Section XIV

BODY, BODY WIRING AND SHEET METAL

INCLUDING TOWN AND COUNTRY WAGON

CONTENTS

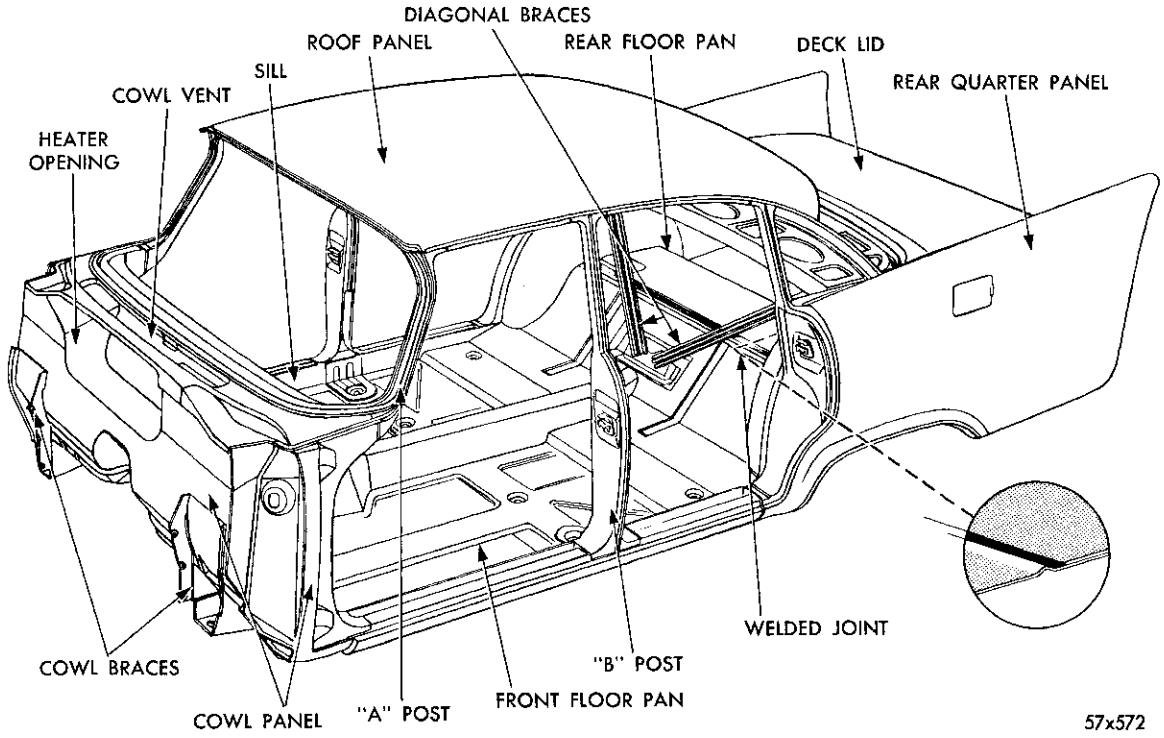

Fig. 1—Basic Body Construction (C-75, C-76)

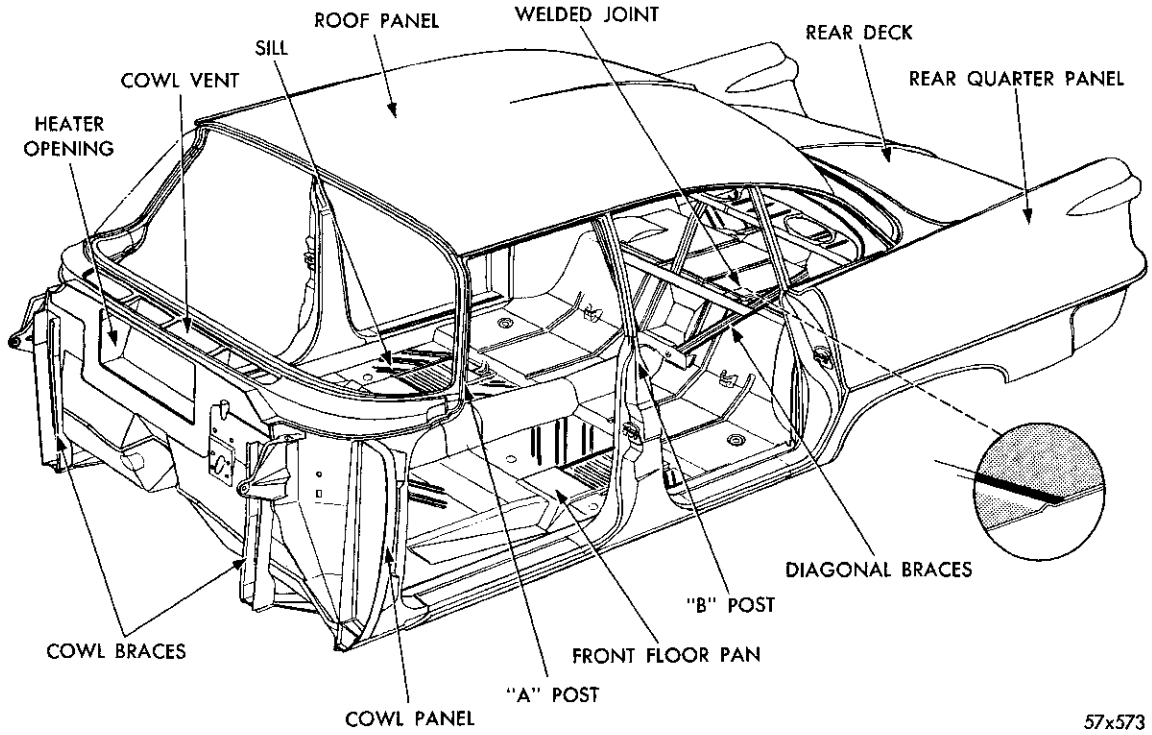

Fig. 2—Basic Body Construction (Imperial)

Section XIV

BODY, BODY WIRING AND SHEET METAL

BODY

1. BODY MAINTENANCE

The following structural body features have been incorporated in the 1957 Chrysler Models. Heavier section center posts for added body rigidity, box section construction roof rails, windshield and rear window headings to impart added strength to upper body superstructure.

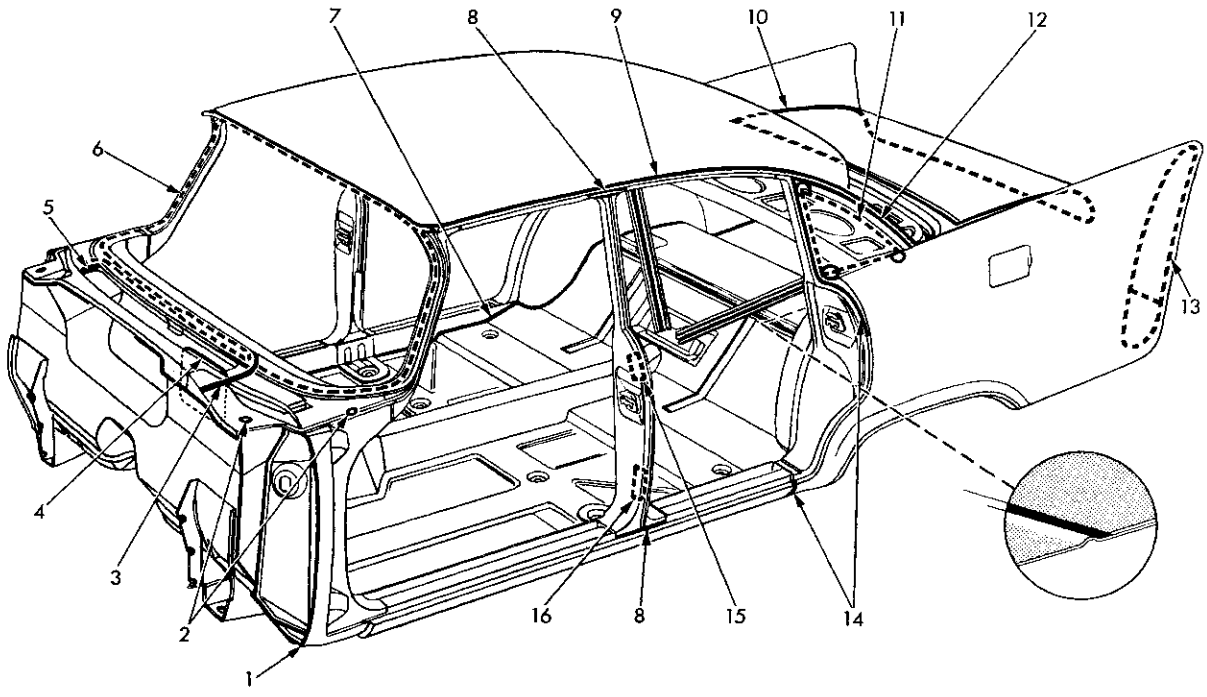

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Fig. 3—Body Sealing (C-75, C-76)

1. Cowl panel seams.
2. Fender cowl top panel bolts (4).
3. Seam of dash panel and cowl top panel from inside of body.
4. Entire seam around rain deflector panel to fresh air door cover.
5. Through fresh air opening to cowl top seams.
6. One bead between weatherstrip and glass. One bead between weatherstrip and fence around entire opening. Also seal rear window.
7. Underbody seams.
8. Center pillar seams.
9. Roof rain trough seams.
10. Around deck lid weatherstrip trough (deck opening).
11. Apply (2) 1/8 inch diameter beads of sealer around weatherstrip to seal between glass to weatherstrip and weatherstrip to body.
    Apply ball of sealer at each corner of window opening from inside body.
12. Between outside mouldings and body.
13. Complete seam around tail lamp opening from inside of trunk.
14. Quarter panel seams.
15. Center pillar cap and pillar.
16. Pillar around rear door hinges.

Stiffness welded to underside of floor pan to minimize vibration. A Metal-to-Metal welded lap joint to eliminate dust and water from body. Diagonal braces behind the rear seats with quarter panel welded to floor pan forming a box section structure to increase body rigidity. The new step-down sill construction, life guard door latches and six-way power seat adjustment contributes to body safety, comfort and serviceability. See Figures 1 and 2 for basic body construction of these bodies.

Body bolt inspection and tightening should be performed regularly. There are 12 body bolts on the Windsors and New Yorkers, 12 on Imperials and 14 on the Convertible. These bolts should be tightened to a torque of 18 foot-pounds.

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 trouble 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

Figures 3 and 4 illustrate 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

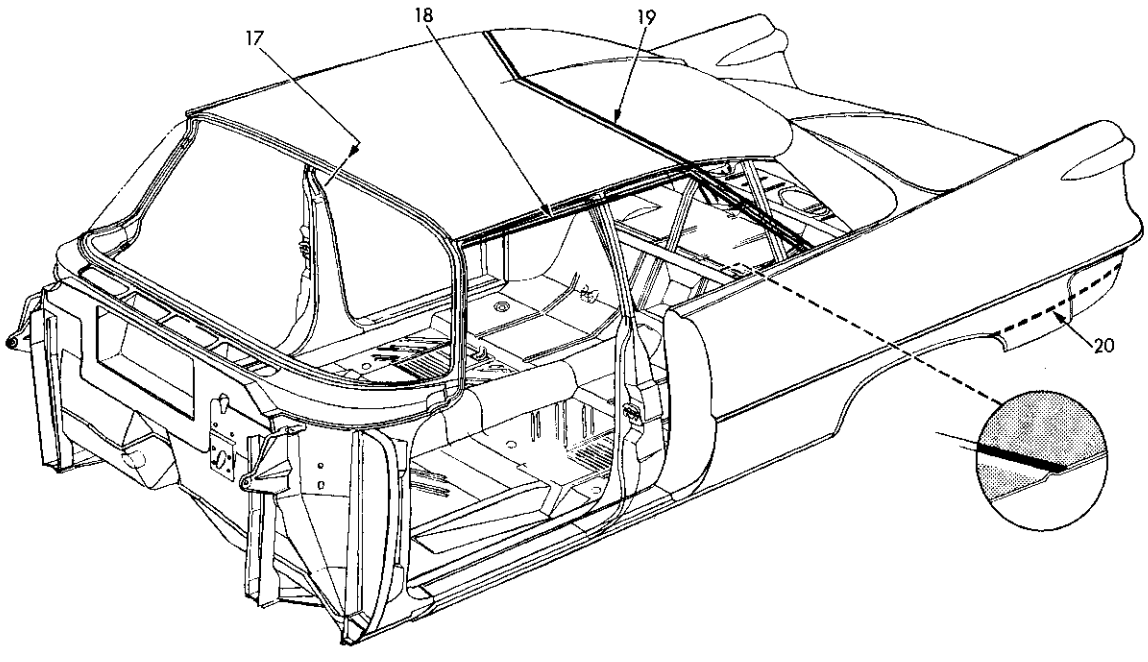

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Fig. 4—Body Sealing (Imperial)

17. Windshield header outside finish moulding (Convertible).
18. Between roof rail weatherstrip and body.
19. Roof panel seams. (Hardtop)
20. Floor pan to quarter panel seam.

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

Testing a car for water or dust leaks 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, a trace powder bulb test should be made to determine exact location of leak. See Figures 5 and 6 for example of testing for leaks with trace powder. Trace powder should be sprayed to lowest point of suspected area, then gradually move spray up slowly, until source of leak is located. Each leak can be located and marked before moving on up to check for other possible points of leakage. After a complete test is made, it is essential that area be properly sealed with MOPAR Sealer.

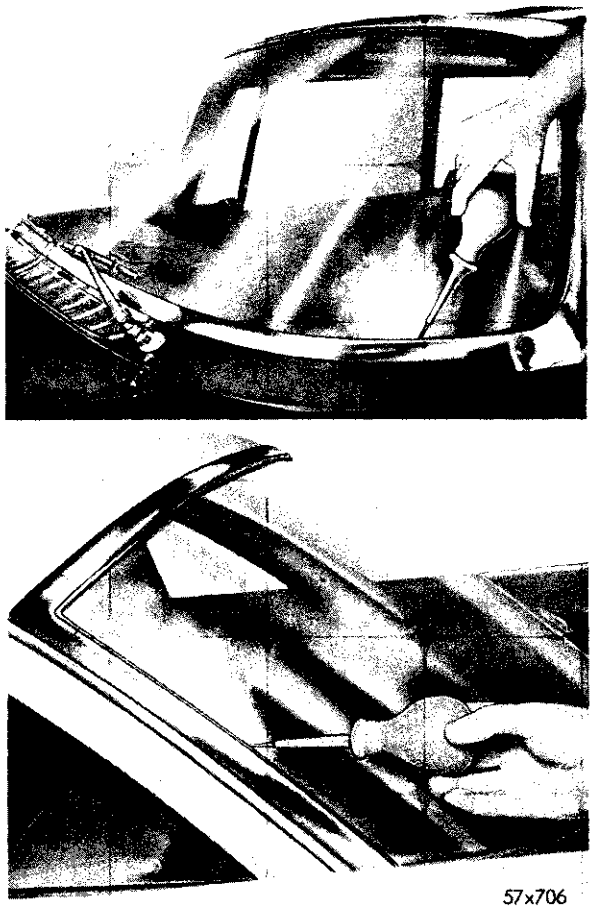


Fig. 5—Checking W/S and R/W Glass for Leaks with Tracing Powder

Before testing deck lid, make certain that deck lid is properly fitted. Test from 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 vent intake and plenum chamber housing, then windshield wiper pivots, windshield, vent wings, doors, drip mouldings, and remainder of body.

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.

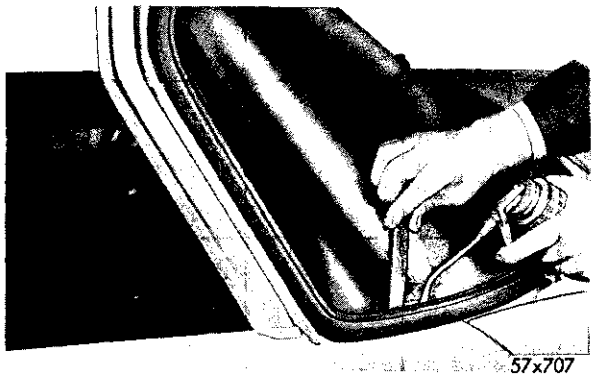


Fig. 6—Sealing Weatherstrip with Sealer Gun

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 town and country 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. The latter compounds, however, 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 and around 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 wooden wedge 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, (Fig. 6) or Body Seam Sealer, between body edge and rubber moulding, or lift lip or 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, 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 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.

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, and install a new gasket coated with windshield sealer.

d. Deck Lid (Figs. 3 and 4)

Leakage around deck lid is usually caused by

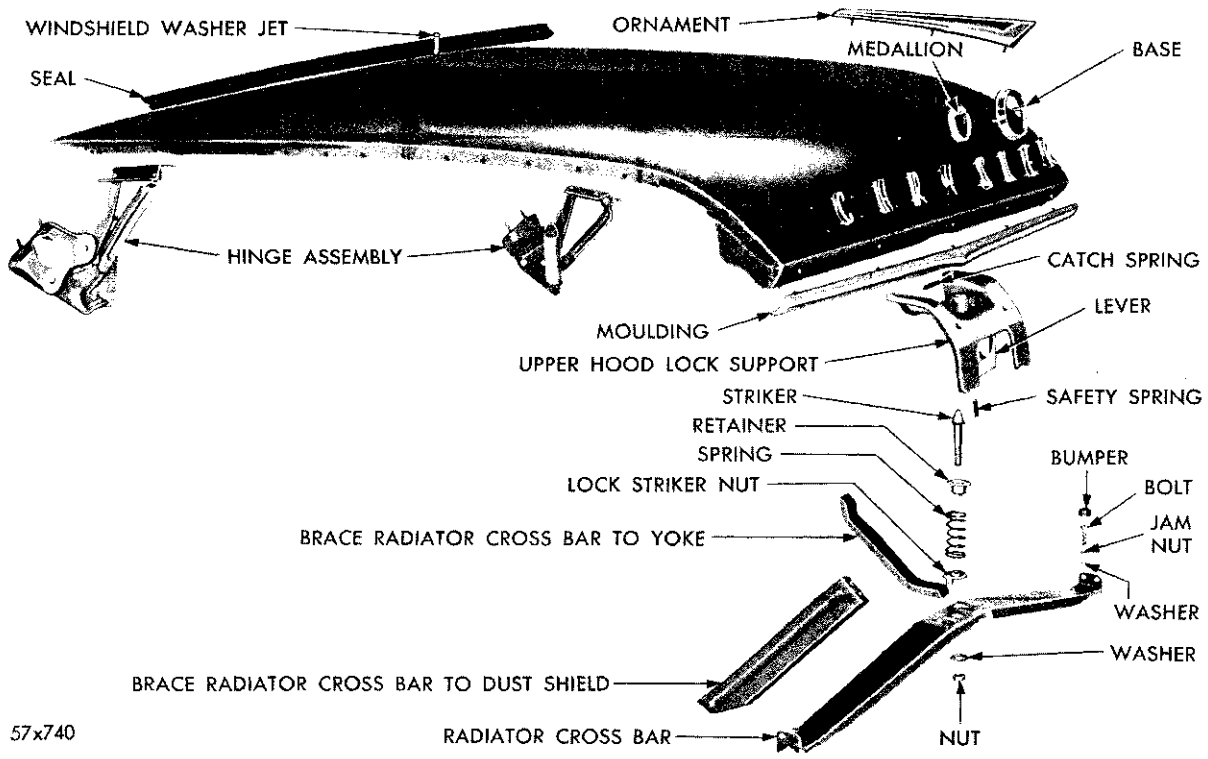


Fig. 7—Hood (Disassembled View) (C-75, C-76)

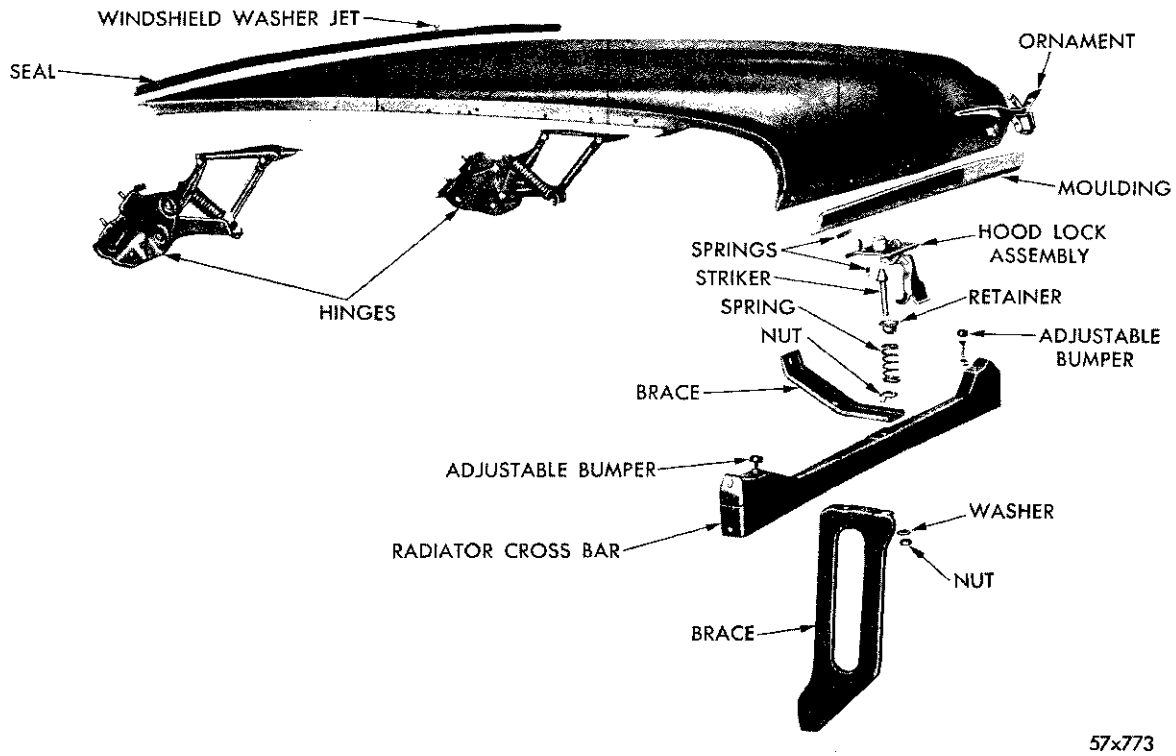


Fig. 8—Hood (Disassembled View) (Imperial)

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 2 of this section) or replacing weatherstrip.

