

1965 BODY SERVICE MANUAL

FOR

13000 SERIES
23000 SERIES
33000 SERIES
43-44000 SERIES
73000 SERIES

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LITHO IN U.S.A.

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GENERAL INFORMATION

13000 SERIES
23000 SERIES
33000 SERIES
43-44000 SERIES

DESCRIPTION

This publication contains the essential removal, installation, adjustment and maintenance procedures for servicing all 1965 Fisher Body Styles in the "13"- "23"- "33"- "43" and 44000 Series. This information is current as of time of publication.

All page numbers and figure numbers covering

body styles of these series will be preceded by the Figure "2". Specific body areas (ex. front end, doors, folding top, etc.) are identified by letters "A", "B", "C", etc. in alphabetic order. The first page of each body area section is marked with a black tab corresponding with the table of contents page.

BODY NUMBER PLATE

The body number plate identifies the body style, body number, trim combination number, paint code and time built code (Fig. 2A1). The plate is located on the left upper vertical surface of the dash panel (firewall).

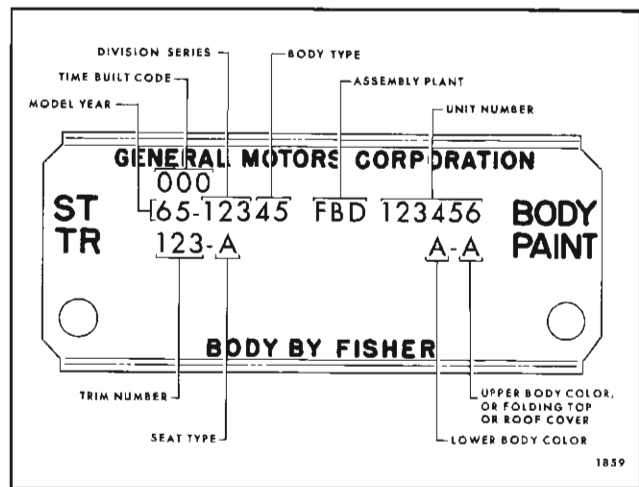


Fig. 2A1—Sample Body Number Plate

TRIM CLEANING PROCEDURE

The trim cleaning procedure is located in the first section of this book (Page 1A1).

LUBRICATION

The movable mechanical parts of the body are lubricated at the factory to insure proper and quiet operation. If additional lubrication is required, the following specified materials or their equivalents should be used at locations listed.

INSTRUMENT PANEL COMPARTMENT DOOR HINGE

Wipe off dirt and apply a sparing amount of driplless oil to the hinge frictional points. Operate door several times and wipe off excess lubricant.

FRONT AND REAR DOOR HINGE HOLD OPEN ASSEMBLY

Wipe off dirt and apply a light coat of No. 630 AAW Lubriplate (or equivalent) at points indicated. (Fig. 2B1).

DOOR LOCK FORK BOLT

Wipe off dirt and apply a thin coat of stick type lubricant to contact point as indicated. (Fig. 2B2).

DOOR LOCK OUTSIDE HANDLE

Apply a thin coat of Lubriplate to surface of lock cylinder shaft contacting bell crank (Fig. 2B3).

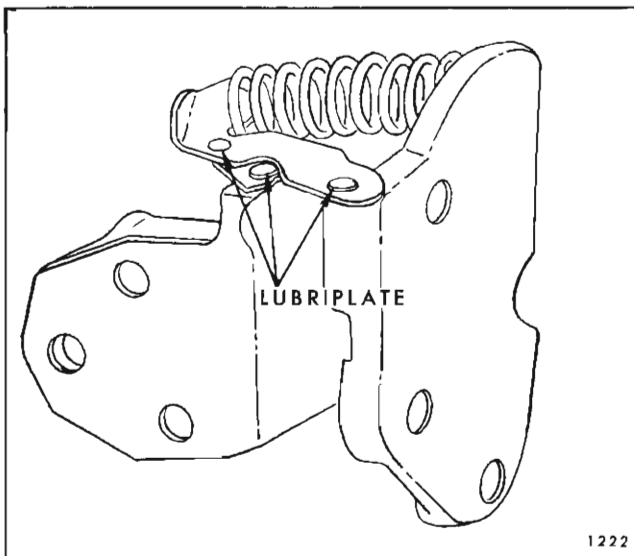


Fig. 2B1—Front Door Hinge Hold Open: Lubrication of Rear Door Hinge Hold Open Typical

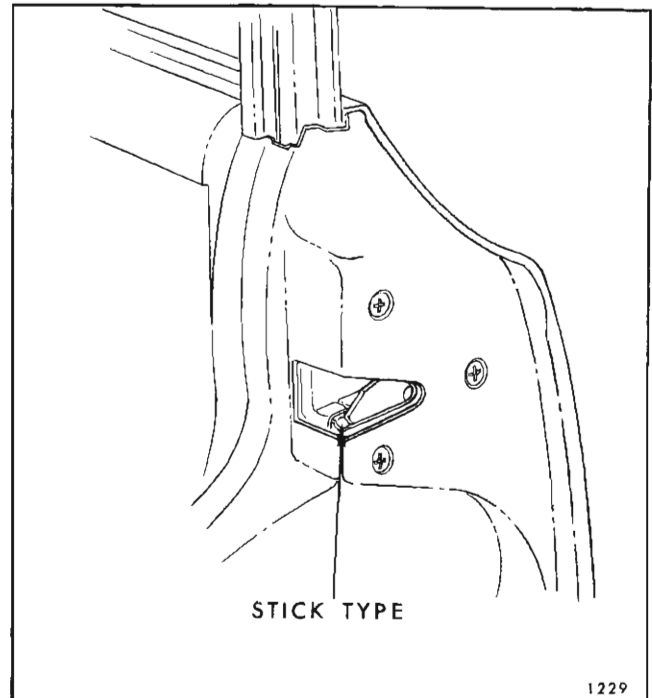


Fig. 2B2—Door Lock Fork Bolt

DOOR LOCK PARTS

Lubricate moving parts of door lock with Lubriplate.

DOOR LOCKING MECHANISM

Apply Lubriplate to pivot points at ends of all connecting rods.

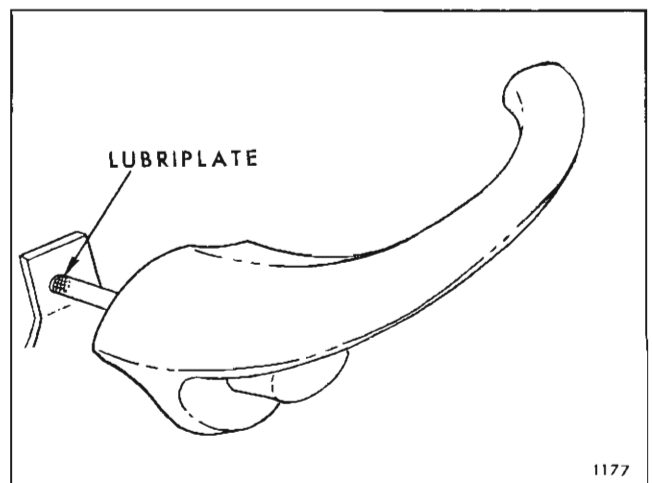


Fig. 2B3—Door Outside Handle

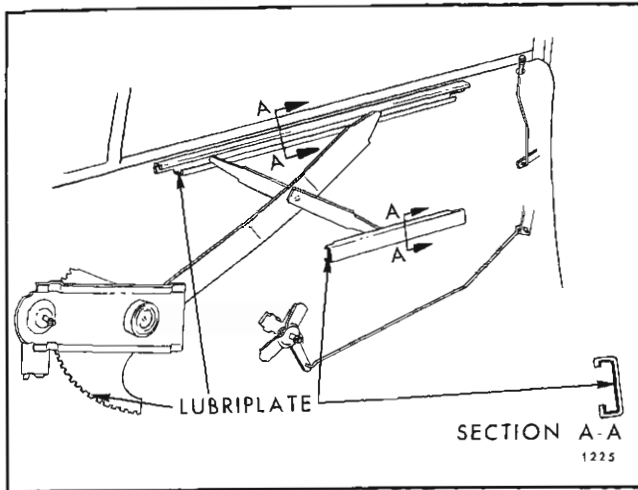


Fig. 2B4—Front Door Window Regulator and Cams

DOOR JAMB SWITCH

Wipe off dirt and apply a thin coat of Lubriplate to end surface of switch plunger and remove excess lubricant.

