

Section XIV
BODY, BODY WIRING AND
SHEET METAL
INCLUDING TOWN AND COUNTRY WAGON
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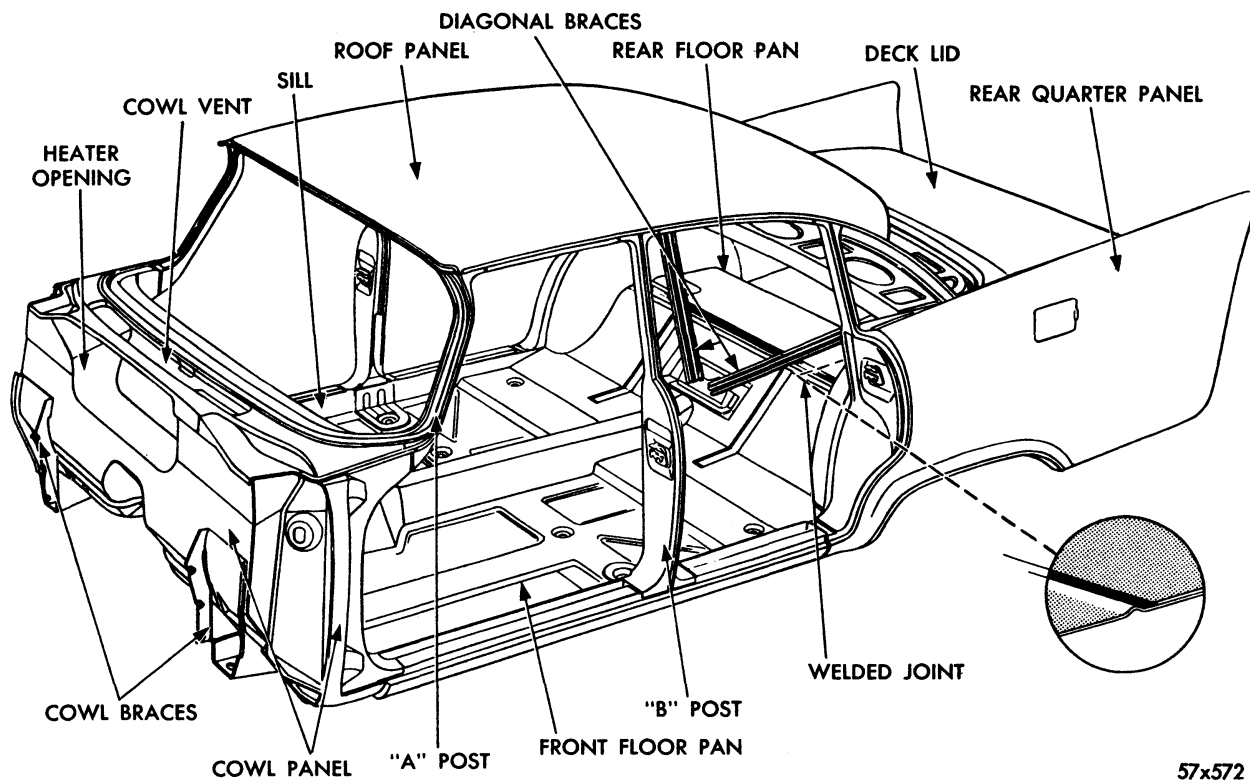


Fig. 1—Basic Body Construction (LC-1, LC-2, LC-3 Models)

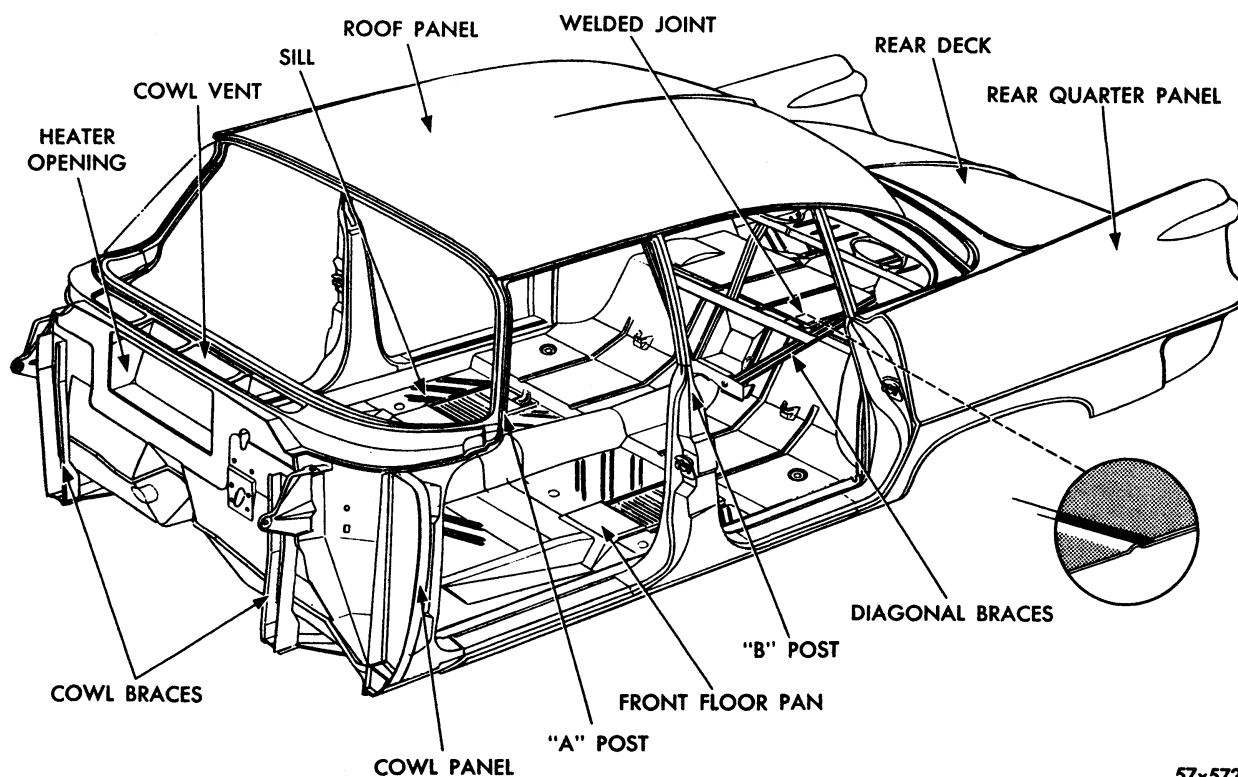


Fig. 2—Basic Body Construction (LY-1 Imperial)

Section XIV

BODY, BODY WIRING AND SHEET METAL

BODY

1. BODY MAINTENANCE

The following structural body features are incorporated in the 1958 Chrysler Model cars: 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.

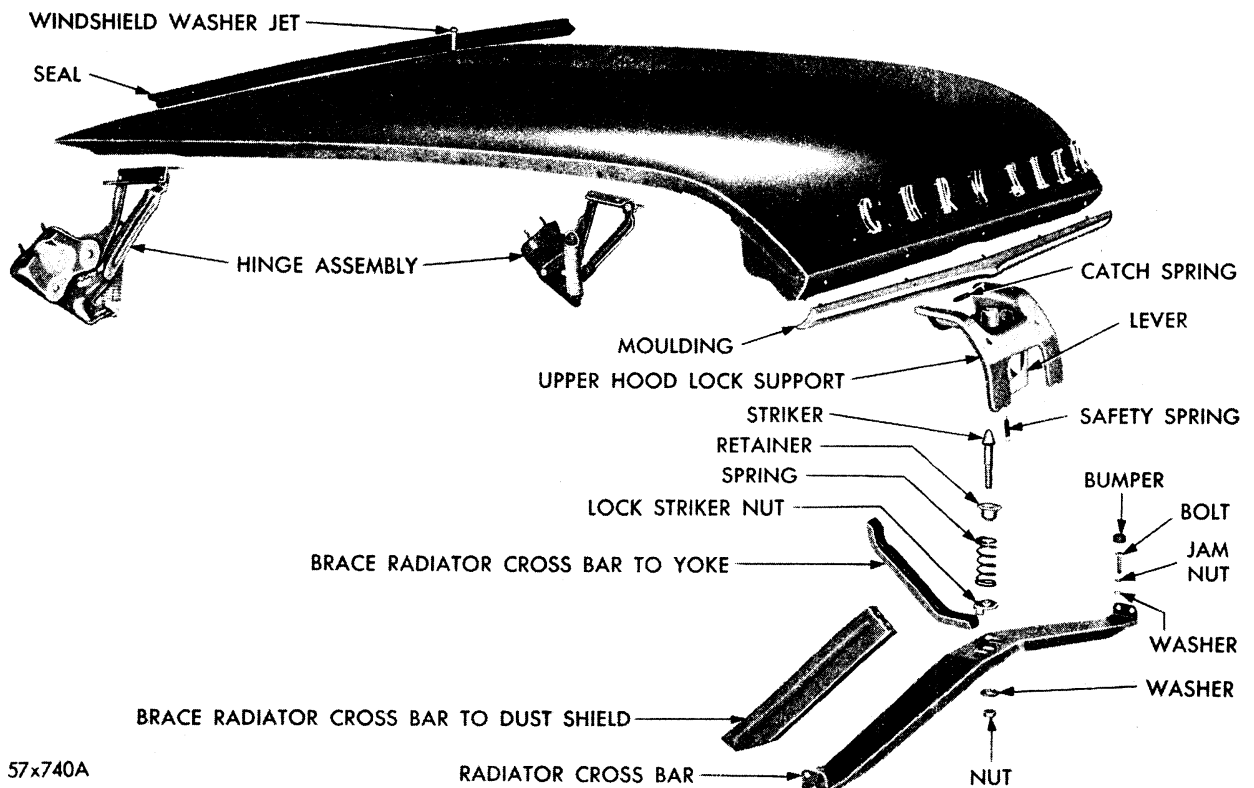
Stiffness welded to underside of floor pan to minimize vibration. A metal-to-metal welded lap joint to eliminate dust and water from body. Diagonal braces behind the rear seats with quarter panel welded to floor pan forming a box section structure to increase body rigidity. The new step-down sill construction, 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. All models of the Chrysler and Imperial have 12 body bolts, except the convertible which has 14.

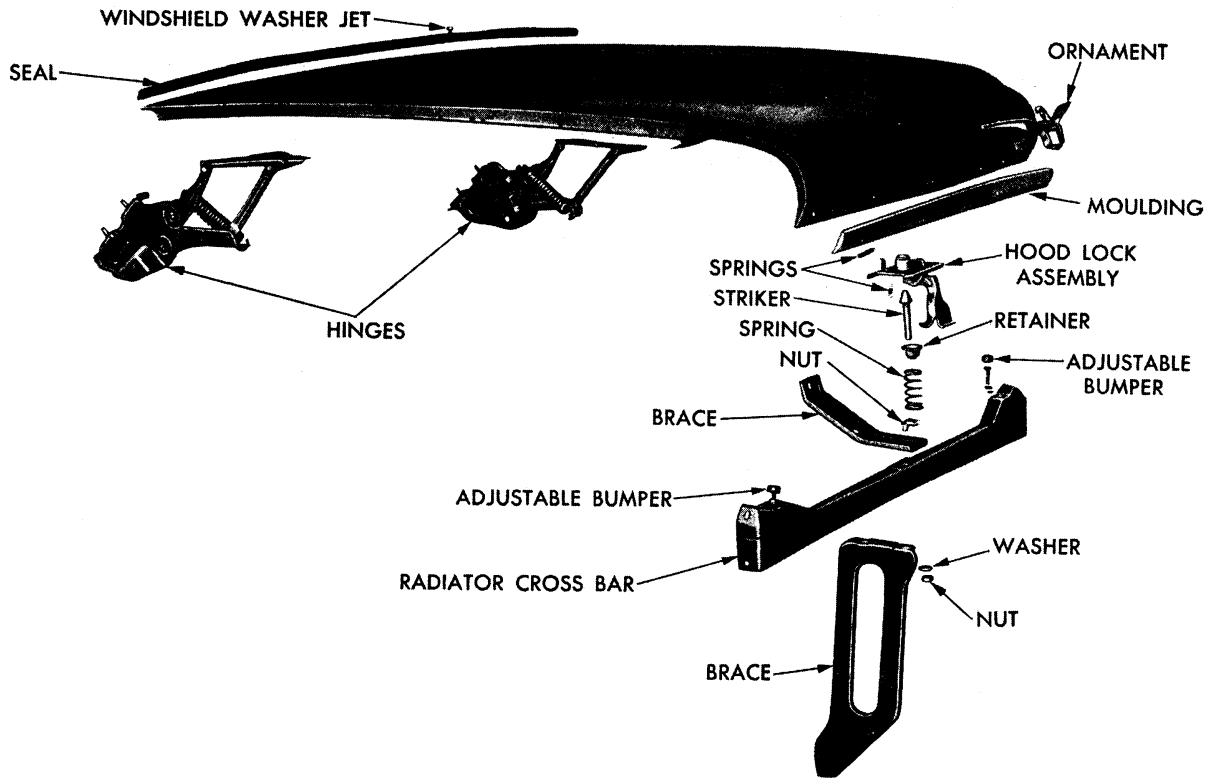
If tightening bolts and screws located on such assemblies as deck lid, doors, hood, radiator support, and front end does not eliminate squeak or rattles, the trouble is probably caused by misalignment; in such cases, follow alignment and adjustment procedures.

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



57x740A

Fig. 3—Hood (Disassembled View) (Chrysler Models)



57x773

Fig. 4—Hood (Disassembled View) (Imperial)

2. REMOVAL, INSTALLATION, AND ADJUSTMENT OF HOOD

a. Removal

The method of hood attachment is shown in Figures 3 and 4. 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.

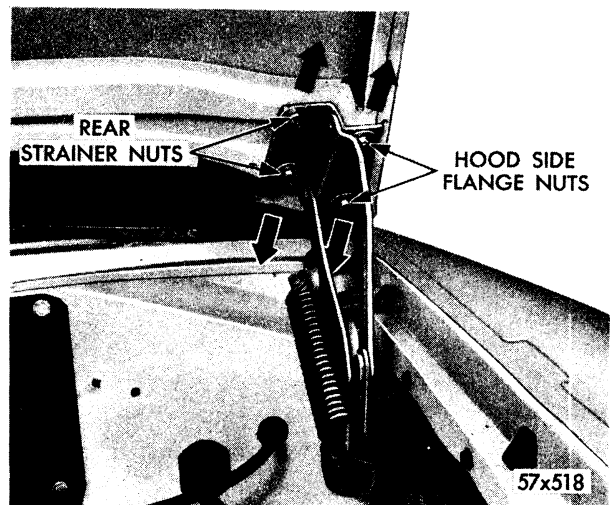
b. Installation

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. 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, ad-

just hood hinges to body. Loosen all fastenings (hinge to body) (Fig. 5), 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



57x518

Fig. 5—Hood Attachment

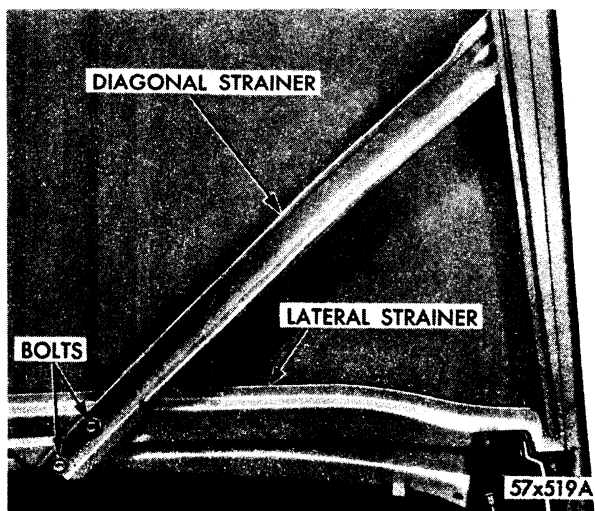


Fig. 6—Diagonal Strainers

strainer (Fig. 6) to obtain correct fit. To bend strainer, place on "S" hook over center strainer. Slide a bar, (Fig. 7) 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, raise fender, using jack until correct position has been obtained. Install horseshoe shims between cowl and fender bracket, as shown in Figure 8. Retighten bolts securely.

Hood Does Not Follow Contour of Fender—Insert small block of wood about one inch

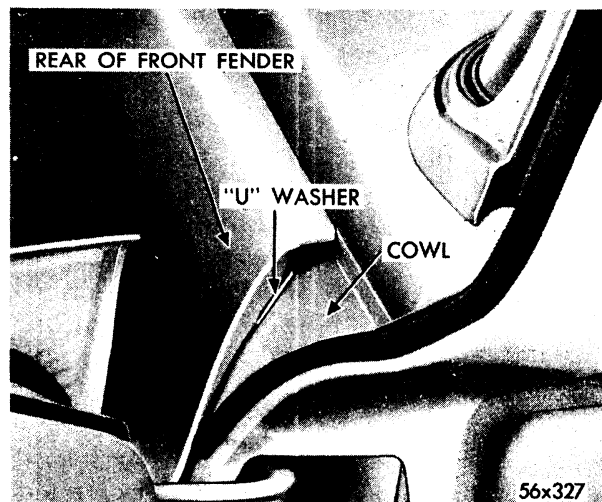


Fig. 8—Shimming Front Fender

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 9. 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 9. Extend jack carefully while checking clearance between rear edge of fender and lead-

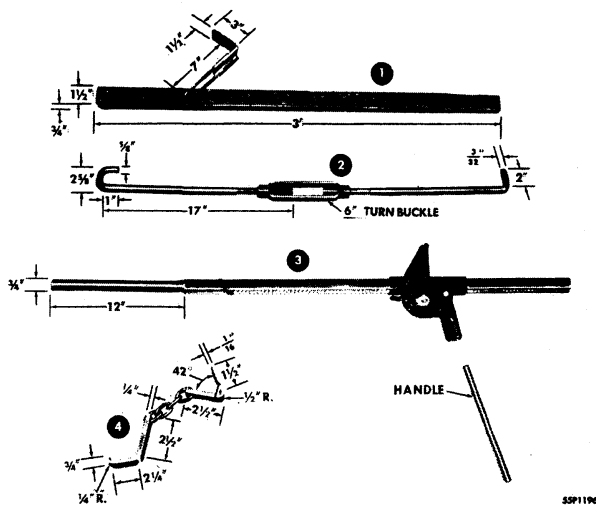


Fig. 7—Body Adjusting Tool

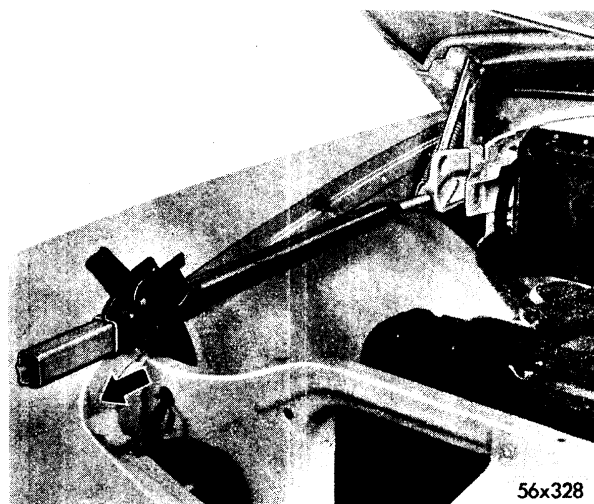


Fig. 9—Moving Fender Forward (Typical)

ing 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 10. Tighten turnbuckle until fender-to-door spacing is correct at front pillar. Also, check to see if front of fender is flush with front of hood. When correct fitting has been obtained, tighten bolts previously loosened and remove tool.

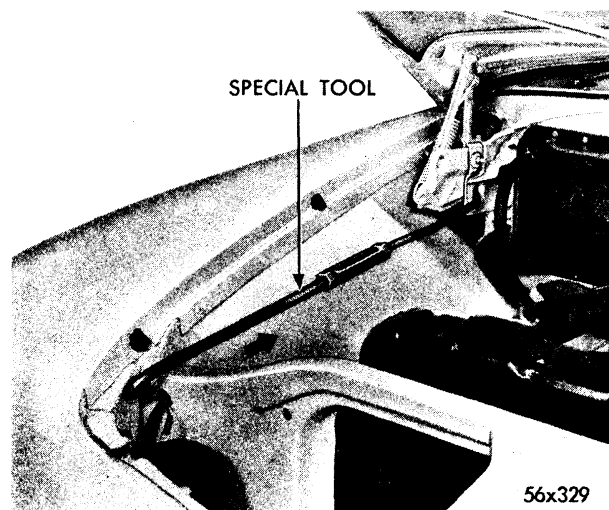


Fig. 10—Pulling Front Fender in Position (Typical)

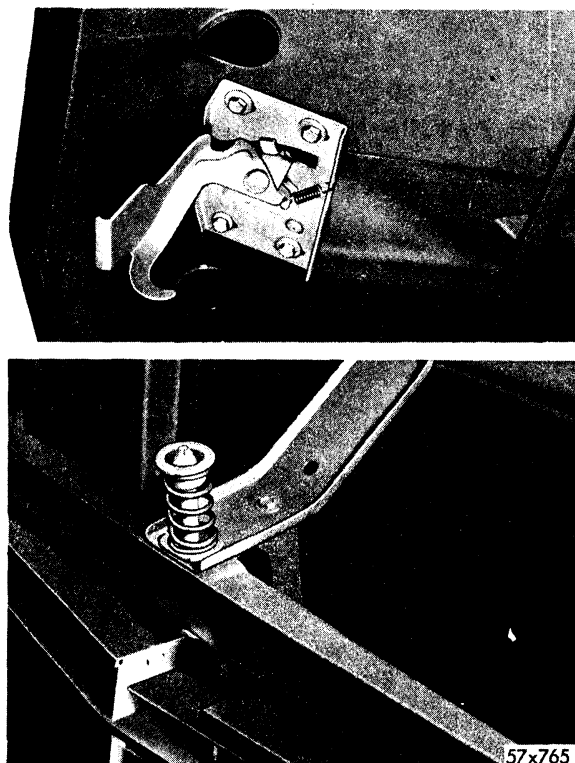


Fig. 11—Hood Striker Plate Adjustment

Adjustment of Hood Striker and Lock Assembly (Fig. 11)—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.

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.

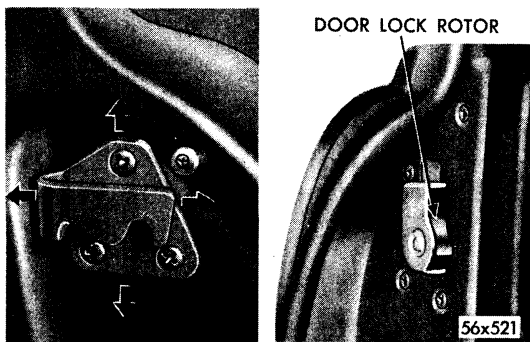


Fig. 12—Striker Plate Adjustment (Typical)

3. FITTING DOORS

Make thorough inspection of door before attempting adjustment. A properly fitted door has evenly spaced gaps on all sides.

CAUTION

When an adjustment requires loosening the hinge bolts of only *one* hinge, be careful about causing a strain on the opposite hinge. When the adjustment has been completed, and the bolts tightened, *always* loosen the bolts in the opposite hinge to permit it to align itself to the new position of the hinge which has just been moved.

After door has been fitted properly to opening, adjust striker plate as necessary (Fig. 12).

a. To Raise or Lower Door (Front Doors) (Fig. 13)

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. Loosen the mounting bolts on both hinges $\frac{1}{4}$ to $\frac{1}{2}$ turn. 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.** Adjust striker plate if necessary.

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. 14). 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.

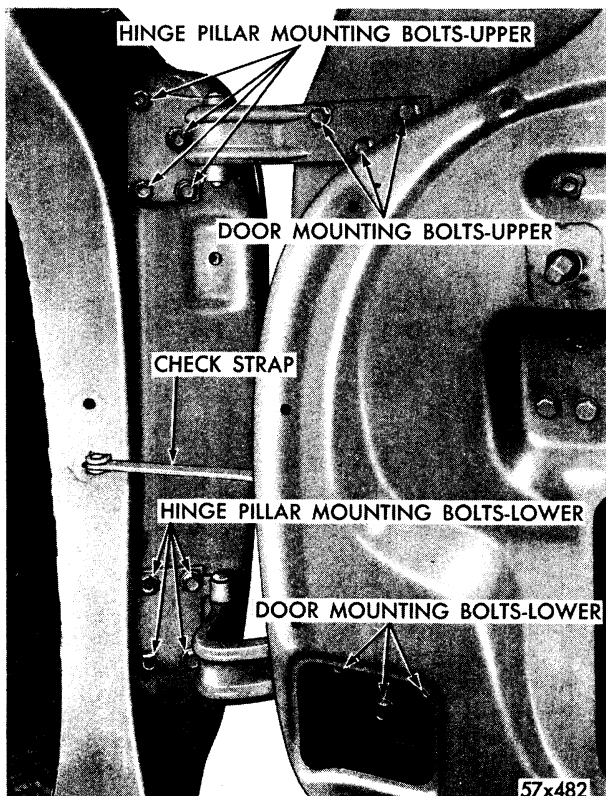


Fig. 13—Front Door Hinge Assembly

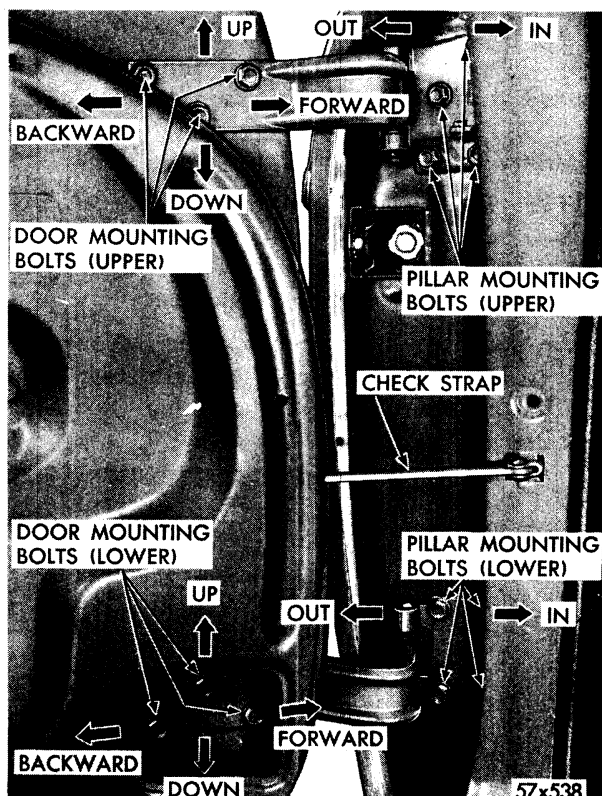


Fig. 14—Adjusting Door Hinges (Front)

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.

d. Striker Plate Adjustment (Fig. 12)

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.

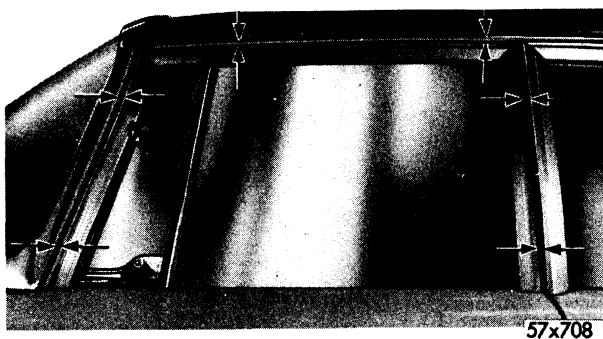


Fig. 15—Aligning Upper Door Glass Frame to Roofline and Rear Door



Fig. 16—Checking Seal of Door

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. The shims are used to bring latch plate closer to door, for full engagement.

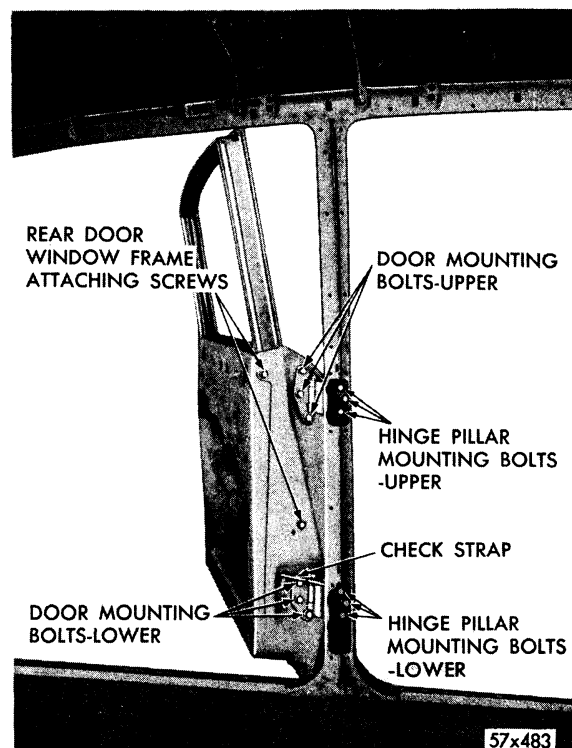


Fig. 17—Rear Door Hinge Assembly

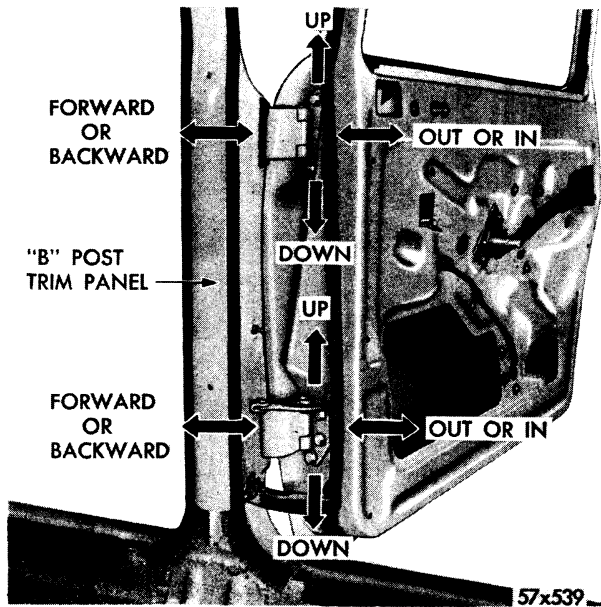


Fig. 18—Adjusting Door Hinges (Rear)

NOTE: The door frame and glass assembly should now be aligned to roofline. (See Fig. 15)

The door weatherstrip seal can be checked by holding a heavy piece of paper (similar to a shipping tag) Fig. 16, 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 (Figs. 17 and 18). Move door as required to obtain proper fit with door opening. Tighten bolts securely. To move the **upper part** of the door fore or aft, loosen only the **upper hinge bolts** at the pillar. Open the door a few inches. Lift the rear door edge, or pull down on the rear edge—depending on adjustment needed. Retighten the bolts.

To move the **lower part** of the door fore or aft, loosen only the **lower hinge bolts** at the pillar. Open the door a few inches and pull down

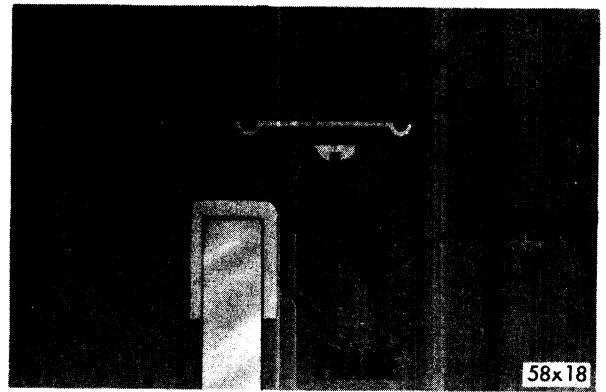


Fig. 19—Weatherstrip and Sealing Lip

at the rear edge, or lift up as needed. Retighten the bolts. Loosen the upper hinge bolt to let the hinge realign itself, and retighten the bolts.

4. 4-DOOR HARDTOP DOOR ADJUSTMENTS

a. Front Door

Adjust the same way you adjust front doors on other models, to get a good door fit. Hinges and striker are the same, but at the top edge of the front vent frame—where it seals at the roof rail weatherstrip exercise extra care.

The weatherstrip as shown in Figure 19, at this point has three sealing lips: an outside deflector lip; a primary sealing lip; and, a secondary sealing lip. As the door is closed, the glass frame should just clear the outside lip.

The frame should put enough pressure on the primary lip for a good seal. Adjust the top edge of the frame to make it lean into the body for a good secondary seal at the third lip as shown in Figure 20.

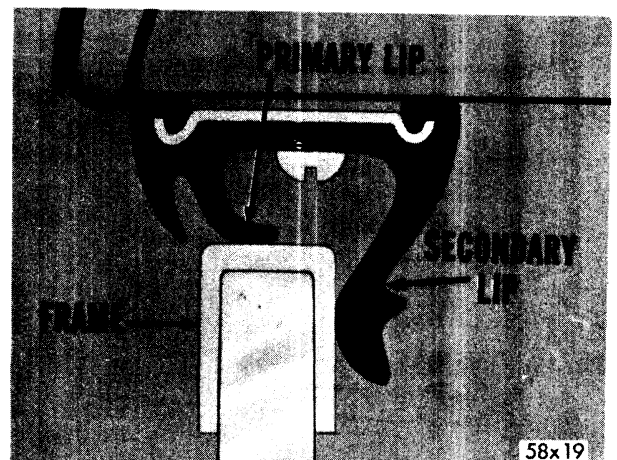


Fig. 20—Primary and Secondary Lip

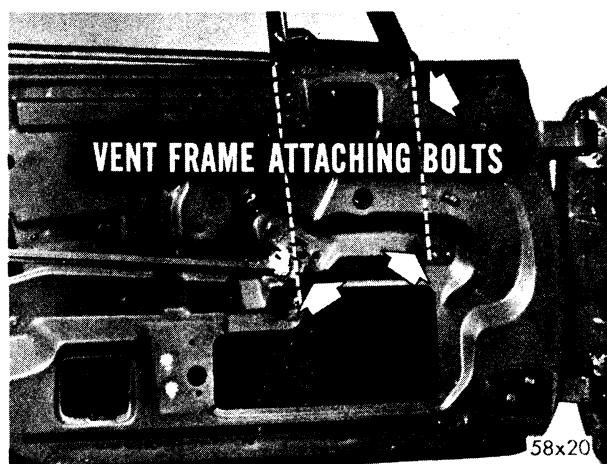


Fig. 21—Vent Frame and Division Bar Assembly

b. Vent Window Frame Adjustment

Adjust the vent frame and division bar assembly in or out at three attaching points. Loosen the upper frame attaching bolt from the front face of the door, as shown in Figure 21.

Loosen the lower frame attaching bolt at the bracket inside the inner panel. Loosen the bolt that holds the lower end of the division bar to its bracket inside the door, move the frame in or out for a good fit and seal. Tighten the three attaching bolts and check the over-all fit by opening and closing the door.

c. Front Door Glass Adjustment

Raise the front door glass and see if it forms a straight line with the top edge of the vent frame. If you need to level the glass, loosen the cross-arm pivot shaft nut and the upper glass stops. Loosen the small bolt that holds the division bar bracket, as shown in Figure 22.

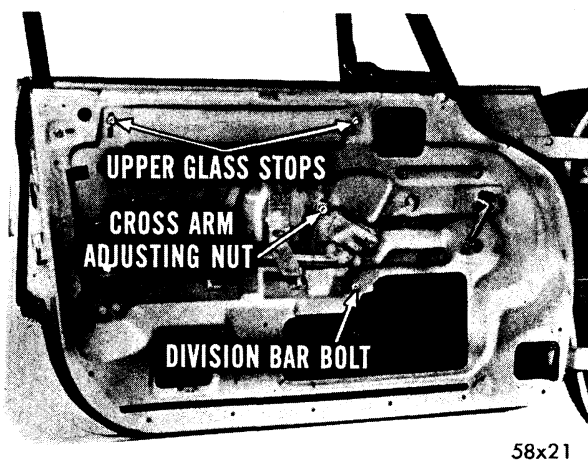
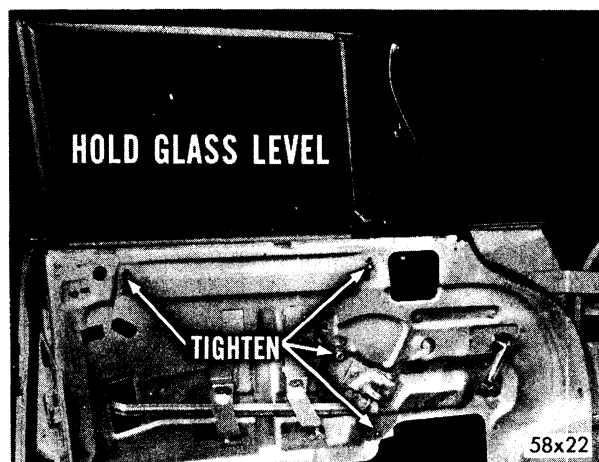
Fig. 22—Front Door Glass Adjustment
(4-Door Hardtop)

Fig. 23—Leveling the Glass and Rear Channel

Raise the glass all the way, and shift it by hand so the top edge is level. Hold it in that position, and retighten the bolt, the pivot shaft nut, and the upper glass stops. Check glass operation again. If it runs too tightly, or too loosely in the channels, adjust the rear channel, as shown in Figure 23.

Loosen the bolts of the two brackets that hold the rear run channel. Lower the glass and shift the rear channel forward until it makes even contact with the rear edge of the glass. Tighten the brackets to hold the adjustment as shown in Figure 24.

d. In-Or-Out Glass Adjustment at the Rear Edge of the Door

Loosen the two rear run-channel-to-bracket attaching bolts from the rear face of the door. Move the glass in or out as needed. Tighten the rear channel bolts. Check glass fit at the

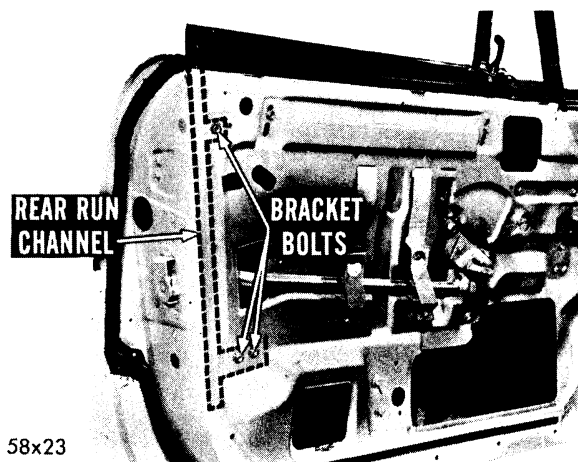


Fig. 24—Adjusting Rear Run Channel

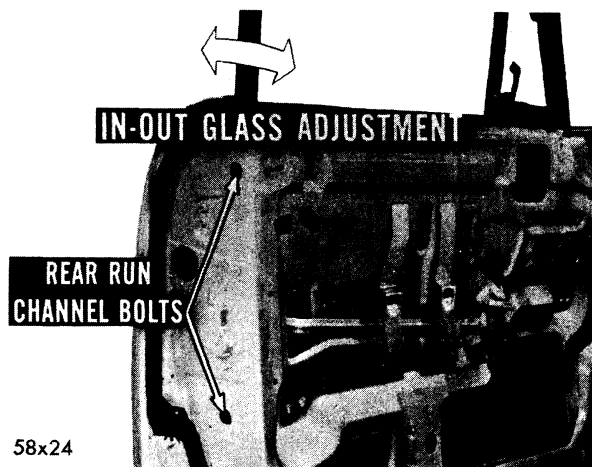


Fig. 25—In and Out Glass Adjustment

weatherstrip by opening and closing the door, as shown in Figure 25.

e. Rear Door Glass Adjustment

Loosen the front channel adjusting bolts to provide any up-and-down movement required to level the glass in its opening as shown in Figure 26.

Loosen the rear run channel bolts for any fore-and-aft movement needed. For in-and-out adjustment of glass, loosen the center channel support bracket bolts. Tighten the bolts when the glass is in or out as much as is needed. Adjust the upper stops to control the amount of rear door glass travel.

If the upper glass stop restricts glass travel, loosen the two upper stop screws. Run the glass up to match the glass height of the front door glass. Position the upper stop to limit travel at that height, and tighten the stop screws.

