Section XIV

BODY, BODY WIRING AND SHEET METAL— INCLUDING TOWN AND COUNTRY WAGON

CONTENTS

BODY

Chrysler bodies are rigidly braced, reinforced, and welded, as shown in Figure 1. To achieve stability and secure adequate chassis-to-body attachment, fourteen body bolts are used on closed sedans, eighteen on convertible coupe, sixteen on Imperial, and eighteen on Crown Imperials. These bolts are tightened to 18 foot-pounds torque.

To eliminate noise and vibration, roof, doors, cowl panels, fenders, top of floor pan, and trunk lids are covered with insulating materials.

1. BODY MAINTENANCE

Most body rattles are caused by a loose bolt, screw, door hinge, striker plate, or door latch. Foreign objects, such as nuts, bolts, or small pieces of body deadener in door wells, pillars, and quarter panels are often source of rattles.

Body bolt inspection and tightening should be performed regularly. If tightening bolts and screws located on such assemblies as deck lid, doors, hood, radiator support, and front end does not eliminate squeak or rattles, the trou-

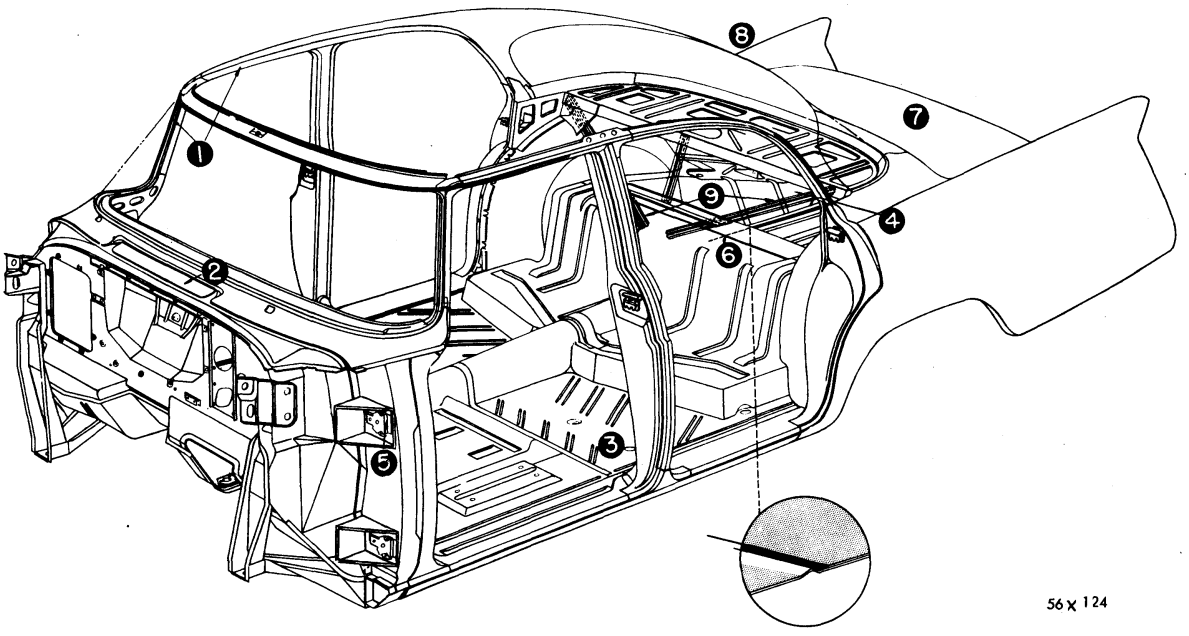

Fig. 1—Basic Body Construction

ble is probably caused by misalignment; in such cases, follow alignment and adjustment procedures.

Anti-squeak material slipping out of position may also cause squeak and rattles. Relocating and cementing material in position will eliminate this difficulty.

2. TESTING CAR FOR WATER OR DUST LEAKS

Figure 2 illustrates the various locations where sealers were used in the manufacture of body.

There are many factors to be considered when dealing with dust or water leaks, one of which is the forward motion of car creates a slight vacuum within the body, particularly if window or vent is part-way open.

a. Dust Leaks

Check for indications of dust pattern around lower part of cowl quarter panel, door opening and in luggage compartment. Any unsealed crevice in lower section of body will permit air to be drawn into body. If dust is present in air, it will follow any path taken by air from point of entry into passenger and luggage compartments. To eliminate dust leaks, the first step is to determine exact point at which dust enters. The location of point of entry may often be deceptive; dust may enter at one point, then follow passages to another point.

b. Water Leaks

Water testing car should be done by sections. Make visual inspection in locality where leaks are found. In many instances, cause of leakage may be obvious. A flashlight is very useful in locating source of leak, especially at metal joint or where moulding clip hole is suspected of leaking. If source of leak cannot be found through visual inspection or with flashlight, water test should be made to determine exact location of leak.

It is preferred that water be confined to a small area where source of leaks are suspected. Water in small stream or spray should be applied to lowest point of suspected area, then gradually move water up slowly, as shown in Figure 3, until source of leak is located. Water running down from top of car may run in at more than one point; by moving water up from bottom, each leak can be located and marked before moving on up to check for other possible points of leakage. **Never use high pressure in making a water test. Water can be forced through a perfectly good seal with high pressure, destroying usefulness of water test.**

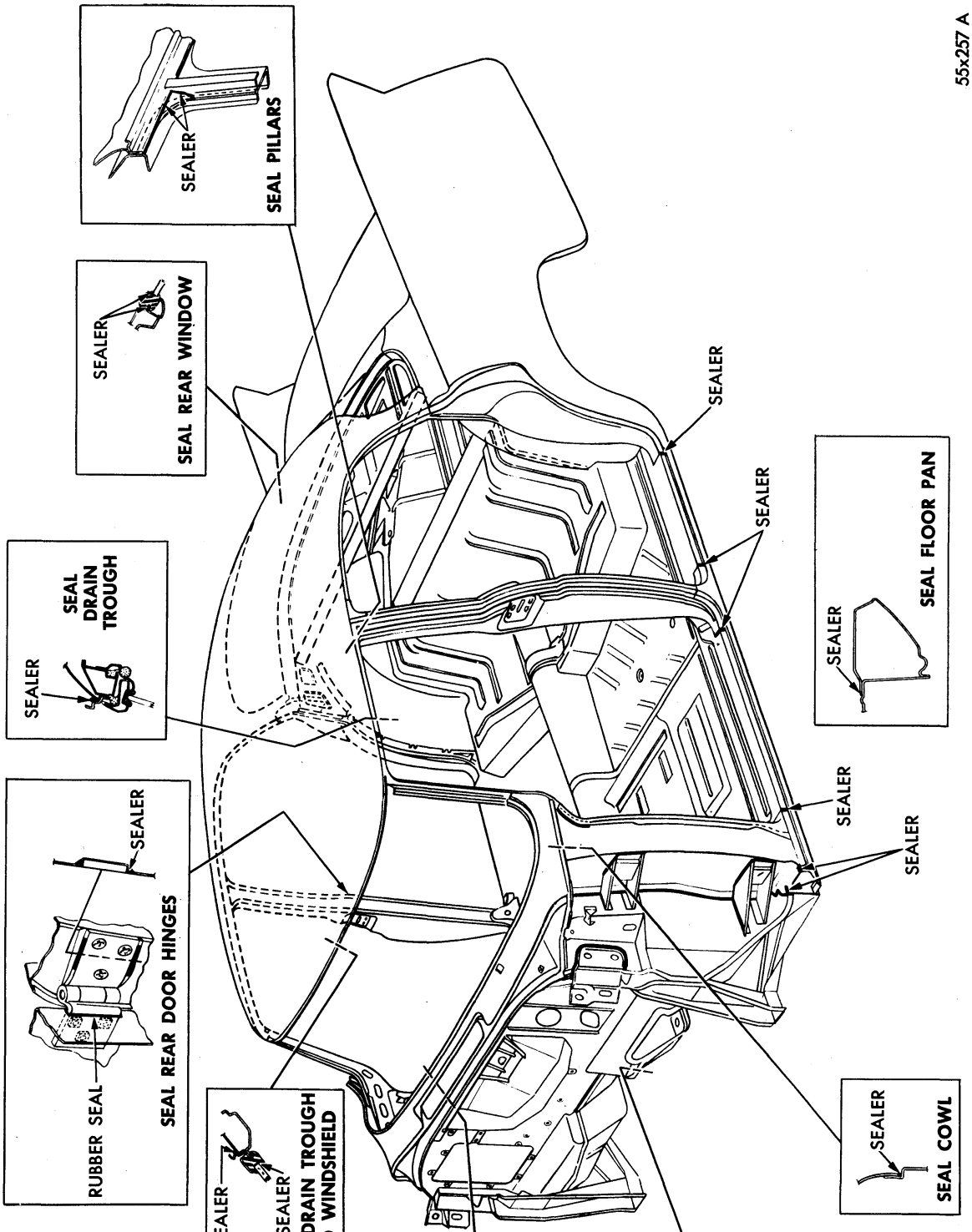

Fig. 2—Body Sealing

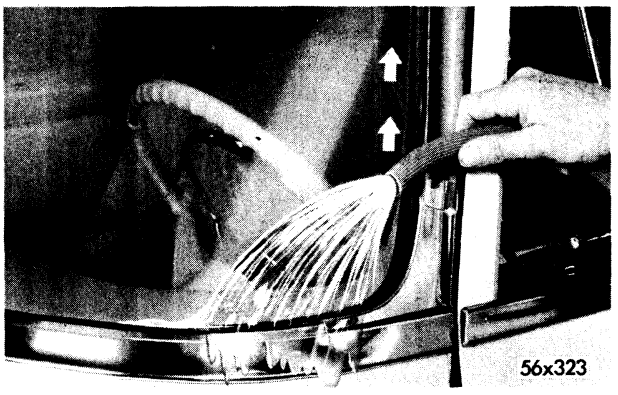

Fig. 3—Checking Windshield for Water Leaks

After water test is made, it is essential that area to be sealed be completely dried before any attempt is made to apply sealer. The use of compressed air will accelerate this drying.

Before water testing deck lid, make certain that deck lid is properly fitted. Start water test at bottom of deck lid and work slowly toward top, on each side. Then work across top of lid. If leakage occurs at seam between weatherstrip trough and deck upper panel and rear quarter panel, pack entire length of underside of welding seams with Permagum.

It is advisable, when checking leaks in car, to start with cowl ventilator lid, then windshield wiper pivots, windshield, vent wings, doors, drip mouldings, and remainder of body.

Water test tail and back-up light area and belt moulding around deck quarter for possible leakage into luggage compartment. Water will also enter trunk area if rubber seal between tail and back-up light housing and quarter panel opening is not positioned correctly.

3. SEALING COMPOUNDS

a. MOPAR Super Rubber Cement

This cement may be used where a strong bonding of rubber parts to painted or unpainted steel surfaces is desired. It can be used for such purposes as attachment of weatherstripping at cowl ventilator, doors, and luggage compartment lid, or for attachment of running board mats and felt pads.

b. MOPAR Windshield Rubber Sealer

This sealer, a light viscosity, colorless, rubber expander, can be used where rubber is confined between glass and metal channel, such as windshield and rear window glass assembled in one-piece type weatherstrips. When applied to edge of rubber, it will expand rubber within 15 to 20 minutes. This sealer will not harm paint or chrome finish and can easily be removed with cloth before it sets.

c. MOPAR Perfect Seal Sealing Compound

This sealer can be used for all types of threaded joints, gaskets, and machined joints. The compound never dries out—never sets hard. It is not soluble in gasoline, oil, anti-freeze solutions or water. It prevents corrosion, protects against contraction without seepage or leaks, and can be applied with brush supplied in lid of container.

d. Body Seam Sealers (For External Sealing)

Sealers for this purpose are available through local sources. These commercial sealers can be used along welded joints, exterior roof rails, exterior belt lines, B-post welds, weatherstripping, and floor seams. It can also be used for caulking station wagons. Upon drying, this type of material forms a tough skin which can be painted with a touch-up brush.

e. Heavy Sealing Putty (For Interior Sealing)

This material, available at most hardware stores, should be a heavy fibrous, putty-like compound, which can be formed or rolled into pellets or long string shapes. It is adaptable for covering large openings like moulding-clip holes. Other compounds, used for these purposes, are household caulking compounds which do not completely harden, Permagum, or body undercoating materials. However, these latter compounds cannot be painted. **Before sealing, always clean all surfaces to be cemented with unleaded gasoline. Do not use kerosene, as this liquid leaves a thin film of oil which will prevent adequate adhesion of sealer.**

4. BODY SEALING PROCEDURES

Surfaces to be sealed or cemented should be cleaned of all dirt, grease, and other compounds, preferably with clean unleaded gasoline or cleaner's naphtha.

a. Front Vent Wing Pivot Pins

Seal openings around these pins with heavy

sealing putty. It may be necessary to properly position weatherstrip at top of front vent wing. To do this, insert a shim between retainer and weatherstrip to obtain a better fit. Use liquid soap around moulding to lubricate weatherstrip. When reinstalling weatherstrip, use a rubber mallet if necessary.

b. Windshield Weatherstrip

To remove strip, remove clips, carefully insert screwdriver blade between weatherstrip and moulding at end of moulding to get it started. Seal weatherstrip against body opening by carefully working a thin coating of MOPAR Windshield Rubber Sealer, or Body Seam Sealer, between body edge and rubber moulding, or lift lip of rubber weatherstrip where it contacts body metal, and use a nozzle-type applicator (sealer gun) to force sealer deeply around entire edge. It is rarely necessary to reseal between glass and weatherstrip, unless glass has been replaced. If faulty sealing of glass to weatherstrip has caused a leak, remove windshield garnish moulding and apply sealer as far down as possible between inner weatherstrip and glass, as shown in Figure 4, for a considerable distance on each side of leakage point. Clean off excess sealer with a rag.

To reinstall chrome moulding, thoroughly clean edge of moulding that fits into weatherstrip groove. Coat weatherstrip thoroughly with a liquid soap or soapy water (never use oil), and immediately press moulding into place. Start at lower outside corner and work up in

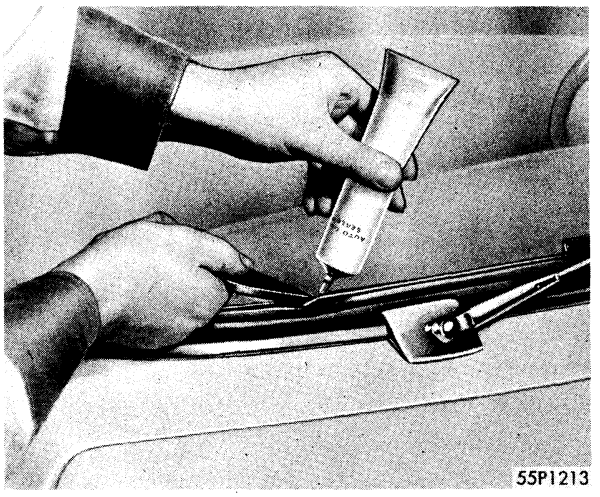

Fig. 4—Applying Sealer Between Weatherstrip and Glass

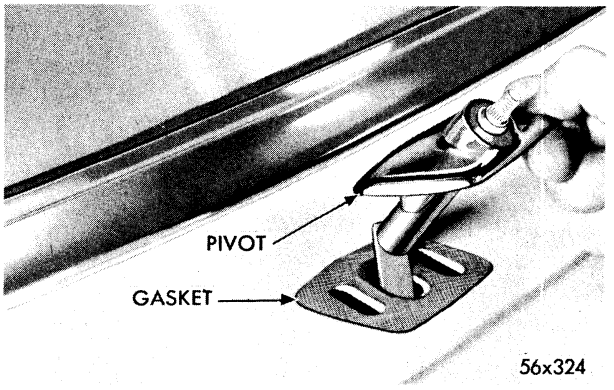

Fig. 5—Sealing Windshield Wiper Pivots

upper corner going around full length of moulding—top and bottom. If necessary, use rubber mallet and tap moulding lightly on inside edges near glass. **With water, wash off all traces of soap that may have run on car finish to avoid streaking and discoloration of finish.**

c. Windshield Wiper Pivots

Inspect gasket between windshield wiper pivot housing and cowl to see if it is out of position. If leakage is evident at that point under cowl, remove wiper housing, as shown in Figure 5, and install a new gasket coated with windshield sealer.

d. Cowl Ventilator Lid

If cowl ventilator lid does not seal properly against weatherstrip, loosen ventilator linkage and adjust. If sponge rubber strip is loose in slot, clean slot and reseal strip, using an approved cement. Close ventilator lid tightly and allow ample time for cement to dry. Be sure and check ventilator lid trough and drain tube for restrictions.

e. Deck Lid

Leakage around lid is usually caused by worn or misaligned weatherstrip or lack of sufficient cement between rubber weatherstrip and body channel. It may also be caused by insufficient contact between deck lid and weatherstrip, which may indicate the need for refitting lid (see Paragraph 11 of this section) or replacing weatherstrip.

When a leak caused by insufficient sealer is found, pull loose section of weatherstrip up, and clean channel where possible with solvent. Apply a coat of MOPAR Super Rubber Cement,

or its equivalent, to weatherstrip and body channel. Replace weatherstrip immediately and press firmly in place. **Care should be taken not to stretch weatherstrip during replacement, especially at corners.**

When replacement of weatherstrip is necessary, remove defective section of weatherstrip. Clean metal surface with solvent, to remove all traces of old weatherstrip. Coat channel and weatherstrip with cement. Install new weatherstrip and press firmly into place. Close deck lid and allow to stand until weatherstrip is firmly attached. Test for water leaks. If leaks occur at welded joints of rear trunk compartment weatherstrip channel, reseal joint from inside channel. On Imperial models check tail lamp for fit in body opening at lower base of lamp. Reseal around base of tail lamp if opening exists.

f. Drip Moulding

Check entire length of this moulding for possible openings. Using a thin wooden paddle, or a nozzle-type applicator, seal such openings with body seal sealer. A caulking gun may also be used. Touch up newly-sealed points with paint to match color of body.

g. B-Post Weld

This weld is below center of drip moulding. Apply body seal sealer along welded seam. Low spots in junction of A and B post and roof rail can cause leaks under door flange weatherstrip. Fill in and reseal with seam sealer.

h. Cowl Panel Joint

Clean the seamed area thoroughly and apply heavy sealing putty or body seam sealer. Be sure to apply sealer over hood hinge bracket and along seam to rear end of front fender.

i. Cowl Quarter and Hood Ledge Seam

Inspect various openings in cowl for possible leakage. Check for openings and cracks in seal along seam. Seal with heavy sealing putty as necessary.

j. Door Hinges and Door Panels

Check sealer on door hinges at pillar post. The sealer should be filled flush with pillar post. This should be done after door fitting, as sealer may become cracked or loose. Check recess in door panel just below door glass vent window to insure that weatherstrip tapes are in position over recess. Replace and reseal as necessary.

k. Rear Window Glass

If rear window glass has been replaced and is too high in rear window opening, it may allow water to leak in on each side of body. Use a heavy-bodied sealer between rubber weatherstrip and body fence to hold weatherstrip up at these points.

l. Rear Outer Panel

The holes at each end, and center of rear quarter panel, for attaching rear window lower trim moulding, are elongated and should have sealer applied around moulding clips. Apply heavy body sealer from underside of quarter panel and trunk compartment. If leaks occur at the dog leg of the front "A" post, they may be due to loose secondary seals. If leaks occur at the welded joints of rear trunk compartment weatherstrip channel apply sealer from inside channel to close openings.

m. Rear Wheel Housing

Check for buckles between spot welds of rear wheel housing. Apply generous amount of heavy-bodied sealer at buckled points.

n. Rear Vent Windows

Make sure there is adequate pressure against vent glass frame by vent window weatherstrip. If not, remove door garnish moulding and pry down on weatherstrip retainer to give necessary pressure against vent glass channel.

o. Rear Compartment

Water on rear or trunk carpets should be due to water entering rear window weatherstrip at spot welds in body fence or flange along **top** of window opening and then traveling inside weatherstrip to lower radius and spilling out. Leaks between weatherstrip and fence should be sealed by removing trim moulding and applying a tape sealer between weatherstrip and fence. Press sealer in tightly so that it is forced up between the weatherstrip and fence. Reapply sealer around ornament studs, etc.

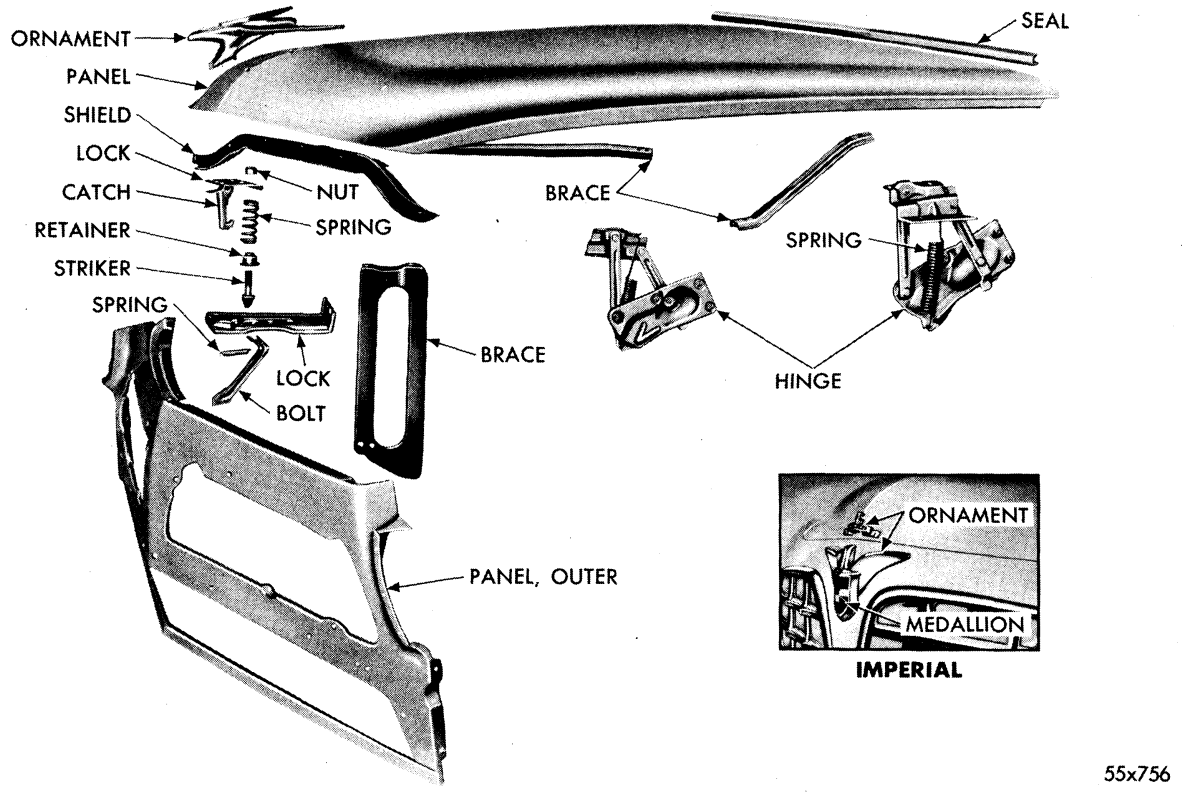

Fig. 6—Typical Hood (Disassembled View)

5. REMOVAL, INSTALLATION, AND ADJUSTMENT OF HOOD

a. Removal

The method of hood attachment is shown in Figures 6, 7 and 8. Raise hood and remove three of four nuts and washers attaching hood to hinge on each side of hood. Mark outline of hinge on hood with chalk to facilitate aligning. Brace hood so that hood will not slide to rear, damaging painted surfaces of cowl or fenders. With helper, remove other two attaching nuts and washers and lift hood from car.

b. Installation

When installing, use helper to assist in mount-

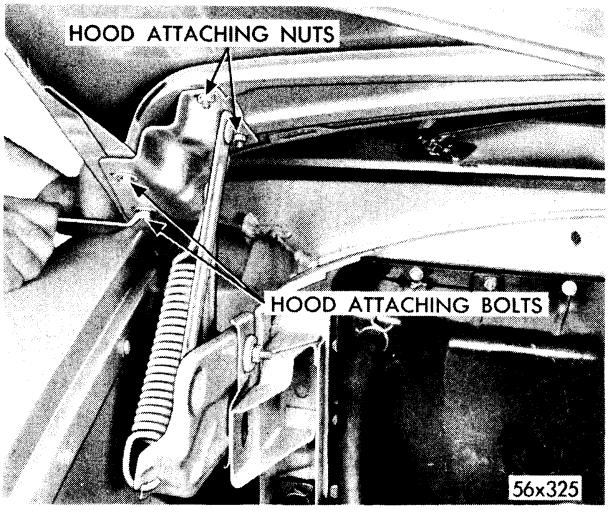

Fig. 7—Removal and Installation of Hood

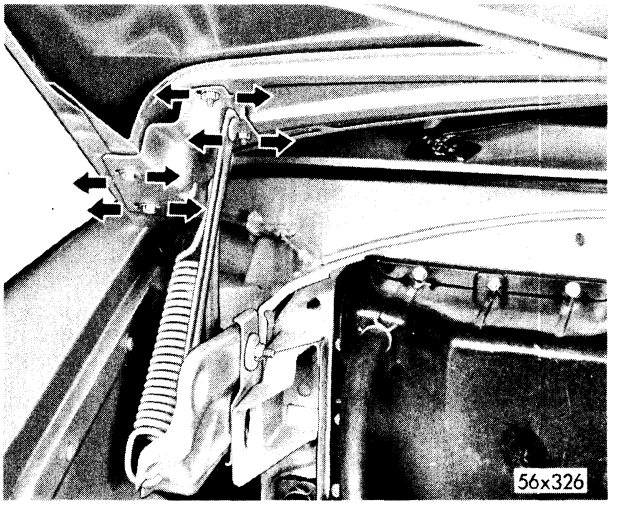

Fig. 8—Hood Adjustment

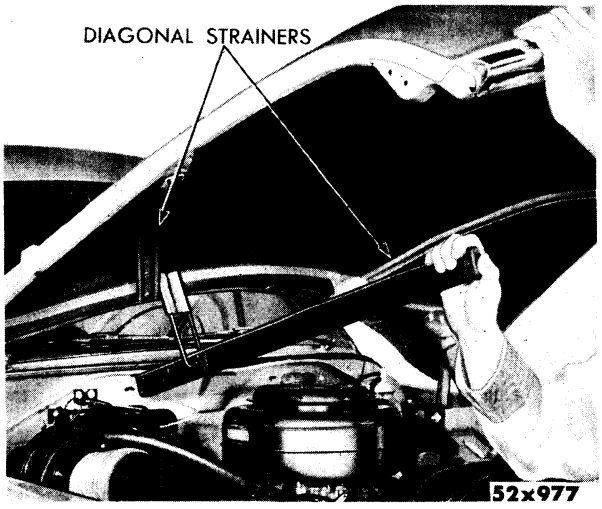

Fig. 9—Bending Diagonal Strainers

ing hood to hinges. Install attaching washers and nuts; align hinges with aligning marks. Tighten nuts a little more than finger tight. Close hood, align and adjust as follows:

c. Adjustment

Hood Fits Cowl Loosely—If one side of hood is raised at cowl and the other side is low, adjust hood hinges to body. Loosen all fastenings (hinge to body), close hood and position within hood opening and then tighten rear fastening of hinges. Open hood and tighten balance of fastenings. Equalizing the hood fit may result in center of hood being higher than cowl surface. If this happens, bend hinge rear strainer to obtain correct fit. To bend strainer, place on "S" hook over center strainer. Slide a pry bar, about 30 inches long, through lower

