BODY AND FRAME

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GENERAL INFORMATION

"Unibody" Construction

The featured "Unibody" construction is one in which the body shell and underbody (frame) are welded into one unit.

To achieve rigidity and strength of the body-shell, two additional heavy-duty crossmembers, one under the rear seat and the other at the extreme rear of the body are welded to the box side rails.

Heavy duty roof bows are used providing 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 improving 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 assure door alignment and maintain proper door adjustment.

The radiator support, fender wheelhousings and cowl panels are attached to the body, adding structural strength to the fore-structure and the body.

MAINTENANCE AND CARE

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GENERAL INFORMATION

The procedures for maintaining "new car" appearance of material covered in the APPEARANCE section are those most generally used. The final results may vary due to application of agents by persons inexperienced at this work and also from the type of foreign element on the material. **For satisfactory results, appearance maintenance should be performed by qualified experienced personnel using the recommended agents and established service procedures.**

APPEARANCE

CONVERTIBLE

Never lower a wet top. Dampness may cause formation of mildew, and damage to the fabric will result.

Top—Frequent brushing and vacuuming will keep the top free of abrasive dust and dirt. When washing, the top material should be thoroughly wet.

For scrubbing, use only a soft, natural bristle hand

scrub brush. Use warm water and naphtha bar type soap as the cleaning agent. Do not wash in direct sunlight. Scrub with soap suds, starting in the center and gradually working toward the edges. Rinse with clean water to remove all traces of soap. Allow to dry completely before lowering.

Backlight—The backlight (rear window) is a solid tempered glass.

Top Boot and Well—Remove all abrasive dust and dirt from boot and well by brushing or vacuuming. For scrubbing, use only a soft, natural bristle hand scrub brush. Use warm water and naphtha type bar soap. Rinse with clean water. Use a soft absorbent cloth to dry.

VINYL ROOF COVERING

In a well ventilated area, saturate a clean cloth with recommended Vinyl Roof Cleaner and Conditioner. Wipe surface using a circular motion. With another clean cloth, wipe excess material from top. Allow to dry for ten minutes.

INTERIOR TRIM

Most stains can be removed 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 helpful, to know the nature of the staining matter so the correct cleaning agent may be used.

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. Use clean cheesecloth as soon as both sides become stained.

Testing For Type of Material—Natural cloth will burn like string, slow and smoky. Synthetic material such as nylon, burns fast and "balls up" into a hard mass. Sample material for testing can be found under the seat cushion, sun visor and dome light brackets, or back of the trim panels. Another method of testing is to rub the back of a fingernail over the surface of the material. Synthetic materials appear to "whistle" when this is done.

Body Cloth — Knit Type Insert — Spot Cleaning — (Grease, oil, adhesive, crayon, lipstick, similar stains and any stains of undetermined origin). Wipe off as much of the staining material as possible with clean cheesecloth. Using K2R aerosol spotlifter, or equivalent, spray stained area from a distance of 8 to 10 inches. Allow to dry (a white powder will form). Brush or vacuum powder from surface. Repeat operation should any stain remain.

Entire Insert—Cleaning Only—(Waterspots, dirt, foodstains, coffee and other water borne stains). Vacuum or brush off as much of the staining material as possible. Shield adjacent cushion or back (not to be cleaned) to prevent wetting. Use a wiping motion outward from the contaminated area to the edges of the insert with clean lukewarm water and clean cheesecloth. Rub with water until entire insert is wet. **Do not soak insert.** If clear water did not remove soil, use cleaner D-5, or equivalent, diluted one part cleaner to one part water and again clean entire insert.

Entire Insert or Pipe—Cleaning Only—(Grease, oil, adhesive, crayon, lipstick and similar stains). Wipe off as much of staining material with clean cotton cheesecloth. Wet another piece of clean cheesecloth with the recommended spot remover and fabric cleaner, or equivalent and squeeze out excess cleaner until cheesecloth is drip free. Use a wiping motion outward from the stained area to the edges of the pipe or bisquit and clean complete area. Unfold cheesecloth to expose clean areas frequently so staining material being removed is not re-deposited on fabric. Continue until foreign matter is no longer visible and entire fabric cover or individual pipe or bisquit is dampened. In cases of severe staining, a second cleaning may be required. Be sure to use the minimum amount of solvent required to clean affected area. **Excessive solvent may damage the foam underpadding.**

Oil and Water Repellent Application—The cleaned area must be completely dried before applying repellent. **Perform following operation only in a well ventilated area. Avoid prolonged breathing of vapors or contact with eyes.** Using Scotchgard Fabric Protector, or equivalent, hold spray can 6 to 8 inches from fabric and with slow back and forth sweeping motions, spray fabric until evenly wet. **Be sure to overlap spray patterns.** Repeat spraying operation with a spray pattern perpendicular (at 90 degrees) to the first application. Allow to dry for a minimum of one hour before fabric is sat on.

Spots and Stains—When using water to remove a spot, be sure to wash entire section after spot has been removed to avoid water stains. Before cleaning seats, door panels, headliners, etc., remove as many spots as possible.

Use a putty knife to break up and remove encrusted foreign matter. Vacuum thoroughly.

Apply the recommended spot removing agent with a clean cloth or sponge. Work in a wide circle to prevent making a ring and work toward center.

Surface Spots—Brush out with a small hand brush, using care not to damage fabric when brushing.

Deep Penetrating Spots—Apply the spot removing agent by brushing. When spot is thoroughly worked and saturated, use high air pressure to blow dirt down through material. Occasionally the entire spot may not be removed and it will then be necessary to cover the area with a light application of dye.

Water Stains—Water stains in fabric materials can be removed with a cleaning solution made from one cup of ordinary table salt and one quart of water. Vigorously scrub solution into stain and rinse with clean water. Water stains in nylon and other synthetics should be removed with a commercial type spot remover compounded for the specific material being cleaned.

Mildew—Clean area around mildew with warm suds. Rinse with cold water, soak mildew area with solution of one part common table salt and two parts water, then wash with the recommended upholstery cleaner.

Rust Stains—Keep rust remover solution away from your skin. Wash hands immediately if exposed. Clean extra well under fingernails. Read instructions on the bottle before using. Wrap a small strip of cloth around each button to avoid leaving a ring on upholstery material.

Dampen the stained area with water. Apply a commercial rust remover solution. Sponge with clean water to clean rust from upholstery buttons. Moisten buttons with a few drops of water applied with a small piece of sponge or cloth. Apply one or more drops of rust remover. Fast dry clean areas with heat lamps.

Chewing Gum and Tar—Avoid using spotting or cleaning solution that will dissolve or soften gum or tar. Place a cube of ice on gum or tar to harden it. Remove as much as possible with a dull knife when it is in this hardened state. Moisten remainder with cleaning fluid and scrub clean. In some cases soak with cleaning fluid and blow the stain through using high air pressure.

Ice Cream and Candy—Use a putty knife to remove as much substance as possible. Use care not to damage fibers of upholstery. Most candy has a sugar base and can be removed by rubbing area with a cloth wrung out in warm water. An **oily type of candy,** after using warm water, should be cleaned with an upholstery type cleaner that will emulsify with the oil. Rinse with water and remove remaining stains with cleaning fluid.

Bloodstains—Never use warm or hot water. Use a clean cloth wrung out in cold water and rub the stain. If stain is not completely removed use spot remover or vinyl cleaner and apply with a brush.

Wine or Alcohol—Avoid use of soap. Scrub stain with a cloth moistened in luke warm water. Remove remaining stains with a regular cleaning solution.

Shoe Polish—Scrub area with a cloth saturated with cold water. Remove wax base polishes by sponging with spot remover.

Grease, Oil, Lipstick and Related Stains—Use spot remover to avoid leaving a ring. Cleaning from outside of spot and work toward center. When spot has been removed, dry fabric with a clean cloth.

Urine—Sponge the stain with a clean cloth saturated with lukewarm soapsuds (mild neutral soap) and then rinse well by rubbing the stain with a clean cloth dipped in cold water. Then saturate a clean cloth with a solution of one part household ammonia water and five parts water. Apply the cloth to the stain and allow solution to remain on affected area for one minute; then, rinse by rubbing with a clean wet cloth.

Nausea—Sponge with a clean cloth, dipped in clear cold water. After most of the stain has been removed in this way, wash lightly with soap (mild neutral), using a clean cloth and lukewarm water. Then rub with another clean cloth dipped in cold water. If any of the stain remains after this treatment, gently rub clean with a cloth moistened with a volatile cleaner.

Headliners—Cloth Type—Mix a solution of water and a foaming type upholstery cleaner (as shown on the container) to produce thick suds. Use **only** foam when cleaning, as saturation with liquids may result in streaks, spots or shrinking.

On nap type, lay down nap, usually left to right. Do not stop, when washing a headliner. Complete the entire operation at one time using the same cleaning solution.

Starting in a rear corner, clean only one or two sections at a time. Thoroughly work suds into cloth with a natural sponge. Use circular or short back and forth strokes to remove all dirt. When the sponge glides easily, leaving an even distribution of foam and headliner appears clean, finish cleaning with sweeping motions in one direction.

Hard Board Type—Apply a solution of upholstery cleaner and water with a sponge. Use circular or short back and forth stroke and wipe with a dry clean cloth. If headliner is extremely dirty, wash with vinyl cleaner using the same procedure.

Vinyl Type—Apply vinyl cleaner with a sponge (or if extremely dirty scrub with a brush) wipe clean with a dry clean cloth.

Seats and Door Panels—Mix one pint upholstery cleaner to one gallon of water. If extremely dirty, add more cleaner to solution.

Do not soak around buttons. Scrub thoroughly with a brush or sponge. **Avoid over soaking the material,** do one section at a time only. Frequently stains will be evident when material is damp but will disappear when dry. Use care not to damage fabric by attempting to brush out "stubborn" spots. Spots should be removed before washing. After part has been scrubbed, remove loosened dirt by rubbing area

briskly with a clean cotton towel or soft rag. Make final strokes on one direction.

Nylon or Synthetic Fabrics—For average conditions use methods and materials used in washing cloth upholstery. When material is extremely dirty, use multi-purpose cleaner full strength and a stiff scrub brush. Scrub thoroughly in all directions. Wipe off dirt and excess cleaner with a clean cotton towel or soft rags.

Leather, Leatherette or Vinyl Fabric—Use multi-purpose cleaner full strength and a stiff scrub brush. Apply to surface and let set for two (2) minutes then scrub thoroughly. Clean between all seams and in all cracks and underneath beading. Wipe off dirt and excess material with a clean cotton towel or soft rag.

Package Shelf-Hard Board Type—Clean using a solution of upholstery cleaner. **Avoid water logging the backing, dry immediately.**

Vinyl Type—Clean using multi-purpose cleaner. Dry with clean toweling or rags.

Side Cowl Trim Panels—Leather—Vinyl—Metal Types—Use multi-purpose cleaner full strength. Use a stiff brush and apply to surface, let set (2) two minutes then scrub thoroughly. Clean seams, cracks and beneath beading. Dry with a clean soft towel or rag.

Glove Compartment—Some glove compartments are made of a cardboard type material. Do not waterlog. Vacuum thoroughly. Clean with upholstery cleaner or vinyl cleaner.

Rubber Mat—Vacuum thoroughly and clean with upholstery cleaner or multi-purpose cleaner. Use toweling or rags to remove dirt and excess cleaner.

Carpeting—Thoroughly vacuum. Mix one pint of upholstery cleaner to one gallon of water. If carpet is faded, discolored or spotted, add upholstery tint to this solution. To determine the right color shade, add tint in small quantities only. Test by dipping a white rag into solution, wring out and inspect shade. **The dye will dry a shade or two darker.** With a stiff brush apply solution and scrub carpet vigorously. Lay nap down in one direction. When dry, fluff carpets by rubbing with a dry brush.

Salt Stains—Vacuum carpet thoroughly. Use a solution made from water and a heavy concentration of ordinary table salt. Soak the stained area to loosen embedded salt (use a wire brush, if necessary). Wash entire carpet with the recommended cleaner. Additional washing may be necessary for satisfactory results.

Luggage Compartment—Remove all items from compartment. Use a steel brush to loosen rust and caked dirt and vacuum thoroughly. Wash with upholstery cleaner or multi-purpose cleaner and dry with clean toweling or rags.

Cargo-Area (Station Wagon)—Follow same procedure used for Luggage Compartment.

Color Restoration or Change—Tints and dyes should be applied by reliable experienced personnel. Dyes or tints can be applied when stains persist, after cleaning, or a change in color is desired. **The instructions for mixing and applying the color must be followed precisely.** Use only those recommended for the exact material being worked on.

Leather and Vinyl Sealers—To repair holes cut material about 1/2 inch larger than area being repaired. Position patch under hole and apply sealer to contacting areas. Apply masking tape over tear to hold edges in place until sealer dries. After sealer has dried, remove tape and trim all rough edges. Fill visible cracks with sealer. **Use a step application procedure in filling deep cracks.** After sealer has thoroughly dried, sand lightly with #400 grade sandpaper until smooth. Apply color to repaired area.

POLISHING—Acrylic Finishes—Polish at least twice a year to remove all foreign film. When polishing use one pad, made from cheesecloth or an old "turkish" towel, to apply polish and another to remove dried film. Test area by rubbing fingers over polished surface. If not thoroughly cleaned, smears of polish will show.

Sand Scratches—Overspray—Foreign Material—Minor conditions can be removed using the following procedure:

(1) Using oleum spirits, mineral spirits or kerosene, hand sand affected surface with No. 600 paper.

(2) Remove all sanding sludge.

(3) Machine polish the sanded surface using rubbing compound until the surface is completely free of scratch marks. Blend with adjacent areas.

(4) Buff surface with a clean lambs wool pad using a liquid type final polish. If the appearance of the polished area is noticeably different than adjacent areas, completely buff the adjacent panels. If necessary, polish complete side or horizontal surfaces to assure uniform appearance.

(5) Use a clean, soft, cotton cloth, **do not use cheesecloth,** to hand clean all inaccessible areas.

(6) Remove all polish or rubbing compound from mouldings, medallions, name plates or any other exterior ornamentation.

Bright Metals—When cleaning anodized aluminum, use care not to rub through the anodized coating. All bright metal should be thoroughly cleaned at least twice a year.

The product manufacturer recommendations should always be followed. Clean thoroughly, removing all traces of cleaner from corners. Apply and rub out a coat of good body wax. During winter months and in areas in which salt is used, do not rub out wax.

Frequent washing of bright metals by steam necessitate more frequent applications of wax.

TIRES

Do not clean tires with scouring powder, steel wool

or other abrasive type cleaners. Clean white sidewall tires with a stiff bristle brush and white sidewall cleaner, or multi-purpose cleaner and rinse with clean water. Scuff marks can be dressed down by sanding lightly with #400 sandpaper.

GLASS

Do not use putty knives, razor blades, steel wool, or other metal objects to remove deposits from glass.

Interior glass surfaces, including convertible backlight, should be thoroughly cleaned weekly to remove all traces of smoke and other films.

Exterior glass surfaces, including convertible backlight, are best cleaned with the use of a commercially made cleaner. **Do not** scrape off smears from bugs, road tars or other similar objects, use warm water or the recommended solvents to remove.

During the winter months, snow, ice and frost can be removed with a plastic or rubber type scraper, or with a commercially made solvent. **Do not use metal objects to remove deposits from glass.**

DRAIN HOLES

The drain holes, in the bottom of cowl plenum chamber, doors and floor sills (rocker panels) should be inspected regularly to insure unobstructed drainage. Remove road tars, mud and other foreign matter immediately. Should bare metal be exposed, surface treat metal and refinish.

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 with the recommended lubricants at the recommended intervals. Refer to the Lubrication and Maintenance Group for type of lubricant and lubrication points.

SHEET METAL—DOORS

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SERVICE PROCEDURES

COWL TOP PANEL SEAL

The cowl top panel seal (Fig. 1) is fastened to the panel by retainers moulded into the seal.

SIDE COWL TRIM PANEL

The side cowl inner trim panel (Fig. 2) is attached to the panel with screws and at the rear lower edge under the floor sill step plate. A silencer pad is used between the trim panel and cowl panel.

Build-Up and Installation

(1) Position cowl side trim panel extension under windshield garnish moulding and install screw.

(2) Apply cement to trim panel and position insulation on cemented area. Hand press to assure positive adhesion and position spring nut on panel.

(3) Position trim panel under clip at upper front and to cowl side inner panel. Install retaining screws.

(4) Install floor sill inner moulding over panel end and install screws.

FRESH AIR VENT CONTROL CABLE

Replacement

The fresh air inlet vent control cable, housing and knob (Fig. 3) is serviced as an assembly. The cable housing shank has two flat edges, indexing with corresponding edges in the panel and is retained on the panel with a nut at the rear. The housing is attached to the vent door bracket with a clip and the coiled cable end is positioned over a pin on the door.

Adjustment

Door adjustment is controlled by the cable housing attachment at the door bracket (Fig. 3). Loosen clip screw attaching the housing to the door bracket and

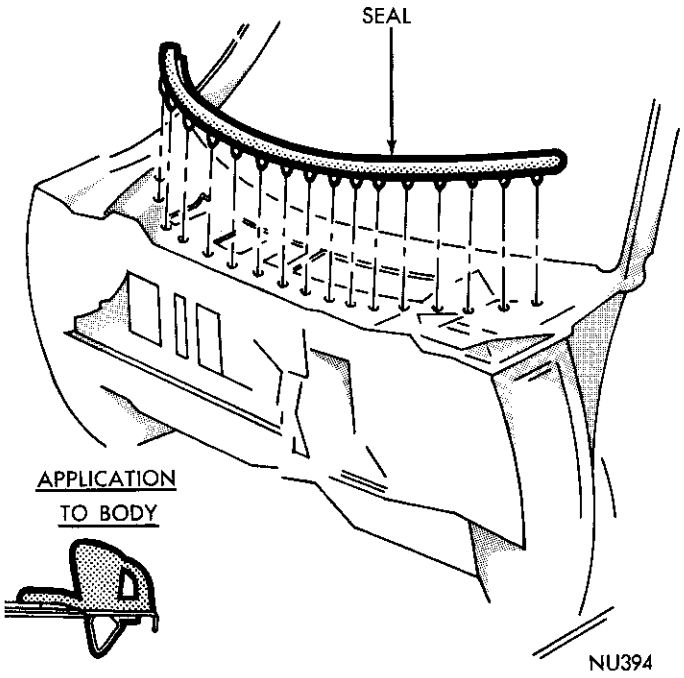

Fig. 1—Cowl Top Panel Seal

push control cable knob to the fully closed position. Holding vent door closed, pull cable housing slack out of door flange. Tighten clip screw and test operation of cable and door.

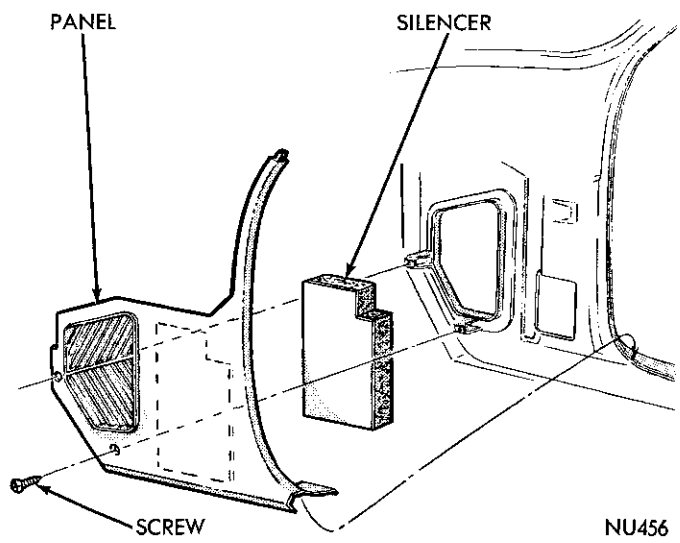

Fig. 2—Side Cowl Trim Panel

VENT DOOR

Removal (Fig. 3)

(1) Remove cowl side trim panel and silencer.

(2) Remove actuator cable housing to door bracket clip.

(3) Slide cable off of pin on door and out of door frame flange.

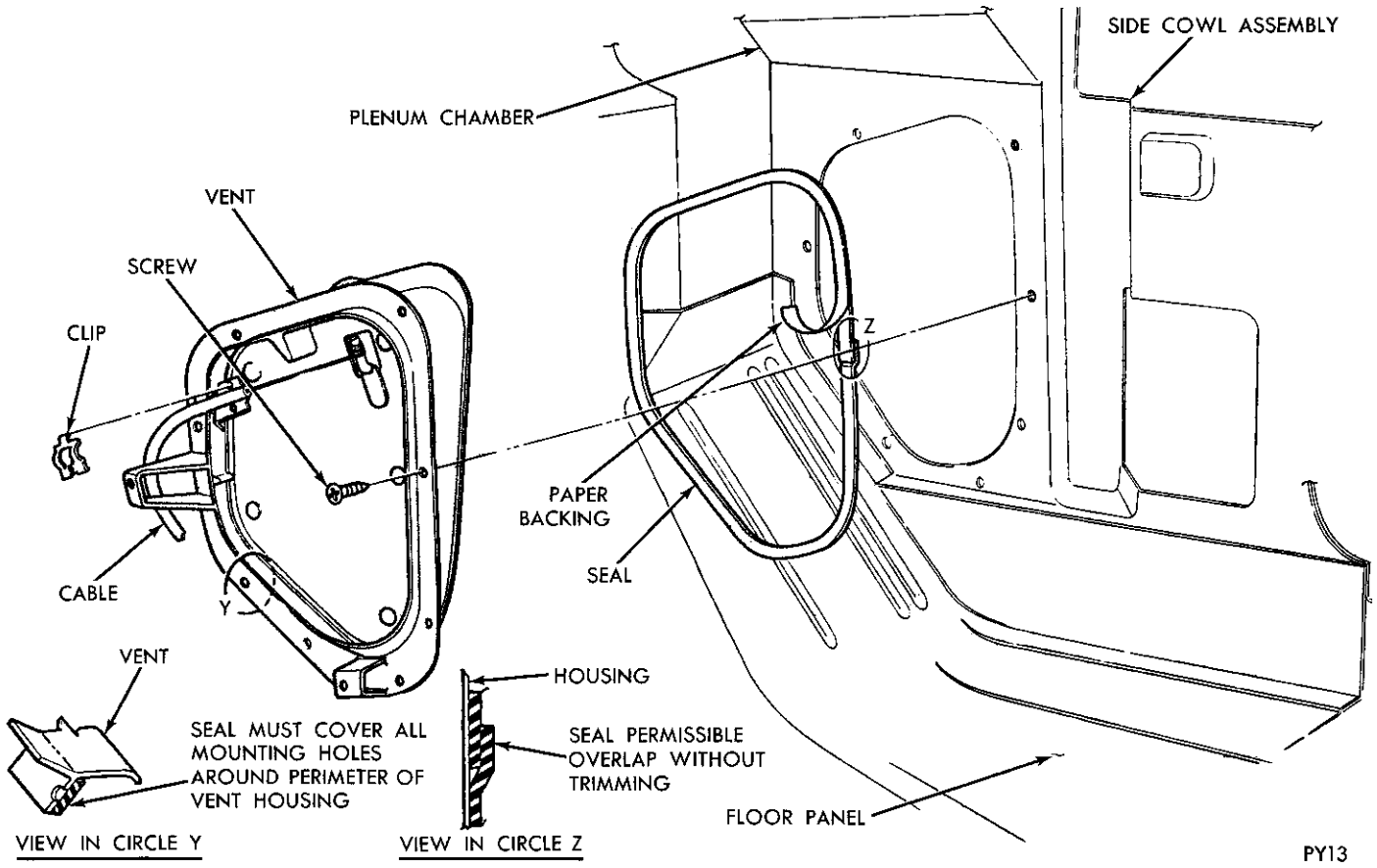

Fig. 3—Side Cowl Fresh Air Vent

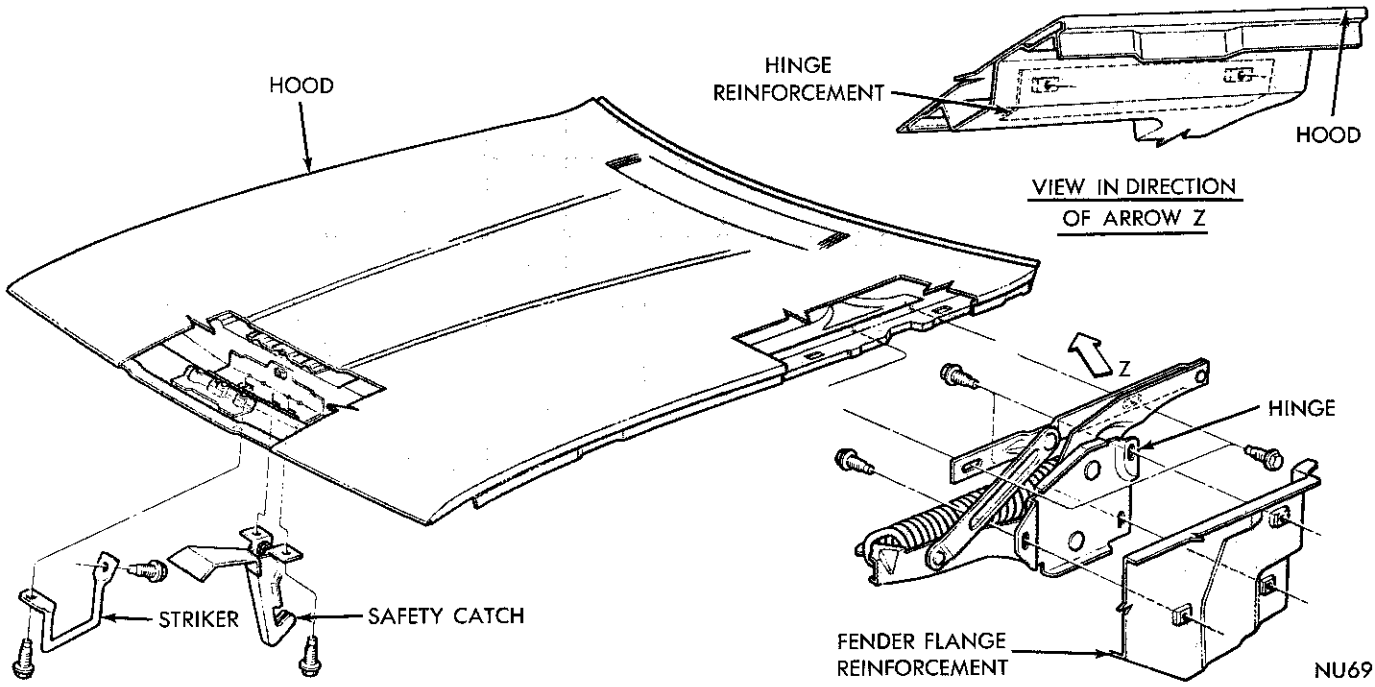

Fig. 4—Hood Application

(4) Remove door to cowl side panel screws.

(5) Remove door and seal assembly and inspect seal for damage.

Installation

(1) Install spring nut to bottom of fresh air door housing, if removed.

(2) Position seal in line with outer edge of housing flange (Fig. 3).

(3) Position fresh air door on cowl side panel, align attaching holes, install attaching screws and tighten progressively.

(4) Insert actuator cable assembly, through hole in door frame flange and install coiled end of cable over pin on door.

(5) Position clip over cable and attach to door bracket.

(6) Adjust vent door cable housing and install trim panel and silencer. (Right side vent **not** available on cars with automatic temperature control).

HOOD

ALIGNMENT

Prior to making any adjustment inspect clearances and alignment of hood sides in relation to cowl, fenders and grille. The cowl adjustment must be made first. Elongated holes in the hinge (Fig. 4) permit the hood to be moved up, down, fore and aft.

REPLACEMENT

Removal

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

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

(3) Use extreme care not to permit hood to slide rearward and damage painted surfaces of the cowl and fender areas when removing hood bolts.

Installation

(1) With an assistant, position hood on hinges and install bolts loosely.

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

(3) Close hood and inspect hood alignment.

(4) Adjust alignment and tighten bolts 180 inch-pounds.

(5) Remove protective coverings.

LOCK

To adjust lock (Figs 5 or 6), loosen attaching screws and raise or lower until correct adjustment has been obtained. After making any adjustment requiring shifting of hood, always inspect hood striker and lock for alignment.

HINGE REPLACEMENT

The hood hinge (Fig. 4) is attached to the hood and to the fender splash shield. Prior to removing the hinge mounting screws, prop the hood into the wide opening position. The prop should be positioned so the hood cannot move rearward.

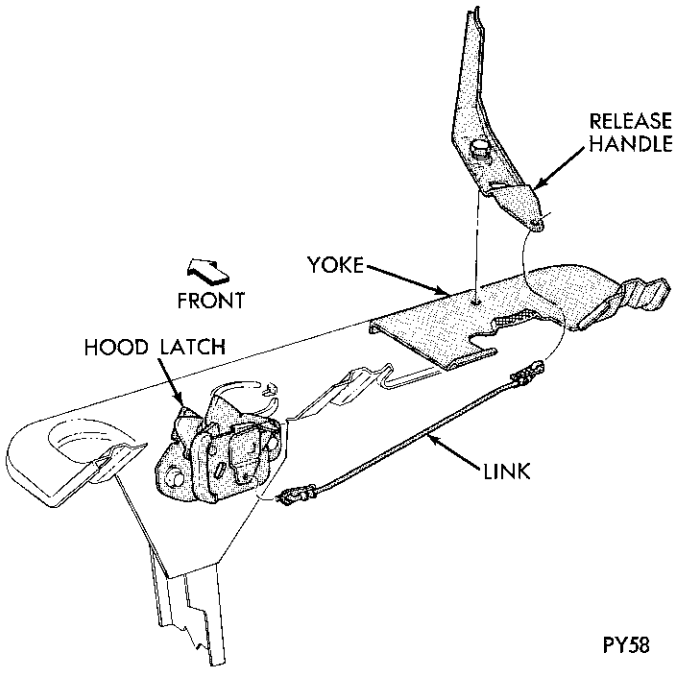

Fig. 5—Hood Latch and Release (Chrysler)

FENDERS

ALIGNMENT

The fender should be adjusted to provide for equal spacing at the cowl, door front edge and door panel top edge. Alignment should be made at bottom of floor sill panel, front of hood and door outer panel upper edge.

REPLACEMENT

Removal

(1) Disconnect battery ground strap.

(2) Tape leading edge of front door and cowl to fender area to avoid damaging paint.

(3) Remove front bumper assembly.

(4) Disconnect head lamp wires and remove grille extension to fender nuts.

(5) Remove fender to cowl, floor sill, wheelhouse and radiator yoke nuts and screws (Figs. 7 and 8).

(6) Remove fender assembly and if necessary, mouldings, ornamentation and headlamp assemblies.

Installation

(1) Install head lamps, mouldings and ornamentation.

(2) Carefully position fender on studs at cowl side area and align fender with mounting holes in radiator yoke. Install all retainer screws and nuts.

(3) With fender correctly positioned, tighten screws and nuts securely.

(4) Connect head lamp wires and install grille to fender nuts. Connect battery ground strap.

FENDER SIDE REFLECTOR

The Chrysler fender side reflector and bezel assembly (Fig. 9) is attached to a recessed area with sealing type screws.

WHEELHOUSE (CHRYSLER)

Remove wheelhouse assembly (Fig. 10).

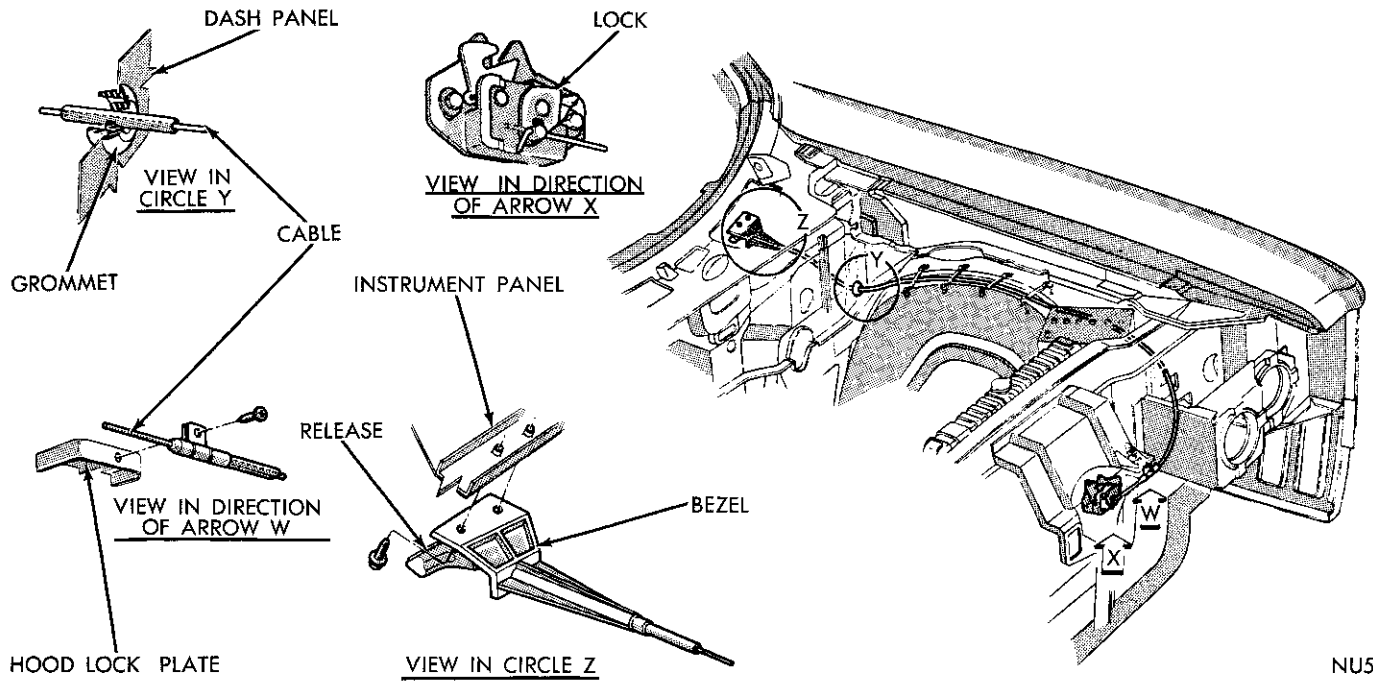

Fig. 6—Hood Latch and Release (Imperial)

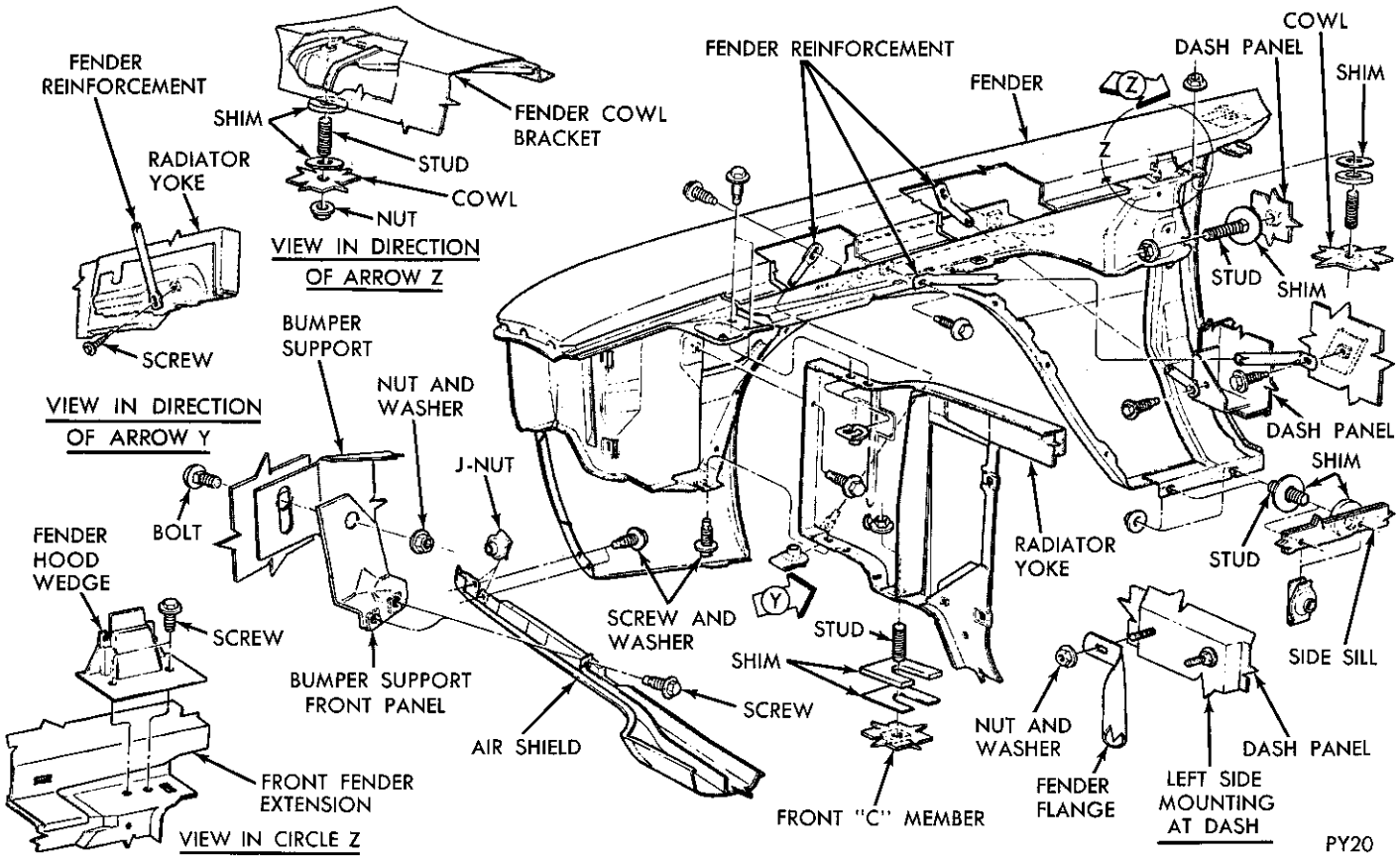

Fig. 7—Fender Application (Chrysler)

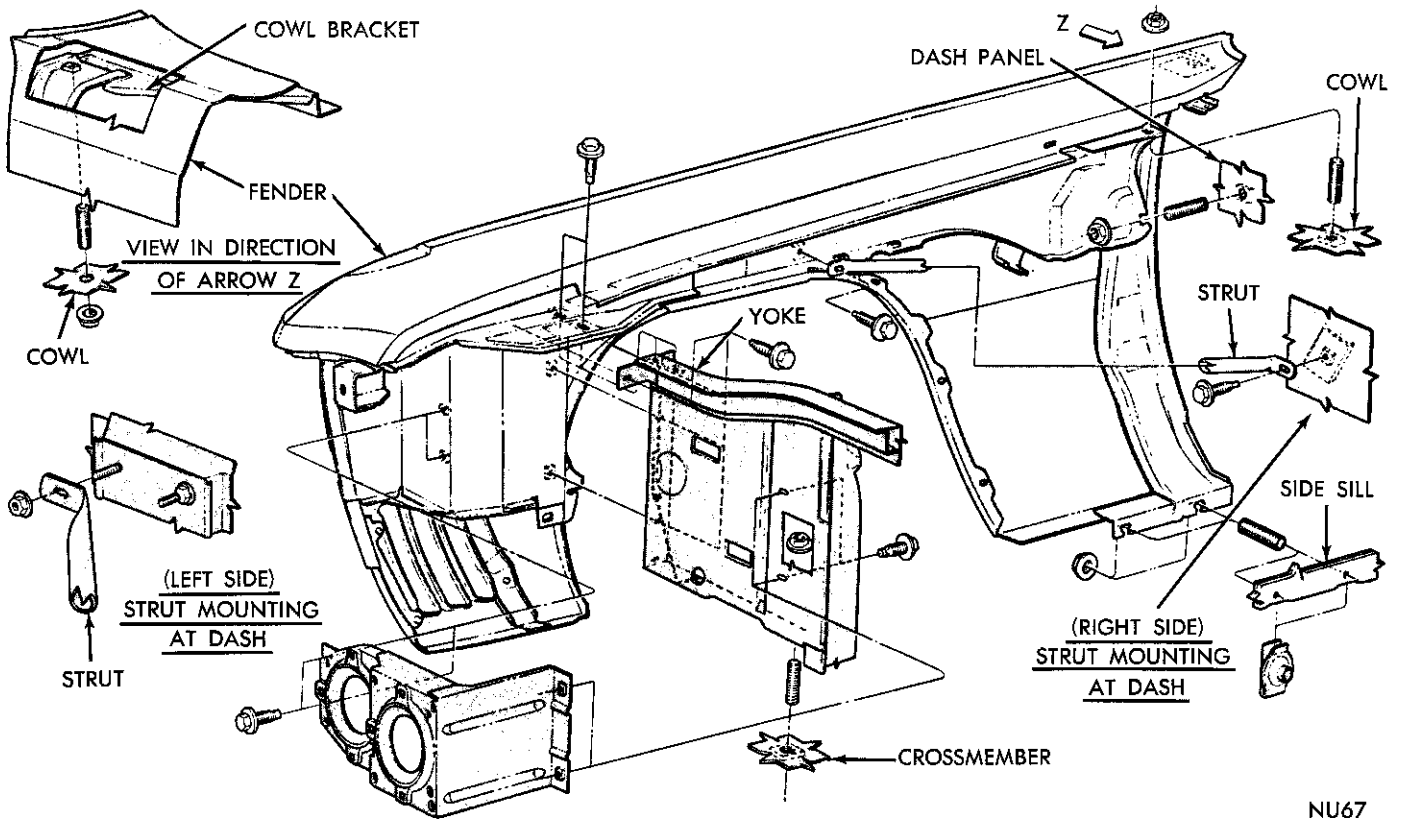

Fig. 8—Fender Application (Imperial)

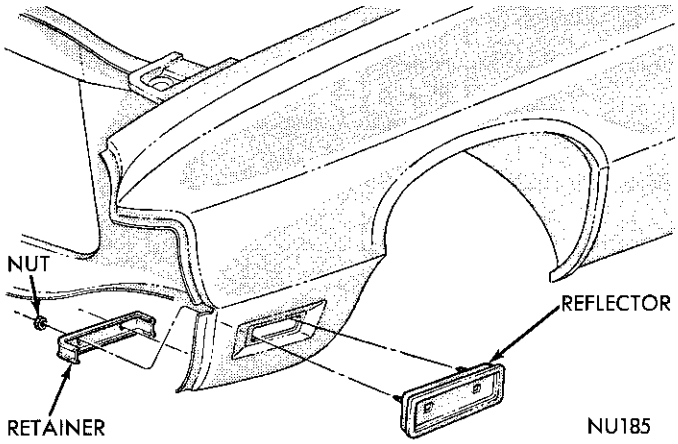

Fig. 9—Fender Side Reflector (Chrysler)

(1) Raise hood and disconnect all brackets and clips attached to the wheelhouse in engine compartment.

(2) Raise front end of car and remove wheel assembly.

(3) From underside of fender, remove all wheelhouse mounting bolts.

(4) Remove wheelhouse from car.

Replacement

(1) Place housing in position under fender.

(2) Install mounting bolts loosely.

(3) Line housing up correctly and tighten mounting bolts.

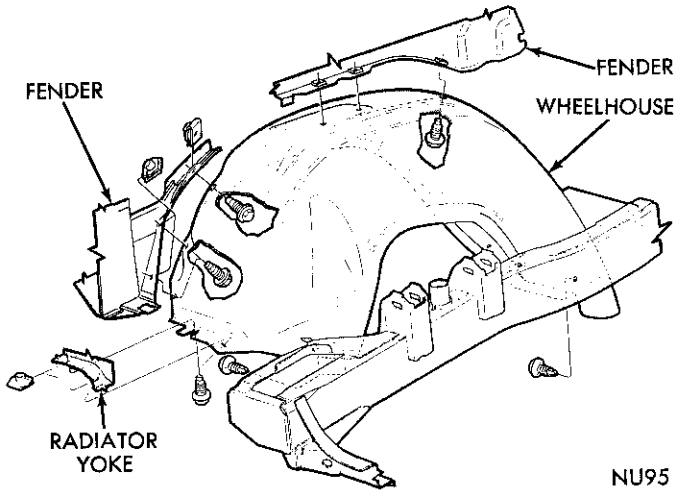

Fig. 10—Wheelhouse Application (Chrysler)

(4) Replace wheel assembly.

(5) Lower front end of car.

(6) Connect all brackets and clips in their proper position on wheelhouse in engine compartment.

WHEELHOUSE (IMPERIAL)

Remove Two Piece Wheelhouse (Fig. 11)

(1) Disconnect brackets, clips and wiring on wheelhouse in engine compartment.

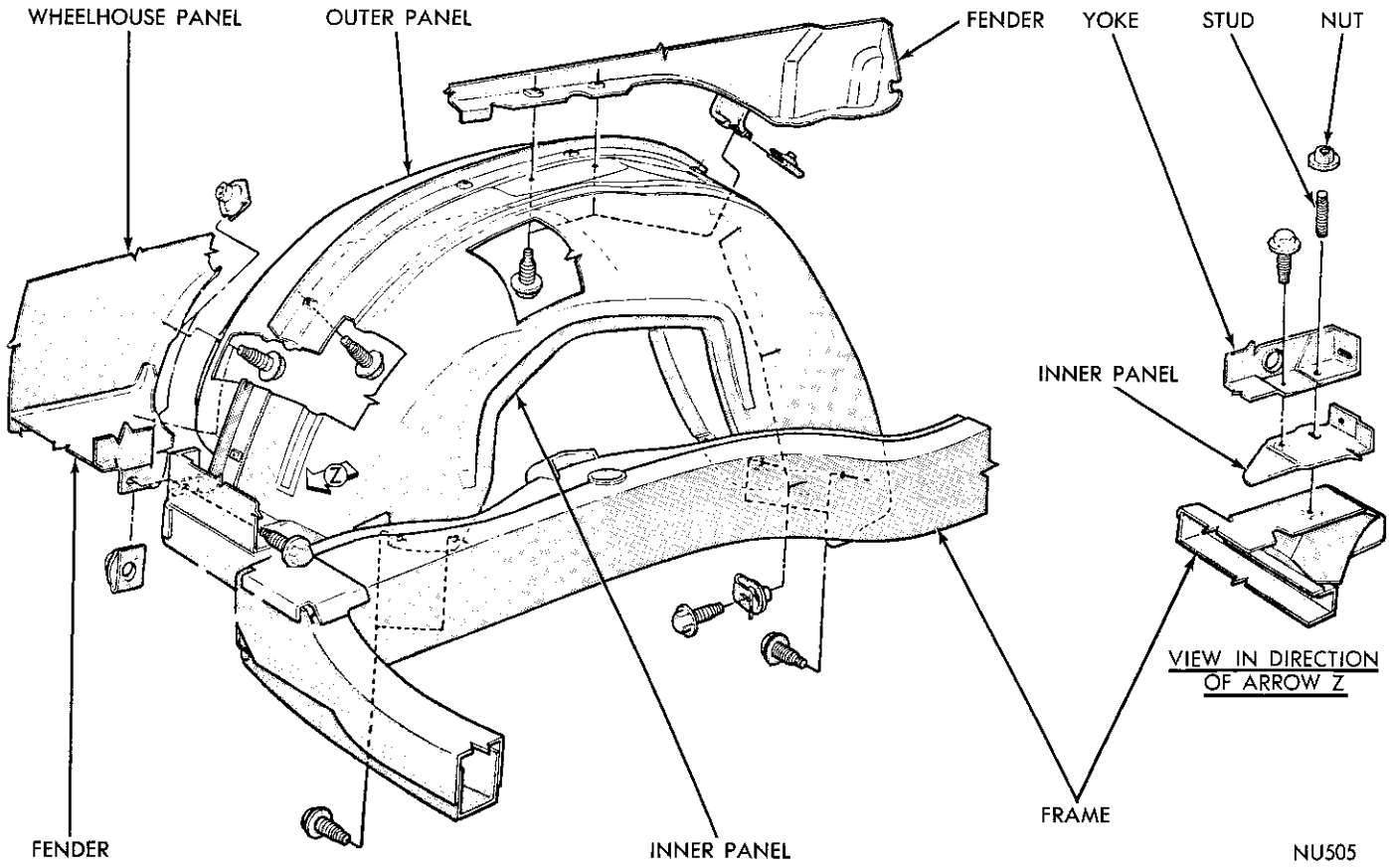

Fig. 11—Wheelhouse Application (Imperial)

(2) Remove one stud located in the lower front of the yoke assembly.

(3) Raise car and remove wheel assembly.

(4) From under fender, remove outer wheelhouse assembly mounting bolts and remove outer wheelhouse.

(5) Remove inner wheelhouse mounting bolts and remove inner wheelhouse assembly.

Installation

(1) Place inner wheelhouse assembly in position and install mounting bolts loosely.

(2) Place outer wheelhouse assembly in position and install mounting bolts.

(3) Tighten all mounting bolts.

(4) Install wheel assembly and lower car.

(5) Working in the engine compartment install the stud and tighten all nuts on yoke assembly.

(6) Install bracket, clips and wiring to wheelhouse assembly.

RADIATOR YOKE SUPPORT

REPLACEMENT

Removal

(1) Remove radiator assembly.

(2) Remove hood lock striker bar, horn and head lamp wiring from yoke support.

(3) From under the fenders remove wheelhouse to yoke support screws (Figs. 12 and 13).

(4) Remove support to frame screws and support.

Installation

(1) Position yoke support on frame and install frame to support screws finger tight.

(2) From under the fenders, install splash shield to support screws finger tight only.

(3) When all screws have been installed, tighten progressively.

(4) Attach horn and light wires to the yoke support with plastic straps.

(5) Install radiator and hoses, fill cooling system and inspect for leaks.

AIR SHIELD AND CROSS BAR

Refer to (Figs. 12 and 13) for air shield and cross bar attaching points.

BUMPERS

FRONT AND REAR BUMPERS

Refer to (Figs. 14 and 15) for front and rear bumper attaching points.

To facilitate installation of the Imperial rear bumper, remove and discard the original impact pad mounting bolts, nuts, washers and reinforcements. Using 3/8-16 x 2-1/2 inch bolts and 1.38 O.D. plain washers insert bolts through holes in frame rear section. Place sealing washers and impact pads on bolts. With an assistant, raise bumper into mounting position and install impact pad bolts into weld nuts of bumper support (Fig. 16).

Imperial Rear Bumper

After the sub-assembly of the various components to the bumper is completed, secure the impact pad

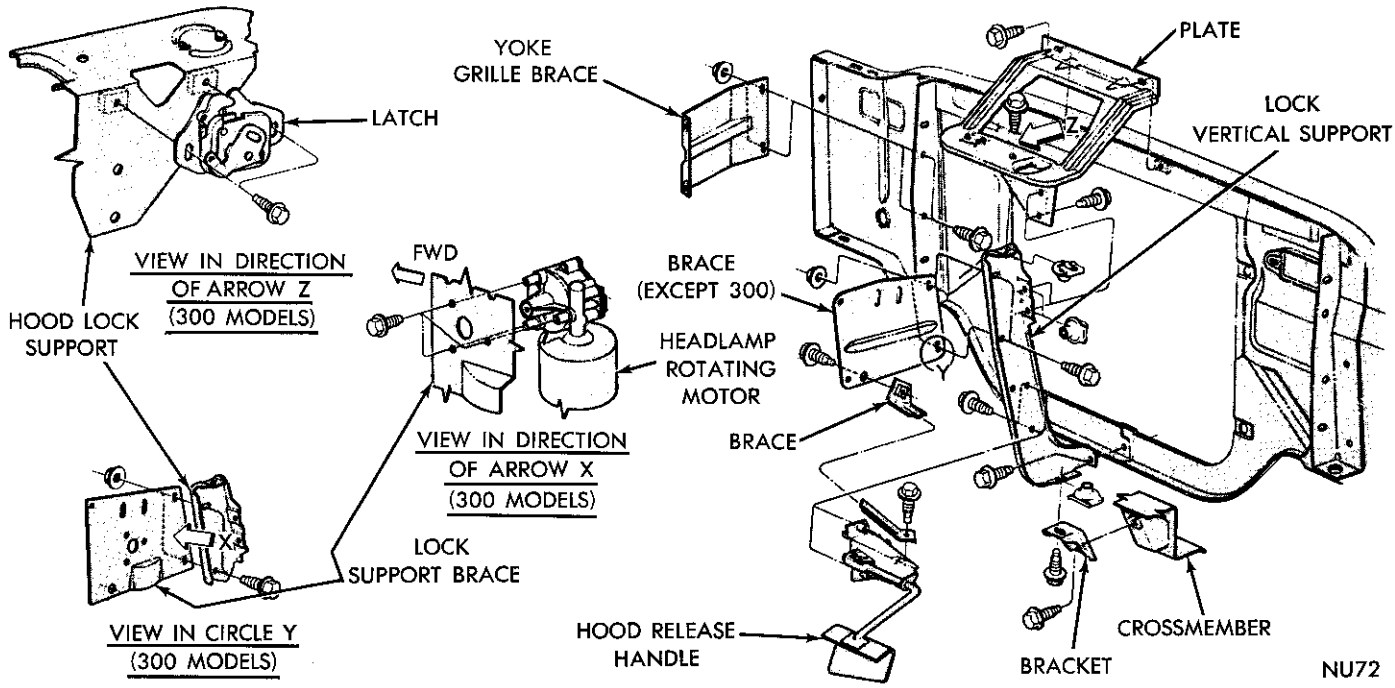

Fig. 12—Radiator Yoke Support (Chrysler)

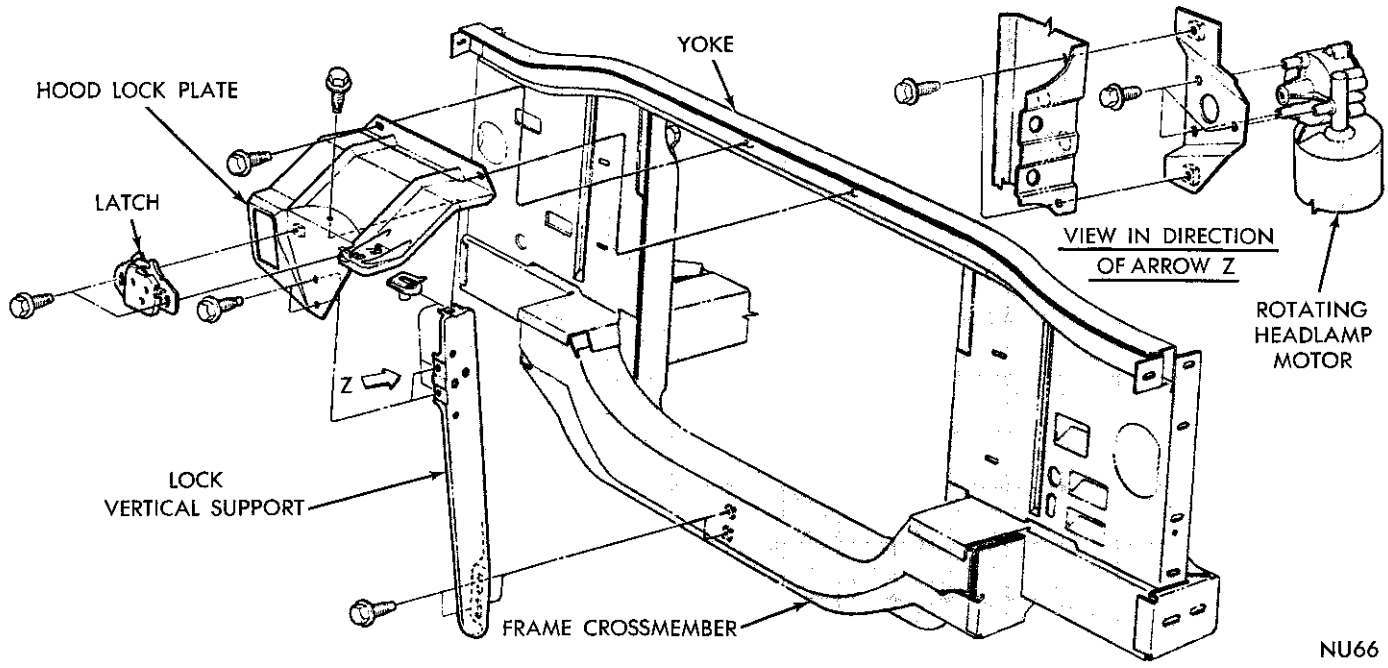

Fig. 13—Radiator Yoke Support (Imperial)

(2931526) to the bumper using masking tape or a rubber adhesive. Position the pad so the weldnut in the bumper will be accessible. After placing the bumper sub-assembly on the car, loose assemble the attachments through the upper and lower impact pads. First, secure the upper attachment, compressing the pad to the height determined by the spacer tube. This will align the top portion of the bumperette relative to the quarter panel. Then tighten the 3/8-16 bolt compressing the lower impact pad until a uniform gap is obtained between the bumper and body sheet metal. Once the side alignment has been established, the supports bars can be secured to the longitudinals.

GRILLE

ALIGNMENT AND REPLACEMENT

The grille assembly (Figs. 17, 18 and 19) must be held against the vertical lock support and pushed back against the fenders before securing, in order to avoid stressing and possible fracturing of the die cast metal, or textured bezels.

ELECTRIC OPERATED HEADLAMP DOOR

Refer to the Electrical Group for complete servicing procedures of the headlamp doors.

DOORS

Service procedures for internal door components do not include obvious operations, such as removing door or quarter panel trim panels, testing operation of windows or inspecting glass fit after adjustments or replacements have been performed.

ALIGNMENT

Up and Down

Adjustment of the door can be made at either the pillar or door hinge halfs (Fig. 20).

Fore and Aft

Adjustment is made at the door hinge half. **Adjust only one hinge at a time.** Raising outer end of door moves upper part of door forward, when in closed position. Lowering lower part of door moves lower part forward when in closed position.

In and Out

Adjustment is made at the pillar hinge half. **Adjust only one hinge at a time.** Raising outer end of door moves upper part of door into door opening. Lowering outer end of door, moves lower part of door into door opening.

DOOR LATCH AND STRIKER PIN

The front door cannot be locked until the door is completely closed. The silent type door latch (Fig. 21) features a rubber isolation of the round striker pin on the door frame and those surfaces acting as stops inside the latch. The latch assembly is built into a sheet metal pocket on the door face. The striker pin is attached by a single screw which also allows for adjusting. Torque the striker pin screw 30-70 foot-pounds.