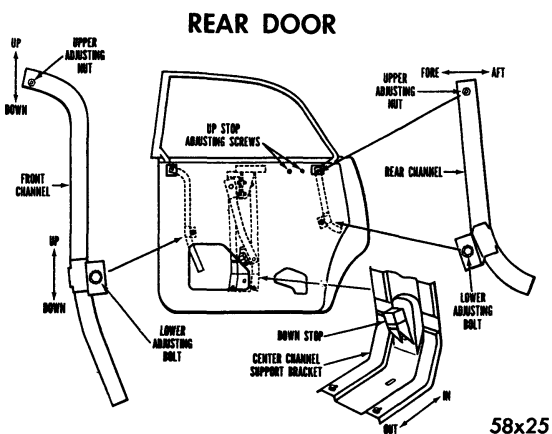


Fig. 26—Rear Door Glass Adjustment

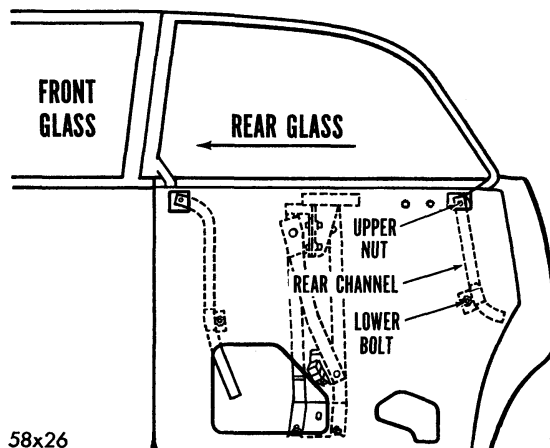


Fig. 27—Checking Rear Glass Operation

f. Rear Glass Loose at Rear Edge of Front Door

Loosen the rear channel upper attaching nut and the rear channel lower attaching bolt. Adjust the rear channel fore or aft until you get a good seal at the rear edge of the front door. Tighten the upper rear channel nut to hold this adjustment. Lower the glass, and tighten the rear channel lower attaching bolt as shown in Figure 27.

Always check glass operation. Lower and raise the glass. If there is any bind, loosen the front channel lower attaching bolt. Lower the glass so that the nylon roller on the glass frame will move the channel into alignment. Tighten the front channel attaching bolt. Recheck smoothness of glass operation. Also, adjust the glass lower stop—inside the inner panel—so the top edge of the glass is flush with the top edge of the door panel when the glass is fully lowered. This is an important appearance adjustment.

5. TWO-DOOR HARDTOP MODELS

On these models, door and glass adjustments are like those on the 4-door hardtops. Remove the rear quarter inside trim, however, to get at the adjusting screws and bolts. Front door adjustments are handled the same as for 4-door hardtops.

At the roof rail on the two-door hardtops, the weatherstrip that forms the seal for the rear quarter window is a channeled section. The quarter glass runs inside the channel instead of sealing against a lip as at the front door.

6. IMPERIAL HARDTOP MODELS

a. 4-Door Sedan Rear Door

Because of the curved glass on these models, aluminum frames are also curved. Five frame mounting bolts—two at the rear, and three at the front—as shown in Figure 28. Remove them from the faces of the door without removing any trim. To improve the fit and seal above the belt line, you can loosen these mounting bolts, then move the frame in or out and retighten the bolts.

b. Glass Adjustment

Check glass operation. If it doesn't raise or lower smoothly, or is cocked in the channels, loosen the four regulator and power unit assembly attaching screws. Shift the entire assembly to realign the glass and retighten the screws.

c. Front Door

The rear edge of the glass doesn't follow a conventional run channel course as the glass is lowered. A nylon roller at the rear of the glass frame follows a curved, box-type metal channel, as shown in Figure 29. This rear channel is attached to the rear leg of the aluminum frame. Whenever you move the frame, you also adjust the rear channel. To tip the rear leg of the frame in or out, loosen the three frame mounting bolts at the rear face of the door; adjust and retighten.

At vent wing, a curved division bar acts as the front run channel. Move the lower end of the division bar in or out by loosening the lock

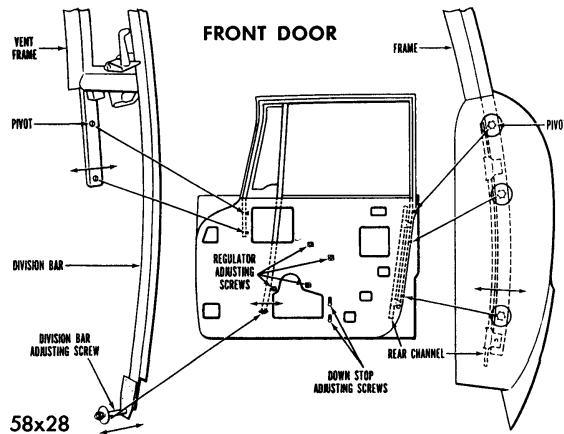


Fig. 29—Front Door Glass Adjustment (Imperial)

nut on a special adjusting screw. Turn the screw to pull or push the division bar in or out. Retighten the lock nut to hold the adjustment. An elongated hole also provides fore-and-aft adjustment of the division bar. Adjust for a loose or tight fit between the front glass edge and division bar channel. The front leg of the frame is attached to a bracket inside the inner panel through an access hole at the upper front part of the door. Mounting bolts, in elongated holes, allow for an in-or-out adjustment of frame at the front.

7. IMPERIAL HARDTOP MODELS (SOUTHAMPTON)

a. Rear Door

There is no center support and guide channel on this as on other hardtop models. A curved, box-type front and rear channels, plus a scissor-type regulator, guide and support the glass, as shown in Figure 30. Adjust the rear run chan-

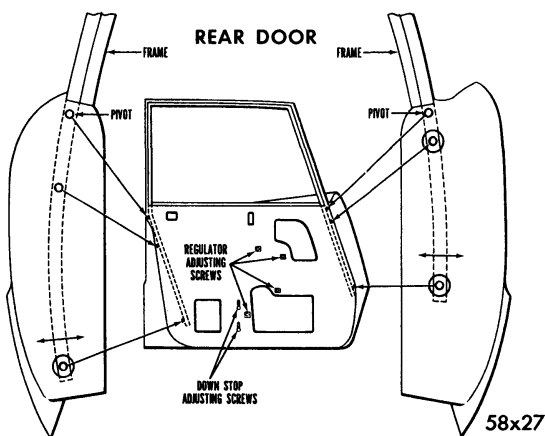


Fig. 28—Imperial Door and Glass Adjustments

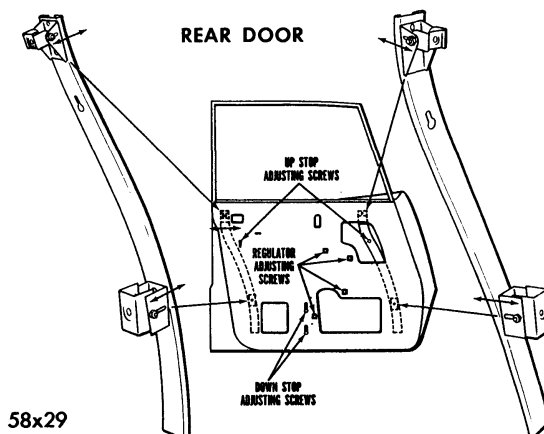


Fig. 30—Rear Door Guide Channels

nel in or out at either top or bottom end. At both points, bolts and nuts attach the channel to brackets inside the door. Moving the channel in or out also adjusts the rear edge of the glass in or out.

Adjust the front channel in or out in the same manner. Adjust the upper bracket fore or aft to move the leading edge of the glass for a good fit at the trailing edge of front glass.

To control glass fit and the roof-rail weatherstrip, loosen and tighten the screws at two upper stops. Lower stops can also be adjusted to level the glass with the sill when the glass is fully lowered.

b. Front Door

Front door adjustments are the same as on the Imperial 4-Door Sedan Models. Vent frames have the same adjustment at the bottom of the division bar. The front leg of the vent frame is attached by two bolts inside the inner panel. Elongated holes allow for any in-or-out adjustment necessary, also move the division bar in or out to tip the frame when needed. Shift the division bar fore or aft to get a good fit between the front run channel and leading edge of the glass.

At the rear of the front door, a box-type steel channel can be moved in or out at the top or bottom to tip the glass as needed. You can also adjust the lower channel bracket fore or aft to level the top edge of glass.

To improve glass operation if necessary raise the glass and loosen the four regulator and power-unit assembly screws as shown in Fig-

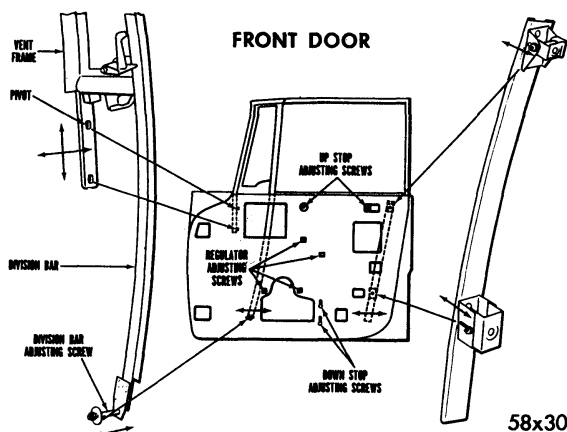


Fig. 31—Determining Proper Glass Travel

ure 31. Shift the regulator as needed to level the glass and smooth out operation. Finally, loosen and adjust the two upper stops for proper glass travel.

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 1/32 and 1/16 inch thickness. The shims are used to bring latch plate closer to door, for full engagement.

8. FRONT DOOR HINGE ADJUSTMENTS

The screw holes are slotted horizontally so that door or hinge can be shifted in or out about 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.

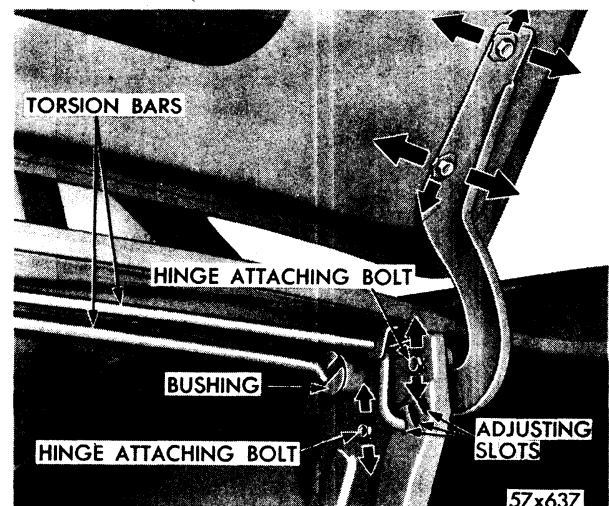


Fig. 32—Torsion Bar Hinge Mechanism

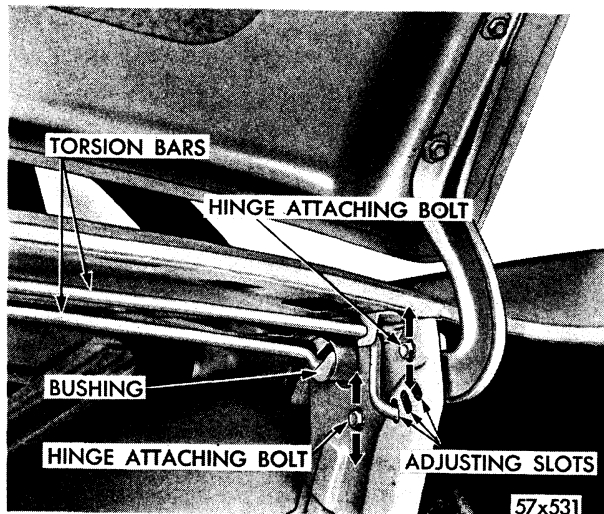


Fig. 33—Deck Lid Torsion Bar

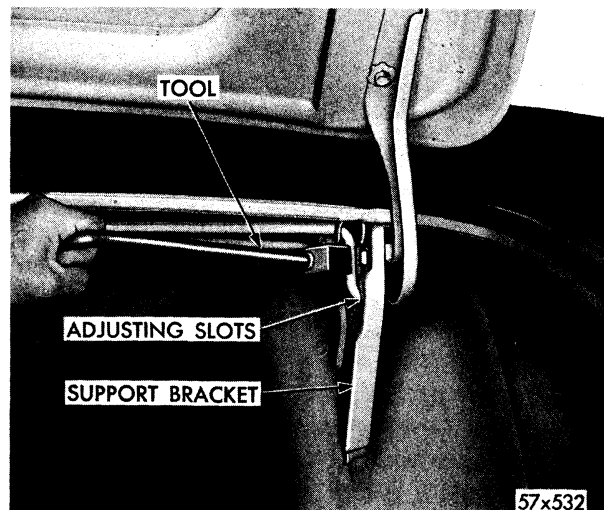


Fig. 35—Adjusting Torsion Bar

9. REAR DOOR HINGE ADJUSTMENTS (Fig. 16)

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

10. REAR DECK LID, HINGES AND LOCKS

(Figures 32 and 34)

The rear deck lid provides a cover and weatherstrip for rear compartment. The rear com-

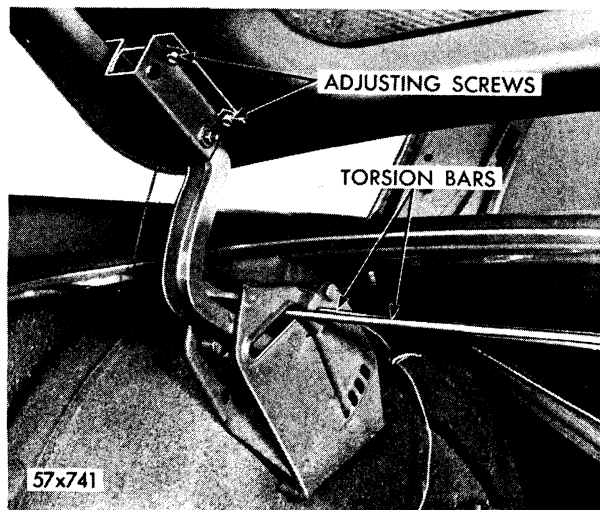


Fig. 34—Rear Deck Hinge Assembly (Imperial)

partment 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. 32). The torsion bars are long, small diameter steel bars, that are free at one end and anchored to support bracket at other. (See Fig. 33). 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 slots are located in each support plate on Chrysler Models, as shown in Figure 34. 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, refer to Figures 32 and 34, and proceed as follows:

Support deck lid with suitable prop, disengage bars from adjusting slots, using Tool C-3449, as shown in Figure 35.

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 32 and 34 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 32, 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 33 and 34 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

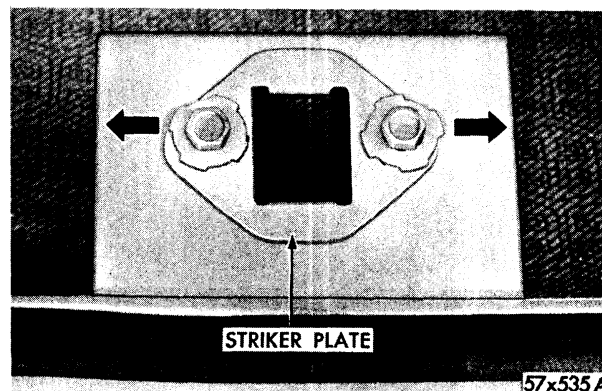


Fig. 36—Adjusting Striker Plate (Rear Deck)

adjustable (Fig. 36), 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 33. 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 the same time, must be flush with rear body quarter panels. The lid contour can be increased or decreased a slight amount by bending, but when doing so, space across top of lid is also increased or decreased. For instance, if contour were increased, lid would become shorter whereas, if contour were decreased, lid would become longer. Each time lid contour is changed, in all probability lid would have to be relocated on hinges.

f. To Increase the Deck Lid Contour

Insert plastic mallet between lid and quarter panel, as shown in Figure 37, then apply pres-

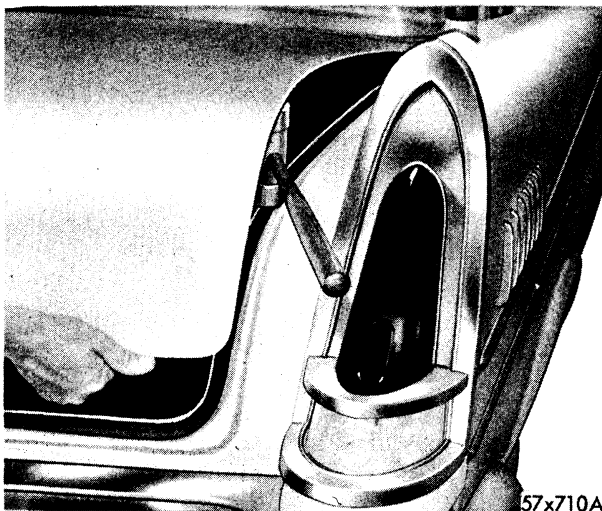


Fig. 37—Increasing Rear Deck Lid Contour

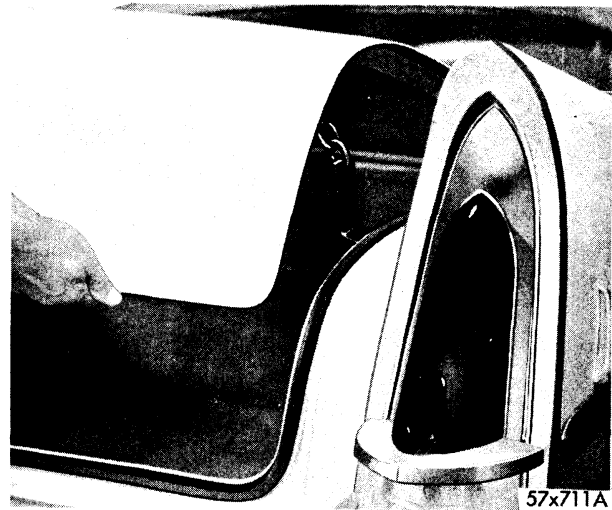


Fig. 38—Increasing Rear Deck Lid Contour

sure on lower corner of lid. Remove mallet and check fit and flushness at rear of deck lid. Re-adjust 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 38. 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.

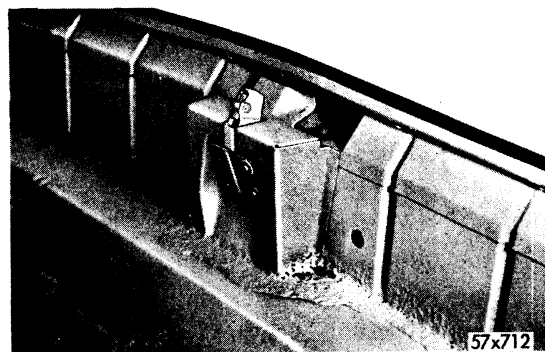


Fig. 39—Adjusting Rear Deck Lid Latch (Imperial)

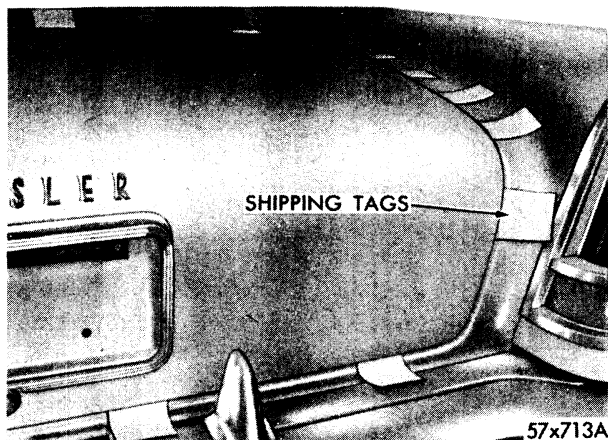


Fig. 40—Checking Seal of Deck Lid

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 39. 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 the mounting bolts, as shown in Figure 26, 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. 40)

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. 40). If papers fit snug all along edges of lid as they are pulled out, a good seal is evident.

If paper fits loosely on one side, and tight on other, deck lid should be aligned.

11. BODY ALIGNMENT

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

In cases where it may be necessary to use heat, part should be heated in area of damage. Parts should never be heated more than a dull red. Any attempt to cold-straighten a severely bent part may cause ruptures or cracks which may weaken the part structurally.

12. SHIMMING THE BODY FOR DOOR ALIGNMENT

To get enough door movement to fit the door properly, check the shimming at the body bolts. A slight misalignment of the body on the frame, can result in misalignment of the door opening.

Proper tightening at the body bolts affects body and door alignment. If body bolts are loose, raise the car and check compression of the rubber insulators at the body bolts as shown in Figure 41. Uneven compression is a sign of

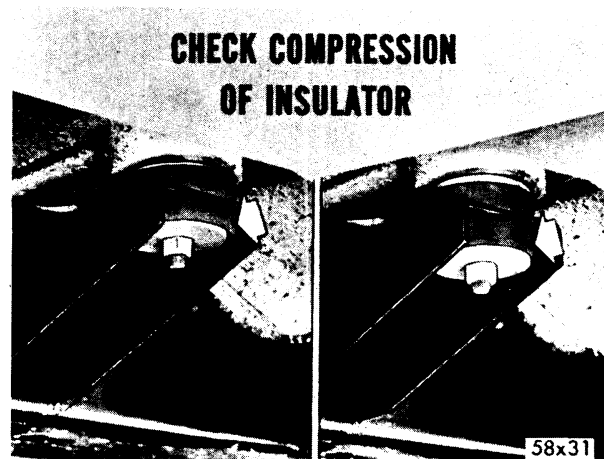


Fig. 41—Checking Compression of Rubber Insulators

uneven torque. Right and left front body bolts have no insulator. They are solid mounts. Make sure the nuts turn freely on the bolt to get a true reading on the torque wrench.

If the opening is not square with the door, and proper tightening of the bolts does not correct it, you may have to add or remove the shims at the body bolts as shown in Figure 42. If you add or remove shims, loosen all the body bolts on the side you're working on. After adding shims at any bolt, shim the adjacent bolts if you find it's needed to keep the body supported evenly on the frame.

If adjustment of door hinge does not correct door misalignment, shim body. To install shims between frame bracket and body at any body mounting bolt, loosen all body bolts on that side. Place a 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 as shown in Figure 43. 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



Fig. 42—Removing or Installing Shims

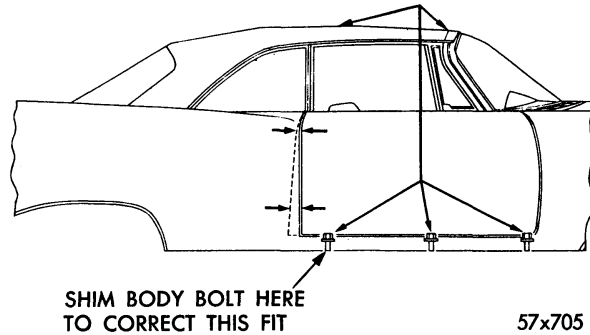


Fig. 43—Shimming Body for Door Alignment

are accessible from luggage and rear compartment. On Town and Country models, pry out plug in floor of rear compartment near tire-well to reach bolt.

b. Body Mounting Bolt Torque Specifications

Tighten body mounting bolts on all models, except Convertibles, 18 foot-pounds torque. Tighten front body mounting bolt on Convertible 18 (minimum) to 20 foot-pounds torque. Rubber insulators should be compressed $\frac{1}{8}$ 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

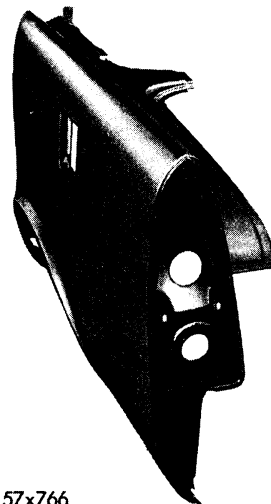
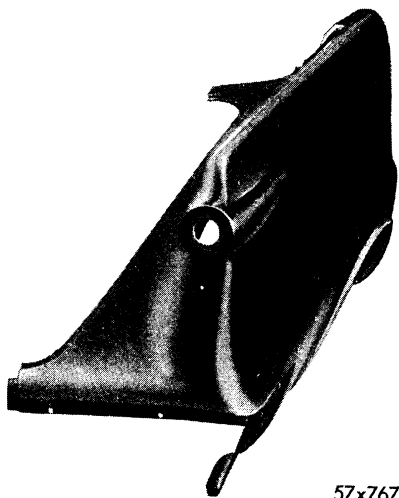


Fig. 44—Body Panel (Chrysler Models)



57x767

Fig. 45—Body Panel (Imperial)

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: The door glass and frame assembly should be aligned to roofline after shimming of body bolts.

13. 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. 44 and 45).

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.

Scribe line around area to be cut from repair panel and drill 1/4 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 1/4 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 1/8 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

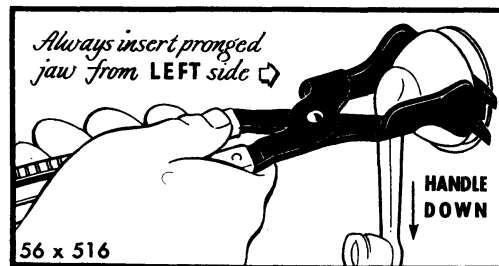
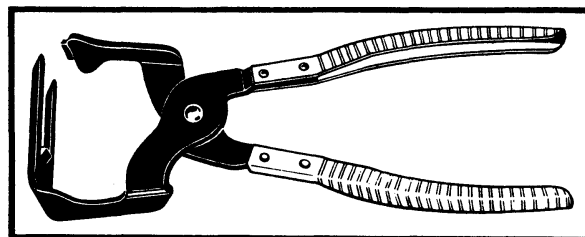
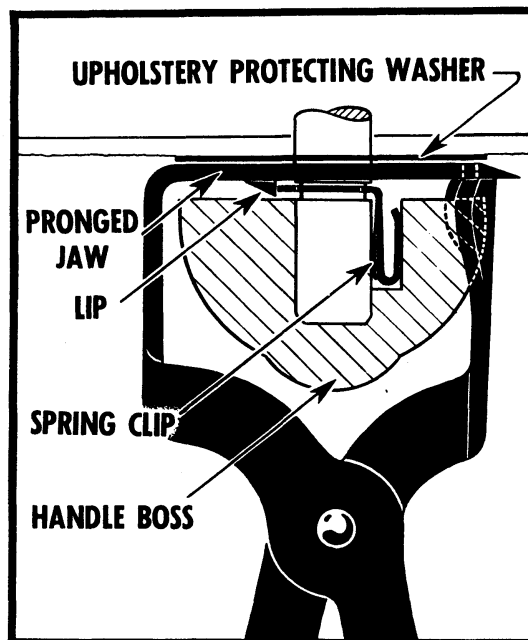


Fig. 46—Regulator Handle Removing Tool

panel contour without indentations and prepare for painting. The same procedure can be followed when replacing other sections of body.

14. 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 46 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 16.

15. 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. 47) work panel out from door. (Screwdriver can be used in operation if necessary).

When installing panel, make sure all clips are secured in place and install panel in position on door. Force each clip into position with

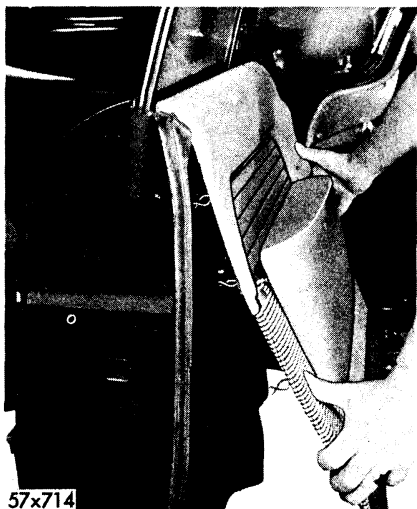


Fig. 47—Removing Door Trim Panel

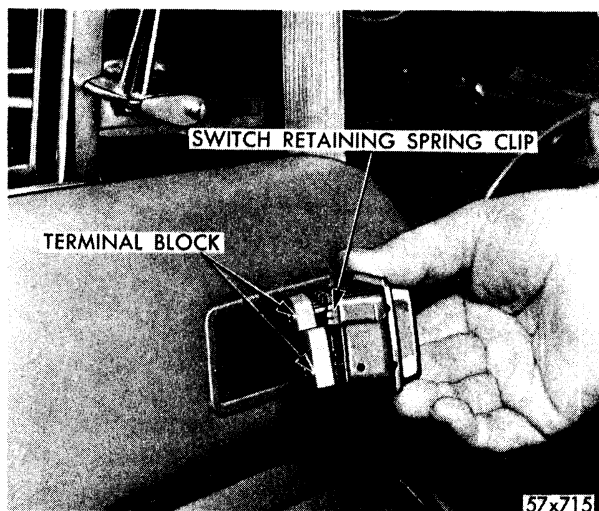


Fig. 48—Removing or Installing Door Glass Control Switch

palm of hand. Install garnish moulding, arm rest and handles.

NOTE: On models equipped with Electric window lift, remove switch and terminal block (Fig. 48). Remove trim panel and arm rest assembly.

16. 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. 49) and slide regulator as-

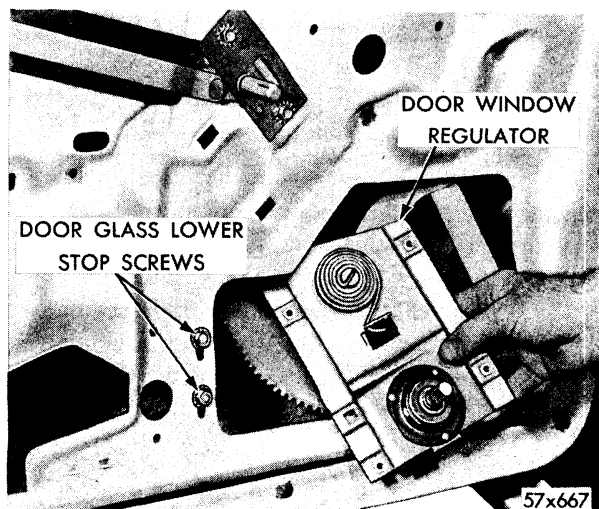


Fig. 49—Removing or Installing Door Glass Control Switch

sembly 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.

17. REAR DOOR ALUMINUM UPPER FRAME

a. Removal (Fig. 50)

Remove the garnish moulding and door trim panel. Remove the extrusion bolt mouldings "N."

Lower the window and remove the extrusion retaining bolts "A," "B," "C" and "D."

Cut the door weatherstrip approximately 6 inches below the top of door. Disengage the glass run channel from the window frame and remove frame.

NOTE: The glass run channel is cemented to the lower ends of the glass run.

b. Installation

NOTE: When installing the window frame, be sure the glass is in the glass run channel and the lower ends of the frame are mounted on the inner side of the mounting bolts.

Slide the window frame into position and install

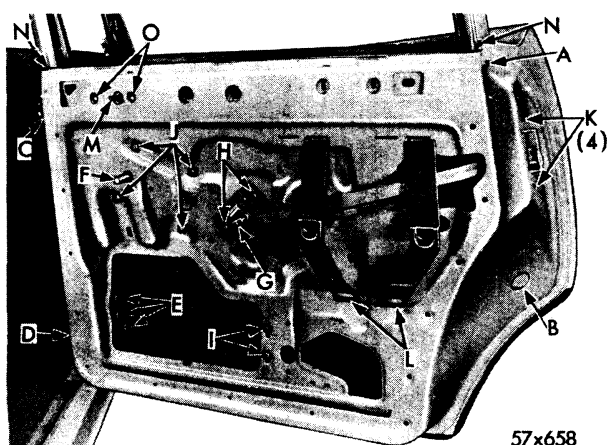


Fig. 50—Rear Door Assembly (Four-Door Sedan)

- | | |
|---|--|
| A-D—Rear Door Window Frame Mounting Bolts | J—Regulator Mounting Bolts |
| E—Lower Hinge Mounting Bolts | K—Rotor Mounting Screws |
| F—Window Regulator Shaft | L—Pull Handle Bracket Mounting Screws |
| G—Remote Control Shaft | M—Safety Lock Shaft |
| H—Remote Control Mounting Bolts | N—Rear Door Window Mounting Bolt Mouldings |
| I—Lower Window Stop Mounting Bolts | O—Safety Lock Mounting Screws |

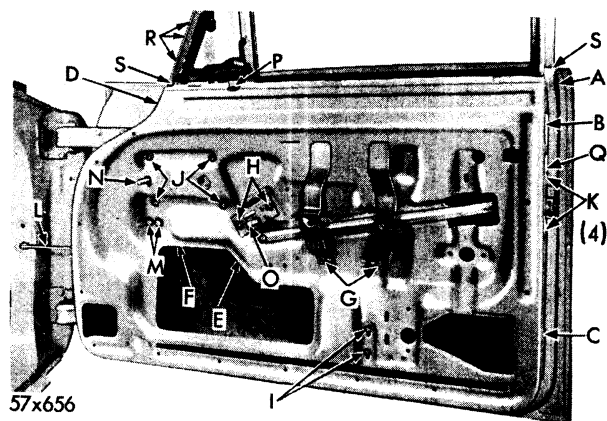


Fig. 51—Front Door Assembly (Four-Door Sedan)

- | | |
|------------------------------------|--|
| A-D—Window Frame Mounting Bolts | L—Door Check Arm |
| E—Division Bar Mounting Bolt | M—Front Extrusion Mounting Bracket Bolts |
| F—Window Frame Mounting Bolt | N—Regulator Handle Shaft |
| G—Arm Rest Mounting Bracket Screws | O—Remote Control Handle Shaft |
| H—Remote Control Mounting Bolts | P—Ventilator Bracket Screw |
| I—Lower Glass Stop Bolts | Q—Lock Rotor Release Link Screw |
| J—Window Regulator Bolts | R—Ventilator to Window Frame Screws |
| K—Lock Rotor Mounting Screws | S—Window Frame Bolt Covers |

the attaching screws. Install the glass run channel and re-cement the lower ends.

Check operation of glass and regulator. Repair any damage to water curtain. Install the trim panel and garnish moulding.

c. Adjustments

To adjust the frame IN or OUT, loosen the frame mounting bolts and raise the glass all the way. Move the frame IN or OUT as necessary to get a good fit against the roof rail.

CAUTION

Never bend the aluminum frame to get a good fit.

In cases where only the front or rear edge is out of line, it is only necessary to loosen the two mounting bolts which control the particular edge requiring adjustment.

18. FRONT DOOR ALUMINUM UPPER FRAME

a. Removal (Fig. 51)

Remove the garnish moulding and trim panel. Remove the frame bolt mouldings "S." Lower the window and remove the frame mounting bolts "A," "B," "C," "D," and "F." Remove the three ventilator frame moulding screws "R." Cut the door weatherstrip approximately 6 inches below the top of door.

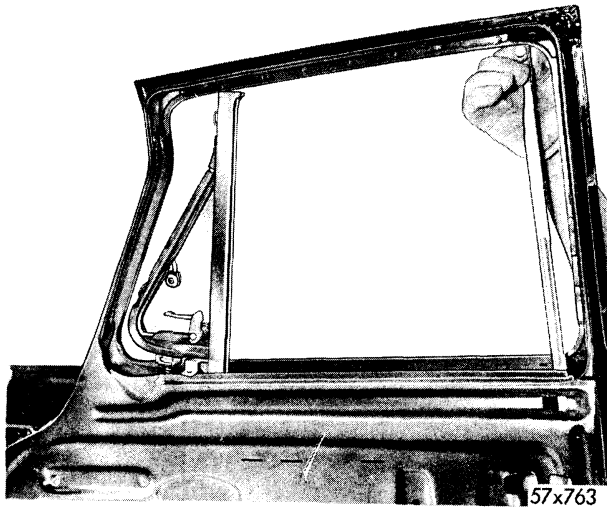


Fig. 52—Replacing Glass Run Channel

Disengage the glass run channel from the window frame and remove the frame.

NOTE: The glass run channel is cemented to the lower ends of the glass run.

b. Installation

Carefully center the door window frame through the top opening in door and install the attaching screws "A," "B," "C," "D" and "F," but do not tighten screws at this time.

Install screws "R" and engage glass run channel in the window frame. Tighten the frame attaching screws securely and check operation of window. Check the window frame alignment with the door opening.

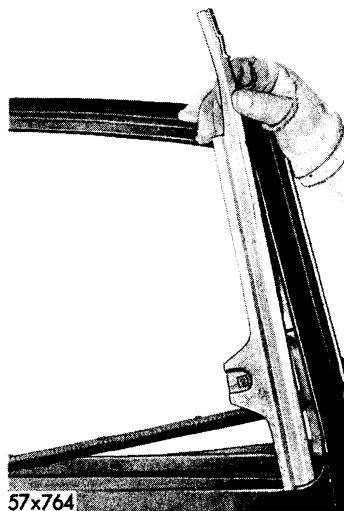


Fig. 53—Removing Glass Run Channel

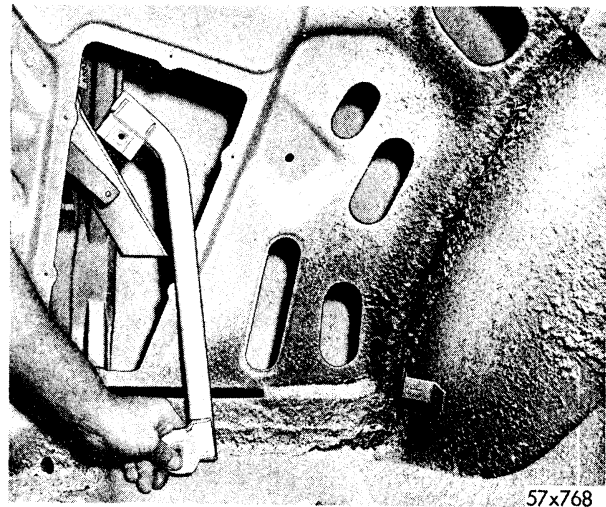


Fig. 54—Installing Glass Run Channel

Install the frame bolt moulding "S" and re-cement the upper weatherstrip to the door. Install the water curtain and repair any damage.

Install the trim panel and garnish moulding.

c. Adjustments

Refer to Figure 51 (57x656) and proceed as follows: Loosen frame mounting bolts "A," "B," "C," "D" and "F." Loosen the division bar mounting bolt "E."

Push the frame IN or OUT as necessary for a good fit around the window opening. Tighten all mounting bolts, except division bar bolt "E," and check the fit of the frame.

Run the glass UP and DOWN. To relieve a

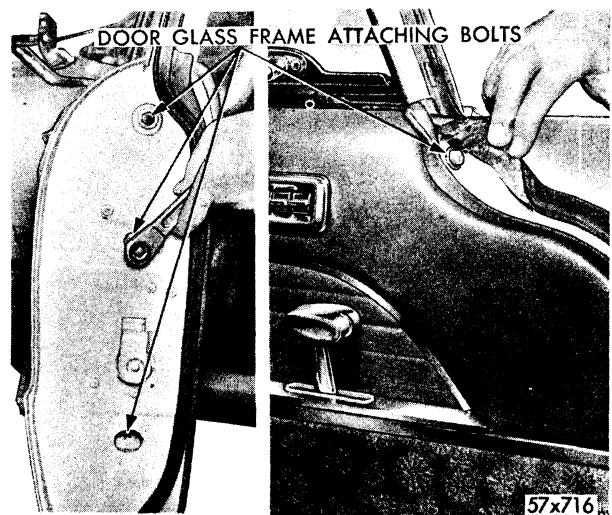


Fig. 55—Removing and Installing Adjusting Frame and Glass Assembly

binding condition at the lower end of the division bar, shim between the bar and its bracket until a smooth operation is made.

NOTE: On Imperial models, an adjusting bolt is provided on the lower end of the division bar for IN or OUT adjustment.

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

Work lower portion of door trim panel away from door to facilitate disengaging lower end of channel from support. Lower door window and loosen garnish moulding screws and disengage upper section of channel, as shown in Figure 52. 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 53.

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. 54) 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 55. Remove frame to door attaching screws and frame and glass assembly.