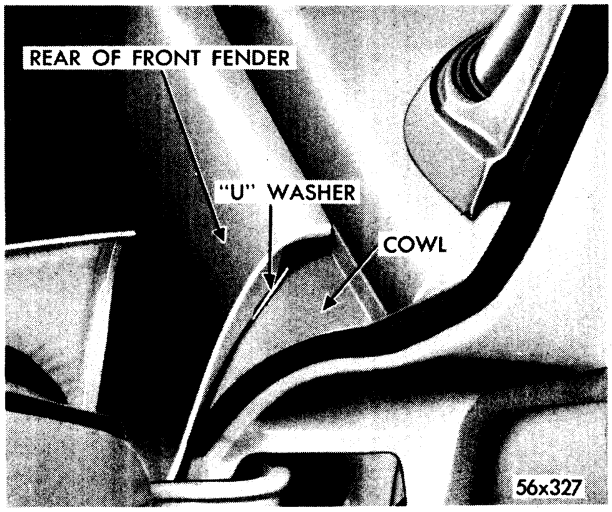

Fig. 10—Installing U-Shaped Washer

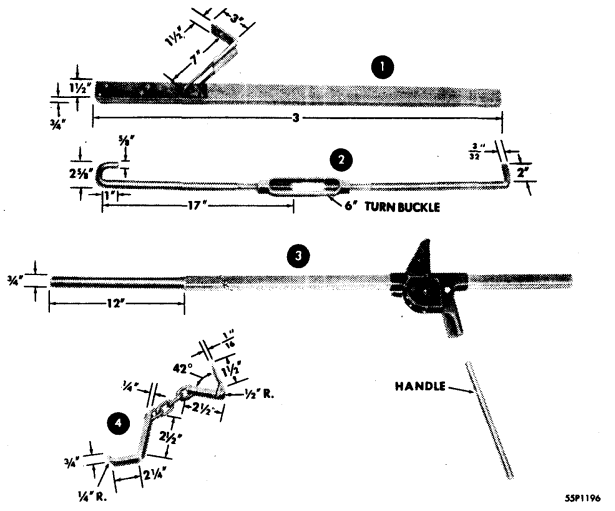

Fig. 11—Body Adjusting Tools

opening of "S" hook so that end of bar is hooked under cowl. Pry gently on strainer and check hood to cowl fit, as shown in Figure 9.

Rear of Fender Lower than Cowl Panel—To raise rear of fender at door-cowl meeting, loosen bolts that attach fender to "A" post, raise fender, using jack until correct position has been obtained. Install horseshoe shims between cowl and fender bracket, as shown in Figure 10. Retighten bolts securely.

Hood Does Not Follow Contour of Fender—Insert small block of wood about one inch square between fender flange and hood opposite low spot on hood. Close hood slowly. With hands place ahead of wood block, apply pressure gently to hood. Repeat operation about every six inches until correct hood fit is obtained.

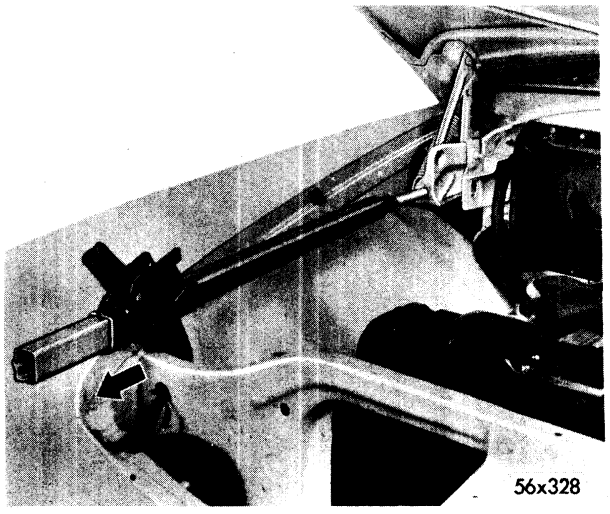

Fig. 12—Moving Fender Forward with Jack (Typical View)

Hood Projects Beyond Front of Fender—This condition can be corrected by shifting fender forward with standard bumper jack with 10½ inch steel plate welded to base, as shown in Figures 11 and 12. To correct this condition, loosen bolts holding front fender to cowl side of panel. Place extension end of jack against hinge bracket on side of cowl panel and base of jack against upper section of radiator support, as shown in Figure 12. Extend jack carefully while checking clearance between rear edge of fender and leading edge of front door. When correct hood to fender fit is obtained, tighten fender to cowl bolts securely. Remove jack.

Front of Hood Is Higher Than Fenders—Check rear edge of hood to see if hood fits correctly at cowl. If fit at cowl is correct, check hood striker and latch assembly. If striker plate is lowered, front of hood will be drawn down. The front hood bumper on grille panel should also be adjusted to compensate for lowering of hood.

Hood Low at Cowl Panel—Prop open hood to relieve tension on hinge springs. Loosen nut at plate attaching hinge-to-cowl support bracket. Drive front portion of hinge downward and forward with a blunt drift, as shown in Figure 13, until correct spacing is obtained between hood and cowl panel. Tighten hinge retaining nut securely.

Excessive Space Between Leading Edge of Front Door and Edge of Fender—To correct this condition, adjust as follows:

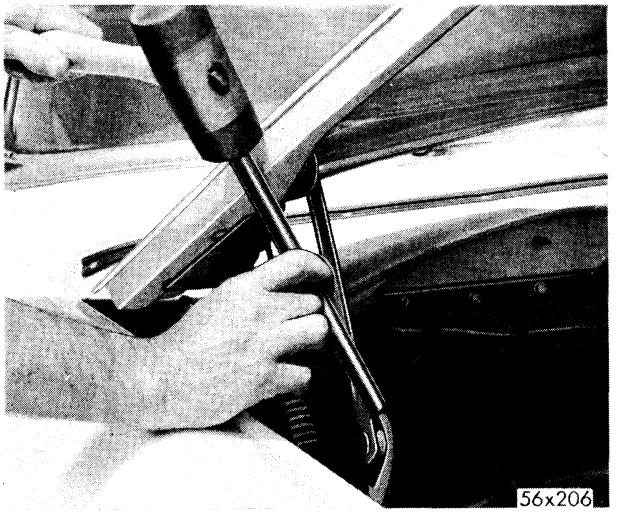

Fig. 13—Adjusting Hood (Forward)

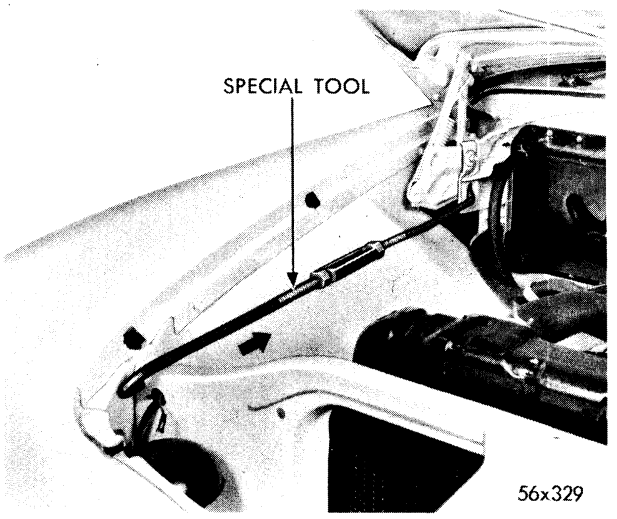

Fig. 14—Pulling Front Fender into Position

Loosen fender-to-cowl bracket stud nuts and fender-to-cowl side panel bolts. Install drawbar by hooking one end of bar over hood hinge support bracket on cowl and other end over radiator support, as shown in Figure 14. Tighten turnbuckle until fender-to-door spacing is correct at front pillar. Also, check to see if front of fender is flush with front of hood. When correct fitting has been obtained, tighten bolts previously loosened and remove tool.

The turnbuckle drawbar, referred to above, can be constructed from two ⅝ inch sections of round steel stock, threaded at one end; on the other end, a 90 degree bend about 2½ inches from end. Be sure overall length of drawbar is enough to reach from hood hinge support bracket to radiator support. Install threaded ends in turnbuckle. (See Fig. 11.)

Adjustment of Hood Striker and Lock Assembly—The hood striker is mounted on a plate which is attached to hood by four bolts. The bolt holes in plate are elongated to allow striker to be adjusted fore-and-aft. The hood lock plate is fastened by five bolts, in slightly oversized holes, which will allow lock plate to be shifted slightly in any direction. The striker stud is threaded into lock plate and is secured by a lock nut. To adjust striker (to lengthen or shorten), loosen lock nut, turn striker **in** or **out** with screwdriver until correct adjustment has been obtained. **After making any adjustment that requires shifting of hood or fender, always check hood striker for proper length, and lock plate assembly for alignment.**

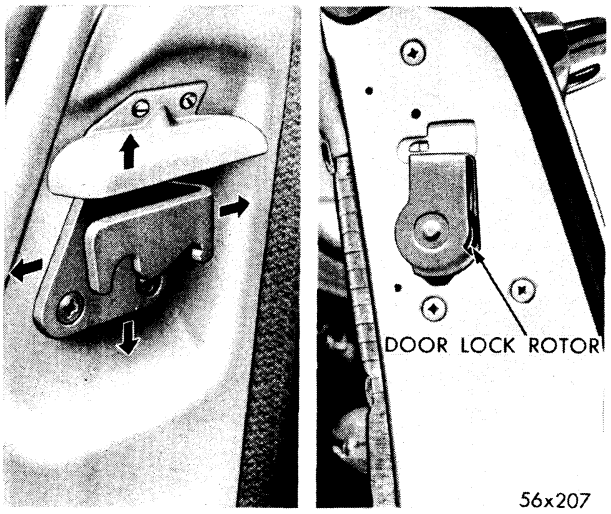

Fig. 15—Door Striker Plate Adjustment

After hood has been centered in opening and hinge bolts have been tightened, check hood for ease of opening and closing. Move striker plate in or out, up or down, as necessary, until hood opens and closes easily, and fits snugly against weatherstrip. Make sure top face of striker plate is parallel with bottom face of hood guide block. This prevents hood rattles when car is in motion.

6. FITTING DOORS

Make thorough inspection of door before attempting adjustment. A properly fitted door has evenly spaced gaps on all sides. Check engagement of door latch with striker plate. If door raises as latch passes over plate, plate is too high and must be lowered. The striker plate shown in Figure 15, can be moved "In" or "Out" and controls the tightness of door against body. The "Up" and "Down" adjustment will determine actual point of engagement between door lock rotor and lower portion of striker plate.

After door has been fitted properly to opening, adjust striker plate as necessary.

To Raise or Lower Door (Front Doors)—To raise or lower door, remove trim panel. Place jack under door as near hinge as possible. (This will hold weight of door as hinge bolts are loosened). Scribe a line around upper and lower hinge strap bolts, as shown in Figure 16. The amount of vertical movement in door is limited; however, the amount of movement can be determined by scribed line previously made. Raise or lower jack until desired clearance is obtained. Tighten hinge bolts securely. **Check scribe lines to make certain rear portion of door did not move forward or rearward during above operation.**

Moving Door Ahead or Back (Front Door)—Moving door ahead or back is accomplished by loosening either upper or lower hinge bolts. (See Fig. 16.) To move upper portion of door ahead or back (trim panel removed), loosen upper hinge strap bolts and either pull or push upper portion of door in desired direction. Tighten hinge strap bolt and check fit. When correct, reinstall door trim panel. To move lower portion of door ahead or back (trim panel removed), loosen lower hinge strap bolts and either pull or push lower portion of door in desired direction. Tighten hinge strap bolts and check fit. When correct, reinstall door trim panel.

Fitting Front Door Flush With Adjacent Panels—If door is not flush with adjacent panels, correct by loosening four hinge strap screws (on front doors or three hinge strap screws on rear doors).

It should be remembered that when loosening upper hinge and pulling "out" or pushing "in" on front upper corner of door, lower corner of door will be moved inward or outward also. The opposite corners of door will also be affected in a similar manner when lower hinge is moved "in" or "out". This applies to both front and

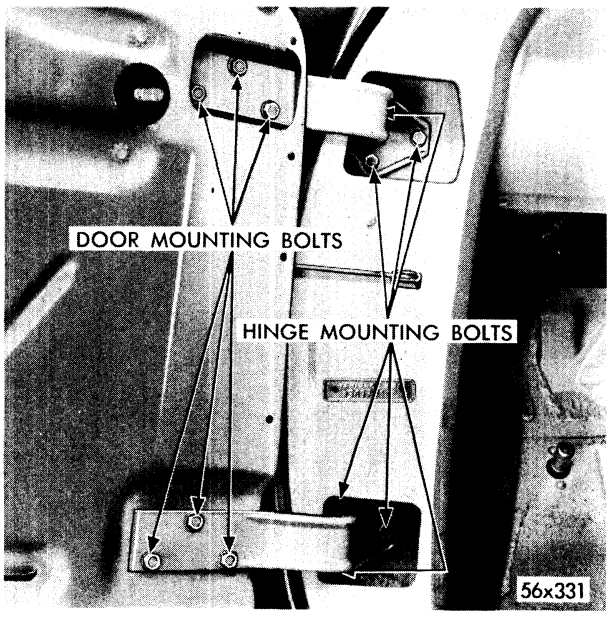

Fig. 16—Front Door Hinges

rear doors. If, after making hinge adjustments as described above, upper portion of door is still out too far, open door ventilating wing and door glass. With Tool Model "G" Double Bar Unit, bend door to its correct position. If door is sprung or bowed out at center, mount Tool Model "H" Single Bar Unit. Tighten lower clamp to force door back to original position. After using Bar Units, check door for proper fit and ease of window operation.

Final Striker Plate Adjustment

After door has been centered in its opening and all hinge bolts have been tightened 18 to 20 foot-pounds torque, check door for easy opening and closing.

To obtain this easy operation, move striker plate in or out, up or down, as necessary, until easy operation is obtained, and door fits snugly against weatherstrip. Be sure top surface of striker plate is parallel with bottom face of door latch. The striker plate is properly positioned when door has a very **slight** lift as it is closed. This also prevents door noise when car is in motion. If proper adjustment cannot be obtained, use of shims between latch plate and pillar should be used. The shims are available in $\frac{1}{32}$ and $\frac{1}{16}$ inch thickness, through MOPAR. The shims are used to bring latch plate closer to door for full engagement.

The door weatherstrip seal can be checked by holding a heavy piece of paper (similar to a shipping tag) against lock pillar and closing door. A slight drag should be felt as paper is being pulled out. (Refer to Fig. 16A.) If no drag is felt, move striker plate in closer. This paper test should be made all around door at about six inch intervals. If no drag is felt on paper, make necessary adjustments to either or both hinge pockets or striker plate.

Fig. 16A—Checking Seal of Door

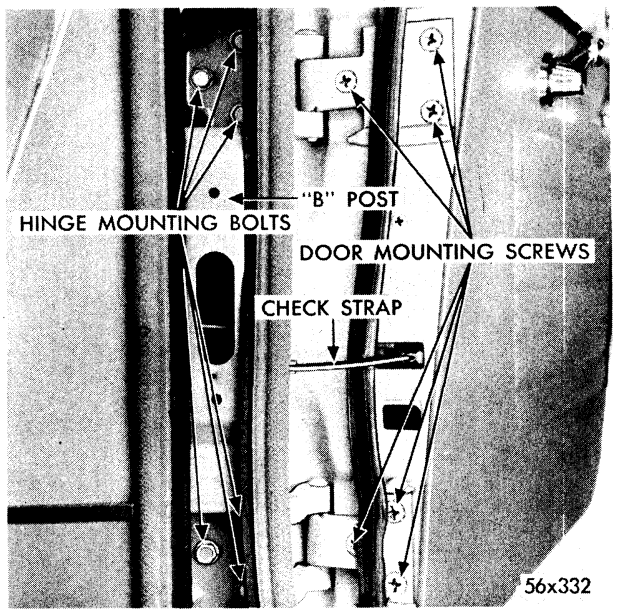

Fig. 17—Rear Door Hinges

Rear Door Adjustments

To move door up or down in body opening or to move door in or out to bring door panel flush with body, proceed as follows:

Loosen hinge attaching bolts at "B" pillar. (Fig. 17). Move door as required to obtain proper fit with door opening. Tighten bolts securely. To move door toward rear of car; shims may be installed between hinge and pillar or between hinge and door.

7. SHIMMING THE BODY FOR DOOR ALIGNMENT

If adjustment of door hinge does not correct door misalignment, shim body. To install shims between frame bracket and body at any body mounting bolt, loosen all body bolts on that side. Place a 2x4 or fiber block on a floor jack and raise body slightly at location to be shimmed. Add sufficient number of shims to correct misalignment. After inserting shim at any one body bolt, be sure adjacent body bolts are shimmed to support body on straight line

contour. When shims are inserted, barely tighten down body bolts and check door alignment before tightening bolts to specified torque. In some instances, shims may need to be removed to correct door misalignment. If front door is high at rear edge, remove shims from the Number Two body bolts. Excessive shims on the Number Four body bolt will be indicated at rear door binding at bottom.

a. Body Mounting Bolts

The body mounting bolts (except four at rear) are accessible from under car. The four at rear are accessible from luggage compartment. On Station Wagon models, pry out plug in floor of rear compartment near tire well to reach bolt.

b. Body Mounting Bolt Torque Specifications

Tighten body mounting bolts on all models, except Convertibles, 18 foot-pounds torque. Tighten front body mounting bolt on Convertible 18 (minimum) to 20 foot-pounds torque. Rubber insulators should be compressed ⅛ inch (visually) when body bolt is tightened.

c. Conditions Requiring Body Shimming

If rear door binds near top of lock pillar and spacing is correct at hinge pillar, shim at Number Four body bolts. Add shims until spacing between lock pillar, and rear door is same as between door and hinge pillar. Check adjustment by opening and closing door to determine if interference is eliminated. If several shims are added, it may be necessary to add shims at Number Three body bolt. If rear door sags when opened, shim Number Three body bolt, inserting enough shim to center door vertically in door opening. If front door sags when opened, shim Number Two body bolt, inserting shims to center door vertically in door opening. Door must open and close freely before body bolts are tightened.

8. FRONT DOOR HINGE ADJUSTMENTS

The screw holes are slotted horizontally so that door or hinge can be shifted in or out about ⅜ inch. To make a vertical or fore-and-aft adjustment, remove inside door hardware and trim panel. After adjustment is accomplished, hold door in adjusted position and secure hinges by tightening hinge screws.

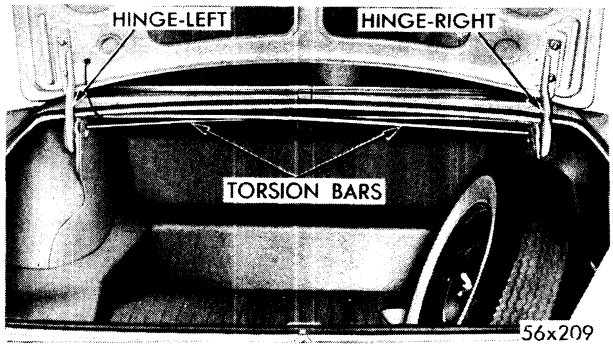

Fig. 18—Deck Lid Hinge Mechanism

9. REAR DOOR HINGE ADJUSTMENTS

Hinge mounting holes are oversize and slotted to allow for up and down or in and out movement on pillar post. If hinge is mounted to reinforcement panel **inside** door, remove door trim, loosen hinge screws and adjust position of door as necessary. Tighten screws and replace trim. **Do not try to bend hinge while it is on car; otherwise body pillar or mounting face may become damaged. Remove hinge from car and bend on an arbor press, if necessary.**

10. REAR DECK LID, HINGES AND LOCK

The rear deck lid provides a cover and weatherstrip for rear compartment. The rear compartment is sealed against entry of water and dust by lid closing against rubber weatherstrip which is cemented to channel around deck lid opening. The lid is attached to body with two hinges and is held closed by lid latch and lock.

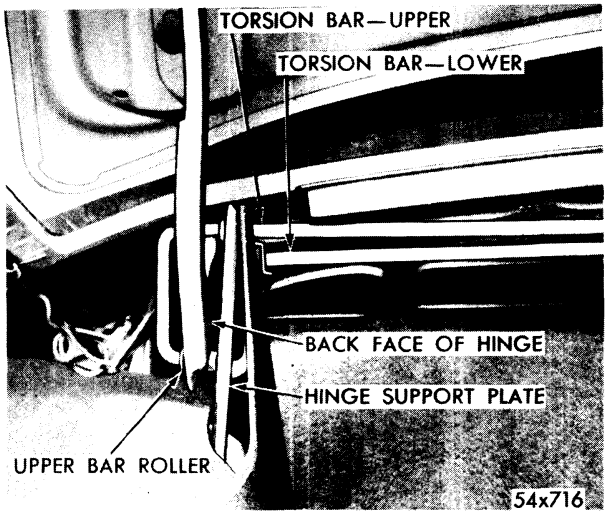

Fig. 19—Torsion Bar Suspension

All Chrysler cars have a balanced deck lid, made possible by a new torsion bar hinge mechanism. Lifting deck lid is accomplished with a finger tip — the weight of heavy lid is counterbalanced in all positions by spring tension of two torsion bars. (See Fig. 18.) The torsion bars are long, small diameter steel bars, that are free at one end and anchored to support bracket at other. (See Fig. 20.) A roller sleeve on free end, operates against a "cam contour" on back face of hinge. (See Fig. 19.) As deck lid is raised, action of rollers against hinges causes bars to twist, exerting a torsional spring resistance that balances lid. To permit adjustment of torsion bar tension, four slots are located in each support plate, as shown in Figure 20. To adjust rod tension, insert slot in Tool C-3445, behind lower rod, roll tool forward to disengage lower rod from bracket. **Be sure and prop deck lid in wide open position before changing adjustment, to avoid personal injury in case lid should drop.** Bend rod toward front of car to lessen tension and toward rear to increase tension. When lid has been adjusted correctly, lid should hold any position when released. The torsion bar roller ends are lubricated at factory and should require no further lubrication. However, if a new torsion bar has been installed, coat roller sleeve with Lubriplate.

To remove a torsion bar for replacement, refer to Figure 20, and proceed as follows:

Support deck lid with suitable prop, disengage bars from adjusting slots, using Tool C-3449, as shown in Figure 21.

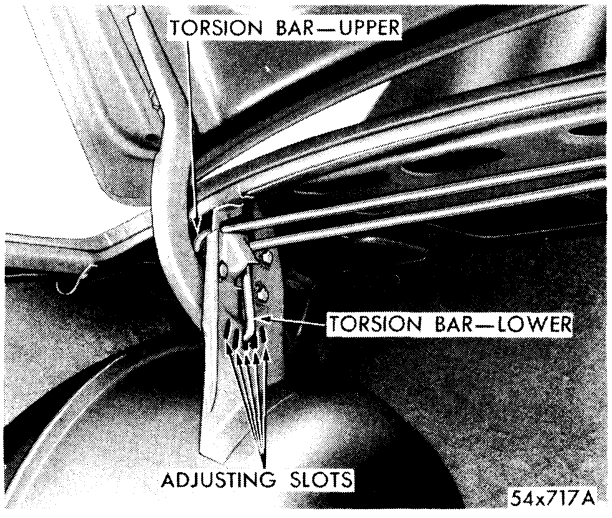

Fig. 20—Torsion Bar Adjusting Slots

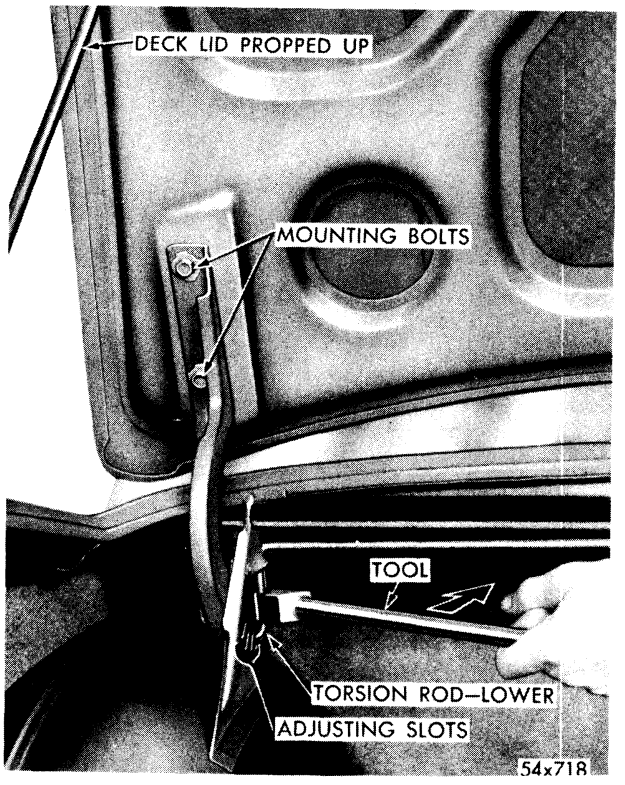

Fig. 21—Adjusting Torsion Bar Tension

CAUTION:

Use extreme care when removing bars as tension will cause them to "unwind" suddenly.

