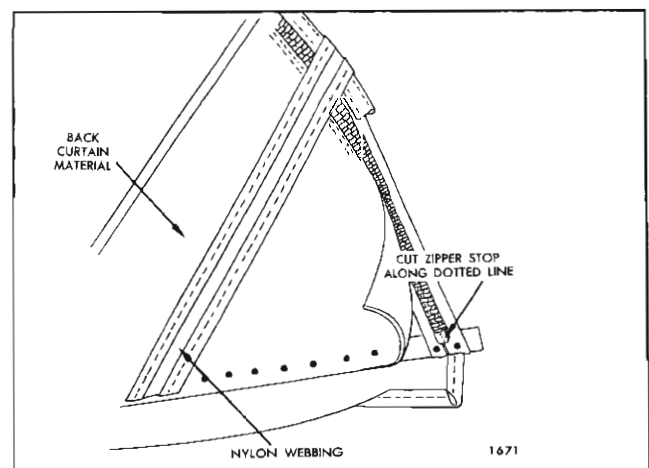


Fig. 1-1-52—Marking Back Curtain

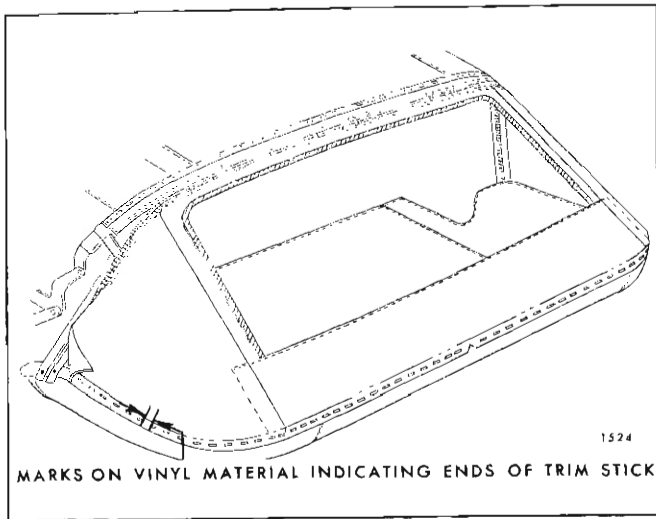


Fig. 1-1-53—Marking Zipper Tape

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 assembly on clean covered work bench with interior surface of back window facing down.
4. Transfer marks on old back curtain to new back curtain assembly. See steps 5 and 11 of removal procedure.
5. Center and position back curtain assembly to rear trim stick over attached compartment bag.

NOTE: Notch in back curtain material at lower edge indicates centerline of back curtain assembly. 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.
 9. Inspect rubber trim stick fillers cemented to body below pinchweld. Re-cement, if necessary.
 10. 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.

11. Engage lower end of zipper into slide fastener; then operate slide fastener to closed position.

12. 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.

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

14. Carefully replace top in position in rear quarter area.

15. 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.

16. Using previously marked line (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.

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

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

19. 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.

20. 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.

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

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

FOLDING TOP ADJUSTMENTS ALL SERIES

DESCRIPTION

The folding top linkage consists of three sections of right and left side roof rails and a front roof rail connected by bolts, hinges, and a series of connecting links and bows. The top linkage is attached to the body at the rear quarter area by a male hinge. The hinge is attached directly to the quarter panel brace. The front roof rail is locked at the windshield header by two hook type locks which are an integral part of the two locking handles.

The following information outlines and illustrates procedures which may be used to correct misaligned folding top linkage. To correct some top variations, only a single adjustment is required; other top variations require a combination of adjustments. In conjunction with adjustment of the folding top, it may be necessary to adjust the door, door glass, rear quarter glass, trim sticks or side roof rail weatherstrips.

ADJUSTMENT OF FOLDING TOP FRONT ROOF RAIL GUIDE

If the front roof rail guides do not properly engage with the striker assemblies when the top is in an "up" or raised position, the guides may be adjusted laterally as follows:

1. Raise top assembly to half-open position.
2. Loosen guide sufficiently to permit adjustment (Fig. 1I56).
3. Shift guide to desired position; then tighten guide.

NOTE: The sunshade support and striker assembly is not adjustable. In addition, adjustment of guide is limited. If additional adjustment is required, particularly fore and aft movement of the front roof rail, it can be obtained by adjusting the front roof rail and/or folding top male hinge.

ADJUSTMENT OF TOP AT FRONT ROOF RAIL

If the top, when in a raised position, is too far forward or does not move forward enough to allow the guide studs on the front roof rail to enter holes in the striker assemblies, proceed as follows:

1. Unlatch top and raise it above windshield header. Remove side roof rail weatherstrip front attaching screws.

2. Loosen side roof rail lock attaching screws and adjust front roof rail fore or aft as required. Repeat on opposite side if necessary (Fig. 1I57).

NOTE: If additional adjustment is required, it can be made at the folding top male hinge.

3. When front roof rail is properly adjusted, tighten lock attaching screws. Check forward section of side roof rail front weatherstrip. Re-fit and re-cement as required; then install weatherstrip attaching screws.

FRONT ROOF RAIL LOCK ASSEMBLY

Removal and Installation

1. Unlock top from windshield header.
2. With top in a half-open position, remove lock attaching screws; then, remove lock assembly from front roof rail (Fig. 1I57).
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:

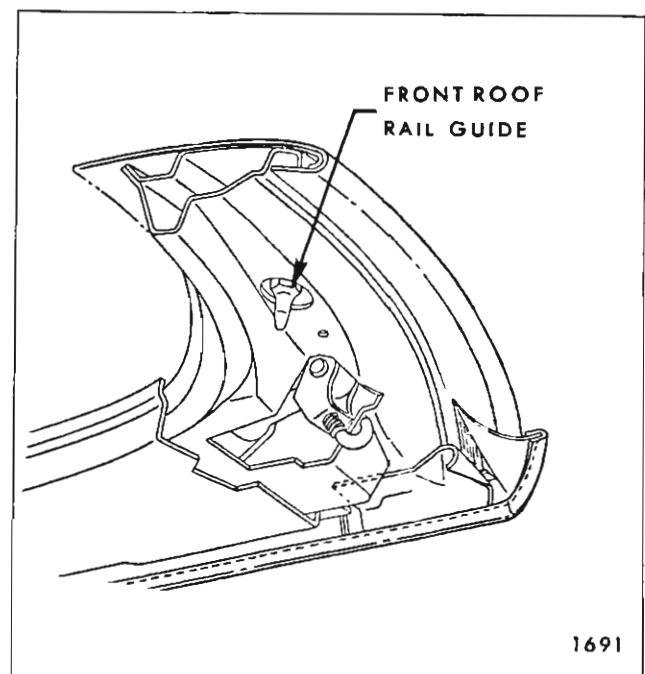


Fig. 1-I-56—Guide Adjustment

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 (Fig. 1158).

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.
- c. Without changing the up or down location of adjusting plate, move adjusting plate forward or

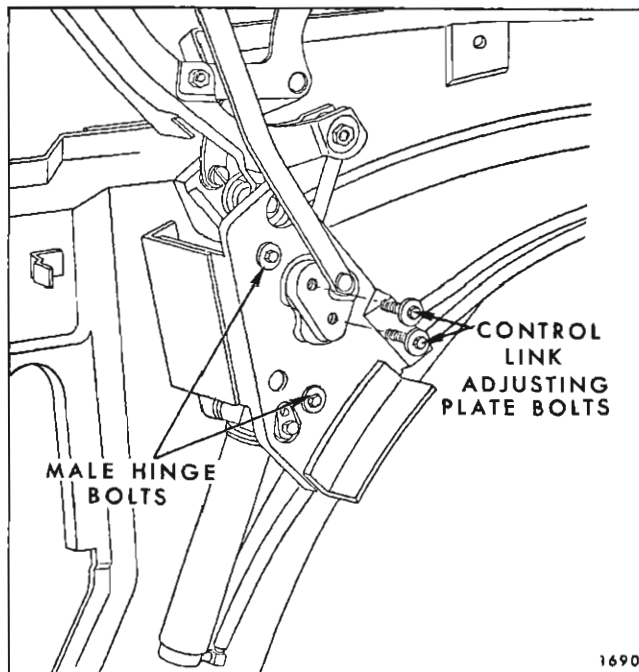


Fig. 1-1-58—Male Hinge Attachment

rearward (horizontally) over serrations as required to obtain desired height; then tighten bolts.

NOTE: If top cannot be fully lowered, even after control link plate has been adjusted, re-adjust male hinge assembly as required. Check top for proper operation.

ADJUSTMENT OF TOP AT MALE HINGE SUPPORT

Prior to making any adjustment of top linkage at male hinge, loosen two bolts securing folding top rear quarter trim stick to rear quarter panel. This will prevent any possible damage to top when it is raised after adjustment. After making an adjustment at male hinge, check folding top at rear quarter area for proper fit and, if necessary, adjust trim stick assembly.

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. 1158).
- c. Move hinge fore or aft as required to obtain proper alignment between side roof rail rear

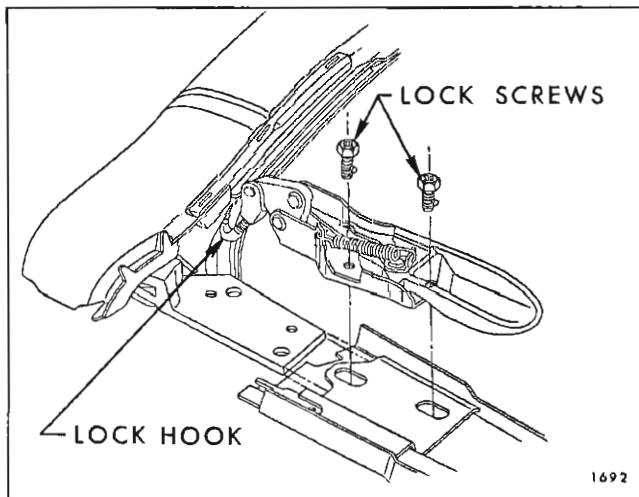


Fig. 1-1-57—Lock Attachment

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 area. If necessary, adjust trim stick; then tighten trim stick attaching bolts.

e. Check top assembly for proper stack height and proper alignment of side roof rails over door and quarter windows. Where required, adjust control link adjusting plate as previously described. (See steps #1 and 2 under "Adjustment of Top Control Link Adjusting Plate").

NOTE: If top cannot be fully raised or lowered, even after control link plate has been adjusted, re-adjust male hinge assembly as required. Check top for proper operation.

2. If side roof rail is too high or too low at rear quarter window area, proceed as follows:

a. Mark location of male hinge attaching bolt washers and control link on folding top compartment brace.

b. Loosen male hinge assembly attaching bolts (Fig. 1158).

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 rails and rear quarter windows.

d. Tighten attaching bolts, while maintaining proper alignment of vertical 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 and proper alignment of side roof rails over door and quarter windows. Where required, adjust control link adjusting plate as previously described. (See steps #1 and 2 under "Adjustment of Top Control Link Adjusting Plate").

NOTE: If top cannot be fully raised or lowered, even after control link plate has been adjusted, re-adjust male hinge assembly as required. Check top for proper operation.

DESCRIPTION

The following procedure describes and illustrates

various types of folding top misalignment conditions, their apparent causes and the recommended procedure for their correction.

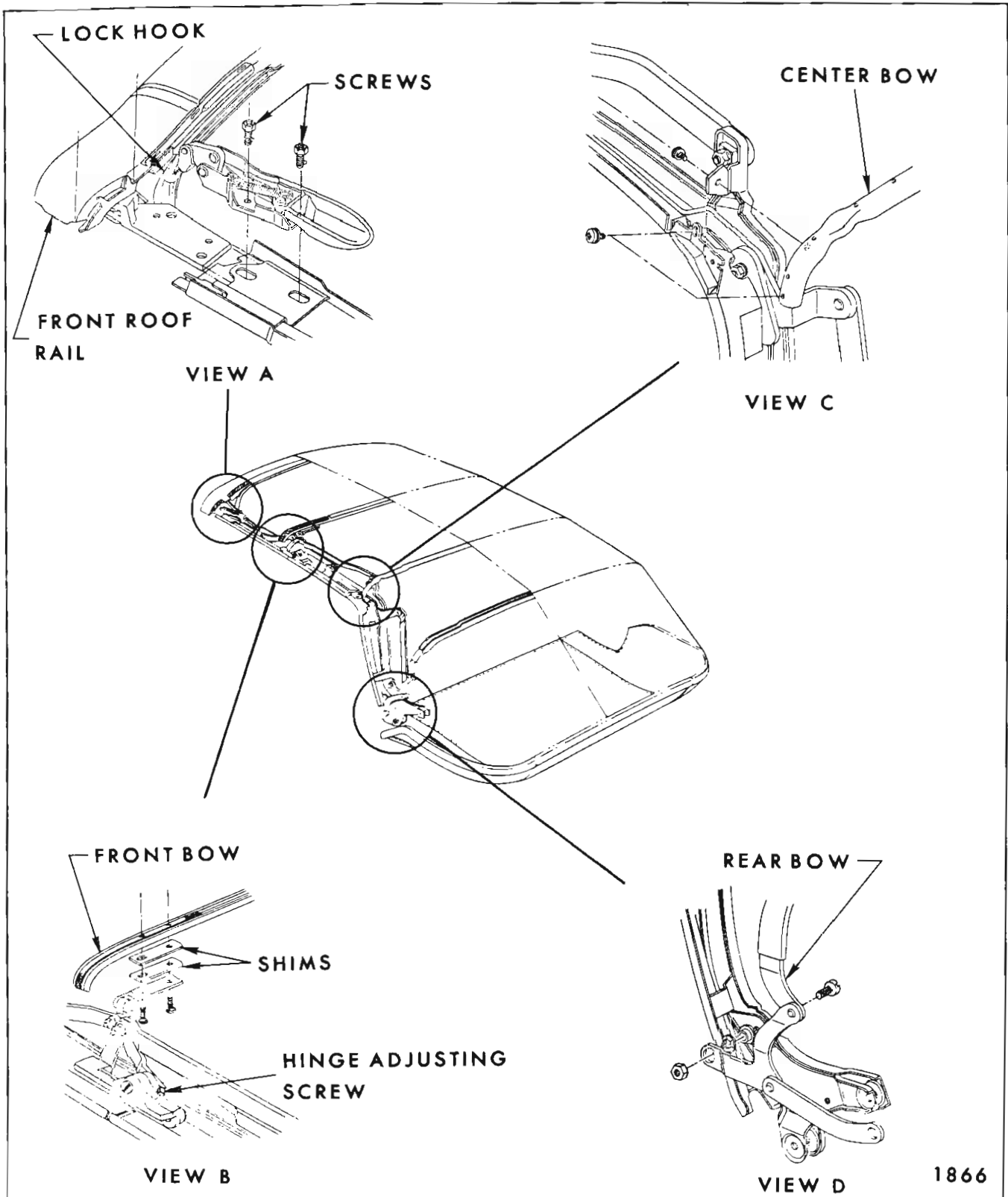


Fig. 1-1-59—Folding Top Adjustments

CONDITION	APPARENT CAUSE	CORRECTION
A. Difficult locking action at front roof rail.	<ol style="list-style-type: none"> 1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned. 	<p>Adjust lock hook counterclockwise.</p> <p>Loosen, realign and retack front roof rail front weatherstrip.</p> <p>Adjust front roof rail.</p>
B. Top does not lock tight enough to windshield header.	<ol style="list-style-type: none"> 1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned. 	<p>Adjust lock hook clockwise.</p> <p>Loosen, realign and retack front roof rail front weatherstrip.</p> <p>Adjust front roof rail.</p>
C. Top travels too far forward.	<ol style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. 	<p>Adjust front roof rail rearward (Fig. 1159).</p> <p>Adjust male hinge assembly rearward (Fig. 1158).</p>
D. Top does not travel forward far enough.	<ol style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. 3. Improper spacing between rear trim stick and body metal. 	<p>Adjust front roof rail forward (Fig. 1159).</p> <p>Adjust male hinge assembly forward (Fig. 1158).</p> <p>Install an additional spacer between rear trim stick and body metal at each attaching bolt location.</p>
E. Side roof rail rear weatherstrip too tight against rear of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge assembly misaligned. 	<p>Adjust male hinge assembly rearward (Fig. 1158).</p>
F. Gap between side roof rail rear weatherstrip and rear of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge assembly misaligned. 	<p>Adjust male hinge assembly forward (Fig. 1158) and/or shim side roof rail rear weatherstrip forward as required.</p>
G. Side roof rail rear weatherstrip too tight against top of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge misaligned. 	<p>Adjust male hinge upward (Fig. 1158).</p>
H. Gap between side roof rail rear weatherstrip and top of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge misaligned. 	<p>Adjust male hinge downward and/or shim side roof rail weatherstrip downward as required.</p>
I. Sag at front to center side roof rail joint.	<ol style="list-style-type: none"> 1. Control link adjusting plate misaligned. 2. Center side roof rail hinge adjusting screw improperly adjusted. 	<p>Adjust control link adjusting plate downward (Fig. 1158).</p> <p>Adjust screw counterclockwise (Fig. 1159).</p>

CONDITION	APPARENT CAUSE	CORRECTION
J. Front and center side roof rails bow upward at hinge joint.	<ol style="list-style-type: none"> 1. Control link adjusting plate misaligned. 2. Center side roof rail hinge adjusting screw improperly adjusted. 	<p>Adjust control link adjusting plate upward (Fig. 1158).</p> <p>Adjust screw clockwise (Fig. 1159).</p>
K. Folding top dust boot is difficult to install.	<ol style="list-style-type: none"> 1. Improper stack height due to misaligned control link adjusting plate. 2. Misaligned folding top dust boot female fastener. 3. Rear seat back assembly is too far forward. 4. Excessive build-up of padding in side roof rail stay pads. 	<p>Adjust control link plate rearward or forward as required (Fig. 1158).</p> <p>Where possible, align female with male fastener.</p> <p>Relocate rear seat back panel rearward until dimension between upper rear edge of rear seat back to forward edge of pinch-weld finishing molding is $21\text{-}1/8'' \pm 1/16''$. The dimension is measured at approximate centerline of body.</p> <p>Repair side stay pads as required.</p>
L. Folding top dust boot fits too loosely.	<ol style="list-style-type: none"> 1. Improper stack height due to misaligned control link adjusting plate. 2. Rear seat back assembly is too far rearward. 	<p>Adjust control link plate forward (Fig. 1158).</p> <p>Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinch-weld finishing molding is $21\text{-}1/8'' \pm 1/16''$. The dimension is measured at approximate centerline of body.</p>
M. Top material is too low over windows or side roof rails.	<ol style="list-style-type: none"> 1. Front roof bow improperly shimmed. 2. Excessive width in top material. 	<p>*Install one or two $1/8''$ shims between front roof bow and slat iron (Fig. 1159).</p> <p>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.</p>
N. Top material is too high over windows or side roof rails.	<ol style="list-style-type: none"> 1. Front roof bow improperly shimmed. 	<p>*Remove one or two $1/8''$ shims from between front roof bow and slat iron (Fig. 1159).</p>

CONDITION	APPARENT CAUSE	CORRECTION
O. Top material has wrinkles or draws.	<ol style="list-style-type: none"> 1. Rear quarter trim stick improperly adjusted. 2. Top material improperly installed to center of rear quarter trim stick. 	<p>Adjust rear quarter trim stick on side affected.</p> <p>Retack top material as required.</p>
P. Wind whistles or waterleak along front roof rail.	<ol style="list-style-type: none"> 1. Top does not lock tight enough to windshield header. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail contour does not conform to windshield header. 	<p>Adjust lock hook clockwise.</p> <p>Retack front weatherstrip to front roof rail.</p> <p>Contour of front roof rail may be changed slightly by reforming rail.</p>
Q. Wind whistle or air leak between top material and side roof rail stay pads.	<ol style="list-style-type: none"> 1. Top material hold-down cables improperly adjusted. 	<p>Adjust top material hold-down cables as required.</p>

*When no shims are required or when installing only one shim, use attaching screw part #4413016 (1/4-20 x 7/16" oval head with external tooth lock washer, type "T-T" tapping screw, chrome finish) or equivalent.

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) or equivalent.

HYDRO-LECTRIC SYSTEM ALL SERIES

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 beneath the rear seat back panel (Fig. 1160).

Figure 1161 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 ALL "B" AND "C" CONVERTIBLE STYLES

Removal

1. Operate folding top to full "up" position.
2. Disconnect positive battery cable.
3. Remove rear seat cushion and back.
4. Working inside body, detach front edge of folding top compartment bag from rear seat back panel.

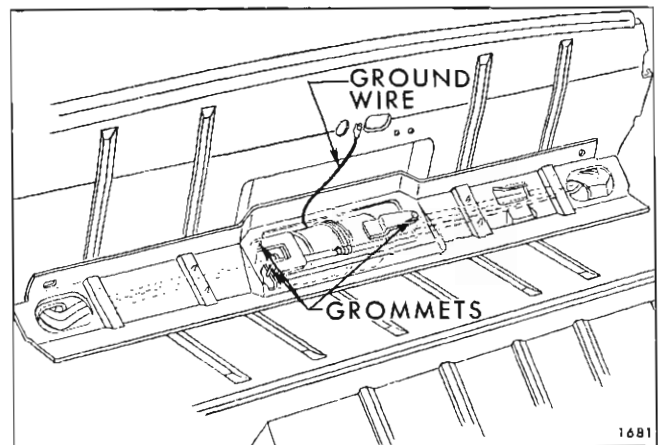


Fig. 1-1-60—Hydro-Lectric Motor and Pump Assembly

5. Remove clips securing hydraulic hose to rear seat back panel.

6. At rear of seat back panel, disconnect wiring harness and remove ground wire attaching screw (Fig. 1160).

7. To facilitate removal, apply a rubber lubricant to pump attaching grommets; then, carefully disengage grommets from compartment pan brace.

8. Place absorbent rags below hose connections and end of reservoir.

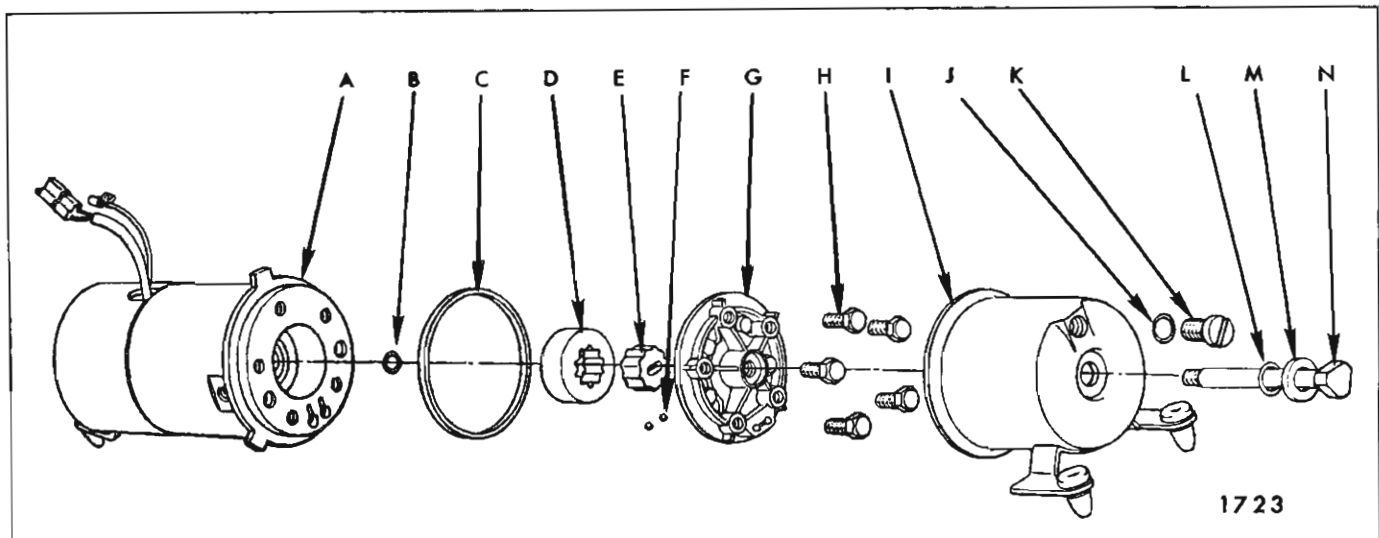


Fig. 1-1-61—Hydro-Lectric Motor and Pump Disassembled

- 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

9. 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.

10. Disconnect hydraulic lines and cap open fittings to prevent leakage of fluid. Use a cloth to absorb any leaking fluid, then remove unit from body.

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.

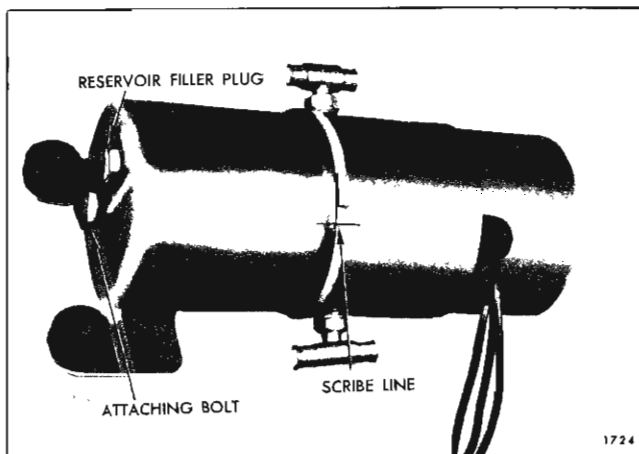


Fig. 1-1-62—Hydro-Lectric Motor and Pump Assembly

2. Scribe a line across pump end plate and reservoir tube to insure a correct assembly of parts. See Fig. 1I62.

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 ALL "B" AND "C" CONVERTIBLE STYLES

When the control switch is actuated to the "up" position, the battery feed wire is connected to the red motor lead and the motor and pump assembly operate to force the hydraulic fluid through the hoses to the lower ends of the double-acting cylinders. The fluid forces the piston rods in the cylinders upward, thus raising the top. The fluid in the top of the cylinders returns to the pump for recirculation to the bottom of the cylinders. When the control switch knob is actuated to the "down" position, the feed wire is connected to the dark green motor lead and the motor and pump assembly operate in a reversed direction to force the hydraulic fluid through the hoses to the top of the cylinders. The fluid forces the piston rods in the cylinders downward, thus lowering the top. The fluid in the bottom of the cylinders returns to the pump for recirculation to the top of the cylinders.

OPERATION OF PUMP ASSEMBLY ALL "B" AND "C" CONVERTIBLE STYLES

The rotor type pump assembly is designed to

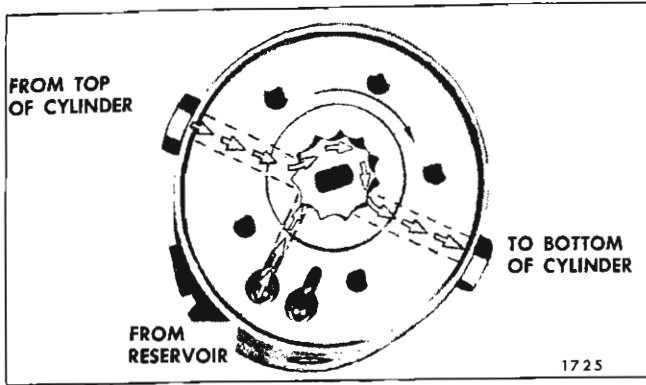


Fig. 1-1-63—Operation of Pump to Raise Top

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 1163. 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 1164. 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

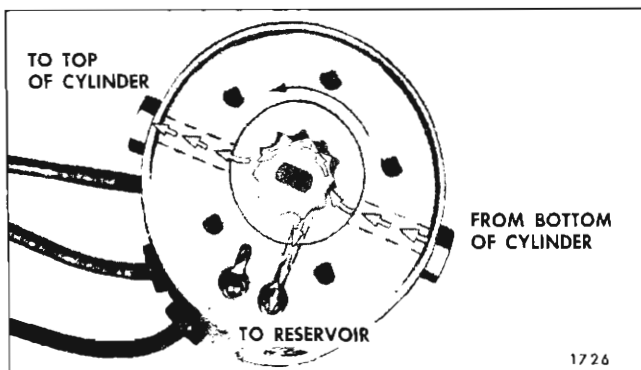


Fig. 1-1-64—Operation of Pump to Lower Top

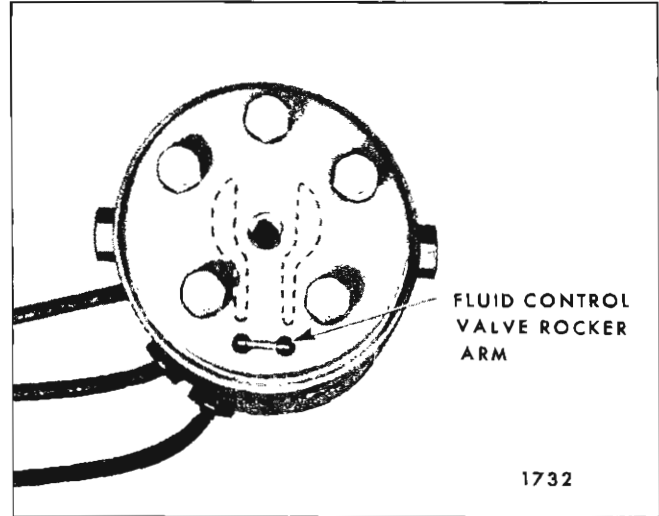


Fig. 1-1-65—Pump Cover Plate

installed in the pump cover plate, and two steel balls. Figure 1165 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 1166 and Figure 1167 illustrate the operation of the fluid control valve.

MECHANICAL CHECKING PROCEDURE

If there is a failure in the hydro-lectric system and the cause is not evident, the mechanical operation of the top should first be checked. If the folding top assembly appears to have a binding action, disconnect the top lift cylinder piston rods from the top linkage and then manually raise and lower the top. The top should travel through its

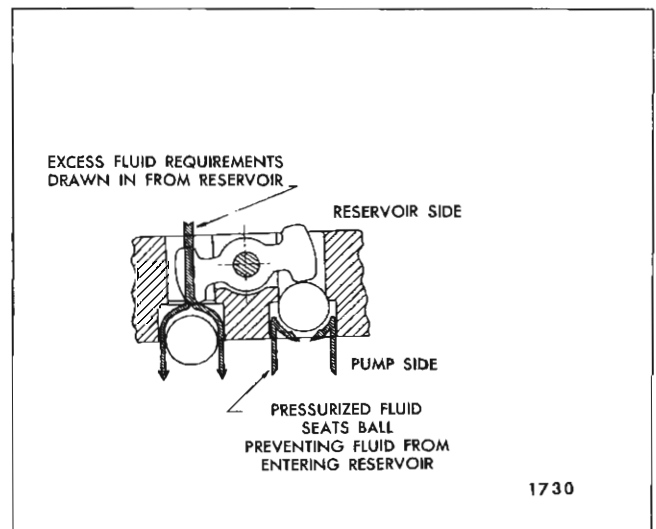


Fig. 1-1-66—Fluid Control Valve

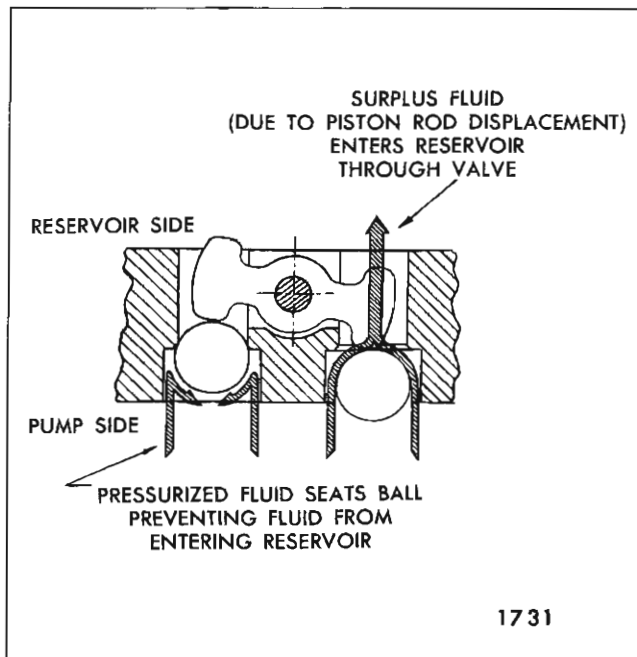


Fig. 1-1-67—Fluid Control Valve

up and down cycle without any evidence of a binding action. If a binding action is noted when the top is being locked at the header, check the alignment of the door windows, ventilators and rear quarter windows with relation to the side roof rail weatherstrips. Make all necessary adjustments for correct top alignment. 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.

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 connections, mechanical failure of an electrical component, or wires or components shorting to one another or to body metal. Before beginning checking procedures, check battery according to recommended procedure.

1. Checking for Current at Folding Top Control Switch
 - a. Disengage terminal block from rear of switch.
 - b. Connect light tester to central feed terminal of switch terminal block.
 - 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. 1168.

- 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.

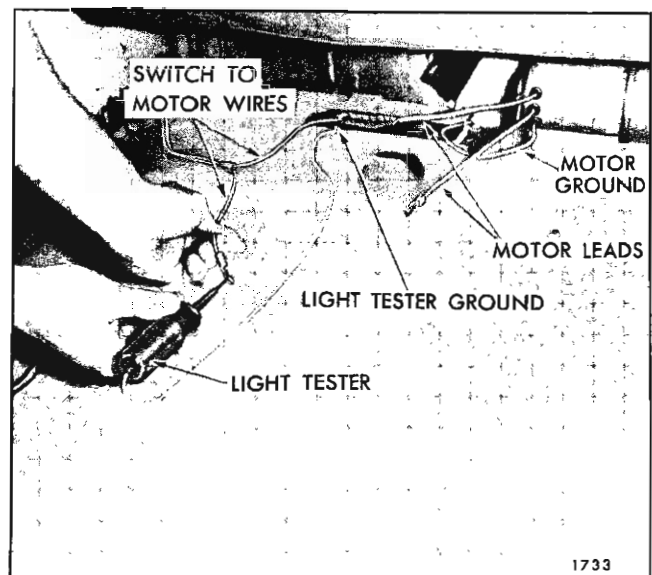


Fig. 1-1-68—Checking Motor Wiring

f. Connect light tester to red switch-to-motor wire terminal.

g. Actuate switch control knob to "up" position. If tester does not light, there is an open or short circuit in wire.

4. Checking the Motor Unit

If a light tester indicates current at the motor lead terminals of the switch-to-motor wires, but motor unit does not operate from switch, a final check of the motor unit can be made as follows:

a. Check connection of motor ground wire to body metal. (See Fig. 1160).

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 ALL "B" AND "C" CONVERTIBLE STYLES

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. Checking Hydraulic Fluid Level in Reservoir

- a. Operate top to raised position.
- b. Remove rear seat cushion and back.
- c. Detach front edge of folding top compartment bag from rear seat back panel.
- d. Remove clips securing hydraulic hose to rear seat back panel.
- e. Disengage pump attaching grommets from compartment pan brace.
- f. Place absorbent rags below reservoir at filler plug.
- g. With a straight-bladed screwdriver, remove

filler plug. Fluid level should be within 1/4 inch of lower edge of filler plug hole.

h. 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".

i. Install filler plug.

j. Install motor and pump assembly and all previously removed parts.

2. Checking Operation of Lift Cylinders

a. Remove rear seat cushion and back 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. 1169).

c. Actuate motor with applied terminal voltage within range of 9.5 volts to 11.0 volts. Pressure gauge should show a pressure between 340 psi and 380 psi.

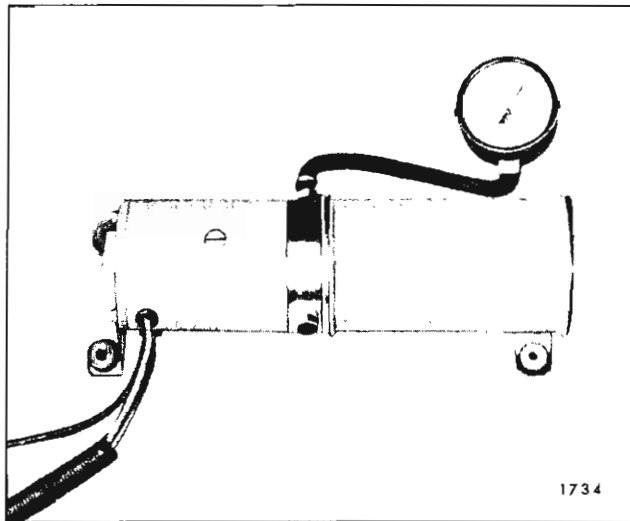


Fig. 1-1-69—Checking Pump Pressure

d. Check pressure in other port.

NOTE: A difference in pressure readings may exist between the pressure port for top of cylinders and pressure port for bottom of cylinders. This condition is acceptable if both readings are within the limit of 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 clips securing hydraulic hose to rear seat back panel.
6. Remove attaching nut, bolt and bushing from upper end of cylinder (Fig. 1170).
7. Remove inner and outer bolt securing cylinder to male hinge (Fig. 1170).
8. Carefully move cylinder to inboard side of top compartment brace, exposing upper and lower hydraulic hose to cylinder connections.

9. Prior to disconnecting hydraulic connections, place suitable wiping rags under connections to absorb any drippage of hydraulic fluid.

10. Disconnect hydraulic connections from old cylinder and transfer to new cylinder assembly.

11. Install new cylinder to male hinge.

12. Connect positive battery cable to battery terminal.

13. Using power, raise cylinder piston rod to extended position.

14. Attach upper end of cylinder to folding top linkage using previously removed nut, bolt, bushing and washer.

15. 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".

16. Install hydraulic hose to rear seat back panel with clips.

17. Install all previously removed trim and hardware.

FILLING OF HYDRO-LECTRIC RESERVOIR ALL "B" AND "C" CONVERTIBLE STYLES

This procedure virtually eliminates discharge or

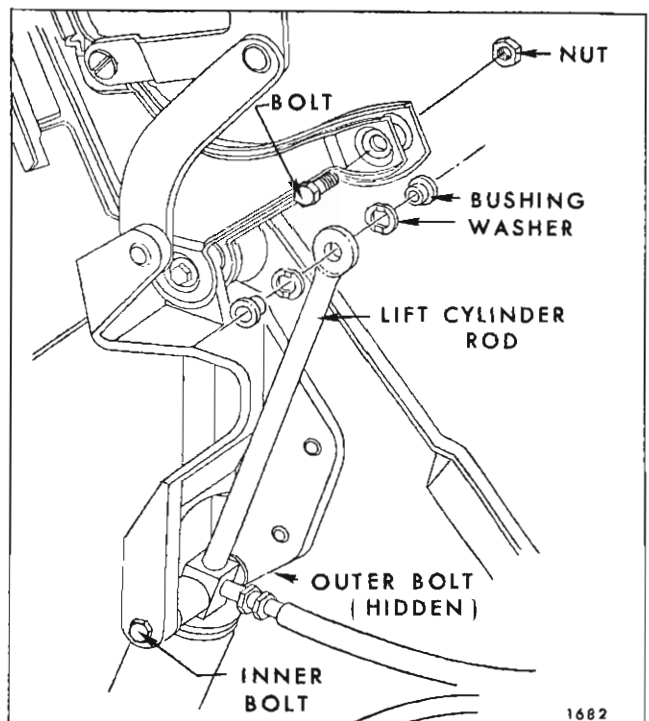


Fig. 1-1-70—Hydraulic Lift Cylinder Attachment

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. 1171).

2. Filling and Bleeding of Reservoir

- a. With top in raised position, remove rear seat cushion and back.
- b. Working inside body, detach front edge of folding top compartment bag from rear seat back panel.
- c. Remove clips securing hydraulic hose to rear seat back panel.
- d. To facilitate removal, apply a rubber lubricant to pump attaching grommets; then, carefully disengage grommets from compartment pan brace.
- e. Place absorbent rags below reservoir at filler plug. Using a straight-bladed screwdriver, slowly remove filler plug from reservoir.

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.

- f. Install filler plug adapter to reservoir and attach four to five foot length of 3/16 inch I.D. rubber tubing or hose to filler plug tubing.

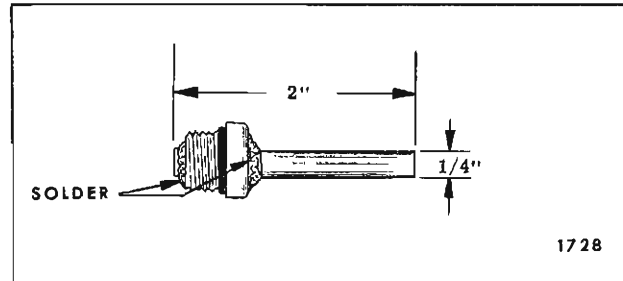


Fig. 1-1-71-Reservoir Filler Plug Adapter

- g. Install opposite end of hose into a container of GM Hydraulic Brake Fluid Super #11 or equivalent.

NOTE: Container may be placed on floor pan area beneath rear seat. However, fluid in container must be below level of fluid in reservoir. In addition, sufficient fluid must be available in container to avoid drawing air into hydraulic system.

- h. 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.

- i. Operate top several times or until operation of top is consistently smooth in both up and down cycles.

- j. Remove hose from filler plug tubing and remove filler plug adapter from reservoir.

- k. 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.

FABRIC ROOF COVER

ROOF PANEL FABRIC COVER ALL STYLES EXCEPT 68069

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 25-26000 Series "39" styles and all 68000 Series 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 roof panel fabric is cemented to the entire surface of the roof panel with nitrile type non-staining cement.

The roof panel cover is attached at the windshield and back window opening by drive nails or staples. Drive nails are used at the belt line of the rear quarter area. 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. Roof extension panel emblem and/or plate assembly.
- f. Roof panel molding rear of quarter window or rear door (68339-57).

2. Clean off all excess adhesive caulking material from windshield and back window openings.

3. Remove drive nails and/or staples 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. (See View A, Fig. 1J1). 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 lose its grain, blister, or become very shiny.

6. Loosen cemented edges of fabric roof 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 25-26000 Series "39" styles and 68000 Series, 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 softening to roof panel 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.

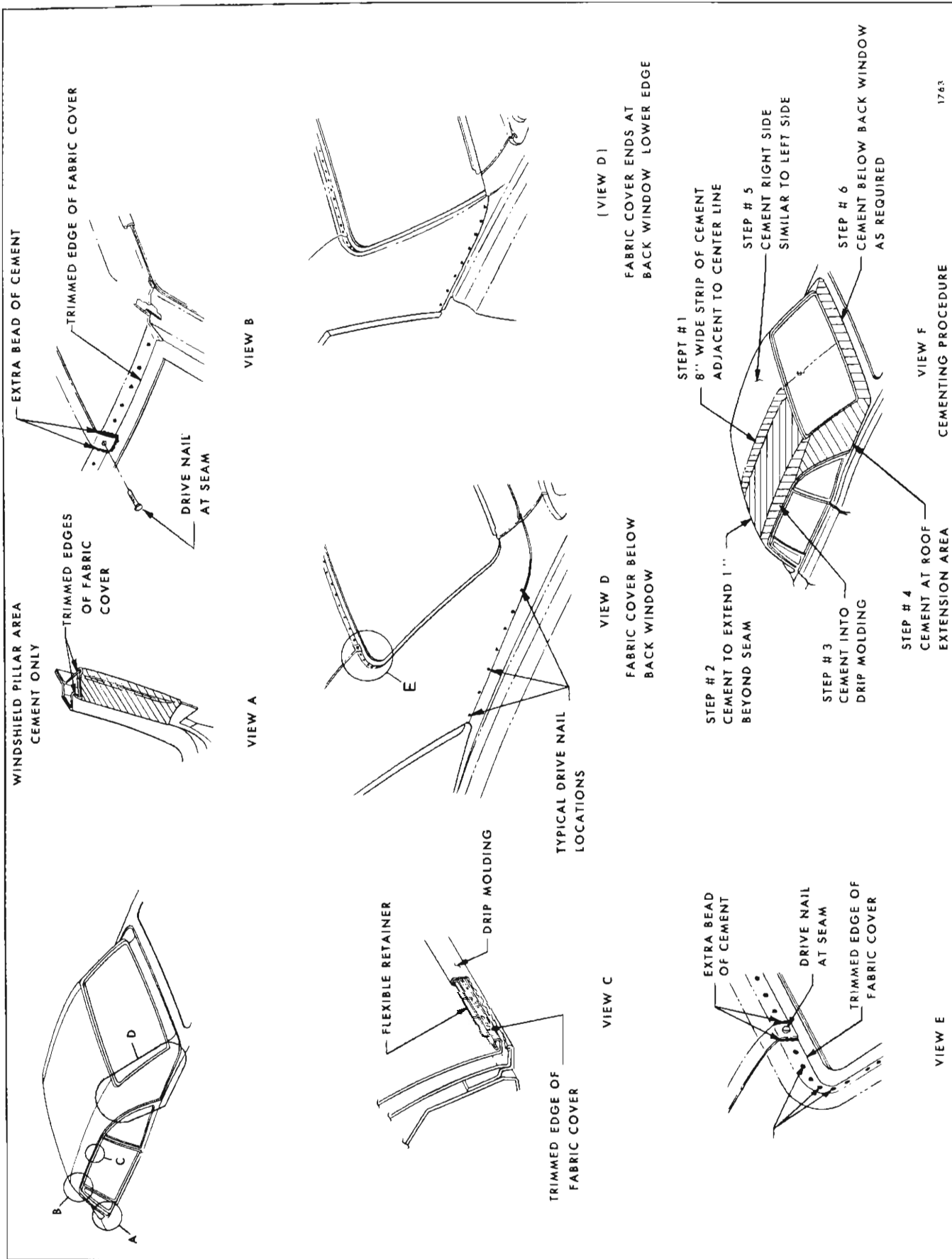


Fig. 1J1—Fabric Roof Cover Installation

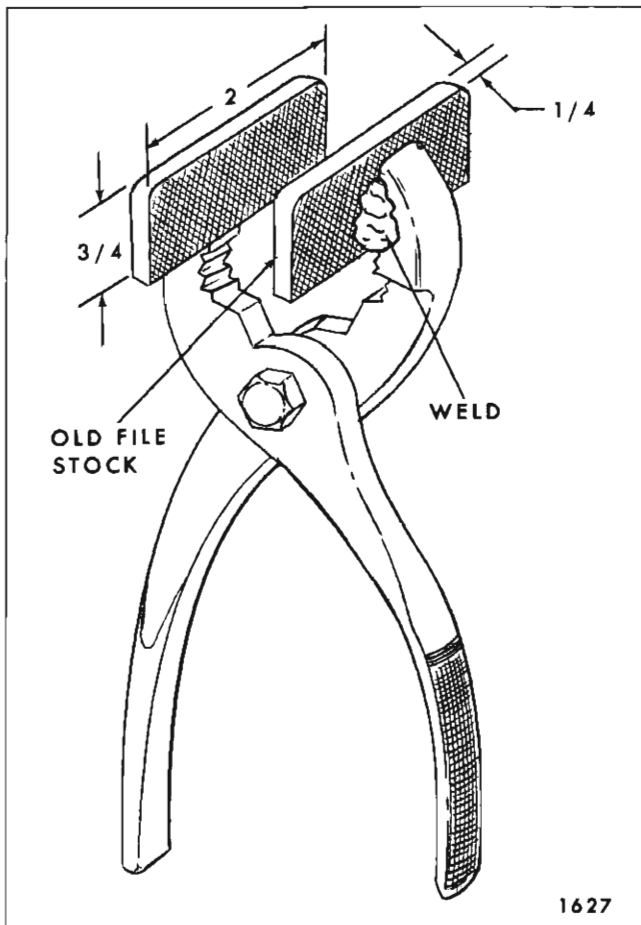


Fig. 1J2—Fabric Cover Pliers

2. To permit easier fitting and removing of wrinkles from new cover assembly, where possible, install new cover at room temperature (approximately 72°).

NOTE: Where new cover is installed at temperatures below 72°, pliers fabricated as shown in Figure 1J2 will aid in removing wrinkles.

3. Determine center line of roof panel by marking center points on windshield and back window opening 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 styles 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

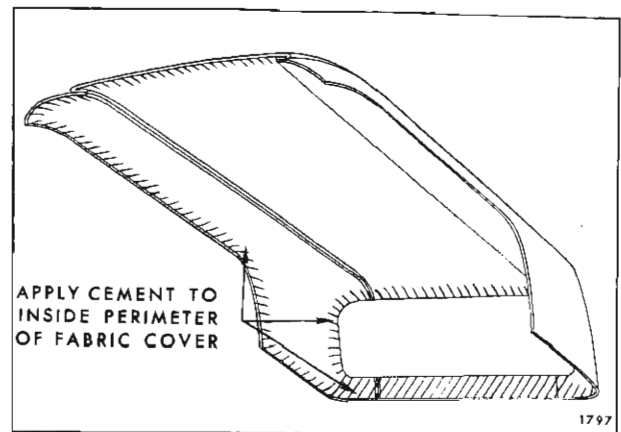


Fig. 1J3—Cementing Fabric Cover With Pad

of the roof panel where fabric cover is attached (See Fig. 1J3). (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. At back window opening, install a drive nail at each seam location. View "E" in Figure 1J1 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.

c. Apply extra bead of cement to each side of dielectric seams between fabric cover and roof panel at back window opening. (View E, Fig. 1J1).

d. At front of body, carefully stretch fabric cover forward and install a drive nail in windshield opening at each seam location. (View "B", Fig. 1J1).

e. Carefully smooth out cover to each side roof rail and attach cover (cement only). Check fit of cover.

f. At right roof extension, 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.

g. Repeat step F at left rear quarter area.

h. Position fabric cover around back window where required.

i. Cement fabric cover to rear compartment front and shelf panel below back window opening. Be certain dielectric seams are straight.

j. Install and cement fabric cover at windshield pillar area in same manner as original installation (See View "A", Fig. 1J1).

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 apply 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 View "F", Fig. 1J1).

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 View "F", Fig. 1J1).

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 View "F", Fig. 1J1).

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 rear quarter 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 "B & E", Fig. 1J1).

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 "A" Fig. 1J1).

8. Using hammer and flat end punch install drive nails at windshield and back window openings. (View "E", Fig. 1J1 shows typical drive nail installation).

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 in a straight area, and 1" apart at a 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).

NOTE: Install fabric cover at windshield pillar area in same manner as original installation. (See View "A", Fig. 1J1).

11. Using fabric cover trimming tool (J-21092), or suitable small knife, trim fabric cover just under lip of roof drip molding. (View "C", Fig. 1J1). A tool may be fabricated to trim material along side roof rail moldings as illustrated in Figure 1J4.

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

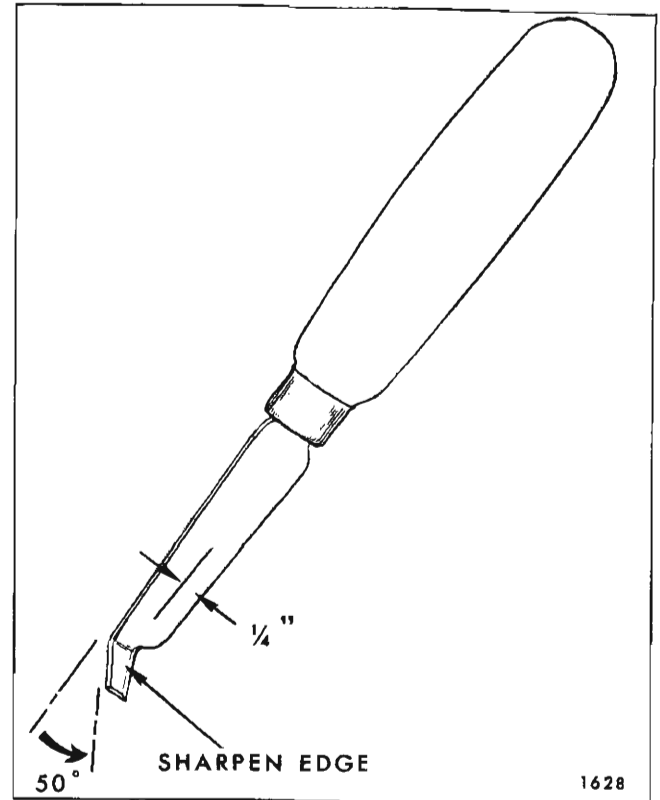


Fig. 1J4—Fabric Cover Trimming Knife

flange. (See View "C", Fig. 1J1). Use fibre or wood block with slight concave end to push retainer downward. **DO NOT DAMAGE RETAINER.**

14. On styles with screw on rear roof drip molding, compress rear of retainer to insure a tight fit and install on rear drip molding.

15. 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.

16. Use mineral spirits, kerosene or equivalent to remove windshield and back window adhesive caulking material from fabric cover.

IMPORTANT: Do not apply excessive pressure when wiping cover as damage may occur to fabric cover.

ROOF PANEL FABRIC COVER ASSEMBLY—68069 STYLE

DESCRIPTION

The roof panel fabric cover is a vinyl coated fabric covering applied to the roof panel. A felt pad is located between the fabric cover and roof panel. The roof cover is cemented to the roof panel around the perimeter, adjacent to the felt pad and below the back window. Roof panel cover retainers are also used to secure the cover at the front, right and left sides.

Removal

1. The following parts must be removed prior to removing the roof panel fabric cover:

- a. Roof Panel Cover Front Finishing Molding
- b. Roof Panel Cover Front Finishing Escutcheon
- c. Roof Panel Cover Side Front Finishing Molding
- d. Roof Panel Cover Side Rear Finishing Molding
- e. Rear End Belt Cover Finishing Molding
- f. Back Window Assembly
- g. Roof Panel Extension Emblem

2. Clean off all adhesive caulking material from back window opening.

3. With tape or other suitable method of marking, mark the fabric cover seams at the front and at back window pinchweld to insure proper location of new cover during installation.

4. Remove drive nails and/or staples from edge of fabric cover at back window opening and roof panel extension (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.

5. Remove roof panel cover front and side retainers by removing spring clips from weld-on studs. (See View B Fig. 1J5).

6. Prior to removing fabric cover, application of heat will permit easier loosening of cemented area.

7. Loosen cemented edges of fabric roof cover and carefully remove fabric cover from remaining cemented area of roof panel.

IMPORTANT: Exercise care when removing fabric cover so felt pad will not be damaged.

8. Inspect felt padding and, if necessary, replace damaged areas. 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.

9. Replace felt pad by cementing felt pad to roof panel with nitrile vinyl trim adhesive.

Installation

1. 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.

2. 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.

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.

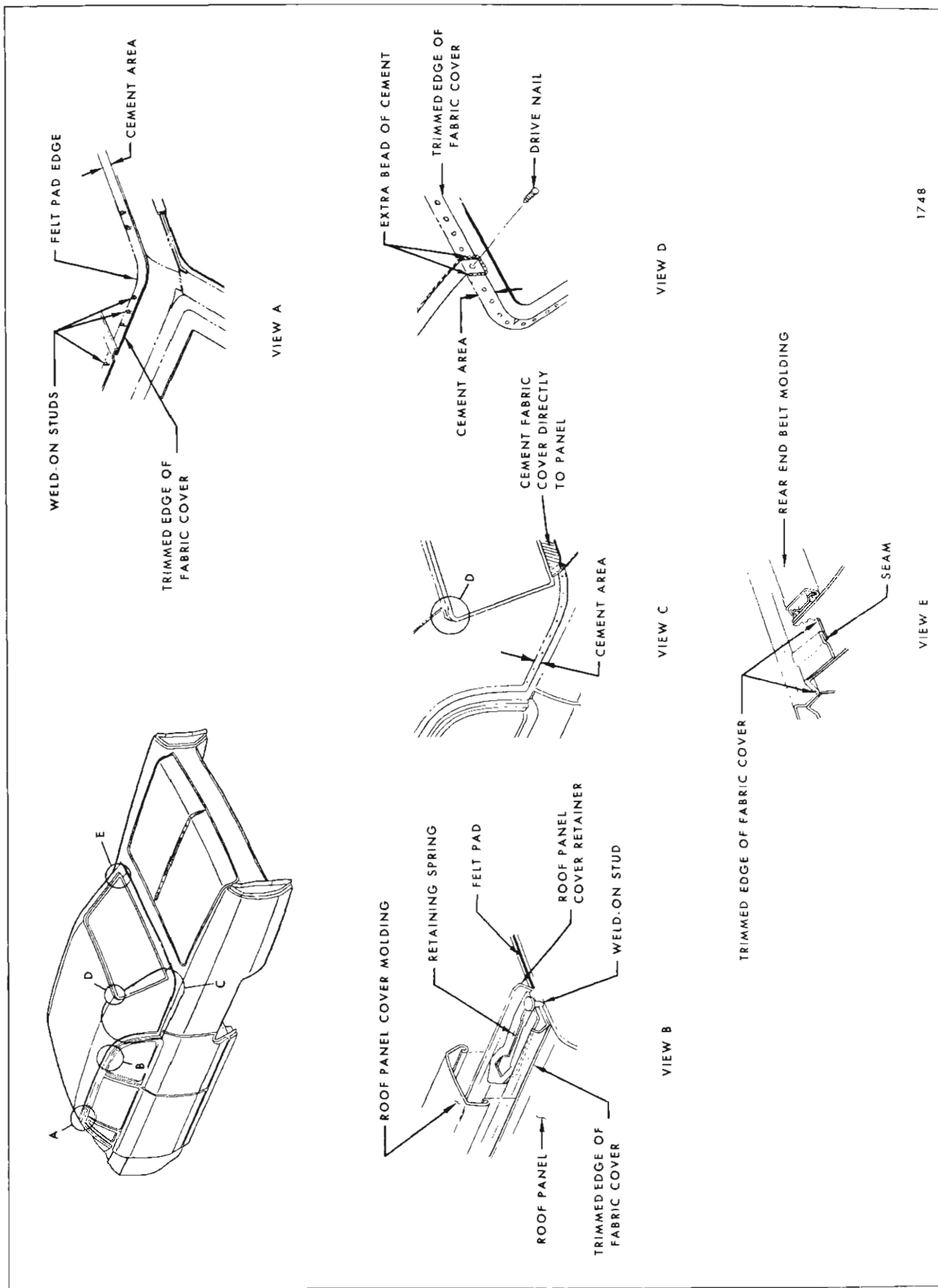
CAUTION: Be certain to follow manufacturer's directions when using cleaner.

3. To permit easier fitting and removing of wrinkles from new cover assembly, where possible, install new cover at room temperature (approximately 72°).

NOTE: Where new cover is installed at temperatures below 72°, pliers fabricated as shown in Figure 1J2 will aid in removing wrinkles.

4. Lay out new fabric cover on clean protected surface with inner layer of material exposed.

5. Apply nitrile vinyl trim adhesive to inner perimeter of fabric cover. (3M Vinyl Trim Adhesive, Permalastic Vinyl Trim Adhesive, or equivalent). Allow to dry for fifteen minutes. (See Fig. 1J3).



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Fig. 1J5—Fabric Roof Cover Installation

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: 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). Exercise care when applying cement on inner layer of cover to prevent cement from contacting outer layer.

6. With the aid of a helper position fabric cover over roof panel and align seams at locating marks previously made at front edge and at back window pinchweld during removal.

7. Apply cement to exposed attaching surface of roof panel and back window pinchweld flange.

IMPORTANT: No cement should contact the felt pad or uncovered portion of paint surface. (See Fig. 1J5).

8. As fabric cover is cemented to prepared portion of roof panel cut relief notches in fabric cover at weld-on stud locations.

9. At back window opening, install a drive nail at each seam location. View "D" in Figure 1J5.

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 back window opening to prevent cutting edge of fabric cover by hammer blows.

10. Apply extra bead of cement to each side of dielectric seams between fabric cover and roof panel at back window opening. (View "D", Fig. 1J5).

11. Cement fabric at left roof extension area. (See View C & D, Fig. 1J5). Pull fabric down and rearward and fasten (cement only) into back window opening. When operation is completed, fabric cover should be free of all wrinkles and draws in this area.

12. Repeat step 11 on right side.

13. Position and install fabric cover below back window opening (See View C, Fig. 1J5).

14. Cement fabric cover to rear compartment front and shelf panel below back window opening. Be certain dielectric seams are straight.

15. Make sure that fabric cover is completely cemented around back window opening.

16. 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 2" 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.

17. Position roof panel cover retainers over weld-on studs and install retaining clips.

18. Trim fabric cover along roof panel molding retainers. (See Fig. 1J6). Trimming tool (J-21092) or suitable small knife may be used to trim cover. (See Fig. 1J4). 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. 1J5).

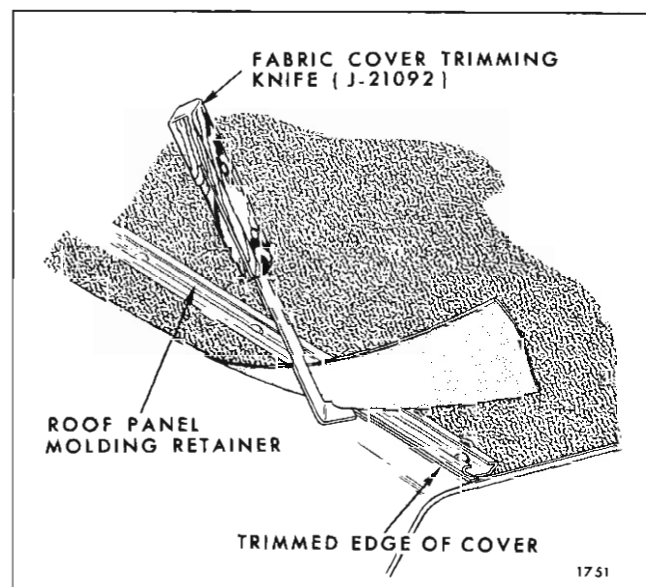


Fig. 1J6—Trimming Fabric Roof Cover

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 F, Fig. 1J5. Do Not Damage Paint Finish. Remove masking from roof panel.

19. 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.

20. When installing back window 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.

21. Use mineral spirits, kerosene or equivalent to remove back window adhesive caulking material from fabric cover.

IMPORTANT: Do not apply excessive pressure when wiping cover as damage may occur to fabric cover.

22. When installing roof extension panel emblems, be certain to apply adequate sealer between fabric cover and emblems.

EXTERIOR MOLDINGS

EXTERIOR MOLDINGS

The exterior moldings for Body Series 15000 - 16000, 25000 - 26000, 35000 - 36000 - 38000, 45000 - 46000 - 48000 and 68000 are illustrated in Figures 1K3 thru 1K5; 1K6 thru 1K9; 1K10 thru 1K13; 1K14 thru 1K16; 1K17 thru 1K19. These figures illustrate moldings common to body types (2 door, 4 door and Station Wagons) and not specific body series, except when indicated. 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 1K2 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 require waterproof tape over the entire pinchweld, prior to clip installation.

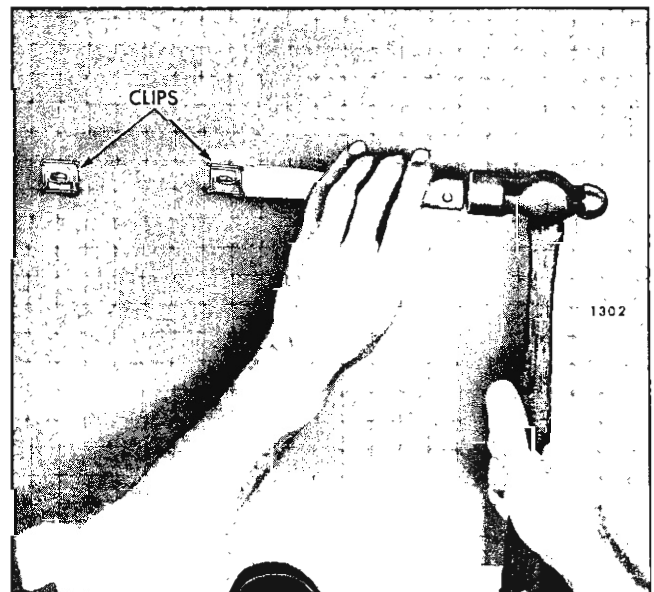


Fig. 1K1—Removal of Bath-Tub Type Clip

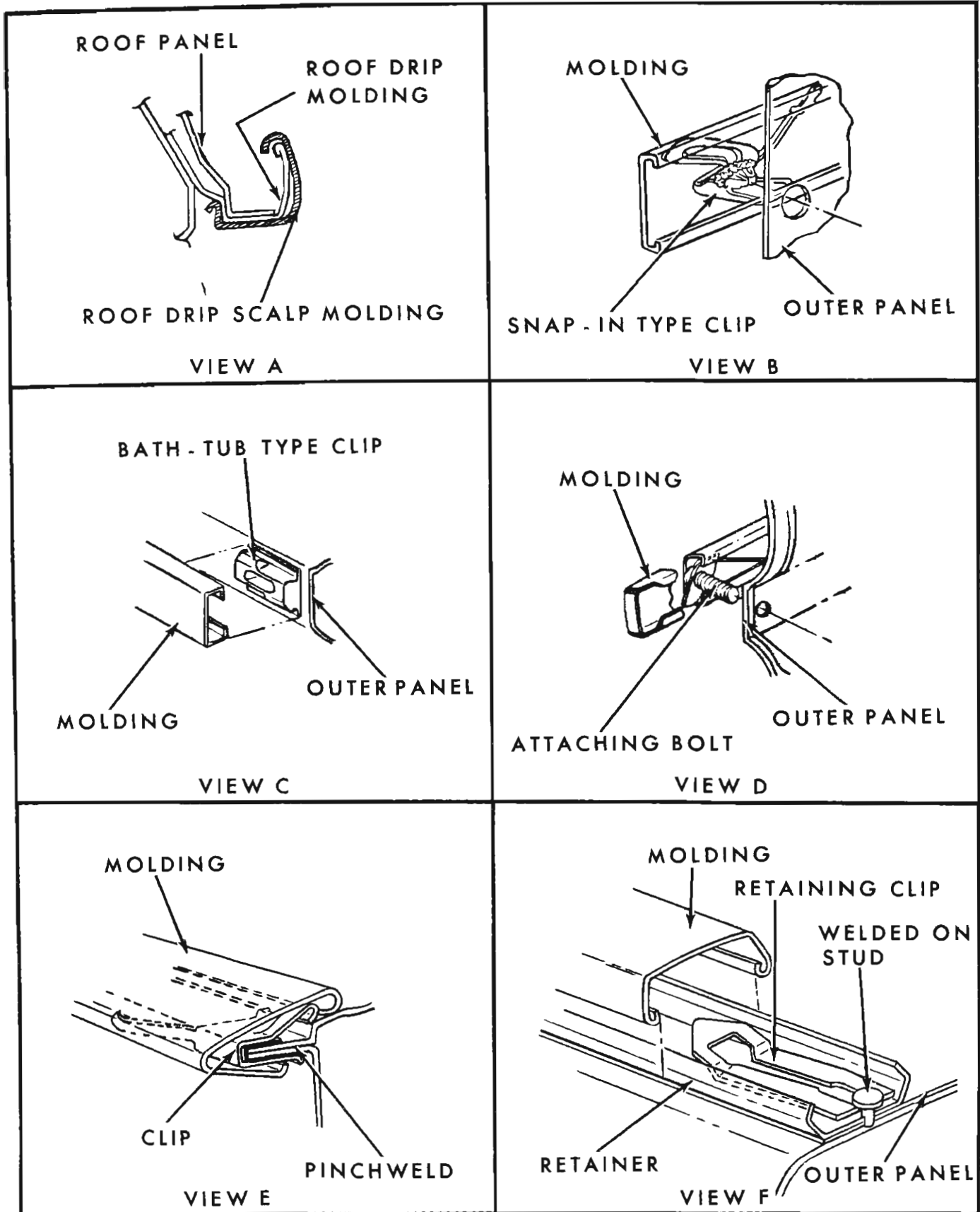


Fig. 1K2—Typical Molding Attachments

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:

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. 1K1) 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.

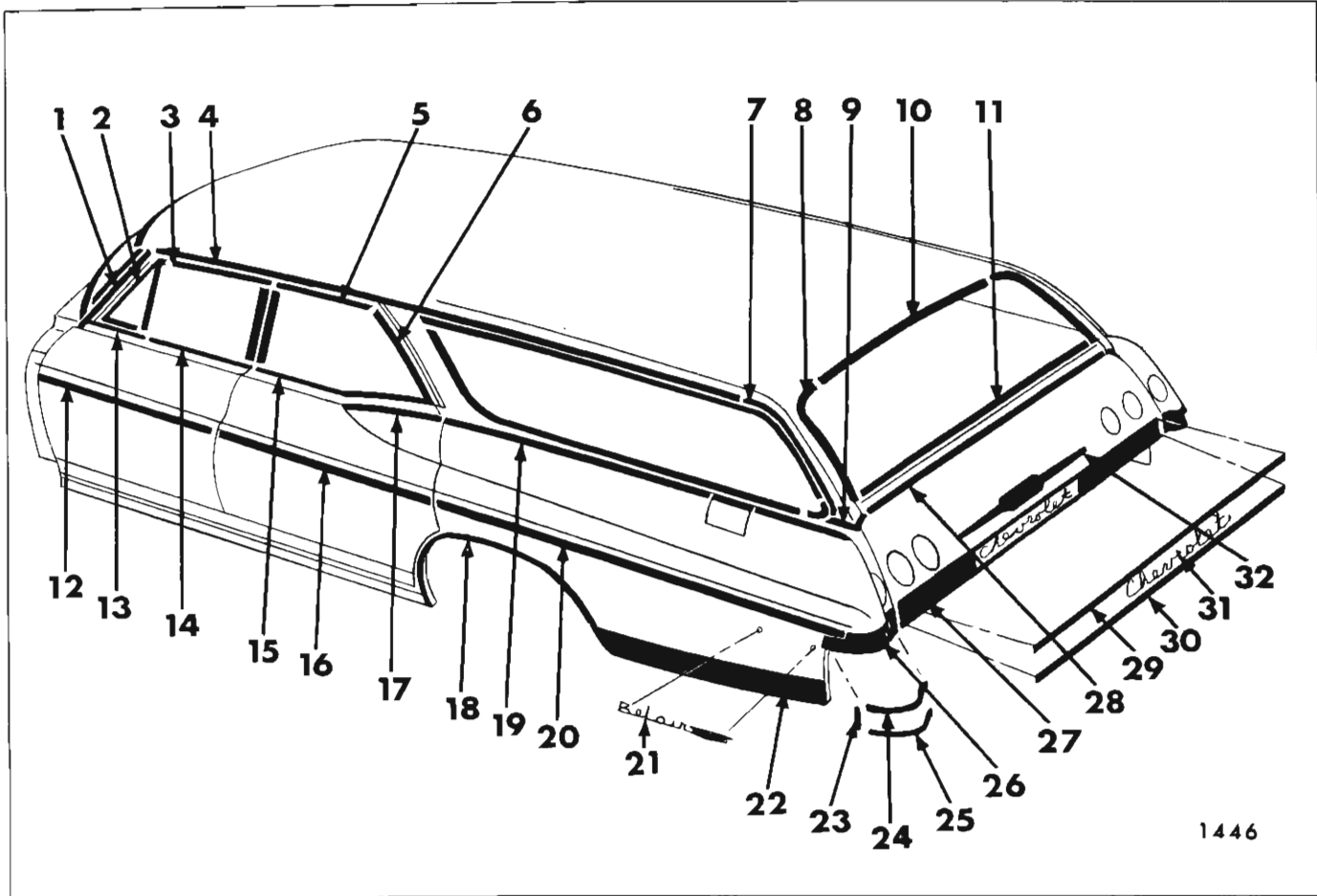


Fig. 1K3-15000-16000 Series "35"- "45" Styles

- | | |
|--|--|
| 1. Windshield Pillar Drip Molding | 17. Rear Door Outer Panel Peak Molding |
| 2. Front Door Window Frame Front Scalp Molding | 18. Rear Wheel Opening Molding |
| 3. Front Door Window Frame Upper Scalp Molding | 19. Rear Fender Outer Panel Peak Molding |
| 4. Roof Drip Molding Front Scalp | 20. Rear Fender Outer Panel Lower Molding |
| 5. Rear Door Window Frame Upper Scalp Molding | 21. Rear Fender Outer Panel Name Plate |
| 6. Rear Door Window Frame Rear Scalp Molding | 22. Rear of Rear Wheel Opening Molding |
| 7. Roof Drip Molding Rear Scalp | 23. Rear of Rear Fender Outer Panel Lower Vertical Molding |
| 8. Back Body Opening Side Reveal Molding | 24. Rear of Rear Fender Outer Panel Upper Molding |
| 9. Back Body Pillar Belt Reveal Molding | 25. Rear of Rear Fender Outer Panel Lower Molding |
| 10. Back Body Opening Upper Reveal Molding | 26. Rear of Rear Fender Outer Panel Molding |
| 11. Tail Gate Window Reveal Molding | 27. Tail Gate Outer Panel Lower Molding |
| 12. Front Door Outer Panel Lower Molding | 28. Tail Gate Outer Panel Lower Belt Reveal Molding |
| 13. Front Door Window Reveal Molding (at Vent) | 29. Tail Gate Outer Panel Upper Molding |
| 14. Front Door Window Reveal Molding | 30. Tail Gate Outer Panel Lower Molding |
| 15. Rear Door Window Reveal Molding | 31. Tail Gate Outer Panel Name Plate |
| 16. Rear Door Outer Panel Lower Molding | 32. Tail Gate Outer Panel Emblem |

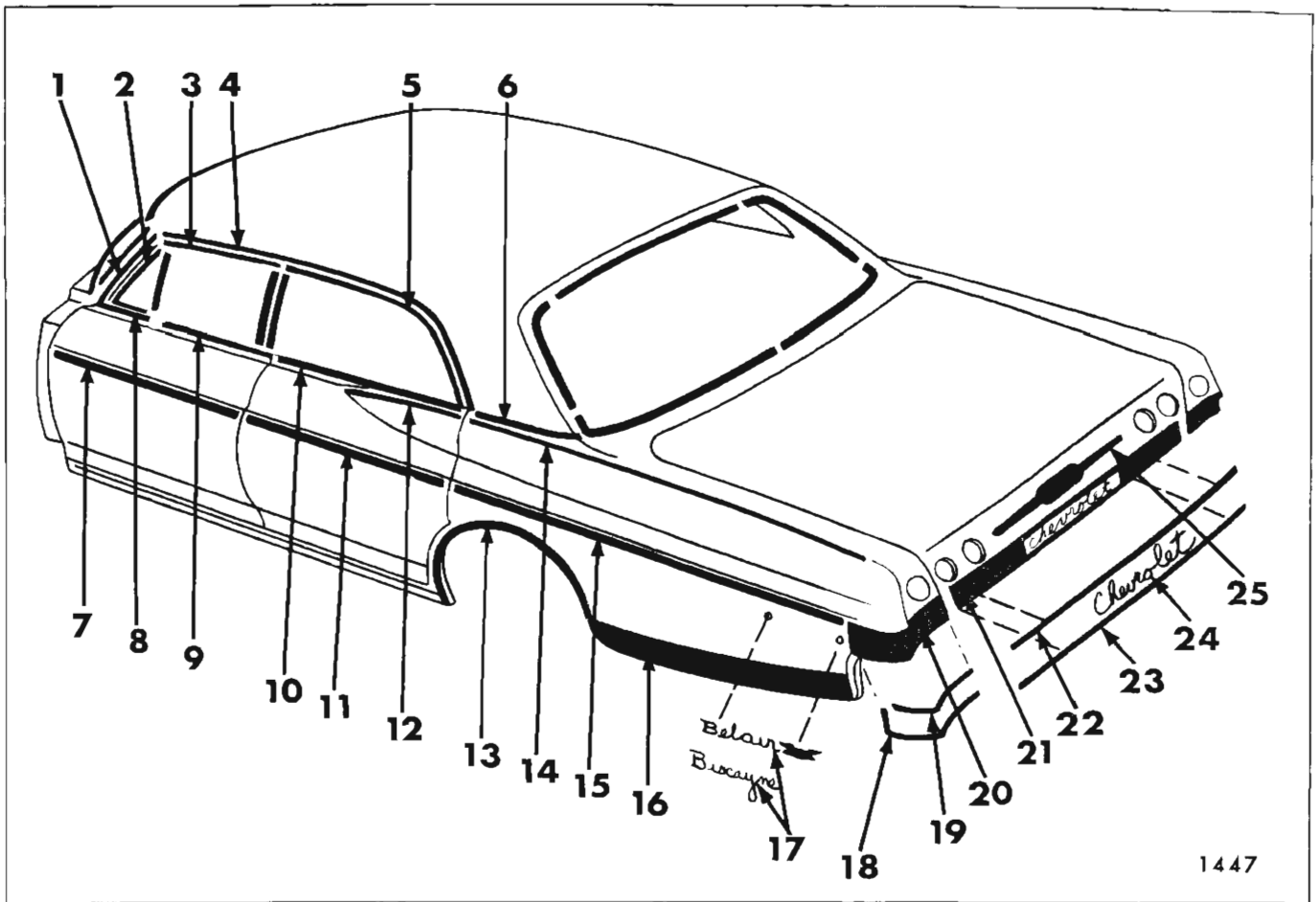


Fig. 1K4-15000-16000 Series "69" Styles

- | | |
|--|---|
| 1. Windshield Pillar Drip Molding | 14. Rear Fender Outer Panel Peak Molding |
| 2. Front Door Window Frame Front Scalp Molding | 15. Rear Fender Outer Panel Lower Molding |
| 3. Front Door Window Frame Upper Scalp Molding | 16. Rear of Rear Wheel Opening Molding |
| 4. Roof Drip Molding Front Scalp | 17. Rear Fender Outer Panel Name Plate |
| 5. Rear Door Window Frame Upper Scalp Molding | 18. Rear of Rear Fender Outer Panel Lower Molding |
| 6. Quarter Belt Reveal Molding | 19. Rear of Rear Fender Outer Panel Upper Molding |
| 7. Front Door Outer Panel Lower Molding | 20. Rear of Rear Fender Outer Panel Molding |
| 8. Front Door Window Reveal Molding (at Vent) | 21. Rear End Outer Panel Molding Assembly |
| 9. Front Door Window Reveal Molding | 22. Compt. Lid Outer Panel Lower Molding |
| 10. Rear Door Window Reveal Molding | 23. Rear End Outer Panel Lower Molding |
| 11. Rear Door Outer Panel Lower Molding | 24. Rear End Outer Panel Name Plate |
| 12. Rear Door Outer Panel Peak Molding | 25. Rear Compartment Lid Emblem |
| 13. Rear Wheel Opening Molding | |

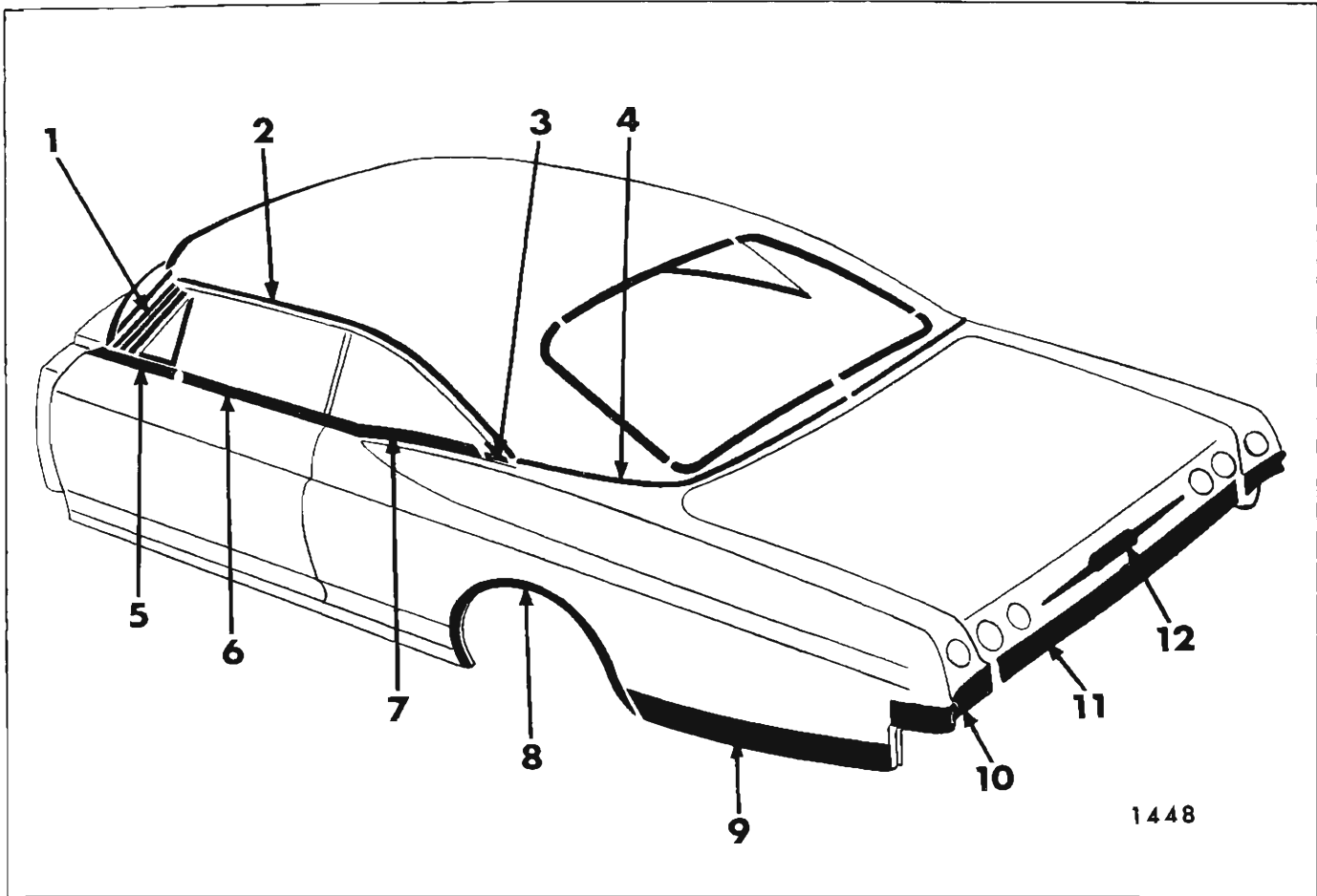


Fig. 1K5-16000 Series "37" Styles

- | | |
|---|---|
| 1. Windshield Pillar Drip Molding | 7. Rear Quarter Window Reveal Molding |
| 2. Roof Drip Molding Scalp | 8. Rear Wheel Opening Molding |
| 3. Quarter Window Lower Reveal Molding Escutcheon | 9. Rear of Rear Wheel Opening Molding |
| 4. Quarter Belt Reveal Molding | 10. Rear of Rear Fender Outer Panel Molding |
| 5. Front Door Window Reveal Molding (at Vent) | 11. Rear End Outer Panel Molding Assembly |
| 6. Front Door Window Reveal Molding | 12. Rear Compartment Lid Emblem |

15000 - 16000 SERIES

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 Drip	All (except 67)	X						Weatherstrip and Weatherstrip Retainer at Windshield Pillar	
Windshield Pillar Finishing	67	X						Windshield Pillar Weatherstrip and Weatherstrip Retainer	
Roof Drip Scalp	11, 37, 69		X View A				Windshield Pillar Drip	Weatherstrip side reveal Molding	
Roof Drip Molding Front Scalp	35, 45, 39		X View A				Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	35, 45, 39		X View A				Roof Drip Molding Front Scalp		
Front Door Window Frame Front Scalp	35, 45, 69		X				Front Door Window Frame Upper Scalp		
Front Door Window Frame Upper Scalp	35, 45, 69		X				Front Door Window Frame Rear Scalp		
Front Door Window Reveal (at vent)	All (except 11)		X					Front Door Vent Assembly (35, 45, 69 Styles) Front Door Trim Pad (37, 39, 67 Style)	
Front Door Window Reveal	All (except 11)		X				Front Door Window Reveal (at vent)	Rubber Bumper on Front Door Window Lower Stop	

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 Upper Scalp	35, 45, 69		X				Rear Door Window Frame Rear Scalp (35, 45 Styles only)	
Rear Door Window Frame Rear Scalp	35, 45		X					
Rear Door Window Reveal	35, 39, 45, 69	X					Rubber Bumper on Rear Door Window Lower Stop	
Quarter Window Front Reveal	11		X				Quarter Window Upper Reveal	
Quarter Window Upper Reveal	11		X					
Quarter Window Lower Reveal	37, 67					X		Quarter Window Lower Stop
Quarter Window Lower Reveal Escutcheon	37					X	Quarter Window Lower Reveal Roof Drip Molding Scalp	
NOTE: Quarter Window Reveal Moldings on 35, 45 Styles are Covered in Rear Quarter Section due to Glass Installation.								
Quarter Belt Reveal	11, 69, 39			X	X View B			
Quarter Belt Reveal	37				X View B	X View D	Right Side Overlaps Left Side	
Quarter Pinchweld Finishing	67				X View E		Right Side Overlaps Left Side Quarter Window Lower Reveal	

15000 - 16000 SERIES (Cont'd.)

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 Lower	11, 35, 45, 69	X		X View C				
Rear Door Outer Panel Peak	35, 69	X		X View C	X View B			
Rear Door Outer Panel Lower	35, 45, 69	X		X View C				
Rear Fender Outer Panel Peak	35 Right Side 11, 69 Right & Left Side			X View C	X (11 Styles only) View B	X View D	Spare Tire Cover (35 Styles only)	
Rear Fender Outer Panel Front Peak	35 (Left Side)			X View C	X View B			
Rear Fender Outer Panel Rear Peak	35 (Left Side)			X View C	X View B			
Gas Tank Filler Door Outer Panel Peak	35	X						
Rear Fender Outer Panel Lower	11, 69, 35, 45			X View C	X (Right Side on 35, 45 Styles only) View B	X View D	Quarter Trim Left Side (35, 45 Styles only)	
Rear Wheel Opening	All except 11 Styles	X						
Rear of Rear Wheel Opening	All except 11 Styles	X		X View C				

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 Name Plate	35, 45 (Left Side)			X			X	Spare Tire Cover (35, 45 Style only)
Rear Fender Outer Panel Name Plate	35, 45 Right Side, 11, 69 Right & Left						X	Rear Quarter Outer Panel Extension
Rear of Rear Fender Outer Panel	16400, 16600 except 35, 45 Style	X						
Rear of Rear Fender Outer Panel	16435, 45	X			X View B			
Rear of Rear Fender Outer Panel Lower	15600	X			X (35, 45 Style only) View B	X (11, 69 Style only)		Rear Quarter Outer Panel Extension (11, 69 Styles only)
Rear of Rear Fender Outer Panel Lower Vertical	15635, 45	X			X View B			
Rear of Rear Fender Outer Panel Upper	15600	X (35, 45 Styles only)			X (35, 45 Styles only) View B	X (11, 69 Styles only)		Rear Quarter Outer Panel Extension (11, 69 Styles only)
Rear Compartment Lid Outer Panel	all except 35, 45	X						
Rear Compartment Lid Outer Panel Emblem Assembly	all except 35, 45					X		

15000 - 16000 SERIES (Cont'd.)

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 Outer Panel Molding Assembly	16400, 16600 (except 35, 45)					X		
Rear End Outer Panel	15611, 69					X		
Rear End Outer Panel Name Plate	11, 69					X		
Back Body Opening Upper Reveal	35, 45	X					Back Body Opening Side Reveal	
Back Body Opening Side Reveal	35, 45	X					Back Body Opening Upper Reveal	
Tail Gate Window Reveal	35, 45	X				X		Tail Gate Window and Regulator
Tail Gate Outer Panel Belt Reveal	35, 45	X					X View B	
Tail Gate Outer Panel Name Plate	35, 45						X	
Tail Gate Outer Panel Upper	15634, 45	X					X View B	
Tail Gate Outer Panel Lower	15634, 45						X View B	
Tail Gate Outer Panel Lower Molding Assembly	16435, 45							
Back Body Pillar Belt Reveal	35, 45	X					X View B	

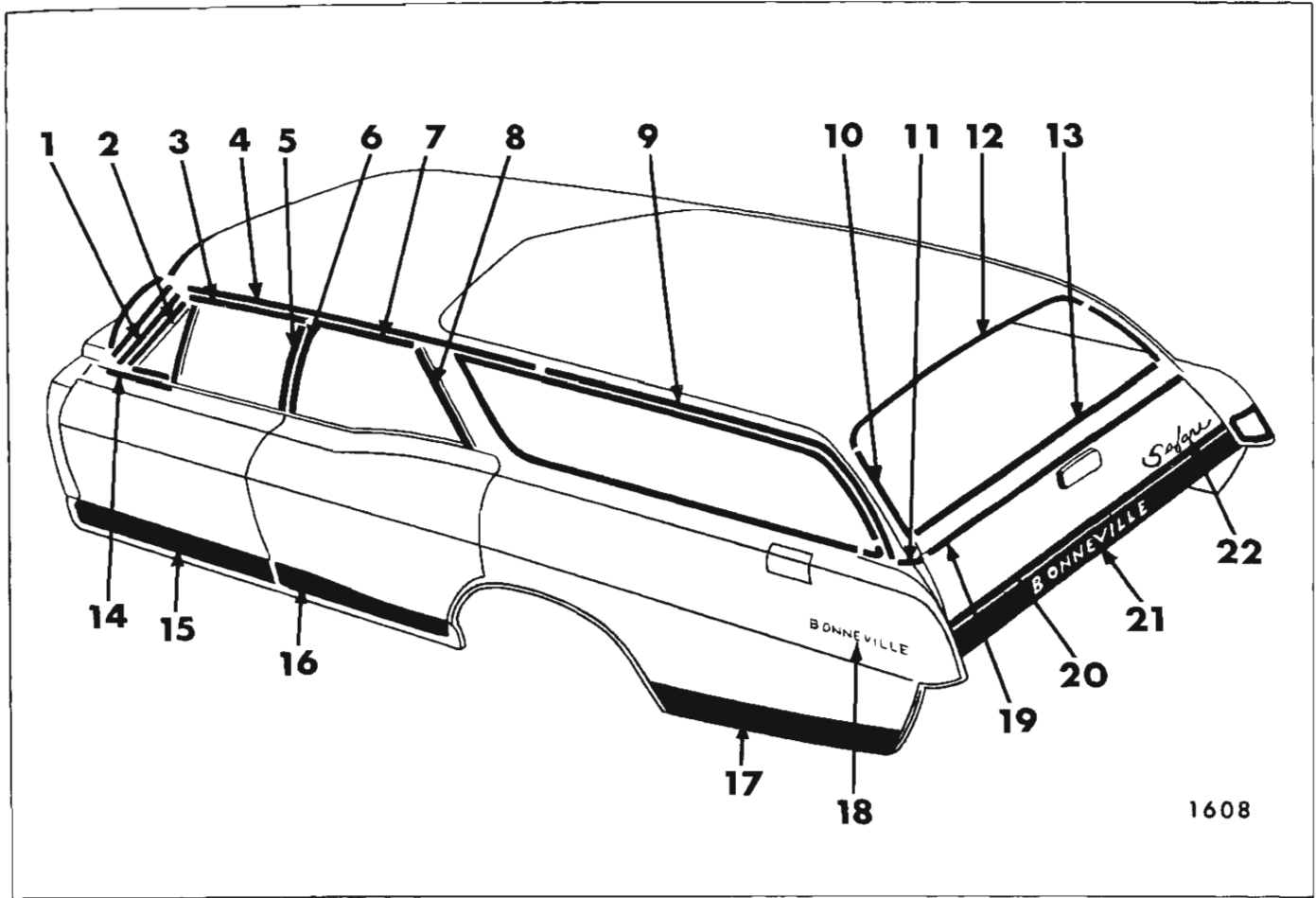


Fig. 1K6-25000-26000 Series "35"- "45" Styles

- | | |
|--|--|
| 1. Windshield Pillar Drip Molding | 12. Back Body Opening Upper Reveal Molding |
| 2. Front Door Window Frame Front Scalp Molding | 13. Tail Gate Window Lower Reveal Molding |
| 3. Front Door Window Frame Upper Scalp Molding | 14. Front Door Window Reveal Molding (at Vent) |
| 4. Roof Drip Molding Front Scalp | 15. Front Door Outer Panel Lower Molding |
| 5. Front Door Window Frame Rear Scalp Molding | 16. Rear Door Outer Panel Lower Molding |
| 6. Rear Door Window Frame Front Scalp Molding | 17. Rear of Rear Wheel Opening Molding |
| 7. Rear Door Window Frame Upper Scalp Molding | 18. Rear Fender Outer Panel Name Plate |
| 8. Rear Door Window Frame Rear Scalp Molding | 19. Tail Gate Outer Panel Belt Reveal Molding |
| 9. Roof Drip Molding Rear Scalp | 20. Tail Gate Outer Panel Upper Molding |
| 10. Back Body Opening Side Reveal Molding | 21. Tail Gate Outer Panel Lower Molding Assembly |
| 11. Back Body Pillar Belt Reveal Molding | 22. Tail Gate Outer Panel Name Plate |

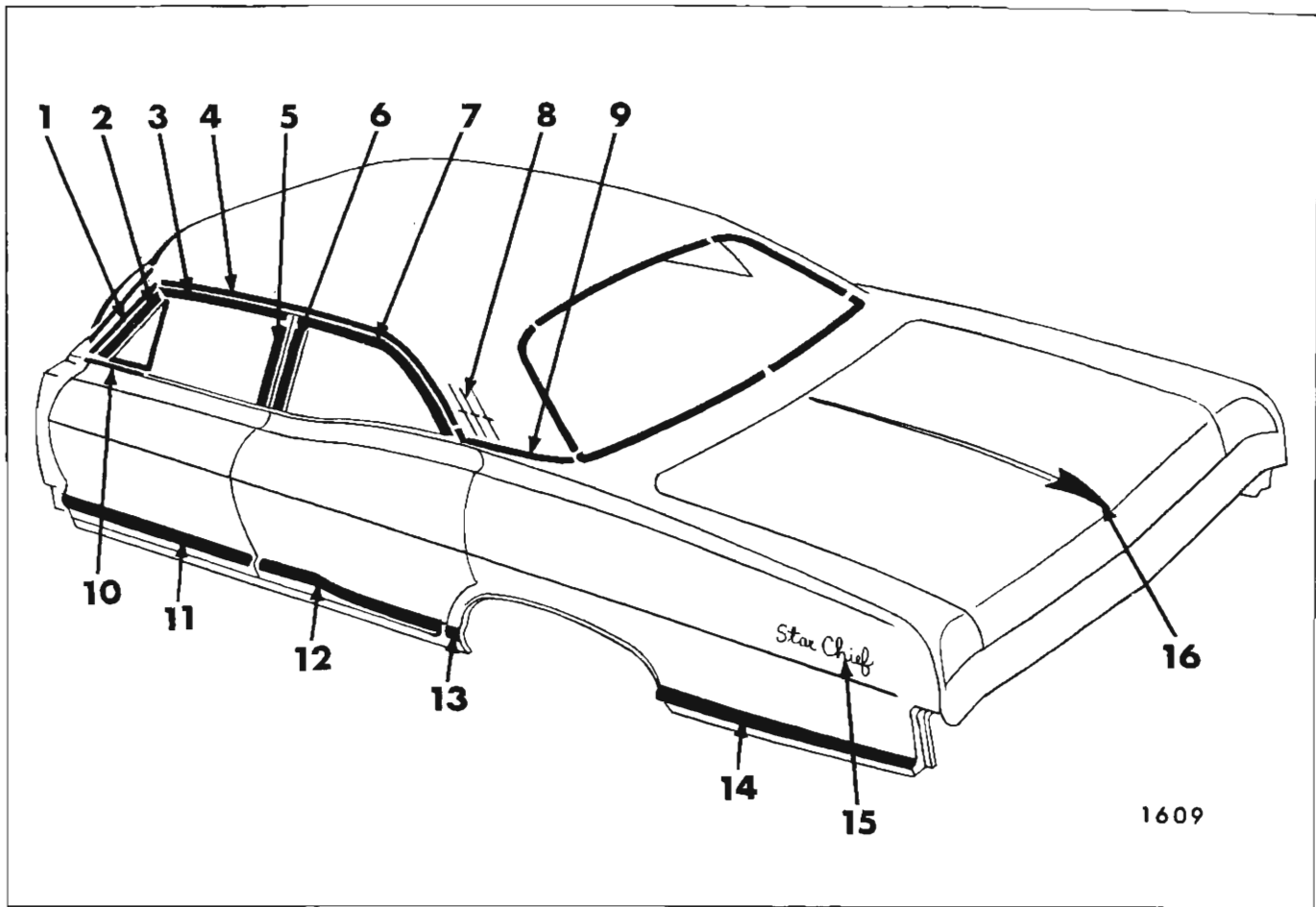


Fig. 1K7-25000 Series "69" Styles

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Windshield Pillar Drip Molding 2. Front Door Window Frame Front Scalp Molding 3. Front Door Window Frame Upper Scalp Molding 4. Roof Drip Molding Scalp 5. Front Door Window Frame Rear Scalp Molding 6. Rear Door Window Frame Front Scalp Molding 7. Rear Door Window Frame Upper Scalp Molding 8. Roof Panel Ornament | <ol style="list-style-type: none"> 9. Quarter Belt Reveal Molding 10. Front Door Window Reveal Molding (at Vent) 11. Front Door Outer Panel Lower Molding 12. Rear Door Outer Panel Lower Molding 13. Front of Rear Wheel Opening Molding 14. Rear of Rear Wheel Opening Molding 15. Rear Fender Outer Panel Name Plate 16. Rear Compartment Lid Outer Panel Emblem |
|--|---|

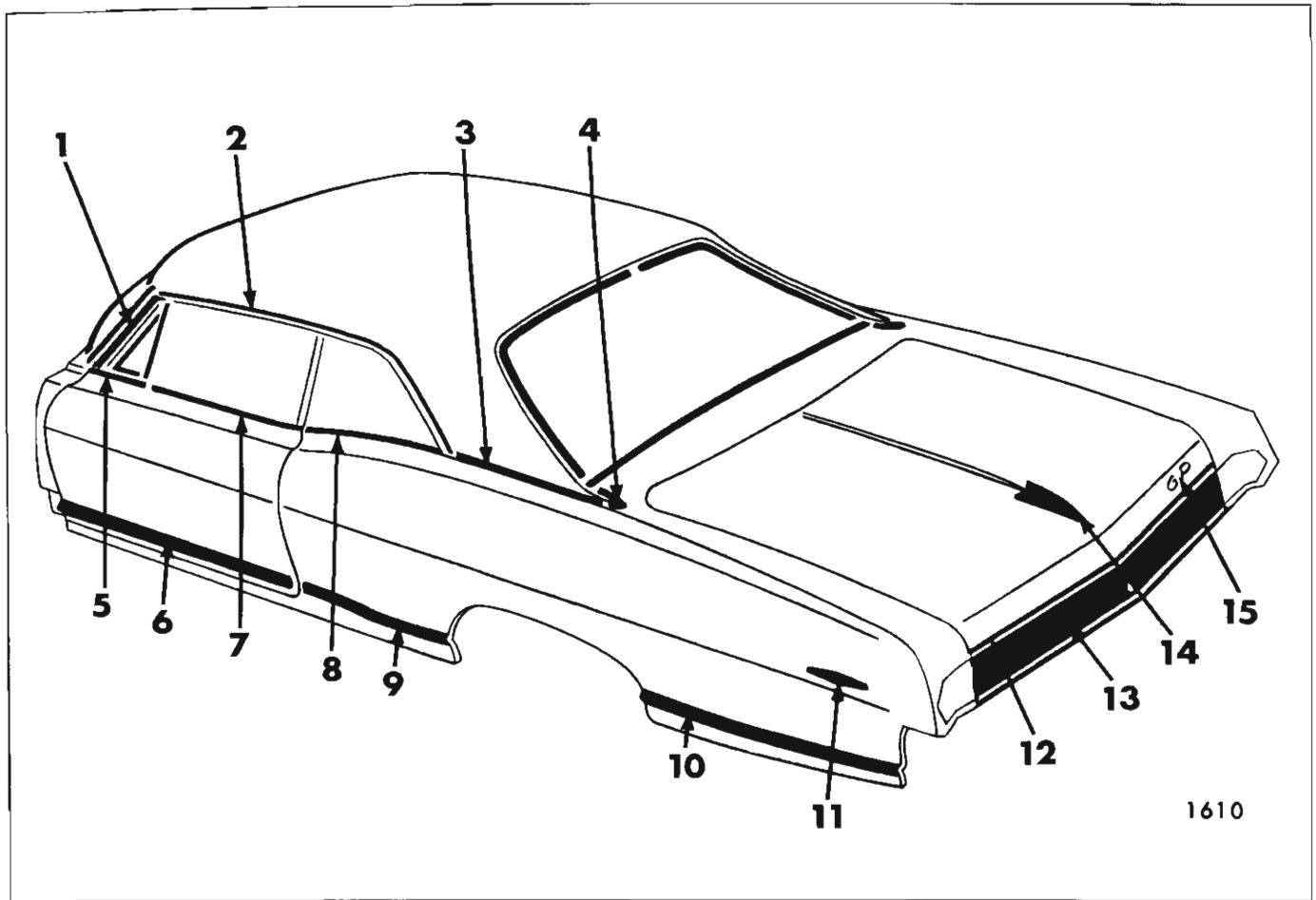


Fig. 1K8-26657 Style

- | | |
|---|---|
| 1. Windshield Pillar Drip Molding | 9. Front of Rear Wheel Opening Molding |
| 2. Roof Drip Molding Scalp | 10. Rear of Rear Wheel Opening Molding |
| 3. Quarter Belt Reveal Front Molding | 11. Rear Fender Outer Panel Emblem |
| 4. Quarter Belt Reveal Rear Molding | 12. Rear Compartment Lid Outer Panel Molding |
| 5. Front Door Window Reveal Molding (at Vent) | 13. Rear End Outer Panel Molding |
| 6. Front Door Outer Panel Lower Molding | 14. Rear Compartment Lid Outer Panel Emblem |
| 7. Front Door Window Reveal Molding | 15. Rear Compartment Lid Outer Panel Name Plate |
| 8. Quarter Window Lower Reveal Molding | |

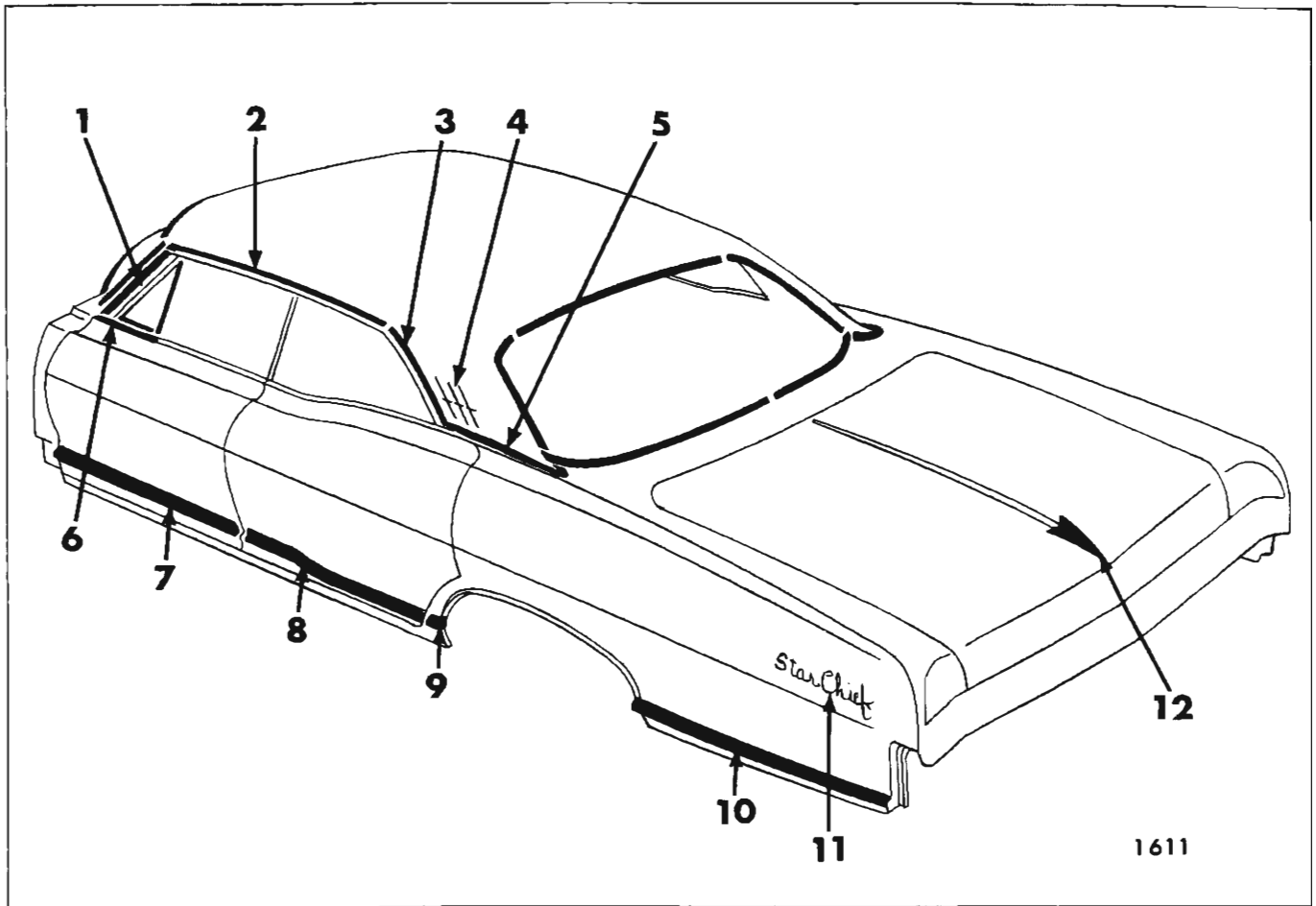


Fig. 1K9-25000 Series "39" Styles

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Windshield Pillar Drip Molding 2. Roof Drip Molding Front Scalp 3. Roof Drip Molding Rear Scalp 4. Roof Panel Ornament 5. Quarter Belt Reveal Molding 6. Front Door Window Reveal Molding (at Vent) | <ul style="list-style-type: none"> 7. Front Door Outer Panel Lower Molding 8. Rear Door Outer Panel Lower Molding 9. Front of Rear Wheel Opening Molding 10. Rear of Rear Wheel Opening Molding 11. Rear Fender Outer Panel Name Plate 12. Rear Compartment Lid Outer Panel Emblem |
|---|--|

25000 - 26000 SERIES

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 Drip	35, 37, 39, 69, 57	X					Windshield Pillar Weatherstrip and Weatherstrip Retainer (37, 39, 57 styles only)	
Windshield Pillar Finishing	67	X				Windshield Side Reveal	Windshield Pillar Weatherstrip and Weatherstrip Retainer	
Roof Drip Molding Scalp	37, 69		X View A			Windshield Pillar Drip Molding		
Roof Drip Molding Scalp Front	35, 39, 57		X View A			Windshield Pillar Drip Molding		
Roof Drip Molding Scalp Rear	35, 39, 57	X (57 only)	X View A			Roof Drip Molding Scalp Front		
Roof Panel Ornament	39						Headlining Rear Quarter Trim	
Roof Panel Name Plate	39, 69						Headlining Rear Quarter Trim	
Front Door Window Frame Front Scalp	11, 35, 45, 69		X			Front Door Window Frame Front Scalp		
Front Door Window Frame Upper Scalp	11, 35, 45, 69		X			Front Door Window Frame Upper Scalp		
Front Door Window Frame Rear Scalp	11, 35, 45, 69		X					

25000 - 26000 SERIES (Cont'd.)

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 Reveal (at vent)	All	X					Front Door Vent Assembly (11, 35, 45, 69 Styles only) Door Trim Pad (37, 57, 39, 67 Styles)	
Front Door Window Reveal	57	X				Front Door Window Reveal (at vent)	Rubber Bumper on Door Glass Lower Stop	
Rear Door Window Frame Front Scalp	35, 45, 69		X			Rear Door Window Frame Upper Scalp		
Rear Door Window Frame Upper Scalp	35, 45, 69		X			Rear Door Window Frame Rear Scalp		
Rear Door Window Frame Rear Scalp	35, 45		X					
Quarter Window Upper Reveal	11			X		Quarter Window Upper Reveal		
Quarter Window Front Reveal	11 Style			X				
Quarter Window Lower Reveal	57	X				Quarter Window Glass Lower Stop		
Quarter Window Lower Reveal Escutcheon	57	X				Roof Drip Molding Rear Scalp Quarter Window Lower Reveal		

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 Belt Reveal Front	57				X View B	X View D	Quarter Belt Reveal Rear	Headlining Rear Quarter Trim Panel
Quarter Belt Reveal Rear	57	X			X View B	X View D	Quarter Belt Reveal Front	
Quarter Belt Reveal	11, 39, 69			X	X View B			
Quarter Belt Reveal	37				X View B	X View D	Right Side Overlaps Left Side	Headlining Rear Quarter Trim Panel
Quarter Pinchweld Finishing Molding	67	X		X View E			Right Side Overlaps Left Side	
NOTE: Quarter Window Reveal Moldings on 35, 45 Styles are Covered in Rear Quarter Section due to Glass Installation.								
Front Door Outer Panel Lower Insert	26200	X					Front Door Outer Panel Lower	
Front Door Outer Panel Lower	All	X			X View B			
Rear Door Outer Panel Lower Insert	26200	X					Rear Door Outer Panel Lower	
Rear Door Outer Panel Lower	35, 39, 45, 69	X			X View B			
Front of Rear Wheel Opening	25639, 25669				X View B	X		

25000 - 26000 SERIES (Cont'd.)