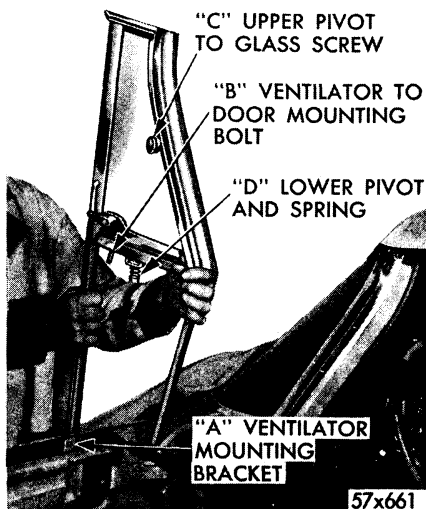


Fig. 56—Removing Ventilator

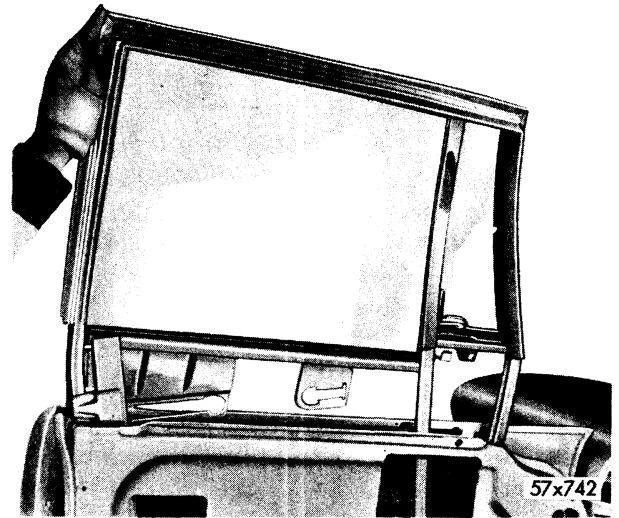


Fig. 57—Removing or Installing Glass Frame and Door Ventilator

20. 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 56. 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 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 57.

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: Care should be taken to align glass frame assembly to roofline and door opening (Fig. 15). Check door for proper sealing (Fig. 16).

21. 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 dam-

aging 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 liberally with 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 3 (Fig. 15 and 16).

22. REMOVAL AND INSTALLATION OF DOOR LATCH AND REMOTE CONTROL (Fig. 58)

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

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

a. Special Club Coupe

Refer to Figure 58 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.

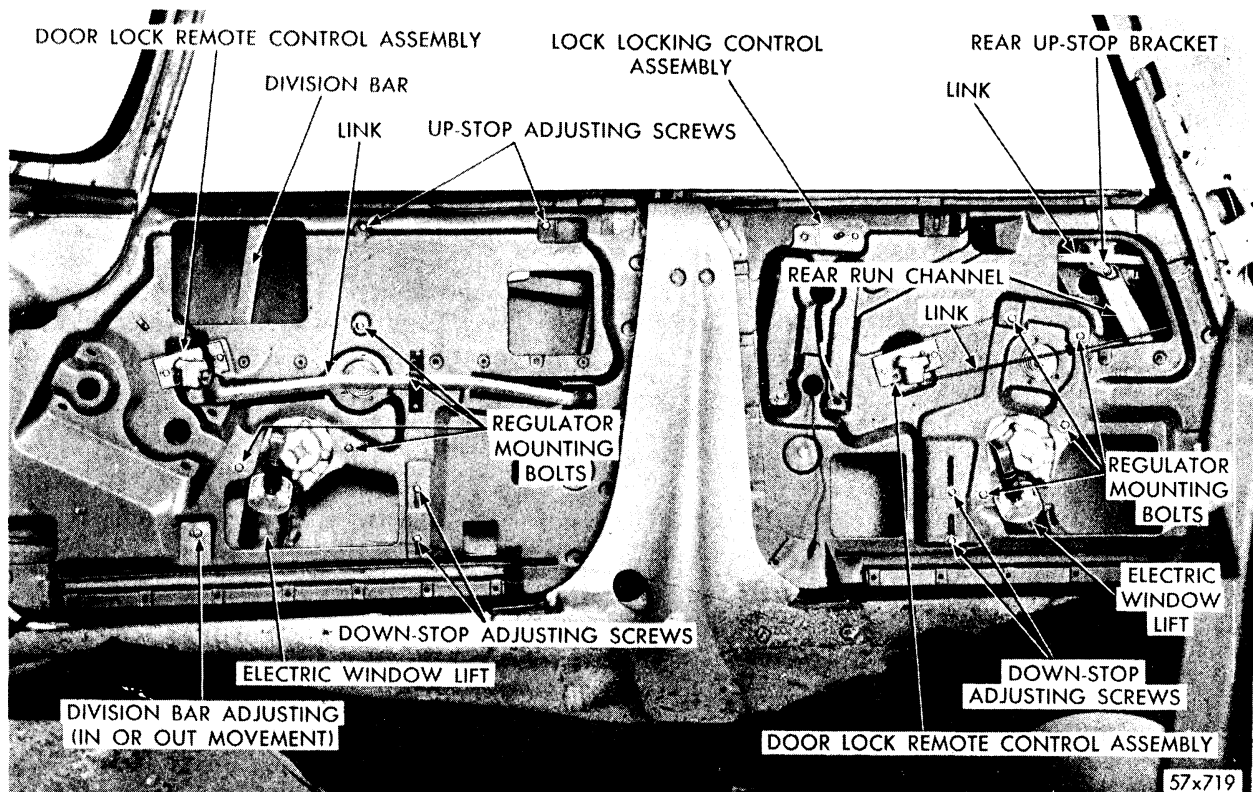


Fig. 58—Front and Rear Door Control Assembly

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

b. Convertible Coupe

Lower top, position quarter window, and remove retainer and washer that holds regulator arm to lower glass channel. Remove pivot bracket hinge screws, (see Fig. 59). 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. 59). 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

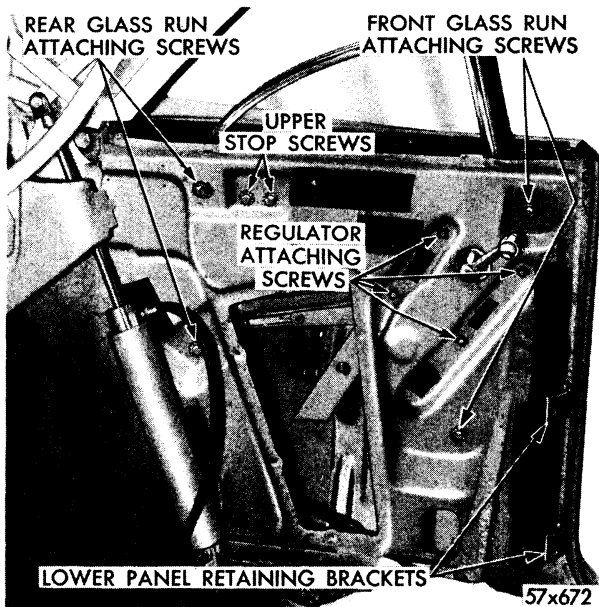


Fig. 59—Rear Quarter Window Adjustment (Club and Convertible Coupe)

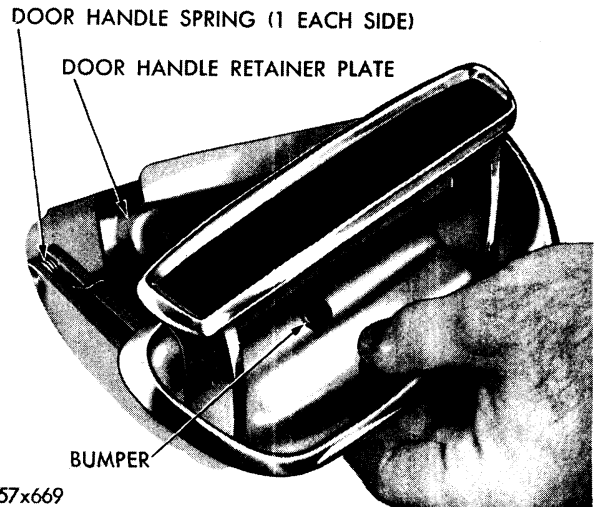


Fig. 60—Removing or Installing Door Handle

adjustable stop located at the rear of window. Downward travel is controlled by a non-adjustable stop in reinforcement of pillar post.

24. 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. 60). Remove remote control handle garnish moulding (if so equipped). Remove trim panel and arm rest assembly. Remove lock assembly attaching screws. Remove access plug in door (Fig. 61) and remove handle to lock attaching link screws. Lift door handle slightly, and slide handle from door opening, as shown in Figure 60. 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 lubricate 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.

25. 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

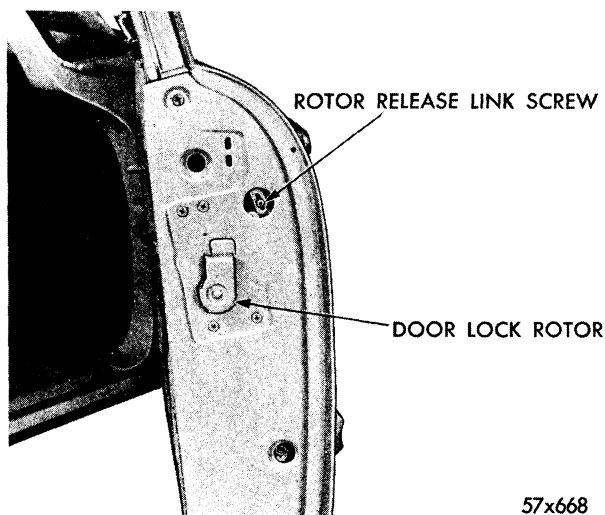


Fig. 61—Door Lock Rotor Release Link Adjusting Screw

attaching lock link adjusting screw plug (Fig. 61), 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 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.

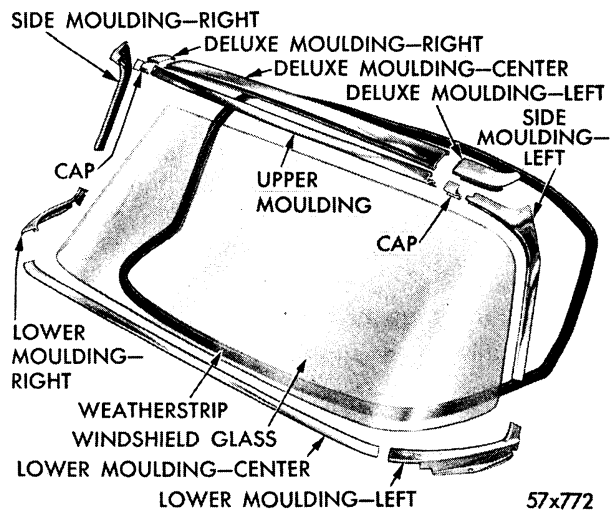


Fig. 62—Windshield and Moulding Assembly (Chrysler Models)

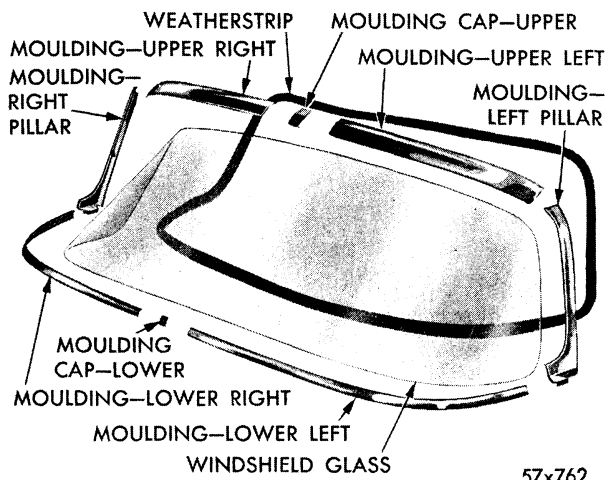


Fig. 63—Windshield and Moulding Assembly (Imperial Models)

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.

26. REMOVAL AND INSTALLATION OF WINDSHIELD GLASS (Refer to Figs. 62 and 63)

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

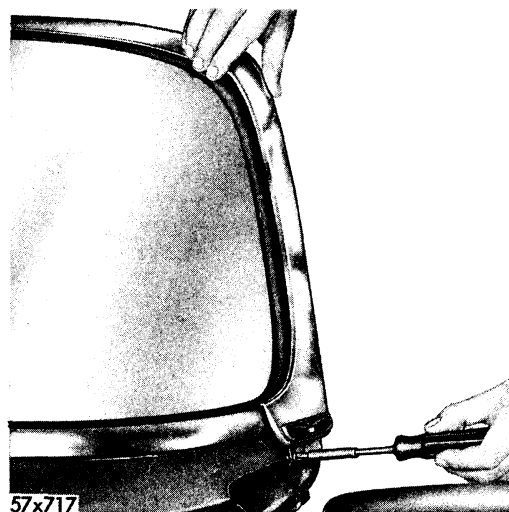


Fig. 64—Removing or Installing "A Post Side Moulding"



Fig. 65—Removing or Installing Lower Side Moulding

moulding from “A” post. Remove windshield header trim and garnish moulding from weatherstrip.

a. Removing Mouldings

Protect hood and other necessary components of car with protective covering to avoid damaging finish. Remove “A” post side moulding (Fig. 64) attaching screws. **Avoid damaging door-to-“A” post seal.** Remove lower mouldings, as shown in Figure 65, lift upper horizontal moulding out of weatherstrip. Remove windshield wiper blades. Remove lower horizontal moulding clips and mouldings. (Fig. 66).

On Imperial Models, remove “A” post side mouldings and upper and lower moulding retaining clips, as shown in Figure 67, and remove horizontal mouldings. Remove moulding retaining screws, as shown in Figure 68. Remove head lining and remove upper moulding attaching screws and moulding (Fig. 69).

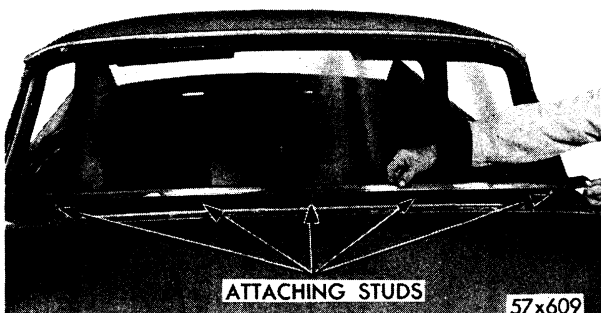


Fig. 66—Removing or Installing Horizontal Moulding

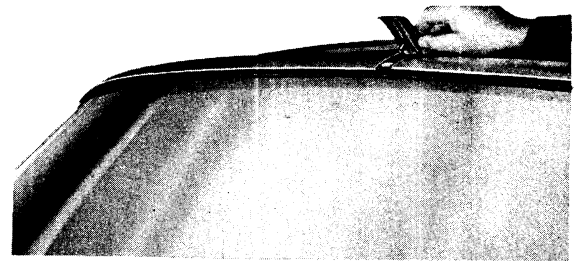


Fig. 67—Removing or Installing Upper and Lower Moulding Clips (Imperial Models)

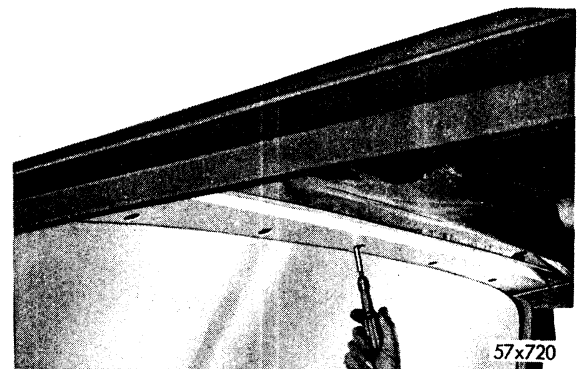
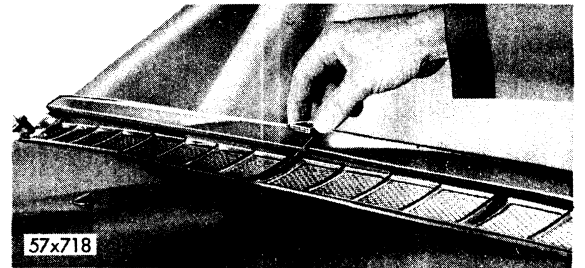


Fig. 68—Removing or Installing Moulding Retaining Screws (Imperial Models)

b. Removal and Installation of Windshield Glass

Unlock weatherstrip with wedge, as shown in Figure 70, (all around windshield). When removing glass from weatherstrip, it may be necessary to wear gloves to protect hands. With helper assisting on outside of car, remove glass

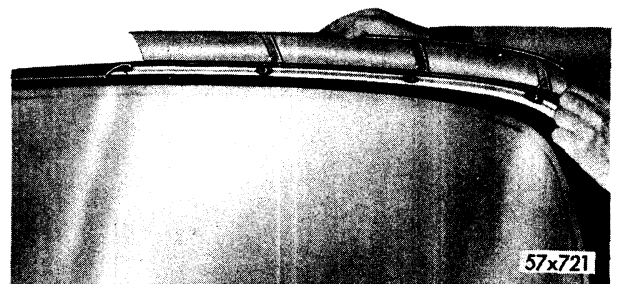


Fig. 69—Removing or Installing Upper Windshield Moulding (Imperial Models)

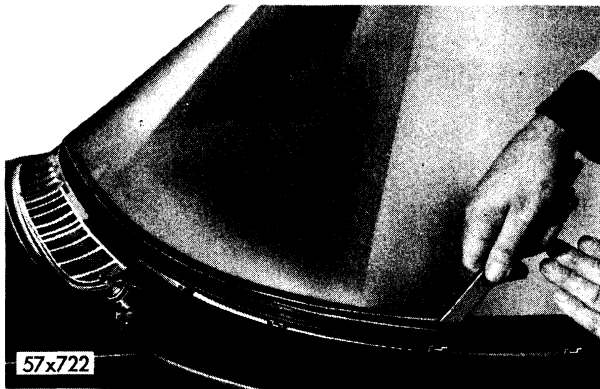


Fig. 70—Unlocking Windshield Weatherstrip

from inside of car by exerting pressure at either corner to force glass out of the weatherstrip.

When installing glass on Imperial models, relocate moulding clips, as shown in Figures 71, 72, and 73.

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 74.

Do not use a strong solution. Coat weatherstrip with Sealer and center and insert upper end of glass in weatherstrip, as shown in Figure 75. Hold glass in position and insert wedge in weatherstrip groove, as shown in Figure 76,

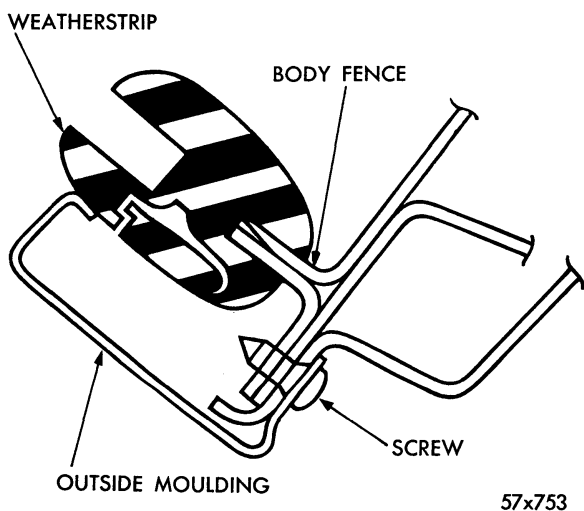


Fig. 71—Locating Retaining Clips on Body Fence

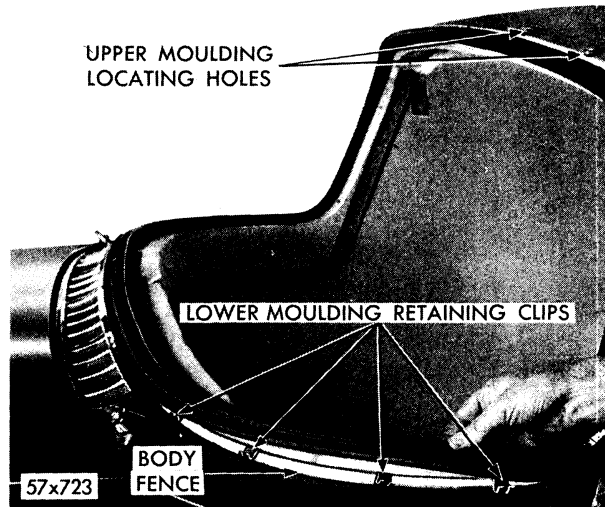


Fig. 72—Windshield Weatherstrip and Moulding—Sides

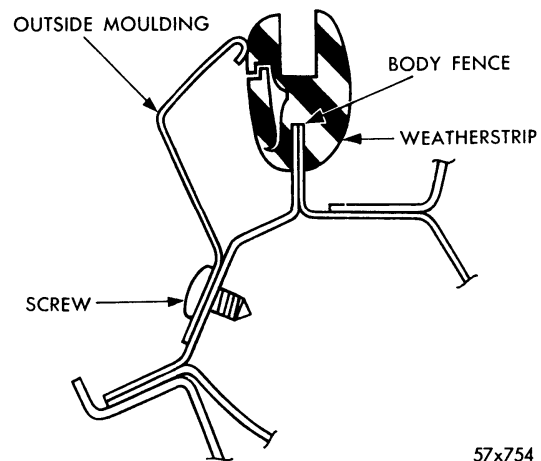


Fig. 73—Windshield Weatherstrip and Moulding—Lower

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.

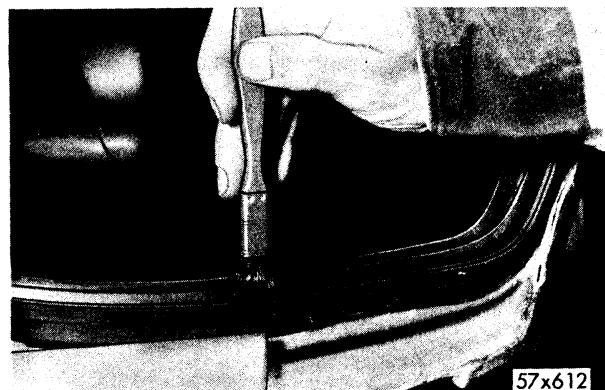


Fig. 74—Applying Naphtha Solution to Windshield Weatherstrip

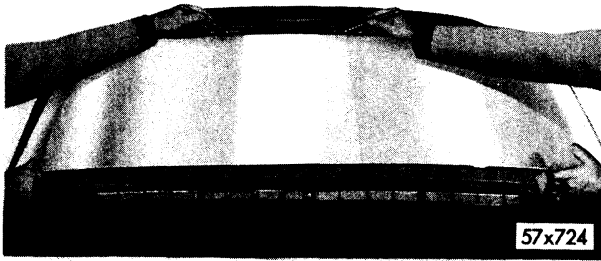


Fig. 75—Installing Windshield Glass

CAUTION

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

c. Installation of Mouldings

On LY models equipped with bolted type upper moulding, align moulding attaching clips to holes in body. Apply sealer, install moulding, and tighten retaining screw. Reinstall horizontal and side mouldings, clips. (Install head lin-

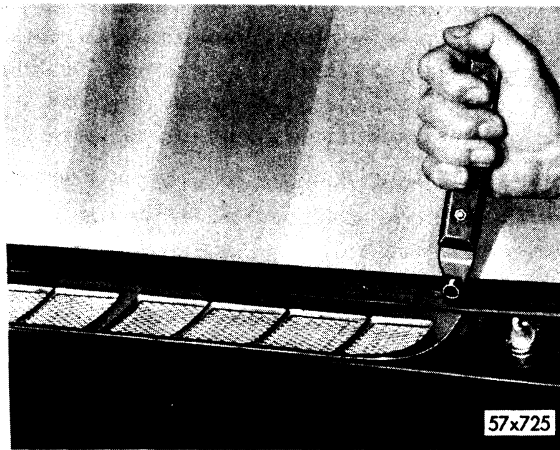


Fig. 76—Stripping Glass into Weatherstrip

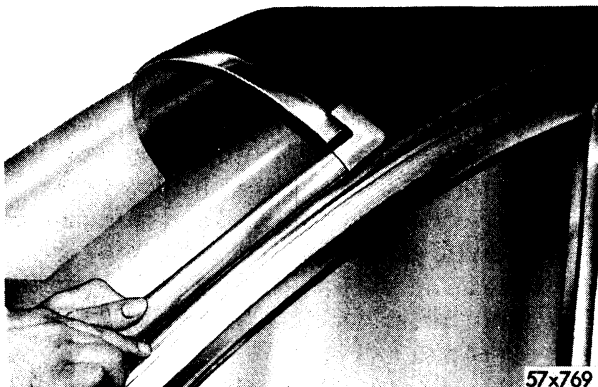


Fig. 77—Removing Rear Window Chrome Mouldings

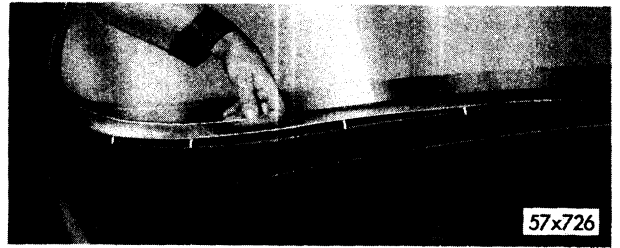


Fig. 78—Removing Rear Window Belt Mouldings

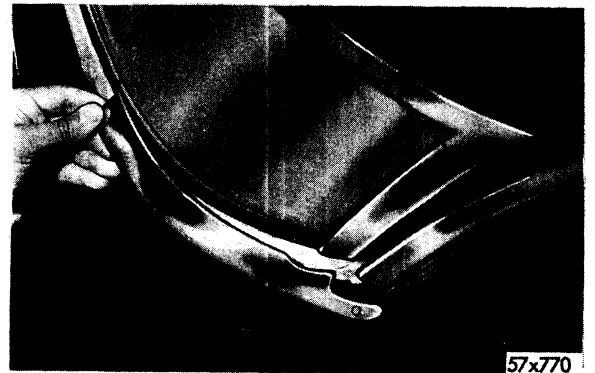


Fig. 79—Removing Lower Corner Moulding

ing, on Imperial Models if removed). Reinstall windshield wiper blades and check for water leaks as indicated in Paragraph 38.

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

Cover rear deck fenders and other components to protect finish. Pry up on ends of upper chrome mouldings (Fig. 77) 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. 78).

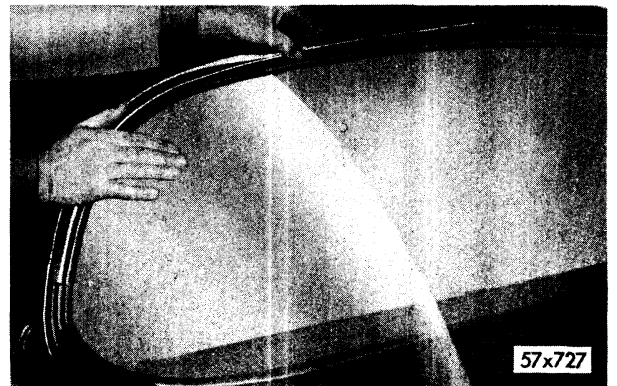


Fig. 80—Removing or Installing Upper Corner Moulding

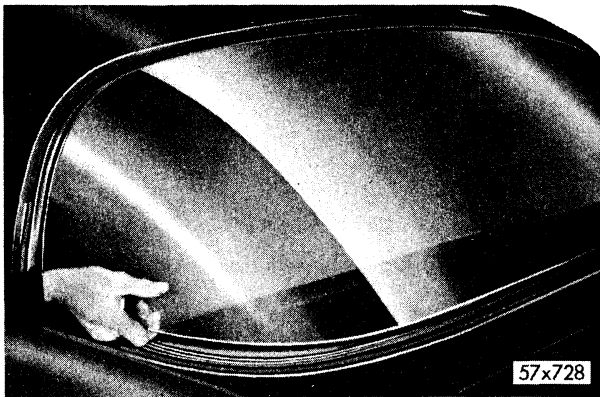


Fig. 81—Removing or Installing Rear Glass



Fig. 84—Locking in Rear Glass

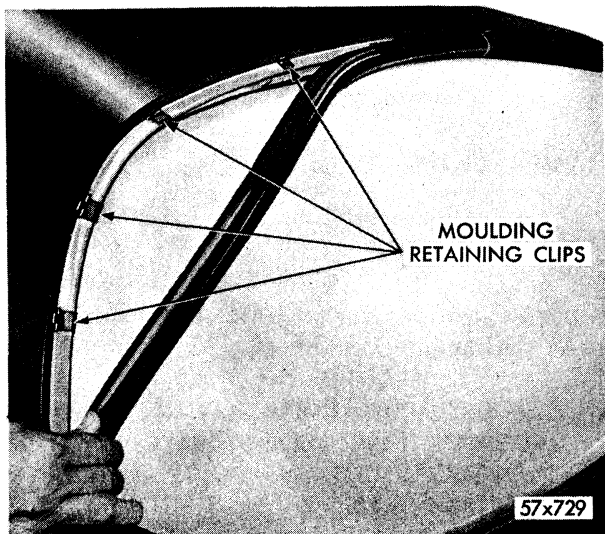


Fig. 82—Removing Weatherstrip (Rear Glass)

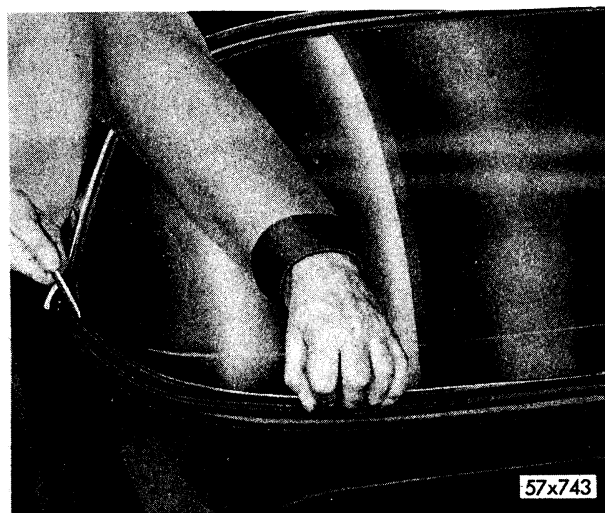


Fig. 83—Stripping Rear Glass in Body

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 79. Remove upper and lower mouldings clips from weatherstrip. Remove upper and lower horizontal moulding (Fig. 80). Insert wedge tool in weatherstrip locking strip and twist it slightly while sliding it around weatherstrip to unlock it from glass opening and remove glass (Fig. 81).

NOTE: When installing rear glass weatherstrip on Imperial Models, space moulding retaining clips equally apart on body fence, as shown in Figure 82.

Coat weatherstrip liberally with a naphtha 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. 83). Start at inserted side and work across bottom, up the sides, and across top. Lock glass in weatherstrip, as shown in Figure 84.

Install upper trim moulding with aid of pull cord inserted in moulding slot of weatherstrip.

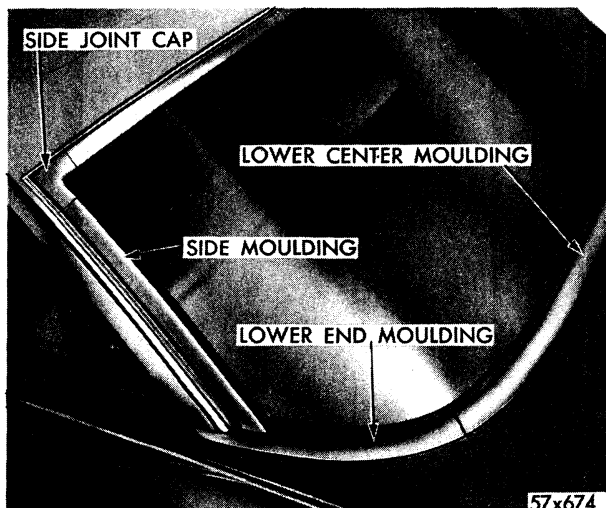


Fig. 85—Rear Window and Mouldings Installed

Coat moulding slot with naphtha solution before installing moulding. Install upper moulding, lower left and right mouldings, and upper corner caps, as shown in Figures 85, 86 and 87 for Chrysler 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 44.

28. 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. 88, and remove electrical wire leads, motor to bracket attaching screws and remove electric motor.

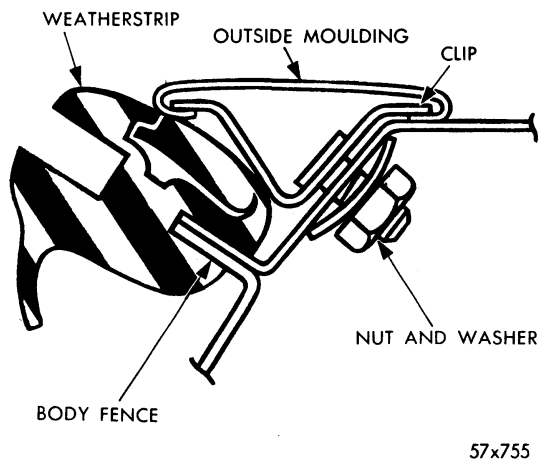


Fig. 86—Upper Rear Window Weatherstrip and Moulding

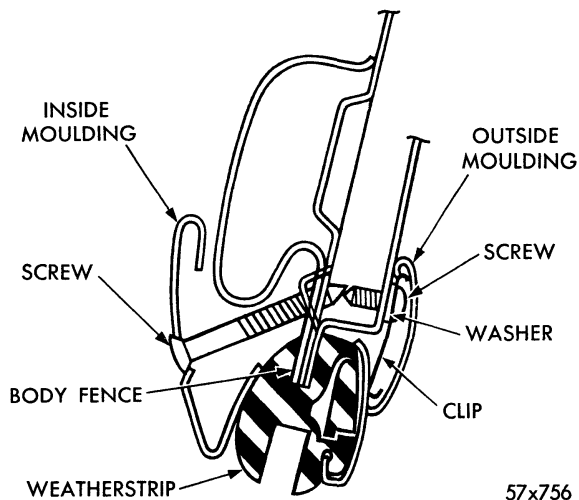


Fig. 87—Lower Rear Window Weatherstrip and Moulding

CAUTION

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

29. FRONT FENDERS (ALL MODELS)

a. Removal

Refer to Figures 89 and 90 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.

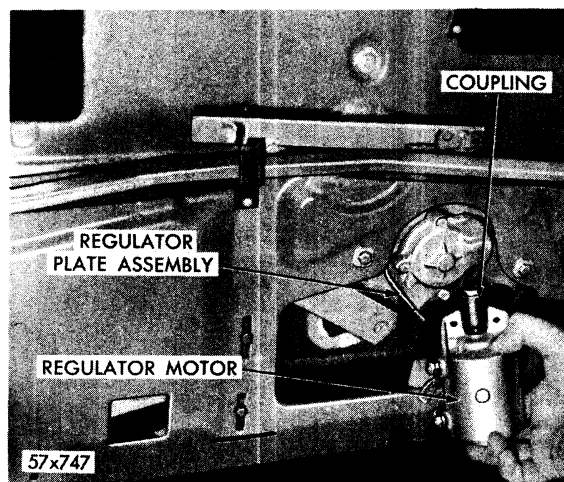


Fig. 88—Removing and Installing Window Lift Regulator Motor

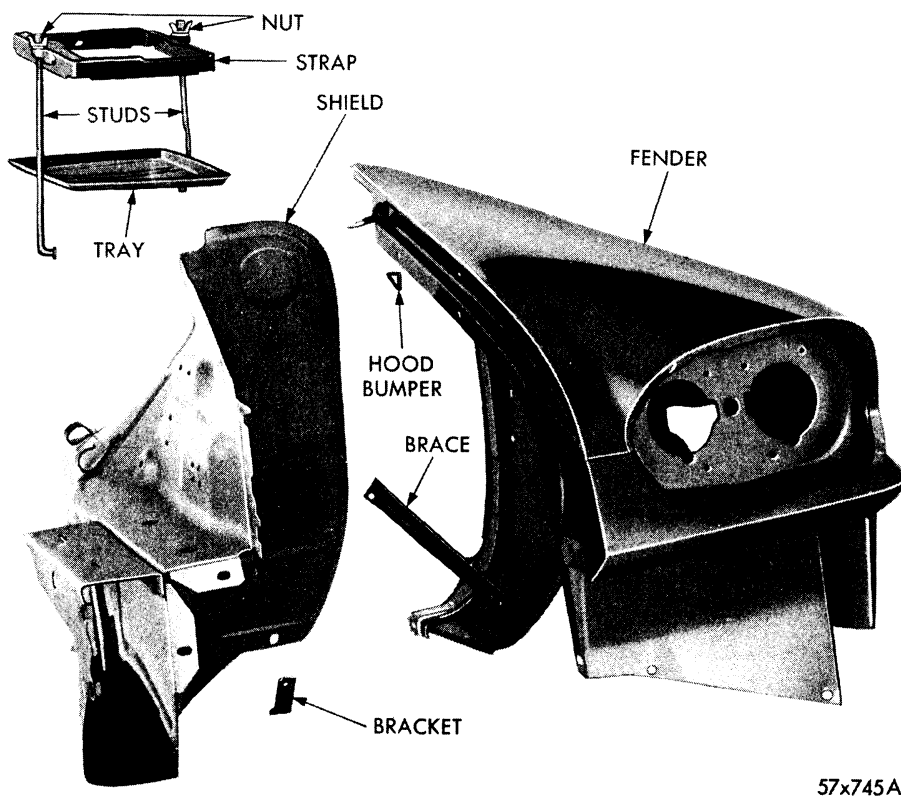


Fig. 89—Front Fender Assembly—(Chrysler Models)