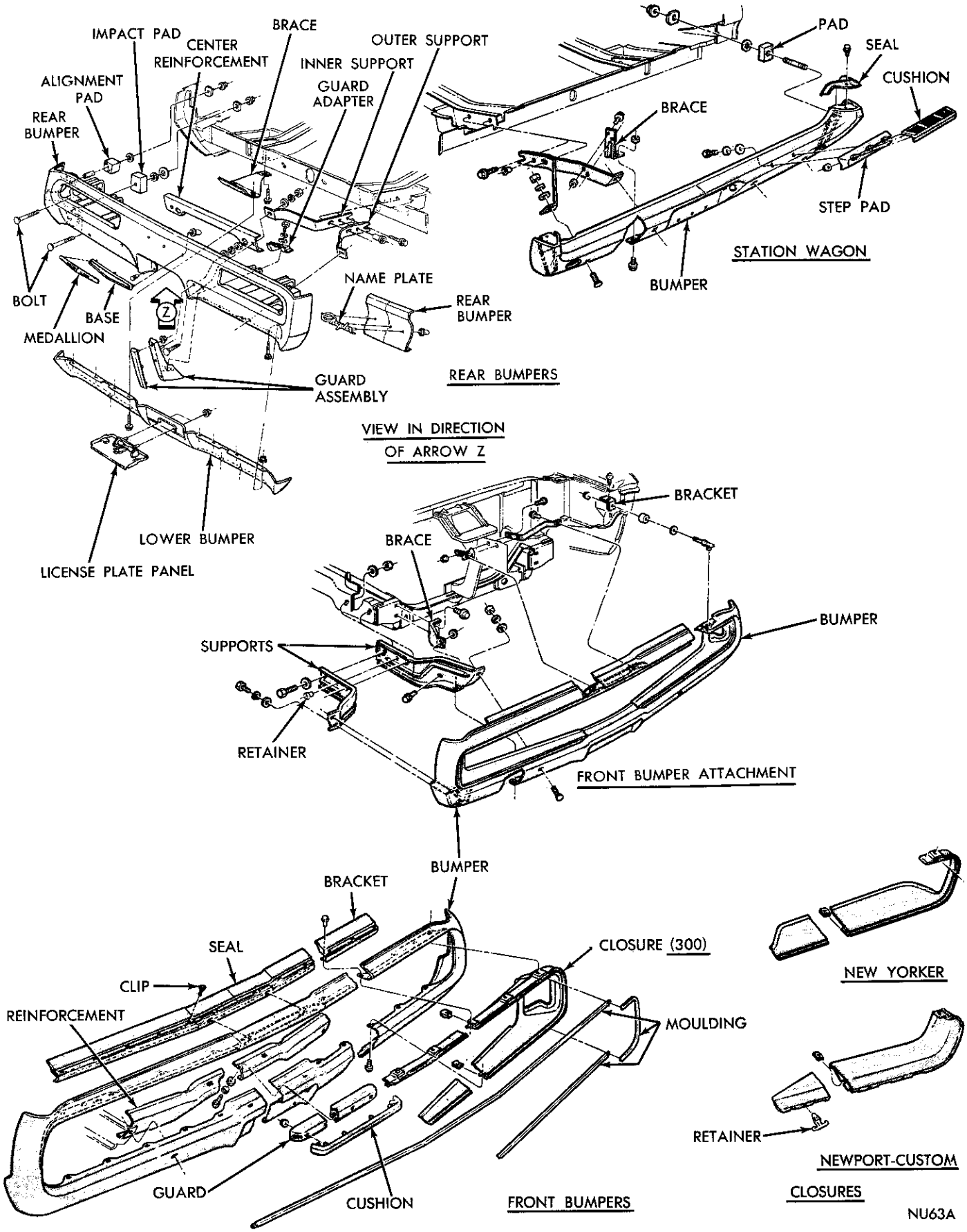

Fig. 14—Bumper Application (Chrysler)

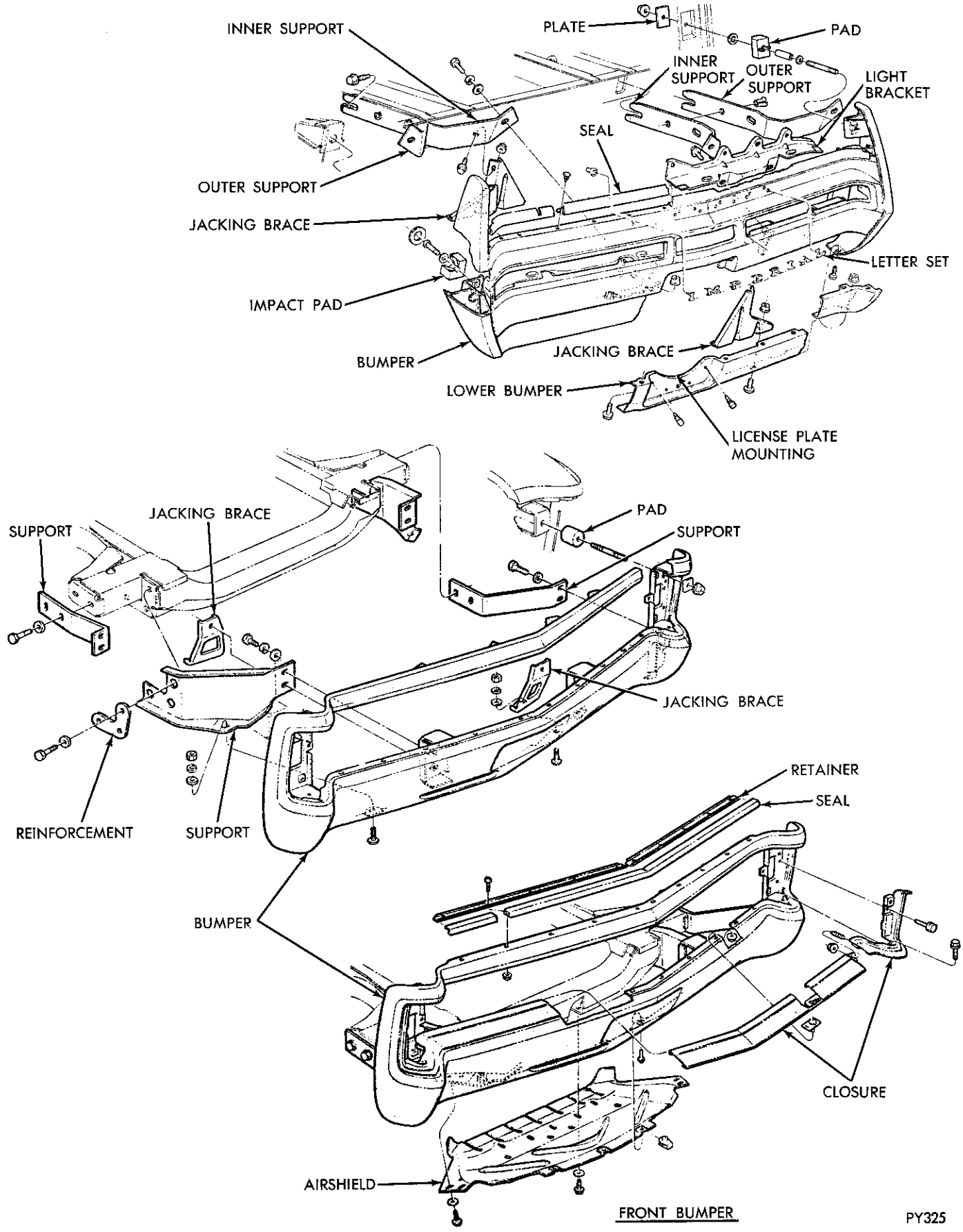

Fig. 15—Bumper Application (Imperial)

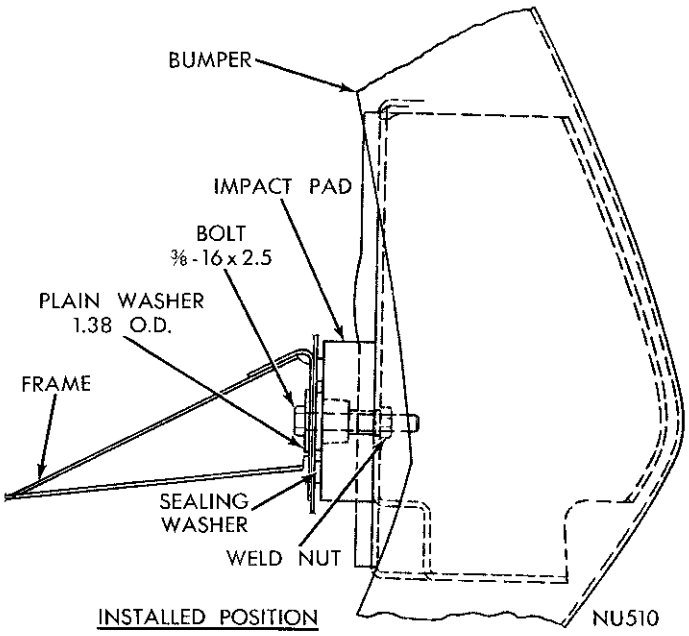

Fig. 16—Impact Pad Attachment (Imperial)

DOOR REPLACEMENT

Front Door (All Models)

Removal

(1) With door wide open, place a jack, with a block of wood on lifting plate of jack, as near hinge as possible.

(2) Remove door interior trim and hardware.

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

On vehicles with electric windows, disconnect the wires from window regulator motor and remove from door assembly.

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

Installation

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

(2) Position hinge plates on door panel and install screws finger tight only.

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

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

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

REAR DOOR (All Models)

Removal

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

(2) Remove door interior trim and hardware.

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

On vehicles with electric window lifts disconnect wires from motor and switch and remove from door.

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

Installation

On vehicles with electric window lift, attach wiring

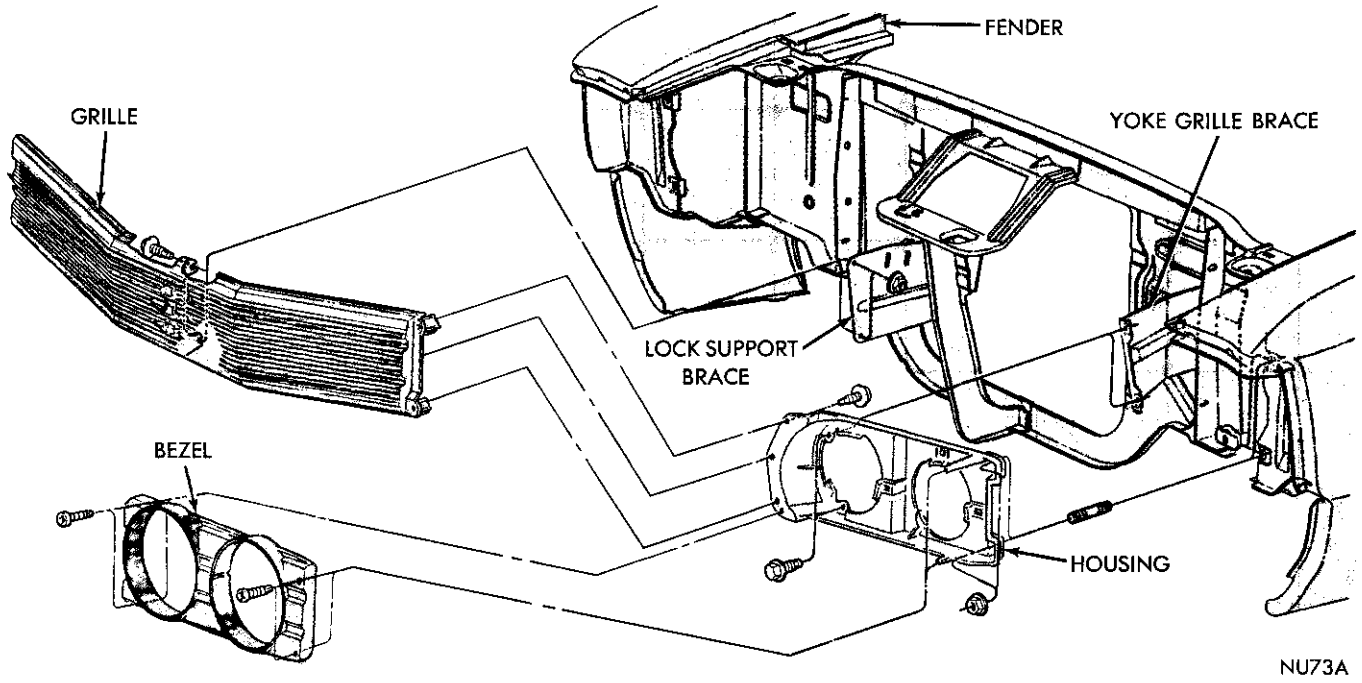

Fig. 17—Grille Attachment (Newport and Custom)

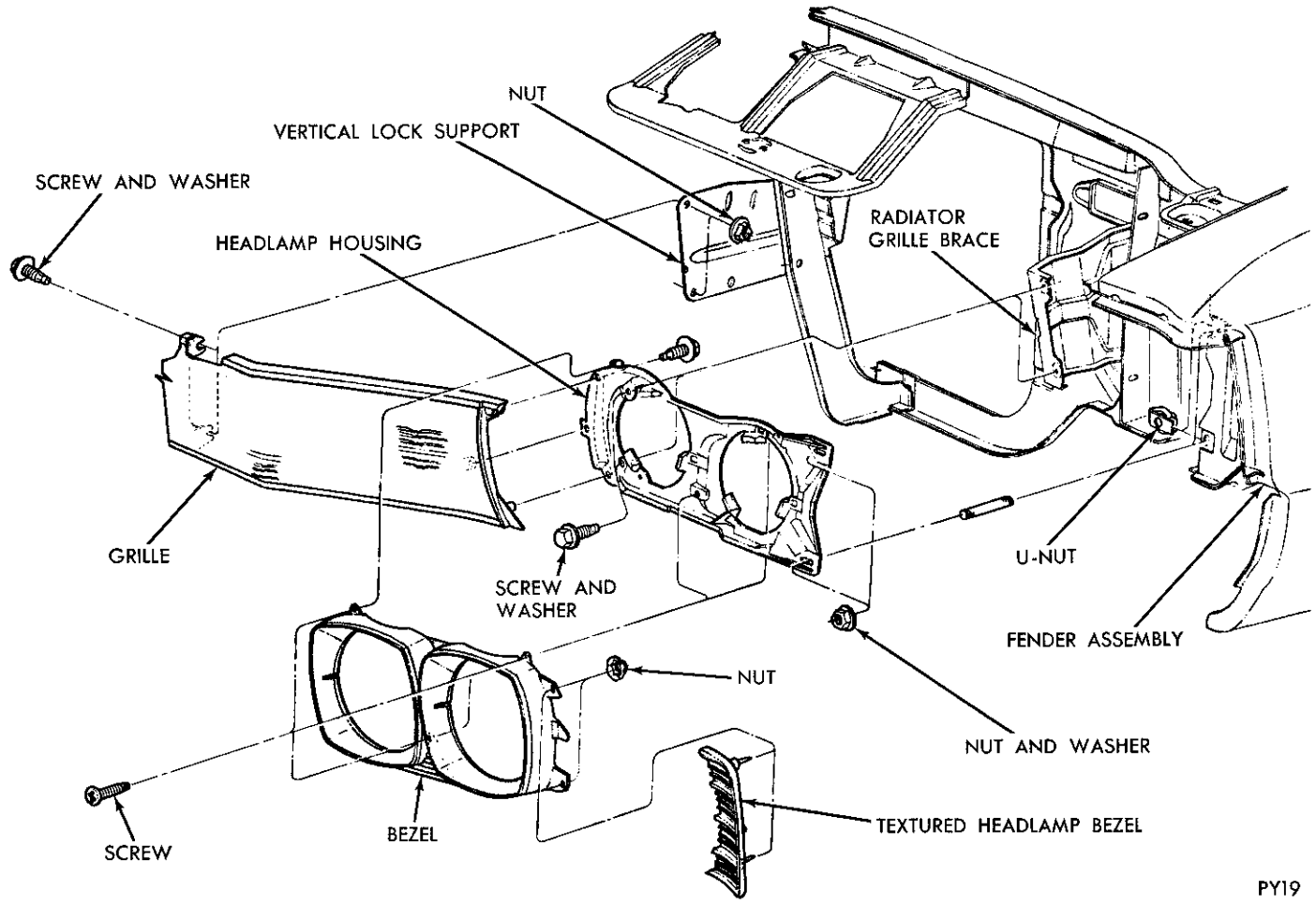

Fig. 18—Grille Attachment (300 and New Yorker)

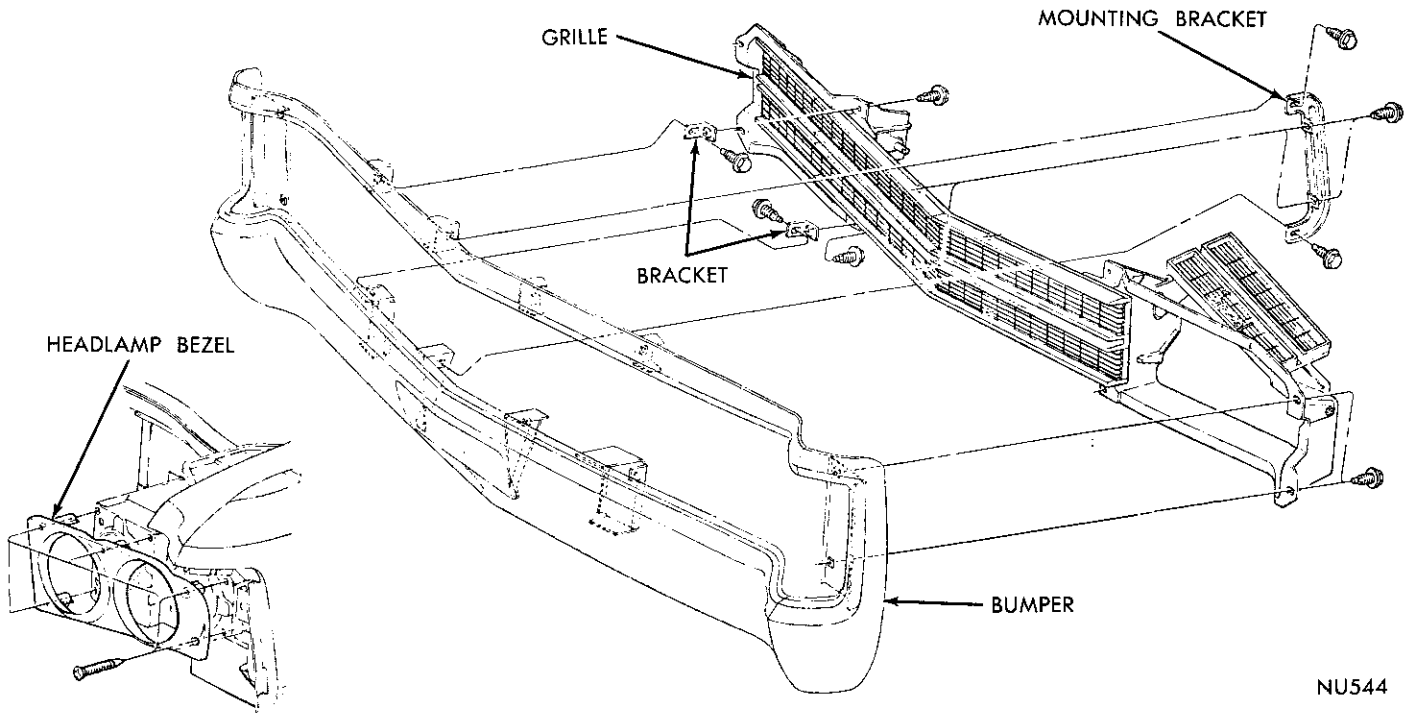

Fig. 19—Grille Attachment (Imperial)

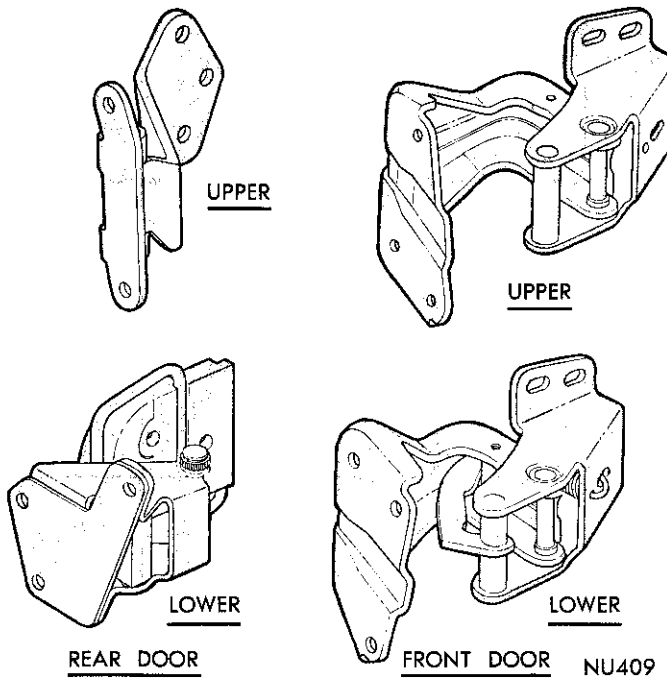

Fig. 20—Door Hinges

to motor and switch prior to installation of trim panel.

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

(2) Install attaching bolts finger tight.

(3) Align hinges with scribe marks and tighten screws.

(4) Test door for alignment and install trim and hardware.

HINGE REPLACEMENT

The door hinges (Fig. 21) are attached to the doors by screws accessible from outside. The front door hinges are each attached to the "A" post by three screws.

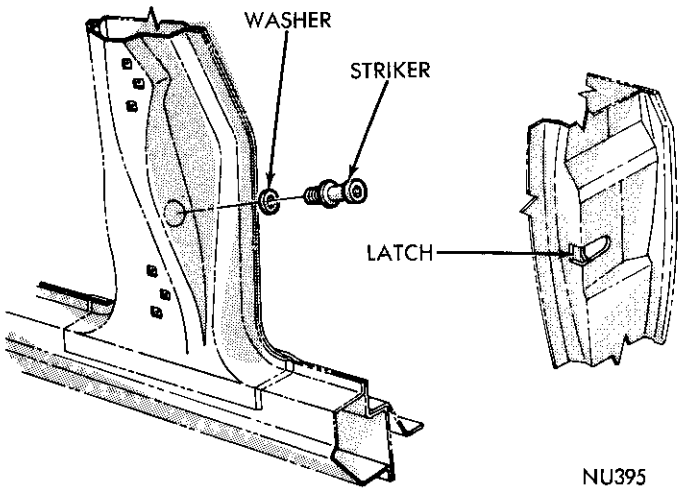

Fig. 21—Door Latch and Striker Pin

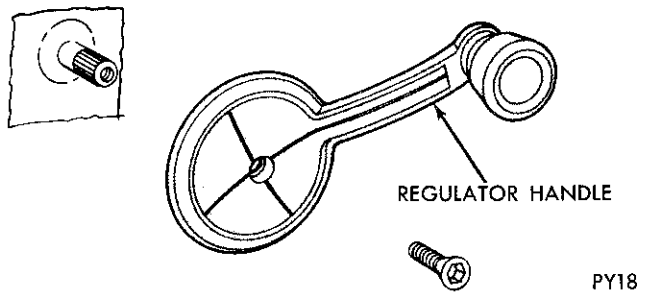

Fig. 22—Window Regulator Handle

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.

INSIDE HANDLES

Window Regulator Handle

The window regulator handles are retained on the shaft with an allen set screw (Fig. 22).

The handles should be placed in approximately a horizontal position with the knobs facing forward on the doors and rearward on the quarter panel.

Remote Control Handle

The remote control handle (Fig. 23) is attached to the control unit with a screw at the rear inner end.

ARM RESTS

The arm rests are retained by two metal screws inserted at the bottom of the arm rest base. The pad and base can be separated and if necessary, the pad may be retrimmed.

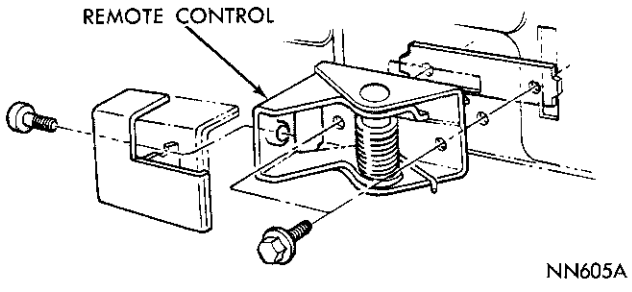

Fig. 23—Remote Control Handle

TRIM PANELS

Door Trim Panel Replacement

(1) Remove inside handles and arm rests.
(2) Remove screws attaching trim panel to door inner panel.
(3) Insert a wide blade screw driver next to the retaining clips between trim panel and door frame. Snap retaining clips out of door panel and remove panel.
(4) Before installing trim panel, inspect condition of watershield (Fig. 24).
(5) Align trim panel retaining clips with holes of door frame and bump into place with heel of hand.
(6) Install trim panel to door screws, escutcheon washer, handles and arm rest.

WATERSHIELDS

Refer to Figure 24 for sealing areas and applications of watershields. The lower edge of shield must be inserted into the slots in bottom of inner panels.

LOCK ASSEMBLY (Manual)

Remote Control

Removal

(1) Raise door glass.
(2) Remove remote control base to door panel screws (Fig. 23).
(3) Remove link from remote control lever.
(4) Remove control through large opening in door.

Installation

(1) Apply lubriplate to sliding and contact areas.
(2) Install assembly through door opening and connect link to control lever.
(3) Install attaching screw and test operation of control.

LATCH RELACEMENT

Removal

(1) Disconnect handle to latch link (Fig. 25), from latch by pulling link outward.
(2) Disconnect locking lever rod (front door only) from latch.
(3) Disconnect control rod from latch.
(4) Remove latch to door screws.
(5) Rotate latch and disconnect remote control link when removing.
(6) Lubricate all moving parts of latch.

Installation

(1) Position lock in door, connect remote control link to lock lever and install retaining screws.

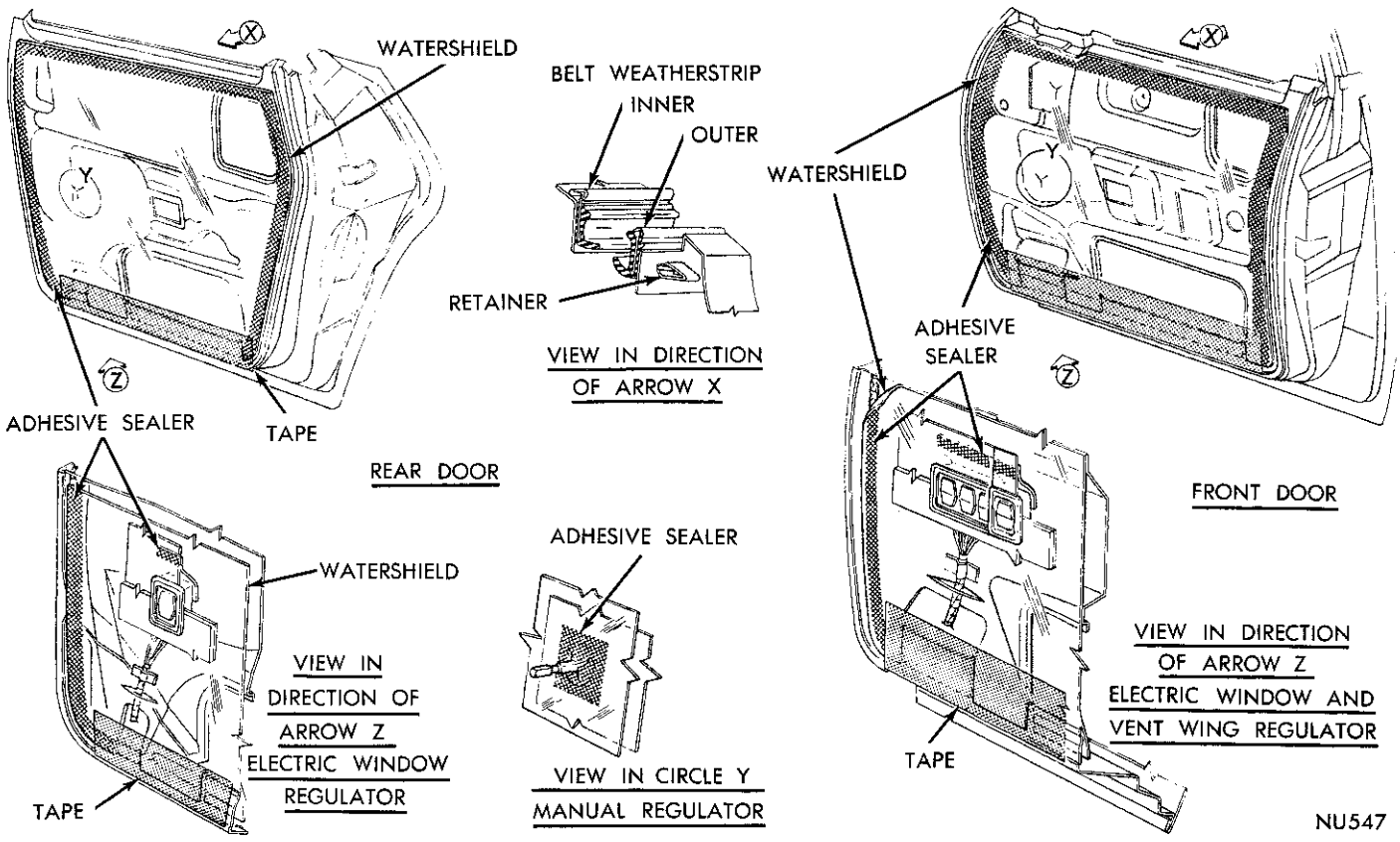

Fig. 24—Door Watershields

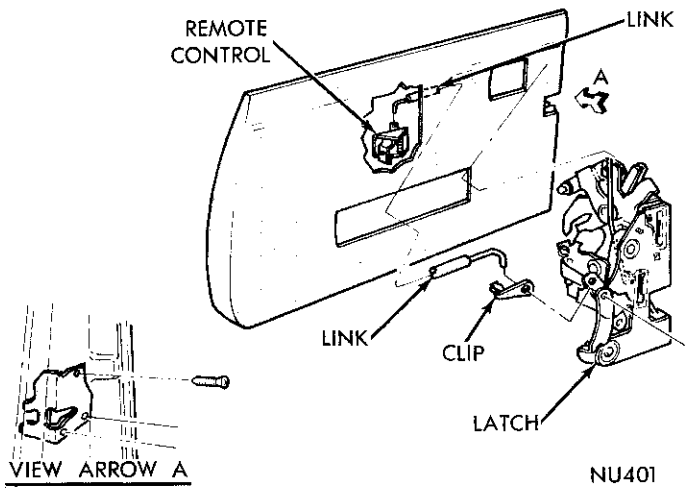

Fig. 25—Latch Control

(2) Connect handle to lock link and locking lever rod (front door only) to lock assembly.

(3) Connect locking lever rod and remote control link to lock.

LOCK CYLINDER

Removal

(1) With window in up position, disconnect cylinder link (Fig. 26) from clip on lock lever and from cylinder.

(2) Remove retainer from cylinder body and cylinder from door.

Installation

(1) Position cylinder in door and install retainer.

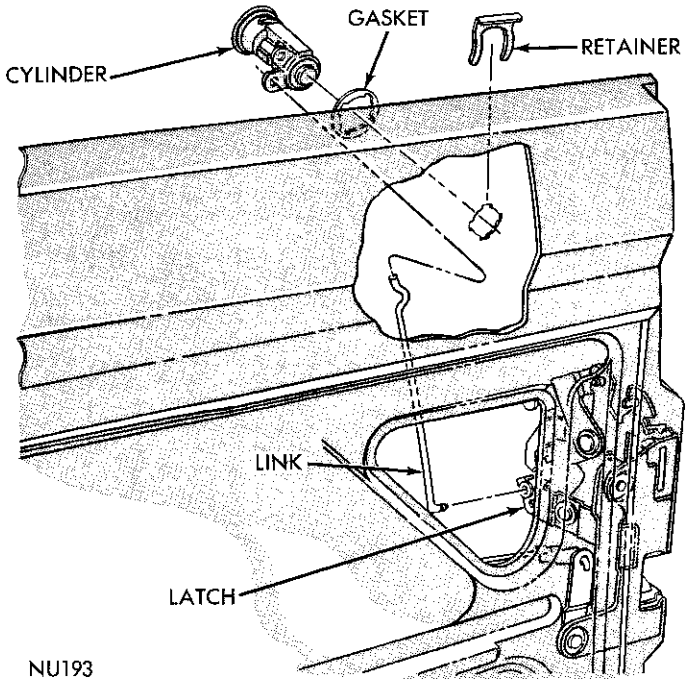

Fig. 26—Lock Cylinder

(2) Connect cylinder link to cylinder arm and to clip on lock lever.

Latch Push Rod

The latch push rod (Fig. 27) is positioned through an opening in the door belt area approximately at the front end of the arm rest position on 2 door models. On four door models the push rod is located approximately above the latch (Fig. 27).

ELECTRIC DOOR LOCKS

All doors may be locked or unlocked electrically. **Refer to the Electrical Group for test procedures and wiring diagrams.**

SOLENOID

Adjustment

(1) Loosen solenoid to mounting bracket screws (Fig. 28).

(2) Push lock lever to down position and slide solenoid to full down position in mounting bracket.

(3) Raise lock lever to up position, extending solenoid rod to maximum up position.

(4) Tighten solenoid to mounting screws and test operation of lock.

REPLACEMENT

Removal

(1) Disconnect solenoid link at solenoid (Fig. 28).

(2) Remove solenoid lead wires.

(3) Remove solenoid to door panel screws and remove solenoid assembly.

Installation

(1) Position solenoid on door panel and install

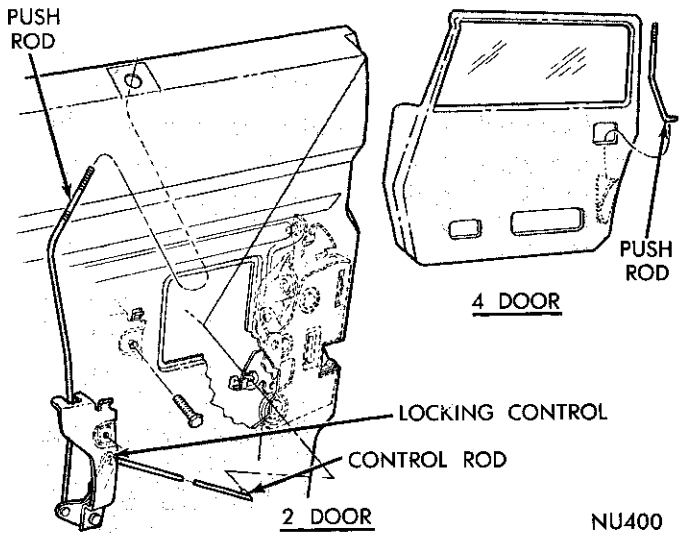

Fig. 27—Latch Push Rod

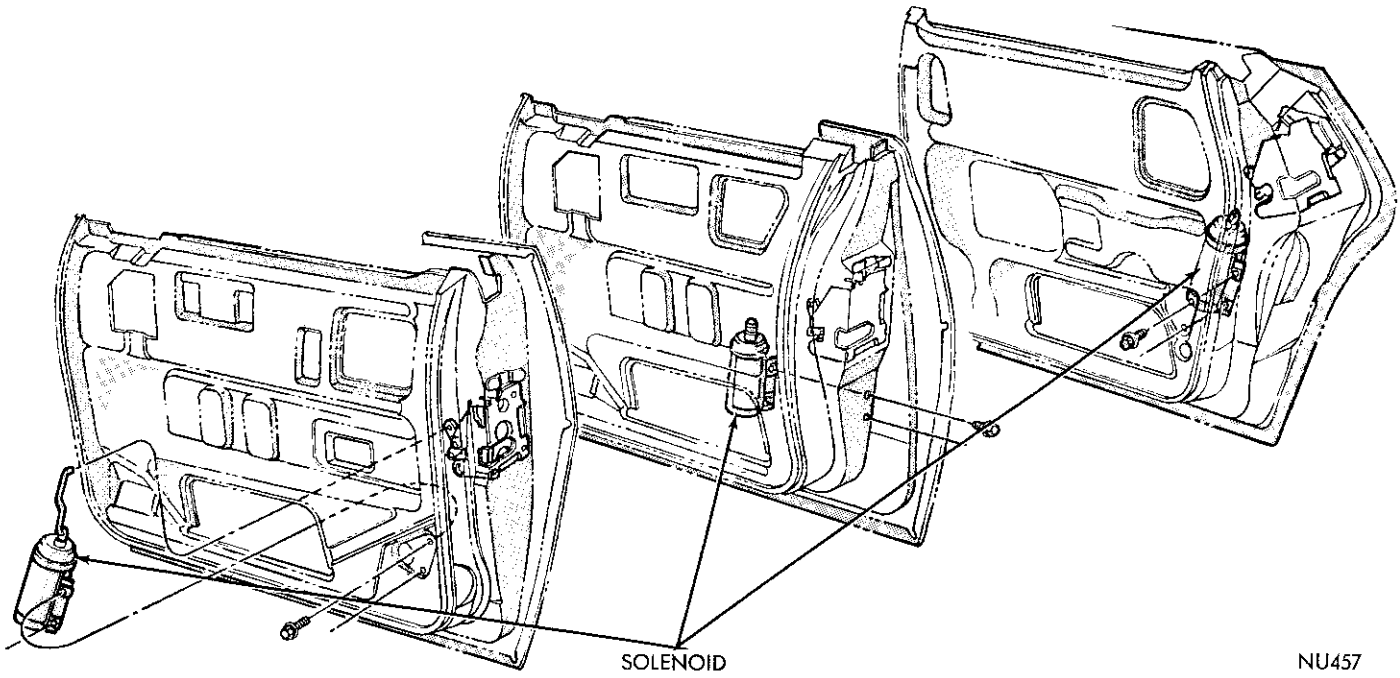

Fig. 28—Solenoid Attachment

mounting screws. DO NOT TIGHTEN.

(2) Connect link to solenoid rod and connect wires.

(3) Adjust lock assembly.

Lock and Switch Replacement

(1) Disconnect lock switch wires (front door only).

(2) Disconnect solenoid link at lock lever.

(3) Remove screws attaching lock and switch assembly to door and remove from door.

(4) Remove switch from lock assembly.

Installation

(1) Position key actuated switch on lock assembly and install screw.

(2) Position lock and switch assembly on door inner face and install screws.

(3) Connect solenoid link to lock lever.

(4) Connect lock switch wires (front door only) and test lock operation.

Remote Control Switch Replacement

The remote control switch (front doors only) (Fig. 27) is attached to the door inner face with one screw. The remote control push rod is attached to the switch with a "push-on" type retainer.

OUTSIDE HANDLE—FRONT DOOR

Removal

(1) With door glass in up position, remove handle attaching nuts from mounting studs (Fig. 29) and link from handle to lock.

(2) Lift handle up and remove from door.

Installation

(1) Position handle into door opening and engage handle to lock link.

(2) Attach retaining nuts and test handle operation.

OUTSIDE HANDLE—REAR DOOR

Removal

(1) With door open and glass in up position, remove link retainer at handle connector (Fig. 29).

(2) Depress outside handle release button and remove link from handle connector.

(3) Remove handle to door nuts.

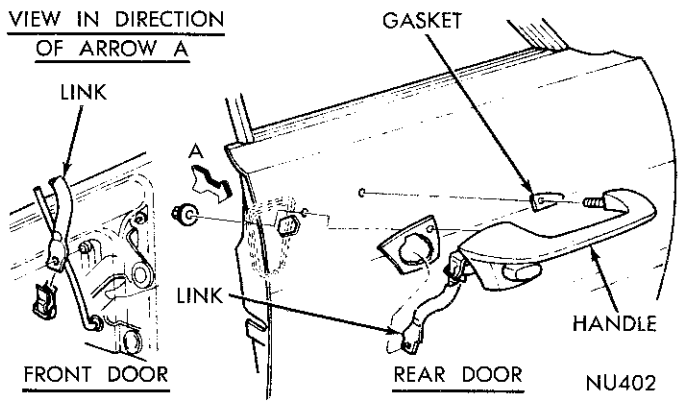

Fig. 29—Outside Door Handle

Installation

(1) Position handle in door and install mounting nuts.

(2) Depress handle button and position link over connector on handle.

(3) Install retainer over link and connector.

WEATHERSTRIPS AND WINDCORDS

Door Weatherstrips

Make sure all old weatherstrip particles and cement are removed. **Avoid puckering or stretching of weatherstrip.**

Sedan and Station Wagon Models

(1) Apply lower half of weatherstrip, starting at number one index hole and using fasteners for locating and ending at number 2 index hole.

(2) Apply a 1/8 inch bead of cement to weatherstrip seating area on door upper half.

(3) Install upper half of weatherstrip on door, indexing at the upper corners.

(4) Work weatherstrip from index points to a point midway between them.

HARDTOP—CONVERTIBLE

Front Door

(1) Apply a 1/8 inch bead of cement on weatherstrip.

(2) Position and attach moulded end of weatherstrip with fasteners.

(3) Index and install weatherstrip on door, using fasteners as a locating point and working from hinge pillar side of door completely around to lock pillar.

(4) Make sure lip of weatherstrip dovetails into groove of lock pillar seal and install seal on lock pillar.

Hardtop Rear Door

(1) Index and install weatherstrip on door by inserting fasteners in door and install from top of hinge pillar side of door completely around to lock pillar.

(2) Make sure lip of weatherstrip dovetails into groove of hinge pillar seal and install seal.

(3) Make sure lip of weatherstrip dovetails into groove of door upper ornament seal and install seal.

Roof Rail Weatherstrip

Refer to Figure 30 for attaching points and methods of cementing.

The weatherstrip retainers are adjustable through use of elongated attaching holes. The weatherstrip can be moved in or out for the best possible fit and seal along the top edge of the vent frame, door and quarter glass.

The glass up-stop must be adjusted so a fully

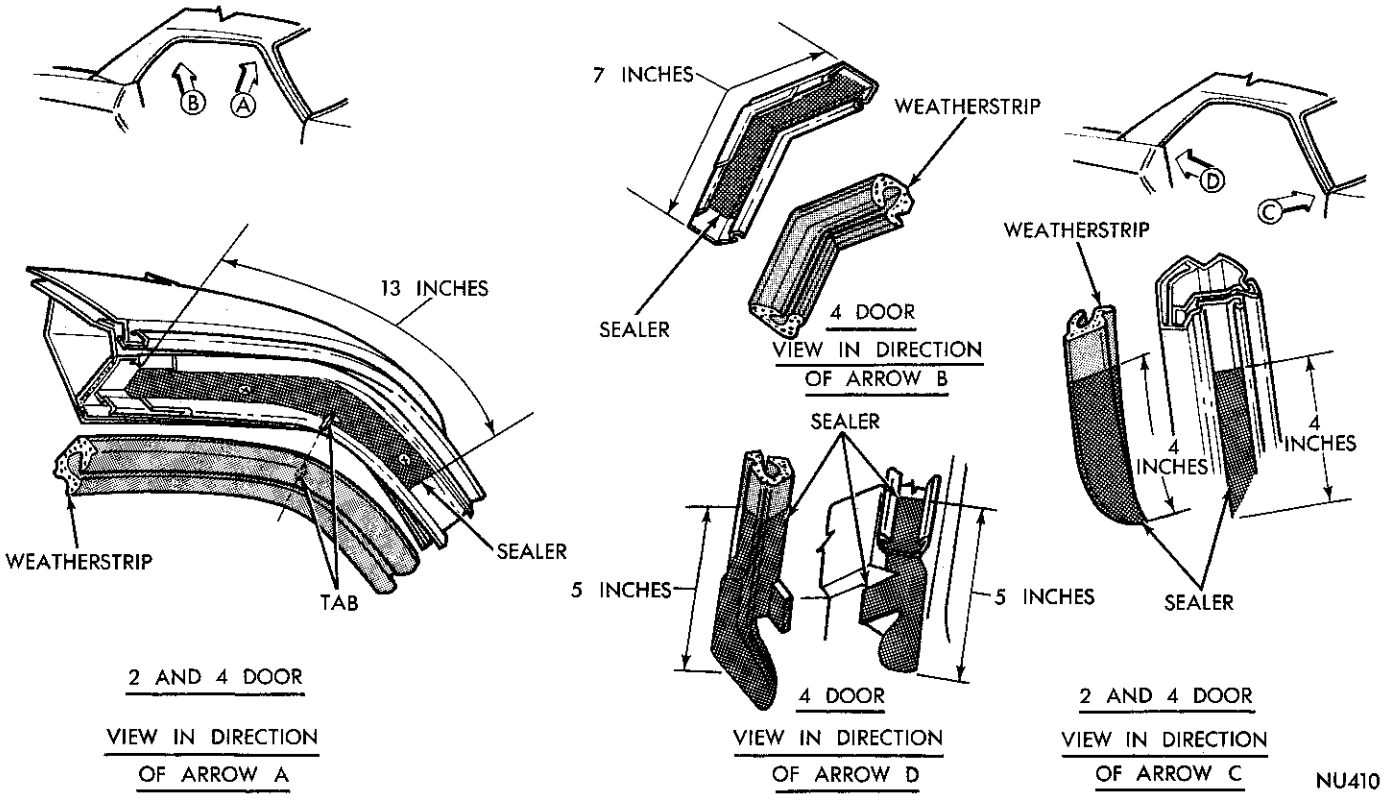

Fig. 30—Roof Rail Weatherstrips

raised glass just curls the outer lip of weatherstrip against the inner lip.

When the up-stop, roof rail weatherstrip and glass are properly adjusted, the outer lip of weatherstrip will seal along the top edge of the glass and the inner lip of weatherstrip will seal along the upper inside edge of glass.

Outer Belt Weatherstrip

The door outer belt weatherstrips are retained in the door panel with spring type retainers.

Windcords

Refer to Figure 31 for windcord starting points and method of attachment.

GLASS ADJUSTMENTS

The circled numbers shown on the glass adjustment reference illustrations indicate the particular step number being read in the adjustment procedure.

Prior to adjusting glass, all doors must be correctly fitted in their opening and the weatherstrips at the "A" post and roof rails must be properly installed.

Refer to the adjustment illustration and loosen the attaching screws and nuts of the various door components affecting glass adjustment.

Service procedures for components related to the door or vent wing glass follow the glass adjustment procedures.

GLASS ADJUSTMENTS—HARD TOP

Adjustments-Ventless Door (Fig. 32)

Fore and Aft

(1) Raise glass completely.

(2) Move glass fore or aft to set glass to belt line weatherstrip.

(3) Tighten glass track upper bracket at belt line.

Parallelism of Glass to Primary Seal

(4) Move pivot bracket fore or aft and set glass parallel to weatherstrip locating bead at primary sealing lip.

(5) Tighten pivot bracket and support screw assemblies.

(6) Set front up-stop down against bumper on glass.

(7) Tighten up-stop bracket screw on inner panel (Fig. 33).

(8) Set rear channel up-stop wedge down against stop in rear frame.

(9) Tighten rear channel and bracket upper attachment screw.

In-Out and Secondary Seal

(10) Move bottom of front track to create an effective glass to weatherstrip secondary seal.

(11) Tighten glass track to lower bracket screw.

(12) Tighten track lower bracket and retainer to inner panel nut assembly.

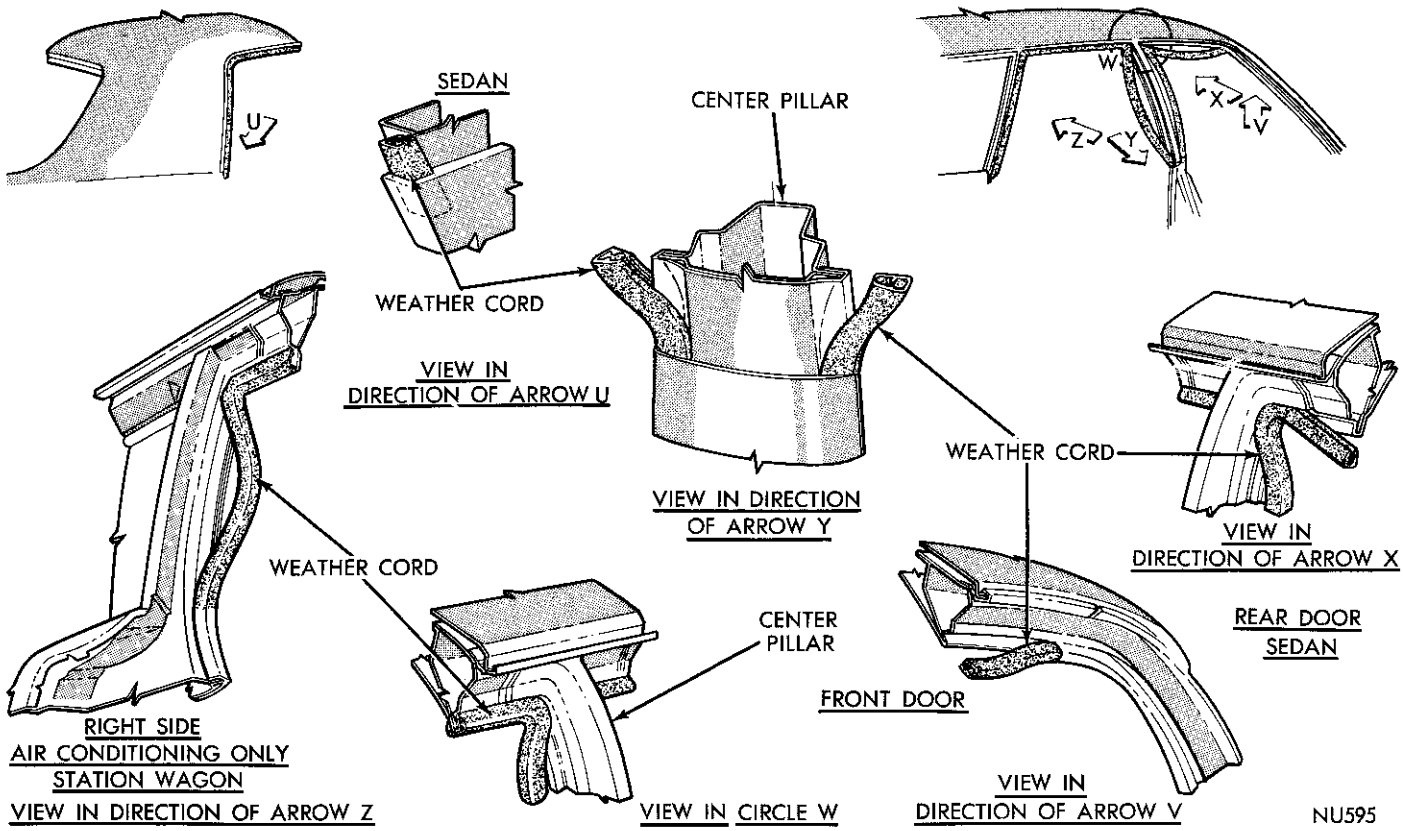

Fig. 31—Door Windcords

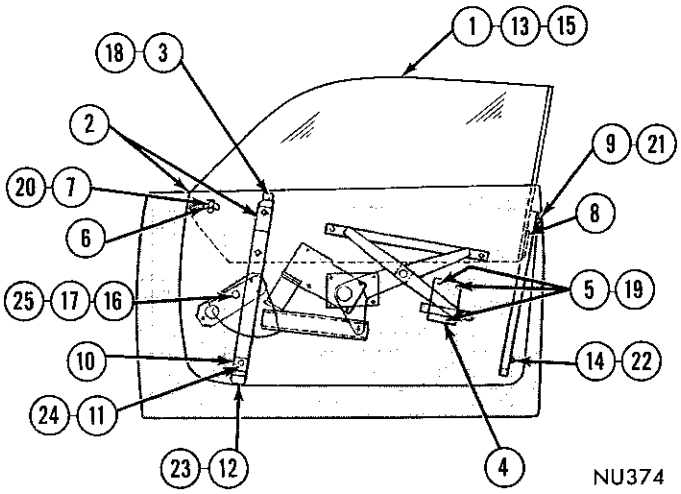

Fig. 32—Glass Adjustments 2 Door Hardtop—Ventless

Front and Rear Track Parallelism

(13) Run glass approximately 2/3 way down.

(14) Tighten glass run rear channel and bracket assembly lower bracket nut assembly.

Down Stop-Manual

(15) Lower glass until top edge of glass is even with or slightly below belt line of door outer panel. **Do not allow glass to drop below weatherstrip on door outer panel.**

(16) Position stop on regulator plate against stop on sector.

(17) Tighten regulator plate stop locknut.

Tighten following callouts to torques specified:

(18), (21), (22), (23) and (24), 170-230 inch pounds, (19) and (20), 75 to 115 inch-pounds and (25), 45 to 75 inch-pounds.

GLASS REPLACEMENT

Removal

(1) Remove door belt line weatherstrips.

(2) With regulator arms in the full down position, remove screws attaching lift bracket to glass (Fig. 34).

(3) Remove front track upper and lower bracket attaching screws.

(4) Raise door glass and front track assembly out of door (Fig. 35).

(5) Remove front track from glass guide and guide from glass (Fig. 36).

(6) Remove fasteners and up-stop from glass (Fig. 36).

Installation

(1) Place glass on table with outside of glass facing upward.

(2) Install fasteners and up-stop in glass (Fig. 36).

(3) Position track guide over fasteners and secure with screw.

(4) Slide front track lower end flanges through guide grooves.

(5) With regulator arms in the full down position insert door glass and front track assembly into door.

(6) Allow track to slide down to bottom of door panel.

(7) After up-stop bumper has cleared through glass opening, engage glass rear frame in rear channel run and lower glass to bumper of lower adjusting bracket.

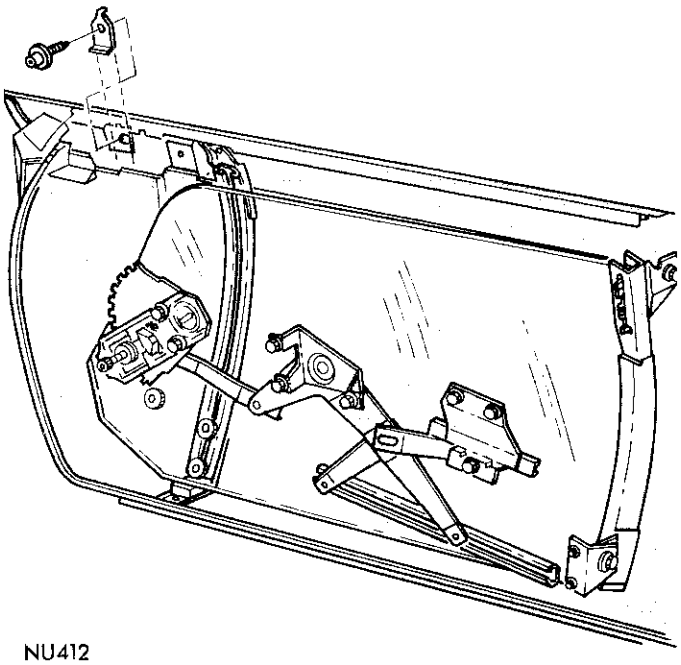

Fig. 33—Glass Up-Stops

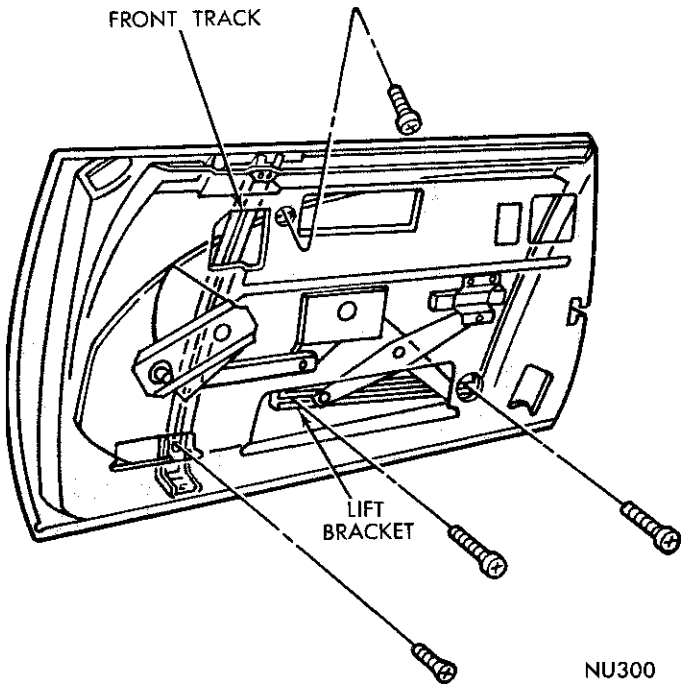

Fig. 34—Lift Bracket

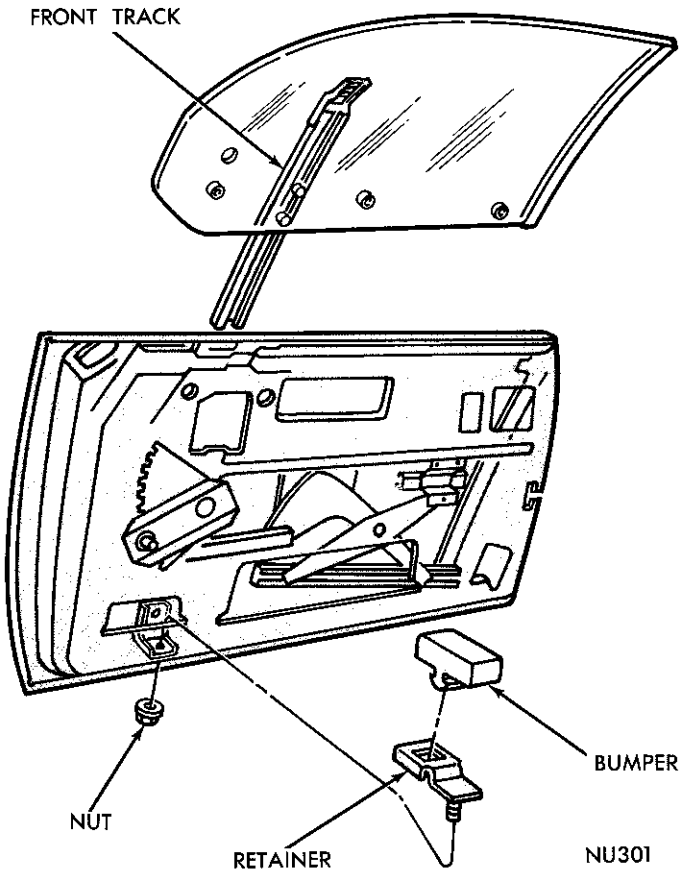

Fig. 35—Glass Replacement

(8) Secure front track upper and lower mounting brackets with screws.

(9) Align holes in lift bracket with fasteners in glass and secure with screws.

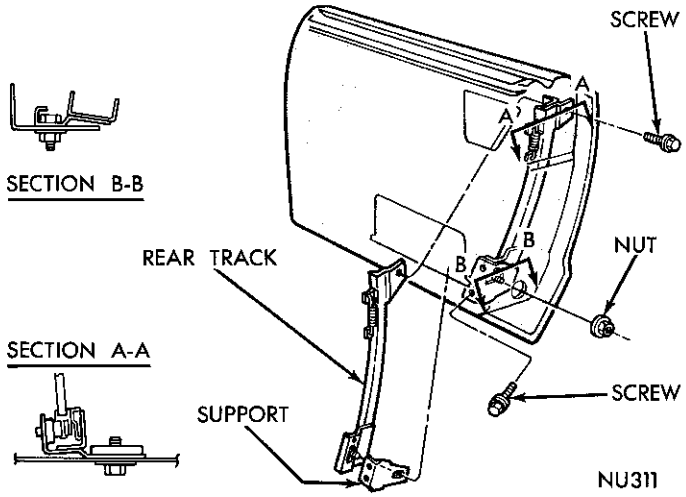

Fig. 37—Glass Rear Track

Glass Rear Track

Removal

(1) Remove the door glass and front track assembly.

(2) Remove screw attaching track upper bracket to door lock face and nut attaching track lower bracket to lower support (Fig. 37).

(3) Remove track assembly through large access hole in door panel.

Installation

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

(2) Align track upper bracket to hole in door lock face and install screw loosely.