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 of Rear Wheel Opening	25235,25245 25239,25269	X			X View B	X		
Front of Rear Wheel Opening	25211,25237 25267,26657				X View B		Rear Quarter Trim Pad	
Rear of Rear Wheel Opening Insert	26200	X						
Rear of Rear Wheel Opening	35, 45	X (Right & Left Side)			X (Left Side only) View B	X (Right Side only)	Spare Tire Cover (Right Side)	
Rear of Rear Wheel Opening	All (except 35, 45)				X View B	X	Rear Compartment Side Trim Panel (on Styles equipped)	
Rear Fender Outer Panel Name Plate	26200			X		X	Spare Tire Cover Right Side (35 only) Rear Compartment Side Trim Panel (on Styles equipped)	
Rear Fender Outer Panel Emblem	57, 67, 37					X	Rear Compartment Side Trim Panel (on Styles equipped)	
Rear Fender Outer Panel Name Plate	25200,25600			X Left Side only(35,45)		X	Spare Tire Cover (35, 45)	

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 Lower	All	X							
Rear Compartment Lid Emblems	All except (35, 45)					X			
Rear End Outer Panel	57					X			Tail Lamp Assembly Rear Compartment Lid Lock Cylinder and Retainer
Tailgate Outer Panel Name Plate	35, 45			X					Tail Gate Window and Regulator
Tailgate Outer Panel Lower Molding Assembly	26235					X			
Tailgate Outer Panel Upper	25235,25245	X					X View B		
Tailgate Outer Panel Lower	25235,25245	X							Tail Gate Inner Panel
Tailgate Outer Panel Belt Reveal	35, 45	X					X View B		
Back Body Opening Upper Reveal	35, 45	X						Back Body Opening Side Reveal	
Back Body Opening Side Reveal	35, 45	X						Back Body Opening Upper Reveal	
Tailgate Window Lower Reveal	35, 45	X					X		Tail Gate Window
Back Body Pillar Belt Reveal	35, 45	X					X View B		

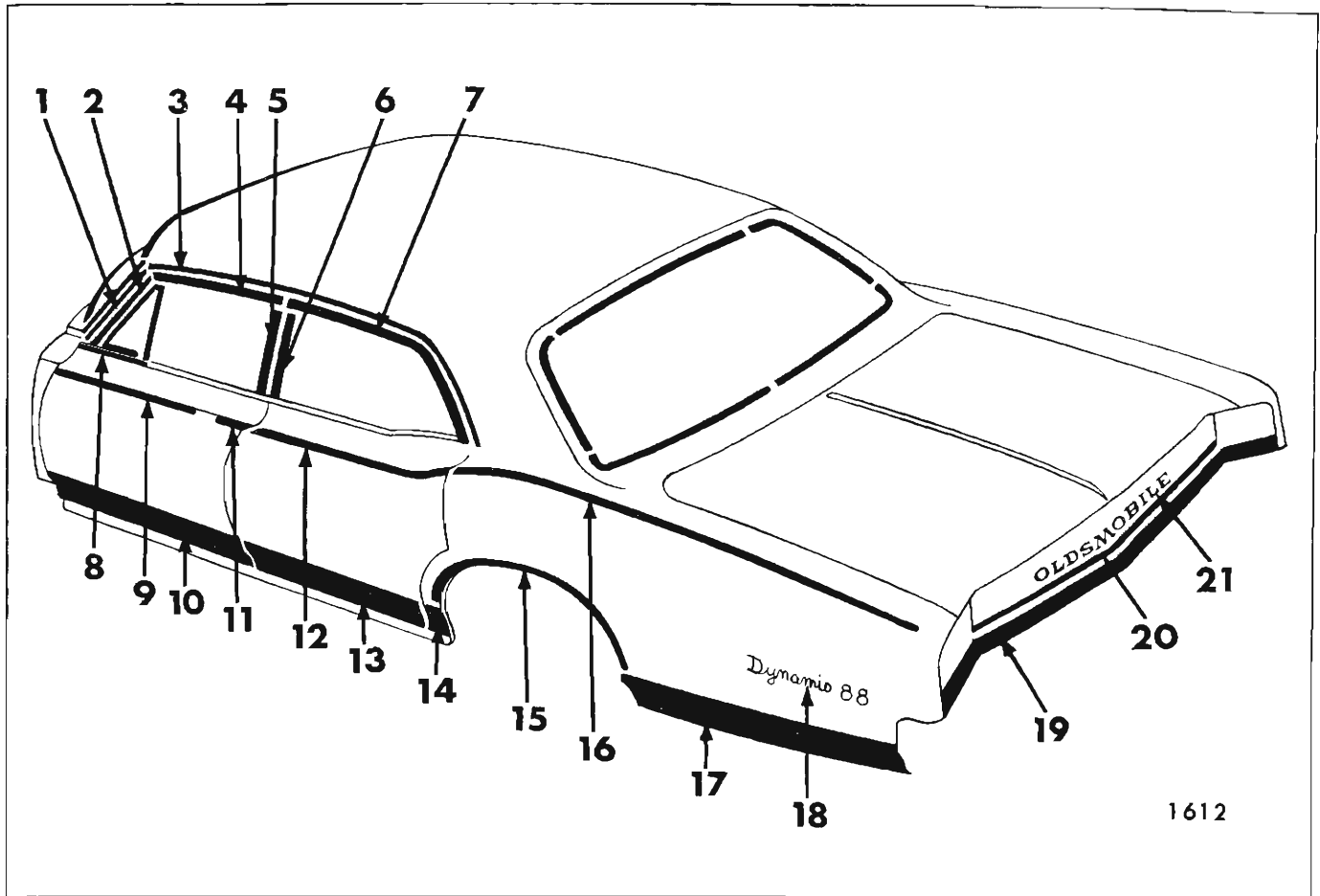


Fig. 1K10—35000 Series "69" Styles

- | | |
|--|---|
| 1. Windshield Pillar Drip Molding | 12. Rear Door Outer Panel Peak Molding |
| 2. Front Door Window Frame Front Scalp Molding | 13. Rear Door Outer Panel Lower Molding |
| 3. Roof Drip Molding Scalp | 14. Front of Rear Wheel Opening Molding |
| 4. Front Door Window Frame Upper Scalp Molding | 15. Rear Wheel Opening Molding |
| 5. Front Door Window Frame Rear Scalp Molding | 16. Rear Fender Outer Panel Peak Molding |
| 6. Rear Door Window Frame Front Scalp Molding | 17. Rear of Rear Wheel Opening Molding |
| 7. Rear Door Window Frame Upper Scalp Molding | 18. Rear Fender Outer Panel Name Plate |
| 8. Front Door Window Reveal (at Vent) | 19. Rear End Outer Panel Molding |
| 9. Front Door Outer Panel Front Peak Molding | 20. Rear Compartment Lid Outer Panel Molding |
| 10. Front Door Outer Panel Lower Molding | 21. Rear Compartment Lid Outer Panel Name Plate |
| 11. Front Door Outer Panel Rear Peak Molding | |

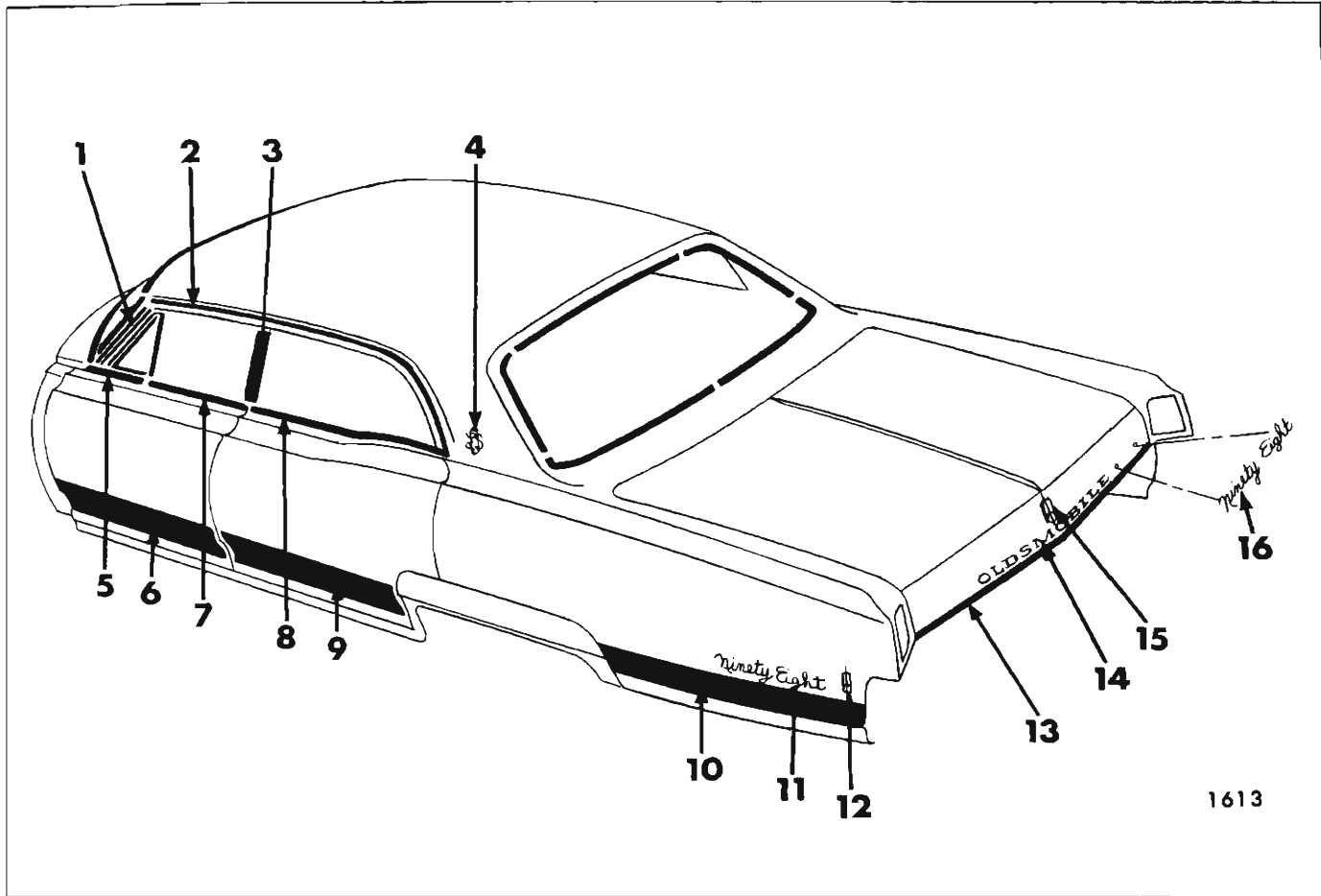


Fig. 1K11-38000 Series "69" Styles

- | | |
|---|---|
| 1. Windshield Pillar Drip Molding | 9. Rear Door Outer Panel Lower Molding |
| 2. Roof Drip Molding Scalp | 10. Rear of Rear Wheel Opening Molding |
| 3. Center Pillar Scalp Molding | 11. Rear Fender Outer Panel Name Plate |
| 4. Roof Panel Emblem | 12. Rear Fender Outer Panel Emblem |
| 5. Front Door Window Reveal Molding (at Vent) | 13. Rear Compartment Lid Outer Panel Molding |
| 6. Front Door Outer Panel Lower Molding | 14. Rear Compartment Lid Outer Panel Name Plate |
| 7. Front Door Window Reveal Molding | 15. Rear Compartment Lid Outer Panel Emblem |
| 8. Rear Door Window Reveal Molding | 16. Rear Compartment Lid Outer Panel Name Plate |

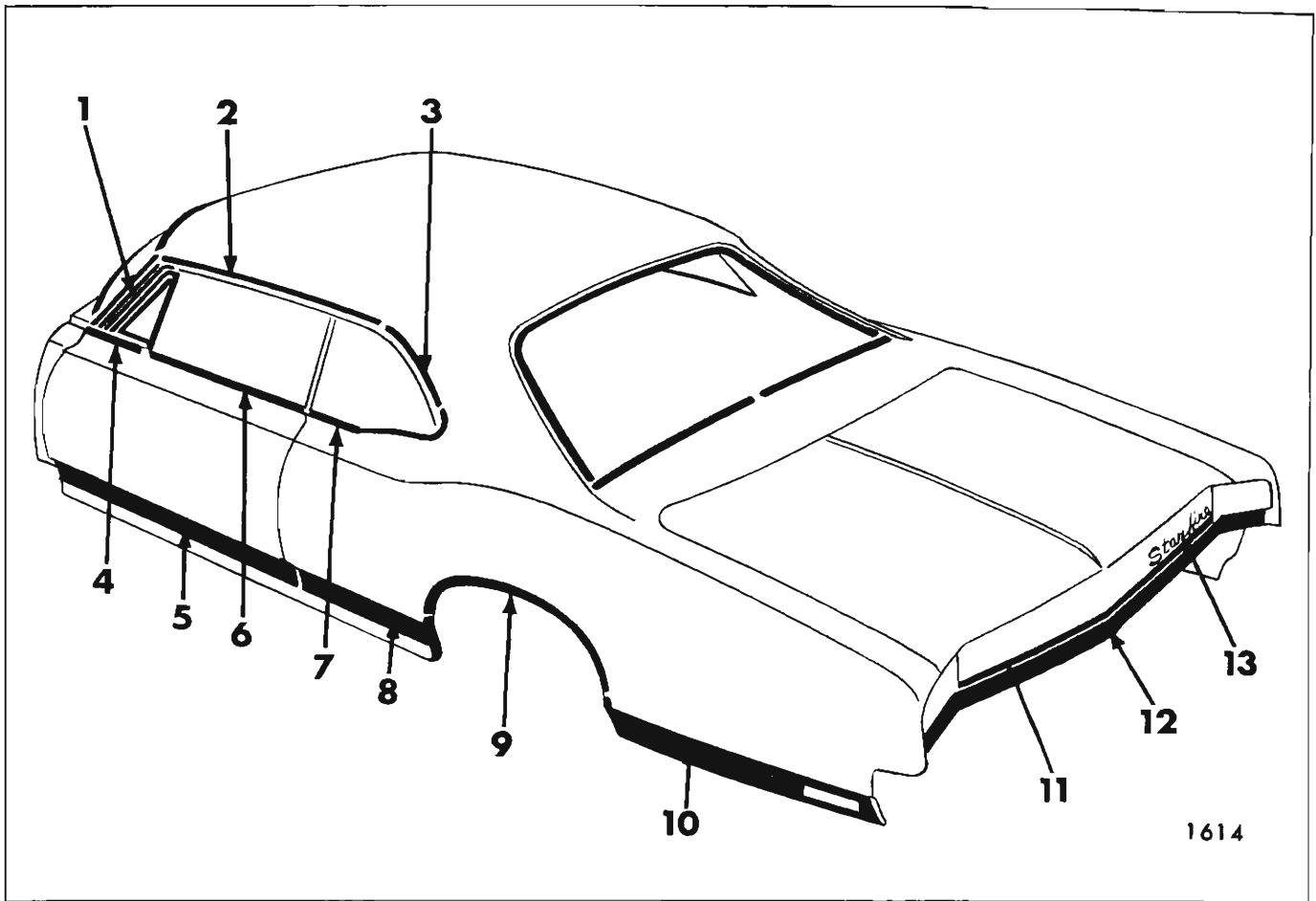


Fig. 1K12-36000 Series "57" Styles

- | | |
|---|---|
| 1. Windshield Pillar Drip Molding | 8. Front of Rear Wheel Opening Molding |
| 2. Roof Drip Molding Front Scalp | 9. Rear Wheel Opening Molding |
| 3. Roof Drip Molding Rear Scalp | 10. Rear of Rear Wheel Opening Molding |
| 4. Front Door Window Reveal Molding (at Vent) | 11. Rear Compartment Lid Outer Panel Molding |
| 5. Front Door Outer Panel Lower Molding | 12. Rear End Outer Panel Molding |
| 6. Front Door Window Reveal Molding | 13. Rear Compartment Lid Outer Panel Name Plate |
| 7. Quarter Window Lower Reveal Molding | |

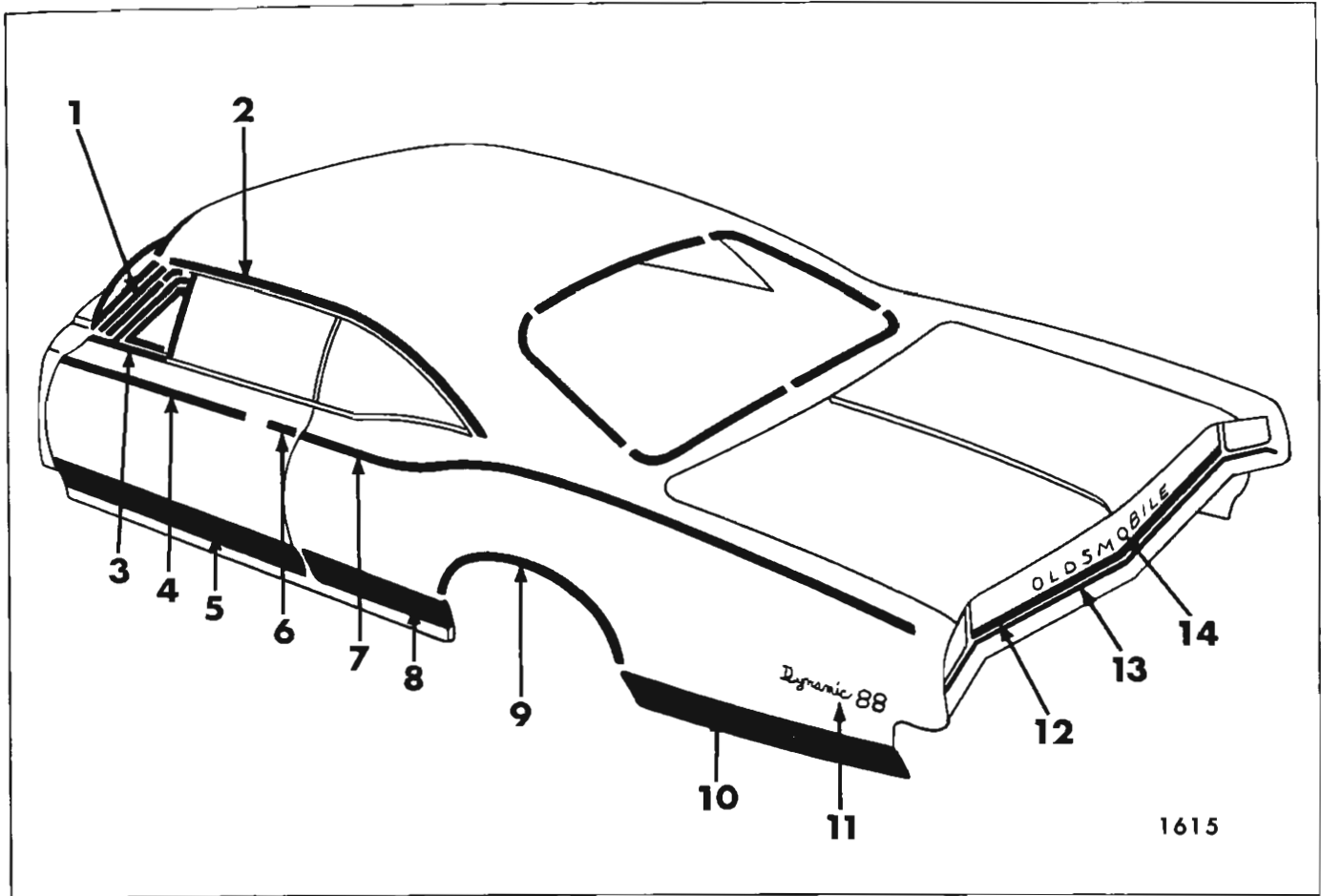


Fig. 1K13-35000 Series "37" Styles

- | | |
|---|---|
| 1. Windshield Pillar Drip Molding | 8. Front of Rear Wheel Opening Molding |
| 2. Roof Drip Molding Scalp | 9. Rear Wheel Opening Molding |
| 3. Front Door Window Reveal Molding (at Vent) | 10. Rear of Rear Wheel Opening Molding |
| 4. Front Door Outer Panel Front Peak Molding | 11. Rear Fender Outer Panel Name Plate |
| 5. Front Door Outer Panel Lower Molding | 12. Rear Compartment Lid Outer Panel Molding |
| 6. Front Door Outer Panel Rear Peak Molding | 13. Rear End Outer Panel Molding |
| 7. Rear Fender Outer Panel Peak Molding | 14. Rear Compartment Lid Outer Panel Name Plate |

35000 - 36000 - 38000 SERIES

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 Drip	All except 67	X					Weatherstrip and Weatherstrip Retainer at Windshield Pillar	
Windshield Pillar Finishing	67	X				Windshield Side Reveal	Windshield Pillar Weatherstrip and Weatherstrip Retainer	
Roof Drip Molding Scalp	All 69 35237, 35637 35837		X View A			Windshield Pillar Drip		
Roof Drip Molding Front Scalp	39, 57		X View A			Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	39, 57	X 57 style only	X View A			Roof Drip Molding Front Scalp		
Roof Drip Molding Front Scalp	38437		X View A			Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	38437	X				Roof Drip Molding Front Scalp		
Roof Panel Emblem	38669						Headlining Rear Quarter Trim Panel	
Front Door Window Frame Front Scalp	69		X					

35000 - 36000 - 38000 SERIES (Cont'd.)

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 Upper Scalp	69		X				Front Door Window Frame Front Scalp	
Front Door Window Frame Rear Scalp	69		X				Front Door Window Frame Upper Scalp	
Front Door Window Reveal (at vent)	All except 35000 69 styles	X						Front Door Trim Pad
Front Door Window Reveal (at vent)	35000 69 styles	X						Front Door Vent Assembly
Front Door Window Reveal	All	X						Rubber Bumper On Front Door Window Lower Stop
Center Pillar Scalp	38469, 38669	X						Front and Rear Side Roof Rail Weatherstrip at Center Pillar
Rear Door Window Frame Front Scalp	69		X				Rear Door Window Frame Upper Scalp	
Rear Door Window Frame Upper Scalp	69		X					Rubber Bumper On Rear Door Window Lower Stop
Rear Door Window Reveal	39, 69	X						

35000 - 36000 - 38000 SERIES (Cont'd.)

Molding Name	Styles	Method of Retention					Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts			
Quarter Window Reveal	37, 67	X				Quarter Window Reveal Escutcheon	Quarter Window Lower Stop	
Quarter Window Reveal Escutcheon	37	X				Quarter Window Reveal Roof Drip Molding Scalp		
Quarter Belt Reveal	37 Except 38000 Series	X	X	X				
Quarter Belt Reveal	38000, 37 & 39			X	X		Headlining Rear Quarter Trim Panel (37 Styles Only)	
Rear End Belt Reveal	38000, 37 & 39				X	Quarter Belt Reveal		
Quarter Pinchweld Finishing Molding	67	X	X			Right Side Overlaps Left Side		
Front Door Outer Panel Front Peak	35200	X	X					
Front Door Outer Panel Rear Peak	35200	X						
Front Door Outer Panel Lower	35600	X	X					
Front Door Outer Panel Lower	35800, 36600, 38400, 38600	X			X		Front Door Trim	

35000 - 36000 - 38000 SERIES (Cont'd.)

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 Outer Panel Peak	35200	X		X View C				
Rear Door Outer Panel Lower	35600	X		X View C		X View D		
Rear Door Outer Panel Lower	35800, 38400 38600	X				X	Rear Door Trim	
Rear Fender Outer Panel Peak	35600			X View C		X View D		
Front of Rear Wheel Opening	35800					X	Rear Wheel Opening Quarter Trim Pad (37 Styles Only)	
Front of Rear Wheel Opening	38437, 67					X	Quarter Trim Pad	
Front of Rear Wheel Opening	36600					X	Rear Wheel Opening Quarter Trim Pad	
Front of Rear Wheel Opening	35637, 67					X	Rear Wheel Opening Quarter Trim Pad	
Front of Rear Wheel Opening Escutcheon	35600					X	Front of Rear Wheel Opening (37, 67 Styles Only)	
Rear Wheel Opening	35600, 35800 36600	X						

35000 - 36000 - 38000 SERIES (Cont'd.)

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 Wheel Opening Escutcheon	35600					X	Rear of Rear Wheel Opening	
Rear of Rear Wheel Opening	35600			X View C		X	Rear Wheel Opening	
Rear of Rear Wheel Opening	38400, 38600					X		
Rear of Rear Wheel Opening	35800					X	Rear Wheel Opening	
Rear of Rear Wheel Opening	36600					X	Rear Wheel Opening	
Rear Fender Outer Panel Name Plate	35400, 35600, 35800, 38400, 38600					X		Rear Compartment Side Trim
Rear Fender Outer Panel Emblem	35400, 38400, 38600					X		Rear Compartment Side Trim
Rear Compartment Lid Outer Panel	All	X						Rear Compartment Side Trim
Rear Compartment Lid Outer Panel Name Plate	All					X		
Rear End Outer Panel	All Except 38000 Series					X		

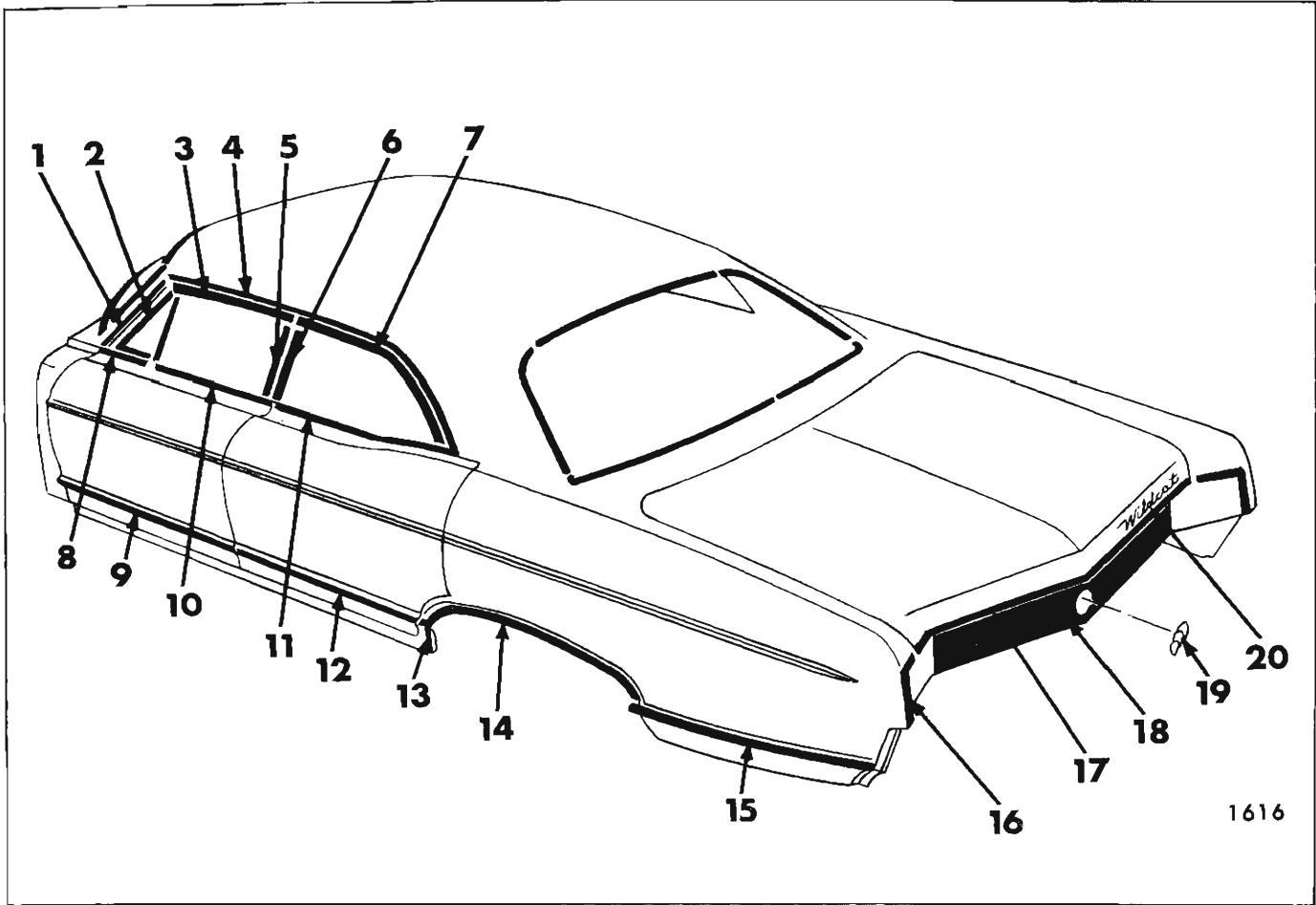


Fig. 1K14—45000-46000 Series "69" Styles

- | | |
|--|---|
| 1. Windshield Pillar Drip Molding | 11. Rear Door Window Reveal Molding |
| 2. Front Door Window Frame Front Scalp Molding | 12. Rear Door Outer Panel Lower Molding |
| 3. Front Door Window Frame Upper Scalp Molding | 13. Front of Rear Wheel Opening Molding |
| 4. Roof Drip Molding Scalp | 14. Rear Wheel Opening Molding |
| 5. Front Door Window Frame Rear Scalp Molding | 15. Rear of Rear Wheel Opening Molding |
| 6. Rear Door Window Frame Front Scalp Molding | 16. Rear of Rear Fender Outer Panel Molding |
| 7. Rear Door Window Frame Upper Scalp Molding | 17. Rear Compartment Lid Outer Panel Molding |
| 8. Front Door Window Reveal Molding (at Vent) | 18. Rear End Outer Panel Molding |
| 9. Front Door Outer Panel Lower Molding | 19. Gas Tank Filler Emblem |
| 10. Front Door Window Reveal Molding | 20. Rear Compartment Lid Outer Panel Name Plate |

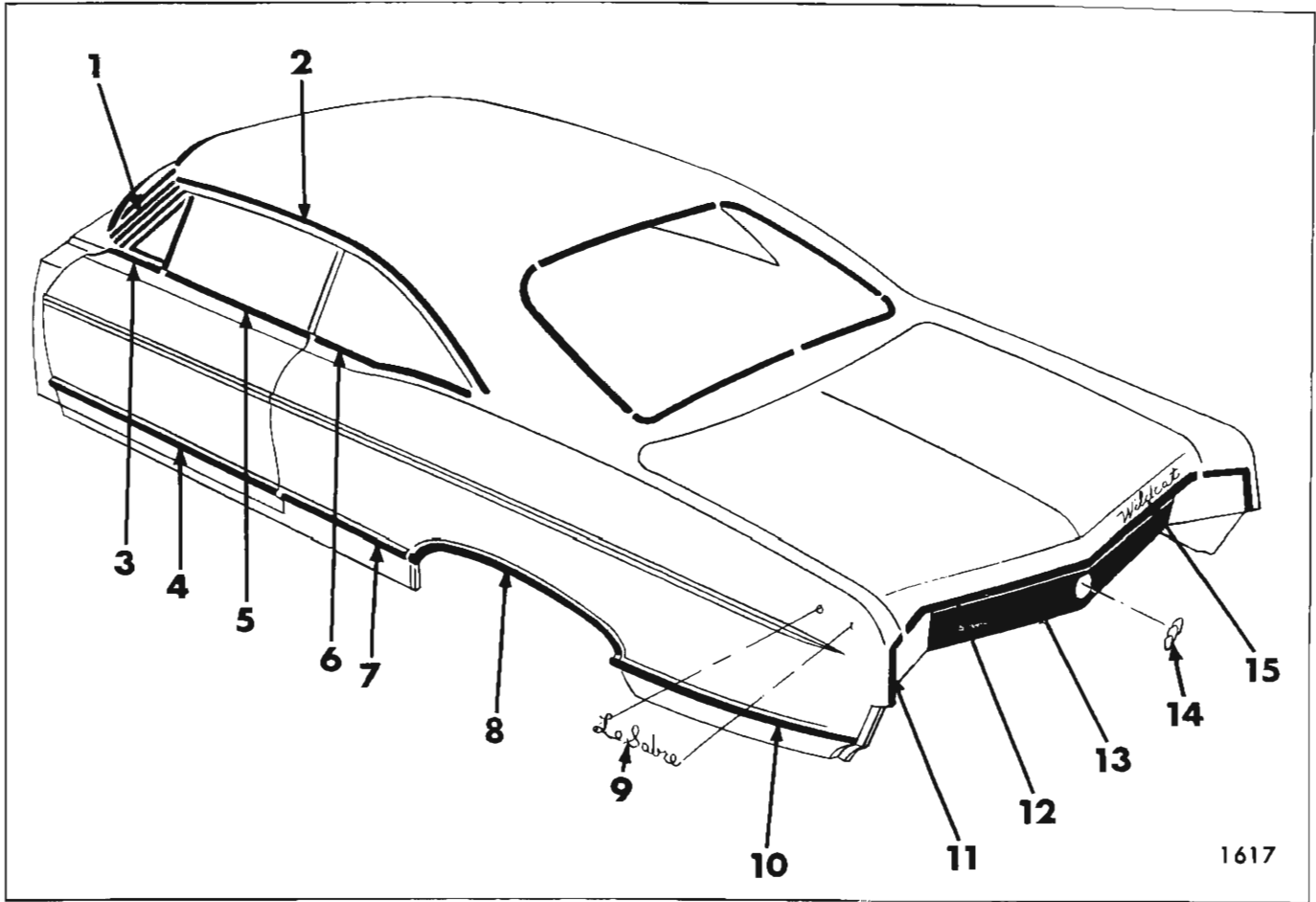


Fig. 1K15-45000-46000 Series "37" Styles

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Windshield Pillar Drip Molding 2. Roof Drip Molding Scalp 3. Front Door Window Reveal Molding (at Vent) 4. Front Door Outer Panel Lower Molding 5. Front Door Window Reveal Molding 6. Quarter Window Lower Reveal Molding 7. Front of Rear Wheel Opening Molding 8. Rear Wheel Opening Molding | <ol style="list-style-type: none"> 9. Rear Fender Outer Panel Name Plate 10. Rear of Rear Wheel Opening Molding 11. Rear of Rear Fender Outer Panel Molding 12. Rear Compartment Lid Outer Panel Molding 13. Rear End Outer Panel Molding 14. Gas Tank Filler Emblem 15. Rear Compartment Lid Outer Panel Name Plate |
|---|---|

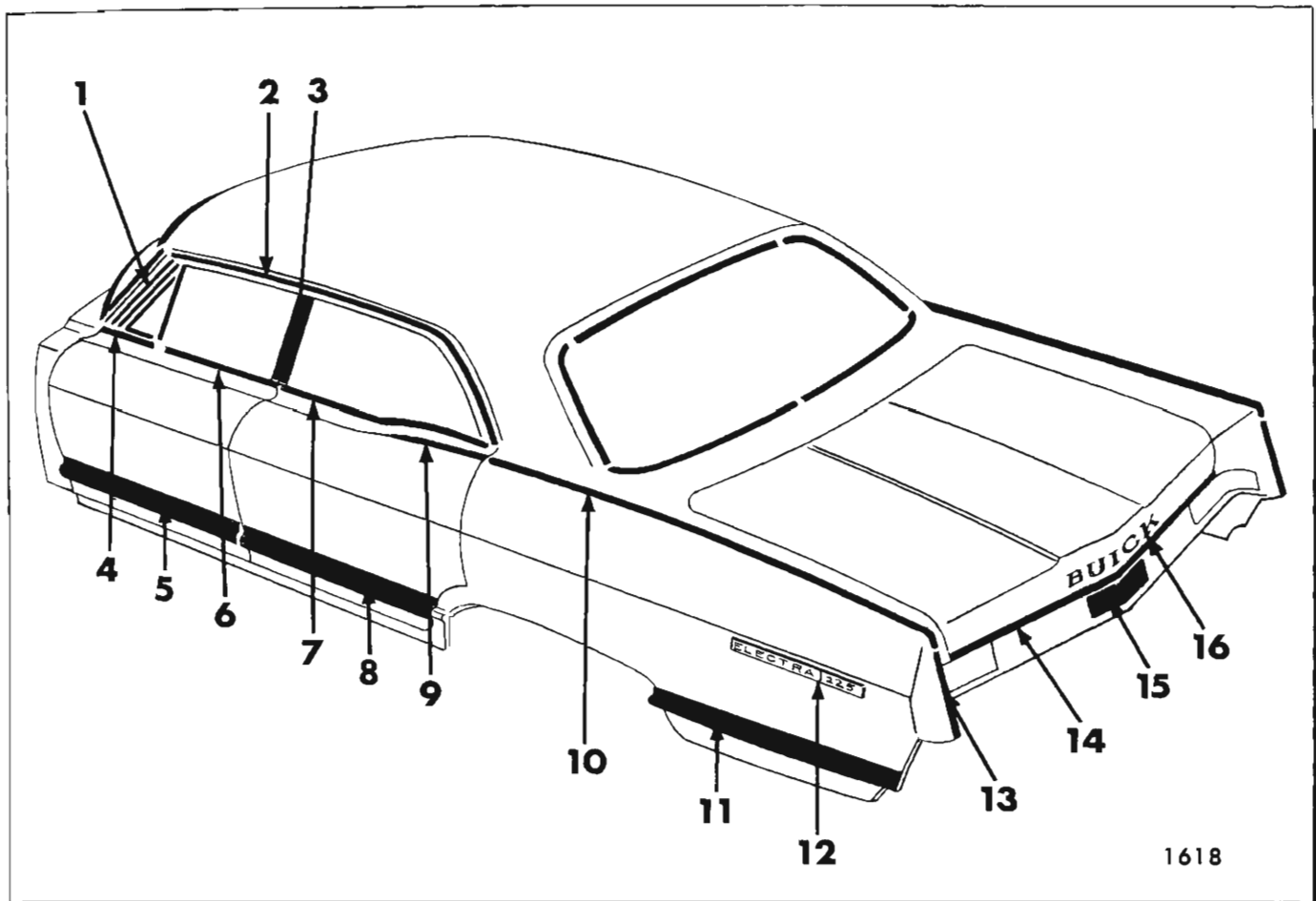


Fig. 1K16-48000 Series "69" Styles

- | | |
|--|--|
| <ul style="list-style-type: none"> 1. Windshield Pillar Drip Molding 2. Roof Drip Molding Scalp 3. Center Pillar Scalp Molding 4. Front Door Window Reveal Molding (at Vent) 5. Front Door Outer Panel Lower Molding 6. Front Door Window Reveal Molding 7. Rear Door Window Reveal Molding 8. Rear Door Outer Panel Lower Molding | <ul style="list-style-type: none"> 9. Rear Door Outer Panel Crown Molding 10. Rear Fender Outer Panel Crown Molding 11. Rear of Rear Wheel Opening Molding 12. Rear Fender Outer Panel Name Plate 13. Rear of Rear Fender Outer Panel Crown Molding 14. Rear Compartment Lid Outer Panel Molding 15. Gas Tank Filler Door Assembly 16. Rear Compartment Lid Outer Panel Name Plate |
|--|--|

45000 - 46000 - 48000 SERIES

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 Drip	All except 67	X					Weatherstrip and Weatherstrip Retainer at Windshield Pillar	
Windshield Pillar Finishing Molding	67	X				Windshield Side Reveal	Windshield Pillar Weatherstrip and Weatherstrip Retainer	
Roof Drip Molding Front Scalp	39		X View A			Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	39	X (48239 48439 only)	X View A			Roof Drip Molding Front Scalp		
Roof Drip Molding Scalp	37, 69 (except 48237,48437		X View A			Windshield Pillar Drip		
Roof Drip Molding Front Scalp	48237,48437		X View A			Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	48237,48437	X	X View A			Roof Drip Molding Front Scalp		
Front Door Window Frame Front Scalp	69 except 48000 Series		X			Front Door Window Frame Front Scalp		
Front Door Window Frame Upper Scalp	69 except 48000 Series		X					

45000 - 46000 - 48000 SERIES (Cont'd.)

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 Rear Scalp	69 except 48000 Series	X	X				Front Door Window Upper Scalp	Front Door Trim Pad
Front Door Window Reveal (at vent)	All except 45000 & 46000, 69 Styles	X					Front Door Window Reveal (at vent)	Rubber Bumper on Door Window Lower Stop
Front Door Window Reveal	All	X						Front Door Vent Assembly
Front Door Window Reveal (at vent)	45000, 46000 69 Styles	X						Side Roof Rail Weatherstrip Front and Rear at Center Pillar
Center Pillar Scalp	48269, 48469	X						
Rear Door Window Frame Front Scalp	69 (except 48000 Series)		X				Rear Door Window Frame Upper Scalp	
Rear Door Window Frame Upper Scalp	69 (except 48000 Series)		X					
Rear Door Window Reveal	39, 69	X						Rubber Bumper on Rear Door Window Lower Stop
Quarter Window Reveal	37, 67	X						Quarter Window Lower Stop
Quarter Window Reveal Escutcheon	37	X						Quarter Window Reveal, Roof Drip Molding Rear Scalp

45000 - 46000 - 48000 SERIES (Cont'd.)

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 Belt Reveal	48239, 69 48439, 69		X	X View B	X View D			
Rear End Belt	48239, 69 48439, 69				X View D	Quarter Belt Reveal		
Quarter Belt Reveal	39 (except 48000 Series)		X	X View B	X View D			
Rear End Belt Reveal	39 (except 48000 Series)				X View D	Quarter Belt Reveal		
Quarter Belt Reveal	48237, 48437			X View B	X View D		Headlining Rear Quarter Trim Panel	
Rear End Belt Reveal	48237, 48437				X View D	Quarter Belt Reveal		
Quarter Belt Reveal	37 (except 48000 Series)		X	X View B	X View D	Right Side Overlaps Left Side		
Quarter Belt Reveal	69 (except 48000 Series)		X	X View B				
Quarter Belt Pinch Weld Finishing	67	X	X View E			Right Side Overlaps Left Side		
Front Door Outer Panel Lower	45200, 45400 46200, 46400 46600	X	X View C					
Front Door Outer Panel Lower	48200, 48400	X			X		Front Door Trim Pad	

45000 - 46000 - 48000 SERIES (Cont'd.)

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 Outer Panel Crown	48200, 48400	X				X	Rear Door Trim	
Rear Door Outer Panel Lower	45200, 45400 46200, 46400 46600	X		X View C				
Rear Door Outer Panel Lower	48200, 48400	X				X	Rear Door Trim	
Rear Fender Outer Panel Crown	48200, 48400	X		X		X	Quarter Trim on (37, 67 Styles) Rear Compartment Side Trim	
Rear of Rear Fender Outer Panel Crown	48200, 48400					X		
Rear of Rear Fender Outer Panel	45200, 45400 46200, 46400 46600					X	Rear Quarter Extension	
Front of Rear Wheel Opening	48237, 48437, 67					X	Quarter Trim	
Rear of Rear Wheel Opening	48237, 48437, 67					X	Rear Compartment Side Trim Panel Compartment to Quarter Panel Filler Plug	
Rear of Rear Wheel Opening	48239, 69 48439, 69					X	Rear Compartment Side Trim Panel Compartment to Quarter Panel Filler Plug	

45000 - 46000 - 48000 SERIES (Cont'd.)

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 of Rear Wheel Opening	37, 67 except (48000 Series)			X View C		X	Rear Wheel Opening	Quarter Trim Pad
Rear Wheel Opening	All (except 48000 Series)	X				X	Front and Rear of Rear Wheel Opening (except Front on 39, 69 Styles)	Quarter Trim Pad Rear
Rear of Rear Wheel Opening	All (except 48000 Series)			X View C		X	Rear Wheel Opening	
Rear Fender Outer Name Plate	A1					X		Rear Compartment Side Trim on 48000 Series
Rear Compartment Lid Outer Panel	48200, 48400					X		
Rear Compartment Lid Outer Panel	All (Except 48000 Series)	X				X		
Rear Compartment Lid Outer Panel Name Plate	All					X		
Rear End Outer Panel	46200, 46400, 46600					X		
Gas Tank Filler Door Assembly	48200, 48400	X						
Gas Tank Filler Emblem and Door Assembly	All (except 48000 Series)	X						Rear End Outer Panel Molding on 46000 Series

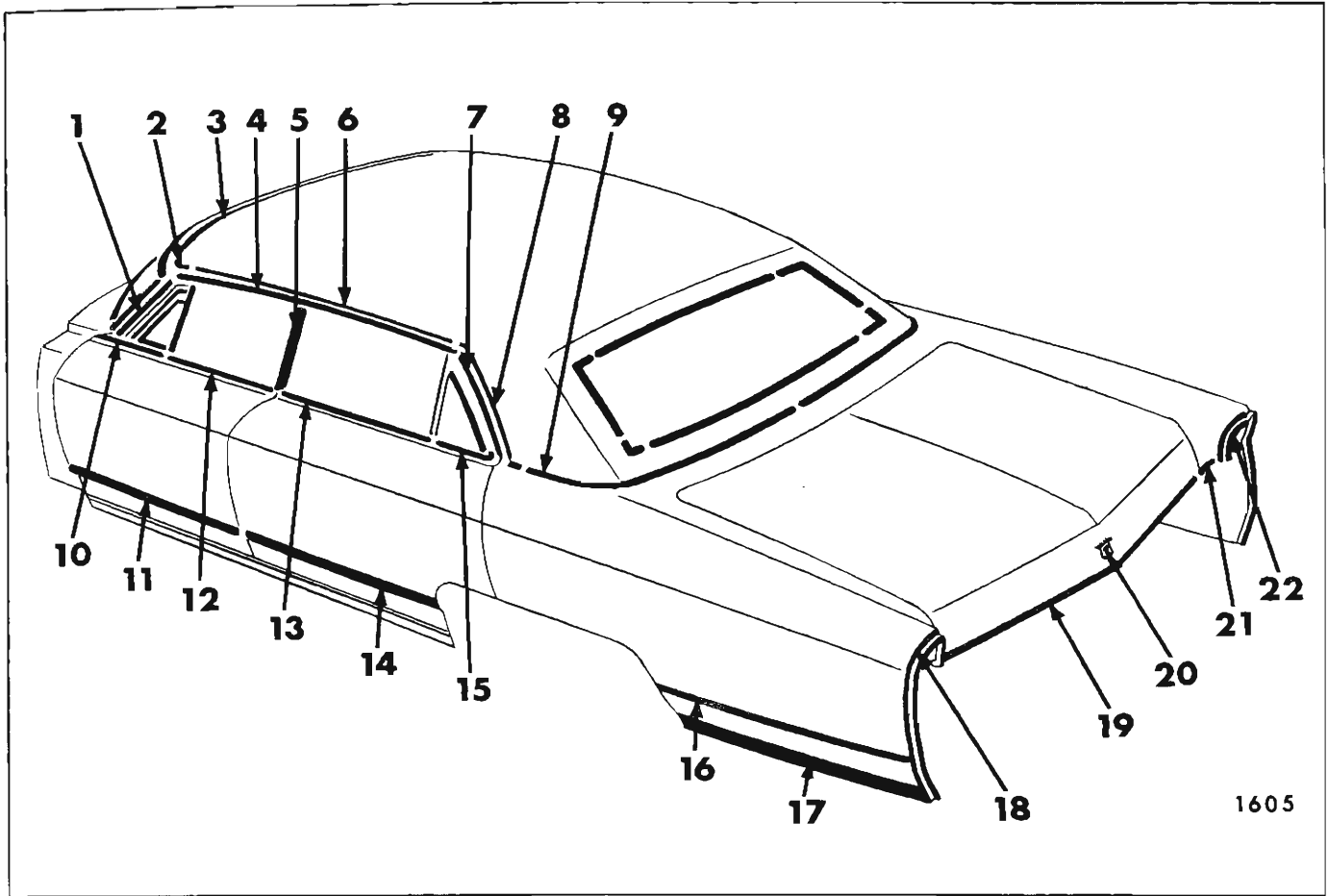


Fig. 1K17-68069 Style

- | | |
|--|--|
| 1. Windshield Pillar Drip Molding | 12. Front Door Window Reveal Molding |
| 2. Roof Panel Cover Front Finish Escutcheon | 13. Rear Door Window Front Reveal Molding |
| 3. Roof Panel Cover Front Finish Molding | 14. Rear Door Outer Panel Lower Molding |
| 4. Roof Drip Molding Front Scalp | 15. Rear Door Window Rear Reveal Molding |
| 5. Center Pillar Scalp Molding | 16. Rear of Rear Wheel Opening Upper Molding |
| 6. Roof Panel Cover Side Front Finish Molding | 17. Rear of Rear Wheel Opening Lower Molding |
| 7. Roof Drip Molding Rear Scalp | 18. Rear of Rear Fender Outer Panel Outer at Tail Lamp Molding |
| 8. Roof Panel Cover Side Rear Finish Molding | 19. Rear Compartment Lid Outer Panel Molding |
| 9. Rear End Belt Cover Finish Molding | 20. Rear Compartment Lid Outer Panel Emblem |
| 10. Front Door Window Reveal Molding (at Vent) | 21. Rear of Rear Fender Outer Panel at Compartment Lid Molding |
| 11. Front Door Outer Panel Lower Molding | 22. Rear of Rear Fender Outer Panel Inner at Tail Lamp Molding |

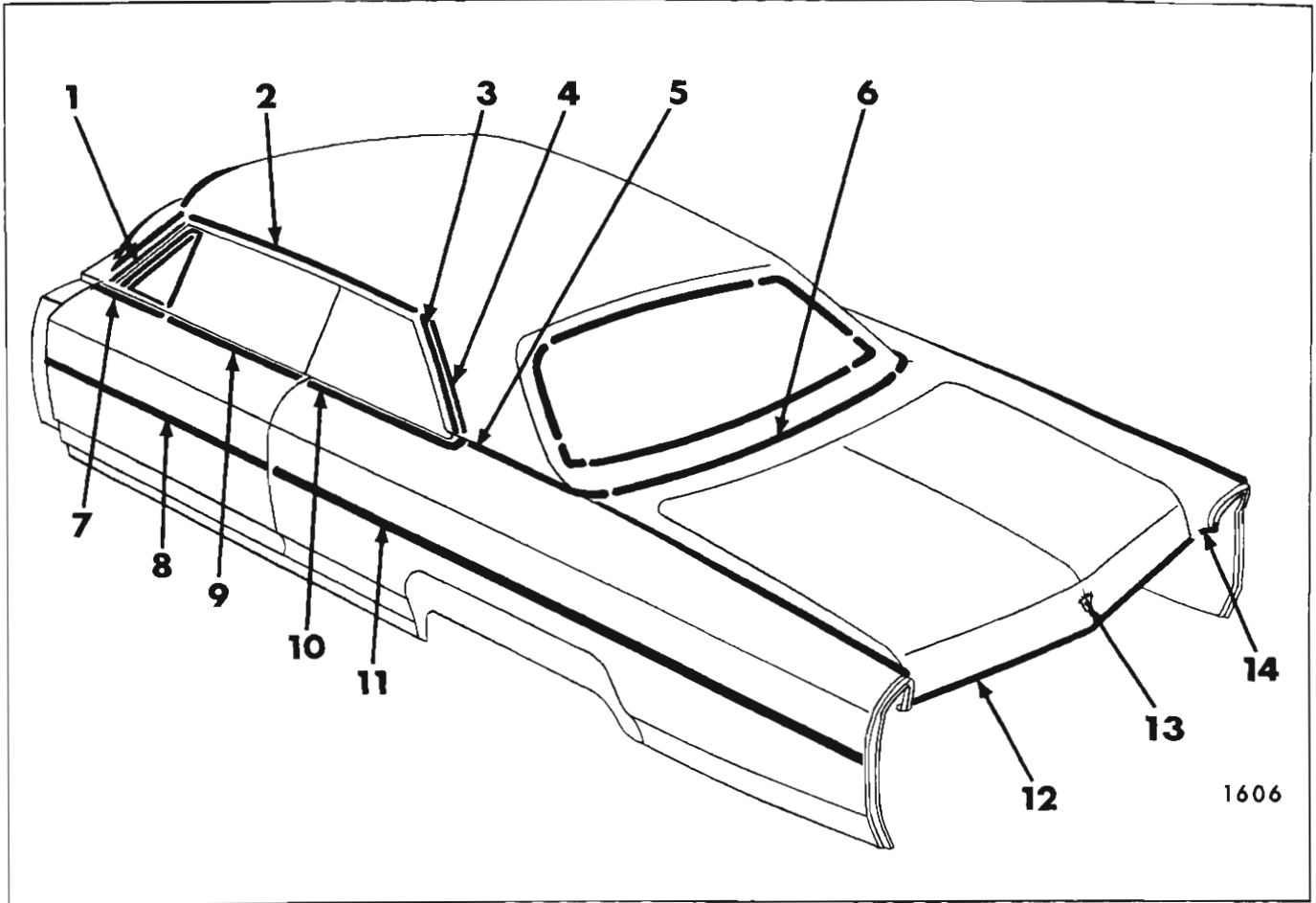


Fig. 1K18-68000 Series "57" Styles

- | | |
|--|---|
| <ul style="list-style-type: none"> 1. Windshield Pillar Drip Molding 2. Roof Drip Molding Front Scalp 3. Roof Drip Molding Rear Scalp 4. Roof Panel Rear of Quarter Window Molding 5. Quarter Belt Cover Finish Molding 6. Rear End Belt Cover Finish Molding 7. Front Door Window Reveal Molding (at vent) | <ul style="list-style-type: none"> 8. Front Door Outer Panel Lower Molding 9. Front Door Window Reveal Molding 10. Quarter Window Lower Reveal Molding 11. Rear Fender Outer Panel Lower Molding 12. Rear Compartment Lid Outer Panel Molding 13. Rear Compartment Lid Outer Panel Emblem 14. Rear of Rear Fender Outer Panel at Compartment Lid Molding |
|--|---|

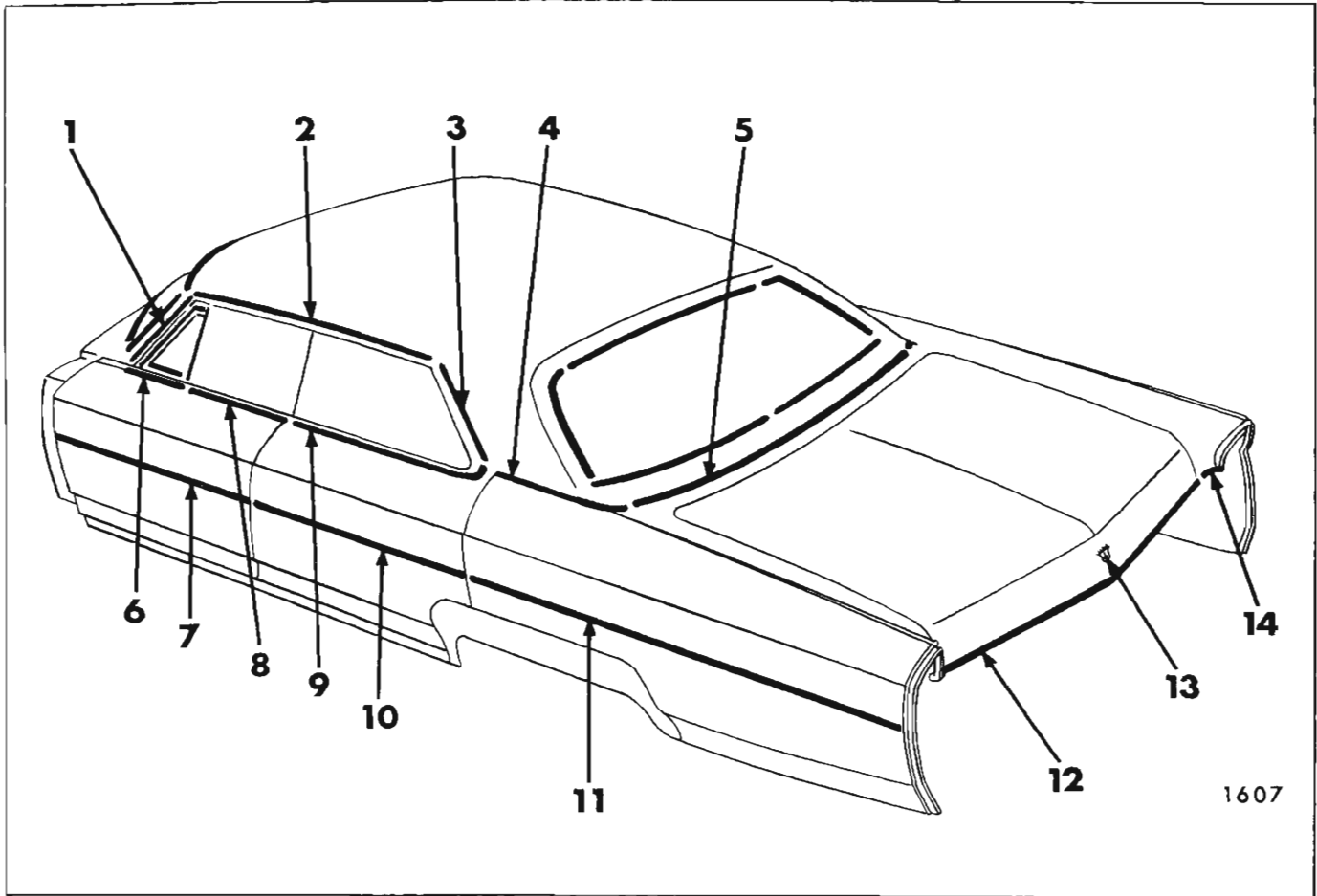


Fig. 1K19-68000 Series "39" Styles

- | | |
|---|--|
| 1. Windshield Pillar Drip Molding | 8. Front Door Window Reveal Molding |
| 2. Roof Drip Molding Front Scalp | 9. Rear Door Window Reveal Molding |
| 3. Roof Drip Molding Rear Scalp | 10. Rear Door Outer Panel Lower Molding |
| 4. Quarter Belt Cover Finish Molding | 11. Rear Fender Outer Panel Lower Molding |
| 5. Rear End Belt Cover Finish Molding | 12. Rear Compartment Lid Outer Panel Molding |
| 6. Front Door Window Reveal Molding (at Vent) | 13. Rear Compartment Lid Outer Panel Emblem |
| 7. Front Door Outer Panel Lower Molding | 14. Rear of Rear Fender Outer Panel at Compartment Lid Molding |

68000 SERIES

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 Drip	All (Except 67)	X						Weatherstrip and Weatherstrip Retainer at Windshield Pillar	
Windshield Pillar Finishing	67	X					Windshield Side Reveal	Windshield Pillar Weatherstrip and Weatherstrip Retainer	
Roof Drip Molding Scalp	68269, 68369		X View A				Windshield Pillar Drip		
Roof Drip Molding Front Scalp	68069		X View A				Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	68069		X View A				Roof Drip Molding Front Scalp		
Roof Drip Molding Front Scalp	39, 57		X				Windshield Pillar Drip		
Roof Drip Molding Rear Scalp	39, 57		X				Roof Drip Molding Front Scalp		
Roof Panel Rear of Quarter Window	68357		X				Roof Drip Molding Rear Scalp		
Roof Panel Rear of Rear Door Window	68339		X				Roof Drip Molding Rear Scalp		
Roof Panel Cover Front Finish	68069	X		X View F			Roof Panel Cover Front Finish Escutcheon	Front Section of Headlining	
Roof Panel Cover Front Finish Escutcheon	68069					X	Roof Panel Cover Side Front Finish	Front Section of Headlining	

68000 SERIES (Cont'd.)

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		
Roof Panel Cover Side Front Finish	68069			X View F			Roof Panel Cover Front Finish Escutcheon Roof Panel Cover Side Rear Finish	Headlining at Side Area
Roof Panel Cover Side Rear Finish	68069						Rear End Belt Cover Finish	Headlining at Rear Quarter Area
Roof Panel Emblem Assembly	68069							Headlining at Rear Quarter Area
Roof Panel Name Plate	68069							Headlining at Rear Quarter Area
Front Door Window Reveal (at Vent)	68200, 68069	X					Front Door Window Reveal	Front Door Trim
Front Door Window Reveal (at Vent)	68300					X	Front Door Window Reveal	Front Door Vent Assembly
Front Door Window Reveal	All	X						Rubber Bumper On Door Window Lower Stop
Center Pillar Scalp	69	X						Weatherstrips and Weatherstrip Retainer at Center Pillar
Rear Door Window Reveal	68200, 68300	X						Rubber Bumper On Rear Door Window Lower Stop

68000 SERIES (Cont'd.)

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 Front Reveal	68069	X					Rubber Bumper On Rear Door Window Lower Stop	
Rear Door Window Rear Reveal	68069	X				Rear Door Window Front Reveal	Rubber Bumper On Rear Door Window Lower Stop	
Quarter Window Lower Reveal	57, 67	X					Quarter Window Lower Stop	
Quarter Belt Cover Finish	68300				X View B	X View D		
Rear End Belt Cover Finish	68300					X View D	Quarter Belt Cover Finish	
Rear End Belt Cover Finish	68069					X View D	Headlining at Rear Quarter Area	
Quarter Pinchweld Finishing	67	X		X View E				
Rear End Pinchweld Finishing	67			X View E			Quarter Pinchweld Finishing	
Front Door Outer Panel Lower	All	X		X View C				
Rear Door Outer Panel Lower	39, 69	X		X View C				

68000 SERIES (Cont'd.)

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	68200, 68300				X View B	X	Rear Compartment Side Trim Quarter Window Glass (37, 67 Styles Only) Tail Lamp Assembly Compartment Panel To Quarter Panel Filler Plug	
Front of Rear Wheel Opening	68467				X View B	X	Quarter Trim Pad	
Rear of Rear Wheel Opening Upper	68069, 68467			X (68069 Only) View C	X (68467 Only) View B	X	Rear Compartment Side Trim	
Rear of Rear Wheel Opening Lower	68069, 68467	X						
Rear of Rear Fender Outer Panel Inner at Tail Lamp	68069, 68467	X					Rear of Rear Fender Outer Panel Outer at Tail Lamp	
Rear of Rear Fender Outer Panel Outer at Tail Lamp	68069, 68467	X					Rear of Rear Wheel Opening	
Rear of Rear Fender Outer Panel at Compartment Lid	All	X				X	Rear of Rear Fender Outer Panel Inner at Tail Lamp (68069, 68467 Styles Only)	
Rear Compartment Lid Outer Panel Lower	All	X						

ELECTRICAL

POWER WINDOWS AND VENTILATORS

POWER OPERATED WINDOWS ALL SERIES

DESCRIPTION

The wiring harness for the electrically operated windows consists of four major sections.

1. Front Cross-Over Harness
2. Feed Harness to Rear Door or Quarter Window
3. 4 Left and Right Rear Door or Quarter Window Harnesses

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 on all styles except 68000 series. (See Figs. 1L1 for 15-16000 series; 1L3 for 25-26000 series; 1L5 for 35-36-38000 series; 1L2 for 45-46-48000 series). On 68000 series the cross-over harness is installed on the floor pan - see Figure 1L4.

Feed Harness for Rear Doors or 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.

In two door styles the quarter window harness divides at the rear of the rear seat on all styles except 68000 series, see Figure 1L6, 7 and 8.

On 68000 series the harness divides at the rear of the front seat (see Fig. 1L9).

The rear door window harness divides at rear of the front seat (see Figs. 1L10 all styles except 68000 series and Fig. 1L11 for 68000 series).

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. 1L6, 7 and 8) except on 68000 series and under the rear seat cushion on "27", "37" styles. On 68000, "57" and "67" styles the round wire harness connects to the flat wire at the forward end of the rear quarter arm rest assembly (See Fig. 1L11).

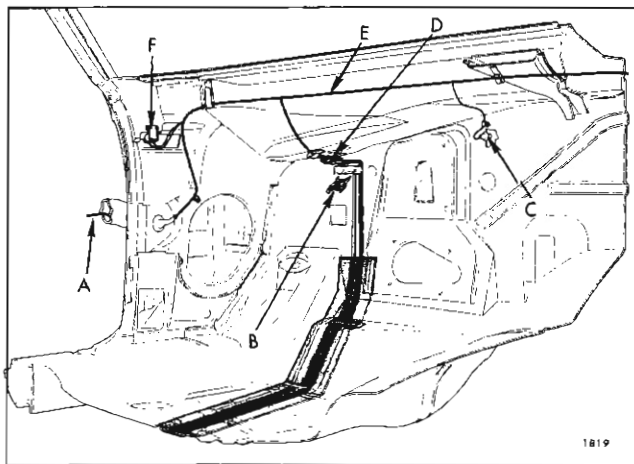


Fig. 1L1—Front End Power Window Wiring -
15-16000 Series

- A. Front Door Wiring
- B. Body Wiring Connector
- C. Feed Wire
- D. Power Window Wiring Connector
- E. Cross-Over Harness
- F. Circuit Breaker

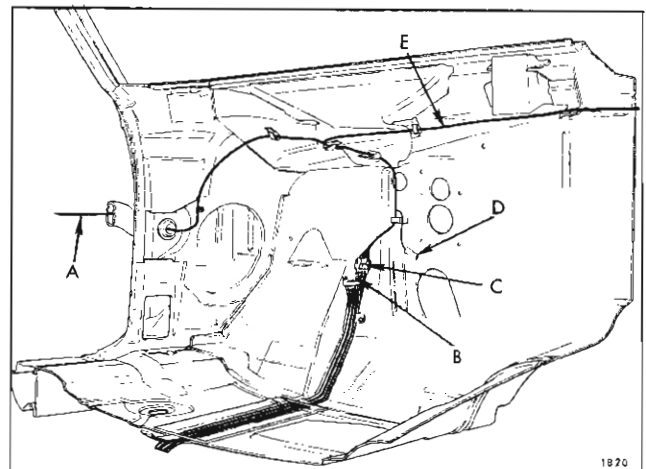


Fig. 1L2—Front End Power Window Wiring -
45-46-48000 Series

- A. Front Door Wiring
- B. Body Wiring Connector
- C. Power Window Wiring Connector
- D. To Fuse Block
- E. Front Cross-Over Harness

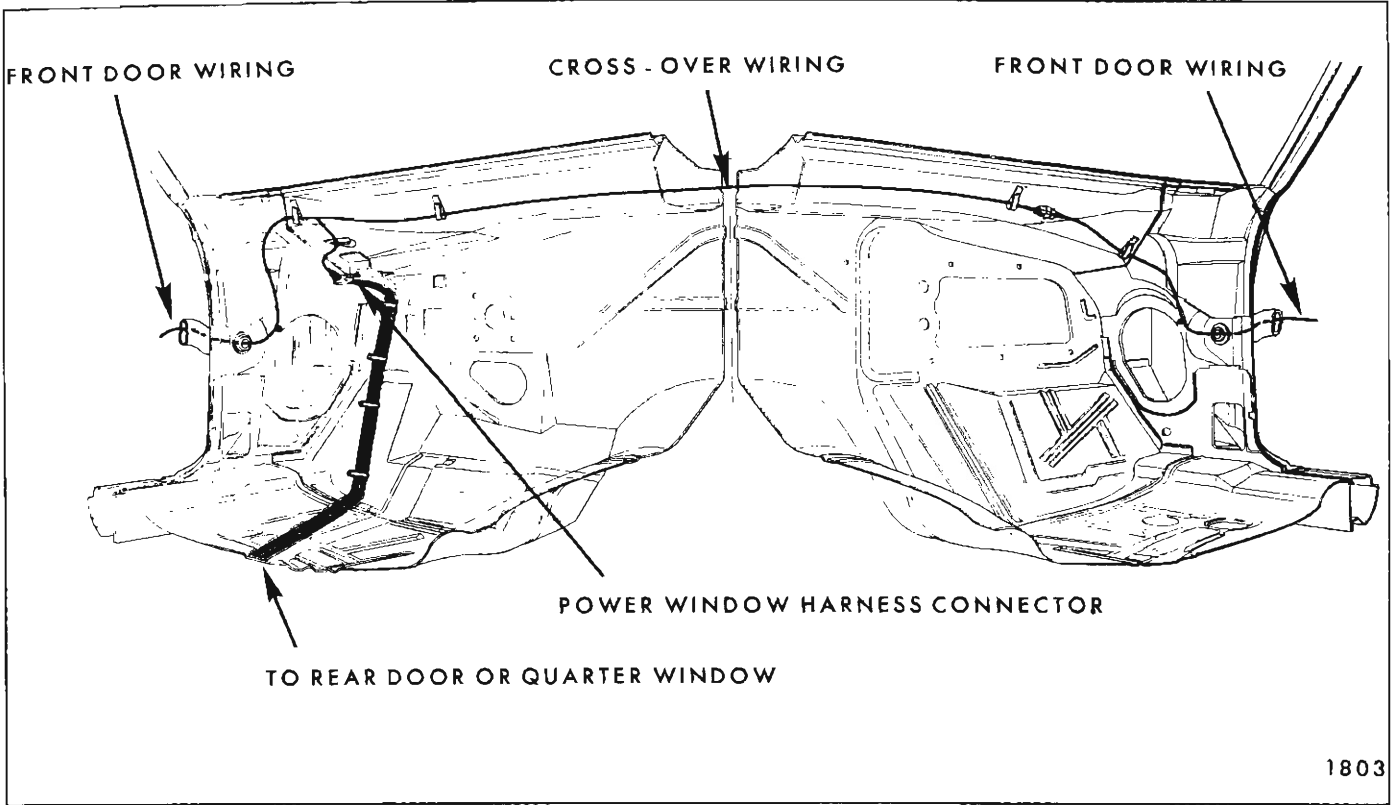


Fig. 1L3—Front End Power Window Wiring -
25-26000 Series

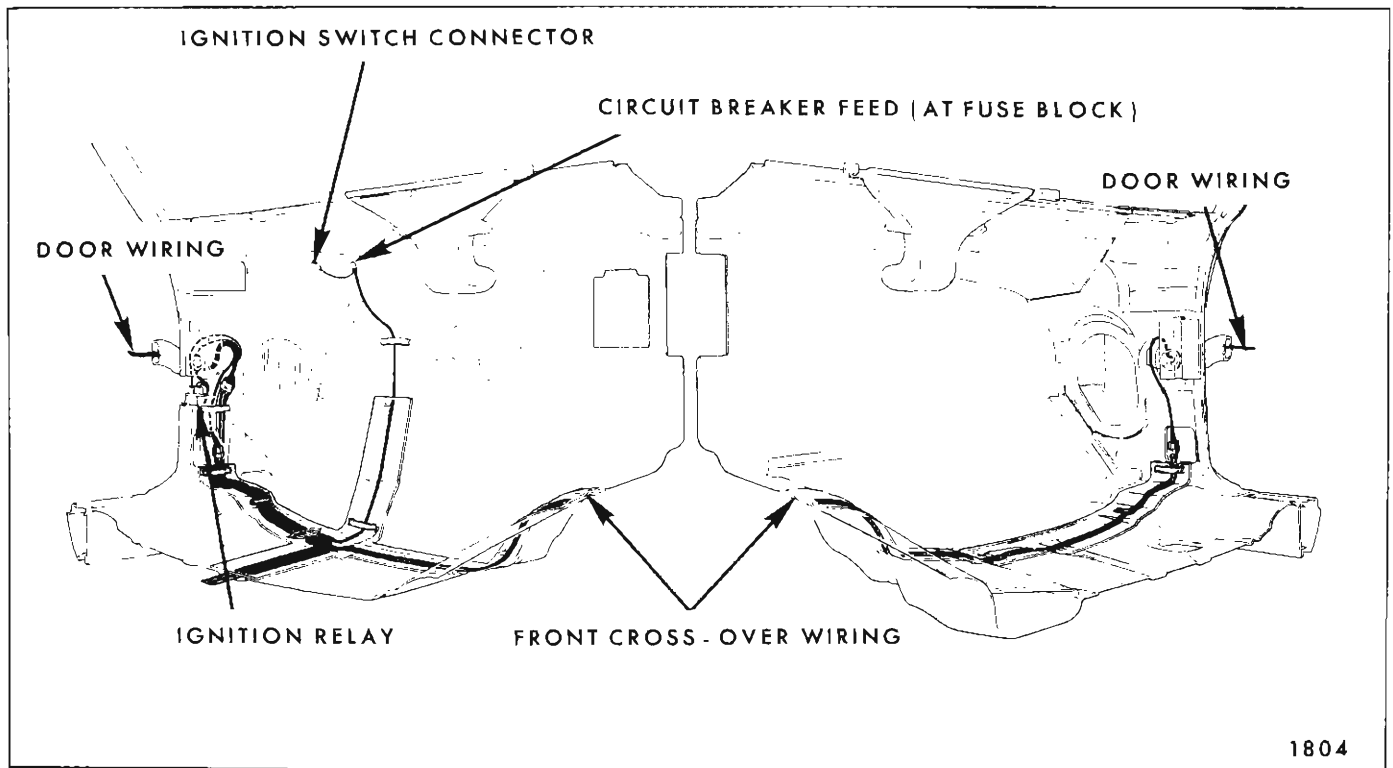


Fig. 1L4—Front End Power Window Wiring -
68200 Series

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. 1L10, 1L11). To disengage the connector, pull harness inboard at base of center pillar.

Power windows are operated by a rectangular shaped 12 volt series wound motor with an internal circuit breaker and a self-locking rubber coupled gear drive. The harness to the door window motor connector is designed with a locking embossment to insure a 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.

Some rear quarter window motors and the ventilator motors are designed with a locking type connector which should not be disengaged. When testing or removing the motor, the in-line connector located inboard of the inner panel should be disengaged. All tests are made at this location.

The current for the power window and ventilator circuit is obtained by a circuit breaker located: 15-16000 series - left cowl; 25-26000 series and

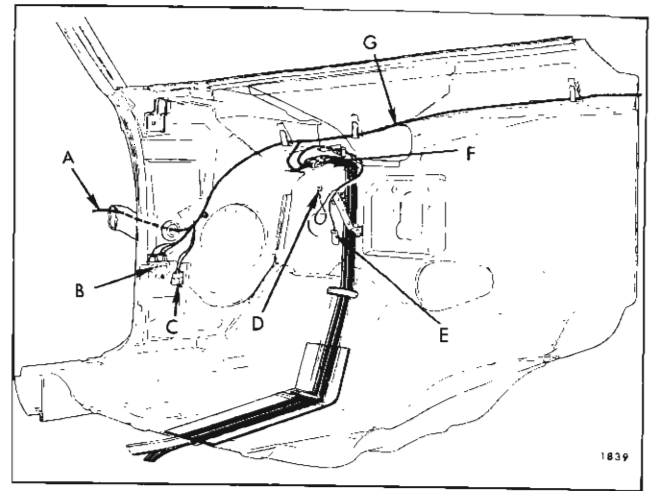


Fig. 1L5—Front End Power Window Wiring Typical for - 35-36-38000 Series

- A. Front Door Wiring
- B. Ignition Relay
- C. Power Seat Feed on 38439-67 and 38669 Only
- D. To Circuit Breaker
- E. To Fuse Block
- F. Power Window Wiring Connector
- G. Cross-Over Harness

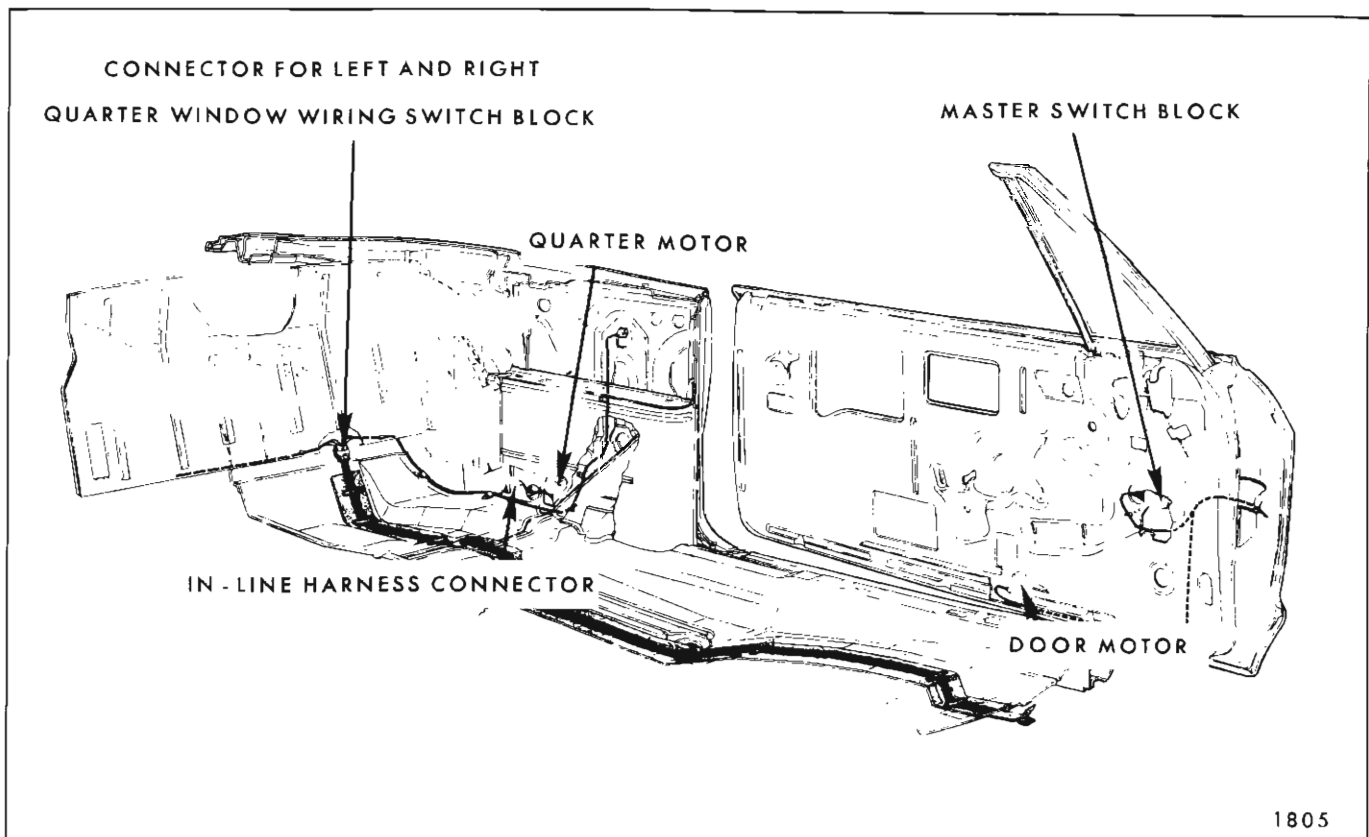


Fig. 1L6—Left Side Power Window Wiring - "67" Style

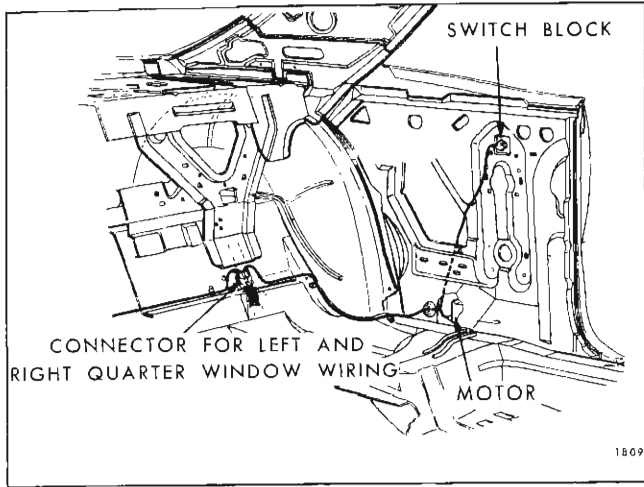


Fig. 1L7—Rear Quarter Power Window Wiring - "37" Style

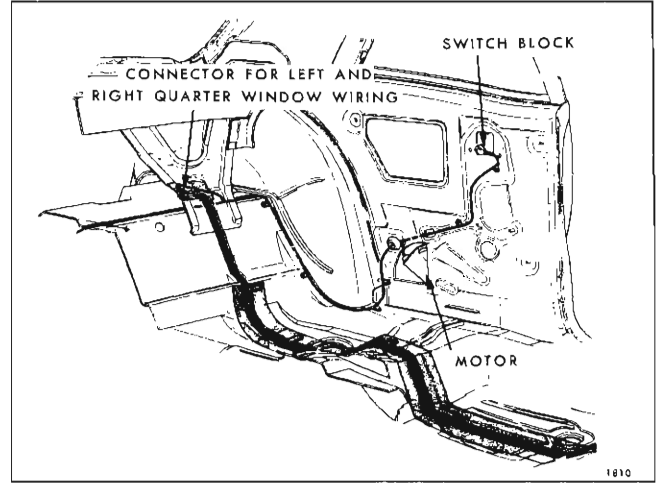


Fig. 1L8—Rear Quarter Power Window Wiring - "11" Style

35-36-38000 Series - engine compartment; 44-45-48000 Series and 68000 Series - plug-in type in fuse block.

35-36-38000 and 68000 Series: In addition to the circuit breaker, a relay is used in the circuit. The relay prevents the operation of the power windows until the ignition switch is turned "on".

68000 Series only CUT OUT SWITCH - A cut out switch installed on the left front door arm rest, is designed to temporarily by-pass the relay circuit so the windows may be operated only from the master control switch when the ignition is in the off position.

To perform this operation, the cut out switch control button is held in the "EMERG" position

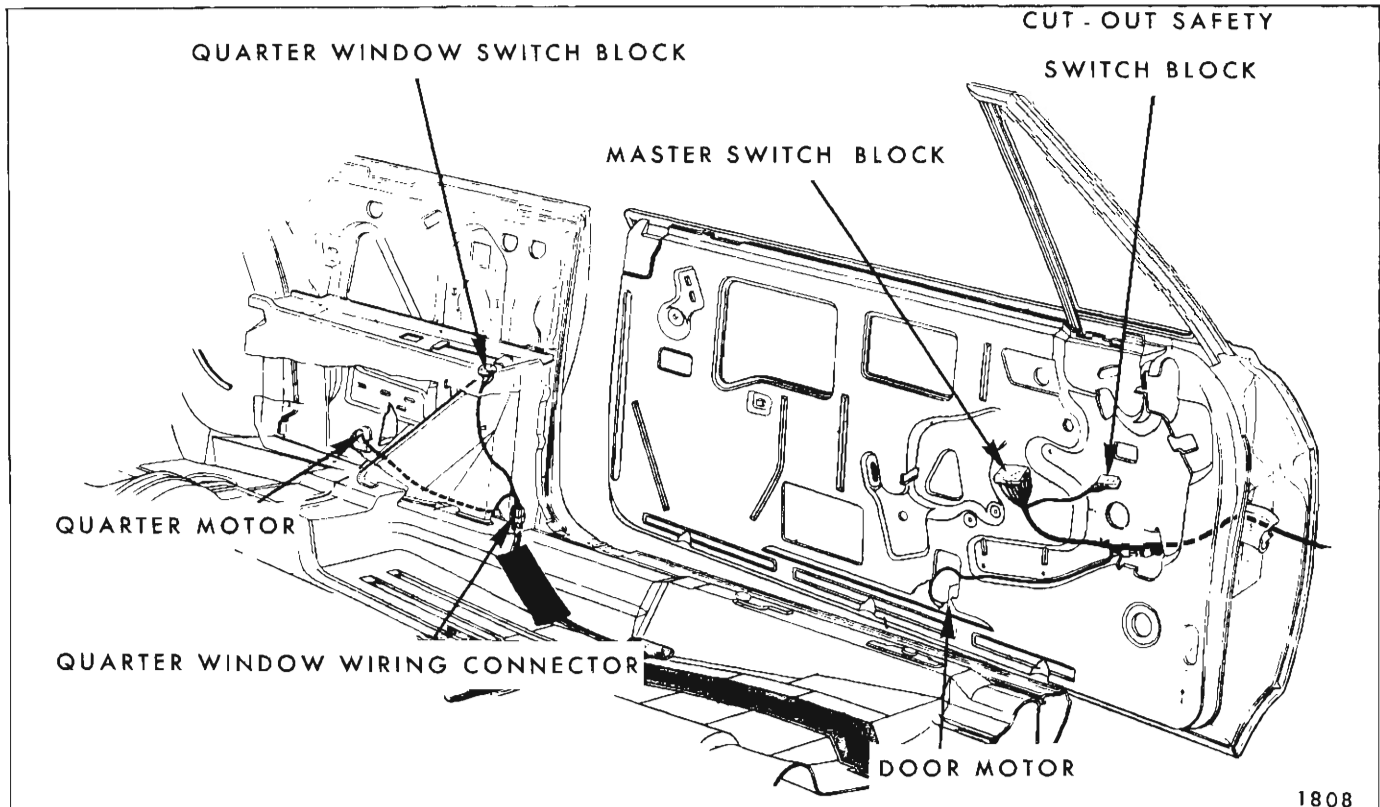


Fig. 1L9—Left Side Power Window Wiring - 68257

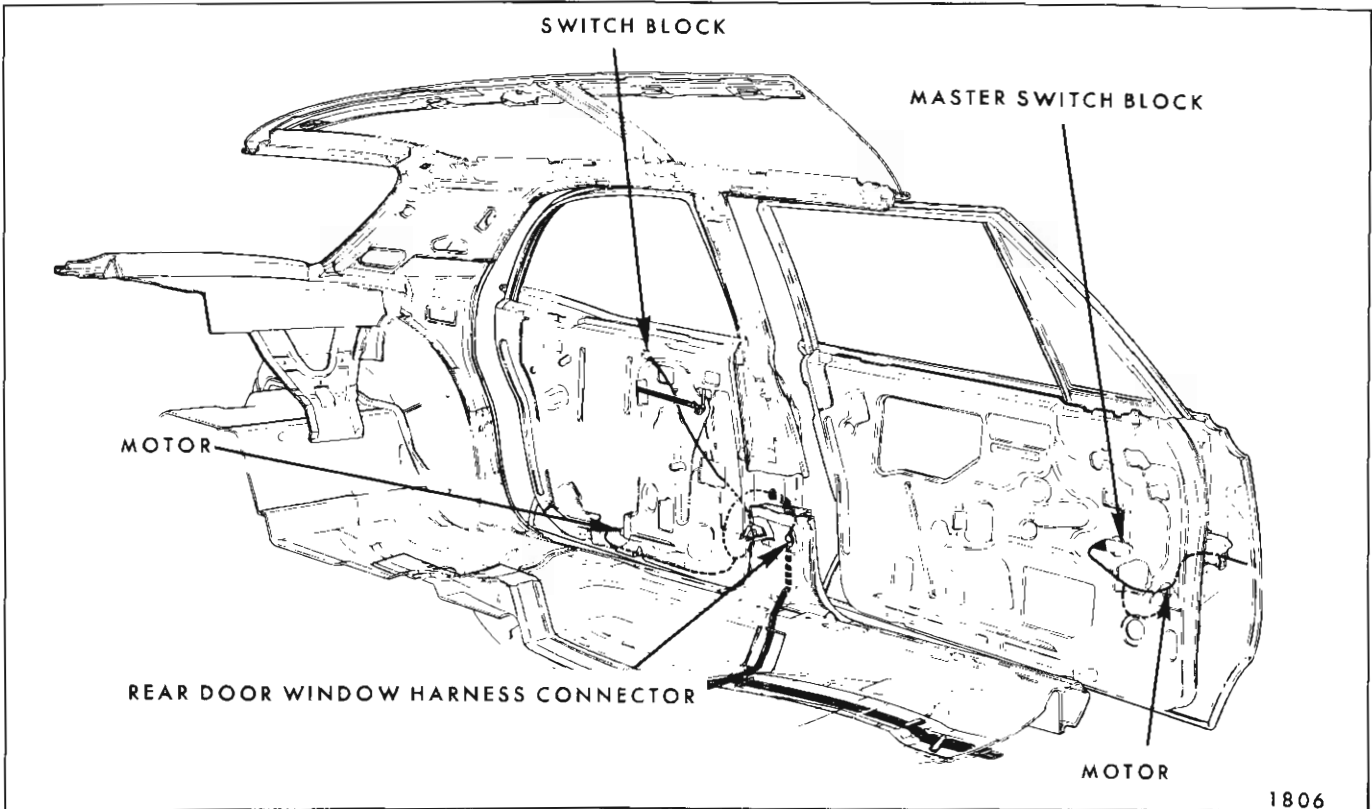


Fig. 1L10—Left Side Power Window Wiring - Four Door Styles

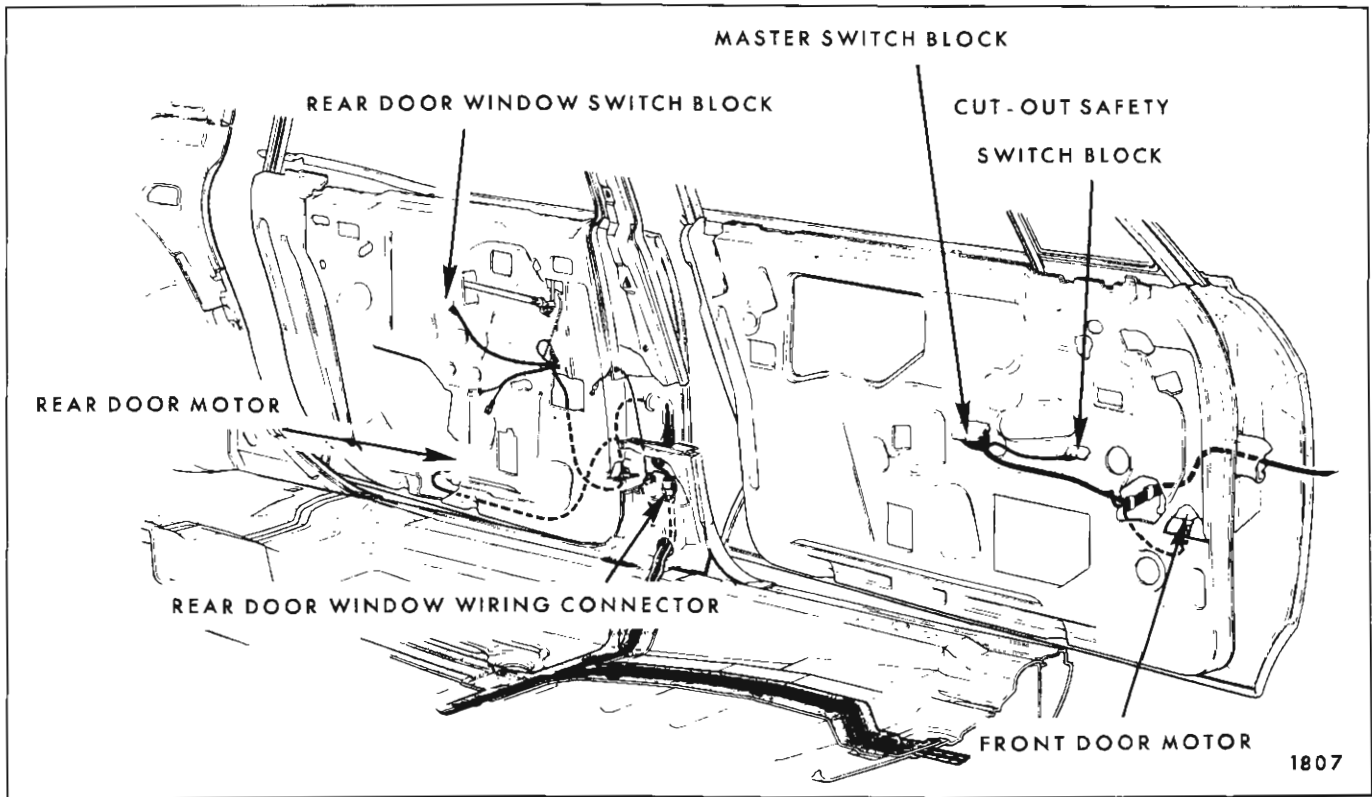


Fig. 1L11—Left Side Power Window Wiring - 68239-69

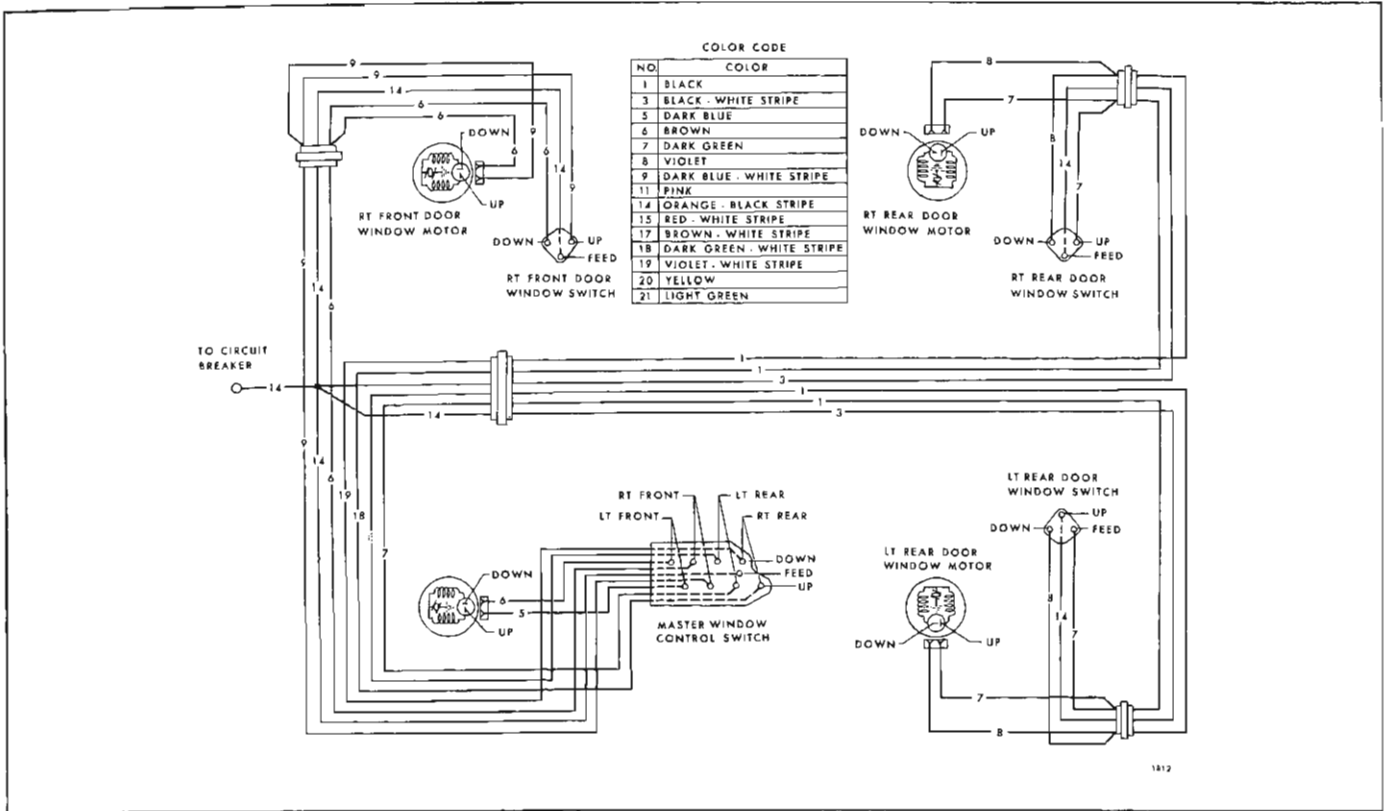


Fig. 1L12—Power Window Circuit Diagram -
15-16-25-26-45-46-48000 Series

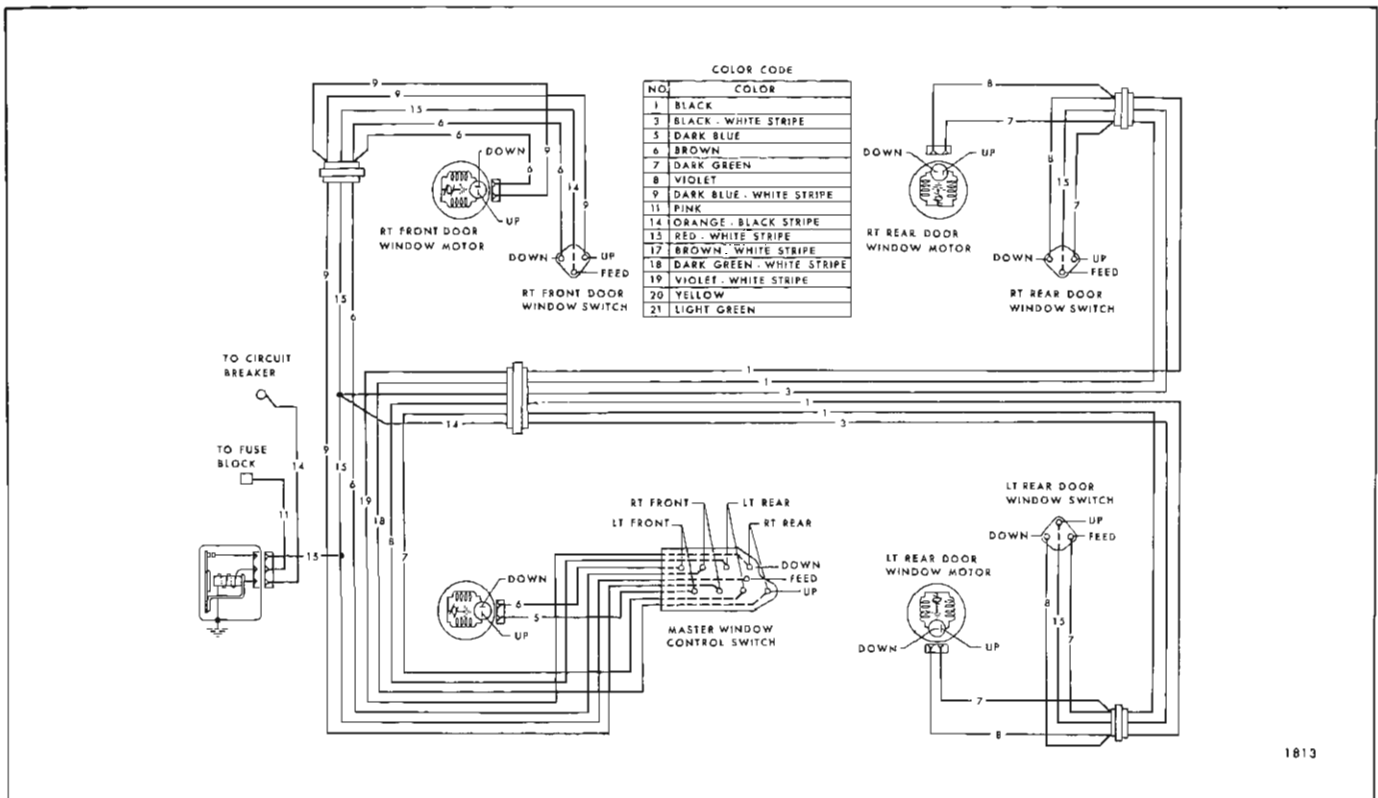
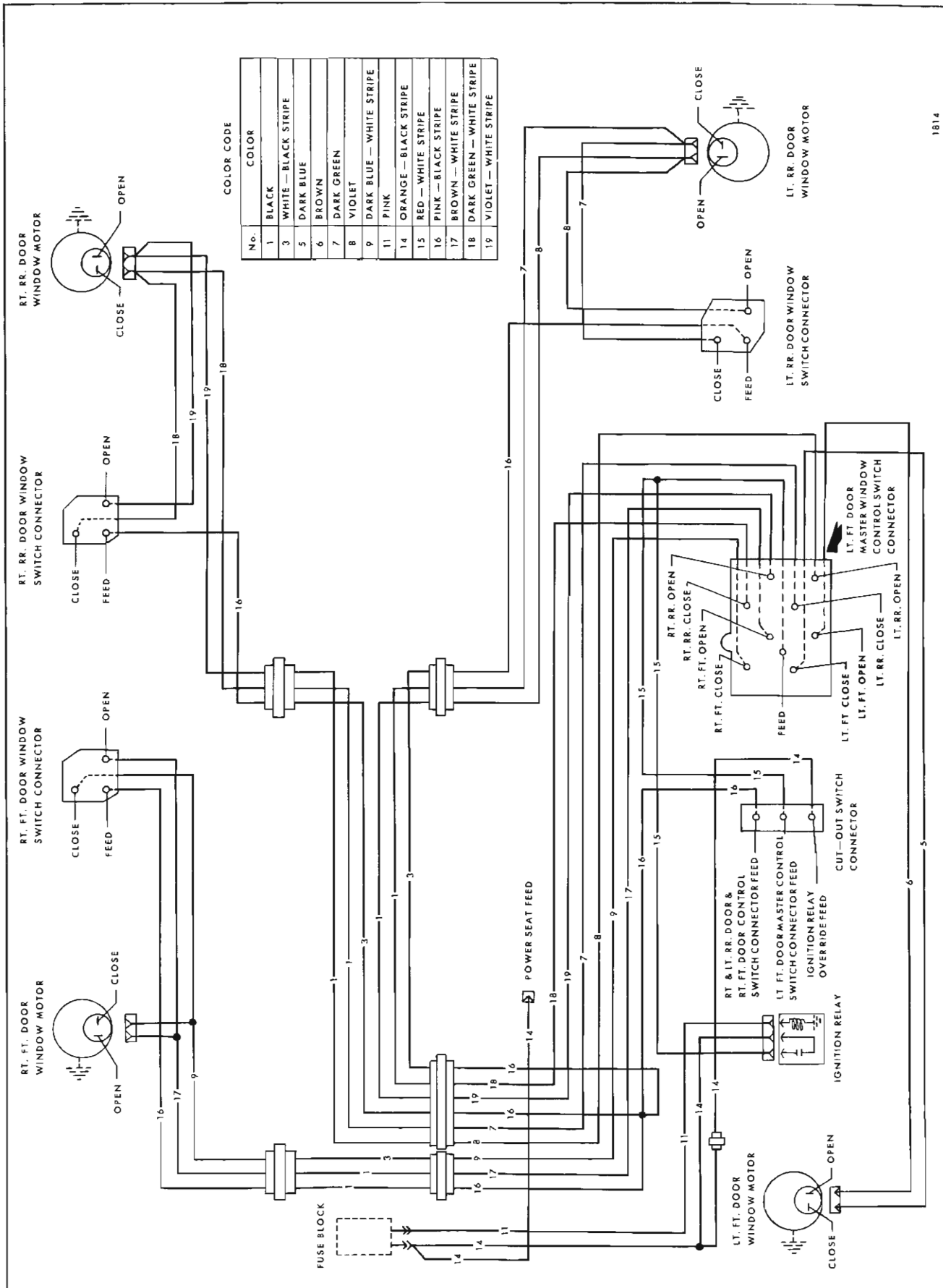


Fig. 1L13 Power Window Circuit Diagram -
35-36-38000 Series



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Fig. 1L14—Power Window Circuit Diagram - 68000 Series

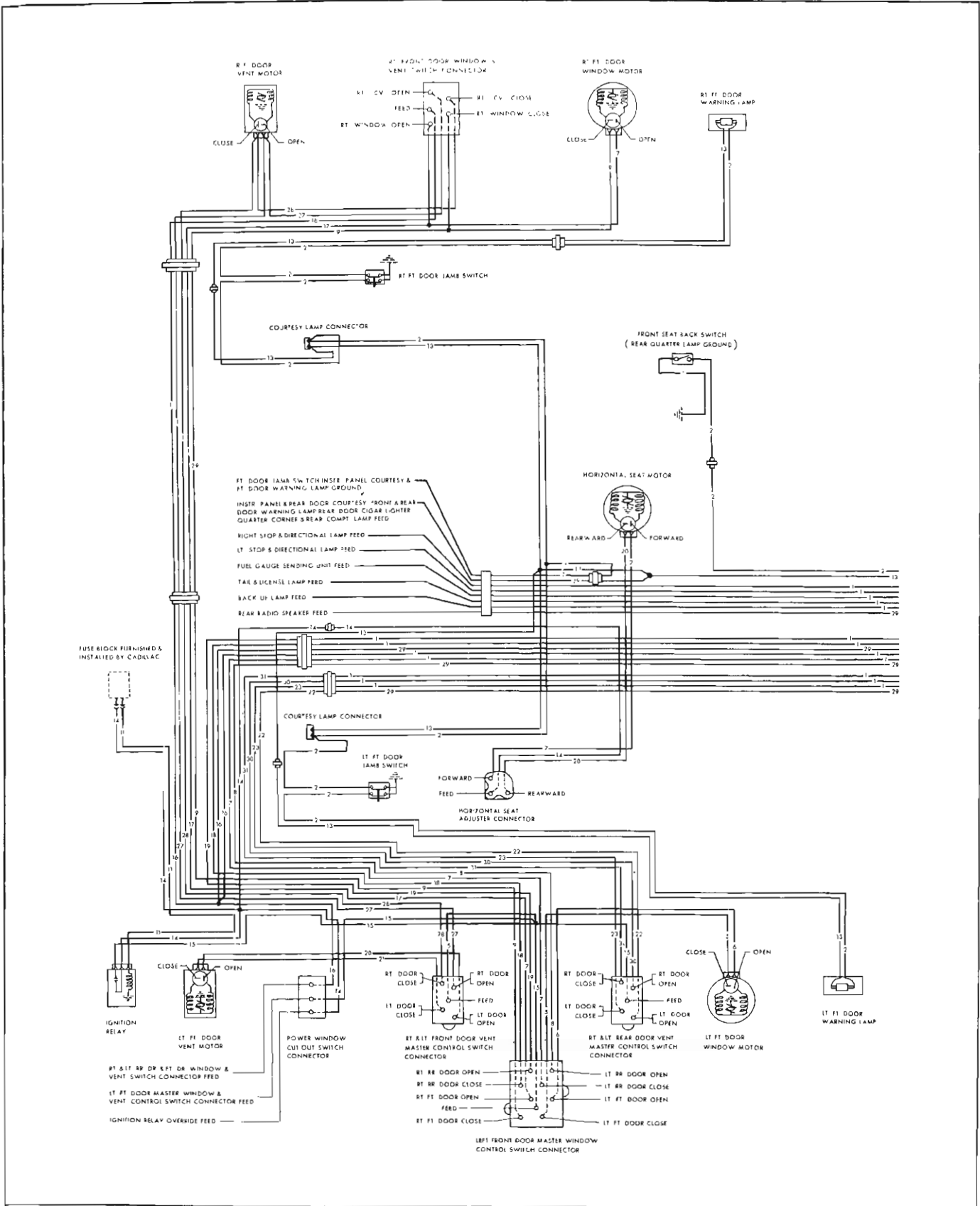


Fig. 1L15—Left Side Circuit Diagram - 68069

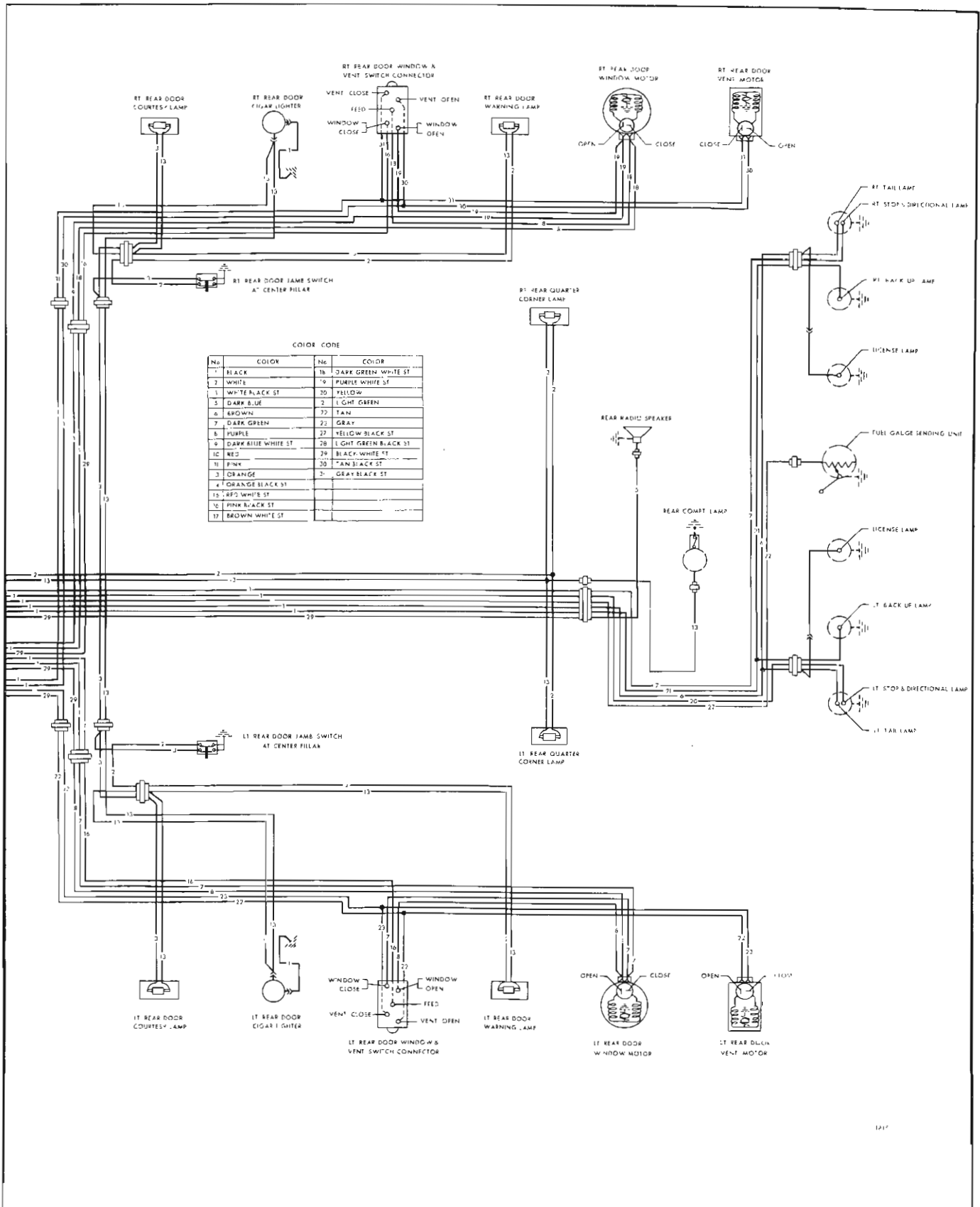


Fig 1L15--Left Side Circuit Diagram - 68069

while the master control switch buttons are actuated. When the cut out button is released, the button will return to the "LOCK" position.

The cut out switch button should be set in the "NORMAL" position when ignition switch is "on" to permit normal operation of power windows from all switch locations. If the control button is left in the "lock" position with the ignition switch on, the windows will operate only from the master control switch.

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. 1L12 for 15-16000, 25-26000, 45-46-48000; 1L13 for 35-36-38000; 1L14 for 682-68300; and 1L15 for 68069.) Circuit diagram of 4 door styles is shown but basic circuitry and color code is similar on two door styles.

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 and with test light, check terminal from which wire was disconnected. If tester does not light, circuit breaker is inoperative.

B. Checking Relay Assembly at Shroud - 35-36-38000 and 68000 Series

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 for Current At Cut-Out Switch - 68000 Series only

1. Connect one test light lead to relay by-pass (over ride) terminal (orange-black stripe) of the switch block and ground other test lead.

2. If tester does not light, there is an open or short circuit between by-pass feed source and cut-out switch.

NOTE: Current should be present whether ignition is "on" or "off".

3. With ignition switch on, connect one test light lead to the master window control switch feed terminal (red-white stripe) of the switch block and ground other test lead.

4. If tester does not light, there is an open or short circuit between the relay and cut-out switch.

D. Checking Cut-Out Switch - 68000 Only

1. With ignition switch off, connect one end of a #12 gauge jumper wire to by-pass feed terminal (over-ride) (orange-black stripe) and the other end to the center terminal (master control switch feed - red-white stripe).

2. Operate master control switch. If windows operate with jumper wire but not with the cut-out switch, the by-pass side of the switch is defective.

3. With the ignition switch on, connect one end of a #12 gauge jumper wire to center terminal (master control switch feed - red-white stripe) and the other end in the right and left rear quarter or door and right front door feed terminal (pink-black stripe).

4. Operate control switches. If any of the windows operate with the jumper but not with the cut-out switch, the switch is defective.

E. Checking Feed Circuit Continuity at Window Control Switch

1. Connect one test light lead to feed terminal of switch block and ground other tester lead to body metal (See Fig. 1L16).

2. If tester does not light, there is an open or short circuit between switch and power source.

F. 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. 1L17).

2. If the window operates with the jumper wire, but does not operate with the switch, the switch is defective.

G. 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. 1L17).

3. With test light check for current at terminal being tested. If tester does not light, there is an open or short circuit in the harness between the control switch and motor connector (See Fig. 1L18).

4. Check other terminal.

H. Checking Wires Between Quarter Window Switch and Quarter Window Motor

1. Disengage the in-line connector located in-board of the quarter inner panel as required.

2. Insert one end of a #12 gauge jumper wire in the switch feed terminal and the other end in one of

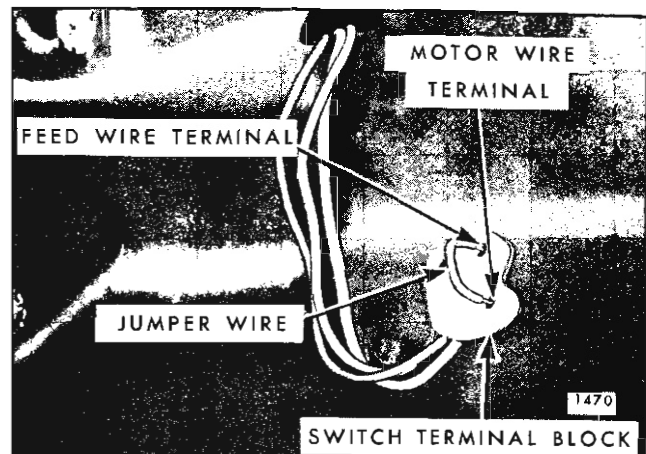


Fig. 1L17—Checking Window Control Switch

the motor lead terminals of the switch block (See Fig. 1L18).

3. With a test light, check for current at the corresponding terminal at the in-line motor connector. If tester does not light, there is an open or short circuit between control switch and motor connector.

4. Check other terminal.

I. 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

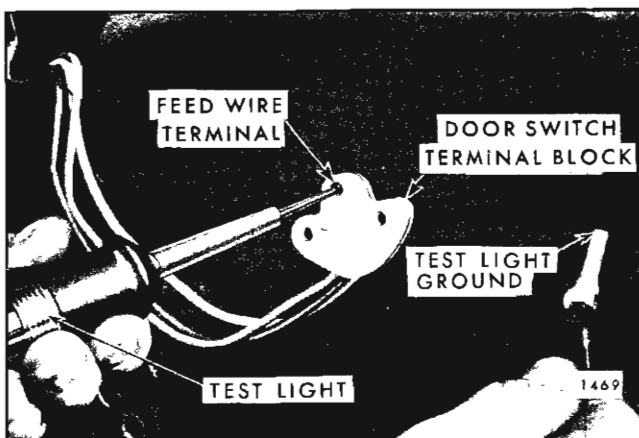


Fig. 1L16—Checking Feed Circuit

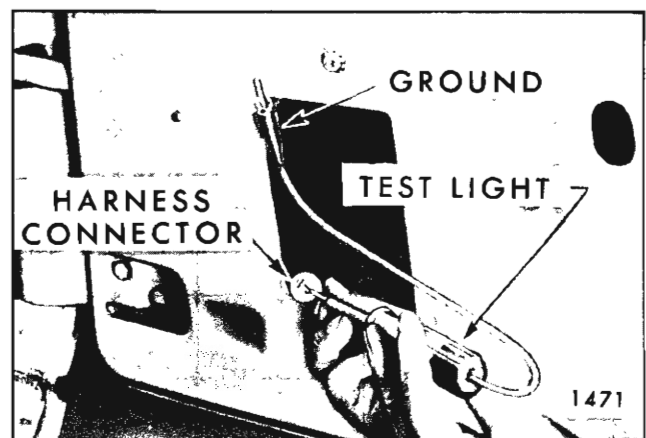


Fig. 1L18—Checking Circuit Between Switch and Motor

terminals on the door window motor or the in-line 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.

J. 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.

CONDITION	CAUSE	CORRECTION
1. None of the windows will operate with ignition switch on.	Short or open circuit in power feed circuit.	A. Check circuit breaker operation. B. Check relay operation at left cowl. C. Check feed connection to power harness beneath instrument panel. D. Check the feed circuit wires for possible short or open circuit. E. Check cut-out switch.
2. Right rear door window does not operate from master control switch on left door or from control switches on right rear door. Left door window operates.	A. Short or open circuit between right rear door harness and power window front harness. B. Short or open circuit in affected window control switch or window motor circuit. C. Possible mechanical failure or bind in window channels. D. Defective window motor.	A. Check harness connectors beneath outer ends of instrument panel for proper installation. B. Check wires in power window front harness for possible short or open circuit. C. Check operation of rear door window control switch. D. Check circuit from window control switch to window motor for short or open circuit. E. Check window regulator and channels for possible mechanical failure or bind. F. Check operation of motor.
3. Right door windows will operate from left door master control switch but will not operate from right door control switches. Left door windows operate.	Open or short circuit in front harness feed wire circuit.	Follow up feed wire in front harness for possible short or open circuit.

**POWER OPERATED VENTILATORS
ALL EXCEPT 15000-16000 SERIES**

The power ventilators are operated by a rectangular shaped 12 volt series wound motor with an internal circuit breaker.

The power ventilator circuit is very similar to the power window circuit. The diagnosis outlined for the power windows may also be used in locating and correcting failures in the power ventilator circuit.

A typical illustration showing the ventilator installation is shown in Figure 1L19.

The harness for the ventilator circuit is separate in the 25-26000, 35000 and 45-46000 series. All other series the harness is an integral part of the power window harness. For typical installation see Figure 1L19.

The circuit for power ventilators on the 25-26000 and 45-46000 is shown in Figure 1L20 and for 68200 series see Figure 1L21.

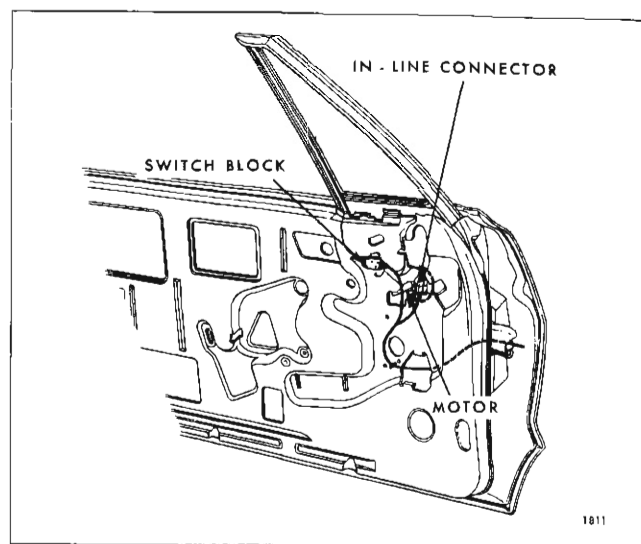


Fig. 1L19—Typical Power Ventilator Wiring

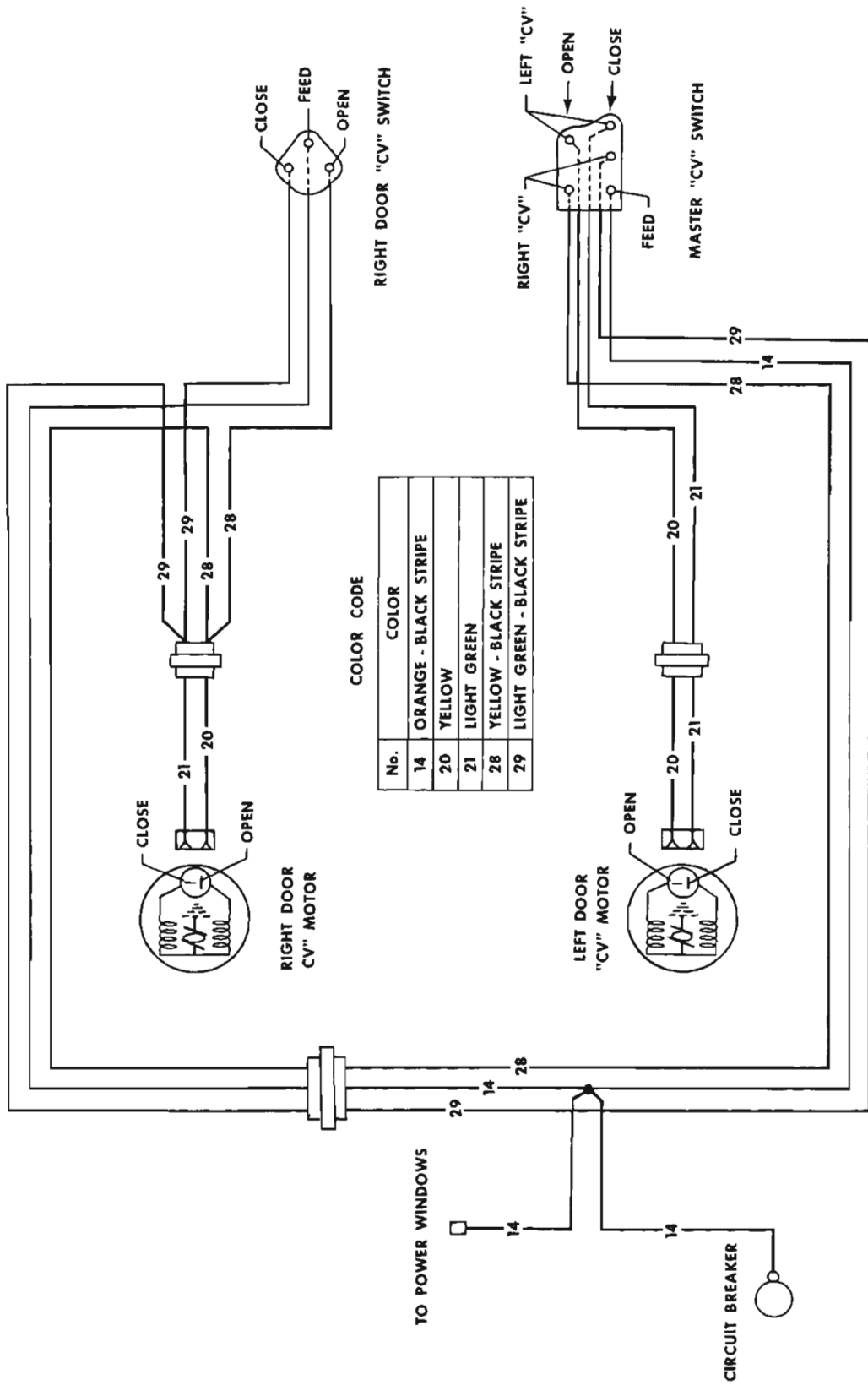


Fig. 1L20—Power Ventilator Circuit Diagram -
25-26-45-46-48000 Series

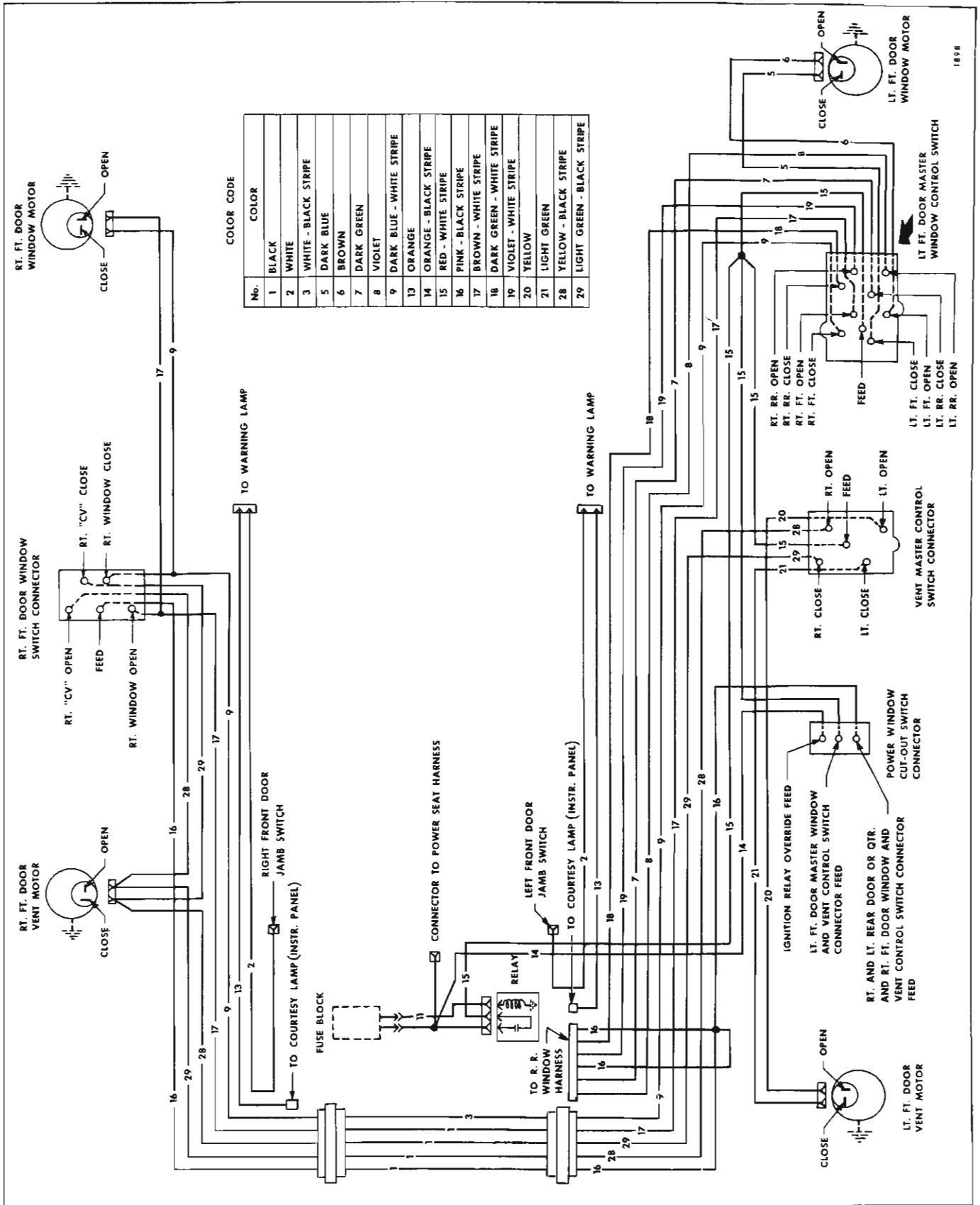


Fig. 1L21—Front Door Power Window and Ventilator Circuit Diagram - 68000 Series

POWER TAIL GATE WINDOW 15000-16000-25000 AND 26000 SERIES

ELECTRICAL TAIL GATE WINDOW CIRCUIT

The station wagon style power operated tail gate dropping window is controlled by a window regulator equipped with a rectangular shaped, 12 volt D.C., reversible direction motor with an internal

circuit breaker and a self-locking gear drive. The current for the motor is obtained through the circuit breaker located at left shroud on 15-16000 styles, and in the engine compartment 25-26000 styles.

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.

15-16000 Series Only - On the nine passenger station wagon styles, a tail gate window control switch is located at the rear of the left rear quarter inner trim panel (See Fig. 1L23).

NOTE: The "up" cycle wire is not engaged in the switch block but may be connected upon owner request.

The tail gate window harness runs adjacent to the body wire harness and consists of two major sections. The front section of flat wire extends from the left side of the shroud (fire wall), rearward and connects to the rear harness at the right rear quarter area. See Figures 1L22, 24 and 26 for 15-16000 Series and Figures 1L22, 25 and 26 for 25-26000 Series.

