GROUP 23

BODY AND SHEET METAL

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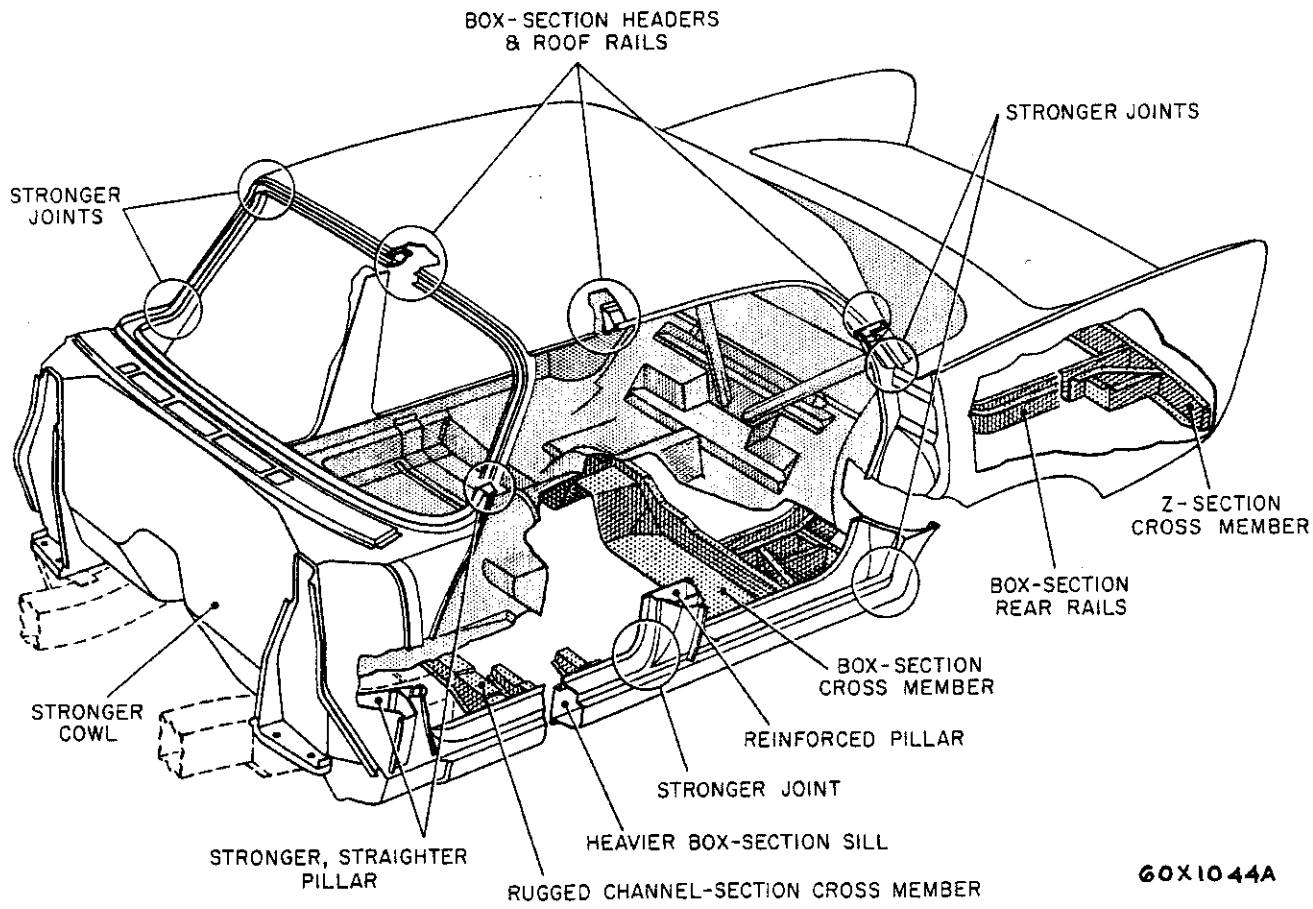


Fig. 1—Basic Body Construction (Chrysler)

GROUP 23

BODY AND SHEET METAL

All Chrysler models, except Imperial, feature a "Unibody" type construction (Fig. 1) in which the body shell and the underbody (frame) are welded together into one unit.

The Imperial Models use a conventional type body in which the body is bolted to the frame (Fig. 2).

To achieve gerater terminal rigidity and improve overall strength of the body-shell on the "Unibody" construction, two heavy-duty crossmembers, one under the rear seat area and the other at the extreme rear end of the body are welded to the box side rails extending from under the rear seat over the body "kick-up" to the rear of the body. These box-section members with extra reinforcements also attach the rear springs and axle assembly (Fig. 3).

The radiator yoke, fender side shields and cowl panels are attached to the body to add structural strength to the fore-structure and the body assembly.

An integral fore-structure assembly (Fig. 3) extending forward of the front passenger compartment is bolted to the "Unibody" with ten body bolts, eight of these lie in a fore-and-aft position and two in a transverse position.

The fore-structure, with box-section side rails and "Y" section reinforcements at the front-end, has three crossmembers. The first crossmember supports the diagonal struts for the front suspension control arms, the second crossmember supports the front engine mounts, and the number three crossmember

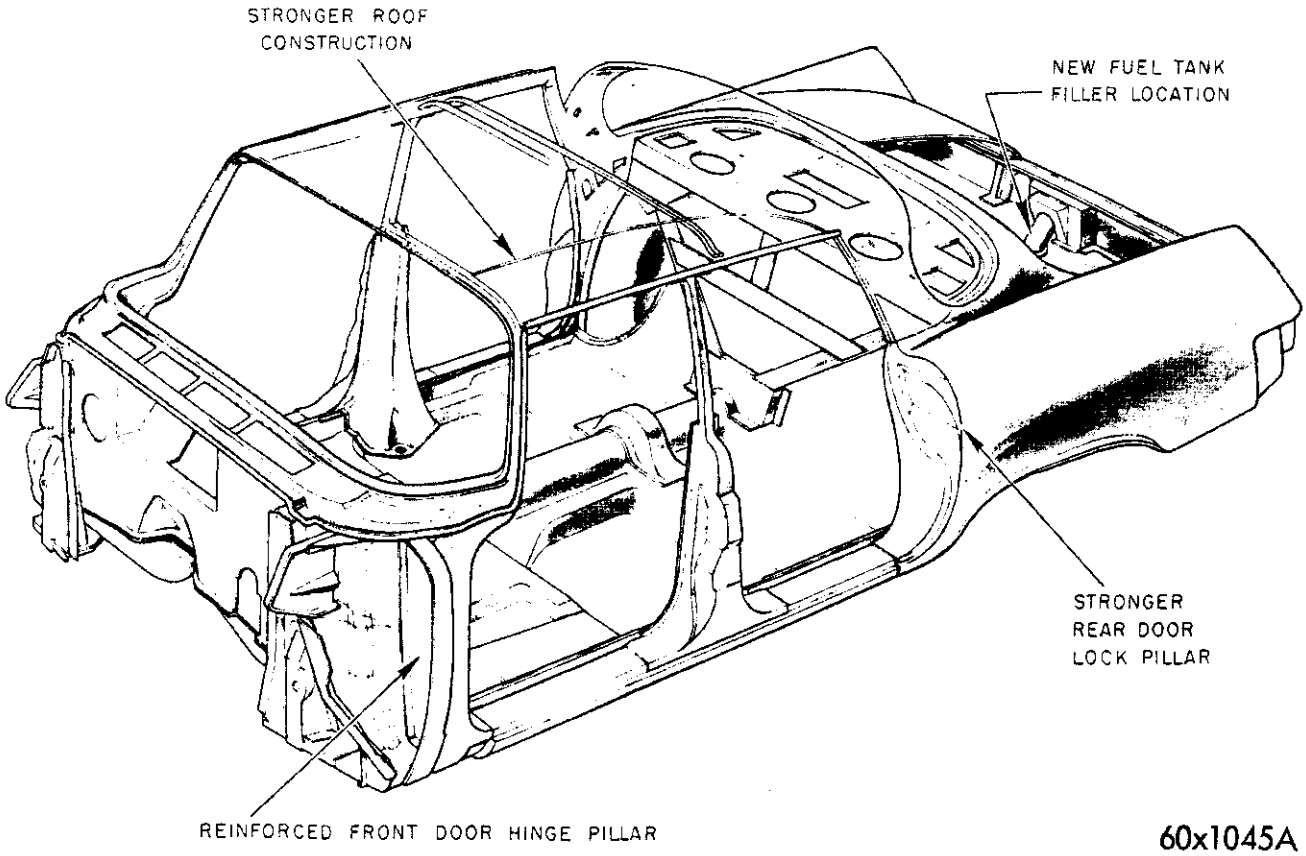


Fig. 2—Basic Body Construction (Imperial)

supports the engine and transmission at the rear engine mount.

The heavy roof bows in the body have been added for greater strength to the roof panel. The front door hinge pillar is now one continuous piece from roof rail to the body sill. Sheet metal seams overlap for improved sealing. Metal cages welded to the outside of the cowl side panels enclose the retaining nuts for attaching fenders and hood hinge supports. Inner hinge reinforcements have been added to doors to keep doors aligned and maintain proper door adjustment.

The hood construction has been improved by the heavy hinge supports to eliminate hood flutter. The "Unibodies" are subjected to a 7 step corrosion and rust-proofing immersion and spraying operation. Each immersion covers the entire underbody internally and externally extending up to body and door sides.

On the Imperial models heavier section center-pillars, box section and roof rails, are added to improve the overall strength of the upper body structure. In the new body diagonal braces are welded to underside of floor pan to minimize flexing. Improved floor-pan design includes metal-to-metal welded lap-joints to eliminate dust and water leaks. "U" braces behind the rear seats and quarter panel are welded to floor-pan to increase body rigidity. The new stepdown sill construction, life-guard door latches and six-way seat adjustment contributes to body safety, comfort and serviceability. See Figures 1 and 2 for basic body construction of these bodies.

DOOR LOCK SYSTEM

All models are equipped with new design door locks. The major changes made in these locks are the use of a six tooth gear type rotor without "take-up", and having "free wheeling" outside handles when the lock is locked. Otherwise the locks and the inside and outside controls are similar to those on previous models.

Provision is made in these locks to adjust the outside handle linkage through a hex head bolt which is exposed at the side of the lock rotor on the outside surface of the door shut face. This occurs on all doors—front and rear.

These locks also include a plastic wedge, above the rotors, which slides on the top of the striker

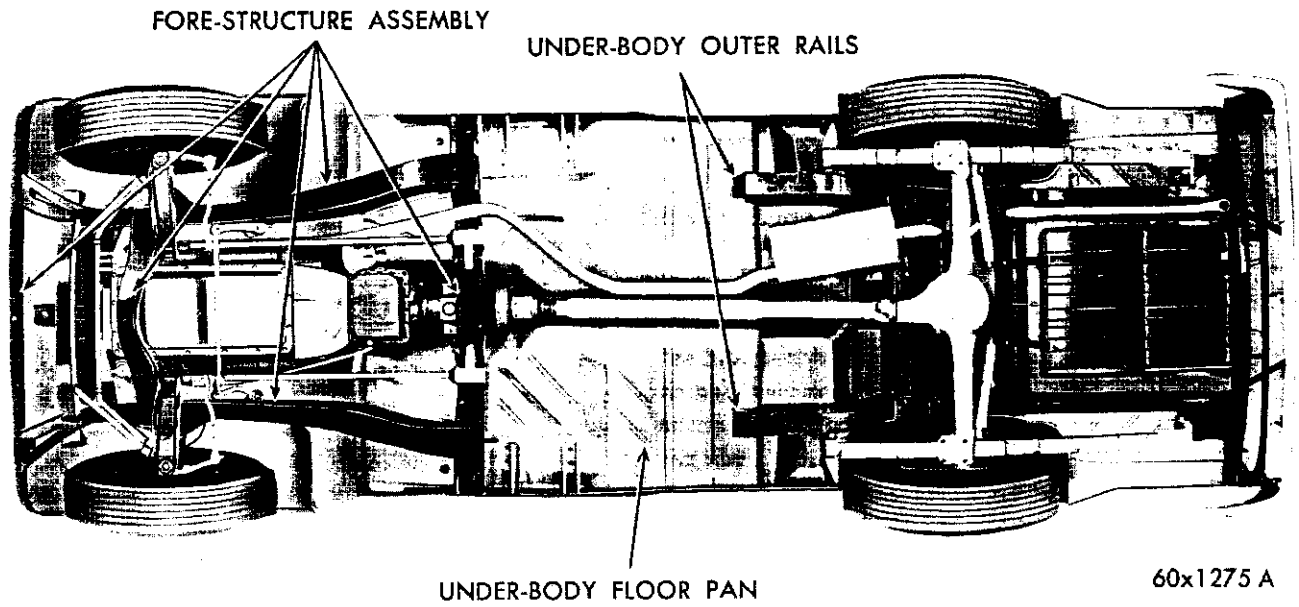


Fig. 3—Underbody Construction (Chrysler)

plate to prevent up and down movement of the door when it is latched.

There are several important differences between front and rear door locks. The front locks are locked from the outside with the key and on the inside, locking is accomplished by pushing the remote control handle forward. Both these operations, in effect, disconnect the outside door handle control linkage from the lock mechanism so that in the locked condition the **outside handle moves freely without releasing the lock.**

The rear door lock works similarly but the inside locking control is a separate lever on the door inside surface (same as previous model cars). Locking the rear door **"free wheels"** the **outside handle,** but **"blocks"**, (prevents movement of) the door lock inside remote control handle.

In order to service the lock, to remove the door outside handles and the key cylinder, or to adjust the inside lock remote control, **it is necessary to remove door inside handles, arm rests, garnish moulding, trim panel and plastic water curtain.**

It is not necessary to do any untrimming to adjust the outside handle linkage since the adjusting screw is on the **outside surface** of the **lock face of the door.**

VACUUM DOOR LOCKS (Chrysler)

The Chrysler power-locking system uses engine vacuum as power source. There are four component parts to the basic unit:

(1) A manual selector switch mounted on the instrument panel.

(2) A vacuum actuator unit with lock actuating arm mounted in each door.

(3) A vacuum distributor valve mounted under the instrument panel to the left of steering column on fire wall.

(4) A vacuum reservoir mounted in the engine compartment on the right side of the radiator yoke.

ELECTRIC DOOR LOCKS (Imperial)

The operating and servicing procedures for the Imperial electric door locks is covered in the "Electrical" Group 8 of this Service Manual.

SIX-WAY ADJUSTABLE FRONT SEAT (Manual)

The six-way adjustable front seat is standard equipment on all models equipped with manual seats. With one custom positioned front seat, each individual driver may decide the position and angle desired for the front seat.

The seat can be positioned vertically in any one of the locations regardless of its horizontal location. In addition the front and rear of the seat can be independently raised or lowered, permitting ramps is mounted on a six-way slotted base. Each base consists of a movable support plate connected to the seat track and a stationary support plate securely attached to the floor. The movable support plates are interconnected through two adjusting bolts. Horizontal slots in the movable support plate permit the seat assembly to be moved toward the front or rear. The curved vertical slots in the stationary support plate permit the seat assembly to be raised or lowered to one of three positions or tilted to one of four angles.

BODY MAINTENANCE

CLEANING INTERIOR UPHOLSTERY

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 the staining matter so that the proper solvent may be used. Most common stains can be removed with a dry cleaning solvent, such as water solution containing one cup per gallon of a laundry type detergent. Thus, if the nature of the staining matter can only be guessed at and a dry cleaning fluid does not remove the stain, it should be cleaned with one cup per gallon of laundry type detergent in water.

When using a detergent, **do not use one containing a bleach** as this could discolor the fabric. As most detergents contain a certain amount of bleach, caution should be exercised as to the amount used.

Some of the most common upholstery stains can be removed as follows:

(1) **Candy, Chocolate or Ice Cream Stains.** Scrape off as much of the staining matter as possible with a dull knife. Clean with a one-half of 1% solution of a laundry type detergent in warm water.

General Instructions: Use a piece of **clean** cotton cheesecloth approximately 3"x3". Squeeze most of liquid from the fabric and it is less likely to leave a ring. Wipe the soiled fabric very lightly with a lifting motion. Always work from the outside toward the center of the spot. Turn the cheesecoth over as soon as one side becomes stained to prevent working the staining matter back into the cleaned portion of the fabric. Use a new piece of cheesecloth as soon as both sides become stained.

(2) **Grease, Oil or Tar Stains.** Scrap off as much of the staining matter as possible with a dull knife. Clean the fabric using the recommended cleaner. Be sure the cleaner manufacturer's instructions are followed. Follow General Instructions as listed in No. 1 above.

If grease, oil or tar stains cannot be removed satisfactorily with fabric cleaner on a certain type of fabric, use carbon tetrachloride cleaning fluid. The same procedure can be followed as with fabric cleaner.

(3) **Lipstick or Rouge Stains.** First work white vaseline into the staining matter to loosen it. Then clean with fabric cleaner as recommended in No. 2 above.

(4) **Mud or Clay.** Allow the mud or clay to dry completely. Then, brush it off with a soft bristled brush. Clean with a one-half of 1% solution of detergent in water as recommended in No. 1 above.

When cleaning by any of the methods outlined above, never squeeze the liquid from the cleaning cloth back into the container of cleaning fluid, and never dip the cleaning cloth back into the container of cleaning fluid after the cloth has contacted the stain. Be sure that the cleaning fluid has no impurities and is not discolored before using it. If particles of the staining matter become locked between the fibres of the fabric, it may be necessary to use a clean, soft bristled brush instead of the cheesecloth with the cleaning fluid.

a. Cleaning of Vinyl Interior Trim

The following are recommendations for cleaning plastic trim:

(1) **Grease, Oil, or Tar Stains.** These stains should be cleaned as soon as possible or they will migrate into the plastic and leave a permanent discoloration on the plastic surface. These stains should be cleaned with either fabric cleaner as recommended above.

(2) The stain grained vinyl should be cleaned as soon as it appears to be getting dirty. Otherwise the dirt particles may get rubbed into the small grain crevices and be almost impossible to remove. The dirty vinyl trim should be cleaned with a piece of clean cotton cheesecloth dipped in a sudsy solution of a non-alkaline detergent in water. If the vinyl plastic trim still does not clean up, a clean brush with many fairly stiff bristles should be used in place of the cheesecloth.

b. Removal of Dirt from White Plastic Trim Panels

The white plastic trim should be cleaned in the same manner as other vinyl interior trim, however, if the dirt has been rubbed into the grain so that it is not possible to remove with the detergent solution, a cleaner may be used. Any abrasive cleaning material will cause the material to peel. To clean use plain water or water with a mild soap solution.

PAINT FINISH CARE (ALL MODELS)

a. Dark Spots Appearing on Paint (Metallic)

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

If any of this foreign substance, containing acid-like particles, is allowed to remain on the 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 metallic 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 this, it is advisable to wash cars frequently to prevent the possibility of such conditions occurring.

b. Foreign Material in Paint

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

If these particles are allowed to remain on the paint surfaces for any length of time in the presence of moisture, a chemical reaction will take place, resulting in the metal particles eating into the paint surface. Early removal of this material by a thorough washing will prevent this from happening.

When the above described condition is encountered in the field, it is often mistakenly diagnosed as rust coming up from the metal below the paint.

MAJOR BODY SERVICING

Servicing the "Unibody" should not present any unusual difficulties or necessitate additional equipment other than that required for the conventional and body repair. The use of heavy duty jacks and application of heat must be carefully controlled because of the difference of the gauge of the metal in the sub-frame of a unibody and the stress points developed in a single welded unit construction. It is possible to pull damaged areas back into alignment with the use of light-weight jacks and hydraulic body equipment without heating the metal.

Any attempt to cold-straighten severely bent floor pan side rails or brackets may cause ruptures of the welds or cracks in the bent part. Whenever heat is used to facilitate repair, the part or area should never be heated more than a dull red.

To align or square up the Unibody, take two opposite diagonal measurements between the body pillars, as shown in Figures 4, 5, 6, and 7. To check the frame body alignment, measure the distance between the points connected by line "A". Compare this measurement with the distance between the points connected by line "B". Compare all corresponding diagonals in this manner. The distance between the points connected by any two corresponding diagonals should be within ¼ inch.

Place the vehicle on a level floor. Suspend a plumb bob directly under the center of points indicated in Figures 8 and 9 and mark the floor at these points. Repeat the procedure on each side of vehicle. The marks made on the floor will represent the various points which can be checked diagonally. Use a measuring tram for these measurements. Take the measurements between reference points such as crease lines or weld joints which are diagonally opposite each other on the two pillars being measured. Since all measurements should be made from the bare metal, remove all interior trim from the checking points.

In some cases, it may be difficult to obtain proper body alignment when repairing a body that is damaged on both sides. In these instances, horizontal and vertical measurements may be taken from a body of the same body style. Once these basic dimensions are taken and established on the damaged body, alignment can be made by diagonal measurements taken from the measuring point on two pillars (Figs. 4, 5, 6 and 7).

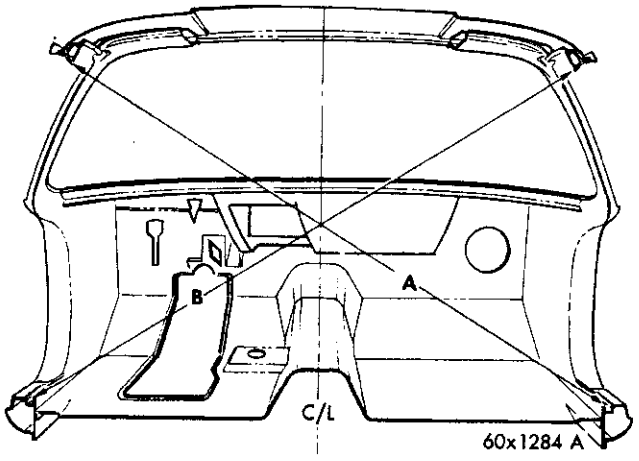


Fig. 5—Aligning the Body at Centerline of the Front Pillar (New Yorker)

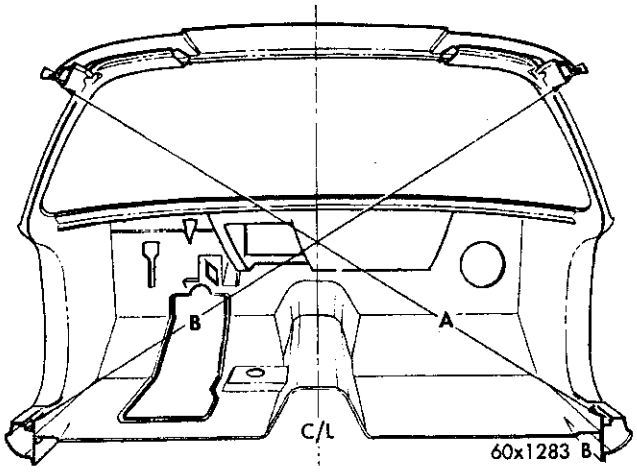


Fig. 4—Aligning Body at Centerline of Front Pillar (Newport—300)

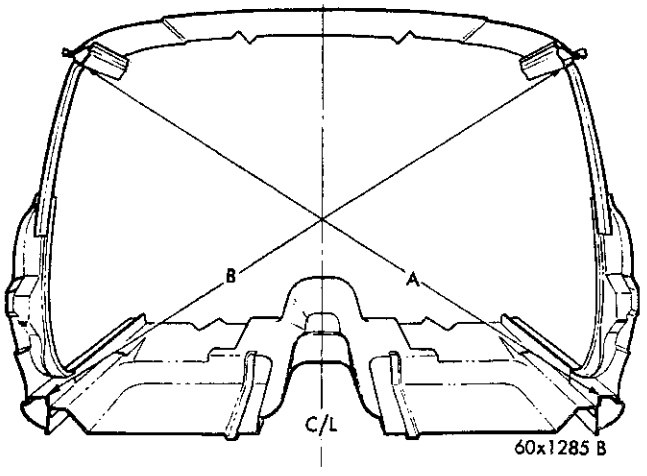


Fig. 6—Aligning the Body at Centerline of the Center Pillar (Newport—300)

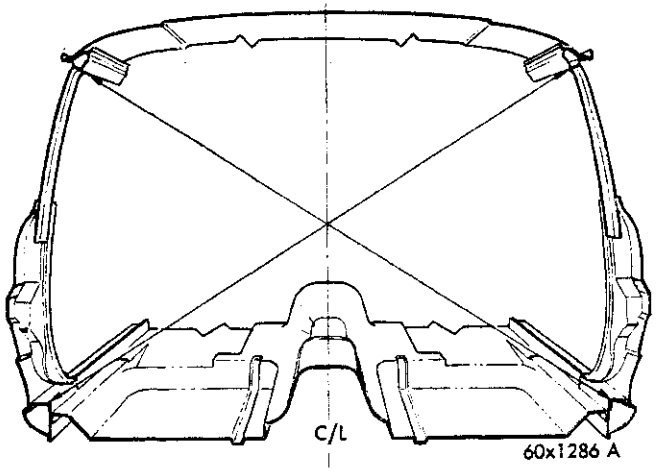


Fig. 7—Aligning the Body at Centerline of the Pillar (New Yorker)

When two opposite diagonal measurements are not the same, the body should be forced in the direction of the short diagonal. The distance to force that part of the body will be a little more than one half the difference in the two diagonal checking points to compensate for "spring-back."

Door openings are checked in the same manner as the body. Horizontal, vertical, and diagonal checking points are established on all four sides of the door opening that is being measured.

Body bolt inspection and tightening should be performed regularly. Imperial models have 12 body bolts (except the convertible which has 14 bolts). Chrysler models have 10 Unibody to fore structure bolts.

If tightening bolts and screws located on such an assembly as deck lid, doors, hood, radiator support, and front end does not eliminate squeak or rattles, the trouble is probably caused by misalignment and incorrect adjustment procedures.

REPLACEMENT OF BODY PANELS SUB-ASSEMBLIES (ALL MODELS)

NOTE: When repairing damaged panels and other body parts, it may be less expensive to replace rather than repair a damaged panel or parts. The decision to replace rather than repair a panel should be based on the cost or replacement (parts plus labor) as against cost of repairs (labor) only. Satisfactory

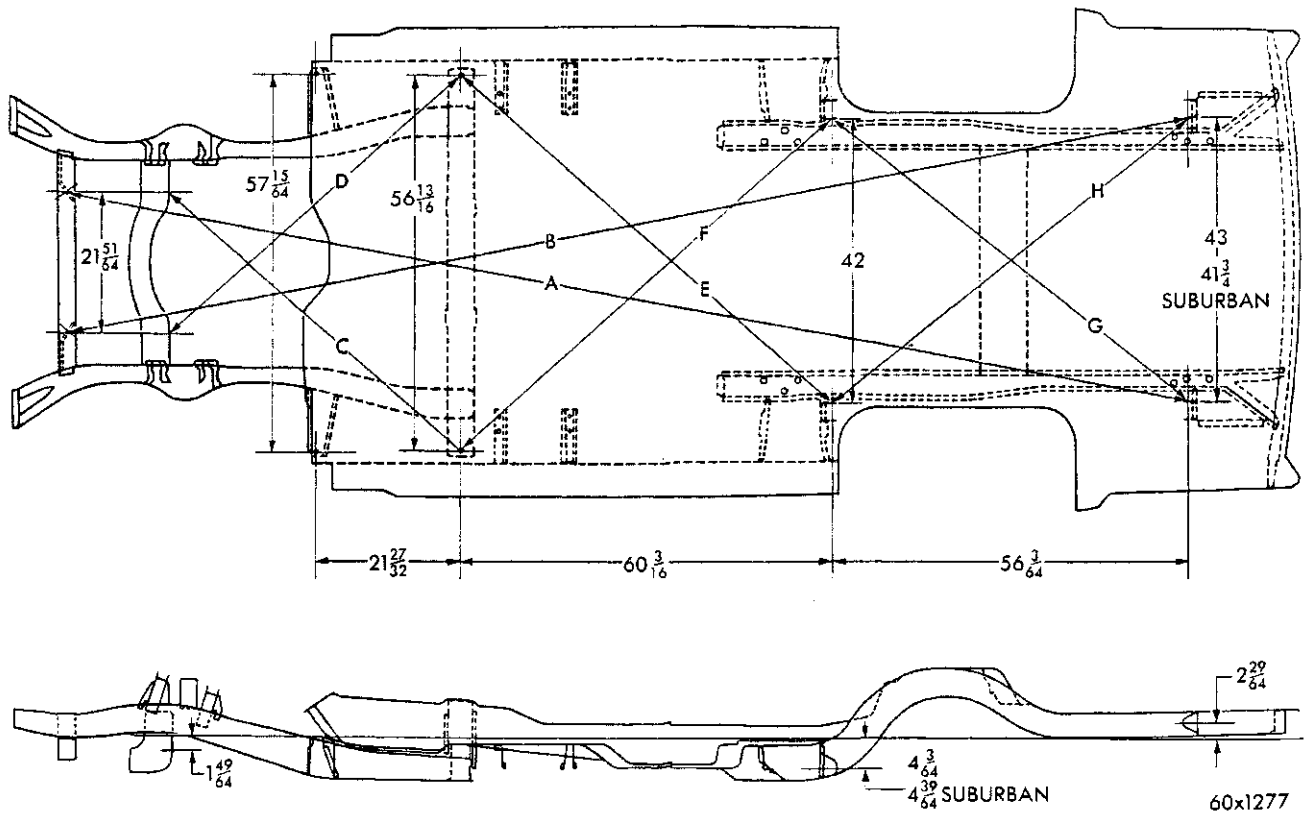


Fig. 8—Frame to Underbody Alignment

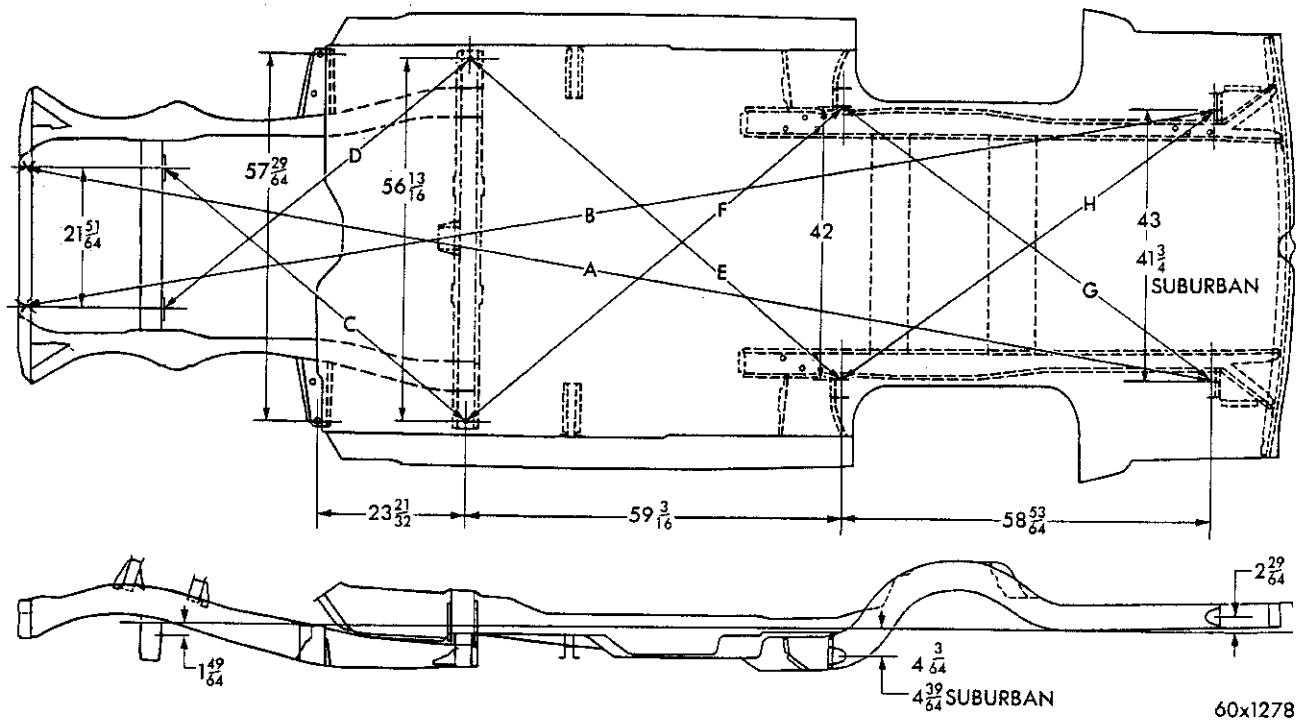


Fig. 9—Frame to Underbody Alignment (New Yorker)

decisions can be derived only by becoming familiar with the various replacement panels and subassemblies available.

With proper equipment, an experienced body repair man can repair a damaged area in a body panel by one of three methods:

(1) External or surface damage that can be bumped out or refinished.

(2) External damage that can be repaired by removing a complete panel and installing a service panel.

(3) Extensive damage necessitating the removal of the outer panels and the realignment or replacement of sections of the fore-structure. **When performing repairs of this type, measure sufficient overlap to assure an adequate area for a strong welded surface.**

In cases where only a portion of a panel requires replacement, a section of a service panel can be used. Complete service panels are available if the area is extensively damaged.

If a complete panel requires replacement, the following procedure is one of several methods that can be used for cutting out and replacing a portion of the quarter panel.

Rough out and shape as much of the damaged area as possible. Measure the piece of metal to be cut out. This measurement should be taken from a definite point such as a moulding or bead.

Make the corresponding measures on the service panel. Be sure measurements are taken from the same points. Scribe a line around the area to be cut from the service panel.

Drill a ¼ inch hole at any one corner of the scribe line as a starting point for cutting. Use a suitable cutting tool and cut the new piece out along the scribed line.

Straighten the edge of the piece that was cut out, and position it over the damaged area as a template. Fasten the cut out section of the service panel over the damaged area of the body, and scribe a line around the panel. Cut out the damaged area.

If the piece to be replaced is at the pillar or at any point where the panel is spotwelded to other parts of the body, such as the body side panels, lower edge or wheel housing assembly, the damaged piece should be split at the weld if possible. To split a spotweld, drive a sharp chisel between the two pieces of metal at the weld. In difficult cases, a spotweld may be broken by drilling a ¼ inch hole into the center of the weld.

Straighten the cut edge of the panel. Fit the service panel portion into the cut out area in the body panel. Be sure that the two panels do not overlap. Tack-weld at intervals, let the metal cool, and make

a continuous weld around the two pieces. Wet asbestos putty may be used to prevent the heat from traveling. Weld about 6 inches at a time. Stagger the welds to prevent excessive distortion.

Hammer the weld below the contours of the surface not more than $\frac{1}{16}$ inch with a grooving dolly.

Metal-finish the repair area and file it smooth, taking care to produce the correct contour.

Grind the welded area, clean, and tin.

Fill in with solder, taking care that sufficient solder is applied so that the final metal finish will not have indentations.

Metal-finish the panel to prepare it for painting.

Although this procedure is used here for quarter panel repairs, it can be applied to other sections of the body as well.

ALIGNING DOORS (ALL MODELS)

All models are equipped with a newly designed cam and roller type door hinges providing full or intermediate check of door openings with tapered floating hinge plates located behind the hinges in the body pillars for the centering or aligning of the doors.

(1) Make a thorough inspection of the door before attempting adjustment. A properly fitted door has evenly spaced gaps on all sides.

(2) Test the engagement of the door latch with the striker plate.

(3) If the door raises as the latch passes over the plate, the plate is too high and must be lowered.

(4) The striker plate, as shown in Figure 10, can be moved "in" or "out" and controls the tightness of the door against the body.

(5) The "up" and "down" adjustment will determine the actual point of engagement between the door lock rotor and the lower portion of the striker plate.