(3) Insert track bottom bracket adjustment stud in

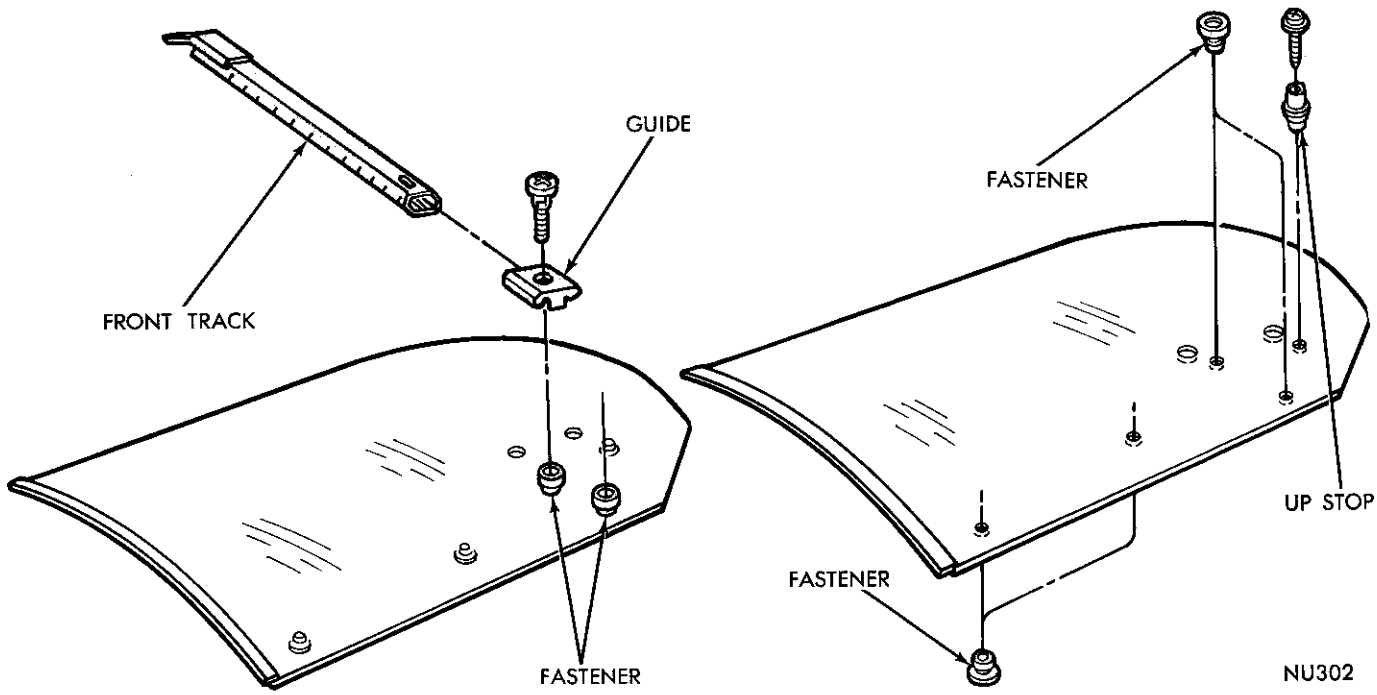

Fig. 36—Glass Assembly

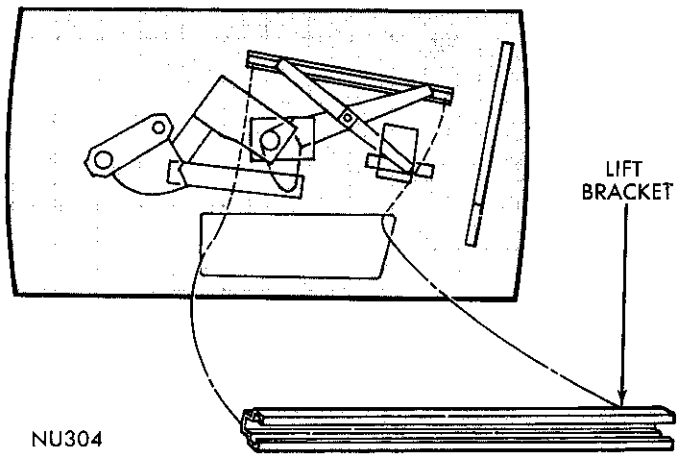

Fig. 38—Glass Lift Bracket

slot of lower support bracket and install nut loosely.

(4) Install door glass assembly and tighten rear track screw and nut after adjusting glass.

UP-STOP

The glass up-stop (Fig. 33) is attached to the door qutside panel belt reinforcement with a screw and washer assembly. Engage tab on stop with slot in reinforcement.

Glass Lift Bracket

The glass lift bracket (Fig. 38) is positioned over sliding blocks on the regulator arms. Screws are used to secure the lift channel to the glass fasteners. Lubricate the sliding block contact areas of the lift channel sparingly.

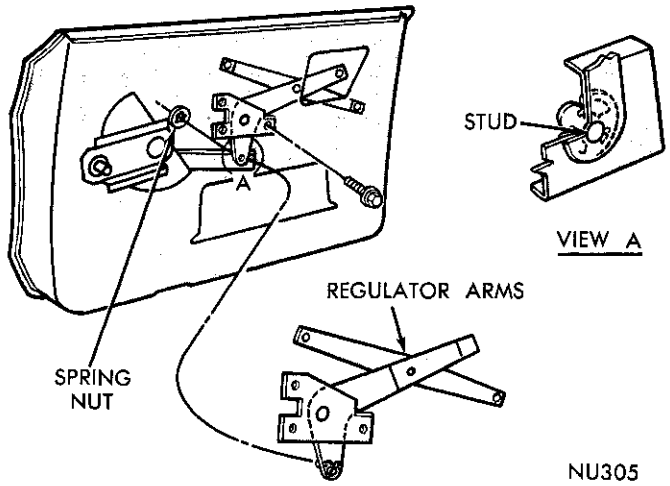

Fig. 39—Regulator Arms

Regulator Arms—Manual

The manually operated regulator incorporates a replaceable type arms assembly (Fig. 39). The arms assembly is retained on the inner door panel with screws and to the regulator connector link of the regulator with a spring nut. The door glass assembly should be removed when replacing the arms assembly.

Regulators

The manual and electric operated regulators (Fig. 40) are attached to the door inner panel with screws.

Refer to the Electrical Group for test procedures and wiring diagrams for electric operated regulators.

Pivot Bracket

The pivot bracket and support assembly (Fig. 41) is

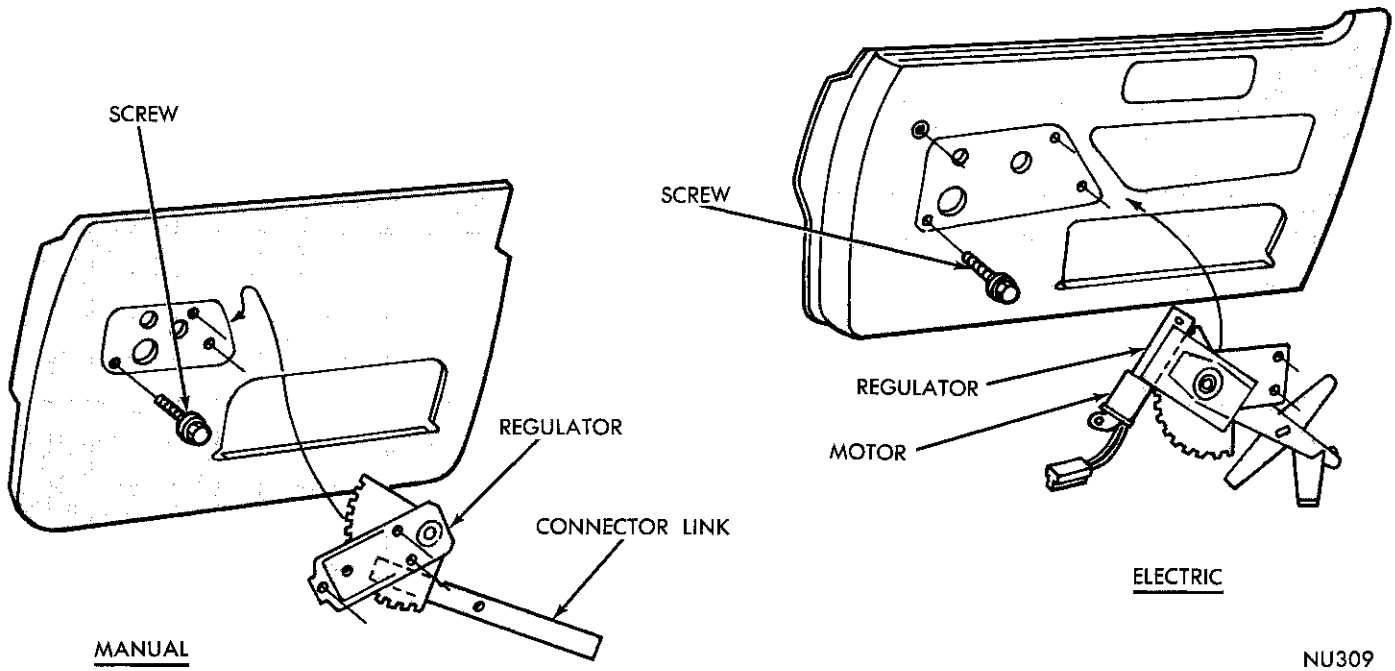

Fig. 40—Regulator Assemblies

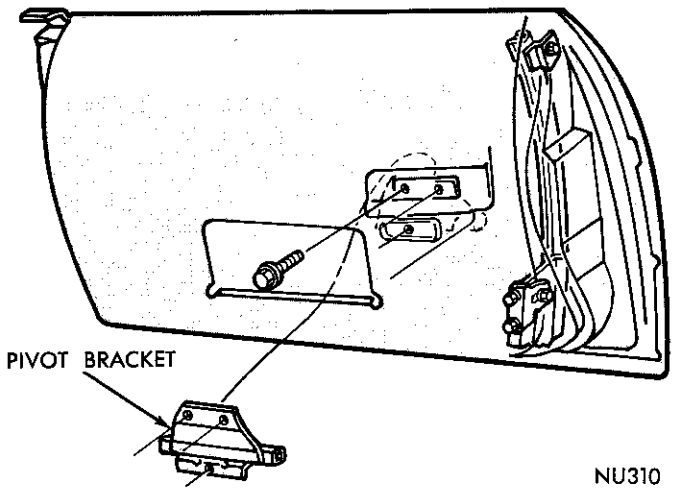

Fig. 41—Pivot Bracket

secured with screws to the electric regulator idler arm slide and to the door inner panel with the manual regulator.

Regulator Motor Replacement

When necessary to remove motor from regulator, it is imperative the linkage be securely clamped in a vise to lock it in place. Failure to do this allows the assist spring to drive the mounting bracket around the lift pivot.

Window Lift Switch

Slide a thin blade behind the switch housing (front and back) to depress retaining clips and pull switch out from panel. Carefully separate multiple terminal block from switch body and remove switch from panel.

2 DOOR MODELS and 4 DOOR HARD TOP

Adjustments (With Vent Wing) (Fig. 42)

Primary Seal Adjustment (Fore-Aft-Up-Down)

(1) Lower glass fully and loosen vent wing screw on hinge face at belt line.

(2) Align and set vent wing to "A" post and roof rail weatherstrip.

(3) Snug secure vent wing screw at belt rear attachment and raise glass fully.

(4) Set top edge of glass parallel to line up bead on roof rail weatherstrip.

(5) Snug secure vent wing screw on hinge at belt line.

Parallelism to Belt Outer Weatherstrip

(6) Run glass approximately 1/3 way down.

(7) Adjust rear run channel upper attachment so glass lightly touches on outer weatherstrip and upstop bracket on rear channel is in full up position.

(8) Snug secure rear run channel upper attachment screw.

In-Out Adjustment at Top of Glass and Secondary Seal

(9) Raise glass fully.

(10) Back out adjusting stud on vent wing leg until shoulder bottoms out against door panel reinforcement and a parallelism exists between glass edge and roof rail weatherstrip.

(11) Loosen nut assembly on vent wing leg adjusting stud.

(12) Force vent wing leg outboard until secondary

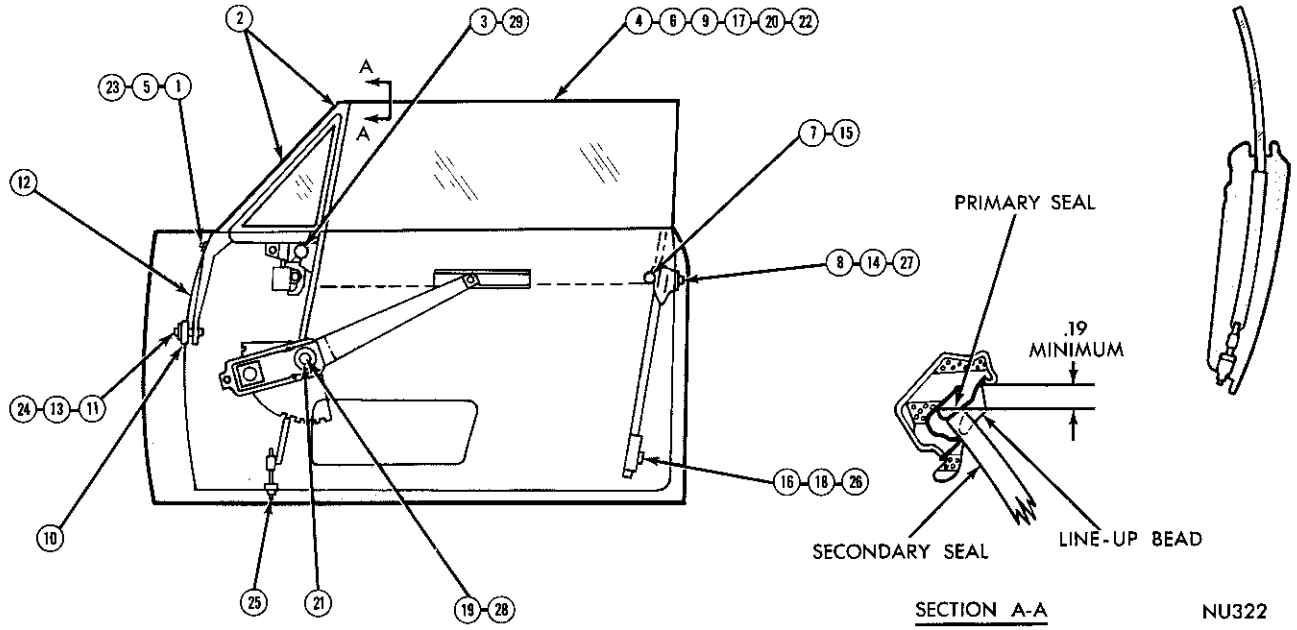

Fig. 42—2 Door Models and 4 Door Hardtops—Glass Adjustments

seal is accomplished between glass and roof rail weatherstrip.

(13) Snug secure nut assembly and screws loosen to perform adjustment.

(14) Loosen rear channel upper bracket screw assembly.

(15) Position up-stop on rear channel down against plastic bumper on glass and snug secure screw assembly.

Division and Rear Channel Parallelism

(16) Loosen rear channel lower attachment nut assembly.

(17) Run glass approximately 3/4 way down.

(18) Snug secure channel lower bracket nut assembly.

Manual Down Stop

(19) Loosen stop lock nut on regulator plate.

(20) Lower glass until top of glass is even with or slightly below door outer panel belt line. **Do not allow glass to drop below outer weatherstrip.**

(21) Position regulator plate stop against stop on sector snug secure nut assembly.

(22) Operate window up and down testing for ease of operation and inspecting alignment.

Cranking effort at the regulator handle should not exceed 30 inch-pounds with door closed and all glass in the up position.

Torque Specifications

Callouts 23, 24, 25, 26 and 27 should be tightened 170-230 inch-pounds.

Callout 28 should be tightened 45-75 inch-pounds.

Callout 29 should be tightened 75-115 inch-pounds.

DOOR GLASS AND VENT WING REPLACEMENT

Removal

(1) Remove nut and washer from end of division bar adjusting rod (Fig. 43).

(2) Remove vent frame to belt spacer reinforcement screw.

(3) Remove vent wing adjusting stud to upper hinge nut assembly and vent wing to belt attaching screw.

(4) Remove lift channel to door glass fastener screws (Fig. 44).

(5) Tilt top of glass inward and remove door glass and vent wing assembly.

Disassembly

(1) Invert door glass and vent wing assembly.

(2) Remove vent wing adjusting stud at hinge reinforcement (Fig. 45).

(3) Remove lower adjusting stud and anti-rattle from division channel.

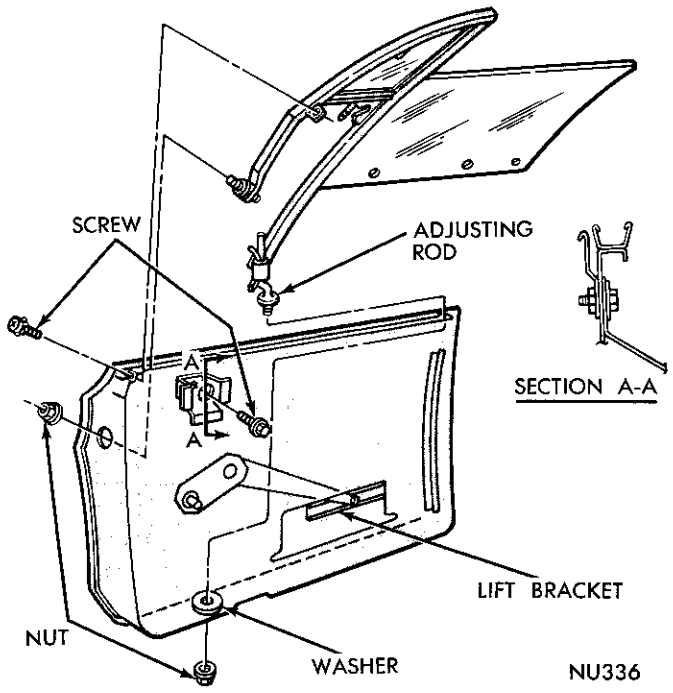

Fig. 43—Glass Replacement

(4) Slide door glass assembly out of vent wing division channel.

(5) Remove slide assembly from glass and weatherstrip (Fig. 34) by pulling slide halves apart.

(6) Remove weatherstrip from glass.

(7) Push lift channel fasteners out of glass.

Assembly

(1) Insert lift channel fasteners into glass from concave side (Fig. 45).

(2) Position weatherstrip on glass front edge with notched end in up position.

(3) Raise edge of weatherstrip and insert slide at attaching in glass. Secure by pressing together.

(4) With glass and vent wing in inverted position

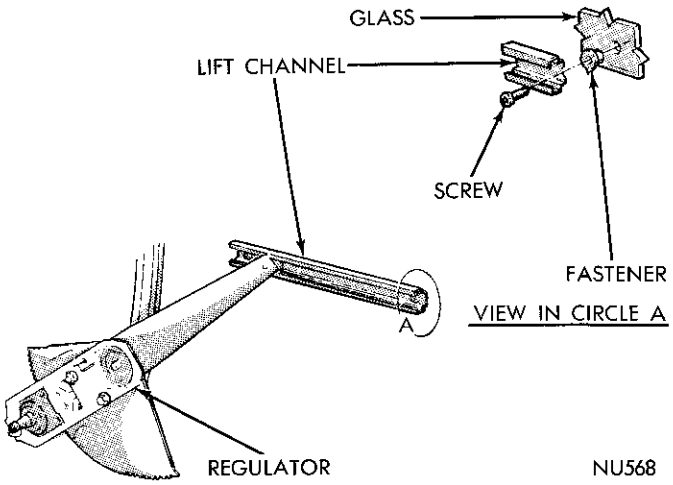

Fig. 44—Lift Bracket

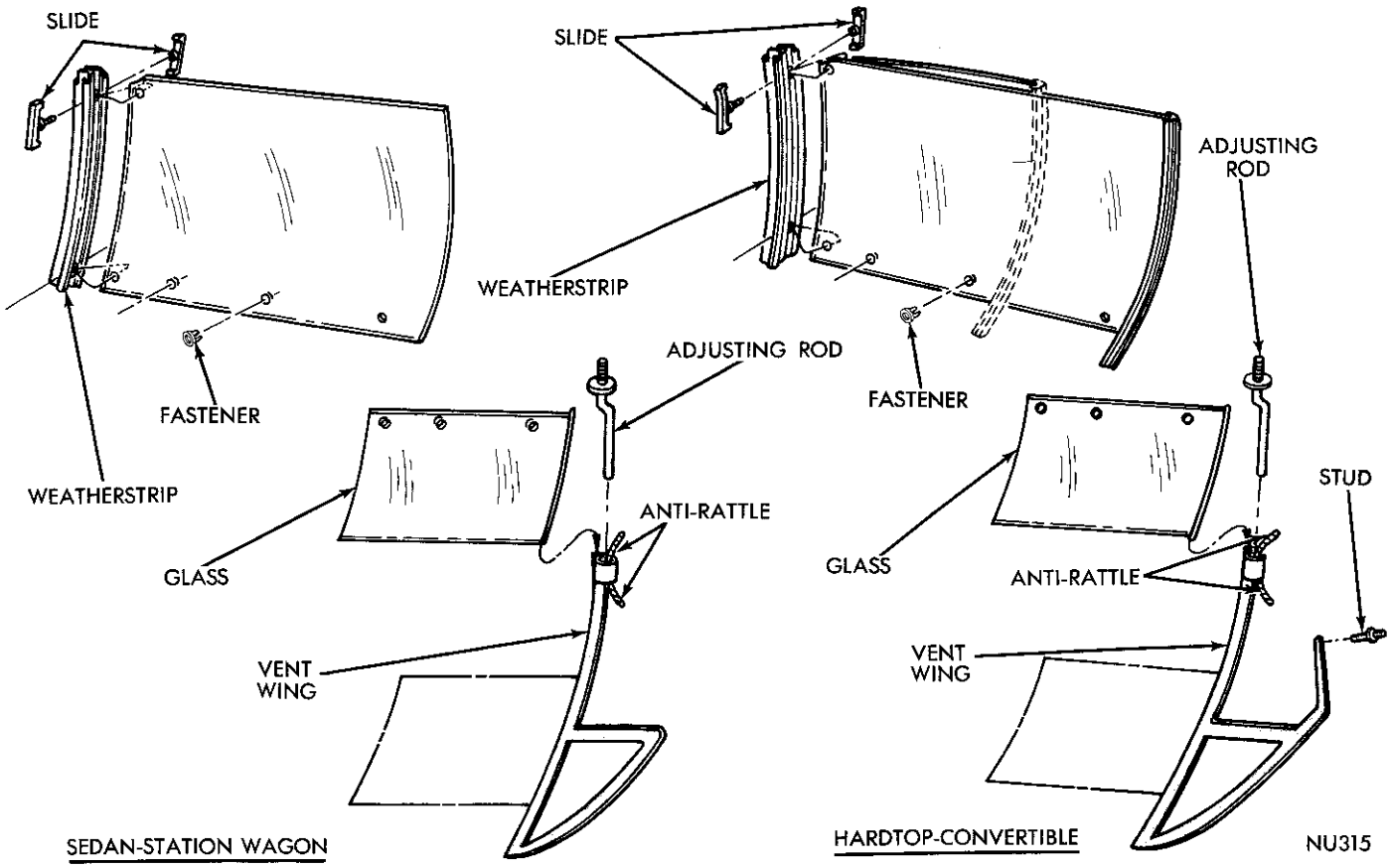

Fig. 45—Glass Assembly

(Fig. 34) insert slides on glass assembly into vent wing division channel.

(5) Insert anti-rattle into division channel adjusting bracket loop opposite loop joint.

(6) Insert smooth end of adjusting rod into bracket loop between anti-rattle and loop joint.

(7) Install adjusting stud to vent wing hinge loosely.

(8) Apply rubber lubricant sparingly to each side

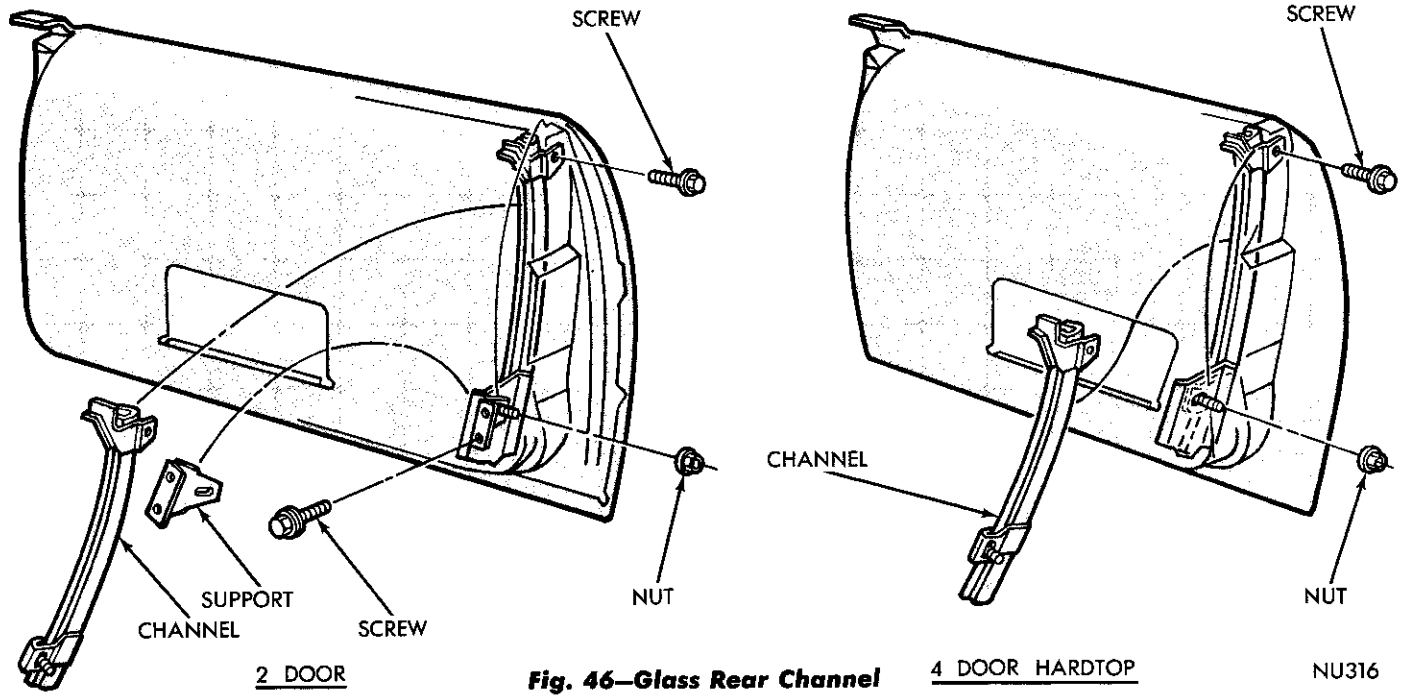

Fig. 46—Glass Rear Channel

of vent wing belt weatherstrip lip for entire length.

Installation

(1) Insert division channel through upper lock face corner, turn as necessary and move assembly forward.

(2) Tilt glass top inward, raising the off-set front lower leg to clear spacer bracket at belt.

(3) Insert lowest point of front leg and adjusting stud and lower assembly into door, with the pivot assembly mounting plate between the spacer bracket and door outside panel reinforcement.

(4) Position adjusting stud on lower off-set leg to hole in door hinge pillar and push through to stud shoulder.

(5) Fit rear edge of glass in run channel.

(6) Align vent wing lower pivot plate slot with access hole in inner panel and spacer bracket and with attaching hole in spacer bracket. Secure with screw.

(7) Position washer on division bar adjusting rod and insert adjusting rod into lower support.

(8) Install nut assembly on adjusting rod.

(9) Position and secure vent wing at front belt attachment with a screw and adjusting stud with a nut and washer assembly.

(10) Align glass fasteners with holes in lift channel and secure with screws.

REAR CHANNEL AND UP-STOP

Removal

(1) Remove up-stop at rear channel.

(2) Remove the door glass and vent wing assembly.

(3) Remove channel upper support retaining screw at door lock face, inner panel support and lower support retaining nut (Fig. 46) at door.

(4) Remove channel assembly through large access hole.

Installation

(1) Position rear channel assembly into door through large access hole.

(2) Align upper support to hole in door lock face and install screw loosely (Fig. 46).

(3) Insert channel lower stud into slot of support assembly and secure with nut.

(4) Tighten upper support screw.

(5) Install door glass.

(6) Install up-stop at rear channel.

DOOR GLASS REGULATOR

The manual and electric operated regulators (Fig. 47) are attached to the door inner panel with screws.

Refer to the Electrical Group for test procedures and wiring diagrams for electric operated regulators.

Glass Lift Bracket

The glass lift bracket (Fig. 48) is positioned over sliding blocks on the regulator arms. Screws are used to secure the lift channel to the glass fasteners. Lubricate the sliding block contact areas of the lift channel sparingly.

Regulator Motor Replacement

When necessary to remove motor from regulator, it is imperative the linkage be securely clamped in a vise to lock it in place. Failure to do this allows the

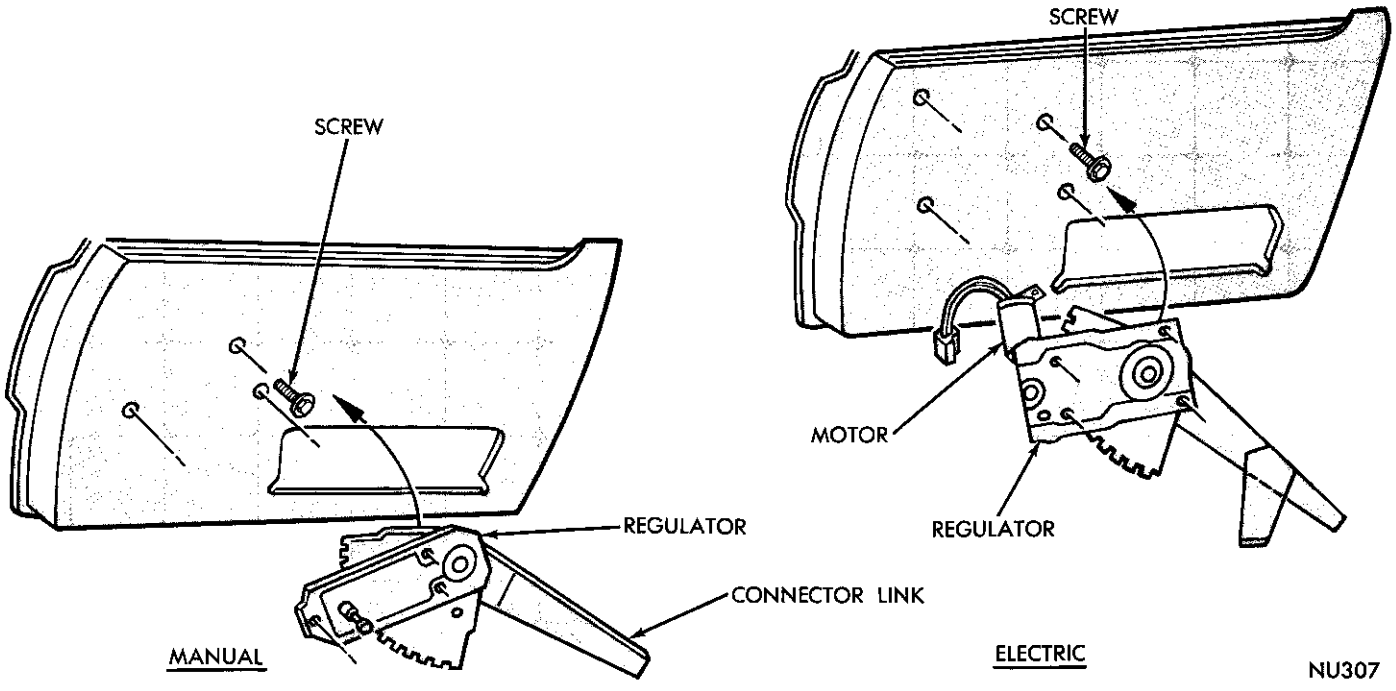

Fig. 47—Regulator Assemblies

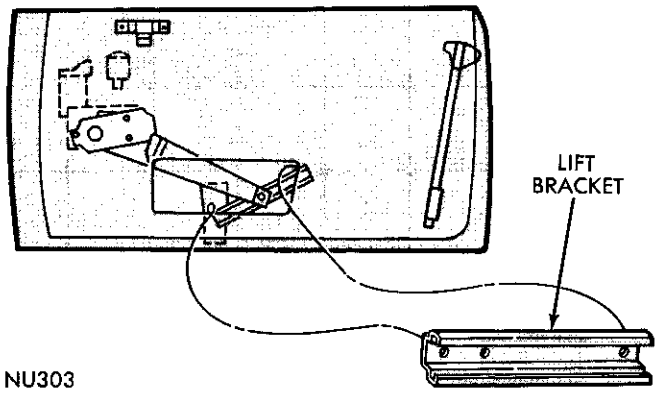

Fig. 48—Lift Bracket

assist spring to drive the mounting bracket around the lift pivot.

Window Lift Switch

Slide a thin blade behind the switch housing (front and back) to depress retaining clips and pull switch out from panel. Carefully separate multiple terminal block from switch body and remove switch from panel.

VENT WING REGULATOR

Removal

(1) With vent wing open, remove screws attaching regulator to door inner panel belt reinforcement (Fig. 49).

(2) Remove shaft to coupling screw.

(3) Move regulator off of vent wing pivot shaft.

(4) Remove regulator through large access hole in door panel.

Installation

(1) Through large access hole, position and align sleeve on regulator coupling over vent wing pivot shaft.

(2) Position and align regulator body to attaching slots in door inner panel belt reinforcement and install attaching screws.

(3) Install regulator coupling to vent wing pivot shaft screw.

4 DOOR SEDAN and STATION WAGON

Adjustments (Fig. 50)

(1) Run glass approximately 2/3 way down.

(2) Tighten vent wing lower adjusting rod to inner panel screw assembly.

(3) Lower glass until top edge is even with or slightly below top of door at outer panel.

(4) Position stop on regulator plate against stop on sector and snug tighten locknut.

(5) Test operation and inspect alignment of glass.

(6) Tighten lower adjusting stud nut 170-230 inch-pounds.

(7) Tighten locknut on regulator plate 45-75 inch-pounds.

DOOR GLASS AND VENT WING REPLACEMENT

Removal

(1) Move glass run forward, four inches at upper corner.

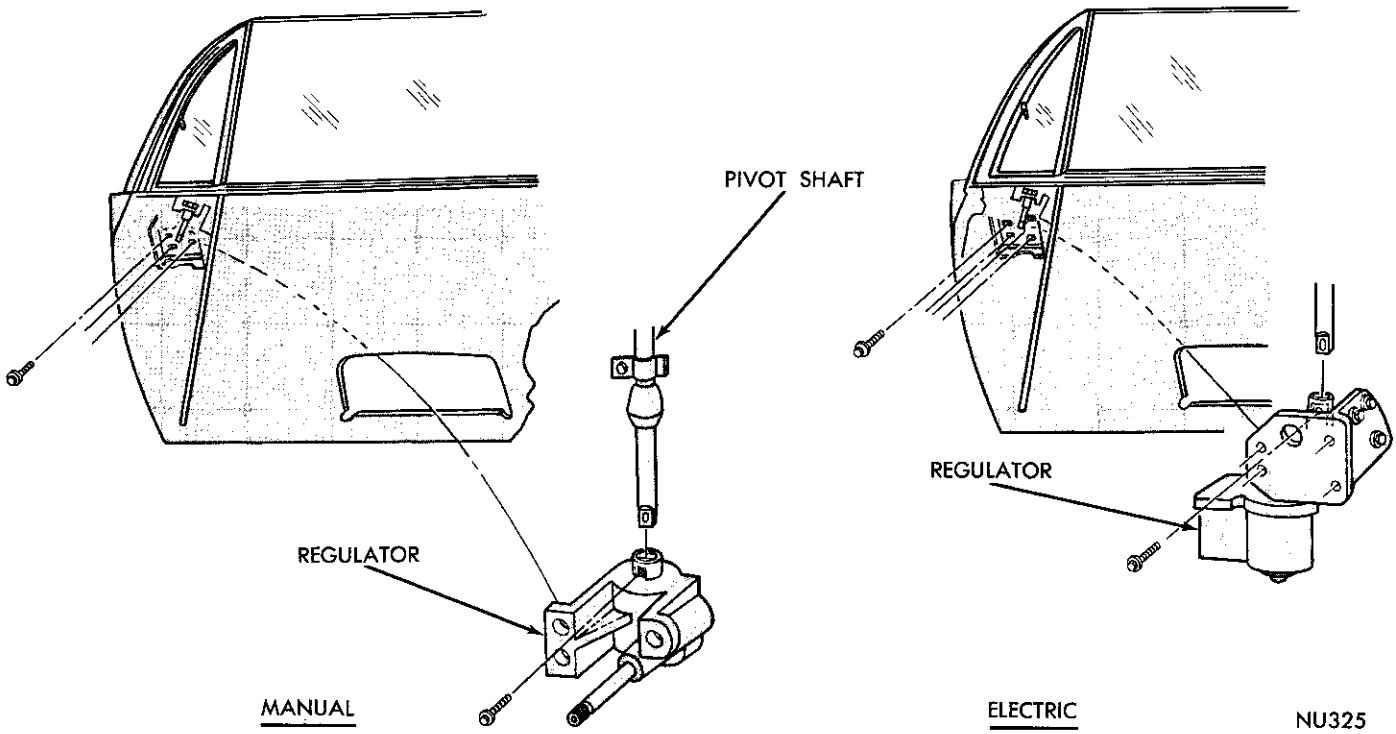

Fig. 49—Vent Wing Regulator

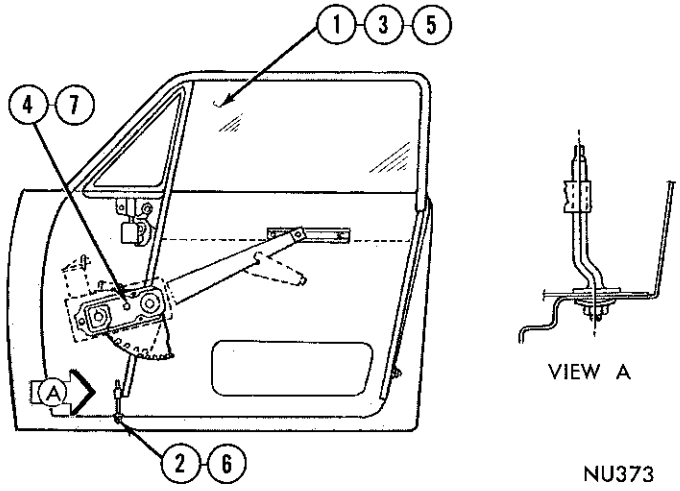

Fig. 50—4 Door Sedan and Station Wagon Glass Adjustments

(2) Remove division bar adjusting rod nut and washer (Fig. 51).

(3) Remove screw assembly attaching vent wing frame to outside belt reinforcement.

(4) Remove vent wing frame to door frame screws.

(5) Remove lift channel to door glass fastener screws.

(6) Lift vent wing and door glass out of panel.

Installation

(1) Inspect seal on vent wing upper surface.

(2) With regulator arms in the down position, lower vent wing and door glass assembly fully into door.

(3) Move glass assembly rearward into glass run.

(4) Position washer on division channel lower adjusting rod and insert adjusting rod into opening in support bracket.

(5) Position vent wing frame to door upper frame, aligning notch in lower pivot to hole in spacer bracket.

(6) Install retaining screw at spacer bracket.

(7) Starting at bottom attaching hole, secure vent wing frame to door frame with screws.

(8) Install lower adjusting rod nut and washer.

(9) Install lift channel to door glass fastener screw.

(10) Position loose 4 inches of upper run channel and fully seat in channel.

GLASS RUN

The glass run (Fig. 52) is a press fit in the door frame. Position run to door frame by inserting lower leg between inner and outer door panels. Index molded corner to upper rear corner of frame and press firmly into place. Press run into upper door frame leaving forward four inches out of retainer to facilitate vent wing installation.

Glass Lift Bracket

The glass lift bracket (Fig. 48) is positioned over sliding blocks on the regulator arms. Screws are used to secure the lift channel to the glass fasteners. Lubricate the sliding block contact areas of the lift channel sparingly.

DOOR GLASS REGULATOR

The manual and electric operated regulators (Fig. 47) are attached to the door inner panel with screws.

Refer to the Electrical Group for test procedures and wiring diagrams for electric operated regulators.

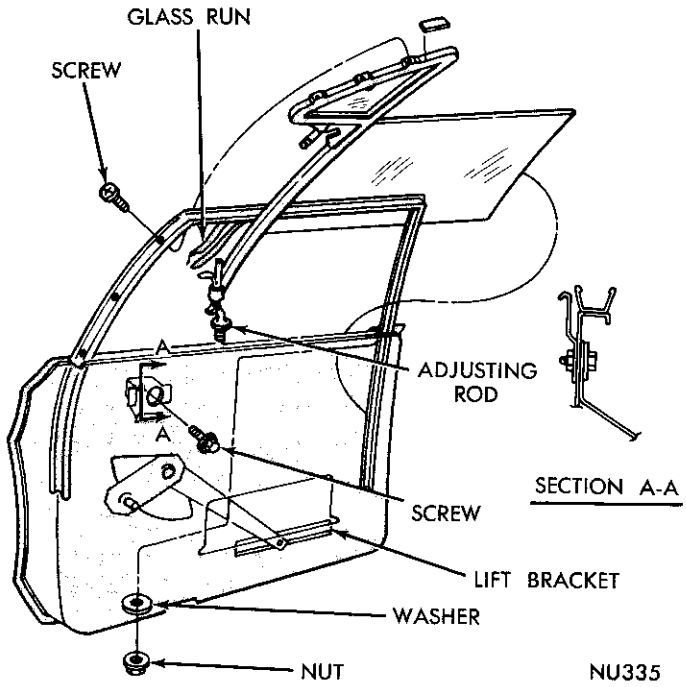

Fig. 51—Glass Replacement

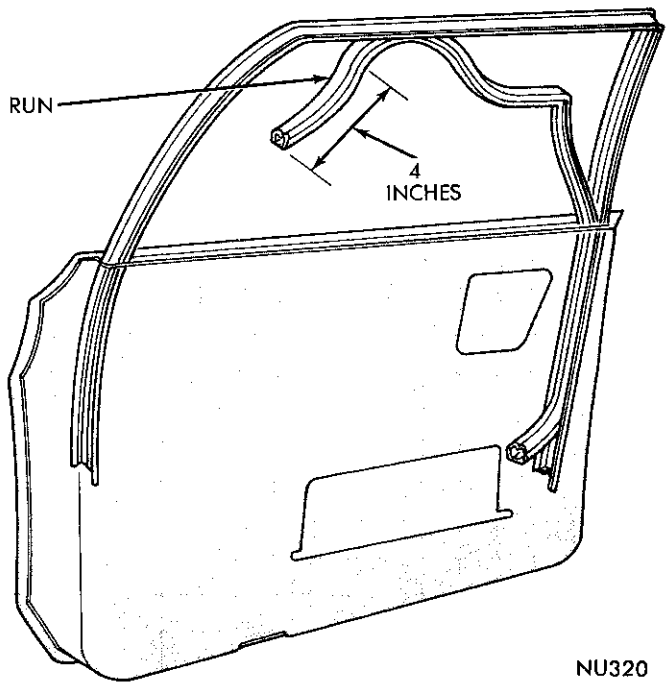

Fig. 52—Glass Run

Regulator Motor Replacement

When necessary to remove motor from regulator, it is imperative the linkage be securely clamped in a vise to lock it in place. Failure to do this allows the assist spring to drive the mounting bracket around the lift pivot.

Window Lift Switch

Slide a thin blade behind the switch housing (front and back) to depress retaining clips and pull switch out from panel. Carefully separate multiple terminal block from switch body and remove switch from panel.

VENT WING REGULATOR

Removal

(1) With vent wing open, remove screws attaching regulator to door inner panel belt reinforcement (Fig. 49).

(2) Remove shaft to coupling screw.

(3) Move regulator off of vent wing pivot shaft.

(4) Remove regulator through large access hole in door panel.

Installation

(1) Through large access hole, position and align sleeve on regulator coupling over vent wing pivot shaft.

(2) Position and align regulator body to attaching slots in door inner panel belt reinforcement and install attaching screws.

(3) Install regulator coupling to vent wing pivot shaft screw.

REAR DOORS

Adjustments—Sedan (Fig. 53)

(1) Raise window to approximately 1/8 inch below door frame.

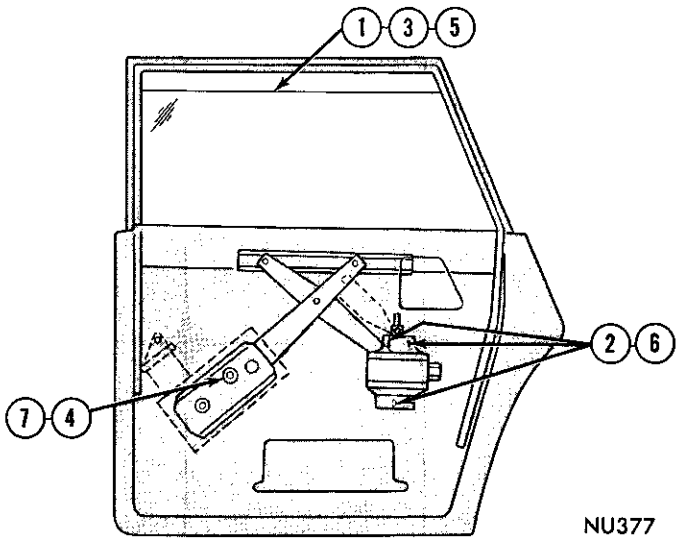

Fig. 53—Sedan Rear Door Glass Adjustment

(2) Adjust regulator pivot bracket so gap between top of glass and door frame is constant. Snug tighten attaching nuts.

(3) Lower glass until top edge is even with or slightly below outer panel belt weatherstrip.

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

(5) Test operation and inspect alignment of glass.

(6) Tighten pivot bracket nuts 75-115 inch-pounds.

(7) Tighten regulator plate stop locknut 45-75 inch-pounds.

GLASS REPLACEMENT

Removal

(1) Remove lift channel to door glass fastener screws (Fig. 54).

(2) Rotate front edge of glass rearward and up to disengage ends of glass from run channels.

(3) Lift glass assembly out of door.

(4) Remove lift fasteners from glass (Fig. 54).

Installation

(1) Position lift fasteners into glass from glass inner surface (Fig. 54).

(2) With bottom of glass in forward position, lower glass into door.

(3) Rotate front edge of glass forward and down, engaging glass ends into the front and rear glass runs.

(4) Align glass fasteners with holes in lift channel and secure with screws.

Glass Run

The rear door glass run (Fig. 55) is a press fit in

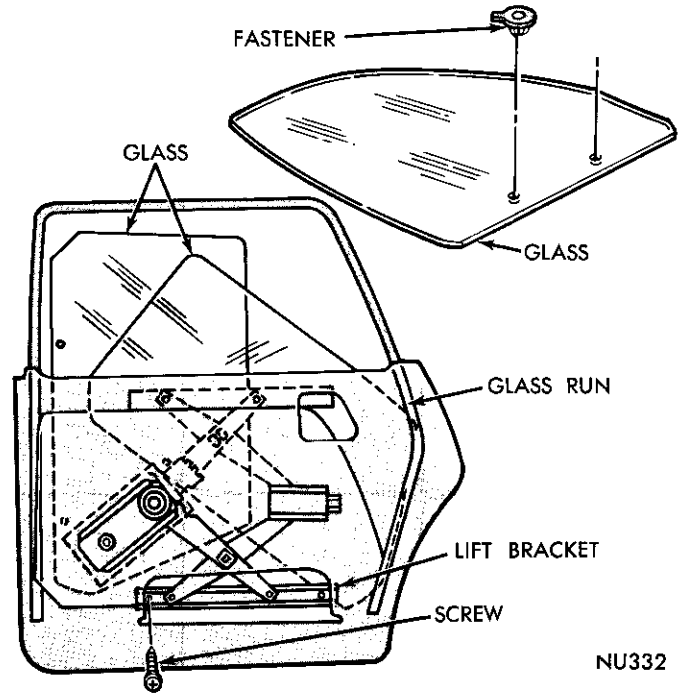

Fig. 54—Glass Replacement

the door frame. Index the front notch into upper front corner of door frame and press entire front leg of run secure. Position rear notch in run to upper rear corner of door frame and press entire top and rear leg securely in channel.

Pivot Bracket

Removal

(1) Remove the rear door glass.
(2) Remove pivot support bracket to door inner panel screw assemblies (Fig. 56).
(3) Slide pivot channel off of regulator arm slide and remove pivot bracket through large access hole.

Installation

(1) Apply lubricant to sliding contact surfaces of pivot channel.
(2) Through large access hole, position pivot channel over slide on regulator idler arm.
(3) Align pivot bracket mounting holes with holes in door inner panel and secure with screws.
(4) Install rear door glass.

Glass Lift Bracket (Fig. 57)

Removal

(1) Remove rear door glass to lift bracket screws.
(2) Move lift bracket forward on front slide to disengage bracket from rear slide.
(3) Move bracket rearward to remove from front slide.

Installation

(1) Apply lubricant to channel of lift bracket.

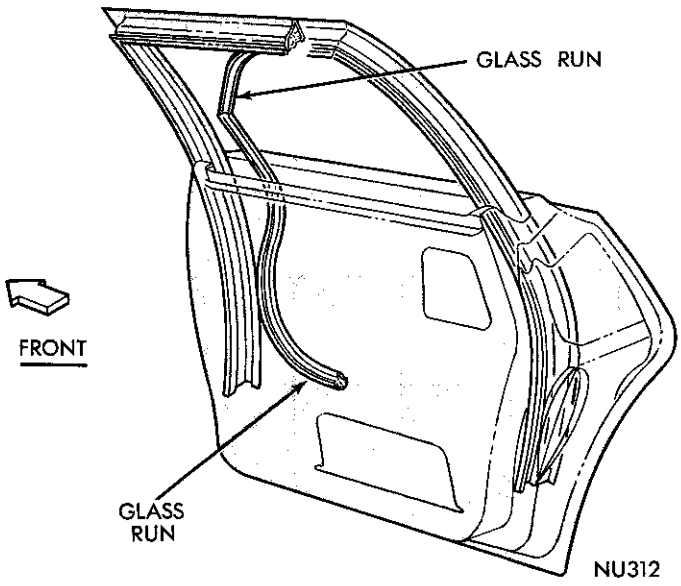

Fig. 55—Glass Run

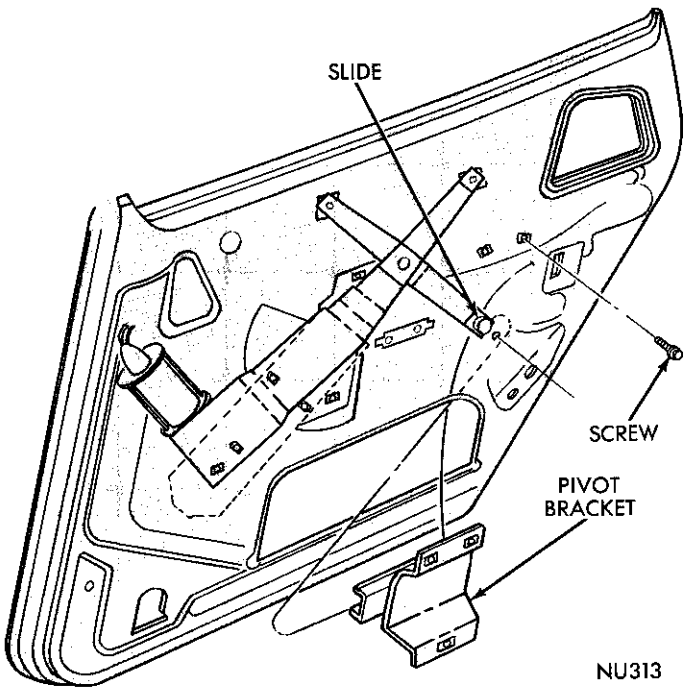

Fig. 56—Pivot Bracket

(2) Position bracket channel to regulator arm front slide first, then move rearward to engage rear slide.
(3) Install rear door glass to lift bracket screws.

Regulators

The manual and electric operated regulators (Fig. 58) are attached to the door inner panel with screws.

Refer to the Electrical Group for test procedures and wiring diagrams for electric operated regulators.

Regulator Motor Replacement

When necessary to remove motor from regulator, it is imperative the linkage be securely clamped in a vise to lock it in place. Failure to do this allows the assist spring to drive the mounting bracket around the lift pivot.

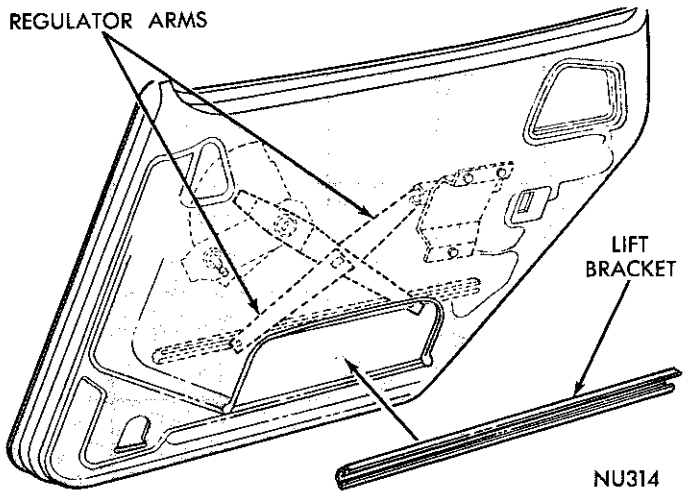

Fig. 57—Lift Bracket

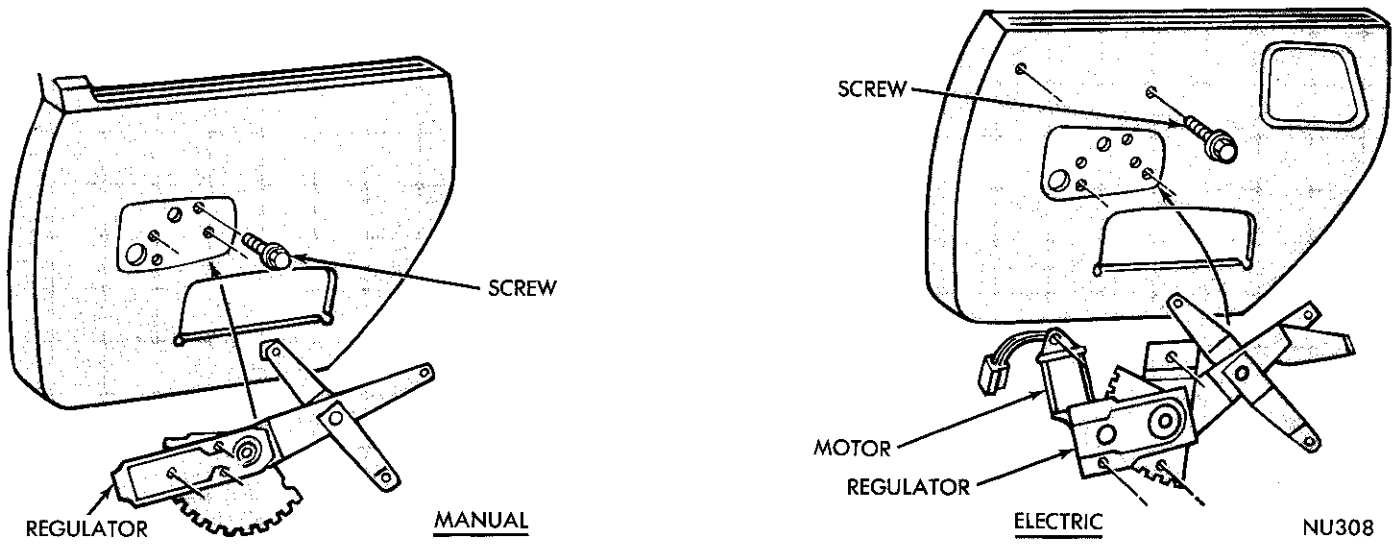

Fig. 58—Regulator Assemblies

Window Lift Switch

Slide a thin blade behind the switch housing (front and back) to depress retaining clips and pull switch out from panel. Carefully separate multiple terminal block from switch body and remove switch from panel.

HARD TOP MODELS

Adjustments (Fig. 59)

Parallelism and Primary Seal

(1) Raise window completely.

(2) Line up rear door glass upper front frame with upper rear edge of front door glass rear frame.

(3) Snug tighten track panel to reinforcement front screw.

(4) Set rear glass front frame parallel to rear frame of front door glass by lifting track panel bottom edge.

(5) Snug tighten rear and center floating screws in cage nuts.

In-Out and Secondary Seal

(6) Force bottom of track panel in or out for secondary seal with roof weatherstrip.

(7) Snug tighten adjusting bracket to track panel screws.

(8) Snug tighten adjusting bracket to track panel nut assembly on bottom of door panel outside surface.

(9) Tighten track panel upper attaching screws.

Parallelism to Front Glass Frame and Roof Rail Weatherstrips

(10) Adjust pivot bracket to bring upper front corner of rear glass parallel between front and rear glass frames and between glass and roof rail weatherstrips.

(11) Snug tighten the pivot bracket screw assemblies.

Up-Stops

(12) Adjust up-stops by forcing them down against plastic up-stop bumpers on glass.

(13) Snug tighten screws on hinge and lock faces. **Tighten callouts 14, 15, 16, 17 and 18 securely.**

GLASS—TAIL GATE

Adjustments

The circled numbers shown on the glass adjustment reference illustration (Fig. 89) indicate the particular step number being read in the adjustment procedure.

Prior to adjusting glass, the tail gate must be correctly fitted to its opening, the inner belt weatherstrip installed and all glass and related hardware component attaching screws and nuts loosened.

(1) With tail gate opened in tail gate position, push glass against belt inner weatherstrip and snug secure upper screws of lower glass run channel.