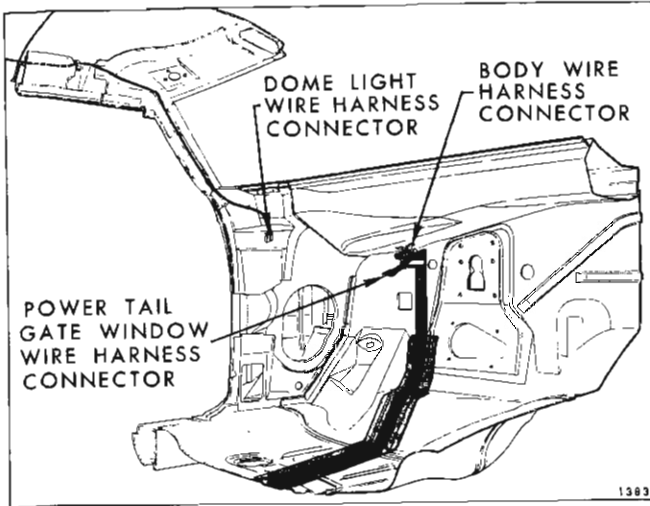


Fig. 1L22—Front End Wiring - 15-16-25-26000 Series

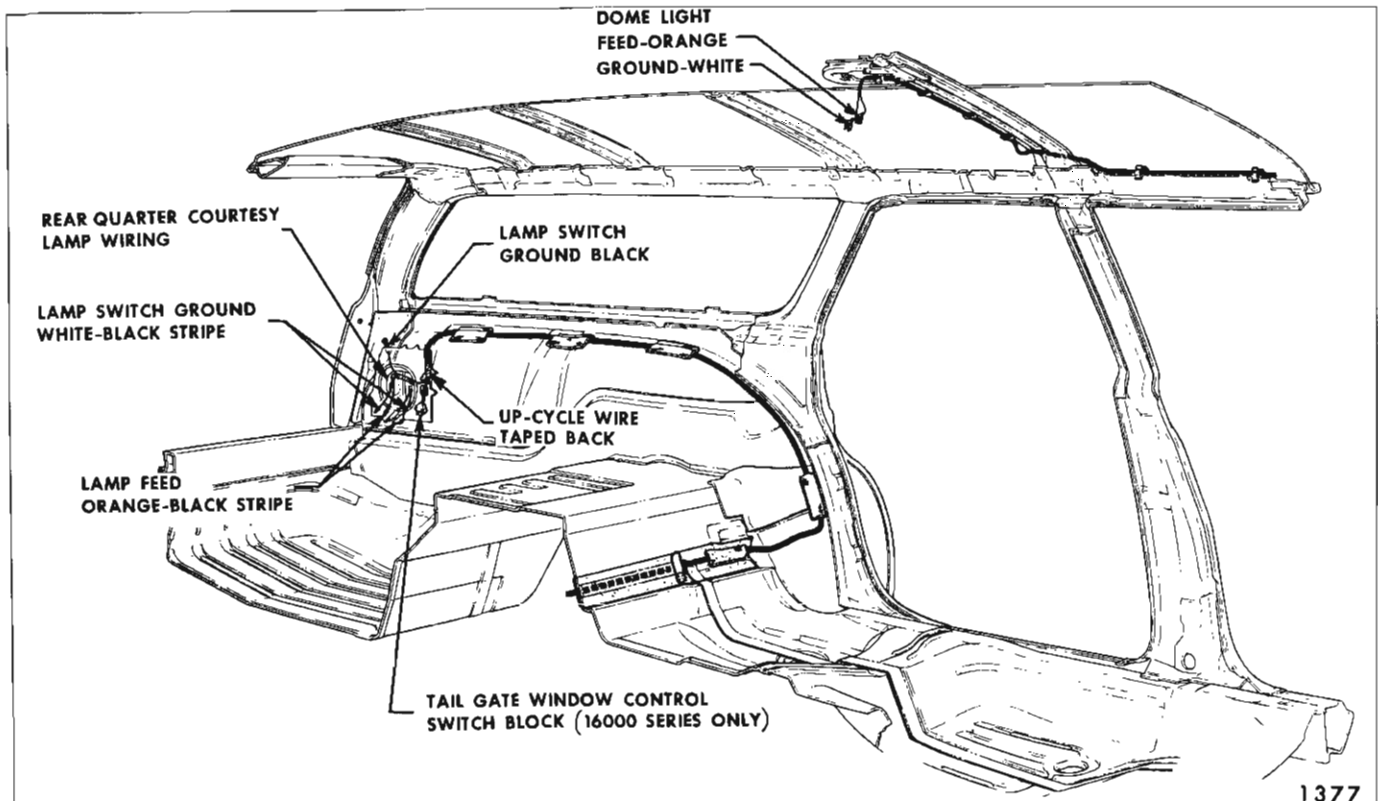


Fig. 1L23—Left Side Power Tail Gate Window and Body Wiring

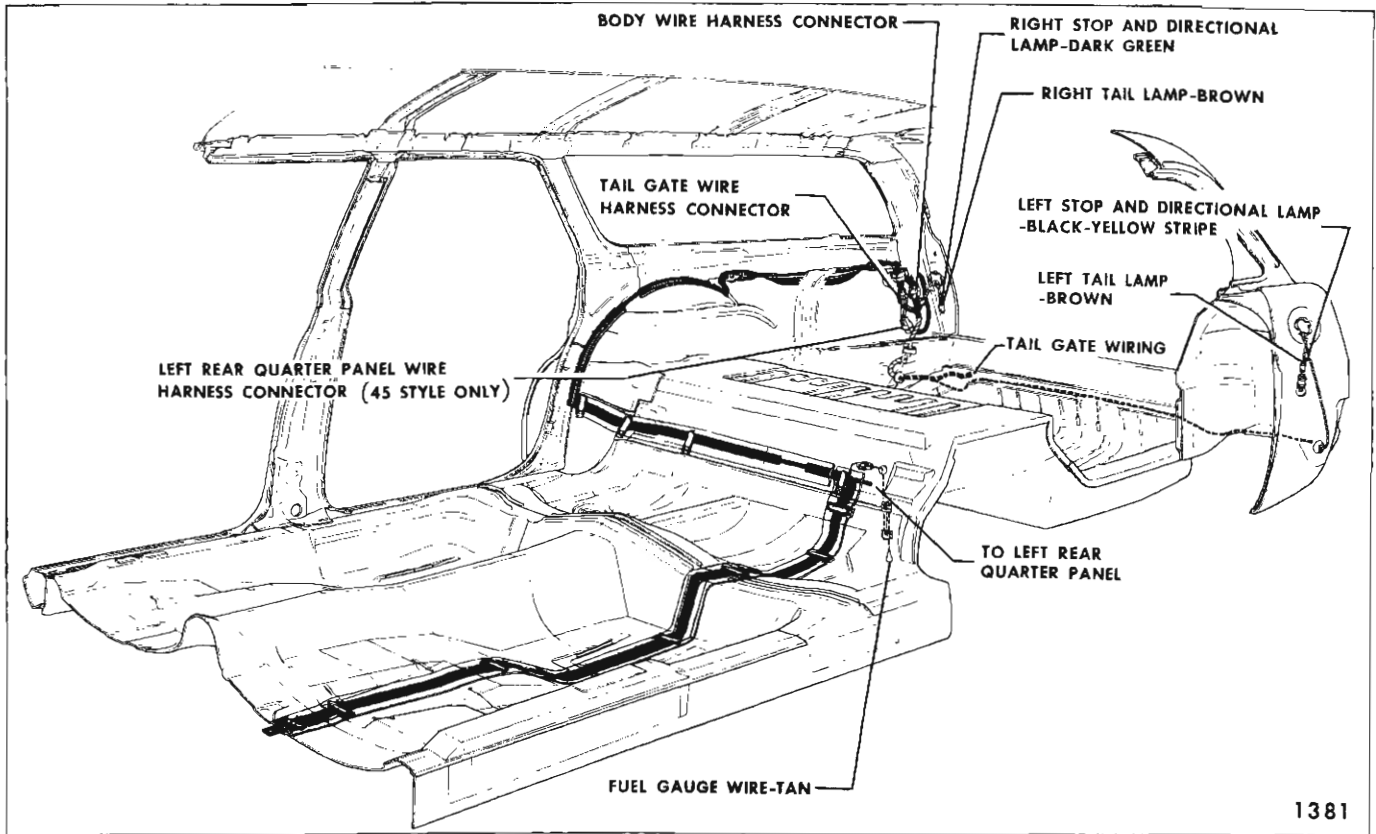


Fig. 1L24—Right Side and Rear Power Tail Gate Window and Body Wiring - 15-16000

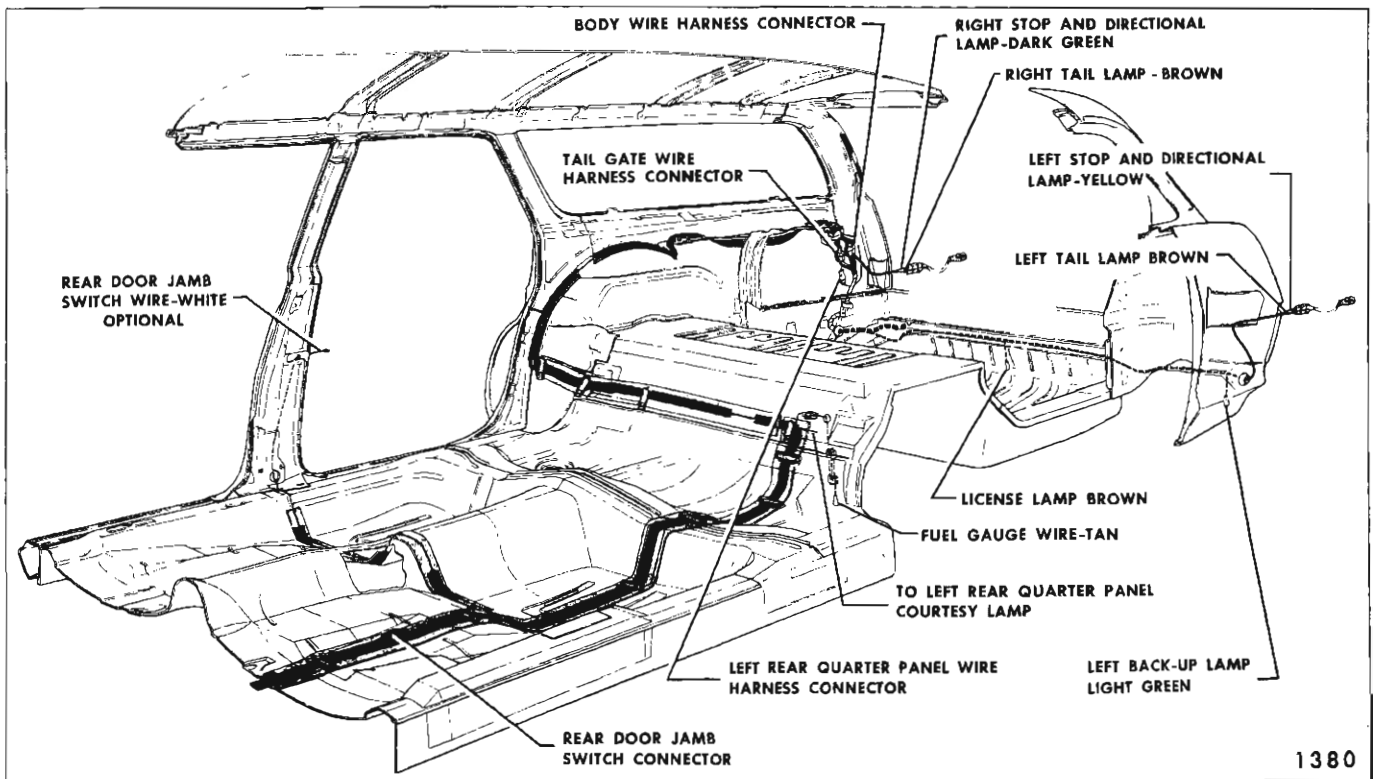


Fig. 1L25—Right Side and Rear Power Tail Gate Window and Body Wiring - 25-26000

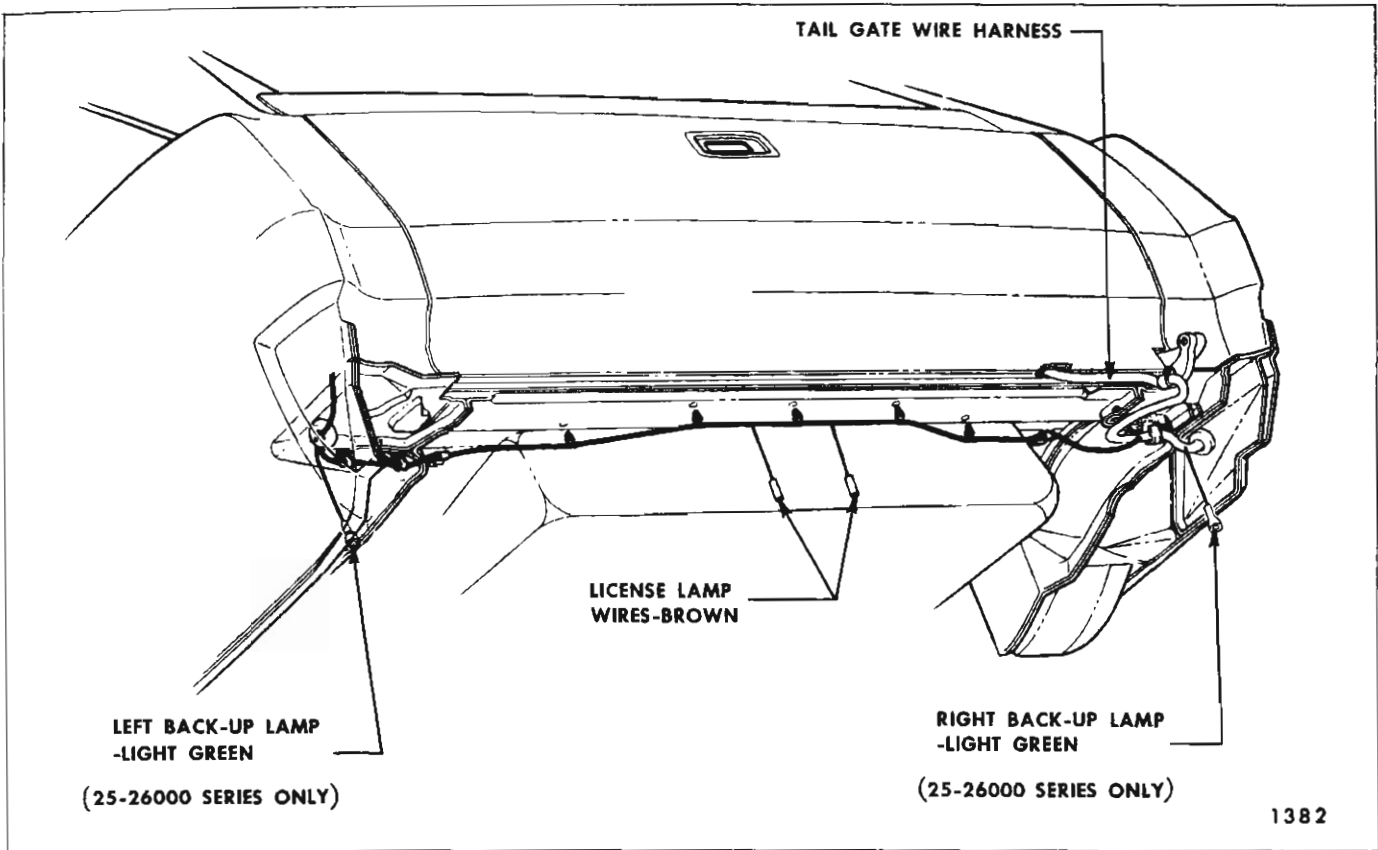


Fig. 1L26—Rear Cross Bar Wiring - 15-16-25-26000 Series

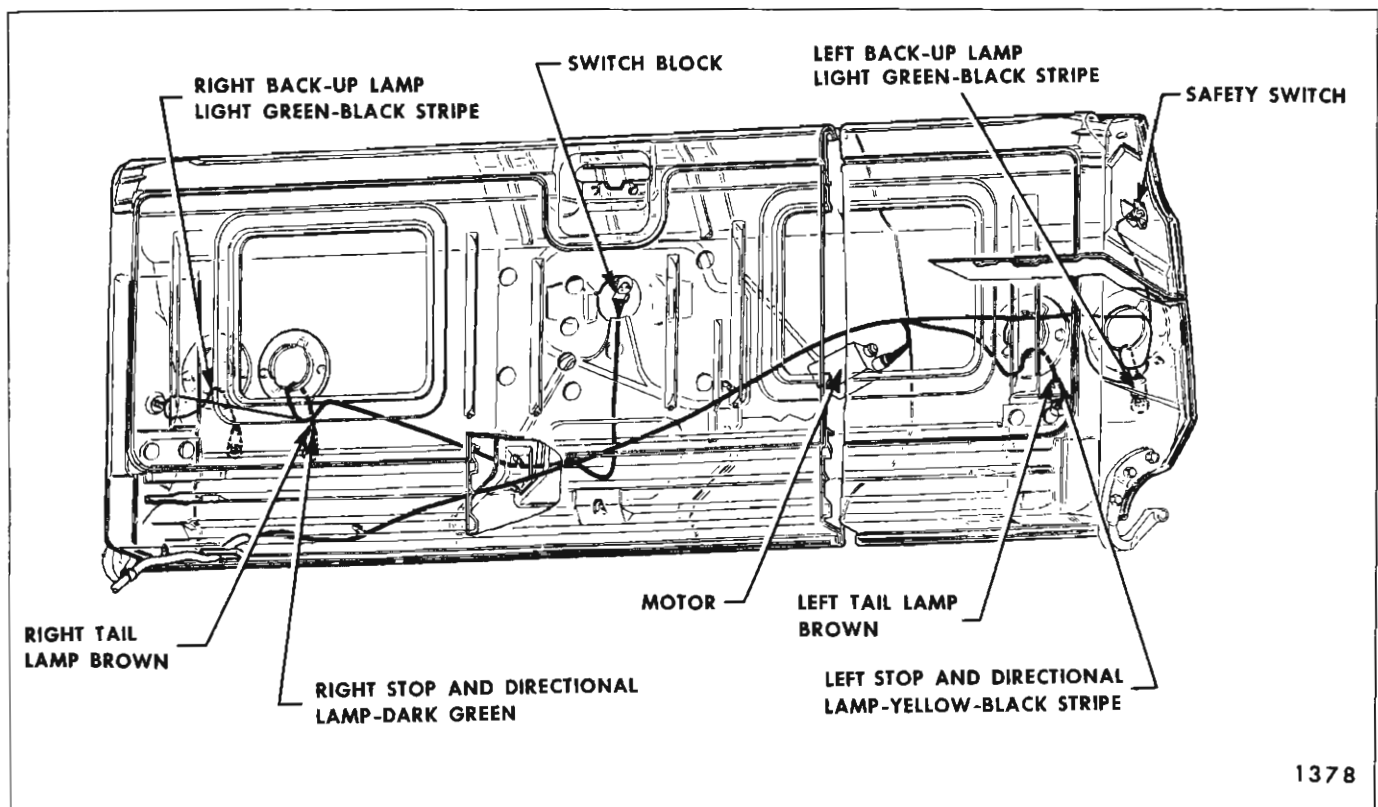


Fig. 1L27—Tail Gate Wiring - 15-16000 (16000 Shown)

To prevent the window from being operated to the up position when the tail gate has been lowered, a safety switch is located on the left edge of the tail gate (Fig. 1L27 15-16000 and 1L28 25-26000). The safety switch opens the ground circuit of the tail gate window motor, making it inoperative.

CHECKING PROCEDURE FOR TAIL GATE WINDOW CIRCUIT

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 tail gate window circuit. See Figures 1L29, 1L30 for 15-16000 Series; 1L30 for 25-26000 Series.

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

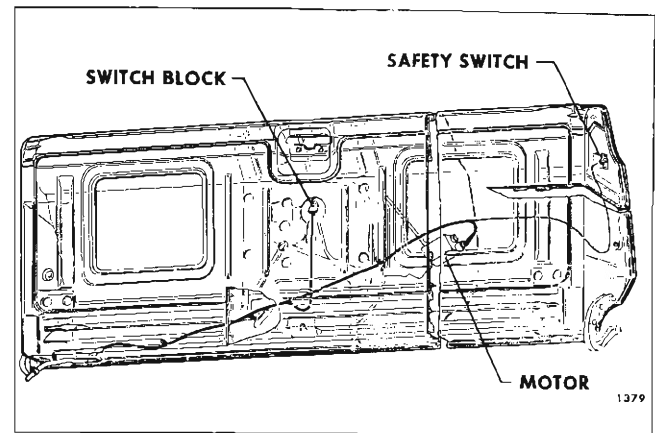


Fig. 1L28—Tail Gate Wiring - 25-26000 Series

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 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.

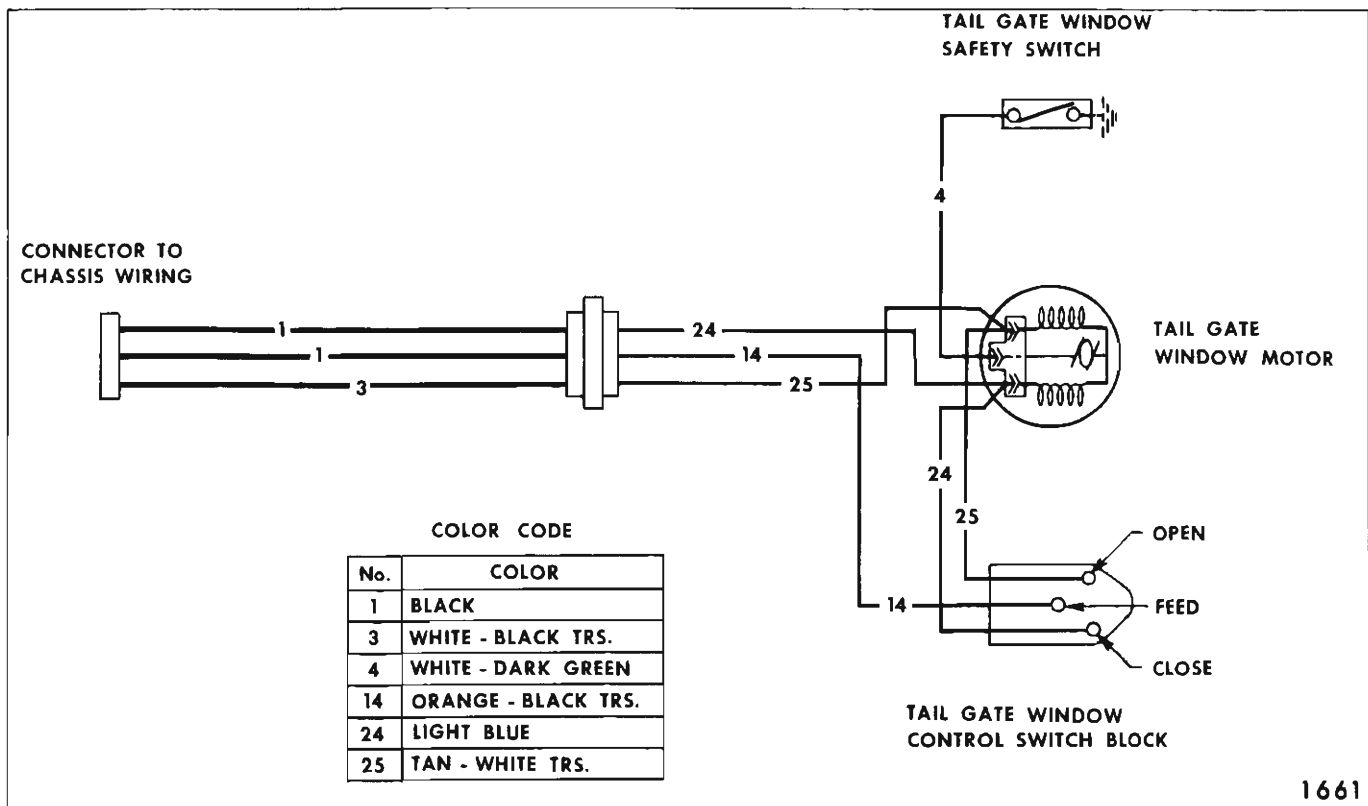


Fig. 1L29—Power Tail Gate Window Circuit

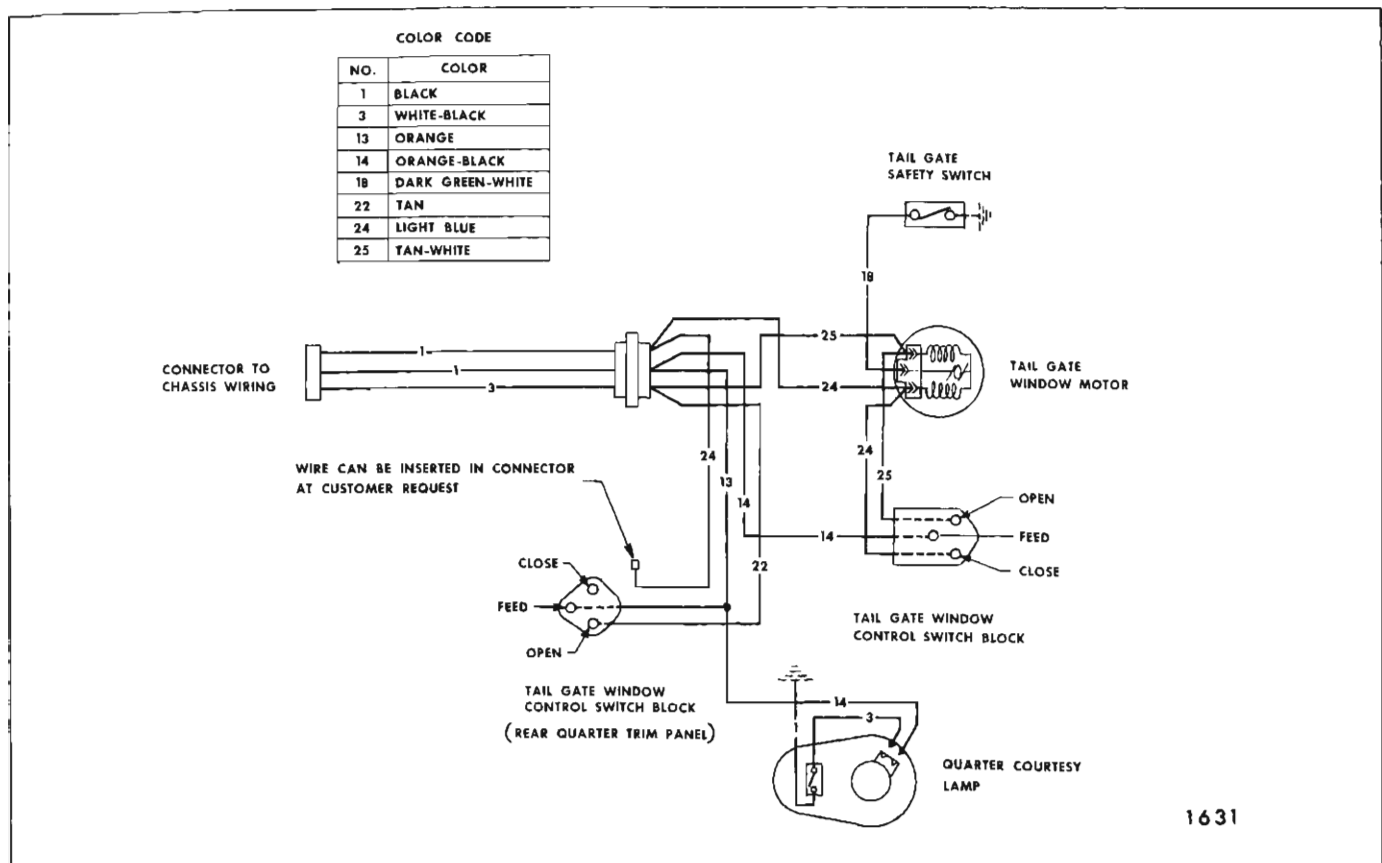


Fig. 1L30—Power Tail Gate Window Circuit Option - 15-16000 Series

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C. Checking Control Switch at Instrument Panel

1. Disengage harness connector from switch.
2. Use a 12 gauge jumper wire and insert one end into the feed terminal and the other end into one of the other terminals. Tail gate window motor should operate.
3. Repeat procedure for the other terminals. If the tail gate window motor operates with the jumper wire but does not operate with the control switch, the switch is defective.

D. Checking Control Switch 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.

E. Checking the Tail Gate Window Motor

1. Disconnect harness connector from the 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 dark green and white stripe (ground) wire terminal. Motor should operate. To check the reverse operation of the motor, connect the power source to the tan-white stripe wire terminal (open cycle). If motor does not operate in both directions, repair or replace motor.

F. 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 SHOOTING

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.	<ol style="list-style-type: none"> 1. Open or short circuit from power source to control switch at instrument panel. 2. Defective or inoperative control switch. 	<ol style="list-style-type: none"> 1. Check affected wiring for open or short circuit and check connector at switch for proper installation. 2. Check operation of switch.
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.	<ol style="list-style-type: none"> 1. Open or short circuit in up cycle feed wire. 2. Defective motor. 	<ol style="list-style-type: none"> 1. Check affected wiring for open or short circuit. 2. Check operation of motor.
C. The window will not operate up or down from any of the control switches.	<ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 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 motor.

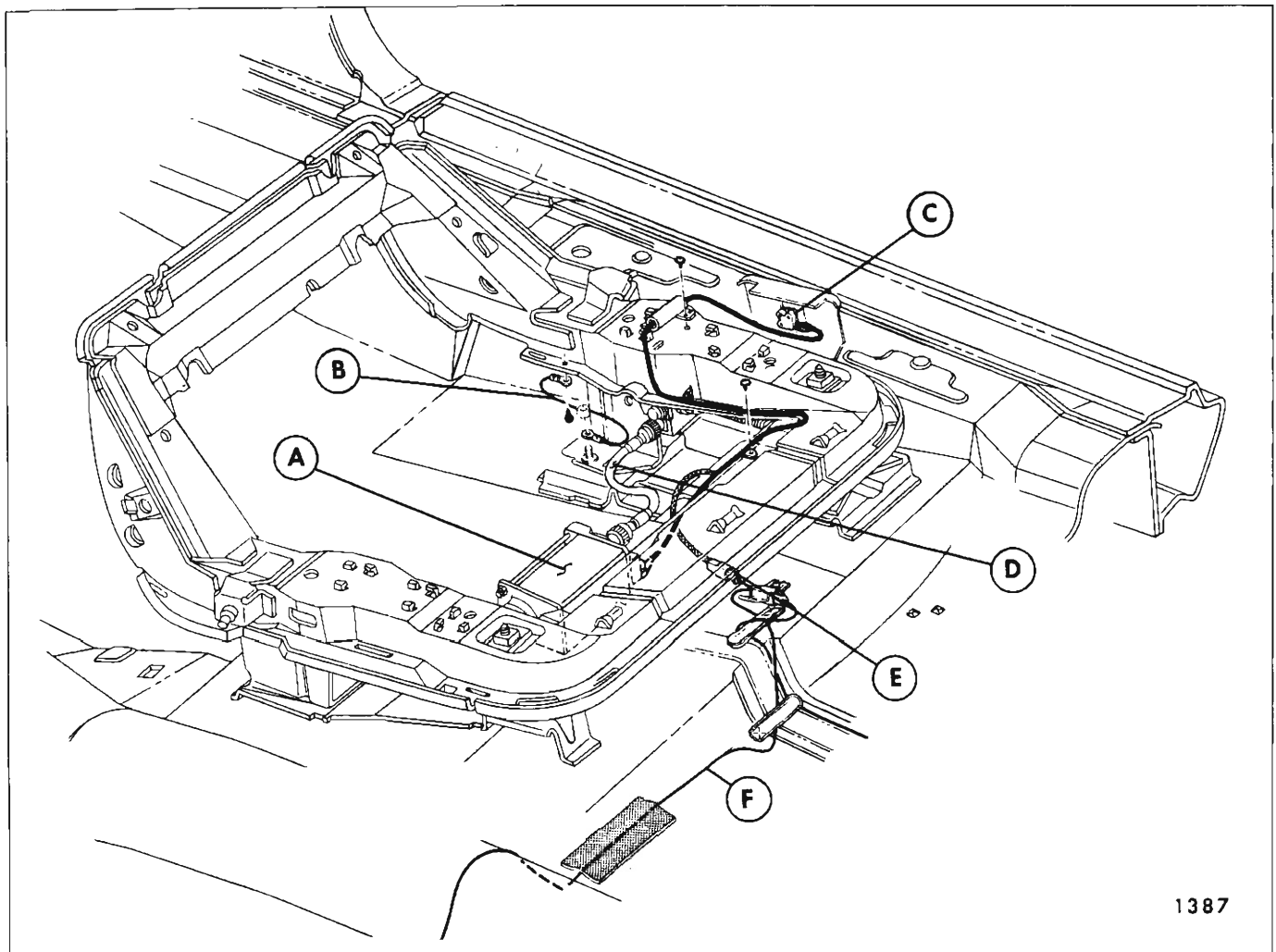
HORIZONTAL SEATS

a. **DESCRIPTION**

The seat adjusters for the bench-type and bucket-type seat are actuated by a 12 volt series wound motor located near the front left side of the seat bottom frame, and are energized by a control switch installed in the seat side panel or in the door arm

rest. For typical installations see Figure 1L31 for bucket-type seats and Figure 1L32 for bench-type seats.

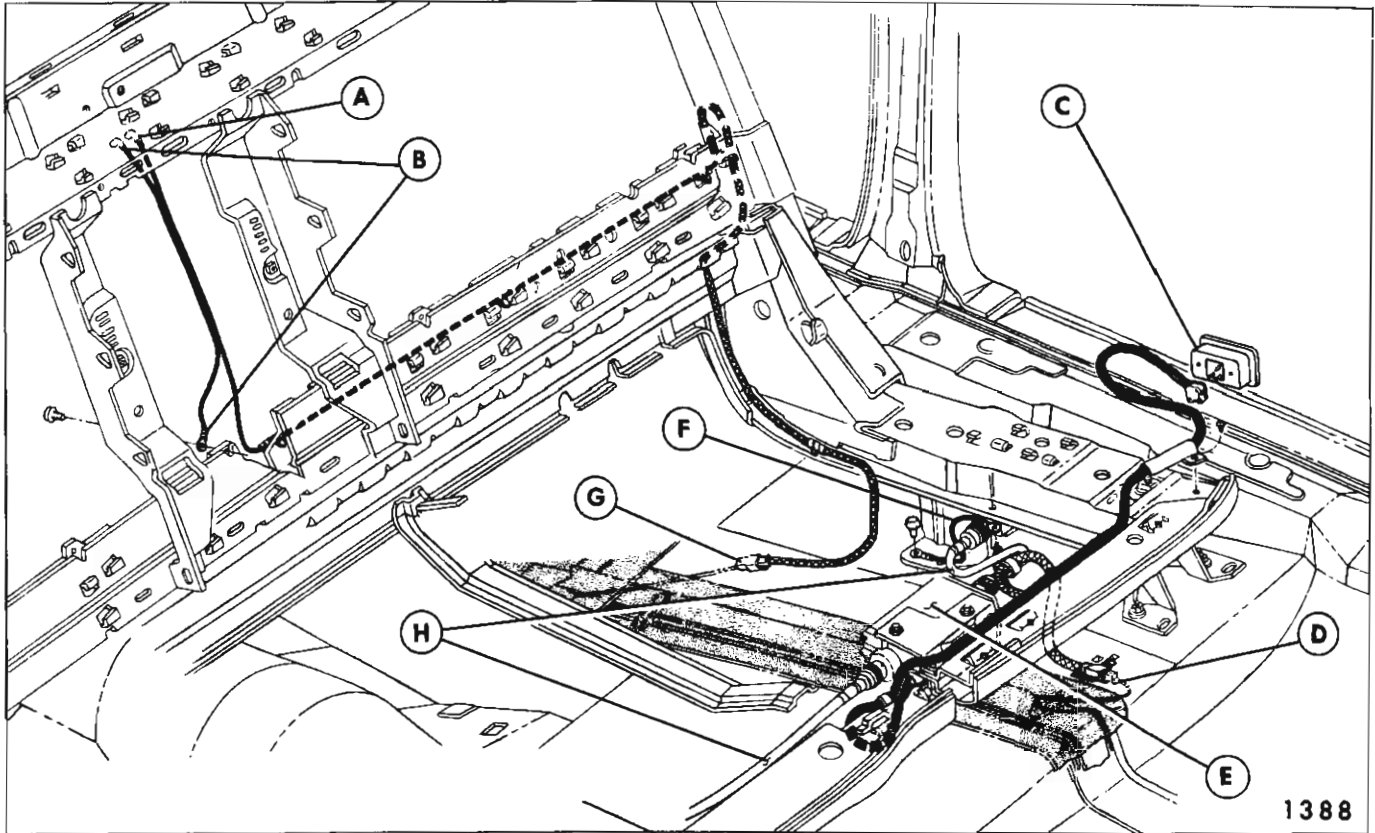
For circuit diagrams see Figure 1L33 for 36-38000 series and Figure 1L34 for 48-68000 series.



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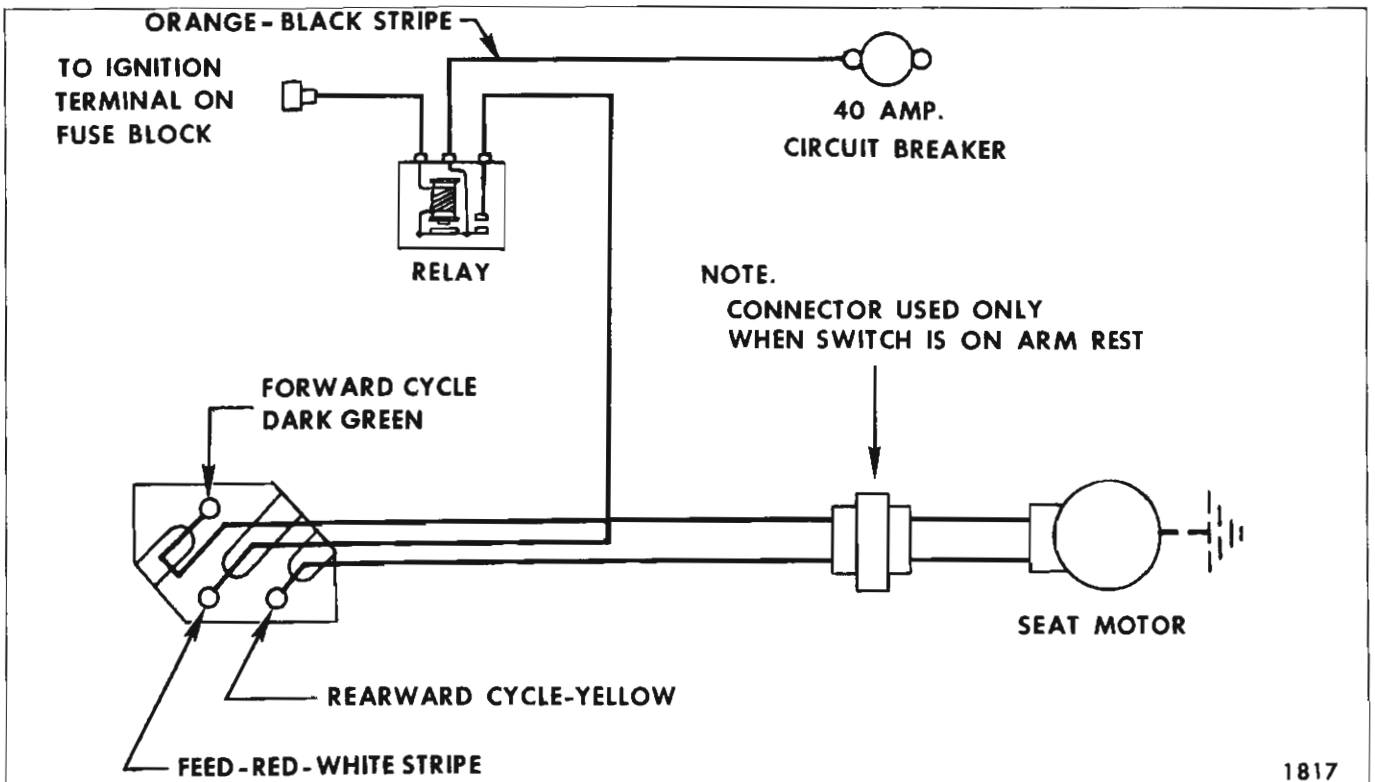
Fig. 1L31—Horizontal Bucket Seat

- | | |
|-------------------------|---|
| A. Motor | D. Horizontal Control Cable |
| B. Ground Wire | E. Harness Feed Connector |
| C. Control Switch Block | F. Feed Wire to Passengers Two Way Seat |



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Fig. 1L32—Horizontal Bench Seat
 A. Front Seat Back Switch Feed - White
 B. Front Seat Back Switch Ground - Black
 C. Control Switch
 D. Harness Feed Connector
 E. Motor
 F. Ground Wire
 G. Front Seat Back Switch Feed (68000 Only)
 H. Horizontal Control Cable



1817

Fig. 1L33—Horizontal Seat Circuit Diagram - 35-36-38000 Series

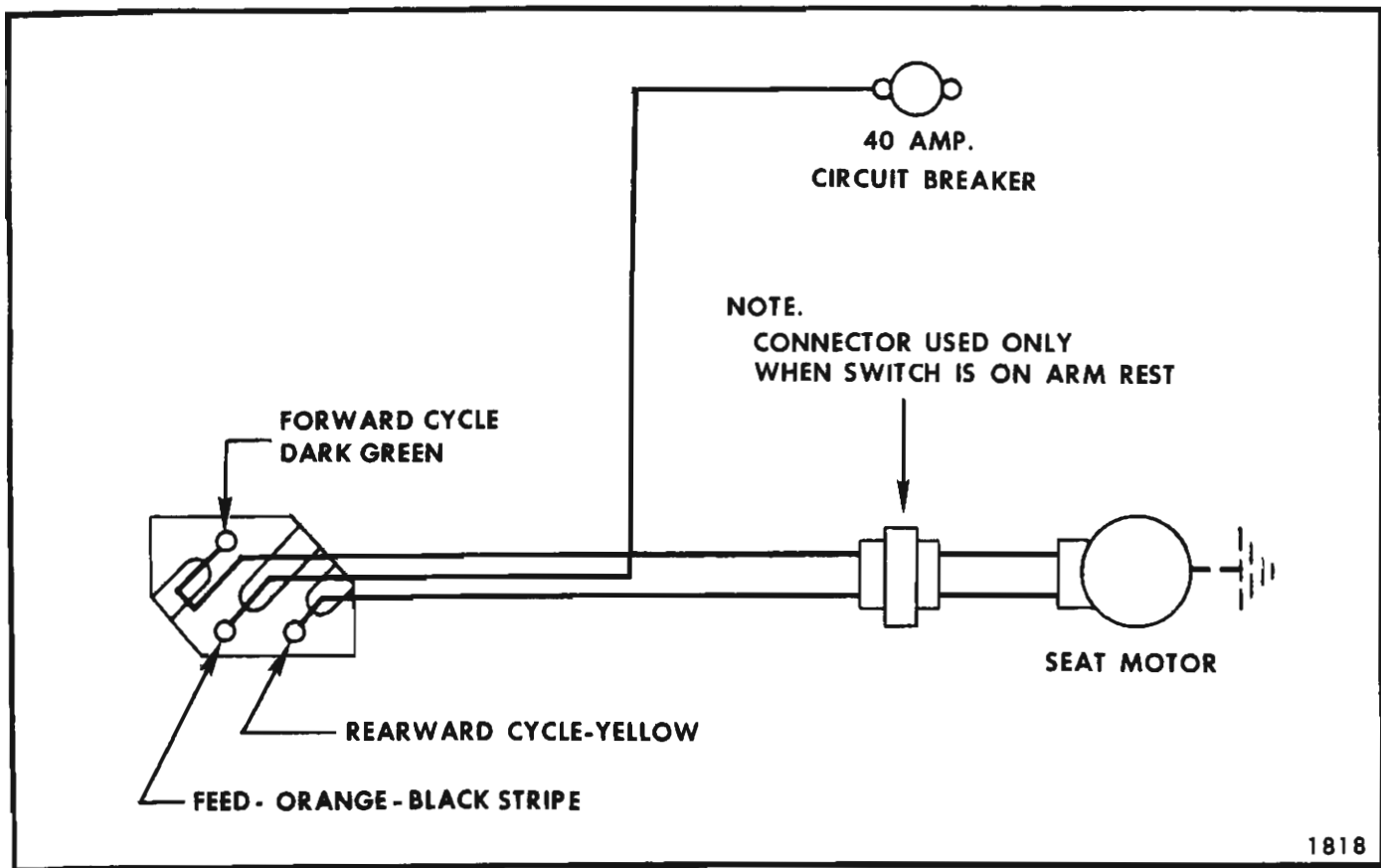


Fig. 1L34—Electric Horizontal Seat Circuit Diagram -
45-46-48-68000 Series

b. Typical Failures and Corrections of Horizontal Seat Circuit

CONDITION	CAUSE	CORRECTION
<p>The seat motor does not operate in either the forward or rearward direction.</p>	<p>a. Open or short circuit in feed harness.</p> <p>b. Inoperative motor.</p>	<p>a. Connect one test light lead to feed terminal of switch block and ground other tester lead to body metal. If tester does not light, there is an open or short circuit between switch and power source.</p> <p>b. Check operation of seat control switch with jumper wire. See "Checking Door Window Control" for similar operation.</p> <p>c. Check circuit from control switch to motor for short or open circuit and check ground wire attachment at adjuster.</p> <p>d. Check operation of motor with #12 gauge jumper wire. Connect one end of jumper wire to power source and the other end to one of the seat motor terminals. Motor should operate.</p>

CONDITION	CAUSE	CORRECTION
The seat motor operates in only one direction.	<ul style="list-style-type: none">a. Defective switch.b. Open or short circuit in motor feed wires.c. Defective seat motor.	<p>Perform same check at the other motor terminal. If motor does not operate, repair or replace motor as required.</p> <ul style="list-style-type: none">a. Check operation of seat control switch with jumper wire.b. Check circuit from control switch to motor for short or open circuit.c. Check operation of motor with #12 gauge jumper wire. Connect one end of jumper wire to power source and the other end to one of the seat motor terminals. Motor should operate. Perform same check at the other motor terminal. If motor does not operate, repair or replace motor as required.

FOUR-WAY TILT SEAT ALL EXCEPT 15000-16000 SERIES

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 1L35 for the bench seat installation and Figure 1L36 for the bucket seat installation.

The seat motor is energized by a toggle-type control switch installed in the left seat side panel. On 38439-67-69 styles and 48467 style, the control switch is installed in the left front door arm rest.

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 the 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 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 exploded 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 check procedures, check the seat adjuster drive cables for proper attachment. In addition, study the seat circuit diagrams to become familiar with the seat circuit. (See Figs. 1L37 for 25-26000, 45-46-48-68000; 1L38 for 48467 only; 1L39 for 35-36-38000; 1L40 for 38000).

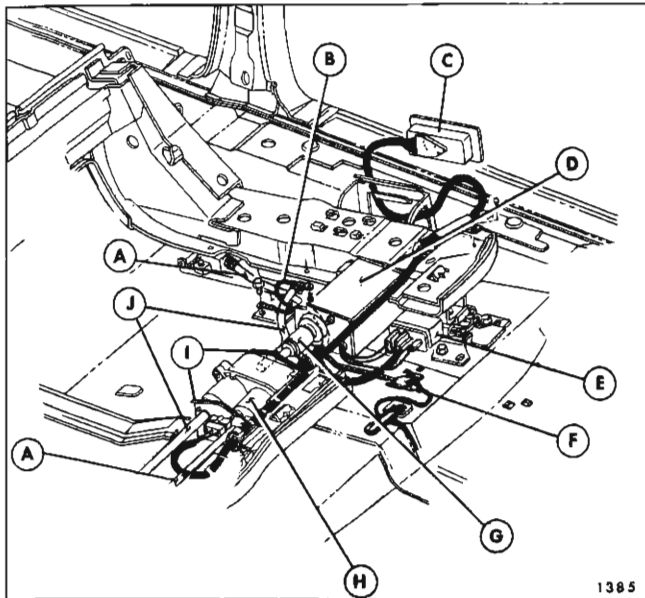


Fig. 1L35—Four Way Bench Seat

- A. Vertical Control Cable (Yellow)
- B. Ground Wire
- C. Control Switch
- D. Motor
- E. Motor Control Relay
- F. Harness Feed Connector
- G. Rubber Coupler
- H. Transmission and Solenoid Assembly
- I. Transmission End Plate
- J. Horizontal Control Cable (Black)

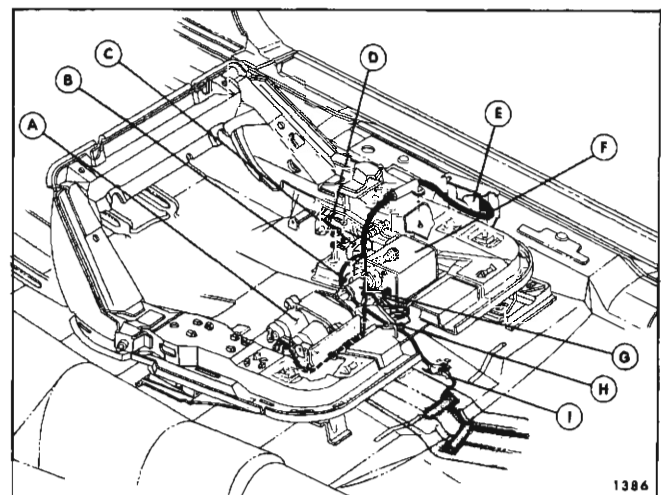


Fig. 1L36—Four Way Bucket Seat

- A. Transmission and Solenoid Assembly
- B. Horizontal Control Cable (Black)
- C. Vertical Control Cable (Yellow)
- D. Ground Wire
- E. Control Switch Block
- F. Motor
- G. Rubber Coupler
- H. Motor Control Relay
- I. Seat Harness Feed Connector

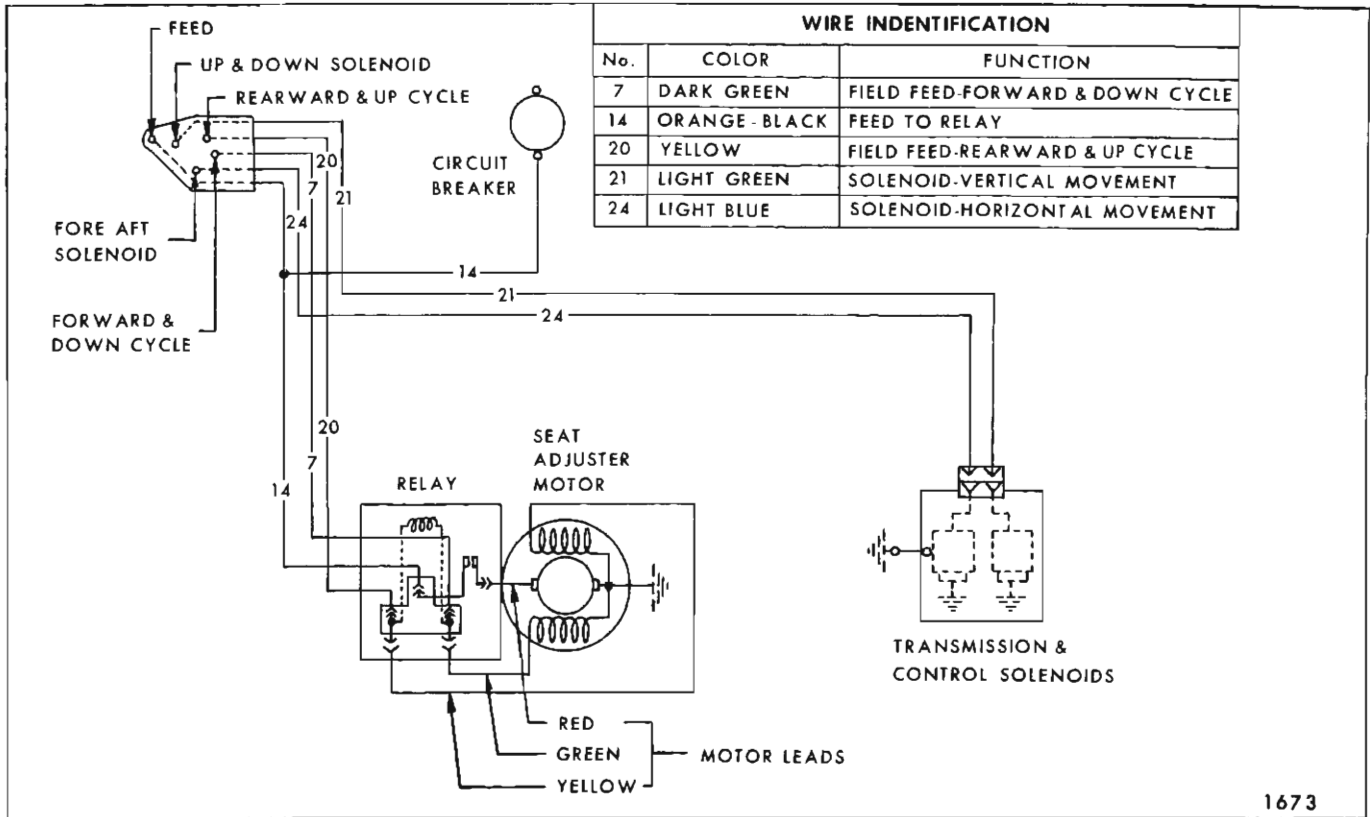


Fig. 1L37—Four Way Seat Circuit - 25-26-45-46-48-68000 Series

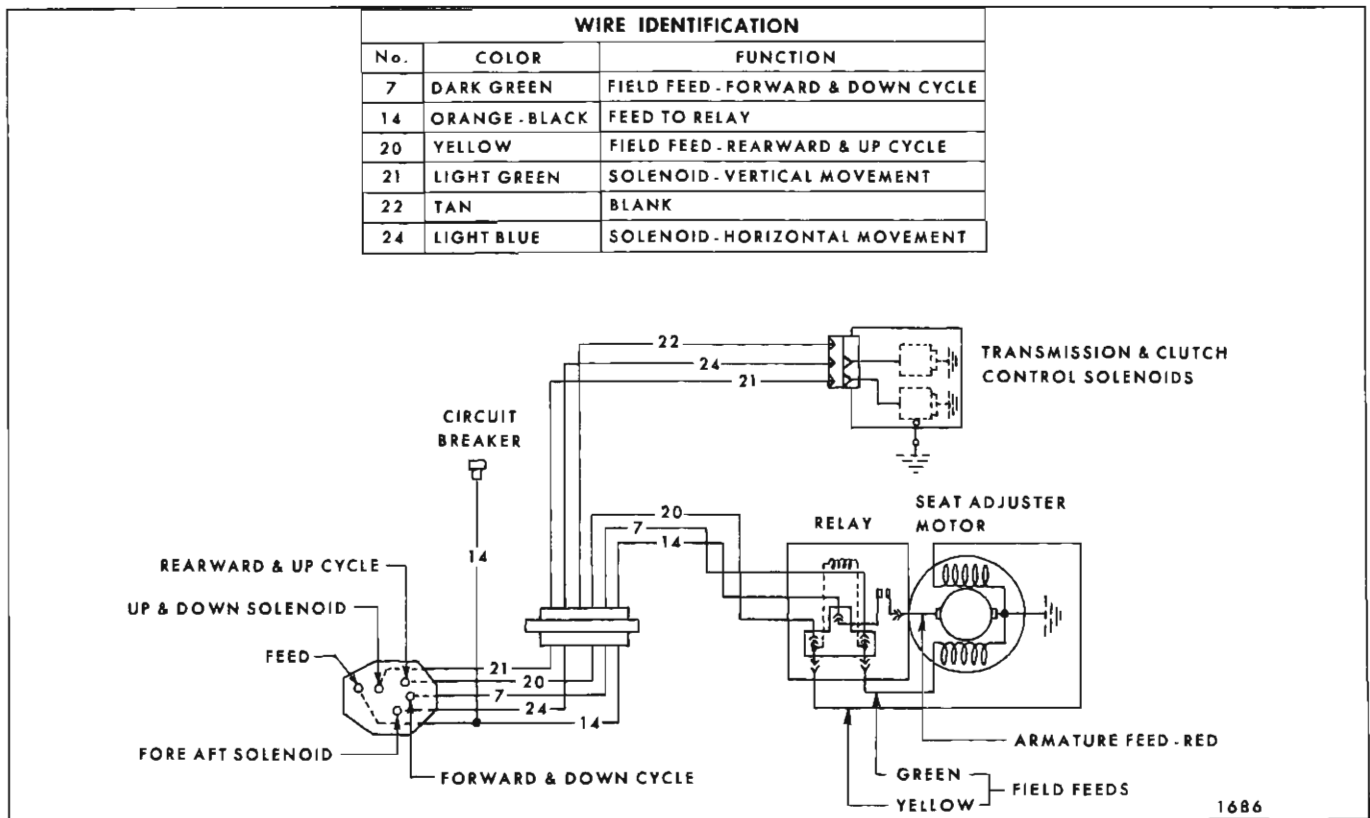
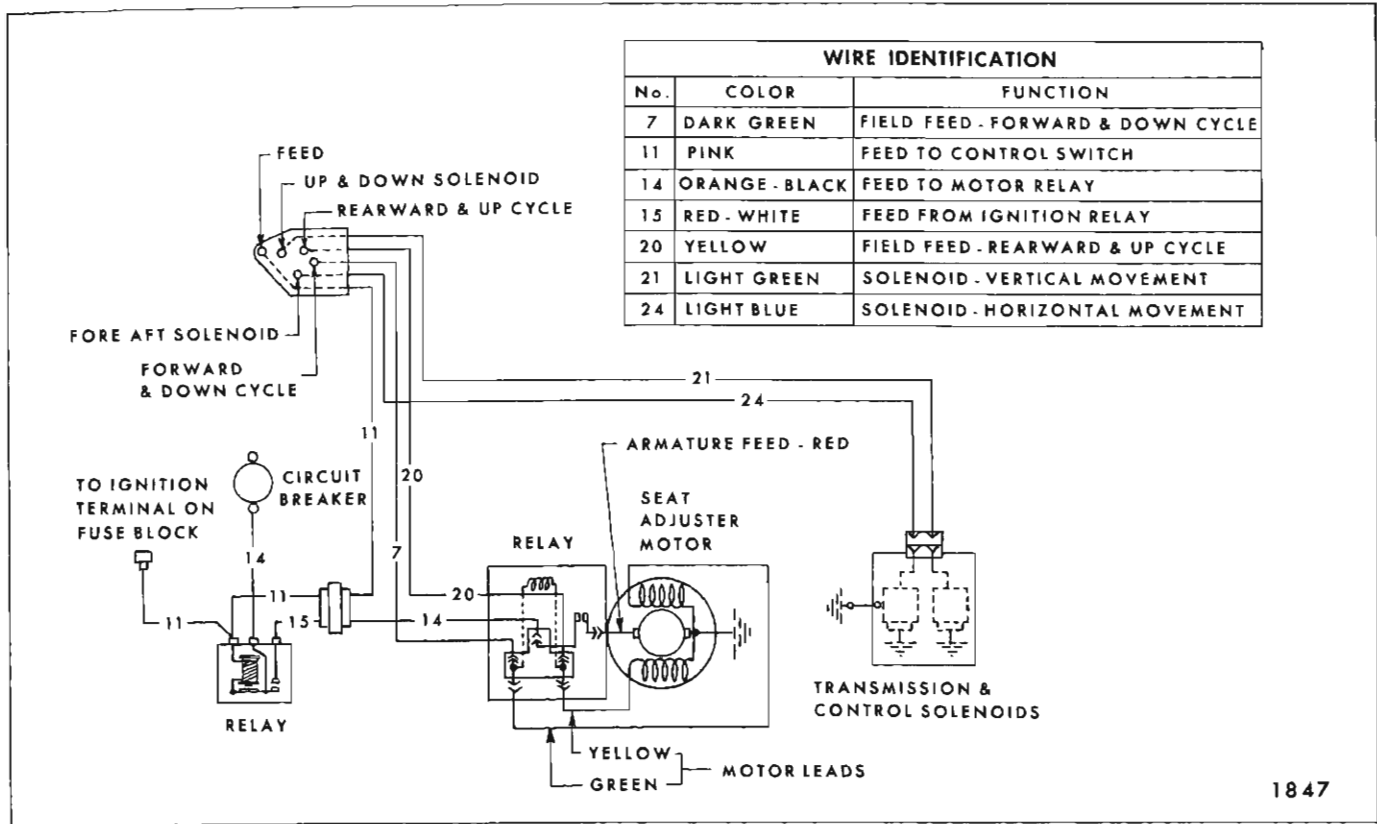
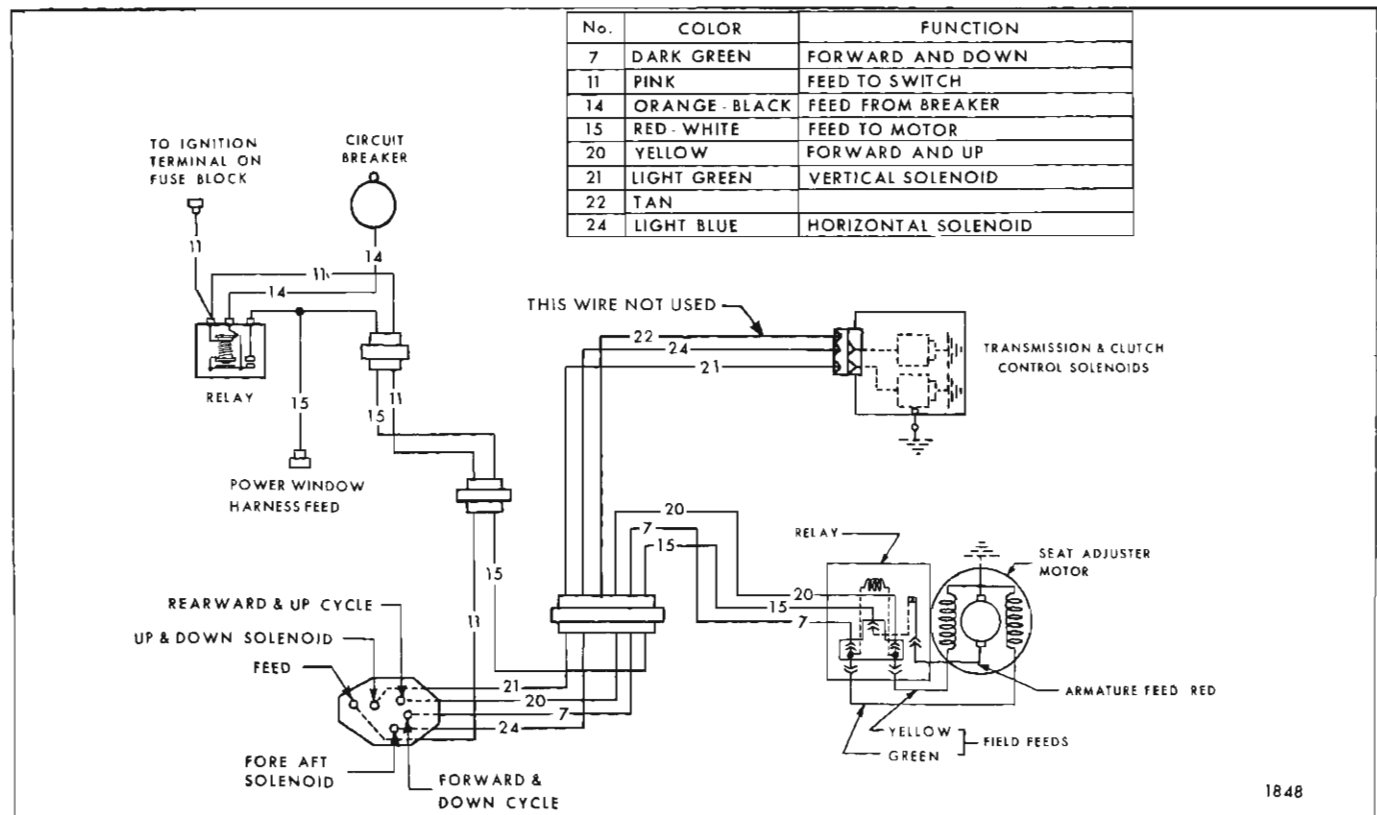


Fig. 1L38—Four Way Seat Circuit Switch in Arm Rest - 48467



1847

Fig. 1L39—Four Way Power Seat Circuit Switch in Seat Side Panel - 35-36-38000



1848

Fig. 1L40—Four Way Seat Circuit Switch in Arm Rest - 38000 Series

1. Checking for Current at Circuit Breaker

A. Connect one test light lead to battery side of circuit breaker (located at front shroud panel in engine compartment 35-36-38000 series; engine compartment 25-26000 series; in fuse block 45-46-48-68000 series and ground other lead. If tester does not light, there is no current at battery side of circuit breaker.

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 the Ignition Relay Assembly - 35-36-38000 Series Only

A. With test light check for current at circuit breaker side of relay. If tester does not light, there is a short or open circuit between circuit breaker and relay assembly.

B. Turn ignition switch on and with a test light check for current at output side of relay. If tester does not light, the relay is defective or there is a short or open circuit between ignition switch and relay assembly. Check wires before replacing relay.

NOTE: 35-36-38000 Series Only - Ignition switch must be on for performing the remainder of checking procedure.

3. Checking Feed Circuit Continuity at Relay on Seat Motor

A. Disengage three-way connector body from the seat motor relay.

B. Insert one test light lead into the relay power feed 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.

4. Checking for Current at Seat Control Switch

A. Connect one test light lead to feed terminal of switch block and ground other test light 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.

5. 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 Figures 1L41, 42. If a jumper wire is used, number the locations on the switch block as indicated in the illustration.

NOTE: To make jumper wire, obtain two (2) 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; one of the remaining ends can be inserted into one of the solenoid locations.

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.

6. Checking Wires Between Control Switch and Motor Relay

A. Disengage three-wire harness connector from relay at motor.

B. Insert one test light lead into the motor field connector slot on harness and ground other lead.

C. Actuate seat switch to energize field wire being tested.

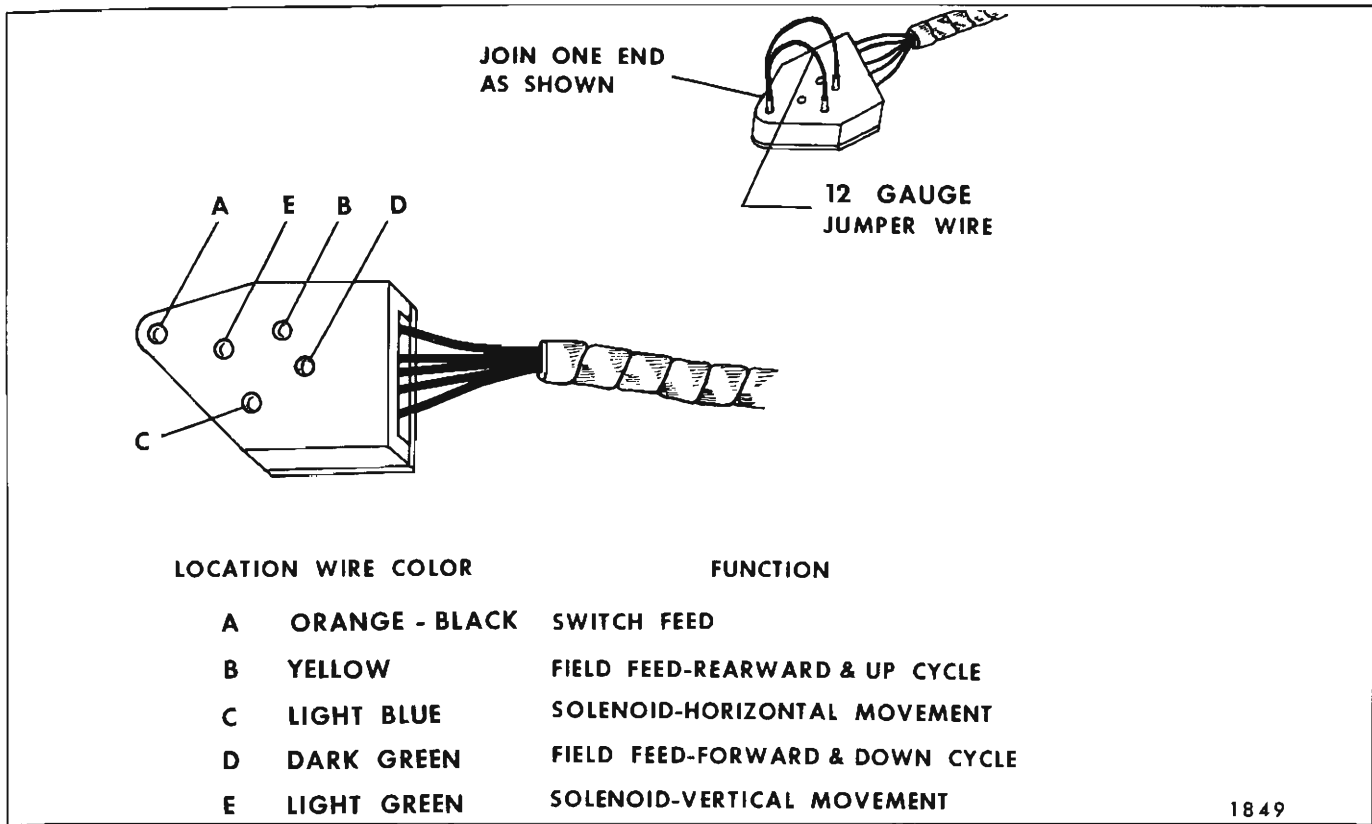


Fig. 1L41—Four Way Seat Switch Block - 25-26-45-46-48-68000 Series

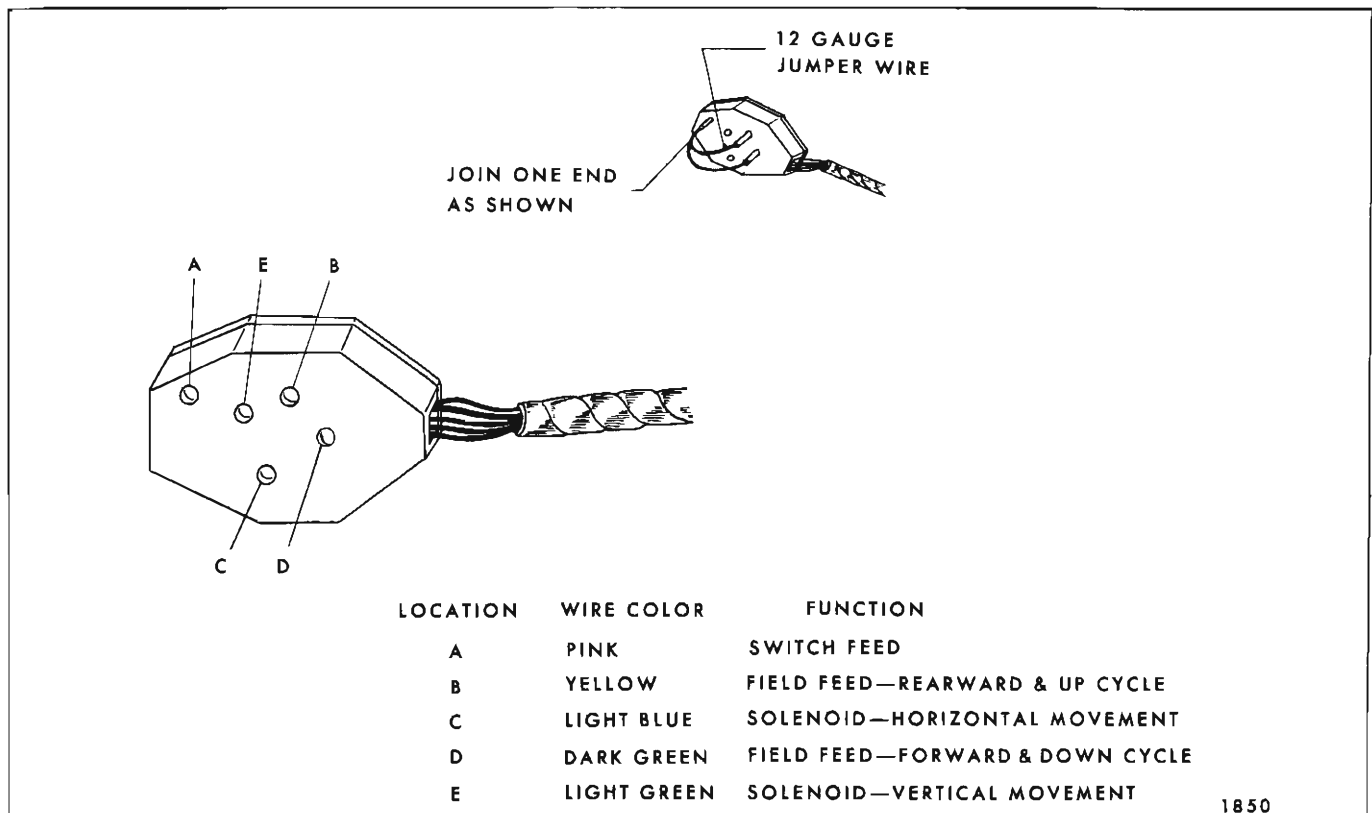


Fig. 1L42—Four Way Switch Block - 35-36-38000 Series

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.

7. Checking the Relay Assembly

A. Disconnect three (3) leads from relay assembly. These are the wires leading from the motor to the relay.

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.

CAUTION: Do not energize grounded side. If tester does not light, the relay is defective.

8. 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 and the armature wires.

C. If motor does not operate, motor is defective. Check the remaining motor field wire in the same manner.

9. Checking Wires Between Switch and Solenoids

A. Disconnect harness connector from transmission assembly.

B. Connect one test light lead to one terminal of power feed and ground other test light 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.

NOTE: One wire in connector is a blank. Check wiring diagram for colors of wires actually used.

10. Checking the Solenoid

A. Check solenoid ground strap attachment 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.

C. Operate switch, actuate adjuster motor and solenoid being checked.

D. If adjusters do not operate and there is no mechanical failure of the adjusters, the solenoid is defective.

NOTE: If solenoid is functioning properly, a "click" may be heard when solenoid plunger operates.

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. b. Defective motor relay. c. Defective motor. d. Defective switch. e. Defective circuit breaker.	a. Check circuit from power source and switch to motor to locate failure. b. Replace relay. c. Check motor. If defective repair or replace as required. d. Replace switch. e. Replace circuit breaker.

CONDITION	CAUSE	CORRECTION
2. Seat adjuster motor operates in both directions but seat adjusters are not actuated.	a. Short or open circuit between switch and affected solenoid. b. Defective solenoid. c. Defective switch.	a. Check circuit from switch to solenoid to locate failure. b. Check solenoid. If defective, repair or replace as required. c. Replace switch.
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. b. Defective field coil in motor. c. Defective switch.	a. Check circuit between affected motor relay wire and seat switch. b. Check motor. If defective repair or replace as required. c. Replace switch.

SIX WAY SEATS ALL SERIES

DESCRIPTION

The seat adjusters are actuated by a 12-volt motor installed at the left side of the seat assembly (See Fig. 1L43). The motor is energized by a (3) button-type control switch located in the left seat side panel on all styles except 68000 Series which incorporates a rotary type switch in the seat side panel.

On 38439-67-69 styles and 48467 style, the control switch is installed in the left front door arm rest.

The current for the power seat circuit is obtained through a 40 ampere circuit breaker located:

Left shroud - 15-16000 Series

Engine compartment - 25-26-35-36-38-39000 Series

Fuse Block - 45-46-48-68000 Series

35-36-38000 Series Only - In addition to the circuit breaker a relay is used in the circuit which prevents the operation of the seat until the ignition switch is turned "on".

The electrical portion of the six way seat operates as follows:

When the control switch is actuated, current flows to the transmission solenoid which controls the desired seat movement. The energizing of the solenoid coil results in the solenoid plunger dog engaging the gear mechanism to rotate the control cable. The same switch action which energized the solenoid produces a current flow through the motor control relay to one of the motor field coils. The current flows through the relay, closes the contacts between the relay power source and the armature motor lead wire, and results in the operation of

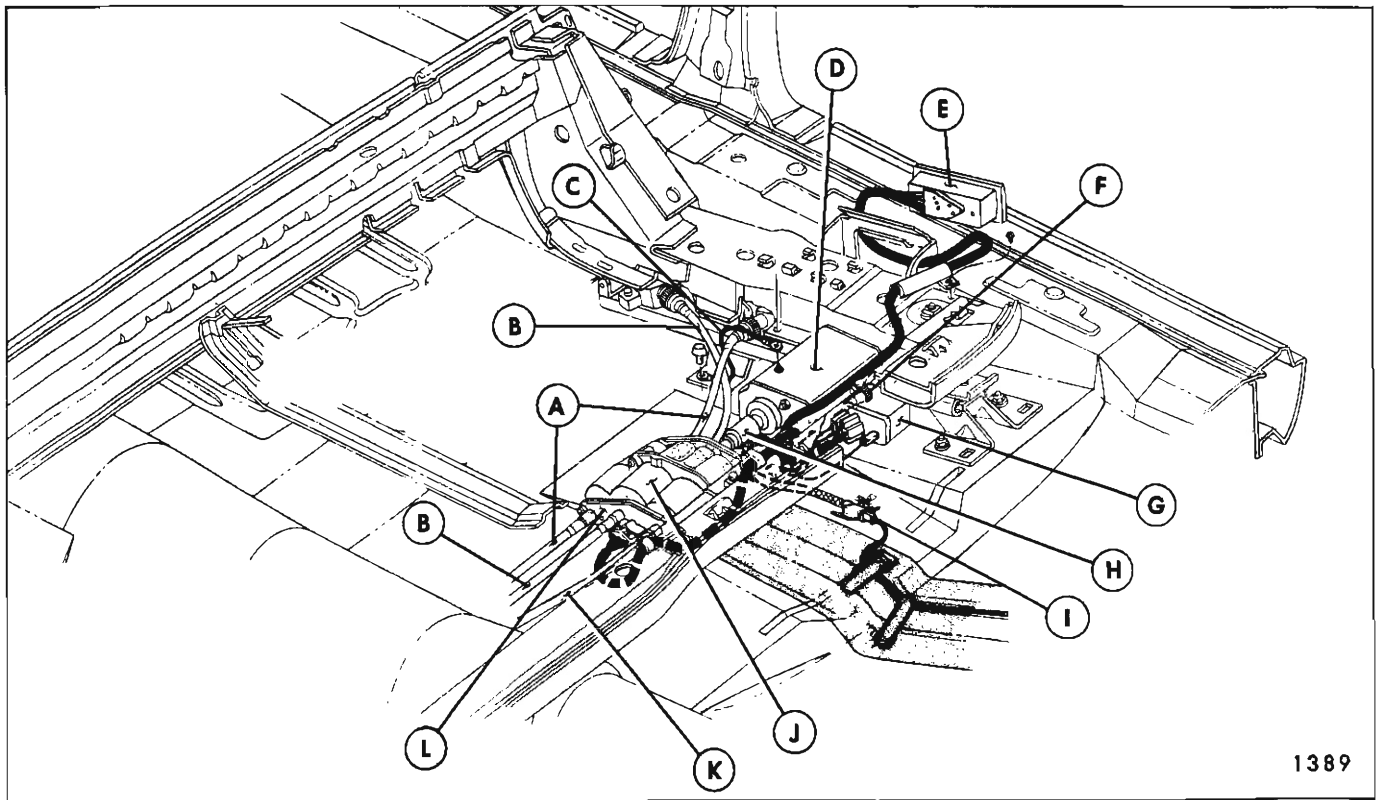


Fig. 1L43—Six Way Seat

- | | | |
|---------------------------------------|--|---|
| A. Horizontal Control Cable (Black) | G. Motor Control Relay | J. Transmission and Solenoid Assembly |
| B. Rear Vertical Control Cable (Blue) | H. Rubber Coupler | K. Front Vertical Control Cable (Yellow) - Right Side |
| C. Ground Wire | F. Front Vertical Control Cable (Yellow) - Left Side | L. Transmission End Plate |
| D. Motor | I. Harness Feed Connector | |
| E. Control Switch | | |

the seat motor. 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 them from the gear dog.

CIRCUIT CHECKING PROCEDURES

It may be necessary to use only one or all of the procedures outlined to locate an electrical failure in the circuit. If the location of the failure is evident, follow only the steps required to check the affected wire or component. If the location of the failure is not evident, follow the procedure as outlined. Before performing any extensive check procedures, check the seat adjuster drive cables for proper attachment. In addition, study the seat circuit diagrams to become familiar with the seat circuit. See Figures 1L44 for 15-16-25-26-45-46-48000 series; 1L45-46 for 35-36-38000; 1L47 for 68000 series.

A. Check 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 and with test light check terminal from which the wire was disconnected. If tester does not light, circuit breaker is inoperative.

3. 45-46-48000 & 68000 Series. Check feed circuit continuity at fuse block.

B. Checking Relay Assembly at Shroud - 35-36-38000 Series

1. With test light check relay feed (orange-black stripe). 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). If tester does not light, the relay is inoperative or there is a short or open circuit between ignition switch (pink) and relay assembly. (Check fuse at dash panel).

C. Check Feed Circuit Continuity at Seat Control Switch

1. Connect one test light lead to feed terminal of switch block and ground other test lead to body metal.

2. If tester does not light, there is an open or short circuit between switch and power source.

D. Checking the Seat Control Switch

NOTE: In the following operations which specify the seat control switch to be actuated, a switch that has been checked for proper operation may be connected to the switch block. If a switch is not available, a three-way jumper wire can be made to perform the switch function. The jumper wire and the switch locations to be connected to obtain a specific movement of the seat are shown in Figures 1L49 - 35-36-38000 with switch in seat side panel; 1L50 - 38000 with switch in arm rest; 1L51 - 68000 series. If a jumper wire is used, letter the locations on the switch block as indicated in the illustration. Details outlining the making and use of the jumper wire follow the checking procedures.

1. Obtain switch or jumper wire and connect to switch block.

2. Operate switch. If adjusters operate with new switch or jumper wire, but did not operate with original switch, the original switch is defective.

3. Check all six movements of seat adjuster.

E. Check Feed Circuit Continuity at Relay on Seat Motor

1. Disengage 3-wire connector body from the seat motor relay terminal.

2. Insert one test light lead into the relay power feed connector slot on the harness, and ground the other test light lead.

3. If tester does not light, there is no current at end of feed wire. Failure is caused by an open or short in feed circuit.

F. Checking Wires Between Control Switch and Motor Relay

1. Disengage 3-wire harness connector from relay at motor.

2. Insert one test light lead into the motor field connector slot on harness and ground the other lead.

3. Actuate seat switch to energize field wire being tested.

4. If tester does not light, there is no current at

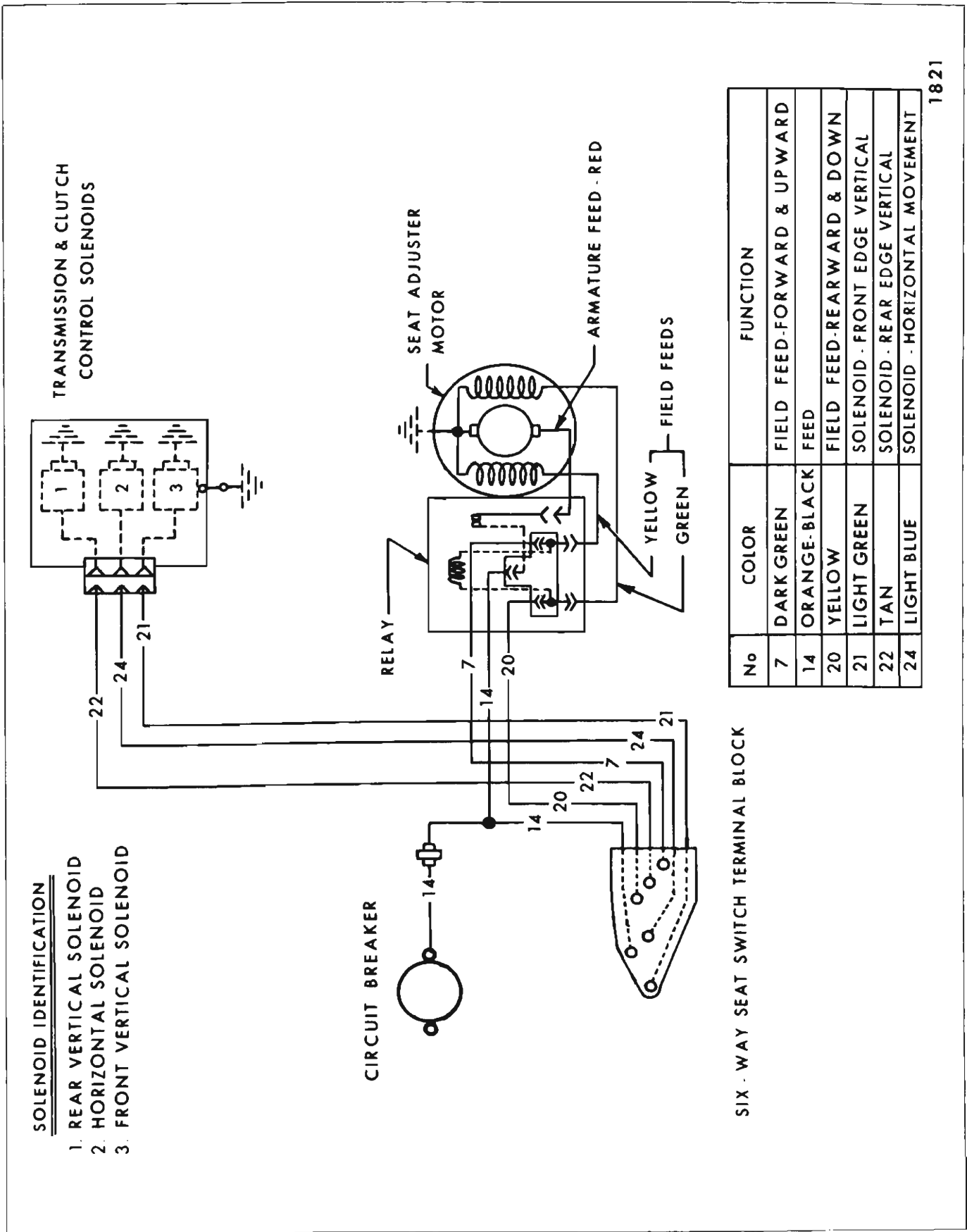


Fig. 1L44—Circuit Diagram for - 15-16-25-26-45-46-48000 Series

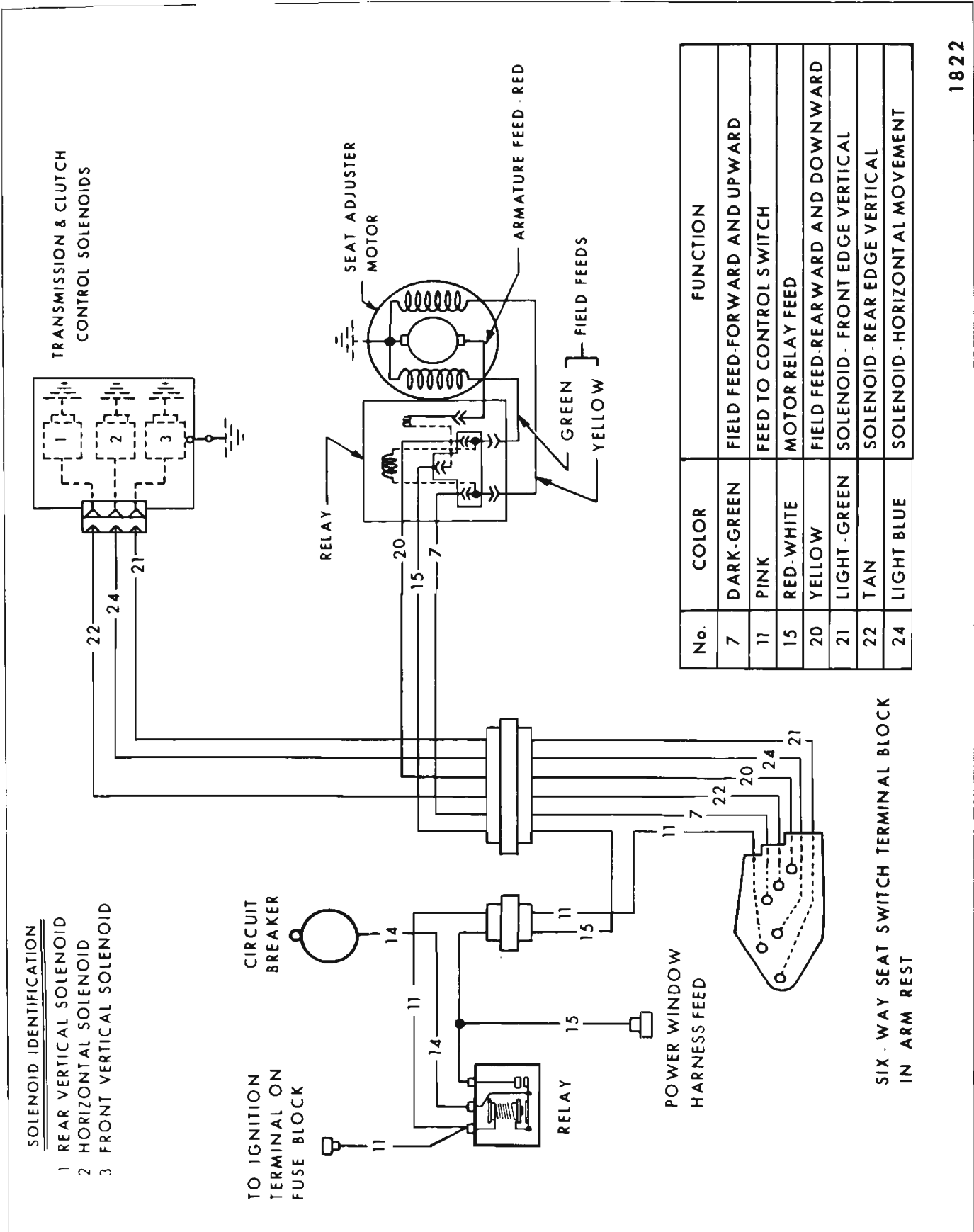


Fig. 1L45—Circuit Diagram for 38000 Series

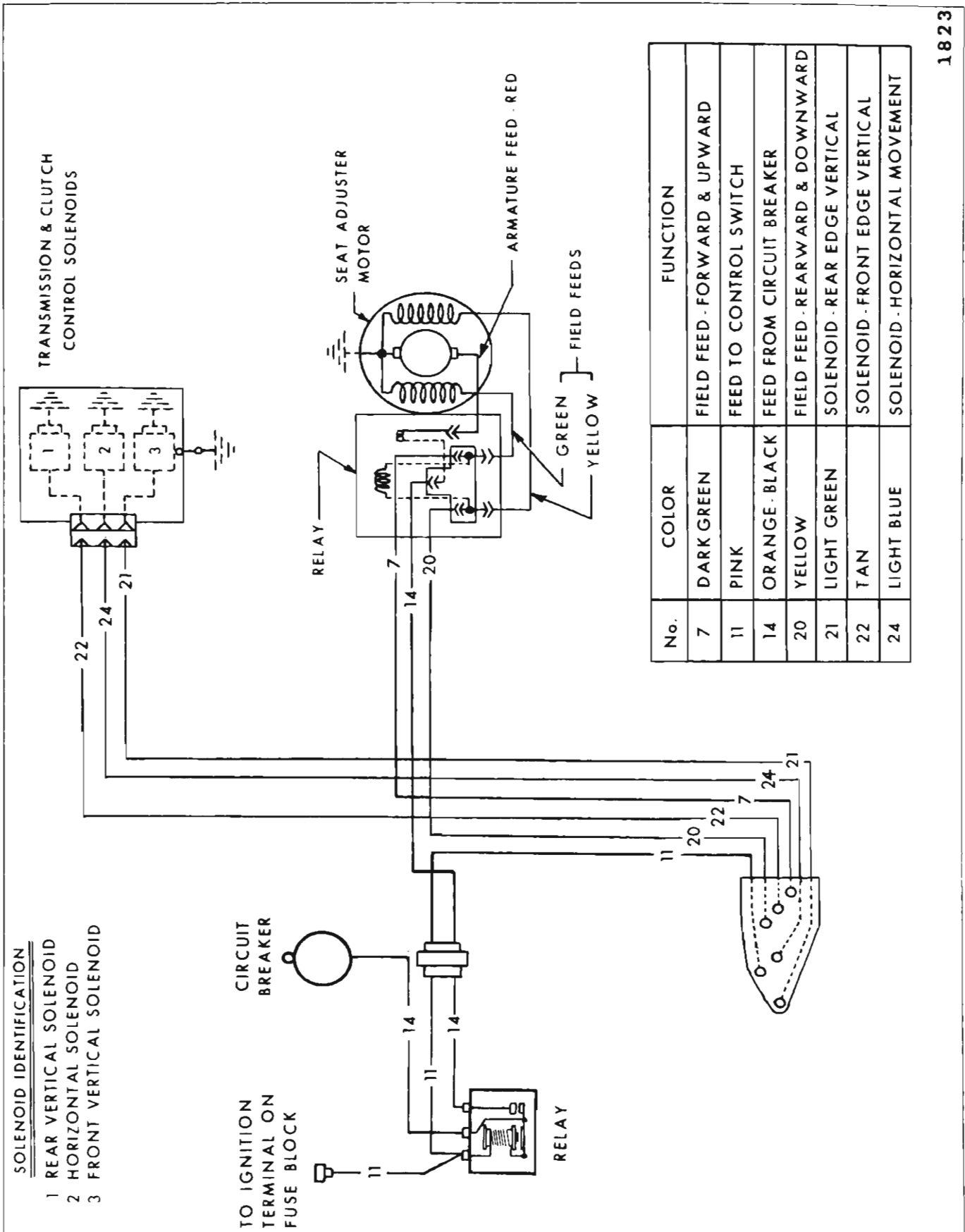


Fig. 1L46—Six Way Circuit Diagram - Switch in Seat Side Panel - 35-36000 Series

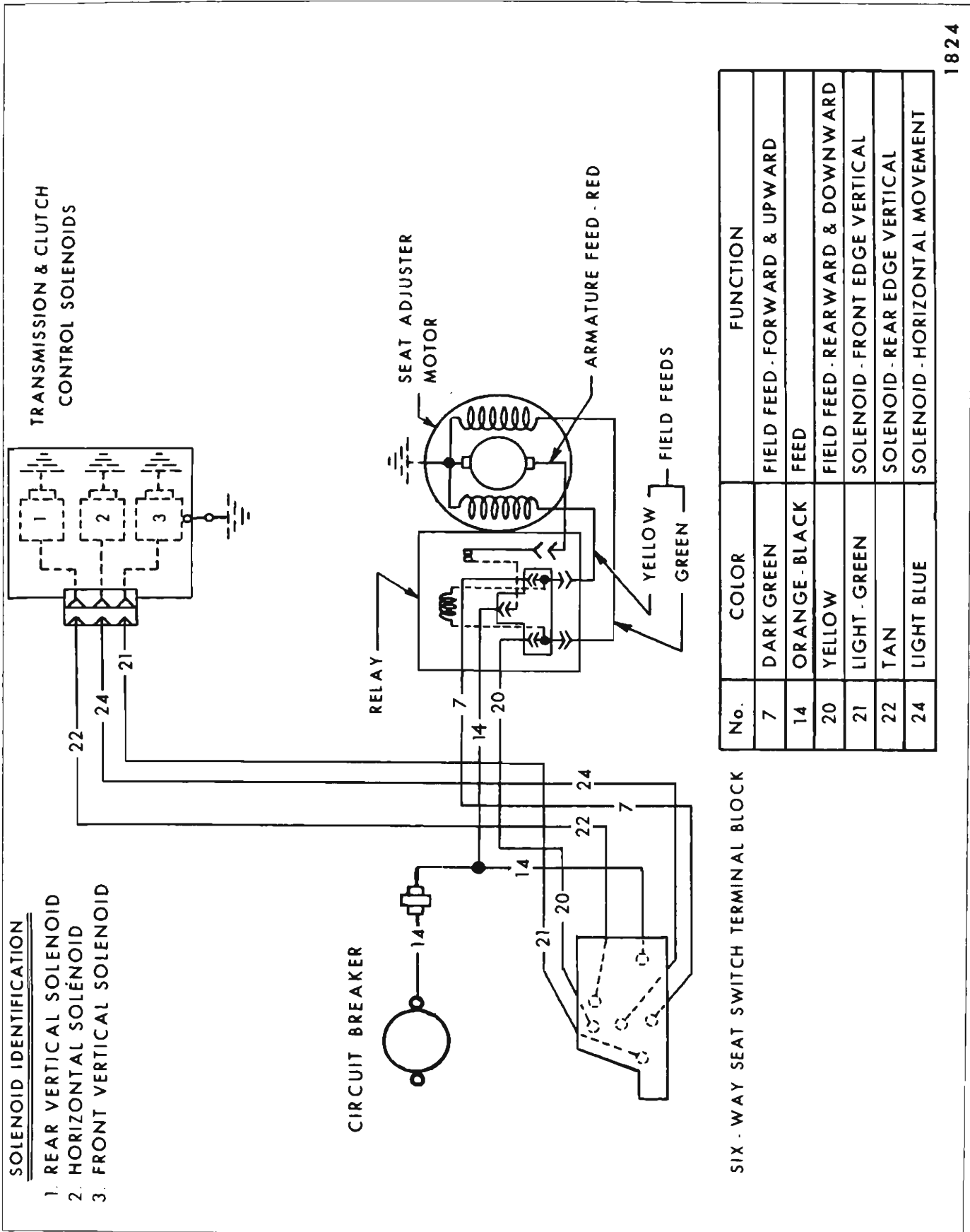
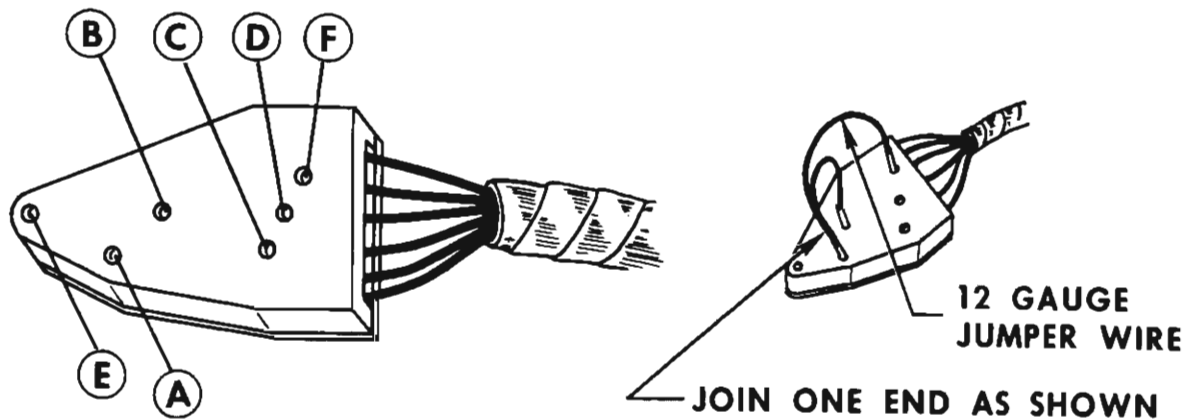


Fig. 1L47—Circuit Diagram - 68000 Series

SIX-WAY SEAT CONTROL SWITCH BLOCK

LOCATION	WIRE COLOR	FUNCTION
A	ORANGE-BLACK	SWITCH FEED
B	LIGHT BLUE	SOLENOID-HORIZONTAL MOVEMENT
C	YELLOW *	FIELD FEED-REARWARD & DOWN CYCLE
D	TAN	SOLENOID-REAR EDGE VERTICAL CYCLE
E	LIGHT GREEN	SOLENOID-FRONT EDGE VERTICAL CYCLE
F	DARK GREEN *	FIELD FEED-FORWARD & UP CYCLE

* ON STYLES WITH SWITCH IN ARM REST -
 DARK GREEN CONTROLS FORWARD & UP CYCLE
 YELLOW FIELD CONTROLS REARWARD & DOWN CYCLE

1825

Fig. 1L48-15-16-25-26-45-46-48000 Series

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.

G. Check the Relay Assembly

1. Disconnect three (3) motor leads from relay assembly. These are the wires leading from the motor to the relay.

2. Connect one end of a jumper wire to one of the motor field feed studs on the relay and ground the other end of the jumper wire.

3. Connect one end of test light to motor armature feed stud on relay and ground other tester lead.

4. With a jumper wire, energize the field stud which is not grounded. If tester does not light the relay is defective.

H. Check the Motor Assembly

1. Disconnect the motor armature feed lead and one of the motor field feeds from the relay assembly.

2. With a jumper wire, energize the armature feed and one of the field feeds.

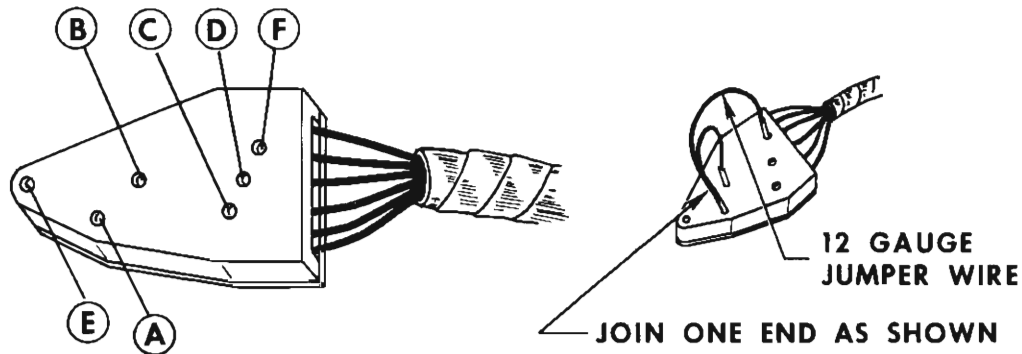
3. If motor does not operate, it is defective. Check the other motor field feed in the same manner.

I. Checking the Wire Between the Solenoid and Switch

1. Disengage harness connector from transmission.

2. Connect one test light lead to end of harness wire being tested and ground other lead.

SIX-WAY SEAT CONTROL SWITCH BLOCK

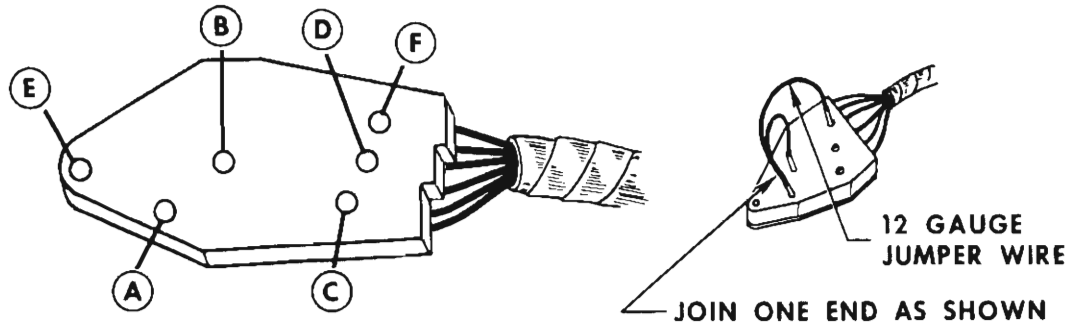


LOCATION	WIRE COLOR	FUNCTION
A	PINK	SWITCH FEED
B	LIGHT BLUE	SOLENOID-HORIZONTAL MOVEMENT
C	YELLOW	FIELD FEED-REARWARD & DOWN CYCLE
E	TAN	SOLENOID-REAR EDGE VERTICAL CYCLE
F	LIGHT GREEN	SOLENOID-FRONT EDGE VERTICAL CYCLE
D	DARK GREEN	FIELD FEED-FORWARD & UP CYCLE

1826

Fig. 1L49-35-36-38000 Series with Switch in Seat Side Panel

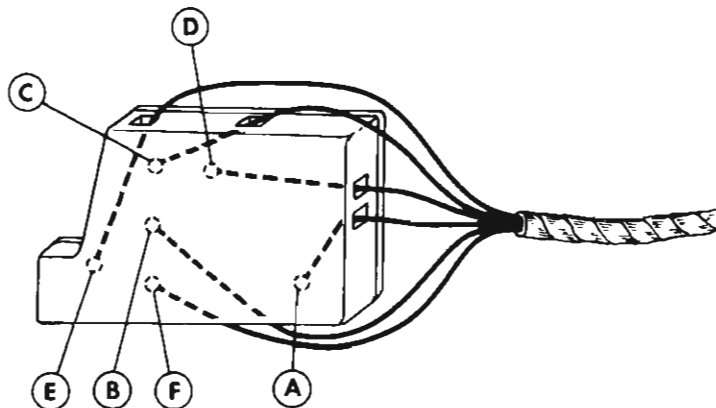
SIX-WAY SEAT CONTROL SWITCH BLOCK



LOCATION	WIRE COLOR	FUNCTION
A	PINK	SWITCH FEED
B	LIGHT BLUE	SOLENOID-HORIZONTAL MOVEMENT
C	DARK GREEN	FIELD FEED-FORWARD & UP CYCLE
D	TAN	SOLENOID-REAR EDGE VERTICAL CYCLE
E	LIGHT GREEN	SOLENOID-FRONT EDGE VERTICAL CYCLE
F	YELLOW	FIELD FEED-REARWARD & DOWN CYCLE

1827

Fig. 1L50-38000 Series with Switch in Arm Rest



LOCATION	WIRE COLOR	FUNCTION
A	ORANGE-BLACK	SWITCH FEED
B	LIGHT BLUE	SOLENOID-HORIZONTAL MOVEMENT
C	YELLOW	FIELD FEED-REARWARD & DOWN CYCLE
D	TAN	SOLENOID-REAR EDGE VERTICAL CYCLE
E	LIGHT GREEN	SOLENOID-FRONT EDGE VERTICAL CYCLE
F	DARK GREEN	FIELD FEED-FORWARD & UP CYCLE

1828

Fig. 1L51—68000 Series

3. Operate switch to energize wire being tested. If tester does not light, there is no current at end of wire. Failure is caused by an open or short circuit between end of wire and switch.

J. Checking the Solenoid

1. Check solenoid ground strap attachment for proper ground.

2. Energize solenoid being checked with jumper wire.

NOTE: If solenoid is functioning, a "click" should be heard when solenoid plunger operates "in" and "out".

CAUTION: To prevent damaging the solenoid, do not energize solenoid for more than one minute.

3. With solenoid energized, actuate seat control switch to energize adjuster motor.

4. If adjusters do not operate, and there is no mechanical failure in the seat unit, the solenoid is defective.

Three-Way Jumper Wire for Checking Seat Switch

To make jumper wire, obtain two (2) pieces of

#12 gauge wire, each 4 1/2" long, join one end of each wire as shown in Figure 1L48. The joined end can be inserted in the feed location in the switch block; one of the remaining ends can be inserted into one of the field locations in the switch block; the other end can be inserted into one of the solenoid locations.

IMPORTANT: To obtain a seat movement using a 3-way jumper wire at the switch block, the switch feed location, one of the motor field wire locations and one of the solenoid locations must be connected.

On Bodies with Switch in Seat Side Panel:

1. To raise front edge of seat, place jumper in locations A, F and E.

2. To lower front edge of seat, place jumper in locations A, C and E.

3. To raise rear edge of seat, place jumper in locations A, F and D.

4. To lower rear edge of seat, place jumper in locations A, C and D.

5. To move seat forward, place jumper in locations A, B and F.

6. To move seat rearward, place jumper in locations A, C and B.

3. To raise rear edge of seat, place jumper in locations A, C and D.

On Bodies with Switch in Arm Rest:

4. To lower rear edge of seat, place jumper in locations A, F and D.

1. To raise front edge of seat, place jumper in locations A, C and E.

5. To move seat forward place jumper in locations A, C and B.

2. To lower front edge of seat, place jumper in locations A, F and E.

6. To move seat rearward, place jumper in locations A, F and B.

TYPICAL ELECTRICAL FAILURES OF SIX-WAY SEAT CIRCUITS

CONDITION	CAUSE	CORRECTION
Seat adjuster motor does not operate.	<ul style="list-style-type: none"> a. Short or open circuit between power source or switch and motor. b. Defective motor. 	<ul style="list-style-type: none"> a. Check circuit from power source and switch to motor to locate failure. b. Check ignition switch circuit through relay at left shroud - 35-36-38000 Only. c. Check motor. If defective, repair or replace as required.
Seat adjuster motor operates, but seat adjusters are not actuated. or	<ul style="list-style-type: none"> a. Short or open circuit between switch and affected solenoid. b. Defective solenoid. 	<ul style="list-style-type: none"> a. Check circuit from switch to solenoid to locate failure. b. Check solenoid. If defective, repair or replace as required.
Seat adjuster motor operates, front edge of seat moves up and down and seat moves forward and rearward. The rear edge of seat cannot be operated.	<ul style="list-style-type: none"> a. Short or open circuit between one of the motor field wires and seat control switch. b. Defective field coil in motor. 	<ul style="list-style-type: none"> a. Check circuit between affected motor field wire and seat switch. b. Check motor. If defective, repair or replace as required.
or Seat adjuster motor operates and seat adjusters move front and rear of seat down and rearward, but will not move the seat up and forward.		

Subject	Page	Subject	Page
A			
Adjustments, Folding Top	1I24	Front Door Hinges	1D15
Arm Rest, Seat	1H34	Front Door Lock	1D29
B			
Back Curtain (Complete)	1I17	Front Door Ventilator	1D19
Back Curtain Zipper Replacement	1I20	Front Door Window	1D22
Back Window	1F1	Full Width Front Seats	1H1
Back Window and Extensions	1I21	G	
Back Window Waterleak Correction	1F5	Grille, Ventilator Shroud	1C2
Belt, Seat	1H31	H	
Body Number Plate	1A1	Handle, Door Outside	1D11
Bucket Seat, Four Way	1H16	Handle, Door Pull	1D3
Bucket Seat, Manual	1H16	Handle, Door Inside	1D3
C			
Cleaning, Trim	1A1	Headlining, Polyurethane Foam	1G4
Curtain (Complete), Back	1I17	Headlining, Station Wagon	1G7
Curtain Zipper Replacement	1I20	Headlining, Vinyl Coated	1G1
Cushion, Rear Seat	1H23	Hinge, Rear Compartment	1F7
Cylinder, Door Lock	1D17	Hinges, Front Door	1D15
Cylinder, Rear Compartment	1F8	Hinges, Rear Door	1D42
Cylinder, Top Lift	1I35	Hydro-Lectric System	1I31
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Deflector, Door Water	1D9	I	
Deflector, Rear Quarter Water	1E8	Inside Handles, Door	1D3
Door Drain Sealing Strips	1D2	Instrument Panel	1C11
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Door Hinges, Front	1D15	Lift Cylinder, Top	1I35
Door Hinges, Rear	1D42	Lock Cylinder, Door	1D17
Door Inside Handles	1D3	Lock Cylinder, Rear Compartment	1F8
Door Lock Cylinder	1D17	Lock, Door Vacuum	1D29
Door Lock, Front	1D29	Lock, Front Door	1D29
Door Lock, Rear	1D58	Lock, Luggage Compartment	1H30
Door Outside Handle	1D11	Lock, Rear Door	1D58
Door Pull Handle	1D3	Lock, Tail Gate	1F19
Door, Rear	1D42	Lubrication	1B1
Door Strikers	1D13	Luggage Compartment Lock	1H30
Door Trim	1D5	M	
Door Vacuum Lock	1D29	Manual Bucket Seat	1H16
Door Water Deflector	1D8	Manual Seat	1H1
Door Weatherstrips	1D1	Moldings - 15-16000 Series	1K4
Door Window, Front	1D23	Moldings - 25-26000 Series	1K12
Door Window, Rear	1D45	Moldings - 35-36-38000 Series	1K21
Drain Sealing Strips, Door	1D2	Moldings - 45-46-48000 Series	1K30
F			
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Folding Top Adjustments	1I24	Number Plate	1A1
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Seat, Manual	1H1	Weatherstrip, Tail Gate	1F21
Seat, Rear Folding	1H23	Window, Front Door	1D23
Seat, Six Way Electric Tilt	1H9	Window, Rear Door	1D45
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1965 BODY SERVICE MANUAL

FOR

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

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

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LITHO IN U.S.A.

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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).

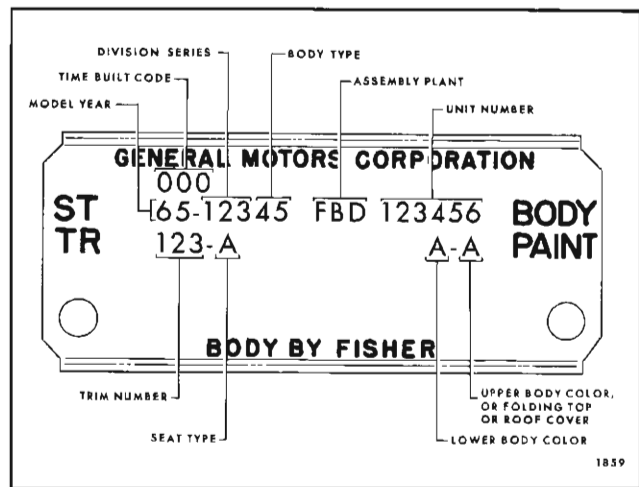


Fig. 2A1—Sample Body Number Plate

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 driplless 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).

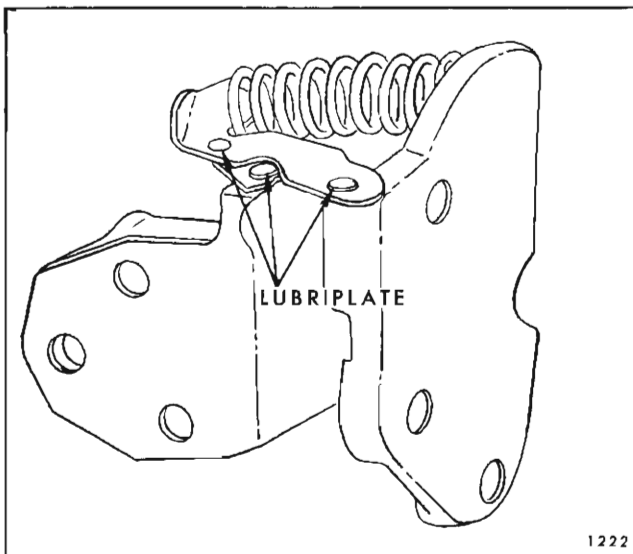


Fig. 2B1—Front Door Hinge Hold Open: Lubrication of Rear Door Hinge Hold Open Typical

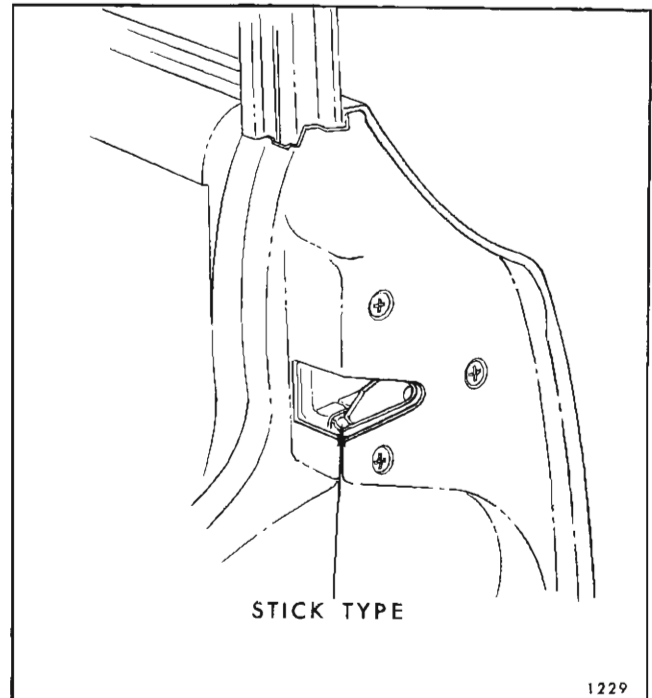


Fig. 2B2—Door Lock Fork Bolt

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.

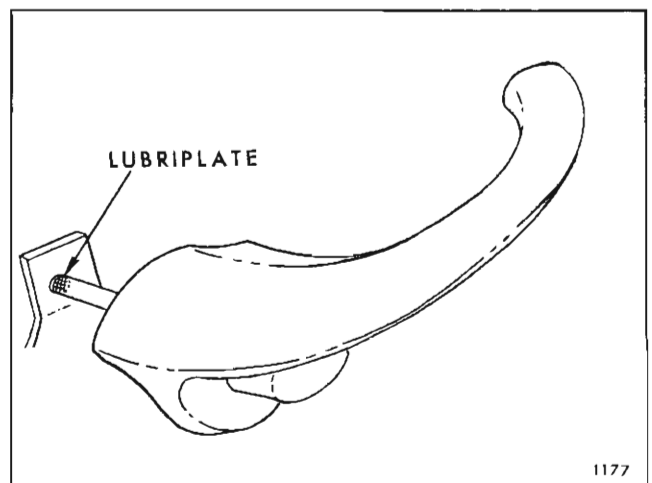


Fig. 2B3—Door Outside Handle

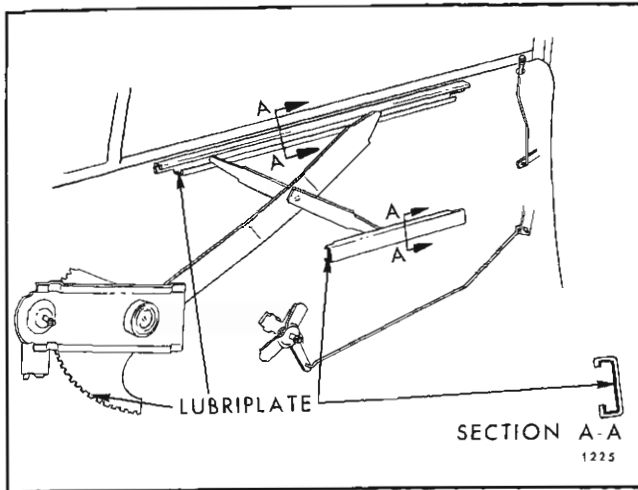


Fig. 2B4—Front Door Window Regulator and Cams

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.