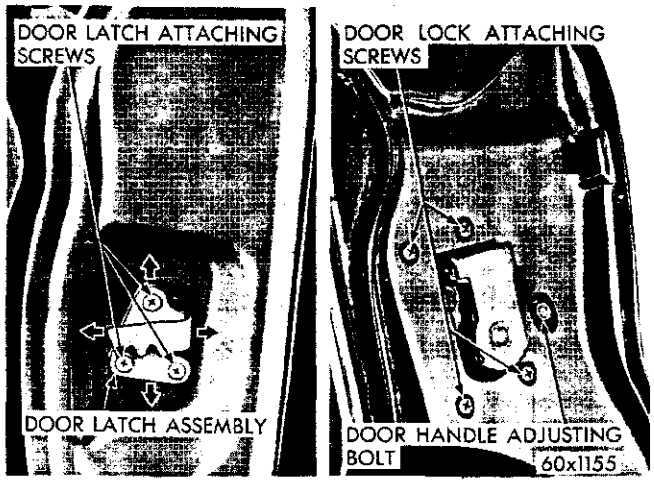


Fig. 10—Door Lock Rotor and Striker Plate Assembly

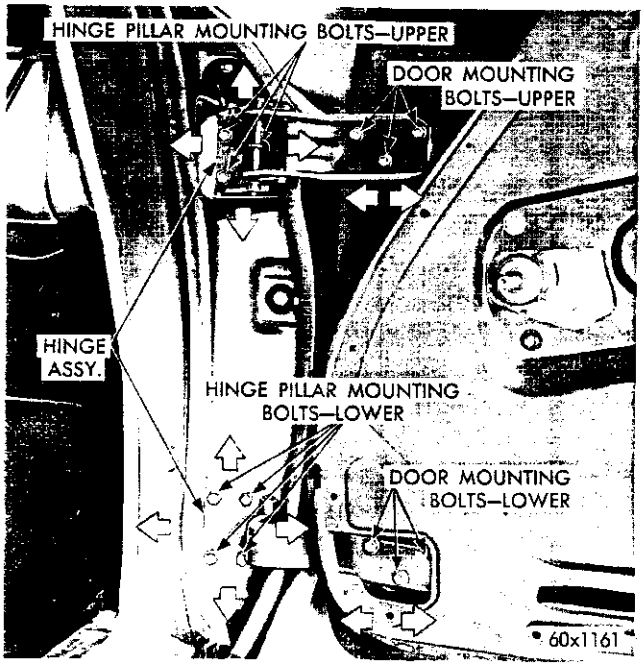


Fig. 11—Front Door Hinge Assembly (Chrysler)

(6) Each hinge is attached to two floating plates, one located at the front pillar and the other at the door panel.

(7) "Up" or "down" adjustment of the door can be made at the front pillar or in the door itself. "Forward" or "Rearward" adjustment can be made only at the door. "In" or "out" adjustment can be made at the front pillar only.

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

TO RAISE OR LOWER DOOR (FRONT DOORS)

(1) To raise or lower the door, remove the trim panel.

(2) Place a jack under the door as near the hinge as possible. (This will hold the weight of the door as the hinge bolts are loosened.)

(3) Scribe a line around the upper and lower hinge.

(4) Loosen the upper and lower hinge bolts, as shown in Figure 11.

The amount of vertical movement in the door is limited; however, the amount of movement can be determined by the scribed line previously made.

(5) Raise or lower the jack until the desired clearance is obtained then tighten the hinge bolts se-

curely.

(6) **Check the scribe lines to make certain the rear portion of the door did not move forward or rearward.**

MOVING THE DOOR FORWARD OR BACK (FRONT DOOR)

(1) Moving the door forward or rearward is accomplished by loosening either the upper or lower hinge bolts. (See Fig. 11.)

(2) To move the upper portion of the door forward or back (trim panel removed), loosen the upper hinge bolts and either pull or push the upper portion of the door in the desired direction.

(3) Tighten hinge bolts and inspect the fit.

(4) When correct, reinstall the door trim panel.

(5) To remove the lower portion of the door forward or rearward (trim panel removed), loosen the lower hinge bolts and either pull or push the lower portion of the door in the desired direction.

(6) Tighten the hinge bolts and check the fit.

(7) When correct, reinstall the door trim panel.

FITTING THE FRONT DOOR FLUSH WITH ADJACENT PANELS

(1) If the door is not flush with adjacent panels, correct by loosening the four hinge bolts (on front door pillar or three hinge bolts on rear door pillar).

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

FINAL DOOR STRIKER PLATE ADJUSTMENT

(1) After the door has been centered in its opening and all the hinge bolts have been tightened to 18 to 20 foot pounds, test the door for ease of opening and closing.

(2) To obtain easy operation, move the striker plate in or out, up or down as necessary until easy operation is obtained, and the door fits snugly against the weatherstrip.

(3) Be sure the top surface of the striker plate is parallel with the bottom of the door latch nylon wedge in the rotor housing.

(4) The striker plate is properly positioned when the door has a very slight lift as it is closed.

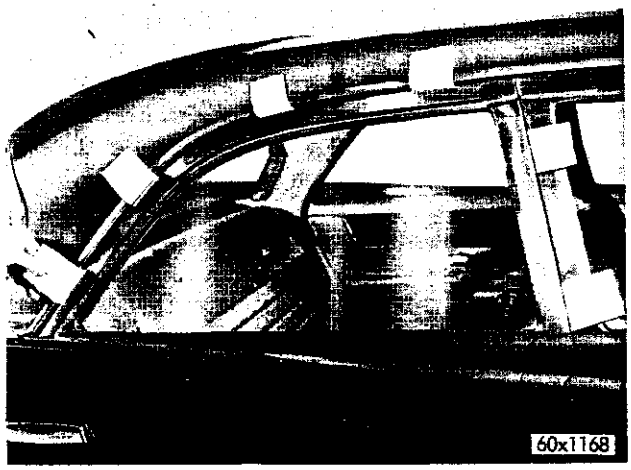


Fig. 12—Testing the Seal of the Door (Typical)

(5) This also prevents door noise when the car is in motion.

(6) If proper adjustment cannot be obtained, the use of shims between the 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 the latch plate closer to the door for full engagement.)

(7) The door weatherstrip seal may be checked by holding a heavy piece of paper (similar to a shipping tag) against the lock pillar and then closing the door.

(8) A slight drag should be felt as the paper is being pulled out (Refer to Fig. 12).

(9) If no drag is felt, move the striker plate in closer.

(10) This paper test should be made all around the door at approximately six-inch intervals.

(11) If no drag is felt on the paper, make the necessary adjustments to either or both hinge pockets or striker plate.

REAR DOOR ADJUSTMENTS

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

(2) Loosen the hinge attaching bolts at the rear door hinge ("B") pillar.

(3) Move the door as required to obtain proper fit with the door opening.

(4) Tighten the bolts securely.

HOODLOCK, HOOD AND HINGE REMOVAL (Figs. 13 and 14)

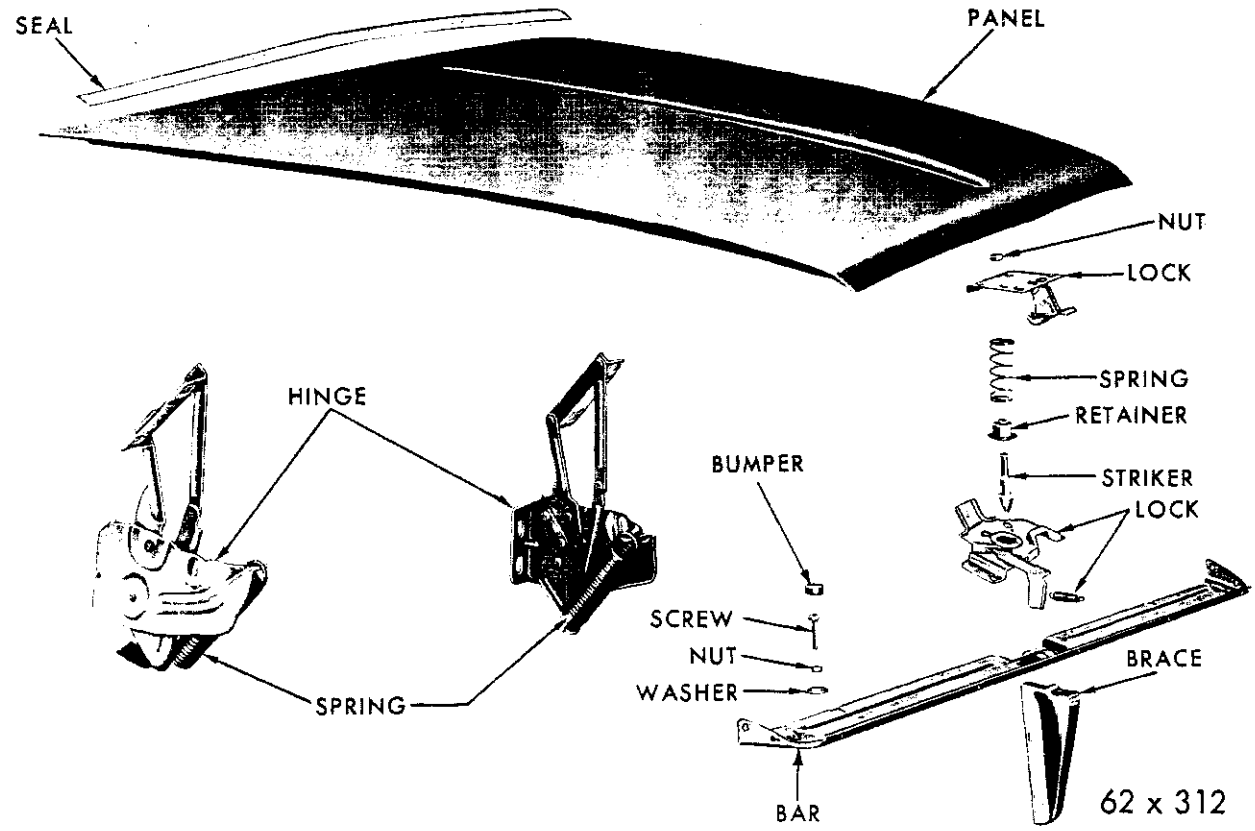


Fig. 13—Hood Assembly (Disassembled) (Chrysler)

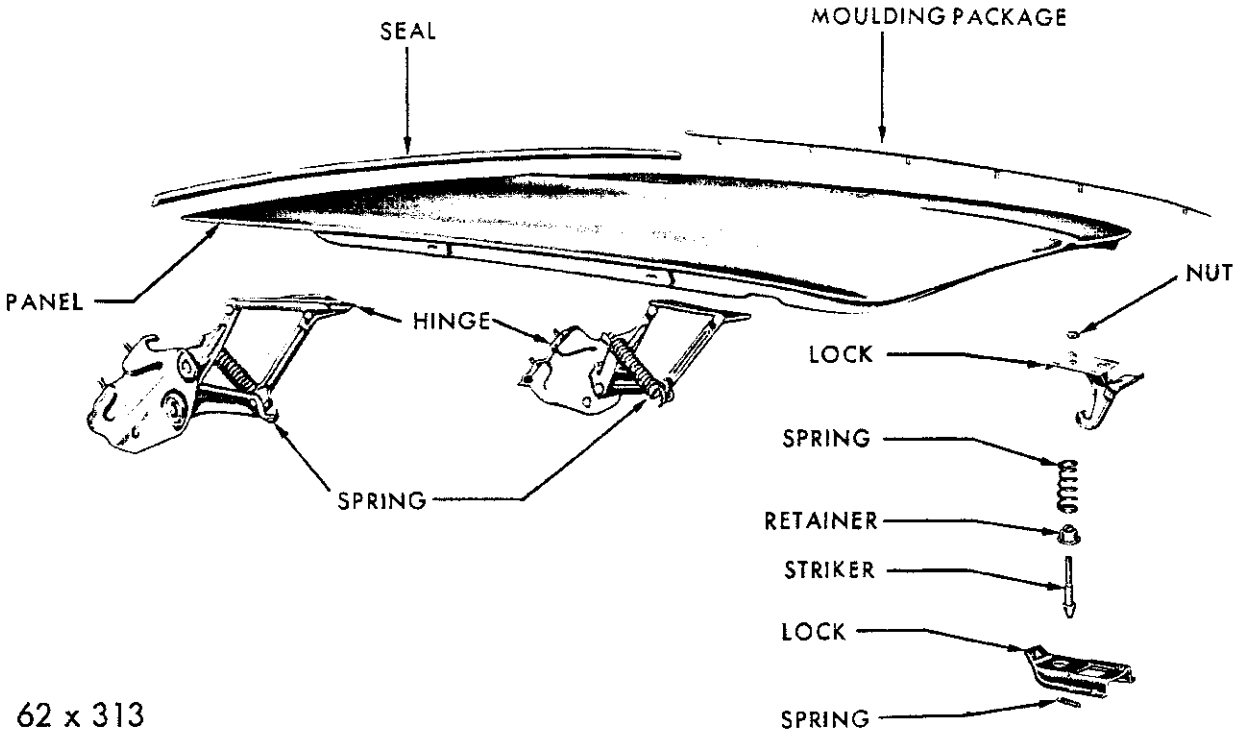


Fig. 14—Hood Assembly (Disassembled) (Imperial)

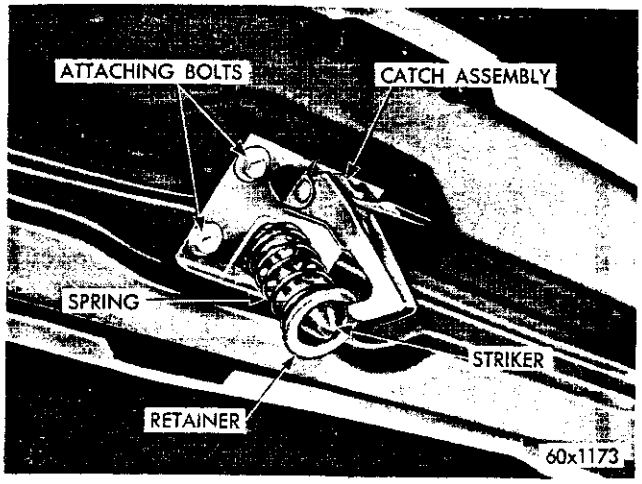


Fig. 15—Hood Striker Assembly

The hoodlock of the Imperial models is manually operated by a cable and wire assembly located under the instrument panel in the driver's compartment. To open, pull on the cable knob enough to allow hood to snap up to the safety catch. On Chrysler models, the hood latch is operated from under the front part of the hood. Push down slightly on hood, then trip the safety catch with the fingers to release the hood.

a. Adjustment of the Hood Striker and Lock Assembly

The hood striker assembly is mounted on a plate which is attached to the hood by four bolts, as shown in Figure 15. The bolt holes in the plate are elongated to allow the striker to be adjusted to front and rear. The hoodlock plate is fastened by four bolts, in slightly oversized holes, which allow the lock-plate to be shifted slightly in any direction. The striker stud is threaded at the lock-plate and is secured by a locknut (See Fig. 15).

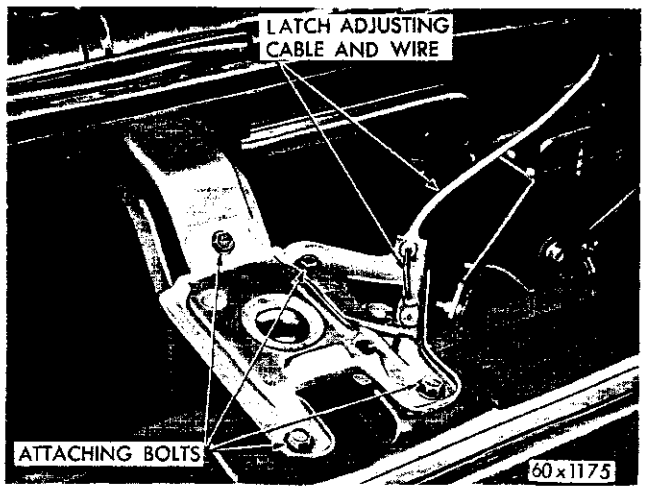


Fig. 16—Hood Latch and Control Cable Assembly

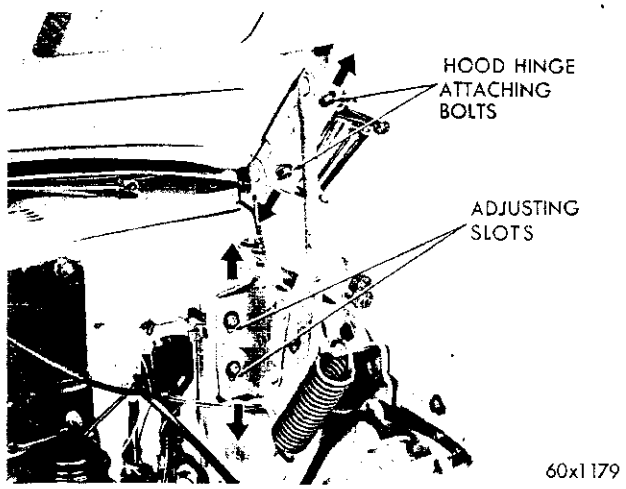


Fig. 17—Hood Hinge Adjustment

The hood latch assembly (Fig. 16), is attached to the radiator bar and yoke bracket assembly with four attaching bolts. To adjust the control cable and wire assembly the control knob must be pushed all the way in to make sure the latch is in release position before hood latch adjustment is made. Shorten or lengthen wire as the case may be to release or lock hood assembly.

To adjust the striker (to lengthen or shorten) loosen the locknut and turn the striker in or out with a screwdriver until the correct adjustment has been obtained. After making any adjustment that requires a shifting of the hood or fender, always check the hood striker for correct length and the lockplate assembly for alignment.

b. Removal and Installation of Hood

Should it become necessary to remove the hood for engine removal and installation. (Refer to Fig. 17.)

NOTE: Before removing the bolts, mark the outline of the hinges on the hood, using a soft pencil or wax crayon. This will aid in the hood alignment when reinstalling.

(1) Raise the hood and remove the bolts and washers attaching the hood to the hinge arms (both sides). Leave one bolt and washer on each side finger loose.

(2) Brace the hood in such a manner that the hood will not slide to the rear and damage the painted surface of the cowl or fenders.

(3) After the hood is braced properly, remove the last two bolts and washers. Lift hood up and away from car.

When installing the hood, the same precautions as taken above, should be followed.

Lift the hood and slide into position, brace securely, then install the attaching bolts and washers. Just snug down. Do not tighten. Align hood with marks previously made, then tighten attaching bolts securely.

c. Aligning the Hood

An important thing in the alignment of the hood to fenders is the mounting of the body to frame. Unequal torquing of the body bolts may result in sufficient body distortion to cause misalignment of hood and fenders.

The upper hinge mounting stud holes are elongated for forward and rearward hood adjustment (Fig. 17). The hood hinge mounting bolt holes in the dash panel are elongated for up or down adjustment of the hood.

d. Excessive Space Between Rear Edge of Hood and Cowel Panel

(1) To correct this condition, prop the hood open to relieve tension on the hinge springs.

(2) Loosen the bolts attaching the hood to the hinge plate, move hood rearward until correct spacing has been obtained, then tighten attaching bolts securely and check fit of hood. (Refer to Fig. 17.) When moving the hood forward or rearward, it is suggested that the hood latch adjustment be checked.

NOTE: Do not remove the prop from under the hood until the hood attaching nuts have been tightened.

e. Hood Binding at Cowl Panel

(1) Prop the hood open to relieve the tension on the hinge springs.

(2) Loosen the bolts attaching the hood to the hinge plate. Move the hood forward until correct spacing has been obtained, then tighten attaching bolts securely and check fit of hood. (Refer to Fig. 18.) When moving the hood forward or rearward, it is suggested that the hood latch adjustment be checked.

NOTE: Do not remove the prop from under the hood until the attaching nuts have been tightened.

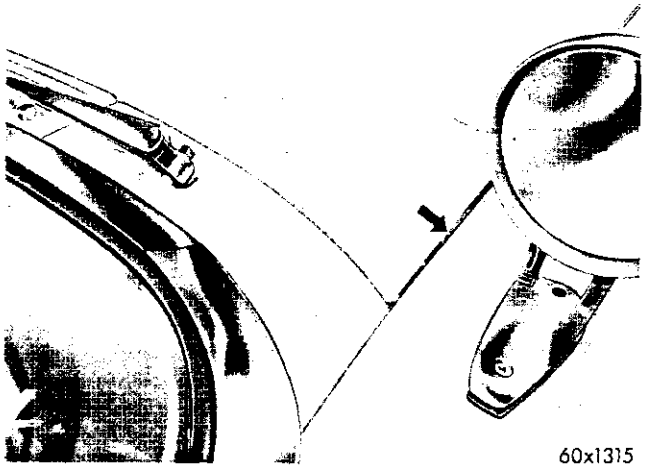


Fig. 18—Aligning the Hood at the Cowl Panel

f. Unequal Spacing Between Rear of Hood and Fenders

(1) Loosen the four hinge to hood attaching bolts on each side of hood.

(2) Move the hood (at the rear) in the direction of the wide space, until spacing appears to be equal on each side.

(3) Tighten the hinge to hood bolts, lower hood and check for correct fit.

If spacing is correct on one side but too little or too much on the other side, loosen the bolts attaching hood to hinge and the diagonal strainer on the side to be adjusted. (If the hood needs to be moved out, insert a large screwdriver between the upper hinge plate and the hood flange. Force the hood out as required while holding pressure on screwdriver, tighten bolts securely.

To move the hood in, apply pressure on the outside edge of hood, then tighten bolts securely. Lower hood and check hood for proper fit.

g. Hood Projects Beyond Front of Fender

Location is correct at the cowl but the hood projects beyond the front fender and the fender to door spacing is too close. The fender can be moved forward with a standard bumper jack, having a 10½ inch long piece of stel welded to its base.

(1) Loosen the bolts that hold the front fender to the cowl side panel.

(2) Place the extended end of jack against the hinge bracket on the side cowl panel, and lifting lug of the jack against the upper section of the radiator support.

(3) Extend the jack carefully, checking the clearance between the rear edge of fender and the leading edge of the front door. When the spacing between the door and the fender is correct, tighten the fender to cowl bolts securely.

(4) Remove the jack and lower the hood.

h. Excessive Space Between Leading Edge of Front Door and Edge of Fender

(1) Loosen the fender to cowl bracket stud nuts and the fender to cowl side panel bolts.

(2) Install the drawbar by hooking one end of the bar over the hood hinge support bracket on the cowl and the other end over the radiator support.

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

The turnbuckle drawbar referred to above, can be constructed from two $\frac{5}{8}$-inch sections of round steel stock, threaded at one end. On the other end, a 90 degree bend about $2\frac{1}{2}$ inches from the end. Be sure the overall length of the drawbar is enough to reach from the hood hinge support bracket to the radiator support. Install the threaded ends in a turnbuckle.

i. Front of Hood Higher than Fenders

If this condition is apparent, check the rear edge of the hood to see if it is low at the cowl or spaced properly. A hood which is too far forward will appear too tight. If the hood to cowl adjustment is correct, check the hood striker and latch assembly. If the striker is shortened the front of the hood will be drawn down. It will be necessary also to adjust the hood bumpers on both sides when adjusting the hood.

(1) Raise the hood and loosen the striker locknut above the striker plate.

(2) Turn the striker clockwise, using a screwdriver. The number of turns will be determined by the amount the hood will have to be brought down, also lower hood bumpers.

(3) Lower the hood and check the fit. If the correct adjustment has been obtained, hold the screwdriver in the slot in the striker then tighten locknut.

NOTE: Do not adjust the striker too short, as difficulty will be experienced when closing hood.

j. Hood Side Contour Does Not Follow Fender

When the side contour of the hood does not follow the curve of the fender, the hood should be reshaped.

(1) Insert a small block of wood (about 1 inch square) between fender flange and hood, just opposite the low spot on the hood.

(2) Close the hood slowly. With the hands placed just ahead of the block, gently apply pressure to the hood.

(3) Repeat this operation about every six inches until the contour of the fender and hood conform evenly.

k. Fender Below Level of Hood at Front End

If the hood has been properly adjusted and one fender is still below the level of the hood at the front, the fender should be raised.

(1) Raise the hood, then loosen the bolts that hold the fender to the radiator support.

(2) Wrap a cloth around lifting lug of service jack and install under front lower corner of the fender.

(3) Raise the jack until the fender is in the correct position. Leave the jack in place and tighten the fender bolts securely.

(4) Lower the jack, close the hood and check the fit.

(5) Adjust the hood bumpers as required.

WINDSHIELD AND WINDOWS

WINDSHIELD GLASS—(ALL MODELS)

The windshield and rear window weatherstrip are of the one-piece type with an integral outside locking lip, as shown in Figure 19. The windshield is a single piece of curved glass and is inserted in the glass channel of the weatherstrip. The windshield and weatherstrip are held in the body opening by the pressure of the closed locking lip.

a. Removal

(1) Cover the adjacent cowl, hood and fender area with a protective covering.

(2) Remove the inside windshield glass opening garnish mouldings attaching screws and remove mouldings.

(3) Disengage the "A" post side mounting from the upper and lower mouldings and remove the

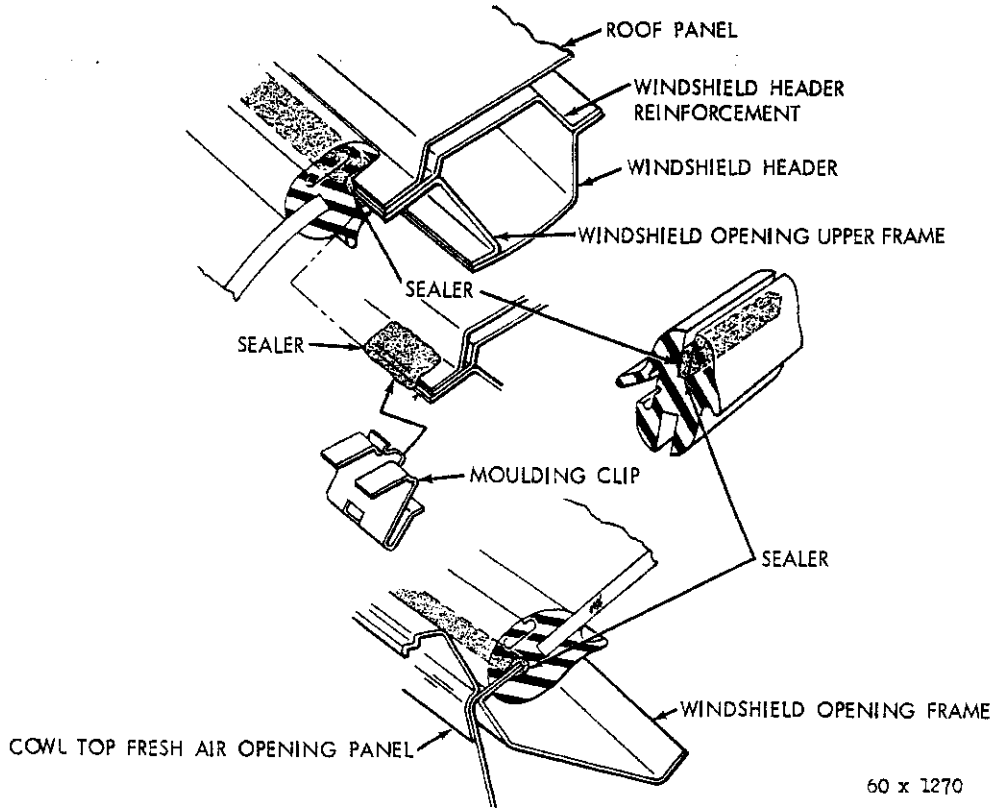


Fig. 19—Windshield Weatherstrip Cowl and Roof Panel Sealing

moulding (Fig. 20). On Imperial models remove the attaching screws (Fig. 21).

(4) Remove the "A" post lower chrome moulding attaching screws and remove the moulding (Fig. 22).

(5) With a suitable tool carefully raise the extreme end of the upper and lower moulding from the clips and remove the mouldings.

(6) On Imperials remove the upper and lower center clips.

(7) Carefully remove the sealing compound from around the weatherstrip and body opening.

(8) Pry the lip of the weatherstrip apart, insert the fibre tool, twist slightly to unlock, while moving the tool across the cowl, over the top and around the sides of the weatherstrip to completely unlock

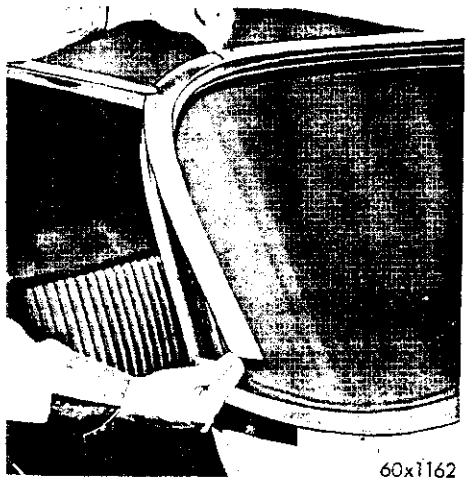


Fig. 20—Removing the Side Moulding

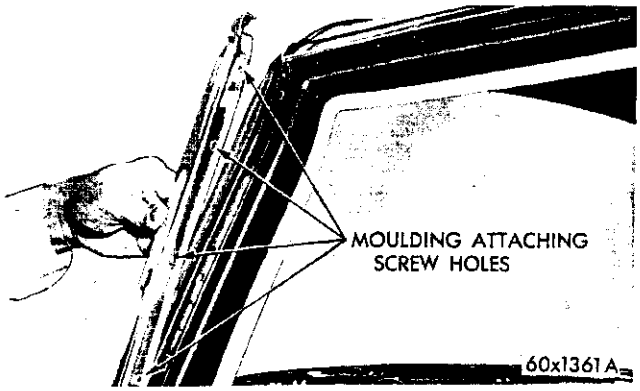


Fig. 21—Removing the "A" Post Side Moulding (Imperial)

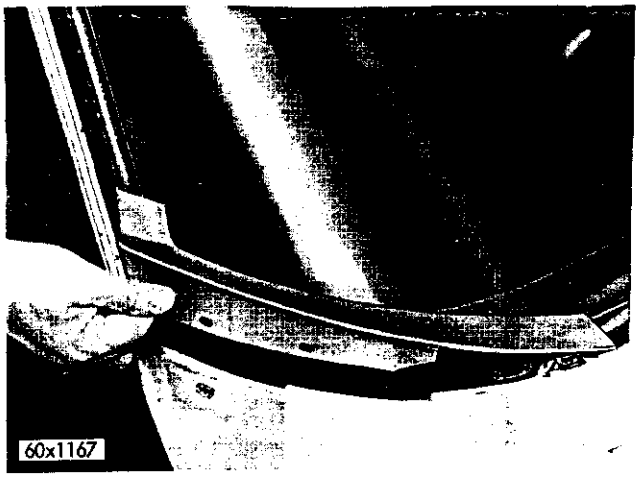


Fig. 22—Removing the Lower Side Moulding

the locking strip (Fig. 23).

To unlock the windshield locking strip, use a fibre tool, as shown in Figure 23.

(9) With a helper supporting the opposite end of the windshield, exert pressure to force the windshield out of the weatherstrip and carefully remove the windshield glass from the vehicle.

A windshield which has a crack originating from under the weatherstrip indicates the possibility of a pressure crack. Before installing a new windshield, it is advisable to inspect the windshield fence and opening clearances. The weatherstrip fence can be straightened and the opening clearances can be checked as follows:

(1) Remove the windshield weatherstrip.

(2) Install the glass in the opening with six four-inch long pieces of weatherstrip, as shown in Figure 24. (This is enough to support the windshield in place.)

(3) Check the clearance between glass and fence.

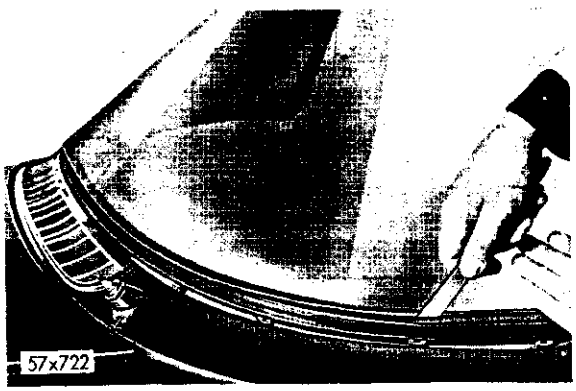


Fig. 23—Unlocking Windshield Weatherstrip

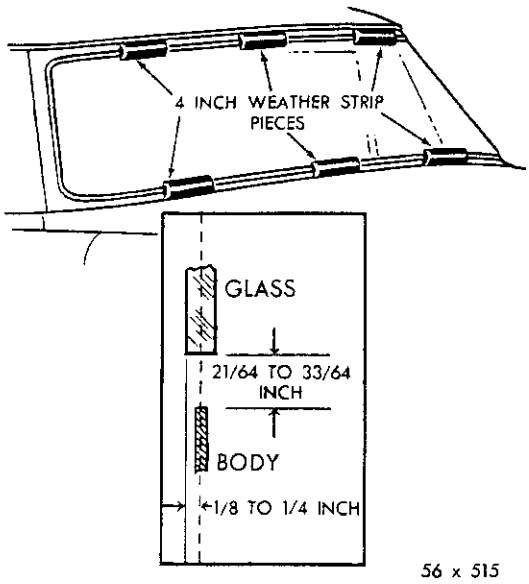


Fig. 24—Measuring the Windshield Clearances

A properly centered glass has $^{21}/_{64}$ to $^{33}/_{64}$ inch clearance on all sides, and $1/8$ to $1/4$ inch distance between the outer edge of the glass and the centerline of the fence, as shown in Figure 24.

Any spot on the body that varies should be reworked by either grinding away fence or straightening the openings.

b. Installation

(1) Check the moulding retaining clips around the windshield opening (Fig. 25).

(2) Apply a generous coating of sealing compound to the body fence and to the lip of the weatherstrip

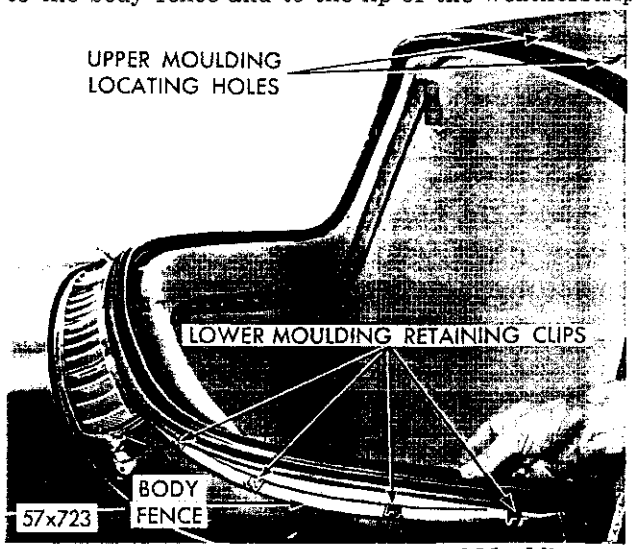


Fig. 25—Windshield Weatherstrip and Moulding—Sides (Imperial)

where it contacts the opening frame; completely around the weatherstrip.

(3) It is advisable to inspect and seal the seam joint between the roof panel and windshield opening fence.

(4) Form a ball of sealing compound and place it in each moulding retaining clip bolt holes.

(5) When installing the mouldings, press the retaining clip bolts through the balls of the sealing compound.

(6) Use black weatherstrip cement to seal between the windshield glass and the weatherstrip (Fig. 26).

(7) Insert the nozzle of dispensing gun about 1/8 inch between the glass and weatherstrip.

(8) Apply a bead of cement between the glass and weatherstrip.

(9) Apply about three feet at a time, clean the excess off with a cloth moistened with solvent.

(10) Place the glass in position across the cowl.

(11) Slide the upper edge of the glass into the channel of the weatherstrip.

(12) Pound the glass with the palm of the hand, using an upward motion, until glass is fully seated in the channel of the weatherstrip at top, bottom and sides of glass.

After properly seating glass in the weatherstrip, strip in glass with a wedge-shaped tool of hardwood or fibre (Fig. 27) inserted between the weatherstrip and glass at either corner to strip glass into weatherstrip. Slide the tool across the top, bottom, and around the sides of the weatherstrip to properly seat glass in place (Fig. 27).

NOTE: Always work the tool across the top down each side and over the bottom.