(2) With tail gate closed, from inside body, run

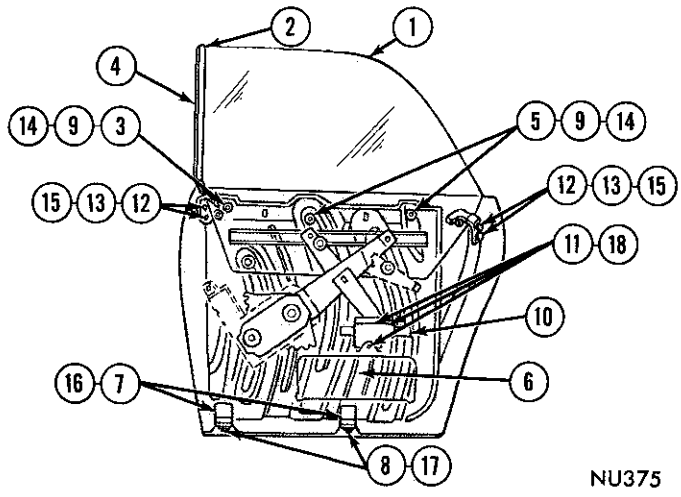

Fig. 59—Hardtop Rear Door Glass Adustments

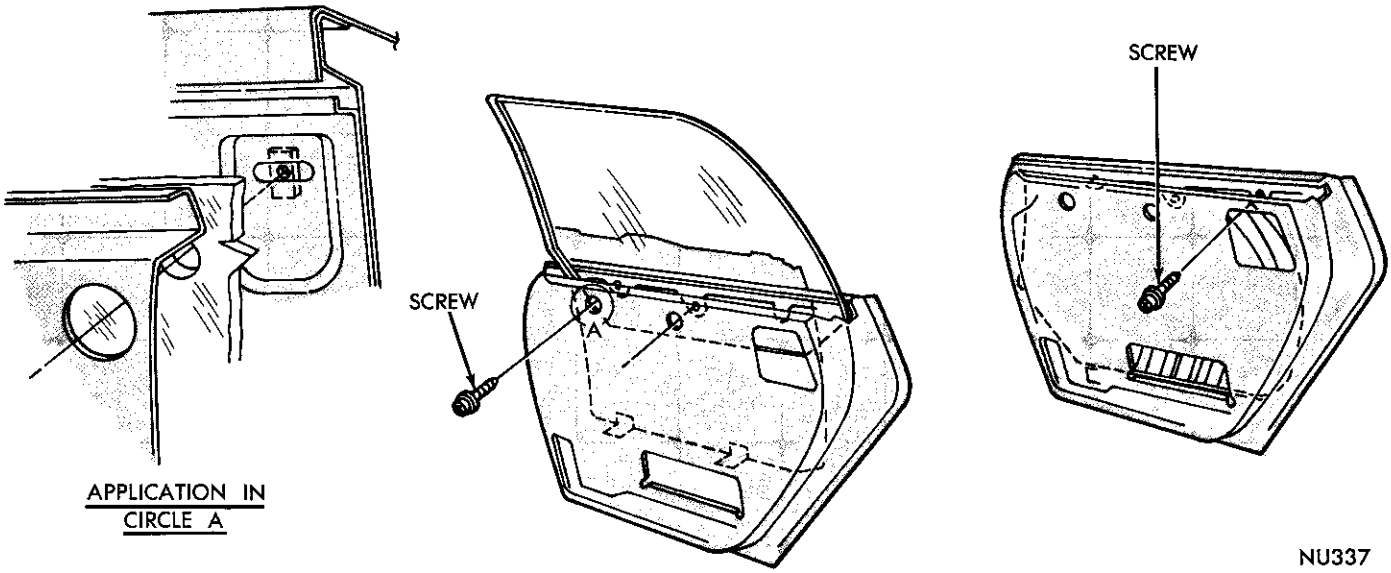

Fig. 60—Track Panel Upper Attachment

glass up far enough to engage and align lower end of upper run channel. Snug secure bottom screw in upper run channel.

(3) Align top end of upper run channel with tail gate header run retainer and snug secure screws.

(4) Raise glass to approximately 1/8 inch below roof rear glass run and adjust regulator so top of glass is parallel to roof glass run. Snug secure regulator attaching nuts.

(5) Open tail gate to gate position and secure lower nut on glass run of tail gate.

(6) Close tail gate, test for ease of operation and inspect alignment.

Tighten callouts 7, 8 and 9 securely.

GLASS REPLACEMENT

The rear door incorporates a track panel assembly to which the door glass is attached. When necessary to remove or install either the glass or track panel, the panel and glass must be removed or installed as an assembly.

Removal

(1) Remove track panel to door panel upper screws (Fig. 60).

(2) Remove down-stop adjusting bracket to track panel screws.

(3) Remove up-stop adjusting brackets from door panel (Fig. 61).

(4) Remove glass lift bracket to glass fastener screws (Fig. 62).

(5) Move track panel rearward, approximately four inches, and raise door glass to the full-up position.

(6) Raise track panel slowly until up-stop on glass (Fig. 63) are cleared through door.

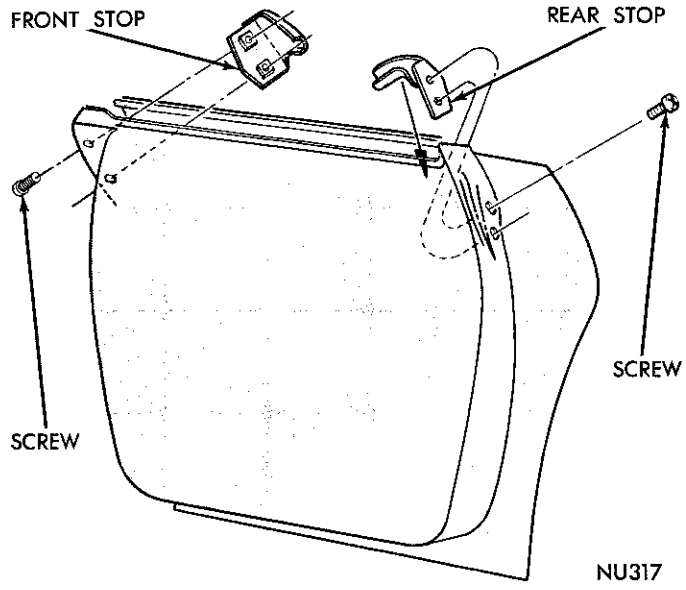

Fig. 61—Up-Stop Brackets

(7) Raise track panel completely and remove glass and panel assembly (Fig. 64).

(8) Place track panel and glass assembly on a protected surface with the glass facing downward.

(9) Remove track stabilizer guide screws (Fig. 65) and remove guides from track panel.

(10) Remove U-nuts from outer side of track panel and bumpers from top inner side (Fig. 66).

Installation

(1) Insert U-nuts into outer side of track and bumpers into top inner side.

(2) With glass assembly inner surface positioned downward on a protected surface, place track panel on glass aligning fasteners in glass with channels in panel.

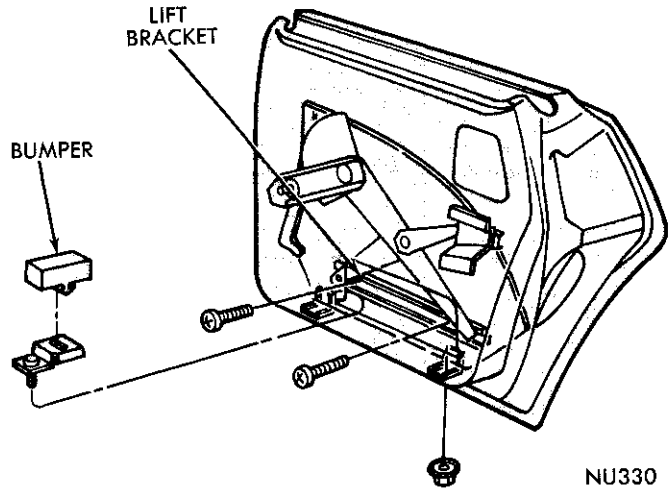

Fig. 62—Lift Bracket

(3) Position stabilizer guides in track panel, align with fasteners in glass and install screws.

(4) Insert glass and track panel into door, sliding assembly rearward approximately four inches, to allow clearance for the U-nuts.

(5) Slide track panel off of glass, until up-stops on glass find clearance to enter door opening.

(6) Slowly lower track panel completely to bottom of door, moving it forward approximately four inches, at the same time and positioning behind the down-stop brackets.

(7) Slowly lower the glass assembly until it is positioned on down-stop bumpers.

(8) Raise glass sufficiently to allow installing the down-stop to track panel screws.

(9) Install track panel to door panel screws, screws

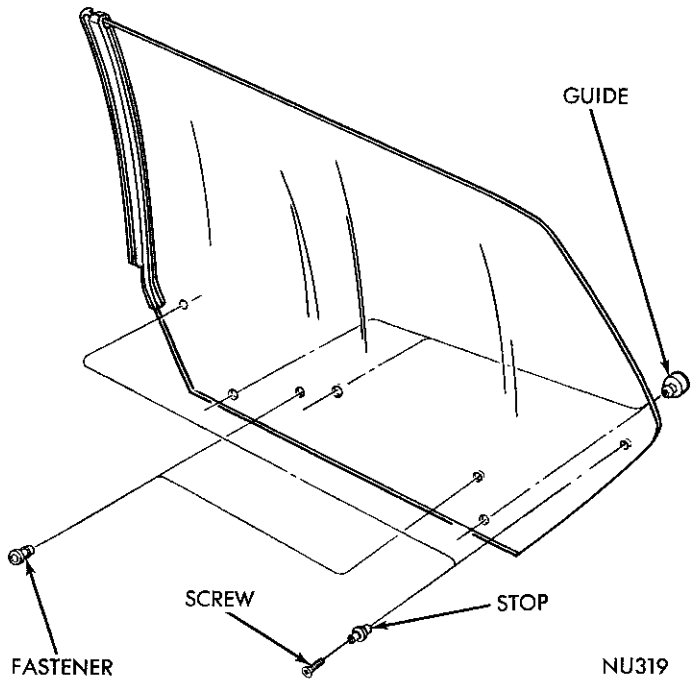

Fig. 63—Door Glass Assembly

at panel top edge.

(10) Align holes in glass lift bracket with fasteners in glass and install screws.

(11) Install up-stop brackets on door inner panel.

UP-STOPS

The rear up-stop (Fig. 61) is attached to slotted areas in the door shut face between the inner and outer panels. The front up-stop (Fig. 61) is attached to slotted areas of the inside panel through the glass

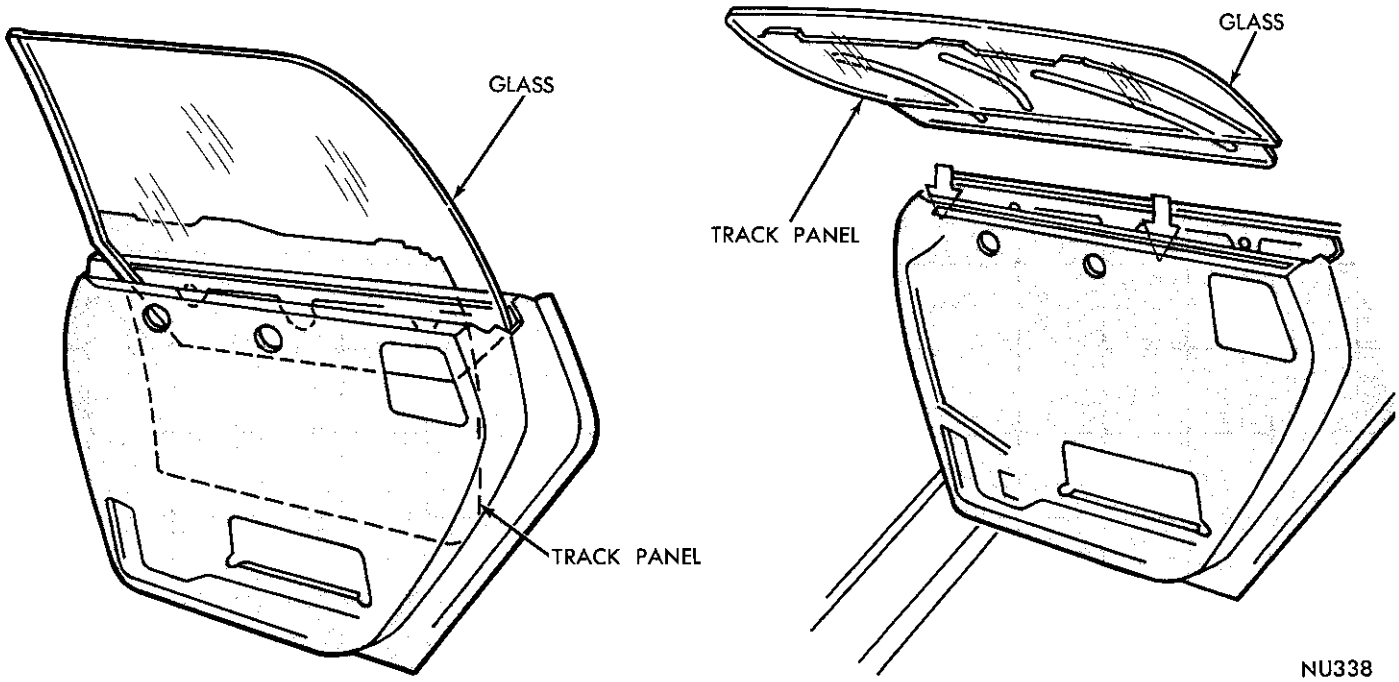

Fig. 64—Glass Replacement

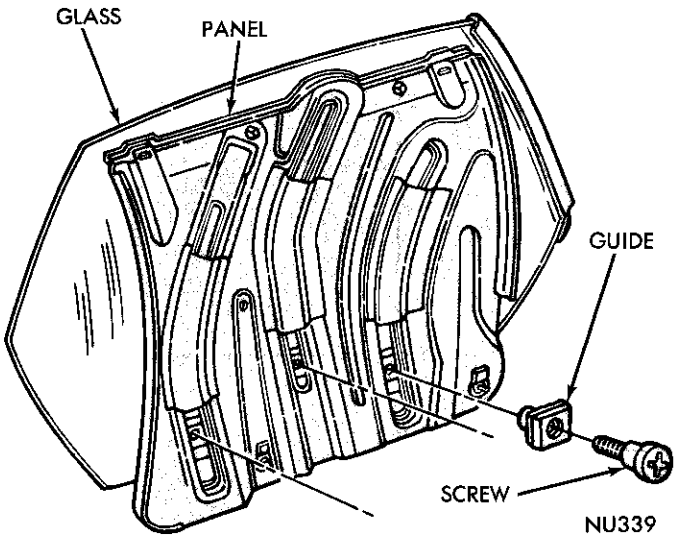

Fig. 65—Track Panel Stabilizer Guides

opening between inner and quarter panel at upper front corner.

GLASS ASSEMBLY

The door glass to lift channel fasteners are a press fit in the glass (Fig. 63) as are the glass to track and guide fasteners. The glass up-stops are retained in the glass with screws.

Glass Lift Bracket

The glass lift bracket (Fig. 62) is positioned over sliding blocks on the regulator arms. Screws are used to secure the lift channel to the glass fasteners. Lubricate the sliding block contact areas of the lift channel sparingly.

Regulators

The manual and electric operated regulators (Fig. 58) are attached to the door inner panel with screws.

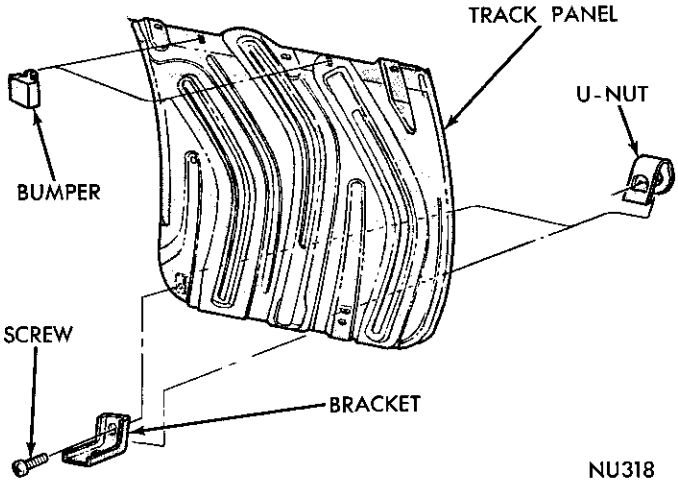

Fig. 66—Track Panel Assembly

Refer to the Electrical Group for test procedures and wiring diagrams for electric operated regulators.

Regulator Motor Replacement

When necessary to remove motor from regulator, it is imperative the linkage be securely clamped in a vise to lock it in place. Failure to do this allows the assist spring to drive the mounting bracket around the lift pivot.

Window Lift Switch

Slide a thin blade behind the switch housing (front and back) to depress retaining clips and pull switch out from panel. Carefully separate multiple terminal block from switch body and remove switch from panel.

QUARTER PANELS

GARNISH MOULDING

The garnish mouldings should be aligned and held in position to assure satisfactory alignment. Do not over-tighten screws, or moulding will become damaged at screw hole area.

TRIM PANELS

To remove quarter window trim panel it is first necessary to remove the rear seat cushion and back. Quarter window trim panels are retained with screws and clips. When installing trim panel, make certain watershield (Fig. 67) is properly cemented and positioned.

HANDLES

The regulator handle is attached with an allen screw.

WATERSHIELDS

Refer to Figure 67 for sealing and application areas of the watershield.

BELT LINE WEATHERSTRIP

The belt line weatherstrip is retained on the outer panel with spring type retainers.

GLASS ADJUSTMENTS

The circled numbers shown on the glass adjustment reference illustrations indicate the particular step number being read in the adjustment procedure.

Prior to adjusting glass, all doors must be correctly fitted in their opening and the weatherstrips at the "A" post and roof rails must be properly installed.

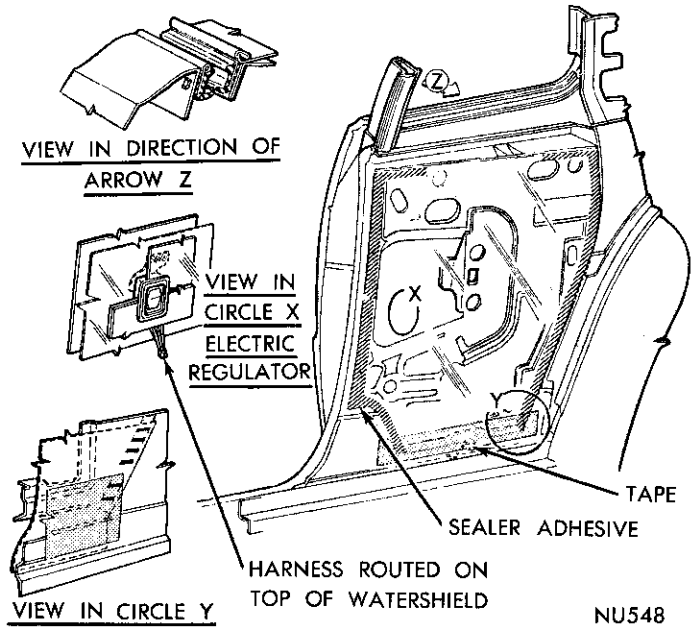

Fig. 67—Quarter Panel Watershields

Refer to the adjustment illustration and loosen the attaching screws and nuts of the various components affecting glass adjustment.

QUARTER WINDOW

Adjustments (Fig. 68)

(1) Adjust upper rear track so rear of glass lightly touches outer panel belt weatherstrip.

(2) Raise glass fully so top of glass is seated fully against roof rail weatherstrip and flushing front of glass with top of front door glass.

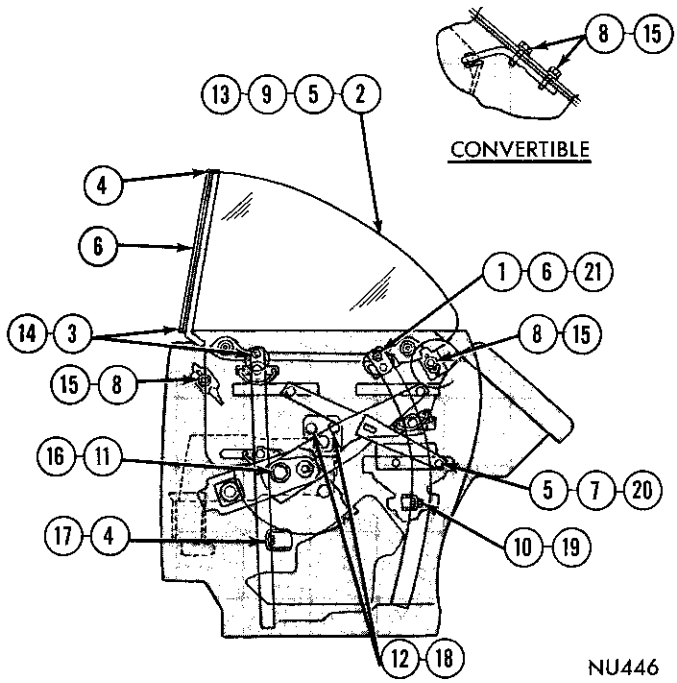

Fig. 68—Quarter Window Adustments

(3) Adjust upper front track attachment so front of glass is aligned with rear of front door glass at belt line and snug secure nut.

(4) Adjust lower front track attachment so front of glass is aligned with rear of front door glass at roof rail and snug secure screw.

(5) Adjust pivot bracket so top of glass is fully against and parallel to adjusting bead on roof rail weatherstrip. Snug secure nuts.

(6) Loosen sleeve nut and move upper rear track attachment forward so weatherstrip and front of glass is against front door glass. Snug secure nut.

(7) Loosen pivot bracket nuts, adjust pivot bracket and snug secure nuts.

(8) Position front and rear up-stops down against glass lower frame and snug secure screws.

(9) Lower glass until glass top edge is even with or slightly below belt line of outer panel.

(10) Snug secure lower rear track adjusting screw.

(11) Position stop on regulator plate against stop on sector and snug secure nut.

(12) Position down stops against bumpers and snug secure screws.

(13) Operate window and inspect alignment. Tighten callouts 14 through 21 securely.

GLASS REPLACEMENT

Removal

(1) Align glass lower frame to glass attaching screws with access holes in quarter inner panel (Fig. 69).

(2) Support glass, remove lower frame to glass at-

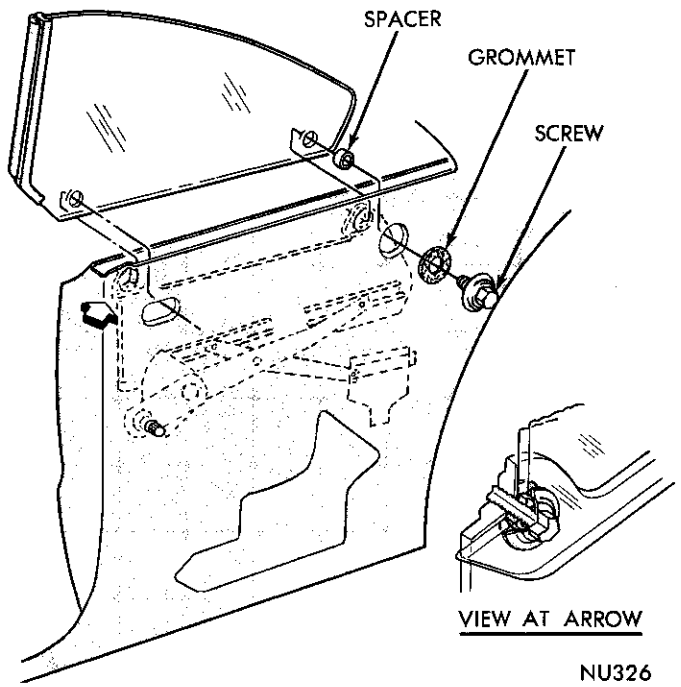

Fig. 69—Glass Replacement

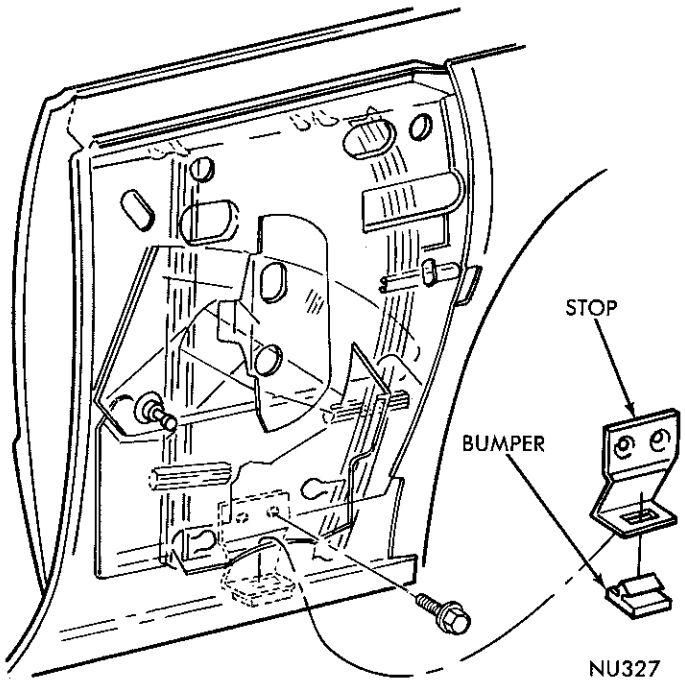

Fig. 70—Down Stops

taching screws and remove glass assembly from panel.

(3) Remove spacers from openings in glass.

Installation

(1) Position spacers in openings of glass lower frame.

(2) Install grommets on glass retaining screws.

(3) Align glass lower frame attaching holes with access openings in quarter inner panel.

(4) Lower glass into quarter panel, align openings in glass with holes in lower frame and install screw and grommet assemblies.

DOWN STOP

The down stop bracket and bumper (Fig. 70) is attached to the outboard side of the glass lower frame assembly with screws.

PIVOT BRACKET

The pivot bracket assembly (Fig. 71) is positioned to the roller slide on the regulator idler arm. The bracket weld screws are inserted through a support welded to the quarter inner panel and retained with nut assemblies.

UP-STOPS

The up-stops (Fig. 72) are attached to slotted areas on the quarter inner panel with screws. An anti-rattle type grommet is positioned over each up-stop flange.

FRONT TRACK

Removal

(1) Remove nut and washer from sleeve nut at upper end of track (Fig. 73).

(2) Remove track lower plate to support screw.

(3) Push track inward and move track and roller assemblies rearward to disengage rollers from glass lower frame.

(4) Remove track and rollers out of panel through large access hole.

(5) Remove roller assemblies from track (Fig. 74).

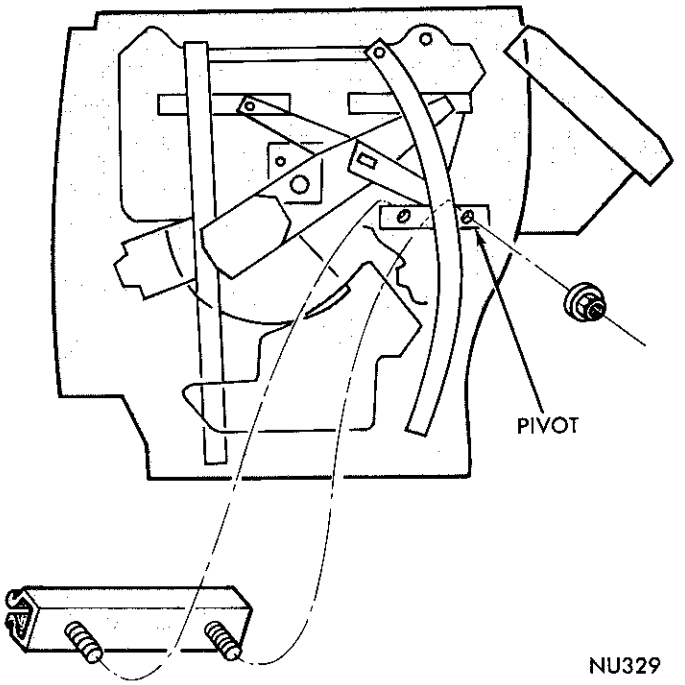

Fig. 71—Pivot Bracket

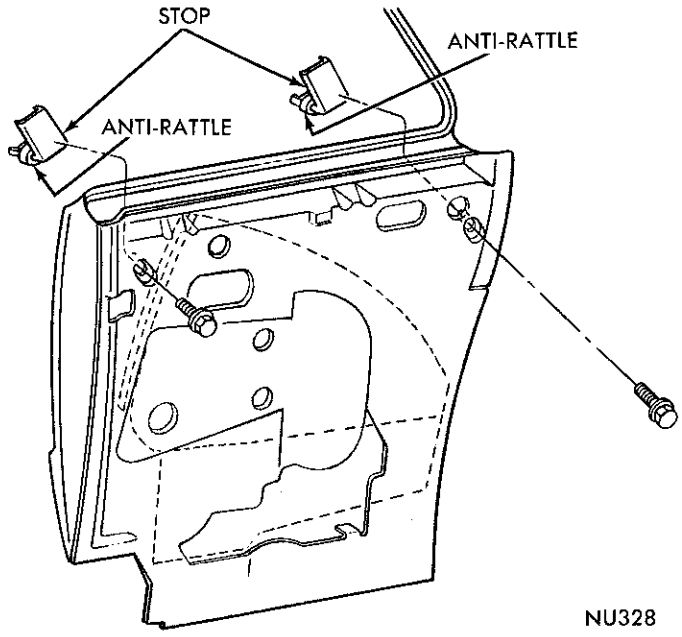

Fig. 72—Up-Stops

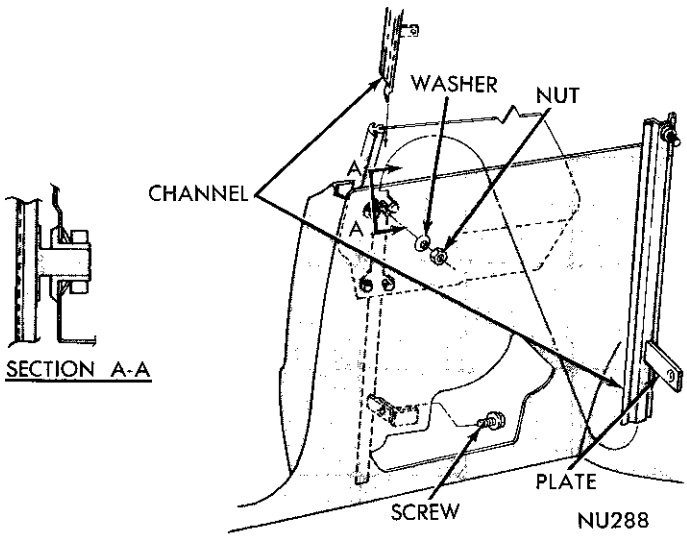

Fig. 73—Front Track Assembly

Installation

(1) Position roller and guide assemblies on track.
(2) Insert track assembly in quarter panel.
(3) Position roller assemblies into slots of glass lower frame (Fig. 74).
(4) Insert sleeve nut on upper end of track into hole of inner panel (Fig. 73).
(5) Align track lower plate to support and secure with screw.
(6) Place spring washer, concave side facing outboard, on track upper sleeve nut and install retaining nut.

REAR TRACK

(1) Remove nut and washer from track upper sleeve nut (Fig. 75).
(2) Remove track lower plate to support screw.
(3) Push track inward and move track and roller assembly forward to disengage roller from slot in glass lower frame.
(4) Remove track and roller assembly out of panel through large access opening.
(5) Remove roller assembly from track.

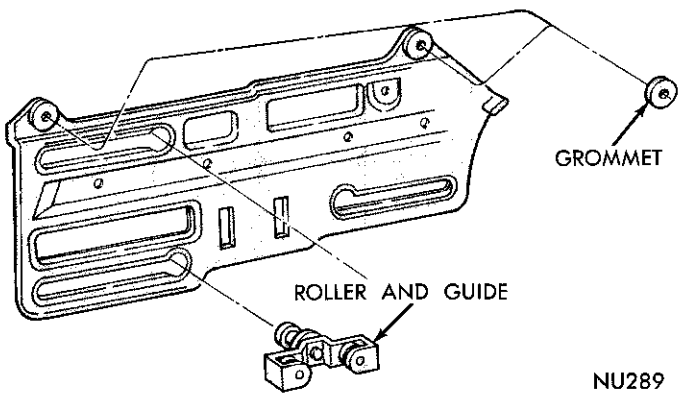

Fig. 74—Glass Lower Frame Assembly

Installation

(1) Position roller assembly on track and insert assembly into quarter panel through large access opening.
(2) Position roller assembly into slot of glass lower frame (Fig. 74).
(3) Insert track upper sleeve into hole of inner panel (Fig. 75).
(4) Align track lower plate on support and secure with screw.
(5) Place spring washer, concave side facing outboard, on sleeve nut and install retaining nut.

GLASS LOWER FRAME

(1) Remove quarter glass assembly.
(2) Remove rear track upper and lower attachments and move track and roller assembly forward to disengage roller assembly from glass lower frame.
(3) Move lower frame assembly to disengage channel from regulator arm rear slide.
(4) Raise rear of lower frame and remove from quarter panel.
(5) Remove roller and guide assemblies from lower frame.

Installation

(1) Inspect glass lower frame to be sure grommets are installed at the upper outer holes (Fig. 74).
(2) Insert roller and guide assemblies into lower frame front upper and lower slots.
(3) Slide front end of lower frame into panel and engage front of lift channel to slide of regulator front arm (Fig. 76).
(4) Turn frame to normal position and engage rear channel to regulator rear arm slide.
(5) Position roller and guide assembly, on rear track, into rear slot of lower frame.
(6) Install rear track assembly on inner panel.
(7) Install glass assembly.

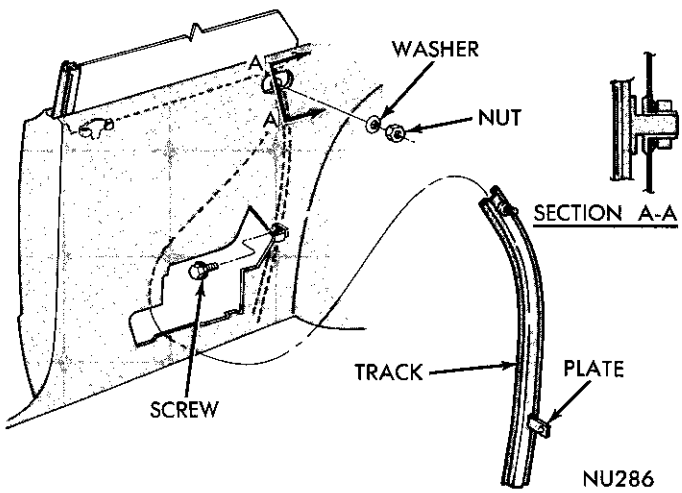

Fig. 75—Rear Track

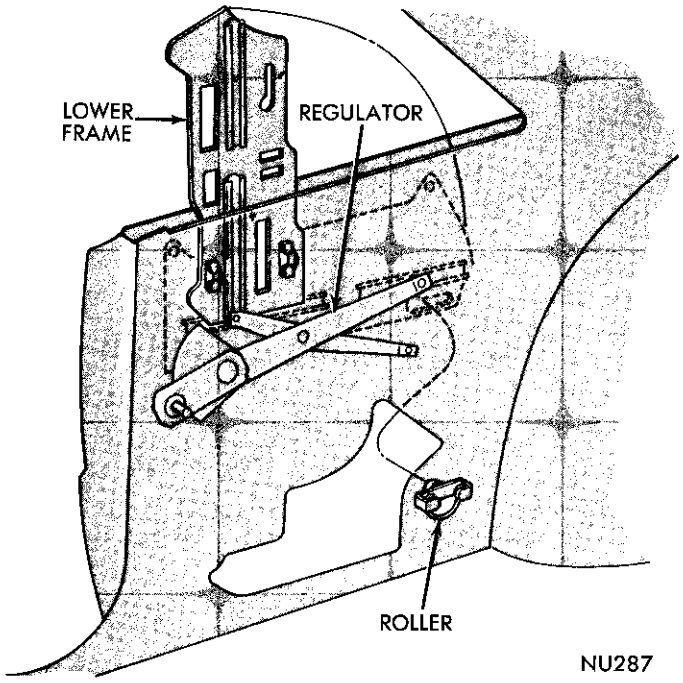

Fig. 76—Glass Lower Frame Replacement

Regulators

The manual and electric operated regulators (Fig. 77) are attached to the door inner panel with screws.

Refer to the Electrical Group for test procedures and wiring diagrams for electric operated regulators.

Regulator Motor Replacement

When necessary to remove motor from regulator, it is imperative the linkage be securely clamped in a vise to lock it in place. Failure to do this allows the assist spring to drive the mounting bracket around the lift pivot.

Window Lift Switch

Slide a thin blade behind the switch housing (front and back) to depress retaining clips and pull switch out from panel. Carefully separate multiple terminal block from switch body and remove switch from panel.

STATION WAGON

GLASS REPLACEMENT

Removal

(1) Remove spare tire cover assembly (Fig. 78).

(2) Remove garnish mouldings at quarter window (Fig. 79).

(3) Unlock weatherstrip by inserting a fiber stick into locking groove of weatherstrip and forcing locking tab out of groove.

(4) Remove glass from weatherstrip from inside of vehicle and weatherstrip from fence.

Installation

(1) Inspect sealing areas of quarter window to ascertain sealer is applied at areas indicated in Figure 80.

(2) Apply a bead of sealer, starting at front and top sections of weatherstrip (Fig. 81).

(3) Apply a small bead of cement to each lip of glass groove, completely around weatherstrip.

(4) Position weatherstrip on fence with locking edges facing inboard.

(5) From inside of vehicle, insert bottom of glass

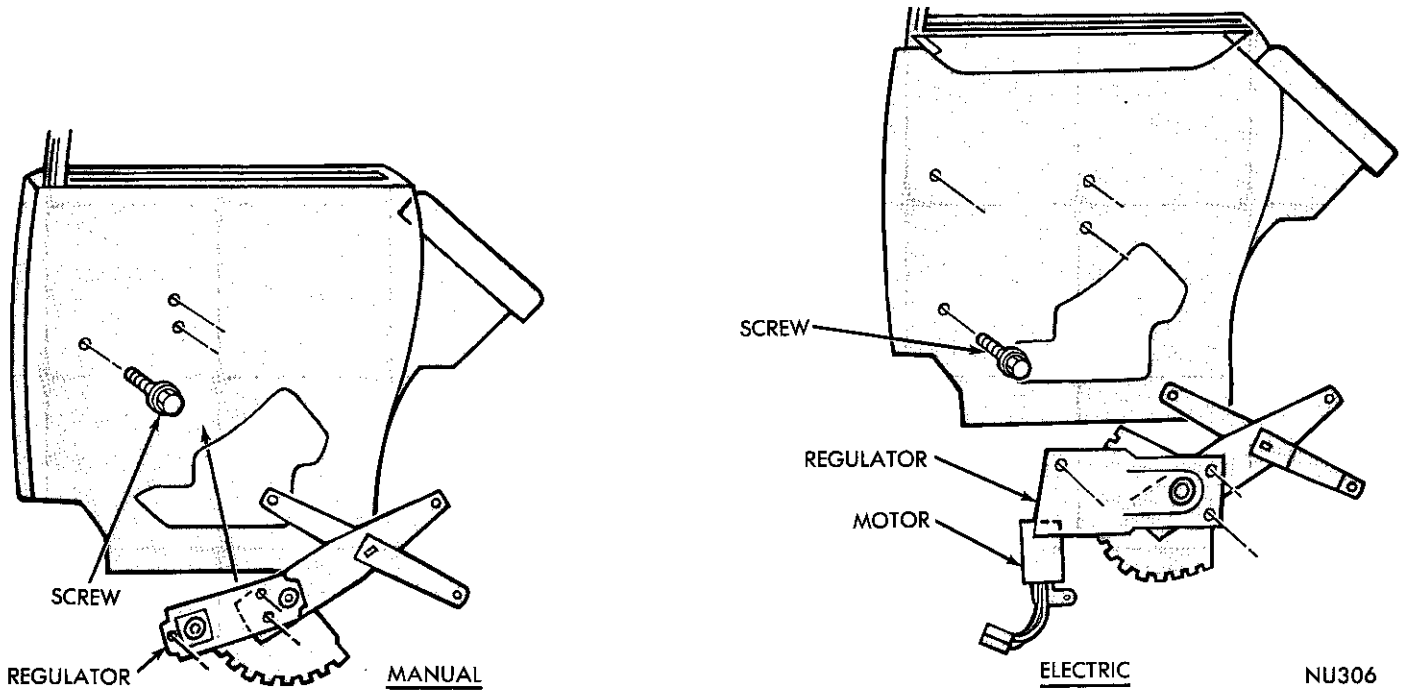

Fig. 77—Regulator Assemblies

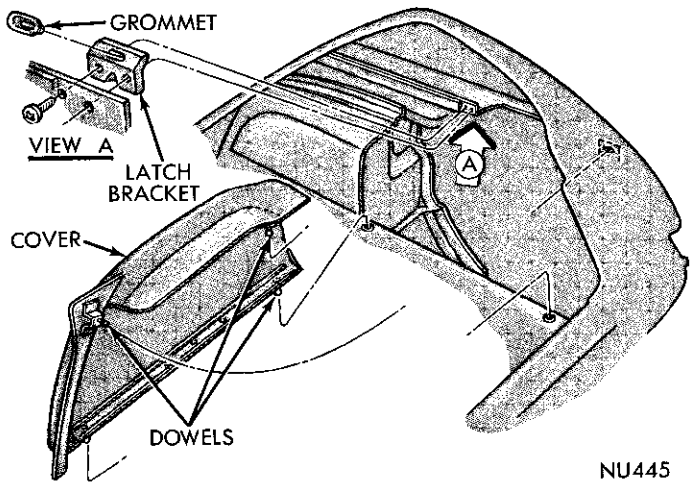

Fig. 78—Spare Tire Cover Assembly

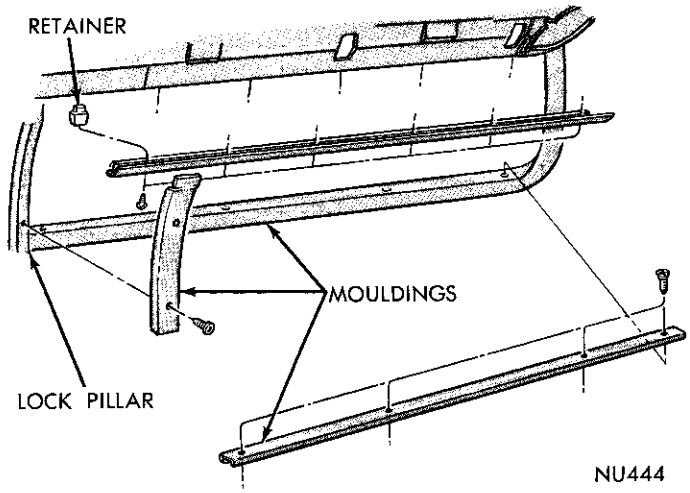

Fig. 79—Quarter Window Garnish Mouldings

into weatherstrip and using a fiber stick, pull lip of weatherstrip over glass (Fig. 82).

(6) Seat glass in weatherstrip using hand pressure.

(7) Apply rubber lubricant to weatherstrip locking tab and insert locking tab into weatherstrip groove using a fiber stick.

(8) Apply and press secure, sealer to joint of weatherstrip, body lock upper pillar and roof side rail outer front area (Fig. 83).

(9) Apply and press secure, sealer to joint of glass weatherstrip, outer panel weatherstrip retainer and rear body lock pillar.

(10) Install garnish mouldings and spare tire cover.

QUARTER PANEL EXTENSIONS

Refer to Figures 84, 85 and 86 for attachment applications of the quarter panel extensions.

PANEL SIDE REFLECTOR

The quarter panel side marker reflector and bezel

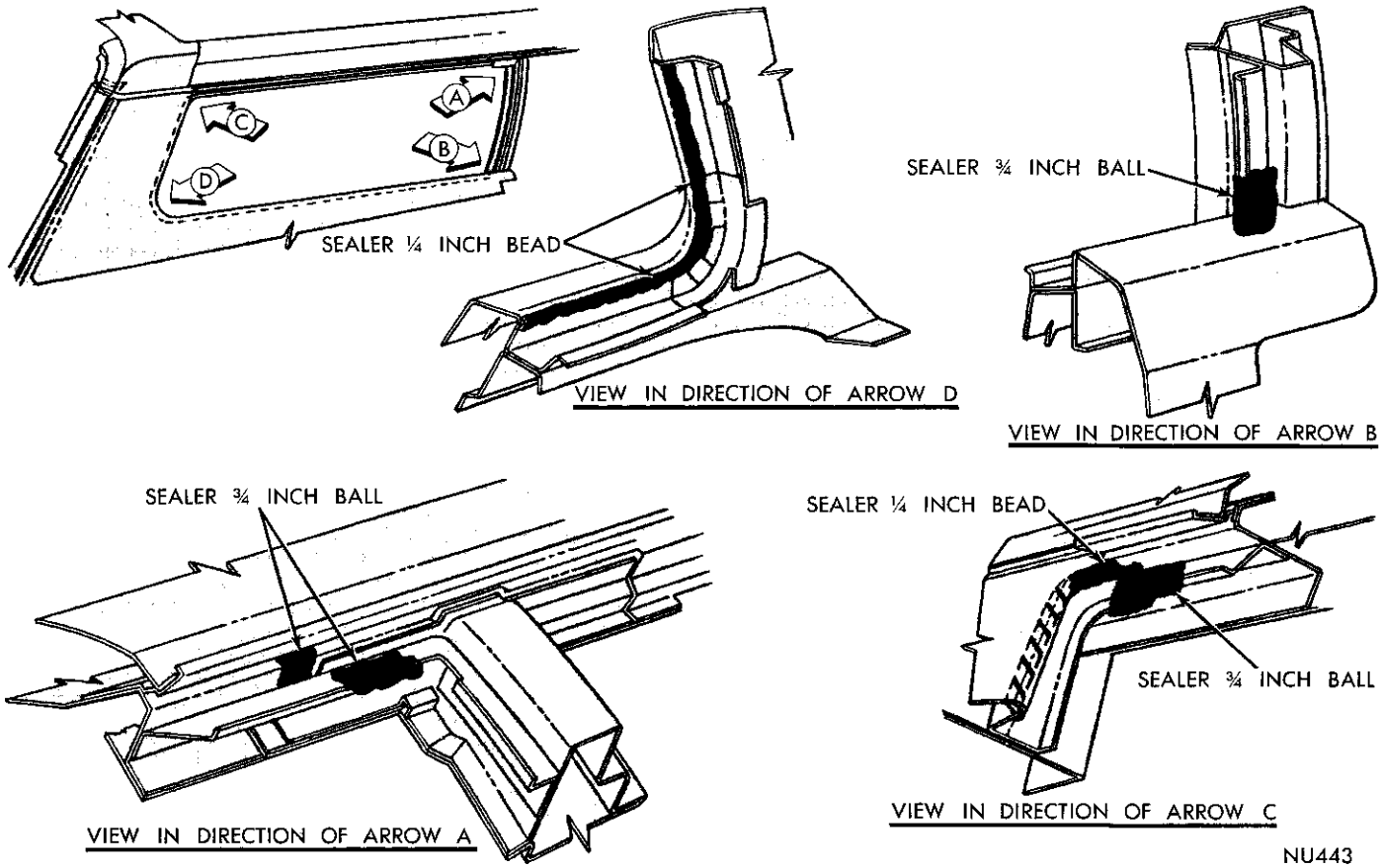

Fig. 80—Quarter Window Sealing Areas

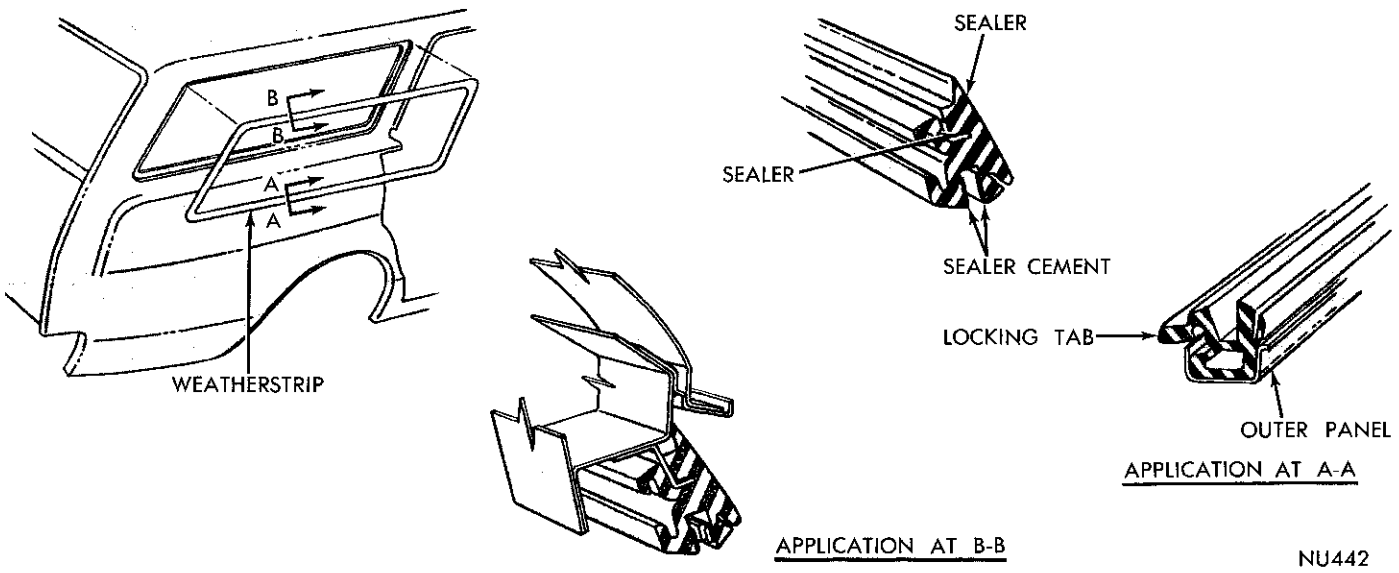

Fig. 81—Weatherstrip Replacement

assembly (Fig. 87) is attached with sealer nuts from within the luggage compartments.

WINDOW WASHER SYSTEM

Refer to the Accessory Group for Service Procedures, Tests and Wiring Diagrams.

TAIL GATE

Station Wagon Models are equipped with a "two-way" tail gate that can be opened as a swing-out type door or in the conventional tail gate manner. The sequence of adjusting the linkage should be followed, as outlined in this service manual, to ascertain correct locking and releasing operations.

ALIGNMENT (Fig. 88)

Lower window before making any adjustments.

Vertical Adjustment

1. Hinge Pin Adjustment
   A. From underside of body on left side loosen the pin lock nut.
   B. At the top of the pin, just under the hinge pivot, adjust the pin to proper height then tighten lock nut. Proper adjustment is obtained when bushings on the body and gate halves of upper hinge are just touching.
2. Striker Adjustment
   A. Loosen the plate screws and striker so the plate can be moved up or down.
   B. Tighten plate and striker at desired position. **Both the upper and lower strikers should be ad-**

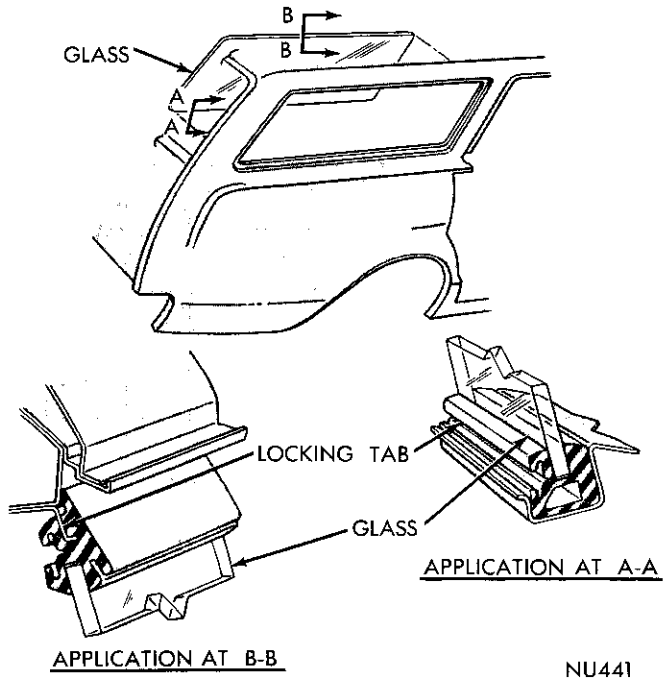

Fig. 82—Glass Replacement

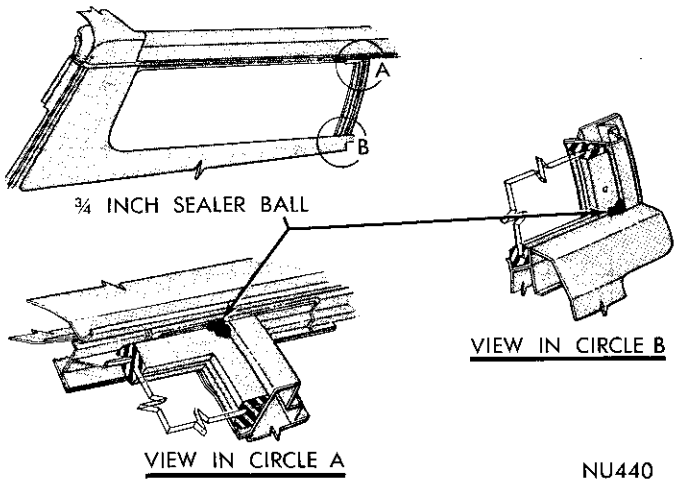

Fig. 83—Sealing Weatherstrip

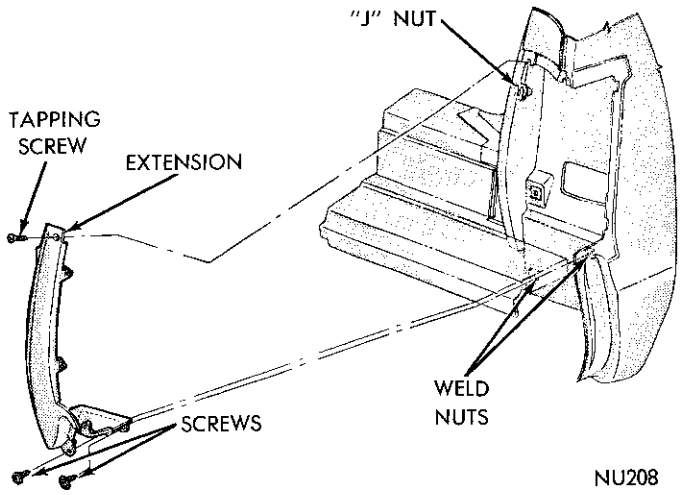

Fig. 84—Quarter Panel Extension—Station Wagon

justed to carry equal weight of the tail gate.

In and Out Adjustment

1. Lower Hinge Support Plate
   A. Loosen three bolts from the left underside of the body.
   B. Adjust the tail gate to desired position and tighten bolts.
   There isn't any in and out adjustment for the upper hinge.
2. Upper and Lower Striker Adjustment
   A. Follow procedure outline used in vertical adjustment.

Lateral Adjustment

1. Upper Hinge Body Half
   A. Remove bottom trim strip from left rear window.
   B. Remove left rear floor trim and cover.
   C. Lower left rear quarter trim.
   D. Reaching through opening in body pillar loosen four bolts on the upper hinge (body half).
   E. Adjust upper hinge to desired position.
   F. Tighten bolts and replace cover, lower quarter trim and window trim.
2. Lower Hinge Support Plate
   A. Use in and out adjustment procedure.

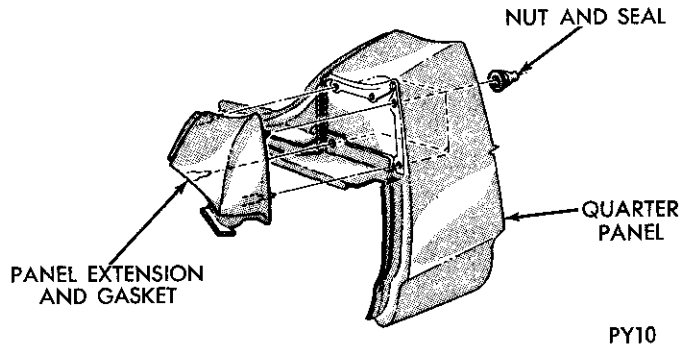

Fig. 85—Quarter Panel Extension—Except Station Wagon

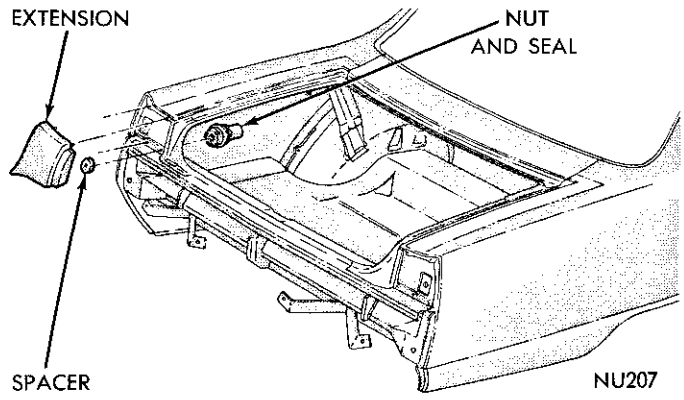

Fig. 86—Quarter Panel Extension—Imperial

Door Sag Compensation

Care must be taken in making this adjustment to avoid the outer edges of the tail gate rubbing against the body.

This can be accomplished by moving the upper hinge (body half) laterally closer to the body pillar and by moving the lower hinge support plate laterally towards the center of the body. (See lateral adjustment procedure to accomplish this.)

REPLACEMENT

Removal

Remove trim panel and disconnect terminals at control switch. Disconnect wiper and washer electrical leads.

(1) Remove check arm and torsion bar guide from pillar guide plates.

(2) Support tail gate on jacks or stands.

(3) Loosen hinge pivot pin locking screws (Fig. 88).

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

(5) Remove hinge plate attaching bolts from pillar post.

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

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

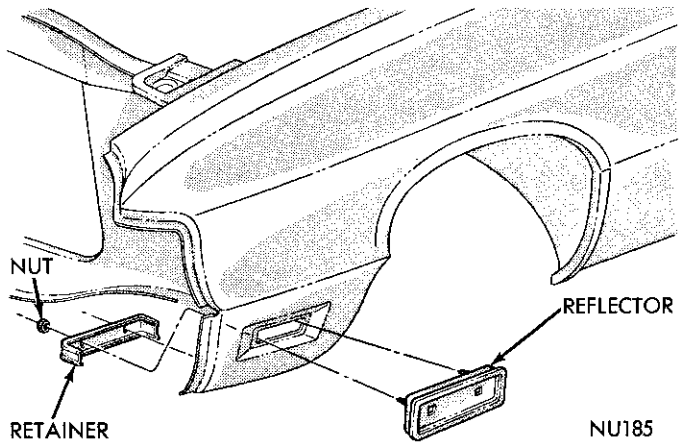

Fig. 87—Panel Side Reflector

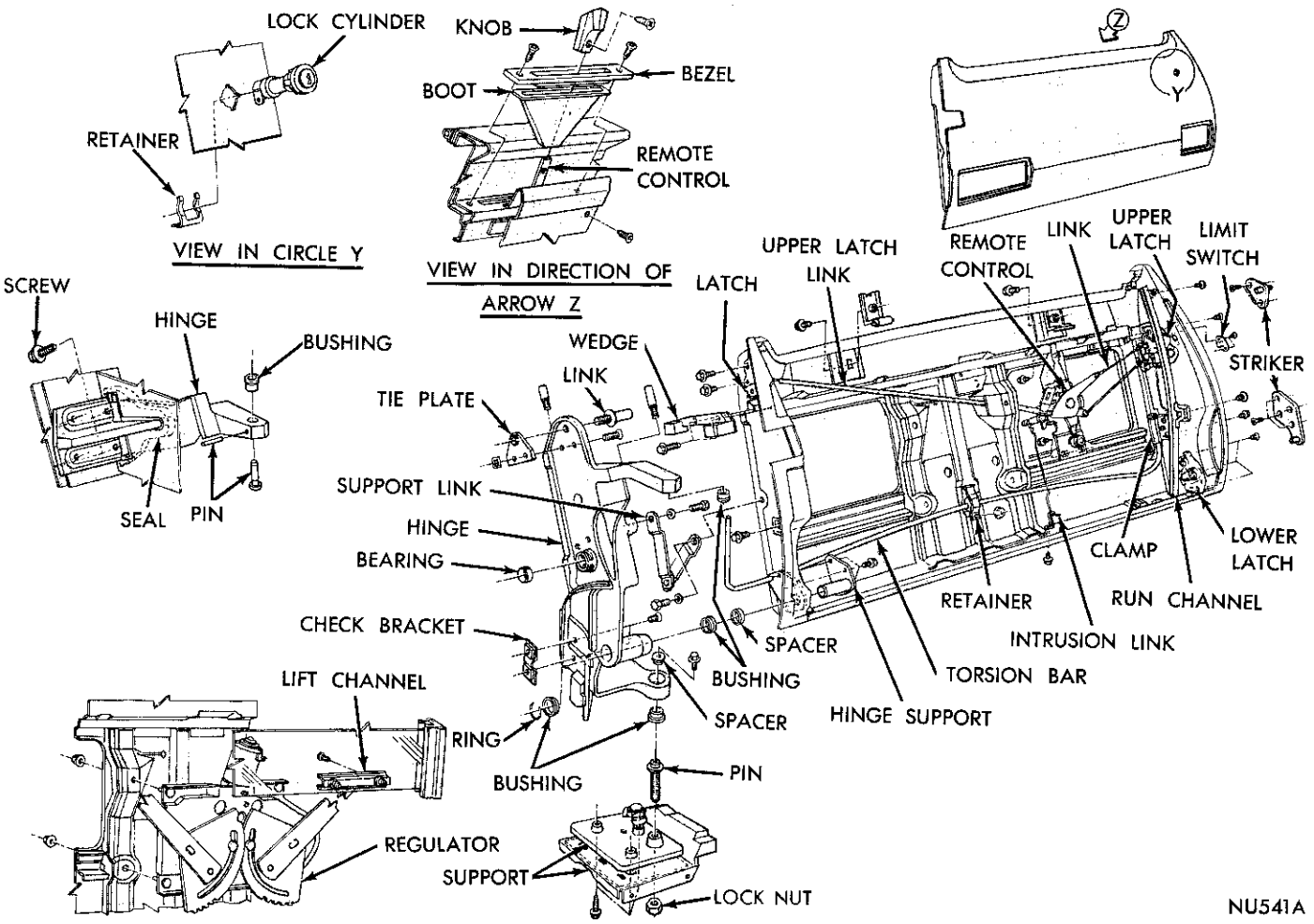

Fig. 88—Tail Gate Assembly

Installation

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

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

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

(4) Close tail gate and center in opening.