FRONT DOOR WINDOW REGULATORS AND CAMS

Apply a coat of Lubriplate to areas indicated (Fig. 2B4).

REAR DOOR WINDOW REGULATORS AND CAMS ALL FOUR DOOR STYLES

Apply a coat of Lubriplate to areas indicated (Fig. 2B5).

REAR QUARTER WINDOW REGULATOR CAMS AND GUIDES "11"- "27"- "37"- "67" STYLES

Apply a coat of Lubriplate to areas indicated (Fig. 2B6 and Fig. 2B7).

FRONT SEAT ADJUSTER MECHANISM

A thin coat of Lubriplate should be applied to seat tracks.

FOLDING SEAT LINKAGE AND LOCK STATION WAGON STYLES

Apply a sparing amount of dripless oil to all frictional points, work folding seat as required, wipe off excess lubricant.

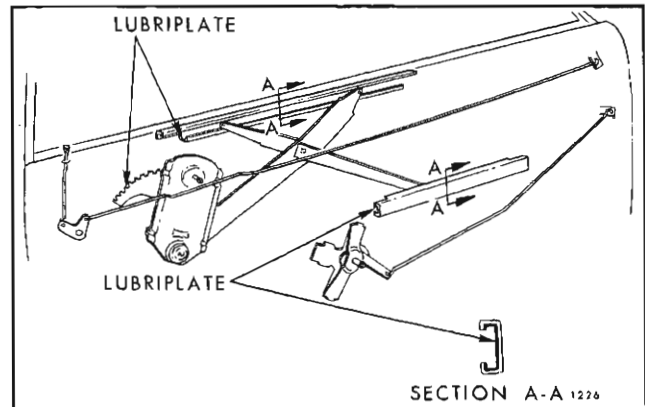


Fig. 2B5—Rear Door Window Regulator and Cams

REAR COMPARTMENT LID LOCK ALL STYLES EXCEPT STATION WAGON STYLES

On rear compartment lid lock, apply a thin coat of Lubriplate to striker bolt (Fig. 2B8).

REAR COMPARTMENT LID HINGE ALL STYLES EXCEPT STATION WAGON STYLES

Apply a thin coat of Lubriplate to areas indicated (Fig. 2B9).

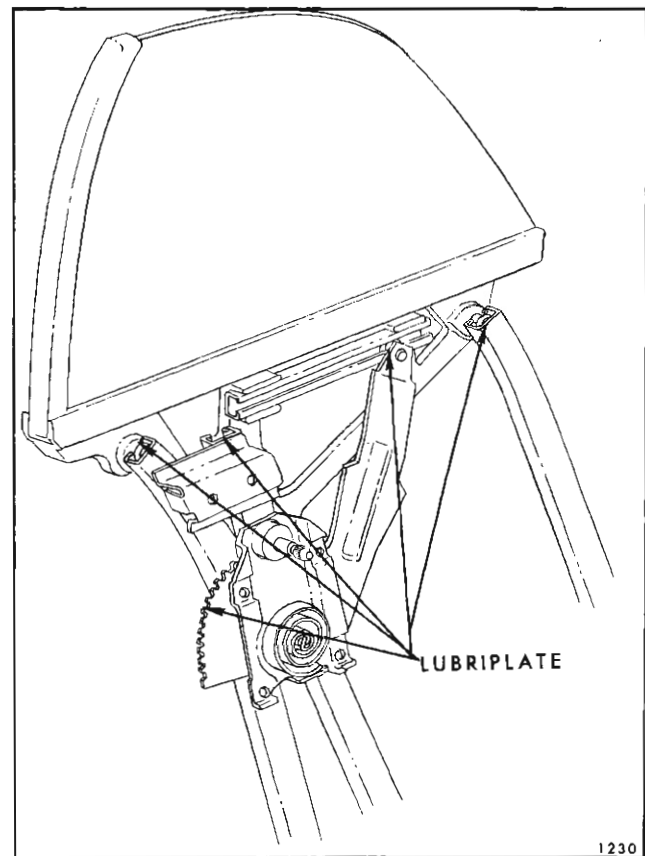


Fig. 2B6—Rear Quarter Window Regulator, Cams and Guides - '37' & '67' Styles

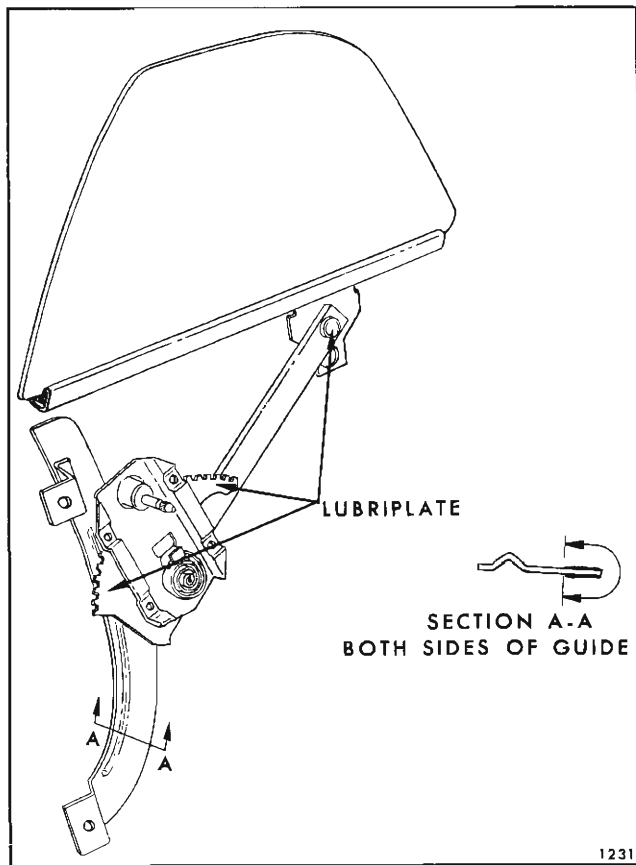


Fig. 2B7—Rear Quarter Window Regulator, Cams and Guides - "11", "27" Styles

GAS TANK FILLER DOOR

Apply a sparing amount of dripless oil to frictional points of door hinge. Work door several times and remove excess lubricant.