Slide bars out of center support bracket and slide bar in opposite direction to disengage roller from hinge. Disengage rod from support bracket, and remove. To install torsion bars, refer to Figure 21, and proceed as follows:

Slide bars into position in same manner as when removing. Lubricate roller sleeves with Lubriplate, slide on end of bars. Engage bars with center support, engage slot in Tool C-3449, with bar, and force bar end into adjusting slot in support bracket. Install other side in like manner. **It may be necessary to have some one hold the roller sleeve in place, using a short length of wood during installation.** Remove prop and check lid for operation. If necessary, adjust as described previously. After adjustment has been made, tap ends of bars with hammer to be sure they are **fully** engaged in adjusting slots.

a. Removing and Installing the Deck Lid

Adjustment of deck lid is obtained by loosening

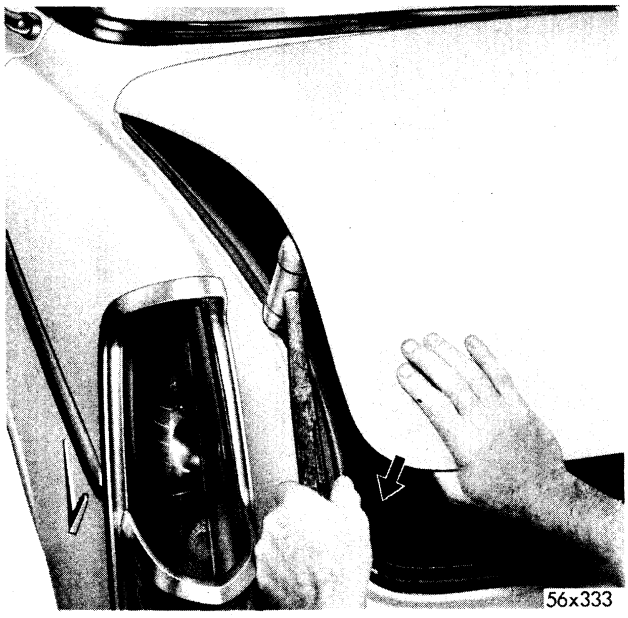

Fig. 22—Increasing Deck Lid Contour

bolts and shifting lid from side to side or front to rear. It is often possible, however, to properly fit deck lid by adjusting striker plate, latch or both. Should it become necessary to remove deck lid for replacement or repair, refer to Figure 21, and proceed as follows:

Raise deck lid and remove one of two bolts in each hinge that attach lid to hinge arm. (Leave remaining two bolts finger loose.)

Brace deck lid in such a manner so as to hold lid in position while removing last two bolts. (This will keep lid from sliding down and damaging rear deck.) Remove last two bolts and lift deck lid up and away from rear of car.

When installing deck lid, observe same precaution. Lift lid and slide down into position, install attaching bolts. Do not tighten, just snug down. Lower lid and check fit. If necessary, adjust lid, check adjustment of latch and striker plate.

b. Removing and Installing Deck Lid Hinges

The deck lid hinge upper mounting flange is fastened to deck lid by two bolts at each hinge. The bolt holes are slotted and slightly oversize to permit fore-and-aft and lateral adjustment of deck lid.

Should it become necessary to remove and install either of rear deck lid hinges, for repair to complete replacement, refer to Figure 21, and proceed as follows: Raise deck lid and brace lid on corner where hinge is to be removed. Remove torsion bar from side on which hinge is to be removed. (Remove torsion bar as described previously.)

Remove bolts that hold deck lid to hinge arm. Remove three bolts that hold hinge pivot plate on support bracket. Disengage hinge from bracket and remove from rear compartment.

To install hinge, slide hinge into position in trunk compartment, install bolts. Do not tighten, just snug down. Install bolts that hold hinge to deck lid. Do not tighten, just snug down. Remove prop and lower lid to check fit. Make necessary adjustments to center lid in opening. Also, check adjustment of latch and striker plate. After adjustments have been made prop lid open and install torsion bar.

c. Rear Deck Lid Adjustments

The deck lid hinges, lock and striker plate are adjustable, enabling a proper fit of deck lid with little effort.

d. Centering Deck Lid in Opening

The two bolt holes in each of deck lid hinges are oversize, thereby permitting lid to be moved ahead or back, and from side to side. When positioning, locate lid so extreme rear portion along sides are both flush with body panel as well as equally spaced in opening. To adjust, loosen hinge bolts (one hinge at a time) as shown in Figure 21. Move lid in desired direction, retighten bolts. Repeat this operation on opposite side until lid fits flush with body panel all around.

e. Correcting Deck Lid Contour

Incorrect contour of deck lid should not be confused with deck lid being improperly located on its hinges. The lid spacing across top must be uniform but at same time, must be flush with rear body quarter panels. The lid contour can be increased or decreased a slight amount by bending, but when doing so, space across top of lid is also increased or decreased. For instance, if contour were increased, lid would become shorter whereas, if contour were decreased, lid would become longer. Each time lid contour is changed, in all probability lid would have to be relocated on hinges.

f. To Increase the Deck Lid Contour

Insert rubber mallet between lid and quarter panel, as shown in Figure 22, then apply pressure on lower corner of lid. Remove mallet and check fit and flushness at rear of deck lid. Readjust lid on hinges, if necessary.

g. To Decrease Deck Lid Contour

Insert large end of Tool C-3011 in opening of underside of lid, hooking exposed end of Tool under rear quarter panel, as shown in Figure 23. Pull out on rear end of deck lid to decrease contour. Remove Tool and check fit of lid at lower body panel and space across top. Readjust lid on hinges if necessary.

h. Raising or Lowering Upper Corners of Deck Lid

To Raise — If either of upper corners are too low, open deck lid and loosen bolts that hold hinge to hinge bracket. Insert small fiber block under low corner between lid and side panel. Slightly lower lid. Tighten bolts and check fit.

To Lower — Raise deck lid and loosen bolts as in paragraph above. Press down on top of deck lid at high corner until correct fit has been obtained. Tighten bolts, check adjustment of latch and striker plate.

i. Checking Latch and Striker Plate

Both latch and striker plate are adjustable, but

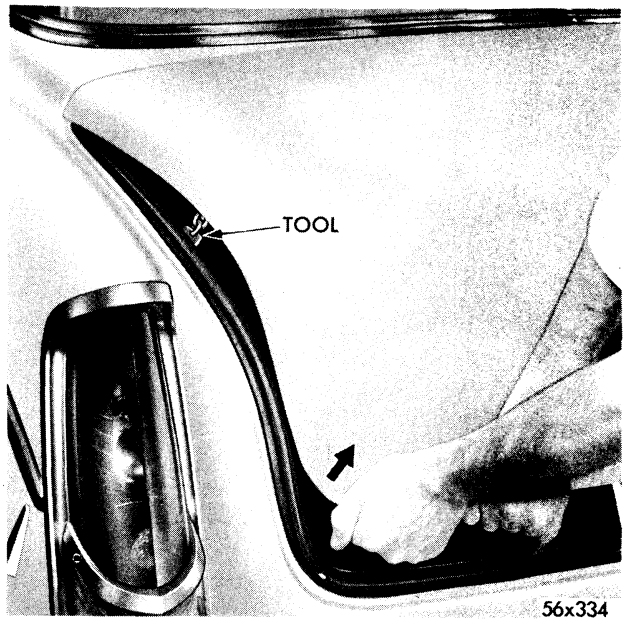

Fig. 23—Decreasing Deck Lid Contour

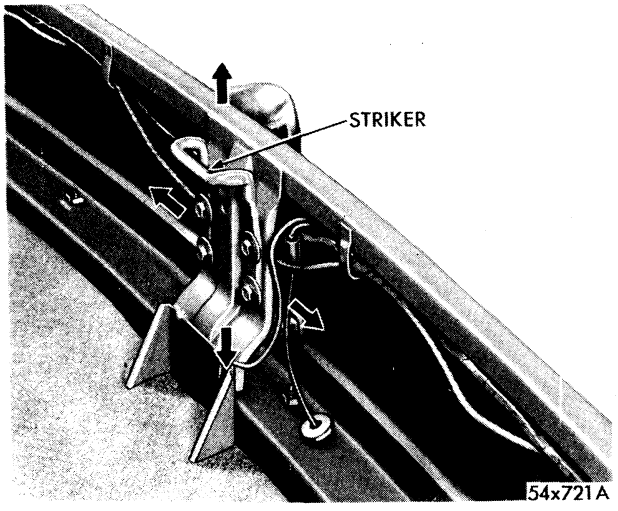

Fig. 24—Striker Plate Adjustment

better results can be obtained by adjusting striker plate. The striker plate is adjustable in two directions, forward and backward, and to either side, as shown in Figure 24. As plate moves to rear, it also rises making it easier to close lid. Moving plate forward lowers it and makes the lid harder to close.

j. Adjusting Latch

Loosen three bolts, as shown in Figure 25 and move latch into proper engaging position. Tighten bolts securely.

When adjusting latch, care must be taken to be sure latch is not moved away from push-button latch release. If this happens, lid will not open.

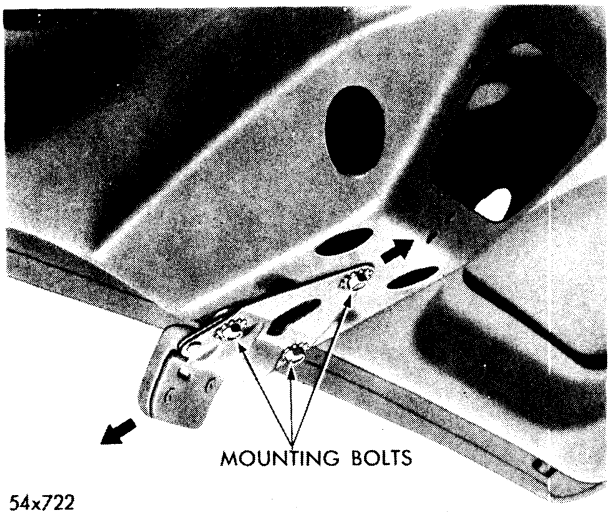

Fig. 25—Deck Lid Latch Adjustment

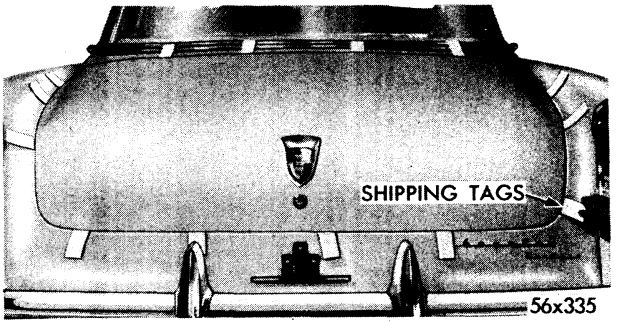

Fig. 26—Checking Seal of Deck Lid

k. Checking for a Correctly Fitted Deck Lid

A correctly fitted deck lid is one that is centered in opening, and fits flush with body panels. A check for proper fitting and seal of deck lid can be made with strips of paper. Insert strips of paper (about an inch wide) along edge of deck lid opening, close lid. (See Fig. 26.) If papers fit snug all along edges of lid as they are pulled out a good seal is evident. If paper fits loosely on one side, and tight on other, deck lid should be aligned.

11. BODY ALIGNMENT

When checking alignment of body that is badly damaged, frame should be inspected and necessary repairs, if any, made to frame before taking measurements for squaring up of body. The door and other glass should be removed to prevent breakage. Reinforcement brackets and other construction parts may have to be removed to permit restoration of outer shell and pillars to prevent excessive strain on parts during and after repairs. If such parts must be removed to be straightened and aligned, they must be reinstalled and secured in place before attempting to align body.

In cases where it may be necessary to use heat, part should be heated in area of damage. Parts should never be heated more than a dull red. Any attempt to cold-straighten a severely bent part of bracket may cause ruptures of part or welds (if any), and may also cause cracks in bent part.

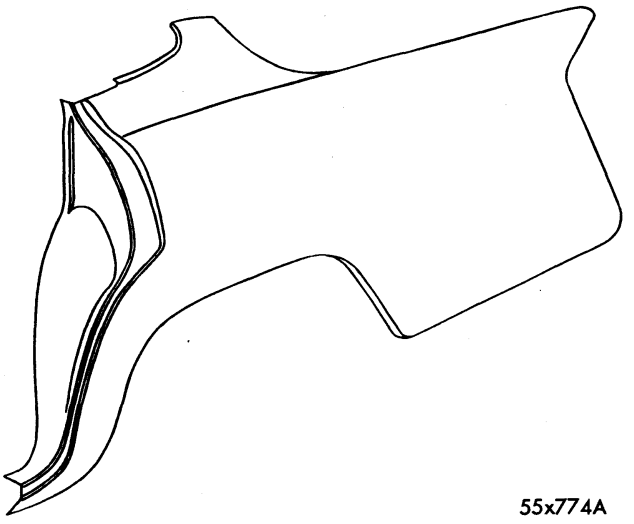

Fig. 28—Quarter Panel (Sedans)

12. BODY PANEL REPLACEMENT

The rear fender is an integral part of quarter panel and cannot be separated. This does not necessarily mean that part of panel cannot be

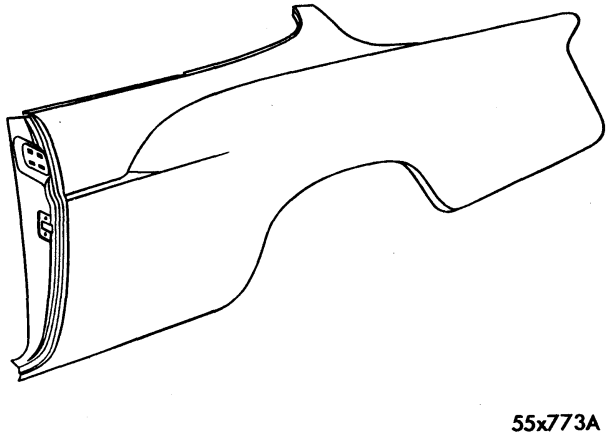

Fig. 27—Quarter Panel (Coupes)

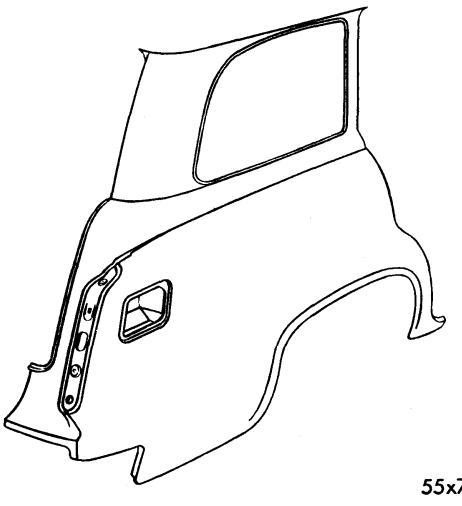

Fig. 29—Quarter Panel (Town and Country Wagon)

replaced. With proper equipment, an experienced body repair man can replace a quarter panel or any part thereof, by following procedures: (Refer to Figs. 27, 28 and 29).

Rough out and reshape as much of damaged area as is possible. Measure piece of metal to be cut out. Measurements should be taken from a given point, such as moulding, head, corner, or "A" post. Make corresponding measurements on repair panel; for accuracy, make sure measurements are taken from same points on each panel. Scribe line around area to be cut from repair panel and drill ¼ inch hole at corner of scribed line, as starting point for cutting, and cut out new piece along scribed line. Straighten out and finish edge of piece that was cut from repair panel and use as a template to scribe line around damaged area. After scribing line, drill ¼ inch hole and use suitable tool to cut out damaged section. Straighten out cut edge of panel, and fit section cut from repair panel into body panel, making sure that edge does not overlap. Tack-weld section in spots, about 6 inches apart at a time (to prevent excessive distortion) make a continuous weld around repair section, until section is completely welded into place. Hammer weld approximately ⅛ inch below contour of original surface. Metal-finish area; fill area with solder, taking care that sufficient solder is applied so that final metal finish will compare with original body, fender, or panel contour without indentations and pepare for painting. The same procedure can be followed when replacing other sections of body.

13. MOULDING AND METHODS OF ATTACHMENT

Sun Cap Windshield Visor consists of two sections (right and left sides), assembled to brackets which are held onto roof panel with screws. On sides, they are attached with chrome screws located on front edge of visor and at pillar. A chrome cover joins two sections of visor in center and is attached with screws.

Windshield Vertical Side Moulding, located on right and left sides of windshield, are joined with sun cap visor and lower windshield mouldings. Plated attachment screws are used. Lower Windshield Mouldings are attached with screws and clips accessible from outside. Drip Trough Chrome Mouldings are of snap-over type. To install, start moulding over top edge of drip trough and push lower portion of moulding down and inward until it snaps into place.

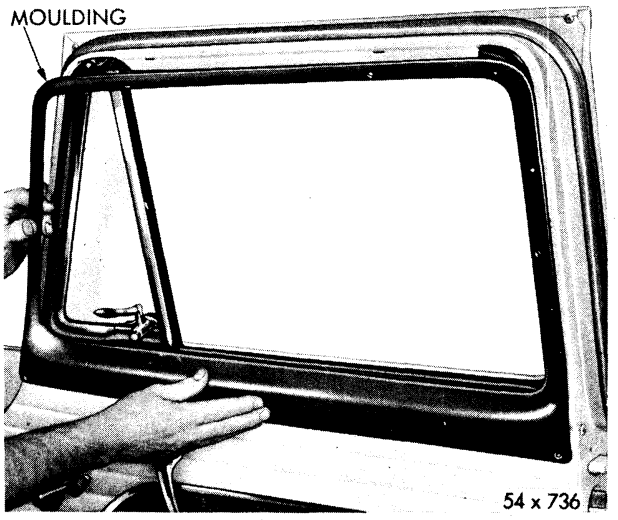

Fig. 30—Removal and Installation of Garnish Moulding

Body Side Mouldings are attached with clips accessible from outside. Sill Mouldings are attached with clips. Belt Moulding is attached with screws and clips. Rear Window Lower Moulding is attached with nuts and clips accessible from inside. Rear Window Upper Moulding has a lip which fits into rear glass weatherstrip, similar to those used on previous models. Door Top Mouldings are attached with screws and nuts, accessible from inside door flange. Fender Top Moulding is secured with scews and nuts, accessible on underside of fender. Headlight Bezel is attached with screws and nuts, accessible from side of fender. Plate-Roof Ornamentation (Special Coupe) is moulding inserted under drain trough cover at front end and is secured with one screw. To remove screw, remove chrome drip trough moulding, notched to provide access for removal of screws, and remove either nameplate or ornament which is held on with blind hole fasteners. Roof Plate (Four-Door Sedan) is inserted into spring clip at top of plate and under belt moulding at bottom and also under rear window moulding at rear of plate.

14. REMOVAL AND INSTALLATION OF DOOR GARNISH MOULDINGS

Remove garnish moulding attaching screws and pull top of moulding out and away from top of door. Raise moulding up and slide it out of door opening, as shown in Figure 30. To install,

position lower portion of moulding in door opening, slide top into place, and install attaching screws.

15. REMOVAL AND INSTALLATION OF DOOR AND WINDOW REGULATOR HANDLES

The door and window regulator handles are attached to regulator with spring type clip. Refer to Figure 31 and insert the pronged jaw of tool between handle and washer, with handle in down position. This will keep handle from cocking and binding on shaft. Squeeze handle of tool together after making sure tool is in proper position and remove handle.

When installing handle, make certain concave side of washer is facing outward and handle is in downward position. Slide handle over shaft and press it on until clip engages locking groove on shaft.

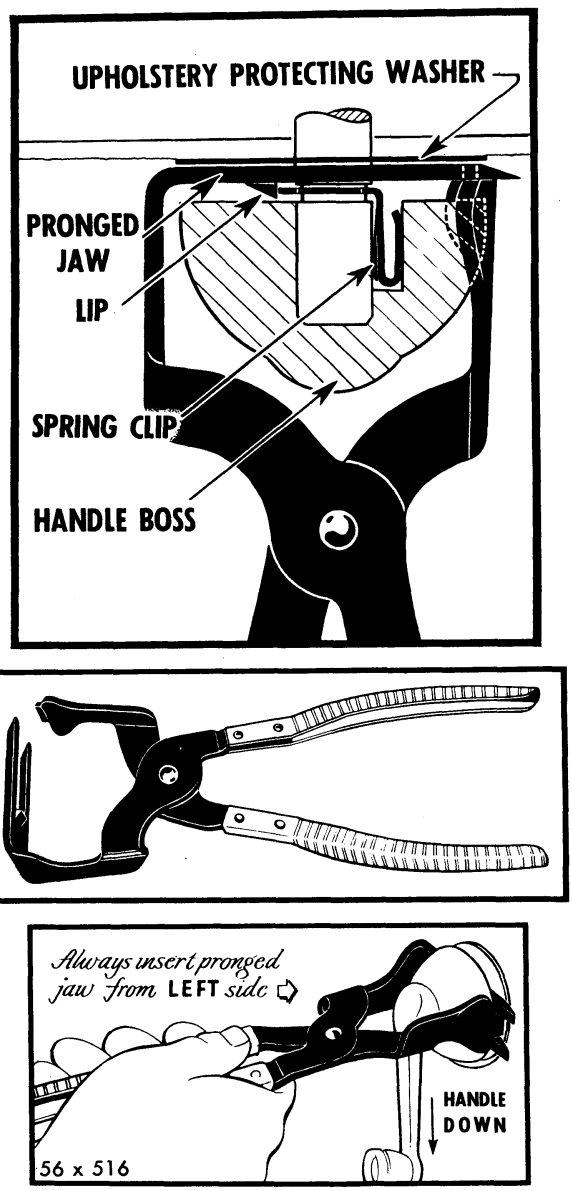

Fig. 31—Regulator Handle Removing Tool

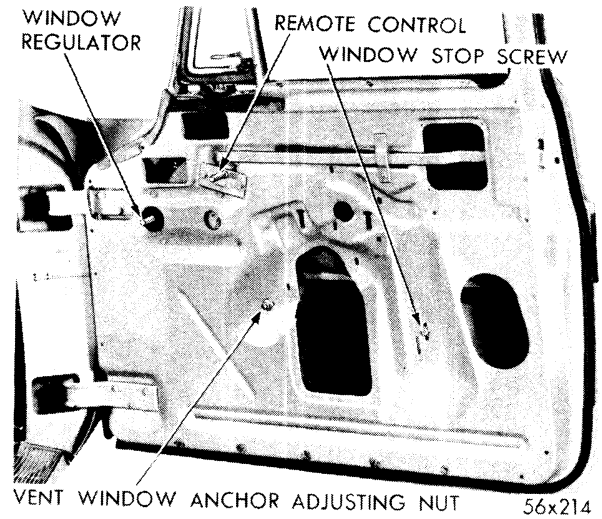

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Fig. 32—Front Door Assembly

16. REMOVAL AND INSTALLATION OF DOOR TRIM PANEL

Remove door and window regulator handles, garnish moulding, and arm rest (if so equipped). Starting at lower corner of panel, work panel out from door. (Screwdriver can be used in operation if necessary.)

When installing panel, make sure all clips are secured in place and install panel in position on door. Force each clip into position with palm of hand. Install garnish moulding, arm rest and handles.

17. REMOVAL AND INSTALLATION OF FRONT DOOR WINDOW LIFT REGULATOR

Remove garnish moulding, remote control handles, arm rest, and door trim panel. Remove trim panel and weatherproof lining. Avoid tearing weatherproof lining. Remove door glass and window regulator attaching screws, (see Fig. 32) and slide regulator assembly out through large opening at bottom of door.

When installing new regulator assembly, be sure that gear teeth and gear are liberally coated with MOPAR Lubriplate, and that weatherproof lining is securely cemented to door.

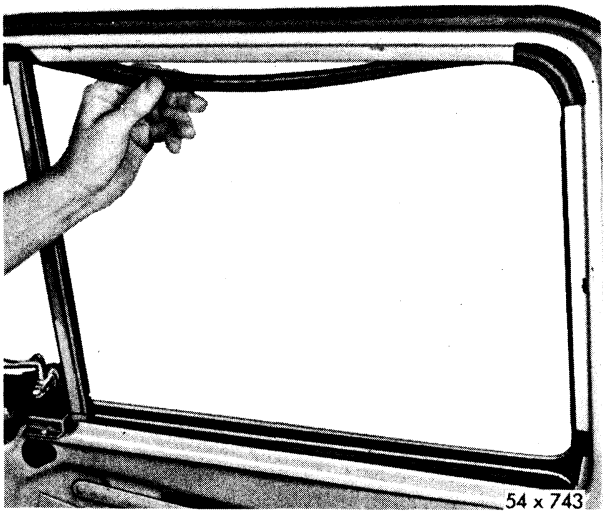


Fig. 33—Disengaging Upper Glass Run Channel

18. REPLACING GLASS RUN CHANNEL

Work lower portion of door trim panel away from door to facilitate disengaging lower end of channel from support. Lower door window and loosen garnish moulding screws and disengage upper section of channel, as shown in Figure 33. Disengage end of glass run from ventilation window division bar, and pull the glass run channel down from top. Pull remaining portion of run up and out of door, as shown in Figure 34.