(5) Attach torsion bar bracket to pillar post.

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

(7) Connect electrical leads and install trim panel.

(8) Operate tail gate window and inspect alignment.

TRIM PANEL

The tail gate trim panel is attached with metal screws. Clean all foreign material from the seating area of the trim panel before installing.

LOCK AND CYLINDER

To replace the lock assembly (Fig. 88) remove trim panel glass and glass runs. The lock assembly is retained on tail gate by screws accessible at end of tail gate. The lock cylinder assembly is retained on the outer panel with a horseshoe type retainer.

GLASS ADJUSTMENT

Refer to Figure 89 for glass adjusting point.

GLASS REPLACEMENT

Removal

(1) Support glass at bottom and remove glass to lift bracket screws (Fig. 90).

(2) Slide glass up and out of door.

(3) Remove lift channel fasteners from glass (Fig. 90).

Installation

Utmost care must be used to prevent lubricant from touching wiper blades.

(1) Apply lubricant to surfaces of glass lift channel contacting regulator sliding block.

(2) Install lift channel fasteners in glass.

(3) Lower glass into runs of lower glass channels

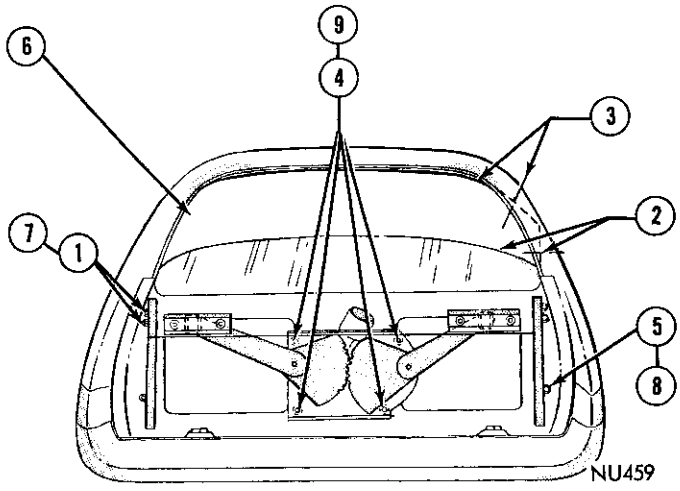

Fig. 89—Tail Gate Glass Adjustment

to a position under the lift channel on each regulator arm.

(4) Align holes in lift channels with glass lift fasteners and secure with screws.

LOCK LINKAGE

Installation and Adjustment (Fig. 91)

The lower right to upper right latch link and upper right lock to release regulator mechanism arm link can only be adjusted to three total turns from nominal

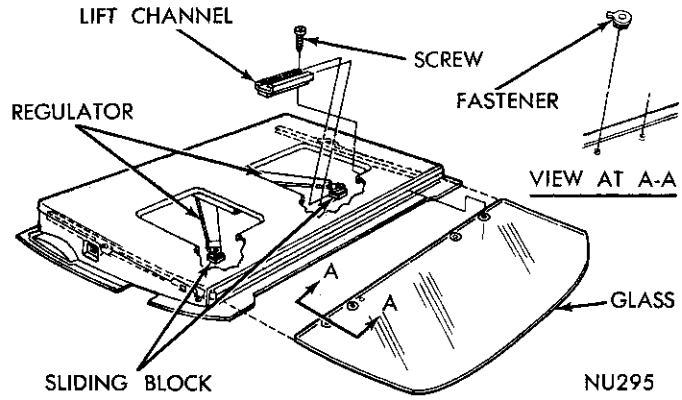

Fig. 90—Glass Replacement

position for all release, interlocking and latch engaging operations.

(1) Inspect locks to make certain they are in the fully latched position.

(2) Install link to lower right latch detent clip, raise upper right lock actuator until it contacts upper latch lock detent.

(3) Adjust threaded portion of link until aligned with clip hole of actuator and insert link into clip.

(4) Connect link to upper right lock remote control lever and to release regulator mechanism actuator.

(5) Install link from release regulator arm to the glass restraining bracket.

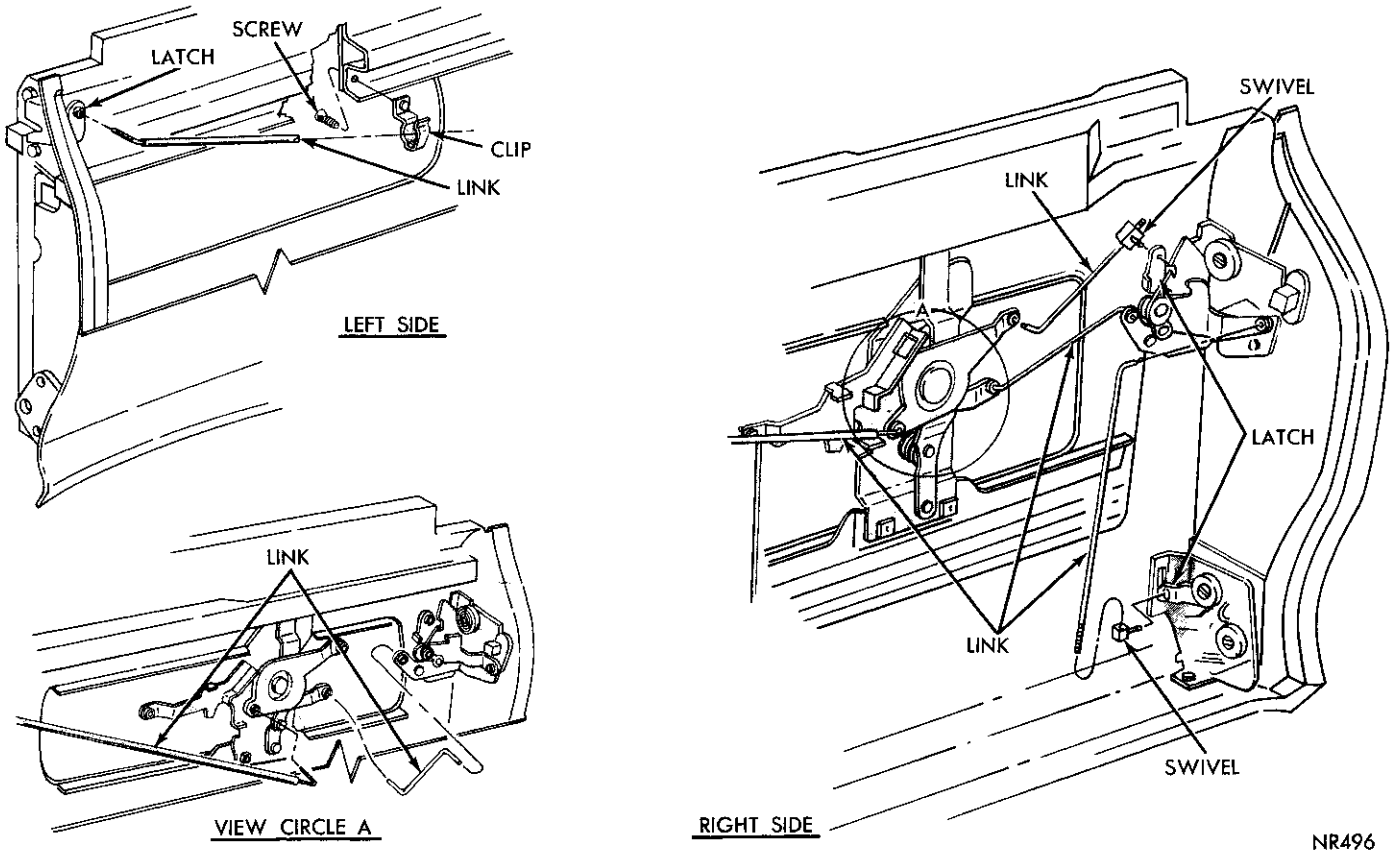

Fig. 91—Lock Linkage Adjustments

(6) Install link into release regulator mechanism and upper left latch remote lever clip.

(7) Install link into lock remote lever.

(8) Take up all play in latch remote lever and release regulator mechanism arm and adjust link threaded end to this point.

(9) Install link into upper right lock remote lever and test operation of tail gate and door assembly.

Glass Lift Channels

To replace the glass lift channels (Fig. 90) it is necessary to first remove the glass assembly. The channels are positioned over sliding blocks on the regulator arms.

Regulator Replacement

The electric regulator assembly is retained on the tail gate inner panel with nut and washer assemblies (Fig. 92). **Be sure wiper actuator mechanism is in OFF-GLASS position during replacement of regulator.**

Removal

(1) Remove tail gate glass and glass lift channels.

(2) Disconnect electrical leads at regulator.

(3) Remove regulator to inner tail gate panel nut and washer assemblies.

(4) Remove regulator assembly through large access hole on right side.

Installation

(1) Position regulator in tail gate through large access hole on right side.

(2) Position regulator mounting studs in holes of inner panel and install nut assemblies: **It may be necessary to tilt and secure one corner of regulator mounting, then the opposite corner and finally the remaining two nuts on units equipped with the window washer assembly.**

(3) Connect electrical leads.

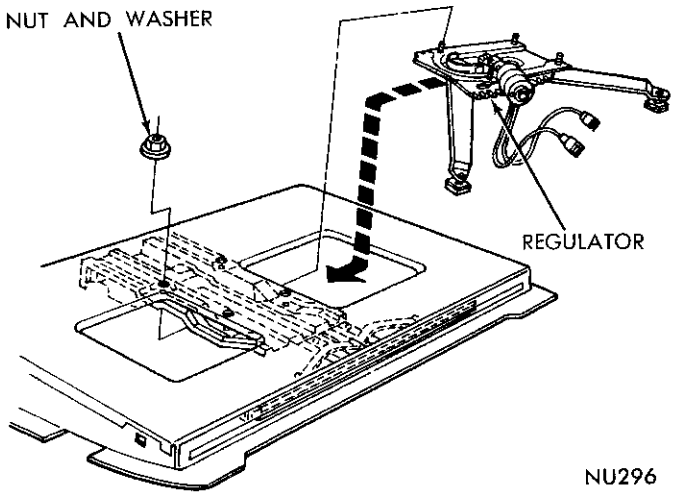

Fig. 92—Regulator Assembly

(4) Position glass lift channels on regulator sliding blocks.

(5) Install tail gate glass assembly.

Glass Run Channel

Removal

(1) Remove the tail gate glass assembly.

(2) Remove tail gate pillar to glass run channel screws (Fig. 93).

(3) Remove channel assembly through access holes in inner panel.

Installation

(1) Position channel assembly into tail gate and align to upper and lower holes in tail gate pillar.

(2) Secure channel to pillar with screws.

(3) Install glass assembly.

TORSION BAR

Removal

(1) Remove trim panel from tail gate.

(2) Remove screws attaching torsion bar clamp to tail gate pillar (Fig. 88) and remove clamp.

(3) Remove torsion bar bearing retainer and bearing.

(4) Remove screws attaching torsion bar and hinge to tail gate.

(5) Remove torsion bar from hinge.

Installation

(1) Lubricate torsion bar at right hinge area and at torsion bar bearing area.

(2) Install hinge on torsion bar and insert torsion bar into tail gate.

(3) Position hinge to tail gate and install mounting screws. Tighten screws.

(4) Install bearing and bearing retainer on torsion bar (Fig. 88). Tighten retainer nut.

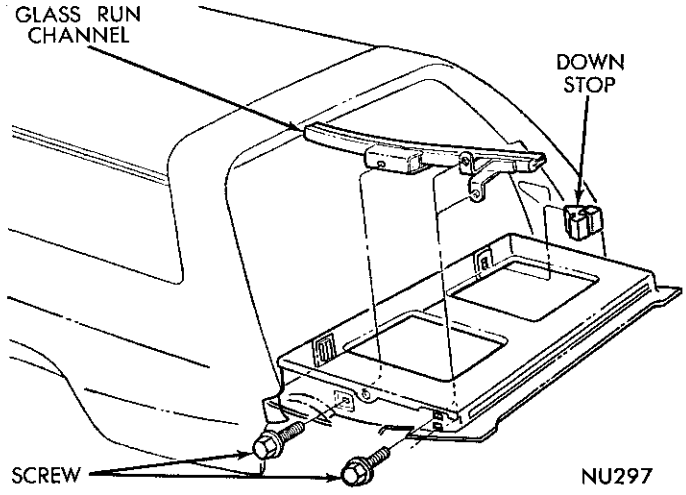

Fig. 93—Glass Run Channel

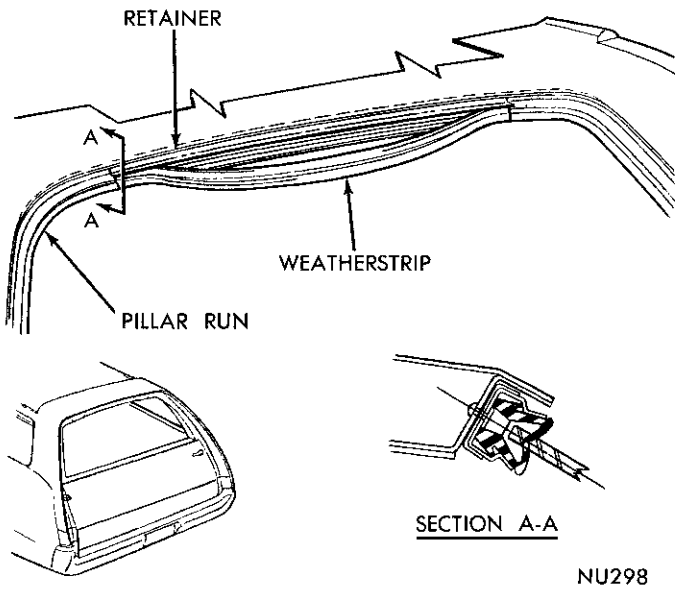

Fig. 94—Rear Header Weatherstrip

(5) Position clamp over end of torsion bar and from outside end of tail gate install attaching screws.

(6) Install tail gate trim panel.

Rear Header Weatherstrip

The roof rear header weatherstrip is a press fit in the retainer (Fig. 94). Position the ends first to form a seal with the quarter pillar runs.

Rear Header Weatherstrip Retainer

The roof rear header weatherstrip retainer is attached to the header with "pop" rivets (Fig. 95). The seal has adhesive applied to one side which attaches it to the retainer. Trim the ends of the seal flush with the retainer.

Pillar Weatherstrip—Retainer and Seal

The tail gate upper pillar, retainer, seal and weatherstrip is retained on the pillar with screws (Fig. 96). The seal has adhesive applied to one side which attaches it to the retainer. The outer weatherstrip and

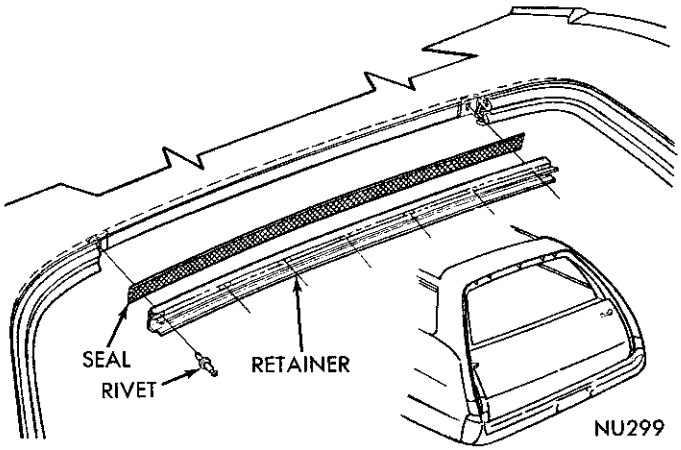

Fig. 95—Rear Header Weatherstrip Retainer

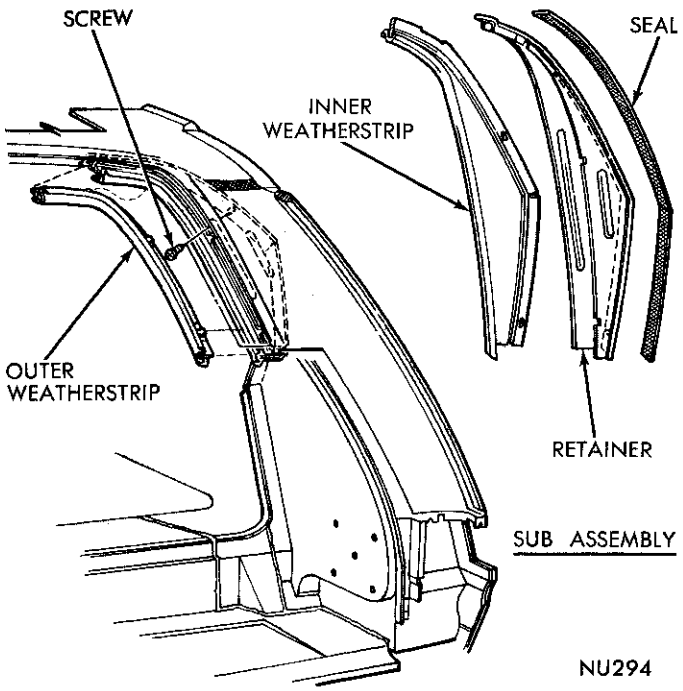

Fig. 96—Pillar Weatherstrip—Retainer and Seal

clip assembly is held in position in the retained by the weatherstrip clips. Index top edge of outer weatherstrip flush with top edge of inner weatherstrip. Secure weatherstrip by pressing weatherstrip clips into notches in retainer.

ROOF REAR AIR DEFLECTOR

The rear air deflector (Fig. 97) used on station

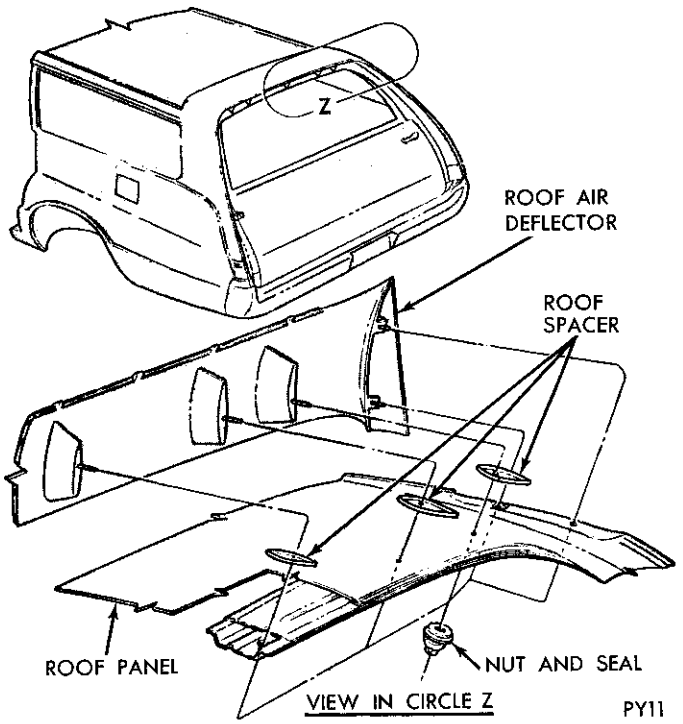

Fig. 97—Roof Rear Air Deflector

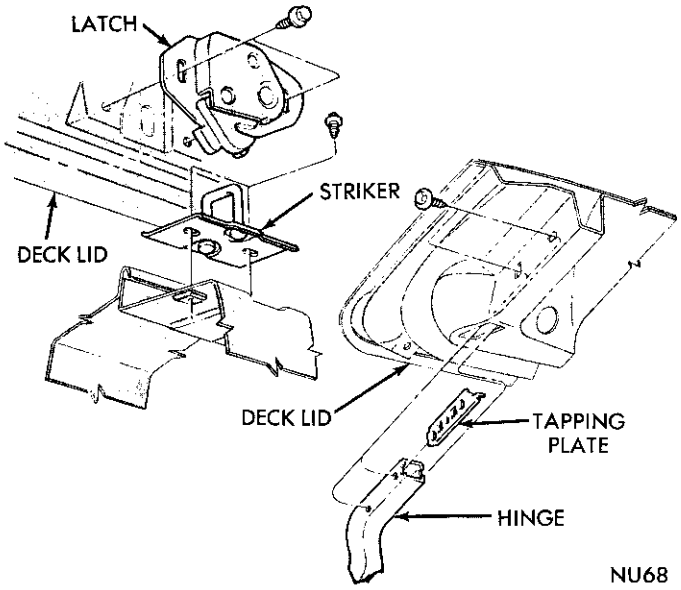

Fig. 98—Deck Lid Hinge and Latch

wagon models is mounted on the roof by inserting the deflector studs through holes drilled in the panel and securing with sealing type nuts from the car interior. Tighten the nuts 75-115 inch-pounds.

DECK LID

ALIGNMENT

The deck lid hinge (Fig. 98) to lid attaching holes

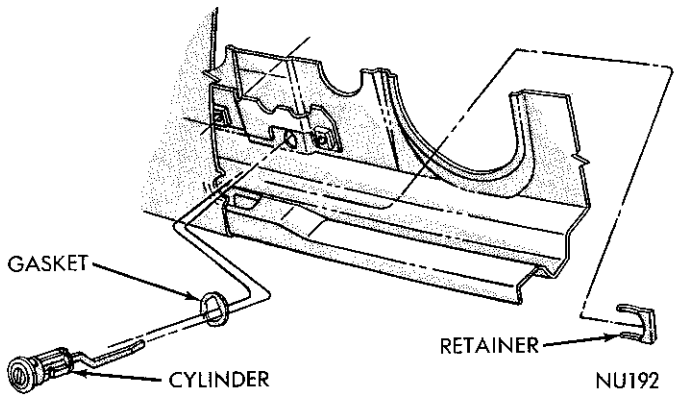

Fig. 99—Deck Lid Lock Cylinder

are slightly oversize, allowing slight to and fro, and, in and out adjustment.

REPLACEMENT

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

LOCK

REPLACEMENT

The deck lid lock (Fig. 99) is attached to the deck lid by two screws. Scribe location of lock mounting

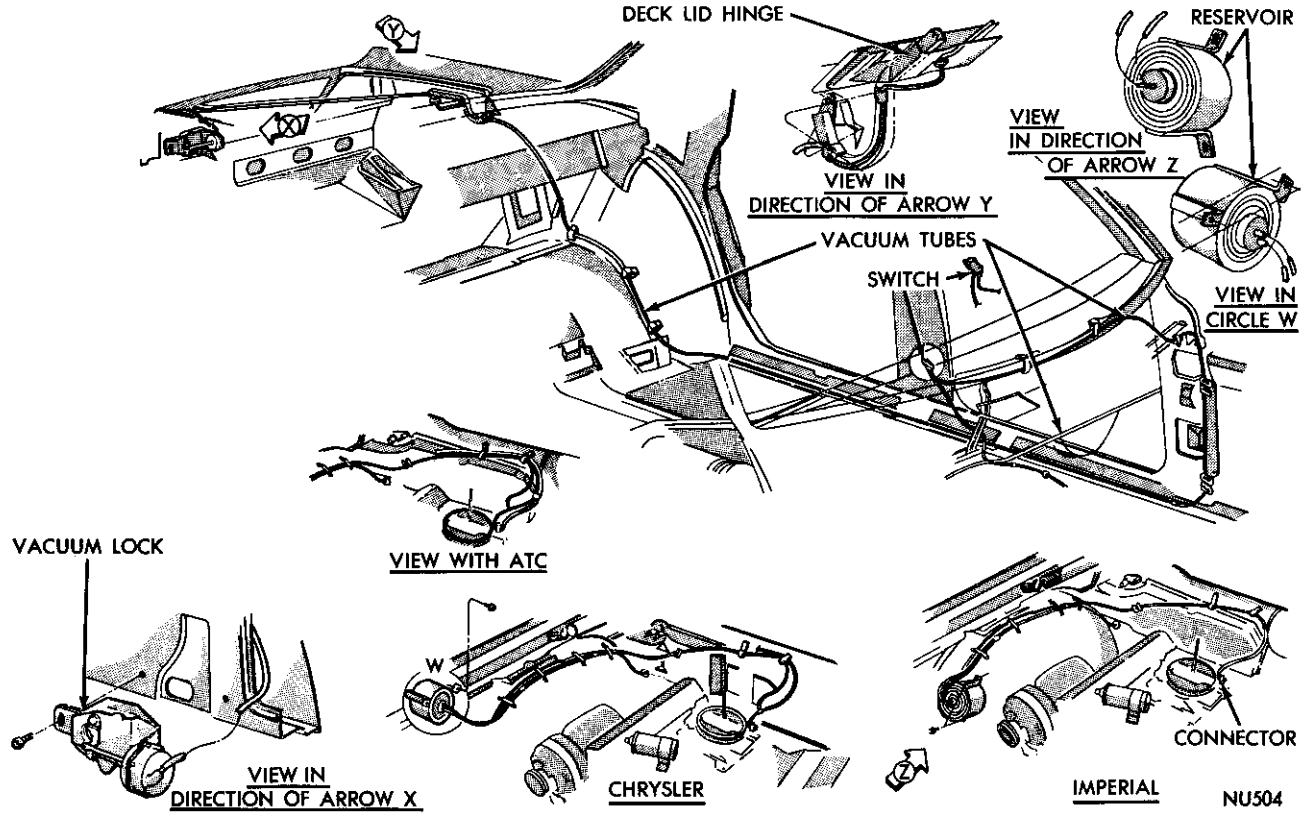

Fig. 100—Vacuum Actuated Deck Lid Lock

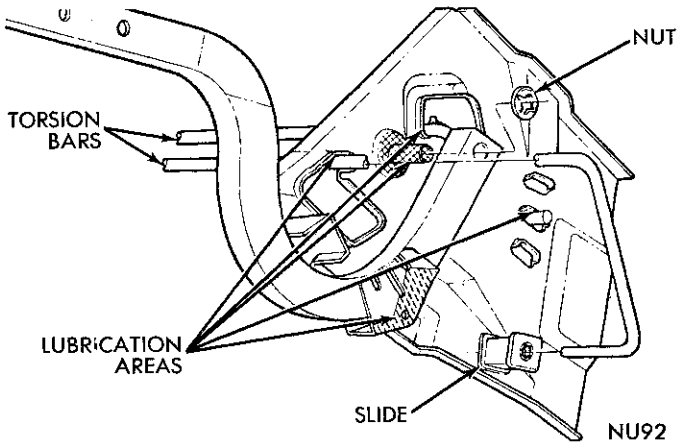

Fig. 101—Deck Lid Torsion Bar

flanges to aid in installation. On vacuum actuated units, disconnect vacuum hose.

Adjustment

Vertical adjustment of lock is made at the attaching screws and side adjustment is made at the striker attaching bolt.

Cylinder Replacement

The lock cylinder is retained by a spring steel "U" shaped clip (Fig. 88).

VACUUM ACTUATED DECK LID LOCKS

The vacuum actuated deck lid lock release system (Fig. 100) consists of a vacuum tank mounted over the right front wheel housing, a push button control switch the glove box and a vacuum actuated diaphragm assembly connected to the lock. Vacuum is supplied to system from intake manifold. Rubber hoses are used to connect component units.

If failure of the system is accompanied with a rough engine idle, remove hose from manifold fitting tube and plug end of the tube. If engine idle improves noticeably, inspect hoses for possible leaks.

Should system fail to operate entirely, remove hose at the release diaphragm in deck lid and connect a vacuum gauge to hose. With engine running, actuate button in glove box while a helper observes gauge. If no reading can be obtained, inspect for a pinched hose. A reading of less than 16 inches will indicate a leak in the system.

HINGE

Removal

(1) Remove deck lid assembly and disengage torsion bar from hinge (Fig. 101) being removed.

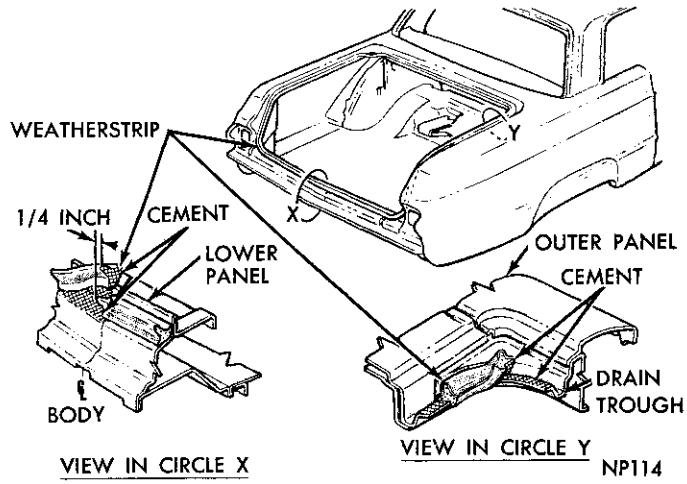

Fig. 102—Deck Lid Weatherstrip

(2) Remove hinge to hinge bracket spring nut and remove hinge.

Installation

(1) Position hinge on bracket pin and install a new spring nut.

(2) Install deck lid, connect torsion bar and inspect alignment.

TORSION BAR

Removal

Use care when removing torsion bar as it is under a load. Release load from torsion bar slowly and remove from support bracket.

(1) Remove torsion bar (Fig. 101) from adjustment slot.

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

Installation

(1) Position torsion bar into hinge support and insert end into roller in hinge arm.

(2) Hook torsion bar into support bracket.

(3) Wind bar and insert end into center adjusting slot.

(4) Place lid in various open positions and test tension.

(5) Adjust bars until deck lid stays in open position.

WEATHERSTRIPS

Apply an even continuous coat of cement to entire weatherstrip contact surface of deck lid opening (Fig. 102). Install weatherstrip, make sure weatherstrip molded corners are correctly positioned.

INTERIOR TRIM AND SEATS

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SERVICE PROCEDURES

INTERIOR TRIM

GARNISH MOULDINGS

Procedures for the servicing of garnish mouldings are incorporated with their respective component.

INSTRUMENT PANEL TRIM PAD

Replacement

The instrument panel trim pad (Fig. 1) it attached with screws at the top and lower edges. To remove, perform the following operations:

Remove upper and lower steering column covers, gearshift indicator pointer screw and lower the steering column assembly. Remove glove box door, glove box and instrument panel bezel. Remove vent control mounting screws, map lamp and lamp panel. Remove trim pad attaching screws and trim pad.

CONSOLE

The console (Fig. 2) is attached to welded brackets on the floor pan tunnel. The end cap is integral with the base. To loosen the rear mounting, raise rear carpet edges on console to expose attaching screws and bolts. All other attachments are accessible from within the console.

FLOOR COVERING

Scuff Plates

The scuff plates and extensions are retained to the floor sills, quarter inner panels and support brackets

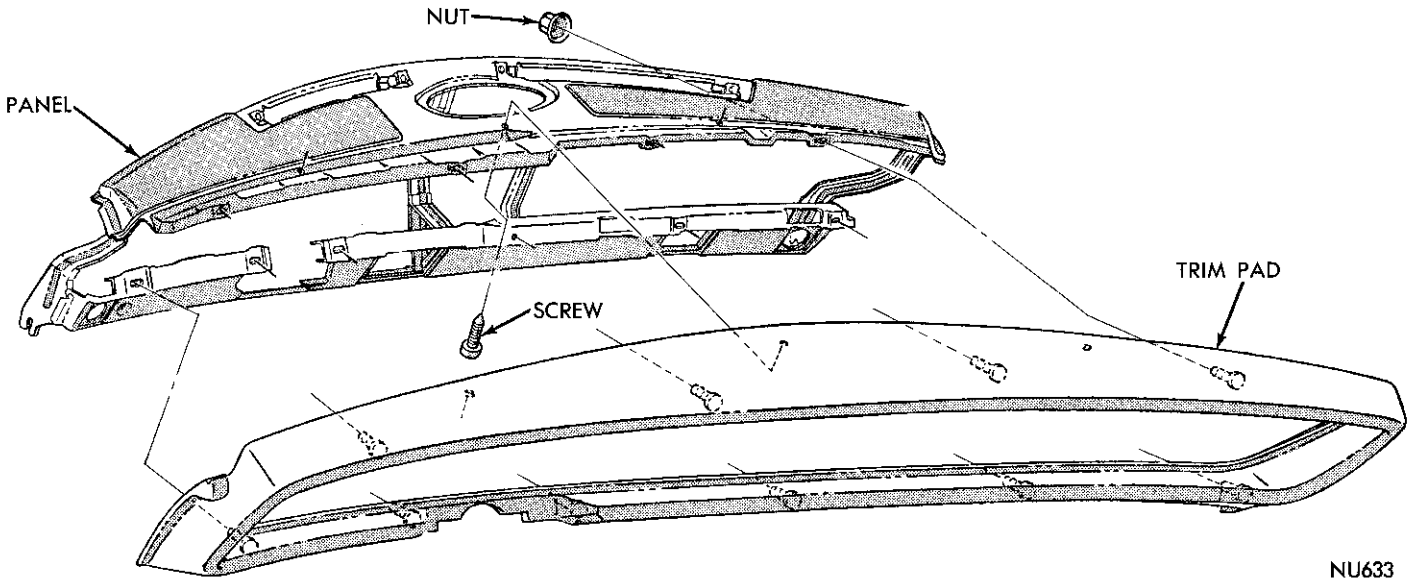

Fig. 1—Instrument Panel Trim Pads

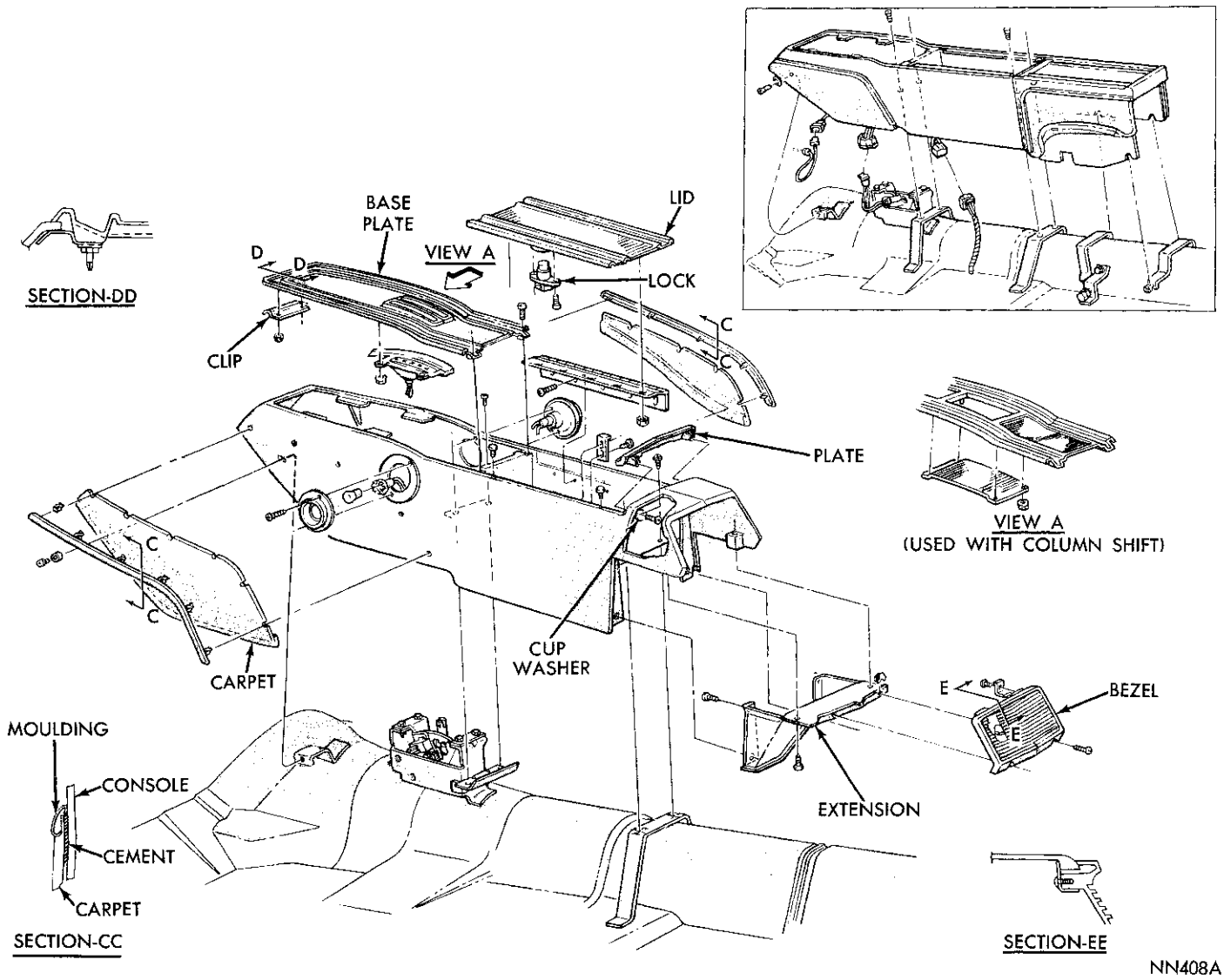

Fig. 2—Console Attachment

with screws. When replacement is required, a continuous 1/4 inch bead of sealer should be applied on scuff plate ends and outer edges.

Floor Covering

To remove the rear floor covering it is necessary to remove the front seat assembly and the rear seat cushion. The front seat mounting brackets are positioned on top of both front and rear floor covers. The rear floor covering is positioned under the front covering.

On units equipped with consoles, the carpet must be assembled over the floor pan mounting brackets and/or shifting lever. The body wiring is positioned through the holes in the carpet. The front edge of carpet is positioned under the rubber flap on the cowl trim panel. With air conditioning, the carpet front edge must be positioned on front of the air conditioning housing flange and secured with the floor air outlet retainer bracket.

HEADLINING

Removal—Fabric Type

(1) Remove rear seat cushion, dome light bezel and lens, sun visors, rear view mirror and coat hooks.

(2) Remove headlining from cemented areas at windshield header.

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

(4) Using a dull putty knife, disengage fabric from side rail retainers by gently forcing material up and off of retainers and while maintaining pressure on fabric pull disengaged portion down and out. Work only small areas at a time.

(5) Remove headlining at windshield header and from rear window area.

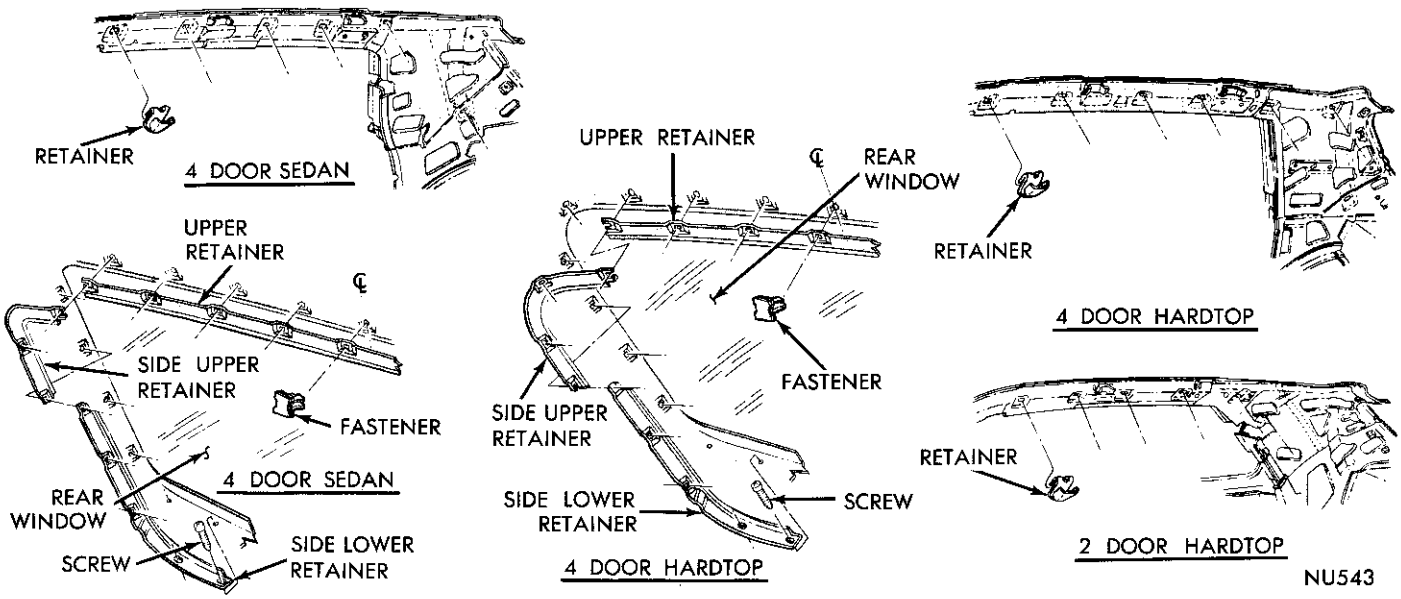

Fig. 3—Listing Wire Retainers

(6) Remove listing wires from side rail retainers (Fig. 3) and support wire from rear listing wire.

(7) Remove all foreign material and cement from windshield header area and rear window opening areas.

(8) Remove listing wires from headlining and insert in comparable listing of new liner.

Installation

(1) Trim excess listing material even with edges of headlining.

(2) Locate centerline of lining and at front and rear ends, cut a small notch as an aid in maintaining headlining alignment during installation.

(3) Locate and with chalk mark centerline points of

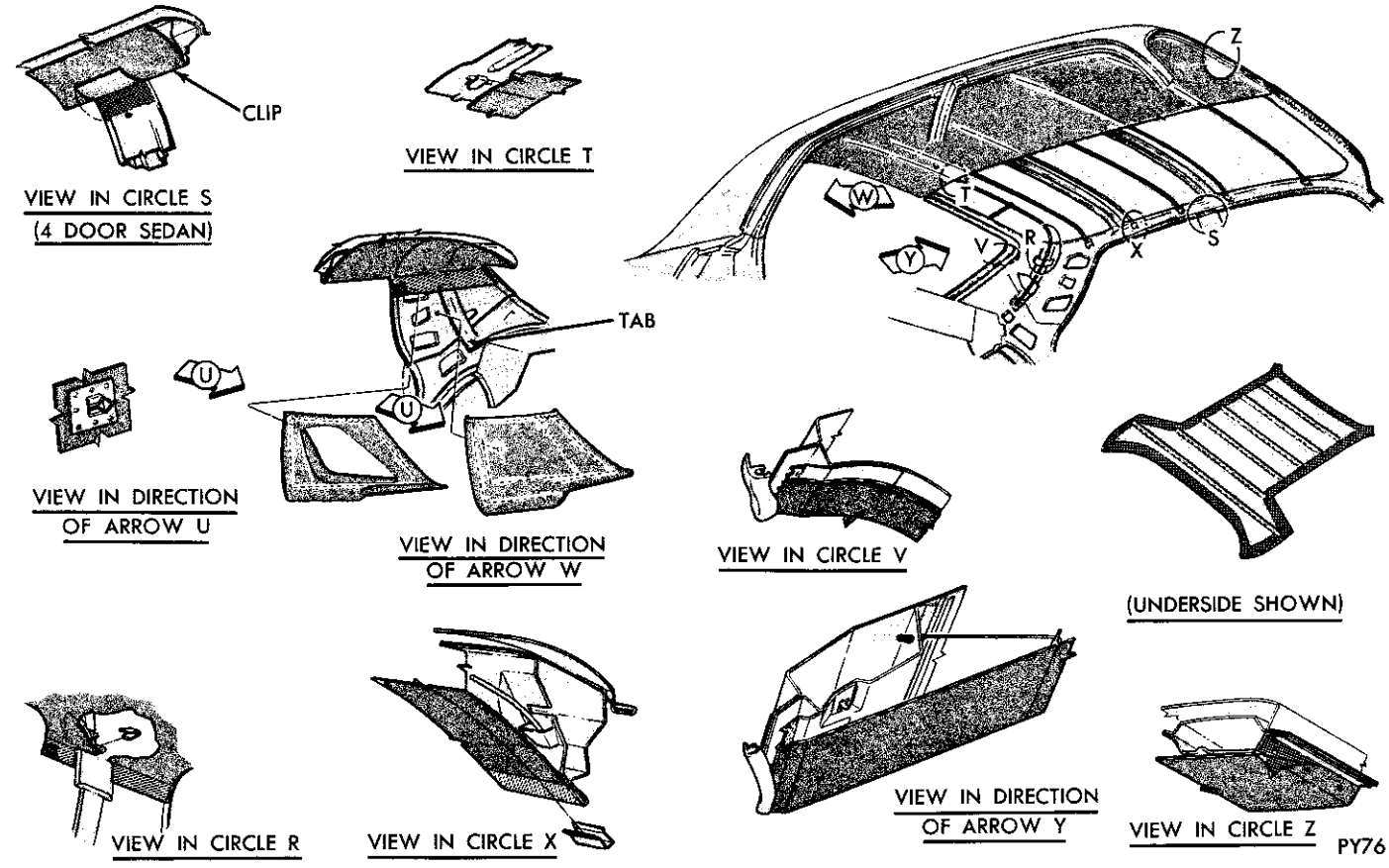

Fig. 4—Soft Headlining (Sedan)

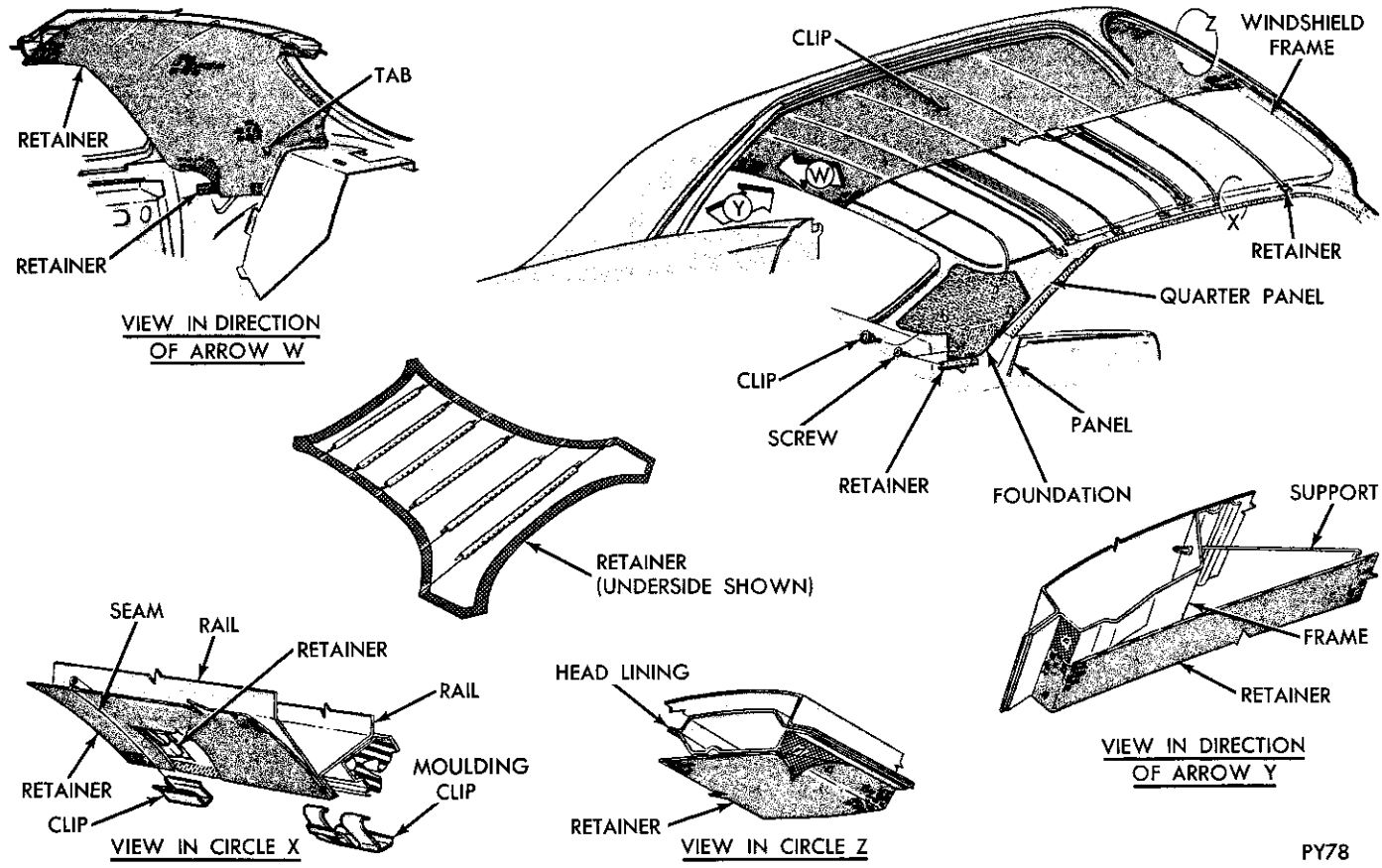

Fig. 5—Soft Headlining (Hardtop)

windshield and rear window.

(4) Center headlining at rear window. Insert rear listing wire to retainer clips on roof rail extensions and hook to wire supports (Figs. 4 and 5).

(5) While maintaining front to rear alignment, stretch material to remove all wrinkles. Equal amounts of material should hang down at both sides.

(6) Install remaining listing wires, following same cautions as in step 5.

(7) When cement at windshield header area becomes tacky, start at centerline area of windshield and position headlining to cemented area.

(8) Using a dull putty knife, secure liner on barbs at header area, **do not install material at top of windshield posts,** making sure there are no wrinkles and fabric seam is straight.

(9) Locate sun visor mounting bracket screw holes in header and cut holes in headlining slightly larger than attaching screws.

(10) Install sun visors and tuck in corners of headlining at top of windshield posts.

(11) Locate rear view mirror bracket screw holes, cut holes in fabric slightly larger than screws and install mirror.

(12) When installing headlining at side rail retainers, work only a small section at one time to make certain seams are straight and material is free of wrinkles.

(13) Using a dull putty knife and working alternately from side to side, install headlining on side rail retainers.

(14) Apply cement to rear window opening and to quarter panel area, after cement becomes tacky, install headlining starting at top center and working outward down the sides.

(15) Install rear seat cushion and coat hooks.

(16) Locate dome light opening and cut out sufficient material for correct lighting. Install dome lamp bezel and lens.

HARD BOARD LINING

Retainer Moulding Replacement

The individual hard board headlining sections are held in position with semi-flexible type plastic mouldings (Fig. 6) forced over retainer sections of the roof bows. Starting at either outer end, remove end cap and pry moulding off retainer. When installing, make certain it is fully seated and evenly spaced from side to side. Install end caps.

Replacement

To remove either front or rear sections, remove the windshield or rear window garnish mouldings

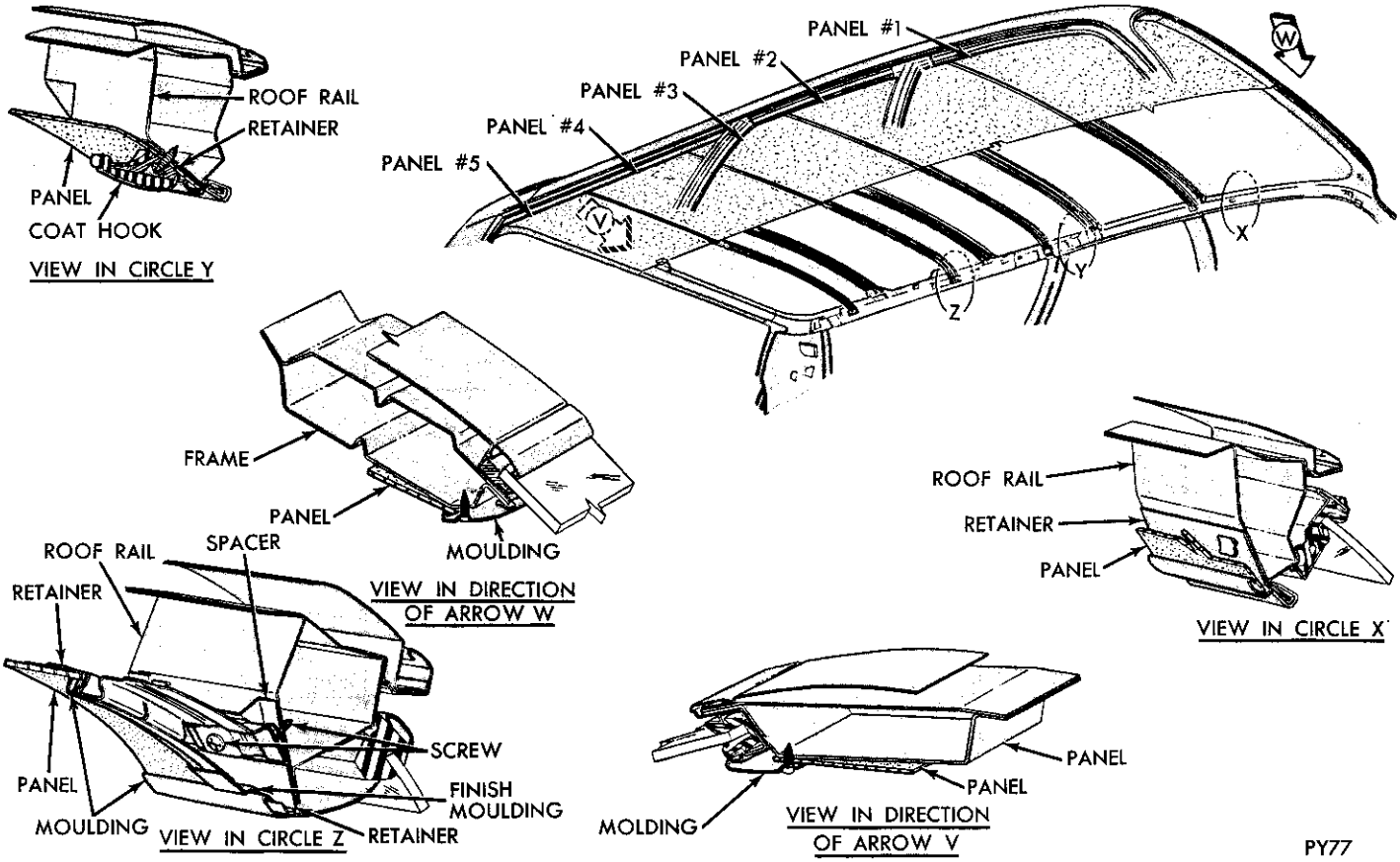

Fig. 6—Hardboard Headlining

and the one moulding at inner edge, all inner sections require only the outer edge mouldings be removed.

Removal

(1) Remove mouldings (Fig. 4) at edges of section being removed.

(2) Using a fibre tool force liner section off of roof bow and out of side retainers.

(3) Inspect liner section for damaged edges.

Installation

(1) Position liner section on side retainers and in alignment with mating surface of roof bow.

(2) Push section up at center to seat it in side retainers.

(3) Align edges of section with moulding retainer on roof bows.

(4) Install mouldings and caps over ends.

(5) Install any garnish mouldings removed.

GLOVE BOX

Installation

Refer to Figure 7 for the glove box attaching points. The glove box consists of an upper and lower section and are attached into a single unit with screws.

Door Assembly

Refer to Figure 8 for the method of attaching the glove box door assembly.

Lock and Catch Assembly

The glove box lock is attached to the inner side of the door and the catch is attached to the instrument panel.

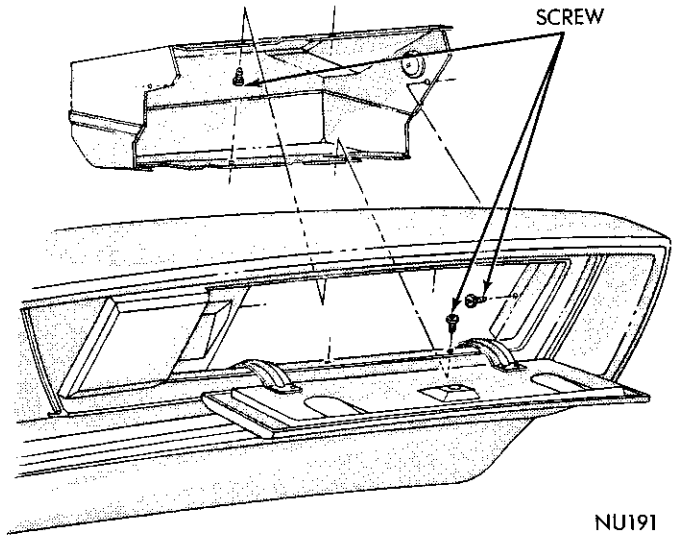

Fig. 7—Glove Box Attachment

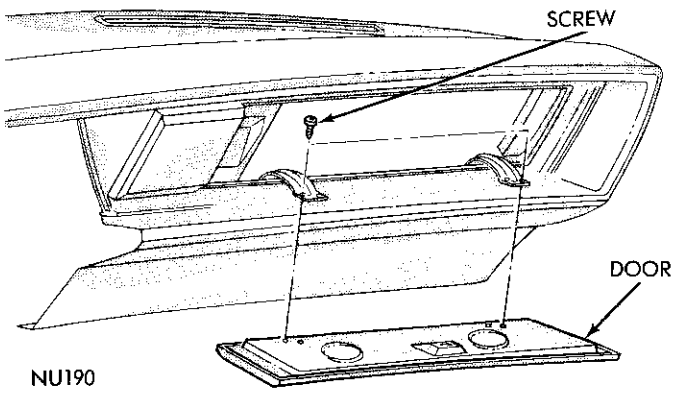

Fig. 8—Glove Box Door Installation

SHELF TRIM PANEL

Removal

(1) Remove rear seat cushion and back assembly.
(2) Loosen cemented edges of trim panel at side extensions.
(3) Lift trim panel at front and remove panel retainers.
(4) Slide trim panel forward and up to remove.
(5) Remove retainers from panel.
(6) Remove all cement and foreign material from shelf panel.