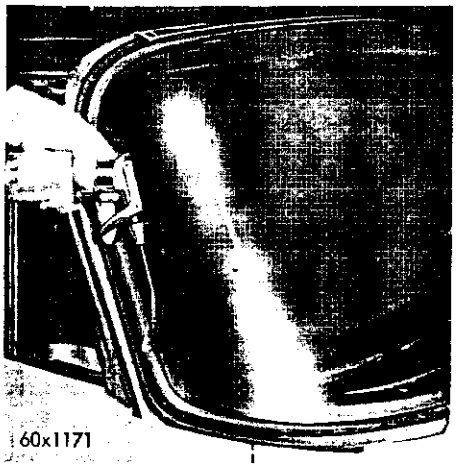


Fig. 26—Sealing the Windshield Weatherstrip

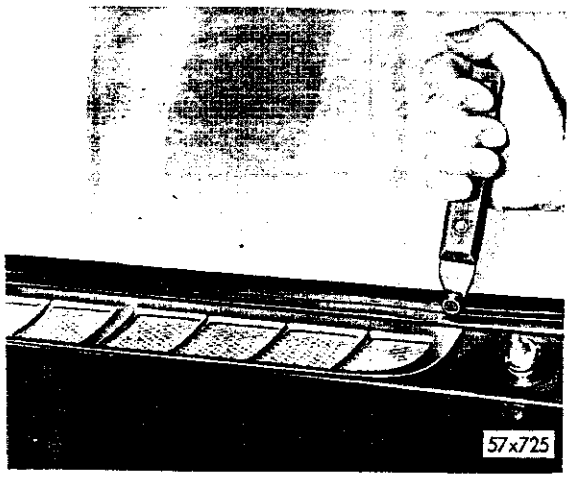


Fig. 27—Stripping the Glass into Weatherstrip

(13) Seal the rear edge of the weatherstrip all around the glass opening.

(14) Align and install the upper windshield chrome moulding over the top of the windshield; on Imperial models only, make sure to exert sufficient pressure on the center of the moulding to force moulding all the way down on the clips (Fig. 28).

(15) Align and install the lower center chrome moulding.

(16) Install the lower cowl side mountings and attaching screws. Be sure the lower cowl side mouldings overlap the lower moulding to insure proper installation.

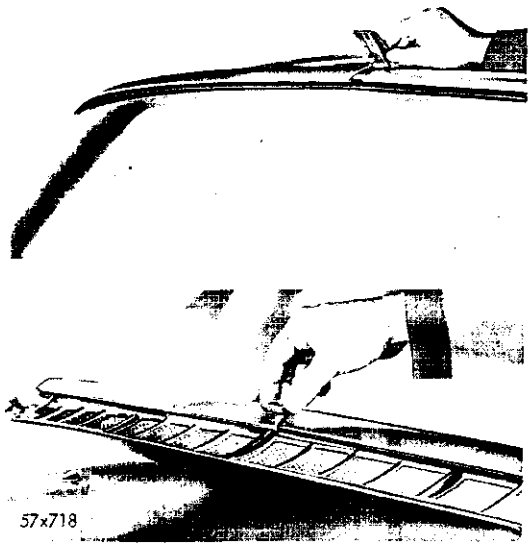


Fig. 28—Removing the Upper and Lower Moulding Clips (Imperial Models)

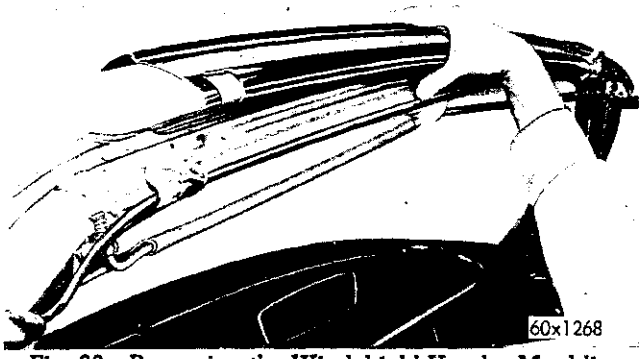


Fig. 29—Removing the Windshield Header Moulding (Convertible Coupe)

(17) Slide the door hinge pillar ("A" post) lower side mouldings into position with the lower end overlapping the cowl moulding upper end of side moulding into position overlapping the upper moulding. Install the screws and tighten securely.

(18) On Imperial models, install the upper and lower center clips (Fig. 28).

(19) Install the windshield wiper arms and blades, then tighten the windshield garnish moulding attaching screws securely.

(20) Clean the windshield, using a suitable solvent, then test for water leaks.

CONVERTIBLE WINDSHIELD GLASS

a. Removal

(1) Cover up the adjacent cowl, hood and fender area with protective covering.

(2) Release the top locking mechanism and push the top header from the windshield frame to expose the screws holding the moulding.

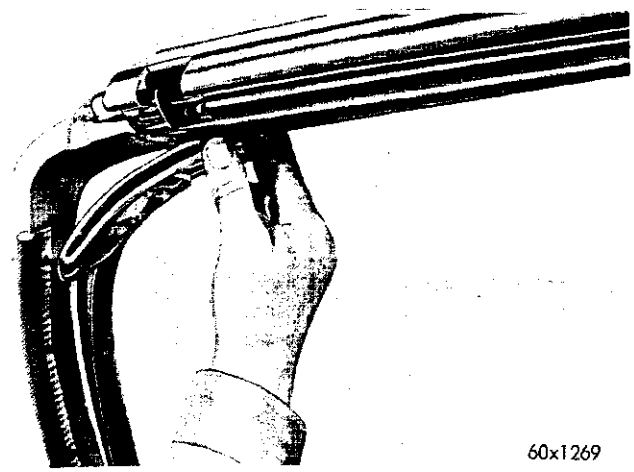


Fig. 30—Removing the "A" Post Inner Side Moulding (Convertible Coupe)

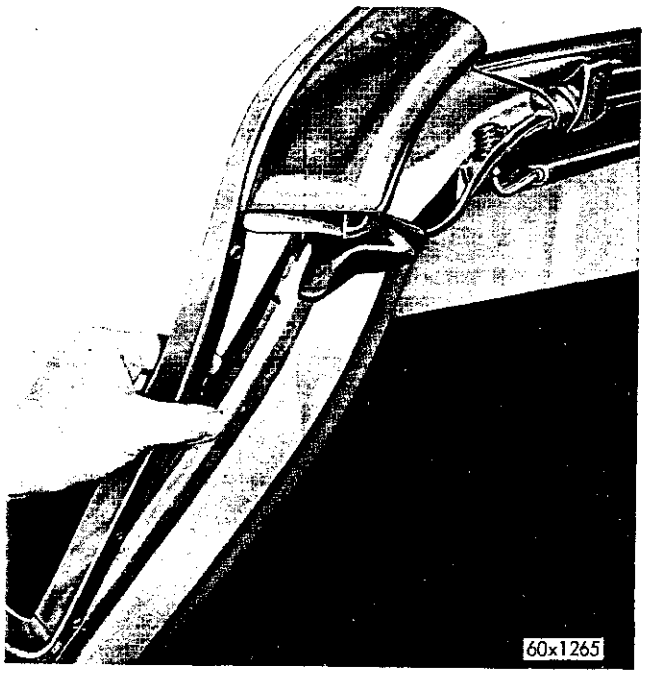


Fig. 31—Removing the "A" Post Outer Side Moulding

(3) Remove the windshield wiper arms and blades.

(4) Remove the upper header moulding, attaching screws and remove the moulding.

(5) Pry the header moulding up slightly to clear the moulding from the weatherstrip then disengage from the header and remove, as shown in Figure 29.

(6) Remove the screws attaching the inner and outer side "A" post side mouldings (Figs. 30 and 31).

(7) Remove the sun visors.

(8) Remove the screws attaching the header trim cap to header.

(9) Remove the windshield glass.

b. Installation

Install the windshield on the convertible in the same manner as described in "Windshield Glass Installation," then continue as follows:

(1) Slide the header cap moulding up against weatherstrip.

(2) Force the moulding against the weatherstrip, then press the rear edge down over the header.

(3) Install the screws to hold in position, then tap lightly with a rubber hammer to seat. (Be sure the cap is evenly spaced across the header.

Fig. 32—Removing the Upper Side Rear Window Moulding

(4) Install the screws and tighten securely.

(5) Install the inner and outer trim mouldings. (Refer to Figs. 30 and 31.)

(6) Press tightly against the weatherstrip, engage with the header, and lower moulding, then press down over door hinge pillar ("A" post) and install the retaining screws.

(7) Seal the windshield.

(8) Install the sun visor wiper arms. Test for leaks and clean the windshield.

REAR WINDOW GLASS

a. Removal

(1) Cover the rear deck, rear window and quarter panel areas with protective covering.

(2) Remove the upper, lower, and center moulding retaining clips.

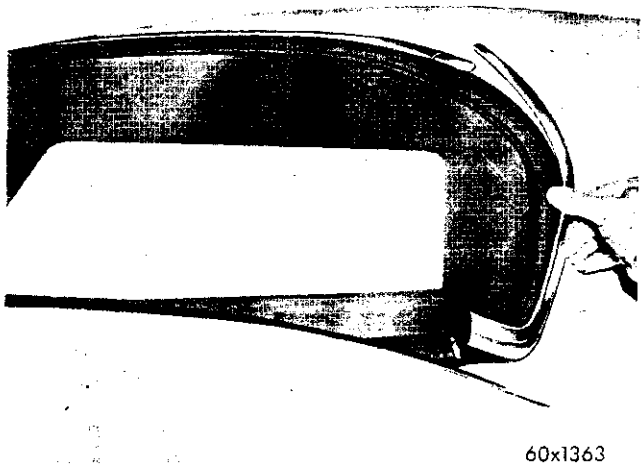


Fig. 33—Removing the Lower Rear Window Side Mouldings (Imperial)

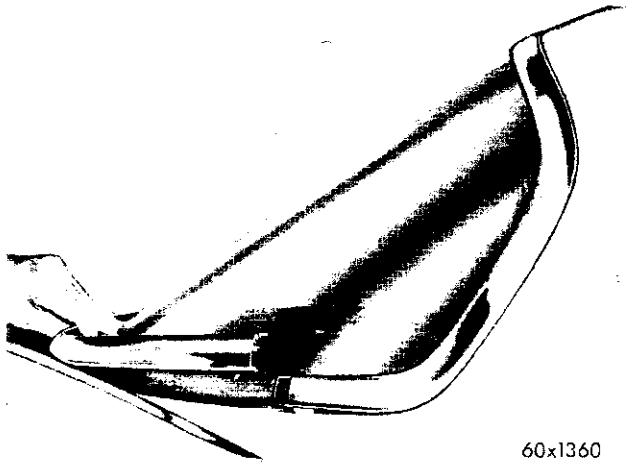


Fig. 34—Removing the Lower Rear Window Moulding (Imperial)

(3) Remove the side, upper, lower and center weatherstrip mouldings (Figs. 32, 33, 34, and 35).

(4) Use a fibre wedge to unlock the weatherstrip.

After unlocking the weatherstrip, slide the tool up and completely around the weatherstrip, to unlock the lip.

Releasing the locking lip will allow the rear window glass to be removed without disturbing the weatherstrip.

(5) Remove the glass by pushing on the glass from the inside.

(6) Use of gloves will protect the hands against possible sharp edges.

b. Installation

(1) Inspect and position the moulding retaining

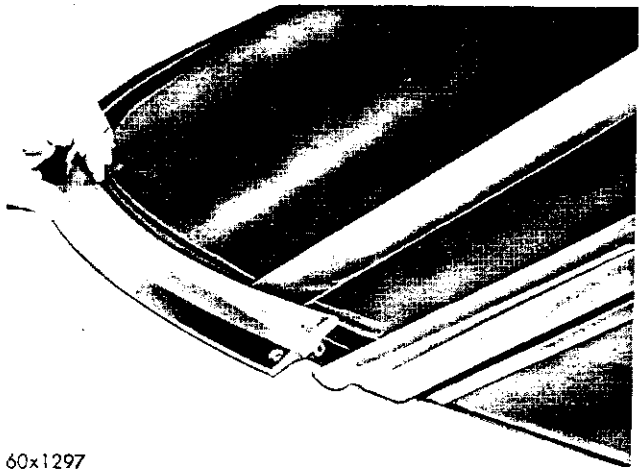


Fig. 35—Removing the Lower Rear Window Lower Moulding (Chrysler)

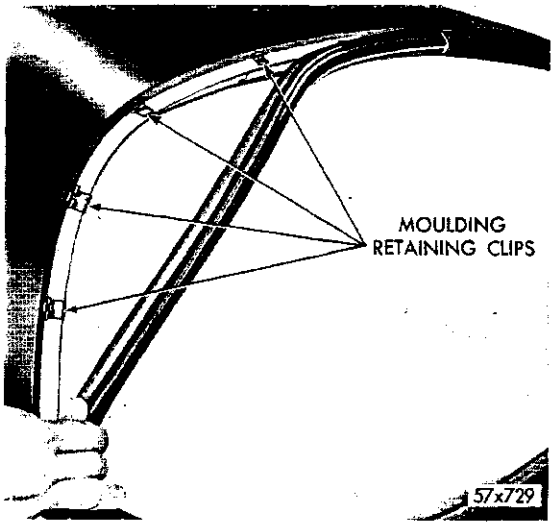


Fig. 36—Positioning the Moulding Retaining Clips (Imperial)

clips (Figs. 36 and 37).

(2) Apply weatherstrip adhesive in the glass groove.

(3) Position the glass at the lower outside corners, as shown in Figure 38.

(4) Work the lip of the weatherstrip over the glass along the lower edge.

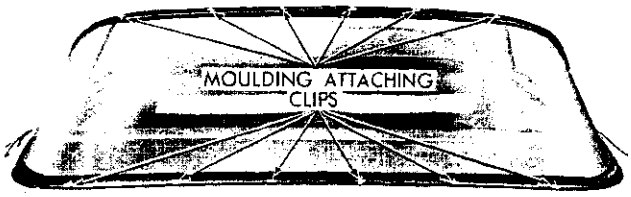


Fig. 37—Moulding Attaching Clips (Chrysler)

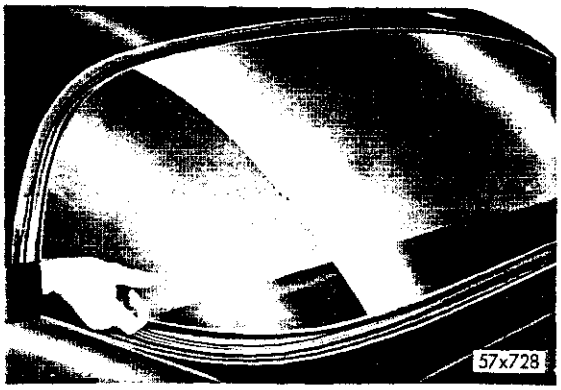


Fig. 38—Removing the Rear Glass

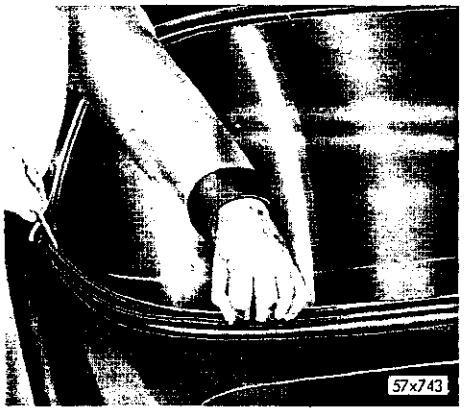


Fig. 39—Stripping the Rear Glass in the Body (Imperial)

(5) After the glass is entered along the top and the lower corners, work the lip of the weatherstrip over the lower edge of the glass, as shown in Figure 39.

Make sure the glass is properly seated by tapping the glass with palm of hand. Do not use a rubber mallet when installing rear window glass.

(6) Lay a bead of sealer in the glass groove all around the rear window.

(7) Moisten the edge of the locking strip with water.

(8) Starting at the center of the upper edge, lock the top edge and the sides. Lock the lower edge last. See Fig. 40.

(9) Install the upper, lower, and side mouldings.

(10) Install the upper and lower center moulding clips (Fig. 41) the side moulding caps and check

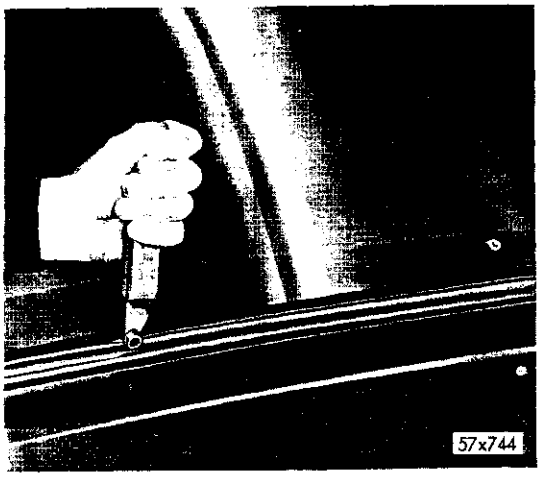


Fig. 40—Locking in the Rear Glass

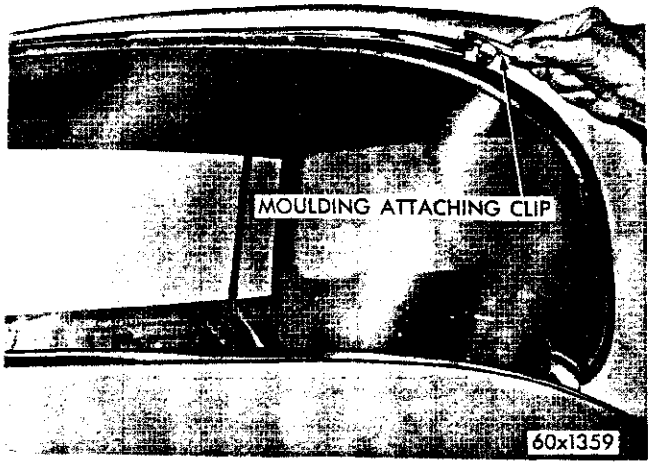


Fig. 41—Removing the Upper Rear Window Moulding Clip (Imperial)

rear window glass for water leaks.

GLASS RUN CHANNEL

a. Removal

(1) Remove the garnish moulding, arm rest, and remote control handle (Figs. 42 and 43).

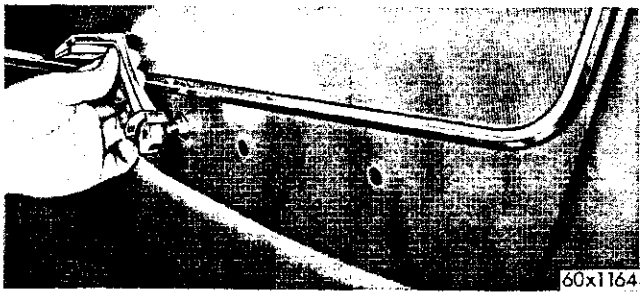


Fig. 42—Removing the Remote Control Handle

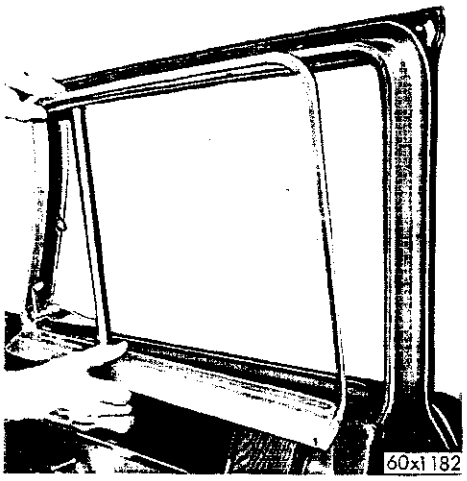


Fig. 43—Removing Garnish Moulding

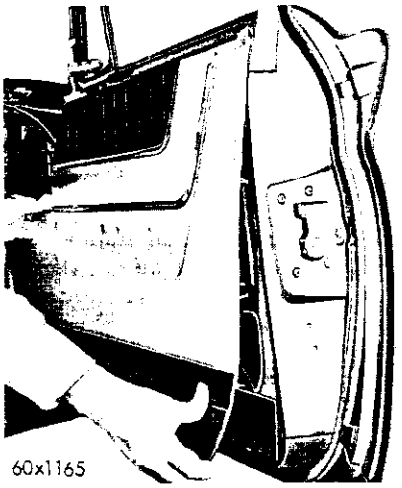


Fig. 44—Removing the Trim Panel

(2) Remove the trim panel (Fig. 44) and water shield.

(3) Lower the glass and pull the glass run channel free at the top (Fig. 45).

(4) Pull the glass run channel up until the upper and lower clips are disengaged.

(5) Remove the glass run channel from the door.

b. Installation

(1) To install the glass run channel, first lower the glass.

(2) Slide the channel down and engage the upper and lower clips (Fig. 45).

(3) Push the channel down. Install the upper portion of the channel.

(4) Install the trim panel, hardware, and garnish moulding.

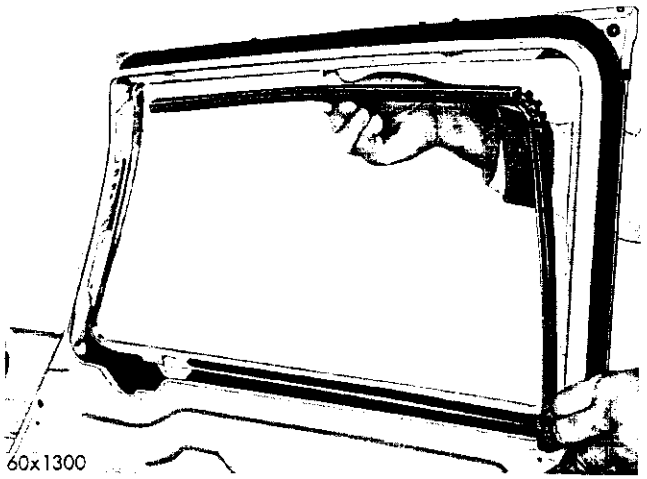


Fig. 45—Removing the Glass Run Channel (Chrysler)

(5) Test the glass for non-binding when raised or lowered.

FRONT DOOR GLASS

a. Removal

(1) Remove the garnish moulding arm rest and remote control handles (Fig. 42 and 43).

(2) Remove trim panel (Fig. 44) and water shield.

(3) Lower the glass and remove the upper travel stop.

(4) Raise the door glass and remove glass from regulator arm retainers and door opening, as shown in Figure 46.

If the glass is to be replaced:

Remove the door glass lower channel and seal from the glass by driving them off with a block of hardwood and a mallet.

On models with the two arm regulators it will be necessary to remove the lower stop and crank the window down to release it from the lower channel. Pull the glass up and out of the door.

b. Installation

When installing the channel on a new glass, make certain it is correctly positioned on the glass before driving the channel in place.

(1) Lower the glass in the door and install the regulator arms, retainers and clips.

(2) Make sure the glass is positioned in the glass rear channel.

(3) Lower and raise the glass and check for proper operation.

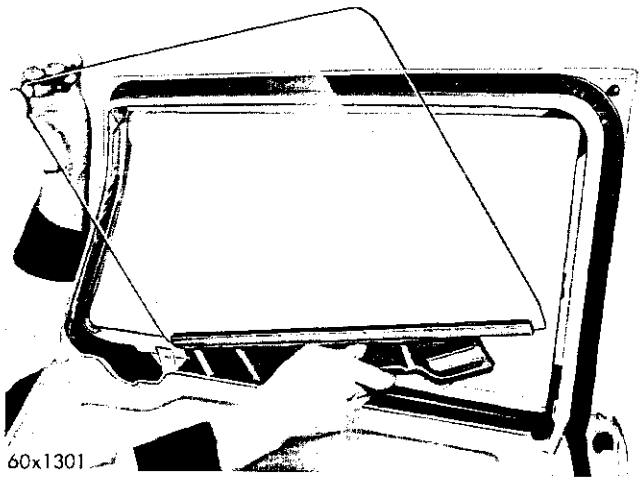


Fig. 46—Removal of the Front Door Glass (Chrysler)

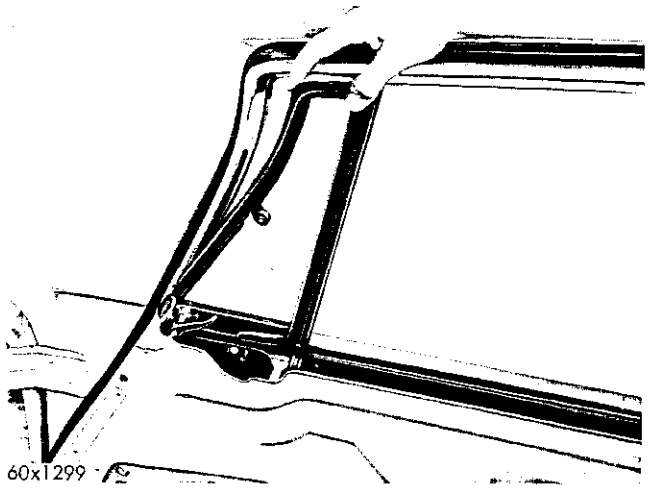


Fig. 47—Removing the Window Ventilator

(4) Install the trim panel door to hardware and garnish moulding.

(5) After installation of the glass is completed, adjust the glass channel and the divisional bar so the window does not bind when it is raised or lowered.

REAR DOOR GLASS (FOUR DOOR SEDAN)

a. Removal

(1) Remove the garnish moulding and remote control handles.

(2) Remove the trim panels and water shield.

(3) Roll the glass down and pull the glass run channel out at the top.

(4) Roll the glass up and disconnect the regulator arm from channel and remove the glass.

(5) Remove the glass run channel. If the glass is to be replaced, drive the lower channel and seal off of the glass with a hardwood block and mallet.

b. Installation

(1) Position the seal and channel on the glass and drive the channel into place.

(2) Connect the regulator arm to the glass channel.

(3) Roll the window part way down.

(4) Install the glass run channel.

(5) Test the sliding action of the glass.

(6) If the glass binds, adjust the glass run channel and the division bar so that the window does not bind when the window is raised or lowered.

(7) Install the trim panel, door hardware and garnish moulding.

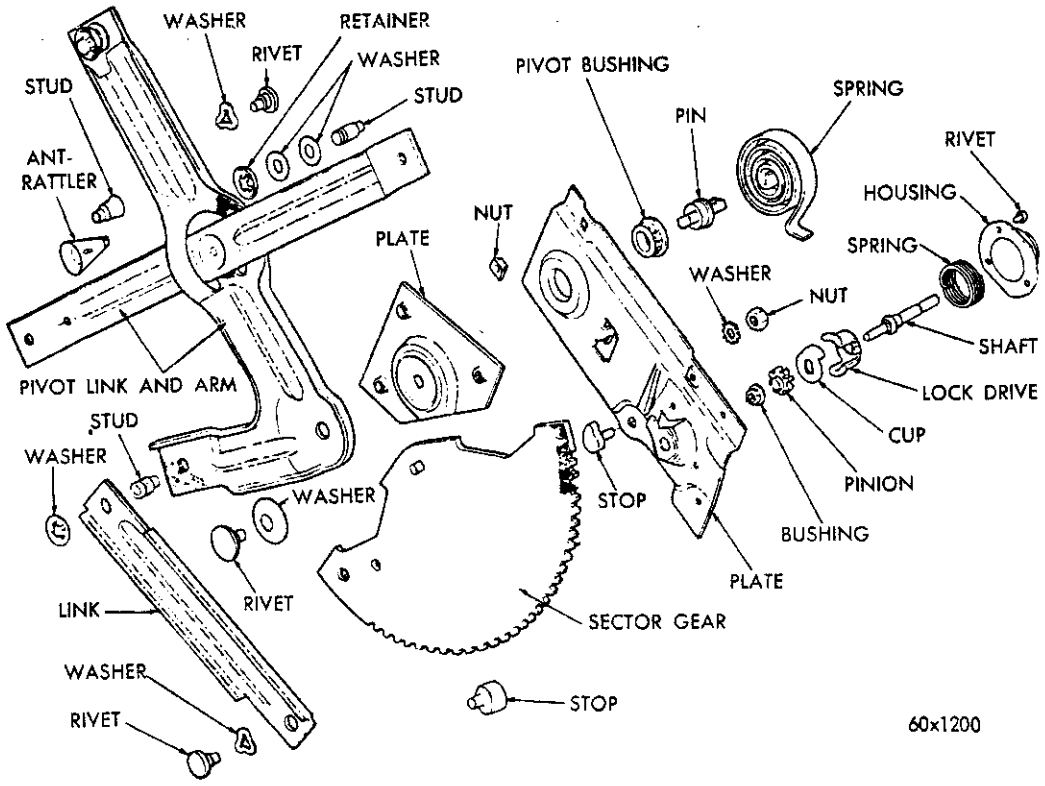


Fig. 48—Disassembled Front Window Glass Regulator

FRONT DOOR VENTILATOR (FOUR DOOR SEDAN)

a. Removal

(1) Remove the garnish moulding, arm rest and remote control handles, Figures 42 and 43.

(2) Remove trim panel (Fig. 44) and water shield.

(3) Remove the center bar and adjusting screw. Remove the ventilator attaching screws.

(4) Lower the door glass and remove the ventilator assembly (Fig. 47).

b. Installation

(1) Install the ventilator assembly and tighten the attaching screws.

(2) Adjust the anchor screw for proper operation

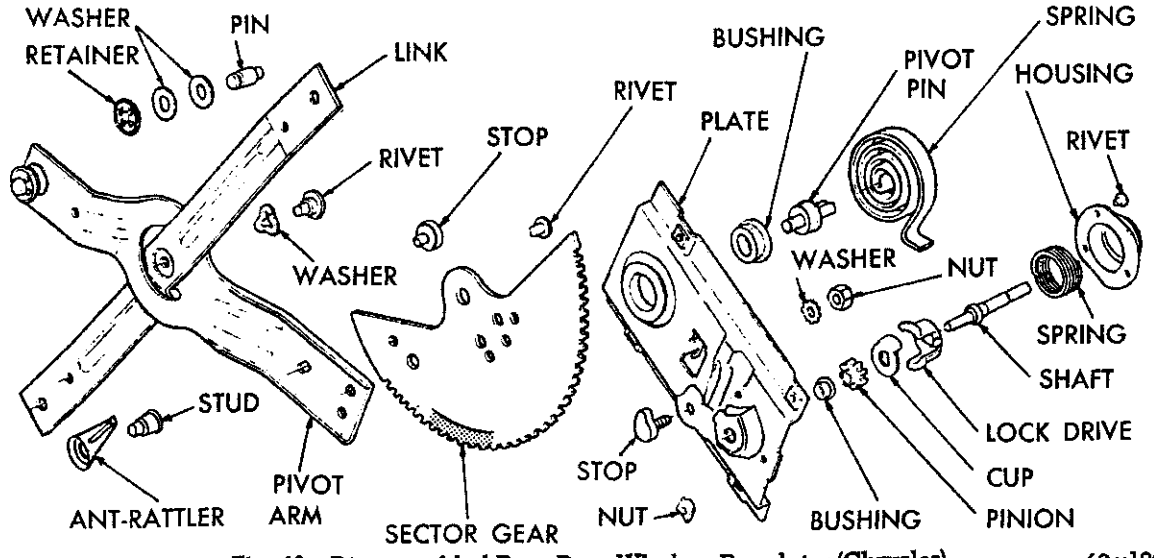


Fig. 49—Disassembled Rear Door Window Regulator (Chrysler) 60x1201

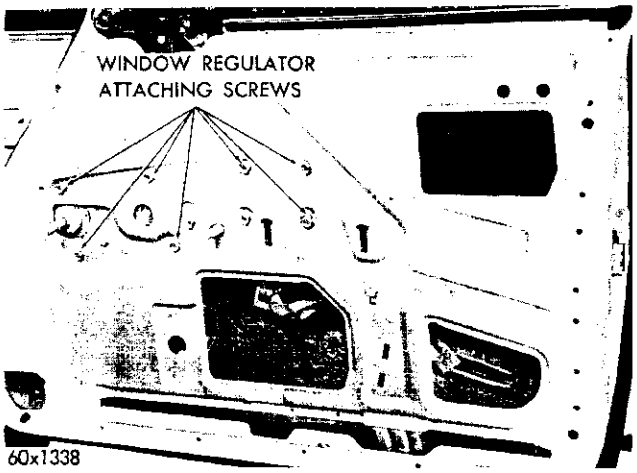


Fig. 50—Window Regulator Attaching Screws

of the ventilator and seal.

(3) Install the trim panel, door hardware and garnish moulding.

FRONT AND REAR DOOR WINDOW REGULATOR (Fig. 48 and 49)

a. Removal

(1) Remove the garnish moulding, arm rest and remote control handles.

(2) Remove the trim panel and water shield.

(3) Raise the door glass and remove glass from regulator.

(4) Remove the regulator attaching screws (Fig. 50) and remove the regulator (Figs. 51 and 52) and pivot links (Fig. 53) through the door opening.

b. Installation

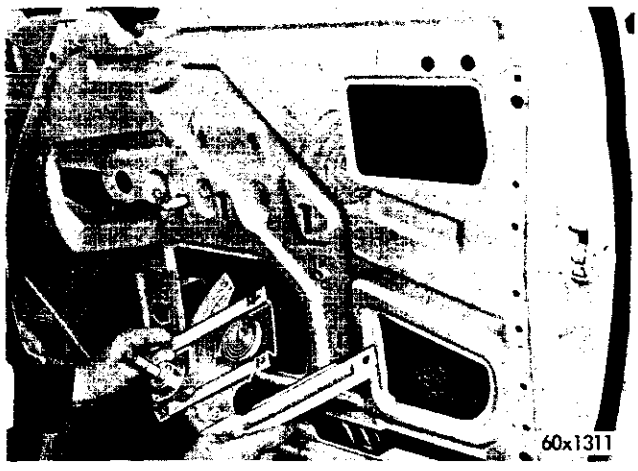


Fig. 51—Removing the Front Window Glass Manual Regulator Assembly (Chrysler)

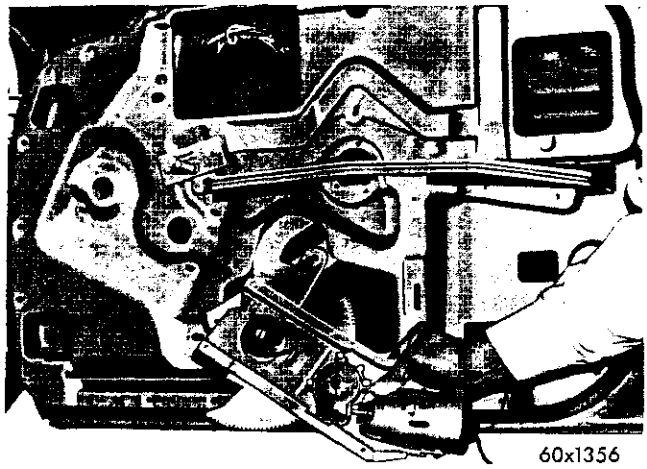


Fig. 52—Removing the Window Glass Electric Regulator (Imperial)

(1) Install the pivot link and regulator assembly (Figs. 51 or 53).

(2) After installing the regulator, turn the handle so the arm is in the raised position.

(3) Engage the regulator arm in the door glass lower channel. Lower the glass and install regulator arm retainer and clips.

(4) Install the trim panel and inside door hardware.

(5) Install the garnish moulding.

FRONT DOOR REMOTE CONTROL ASSEMBLY (Fig. 54)

a. Removal

(1) Remove the garnish moulding (Fig. 43) arm rest and remove the control handles.