When a leak caused by insufficient sealer is found, pull up loose section of weatherstrip, 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, belt and chrome mouldings. Reseal around base of tail lamp and moulding if opening exists.

e. Drip Moulding (Figs. 3 and 4)

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.

f. B-Post Weld

This weld is below center of drip moulding. Apply body seam 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.

g. 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.

h. Cowl Quarter and Hood Ledge Seam

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

i. 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.

j. 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.

k. 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 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.

l. Rear Wheel Housing

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

m. 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.

n. 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.

5. REMOVAL, INSTALLATION, AND ADJUSTMENT OF HOOD

a. Removal

The method of hood attachment is shown in Figures 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 it 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 mounting 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: Seal top of hood hinge bracket to dash panel with sealing putty.

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) (Fig. 9), 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 (Fig. 10) to obtain correct fit. To bend strainer, place on "S" hook over center strainer. Slide a bar, (Fig. 11) through lower opening of an "S" hook so that end of bar is hooked under cowl. Pry gently on strainer and check hood to cowl fit.

Rear of Fender Lower than Cowl Panel—To raise rear of fender at door-cowl meeting, loosen bolts that attach fender to cowl quarter,

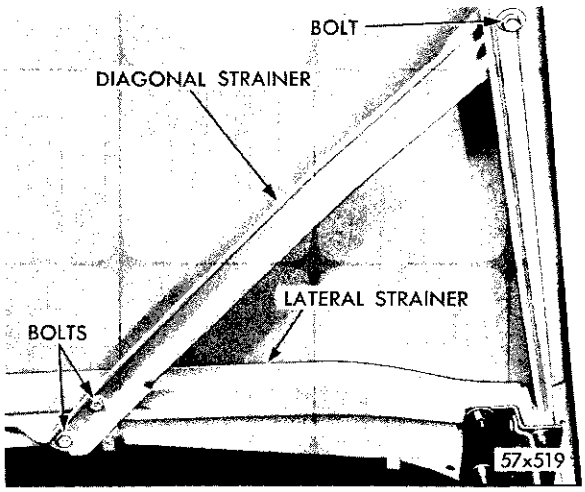


Fig. 10—Diagonal Strainers

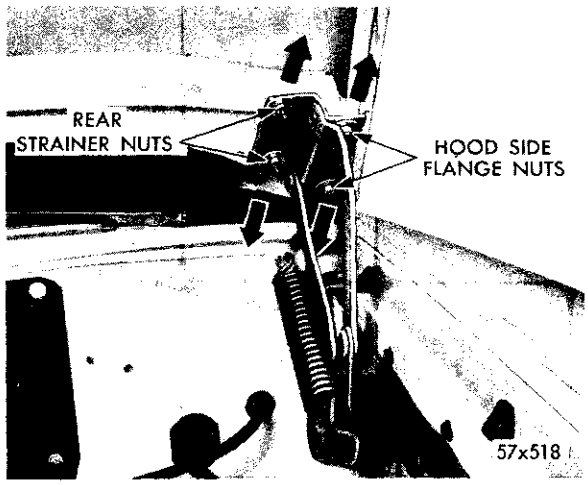


Fig. 9—Hood Attachment

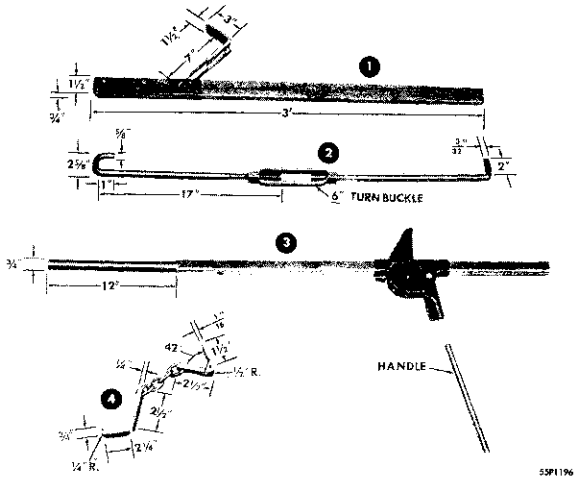


Fig. 11—Body Adjusting Tool

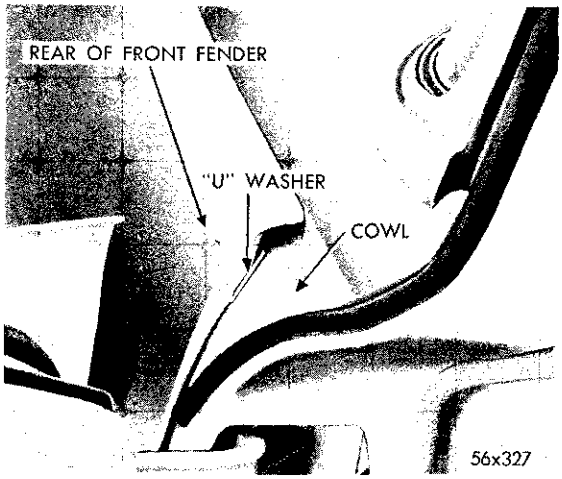


Fig. 12—Shimming Front Fender

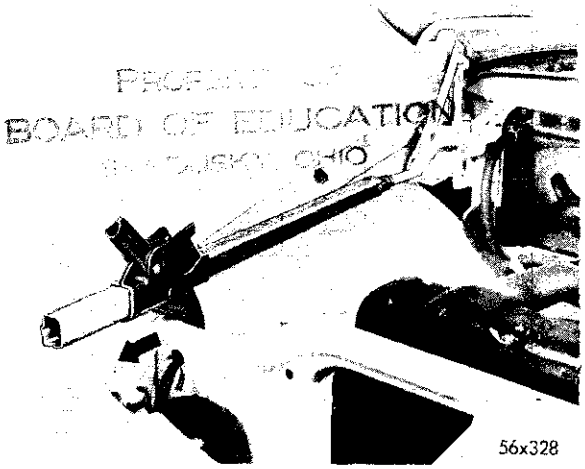


Fig. 13—Moving Fender Forward (Typical)

raise fender, using jack until correct position has been obtained. Install horseshoe shims between cowl and fender bracket, as shown in Figure 12. 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 hand placed ahead of wood block apply pressure gently to hood. Repeat operation about every six inches until correct hood fit is obtained.

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 Figure 13. 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 13. 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, 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:

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

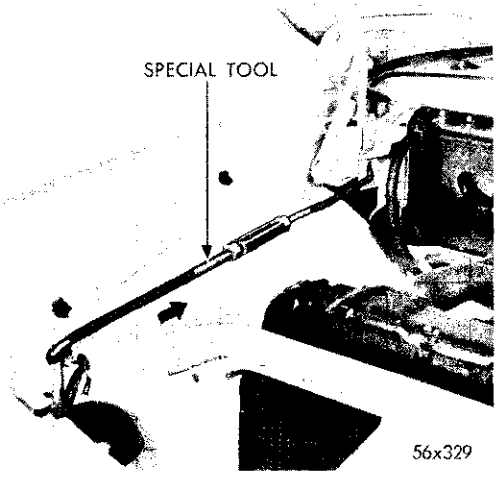


Fig. 14—Pulling Front Fender in Position (Typical)

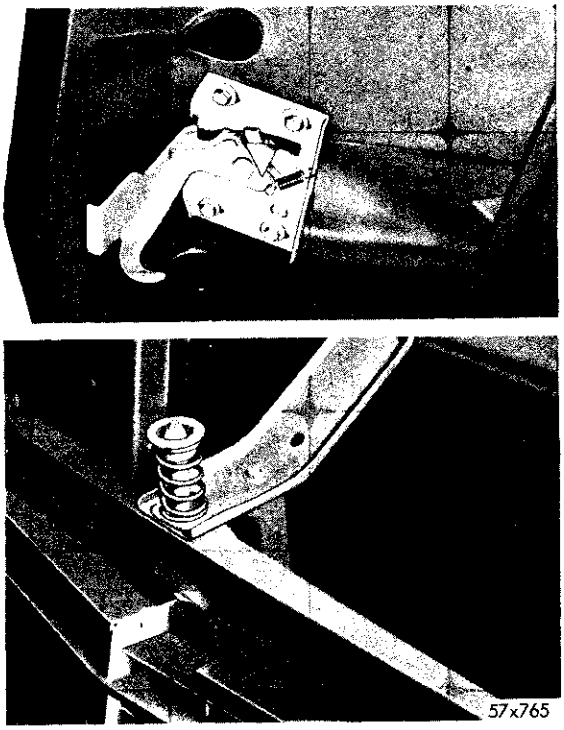


Fig. 15—Striker Plate Adjustment (Hood)

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.

Adjustment of Hood Striker and Lock Assembly (Fig. 15)—The hood striker is mounted on a plate which is attached to the underside of hood. 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 and spring assembly is located on outer panel and is adjustable. 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.**

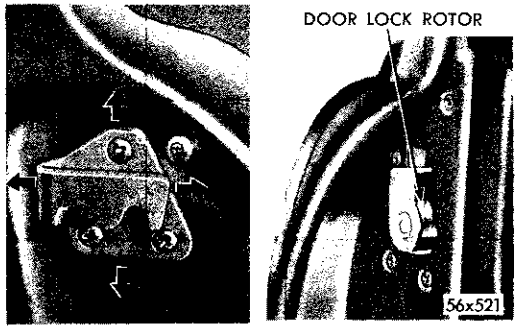


Fig. 16—Striker Plate Adjustment (Typical)

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 (Fig. 16)

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, as shown in Figure 16, 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

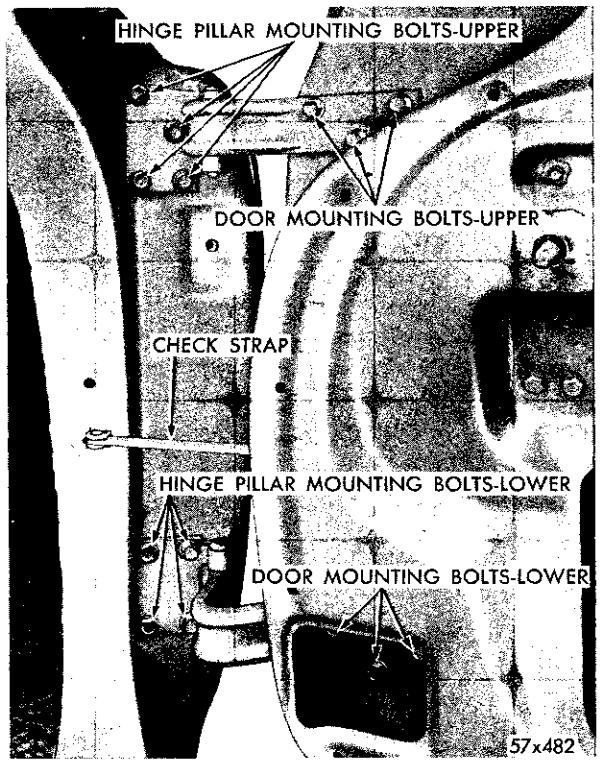


Fig. 17—Front Door Hinge Assembly

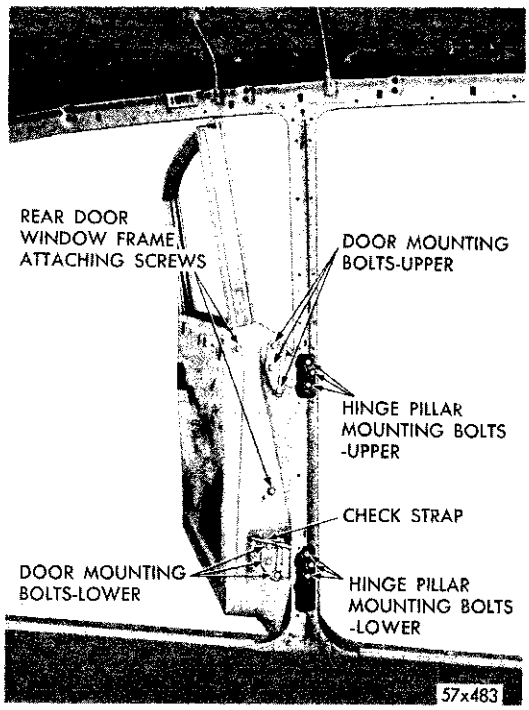


Fig. 18—Rear Door Hinge Assembly

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

a. To Raise or Lower Door (Front Doors) (Figs. 17 and 18)

To raise or lower door, place jack under door as near hinge as possible. (This will hold weight of door as hinge bolts are loosened). The amount of vertical movement 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.**

b. Moving Door Ahead or Back (Front Door)

Moving door ahead or back is accomplished by loosening either upper or lower hinge bolts. (See Fig. 19). 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. 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.

c. 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 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 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.

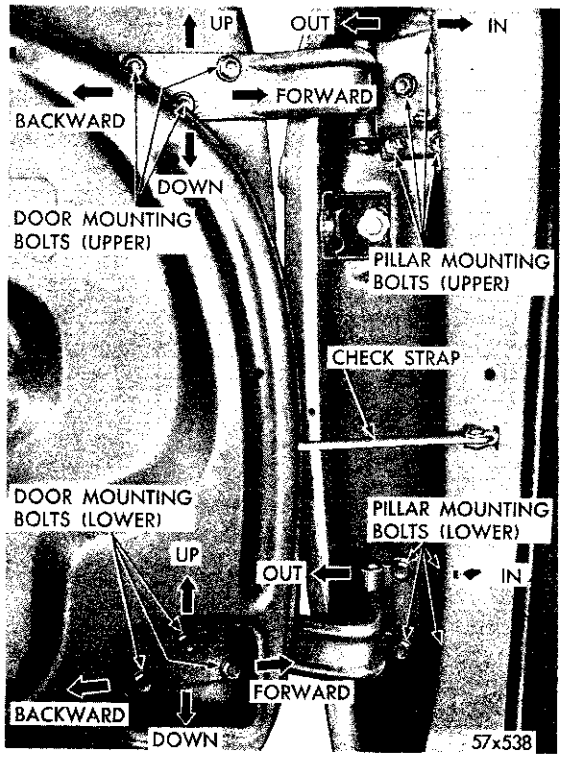


Fig. 19—Adjusting Door Hinges (Front)

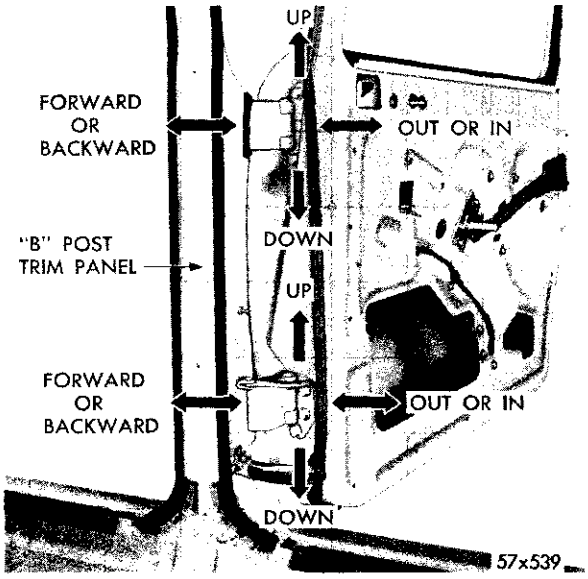


Fig. 20—Adjusting Door Hinges (Rear)

d. Striker Plate Adjustment (Fig. 20)

NOTE: Front and rear door glass window frames are removable and should not be adjusted or aligned to roof line until doors and striker plates are properly adjusted.

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 the 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.

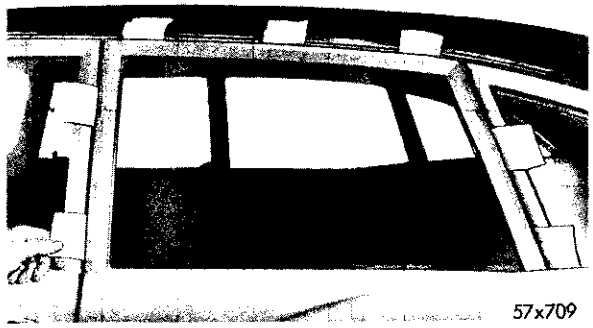


Fig. 21—Checking Seal of Door

NOTE: The door frame and glass assembly should now be aligned to roofline. (See Fig. 21)

The door weatherstrip seal can be checked by holding a heavy piece of paper (similar to a shipping tag) Fig. 22, against lock pillar and closing door. A slight drag should be felt as paper is being pulled out. 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.

e. 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. 20). 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. FRONT DOOR HINGE ADJUSTMENTS

The screw holes are slotted horizontally so that door or hinge can be shifted in or out about $\frac{3}{8}$ 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.

8. REAR DOOR HINGE ADJUSTMENTS (Fig. 20)

Hinge mounting holes are oversize and slotted

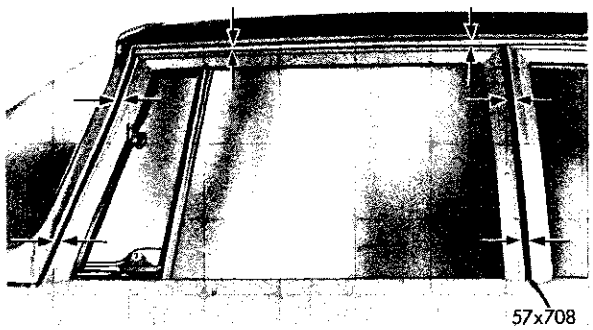


Fig. 22—Aligning Upper Door Glass Frame to Hoodline and Rear Door

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.**

9. REAR DECK LID, HINGES AND LOCKS (Figures 23 and 25)

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.

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. 23). The torsion bars are long, small diameter steel bars, that are free at one end and anchored to support bracket at other. (See Fig. 24). A roller sleeve on free end, operates against a "cam Contour" on back face of hinge. As deck lid is raised, action of rollers against hinges cause 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, on Imperial Models, and three

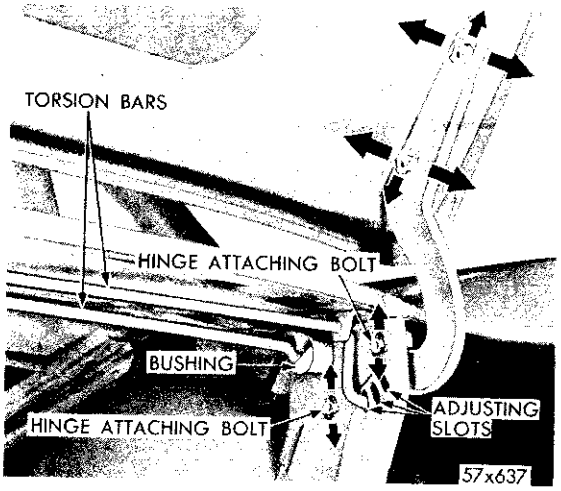


Fig. 23—Torsion Bar Hinge Mechanism

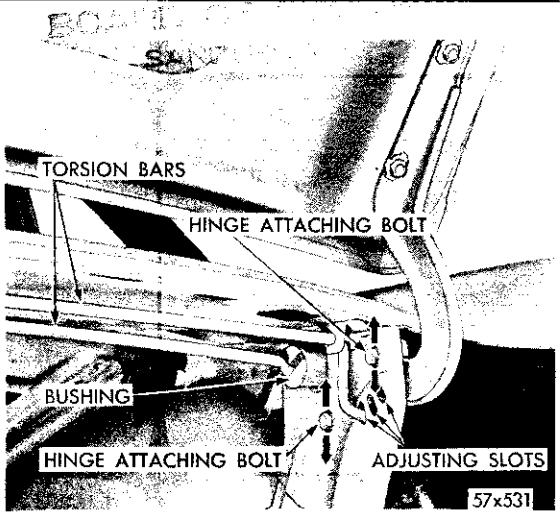


Fig. 24—Deck Lid Torsion Bar

slots are located in each support plate on Chrysler Models, as shown in Figure 25. To adjust rod tension, insert slot in Tool C-3445, behind lower rod, roll tool forward to disengage lower rod from bracket.

