BODY AND SHEET METAL

CONTENTS

GENERAL INFORMATION

All Chrysler models, feature a "Unibody" type construction 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.

To achieve greater terminal rigidity and 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.

Heavy duty roof bows are used in the body to assure greater strength to the roof panel. The front door hinge pillar is one continuous piece from the 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 are used in the doors to keep them correctly aligned and to maintain proper door adjustment.

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 extending forward of the front passenger compartment is bolted to the "Unibody."

SERVICE DIAGNOSIS

MANUAL DOOR LOCK AND LINKAGE

Condition	Possible Cause	Correction
DOOR HARD TO OPEN OR STICKS	(a) Striker rubbing on door face or on back of rotor housing.	(a) Add or remove shims in back of striker.
	(b) Lock striker not set at correct angle or position.	(b) Adjust striker so top of lock housing moves parallel to bottom surface of striker teeth and door rises slightly as lock engages striker.
	(c) Door mouldings or trim interfere with door pillar.	(c) Relocate moulding.
DOOR IS HARD TO CLOSE	(a) Door weatherstrips have high spots or other crowded conditions when door is in proper closed position.	(a) Correctly shim or adjust weatherstrips. Recement wherever necessary.
	(b) Door rubber bumpers too thick.	(b) Cut bumpers down.
	(c) Upper and lower hinges improperly aligned or lack lubrication.	(c) Adjust and lubricate hinges.
	(d) Striker not properly adjusted.	(d) Adjust striker so lock engages in second position when door surface is flush with pillar or adjoining sheet metal.
	(e) Excessive side glass interference with roof rail weatherstrip.	(e) Adjust door glass.

Condition	Possible Cause	Remedies
OUTSIDE HANDLE DOES NOT RETURN	(a) Handle interferes with escutcheon.	(a) Insert screwdriver between handle and escutcheon and move in desired direction to relieve interference.
	(b) Handle is free but does not return freely due to broken spring.	(b) Replace handle.
	(c) Handle sluggish but shows no interference in handle mechanism and spring is operating correctly after removing handle to lock link.	(c) Lubricate lock mechanism. Inspect pivot and spring of lock release and links for interference.
REMOTE CONTROL HANDLE DOES NOT RETURN TO THE NEUTRAL POSITION	(a) Interference between remote control handle and slot in arm rest.	(a) Adjust trim panel.
	(b) Interference between trim panel and hub of remote control handle. Test by pressing trim panel away from remote control handle.	(b) Remove coil spring from remote control handle shaft.
	(c) Interference in remote control mechanism.	(c) Inspect for an excessively tight anti-rattle clip on inner panel at middle of remote to lock link. Lubricate remote control mechanism and lock assembly.
OUTSIDE HANDLE DOES NOT RELEASE THE LOCK	(a) Lock adjustment set too high.	(a) Adjust lock.
	(b) Outside handle to lock link disconnected.	(b) Be sure flattened end of link is not too wide spreading the clip. File edge of the flat so that the clip fits freely. Install link.
	(c) Ineffective release lever spring or damaged transmitter or detent actuator.	(c) Install a new lock.
INSIDE HANDLE DOES NOT RELEASE LOCK ON FRONT DOORS	(a) Remote control assembly improperly adjusted.	(a) Adjust control mechanism until it will completely lock and release lock.
INSIDE HANDLE DOES NOT RELEASE THE LOCK ON THE REAR DOORS	(a) Remote Control assembly improperly adjusted.	(a) Loosen remote control assembly attaching screws and, with lock locked, move remote control assembly forward as far as possible without forcing or bending lock to control link. Tighten remote control assembly attaching screws.
DOOR LOCK DOES NOT HOLD DOOR CLOSED (False Latching)	(a) Rotor pawl or lever jammed or bent.	(a) Install new lock.
WHOLE DOOR RATTLES OR MOVES EXCESSIVELY WHEN DRIVING	(a) Door rubber bumpers missing on back of door flanges or pillar.	(a) Install bumpers where required.
	(b) Improperly adjusted lock striker.	(b) Adjust striker.
	(c) Loose rotor.	(c) Re-rivet inside and outside rotors. Install new lock if damaged.
	(d) Welds broken and rotor cover loose.	(d) Install new lock.

CONVERTIBLE 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 top in up position and header locked in, turn square head screw at front side rail hinge and set screw at rear side rail hinge until they contact head. (Chrysler Models at front hinge only.)
"JACK KNIFING" OF SIDE RAILS AT RAIL HINGES	(a) Improper alignment of side rails to top of window glass.	(a) Adjust by moving serrated adjustment plate up or down to hold side rails in their correct relationship to window frame. Adjust both sides to same height to maintain parallelism of side rails. (Imperial only).
IMPROPER MEETING (fore and aft) OF FOLDING TOP HEADER WITH WINDSHIELD HEADER	(a) Improper adjustment of power link.	(a) Adjust power link "fore or aft" across serrated plate. Adjustment is in direction of movement desired. Chrysler Models adjust power cylinder mounting bracket assembly.
FOLDING TOP HEADER NOT IN ALIGNMENT WITH GUIDE DOWELS ON WINDSHIELD HEADER	(a) Improper adjustment of folding top header.	(a) Adjust folding top header "fore or aft" until alignment with guide dowels is accomplished.
TOP FABRIC TOO LOOSE OR TOO TIGHT	(a) Improper adjustment of number I roof bow.	(a) Adjust roof bow up or down on bow support (Imperial Only).
AIR OR WATER LEAKS AT WINDSHIELD HEADER	(a) Folding top header torsion bar not properly adjusted.	(a) Adjust folding top header torsion bar to accomplish a 30 pound locking handle effort.

PART 1

MAINTENANCE AND CARE

SERVICE PROCEDURES

CLEANING CONVERTIBLE TOP AND BACKLIGHT

Frequent brushing and vacuuming will keep the top free of abrasive dust and dirt. When washing, the convertible top material should be thoroughly wet. **For scrubbing purposes, use only a soft, natural bristle hand scrub brush. Use warm water and naptha bar type soap as the cleaning agent.** Scrub the top with soap suds, starting in the center and gradually working toward the edges. Rinse with plenty of clean water to remove all traces of soap. Allow to dry completely before lowering.

CAUTION: Never lower the top when it is wet. Dampness may cause formation of mildew, and damage to the fabric will result.

The rear window is made from a flexible vinyl plastic material and special attention should be given to cleaning 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, using the palm of hand. Rinse thoroughly and allow to air dry. Do not use a towel, sponge or chamois to apply the suds or dry the window. Otherwise, the surface may become scratched.

If this procedure does not clean the window thoroughly, a solution of 40 per cent rubbing alcohol and 60 per cent clear water should be used. Apply with palm of hand and rub surface of window with circular motion. Use the rubbing alcohol and water solution generously.

CLEANING THE VINYL ROOF COVERING

Wash the top covering with mild soap and lukewarm water, lathering well with a soft brush, cloth, or sponge. Avoid heavy brushing. Rinse all traces of suds away with clear water. Rinse all soap suds from the paint finish.

CAUTION: Do not use volatile cleaners or solvents on the top covering.

CLEANING INTERIOR TRIM

Fabric

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 either with a dry cleaning solvent, fabric cleaner, or with a water solution containing one-half of 1% 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 then be cleaned with a one-half of 1% solution of a 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 more common upholstery stains can be removed as follows:

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

General Instructions: Use a piece of clean cotton cheesecloth approximately 3″ x 3″. Squeeze most of the 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 cheesecloth over as soon as one side becomes stained to prevent working the stain matter back into the cleaned portion of the fabric. Use a new piece of cheesecloth as soon as both sides become stained.

Grease, Oil or Tar Stains: Scrape off as much of the staining matter as possible with a dull knife. Clean the fabric using the recommended cleaner. Be sure the manufacturer's instructions are followed. Follow General Instructions as listed above.

Lipstick or Rouge Stains: First work white vaseline into the staining matter to loosen it. Then clean with fabric cleaner as recommended.

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.

When cleaning by any of the outlined methods, 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.

Vinyl Trim

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

The stain grained vinyl should be cleaned as soon as it appears to be getting dirty. Otherwise the dirt particles will get rubbed into the small grain crevices and be almost impossible to remove. 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 trim still does not clean up, a clean brush with many fairly stiff bristles should be used in place of the cheesecloth.

Removal of Dirt from Light Colored Vinyl Plastic Panels

The light colored vinyl 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 cleansing material will cause the material to peel. To clean, use plain water or water with a mild soap solution.

CARE OF BRIGHT METALS

Bright metals such as bumpers, grilles, exterior mouldings, wheel covers and outside mirrors, should be thoroughly cleaned at least two times a year to keep it in new condition.

The recommendations of the cleaner product manufacturer should always be followed to gain the best results. After the bright metal has been thoroughly cleaned a coat of good body wax should be applied and rubbed out.

In those areas in which salt is used during the winter months the body wax used to protect the bright metals should not be rubbed out.

Frequent washing of bright metals by use of steam will necessitate more frequent application of a protective wax.

When cleaning anodized aluminum, care should be used not to rub through the anodized coating when it is being cleaned.

DRAIN HOLES

The drain holes in the bottom of the doors and floor sills (rocker panels) should be inspected regularly to insure drainage. Road tars, mud and similar other foreign matter should be removed immediately. Should bare metal be exposed, surface treat the metal and refinish as necessary.

The drain holes in the quarter panel well areas are sealed with a removable plastic plug. The plugs should only be removed whenever it is necessary to clean or drain fluids from the well area.

LUBRICATION

To maintain ease of operation, the hood, door, deck lid and tail gate hinges should be lubricated at the recommended intervals with the recommended lubricants. Refer to the Lubrication and Maintenance Group for the type of lubricant to be used and the lubrication points.

PART 2

BUMPERS—GRILLE—FENDERS—

EXTERIOR MOULDINGS

BUMPERS

Front Bumper Removal (Chrysler)

(1) Support the bumper at the center section and remove the bolts attaching the bumper supports and braces to the frame (Fig. 1).

(2) Remove the bumper assembly.

(3) Remove the support brackets, braces and bumper guards if the bumper face bar is to be replaced.

Installation (Chrysler)

(1) Position the bumper guards on the bumper and install the retaining washers and nuts.

(2) Install the bumper supports and braces.

(3) Position the bumper assembly on the frame and install the mounting bolts.

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

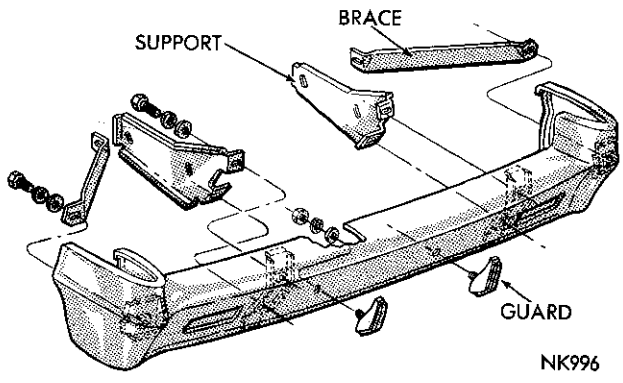


Fig. 1—Front Bumper (Chrysler)

Rear Bumper Removal (Chrysler)

(1) Remove the bumper stabilizer to the quarter panel mounting bolts (Figs. 2 and 3).

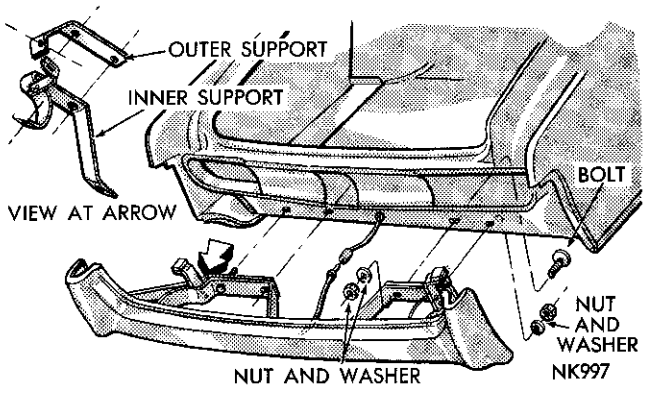


Fig. 2—Rear Bumper (Chrysler)

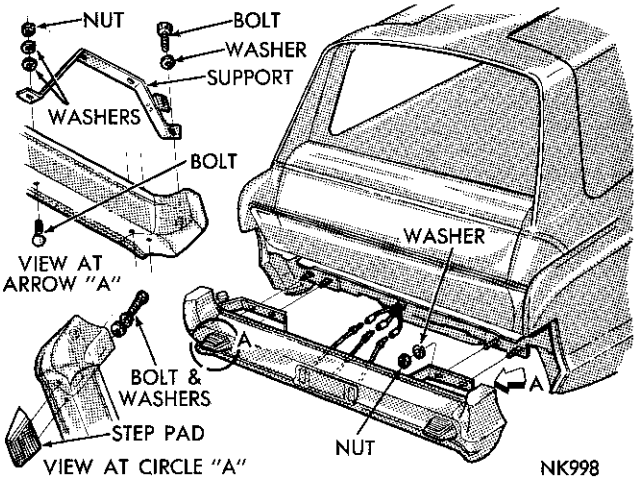


Fig. 3—Rear Bumper (Station Wagon)

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

(3) Remove the stabilizers from the bumper extensions.

Installation (Chrysler)

(1) Install the stabilizers 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 arm bolts.

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

Front Bumper Removal (Imperial)

(1) Disconnect the parking lamp wires.

(2) Support the bumper at the center and remove the bolts and nuts attaching the bumper to the supports at the center and outer ends (Fig. 4).

(3) Remove the bumper assembly.

(4) With the bumper removed, remove the parking lamps and turn signal lamps.

Installation (Imperial)

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

(2) Support the bumper on a hydraulic jack and position the mounting brackets on the bumper to the inner and outer supports on the frame.

(3) Connect the parking lamp wires.

(4) Carefully position the bumper assembly on the inner and outer supports and install the mounting bolts. Do not tighten the mounting bolts and nuts until the bumper is correctly aligned. Tighten the bolts securely.

(5) Remove the hydraulic jack.

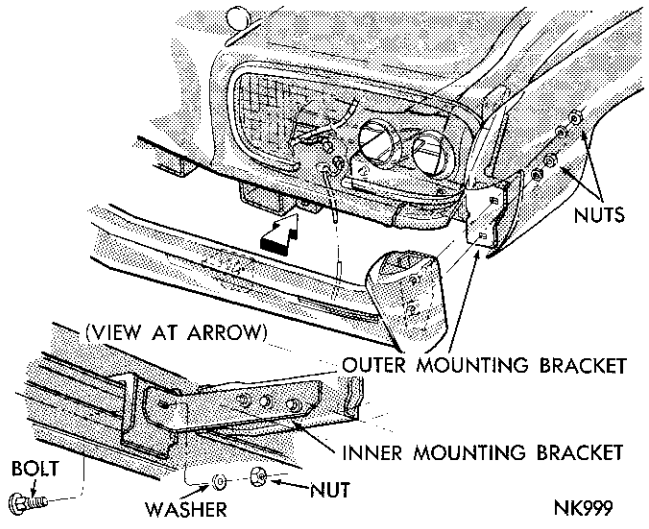


Fig. 4—Front Bumper (Imperial)

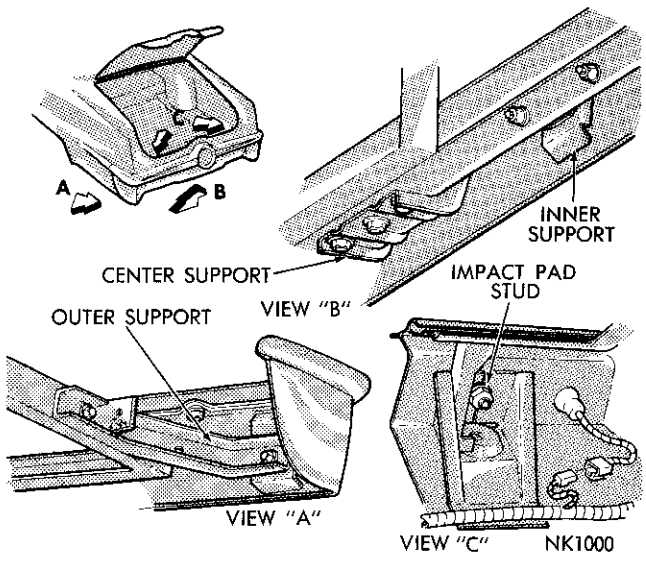


Fig. 5—Rear Bumper (Imperial)

Rear Bumper Removal (Imperial)

(1) Support the bumper at the center with a hydraulic jack and remove the center inner and outer support to frame bolts (Fig. 5).

(2) Loosen the impact pad stud nuts and disconnect the tail lamp wiring.

(3) Remove the impact stud nuts and remove the bumper assembly.

(4) Remove the support mounting brackets from the bumper assembly.

Installation (Imperial)

(1) Install the bumper mounting supports on the bumper loosely.

(2) Position the bumper assembly on the impact pad studs and install the nuts loosely.

(3) Feed the tail lamp wires through the lower deck panel and connect to the wiring harness.

(4) Adjust the bumper for lateral fit and tighten the impact stud nuts.

(5) Install the bumper support to frame bolts and tighten securely at the frame and bumper.

(6) Remove the hydraulic jack.

GRILLE

Removal (Imperial)

Refer to Figure 6 for the grille attaching points.

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

(2) Remove the nuts attaching the grille to the

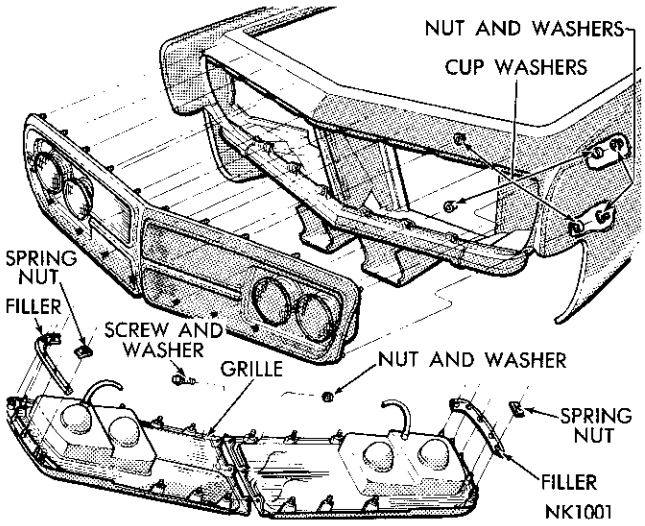


Fig. 6—Grille Assembly (Imperial)

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.

Installation (Imperial)

(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.

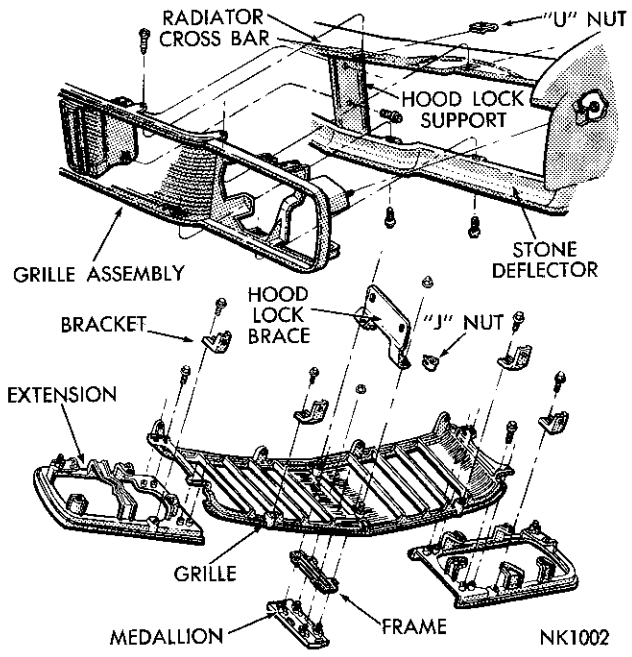


Fig. 7—Grille Assembly (Newport)

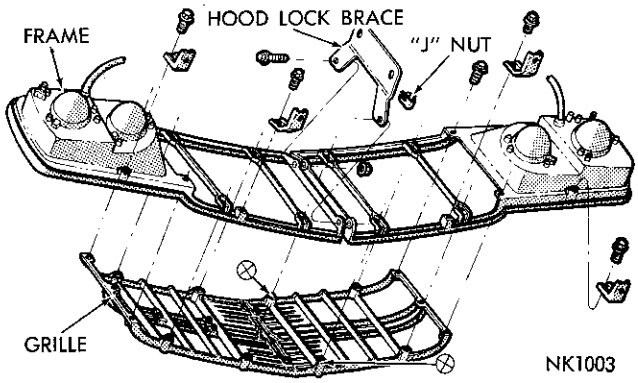


Fig. 8—Grille Assembly (300-New Yorker)

Removal (Chrysler)

Refer to Figures 7 and 8 for the grille attaching points.

(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.

Installation (Chrysler)

(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 spac-

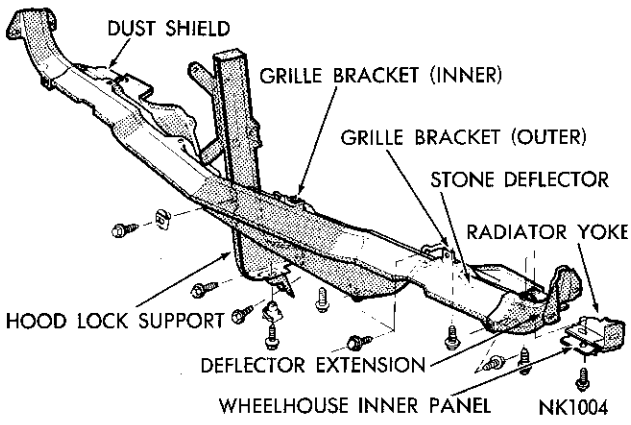


Fig. 9—Stone Deflector (Chrysler)

ing and tighten all retaining bolts securely.

(4) Install the grille moulding.

STONE DEFLECTOR

Removal (Chrysler)

(1) Remove the bumper assembly.

(2) Remove the grille assembly.

(3) Remove the screws attaching the stone deflector and air shield (Fig. 9) to the hood lock vertical support, grille lower frame brackets, stone deflector extensions and the radiator yoke.

(4) Lower the assembly out of the extensions and remove from the front of the vehicle.

Installation (Chrysler)

(1) Slide the stone deflector and air shield assembly into position in the deflector extensions and install the retaining screws loosely.

(2) Install the remaining attaching screws finger tight only.

(3) With the stone deflector correctly aligned, tighten all attaching screws securely.

(4) Install the grille and bumper assembly.

Removal (Imperial)

(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 grille to the support bracket bolts and the screw attaching the shield to the yoke and carefully remove the stone shield.

Installation (Imperial)

(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.

(4) Install the bumper assembly.

FENDER

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

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, outer wheel housing (Chrysler Models) and fender to body attaching screws.

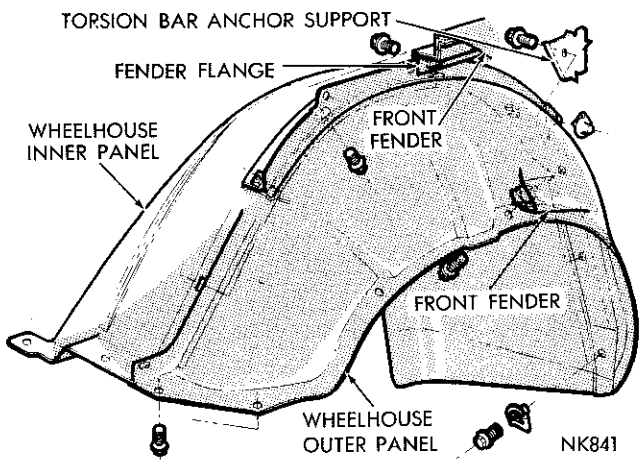


Fig. 10—Fender Wheelhouse (Chrysler)

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

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

Installation

(1) Install the splash shield, yoke, grille, outer wheel housing and body brackets attaching screws.

(2) Install the head lamp, horn, 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) Adjust the hood to fender and the fender to door alignment.

Fender Wheelhouse (Chrysler)

To remove the wheelhouse assembly, inner and outer sections, (Fig. 10) it is first necessary to remove the bumper and fender assembly. The wheelhouse, at the front end, is attached between the frame and radiator yoke (Figs. 9 and 10). When installing the wheelhouse make sure it is correctly aligned before tightening the screws.

RADIATOR CORE SUPPORT

The radiator core support is the basic foundation for all front end sheet metal. In the case of an accident, it is best to replace the support if there is indication of sheet metal misalignment.

Removal

(1) Drain the radiator, remove the radiator hoses and remove the radiator core attaching screws. Remove the radiator from the engine compartment.

(2) Remove the hood lock striker bar.

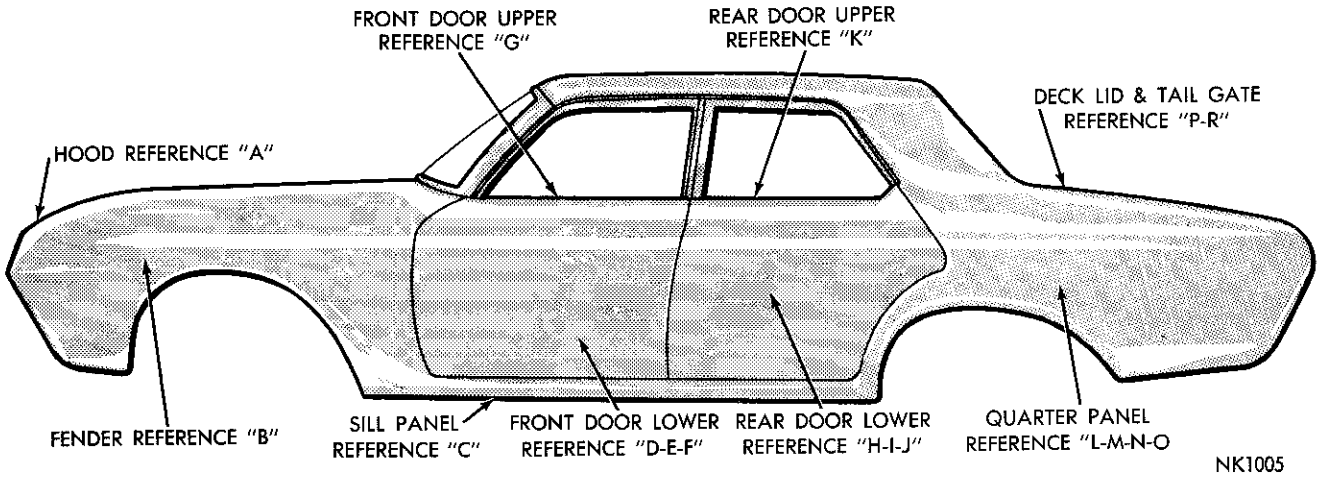
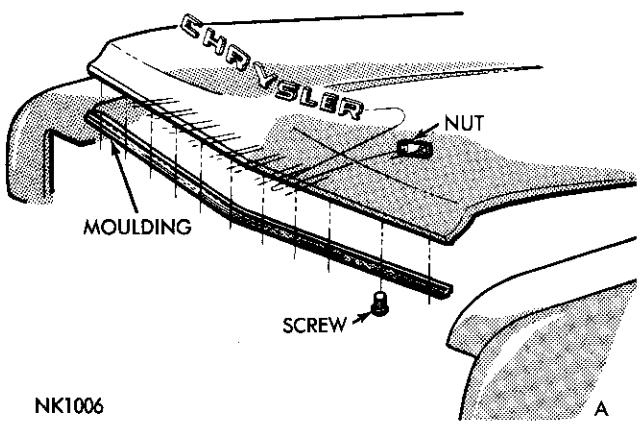
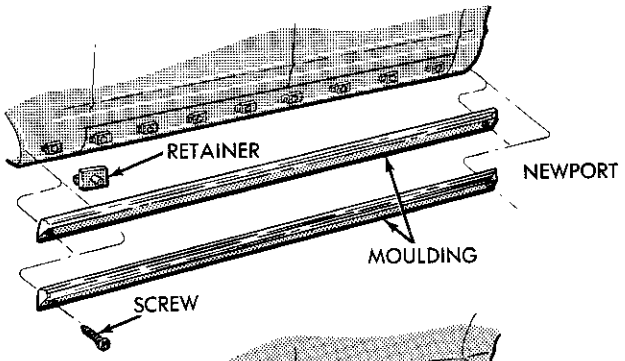
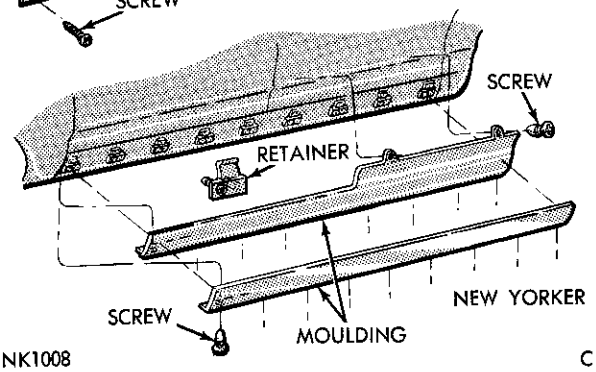
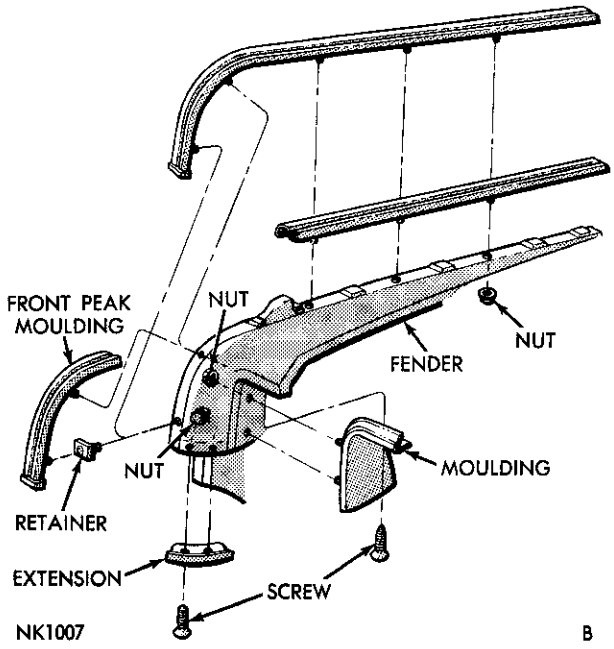


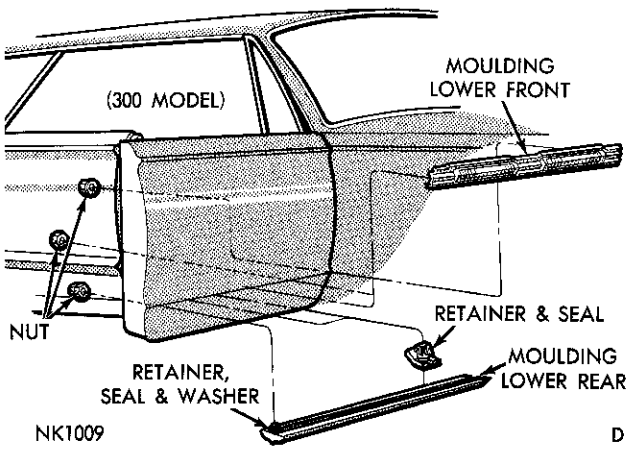
Fig. 11—Exterior Mouldings (Chrysler)

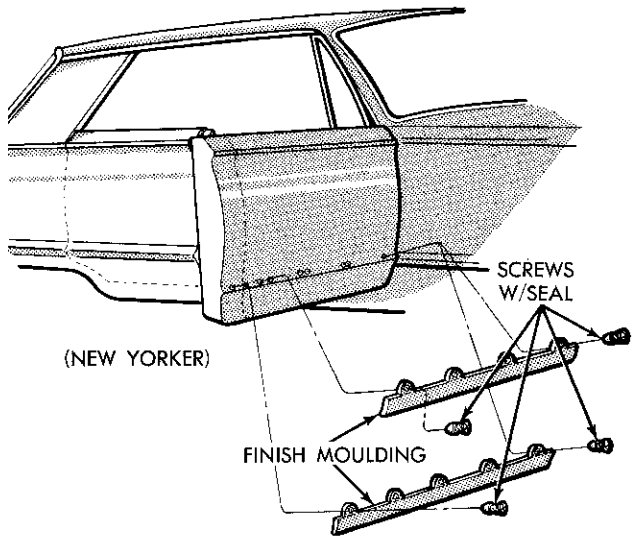












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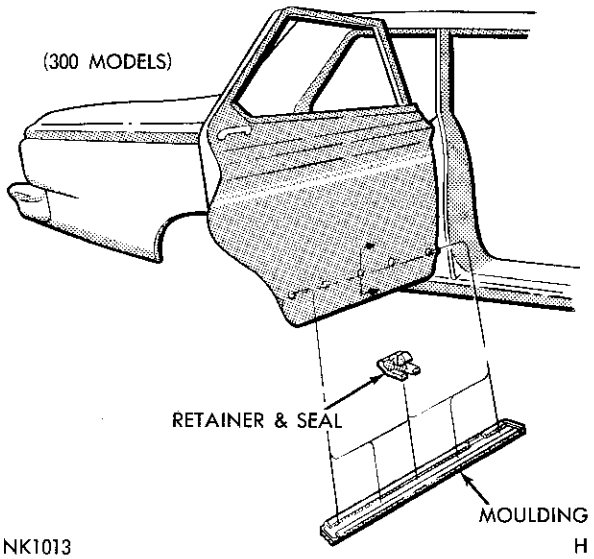

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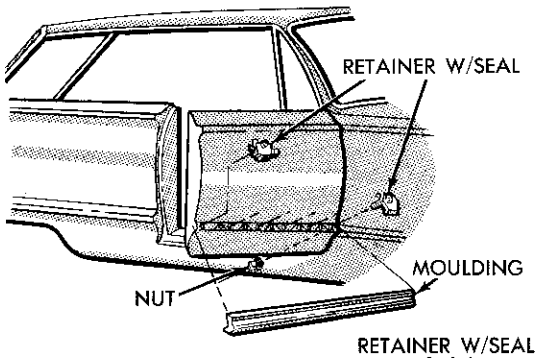

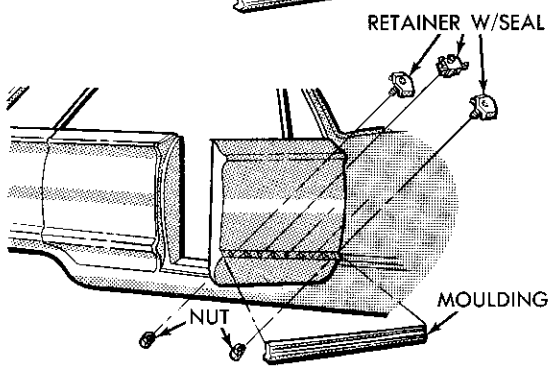

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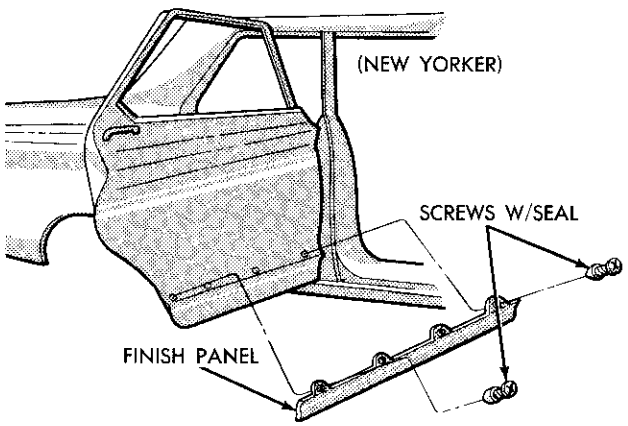

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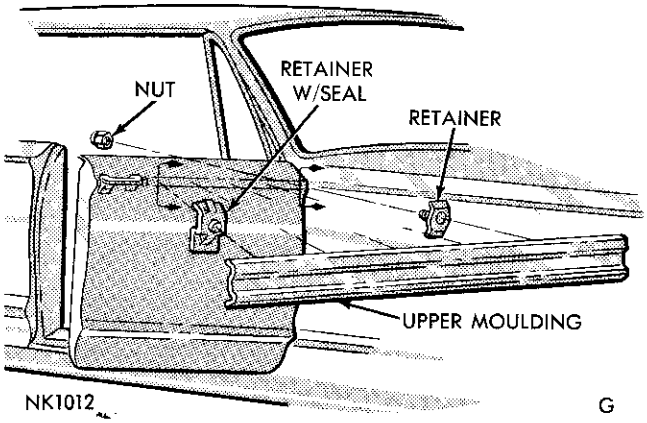

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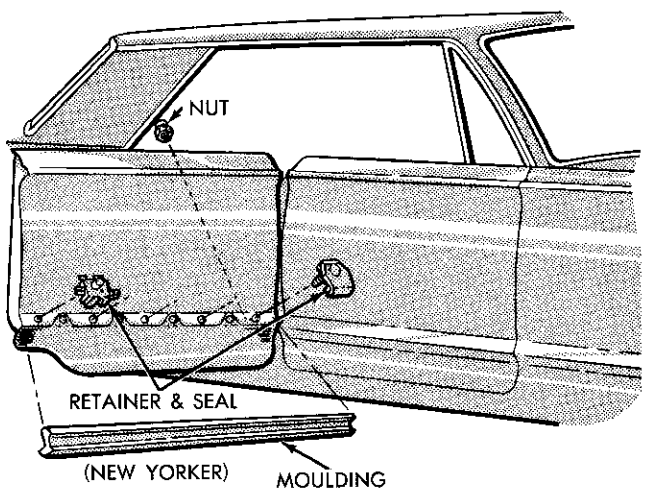

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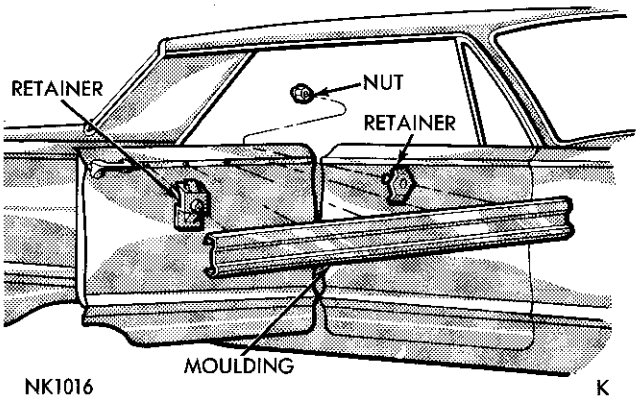

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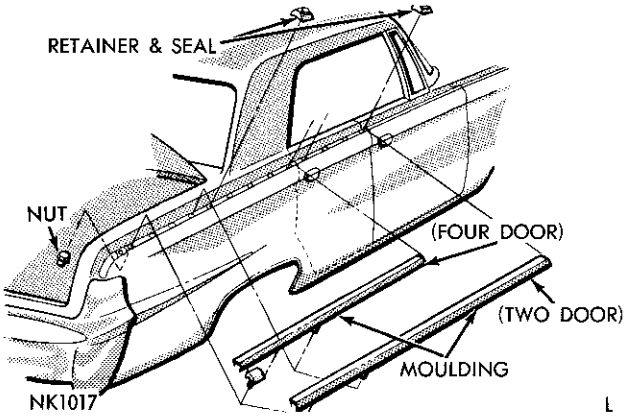

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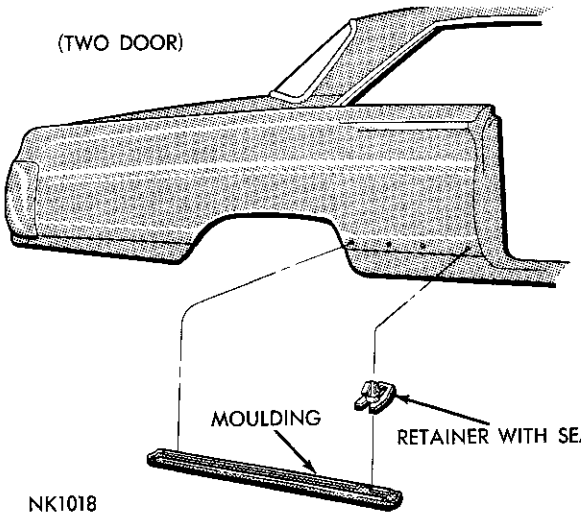

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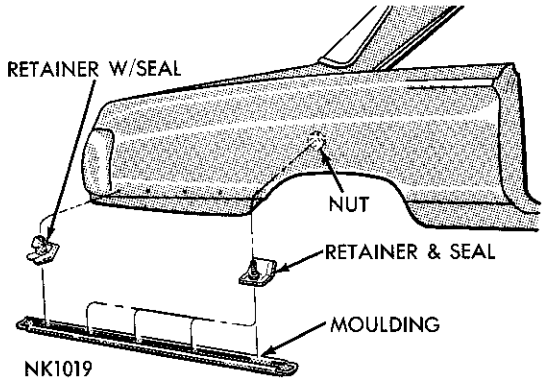

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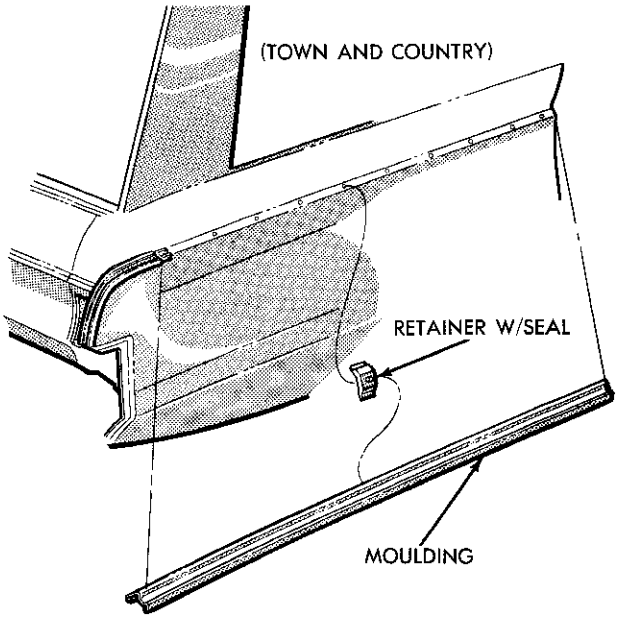

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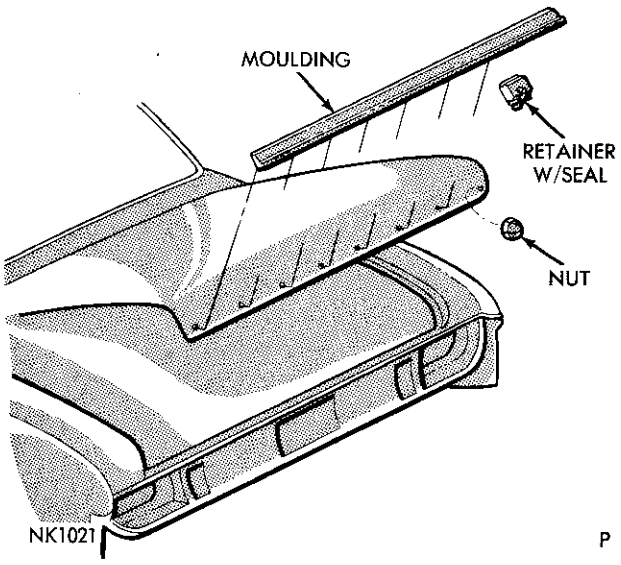

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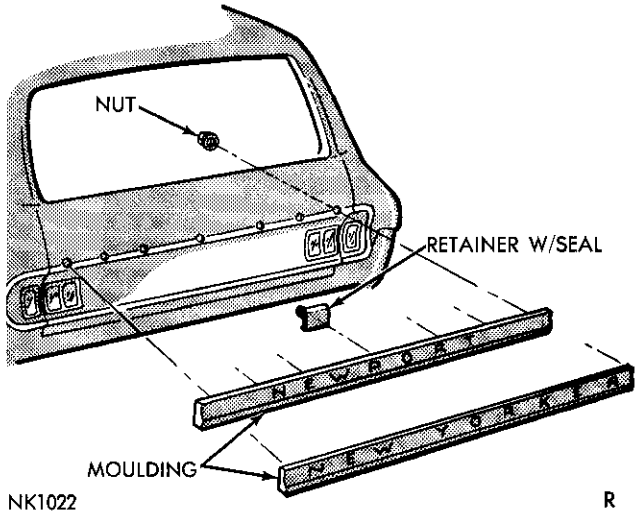

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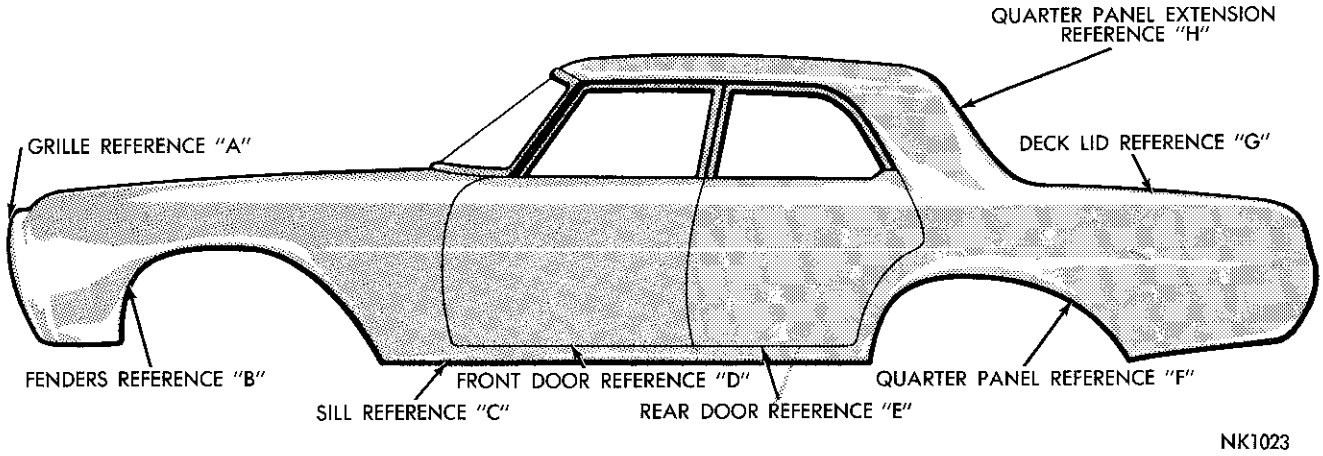
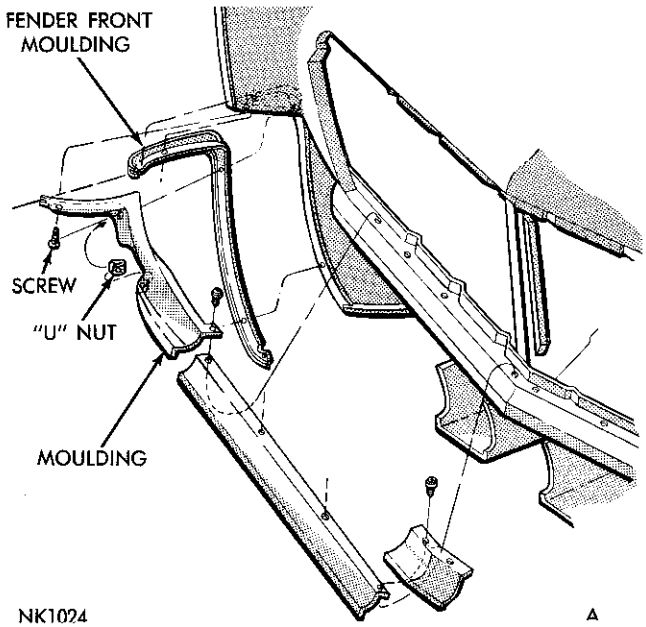
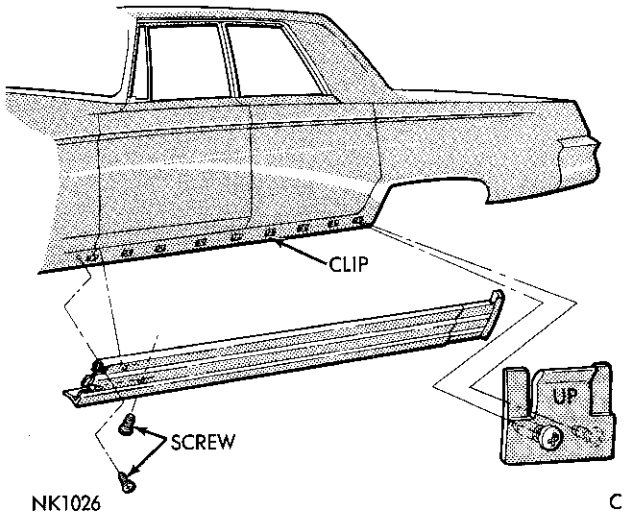
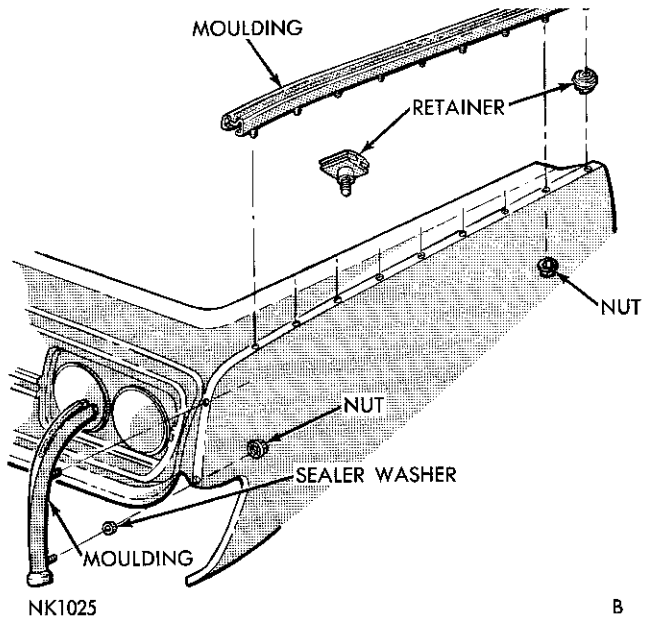
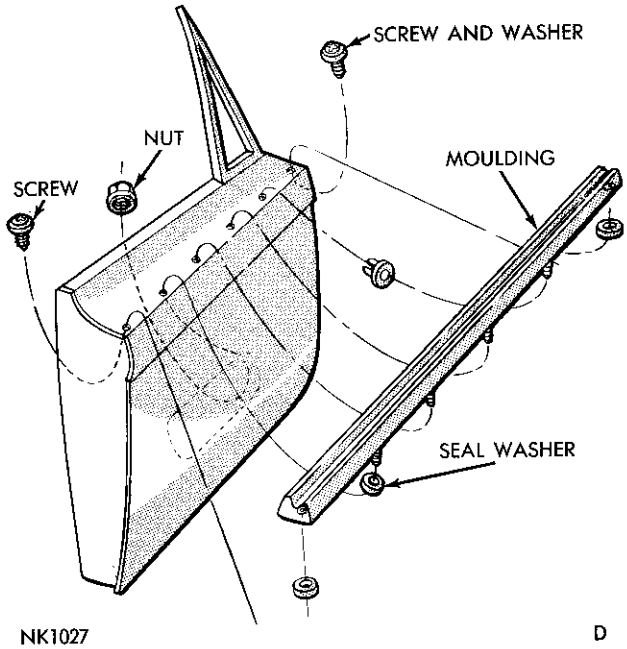