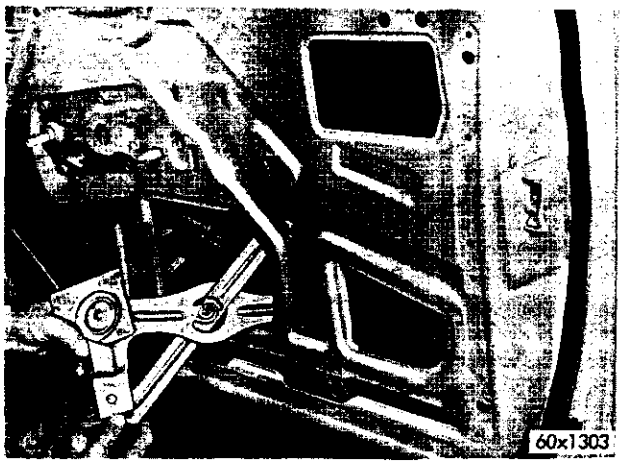


Fig. 53—Removal of the Glass Regulator Pivot Link

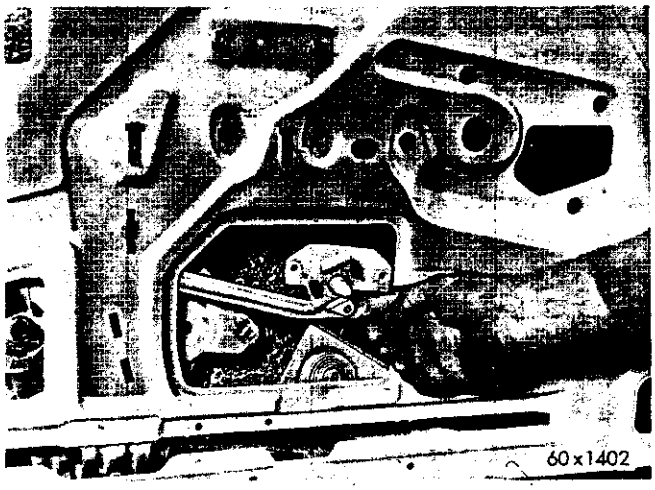


Fig. 54—Removing the Remote Control Assembly (Chrysler)

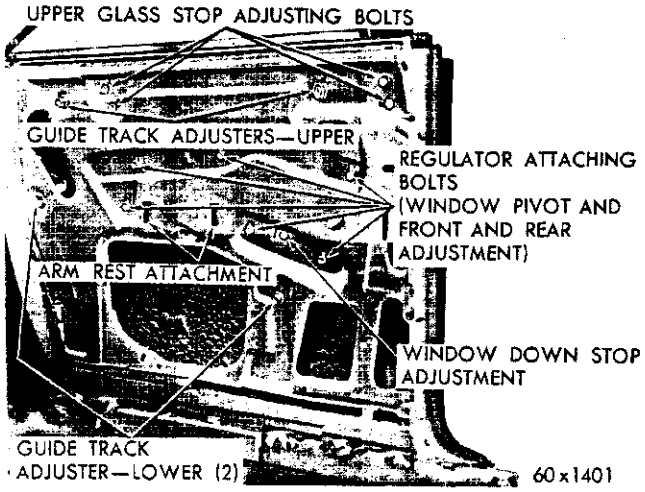


Fig. 55—Rear Quarter Glass Control (Chrysler)

(2) Remove the trim panel (Fig. 44) and water shield.

(3) Raise the door glass.

(4) Remove the attaching screws holding the remote control base to the door panel.

(5) Disconnect the control to lock lever.

(6) Remove the control through the large opening in the door.

b. Installation

(1) When installing the remote control assembly, coat all parts liberally with lubriplate.

(2) Install the assembly through the door opening.

(3) Rotate the assembly in order that the end of the remote control arm can be connected to the lock lever.

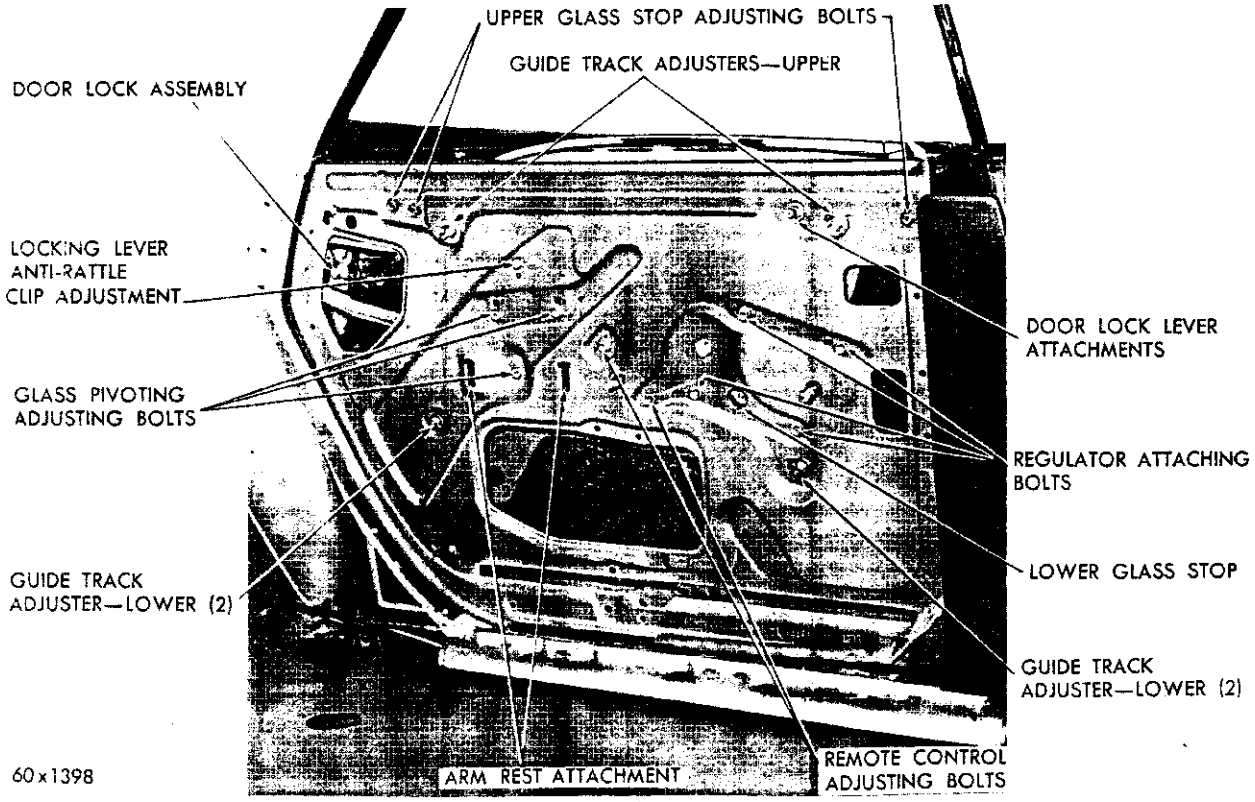


Fig. 56—Rear Door Control Adjustment (Chrysler)

(4) Install the attaching screws.

(5) Test the assembly for proper operation and adjust if necessary.

(6) Install the trim, and water shield.

(7) Install the garnish moulding.

(8) Install the arm rest if so equipped.

REAR QUARTER WINDOW GLASS (TWO DOOR) HARD TOP AND CONVERTIBLE MODELS (Fig. 60)

a. Removal

(1) Remove the arm rest, seat cushion and seat back.

(2) Remove the regulator handle.

(3) Remove the trim panel.

(4) Remove the trim panel and water curtain.

(5) Use the regulator handle to raise the glass high enough to reach the regulator attaching clips through the access hole.

(6) Remove the up stops located on the inner panel.

(7) Carefully slide the glass and loosen the track at the upper attaching points.

(8) Disconnect the regulator arms from the lower glass frame and remove glass.

(9) Remove the glass from opening.

b. Installation

(1) When installing the quarter glass, the seal and lower channel on the glass.

(2) Install the nylon roller guides into the roller track.

(3) Rotate the regulator arm until the arms are accessible at window opening.

(4) Install the regulator arms into lower glass frame.

(5) Install the regulator arm attaching clips.

(6) Install the up stops.

(7) Check the up and down and the radial movement of the regulator for proper adjustment.

(8) Replace the water shield, trim panel and install the hardware.

(9) Adjust the track in and out and fore and aft to attain correct adjustment.

REAR DOOR WINDOW GLASS (FOUR DOOR HARD TOP) (Fig. 56 or 57)

a. Removal

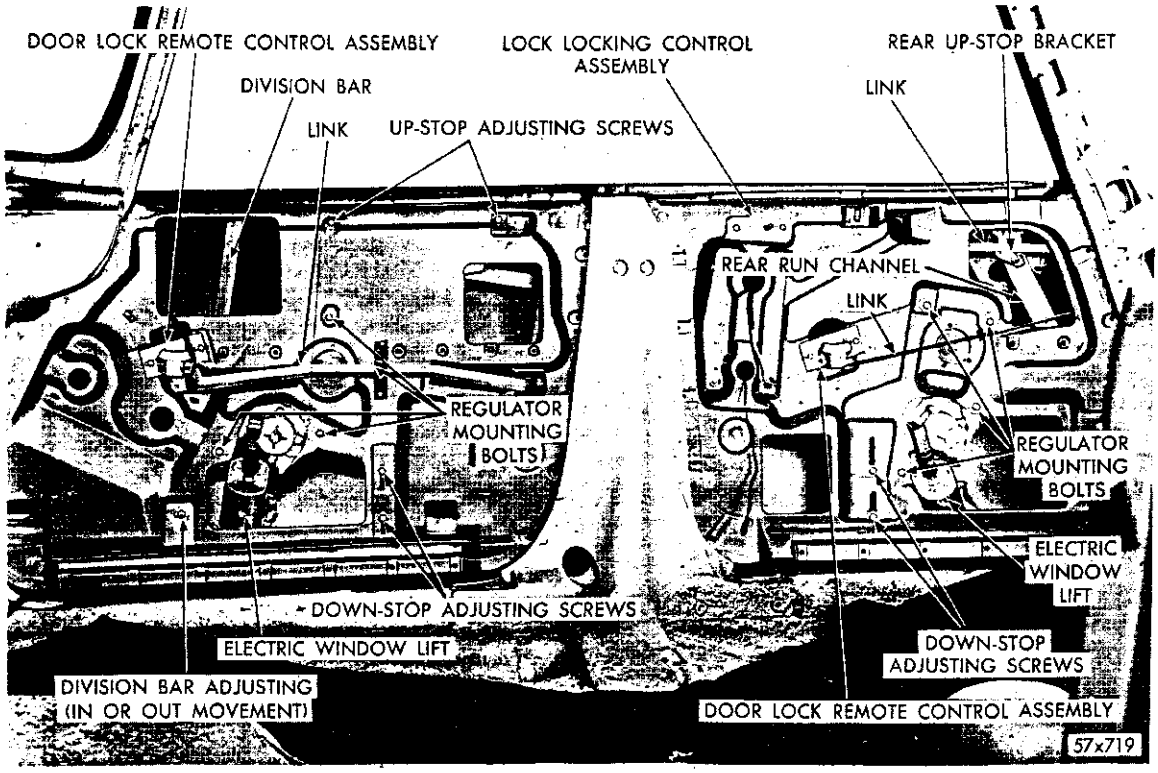


Fig. 57—Front and Rear Door Control Assembly (Imperial)

(1) Remove the door inside hardware and trim panel and water shield.

(2) Remove the regulator handle.

(3) Use the regulator handle to raise the glass high enough to reach through the access hole to remove the regulator attaching clips.

(4) Remove the up stops located at the front and rear of the door inner panel.

(5) Disconnect the regulator arms from the lower glass frame to remove the glass.

b. Installation

(1) Install the nylon roller guides into the front and rear tracks.

(2) Lower the glass and install the regulator arms into the lower glass frame.

(3) Install the regulator arm retaining clips.

(4) Install the up stops and check for proper operation. The front track (Figs. 55 or 56) can be adjusted forward to the rear or inward and outward. The rear track (Figs. 55 or 56) can be adjusted inward or outward. The regulator attaching points are slotted to provide up and down adjustments.

(5) Replace the water shield, trim panel and inside hardware.

REAR QUARTER WINDOW GLASS (HARDTOP MODELS) (Fig. 55)

a. Removal

(1) Remove the rear seat cushion, regulator handle, and trim panels.

(2) Lower the glass and remove the Allen screw locking pivot arm pin.

(3) Pull forward vertical section of the felt run channel up and out of the body opening.

(4) Carefully raise the glass and disconnect the regulator arm from the quarter glass lower channel.

(5) Remove the glass from the opening. If the glass is to be replaced, drive the seal and channel off the glass with hardwood block and mallet.

b. Installation

(1) When installing the quarter window, slide the seal and lower channel on the glass.

(2) Wind the regulator arm up until the end protrudes above the window opening.

(3) Connect the arm to the lower channel.

(4) Guide the glass into the rear portion of the glass run channel and carefully lower the glass.

(5) Install the top and forward portion of the felt run channel.

(6) Make certain the upper and lower side clips are engaged when the front portion of the felt run channel is installed.

(7) Refer to "Adjustment of the Rear Quarter Window Glass" for adjustment of the rear quarter window.

(8) Install the trim panel and the other components that were removed.

CONVERTIBLE COUPE (QUARTER WINDOW)

(1) Lower the top, position the quarter window and remove the retainer and washer that holds the regulator arm to the lower glass channel.

(2) Remove the pivot bracket hinge screws (Fig. 55).

(3) Work the window assembly up and out of the quarter panel.

b. Installation

(1) When installing the quarter window, make sure the regulator arm-to-lower glass channel is installed correctly and is secure.

(2) Complete the remainder of the installation operation.

c. Adjustment of Rear Quarter Window Glass

The rear quarter window can be adjusted in or out by use of four adjusting screws threaded into the pivot bracket (Fig. 55).

The rear of the window can be adjusted in or out by adjustments located at the top and bottom of the guide track.

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

FRONT DOOR VENT WINDOW AND DOOR GLASS ADJUSTMENT (HARDTOP MODELS) CHRYSLER

(1) Remove the remote control handle, trim panel, and garnish moulding.

(2) Loosen the ventilator wing attaching bolts and divisional bar adjusting nut.

(3) Position the ventilator wing assembly in door

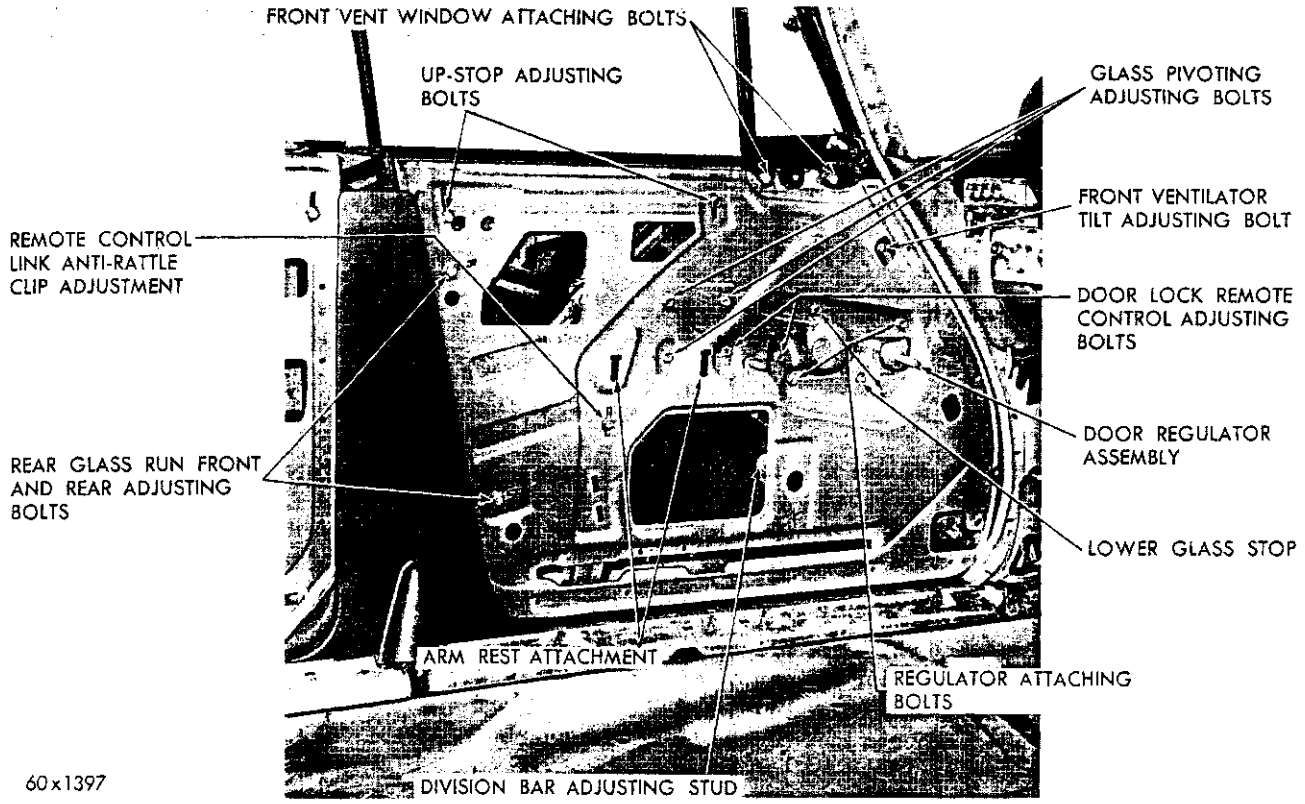


Fig. 58—Front Door Control Adjustments (Chrysler)

opening to line up with the front door post and roof rail.

(4) Tighten the attaching screws and divisional bar nut.

(5) Inspect the ventilator for proper alignment.

(6) Raise the window and check alignment with the roof rail and weatherstrip.

(7) Adjust the rear guide upper adjustment to align the window with the outer edge of the weatherstrip so that only light contact is maintained with the lip of the weatherstrip.

(8) Adjust the rear track (Fig. 58) in and outer adjustment to line the glass up while positioning the window glass up against the roof rail weatherstrip.

(9) Adjust the rear truck forward and rearward position to hold the glass partially snug.

(10) Reposition the regulator pivot to correct window misalignment as required to fit roof rail contour.

(11) Reset the upper and lower stops.

NOTE: It may be necessary to realign the rear door window glass opening to conform with front glass alignment for perfect fit.

(12) Raise and lower the glass a couple of turns and check for proper fit.

HEADLINING

REMOVAL (ALL MODELS EXCEPT HARDTOPS AND CONVERTIBLES)

(1) Remove the dome light assembly and rear seat cushion assembly as well as the sun visor and the upper windshield garnish moulding.

(2) Pull the rear window weatherstrip out at the top and down the side of the rear window opening as shown in Figure 59.

(3) Pull the headlining out from under the rear package shelf and away from the rear quarter panel and wheel housing.

(4) Pry the headlining retainer strip, with a

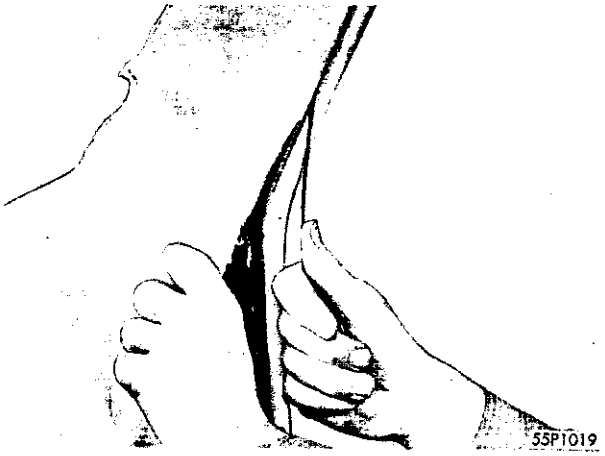


Fig. 59—Removing the Headlining with a Stiff Wire) (Chrysler)

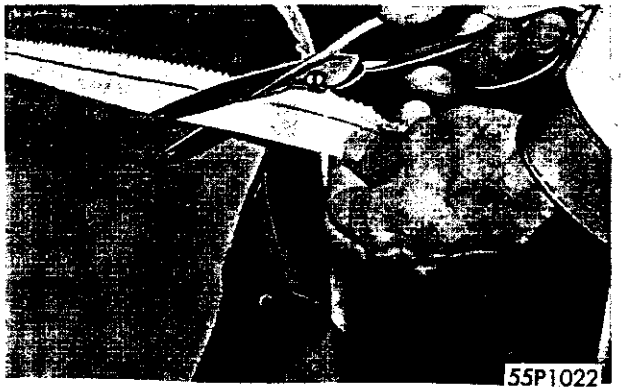


Fig. 61—Trimming Excess Listing Even with Edges of Headlining (Chrysler)

screwdriver, away from the roof rail above the doors. (The headlining is cemented in place over the windshield header and at the rear window body opening.) To remove the lining it will be necessary to remove the cemented front and rear sections of the headlining from the windshield and rear window openings before removing the headlining and bows from the roof rails.

NOTE: The roof rails on all models using cloth headlining are strung through retaining loops sewed into the lining. Each bow is held in place by an attaching loop pressed into each roof rail and sprung in place when installed to keep the headliner taut (Fig. 60).

(5) After pulling the headlining from the windshield and rear window opening, remove the headlining bows from the roof rail retainers. Use care not to damage the lining.

(6) Remove the bow retaining springs and remove the headlining from the roof, the rear quarter and the lower section under the package shelf.

Installation

(1) Remove each bow from the old listing.

NOTE: Before installing the bows in the new headlining, trim the excess listing even with the edges of the headlining, as shown in Figure 61.

(2) Notch the headlining at the front and rear

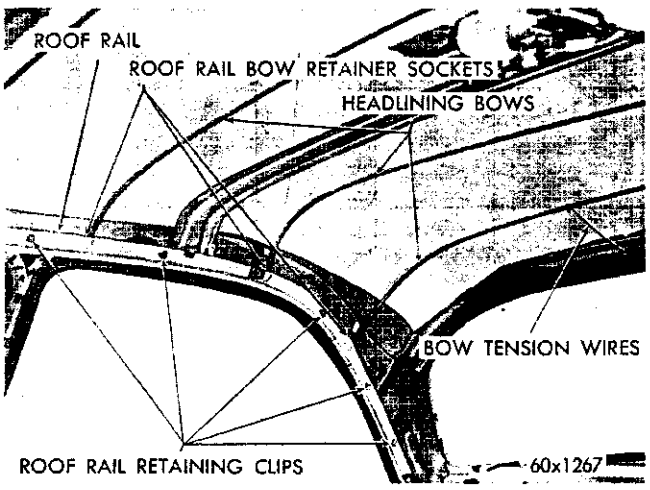


Fig. 60—Roof Rail Bow Retainer Sockets (Chrysler)

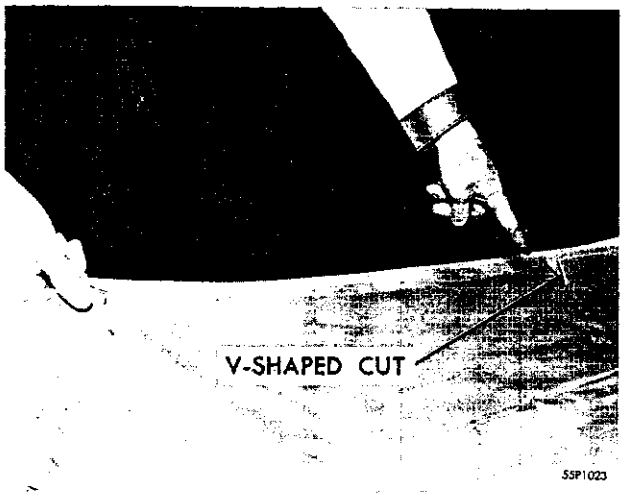


Fig. 62—Marking the Center of Each End of Headlining with V-Shaped Cuts (Chrysler)

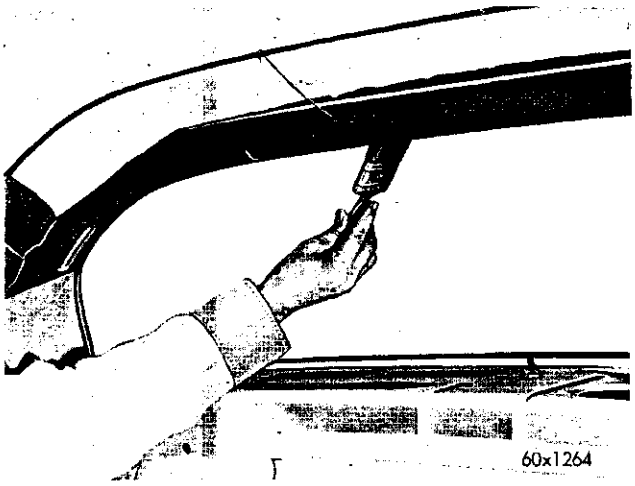


Fig. 63—Applying Cement to the Rear Window Opening (Chrysler)

ends to indicate the center of the material by making small V-shaped cuts, as shown in Figure 62. Use these marks as guides to properly center the headlining.

(3) Starting at the rear of the car, apply cement to the window opening (Fig. 62). Install the rear bow tension spring.

(4) Install the bows in the correct location, since bows are of different length and must be correctly positioned to prevent the headlining from wrinkling. This procedure assures correct installation of the bows.

(5) Install the remaining bows, making sure to stretch the headlining evenly so that approximately the same amount of material hangs down on each side.

(6) Apply cement to the windshield header bar (Fig. 64). Wait until it becomes tacky. Stretch the

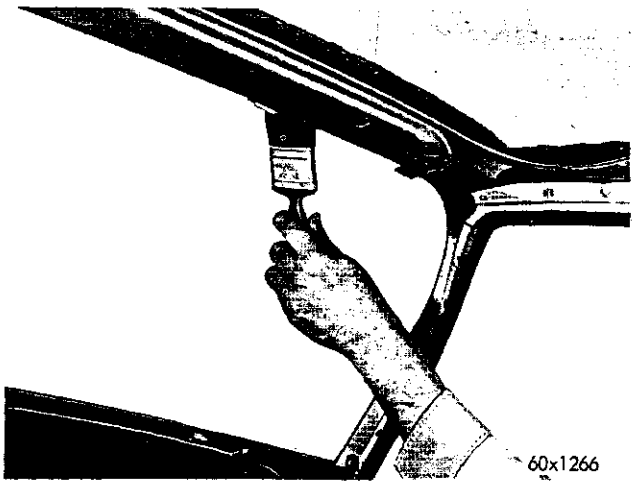


Fig. 64—Applying Cement at the Windshield Header Bar (Chrysler)

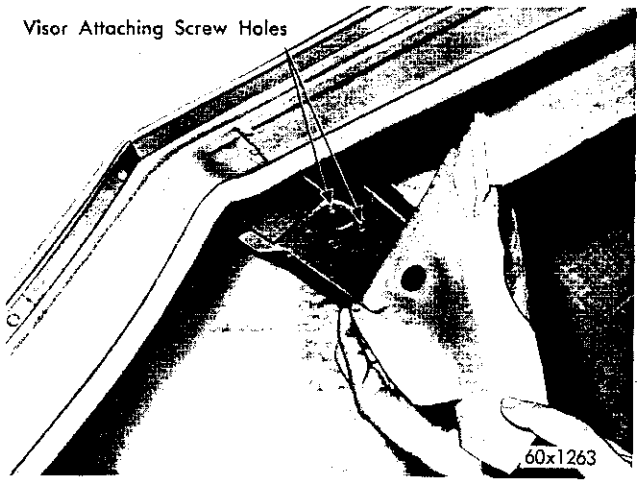


Fig. 65—Visor Attaching Holes (Chrysler)

headlining forward and over the cemented area, and onto the barbs on the windshield header. Make sure the first seam of the headlining is straight.

(7) Cut holes in the headlining for the visor (Fig. 65) retaining screws and pivot.

(8) Install the visors before tucking in the corners of the headlining at the top of the windshield posts to prevent tearing the headlining when tightening the screws.

(9) Install the garnish mouldings.

NOTE: In most cases the listing is longer than necessary. Cut the material at the ends to prevent wrinkling at the seams when it is tucked or cemented in place (Fig. 66). Cut the listing from the end up to the clip. Use care to prevent cutting the listing too far up the bow and ruining the fit of the headlining.

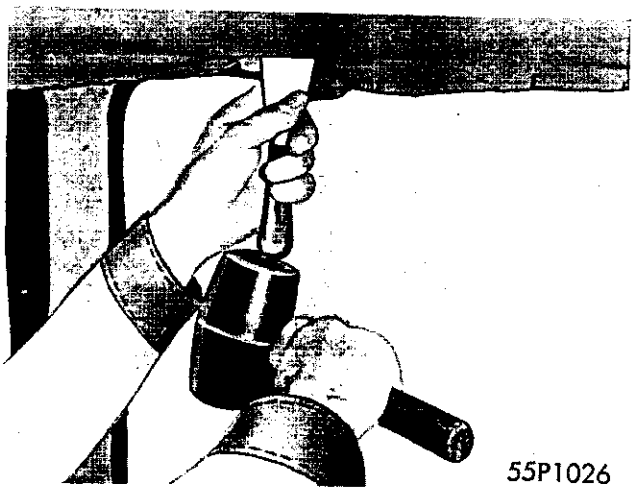


Fig. 66—Tucking the Headlining Between the Roof Rail and the Retainer (Chrysler)

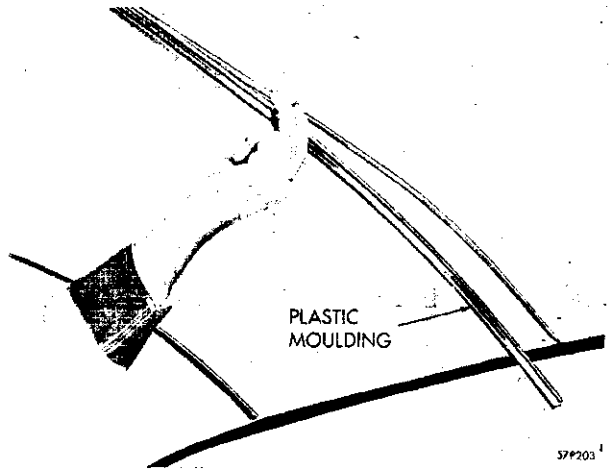


Fig. 67—Removing Plastic Moulding From the Retainer

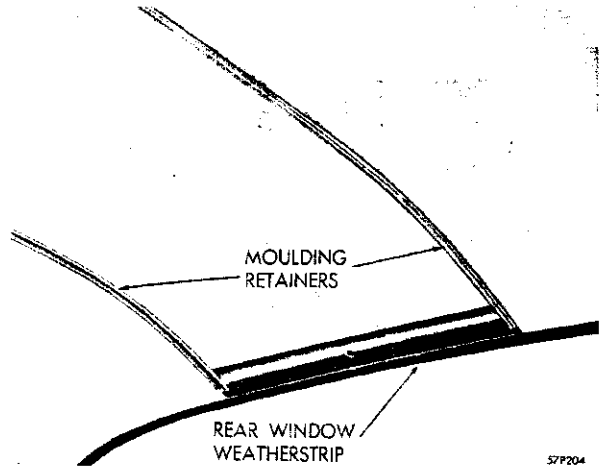


Fig. 68—Plastic Mouldings Removed from the Retainers

(10) After listings are cut, start at the front and trim the headlining so that only ½ to 1 inch of material hangs down below the door windcord.

(11) Use a dull putty knife to tuck the first and second seam between the roof side rail and retainer, as shown in Figure 67. Tuck the remaining material in place around the rear window opening and lower package shelf.

(12) When one man is performing the installation, alternate from one side to the other, completing one section at a time; make certain that the seams are straight. As the work progresses, the material should be kept free of wrinkles until all of the headlining is tucked in place between the roof rail and the retainer.

(13) Install the rear window glass moulding dome light, side and the upper windshield mouldings.

(14) Install the rear package shelf and rear cushion.

(15) Seal and check the rear window glass for leaks.

HARDTOP MODELS (PLASTIC MOULDINGS)

If either of the outer sections are to be replaced it is only necessary to remove one plastic moulding, see Figure 67. If the center section is to be replaced it will be necessary to remove both plastic mouldings from the retainers, as shown in Figure 68.

a. Removal

(1) Remove the front and rear window garnish mouldings.

(2) Starting at either end, pry the plastic moulding off of the retainer.

(3) Pull down on the moulding to release it from the retainer.

(4) Remove the damaged section by pulling it downward to release it from the retainer.

(5) To remove the plastic headlining at the side pull towards the center of the car and this will release the plastic headlining from the small spring-type clips at the outer edges.

b. Installation

(1) Push the plastic headlining onto the small retainer clips on each side of the car.

(2) Push the headlining up at the center and properly center the moulding and snap it into place.

(3) If the center section is to be installed push it into place on the retainers and snap ring.

(4) Snap the mouldings onto the retainers and install the garnish mouldings.

Town and Country Models

The plastic headlining removal is the same except the headlining runs from side-to-side and it is only necessary to remove the garnish mouldings when the front or rear section of the headlining is being replaced.

SEATS

CUSTOM POSITIONED SIX-WAY MANUAL FRONT SEAT ADJUSTMENT (Fig. 69)

(1) Loosen the four adjusting bolts (two in each seat base).

(2) The horizontal slots allow a fore or aft movement of 1⅝ inches.

(3) The vertical slots allow up, down or tilt movement of 1⅛ inches.

(4) Position the seat as desired and tighten the bolts to lock it in place.

FRONT SEAT

a. Removal

(1) The front seat cushion is an integral part of the seat frame. From under the car, remove the 4 nuts attaching the seat base to the floor pan.

(2) Remove the seat and base assembly.

b. Installation

(1) Place the seat and base assembly on the floor pan so that the studs in the seat base line up with the holes in the floor pan.

(2) Install the 4 attaching nuts and tighten securely.

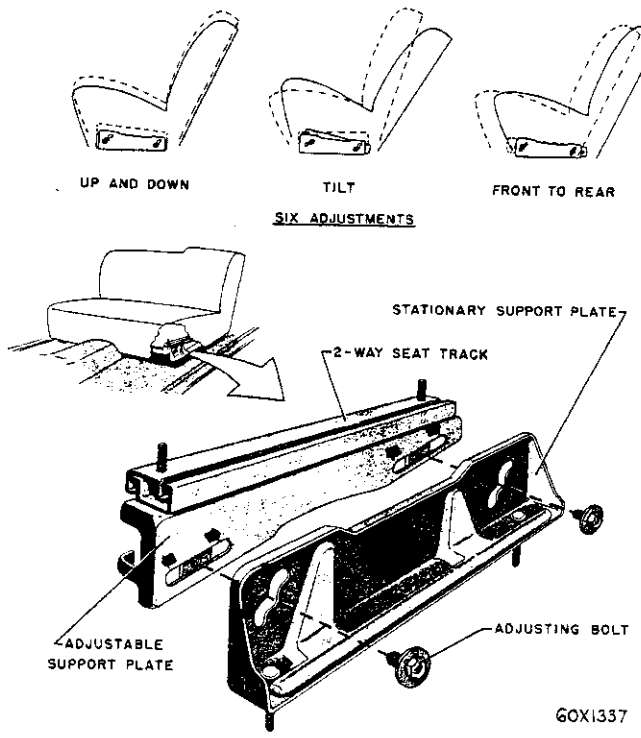


Fig. 69—Six-Way Slotted Track Seat Assembly

DOORS

DOOR INSIDE HARDWARE AND TRIM (MANUAL DOOR LOCKS)

a. Removal

(1) On the Chrysler Newport and 300 models with the handle behind the arm rest, remove arm rest or remove cover plate to reach the remote control handle attaching nut.

(2) On Imperials or Chrysler New Yorker models use a long screwdriver to reach through the handle slot and loosen the handle clamping screw which is directly in front of the handle.

(3) After loosening, the handle may be pulled off the shaft as the trim panel is removed.

(4) The rear door locking control knob is attached to its shaft on all models by means of a small screw through the center of the hub into the center of the end of the shaft. The knob is positioned on the shaft by spline teeth on the O.D. of the shaft and the I.D. of the hole in the knob.

b. Installation

(1) On all models, position the locking control knob on splined shaft.

(2) Insert the small screw through the center of the hub into the center end of shaft.

(3) On the Chrysler Newport and 300 models, install the cover plate, or arm rest if removed.

(4) On Imperials and New Yorker models, replace the trim. The handle can be replaced with the trim.

(5) Using a long screwdriver tighten the handle clamping screw which is directly in front of the handle.