When installing new glass run channel, use old run as pattern for length and curved portion. Install by sliding vertical length into door to the curve (see Fig. 34) and across top. Engage with ventilator window division bar, raise

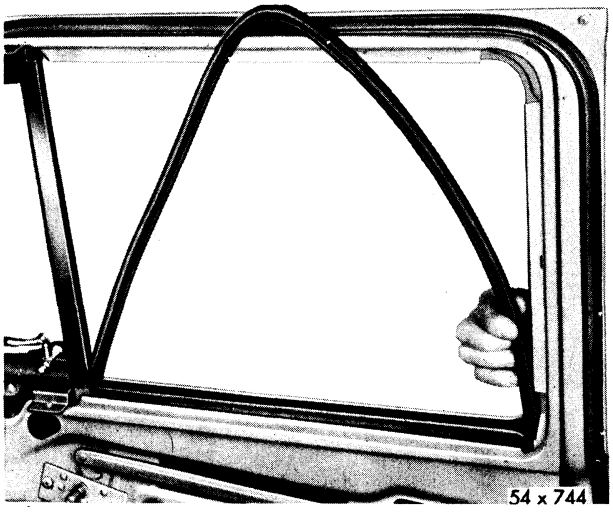


Fig. 34—Removing or Installing Glass Run Channel

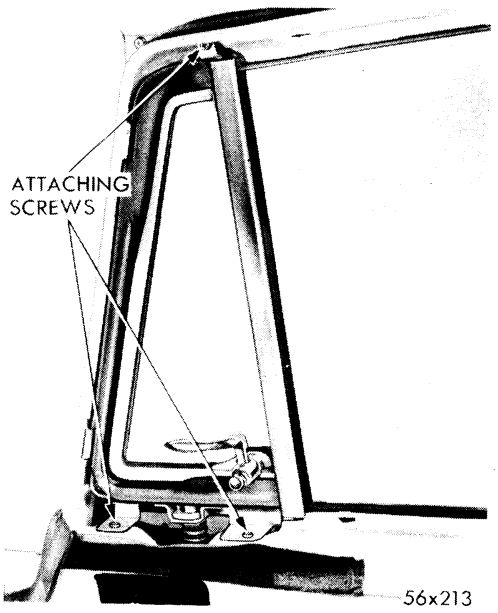


Fig. 35—Ventilator Window Attaching Screws

door window glass, and engage lower end of run in channel. Tighten garnish moulding screws and reinstall trim panel.

19. REMOVAL AND INSTALLATION OF DOOR VENTILATOR ASSEMBLY

Remove garnish moulding, remote control handles, arm rest (if so equipped), and door trim panel. Remove screws that attach ventilator window to door frame, as shown in Figure 35. One screw is on front face of door. Remove bolt holding division bar (anchor) of ventilator

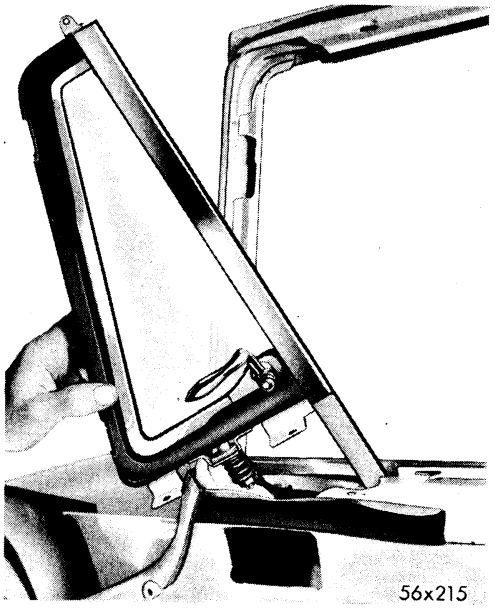


Fig. 36—Removing or Installing Vent Window

window to inside door panel. Lower front door window glass against its bottom stop. Slightly twist ventilator window and, at same time, tilt it toward inside of car to disengage lowered door window glass from division bar run. Slide ventilator window up and out of door panel, as shown in Figure 36.

When installing ventilator window, engage door glass with division bar as outlined in the removal procedure. After installing ventilator assembly, check door window glass for operation and adjust as needed.

20. REMOVAL AND INSTALLATION OF DOOR GLASS

Remove garnish moulding, inside door handles, arm rest, and trim panel. Remove trim panel and weatherproof liner. Avoid damaging liner. Remove glass run and screws that hold lower window stop to door panel and remove stop.

Lower window far enough to facilitate disengagement of regulator arm pivot roller. Raise window and tilt glass inward until glass clears top of door, as shown in Figure 37. Continue to raise window until the other regulator arm pivot roller clears door. Disengage pivot arm and remove window glass.

When installing new window glass, be sure that slots in bottom of channel frame are coated with MOPAR Lubriplate and that the pivot rollers are free. After installing window glass, adjust division bar so that the vertical sliding glass does not bind when window is raised or lowered.

21. REMOVAL AND INSTALLATION OF DOOR LATCH AND REMOTE CONTROL

Remove door handles (refer to Paragraph 16), garnish moulding, trim panel, and screws holding remote control base to door panel. Raise window and bend bottom catch of window felt run channel outward (toward center of door). Remove screws and work door latch and remote control assembly out through opening in door.

When installing, coat all parts with MOPAR Lubriplate. Install assembly through opening in door and secure it with attaching screws. Bend bottom catch of window felt run channel inward and install screws holding remote control base to door panel. Install trim panel, garnish moulding, and door handles.

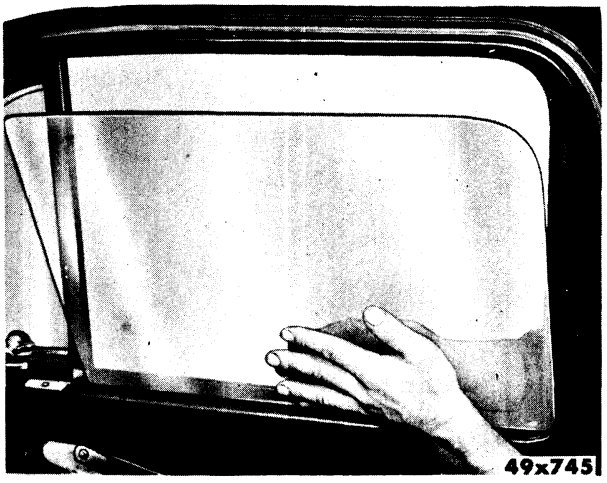


Fig. 37—Removing or Installing Door Glass

22. REMOVAL AND INSTALLATION OF QUARTER WINDOW GLASS (SPECIAL CLUB COUPE AND CONVERTIBLE COUPE MODELS)

a. Special Club Coupe

Remove rear seat cushion, regulator handle, and trim panels. Lower glass and remove Allen screw locking pivot arm pin. Pull forward vertical section of felt run channel up and out of body opening. Carefully raise glass and disconnect regulator arm from quarter glass lower channel. Remove glass from opening. If glass is to be replaced, drive the seal and channel off glass with harwood block and mallet.

When installing quarter window, slide seal and lower channel on glass. Wind regulator arm up until the end protrudes above window opening. Connect arm to lower channel. Guide glass in rear portion of glass run channel and carefully lower glass. Install top and forward portion of felt run channel. Make certain that upper and lower side clips are engaged when front portion of felt run channel is installed. Refer to **c.**, below, for adjustment of rear quarter window. Install trim panel and the other components that were removed.

b. Convertible Coupe

Lower top, position quarter window, and remove retainer and washer that holds regulator arm to lower glass channel. Remove pivot bracket hinge screws, (see Fig. 38). Work window down assembly up and out of quarter panel.

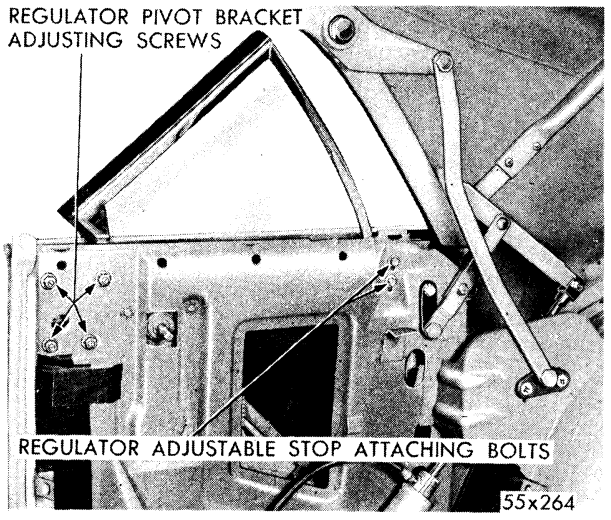


Fig. 38—Convertible Coupe Window Adjustment

When installing quarter window, make sure regulator arm-to-lower glass channel is installed correctly and is secure. Complete remainder of installation operations.

c. Adjustment of Rear Quarter Window

The rear quarter window can be adjusted in or out by use of four adjusting screws threaded into pivot bracket, (see Fig. 38). The rear of window can be adjusted in or out by adjustments located at top and bottom of guide track. Upward travel of window is controlled by an adjustable stop located at the rear of window. Downward travel is controlled by a non-adjustable stop in reinforcement of pillar post.

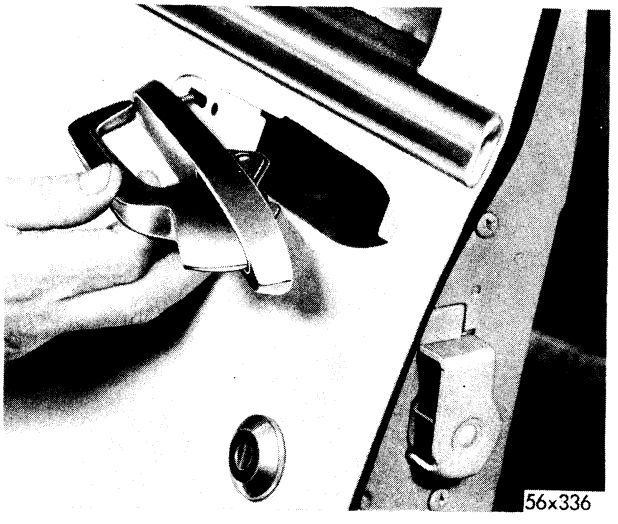


Fig. 39—Removing Door Handle

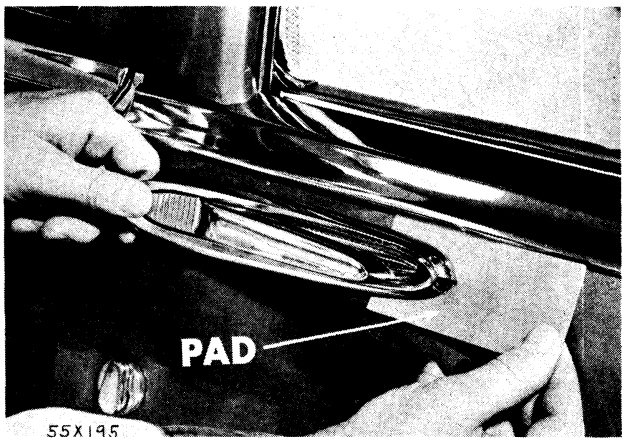


Fig. 40—Installing Door Handle

23. REMOVAL AND INSTALLATION OF OUTSIDE DOOR HANDLE

The combination push-pull type door handle is used on all models. The handle attaching screw is accessible on inside flange of door. Remove attaching screw, lift door handle slightly, and slide handle from retaining clip, as shown in Figure 39.

Do not damage finish of handle when installing. Check body of handle for burrs on edges and use a copper or aluminum chafing pad to protect finish, as shown in Figure 40. Apply small amount of MOPAR Lubriplate to lock actuator, place slotted portion of pad on handle over spring clip, and carefully slide handle into place. Install attaching screw and check handle for proper operation.

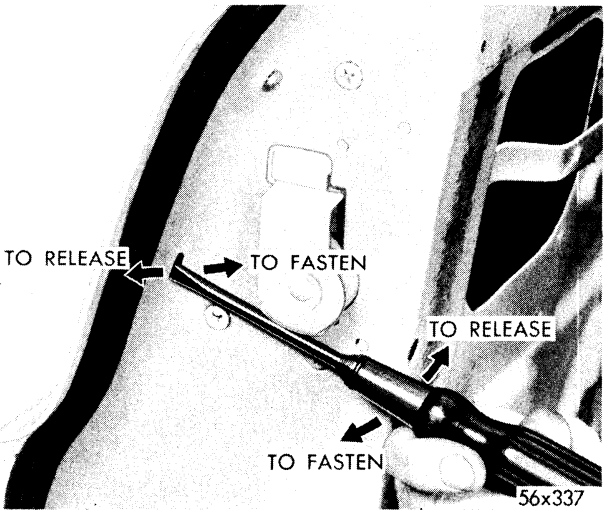


Fig. 41—Installing Lock Cylinder (Typical View)

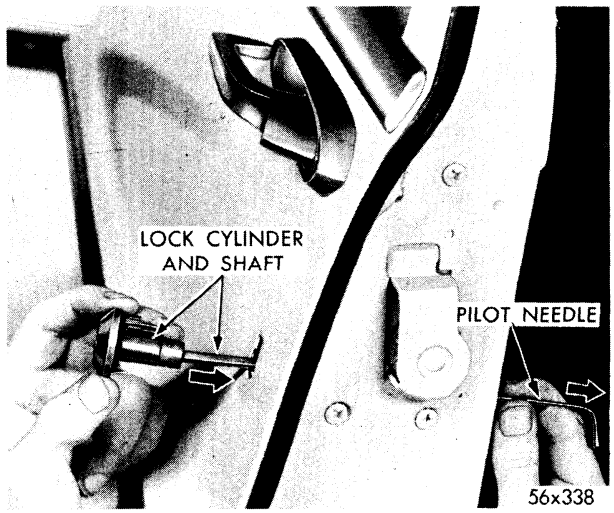


Fig. 42—Releasing Lock Cylinder (Typical View)

24. REMOVAL AND INSTALLATION OF DOOR LOCK CYLINDER

Bend the end of a screwdriver to an angle of 90 degrees. This too will facilitate sliding of the latch plate fore and aft to release lock cylinder for removal. Insert tool through opening in door and force sliding latch to rear position, as shown in Figure 41. Remove the lock cylinder.

To insert lock cylinder, turn key in cylinder to unlocked position. Insert screwdriver in square hole in door latch assembly and turn to fully unlocked position. This position can be determined by turning door handle. With sliding latch in rear position, insert long needle or wire through square hole in door latch assembly and through outside door panel. It will be necessary to pull back the door trim panel slightly to expose the square hole in door latch. Insert needle in end of lock cylinder shaft. Push shaft into position, and withdraw needle, as shown in Figure 42.

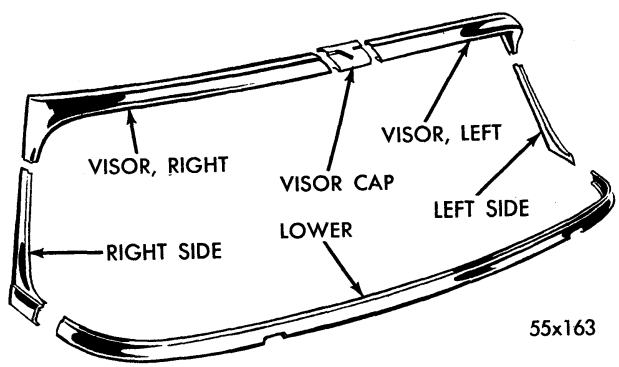


Fig. 43—Windshield Weatherstrip Mouldings

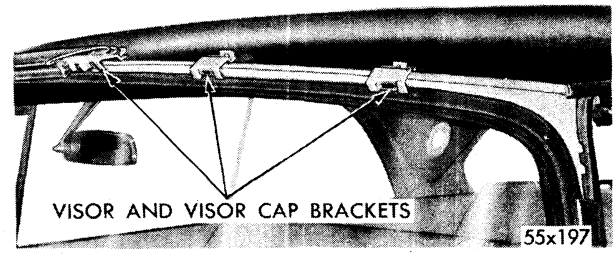


Fig. 44—Visor and Visor Cap Brackets

With lock cylinder in position, insert screwdriver tool in slot in door and push latch forward to lock cylinder in place.

25. REMOVAL AND INSTALLATION OF WINDSHIELD GLASS

The following procedure also applies to Convertible Coupe models, except for removal and installation of inner garnish moulding and trim. When removing glass on convertible models, raise top high enough to facilitate operation. Remove upper right and left garnish moulding from "A" post. Remove windshield header trim and garnish moulding from weatherstrip.

a. Removing Mouldings (Models with Outside Visor)

Refer to Figure 43 and protect necessary components of car with covering. Remove visor center cap and moulding to "A" post attaching screws. **Avoid damaging door-to-"A" post seal.** Tap visor rearward with rubber mallet while lifting visor off roof panel brackets, (See Fig. 44). Remove side mouldings, as shown in Figure 45, lift upper horizontal moulding out of

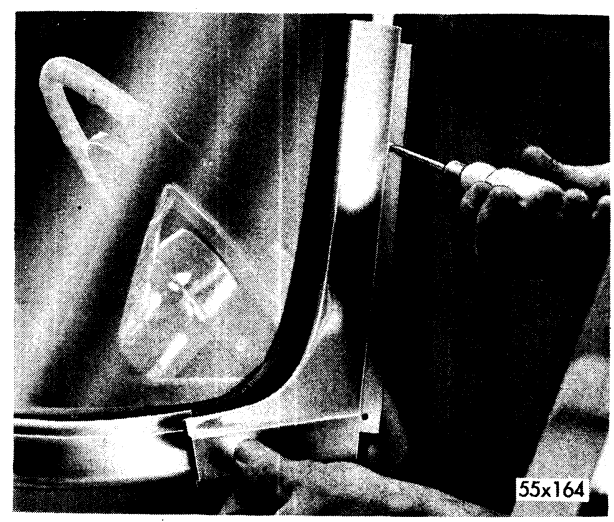


Fig. 45—Removing Side Mouldings

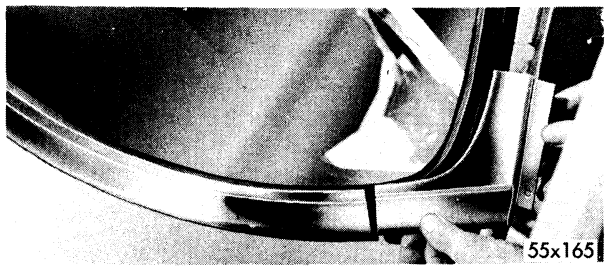


Fig. 46—Removing Lower Mouldings

weatherstrip. Remove wiper blades and pivot bracket. Remove lower moulding, as shown in Figure 46, then turn clips on cowl to a 90 degree angle to facilitate glass removal.

b. Removing Mouldings (Models without Outside Visor)

(Refer to Fig. 46.) Remove upper and lower attaching screws and pry off side mouldings, as shown in Figure 47. **Avoid damaging door-to-"A" post seal.** Raise ends of upper moulding and lift from weatherstrip groove. Remove lower moulding.

c. Removal and Installation of Windshield Glass

Unlock weatherstrip with wedge, as shown in Figure 48 (all around windshield). When removing glass from weatherstrip, it may be necessary to wear gloves to protect hands. With helper assisting on outside of car, remove glass from inside of car by exerting pressure at either corner to force glass out of the weatherstrip.

When installing glass, coat weatherstrip with soap solution, using 2-inch brush, as shown in Figure 49. **Do not use a strong detergent.** Center and insert upper end of glass in weatherstrip. Hold glass in position and insert wedge in weatherstrip groove, as shown in Figure 50. Strip glass into weatherstrip, as shown in Figure 51. Pound glass into place with palm of hand. The weatherstrip will slip under lip of moulding with slight popping noise.

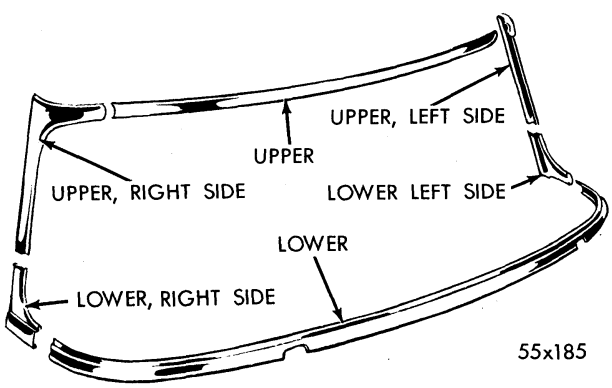


Fig. 47—Windshield Weatherstrip Mouldings

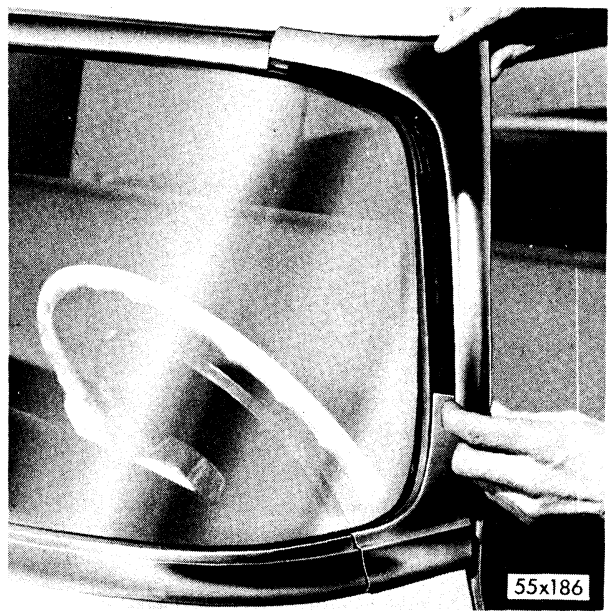


Fig. 48—Removing or Installing Side Mouldings

d. Installation of Mouldings

On models equipped with outside visor, move clips into position and install lower moulding. Install pivot bracket and wiper blades. **Reseal pivot bracket to protect against water leaks.** Install horizontal moulding, side mouldings, visor, and visor cap. **On models without outside visor,** install lower, upper and side mouldings.

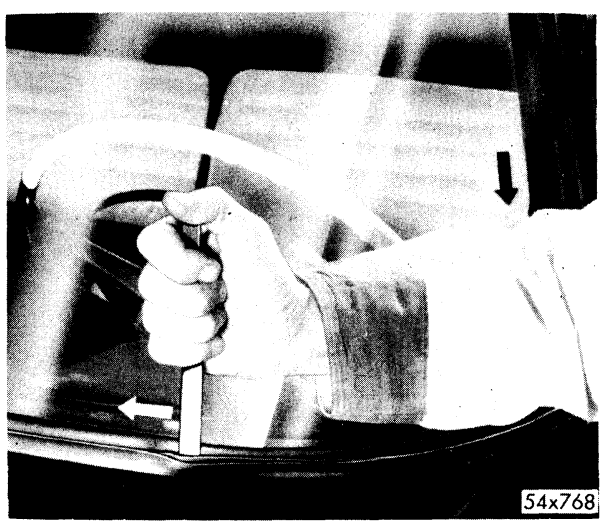


Fig. 49—Unlocking Weatherstrip

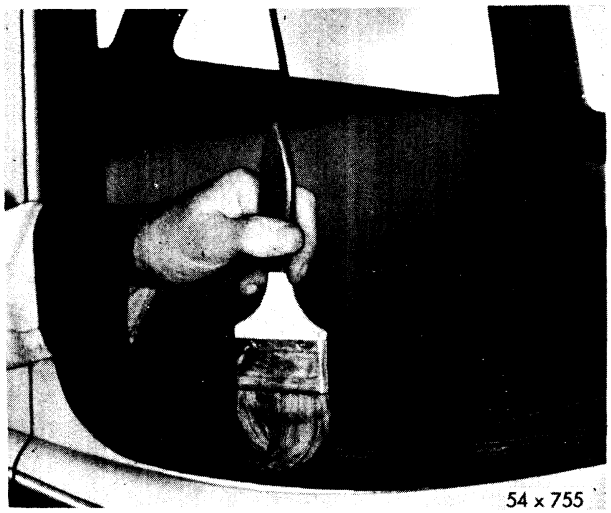


Fig. 50—Applying Soap Solution

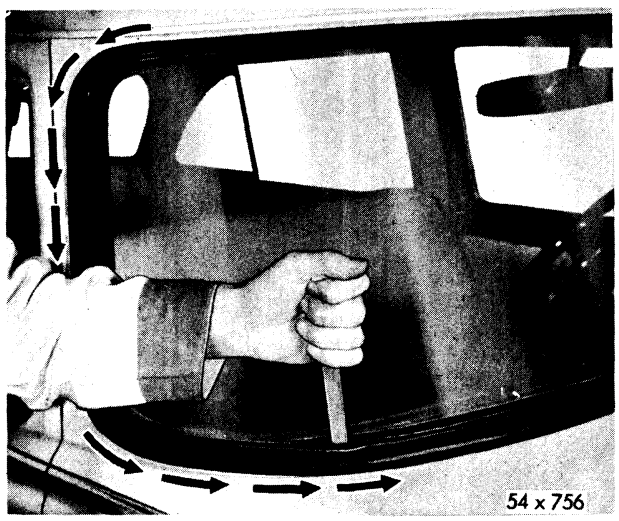


Fig. 51—Stripping Glass in Weatherstrip

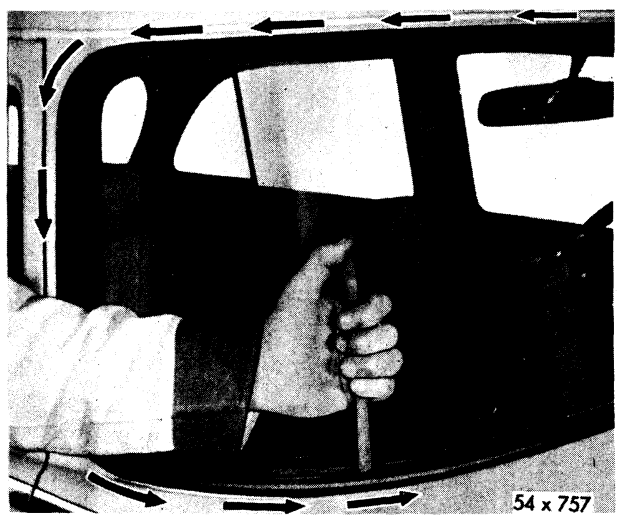


Fig. 52—Locking Glass in Weatherstrip

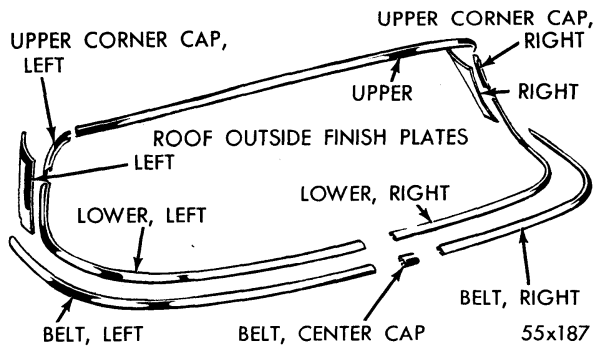


Fig. 53—Rear Window Glass Moulding

26. REMOVAL AND INSTALLATION OF REAR WINDOW (ALL MODELS EXCEPT CONVERTIBLE COUPE AND TOWN AND COUNTRY WAGON)

Cover rear deck fenders and other components to protect finish. (Fig. 49.) Pry up on ends of upper chrome mouldings to release them from corner mouldings and remove upper mouldings. Remove belt moulding center cap. From inside luggage compartment, remove nuts and washers from belt moulding studs, as shown in Figure 53.