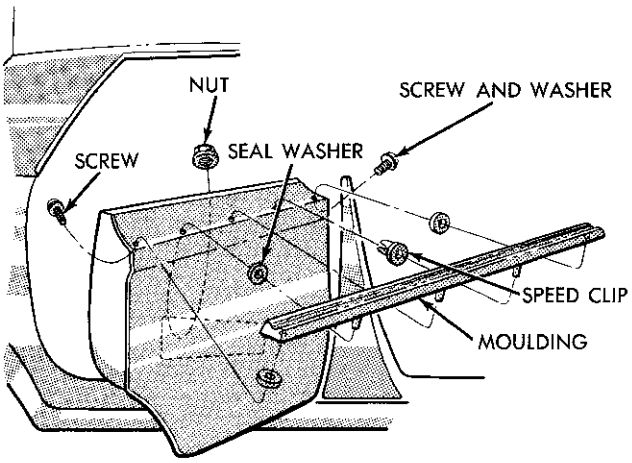
Fig. 12—Exterior Mouldings (Imperial)











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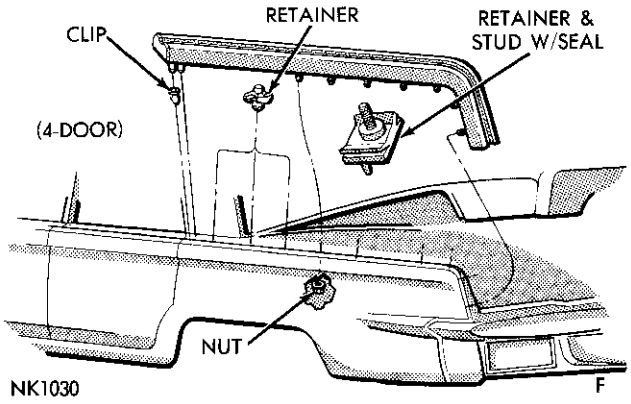

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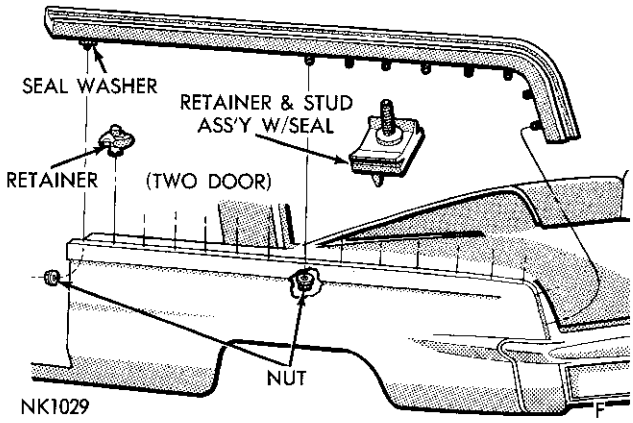

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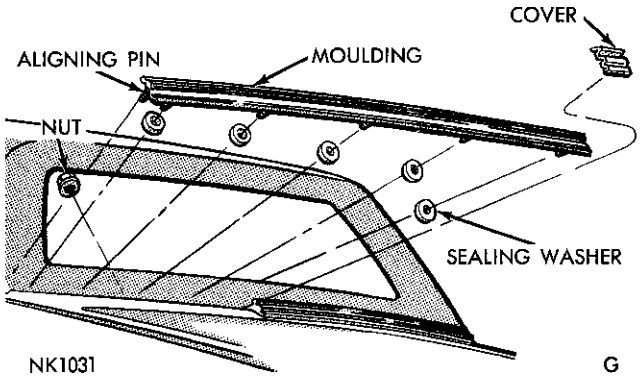

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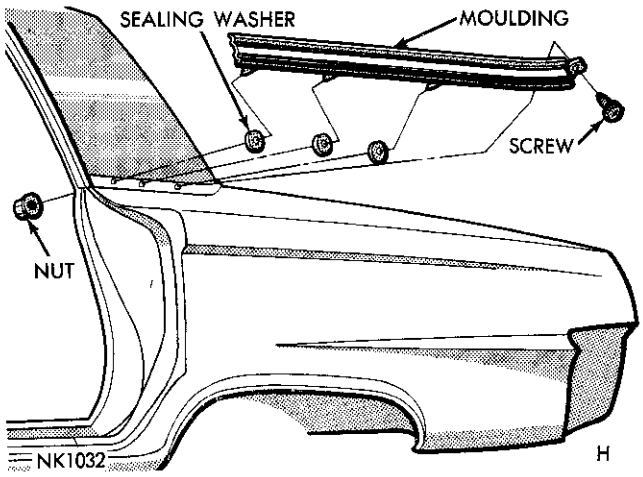


NK1032 H

(3) Remove the horn and headlight wiring from the core support.

(4) From under the fenders remove the fender side shield (Imperial) or wheelhouse (Chrysler) to core support attaching screws.

(5) Remove the core support to frame attaching screws.

(6) Remove the radiator core support up out of the engine compartment.

Installation

(1) Position the radiator core support down into the engine compartment. Install the frame to core support attaching screws finger tight.

(2) From under the fenders install the fender side shield or wheelhouse to core support attaching screws only finger tight.

(3) Attach the horn and light wires to the core support with the plastic straps.

(4) When all attaching screws have been installed, tighten them progressively to their specified torque readings.

(5) Install the radiator core, radiator hoses and fill the radiator.

EXTERIOR MOULDINGS

Exterior mouldings are held in place by spring type clips, "T" bolts, brackets and by plastic retainers. The plastic type retainer has expanding legs that extend through holes in the sheet metal. These are expanded by forcing a tapered pin through the retainer and expanding the inner part of the retainer. The moulding is then snapped over the outer flange of the retainer. The mouldings are removed from the retainer by being forced outward with a fibre type tool.

Refer to (Fig. 11) (Chrysler) and (Fig. 12) (Imperial) for the type and location of retainers and clips used to hold the various mouldings in place.

PART 3

INTERIOR TRIM AND SEATS

TRIM PANELS

Door Trim Panel Replacement

(1) Remove the inside handle and arm rests.

(2) Remove the screws attaching the trim panel (Figs. 13, 14 and 15) to the door inner panel.

(3) Insert a wide blade screwdriver between the trim panel and the door frame next to the retaining clips and snap out the retaining clips around the edge of the trim panel. Remove the trim panel from the door.

(4) Before installing the door trim panel, inspect the condition of the watershield cemented to the door frame and make certain it is properly positioned.

(5) Be certain the escutcheon springs are placed on the regulator and Remote control shafts.

(6) Align the trim panel retaining clips with the holes of the door frame and bump into place with the heel of the hand.

(7) Install the trim panel to door panel screws.

(8) Install the escutcheon washer, handles and arm rest.

Quarter Window Trim Panel

To remove the quarter window trim panel (Fig. 13) it is first necessary to remove the rear seat cushion and back. The quarter window trim panels are retained with screws and clips. When installing the trim panel, make certain the watershield is properly cemented and positioned.

Tailgate Trim Panel

The tailgate trim panel is attached with metal screws. Clean all foreign material from the seating

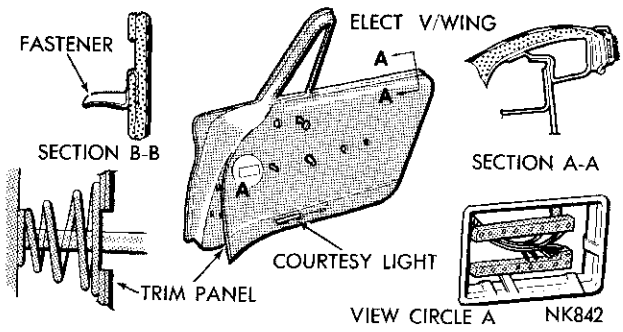


Fig. 14—Front Door Trim Panels (Chrysler)

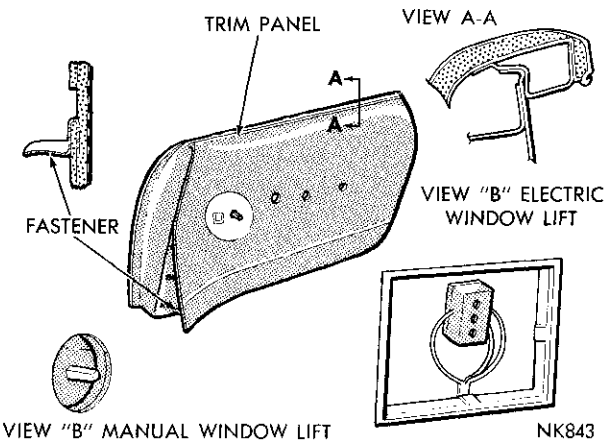


Fig. 15—Rear Door Trim Panels (Chrysler)

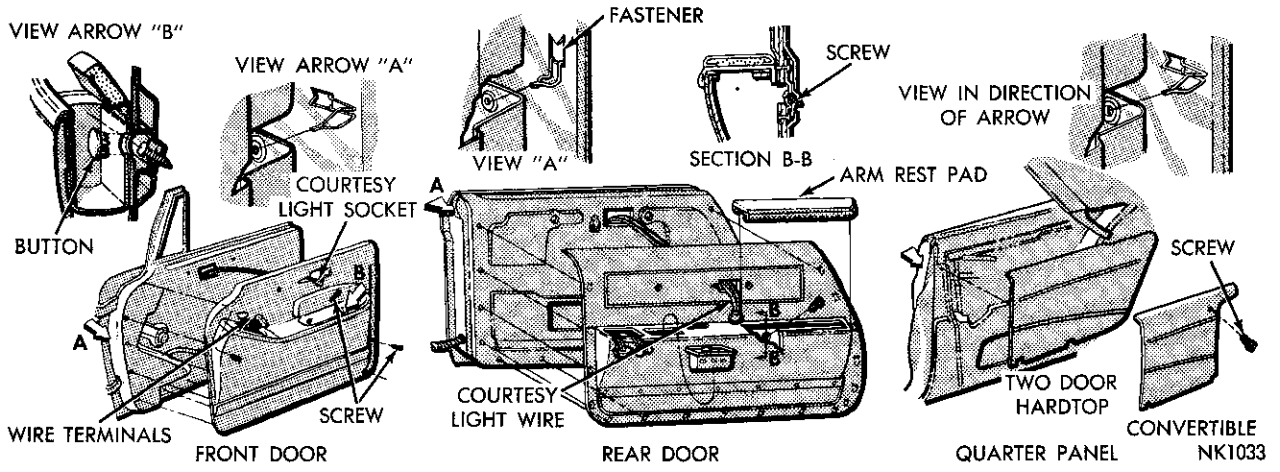


Fig. 13—Door and Quarter Trim Panels (Imperial)

area of the trim panel before installing.

Kick Pad

The kick pad, on the front quarter panel, is attached with metal screws. It is necessary to remove the screw from the front end of the floor sill step plate to remove the kick pad.

WATERSHIELDS

Refer to Figure 16 for the cementing areas of the door and quarter window watershields.

Smooth surfaces are provided for cementing the watershields to the inside panels of the doors and quarter panels. These watershields are an internal seal against water leaks. The lower edge of the shield must be inserted into the slots provided for in the bottom of the inner panels.

HEADLINING

Fabric Type Headlining Replacement

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 before removing the headlining and bows from the roof rails.

The roof rails on all models using vinyl 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 (Fig. 17) and spring into

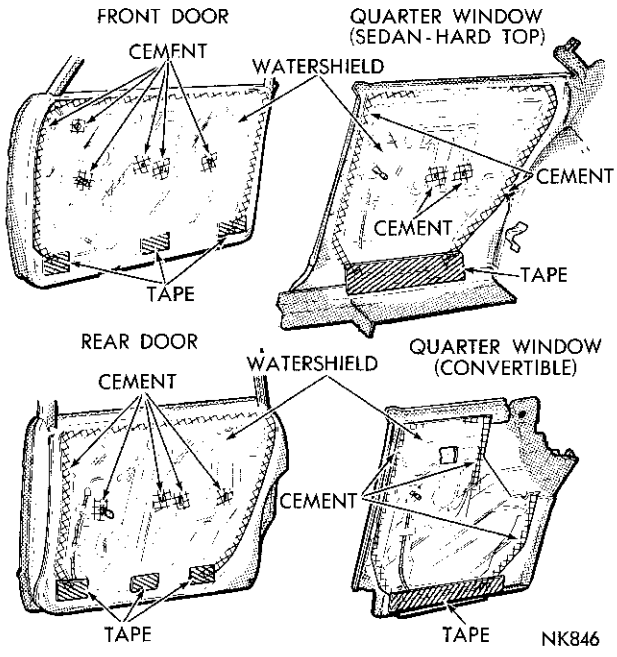


Fig. 16—Door and Quarter Panel Watershields (Chrysler)

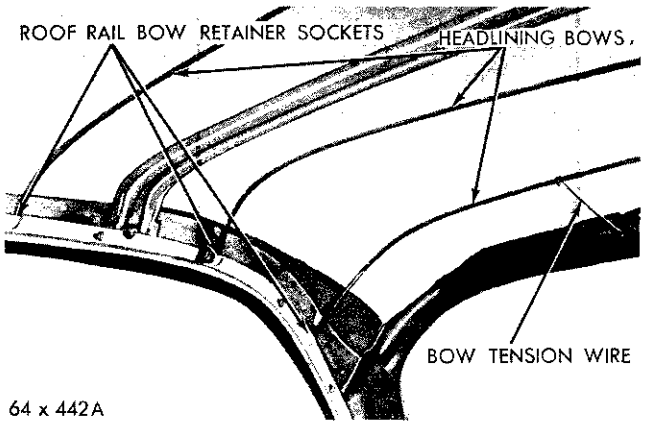


Fig. 17—Headlining Bows

place when installed to keep the headliner taut.

(1) Remove the rear seat cushion, dome light assembly, sun visors, rear view mirror and coat hook.

(2) Using a putty knife, disengage the headlining from the barbs at the top of the rear window.

(3) Remove the headlining from under the shelf panel and from the rear quarter panels.

(4) Disengage the headlining from under the roof rails using a putty knife (Fig. 18).

(5) Remove the headlining from the windshield header. Use extreme care not to damage the lining.

(6) Remove the headlining bows from the roof rail retainers and the tension spring from the rear bow (Fig. 17).

Prior to installing the headlining and to assure correct installation of the headlining bows, start at the rear of the removed headlining and remove each bow from the old listing and install it in position in the new headlining.

Before installing the bows in the new headlining,

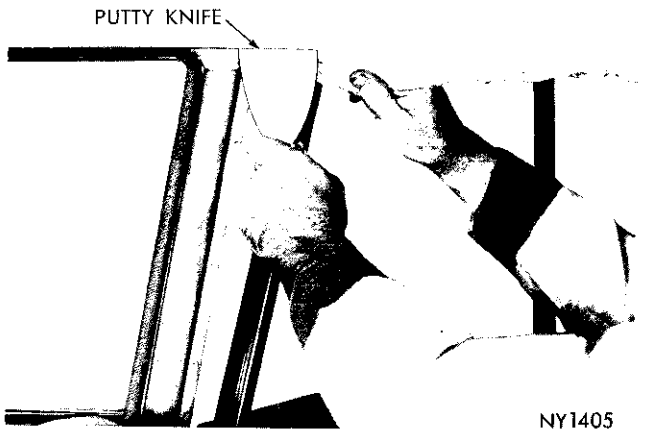


Fig. 18—Removing Headlining at Roof Rails

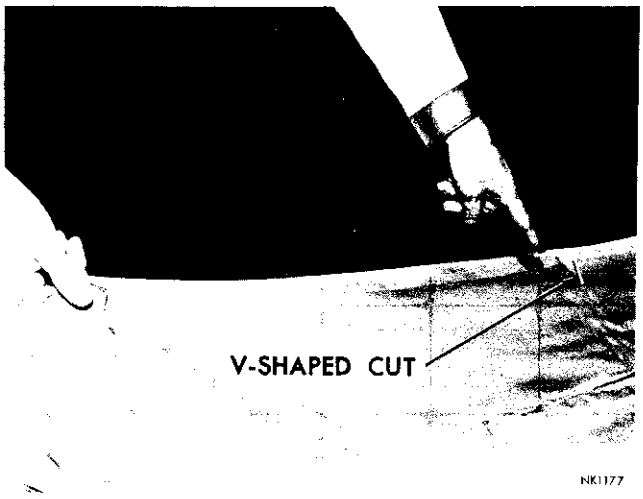


Fig. 19—Marking Headlining End Centers

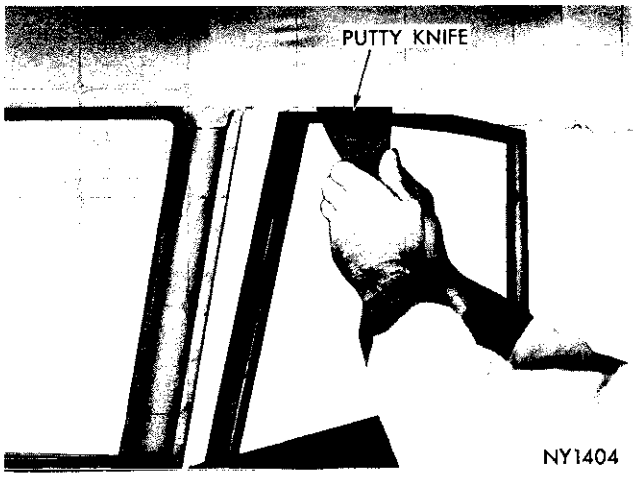


Fig. 20—Installing Headlining at Roof Rails

trim the excess listing even with the edges of the headlining. Notch the headlining at the front and rear ends to indicate the center of the material by making small V-shaped cuts (Fig. 19).

Use these marks as guides to properly center the headlining in the windshield and rear window openings.

(7) Beginning at the rear, install the rear bow and the rear bow tension spring (Fig. 17).

(8) Install the remaining bows, making sure to stretch the headlining evenly so that approximately the same amount of material hangs down both sides.

(9) Apply cement to the windshield header bar. Wait until it becomes tacky, then stretch the 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.

(10) Cut holes in the headlining for the visor retaining screws and pivots. 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. Install the rear view mirror.

(11) 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. 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.

(12) After the listings are cut, start at the front and trim the headlinings so that only ½ to 1 inch of material hangs down below the rear window opening.

(13) Use a dull putty knife to tuck the first and second seam between the roof side rail and retainer, (Fig. 20) (use care to keep the seams straight).

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

(15) Install the headlining on the barbs over the rear window opening.

(16) Apply cement to the rear window opening and to the quarter panel area. After the cement becomes tacky, stretch the headlining into position.

(17) Install the dome light assembly, coat hooks and the rear seat cushion.

Plastic Moulding and Headlining Replacement

If either of the outer sections are to be replaced it is only necessary to remove one plastic moulding, (Fig. 21). If the center section is to be replaced it will

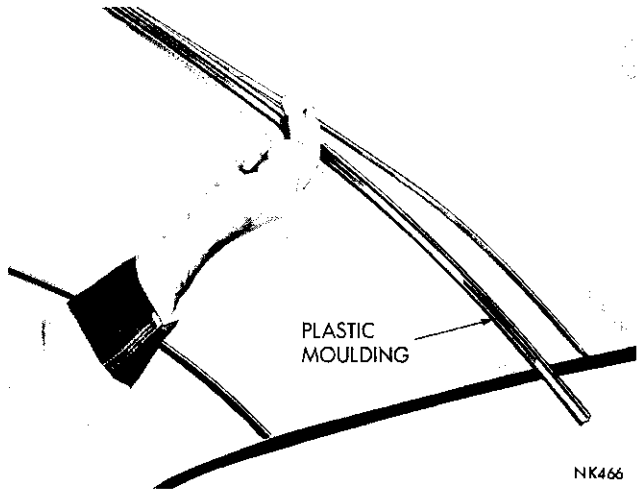


Fig. 21—Removing Retainer Moulding

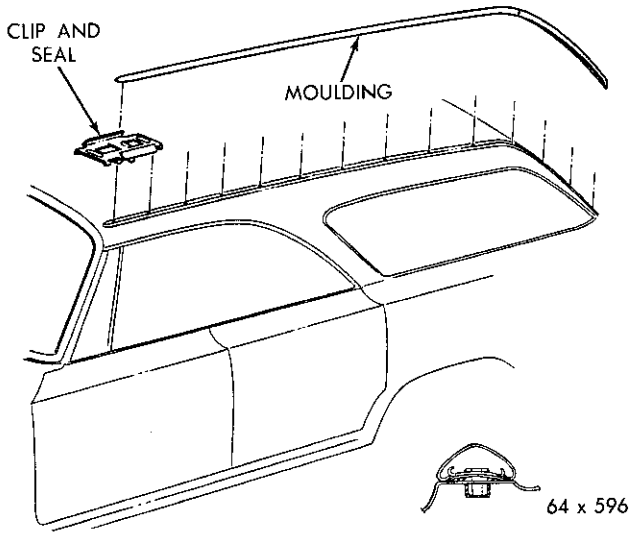


Fig. 22—Removing Headlining Section

be necessary to remove both plastic mouldings from the retainers (Fig. 22).

(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 toward the center of the car and this will release the plastic headlining from the small spring type clips at the outer edges.

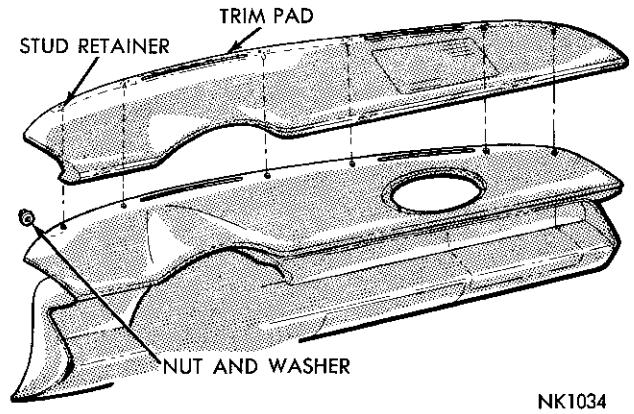


Fig. 23—Instrument Panel Trim Pad (Chrysler)

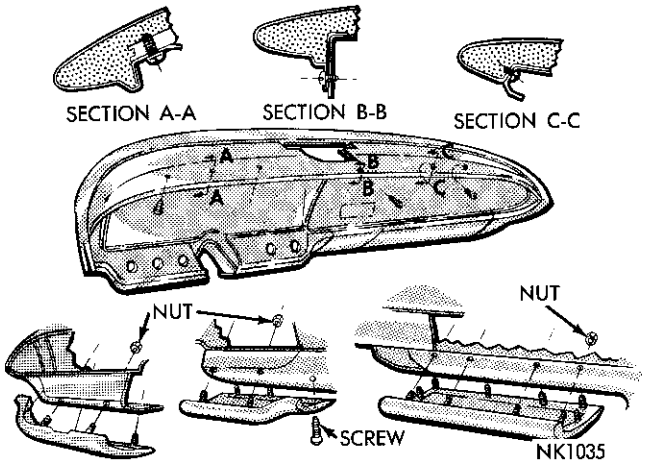


Fig. 24—Instrument Panel Trim Pads (Imperial)

(6) Before installing the headlining section, inspect the edges of the section to be sure they are not damaged, then position the plastic headlining onto the small retainer clips on each side of the car.

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

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

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

INSTRUMENT PANEL TRIM PAD

The instrument panel trim pads (Figs. 23 and 24)

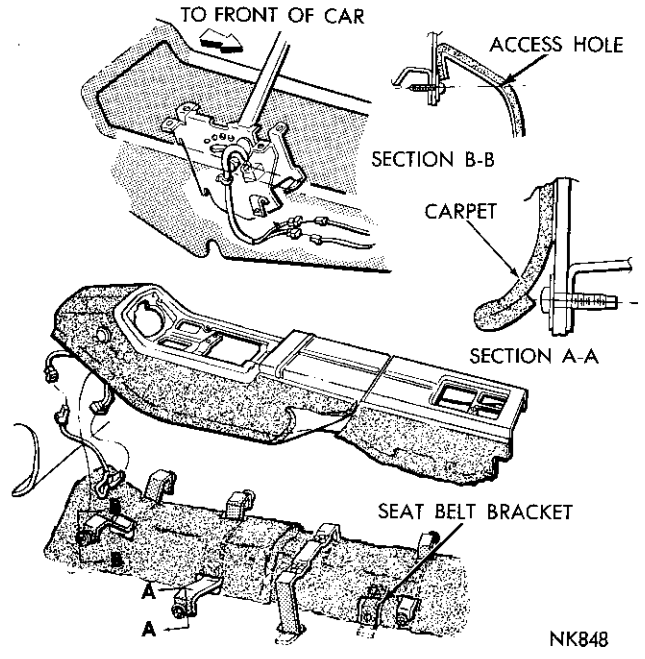


Fig. 25—Console Side Mounting Brackets

are attached to the instrument panel with stud type retainers at the top edge, screws and retainers at the instrument cluster housings and by mouldings at the lower edges.

CONSOLE

Removal

(1) Raise the console lid and remove the two screws and washers attaching the console to the floor brackets.

(2) On manual floor mounted transmissions, loosen the screw and washer, left side only, through the slit and access hole in the carpet on the console (Fig. 25) (Section B-B).

(3) Lift the sides of the floor tunnel carpets, on the console (Fig. 26) to expose the slots in the body of the console.

(4) Loosen the screws, six used for automatic transmissions and five manual transmission consoles.

(5) Lift the console off the screws and disconnect the backup lights, tachometer and body wires from their connectors.

(6) Guide the console over the transmission shift lever.

Installation

(1) Guide the console over the shift lever and connect the backup lights, tachometer and body wires to their respective connectors.

(2) Lift the sides of the carpets on the console to expose the slots in the console (Fig. 25) and position the console on the mounting screws.

(3) Tighten the screws securely and install the two screws and washers attaching the console to the floor brackets.

Console Carpet Replacement

The carpet assemblies are attached to the console by trim fasteners and cement (Fig. 26). The carpet on

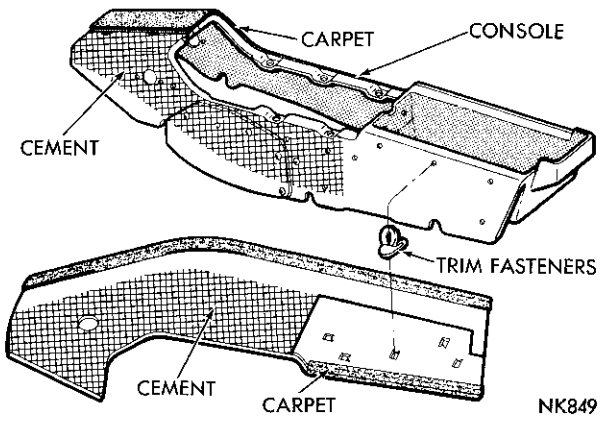


Fig. 26—Console Trim Carpets

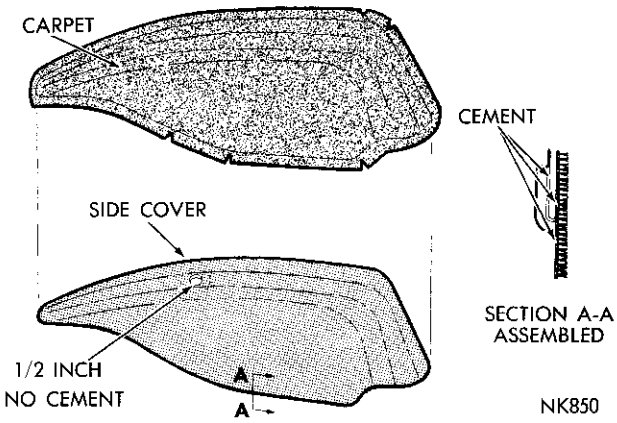


Fig. 27—Console Side Trim Carpet

the console side cover (Fig. 27) is preformed. Apply cement to both the inside of the cover carpet and to the mating surface of the cover. Cement should only be applied to the unsupported portions of the console carpets and to the mating surfaces of the console (Fig. 26).

SEATS (MANUALLY ADJUSTABLE)

Service procedures for power operated seats and reference wiring diagrams are covered in the Electrical Group.

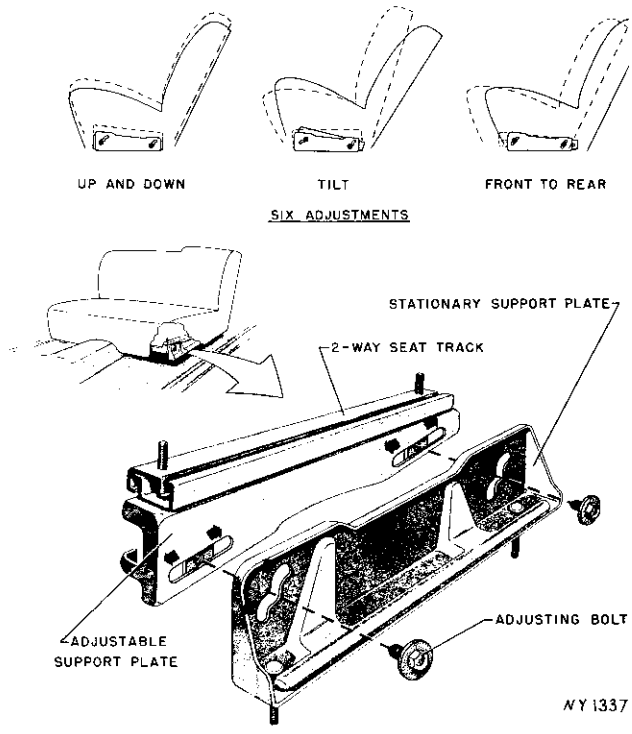


Fig. 28—Six Way Seat Adjustment

Front Seat Adjustment (Fig. 28)

The horizontal slots allow a fore or aft movement of 1⅝ inches. The vertical slots allow up, down, or tilt movement of 1⅛ inches.

Loosen the four adjusting bolts (two in each seat base) and after positioning the seat as desired, tighten the bolts to lock it in place. Each seat track is attached to the seat by two studs and nuts.

Front Seat Replacement

The front seat cushion is an integral part of the seat frame. The seat frame is attached to the adjusting track, by studs and nuts, which in turn is attached to the stationary plate by bolts. To remove the seat assembly, remove the four nuts, from under the floor pan, attaching the stationary plate to the floor pan.

Rear Seat Replacement

The rear seat cushion is held in place by inserting the rear edge of the seat cushion under the lower edge of the seat back. The front lower frame of the seat engages into a slotted bracket welded to the floor pan.

The rear seat back is held in place by two tangs of the upper edge of the seat frame being inserted into slots in the package shelf. The lower edge of the seat back is held in place by two metal strips of the floor pan being bent over the lower edge of the seat back frame.

RECLINING SEAT

Seat Spring Tension Adjustment

(1) Remove the seat cushion side shield (Fig. 29) to provide access to the spring bracket attaching screws (Fig. 30).

(2) Loosen the screws and move the bracket rearward to increase tension or forward to decrease tension.

(3) Tighten the screws and test the spring tension for seat back returnability.

(4) Install the side shield on the cushion side panel.

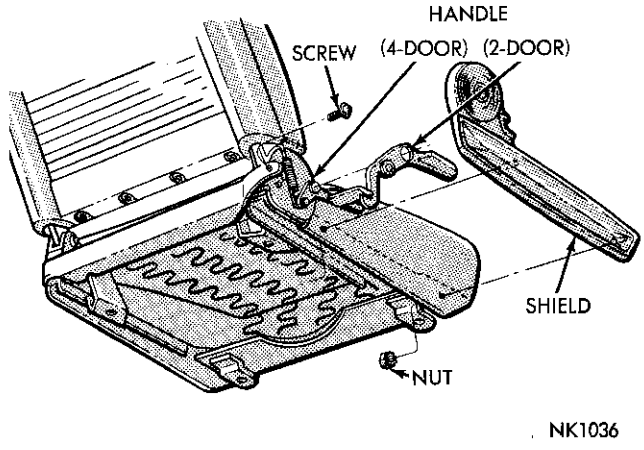


Fig. 29—Seat Cushion Side Shield

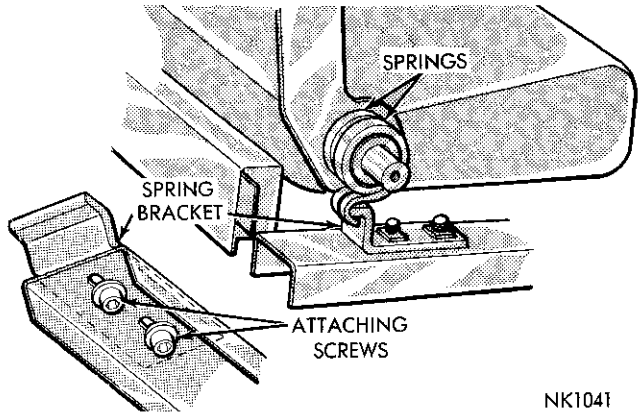


Fig. 30—Spring Tension Adjustment

Reclining Seat Mechanism Removal

(1) Remove the two nut and washer assemblies attaching the side shield (Fig. 29) to the cushion side panel.

(2) Remove the screw attaching the rear carpet extension flap to the outer stanchion.

(3) With the seat back in the normal position, re-

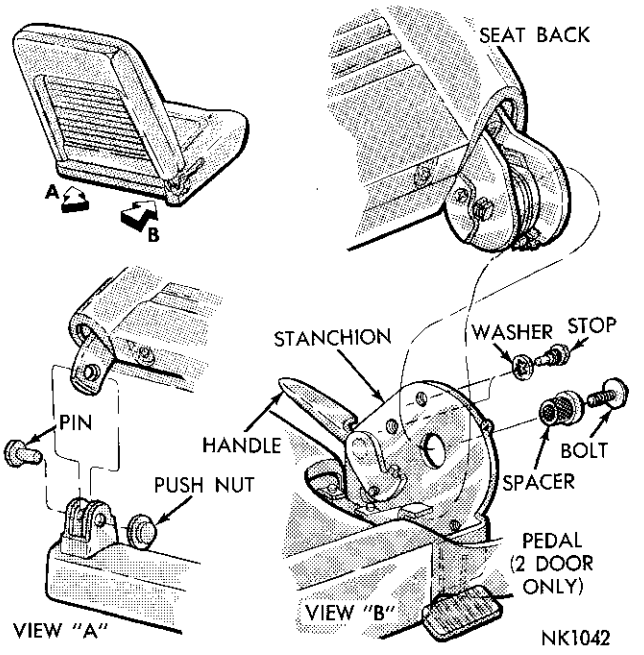


Fig. 31—Seat Back Attachment

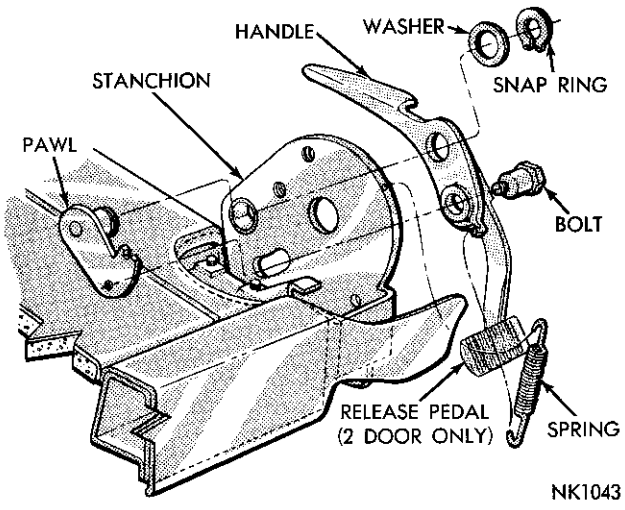


Fig. 32—Seat Cushion Mechanism

move the stop and washer (Fig. 31) (two stops and washers used on four door models) from the seat cushion stanchion.

(4) Push the seat forward, approximately 30 degrees, and remove the push nut and pin attaching the seat back to the inner stanchion.

(5) Remove the spacer, bolt and washer assembly attaching the seat back to the outer stanchion.

(6) Remove the seat back assembly from the cushion assembly.

(7) Remove the pawl spring (Fig. 32) from the cushion stanchion and pawl.

(8) Remove the snap ring and washer from the end of the pawl.

(9) Remove the bolt attaching the handle (and release pedal—two door models only) to the pawl and remove the handle.

(10) Remove the pawl from the outer stanchion.

(11) Remove the reclining mechanism cover and screw from the outer stanchion (Fig. 33).

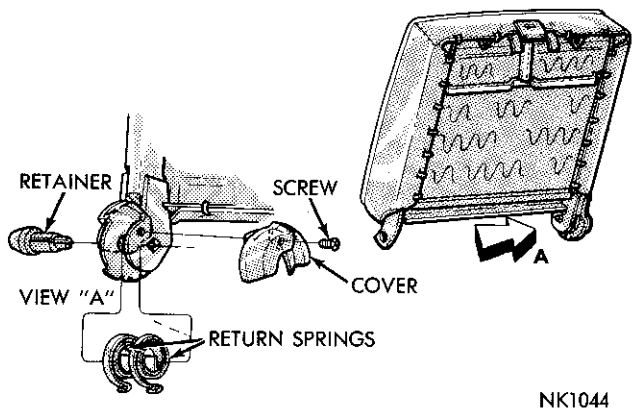


Fig. 33—Seat Back Mechanism

(12) Remove the spring retainer from the springs.

(13) Remove the two springs from the seat back reclining gear.

Installation

(1) Lubricate **sparingly** the inner and outer spring ends, the gear tooth area and the end of the spring retainer that fits into the seat cushion stanchion.

(2) Start the spring retainer into the seat back gear and position the springs on the retainer.

(3) Tap the retainer fully into position (Fig. 33).

(4) Position the cover over the mechanism and install the retaining screw.

(5) Lubricate, **sparingly,** the inner surfaces of the handle around the holes and the inner surface of the stanchion around the pawl bolt hole. Do not lubricate to the full outer edges (Fig. 32).

(6) Lubricate the inner surface of the hole in the stanchion for the pawl and the surface of the pawl shoulder that fits into the stanchion (Fig. 32).

(7) Position the pawl assembly into the stanchion and the handle assembly on the pawl.

(8) Install the pawl retainer bolt and the pawl retaining washer and snap ring.

(9) Install the pawl spring on the cushion stanchion and pawl.

(10) Lubricate, **sparingly** the inner surface and the shoulder area of the spacer.

(11) Position the springs on the retainer and tilt the seat forward approximately 30 degrees.

(12) Install the spacer and bolt and washer assembly attaching the seat back to the outer stanchion (Fig. 31).

(13) Install the pin and push nut attaching the seat

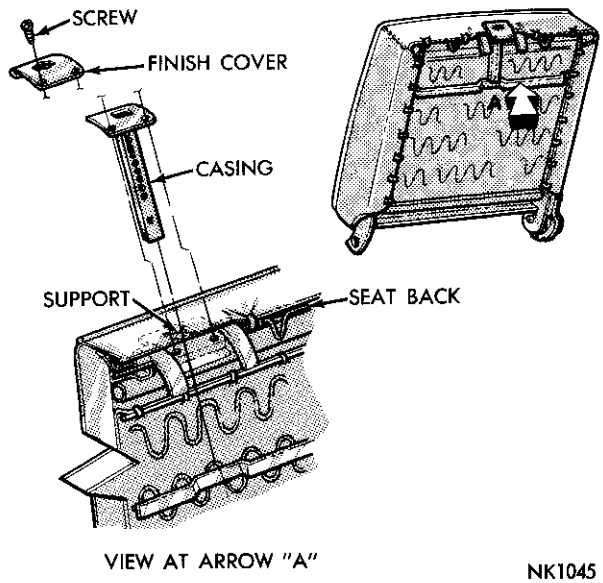


Fig. 34—Head Rest Assembly

back to the inner stanchion.

(14) Move the seat back rearward to its normal position and install the stop and washer (four door models use two stops and washers).

(15) Test the operation of the seat returnability and adjust as necessary (Fig. 30).

(16) Install the screw attaching the rear carpet flap to the outer stanchion (Fig. 29).

(17) Install the side shield on the cushion side panel.

Head Rest

The head rest (Fig. 34) is retained in the seat back assembly by means of a metal casing. To remove the casing, it is first necessary to remove the head rest finish cover at the top of the seat back. The head rest casing assembly is positioned on a support brace (Fig. 34) on the inside of the seat back. With the head rest finish cover removed, the casing is removed by lifting straight up.

STATION WAGON REAR SEATS

Removal (Second Seat Back)

(1) Remove the screws attaching the second seat back to the hinge assemblies (Fig. 35).

(2) Release the catches from the seat back and remove the seat back assembly.

Installation (Second Seat Back)

(1) Position the second seat back on the hinge assemblies.

(2) Install the hinge to seat back screws and tighten to 80-120 inch pounds.

(3) Test the engagement of the seat back catches on the seat back and adjust as necessary.

Removal (Second Seat Cushion)

(1) Raise the rear floor hinged panel at the rear of the seat cushion assembly (Fig. 36) expose the seat cushion to floor pan attaching screws.

(2) Remove the screws attaching the seat cushion to the floor pan.

(3) Move the seat cushion slightly rearward to disengage the locking bars at the front bottom side of the seat cushion, from the floor brackets.

(4) Remove the seat cushion assembly.

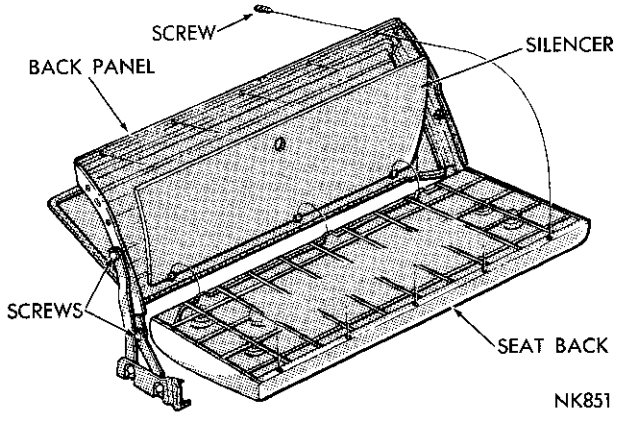


Fig. 35—Second Seat Back

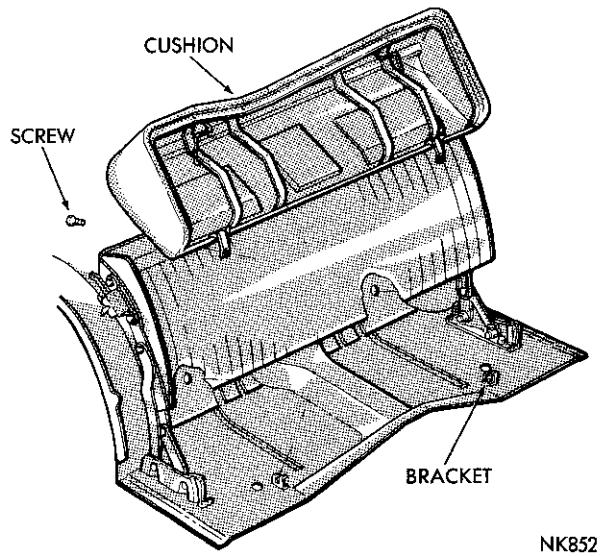


Fig. 36—Second Seat Cushion

Installation (Second Seat Cushion)

(1) Place the seat cushion in position, making certain the locking bars at the bottom of the front seat cushion are engaged in the brackets on the floor pan.

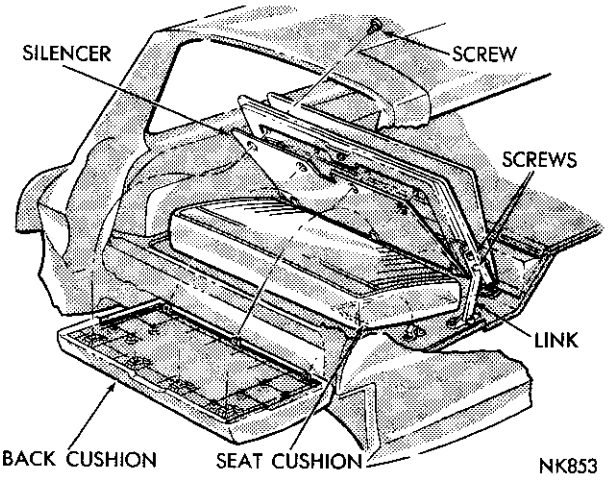


Fig. 37—Third Seat Back and Cushion

(2) Raise the hinged portion of the rear floor at the rear of the seat cushion and install the screws attaching the seat cushion mounting straps to the floor pan.

Removal (Third Seat Back) (Fig. 37)

(1) With the third seat back in the UP position, remove the screws from the seat hinge links.

(2) Remove the seat back and support panel assembly.

(3) The seat back cushion is retained to the seat back panel (Fig. 37) with screws.