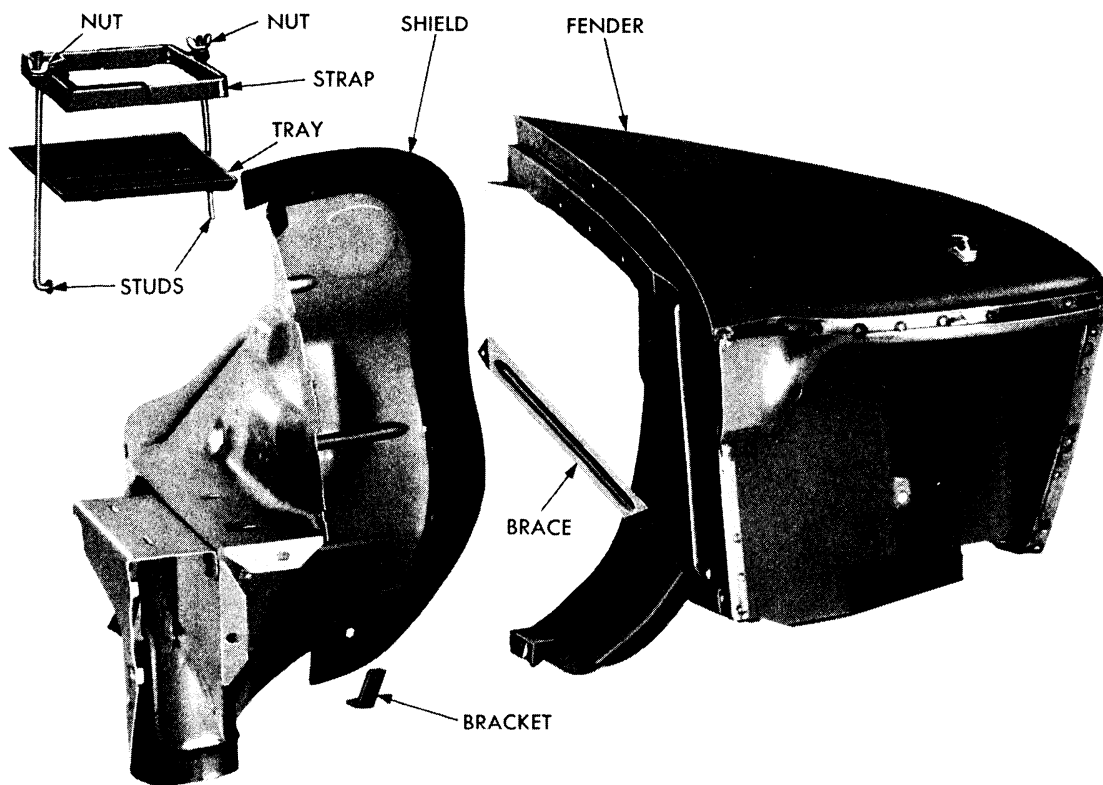
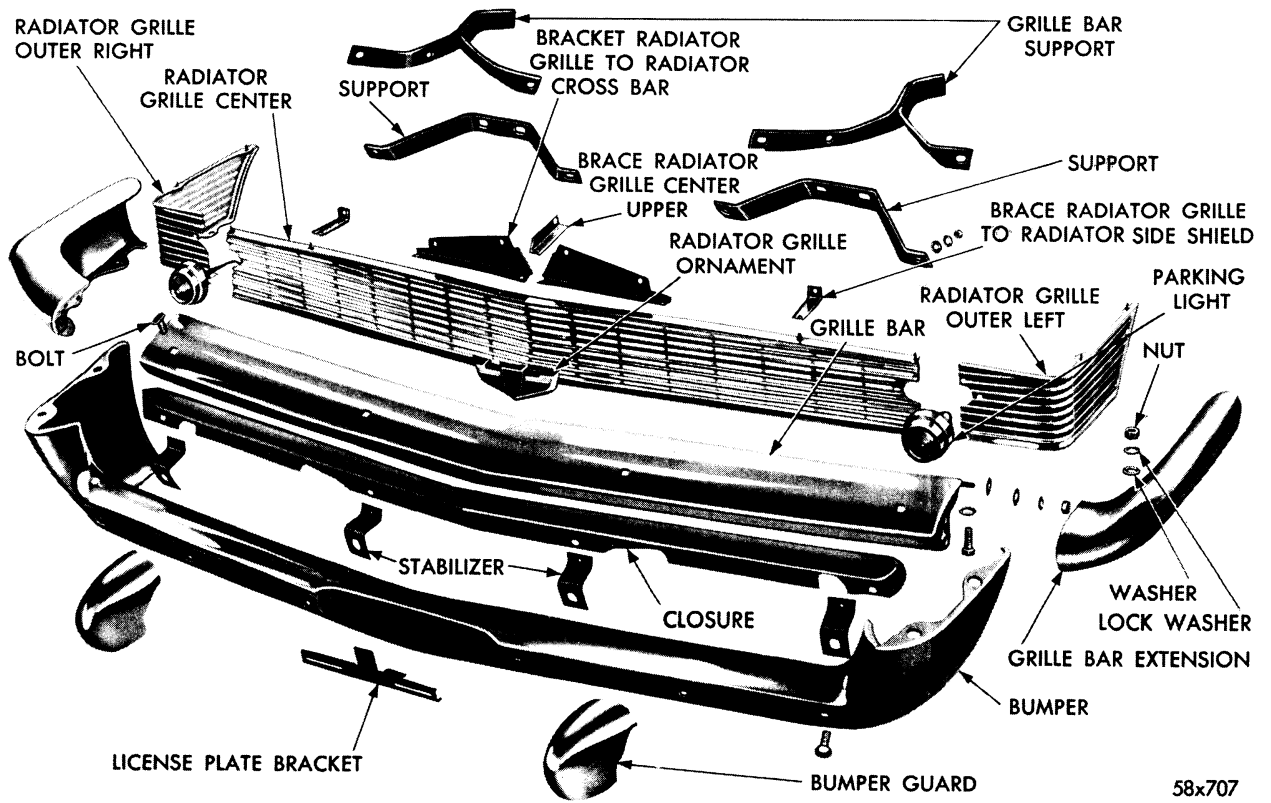
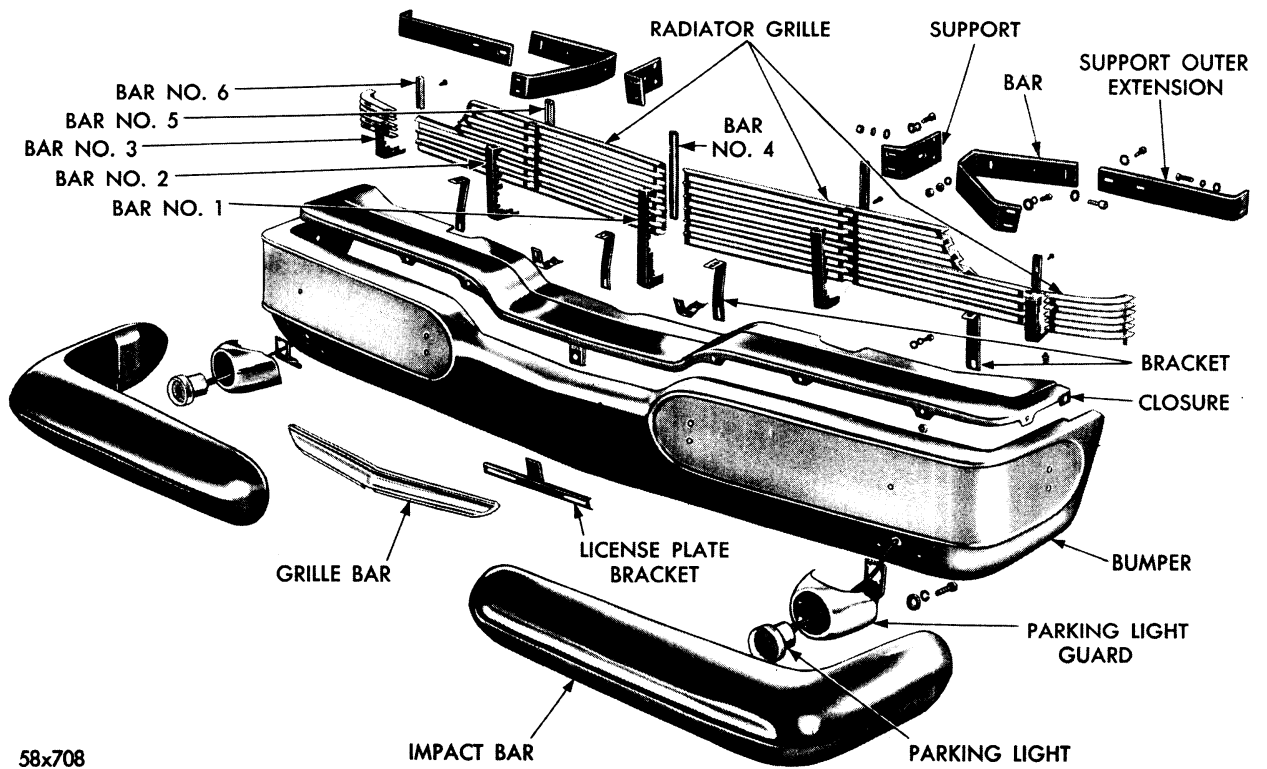


Fig. 90—Front Fender Assembly—(Imperial Models)



58x707

Fig. 91—Bumper and Grille Assembly (Saratoga and New Yorker Models)



58x708

Fig. 92—Bumper and Grille Assembly (Imperial Models)

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.

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

Refer to Figures 89 and 90 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).

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

Refer to Figures 91 and 92 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

32. 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 Chrysler 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



Fig. 93—Removing Headlining with Stiff Wire

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 93. Pull headlining off retaining barbs at windshield header.

On all models, retaining brackets hold the rear headlining bow in position at the center. (Fig. 94) 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 95. **On Imperial Limousine the front seat partition must be removed when installing headlining.**

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

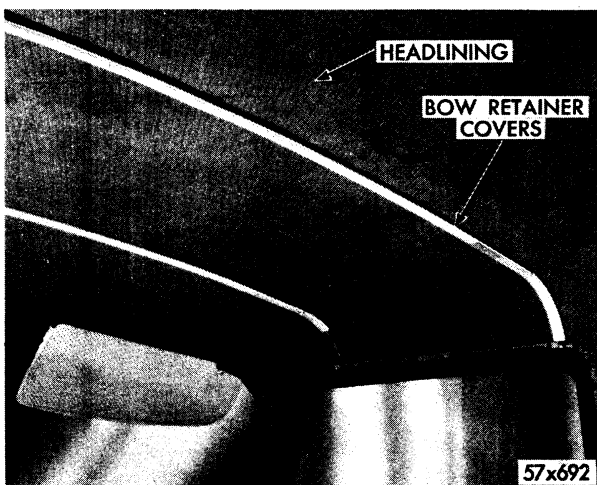


Fig. 94—Headlining Bows in Position

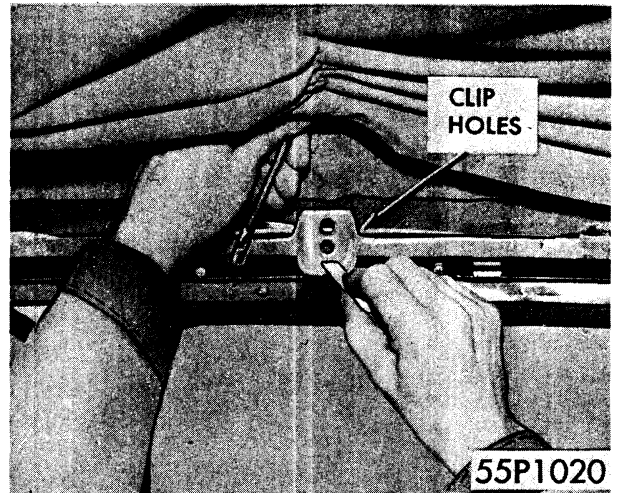


Fig. 95—Marking Holes

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

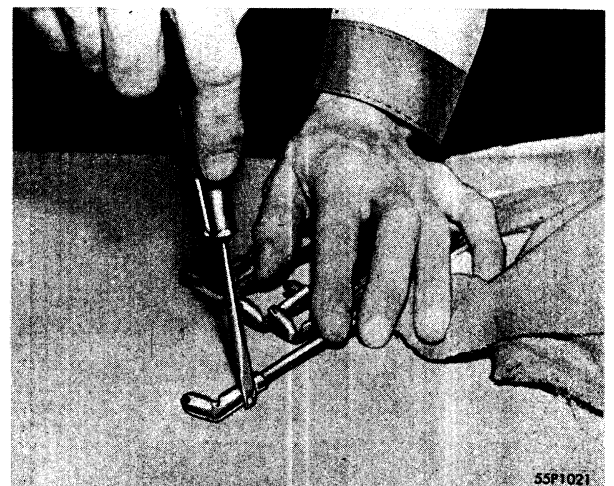


Fig. 96—Bending Locking Tab to Remove Clip from Bow

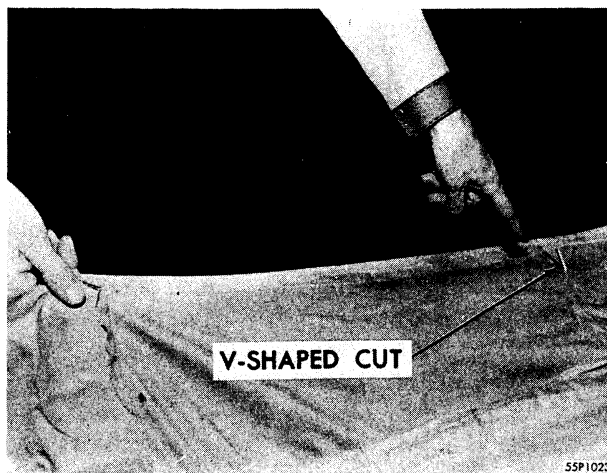


Fig. 97—Marking Headlining with Small V-Shaped Cuts

in Figure 97. 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 in Figure 98. 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

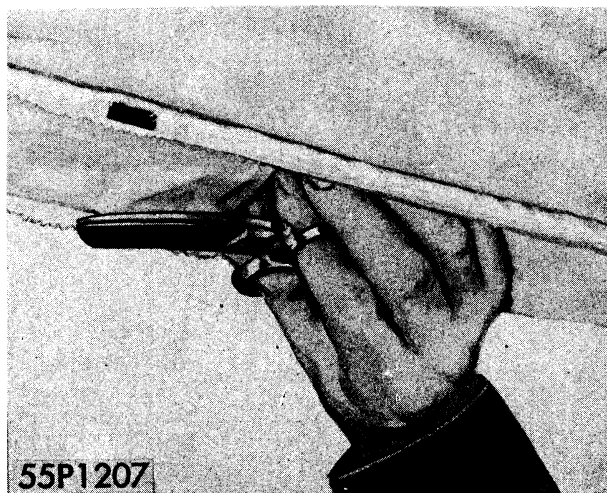


Fig. 98—Cutting Holes in Listing for Support Clip

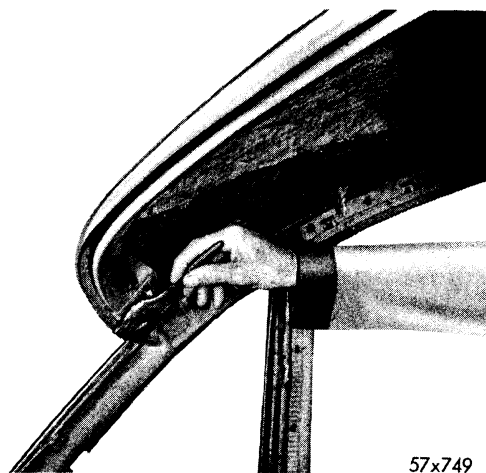


Fig. 99—Cementing Upper Rear Glass Quarter and Header Bar

Fig. 99. Cement to quarter panel and tack listings and seams to quarter panel opening. When cement is tacky, stretch headlining forward and over the cemented area end onto the barbs on windshield header. Make sure the first seam of headlining is straight. In most cases, the listing is longer than necessary. Cut the material at ends to prevent wrinkling at the seams when it is tucked or cemented in place. Cut listing from end up to clip. Do not cut listing too far up the bow. Otherwise, the headlining will not fit properly. After listings are cut, start at front and trim headlining so that only $\frac{1}{2}$ to 1 inch of material, hang down below door windcord on all models, except Special Club Coupe (Fig. 100).

Tuck in first and second seams between roof side rail and retainer with a dull putty knife,



Fig. 100—Trimming Excess Material from Windcord

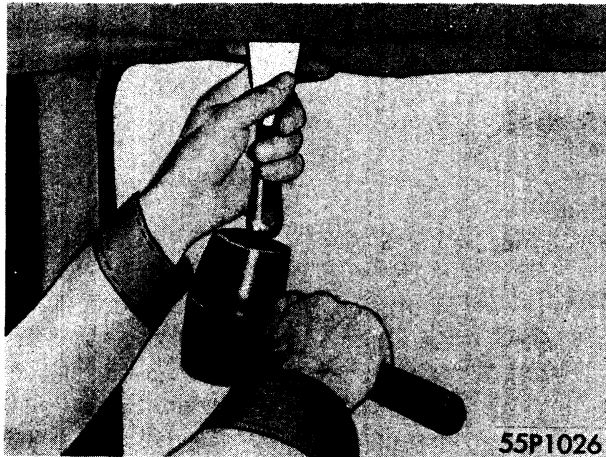


Fig. 101—Tucking Headlining between Roof Rail and Retainer

as shown in Figure 101. 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. 102. Press headlining into position after cement is tacky. Make sure material is free from wrinkles. To prevent headlining from pulling loose, use drive nails to fasten material at seams to outside surface of rail, as shown in Figure 103.

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



Fig. 102—Cementing Material to Underside of Side Rails at Quarter Window

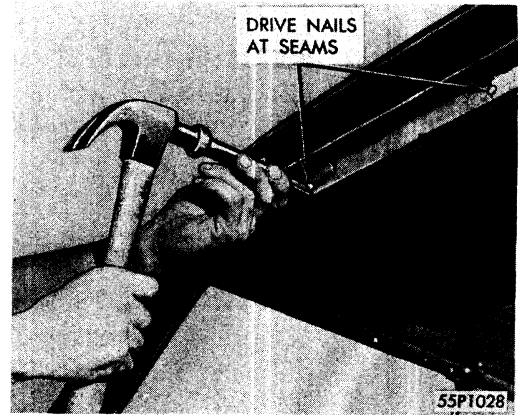


Fig. 103—Securing Material to Side Rails on Special Club Coupe

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. 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.

33. 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 Fabric	Type of Soil Oil, Grease, Tar Trim Cement	Cleaners Recommended MOPAR Fabric Cleaner Part #680183	Cleaning Procedure
Fabric	Candy, Ice Cream, Soda, Catsup, Mustard	0.5 solution of household detergent in water	Wet a piece of clean white cheese-cloth 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. 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 cheese-cloth 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 cheese-cloth 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.

34. PAINT FINISH CONDITIONS

a. Dark Spots Appearing on Paint (Polychromatic)

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

If any of this foreign substance, containing acid-like particles, is allowed to remain on paint for any length of time, it may result in

a spotting condition. This spotting condition is caused by the reaction of such particles with the aluminum, used in all polychromatic paints, causing the aluminum flakes to disappear, leaving the base color. These same acid-like particles can also attack a non-metallic paint, but it will usually result in an etched condition rather than a discoloration.

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

b. Foreign Material in Paint

In some instances where minute particles of foreign material have embedded themselves in the horizontal surface of paint, they are quite likely abrasives, such as metal particles, that have been carried through the air. If particles are allowed to remain on paint surfaces 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.

BODY SEALING

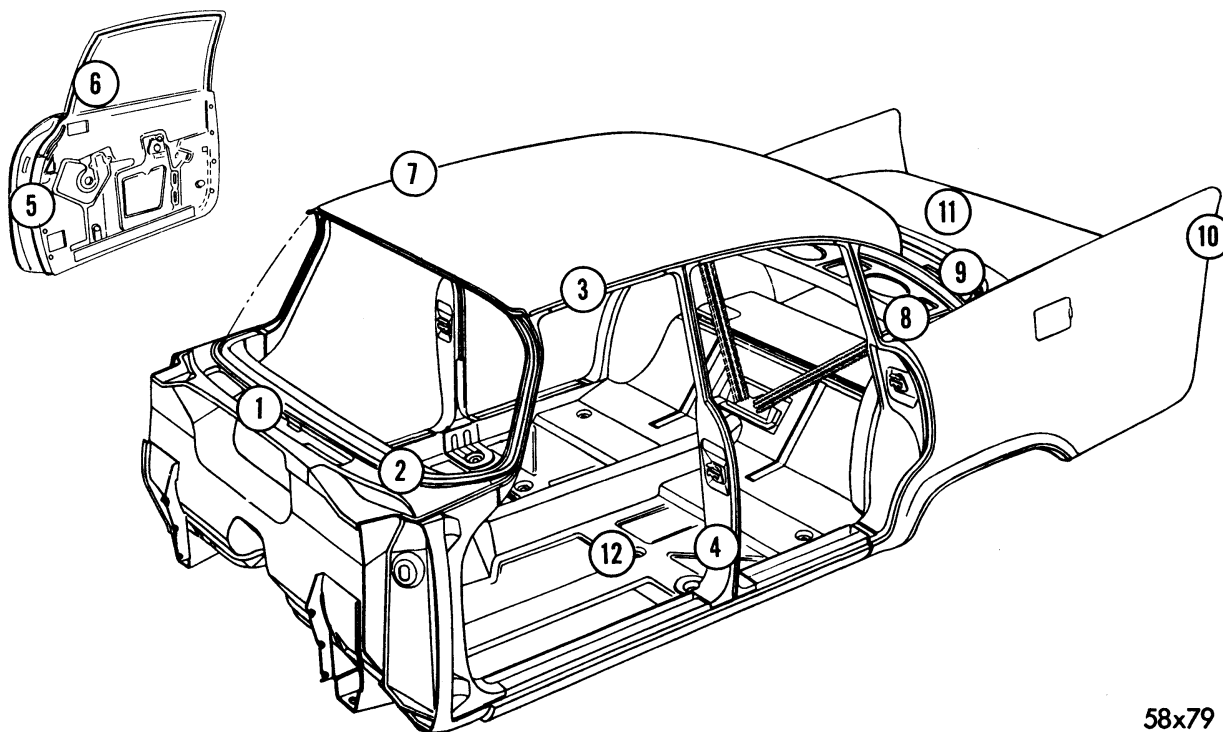
35. BODY SEALING PROCEDURE

The following sealing procedures apply to all Chrysler and Imperial sedan and hardtop bodies, except in those specific cases where the particular model or body type is specified.

Always make the necessary adjustments to the doors, extruded aluminum door upper frames, window frames, vent windows, and luggage compartment lid before attempting to seal any part of the body where such adjust-

ments may be required. If the sealing operation is performed first, changing of the adjustment will destroy the good sealing. **MAKE THE ADJUSTMENT FIRST.**

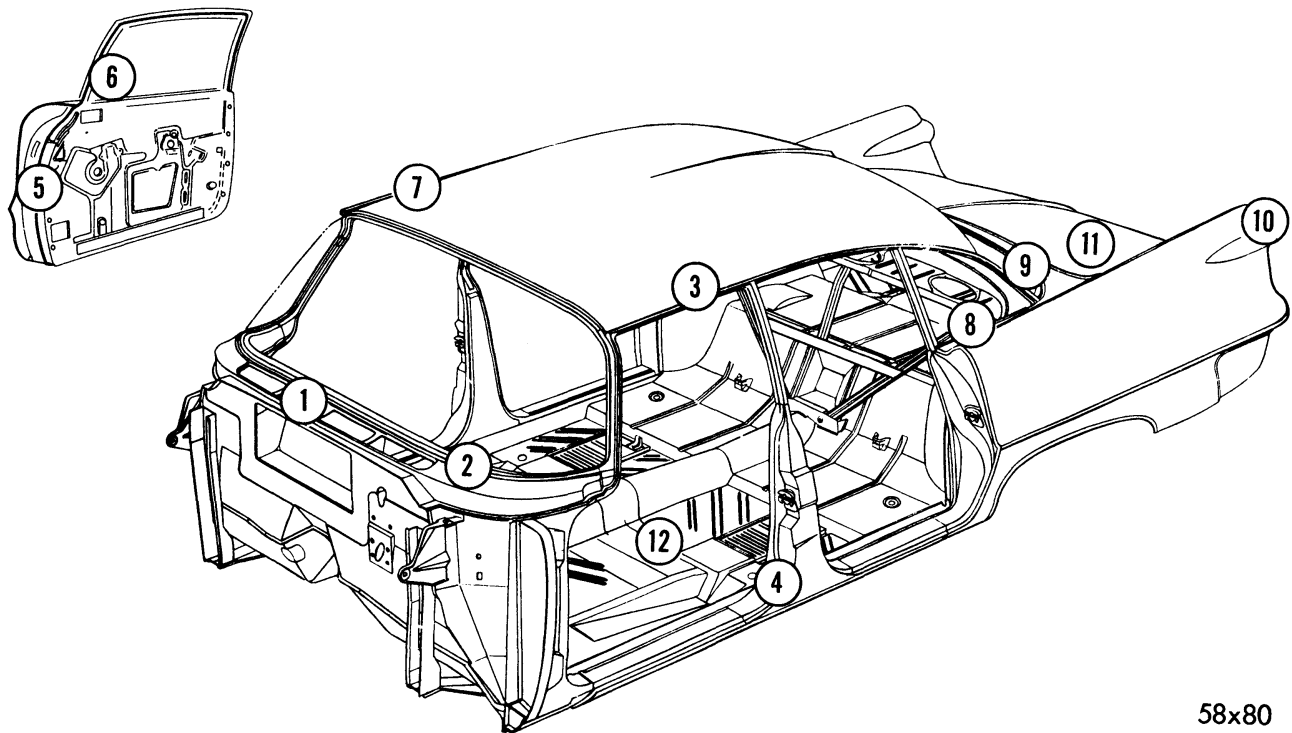
Locate the source of the leaks, by water test, or the use of trace powder and the testing bulb. When performing a water test, it is preferred that water be confined to a small area where the source of leaks are suspected. Water in a small stream or spray should be applied to the lowest



58x79

Fig. 104—Body Sealing Points (Chrysler Models)

- | | |
|--------------------------|---------------------------------------|
| 1—Cowl | 7—Window Frame Weatherstrip (H.T.) |
| 2—Windshield | 8—Rear Quarter Vent or Window (Sedan) |
| 3—Roof | 9—Rear Window |
| 4—Door Openings | 10—Rear Quarter Panel |
| 5—Doors | 11—Luggage Compartment |
| 6—Front Door Vent Window | 12—Floor Panel |



58x80

Fig. 105—Body Sealing Points (Imperial Models)

- | | |
|--------------------------|------------------------------------|
| 1—Cowl | 7—Window Frame Weatherstrip (H.T.) |
| 2—Windshield | 8—Rear Quarter or Window (Sedan) |
| 3—Roof | 9—Rear Window |
| 4—Door Openings | 10—Rear Quarter Panel |
| 5—Doors | 11—Luggage Compartment |
| 6—Front Door Vent Window | 12—Floor Panel |

point of the suspected area, then gradually move the water up slowly until the source of the leak is located. Water running down from the top of the car may run in at more than one point; by moving the water up from the bottom, each leak can be located and marked before moving on up to check for other possible points of leakage, as shown in Figures 104, 105.

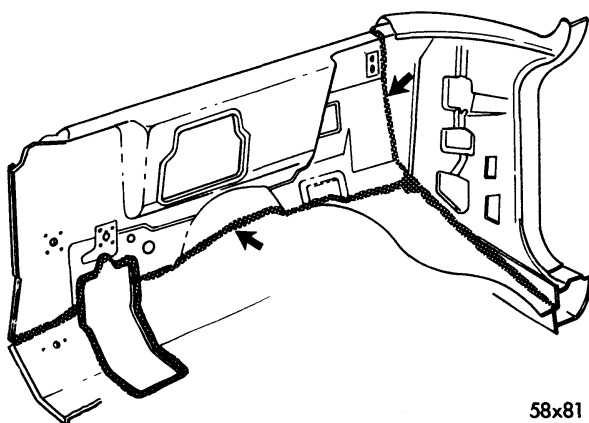
Do not attempt to seal a car that is wet or

dirty. An effective seal cannot be accomplished under these circumstances. Dry the car (with compressed air if necessary) after the water test before proceeding with the sealing operation. The weatherstrip must be absolutely dry. Use a heat lamp or compressed air to dry the weatherstrip.

The door weatherstrips, luggage compartment lid weatherstrips, and most other seals are made of porous sponge rubber, which will absorb water. All adhesion surfaces should be completely cemented for a permanent and effective installation. When working with cement, use the "two coat" method. A thin coat should be applied to each surface to be bonded. Let the cement almost completely set up, then bond the two surfaces together.

Always use the correct sealing material designed for each specific application. Substitution may result in poor sealing.

Many of the difficulties encountered in obtaining good tight seals are due to rough or uneven contact surfaces. Smooth in the coach joints and the junction points of the "A" and



58x81

Fig. 106—Dash Panel (Inner)

“B” posts at the roof rail with sealer or body putty that can be painted. Rough or uneven windshield or rear window fences should be straightened and smoothed to obtain a good seal at this point.

36. COWL

a. Dash Panel (Inner)

Carefully inspect these seams (Fig. 106) from one end to the other for possible openings or breaks. Seal with black mastic or body caulking putty depending upon the size of the opening. Seal the cowl dash panel to side seams in the same manner.

b. Dash Panel (Outer)

Plug and seal every screw hole, clip hole, punch out plate, brackets, and grommets on the dash panel (Fig. 107). Inspect the seal around the heater and blower housing. Be sure the drain tubes are properly installed.

The master cylinder bracket, accelerator linkage bracket, and the grommets around the wiring harness, wires, control cables, etc., through the dash panel, should be thoroughly packed around the top, bottom, and the sides with body caulking putty. Be sure the slot in the grommet is down. Seal the slot with liquid body sealer. Place a bead of black mastic or body sealer around the outer edges of the grommets to seal them to the dash panel. The type of sealer used will depend upon the individual requirement.

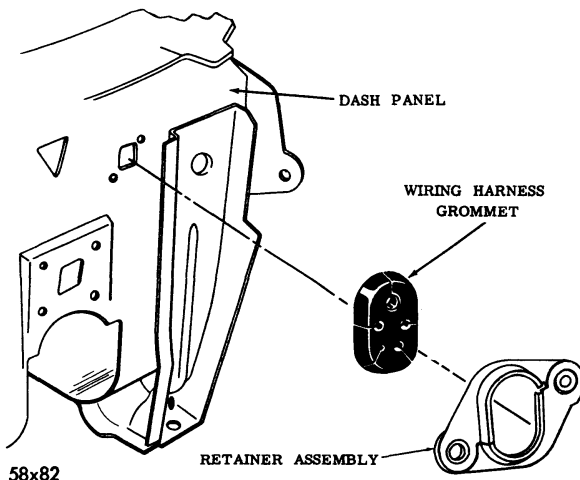


Fig. 107—Dash Panel (Outer)

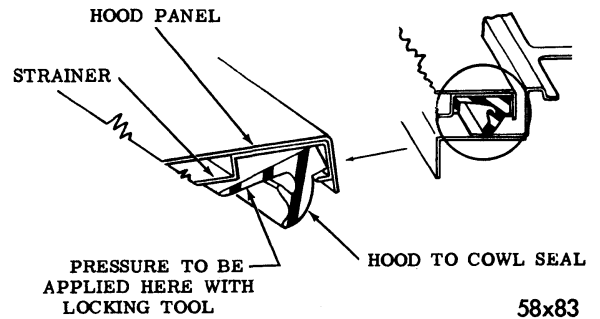


Fig. 108—Hood

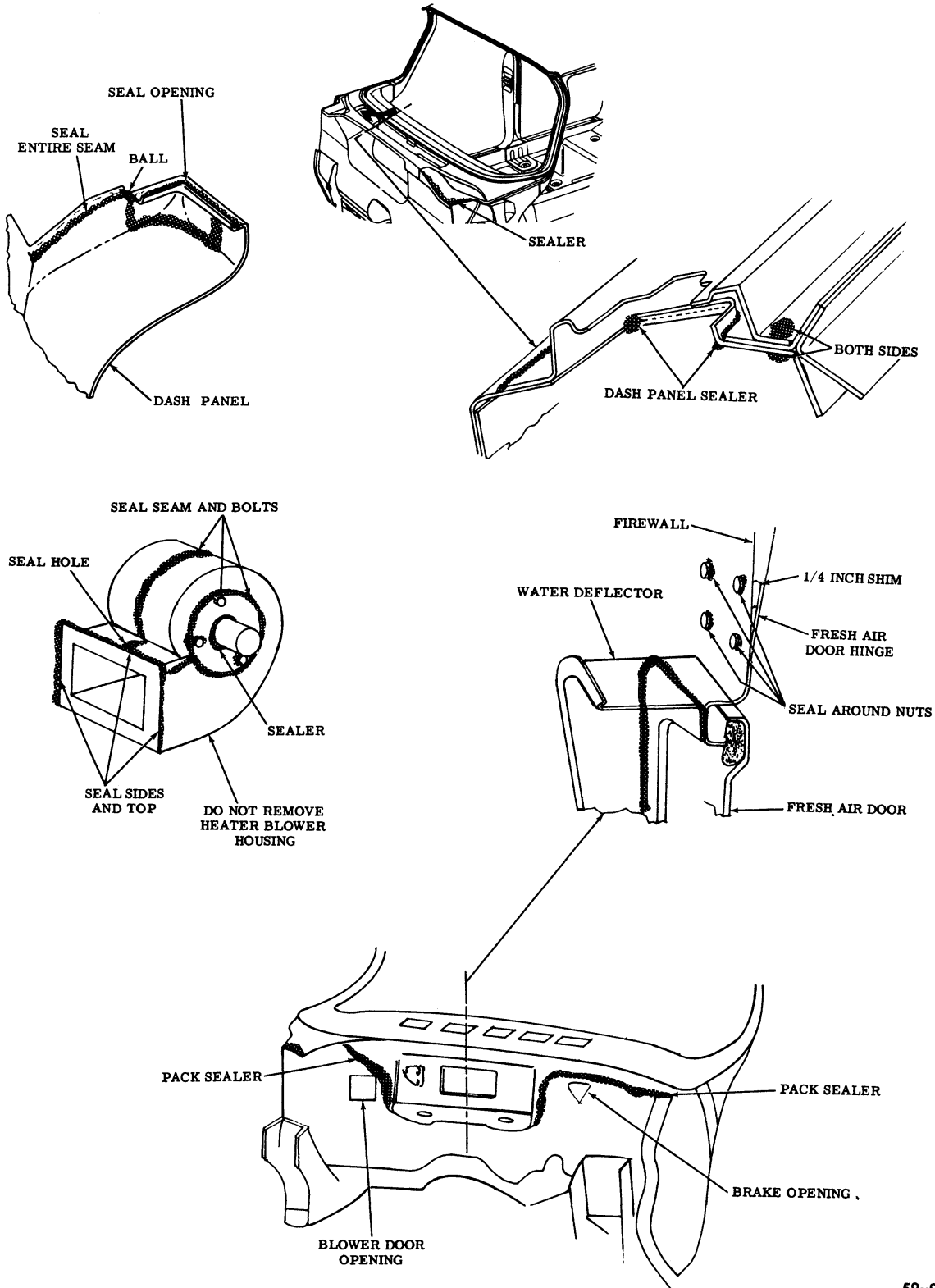
c. Hood

Locate the hood to cowl seal weatherstrip (lacing) on the hood properly, and lock in place (Fig. 108). Inspect the hood hinge mounting since water can enter through the mounting stud openings. Seal around the hinge mounting plate with a sufficient amount of black mastic sealer. It is also advisable to seal around both the fender to cowl upper attaching bolt and bracket.

37. COWL UPPER PANEL AIR INTAKE

On Chrysler models snap out the intake screen. Refer to Figure 109 and pack body caulking putty into the flange joint seams and at the junction of the heater plenum chamber to the cowl upper panel around and at the outer ends of the air intake. Seal around the rubber strip seal at the rear edge of the air intake with body sealer. Pack body caulking putty around the welded joint of the brake pedal and master cylinder mounting pad. Seal the lower edge of the heater plenum chamber with black mastic or body sealer. Pack the junction of the air intake opening bridges at the rear edge of the opening and plenum chamber with body caulking putty.

On Imperial models to remove the fresh air intake screen will require removal of the heater housing and core, or the removal of the fresh air door from the heater plenum chamber inside the vehicle to gain access to the screen attaching stud nuts. In most cases to seal around the brake master cylinder bracket, liquid body sealer may be injected through the left end of the screen and blown into place by compressed air. The sealer may be cleaned off the screen by a cloth saturated with solvent. If



58x84

Fig. 109—Cowl Upper Panel Air Intake

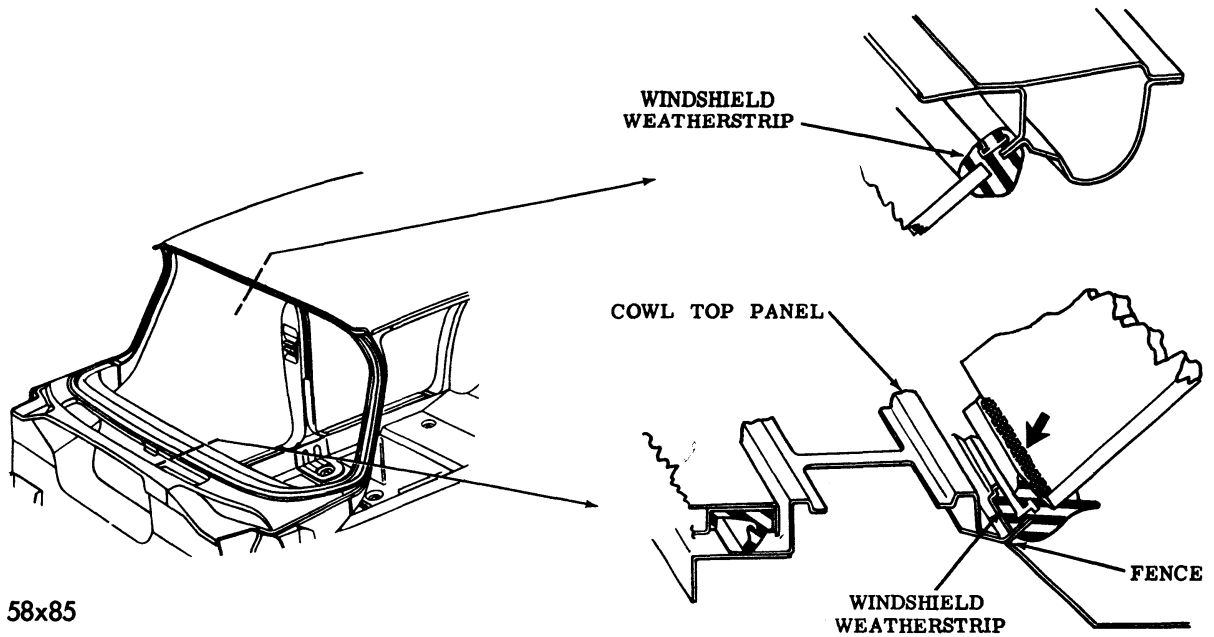


Fig. 110—Windshield Glass and Weatherstrip

further sealing around the air intake or plenum chamber is necessary, the air intake screen will have to be removed.

38. WINDSHIELD

Windshield water leaks are usually caused by

one of three causes: Leaks between the glass and weatherstrip are caused by the weatherstrip not fitting the contour of the glass tightly, often caused by overlapping of the weatherstrip lock. Leaks between the weatherstrip and the windshield opening flange or fence, usually

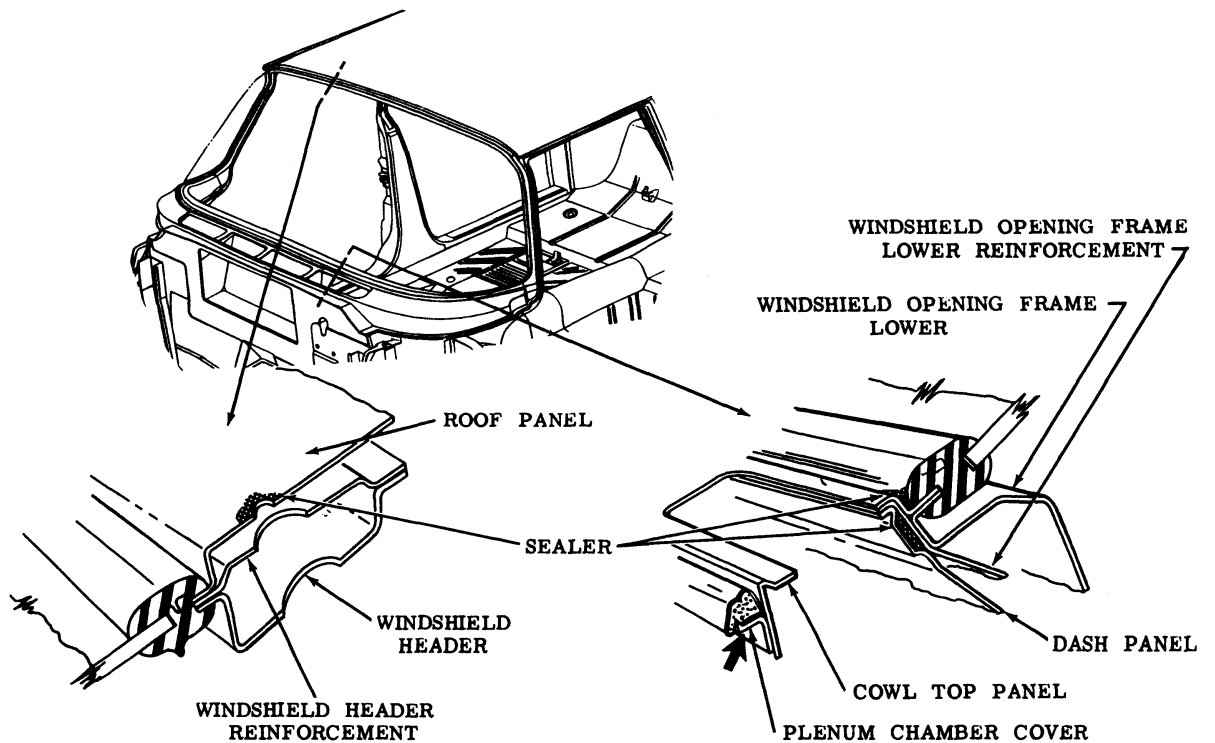


Fig. 111—Windshield Weatherstrip and Vents

result from improper fit of the weatherstrip to the fence, caused by a low, bent or rough fence. Leaks because of a gap between the glass edge and the weatherstrip are caused by the windshield opening fence being too large for the glass. This is generally indicated by the upper corners of the glass coming out of the weatherstrip.

a. Windshield Glass and Weatherstrip

Use weatherseal cement to seal between the windshield glass and the weatherstrip (Fig. 110). Using this material, insert the pointed nozzle of the dispensing gun about $\frac{1}{8}$ inch between the glass and the weatherstrip and apply a bead of cement all around between the glass and weatherstrip. Apply about three feet at a time, wiping off the excess with a dry cloth as you proceed. When the seal is completed, clean the remaining excess off with a cloth moistened

with solvent. The use of the weatherseal cement between the glass and weatherstrip will also correct crunching noises at the windshield.