Installation

(1) Remove defogger gated sections from new panel.
(2) Install panel retainers into position on shelf panel. Make sure retainers are aligned with mounting holes, but do not insert.
(3) Apply cement to shelf panel extension.
(4) Force retainers into their mounting holes using hand pressure.
(5) Position trim panel extension flaps on cemented areas.
(6) Install rear seat back and cushion.

SEATS

ADJUSTMENT

To raise or lower the front seat (Fig. 9) loosen the adjuster mounting bolt nuts, under floor pan, and remove or install shims between the adjuster base and floor pan.

To move seat "fore or aft," reposition the adjuster mounting bolts in the adjuster base. Three holes are provided at each mounting bolt area.

FRONT SEAT BACK LATCH

All two door vehicles having split back bench type seats incorporate latches to prevent the seat back falling forward. To move seat back forward, move the latch assembly (Fig. 10) until clearance is obtained at the pivot pin.

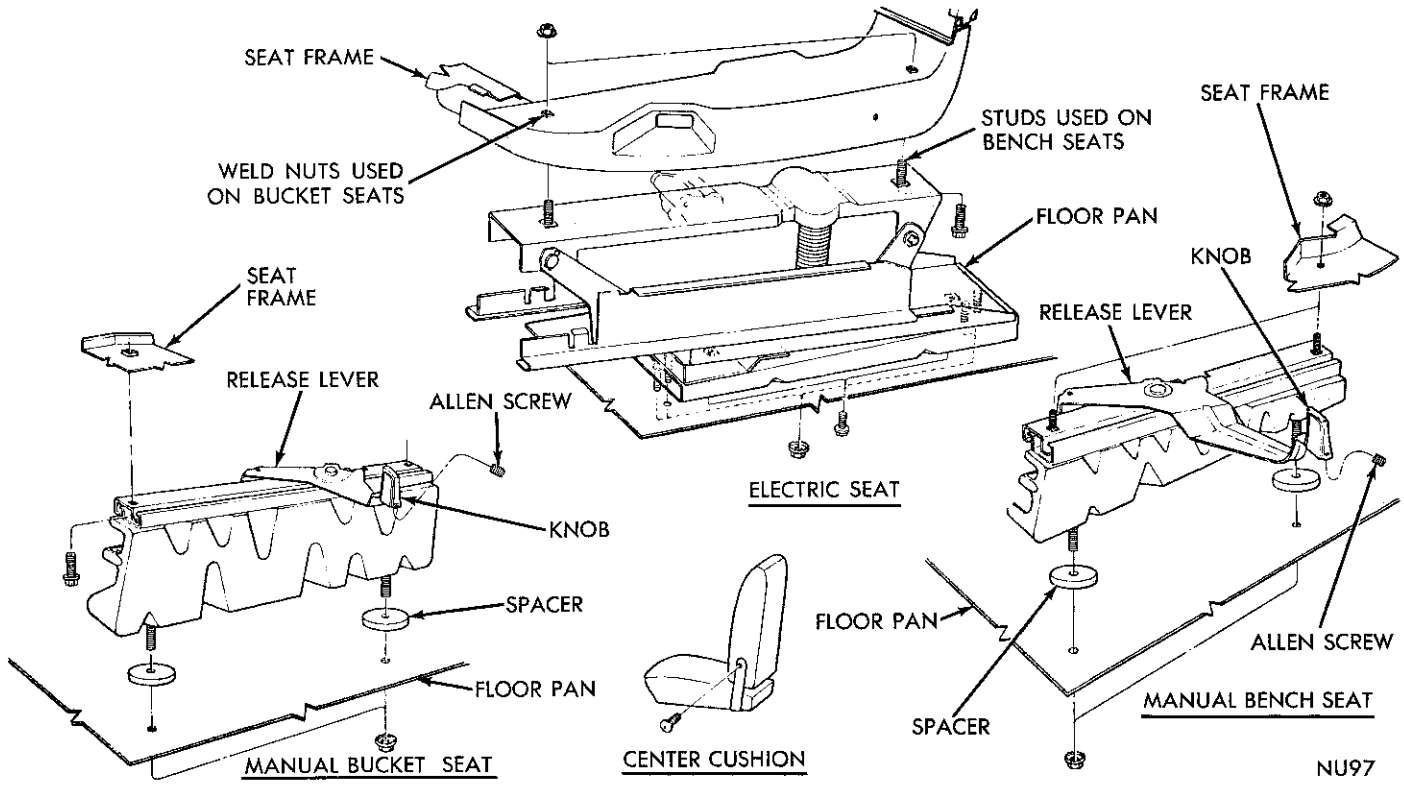

Fig. 9—Front Seat Adjuster

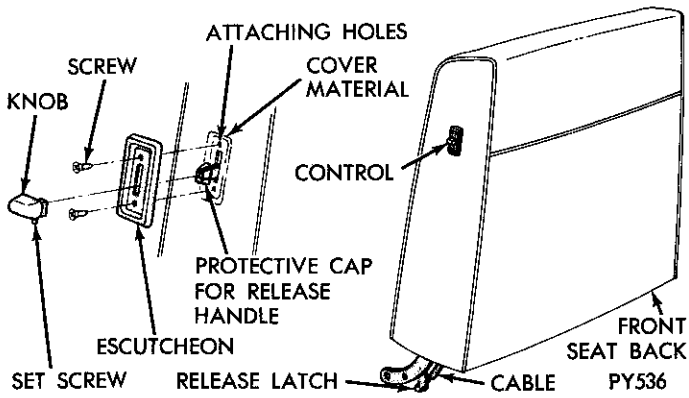

Fig. 10—Front Seat Back Latch

Removal

(1) Remove snap ring and flat washer from pivot pin.

(2) Remove end of spring from latch and remove latch assembly.

(3) Remove spring from groove of pivot pin.

(4) Remove knob and clip from end of latch.

Installation

(1) Position spring on pivot pin and align inner end of spring in pivot groove.

(2) Install latch assembly on pivot pin and insert outer end of spring in notch on latch.

(3) Install flat washer and retainer firmly against latch assembly.

(4) Install clip and knob on latch.

RECLINING SEAT MECHANISM

For ease of assembling, the following procedures should be performed in sequence as listed.

Bucket Type (Fig. 11)

Installation

(1) Before pad support and cover are assembled, attach lever release to front recliner.

(2) Insert upper end of cable into hole in lever. Attach cable and latch to front spring and cover using screw.

(3) Install spacer on rod end of adjuster. See Figure 11. **(THE SEAT CANNOT BE ASSEMBLED WITHOUT SPACER).**

(4) Insert adjuster into back of recliner with clevis end on bracket and rod end protruding through the opening in bottom recliner.

(5) Align holes of clevis in adjuster, with hole in bracket on front recliner. Drive pin spring through bracket and sides of clevis on adjuster.

(6) Cut clearance hole in side facing of cover so that the release handle shaft is accessible.

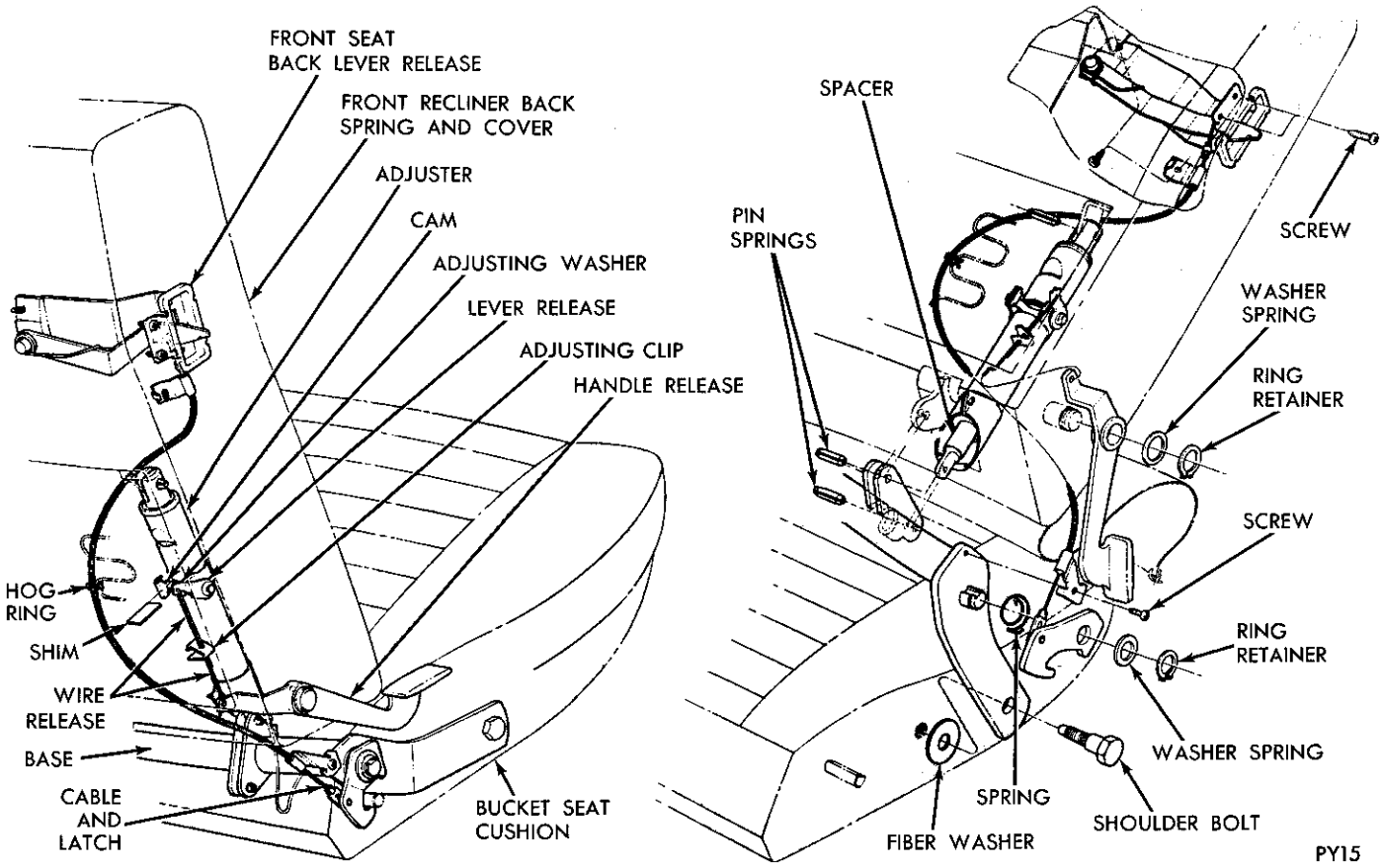

Fig. 11—Reclining Seat Mechanism (Bucket Type)

(7) Place handle release on wire release. Slide release and washer spring onto the handle shaft, secure in place with ring retainer.

(8) Position pivot brackets on back spring. Align holes, and drive pin spring through holes in pivot bracket on each side of recliner.

(9) Position rod end of adjuster in corresponding stanchion on base and drive pin spring through holes in stanchion and rod.

(10) With recliner, cover, base and seat cushion assembled put back spring and cover in position. Compress clip to free wire release. Press handle down as far as possible. Insert shim between adjusting washer and cam and move lever release down until cam presses shim against adjusting washer. Release clip and remove shim.

(11) With handle in released position move recliner back spring and cover forward, as far as possible, and remove spacer.

(12) Raise and lower front recliner back spring and cover. Check operation and adjustment.

(13) Move front recliner forward. Pull flap on front recliner over base, and place hog ring to front recliner.

(14) Place inner end of spring in latch pivot. Attach end of spring on forward tab of latch. Slide latch and washer spring over latch pivot shaft and secure with ring retainer.

(15) Attach cable and latch to base using screw in lower attaching bracket.

(16) Attach cable and latch to zig-zag element, in front recliner using hog ring.

(17) Raise lever in front seat back to operate latch on cable. Check operation and alignment.

4 Door Models

Make certain spacer is installed on rod end of adjuster assembly (Fig. 12), otherwise seat cannot be assembled.

(1) Insert adjuster and cable assembly into rear of seat back, with clevis end on bracket and rod end protruding through hole in bottom facing of seat back.

(2) Route cable between edge of bottom facing and back spring frame of seat back. **Do not use hole for adjuster rod.**

(3) Position adjuster clevis end in bracket on seat back and secure with spring pin.

(4) Position seat back on cushion, with shoulder bolt on right side with pivot pin and push nut on left side.

(5) Position cable to rear of seat cushion.

(6) Position adjuster rod end in cushion bracket and secure with spring pin.

(7) Slide fibre washer, release handle and spring washer over release shaft and secure in place with retaining ring.

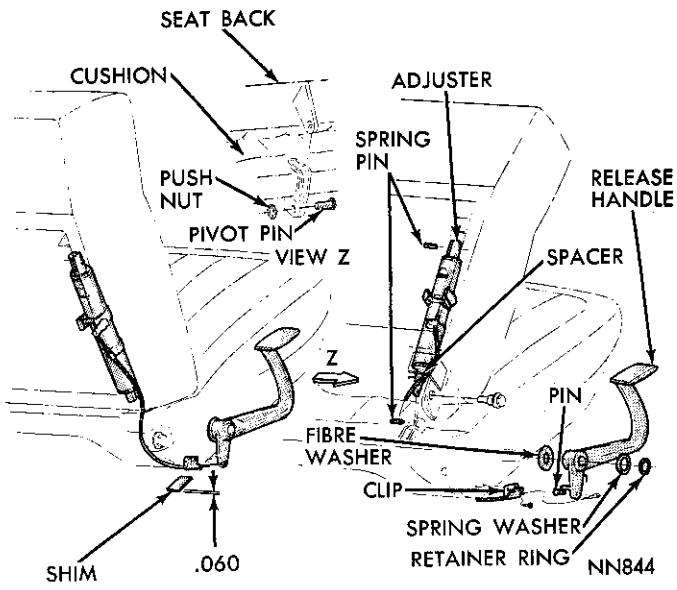

Fig. 12—Reclining Seat Mechanism (4 Door)

(8) Push retainer pin through hole in release handle, slide eye of adjuster cable over pin and fasten with cotter pin.

(9) Slide retaining clip over cable housing and fasten to side of seat cushion with two screws finger tight only.

(10) Insert .060 inch shim between release handle and bottom of seat cushion. Push release handle down firmly against shim and pull cable housing through retaining clip (away from handle) to remove all slack.

(11) Tighten screw to lock sheath in retaining clip and remove shim.

(12) Raise seat back to upright position and remove spacer from rod end of adjuster.

(13) Test operation of mechanism.

REPLACEMENT

Front Seat

The bench type front seat cushion is an integral part of the seat frame. All seat frames are attached to the adjuster by studs and nuts. Remove nuts from adjuster mounting bolts, under floor pan, and remove seat.

Rear Seat Cushion

The rear seat cushion (Fig. 13) is held in place by inserting the rear edge of seat cushion under lower edge of seat back. The front lower frame of seat engages a slotted bracket welded to the floor pan.

Rear Seat Back

The rear seat back (Fig. 13) is held in place by tangs of the upper edge of seat frame being positioned over hangers on the shelf panel. The lower

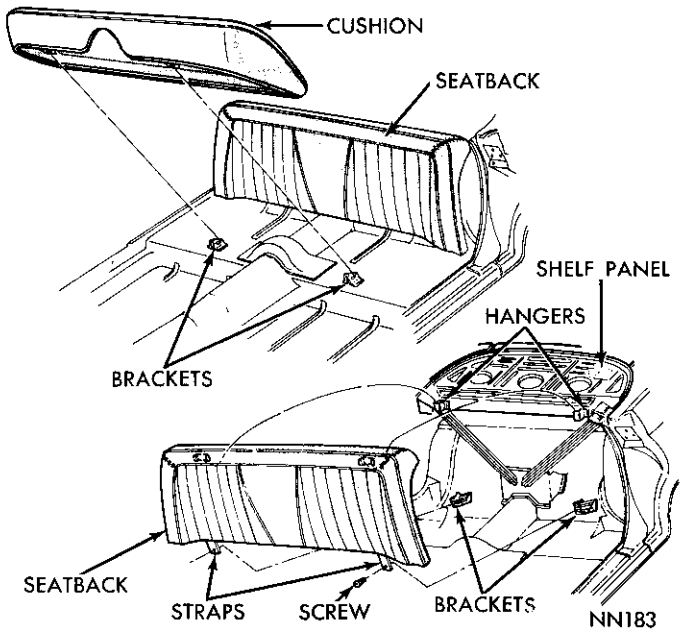

Fig. 13—Rear Seat Attachment

edge of the seat back incorporates two metal straps which attach to brackets welded on the floor pan.

Station Wagon—Second Seat Back

Removal

(1) Remove second seat back hinge to floor pan stud nuts (Figs. 14 and 15).

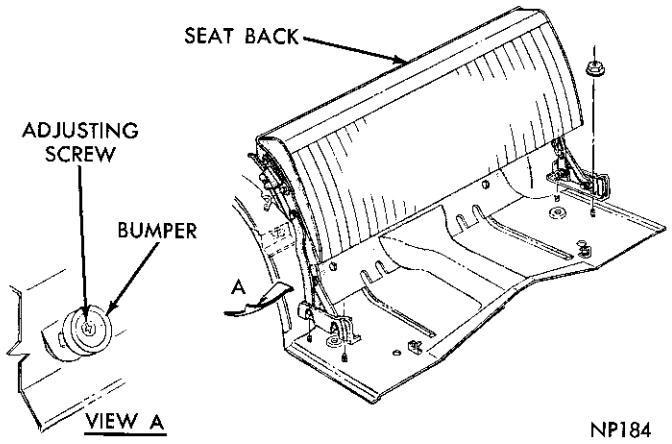

Fig. 15—Second Seat Back Hinge

(2) Release catch from seat back and remove back assembly.

(3) Refer to Figure 16 for seat back to panel attaching points.

Installation

(1) Position back on hinge assemblies, install screws and tighten 80-120 inch-pounds.

(2) Test engagement of seat back catches.

Second Seat Cushion

Removal

(1) Raise rear floor hinged panel at rear of cushion

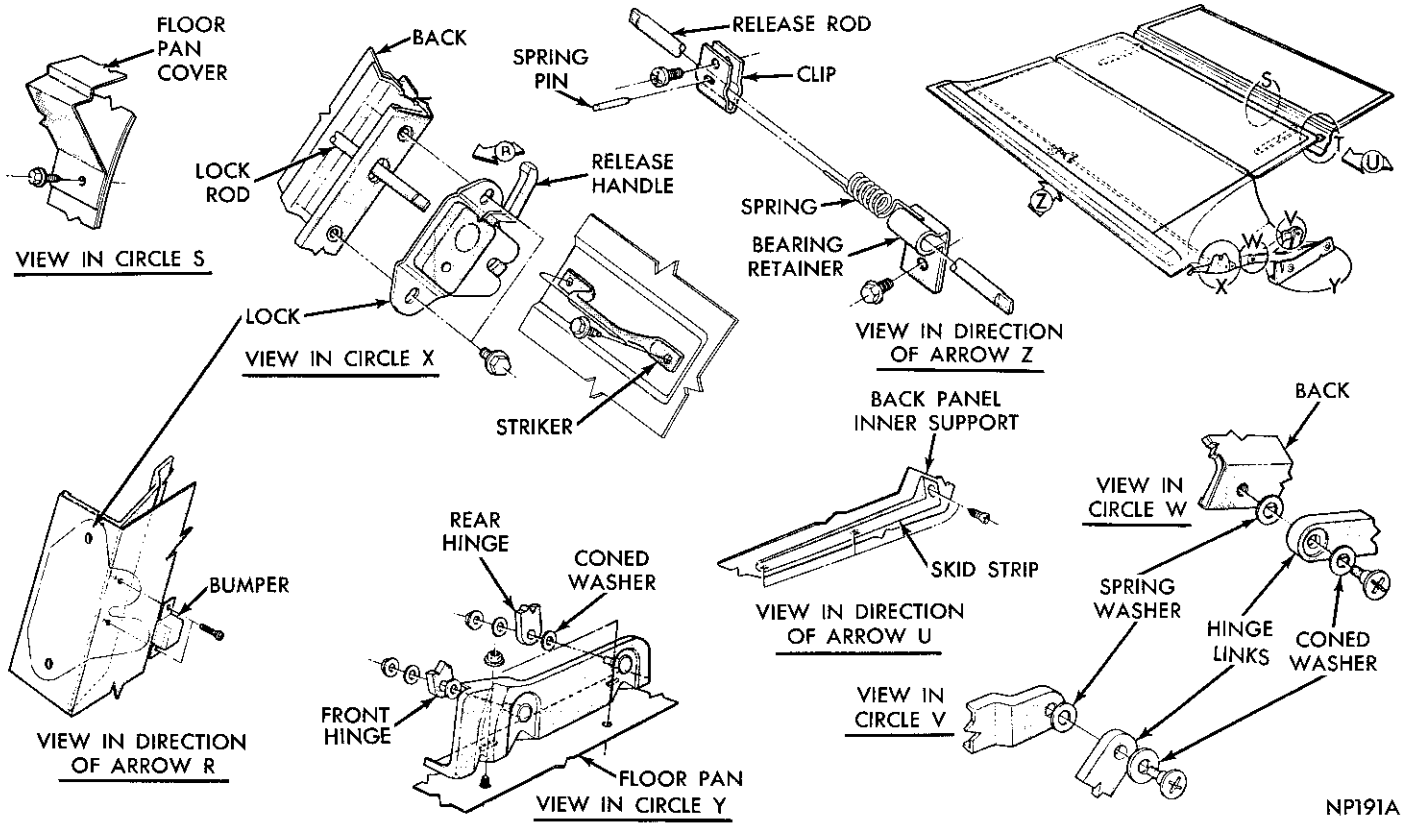

Fig. 14—Second Seat Back Assembly

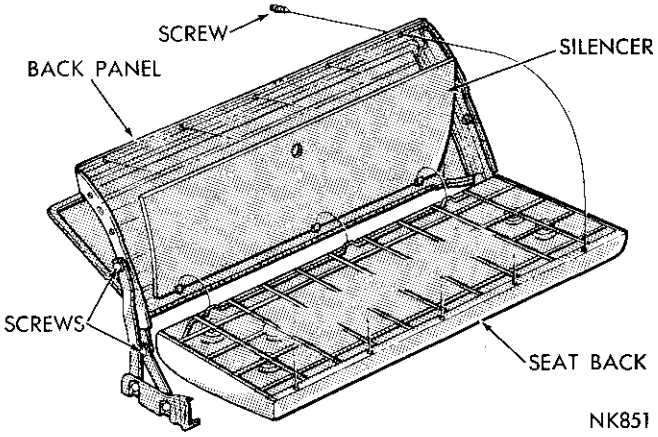

Fig. 16—Second Seat Back

(Fig. 17) to expose cushion to floor pan screws.

(2) Remove screws attaching, move cushion slightly rearward to disengage locking bars, at front bottom, from floor brackets.

(3) Remove cushion assembly.

Installation

(1) Place cushion in position, and engage locking bars in brackets on floor pan.

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

Third Seat Back

Removal

(1) With seat back in the UP position (Fig. 18), remove screws from seat hinge links.

(2) Remove back and support panel assembly.

(3) The cushion is retained to the seat back panel (Fig. 19) with screws.

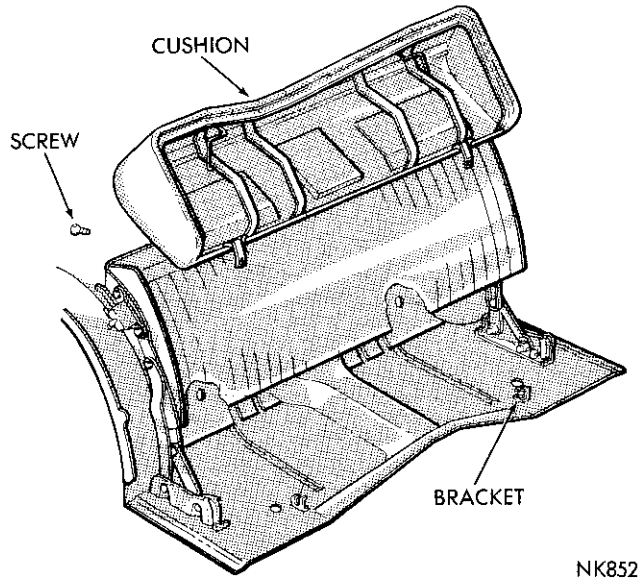

Fig. 17—Second Seat Cushion

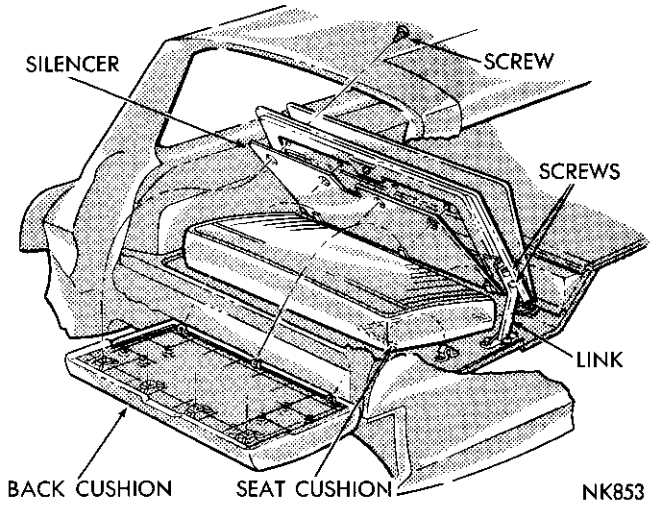

Fig. 18—Third Seat Back and Cushion

Installation

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

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

Cushion

Removal

(1) The third seat cushion (Fig. 18) is attached to hinges, which in turn are attached to the quarter panels by screws.

(2) Remove hinge to quarter panel screws and remove cushion assembly.

Installation

(1) Position cushion assembly on floor pan.

(2) Position hinges on quarter panel and install screws securely.

(3) Test seat operation, inspect fit and alignment.

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

Third Seat Back and Cover Panel

Refer to Figure 19 for the attaching points and method of attachment for the third seat back and cover panel assembly.

Cover Material Installation

Prior to installing the original or new cover, make certain the spring pad (where used) and pad cover are centered on the spring and are firmly attached. **Make certain all buttons and medallions (where used) are pulled down securely and locked in position.**

As an aid in attaching the cover correctly, mark the areas on the spring where the cover was attached with hog rings, screws or drive nails.

SAFETY BELTS

Refer to Figures 20 through 24 for application of the lap and shoulder safety belts.

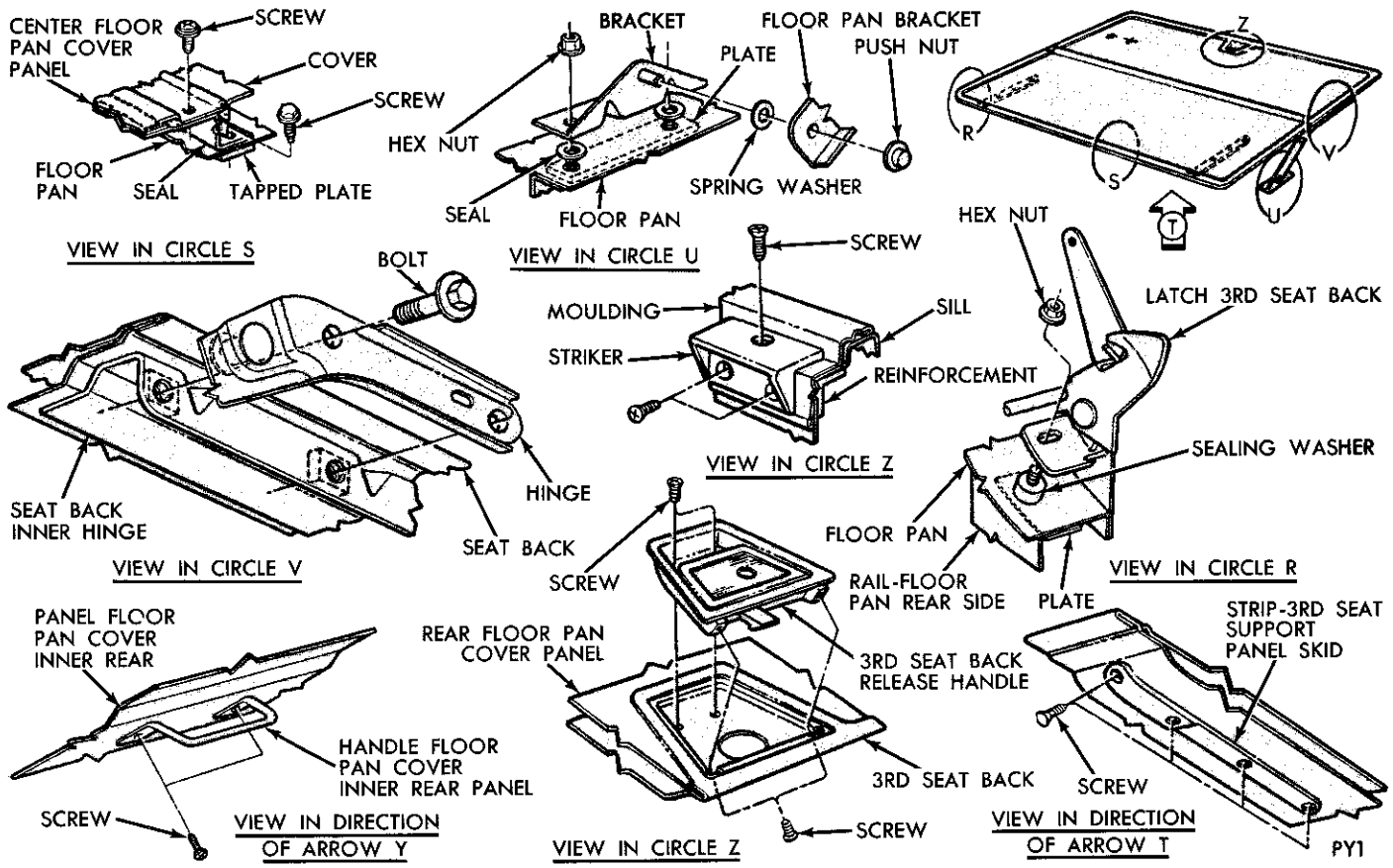

Fig. 19—Third Seat Back and Cover

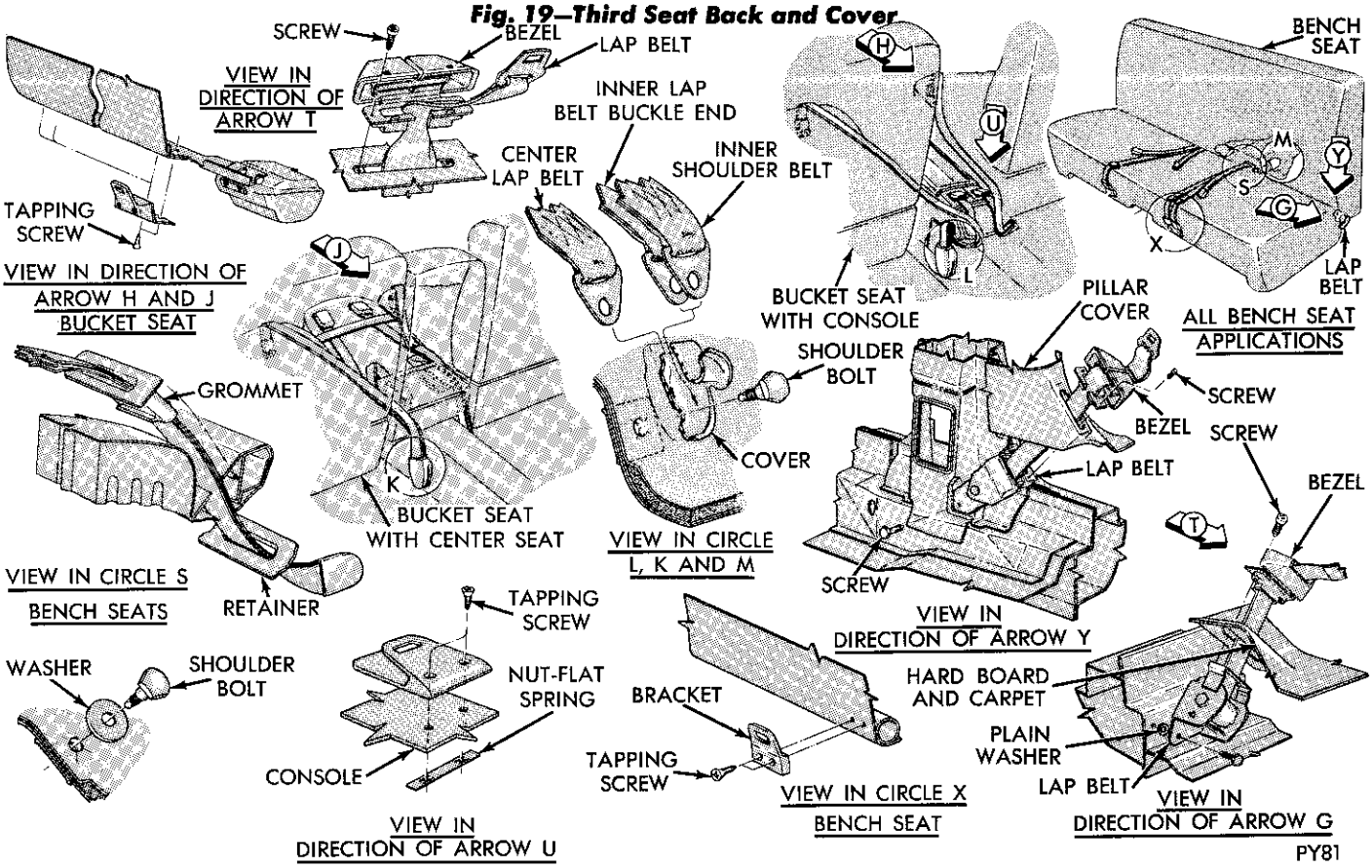

Fig. 20—Front Seat Lap Belts

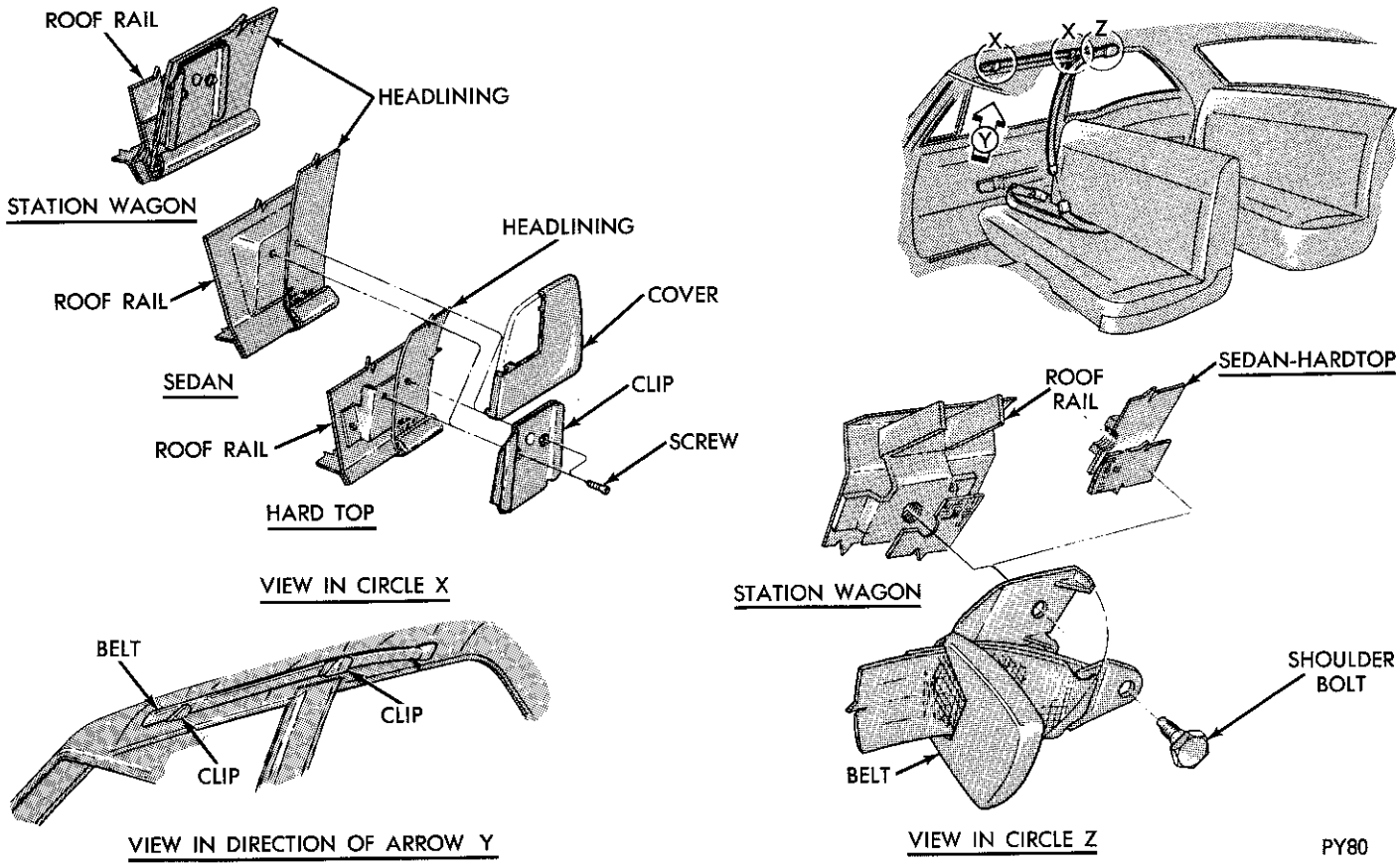

Fig. 21—Front Seat Shoulder Belts (Except Convertible)

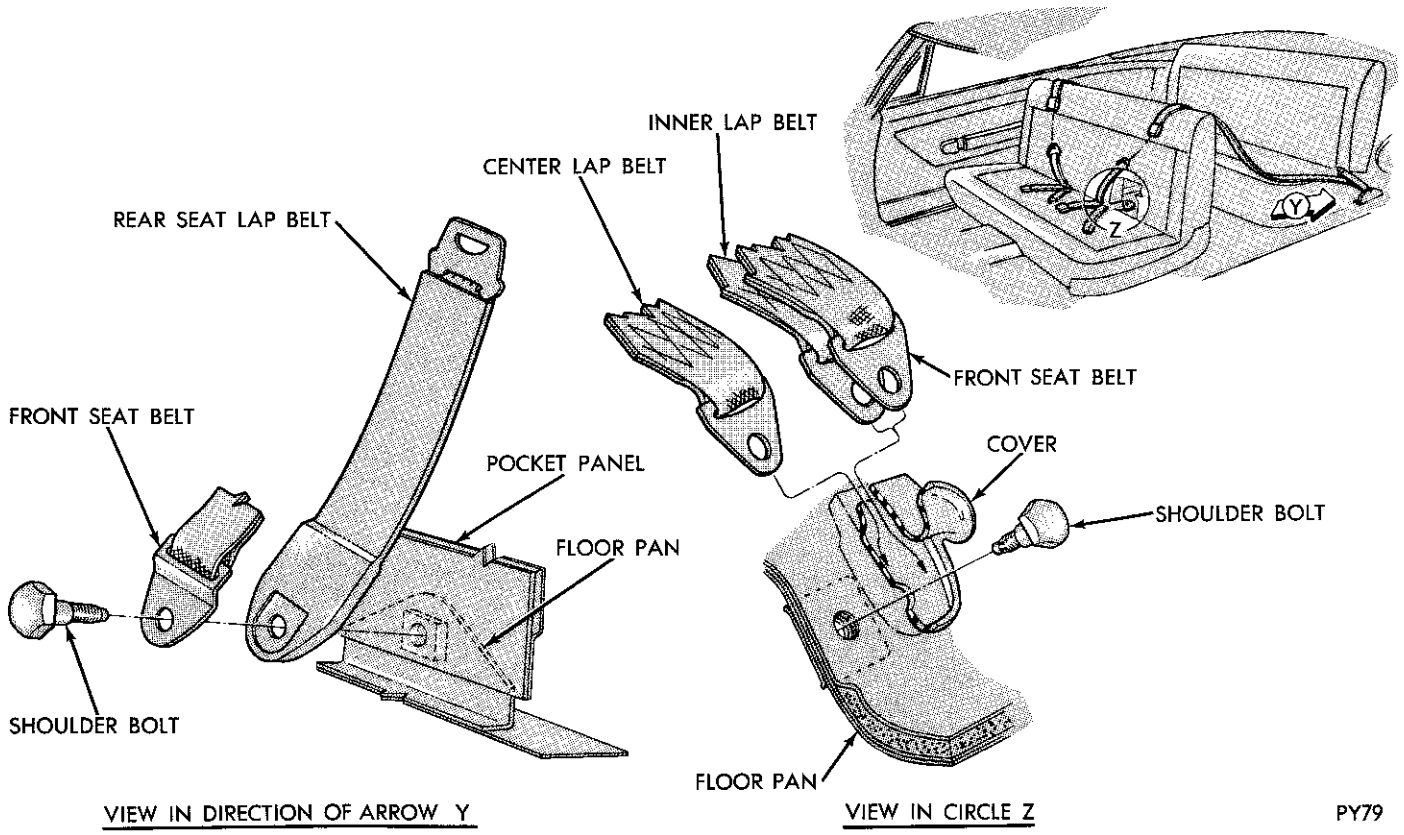

Fig. 22—Front Seat Shoulder Belts (Convertible)

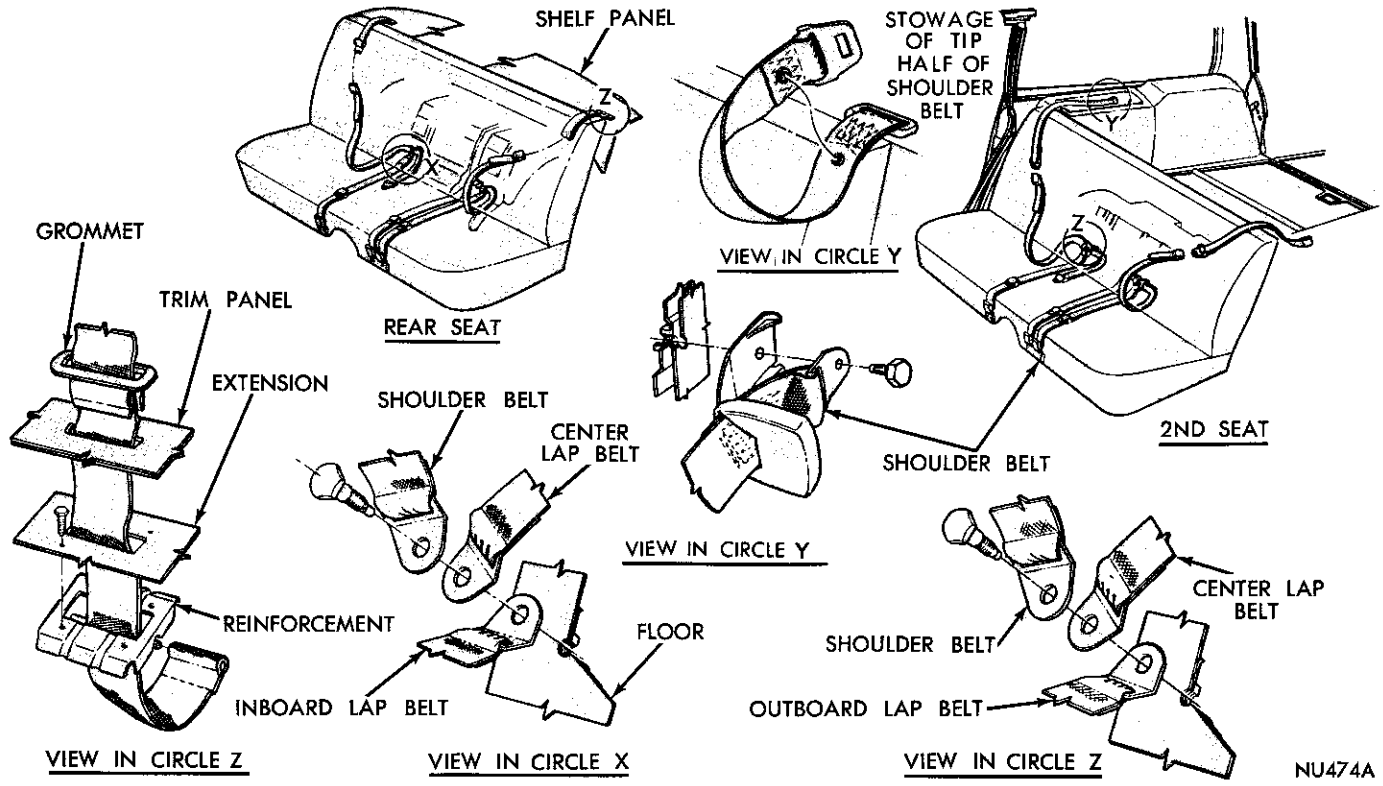

Fig. 23—Rear and Second Seat Shoulder Belts

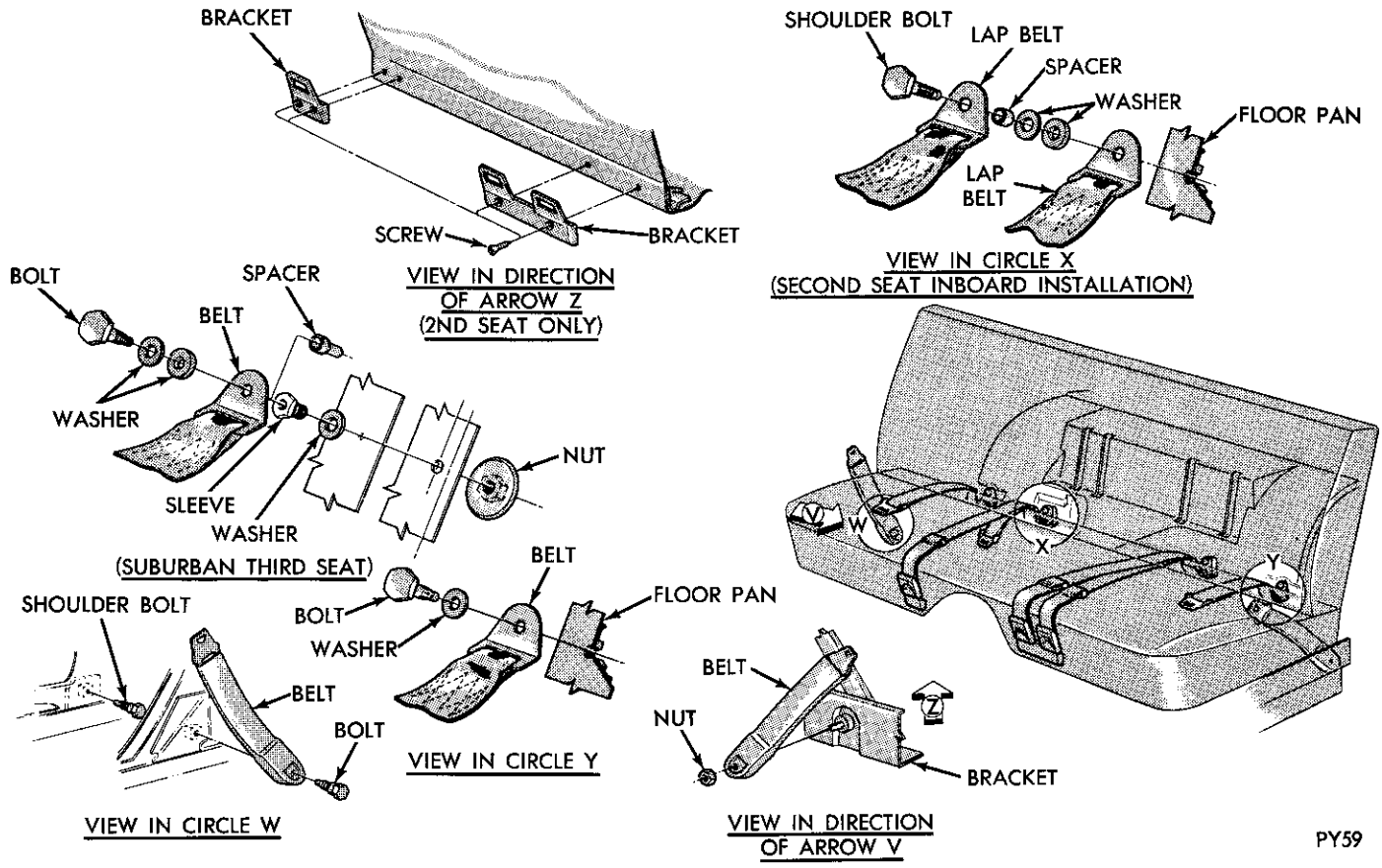

Fig. 24—Rear and Third Seat Lap Belts

WINDSHIELD AND REAR WINDOW

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SERVICE PROCEDURES

The windshield and rear windows are polysulfide adhesive sealed (cemented-in) types. Service procedures for the two glass are comparable.

Short cut sealing methods should not be used. To ensure a permanent watertight glass installation, use only the recommended adhesive sealer kit or its equivalent.

REPLACEMENT

Removal

(1) Place protective covering over the areas adjacent to the glass being replaced.

(2) Remove window exterior mouldings (Figs. 1 or 2) and inner garnish mouldings using Tool C-4009.

(3) Secure one end of a two foot length of tempered steel wire (.028 gauge max.) to a wooden handle.

(4) Insert other end of wire through adhesive at lower corner of window and secure to another wooden handle.

(5) With an assistant, carefully cut through adhesive material by pulling wire, in a sawing motion, up one side, across top, down opposite side and across bottom (Fig. 3).

(6) With an assistant, remove glass from opening and if original glass is to be reinstalled, place on a protected surface.

(7) All old adhesive should be removed from glass and opening reveal using a putty knife or razor blade. **DO NOT use an oil base solvent to remove adhesive.**

(8) Using steel wool, remove loose flakes of adhesive and old primer from reveal. Use light air pressure to clean reveal and surrounding areas.

Installation

(1) Inspect moulding retaining clips. Remove and straighten clips bent more than 1/32 inch away from the body panel. Use block self-sealing screw-on type clips when necessary to replace. All clips must be attached tightly.

(2) Inspect rubber spacers in window reveals. When replacement of spacers is required, make certain they are positioned in the exact areas removed from.

(3) Clean interior surface of glass. **Hand pressure to clean the glass interior surface after installing glass and before adhesive has set up may result in glass being pushed out of opening.**

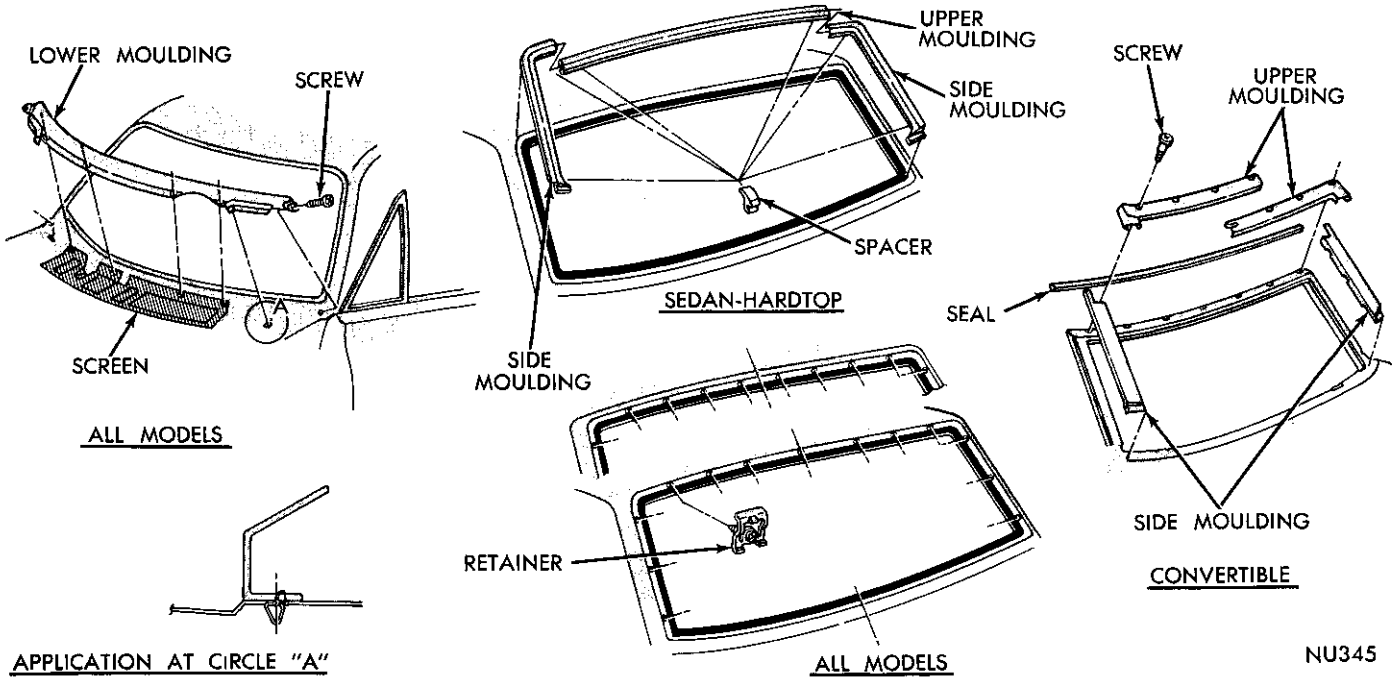

Fig. 1—Windshield Outer Mouldings (Chrysler)

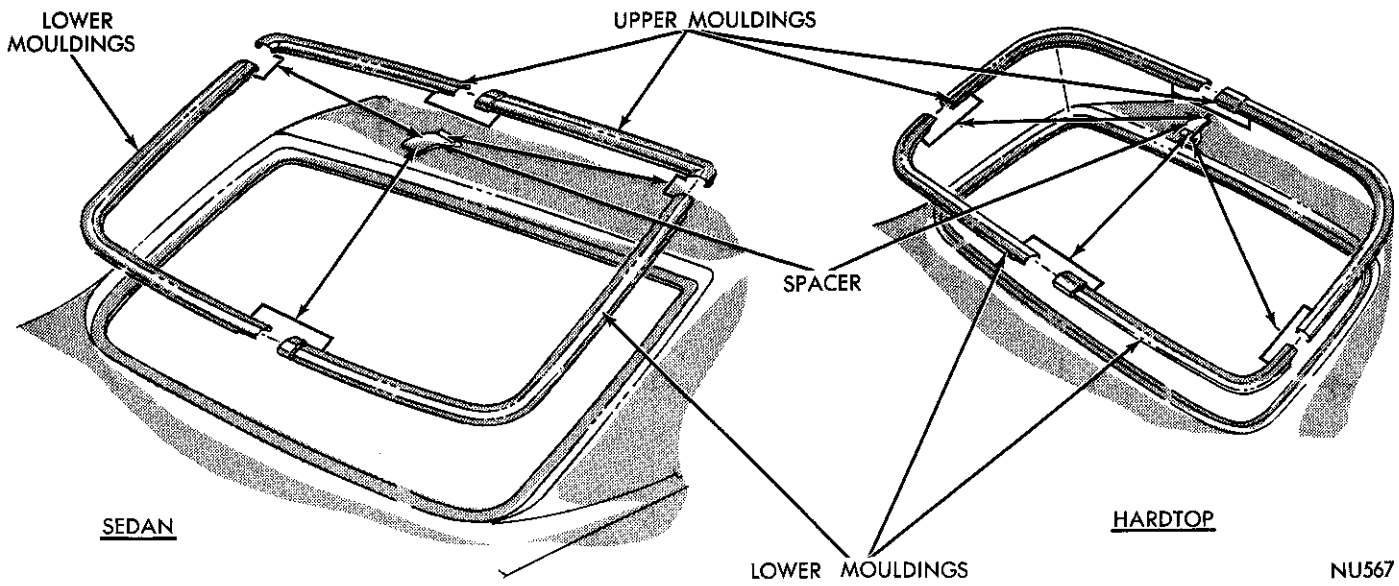

Fig. 2—Rear Window Outer Mouldings

(4) Install spacer dam 1/4 inch from edge and positioned so it leans toward edge on glass inner surface (Fig. 4).

(5) Attach suction cups to glass outer surface and position glass in opening.

(6) Inspect relationship of glass to fence completely around opening. The spacer dam should fold under and create a cushion for the glass to rest on.