Installation (Third Seat Back)

(1) Position the seat back cushion on the seat back panel and install the retainer screws.

(2) Position the seat back and support panel assembly on the hinge links and install the retaining screws.

Removal (Third Seat Cushion)

(1) The third seat cushion is attached to hinges which in turn are attached to the quarter inner panels by screws.

(2) Remove the screws attaching the hinges to the quarter inner panel.

(3) Remove the rear seat cushion assembly.

Installation (Third Seat Cushion)

(1) Position the cushion assembly on the rear floor pan.

(2) Install the hinges on the quarter inner panel and tighten securely.

(3) Test the operation of the seat and inspect the fit and alignment.

(4) Adjust as necessary by loosening the hinges and moving the seat as required.

SEAT CUSHION BUILD UP

(1) With the original seat cushion cover removed, position the cushion right side up on a clean working surface.

(2) Inspect the spring pad and pad cover for damage and also make certain the pad and pad cover (Fig. 38) are centered on the spring assembly.

(3) Insert the listing wires (Fig. 38) into the new cushion cover.

(4) Center the new cover on the cushion assembly and draw the cover over the corners, working out all wrinkles.

(5) Carefully turn the cushion assembly bottom side up, being careful not to disturb the pad and cover.

(6) Position the listing wire up to the spring elements and starting from the center, use hog rings and attach the new cover to each spring element. Work alternately toward each corner.

(7) After the new cover has been completely attached, turn the cushion right side up and inspect for wrinkles. Work out all wrinkles as necessary.

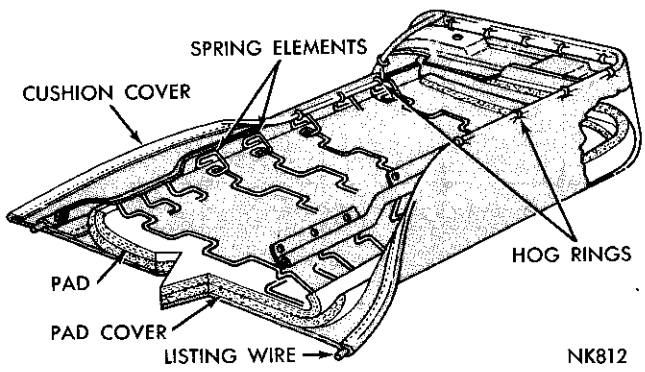


Fig. 38—Seat Cushion Build-Up (Bench Type)

GLOVE BOX

Removal (Chrysler)

(1) Remove the glove box door and disconnect the deck lid vacuum switch lines at the switch.

(2) Remove the screws attaching the glove box to the instrument panel (Fig. 39) and remove the glove box assebly.

(3) Remove the glove box map drawer and housing (Fig. 39).

(4) Remove the screws attaching the upper glove box half to the lower half.

(5) Remove the tissue container retainer screw and the map drawer screws.

(6) Remove the nut attaching the vacuum switch to the mounting bracket (Fig. 40).

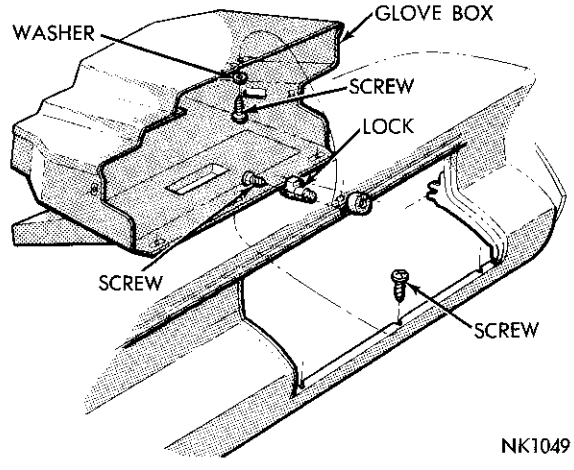


Fig. 39—Glove Box Installation (Chrysler)

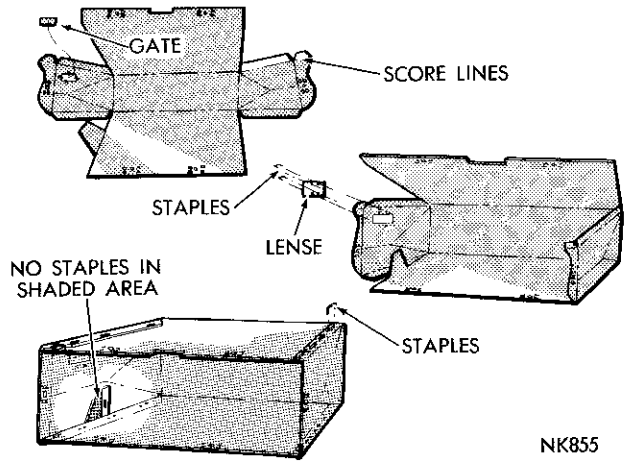


Fig. 40—Assembling the Glove Box (Chrysler)

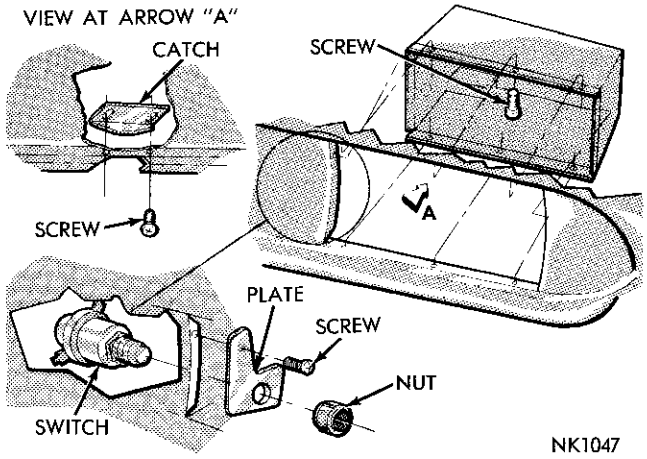


Fig. 42—Glove Box Installation (Imperial)

(7) Remove the screws attaching the switch mounting bracket to the glove box upper half and remove the bracket.

Installation (Chrysler)

(1) In the new cover, drill the necessary holes for the vacuum switch attachment. The large hole is a one (1) inch diameter and the three smaller holes are a $^{7}/_{32}$ inch diameter (Fig. 40).

(2) Position the switch mounting bracket on the glove box upper half and install the retaining screws and washers.

(3) Position the vacuum switch in the mounting bracket and install the retaining screws and nuts.

(4) Position the glove box map drawer housing on the glove box lower half and install the attaching screws.

(5) Set the glove box upper half in position on the lower half and install the attaching screws.

(6) Install the tissue container retainer.

(7) Position the map drawer in the housing and push into place.

(8) Install the glove box drawer and connect the vacuum lines to the switch.

Removal (Imperial)

(1) Remove the glove box door (Fig. 41) from the hinges.

(2) Remove the screws attaching the glove box assembly (Fig. 42) to the opening in the instrument panel.

(3) Remove the nut attaching the deck lid remote switch to the glove box.

(4) Remove the glove box assembly from the opening.

Installation (Imperial)

(1) Fold the new glove box along the scored lines

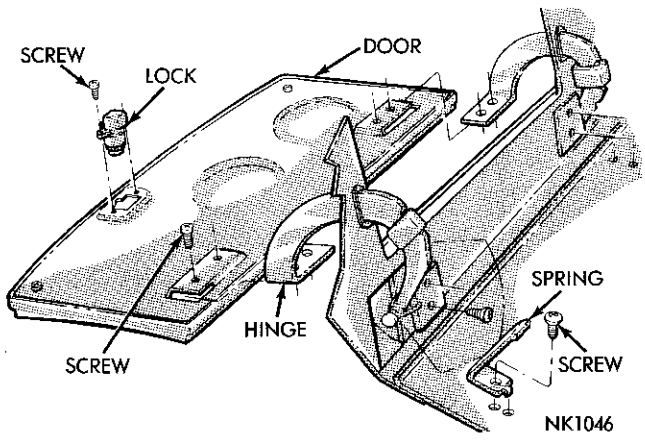


Fig. 41—Glove Box Door (Imperial)

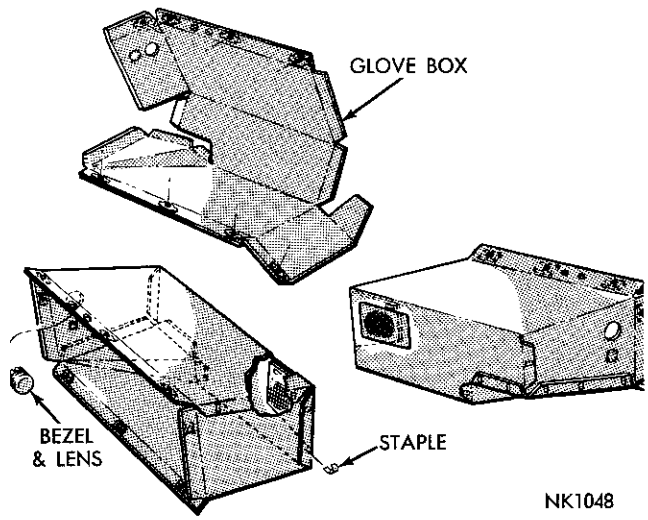


Fig. 43—Assembling the Glove Box (Imperial)

and staple the overlapped areas (12 places) (Fig. 43).

(2) Punch out the material from the glove box side for the installation of the deck lid remote switch.

(3) Position the glove box in the instrument panel opening and install the attaching screws, except at the remote switch area.

(4) Insert the remote switch into the opening in the glove box side panel and position the mounting plate over the end of the switch (Fig. 42).

(5) Install the mounting plate screw and the switch mounting nut.

(6) Install the glove box door (Fig. 41).

(7) Adjust the glove box door lock catch to effect a secure closing.

PART 4

HOOD, FENDER AND DOORS

Prior to making any hood adjustments inspect and note clearances and alignment of all sides of the hood in relation to cowl, fenders and grille. The cowl adjustment must be made first.

Hood to Cowl

(1) Inspect alignment at the cowl for tightness, looseness, uneven gap and high or low elevation at the corners.

(2) Scribe the hinge position on the hood.

(3) Loosen the hood attaching bolts (Fig. 44 or 45) and move the hood to the desired position to correct alignment at the cowl.

(4) Tighten the attaching bolts 180 inch-pounds.

(5) (After Step 4 if the rear of the hood and fender are not flush it will be necessary to reset the fender to align with the cowl and hood.)

Hood to Fender

After completing previous step 5 inspect the front of the hood to fender clearance. This clearance is adjusted by removing the hood bumper (Fig. 46) and turning the adjusting screw in or out. It may also be necessary to loosen the fender attaching bolts and move the fender up or down to the desired position.

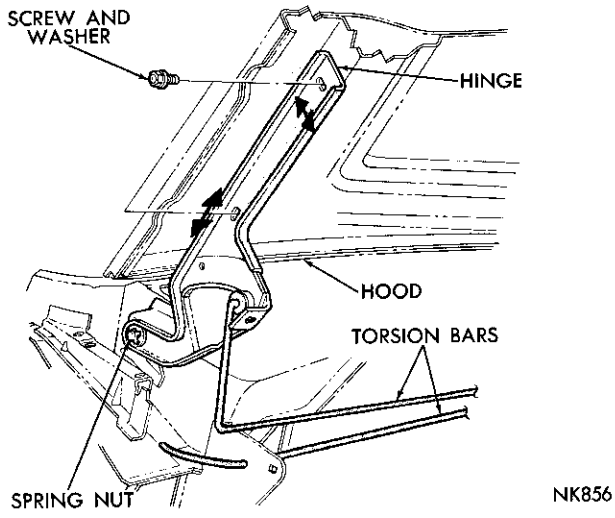


Fig. 45—Hood Adjustment (Chrysler)

Unequal Spacing Between Rear of Hood and Fenders

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

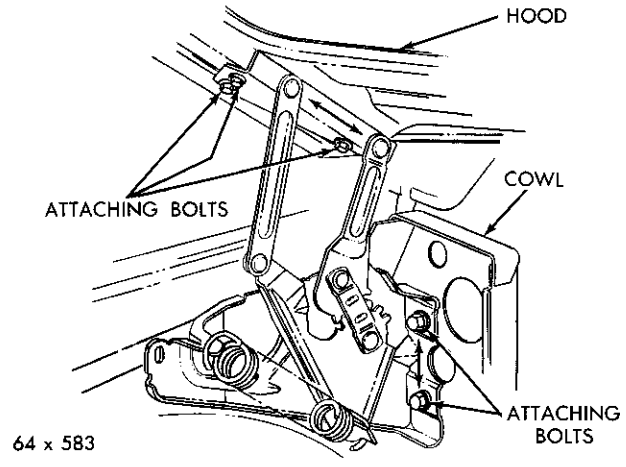


Fig. 44—Hood Adjustment (Imperial)

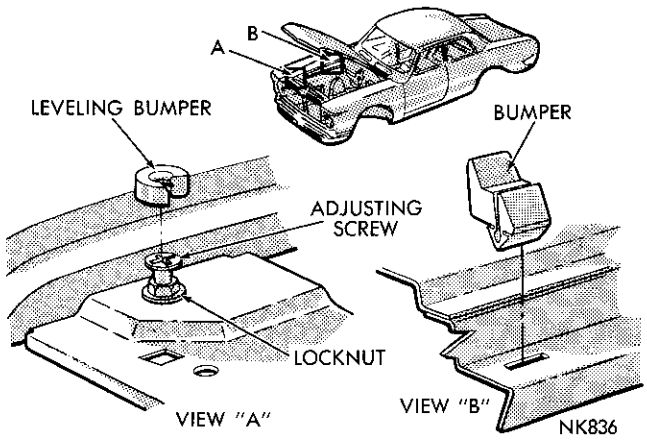


Fig. 46—Hood Leveling Adjustment

(2) Shift the hood (at 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 the hood and inspect the fit.

If the spacing is correct on one side but too little or too much on the other side, loosen the bolts attaching the hood to the hinge 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 and while holding pressure on the screwdriver, tighten the bolts securely.

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

Hood Projects Beyond Front of Fender

If the hood projects beyond the front fender, and the fender to door spacing is close, the fender can be shifted forward to correct this condition.

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.

To correct this condition, adjust as follows:

(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.

Hood Removal

(1) Place a protective covering over the cowl and fender area.

(2) Mark the outline of the hinges on the hood to aid in installation.

(3) With an assistant, remove the hinge-to-hood attaching bolts and remove the hood assembly. Use extreme care not to permit the hood to slide rearward and damage the painted surfaces of the cowl and fender areas.

Installation

(1) With an assistant, position the hood on the hinges and install the hinge to hood bolts. Do not tighten.

(2) Align the scribe markings on the hood with the hinge and tighten the screws lightly.

(3) Close the hood and inspect the hood alignment.

(4) Adjust the alignment as necessary and tighten the hood to hinge bolts 180 inch-pounds.

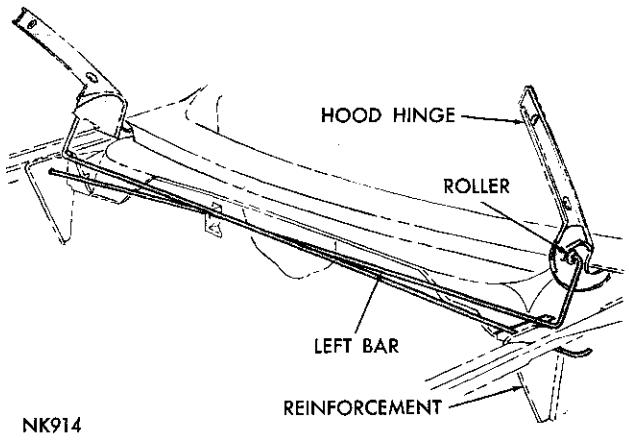


Fig. 47—Hood Hinge Torsion Bars

(5) Remove the protective covering from the cowl and fender area.

Hood Torsion Bar Replacement (Chrysler)

(1) Remove the hood assembly.

(2) Disengage the right hand torsion bar roller (Fig. 47) from its seat on the hood hinge by forcing the roller end of the bar to the rear and raising the hood hinge fully.

(3) Disengage the left hand torsion bar roller from the hood hinge.

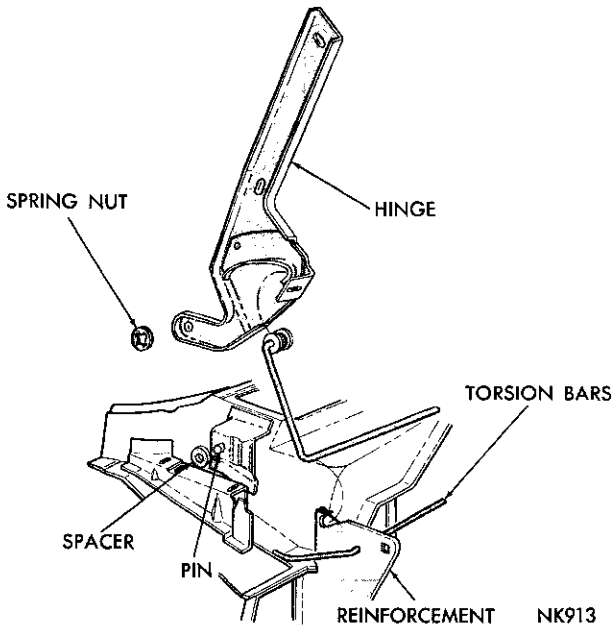


Fig. 48—Hood Hinge Replacement

(4) Remove the torsion bars from the center support and remove bars from the end reinforcements.

(5) When installing the torsion bars, the right hand torsion bar should be installed in the center support last. The torsion bars must cross-over, right over left, on the passenger side of the car.

(6) Lubricate the torsion bar rollers.

(7) Install the hood assembly and adjust alignment as necessary.

Hood Hinge Replacement (Fig. 48) (Chrysler)

(1) Remove the windshield lower moulding windshield wiper arm and blade assemblies and the cowl grille panel.

(2) Disengage the torsion bar roller from the hood hinge.

(3) Scribe the hinge location on the hood and remove the hinge-to-hood screws.

(4) Support the hood at the hinge area.

(5) Remove the hinge spring nut and hinge from the pivot (Fig. 48).

(6) Lubricate the hinge pivot area with lubriplate and position the hinge on the pivot.

(7) Install the spring nut on the pivot using a screwdriver.

(8) Remove the hood support and position the hinge on the hood.

(9) Install the hinge-to-hood screws. **DO NOT TIGHTEN.**

(10) Engage the torsion bar roller with the hood hinge.

(11) Install the grille cowl panel, windshield wiper arms and blades, and the windshield lower moulding.

(12) Inspect hood alignment and adjust as necessary. Tighten the hood-to-hinge screws.

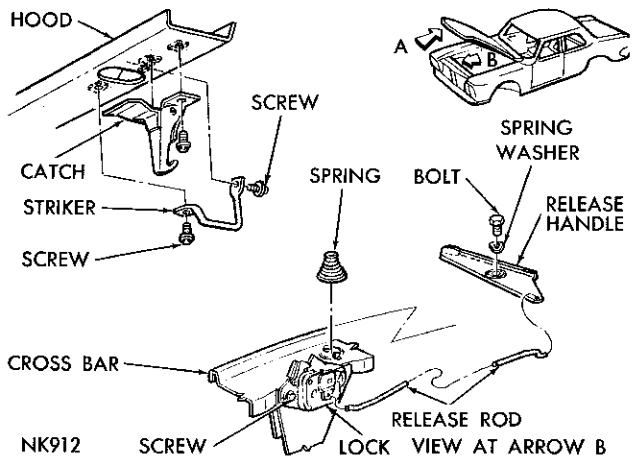


Fig. 49—Hood Lock Application (Chrysler)

Hood Hinge Replacement (Imperial)

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

(2) Loosen the bolts attaching the hood to the hinge plate (Fig. 44).

(3) Remove the hinge to cowl attaching bolts.

(4) Remove the hinge to fender shield bolt and remove the hinge assembly.

(5) Do not remove the hood support prop until the hinge has been completely installed and tightened in place.

Hood Lock and Strike Bar

The hood lock on Chrysler models (Fig. 49) is located on the hood lock vertical support. The latch is attached by two screws.

The attaching screw holes are oversize to permit movement of the latch to assist in alignment of the hood. The latch engages a striker bar attached to the hood.

The hood lock of the Imperial models is manually operated by a cable and wire assembly (Fig. 50) located under the instrument panel in the driver's compartment. To open, pull on the cable knob enough to allow the 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 the hood, then trip the safety catch with the fingers to release the hood.

FENDER ALIGNMENT

Top Rear Edge of Fender Too Close to Cowl

Raise the hood and loosen the fender top screws.

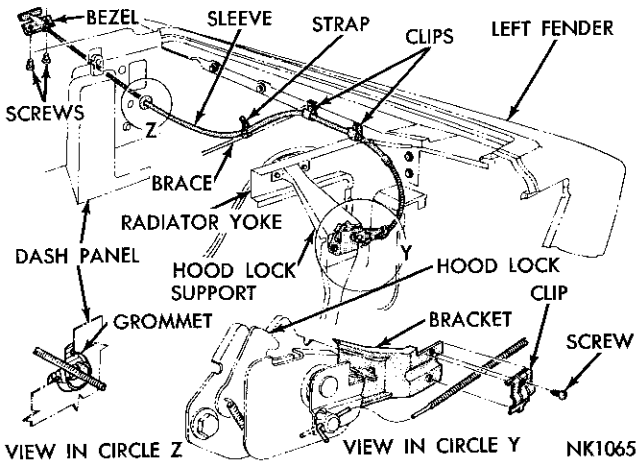


Fig. 50—Hood Lock Application (Imperial)

Force the rear edge of the fender away from the cowl with a screwdriver. Retighten the fender screws.

Bottom Rear Edge of Fender Lower Than the Sill Panel

Loosen the fender-to-cowl attaching screws, 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 screws and remove the jack.

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

If the hood projects beyond the front fender, and the fender to door spacing is too close, the fender can be shifted slightly forward to correct this condition.

(1) Loosen the screws attaching the front fender to the cowl side panel and move the fender forward.

(2) When the spacing between the door and the fender is correct, and the hood is even with the front end of fender, tighten the fender to cowl screws securely.

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

Loosen the bottom fender to cowl attaching screws. Place a two-by-four (2 x 4) 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 screws.

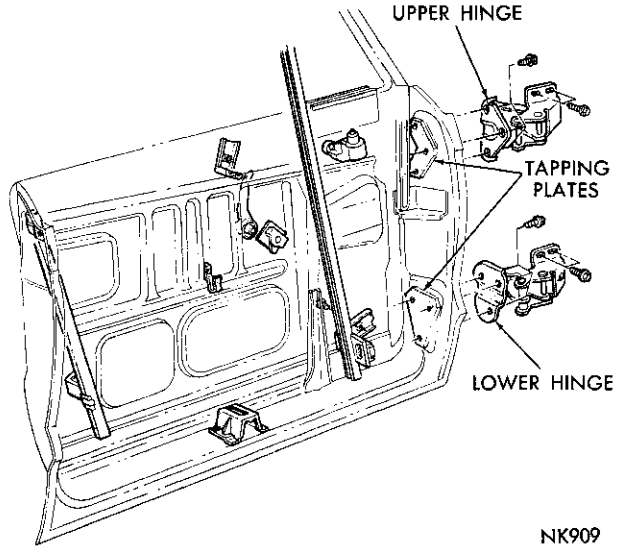


Fig. 51—Front Door Hinge Attachment (Chrysler)

Fender too Far Forward at Upper Door

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

Fender Below Level of Hood

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 screws attaching the fender to the radiator support.

(2) Place a wood block or cloth pad on the lifting pad of a service jack and install under the front lower corner of the fender.

(3) Raise the jack slowly until the fender is in alignment. Leave the jack in place and tighten the fender screws securely.

(4) Lower the jack, close the hood and inspect the alignment.

(5) Adjust the hood bumpers as required.

Front Door Alignment

Up and Down

"Up" or "down" adjustment of the door can be made at the front pillar or in the door itself (Fig. 51).

(1) Remove the trim panel and watershield.

(2) Scribe a line around upper and lower hinge straps.

(3) Place a wooden block on the lifting plate of a floor jack and position it under the door (support the door near the center of balance when the attaching bolts are loosened).

(4) Loosen the upper and lower door hinge attaching bolts.

(5) Observing the scribe mark, raise or lower the jack until the door is in the desired position.

(6) Tighten the attaching bolts and remove the floor jack.

(7) Open and close the door several times and inspect the clearance around all edges of the door.

(8) Repeat steps 5, 6 and 7 until the door is centered in the door opening.

(9) Install the watershield and trim panel.

(10) Adjust the door lock striker. The door should have a slight rise as it closes on the striker with the door lock handle release button held in.

Front Door Alignment

Fore and Aft

(1) With the door in a full open position (trim panel and watershield removed) scribe a line around the upper and lower hinge straps.

(2) Place a wooden block on the lifting plate of a floor jack and position it under the outer end of the door.

(3) Loosen the upper door hinge attaching bolts only.

(4) Observe the scribe marks and raise or lower the door to the desired position. (Raising the outer end of the door moves the upper part of the door forward when in the closed position.)

(5) Tighten the attaching bolts.

(6) Loosen the lower door hinge attaching bolts and raise or lower the door to the desired position. (Lowering the end of the door moves the lower part of the door forward when in the closed position.)

(7) Tighten the attaching bolts.

(8) Open and close the door several times and check the clearance around all door edges.

(9) Repeat steps 4, 5, 6 and 7 until the door is centered in the door opening.

(10) Adjust the door lock striker (Fig. 52). The door should rise slightly as it closes on the striker with the door handle release button held in.

(11) Install the watershield and trim panel.

Front Door Alignment

In and Out

(1) With the door in a full open position, place a wooden block on the lifting plate of a floor jack and position it under the outer edge of the door.

(2) Loosen the upper hinge to pillar attaching bolts.

(3) Raise or lower the jack until the upper part of the door has moved in or out the desired amount. (Raising the outer end of the door will move the upper part of the door into the door opening.)

(4) Tighten the upper hinge to pillar attaching bolts.

(5) Loosen the lower hinge to pillar attaching bolts.

(6) Raise or lower the jack until the lower part of the door is in the desired position. (Lowering the jack moves the door into the door opening.)

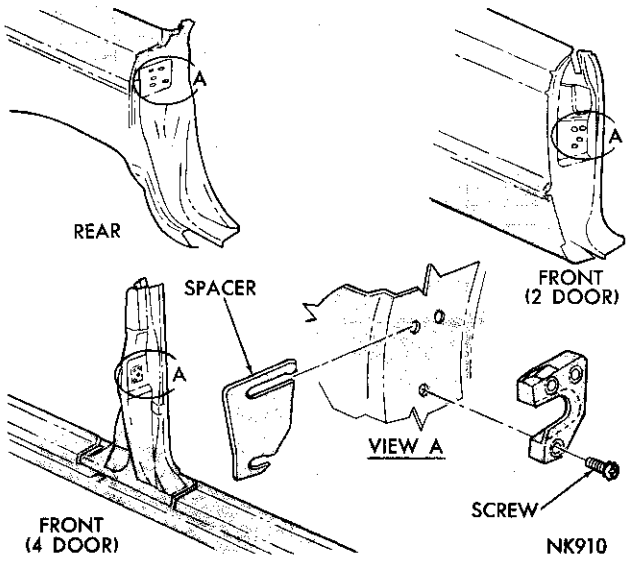


Fig. 52—Door Lock Rotor and Striker

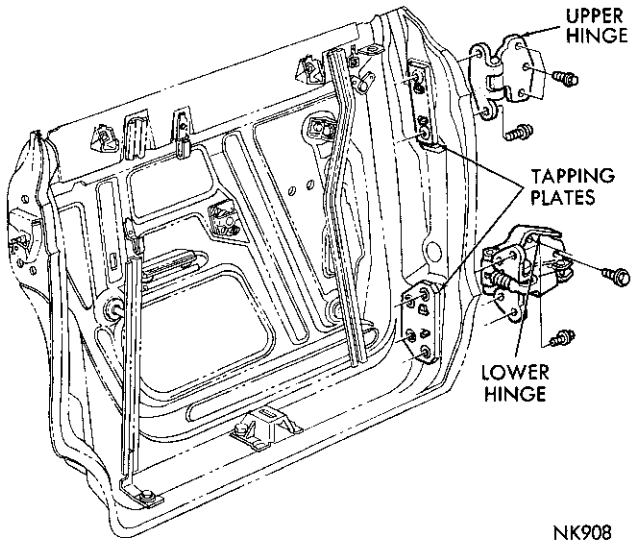


Fig. 53—Rear Door Hinge Attachment (Chrysler)

(7) Tighten the attaching bolts.

(8) Close the door and observe the alignment of the door panel with the body sill, fender, cowl and "B" post.

(9) Adjust the door lock striker. The door should rise slightly as it closes on the striker with the door handle release button held in.

Rear Doors Alignment

Up and Down

(1) With the rear door fully closed and the front door open, scribe the location of both the upper and lower hinges on the frame of the door (Fig. 53).

(2) With the door slightly ajar, position, a padded floor jack under the center of the door.

(3) Loosen the hinge to door attaching bolts.

(4) Observe the scribe marks and raise or lower the door to the desired position.

(5) Tighten the attaching bolts. Close the door and check alignment in the door opening.

(6) Adjust the door lock striker (Fig. 52). The door should rise slightly as the door closes on the striker with the door handle release button held in.

Rear Door Alignment

Fore and Aft

(1) Remove the "B" post trim panel and scribe around the pillar post hinge plate.

(2) Loosen both the upper and lower pillar post hinge screws.

(3) With the rear door slightly ajar, push the door forward or back to the desired position.

(4) Tighten the pillar post hinge screws.

(5) Close the door and inspect alignment in the door opening.

(6) Adjust the door lock striker. The door should rise slightly as the door closes on the striker with the door handle release button held in.

(7) Install the "B" post trim panel.

Rear Door Alignment

In and Out

(1) Scribe a mark on the door around the door hinge plate.

(2) Loosen the upper hinge attaching bolts.

(3) Grasp the front edge of the door at the hinge and push the door in or pull it out to the desired position.

(4) Tighten the hinge attaching bolts.

CAUTION: Adjust one hinge at a time to prevent the door from dropping in the door opening.

Door Removal

Front Door (All Models)

(1) With the door in the wide open position, place a jack, with a block of wood or pad on the lifting plate of the jack, as near the hinge as possible. (This will hold the weight of the door as the hinge bolts are loosened.)

(2) Remove the door interior trim and hardware.

(3) Scribe a line around the upper and lower hinge plates on the door panel.

(4) Remove the hinge attaching screws from the door and remove the door for further disassembly if necessary.

CAUTION: On vehicles with electric windows disconnect the battery ground cable. Disconnect the wires from the window regulator motor and remove from the door assembly.

Installation

(1) With the door inner hardware installed, place the door in position in the door opening, supported by a padded jack.

(2) Locate the door hinge plates on the door panel and install the hinge attaching screws only finger tight.

(3) Adjust the jack to align the hinge plate scribe marks and tighten the attaching screws.

(4) Complete the door aligning procedure, and install the door interior trim and hardware.

CAUTION: Prior to this installation, on electric window lifts, install the wiring in the doors and attach to the motor and control switch.

(5) Connect the battery ground cable.

Rear Door

Removal (All Models)

(1) Open the rear door and place a padded jack under the door near the hinges.

(2) Remove the door interior trim and hardware.

(3) Scribe aligning marks around the hinge plates on the door frame.

(4) Remove the hinge attaching screws from the door and remove the door from the body.

CAUTION: On vehicles with electric window lifts disconnect the battery ground cable. Disconnect the wires from the motor and control switch and remove them from the door prior to door removal.

Installation

(1) With the rear door inner hardware installed, support the door on a padded jack and position the door on the hinges.

(2) Install the attaching bolts finger tight.

(3) Align the hinges with the scribe marks.

(4) Tighten the attaching screws and test the door for alignment.

(5) Install the door interior trim and hardware.

CAUTION: On vehicles with electric window lift, battery ground cable disconnected, insert the wiring into the door and attach the wiring to the motor and control switch prior to the installation of the trim panel.

Hinge Replacement

The door hinges (Figs. 51 and 53) are attached to the doors by screws accessible from the outside. The front door hinges are each attached to the "A" post by three screws.

The rear door upper hinges (on HardTop and Station Wagon models), are attached to the "B" post by three screws accessible from the outside. On sedan models, the screws are accessible through an access hole in the "B" post.

DOORS

Door Rotor and Striker

The door strikers (Fig. 52) are attached to the pil-

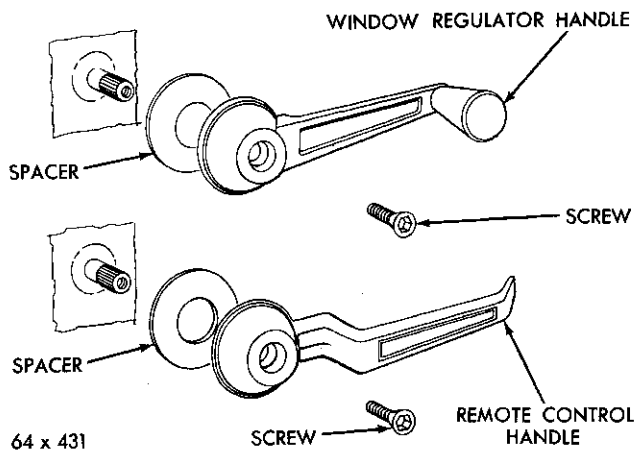


Fig. 54—Inside Handle Attachment

lars through oversize holes permitting movement of the striker up and down and in and out. Fore and aft movement can be made by adding or subtracting shims between the striker and the post. The striker plate should be adjusted to lift the door slightly when it is closed with the door handle release button held in.

(1) Scribe the position of striker.

(2) Loosen the striker screws and reposition the striker.

(3) Lubricate the striker with stainless stick lubricant.

(4) Close and open the door several times and test for ease of operation and door alignment.

Door Inside Handles

The inside door (sedan models only) and window regulator handles are retained by an allen set screw (Fig. 54). On hardtop models the door handle is positioned in the arm rest and retained on the remote control shaft with a screw.

Door Outside Handle Replacement

(1) Remove the inside handles, arm rests, trim panel, escutcheon springs and watershield.

(2) With the door glass in the up position, remove the door handle attaching nuts from the mounting studs and the link (Fig. 55) from the handle to lock, through the upper access hole of the inner door panel.

(3) Lift the handle up and remove from the door.

(4) Install the outside handle into the door opening. Engage the link from the handle to the lock.

(5) Attach the retaining nuts and test the operation of the handle.

(6) Reinstall the watershield, escutheon, spring, trim panel, inside handles and arm rest.

Door Lock Replacement (Fig. 56)

(1) Remove the door trim panel and watershield.

(2) Disconnect the handle to lock link from the lock by pulling the link outward at the lock.

(3) Disconnect the locking lever rod (front door only) from the lock assembly by forcing it out with a thin blade screwdriver.

(4) Disconnect the lock control rod from the lock assembly.

(5) Remove the screws attaching the lock assembly to the door.

(6) Rotate the lock assembly, disconnect the remote control link and remove the lock.

(7) Lubricate all moving points of the lock assembly.

(8) Position the lock assembly in the door and connect the remote control link to the lock.

(9) Install the lock retaining screws.

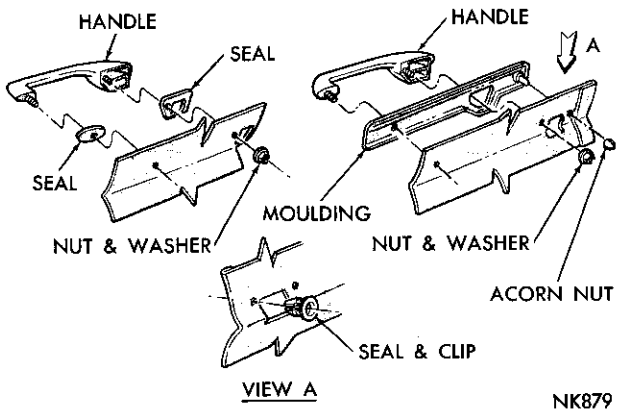


Fig. 55—Outside Handle (Chrysler)

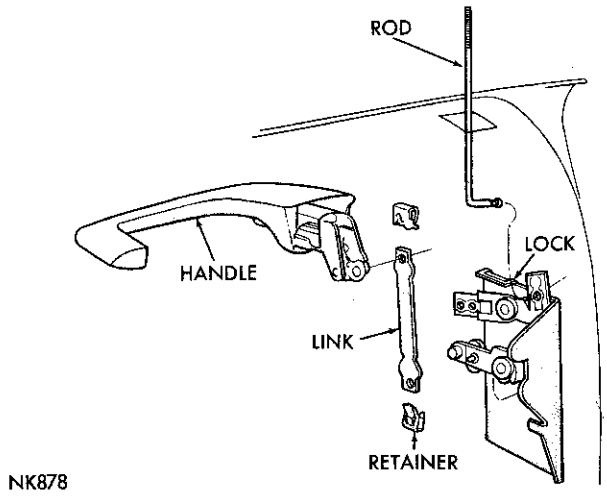


Fig. 56—Door Lock Assembly

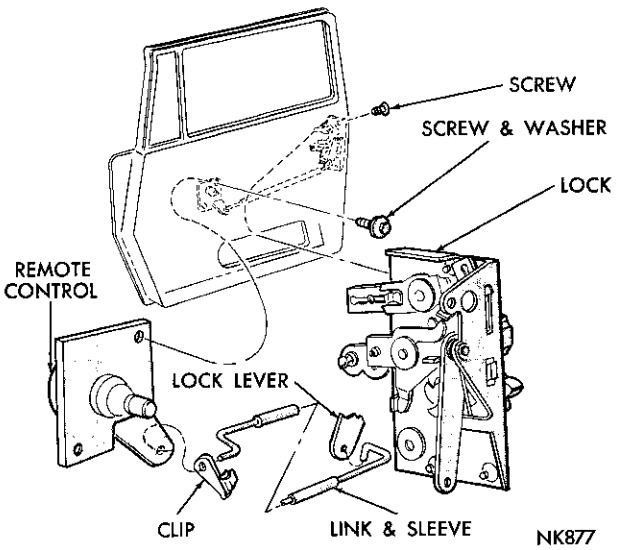


Fig. 57—Remote Control Assembly

(10) Connect the handle to lock link.
(11) Connect the locking lever rod (front door only) to the lock assembly.
(12) Connect the locking lever rod and the remote control link to the lock.
(13) Test the operation of the lock assembly.
(14) Install the watershield.
(15) Install the door trim and hardware.

Door Remote Control Assembly

Removal

(1) Remove the arm rest, trim panel and watershield.
(2) Raise the door glass.
(3) Remove the attaching screws holding the remote control base to the door panel (Fig. 57).
(4) Disconnect the remote control arm from the lock lever.
(5) Remove the control through the large opening in the door.

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.
(4) Install the attaching screws.
(5) Test the assembly for proper operation and adjust if necessary.
(6) Install the watershield, trim panel, inside handles and arm rests.

Door Lock Cylinder Replacement (Fig. 58)

(1) Remove the inside handles, arm rests, trim panel, escutcheon springs and watershield.

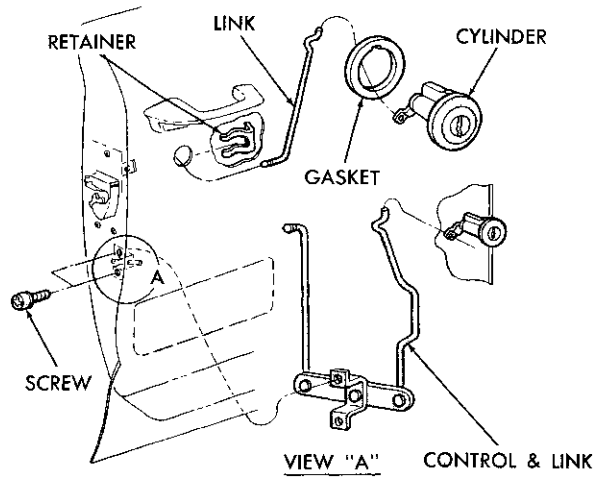


Fig. 58—Door Lock Cylinder

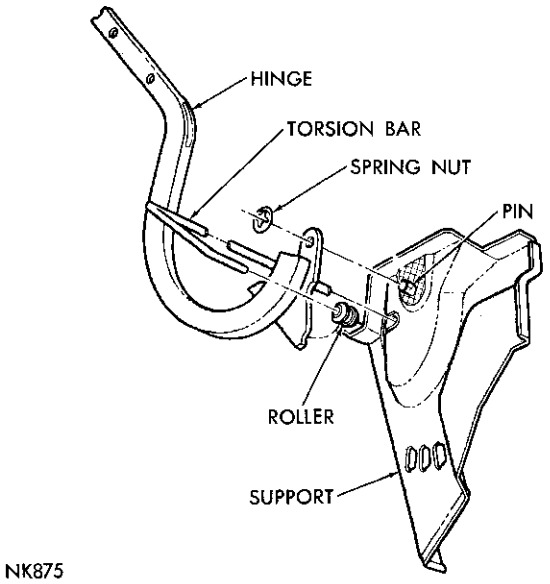


Fig. 59—Deck Lid Hinge and Torsion Bar

(2) With the window in the up position and through the upper access hole of door panel, disconnect the retaining clip from the connecting rod and lock assembly.
(3) Remove the connecting rod from the lock cylinder and door lock assembly.
(4) Slide retaining clip out of the lock cylinder body and remove the cylinder from the door.
(5) To reinstall the lock cylinder, place the cylinder in the door panel and insert the retaining clip into the cylinder body.
(6) Install the connecting rod in the cylinder arm and lock assembly, and install the retaining clip.
(7) Reinstall the watershield, escutcheon springs, trim panel, inside handles and arm rests.

DECK LID

Alignment

The deck lid hinges (Fig. 59) permit only a very slight adjustment at the lid to hinge attaching points. The latch and lock are adjustable by moving the units in the elongated holes on the mounting brackets.

Deck Lid Replacement

The deck lid is attached to the hinges by two screws on each side. An assistant's aid is recommended when replacing the deck lid to prevent it from sliding rearward and damaging the paint and also to aid in the aligning of the hinge screw holes when it is installed.

Deck Lid Hinge Replacement

(1) Remove the deck lid assembly.

CAUTION: Use care when disconnecting the torsion bar as it is under a load.

(2) Disengage the torsion bar from the hinge being removed.

(3) Remove the spring nut retaining the hinge to the hinge bracket and remove the hinge.

(4) Position the new hinge on the hinge pin and using a new spring type nut, lock the hinge into position.

(5) Install the deck lid assembly and connect the torsion bars.

(6) Adjust the deck lid as required.

Deck Lid Torsion Bar Replacement

When removing the torsion bars from the adjusting slots, care should be used as the torsion bars are under a load.

(1) Unhook the torsion bar from the support bracket and slowly allow the torsion bar to unwind.

(2) Push the torsion bar out of the roller in the hinge arm and remove the torsion bar from the hinge support.

(3) To install the torsion bar, insert the bar into the hinge support.

(4) Insert the end of torsion bar into the roller in the hinge arm.

(5) Hook the torsion bar into the support bracket.

(6) Wind the torsion bar and insert the end of bar into the first adjusting slot.

(7) Place the deck lid in various open positions and test the tension of the torsion bars.

(8) Adjust the torsion bars progressively until the deck lid stays in the open position.

Deck Lid Lock Cylinder Replacement

The deck lid lock cylinder is retained in the body by a spring steel "U" shaped clip attached from within the body.

Deck Lid Lock Replacement

The deck lid lock assembly (Fig. 60) is attached to the deck lid by two screws. Scribe the location of the lock mounting flanges to aid in installation.

Deck Lid Lock Adjustment

Vertical adjustment of the deck lid lock is made at the lock attaching screws. The side adjustment is made at the deck lid striker attaching bolt (Fig. 60).

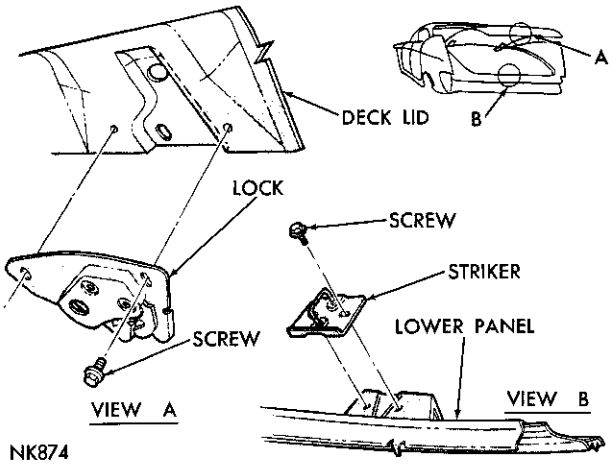


Fig. 60—Deck Lid Lock Assembly

TAIL GATE

Alignment

Vertical adjustment and in and out adjustment at the lower edge are made at the hinge plate. In and out alignment of the top of the tailgate is adjusted by moving the striker in or out to permit ease of entry of the tailgate glass into the upper run channel. Lateral adjustment to center the tailgate in the body opening is controlled at the hinge (Fig. 61).

Removal

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

(2) Lower the tailgate door, remove the torsion bar brackets from the pillar posts.

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

(4) Loosen the hinge pivot pin locking screws (Fig. 61).

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

CAUTION: On cars with an electric window, disconnect the battery ground cable, remove the trim panel and disconnect the terminals at the control

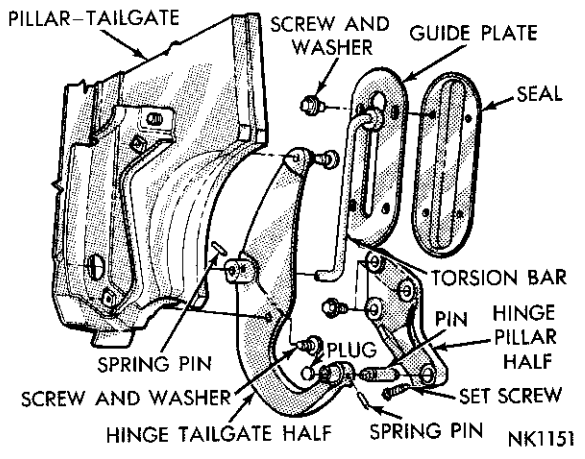


Fig. 61—Tail Gate Alignment

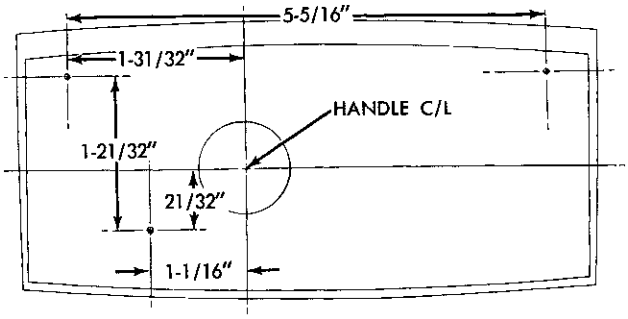


Fig. 62—Tail Gate Handle Stud Location

switch on the left edge of the tailgate.

(6) Remove the hinge plate attaching bolts from the pillar post (Fig. 61).

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

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

Installation

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

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

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

(4) Close the tailgate and center in the opening.

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

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

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

(8) Connect the battery ground cable, operate the tailgate window and inspect the alignment.

(9) Install the bumper face bar.

Tailgate Lock Rotor Replacement

To replace the tailgate lock assembly, it is first necessary to remove the trim panel and raise the tailgate glass. The rotor assembly is retained on the tailgate by screws accessible at the ends of the tailgate.

Tailgate Lock Cylinder Replacement

To replace the tailgate lock cylinder assembly, it is first necessary to remove the tailgate glass and regulator to gain access to the lock cylinder retainer (horseshoe type).

Tailgate Inside Handle Adjustment

The tailgate inside handle adjustment can be made by removing the plug located near the rotor in the lock facing of the tailgate. Loosen the hex bolt in the lock assembly and adjust the ratchet levers to allow the lock rotor to spin freely when the actuator rod is in the open position. Tighten the hex bolt after the adjustment has been made. This adjustment must be made on both sides of the tailgate.

Tailgate Regulator Handle

With the handle in the unlocked position, remove the inner tailgate panel and remove the three nuts attaching the handle to the door panel.