Be sure to 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. If a new torsion bar, however, has been installed, coat roller sleeve with Lubriplate.

To remove torsion bar for replacement, re-

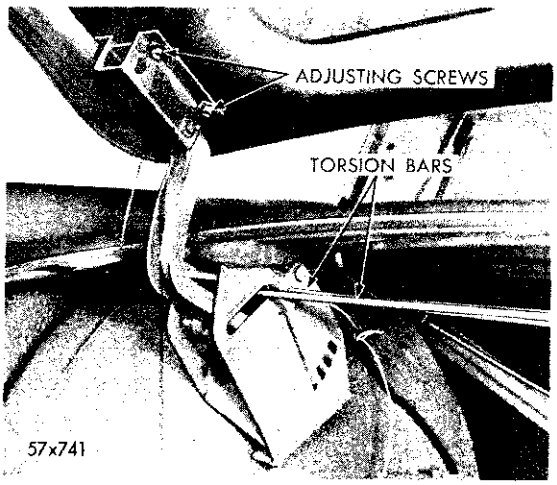


Fig. 25—Rear Deck Hinge Assembly (Imperial)

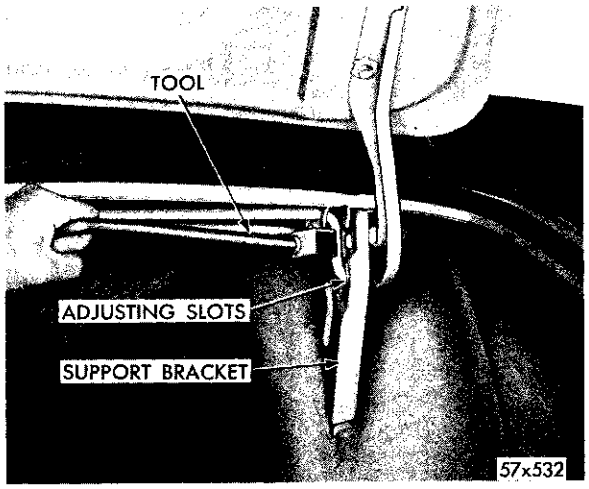


Fig. 26—Adjusting Torsion Bar

fer to Figures 23 and 25, and proceed as follows:

Support deck lid with suitable prop, disengage bars from adjusting slots, using Tool C-3449, as shown in Figure 26.

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 Figures 23 and 25 and proceed as follows:

Slide bar 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 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 24, 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 Figures 24 and 25 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

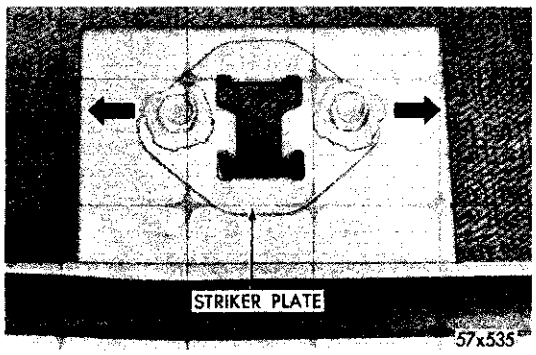


Fig. 27—Adjusting Striker Plate (Rear Deck)

adjustable (Fig. 27), 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 24. 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

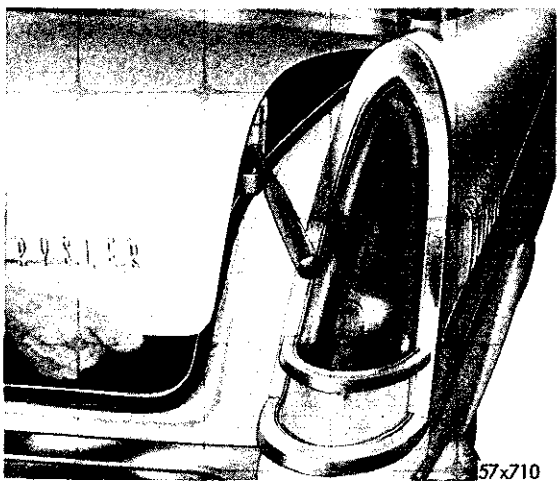


Fig. 28—Increasing Rear Deck Lid Contour

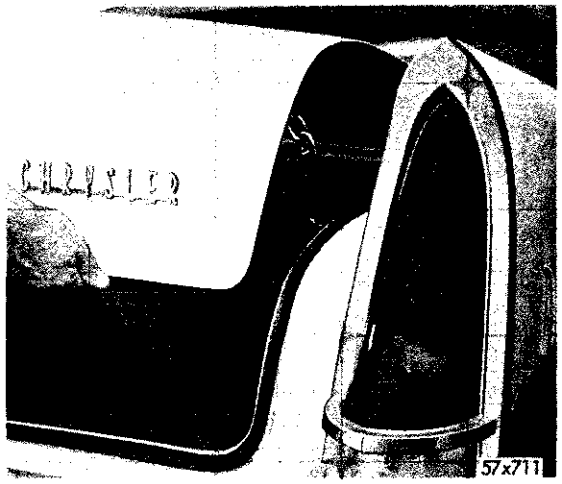


Fig. 29—Decreasing Rear Deck Lid Contour

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 28, 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 29. 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 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 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 30. 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 Figures 27 and 30, 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.

k. Checking for a Correctly Fitted Deck Lid (Fig. 31)

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. 31). 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.

10. 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 may cause ruptures or cracks which may weaken the part structurally.

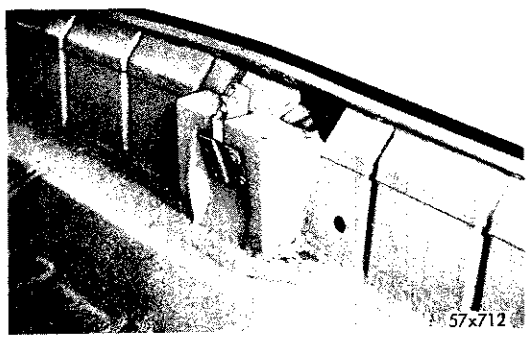


Fig. 30—Adjusting Rear Deck Lid Latch (Imperial)

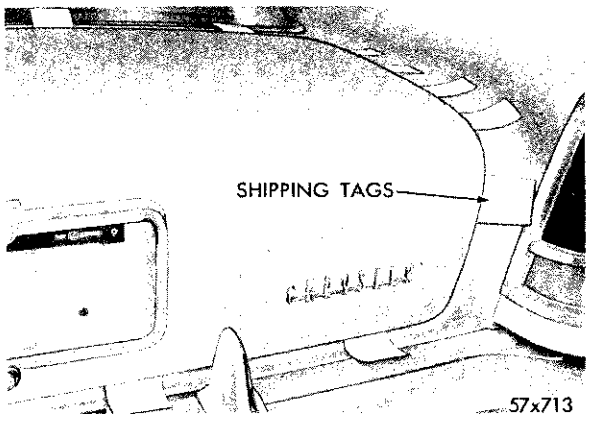


Fig. 31—Checking Seal of Deck Lid

11. SHIMMING THE BODY FOR DOOR ALIGNMENT (Fig. 32)

If adjustment of door hinge does not correct door misalignment, shim body. To install shims between frame bracket and body at any body

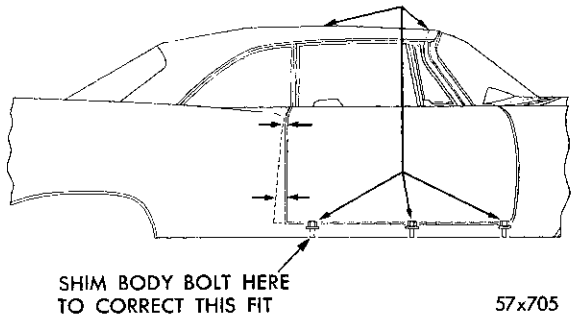


Fig. 32—Shimming Body for Door Alignment

mounting bolt, loosen all body bolts on that side. Place a 2 x 4 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 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 and rear compartment. On Town and Country models, pry out plug in floor of rear compartment near tirewell to reach bolt.

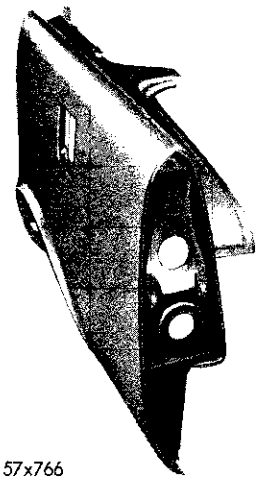
b. Body Mounting Bolt Torque Specifications

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 1/8 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.

NOTE: On the C-76 and Imperial Models the door glass and frame assembly should be aligned to roofline after shimming of body bolts.



57x766

Fig. 33—Body Panels (C-75, C-76)

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 replaced. With proper equipment, an experienced body repair man can replace rear fender or quarter panel or part thereof, by following procedures: (Figs. 33 and 34).

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, bead, corner, or "A" post. Make corresponding measurements on repair panel; for accuracy, make sure measurements are taken from same points on each panel.

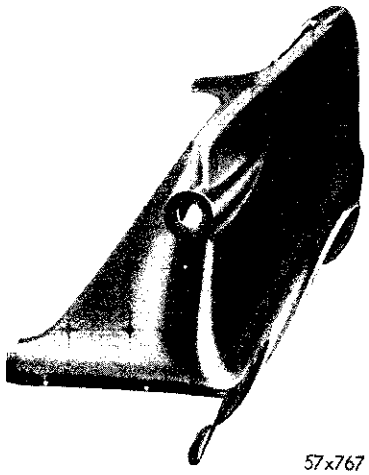


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Fig. 34—Body Panels—Imperial

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 prepare for painting. The same procedure can be followed when replacing other sections of body.

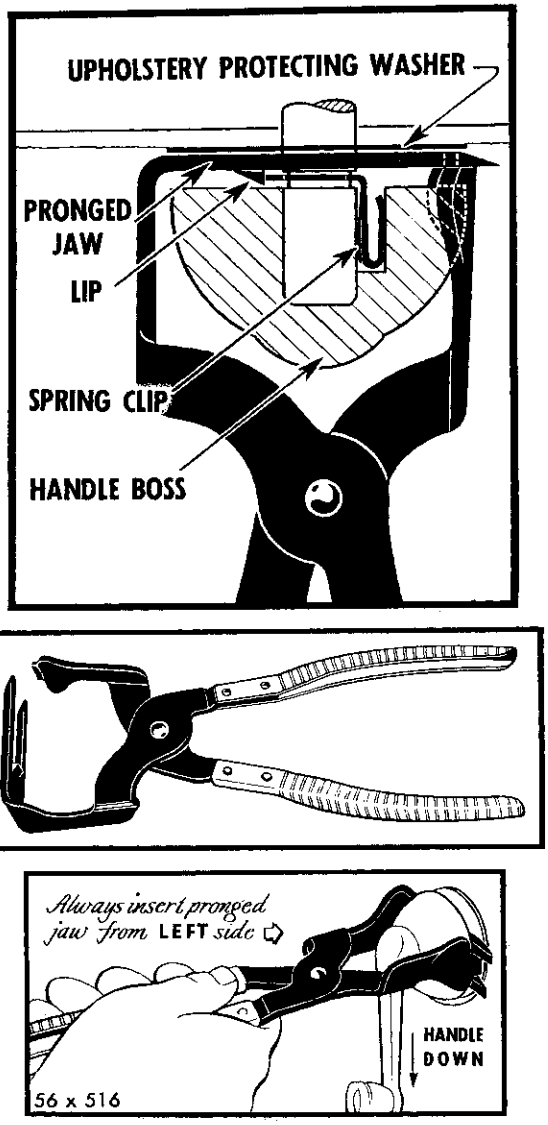


Fig. 35—Regulator Handle Removing Tool

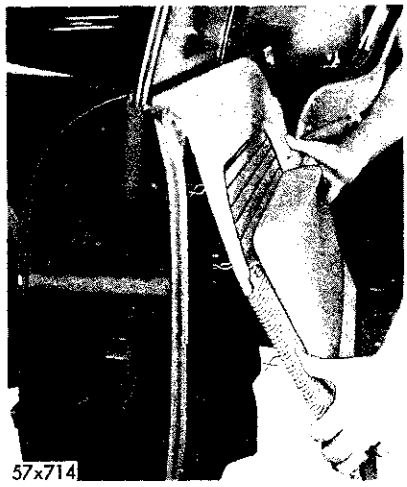


Fig. 36—Removing Door Trim Panel

13. REMOVAL AND INSTALLATION OF DOOR AND WINDOW REGULATOR HANDLES
(Cars without Electric Window Lift)

The door and window regulator handles are attached to regulator with a spring type clip. Refer to Figure 35 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. On cars equipped with Electric window lift, remove remote control handle, as outlined in Paragraph 19.

14. REMOVAL AND INSTALLATION OF DOOR TRIM PANEL
(Cars without Electric Window Lift)

Remove door and window regulator handles, garnish moulding, (if so equipped). Starting at lower corner of panel, (Fig. 36) work panel

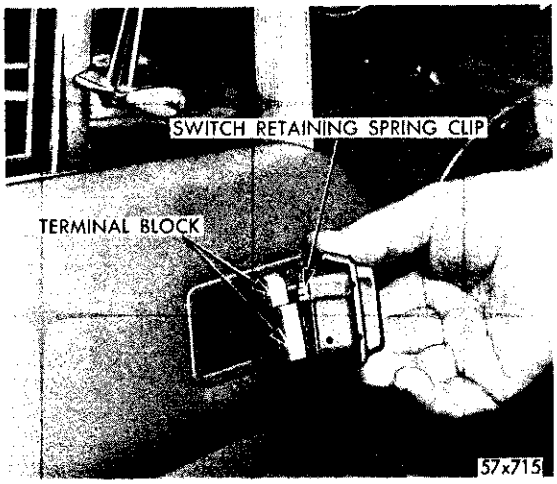


Fig. 37—Removing or Installing Door Glass Control Switch

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.

NOTE: On models equipped with Electric window lift, including Imperial and C-76 models, remove switch and terminal block (Fig. 37). Remove trim panel and arm rest assembly.

15. REMOVAL AND INSTALLATION OF REAR DOOR WINDOW LIFT REGULATOR (Cars without Electric Window Lift)

Remove garnish moulding, remote control handles, arm rest and door trim panel assembly. Remove trim panel and weatherproof lining. Avoid tearing weatherproof lining. Remove door glass and window regulator attaching screws (see Fig. 38) 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. 38—Removing or Installing Rear Door Regulator

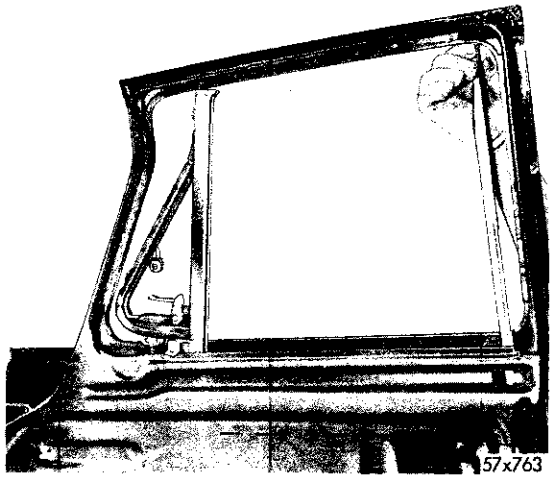


Fig. 39—Replacing Glass Run Channel

16. REPLACING GLASS RUN CHANNEL (Cars without Removable Frame Assembly)

Work lower portion of door trim panel away from door to facilitate disengaging lower end

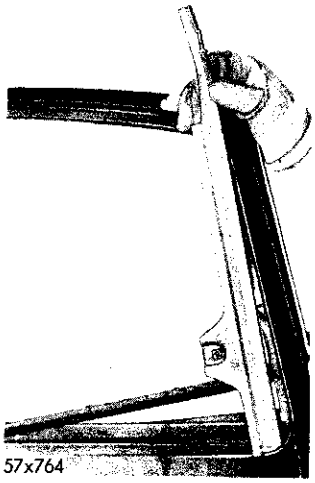


Fig. 40—Removing Glass Run Channel

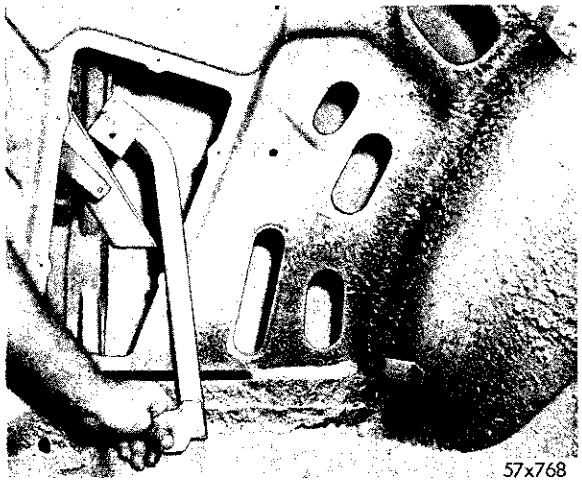


Fig. 41—Installing Glass Run Channel

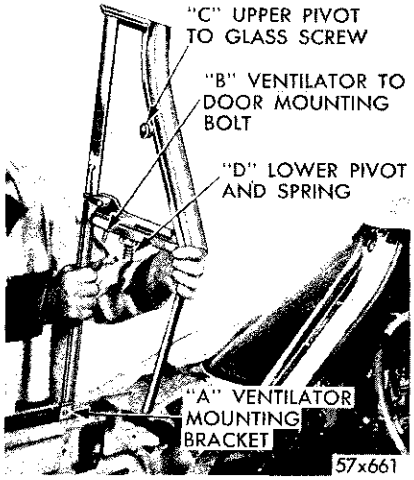


Fig. 43—Removing Ventilator

of channel from support. Lower door window and loosen garnish moulding screws and disengage upper section of channel, as shown in Figure 39. 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 40.

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. 41) and across top. Engage with ventilator window division bar, raise door window glass, and engage lower end of run in channel. Tighten garnish moulding screws and reinstall trim panel and arm rest assembly.

NOTE: To replace glass run channel, front ventilator assembly and window glass, refer to Figure 42. Remove frame to door attaching screws and frame and glass assembly.

17. REMOVAL AND INSTALLATION OF DOOR VENTILATOR ASSEMBLY (Cars with Removable Glass Frame 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 42. One screw is on front face of door. Remove bolt holding division bar (anchor) of ventilator window to inside door panel. Lower front door window glass against its bottom stop. Slightly twist ventilator window and, at same

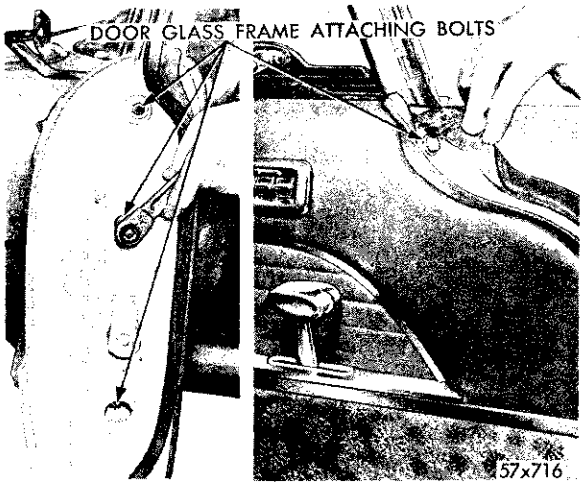


Fig. 42—Removing and Installing Adjusting Frame and Glass Assembly

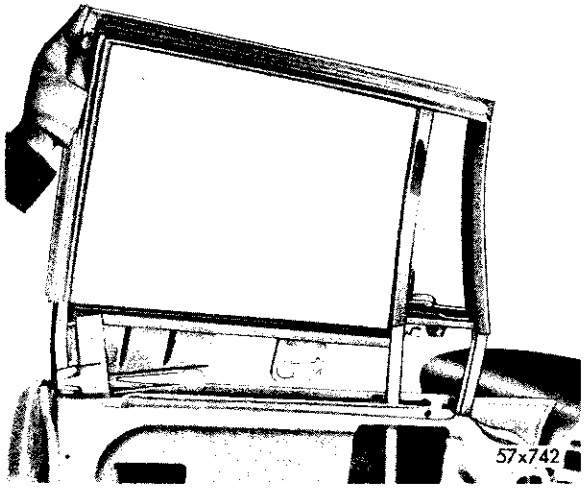


Fig. 44—Removing or Installing Glass Frame, Glass and Door Ventilator Assembly

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 44.