To correct a gap between the windshield glass and weatherstrip, it is necessary to remove the glass from the weatherstrip. Insert a piece of $\frac{3}{16}$ inch round plastic welt or insulated wire in the lower glass channel of the weatherstrip to hold the glass and seal as described in paragraphs above.

b. Windshield Weatherstrip and Vents

To correct water leaks between the windshield weatherstrip and opening fence (Fig. 111), remove the windshield trim mouldings. Inspect the weatherstrip lock for proper engagement. Apply body caulking putty at the lip of the weatherstrip where it contacts the opening frame; completely around the weatherstrip. If leaks occur at the top of the windshield, it is

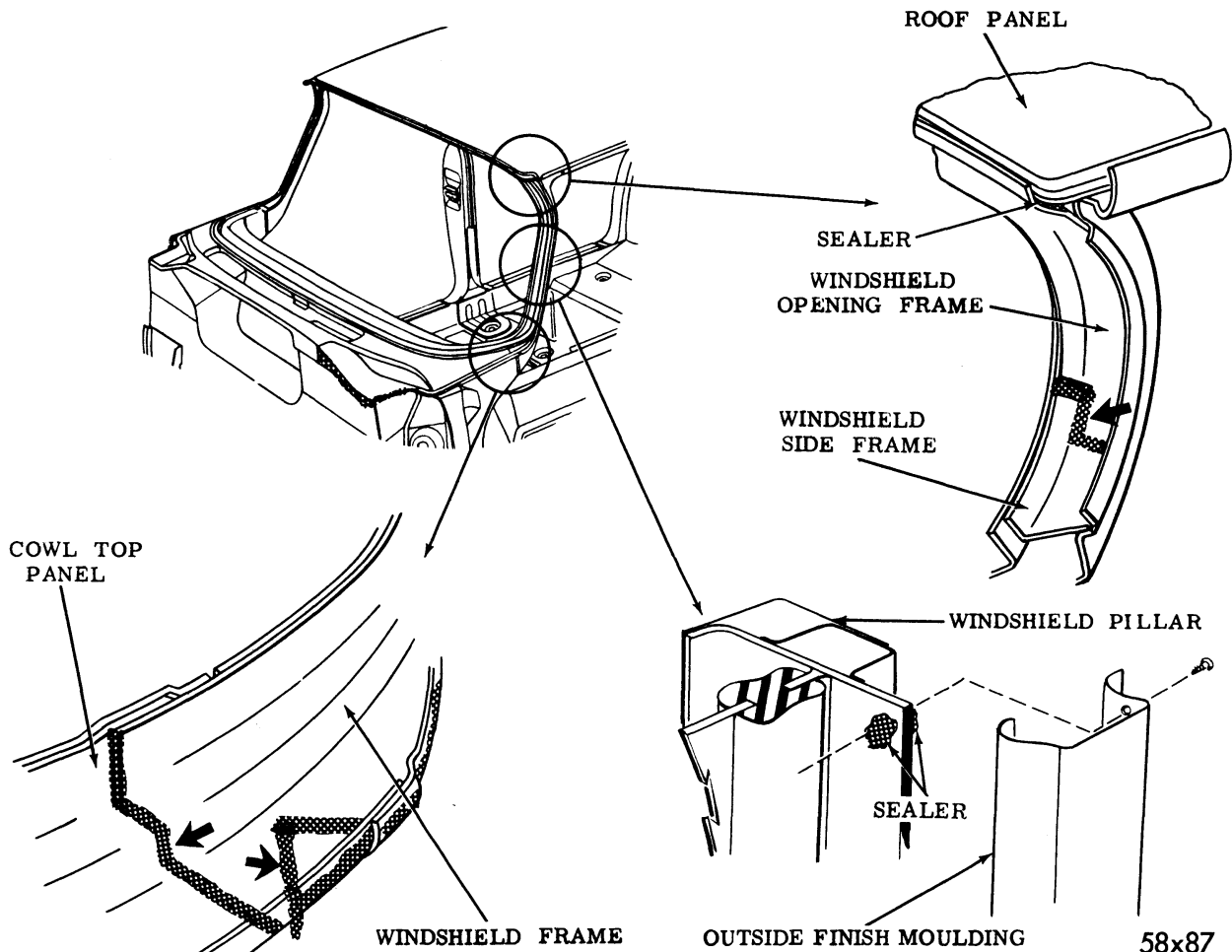


Fig. 112—Roof and Drip Rails

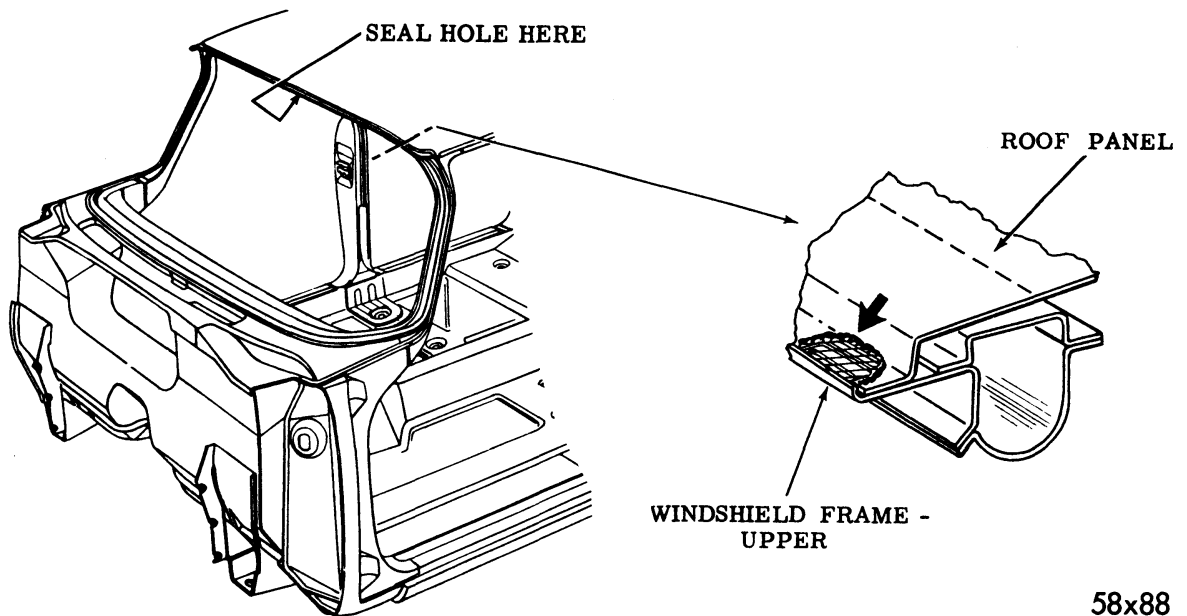


Fig. 113—Roof (Front Section) (Chrysler Models)

advisable to inspect and seal the seam joint between the roof panel and windshield opening frame flange. Form a ball of putty and place it in each moulding retaining clip bolt hole. When installing the mouldings, press the retaining clip both through the ball of putty. Install the windshield mouldings and seal around all moulding retaining clips and screws using body caulking putty.

39. ROOF

Before proceeding with the roof water leak cor-

rection, the roof should be carefully water tested to locate exactly where the water is coming in. A leak at the flange joint of the roof to the windshield frame, or the joint of the roof to the drip rail at the forward end, will often appear as a leak in the joint seam at the knee of the front door hinge pillar ("A" pillar) (Fig. 112).

Inspect the roof drip rails (Fig. 112) carefully from one end to the other, for skips or breaks in the seal between the roof flange and drip rail. Inspect for spot weld burns in the roof

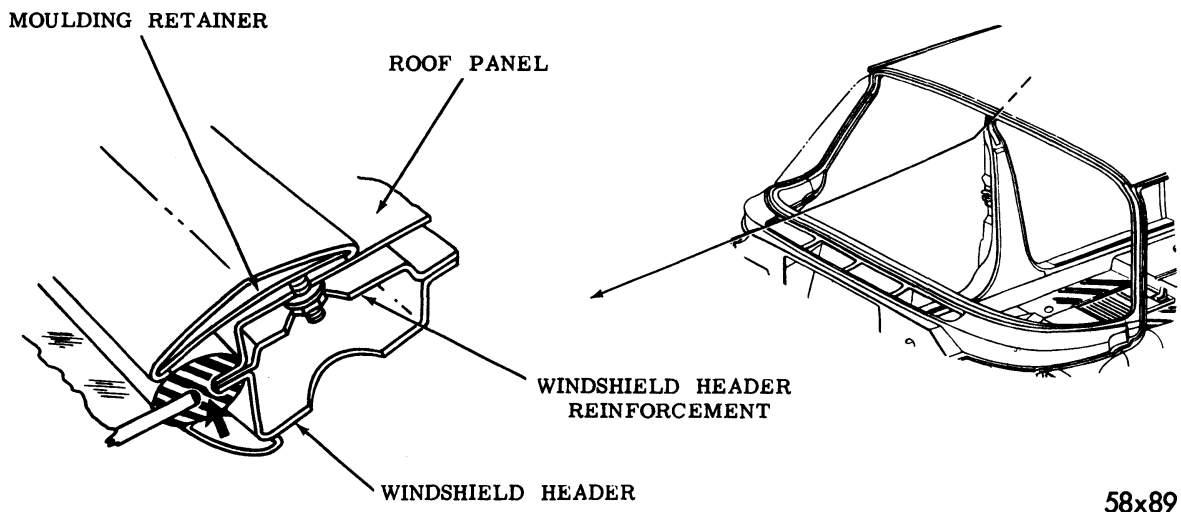


Fig. 114—Roof (Front Section) (Imperial Models)

flange. Clean the roof drip rail thoroughly. Lay one or two strands of body caulking putty (black or neutral, depending upon the color or body). Press the putty down and out toward the edge of the roof flange. Press it into the seam joint using a putty applicator. Clean off the excess putty with a cloth moistened with solvent. If necessary, the putty seal can be painted.

It is advisable to inspect the seam joint sealing under the drip rail. Occasionally the seal is incomplete or broken. Seal completely using body caulking putty.

On Chrysler models when correcting a water leak at the front end of the roof (Fig. 113), be sure to fill the slotted notches in the roof flange at the front end of roof with body caulking putty. These notches can be seen by removing the windshield pillar mouldings.

On the Imperial models, to correct water leaks at the roof trim mouldings (Fig. 114), it is

necessary to remove that portion of the headlining to expose the attaching nuts. After removing the headlining, remove the trim mouldings and seal around each retaining stud and clip with body caulking putty.

On Imperial Southampton models, inspect the joint seam where the front and rear sections of the roof are joined together (Fig. 115). Seal this joint with liquid body sealer. Form a ball of putty and place it into each moulding retaining clip bolt hole. Push the clip bolt through the ball of putty when installing the moulding. Seal around each moulding bolt inside the body with body caulking putty. Install the washers and nuts and tighten firmly.

When correcting leaks at the front end of hardtop models, while the headlining is down, inspect the sealing at the junction of the roof rails, windshield opening header, and windshield pillar (upper "A" pillar). Seal these joints with body caulking putty.

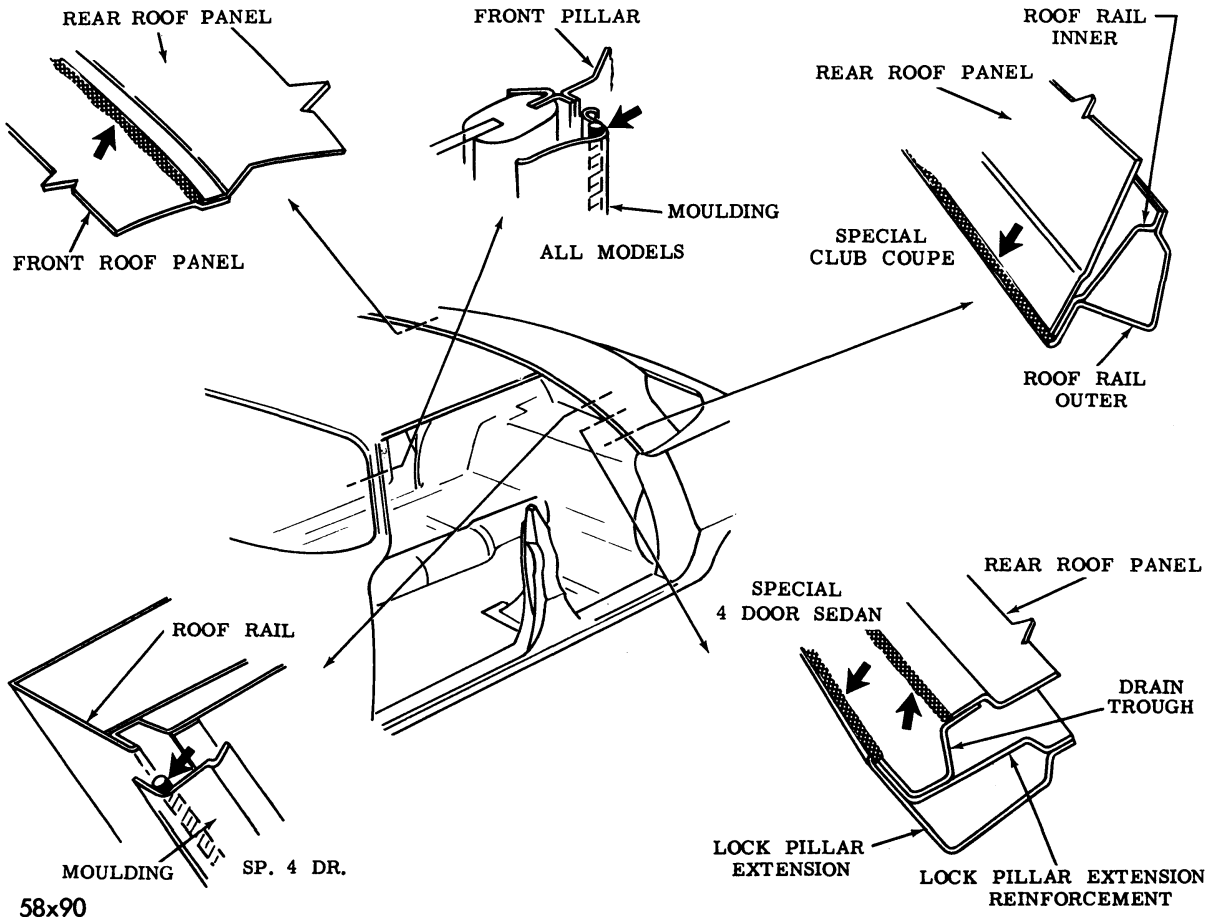


Fig. 115—Roof (Rear Section)

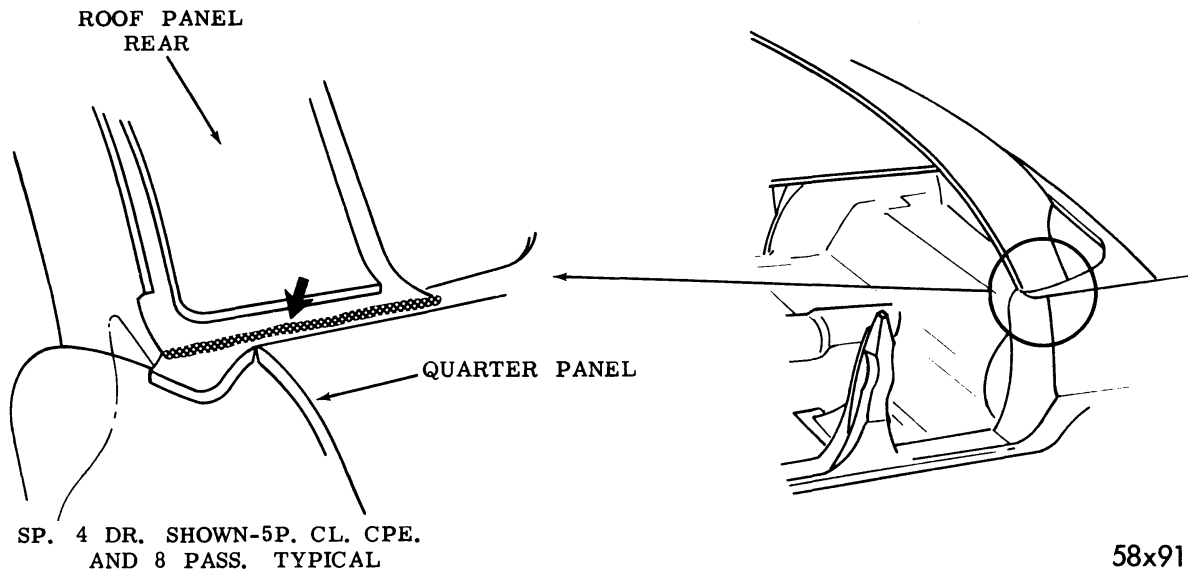


Fig. 116—Roof Panel (Rear)

On Imperial Southampton models if the headlining gets wet in the area of the rear quarter, it may be possible that the leak is coming in at the side roof rail rear moulding or through the seam joint where the rear roof panel joins the drain trough, and the lock pillar extension reinforcement (Fig. 116).

To correct this leak it is necessary to remove the rear roof rail side moulding. Seal the entire seam between the lock pillar extension reinforcement, the drain trough and the rear roof panel. Use body caulking putty, or brush in liquid body sealer.

Apply body caulking putty between the outside moulding and the side roof rail rear along the entire length of the moulding. Install the moulding.

40. DOOR OPENINGS

Door openings (Fig. 117), contribute to water leaks in two ways: First, there may be leaks at the metal joint seams, and secondly, the roughness of the door opening metal or coach joints may not provide a good sealing contact surface for the door weatherstrip.

Inspect for rough, exposed or unsealed metal joint seams (Fig. 117). If the seams are shallow and small, apply liquid sealer and allow to dry. If the seams are rough, large or deep, smooth by metal finishing. Then apply cold solder with a spatula or putty knife smoothing it

down as much as possible, and let it completely set up. Finish off with a sander and paint.

Note particularly the metal seam joints and the coach joints at the junction of the floor side sill to floor pan and the "A," "B" and "C" pillars (Fig. 118). Water and dust can get through this joint and under the sill scuff plate. It is recommended to seal under the full length of the seam and around the coach joints using liquid body sealer, applying it with a dispensing gun.

41. DOORS

Before attempting to correct door weatherstrip water leaks (Fig. 119), it is most important that the doors be properly adjusted to the body door opening, and that the window frames be properly adjusted to fit the contour of the door opening. Refer to the adjustment procedure Paragraph 3 of this section. Sufficient adjustments are provided to obtain fore and aft, up and down, and in and out adjustment of the window frames. **Be sure the door and window frame fits the door opening and body contour.**

Leaks around the door weatherstrip may be detected by water test, blue carpenters chalk, or the use of trace powder and testing bulb. When using chalk or trace powder, a good seal will be indicated by an unbroken chalk line. A weakness in the seal will be indicated by-pass or blow through of the powder.

Rolled, kinked, or creased weatherstrip, as

58x91

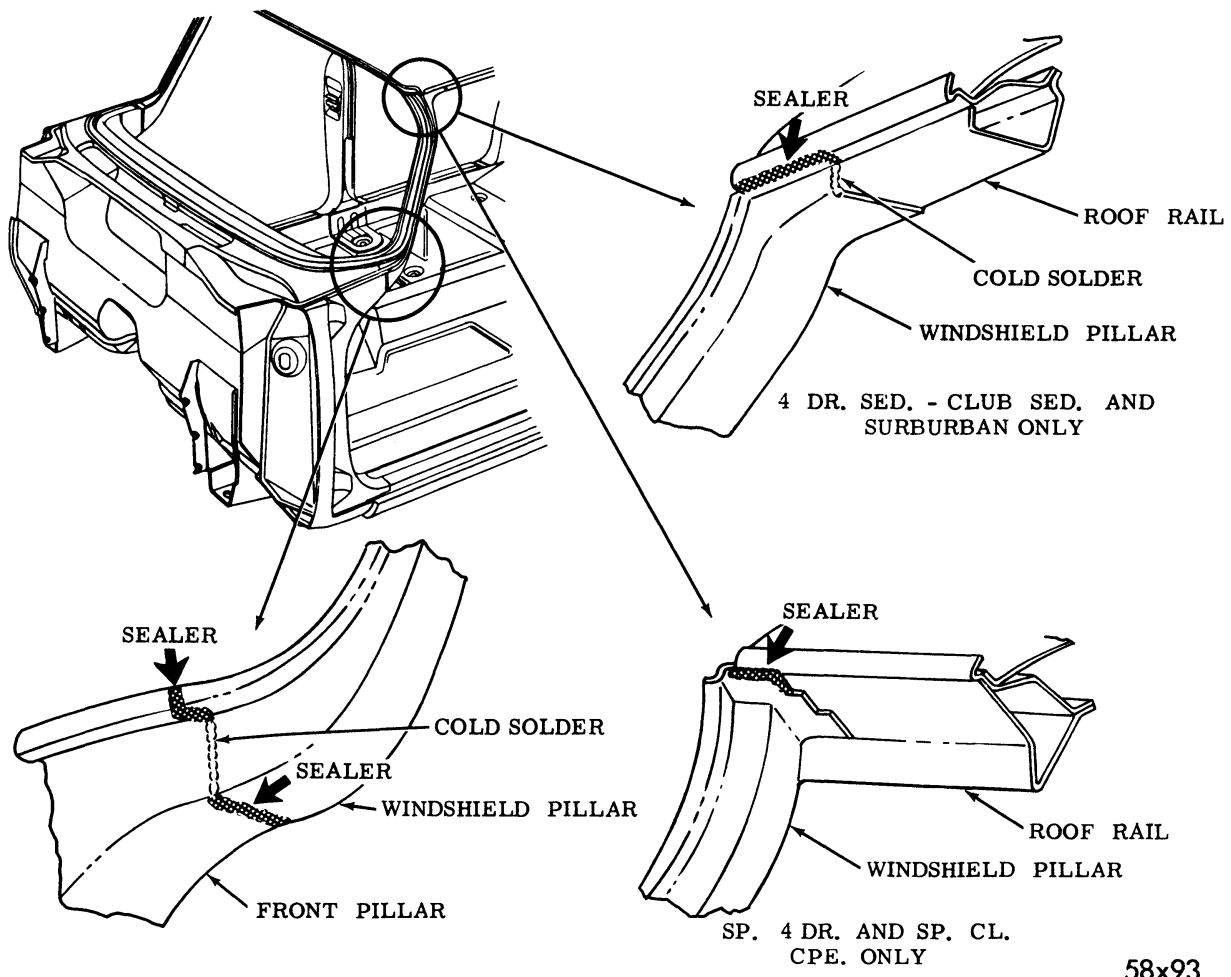
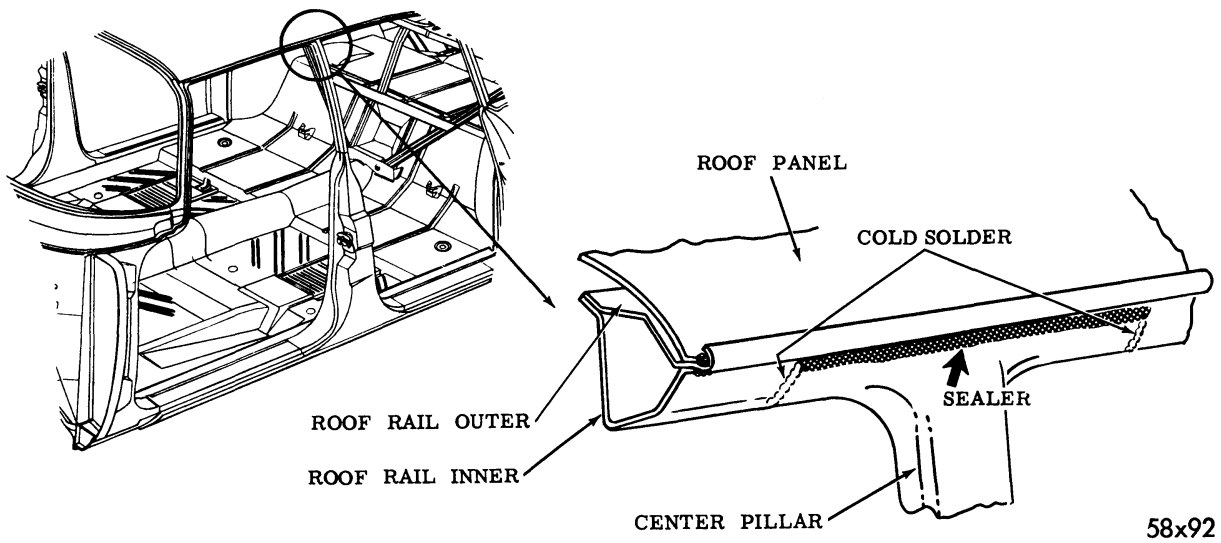


Fig. 117—Door Openings

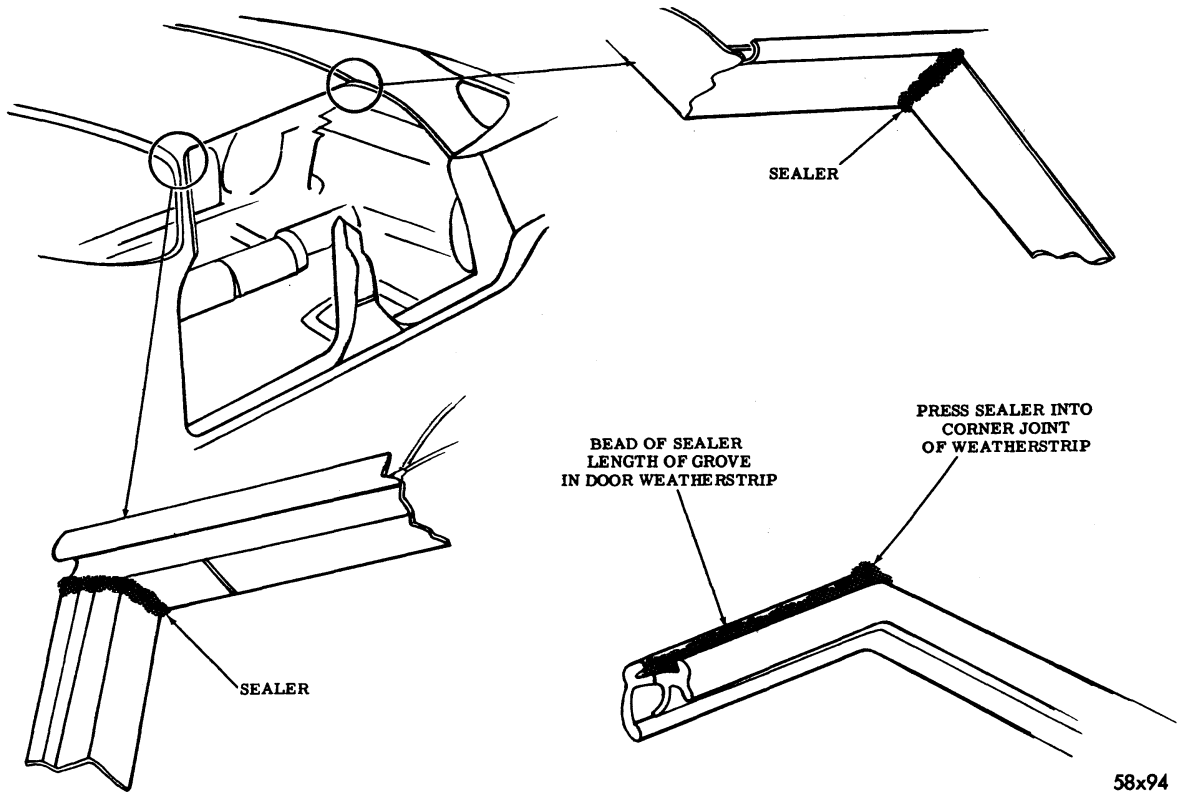


Fig. 118—Door Pillars (Chrysler Models)

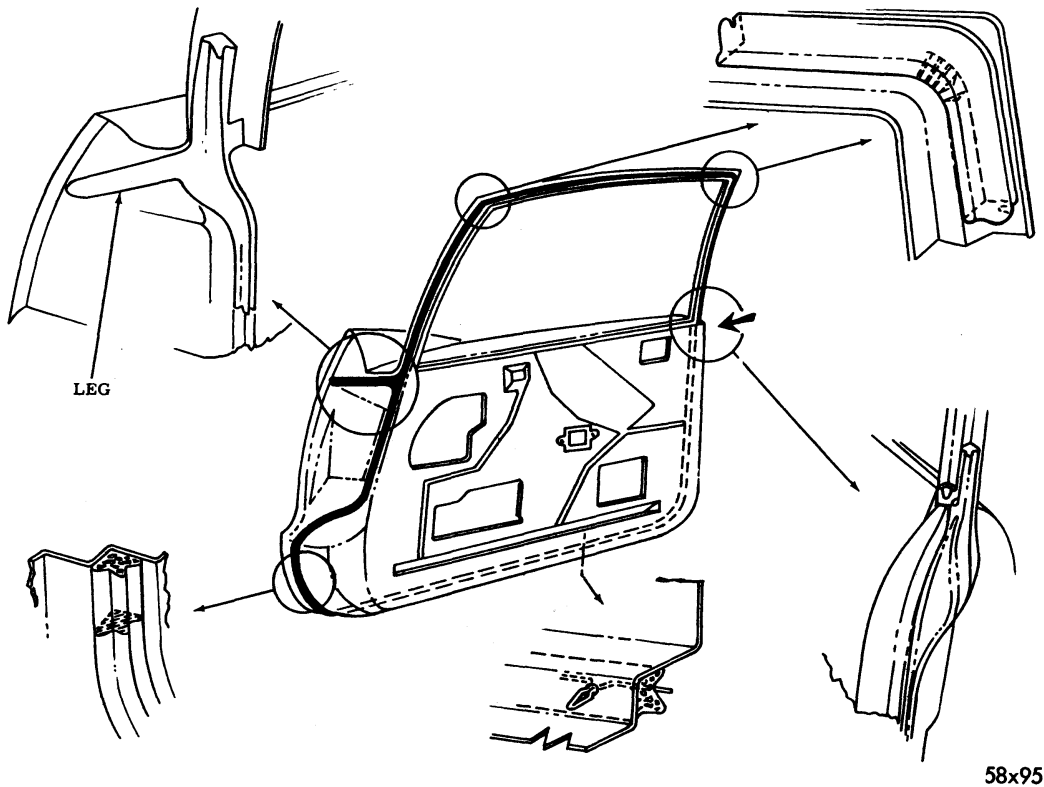


Fig. 119—Doors (Imperial Models)

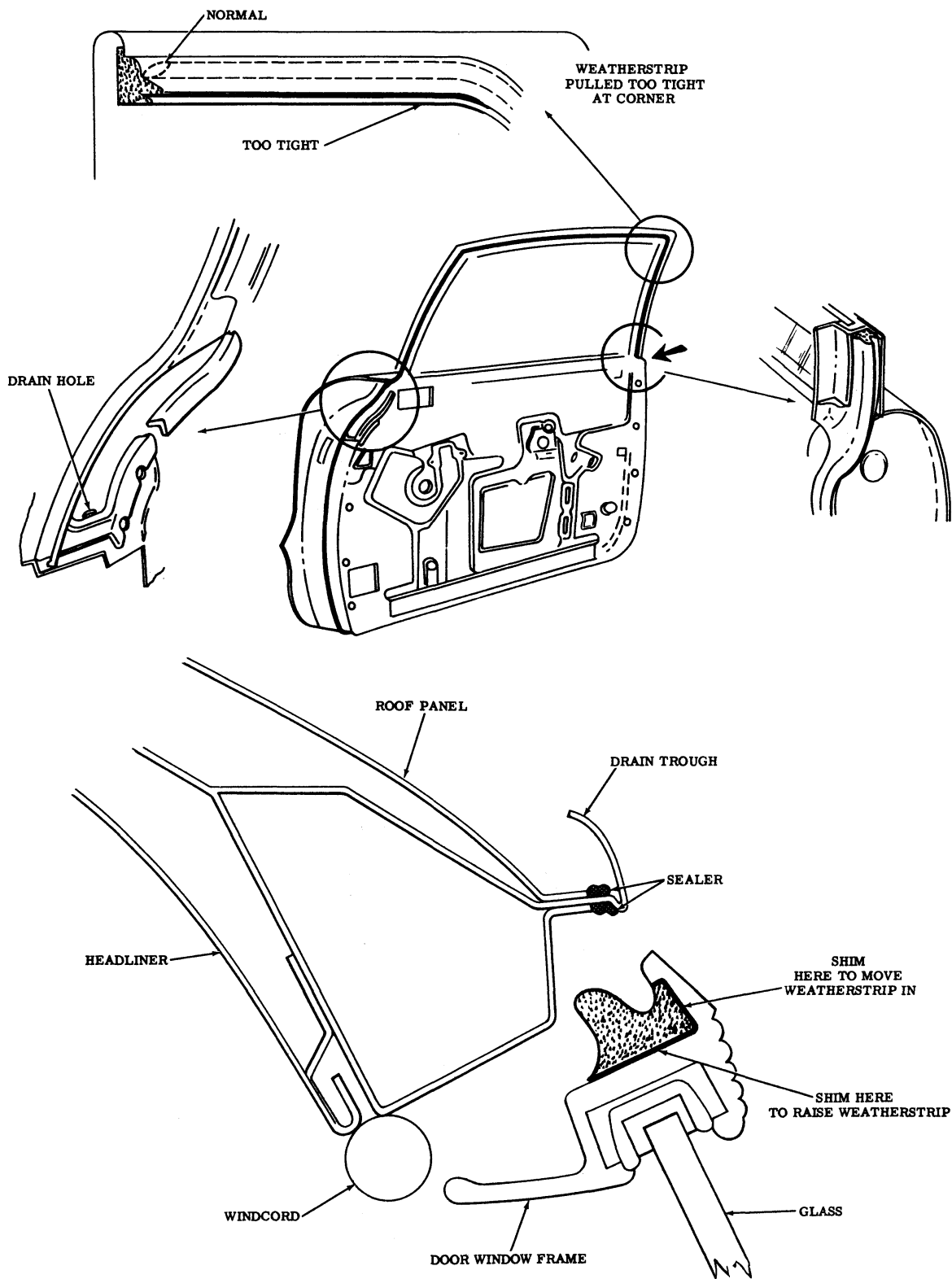


Fig. 120—Door Weatherstrip

well as breaks and openings or gaps between the ends of the weatherstrip, and loose weatherstrip or shallow areas all can contribute to dust and water leaks.

Faulty weatherstrip should be removed and the old weatherstrip cement should be carefully cleaned off. The weatherstrip is moulded so that certain areas of the weatherstrip must fit into the window frame clearance radius in the roof rail, and other contour areas of body when the door is closed. Weatherstrip that has worked loose should be stripped from the door, the old cement removed with solvent, and the weatherstrip recemented with new cement.

When installing new weatherstrip (Fig. 120), apply a thin coat of weatherstrip cement to the two surfaces that are to be bonded to the door flange and window frame and let it set up until tacky, while a thin coat of cement is applied to

the door inner panel and flange and the window frame areas which are to be bonded to the weatherstrip. Allow the cement to set until tacky, and then carefully and firmly press the weatherstrip into place.

Build up the low areas of the weatherstrip to obtain a greater overlap of the weatherstrip against the door opening, install the closed cell rubber shim stock under the weatherstrip. To obtain greater compression of the weatherstrip against the door opening, install the closed cell rubber shim between the weatherstrip and the flange of the door or the extruded aluminum frame. Be sure to taper off the ends of the shim stock, since blunt ends will cause water leaks. Loosen the weatherstrip where the shim is to be installed. Clean off the old cement with solvent. Apply weatherstrip cement to both sides of the shim, and to the weatherstrip and door

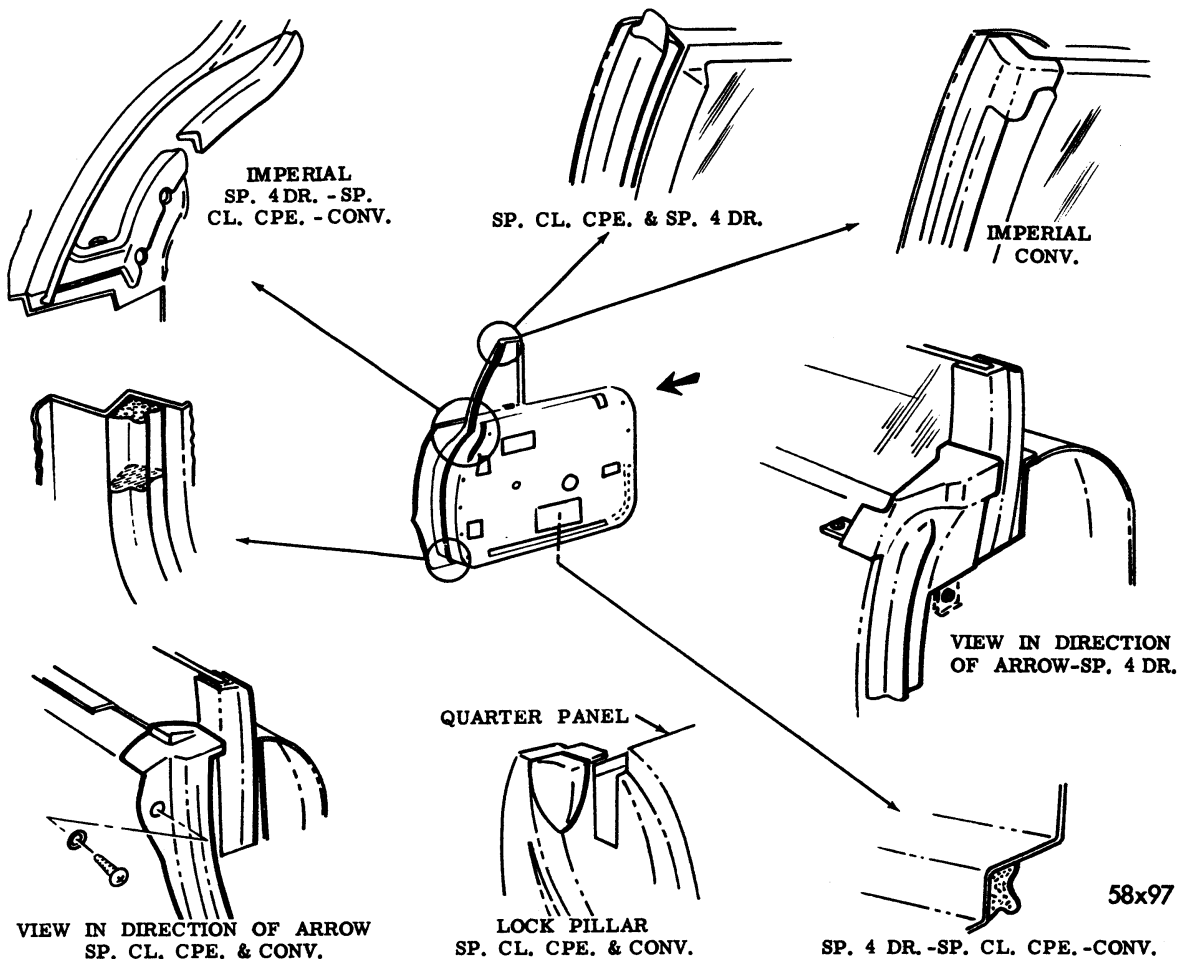


Fig. 121—Auxiliary Weatherstrip Installation (H.T.)

bonding areas. Allow to set up until tacky. Install the shim and press the weatherstrip firmly in place (Fig. 121).

To obtain a smooth radius of the weatherstrip around the corners of the door window frame, slot the weatherstrip on the inside of the radius to allow the weatherstrip to bend smoothly around the corner. Fill the slots with weatherstrip cement or black mastic sealer.

If the weatherstrip is pulled too tightly around the corners (Fig. 121), it may be corrected by loosening the weatherstrip along the window frame and carefully cutting the cord on the back corner of the weatherstrip in several places to allow the weatherstrip to stretch up so that enough weatherstrip stock is available to provide a gentle curve around the door window frame corner. Clean off the old weatherstrip cement, and recement the weatherstrip in place as previously described.