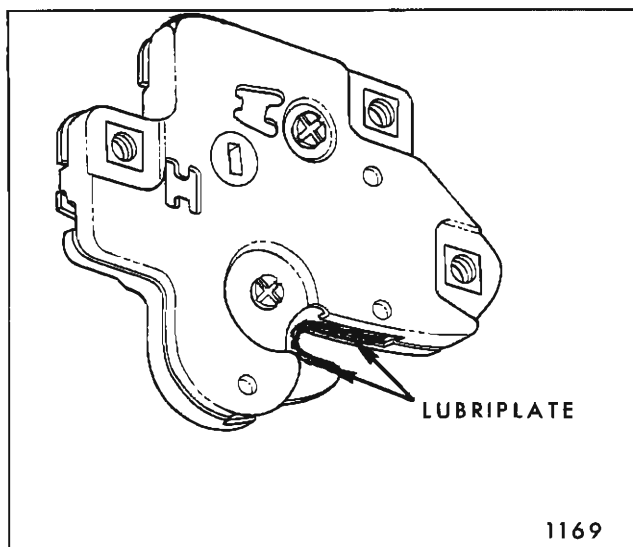


Fig. 2B8—Rear Compartment Lid Lock

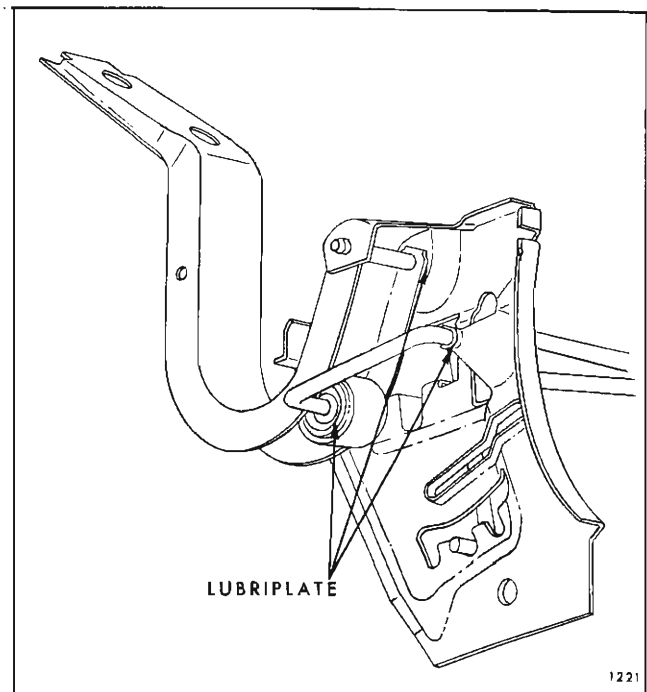


Fig. 2B9—Rear Compartment Lid Hinge "11", "27", "37", "69" Styles

TAIL GATE LOCK STRIKER STATION WAGON STYLES

Apply a thin coat of stick-type lubricant to surface of lock bolt striker teeth (Fig. 2B10). After lubrication, close door several times and remove excess lubricant.

TAIL GATE HINGES STATION WAGON STYLES

Apply a sparing amount of dripless oil to frictional points of hinge. Work tail gate several times and remove excess lubricant. (Fig. 2B11).

TAIL GATE WINDOW REGULATOR AND CAMS STATION WAGON STYLES

Apply Lubriplate to areas indicated in (Fig. 2B12).

CONVERTIBLE TOP LINKAGE "67" STYLES

Apply a sparing amount of dripless oil to points No. 1 and Lubriplate to Point No. 2. (Fig. 2B13). Wipe off excess lubricant.

FOLDING TOP LIFT CYLINDER PISTON RODS ALL "67" STYLES

With folding top in raised position, wipe exposed portion of each top lift cylinder piston rod with a

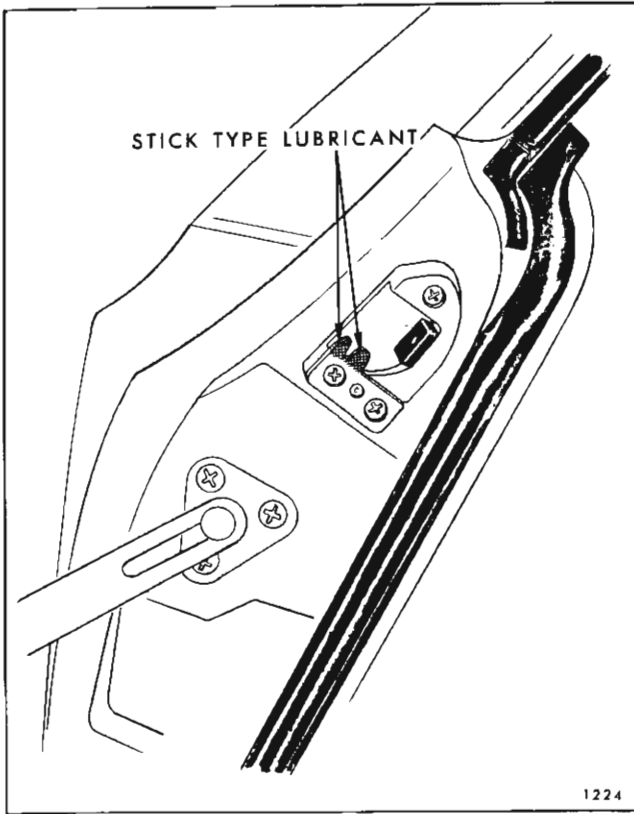


Fig. 2B10—Tail Gate Lock Striker "15", "35" & "45" Styles

cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean

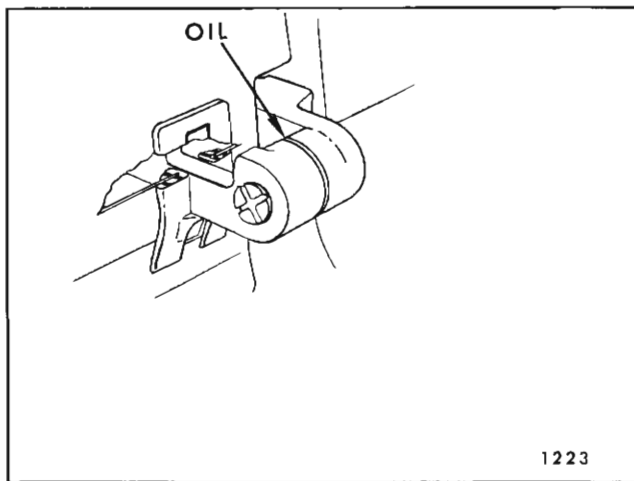


Fig. 2B11—Tail Gate Hinge

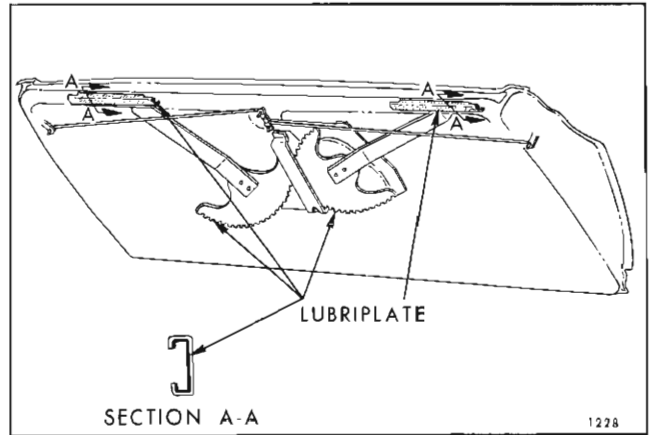


Fig. 2B12—Tail Gate Window Regulator and Cams

cloth, apply a light film of brake fluid to the piston rods to act as a lubricant.

NOTE: Use caution so that brake fluid does not come in contact with any painted or trimmed parts of the body.