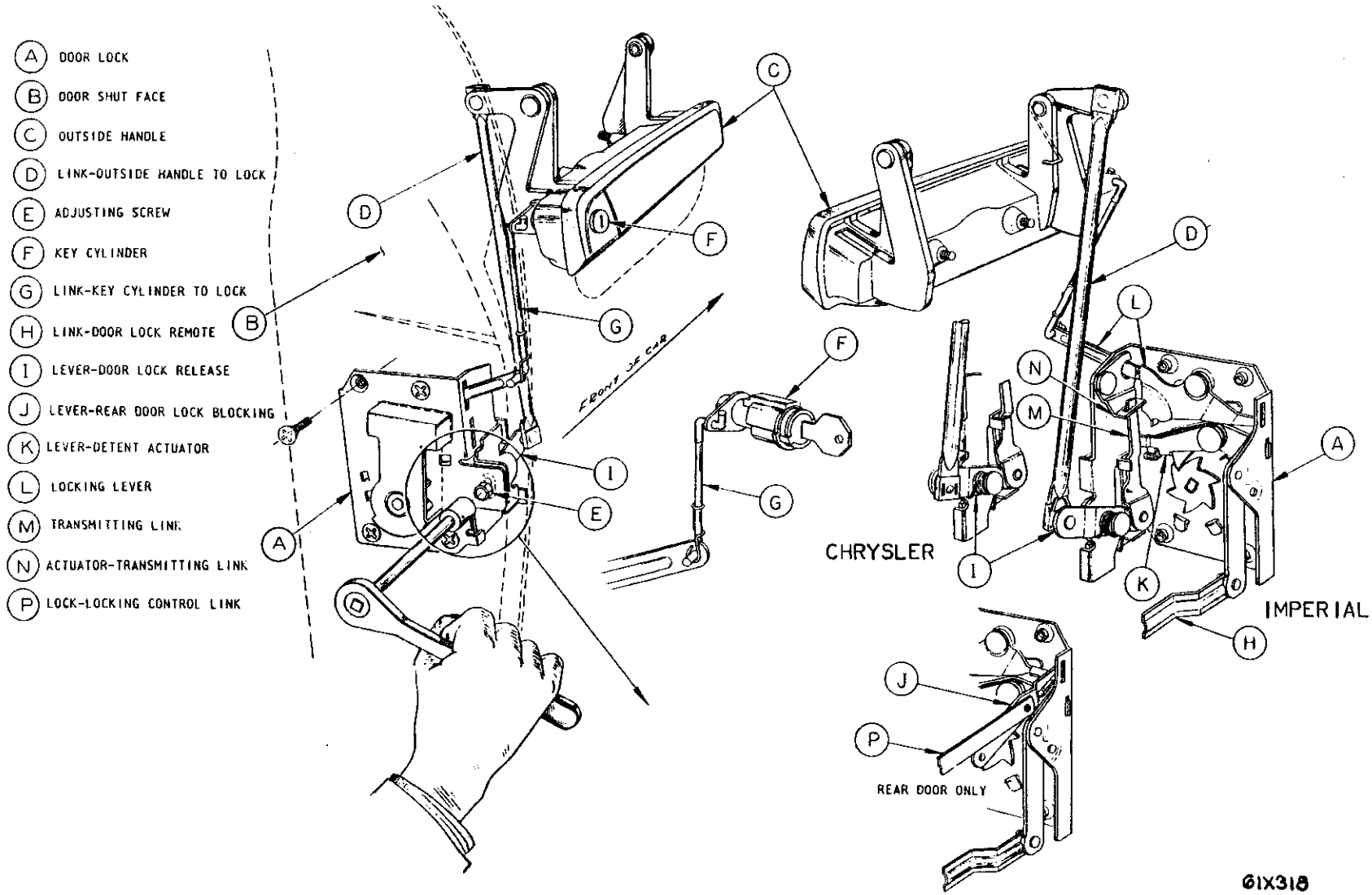


Fig. 70—Manual Door Lock and Linkage

OUTSIDE DOOR HANDLE AND KEY CYLINDER (Fig. 70)

a. Removal

(1) Remove the inside hardware and trim.

(2) Run the window glass up to the top position.

(3) Disconnect link (D) from the handle to lock by pulling away from lock release lever (I). The link clip will snap off over the ball on which the link pivots. On the front door only disconnect the link from the key cylinder (F) to the lock (G) by removing the formed wire clip from the rod and removing the rod from the lock lever (L).

(4) Back off the two nuts on the studs at the back of the handle. Pull the handle out of the door.

(5) To remove the lock cylinder (with or without removing outside handle) take out the cylinder retaining screw at the back of the cylinder and pull the cylinder out of the handle.

b. Installation

(1) Install the lock cylinder (F) in position, install the link rod (G) and the wire clip.

(2) Install and tighten the cylinder retaining screw.

(3) Insert the handle in the door, install the two stud nuts on the back of the handle.

(4) Install the wire clip on the rod (D) and snap the rod over ball on which the link pivots.

(5) Install the trim and hardware.

DOOR LOCK AND REMOTE CONTROL ASSEMBLIES

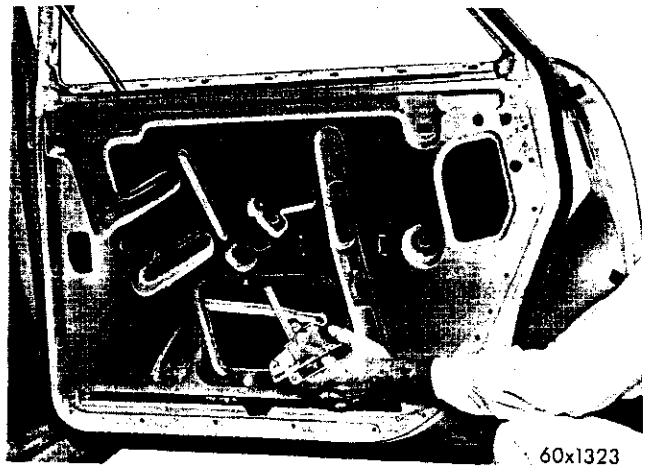


Fig. 71—Removing the Door Lock Assembly

a. Front Doors, All Except Hardtop—Removal

(1) Remove the door inside hardware and trim and disconnect the outside handle control links.

(2) Remove the glass run felt channel.

(3) Starting at the top end of the division bar and working rearward pull the channel down and out of its retaining channel all the way to the glass at the lock face of the door then pull straight up so the channel will slide out from between the glass and the lower channel.

(4) If the glass fits tight, loosen the glass guide channel extension (lower extension of division bar) at its bottom attachment to allow the glass to move forward.

(5) With the felt channel removed pull up the metal that retains he felt channel below the window opening.

(6) Carefully raise the glass, by means of the regulator crank, being sure the glass follows in the channel from which the felt channel was removed.

(7) With the glass in this position, disconnect the outside handle link at the lock, and the key cylinder link at the lock.

(8) Remove the two screws attaching the remote control assembly to the door inner panel and the four screws holding the lock to the door shut face.

(9) Slide the lock out of the hole in shut face into the door and rotate the lock to disconnect the remote control link at the lock. Remove both lock and remote control from the door (Fig. 71).

b. Installation

NOTE: Lubricate all pivots on the linkage as they are assembled.

(1) Insert the lock and remote control into the door.

(2) Connect the remote control link to the lock.

(3) Slide the lock into the hole in the shut face of the door.

(4) Install the four screws that hold the lock to the door shut face.

(5) Install the two screws that attach the remote control assembly to the door inner panel.

(6) Connect the key cylinder link to the lock.

(7) Connect the outside handle link to the lock.

(8) When reinstalling the metal glass run channel (with glass lowered) be sure it is retained in the clip at the bottom bracket and that the top clip hooks into the slot provided.

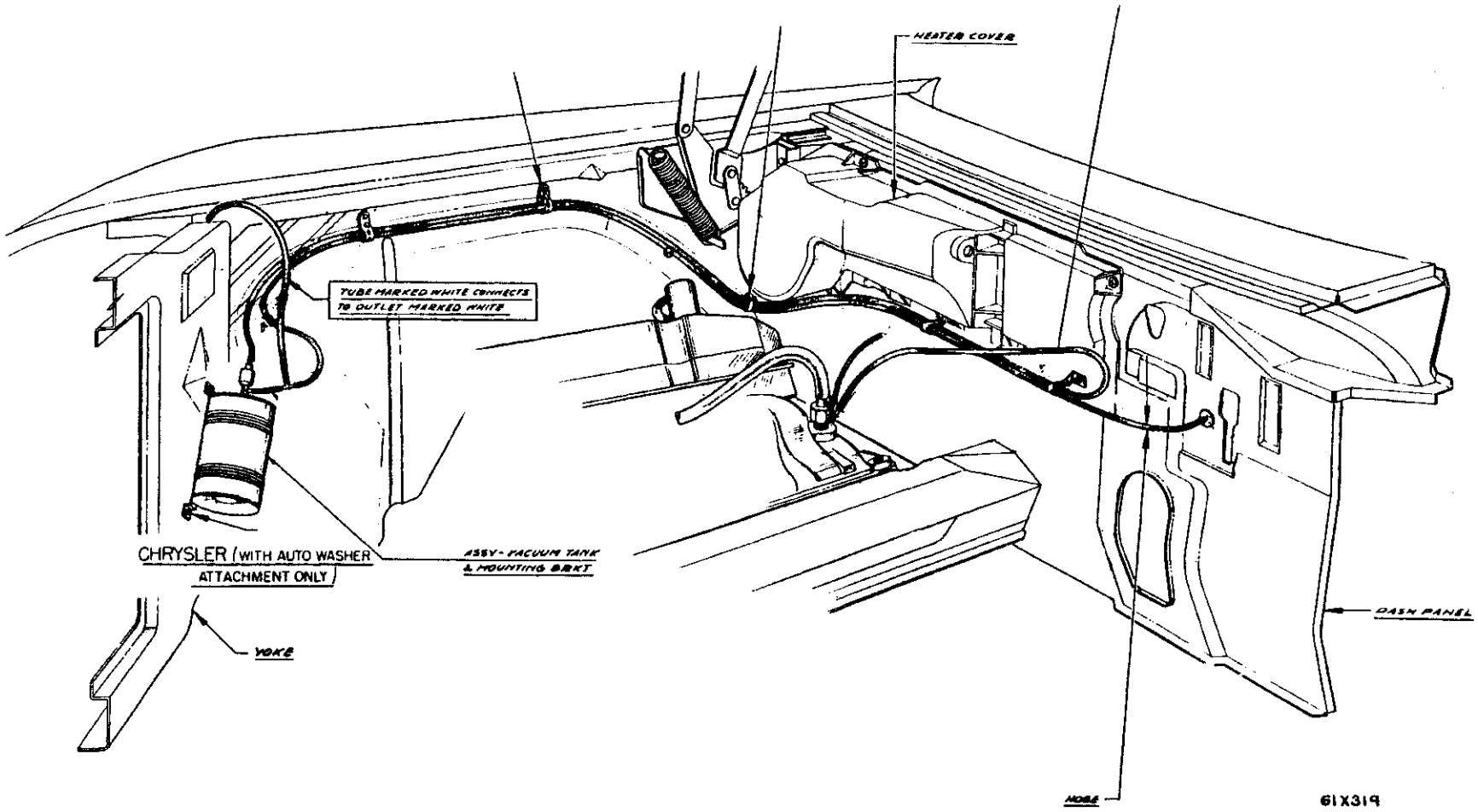


Fig. 72—Vacuum Door Lock Tubing Diagrams Engine Compartment (Chrysler)

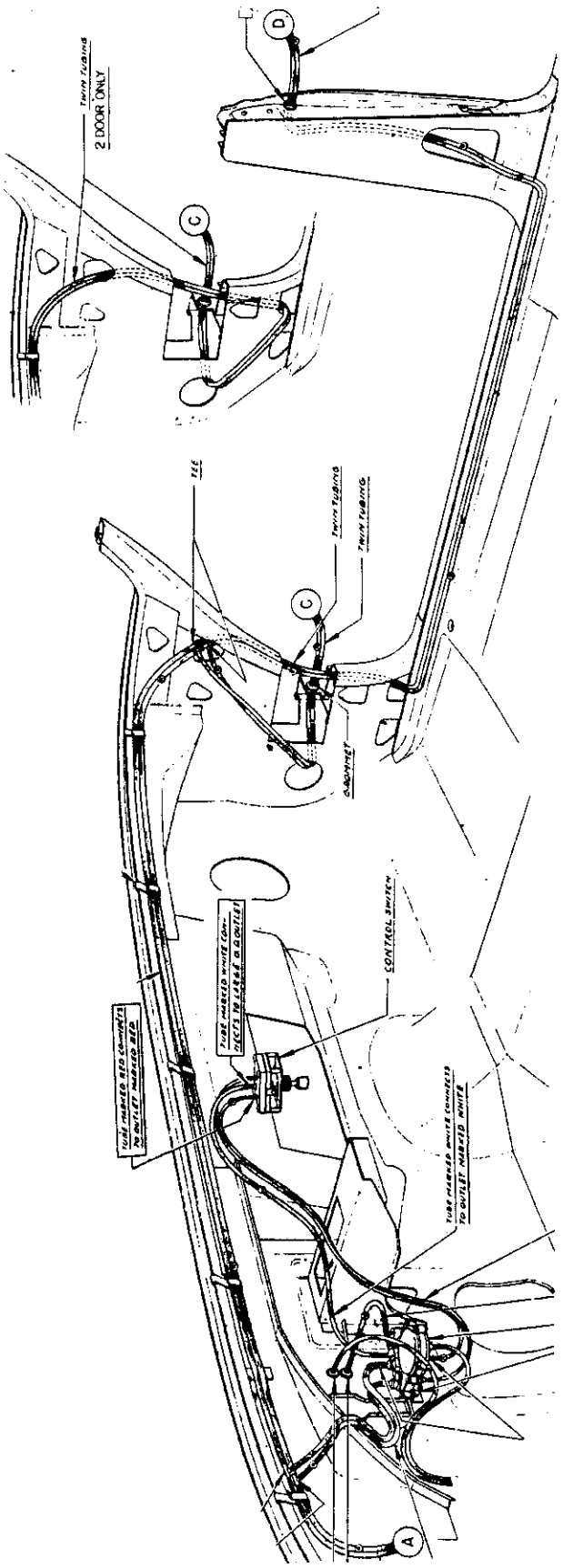


Fig. 73—Vacuum Door Lock Tubing Diagrams Passenger Compartment (Chrysler)

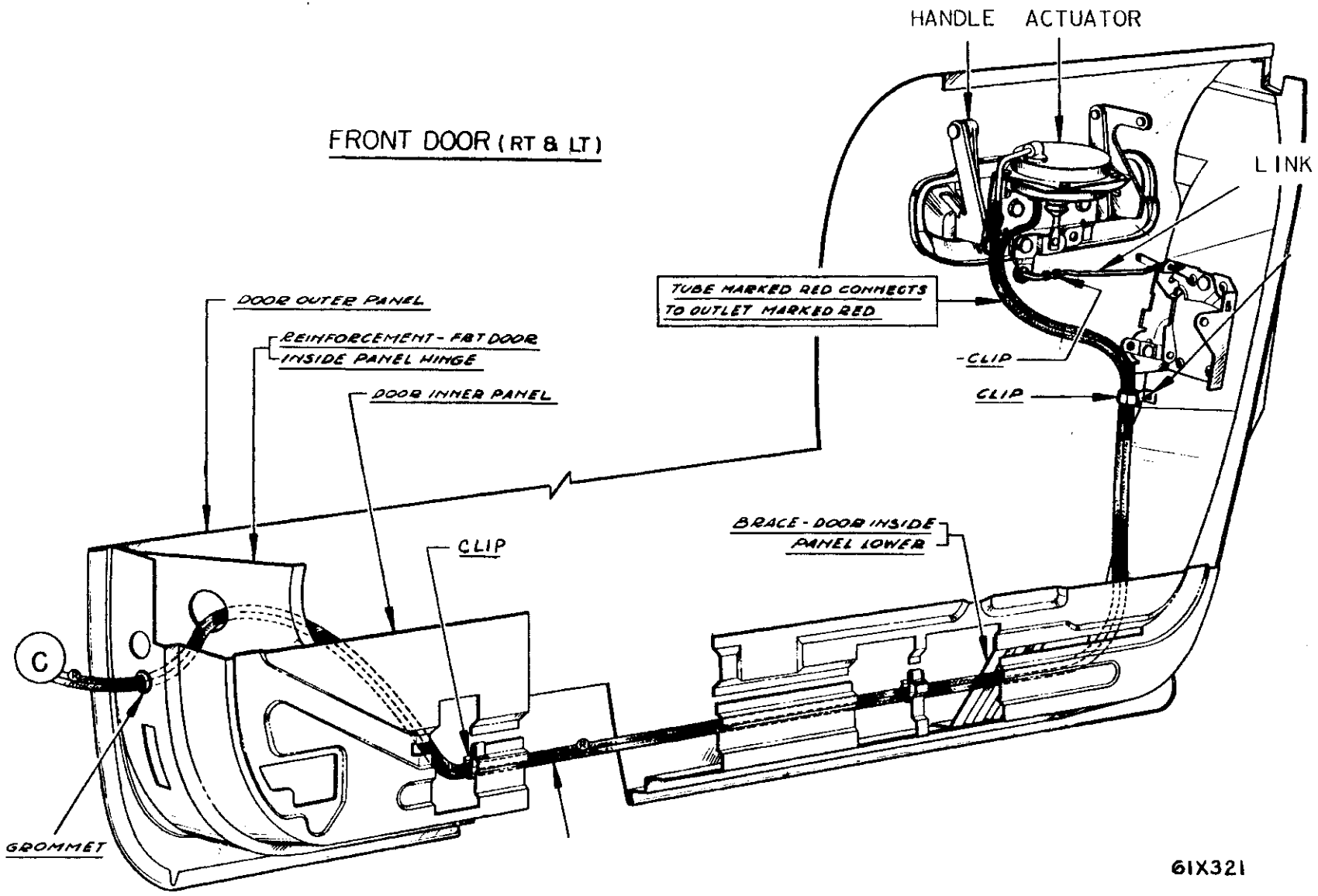


Fig. 74—Front Door Vacuum Lock (Chrysler)

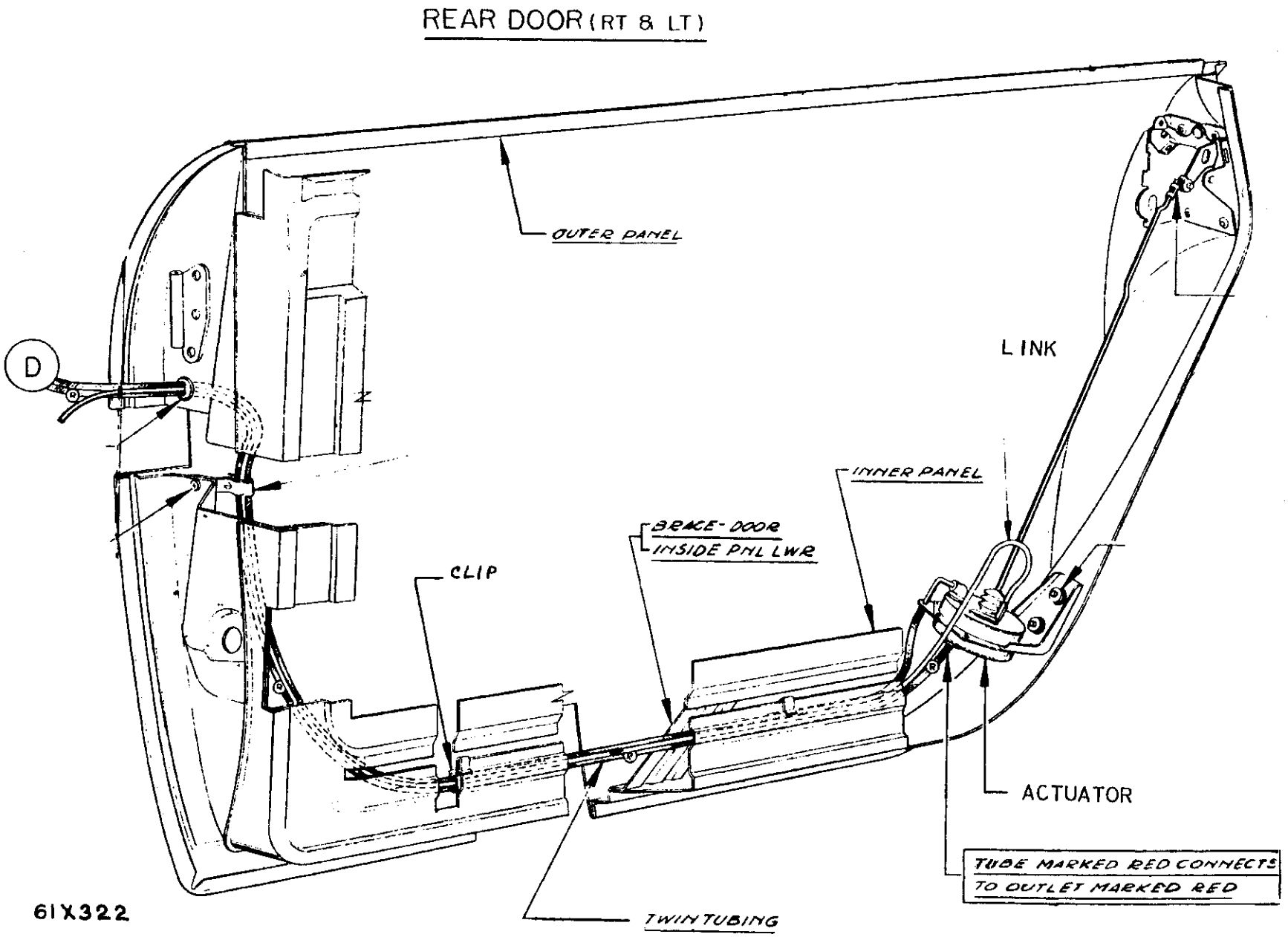


Fig. 75—Rear Door Vacuum Lock (Chrysler)

(9) After this channel is secure, push the felt channel down the edge of the glass into the metal channel, being sure it goes back of the lower clip. Soap solution added to the glass run will ease installation. **(Never use oil.)**

(10) Press the upper part of the felt channel into the proper location, up the side and along the top of the door window opening.

(11) Be sure to adjust the glass fit between the channels by moving the adjustment of the bottom end of the division bar so the glass cannot get out of the channels yet is not bound between them.

(12) Install the trim.

c. All Rear Doors and Front Hardtop Doors

Raise the glass to the top position and remove the lock and remote control screws (rear door—also take the nut off the locking lever assembly) and remove the assemblies from the panel. Rotate the bottom of the lock forward to disconnect the remote and lock control (P) Fig. 70) links. Take the lock out of the door. On Imperial front doors, it is easier to get the remote control disconnected from the lock if the glass rear lower guide channel bottom attaching screw nut is removed and the channel pushed away from the inside panel so that the lock remote control link can be freed from back of the channel.

d. Front and Rear Doors On Imperial Sedans

The extruded aluminum upper window frame must be removed before the lock can be taken out of both front and rear doors.

This is accomplished by removing bolts attaching the upper aluminum frame to door.

POWER DOOR LOCK OPERATION—(CHRYSLER) (Fig. 72)

WARNING

Do not apply air pressure anywhere in the system.

The manual switch on the dash has three positions: (1) down—lock, (2) up—unlock, and (3) center or neutral. The doors may all be locked or unlocked simultaneously with the instrument panel manual switch. Each front door may be unlocked individually from inside with the door handles. The rear doors may also be unlocked with the ignition key from outside the car.

The manual switch in the instrument panel selects the distributor valve function. The vacuum distributor valve directs the proper pressure signal to the vacuum actuator units in each door. The vacuum actuator units do the work of locking or unlocking the particular door. The vacuum reservoir will provide a locking or unlocking function when the engine is not running.

MANUAL LOCKING SWITCH

a. Removal

(1) Unscrew the lock nut to loosen the switch from the switch plate.

(2) Disconnect the three hoses (one large and two small) from the distributor.

(3) Remove the manual switch and hose from the back of instrument panel.

b. Installation

(1) Install the three hoses leading from the distributor to the switch, slipping them on the switch connections and making sure the small hose with the red stripe is reinstalled on the connection marked with red.

(2) Install the switch assembly from the back of the instrument panel through the hole in the switch plate and secure in place on the face of the instrument panel by installing the lock nut securely on the threaded shaft of the switch.

VACUUM ACTUATOR UNIT

a. Removal

(1) Remove the garnish moulding, arm rest, inside door handle, window regulator handle, inside door lock (if on rear door), door trim panel and water shield.

(2) Disconnect the two rubber hoses from the actuator.

(3) The vacuum actuator is then accessible for removal after first removing its attaching screws and link clip.

b. Installation

(1) Install the vacuum actuator in the door with attaching screws and link clip.

(2) Attach the two rubber hoses, slipping them over the two connections on the actuator, making sure the hose with the red stripe is reinstalled on the connection marked with red.

(3) Replace the water shield and reinstall the door trim panel.

(4) Reinstall the door hardware beginning with

the inside door lock (if on rear door), window regulator handle, inside door handle and arm rest.

(5) Reinstall the garnish moulding.

VACUUM DISTRIBUTOR VALVE

a. Removal

(1) Disconnect the large hose leading from the vacuum reservoir.

(2) Disconnect the three hoses (one large and two small) leading to the manual switch.

(3) Disconnect the two large hoses leading to the doors.

(4) The vacuum distributor valve can then be removed from the firewall after first removing its attaching screws.

b. Installation

(1) Install the vacuum distributor valve on the firewall under the instrument panel with its attaching screws.

(2) Install the two large hoses leading to the doors by slipping them over the connections on the vacuum distributor valve. Make sure that the large hose with the red stripe is installed on the connection marked with red.

(3) Install the three hoses (one large and two small) leading to the manual switch by slipping them over the connections on the vacuum distributor valve. Make sure that the small hose with the red stripe is installed on the connection marked with red.

(4) Install the large hose leading from the vacuum reservoir by slipping it over the connection on the vacuum distributor valve.

VACUUM RESERVOIR

a. Removal

(1) Disconnect the large vacuum hose leading from the engine manifold.

(2) Disconnect the large hose at the tank leading to the vacuum distributor valve.

(3) Remove the two metal screws attaching the support clamp to the radiator yoke and remove the reservoir.

b. Installation

(1) Install the vacuum reservoir on the radiator yoke attaching both ends of the support clamp to the yoke with two metal screws.

(2) Install the large hose, leading to the vacuum distributor valve, by slipping it over the tank connection.

(3) Install the large hose leading from the engine manifold by slipping it over the tank connection.

HOSES

a. Removal

(1) The large hose from the manifold to the vacuum reservoir is accessible for removal under the hood.

(2) Disconnect the one end from the engine manifold and the other end from the vacuum reservoir.

(3) The large hose from the vacuum reservoir to the vacuum distributor valve must be disconnected from the reservoir under the hood and then from the vacuum distributor valve under the instrument panel and pulled through the grommet in the fire wall.

(4) The three hoses from the vacuum distributor valve to the manual switch are accessible for removal under the instrument panel after first disconnecting each end from the respective units.

(5) To remove the two large hoses to the front doors, first remove the kick pad and then remove the door hardware and trim as indicated for removal of vacuum actuator unit. The hoses to the front doors run from the tees inside the cowl, through the "A" post grommet into the door hinge face. Hoses must be disconnected from two (2) clips on inside door panel, and one (1) clip on the door shut face just under the lock before hoses can be removed.

(6) To remove the two large hoses to the rear doors, first remove the kick pad and then remove the door hardware and trim as indicated for removal of vacuum actuator unit. The hoses to the rear doors run from the tees inside the cowl, out of the cowl and along the side sill into the "B" post, out of the "B" post grommet into the hinge face of the door. The hoses must be removed from the clip on the inside of the hinge face of the door and the two (2) clips on the inside door panel before they can be removed.

(7) The main feed lines to the doors run from the distributor valve to tees just above the distributor valve. The main feed lines branch out from these tees to both sides of the body.

b. Installation

(1) Install one end of the large hose from the manifold to the vacuum reservoir on the engine manifold fitting at the rear of the engine and the other end by slipping it over the connection of the vacuum reservoir.

(2) The large hose from the vacuum reservoir to the vacuum distributor valve must first be installed under the instrument panel by slipping it over the fitting on the vacuum distributor valve. Then slip the hose through the grommet in the fire wall and install the other end on the vacuum reservoir by slipping it over the connection on the reservoir.

(3) Install the three hoses (one large and two small) from the vacuum distributor valve to the manual switch by first slipping one end of each over the connections on the back of the switch assembly under the instrument panel.

(4) Install the other end of each hose on the distributor valve on the fire wall by slipping them over the connections on the valve. Make sure the small hose with the red stripe is installed on the connections marked with red.

(5) Install the two large hoses to either front door by first slipping one end of each over the connections on the vacuum actuator unit in the door. Secure the hoses in place with one (1) clip on the inside of the shut fact of the door and with two (2) clips on the inside door panel.

(6) Slip the other end of the hoses through the hole in the hinge face of the door and through the grommet in the "A" post connecting the two ends to the tees inside the cowl by slipping them over the tee connections.

(7) Make sure both ends of the hose with the red stripe are installed on the connections marked with red. Replace the shower curtain and reinstall the door trim panel.

(8) Reinstall the window regulator handle, inside door handle, arm rest and garnish moulding. Reinstall the cowl kick pad.

(9) Install the two large hoses to either rear door by first slipping one end of each over the connections on the vacuum actuator unit in the door.

(10) Secure the hoses in place with two (2) clips on the inside door panel and one (1) clip on the inside of the hinge face of the door.

(11) Slip the other end of the hoses through the hole in the hinge face of the door and through the grommet in the "B" post. Then down the "B" post, along the side sill and into the cowl.

(12) Connect the two ends to the tees inside the cowl by slipping them over the tee connections. Make sure both ends of the hose with the red stripe are installed on the connections marked with red.

(13) Replace the water shield and reinstall the door trim panel.

(14) Reinstall the inside door lock, window regulator handle, inside door handle, arm rest and garnish moulding.

(15) Reinstall the "B" post moulding, the inside sill moulding and the cowl kick pad.

DOOR HINGE (ALL MODELS)

In order to adjust the rear door hinges the trim and door opening whipcord must be removed to gain access to hinge pillar attaching bolts.

a. Removal

Loosen the hinge pillar attaching bolts at the "B" pillar and remove the hinge and door assembly.

b. Installation

(1) Place the door and hinge assembly in the door opening.

(2) Align hinge assembly to hinge attaching holes in the "B" pillar and install the attaching bolts.

(3) To move the **upper part** of the door forward or rearward, 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 forward or rearward, loosen only the **lower** hinge bolts at the pillar. Open the door a few inches and pull down 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.

BODY SEALING

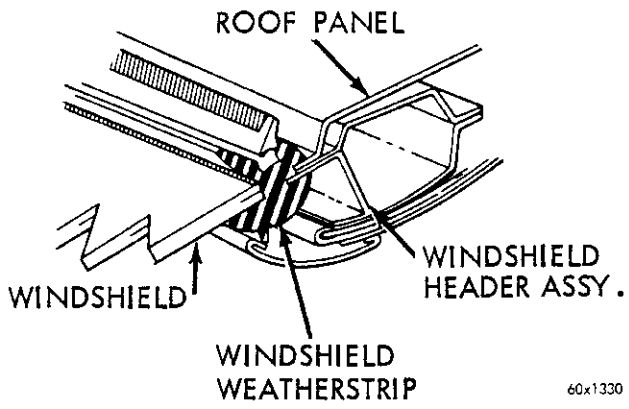


Fig. 76—Windshield Weatherstrip Sealing

WEATHERSTRIP ADHESIVE

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

NOTE: Before sealing, always clean all surfaces to be cemented with unleaded gasoline. Do not use kerosene as this liquid leaves a thin film of oil which will prevent adequate adhesion of the sealer.

WINDSHIELD RUBBER CEMENT

A heavy viscosity, black, rubber cement. This cement is used where glass is confined in the rubber weatherstrip, such as on the windshield and rear window to eliminate glass chatter and water leakage. This cement will not harm paint or chrome finish and can easily be removed with a cloth moistened with solvent.

GENERAL SEAM SEALING MATERIAL

Body caulking gray putty sealer, used for body seam and joints—require areas for sealing to be free of dirt, moisture and foreign matter, Sealer must be pressed firmly into seam to effect a proper seal.

GASOLINE RESISTANT SEALER

Used in areas subject to gasoline spillage such as filler housing door.