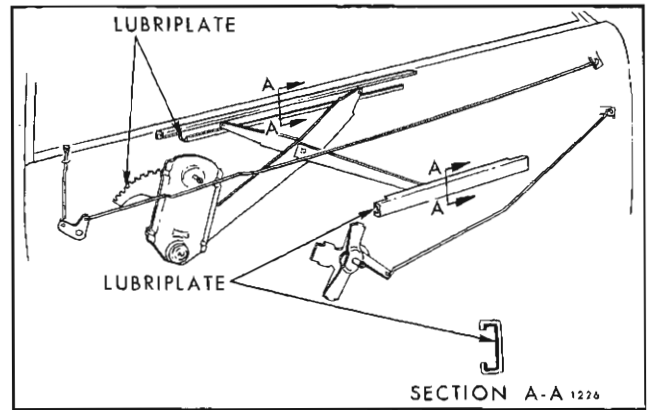


Fig. 2B5—Rear Door Window Regulator and Cams

**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).

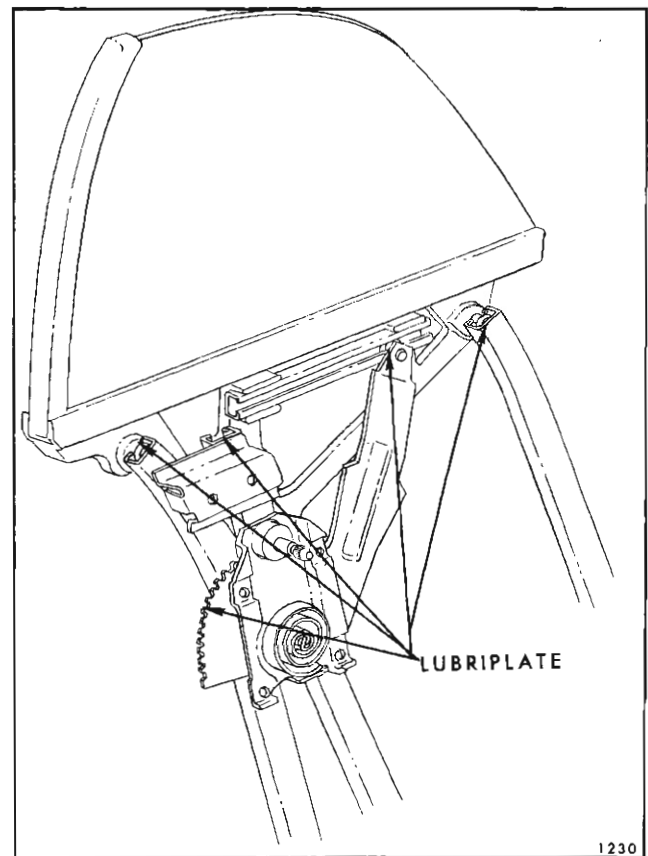


Fig. 2B6—Rear Quarter Window Regulator, Cams and Guides - '37' & '67' Styles

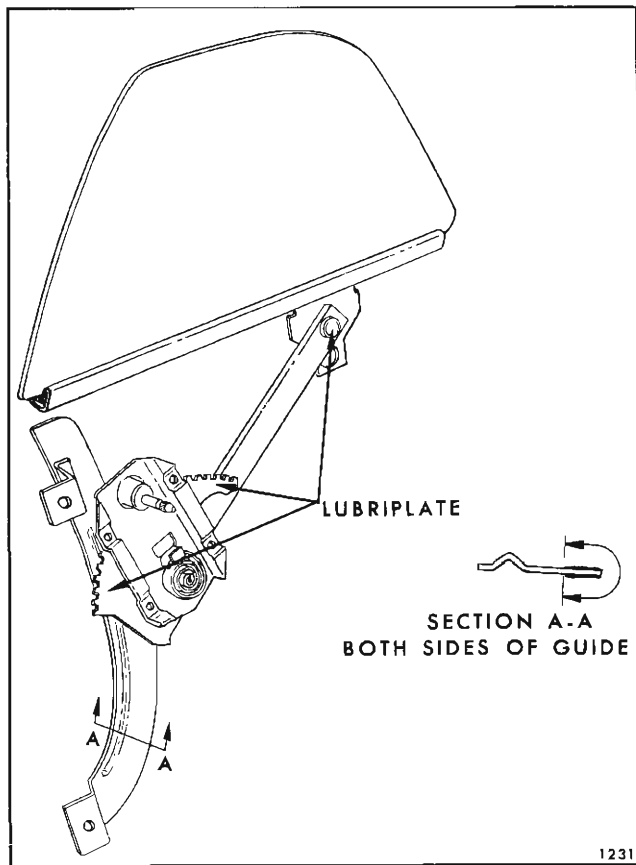


Fig. 2B7—Rear Quarter Window Regulator, Cams and Guides - "11", "27" Styles

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.

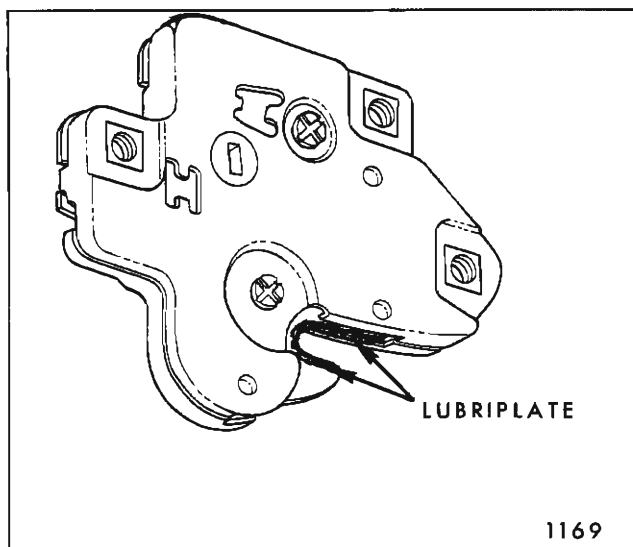


Fig. 2B8—Rear Compartment Lid Lock

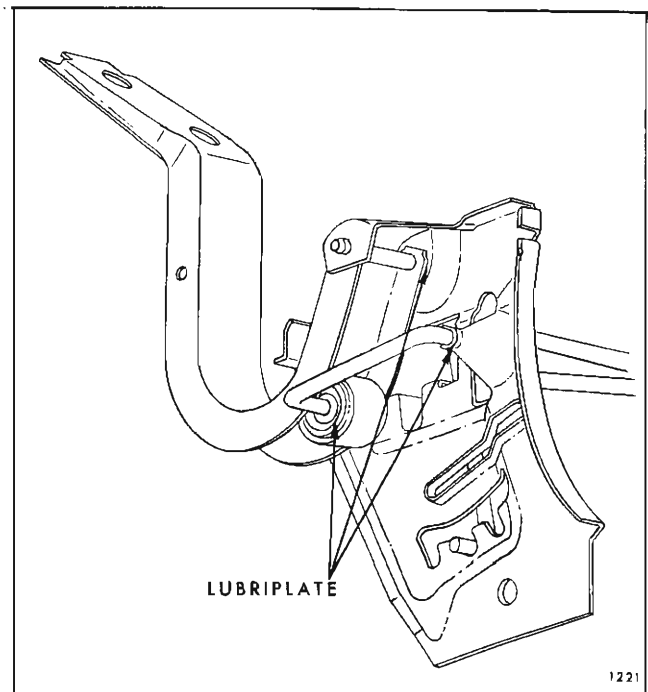


Fig. 2B9—Rear Compartment Lid Hinge "11", "27", "37", "69" Styles

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

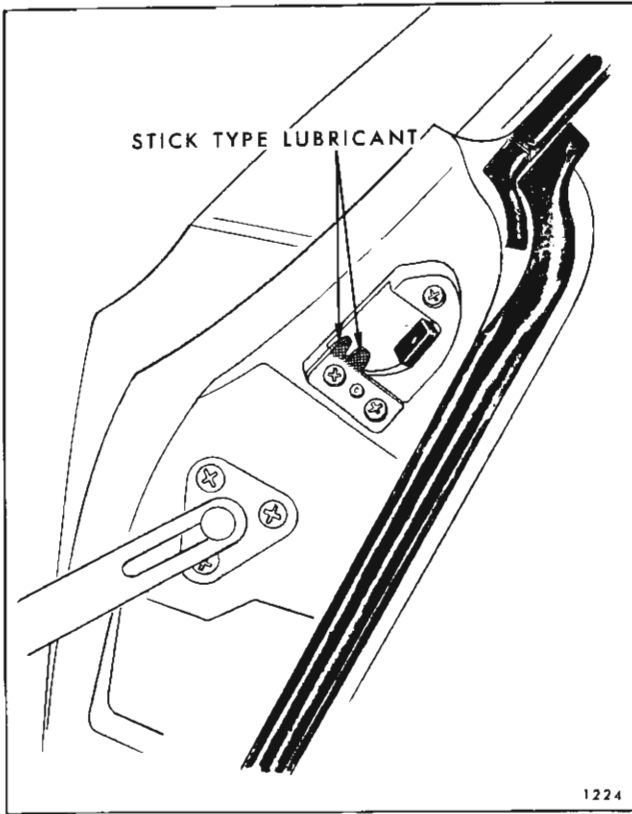


Fig. 2B10—Tail Gate Lock Striker "15", "35" & "45" Styles

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

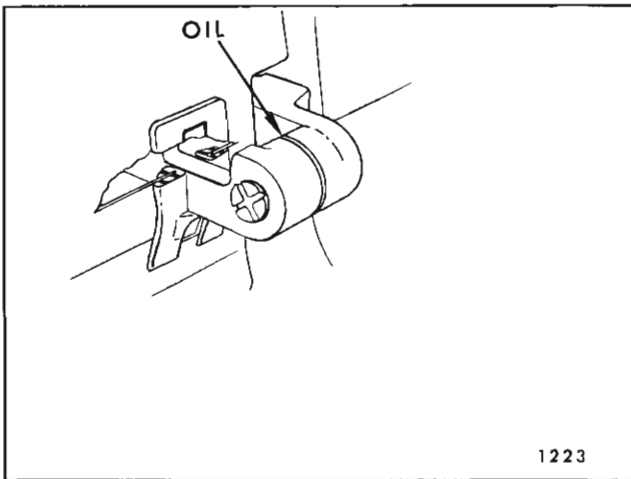


Fig. 2B11—Tail Gate Hinge

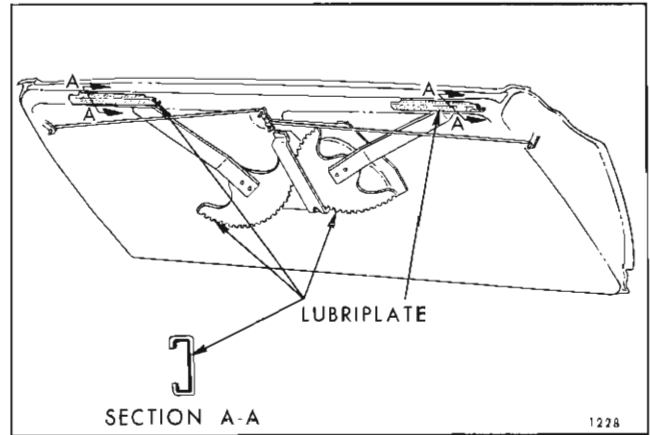


Fig. 2B12—Tail Gate Window Regulator and Cams

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.

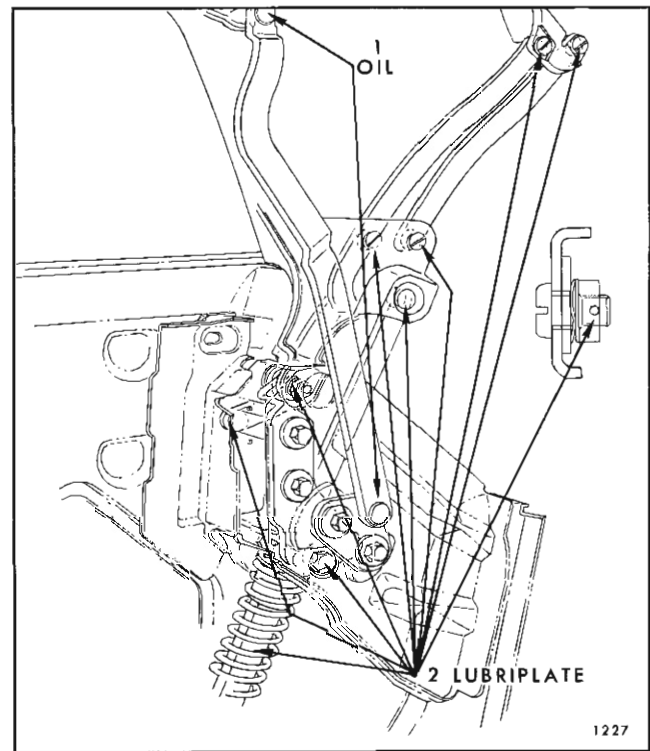


Fig. 2B13—Convertible Top Linkage

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.

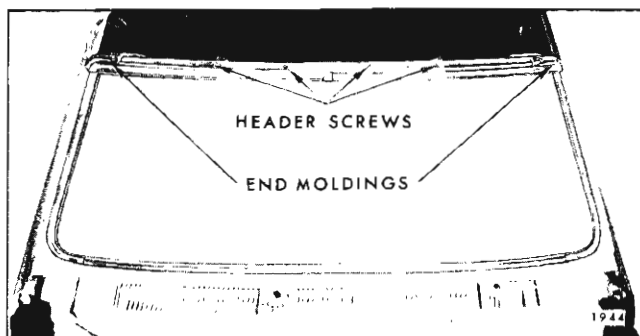


Fig. 2C1—Header Moldings "67" Styles

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.

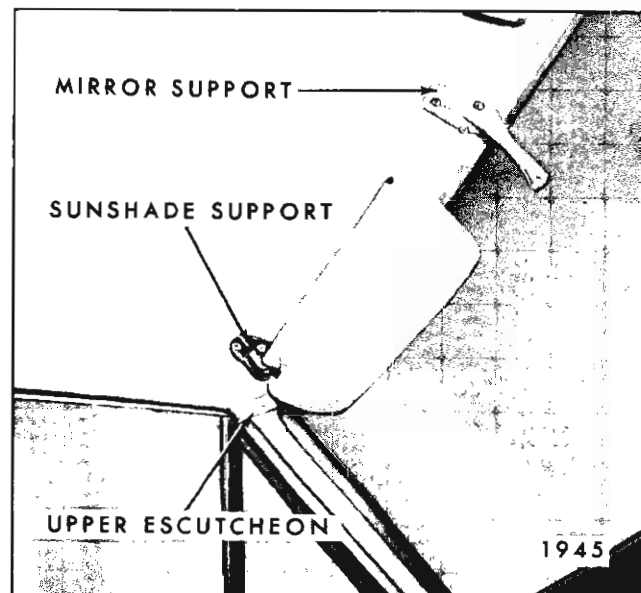


Fig. 2C2—Upper Trim Escutcheon Sunshade Support and Rear View Mirror Support

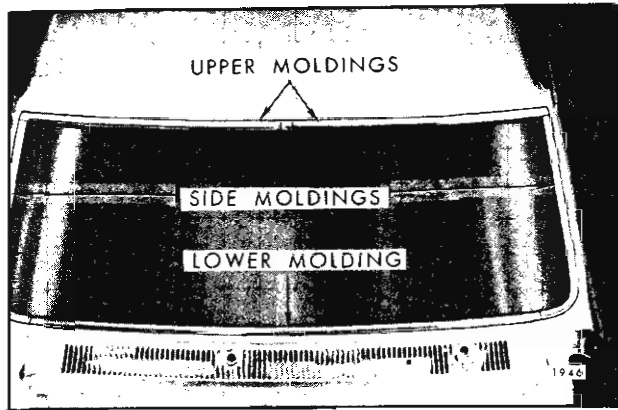


Fig. 2C3—Windshield Reveal Moldings

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,

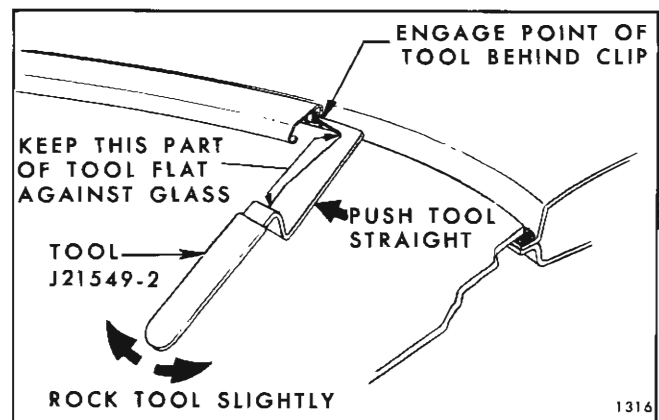


Fig. 2C4—Disengaging Molding from Clip

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

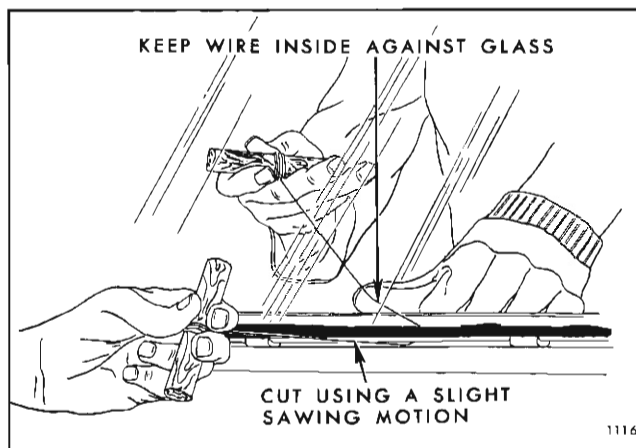


Fig. 2C5—Adhesive Caulked Glass Removal

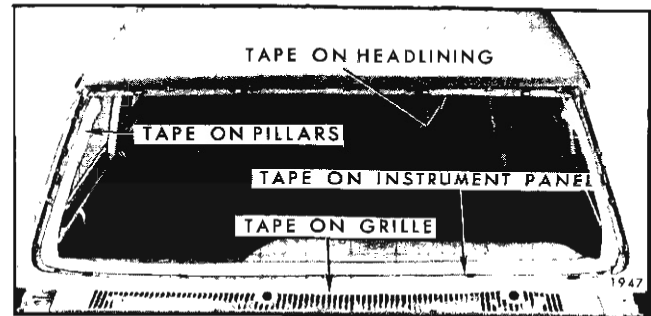


Fig. 2C6—Tape Windshield Opening Prior to Glass Installation

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.

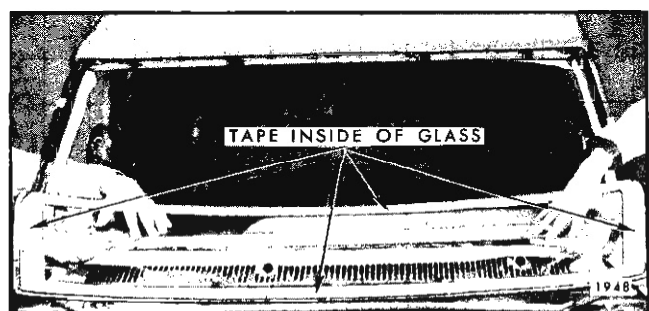


Fig. 2C7—Tape Applied to Inside of Glass and Windshield Glass Installation

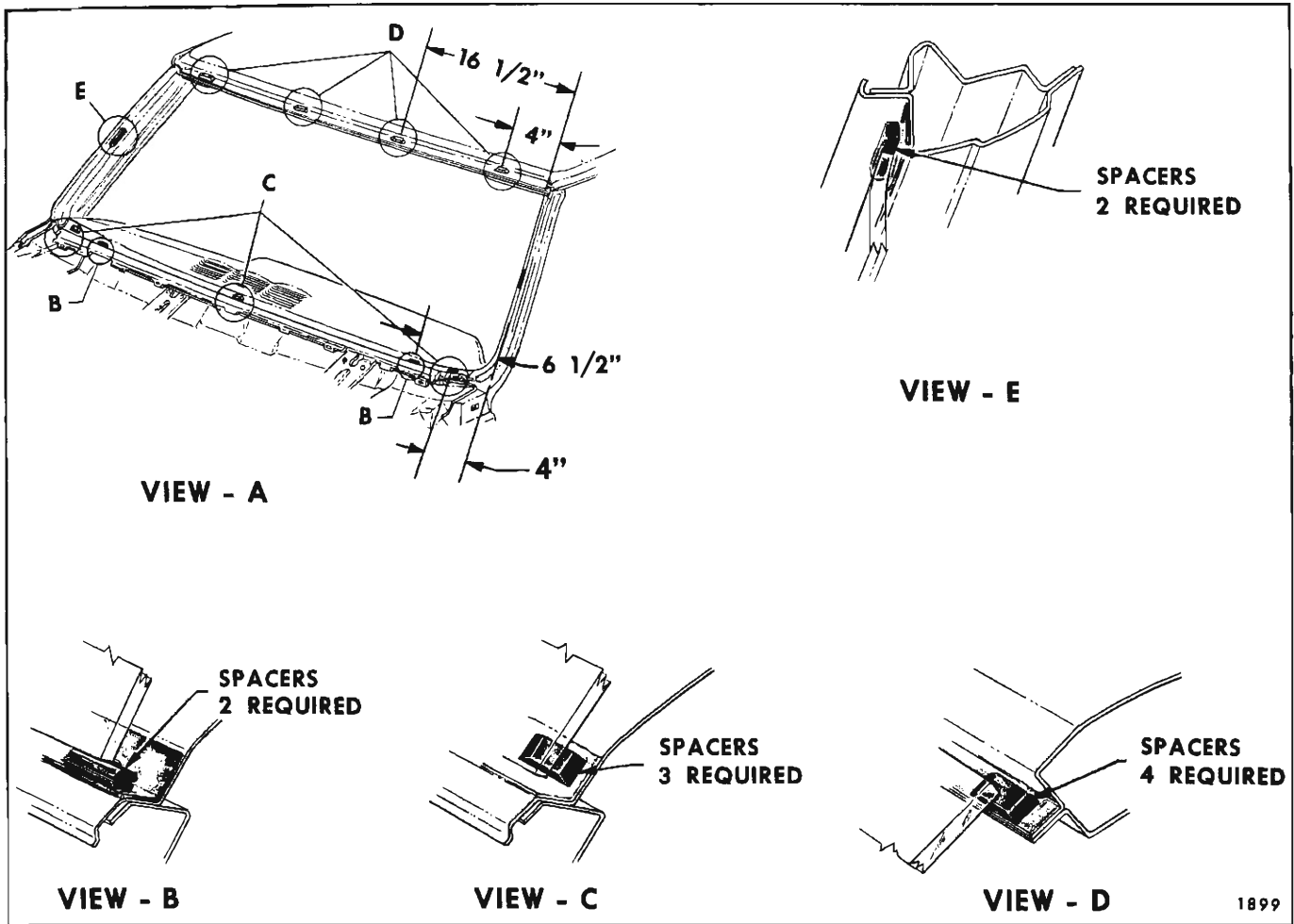


Fig. 2C8—Windshield Glass Rubber Spacers

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.

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.

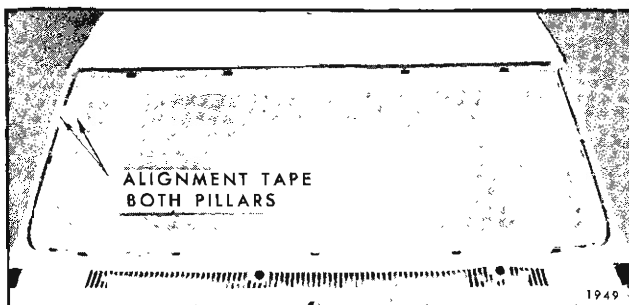


Fig. 2C9—Glass Alignment to Opening

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.

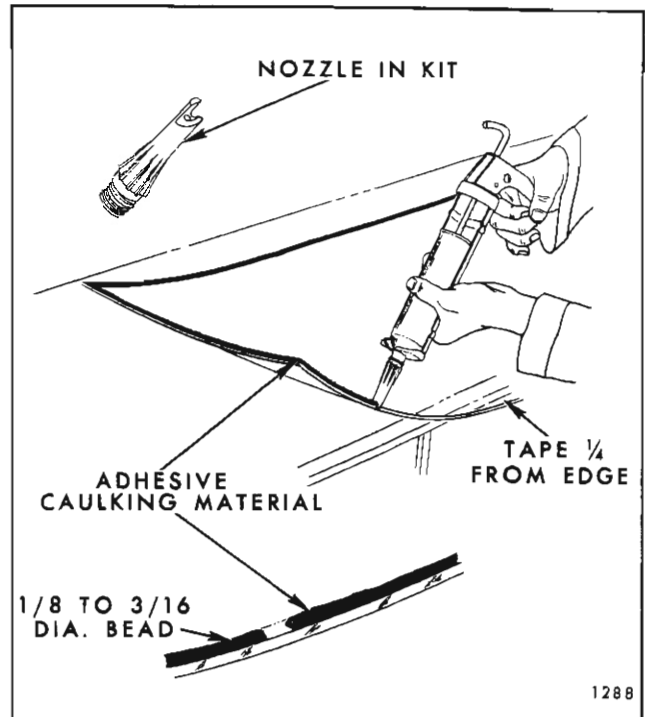


Fig. 2C10—Adhesive Caulking Material Application - Short Method

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.

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

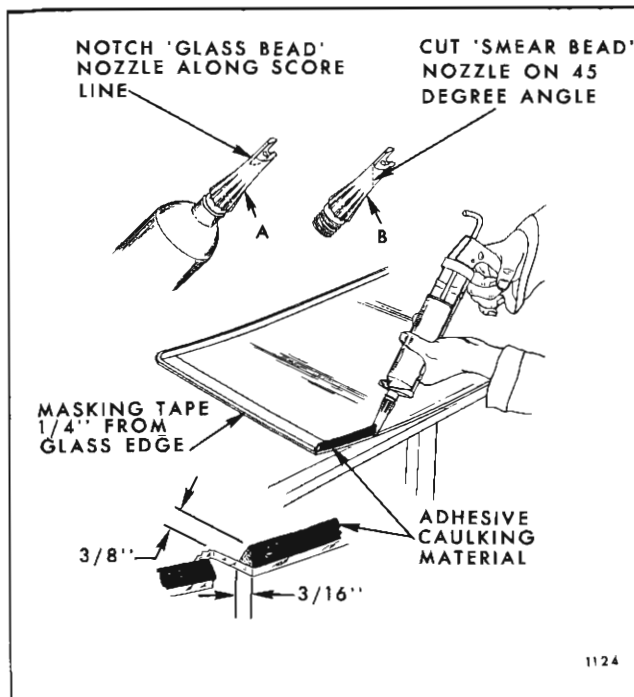


Fig. 2C11—Adhesive Caulking Material Application - Extended Method

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

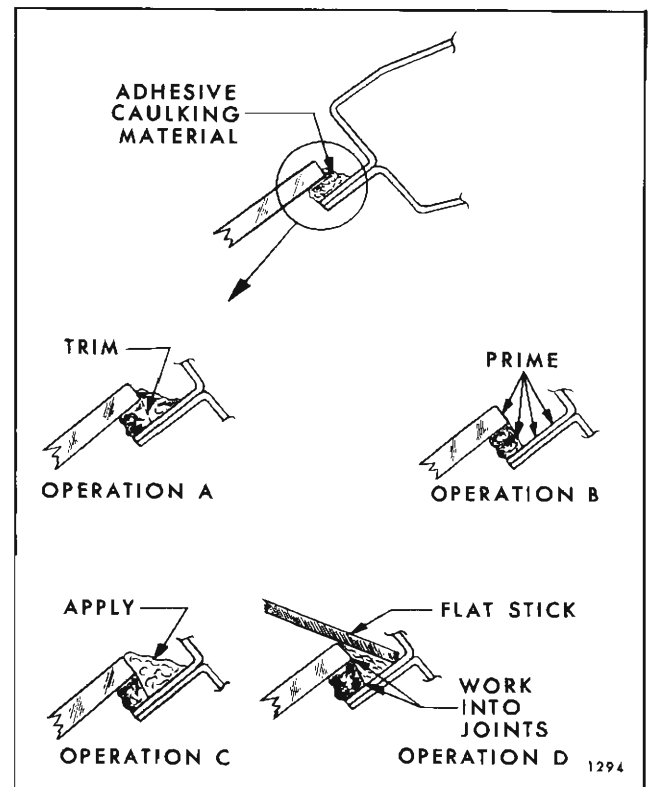


Fig. 2C12—Correction of Adhesive Caulked Glass Installation Waterleaks.

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.

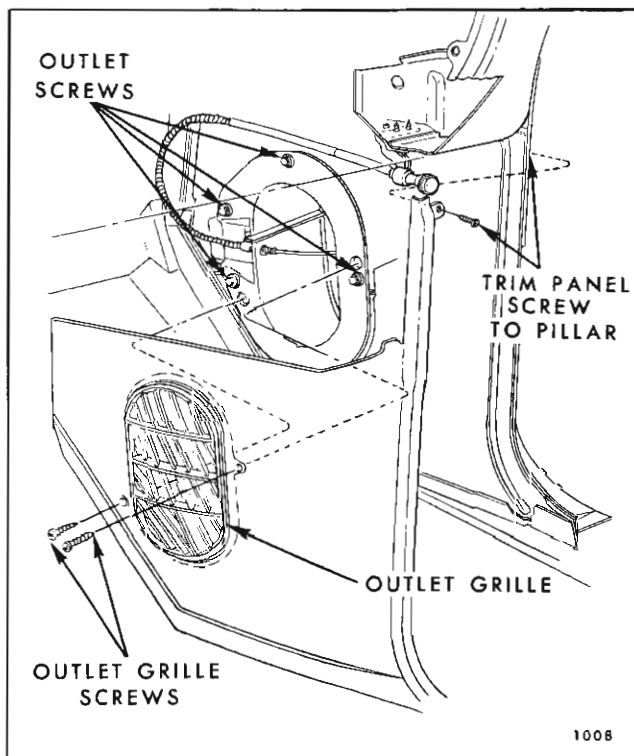


Fig. 2C13—Attachment of Air Outlet, Outlet Grille and Trim Panel

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.

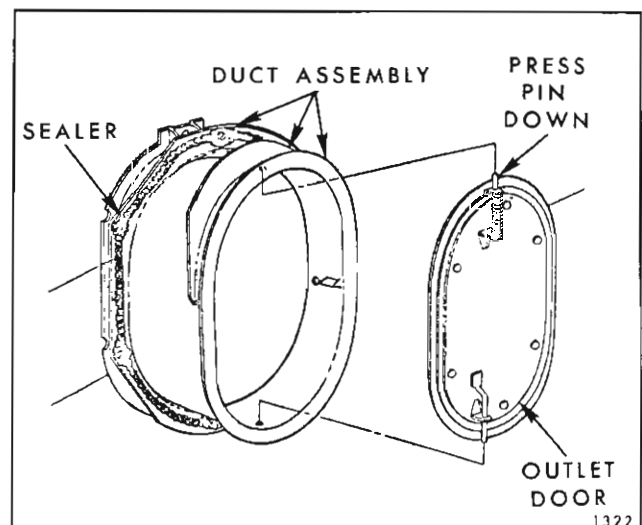


Fig. 2C14—Shroud Side Air Outlet Duct Assembly and Sealing

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.

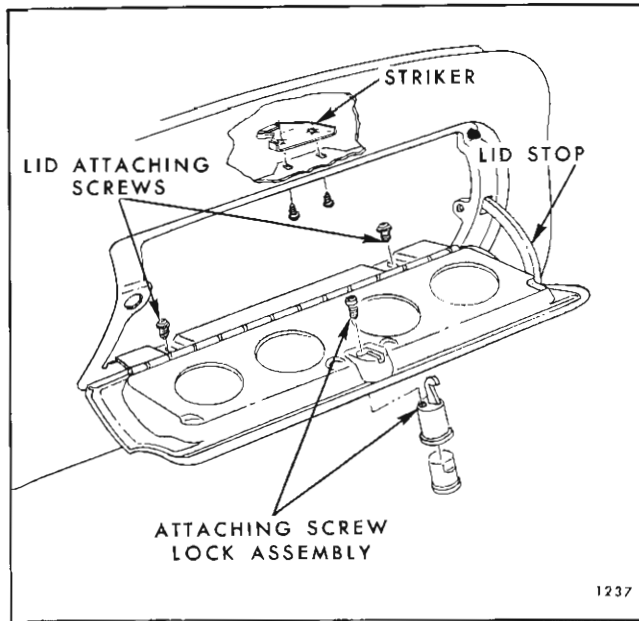


Fig. 2C15—Instrument Panel Compartment Door Assembly - 13000 Series

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).

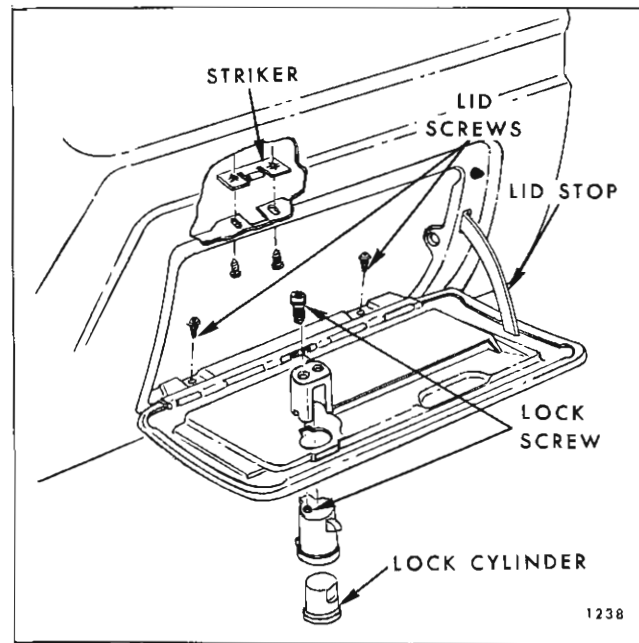


Fig. 2C16—Instrument Panel Compartment Door Assembly - 23000 Series

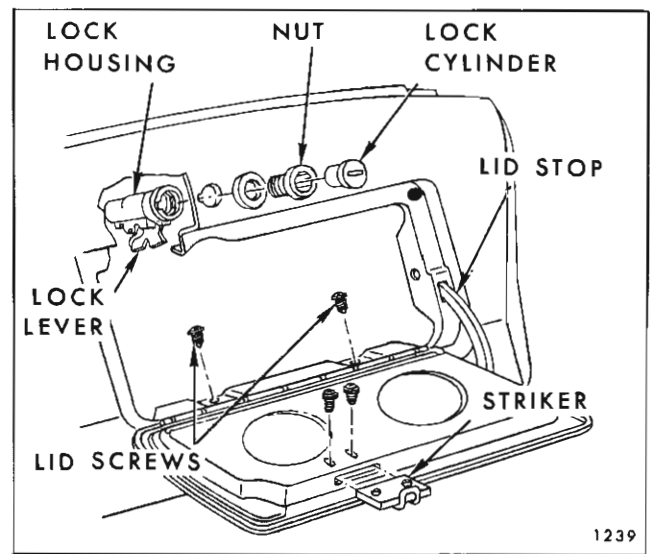


Fig. 2C17—Instrument Panel Compartment Door Assembly - 43-44000 Series

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.

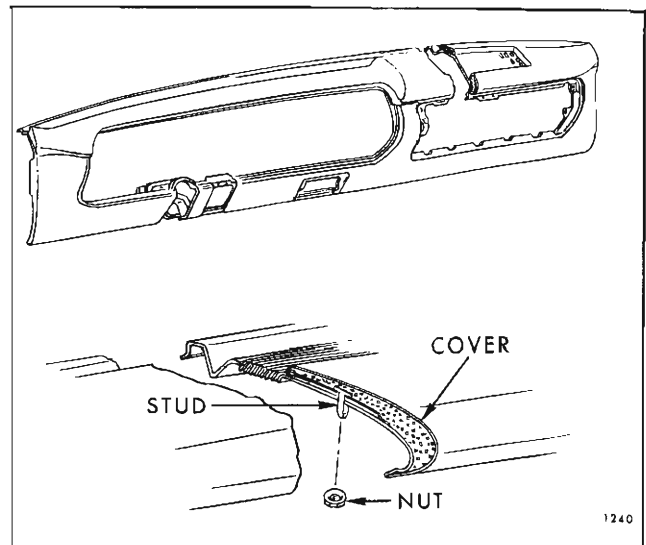


Fig. 2C18—Instrument Panel Cover - 13000 Series

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 pre-installed 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.

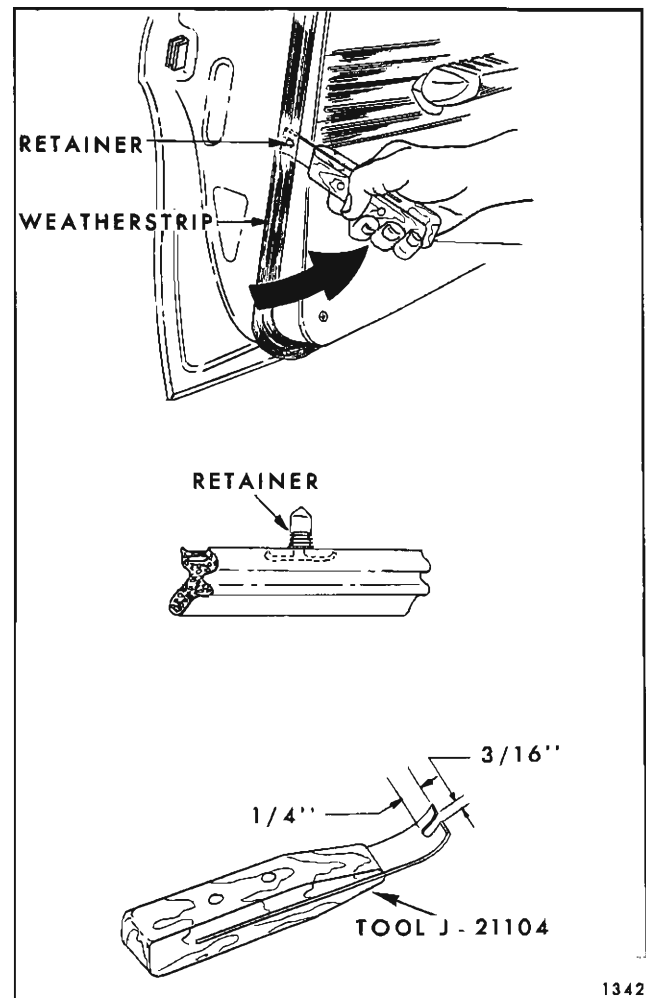


Fig. 2D1—Door Weatherstrip Removal

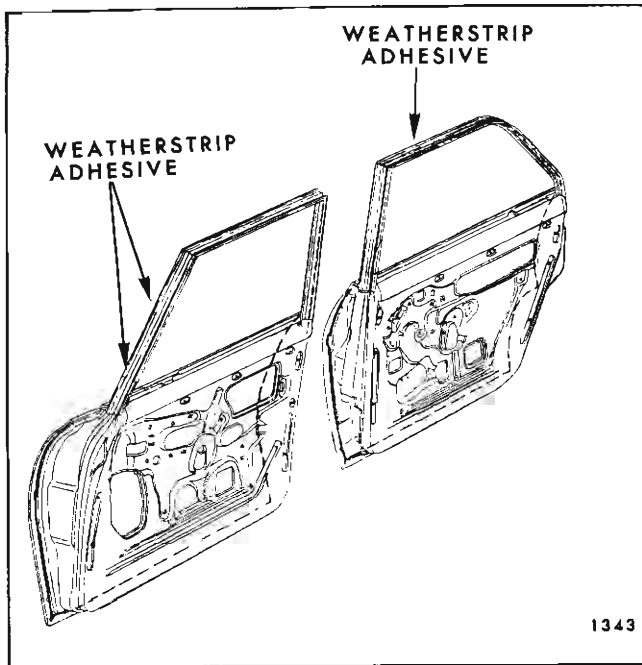


Fig. 2D2—Door Weatherstrip Adhesive Application

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 of the applied type 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.

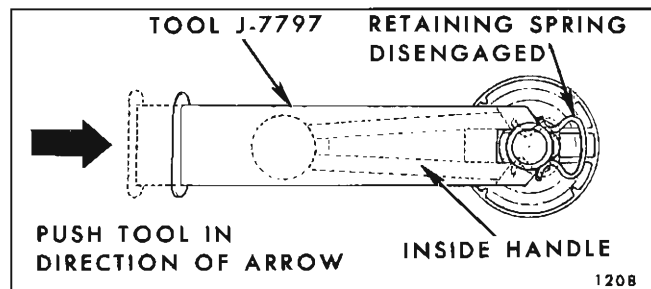
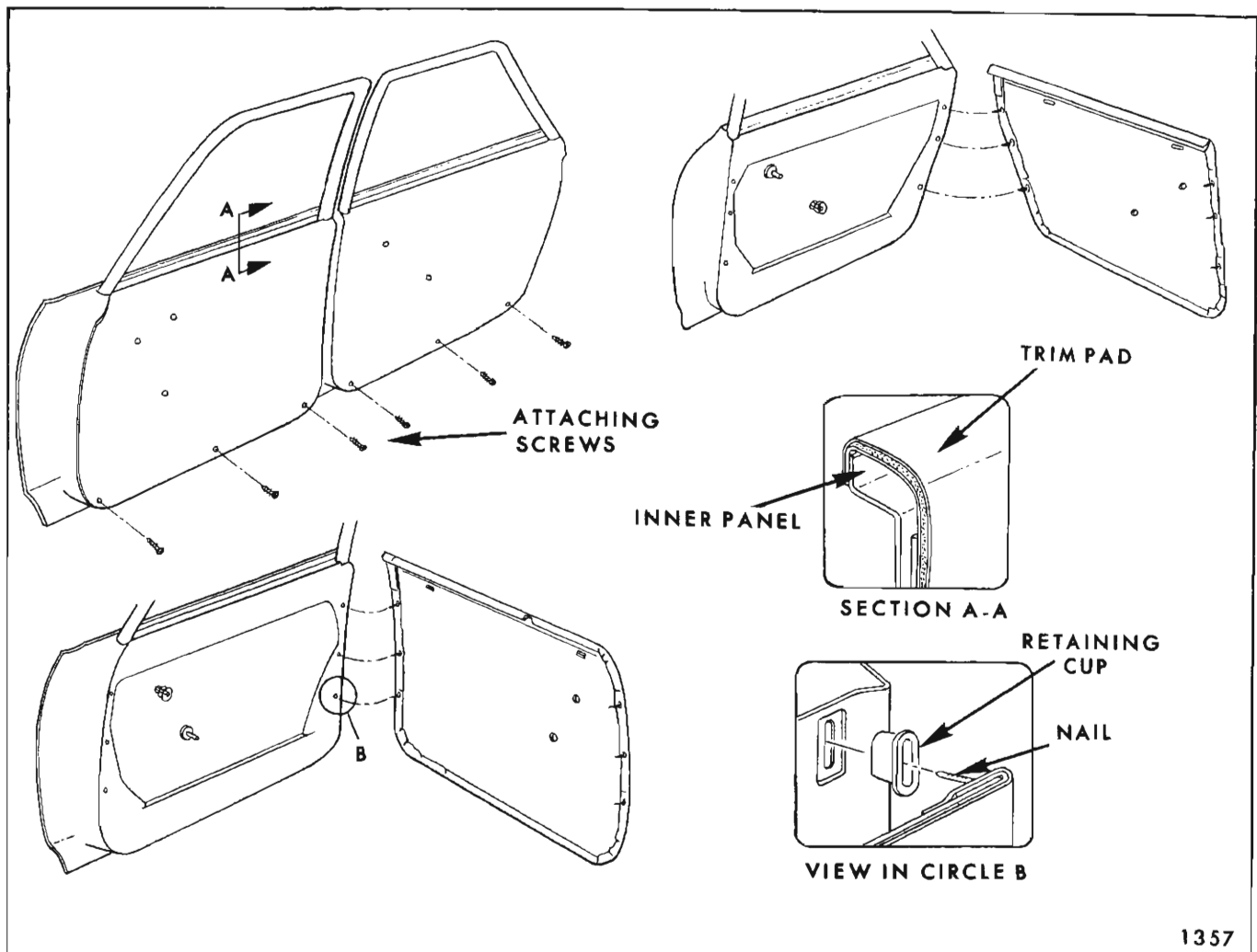


Fig. 2D3—Disengaging Door Inside Handle Retaining Spring



1357

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

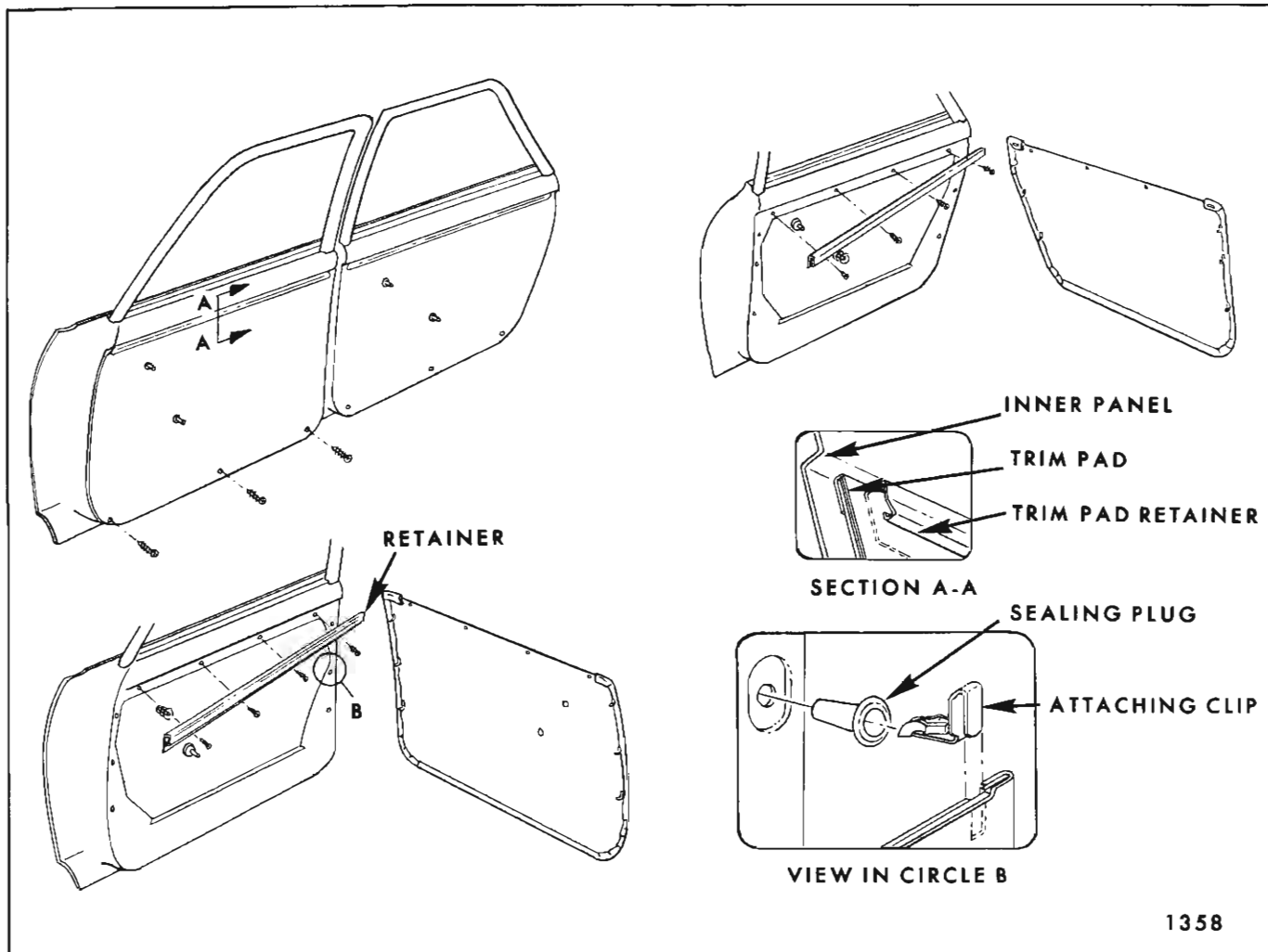


Fig. 2D5—Door Trim Assemblies

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 perimeter 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.

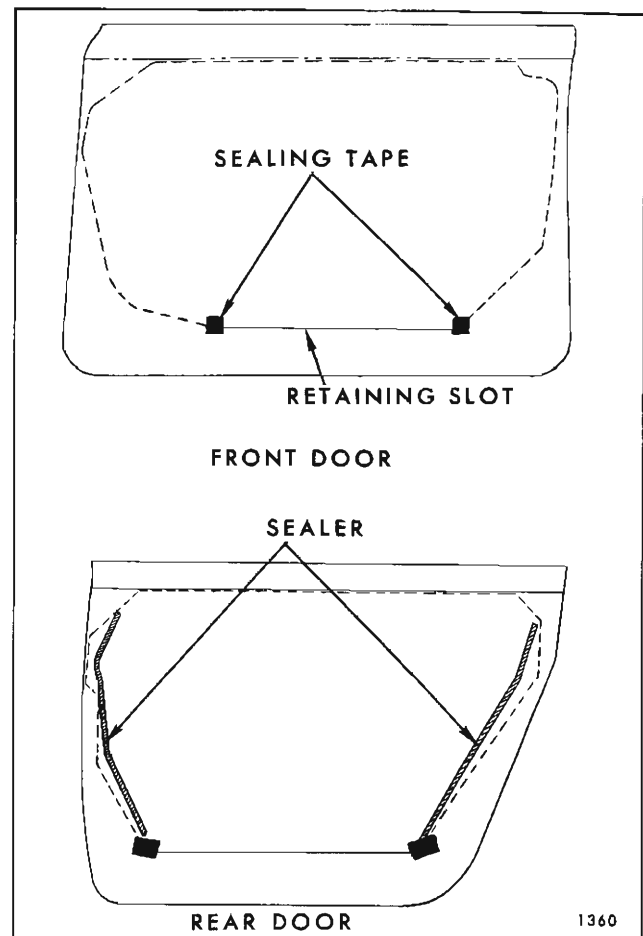


Fig. 2D6—Front and Rear Door Water Deflectors

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

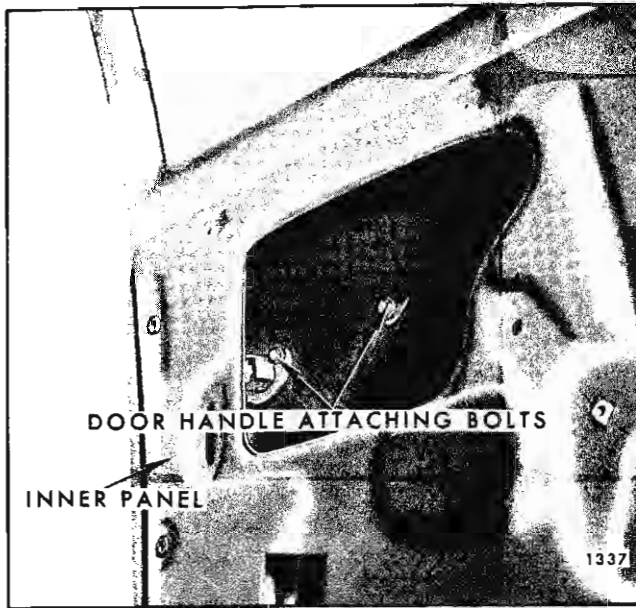


Fig. 2D7—Door Outside Handle Attachment

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.

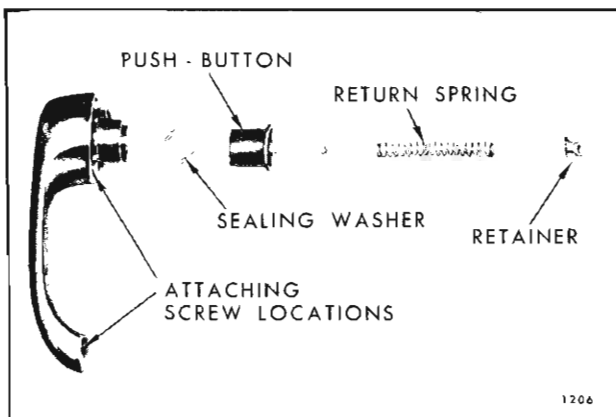


Fig. 2D8—Front Door Outside Handle Assembly

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.

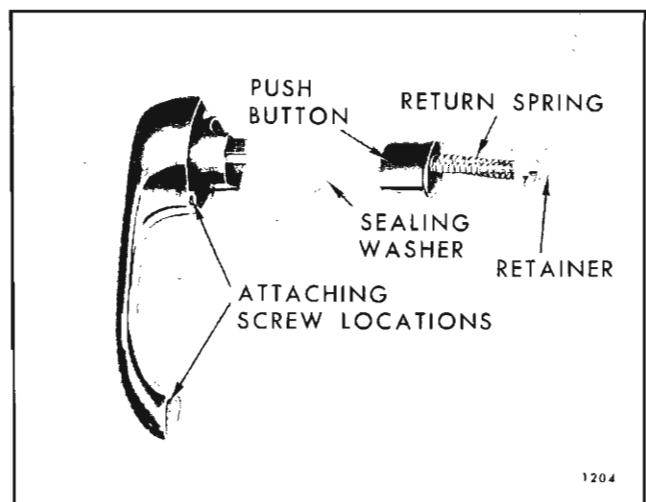


Fig. 2D9—Rear Door Outside Handle Assembly

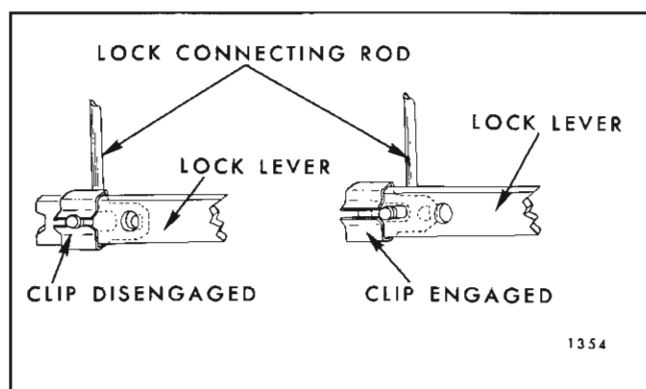


Fig. 2D10—Door Lock Spring Clip

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.

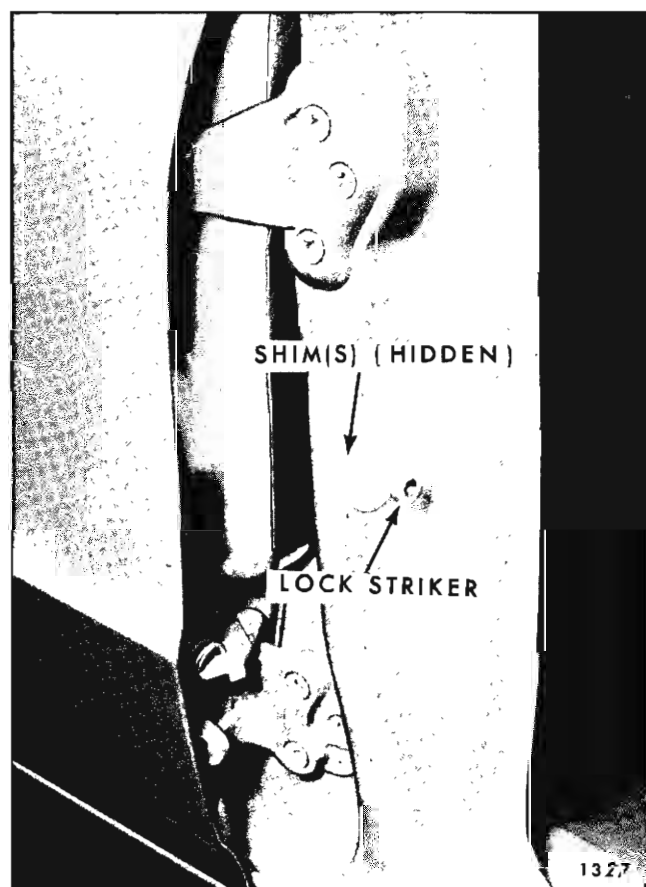


Fig. 2D11—Front Door Lock Striker Assembly

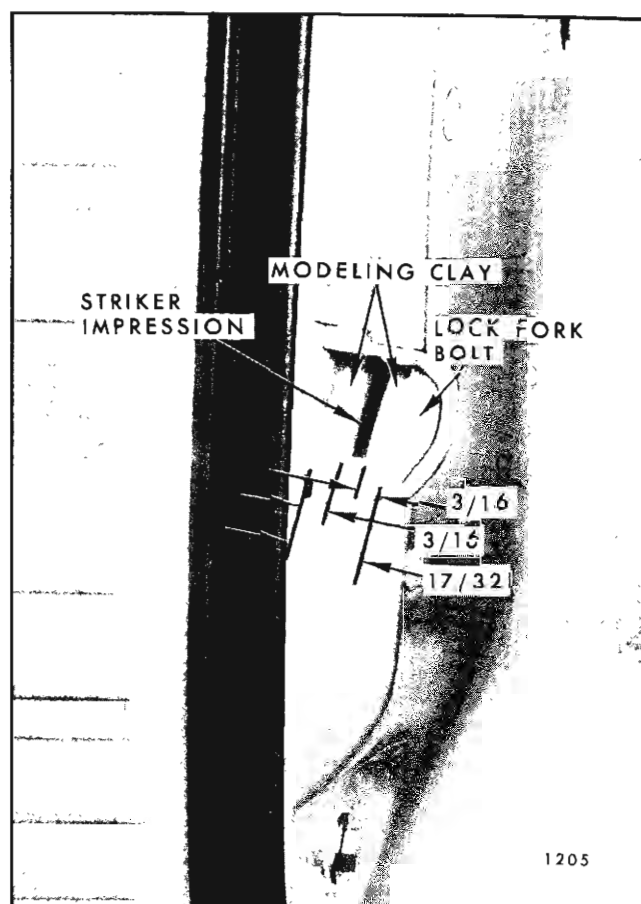


Fig. 2D12—Door Lock Striker Engagement

Removal and Installation:

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

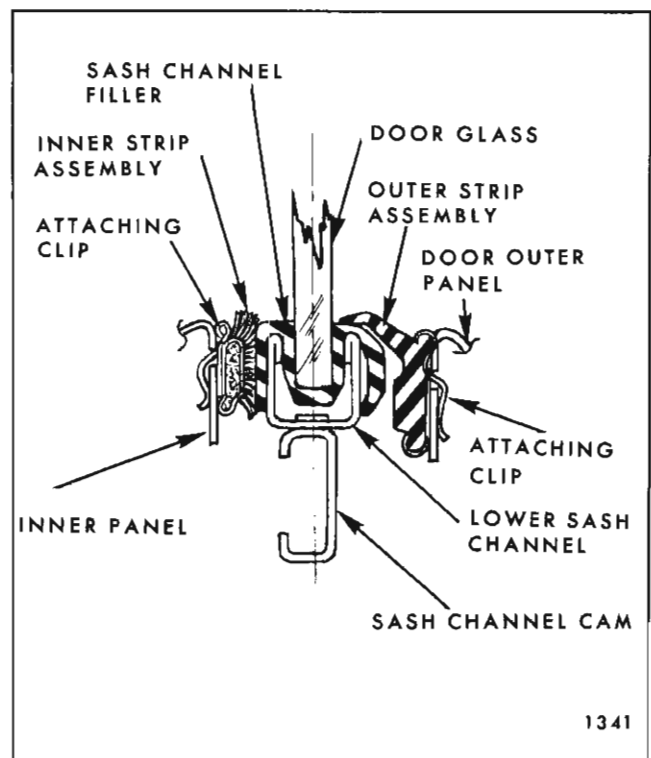


Fig. 2D13—Door Window Glass Run Channel Strip Assemblies

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.

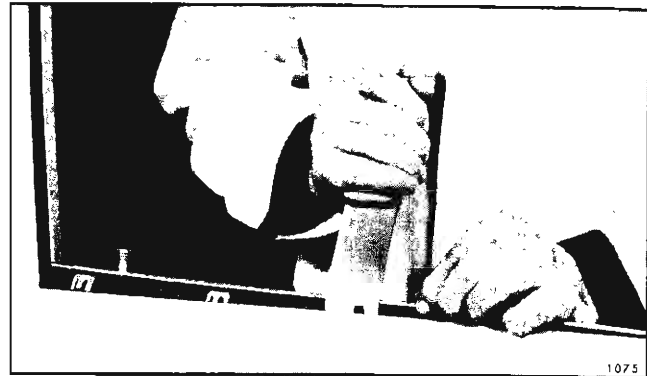


Fig. 2D14—Inner or Outer Strip Assembly Removal

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:

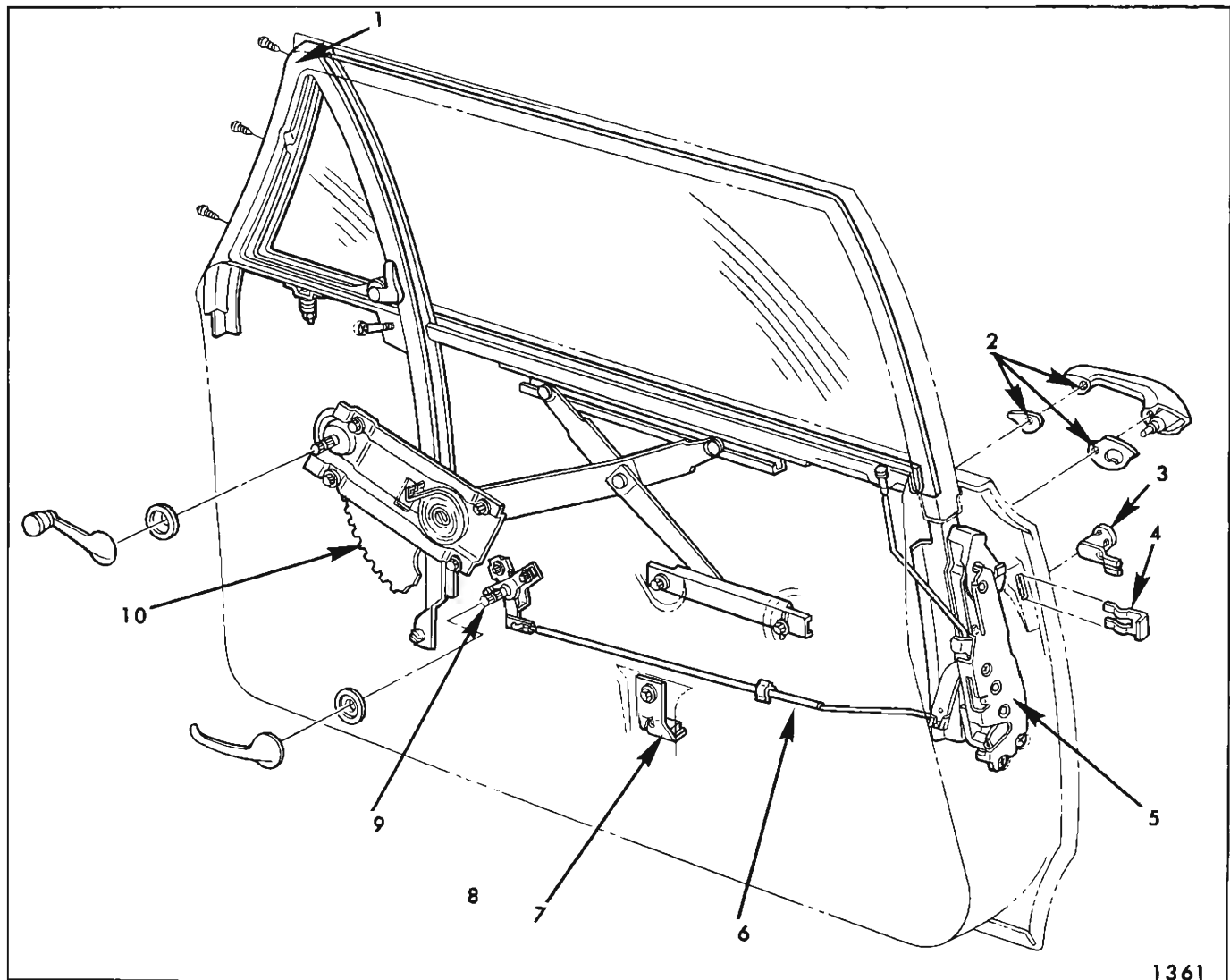


Fig. 2D15—Front Door Hardware

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

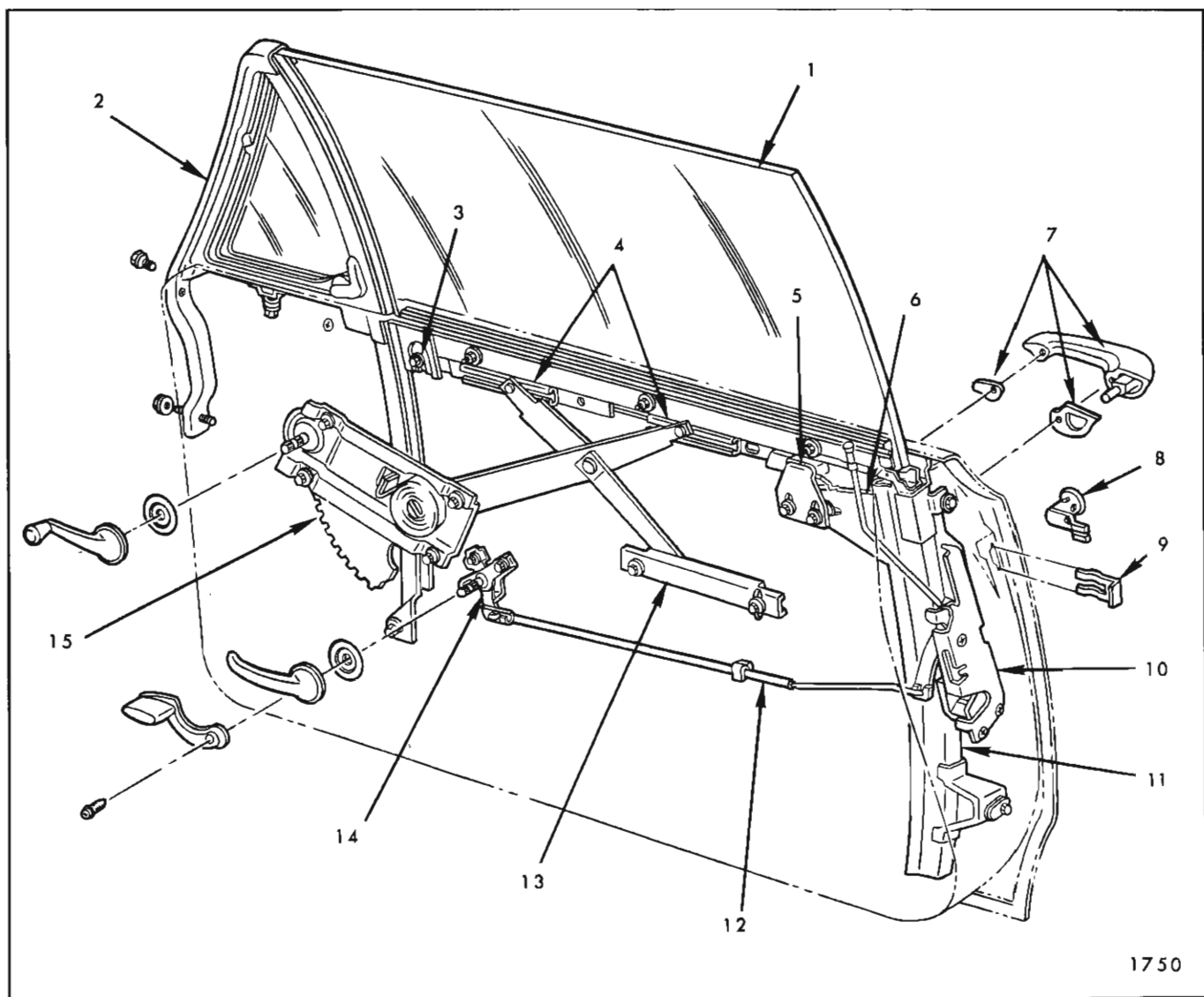


Fig. 2D16—Front Door Hardware "37" and "67" Styles

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

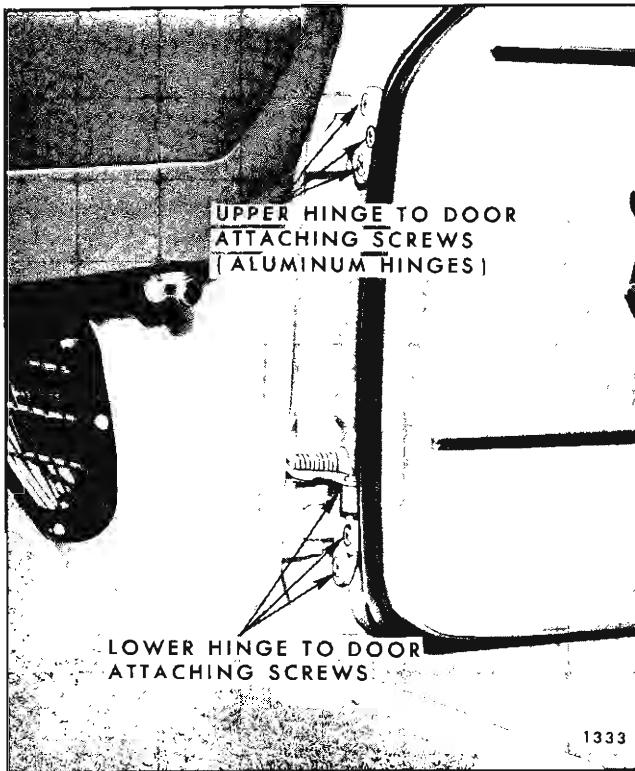


Fig. 2D17—Front Door Hinge Attachment

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).

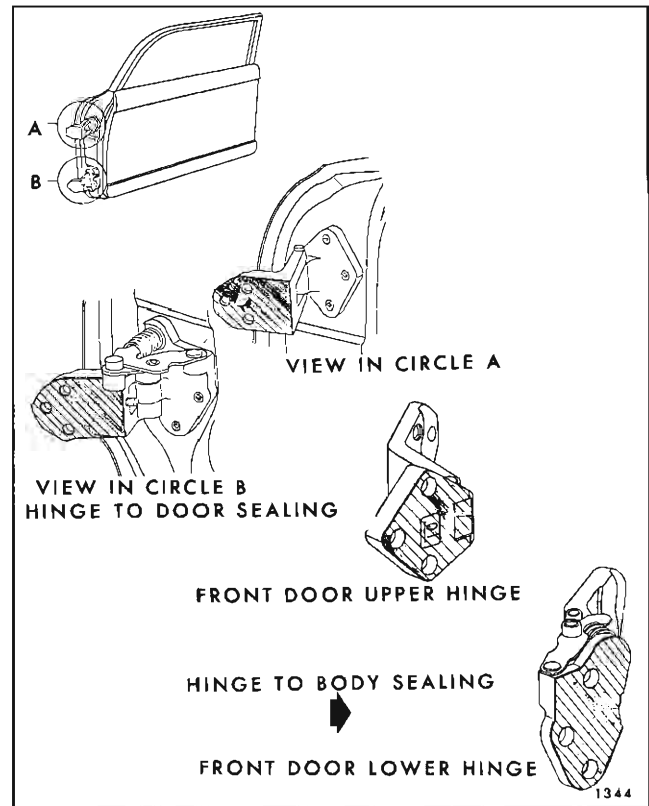


Fig. 2D18—Front Door Hinge Sealing

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

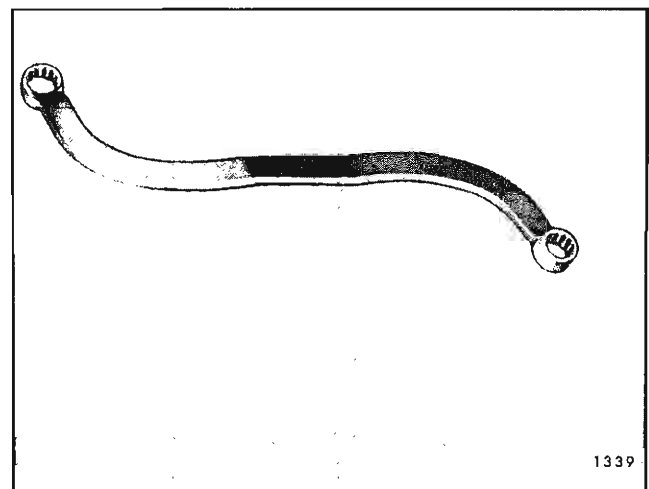


Fig. 2D19—Front Door Hinge Tool J-21550

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

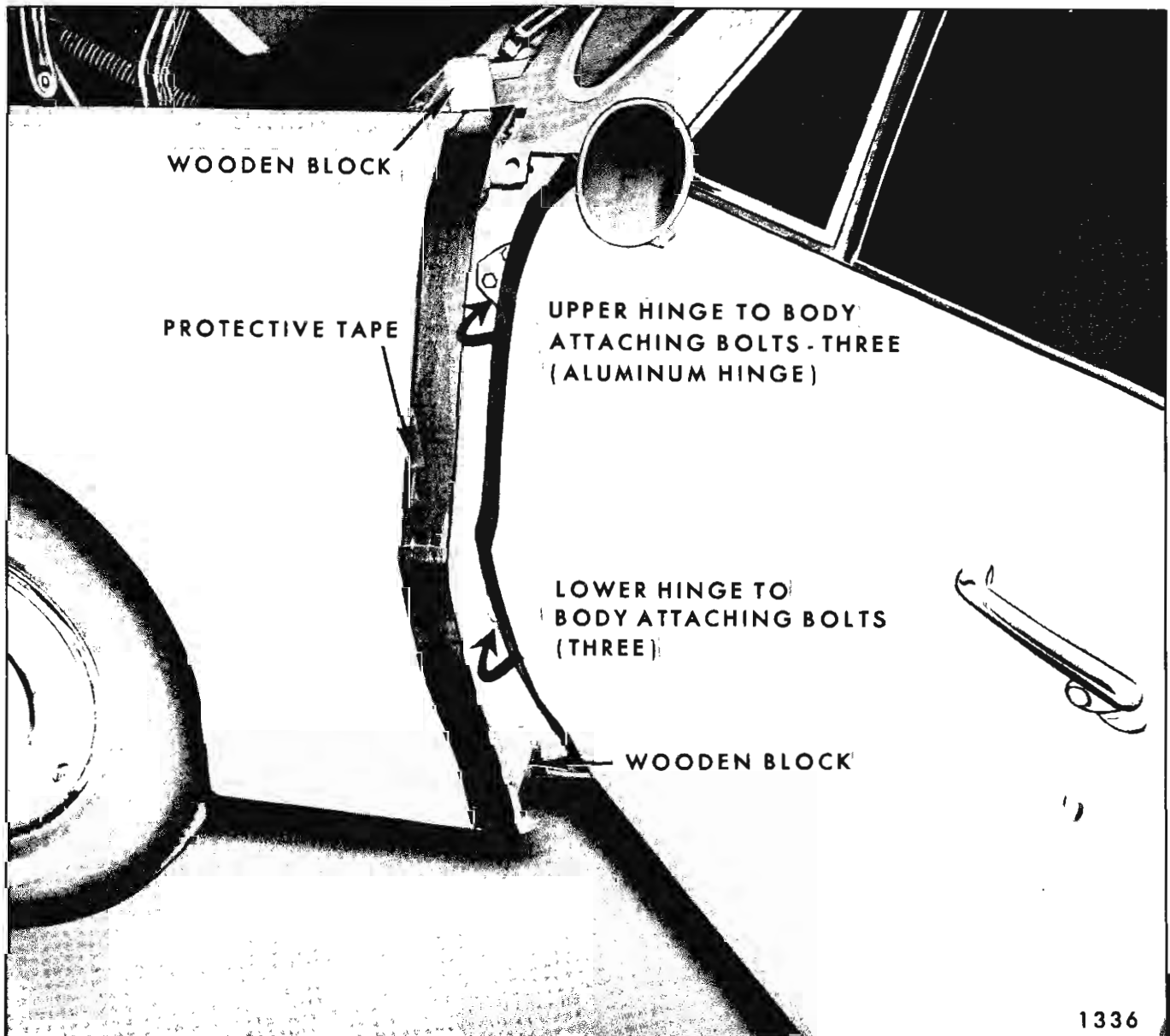


Fig. 2D20—Front Door Hinge Attachment

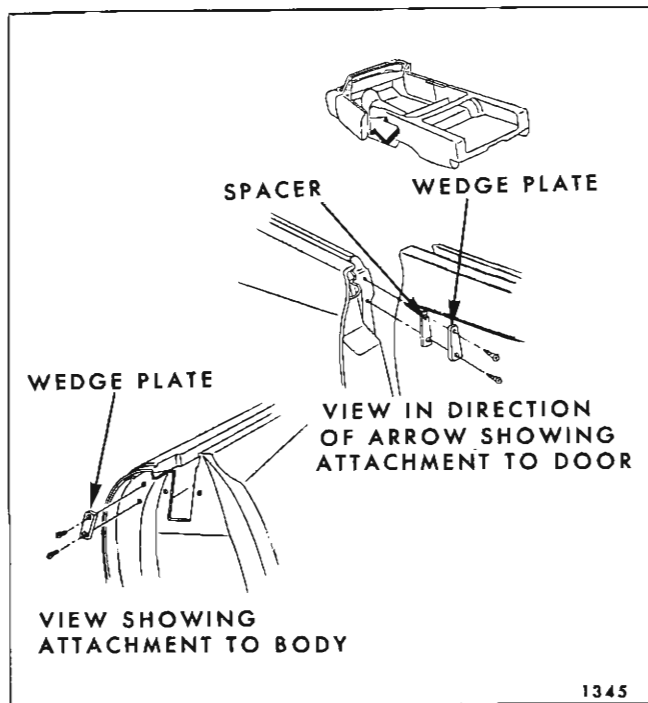


Fig. 2D21—Door Wedge Plate Installation

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.

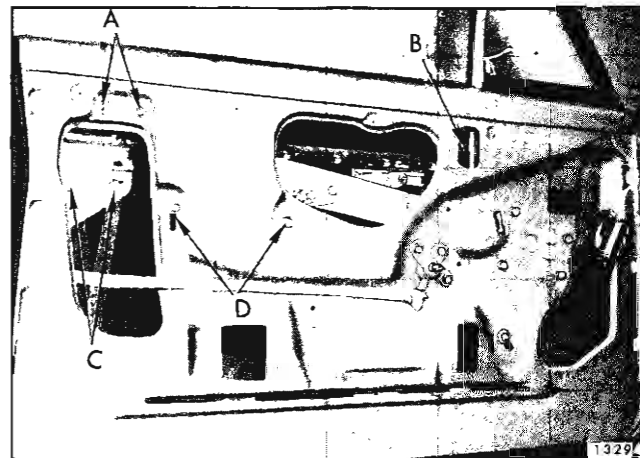


Fig. 2D22—Front Door Hardware

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

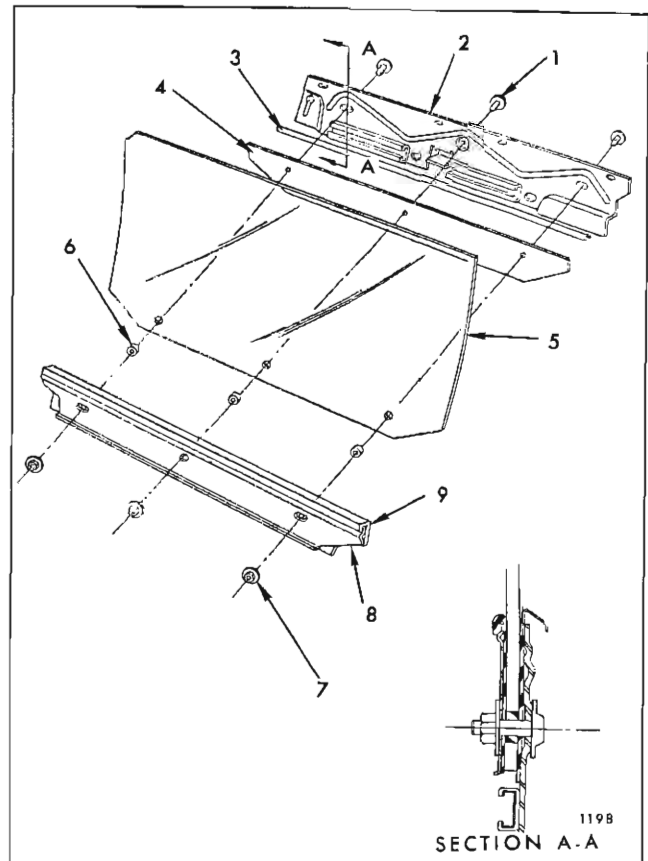


Fig. 2D23—Front Door Window Assembly "37" & "67" Styles

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

front and rear sash channel cams and remove door window from door (See Fig. 2D22).

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).

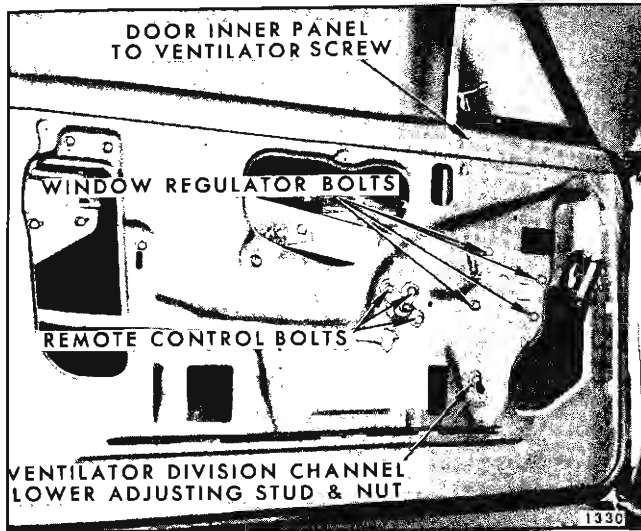


Fig. 2D24—Front Door Hardware

**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.

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

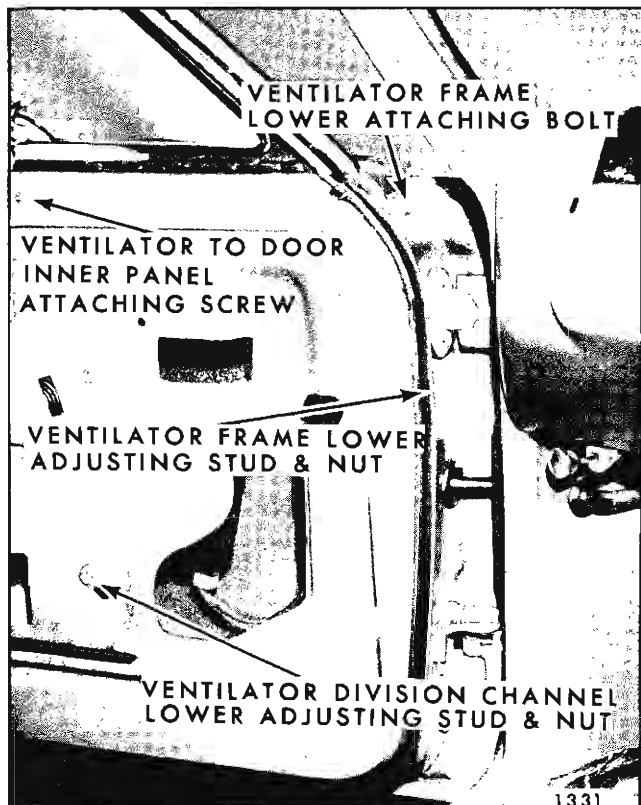


Fig. 2D25—Front Door Ventilator Hardware

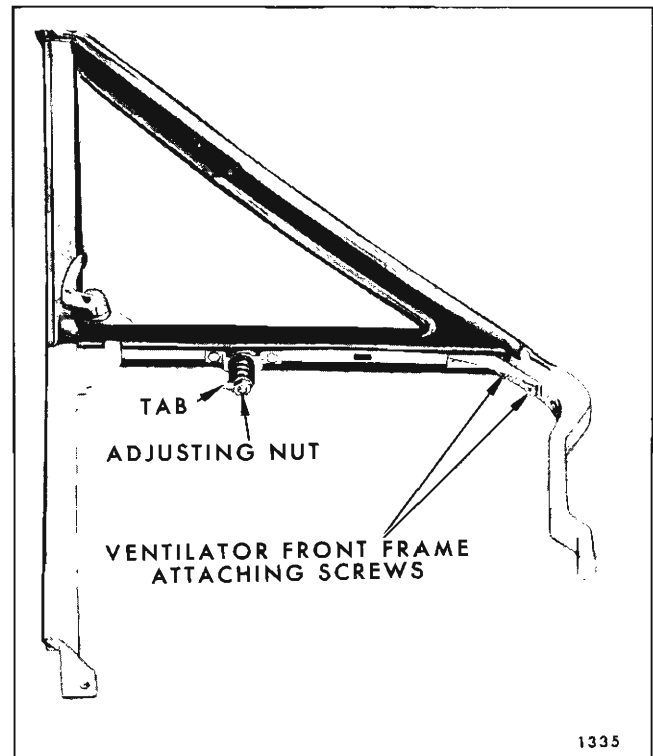


Fig. 2D26—Front Door Ventilator Assembly

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

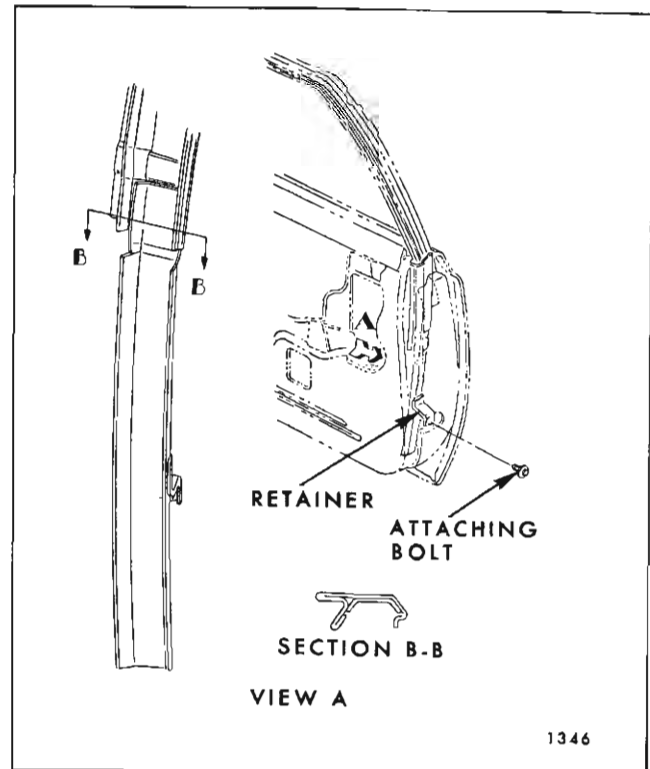


Fig. 2D27—Door Window Glass Run Channel
Lower Rear Retainer

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.

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.

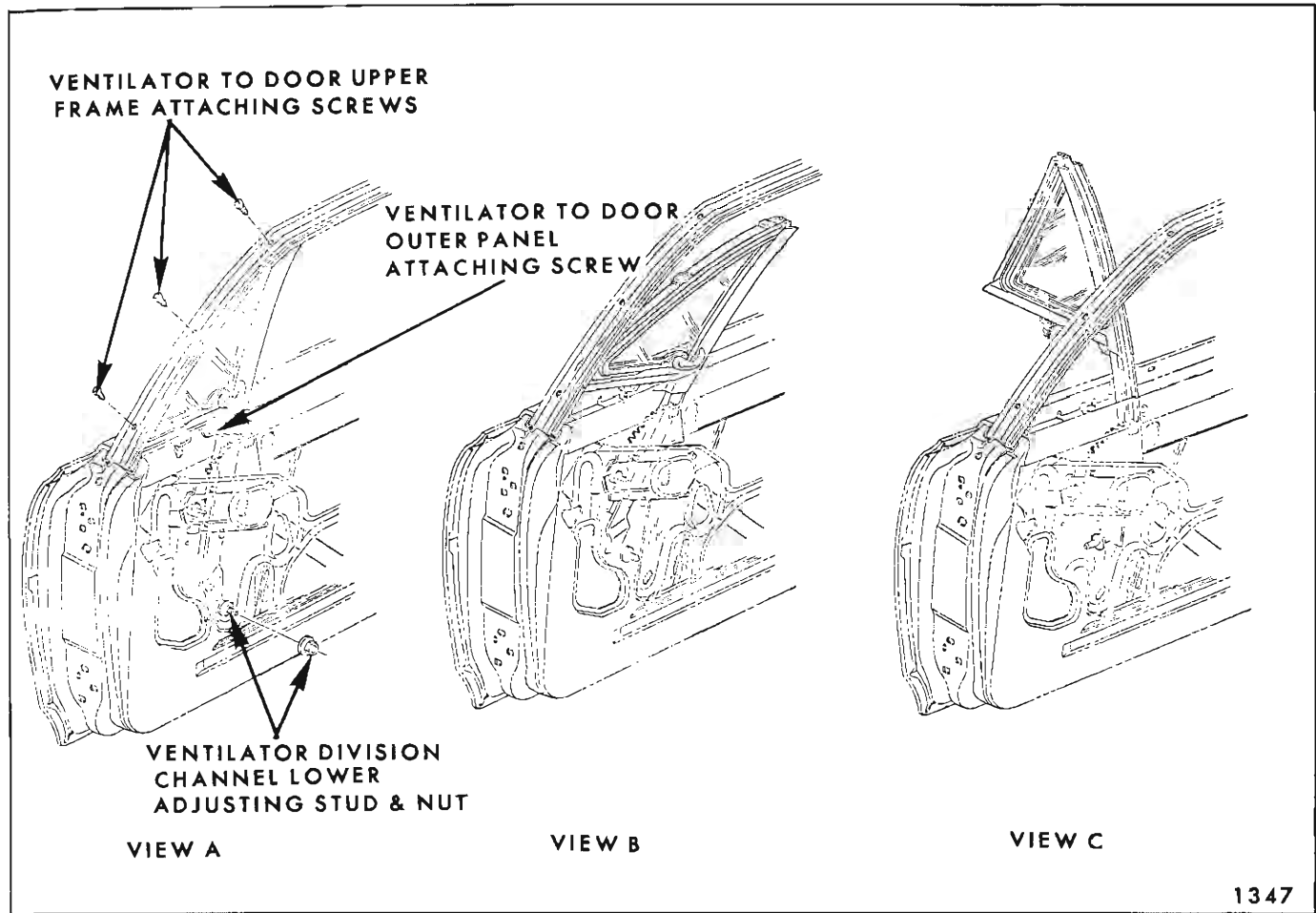


Fig. 2D28—Front Door Ventilator Assembly Removal

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.

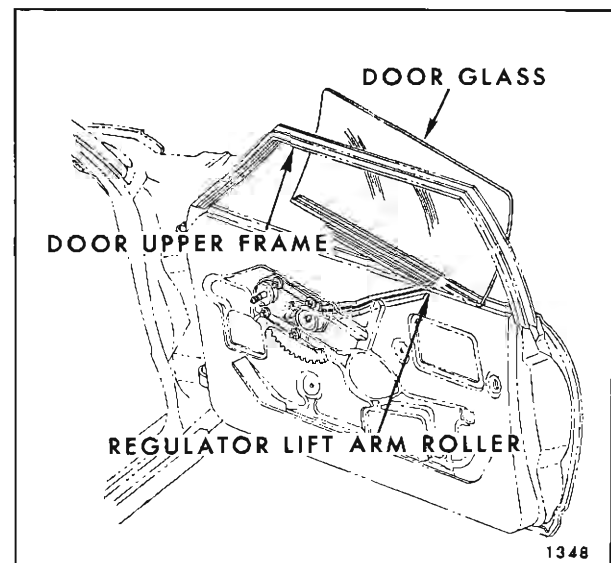


Fig. 2D29—Front Door Window Removal

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,

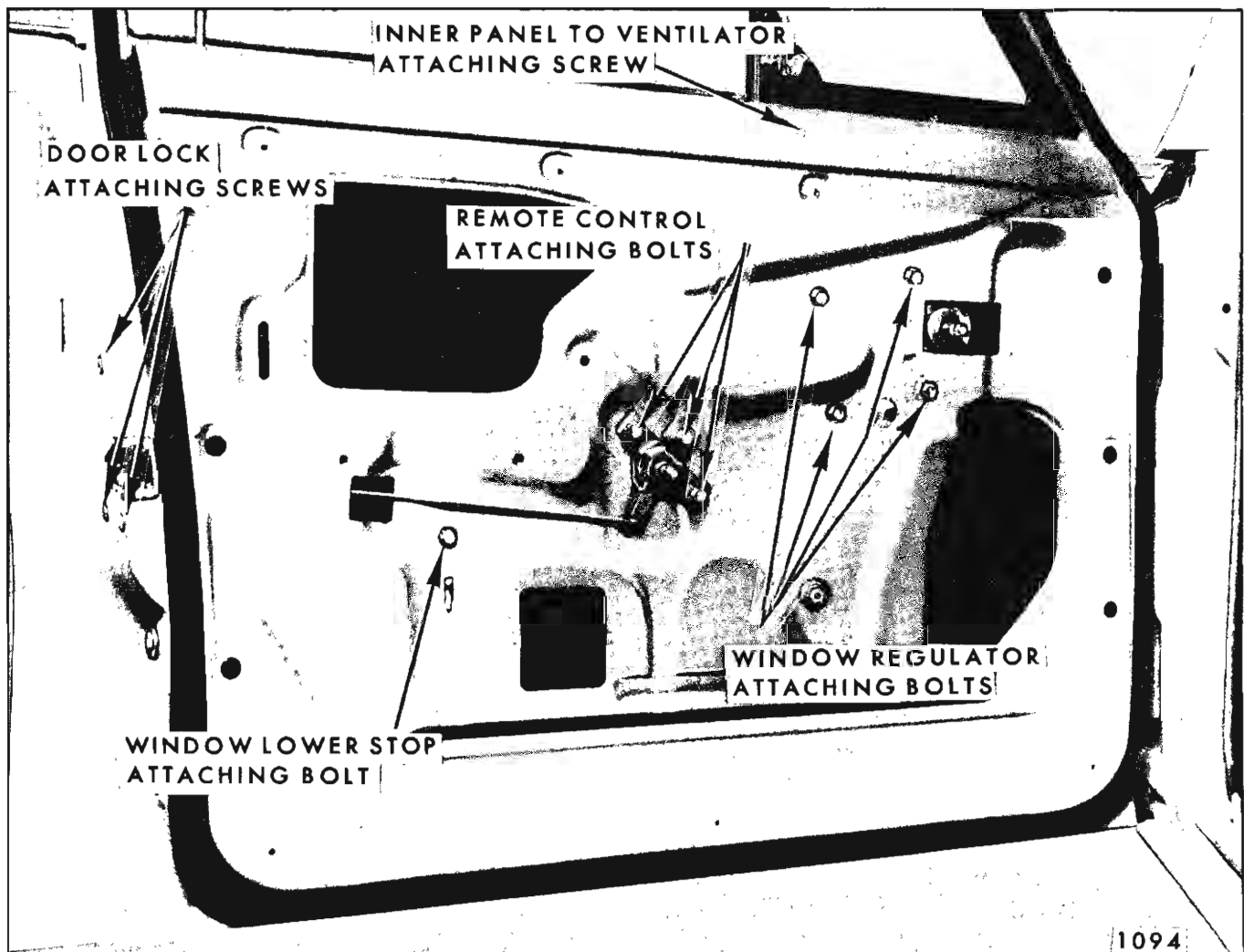


Fig. 2D30—Front Door Hardware

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 not drill into motor housing (See Fig. 2D31).

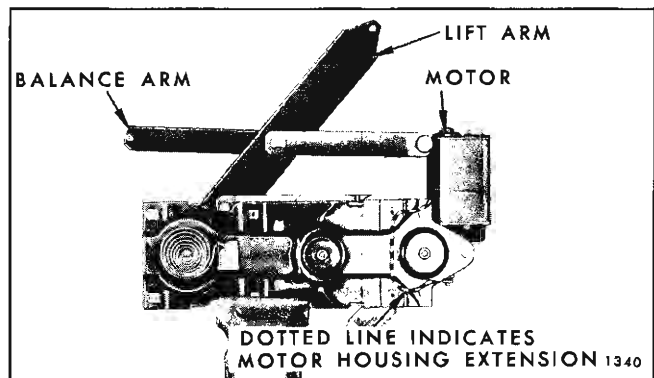


Fig. 2D31—Door Window Regulator and Electric Motor Assembly

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.

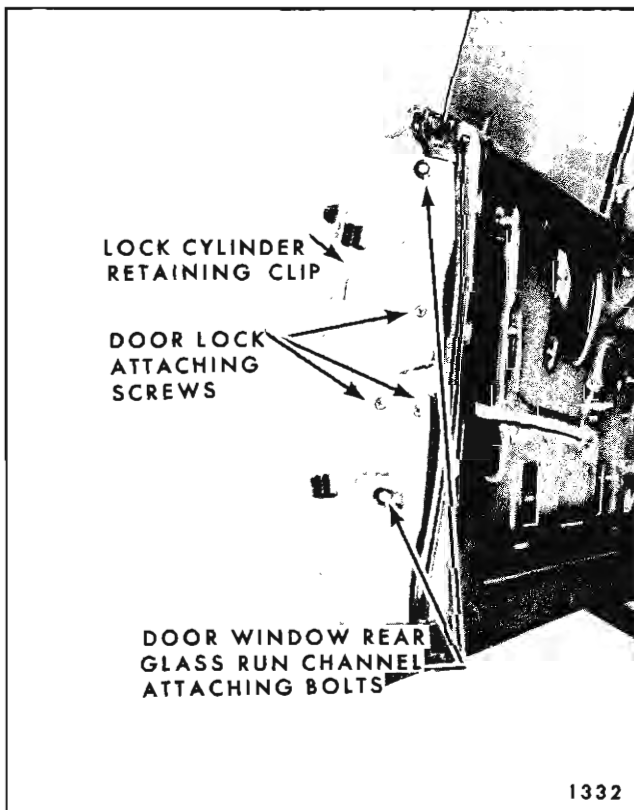


Fig. 2D32—Front Door Lock Pillar Hardware

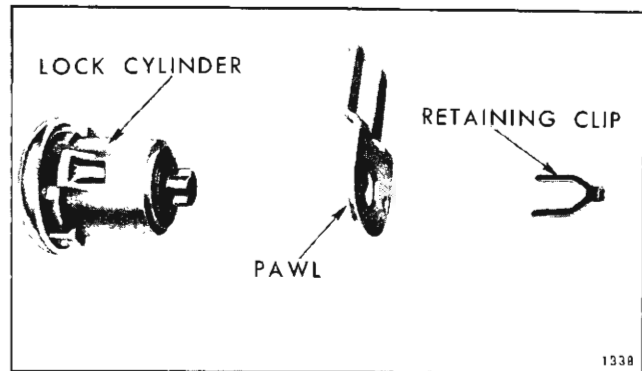


Fig. 2D33—Front Door Lock Cylinder Assembly

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.

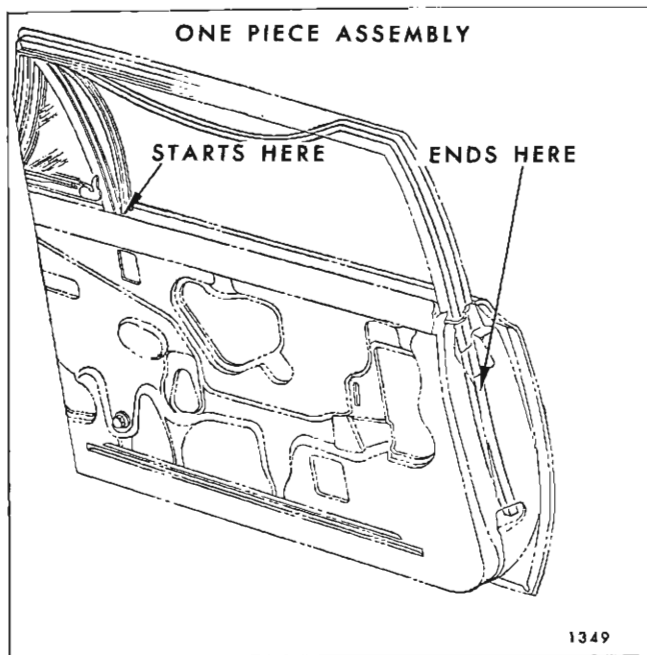


Fig. 2D34—Front Door Window Glass Run Channel
- Typical of All Closed Styles

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).

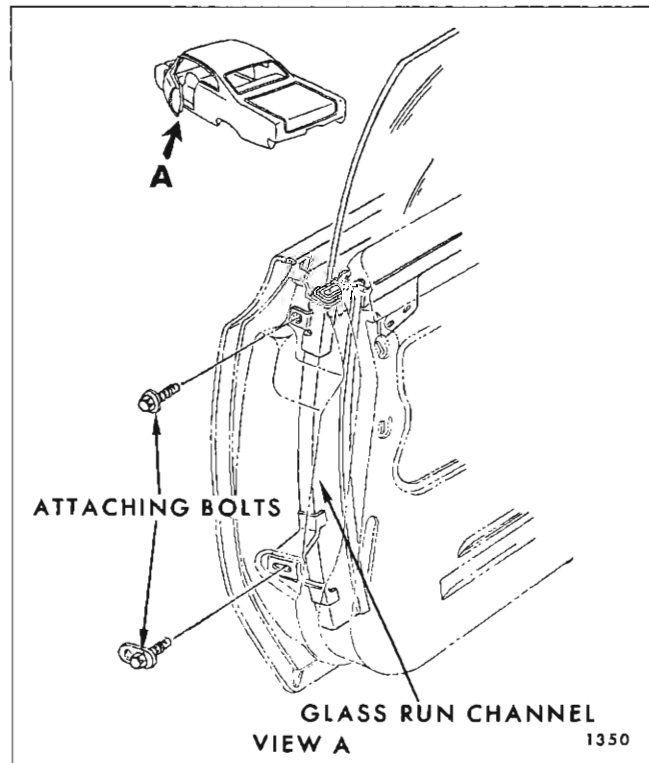


Fig. 2D35—Front Door Window Glass Run Channel

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).

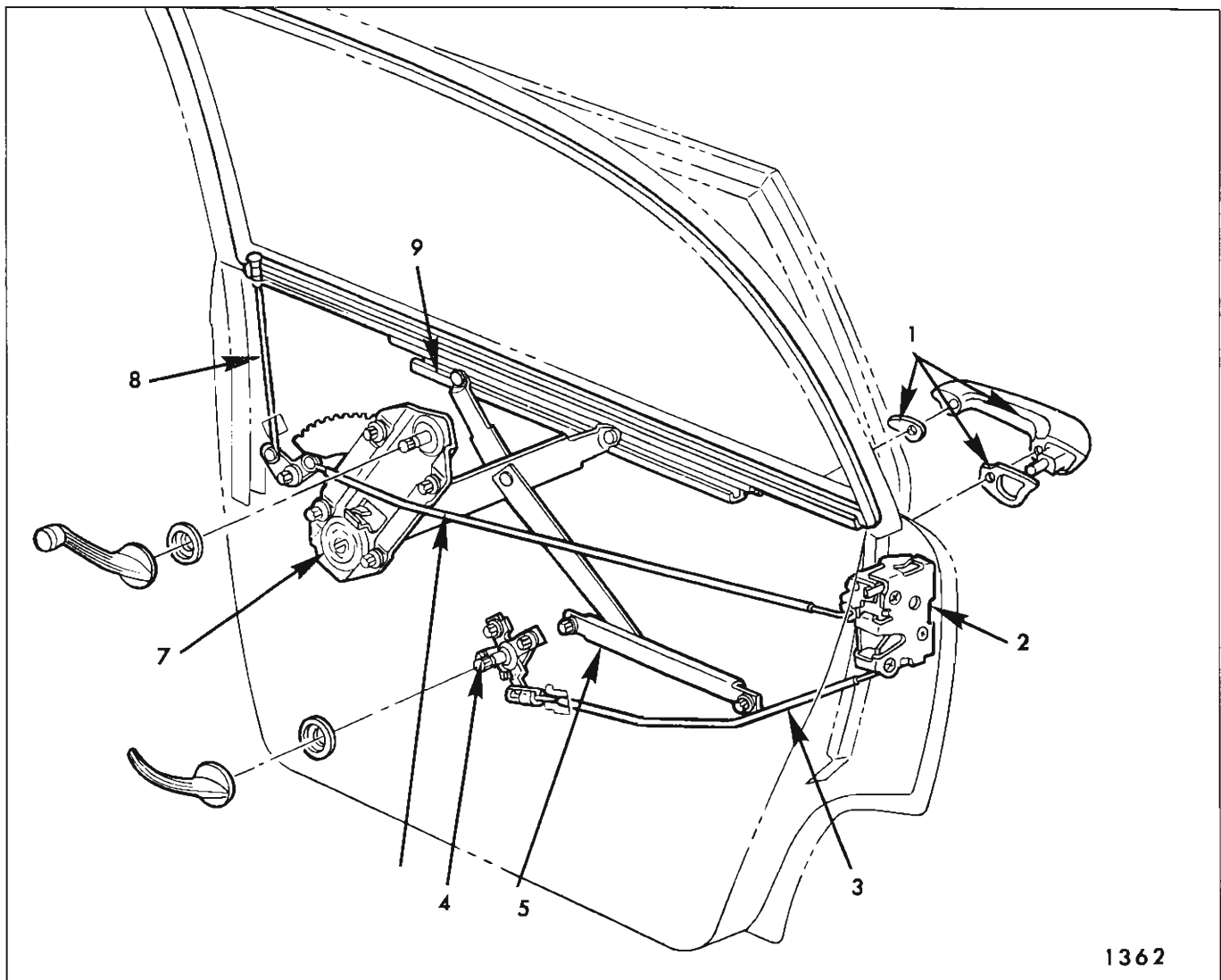


Fig. 2D36—Rear Door Hardware

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

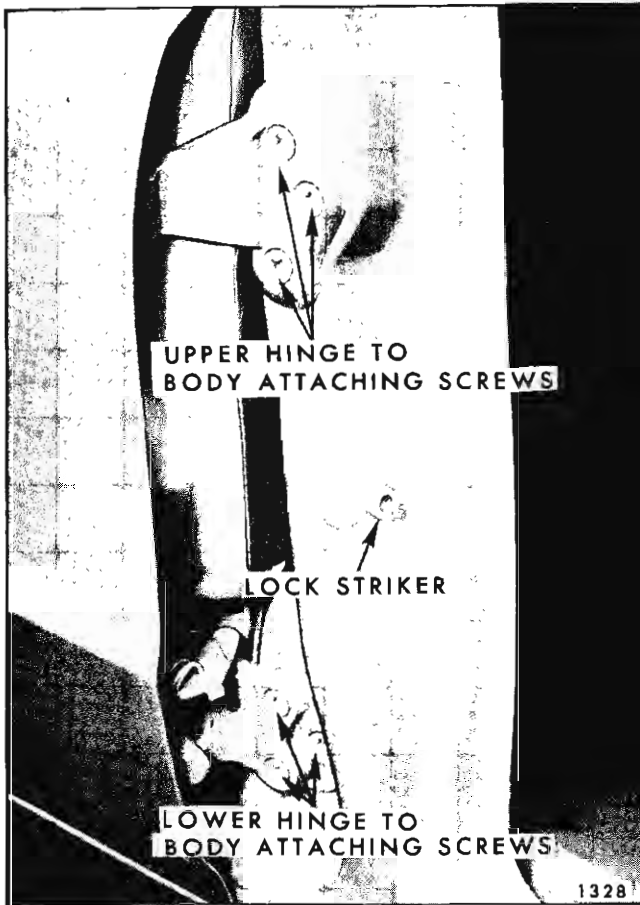


Fig. 2D37—Rear Door Hinge to Body Attachment

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.

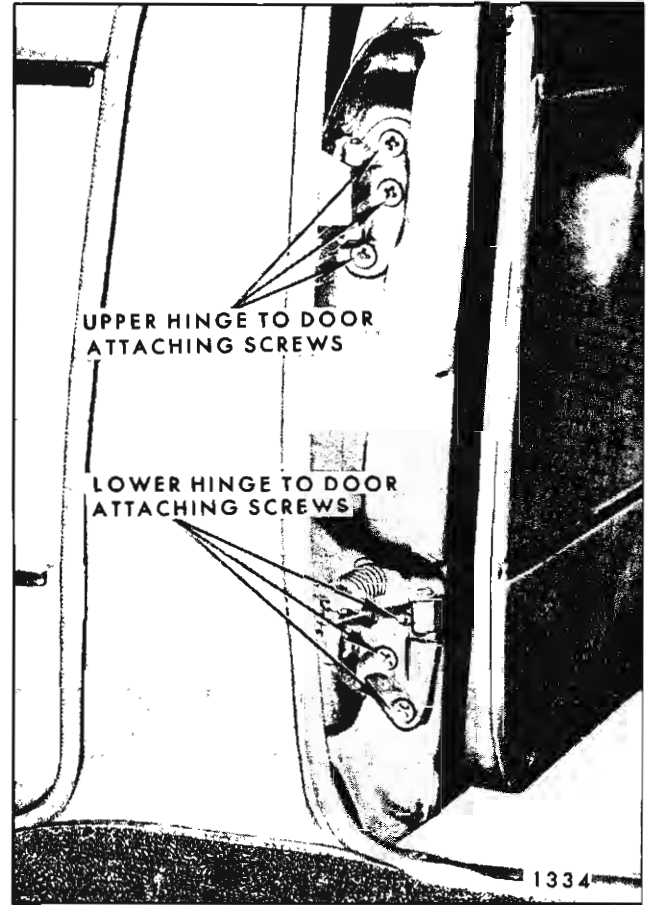


Fig. 2D38—Hinge to Door Attachment

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

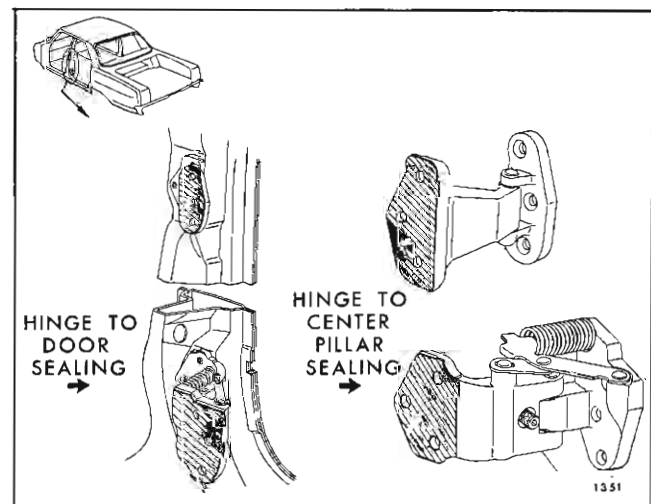


Fig. 2D39—Door Hinge Sealing

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.

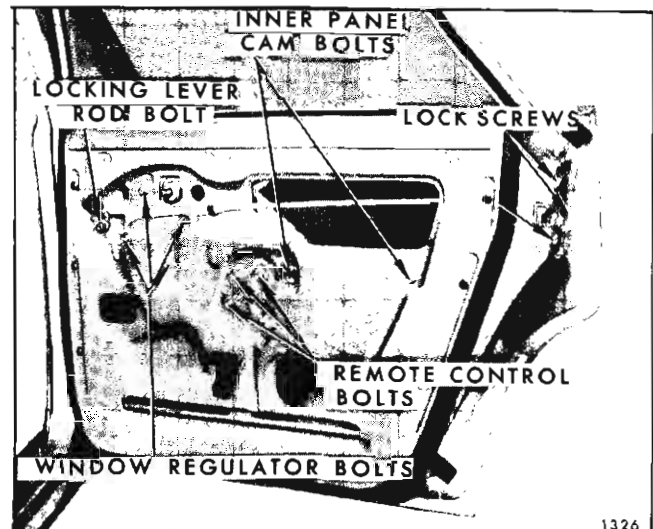


Fig. 2D40—Rear Door Hardware

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

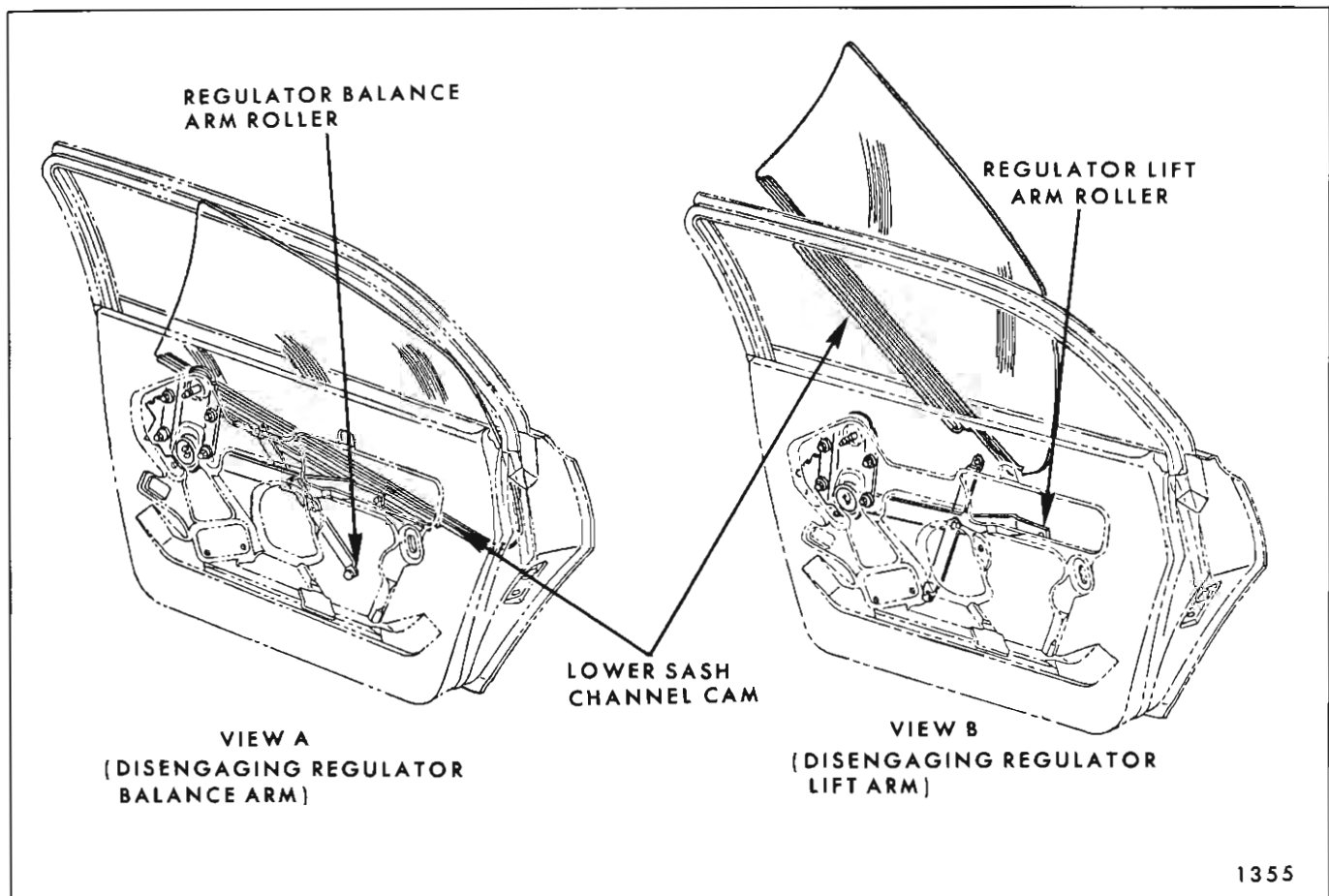


Fig. 2D41—"69" Style Rear Door Window Removal

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).

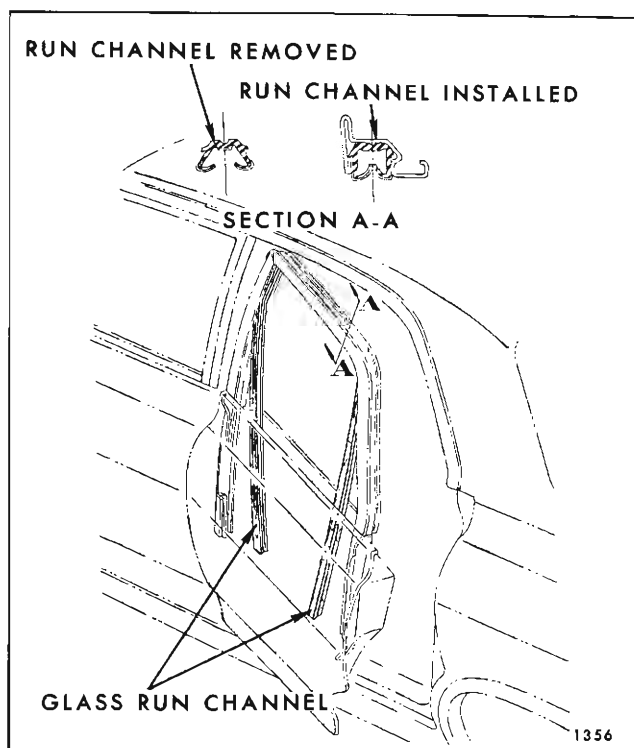


Fig. 2D42—"69" Style Rear Door Window Glass Run Channel Assembly

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.

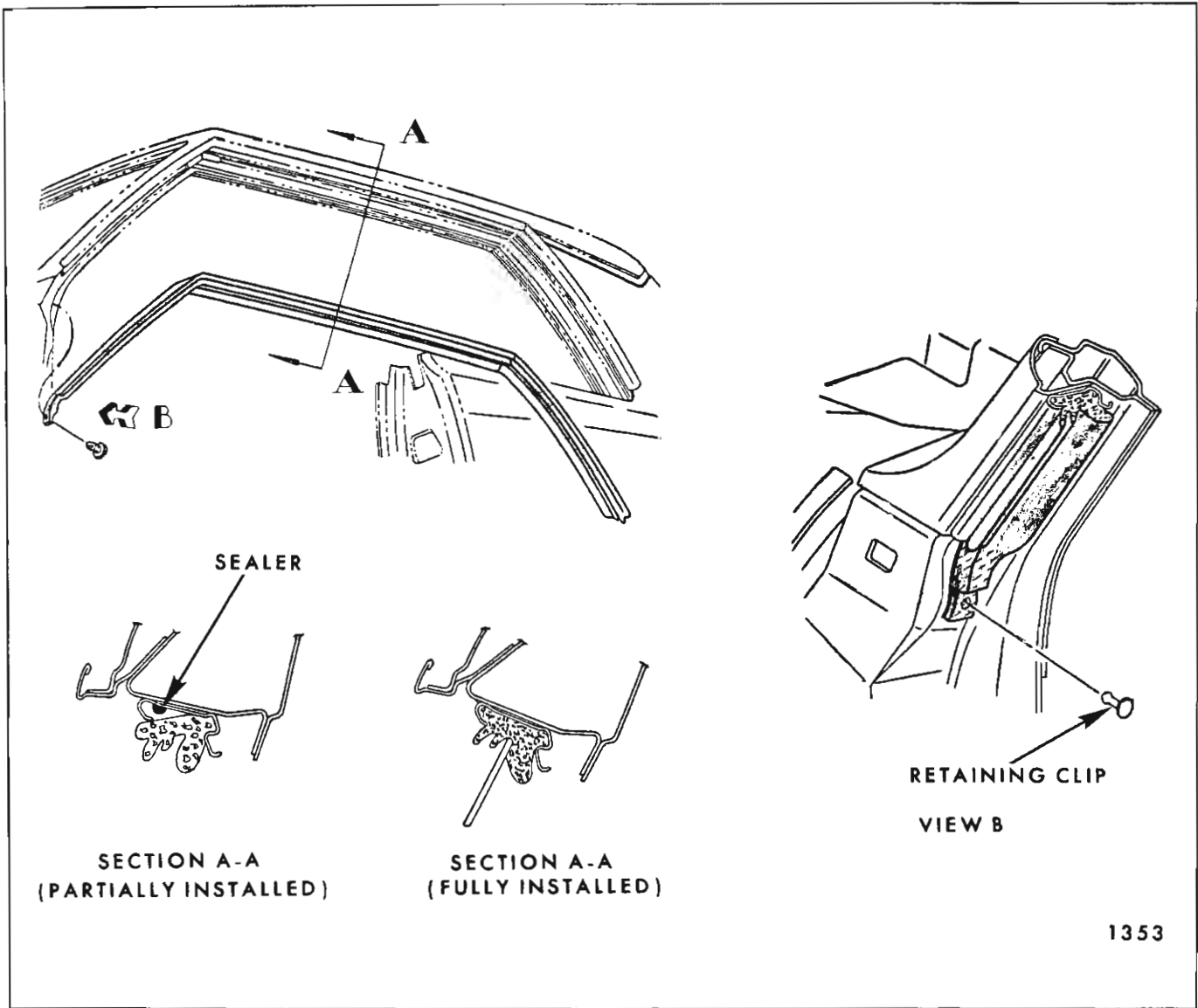


Fig. 2D43—Side Roof Rail Weatherstrip Assembly

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.