The belt moulding is attached to door lock pillar and rear deck panel with clips. Remove clips, then remove belt moulding as shown in Figure 54. **After removing belt moulding center cap and stud nuts, it may be possible to raise the moulding at center opening and slide it out of rear lock pillar moulding cap without loosening clip nut in passenger compartment. If this cannot be done, remove headlining at door pillar post so rear lock pillar moulding clip nut can be removed.**

Remove corner mouldings, as shown in Figure 55. Remove upper and lower mouldings

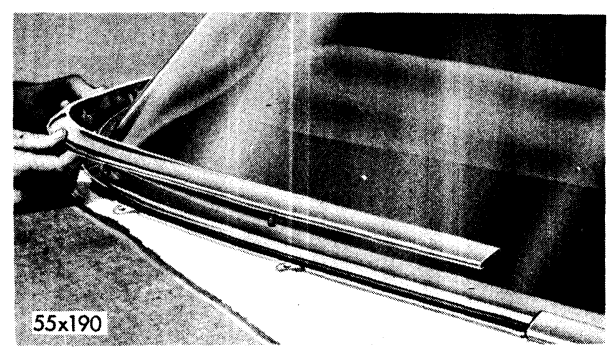


Fig. 54—Removing or Installing Belt Moulding

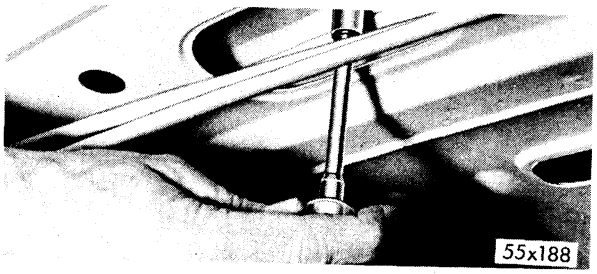


Fig. 55—Removing or Installing Belt Moulding Attaching Nuts

from weatherstrip. Refer to Figures 56, and 57, remove upper outside moulding clips to allow for removal of upper moulding. Insert wedge tool in weatherstrip locking strip and twist it slightly while sliding it around weatherstrip to unlock it from glass opening, as shown in Figure 58. Remove glass.

When installing glass, coat glass channel in

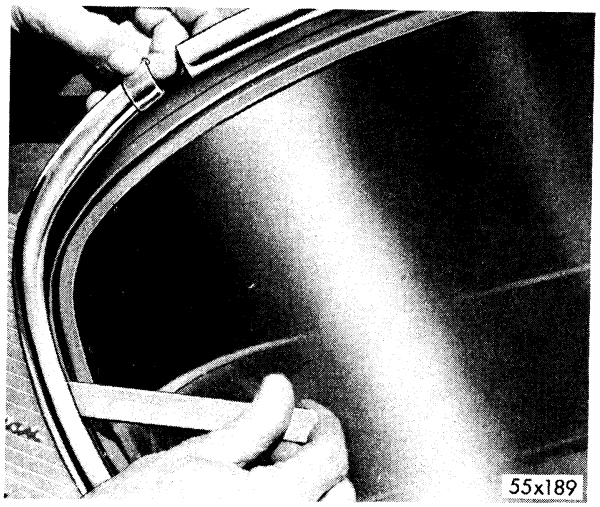


Fig. 56—Removing and Installing Corner Moulding

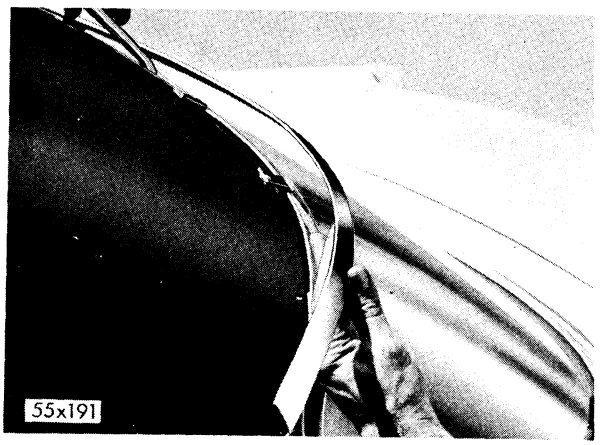


Fig. 57—Removing or Installing Upper Moulding

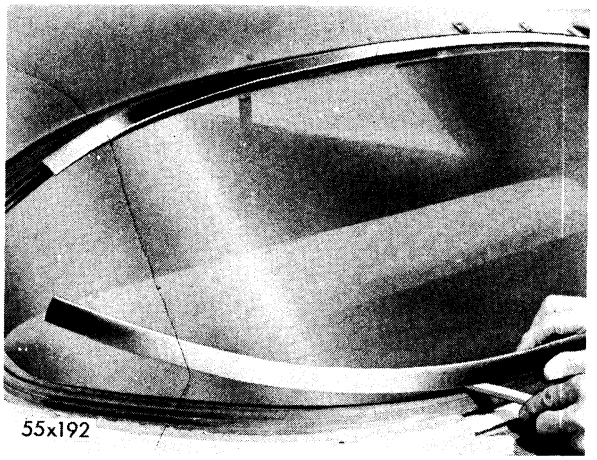


Fig. 58—Removing Upper and Lower Moulding

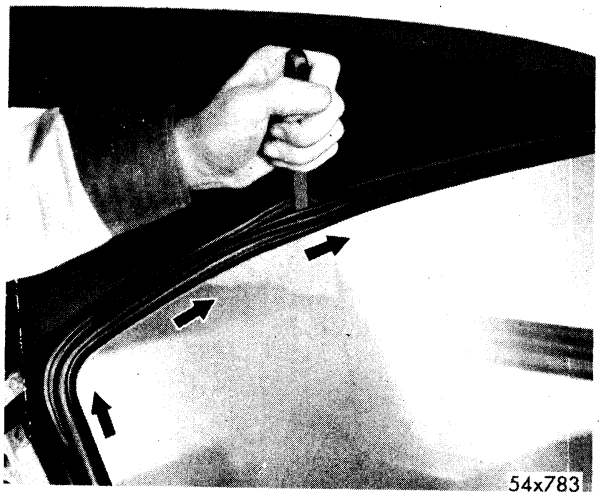


Fig. 59—Unlocking Weatherstrip

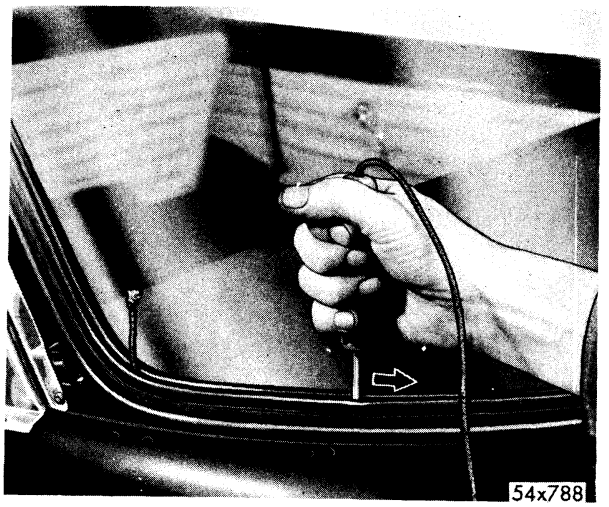


Fig. 60—Installing Pull Cord (Lower)

weatherstrip liberally wih a soap solution, using 2-inch brush. Cover components to protect finish. Slide right or left lower edge of glass into weatherstrip channel and allow glass to settle. Seal glass in weatherstrip, using wedge tool. Start at inserted side and work across bottom, up the sides, and across top.

(Refer to Figures 59, 60, 61, and 62.) Install upper trim moulding with aid of pull cord inserted in moulding slot of weatherstrip. Coat moulding slot with soap solution before installing moulding. Install upper moulding, lower left and right mouldings, and upper corner caps. Install belt moulding. On Special Club Coupe Models, install inside garnish mouldings.

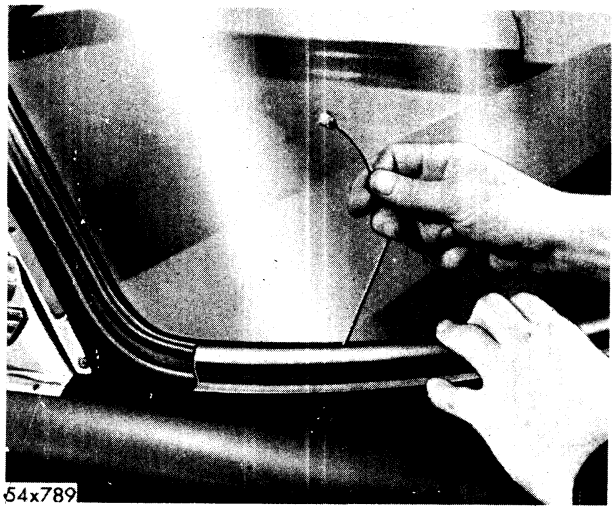


Fig. 62—Installing Lower Moulding

27. FRONT FENDERS (ALL MODELS)

a. Removal

Refer to Figure 63 and proceed as follows:

From engine compartment unclip headlamp and parking wires from fender and fender shield (left front fender). Remove head and parking lamps wires from terminal block. Remove splash shield-to-fender attaching bolts. Remove parking, headlamp, and radio antenna lead in wire. Remove grille panel-to-fender attaching bolts. Remove upper and lower splash shield and fender chrome moulding. **On New Yorker and Imperial Models, remove lower chrome bar on fender.** Remove fender-to-body, front and rear splash shields, grille panel, and fender yoke attaching bolts. From inside passenger compartment, remove fender-to-cowl quarter attaching bolts. Disconnect radio antenna (if so equipped) and remove fender.

b. Installation

When installing fender, do not scratch dash panel and other finish. **Fender must be assembled to dash body attaching stud. Hang fender loosely in position until cowl and splash shield seals are properly lined up with fender and cowl before starting and tightening attaching bolts.** The fender should be assembled in position and lined up with hood and grille panel before headlight is installed. Check hood and fender alignment.

28. REMOVAL AND INSTALLATION OF FENDER SPLASH SHIELD (ALL MODELS)

Refer to Figure 63 and disengage splash shield

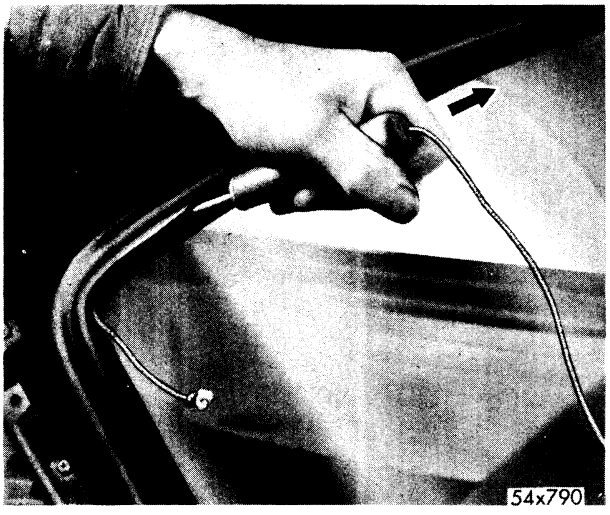


Fig. 61—Installing Pull Cord (Upper)

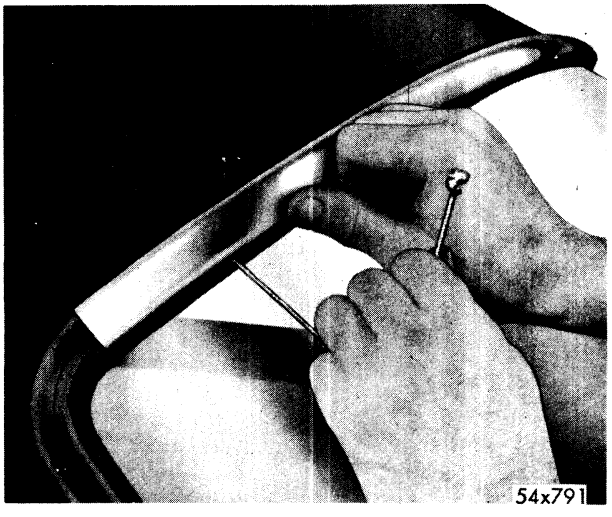


Fig. 63—Installing Upper Moulding

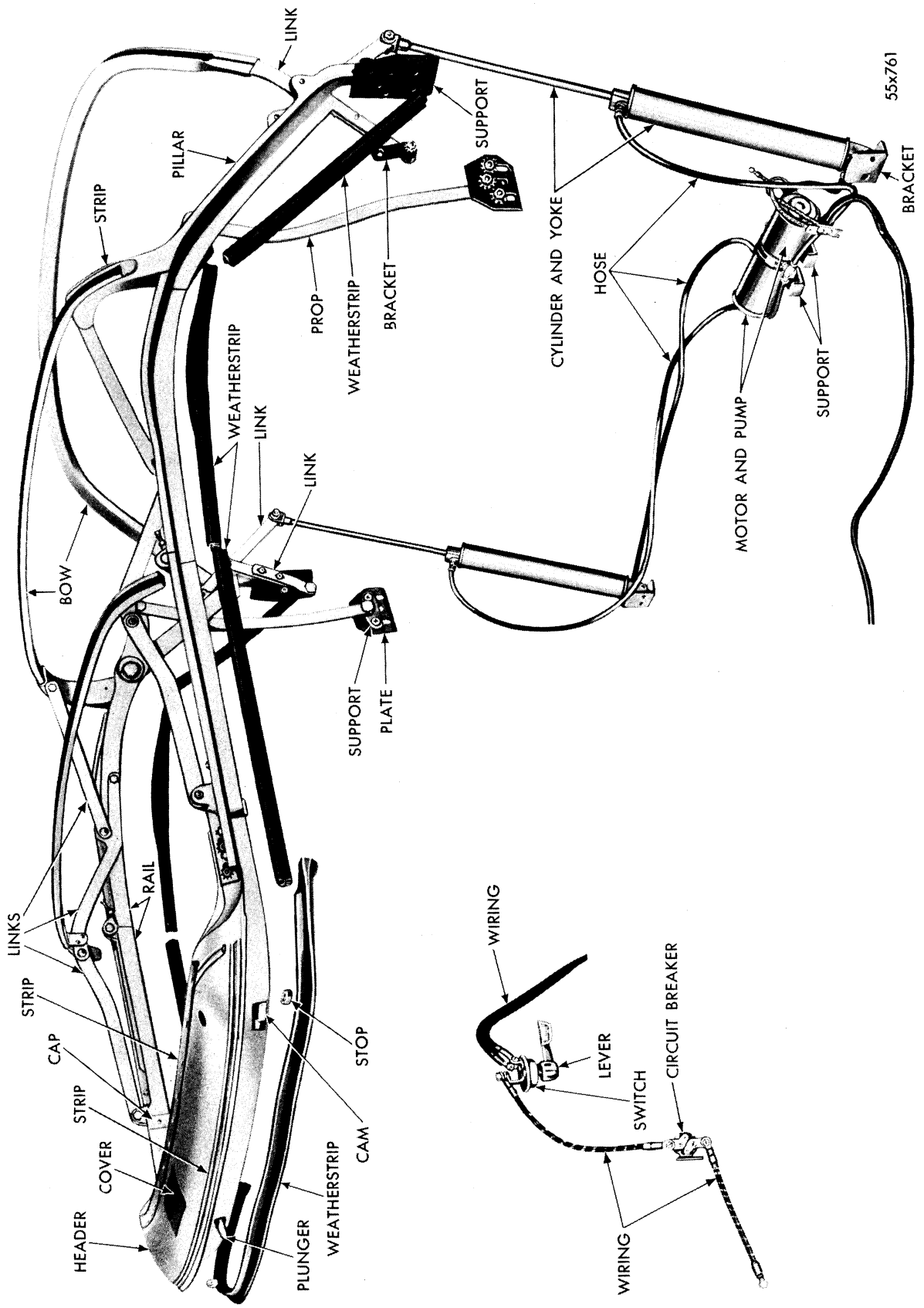


Fig. 67—Convertible Top Assembly

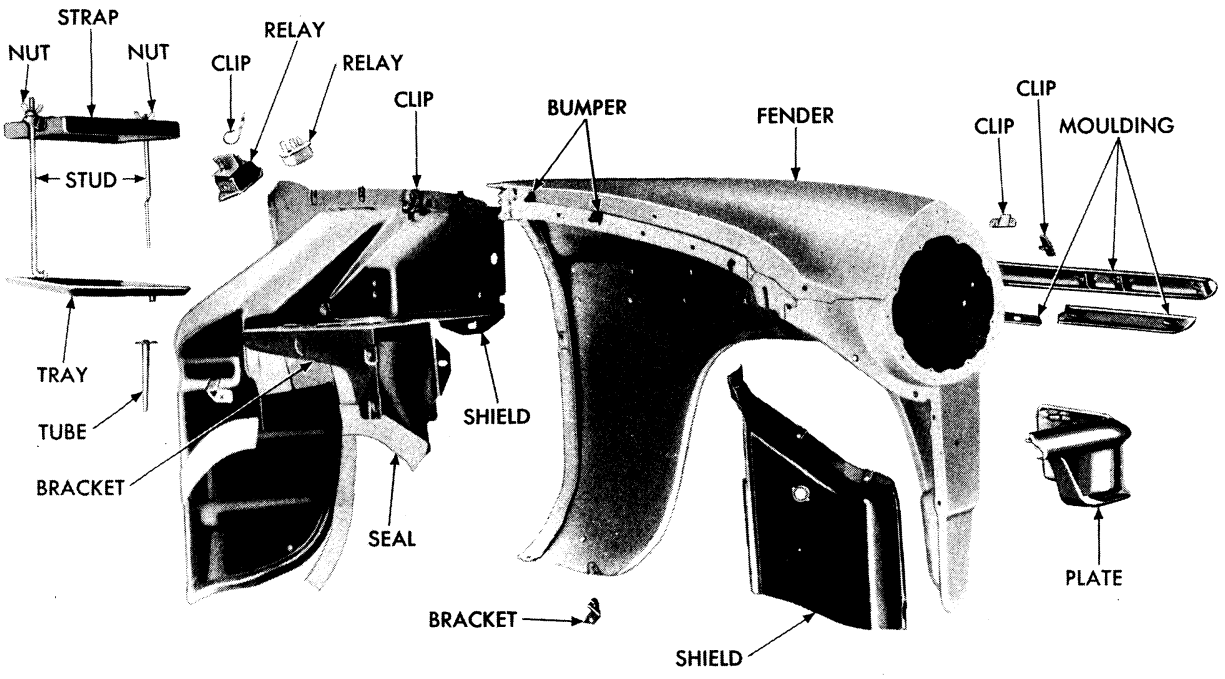


Fig. 64—Front Fender Assembly (Disassembled View)

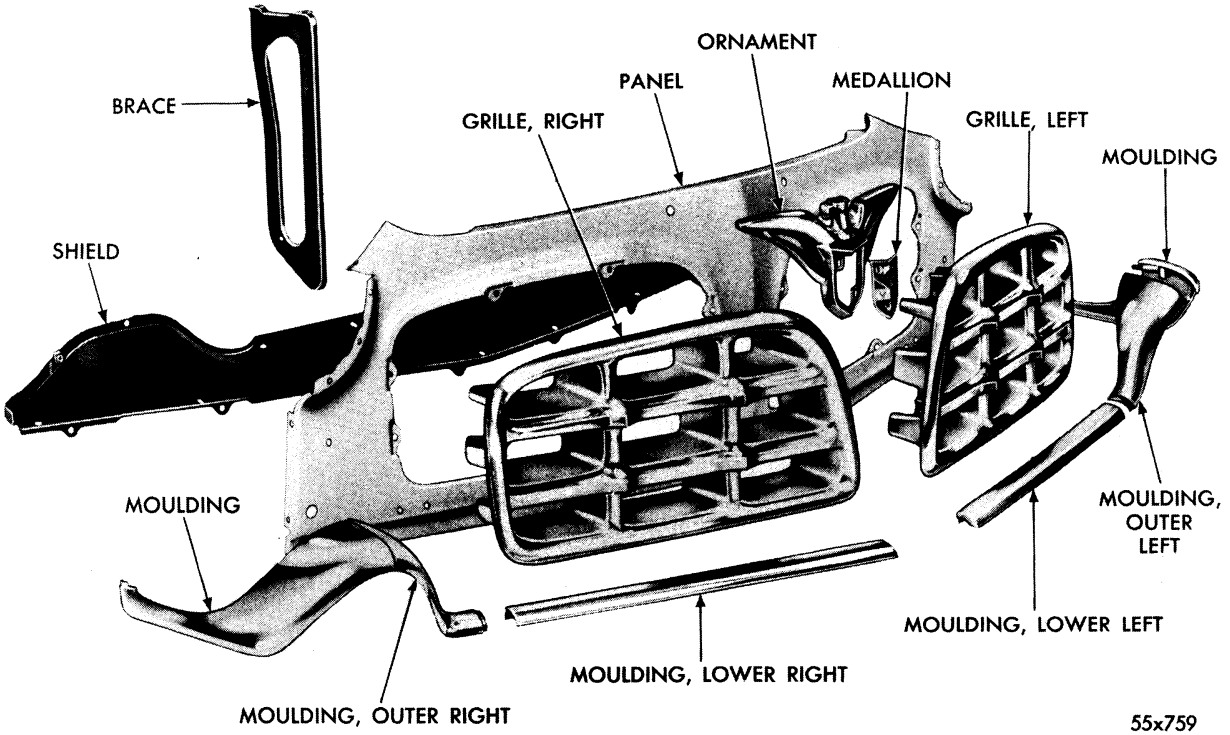
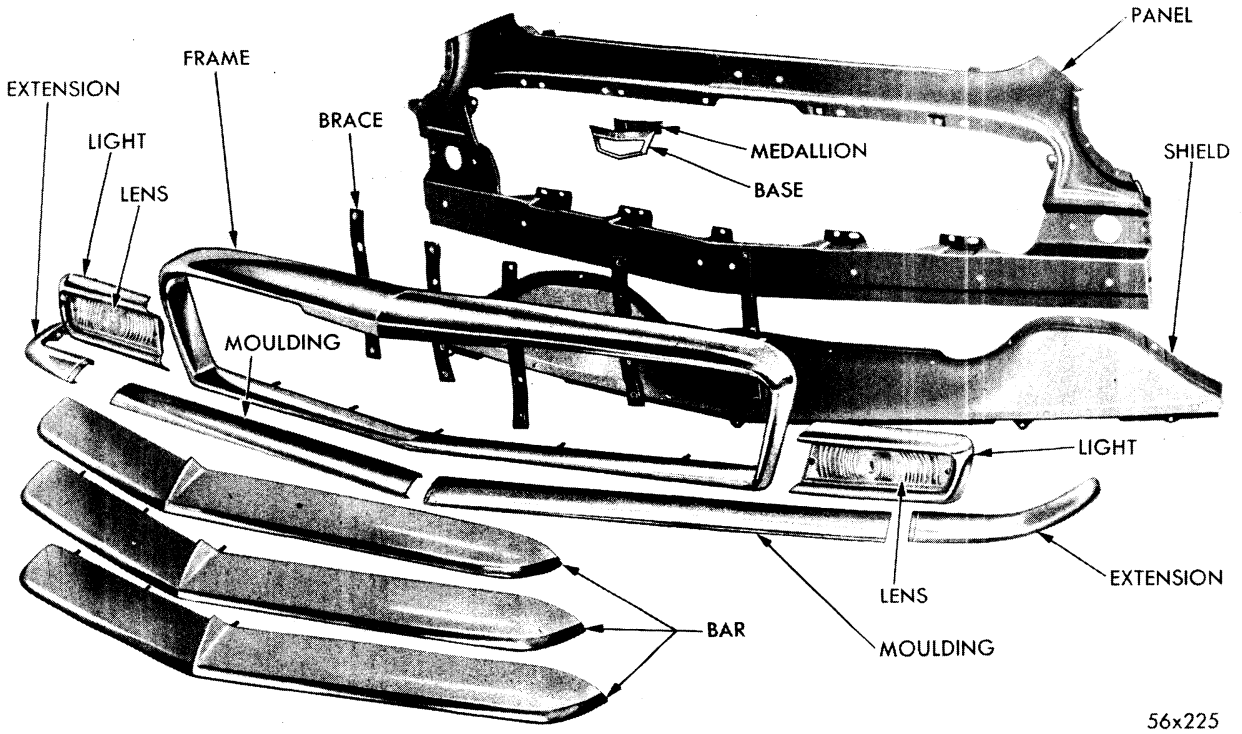