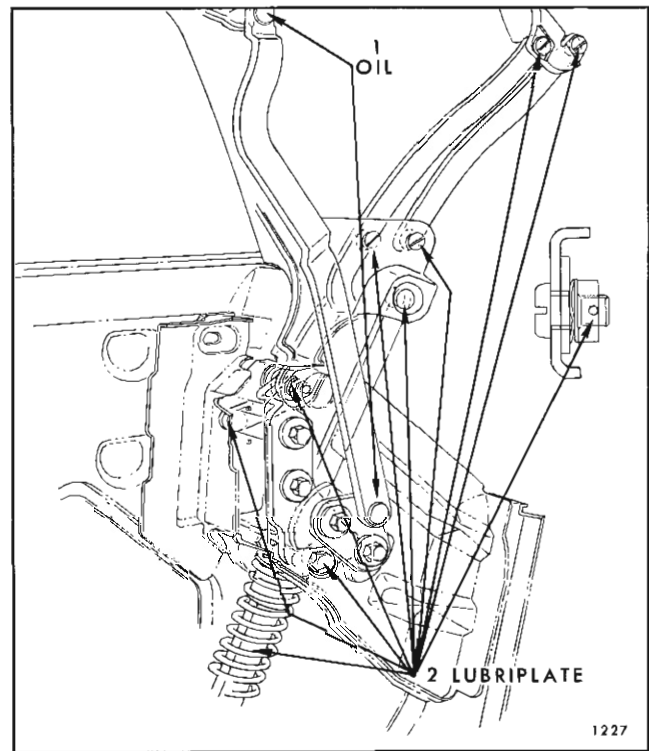


Fig. 2B13—Convertible Top Linkage

FRONT END

WINDSHIELD ASSEMBLY

WINDSHIELD UPPER TRIM ESCUTCHEONS AND HEADER MOLDINGS ALL STYLES

The windshield escutcheons on all styles except "67" styles consist of upper trim escutcheons. On "67" styles the windshield header moldings consist of right and left end moldings and center molding. All moldings are secured by screws (Fig. 2C1, 2C2).

Removal and Installation

1. On closed styles, remove screws attaching upper trim escutcheons and remove escutcheons. On "67" styles remove upper windshield reveal molding, rear view mirror support, sunshade supports and end moldings. Pry front edge of center molding loose at one end; then rotate molding rearward from front edge to remove.

2. To install, on "67" styles apply a 3/16" bead of medium-bodied sealer under the entire length of the windshield header molding. Starting at either end hook rear edge of molding under header, rotate molding forward, snapping front edge of molding in place. Apply additional sealer to underside of end molding to insure watertight seal at junction of center molding. Clean off excess sealer and reverse removal procedure.

REAR VIEW MIRROR

Removal and Installation

1. Remove attaching screws and support.
2. To install, reverse removal procedure.

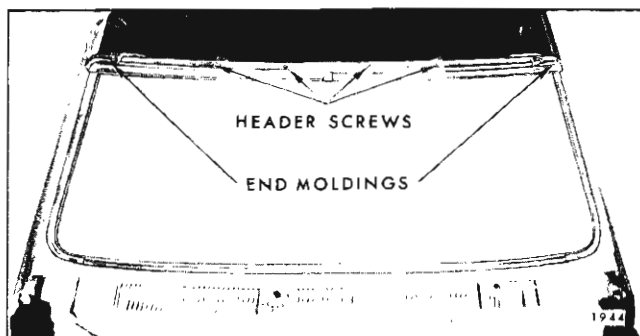


Fig. 2C1—Header Moldings "67" Styles

SUNSHADE SUPPORT

Removal and Installation

1. Remove attaching screws and support. On "67" styles, raise top to remove.
2. To install, reverse removal procedure.

WINDSHIELD REVEAL MOLDINGS

The windshield reveal moldings consist of upper right and left, side right and left and lower moldings. All moldings are secured by clips (Fig. 2C3).

Removal and Installation

The windshield reveal moldings may be removed in sequence as listed, using reveal molding clip disengagement tool, J-21549-2 (Fig. 2C4).

1. Remove upper moldings.
2. Remove side moldings.
3. Remove lower molding.
4. To install, reverse removal procedure.

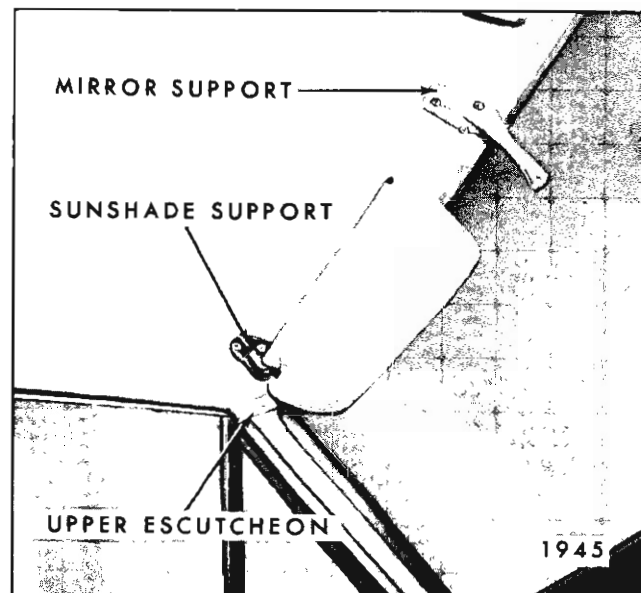


Fig. 2C2—Upper Trim Escutcheon Sunshade Support and Rear View Mirror Support

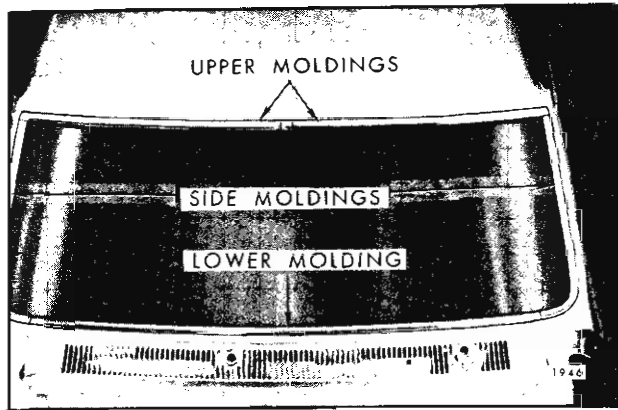


Fig. 2C3—Windshield Reveal Moldings

WINDSHIELD GLASS ADHESIVE CAULKED WINDSHIELD INSTALLATION

This concept of windshield installation incorporates a synthetic rubber compound (Windshield Adhesive Caulking Material) in place of the rubber channel, which requires an entirely different removal and installation service procedure. Two methods of windshield removal and installation are described in the following procedure. The extended method of removal and installation requires removal of all adhesive caulking material from the windshield opening and glass.

The short method requires the removal of the adhesive caulking material from the glass only. The caulking material, caulking tube nozzle, cutting wire and the adhesive caulking primer are furnished in a Kit #4226000 or equivalent. This kit will service the installation of the windshield glass on the short method only.

Kit components:

- A. One tube of Adhesive Caulking Material
- B. One nozzle.
- C. Steel music wire.
- D. Adhesive Caulking Primer (For priming old caulking material on pinchweld flanges).

Additional Material Required:

- A. Caulking gun (standard household type reworked as described in step #10 of short method installation procedure).
- B. Two pieces of wood for wire handles.
- C. Paint Finish Primer - service part, used only on extended method.

NOTE: On the extended method installation, two kits of material will be necessary to properly install the glass due to the additional material required to compensate for removal of all old material around the windshield opening. The necessary service parts and adhesive caulking materials may be obtained through the regular service parts channels. The service procedures must be performed as specified to insure a watertight and proper windshield installation.

WINDSHIELD REMOVAL

IMPORTANT: When the windshield glass is originally installed, a sponge type filler sealing strip is applied to the inside surface of the glass prior to application of adhesive caulking material. For service windshield replacements the sealing strips are not required and will not be available as a service part.

NOTE: When replacing a windshield glass, using the short method, the sealing strip must be trimmed from the adhesive material in the body opening for a good appearance.

NOTE: The windshield removal procedure will be the same for extended or short method.