WATER AND DUST LEAKAGE AREAS

a. Windshield and Rear Window Weatherstrip—Glass to Rubber (Figs. 76 and 77)

To eliminate glass chatter and water leakage between glass and rubber weatherstrip, it is recommended to lift the lip of the rubber weatherstrip where it contacts the glass, using a nozzle type applicator and force a continuous 1/8" diameter bead of windshield rubber cement deeply around the entire edge of glass, as shown in Figure 26.

b. Windshield and Rear Window Weatherstrip (Figs. 77 and 78)—Rubber to Body and Moulding Attaching Clips to Body Water Leakage

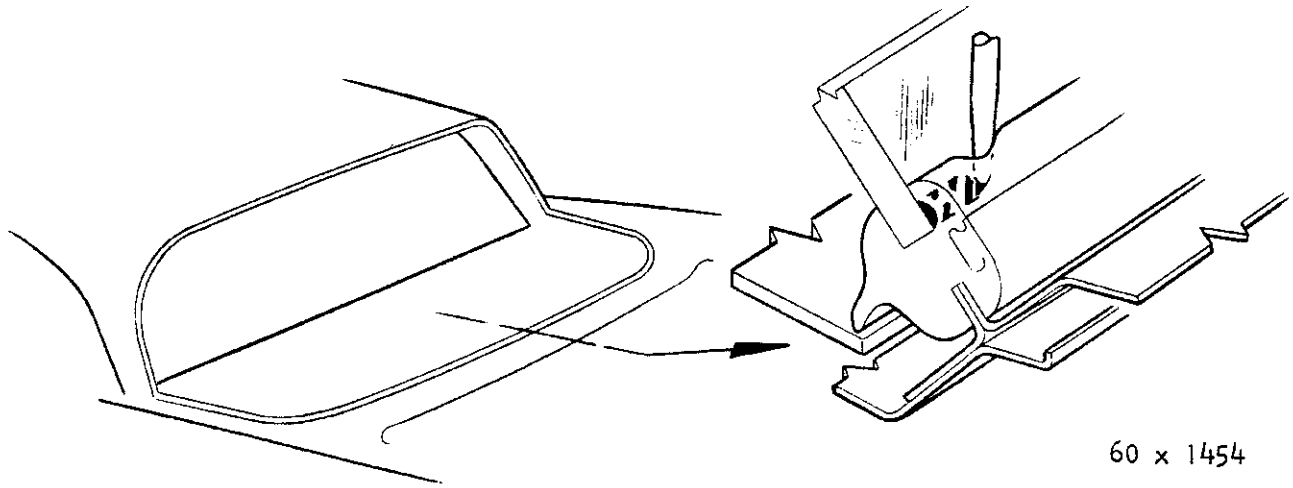


Fig. 77—Rear Window Weatherstrip Sealing (Lower)

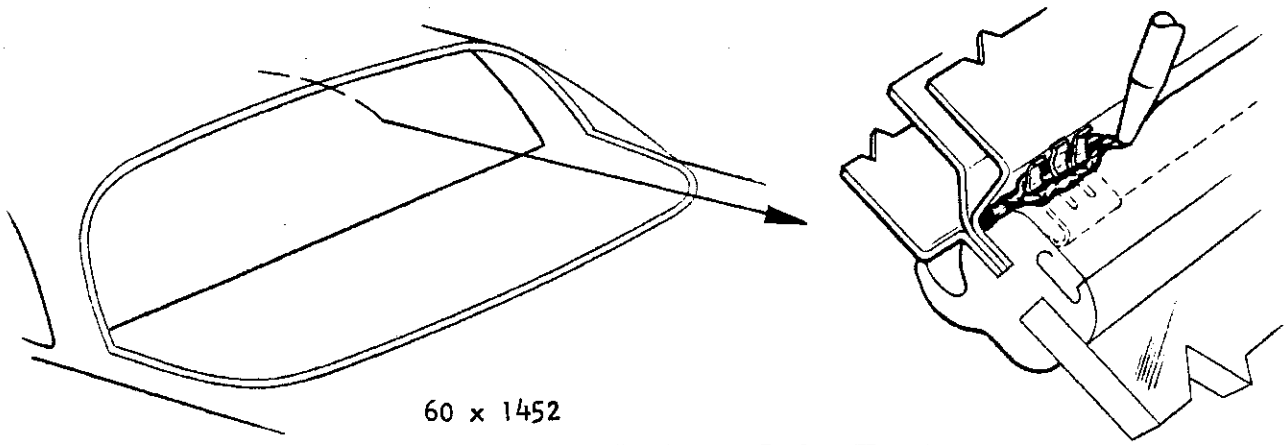


Fig. 78—Rear Window Weatherstrip Sealing (Upper)

Remove the outside finish mouldings; and apply a continuous ⅛" diameter bead of windshield rubber cement around entire edge of rubber to body opening fence. It is recommended to take particular caution to apply an excessive amount of cement around each moulding attaching clip.

c. Windshield Weatherstrip Sealing (Fig. 26)

Seal the weatherstrip against the body opening by carefully working a thin coating of Body Seam Sealer between the body edge and the rubber moulding. Or, lift the lip of the rubber weatherstrip where it contacts the body metal, and use a nozzle-type applicator (sealer gun) to force the sealer deeply around the entire edge. It is rarely necessary to reseal between the glass and the weatherstrip, unless the glass has been replaced. If faulty sealing of the glass to the weatherstrip has caused a leak, remove the windshield finish moulding and apply sealer as far down as possible between the inner weatherstrip and the glass for a considerable distance on each side of the leakage point (Fig. 26). Clean off excess sealer with a rag. Reinstall the finish mouldings and check for proper seal.

d. Door Hinges at Center Pillar (Fig. 79)

Inspect the sealer where rear door hinge enters through center pillar. This should be done after door

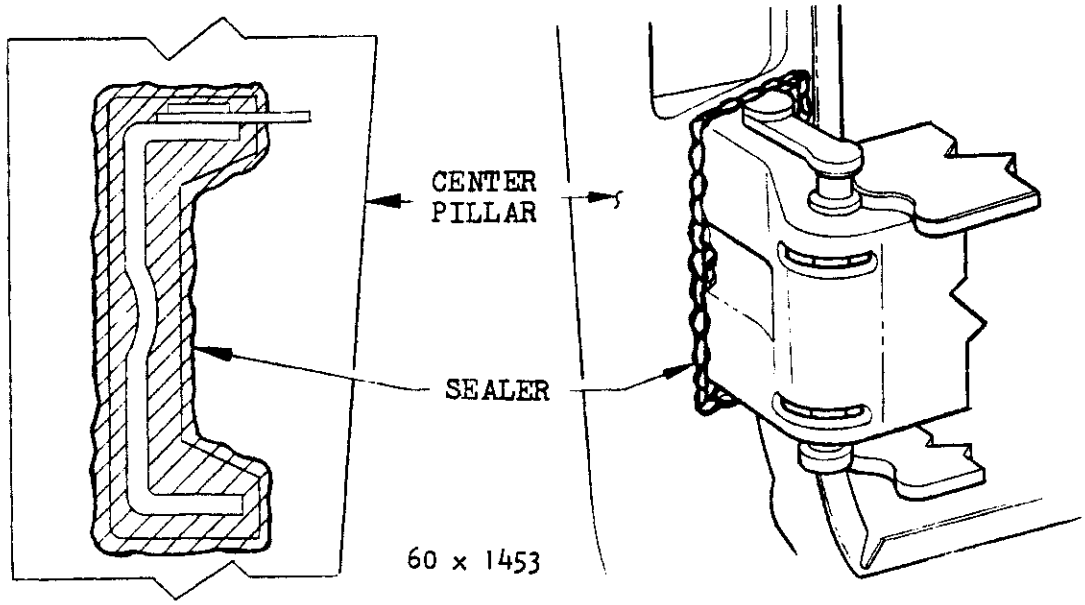


Fig. 79—Rear Door Hinge Sealing

fitting as sealer may become cracked or loose. Seal around hinge should be an air tight seal. Reseal if necessary with body caulking putty 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. Seal between the luggage compartment lower panel and floor panel with body caulking sealer. Make sure all plugs and grommets are properly installed.

e. Front Door Vent Window (Fig. 80)

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.

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 rubber shim stock and place between the upper vent pivot bracket and the outside of the vent glass.

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

Leaks around the pivots can be corrected by the use of black mastic sealer. Fill the openings in the weatherstrip where the vent pivot goes through the weatherstrip. 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

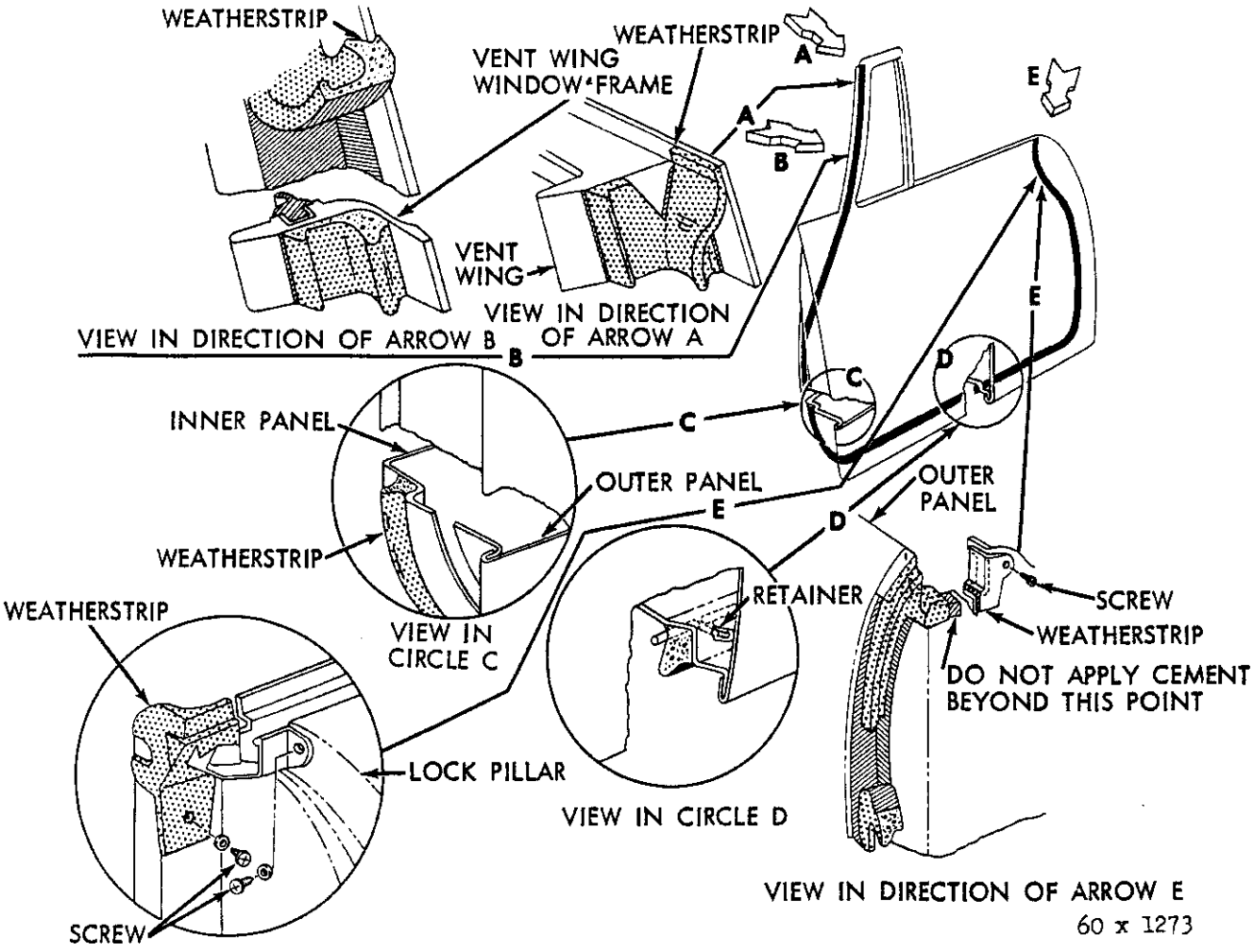


Fig. 80—Door Ventilator Wing Sealing (Hardtop Models)

adjustments of the doors, the window frames and channels. Adequate adjustments are provided for up and down, in and out, and forward and rearward adjustment of the window frames. It is important that the weatherstrip 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.

LUGGAGE COMPARTMENT SEALING

Leaks may occur from medallions or clip-holes, tail lamps or the rear quarter panel which will generally appear in the luggage compartment, floor extensions near the quarter panel.

Before attempting to correct luggage compartment leaks carefully determine the rear source of the leak.

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 deck lid before trying to correct the leak at the lid weatherstrip. Inspect the luggage compartment lid drain through and weatherstrip retainer joints for rough and porous welds. Seal with body caulking putty or body sealer as required. Brush a continuous coating of weatherstrip cement around entire weatherstrip into the retainer. 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 slips of paper, trace powder and/or a testing bulb, as shown in Figure 81.

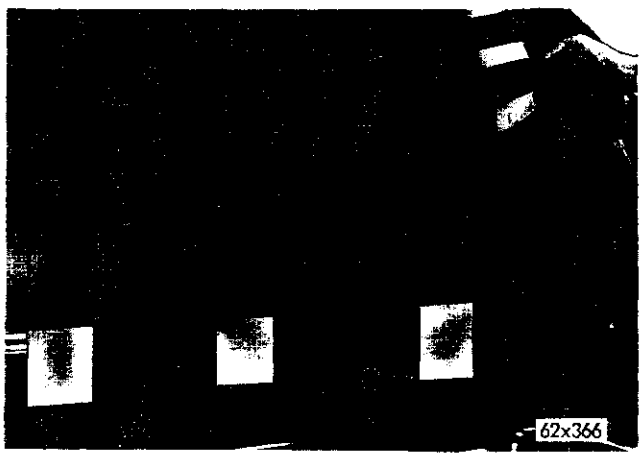


Fig. 81—Testing the Deck Lid Seal

Leaks at the deck lid weatherstrip retainer trough body joints 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 the weatherstrip.

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. Seal between the luggage compartment lower panel and floor panel with black mastic sealer.

LEAKAGE AT DECK LID

Before water testing the deck lid make certain that the deck lid is properly fitted. Start the water test at the bottom and work slowly toward the top of each side. Then work across the top of the lid. Inspect the two upper and lower welded joints for proper sealing.

Leakage around the lid is usually caused by insufficient contact between the deck lid and the weatherstrip which may indicate the need for refitting the lid, replacing or shimming the weatherstrip. Clean surface prior to installation of new deck lid weatherstrip and brush an even coat of rubber cement to weatherstrip cementing surface. Care should be taken not to stretch the weatherstrip during replacement especially at the corners. Note—Reseal the mtal weatherstrip retainer joints or burnt spot-welds if required with body caulking sealer.

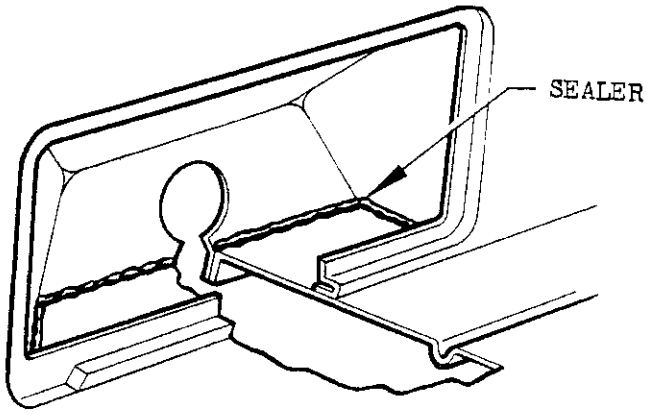
a. Housing—Fuel Filler (Fig. 82)

Inspect for pin holes in seam of gas filler housing to deck lower panel (source of gasoline, water, and dust leak into trunk area). Repair seam with gasoline-resistant permagum sealer. To seal, remove attaching screws of fuel filler housing door; apply ⅛" diameter ball of sealer to holes to reinstalling of screws.

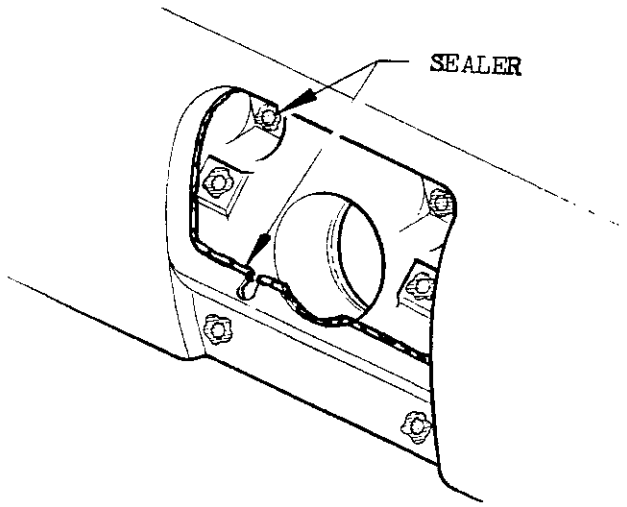
b. Rear Window

If water enters the luggage compartment under the package shelf, remove the rear window lower trim moulding and clean out the old sealer from the trough below the weatherstrip. Apply semi-fluid sealer body caulking putty-type sealer along the entire length of the trough. Seal the trough at both lower corners of the window, as shown in Figure 77.

To aid in the installation of the moulding, mark the clip holes by lacing balls of sealer to the rear of each moulding hole. This helps align the trim moulding retaining studs with the holes and avoids the possibility of moving the sealer or damaging the



CHRYSLER



IMPERIAL MODELS

60 x 1450 A

Fig. 82—Sealing the Fuel Filler Housing

paint. Remove balls of sealer when moulding is installed.

c. Rear Quarter Panel

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

Seal around all attaching clip and bolt holes, tail lamp reinforcement seams, and rear quarter panel and floor pan extension with body caulking sealer or windshield cement depending upon the size of the opening at this joint.

d. Dash Panel (Fig. 83)

If leakage occurs at the key hole grommet, it is recommended to place a bead of windshield rubber ce-

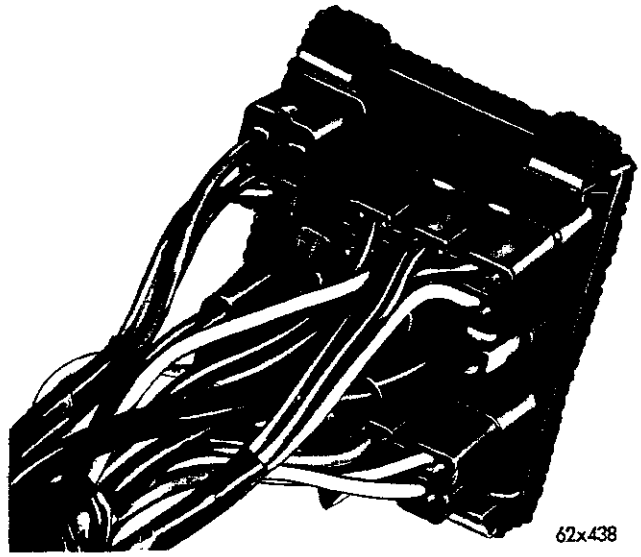


Fig. 83—Sealing the Dash Panel Grommets

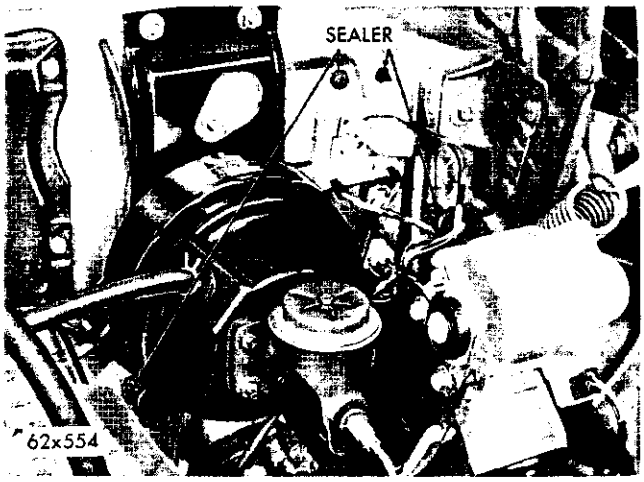


Fig. 84—Sealing the Dash Panel Rubber Grommets

ment or body caulking sealer around the edges of the grommets to seal them to the dash panels. The type of sealer used will depend on the individual requirement. Apply cement around the grommet for all models, as shown in Figure 84. Fill any unused holes with body caulking sealer.

e. Hood (All Models) (Fig. 85)

Locate the hood to cowl seal weatherstripping on the hood properly, and lock in place. This seal greatly effects dash panel grommet leakage. Imperial models —recement if necessary.

f. Roof (Fig. 86)

Inspect the roof drip rails carefully from one end to the other for burned spotwelds, skips or breaks in the seal between the roof flange and the drip rail. Clean the roof drip rail thoroughly before applying the putty caulking sealer. Wipe sealer into areas where skips occur. Clean off the excess putty. Seal may be painted. It is advisable to inspect the seam joint sealing under the drip rail. Occasionally this seal is incomplete or broken. Use procedure as outlined above for repair.

When correcting a water leak at the front end of the roof, be sure to fill the joint of the roof to "A" pillar and the slotted notches and skips in the seam in the "A" pillar flange with body caulking sealer. These notches and seams can be seen by removing the windshield pillar mouldings.

On Imperial models, if damage occurs to the headlining due to water and requires replacement, correct the water leakage at the roof trim mouldings.

NOTE: Be sure to remove the trim mouldings and seal around each retaining stud and clip with body caulking putty.

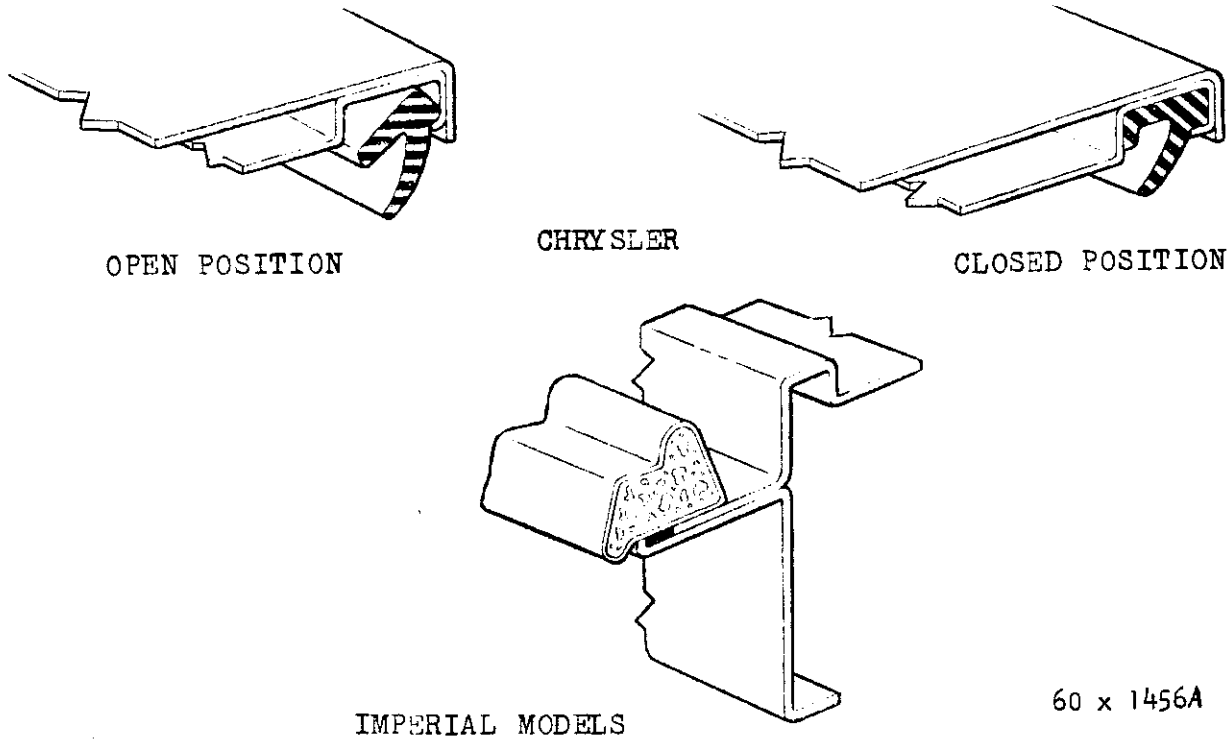


Fig. 85—Sealing the Cowl Panel

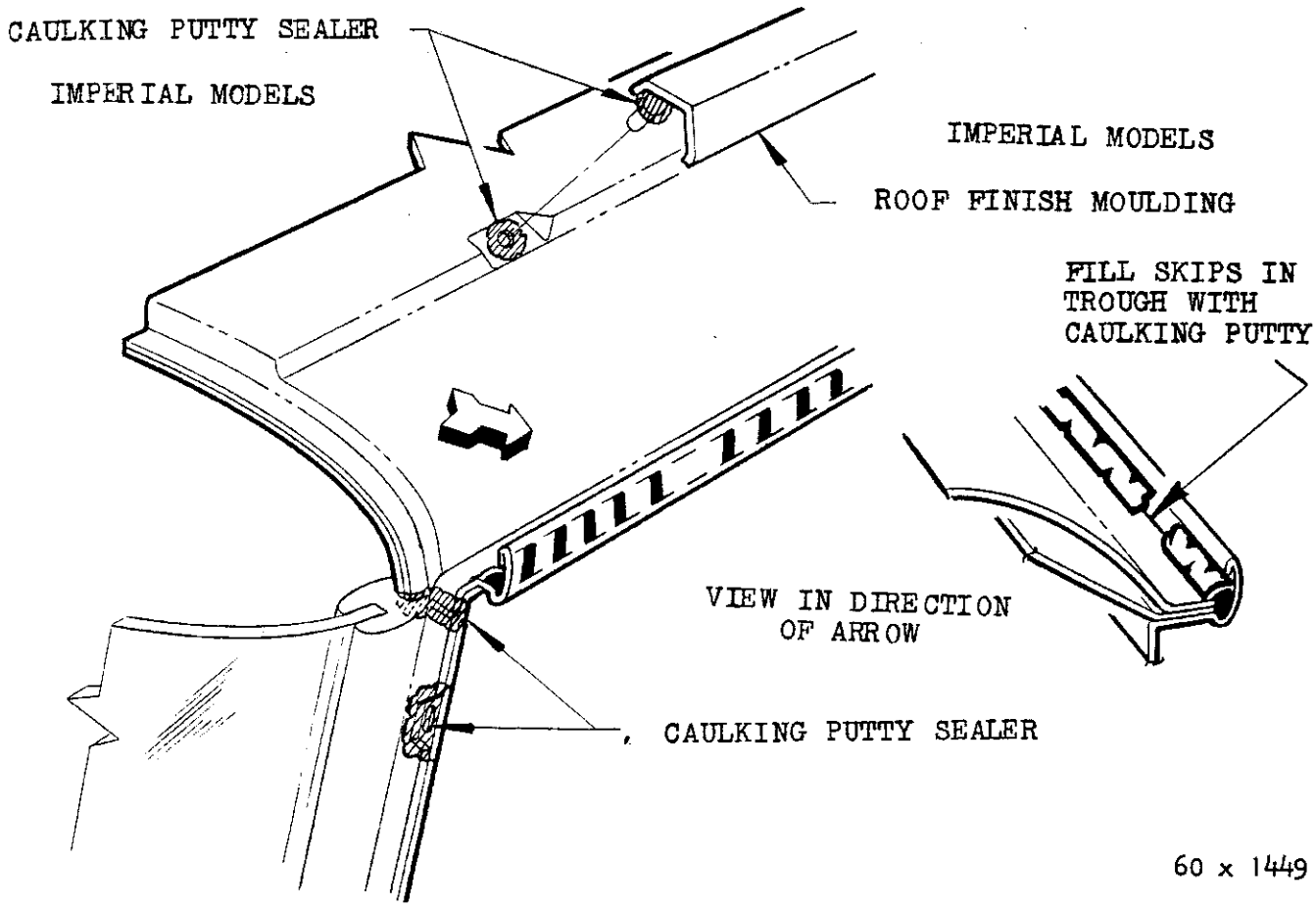


Fig. 86—Sealing the Rear Window Glass and Roof Moulding

When correcting the leaks in the roof panel areas 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 all open body joints with body caulking putty.

g. Doors (Fig. 87)

Before attempting to correct the door weatherstrip water leaks, 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.

Sufficient adjustments are provided to obtain forward and rearward, up and down, and in and out adjustment of the window frames.

NOTE: 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, or with the use of slips of paper, trace blue carpenter's chalk, or the use of tracepowder and testing bulb (Fig. 88). When using chalk or tracepowder, a good seal will be indicated by an unbroken chalk line. A weakness in the seal will be indicated by passing or blowing through of the powder.

Rolled, kinked, or creased weatherstrip, as 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. Remember, 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 both 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 rubber cement.

When installing new weatherstrip, apply a thin coat of weatherstrip cement to the two surfaces of the weatherstrip 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

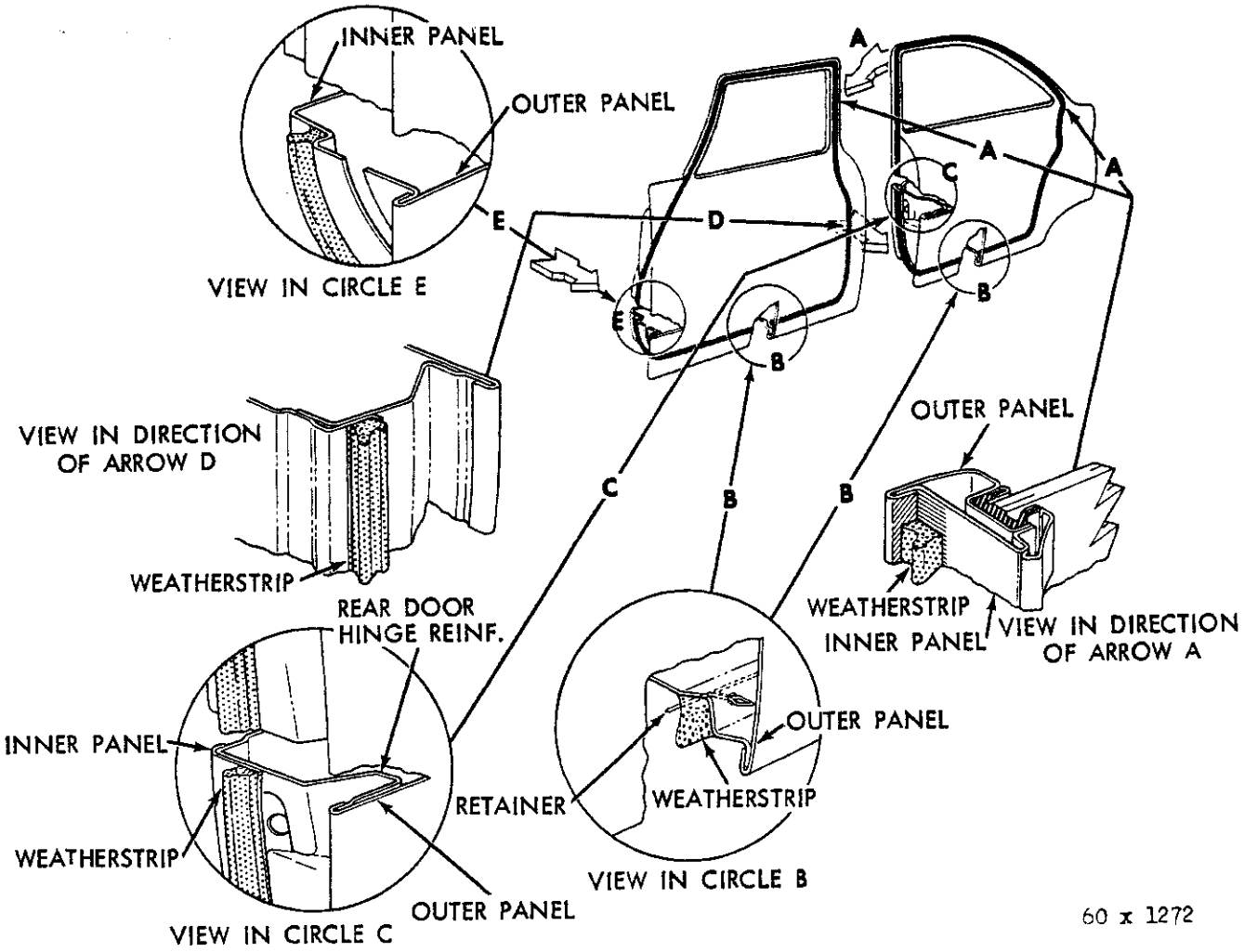


Fig. 87—Front and Rear Doors Weatherstrip Application

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 on the door opening, by installing 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 bonding areas. Allow to set up until tacky. Install the shim and press the weatherstrip firmly in place.

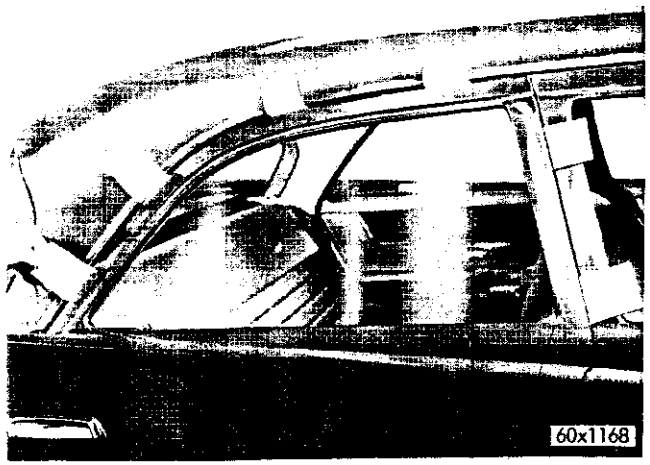


Fig. 88—Door Seal Test

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 windshield cement or body caulking sealer.

If the weatherstrip is pulled too tightly around the corners, 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.

h. Door and Quarter Watershield Installation (Fig. 80 —Hardtop and Convertible 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 and quarter inner panel. However, water often seeps into the doors to dampen the door trim panels. This is due to the water entering through the door inner panel and seeping through the door openings in the door inner panel.

To correct this type of leak, remove the trim panel and plastic watershield. Be careful in removing the plastic watershield so that is can be reused, otherwise, a new plastic watershield will have to be installed. Seal off all holes in the door or quarter inner panel using a waterproof masking tape. Pull windcord from forward edge of quarter panel and run wide tape over access holes and windcord clip holes. Cement the plastic watershield in place using rubber cement and reinstall windcord. The cement pattern must funnel any water leakage into the slot at the bottom of the door.

Be sure to tuck in the bottom edge of the shield through the long slot at the lower edge of the door or quarter inner panel. Seal at corners with waterproof tape. Seal around all the bolts, screws and washers. Wash test before reinstalling trim panels.

i. Door Openings

Door openings 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 outboard of door weatherstrip surface. If the seams are shallow apply body caulking putty to seam. If the seams are rough, large or deep, metal finish smooth with adjoining surfaces. 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.

(Minor Leakage.) 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. Water and dust can get through this joint and under the sill scuff plate. It is recommended to seal the full length of the seam and around the

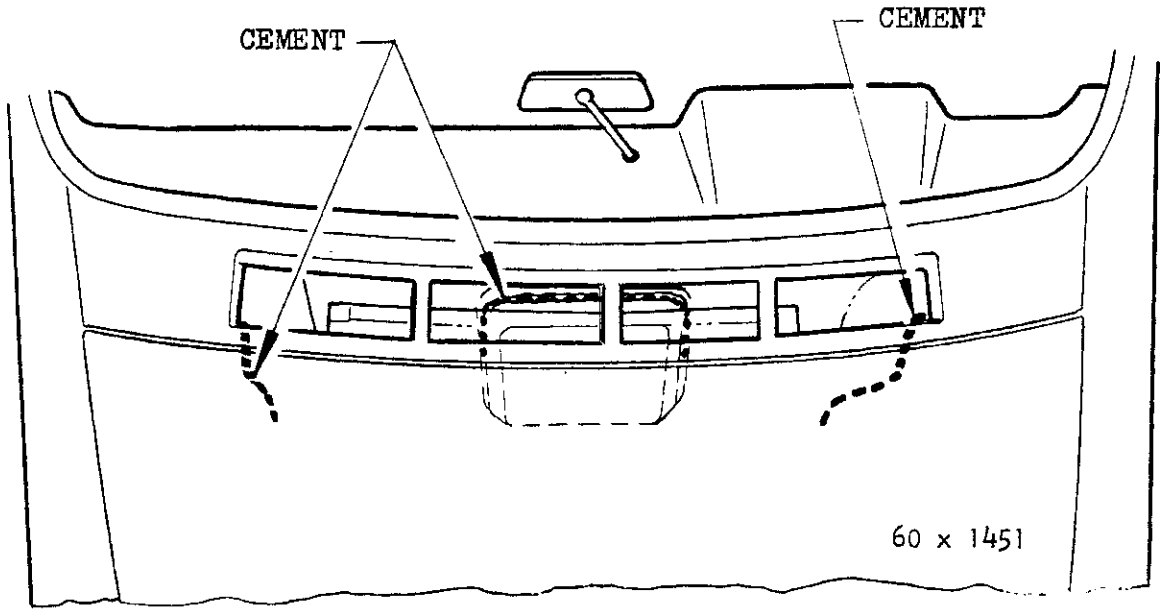


Fig. 89—Cowl Panel Plenum Chamber Sealing

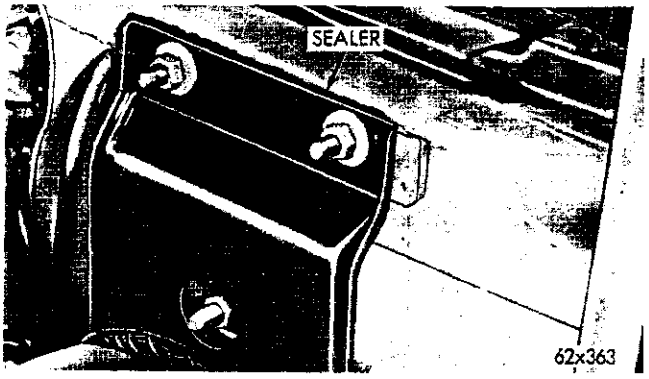


Fig. 90—Sealing the Booster Brake Bracket to the Dash Panel

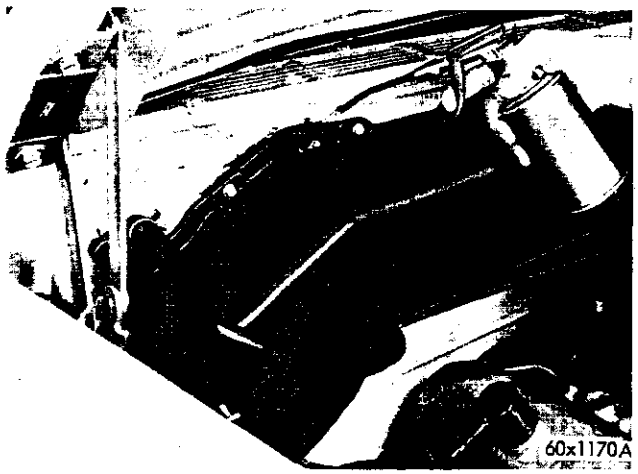


Fig. 91—Sealing the Plenum Chamber Housing to the Dash Panel

coach joints using liquid body sealer, applying it with a dispensing gun.

j. Floor Pan Leakage

Road splash can enter the body through any opening in the floor pan seams. Proper sealing can be determined by visual inspection of mud and dust traces inside the body. Properly clean area to be sealed and apply a ball of body caulking sealer to area, pressing sealer into the seam. Remove floor carpeting and rear seat cushion, if necessary.

k. Cowl Top and Fresh Air Plenum Chamber Area Leakage (Fig. 89)

In most cases, water leakage at the heater system rubber fresh air door is caused by ineffective sealing of the fresh air water deflector trough to dash panel. To seal this area, remove the fresh air intake screen and reach into plenum chamber with a sealing gun, flowing a $^3/_{16}$" diameter bead of windshield rubber cement to sides and top of the deflector trough to dash panel seam.