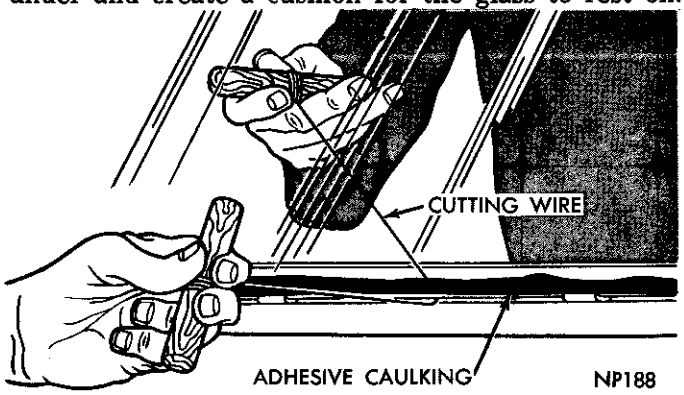

Fig. 3—Cutting Adhesive Caulking

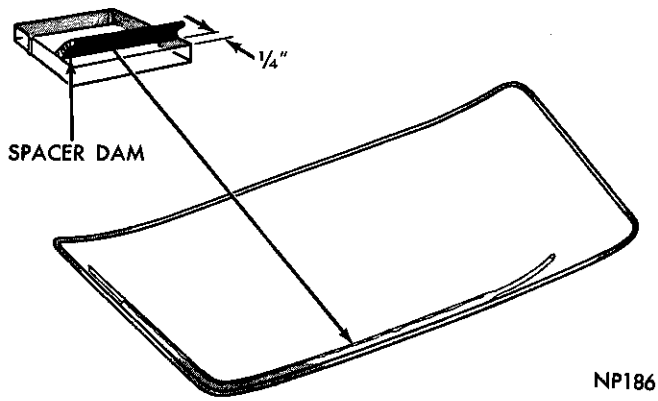

Fig. 4—Spacer Dam Installation

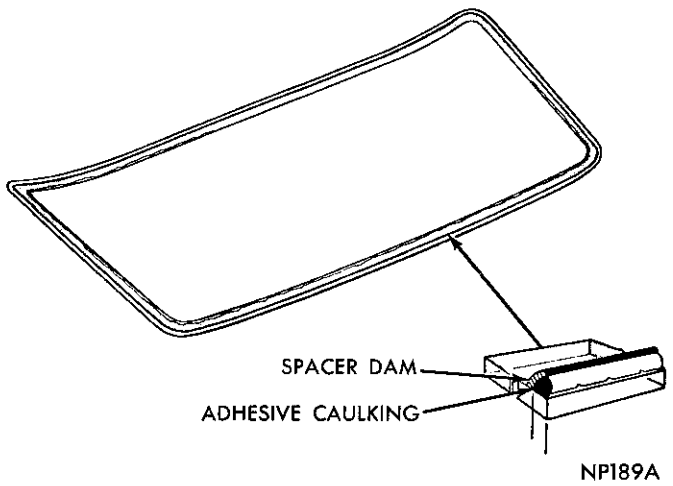

Fig. 5—Application to Glass

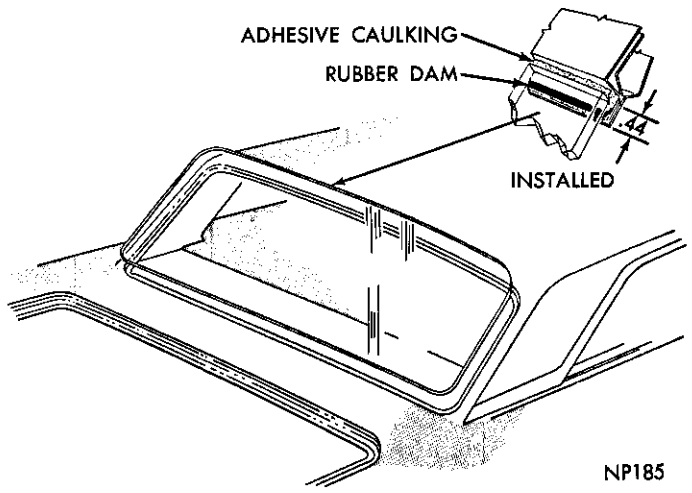

Fig. 6—Glass Installation

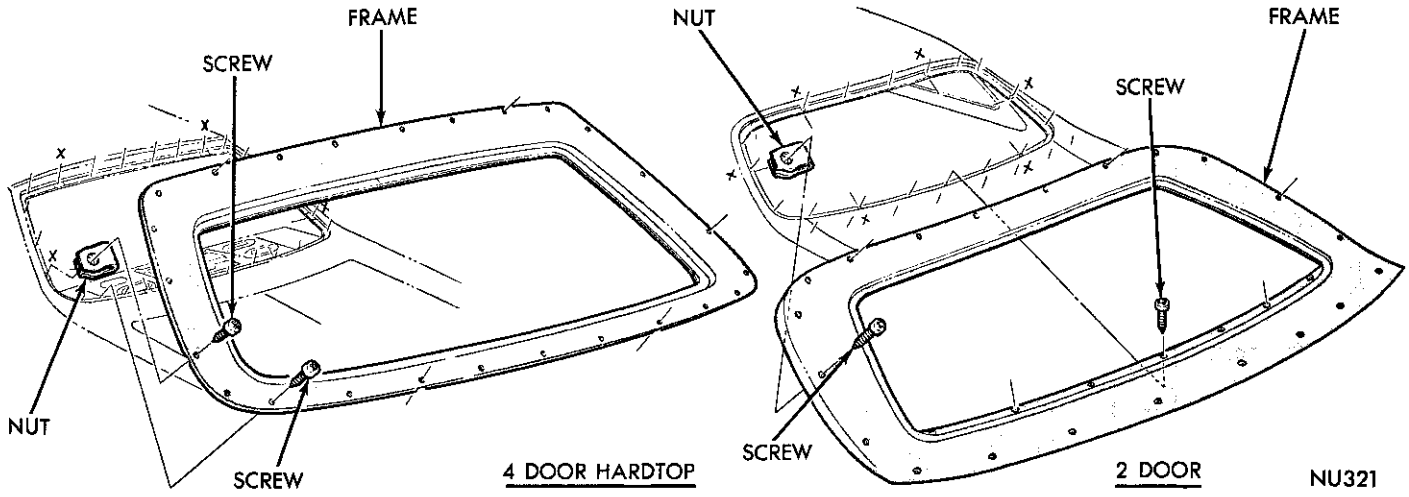

Fig. 7—Rear Window Panel Inserts

The glass to body fence overlap (0.30 inch minimum) should be equal across the top and sides. Use waterproof shims under spacers to obtain required overlap.

(7) Apply a piece of masking tape over each side of glass and roof extensions. Slit tape vertically at edge of glass so when glass is installed, tape on glass can be aligned with tape on body.

(8) Remove glass from opening and place on a protected surface, with inside surface up.

(9) **Primer solution will damage any paint or trim it comes in contact with.** Using a cheesecloth pad saturated with adhesive primer, thoroughly apply to rear window fence and reveal areas.

(10) **The adhesive begins to cure immediately upon exposure to air. The working life is limited to approximately 15 minutes. Perform the following steps as quickly as possible.**

(11) Insert adhesive tube into a standard household caulking gun, install nozzle on end of tube, and puncture adhesive seal at nozzle.

(12) Apply a smooth continuous 3/8 inch bead of adhesive on glass between glass edge and spacer dam (Fig. 5).

(13) When positioning glass in opening, alignment must be exact to prevent necessity of moving glass after adhesive contacts fence.

(14) With an assistant and using suction cups on glass, **align tape on glass with tape on body, make certain glass will set on rubber spacers and install glass in opening (Fig. 6).**

(15) Press glass **lightly** to adhere adhesive to fence flange.

(16) Run a flat wooden or fibre tool around entire edge of glass to force adhesive into opening between edge of glass and reveal.

(17) **Close car doors gently, do not slam** and water test window. Use a cold water spray, **do not run a heavy stream of water directly on freshly applied adhesive.** If leaks are evident, work applied adhesive into leak point. Additional material can be applied and worked into leak point.

(18) Install garnish and exterior mouldings, clean glass exterior surface and remove protective covers.

(19) **Leave a window open and do not slam any doors for at least one hour. Sufficient pressure could build up in a closed car to force the rear window out of the opening.**

REAR WINDOW PANEL INSERTS—IMPERIAL

Imperial models equipped with a vinyl roof covering incorporate plastic type window opening inserts (Fig. 7).

CONVERTIBLE

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SERVICE PROCEDURES

OPERATING THE TOP

Raise or lower top only when vehicle is standing still.

To Lower Top

Release safety catch, pull handle down and push top free of the header.

Be sure the well compartment is free of articles. Operate engine in neutral slightly above idle and hold switch control to the **Down** position until top is fully lowered.

To Raise Top

Remove boot, operate engine in neutral slightly above idle and hold switch control in the **Up** position. As dowels seat in their sockets, pull header down firmly and push locking handles forward until catches engage.

RESERVOIR

Do not add fluid to reservoir until it is installed in its normal position in the vehicle. Adding fluid to the reservoir in a position other than its normal installed position does not allow for fluid expansion and damage to the reservoir may result.

Measure fluid level only when top is lowered. After filling reservoir, raise and lower top several times to expel air that may be trapped in system.

Insufficient fluid in the system may cause slow raising or noise in the pump or motor. Measure fluid level and if low, look for a leak due to a broken line or a loose connection. Fill reservoir (use only AQ-ATF Suffix "A" "Dexron" type transmission fluid) until fluid runs out of filler hole.

FOLDING TOP MECHANISM

The electric-hydraulic top folding mechanism (Fig. 1) 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 external 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.

ADJUSTMENTS

Minor adjustments are provided to assist in aligning the top header and windshield header to prevent leakage into this area; to improve top frontal area appearance and assure ease of raising and lowering operation.

They are also provided to assure correct alignment of the roof side rails with door and quarter glass to prevent leakage. Adjustments are provided to eliminate wrinkles in the top material.

Major Adjustments

Major adjustments are at the cam, control link bracket and the outer moulding. These adjustments are necessary to improve roof side rail alignment if minor hinge and header adjustment do not completely correct the condition.

Roof Side Rail Alignment

The roof side rail structure (Fig. 2) consists of separate rails, hinged together to enable the top to fold into the well. The rails must be in good alignment and parallel to top edges of vent wings, door and quarter glass to provide a good weatherseal. Alignment of the rails is controlled by the side rail structure mounting support assembly, cam control link and the front hinge set screw (Fig. 2).

The front hinge set screw (Fig. 2) is accessible only from the top of the side rail assembly.

Door and Glass Alignment

After making top adjustments, doors, vent wings, door glass and quarter glass must be properly aligned. Misalignment in any of these areas make it impossible to obtain satisfactory results from top

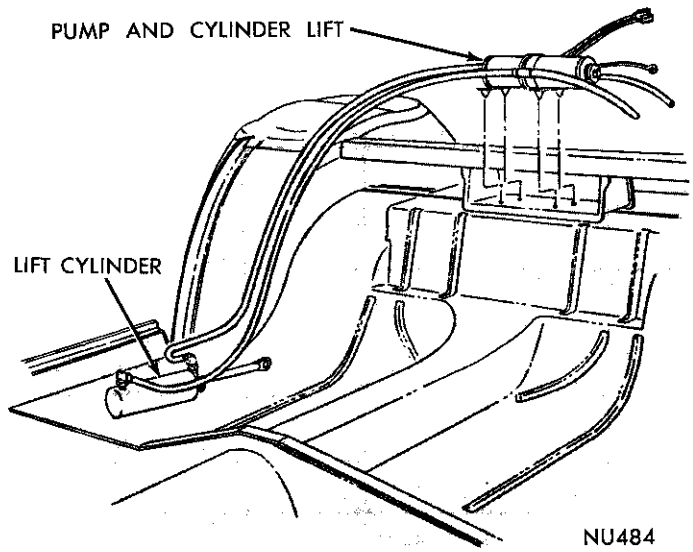

Fig. 1—Folding Top Mechanism

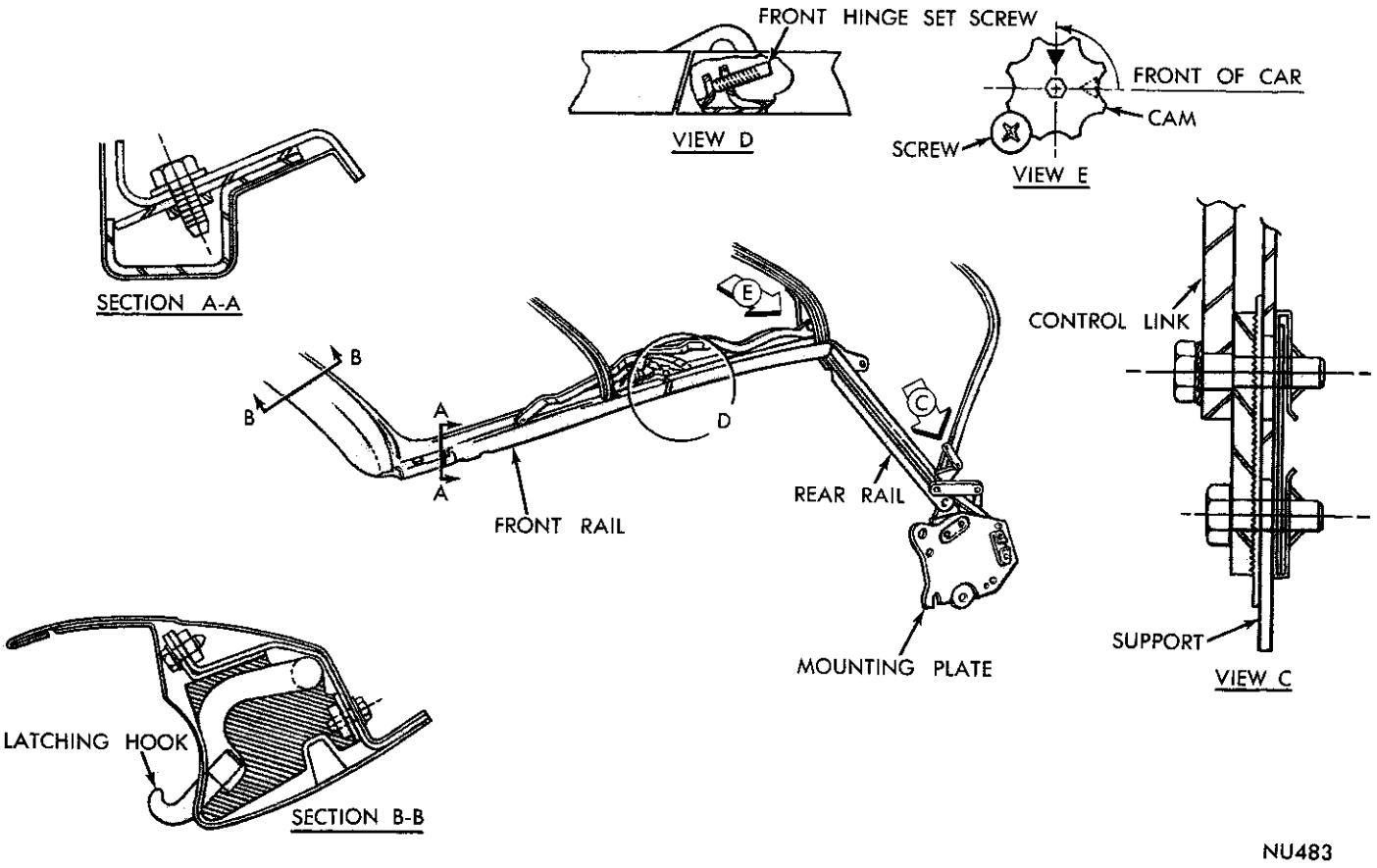

Fig. 2—Side Rail Structure

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.

LATCHING MECHANISM (Fig. 3)

Removal

(1) Remove weatherstrip from header.

(2) Remove retaining screws and remove weatherstrip retainer from header.

(3) Remove the top material from the header assembly. (Caution should be exercised during the removal since the material is cemented to the header assembly).

(4) Unload the latching spring from the header assembly.

(5) Remove four latch attaching screws from header.

(6) Remove three nylon wedge attaching screws and remove nylon wedge from header.

(7) Remove pivot bolt and nut.

(8) Remove the latching mechanism from the header.

Installation

(1) Before assembling the latch, install the tension spring to the latching mechanism.

(2) Insert the latching mechanism into the header assembly.

(3) Insert the pivot bolt and tighten nut. This will

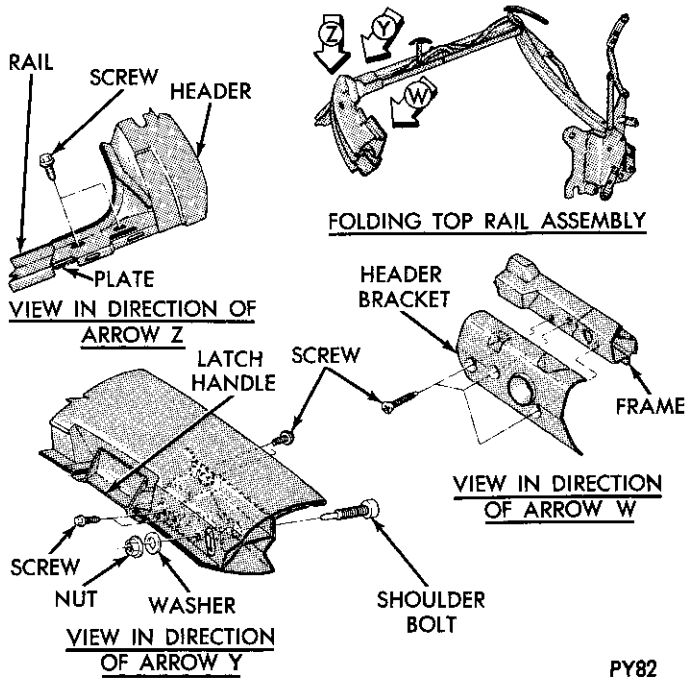

Fig. 3—Latching Mechanism

secure the latch assembly to the header.

(4) Secure the latch mechanism with four screws.

(5) Secure the nylon wedge to the header.

(6) Load the tension spring to the header assembly.

(7) Position and cement the top material to the header.

(8) Install weatherstrip retainer to header assembly.

(9) Install weatherstrip to retainer assembly.

(10) Check top, latching mechanism, and weatherstrip for proper fit to windshield finish moulding.

Header Adjustments

Inspect top linkage and mouldings for sharp edges, burrs or screws that are too long which may damage the top material. Dress or file them down.

The top header is adjustable at the front roof side rails to permit fore-or-aft movement. The header is attached to the side rails by two screws on each side (Fig. 2).

Incorrect alignment between the top header and windshield finish mouldings may result in leakage, making it difficult to engage the nylon wedges in their sockets or cause objectionable locking and unlocking effort. Inspect clearance for uniformity. The nylon wedges control the fore and aft position of the folding top header.

To eliminate interference between the header and finish moulding, rotate the cams on the side rail so the cam lobes are forward. **It may be necessary to lengthen the control links one or two serrations after the cam adjustment.** If cam lobes were already in the full forward position, it may be necessary to loosen the header-to-side-rail screws and adjust header to provide proper clearance.

Front Hinge Adjustment

To facilitate front hinge adjustment, unfasten header latches and partially lower top before adjusting set screws.

Leakage between the top and door or quarter glass may be caused by poor contact between roof side rail weatherstrip and glass or only a partial contact between roof rails and top edge of glass. If inspection shows leakage is due to incorrect side rail alignment at the front hinge, adjust set screw until front and center side rails provide the proper glass line. When the rail sags, it indicates the control link is too long.

Control Link Adjustment

The control links incorporate serrated adjusting links (Fig. 2). Loosen screws just enough to permit moving links up or down.

Raise the side rail assembly by lifting the front end of the center rail until the folding top header is six to eight inches above the windshield header. Loosen the control link adjusting screws and allow the control link to seek its proper position. Tighten screws while rail assembly is held in the position described.

Cam Adjustment

The cam assembly (Fig. 2) is used to change top header position in relation to the windshield header. The cams turn inside the rear side rail and the thrust link. When rotated, it changes the relationship between the front and rear side rails by moving the thrust link forward or rearward.

The position of the cam high side determines the angle between the center and rear side rails. When the high side is fully forward, the angle is at the minimum and when turned rearward the angle is increased. An increased angle increases the forward "throw" of the entire top assembly.

The cam lobe position is indicated by a single triangular mark on the cam. When adjusting, the cam high side position can be determined by referring to the triangular mark. Before adjusting, place top in half raised position to remove all possible strain off the cam. The cams are adjustable in 45 degree increments only.

Stack Height

Do not move mounting plate positions until control links have been adjusted.

Stack height should be correct if the control links have been adjusted as outlined. If control link adjustment does not correct stack height, loosen lower two of the three mounting plate screws (Fig. 4). Force lower portion of mounting plates to rotate fully forward. While exerting pressure downward on both sides at top of side rails. Tighten screws and inspect stack height after raising and lowering top.

Top Shifts To One Side

If necessary to pull top to one side to engage locating wedges or top shifts to one side when raising

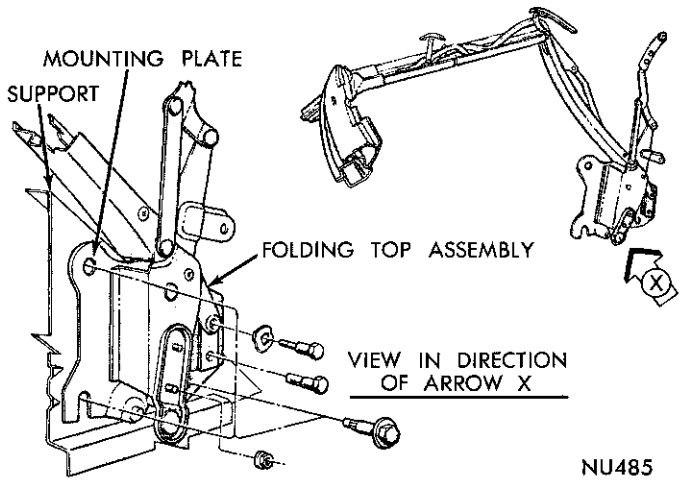

Fig. 4—Mounting Plate Attachment

from the windshield header, inspect positions of control links. It may be necessary to adjust the control links unevenly to achieve proper alignment of the top.

REAR CURTAIN STAY STRAPS (Fig. 5)

Two web straps attached to the rear bow and the tacking strip are provided to keep the number 3 bow from moving forward and wrinkling the top material. The straps are attached to the tacking strip with tacks and staples (Fig. 5).

ELECTRICAL TESTS

Refer to the Electrical Group for tests and wiring diagrams.

WELL LINER

The well liner (Fig. 6) is attached to the quarter panel belt area tacking strip with stud snap-on type fasteners.

When installing liner, apply a thin coat of cement to the front face of liner lower edge approximately two inches wide at area where liner attaches to upper face of rear seat back support. Apply cement to area contacting wheelhouse cap.

WEATHERSTRIPS

Roof Side Rail

After roof side rails have been aligned, inspect side rail weatherstrip to make sure it is providing a good seal at top of door and quarter glass.

If not sealing properly, the retainer can be adjusted. The retainer has elongated, attaching screw holes. Raise glass until top edge curls outer lip of weatherstrip inward just enough to contact inner lip. Adjust up-stops to limit further upward travel of glass.

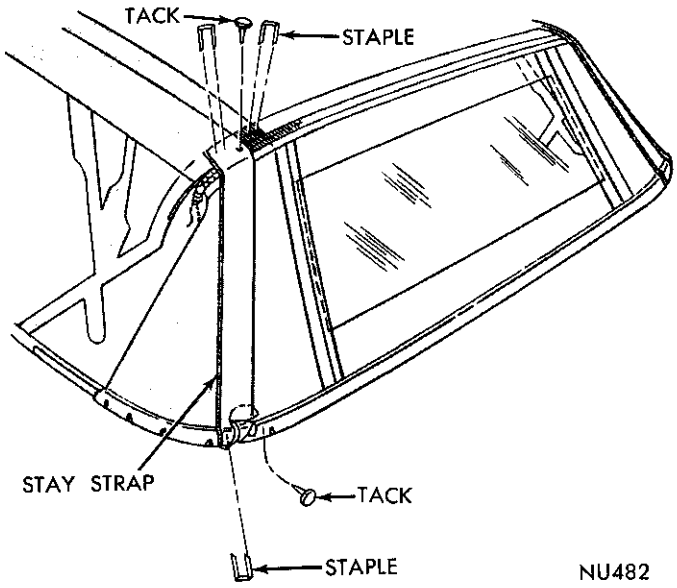

Fig. 5—Rear Curtain Stay Straps

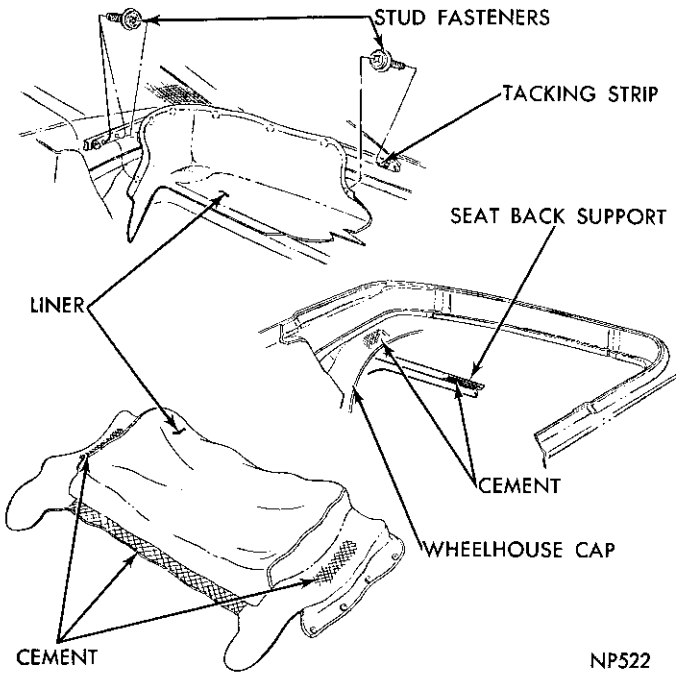

Fig. 6—Well Liner

Top Header Front Weatherstrip and Welts

Leakage between the top and windshield headers is eliminated by a tube type weatherstrip secured to the underside of the top header.

Seals and Sealers

Clean all areas thoroughly, before installing weatherstrips and seals.

When repairing or replacing a seal or weatherstrip at the header and pillar areas, make certain they are firmly seated, in correct alignment and free of twists.

COVER REPLACEMENT

Removal

Inspect weatherstrips for damage or excessive wear before removing the top cover. Test adjustment of rear tension cables or web straps. Inspect cover cables for being correctly connected and stay pads for excessive wear or moisture stains.

(1) Place protective covering over deck lid, upper panel, hood and cowl areas.

(2) Remove staples, attaching moulding retainer to roof bow and remove retainer.

(3) Using a sharp pointed tool remove staples and tacks at rear bow. **Use care not to damage top material if original cover is to be reinstalled. In some instances the staple ends may have become peened over and if excessive effort is required to remove**

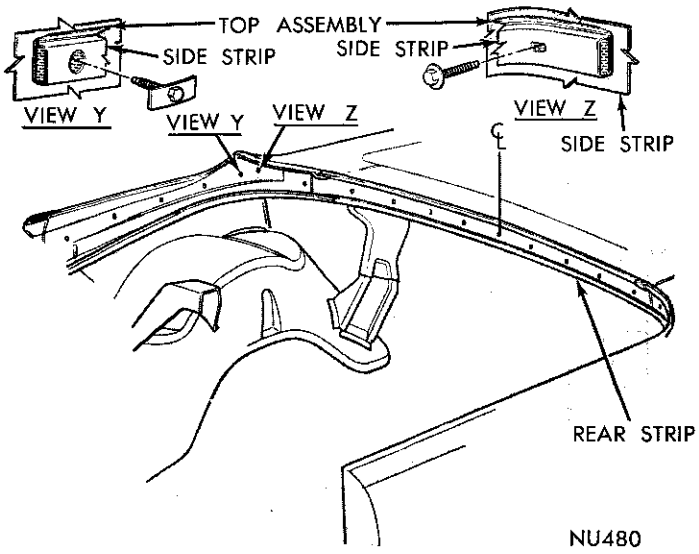

Fig. 7—Cover Locking Strips

them, it is advisable to cut the heads off and remove pieces after cover has been removed, otherwise damage to the material may result.

(4) Remove staples and tacks (one tack used on each side) at binding areas attaching cover to the rear bow.

(5) Remove the top boot.

(6) Prop the top off the windshield header and remove moulding from top header. The moulding attaching screws are located under the weatherstrip.

(7) Raise top to the 1/2 open position and remove rear roof rail weatherstrip. Mark location of retainer screws on roof rail to aid in reassembling, and remove retainer.

(8) Remove top and rear curtain material from roof rail.

(9) Raise top completely and remove trim in well area to permit removal of top material retainers at tacking strips (Fig. 7).

(10) Remove staples, drive nails and tacks attaching material to the header.

(11) Mark location of top material bead on ends of cover pads.

(12) Loosen vent wing seals at the corners.

(13) Remove front screws from front roof rail weatherstrip retainers and remove top material locking flaps (Fig. 8) from between retainer and roof rail.

(14) Remove tension cables and attaching bracket assembly (Fig. 8) at front roof rail and number 3 roof bow. If original cover is to be reinstalled tie a cord to one end of cables prior to removing. When cables are removed, the cord should be left in listing to aid in reinstalling cables.

(15) Remove cover from folding linkage.

Installation

Prior to installing cover, inspect bow pads for

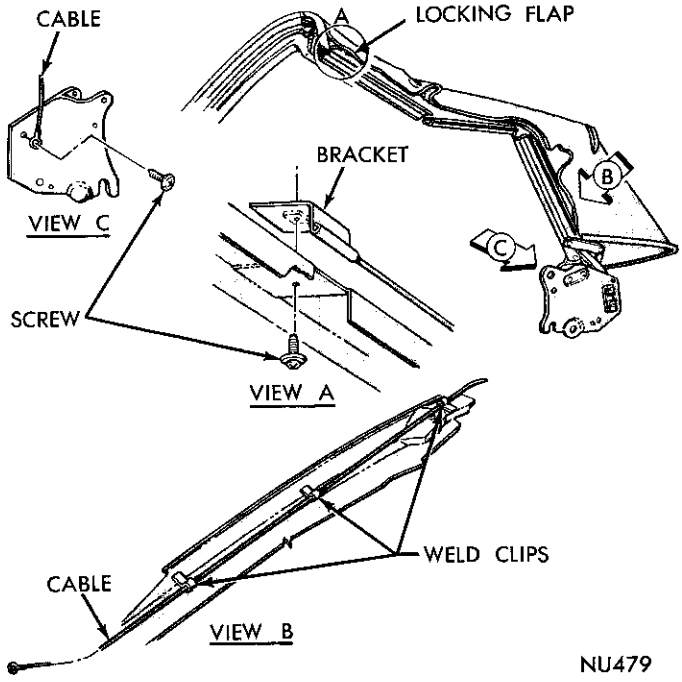

Fig. 8—Cover Locking Flaps and Tension Cable

moisture or damage. The pads are a press fit in the bows. The cover stay pads should be inspected for damage and moisture. The backlight zipper top half is attached to the rear bow with staples.

(1) Insert cables in cover listings. Use cord to install cables in original cover.

(2) Locate and mark center line on top header, rear bow and at each end of new cover.

(3) Position cover on folding top structure.

(4) Align center line marks on cover with marks on structure.

(5) Block top header off the windshield header approximately four inches to relieve all tension on cover when it is being installed in the well area.

(6) Install cover on tacking strips with tacks spaced approximately 6 inches apart.

(7) Pull material into position at corner of windshield header and align cover bead with alignment mark on pad end.

(8) Tack cover in position at corner and bead area only. Space tacks approximately one half inch apart.

(9) With cover in position at quarter panel and center line marks in alignment, tack cover to corner and bead area of roof bow only.

(10) Repeat installation on opposite side.

(11) Connect cover cables and brackets, lock header in place and inspect fit of cover at rear bow and top header.

(12) Raise top to one half open position and apply a bead of rope type sealer to back of rear roof rail weatherstrip retainers.

(13) Apply cement to rear roof rail and between rear curtain and top cover at area where they fit on

roof rail and position on rear pillar.

(14) Position weatherstrip retainers on roof rails and using a sharp pointed tool align screw holes in curtain and cover material with holes in roof rails. On new covers use tool to make holes in cover.

(15) Install retainer screws and weatherstrips.

(16) Raise top completely and lock in position.

(17) Open and close both front doors several times and inspect fit of cover in relation to top of door glass and vent wings. Should either vent wing or door glass contact beading on edge of cover on one side, the cover may be loosened at the header and moved slightly toward the opposite side until clearance is obtained. Should contact at both doors be made, it will be necessary to build up cover pads on both sides to eliminate interference.

(18) While keeping center line of cover and header in alignment, tack one half of cover to the header. Space tacks approximately one inch apart.

(19) Install a drive nail at lower front edge of cover and one long tack through cover beading to the header.

(20) At rear bow on same side, make certain center line marks of cover and bow are in alignment and tack cover into position spacing tacks approximately 1/4 inch apart. Install a large tack through cover beading at rear bow (Fig. 9).

(21) Complete tacking of cover at tacking strips, spacing tacks 1/4 inch apart.

(22) Repeat steps 18, 19 and 20 for opposite side. Inspect alignment of cover and if satisfactory complete tacking operation at the header. **Make sure all wrinkles are removed at header during tacking operation. Do not allow cover material to lap over.** Tacks should be installed approximately 1/8 inch apart.

(23) Position locking flaps at front outer edge of cover between weatherstrip retainers and front rail. Install retaining screws and weatherstrips.

(24) **Use care not to allow cement outside of tacking strip area** and apply cement across tacking area, making sure each tack is completely covered.

(25) Apply cement between outer edge of cover and header. Press cover firmly down on header.

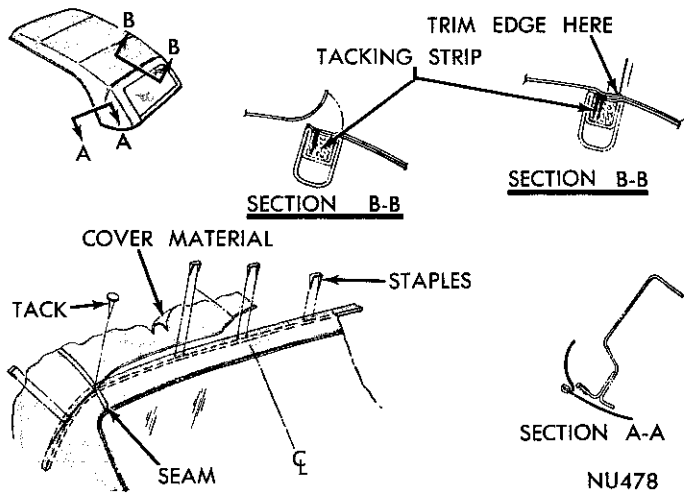

Fig. 9—Tacking Cover at No. 3 Bow

(26) Position header moulding retainer on header. Align moulding retainer clips with holes in header and install screws.

(27) Apply cement to vent wing seals and press into place.

(28) Apply cement to header weatherstrip, where loosened to expose moulding attaching screws, and press firmly into place.

(29) **Use care not to allow cement to extend outside of the tacking area** and apply cement to tacking area on rear bow making certain each tack is completely covered.

(30) Apply sealing tape, same color as cover, and slightly narrower than width of moulding retainer across tacking area. Press firmly into place.

(31) Install moulding retainer over tape.

(32) After retainer has been installed, insert moulding in retainer from either end and install end caps.

(33) Position mouldings on quarter panels and rear window moulding retainers and install snap retainer and screw assemblies. **Do not overtighten.**

(34) Test operation of top and inspect fit at header, door and quarter window areas.

(35) Remove masking tape and protective covers.

SEALING

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GENERAL INFORMATION

The procedures for weatherstrip sealing and replacement are incorporated with the procedures of the component unit.

The sealing illustrations used in this section indi-

cate the area sealed during manufacture of the vehicle. These areas should be considered when testing for leaks. When sealing joints with balls of sealer, press the sealer into the area firmly.

SERVICE PROCEDURES

TESTING

Water Method

Normally 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 moving up the joint, seam or suspected area.

Powder Method

To test sealing between body and weatherstrips, use trace powder and a test bulb. The powder will leave a trace line through the point of entry. In hard to reach points, such as dog leg at "A" post, blue carpenter's chalk applied to weatherstrip will transfer to the "A" post when door is closed if a good contact exists.

SEALERS AND COMPOUNDS

Super Rubber Cement—May be used where a strong bonding of rubber parts to painted or unpainted steel surfaces is desired, attachment of weatherstrip on doors and luggage compartment lid or for attachment of felt pads.

Windshield Rubber Sealer—A heavy viscosity, rubber expander. 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. Sealer will not harm paint or chrome finish.

Body Seam Sealers—For External Sealing along welded joints, exterior roof rails, exterior belt lines,

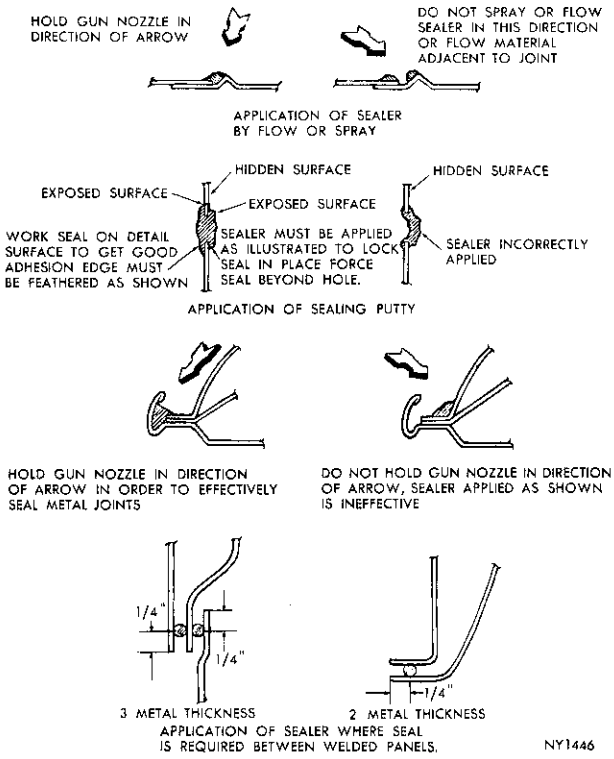
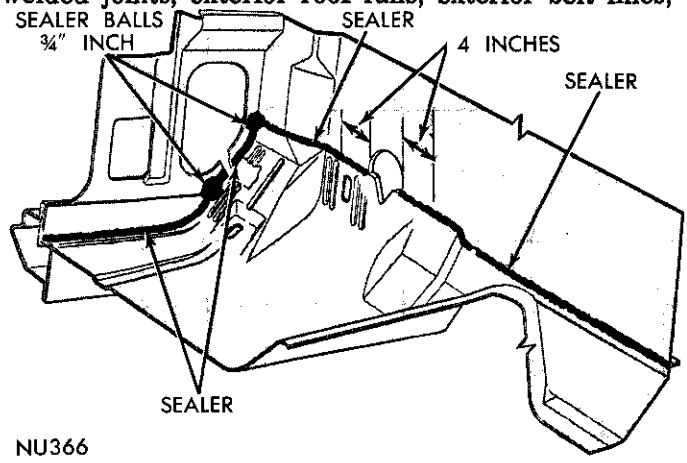
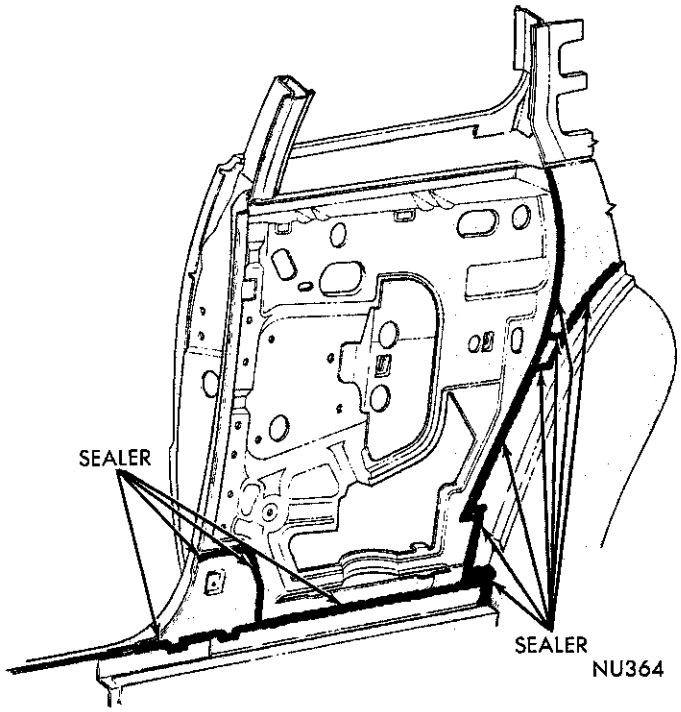


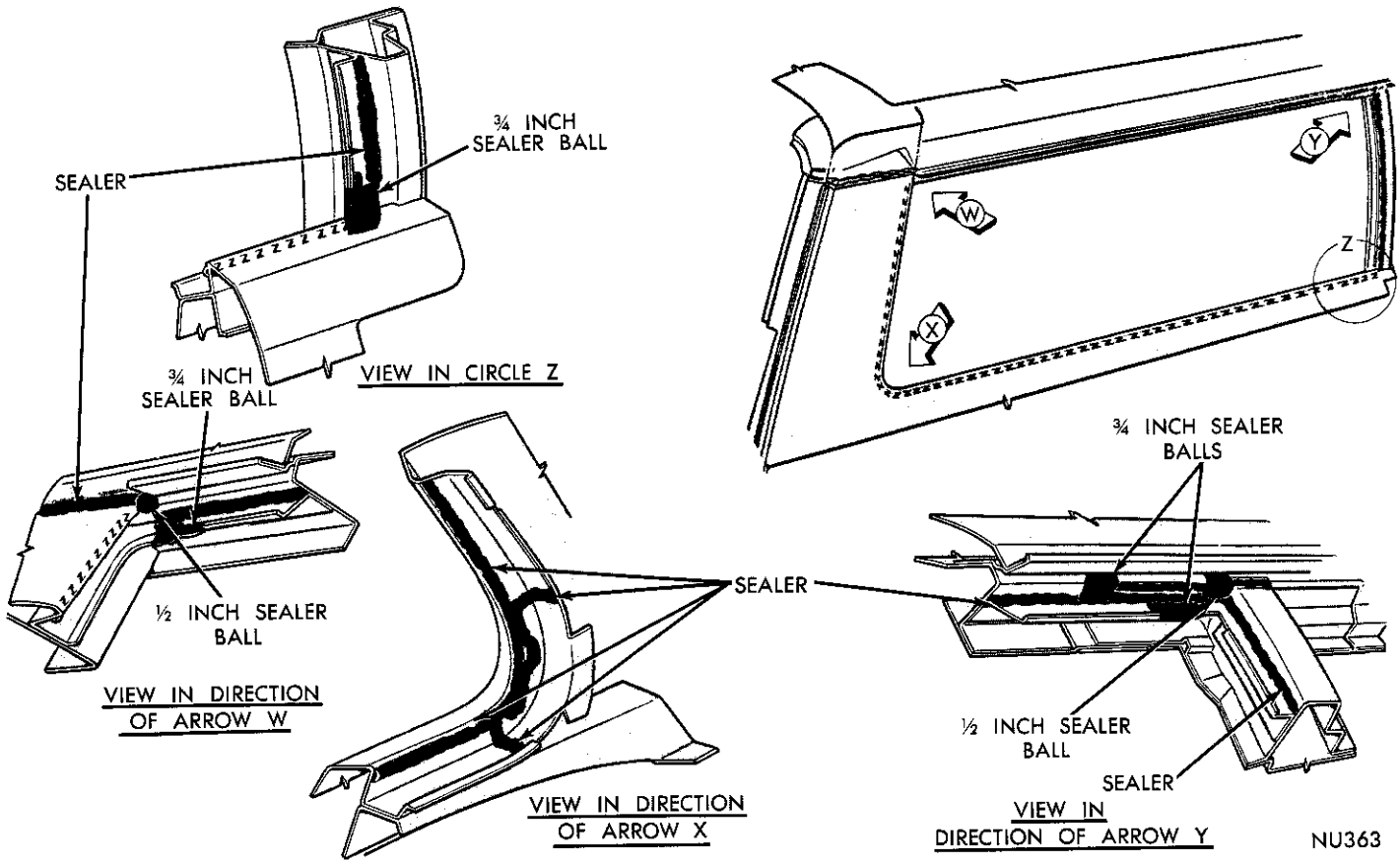
Fig. 1—Methods of Applying Sealer



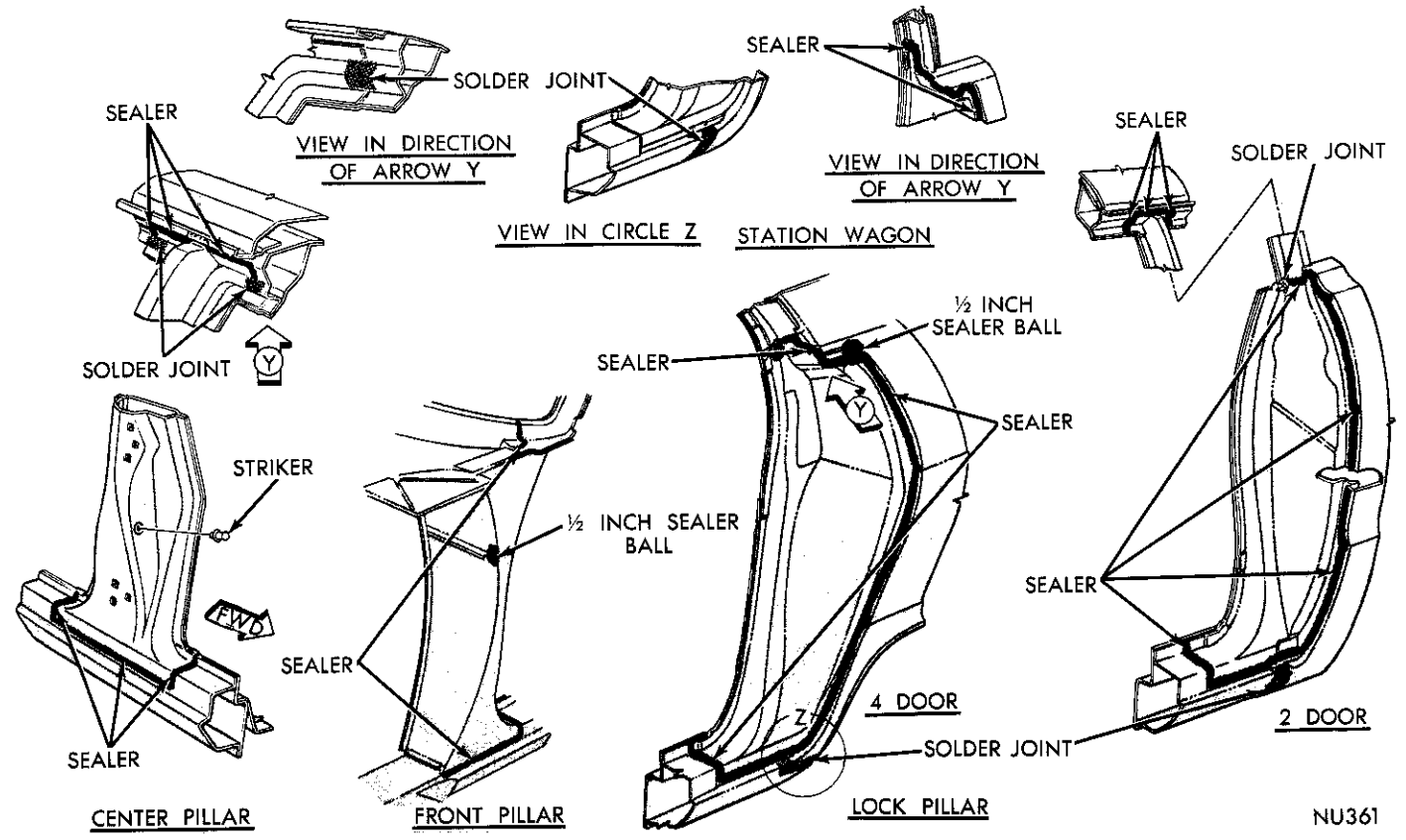
Dash Panel Inside Area



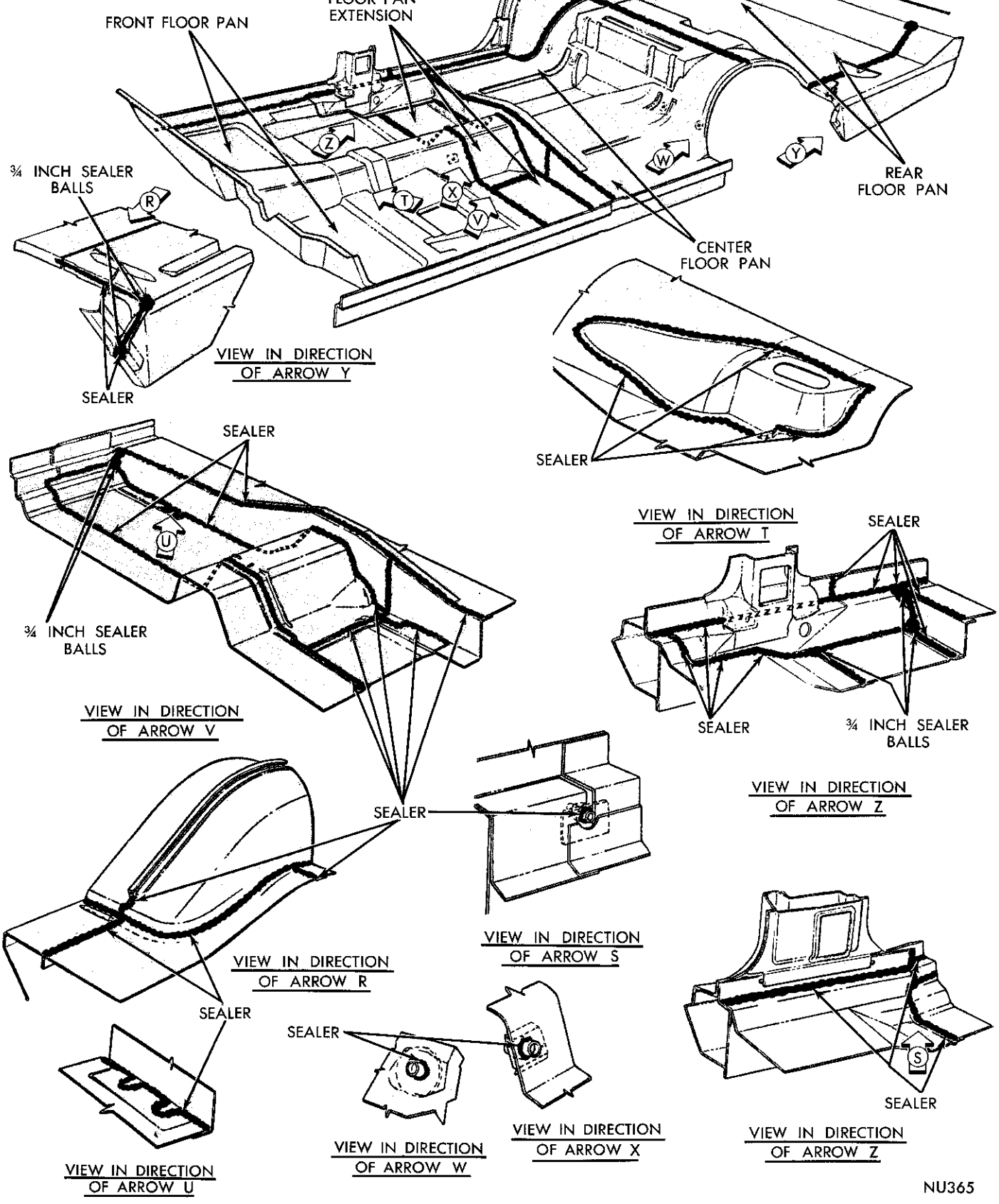
Quarter Inside Panel



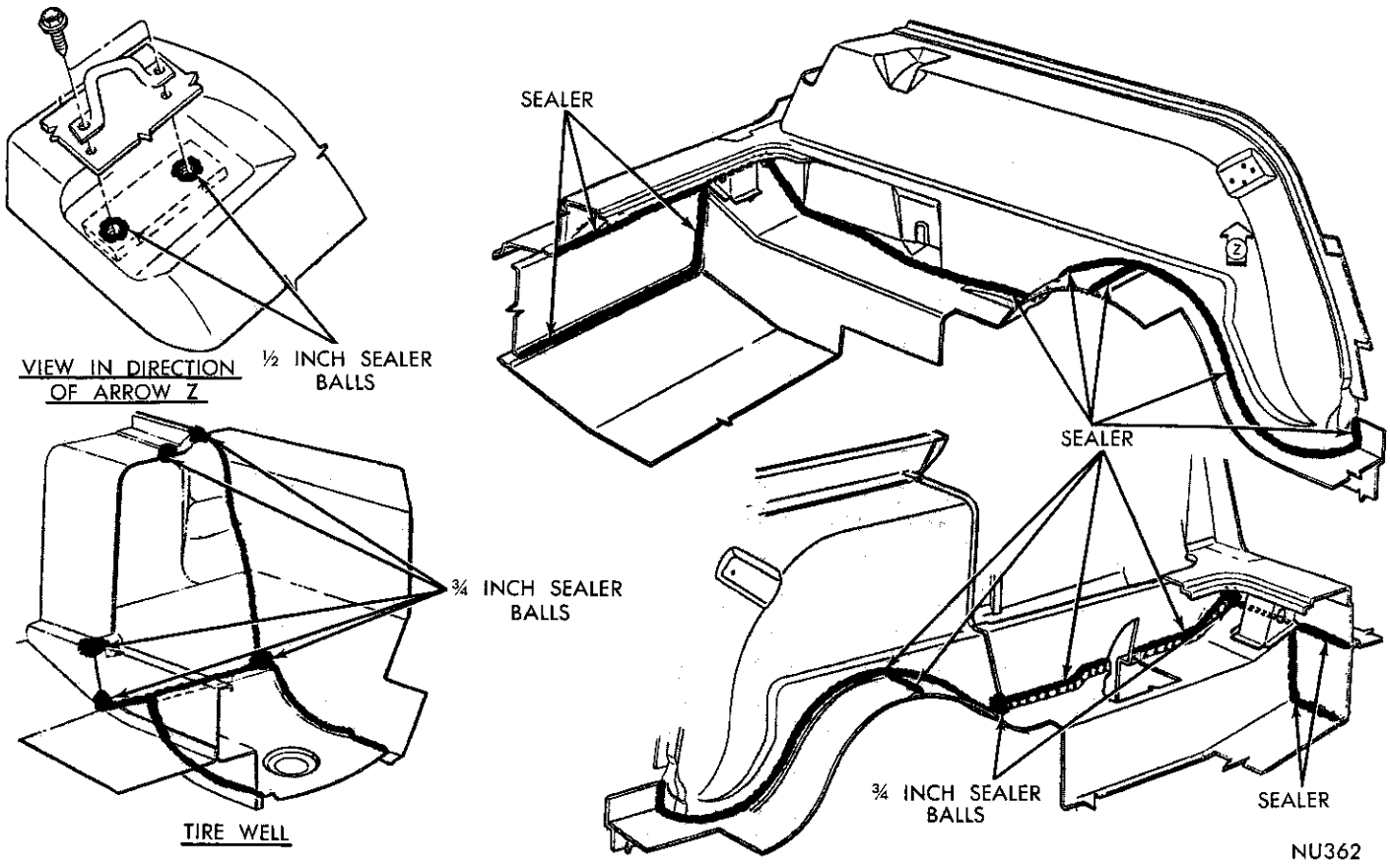
Quarter Window Area (Station Wagon)



Pillar Areas



Underbody Area



Tire Well and Floor Pan (Station Wagon)

B-post welds, weatherstrips and floor seams. Upon drying, the sealer forms a tough skin which can be painted.

Heavy Sealing Putty (For Interior Sealing)—A heavy, fibrous, putty-like compound, which can be formed or rolled into pellets or long string shapes.

VINYL ROOF COVERINGS

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COVER REPLACEMENT

Removal

Remove windshield and rear window mouldings. To aid in installation of mouldings, mark hole locations with a removable type marker. Remove roof side mouldings. Remove all sealer from drain trough, windshield and rear window reveals. Pull vinyl cover off of roof panel. Inspect old cement on roof panel. The roof panel should be relatively free of high or low spots.

Imperial Hardtop Models

Mask, shield or otherwise keep free of sealer the outside surface of roof panel, roof side extension, and deck opening upper panel in that area which lies between the highlight break line, the vinyl roof retainer attaching holes and a line approximately 1/4 inch under the outer periphery of pads. Apply masking tape to fence flange around rear backlight opening (Fig. 1). Spray or brush sealer to area where backlight pads will be applied. Remove peripheral masking tape or shield and apply upper and lower backlight pads. Apply a strip of sealer along retainer attaching holes and extending between peak lines of metal.

Application

(1) Mask body from edge of drain trough across upper "A" pillar, across windshield and rear window reveal, across top of deck upper and bottom of roof panel at the belt line.

(2) Locate and mark center line of roof panel and vinyl cover at front and rear ends.

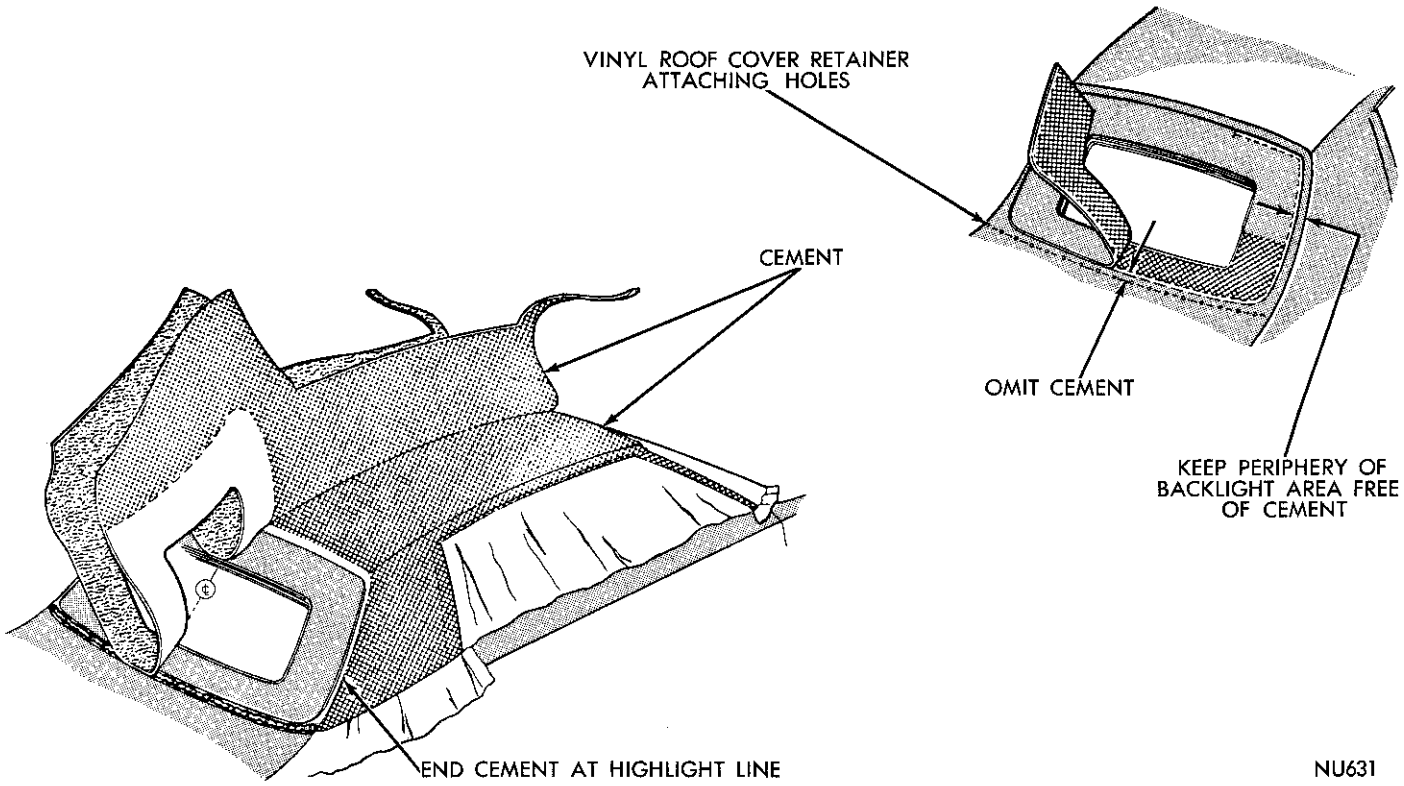

Fig. 1—Cover Application—Imperial Hardtop

(3) Apply a thin film of contact type cement to the center four inches of roof panel and vinyl cover.

(4) When cement becomes tacky, not wet to the touch, position cover on roof, aligning the center-line marks.

(5) Apply cement to half of roof panel, roof extension and "A" post. Apply cement to cover half on same side (Figs. 2 and 3).

(6) When cement becomes tacky, not wet to the touch, position cover on roof panel, extension and "A" post.

(7) Repeat steps 5 and 6 for opposite side.

(8) Using a new paint roller, pressurize cover to roof, working from center out toward drain troughs.

(9) Press cover into windshield and rear window reveals using a dull pointed fibre tool (Fig. 4).

(10) Starting at top center, secure cover to windshield reveal using staples spaced 1-1/2 inches apart (maximum) or tacks spaced 1/2 inch apart (Figs. 5 and 6). **Do not apply staples at moulding clip holes.**

(11) Position cover to roof panel extension making certain all wrinkles are removed.