1. Place protective coverings over front seat, instrument panel, hood, air intake grille and front fenders.
2. Remove windshield wiper arm and blade assemblies. Remove radio antenna, if necessary, to allow ample working space.
3. Remove windshield upper trim escutcheons, rear view mirror support, and headlining front finishing lace on closed styles. On "67" styles, remove rear view mirror support.
4. Remove windshield reveal moldings as follows: Use reveal molding clip disengagement tool,

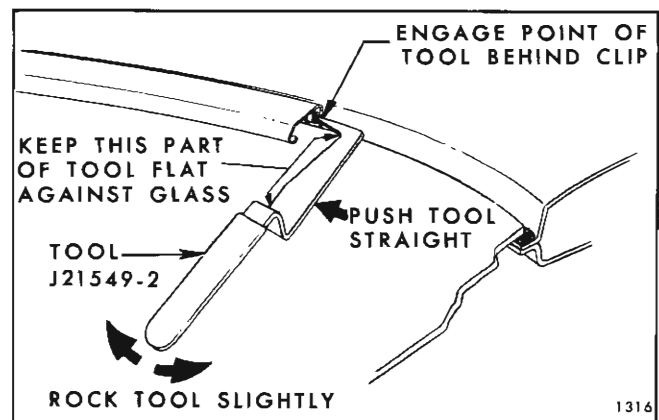


Fig. 2C4—Disengaging Molding from Clip

J-21549-2, (Fig. 2C4). Remove upper reveal moldings first. Next, disengage side reveal moldings. Then, remove lower reveal molding.

5. Secure one end of steel music wire to wood handle. Insert other end of wire through caulking material at lower corner of windshield; then secure end of wire to other wood handle.

6. With aid of helper, carefully cut (pull steel wire) through caulking material, up side of windshield, across top, down opposite side and across bottom of windshield (Fig. 2C5). Make sure inside wire is held close to plane of glass to prevent cutting an excessive amount of adhesive caulking material from opening. This can be accomplished by holding inside wire close to plane of glass with one hand while pulling wire with other hand. Keep tension on wire throughout cutting operation to prevent kinks in wire.

7. Remove windshield glass from body opening. Place replacement glass on a protected surface or glass holding fixture. If original glass is to be reinstalled, remove old caulking material from glass with sharp scraper or razor blade. Remove remaining traces with toluene or thinner dampened cloth.

NOTE: Do not use oil base solvent. Any oil will prevent adhesion of new caulking material to glass. Remove loose pieces of sealing strip and caulking material from body opening.

WINDSHIELD INSTALLATION—SHORT METHOD

1. Check all reveal molding retaining clips for damage. If upper end of clip is bent away from body metal more than $1/32$ ", replace or reform the clip.

2. Apply 2" wide, masking tape across front of instrument panel, with the front edge of tape lined

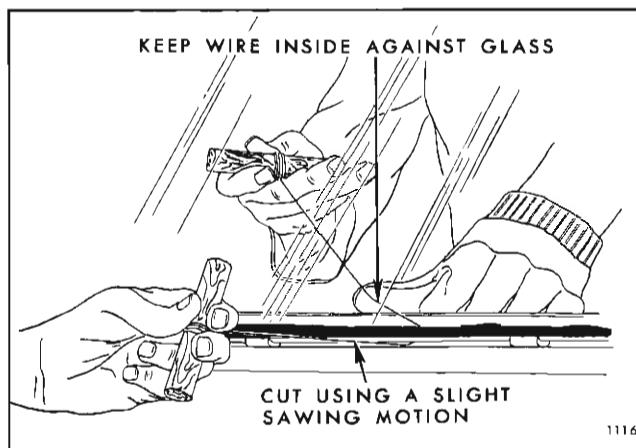


Fig. 2C5—Adhesive Caulked Glass Removal

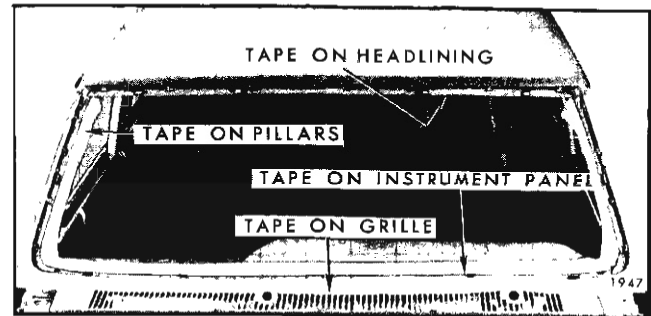


Fig. 2C6—Tape Windshield Opening Prior to Glass Installation

up with break line of instrument panel. Apply 2" wide masking tape to both inside windshield pillars and across front edge of headlining. (Fig. 2C6). The application of masking tape will assist in clean-up after the glass is installed.

3. Apply 1" wide masking tape to inside of windshield glass $1/4$ inch inboard from edge of glass, first across the top, each side, then the bottom. (Fig. 2C7).

4. Cement two rubber spacers (#4404196 or equivalent) to lower windshield rabbet at location "B", View "A" (Fig. 2C8).

5. Set glass in opening, shim glass spacers as necessary to properly align glass to opening. The glass should overlap the pinchweld flange $3/16$ inch. Mark glass to windshield pillars with tape to assist in proper alignment at time of installation (Fig. 2C9).

6. Check relationship of glass contour to windshield opening. Glass should rest on adhesive material. Gap spaces may be filled by applying excess caulking material to the glass at the gap location.