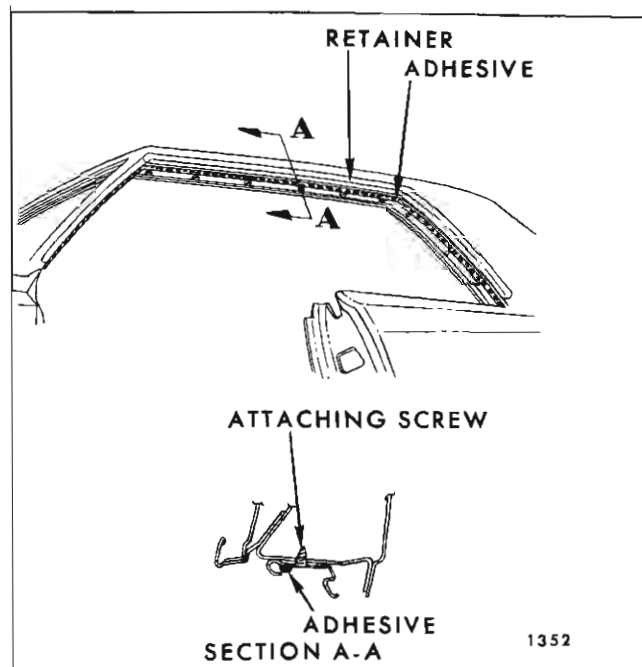


Fig. 2D44—Side Roof Rail Weatherstrip Sealing

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, re- cement forward overlapping edge of trim assembly to pinchweld flange (see View "B" in Fig. 2E1).

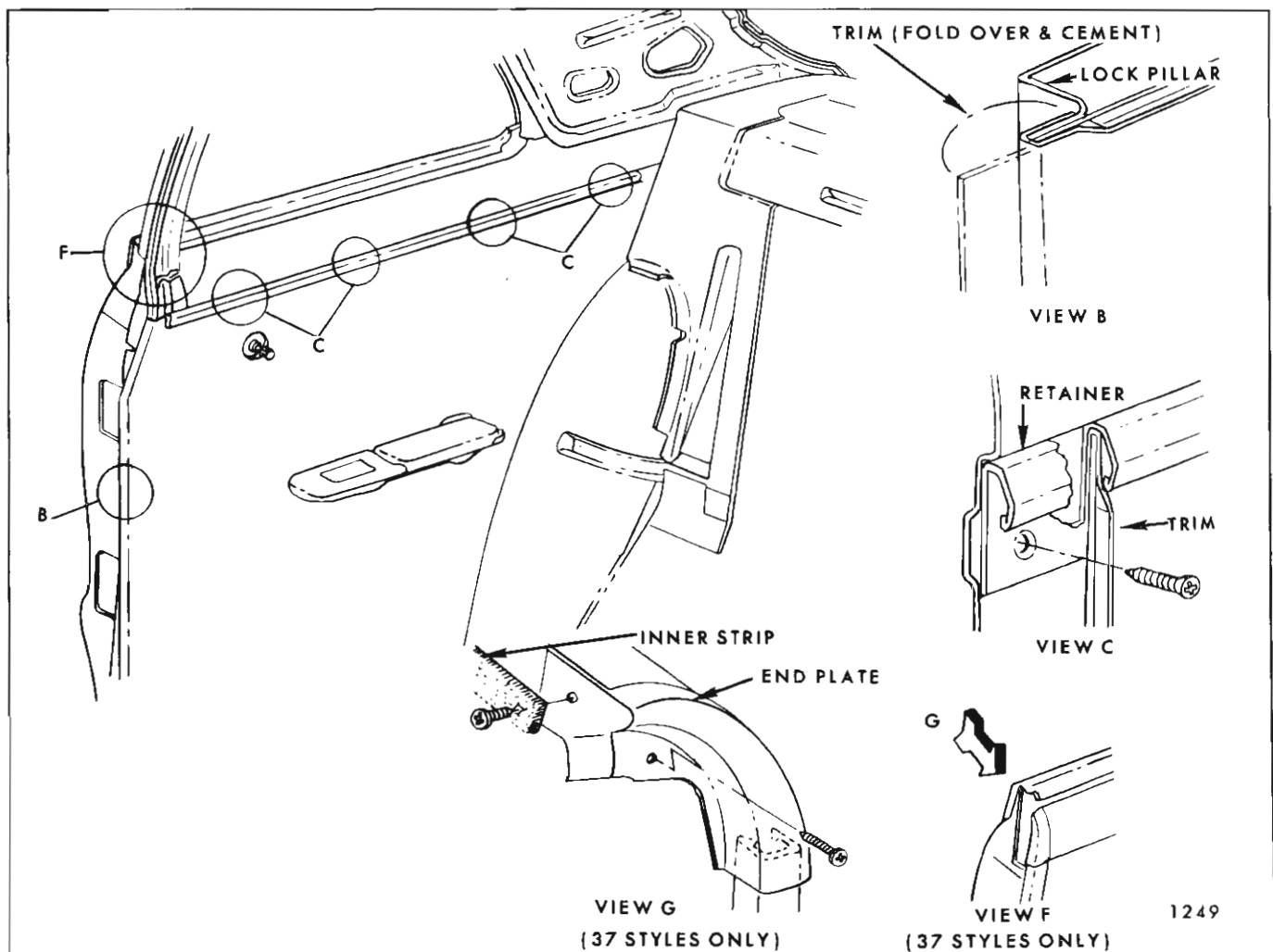


Fig. 2E1—Rear Quarter Trim Assemblies

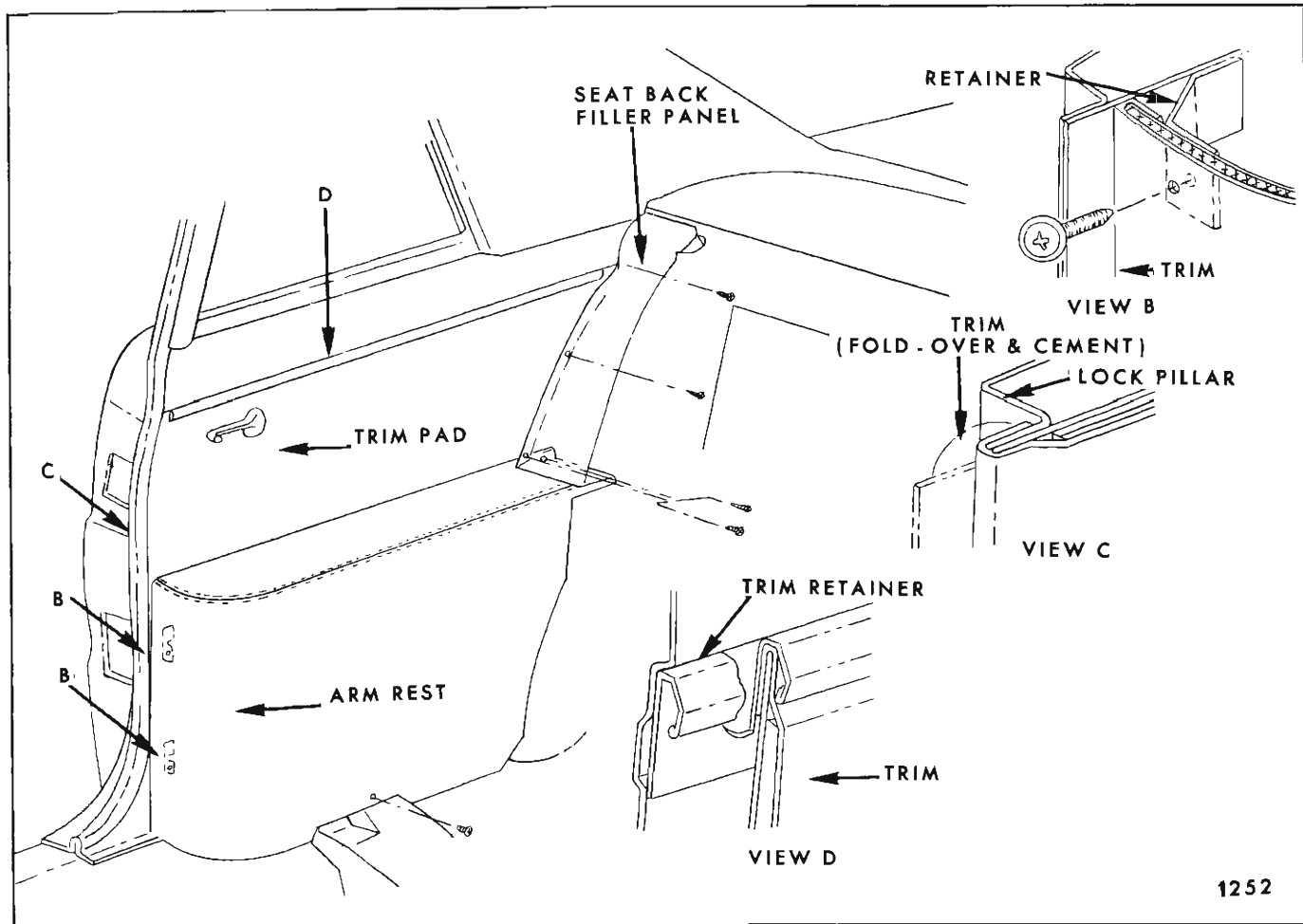


Fig. 2E2—Rear Quarter Trim Assemblies

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

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.

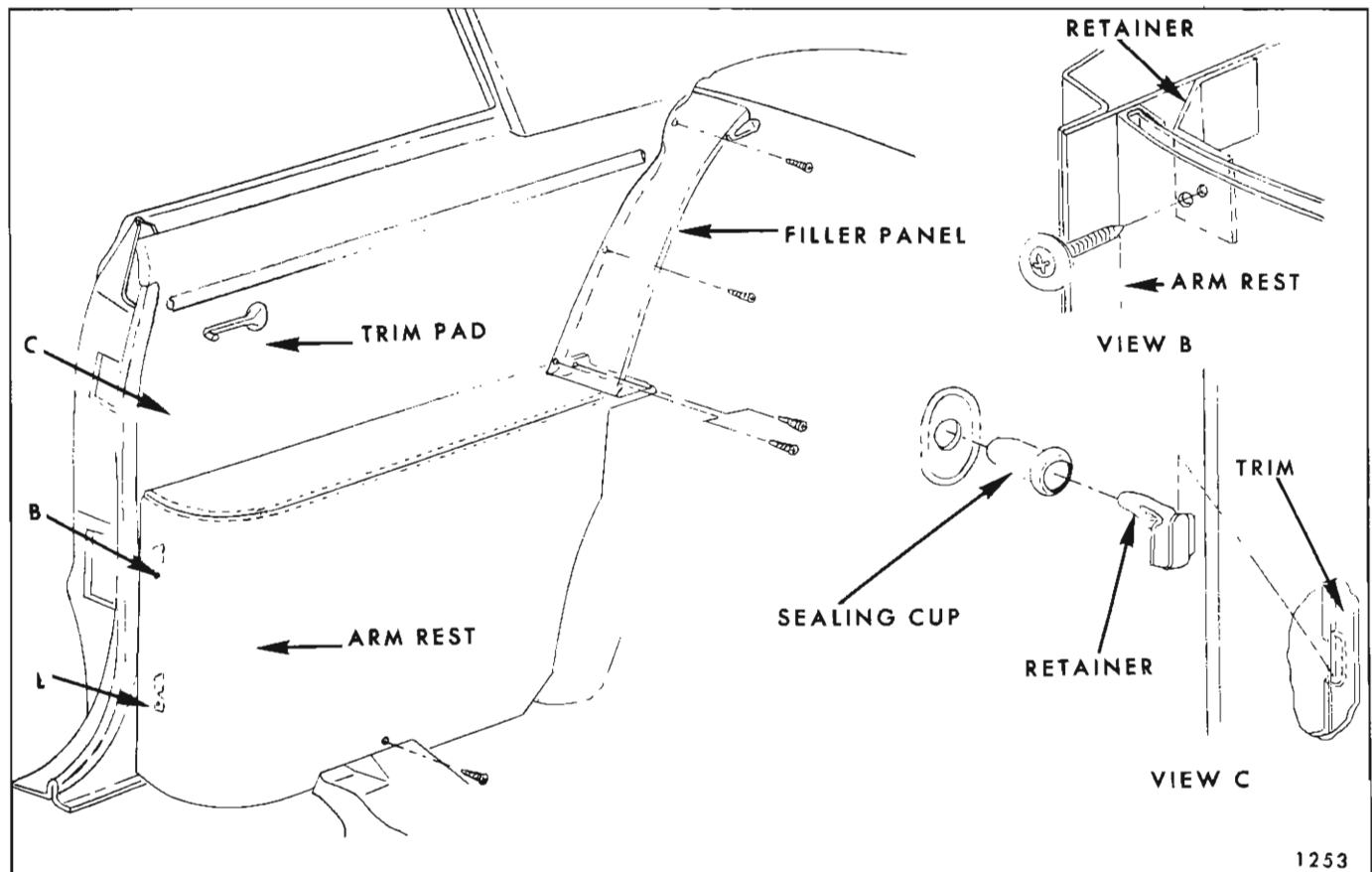


Fig. 2E3—Rear Quarter Trim Assemblies

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.

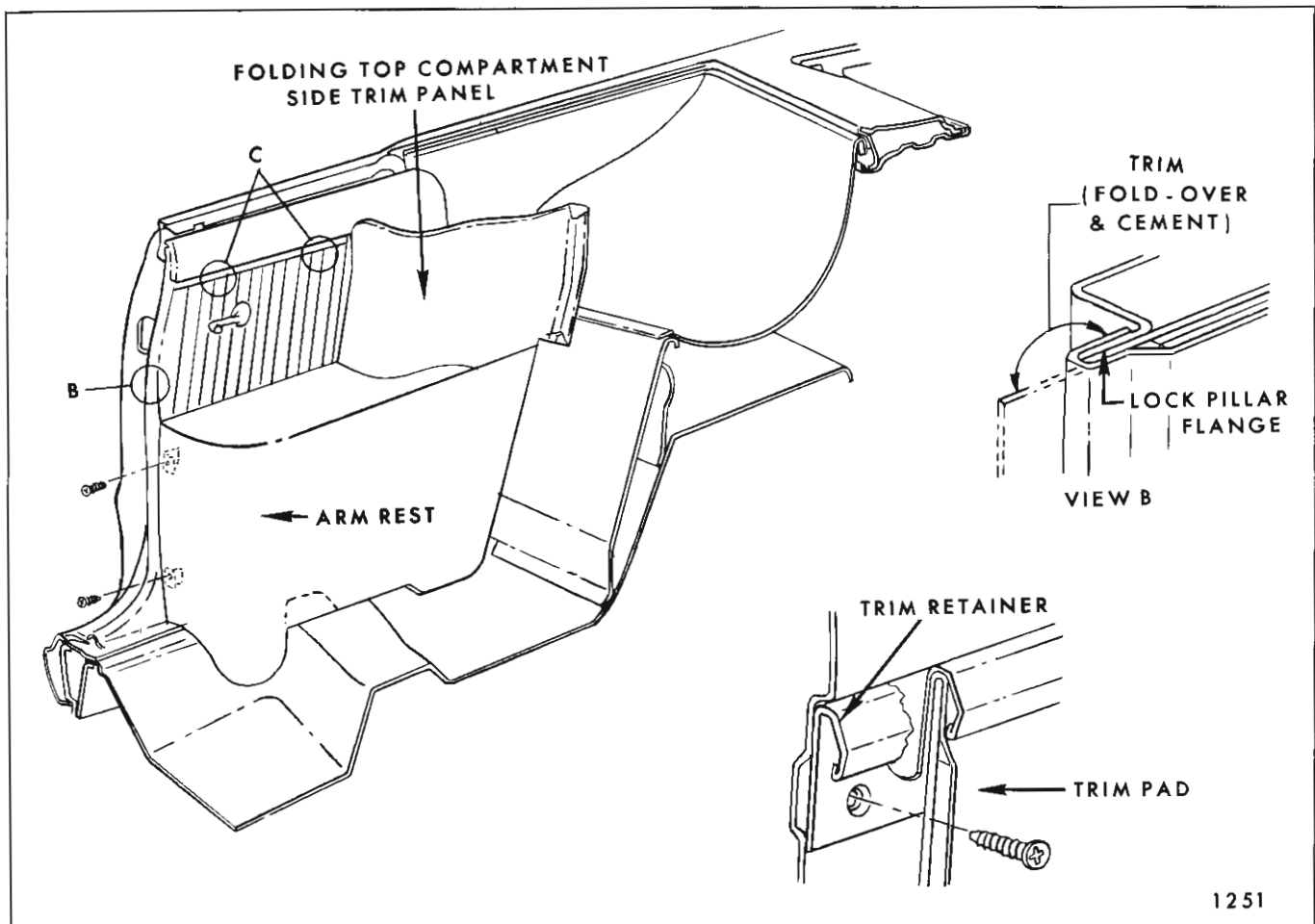
NOTE: As a bench operation, the arm rest assembly can be removed from the folding top compartment side trim assembly by removing screws installed on the reverse side.

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



1251

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 out-board 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.

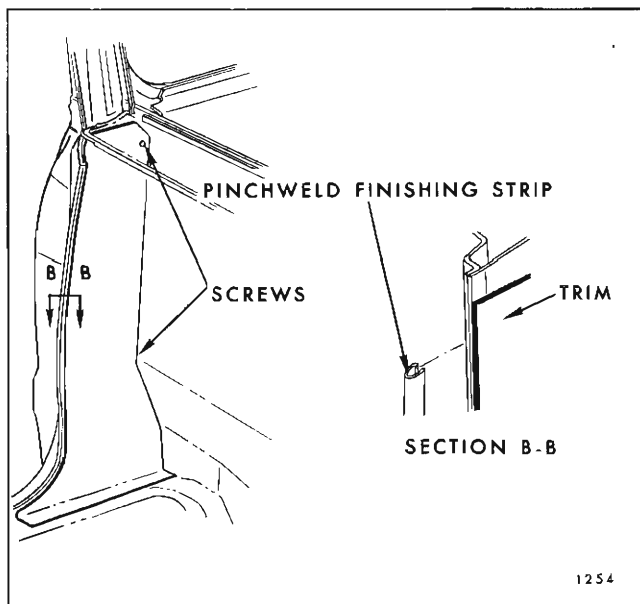


Fig. 2E5—Rear Quarter Trim Assembly

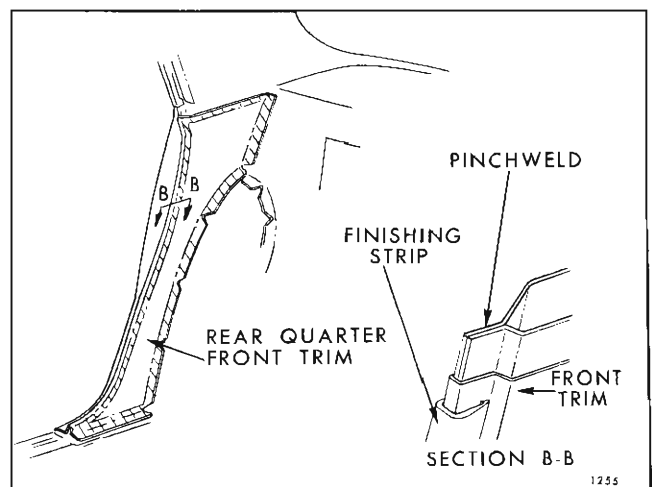


Fig. 2E6—Rear Quarter Front Trim Assembly

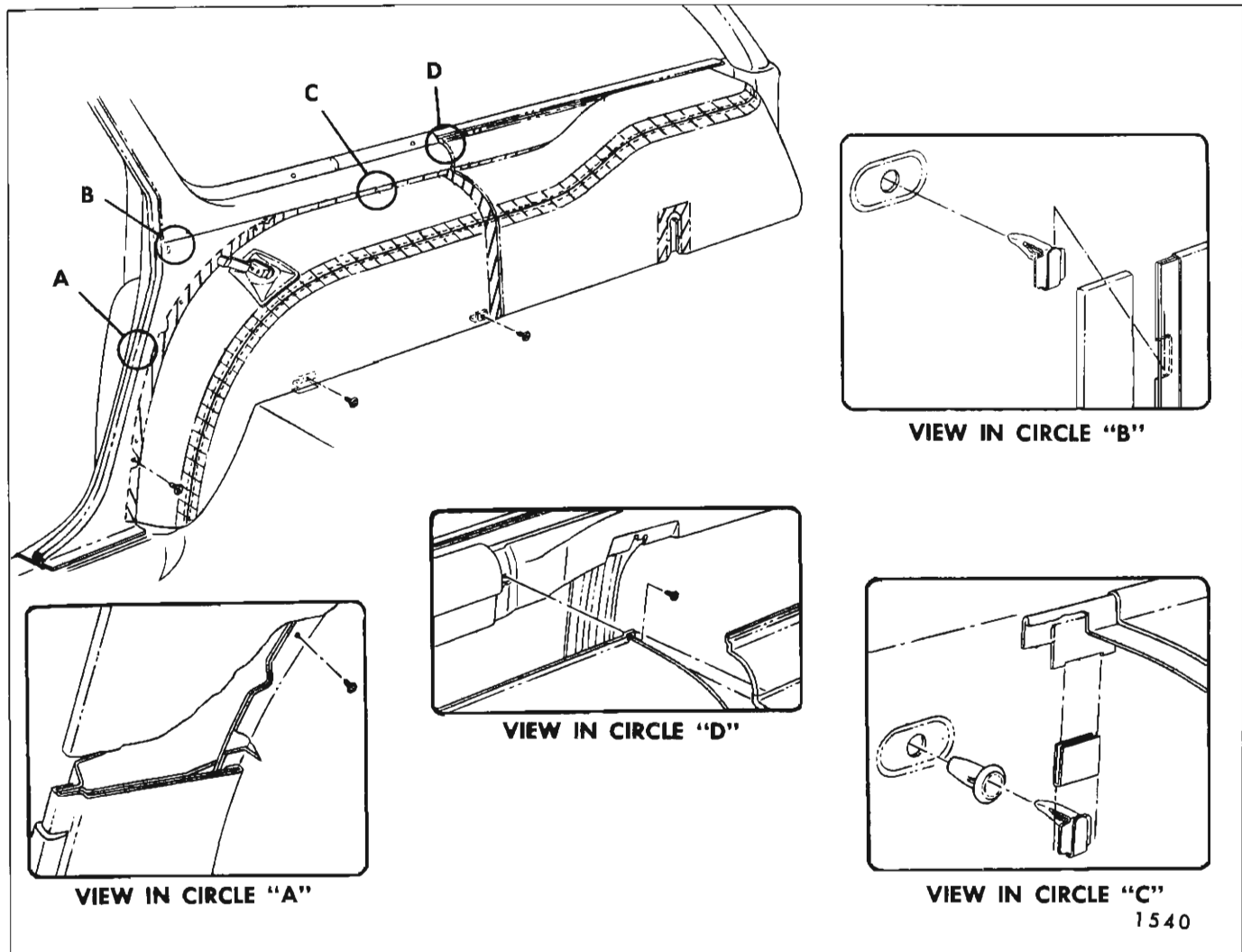


Fig. 2E7—Rear Quarter Trim - Right Side

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.

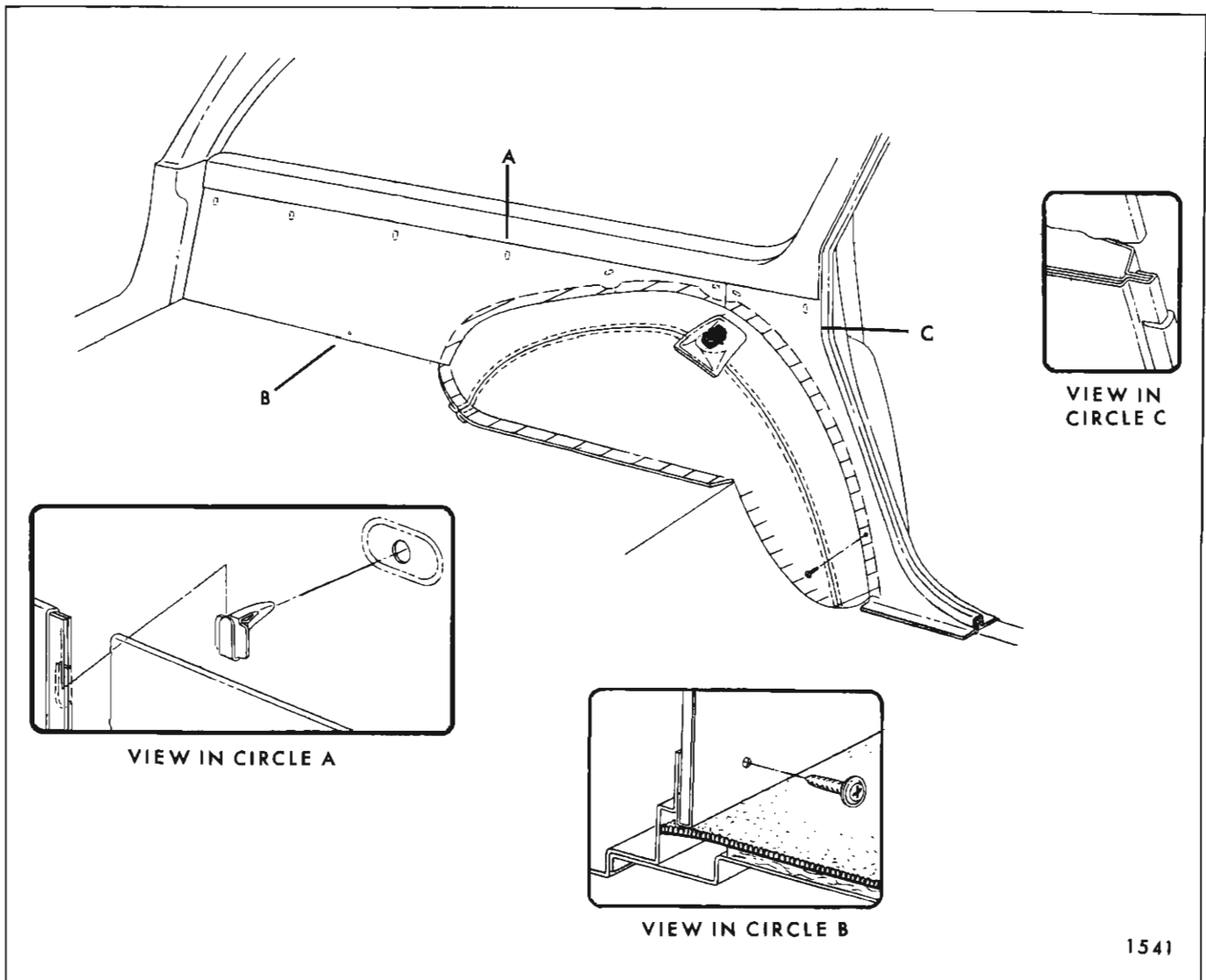


Fig. 2E8—Rear Quarter Trim Installation - Left Side

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. Beginning 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

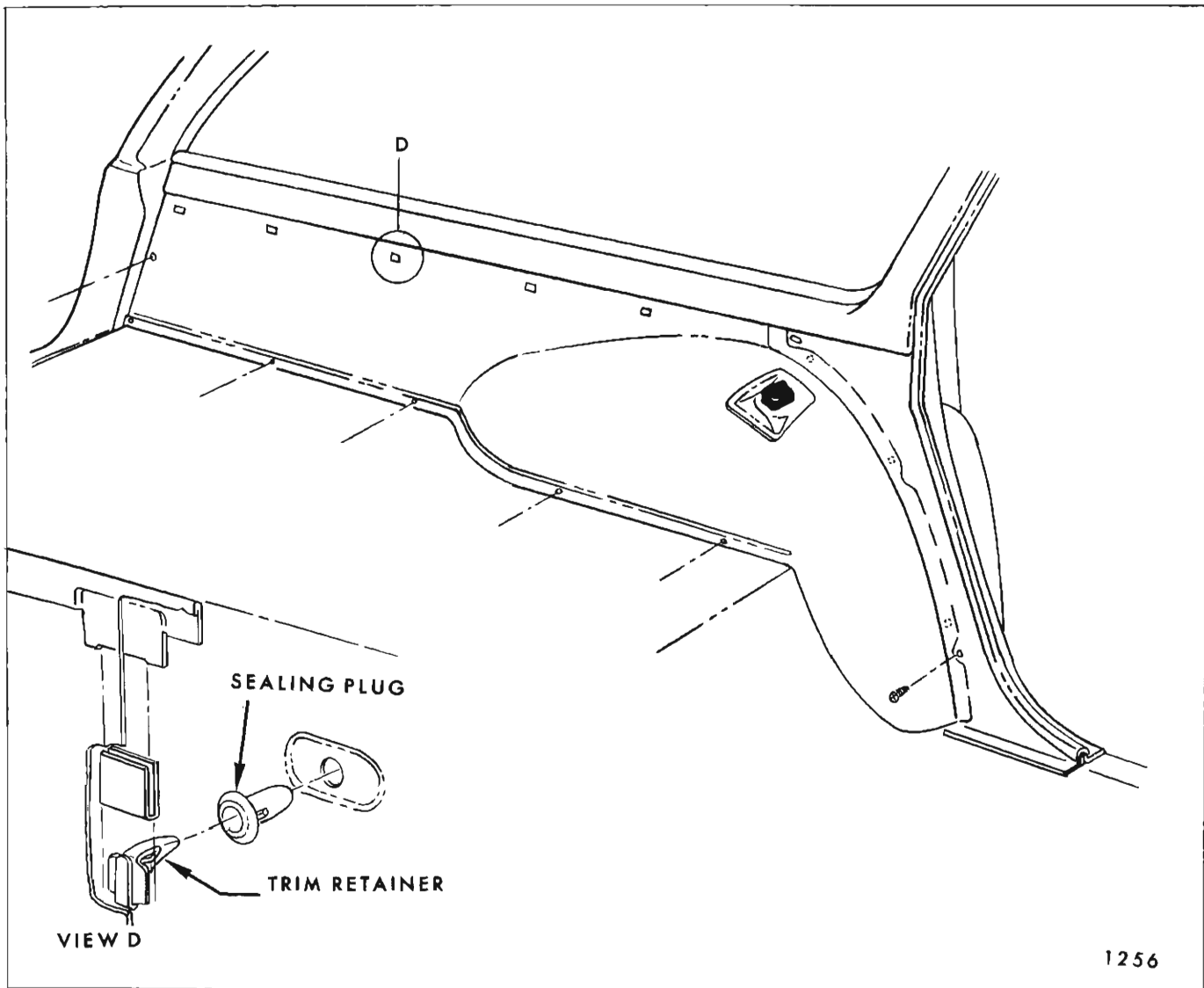


Fig. 2E9--Rear Quarter Rear Trim Panel (Left Side)

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

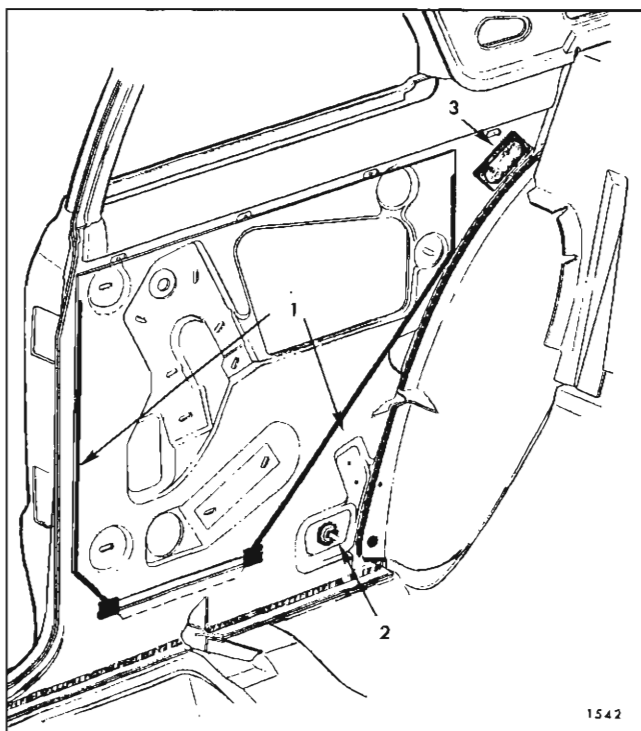


Fig. 2E10—Rear Quarter Inner Panel Sealing - "11" Style

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

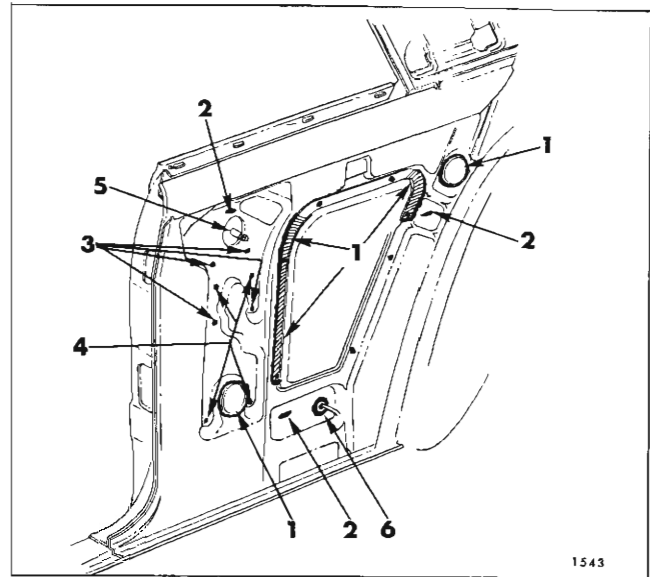


Fig. 2E11—Rear Quarter Inner Panel Sealing - "27" Styles

- 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.

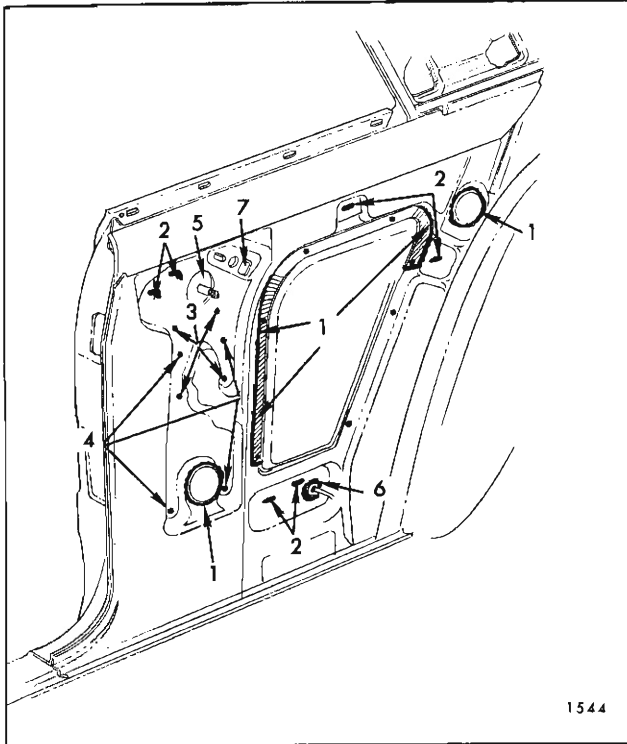


Fig. 2E12—Rear Quarter Inner Panel Sealing - "37" Styles

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.

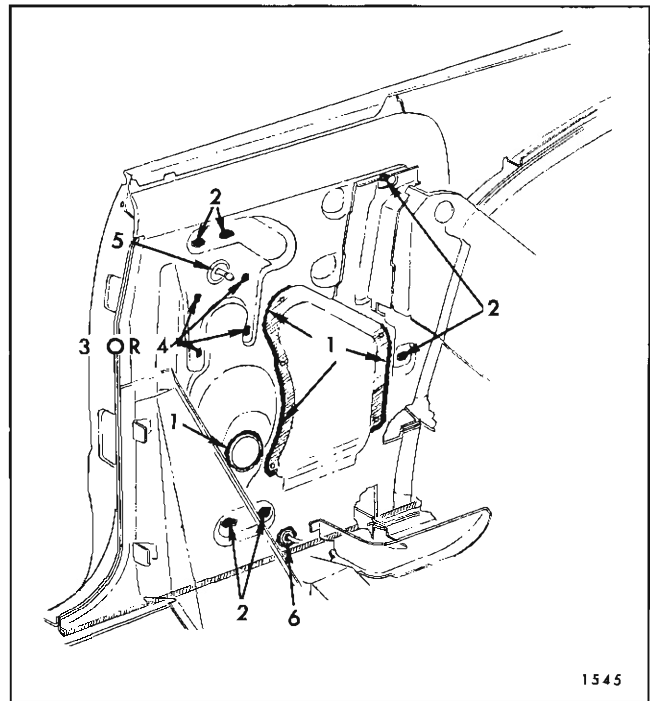


Fig. 2E13—Rear Quarter Inner Panel Sealing - "67" Styles

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

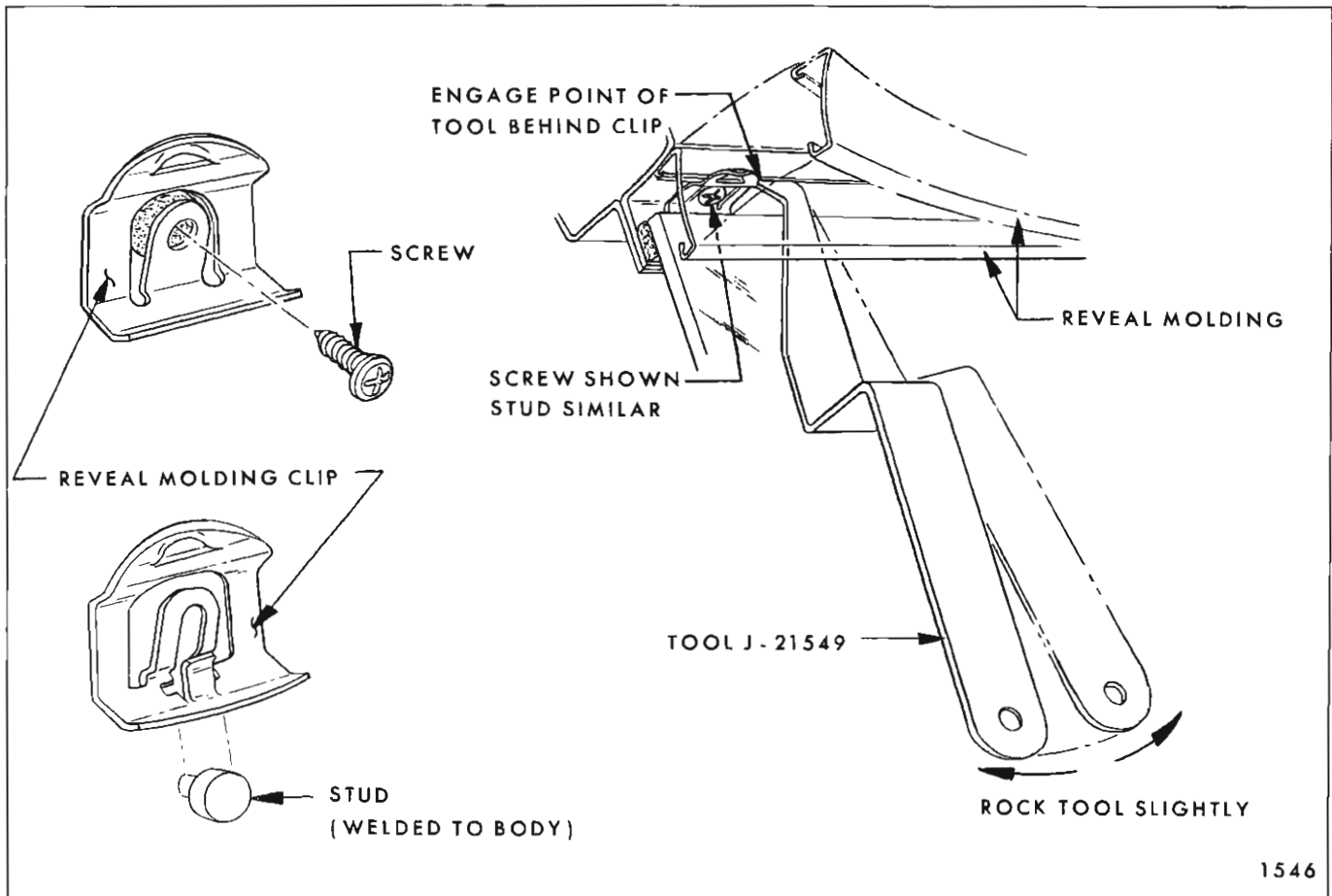
1. First remove skylight division pillar molding by inserting a flat-bladed (thin) tool between molding and glass and prying upward (see section A-A in Fig. 2E15).

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,



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Fig. 2E14—Reveal Molding Clip Disengagement

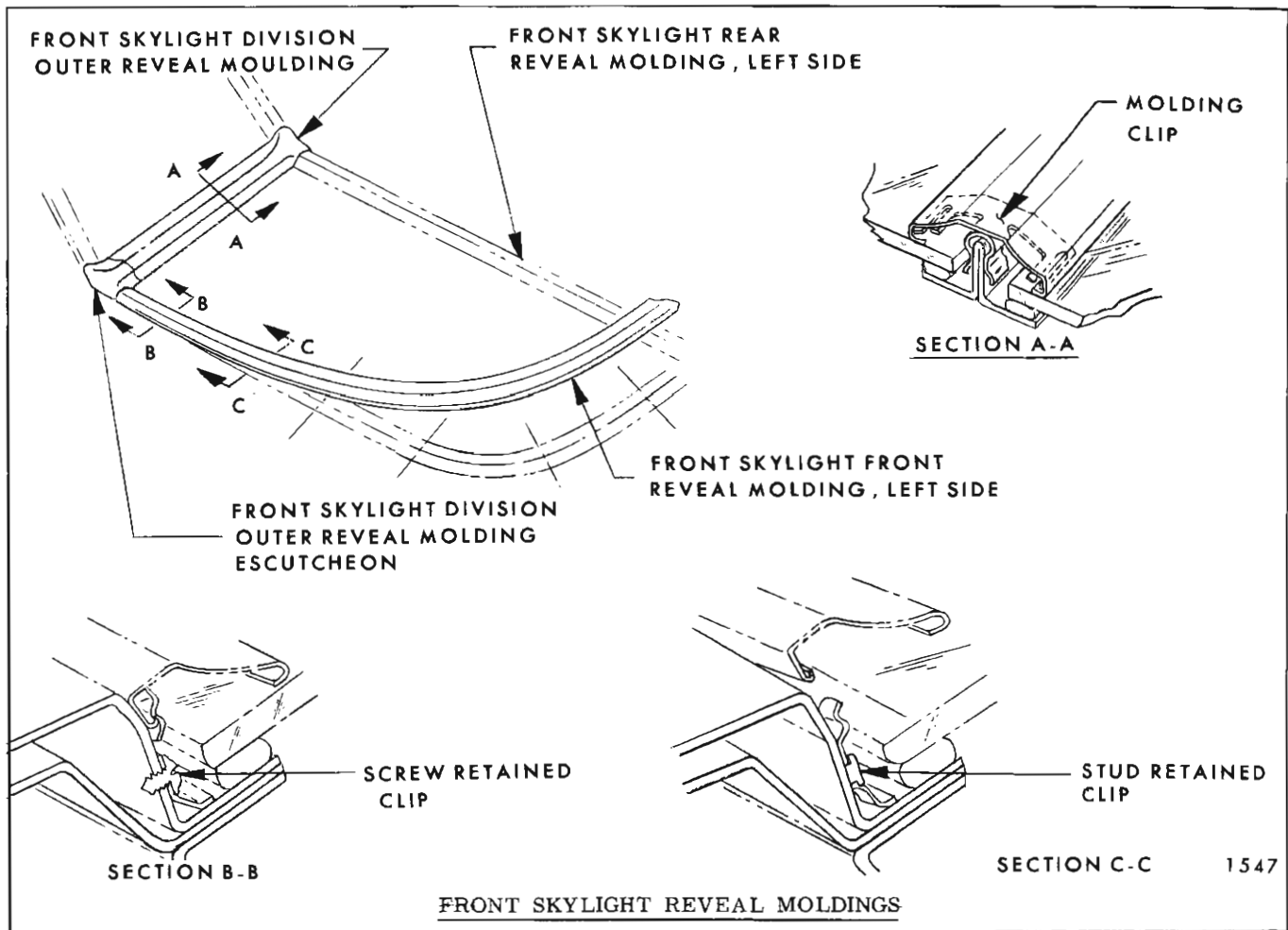


Fig. 2E15—Front Skylight Reveal Moldings

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 MouldINGS
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

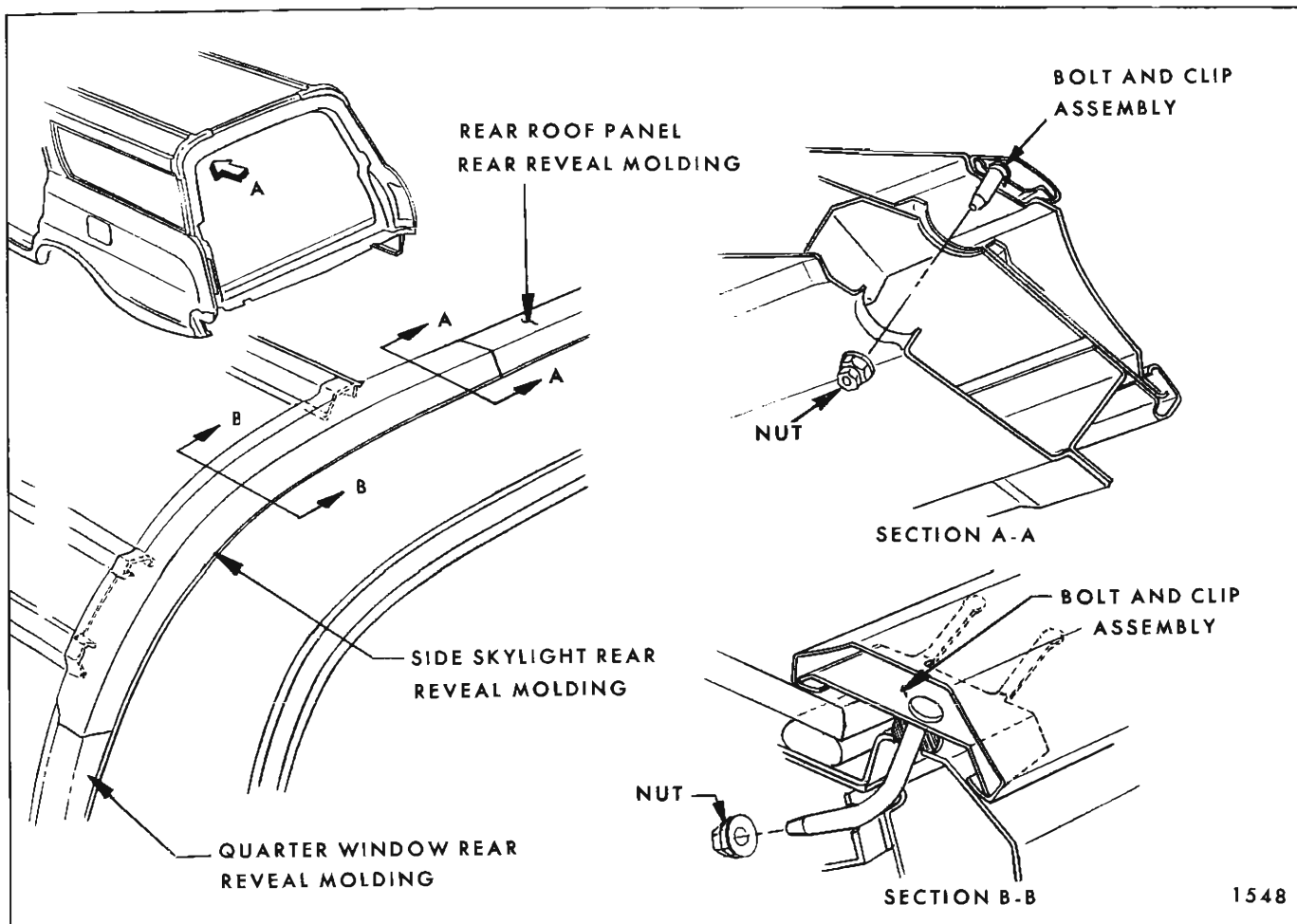


Fig. 2E16—Side Skylight Rear Reveal Molding

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 pinch-weld flange. It is not necessary that all of the original adhesive be removed, however, there



Fig. 2E17—Adhesive Caulked Window Removal

should not be any mounds or loose pieces of material left.

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

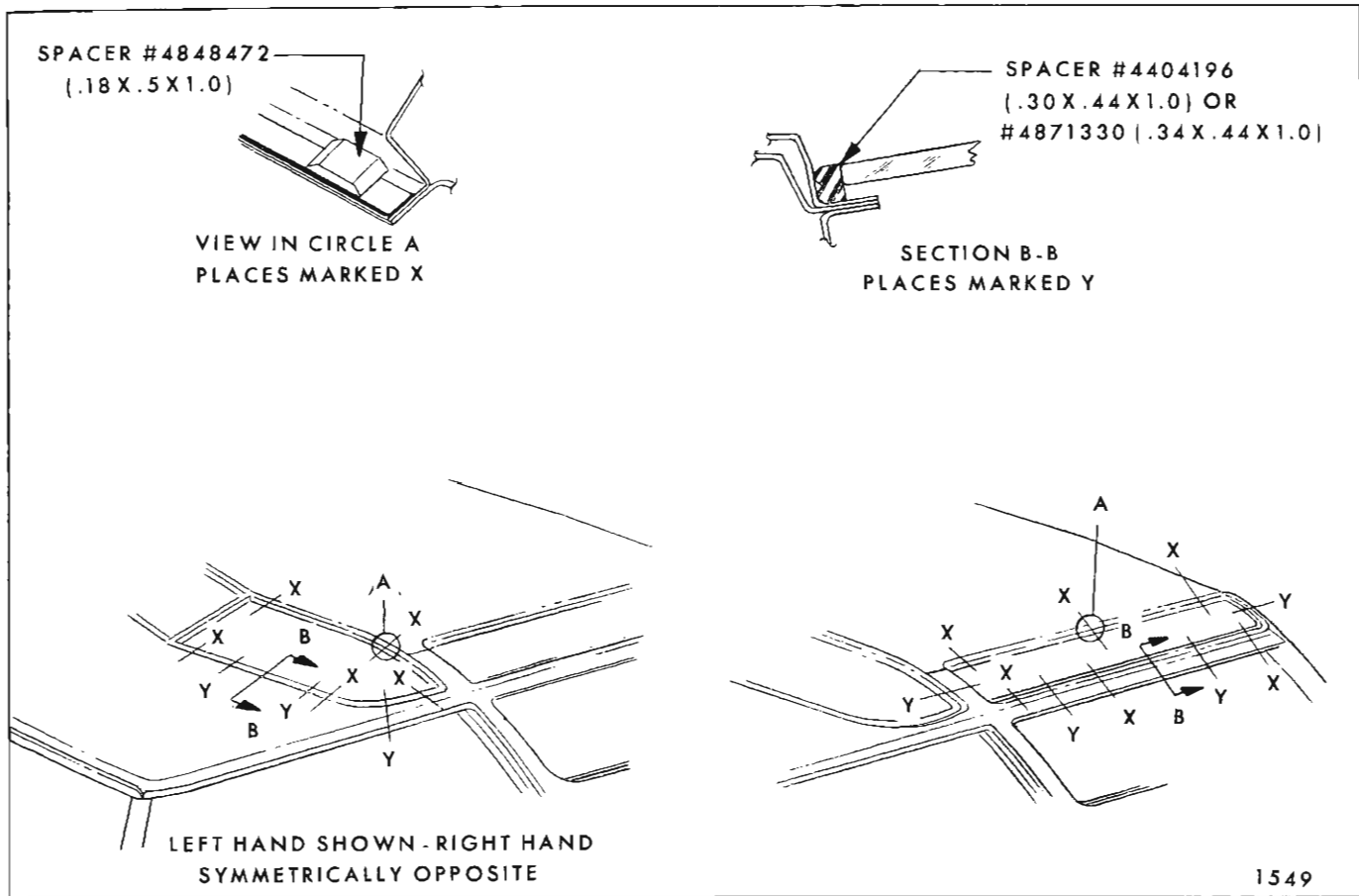


Fig. 2E18—Front and Side Skylight Rubber Spacer Installation

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.

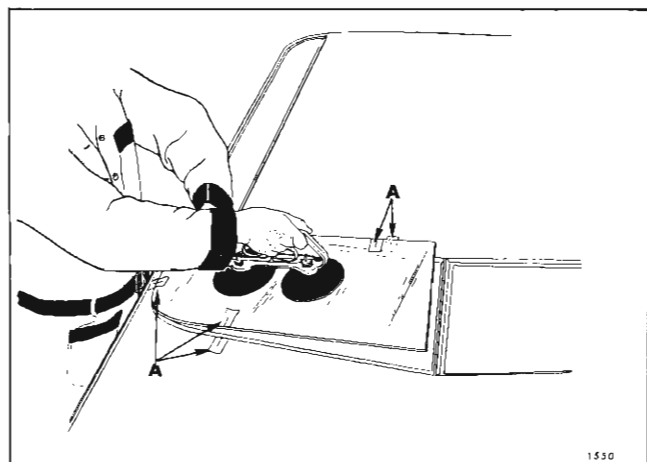


Fig. 2E19—Glass Suction Cup Usage

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.

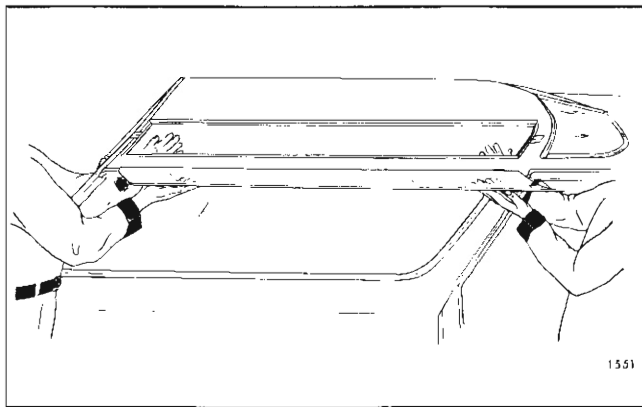


Fig. 2E20—Side Skylight Window Installation

NOTE: If the pinchweld flange has been re-painted, 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

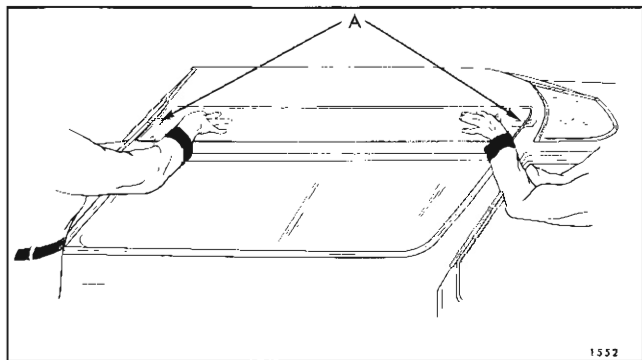


Fig. 2E21—Side Skylight Window Installation

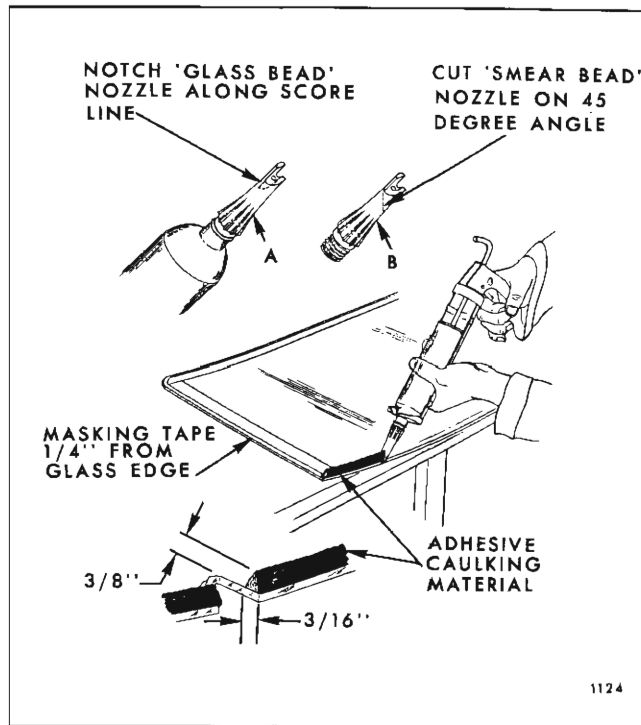


Fig. 2E22—Adhesive Caulking Material Application - Extended Method

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.

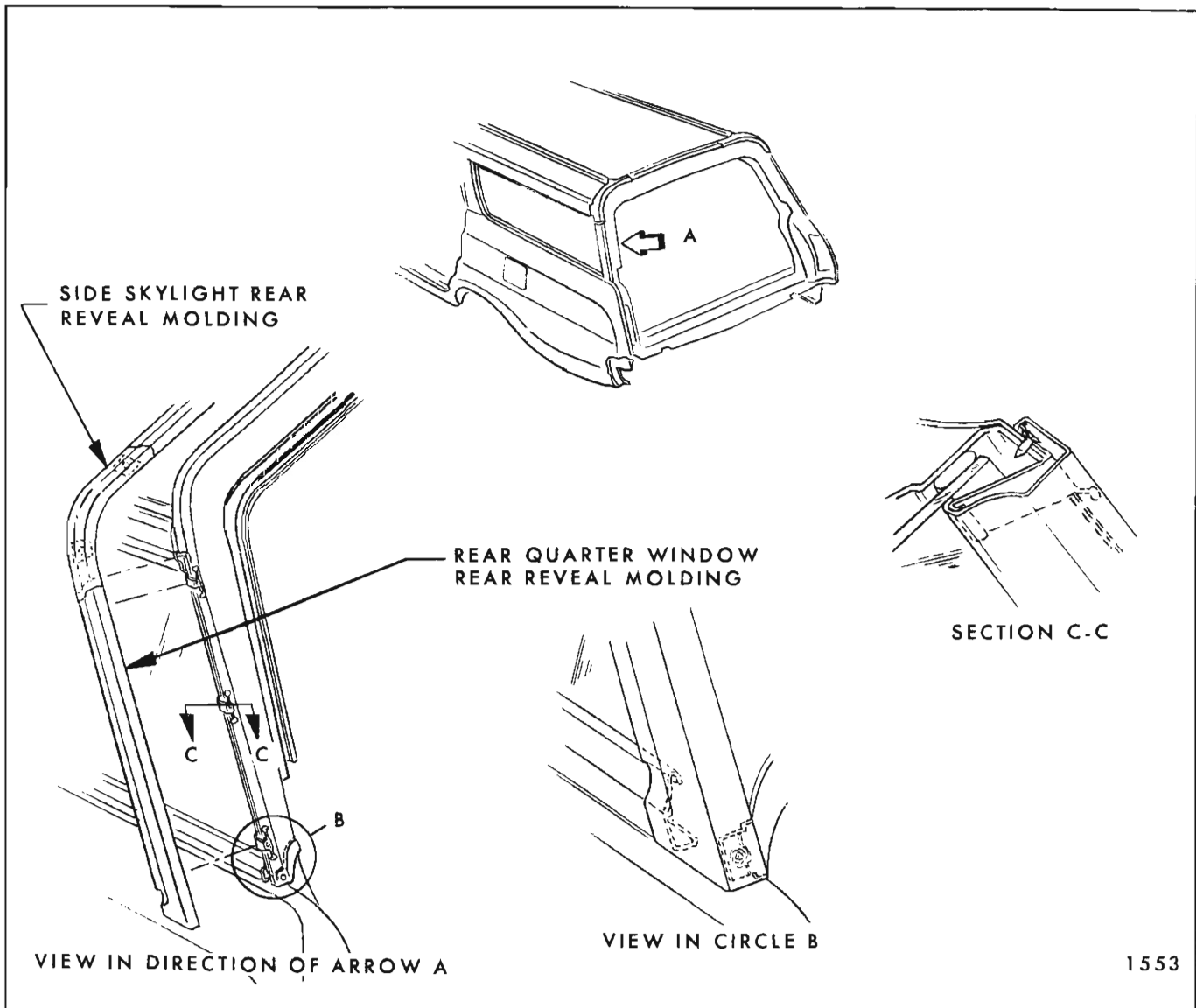


Fig. 2E23—Rear Quarter Window Rear Reveal Moulding

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.

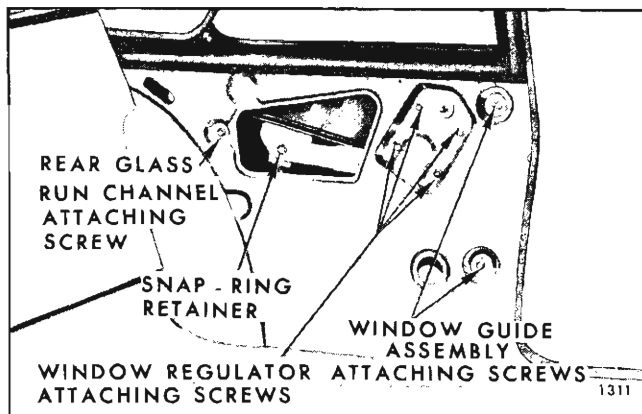


Fig. 2E24—Rear Quarter Hardware - "11" Styles

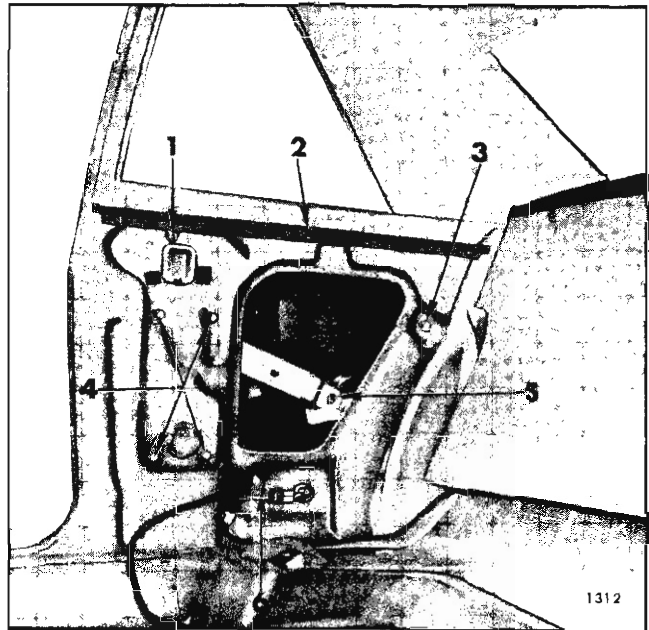


Fig. 2E25—Rear Quarter Hardware - "27" Styles

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.

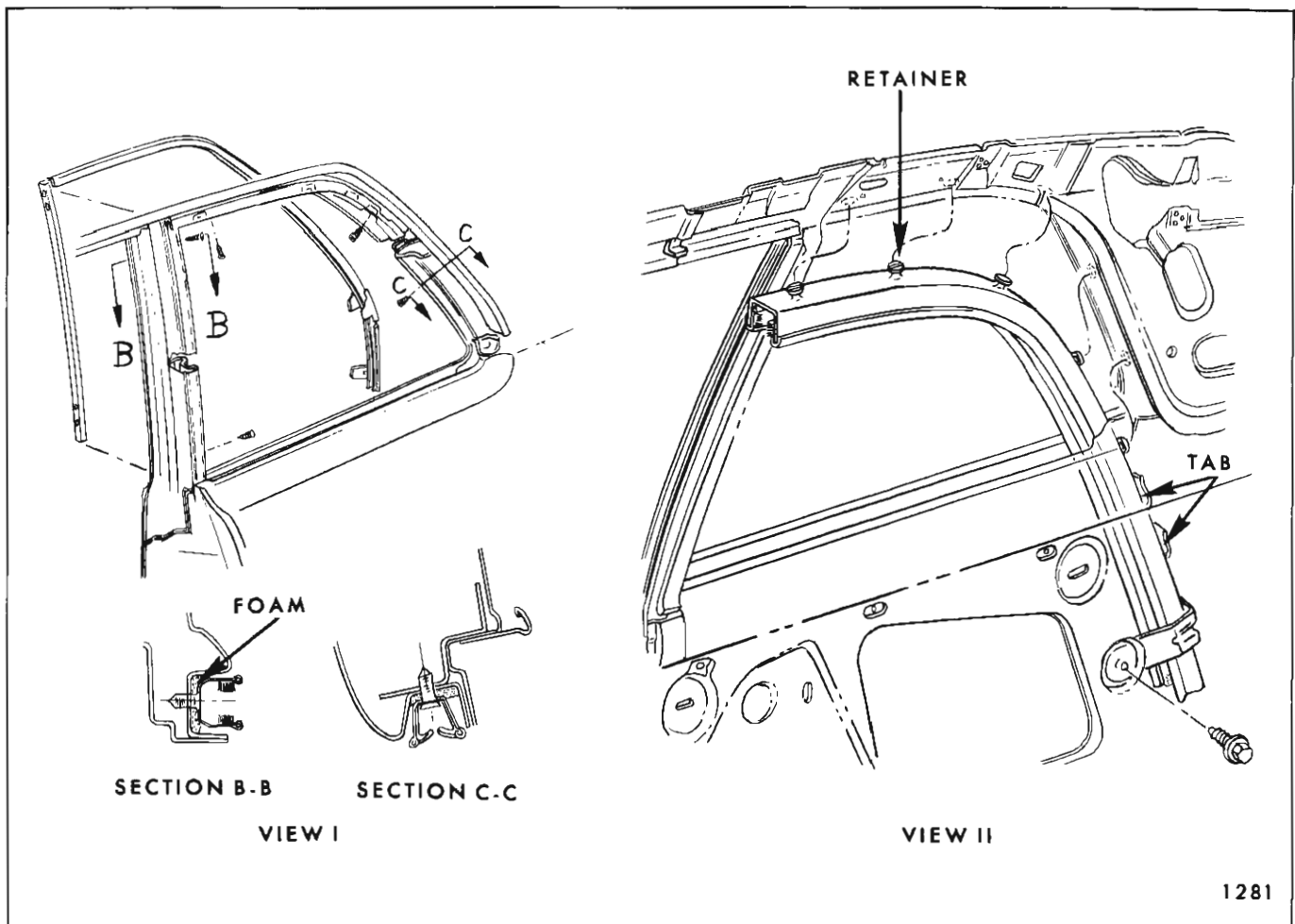


Fig. 2E26—Rear Quarter Window Glass Run Channels

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

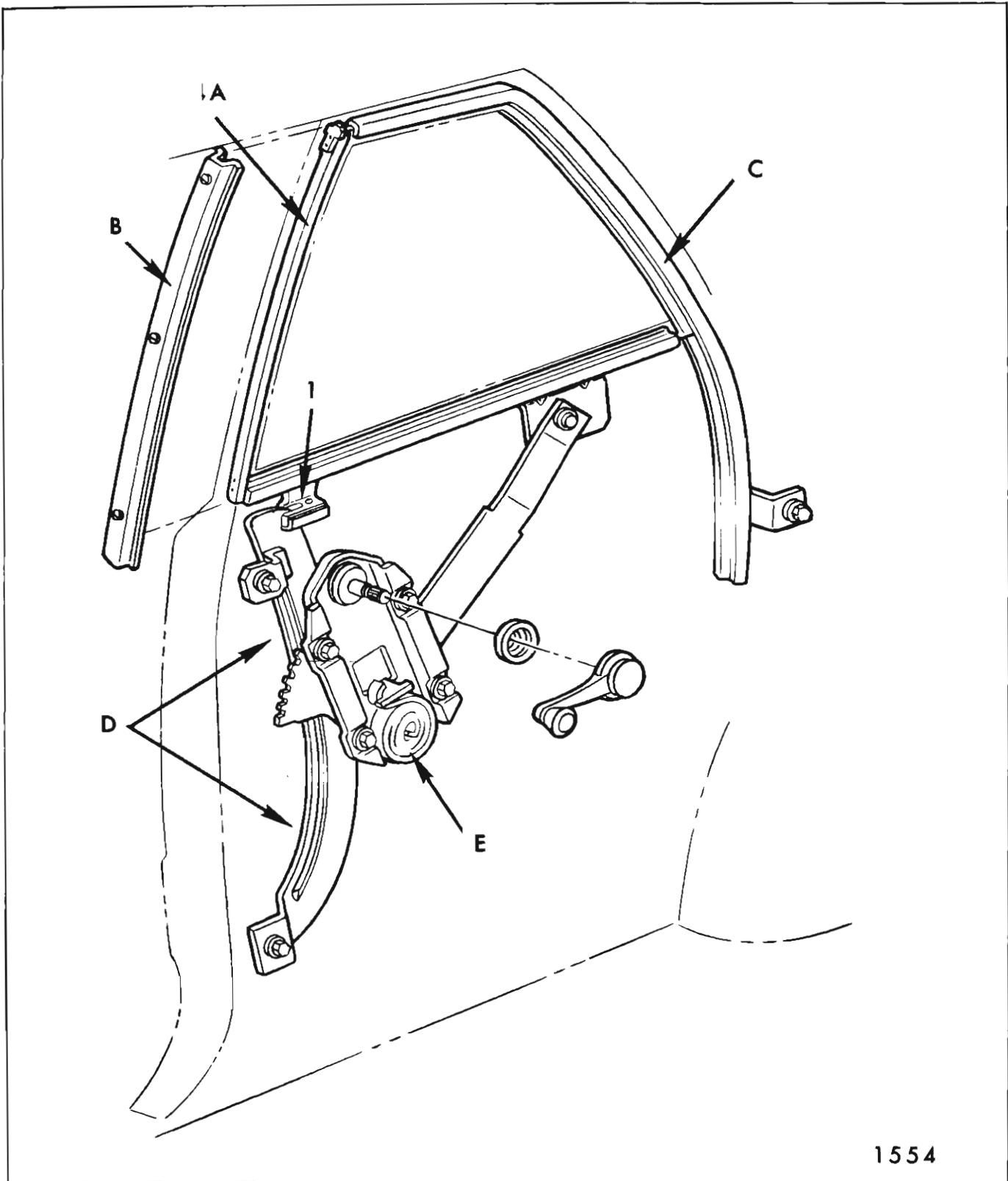
Removal and Installation

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.



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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

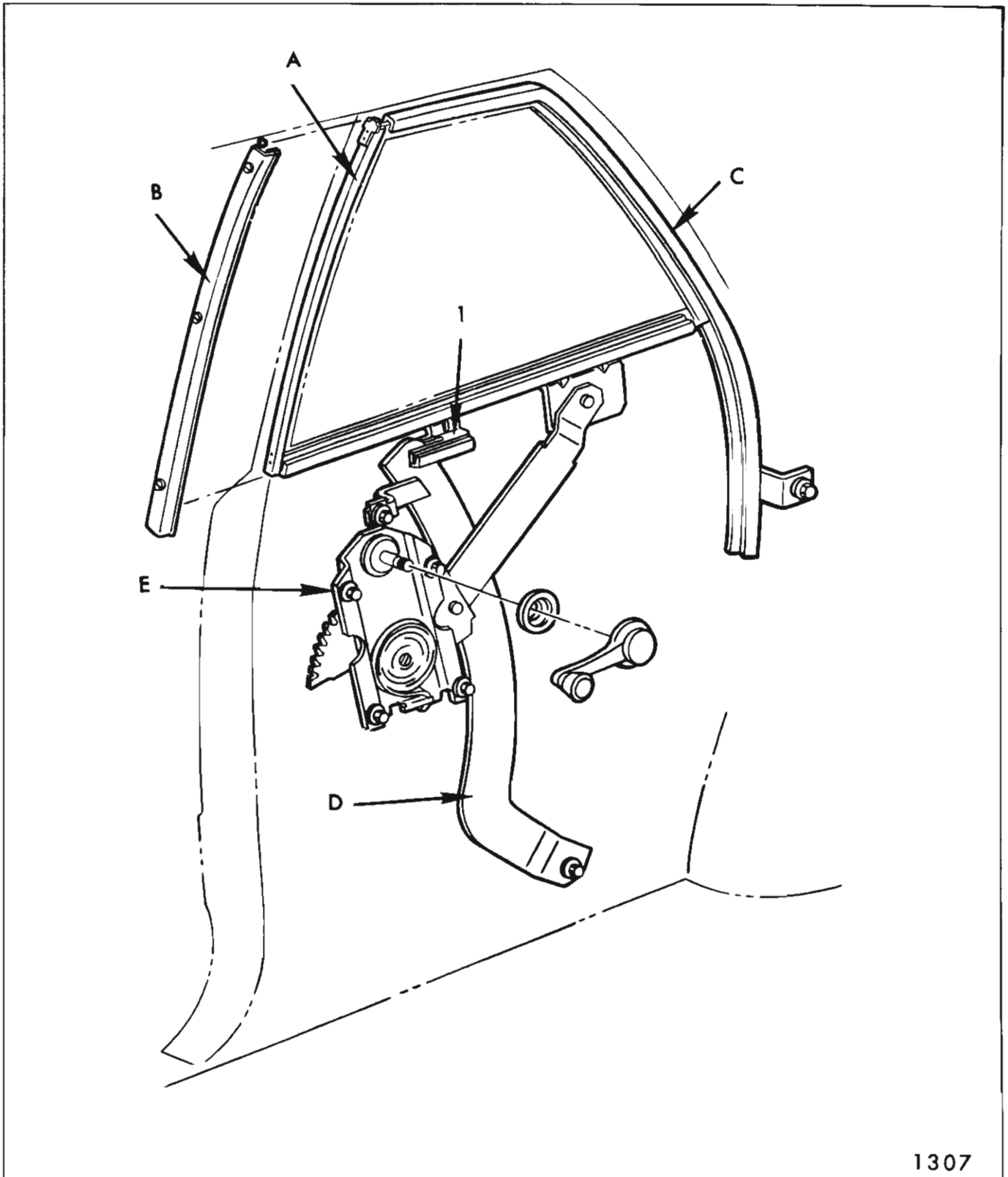


Fig. 2E28—Rear Quarter Hardware - "27" Styles

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

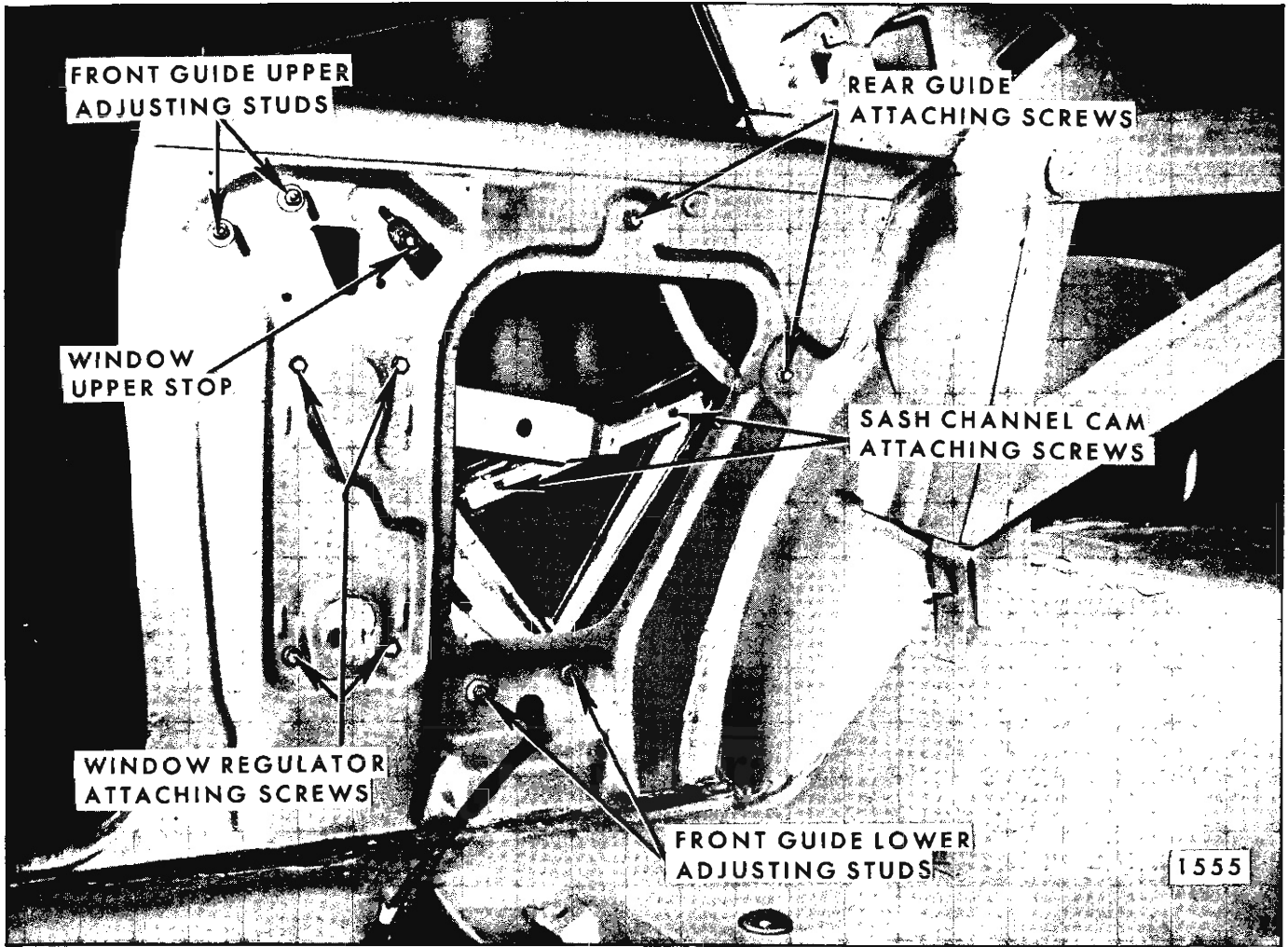


Fig. 2E29—Rear Quarter Window Hardware - "37" Styles

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.

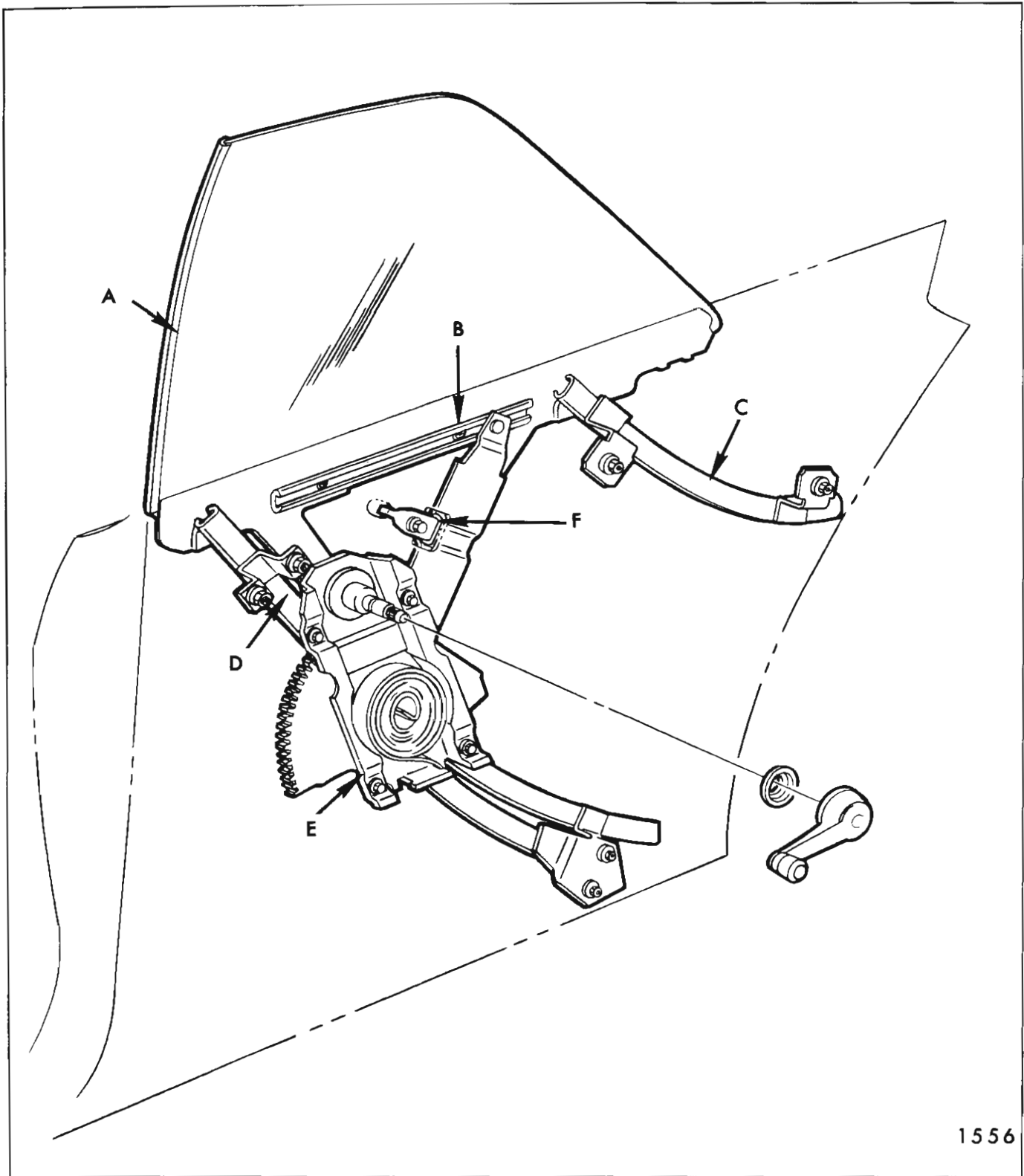
1. To adjust window "fore or aft", loosen front and rear guide adjusting stud nuts and attaching screws (Fig. 2E29). Position window and guides as required, then tighten loosened nuts and screws.

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.



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

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

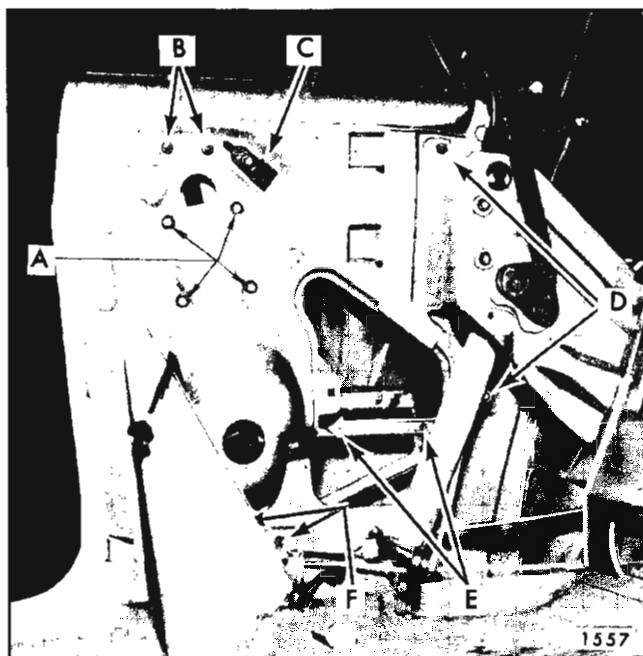


Fig. 2E31—Rear Quarter Window Hardware - "67" Styles

- 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.

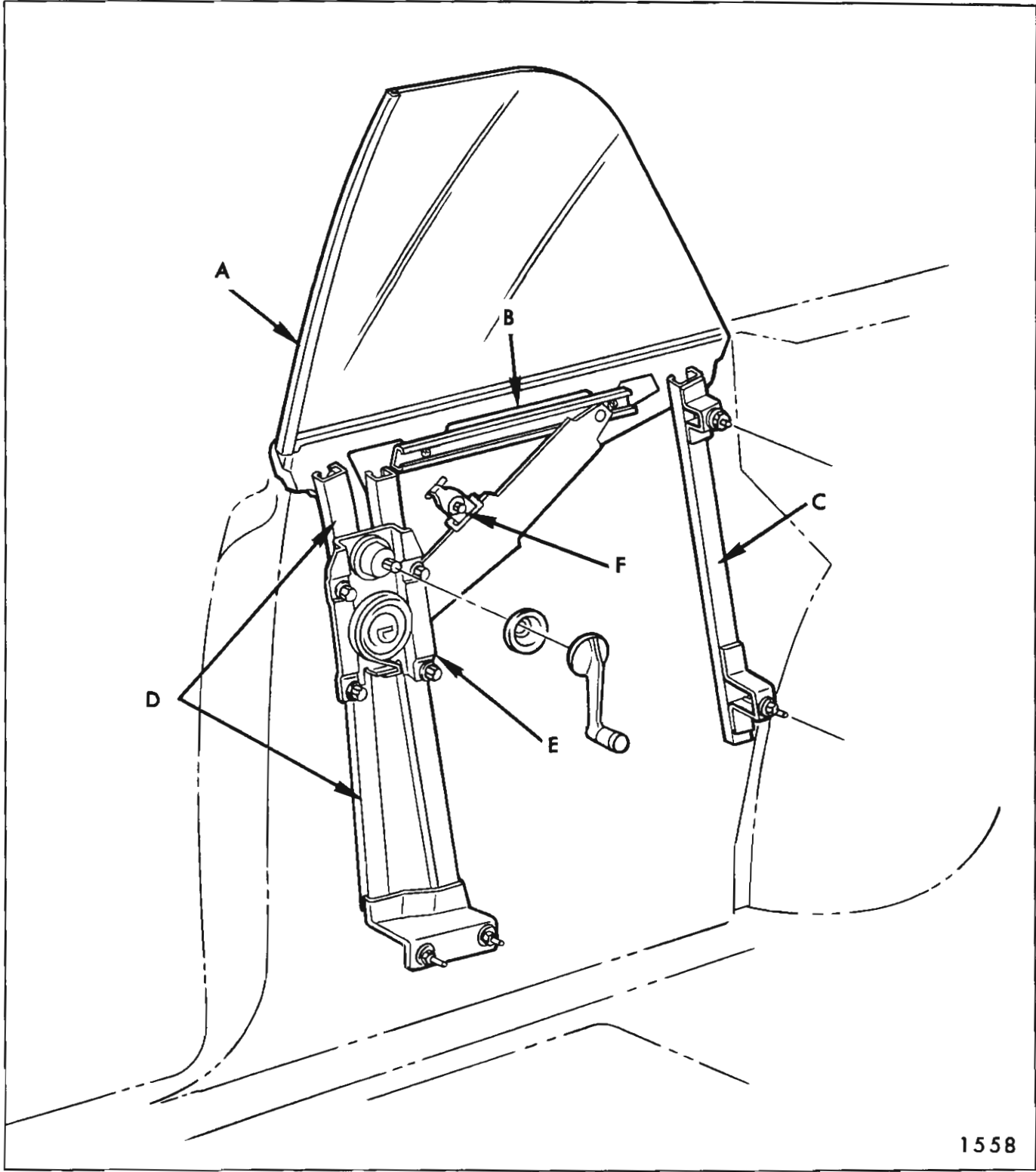
4. To adjust top of window "in or out", loosen front and rear guide lower adjusting stud nuts (Fig. 2E31). Adjust studs in or out as required; then tighten stud nuts.

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.



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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

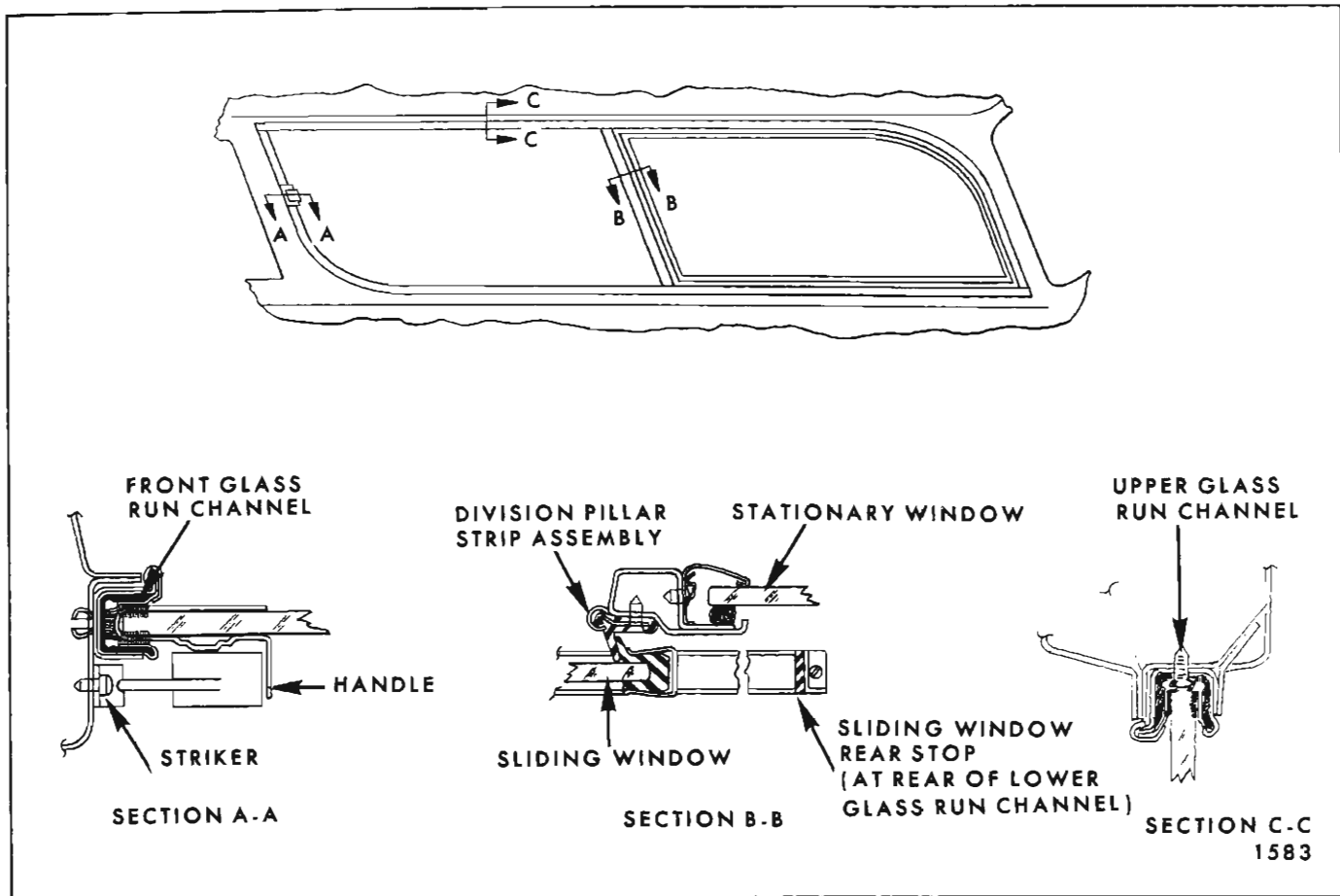


Fig. 2E33—Rear Quarter Sliding Window - "15" Styles

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.

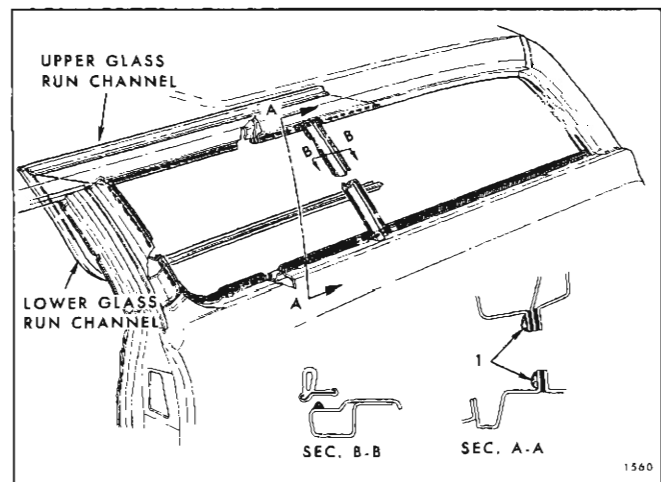


Fig. 2E34—Rear Quarter Sliding Window - "15" Styles

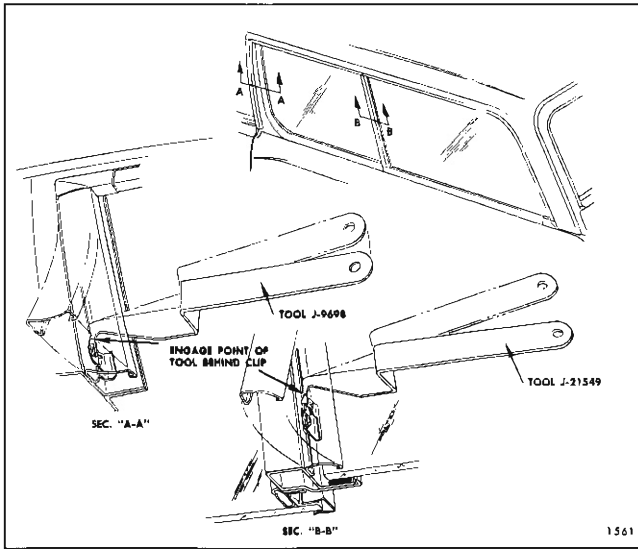


Fig. 2E35—Rear Quarter Window Reveal Moldings

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:

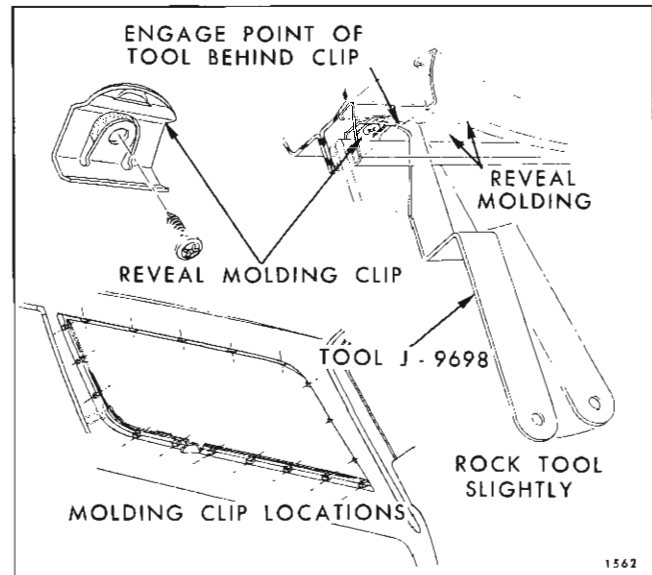


Fig. 2E36—Rear Quarter Window Reveal Molding Removal

- 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.

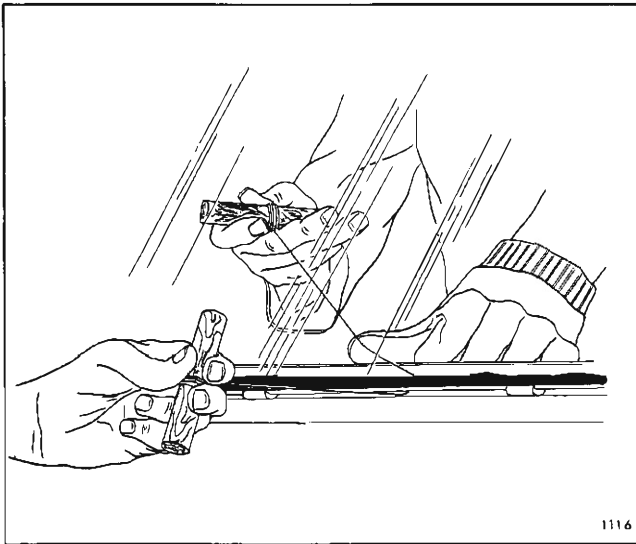


Fig. 2E37—Cutting-Out Adhesive Caulked Window

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).

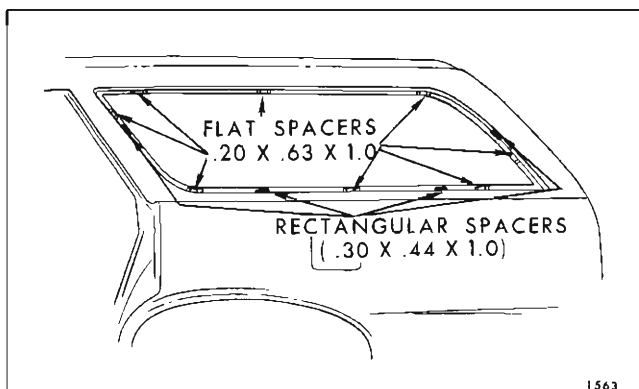


Fig. 2E38—Rear Quarter Window Spacer Installation

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 pinch-weld 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

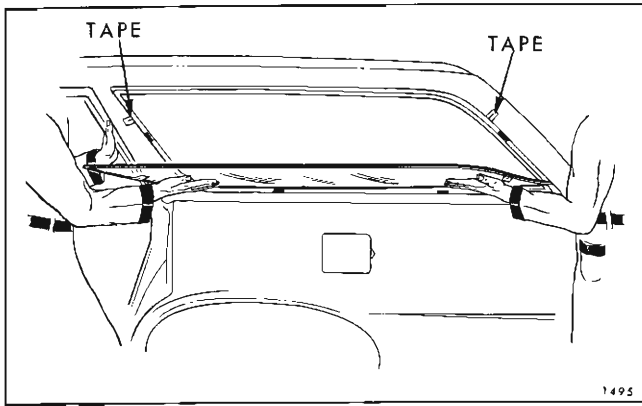


Fig. 2E39—Rear Quarter Window Installation

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.

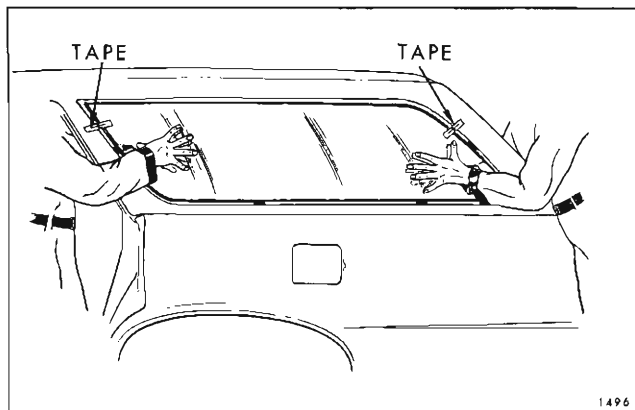


Fig. 2E40—Rear Quarter Window Installation

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

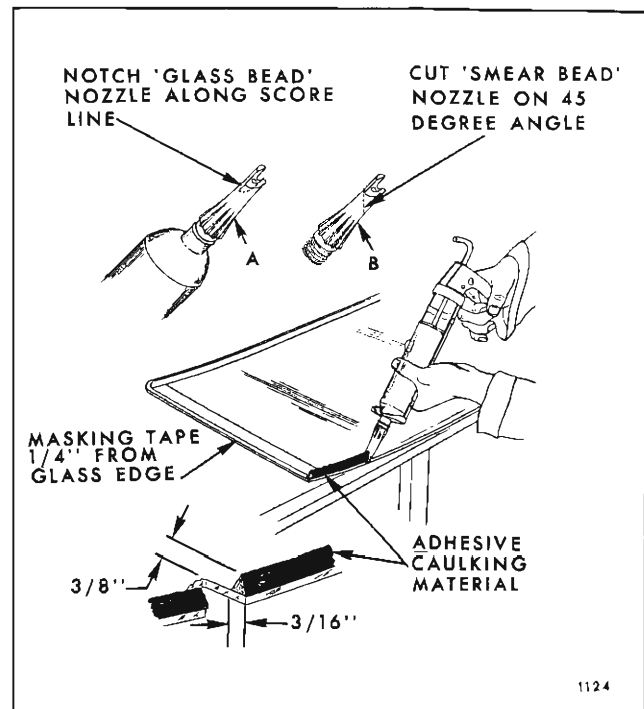


Fig. 2E41—Adhesive Caulking Material Application—
Extended Method

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 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

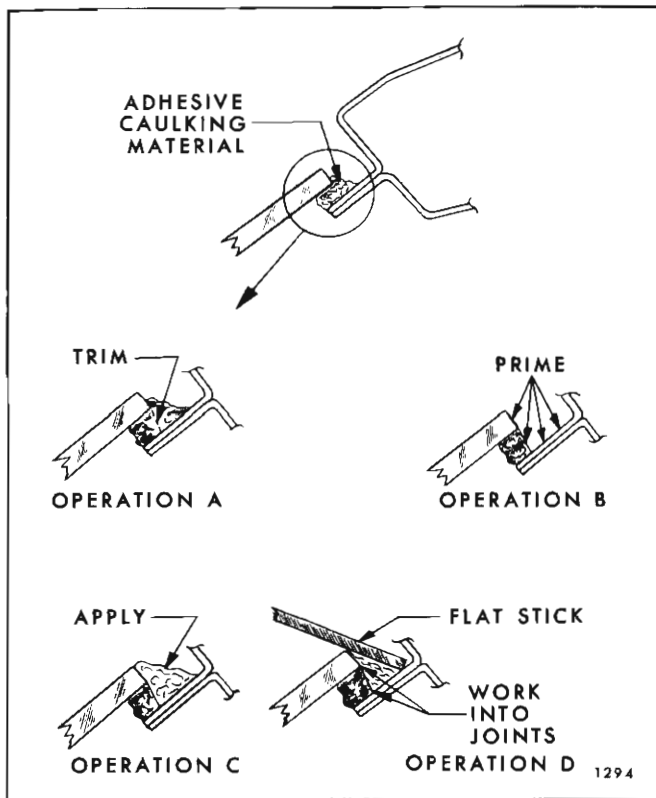


Fig. 2E42—Correction of Adhesive Caulking Glass Installation Waterleaks

- Trim off adhesive caulking material along edge of glass.
- Prime areas indicated using a small brush.
- Apply adhesive caulking material (use Kit #4226000 or equivalent).
- 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:

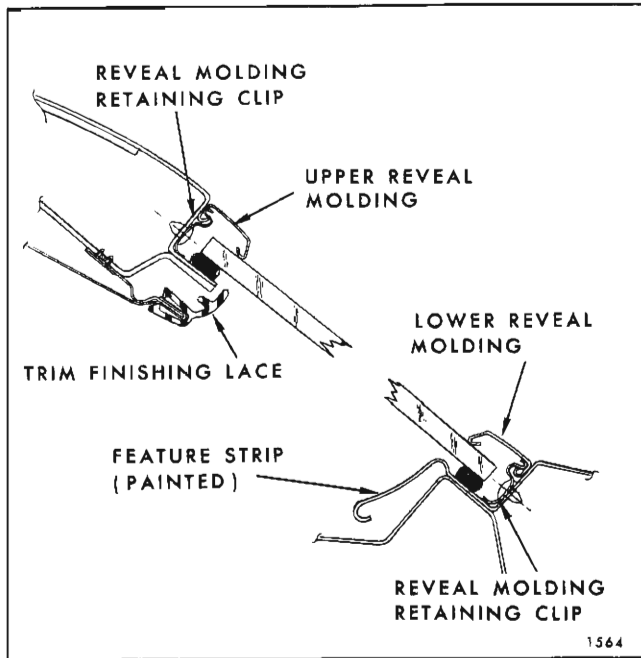


Fig. 2F1—Back Window Reveal Molding Retention

- 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 caulk 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) caulk 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

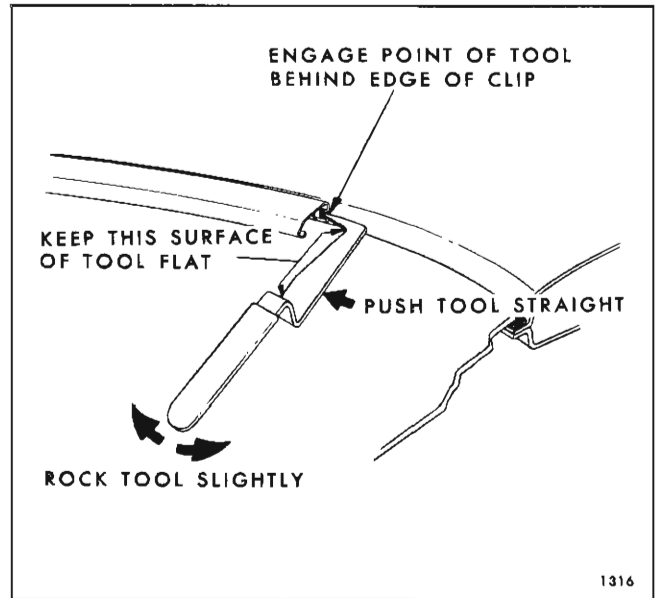


Fig. 2F2—Disengaging Molding From Clips

will heat-up and break. Keep tension on wire throughout cutting operation to prevent "kinks".

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.

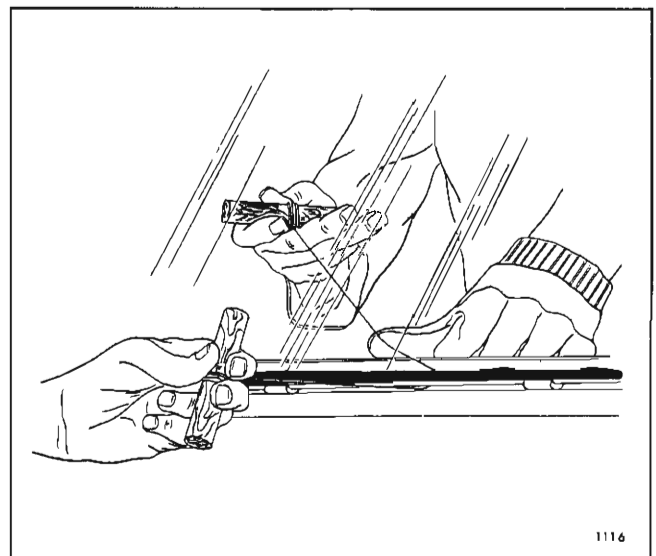


Fig. 2F3—Adhesive Caulked Glass Removal

5. Using a sharp scraper or chisel, remove major portion of old caulking material from pinch-weld 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" in-board from outer corners).

b. Cement one spacer to each side pinchweld flange slightly above center of flange.

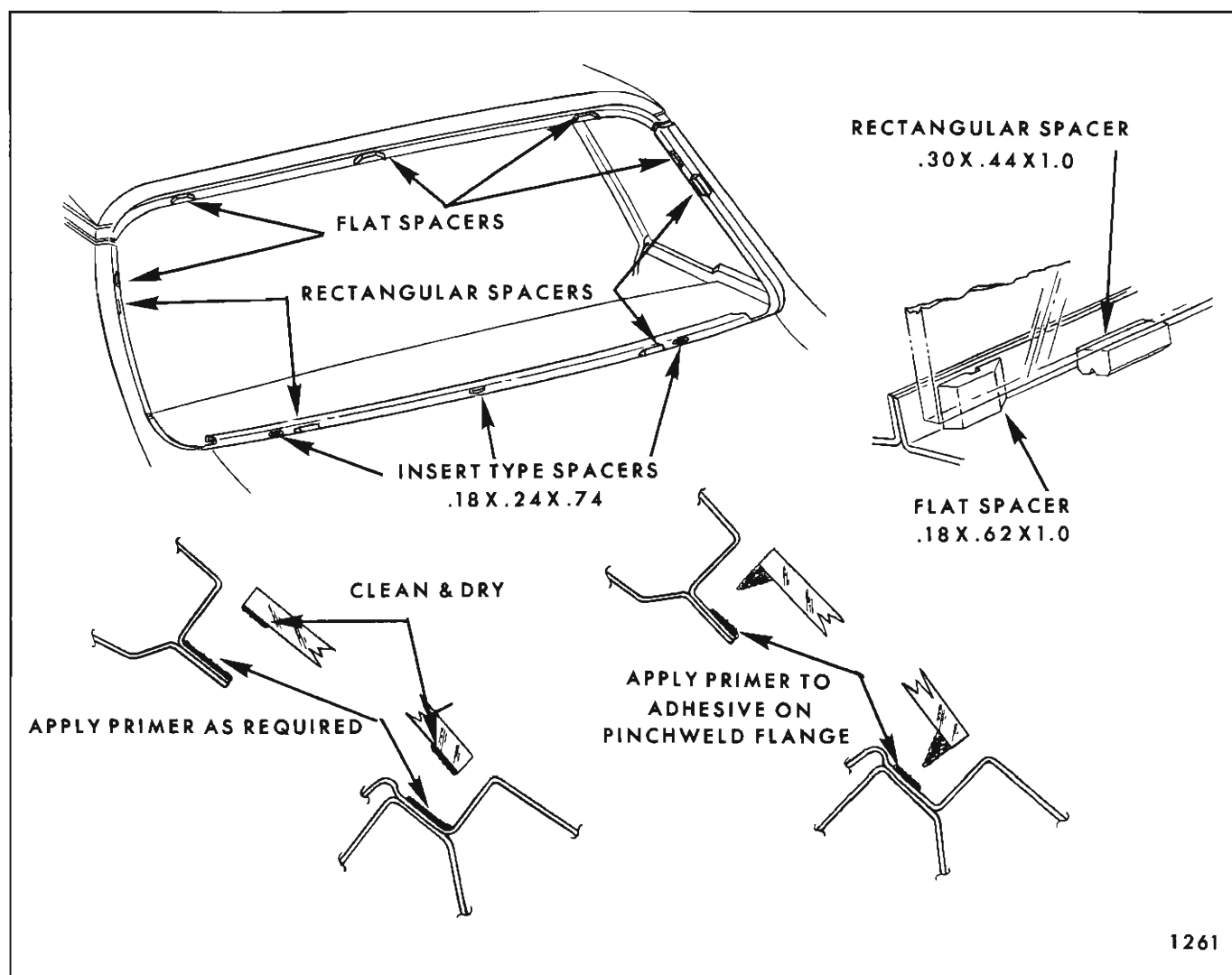


Fig. 2F4—Back Window Preparation and Spacer Installation

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, briskly 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.

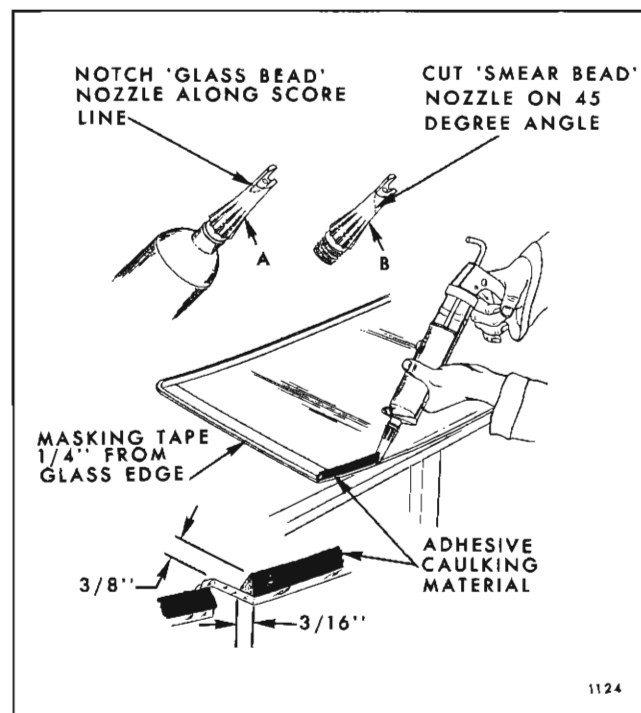


Fig. 2F5—Adhesive Caulking Material Application

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).

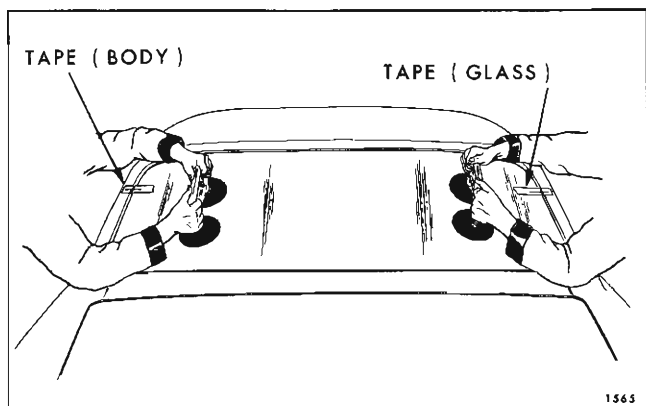


Fig. 2F6—Back Window Installation

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

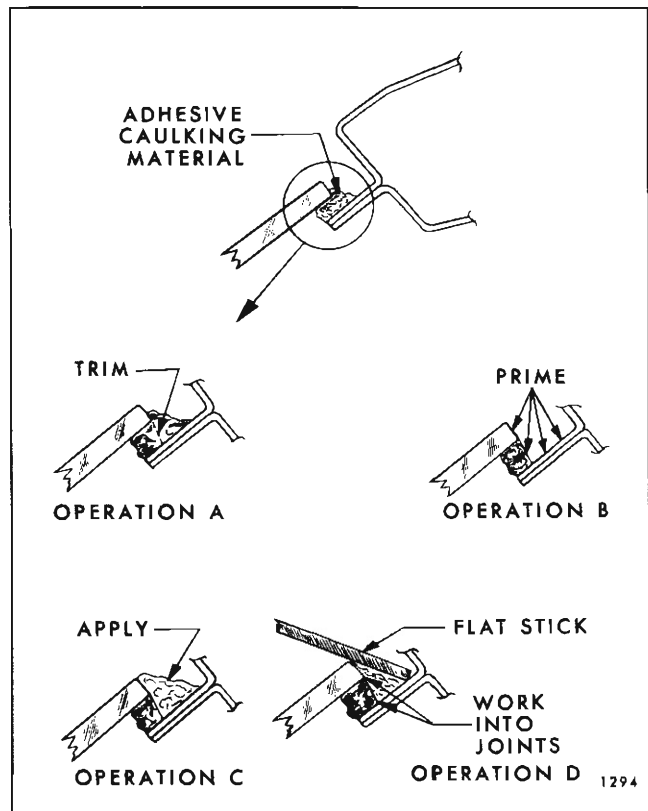


Fig. 2F7—Correction of Adhesive Caulked Glass Installation Waterleaks

- 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.

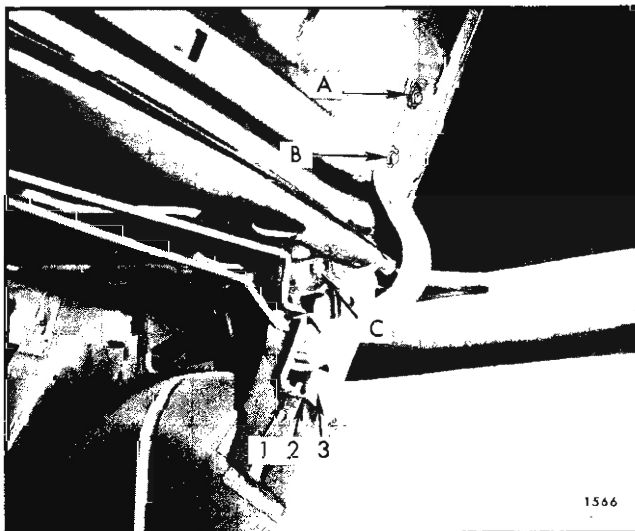


Fig. 2F8—Rear Compartment Lid Hinge and Torque Rod Attachment

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

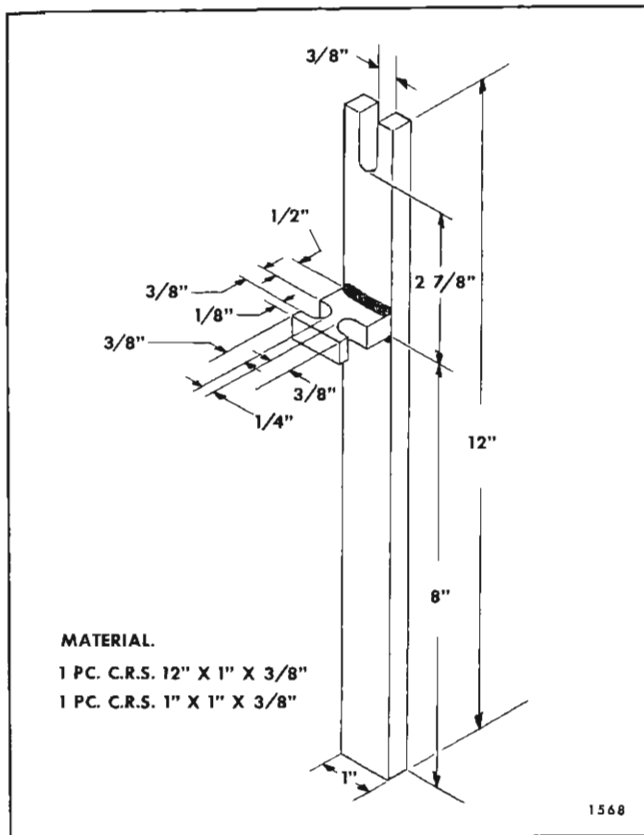


Fig. 2F10—Rear Compartment Torque Rod Adjusting Tool

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.

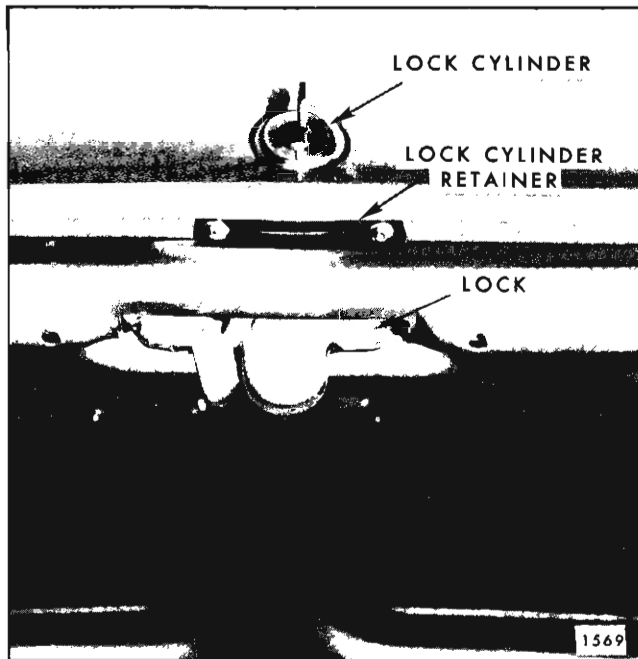


Fig. 2F11—Rear Compartment Lid Lock
Cylinder Retainer

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.