(12) Starting at top center, secure cover to rear window reveal using staples spaced 1-1/2 inch apart (maximum) or tacks spaced 1/2 inch apart (Figs. 5 and 6). **Do not apply staples at moulding clip holes.**

(13) Trim fabric at base of windshield reveal and at same area on "A" post. At lower edge of "A" post,

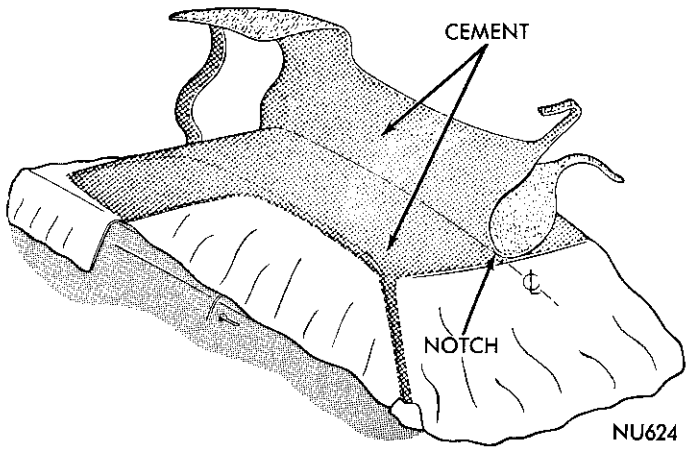

Fig. 2—Position Cover on Roof (2 Door)

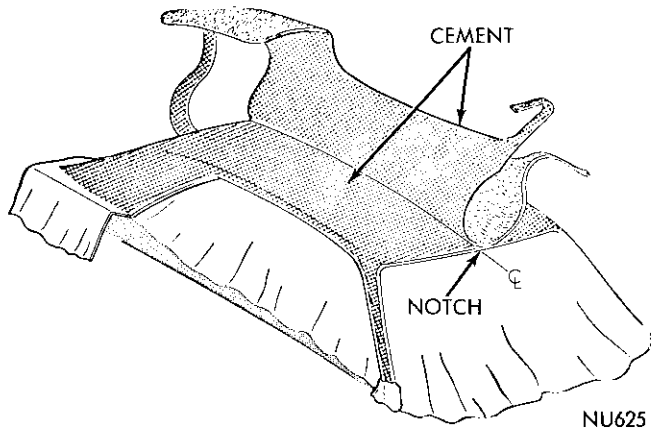

Fig. 3—Positioning Cover on Roof (4 Door)

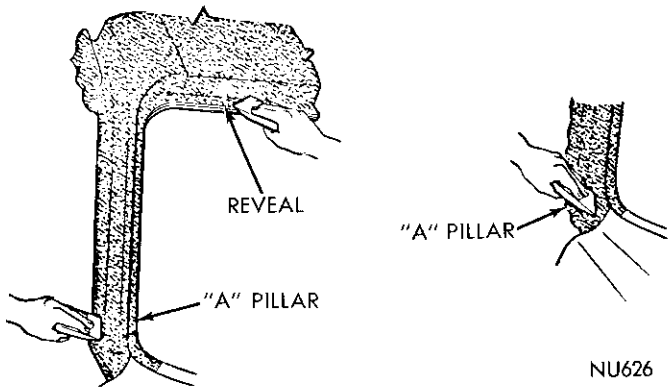

Fig. 4—Positioning Cover at Window

trim fabric at bottom of drain trough. Secure cover at bottom of "A" post in window reveal area with one staple (Fig. 7).

(14) Trim excess material at inside corner of "C" pillar face and blend upper trimmed edge to join trimmed edge of cover at drain trough (Fig. 8).

(15) Locate and punch holes in cover material, at belt moulding holes in roof extension, on a line 3/16 inch below the holes.

(16) Grasp edge of cover and while pulling material outward and down, use upper edge of drain trough flange as a breakover for draping material on to the flange face (Fig. 6). **Use care to avoid pulling cover material loose at base of drain trough.**

(17) Press material against drain trough flange face.

(18) Trim excess material, hanging below flange, about 1/8 inch above lower edge of flange (Fig. 8).

(19) Apply a 1/8 inch bead of sealer over trimmed edge of cover at roof extension belt area and smooth out to form a seal.

(20) Apply a bead of sealer to edge of cover and blend upward to form a seal over staples and edge of cover.

(21) Locate and punch holes in cover at roof extension belt line.

(22) Trim cover on a line 1/4 inch below belt line moulding holes (Fig. 8).

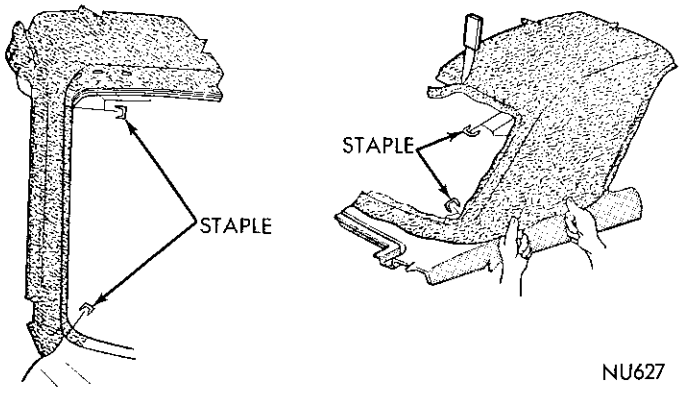

Fig. 5—Cover Application at Window (2 Door)

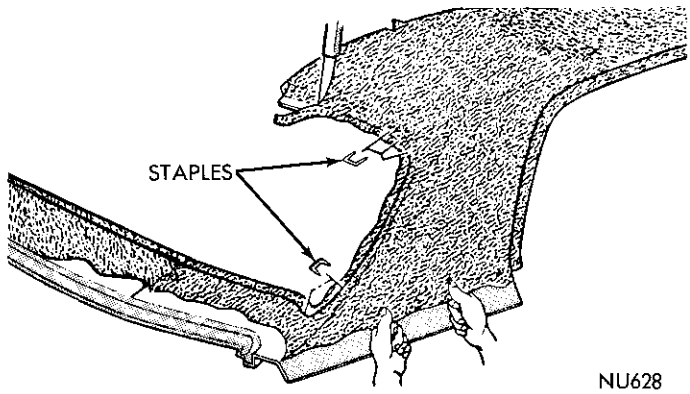

Fig. 6—Cover Application at Windows (4 Door)

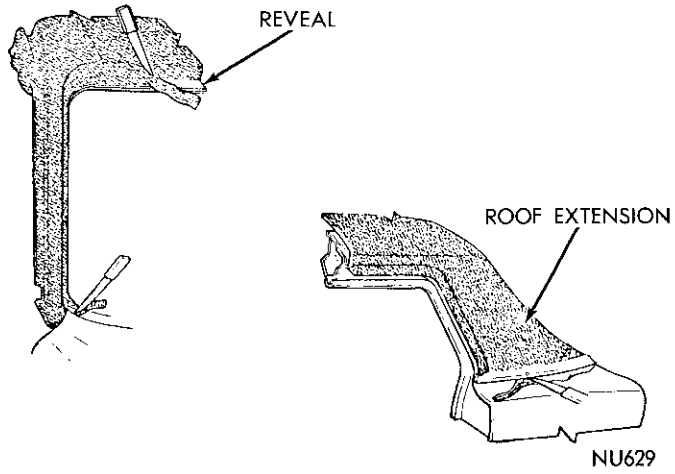

Fig. 7—Trimming Cover at Windows

(23) Apply sealer along entire length of cover material to seal trimmed edge adjacent to drain trough flange.

(24) Apply 1/4 inch balls of sealer to index studs of pillar mouldings.

(25) Position moulding by inserting a locating pin in index hole and align moulding.

(26) Install mouldings at windshield, rear window and drain troughs.

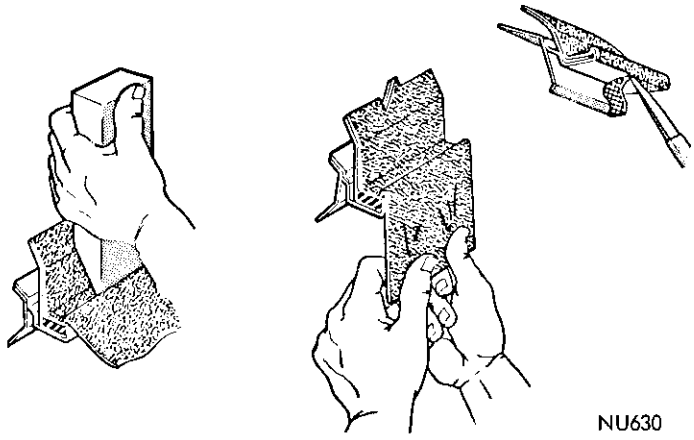

Fig. 8—Trimming Cover at Drain Troughs

(27) Remove masking tape and paper. Inspect cover for air bubbles.

AIR BUBBLE REMOVAL

(1) Place strips of masking tape over surface of bubble.

(2) Using a No. 19 hypodermic needle and suitable syringe, insert 3M Vinyl Trim Adhesive No. 8046 (or equivalent) into bubble area. **Extreme care must be used to avoid depositing any adhesive on top surface of vinyl cover.** The perforation must be made in center of bubble, through the masking tape and vinyl material. Approximately 0.5 mil of adhesive per square inch should be used.

(3) Remove needle and work adhesive on to the affected area by pressing cover to the roof carefully. This will also transfer some of the adhesive to the surface of the vinyl cover.

(4) Allow cement to dry 5 minutes at room temperature.

(5) Heat bubble area with a relatively low heat (150°-160°F.) until bubble area begins to enlarge in circumference. Infra-red heat lamps provide a suitable source of heat.

(6) Remove heat source and allow cover to cool. A method of rapid cooling is beneficial.

(7) Using a **DRY** No. 19 hypodermic needle, puncture vinyl cover 4 times equidistant around circumference of bubble to remove entrapped solvent and air.

(8) After bubble collapses, pressurize cover, starting from one side of bubble and working toward opposite side until all raised surfaces disappear and good contact is effected.

(9) Keep car from hot sunlight and other direct heat sources and examine after 24 hours period.

WOOD GRAIN OVERLAY

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SERVICE PROCEDURES

SURFACE PREPARATION

The body surface to which the overlay will be applied must be free of grease, oil and other foreign material. Sand all areas to be covered with the overlay using No. 360 paper soaked in water or mineral spirits. The area to be sanded should be approximately 1/4 inch larger in all dimensions than the overlay, except when the overlay is turned at the door and other comparable areas. **All metal and/or paint nibs must be removed prior to application of overlay. Tack off all dust and dirt particles from the sanded areas.**

TEMPERATURE

The overlay is most easily handled when the air and application surface temperatures are between 70 and 90 degrees. For applications below 70 degrees, use heat lamps to warm the application surfaces.

WETTING SOLUTION

Thoroughly mix two to three level teaspoons of **mild powdered household detergent** per gallon of clean, warm (80 to 95 degree) water in a non-rusting type retainer.

APPLICATION OF OVERLAY (Fig. 1)

It is mandatory to remove the paper backing from the overlay and not the overlay from the backing, as possible stretching or tearing may result.

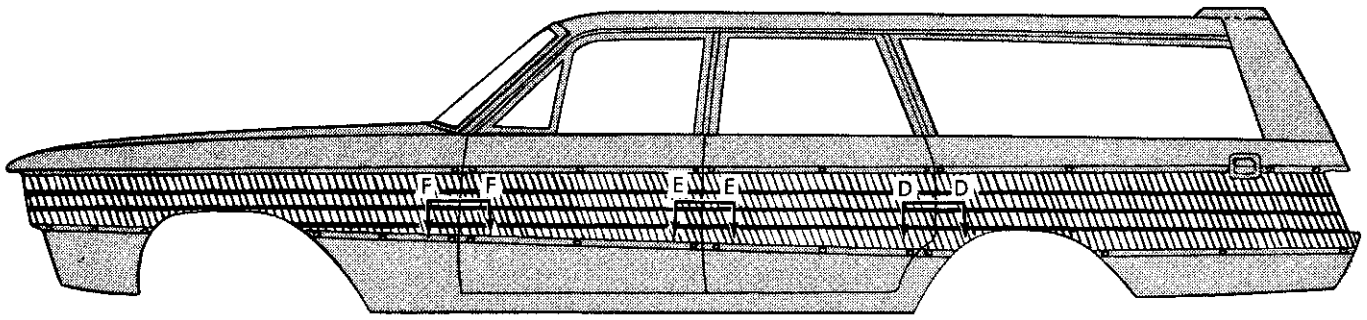
Cut overlay 1/2 inch larger than area to be covered and lay on a clean flat surface with the paper backing surface up. Hold overlay firmly and remove backing paper in a smooth 180 degree motion. Under hot, humid conditions, a slight jerking motion will aid in paper backing removal.

Thoroughly wet application surfaces of body and the adhesive surface of the overlay with the wetting solution and immediately apply overlay, grained side out, to the body. Adjust overlay so 1/2 inch of material shows beyond all edges and apply wetting solution to outer surface of overlay.

Flat Surfaces

Use a plastic squeegee having a cloth sleeve, or is teflon coated and pressurize all flat surfaces with firm, overlapping strokes to remove all air bubbles, water, wrinkles and to assure a good adhesive contact. On vertical surfaces, pressurize and level off entire top edge first with a 3 x 4 squeegee, then work from top to bottom.

On horizontal surfaces, start at the center and work

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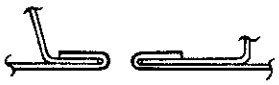
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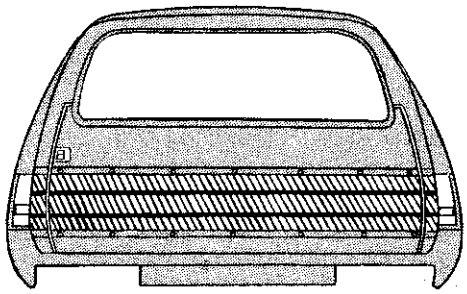

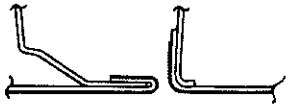
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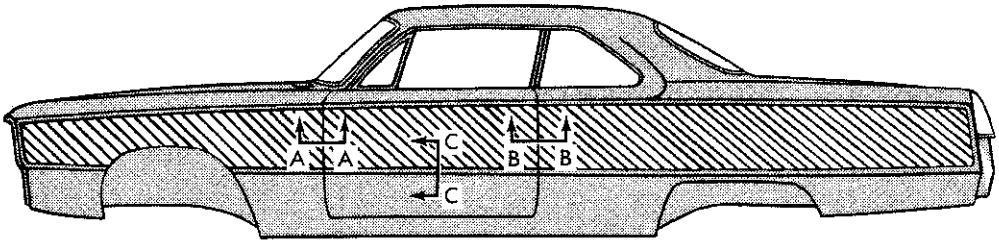


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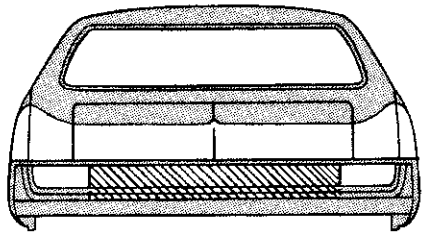


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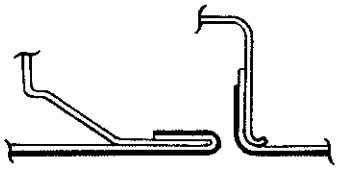
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Fig. 1—Wood Grain Overlay Application

toward the edges using a 3 x 4 inch squeegee. **Do not apply pressure to edges that will be wrapped around doors, fenders, gas cap areas or to compound curve areas.**

Flange Areas

(1) After being sure all metal and/or paint nibs and sanding residue have been removed, hand brush 3M Vinyl Adhesive 8064 (Quart Size Only), or equivalent, to entire flange area with a smooth, even coverage.

(2) Warm the unapplied overlay with a heat lamp.

(3) **Avoid trapping air when turning the edge** and wrap overlay around flange area. Press firmly into position with the fingers, making sure overlay overlaps the flange.

(4) Using a single edge razor blade, trim off all material extending beyond flange.

(5) Pressurize flange area with a 2 inch rubber roller to be sure that overlay is well adhered to the painted metal surface.

Contoured Areas

(1) Warm the unapplied overlay with a heat lamp, working on an area no more than 1/2 inch larger than the squeegee.

(2) Using the 3 x 4 inch plastic squeegee, pressurize and level off the small warmed area.

(3) Repeat warming and pressurizing until entire contoured surface is completely adhered and free of air, water and wrinkles.

INSPECTION

Upon completion of an area, inspect for blisters due to trapped air or water. All blisters should be worked out with the squeegee, or punctured with a sharp needle or pin and then pressurized until the film adheres to the body surface. All edges must be adhered to the body surface.

MINOR REPAIRS

Minor Scratches in Clear Top Coat

Caution must be taken during the sanding operation. If base printed wood grain overlay is damaged during sanding, the entire applique must be replaced.

(1) Using No. 400 grit sandpaper, lightly sand and feather out damaged area.

(2) Wipe sanded area with a clean cloth dampened with a clean solvent such as V M and P, isopropyl alcohol, heptane or equivalent.

(3) Clean sanded area with a tack rag.

(4) Using a **touch-up-brush,** apply the recommended air dry repair clear enamel top coat sparingly.

(5) Air dry at room temperature.

Minor Damage to Base Printed Overlay

Areas to be repaired should not be larger than .04 square inches (approximately 1/8 x 1/4 inch).

(1) Apply air dry repair touch up paints using a **touch-up-brush** only. The light colored paint should be applied first.

(2) After all color repair is completed, apply the recommended air dry repair clear enamel top coat using a **touch-up-brush.** Apply enamel sparingly.

(3) Air dry at room temperature.

Sheet Metal Dings in Applique Area

(1) To help prevent applique from shattering when hammered, heat dinged area, with a heat gun or lamp, to approximately 150°F. to unbond applique from sheet metal.

(2) Bump out dinged area in conventional manner.

(3) Using a hypodermic needle, or similar device, insert repair adhesive, such as 3M EC2262 or equivalent, between applique and sheet metal.

(4) Using a plastic squeegee pressurize all of the repaired area with firm, overlapping strokes to remove all air bubbles and wrinkles and to assure a good adhesive bond.

(5) If top coat or base film has been damaged, repair as outlined in applique repairs.

REFINISHING PROCEDURES

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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.

DEFINITIONS OF TECHNICAL TERMS

Coat—Single

This means one coat overlapping to give complet coverage.

Coat—Double
A double coat means to first spray a single coat with vertical strokes and then across with horizontal strokes, or vice versa.

Drying
The drying or hardening of a film goes through several stages. The first is known as "dust-free" and is the time required for a film to reach the condition where, if any dust settles on it, the dust will not become imbedded, but may be wiped off after the film has hardened. The second stage is known as "tack-free" and is the time required for a film to reach the condition where it may be touched with light pressure of the finger. The third is "hard-dry" and is the time required for the film to become thoroughly hard so that it may be rubbed and polished.

Feather-Edging
This is the tapering of the edges of a finish so that when the finger is passed over it no break will be felt. Feather-edging is usually done with water and sandpaper on a sanding block.

Ferrous and Non-Ferrous Metals
Ferrous metals are those which are made from iron (steel). Non-ferrous metals are those which are not made from iron or do not present an iron (steel) surface, such as aluminum, aluminum alloys, brass, copper and magnesium.

Flash
This is the term applied to a coat of a product when enough of the solvent has passed off for recoating.

Mist Coat
This is a coat of thinner to which may be added a small amount of retarder and applied as a final coat to increase flow and lustre of lacquer-type finishes.

Priming
The function of a primer is to form a bond between the surface and the succeeding product.

Puttying
A glazing putty is used for filling in small imperfections which are too deep to be taken care of by surfacer coats. It may be applied either before or after the last coat of surfacer.

Reducers
Reducers are mixtures of volatile liquids used to reduce alkyd, synthetic and orthodox materials to the proper consistency for application.

Sanding Block
As a rule a sanding block is a flexible rubber block, so arranged sandpaper may be fastened to it securely. Affords a good grip for the operator.

Wherever possible sanding should be done with a block as it distributes the pressures and gives a more uniform surface.

Surfacing
The function of a surfacer is to prepare a smooth surface for the color coats.

Tack Rag
This is a piece of cheesecloth that has been dipped in thin, non-drying varnish and then wrung out. It is kept in a container so that the varnish will not harden but will remain tacky. The tack rag is used to wipe off a surface or remove dust.

Thinners
Thinners are mixtures of volatile liquids used to thin lacquer-type finishing materials to the proper consistency for application.

Undercoats
All products used to prepare the surface to receive the color coats are classified as undercoats, such as primers, surfacers, putties, primer-surfacers and sealers.

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 prime-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 entire metal surface and remove all grease or oil by wiping with MOPAR MOPREPX11.

(3) Treat bare metal panel with MOPAR METAL PREPX12 or equivalent according to label directions.

(4) Rinse with clean water and blow off with compressed air.

Refinishing
(1) Apply one light coat of MOPAR Zinc Chromatic Primer L38 and as soon as thinner flashes off and within 30 minutes, apply a coat of MOPAR Acrylic Sealer G40.

(2) Apply MOPAR MOPRIME Primer Surfacer G 37 Gray, G38 Red, G39 Neutral Gray or equivalent.

(3) Sand when dry and proceed with application of finish coats according to the paint manufacturers recommendations.

RUST PROTECTION

Prior to applying any paint to the sheet metal clean the area to be repainted with MOPAR MOPREPX 11. Eliminate all fingerprints. Chemically treat all bare metal using MOPAR METAL PREPX12. This conditions the exposed metal to resist rust.

BUFFING AND POLISHING

Minor imperfection in the paint finish normally can be removed by sanding, buffing and polishing. The following procedure should be used when working on these minor conditioners:

(1) Oil sand by hand the affected area using #600 paper which has been soaked in mineral spirits. **Caution** should be used not to rub too hard over any of the affected areas or on ridges.

(2) Tack off the area with a clean soft cloth.

(3) Buff the entire area using a fine buffing compound—MOPARX14 extra fast dry or X16.

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 MOPREPX11. 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 MOPAR Multi-Purpose #360 grit paper, part No. 1-1474 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, MOPREPX11, eliminating workman's fingerprints.

(7) Chemically treat bare metal with MOPAR Metal PrepX12 or equivalent metal conditioner.

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.

(8) Apply MOPAR Lacquer Primer Surfacer MO Prime Part No. G37 gray, G38 red, and G39 neutral gray or equivalent.

(9) To expedite repairs to other surface imperfections use MOPAR putties, Spot-Check G41 or 42 gray type, or G43 or 44 red type or equivalent.

(10) Sand undercoats. Water sand with MOPAR Multi-Purpose No. 400 paper, part No. 1-1475 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 MOPrime or equivalent primer surfacer any area that may have been sanded through to bare metal in step 10.

(12) Resand undercoat with MOPAR Multi-Purpose grit No. 400 (Part No. 1-1475) 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 MOPAR wax and grease remover MOPrepX11.

(15) Tack rag the entire surface to remove lint and dust.

(16) Apply Chrysler Engineer Approved MOPAR Acrylic Lacquer Colors. (Four to six double coats). Refinishing in the field must be done with acrylic lacquer. The acrylic lacquer can be polished to match original finish gloss. Care must be exercised when selecting paint for refinishing Acrylic Metallics, to select the proper paint code.

(17) When the color has dried hard, compound and polish.

SPOT REPAIRS

The procedures for making spot repairs with acrylic lacquer are the same as for complete panel refinishing with the following exceptions:

Sealer Coats

The use of a sealer is not practical where a spot repair is demanded, as it is difficult to spray sealer without leaving an edge. If care is taken in preparation of the surface, a satisfactory repair is possible by sanding the original finish about 2 or 3 inches beyond the area where the acrylic lacquer will be applied. Apply the lacquer directly on the sanded original finish, being careful not to overlap the color on the unsanded enamel.

Application of Color Coats

Metallic color can appear to vary in richness. The variation can be described as:

A closed pattern that appears lighter with fine metallic dispersion.
An open pattern that appears richer with the metallic flakes less noticeable.

A closed pattern is best matched by reducing MOPAR Acrylic Lacquer Color 150% with MOPAR Deluxe Acrylic Lacquer Thinner G35 or equivalent.

An open pattern is achieved by lowering the air pressure to 20-30 lbs. at the gun, reducing the MOPAR Acrylic Lacquer Color 100% with a blend of MOPAR Deluxe Acrylic Lacquer Thinner G35 and MOPAR all Purpose Retarder G36.

Compounding Color Coats

Compound the sanded area that extends around the refinish lacquer and then compound the lacquer, blending it into the enamel. **The hard surface of the acrylic enamel will permit compounding without leaving scratches.**

PAINT BAKE OVEN TREATMENT (WITH TEXTURED GRILLES)

To avoid warpage all models with textured grilles and headlamp bezels should be covered with paper or other material to shield the grille assembly from the heat before the car enters the paint bake ovens or be completely removed from the cars.

PAINT CHARTS

EXTERIOR COLORS

CHRYSLER—IMPERIAL

Paint Code	Color Name	Chrysler Code	Ditzler Code
A4	Platinum Poly	AY2EA4	2016
A9	(I) Charcoal Poly	AY2EA9	2017
B3	Bahama Blue Poly	AY2EB3	2018
B7	Jubilee Blue Poly	AY2EB7	2020
F4	Lime Green Poly	AY2FF4	2133
F8	Jade Green Poly	AY2EF8	43786
F9	Dark Emerald Poly	AY2EF9	2026
L1	(C) Sandalwood (I) Navaho Beige	AY1BL1	22542
M9	(I) Deep Plum	AY1EM9	2027
P6	Teal Poly	AY2FP6	2132
R6	(C) Crimson	AY1ER6	2029
R8	Burgundy Poly	AY2DR8	50749
T3	Satin Tan Poly	AY2FT3	2131
T6	Deep Bronze Poly	AY2FT6	2129
T8	(I) Walnut Poly	AY2FT8	2130
W1	Spinnaker White	AY1EW1	2033
X9	Formal Black	AY1TX9	9300
Y3	(C) Antique Ivory (I) Champagne	AY1DY3	81575
Y4	Mystic Gold Poly	AY2FY4	2117
Y6	Citron Gold Poly	AY2FY6	2102

C—Chrysler
I—Imperial

ACCENT STRIP COLORS

CHRYSLER

Side Body Color Name	Chrysler Code	Ditzler Code
White	AS1VW1	2033
Black	AS1TX9	9000
Blue	AS1AB4	13001
Chestnut	AS1AL8	22535
Beige	AS1AL1	22598
Green	AS1EF3	43870
Red	AS1VR7	71498

CORPORATE IDENTITY COLORS

Corporate White 8367
Corporate Blue 12785
Single Tone—X9-X9
Two-Tone—X9-W1

First two digits are Accent or Roof Color.
Second two digits are Basic Body Color.

For special colors (coded 999)—Furnish special order (SO) number and selling dealer with serial number of car.

Argent Silver—DX-8555

INTERIOR COLORS

LOW GLOSS FINISH COLORS

CHRYSLER

Used On: (a) Upper Windshield Moulding. Roof Rail. Convertible Header.
(b) Wagon Deck. Tailgate Mouldings. Brackets and Exposed Parts.
(c) Backlite Mouldings 2 Door Hardtop.
(d) Convertible Top Mechanism.
(e) Air Condition Unit (Station Wagon).

Color Name	Chrysler Code	Ditzler Code	Remarks
Ivory	AB3VW2	8355	e
Dove White	AB5EW1	8745	a,c
Jewel Black	AB5TX9	9028	
Jewel Black (Semi-gloss)	AB3TX9	9293	Seat Track Option
Baltic Blue Poly	AB6EB7	13670	a,c
Sierra Blue Poly	AB6EB3	13672	a,b,c
Teal Blue Poly	AB6FP6	13914	a,c
Saturn Beige Poly	AB5EL1	23059	a,b,c
Puma Tan Poly	AB6FT4	23275	a,b,c
Citron Gold Poly	AB6FY4	23276	a,c
Bayou Green Poly	AB6EF8	43929	a,b,c
Aztec Maroon Poly	AB6DR8	50755	a,b,c

SUEDE FINISH COLORS

Used On: Instrument Panel. Stereo and radio grilles. Steering Column and Defogger Bezels.

Jewel Black	AC38VX9	9324
Baltic Blue Poly	AC39EB7	13705
Teal Blue Poly	AC39FP6	13847
Laser Gold Poly	AC39EY8	23062
Puma Tan Poly	AC39FT4	23219
Citron Gold Poly	AC39FY4	23221
Bayou Green Poly	AC39EF8	43925
Orchid Maroon Poly	AC39FR9	50829

LUGGAGE COMPARTMENT SPATTER FINISH

Three-Tone Black & Gray	AC48CAA	DX-1768

INTERIOR COLORS

LOW GLOSS FINISH COLORS

IMPERIAL

Used On: (a) Garnish Moulding.
(b) Seat Side Shield.

Color Name	Chrysler Code Number	Ditzler Code DIA	Remarks
Dove White	AB5EW1	8745	a,b
Jewel Black	AB5TX9	9028	a,b
Jewel Black (Semi-Gloss)	AB3TX9	9293	Seat Track Option
Baltic Blue Poly	AB6EB7	13670	a,b
Sierra Blue Poly	AB6EB3	13672	a,b
Teal Blue Poly	AB6FP6	13914	a,b
Walnut Poly	AB6FT8	23274	a,b
Puma Tan Poly	AB6FT4	23275	a
Citron Gold Poly	AB6FY4	23276	a,b
Teak Tan Poly	AB6FT2	23277	a
Saber Silver Poly	AB6EA4	32715	a
Bayou Green Poly	AB6EF8	43929	a,b
Cypress Green Poly	AB6EF4	44129	a,b
Aztec Maroon Poly	AB6DR8	50755	a,b
Burgundy	AB5EM9	50799	a,b

SUEDE FINISH COLORS

Used On: Instrument Panel. Steering Column. Accessory Bezels and Speaker Grille.

Jewel Black	AC38VX9	9324
Baltic Blue Poly	AC39EB7	13705
Teal Blue Poly	AC39FP6	13847
Puma Tan Poly	AC39FT4	23219
Dark Walnut Poly	AC39FT8	23220
Citron Gold Poly	AC39FY4	23221
Bayou Green Poly	AC39EF8	43925
Burgundy	AC38EM9	50803
Aztec Maroon Poly	AC39FR9	50829

BODY AND FRAME ALIGNMENT

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SERVICE PROCEDURES

FORESTRUCTURE (STUB FRAME)

Frame Alignment Dimensions

The various frame dimensions (Figs. 1 and 2) may be used as a guide in measuring frame alignment. Diagonal measurements (Fig. 3) should be taken when straightening frame.

Measure distance between points connected by line "A," (Fig. 3). This distance should agree within 1/4 inch with distance between points connected by line "B" or comparable diagonal on opposite side.

The diagonals (Fig. 3) represent only one of the few that may be checked. **Care should be taken to make sure that any two diagonals compared represent exactly corresponding points on each side of the frame.**

Minor frame alignment can usually be corrected by straightening bent frame parts. A badly distorted frame can in most cases be replaced more economically than by attempting repairs.

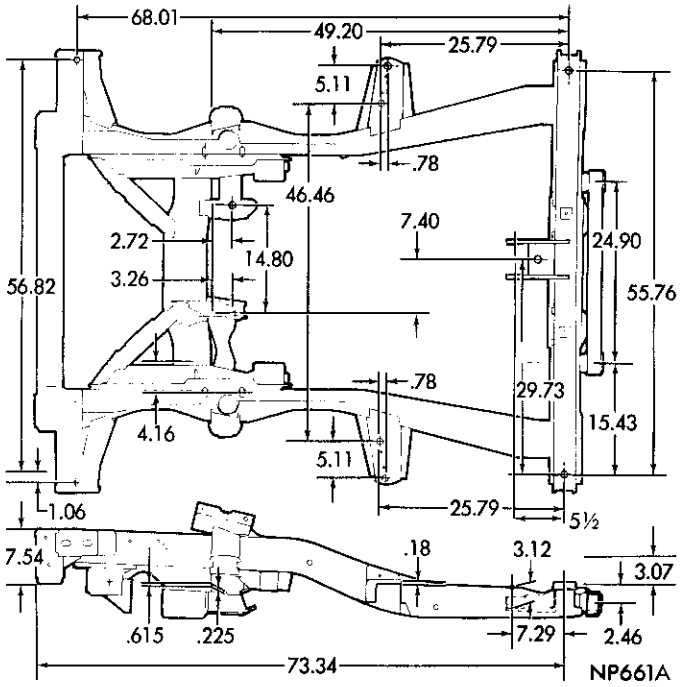

Fig. 1—Frame Dimensions (Imperial)

REPLACEMENT

Removal

The forestructure (stub-frame), engine, transmission, steering and suspension can be removed as an assembly for further disassembly out of the vehicle by two methods.

First method: remove hood and bumper, then remove fenders wheel house panels, grille and radiator as an assembly, support vehicle at sill area and remove frame assembly.

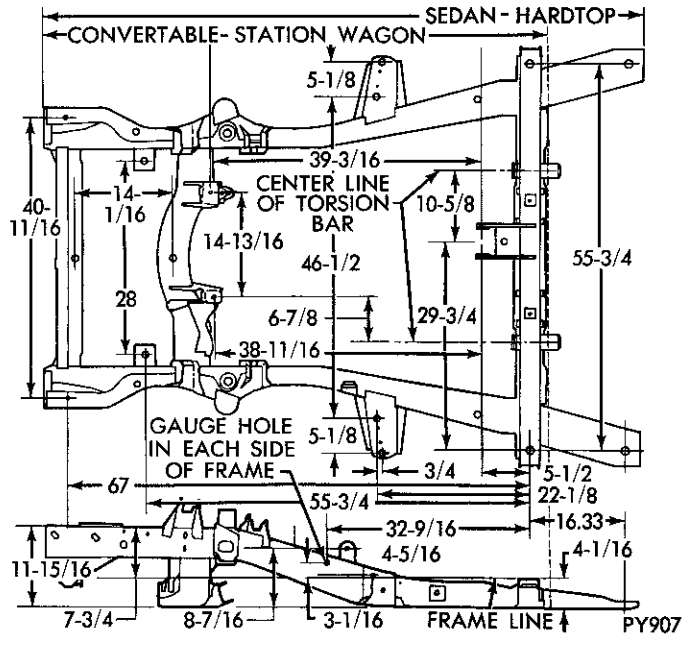

Fig. 2—Frame Dimensions (Chrysler)

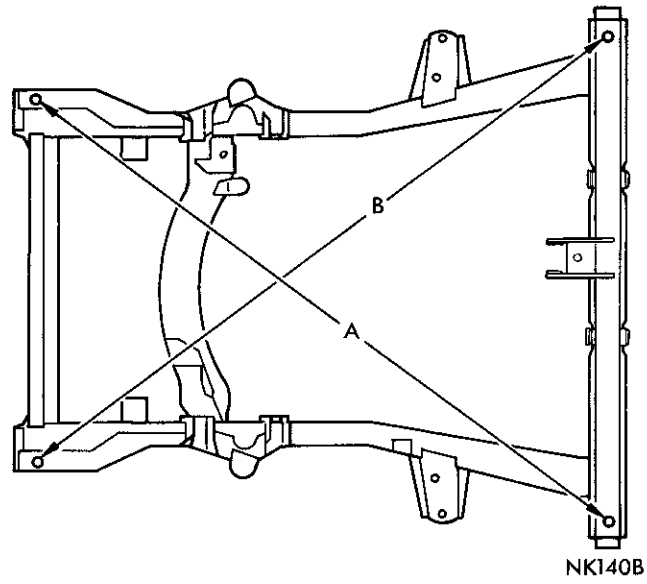

Fig. 3—Frame Diagonal Measurements

Second method: support vehicle and lower frame assembly out of vehicle as follows:

(1) Remove battery and air cleaner, drain cooling system, remove radiator and shroud, disconnect heater hoses from engine, and disconnect battery tray from frame.

(2) Discharge air-conditioning system, (refer to "Group 24 Air-Conditioning" for discharging and charging the system). Disconnect air-conditioning lines at firewall, discharge line at muffler and suction line at evaporator. **Seal open ends of air-conditioning fittings and connectors.**

(3) Disconnect throttle and speed control cables at carburetor, vacuum hose controlling accessories at engine manifold, remove or disconnect electrical wiring including engine to cowl ground strap.

(4) Remove roll pin from steering gear coupling, disconnect shift linkage, steering column floor pan and steering column from support bracket and move column up approximately 3 inches.

(5) Raise vehicle on twin post hoist, remove drive shaft, exhaust pipes, shift rod or clutch linkage at torque shaft, rear seat heater or air-conditioning clamps at side rail, wheel house bolts at frame side rails, radiator support brace, bumper assembly and hood lock vertical lower support.

(6) Disconnect speedometer cable, electrical leads at starter, gas line at frame connection and plug line, emergency brake cable at rear cable attaching bracket and remove from rear frame crossmember.

(7) Support vehicle securely on stable floor stands (4,000 lbs. capacity) at rear of rear spring shackle boxs. At the front of vehicle place stands under body at the side sill area, place a 4″ x 4″ x 7′ wood beam across stands for extra strength and 2″ x 4″ x 6″ pieces of wood on top of main support beam and to

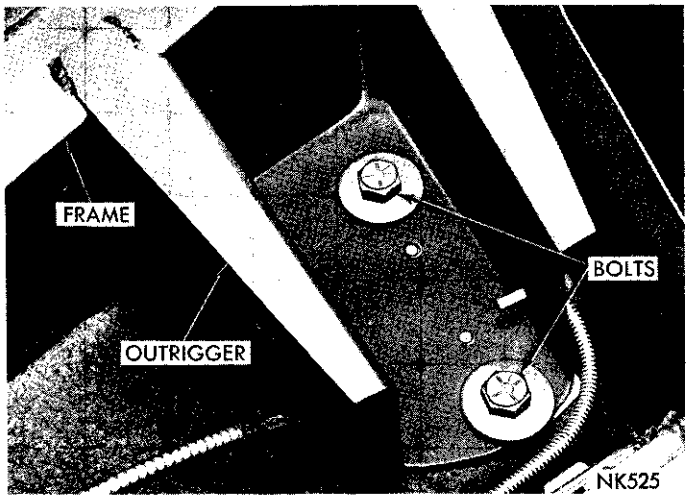

Fig. 4—Body to Frame Outrigger Mounting

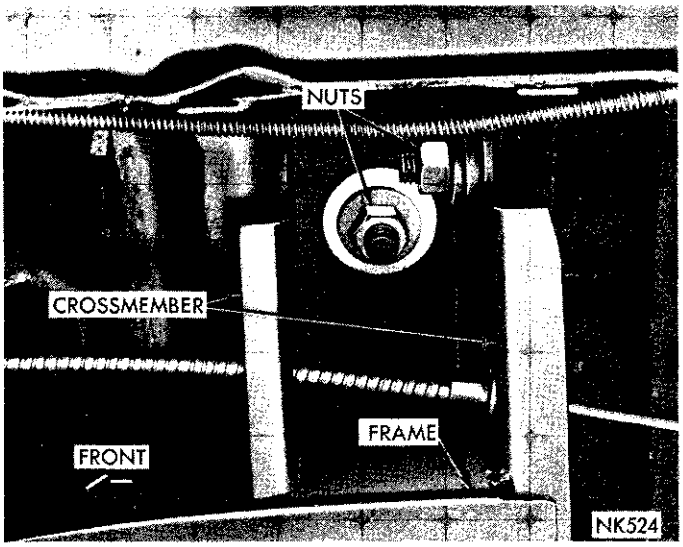

Fig. 5—Body to Frame Crossmember Mounting

lower flat surface of the side sills. Then lower rear axle to lowest position to assist in balancing body weight when frame assembly is removed.

(8) Position a hydraulic transmission jack under the frame rear crossmember and remove the frame to body bolts (Figs. 4, 5 or 6), and yoke to frame crossmember nuts and washers or spacers.

(9) Remove the frame assembly from the vehicle by lowering the front post and transmission jack slowly at the same speed.

(10) If a twin post hoist is not available the vehicle can be supported on short stands about 36 inches high and using the same wood blocking with the use of floor jacks to support the transmission and suspension the stub-frame assembly removal can be accomplished.

(11) If frame is to be replaced transfer serviceable parts to new frame.

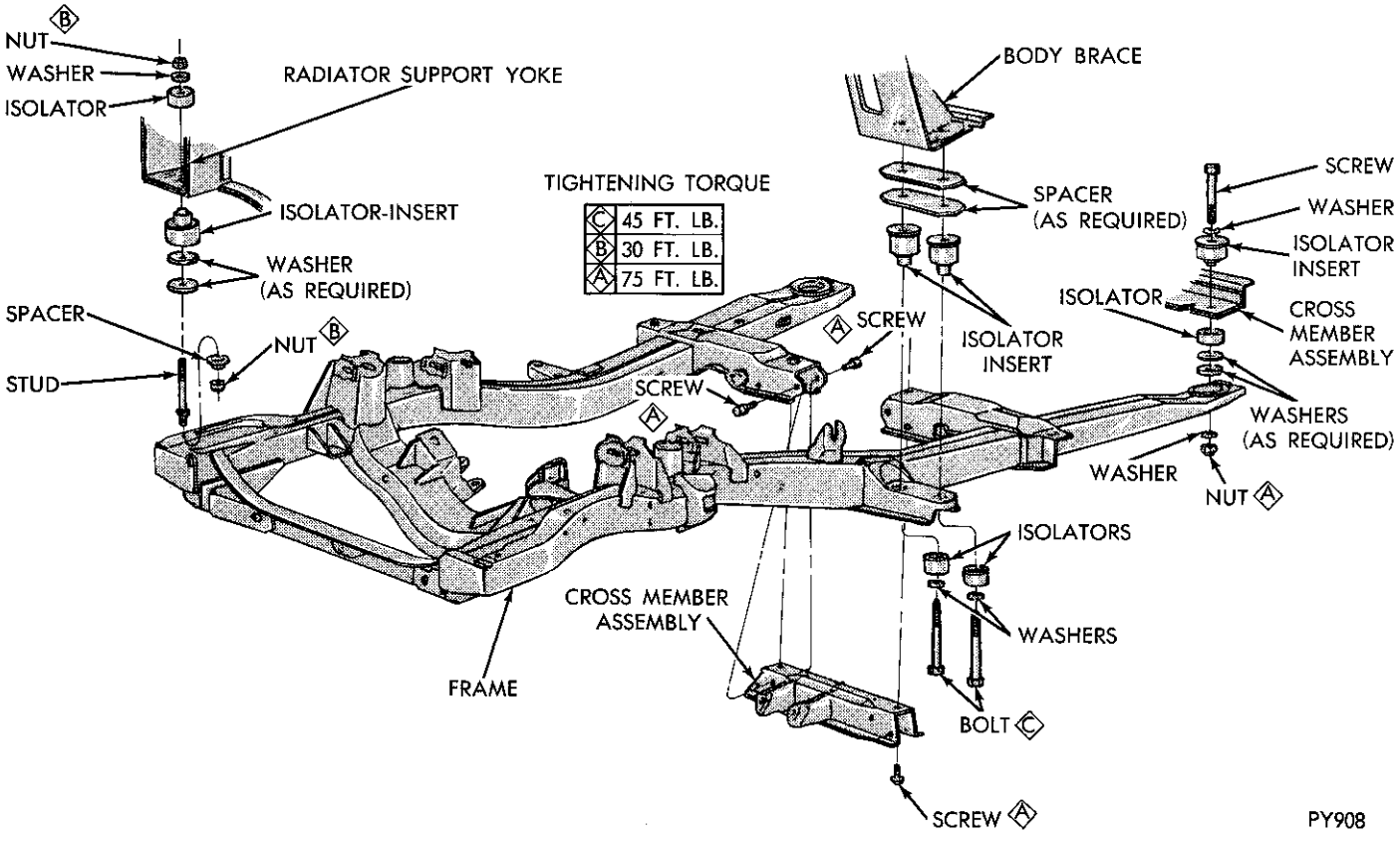

Fig. 6—Isolated Stub Frame

Installation

(1) Raise frame assembly into position. On Convertible and Station Wagon models, guide rear crossmember into channel and studs, and front top edge of frame into slots in lower flange of radiator support yoke.

On Sedan-Hard Top models, position rear of frame on insulators (Fig. 6) and front on insulator studs at radiator support.

(2) Install body to frame bolts, nuts, washers and/or insulators.

On Station Wagon and Convertible models torque to 75 foot-pounds.

On Sedan-Hard Top models tighten to specified torque in Fig. 6.

(3) Install nuts, washers, spacers and insulators, if so equipped, on studs at radiator support yoke lower flanges.

On Sedan models torque nuts to 30 foot-pounds (Fig. 6).

(4) Remove transmission jack and body support stands.

(5) Connect emergency brake cable, starter leads, gas line and speedometer cable.

(6) Install drive shaft, exhaust pipes, shift rod or clutch linkage at torque shaft, rear seat heater or air-conditioning piping clamps at side rails, wheel house and battery tray bolts at frame, radiator support brace, hood lock vertical lower support and bumper assembly.

(7) Lower vehicle, install and adjust steering column, accelerator and speed control cables.

(8) Install radiator and shroud, connect coolant lines, radiator and heater hoses, electrical wiring, vacuum and air conditioning lines.

(9) Install battery and air cleaner, fill cooling system and charge air-conditioning system.

Body to Frame Alignment

The body to frame alignment measurement should be performed whenever the stub frame has been removed, replaced or repaired. Use shims from original frame, when replacing frame, as a guide in accomplishing body to frame alignment.

Align front suspension and aim headlights after body to frame alignment has been completed. For body to frame alignment dimensions refer to "Body Alignment Dimensions" (Figs. 1 or 2). **Follow equipment manufacturers recommendations and procedures.**

BODY ALIGNMENT DIMENSIONS

Body alignment may be accurately measured by the following method. Elevate vehicle to a level position

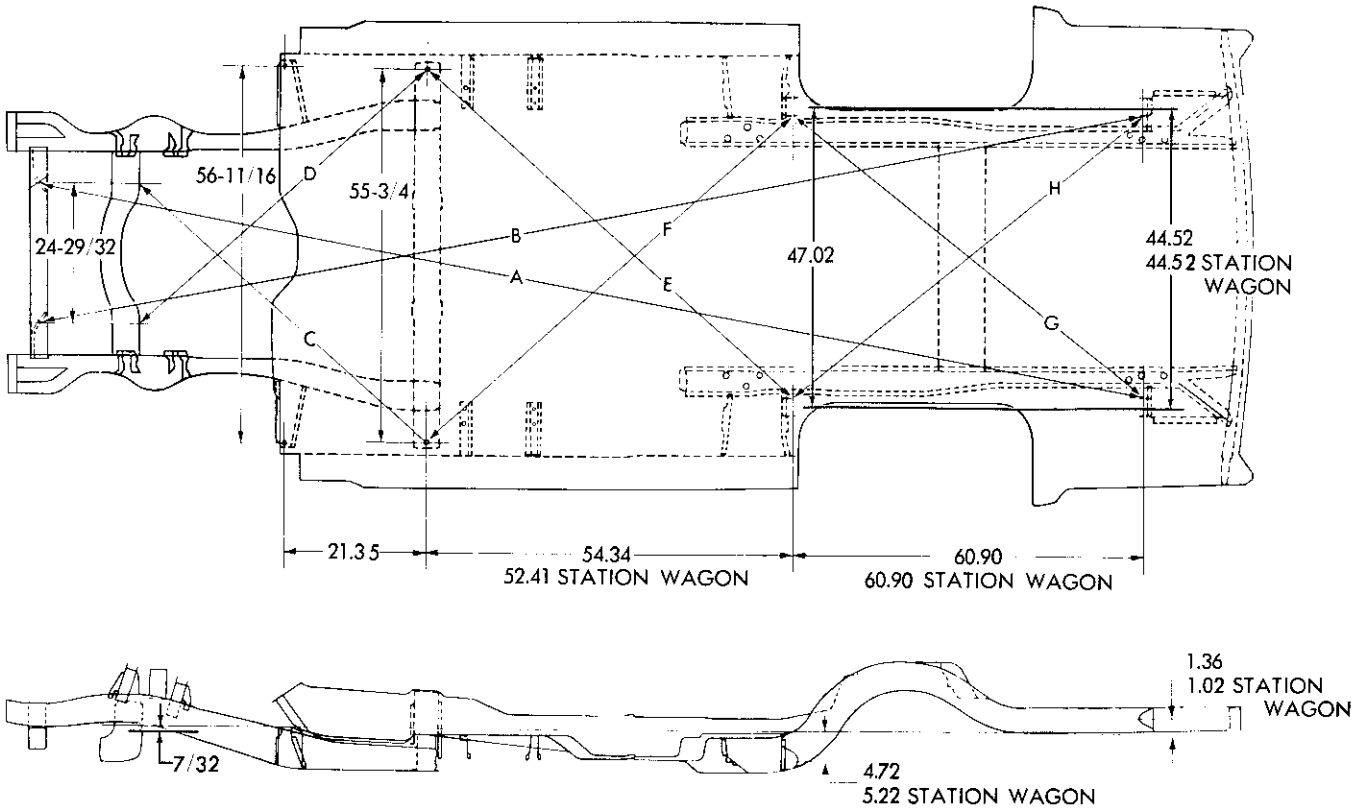

Fig. 1—Body to Frame Alignment (Chrysler)

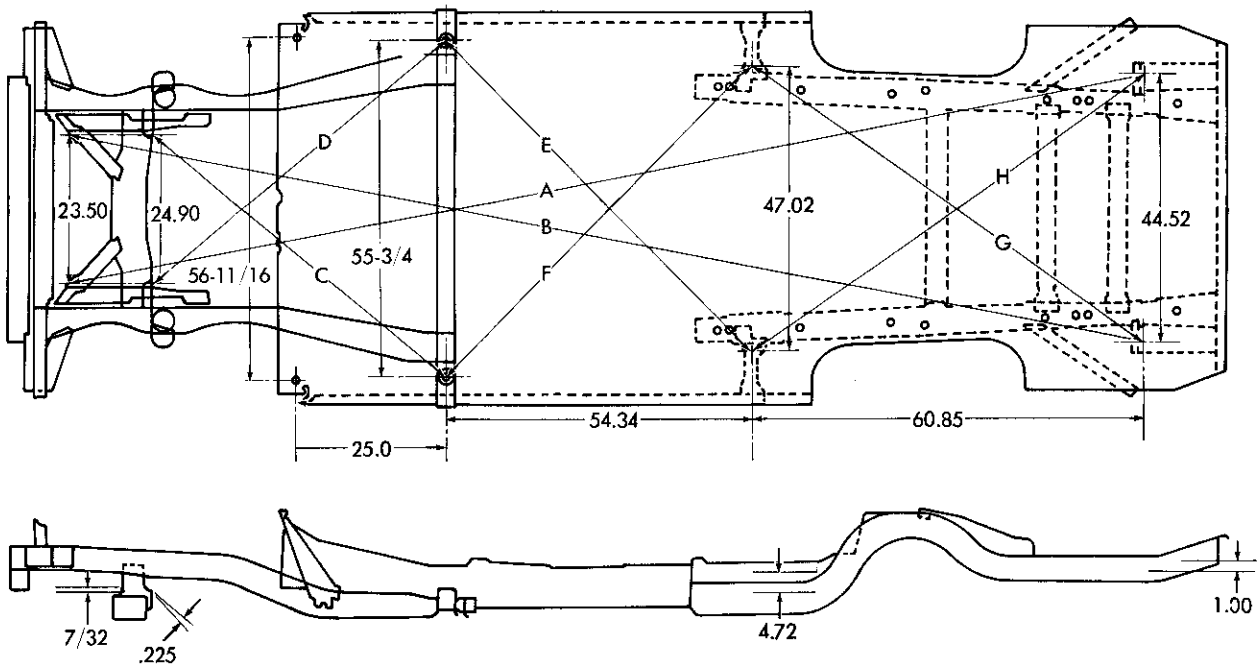

Fig. 2—Body to Frame Alignment (Imperial)

over a clean and smooth floor.

Refer to (Figs. 1 or 2) 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 floor. Repeat process at points B, C, D, E, F, G and H on both sides of body. Snap a chalk line between points as illustrated. **Care should be taken that all diagonals compared represent the corresponding measuring points.**

Compare the dimensions with the specifications. All matching point to point dimensions should agree within 1/4 inch.

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.

IMPERIAL RUBBER ISOLATED FRONT CROSSMEMBER

Removal

Should it become necessary to remove the rubber isolated "K" frame (Fig. 1), from the Imperial, proceed as follows:

(1) Raise vehicle on hoist and support stub frame on jackstands.

(2) Raise and support engine assembly, using engine support Fixture C-3487. Disconnect engine front motor mounts from "K" frame assembly.

(3) Remove steering gear assembly, as described in Group 19, Steering.

(4) Remove front wheels and tires.

(5) Remove steering linkage tie rods and idler arm. (See Front Suspension, Group 2). Remove lower bolts from shock absorbers.

(6) Remove lower control arm struts and sway bar assembly. (See Front Suspension, Group 2).

(7) Remove tension on torsion bars by turning adjusting bolts counterclockwise. Remove snap rings and slide torsion bars toward the rear, far enough to clear lower control arms. **Be careful not to damage balloon type seals.** (See Front Suspension, Group 2).

(8) Remove ball joint studs from steering knuckles. (See Front Suspension, Group 2).

(9) Remove wheel house splash shields.

(10) Remove upper shock absorber attaching nuts, then slide shock absorbers and dust shields out of well in frame.

(11) Remove upper control arm and bracket assemblies from "K" frame. (See Front Suspension, Group 2).

(12 Remove lower control arm and pivot shaft assemblies. (See Front Suspension, Group 2).

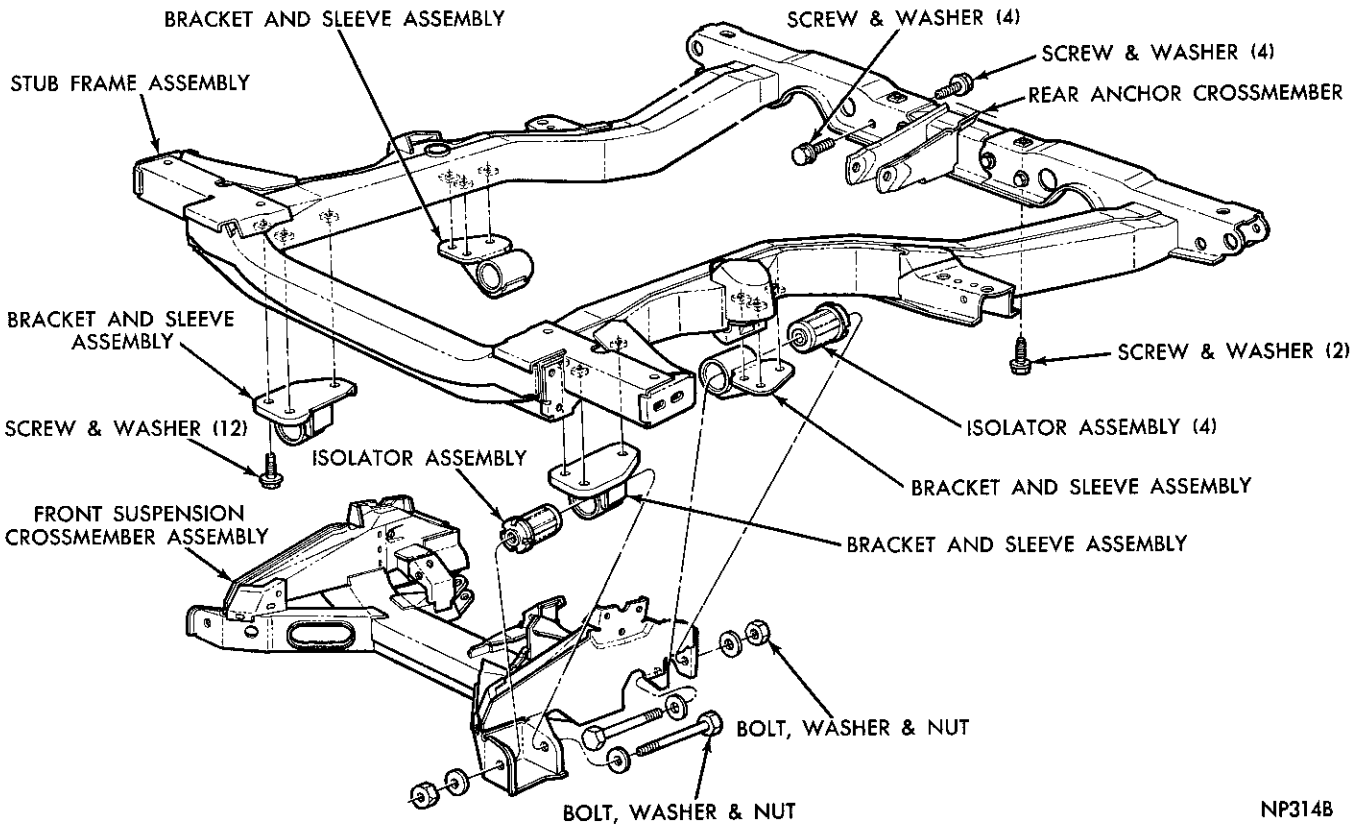

Fig. 1—Isolated "K" Frame

(13) Disconnect brake hose at disc brake calipers.

(14) Remove ground strap, connecting insulated "K" frame to stub frame.

(15) Remove "K" frame bracket and insulator assemblies and lower "K" frame to shop floor, using transmission jack.

Installation

When installing isolated "K" frame, the following information is very important: **All front suspension points that contain rubber, should be tightened only while the suspension of the vehicle is at the specified height,** (see Specifications—Front Suspension Group 2) **with full weight of vehicle on its wheels.**

(1) Center "K" frame in position under vehicle and raise into position with transmission jack. Install attaching bolts and tighten securely.

(2) Install ground strap and secure with attaching bolts.

(3) Reconnect brake hose at disc brake calipers.

(4) Install lower control arm and pivot shaft assemblies (See Front Suspension, Group 2).

(5) Install upper control arm and bracket assemblies. (See Front Suspension, Group 2).

(6) Install shock absorbers and dust shields by sliding up into well. Install retaining insulators, covers and nuts. Tighten securely.

(7) Install wheel house splash shields.

(8) Install ball joint studs in steering knuckles. (See Front Suspension, Group 2).

(9) Slide torsion bars forward, engaging lower control arms. Install retaining snap rings. Be careful not to damage balloon type seals. Increase tension on bars by turning adjusting bolts clockwise. (See Front Suspension, Group 2).

(10) Install lower control arm struts and sway bar assembly. (See Front Suspension, Group 2).

(11) Install idler arm and steering linkage tie rods. (See Front Suspension, Group 2). Install lower attaching bolts on shock absorbers.

(12) Install front wheels and tires. Adjust front wheel bearings as described in Group 22, Wheels Bearings and Tires.

(13) Install steering gear assembly as described in Steering, Group 19.

(14) Lower engine assembly and install front motor mounts to "K" frame. Tighten attaching bolts securely. Remove Engine Support Fixture C-3487.

(15) Remove jackstands from under stub frame and lower vehicle to shop floor.

(16) Check and adjust front suspension height. (See Front Suspension, Group 2).

(17) Bleed the hydraulic brake system, using a pressure bleeder.

(18) Tighten all front suspension points that contain rubber to specified torques. (See Front Suspension, Group 2).