To remove a handle which is inoperative and the vehicle is fully loaded, prohibiting access to the tailgate inner panel, it will be necessary to remove the three mounting studs from the handle by drilling through the handle. Refer to Figure 62 for the location of the drilling points.

PART 5
GLASS

FRONT DOOR (Sedan Models)

Adjustments (Chrysler)

Refer to Figure 63 for the adjustment points and methods of adjustment for the door glass and vent wing assembly.

(1) Open the door and run the window approximately halfway down.

(2) Adjust the glass run retainer screw at the bottom so the glass moves in the run freely.

(3) Run the window down so the top of the glass is even or slightly below the belt line of the door outer panel.

(4) On manually operated windows, position the stop on the regulator plate against the stop on the regulator sector.

(5) On electrically operated windows, reach through the large access hole and position the down stop against the bumper.

(6) Operate the window and inspect alignment and test for ease of operation.

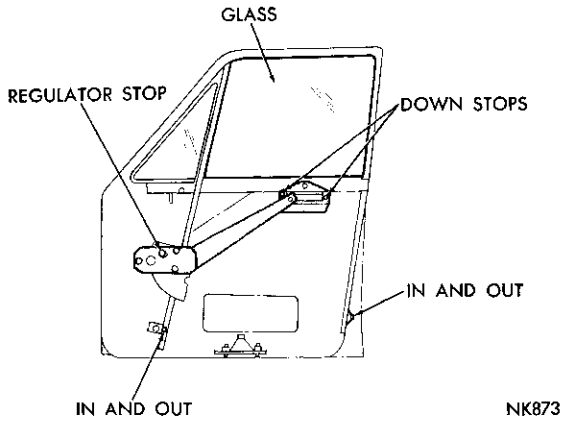


Fig. 63—Front Door Glass Adjusting Points (Chrysler Sedan)

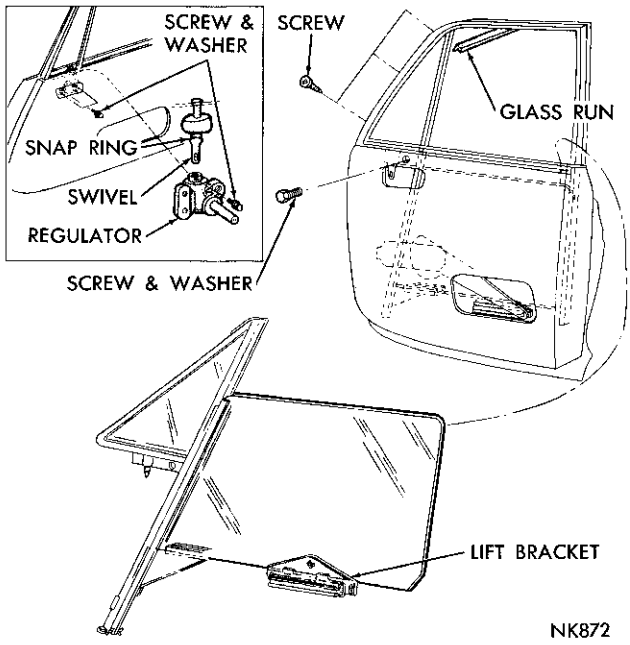


Fig. 64—Vent Wing and Door Glass Attachment (Chrysler)

Vent Wing and Door Glass

To remove the vent wing glass or weatherstrip after the vent wing assembly has been removed, it is necessary for the swivel assembly to be removed from the vent wing regulator pivot (Fig. 64).

Removal

(1) Remove the inside handles, door trim panel and watershield.

(2) Lower the door glass fully and remove approximately four (4) inches of the glass run at the forward end (Fig. 64).

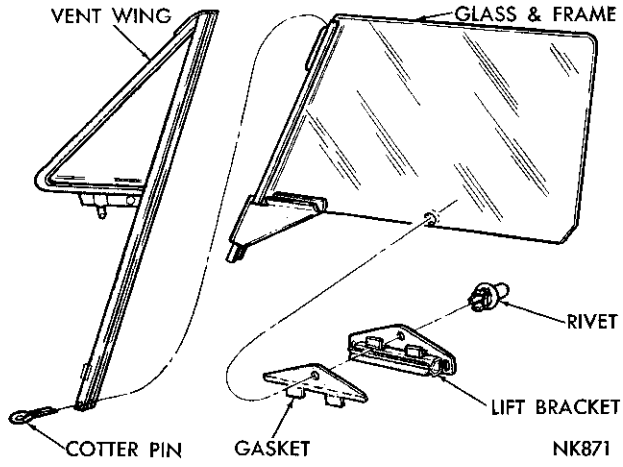


Fig. 65—Glass Lift Bracket

(3) Remove the screws attaching the vent wing to the end facing of the door and to the belt line.

(4) Move the glass forward and disengage the regulator arm from the lift bracket and guide assembly.

(5) Remove the screw attaching the vent wing swivel to the vent wing regulator (Fig. 54).

(6) Remove the glass and vent wing assembly from the door.

(7) Remove the cotter pin from the lower end of the division channel (Fig. 64) and separate the door glass and vent wing assembly.

(8) Remove the plastic rivet attaching the lift bracket and guide assembly to the glass and remove the assembly (Fig. 65).

Installation

(1) Position the lift bracket and gasket on the door glass and install the retaining rivet (Fig. 65).

(2) Assemble the door glass to the vent wing assembly and install the cotter pin at the lower end of the division channel.

(3) Lubricate the sliding surfaces of the lift bracket.

(4) With the regulator in the fully down position, install the vent wing and door glass assembly into the door and position the vent wing pivot swivel assembly into the vent wing regulator.

(5) Position the regulator arm roller into the glass lift bracket and move the glass rearward into the glass run channel.

(6) Install the ventilator attaching screws at the face and belt line areas of the door.

(7) Install the vent wing pivot swivel to regulator screw.

(8) Install the front end of the glass run at the forward end.

(9) Adjust the door glass and test for ease of operation.

(10) Install the watershield, trim panels and inside handles.

Regulator Assembly (Door Glass)

The regulator assemblies are attached to the door

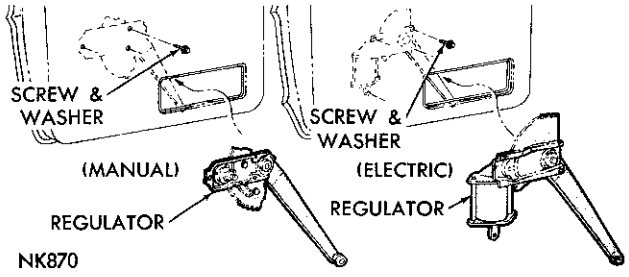


Fig. 66—Front Door Regulator (Chrysler Sedan)

inner panels by screw and washer assemblies (Fig. 66). When removing a regulator, the door glass should be fully lowered. Slide the regulator rearward to disengage it from the lift bracket and guide assembly. Lubricate the toothed area of the regulator when reinstalling.

(Vent Wing Glass)

The vent wing regulator is attached to the door inner panel by three screw and washer assemblies and to the pivot swivel assembly by one screw (Fig. 64).

Glass Run and Channel

The glass run (Fig. 67) is a press fit in the door frame and lower run channel. The index notch at the door upper corner should be positioned first to assure correct installation of the run. The lower run channel (Fig. 67) is positioned over the window opening frame from inside the door through the large access opening.

REAR DOORS (Sedan Models)

Adjustments (Chrysler)

(1) Run the window up to approximately ⅛ inch below the door frame.

(2) Adjust the regulator pivot bracket (Fig. 68) so the gap between the top of the glass and door frame is the same along the entire length. To raise the front of the glass, lower the front of the pivot bracket and to lower the front of the glass, raise the front of the pivot bracket.

(3) On manual operated regulators, run the window down so the top of glass is even with or slightly below the belt line.

(4) Position the stop on the regulator plate against the stop on the regulator sector and tighten the nut.

(5) Operate the window and inspect the alignment and test for ease of operation.

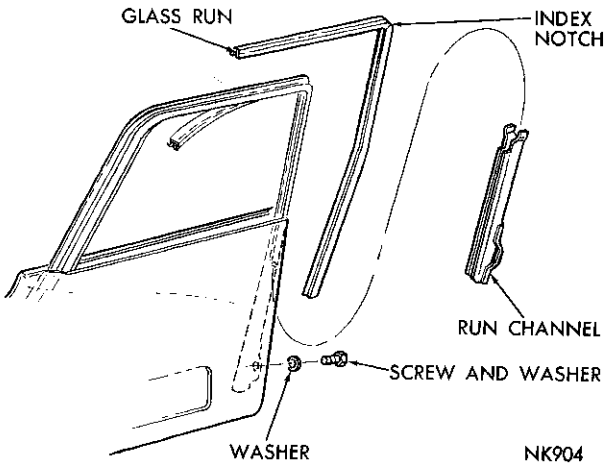


Fig. 67—Glass Run and Channel (Chrysler Sedan)

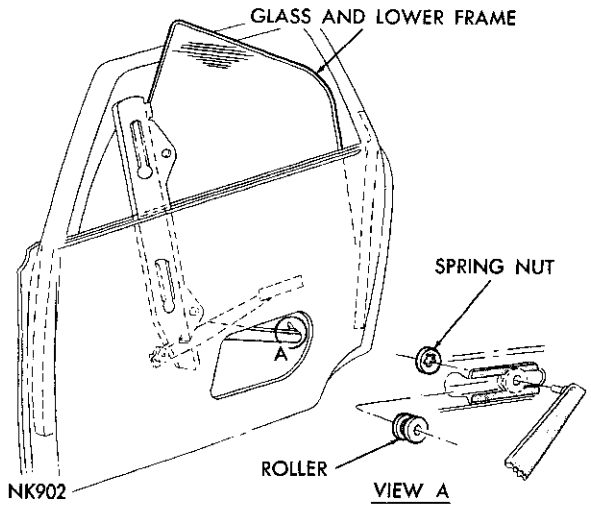


Fig. 68—Rear Door Glass Adjustment (Chrysler Sedan)

Glass Replacement

(1) Remove the door inside handles, trim panel and watershield.

(2) Remove the spring nut (Fig. 69) securing the rear arm of the regulator to the glass lower frame.

(3) Remove the regulator arm stud from the roller in the lower glass frame and remove the roller.

(4) Rotate the glass rearward (Fig. 69) and disengage the slot of the lower glass frame from the roller on the front regulator arm.

(5) Remove the glass and frame assembly from the door.

(6) Before installing the glass and frame assembly, lubricate the roller areas of the frame. The rollers should be inspected for damage or excessive wear.

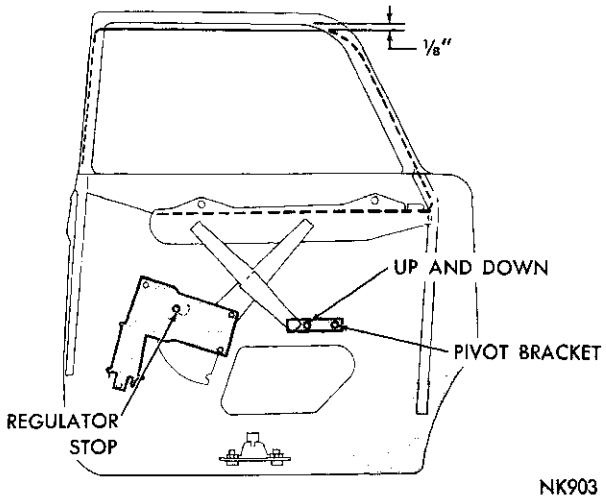


Fig. 69—Rear Door Glass Replacement (Chrysler Sedan)

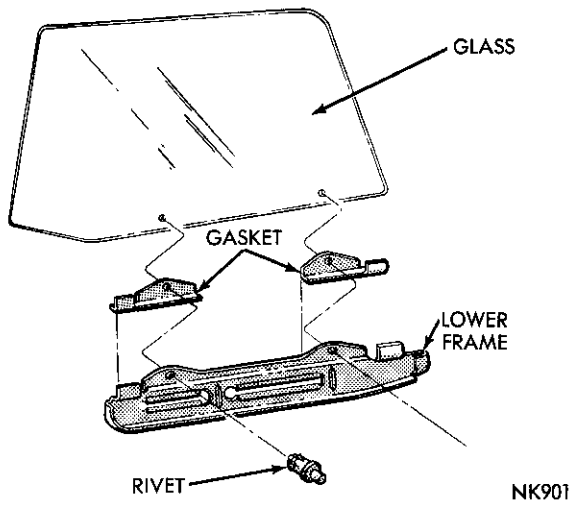


Fig. 70—Rear Door Glass Attachment (Chrysler Sedan)

Glass Lower Frame Attachment

The rear door glass lower frame (Fig. 70) is attached to the glass with plastic rivets. Gaskets are used between the frame and glass. Lubricate the roller areas of the frame before installing.

Regulator Assembly

The regulator (Fig. 71) is attached to the door inner panel by screw and washer assemblies. Support the glass assembly when removing the regulator. The roller on the regulator front arm is retained by a spring nut. Lubricate the outboard side of the regulator sector gear tooth contact area approximately ½ inch wide along the entire length of the arc and studs on the front and rear arms before installing.

Rear Door Glass Run

The glass run (Fig. 72) is a press fit into the door panel. When installing the glass run, the index point notch should be installed first to assure correct alignment of the run.

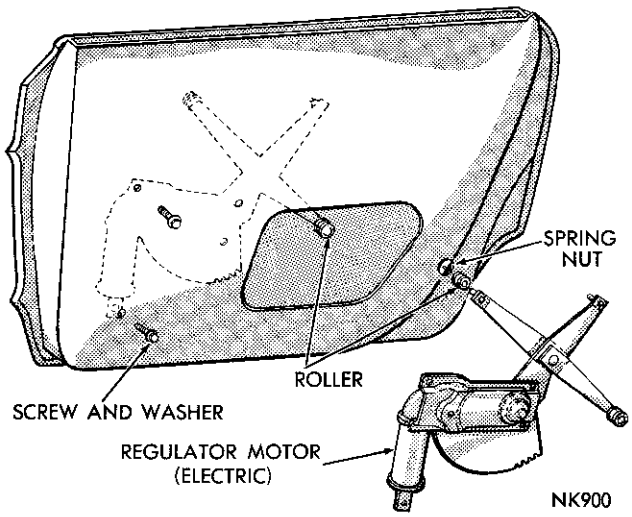


Fig. 71—Rear Door Glass Regulator (Chrysler Sedan)

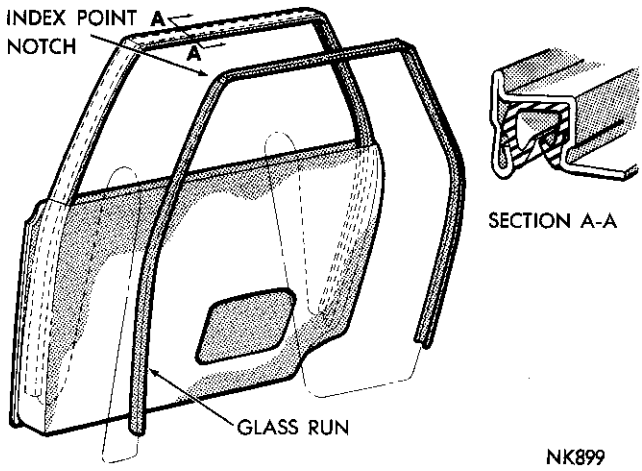


Fig. 72—Rear Door Glass Run (Chrysler Sedan)

STATIONARY QUARTER WINDOW

Removal (Chrysler Four Door Sedan)

(1) Remove the garnish mouldings at the quarter window.

(2) Remove the screws attaching the front retainer (Fig. 73) to the window opening and remove the retainer.

(3) Remove the screws attaching the top and rear retainer to the window opening and remove the retainer.

(4) Remove the belt retainer screws and retainer.

(5) From outside the vehicle, apply pressure to the lower portion and force the glass and weatherstrip out of the opening.

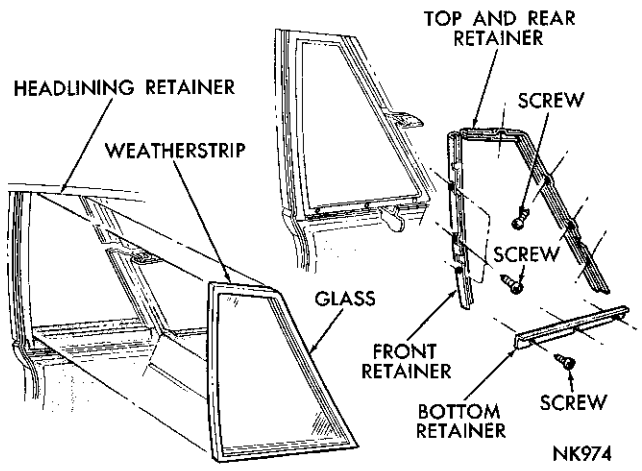


Fig. 73—Quarter Window (Stationary)

(6) Remove the weatherstrip from the glass.

Installation

(1) Position the weatherstrip on the quarter glass, making certain it is fully seated.

(2) Insert the top edge of the glass and weatherstrip under the headlining retainer and seat the bottom portion of the glass assembly at the belt area.

(3) Install the retainer at the belt area.

(4) Install the top and rear retainer.

(5) Install the front retainer.

(6) Install the quarter window garnish mouldings.

FRONT DOOR (Hard Top—Convertible)

Adjustments (Chrysler Models)

Refer to Figure 74 for the adjusting points and methods of adjustment for the vent wing and door glass assembly.

(1) Open the door and run the window approximately two thirds way up.

(2) Adjust the upper attachment of the rear run channel so the window is centered between the inner and outer cats whiskers.

(3) Close the door and loosen the vent wing belt line screws. Run the window completely up and tighten the belt line screws.

(4) Adjust the vent wing leg so the boss of the adjusting stud is against the support and the top of the vent wing and door glass are inboard against the roof rail weatherstrip.

(5) Position the up stop down against the regulator arm.

(6) Adjust the vent wing division bar attachment at the bottom to allow alignment with the glass.

(7) With the door open, run the glass half way down.

(8) Adjust the rear lower track attachment to allow alignment with the glass.

(9) Run the glass down so top of the glass is even or slightly below the belt line of the door outer panel.

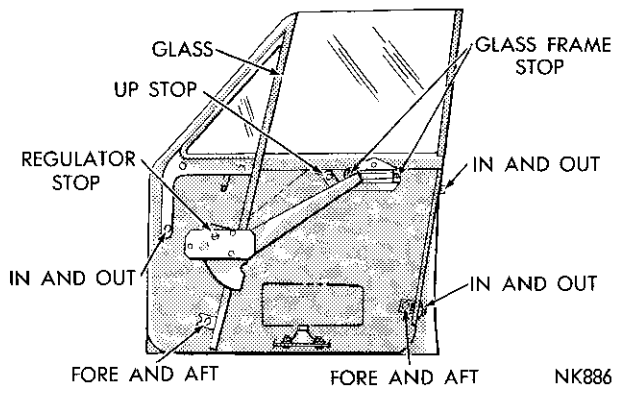


Fig. 74—Front Door Glass Adjustments (Chrysler Hard Top—Convertible)

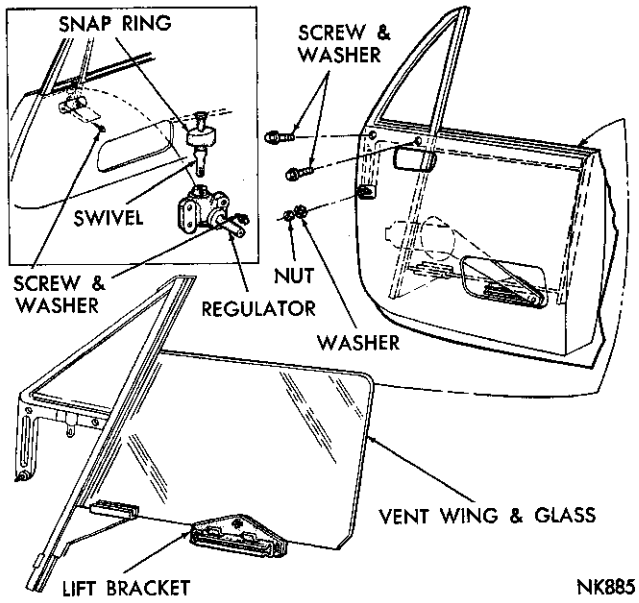


Fig. 75—Vent Wing and Door Glass Attachment (Chrysler Hard Top—Convertible)

(10) On manually operated windows, position the stop on the regulator plate against the stop on the regulator sector.

(11) On electrically operated windows, reach through the large access hole and position the glass lower frame stop against the bumper.

(12) Test the window for ease of operation and inspect the alignment.

Vent Wing and Door Glass (Chrysler)

To remove the vent wing glass or weatherstrip after the vent wing has been removed, it is necessary to first remove the vent wing regulator swivel assembly from the vent wing pivot (Fig. 75).

Removal

(1) Lower the window fully and remove the door inside handles, trim panel and watershield.

(2) Remove the nut and washer from the stud on the lower end of the vent wing leg (Fig. 75).

Removal (Continued)

(3) Remove the screw and washer assemblies attaching the vent wing to the belt line.

(4) Remove the vent wing leg stud from the slot in the hinge pillar support.

(5) Remove the vent wing swivel to regulator screw.

(6) Move the door glass forward disengaging it from the rear run channel.

(7) Slide the glass lift bracket off of the regulator arm and remove the door glass and vent wing assembly from the door.

(8) Separate the door glass from the vent wing di-

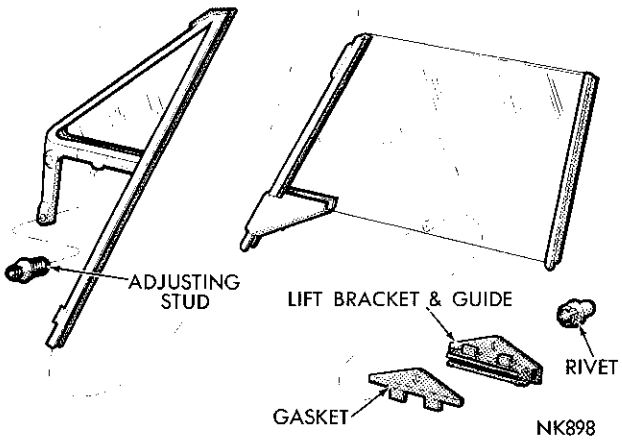


Fig. 76—Glass Lift Bracket (Chrysler Hard Top—Convertible)

vision bar (Fig. 76).

(9) Remove the stud from the leg of the vent wing assembly.

(10) Remove the plastic rivet attaching the lift bracket to the glass and remove the bracket and gasket.

Installation

(1) Position the lift bracket and gasket on the door glass and install the plastic rivet.

(2) Assemble the door glass and frame to the vent wing assembly.

(3) Install the adjusting stud to the vent wing leg.

(4) Lubricate the slide area of the lift bracket guide.

(5) With the regulator in the down position, install the door glass and vent wing assembly into the door and position the vent wing pivot swivel into the regulator assembly.

(6) Position the glass lift bracket on to the regulator arm and move the glass rearward into the rear run channel.

(7) Position the adjusting stud on the vent wing leg into the slot in the hinge pillar support.

(8) Install the vent wing swivel to regulator screw.

(9) Install the vent wing to belt line screw and washer assemblies.

(10) Install the nut and washer on the vent wing adjusting stud.

(11) Test the window for alignment and ease of operation. Adjust as required.

(12) Install the watershield, trim panel and inside handles.

Regulator Assembly (Chrysler)

The service procedures for the front door regulator and vent wing regulator assembly are the same as those for the sedan models.

Glass Run Channel (Two Door Models)—(Chrysler)

Removal

(1) Remove the inside handles, trim panel and watershield.

(2) Loosen the vent attaching screws and adjusting stud nut and move the glass forward out of the glass run channel.

(3) Remove the run channel reinforcement plate and the screw and washer assembly from the upper end of the run channel door face (Fig. 76).

(4) Disengage the support on the bottom of the channel from the door panel.

(5) Remove the channel from the door assembly.

Installation

(1) Position the run channel and support into the door assembly and install the upper attaching screw at the door face (Fig. 77).

(2) Position the support at the bottom of the channel to the inside panel and insert the tab into the slot.

(3) Install the reinforcement plate at the lower end of the run channel.

(4) Move the door glass rearward and engage it in the run channel.

(5) Tighten the vent wing attaching screws and the stud nut.

(6) Adjust the door glass and vent wing assembly.

(7) Install the watershield, trim panel and door inside handles.

Glass Run Channel (Four Door Models)—(Chrysler)

The front door rear glass run channel used on four door hard top models is attached to the door face by screw and washer assemblies (Fig. 78).

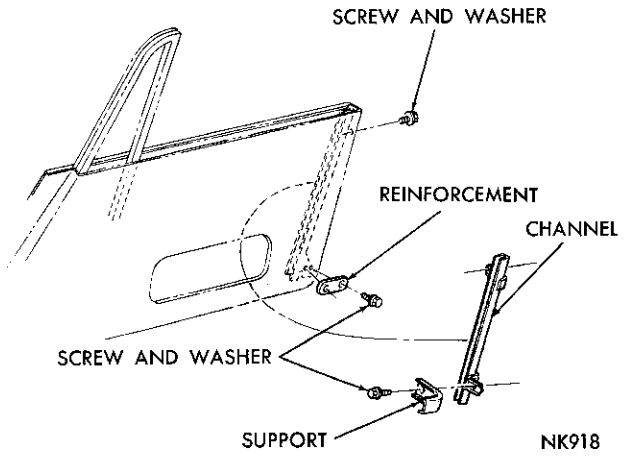


Fig. 77—Glass Run Channel (Chrysler 2 Door Models)

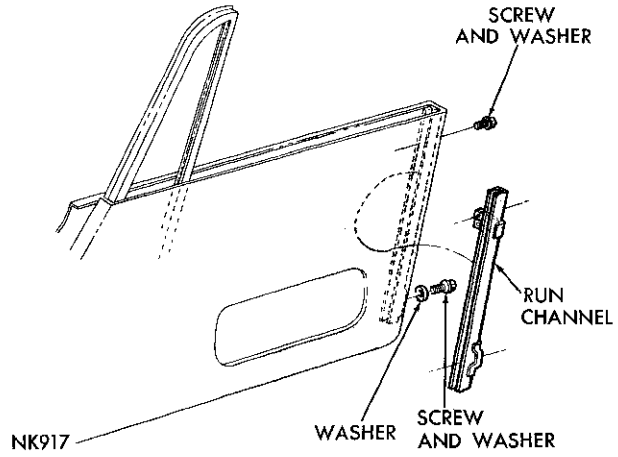


Fig. 78—Glass Run Channel (Chrysler 4 Door Hard Top)

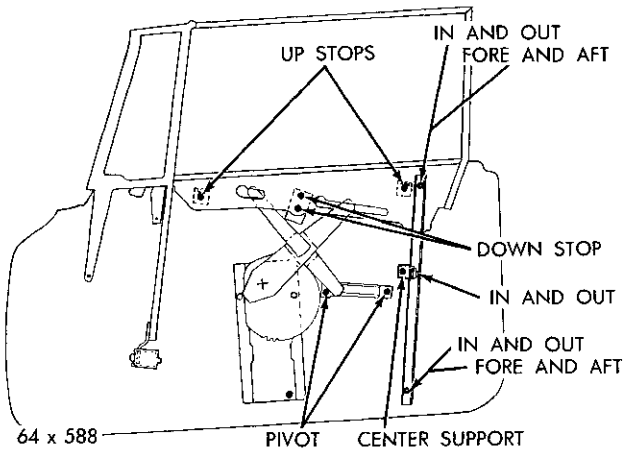


Fig. 80—Door Glass Adjustments (Imperial)

VENT WING AND DOOR GLASS

Adjustment (Figs. 79 and 80)—(Imperial)

Align the front door with the "A" post and cowl prior to making any adjustments to the vent wing frame.

(1) Remove the inside remote control handle.

(2) Remove the inside upholstery trim panel and watershield.

(3) Close the door and observe the direction the vent frame must be moved to align the frame with the "A" post and also make a good weather seal at the roof rail weather seal.

(4) Loosen the forward attaching screws and the division bar adjusting stud locking nut and washer (Fig. 12).

(5) Run the door glass to the down position and move the vent wing fore or aft to make the correct alignment with the "A" post.

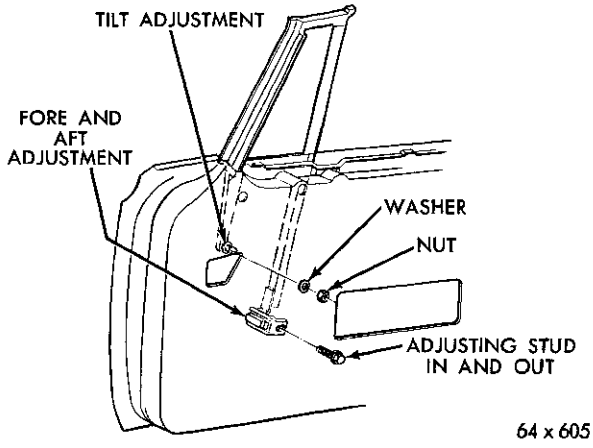


Fig. 79—Vent Wing Adjustments (Imperial)

(6) Holding the vent frame in position, tighten the two forward adjusting screws to 40 inch pounds torque.

(7) To move the top of the vent frame inboard, turn the division bar lower adjusting stud counterclockwise. To move the top of the vent frame outboard turn the adjusting stud clockwise.

(8) With the vent frame in position at the "A" post and making a good weather seal at the roof rail tighten the division bar adjusting stud lock nut and washer 30 to 50 inch pounds torque and retighten the two forward attaching screws 80 to 120 inch pounds torque.

(9) Run the door glass to the up position and test for ease of operation.

(10) Turn the upper rear roller track sleeve nut until the rear of the glass touches lightly on the cat whiskers at the belt line of the door outside panel.

(11) Run the window, with the door closed, seating the glass fully against the roof rail weatherstrip and with the top of the glass flush with the top of the vent wing.

(12) Adjust the lower frame parallel to the belt line of the door outside panel.

(13) Tighten the pivot bracket screws securely.

(14) Adjust the up stops down against window lower frame.

(15) Adjust the upper rear roller track forward so the glass is seated in the vent wing channel.

(16) Run the window down fully.

(17) Adjust the lower rear roller track sleeve nut until its boss is against the outboard side of the door inner panel.

(18) Move the track forward until the glass is seated in the vent frame channel and tighten the nut.

(19) Adjust the down stops so the glass is slightly

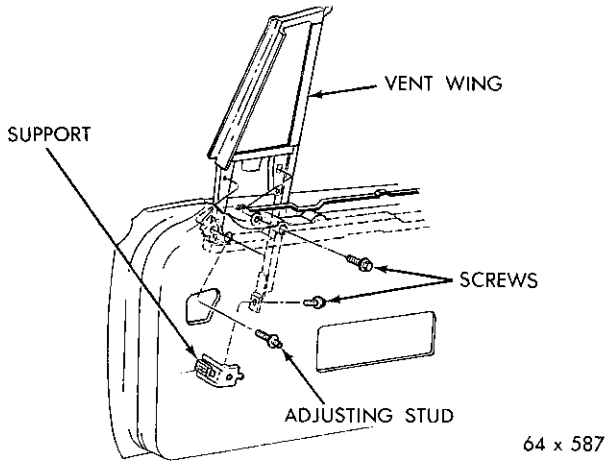


Fig. 81—Vent Wing Attachment (Imperial)

below the belt line.

(20) Loosen the center support to roller track screw and move the support against the inside panel. Tighten the support screw securely.

(21) Operate the window and inspect the alignment and operation.

(22) Install the door inside watershield, trim and hardware.

VENT WING

Removal (Imperial)

Electrically operated vent wings (Fig. 82) are coupled to the drive motor by a rubber coupling. It is not necessary to remove the motor to remove and replace the vent wing assembly.

(1) Remove the inside handle, trim panel (disconnect the window control switch) and remove the watershield.

(2) Remove the vent wing frame adjustment lock nut and washer, at the lower end of the vent wing frame division bar and run channel (Fig. 81).

(3) Remove the three vent wing frame attaching screws.

(4) Run the door glass down and tip the vent wing to the rear.

(5) Pull the vent wing frame assembly up and out of the door frame.

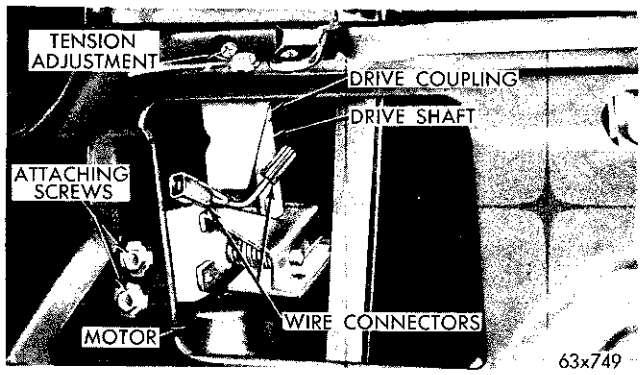


Fig. 82—Electric Operated Vent Wing (Imperial)

Installation (Imperial)

(1) Insert the vent wing assembly down into the door frame.

(2) Install the vent wing attaching screws finger tight.

(3) Install the vent wing lower adjusting screw lock nut and washer.

(4) Close the door and inspect the vent wing alignment with the "A" post and the roof rail weather seal.

(5) Correct any misalignment (Fig. 79) and tighten the attaching bolts and adjusting screw lock nut.

(6) Install the watershield trim panel (connect the wires to the control switch) and the inside handles.

DOOR GLASS

Removal (Imperial)

(1) Remove the inside handle, trim panel (disconnect the wires from the control switch) and remove the watershield.

(2) Run the door glass to the down position and remove the up stop brackets (Fig. 80).

(3) Remove the two spring nuts from the regulator studs and remove the studs from the glass lower frame rollers (Fig. 83).

(4) Raise the door glass up and out of the run channels.

(5) Remove the rollers from the glass lower frame.

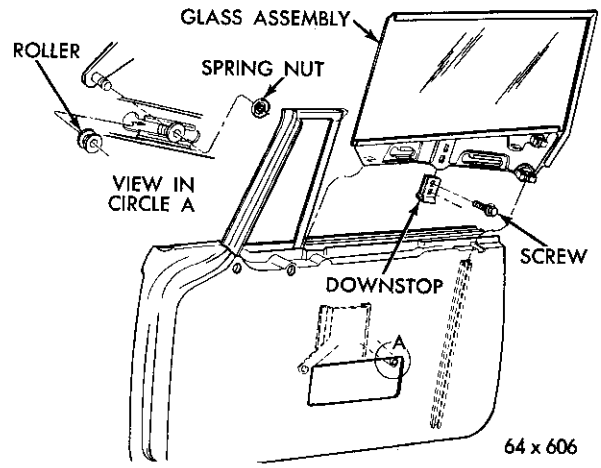


Fig. 83—Front Door Glass and Frame (Imperial)

Installation (Imperial)

(1) Install the rollers in the roller tracks of the glass lower frame.

(2) Lubricate the rollers and roller run channels.

(3) Install the rollers into the run channel and lower the glass down into the door frame.

(4) Install the regulator arm studs into the rollers and install the spring nuts.

(5) Install the up stops only finger tight.

(6) Close the door and run the glass up to the aligning position with the vent wing frame and roof rail weather seal.

(7) Set the up stops in this position.

(8) Run the window up and down several times and test for ease of operation and alignment.

(9) Install the watershield trim panel (connect the wires to the control switch) and the inside handle.

DOOR GLASS REGULATOR

Removal (Imperial)

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

(2) Remove the trim panel and watershield.

(3) Raise the door glass and remove the spring nuts from the regulator arm studs (Fig. 84).

(4) Support the window assembly, and remove the regulator arm studs from the glass lower frame rollers and the pivot channel.

(5) Remove the regulator attaching screws and remove the regulator and pivot links through the door opening.

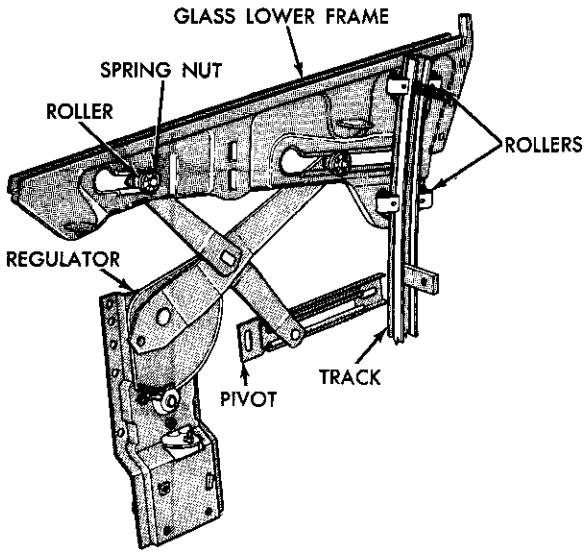


Fig. 84—Front Door Glass Regulator (Imperial)

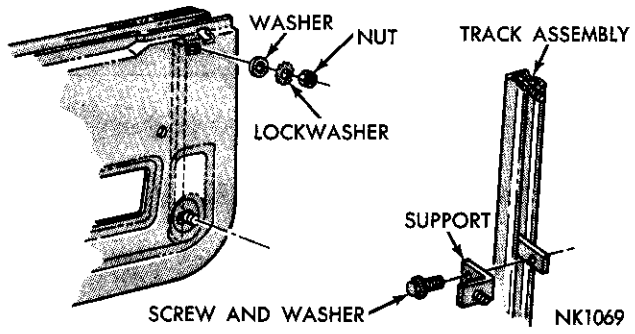


Fig. 85—Door Glass Guide Track (Imperial)

Installation (Imperial)

(1) Install the pivot link and regulator assembly.

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

(3) Engage the regulator arm studs in the door glass pivot channel. Lower the glass and install the regulator studs in the glass lower frame rollers and install the spring nuts.

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

(5) Install the garnish moulding.

Door Glass Guide Track

The door glass guide track (Fig. 85), controls the in and out movement of the door glass at the rear, and the forward movement of the glass into the vent wing division channel. The glass lower frame rear roller assembly is positioned in the guide track.

REAR DOORS (Hard Top)

Adjustments (Chrysler Models)

Refer to Figure 86 for the rear door glass adjustment points.

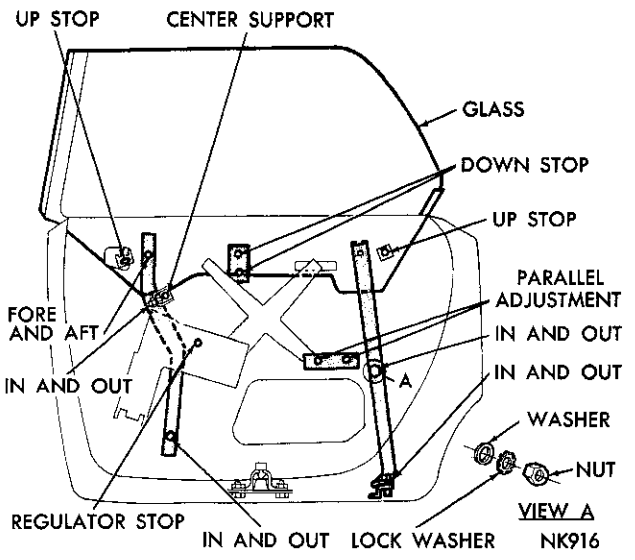


Fig. 86—Rear Door Glass Adjustments (Chrysler Hard Top)

(1) From inside car with the trim panel removed, close the door and run the window up fully, seating the top of glass against the roof rail weatherstrip and the front of the glass flush with the top of the front door glass.

(2) Adjust the lower front track attachment so the front of the glass is aligned with the rear of the front door glass at the roof rail. Turn the adjusting sleeve nut counterclockwise to move glass inboard and clockwise to move glass outboard.

(3) Adjust the pivot bracket so the front edge of the glass is parallel to the rear edge of the front door glass.

(4) Move the upper front track attachment forward so the weatherstrip of the window is against the front door window.

(5) Position the front and rear up stops down against the lower frame of the glass assembly.

(6) Run the window half way down and tighten the lower rear roller track attaching screw.

(7) Run the window down until top of the glass is even or slightly below the belt line.

(8) Position the stop on the regulator plate against the stop on the regulator sector and tighten the nut.

(9) Move the down stop on the lower frame down against the bumper and tighten the screws.

(10) Run the window to the fully up position.

(11) Loosen the center support front track screw and move the support inboard against the inside panel. Tighten the screw.

(12) Adjust the center rear track until the "boss" is against the outboard side of the inside panel.

(13) Test the window for ease of operation and inspect the alignment.

(14) Install the watershield, trim panel and inside handles.

Glass Replacement

Removal (Chrysler)

(1) Remove the inside handles, trim panel and watershield.

(2) Remove the down stop from the glass lower frame (Fig. 87).

(3) Remove the spring nuts from the regulator arm studs.

(4) Support the window assembly and remove the regulator studs from the glass lower frame.

(5) Remove the glass and lower frame assembly from the door.

(6) Inspect the roller assemblies for damage and excessive wear.

Installation (Chrysler)

(1) Lubricate the regulator arm roller and track roller slots in the lower frame of the door glass.

(2) Insert the roller assemblies (Fig. 87) into the slots of the glass lower frame with the spring loops

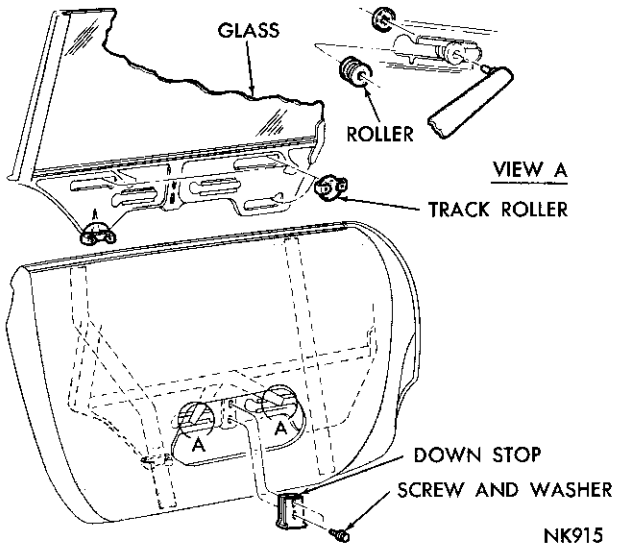


Fig. 87—Rear Door Glass Attachment (Chrysler Hard Top)

down on the top rollers and up on the bottom rollers.

(3) Insert the glass assembly into the door, positioning the rollers on the lower frame onto the front and rear roller tracks.

(4) Lower the glass to the regulator arms and insert a roller into each arm stud roller slot in the lower frame.

(5) Insert the regulator studs into the rollers and install the spring nuts.

(6) Lower the glass and install the down stop.

(7) Operate the window and make the necessary adjustments for alignment and ease of operation.

(8) Install the watershield, trim panel and inside handles.

Regulator Assembly (Chrysler)

The regulators are attached to the door inner panel by screw and washer assemblies (Fig. 88). Spring nuts

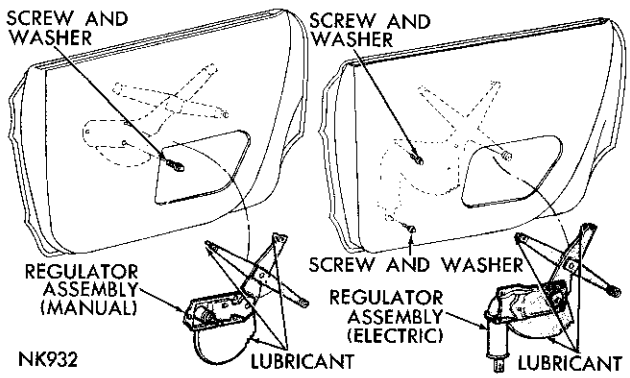


Fig. 88—Rear Door Regulators (Chrysler Hard Top)

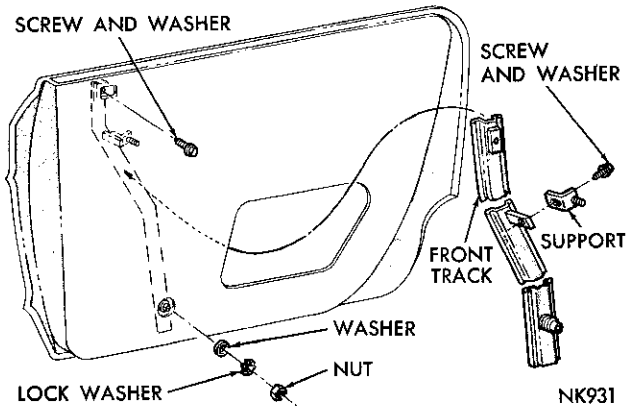


Fig. 89—Rear Door Glass Front Track (Chrysler Hard Top)

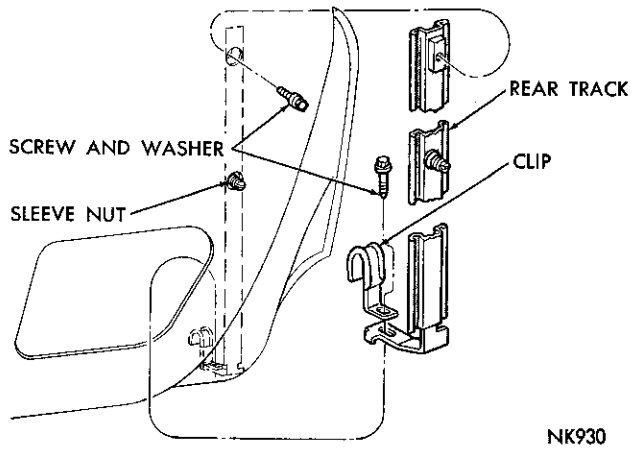


Fig. 90—Rear Door Glass Rear Track (Chrysler Hard Top)

(Fig. 87) attach the regulator arm studs to the door glass lower frame and roller assembly. Lubricate the tooth contact area approximately ½ inch wide along the entire length of the area on the outboard side of the sector and studs on the front and rear arms (Fig. 88).

Front Track Assembly

Removal (Chrysler)

(1) Remove the door glass assembly.

(2) Remove the nut and washers attaching the track assembly to the lower part of the door inside panel (Fig. 89).

(3) Remove the screw and washer assembly attaching the track at the belt line.

(4) Remove the track assembly through the large access opening in the door inner panel.

(5) Remove the center support assembly from the track.

Installation (Chrysler)

(1) Install the center support bracket to the plate of the track (Fig. 89).

(2) Position the track assembly into the door, through the large access opening, and position the top end to the attaching slot in the belt reinforcement.

(3) Install the screw and washer assembly but do not tighten.

(4) Insert the stud on the bottom of the track through the attaching hole in the inside door panel and install the nut and washers finger tight only.

(5) Install the door glass and adjust as necessary.

(6) Install the watershield, trim panel and inside handles.

Rear Track Assembly

Removal (Chrysler)

(1) Remove the door glass assembly.

(2) Remove the screw and washer assembly attaching the lower part of the track to the door. Remove the door lock wiring clip if used (Fig. 90).

(3) Remove the adjusting sleeve nut from the stud at center of the track.

(4) Remove the screw and washer assembly attaching the track to the belt reinforcement.

Installation (Chrysler)

(1) Insert the track assembly into the door through the large access opening in the door inner panel (Fig. 90).

(2) Align the upper attaching screw hole in the track with the attaching hole in the belt line and the hole in the lower track support with the bottom while inserting the stud on the center of the track through the hole in the door inner panel.

(3) Install the screw and washer assembly at the top finger tight only.

(4) Install the screw and washer assembly, and wiring clip if used, to the bottom support finger tight only.

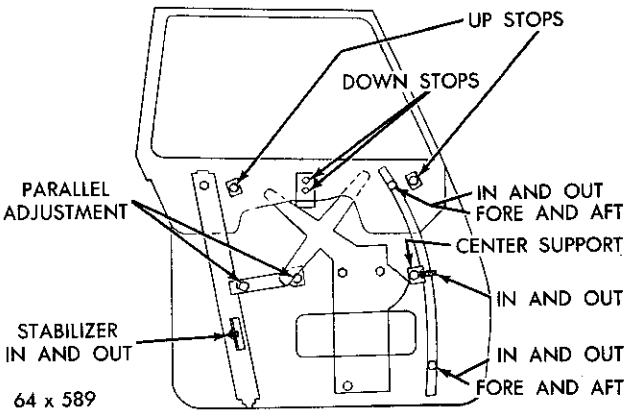


Fig. 91—Rear Door Glass Adjustments (Imperial)

(5) Install the sleeve adjusting nut on the track stud.