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.

NOTE: On Imperial and C-76 models, care should be taken to align glass frame assembly to hoodline and door opening (Fig. 22). Check door for proper sealing (Fig. 21).

18. REMOVAL AND INSTALLATION OF DOOR GLASS (Cars without Removable Door Glass Frame Assembly)

Remove garnish moulding, inside door handles, arm rest, and trim panel assembly. 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 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. Align door glass and frame assembly and check door seal as indicated in Paragraph 6 (Fig. 21 and 22).

19. REMOVAL AND INSTALLATION OF DOOR LATCH AND REMOTE CONTROL (Fig. 45)

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

When installing remote control assembly, coat all parts with MOPAR Lubriplate. Install

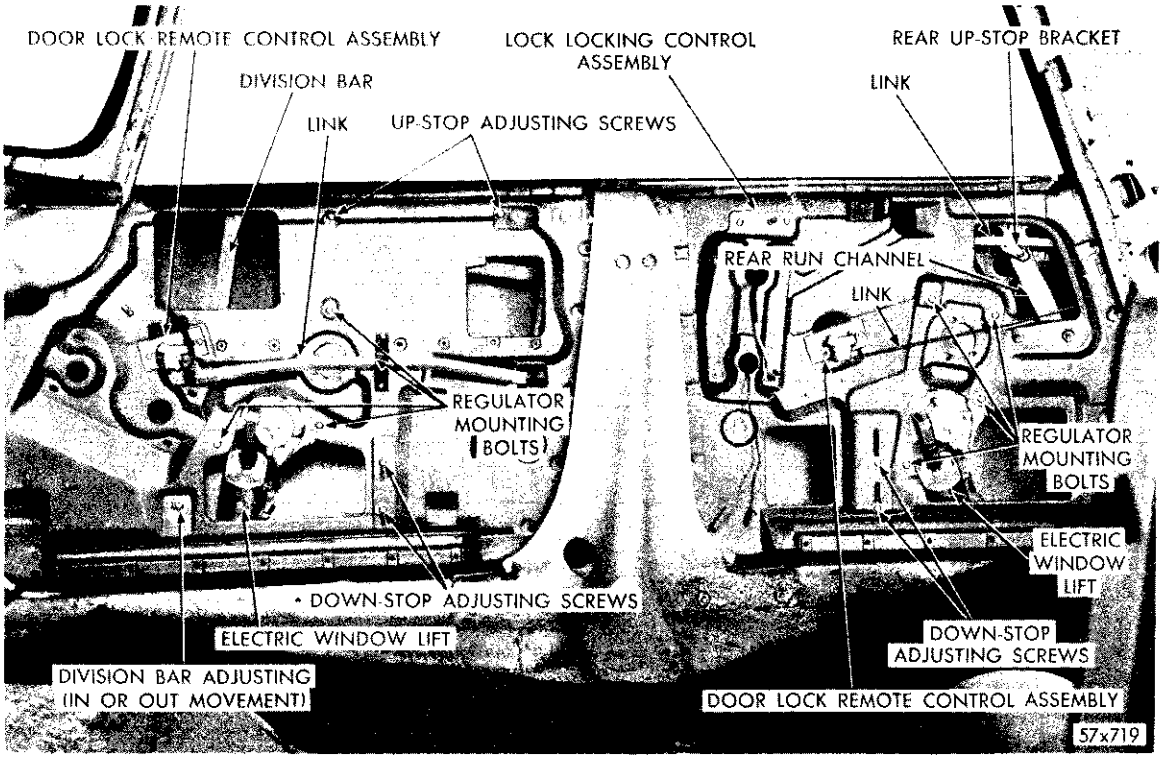


Fig. 45—Front and Rear Door Control Assembly

assembly through opening in door and secure with attaching screws. Bend bottom catch of window felt run channel inward and install cap screws holding remove control base to door panel. Check the assembly for proper operation. Install trim panel, garnish moulding, and door handles.

20. REMOVAL AND INSTALLATION OF QUARTER WINDOW GLASS (Special Club Coupe and Convertible Coupe Models)

a. Special Club Coupe

Refer to Figure 46 and proceed as follows: 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 hardwood 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.

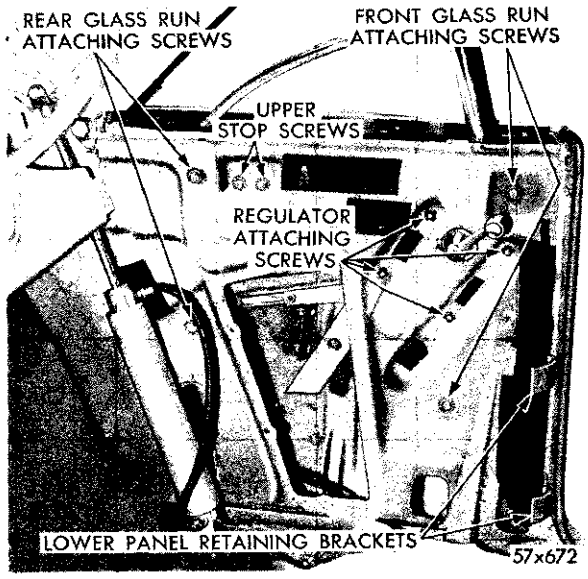


Fig. 46—Rear Quarter Window Adjustment (Club and Convertible Coupe)

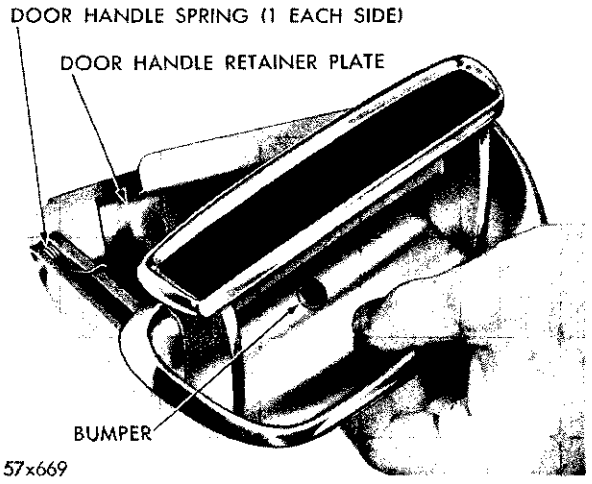


Fig. 47—Removing or Installing Door Handle

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. 46). Work window assembly up and out of quarter panel. 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. 46). 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.

21. REMOVAL AND INSTALLATION OF OUTSIDE DOOR HANDLE (All Models)

The combination push-pull type door handle is used on all models. The handle attaching screw is accessible from inside of door handle opening (Fig. 47). Remove remote control handle garnish moulding (if so equipped). Remove trim panel and arm rest assembly. Remove lock as-

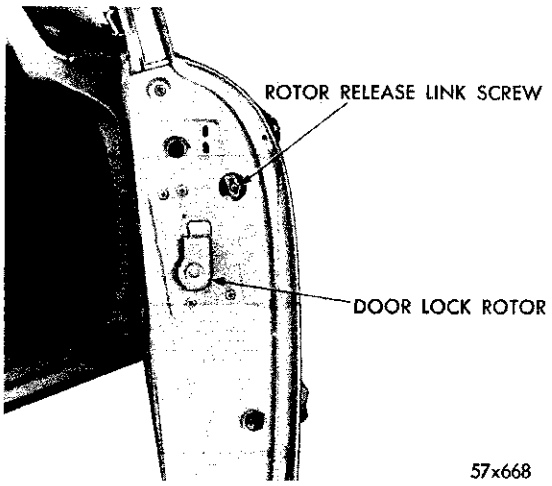


Fig. 48—Door Lock Rotor Release Link Attaching Screw

sembly attaching screws. Remove access plug in door (Fig. 48) and remove handle to lock attaching link screws. Lift door handle slightly, and slide handle from door opening, as shown in Figure 47. Assemble handle, trim panel components and remote control handle in the reverse of disassembly.

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. Apply small amount of MOPAR Lubriplate to handle actuator, and carefully slide handle into place. Install attaching nuts, connect lock strap, check handle for proper operation and tighten strap attaching screw.

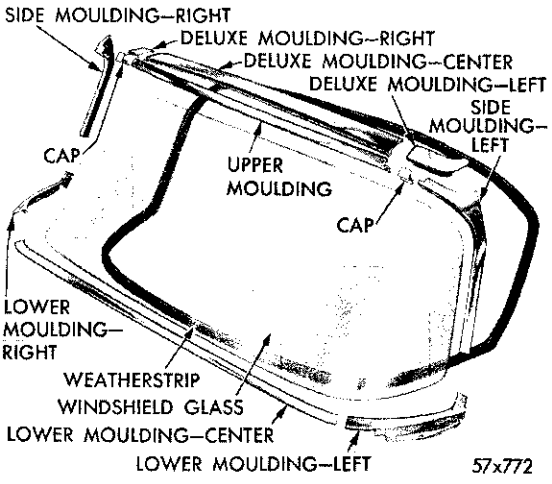


Fig. 49—Windshield and Moulding Assembly (C-75, C-76)

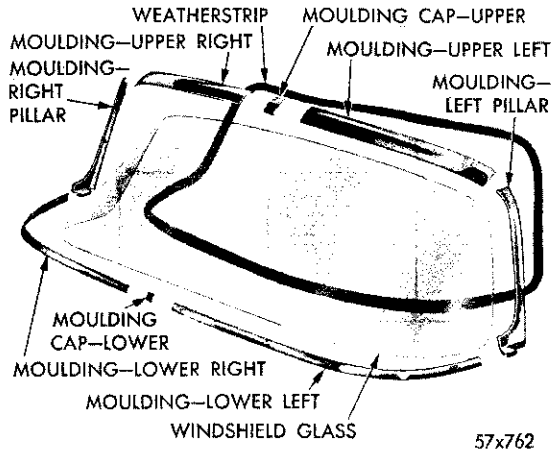


Fig. 50—Windshield and Moulding Assembly (Imperial Models)

22. REMOVAL AND INSTALLATION OF DOOR LOCK CYLINDER (All Models)

a. Removal

Remove the door trim panel and arm rest assembly and remote control handle. Remove the attaching lock link adjusting screw plug (Fig. 48), and remove the lock strap attaching screw. Remove two nuts holding the door handle to door from trim panel side of door and remove door handle. Remove barrel to handle assembly set screw. Insert key in lock and remove barrel.

b. Installation

Assemble lock barrel to handle, tighten barrel set screw. Check key and barrel assembly for proper operation in handle. Install the handle

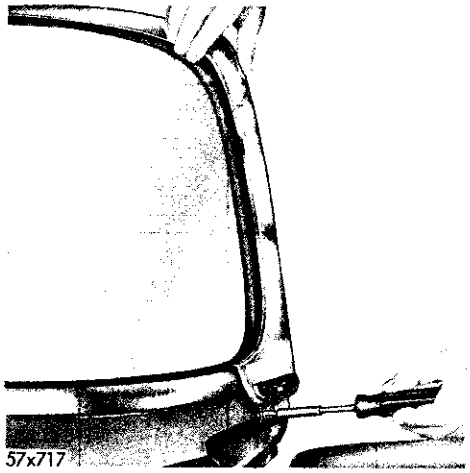


Fig. 51—Removing or Installing "A" Post Side Moulding

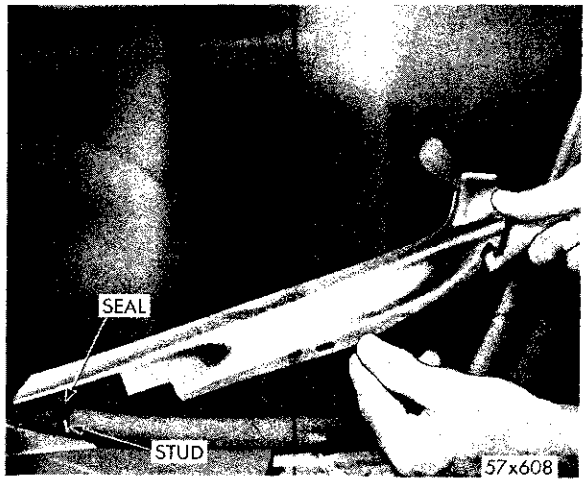


Fig. 52—Removing or Installing Lower Side Moulding

in door and secure the two handle to door panel securely by installing and tightening attaching nuts. Adjust the lock release, connecting strap and tighten adjusting screw.

NOTE: Whenever the door handle or lock and barrel assembly is replaced, the door lock rotor must be checked in the lock and release position for proper operation before re-installing trim panel. Install strap plug in door, and trim panel assembly. Check door and lock assembly.

23. REMOVAL AND INSTALLATION OF WINDSHIELD GLASS (C-75, C-76 and Imperial) (Refer to Figs. 49 and 50)

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.

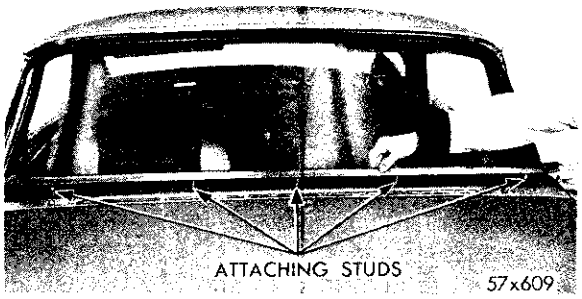


Fig. 53—Removing or Installing Horizontal Moulding

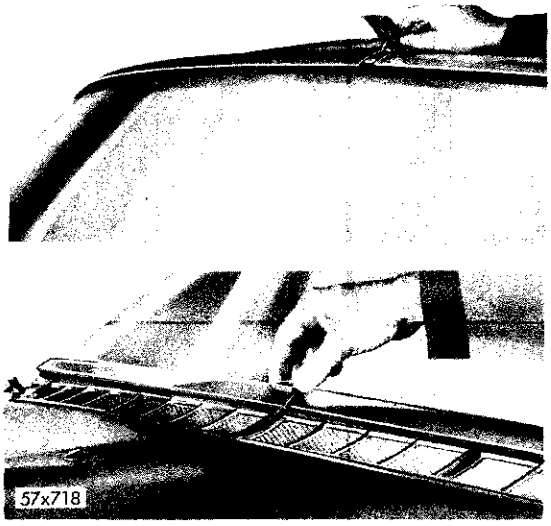


Fig. 54—Removing or Installing Upper and Lower Moulding Clips (Imperial Models)

a. Removing Mouldings

Protect hood and other necessary components of car with protective covering to avoid damaging finish. Remove "A" post side moulding (Fig. 51) attaching screws. **Avoid damaging door-to-"A" post seal.** Remove lower mouldings, as shown in Figure 52, lift upper horizontal moulding out of weatherstrip. Remove windshield wiper blades. Remove lower horizontal moulding clips and mouldings (Fig. 53).

On Imperial Models, remove "A" post side mouldings and upper and lower moulding retaining clips, as shown in Figure 54, and remove horizontal mouldings. Remove moulding retaining screws, as shown in Figure 55. Remove head lining and remove upper moulding attaching screws and moulding (Fig. 56), and remove glass.

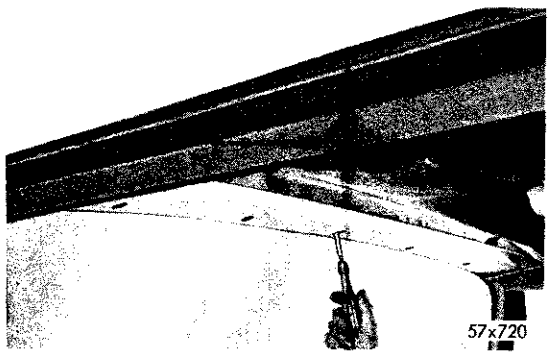


Fig. 55—Removing or Installing Moulding Retaining Screws (Imperial Models)

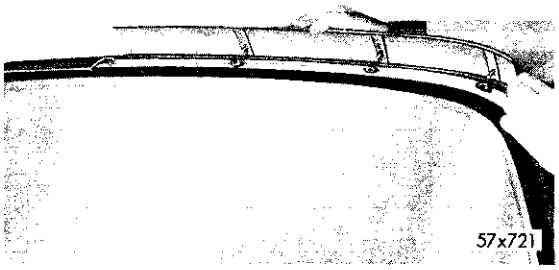


Fig. 56—Removing or Installing Upper Windshield Moulding (Imperial Models)

b. Removal and Installation of Windshield Glass

Unlock weatherstrip with wedge, as shown in Figure 57, (all around windshield) and install windshield glass. 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.

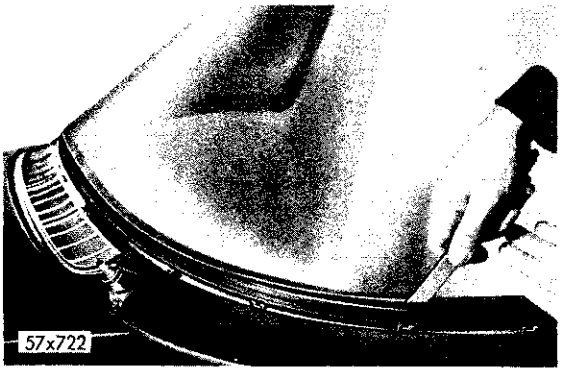


Fig. 57—Unlocking Windshield Weatherstrip

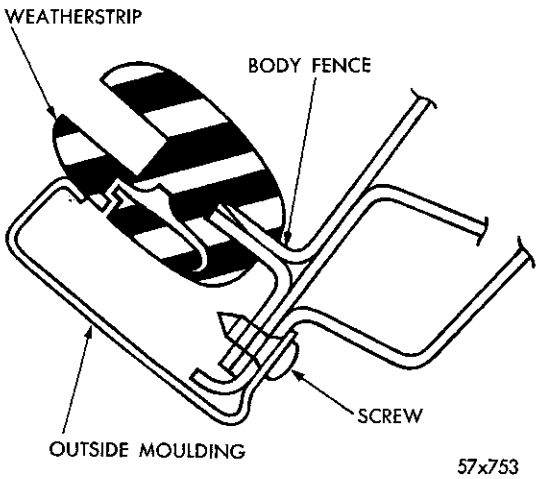


Fig. 58—Locating Moulding Retaining Clips on Body Fence (Imperial Models)

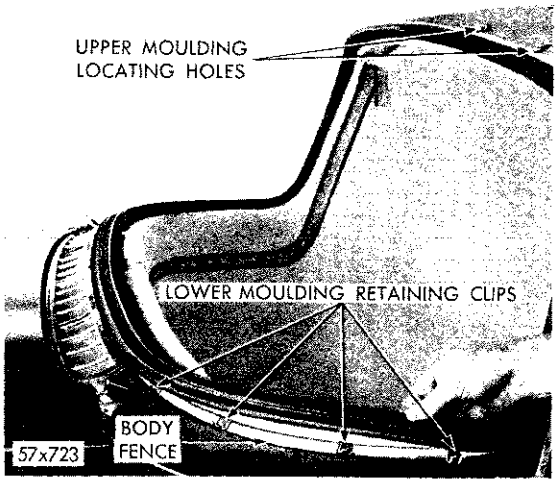


Fig. 59—Windshield Weatherstrip and Moulding—Sides

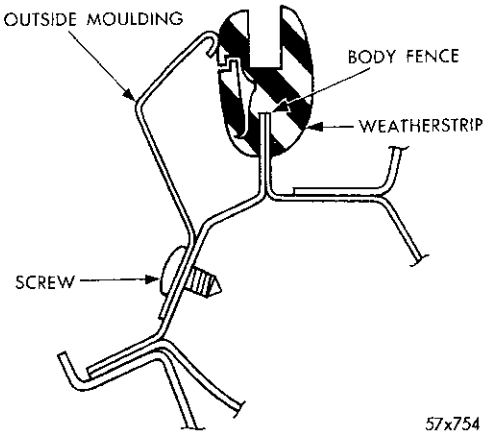


Fig. 60—Windshield Weatherstrip and Moulding—Lower

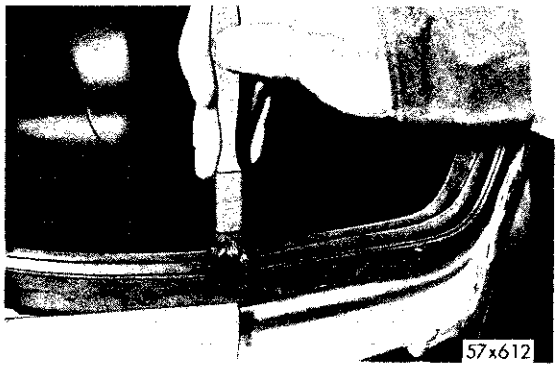


Fig. 61—Applying Naptha Solution to Windshield Weatherstrip

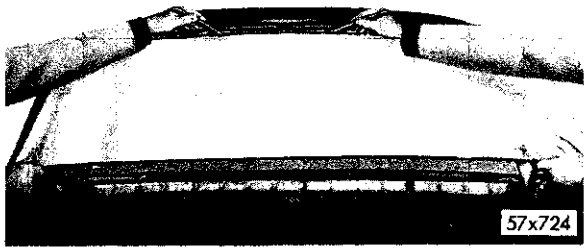


Fig. 62—Installing Windshield Glass

When installing glass on Imperial models, relocate moulding clips, as shown in Figures 58, 59, and 60.