Fig. 65—Radiator Grille Assembly



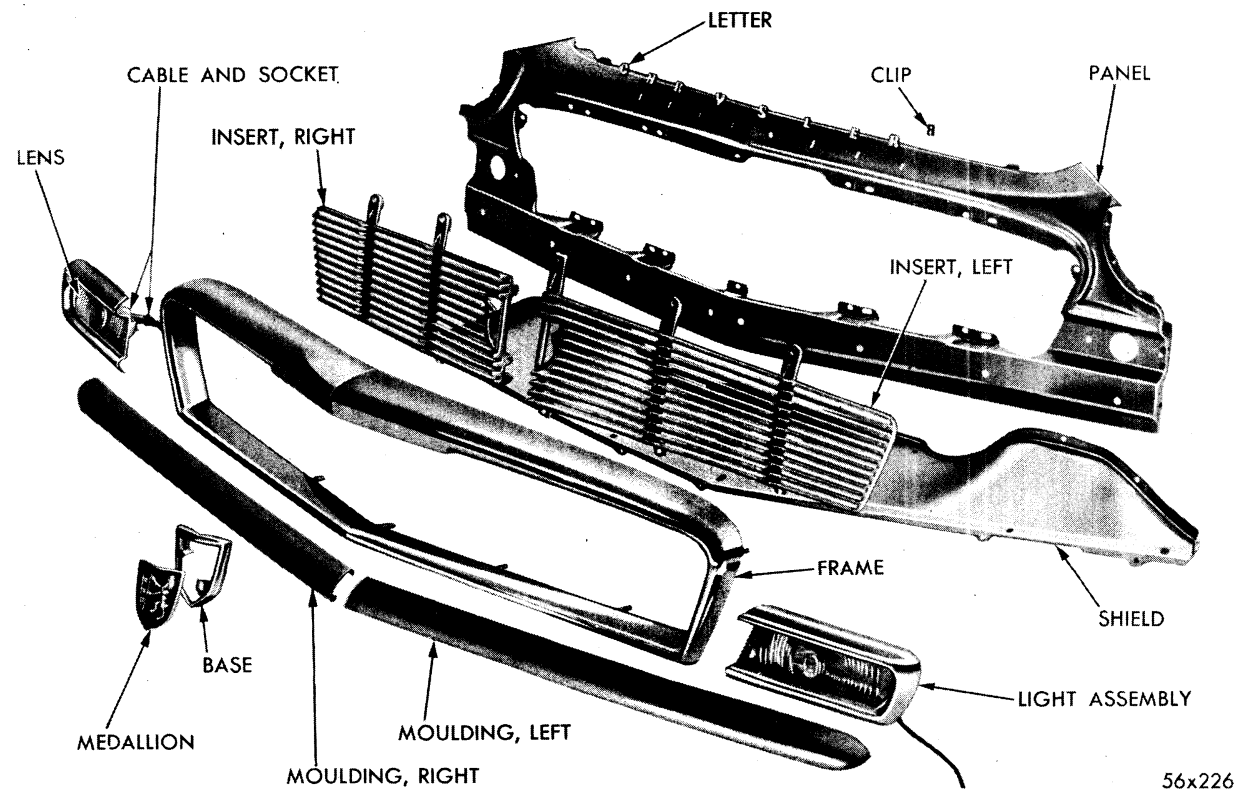


Fig. 66—Radiator Grille Assembly

at rear lower fender bracket, radiator support, and fender. If removing left-hand splash shield, remove battery, unclip the wire harness and remove lead wires that connect starting motor solenoid. Disengage splash shield support bracket at radiator support and remove bracket. Remove fender-to-cowl and rear splash shield attaching bolts, lift rear of fender slightly, and pull shield approximately 6 inches away from body. Support fender in this position, and pull splash shield out at rear, pushing down and back and sliding out from under car.

To install splash shield, slide it under car and up into position. Install attaching bolts, but do not tighten. Push fender back toward body, lift shield slightly, and slide shield into position. Install attaching bolts and screws, but do not tighten. Check hood-to-fender alignment and tighten all attaching bolts, nuts and screws securely. Install and connect the battery, clip wire harness to shield, and install lead wires to starting motor solenoid (if left-hand splash shield was removed).

29. REMOVAL AND INSTALLATION OF RADIATOR GRILLE (ALL MODELS)

The radiator grilles are assembled as separate units within grille panel and can be removed separately without interfering with other components. Remove grille-to-grille panel attaching bolts and remove grille. Refer to Figures 64 and 65 and proceed as follows: Remove lower half hook lock assembly and brace. Remove head and parking lamp terminals from terminal block. Remove both head and parking lamps. Remove grille moulding and extensions; loosen front fender to radiator yoke bolt. Remove panel-to-fender and splash shield attaching bolts. Disengage outer panel and pull panel out and away from fender openings. If installation necessitates removal of lower stone deflector, remove front bumper and remove attaching nuts and bolts and remove stone deflector.

When installing outer grille panel, leave radiator yoke-to-fender and fender-to-splash shield loose until proper hood alignment is obtained.

CONVERTIBLE COUPE TOP

30. OPERATING THE CONVERTIBLE COUPE TOP

The switch lever, to lower and raise the top of Convertible Coupe, is located on left side of instrument panel. **To lower top,** unlock top by turning lever at the center of header panel over windshield to left. This will release top. **Never lower top when it is wet.**

Unzip rear curtain at sides and top and lay it neatly on floor of top well. Move top control lever to left and hold in this position until top is completely lowered into well. The top cover should be placed in the top cover bag and stored in luggage compartment. **Never store top cover in top well compartment.**

WARNING

Never attempt to raise or lower the top while the car is in motion. It is advisable to raise and lower the top at least once a month to keep the top operating mechanism in working condition.

To raise top, remove well compartment cover, move top control switch to right, and hold it in this position until top is completely raised. Install rear curtain and engage zipper. Pull top down firmly on top header and turn locking handle clockwise to lock top securely in position. **The locking handle should be placed all the way to second detent to completely lock windshield header in place.**

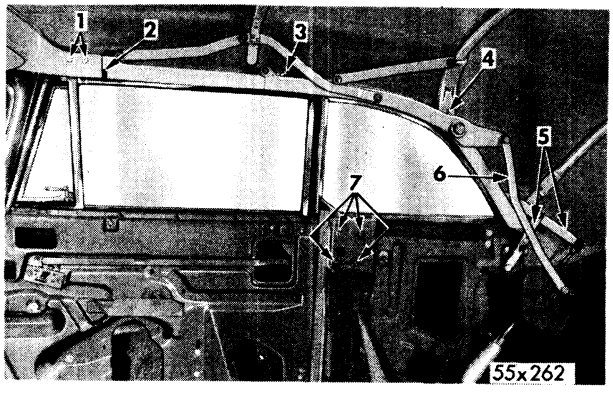


Fig. 68—Convertible Top Adjustments

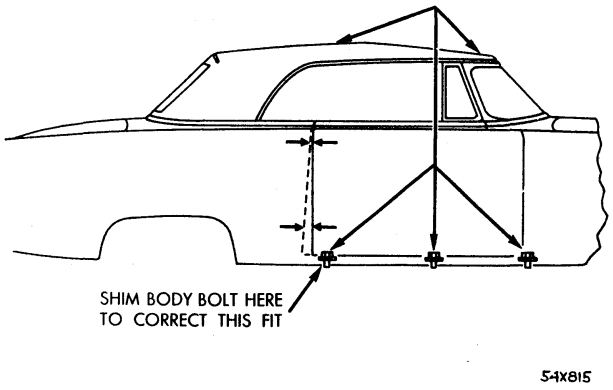


Fig. 69—Shimming Body (Typical View)

31. ADJUSTING THE TOP

There are six adjustments on each side of roof rail to control alignment of top with the windshield header, doors, roof rail, and quarter windows. Refer to Figures 67 and 68, and proceed as follows:

a. Body Adjustment

Before making any adjustments of top header panel, roof side rails, or power links, tighten body bolts to 18 foot-pounds torque. **Shimming body to obtain proper top alignment should only be done in extreme cases where there is doubt as to proper frame-to-body alignment. If body must be shimmed, refer to Figure 69 for correct body shimming methods.**

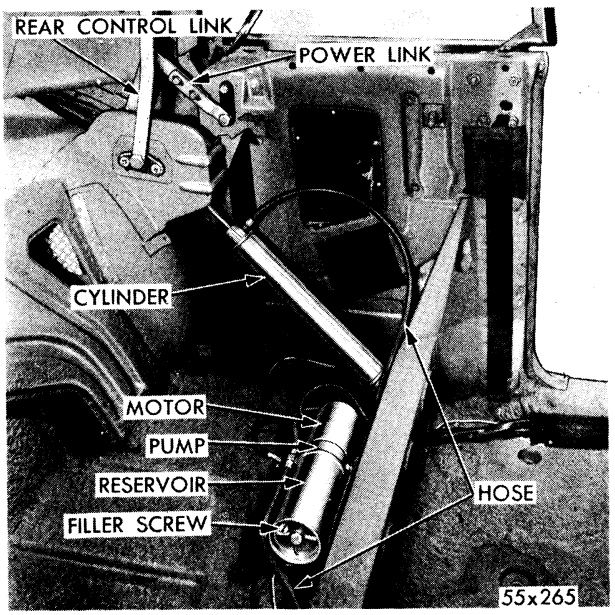


Fig. 70—Hydraulic Top Folding Mechanism

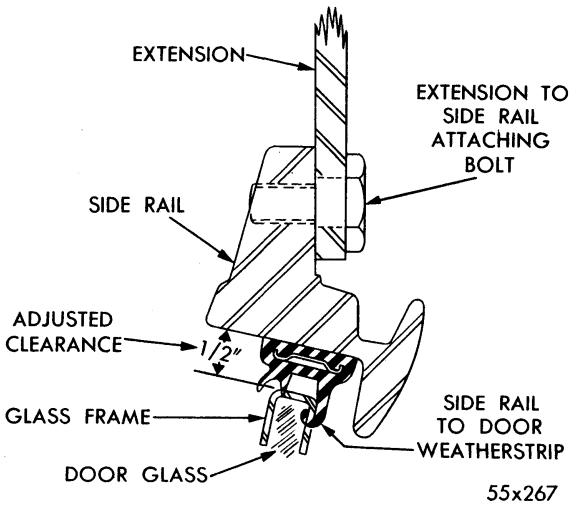


Fig. 71—Convertible Side Rail Weatherstrip

CAUTION

To avoid stripping adjusting screw threads, loosen Allen set screws locking the adjusting screws in hinge and rail brackets (Fig. 68) before attempting to adjust locking screws.

b. Power Link Adjustment

With top and all door and quarter window glasses in raised position, carefully inspect door and quarter window glasses for correct fit at side rail and vertical seals. Adjustment for proper alignment of quarter window glass-to-roof rail weatherstrip is made at the power link adjustment (Fig. 70) with top in partially raised position. Refer to Figure 71 for door glass-to-roof rail weatherstrip clearance. To decrease or increase clearance between quarter window glass and roof rail weatherstrip, loosen power link adjustment bolts (Figure 70) and

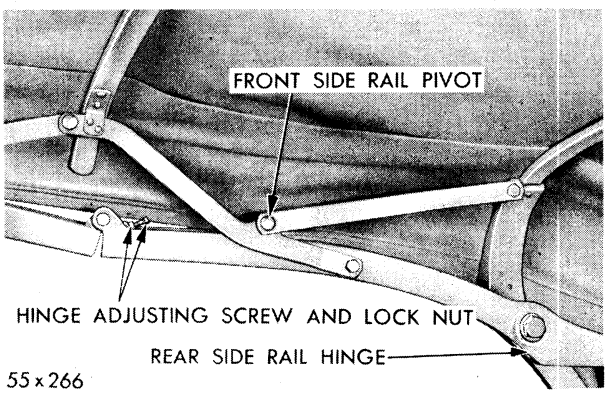


Fig. 72—Convertible Top Side Rail Adjustment

spread or shorten link as case may require, to obtain the desired clearance.

c. Roof Side Rail Alignment

The adjustment of center side rail and header panel to windshield locking plunger cam and stops is controlled by the rear control link which is fastened to the quarter panel compartment (Fig. 70). Also affecting the side rail weatherstrip sealing at top of door glasses are front side rail hinge adjusting screws and rear side rail hinge adjusting screws, as shown in Figure 72.

If front side rail joints are fully open when top is fully raised, turn front side rail hinge adjusting screws counter-clockwise until joints are closed. If after making this adjustment, the clearance between door glass and side rail is increased or decreased, adjust the center rail adjusting screw to obtain the desired clearance.

Leveling of top can be accomplished by lowering or raising the rear control link bracket. When adjusting the rear control link, care should be taken to adjust both sides equally to maintain parallelism between header panel and windshield frame, and also to maintain lateral alignment of header panel stops in relation to windshield plunger. Before making this adjustment, loosen top header at windshield to remove tension from linkage.

d. Top Header Panel Adjustment

If the header panel does not close easily on locking stops, loosen the header panel-to-side rail screws and shift header panel forward or backward as required. If this is not possible, it will be necessary to adjust the power link to obtain the desired clearance. (See Fig. 70.)

32. SERVICING THE TOP FOLDING MECHANISM

The electric-hydraulic top folding mechanism consists of two cylinders, a piping system, an electric motor, a pump and reservoir assembly, and a double-throw rotary switch. The wiring and motor are protected by a separate circuit breaker, as shown in Figure 73.

The pump is a two-direction, reversing motor type and is connected to the cylinders by flexible lines and tubing. A valve and port assembly in the reservoir directs flow of fluid in system. The motor, pump, and reservoir assem-

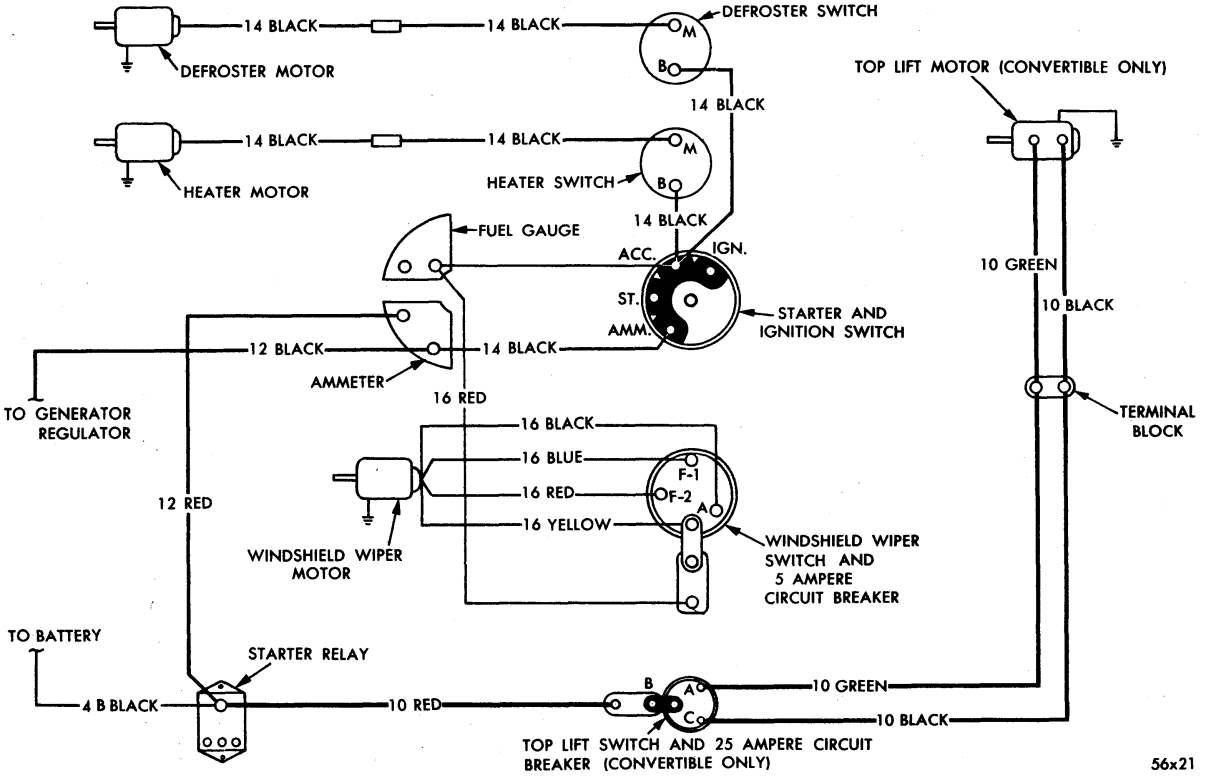


Fig. 73—Windshield Wiper, Heater and Top Lift Circuit Wiring Diagram

bly can be replaced as a unit, or electric motor can be replaced separately. The cylinders are sealed units and must be replaced as assemblies. If difficulty is encountered in raising or lowering the top with motor running, with sufficient fluid in the reservoir, and with pivot points operating freely without binding, the cause is probably improper linkage alignment and adjustment.

33. CHECKING FLUID LEVEL IN RESERVOIR

Insufficient fluid in system may cause top to raise slowly or cause noise in the pump and motor during operation. Check fluid level in reservoir. If low, check for a leak due to broken line or loose connection. Replace line or tighten connection as necessary. Fill reservoir until fluid runs out of filler hole. Use MOPAR Heavy Duty Brake Fluid.

After filling reservoir, raise and lower top several times to force out air that may be trapped in system. Always check fluid level when top is lowered.

34. TOP WILL NOT RAISE OR LOWER

Disconnect starter relay-to-control switch wire (black and red) at control switch. Hook one wire of a test lamp to a good ground and the other wire of test lamp to disconnected terminal of wire at control switch end. The test lamp should light. If test lamp does not light, test on each side of circuit breaker, and replace faulty wire or circuit breaker, as necessary.

35. TESTING THE TOP CONTROL SWITCH

Disconnect the black wire at top control switch and hold it firmly against black and red wire terminal on control switch. The top (if raised) should start to lower. Repeat this test with green wire. The top (in lowered position) should start to rise. If top operates during these tests, but fails to operate when control switch lever is moved to right or left, the switch is at fault and should be replaced. If top fails to operate during these tests, follow procedure outlined in next paragraph.

36. TESTING WIRES BETWEEN CONTROL SWITCH AND PUMP MOTOR

This test can be made from the luggage compartment. Check pump motor ground wire (black wire between pump motor and ground) to make certain it has a good, clean ground connection. Hook one wire of test lamp to black wire terminal on pump motor and ground the other wire of test lamp. Move top control lever to right. The test lamp should light. If test lamp does not light, the black wire between pump motor and control switch is defective and should be replaced. Repeat this test at green wire terminal, moving top control lever to left. The test lamp should light. If test lamp does not light, the green wire from control switch to pump motor is at fault and should be replaced. If test lamp lights in both cases, but the pump motor fails to operate, replace the pump motor.

37. REAR WINDOW (CONVERTIBLE COUPE)

The rear window is made from flexible vinyl plastic material and special attention should be given to cleaning and storage of window. To clean window, rinse with cold water spray to remove grit and dirt. Lather the surface with suds of a mild soap such as Castile, using the palm of hand. Rinse thoroughly and allow to air dry. **Do not use towel, sponge, or chamois to apply suds or to dry the window. Otherwise, the surface may become scratched.** If this procedure does not clean the window thoroughly, a solution of 40 per cent rubbing alcohol and 60 per cent clean water should be used. Apply with palm of hand and rub surface of window with circular motion. Use solution generously.

38. CARE OF THE TOP

The worn fabric top material can be waterproofed with Windshield Rubber Sealer, Part Number 1316220. Clean top thoroughly before applying sealer. Remove spots with an art gum eraser and brush off dust and road dirt with a whisk broom. Using a sponge or brush, wash top thoroughly with warm water and mild soap. Scrub top with soap suds, starting in center and gradually working toward edges. When top is clean, wipe off excess suds with a clean, wet cloth. Allow top to dry and apply sealer evenly with a brush.

Before lowering top, make sure the fabric is completely dry. Dampness may cause formation of mildew and damage to the fabric will result.

SERVICING THE TOWN AND COUNTRY WAGON

For information relative to servicing of the Town and Country Wagon engine, transmission and axle components other than the tail gate, rear quarter panel and windows, refer to the Section covering these items in this Manual. To service the tail gate and rear quarter window, refer to Figure 74 and proceed as follows:

SERVICE PROCEDURES

39. TAIL GATE

a. Removal

Lower the rear window glass, unlock and open the tail gate part way. Disengage tail gate assist springs, lower the tail gate to fully opened position, and remove the prop brackets from tail gate. Close tail gate, remove hinges, and remove the tail gate.

b. Installation

To install, place tail gate in closed position on body. Install hinges and screws, but do not tighten securely. Open tail gate part-way and engage the assist springs. Lower tail gate to fully opened position and install the tail gate prop brackets. Align and adjust position of tail gate in body opening. Refer to c below. After tail gate is adjusted in opening, tighten hinge screws securely.

c. Alignment of Tail Gate

The adjustments provided for proper alignment of tail gate with body opening follow: The prop brackets on inside of body are provided with enlarged bolt holes so that the brackets can be moved fore and aft. Enlarged holes in tail gate hinges and movable tapped back-up hinge plates in the tail gate panel provides for up-and-down and side-to-side adjustment of tail gate, also,

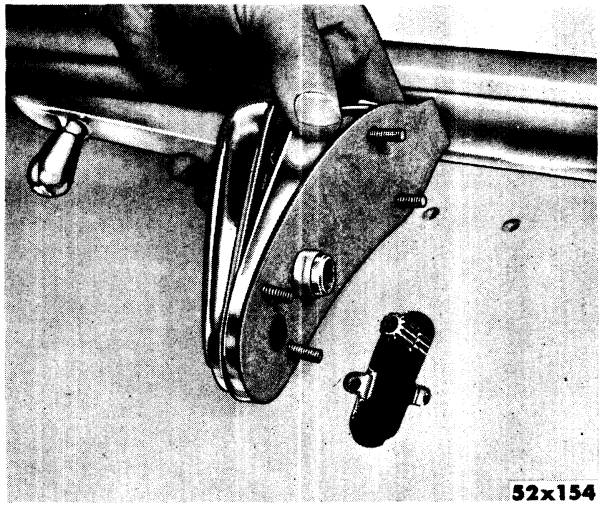


Fig. 75—Removal and Installation of Tail Gate Regulator Handle

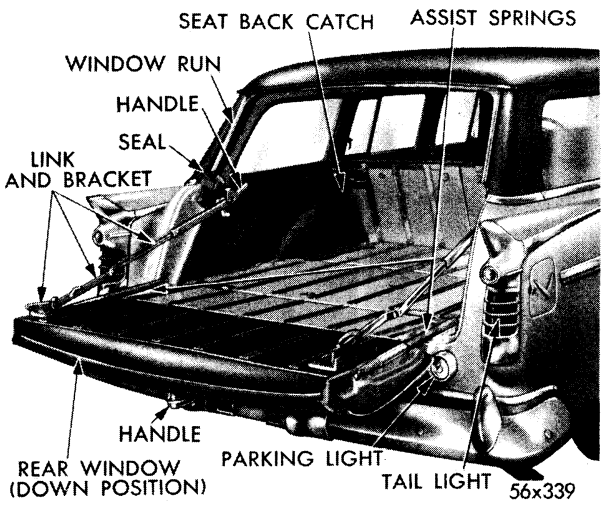


Fig. 74—Tail Gate in Lowered Position

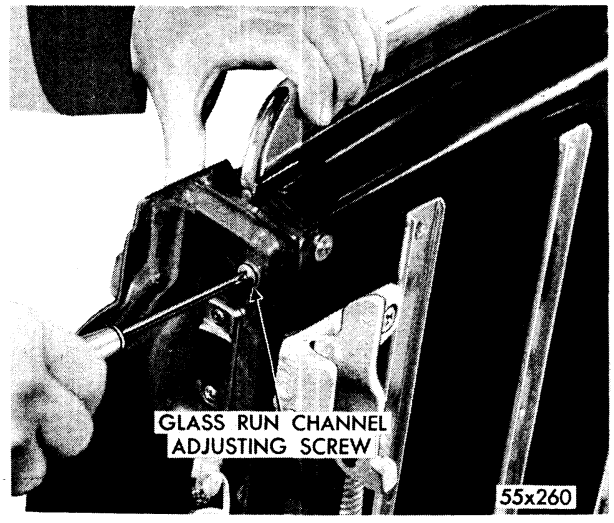


Fig. 76—Adjusting Glass Run Channel

the lower tail gate hinges can be shimmed, if necessary, to align tail gate with body.