If water enters around the dash panel with fresh air intake screen removed, flow a $^3/_{16}$" diameter bead of windshield rubber cement between the top of plenum chamber cover and dash panel seam (left-hand side). To prevent water entering blower system, flow a $^3/_{16}$" diameter bead of windshield rubber cement to top and sides of plenum cover to dash panel.

If water enters around the booster brake to dash panel assembly or the heater plenum cover, flow a $^3/_{16}$" diameter bead of windshield rubber cement along the top, sides and bottom of each assembly, as shown in Figures 90 and 91.

l. Deck Lid Lock Cylinder and Bezel

Apply body caulking sealer into seam of bezel and deck lid lock, make sure sealer is all around the outer periphery of bezel.

m. Tail Lamps

Water test tail lamp area for possible leakage into the luggage compartment. Water may enter between the tail lamp housing and quarter panel openings. To obtain a good seal, use a body caulking compound and the tail lamp should be removed, resealed and reassembled.

TOWN AND COUNTRY WAGON TAIL GATE SEALING

Sealing procedures pertaining to the roof, cowl, firewall, fresh air vent, doors and openings are essentially the same as contained in the section devoted to the sedans and coupe models. Body features that are pertinent to bodies are contained in this section.

TAIL GATE GLASS RUN CHANNEL

Water leaking past the glass run around the channel may be sealed off (Fig. 92) by 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; if necessary, seal. This opening should be filled with caulking putty.

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

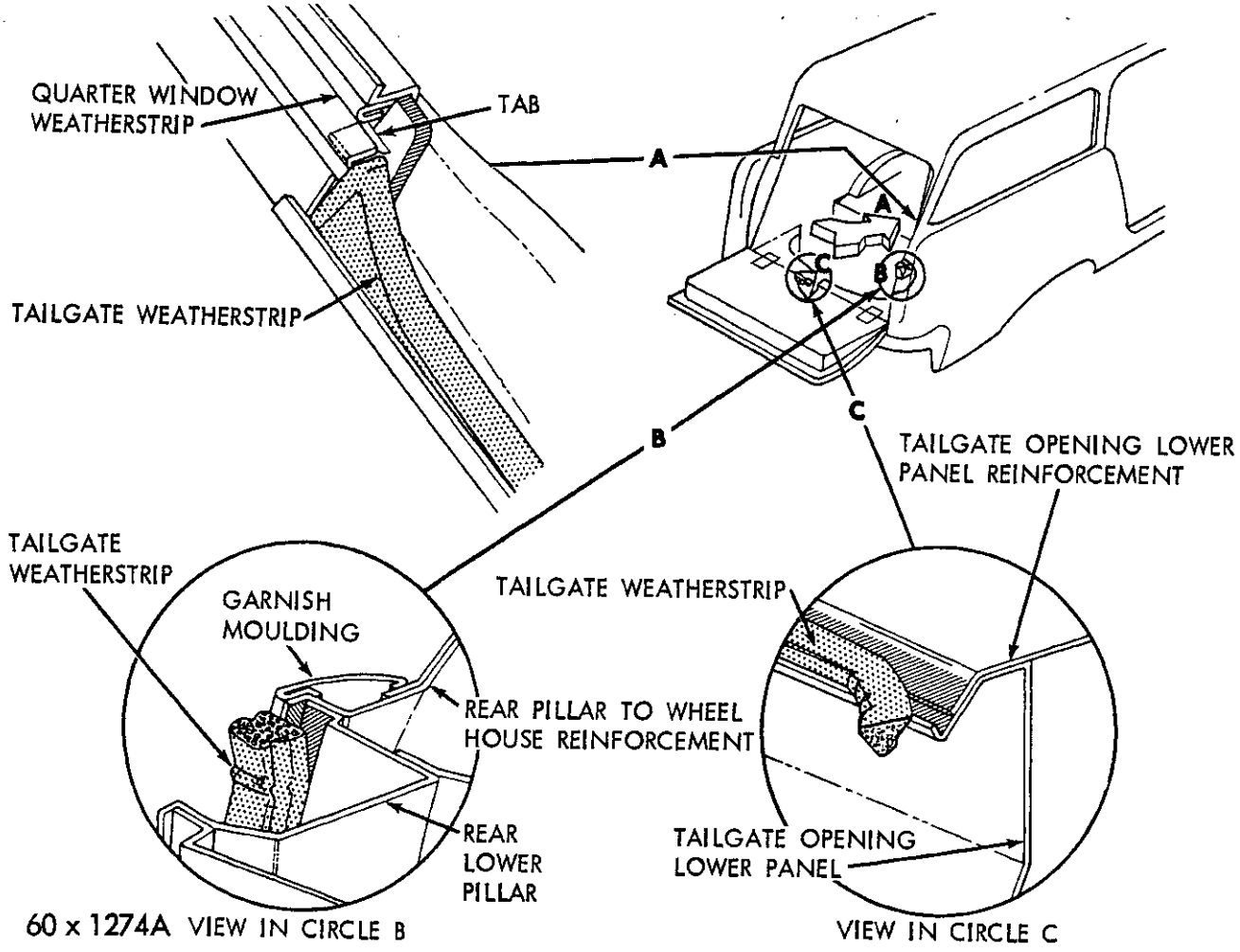


Fig. 92—Town and Country Wagon Tail Gate Sealing Applicator

opening. At its upper end a piece extends out and fits up into the bottom of the pillar (Fig. 92). 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.

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 the glass run. If glass does not seat in run when in closed position, it is possible for dust, water and carbon monoxide gas to be pulled in and around top of glass.

MINOR BODY SERVICING

GRILLE AND BUMPERS

BUMPER—FRONT (Figs. 93 and 94) (CHRYSLER)

a. Removal

(1) Remove the bumper to frame bolts.

(2) Remove the bumper support bracket to the frame bracket bolts and remove the bumper assembly.

(3) With the bumper removed, remove the

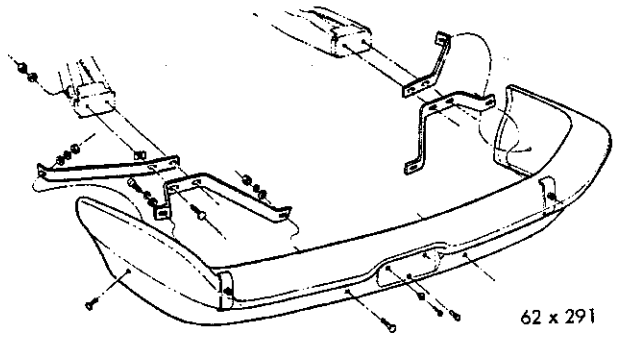


Fig. 93—Disassembled Front Bumper Assembly Chrysler

bumper extensions.

b. Installation

(1) Position the bumper extensions on the bumper and install the mounting bolts securely.

(2) Position the bumper against the frame reinforcements and install the mounting bolts loosely.

(3) Install the frame bracket to the bumper support bracket bolts loosely.

(4) Align the bumper from side to side, and for correct spacing with the front fenders and tighten all mounting bolts securely.

BUMPER—REAR (Fig. 95) (CHRYSLER MODELS)

a. Removal

(1) Remove the bumper stablizer to the quarter panel mounting bolts.

(2) Remove the bolts attaching the bumper to the support arms and remove the bumper assembly.

(3) Remove the stabilizers from the bumper extensions.

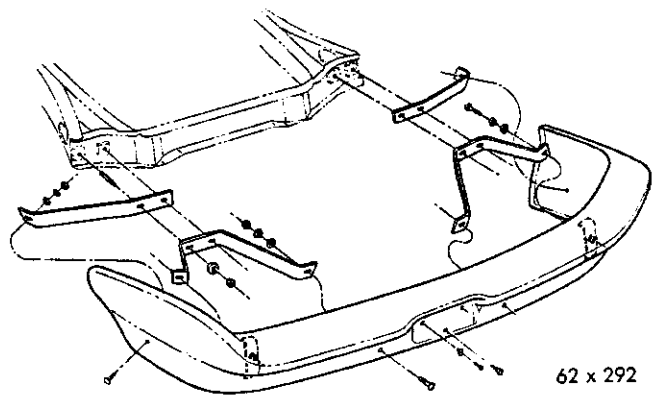


Fig. 94—Disassembled Front Bumper Assembly (New Yorker)

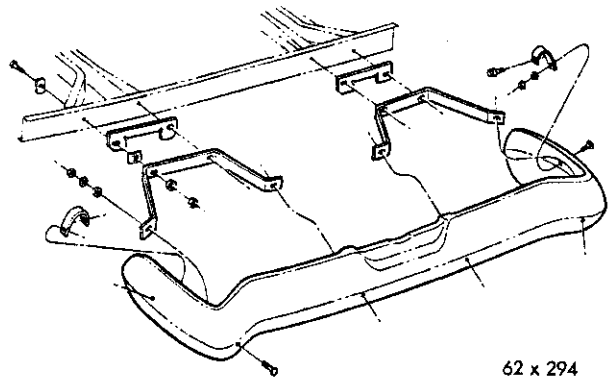


Fig. 95—Disassembled Rear Bumper Assembly (Chrysler)

(4) Remove the bumper extensions.

b. Installation

(1) Install the stablizers on the bumper extensions and the extensions on the bumper face bar.

(2) Using extreme care not to damage the paint on the quarter panel, position the bumper assembly on the support arms and install the mounting bolts loosely.

(3) After obtaining the bumper to the quarter panel alignment, tighten the bumper to support the arm bolts.

(4) Install the stablizer to the quarter panel bolts.

DEFLECTOR (CHRYSLER MODELS)

a. Removal

(1) Remove the bumper assembly.

(2) Remove the grille moulding.

(3) Remove the stone deflector.

b. Installation

(1) Position the stone deflector and install the stone deflector to the grille bracket bolts.

(2) Install the grille moulding.

(3) Install the bumper assembly.

GRILLE (CHRYSLER MODELS) (Fig. 96)

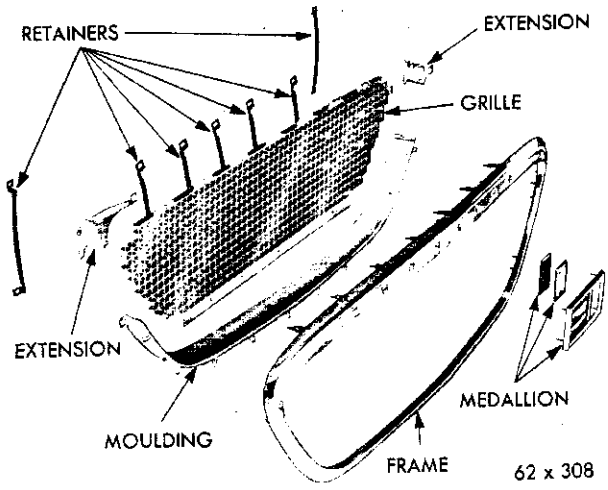
a. Removal

(1) Remove the grille moulding.

(2) Remove the grille to splash shield bolts.

(3) Remove the grille to fender tie-bar support bolts.

(4) Remove the grille assembly.



Disassembled Grille (Newport)

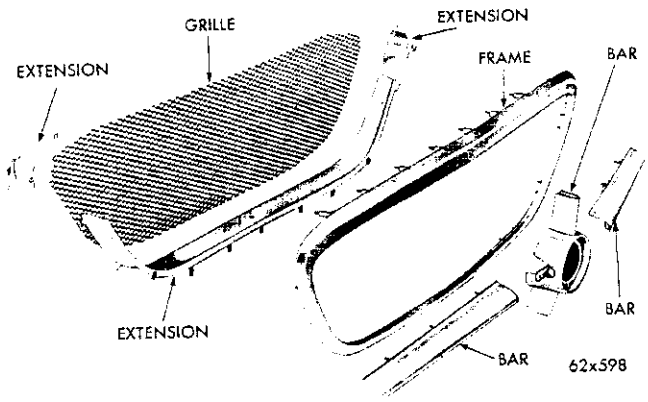


Fig. 96—Disassembled Grille (300—New Yorker)

b. Installation

(1) Position the grille in its opening and install the grille to the fender tie-bar support bolts loosely.

(2) Install the grille to the fender splash shield bolts loosely.

(3) Align the grille in its opening for correct spacing and tighten all retaining bolts securely.

(4) Install the grille moulding.

BUMPER—FRONT (Fig. 97) (IMPERIAL MODELS)

a. Removal

(1) Disconnect the parking lamp wires.

(2) Remove the bumper to the support bar bolts and remove the bumper assembly.

(3) With the bumper removed, remove the bumper center section and the parking lamps.

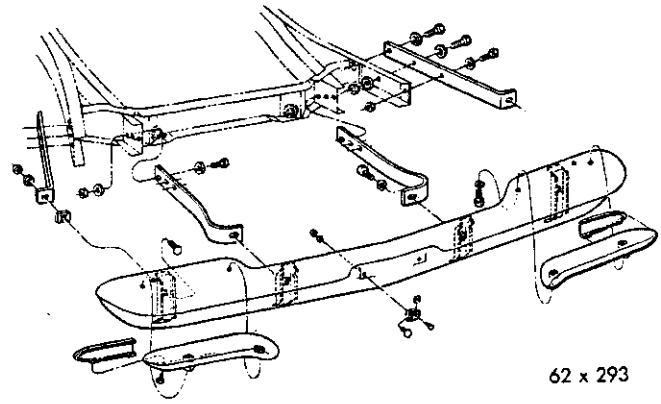


Fig. 97—Disassembled Front Bumper (Imperial)

b. Installation

(1) Position the parking lamps on the bumper and install the mounting bolts securely.

(2) Install the bumper center section on the bumper.

(3) Carefully position the bumper assembly on the support arms and install the mounting bolts. Do not tighten the support arm bolts until the bumper is correctly aligned. Tighten the bolts securely.

(4) Connect the parking lamp wires.

BUMPER—REAR (Fig. 98) (IMPERIAL MODELS)

a. Removal

(1) Remove the screws attaching the license plate lamp to the rear bumper and slide the lamp up out of the way. Disconnect the back-up light wires.

(2) Remove the grommet from the deck lid lower panel (one each side of center). Remove the nut from the two upper studs. Remove the nuts from exposed

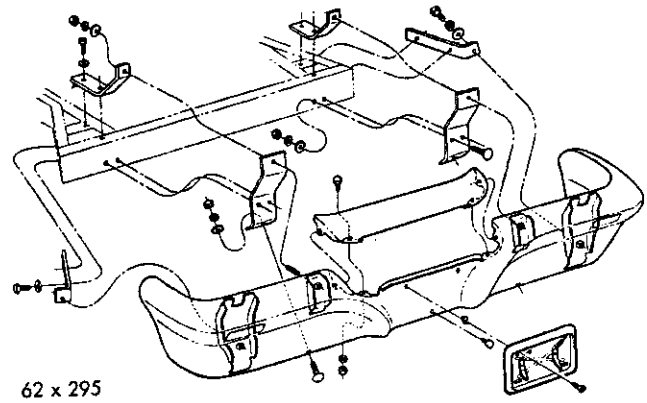


Fig. 98—Disassembled Rear Bumper (Imperial)

bolts throught the face bar lower.

(3) Support the rear bumper to prevent it from falling and remove the bolts attaching the bumper to the support arms and the rear side of the frame cross member. Remove the rear bumper assembly.

(4) Remove the bumper center section and the license lamp and back-up lights.

b. Installation

(1) Install the bumper center section and the license lamp and back-up lights on the bumper.

(2) Feed the stud in the upper part of bracket through supports, tighten finger tight, assemble the nuts to exposed bolts through the lower face bar finger tight.

(3) Align the bumper with the rear quarter panels and tighten all bolts securely.

(4) Connect the back-up light wires.

(5) Install the license lamp on the bumper, and connect the wire.

GRILLE (IMPERIAL MODELS) (Fig. 99)

a. Removal

(1) Remove the grille to the center support bracket screws.

(2) Remove the nuts attaching the grille to the front fenders (the nuts are accessible from under the fenders).

(3) Remove the bolts attaching the grille to the shield.

(4) Pull the grille straight out to remove.

(5) Remove the bolts attaching the outer grille sections to the center section.

b. Installation

(1) Connect the outer grille sections to the center grille section.

(2) Position the grille in its opening and install the grille to the stone shield bolts.

(3) Install the nuts on the grille outer sections retaining studs under the front fenders.

(4) Install the grille to the center support bracket screws.

DEFLECTOR (IMPERIAL MODELS)

a. Removal

(1) Remove the bumper.

(2) Remove the bolts attaching the grille brackets to the stone shield.

(3) Remove the stone shield to the fender splash shield bolts.

(4) Remove the grill to the support bracket bolts and the screw attaching the shield to the yoke and carefully remove the stone shield.

b. Installation

(1) Slide the stone shield into position and install the screws attaching the shield to yoke and the support brackets.

(2) Install the stone shield to the fender splash shield bolts.

(3) Install the grille bracket to the stone shield bolts.

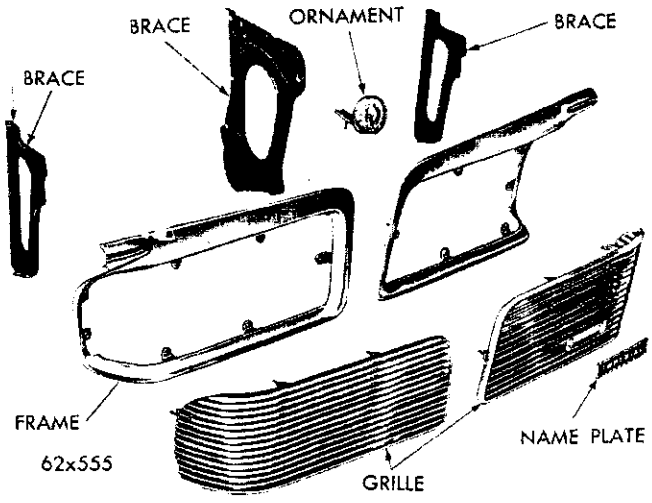


Fig. 99—Disassembled Grille (Imperial)

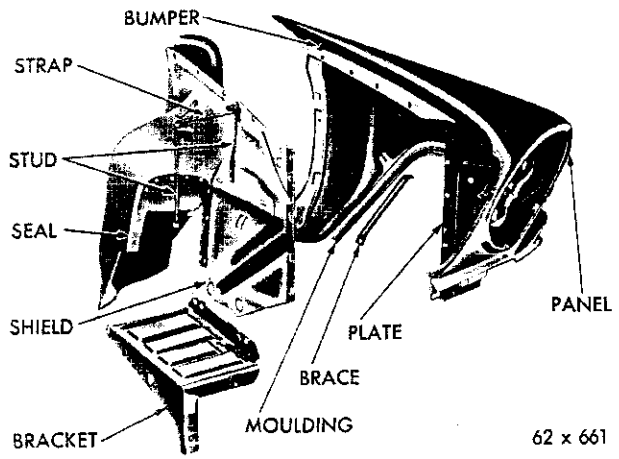


Fig. 100—Disassembled Front Fender and Splash Shield (Chrysler)

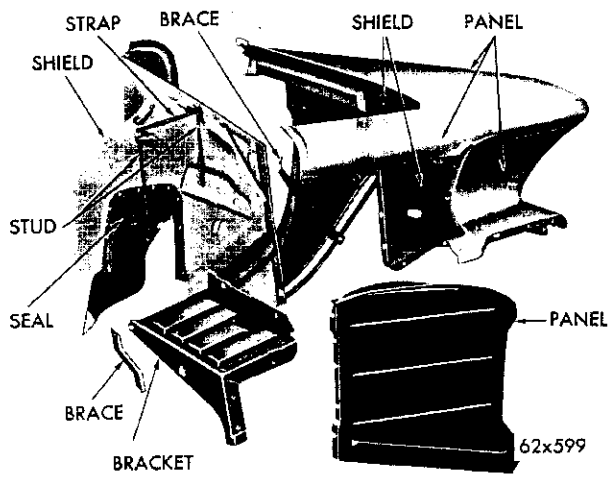


Fig. 101—Disassembled Front Fender and Splash Shield (Imperial)

(4) Install the bumper assembly.

FENDER (Figs. 100 and 101)

Removal and installation of the front fenders should not present any unusual difficulties except that the cowl to fender bracket studs and nuts (Fig. 102), should be removed to facilitate the removal of the fender assembly.

a. Removal

(1) Raise the hood.

(2) Tape the leading edge of the front doors and cowl to fender area to avoid damage to the finish.

(3) Remove the fender to splash shield, radiator yoke, grille bar, and fender to body attaching bolts.

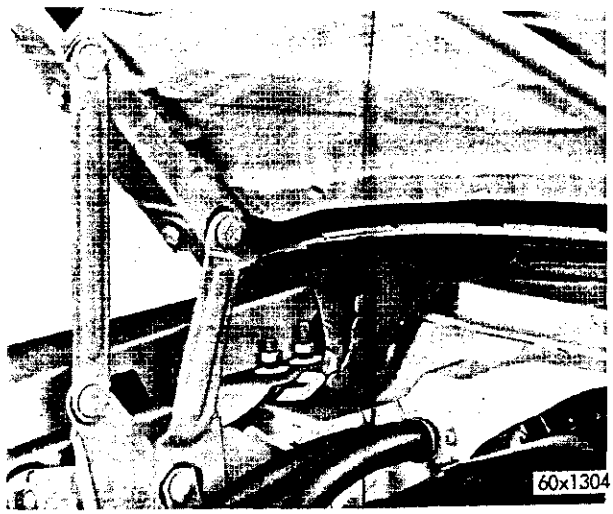


Fig. 102—Removing the Fender Shims

(4) Remove the outside rear view mirror and antenna lead, if so equipped.

(5) Remove the head lamp, horns, and wires. Remove the fender assembly.

b. Installation

(1) Install the splash shield, yoke, grille body brackets attaching bolts.

(2) Install the head lamp, horn and antenna and outside mirror if so equipped.

(3) Install the cowl quarter to fender bracket studs and nuts.

(4) Install the head lamp wires.

(5) Check the hood to fender and the fender to door alignment.

FENDER ALIGNMENT

Before aligning the front fenders make sure the body bolts are tight and the rear edge of the fender is even with the contour of the front door.

a. Top Rear Edge of Fender too Close to Cowl

Raise the hood and loosen the top fender bolt. Pry up the front end of the fender bracket with a screw driver and install a U-shaped rubber shim, as shown in Fig. 102. Remove the screw driver and tighten the fender bolt.

b. Top Rear Edge of Fender too Close to Cowl

Loosen the fender top bolts. Pry the rear edge of the fender away from the cowl with a screw driver. Retighten the fender bolts.

c. Bottom Rear Edge of Fender Lower Than the Sill Panel

Install the bumper jack with extension between the radiator support and the dash panel. Use only enough pressure to maintain the front and rear position of the fender.

Loosen the fender-to-cowl attaching bolts. Then roll a floor jack into position under the bottom rear edge of the fender. Protect the fender edge with a cloth pad. Raise the jack until the bottom edge of the fender is in line with the bottom edge of the sill panel. Retighten the fender attaching bolts and removing jack.

d. Rear Edge of Fender Extends too Far Striking Door and Front Edge of Fender Short of Hood

Install the bumper jack with the extension between

the radiator support and the dash panel.

e. Gap Between Rear Edge of Panel and Fender—Spacing Correct at Upper Section

Loosen the bottom fender to cowl attaching bolts. Place a two-by-four (2x4) board between the tire and the fender. Protect the edge of fender with a cloth pad. Pry back the fender to close the gap, then retighten the attaching bolts.

f. Fender too Far Forward at Upper Door

Loosen the fender-to-cowl attaching bolts. Apply pressure to the forward section of the fender until correct alignment is obtained. Then tighten fender-to-cowl attaching bolts.

FENDER SPLASH SHIELD (Figs. 100 and 101)

a. Removal

(1) Disconnect the battery.

(2) Jack up the front of the car and remove the front wheel and tire assembly.

(3) Remove the fender lower brackets attaching bolts.

(4) Remove the splash shield to frame attaching bolts.

(5) Remove the fender to splash shield attaching bolts. If removing the left hand splash shield, it will be necessary to disengage and remove battery, unclip the wire harness and remove the lead wire that connect to the starting motor solenoid.

(6) Remove the horn and the yoke to shield the fender attaching bolts.

(7) Remove the voltage regulator and the solenoid from the splash shield.

(8) Remove the wire harness from the splash shield clips.

(9) Remove the upper splash shield to fender attaching bolts.

(10) Lift the rear of fender up slightly and pull out and away from body. Support the fender in the position, then pull out and away from body, push down and back, then slide it from under the car.

b. Installation

(1) Slide the shield under the car and up into position.

(2) Install the necessary bolts and nuts to hold the shield in place, but do not tighten.

(3) Push the fender back toward the body, lift slightly and slide into position.

(4) Install the necessary bolts and nuts, sheet metal screws but do not tighten.

(5) Install the attaching bolts and nuts securely.

(6) Reinstall and connect the battery.

(7) Reclip the wire harness to shield and install the lead wires to starting motor solenoid.

(8) Install the horn.

(9) Connect the battery.

(10) Check the hood fender alignment as described in fender installation.

SERVICING (THE REAR FENDER)—(QUARTER PANEL)

(1) The rear fender (quarter panel) replacement should only be necessary when the panel is damagd to the extent that body bumping could not restore it to its original condition.

(2) The type and the extent of the damage to the quarter panel is the determining factor in the portion of the panel to be replaced The repair of a damaged quarter panel can be handled the same as it always has been on any other body panel.

(3) When a section of the rear fender (or quarter panel) has been damaged or torn beyond repair, the damaged section of the quarter panel should be roughed out and shaped as much as possible to allow for correct measurement. Measure the piece of metal to be cut out.

(4) This measurement should be taken from a definite point such as a moulding or bead. Cut out the damaged section with a suitable cutting tool. A similar section should be cut from a new quarter panel, and welded in position on the damaged quarter.

(5) Should the entire rear quarter panel be damaged beyond repair, one of two conditions may develop.

(6) If only the outside quarter panel skin is damaged, then the repair can be made by cutting away the damaged section and installing a new quarter outer panel.

(7) If the outside quarter panel attaching brackets are also damaged beyond repair, a complete new quarter panel assembly should be installed. All the necessary inside mounting and supporting brackets (less wheel houses) are welded to the outside panel to make up the service replacement quarter panel assembly.

NOTE: If difficulty is experienced in separating spot welds where the damaged panel is attached, the

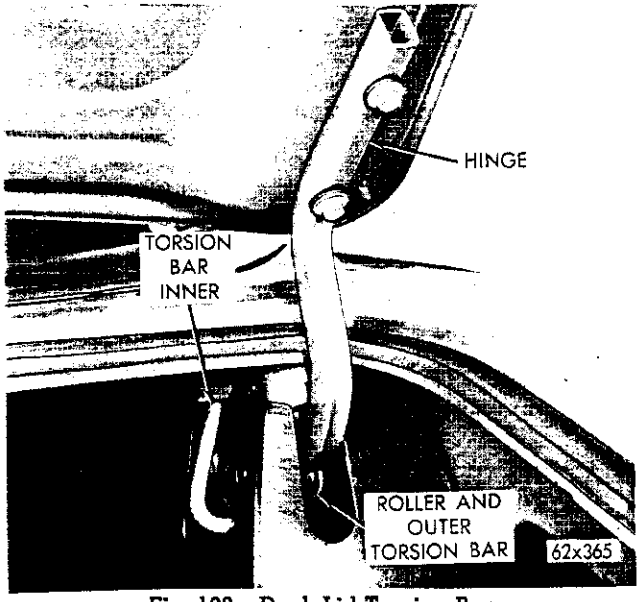


Fig. 103—Deck Lid Torsion Bars

panel can be cut away from its flange leaving the old flange intact. The new panel can be welded over the old flange.

REAR DECK LID, HINGES AND LOCKS—REMOVAL, INSTALLATION ALIGNMENT (ALL MODELS EXCEPT CONVERTIBLE)

The weight of the lid is counterbalanced in all positions by the tension of two torsion bars. (See Figures 103 and 104). The torsion bars are long, small diameter steel bars, that are free at one end and anchored to support the bracket at the other. (See Fig. 104). A roller sleeve on the free end, operates against a "cam contour" on the back face of the hinge. As the deck lid is raised, the action of the rollers against the hinges cause the bars to twist, exerting a torsional resistance that balances the lid. To permit adjustment of the torsion bar tension, four slots are located in each support plate.

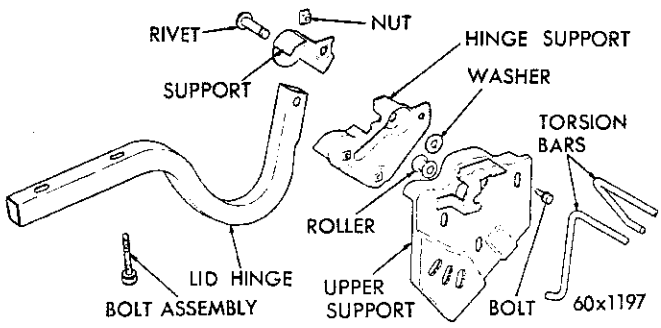


Fig. 104—Disassembled Torsion Bar and Deck Hinge Assembly

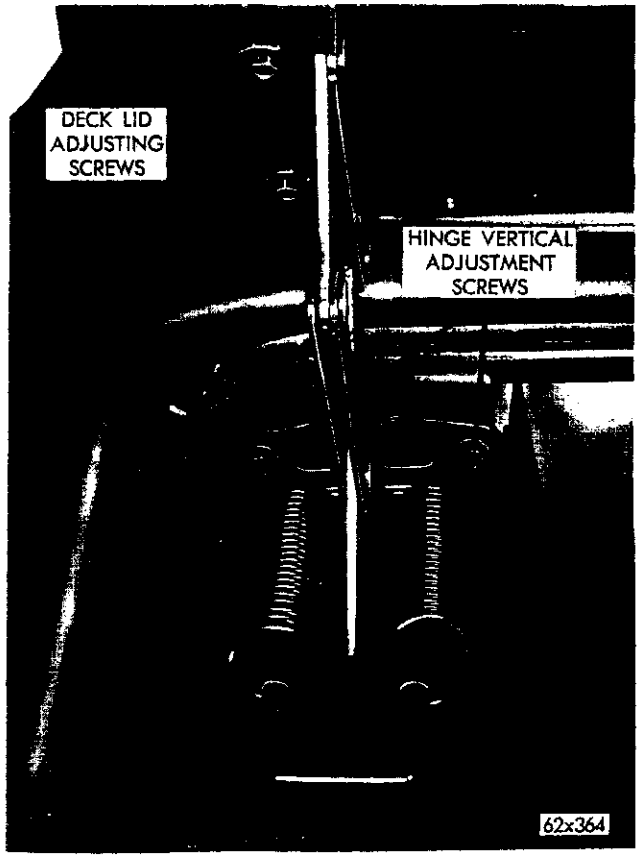


Fig. 105—Deck Lid Hinge—Convertible

REAR DECK LID (Convertible)

On convertible models, the weight of the rear deck lid is counterbalanced by the use of coil springs (Figure 105). Vertical ad lateral adjustments of the deck lid are accomplished through the use of elongated bolt holes in the hinge brackets.

DECK LID

a. Removal

Adjustment of the deck lid is obtained by loosening the bolts and shifting the lid from side to side or front to rear. It is often possible, however, to properly fit deck lid by adjusting the striker plate, latch or both. Should it become necessary to remove the deck lid for replacement or repair, refer to Figure 103.

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

(2) Brace the deck lid in such a manner so as to hold the lid in position while removing the last two bolts. (This will keep the lid from sliding down and damaging the rear deck.)

(3) Remove the last two bolts and lift the deck lid up and away from rear of the car.

b. Installation

(1) Lift the lid and slide down into position. Install the attaching bolts. Do not tighten them, just snug down.

(2) Lower the lid and check fit.

(3) If necessary adjust lid, check adjustment of latch and striker plate.

DECK LID HINGES

a. Removal

The deck lid hinge upper mounting flange is fastened to the 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 the deck lid.

Should it become necessary to remove and install either of the rear deck lid hinges, for repair or complete replacement, refer to Figures 103 and 104 and proceed as follows:

(1) Raise the deck lid and brace the lid on the corner where the hinge is to be removed.

(2) Remove the torsion bar from the side the hinge is to be removed.

(3) Remove the bolts that hold the deck lid to the hinge arm.

(4) Remove the three bolts that hold the hinge pivot plate on the support bracket.

(5) Disengage the hinge from the bracket and remove from the rear compartment.

b. Installation

(1) Slide the hinge into position in trunk rear compartment. Install the bolts. Do not tighten, just snug down.

(2) Install the bolts that hold the hinge to the deck lid. Do not tighten, just snug down.

(3) Remove the prop and lower the lid to check fit.

(4) Make the necessary adjustments to center the lid in the opening. Check the adjustment of the latch and srtiker plate. After adjustments have been made, prop the lid open and install the torsion bar.

REAR DECK LID ALIGNMENT

The deck lid hinges, lock and striker plate are adjustable (Figs. 106, 107 and 108), enabling a proper fit of the deck lid with little effort.

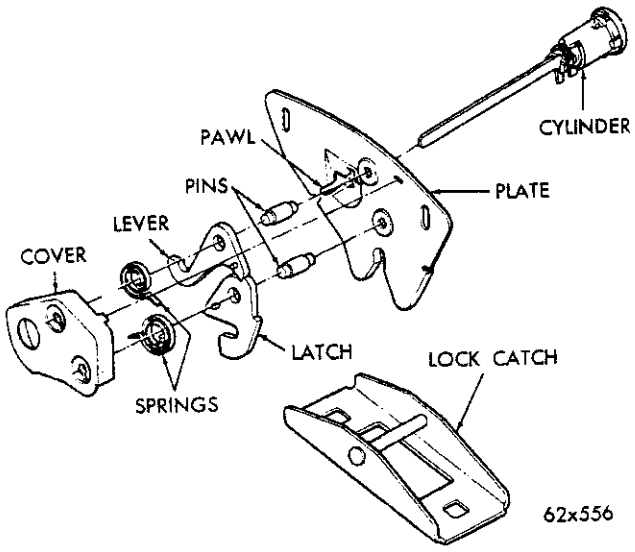


Fig. 106—Disassembled Deck Lid Lock and Catch

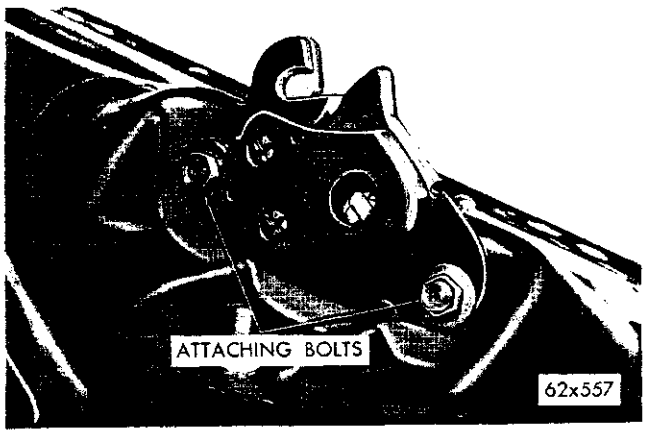


Fig. 107 Deck Lock and Latch Assembly

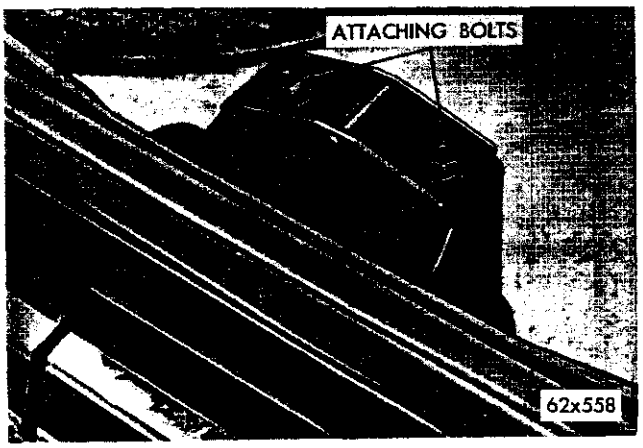


Fig. 108—Deck Lid Lock Catch

CENTERING DECK LID IN OPENING

The two bolts in each of the deck lid hinges are oversized, thereby permitting the lid to be moved ahead or back, and from side to side. When positioning, locate the lid so the extreme rear portion along the sides are both flush with the body panel as well as equally spaced in the opening. To adjust, loosen the hinge bolts (one hinge at a time) as shown in Figure 103. Move the lid in desired direction, retighten the bolts. Repeat this operation on the opposite side until the lid fits flush with the body panel and is equally spaced all around.