NOTE: Make sure each clip is all the way down on body fence before installing weatherstrip.

Install windshield weatherstrip on body fence carefully, making sure the weatherstrip is properly seated. Coat weatherstrip with naphtha solution, using 2-inch brush, as shown in Figure 61.

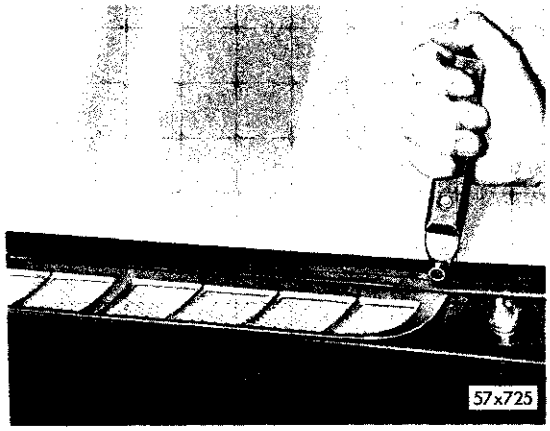


Fig. 63—Stripping Glass into Weatherstrip

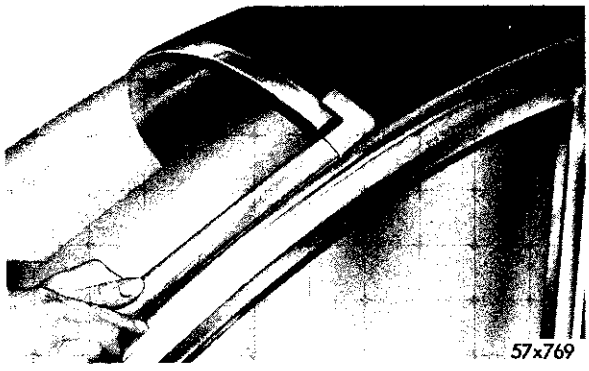


Fig. 64—Removing Rear Window Chrome Mouldings

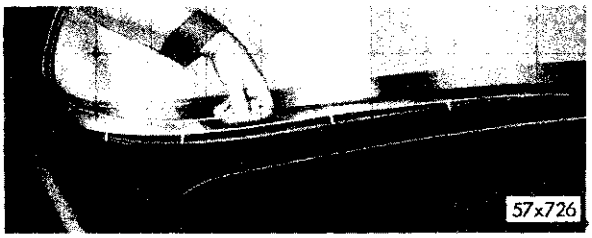


Fig. 65—Removing Rear Window Belt Moulding

Do not use a strong solution. Coat weatherstrip with MOPAR Sealer and center and insert upper end of glass in weatherstrip, as shown in Figure 62. Hold glass in position and insert wedge in weatherstrip groove, as shown in Figure 63, strip glass into weatherstrip. Pound glass into place with palm of hand. The weatherstrip will slip under lip of moulding with a slight popping noise.

CAUTION

Make sure glass is locked into weatherstrip properly all around glass.

c. Installation of Mouldings

On IM models equipped with bolted type upper moulding, align moulding attaching clips to holes in body. Apply sealer, install moulding. Tighten retaining screw (Fig. 64). Reinstall horizontal and side mouldings, clips. (Install head lining, on Imperial Models if removed). Reinstall windshield wiper blades and check for water leaks as indicated in Paragraph 2.

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

Cover rear deck fenders and other components

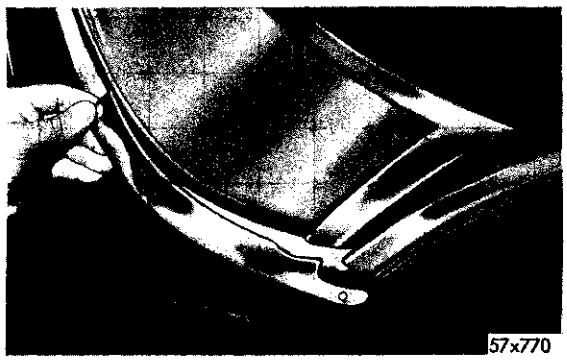


Fig. 66—Removing Lower Corner Moulding

Fig. 67—Removing or Installing Upper Corner Moulding

to protect finish. Pry up on ends of upper chrome mouldings (Fig. 64) to release them from corner mouldings and remove mouldings. Remove belt moulding center cap. From inside luggage compartment, remove nuts and washers from belt moulding studs (see Fig. 65).

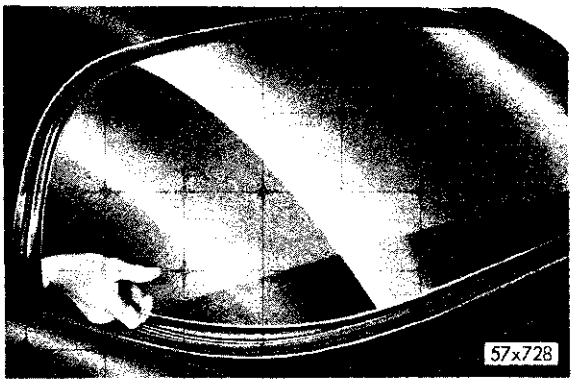


Fig. 68—Removing or Installing Rear Glass

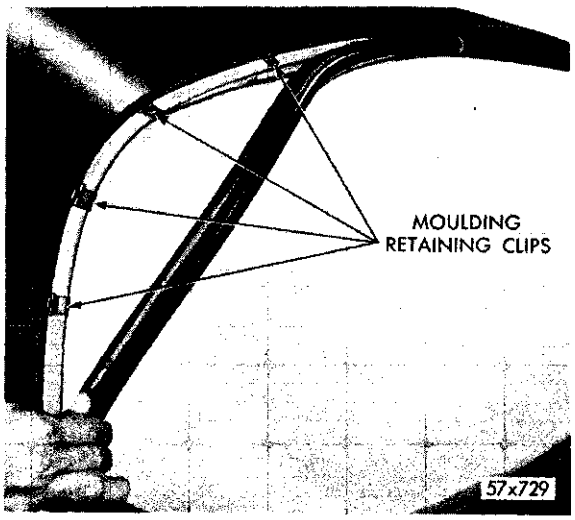


Fig. 69—Removing Weatherstrip (Rear Glass)

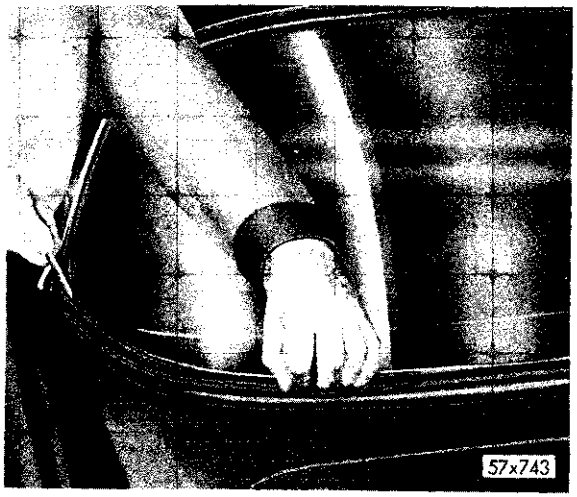


Fig. 70—Stripping Rear Glass in Body

The belt moulding is attached to door lock pillar and rear deck panel with clips. Remove clips, then remove belt moulding. **After removing belt moulding center cap and stud nuts, it may be possible to raise the moulding at center opening and slide moulding 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 66. Remove upper and lower mouldings clips from weatherstrip. Remove upper and lower horizontal moulding (Fig. 67). Insert wedge tool in weatherstrip locking strip and twist it slightly while sliding it around weath-

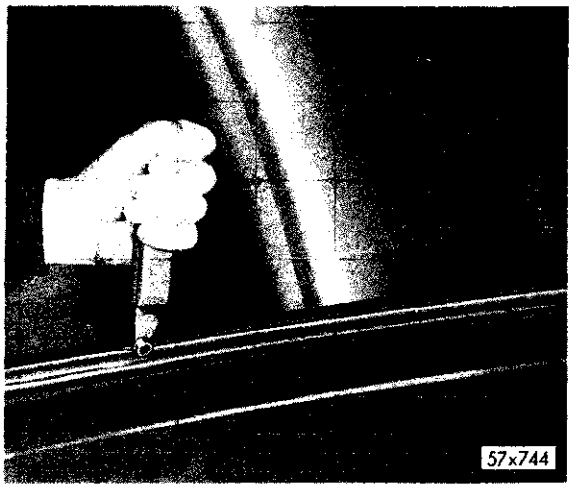


Fig. 71—Locking in Rear Glass

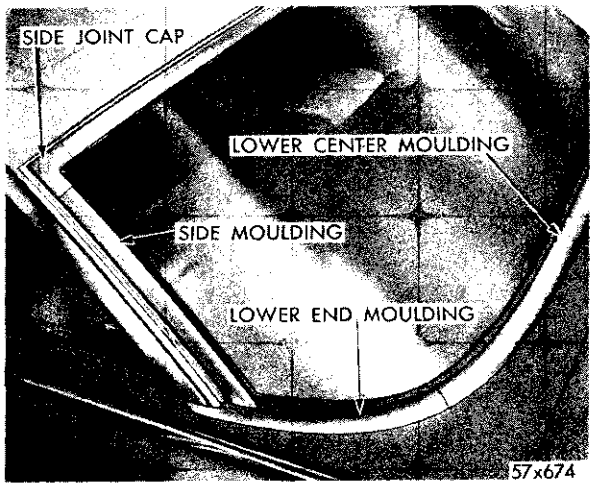


Fig. 72—Rear Window and Mouldings Installed

erstrip to unlock it from glass opening and remove glass (Fig. 68).

NOTE: When installing rear glass weatherstrip on Imperial Models, space moulding retaining clips equally apart on body fence, as shown in Figure 69.

Coat weatherstrip liberally with a naptha solution, using 2 -inch brush. Cover components to protect finish. Slide upper edge of glass into weatherstrip channel and allow glass to settle. Strip glass in lower end and seal glass in weatherstrip, using wedge tool. (Fig. 70). Start at inserted side and work across bottom, up the sides, and across top. Lock glass in weatherstrip, as shown in Figure 71.

Install upper trim moulding with aid of pull

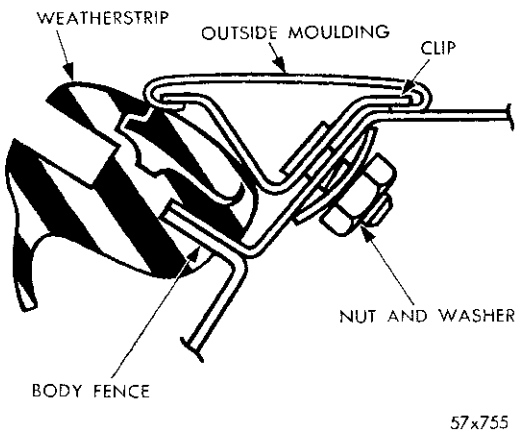


Fig. 73—Upper Rear Window Weatherstrip and Moulding

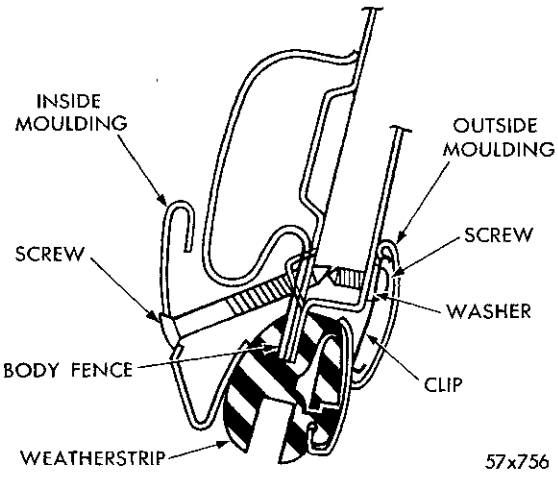


Fig. 74—Lower Rear Window Weatherstrip and Moulding

cord inserted in moulding slot of weatherstrip. Coat moulding slot with naptha solution before installing moulding. Install upper moulding, lower left and right mouldings, and upper corner caps, as shown in Figures 72, 73 and 74 for C-75 and C-76 Models. Install belt moulding. On Imperial and Special Club Coupe Models, install inside garnish moulding, lower belt moulding and tighten retaining screws. Check for leaks with trace powder as indicated in Paragraph 2.

25. REMOVAL AND INSTALLATION OF ELECTRIC WINDOW LIFT MOTOR

Remove garnish moulding (if so equipped), trim panel, arm rest assembly, and remote control handles. Refer to Fig. 75, and remove