7. Remove glass and place on protected bench or glass holding fixture.

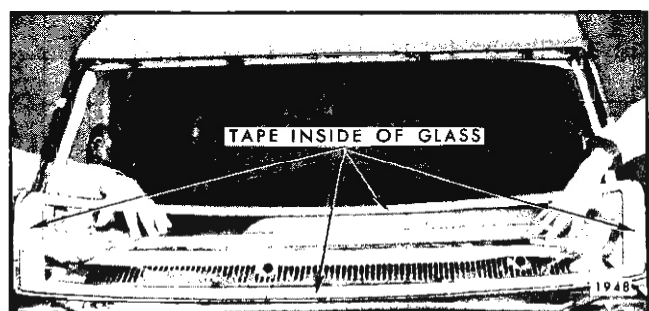


Fig. 2C7—Tape Applied to Inside of Glass and Windshield Glass Installation

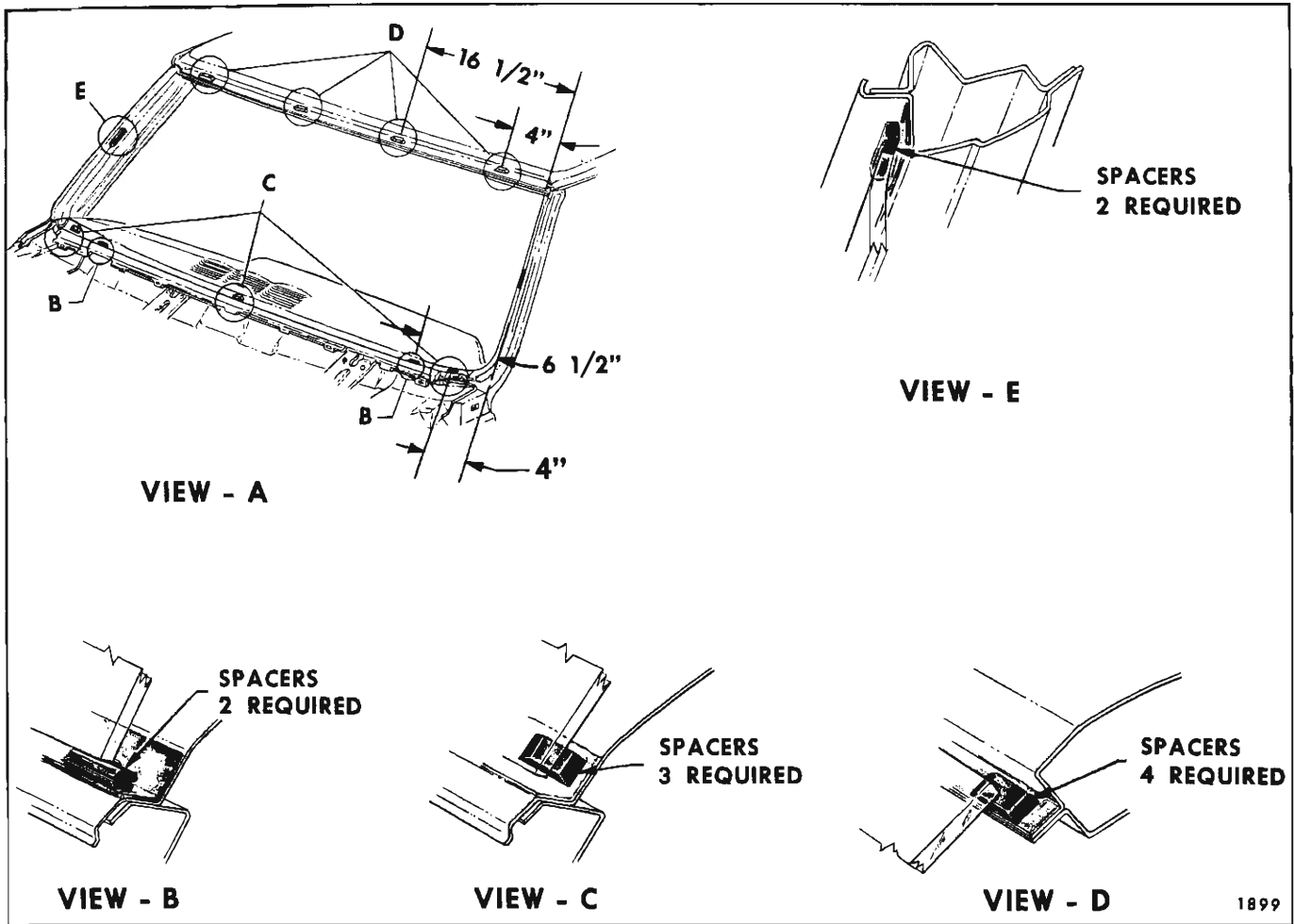


Fig. 2C8—Windshield Glass Rubber Spacers

8. Using a clean lint-free cloth, briskly rub a generous amount of adhesive caulking primer on the freshly cut material in the windshield opening.

CAUTION: Do not allow primer to drop on painted surfaces or trim.

9. Wipe surface of glass to which bead of adhesive caulking material will be applied (between masking tape and edge of glass) with a clean, water-dampened cloth. Dry glass with a clean dry cloth.

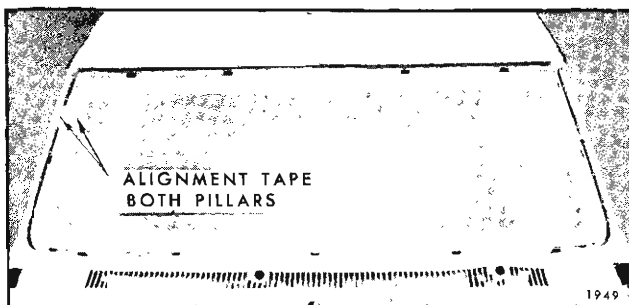


Fig. 2C9—Glass Alignment to Opening

10. Insert tube in a standard household type caulking gun reworked as follows:

a. Widen end-slot of caulking gun with a file to accept dispensing end of tube.

b. Grind down plunger disc on rod so that disc will fit into large end of tube.

11. Apply a smooth continuous bead of adhesive caulking material to inside surface of glass next to edge completely around glass (Fig. 2C10). Material should be 1/8" to 3/16" in diameter.

IMPORTANT: The operation of installing windshield glass into the opening should be completed within 15 minutes from start of application of material to glass.

12. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening, maintaining glass in a horizontal position.

While one man holds glass in this position, the second man can reach around the windshield pillar

and hold glass; then, first man can reach around windshield pillar (Fig. 2C7). Carefully position glass to plane of opening, making certain that glass is properly centered and positioned to opening and resting on lower spacers, using tape on glass and windshield pillars as a guide, (Fig. 2C9).

13. Press glass firmly to set caulking material.

14. Inspect installation for proper seal between new caulking material and original material. If a gap is encountered, use caulking gun to apply sufficient material from outside the glass to fill the void.

NOTE: Glass handling suction cups may be used when removing or installing the windshield glass.

15. Watertest windshield immediately using cold water spray. If any waterleaks are encountered, use flat-bladed screwdriver or stick and work caulking material into leak point to correct leak. This operation is usually performed most effectively from outside the body.

16. Working from inside the glass, run a small flat stick, screwdriver or equivalent around the entire opening to properly seal and remove excess material.

17. Remove masking tape from upper windshield, sides and lower. Remove masking tape from instrument panel, windshield pillars and headlining.

18. Install windshield lower and side reveal moldings; then, upper reveal moldings. Install headlining finishing lace, windshield upper trim escutcheons and previously removed parts.

19. Remove protective coverings and clean up.

WINDSHIELD INSTALLATION EXTENDED METHOD

The extended adhesive caulked windshield installation method should be used only in conjunction with an installation requiring complete replacement of adhesive caulking material.

NOTE: Two kits of material are required for the extended method.

Using a sharp scraper or wood chisel, remove major portion of adhesive caulking material from body pinchweld flange.

NOTE: It is not necessary to clean off all old caulking material completely from body opening; however, there should not be any loose pieces of caulking material left in the opening.

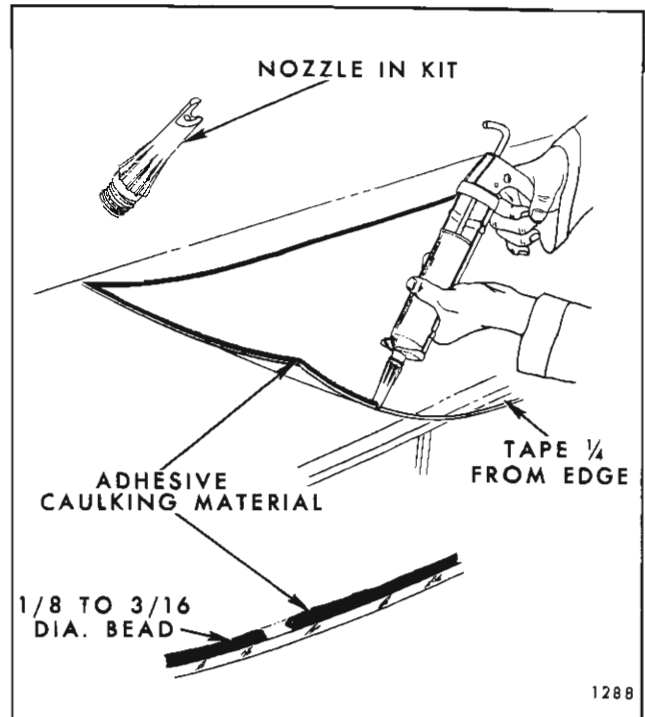


Fig. 2C10—Adhesive Caulking Material Application - Short Method

1. Check all reveal molding retaining clips for damage. If upper end of clip is bent away from body metal more than $1/32''$, replace or reform the clip.

2. Apply 2" wide, masking tape across front of instrument panel, with the front edge of tape lined up with break line of instrument panel. Apply 2" wide masking tape to both inside windshield pillars. Apply masking tape across front edge of headlining. (Fig. 2C6). The application of masking tape will assist in clean-up after the glass is installed.