(6) Install the door glass assembly and adjust for alignment and ease of operation.

(7) Install the door watershield, trim panel and inside handles.

REAR DOOR

Adjustments (Fig. 91) (Imperial Hard Top)

With both front and rear doors closed, observe the alignment of the rear door glass with the front door and the roof rail weather seal then adjust.

(1) Remove the remote control door handle and the remote lock lever.

(2) Remove the trim panel and disconnect the window regulator switch and remove the watershield.

(3) Loosen the lock nut of both upper guide track adjusters.

(4) Raise the door glass approximately three-fourths of the way up.

(5) Turn the upper track attachment nut until the rear of the glass touches the cat whiskers lightly at the door outside panel side.

(6) Raise the window fully and adjust the lower stabilizer (in or out) so that the front of the glass is aligned with the rear of the front door glass at the roof rail area.

(7) Adjust the regulator pivot bracket so that the front edge of the glass is parallel to the rear edge of the front door glass.

(8) Adjust the upper track attachment forward until the glass weatherstrip is forward against the front door glass.

(9) Adjust the door glass up stops.

(10) Lower the window until the top edge of the glass is slightly below the belt line of the door outside panel.

(11) Adjust the lower track until the boss of the track sleeve nut is against the inside panel.

(12) Adjust the door glass down stops.

(13) Operate the door window and inspect the alignment and operation.

(14) Install the door watershield, trim panel and hardware.

Glass

Removal (Imperial)

(1) Remove the inside handles, remote door lock lever, arm rest (if so equipped), the trim panel and weathershield.

(2) Run the door glass to the down position and remove the regulator arm stud nuts (Fig. 92).

(3) Disengage the regulator arms from the glass lower channel.

(4) Remove the glass stops and raise the glass and channel up out of the door frame.

Installation (Imperial)

(1) Lubricate the guides and rollers and enter the glass down into the door.

(2) Engage the regulator arm studs into the glass lower channel and install the spring nuts.

(3) Close the door and raise the glass to the sealing position with the roof rail weatherstrip.

(4) Install and adjust the up stops.

(5) Install the watershield, trim panel, arm rest, inside handles and remote lock lever.

Regulator Assembly

Removal—(Imperial)

(1) Remove the garnish moulding, arm rest and re-

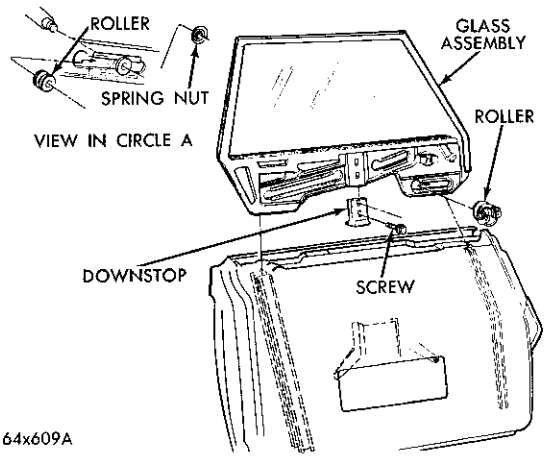


Fig. 92—Rear Door Glass Replacement (Imperial)

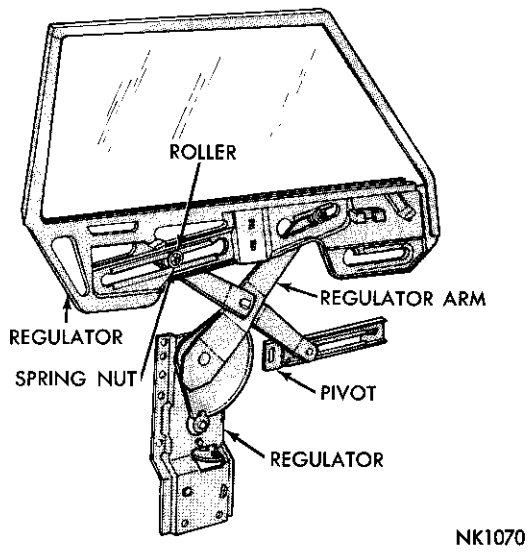


Fig. 93—Rear Door Glass Regulator (Imperial)

mote control handles.

(2) Remove the trim panel and watershield.

(3) Raise the door glass and remove the spring nuts from the regulator arm studs (Fig. 93).

(4) Support the window assembly and remove regulator arm studs from the rollers in the glass lower frame.

(5) Remove the regulator attaching screws and remove the regulator and pivot links through the door opening.

Installation

(1) Install the pivot link and regulator assembly.

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

(3) Engage the regulator arm studs in the door glass lower frame rollers.

(4) Remove the support from under the window, lower the glass and install the regulator arm stud spring nuts.

(5) Install the watershield trim panel and inside door hardware.

(6) Install the garnish moulding.

Stabilizer Channel

Removal (Imperial)

(1) Remove the door glass assembly.

(2) Remove the nut and washers attaching the inner stabilizer stud to the door inner panel (Fig. 94).

(3) Remove the screw and washer attaching the outer stabilizer to the support at the outside panel belt (Fig. 94).

(4) Remove the screw and washer attaching the bracket on the inner stabilizer to the bracket on the inside panel.

(5) Remove the stabilizer assembly through the large access opening in the door inner panel.

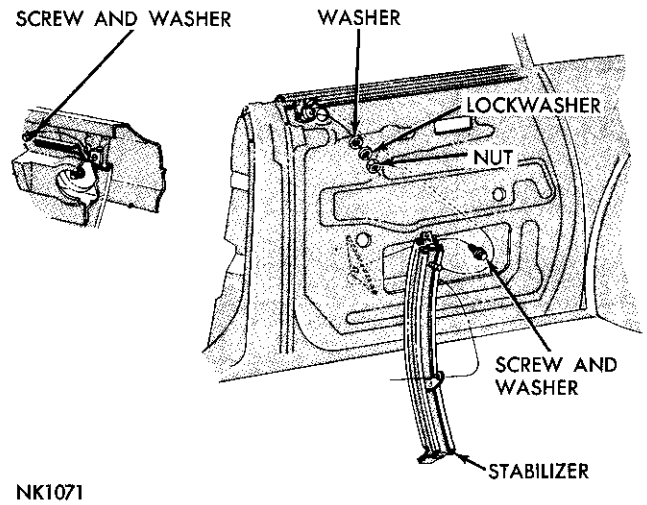


Fig. 94—Rear Door Stabilizer (Imperial)

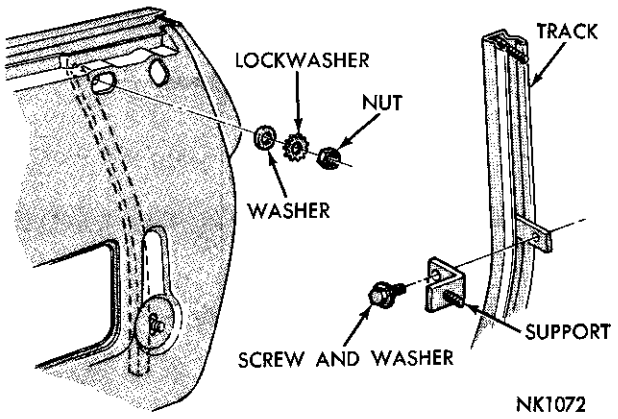


Fig. 95—Rear Door Rear Roller Track (Imperial)

Installation (Imperial)

(1) Insert the stabilizer into the door through the large access opening in the door inner panel and insert the stud on the inner stabilizer into the attaching hole in the door inner panel (Fig. 94).

(2) Install the nut and washers on the stud, but do not tighten.

(3) Position the outer stabilizer to the attaching hole in the outside panel support and install the screw and washer assembly securely.

(4) Position the bracket on the inner stabilizer to the front of the bracket on the inside panel and install the screw and washer assembly. **Do not tighten.**

(5) Install the door glass assembly and adjust as necessary.

(6) Tighten all nuts and screws securely.

(7) Install the watershield, trim panel and inside handles.

REAR ROLLER TRACK ASSEMBLY

Removal (Imperial)

(1) Remove the door glass assembly.

(2) Remove the nuts and washers attaching the track assembly (Fig. 95) to the upper and lower portions of the door inner panel.

(3) Remove the nut and washer attaching the track center support to the door inner panel.

(4) Remove the track assembly through the large access hole in the inner panel.

(5) If the track assembly is to be replaced, remove the center support assembly.

Installation (Imperial)

(1) Position the center support on the plate of the track assembly (Fig. 95) and install the retaining screw and washer assembly.

(2) Insert the track assembly into the door through the large access opening in the inner panel and position the studs into the holes in the door inner panel

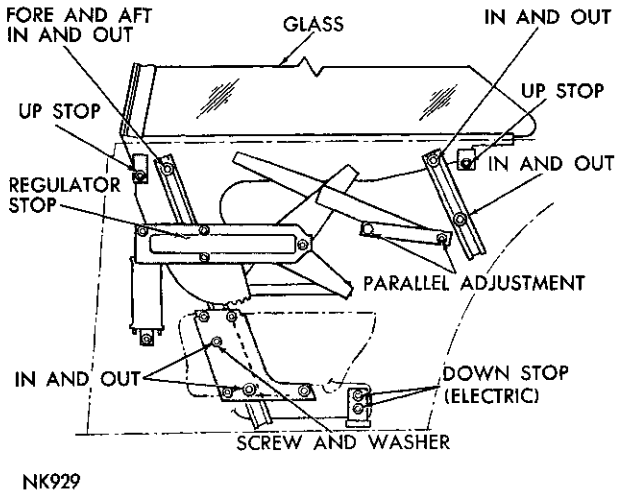


Fig. 96—Quarter Window Adjustments (Chrysler—Hard Top)

at the top and bottom edges and at the center support area.

(3) Install the attaching nuts and washers at the upper, center and lower studs. **Do not tighten.**

(4) Install the door glass and make all necessary adjustments.

(5) Tighten all nuts securely.

(6) Install the door watershield, trim panel and inside handles.

QUARTER WINDOWS (Hard Top)

Adjustments (Chrysler)

Refer to Figure 96 for the adjustment points and methods of adjustment:

(1) Remove the regulator handle, trim panel and watershield.

(2) Close the door and adjust the upper rear track attachments so the rear of window lightly touches the cat whiskers. To move the window inboard, turn the sleeve nut clockwise and to move outboard turn the sleeve nut counterclockwise.

(3) Run the window up, seating the top of the glass fully against the roof rail weatherstrip and the front of the window flush with the top of the front door window.

(4) Adjust the upper front track attachment so the front of the window is aligned with the rear of the front door window at the belt line. Turn the sleeve nut clockwise to move the window in and counterclockwise to move the window out.

(5) Adjust the lower front track attachment so the front of the window is aligned with the rear of the front door window at the roof rail. Turn the sleeve nut counterclockwise to move the window in and clockwise to move the window out.

(6) Adjust the pivot bracket so the top of the window is fully against and parallel to the roof rail weatherstrip. To raise the front of the window, lower the front of the pivot bracket.

(7) Move the upper front track attachment forward so the weatherstrip of the window is against the front door window.

(8) Position the up stops against the lower frame of the window.

(9) Run the window down so the top of the glass is even or slightly below the belt line.

(10) Adjust the lower rear track attachment so the "boss" is against the outboard side of the inside panel.

(11) On manually operated regulators, position the stop on the regulator plate against the stop on the regulator sector. On electrically operated regulators, position the stop against the bumper (Fig. 96).

(12) Move the front track center support so it is positioned against the brace and tighten the screw securely.

(13) Operate the window, inspect alignment and test for ease of operation.

(14) Install the watershield, trim panel and regulator handle.

Glass Removal (Chrysler)

(1) Remove the regulator handle, trim panel and watershield.

(2) Remove the down stop assembly from the glass lower frame (Fig. 97).

(3) Remove the spring nuts from the regulator arm studs.

(4) Support the window assembly and remove the regulator studs from the roller assemblies.

(5) Remove the rollers from the regulator arm slots

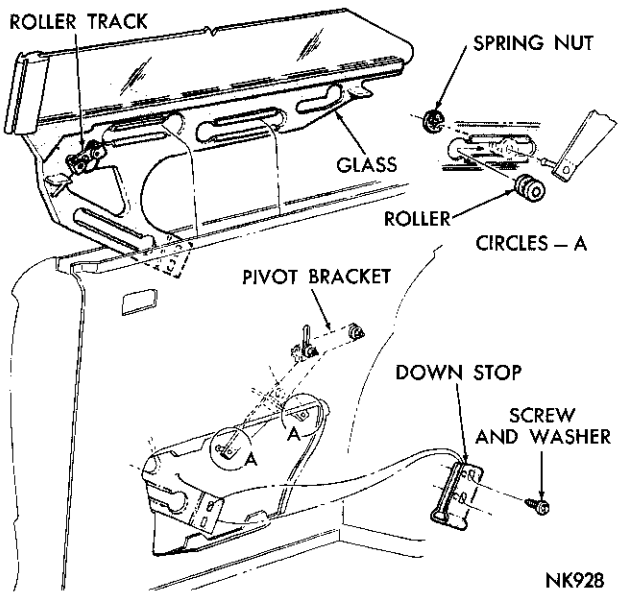


Fig. 97—Quarter Window Replacement (Chrysler—Hard Top)

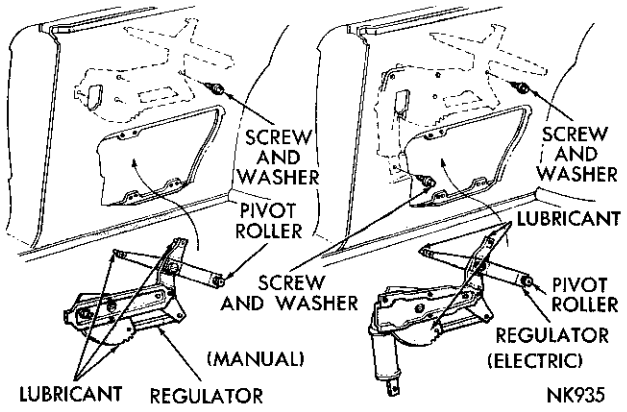


Fig. 98—Quarter Window Regulator (Chrysler—Hard Top)

in the glass lower frame.

(6) Remove the glass and lower frame assembly from the quarter panel.

Installation (Chrysler)

(1) Inspect the front and rear track roller assemblies for damage or excessive wear.

(2) Apply lubricant to the regulator arm roller slots, track slide roller slot and bracket and roller assembly slot in the glass lower frame.

(3) Position the window assembly into the quarter panel, engaging the track roller assemblies.

(4) Insert the regulator arm rollers in the glass lower frame slots and position the regulator arm studs into the rollers, securing in place with spring nuts.

(5) Install the down stop assembly on the glass lower frame.

(6) Adjust the window assembly for alignment and ease of operation.

(7) Install the watershield, trim panel and regulator handle.

Regulator Assembly (Chrysler)

The regulator assembly (Fig. 98) is attached to the inner panel with screw and washer assemblies. The regulator arm studs are retained in the glass lower frame rollers with spring nuts (Fig. 99). Lubricate the regulator tooth contact area approximately ½ inch wide along the entire length of the arc on the outboard side of the sector and to the front and rear arm roller window touches lightly on the cats whiskers. studs.

QUARTER WINDOW

Front Track Assembly Removal (Chrysler)

(1) Remove the regulator handle, trim panel and watershield.

(2) Remove the nut and washers attaching the track to the belt line (Fig. 99).

(3) Remove the nut and washers attaching the track brace to the stud on the track (Fig. 100) and the screw and washer assemblies attaching the brace to the inside panel.

(4) Remove the track roller assembly from the slot in the glass lower frame.

(5) Slide the track assembly down off of the roller assembly on the glass lower frame and out through the large access opening in the quarter panel.

(6) Remove the track support assembly.

Installation (Chrysler)

(1) Inspect the roller assemblies for damage or excessive wear.

(2) Install the support on the track assembly.

(3) Insert the track assembly into the door and engage the top of the track into the roller assembly on the glass lower frame.

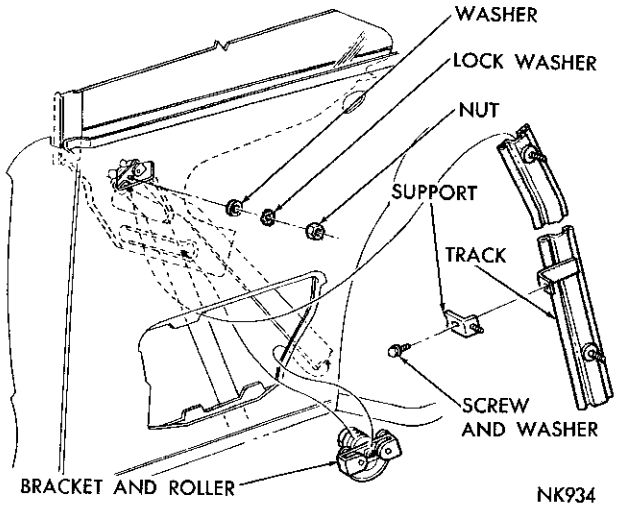


Fig. 99—Quarter Window Front Track (Chrysler—Hard Top)

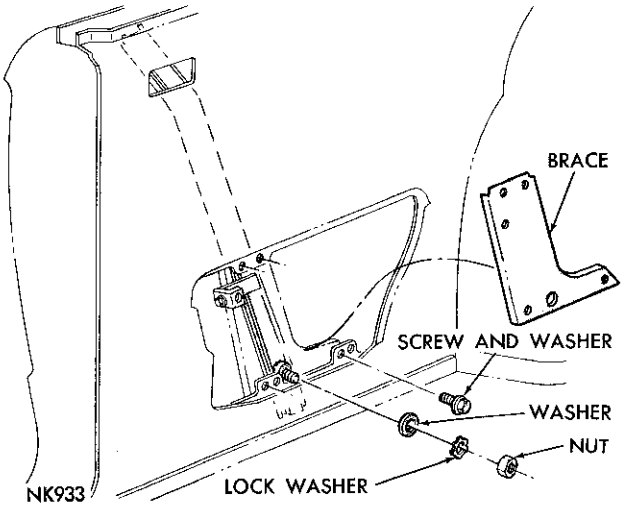


Fig. 100—Quarter Window Front Track Brace (Chrysler—Hard Top)

(4) Assemble the bracket and roller assembly to the bottom of the track and slide the roller up the track and insert into the slot on the glass lower frame.

(5) Insert the track upper stud into the slot at the belt line and install the nut and washers.

(6) Position the brace on the inside panel attaching holes and install the screw and washer assemblies.

(7) Insert the lower stud, on the track, through the hole in the brace and install the nut and washers.

(8) Operate the window and adjust for alignment and ease of operation.

(9) Install the watershield, trim panel and regulator handle.

Rear Track Assembly Removal (Chrysler)

(1) Remove the regulator handle, trim panel and watershield.

(2) Remove the nuts and washers attaching the rear track assembly to the belt line reinforcement (Fig. 101).

(3) Remove the lower sleeve nut from the hole in the support on the inside panel, the top sleeve nut of the track from the belt reinforcement and the roller from the slot in the glass lower frame.

(4) Remove the track assembly from the door through the large access opening.

Installation

(1) Position the track assembly into the door through the large access opening.

(2) Insert the roller assembly into the slot in the glass lower frame.

(3) Insert the track top sleeve nut into the hole in the belt reinforcement and the lower sleeve nut into the hole in the support on the inside panel.

(4) Install the nut and washers attaching the track

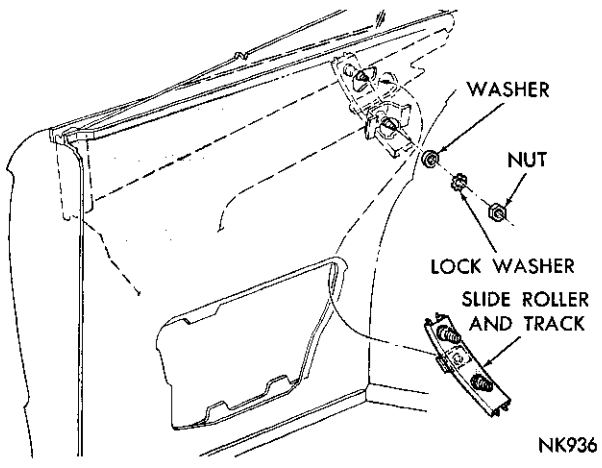


Fig. 101—Quarter Window Rear Track (Chrysler—Hard Top)

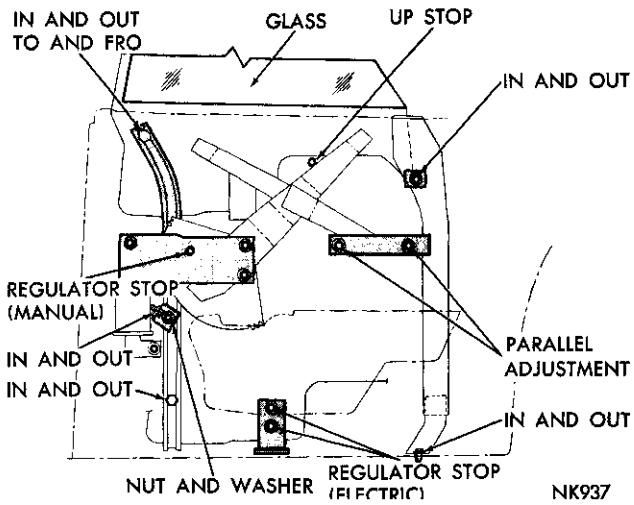


Fig. 102—Quarter Window Adjustments (Chrysler Convertible)

to the belt reinforcement.

(5) Test the window for alignment and ease of operation.

(6) Install the watershield, trim panel and regulator handle.

QUARTER WINDOW (Convertible)

(Chrysler)

Adjustments

Refer to Figure 102 for the adjusting points and methods of adjustment.

(1) Remove the regulator handle, trim panel and watershield.

(2) With the front door closed, run the window approximately ¾ way up.

(3) Adjust the upper stabilizer so the rear of the window touches lightly on the cats whiskers.

(4) Run the window up fully so the front of the quarter window is flush with the top of the front door window and the lower frame is parallel to the belt line of the quarter outside panel.

(5) Adjust the upper track attachment so the front of the window is aligned with the rear of the door window at the belt line. To move the window in, turn the sleeve nut clockwise. To move the window out, turn the sleeve nut counterclockwise.

(6) Adjust the lower track attachment so the front window is aligned with the rear of the front door window at the top. To move the window in, turn sleeve nut counterclockwise. To move the window out, turn the sleeve nut clockwise.

(7) Adjust the pivot bracket so the window is parallel to the rear of the front door window at the front and the bottom parallel to the quarter outside panel at the belt line. Lower the pivot bracket to raise the

glass and raise the bracket to lower the glass.

(8) Move the upper track attachment forward so the weatherstrip is against the front door window.

(9) Position the up stop down against the rear arm of the regulator.

(10) Run the window down so the top of glass is level with or slightly below the belt line of the quarter outside panel.

(11) Adjust the lower stabilizer attachment in or out as necessary.

(12) On manually operated windows, position the stop on the regulator plate against the stop on the regulator sector. On electrically operated windows, adjust the down stop against the bumper.

(13) Adjust the center support inboard against the inside panel.

(14) Operate the window and test for ease of operation and alignment.

(15) Install the watershield, trim panel and regulator handle.

Glass Removal (Chrysler)

(1) Remove the regulator handle, trim panel and watershield and lower the quarter window assembly.

(2) Remove the spring nuts from the regulator arm studs (Fig. 103) and remove the studs from the rollers.

(3) Remove the rollers from the glass lower frame slots.

(4) Raise the glass and lower frame assembly out of the quarter panel.

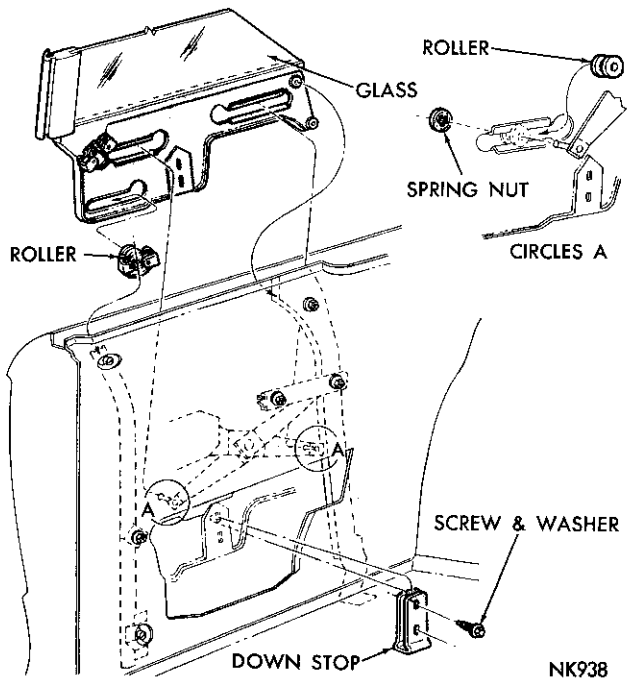


Fig. 103—Quarter Window Replacement (Chrysler Convertible)

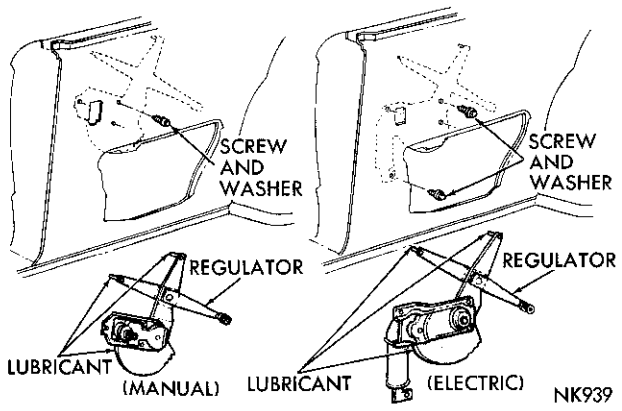


Fig. 104—Quarter Window Regulator (Chrysler Convertible)

(5) Inspect the regulator arm stud rollers, and the glass track rollers for damage or excessive wear.

Installation (Chrysler)

(1) Lubricate the glass lower frame regulator arm roller slots and the track roller slot.

(2) Install the track roller assembly into the track slot of the lower frame with the spring loop up.

(3) Position the glass assembly into the door and install the regulator arm stud rollers into the glass lower frame slots.

(4) Position the regulator arm studs into the rollers and install the spring nuts.

(5) Test the glass operation and adjust as required.

(6) Install the watershield, trim panel and regulator handle.

Regulator Assembly (Chrysler)

The regulators (Fig. 104) are attached to the

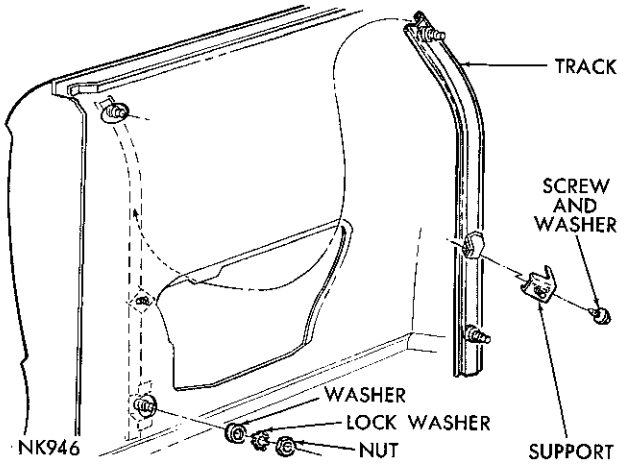


Fig. 105—Quarter Window Front Track (Chrysler Convertible)

quarter inside panel with screw and washer assemblies. When installing a regulator, lubricate the tooth contact area approximately ½ inch wide along the entire length of the arc on the outboard side of the sector and studs on the front and rear studs.

Front Track Removal (Chrysler)

(1) Remove the regulator handle, trim panel and watershield.

(2) Remove the glass and lower frame assembly.

(3) Remove the adjusting stud nut and washers from the lower end of the track (Fig. 105).

(4) Remove the center support nut and washer.

(5) Remove the track upper adjusting stud nut and washers.

(6) Remove the track and center support assembly out of the quarter panel through the large access opening.

Installation (Chrysler)

(1) Position the track and center support assembly into the quarter panel through the large access opening and insert the studs into the openings in the inner panel (Fig. 105).

(2) Install the track upper adjusting stud nut and washers finger tight only.

(3) Install the center support nut and washer finger tight only.

(3) Install the center support nut and washer finger tight only.

(4) Install the track lower adjusting stud nut and washers finger tight only.

(5) Install the quarter glass and frame assembly.

(6) Adjust the quarter glass and test the operation of the glass for ease of movement.

(7) Install the watershield, trim panel and regulator handle.

Stabilizer Channel (Chrysler)

The quarter glass stabilizer channel assembly is attached to the quarter inner panel at the upper end and to the side sill outer panel and reinforcement at the lower end (Fig. 106). The adjusting stud at the upper end of the stabilizer allows in and out movement to position the top edge of the glass against the cat whiskers. The attachment at the lower end permits in and out adjustment.

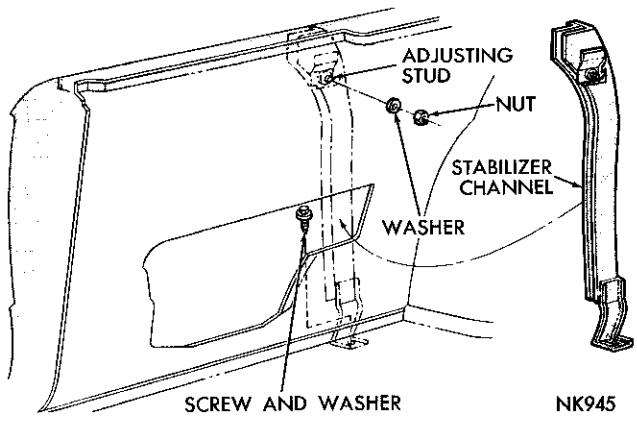


Fig. 106—Quarter Window Stabilizer (Chrysler Convertible)

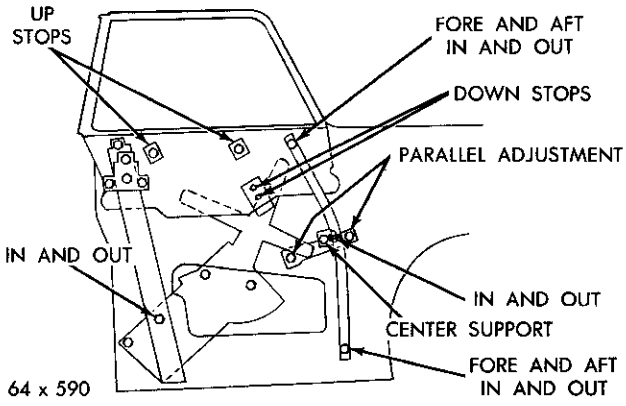


Fig. 107—Quarter Window Adjustments (Imperial)

QUARTER GLASS (Hard Top—Convertible)

Adjustments (Imperial Models)

Refer to Figure 107 for the quarter glass adjustment points.

(1) Remove the rear seat cushion, seat back, the trim quarter panel and watershield. Disconnect the wires from the window regulator switch.

(2) Close the door and raise the quarter window to the three quarter closed position.

(3) Adjust the upper track attachment until the rear of the glass touches lightly on the cat whiskers at the outside panel.

(4) Raise the window fully and adjust the lower frame so it is parallel to the belt line of the quarter outside panel.

(5) Adjust the lower stabilizer attachment until the front of the glass is aligned with the rear of the front door glass at the roof rail.

(6) Adjust the regulator pivot bracket (up or down) so the top of the glass is fully against and parallel to the roof rail weatherstrip.

(7) Adjust the up stops against the lower window frame.

(8) Lower the window until the top edge of the glass is slightly below the belt line.

(9) Adjust the lower track attachment until the boss of the sleeve nut is against the inside panel.

(10) Adjust the center support at the roller track, against the inside panel.

(11) Operate the window and inspect the alignment and operation.

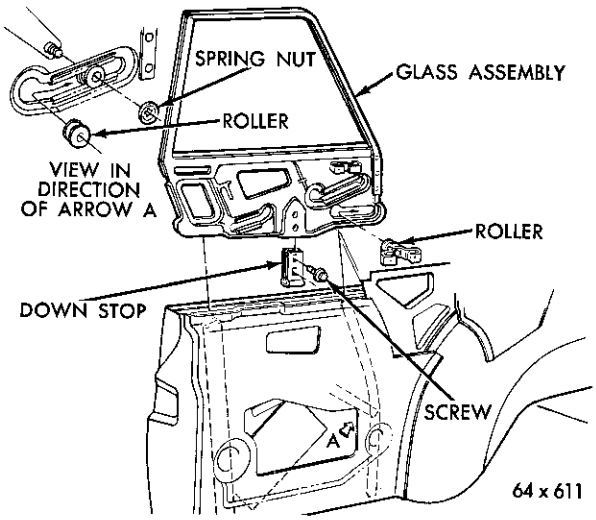


Fig. 108—Quarter Window Attachment (Imperial)

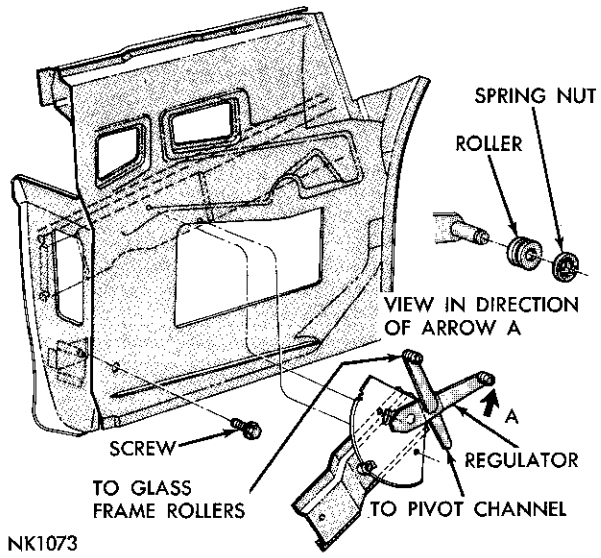


Fig. 109—Quarter Window Regulator (Imperial)

(12) Install the watershield, trim panel, hardware rear seat back and cushion.

Glass Removal (Imperial)

Refer to Figure 108 for the quarter glass attaching points.

(1) Remove the rear seat cushion, seat back, regulator handle, trim panel and watershield.

(2) Lower the window and remove the spring nuts from the ends of the regulator arm studs in the rollers of the glass lower frame.

(3) Remove the glass up stops and down stop.

(4) Remove the rear track assembly.

(5) Remove the regulator arm studs from the rollers in the glass lower frame.

(6) Remove the glass and frame assembly from the quarter panel.

Installation (Imperial)

(1) Lubricate the regulator arm roller slots and the rear track roller slot of the lower frame.

(2) Lower the glass into the quarter panel to the bottom.

(3) Raise the rear portion of the glass against the regulator arm, aligning the arm studs with the rollers.

(4) Insert the studs into the rollers and install the spring nuts.

(5) Install the rear track on the roller assembly in the glass lower frame.

(6) Install the rear track stud retaining screws and washers.

(7) Install the glass up and down stops.

(8) Adjust the door glass and tighten all retainer screws and nuts securely.

(9) Install the watershield trim panel, regulator handle, rear seat back and seat cushion.

Regulator Assembly Removal (Imperial)

(1) Remove the rear seat back, cushion, regulator handle, trim panel and watershield.

(2) Remove the spring nuts attaching the regulator arm studs in the roller assemblies (Fig. 109).

(3) Support the window assembly and remove the regulator arm studs from the rollers.

(4) Remove the screw and washer assemblies attaching the regulator mounting bracket to the front support and body lock pillar mounting reinforcement.

(5) Remove the regulator arm from the pivot channel.

(6) Remove the regulator assembly through the large access opening in the inner panel.

Installation (Imperial)

(1) Apply lubricant to the tooth contact area of the regulator approximately half inch wide along the entire length of the arc on the inboard side of the sector.

(2) Apply lubricant to the pivot channel slide area and to the roller slot areas of the glass lower frame.

(3) Insert the regulator into the quarter panel through the large access opening and position the regulator arm into the pivot channel.

(4) Position the mounting plate to the holes in the front support and body lock pillar mounting reinforcement and install the screw and washer assemblies.

(5) Remove the support from the window and insert the regulator arm studs into the roller assemblies in the glass lower frame.

(6) Install the spring nuts on the studs.

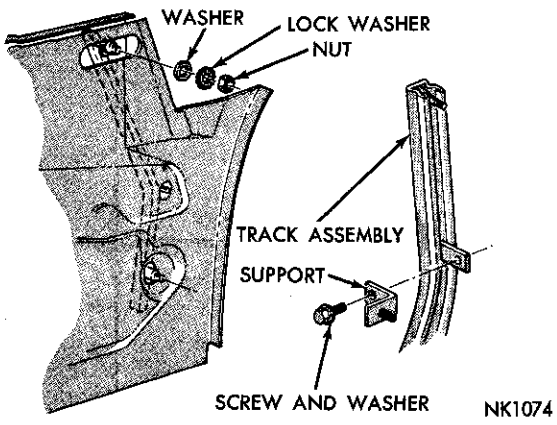


Fig. 110—Quarter Window Rear Track (Imperial)

(7) Inspect window alignment and adjust as necessary.

(8) Install the watershield, trim panel, regulator handle, rear seat back and cushion.

Rear Roller Track Removal (Imperial)

(1) Remove the nuts and washers attaching the rear track assembly to the door inner panel (Fig. 110).

(2) Remove the nut and washers attaching the center support to the door inner panel.

(3) Slide the track assembly off of the roller assembly on the quarter glass lower frame.

(4) Remove the track assembly through the large access opening in the quarter panel.

Installation (Imperial)

(1) Insert the rear track assembly into the quarter panel through the large access opening and insert the top of the track into the roller assembly.

(2) Position the track studs and support bracket stud into the openings in the quarter panel.

(3) Install the retaining nuts and washers on the studs, but do not tighten.

(4) Adjust the quarter window and tighten all nuts and screws securely.

Quarter Window Stabilizer

Channel Removal (Imperial)

(1) Remove the screws and washers attaching the support assembly to the belt reinforcement (Fig. 111).

(2) Remove the nuts and washers attaching the stabilizer stud to the quarter inner panel.

(3) Remove the stabilizer assembly through the large access opening in the quarter panel.

(4) Remove the nut and washers attaching the support assembly to the inner stabilizer and remove the support.

(5) Remove the sleeve nuts from the inner stabilizer studs.

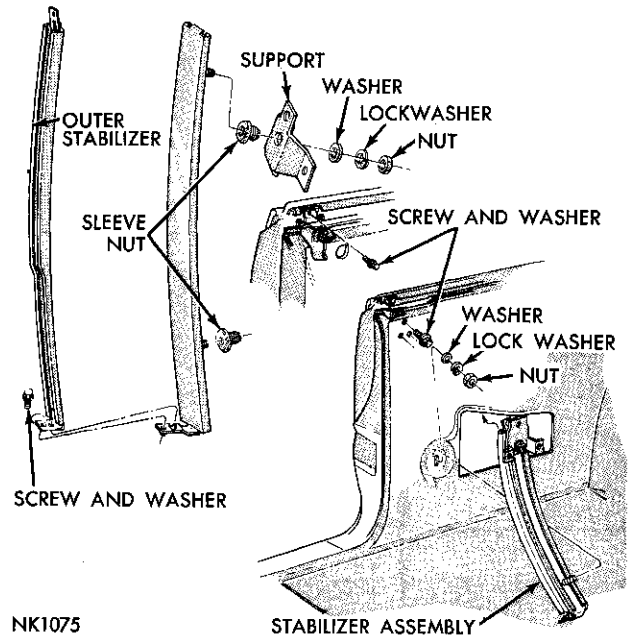


Fig. 111—Quarter Window Stabilizer (Imperial)

(6) Remove the screw and washer attaching the inner stabilizer to the outer stabilizer.

Installation (Imperial)

(1) Position the inner stabilizer on the outer stabilizer and install the attaching screw and washer assembly at the lower end (Fig. 111).

(2) Install the sleeve nuts on the inner stabilizer studs.

(3) Position the support assembly on the top sleeve nut and install the retaining nut and washers.

(4) Insert the stabilizer assembly into the quarter panel through the large access opening.

(5) Position the stabilizer to the attachment holes on the upper reinforcement and inside panel.

(6) Insert the bottom stud through the hole in the quarter inner panel and install the retaining washers and nut loosely.

(7) Position the outer stabilizer on the outer support, run the window ¾ of the way down and install the attaching screw and washer assembly securely.

(8) Adjust the quarter window and tighten all screws and nuts securely.

TAIL GATE GLASS

Adjustments

Refer to Figure 112 for the tail gate glass adjusting points.

(1) Remove the tail gate trim panel and loosen the regulator and run channel attaching screws and nuts.

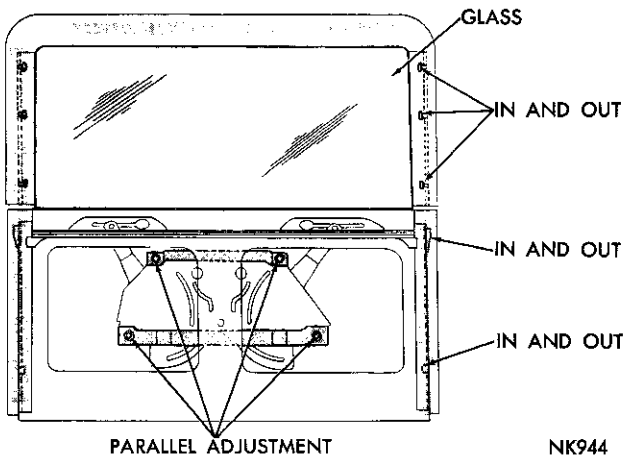


Fig. 112—Tail Gate Glass Adjustments

(2) With the tail gate open, adjust the upper attachments of the lower run channels so the glass lightly touches the cat whiskers.

(3) From inside the vehicle and with the tail gate closed, run the glass half way closed.

(4) Adjust the upper run channel for proper alignment with the glass and tighten the two top screws.

(5) Tighten the lower nut on the bottom of the lower run channels.

(6) Run the glass up to approximately ⅛ inch below the glass run.

(7) Adjust the regulator so the top of the glass is parallel to the glass run. To raise or lower the left or right side of the glass, raise or lower the regulator on that side.

Glass Removal

(1) With the tail gate open, remove the trim panel.

(2) Remove the retainers (Fig. 113) from the ends of the regulator arm studs.

(3) Remove the regulator arm studs from the rollers in the glass lower frame.

(4) Remove the tail gate glass assembly from the tail gate.

(5) Remove the rollers from the glass lower frame.

(6) Remove the washers, spacers and screws attaching the glass lower frame and weatherstrip to the glass (Fig. 114) and remove the frame and weatherstrip.

Glass Installation

(1) Position the outer belt weatherstrip on the lower glass frame.

(2) Position the tail gate glass on the weatherstrip and lower frame, and install the washers, spacers and retaining screws.

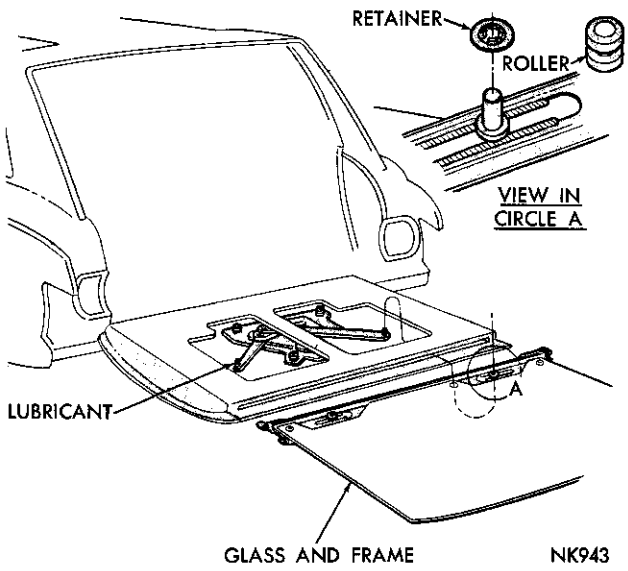


Fig. 113—Tail Gate Glass Replacement

(3) Apply lubricant to the regulator arm studs and to the glass lower frame studs.

(4) Position the rollers into the slots of the glass lower frame.

(5) With the tail gate in the vertical position, insert the glass assembly into the tail gate.

(6) Position the regulator arm studs in the rollers and install the retainers on the ends of the studs.

(7) Adjust the tail gate glass and install the trim panel.

Regulator Assembly

The regulator assembly (Fig. 115) controls the parallel adjustment of the tail gate glass (Fig. 112). The regulator assembly is attached to mounting brackets

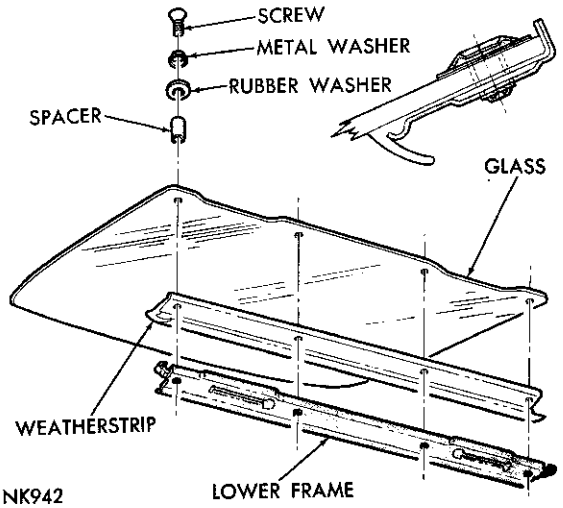


Fig. 114—Tail Gate Glass Attachment

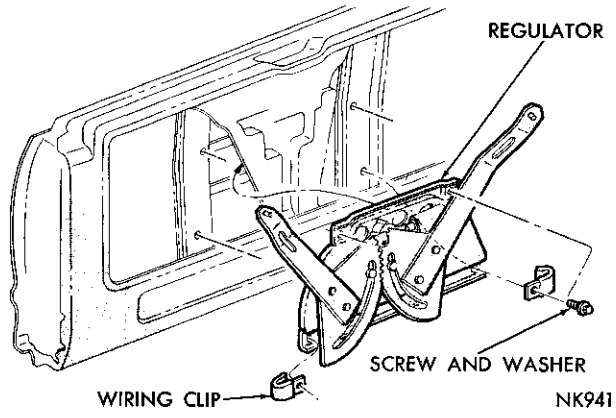


Fig. 115—Tail Gate Glass Regulator Assembly

on the tail gate inner panel by screw and washer assemblies.

Run Channel Removal

(1) Remove the tail gate glass assembly.
(2) Remove the screw and washer assembly from the upper end of the glass run channel (Fig. 116).
(3) Remove the nut and washer attaching the glass run at the lower mounting bracket.
(4) Remove the glass run channel assembly.

Installation

(1) Insert the tail gate glass lower run channel into the tail gate.
(2) Position the lower bracket of the channel over the stud on the hinge reinforcement and install the washer and nut finger tight only.
(3) Install the upper bracket retaining screw and washer finger tight only.
(4) Install the tail gate glass assembly and adjust the assembly.