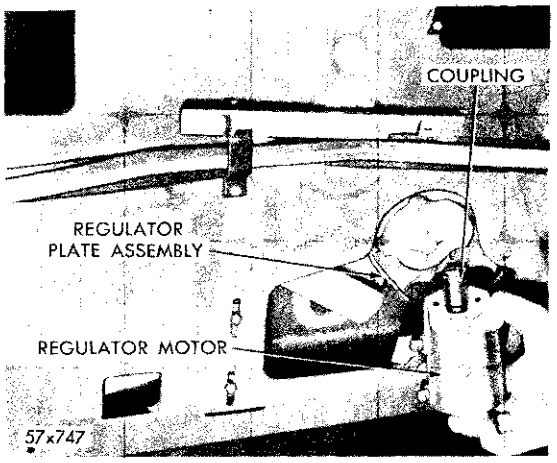


Fig. 75—Removing and Installing Window Lift Regulator Motor

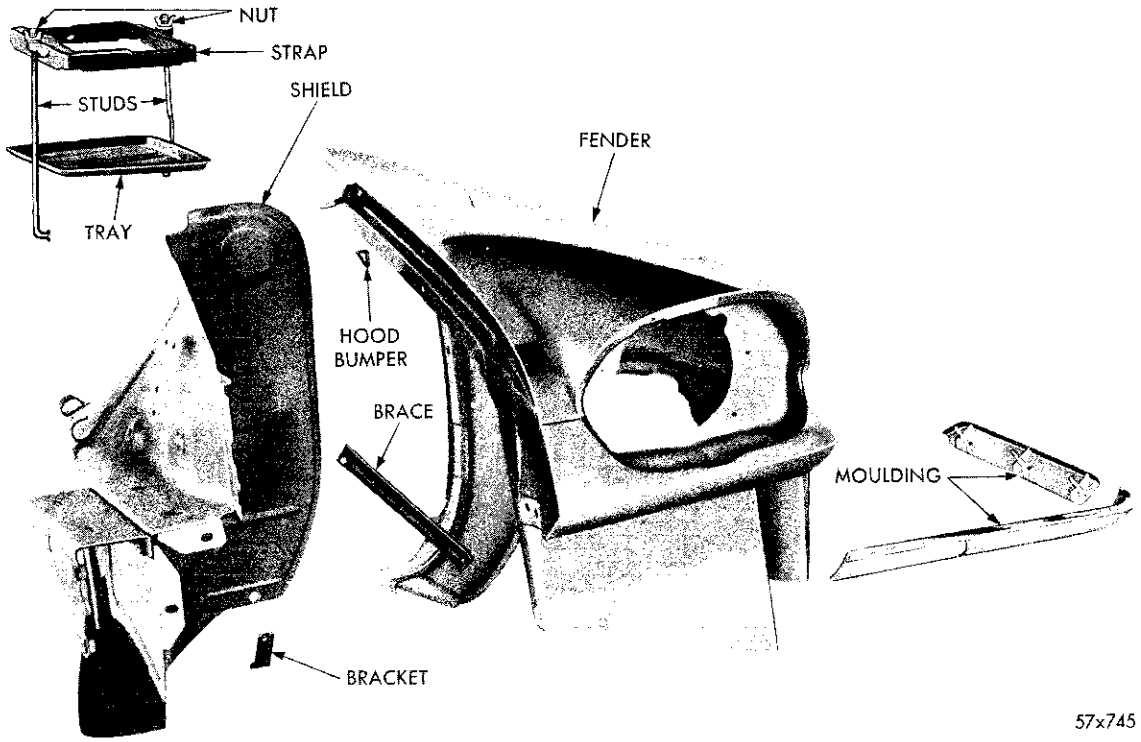


Fig. 76—Front Fender Assembly—Models C-75, C-76

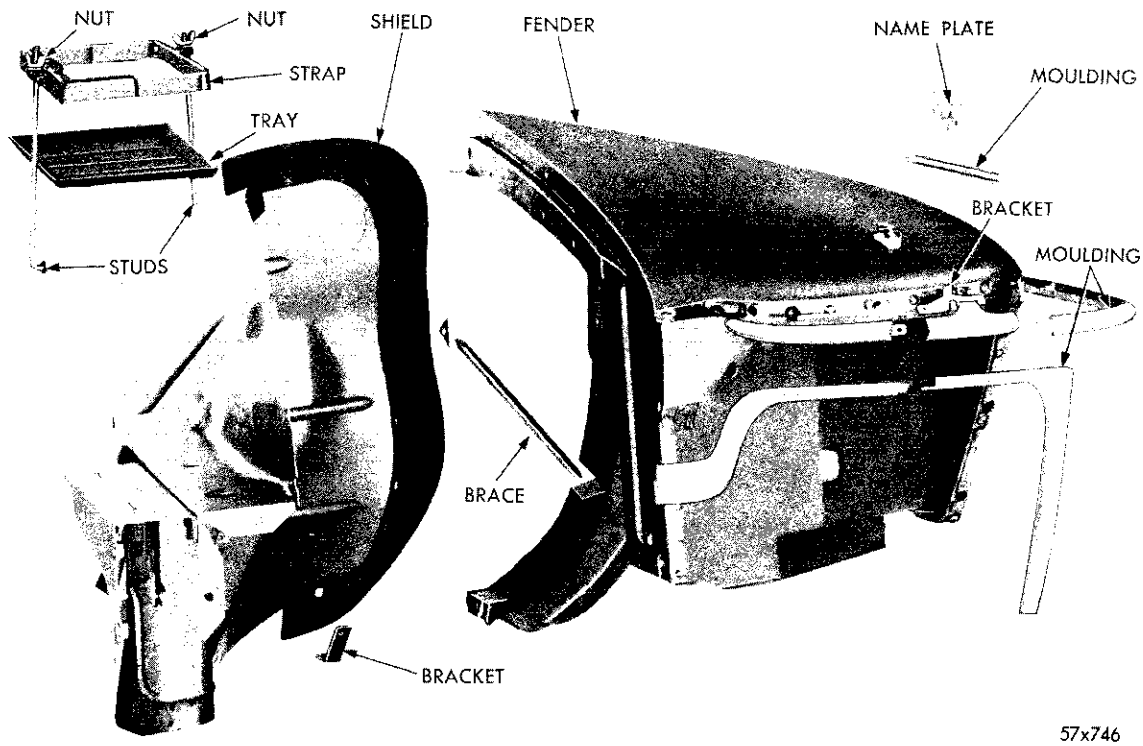


Fig. 77—Front Fender Assembly—Imperial

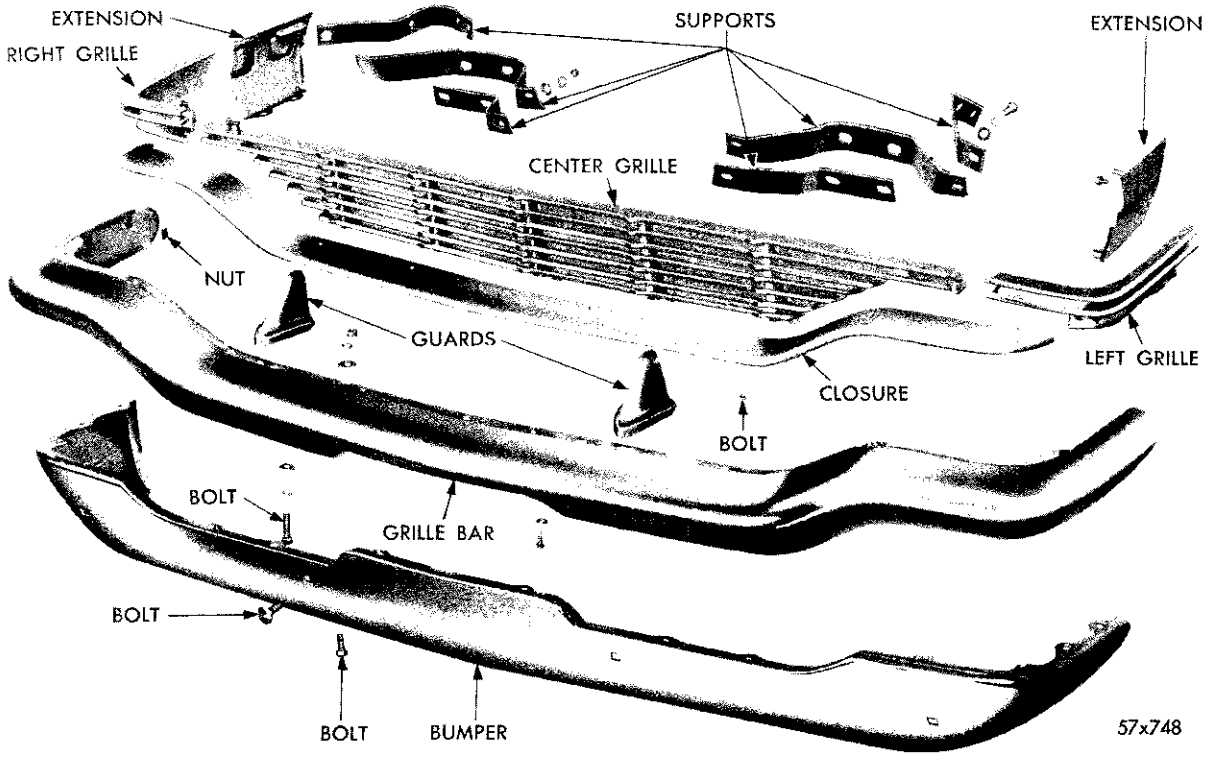


Fig. 78—Bumper ond Grill Assembly—C-75, C-76

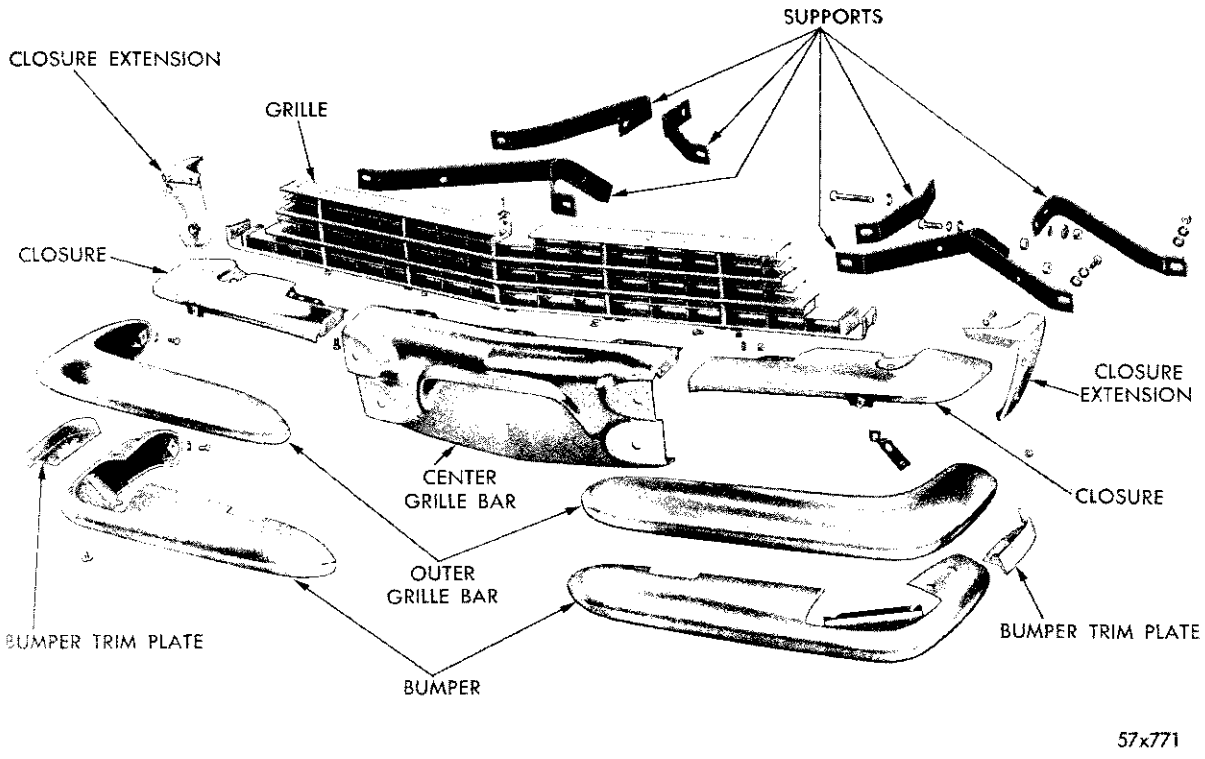


Fig. 79—Bumper and Grill Assembly—Imperial

electrical wire leads, motor to bracket attaching screws and remove electric motor.

CAUTION

When installing window lift motor, make sure the motor shaft to gear box coupling is properly aligned before tightening bracket assembly.

26. FRONT FENDERS (ALL MODELS)

a. Removal

Refer to Figures 76 and 77 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 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.

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

Refer to Figures 76 and 77 and disengage splash shield 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).

28. REMOVAL AND INSTALLATION OF RADIATOR GRILLE AND BUMPER ASSEMBLY (ALL MODELS)

Refer to Figures 78 and 79 and proceed as follows:

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. 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.

MAINTENANCE

29. HEADLINING

a. Removal

To remove the headlining on all models, except Convertible Coupe and Station Wagon, remove dome light assembly, rear seat cushion, 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.

Pull headlining from under the rear package shelf and away from rear quarter panel and wheel housing. With screwdriver, pry headlining 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 80. Pull headlining off retaining barbs at windshield header.

On all models, retaining brackets hold the rear headlining bow in position at the center. (Fig. 81) 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 82. **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 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 83, to permit removal of bow from listing. Bend

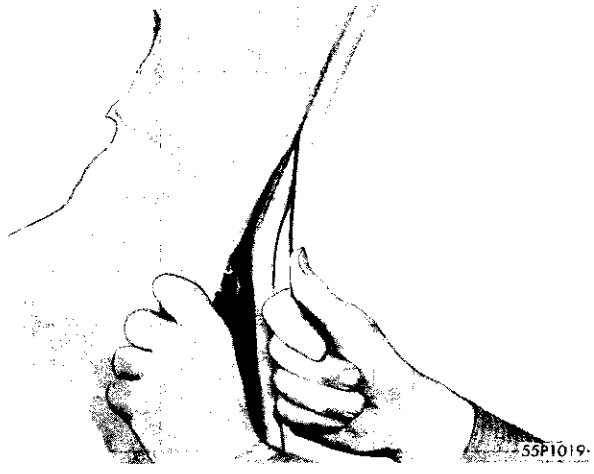


Fig. 80—Removing Headlining with Stiff Wire

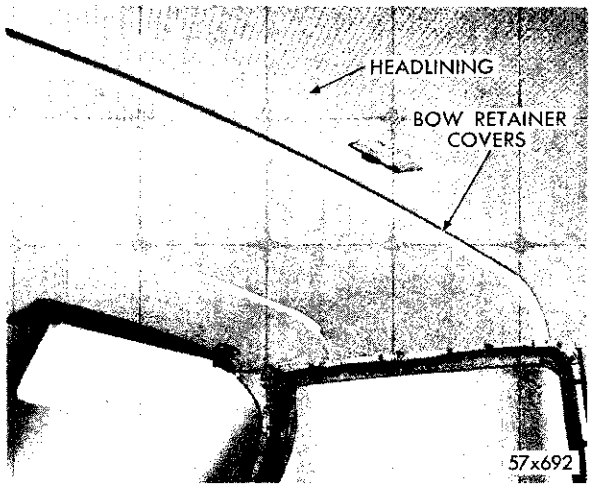


Fig. 81—Headlining Bows in Position

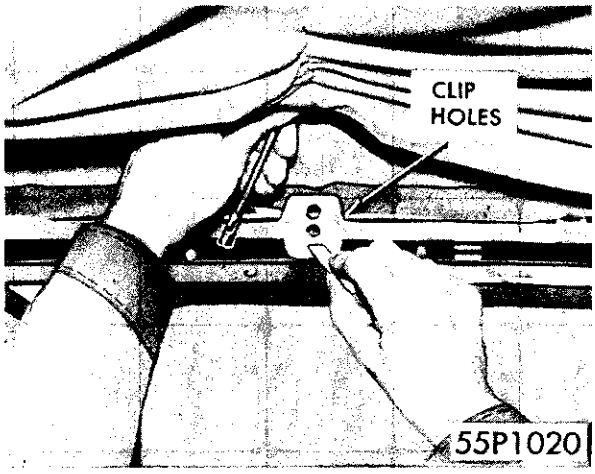


Fig. 82—Marking Holes

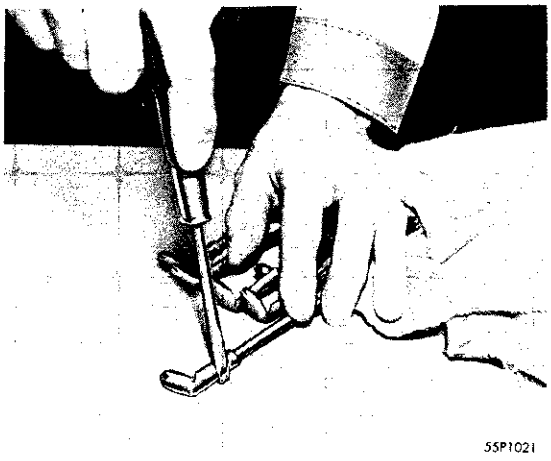


Fig. 83—Bending Locking Tab to Remove Clip from Bow

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. Notch headlining at front and rear ends by making small V-shaped cuts to indicate the center of material, as shown in Figure 84. Use these 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 Imperial Models install on end of bows). Cut small hole in middle of listing for rear headlining bow support clip, as shown

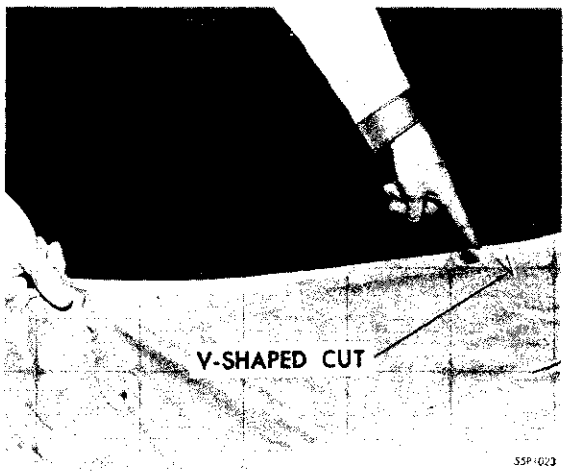


Fig. 84—Marking Headlining with Small V-Shaped Cuts

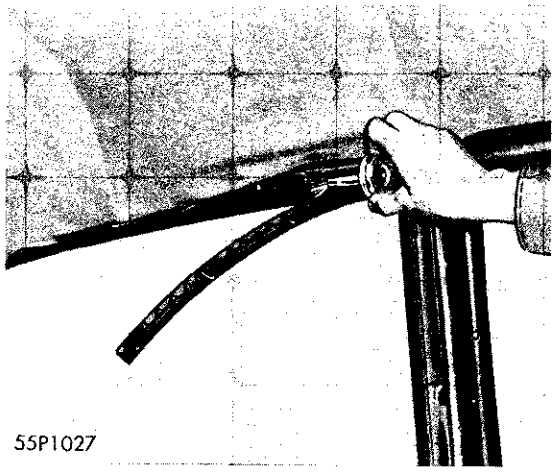


Fig. 85—Cutting Holes in Listing for Support Clip

in Figure 85. 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 and rear glass ventilator and rear window opening Fig. 86. 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

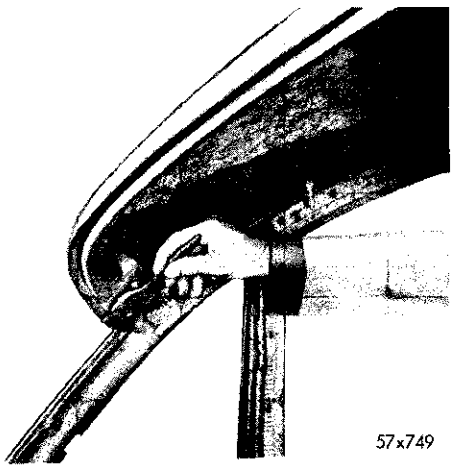


Fig. 86—Cementing Upper Rear Glass Quarter and Header Bar

Fig. 87—Trimming Excess Material from Windcord

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, hang down below door windcord on all models, except Special Club Coupe (Fig. 87).

Tuck in first and second seams between roof side rail and retainer with a dull putty knife, as shown in Figure 88. Tuck remaining material in place. When one man is performing the 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, Fig. 89. Press headlining into position after cement is tacky. Make sure material is free from wrinkles. To prevent headlining from pulling loose, use cement to fasten material at seams

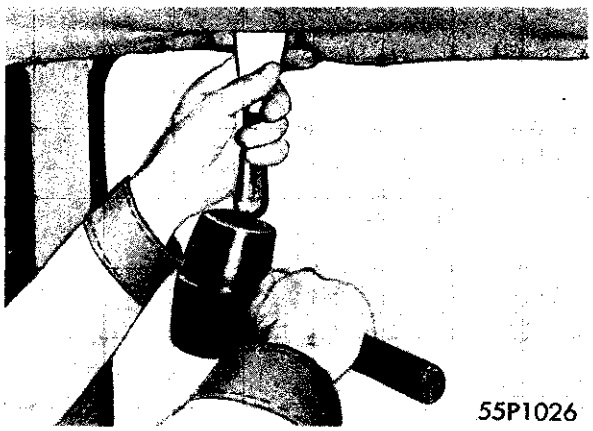


Fig. 88—Tucking Headlining between Roof Rail and Retainer

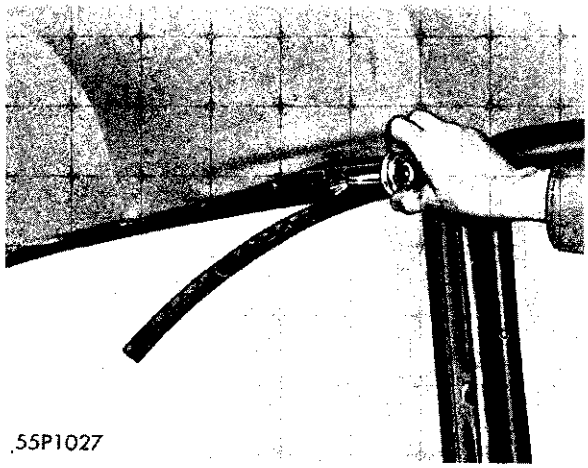


Fig. 89—Cementing Material to Underside of Side Rails at Quarter Window

to outside surface of rail, as shown in Figure 90.

To secure headlining at rear windows (all models except Town and Country Wagon), apply a light coating of cement to surface of opening, use cement sparingly. 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. Install the material across top and to a point about six inches from lower corners of window. 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.

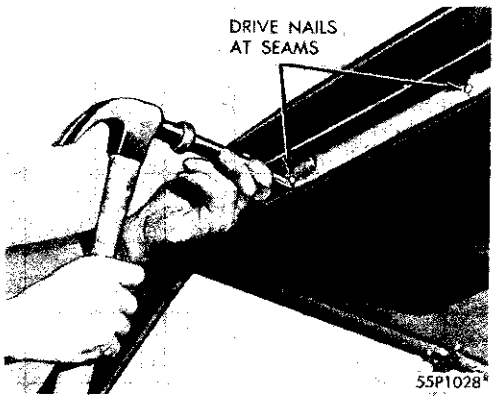


Fig. 90—Securing Material to Side Rails on Special Club Coupe

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.

30. 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 standing 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 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.

31. 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 particales can also attach a non-metallic paint, but it will usually result in a 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.

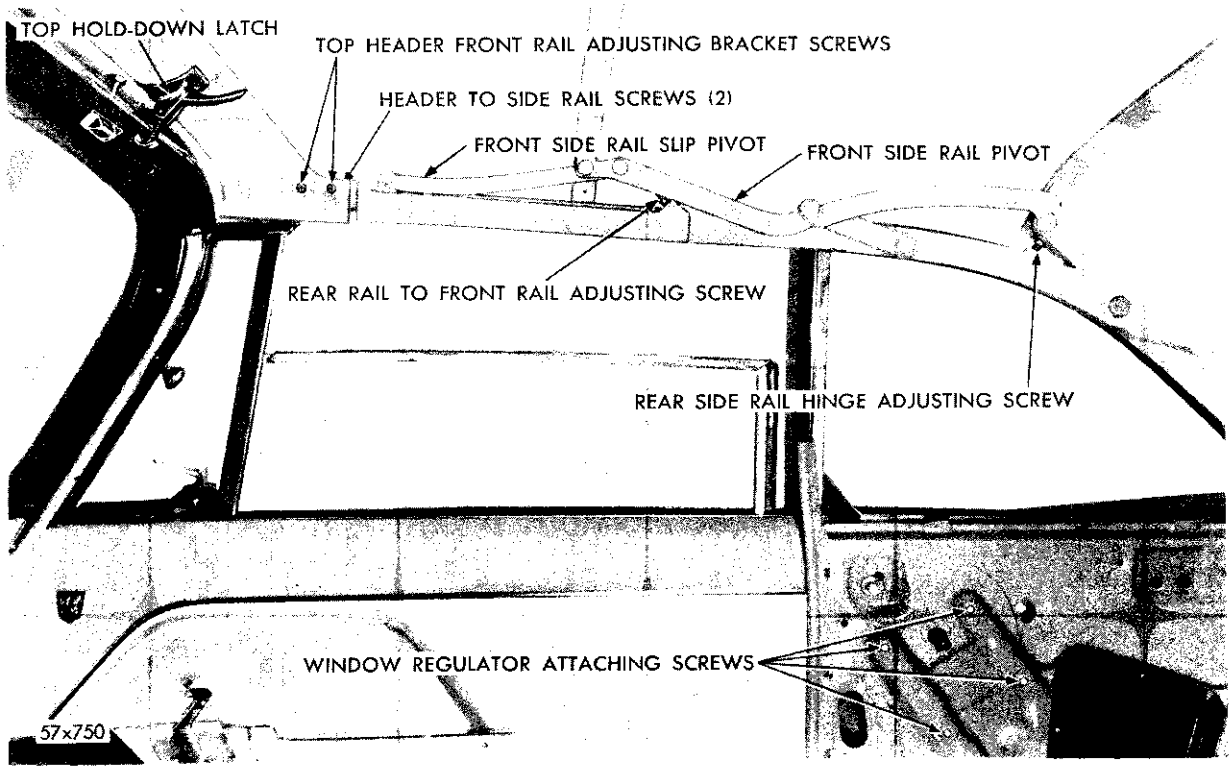


Fig. 91—Convertible Top Side Rail and Latch Assembly

CONVERTIBLE COUPE TOP

32. OPERATING THE CONVERTIBLE COUPE TOP

a. To Lower Top

To lower the Convertible Coupe top, Models C-75—C-76, turn sun visors to one side and unlock both top latches (Fig. 91). To release top unzip both rear side curtains and remove top cover bag from top well. Move top control switch lever located on instrument panel to left and hold in this position until top is completely lowered.

On Imperial Models, release safety catch on locking handle located in center of header, pull handle down all the way back. This will release top.

CAUTION

Never lower top when it is wet. The top cover should be placed in the top cover bag and stored in luggage compartment. Never store top cover in top well compartment.

b. To Raise Top

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 mechanism in working condition.

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—C-75 and C-76 Models. Pull top down firmly on top header. Engage and lock both top latches to lock top securely in position.

On Imperial Models—pull top down firmly on top header. Push locking handle all the way forward until safety catch engages.

NOTE: Be sure both sides are engaged when latching.