3. Apply 1" wide masking tape to inside of windshield glass $1/4''$ inboard from edge of glass, first across the top, each side, then the bottom. (Fig. 2C7).

4. Cement four flat type rubber spacers (#4898472 or equivalent) to upper windshield pinchweld flange, one each side 4" inboard from windshield pillar and one each side $16-1/2''$ inboard from windshield pillar at locations "D", View "A" (Fig. 2C8).

5. Cement two rubber spacers (#4404196 or equivalent) to lower rabbet of windshield opening $6-1/2''$ inboard from windshield pillars at locations "B", View "A" (Fig. 2C8).

6. Cement three rubber spacers (#4421823 or equivalent) to the lower windshield flange 4" inboard from windshield pillars each side and one in center at locations "C", View "A" (Fig. 2C8).

Cement one rubber spacer (#4404196 or equivalent) to each windshield pillar to assist in centering glass at time of installation at locations "E", View "A" (Fig. 2C8).

7. Set glass in opening and shim glass spacers as necessary to properly align glass to opening. The glass should overlap the pinchweld flange $3/8''$ minimum. Mark glass to windshield pillars with tape to assist in proper alignment at time of installation (Fig. 2C9).

8. Check relationship of glass contour to windshield opening. Gap space between glass and pinchweld flange should be no less than $1/8''$ nor more than $1/4''$. Substitute glass, rework pinchweld flange, or apply more caulking material at excessive gap space.

9. Remove glass and place on protected bench or glass holding fixture.

10. Using a clean, lint-free cloth, briskly rub a generous amount of adhesive caulking primer over original adhesive caulking material that remains on pinchweld flange. Additional brisk application of primer on flat spacers is necessary to insure a good bond of material to spacers.

CAUTION: Do not allow primer to drop on painted surfaces or trim parts.

NOTE: If the windshield opening is freshly painted due to collision work, etc., lightly brush

paint finish primer to painted pinchweld flange. Paint finish primer is available as a service part.

11. Cut off tip of one nozzle along score line (Fig. 2C11). This nozzle will be used to apply bead of adhesive caulking material to glass. Cut tip off other nozzle at a 45° angle $1''$ below end of nozzle. This nozzle will be used to apply "smear bead" of adhesive caulking material to pinchweld flange.

12. Wipe surface of glass to which bead of adhesive caulking material will be applied (between masking tape and edge of glass) with a clean, water-dampened cloth. Dry glass with a clean dry cloth.

13. Remove cap and protective end cover from one tube of adhesive caulking material and insert "glass bead" nozzle (cut on score line in step 11).

14. Insert tube in a standard household type caulking gun reworked as follows:

- a. Widen end-slot of caulking gun with a file to accept dispensing end of tube.
- b. Grind down plunger disc on rod so that disc will fit into large end of tube.

15. Positioning the gun and nozzle as shown in Figure 2C11, carefully apply a smooth continuous bead of caulking material $3/8''$ high by $3/16''$ wide at base completely around inside edge of glass. When material in first tube is dispensed, quickly insert second tube and continue application of bead. After application, check bead and fill all voids and air bubbles.

NOTE: Material begins to cure after 15 minutes exposure to air, therefore, perform following steps immediately and install glass in opening as soon as possible.

16. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut on 45° angle in step 11). Holding caulking gun at an angle so that angle-cut of nozzle rests flat on pinchweld flange, apply a thin ($1/4''$ wide x $1/16''$ high) "smear bead" of adhesive caulking material completely around pinchweld flange.

17. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening, maintaining glass in a horizontal position. While one man holds glass in this position, the second man can reach around the windshield pillar and hold glass; then, first man can reach around windshield pillar (Fig. 2C7). Carefully position glass to plane of opening, making certain that glass is properly centered and positioned to opening and resting on

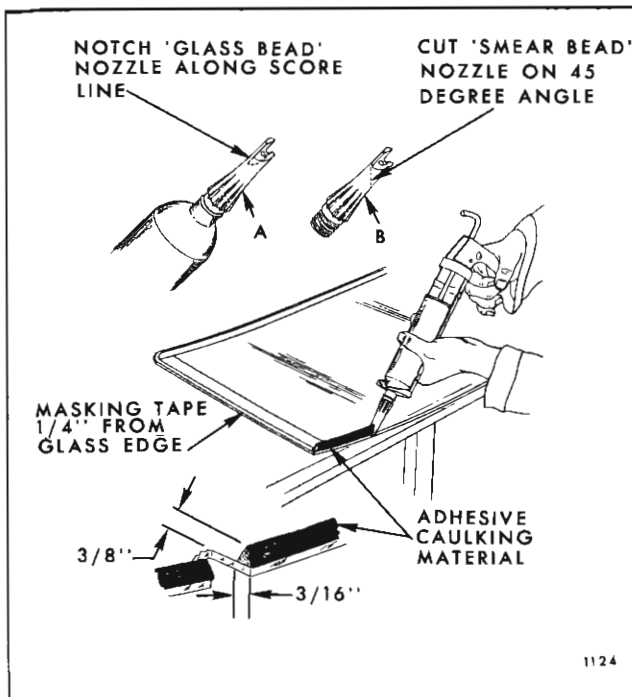


Fig. 2C11—Adhesive Caulking Material Application - Extended Method

lower spacers. Use tape on glass and windshield pillars as a guide. (Fig. 2C9).

18. Press glass firmly to set caulking material.

19. Inspect installation for proper seal between caulking material, glass and opening. If a gap is encountered, use caulking gun to apply sufficient material from outside the glass to fill the void.

20. Watertest windshield immediately using cold water spray. If any waterleaks are encountered, use flat-bladed screwdriver or stick and work caulking material into leak point to correct leak. This operation is usually performed most effectively from outside the body.

CAUTION: Do not run a heavy stream of water directly on caulking material while the material is still soft.

21. Working from inside the glass, run a small flat stick, screwdriver or equivalent around the entire opening to properly seal and remove excess material.

22. Remove masking tape from lower windshield, sides and upper. Remove masking tape from instrument panel, windshield pillars and headlining.

23. Install windshield lower and side reveal moldings; then, upper reveal moldings. Install windshield garnish moldings and previously removed parts. Remove protective coverings and clean up.

WATERLEAK CORRECTION OF ADHESIVE CAULKED GLASS INSTALLATION

Adhesive caulked glass installation waterleaks can be corrected in the following manner without removing and reinstalling the glass.

NOTE: The following procedure is applicable only with the use of adhesive caulking material and primer furnished in Kit Part No. 4226000 or equivalent.

1. Remove reveal moldings in area of leak.
2. Mark location of leak(s).

IMPORTANT: If leak is between adhesive caulking material and body or, between material and glass, carefully push outward on glass in area of leak to determine extent of leak. This operation should be performed while water is being applied to leak area. Mark extent of leak area.

3. From outside body clean any dirt or foreign material from leak area with water; then dry area with air hose.

4. Using a sharp knife, trim off uneven edge of adhesive caulking material (See Operation "A", Fig. 2C12) at leak point and 3 to 4 inches on both sides of leak point or beyond limits of leak area.

5. Using a small brush, apply adhesive caulking material primer over trimmed edge of adhesive caulking material and over adjacent painted surface. (See operation "B", Fig. 2C12).