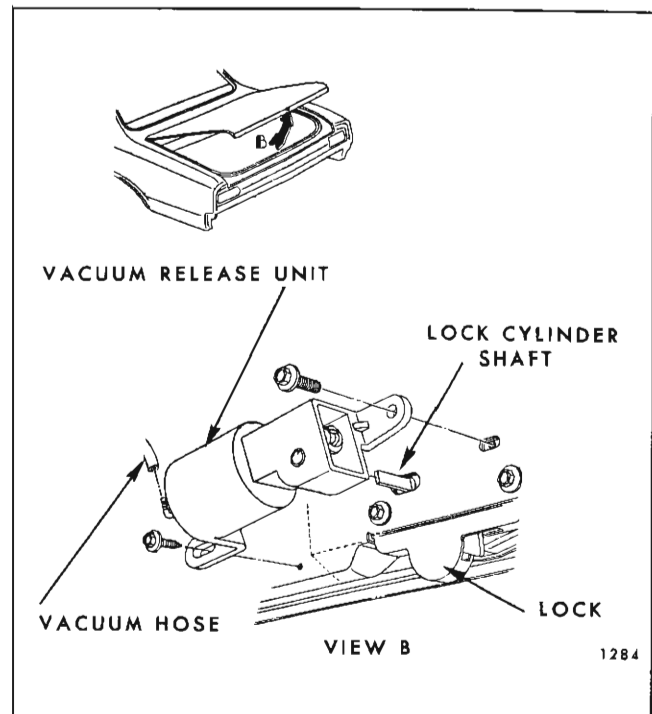


Fig. 2F12—Rear Compartment Lid Vacuum
Release Unit

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.

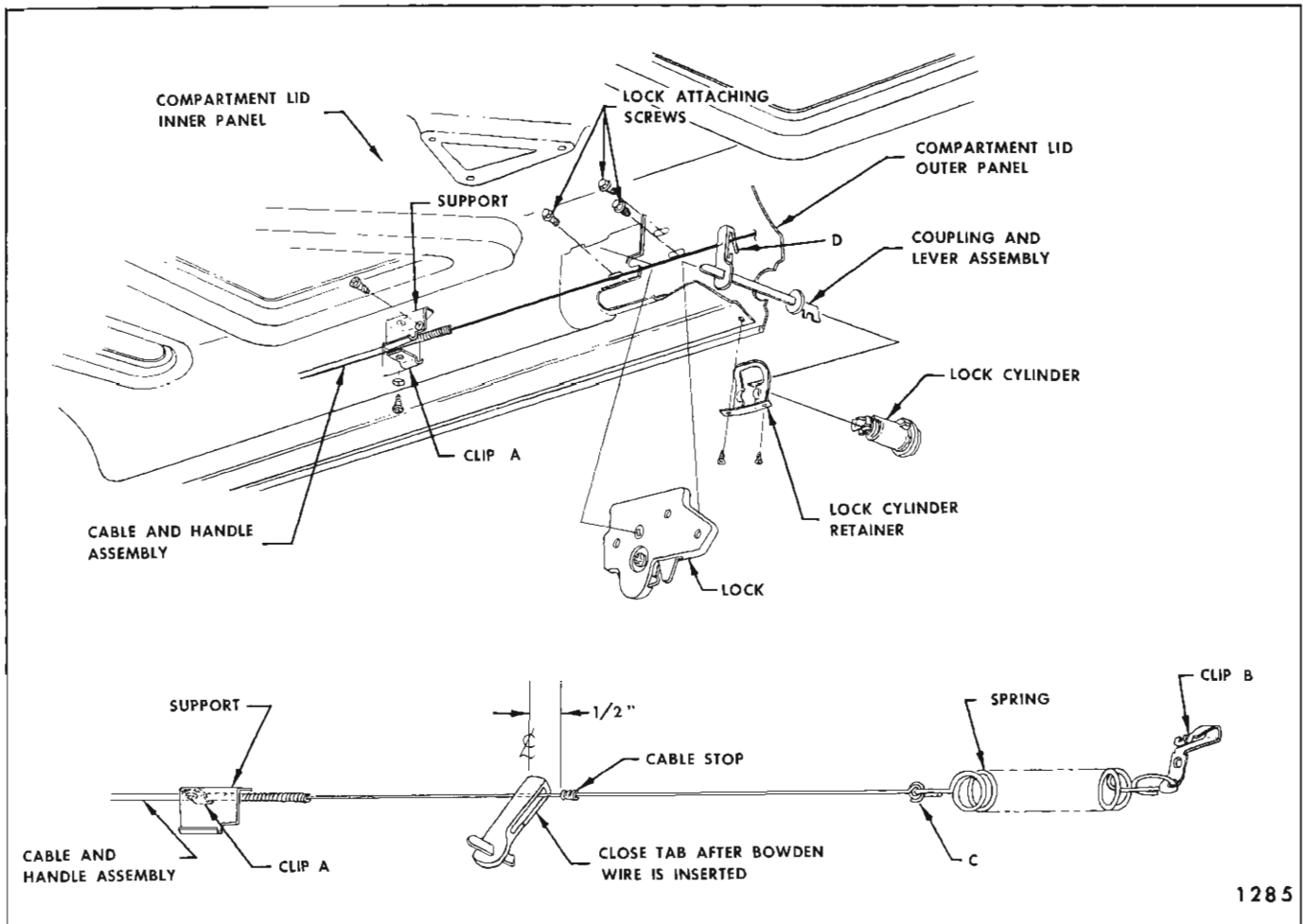


Fig. 2F13—Rear Compartment Lid Lock Manual Release Unit

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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.

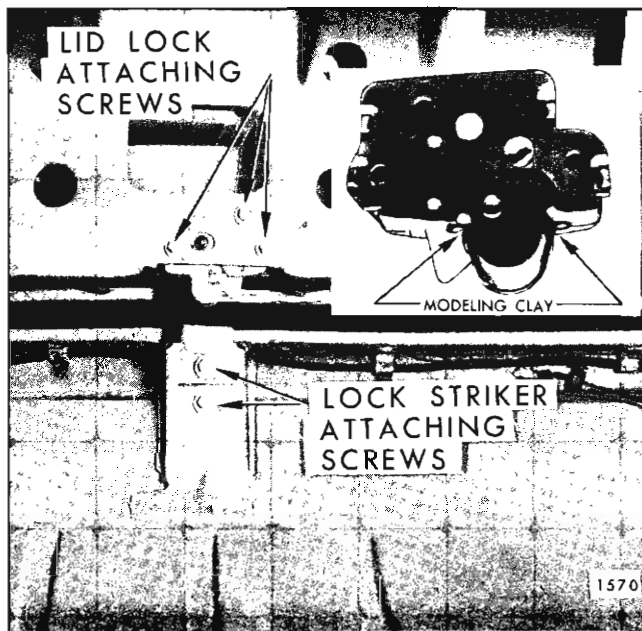


Fig. 2F14—Rear Compartment Lid Lock and Striker Attachments

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.

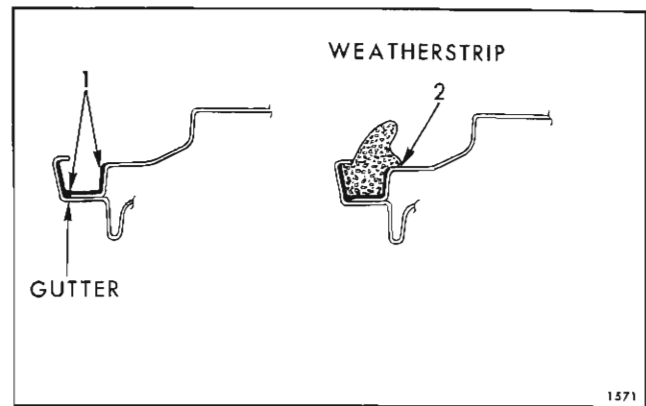


Fig. 2F15—Rear Compartment Weatherstrip

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

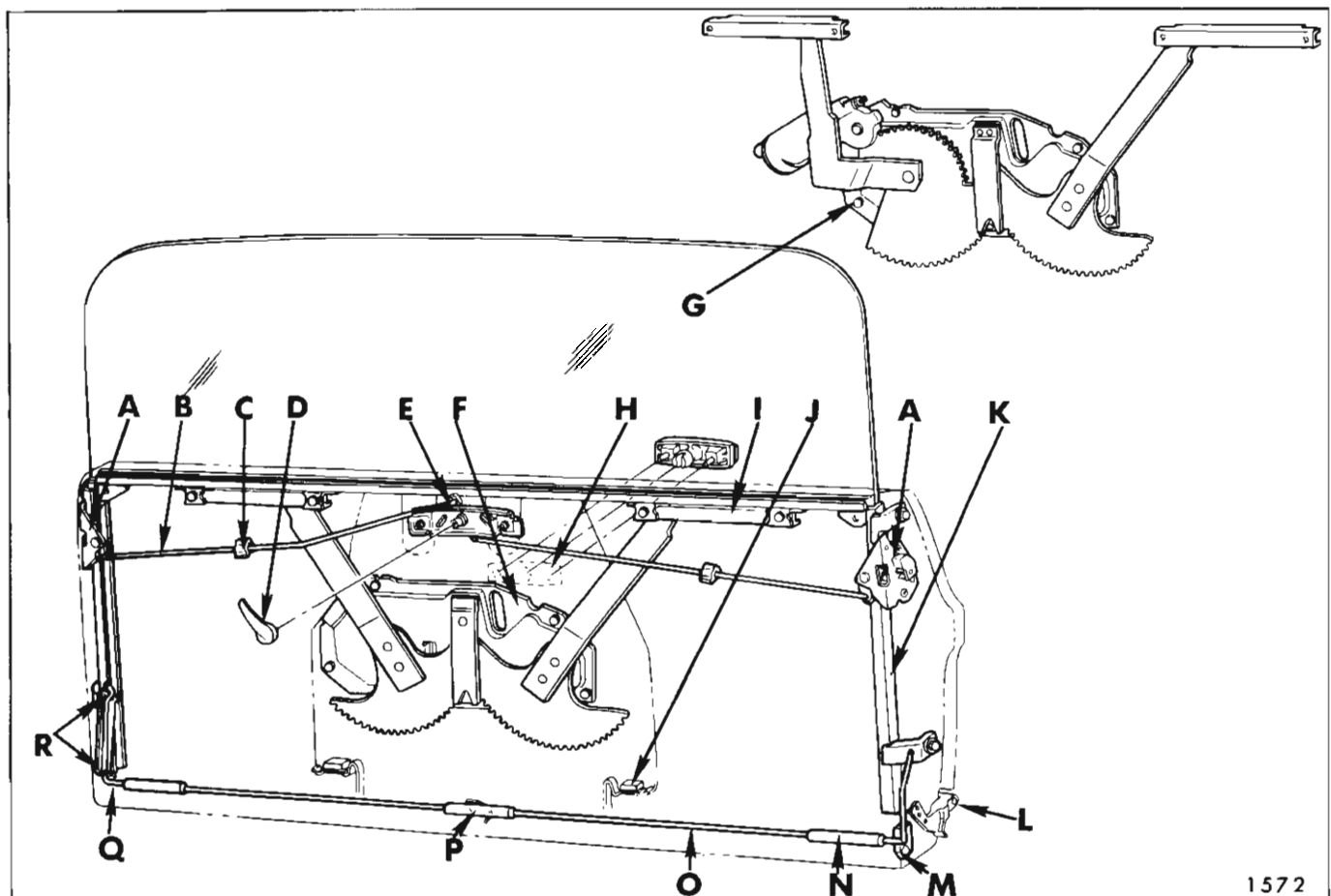


Fig. 2F16—Tail Gate Hardware

- | | |
|--|---|
| A. Tail Gate Lock | J. Tail Gate Window Rubber Bumper |
| B. Tail Gate Lock Connecting Rod | K. Tail Gate Window Lower Run Channel |
| C. Tail Gate Lock Connecting Rod Silencer | L. Tail Gate Hinge |
| D. Tail Gate Lock Inside Remote Control Handle | M. Tail Gate Torque Rod Bearing Plate |
| E. Tail Gate Lock Inside Remote Control | N. Tail Gate Torque Rod Silencer |
| F. Tail Gate Window Regulator (Manual) | O. Tail Gate Torque Rod |
| G. Tail Gate Window Regulator (Electric) | P. Tail Gate Torque Rod Clip |
| H. Tail Gate Window Regulator Outside Handle or Electric Switch and Escutcheon | Q. Tail Gate Torque Rod Retainer |
| I. Tail Gate Window Lower Sash Channel | R. Tail Gate Torque Rod Silencers (on Retainer) |

pillar by three screws. The tail gate is counter-balanced 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.

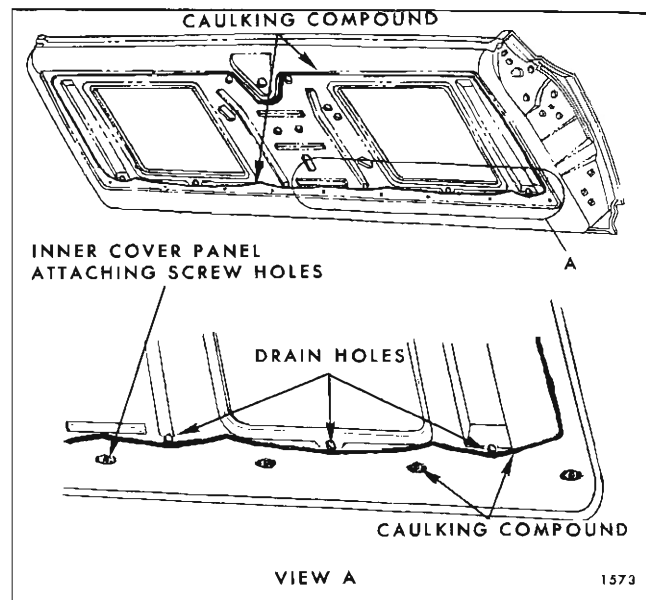


Fig. 2F17—Tail Gate Water Deflector

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".

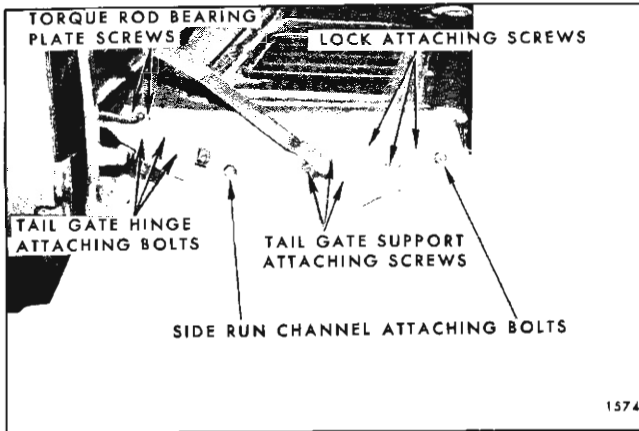


Fig. 2F18—Tail Gate Lock, Run Channel, Hinge, Torque Rod and Support Attachments

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,

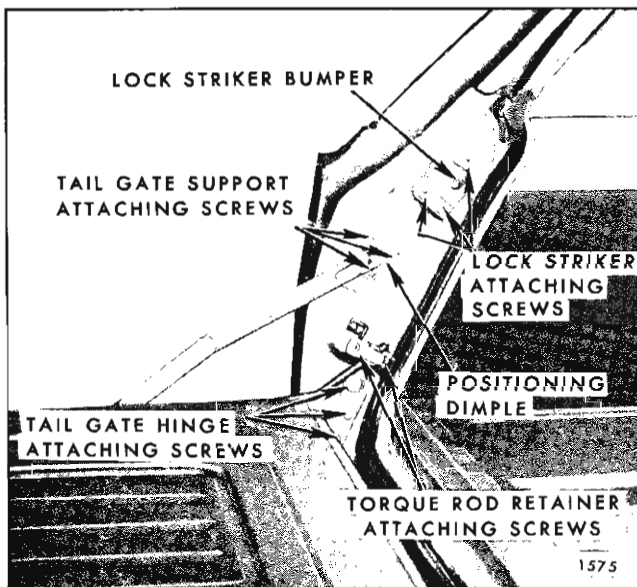


Fig. 2F19—Tail Gate Torque Rod, Hinge and Support Attachments

and harness grommet from tail gate bottom facing, and remove harness.

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.

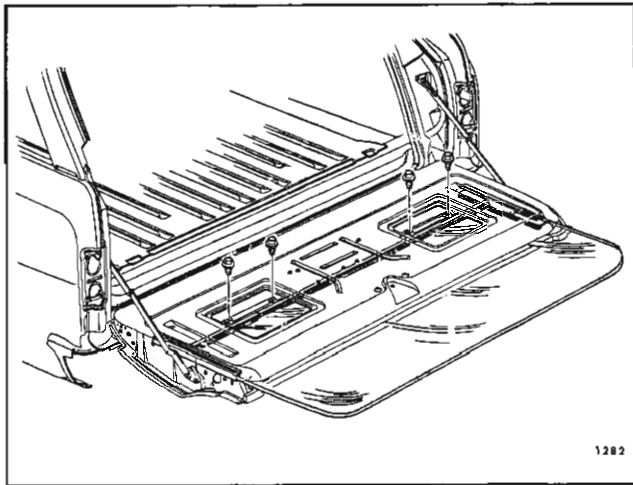


Fig. 2F20—Tail Gate Inner Panel Cams Attachment

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.

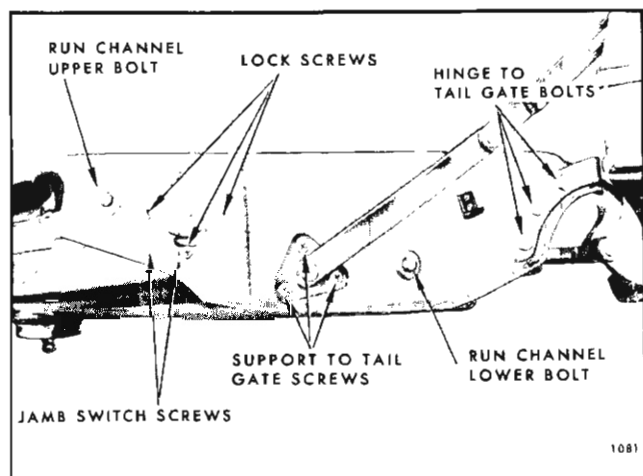
5. To install tail gate torque rod, reverse removal procedure. Prior to installing torque rod, lubricate frictional surfaces of torque rod and bearing plate. Check to insure that torque rod nylon silencers are properly positioned on retainer. (See Fig 2F16).

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

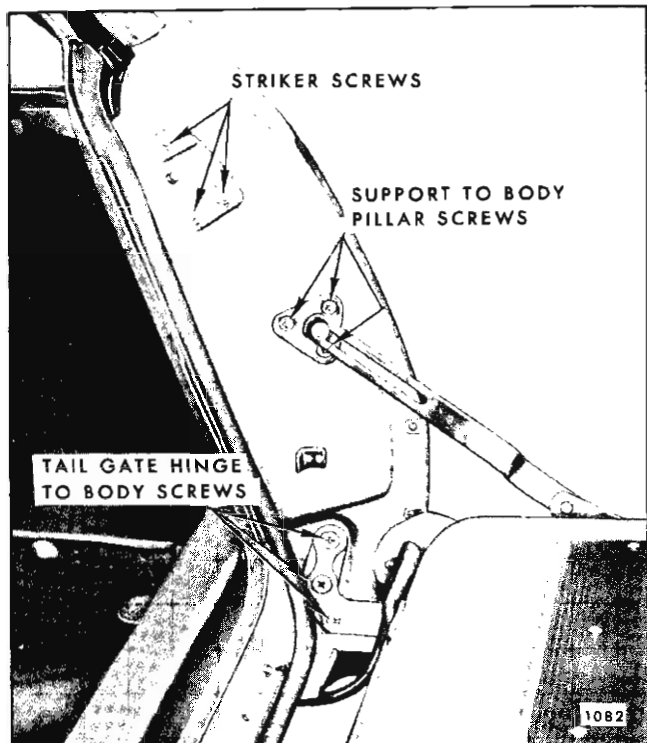


Fig. 2F22—Rear Body Pillar Hardware - Right Side

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.

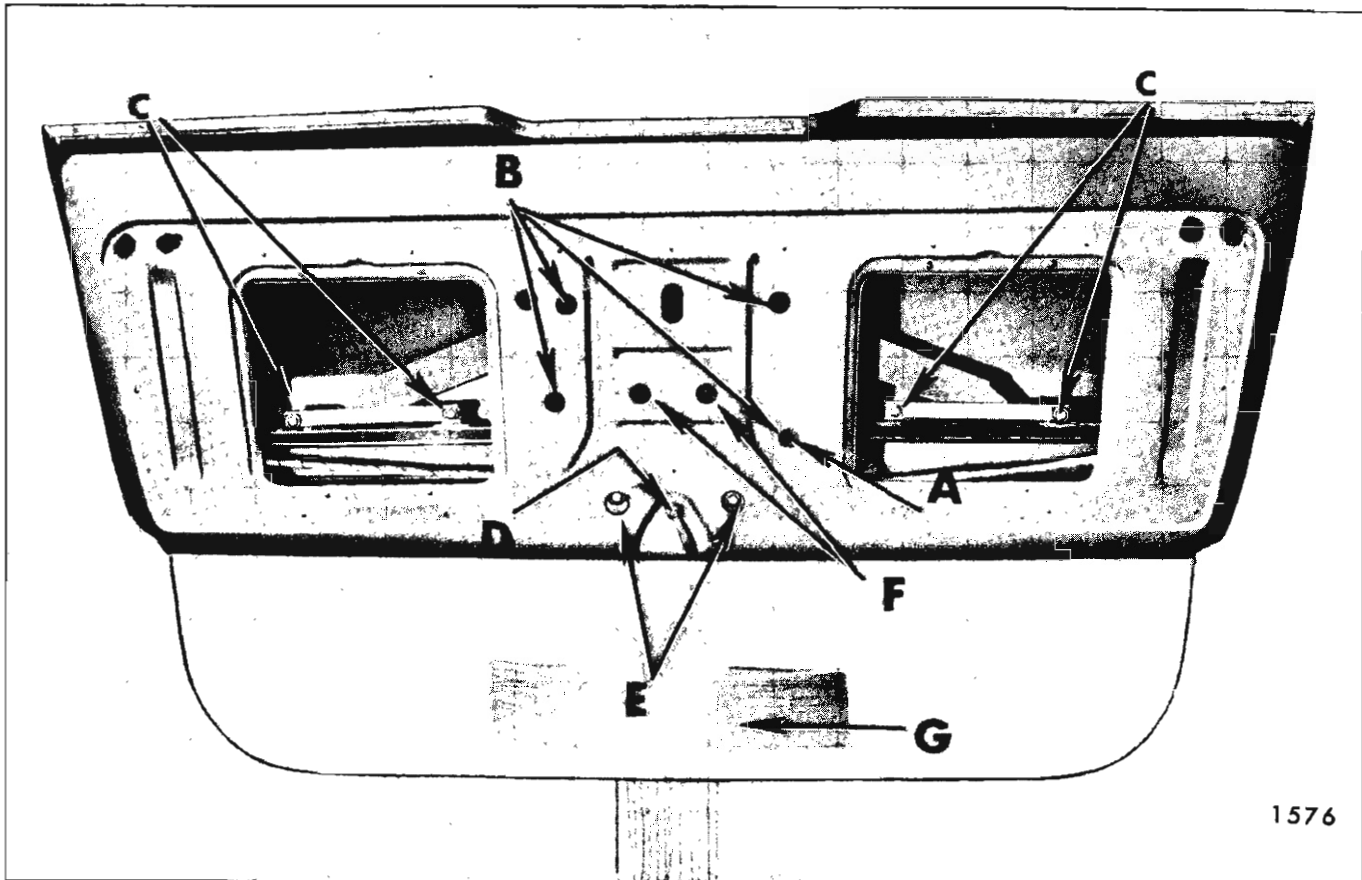


Fig. 2F23—Tail Gate Window Hardware

- 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.

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.

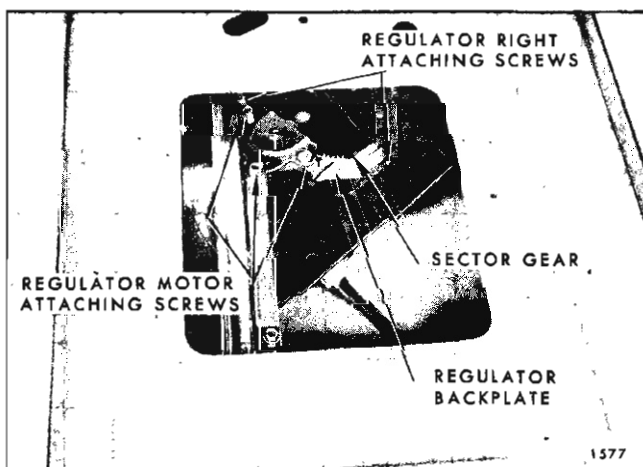


Fig. 2F24—Tail Gate Window Regulator Motor Removal

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.

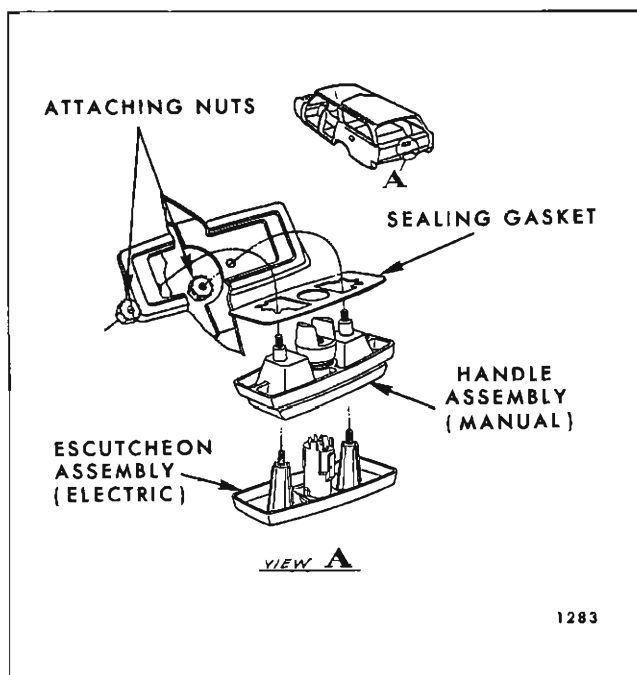


Fig. 2F25—Tail Gate Window Handle (Manual) and Escutcheon (Electric) Assembly

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).

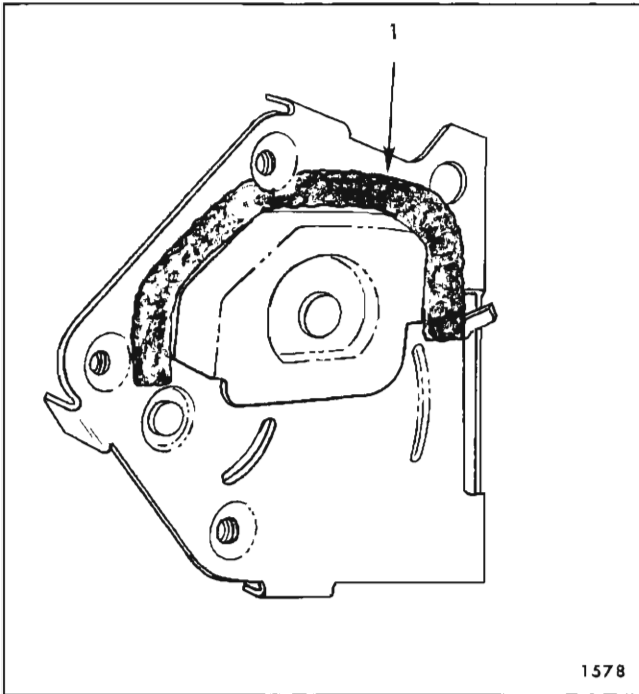


Fig. 2F26—Tail Gate Lock Caulking

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.

<u>Dimension "A"</u>	<u>No. of Spacers Required</u>	<u>Spacer Thickness</u>	<u>Striker Attaching Screws*</u>
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 (1/4" Longer)
	1 (1/16" Spacer)	(Total)	(1/4" Longer)
0 to 1/16"	2 (1/8" Spacer)	1/4"	Emergency Screw (1/4" Longer)
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.

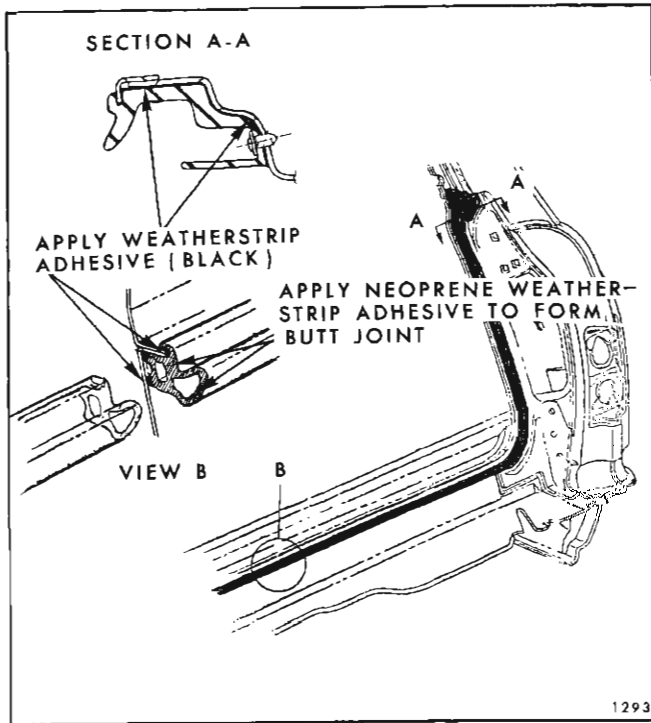


Fig. 2F28—Tail Gate Weatherstrip Installation

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

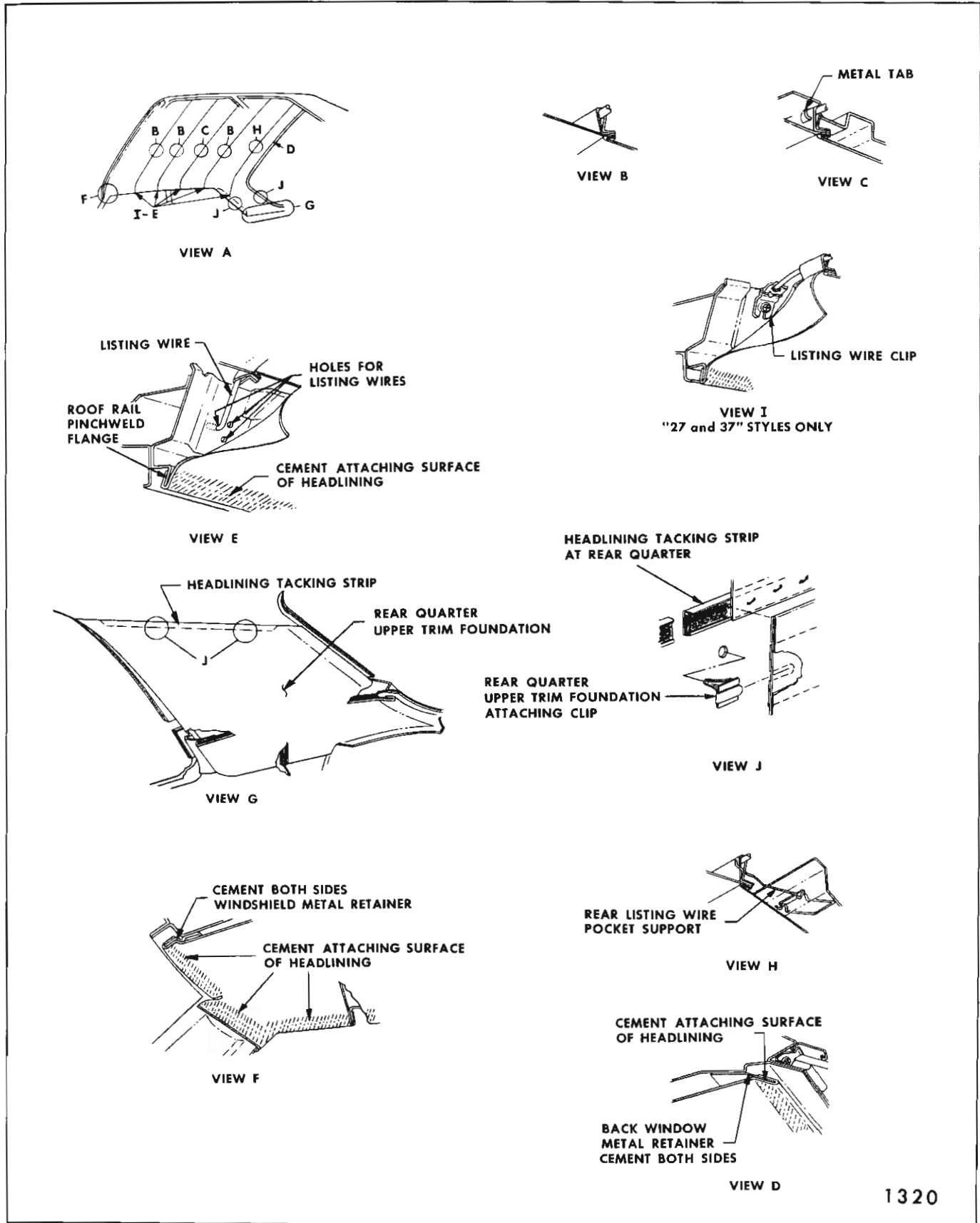
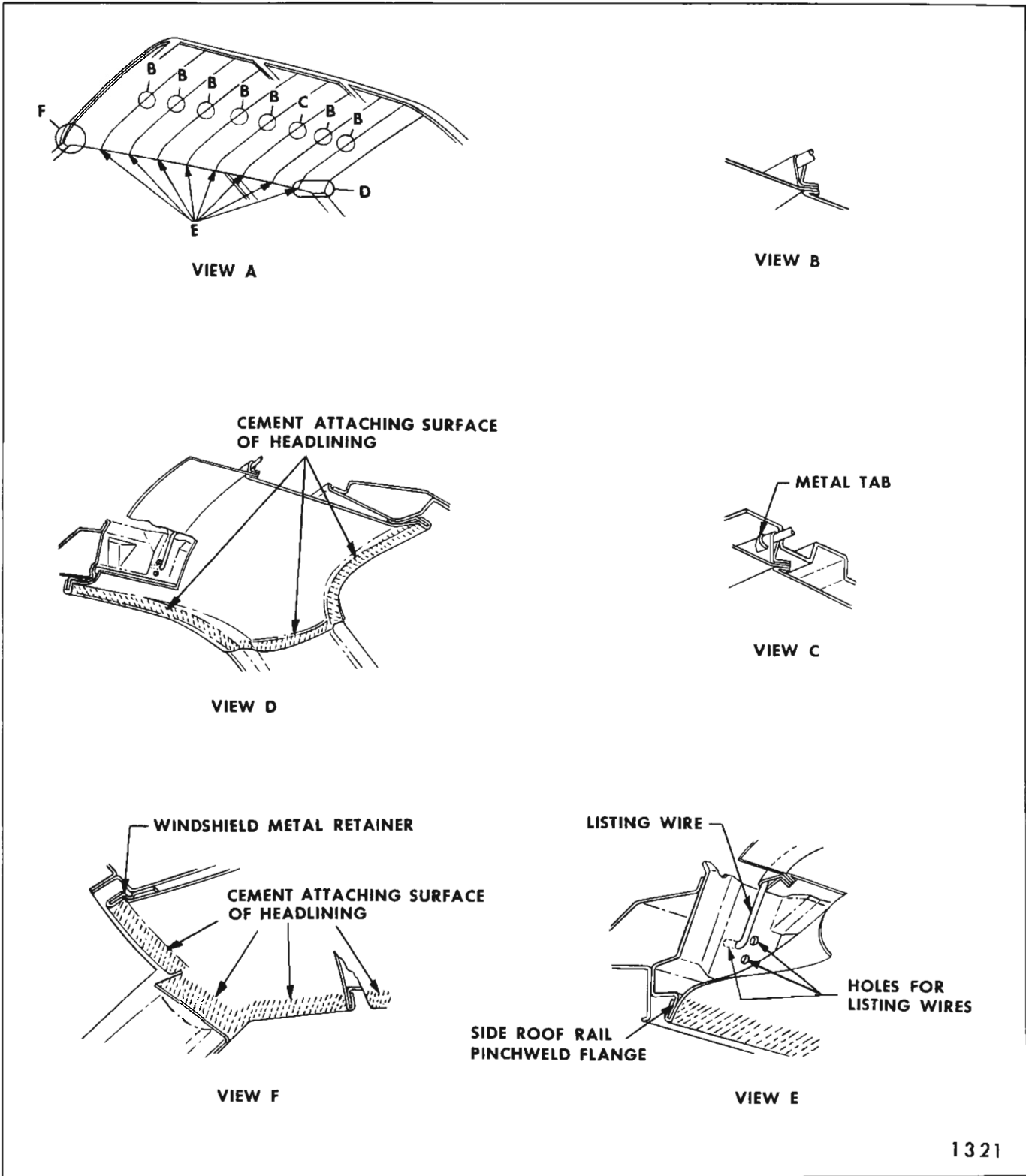


Fig. 2G1—Headlining Installation - All Styles Except Station Wagons



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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.

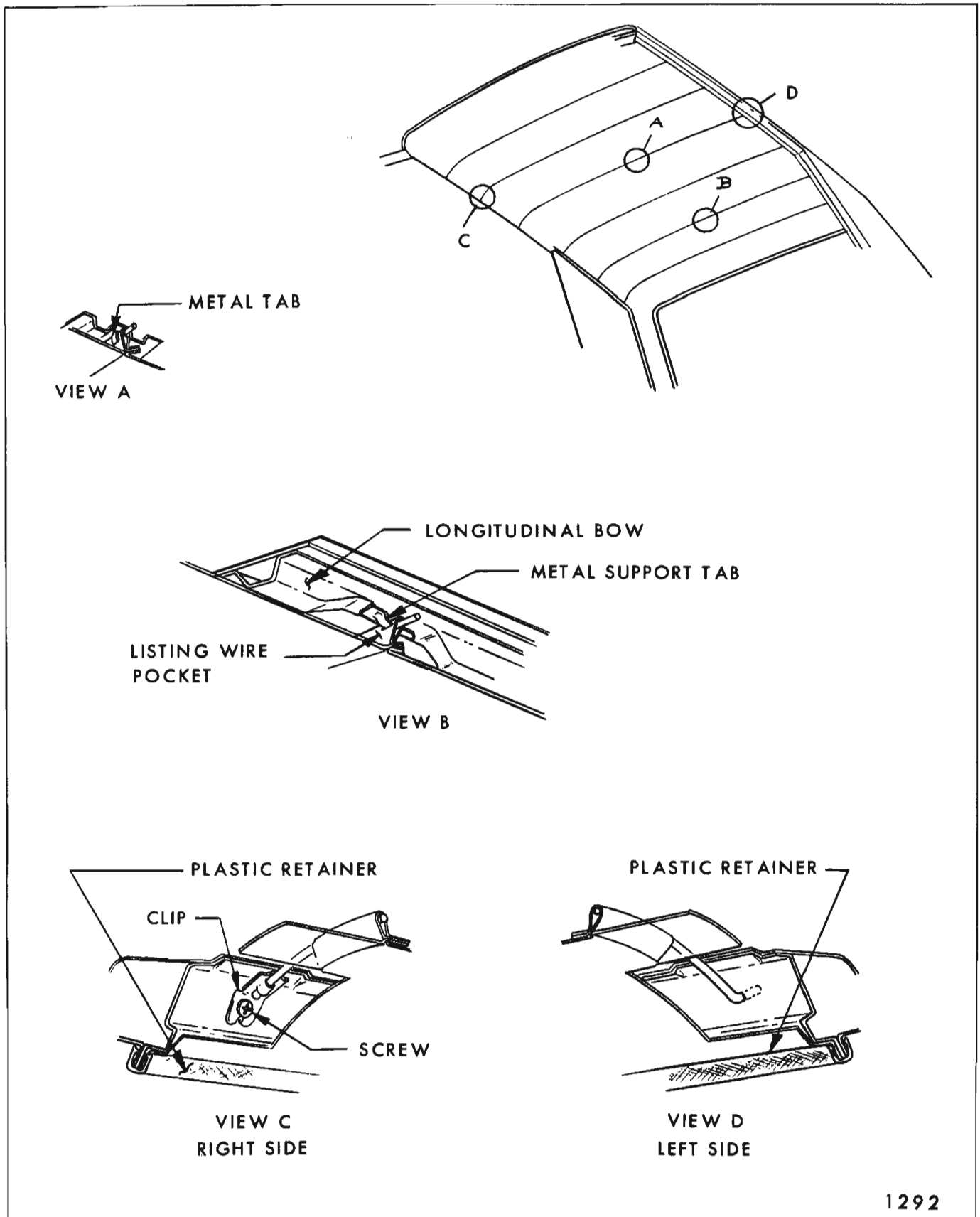


Fig. 2G3—Headlining Installation - "27" and "37" Styles Only

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

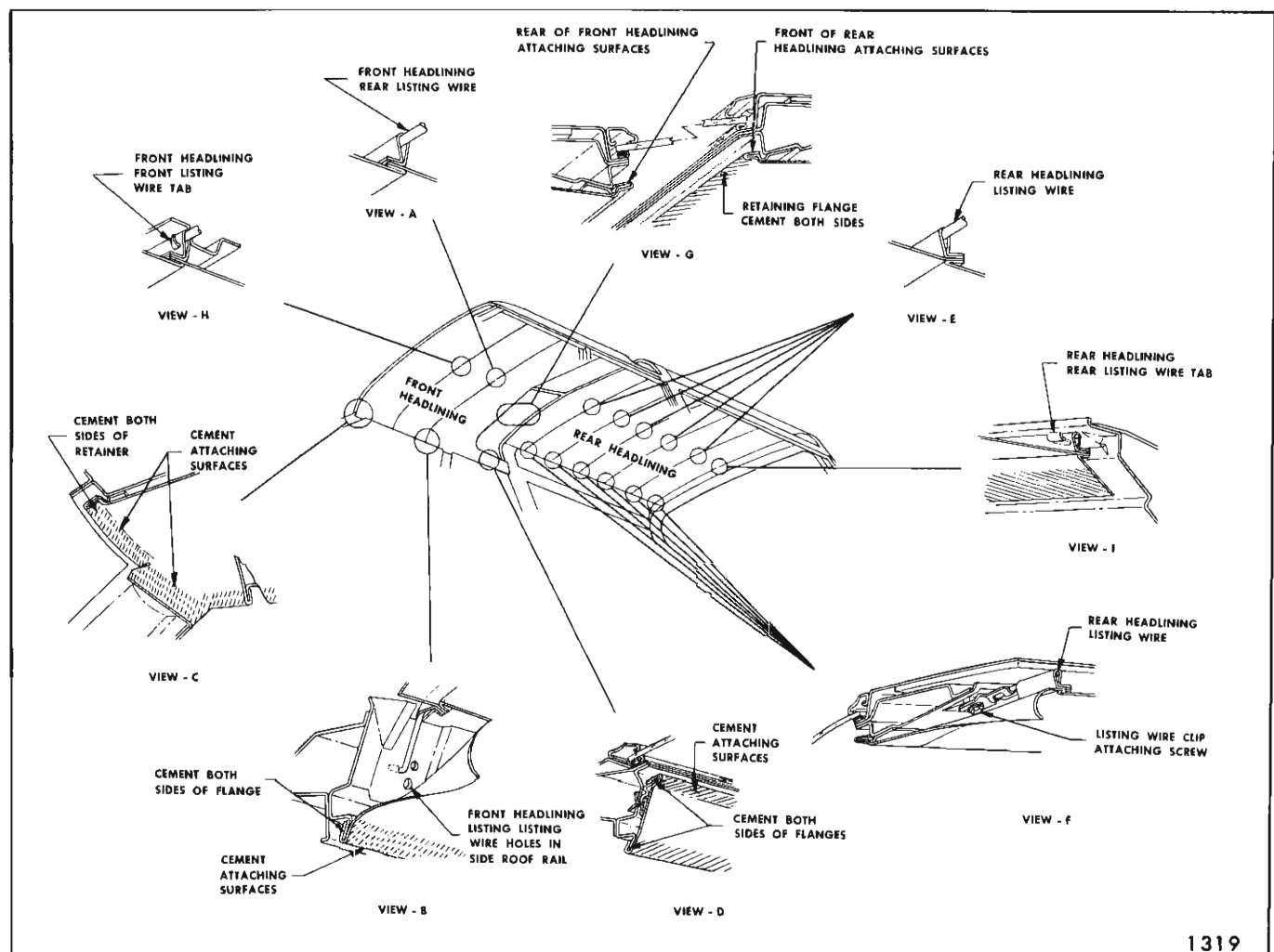


Fig. 2G4—Headlining Installation - "55" and "65" Styles

- 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

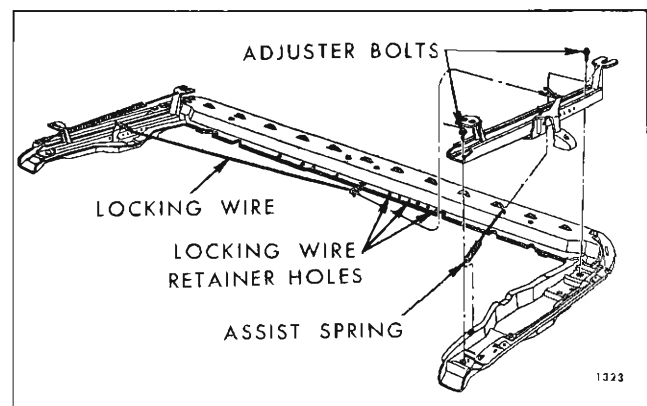


Fig. 2H1—Manual Seat Adjusters

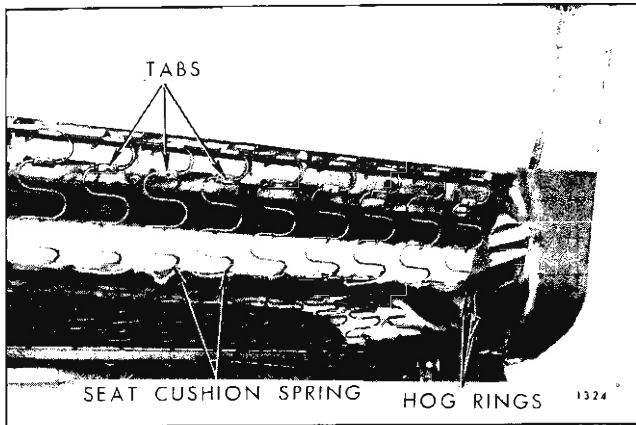


Fig. 2H2—Front Seat Cushion-To-Seat Back Spring Attachment

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.

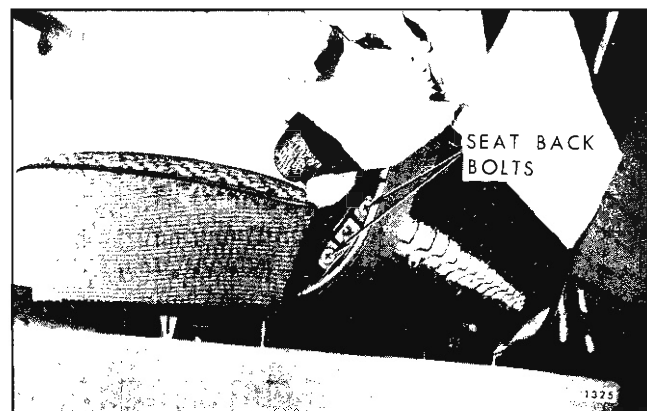


Fig. 2H3—Front Seat Back Attachment

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).

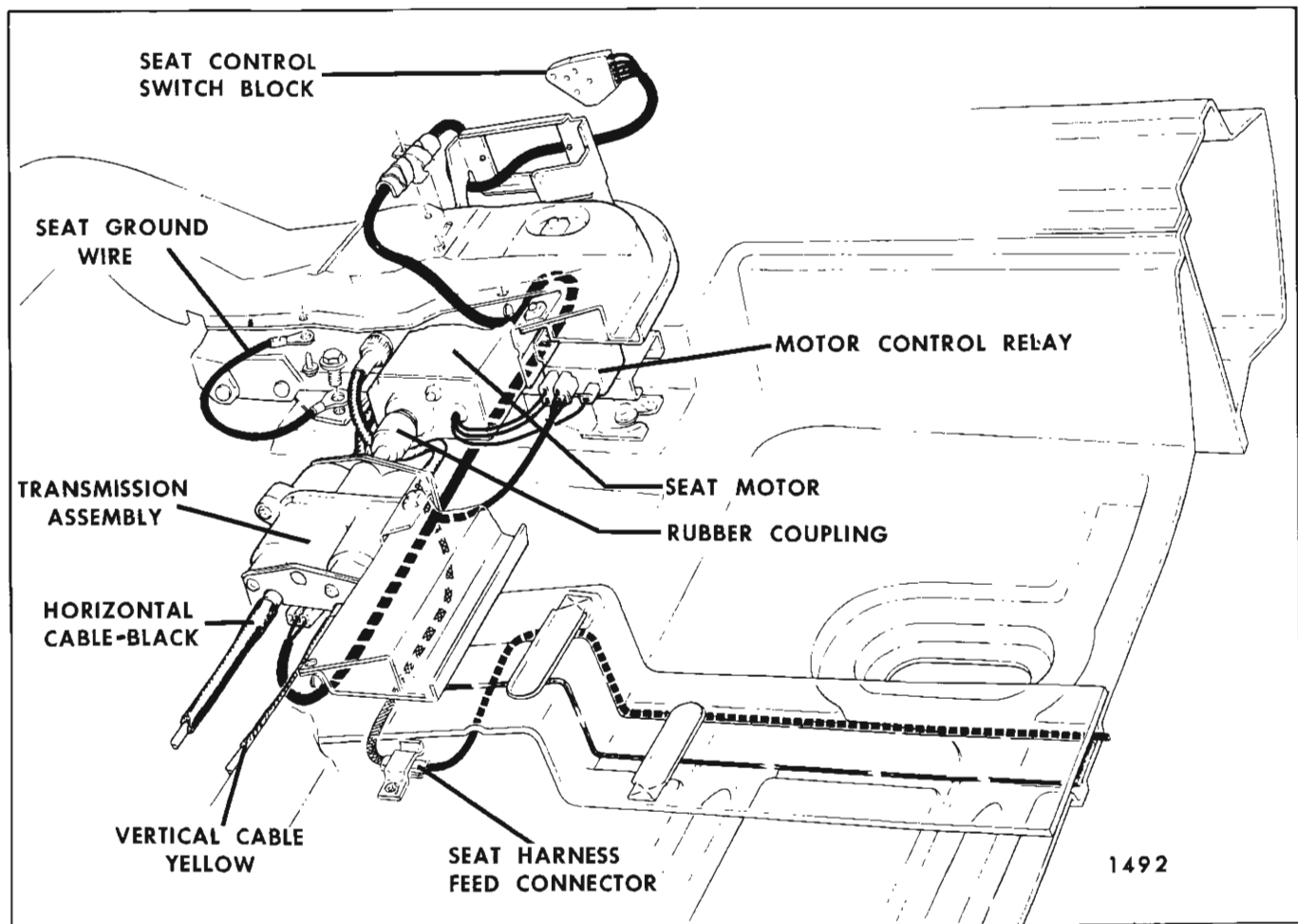


Fig. 2H4—Four Way Bench Seat

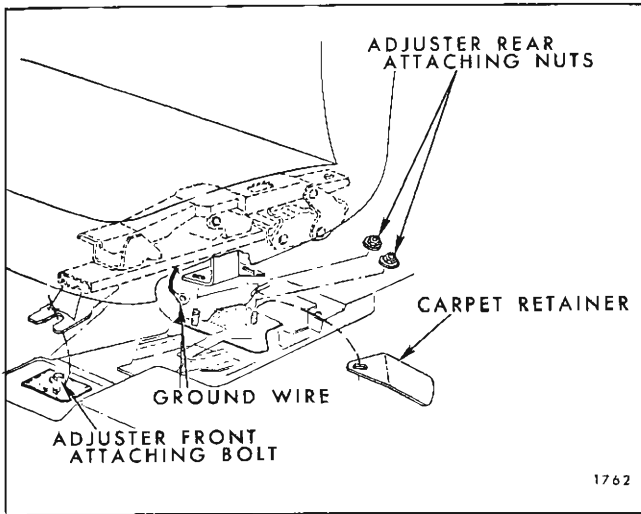


Fig. 2H5—Front Seat Installation

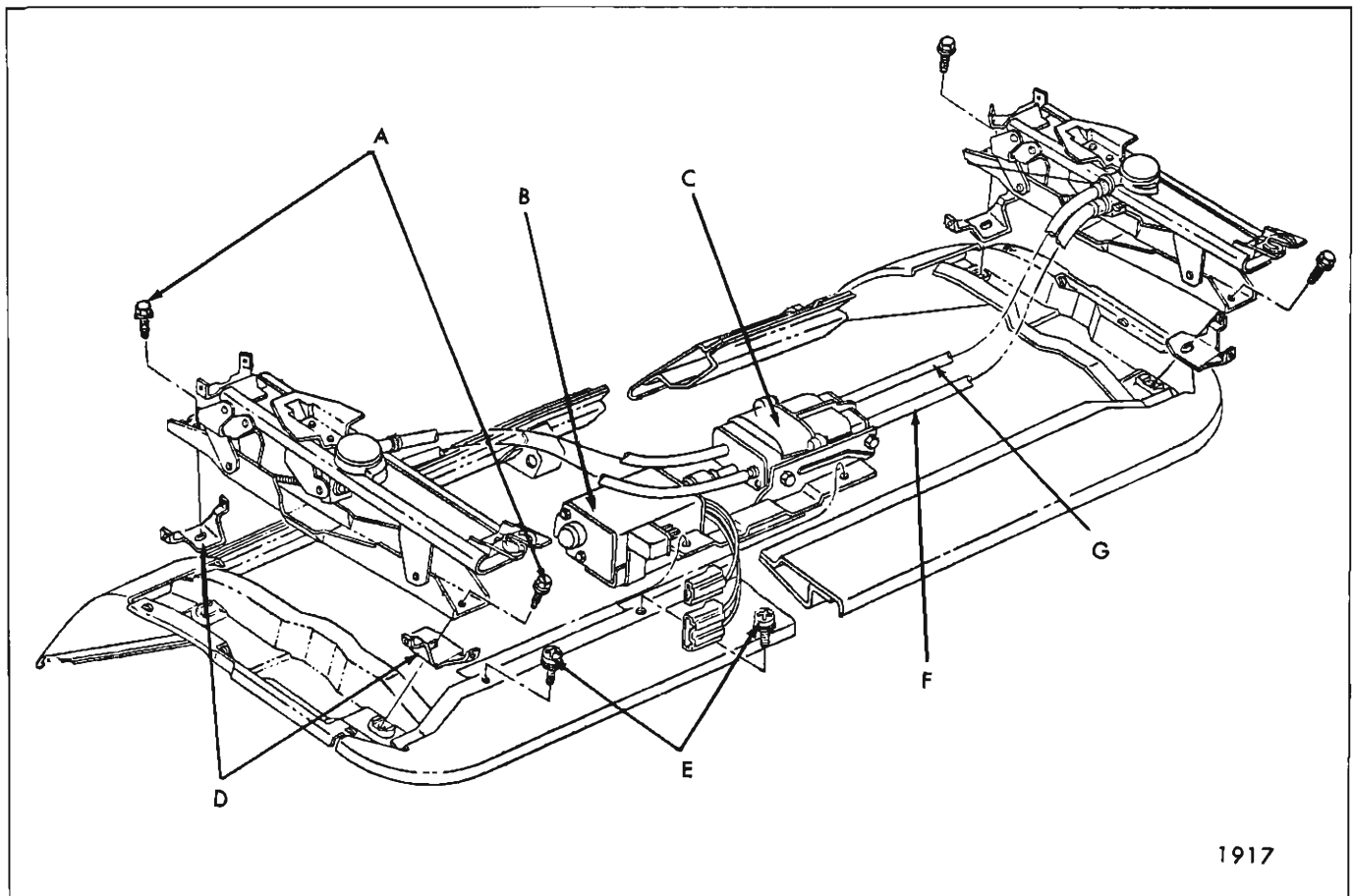
3. Loosen adjuster-to-floor pan front attaching bolt; then, remove both adjuster-to-floor pan rear attaching bolts (Fig. 2H5).

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



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Fig. 2H6—Front Seat Assembly - Four-Way Tilt

- | | | |
|--|--------------------------|-----------------------------|
| A. Adjuster to Seat Frame Attaching Bolts | C. Transmission Assembly | F. Vertical Cable (Yellow) |
| B. Motor Assembly | D. Track Cover Supports | G. Horizontal Cable (Black) |
| E. Motor and Transmission support Attaching Screws | | |

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 GEARNUIT 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).

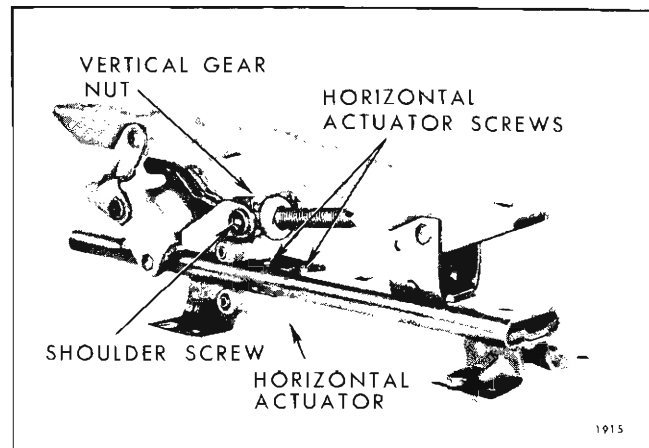


Fig. 2H7—Front Seat Adjuster Four-Way Tilt

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.

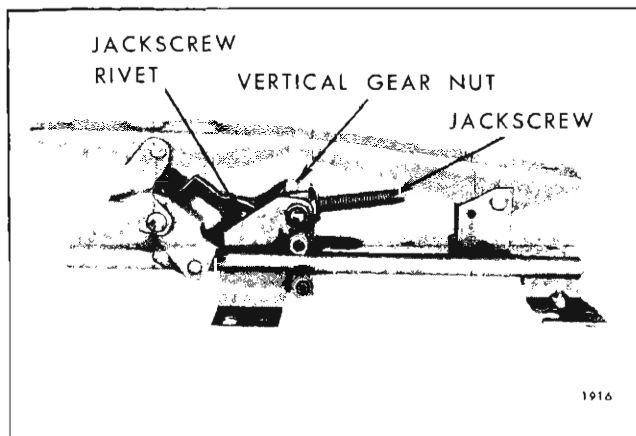


Fig. 2H8—Front Seat Adjuster Four-Way Tilt

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.

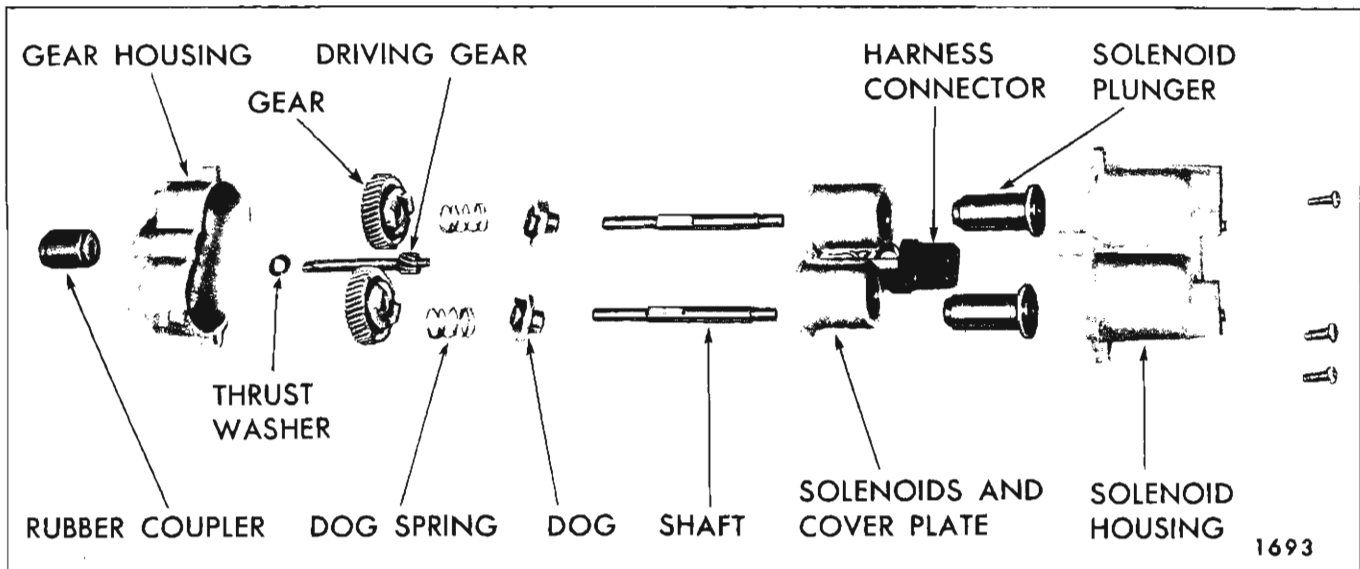


Fig. 2H9—Exploded View of Four-Way Seat Transmission

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.

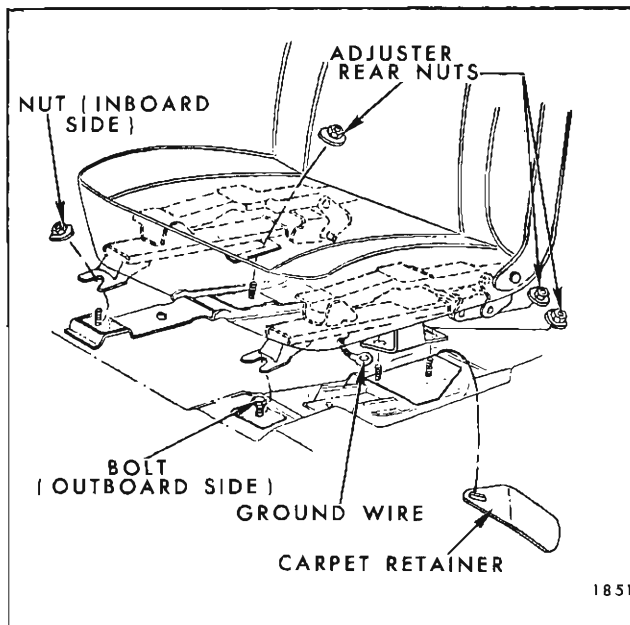


Fig. 2H10—Bucket Seat Attachment

BUCKET SEAT ASSEMBLY—FOUR-WAY TILT (DRIVER'S SIDE ONLY) ALL STYLES EXCEPT 13000 SERIES

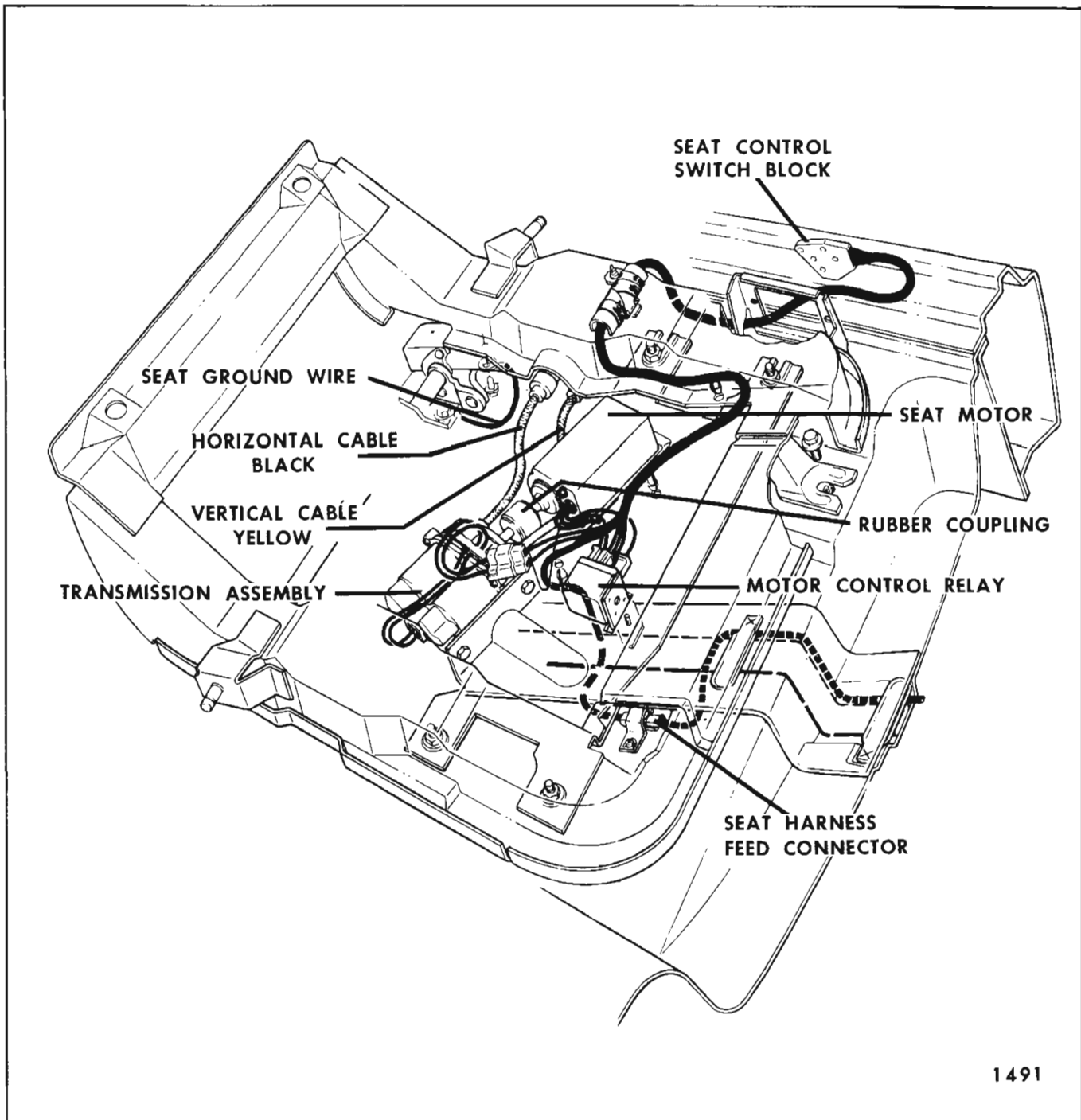
Removal and Installation

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.



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2H11—Four-Way Bucket Seat Wiring

FRONT SEAT ADJUSTERS (DRIVER OR PASSENGER-MANUAL)

Removal and Installation

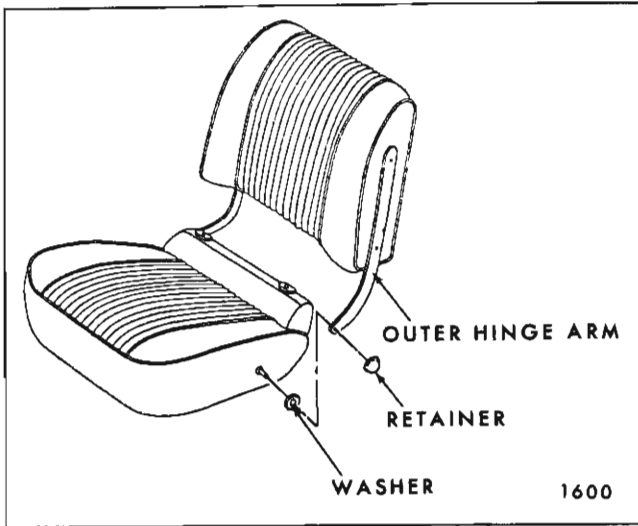
1. Remove front seat assembly as previously described and place upside down on a clean, protected surface.

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.

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).

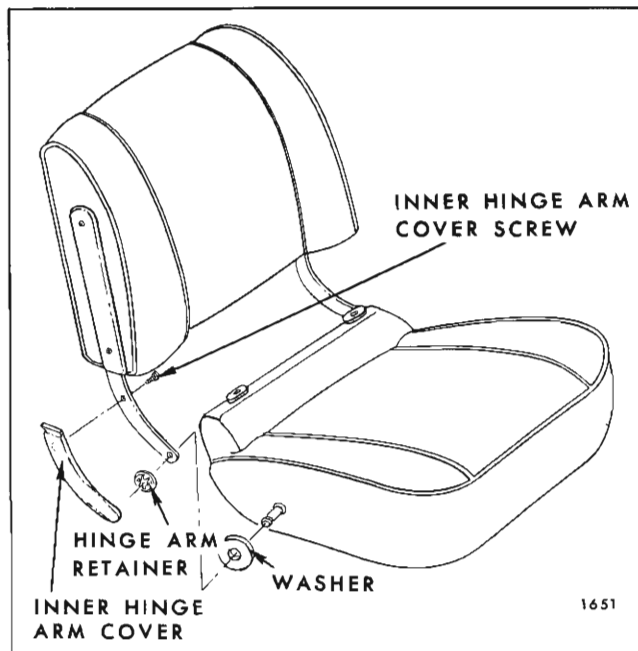
6. Carefully disengage adjuster from support and torque tube assembly; then remove adjuster from seat.

7. To install, reverse removal procedure. Check seat adjusters for proper operation.

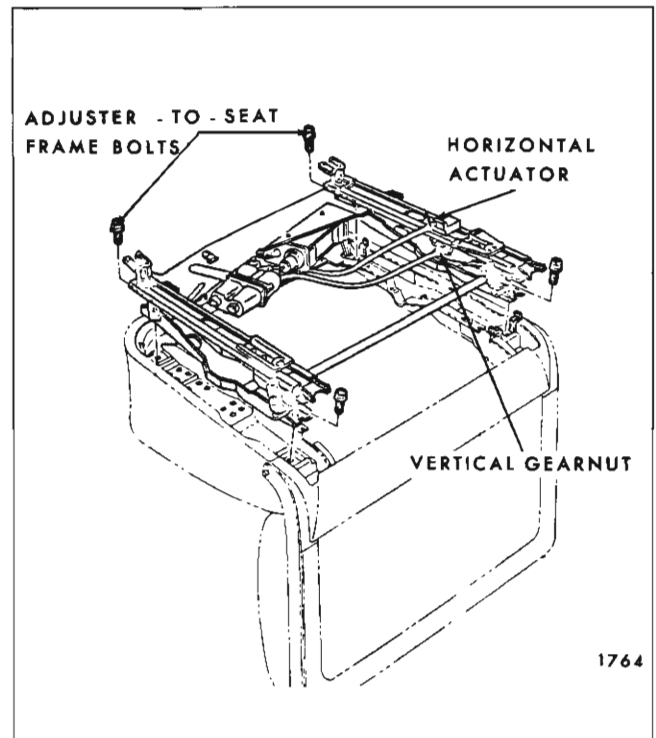
**FRONT SEAT ADJUSTER VERTICAL GEARNUT
FOUR-WAY (TILT) (DRIVER'S SIDE ONLY)
ALL STYLES EXCEPT 13000 SERIES**

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).



2H13—Bucket Seat Back Inner Hinge Arm



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.

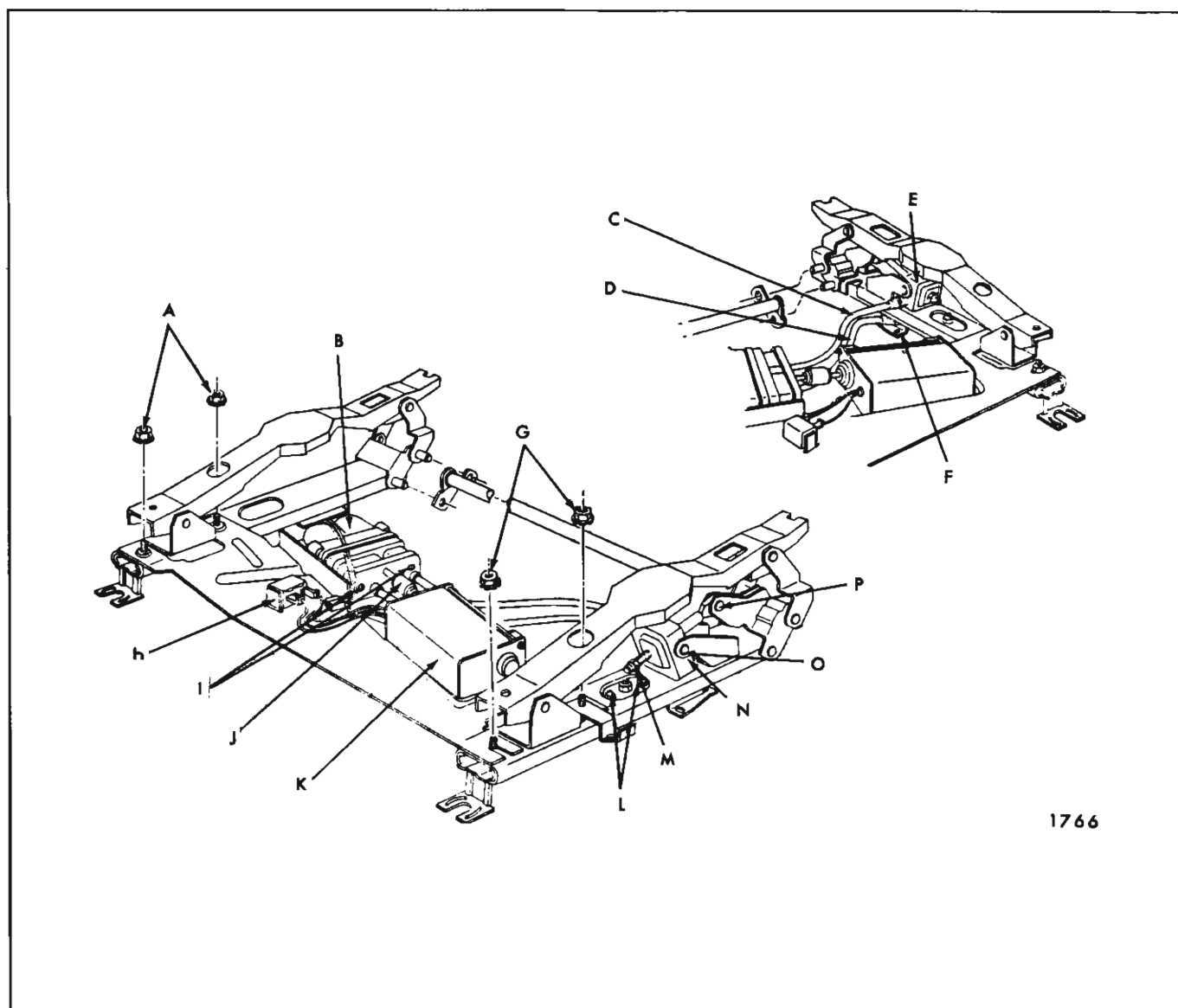


Fig. 2H15—Bucket Seat Adjuster Assembly

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

1766

**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.

- To install, reverse removal procedure.

Disassembly and Assembly of Transmission

- Remove front seat adjuster transmission from seat assembly.
- Remove screws securing gear and solenoid housings together; then, carefully separate housings and remove component parts of transmission assembly (Fig. 2H16).
- 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

- Remove front seat assembly from body and place upside down on a clean protected surface.
- Remove adjuster to seat bottom frame front and rear attaching bolts.
- Remove nuts securing motor and transmission support to inboard adjuster (Fig. 2H15).
- Carefully disengage adjuster from support and torque tube assembly; then, remove adjuster from seat.
- Disengage torque tube from opposite adjuster and remove tube from seat assembly.

- 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

- Remove front seat assembly from body and place upside down on a clean protected surface.
- Remove nuts securing support to both adjusters (Fig. 2H15).
- Carefully remove support from adjusters with attached motor, transmission and relay assembly.
- If replacing support, transfer motor, transmission and relay assembly to new part.
- 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

- Remove front seat assembly from body and place upside down on a clean protected surface.
- Disconnect motor-to-motor relay wire harness.
- Remove nut securing relay to support and remove relay from seat assembly.
- To install, reverse removal procedure.

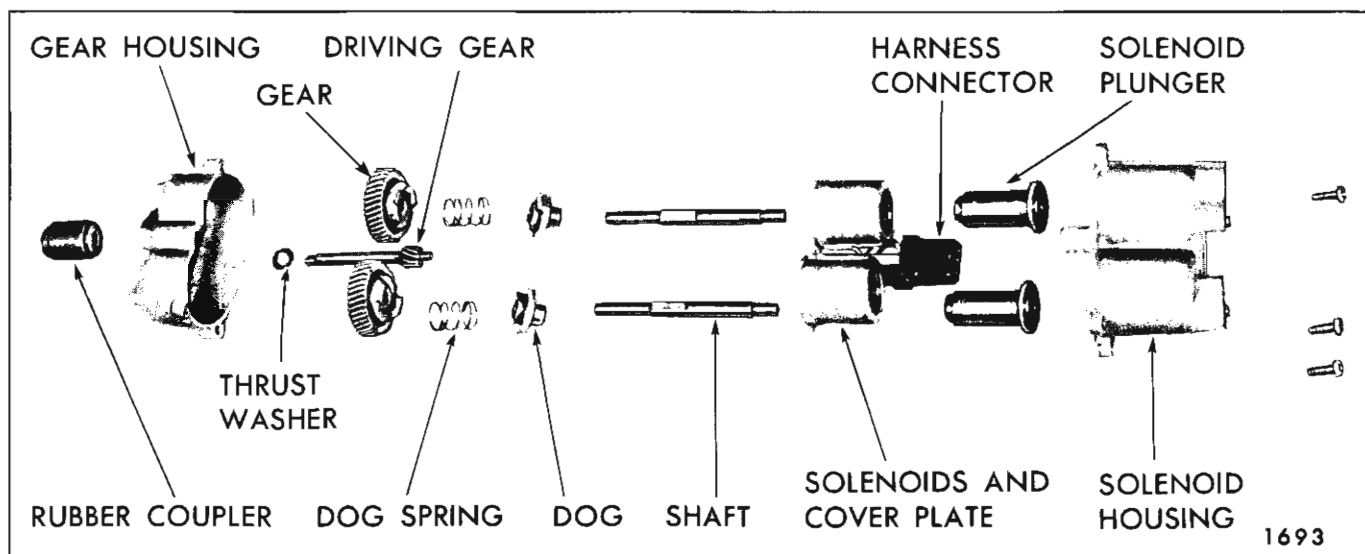


Fig. 2H16—Exploded View of Four-Way Seat Transmission

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.

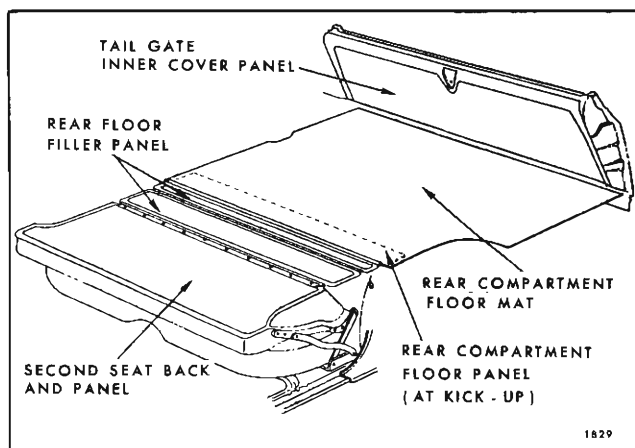


Fig. 2H17—Folding Second Seat and Rear Floor Panel Covers

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.

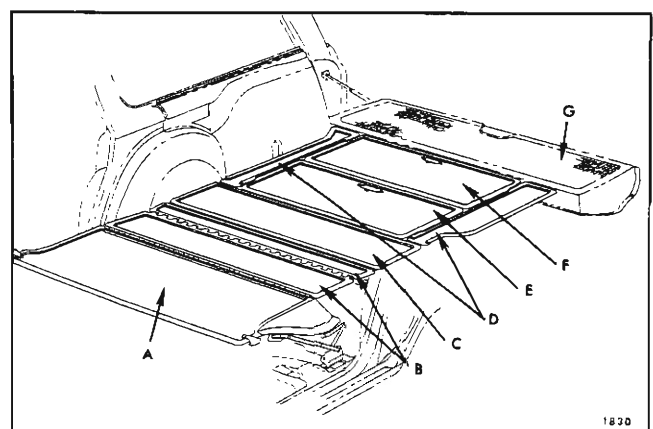


Fig. 2H18—Folding Seats and Rear Floor Panels

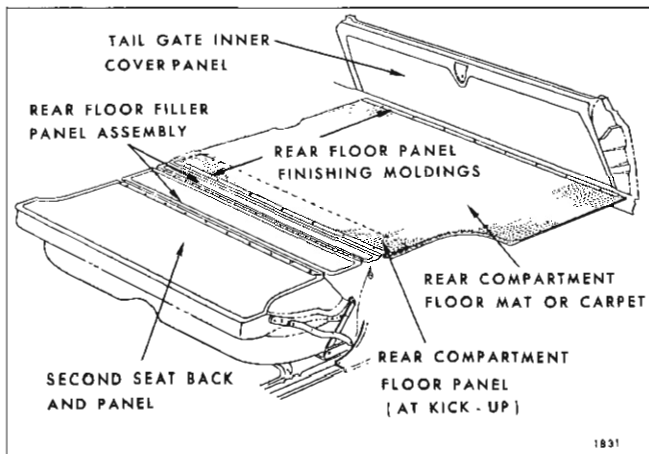


Fig. 2H19—Folding Seat and Rear Compartment Floor Panels

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

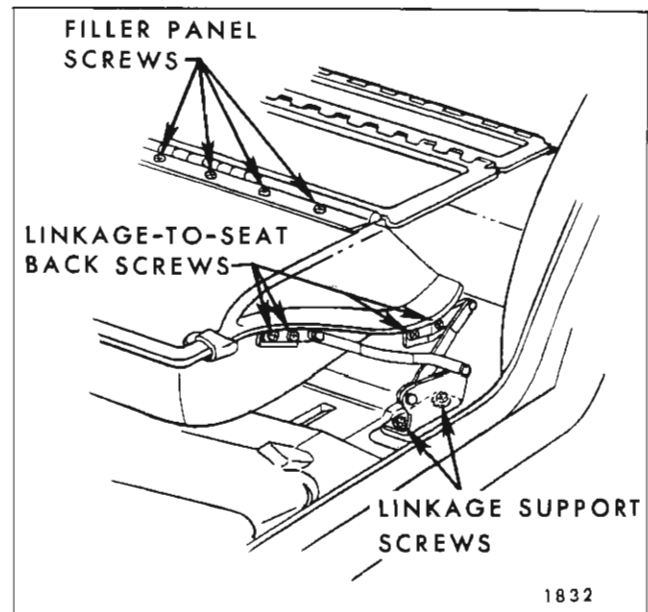


Fig. 2H20—Folding Second Seat Back Linkage and Filler Panel

second seat back panel and detach filler panel from seat back.

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.

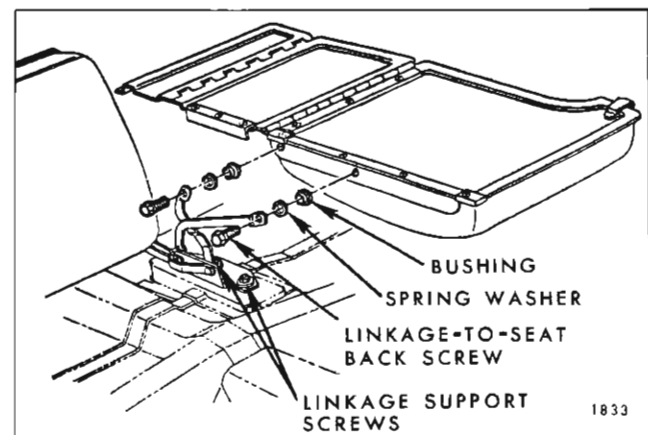


Fig. 2H21—Split Second Seat Center Linkage

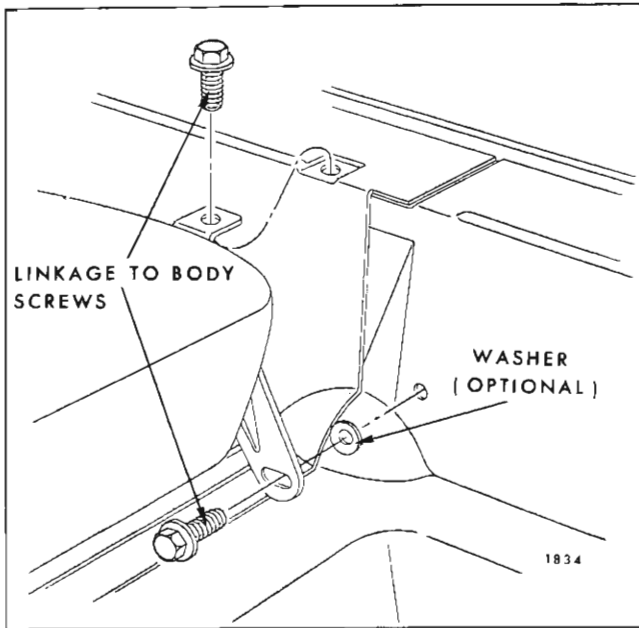


Fig. 2H22—Folding Third Seat Cushion Linkage Attachment to Body

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.

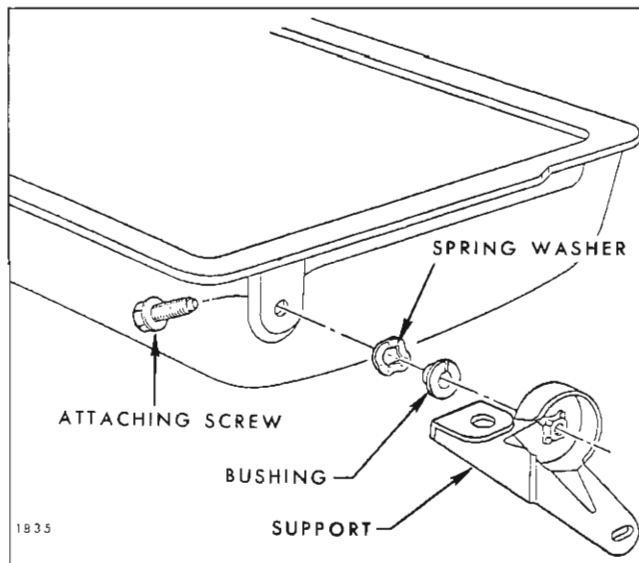


Fig. 2H23—Folding Third Seat Cushion

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.

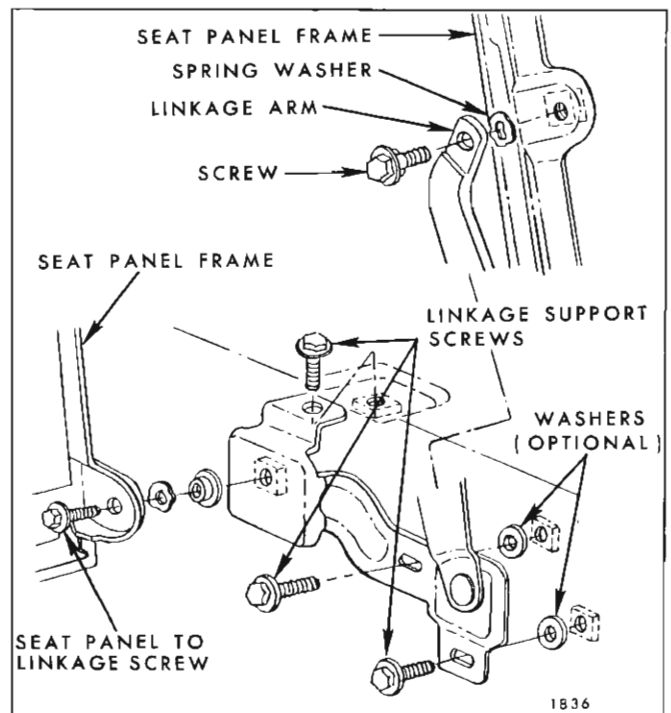


Fig. 2H24—Folding Third Seat Back Linkage

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.

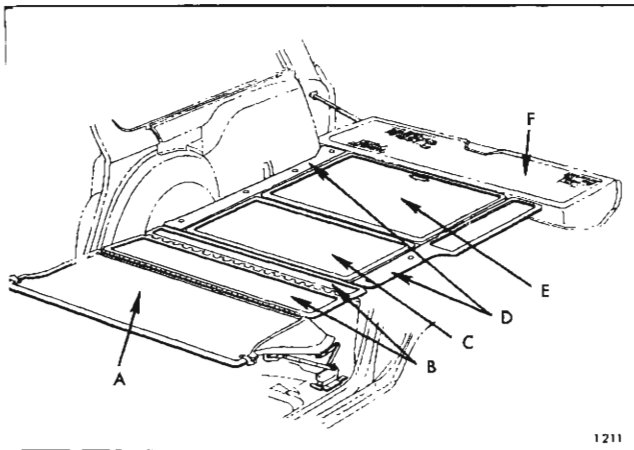


Fig. 2H25—Folding Seat and Rear Compartment
Floor Panels "55" Style Station Wagon

- A. Folding Second Seat Back Panel
- B. Rear Floor Filler Panel Assembly
- C. Rear Floor Filler (at Kick-Up) Panel
- D. Rear Compartment Side Pan Cover Panel - Right and Left
- E. Luggage Compartment Cover Panel
- F. Tail Gate Inner Cover Panel

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.

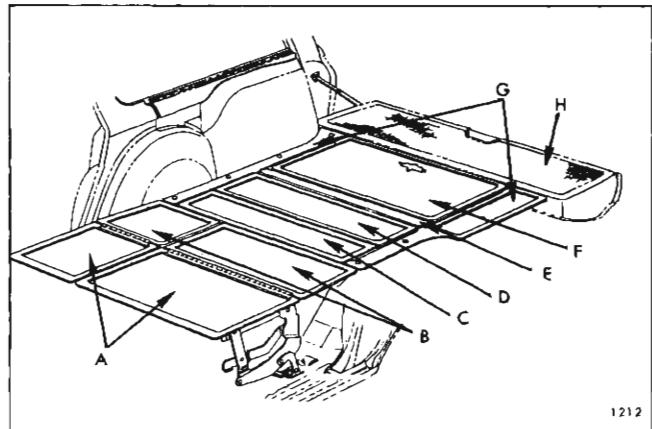


Fig. 2H26—Folding Seats and Rear Compartment
Floor Panels "65" Style Station Wagon

- 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

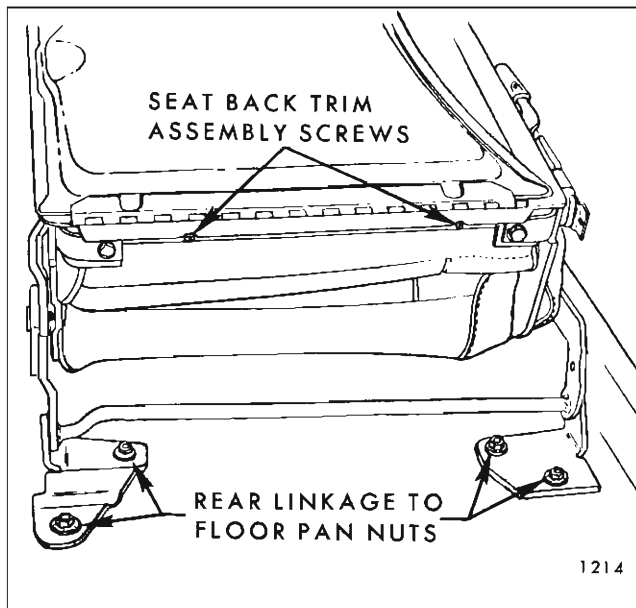


Fig. 2H27—Folding Second Seat Rear Linkage

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.

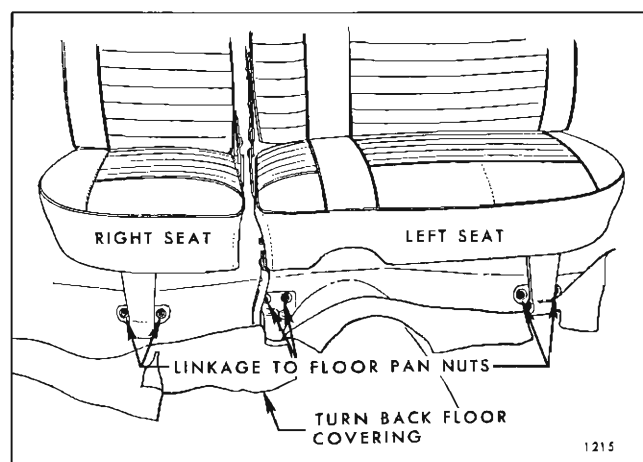


Fig. 2H28—Folding Second Seat Front Linkage

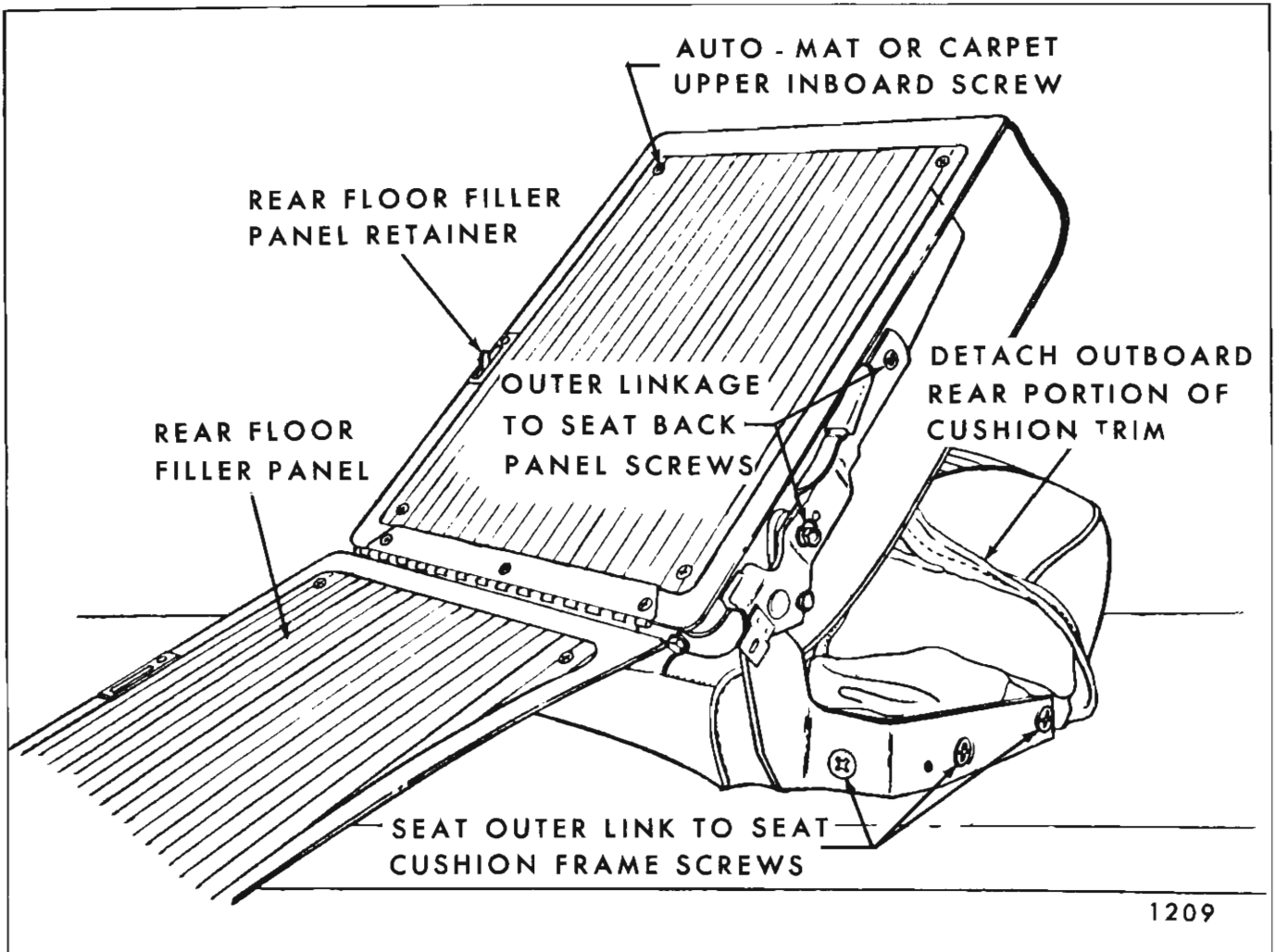


Fig. 2H29—Folding Second Seat Outer Linkage

2. Remove screws securing rear floor pan linkage to each side of seat cushion frame (Fig. 2H31); then, remove linkage assembly from seat.

3. To install, reverse removal procedure. Inserts in Fig. 2H31 show relationship of linkage, bushings and attaching screws.

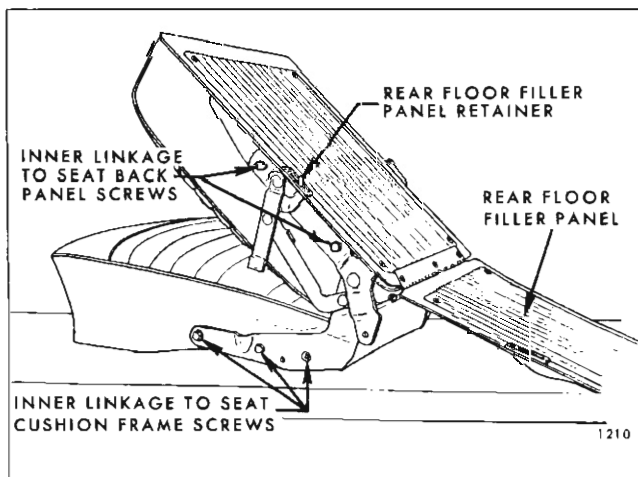


Fig. 2H30—Folding Second Seat Inner Linkage

**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.

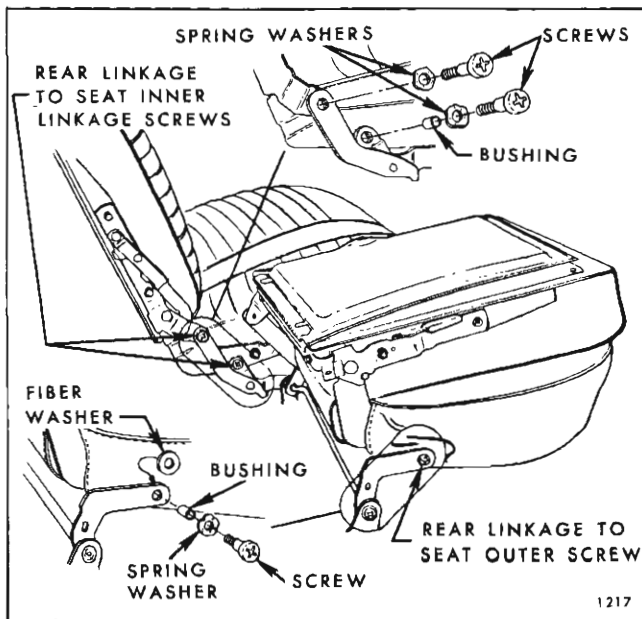


Fig. 2H31—Floor Pan Rear Linkage

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”.

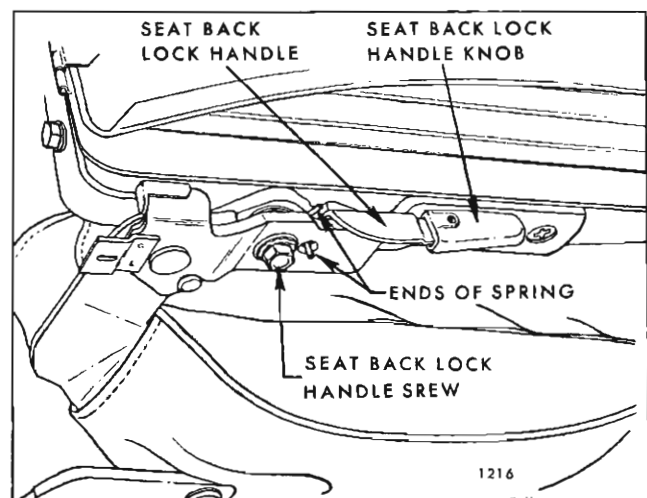


Fig. 2H32—Seat Back Lock

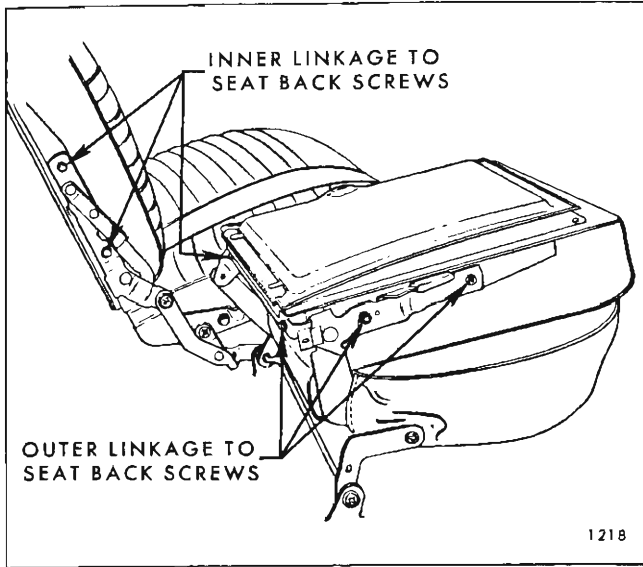


Fig. 2H33—Seat Inner and Outer Linkage

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.

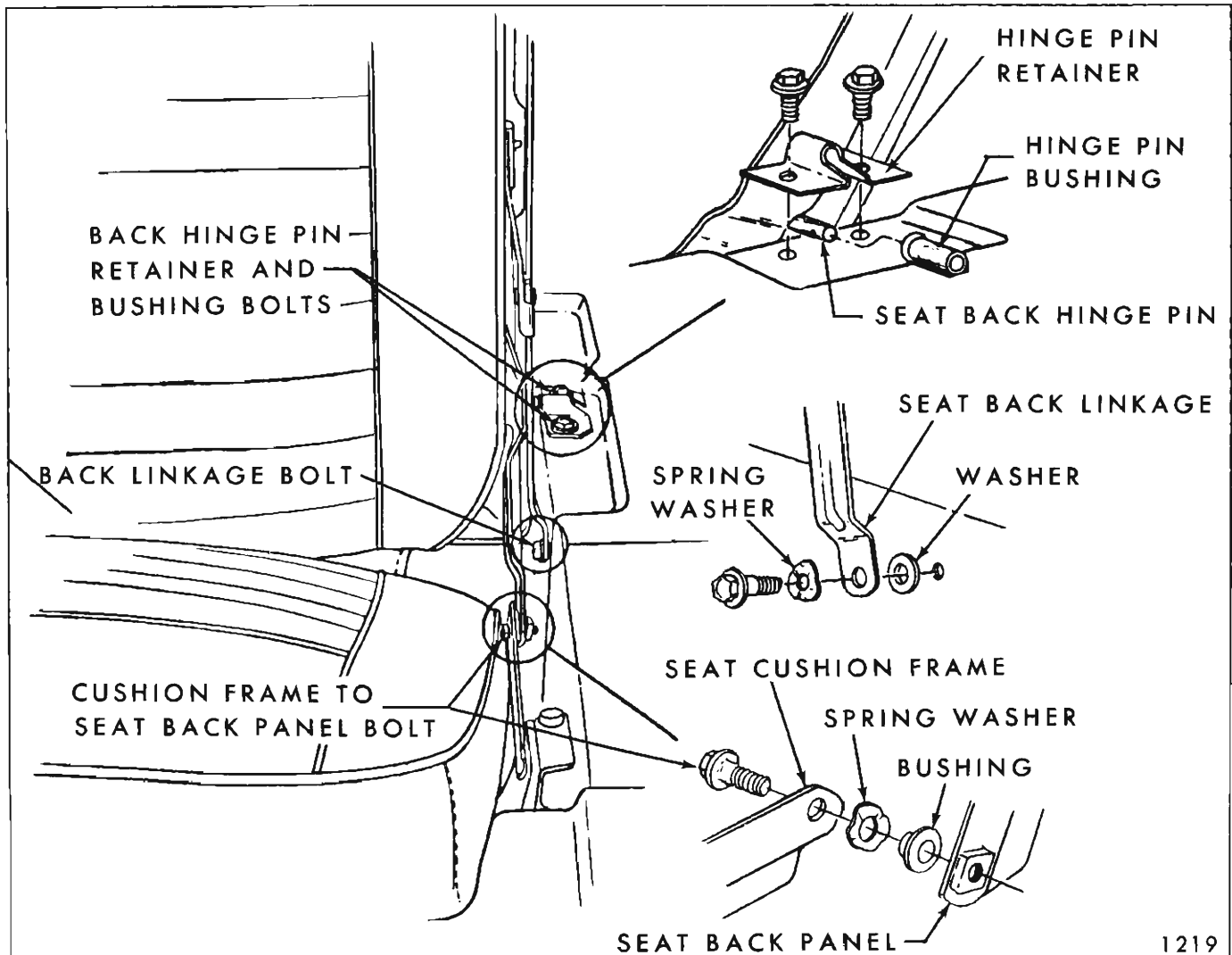


Fig. 2H34—Folding Third Seat

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.

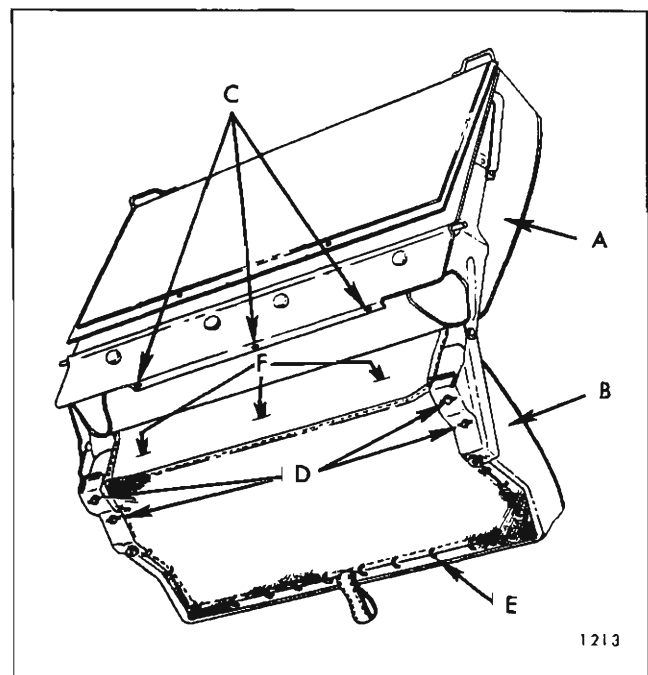


Fig. 2H35—Folding Third Seat Assembly

- 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.

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

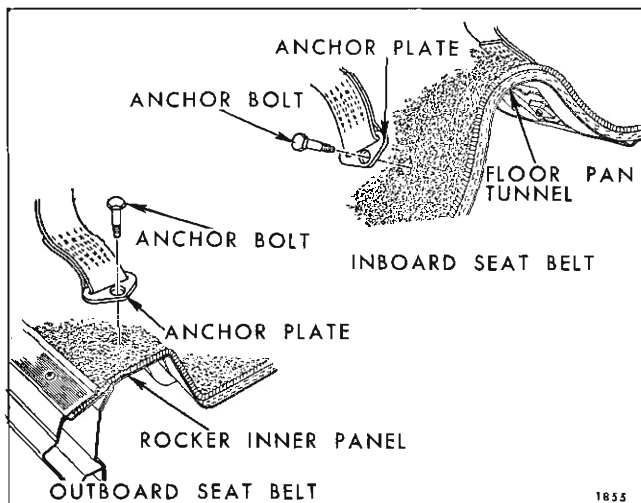


Fig. 2H36—Standard Seat Belt Attachments - All except 68000 Series

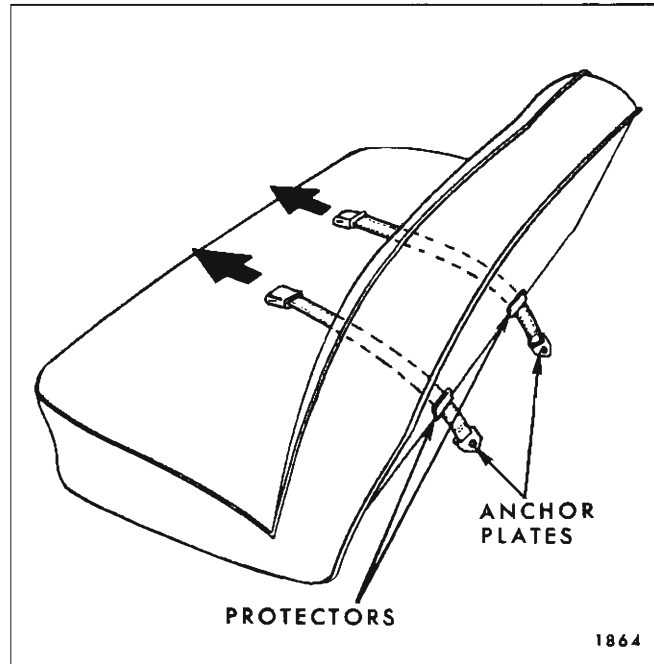


Fig. 2H37—Removal of Seat Belts from Bench Type Seats

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.

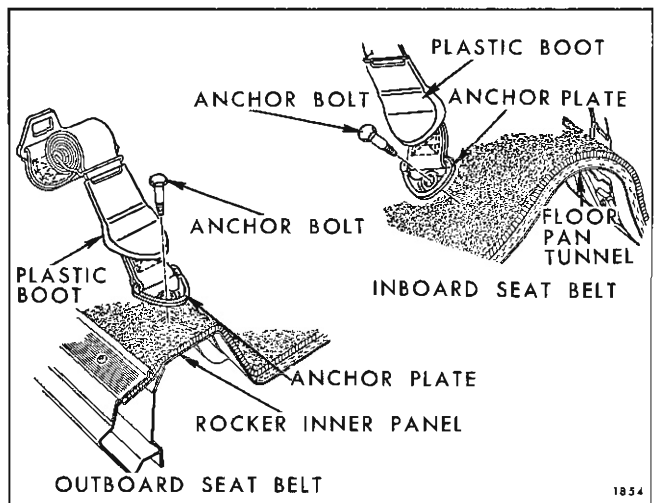


Fig. 2H38—Deluxe Seat Belt Attachments - 15000-16000 Series

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 forward.

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

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

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

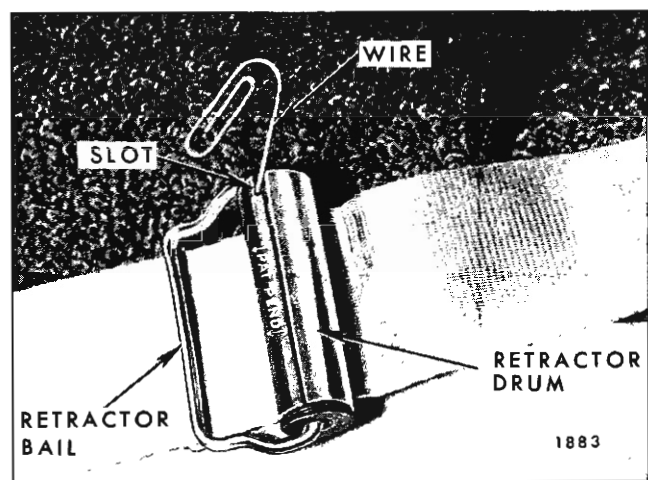


Fig. 2H39—Locking Seat Belt Retractor Drum

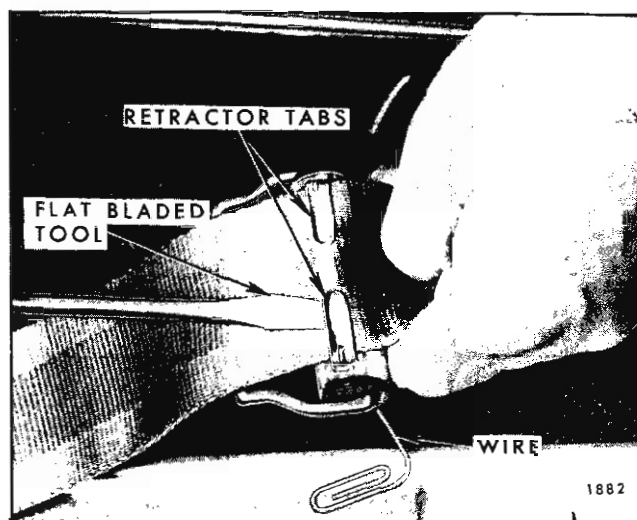


Fig. 2H40—Removal of Retractor from Seat Belt -
15000-16000 Series

belt buckle is operated to disengage the belts; the outboard belt will automatically retract to the floor pan.

A. Outboard Seat Belt

Removal

1. Using fingers, gently squeeze retractor cover at forward and rearward ends to spread sides of

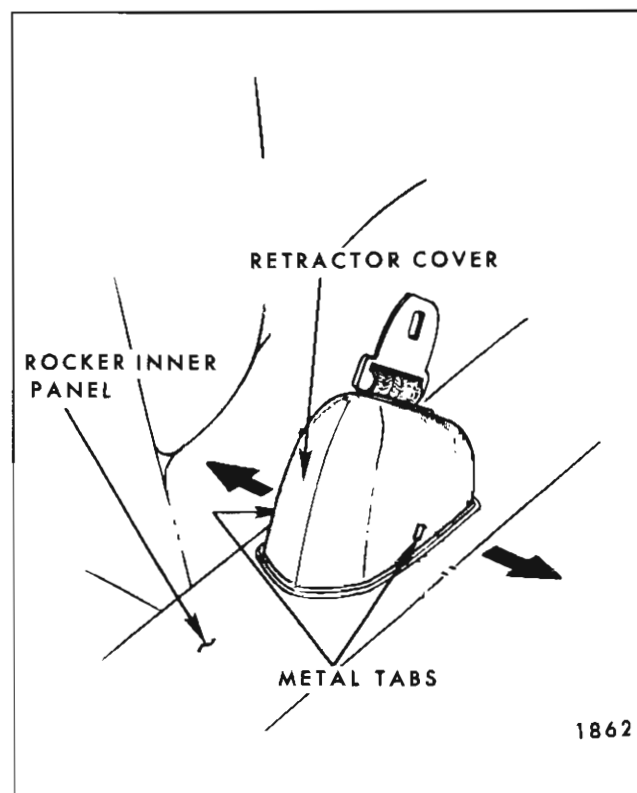


Fig. 2H41—Removal of Seat Belt Retractor Cover -
All except 15000-16000 Series

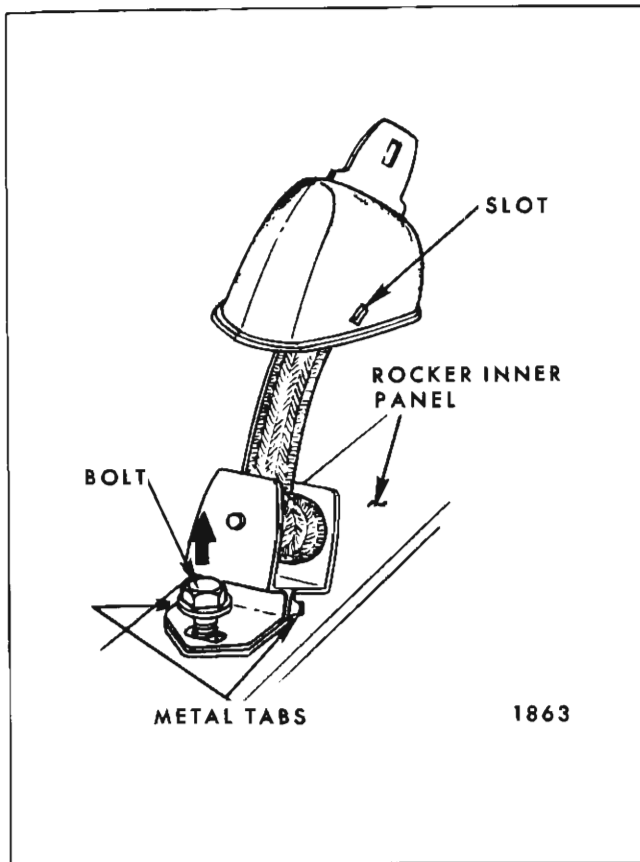


Fig. 2H42—Removal of Seat Belt Retractor -
All except 15000-16000 Series

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 tabs 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.