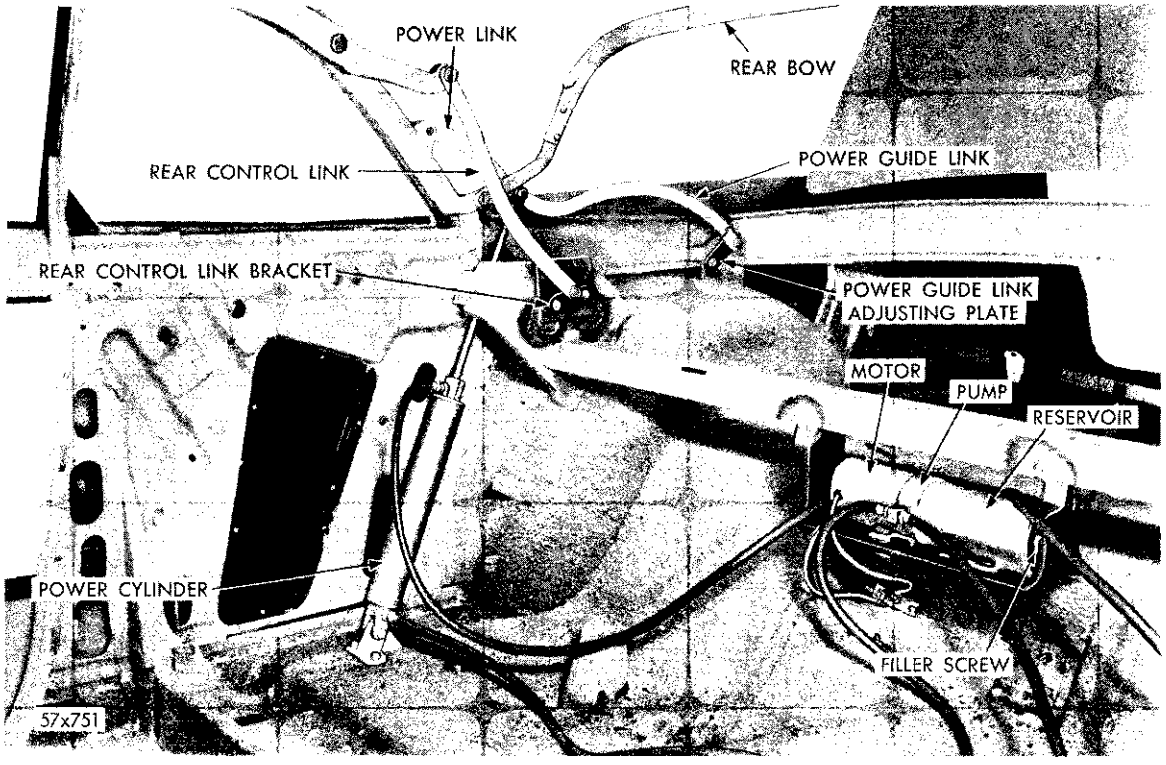


Fig. 92—Convertible Top Hydraulic Folding Mechanism

c. Roof Side Rail Alignment (All Models)

The adjustment of front side rail and header panel to windshield is controlled by the rear control link which is fastened to the quarter panel compartment (Fig. 91).

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 91 (C-75 and C-76 only). If front side rail joints are open when top is fully raised, turn front side rail hinge adjusting screws counterclockwise until joints are closed. If after making this adjustment, the clearance between door glass and side rail is increased or decreased, adjust the rear adjusting screw to obtain the desired clearance.

On All Models 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. Before making this adjustment, loosen top header at windshield to remove tension from linkage.

d. Top Header Panel Adjustment

If the header does not close easily on dowels, 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 guide link to obtain the desired clearance. (See Fig. 96). On Imperial Models—lateral adjustment of dowels may be made by loosening nut and setting dowels to line up with hole in removable sun visor bracket

33. 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 91 and 92, 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 32 for correct body shimming methods.**

CAUTION

To avoid stripping adjusting screw threads, loosen Allen set screw locking the adjusting screws in hinge and rail brackets (Fig. 91) 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 glass for correct fit at side rail and vertical seals Fig. 93. Adjustment for proper alignment of quarter window glass-to-roof rail weatherstrip is made at the power guide link adjusting plate (Fig. 92) with top in partially raised position. Refer to Figures 91 and 92 for door glass-to-roof rail weatherstrip clearance.

NOTE: On Imperial Models there is no power guide link.

Adjust the lower outside power link for fore and aft and up and down movement. To decrease or increase clearance between quarter window glass and roof rail weatherstrip, loosen power guide link adjusting plate bolts (Fig. 92) and spread or shorten link as case may require, to obtain the desired clearance.

34. SERVICING THE TOP FOLDING MECHANISM

The electric-hydraulic top folding mechanism

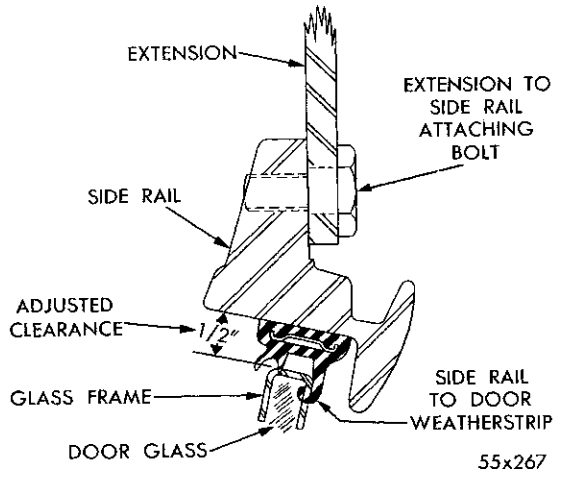
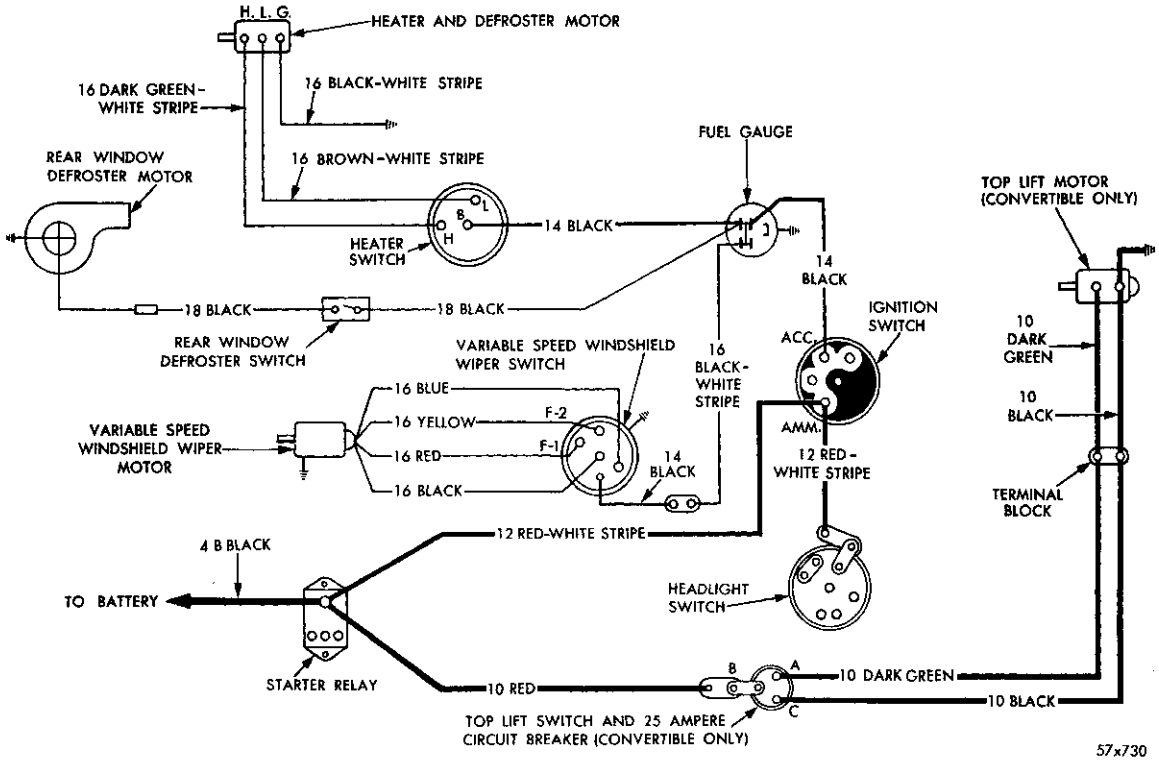


Fig. 93—Convertible Side Rail Weatherstrip



Models C-75, C-76

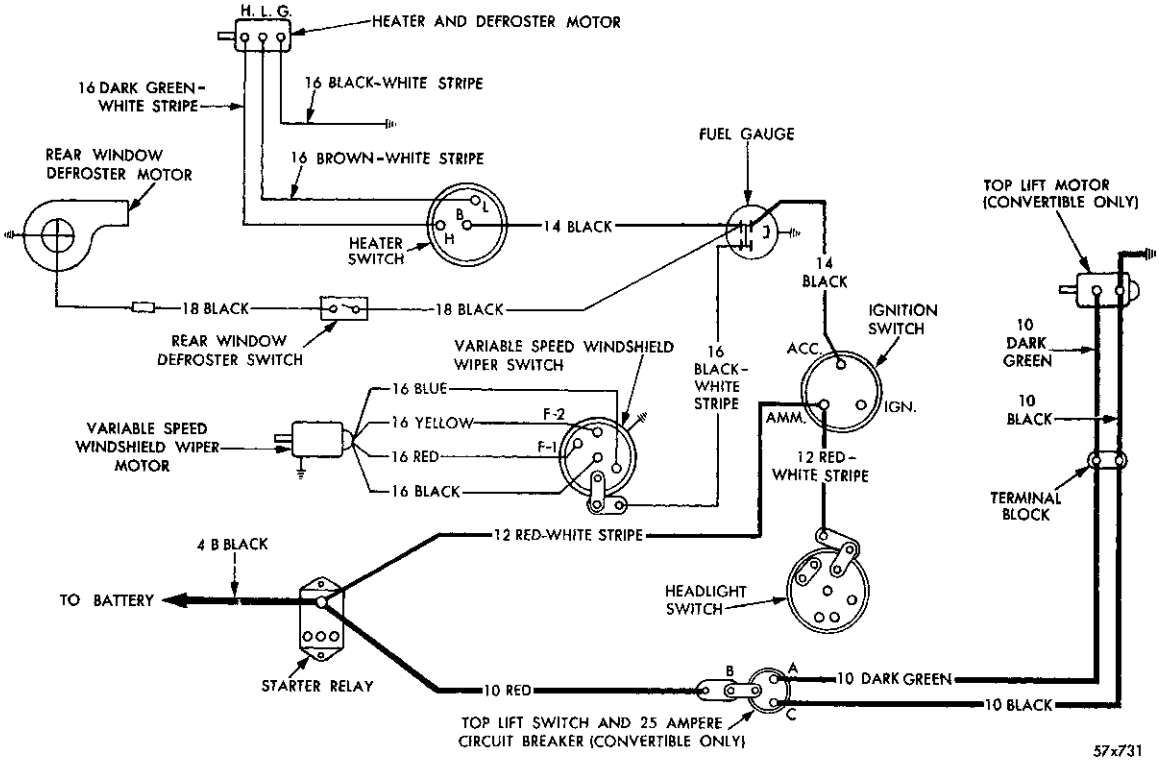


Fig. 94—Windshield Wiper, Heater, Rear Window Defroster, Top Lift Circuit Wiring Diagram Model—Imperial

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 94.

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 assembly 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.

35. 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.

TOP WILL NOT RAISE OR LOWER

Hook one wire of a test lamp to a good ground and the other wire of test lamp feed to terminal on control switch. 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.

36. 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 Paragraph 33, 35 and 37.

37. 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. If test lamp lights in both cases, but the pump motor fails to operate, replace the pump motor.

38. 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.

39. CARE OF THE TOP

The worn fabric top material can be waterproofed with Windshield Rubber Sealer, Part Number 13162201. 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 95 and proceed as follows:

SERVICE PROCEDURES

40. TAIL GATE

a. Removal

To remove the tail gate proceed as follows:

NOTE: On electric operated models, disconnect battery ground cable and wiring at tail gate. Lower tail gate glass, open tail gate so that tail gate is in straight up position.

Remove the four screws and hinge at each end (Fig. 95) (body half of hinge), remove tail gate as an assembly.

b. Installation

Position tail gate straight up on body. Install hinge, attaching screws, but do not tighten securely. Align and adjust position of tail gate in body opening. Refer to Paragraph "c" below. After tail gate is adjusted to opening, tighten hinge screws securely.

c. Alignment of Tail Gate

The adjustments provided for proper alignment of tail gate with body opening is as follows:

The floating nuts in the tail gate panel hinge provide for up and down movement. The tapping plates in the body hinge provide adjustment from side to side and fore and aft at bottom of tail gate.

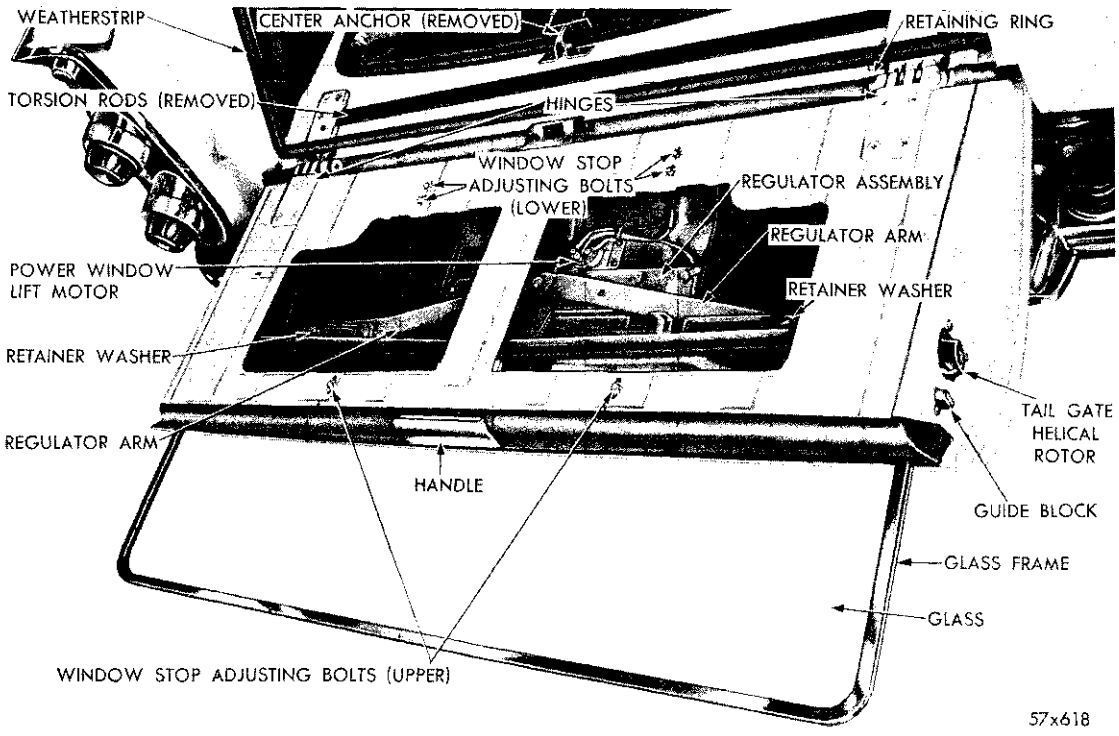


Fig. 95—Tail Gate Assembly

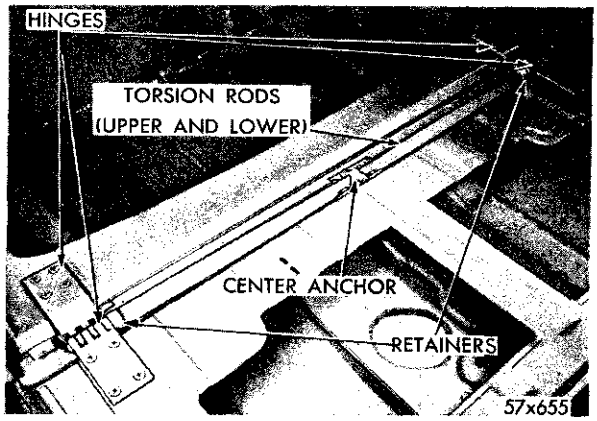


Fig. 96—Tail Gate Torsion Bars Installed

41. REMOVAL OF TAIL GATE REGULATOR HANDLE

Lower rear window glass. Remove regulator handle attaching screws, lower tail gate to open position and remove regulator handle.

42. REMOVAL OF TAIL GATE GLASS AND/OR RUN CHANNELS

Lower rear window glass, unlock and pull tail gate down to the fully opened position. Remove inner panel, and remove retainer washer from each window regulator arm (Fig. 95).

Raise glass to facilitate removal, disengage regulator arms from glass channel slots and remove upper window stops, remove glass. Remove upper and lower attaching screws located inside of tail gate and remove glass run channels.

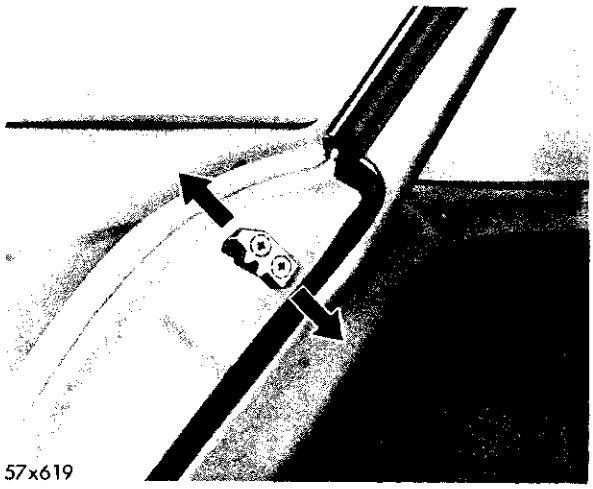


Fig. 97—Tail Gate Lock Striker

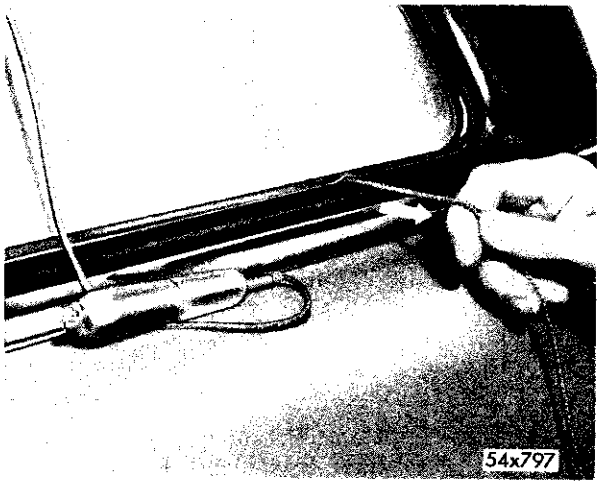


Fig. 98—Removing Pull Cord from Weatherstrip

43. INSTALLATION OF TAIL GATE LOWER GLASS RUN CHANNEL AND TAIL GATE GLASS

Install lower glass run channels and tighten screws securely Install rear window glass. Install upper stops. Slip regulator control arms into glass channel slots and install the retaining washers. Lower the tail gate glass to 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.

NOTE: The rear window may be repositioned by loosening 4 adjusting screws and by adjusting the regulator.

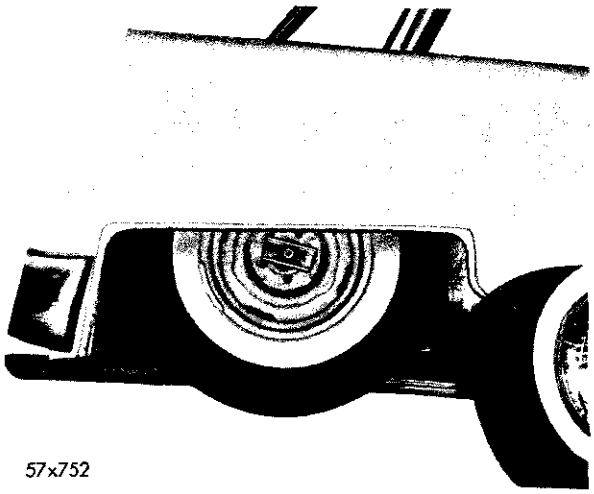


Fig. 99—Spare Wheel Mounting (Typical) C-75

If glass binds in channel, re-check adjustment. The tail gate glass run channel screws, two on each side of tail gate, are used to adjust fore and aft and tilt.

NOTE: If additional fore and aft adjustment is required at top of tail gate adjust lock strikers (Fig. 97).

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 the glass travel.