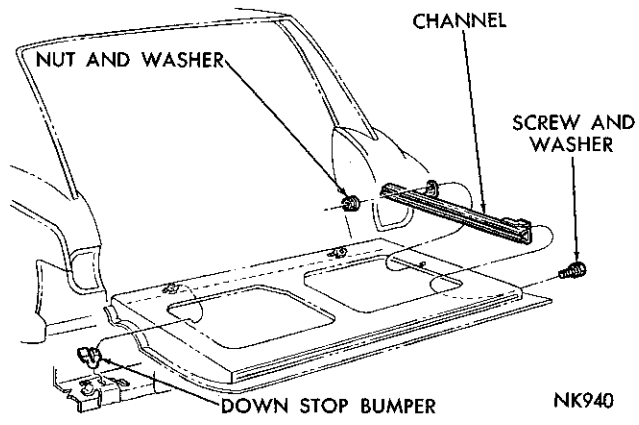


Fig. 116—Tail Gate Glass Run Channel

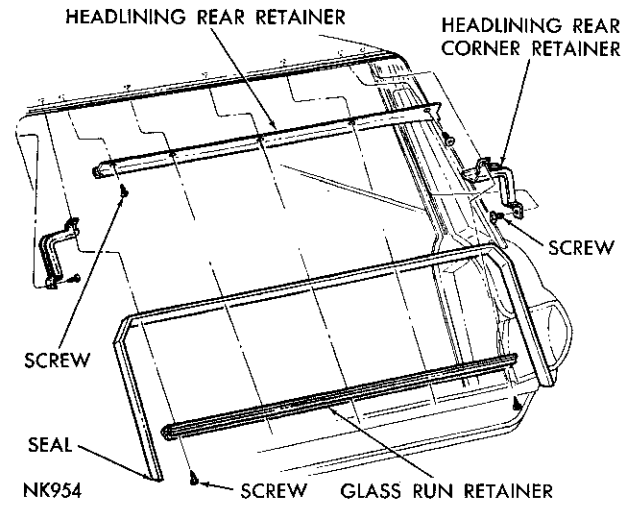


Fig. 117—Tail Gate Glass Upper Run Retainer and Seal

Upper Run Retainer and Seal Removal

(1) Remove the five screws attaching the glass run retainer to the roof rear header and remove the retainer (Fig. 117).
(2) Remove the seal assembly from the roof rear header.
(3) Remove the headlining rear corner retainer, if necessary.
(4) Remove the roof headlining rear retainer from the roof panel rear header outer reinforcement, if necessary.

Installation

(1) Position the roof headlining rear retainer to the roof panel rear header outer reinforcement if removed

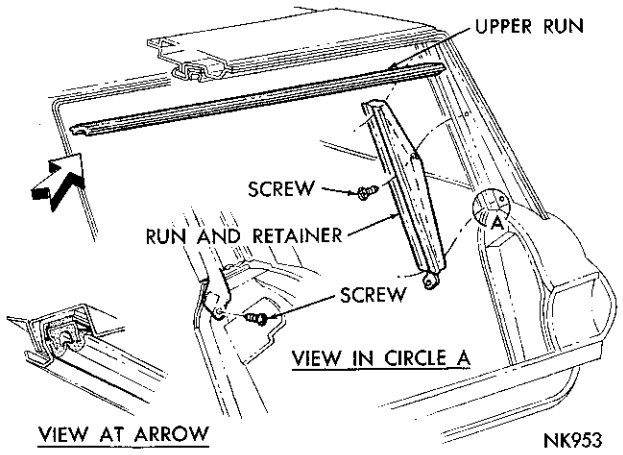


Fig. 118—Tail Gate Glass Upper Run and Pillar Run

and install the two retaining screws.

(2) Install the roof headlining rear corner retainer over the end of the headlining retainer, if removed, and install the retainer screw.

(3) Using a new glass run retainer seal, start at the lower edge of the upper pillar and apply the seal up and across the roof header and down the opposite pillar.

(4) Position the roof rear header tail gate glass run retainer on the seal and install the retaining screws.

Upper Run and Pillar Run Removal

(1) Remove the upper run from the run retainer (a press fit in the retainer) (Fig. 118).

(2) Remove the screw attaching the pillar run to the upper end of the tail gate lower opening weatherstrip.

(3) Remove the three screws attaching the pillar run and retainer to the pillar and remove the run and retainer assembly.

Installation

(1) Position the pillar glass run and retainer on the pillar, inserting the upper end into the end of the roof header glass run retainer and install the three retaining screws.

(2) Install the screw attaching the lower end of the retainer over the lower opening weatherstrip.

(3) Starting at the center line of the roof rear header glass run retainer, install the upper run by pressing it into the retainer.

(4) Adjust the pillar glass runs as necessary.

WINDSHIELD

Removal (Chrysler)

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

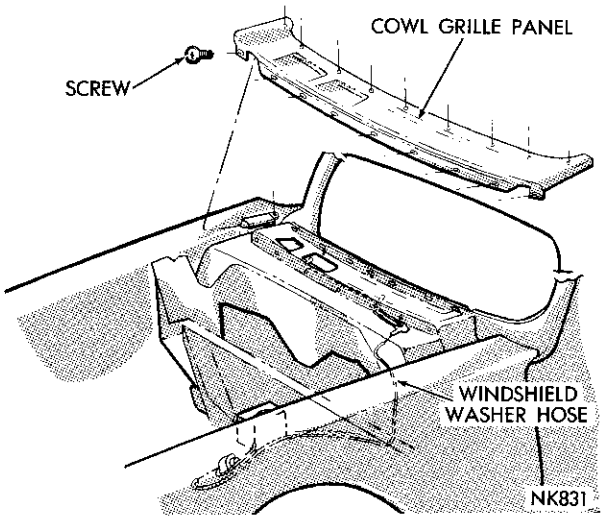


Fig. 119—Cowl Grille Panel

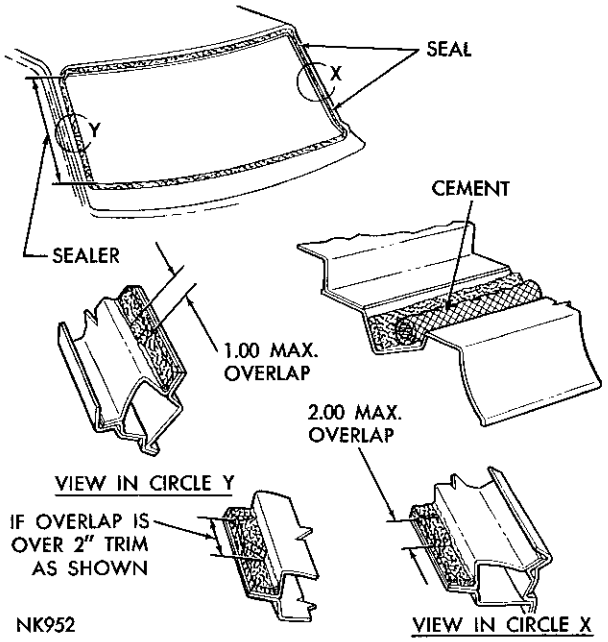


Fig. 120—Windshield Seals

(2) Remove the windshield wiper arms and blades.

(3) Remove the outside windshield mouldings and the inside garnish mouldings.

(4) Remove the cowl grille panel (Fig. 119).

(5) Using a fibre wedge, loosen the weatherstrip from the fence at the top and sides on the inside and outside areas.

(6) With an assistant supporting the glass on the outside, exert hand pressure on the glass at one of the lower corners to force the glass and weatherstrip off of the fence and seal.

(7) Remove the glass and weatherstrip from the opening.

(8) Inspect the polyethylene seal on the windshield opening and replace if damaged.

(9) Inspect the fence area for burrs or misalignment and correct as necessary.

(10) Use extreme care and remove the weatherstrip from the glass.

(11) If the original weatherstrip is to be reinstalled, remove all cement and sealer from the weatherstrip.

(12) Remove all sealers from the windshield glass.

Sealing (Chrysler)

(1) Apply a ¼ inch bead of sealer down both windshield side frames to the upper end of the lower corners (Fig. 120).

(2) Apply the polyethylene seal, if removed, to the windshield opening fence starting at the lower end and above the sealer applied in step 1.

(3) Pressurize the seal to the fence with hand pressure.

(4) Apply the upper seal by starting with a ¾ inch overlap (maximum) at the left hand side.

(5) When the upper seal is completely installed, the seal should overlap the lower seal at the right hand side by two inches (maximum).

(6) If the overlap is greater than two inches, trim off the excess at approximately a 30 degree angle (Fig. 120).

(7) Hand pressurize the seals to eliminate all wrinkles or puckers.

(8) Apply a ⅜ inch bead of cement across the cowl top panel at the bottom of the upstanding flange of the windshield opening.

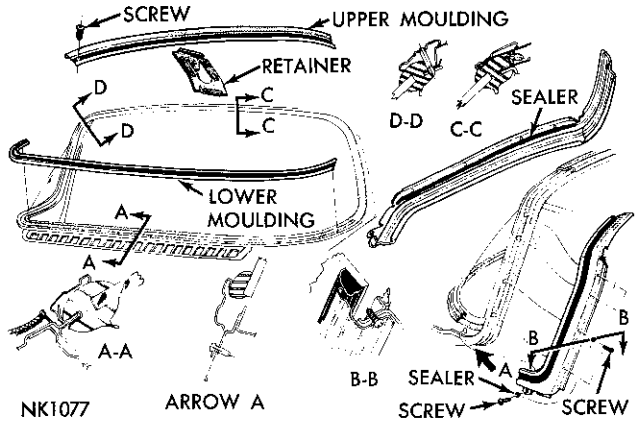


Fig. 122—Windshield Mouldings (Imperial)

Installation (Chrysler)

(1) Apply sealer on each lip of the windshield glass groove in the weatherstrip and position the glass in the weatherstrip.

(2) Insert a mason twine, starting at the top center of the weatherstrip, into the fence groove portion of the weatherstrip, across the top and down both sides (Fig. 121).

(3) With an assistant position the windshield glass and weatherstrip on the windshield opening.

(4) With pressure being applied against the glass from the outside, enter the car and starting at one of the lower corners, alternately pull the ends of the twine halfway up the sides seating the weatherstrip on the fence.

(5) Applying constant hand pressure to the glass sides, seat the balance of the weatherstrip on the fence.

(6) Pressurize the weatherstrip to the seal with hand pressure to insure proper seating in the opening.

(7) Remove all excess sealers and cements from the glass.

(8) Water test the windshield area.

(9) Install the cowl grille panel (Fig. 119).

(10) Install the windshield outside mouldings, wiper arms and blades and inside garnish mouldings.

(11) Remove the protective covering from the cowl, hood and fender areas.

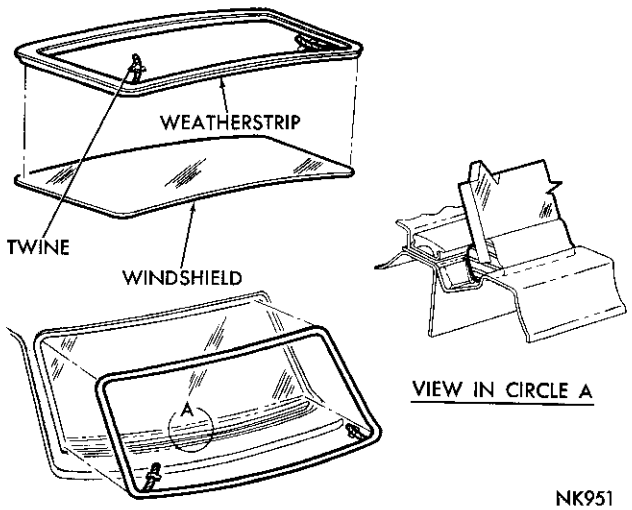


Fig. 121—Windshield Installation

Removal (Imperial)

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

(2) Remove the windshield outside mouldings (Fig. 122) and inside garnish mouldings.

(3) Carefully loosen the sealing compound from around the weatherstrip and body opening.

(4) Pry the lips of the weatherstrip apart, inspect 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 the locking tab (Fig. 123).

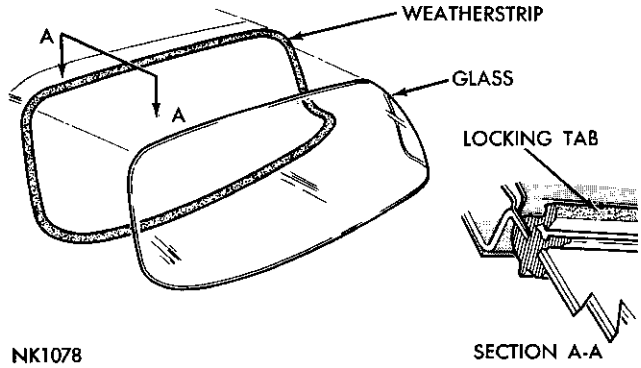


Fig. 123—Windshield Installation (Imperial)

(5) 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.

(6) Remove the windshield weatherstrip.

(7) Remove all cement and sealers from the weatherstrip and from the windshield opening fence.

(8) Inspect the fence area for high spots, bends and correct alignment.

Installation (Imperial)

(1) Inspect the moulding retaining clips around the windshield opening.

(2) Apply a generous coating of sealing compound to the body fence and to the lip of the weatherstrip 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) Install the weatherstrip on the fence, making sure it is seated fully.

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

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

(7) Use black weather strip cement to seal between the windshield glass and the weatherstrip.

(8) Insert the nozzle of the dispensing gun about ⅛ inch between the glass and weatherstrip.

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

(10) Apply about three feet at a time. Clean the excess off with a cloth moistened with solvent.

(11) With an assistant's aid, set the glass in position on the windshield weatherstrip.

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

(13) Pound the glass with the heel of the hand, until glass is fully seated in the channel of the weatherstrip at top, bottom and sides of glass.

(14) After properly seating glass in the weather strip, force the locking tab of the weatherstrip into the weatherstrip with a wedge-shaped tool of hardwood or fibre. Slide the tool across the top, bottom, and around the sides of the weatherstrip to properly lock the glass in place.

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

(16) Install the windshield mouldings and garnish mouldings and remove the protective covering.

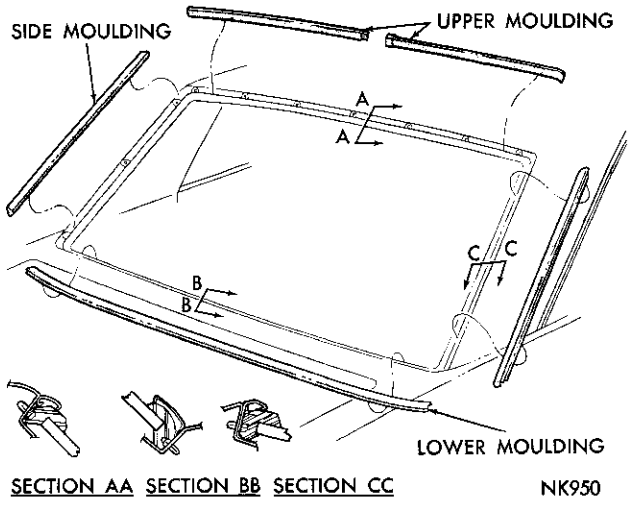


Fig. 124—Rear Window Mouldings (Chrysler)

REAR WINDOW

Removal

(1) Place a protective covering over the rear deck panel, quarter panel and rear window areas.

(2) Remove the outside mouldings (Fig. 124) and inside garnish mouldings. On Imperial Models, remove the deck lid upper panel (Fig. 125).

(3) Using a fibre wedge, loosen the weatherstrip at the fence area at the inside and outside areas.

(4) With an assistant steadying the rear window, apply pressure from inside at one of the upper corners and force the rear window and weatherstrip off of the fence.

(5) Remove the rear window from the opening.

(6) Inspect the polyethylene seal for damage and

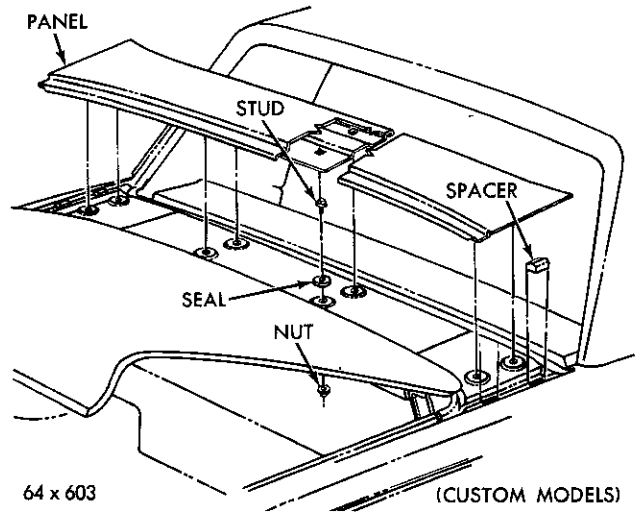


Fig. 125—Deck Lid Opening Upper Panel (Imperial)

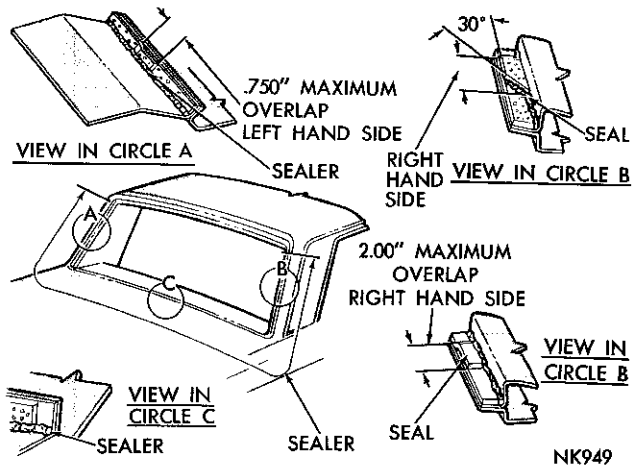


Fig. 126—Rear Window Seals and Sealers

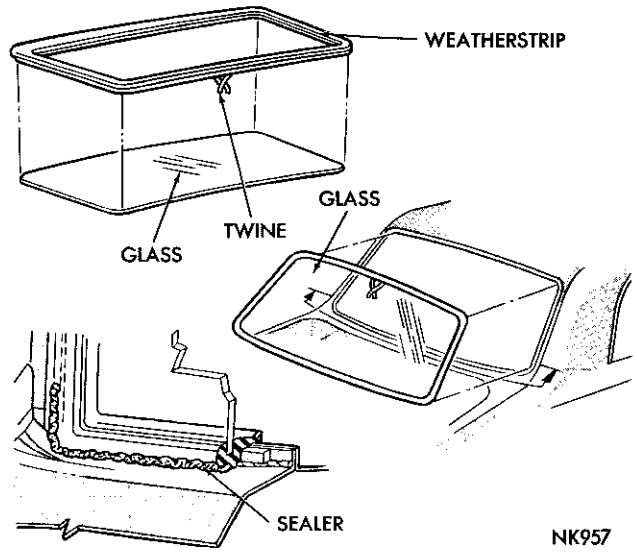


Fig. 127—Rear Window Installation

remove if necessary.

(7) Remove the weatherstrip from the glass.

(8) If the removed weatherstrip is to be reused, remove all sealers and cements from the groove areas.

(9) Remove all sealers and cements from the rear window.

Seals and Sealers

When replacing the polyethylene seal (Fig. 126) it is necessary that the fence area is free of all cement, sealers and other foreign material. Inspect the fence area for burrs and misalignment and correct as necessary.

(1) Apply a ¼ inch bead of sealer across the bottom of the rear window opening and up both sides to the lower edge of the upper corners (Fig. 126).

(2) Position one polyethylene seal to the window opening fence at the lower section first, above the sealer applied in step 1.

(3) Hand pressurize the seal to the sealer.

(4) Apply the upper seal starting with a ¾ inch overlap (maximum) at the left hand side.

(5) Apply the balance of the seal and when fully installed, the seal should overlap the lower seal at the right side by two inches (maximum).

(6) If overlap is greater than two inches, trim off the excess amount at approximately a 30 degree angle (Fig. 126).

(7) Hand pressurize both seals to avoid wrinkles and puckers.

Installation

(1) Apply sealer cement to each lip of the weatherstrip glass groove.

(2) Install the weatherstrip on the glass, making sure it is fully seated.

(3) Install a mason twine into the fence groove area of the weatherstrip starting at the top center of the weatherstrip.

(4) With an assistant, position the glass and weatherstrip in the window opening.

(5) With the glass being supported on the outside, enter the car and seat the weatherstrip on the fence by pulling the twine (Fig. 129) downward and toward the center of the glass.

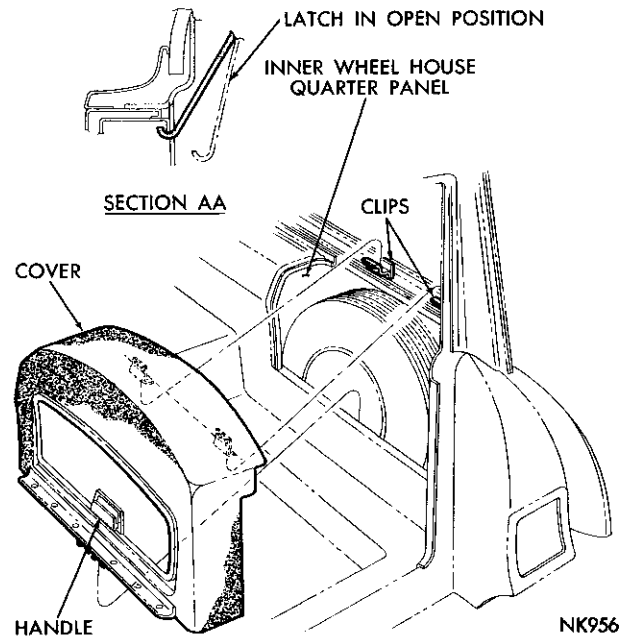


Fig. 128—Spare Tire Well Cover

(6) Seat the glass in the weatherstrip using hand pressure.

(7) Apply a 3/8 inch bead of sealer (Fig. 127) across the full width and up the sides to the lower portion of the weatherstrip and fence at the top corners.

(8) Remove all excess sealer and cement from the glass.

(9) Place the Imperial deck opening upper panel and seals (Fig. 125) into position in the opening and from inside the luggage compartment install the retaining nuts.

(10) Water test the rear window area.

(11) Install the inside garnish mouldings and the outside window moulding.

(12) Remove all protective covering.

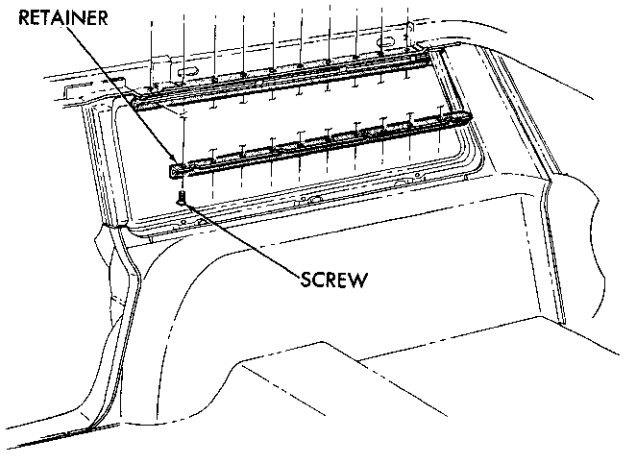


Fig. 130—Weatherstrip Roof Rail Retainer

QUARTER WINDOW

Removal (Station Wagon)

(1) Pull the spare tire cover handle outward to release the latch from the well (Fig. 128).

(2) Pull the bottom portion of the cover outward until the latch clears the well area.

(3) Push the cover assembly upward to release the cover from the retention clips and remove the cover assembly.

(4) Remove the quarter window garnish mouldings.

(5) Remove the front upper pillar glass and weatherstrip lock retainer screws and retainer (Fig. 129).

(6) Remove the rear upper pillar glass and weatherstrip retainer screws and retainer.

(7) Remove the glass and weatherstrip belt bar retainer screw and retainer.

(8) Remove the roof side rail support retainer from the quarter window area (Fig. 130).

(10) Remove the weatherstrip from the glass.

Installation (Station Wagon)

(1) Install the weatherstrip on the quarter glass.

(2) Position the glass and weatherstrip assembly in the window opening from inside the vehicle (Fig. 131).

(3) Position the roof side rail retainer to the mating under surface of the side rail support and install the retaining screws.

(4) Position the wheelhouse belt bar retainer to the belt bar and install the retaining screws.

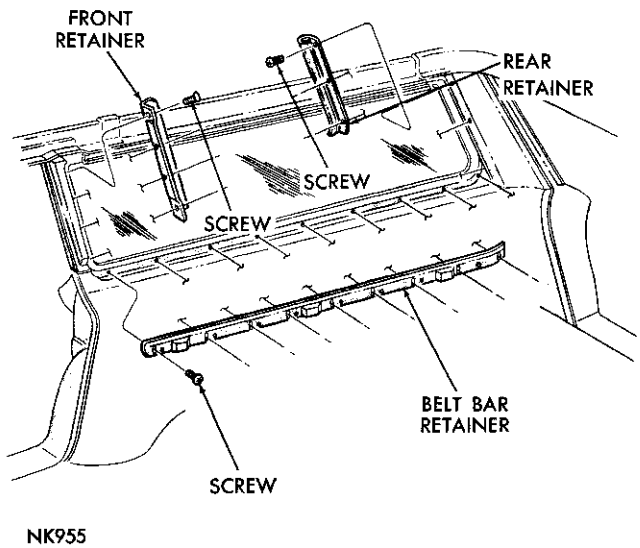


Fig. 129—Pillar and Belt Bar Retainers

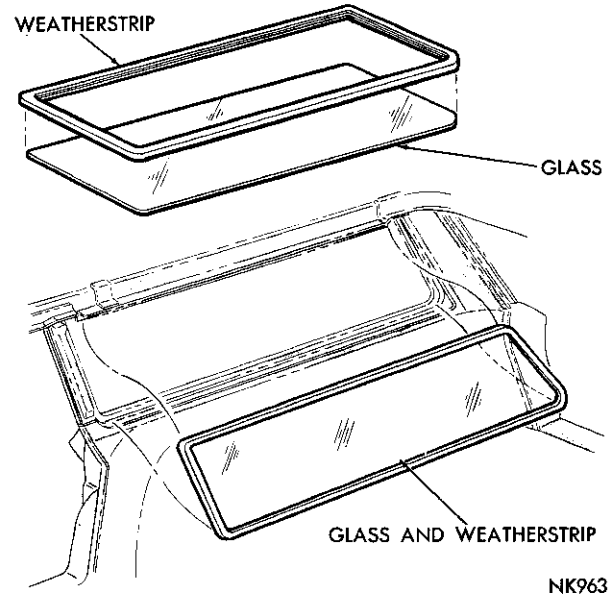


Fig. 131—Quarter Window Assembly

(5) Position the rear pillar upper retainer on the end of the belt bar retainer and rear pillar. Install the retaining screws.

(6) Position the body lock upper front pillar retainer on the end of the belt bar retainer and the pillar. Install the retainer screws.

(7) Install the garnish mouldings.

(8) Position the spare tire cover (Fig. 128) with latch in the open position, on the retention clips and push the cover downward until clips are locked in place.

(9) Release the latch handle to lock the cover in place.

PART 6

SEALING

TESTING

In most cases a visual inspection of an area will indicate the area for sealing. When testing with water, use a spray simulating rain or a garden hose without the nozzle and regulate the pressure to an approximate 3 inch stream. All water tests must be made starting at the bottom of the door opening or weatherstrip and slowly move up the joint, seam or suspected area.

In some cases, it is advisable to use trace powder and a test bulb to test the sealing between the body and the weatherstrips. When the powder is sprayed at the point where a leak is suspected it will leave a trace line through the point of leakage.

In hard to reach points, such as the dog leg at the "A" post, blue carpenter's chalk applied to the weatherstrip will transfer to the "A" post when the door is closed if a good contact exists.

WEATHERSTRIPS

Roof Rail Weatherstrip (Hard Top—Convertible Models)

On hardtop and convertible models, the roof rail weatherstrip retainer has elongated attaching holes. The weatherstrip can be easily moved in or out for the best possible fit and seal along the top edge of the vent frame, door glass and quarter glass.

The glass up-stop must be adjusted so that the fully raised glass just curls the outer lip of the weatherstrip against the inner lip.

When the up-stop, the roof rail weatherstrip and the glass are properly adjusted, the outer lip of the weatherstrip will seal along the top edge of the glass and the inner lip of the weatherstrip will seal along the upper inside edge of the glass.

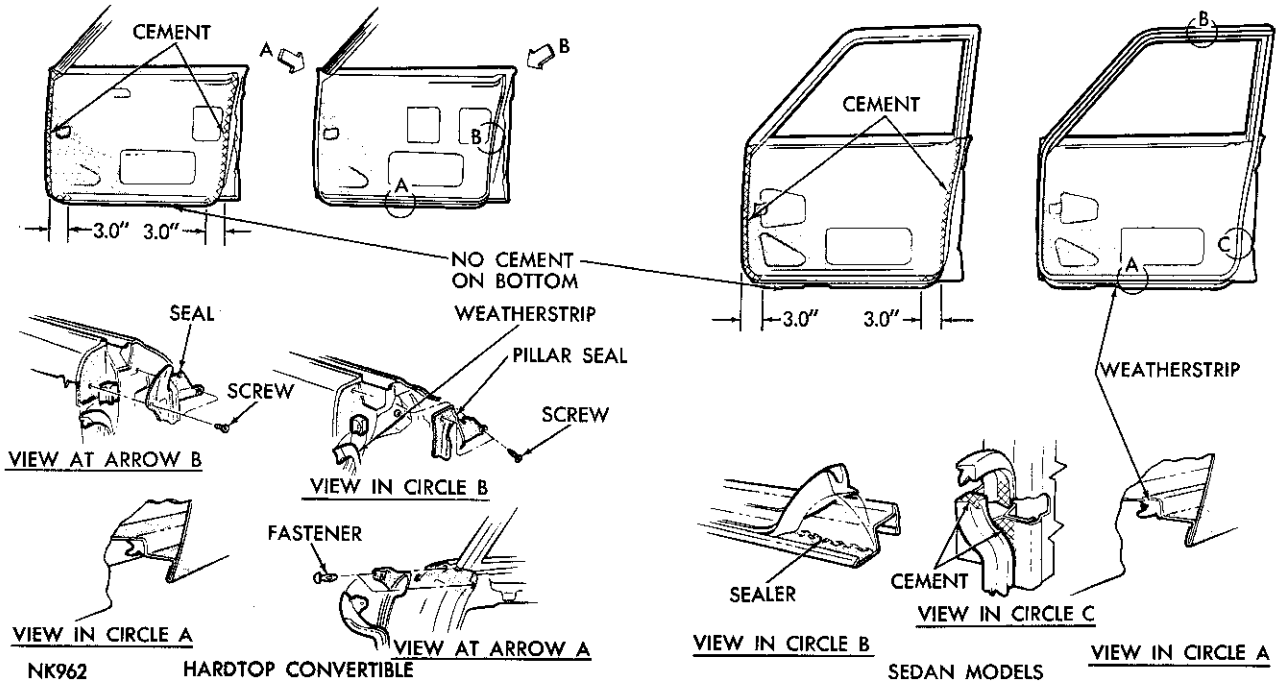


Fig. 132—Front Door Weatherstrips (Chrysler)

Door Weatherstrips

The door weatherstrips (Figs. 132 and 133) are attached to the door shell with cement and wire retainers. Before installing a new weatherstrip, make sure all of the old weatherstrip and cement has been removed.

Door Outer Belt Weatherstrip

The door outer belt weatherstrips are retained in the door panel with spring type retainers (Figs. 134 and 135).

Door Windcords

Refer to Figures 136 and 137 for the starting points and method of attachment for the windcords.

Quarter Window Outer Belt Weatherstrip

The quarter window outer belt weatherstrip (Figs. 135 and 138) is retained in the outer panel by spring type retainers.

Deck Lid Weatherstrip

Apply an even continuous coat of cement to the entire weatherstrip contact surface of the deck lid opening (Fig. 139) and install the weatherstrip. Make sure the molded corners of the weatherstrip are correctly positioned.

Tail Gate Weatherstrip

Apply an even continuous coat of cement, starting at the belt line, down one side, across the bottom and up the opposite side of the lower opening (Fig. 140). Install the weatherstrip and seal the area at the belt line.

SEALING COMPOUNDS

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

Windshield Rubber Sealer—A heavy viscosity, rubber expander, this sealer can be used where rubber is confined between a glass and metal channel, such as on the windshield and rear window glass assembled in one-piece type weatherstrips. This sealer will not harm paint or chrome finish and can easily be removed with a cloth before it sets.

Perfect Seal Sealing Compound—This sealer can be used for all types of threaded joints, gaskets and machined joints. The compound never dries out—never sets hard. It is not soluble in gasoline, oil, antifreeze solutions, or water.

Body Seam Sealers (For External Sealing)—Sealers can be used along welded joints, exterior roof rails, exterior belt lines, B-post welds, and weatherstripping, and forms a tough skin which can be painted with a touch up brush.

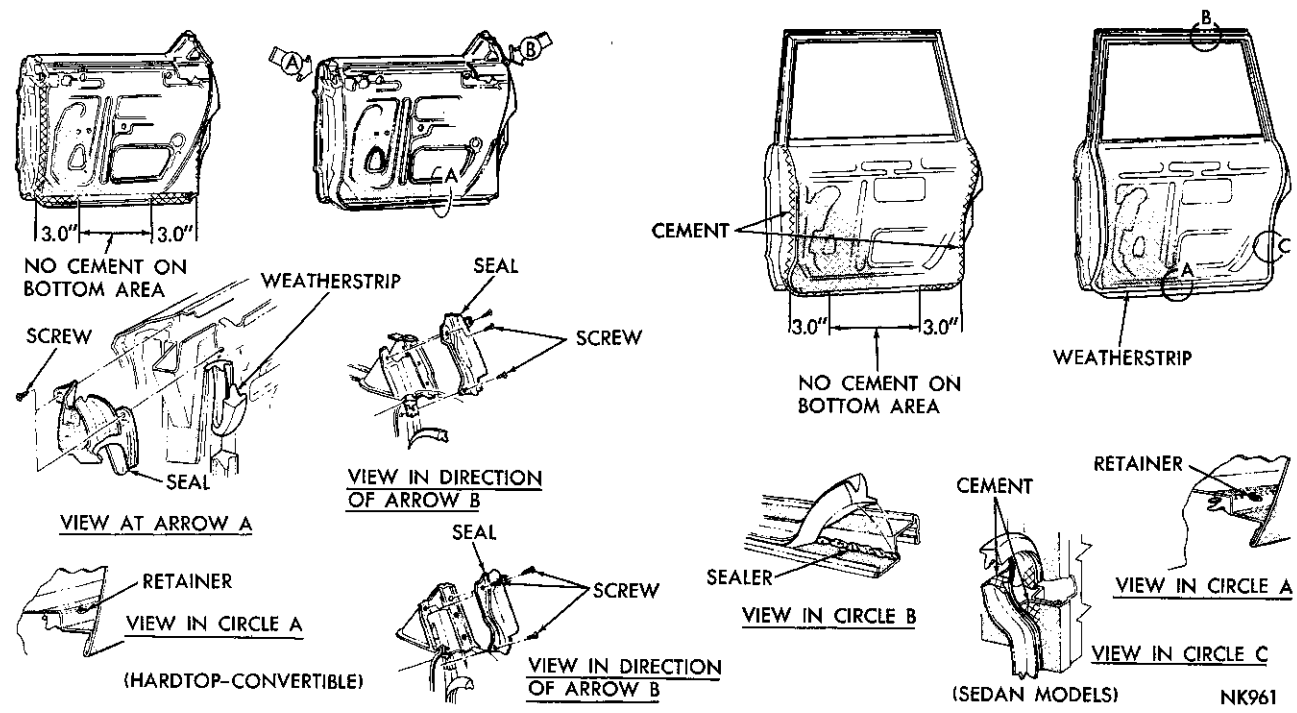


Fig. 133—Rear Door Weatherstrips (Chrysler)

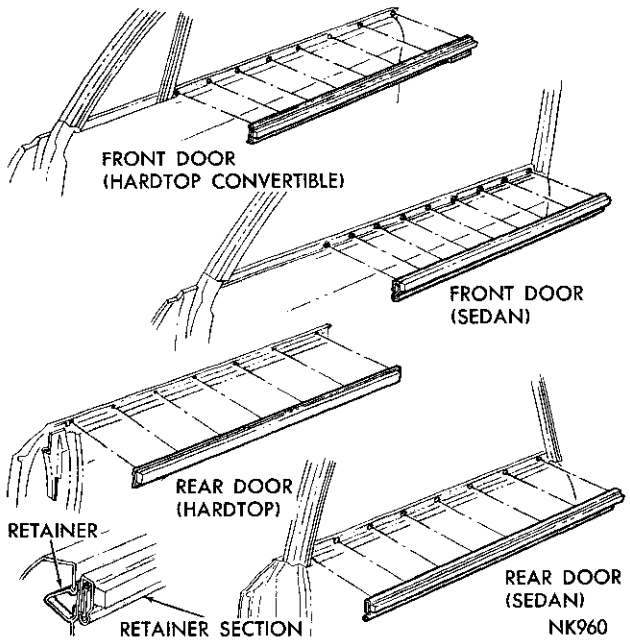


Fig. 134—Door Outer Belt Weatherstrips (Chrysler)

Heavy Sealing Putty (For Interior Sealing)—This material should be a heavy, fibrous, putty-like compound, which can be formed or rolled into pellets, or long string shapes.

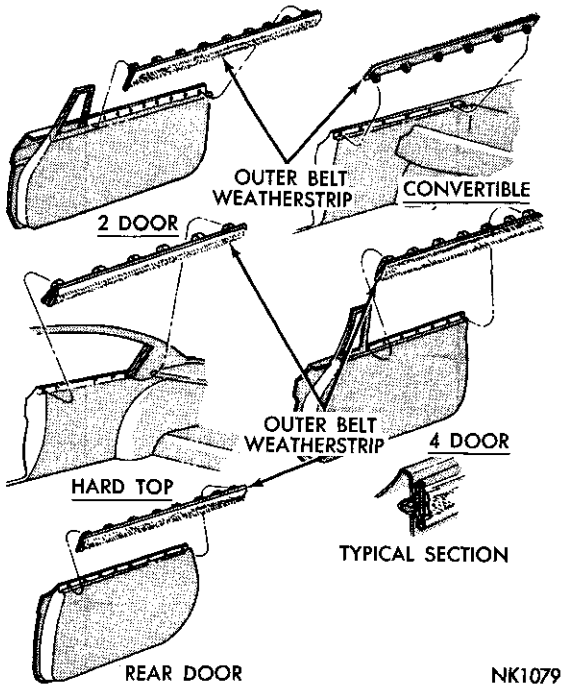


Fig. 135—Door and Quarter Window Belt Weatherstrips (Imperial)

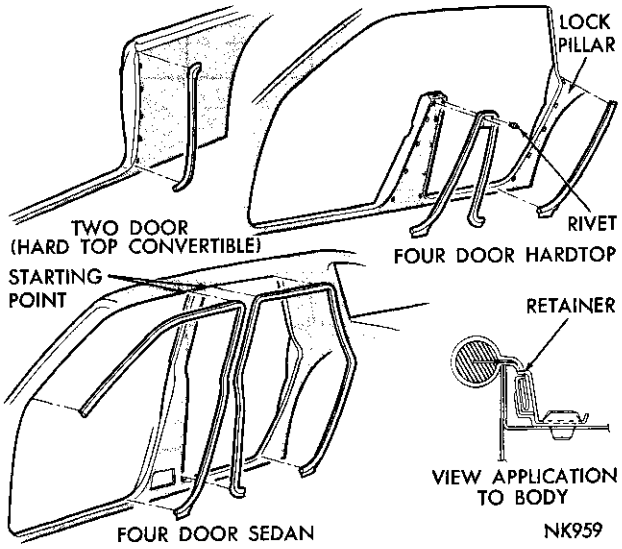


Fig. 136—Door Windcords (Chrysler)

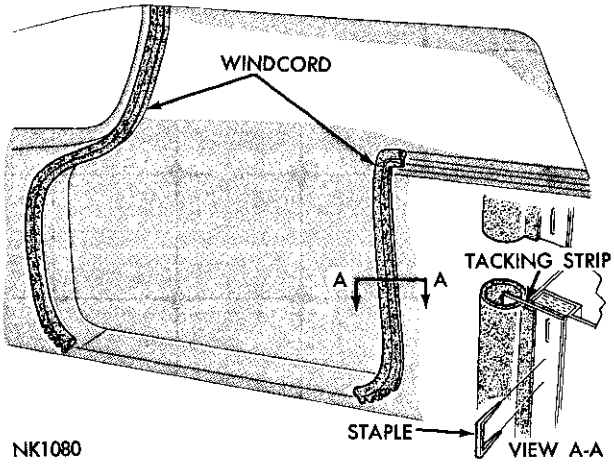


Fig. 137—Door Windcords (Imperial)

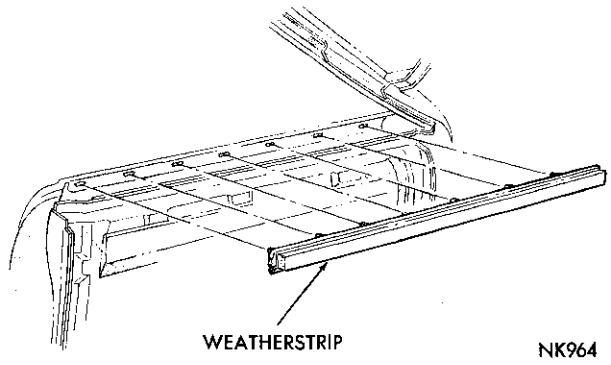


Fig. 138—Quarter Window Belt Weatherstrips (Chrysler)

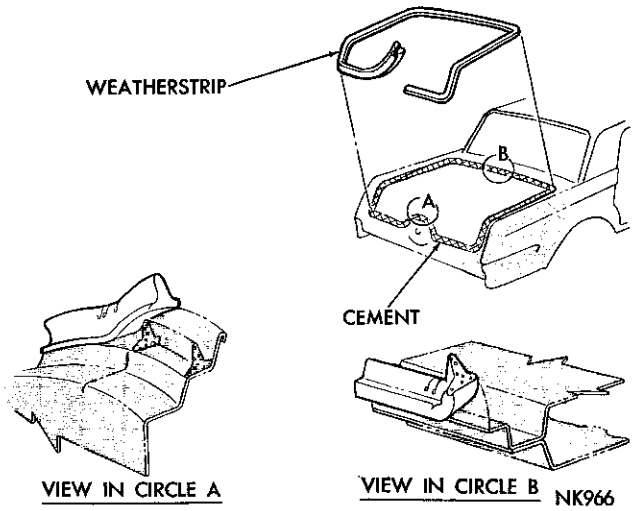


Fig. 139—Deck Lid Weatherstrip

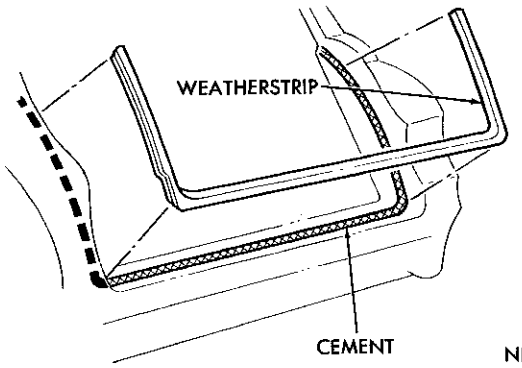


Fig. 140—Tail Gate Weatherstrip

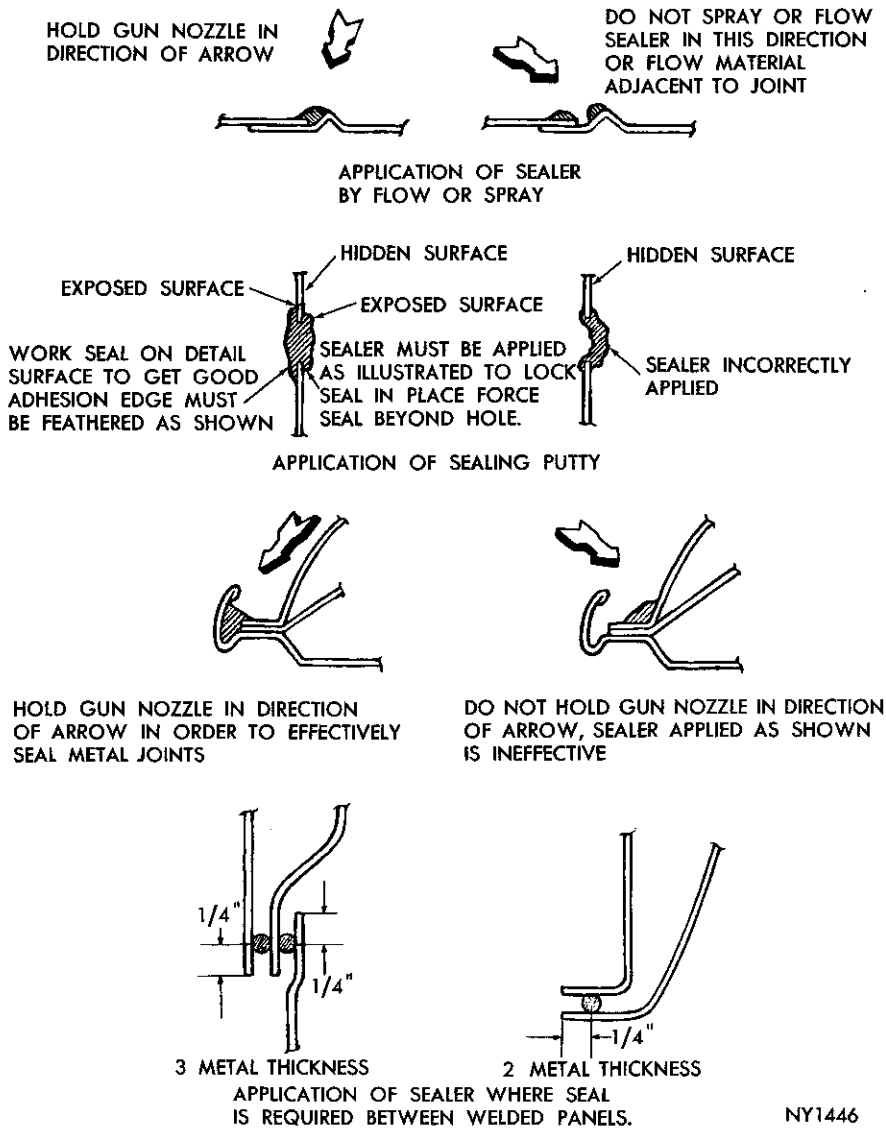


Fig. 141—Methods of Applying Body Sealers

SEALING PROCEDURES

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. Refer to Figure 141 for the correct method of applying sealers.

Cowl Panel (Outer)

Inspect dash panel seams, screws, clip and punch holes. Inspect the sealing of rubber grommets. Make sure the heater drain hole tubes are properly installed and opened.

Cowl Panel (Inner)

Inspect the various openings in the cowl for possible leakage around cowl vent and windshield opening. Clean the seamed area thoroughly and apply a ⅜ inch bead of sealer to seam of dash panel and cowl side inner panel (Fig. 142). Apply a ⅜ inch bead of sealer to seam of dash panel on front floor pan. Sealer to be brushed into seams to effect a proper seal.

Door and Door Openings

Inspect the sealer on the door hinge at the pillar post. The sealer should be filled flush with the pillar post. This should be done after door fitting, as sealer may become cracked or loose. Reseal as necessary.

Rolled, kinked, or creased weatherstrip, as well as breaks and openings or gaps between the ends of the weatherstrip, loose weatherstrip (Figs. 132 and 133) or shallow areas all can contribute to dust and water leaks.

Inspect for rough, exposed or unsealed metal joint seams. If the seams are shallow and small, apply liquid sealer and allow to dry. If the seams are rough, large or deep, smooth by metal finishing. Then apply cold solder with a spatula or putty knife smoothing it down as much as possible, and let it completely set up. Finish off with a sander and paint.

Note particularly the metal seam joints 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 under the full length of the seam and around the joints using liquid body sealer, applying it with a dispensing gun.

Front Door Vent Window

Leaks through the vent windows can be located by water testing. After locating the leaking 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 the closed cell rubber shim stock 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 of the weatherstrip overlap. If the weatherstrip is severely damaged, install a new weatherstrip.