40. REMOVAL OF TAIL GATE REGULATOR HANDLE

(Refer to Fig. 75). Lower rear window glass. Remove regulator handle attaching screws, lower tail gate to open position and reverse regulator handle.

41. REMOVAL OF TAIL GATE GLASS RUN CHANNELS

(Refer to Fig. 76). Lower rear window glass, unlock tail gate, and pull down tail gate to the fully opened position. Remove tail gate prop brackets and inner panel, close tail gate halfway, and remove tail gate assist spring. Remove retainer washer from each window regulator arm, as shown in Figure 77. Raise glass to facilitate removal, remove regulator arm lock retainer slip control arms from glass panel slots and remove glass. (Refer to Fig. 78). Remove attaching screws from lower glass run channel. Tail gate upper glass run channel screws located in the upper corners of tail gate are also used to adjust channel and glass assembly, in or out, to align the glass with upper glass run channel, as shown in Figure 77. To remove tail gate upper glass run channel remove tail gate inside garnish moulding. Remove glass run channel attaching screws and remove glass run channel.

42. INSTALLATION OF TAIL GATE LOWER GLASS RUN CHANNEL, REAR WINDOW REGULATOR, AND REAR WINDOW GLASS

(Refer to Fig. 78). Install lower glass run channel and tighten screws securely. Install rear window regulator and rear window glass. Slip regulator control arms into glass panel slots and install the retaining washers and lower tail gate glass. Install tail gate inner panel, prop brackets, and assist springs. With rear window glass in fully lowered position, close tail gate. Check operation of rear window regulator and fit of rear window glass in upper glass run channel by raising and lowering the rear window glass.

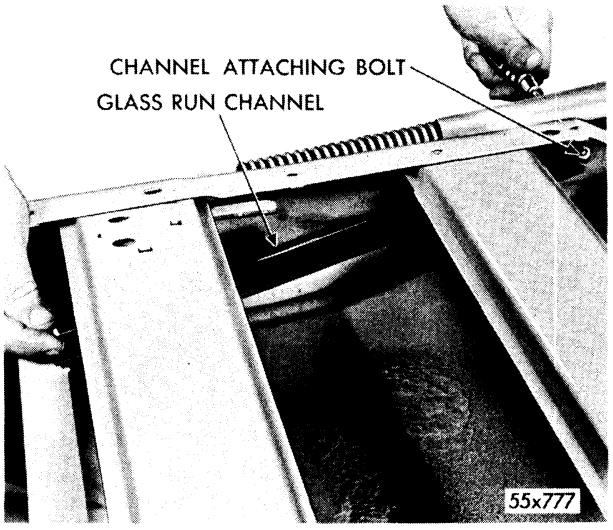


Fig. 78—Removal and Installation of Lower Glass Run Channel

NOTE

Tail gate glass should not bind when glass is raised. If glass binds upper and lower glass run channel should be aligned. An adjusting screw is located in each of the upper corners

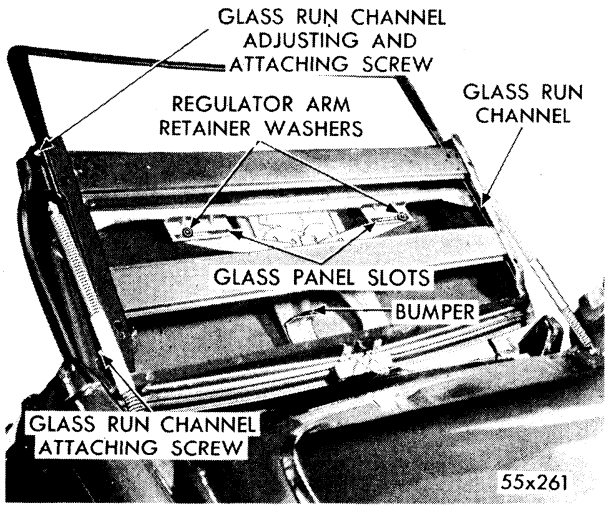


Fig. 77—Removal and Installation of Rear Window Glass

Fig. 79—Removing Garnish Moulding

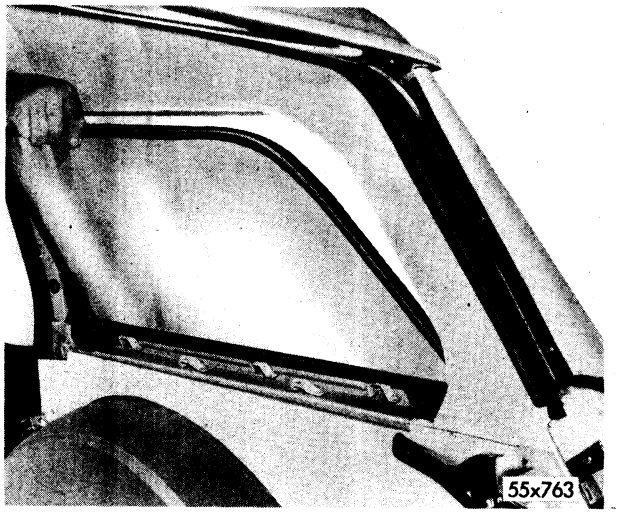


Fig. 80—Removing Rear Quarter Glass

of tail gate. (Refer to Fig. 76.) Adjust the lower glass run channel so that glass will be in alignment with upper glass run channel when tail gate glass is fully raised.

43. REMOVAL AND INSTALLATION OF REAR QUARTER WINDOW

Remove rear quarter window garnish moulding attaching screws. Remove garnish moulding by tilting it out at top and lifting it away from window, as shown in Figure 79. On the outside of Town and Country Wagon, exert pressure on glass and force it out of opening, as shown in Figure 80.

Before installing the rear quarter window glass, remove old sealer from weatherstrip and

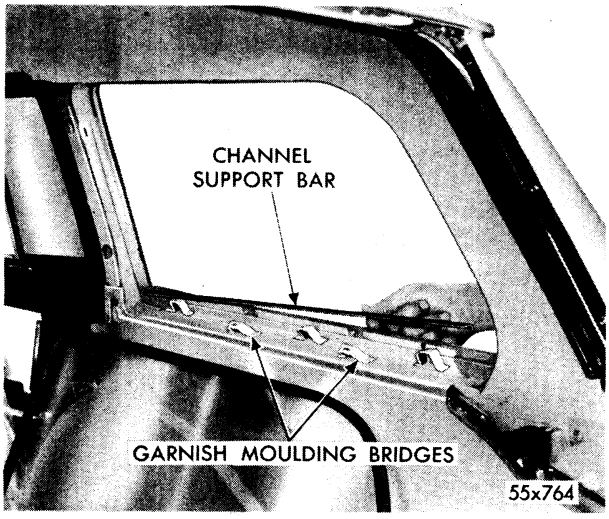


Fig. 81—Installing Glass Channel Support Bar

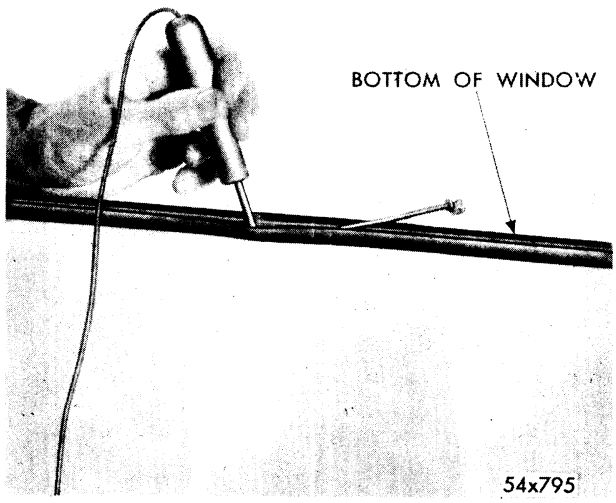


Fig. 82—Installing Pull Cord in Weatherstrip

window frame. Apply a bead of new sealer all around window opening. Install rear quarter window glass channel support bar, as shown in Figure 81. Install glass in the weatherstrip and insert pull cord in sealing lip slot, as shown in Figure 82. The pull cord should be installed so ends of cord are on bottom and outside the vehicle.

Slide window glass and weatherstrip into position in window opening. Press glass firmly to compress the sealing bead. Install garnish moulding and attaching screws. Do not tighten screws. Pull cord and position sealing lip over edge of window reveal, as shown in Figure 83. If pull cord is not available, a wood or fiber wedge can be used to position lip of weather-

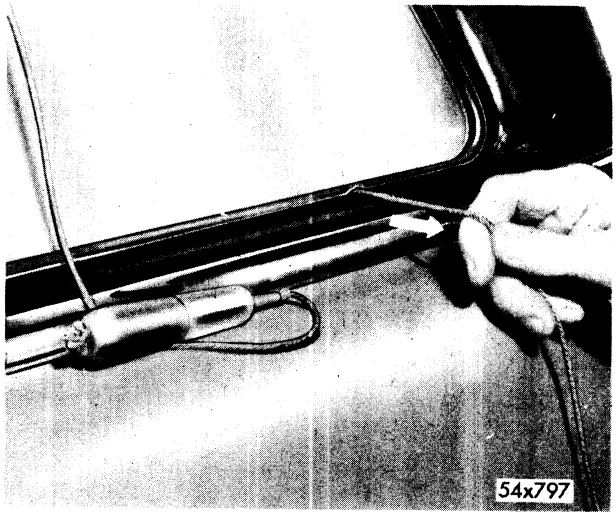


Fig. 83—Removing Pull Cord from Weatherstrip

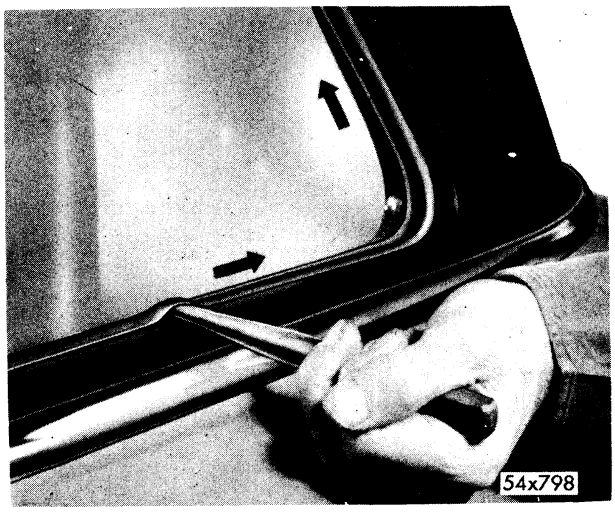


Fig. 84—Positioning Lip of Weatherstrip in with Wedge

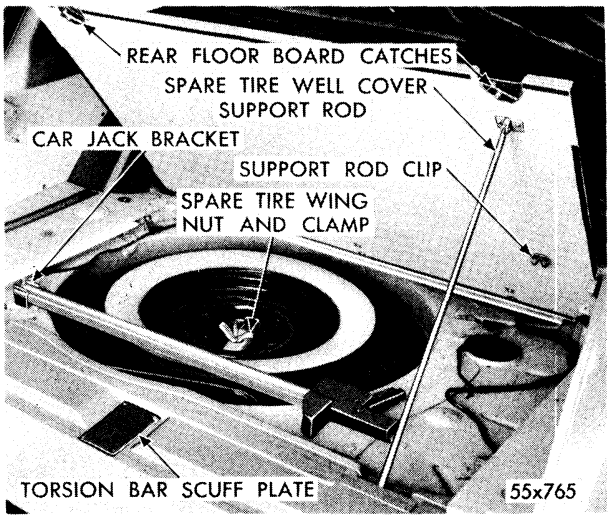


Fig. 85—Town and Country Wagon Rear Compartment

strip, as shown in Figure 84. Tighten garnish moulding attaching screws securely.

44. REMOVAL AND INSTALLATION OF TAIL GATE REGULATOR

The tail gate regulator is bolted to the tail gate stress brackets by attaching bolts. Remove attaching bolts and remove regulator. The attaching bolt holes are elongated for proper aligning of regulator in relation to glass travel.

When installing regulator, care should be taken to see that regulator is installed to permit total travel in both directions.

45. REAR COMPARTMENT ADJUSTMENTS

The rear compartment locking clips (Figure 85), spare tire, hold-down wing nut, and clamp should be properly positioned and tightened at all times. The compartment prop rod and car jack should also be placed in position so as to avoid squeak and rattle.

MAINTENANCE

46. HEADLINING

a. Removal

To remove the headlining on all models, except Convertible Coupe and Station Wagon, remove dome light assembly, rear seat cushion, sun visors, and side and upper windshield garnish mouldings. On Special Club Coupe, remove "flipper" quarter window weatherstrip retainer and roof rail cover. Remove quarter glass garnish moulding and front pillar and roof side rail weatherstrip. On New Yorker and Imperial Models remove rear window glass and garnish moulding. On Windsor Models remove rear window glass and pull headlining out at top and down sides of window opening, as shown in Figure 86.

Pull headlining from under the rear package shelf and away from rear quarter panel and wheel housing. With screwdriver, pry head-

Fig. 86—Removing Headlining

Fig. 87—Removing Headlining with Stiff Wire

lining retainer strip (four-door sedan models only) away from roof rail above doors. Insert a piece of stiff wire, about eight inches long, between retainer strip and headlining to lift the headlining off retaining barbs, as shown in Figure 87. Pull headlining off retaining barbs at windshield header.

On all models, retaining brackets hold the rear headlining bow in position at the center. Pull the bow from brackets, spring the bow, and remove the end from holes in roof rail. Two sets of holes are provided in roof rails. Mark set of holes used, as shown in Figure 88. **On Imperial Limousine the front seat partition must be removed when installing headlining.**

Inspect roof pad silencer and cement silencer in place if necessary. **On Special Club Coupe**

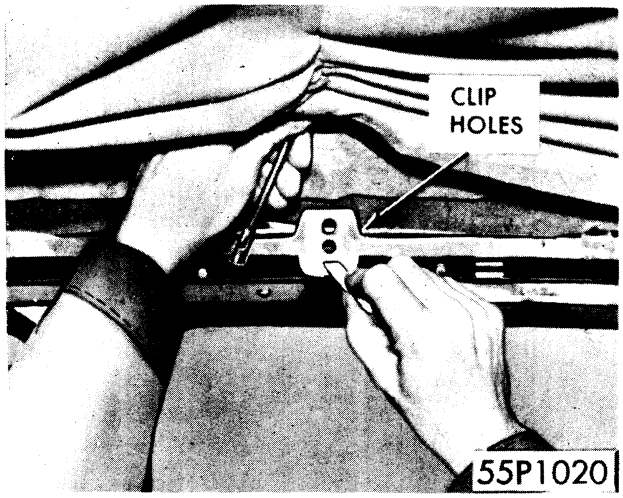


Fig. 88—Marking Holes

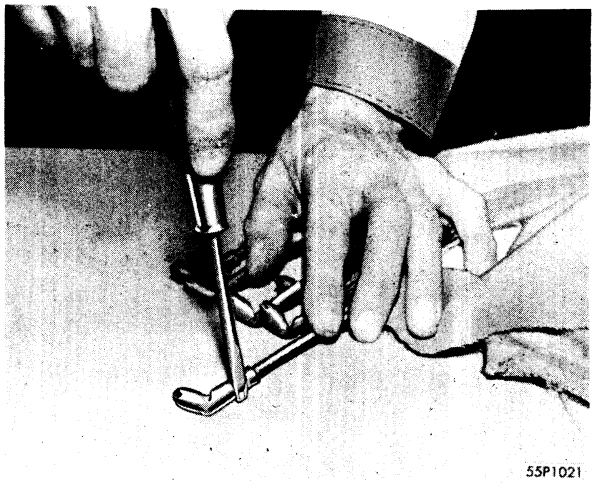


Fig. 89—Bending Locking Tab to Remove Clip from Bow

Models, remove the body front pillar and roof side rail weatherstrip and the drive nails at ends of headlining seams. Use a dull putty knife to separate the headlining from the roof rail. Carefully remove the material from the cemented surfaces on Special Club Coupe.

If new headlining is to be installed, remove the clips from bow ends, as shown in Figure 89, to permit removal of bow from listing. Bend up locking tab of clip and remove clip. Starting at rear of headlining, remove each bow from the old listing and install bow in position in new headlining. This will assure correct installation of bows. Before installing bows in new headlining, trim excess listing even with edges of headlining, as shown in Figure 90. Notch headlining at front and rear ends by making small V-shaped cuts to indicate the center of material, as shown in Figure 91. Use these

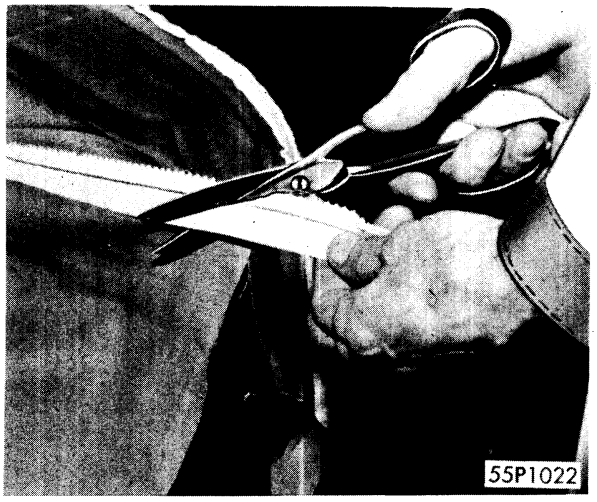


Fig. 90—Trimming Excess Listings even with Edges of Headlining

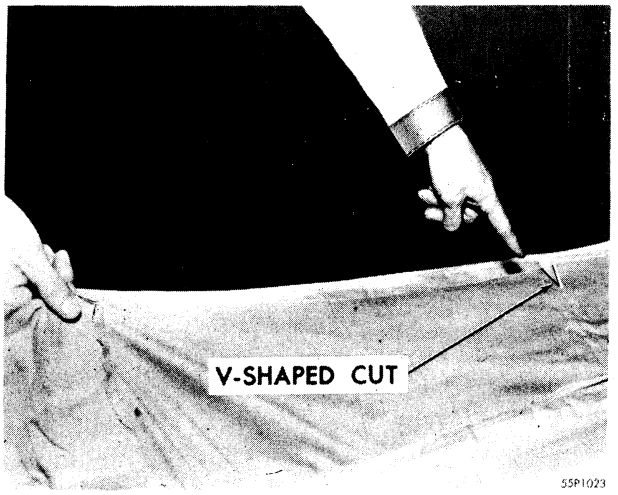


Fig. 91—Marking Headlining with Small V-Shaped Cuts

Fig. 93—Trimming Excess Material from Windcord

marks as guides to properly center the headlining.

b. Installation

Begin headlining installation at rear of car. Install rear bow in holes previously marked in roof rail. (On Crown Imperial and Limousine install on end of bows.) Cut small hole in middle of listing for rear headlining bow support clip, as shown in Figure 92. This will prevent headlining from wrinkling. Bend the retainer clip around the rear bow.

Install the remaining bow, stretching headlining evenly so that approximately the same amount of material hangs down at both sides. Apply cement to windshield header bar. On Crown Imperial and Limousine, cement to quarter panel and tack listings and seams to quarter panel opening. When cement is tacky, stretch headlining forward and over the cemented area end onto the barbs on windshield header. Make sure the first seam of headlining is straight. In most cases, the listing is longer than necessary. Cut the material at ends to prevent wrinkling at the seams when it is tucked or cemented in place. Cut listing from end up to clip. Do not cut listing too far up the bow. Otherwise, the headlining will not fit properly. After listings are cut, start at front and trim headlining so that only ½ to 1 inch of material hangs down below door windcord on all models, except Special Club Coupe (Fig. 93).

Tuck in first and second seams between roof side rail and retainer with a dull putty knife, as shown in Figure 94. Tuck remaining material in place. When one man is performing the

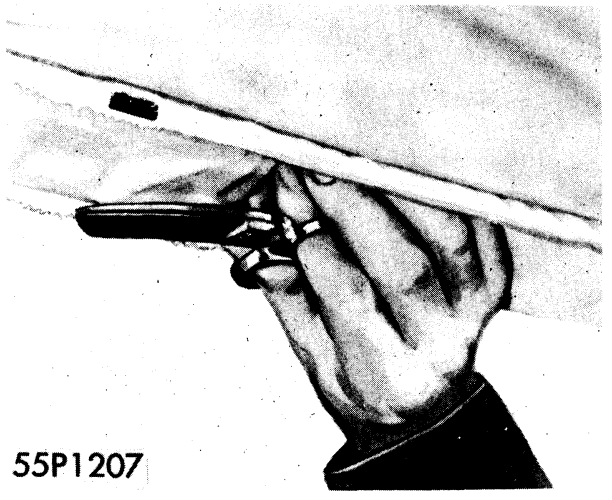


Fig. 92—Cutting Holes in listing for Support Clip

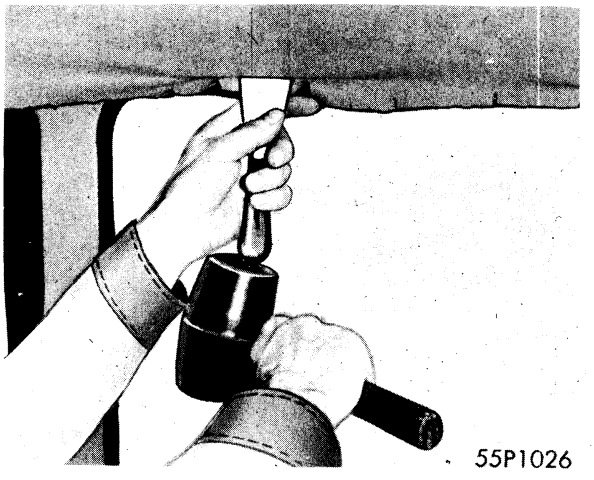


Fig. 94—Tucking Headlining between Roof Rail and Retainer

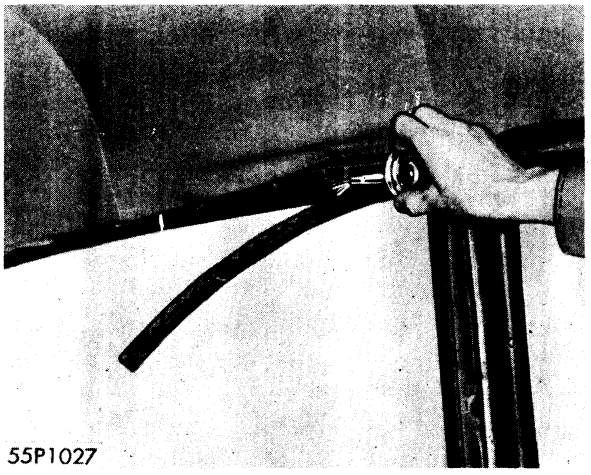


Fig. 95—Cementing Material to Underside of Side Rails at Quarter Window

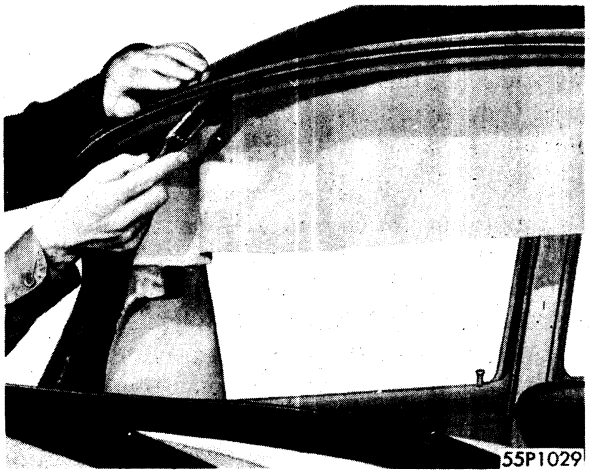


Fig. 97—Applying Cement to Rear Window Opening (Typical View)

installation, work alternately from one side to other and complete one section at a time. Make certain that seams are straight. Keep material free from wrinkles until all of headlining is tucked in place between roof rail and retainer.

On Special Club Coupe Models, apply cement to the outside surface of roof rail, as shown in Figure 95. Press headlining into position after cement is tacky. Make sure material is free from wrinkles. To prevent headlining from pulling loose, use drive nails to fasten material at seams to outside surface of rail, as shown in Figure 96.

To secure headlining at rear windows (all models except Town and Country Wagon), apply a light coating of cement to surface of opening, (see Fig. 97). Use cement sparingly.

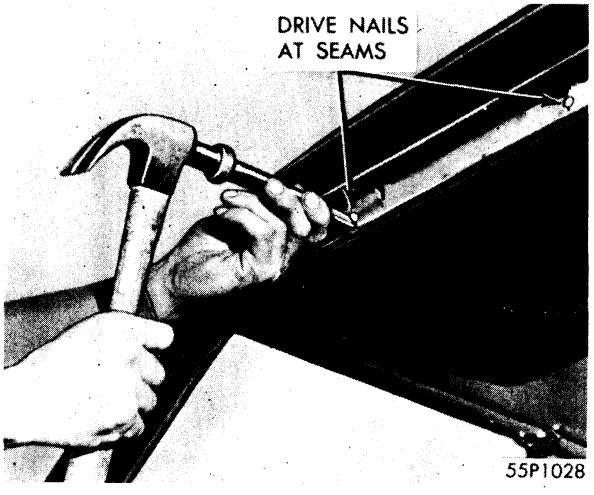


Fig. 96—Securing Material to Side Rails on Special Club Coups

While allowing cement to become tacky, apply cement at quarter panel where material is to be cemented. Starting at center, press headlining onto cemented surface, as shown in Figure 98. Install the material across top and to a point about six inches from lower corners of windows. Press material in place at quarter panel.

Install remaining portion of headlining at rear window and work out wrinkles. Tuck in remaining portion at forward edge of quarter panel. Locate center of dome light bracket. Cut a small hole in headlining at this point and pull wires through opening. Install wires to housing, apply a small amount of cement to inner edge of dome light bracket and install dome light. Install rear window, rear seat cushion, visors, dome light, windshield mouldings, and garnish moulding lights.