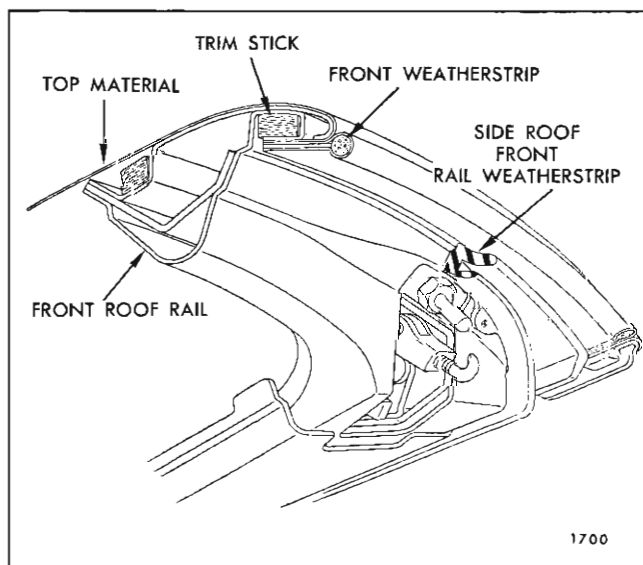


Fig. 2-I-1—Front Roof Rail Assembly

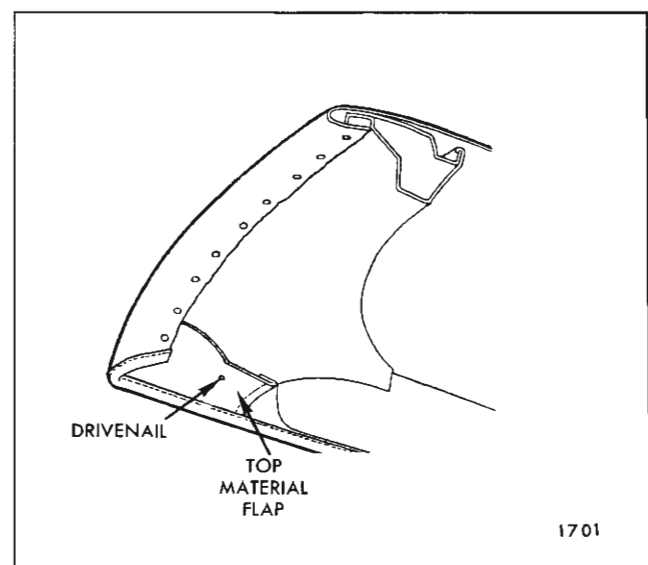


Fig. 2-I-2—Top Material At Front Roof Rail

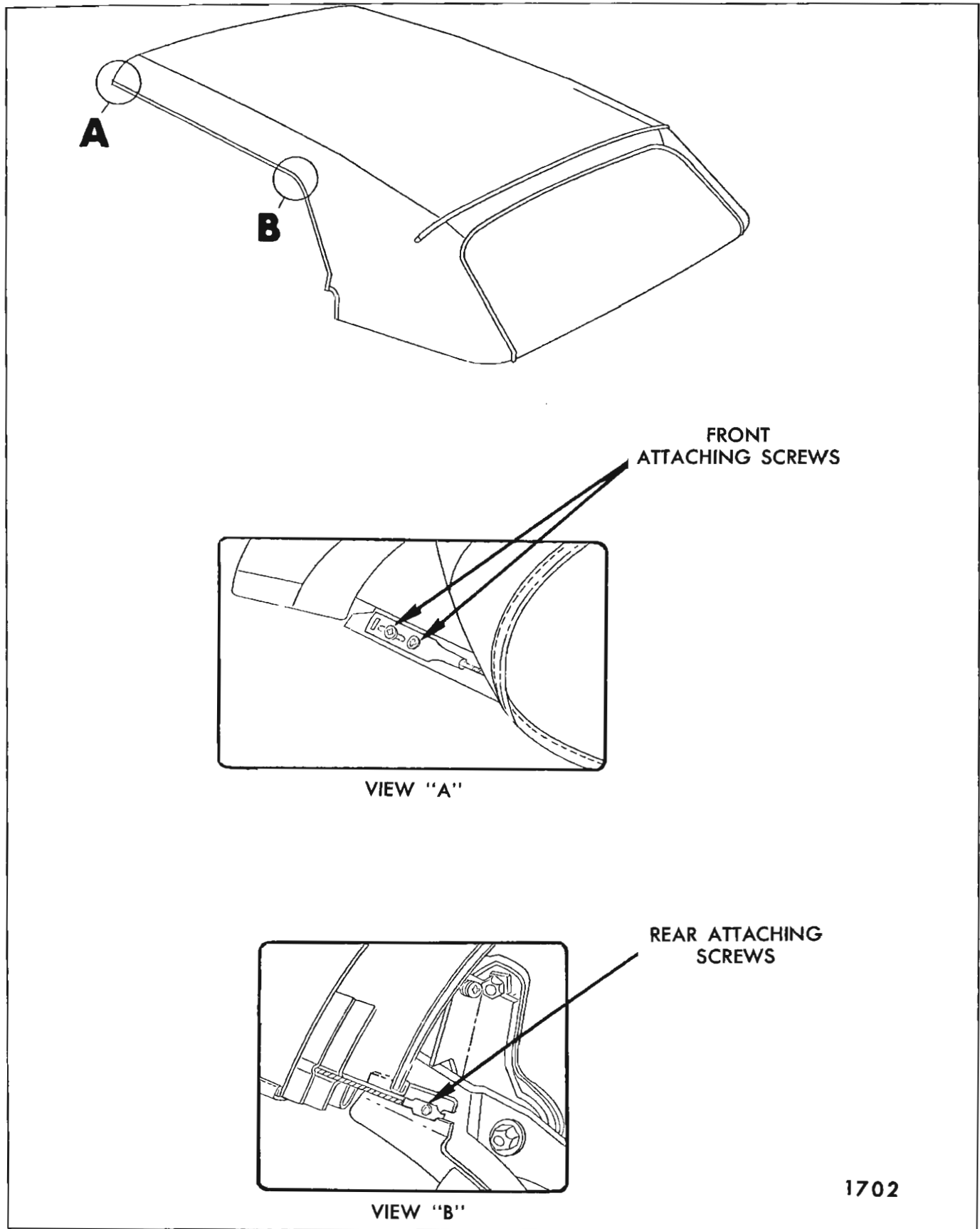


Fig. 2-1-3 — Hold-Down Cable Attaching Screws

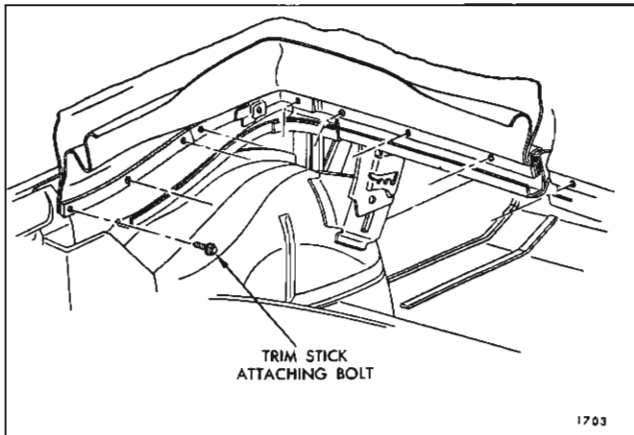


Fig. 2-1-4—Trim Stick Attachment

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.

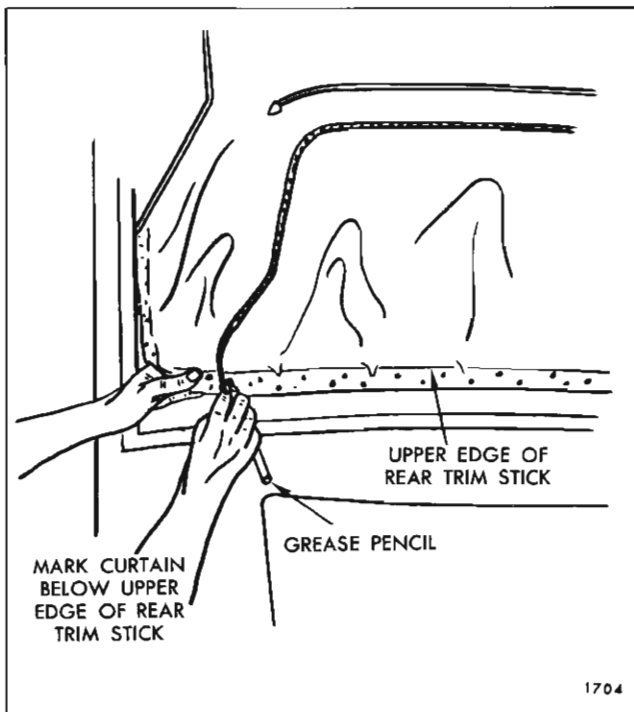


Fig. 2-1-5—Locating edge of Top Material

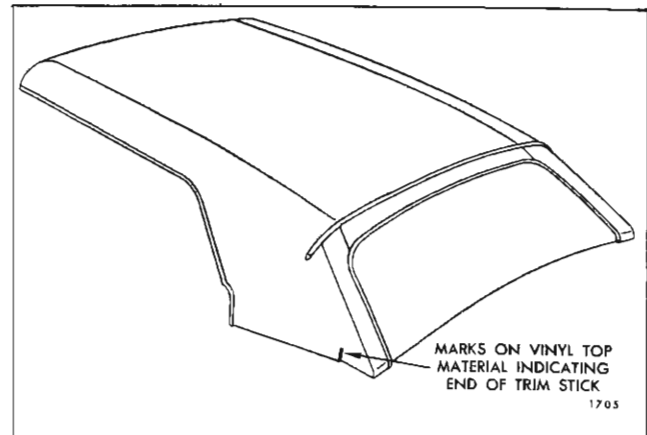


Fig. 2-1-6—Marking Folding Top Material

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. Remove 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

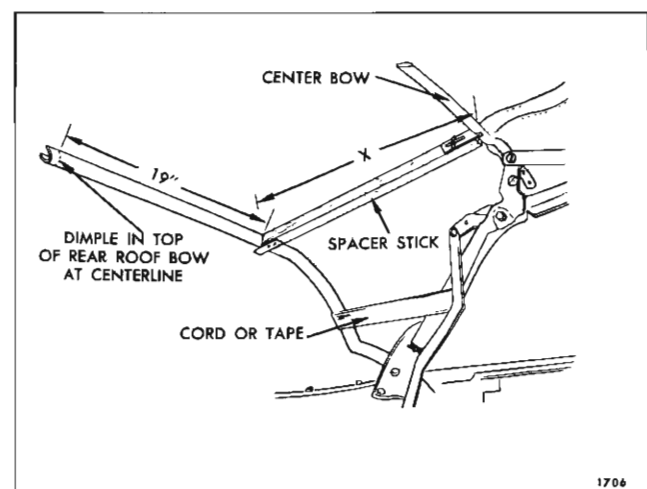


Fig. 2-1-7—Installation of Spacer Sticks

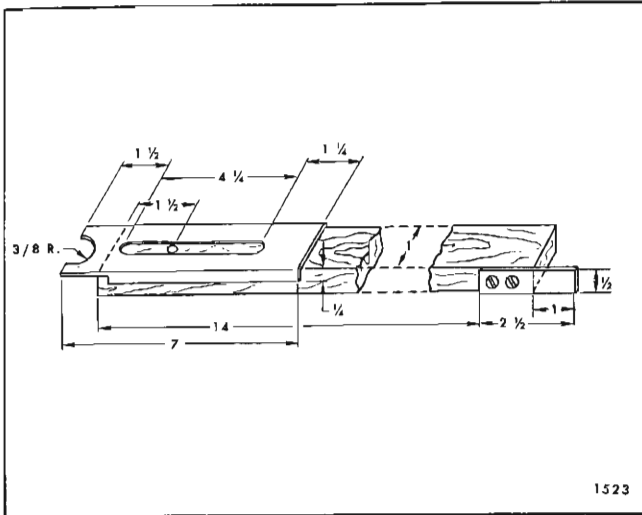


Fig. 2-1-8—Spacer Stick Dimensions

MATERIAL PER STICK

Wood - $1/2 \times 1 \times 15 \ 1/2$ Bolt $1/4 - 20 \text{ UNC} - 2A \times 1''$
 Steel - $1/32 \times 1/2 \times 2 \ 1/2$ Wingnut $1/4 - 20 \text{ UNC} - 2B$
 Steel - $1/32 \times 1 \ 1/2 \times 7$ 2 Washers $1/4'' \text{ I.D.}$
 2 Screws $\#6 \times 1/2''$

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 $17 \ 5/8''$.

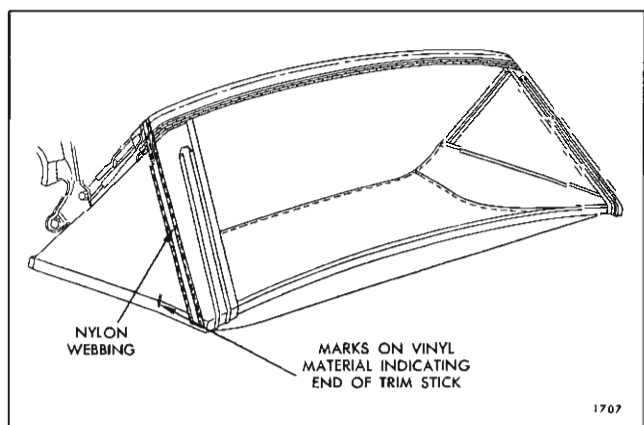


Fig. 2-1-9—Marking Back Curtain Material

NOTE: Dimension may vary $\pm 1/4''$ 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

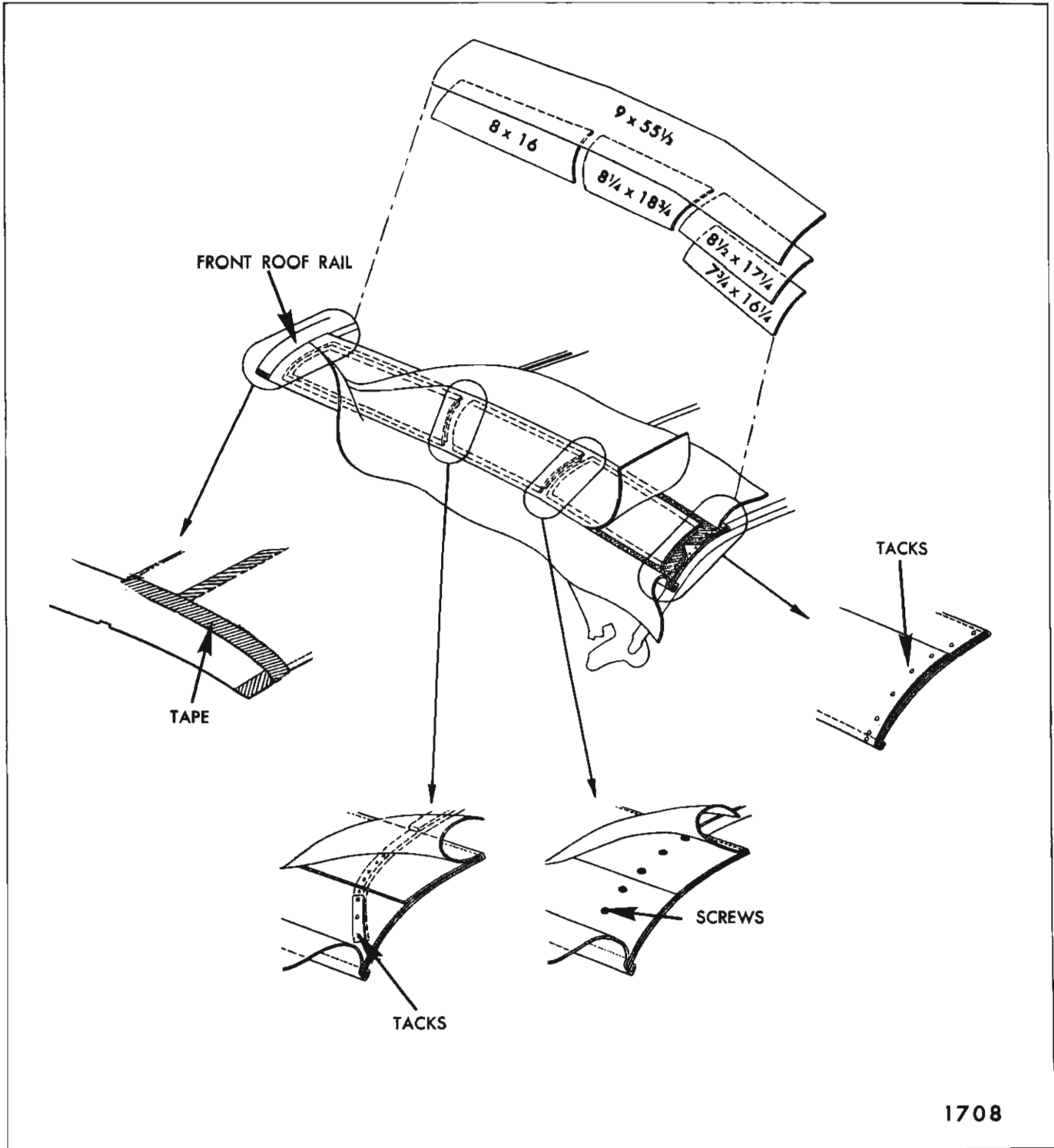


Fig. 2-I-10 — Side Stay Pad Installation

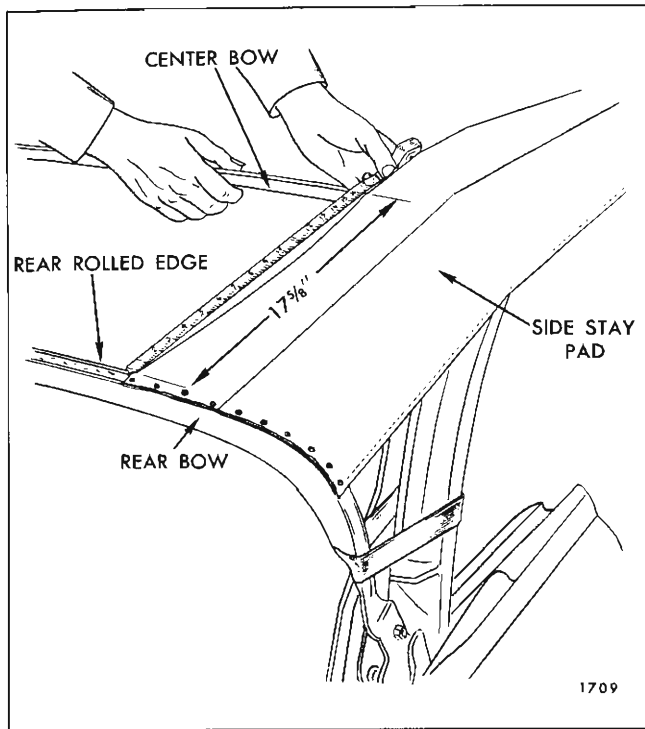


Fig. 2-I-11 — Positioning Center Bow

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

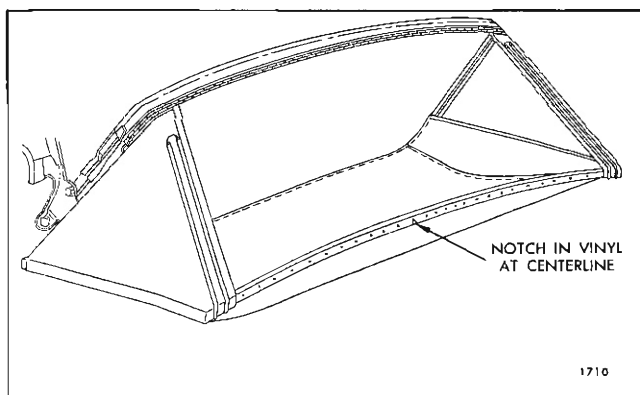


Fig. 2-I-12 — Back Curtain Installation

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.

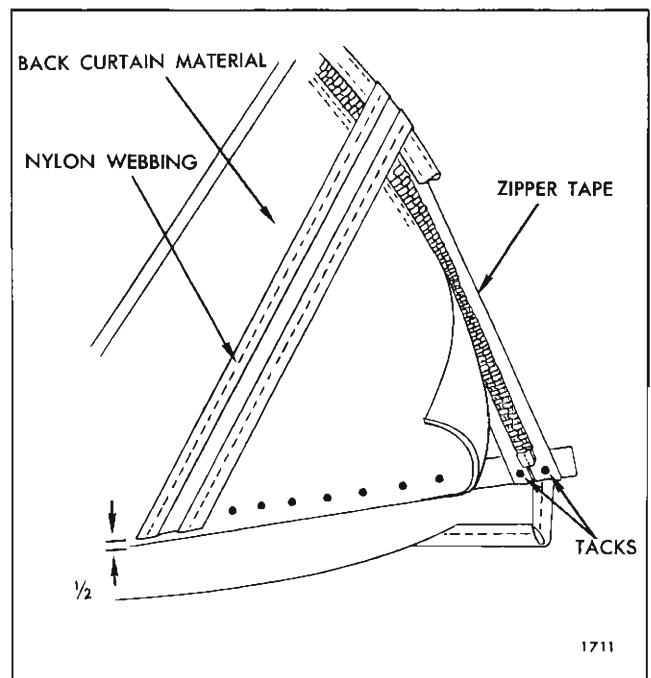


Fig. 2-I-13 — Back Curtain Installation

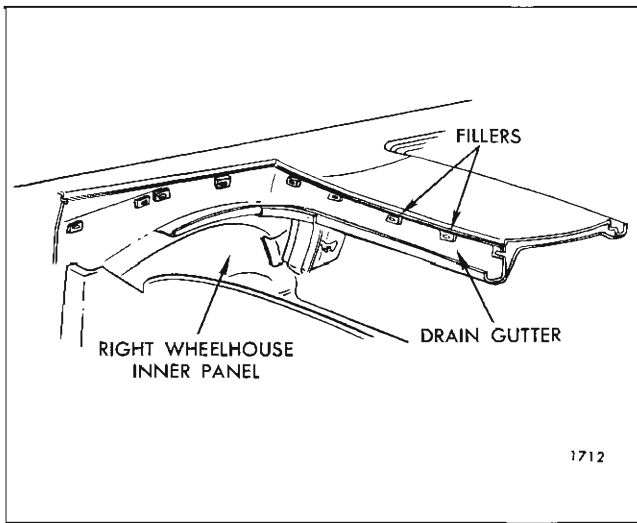


Fig. 2-I-14 — Checking Trim Stick Fillers

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.

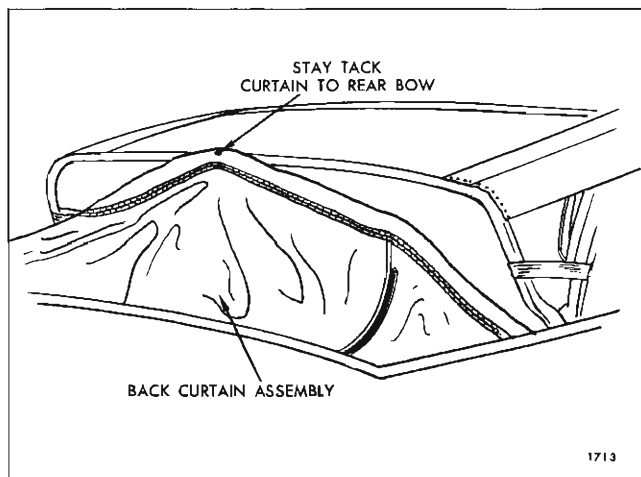


Fig. 2-I-15 — Stay Tacking Curtain To Rear Roof Bow

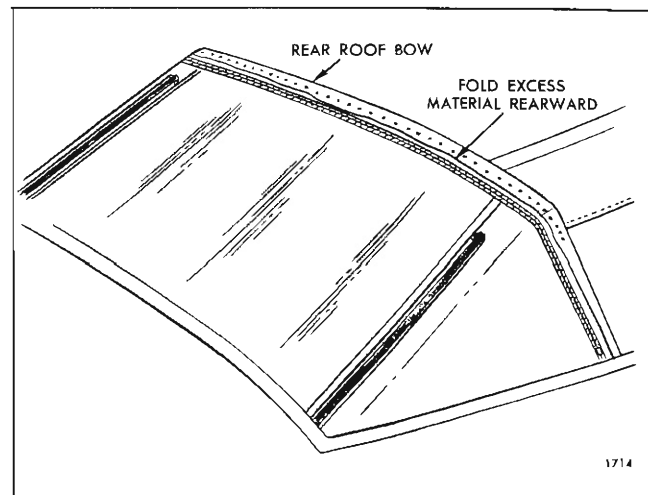


Fig. 2-I-16 — Back Curtain Installation at Rear Roof Bow

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

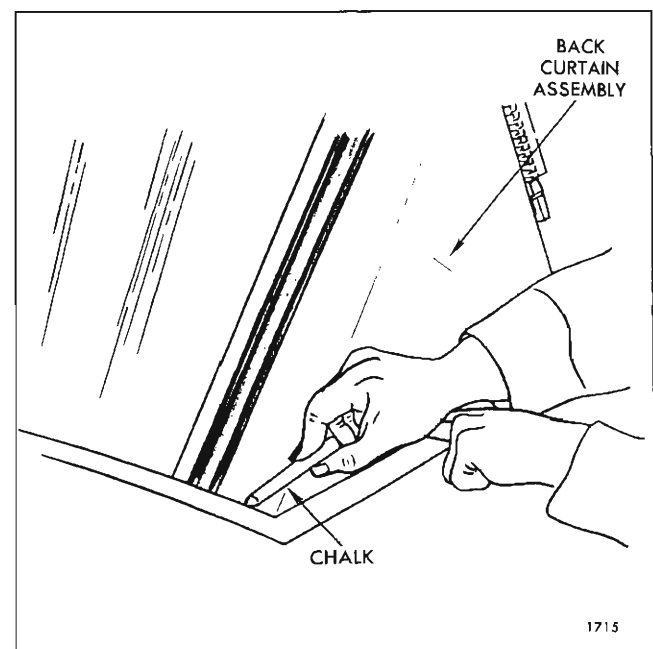


Fig. 2-I-17 — Marking Back Curtain

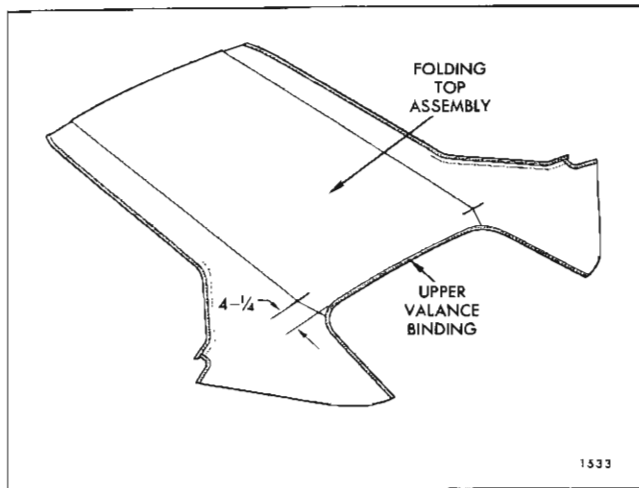


Fig. 2-I-18—Marking Top Material

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,

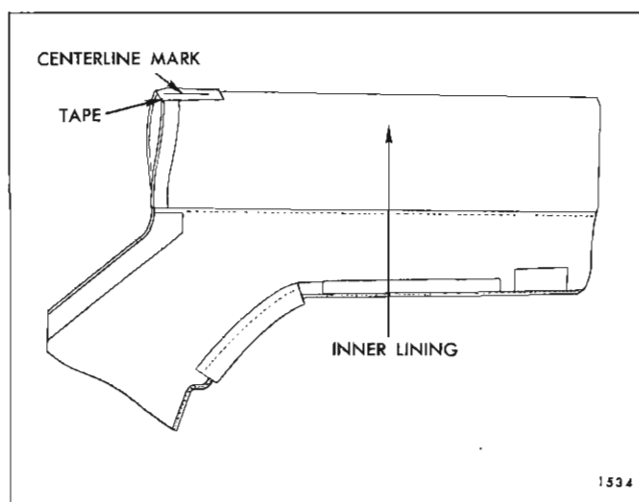


Fig. 2-I-19—Marking Folding Top Material

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 ($\pm 1/4$ ") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline 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.

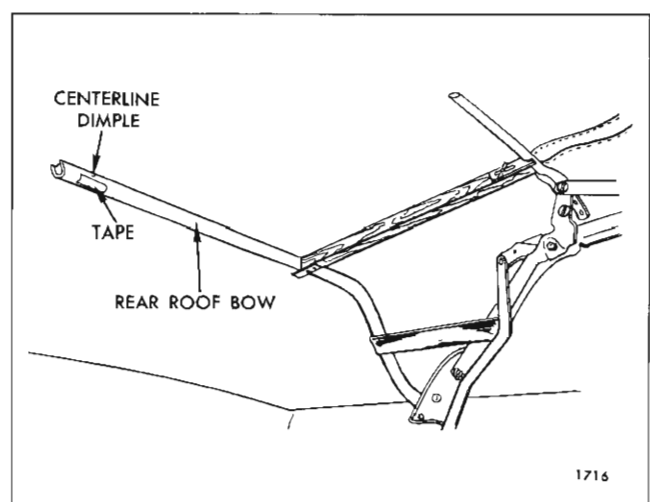


Fig. 2-I-20—Marking Rear Roof Bow

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 ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow (See Fig. 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.

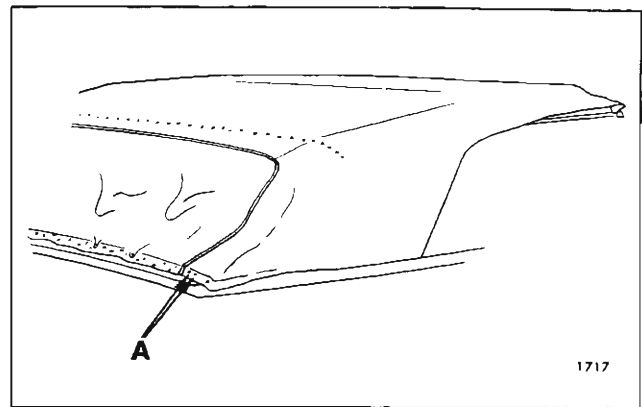


Fig. 2-I-21 — Tacking Top Material

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.

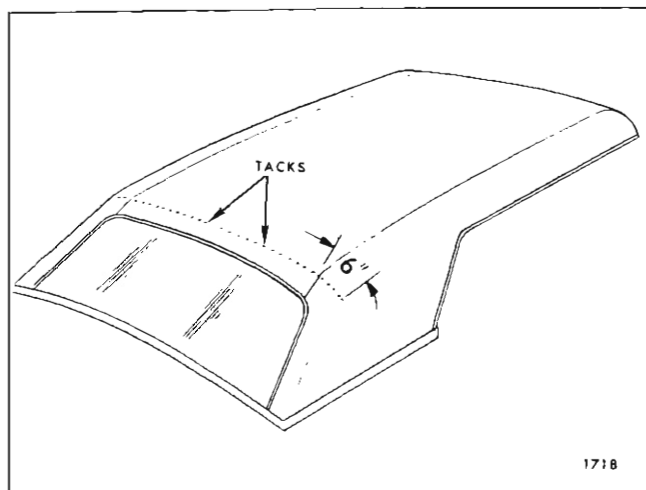


Fig. 2-I-22 — Tacking Outboard of Seam

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

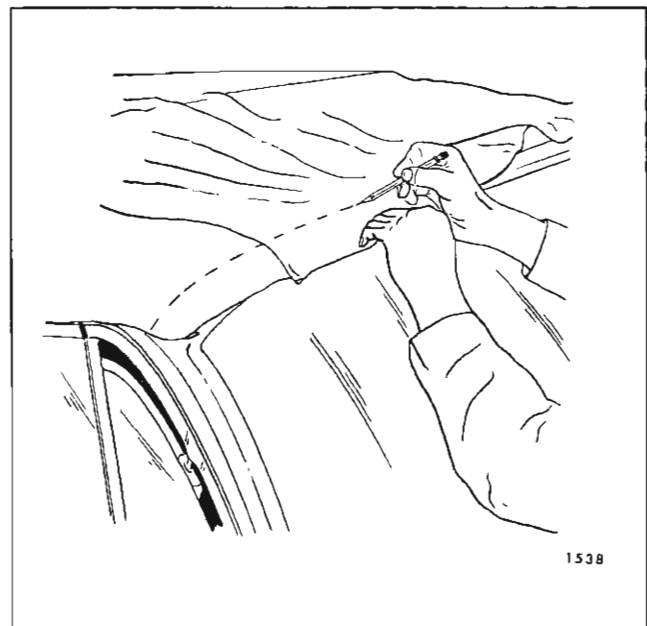


Fig. 2-I-23 — Marking Top Material At Front Roof Rail

surface of trim material along forward edge of front roof rail (Fig. 2I23).

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.

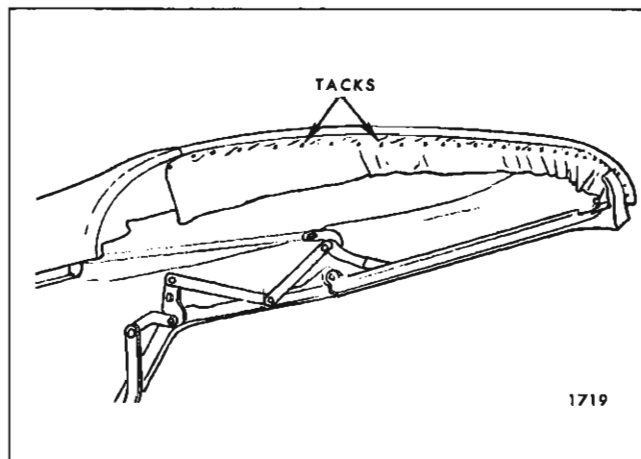


Fig. 2-I-24 — Installation of Top Material To Front Roof Rail

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.

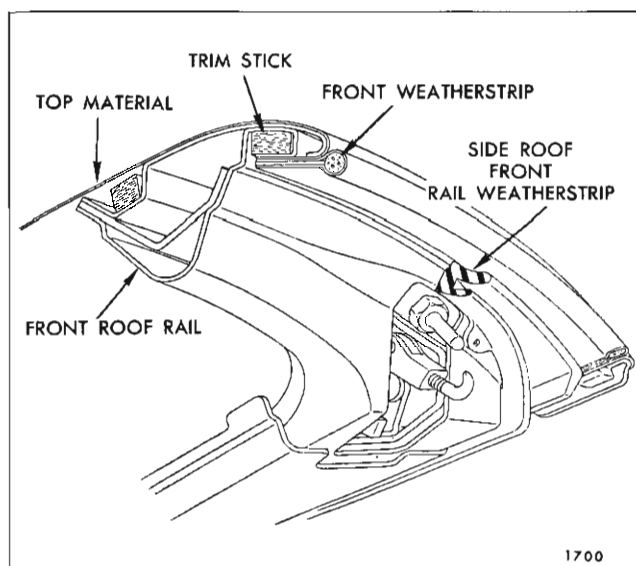


Fig. 2-I-25 — Front Roof Rail Assembly

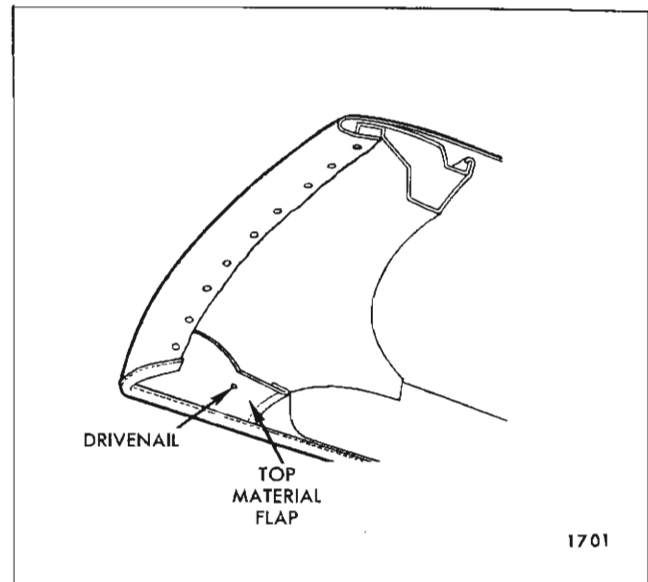


Fig. 2-I-26 — Top Material At Front Roof Rail

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

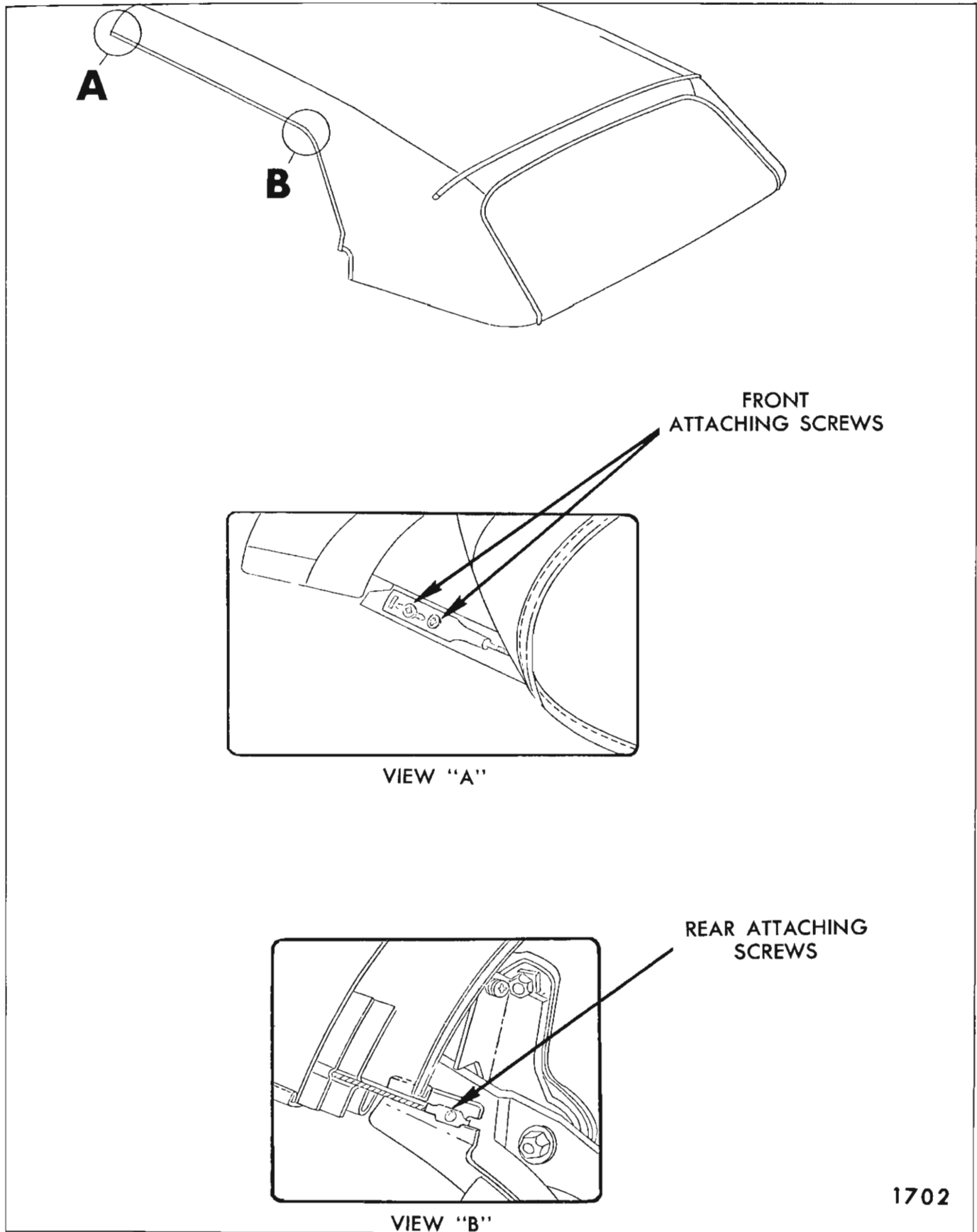


Fig. 2-1-27—Hold-Down Cable Attaching Screws

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

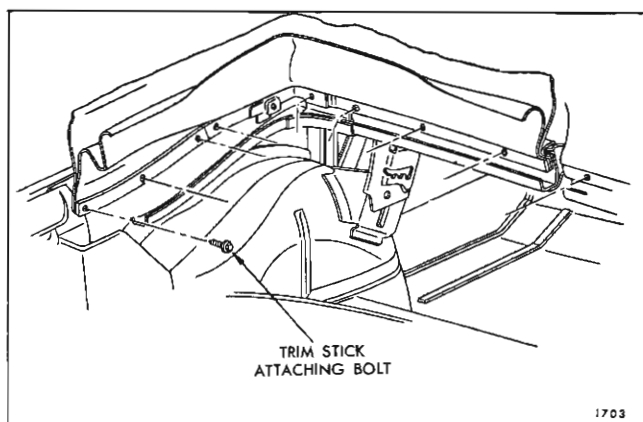


Fig. 2-I-28—Trim Stick Attachment

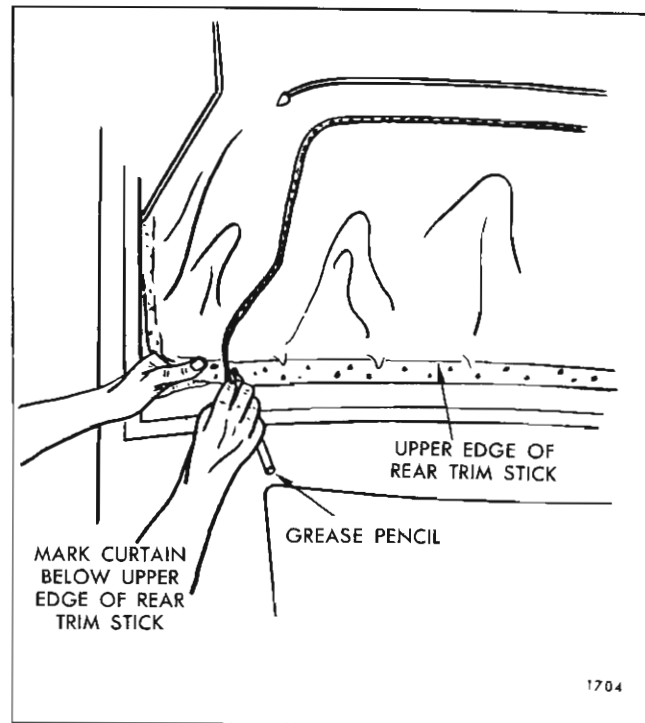


Fig. 2-I-29—Locating Edge of Top Material

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 ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow.

7. Remove top trim material.

8. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over

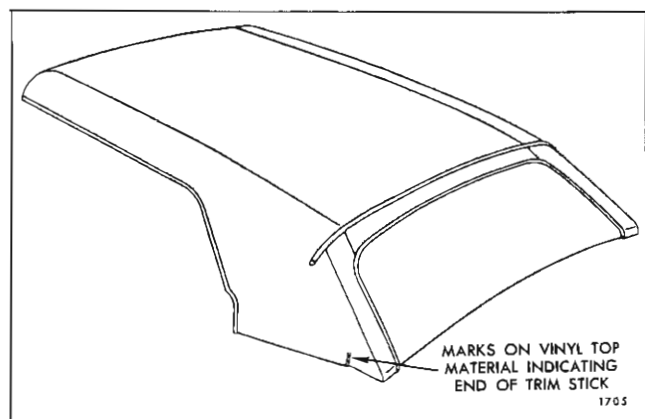


Fig. 2-I-30—Marking Folding Top Material

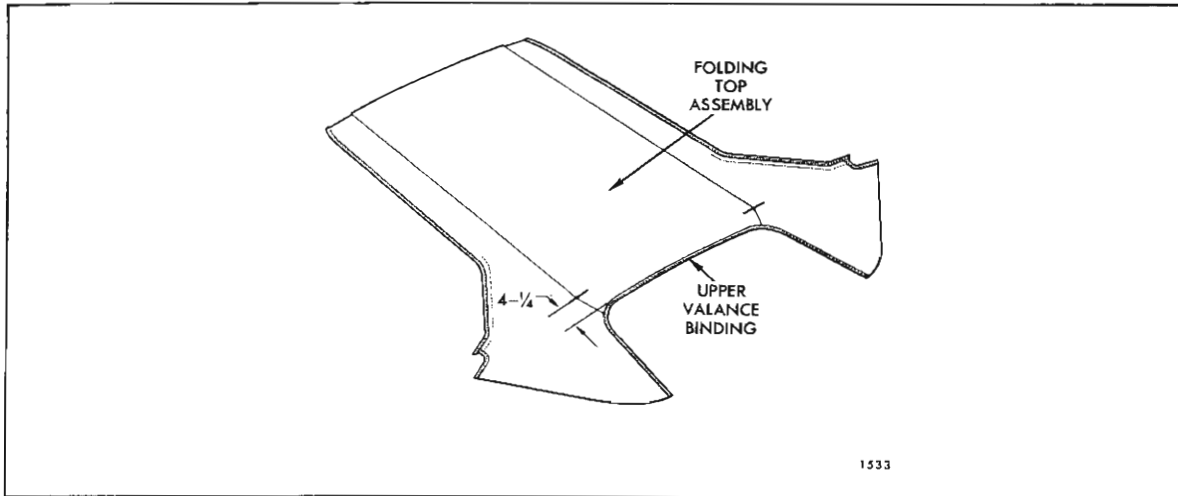


Fig. 2-I-31 — Marking Top Material

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).

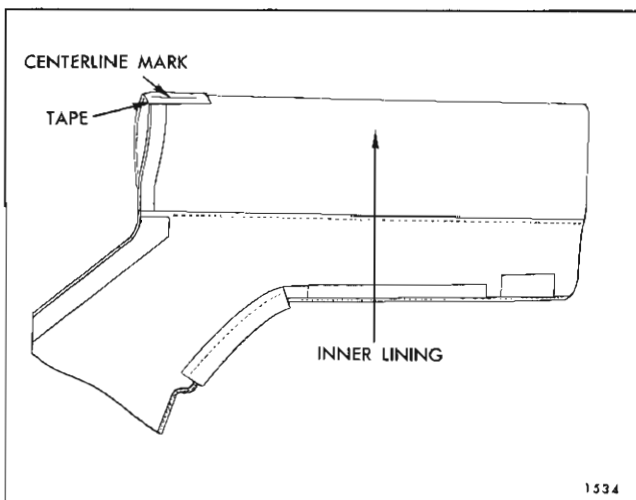


Fig. 2-I-32 — Marking Folding Top Material

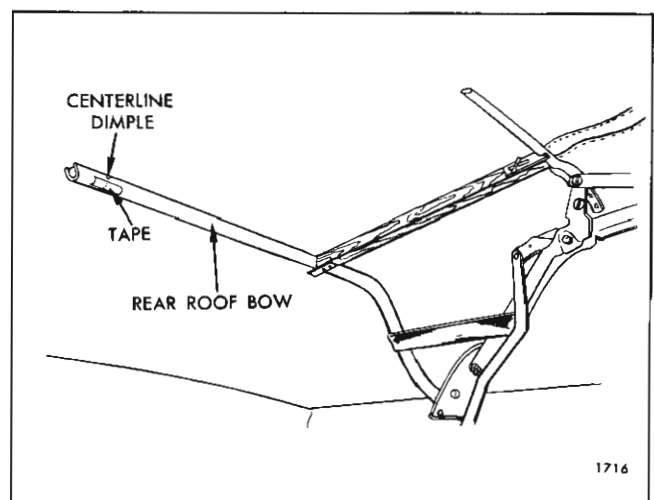


Fig. 2-I-33 — Marking Rear Roof Bow

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 ($\pm 1/4"$) depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow (See Fig. 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.

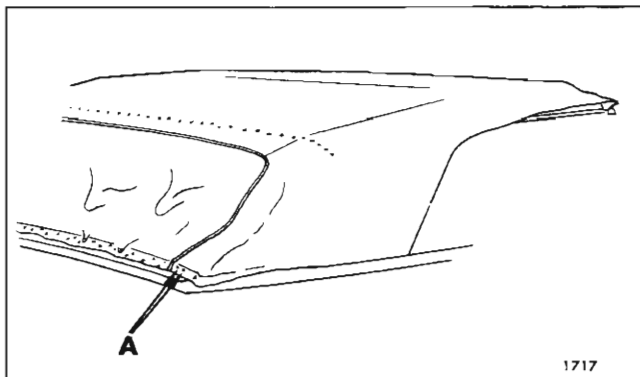


Fig. 2-I-34—Tacking Top Material

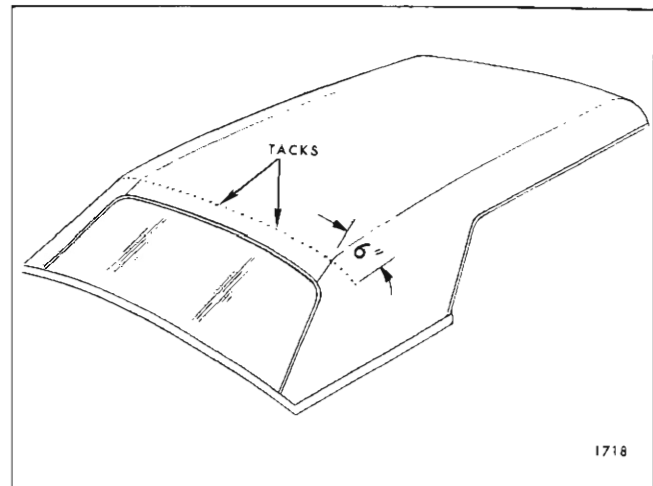


Fig. 2-I-35—Tacking Outboard of Seam

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

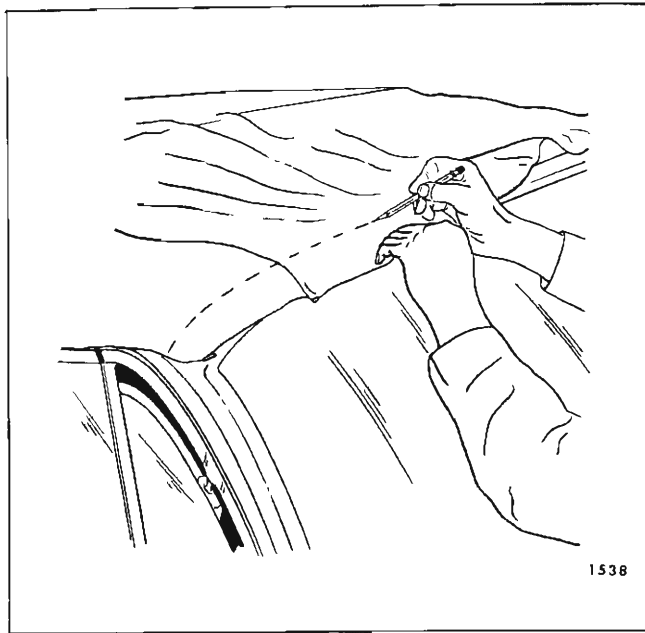


Fig. 2-I-36 — Marking Top Material At Front Roof Rail

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).

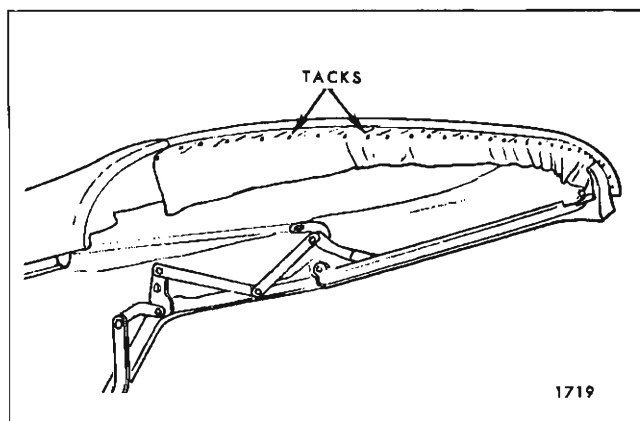


Fig. 2-I-37 — Installation of Top Material To Front Roof Rail

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.

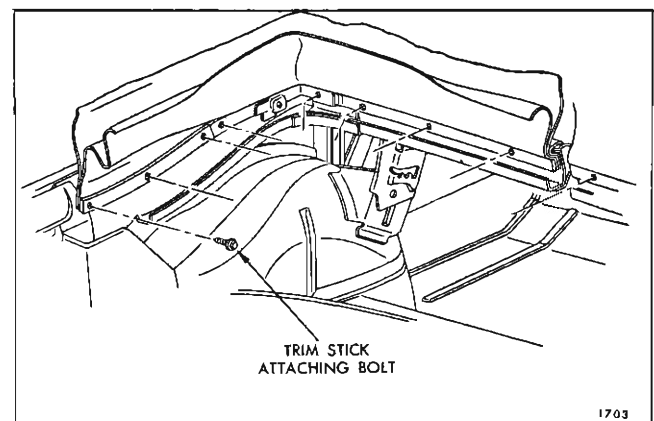


Fig. 2-I-38 — Trim Stick Attachment

3. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts (Fig. 2I38). 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. 2I38).

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. 2I39). 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. 2I40).

8. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow.

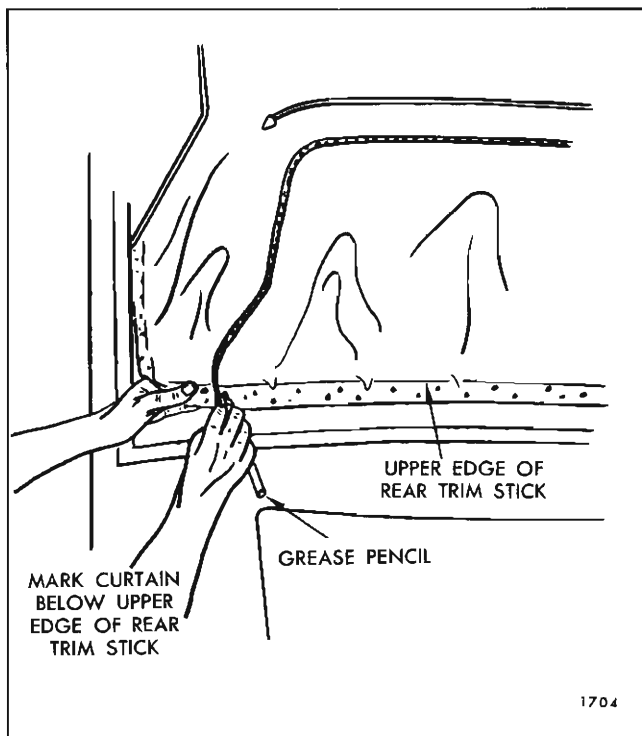


Fig. 2-I-39—Locating Edge of Top Material

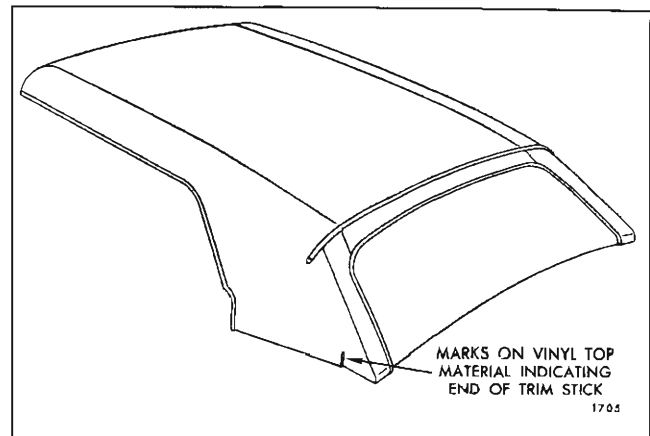


Fig. 2-I-40—Marking Folding Top Material

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. 2I41). 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. 2I41).

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

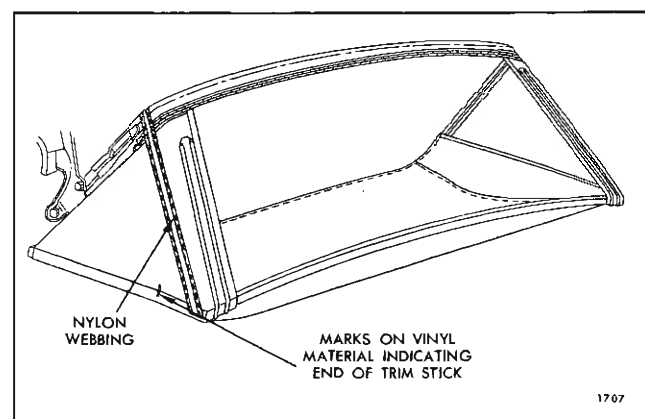


Fig. 2-I-41—Marking Back Curtain Material

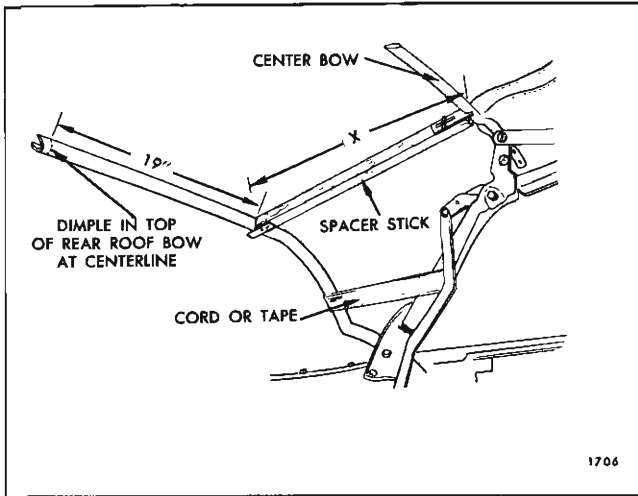


Fig. 2-1-42—Installation of Spacer Sticks

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 $\pm 1/4$ " after back curtain has been completely installed.

Tie or tape rear bow to rear side roof rails.

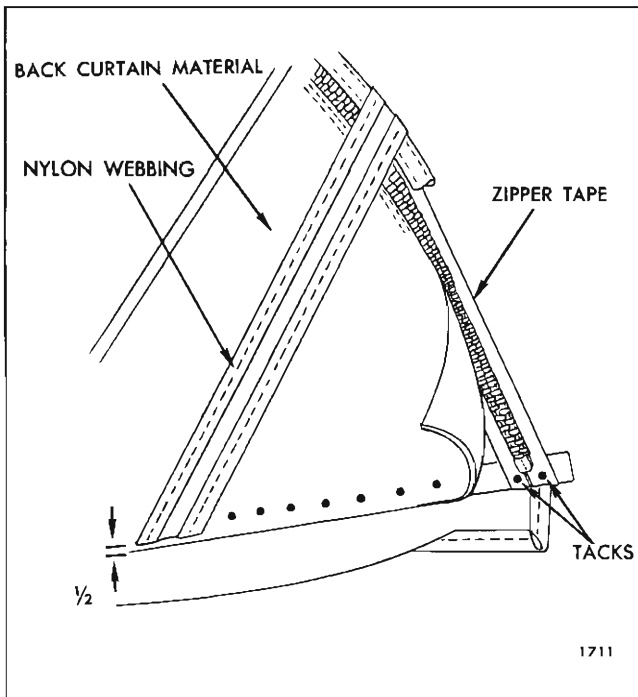


Fig. 2-1-43—Back Curtain Installation

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

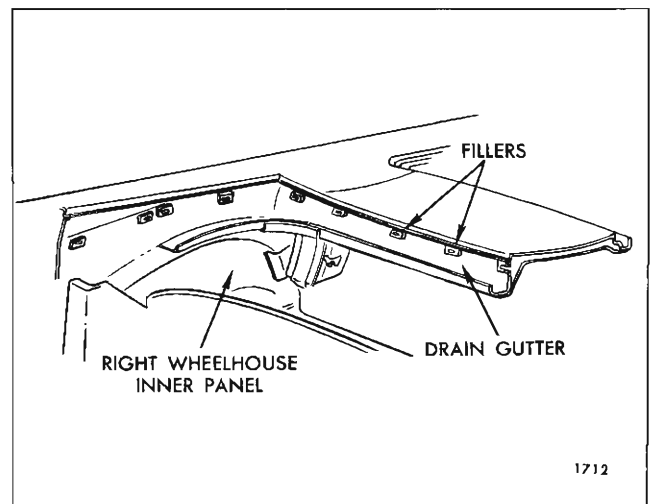


Fig. 2-1-44—Checking Trim Stick Fillers

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 out-board 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 out-

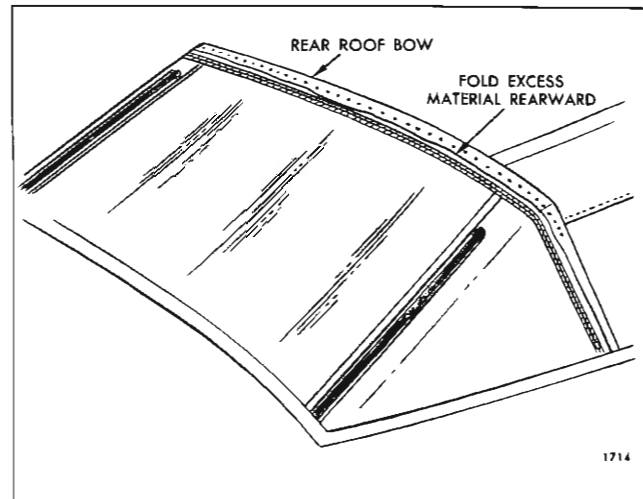


Fig. 2-I-46—Back Curtain Installation at Rear Roof Bow

board 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.

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

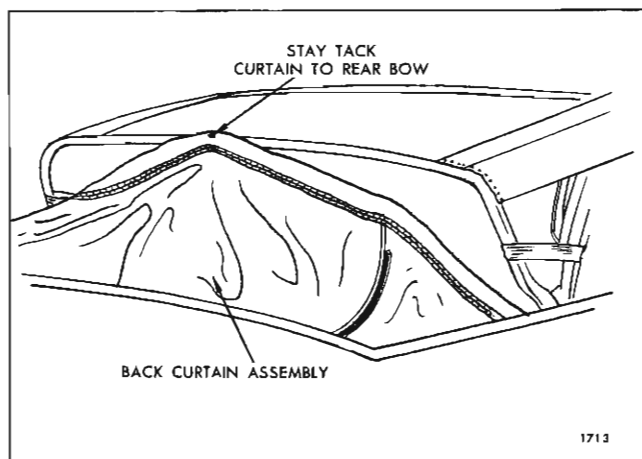


Fig. 2-I-45—Stay Tacking Curtain To Rear Roof Bow

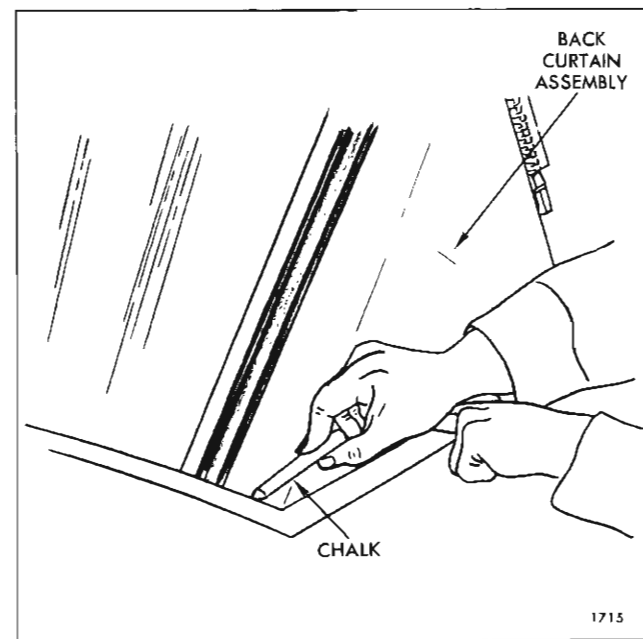


Fig. 2-I-47—Marking Back Curtain

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 stitches 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)".

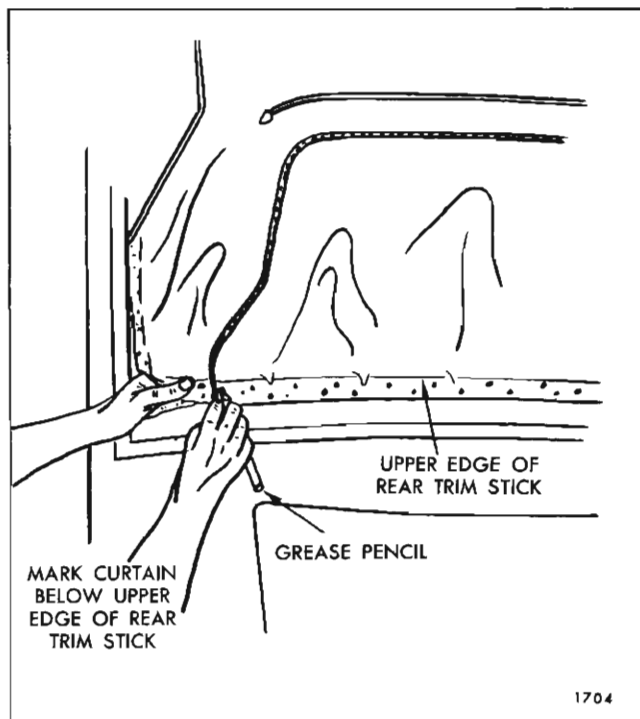


Fig. 2-1-48—Locating Edge of Top Material

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.

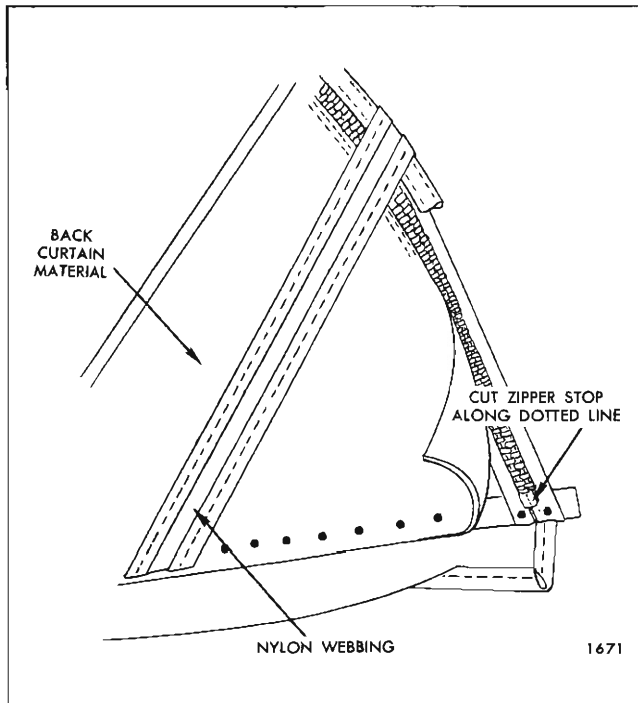


Fig. 2-1-49—Back Curtain Vinyl Replacement

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.

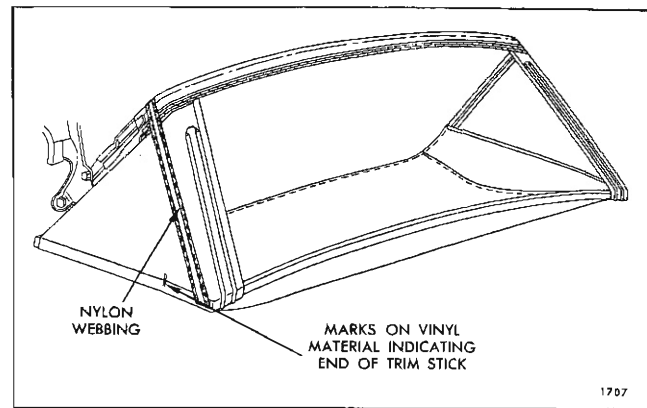


Fig. 2-1-50—Marking Back Curtain Material

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 pinch weld. Re-cement if necessary.

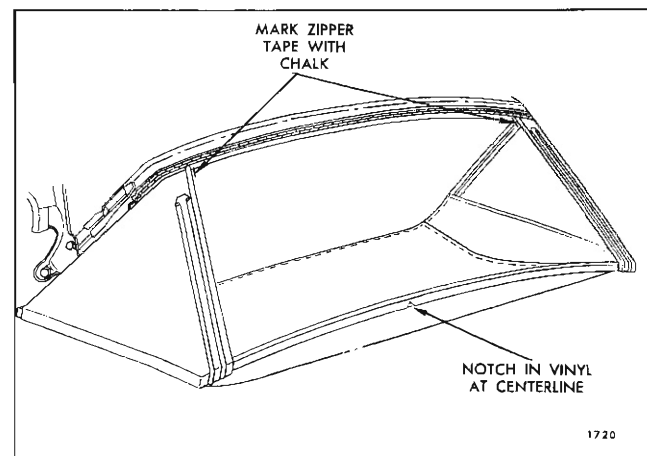


Fig. 2-1-51—Marking Back Curtain

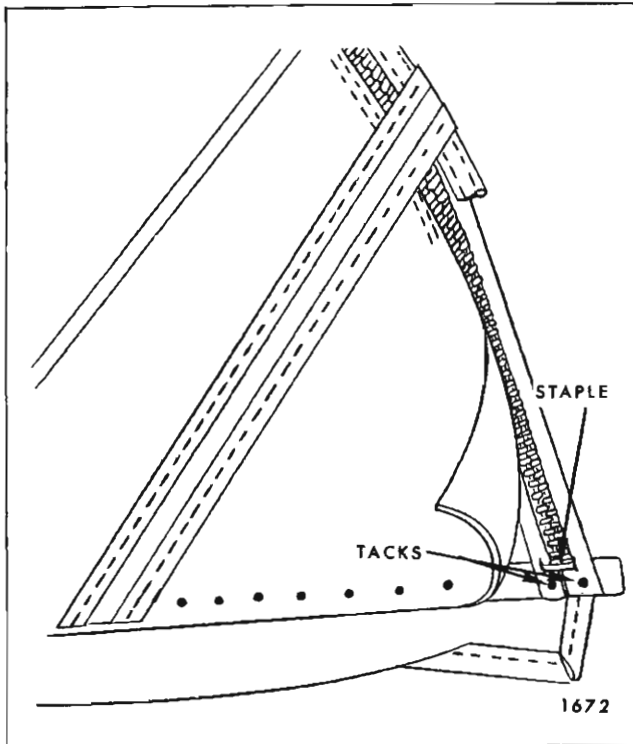


Fig. 2-I-52 — Zipper Installation At Rear Quarter Trim Stick

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.

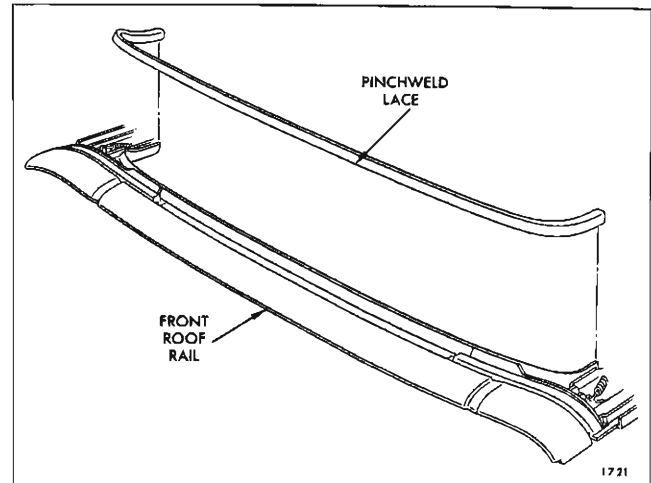


Fig. 2-I-53 — Pinchweld Finishing Lace

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).

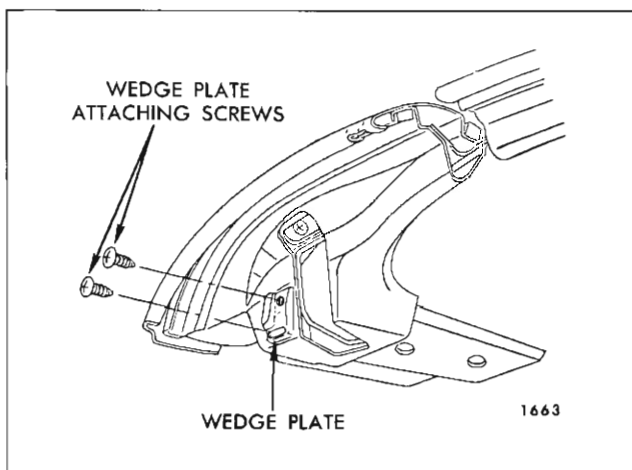


Fig. 2-I-54 — Wedge Plate Installation

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 re-attachment 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:

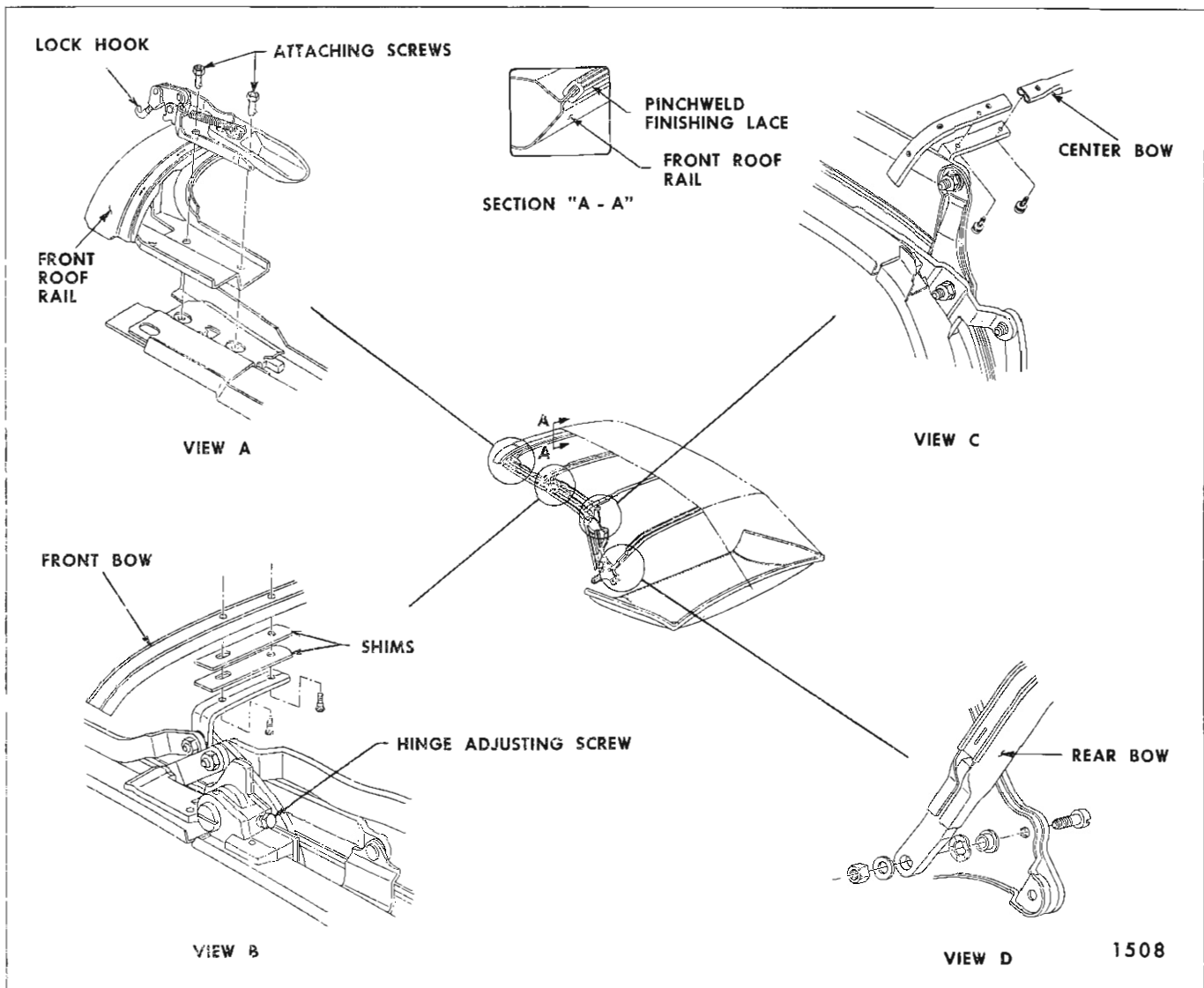


Fig. 2-1-55 — Folding Top Linkage

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.

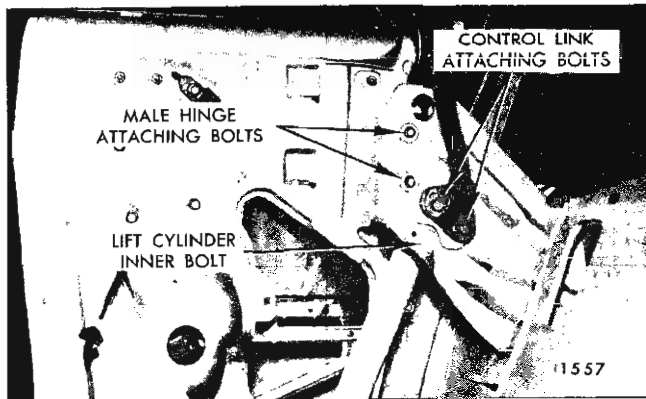


Fig. 2-1-56—Lift Cylinder Attachment

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.	<ol style="list-style-type: none"> 1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned. 	<p>Adjust lock hook counterclockwise. (See View "A" in Fig. 2I57).</p> <p>Loosen, realign and retack front roof rail front weatherstrip.</p> <p>Adjust front roof rail. (View "A" in Fig. 2I57).</p>
B. Top does not lock tight enough to windshield header.	<ol style="list-style-type: none"> 1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned. 	<p>Adjust lock hook clockwise. (See View "A" in Fig. 2I57).</p> <p>Loosen, realign and retack front roof rail front weatherstrip.</p> <p>Adjust front roof rail.</p>
C. Top travels too far forward.	<ol style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. 	<p>Adjust front roof rail rearward (See View "A" in Fig. 2I57).</p> <p>Adjust male hinge assembly rearward. (Fig. 2I56).</p>
D. Top does not travel forward far enough.	<ol style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. 3. Improper spacing between rear trim stick and body metal. 	<p>Adjust front roof rail forward. (See View "A" in Fig. 2I57).</p> <p>Adjust male hinge assembly forward. (Fig. 2I56).</p> <p>Install an additional spacer between rear trim stick and body metal at each attaching bolt location.</p>
E. Side roof rail rear weatherstrip too tight against rear of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge assembly misaligned. 	<p>Adjust male hinge assembly rearward. (Fig. 2I56).</p>
F. Gap between side roof rail rear weatherstrip and rear of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge assembly misaligned. 	<p>Adjust male hinge assembly forward and/or shim side roof rail rear weatherstrip forward as required (Fig. 2I56).</p>
G. Side roof rail rear weatherstrip too tight against top of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge misaligned. 	<p>Adjust male hinge upward. (Fig. 2I56).</p>
H. Gap between side roof rail rear weatherstrip and top of rear quarter window.	<ol style="list-style-type: none"> 1. Male hinge misaligned. 	<p>Adjust male hinge downward and/or shim side roof rail rear weatherstrip downward as required. (Fig. 2I56).</p>

CONDITION	APPARENT CAUSE	CORRECTION
I. Sag at front to center side roof rail joint.	<ol style="list-style-type: none"> 1. Control link adjusting plate misaligned. 2. Center side roof rail hinge adjusting screw improperly adjusted. 	<p>Adjust control link adjusting plate downward. (Fig. 2I56).</p> <p>Adjust screw counterclockwise. (See View "B" in Fig. 2I57).</p>
J. Front and center side roof rails bow upward at hinge joint.	<ol style="list-style-type: none"> 1. Control link adjusting plate misaligned. 2. Center side roof rail hinge adjusting screw improperly adjusted. 	<p>Adjust control link adjusting plate upward. (Fig. 2I56).</p> <p>Adjust screw clockwise. (See View "B" in Fig. 2I57).</p>
K. Folding top dust boot is difficult to install.	<ol style="list-style-type: none"> 1. Improper stack height due to misaligned control link adjusting plate. 2. Misaligned folding top dust boot female fastener. 3. Rear seat back assembly is too far forward. 4. Excessive build-up of padding in side roof rail stay pads. 5. On manual tops, due to improperly adjusted catch clips. 	<p>Adjust control link plate rearward or forward as required. (Fig. 2I56).</p> <p>Where possible, align female with male fastener.</p> <p>Relocate rear seat back rearward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is $15 \frac{3}{16}'' \pm 1/16''$. The dimension is measured at approximate center line of body.</p> <p>Repair side stay pads as required.</p> <p>Adjust catch clips downward as required.</p>
L. Folding top dust boot fits too loosely.	<ol style="list-style-type: none"> 1. Improper stack height due to misaligned control link. 2. Rear seat back assembly is too far rearward. 3. On manual tops, due to improperly adjusted catch clips. 	<p>Adjust control link plate forward as required. (Fig. 2I56).</p> <p>Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is $15 \frac{3}{16}'' \pm 1/16''$. The dimension is measured at approximate center line of body.</p> <p>Adjust catch clips upward as required.</p>
M. Top material is too low over windows or side roof rails.	<ol style="list-style-type: none"> 1. Front roof bow improperly shimmed. 2. Excessive width in top material. 	<p>*Install one or two $1/8''$ shims between front roof bow and slat iron. (See View "B" in Fig. 2I57).</p> <p>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.</p>

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.
<p>*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).</p> <p>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).</p>		

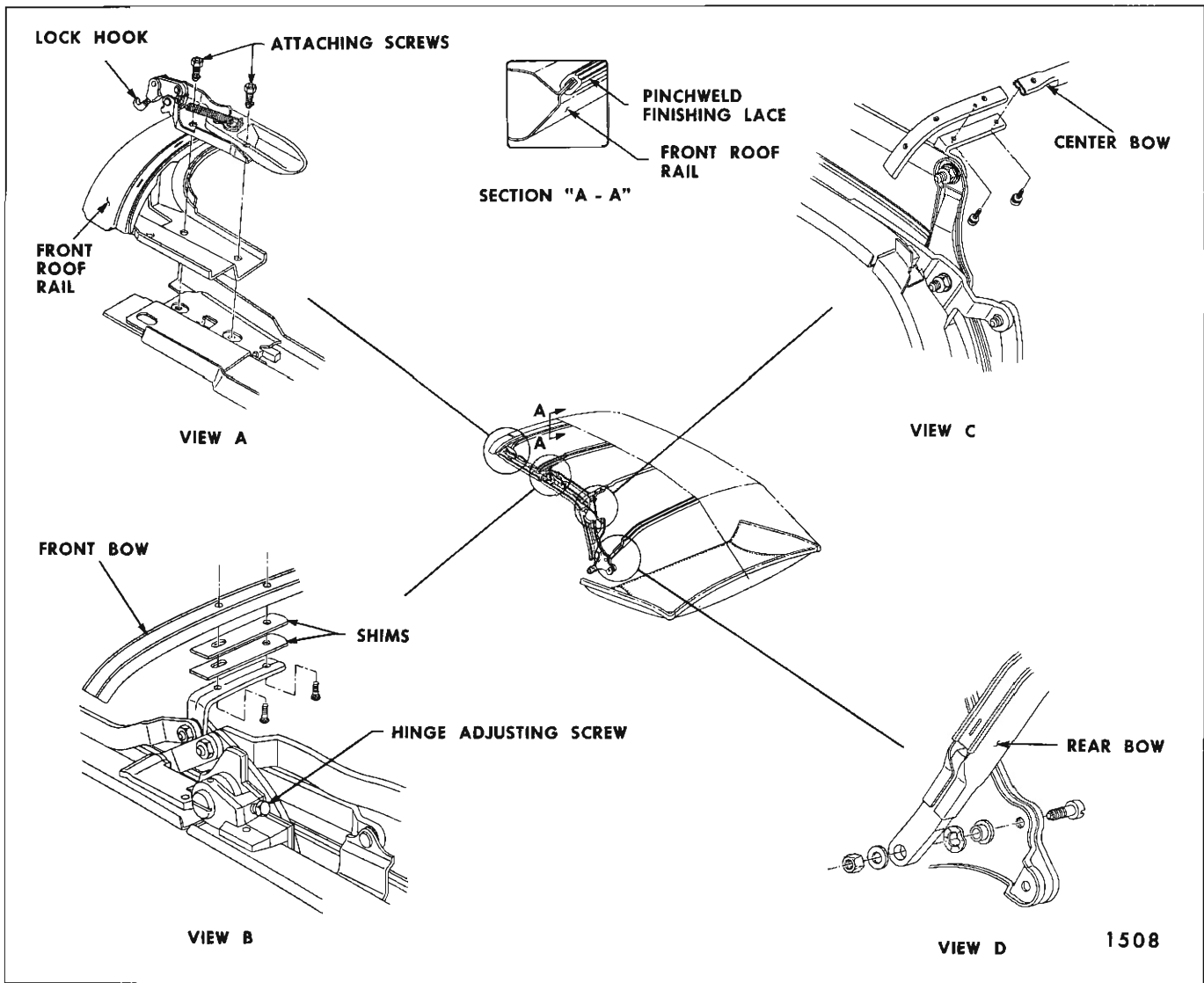


Fig. 2-1-57 — Folding Top Linkage

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.

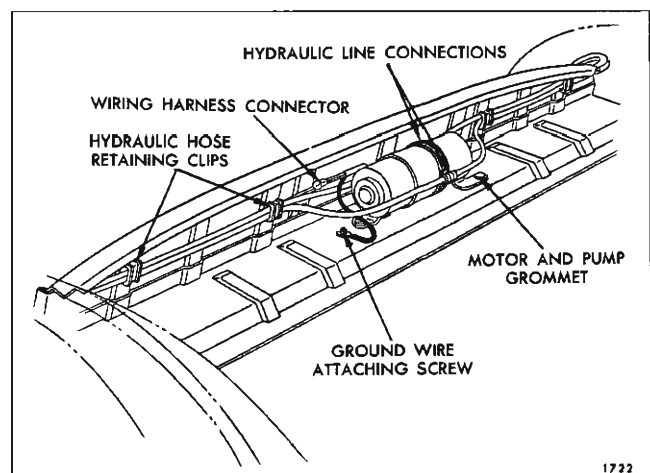


Fig. 2-I-58—Motor and Pump Assembly

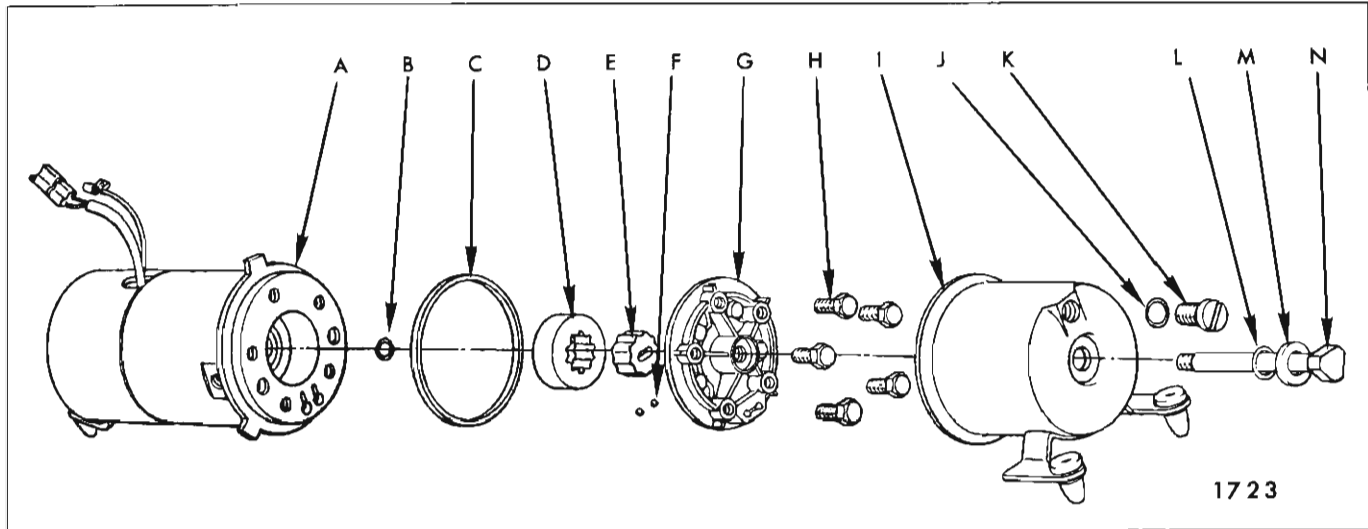


Fig. 2-I-59—Hydro-Lectric Motor and Pump Disassembled

- 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.

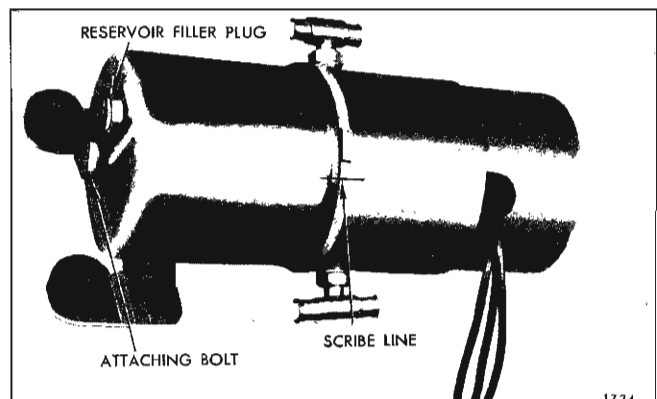


Fig. 2-I-60—Hydro-Lectric Motor and Pump Assembly

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 oper-

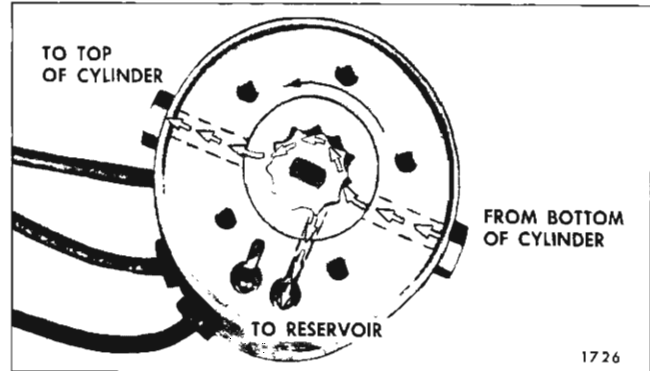


Fig. 2-I-62 — Operation of Pump To Lower Top

ation 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.

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

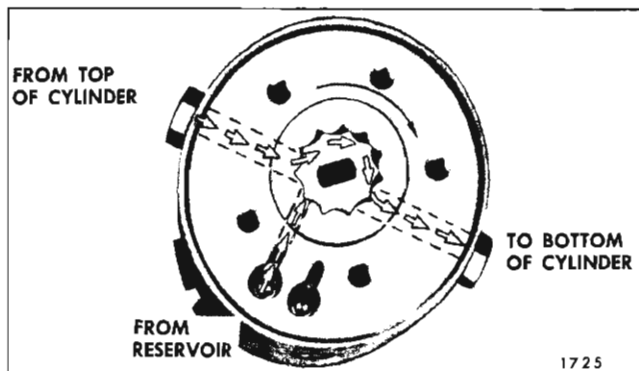


Fig. 2-I-61 — Operation of Pump To Raise Top

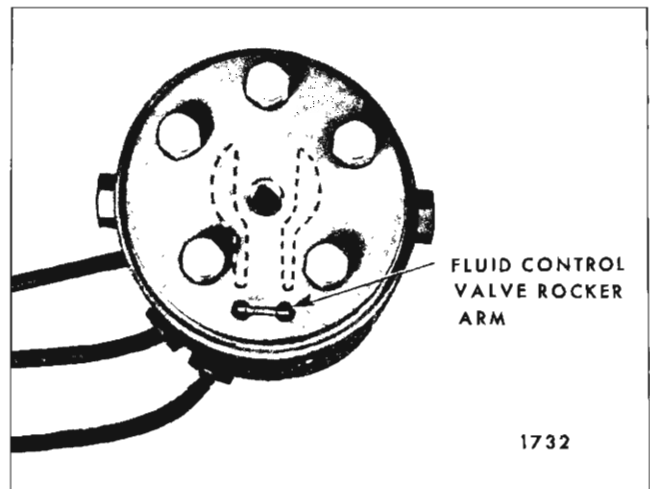


Fig. 2-I-63 — Pump Cover Plate

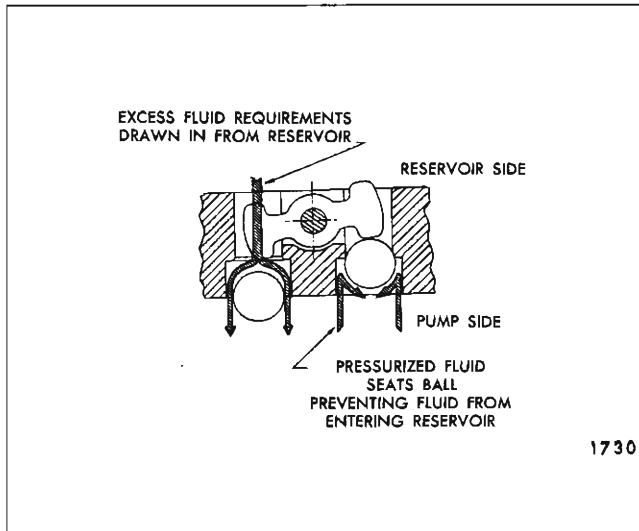


Fig. 2-I-64 — Fluid Control Valve

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.

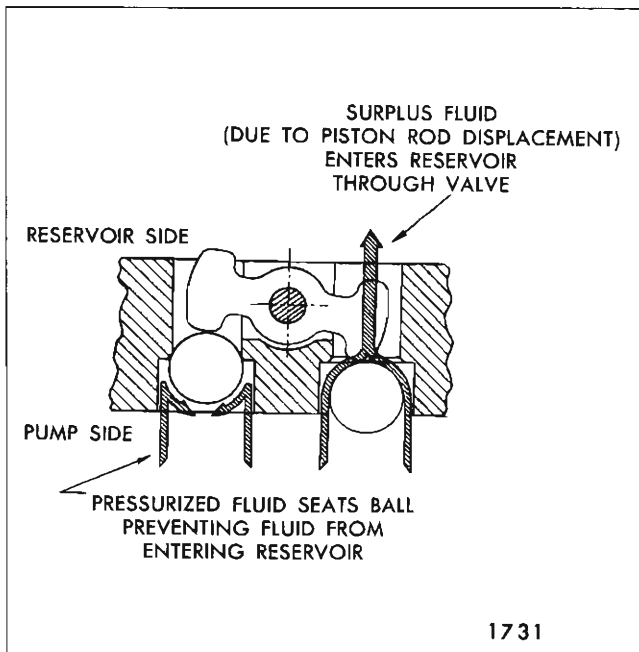


Fig. 2-I-65 — Fluid Control Valve

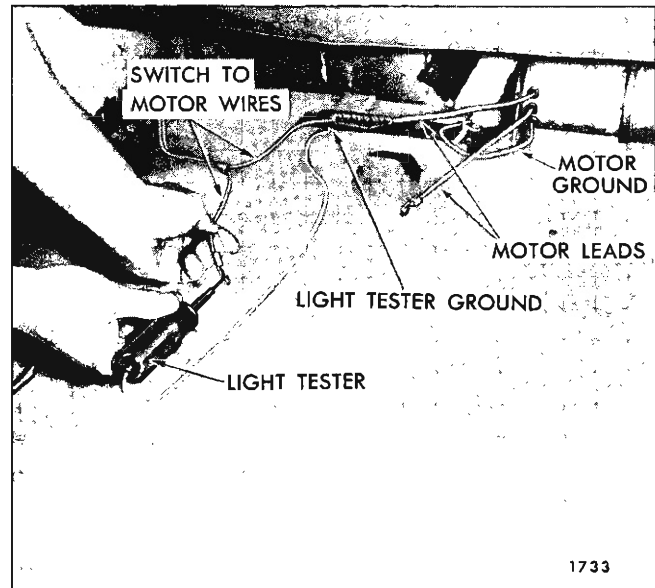


Fig. 2-I-66 — Checking Motor Wiring

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

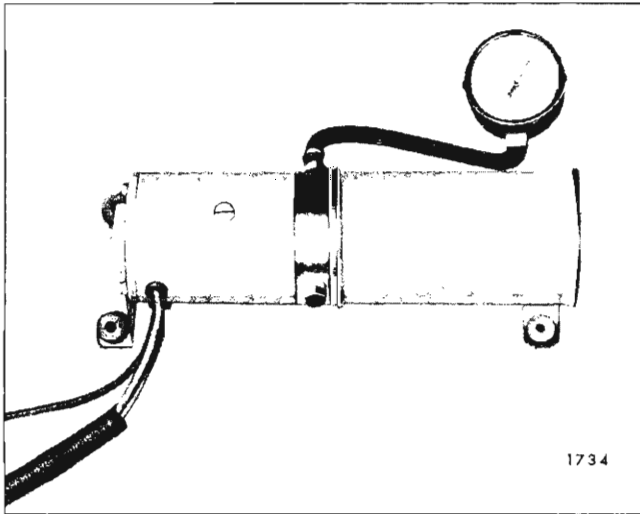


Fig. 2-1-67 — Checking Pump Pressure

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 virtually 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.

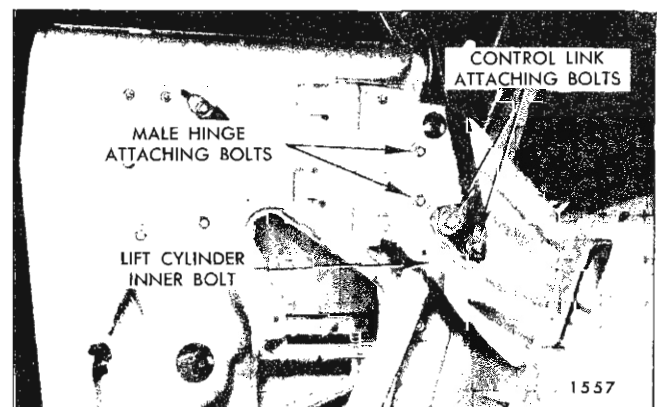


Fig. 2-1-68 — Lift Cylinder Attachment

IMPORTANT: When installing new or over-hauled 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 re-install 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

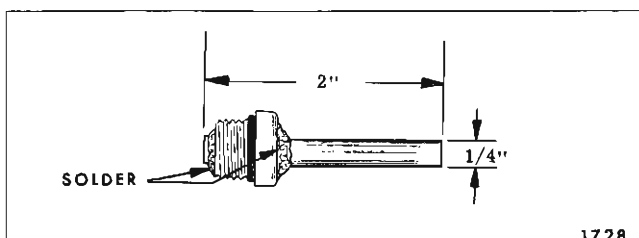


Fig. 2-I-69 — Reservoir Filler Plug Adapter

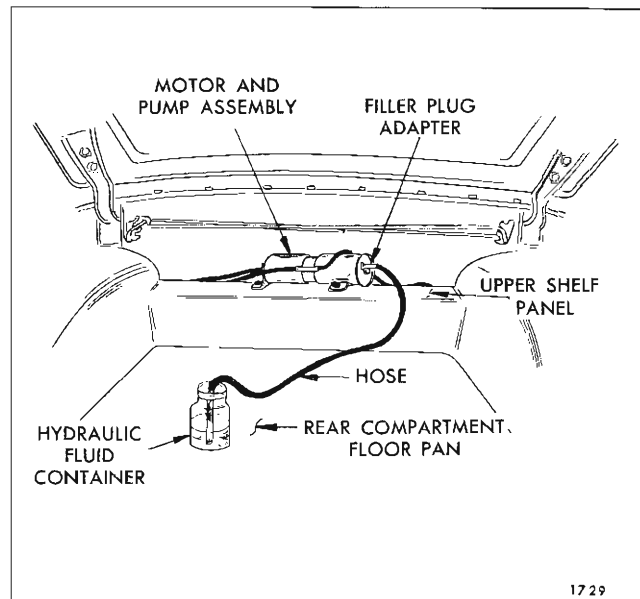


Fig. 2-I-70 — Filling Reservoir

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.

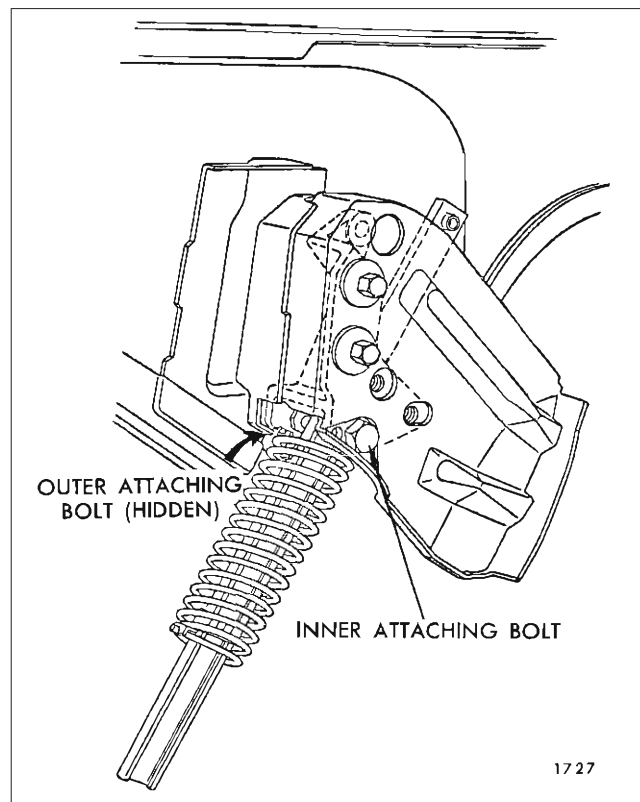


Fig. 2-I-71 — Manual Lift Assembly

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 lose 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.

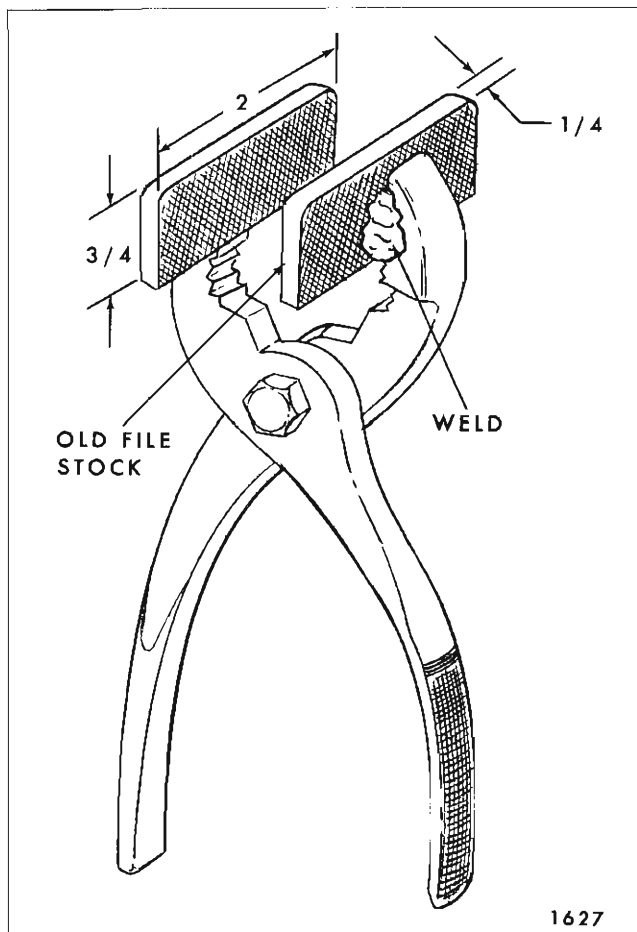


Fig. 2J1—Fabric Cover Pliers

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.

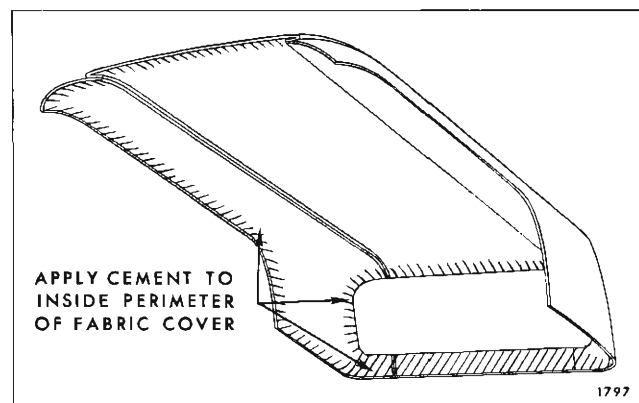


Fig. 2J2—Cementing of Fabric Roof Cover for Styles with Felt Pad

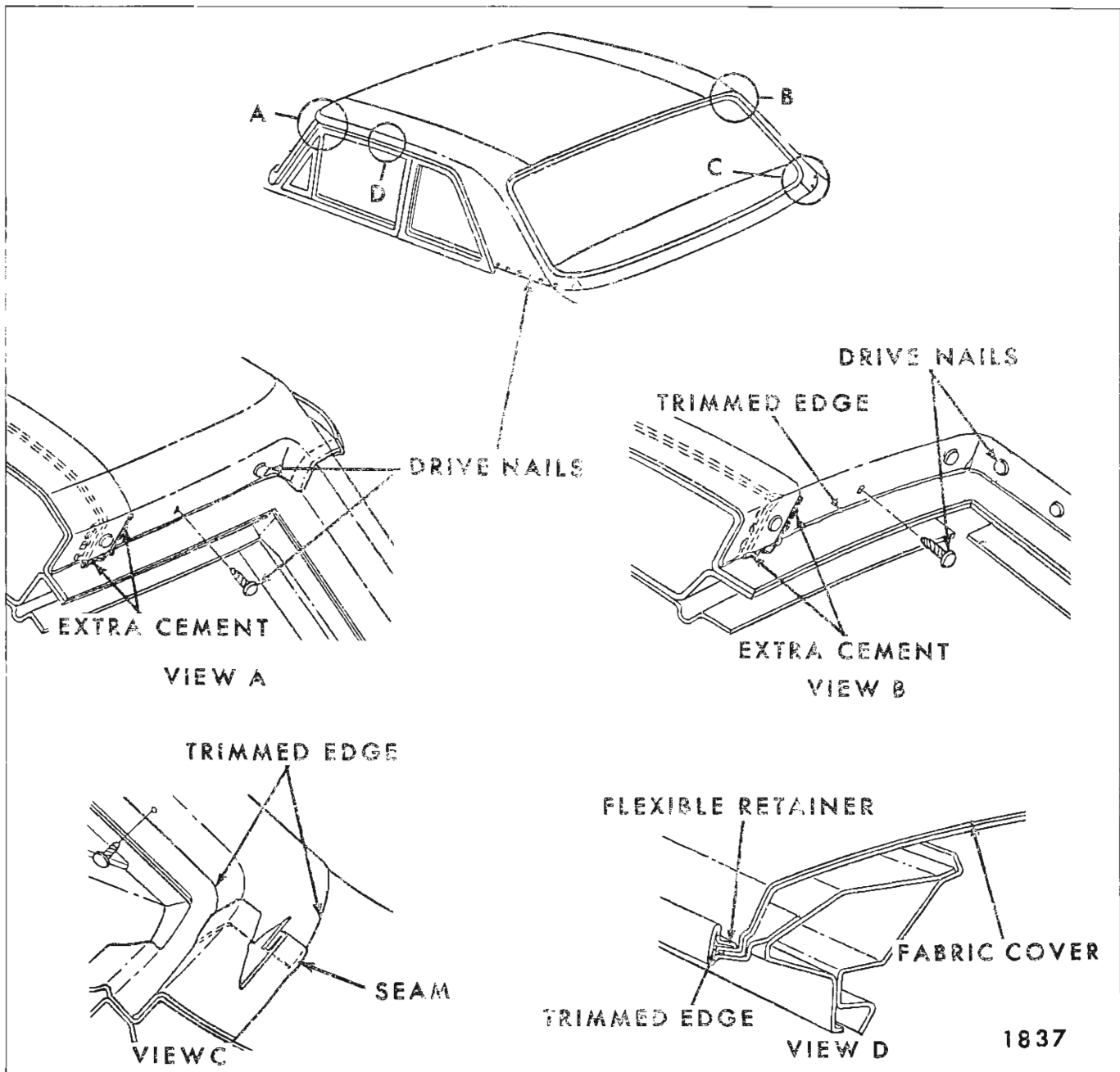


Fig. 2J3—Fabric Roof Cover Installation

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).

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).

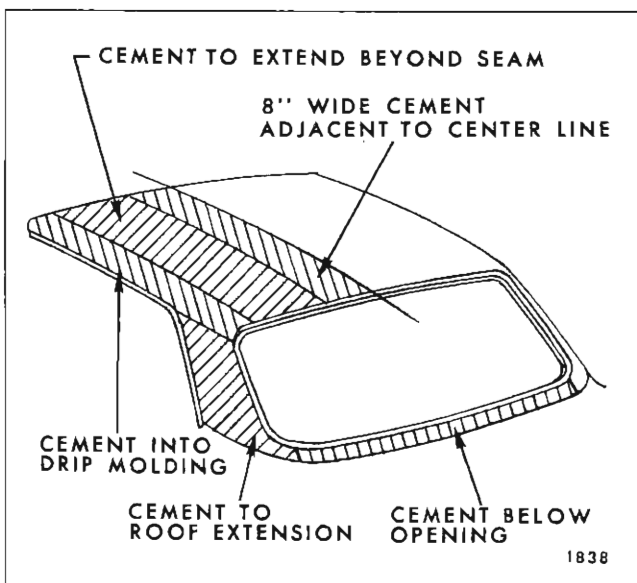


Fig. 2J4—Cementing Fabric Roof Cover

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.

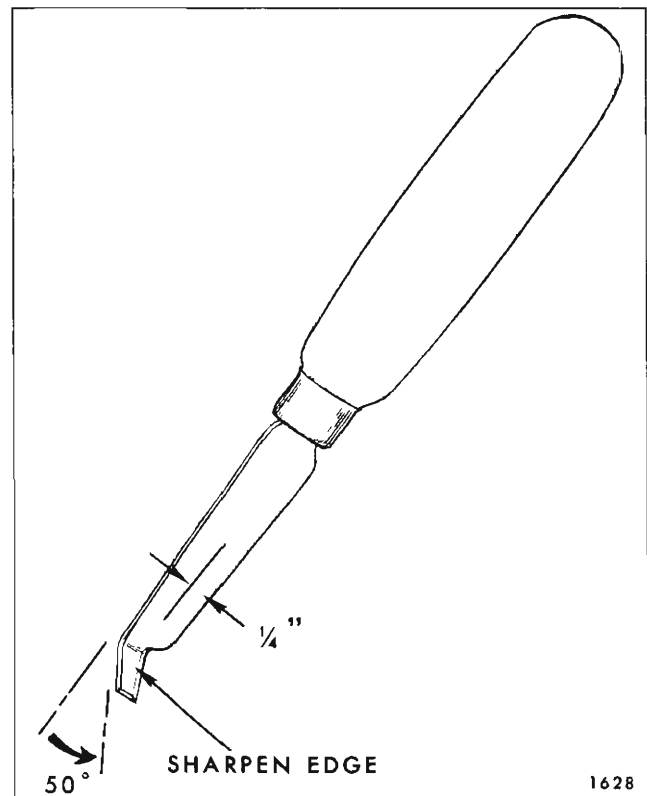


Fig. 2J5—Fabric Cover Trimming Knife

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 lose 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.

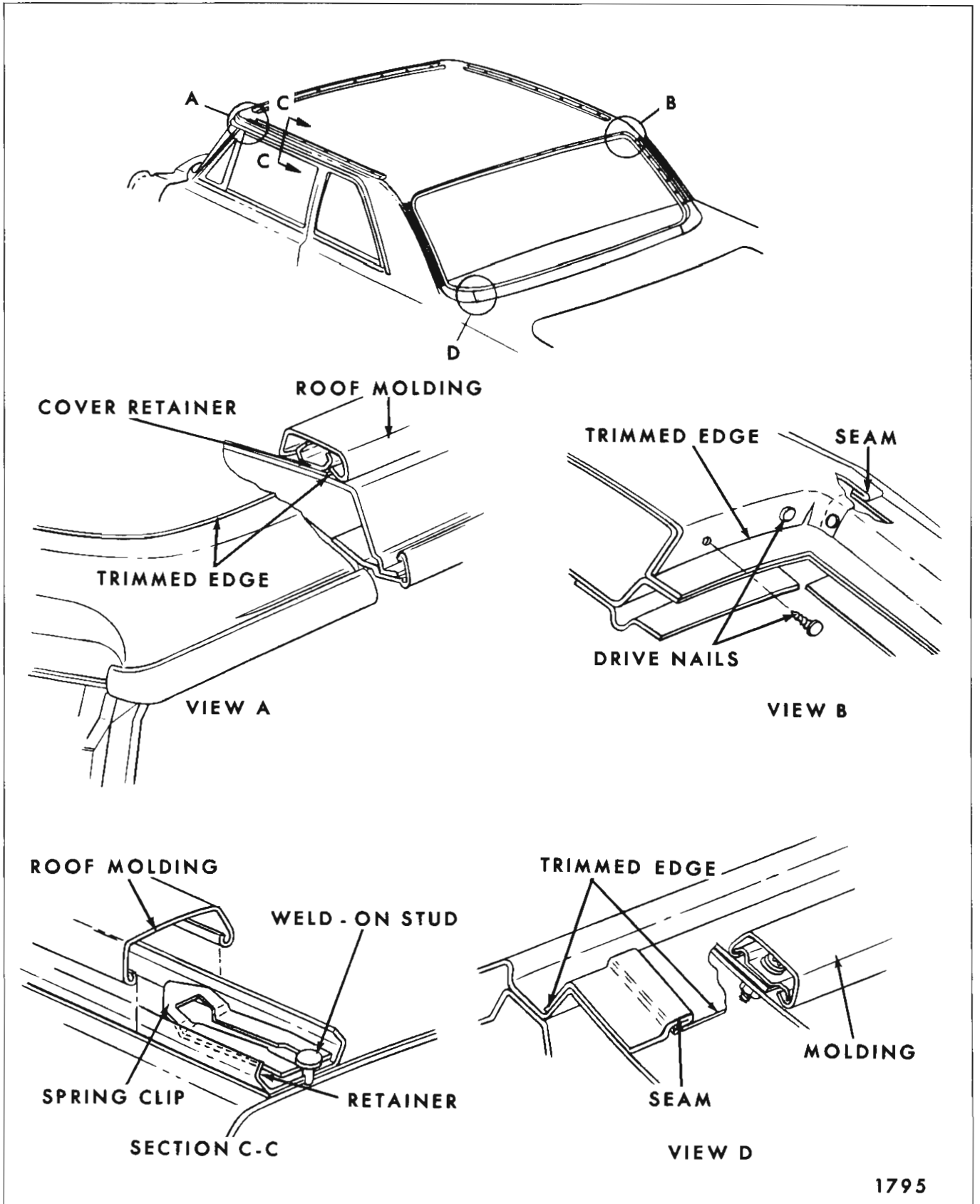
5. Determine center line of roof panel by marking center points on front of roof panel and upper and lower portion of back window opening with chalk or equivalent.

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



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Fig. 2J6—Fabric Roof Cover Installation -
44000 Series

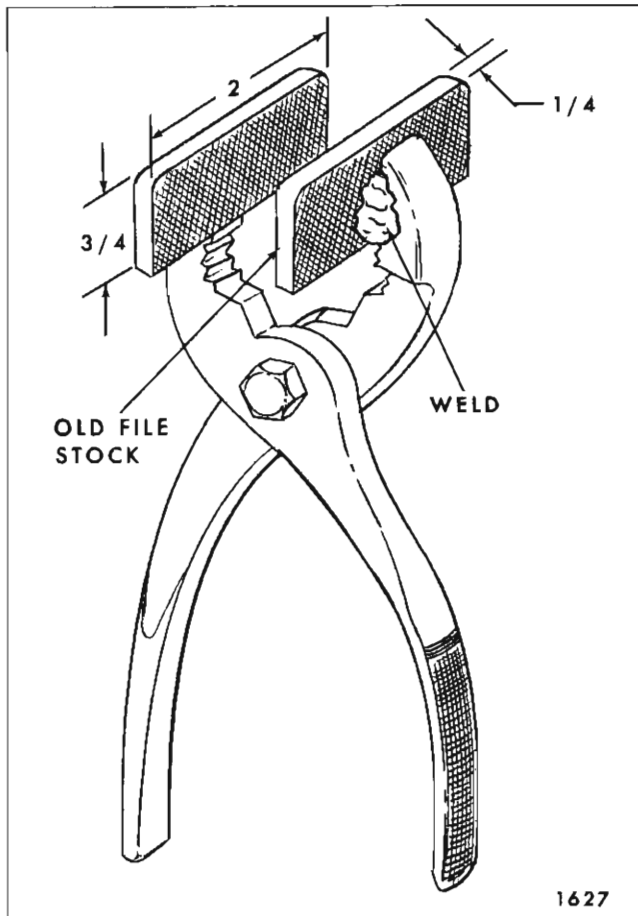


Fig. 2J7—Fabric Cover Pliers

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.

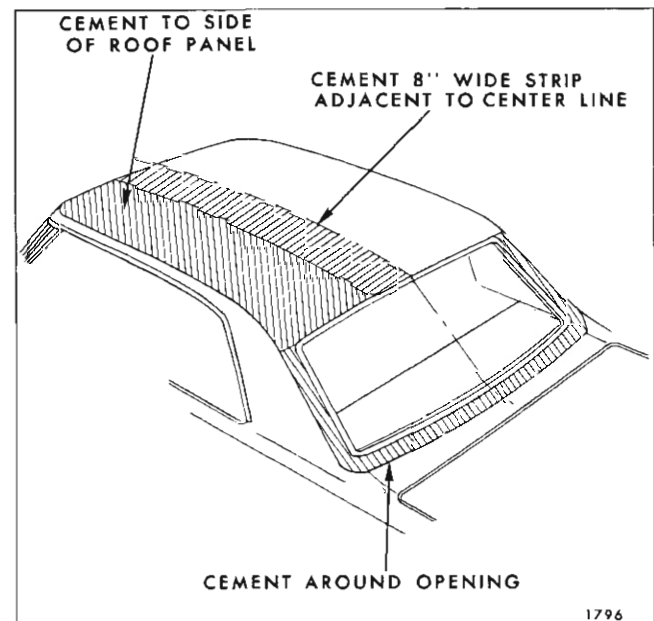


Fig. 2J8—Cementing Procedure for Fabric Cover

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).