CORRECTING DECK LID CAMBER

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

a. To Increase the Deck Lid Camber

Insert a plastic mallet between the lid and quarter panel, then apply pressure on the lower corner of lid. Remove the mallet and check the fit and flushness at the rear of the deck lid. Readjust the lid on its hinges, if necessary.

b. To Decrease Deck Lid Camber

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

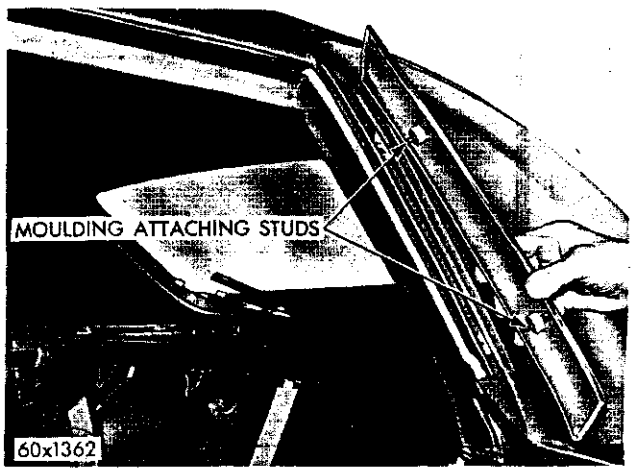


Fig. 109—Removing the Rear Side Moulding (Imperial)

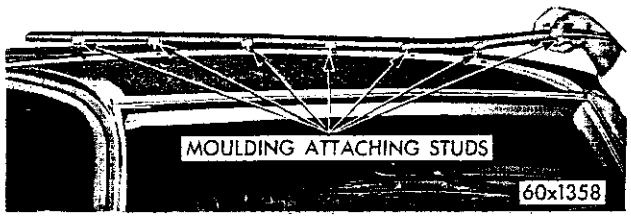


Fig. 110—Removing the Roof Moulding (Imperial)

c. Raising or Lowering the Upper Corners of Deck Lid

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

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

d. Checking Latch and Striker Plate

Both latch and striker plate are adjustable, but better results can be obtained by adjusting the striker plate. The striker plate is adjustable in two directions, forward and backward, and to either side, as shown in Figures 107 and 108. As plate moves to the rear, it also rises making it easier to close the lid. Moving the plate forward lowers it and makes the lid close tighter.

e. Adjusting Latch

Loosen the mounting bolts, as shown in Figure 108, and move the latch into the proper engaging position. Tighten the bolts securely.

f. Inspecting for a Correctly Fitted Deck Lid (Fig. 78)

A correctly fitted deck lid is one that is centered in the opening, and fits flush with the body panels. A check for proper fitting and seal of the deck lid can be made with strips of paper. Insert the strips of paper (about an inch wide) along the edge of the deck lid opening and close the lid. (See Fig. 87). If the papers fit snug all along the edges of the lid as they are pulled out, a good seal is evident. If the

papers fit loosely on one side, and tight on the other, the deck lid should be aligned.

g. Body Moulding removal and installation

The removal of body moulding on the Chrysler models (Figs. 109, and 110) should create no special problem. On Imperial models the headlining must be removed on specific models to remove the roof and side mouldings. Care should be emphasized, however, when removing or installing the mouldings on all models to avoid damage to the paint and the other finishes.

CONVERTIBLE COUPE TOP

ALL MODELS

OPERATING THE CONVERTIBLE COUPE TOP

a. To Lower the Top

Release the safety catch on the locking handle located in the center of the header, pull the handle down and to the rear. Push header free of windshield. Be sure the Convertible Top storage compartment is free of articles. Unzip the rear window and drop into the storage compartment. On Chrysler models, the rear window need not be unzipped. Operate the engine in NEUTRAL at a speed above idle. Turn the top control switch located on the instrument panel to the right and hold in this position until the top is fully lowered. Fasten the top boot over the compartment snapping it at the sides and rear.

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.

b. To Raise to Top

Unsnap the top boot at the sides and rear and fold into the storage compartment. Turn the top control switch to the left and hold in this position until the header rests on the windshield. Zip up rear curtain. Pull the top down firmly on the top header. Push the locking handle all the way forward until the safety catch engages.

ADJUSTING THE CONVERTIBLE COUPE TOP

Five adjustments on each side will allow the top to be moved ahead, back, and the front portion from side to side and to correct the curvature of the side rail to fit the contour of the rear quarter windows. This could also affect the clearance between the cloth top and the door.

Before making any top adjustments, determine the cause of the difficulty before proceeding, then correct as follows:

a. Body Alignment (Imperial Only)

An important factor in the proper alignment of the doors and convertible top is the attachment of the body to the frame of the car. Uneven tightening of body bolts, the use of too many or not enough shims, or overtightening of the body bolts may result in distortion of the body sill and cause misalignment of the doors and top fit at the header.

Therefore, before any adjustments are performed to correct the door or the top misalignment, be sure that all the body bolts are tightened to 18 foot pounds torque. In some cases, it may be advisable to loosen the body bolts and drive the car a short distance to permit the body to settle evenly on the frame. Then, tighten the bolts to the specified torque.

If body shimming is necessary to obtain the proper door alignment, this should be done before attempting to make the adjustments of the top linkage.

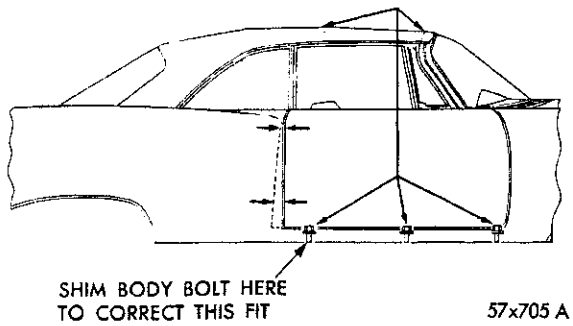


Fig. 111—Shimming Body for Door Alignment (Imperial)

Figure 111 illustrates how to correct a door fit which is tight at the top and open at the bottom. If the door fit were open at the top and closed at the bottom, it would be necessary to add shims at the body mounting near the front and rear of the door. In some instances, add shims on the right side of the car and remove them on the left side or vice versa. The important thing, however, to keep in mind is that shimming of the body as illustrated changes the fitting of the top header at the windshield frame.

b. Roof Side Rail Alignment

The adjustment of the front side rail and header panel to the windshield, Figure 112, is controlled by the rear control links which are fastened in the quarter panel pockets.

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

Also affecting the side rail weatherstrip sealing at the top of door glasses are the front side rail hinge adjusting set screws and the rear side rail hinge adjusting set screws. If the front side rail joints are open when the top is fully raised, turn the front side rail hinge adjusting screws counterclockwise until the joints are closed. If, after making this adjustment, the clearance between the door glass and the side rail is increased or decreased, adjust the rear adjusting screws to obtain the desired clearance.

c. Power Link Adjustment (Chrysler Only)

With the top and all door and quarter window glasses in the raised position, carefully inspect both door and quarter glasses for proper fit to the top side rail seals and vertical seals. Adjustment for proper alignment of quarter window glass-to-roof rail weatherstrip is made at the power guide link adjusting plate with the top in a partially raised position.

To decrease the clearance between the quarter glass and roof rail weatherstrip, move the bracket forward. Move the bracket rearward to increase the clearance. The adjustment should be approximately the same on both sides.

d. Top Header Panel Adjustment (All Models)

If the header does not close easily on the dowels, loosen the header panel-to-side rail screws and shift the header panel forward or backward as required to obtain the desired clearance.

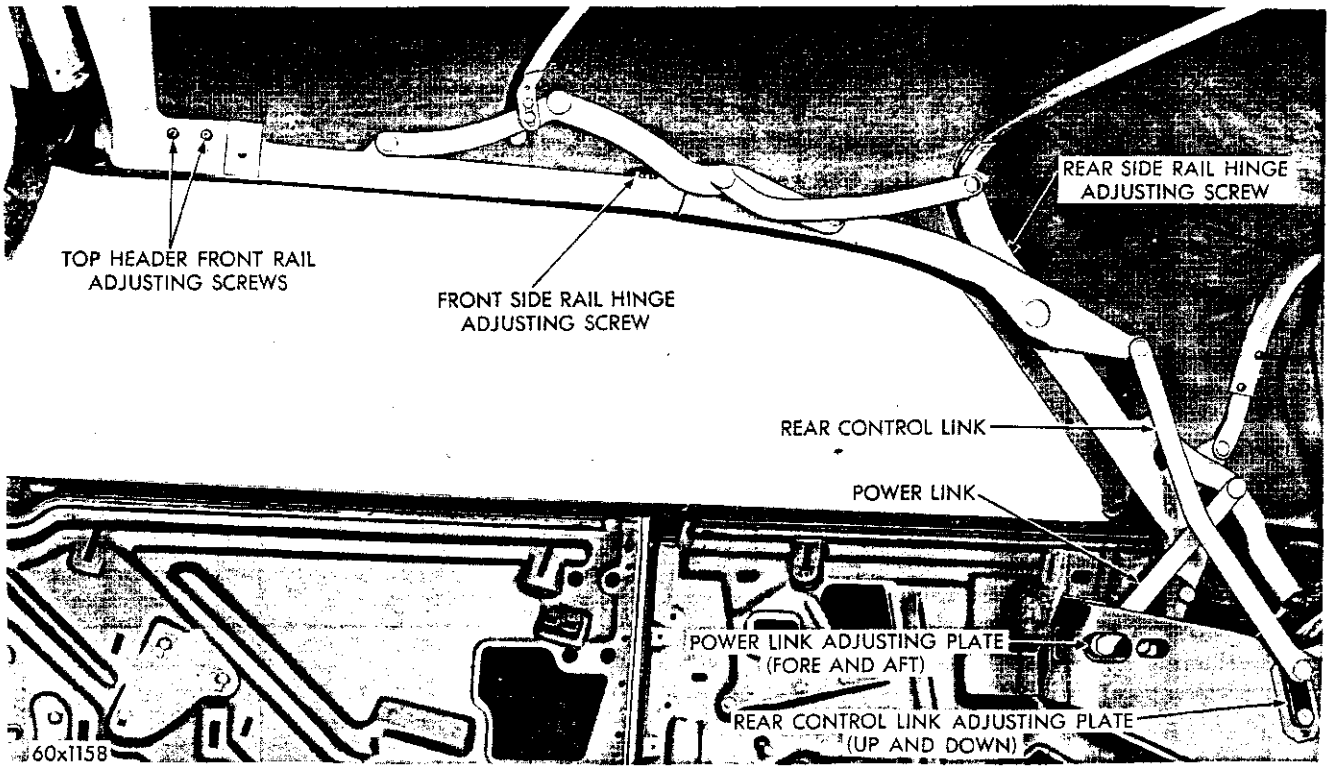


Fig. 112—Convertible Top Side Rail Assembly

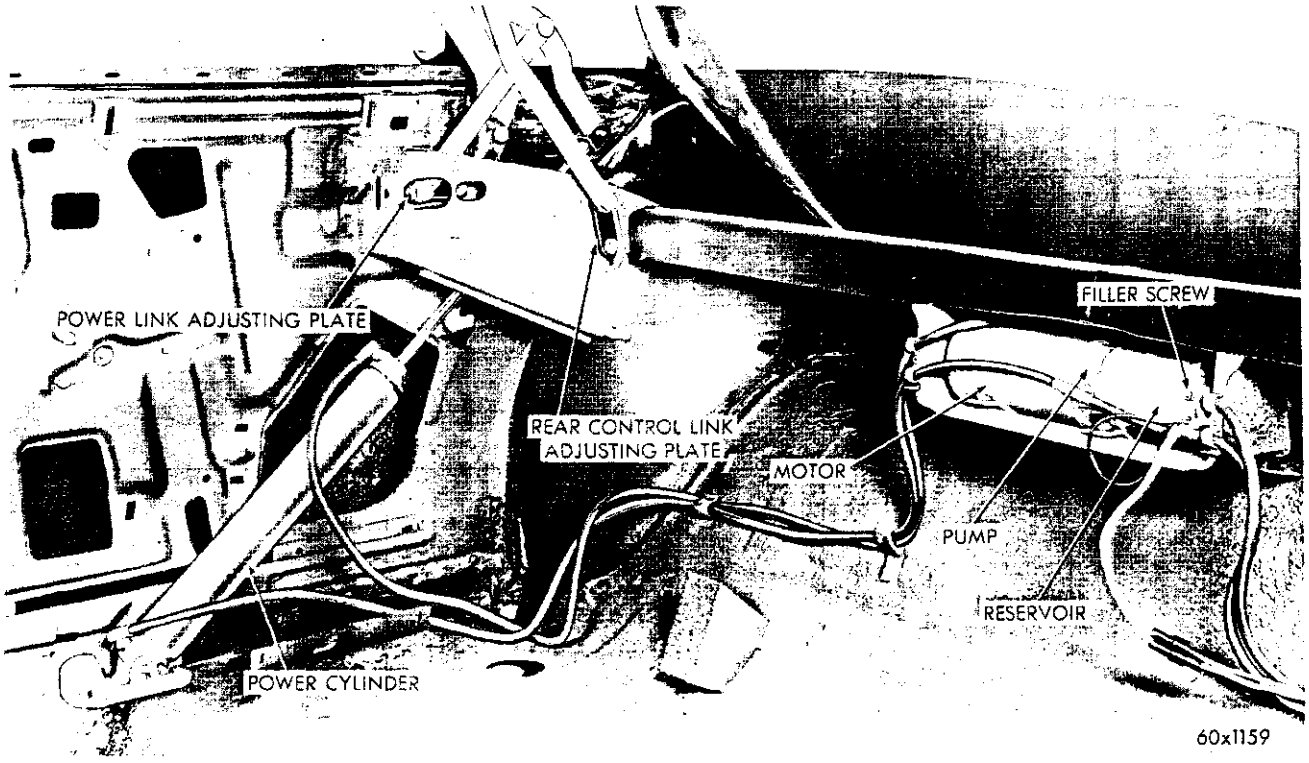


Fig. 113—Convertible Top Hydraulic Folding Mechanism

On Chrysler models only, the adjustment of the header to windshield frame weatherstrip sealing against entry of water or air is controlled by two torsion bar adjusting screws, one on either side, accessible through slots in the under side of the header near the dowels. Turn the screws counterclockwise to loosen or clockwise to tighten the tension on the seal. Care must be taken, in making this adjustment, to avoid too great a locking or unlocking effort on the locking handle in the center of the header.

SERVICING THE TOP FOLDING MECHANISM

The electric-hydraulic top folding mechanism, Figure 113, 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 114.

The pump is a two-direction, reversing motor type and is connected to the cylinders by flexible lines and tubing. A valve and port assembly in the reservoir directs flow of fluid in the system. The motor, pump, and reservoir assembly can be replaced as a unit, or the 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 the motor running, with sufficient fluid in the reservoir, and again with pivot points operating freely without binding, the cause is probably improper linkage alignment and adjustment.

FLUID LEVEL IN RESERVOIR

Insufficient fluid in the system may cause the top to

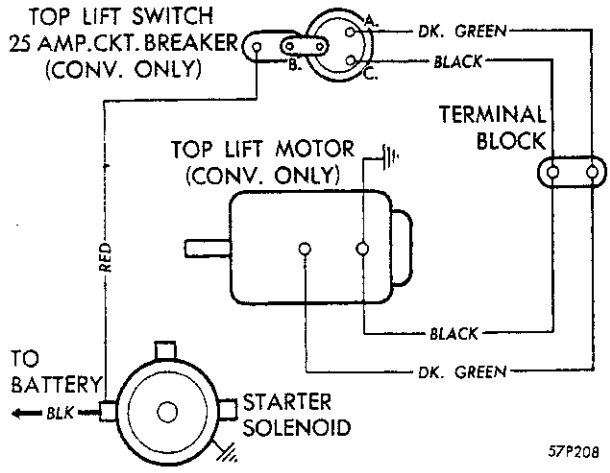


Fig. 114—Wiring Diagram Electric Hydraulic Top

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

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

TOP WILL NOT RAISE OR LOWER

Hook one wire of a test lamp to a good ground and the other wire of the test lamp feed to the terminal on the control switch. The test lamp should light. If the test lamp does not light, test on each side of the circuit breaker, and replace the faulty wire or the circuit breaker, as necessary.

TESTING THE TOP CONTROL SWITCH

Disconnect the black wire at the top control switch and hold it firmly against the black and red wire terminal on the control switch. The top (if raised) should start to lower. Repeat this test with a green wire. The top (in the lowered position) should start to rise. If the top operates during these tests, but fails to operate when the control switch lever is moved to right or left, the switch is at fault and should be replaced. If the top fails to operate during these tests, follow the procedure outlined for "Adjusting the Top", Checking the Fluid Level in the Revervoir and Testing the Wires between the Control Switch and the Pump Motor.

TESTING WIRES BETWEEN THE CONTROL SWITCH AND THE PUMP MOTOR

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

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 the window. To clean the window, rinse with a cold water spray to remove grit and dirt. Lather the surface with suds of a mild soap (such as Castile), using the palm of the hand. Rinse thoroughly and allow to air dry. Do not use a 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 percent clean water should be used. Apply with palm of hand and rub surface of window with circular motion. Use solution generously.

CARE AND CLEANING OF TOP

Frequent brushing and vacuuming will keep the top free of abrasive dust and dirt. Wash top with warm water and mild soap, lathering well with soft cloth or sponge. Rinse with plenty of clean water to remove all traces of soap. Allow to dry completely before lowering.

TOWN AND COUNTRY

(CHRYSLER)

TAIL GATE

The tail gate of the Chrysler Town and Country models is hinged at the lower corners and is counterbalanced by a single torsion bar to aid in raising and lowering. The 3 seat Town and Country is equipped with an electric window which is optional on the other models. The electric window is controlled by a switch on the instrument panel or at the left side of the tail gate opening. An externally operated lock cylinder switch provides for external operation of the window.

A squeeze and pull type handle is located in the center of the upper inside garnish moulding to unlatch the tail gate. The tail gate is held closed by two rotary type locks mounted on the sides of the tail gate. These rotary locks engage two-stage strikers attached to the pillar post.

a. Removal (Tail Gate)

(1) Remove the rear bumper face bar to enable the tail gate to be removed down and out of the body opening.

(2) Under the tail gate door, remove the torsion bar brackets from the pillar posts.

(3) Open the tail gate and support on jacks or stands.

(4) Loosen the hinge pivot pin locking screws (Fig. 115).

(5) Use a pencil and outline the hinge plate position on pillar post for future assembly.

NOTE: On cars with an electric window, remove the trim panel and disconnect the terminals at the control switch on the left edge of the tail gate.

(6) Remove the hinge plate attaching bolts from the pillar post (Fig. 116).

(7) Slide the hinge plate and the torsion bar in through the guide toward the center of the tail gate.

(8) Lower the tail gate down and out of the body opening.

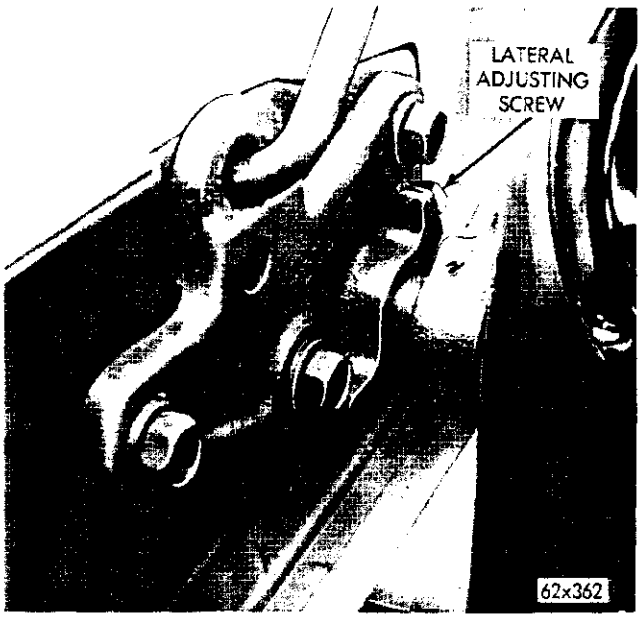


Fig. 115—Torsion Bar, Hinge and Aligning Points

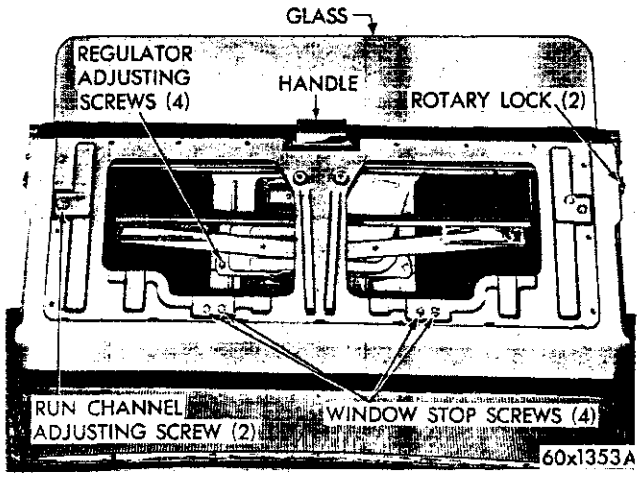


Fig. 116—Tail Gate, Adjustment and Aligning Points

b. Installation (Tail Gate)

(1) With the torsion bar and hinge plates pushed in toward the center of the tail gate, engage the hinge plates into the lower opening of body.

(2) Attach the hinge plate attaching bolts into the pillar posts and locate the hinge plates in relation to the previous pencil marked positions.

(3) Tighten the attaching bolts firmly enough to hold the position and check the alignment.

(4) Close the tail gate and center in opening.

(5) Attach the torsion bar bracket to the pillar post.

(6) Open the tail gate and tighten the locking screws on the hinge pivot pin.

(7) Connect the wires to the control switch and install the trim panel.

(8) Operate the tail gate window and check for alignment.

TAIL GATE GLASS

a. Removal

(1) Lower the tail gate glass and open the tail gate.

(2) Remove the attaching screws and remove the garnish moulding and the handle.

(3) Remove the inside trim panel.

(4) With an assistant holding the instrument panel switch in the up position, operate the control switch on the left side of the tail gate and support the glass as it emerges.

(5) Remove the retaining clips and the regulator arms from the window frame and remove the glass from the tail gate.

b. Installation

(1) Insert the glass into the tail gate run channels deep enough to engage the regulator arms into the window frame.

(2) Install the inside trim panel.

(3) Install the garnish moulding and the handle.

(4) Operate the window and check for misalignment.

TAIL GATE GLASS RUN CHANNEL

a. Removal

(1) With the tail gate glass removed, remove the channel attaching bolts (Fig. 116) and remove the channel.

b. Installation

(1) Position run glass channel into the tail gate and install the attaching bolts only finger tight.

(2) Install the tail gate glass into the run channel and engage the regulator arms and install the retaining clips.

c. Adjustment

(1) Run the tail gate glass to the bottom stop and close the tail gate.

(2) Operate the glass up and down several times to center or position the run channel.

(3) Tighten the run channel attaching bolts and reinstall the trim panel, the garnish moulding and the handle.

FOLDING THIRD SEAT

The folding third seat and seat back are adjustable to assure a level floor condition when in a closed position. The seat and seat back may also be removed to provide additional cargo space by removing the hinge bracket attaching bolts.

QUARTER GLASS

a. Removal

(1) Remove the inside garnish mouldings.

(2) Remove the outside moulding attaching screw from the lower rear corner of the quarter glass.

(3) Insert a tapered fiber stick between the window fence and the weatherstrip and loosen the weatherstrip from the body.

(4) With an assistant to hold the glass from outside, press the glass from the lower rear corner and remove the glass, weatherstrip and moulding assembly from the window opening.

(5) Bend up the attaching tabs of both the upper and lower corner moulding caps and remove the moulding from the weatherstrip.

(6) Roll the weatherstrip off of the glass.

b. Installation

(1) Inspect the weatherstrip for tears, cuts or distortion.

(2) Apply a small coat of weathersealing cement to the edge of the glass and starting at the front corner, roll the weatherstrip onto the glass.

(3) Starting at the front upper corner of the weatherstrip, work the trim moulding into the groove of the weatherstrip.

(4) Install the front corner moulding cap and insert the attaching tab through slot of weatherstrip and bend under.

(5) Install the lower moulding.

(6) Install the rear corner moulding cap and insert the attaching tab through slot in weatherstrip.

(7) Place the glass, weatherstrip and moulding assembly on a padded table with inside of glass up.

(8) Starting at the lower center of the weatherstrip insert a pull-cord in the flange groove with the ends of the cord crossed.

(9) With an assistant holding the glass, weatherstrip and moulding assembly in approximate position in the window opening, slowly work the weatherstrip over the window fence by pulling the cord.

(10) Position the glass into place by bumping glass with the palm of the hand.

(11) Install the rear corner moulding attaching screw.

(12) Install the inside garnish mouldings.

SERVICE DIAGNOSIS

MANUAL DOOR LOCK AND LINKAGE

Condition	Possible Cause	Correction
Door hard to open or sticks.	(a) Striker rubbing on the door face or on the back rotor housing.	(a) Add or remove shims in back of the striker to remove the interference.
	(b) Lock striker not set at the correct angle or position.	(b) Adjust the striker so that the top of the lock housing moves parallel to the bottom surface of the striker teeth and the door is not raised or pulled down as the lock engages the striker.
	(c) Door mouldings or trim interfere with the door pillar.	(c) Relocate the moulding being sure the screw heads do not project.
Door is hard to close.	(a) Door weatherstrips have high spots or other crowded conditions when the door is in the proper closed condition.	(a) Correctly shim or adjust the weatherstrips. Re-cement wherever necessary.
	(b) Door rubber bumpers too thick.	(b) Cut the bumpers down if they are too thick.
	(c) Upper and lower hinges improperly aligned or lack lubrication.	(c) Adjust and lubricate the hinges using MoPar Lubriplate.
	(d) Striker not properly adjusted.	(d) Adjust the striker so the lock engages in the second position when the door surface is flush with the pillar or adjoining sheet metal.
	(e) Excessive side glass interference with roof rail weatherstrip.	(e) Readjust the door glass to reduce interference with the roof rail but still maintaining the proper seal.
	(f) Excessive door upper frame (Imperial interference with roof rail.	(f) Readjust the door upper frame (Imperial) to reduce interference but retain seal.
Outside handle does not return.	(a) Handle interferes with the escutcheon.	(a) Insert a screwdriver between the handle and escutcheon and pry in the desired direction to relieve the interference.
	(b) Handle is free but does not return freely due to broken spring.	(b) Replace the handle.
	(c) Handle sluggish but shows no interference in the handle mechanism and the spring is operating correctly after removing the handle to lock link.	(c) Inspect the lock mechanism for proper lubrication. Lubricate with MoPar Lubriplate. Test for interference in the pivot and spring of the lock release and links.
Remote control handle does not return to the neutral position.	(a) Interference between the remote control handle and the slot in the arm rest.	(a) Adjust the trim panel to provide proper clearance.
	(b) Interference between the trim panel and the hub of the remote control handle. Test by pressing the trim panel away from the remote control handle.	(b) Remove the tapered coil spring from the remote control handle shaft.

SERVICE DIAGNOSIS—Continued

Condition	Possible Cause	Correction
	(c) Interference in the remote control mechanism.	(c) Inspect for an excessively tight anti-rattle clip on the inner panel at the middle of the remote to lock link. Properly lubricate the remote control mechanism and the lock assembly, using MoPar Lubriplate.
Outside handle does not release the lock.	(a) Lock adjustment set too high. (b) Outside handle to lock link disconnected. (c) Ineffective release lever spring or damaged transmitter or detent actuator.	(a) Properly adjust the lock adjusting screw. (b) Be sure the flattened end of the link is not too wide spreading the clip. File the edge of the flat so the clip fits freely. Install the link. (c) Install a new lock.
Inside handle does not release lock on front doors.	(a) Remote control assembly improperly adjusted.	(a) Adjust the control mechanism until it will completely lock and release the lock.
Inside handle does not release the lock on the rear doors.	(a) Remote control assembly improperly adjusted.	(a) Loosen the remote control assembly attaching screws and, with the lock locked, move the remote control assembly forward as far as possible without forcing or bending the lock to control link. Tighten the remote control assembly attaching screws.
Door lock does not hold door closed (false latching).	(a) The rotor pawl or lever may be jammed or bent.	(a) Install a new lock.
The whole door rattles or moves excessively when driving.	(a) Door rubber bumpers missing on back of door flanges or pillar. (b) Improperly adjusted lock striker. (c) Loose rotor. (d) Welds broken and rotor cover loose.	(a) Install the bumpers where required. (b) Adjust the striker. (c) Re-rivet inside and outside rotors. Install a new lock if damaged. (d) Install a new lock.

VACUUM DOOR LOCKS

Vacuum door lock system is inoperative.	(a) Main vacuum feed hose is pinched or blocked.	(a) Inspect the main vacuum hoses (Figure 72) from the intake manifold to the vacuum tank, and from the vacuum tank to the vacuum distributor. Inspect the hoses for short bends, kinks, or being pinched. Correct as required. Install new hoses if necessary.

SERVICE DIAGNOSIS—Continued

Condition	Possible Cause	Correction
	(b) Manifold to vacuum tank hose disconnected.	(b) Connect the manifold to the vacuum tank hose.
	(c) Vacuum tank to vacuum distributor hose disconnected.	(c) Connect the vacuum tank to the distributor hose. See Figures 72 and 73.
	(d) Vacuum distributor to control switch hose disconnected.	(d) Connect the vacuum distributor to the control switch hose. Be sure the hose marked "white" connects to the large diameter fitting marked "white" on the switch. See Figure 73.
	(e Vacuum distributor to main tee hose disconnected.	(e) Connect the vacuum distributor to main tee hoses, according to the color code of the hoses and fittings. See Figure 73.
	(f) Malfunctioning or faulty switch.	(f) Remove the small diameter hoses from the switch. Start the engine, and operate the control switch. If there is no vacuum at the switch connections, the switch is at fault. Install a new switch.
	(g) Faulty vacuum distributor.	(g) Remove the distributor to main tee hose from the distributor connection. Start the engine. Operate the switch to "lock" and "unlock" positions. If no vacuum at the connections, the distributor is at fault. Install new distributor.
Vacuum door lock system fails to lock. (Manual operation satisfactory. Vacuum unlock operation satisfactory.)	(a) Hose with "red" marking disconnected at the switch.	(a) Connect the hose with the "red" marking to the switch fitting marked "red."
	(b) Hose with "red" marking disconnected at the vacuum distributor.	(b) Connect the hose with the "red" marking to the distributor fitting marked "red."
	(c) Faulty control switch.	(c) Disconnect the hose with the "red" marking at the switch. Start the engine. Move the control switch to the lock position. If no vacuum is felt at the "red" connection, the switch is at fault. Install a new switch.
	(d) Faulty vacuum distributor. (Lock valve stuck.)	(d) Remove the distributor to main tee hose marked "red," from the distributor connection. Start the engine. Operate the switch to the "lock" position. If no vacuum is felt at the connection, the distributor is at fault. Install a new distributor.
	(e) Hose disconnected at any fitting in "red" hose system to the actuator.	(e) Inspect all the connections in the "red" hose system to the actuator. See Figure 73.
	(f) Leak in hose to door.	(f) Install a new hose.
	(g) Broken hose connector on the actuator.	(g) Remove the door inside trim panel. Inspect the actuator. Install a new actuator if the connector is broken.

SERVICE DIAGNOSIS—Continued

Condition	Possible Cause	Correction
Vacuum door lock system fails to unlock. (Manual operation satisfactory. Vacuum "lock" operation satisfactory.)	(a) Hose disconnected at the control switch.	(a) Connect the hose at the switch. See Figure 73.
	(b) Hose disconnected at the vacuum distributor.	(b) Connect the hose at the vacuum distributor. (See Fig. 73.)
	(c) Faulty control switch.	(c) Disconnect the hose with no marking at the switch. Start the engine. Move the control switch to the "unlock" position. If no vacuum can be felt at the connector, the switch is at fault. Install a new switch.
	(d) Faulty vacuum distributor. (Unlock valve stock.)	(d) Remove the distributor to main tee "unmarked" hose from the distributor connection; start the engine. Operate the switch to the "unlock" position. If no vacuum is felt at the connection, the distributor is at fault. Install a new distributor.
	(e) Hose disconnected at any fitting in the "unmarked" hose system to the actuator.	(e) Inspect all the hoses in the "unmarked" hose system to the actuator. (See Fig. 73.)
	(f) Leak in the hose to the door.	(f) Install a new hose.
	(g) Broken hose connector on the actuator.	(g) Remove the door inside trim panel. Inspect the actuator. Install a new actuator if the connector is broken. See Figures 74 and 75.
Door locks operate opposite to that of the switch operation.	(a) Small hoses reversed on the control switch.	(a) Connect the hoses correctly. See Figure 73.
	(b) Hoses reversed at the distributor connections.	(b) Connect the hoses correctly at the distributor. (See Fig. 73.)
	(c) Control switch mounted in reverse position.	(c) Install and correctly connect the switch. (See Fig. 73.)
Doors on one side lock, while the doors on the opposite side unlock.	(a) Door hose lines incorrectly connected to the tee at the cowl side panels.	(a) Correctly connect the hoses. (See Fig. 73.)
One door lock operates opposite to the lock of the other doors.	(a) Hoses improperly connected to the tee at the cowl side panel.	(a) Connect the hoses correctly. (See Fig. 73.)
	(b) Hoses improperly connected at the door lock actuator.	(b) Connect the hoses at the actuator correctly. (See Figures 74 and 75.)
One door vacuum lock fails to operate. (Manual operation satisfactory.)	(a) Binding or malfunctioning door lock actuator linkage.	(a) Remove the door inside trim panel. Inspect the actuator and linkage, correct as required. (See Figures 74 and 75.)
	(b) Faulty actuator.	(b) Remove the door inside trim panel. Inspect the actuator and linkage. Install a new actuator if necessary.

SERVICE DIAGNOSIS

CONVERTIBLE COUPE TOP

Condition	Possible Cause	Correction
Folding Top Header and Windshield Header not Meeting at Correct Angle.	(a) Incorrect front and rear side rail adjustment.	(a) With the top in the up position and the header locked in, turn the square head screw at the front side rail hinge and the set screw at the rear side rail hinge until they contact the head.
"Jack Knifing" of the Side Rails at the Rail Hinges.	(a) Improper alignment of the side rails to the top of the window glass.	(a) Adjust by moving the serrated adjustment plate up or down to hold the side rails in their correct relationship to the window frame. Adjust both sides to the same height to maintain parallelism of the side rails.
Improper Meeting (fore and aft) of the Folding Top Header with the Windshield Header.	(a) Improper adjustment of the power link.	(a) Adjust the power link "fore or aft" across the serrated plate. Adjustment is in direction of movement desired.
Folding Top Header Not in Alignment with the Guide Dowels on the Windshield Header.	(a) Improper adjustment of the folding top header.	(a) Adjust the folding top header "fore or aft" until alignment with the guide dowels is accomplished.
Top Fabric too Loose or Too Tight.	(a) Improper adjustment of the number 1 roof bow.	(a) Adjust the roof bow up or down on the bow support.
Air or Water Leaks at the Windshield Header.	(a) Folding top header torsion bar not properly adjusted.	(a) Adjust the folding top header torsion bar to accomplish a 30 pound locking handle effort.