Hand brush weatherstrip cement to the molded weatherstrip sections before assembly. Apply weatherstrip cement to all doors to weatherstrip bonding surfaces and locate as shown:

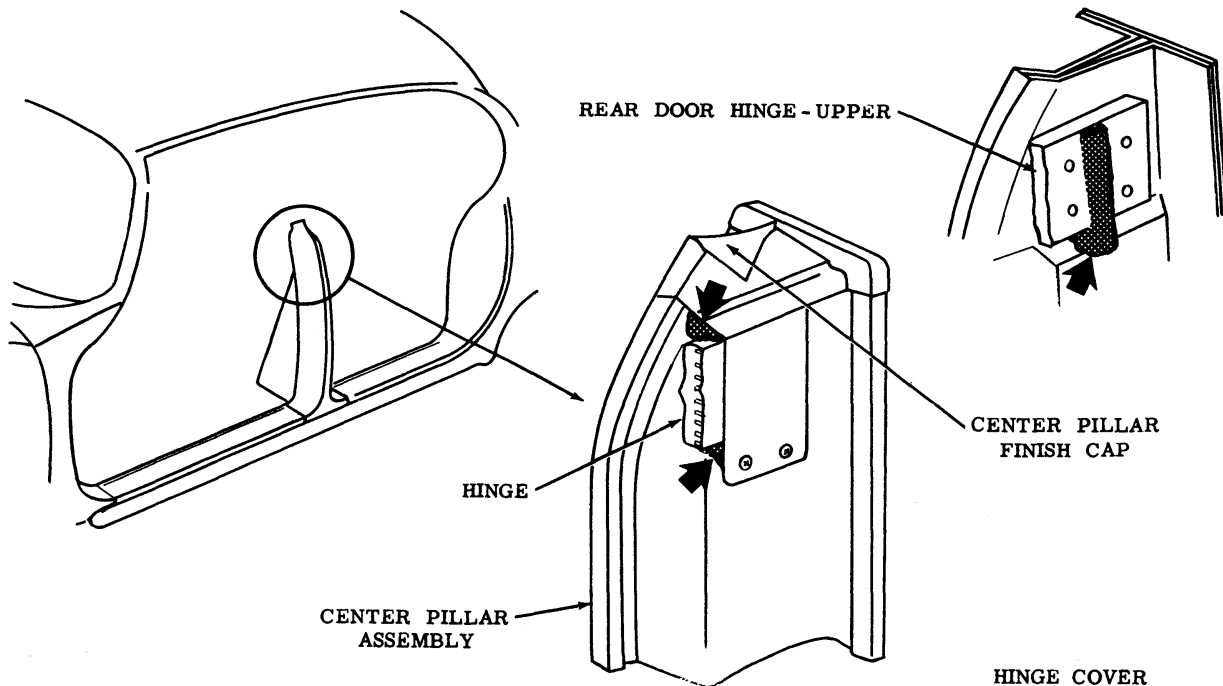
Install the front door hinge pillar weather-

strip, locating the upper tab of the weatherstrip $\frac{1}{8}$ inch above the top of the vent window frame (Fig. 121). On convertible models the hinge pillar weatherstrip must be flush with the top of the vent window frame.

On the front door of 4-door hardtop models, locate the inner tab of the lock pillar weatherstrip inside the rear flange of the inner door panel and fasten with the attaching screw. Locate the upper metal tab in the groove on the upper edge of the door inner panel and fasten with the attaching screw. Attach door bottom weatherstrip with cement and formed wire retainer. Locate front door knee weatherstrip, align with trim panel clip holes, and the hole on the shut face of door inner panel. The foot of the (knee) weatherstrip must contact the upper weatherstrip on the shut face.

On 2-door hardtop and convertible models, locate the lock pillar weatherstrip in the depression on the door inside panel and fasten with the attaching screw and washer.

Splice the upper and lower weatherstrips with cement to form a water tight joint. Locate the lock pillar auxiliary weatherstrip and cement to the upper end of the lock pillar.



58x98

Fig. 122—Door Hinges

Pack around the door hinge pockets (Fig. 122) with body caulking putty. Pack body caulking putty around the hinge cap on the rear door hinge pillar ("B" pillar) on four-door hardtop models.

Water entering the car from the outside of the window generally drains out through the drain holes in the bottom edge of the door inner panel. However, water often seeps in to dampen the door trim panels. This is due to the water falling against the door inner panel and leaking to the door trim panel through any openings in the door inner panel (Fig. 123).

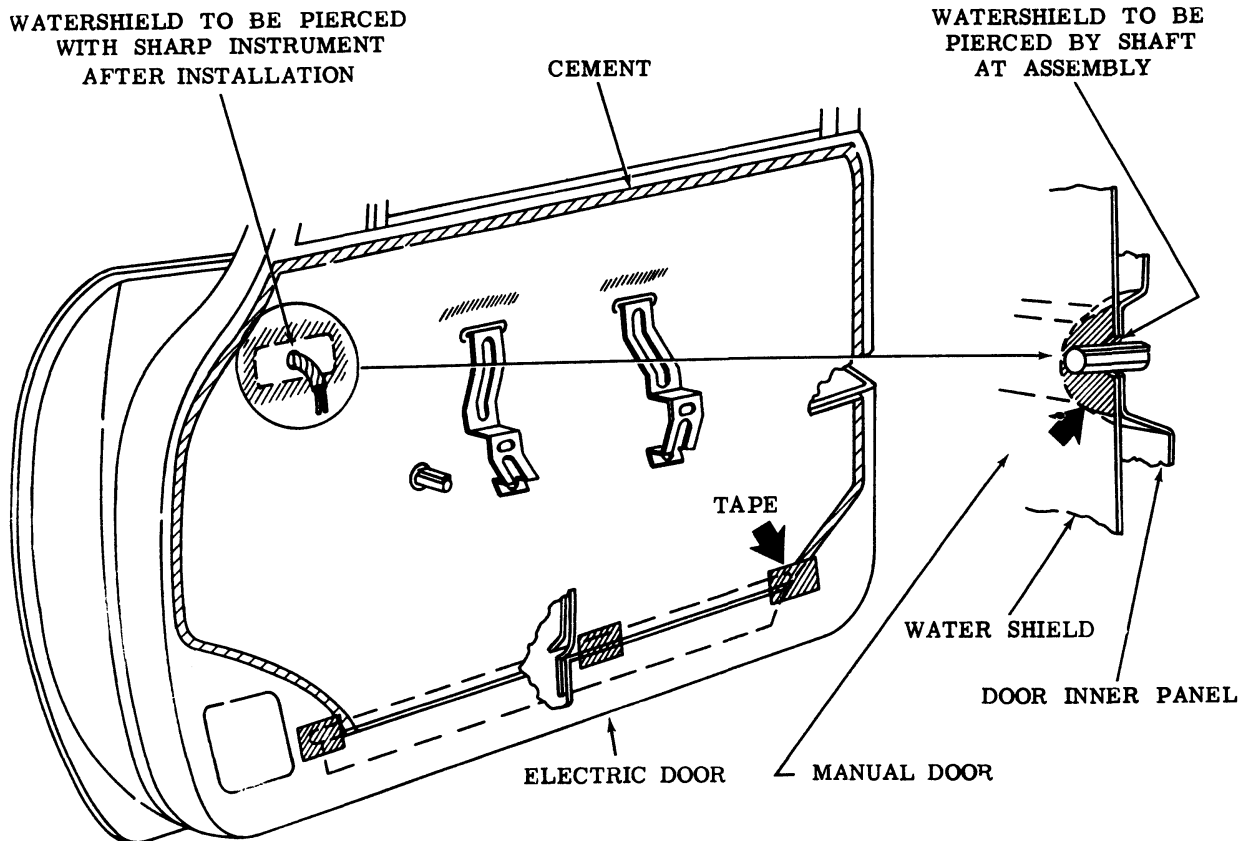
To correct this type of leak, remove the door trim panel. Seal off all holes in the door inner panel using a waterproof masking tape. Additional sealing may be obtained by using body caulking putty. Be careful in removing the plastic water shield so that it can be reused, otherwise, a new plastic water shield will have to be installed. Cement the plastic water shield in place using weatherstrip cement.

Be sure to tuck in the bottom edge of the shield through the long slot at the lower edge of the door inner panel. Seal at corners with waterproof tape. Seal around all the bolts, screws and washers. Seal around all the trim panel retaining clips using body caulking putty or white mastic.

42. FRONT DOOR VENT WINDOW

Leaks through the vent windows can be located by water test. After locating the leak area, inspect the condition of the vent weatherstrip, the fit of the vent glass in the vent opening, and the compression of the vent glass weatherstrip (Fig. 124).

In most cases simple adjustments will correct leaks between the vent glass and the weatherstrip. To increase the pressure of the glass against the upper portion of the weatherstrip, install shims made from the closed cell rubber shim stock between the upper vent pivot bracket and the outside of the vent glass (Fig. 124).



58x99

Fig. 123—Door Watershield Openings

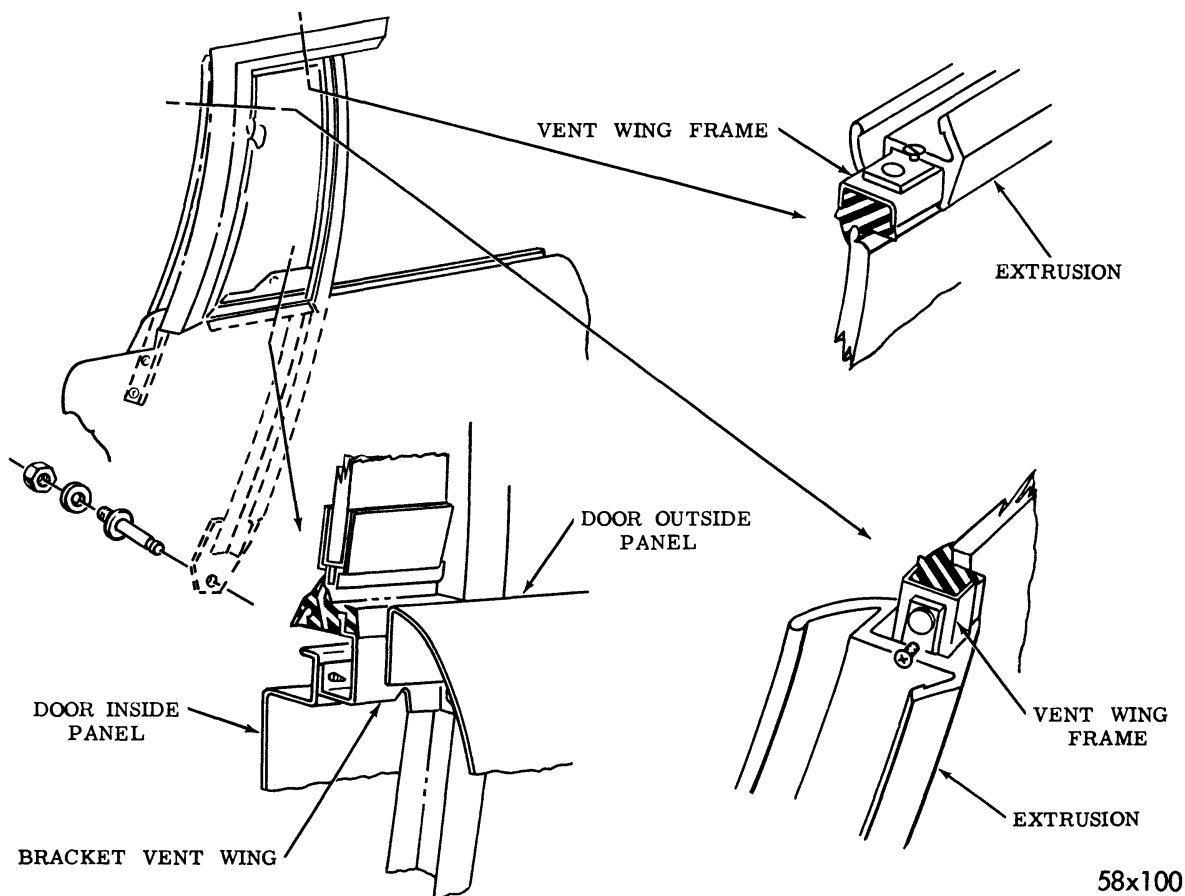


Fig. 124—Vent Weatherstrip

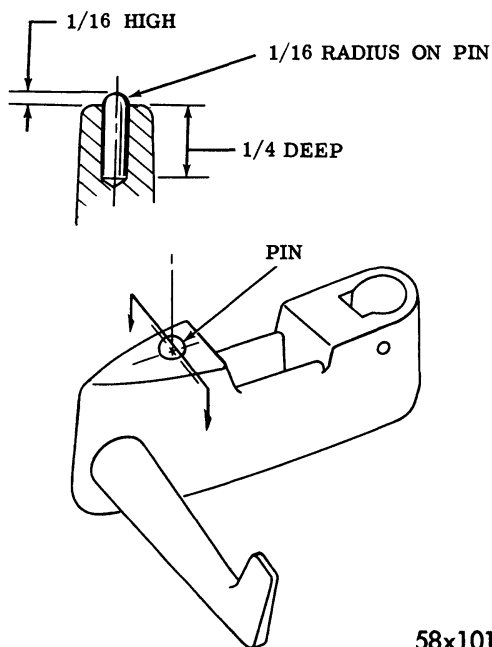


Fig. 125—Vent Latch Handle

To increase the pressure of the rear edge of the vent glass against the weatherstrip, build up the latch portion of the vent handle $\frac{1}{16}$ inch. Remove the vent latch handle from the vent window. (Fig. 125) Drill a hole in the center of the latch face using a #32 drill. Drive a piece of $\frac{1}{8}$ inch bronze or brass rod into this hole. Cut off the brass rod so that $\frac{1}{16}$ inch protrudes from the latch face. File off the protruding brass rod creating a chamfer or radius so the rod will not interfere when locking the vent window. Adjust the vent window in the opening.

Application of black mastic or body sealer to the corners of the vent weatherstrip (Fig. 126), generally corrects the leak in this area if the weatherstrip overlaps. If the weatherstrip is severely damaged, install a new vent window assembly.

Leaks around the pivots can be corrected by the use of black mastic. Fill the openings in the

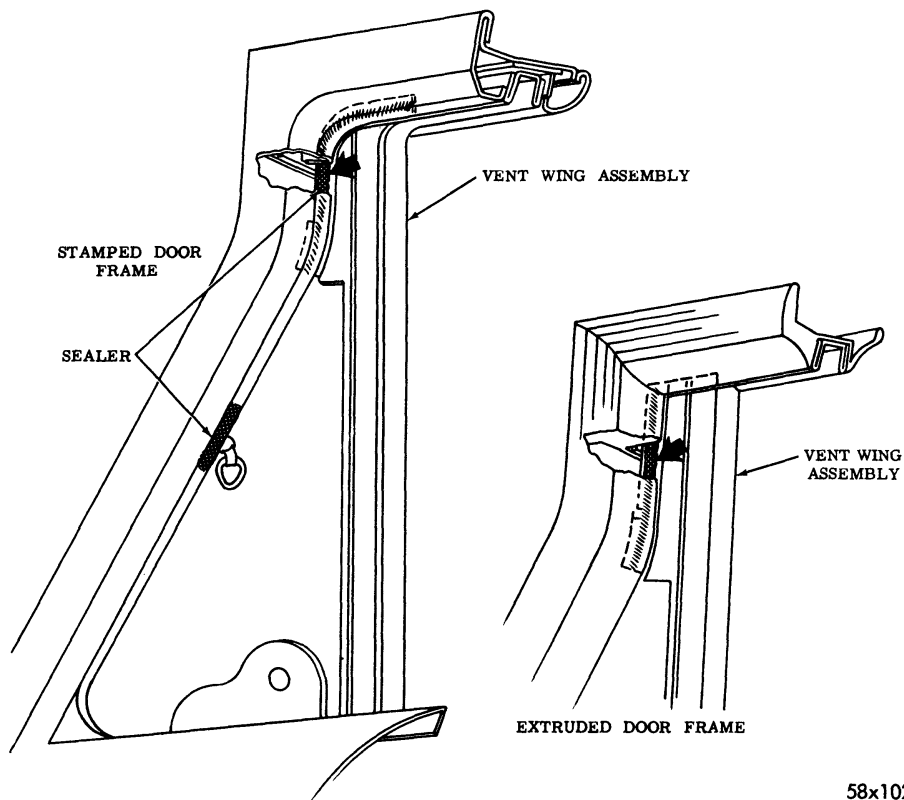


Fig. 126—Vent Wing Assembly

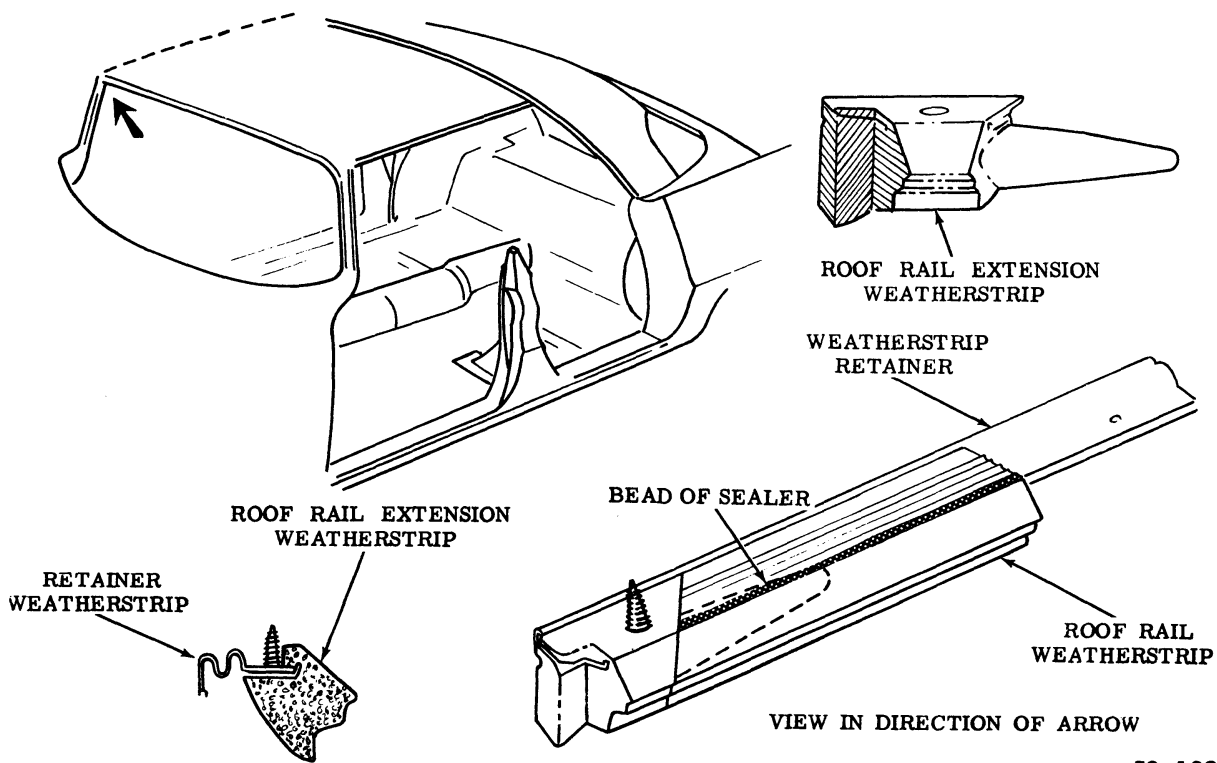


Fig. 127—Window Frame Weatherstrip

weatherstrip where the vent pivot goes through the weatherstrip. On Chrysler sedans, seal around the upper pivot bracket at the door frame and at the junction of the division bar and door frame.

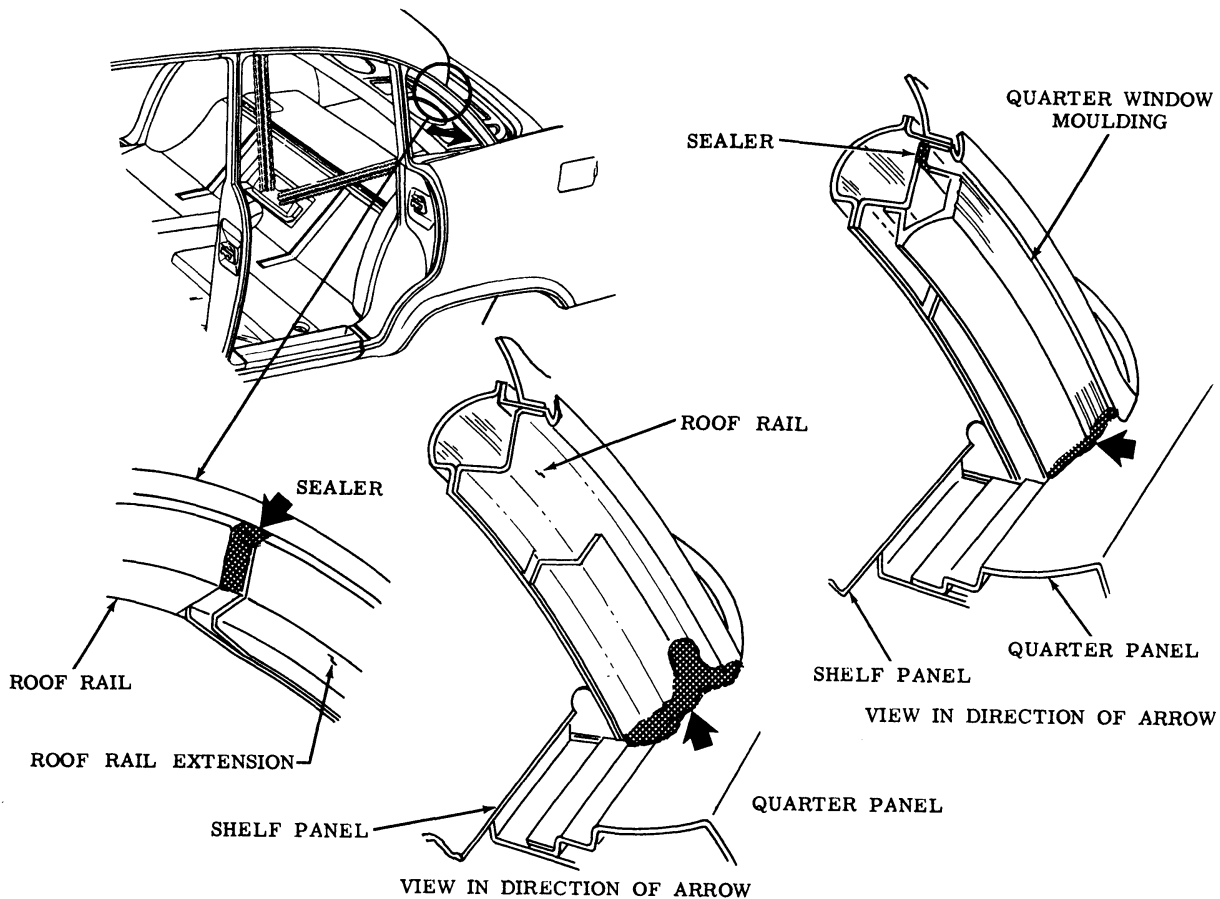
The first and most important requirement to obtain a good water tight seal between the door window frames and the roof rail weatherstrip is precise adjustments of the doors, the window frames and channels. Adequate adjustments are provided for up and down, in and out, and fore and aft adjustment of the window frames. It is important that the weatherstrip (Fig. 127) has sufficient pressure against the frame, but too great pressure will push the window frame out of alignment and will prevent proper contact with the mating window weatherstrip.

In some cases it may be necessary to shim or adjust the weatherstrip along the roof rail. Proper use of closed cell rubber shim stock and body caulking putty will aid greatly in obtain-

ing a good seal at the weatherstrip. Weatherstrip that is curled, distorted, torn or tattered should be replaced by new weatherstrip.

43. REAR QUARTER VENT OR WINDOW (SEDANS)

Leaks at the rear quarter vent or window (Fig. 128) are sometimes difficult to locate since the water that leaks in often appears in other areas. Leaks at the forward upper and lower corners may cause water to wet the quarter trim panel or under the rear carpet. It sometimes causes water to accumulate in the depression in the floor panel for the front seat track. Leaks at the rear corner of the vent may cause water to appear in the luggage compartment between the outside of the rear wheel housing and the rear quarter panel. A careful water test will help locate the exact source of the leaks. When leaks are found to be originating from the rear quarter window, do not attempt to try to seal it from the outside.



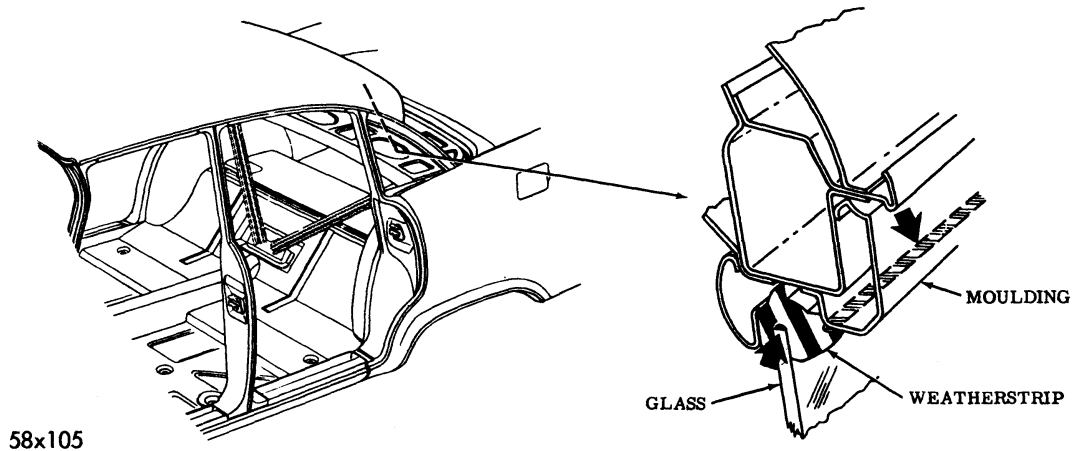
58x104

Fig. 128—Rear Quarter Vent or Window

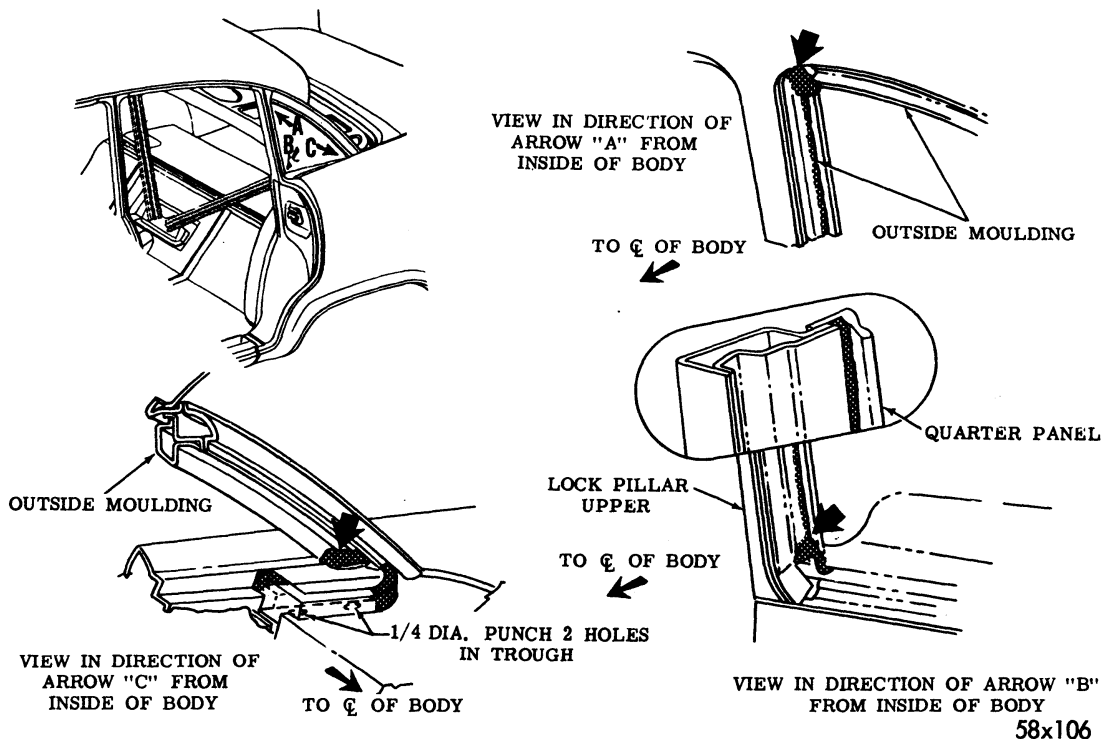
On the movable type vent, determine if the compression of the weatherstrip is adequate. If not, it must be adjusted with the quarter window assembly out before it is installed. Remove the garnish mouldings and remove the rear quarter window assembly.

On Saratoga, New Yorker, and Imperial four-door sedans, remove the extruded aluminum roof rail mouldings. **CAUTION: Do not attempt**

to remove the painted rear quarter window mouldings on the Windsor sedan. Seal between the extruded aluminum moulding and the roof rail and the junction of the end of the moulding to the rear quarter panel (Fig. 128). Seal between the extruded aluminum moulding and the front edge of the quarter window frame (upper portion of "C" pillar). Install the extruded aluminum mouldings. Pack all three



58x105



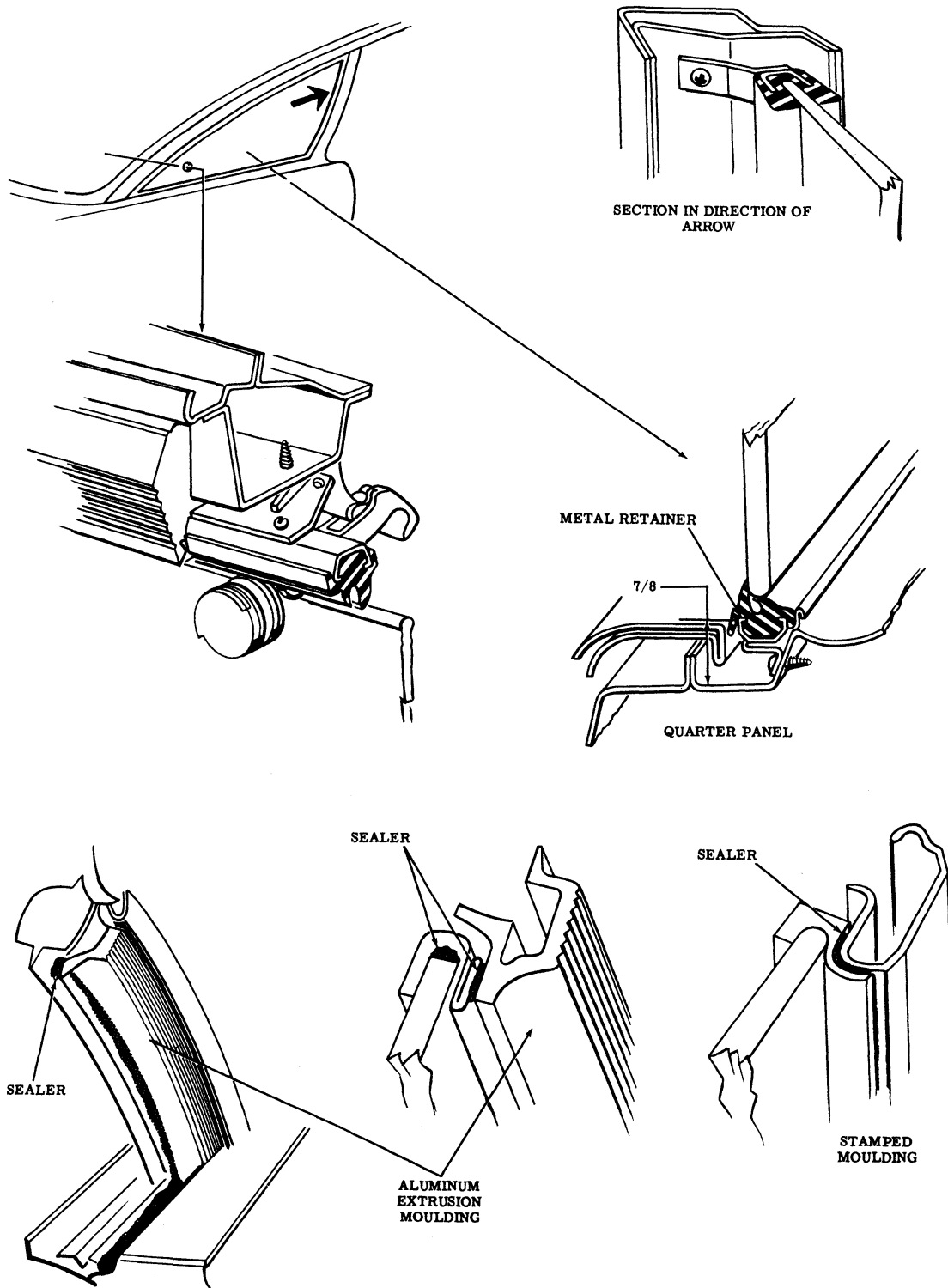
58x106

Fig. 129—Rear Quarter Window Opening

corner joints of the extruded aluminum mouldings with body caulking putty. Be sure to pack the rear corner junction of the roof rail and

quarter panel to plug all holes and openings.

Lay a bead of body caulking putty **all around** the inside of the rear quarter window opening



58x107

Fig. 130—Rear Quarter Window Weatherstrip

to obtain a good seal between the quarter window and the opening (Fig. 129). Build up a dam of putty to prevent water coming inside the car.

On the Windsor quarter window, leaks between the quarter window glass and frame can be corrected by the use of weatherstrip cement between the glass and the window frame.

On the Saratoga, New Yorker, and Imperial ventilating type quarter window, **before installation**, adjust the compression against the weatherstrip by adjusting the latch bracket so there is firm contact between the glass and the weatherstrip.

Install the rear quarter window. On the Windsor sedan, the outer lip of the weatherstrip should be worked out to the outside of the window opening.

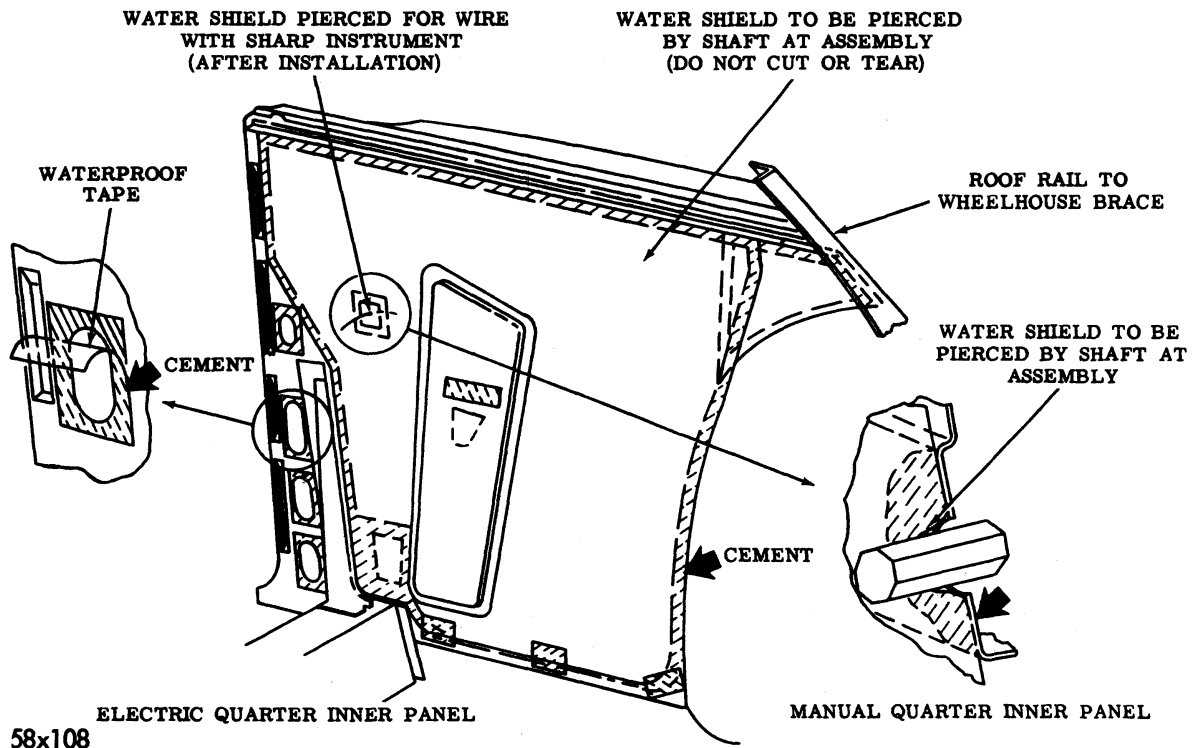
On the Saratoga, New Yorker and Imperial sedans, the lip of the weatherstrip should fit against the bead of body caulking putty inside the quarter window opening (Fig. 130). On the Imperial sedan, attach the toggle lock and adjust so that the upper and lower sealing lips of the weatherstrip press firmly against the glass.

Install the garnish mouldings. When properly tightened there will be adequate pressure of the weatherstrip against the window opening to squeeze out some of the body caulking putty. Clean off the excess body caulking putty.

On two-door hardtop models it is essential to have a waterproof shield between the rear quarter window space in the rear quarter panel and the luggage compartment. Otherwise, water that would enter the rear quarter past the rear quarter window could blow into the luggage compartment. Make sure that the plastic water shield (Fig. 131) is installed correctly on the rear quarter inner panel. Be sure to seal all holes and openings using waterproof tape and body caulking putty.

44. REAR WINDOW

The sealing procedure for around the rear window is basically the same as that for the windshield using adequate cement to seal the glass. Inspect carefully for leaks around the rear window lower moulding clip bolts and the former drain holes near the ends of the trough below the rear window. These leaks will generally appear in the luggage compartment on the up-



58x108

Fig. 131—Rear Quarter Panel Watershield

per portion of the rear wheel housing and/or across the forward portion of the luggage compartment floor.

To seal the trough below the rear window: Remove the rear window lower moulding (belt moulding). Remove all the old sealer from the trough. Fill the "V" shaped trough for about 18 inches from each end with body caulking putty (Fig. 132). Fill all unused holes and pack the putty at the junction of the roof rail, rear window trough and quarter panel. Make a ball of body caulking putty and push it into each moulding retaining bolt hole. Install the rear window lower moulding, pushing the retaining bolts through the balls of putty. Install the sealing type nuts and tighten. Pack body caulking putty carefully around each attaching nut to provide extra sealing.

On Imperial bodies while the rear window lower moulding is removed, pack and seal off the rear window trough drain holes with body caulking putty. Apply liquid body sealer along

the outer edge of the upper portion and sides of the rear window weatherstrip (Fig. 133). Be sure to seal around each clip and under the lip of the weatherstrip. Water leaking around these clips may appear on the rear window shelf panel or inside the luggage compartment.

On Imperial bodies, a leak at the rear window corner moulding (joint cover) retaining bolt may cause water to appear in the luggage compartment or cause wicking of the headlining. Remove the rear window upper garnish moulding to gain access to the corner moulding retaining bolt nut. Seal around bolt and nut with body caulking putty. Install garnish moulding.

45. REAR QUARTER PANEL

The increased use of bright metal and medallions on the rear quarter panel results in more clip and bolt holes, which may leak. Leaks from this area will generally appear in the luggage compartment, floor extensions near the quarter panel.