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

a. Torsion Bars

The tail gate is designed to assist the operator in opening and closing of the tail gate. The two torsion bars are located between the hinges and the ends are retained by the body half of the hinges. A center anchor is located at center of tail gate.

b. Removal of Torsion Bars (Fig. 96)

Remove tail gate and hinges from body as an assembly. Remove one hinge from tail gate. Slide out two torsion bars.

c. Installation

Install two torsion bars. (Fig. 96) Install hinge to tail gate. Install tail gate and hinges as an assembly.

d. Removal of Door Latch

Remove glass run channel (Fig. 95). Remove three attaching screws and door latch. When installing door latch make sure it is properly aligned with striker.

e. Replace Door Latch Pull Wire

Remove inner panel and replace wires. To adjust length of latch pull wire, loosen screw holding adjusting bracket (located under inner lip of door inner panel) and place wire in proper groove to apply tension. Tighten screws.

f. Removal Upper Glass Run Channel

Remove attaching screws and pry out channel from retaining strip.

45. REMOVAL AND INSTALLATION OF REAR QUARTER WINDOW

Remove rear quarter window garnish moulding attaching screws and remove garnish moulding. Exert pressure on the outside of glass and carefully force it out of opening.

Before installing the rear quarter window glass, remove old sealer from weatherstrip and window frame. Apply a bead of new sealer all around window opening. Install glass in the weatherstrip and insert pull cord in sealing lip slot, as shown in Figure 98. The pull cord should be installed so ends of cord are on bottom and outside of 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 98. If pull cord is not available, a wood or fiber wedge can be used to position lip of weatherstrip, as shown in Figure 98. Tighten garnish moulding attaching screws securely.

46. SPARE TIRE MOUNTING

Spare tire assembly is located in the right rear fender. (Fig. 99) To remove tire and wheel assembly, the fender skirt and wheel clamp must be removed.

47. INSTRUMENT PANEL AND BODY WIRING ASSEMBLY

For instrument panel, body components, wiring diagrams of the various electrical circuits, refer to Figures 100 through 105.

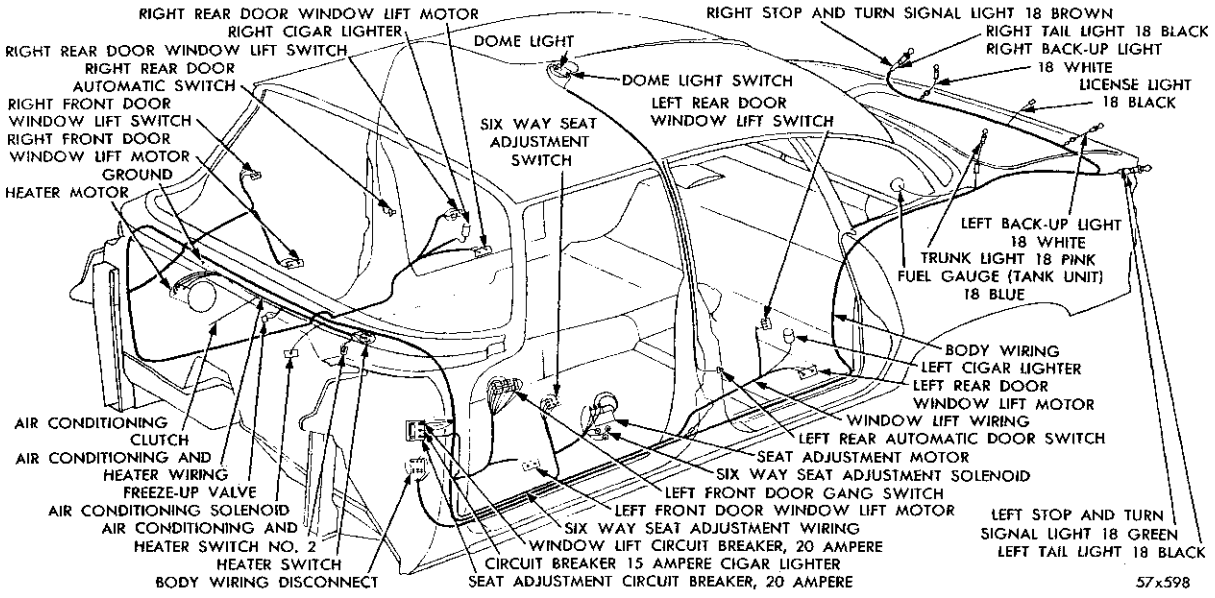


Fig. 100—Imperial Basic Body Wiring

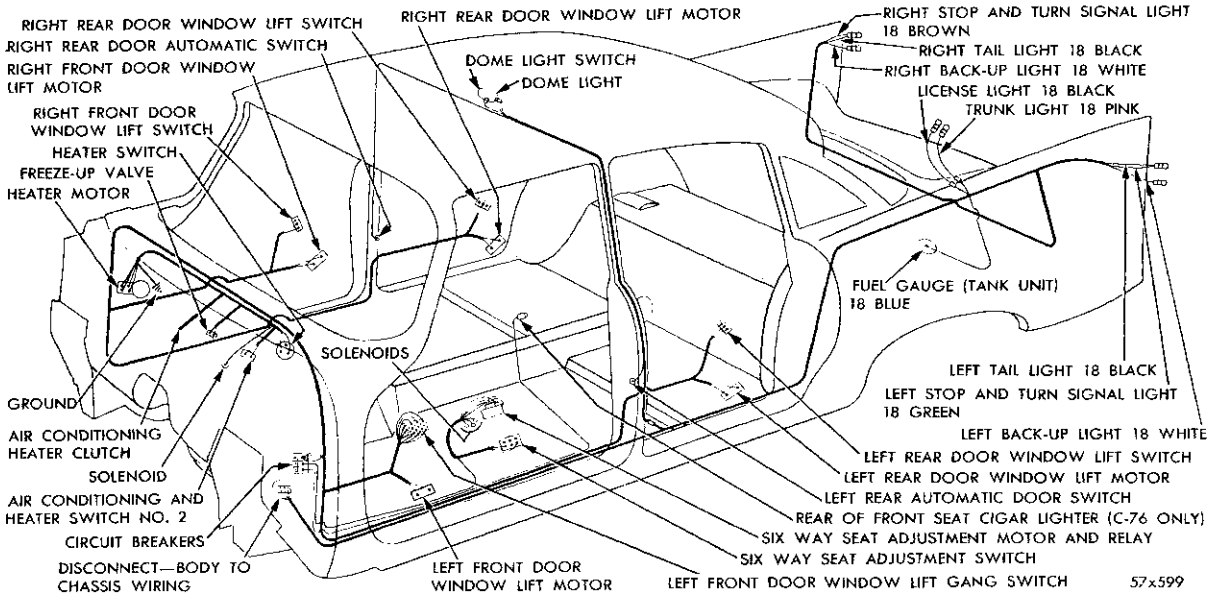


Fig. 101—C-75, C-76 Basic Body Wiring

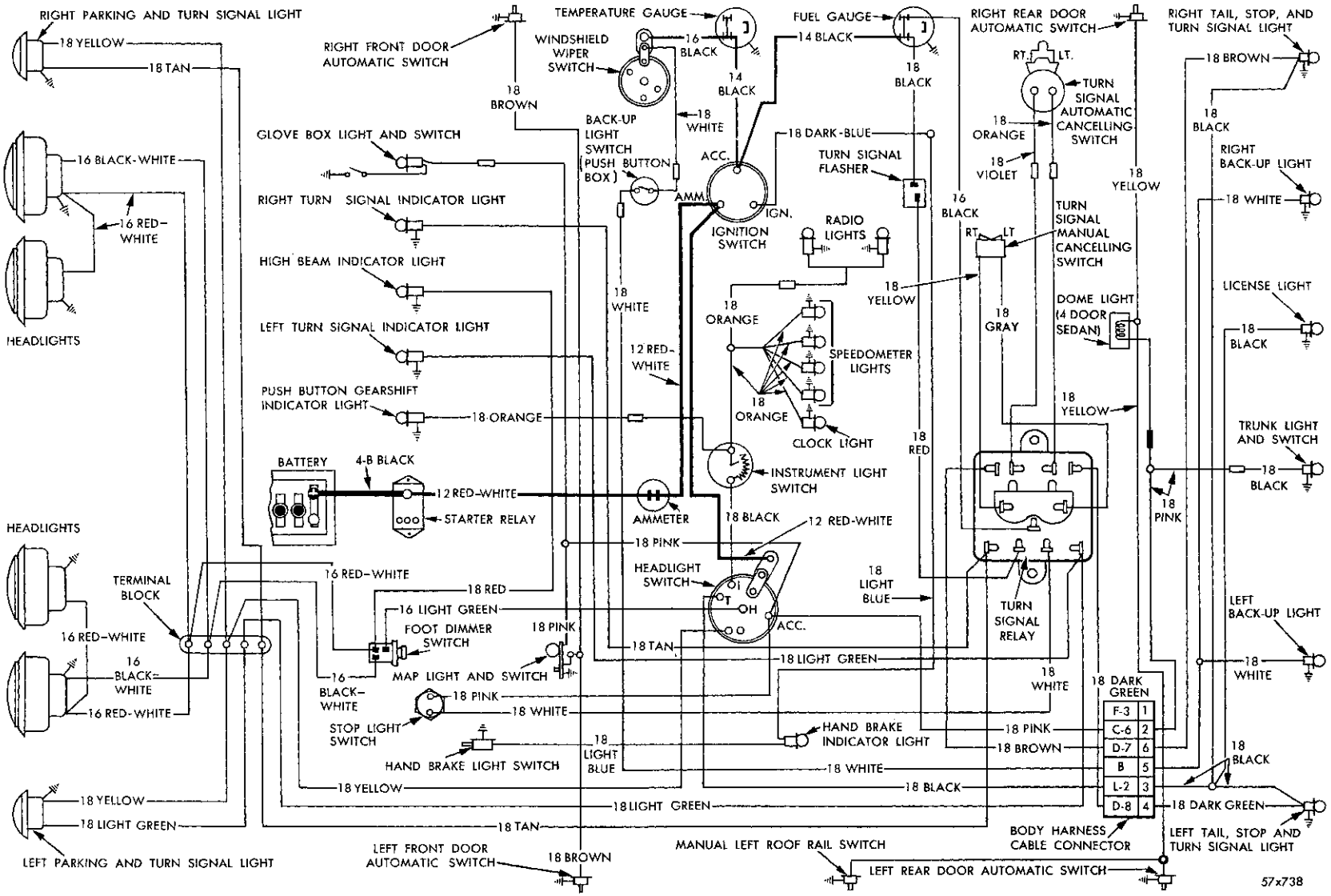


Fig. 102—Lighting and Turn Signal Wiring System

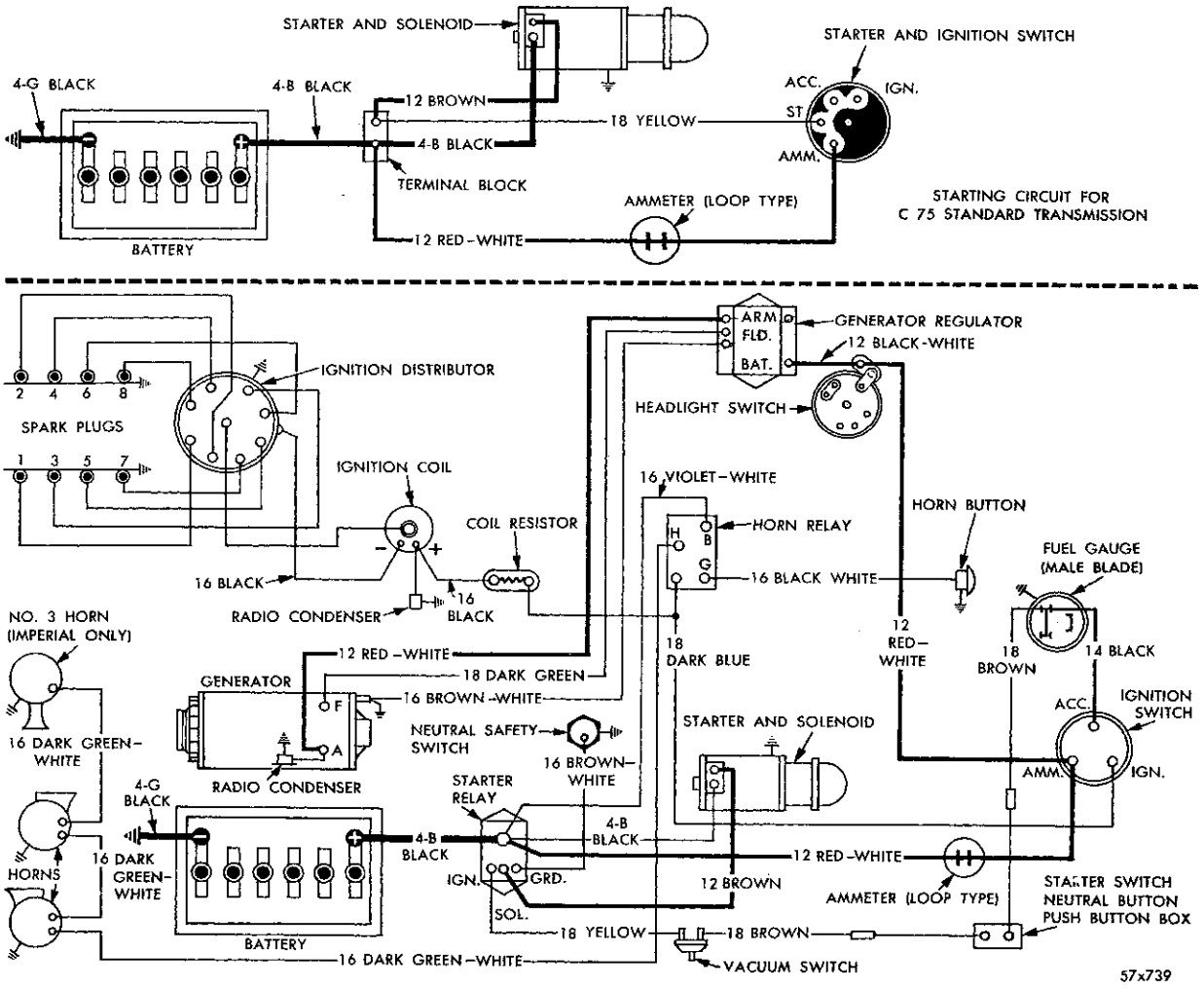
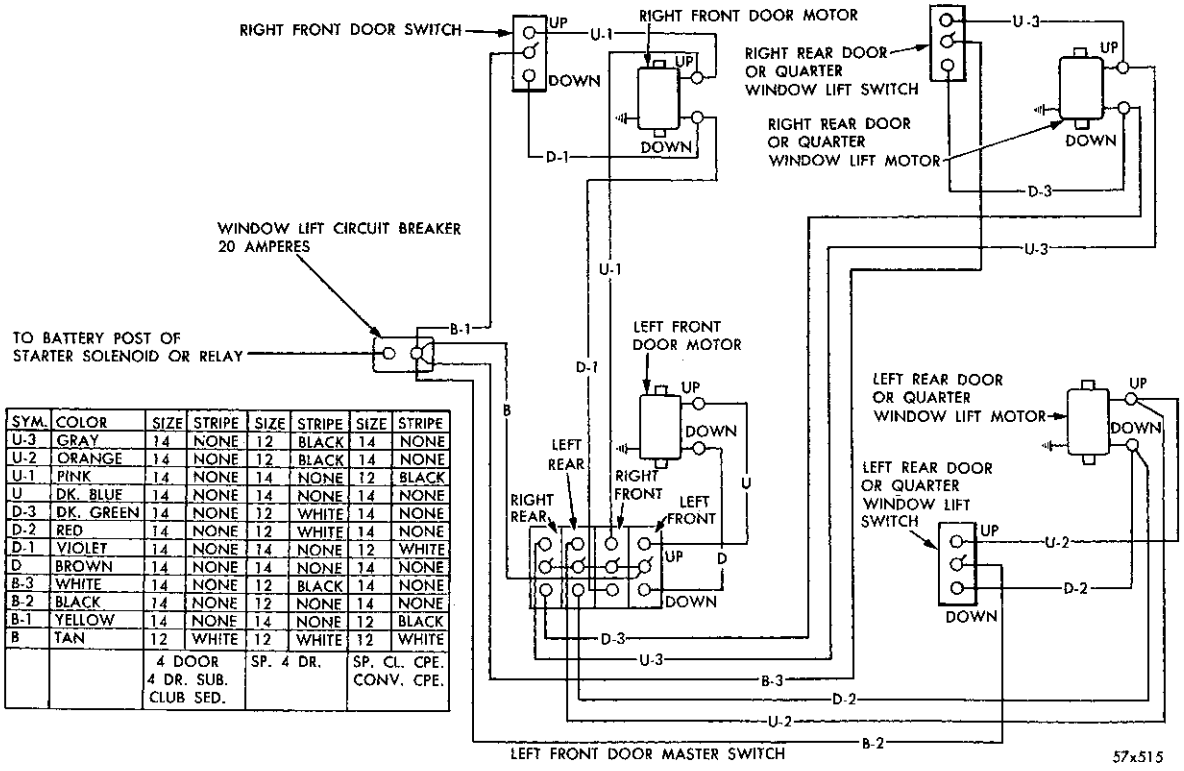


Fig. 103—Starter Generator Ignition and Horn Wiring System



SYM.	COLOR	SIZE	STRIPE	SIZE	STRIPE	SIZE	STRIPE
U-3	GRAY	14	NONE	12	BLACK	14	NONE
U-2	ORANGE	14	NONE	12	BLACK	14	NONE
U-1	PINK	14	NONE	14	NONE	12	BLACK
U	DK. BLUE	14	NONE	14	NONE	14	NONE
D-3	DK. GREEN	14	NONE	12	WHITE	14	NONE
D-2	RED	14	NONE	12	WHITE	14	NONE
D-1	VIOLET	14	NONE	14	NONE	12	WHITE
D	BROWN	14	NONE	14	NONE	14	NONE
B-3	WHITE	14	NONE	12	BLACK	14	NONE
B-2	BLACK	14	NONE	12	NONE	14	NONE
B-1	YELLOW	14	NONE	14	NONE	12	BLACK
B	TAN	12	WHITE	12	WHITE	12	WHITE
		4 DOOR 4 DR. SUB. CLUB SED.		SP. 4 DR.		SP. CL. CPE. CONV. CPE.	

Fig. 104—Electric Windowlift Wiring System

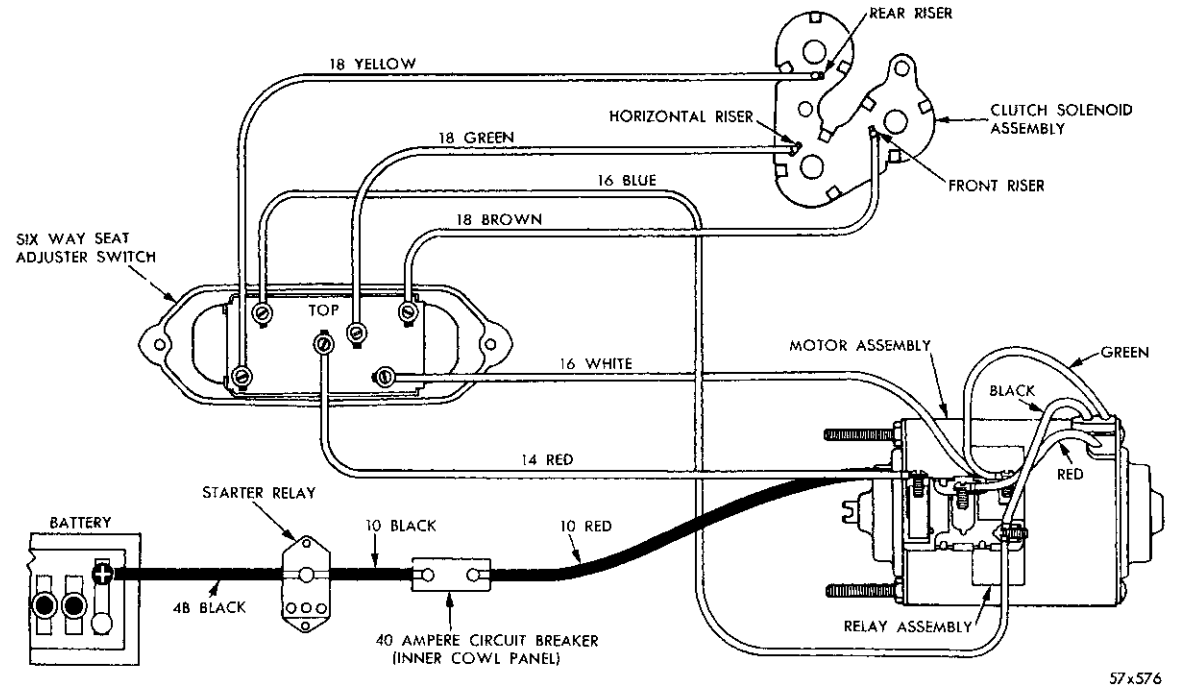


Fig. 105—6-Way Seat Adjuster Wiring Diagram