Leaks around the pivots can be corrected by the use of black mastic. 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 adjustments of the doors, the window frames and channels. Adequate adjustments are provided for up and down, in and out, and fore and aft adjustment of the window frames. It is important that the weatherstrip has sufficient pressure against the frame, but too great

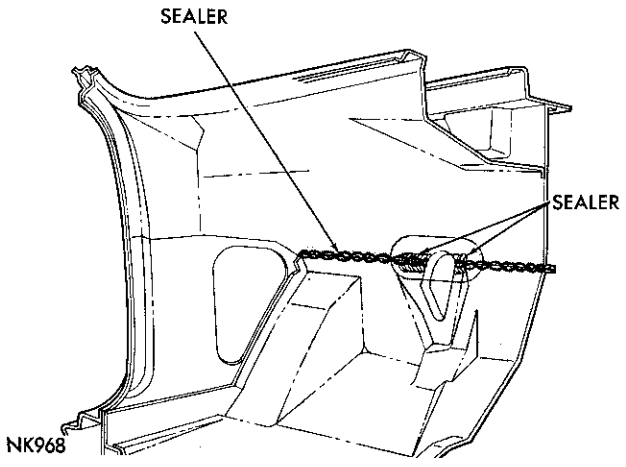


Fig. 142—Cowl Seam Sealing

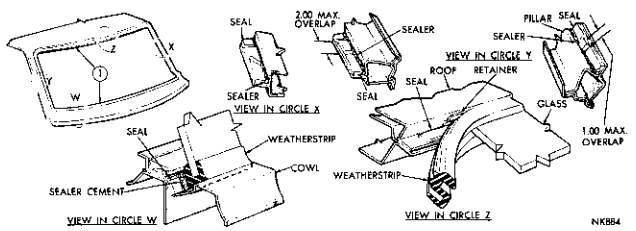


Fig. 143—Windshield Sealing

pressure will push the window frame out of alignment and will prevent proper contact with the mating window weatherstrip.

Windshield (Fig. 143)

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 garnish 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. Clean off excess sealer with a rag. Reinstall the mouldings.

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 (Fig. 144). Apply semi-fluid sealer or rope type sealer along the entire length of the trough. Seal the trough at both lower corners of the window.

To aid in the installation of the moulding, mark the clip holes by placing 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 paint. Remove balls of sealer when moulding is installed.

Deck Lid

Before water testing the deck lid make certain the deck lid is properly fitted and the weatherstrip (Figs. 145 and 146) is correctly installed. Start the water test at the bottom and work slowly toward the top of each side and then across the top of lid. Inspect the two upper and lower welded joints for proper sealing.

If leakage occurs at the seam between the weatherstrip trough and the deck upper panel and quarter panel, fill any openings with rope type seal and paint sealer body color if necessary.

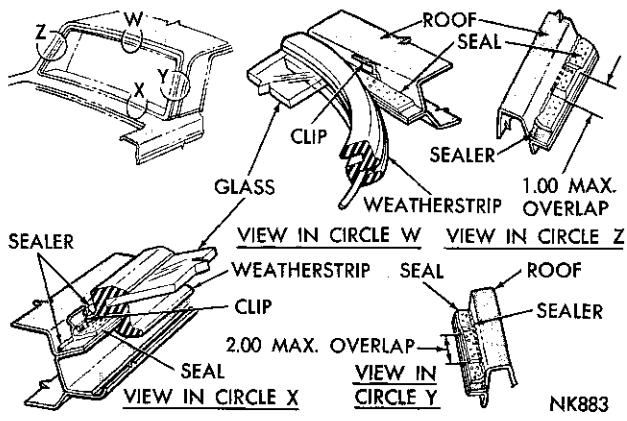


Fig. 144—Rear Window Sealing

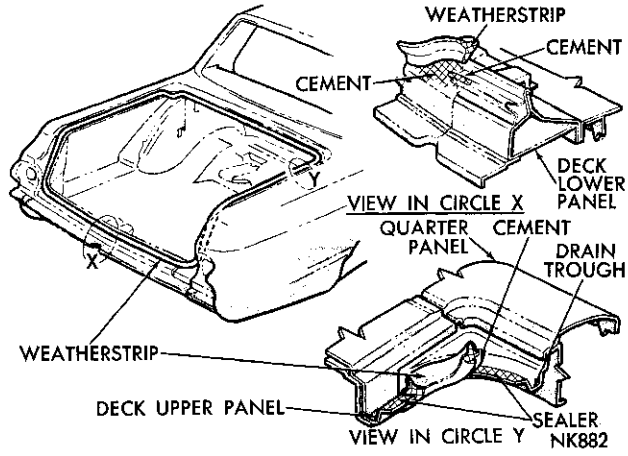


Fig. 145—Deck Lid Opening (Chrysler)

Tail Light Openings

Water test the tail light area for possible leakage into the luggage compartment. Leakage may occur between the tail light housing and quarter panel openings. To secure a good seal use a hand type caulking compound and seal the opening from inside the luggage compartment.

Luggage Compartment

Leaks may occur at medalions or clip-holes, tail lights or the rear quarter panel which will generally

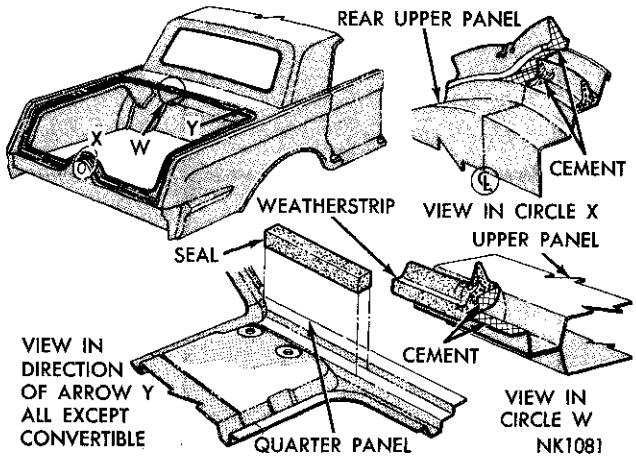


Fig. 146—Deck Lid Opening (Imperial)

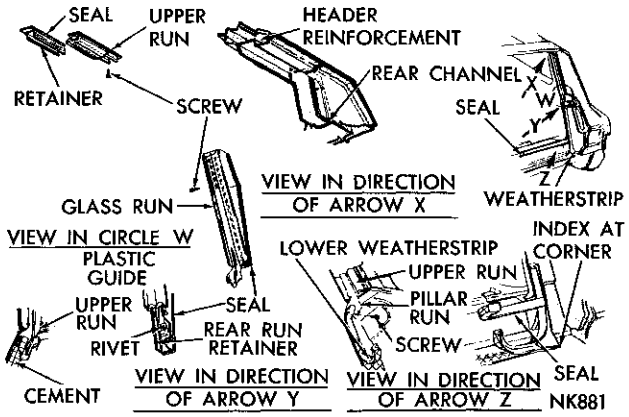


Fig. 147—Tail Gate Opening

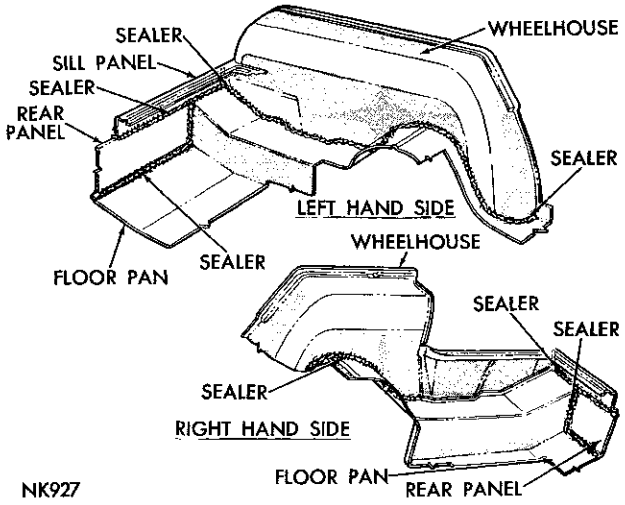


Fig. 149—Tail Gate Sill and Floor Panel

appear in the luggage compartment floor extensions near the quarter panel.

Before attempting to correct luggage compartment leaks, carefully determine the source of the leak. As it was explained in the previous paragraphs, water on the upper portion of the wheel housing may be coming in because of a leak at the lower moulding of the rear window. A leak inside the luggage compartment between the outer wheel housing and quarter panel may originate at the corner of the rear quarter window. **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 trough 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.

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

Seal all openings and joint seams on the inside of the luggage compartment lower panel, especially the back-up light 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.

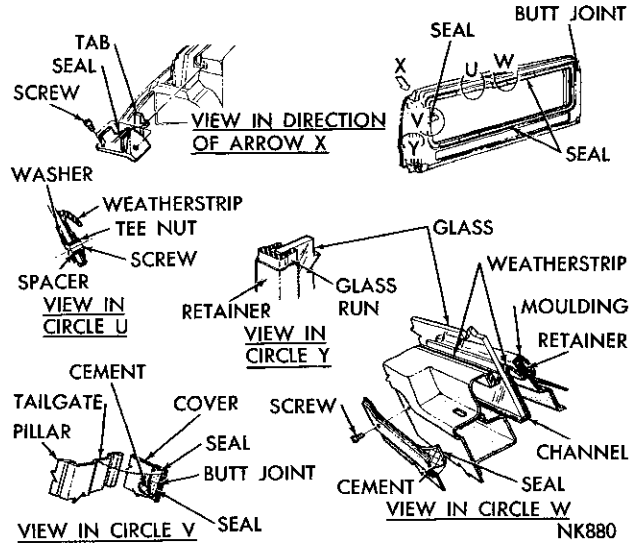


Fig. 148—Tail Gate Seals and Weatherstrips

Tail Gate Opening

Leakage at the glass run around the channel (Figs.

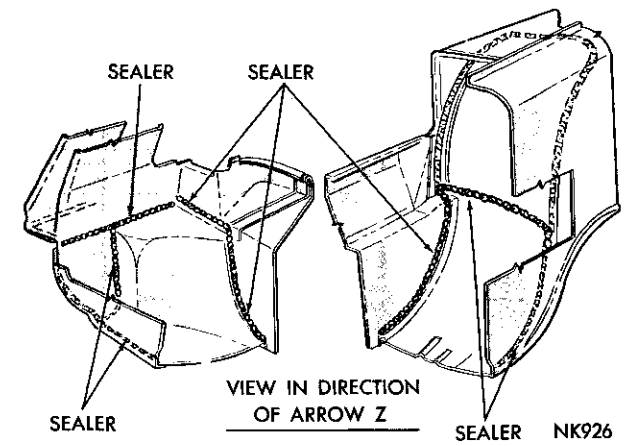


Fig. 150—Spare Tire Compartment

147 and 148) may be sealed off by applying sealer to indicated points. Water leaking around a glass run may be sealed by removing the 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 the rear pillar garnish moulding is removed, inspect the outer "O" shaped opening. Seal as necessary. This opening should be filled with caulking putty.

The tail gate weatherstrip (Figs. 140 and 148) is designed to fit under a lip and into a channel at the sides of the tail gate opening. At its upper end a piece extends out and fits up into the bottom of the pillar. Remove all weatherstrip that is not installed properly. Clean the channel and the weatherstrip with cement removing solvent. Apply a coat of cement to each part and reinstall the weatherstrip. At the bottom of the opening it is sometimes necessary to remove the weatherstrip and after cleaning, shim the weatherstrip surfaces and reinstall.

Inspect the glass for proper fit. Be sure to adjust the lift so that when the glass is raised it fits squarely into the top channel and compresses against the run. If the glass does not seat in the run when in a closed position, it is possible for dust, water and carbon monoxide gas to be pulled in around the top of the glass.

Tail Gate Sill and Floor Panel

Apply a ⅜ inch bead of sealer to the seam of the left wheelhouse inner panel and the wheelhouse to tail gate opening sill extension. Apply sealer to the rear floor pan and center floor pan (Fig. 149).

Apply a ⅜ inch bead of sealer to the rear floor pan rear panel, tail gate opening sill panel and the rear floor pan and wheelhouse inner to tail gate opening sill left extension.

Apply a ⅜ inch bead of sealer to the seam of the wheelhouse inner right panel, rear floor pan and center floor pan.

Apply a ⅜ inch bead of sealer to the seam of the rear floor pan rear panel and the rear floor pan.

The sealer should be brushed into the seams to effect a proper seal.

Spare Tire Compartment

Apply a ⅜ inch bead of sealer to the seam of the rear lower pillar to wheelhouse front support and to rear floor pan to rear crossmember extension and spare tire housing lower panel (Fig. 150).

Apply a ⅜ inch bead of sealer to the seam of the spare tire housing lower panel and wheelhouse inner panel to the sill extension. Apply sealer to the seam of the wheelhouse front panel and spare tire housing lower panel.

The sealer should be brushed into the seams to effect a proper seal.

PART 7

CONVERTIBLE

The folding top structure of the Chrysler Models are constructed from stampings and have inset folding linkage. Imperial Models top structures incorporate a cast frame and offset folding linkage (Fig. 151).

OPERATING THE TOP

CAUTION: Never attempt to raise or lower the top while the vehicle 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.

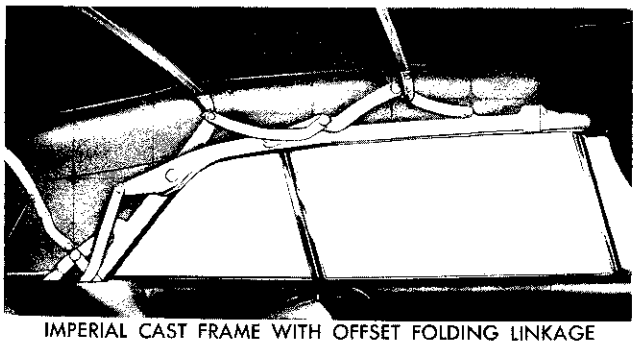
To Lower the Top

Release the safety catch on the locking handle located in the center of the header, pull the handle down and to the rear. Push the header free of the windshield. Be sure the convertible top storage compartment is free of articles. Unzip the rear window and position carefully in the well, and make sure all wrinkles are removed.

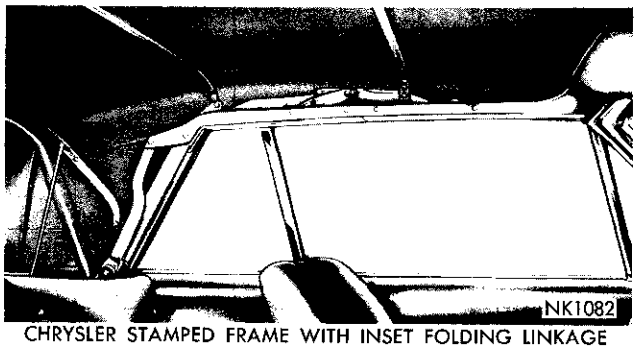
Operate the engine in NEUTRAL at a speed above idle. Turn the top control switch located on the instrument panel to the right. As the top is being lowered, push upward on the stay pads, between the roof bows to make certain the material folds are outboard of the bows, or stop the folding mechanism approximately two feet from the stacked position and push the top material and stay pads out from between the bows. Lower the top completely. Fasten the top boot over the compartment snapping it at the sides and rear.

To Raise the 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 the rear curtain. Pull the top down firmly on the top header. Push the locking handle all the way forward until the safety catch engages.



IMPERIAL CAST FRAME WITH OFFSET FOLDING LINKAGE



CHRYSLER STAMPED FRAME WITH INSET FOLDING LINKAGE

Fig. 151—Folding Top Structures

RESERVOIR

Insufficient fluid in the system may cause the top to raise slowly or cause noise in the pump and motor during operation. Measure the fluid level in the reservoir. If low, look for a leak due to a broken line or a loose connection. Replace the line or tighten the connection as necessary. Fill the reservoir until the fluid runs out of the filler holes. Use only the recommended type fluid.

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

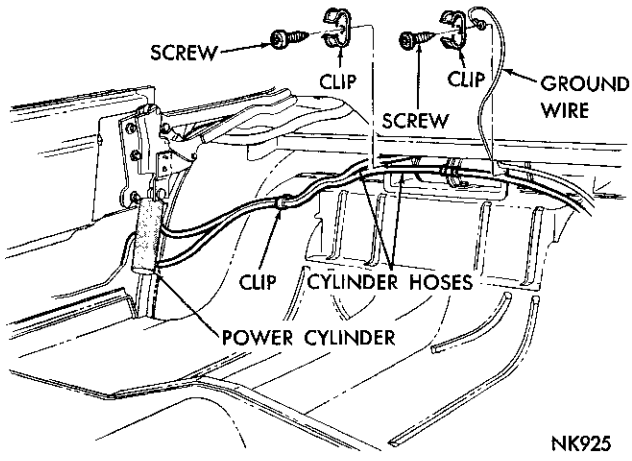


Fig. 152—Folding Top Mechanism (Chrysler)

FOLDING TOP MECHANISM

The electric-hydraulic top folding mechanism (Figs. 152 and 153) 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.

The cylinders are serviced only as an assembly. The reservoir end plate "O" ring is replaceable. The pump cover plate is serviced as an assembly and the rotors are serviced as a package with the "O" rings.

TOP ADJUSTMENTS

Convertible top adjustments are of two general classifications—minor and major. The minor adjustments are easily accessible and can be made without any major disassembly.

Minor Adjustments

The minor adjustments are provided to assist in aligning the top header in relation to the windshield header to prevent water and air leakage into this area; to improve top frontal area appearance and assure ease of operation in raising and lowering the top. They are also provided to assure correct alignment of the roof side rails with door and quarter glass to prevent air and water leakage. Adjustments are also provided to eliminate wrinkles in the top material.

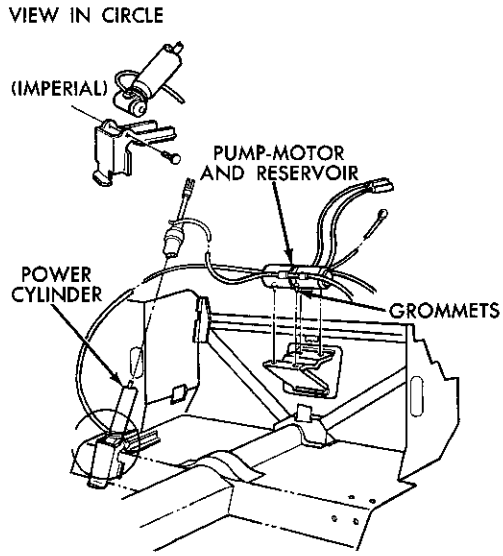


Fig. 153—Folding Top Mechanism (Imperial)

Major Adjustments

The major adjustments are at the prop control link bracket and the power cylinder mounting brackets. These adjustments are necessary to improve roof side rail alignment if minor hinge and header adjustment do not completely correct the condition.

Body Alignment—Imperial Only

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 vehicle 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.

Figure 154 illustrates how to correct a door fit which is tight at the top and open at the bottom. If the door fit is open at the top and closed at the bottom, it is 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.

Door and Glass Alignment

Before making any top adjustments, doors, vent wings and door and quarter glass must be properly aligned. Misalignment in any of these areas make it impossible to obtain satisfactory results from top adjustments alone. Glass up-stop adjustments should be made after the correct roof side rail alignment to limit the upward travel of the glass and to assure effective sealing between the roof side rail weatherstrip and glass.

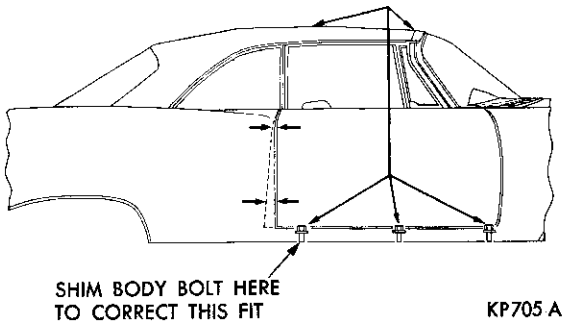


Fig. 154—Body Alignment (Imperial)

Top Header

Latching Mechanism and Locating Dowels

Good weather sealing at the frontal area is dependent upon proper positioning of the top header on the windshield header. The header locating dowels are cast into the latching mechanism housings and engage the sockets in the windshield header to correctly position the header.

The amount of pressure exerted by the weatherstrip against the finish moulding is controlled by the top latching mechanisms attached to the top header.

The locking and unlocking effort of the latching mechanisms are adjustable to control the pressure on the weatherstrip.

Header Adjustments

The top header is adjustable at the front roof side rails to permit fore-or-aft and lateral movement. The header is attached to the side rails by two header-to-side rail screws on each side (Fig. 155).

Incorrect alignment between the top header and the windshield finish mouldings may result in air or water leakage. Inspect the clearance between the header and the finish moulding for uniformity. If the top header is too far forward at one end or all across the finish moulding, the interference between the header and the finish moulding may prevent proper pressure on the weatherstrip when the top header is latched. This condition will also cause objectionable high locking and unlocking effort. The misalignment may also result in making it difficult to engage the top header locating dowels in their sockets.

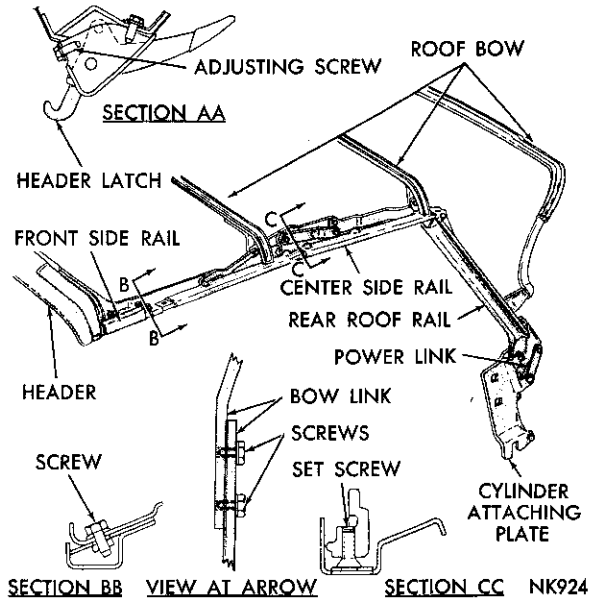


Fig. 155—Roof Side Rail Structure (Chrysler)

To eliminate the interference between the header and the finish moulding, loosen the header-to-side-rail screws (Fig. 155) and adjust the header, as required, to provide the proper clearance.

Forward movement of the header will be limited by the amount of top material. Inspect the top header dowel engagement and if there is interference between the dowels and sockets, adjust the header.

CAUTION: When servicing the top linkage, inspect for any sharp edges or burrs on the top linkage or mouldings that can damage the top material. Dress or file them down. Also, watch for screws that are too long and may damage the top material. Cut off the excess length, or replace with shorter screws.

Roof Side Rail Alignment

The roof side rail structures (Fig. 151) consist of three separate rails, hinged together to enable the top to fold into the well when not in use. Hinges are provided between the front and center rails and the center and rear rails. The rails must be in good alignment and parallel to the top edges of the vent wings, door and quarter glass to provide a good weatherseal. On Chrysler Models alignment of the rails is controlled by the power link assemblies (side rail) structure mounting support assembly (Fig. 156) the main control prop link and the front hinge set screw.

On Imperial Models, the rear hinge is also adjustable.

On Chrysler Models, the front hinge set screw (Fig. 155) is accessible from the bottom surface of the front rail and center rail directly below the hinge. Very little adjustment is possible at the hinge. The set screw is also used as a means of eliminating noise at the front hinge by progressively tightening until the noise disappears.

On Imperial Models, the front hinge set screw is accessible from the top surface of the front rail and angles downward to the rear. It contacts the steel drive stud in the center rail to open or close the hinge, as required.

Front Hinge Adjustment

CAUTION: To avoid stripping the set screw threads, unfasten the top header latches to relieve tension on the linkage before adjusting the set screws.

Leakage between the top and door or quarter glass may be caused by poor contact between the roof side rail weatherstrip and the glass or only a partial contact between the roof rails and the top edge of the glass. If inspection shows the leakage is due to incorrect side rail alignment at the front hinge, adjust the hinge set screw until the front and center side rails are parallel.

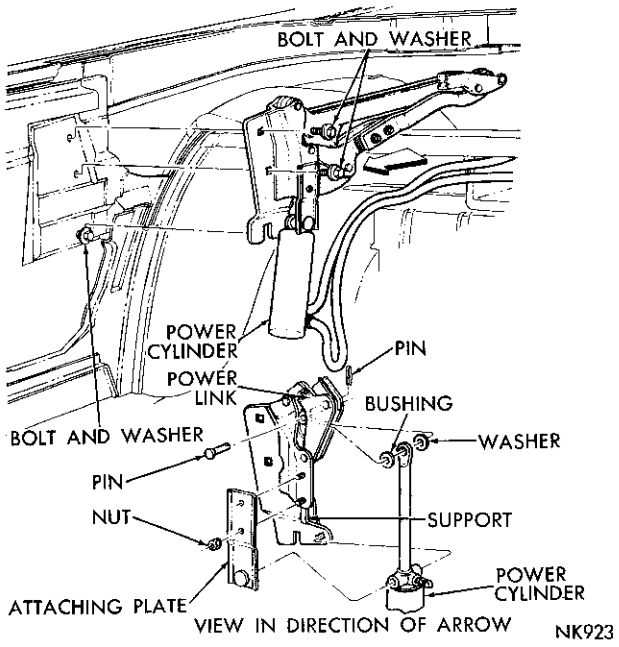


Fig. 156—Power Cylinder Assembly

Rear Hinge Adjustment—Imperial Only

Inspect the center and rear roof side rail alignment at the quarter glass. If additional clearance is noted in this area, as indicated by the hinge being jackknifed open, again unfasten the top header. Remove the side rail weatherstrip and retainer and adjust the rear hinge set screw (Fig. 157) from the underside of the center rail until proper alignment and clearance is obtained.

Adjusting the two hinge set screws will normally correct any roof side rail alignment problems, however, if an alignment problem still exists, and addi-

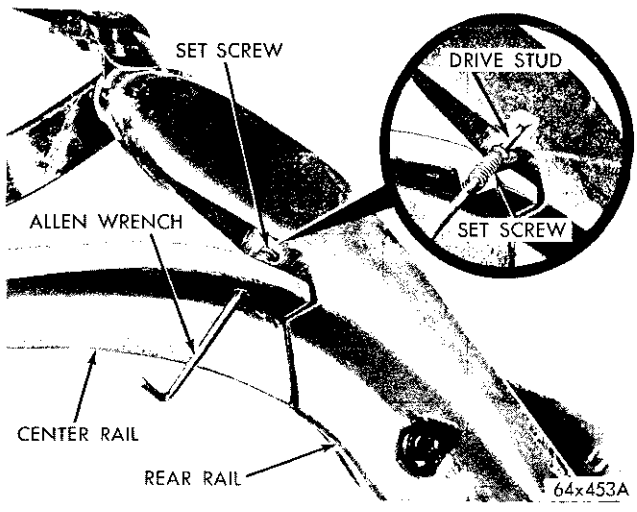


Fig. 157—Rear Hinge Adjustment (Imperial)

tional leveling of the roof side rails is required, the linkage through the main control prop link bracket can be adjusted.

Main Control Prop Link

The main control prop link incorporates serrated adjusting links on both sides. Loosen the screws just enough to permit moving the link up or down, as required. Lengthening the link causes the center rail to rotate on its pivot in the rear rail, lowering the front and center rails to improve the weatherstrip fit with the door and quarter glass. When proper alignment has been obtained, tighten the adjusting screws. Inspect the side rail hinge adjustment and adjust as necessary.

Top Shifts To One Side

If it is necessary to pull the top to one side to engage the locating dowels in their jackets in the windshield header or if the top shifts to one side when raising the header from the windshield header, inspect the positions of the main control prop links. Links not adjusted uniformly, change the operating angle of the linkage causing the top to twist when it is raised.

When one link is adjusted, be sure the position of the link on the opposite side is inspected and adjusted, if necessary.

Power Link Adjustment

It should not be necessary to adjust the power links (Fig. 156) (side rail structure mounting supports) unless the top assembly has been removed for servicing or replacement of linkage parts. When this is done, be sure both sides are adjusted to provide identical travel of the piston rods.

The power links are part of the folding top frame

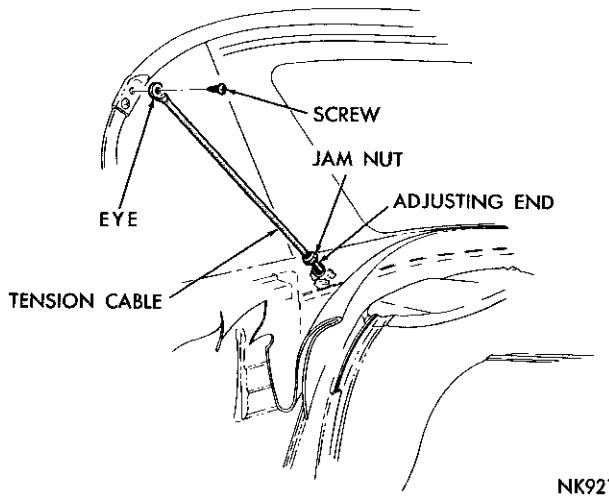


Fig. 158—Rear Bow Tension Cable

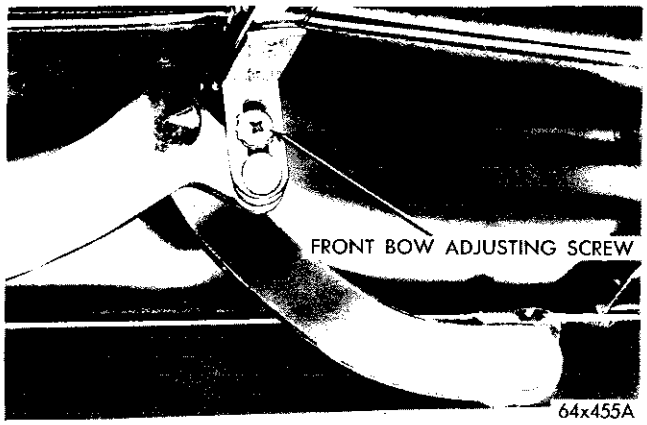


Fig. 159—Front Top Bow Adjustment (Imperial)

which when loosened, permit forward or rearward movement. It is important that the links on both sides be in the same position rearward, otherwise it would cause the power piston rod on one side to start to actuate the linkage slightly ahead of the piston rod on the opposite side. This can cause one side of the top to twist slightly.

The rearward position of the link also increases the travel of the power piston rod, resulting in a small amount of overtravel when the top is fully raised. When the power is turned off, the power piston assumes its normal position due to leak-back in the hydraulic system.

Rear Bow Tension Cables

Two steel cables attached to the rear bow and the top well are provided to keep the number 3 bow from moving forward and wrinkling the top material. They also prevent excessive tension on the backlight zipper. The upper end of the cables are attached to the bow by screws. The lower end is threaded into a clinch nut attached to a bracket at the top well which permits the cables to be shortened or lengthened to increase or decrease tension (Fig. 158). **Before attempting to adjust the cables, unfasten the top header latches to relieve tension on the linkage.**

Testing Cable Adjustment

On the inside of the car, locate the centerline of the top on the rear bow and the ledge of the top well. From the centerline, measure the specified distances (refer to the rear bow tension cable chart), each side of the centerline at the bow and the ledge. These are locating points for backlight depth dimensions that govern the cable tension.

Measure down from the rear edge of the rear bow to the top well ledge on each side.

If the spacings between the bow and the ledge are not to specifications, the cables must be adjusted.

With an assistant holding a tape measure at one location, remove one cable attaching screw. While holding the top bow in the measured position, turn the upper end of the cable in the proper direction until the eye of the cable is in line with the screw hole. Install the screw. Repeat the procedure, if required, on the opposite cable.

REAR BOW TENSION CABLE CHART

Model	Each Side of Centerline (Inches)	Bow to Ledge (Inches)
Chrysler	20	26¾
Imperial	20	24½

Front Top Bow Adjustment—Imperial Only

If the top material at the front bow appears to hang down too low and interferes with the top edge of the door glass when the door is closed, adjust the number one top bow at the adjusting plate attached to the outer ends of the top bow (Fig. 159). This permits the bow to be moved up or down, as required.

If the roof side rails are exposed below the top material, the bow can be lowered. To adjust the bow, loosen the screw at each end and move the bow up or down, as required.

Removing Wrinkles In the Backlight

Cable adjustment may cause wrinkles in the backlight area. To correct this condition, it will be necessary to remove the mouldings and retainers and relocate the backlight and quarter trim.

Before removing the moulding screws, place a strip of masking tape on the deck, directly behind the mouldings. Mark the screw locations on the tape to aid in reassembly.

Remove the moulding screws, moulding, retainer screws and retainer. Stretch the backlight and quarter trim to remove the wrinkles. Trim off excess backlight and quarter trim material that extends beyond the retainer. Install the retainers and mouldings.

Testing the Top Control Switch

Disconnect the black wire at the top control switch (Fig. 160) 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," "Inspecting the Fluid Level in the Reservoir and Testing the Wires between the Control Switch and the Pump Motor."

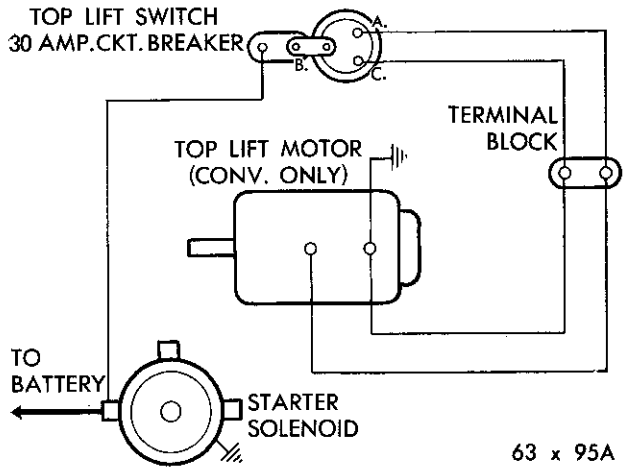


Fig. 160—Hydraulic Top Wiring Diagram

Testing Wires Between the Control Switch and Pump Motor

This test can be made from the luggage compartment. Inspect the pump motor ground wire (black wire between the pump motor and the ground) to make certain it has a good, clean ground connection. Connect one wire of a 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 faulty and should be replaced. Repeat this test at the green wire terminal, moving

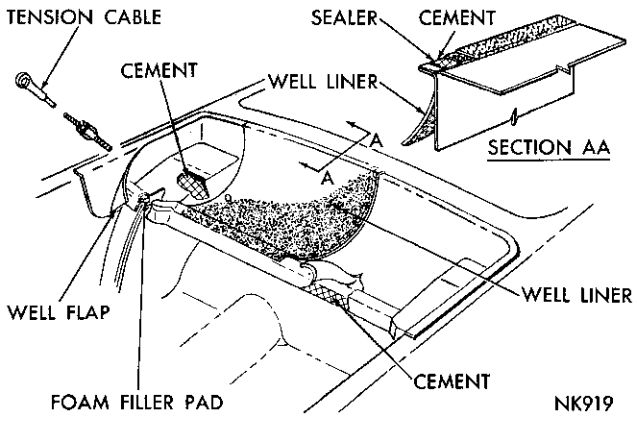


Fig. 161—Folding Top Well Liner

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.

FOLDING TOP WELL LINER (Fig. 161)

Removal

(1) Place a protective cover on the deck lid upper panel and quarter panel areas.

(2) Place masking tape below the lower edges of the rear window and quarter panel belt mouldings and remove the mouldings.

(3) Remove the well flap retainers from the inner quarter panel (Fig. 162) and disconnect the rear bow tension cable (Fig. 158) at the lower bracket.

(4) Mark the location of the moulding retainer screw holes on the masking tape and remove the retainers.

(5) Mark the position of the curtain and top cover screw holes on the masking tape and remove the screws.

(6) Remove the well liner, seals and sealers.

(7) Clean the sealing and cementing areas thoroughly to assure good adhesion on the new liner.

Installation

(1) Install a strip of sealer cement, 120 inches long, to the top of the quarter outside panels and deck opening upper panel (at the belt area).

(2) Apply an even coat of cement over the sealer cement and the adjacent metal surfaces. The width of the cement should not exceed the width of the well liner.

(3) Apply an even coat of cement to the rear seat back support and the well liner attaching surfaces on the wheelhousings.

(4) Apply a double sided adhesive foam pad to the wheelhouse caps at the rear seat back supports.

(5) Install the drain tube connector and retainer to the liner attaching edges.

(6) Install an even coat of cement to the bottom edge of the liner attaching edges.

(7) Position the new well liner in the well and press the attaching surfaces to the cemented surfaces.

(8) Slit the liner (2 places) on the rear seat back support for the tension cables and attach the tension cables.

(9) Apply polyethylene seals 60 inches long to the belt areas on the quarter outside panels and to the deck upper panel over the installed well liner.

(10) Pierce the seals and liner cover at the retainer screw holes, using the reference marks on the masking tape.

(11) Position the drain hose in the floor pan plug and install on the liner connector.

(12) Position the top cover and rear curtain ends to the alignment marks and install the retaining screws.

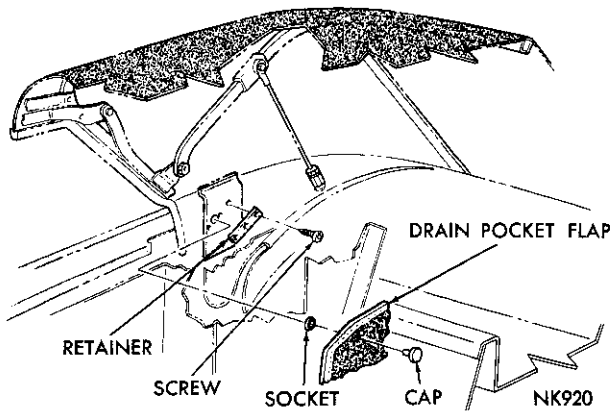


Fig. 162—Well Flap Retainers

(13) Install the moulding retainers and mouldings.

(14) Adjust the tension cables and install the well flap retainers (Fig. 162).

(15) Remove the masking tape and protective covers.

ROOF SIDE RAIL WEATHERSTRIP

After the roof side rails have been aligned, inspect the side rail weatherstrip (Fig. 163) to make sure it is providing a good seal at the top of the door and quarter glass.

If the weatherstrip is not sealing properly, the retainer and weatherstrip can be adjusted to improve the seal. The retainer has elongated attaching screw holes which permit the retainer and weatherstrip to be moved in or out.

To adjust the seal fit along the edge of the glass,

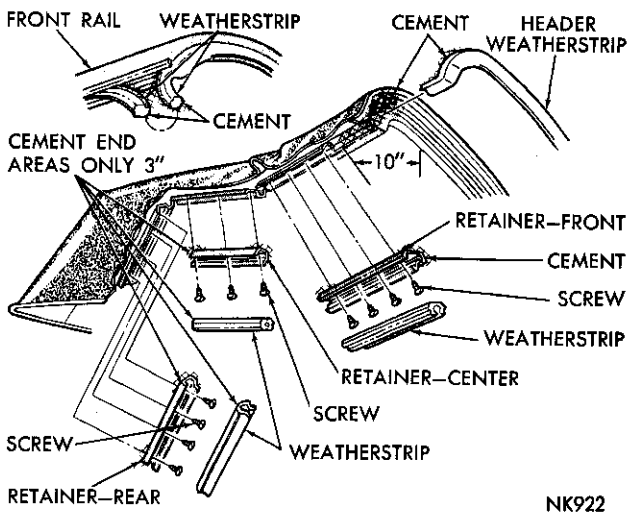


Fig. 163—Roof Rail Weatherstrips

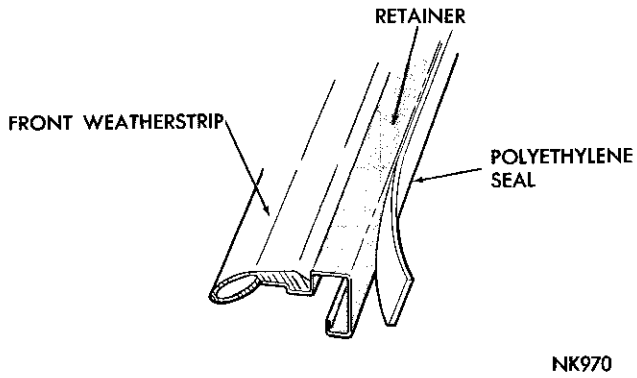


Fig. 164—Top Header Front Weatherstrip

loosen the retainer screws under the weatherstrip and adjust the retainer, as required.

Raise the glass until the top edge of the glass curls the outer lip of the weatherstrip inward just enough to contact the inner lip. Adjust the up-stops to limit further upward travel of the glass.

TOP HEADER FRONT WEATHERSTRIP

The entrance of water and air between the top header and windshield header is eliminated by a tube type weatherstrip (Fig. 164) secured to the underside of the top header. The forward edge of the weatherstrip contacts the windshield header outside finish moulding.

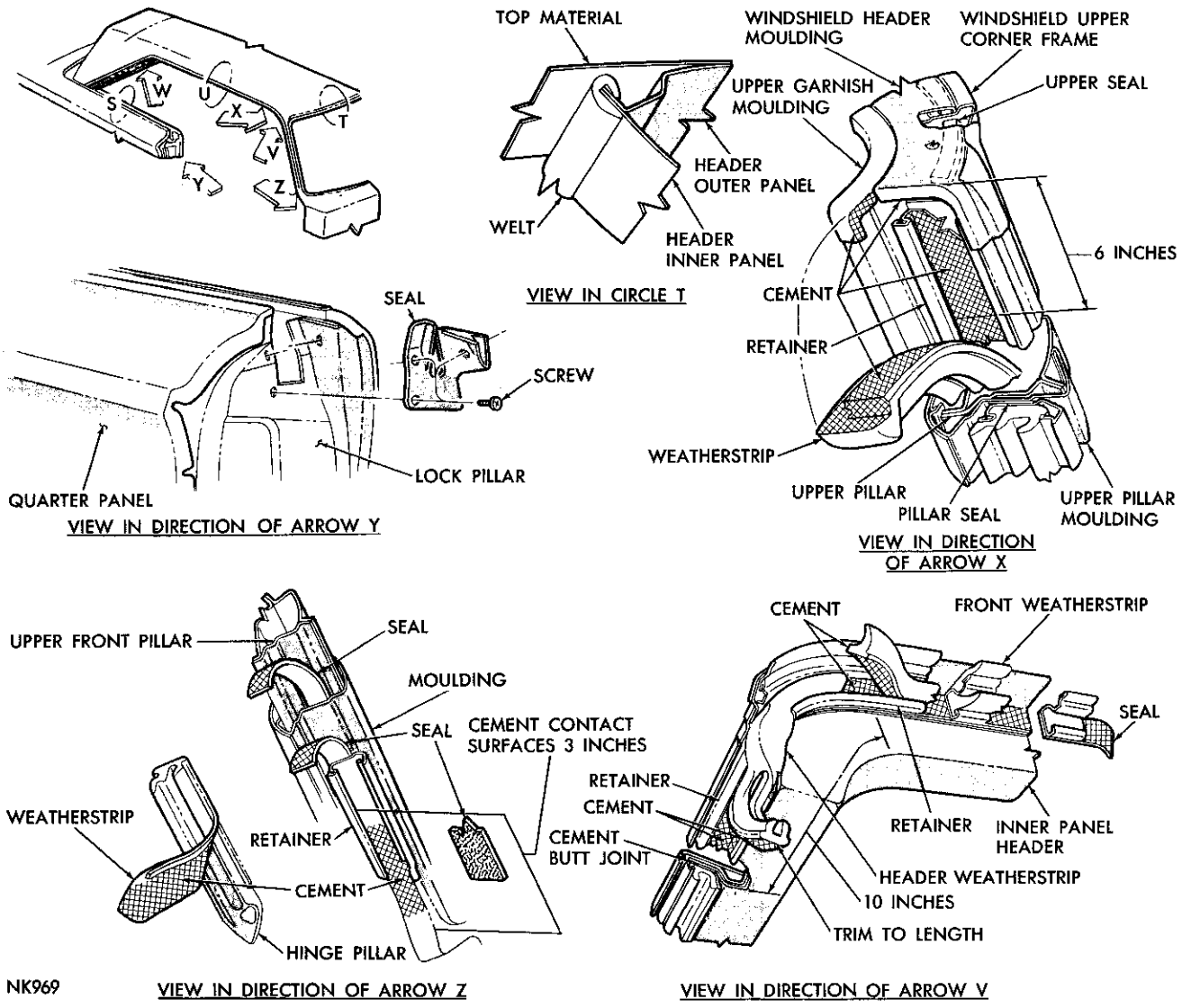


Fig. 165—Folding Top—Lock Pillar—Seals and Sealers

FOLDING TOP HEADER AND PILLAR SEALS AND SEALERS

When it is necessary to replace or repair a seal or weatherstrip at the header or pillar area (Fig. 165) care should be exercised to see that the seals and weatherstrips are firmly seated in correct alignment and are free of twists. Clean all areas thoroughly before installing the weatherstrips and seals.

FOLDING TOP COVER REPLACEMENT

Removal

Make a visual inspection of the weatherstrips for damage or excessive wear before removing the top cover. Test the adjustment of the rear tension cables. Inspect the top cover cables to make sure they are correctly connected. Inspect the top cover stay pads for excessive wear or moisture stains.

(1) Place protective covers over the deck lid, deck lid upper panel, hood and cowl areas.

(2) Apply masking tape directly below the mouldings at the rear quarter panels and rear window.

(3) Remove the mouldings at the quarter panel belt area and from the bottom of the rear window (Fig. 166).

(4) Mark the location of the moulding retainer screws on the masking tape at the quarter panel areas and the first two screws at each side of the rear window moulding retainer.

(5) Mark the location of the top cover ends at the rear window on the masking tape.

(6) Remove the retainers at the quarter panels and at the corners.

(7) Mark the location of the rear curtain material end and the three end attaching screws (Fig. 167) on the masking tape at the quarter panels and rear window areas.

(8) Remove the screws from the ends of the moulding on the rear boss (Fig. 168).

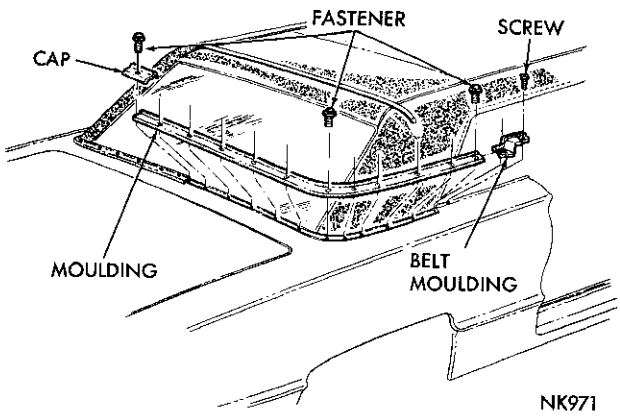


Fig. 166—Rear Curtain and Mouldings

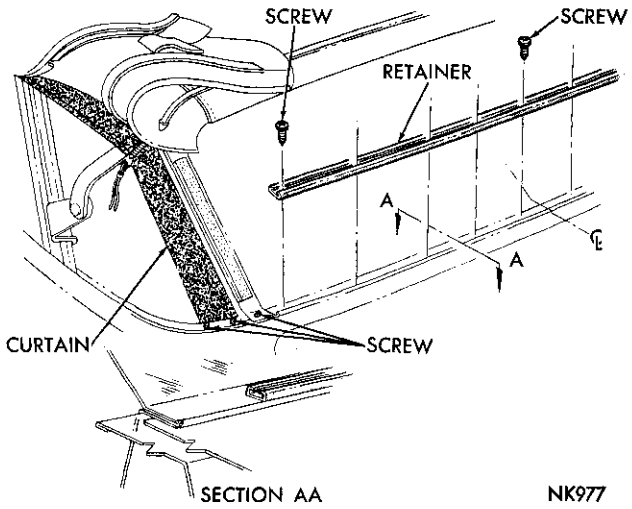


Fig. 167—Rear Curtain Lower End Attachment

(9) Remove the screws attaching the moulding retainer to the roof bow and remove the retainer.

(10) Using a sharp pointed tool remove the staples and tacks at the rear bow.