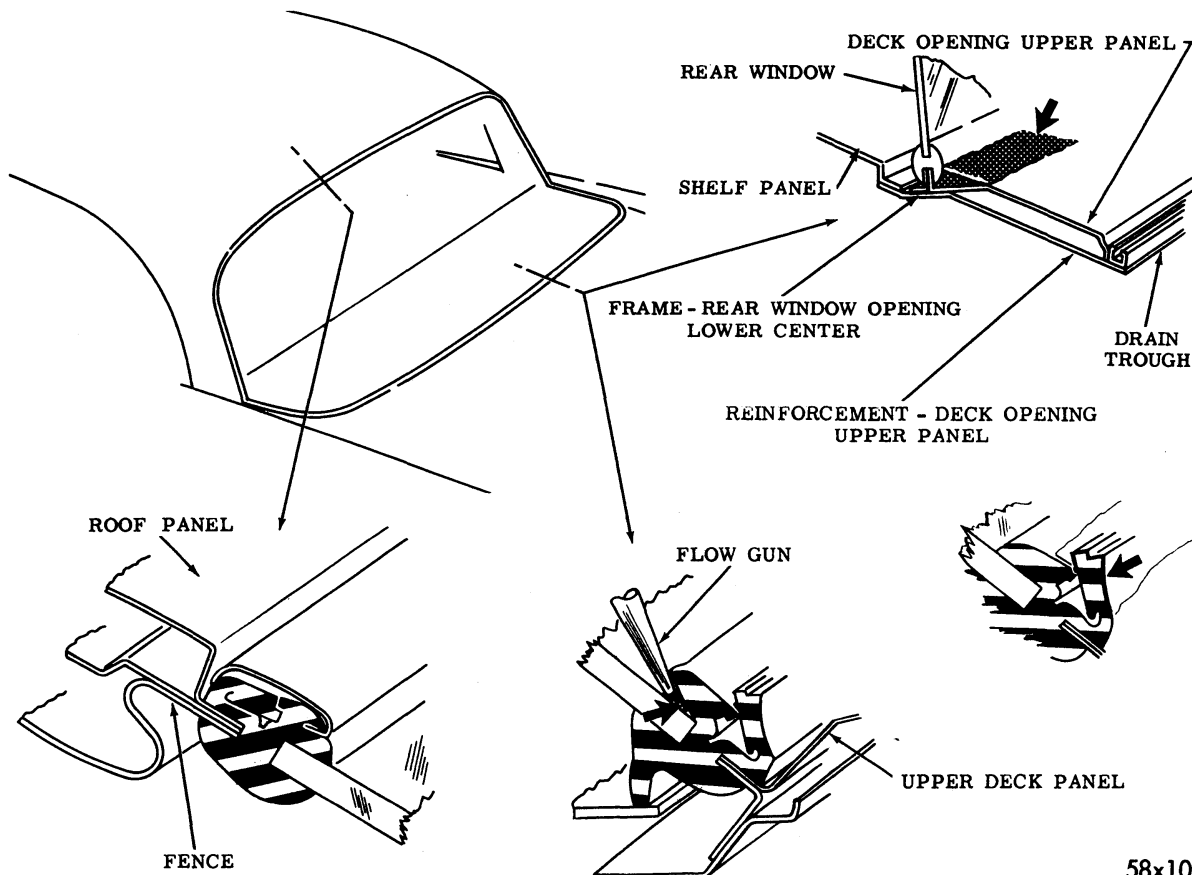


Fig. 132—Rear Window (Chrysler Models)

Seal around all attaching clip and bolt holes with body sealer or body caulking putty. Seal around all the tail lamp reinforcement seams with black mastic sealer (Fig. 134).

Seal all seam joints with liquid body sealer. Seal the joint between the rear quarter panel and the floor panel extension with black mastic sealer or liquid body sealer (Fig. 135), depending upon the size of the opening at this joint.

46. LUGGAGE COMPARTMENT

Before attempting to correct luggage compartment leaks, carefully determine the real source of the leak. As it was explained in the previous paragraphs, water on the upper portion of the wheel housing may be coming in because of a leak at the lower moulding of the rear window. A leak inside the luggage compartment between the outer wheel housing and quarter panel may originate at the corner of the rear quarter window. **CAUTION: Do not confuse condensation on metal parts with water leaks.** When the actual

source of the leaks has been traced to the luggage compartment itself, correct as follows:

Be sure to obtain proper fit and alignment of the luggage compartment lid before trying to correct the leak at the lid weatherstrip. Inspect the luggage compartment lid drain trough and weatherstrip retainer joints for rough and porous welds. Seal with body caulking putty or body sealer as required (Fig. 136). Brush a continuous coating of weatherstrip cement around entire weatherstrip trough. Install the deck lid weatherstrip into the retainer. Be sure weatherstrip retaining lips are engaged in the retainer trough. Be sure to obtain a good fit and compression of the lid weatherstrip. Adjust deck lid if necessary to obtain proper compression. Test with the use of trace powder and testing bulb.

Leaks at the deck lid weatherstrip retainer trough joints on Chrysler bodies can best be sealed by loosening the weatherstrip at the joint and applying sealer to the entire seam at the inside of the trough and then recement

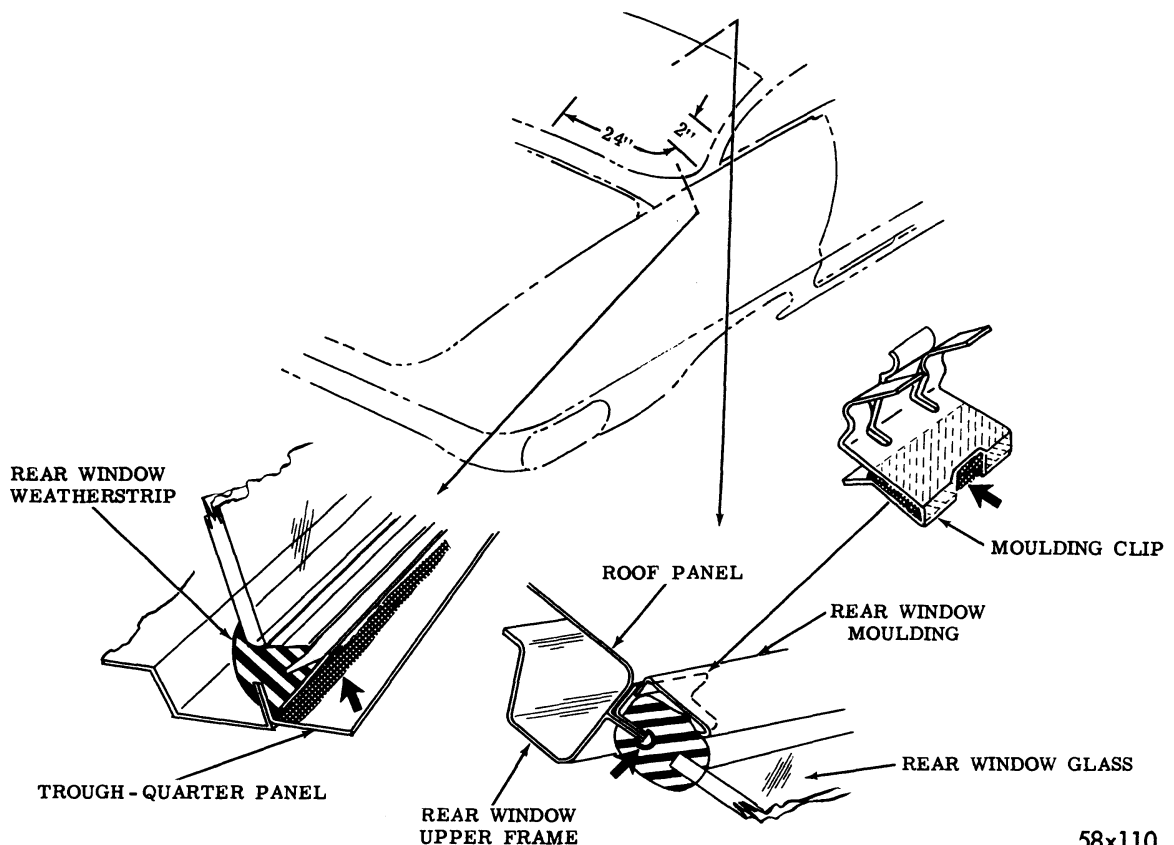


Fig. 133—Rear Window (Imperial Models)

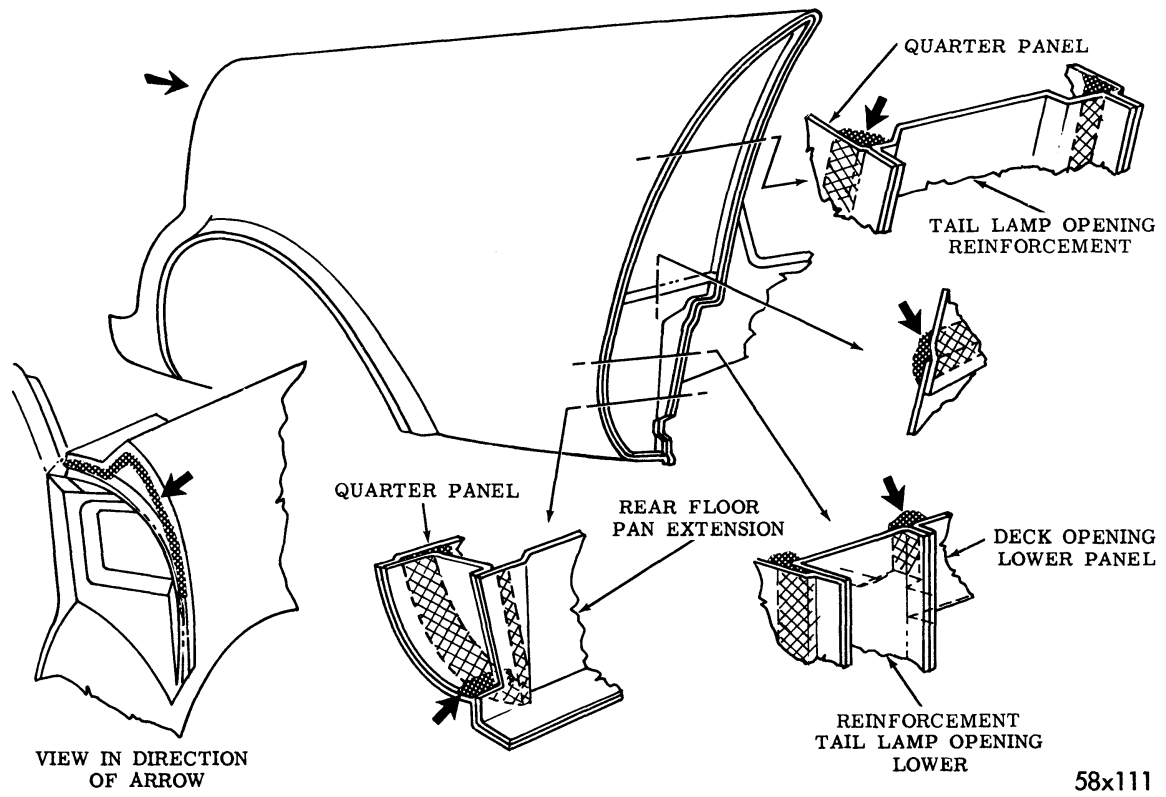


Fig. 134—Tail Lamp Opening

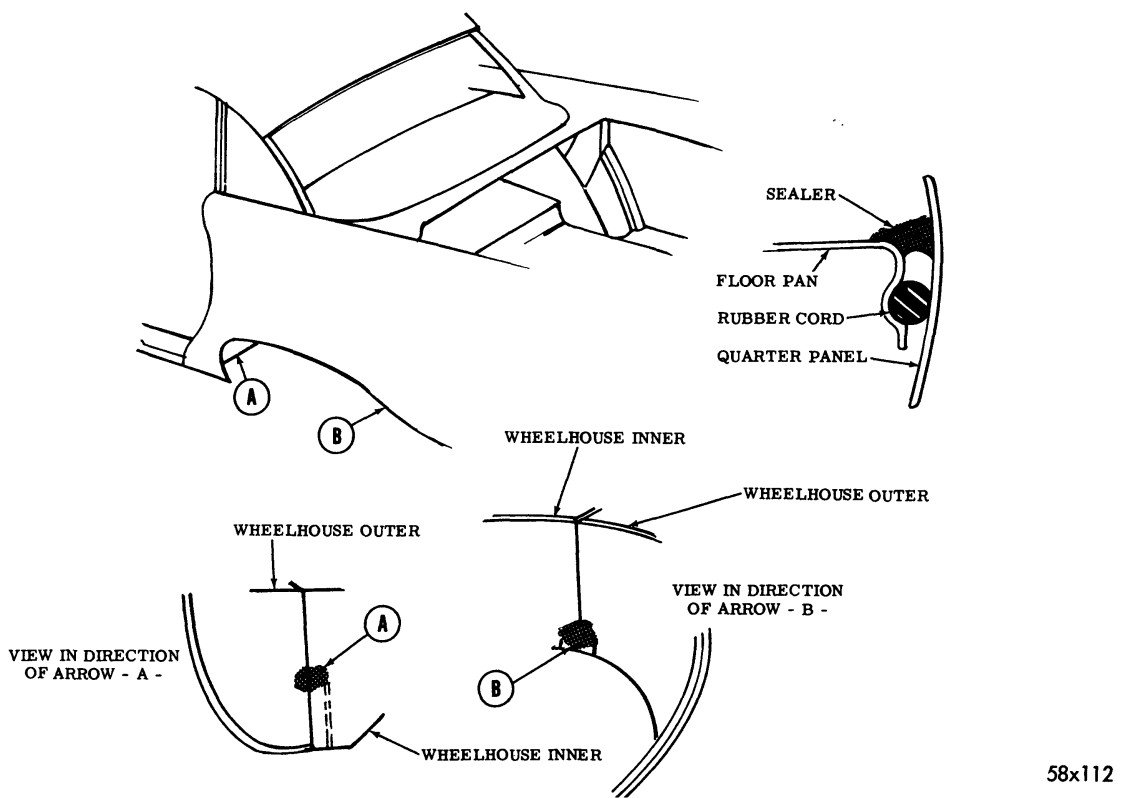


Fig. 135—Rear Floor Pan Extension

the weatherstrip. On Imperial bodies apply sealer, as shown in Figure 137. On bodies having license inserts, seal around the license frame mounting retainers with body caulking putty. Seal the deck lid at the lifting handle attaching screws. Seal around license lamp by reseating and sealing the gasket.

On the Imperial models having a simulated spare tire cover on the luggage compartment deck lid, seal around each moulding attaching bolt nut with body caulking putty. If the seam joint between the outer periphery of the cover and the deck lid is leaking, seal with liquid body

sealer from the inside. (In some instances it may be necessary to remove the moulding and seal this seam joint from the outside.) Seal around the periphery of the hub cap (Fig. 138) with clear liquid sealer.

Seal all openings and joint seams on the inside of the luggage compartment lower panel, especially the back-up lamp wire grommets. Seal all luggage compartment floor panel seams with liquid body sealer (Fig. 139). Seal between the luggage compartment lower panel and floor panel with black mastic sealer.

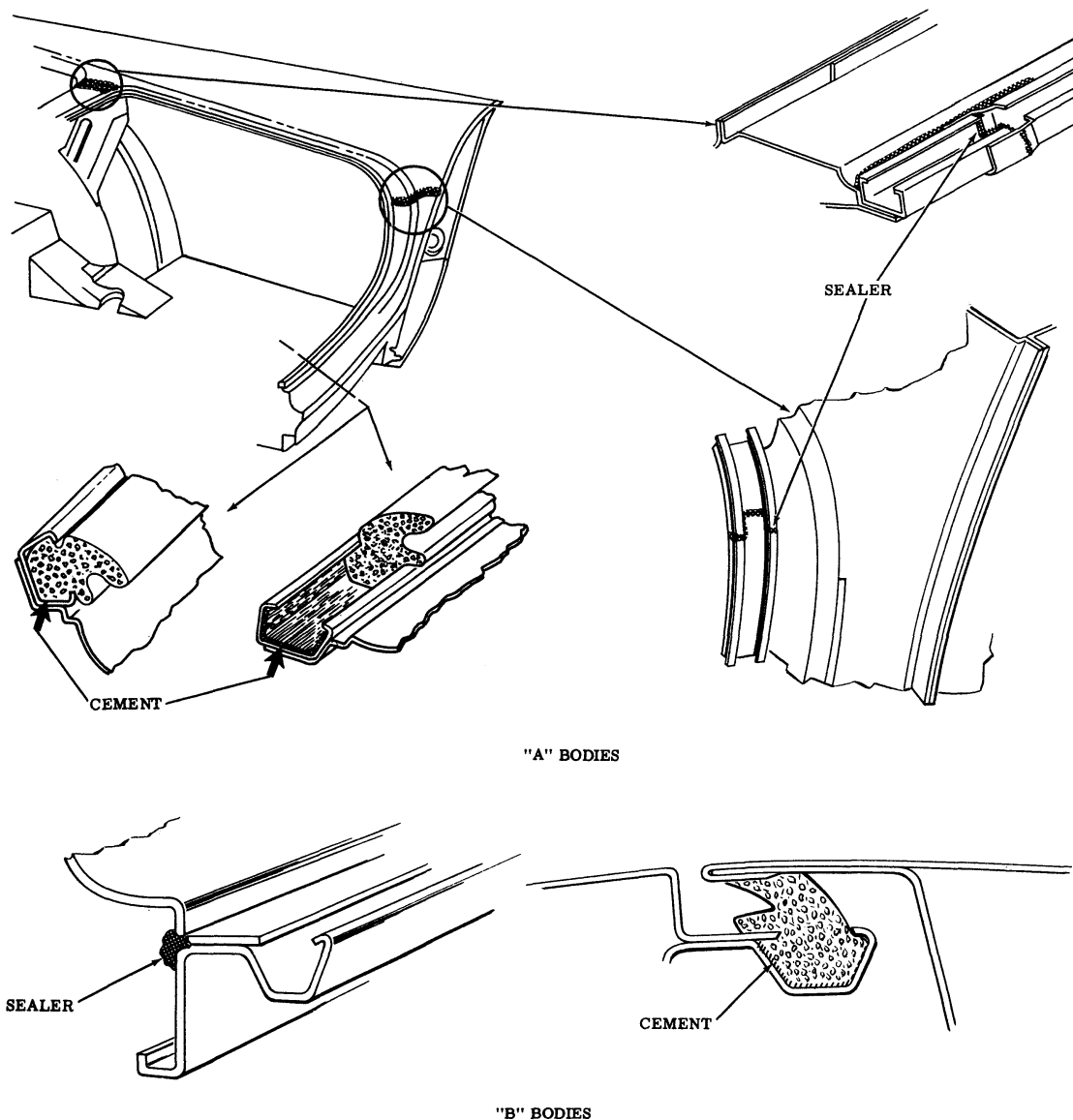


Fig. 136—Luggage Compartment

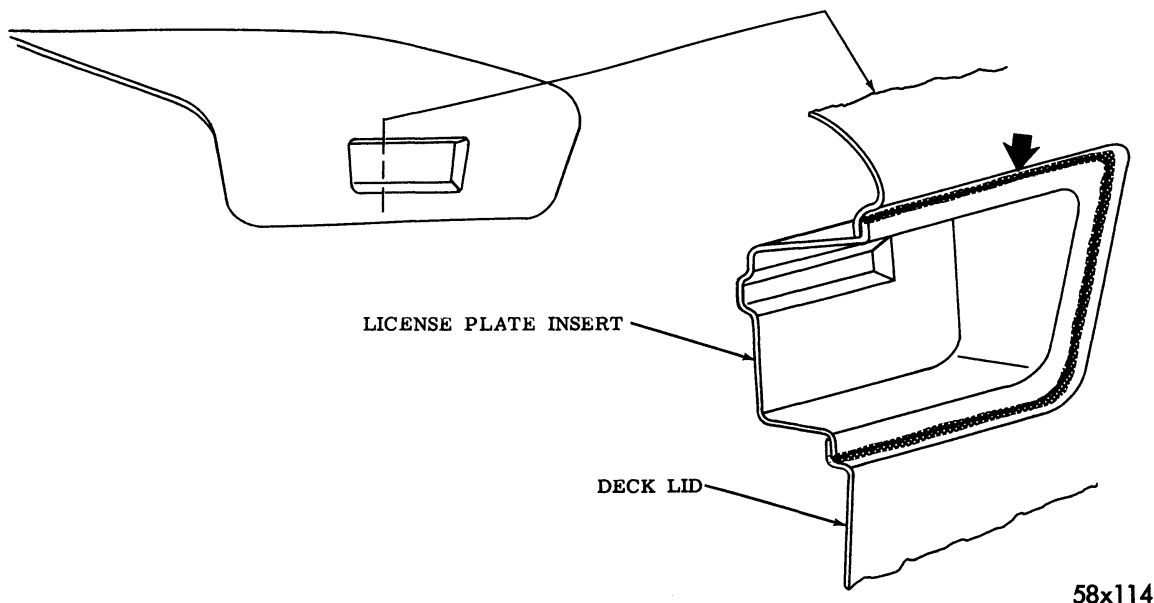


Fig. 137—License Frame Mounting

On Chrysler models, a leak at the fuel filler outer housing may be corrected by packing body caulking putty around the fuel filler tube housing flange under the fuel filler door on the rear quarter (Fig. 140). Seal around the housing flange reinforcement inside the rear quarter panel by packing with body caulking putty. Seal around the fuel filler tube housing at the luggage compartment floor.

47. FLOOR PANEL

Before correcting water and dust leaks at the floor panel, be sure to determine the exact source of the leak. Be sure all under body plugs are in the floor panel. Be sure all door sill drain

openings are open. (Often undercoating closes off these openings.)

Using liquid body sealer, reseal all joint seams of the floor, the luggage compartment floor, the quarter extension panels and all excess opening covers (Fig. 141). Seal the floor panel to cowl panel joint seams, floor panel to side sill joint seams, the floor panel joint over the rear axle kick-up, and the floor panel to wheel housing joint seams.

48. TOWN AND COUNTRY WAGON

Sealing procedures pertaining to the roof, cowl, firewall, fresh air vent, doors and openings are essentially the same as contained in the section

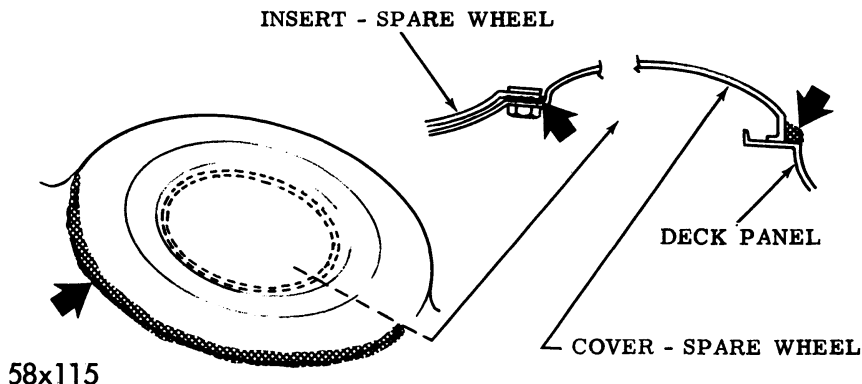


Fig. 138—Spare Tire Carrier (Imperial Models)

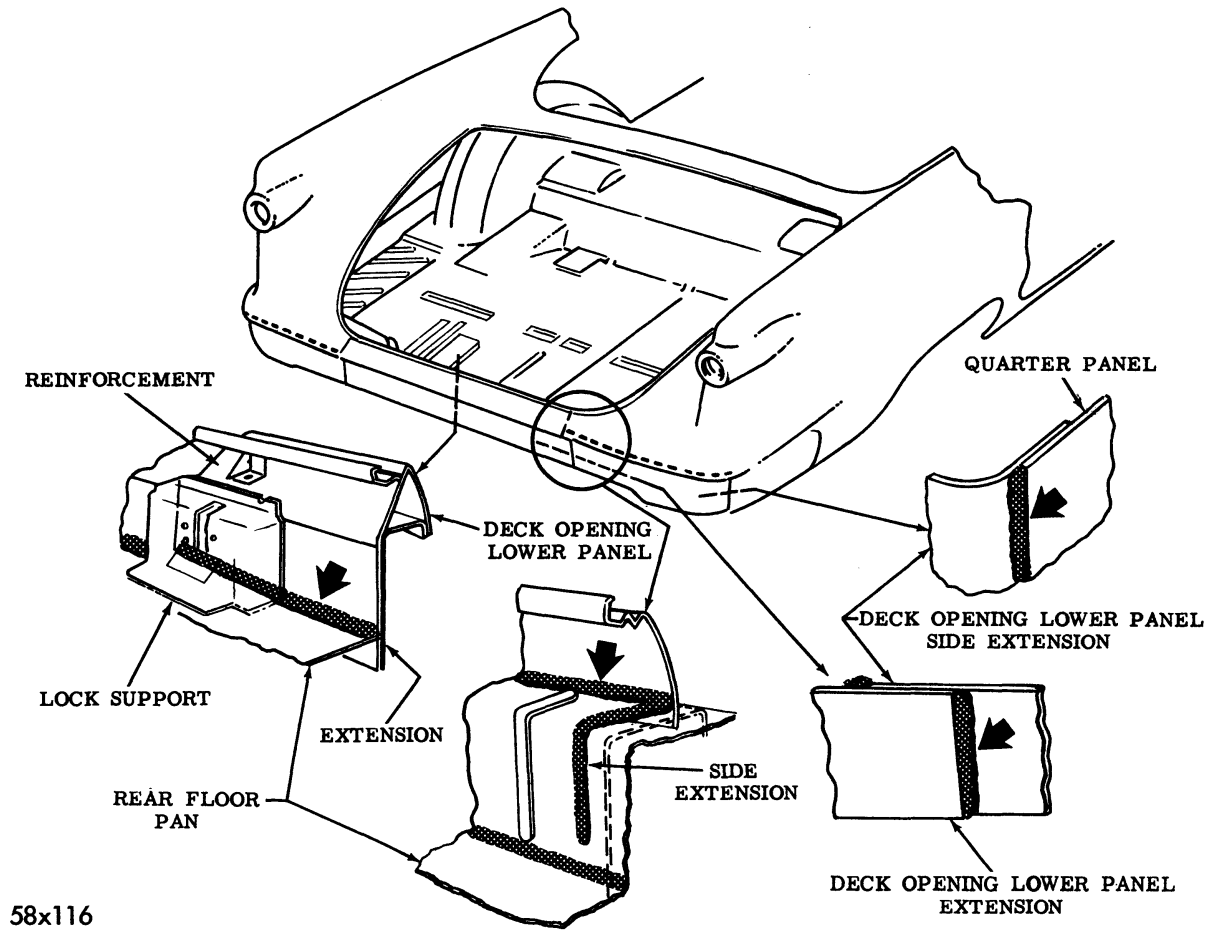


Fig. 139—Luggage Compartment Lower Panel

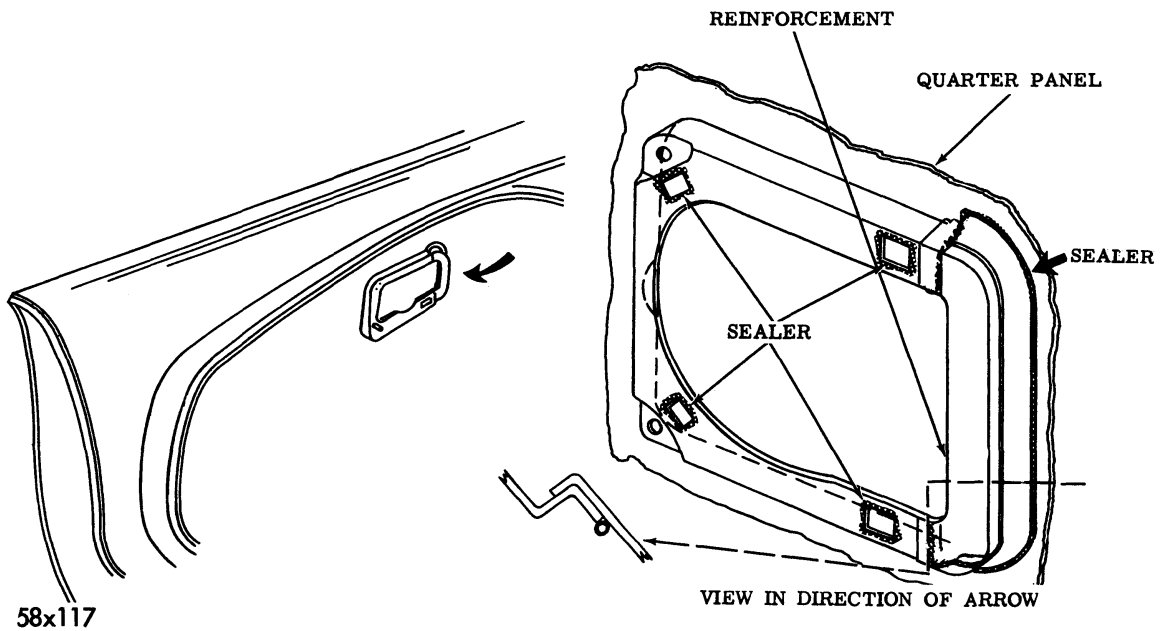


Fig. 140—Fuel Filler Housing

devoted to sedans and coupe models. Body features that are pertinent to Town and Country Wagon bodies are contained in this section.

49. REAR FLOOR PAN (At Rear)

Seal around the entire periphery of the brace with black semi-fluid sealer or body caulking putty, as indicated in Figure 142 (1) to eliminate dust and carbon monoxide penetrations. Apply sealer to the seam between the reinforcement lower tail gate opening panel and rear floor pan side extension as indicated at (2).

Install tape over hole in brace as indicated in (3). Press additional sealer into seams from under body.

50. REAR FLOOR PAN (At Front)

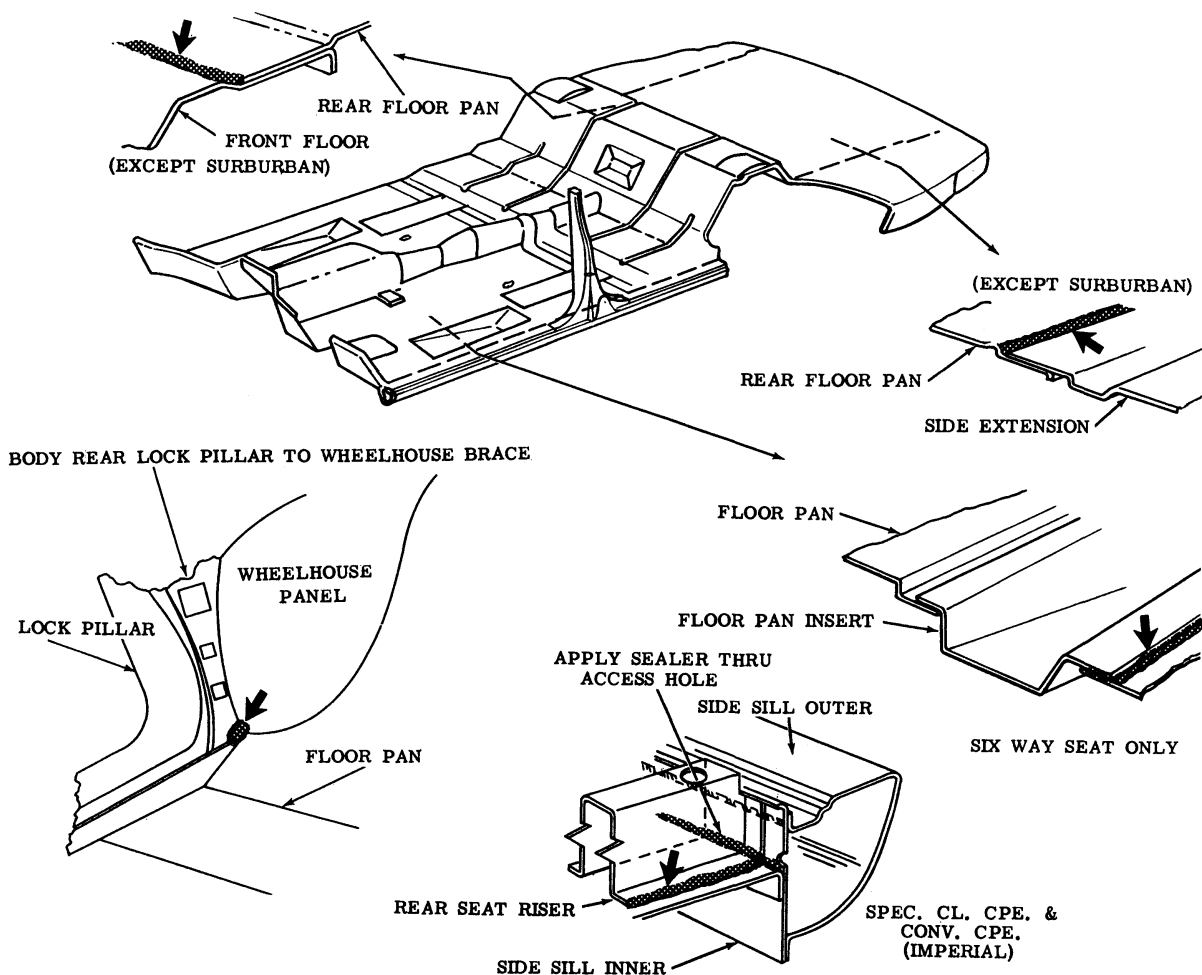
Apply black semi-fluid sealer to seams as in-

dicated in Figure 143 (1) and (2). It will be necessary to reach through the access hole at the rear seat back filler, as shown in Figure 143 in order to seal (2).

51. REAR PILLARS

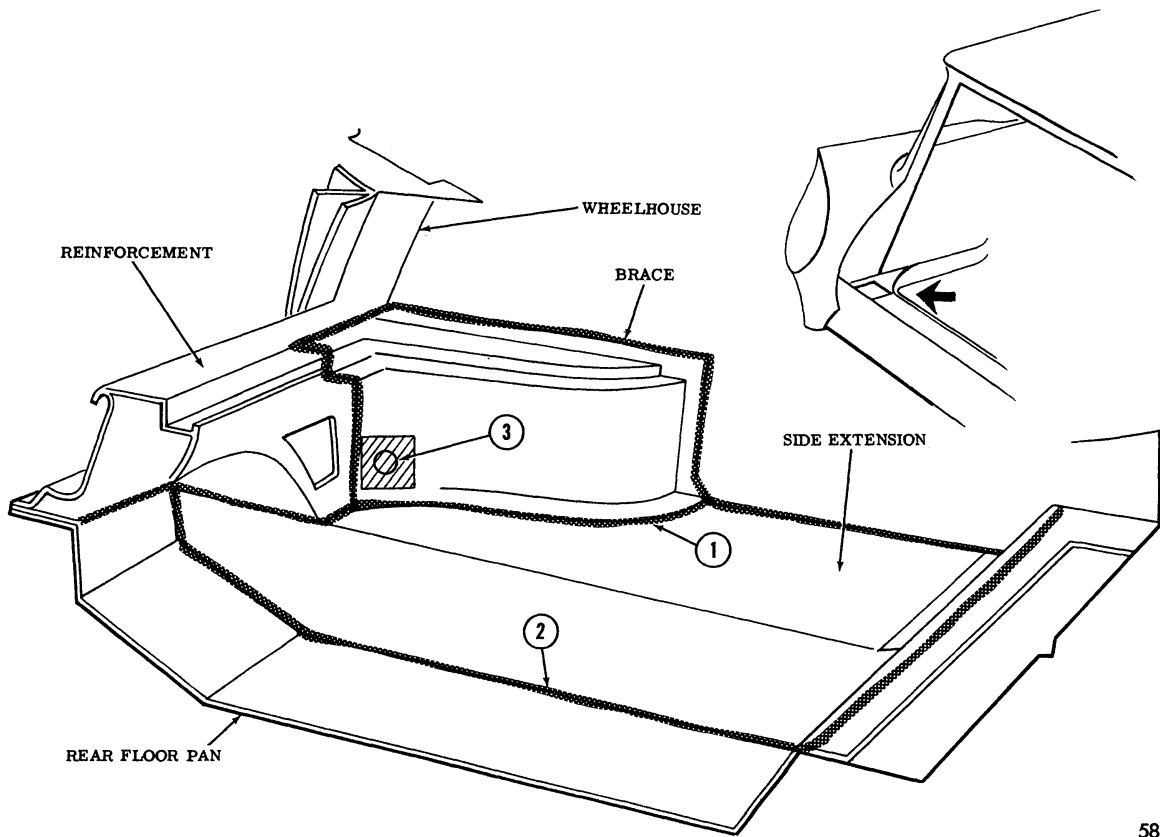
Water may leak into improperly sealed seams in the rear body upper pillar and work down the pillar into the interior of the body, also check for skips in the sealer around the quarter window opening mouldings. Press body sealer into the seam around the upper finish moulding cap as indicated in Figure 144 (1). Wipe off surplus and match color of paint.

Water may also be rammed into the front corners of the rear pillars around the quarter glass weatherseal. Force sealer around the weatherstrip and into the corners. Clean off surplus sealer.



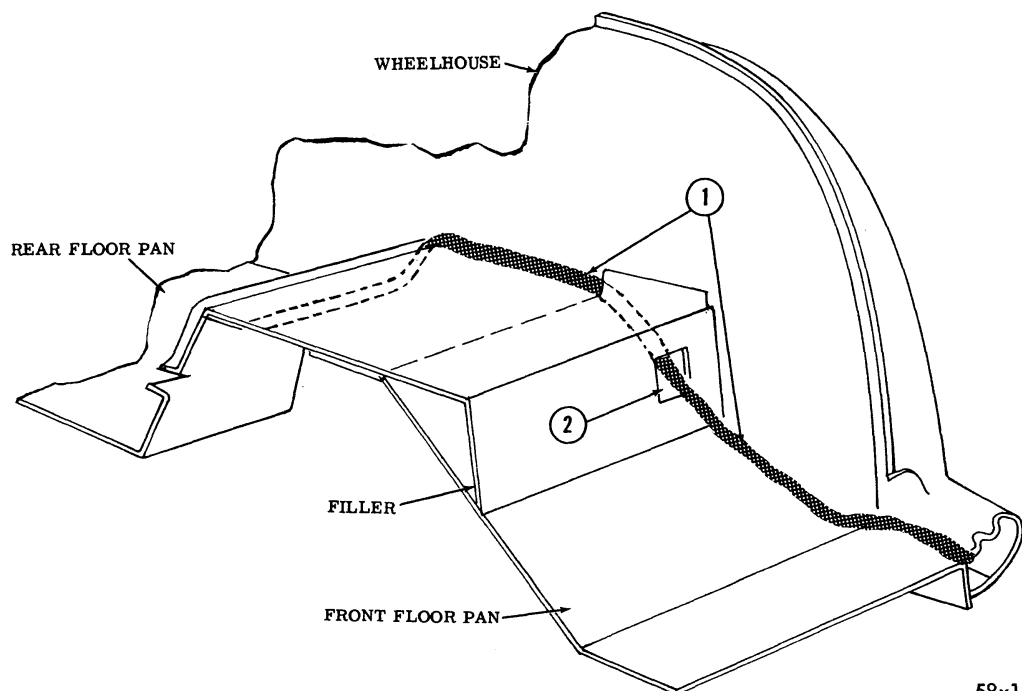
58x118

Fig. 141—Floor Panel Assembly



58x119

Fig. 142—Town and Country Sedan Floor Pan (Rear Corner)



58x120

Fig. 143—Town and Country Floor Pan (Front of Wheel House)

Water may also drip down from the upper pillar and strike the trim about one foot ahead of the tail gate. This may be caused from insufficient sealing of the "D" shaped opening at the rear of the pillar as indicated at (2) in Figure 144. Repack this area with caulking putty.

Remove the garnish moulding from the inside of the pillar. Pack the "L" shaped opening with a ball of putty. Inspect the roof drip rail and seal any openings found in the drip rail and along the seam underneath it. Make certain the seams in the cap at the upper rear of the pillar are sealed. Water test area and paint sealer to match car color.