Fig. 98—Pressing Haterial onto Cemented Surfaces

47. CLEANING OF INTERIOR UPHOLSTERY

The interior and exterior of body should be frequently cleaned during life of car to guard against deterioration. Frequent washing and polishing of body exterior and chrome parts will protect the finish.

Most stains can be removed quite easily from fabrics while they are fresh and have not hardened and set into the fabric. An exception is mud or clay, which should be allowed to dry so that most of it can be brushed off. It is also very helpful, though often not possible, to know the nature of staining matter so that proper solvent may be used. Most common stains can be removed with either a dry cleaning solvent, such as MOPAR Fabric Cleaner or carbon tetrachloride cleaning fluid, or with a water solution containing one-half of 1% of a non-alkaline detergent. Thus, if the nature of staining matter can only be guessed at and a dry cleaning fluid does not remove the stain, it should then be cleaned with a one-half of 1% solution of a detergent in water, or vice-versa. Some of the more common upholstery stains can be removed as follows:

Type of Seat Material	Type of Soil	Cleaners Recommended	Cleaning Procedure
Fabric	Oil, Grease, Tar Trim Cement	MOPAR Fabric Cleaner Part #680183	Wet a piece of clean white cheesecloth with a little cleaning fluid. Wring out excessive solvent. Wipe the fabric with a lifting motion working from the perimeter of the spot toward the center. Repeat the procedure with a clean piece of cheesecloth until spot is removed.
Fabric	Candy, Ice Cream, Soda, Catsup, Mustard	0.5 solution of household detergent in water	Same cleaning procedure as above using recommended cleaner.
Fabric	Dirt	MOPAR Kar Kleen, Part #1643100 and fairly stiff bristled brush.	Dip the brush in a container of Kar Kleen and scrub the entire cushion or seat back. Wipe dry as possible with a turkish towel. Allow to dry over night before sitting on cushion or seat back.
Vinyl and real leather	Oil, Grease, Tar, Trim Cement	MOPAR Fabric Cleaner Part #690183. Household detergent and water.	Wet a piece of clean white cheesecloth with a little solvent cleaning fluid and wring out excess. Rub out the spot. Use a brush on stubborn spots. Go over cleaned area with cheesecloth wetted with solution of household detergent and water. Wipe dry with clean piece of cheesecloth.
Vinyl and real leather	Candy, Ice Cream, Soda, Catsup, Mustard	MOPAR Kar Kleen, Part #1643100	Wet a piece of clean white cheesecloth with the recommended cleaners and rub out spot. Use a brush on stubborn spots, wipe dry with a clean piece of cheesecloth.
Vinyl and real leather	Dirt	MOPAR Kar Kleen, Part #1643100, and a fairly stiff bristled brush.	Dip the brush in a container of the Kar Kleen and scrub the entire cushion or seat back. Wipe dry with a turkish towel or equivalent.

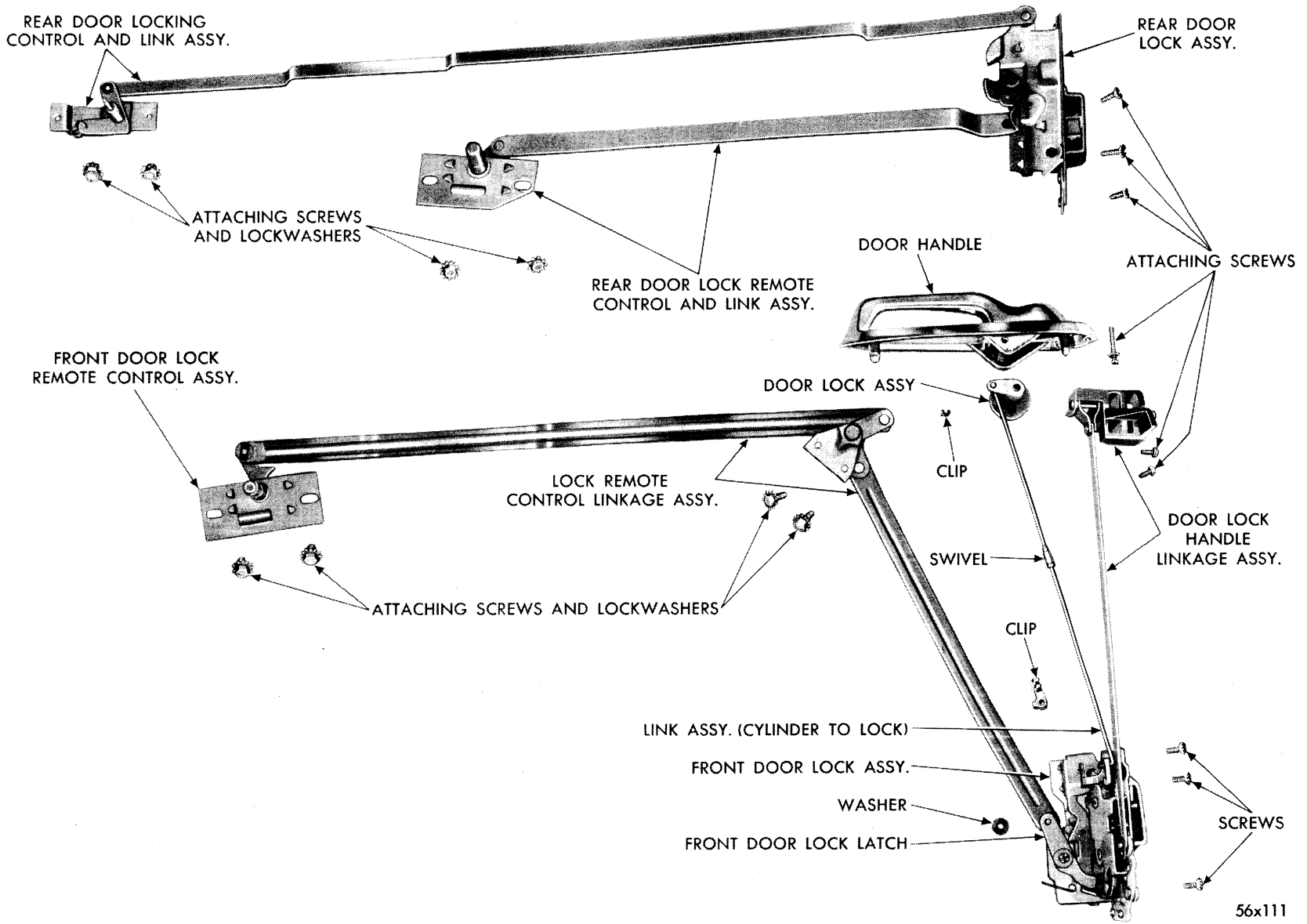


Fig. 99—Removing Door Lock Cylinder (Special Four Door Sedan)

48. PAINT FINISH CONDITIONS

a. Dark Spots Appearing on Paint (Polychromatic)

This condition can be caused by foreign particles that are carried through the air and settle on the flat surfaces of paint.

If any of this foreign substance, containing acid-like particles, is allowed to remain on paint for any length of time, it may result in a spotting condition. This spotting condition is caused by the reaction of such particles with the aluminum, used in all polychromatic paints, causing the aluminum flakes to disappear, leaving the base color. These same acid-like particles can also attach a non-metallic paint, but it will usually result in an etched condition rather than a discoloration.

In view of the foregoing, it is advisable to wash cars frequently to prevent the possibility of such conditions occurring.

b. Foreign Material in Paint

In some instances where minute particles of foreign material have embedded themselves in the horizontal surface of paint, they are quite likely abrasives, such as metal particles, that have been carried through the air. If particles are allowed to remain on paint surface for any length of time in the presence of moisture, a chemical reaction will take place, resulting in metal particles eating into paint surface. Early removal of this material by a thorough washing will prevent this from happening. When above described condition is encountered in the field, it is often mistakenly diagnosed as rust coming up from the metal below the paint.

SPECIAL FOUR DOOR CLUB COUPE SERVICE PROCEDURES

49. REMOVAL AND INSTALLATION OF DOOR LOCK CYLINDER

a. Removal

(Refer to Figure 99.) Remove door hardware and trim panel. Raise door glass and remove clip from bottom of key cylinder locking rod. Slide lock cylinder retaining plate to the rear and remove cylinder and locking rod through cylinder opening in door. Remove clip from locking rod to disconnect cylinder when replacement is necessary.

b. Installation

To install, insert cylinder and locking rod through opening in door. Secure the cylinder in place with retaining plate and install clip on bottom of key cylinder locking rod. The door lock cylinder and door lock must be in the unlocked position when this clip is installed. The new key cylinder has an inswinging shutter seal. A spring-loaded metal leaf seals the key opening internally and swings out of the way when the key is inserted.

50. REMOVAL AND INSTALLATION OF SAFE-LOCK DOOR LATCH

a. Removal

(Refer to Figure 100.) Remove door hardware and trim panel. Remove hairpin clip from stud holding remote control link to door lock, and disconnect link from lock. Remove sheet metal

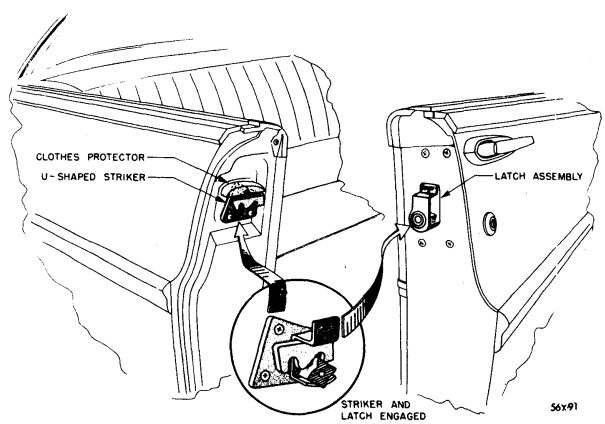


Fig. 100—Safe-Lock Door Latch

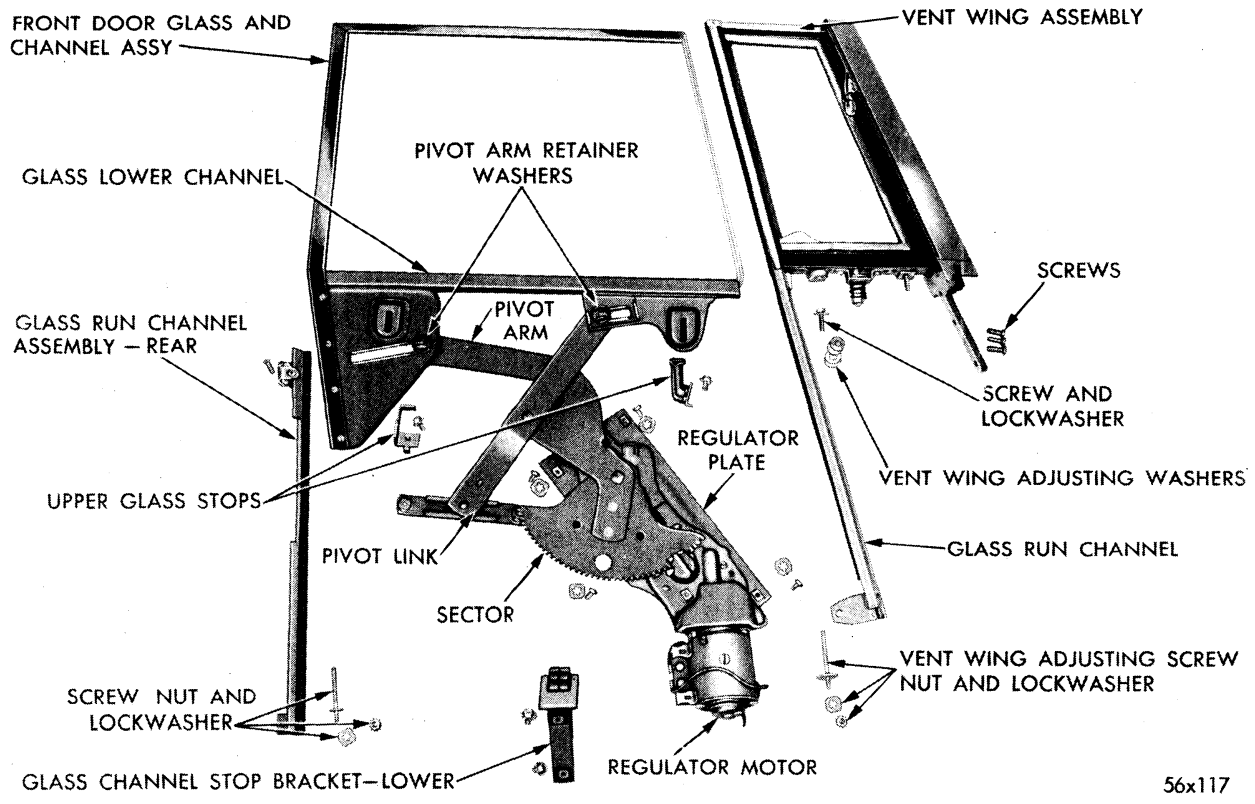


Fig. 101—Front Door Glass Channel and Window Lift Assembly

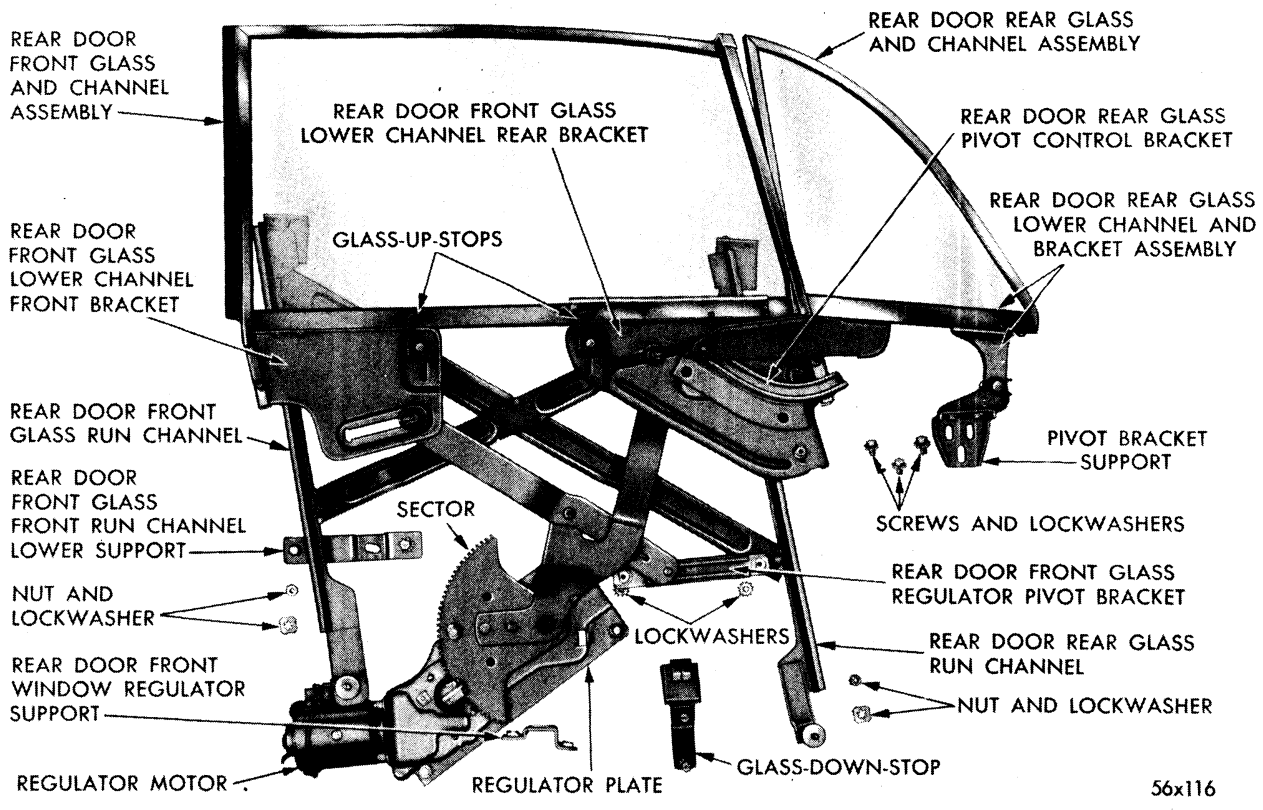


Fig. 102—Rear Door Glass Channel and Window Lift Assembly

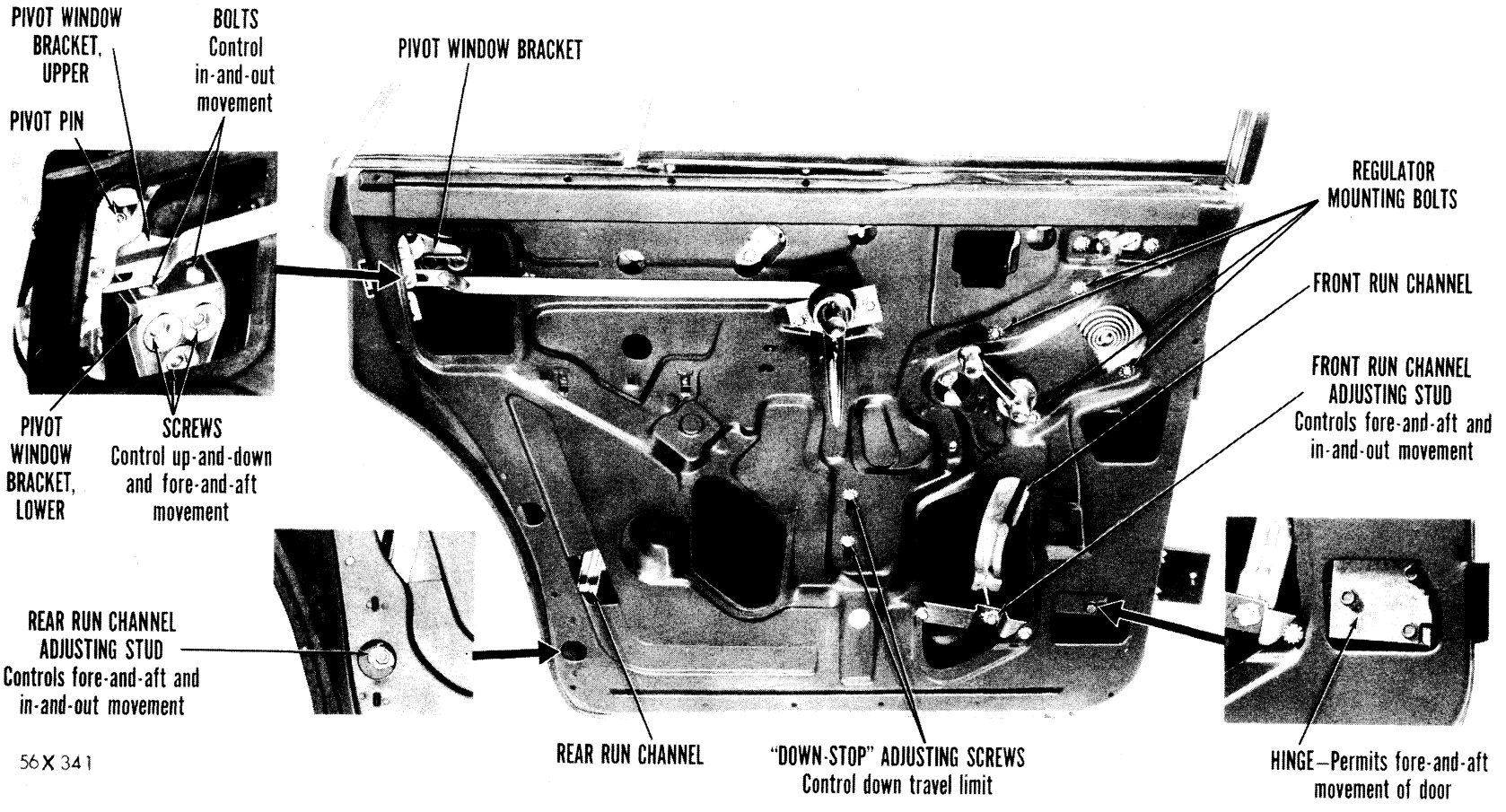


Fig. 103—Rear Door, Front Window and Pivot Window (Cutaway View)

clip from key locking rod at the lock. Remove hairpin clip from outside door handle connecting link at the lock. Remove lock mounting screws and lock.

b. Installation

To install, assemble lock to door and secure with attaching screws. Install hairpin clip on outside door handle connecting link at the lock. Install sheet metal clip on key locking rod, after making sure that the rocker at bottom of lock is in the unlocked position. Install remote control link to door lock and secure with hairpin clip. Adjust linkage by loosening the lock bracket mounting screws and moving bracket up or down as required. With these new latches, interlocking pieces of heavy gauge steel at door and striker plate prevent fore and aft separation of latch from door post, keeping latch and striker plate safely engaged.

51. REMOVAL AND INSTALLATION OF FRONT DOOR GLASS (ELECTRIC WINDOW LIFTS)

a. Removal

(Refer to Fig. 101.) Raise door glass, disconnect battery, and remove door hardware and trim panel. Loosen window lift motor mounting bracket screws, remove retainer washers from window regulator arms and disengage arms. Remove the two glass up stops. Tilt glass so it will slip over edge of vent wing frame and remove the glass.

b. Installation

Install door glass, engage window regulator arms in slots of door glass frame, and secure window with retainer washers. Install the glass up stops and tighten screws securely. Close door, and align glass for proper clearance on each side by moving window lift motor mounting bracket to the left or right. Tighten window lift motor mounting bracket screws securely. Install trim panel and door hardware. Connect battery.

52. REMOVAL AND INSTALLATION OF REAR DOOR FRONT WINDOW AND PIVOT WINDOW (ELECTRIC WINDOW LIFTS)

(Refer to Fig. 102.) Loosen window, disconnect battery, remove door hardware and trim panel. Loosen lower stop bolts and lower the stops. Remove outside belt line moulding. Refer to "Replacement of Outside Belt Line Moulding Weatherstrip." Remove and unhook remote control assembly to provide access to pivot bracket bolts.

a. Removal of Pivot Window

Remove door handle, as outlined in "Outside Door Handle," Paragraph 23. Remove the pivot step bolt and pull out the pivot window.

b. Removal of Front Window

Remove window upper stops, and loosen lift motor mounting bracket bolts to relax tension on window regulator arms. Remove hairpin clips and retainer washers from window regulator arms and disengage the arms. Tilt window backward and remove through opening.

c. Installation of Front Window

Tilt the window forward and install through door opening, making sure the glass brackets are in the runs. Engage window regulator arms in slots of window frame and secure with retainer washers and hairpin clips. Tighten window lift motor mounting bracket bolts and install the upper stops.

d. Installation of Pivot Window

Install door handle, after installing pivot window and pivot bolt.

e. Adjustments (Fig. 103)

Rear Door Main Glass—You can adjust the upper limit of travel on this glass by raising or lowering the two glass "up" stops. You can adjust the lower limit of travel by loosening the two screws that attach the glass "down" stop and then raising or lowering the stop. Fore-and-aft adjustment of this window can be made by loosening the shoulder studs. Then move the window glass and run channels forward or rearward as required.

In-and-Out Adjustment—Tilting the glass in or out at the top is accomplished by turning the adjusting stud at the bottom of each channel.

Adjusting the Pivot Window—You can adjust the pivot window up or down and fore or aft by loosening the three screws which secure the mounting bracket to the door inner panel. The screw holes are oversize to permit this move-

ment. If you need to make an in-and-out adjustment, loosen the two screws that attach the pivot bracket to the mounting bracket. Move the pivot window in or out as required, and then tighten the screws.

Adjusting the Front Door Main Glass—Once you have the rear door glass properly adjusted, you may have to realign the front door main and vent window glass sections. If so, here's the procedure to follow: First, you can get an in-and-out and a slight fore-and-aft adjustment at the lower end of the division bar and the rear run channel. You follow the same procedure outlined for the Plymouth and Dodge models.

Adjusting the Front Door Vent Window—On Chrysler and Imperial models, you can adjust the vent window in and out, or up and down, by installing or removing adjusting washers at the two mounting screws. The bottom rail of the vent window frame is attached to the door panel by two screws: one at the front, the other at the rear. An "L-shaped" bracket, attached to the vent window frame ,is used at the rear screw mount to vent window frame to the door panel.

NOTE

The outside belt line molding must be removed to expose the vent window rear attaching screw.

You make in-and-out adjustments by installing or removing adjusting washers between the "L-shaped" bracket and the door panel at the rear screw. Installing washers tilts the top of the vent window in. Removing washers tilts it out.

You can make an up-and-down adjustment by placing an equal number of adjusting washers at both attaching screws.

NOTE

Before making any up or down adjustment, first loosen the three screws that attach the vent window frame to the front face of the door.

To tilt the front of the vent window up, install washers at the front attaching screw only. To tilt the front of the vent window down, remove washers from attaching screw.

53. REPLACEMENT OF OUTSIDE BELT LINE MOULDING WEATHERSTRIP (FRONT DOOR)

Remove door hardware and trim panel. Loosen down stop mounting bolts and lower down stops. Lower window glass as far as it will go. Remove outside belt line moulding attaching screws and moulding. Remove moulding support and weatherstrip (weatherstrip is stapled to moulding support). When installing, assemble replacement moulding support and weatherstrip to door with attaching screws. Install outside belt line moulding, tightening attaching screws securely. Raise window, place down stops in position, and tighten mounting bolts securely. Install trim panel and door hardware.

54. REMOVAL AND INSTALLATION OF FRONT DOOR VENT WING ASSEMBLY

These procedures are essentially the same as those for other Models, **except** that outside belt line moulding must be removed to expose the outer vent wing attaching bolt, also, remove belt moulding front screw on inside of door under weatherstrip and the screws on the inside door reinforcement.