CAUTION: Use care not to damage the top material if the original cover is to be reinstalled. In some instances the staples ends may have become peened over and if excessive effort is required to remove them, it is advisable to cut the heads off the staples and remove the pieces after the top cover has been removed, otherwise damage to the top material may result.

(11) Remove the staples and tacks (one tack used on each side at the binding areas attaching the top cover to the rear bow).

(12) Unsnap the top boot and lay it over the rear seat back.

(13) Unzip the rear window and lay it in the top well making sure all wrinkles and bends are removed.

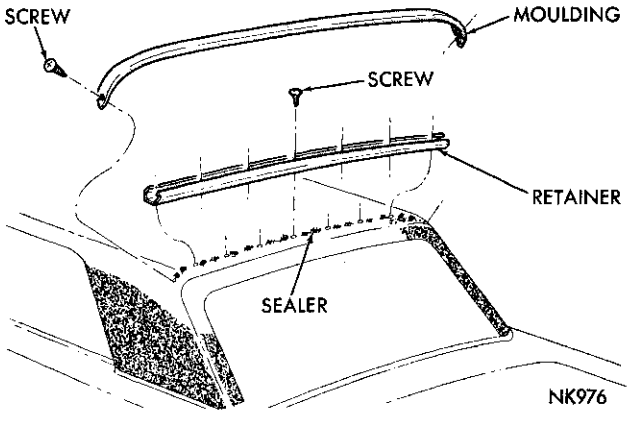


Fig. 168—Rear Bow Moulding and Retainer

(14) Prop the top off of the windshield header and remove the chrome moulding from the folding top header. The moulding attaching screws are located under the weatherstrip.

(15) Raise the top to the ½ open position and remove the rear roof rail weatherstrip (Fig. 163). Mark the location of the retainer screws on the roof rail to aid in reassembling, and remove the retainer.

(16) Remove the top and rear curtain material from the roof rail.

(17) Raise the top completely and remove the quarter panel trim in the well area to permit removal of the top material retainers in the well area at the quarter panels (Fig. 162).

(18) Remove the staples, drive nails and tacks attaching the top material to the header.

(19) Mark the location of the top material bead on the ends of the cover pads.

(20) Loosen the vent wing seals at the corners.

(21) Remove the front screws from the front roof rail weatherstrip retainers and remove the top material locking flaps (Fig. 169) from between the retainer and front roof rail.

(22) Remove the cover tension cables and attaching bracket assembly (Fig. 170) at the front roof rail and the number 3 roof bow. If the original cover is to be reinstalled, tie a cord to one end of the cables prior to removing. When the cables are removed the cord should be left in the listing to aid in reinstalling the cables.

(23) Remove the top cover from the folding linkage.

Installation

Prior to installing the top cover, inspect the roof bow felt pads for moisture or damage. The pads are a press fit in the roof bows. The cover stay pads should be inspected for damage and moisture. The stay pads are attached to the header and roof bows with staples. The rear window zipper top half is attached to the rear bow with staples.

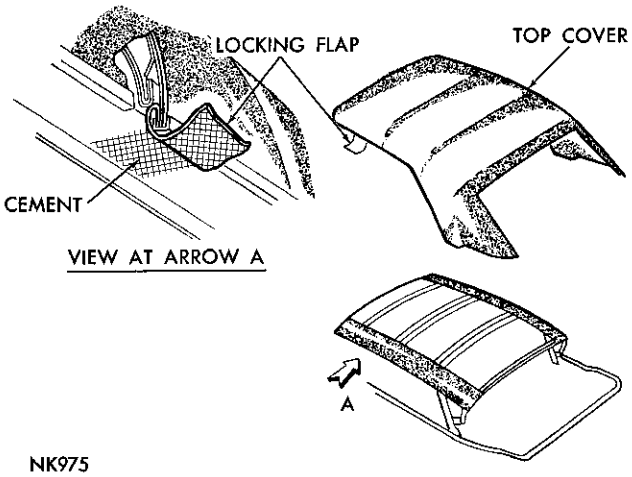


Fig. 169—Top Cover Front Locking Flaps

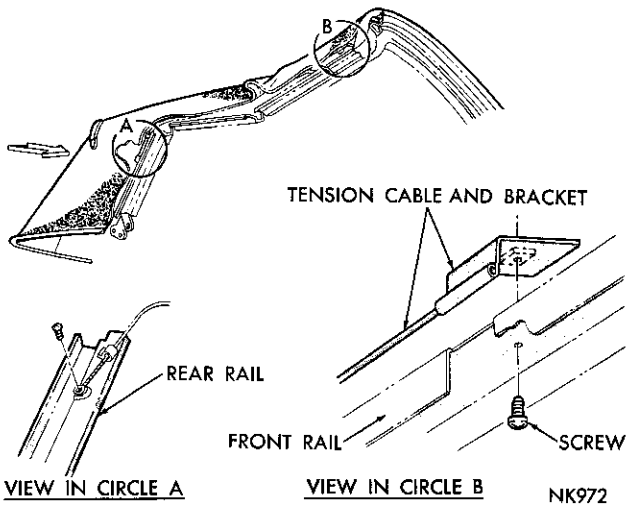


Fig. 170—Cover Tension Cables

(1) Inspect the cables in the cover listings. Use the cords to install the cables in the original cover.

(2) Locate and mark the center line on the top header, rear bow, and at each end of the new cover.

(3) Position the cover on the folding top and align the center line marks.

(4) Install the rear window on the cover and connect the zipper.

(5) Block the top header off of the windshield header approximately four inches to relieve any tension on the cover when it is being installed on the inner quarter panel in the well area.

IMPORTANT: The procedure for installing a new cover differs slightly from that of reinstalling the original cover. When installing a new cover, the procedures outlined in steps 6, 7, 9, 10, 11, 14 and 16 should be performed on both sides, whereas the procedures for reinstalling the original cover in steps 6, 7, 9, 10, 11, 14 and 16 should be performed on one side only.

(6) Position the top cover material on the inner quarter panel in the well area and install the retainers (Fig. 162). Do not tighten.

(7) Install the screws attaching the rear curtain to quarter panel making sure the center line marks on the rear bow and cover end are in alignment.

(8) Make certain the center line at the front end of the top cover is in alignment with the center line on the header and press the top cover to the header.

(9) At the rear window area, align the end of the window curtain with the mark on the masking tape and install the retaining screw.

(10) Align the end of the top cover material with the alignment mark on the masking tape. Position the rear window moulding retainer over the cover material and install the retaining screw. On new covers,

use a sharp pointed tool to penetrate the material over the screw hole.

(11) Install the retainers over the cover material at the corners of the quarter panels.

(12) Pull the material into position at the corner of the windshield header and align the cover bead with the alignment mark on the pad end.

(13) Tack the cover into position at the corner and bead area only. Space tacks approximately one half inch apart.

(14) With the top cover in position at the rear quarter panel and the center line marks of the cover and rear bow in alignment tack the cover to the corner and bead area only of the roof bow.

(15) Repeat steps 10, 11, 12, 13 and 14 on the opposite side.

(16) Connect the cover tension cables and mounting brackets (Fig. 170) at both sides.

(17) Lock the header in place and inspect the fit of the cover at the rear roof bow and at the top header.

(18) Install the moulding retainers at the quarter panels.

(19) Raise the top to the one half open position. Apply a bead of rope type sealer to the back of the rear roof rail weatherstrip retainers.

(20) Apply cement to the rear roof rail and between the rear curtain and top cover material at the area where they fit on the roof rail and position on the rear pillar.

(21) Position the weatherstrip retainers on the roof rails and using a sharp pointed tool align the screw holes in the curtain and cover material with the screw holes in the roof rails. On new covers use the tool to make holes in the cover.

(22) Install the retainer screws and weatherstrips (Fig. 163).

(23) Raise the top completely and lock in position on the header.

(24) Open and close both front doors several times noting the fit of the top cover in relation to the top of the door glass and vent wings. Should either the vent wing or door glass contact the beading on the edge of the cover on one side, the top material may be loosened at the header and moved slightly toward the opposite side until clearance is obtained at the vent wing or door glass. Should contact at both doors be made, it will be necessary to build up the cover pads on both sides to eliminate interference.

(25) While keeping the center line of the cover and header in alignment, tack one half of the cover to the header. Space the tacks approximately one inch apart.

(26) Install the drive nail at the lower front edge of the cover and one long tack through the cover beading to the header.

(27) At the rear roof bow on the same side, make certain the center line marks of the cover and roof bow are in alignment and tack the cover into position spacing the tacks approximately ¼ inch apart.

(28) Install a large tack through the roof beading at the rear bow.

(29) Repeat steps 27 and 28 for the opposite side.

(30) Inspect the alignment of the top cover and if it is satisfactory, complete the tacking operation of the cover at the header. Tacks should be installed approximately ⅛ inch apart.

CAUTION: Make sure all wrinkles are removed at the header during the tacking operation. Do not allow the cover material to lap over.

(31) Position the locking flaps at the front outer edge of the cover (Fig. 169) between the roof rail weatherstrip retainers and the front rail. Install the retaining screws and weatherstrips.

(32) Apply cement across the top cove tacking area, making sure each tack is completely covered. **Use care not to allow cement outside of the tacking strip area.**

(33) Apply cement between the outer edge of the cover and the header. Press the cover firmly down on the header.

(34) Position the header moulding retainer on the header. Align the moulding retainer clips with the screw holes in the header and install the retainer screws.

(35) Apply cement to the vent wing seals and press into place.

(36) Apply cement to the header weatherstrip, where it was loosened to expose the header moulding attaching screws, and press firmly into place.

(37) Apply cement to the tacking strip area on the rear roof bow making certain each tack is completely covered. Use care not to allow cement to extend outside of the tacking area.

(38) Using sealing tape the same color as the cover material and slightly narrower than the width of the moulding retainer, apply tape across the entire tacking area. Press firmly into place.

(39) Install the moulding retainer (Fig. 169) over the sealing tape.

(40) After the retainer has been completely installed, press the moulding on to the retainer and install the moulding end screws.

(41) Position the mouldings on the quarter panels and rear window moulding retainers and install the snap retainer and screw assemblies. Do not overtighten.

(42) Test the operation of the top assembly and inspect the fit of the top at the windshield header, door and quarter window areas. Adjust the linkage, doors or quarter window as necessary.

(43) Remove the masking tape and protective covers.

PART 8

VINYL ROOF COVERING

VINYL COVER REPLACEMENT

HARD TOP MODELS

Removal

CAUTION: If solvents are used to remove the old covering and cement, care must be used to prevent damage to the surrounding areas.

(1) Remove the windshield and rear windows.

(2) Remove the roof side mouldings.

(3) Remove the front and rear roof panel cover side retainers from the drain trough.

(4) Remove all sealer from the drain trough, windshield and rear window reveals.

CAUTION: The entire roof panel surface must be clean and smooth so the new cover will fit properly.

Installation

(1) Mask the body (Fig. 171) from the edge of the drain trough across the upper "A" pillar, across the windshield and rear window reveal across the top of the deck upper and bottom of the roof panel at the belt line.

(2) Locate and mark the center line of the roof panel and the vinyl cover at the front and rear ends. Remove the moulding clips and mark the location of the holes on the masking paper.

(3) Apply a thin film of cement to the center four inches of the roof panel and vinyl cover.

(4) When the cement becomes tacky but not wet to the touch, position the vinyl cover on the roof panel aligning the centerline marks.

(5) Apply cement to one half of the roof panel and extension and to the vinyl cover half on the same side (Fig. 172).

(6) When the cement becomes tacky but not wet to the touch, position the cover on to the roof panel.

(7) Repeat steps 5 and 6 for the opposite side.

(8) Using a new paint roller, pressurize the cover to the roof panel, working from the center area out toward the drain troughs.

(9) Press the cover into the windshield and rear window reveals using a dull pointed fiber tool (Fig. 173).

(10) Starting at the top center, secure the cover to the windshield reveal using staples spaced 1½ inches apart (maximum) or tacks spaced ½ inch apart (Fig. 174).

(11) Starting at the top center, secure the cover to the rear window reveal using staples spaced 1½ inch

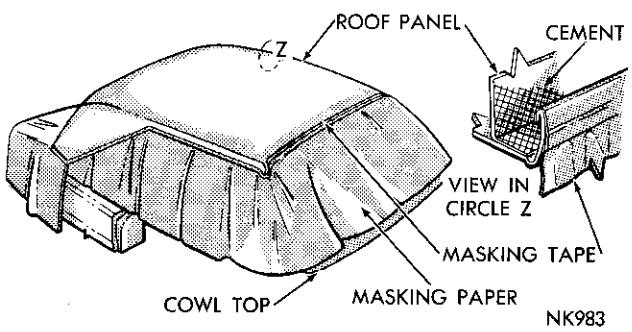


Fig. 171—Masking the Body

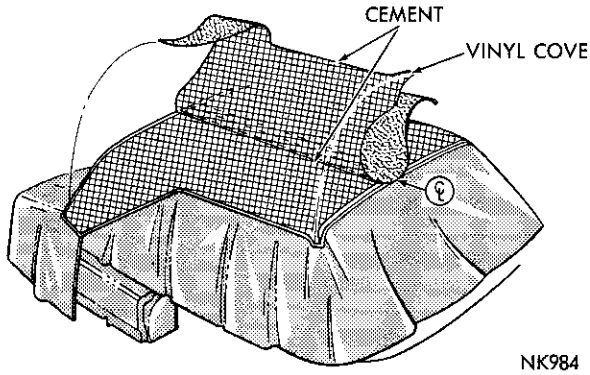


Fig. 172—Positioning Cover to Roof Panel

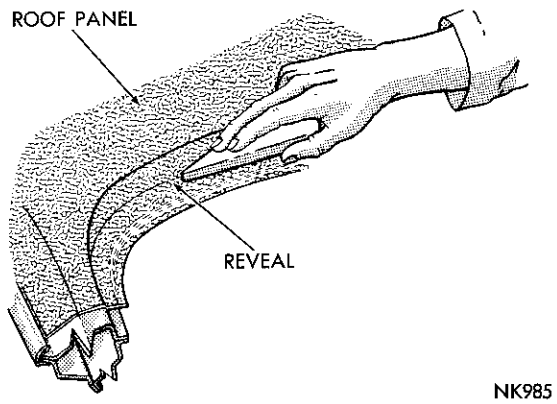


Fig. 173—Positioning Cover in Window Reveals

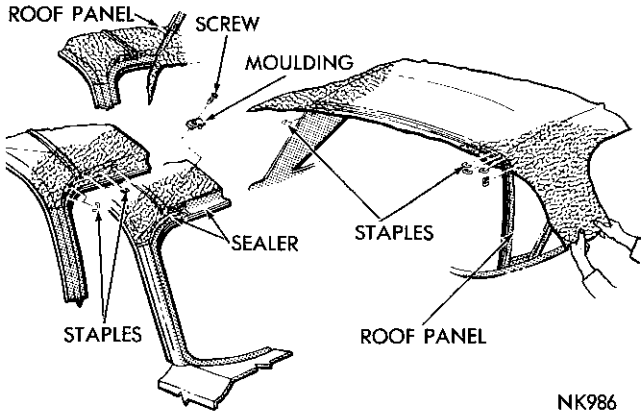


Fig. 174—Stapling Cover at Window Reveals

apart (maximum) or tacks spaced ½ inch apart (Fig. 174).

(12) Trim the fabric at the base of the windshield and rear window reveals and at the upper "A" post ends.

(13) Apply a bead of sealer to the edge of the cover and blend upward to form a seal over the staples and the edge of the cover. Extend the sealer across the trimmed edge of the cover on the "A" post (Fig. 174).

(14) Locate the upper moulding screw hole on the "A" post and install the moulding.

NOTE: Steps 15 through 17 apply to Imperial Models only.

(15) Apply a ¼ inch head of sealer along the entire edge of the cover at the lower edge of the roof panel.

(16) Position the roof cover side retainers in the drain trough and after aligning the screw holes in the retainers with the screw holes in the body panel, secure in place using the body clamps (Fig. 175).

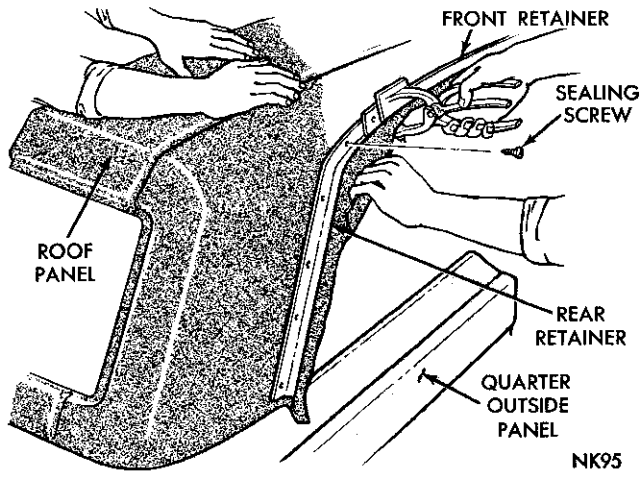


Fig. 175—Roof Side Cover Retainers (Imperial)

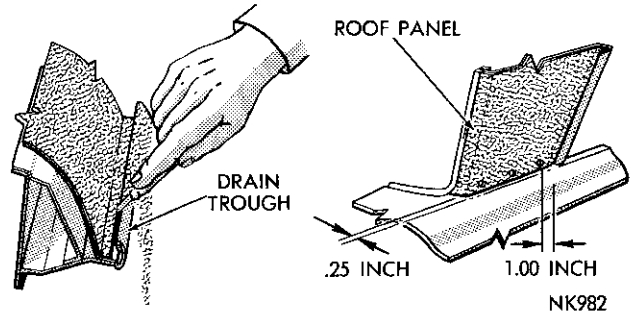


Fig. 176—Trimming Cover at Sides

(17) Install the sealing screws, 15 per side, and remove the body clamps.

(18) Trim the cover along the drain trough using the inboard face of the drain trough as a guide (Fig. 176).

NOTE: Steps 19 through 23 apply to Chrysler Models only.

(19) Trim the cover on a line ¼ inch below the belt line moulding holes and curving upward to meet the drain trough (Fig. 176).

(20) Apply a bead of sealer in the drain trough and smooth out to seal the edge of the cover (Fig. 177).

(21) Snap in the front roof panel cover side retainers, making sure they are firmly seated.

(22) Snap in the rear roof panel cover side retainers, making sure they are firmly seated.

(23) Apply a bead of sealer over the exposed edges of the trimmed cover at the lower edges of the roof panels. Smooth out to effect a proper seal.

NOTE: Steps 24 through 32 apply to Chrysler Models only.

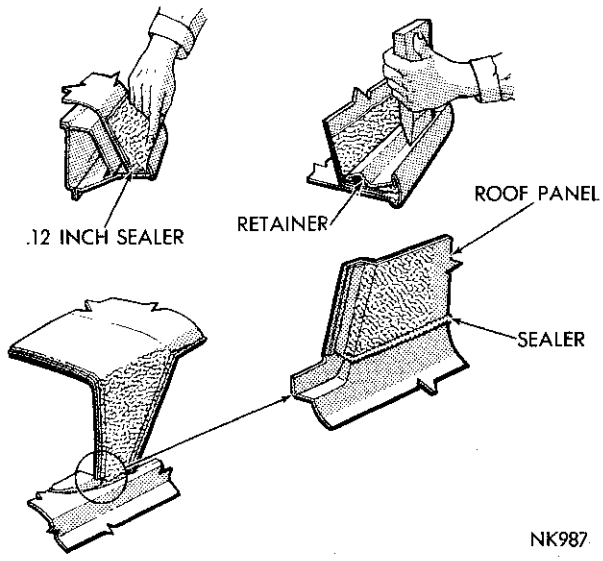


Fig. 177—Installing Cover Side Retainers (Chrysler)

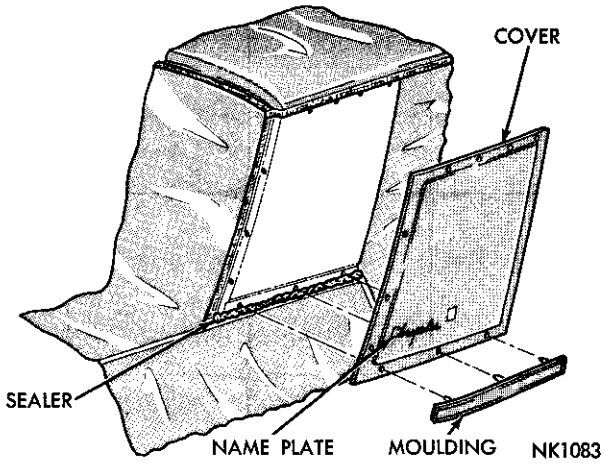


Fig. 178—Sealing the Roof Extension Panel (Chrysler)

(24) Apply a ¼ inch bead of sealer along the belt line below the moulding holes (Fig. 178).

(25) Install the cover on the moulding and install the moulding on the roof side panel.

(26) Install sealing strip anti-rattlers to the rear of the cover at the medallion and nameplate areas (Fig. 179).

(27) Apply an even coat of cement to the roof side panel and to the rear of the cover material.

(28) When material becomes tacky to the touch, position the cover on to the side panel, aligning holes in top of cover to holes in the roof side panel.

(29) Smooth out all wrinkles and apply pressure to the nameplate and medallion to effect a good seal.

(30) Press the front and rear edge of the cover into the "C" pillar and down into the face of the rear window reveal (Fig. 180).

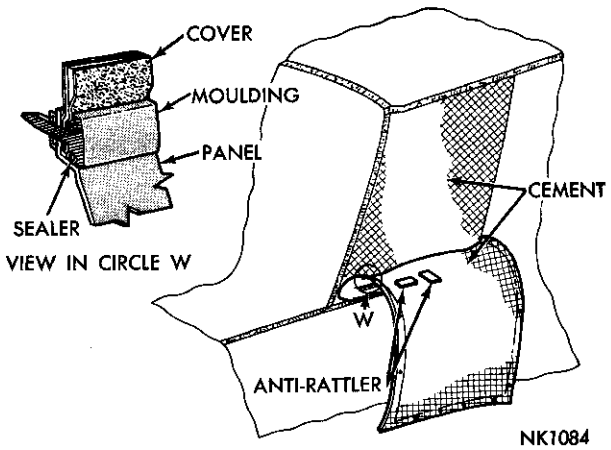


Fig. 179—Installing Sealer Anti-Rattlers

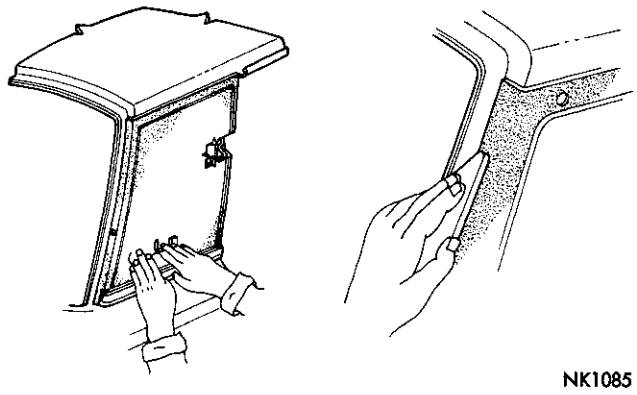


Fig. 180—Positioning Cover on Extension Panel

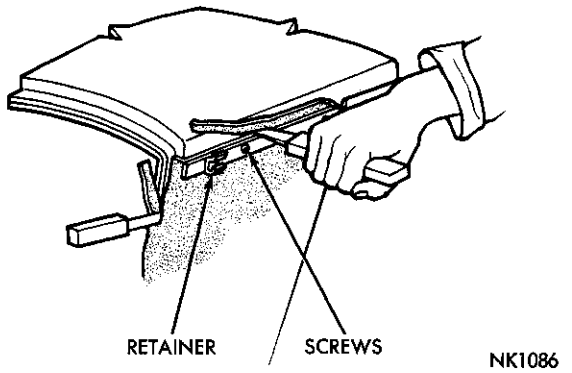


Fig. 181—Installing Cover Retainers

(31) Install the roof retainers over the cover (Fig. 181) and trim excess material using the retainer as a guide.

(32) Apply a ¼ inch bead of sealer to the top edge of the cover, at the retainer, and install the roof panel extension mouldings (Fig. 182).

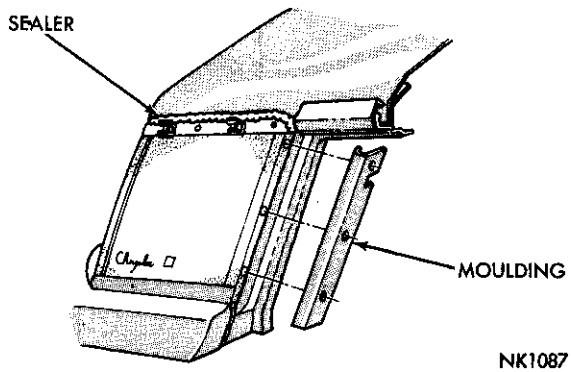


Fig. 182—Sealing Top Edge of Cover

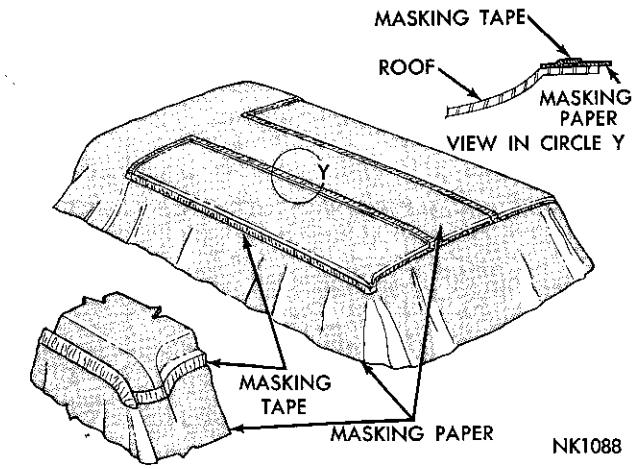


Fig. 183—Masking the Body (Station Wagon)

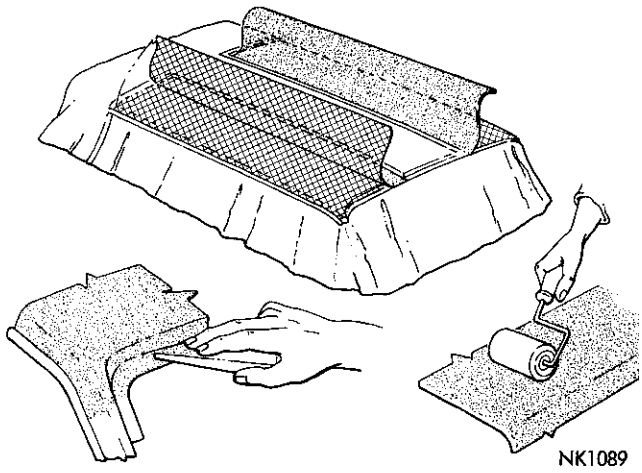


Fig. 184—Positioning the Cover (Station Wagon)

(33) Install the windshield and rear windows.

(34) Install the windshield, rear window and side mouldings.

(35) Remove the masking tape and masking paper.

Removal—Station Wagon Models

The removal procedures for the Town and Country Models is the same as for the Hard Top Models front and side areas, plus the removal of the roof mouldings and retainers.

Installation

(1) Mask the body (Fig. 183) along the top edge of the drain trough, across the windshield upper flange and adjacent to the break lines of the roof normal surface and depressed surface.

(2) Apply a thin coat of cement to the roof panel and to the underside of the vinyl covering.

(3) When the cement becomes tacky but not wet to the touch, lower the roof covering (two men) to the roof panel and stretch tight (Fig. 184).

(4) Work all wrinkles out, starting from the center and working toward the drain trough.

(5) Press the fabric into the windshield reveal (Fig. 184) using a dull pointed tool.

(6) Locate and position the front, rear and outside moulding retainers to the roof panel (Fig. 185) and install the sealing screws (130 required).

(7) Trim the excess material at the retainers (Fig. 185) at the inboard and rear sides by cutting along the inboard faces of the retainers.

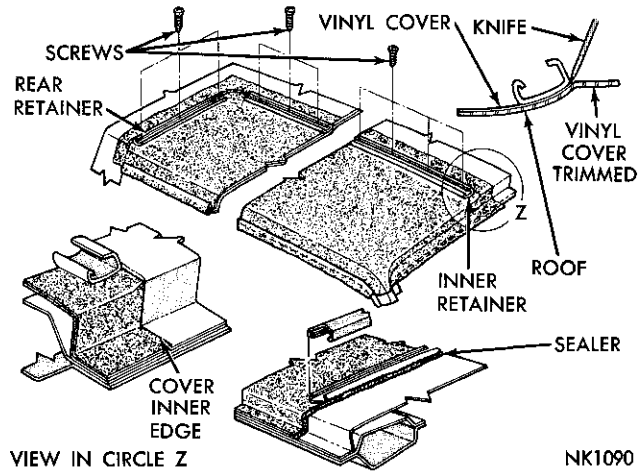


Fig. 185—Installing Roof Moulding Retainers (Station Wagon)

(8) Trim the cover material as close as possible to the retainer face at the front and rear retainers to provide a good sealing surface.

(9) Attach and seal the cover material at the windshield reveal, steps 11, 12, 13 and 14 Hard Top Vinyl Cover.

(10) Install sealer and the roof panel cover side retainers in the drain trough, steps 20, 21, 22 and 23 Hard Top Vinyl Cover.

(11) Install the windshield, windshield mouldings and roof mouldings.

(12) Remove the masking tape and masking paper.

PART 9

BODY AND FRAME ALIGNMENT

BODY DIMENSIONS

Body Alignment

Body alignment may be accurately measured by the following method. Elevate the car to a level position over a clean and smooth floor.

Refer to (Fig. 186)and place the line of a plumb-bob on point "A" with the plumb-bob just contacting the floor. Mark the plumb-bob contact point on the floor. Repeat the process at points B, C, D, E and F at both sides of the body. Snap a chalk line between points as illustrated.

Compare dimensions with specifications, all matching point to point dimensions should agree within ¼ inch.

NOTE: Care should be taken that all diagonals compared represent corresponding measuring points.

In making any body opening measurements, always compare the matching measurements of both sides of the vehicle. All dimensions must be measured at the welded joints of the body to insure uniform measurements.

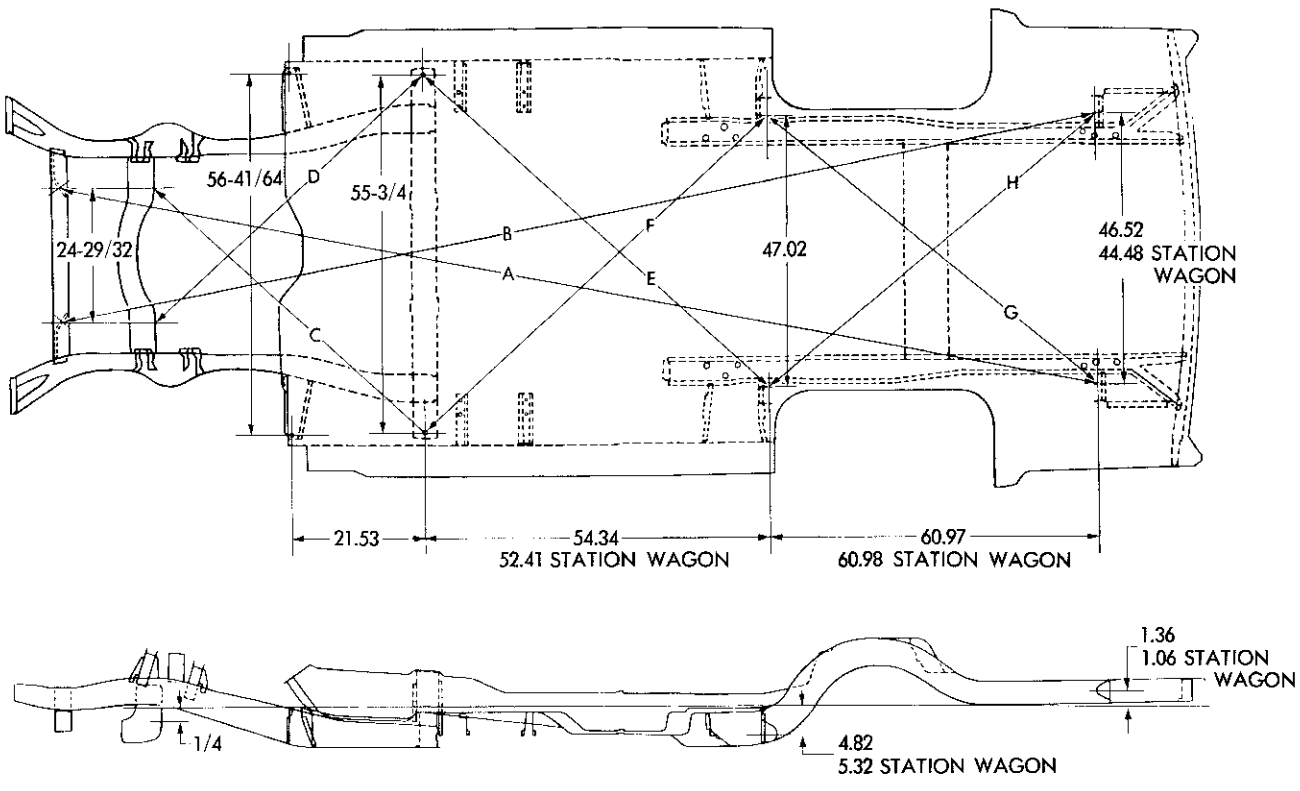


Fig. 186—Body to Frame Alignment (Chrysler)

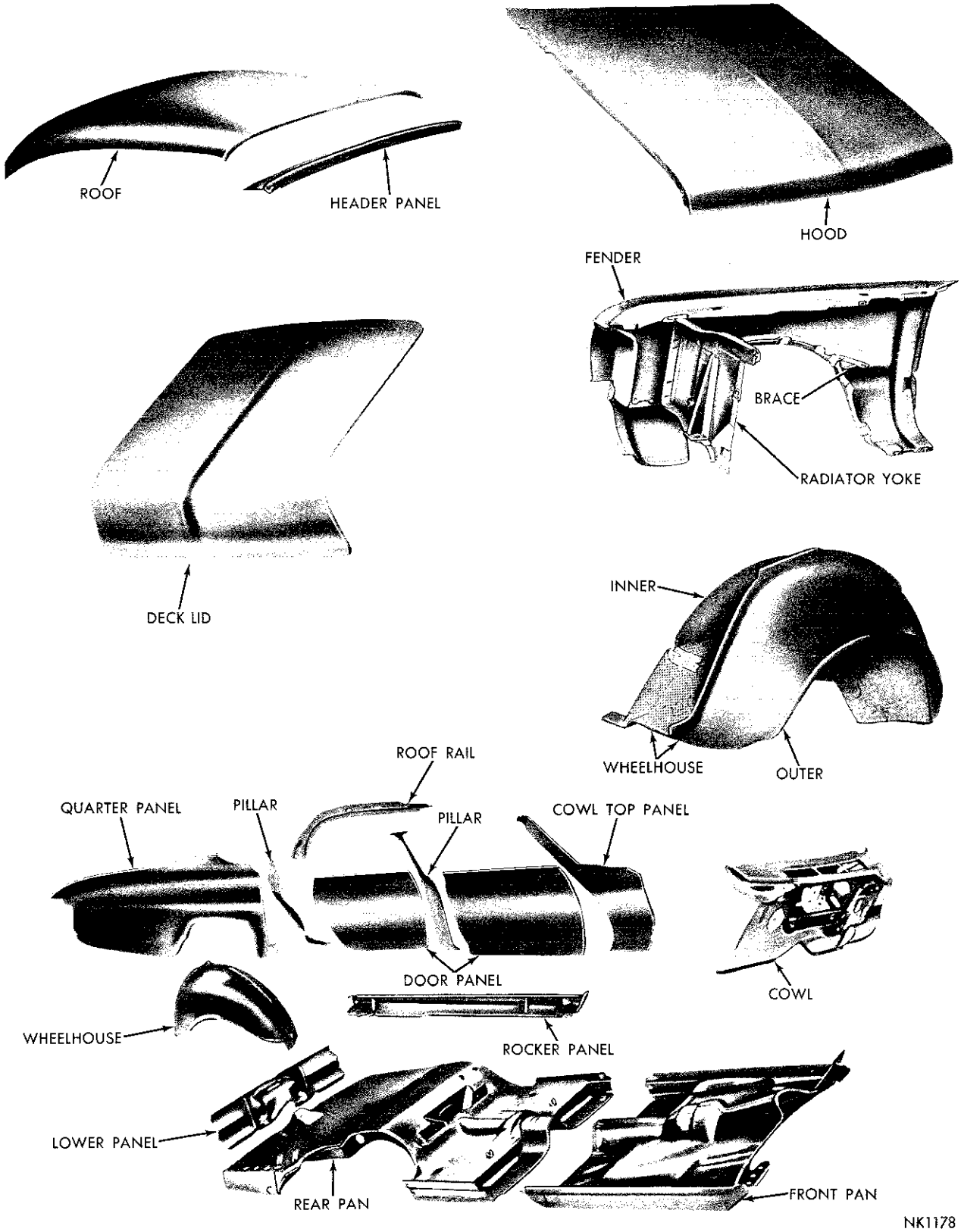


Fig. 187—Sheet Metal Replacement Panels
(Chrysler)

PART 10

REFINISHING PROCEDURES

SHEET METAL REPLACEMENT PANELS

Refer to Figure 170 for the various sheet metal replacement parts.

In event of severe collision damage, the adjoining body sections may be misaligned. These adjoining sections should be corrected before removing the damaged panel.

PAINT REPAIRS ON GALVANIZED METALS

To perform paint repairs on galvanized rocker panels or any other galvanized steel surfaces, care must be exercised when preparing the bare galvanized surface to properly accept the primer-surfacer and finish paint. Do not use short cut methods nor inter-mixing of materials.

Metal Preparation

(1) Thoroughly sand the affected area to remove all corrosion products from the exposed metal surface while carefully feathering all paint edges.

(2) Wire brush or steel wool the entire metal surface and remove all grease or oil by wiping with a clean solvent.

(3) Treat the bare metal panel with Galvaprep (Ditzler or DuPont) or R-M (Rinshed-Mason) 802 Galvanize and Zinc Conditioner according to label directions.

(4) Rinse with clean water and blow off with compressed air.

Refinishing

(1) Apply one light coat of Ditzco Zinc Dust Primer DPE 659 (Ditzler) and as soon as thinner flashes off and within 30 minutes, apply a coat of Duracryl Sealer (Ditzler).

(2) Apply Ditzler A-L-E Primer Surfacer (DZI-3200 Light Gray, DZL-3400 Dark Gray, DZL-7200 Red Oxide) or Ditzco Speed-Sand Synthetic primer Surfacer (DPS-70 Red Oxide, or DPS-30 Gray) DuPont Hi-Speed Primer-Surfacer, or Rinshed-Mason APS-403 Primer Surfacer Sealer.

(3) Sand when dry and proceed with application of finish coats according to the paint manufacturers recommendations.

ACRYLIC FINISHES

The vehicles are finished in an acrylic enamel. To determine the correct color and part number of the enamel used on the car, refer to the code on the body number plate and then locate the corresponding code on the paint chart.

RUST PROTECTION

Prior to applying any paint to the sheet metal, clean the entire area to be repainted with a good wax and grease remover. **Eliminate all fingerprints.** Chemically treat all bare metal using a good metal conditioner. This conditions the exposed metal to resist rust.

PRIMING THE SURFACE

This operation is the backbone or foundation for the finish color. It primes the metal to insure adhesion and fills minor surface imperfections. Use one of the recommended lacquer primer surfacers.

REFINISHING

Preparation Acrylic System— Over Old Acrylic

(1) Remove outside accessories, mouldings and bumper face bars (if necessary).

(2) Remove silicone polish, wax, or any other surface contamination with wax and grease remover. A chemically clean surface allows for effective sanding and assures adhesion of the undercoats and finish color.

(3) Sand the old finish. This operation removes surface deterioration, feathers out scratches, nicks, stone bruises, or any other minor imperfections. Water sand with NO. 360 grit paper or its equivalent.

(4) Blow off entire car, using high pressure air to eliminate dirt or dust from blowing out on to the surface as the paint is applied.

(5) Mask off the areas not to be painted. If a complete color change is being made, mask off interior parts adjacent to door openings to prevent paint spray from soiling interior trim and upholstering.

(6) Reclean entire area to be painted with wax and grease remover, eliminating workman's fingerprints.

(7) Chemically treat bare metal. This conditions exposed metal to inhibit rust. Use a good metal conditioner.

(8) Apply Undercoats—This step is the backbone or foundation for the finish color. It primes the metal to insure adhesion and fills minor surface imperfections using one of the lacquer primer surfaces.

(9) To expedite repairs of the other surface imperfections, use spot putty, glazing putty or all-purpose putty.

(10) Sand undercoats. Water sand with 400 or finer paper (or its equivalent if other sanding methods or systems are employed). This is the key operation in refinishing. The final finish will be as good as the foundation over which it is applied.

(11) Respray with primer surfacer any area that may have been sanded through to bare metal in step 10.

(12) Resand undercoat with 400 or finer paper.

(13) When the color is being changed, wash the door jambs and door opening areas. Spray interior.

(14) Remove overspray from exterior and reclean entire surface with wax and grease remover. This ensures positive adhesion.

(15) Tack rag the entire surface to remove lint and dust.

(16) Apply acrylic color. (Four to six double coats.) Refinishing in the field must be done with acrylic lacquer. The acrylic lacquer can then be polished to match original finish gloss. Care must be exercised when selecting paint for refinishing Acrylic Metallics, to select the proper paint code. Acrylic metallics carry a different code than non-acrylics.

(17) When the color has dried hard, compound and polish.

CHRYSLER—IMPERIAL EXTERIOR COLORS

PAINT CODE	DITZLER CODE	CHRYSLER NUMBER	USED ON	COLOR NAME
AA-1	22461	AAY2Y6	Chrysler	Regal Gold Poly
BB-1	*9300	TAY1X9	Chrysler Imperial	Formal Black Formal Black
CC-1	12894	AAY1B1	Chrysler Imperial	Ice Blue Ice Blue
DD-1	*12763	VAY2B6	Chrysler	Nassau Blue Poly
EE-1	12896	AAY2B9	Chrysler Imperial	Navy Blue Poly Navy Blue Poly
FF-1	12895	AAY2B4	Chrysler Imperial	Mist Blue Poly Mist Blue Poly
GG-1	*43149	VAY2F9	Chrysler Imperial	Sequoia Green Poly Sequoia Green Poly
KK-1	12897	AAY2Q6	Chrysler	Peacock Turquoise Poly
LL-1	*12765	VAY2Q9	Chrysler Imperial	Royal Turquoise Poly Royal Turquoise Poly
MM-1	32401	AAY2A6	Chrysler	Granite Gray Poly
NN-1	32398	AAY2A4	Chrysler Imperial	Silver Mist Poly Silver Mist Poly
RR-1	22441	AAY1L1	Imperial	Sierra Sand
SS-1	81413	AAY1Y1	Chrysler	French Ivory
TT-1	71476	AAY2R7	Chrysler Imperial	Spanish Red Poly Spanish Red Poly
VV-1	50673	AAY2U9	Chrysler Imperial	Cordovan Poly Cordovan Poly
WW-1	8362	VAY1W1	Chrysler Imperial	Persian White Persian White
XX-1	22440	AAY1T1	Chrysler	Sand Dune Beige
YY-1	*22317	VAY2T6	Chrysler	Sable Tan Poly

CHRYSLER—IMPERIAL EXTERIOR COLORS
Colors Continued

ZZ-1	12898	AAY2Q4	Chrysler Imperial	Frost Turquoise Poly Frost Turquoise Poly
22-1	43287	AAY2F4	Chrysler Imperial	Sage Green Poly Sage Green Poly
33-1	22444	AAY2T4	Chrysler Imperial	Pink Silver Poly Pink Silver Poly
44-1	22443	AAY2L4	Chrysler Imperial	Moss Gold Poly Moss Gold Poly
55-1	50672	AAY2M9	Imperial	Black Plum Poly
66-1	50671	AAY2M4	Imperial	Mauve Poly
77-1	22442	AAY2L5	Imperial	Patrician Gold Poly

EXTERIOR STRIPING COLORS

COLOR NAME	CHRYSLER CODE NUMBER	DITZLER CODE
White	VAS1W1	8293
Black	TAS1X9	9000
Medium Blue	AAS1B4	13001
Chestnut	AAS1L8	22535
Dark Red	VAS1R7	71424

STONE SHIELD—CHRYSLER

Argent Silver	AAQ6S2	DX-8555

CHRYSLER INTERIOR COLORS

GLOSS FINISH COLORS

Used On: Windshield Upper and Side Garnish.
Instrument Panel Lower, Roof Rail, Backlight Moulding, Station Wagon Quarter Window, Tail Gate Garnish, Seat Pans, Brackets and Exposed Areas.

COLOR NAME	CHRYSLER CODE	DITZLER CODE	REMARKS
White	VAB3W2	8355	Except for Station Wagon items above
Black	TAB1X9	9000	
Medium Turquoise Poly	VAB2Q6	12647	
Medium Blue Poly	VB2B6	12656	
Medium Tan Poly	VAB2T6	22296	
Light Gold Poly	AAB2Y3	22446	
Dark Red Poly	VAB2R7	71355	

LOW GLOSS FINISH COLORS

Used On: Steering Column and Cover, Bucket Seat Tracks. "B" Pillars, Rear Shelf Defroster Outlets.

COLOR NAME	CHRYSLER CODE NUMBER	DITZLER CODE	REMARKS
White	AAB5W3	8389	Except Bucket Seat Tracks
Black	TAB5X9	9028	Also Convertible Top
Dark Blue Poly	AAB6B8	12925	Except Steering Column and Cover
Dark Turquoise Poly	AAB6Q8	12926	Except Steering Column and Cover
Medium Turquoise Poly	AAB6Q4	12928	Except Bucket Seat Tracks
Medium Blue Poly	AAB6B4	12933	Except Bucket Seat Tracks
Dark Tan Poly	VAB6T8	22308	Except Steering Column and Cover
Medium Tan Poly	AAB6T6	22465	Except Bucket Seat Tracks
Light Gold Poly	AAB6Y3	22467	Except Bucket Seat Tracks

CHRYSLER INTERIOR COLORS

LOW GLOSS FINISH COLORS

Dark Red Poly	VAB6R7	71362	Except Bucket Seat Tracks
Dark Red Poly	AAB6R8	71441	Except Steering Column and Cover

SUEDE FINISH COLORS

Used On: Instrument Panel Radio Speaker Grille, Bucket Seat Shroud Extension Mouldings.

Black	VAC38X9	9324
Dark Blue Poly	AAC39B8	13018
Dark Turquoise Poly	AAC39Q8	13019
Dark Brown	VAC39T8	22356
Dark Red Poly	AAC39R8	71471

IMPERIAL INTERIOR COLORS

LOW GLOSS FINISH COLORS

Used On: Instrument Panel Exposed Areas. Glove Box. Ash Receiver, Rear Shelf Air Condition Outlet Grille, and Seat Tracks.

COLOR NAME	CHYSLER CODE NUMBER	DITZLER CODE	REMARKS
Black	TAB5X9	9028	Convertible Top Mechanism
Dark Blue Poly	AAB6B8	12925	
Dark Turquoise Poly	AAB6Q8	12926	
Medium Turquoise Poly	AAB6Q4	12928	Rear Shelf Air Condition only
Medium Blue Poly	AAB6B4	12933	Rear Shelf Air Condition only
Dark Beige Gold	AAB6L8	22452	
Beige Gold Poly	AAB6L3	22489	Rear Shelf Air Condition only
Dark Yellow Green	VAB6F9	43137	
Purple Poly	AAB6M9	50674	
Red	VAB6R7	71362	

SUEDE FINISH COLORS

Used On: Instrument Panel End Extension—Right and Left. Lower Windshield Garnish Moulding, Steering Column Jacket. Instrument Panel Air Condition, Defroster and Radio Speaker Grille Assembly.

Black	VAC38X9	9324
Dark Blue	AAC39B8	13018
Dark Turquoise	AAC39Q8	13019
Dark Gold	AAC39Y8	22464
Dark Green	AAC39F9	43359
Purple	AAC39M9	50692
Dark Red	VAC38R9	71390