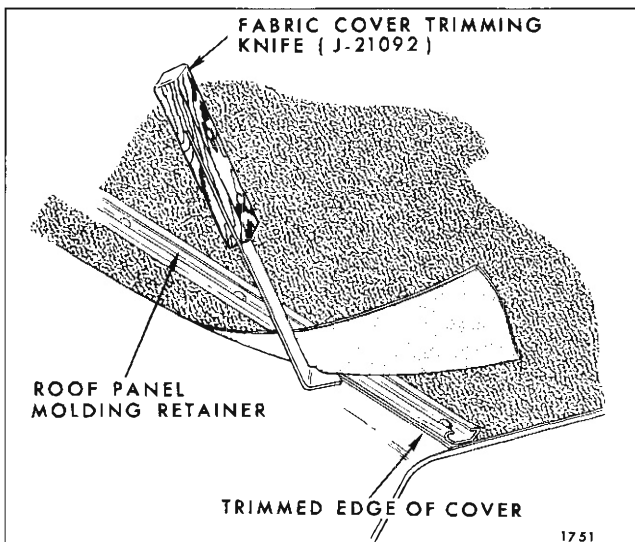
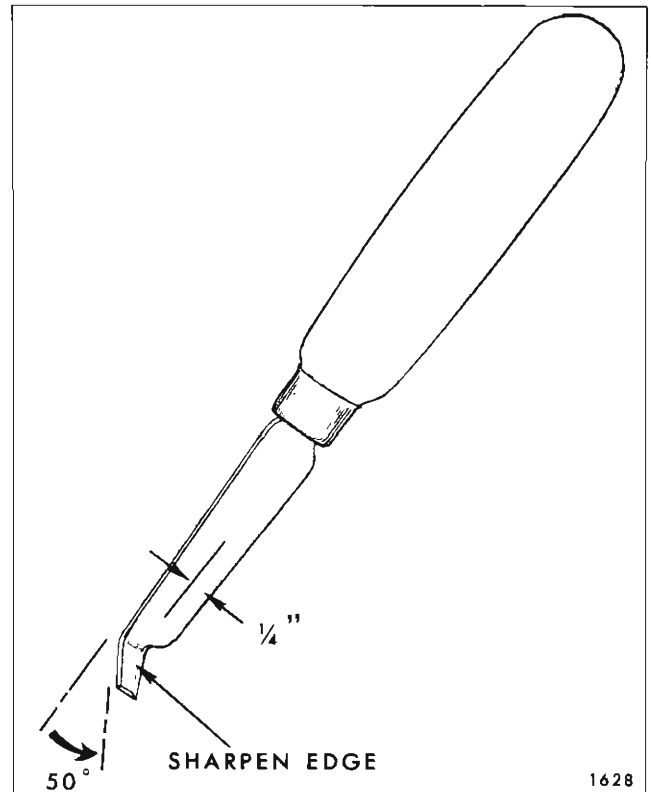


Fig. 2J9—Trimming Fabric Roof Cover



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:

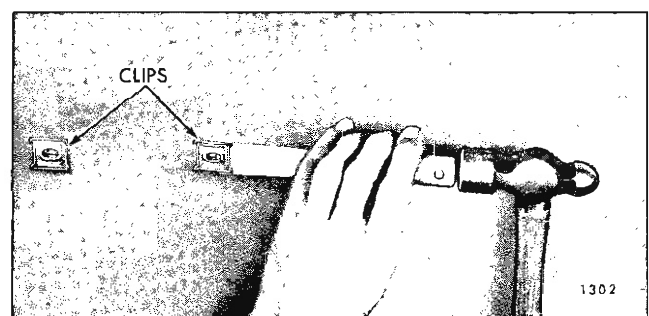


Fig. 2K1—Removal of "Bath-Tub" Molding Clip

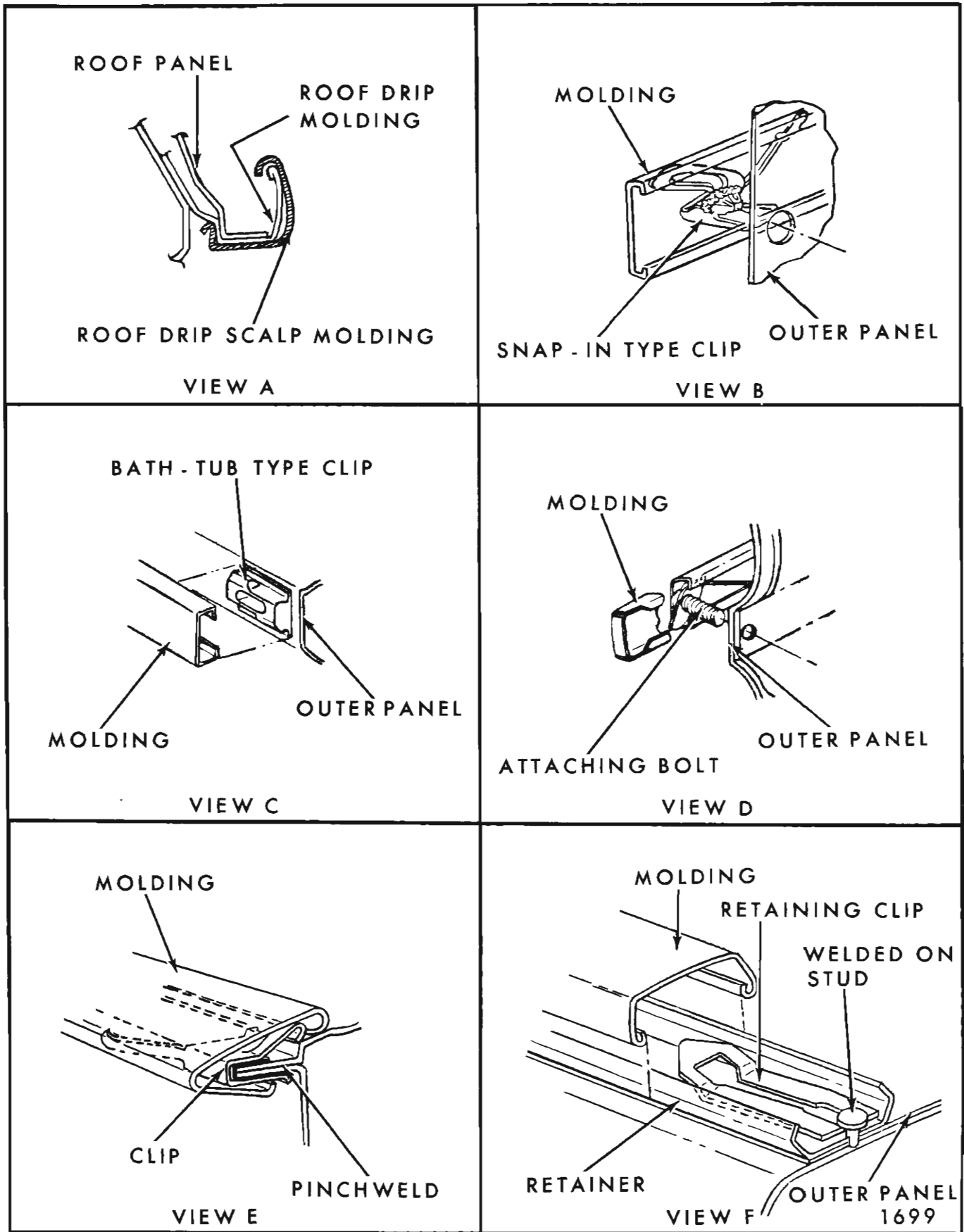


Fig. 2K2—Typical Molding Attachments

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.

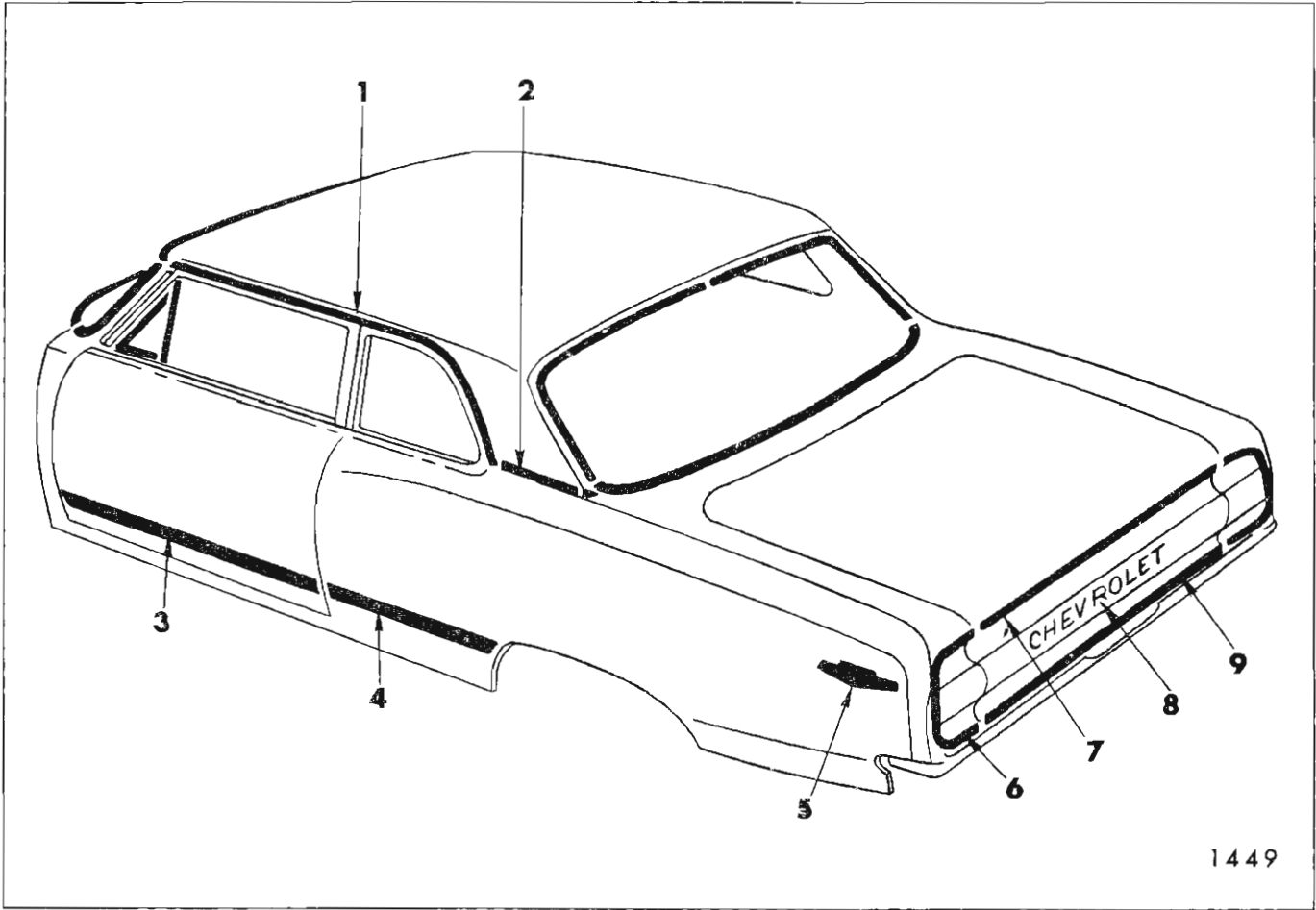
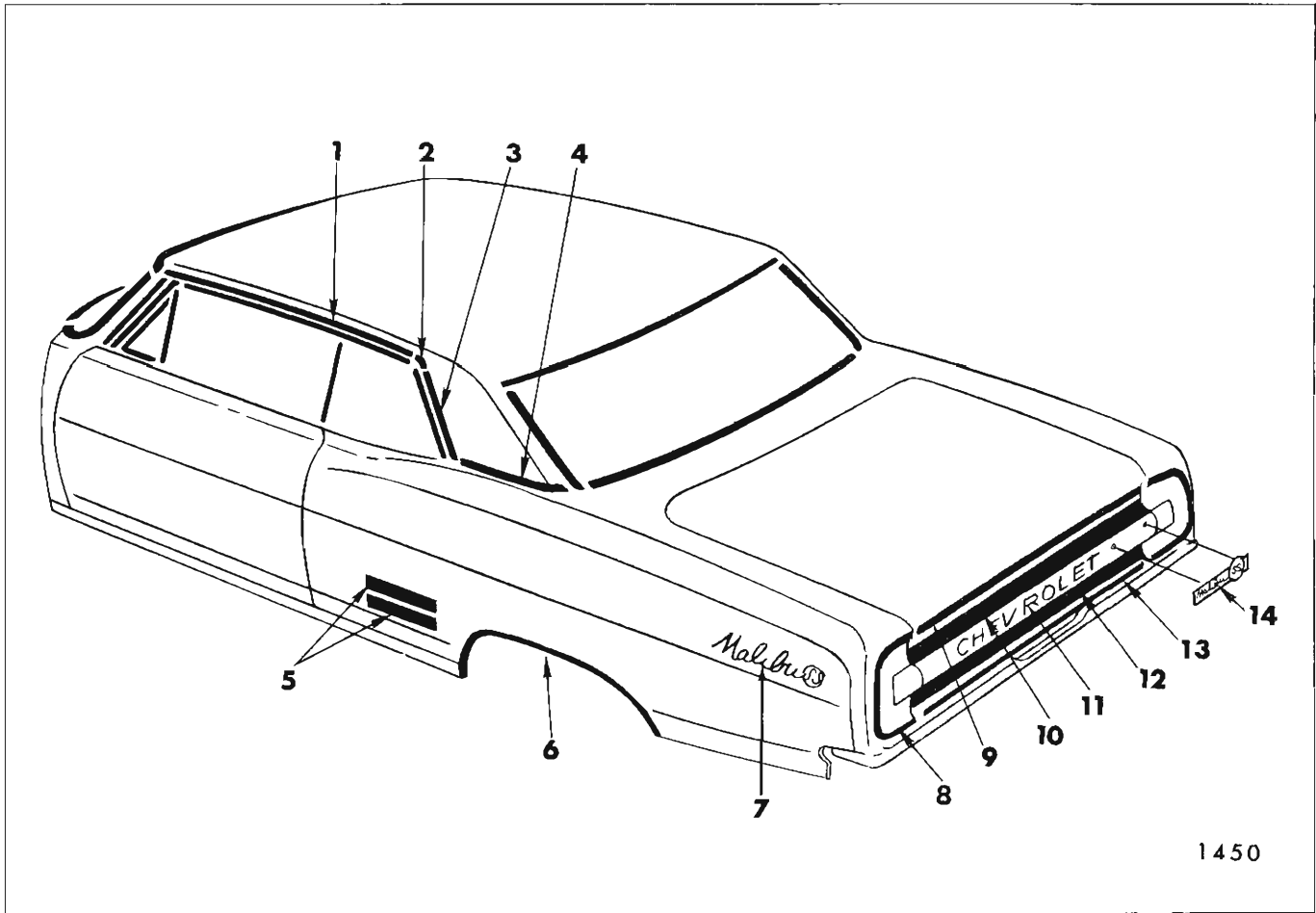


Fig. 2K3-13000 Series "11" Styles

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



1450

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

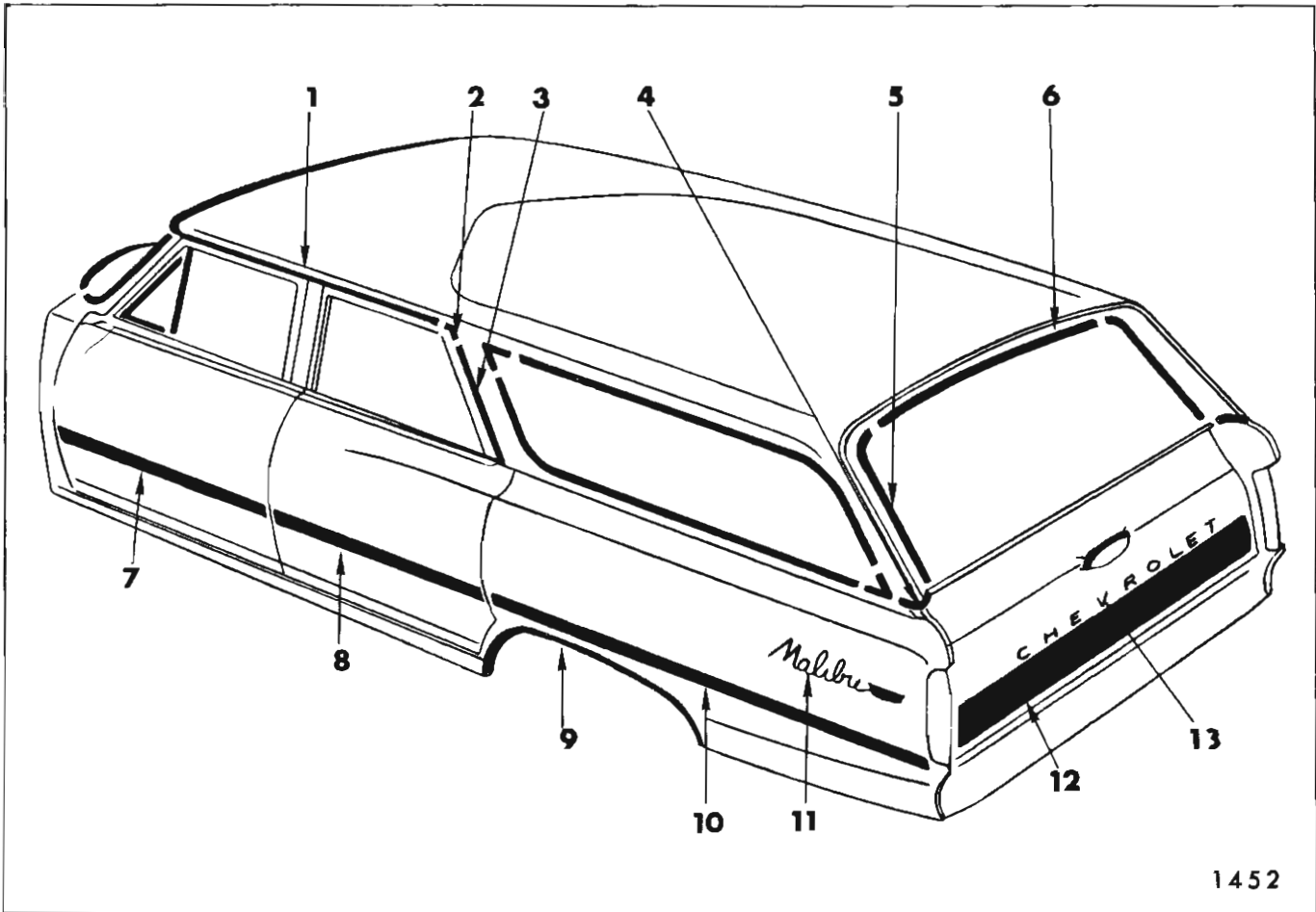
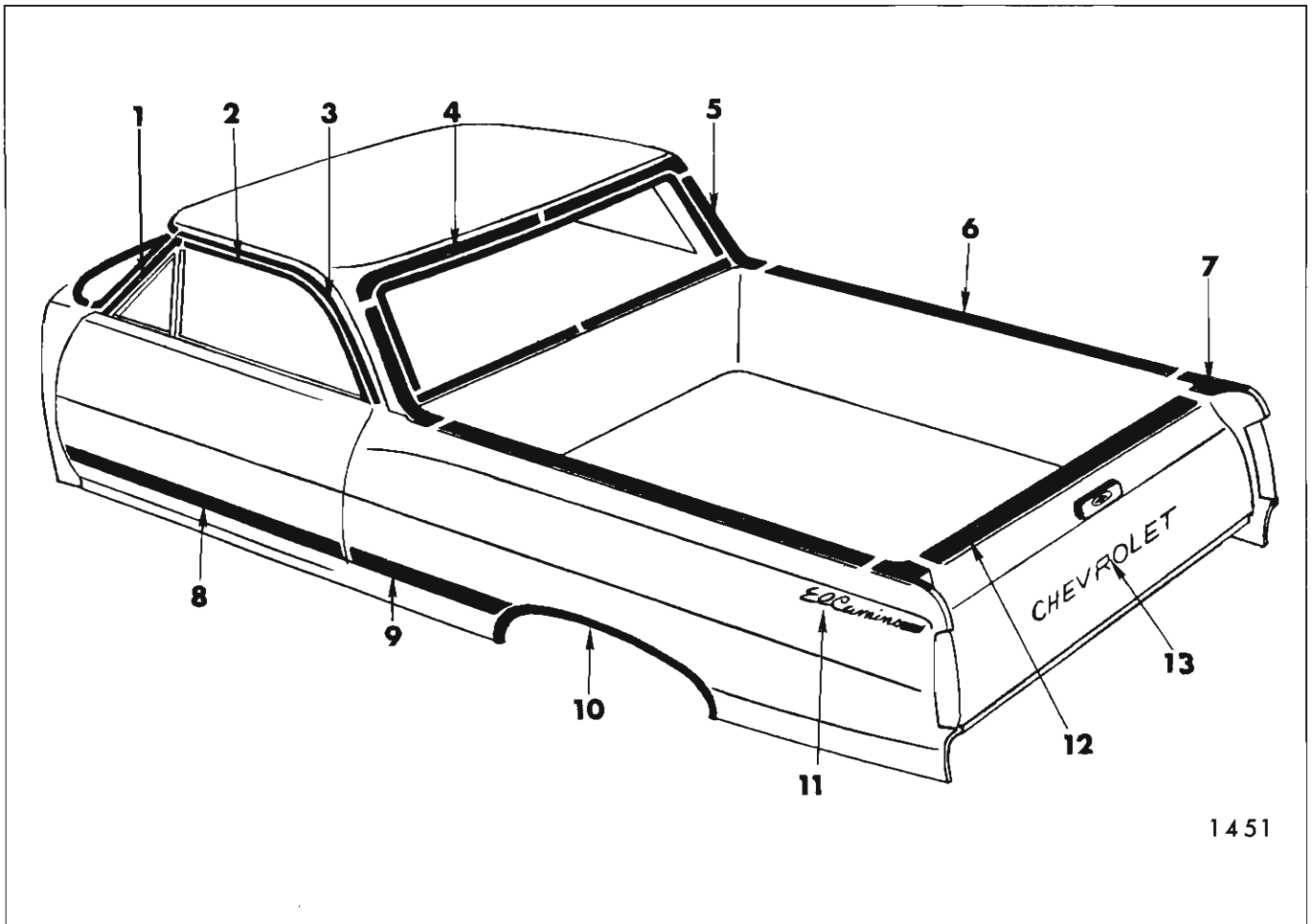


Fig. 2K5-13000 Series Station Wagon Styles

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



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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

13000 SERIES

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					Right Side Overlaps Left Side Back Window Side Escutcheon	Finishing Lace, Dome Lamp, Rear of Headlining	
Back Window Side Finishing	80					Quarter Pinch Weld 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					

13000 SERIES (Continued)

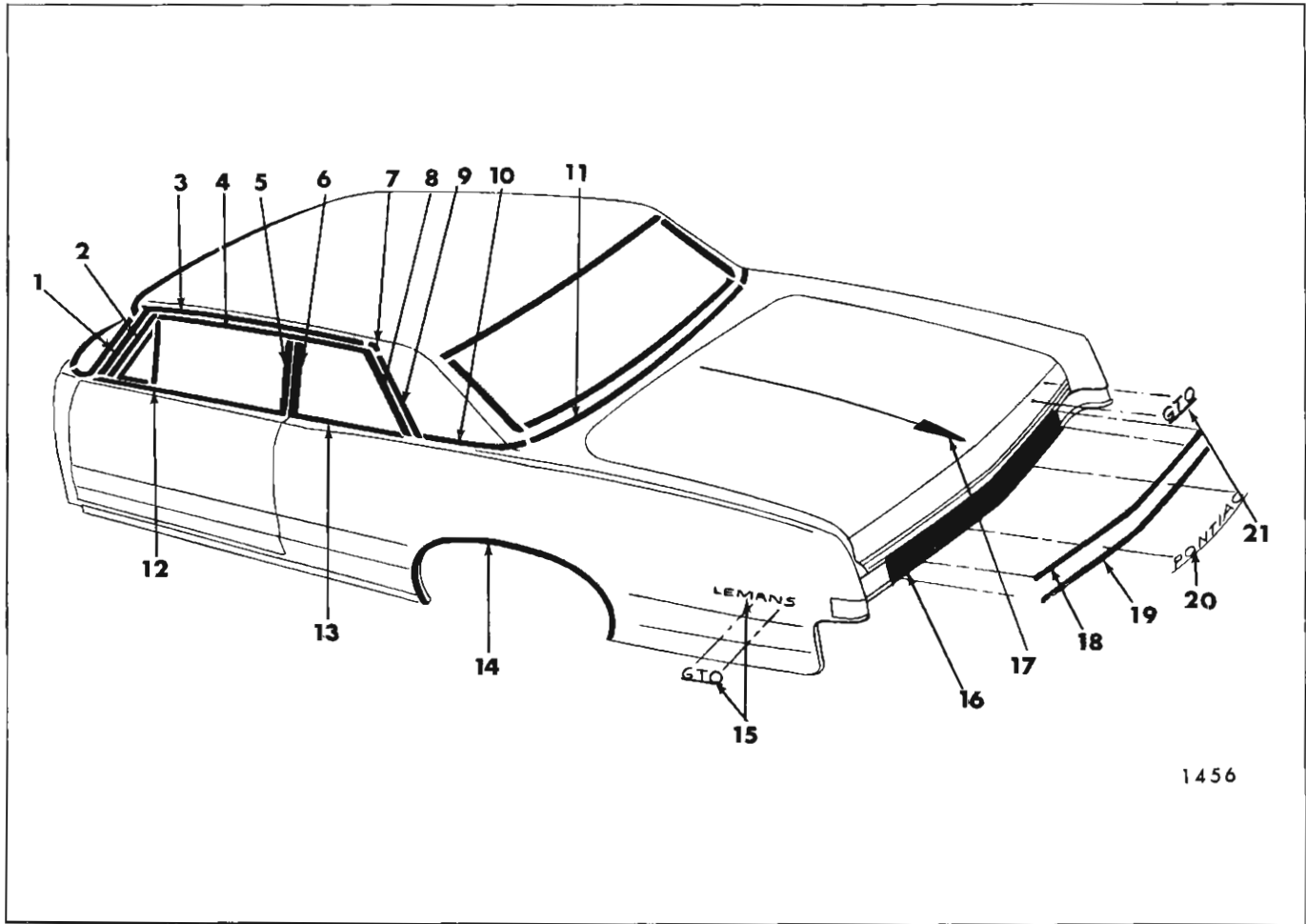
Molding Name	Styles	Method of Retention						Engages With Other Moldings	Remove Hardware Or Trim
		Screws	Spring (Self-Retained)	Snap-On Clips Or Retainers On Panel	Snap-On Clips On Molding	Studs With Attaching Nuts			
Quarter Pinchweld Belt Finishing Front	80			X		X	Quarter Pinchweld Belt Finishing 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		View E				Rear Quarter & Rear End Trim Sticks	
Quarter Belt Reveal	11, 37, 69				X	View B	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		View C					
Rear Door Outer Panel Lower	35, 69	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	View D
Rear Compartment Lid Outer Panel Lower	11, 37, 67, 69						X	

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 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 Window and Regulator (15, 35 Styles)
Tailgate Outer Panel Name Plate	15, 35, 80			X				Tailgate Inner Panel 80 Style
Tailgate Outer Panel Molding	35					X		Tailgate Window and Regulator



1456

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

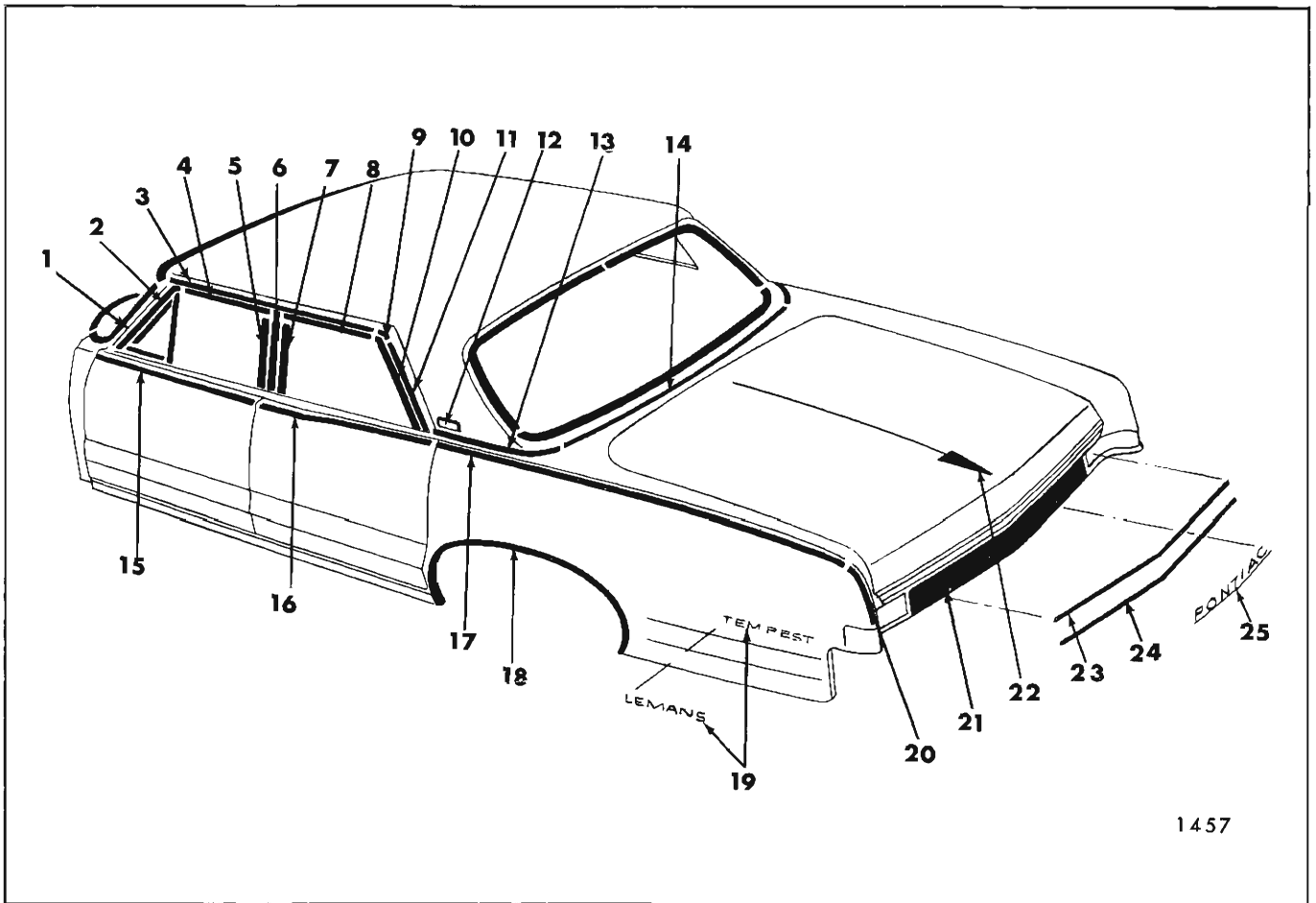
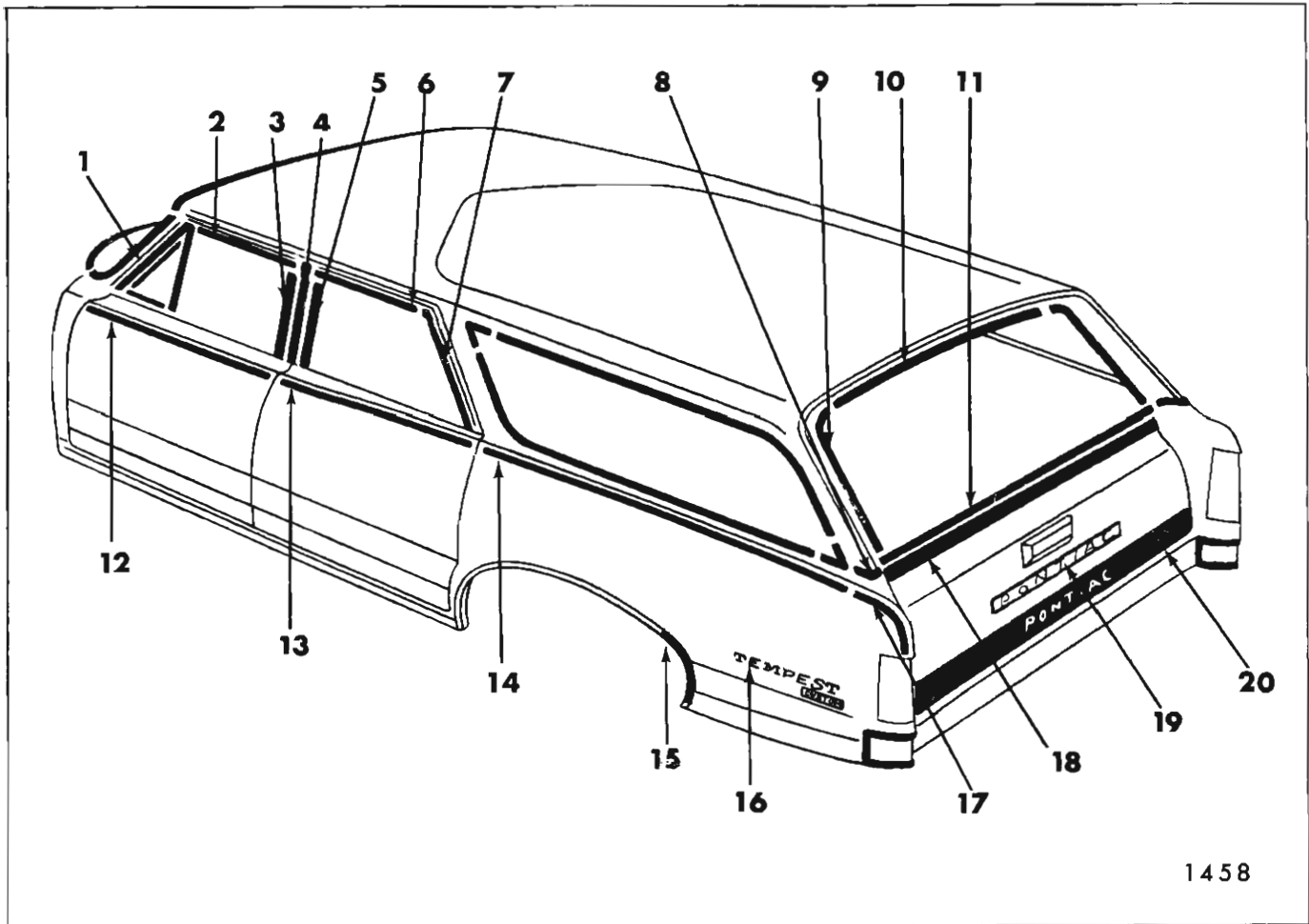


Fig. 2K8-23000 Series "69" Styles

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

1457



1458

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

23000 SERIES

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						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	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

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			
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 Quar- ter 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 & Regulator
Tailgate Window Opening Upper Reveal	35				X			Tailgate Window Lower Reveal
Tailgate Window Opening Side Reveal	35				X			Tailgate Window Opening Side Reveal
Tailgate Window Opening Lower Reveal	35				X		X	Tailgate Window Opening Upper Reveal
Back Body Pillar Outer Panel Finishing	35				X			Quarter Window Rear Reveal Escutcheon

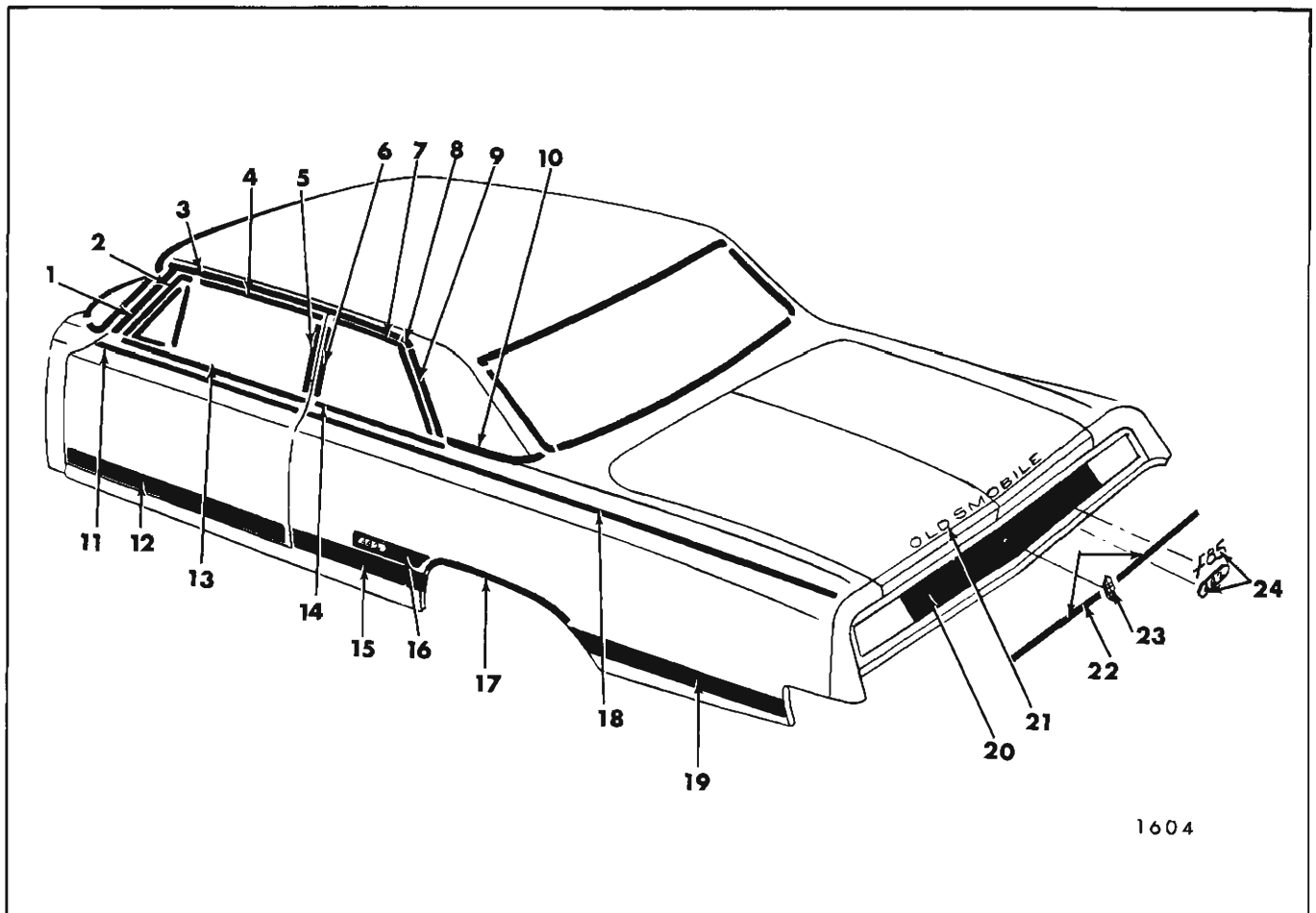
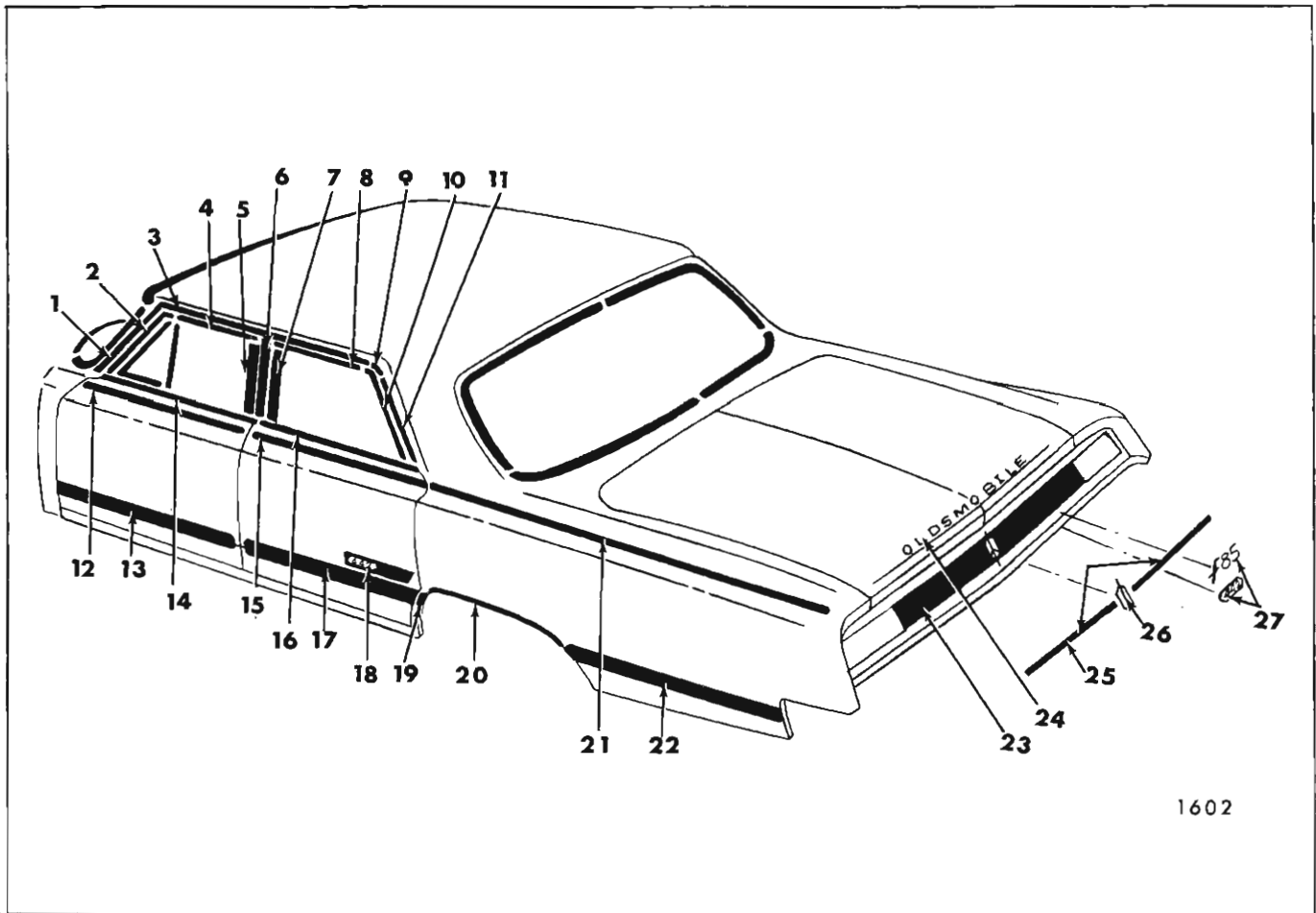


Fig. 2K10-33000 Series "27"- "37" Styles

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



1602

Fig. 2K11-33000 Series "69" Styles

- | | |
|--|--|
| 1. Windshield Pillar Finishing Molding | 15. Rear Door Outer Panel Peak Molding |
| 2. Front Door Window Frame Front Scalp Molding | 16. Rear Door Window Reveal Molding |
| 3. Roof Drip Molding Front Scalp | 17. Rear Door Outer Panel Lower Molding |
| 4. Front Door Window Frame Upper Scalp Molding | 18. Rear Door Outer Panel Grille and Emblem |
| 5. Front Door Window Frame Rear Scalp Molding | 19. Front of Rear Wheel Opening Molding |
| 6. Center Pillar Scalp Molding | 20. Rear Wheel Opening Molding |
| 7. Rear Door Window Frame Front Scalp Molding | 21. Rear Fender Outer Panel Peak Molding |
| 8. Rear Door Window Frame Upper Scalp Molding | 22. Rear of Rear Wheel Opening Molding |
| 9. Roof Drip Molding Scalp Escutcheon | 23. Rear End Outer Panel Molding Assembly |
| 10. Rear Door Window Frame Rear Scalp Molding | 24. Rear Compartment Lid Outer Panel Name Plate |
| 11. Roof Drip Molding Rear Scalp | 25. Rear End Outer Panel Center Molding (Right and Left) |
| 12. Front Door Outer Panel Peak Molding | 26. Rear End Outer Panel Emblem |
| 13. Front Door Outer Panel Lower Molding | 27. Rear End Outer Panel Emblem |
| 14. Front Door Window Reveal Molding | |

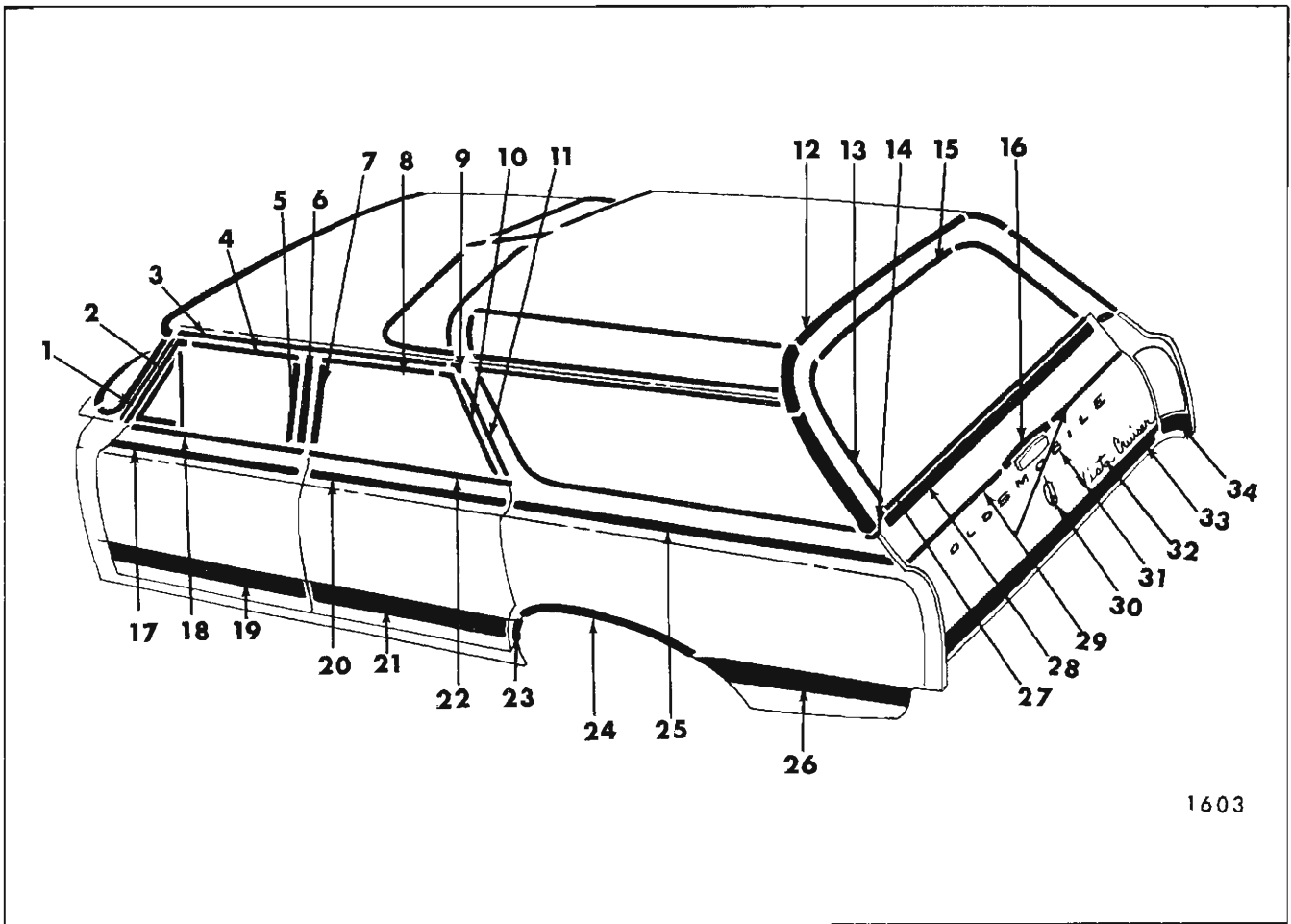


Fig. 2K12-33000 Series "55"- "65" Styles

- | | |
|--|---|
| 1. Windshield Pillar Finishing Molding | 18. Front Door Window Reveal Molding |
| 2. Front Door Window Frame Front Scalp Molding | 19. Front Door Outer Panel Lower Molding |
| 3. Roof Drip Molding Front Scalp | 20. Rear Door Outer Panel Peak Molding |
| 4. Front Door Window Frame Upper Scalp Molding | 21. Rear Door Outer Panel Lower Molding |
| 5. Front Door Window Frame Rear Scalp Molding | 22. Rear Door Window Reveal Molding |
| 6. Center Pillar Scalp Molding | 23. Front of Rear Wheel Opening Molding |
| 7. Rear Door Window Frame Front Scalp Molding | 24. Rear Wheel Opening Molding |
| 8. Rear Door Window Frame Upper Scalp Molding | 25. Rear Fender Outer Panel Peak Molding |
| 9. Roof Drip Molding Scalp Escutcheon | 26. Rear of Rear Wheel Opening Molding |
| 10. Rear Door Window Frame Rear Scalp Molding | 27. Tailgate Window Lower Reveal Molding |
| 11. Roof Drip Molding Rear Scalp | 28. Tailgate Outer Panel Belt Molding |
| 12. Roof Panel Rear Reveal Molding | 29. Tailgate Outer Panel Upper Molding Side |
| 13. Tailgate Window Side Reveal Molding | 30. Tailgate Outer Panel Emblem |
| 14. Back Body Pillar Outer Panel Finishing Molding | 31. Tailgate Outer Panel Name Plate |
| 15. Tailgate Window Upper Reveal Molding | 32. Tailgate Outer Panel Name Plate |
| 16. Tailgate Outer Panel Upper Molding (at Handle) | 33. Tailgate Outer Panel Lower Molding |
| 17. Front Door Outer Panel Peak Molding | 34. Rear of Rear Fender Outer Panel Molding |

33000 SERIES

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							
Front Door Window Frame Front Scalp	27, 35, 55, 65, 69		X			Skylight Rear Reveal Molding	Rear Roof Headlining Trim Finish Molding	
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						

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		
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	X View B	
Quarter Pinchweld Finishing	67			X				Rear Quarter & Rear End Trim Sticks
Rear End Pinchweld	67			X			X View E	Rear Quarter & Rear End Trim Sticks
							X View D	
								Quarter Pinchweld Finishing Quarter Window Lower Reveal Molding

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 Trim Pad	
Front Door Outer Panel Lower	All	X						
Rear Door Outer Panel Peak	69, 35, 55, 65	X		X View C			Rear Door Trim Pad	
Rear Door Outer Panel Lower	69, 35, 55, 65	X						
Rear Door Outer Panel Grill	69						Rear Door Trim Pad	
Rear Fender Outer Panel Peak	All			X View C			Rear Quarter Trim (35, 55, 65 Only)	
Rear Fender Outer Panel Grill & Emblem	27, 37, 67						Rear Quarter Trim Pad	
Front of Rear Wheel Opening	All	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				Rear Wheel Opening Molding	Quarter Trim Left Side Spare Tire Cover Right Side (35, 55, 65 Styles Only)	

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		
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 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 Glass Run Channel	
Tailgate Window Side Reveal	35	X					Tailgate Window Glass Run Channel	
Tailgate Window Upper Reveal	55, 65				X		Tailgate Window Glass Run Channel	
Tailgate Window Side Reveal	55, 65	X					Tailgate Window and Regulator	
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	

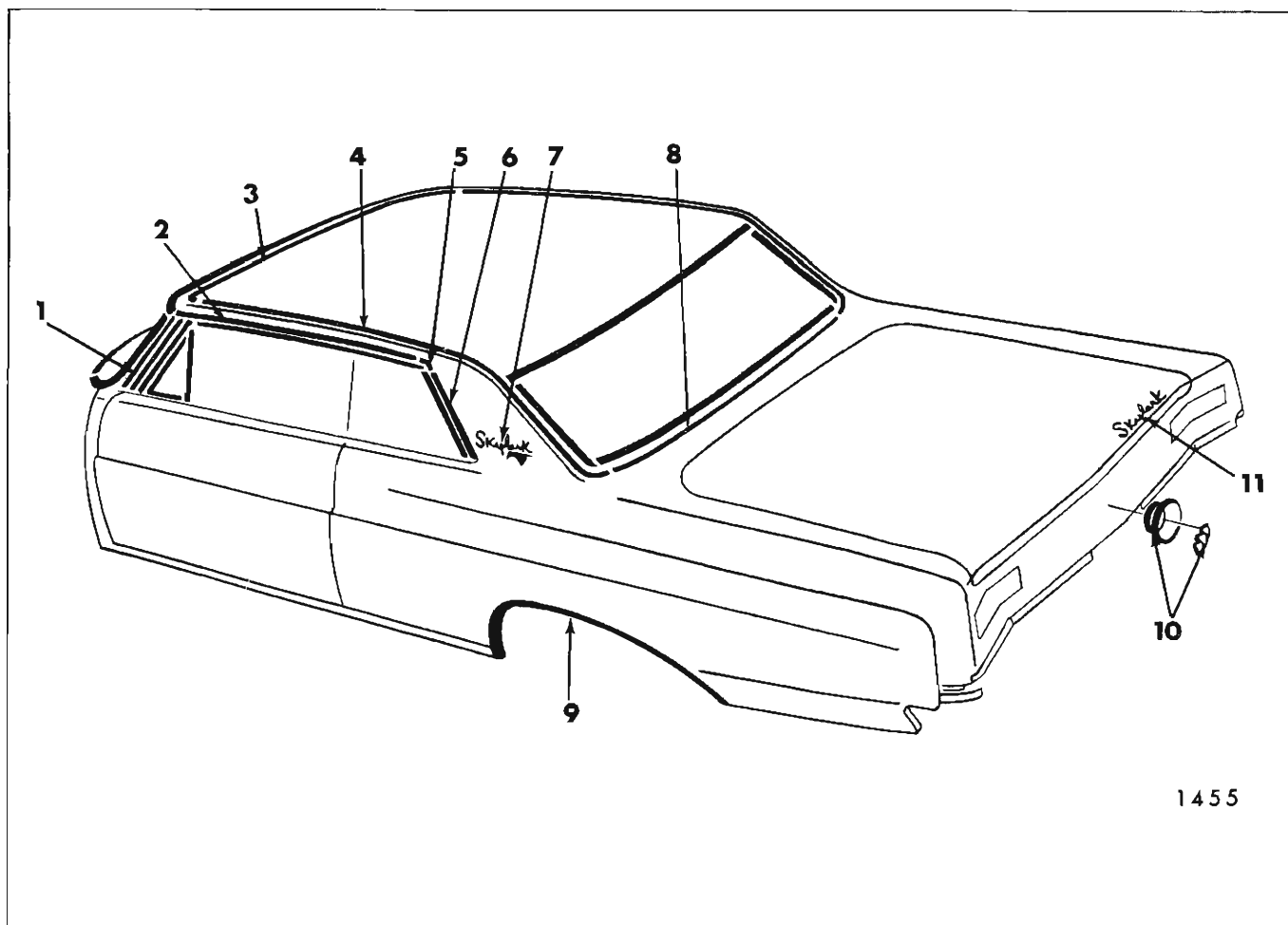
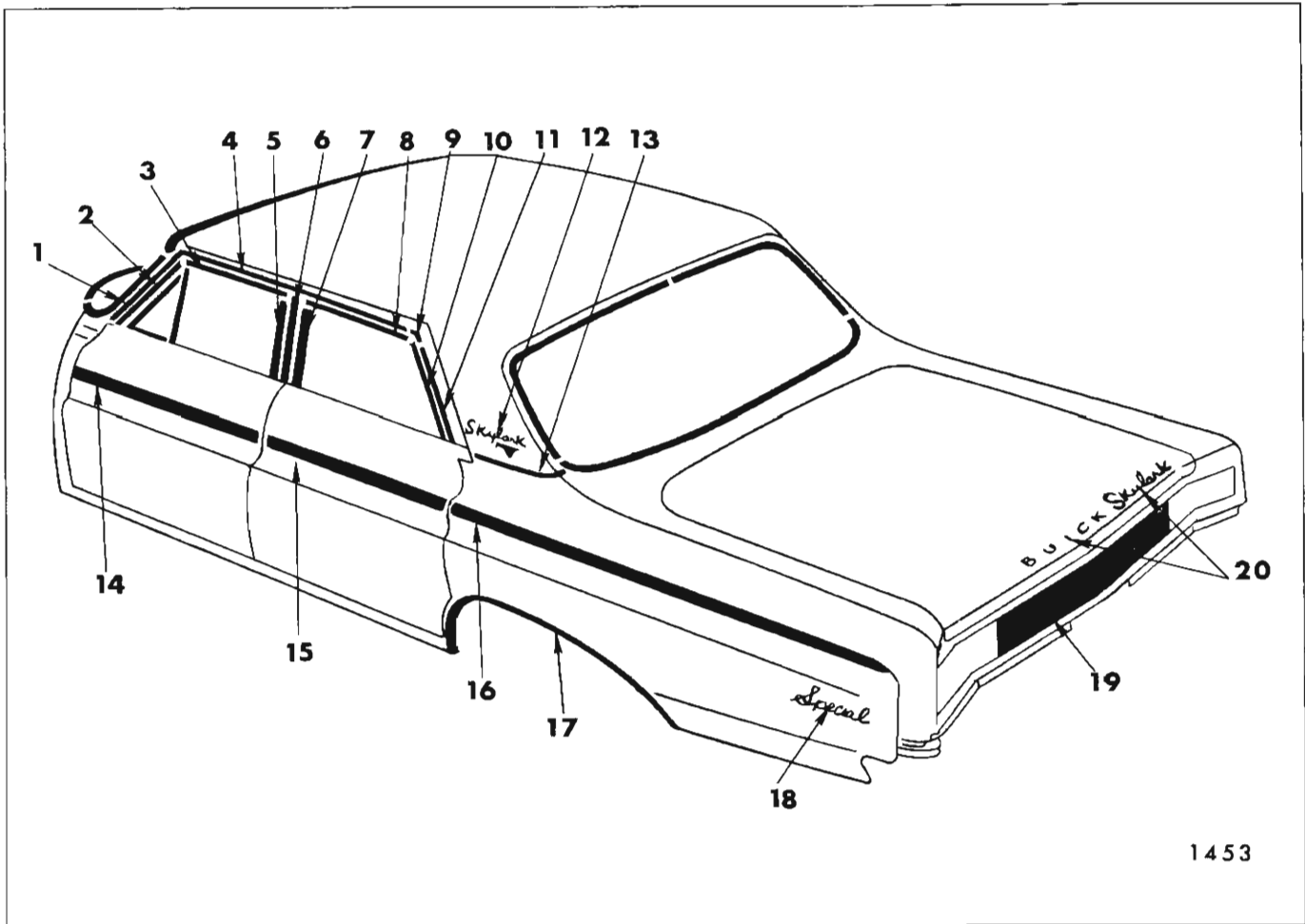


Fig. 2K13-44437 Body Style

- 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



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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

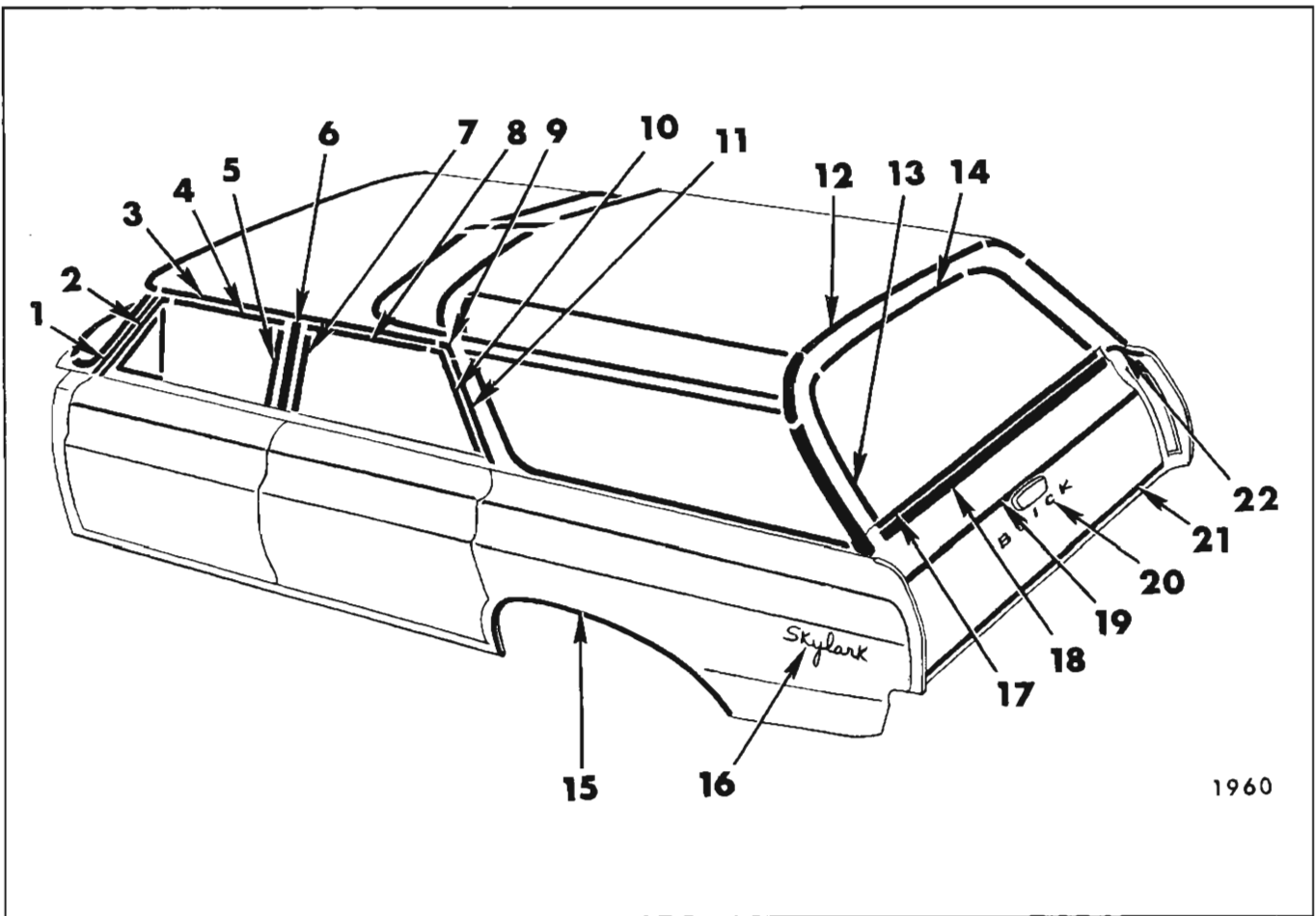


Fig. 2K15-43-44000 Series "55"- "65" Styles

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

43-44000 SERIES

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					Skylight Rear Reveal Molding	Rear Roof Headlining Trim Finish Molding	
Roof Panel Front Molding	27, 37					Roof Panel Side Moldings	Front Section of Headlining	
Roof Panel Side Molding	27, 37	X				Rear End Belt Finishing Molding		
Front Door Window Frame Scalp Front	27, 69, 35, 55, 65					Front Door Window Frame Scalp Front		
Front Door Window Frame Scalp Upper	27, 69, 35, 55, 65							

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		
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			

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							Spare Tire Cover and Rear Quarter Trim on 35, 55, 65 Styles Only
Rear Compartment Lid Name Plates	All except 35, 55, 65			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		

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		
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 Opening Side Reveal	55, 65	X					Tailgate Window Opening Upper Reveal	
Tailgate Window Reveal Molding Lower	35, 55, 65	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).

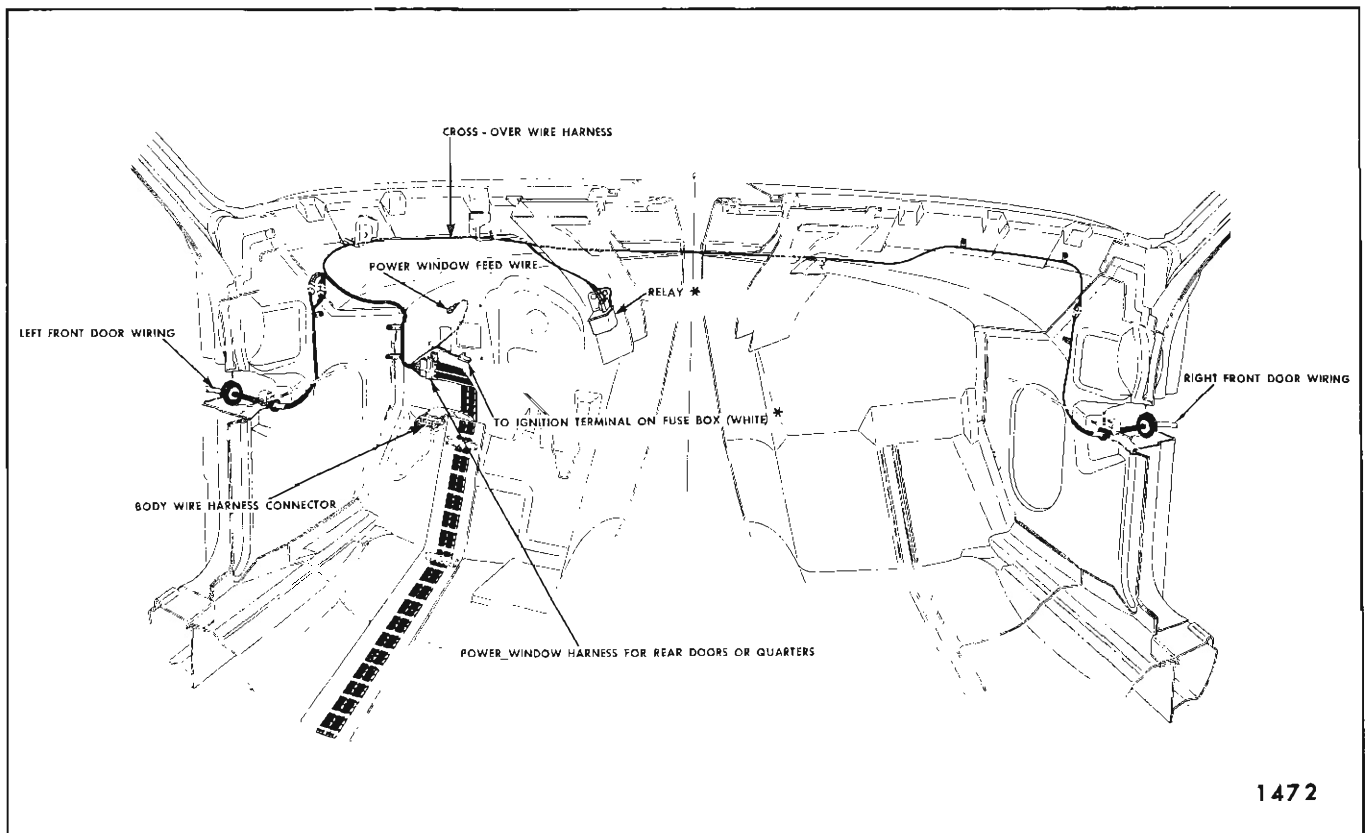
It is to be noted that the flat body wiring harness

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



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Fig. 2L1—Front End Power Window Wiring - All Styles *33000 Series Only

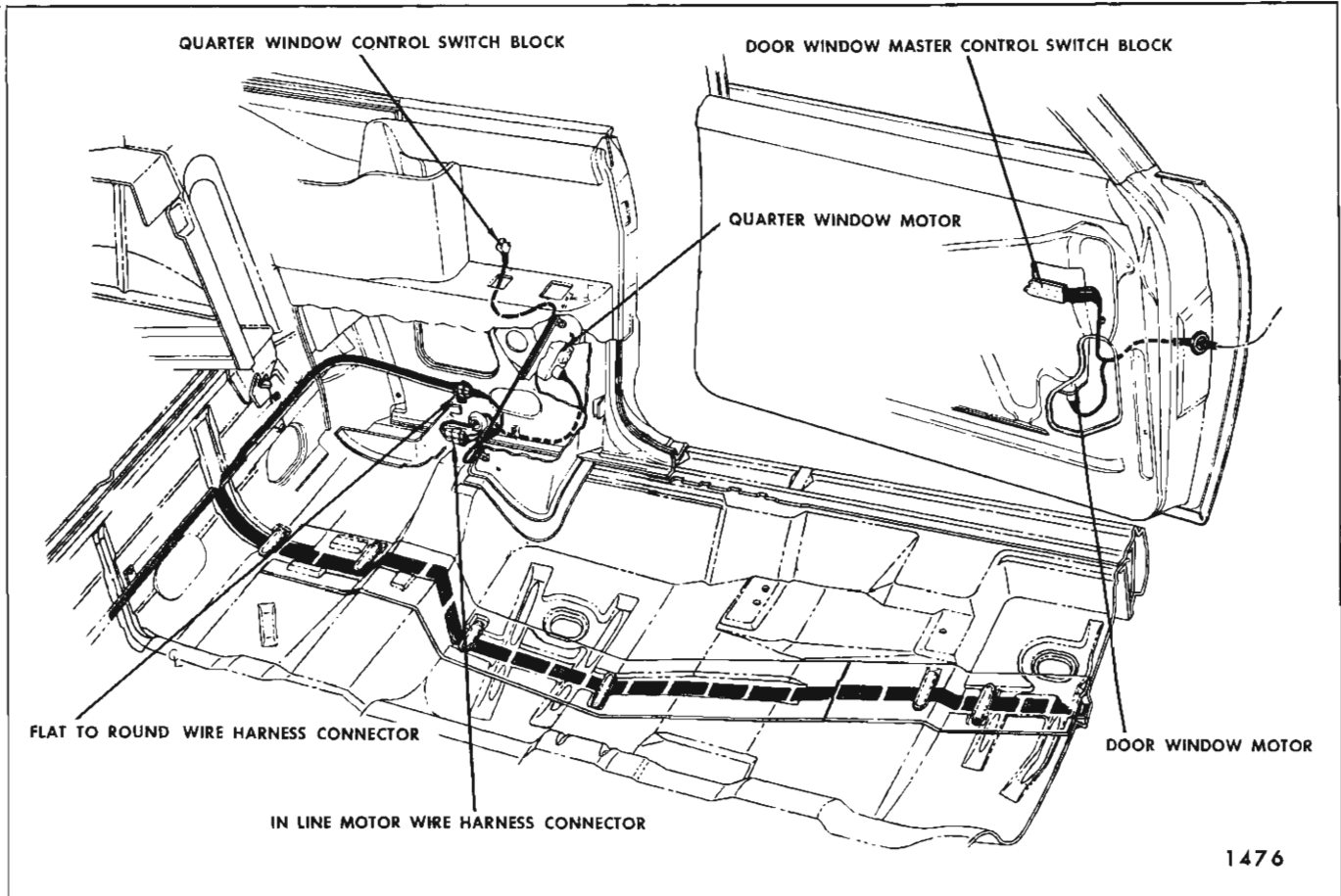


Fig. 2L2—Left Side Power Window Wiring "67" Style

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.

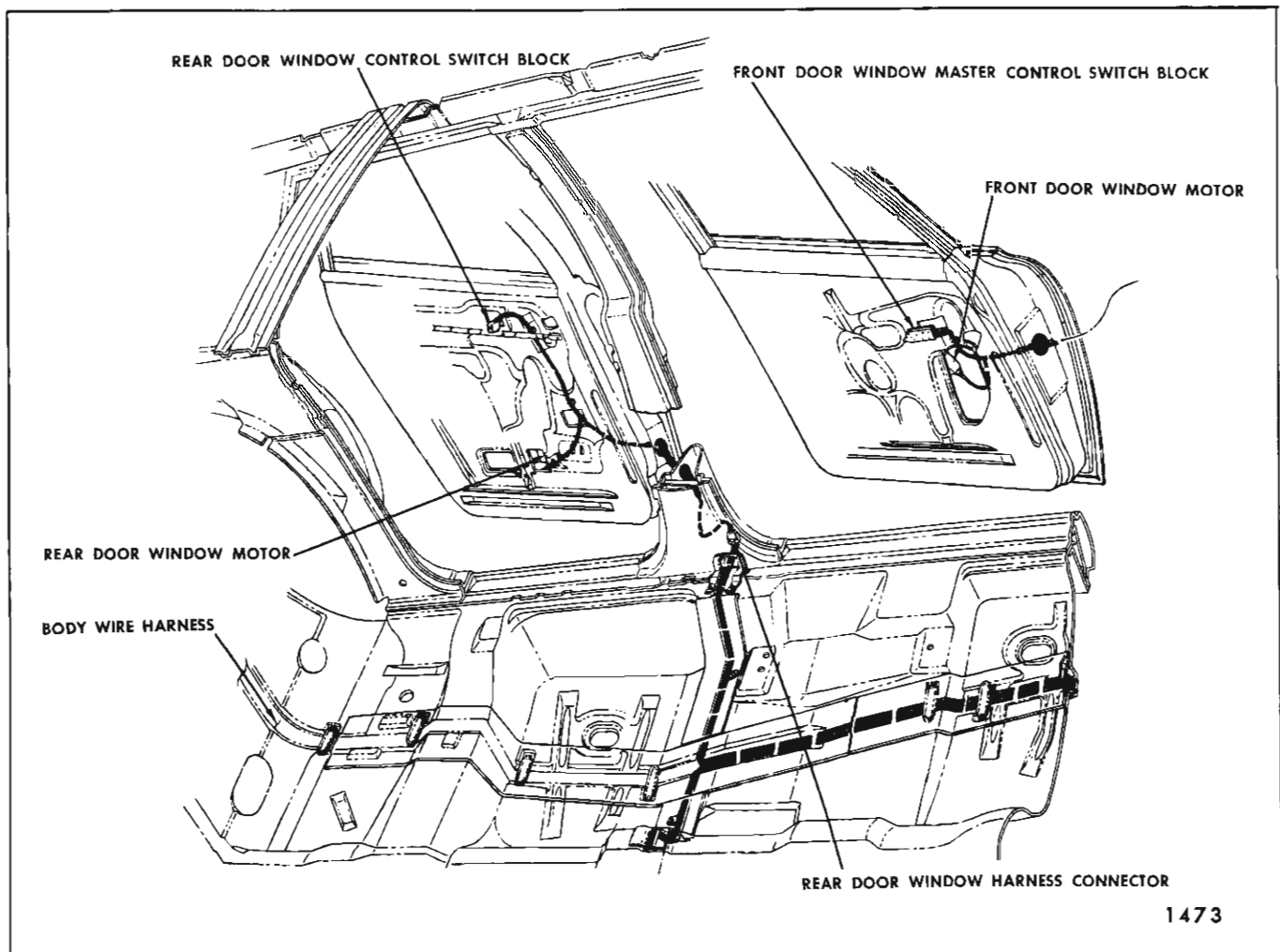


Fig. 2L3--Left Side Power Window Wiring

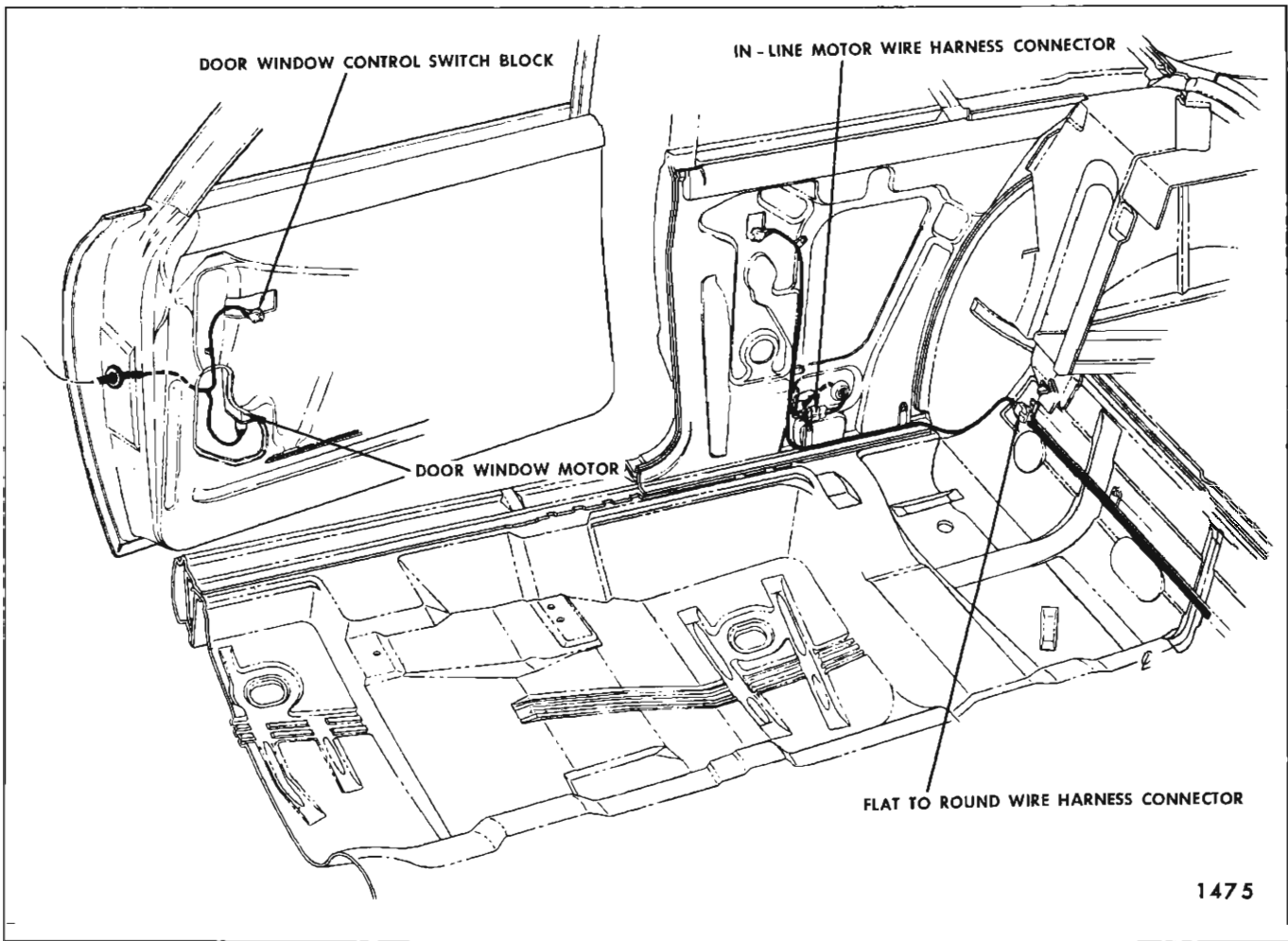


Fig. 2L4—Right Side Power Window - Coupe Styles

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 jumper 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.

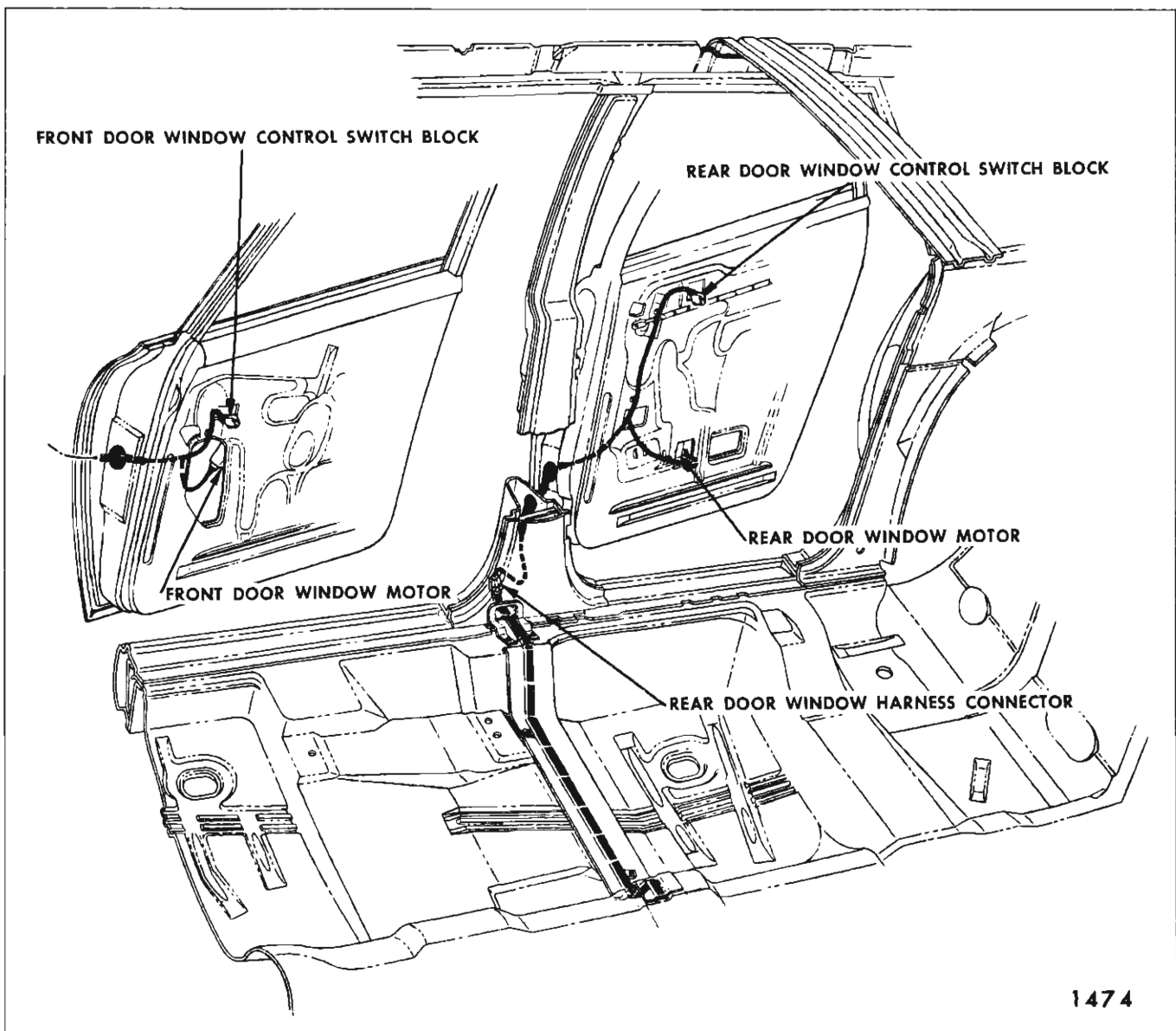
3. Connect one end of a #12 gauge jumper wire to

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.



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Fig. 2L5—Right Side Power Window Wiring - Four Door Styles

CONDITION	CAUSE	CORRECTION
<p>1. None of the windows will operate.</p> <p>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.</p> <p>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.</p>	<p>Short or open circuits in power feed circuit.</p> <p>A. Short or open circuit between right rear quarter harness and power window front harness.</p> <p>B. Short or open circuit in affected window control switch or window motor circuit.</p> <p>C. Possible mechanical failure or bind in window channels.</p> <p>D. Defective window motor.</p> <p>Open or short circuit in front harness feed wire circuit.</p>	<p>A. Check circuit breaker operation.</p> <p>B. Check feed connector to power harness beneath instrument panel.</p> <p>A. Check harness connectors for proper engagement.</p> <p>B. Check wires in power window front harness for possible short or open circuit.</p> <p>C. Check operation of rear quarter window control switch.</p> <p>D. Check circuit from window control switch to window motor for short or open circuit.</p> <p>E. Check window regulator and channels for possible mechanical failure or bind.</p> <p>F. Check operation of motor.</p> <p>Follow up feed wire in front harness for possible short or open circuit.</p>

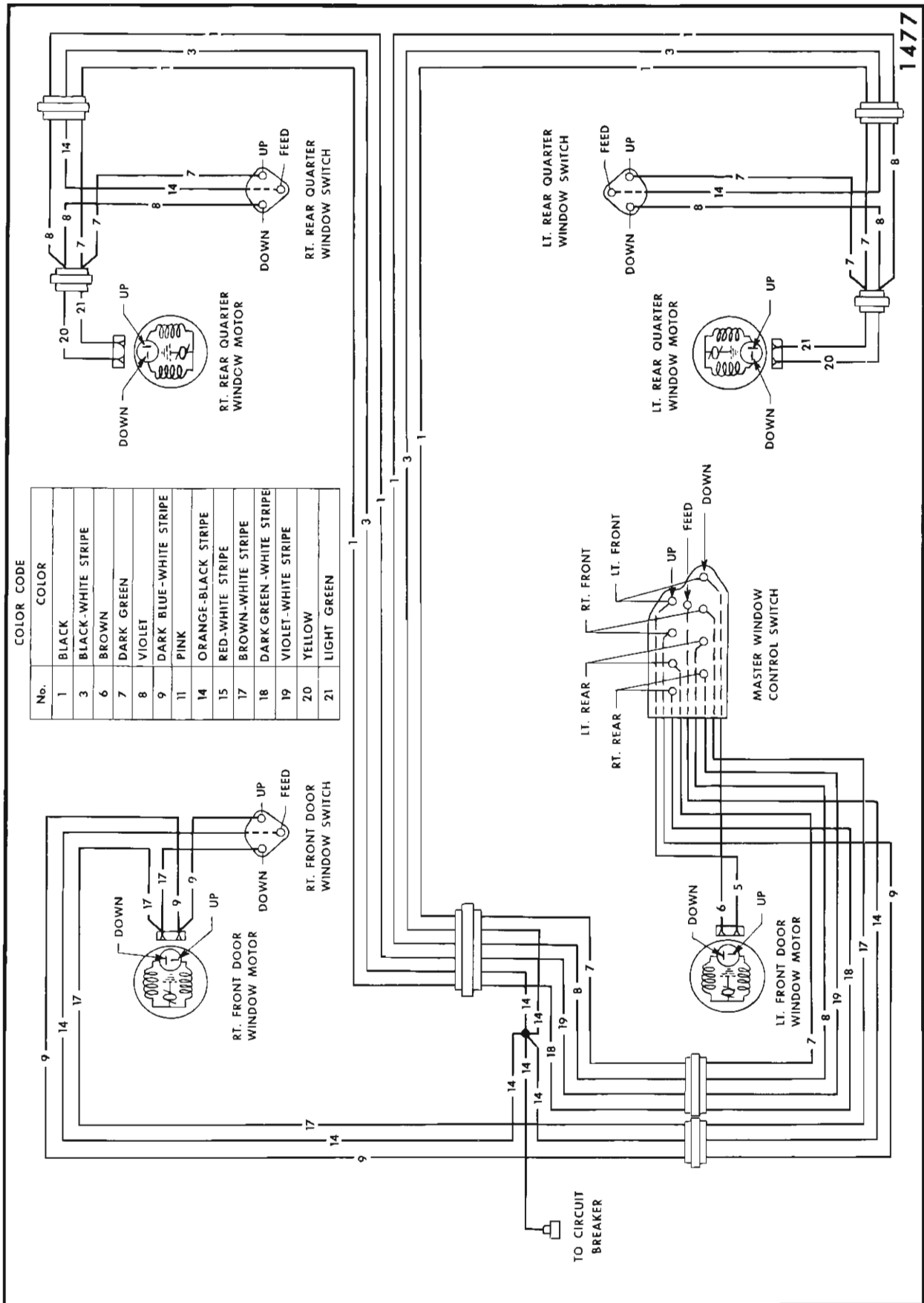


Fig. 2L6—Power Window Circuit Diagram

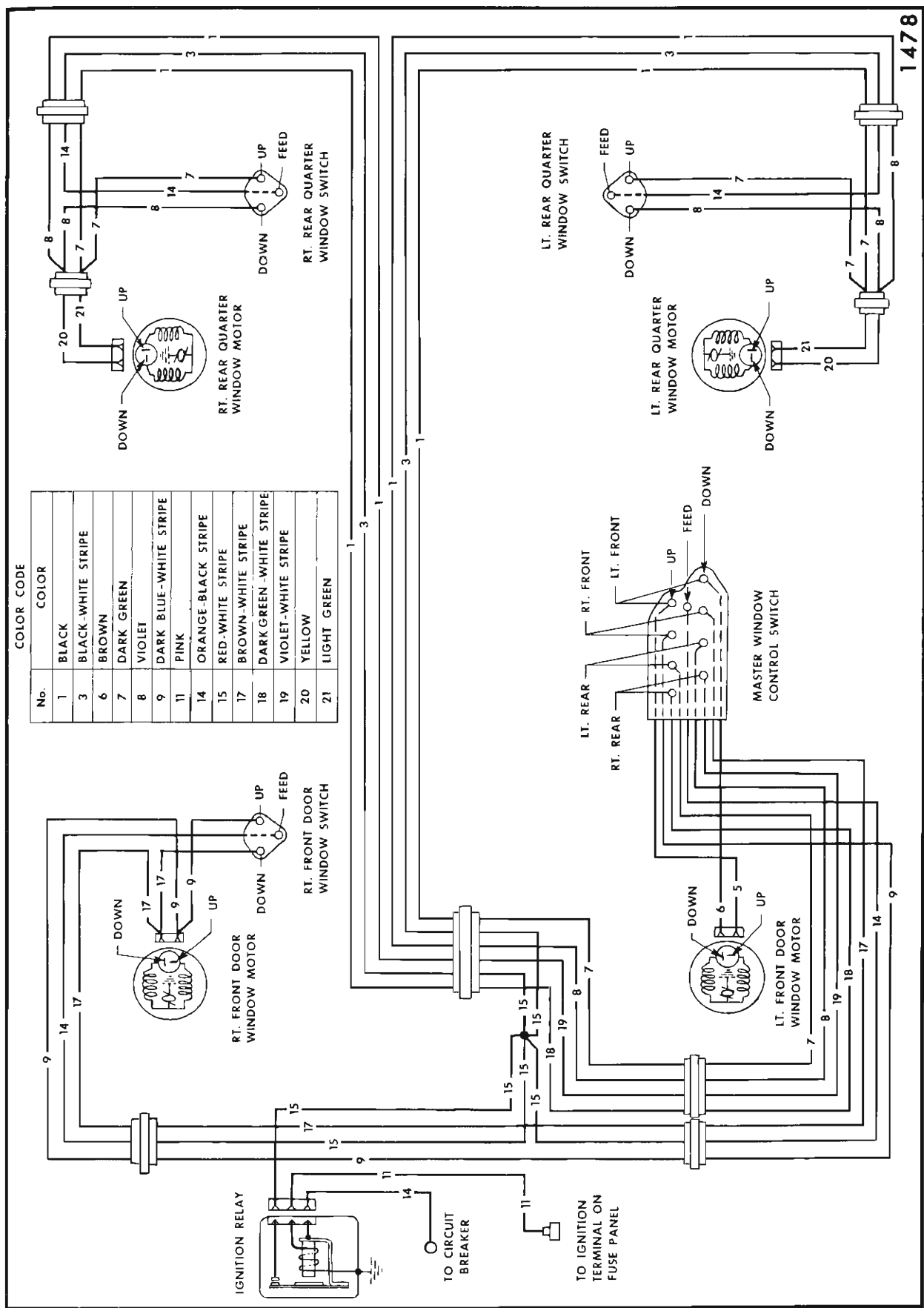


Fig. 2L7—Power Window Circuit Diagram - 33000 Series

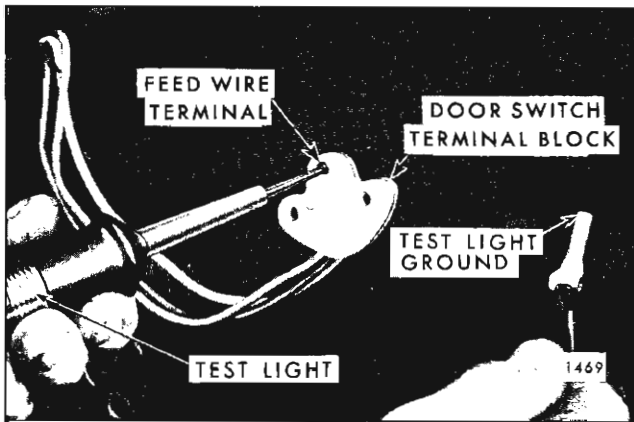


Fig. 2L8—Checking Feed Circuit

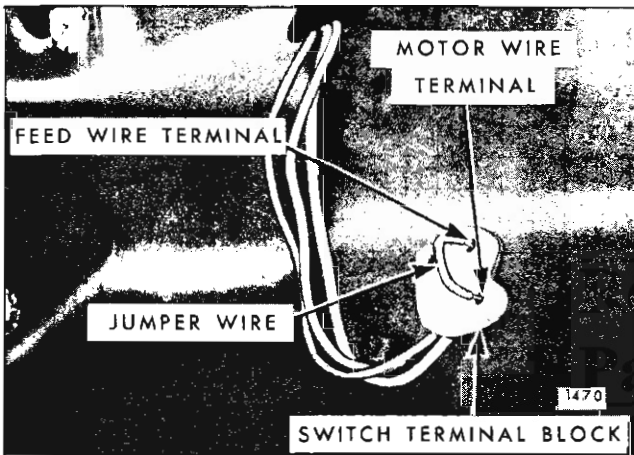


Fig. 2L9—Checking Window Control Switch

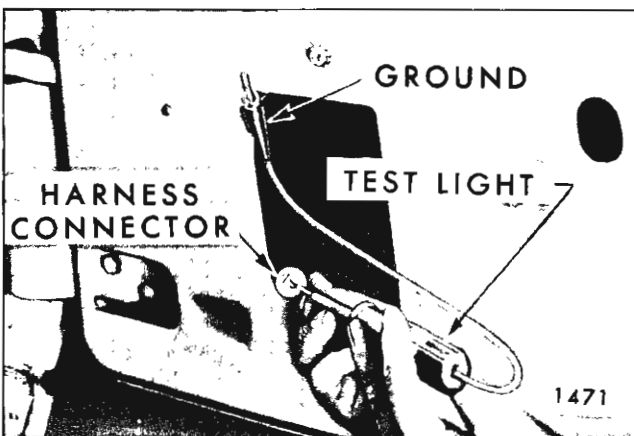


Fig. 2L10—Checking Circuit Between Switch and Motor

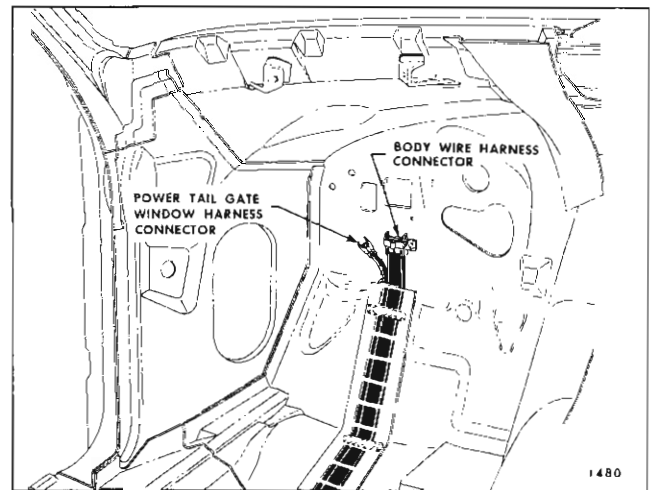


Fig. 2L11—Front End Tail Gate Wiring

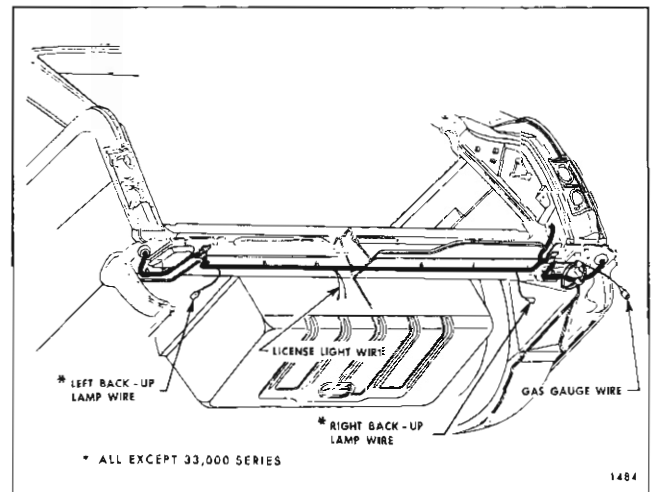


Fig. 2L12—Right Side Body and Tail Gate Window Wiring - 13000 Series

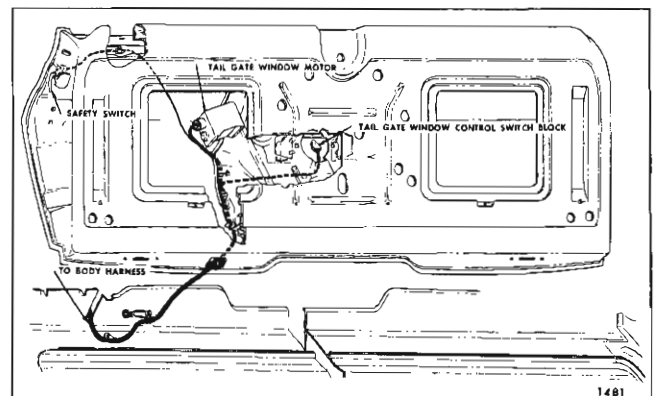


Fig. 2L13—Right Side Body and Tail Gate Window Wiring - Except 13000 Series

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".

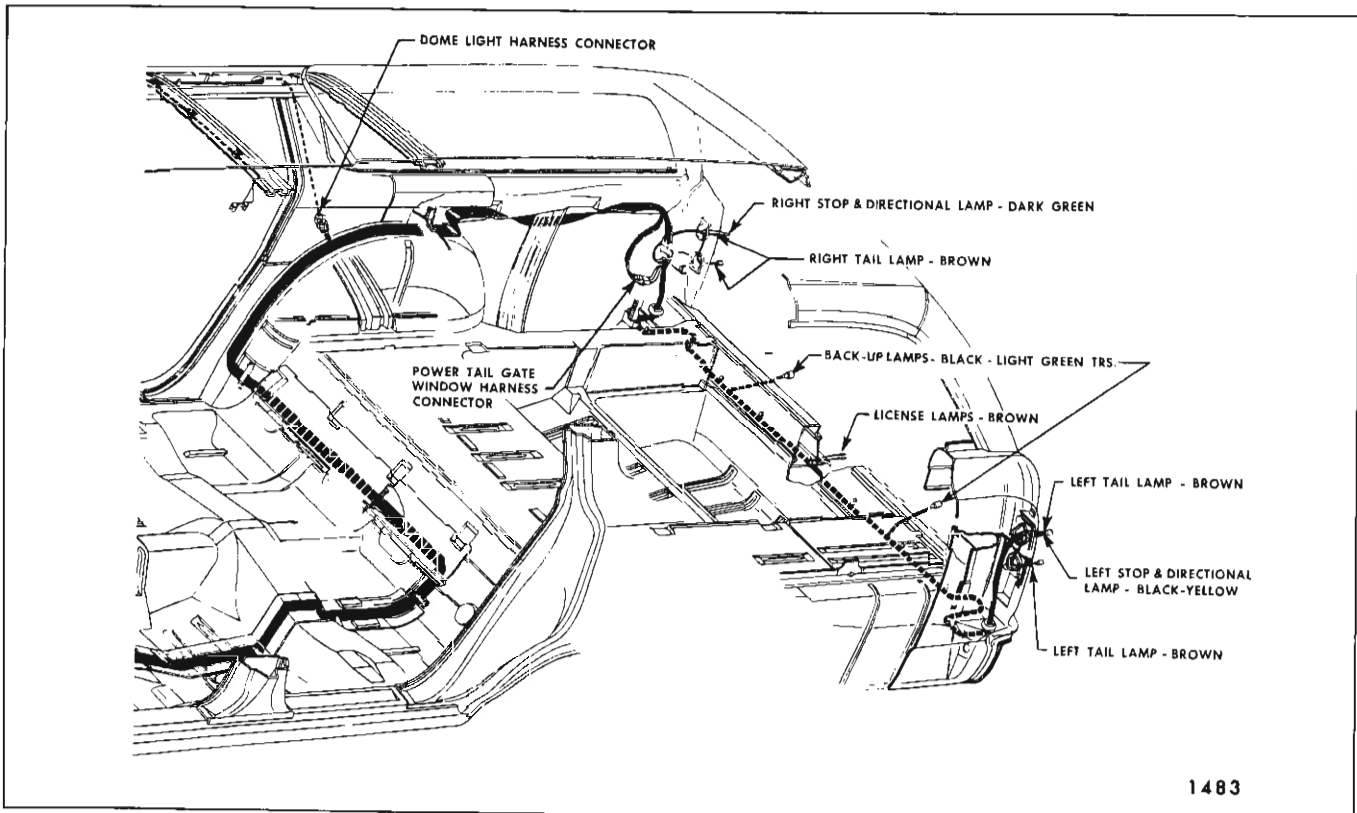
The window may be lowered from the instrument panel control switch, or from the tail gate window lock cylinder which rotates to open or lower the window.

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 bar 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.

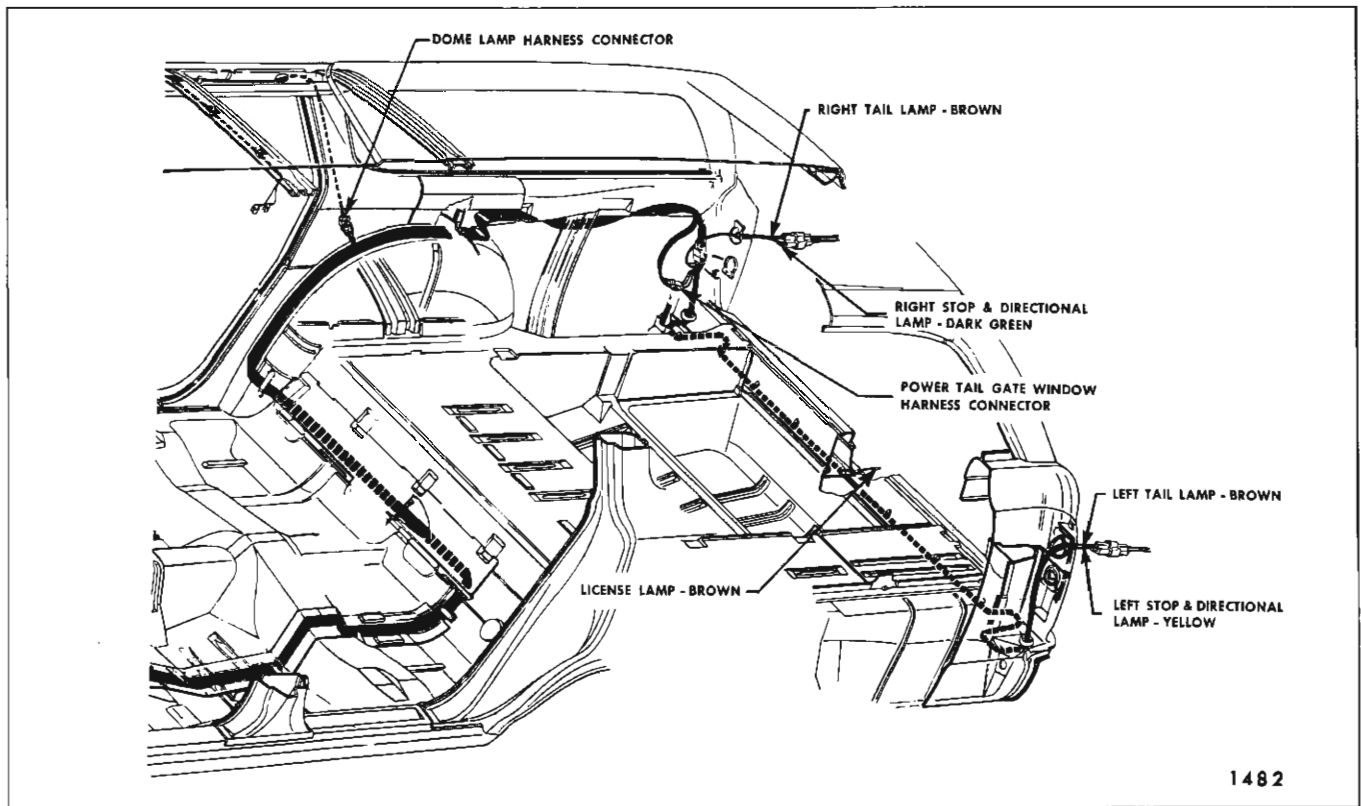
CHECKING PROCEDURE:

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.



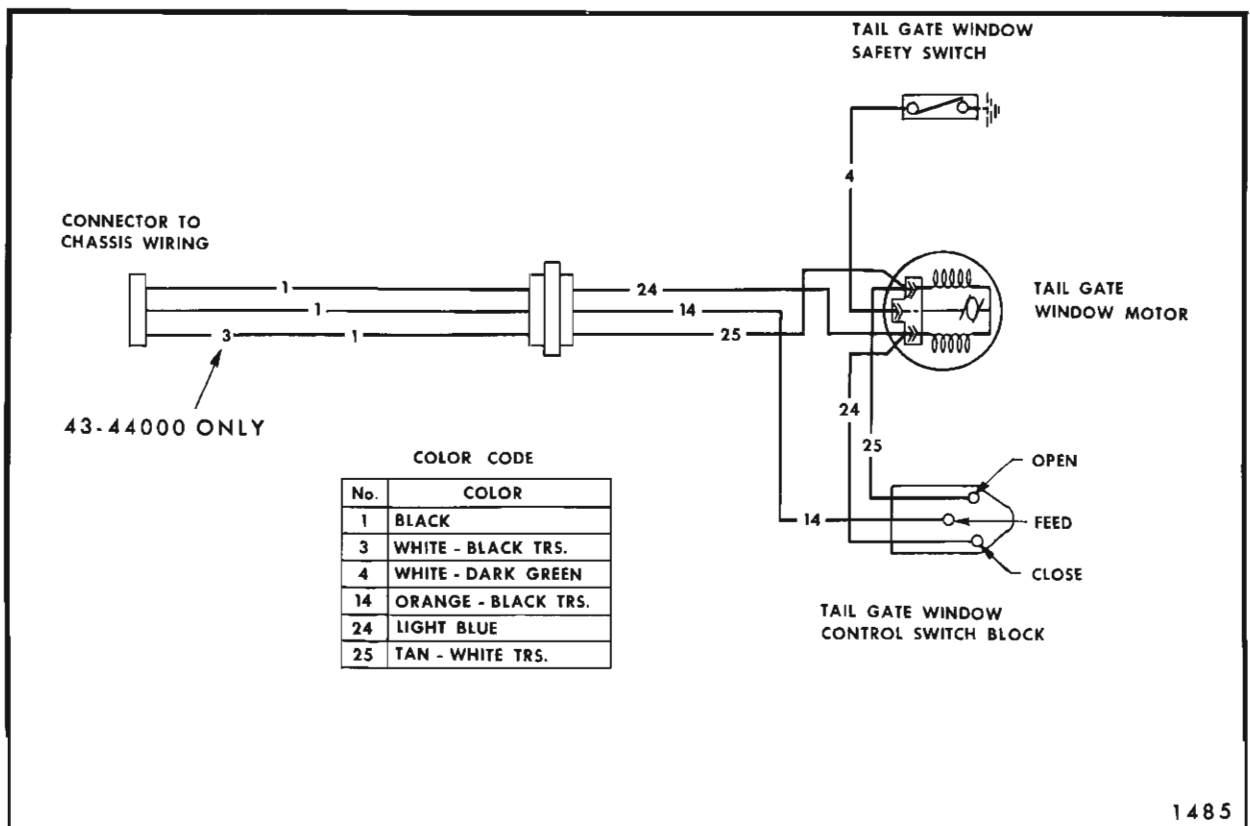
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Fig. 2L14—Rear Cross Bar Wiring



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Fig. 2L15—Tail Gate Wiring



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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.	<ol style="list-style-type: none"> 1. Open or short circuit from power source to control switch at instrument panel. 2. Defective or inoperative control switch. 	<ol style="list-style-type: none"> 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. C. The window will not operate up or down from any of the control switches.	Open or short circuit in up cycle feed wire. 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.	Check affected wiring for open or short circuit. 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 exploded 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.

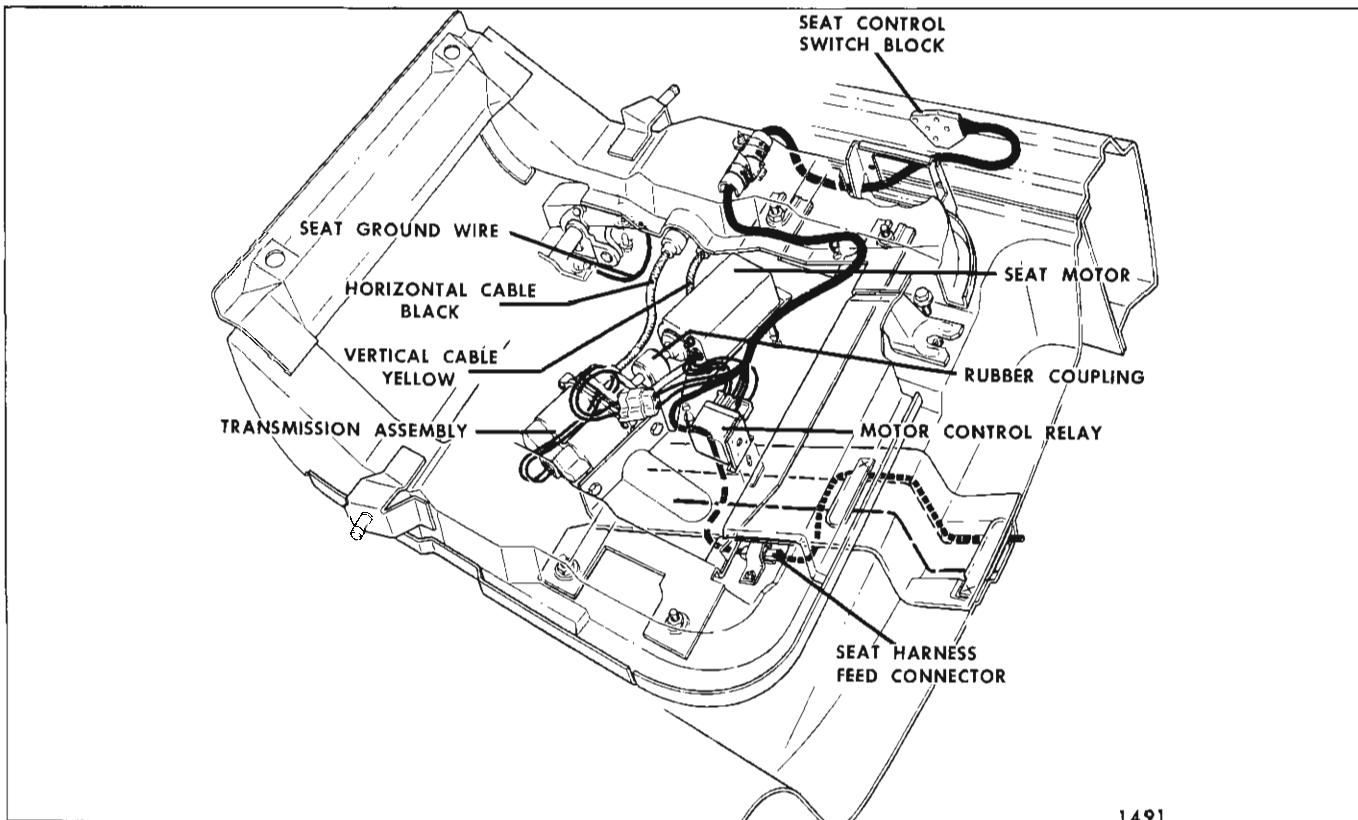


Fig. 2L17—Four Way Bucket Seat

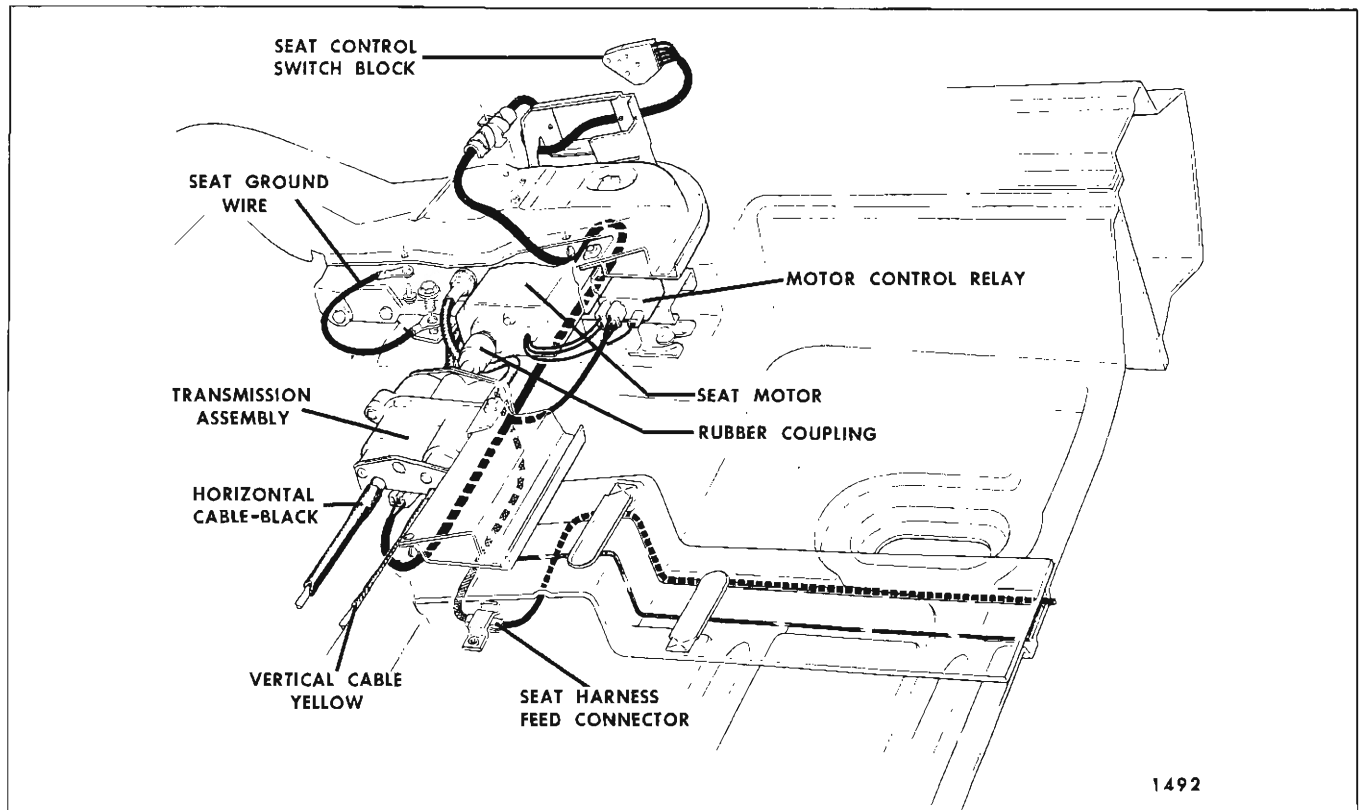


Fig. 2L18—Four Way Bench Seat

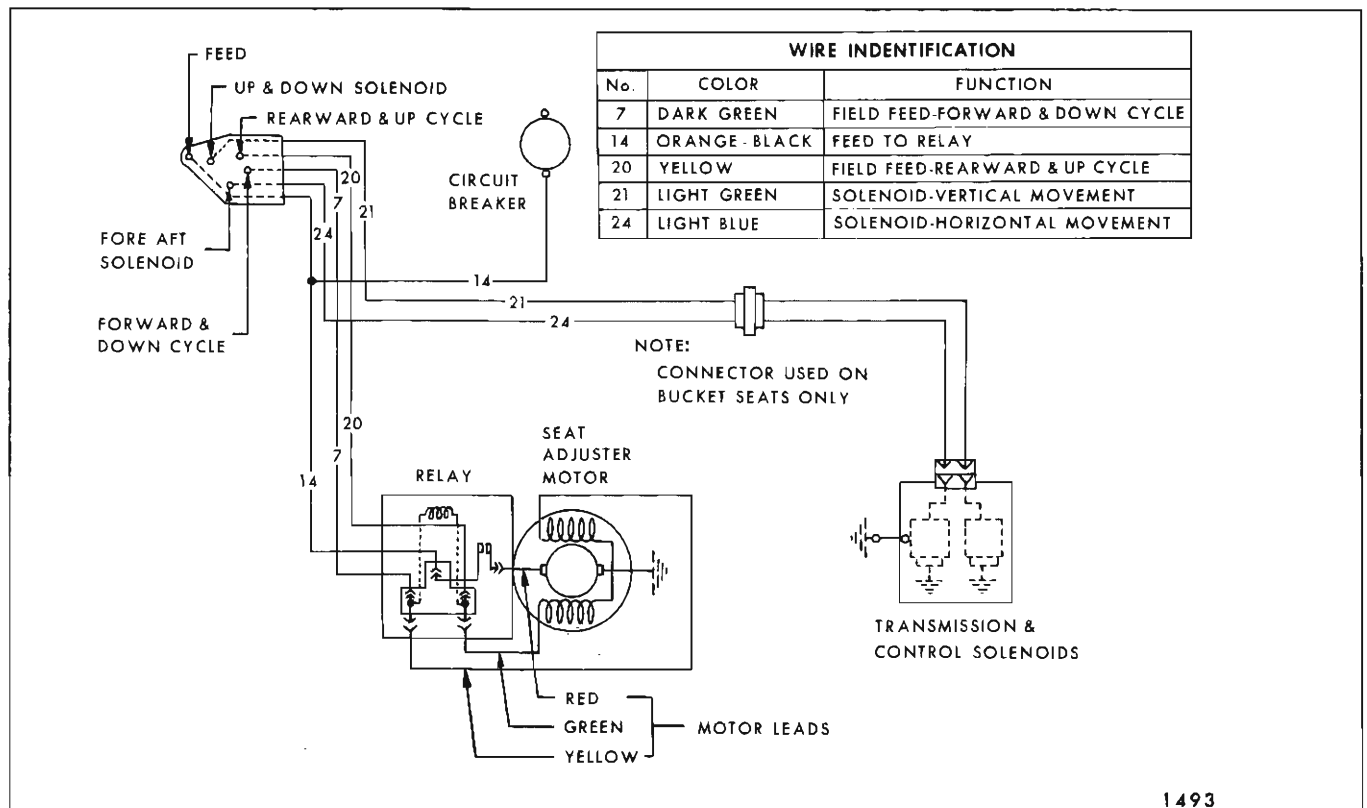


Fig. 2L19—Four Way Seat Circuit Diagram

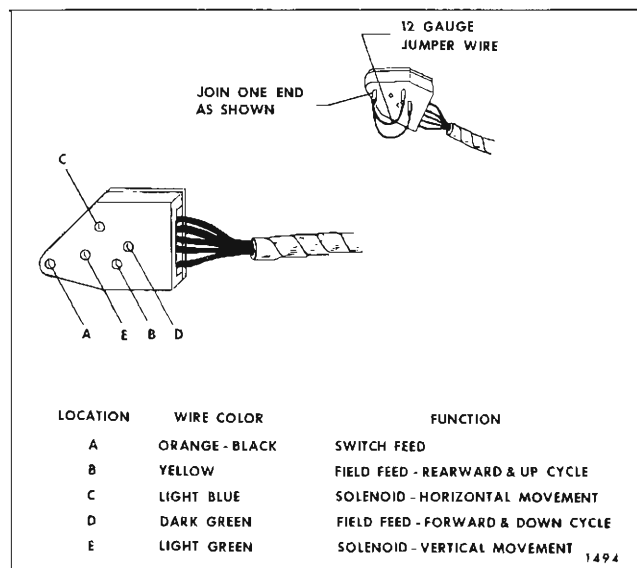


Fig. 2L20—Four Way Switch Block

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.	<p>a. Short or open circuit between power source or switch and motor.</p> <p>b. Defective motor relay.</p> <p>c. Defective motor.</p> <p>d. Defective switch.</p> <p>e. Defective circuit breaker.</p>	<p>a. Check circuit from power source and switch to motor to locate failure.</p> <p>b. Replace relay.</p> <p>c. Check Motor. If defective repair or replace as required.</p> <p>d. Replace switch.</p> <p>e. Replace circuit breaker.</p>
2. Seat adjuster motor operates in both directions but seat adjusters are not actuated.	<p>a. Short or open circuit between switch and affected solenoid.</p> <p>b. Defective solenoid.</p> <p>c. Defective switch.</p>	<p>a. Check circuit from switch to solenoid to locate failure.</p> <p>b. Check solenoid. If defective, repair or replace as required.</p> <p>c. Replace switch.</p>

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. b. Defective field coil in motor. c. Defective switch.	a. Check circuit between affected motor relay wire and seat switch. b. Check motor. If defective repair or replace as required. c. Replace switch.

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