52. TAIL GATE GLASS RUN CHANNEL

Water leaking past the glass run around the channel may be sealed off (Fig. 145) and applying sealer at indicated points. Water leaking around glass run may be sealed by removing glass run and applying additional beads of sealer to the glass run channel. Press a bead of rope type seal into moulding seams and clean

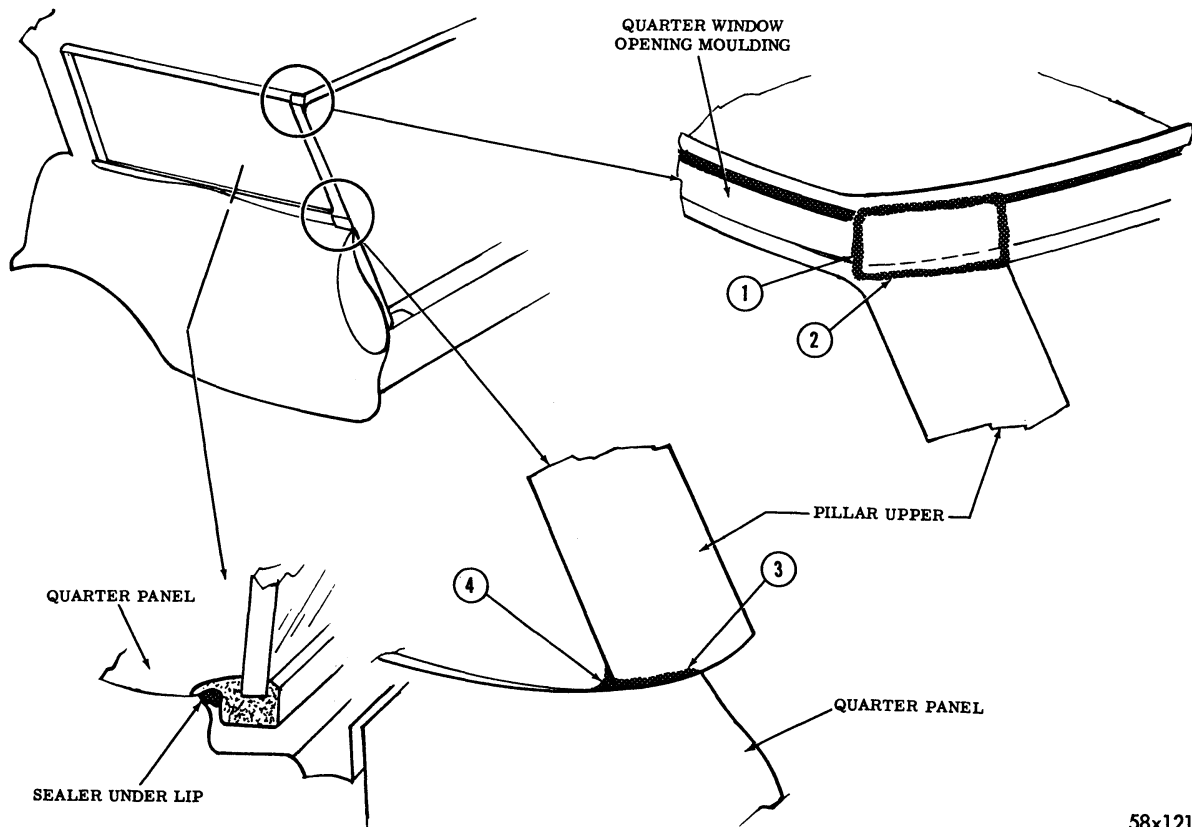
off surplus. While rear pillar garnish moulding is removed, inspect the outer "D" shaped opening, as shown in Figure 145 (2). This opening should be filled with caulking putty.

53. TAIL GATE WEATHERSTRIP

The tail gate weatherstrip is designed to fit under a lip and into a channel at the sides of the tail gate opening. At its upper end a piece extends out and fits up into the bottom of the pillar. Remove all weatherstrip that is not installed properly. Clean the channel and the weatherstrip with cement removing solvent. Apply a coat of cement to each part and reinstall weatherstrip. At the bottom of opening it is sometimes necessary to remove the weatherstrip and after cleaning shim the weatherstrip surfaces and reinstall.

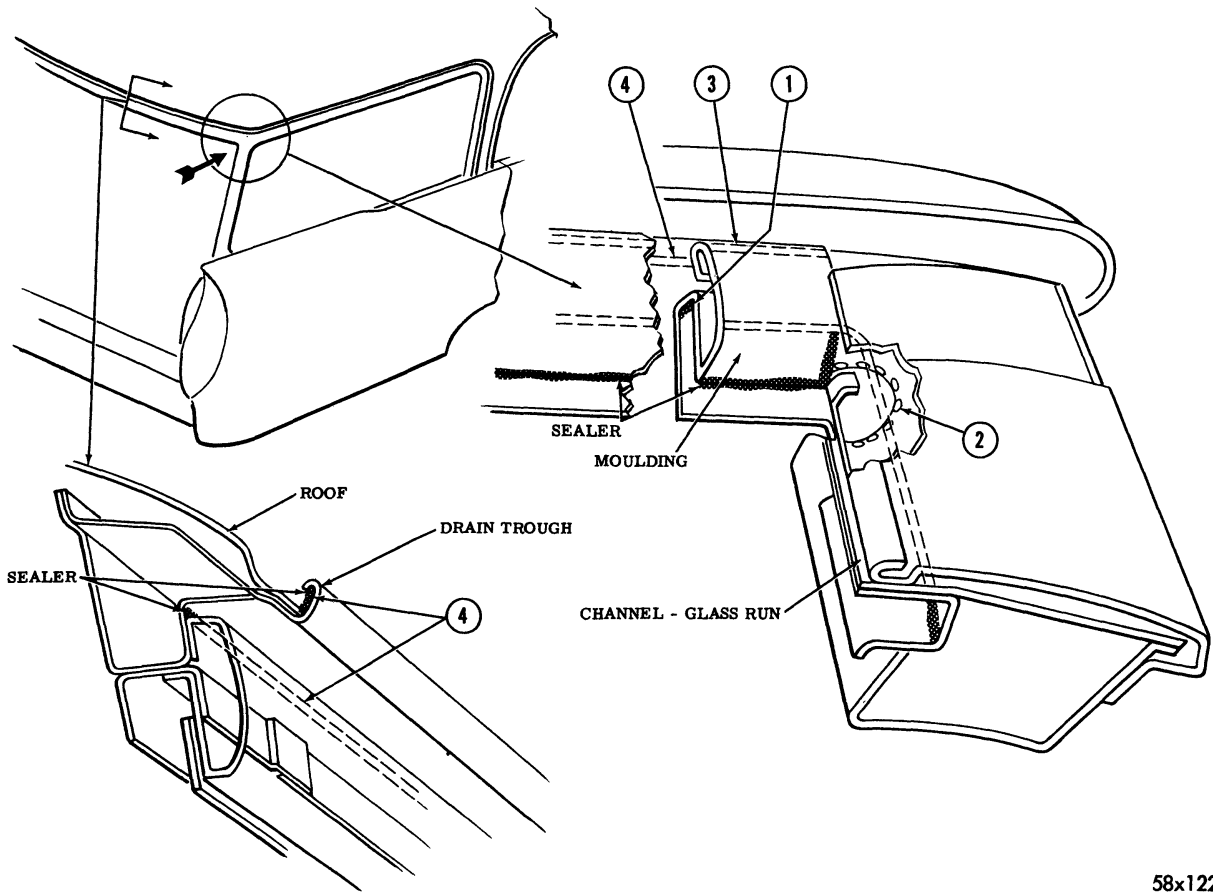
54. TAIL GATE GLASS

Check glass for proper fit. Be sure to adjust lift so that when glass is raised it fits squarely into top channel and compresses against run. If glass does not seat in run when in closed



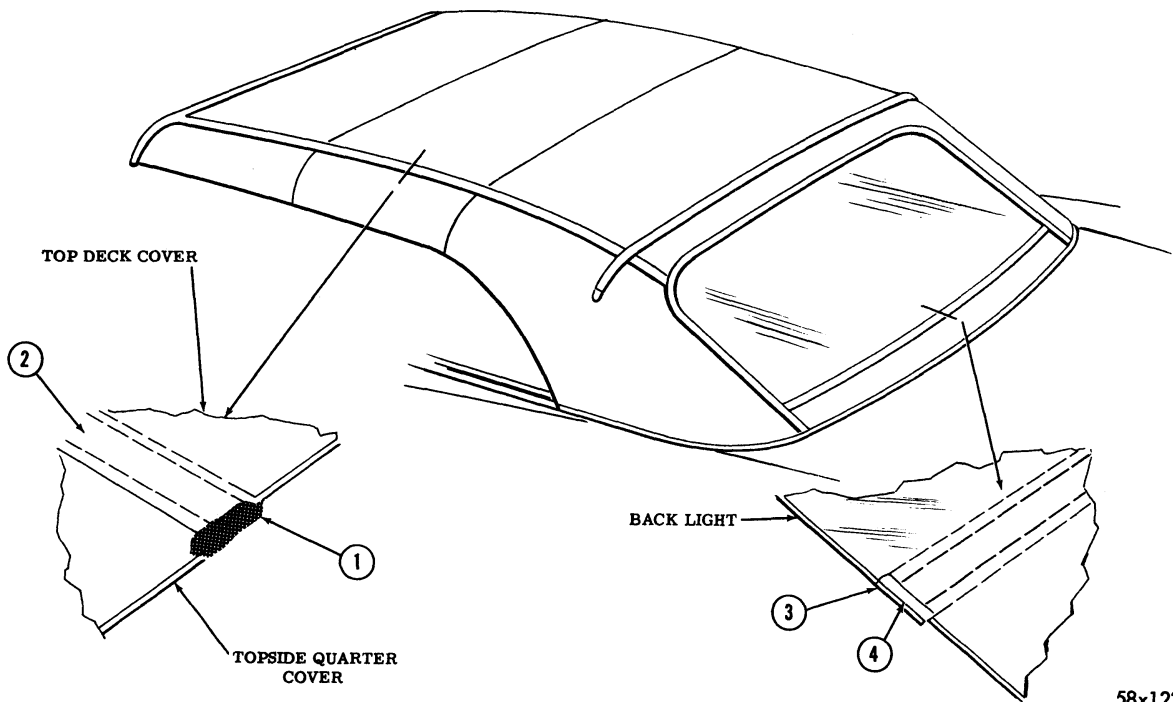
58x121

Fig. 144—Sealing Rear Pillars



58x122

Fig. 145—Tail Gate Glass Runs and Mouldings



58x123

Fig. 146—Convertible Top Seams

position, it is possible for dust, water and carbon monoxide gas to be pulled in around top of glass.

55. QUARTER GLASS AND SLIDE WINDOWS

Water may leak down along the side trim panels at regularly spaced intervals. This may be caused from water leaking around the glass weatherstrip or around the slide window and down into the trough under the garnish moulding. Inspect and reseal the seams of the "B" post. Inspect weatherstrip and seal all loose or broken areas. Apply sealer between the fixed windows and body. Water leaking in around the sliding window past the weatherstrip may be caused from the weatherstrip not being long enough. The weatherstrip should be at least $\frac{1}{4}$ inch longer than the aluminum extrusion at the bottom and at least $\frac{1}{8}$ inch longer at the top. Water may also run in past the weatherstrip at the lower front face. Install a tapered rubber shim about 6 inches long under the weatherstrip to hold it in against the glass. Apply sealer to all surfaces before installing shim.

The sliding glass weatherstrip should be installed with $\frac{1}{8}$ inch extending above the glass and a surplus of $\frac{1}{4}$ inch at the bottom. A bead of sealer should also be squeezed between the weatherstrip and the pillar moulding.

Water in the lower glass run channel passes under the garnish moulding behind the panel trim and onto the floor or through garnish screw slots and runs over trim inside. At small drain hole at the forward end helps. On the upgrade, water runs away from the drain. Install another larger drain plus a deflector underneath the body pillar at the rear edge of the sliding glass. Remove the quarter trim panel and cut metal between the two cutouts in inner panel. Form a trough like deflector from aluminum sheet and fasten to inner panel with sheet metal screws.

Cut a slot about 3 inches long above the deflector through the lower run channel and its retainer. Build a dam of body sealer at the rear end of lower run channel seal and garnish moulding screw slots. Reinstall trim sliding glass upper run channel and garnish moulding.

On Convertible top seams water seepage may occur along the seams of the top and may be corrected by applying convertible top seam sealer into the seams with a stiff bristle brush. This should be applied from the underside only. Thoroughly brush sealer the full length of the seams as shown in Figure 146. Water and dust leakage may also occur at the front corners of the top where the top vent wing and windshield meet. Adjust the vent wing and windows. Shim weatherstrip out to form a proper seal.

CONVERTIBLE COUPE TOP

56. OPERATING THE CONVERTIBLE COUPE TOP

a. To Lower Top

To lower the Convertible Coupe top, on the Chrysler, turn sun visors to one side and unlock both top latches (Fig. 147). 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—Chrysler 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.

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. 147).

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 87 (Chrysler Models). If front side rail joints are open when top is fully raised, turn front side rail hinge adjusting screws counter-clockwise until joints are closed. If after making this adjustment, the clearance between door glass and side rail is increased or decreased, adjust the 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 con-

trol 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. 148). 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.

57. 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 147 and 148, and proceed as follows:

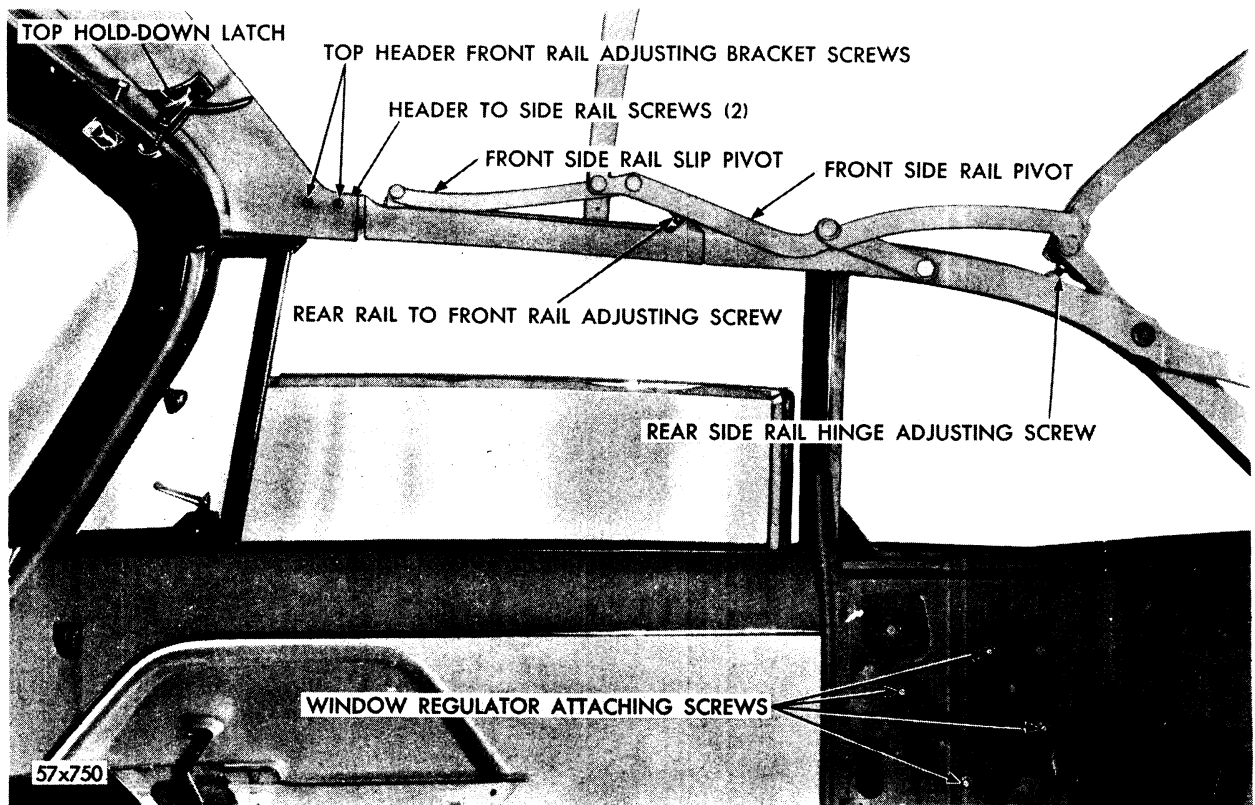


Fig. 147—Convertible Top Side Rail and Latch Assembly

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 43 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. 147) 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. 149. Adjustment for proper alignment of quarter window glass-to-roof rail weatherstrip is made at the power guide link adjusting plate (Fig. 148) with top

in partially raised position. Refer to Figures 147 and 148 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 and spread or shorten link as case may require, to obtain the desired clearance.

58. SERVICING THE TOP FOLDING MECHANISM

The electric-hydraulic top folding mechanism consists of two cylinders, a piping system, an electric motor, a pump and reservoir assembly, and a double-throw rotary switch. The wiring and motor are protected by a separate circuit breaker, as shown in Figure 150.

The pump is a two-direction, reversing motor type and is connected to the cylinders by flex-

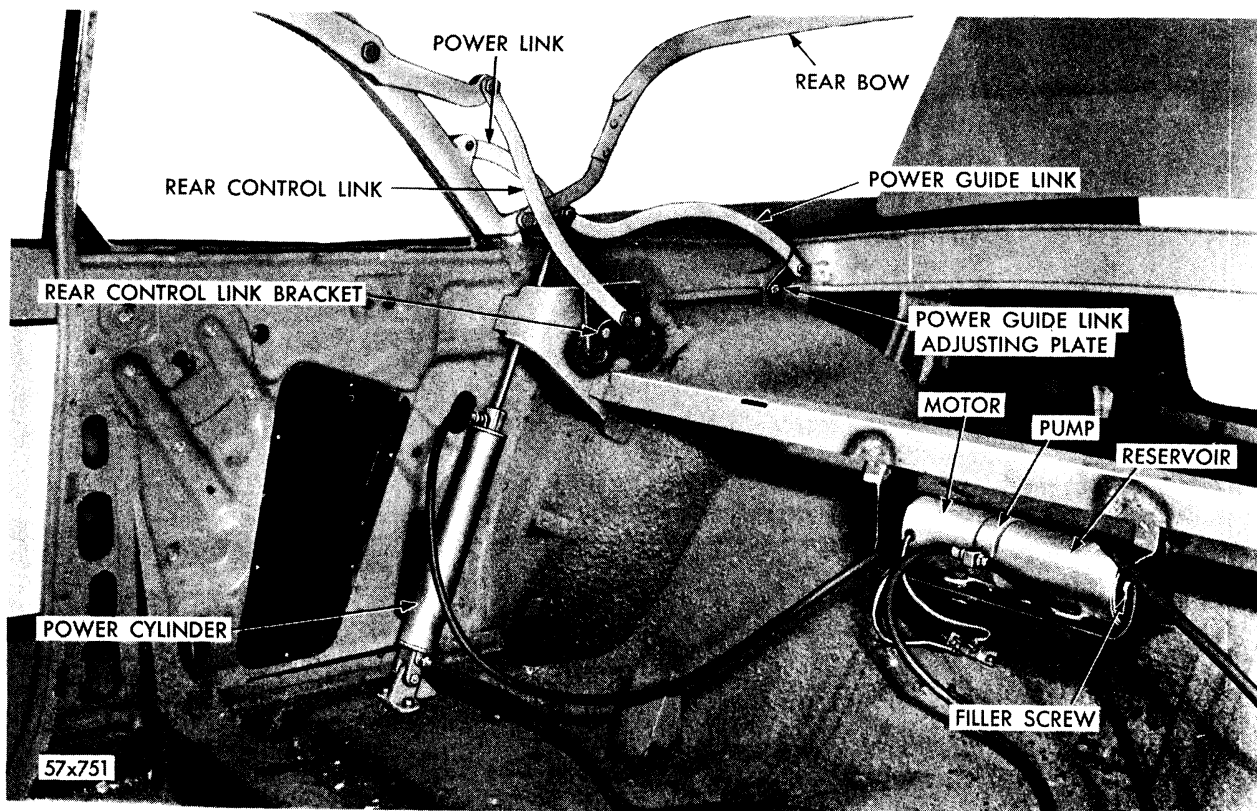


Fig. 148—Convertible Top Hydraulic Folding Mechanism

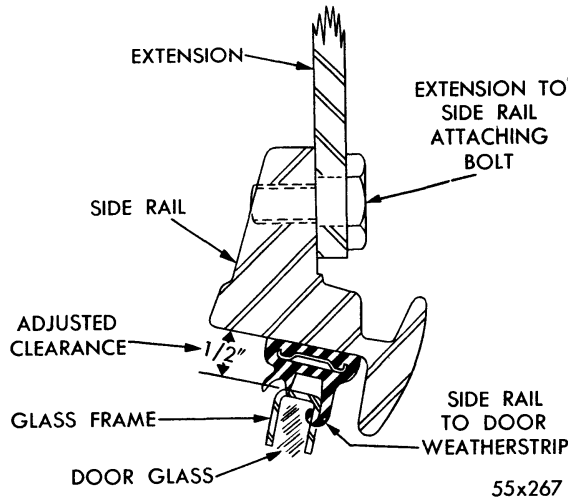


Fig. 149—Convertible Side Rail Weatherstrip

ible 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.

59. 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 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.

60. 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.

61. 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 57, 59 and 62.

62. TESTING WIRES BETWEEN CONTROL SWITCH AND PUMP MOTOR

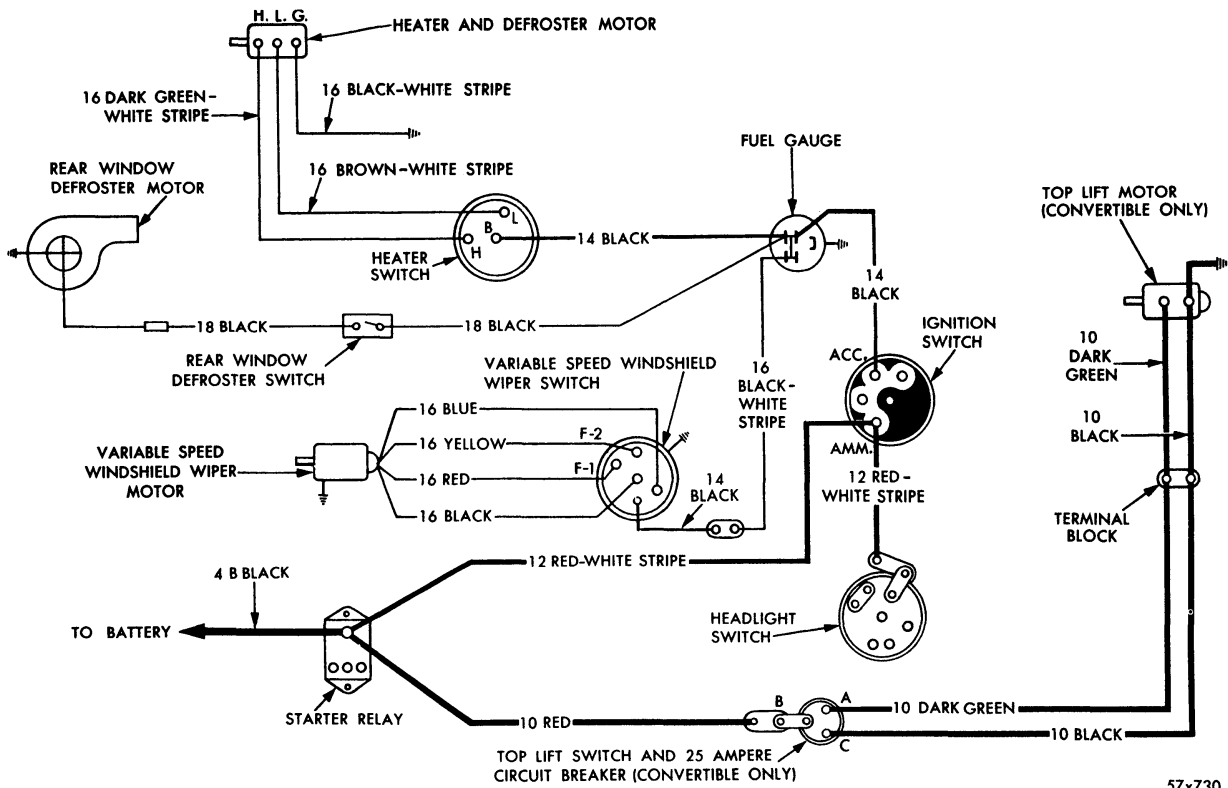
This test can be made from the luggage compartment. Check pump motor ground wire (black wire between pump motor and ground) to make certain it has a good, clean ground connection. Hook one wire of test lamp to black wire terminal on pump motor and ground the other wire of test lamp. Move top control 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.

63. 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.

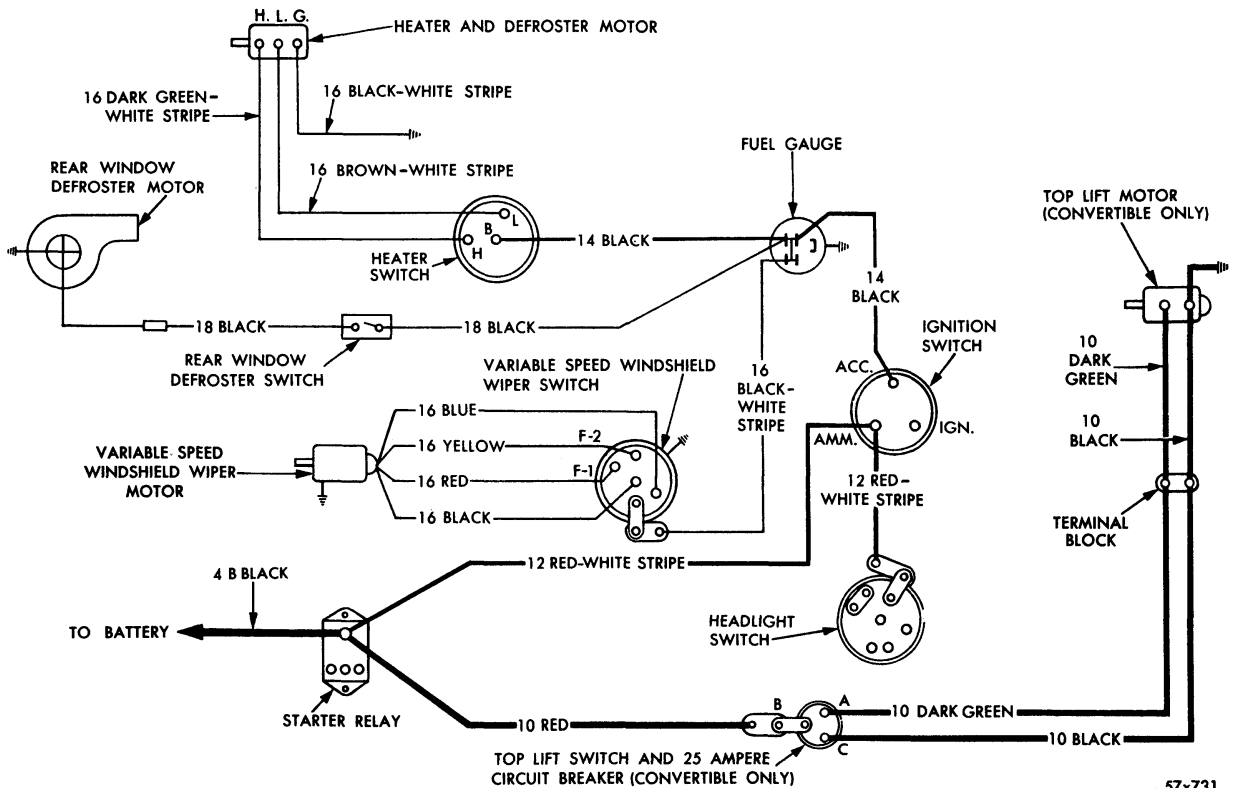
64. CARE OF THE TOP

The worn fabric top material can be water-proofed with Windshield Rubber Sealer, Part Number 13162201. Clean top thoroughly before



57x730

Chrysler Models



57x731

Top Lift Circuit Wiring Diagram—Imperial Models

Fig. 150—Windshield Wiper, Heater, Rear Window Defroster

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 151 and proceed as follows:

SERVICE PROCEDURES

65. TAIL GATE

a. Removal

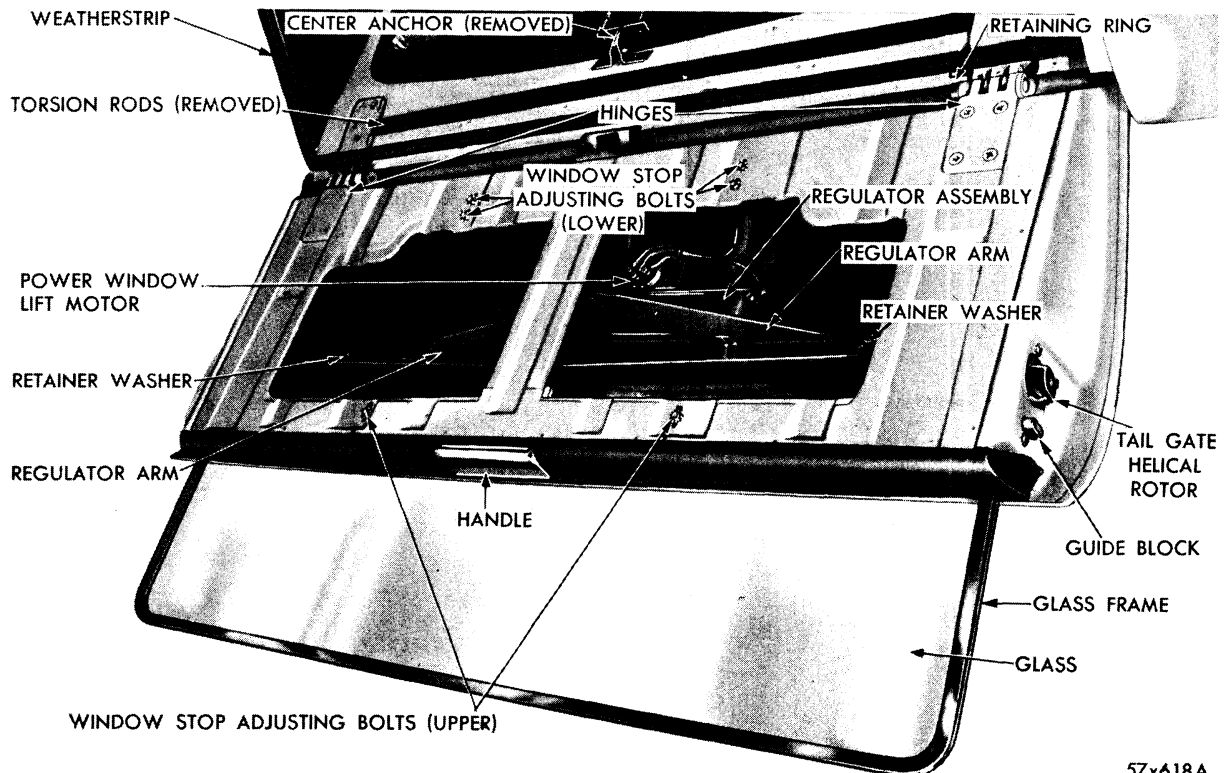
To remove the tail gate proceed as follows:

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. 151) (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



57x618A

Fig. 151—Tail Gate Assembly

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.

66. 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.

67. 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. 151).

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.

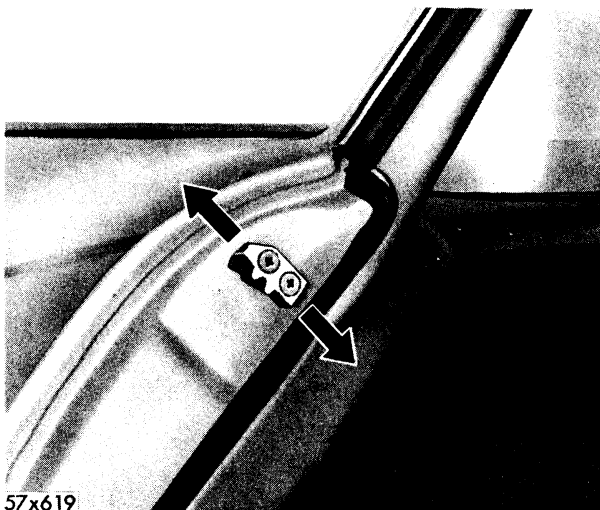


Fig. 152—Tail Gate Lock Striker

68. 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.

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. 152).

69. 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. 153)

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. 153). Install

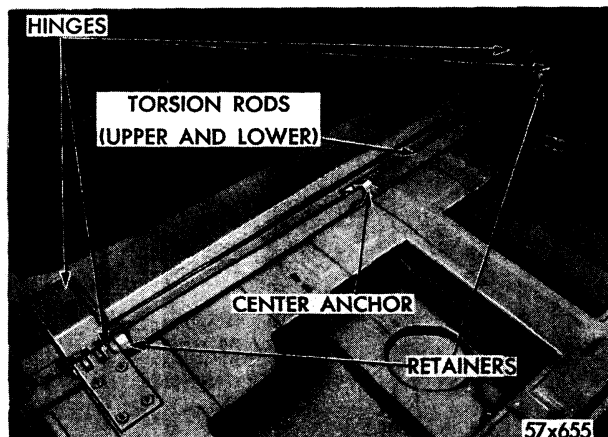


Fig. 153—Tail Gate Torsion Bars Installed

hinge to tail gate. Install tail gate and hinges as an assembly.

d. Removal of Door Latch

Remove glass run channel. Remove three attaching screws and door latch. When installing door latch make sure it is properly aligned with striker. (Fig. 152)

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.

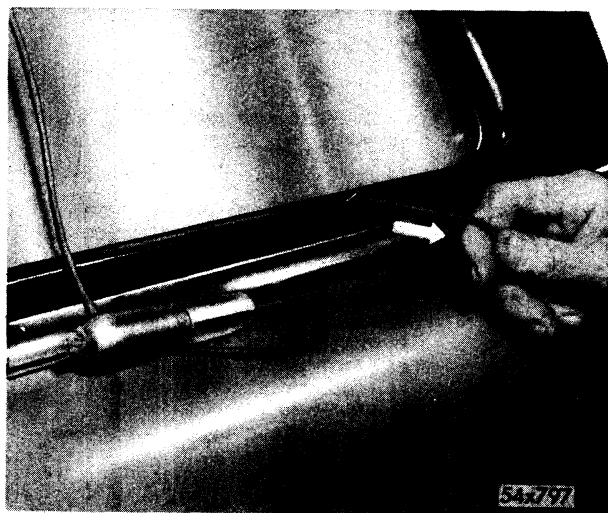


Fig. 154—Removing Pull Cord from Weatherstrip

70. 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 154. 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 149. If pull cord is not available, a wood or fiber wedge can be used to position lip of weatherstrip, as shown in Figure 154. Tighten garnish moulding attaching screws securely.

71. SPARE TIRE MOUNTING

Spare tire assembly is located in the right rear fender. (Fig. 155) To remove tire and wheel assembly, the fender skirt and wheel clamp must be removed.

72. INSTRUMENT PANEL AND BODY WIRING ASSEMBLY

For body wiring diagrams refer to Figures 156 through 157.

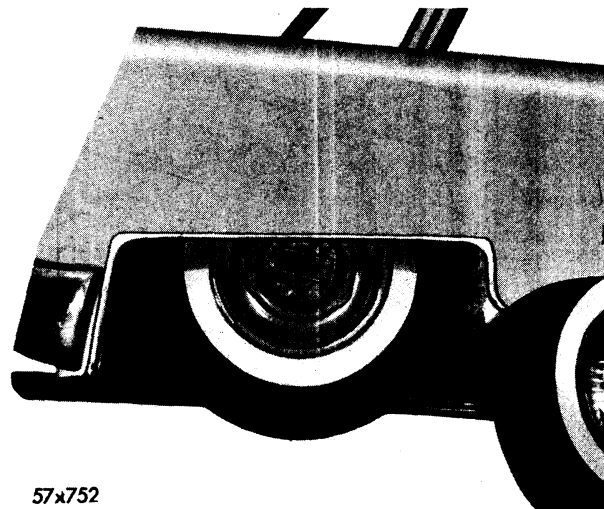


Fig. 155—Spare Wheel Mounting (Typical)

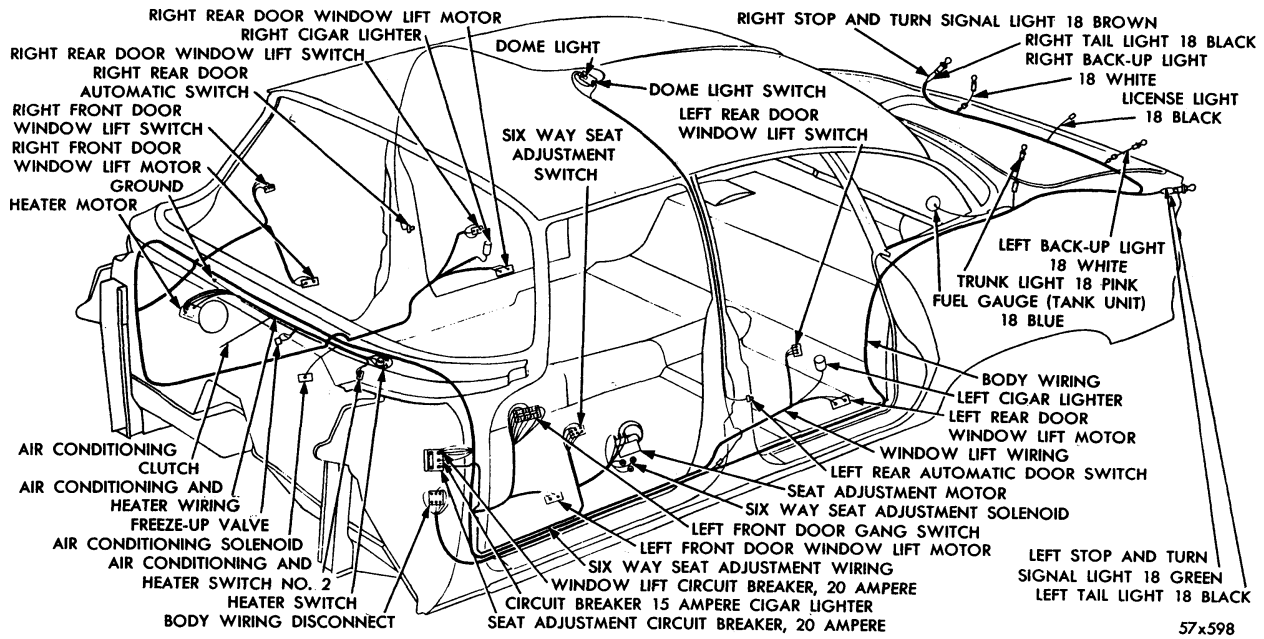


Fig. 156—Imperial Basic Body Wiring

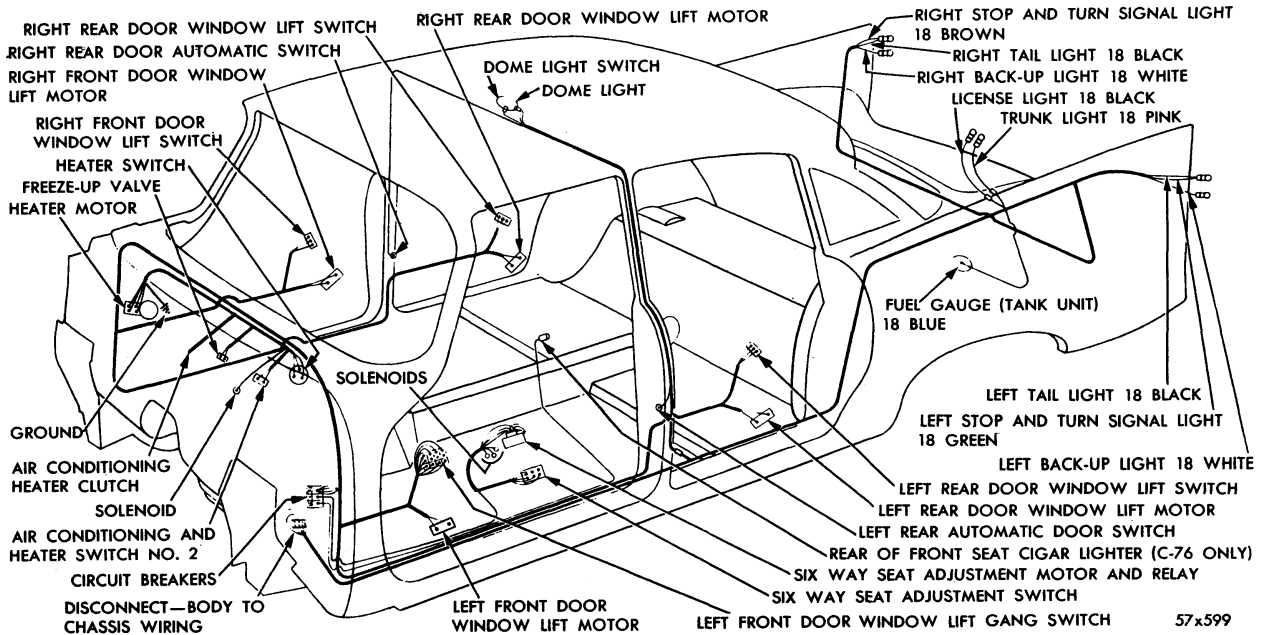


Fig. 157—Body Wiring—Chrysler Models