6. Apply adhesive caulking material, as shown in Operation "C" (Fig. 2C12), at leak point and

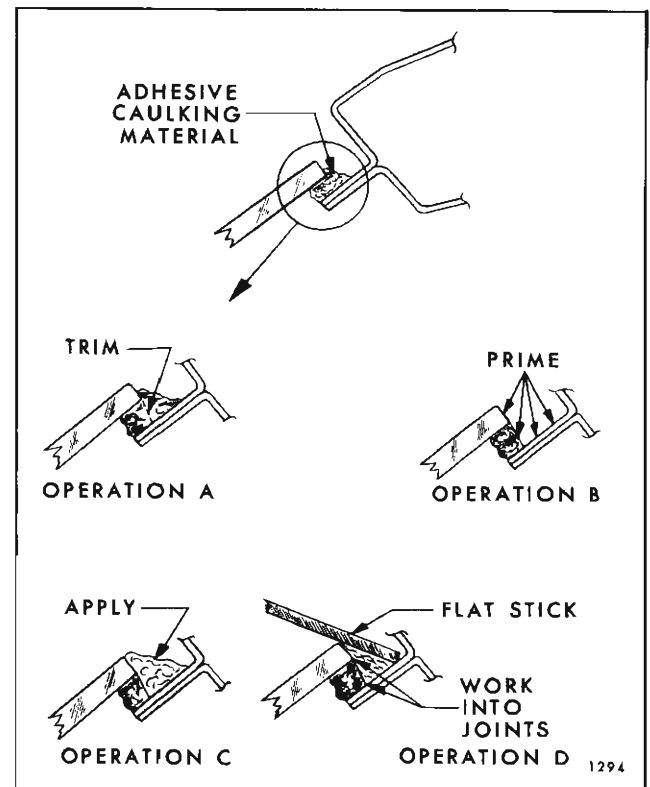


Fig. 2C12—Correction of Adhesive Caulked Glass Installation Waterleaks.

OPERATION "A" - Trim off adhesive caulking material along edge of glass.

OPERATION "B" - Prime areas indicated using a small brush.

OPERATION "C" - Apply adhesive caulking material (use Kit# 4226000 or equivalent.)

OPERATION "D" - Using a flat stick, work adhesive caulking material well into joints of original material, painted body flange and glass.

3 to 4 inches on both sides of leak point or beyond limits of leak area.

7. Immediately after performing step 6, use flat stick or other suitable flat-bladed tool to work adhesive caulking material well into leak point and into joint of original material and body to effect a

watertight seal along entire length of material application (See Operation "D", Fig. 2C12).

8. Spray watertest to assure that leak has been corrected. DO NOT run a heavy stream of water directly on freshly applied adhesive caulking material.

BODY VENTILATION ALL STYLES

The body ventilating system incorporates the use of a detachable shroud top air intake grille, which is attached to the upper shroud panel by screws. The air entering the shroud top air intake grille flows through a duct which guides the air into the body through a shroud side duct panel air outlet assembly. The door in the outlet assembly regulates the flow of air and is adjusted by the use of a cable and knob control. Water entering the air intake grille flows down the shroud side duct panel and is discharged into the rocker panels. The rocker panels contain openings for drainage.

SHROUD SIDE TRIM PANEL

Removal and Installation

1. Remove grille attaching screws and grille.
2. Remove trim panel attaching screw to hinge pillar.
3. Remove sill plate and remove trim panel assembly (Fig. 2C13).
4. To install, reverse removal procedure.

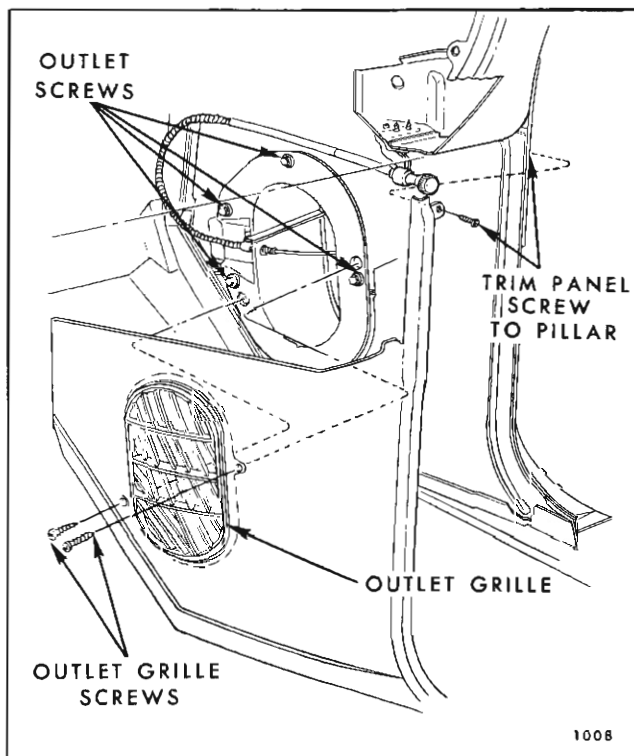


Fig. 2C13—Attachment of Air Outlet, Outlet Grille and Trim Panel

SHROUD SIDE AIR OUTLET DUCT

Removal and Installation

1. Remove shroud side trim panel.
2. Remove control cable from outlet, (Fig. 2C13) remove or loosen necessary heater parts to allow space to remove outlet assembly.
3. Remove screws securing outlet assembly to shroud side panel (Fig. 2C13) and remove assembly.
4. To install, apply medium-bodied sealer around entire inner flange of outlet assembly, to insure watertight seal to shroud, and reverse removal procedure (Fig. 2C14).

SHROUD SIDE DUCT AIR OUTLET DOOR

Removal and Installation

1. Remove shroud side trim panel.
2. Remove control cable.
3. Remove shroud side duct air outlet assembly.
4. Depress upper door pin to disengage pin and remove door. (Fig. 2C14).
5. To install, reverse removal procedure.

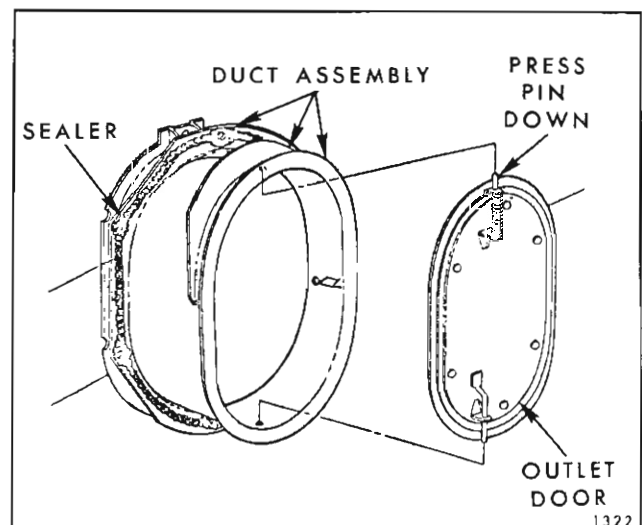


Fig. 2C14—Shroud Side Air Outlet Duct Assembly and Sealing

INSTRUMENT PANEL ASSEMBLY ALL STYLES

INSTRUMENT PANEL COMPARTMENT DOOR

Removal and Installation

The instrument panel compartment door hinges and stops are an integral part of the door. The

hinges and door assemblies are attached to the instrument panel by screws. To remove door and stop assemblies, remove attaching screws securing hinge to instrument panel, (Fig. 2C15, Fig. 2C16, Fig. 2C17) lift up door, rotate anti-clockwise to remove stop from opening in panel. To install, reverse removal procedure.

Adjustments

1. To move door up or down, shim between hinge and instrument panel.
2. To move door in or out, loosen attaching screws and position door in or out as desired.
3. To move door right or left, loosen attaching screws and position door as desired.
4. Striker plates are adjustable on the door on 43-44000 series and on the instrument panel on 13000 and 23000 series. (Fig. 2C15, Fig. 2C16, Fig. 2C17).

INSTRUMENT PANEL DOOR LOCKS

Removal and Installation

1. On 13000 series and on 23000 series, remove attaching screws and remove lock assembly, (Fig. 2C15, Fig. 2C16).

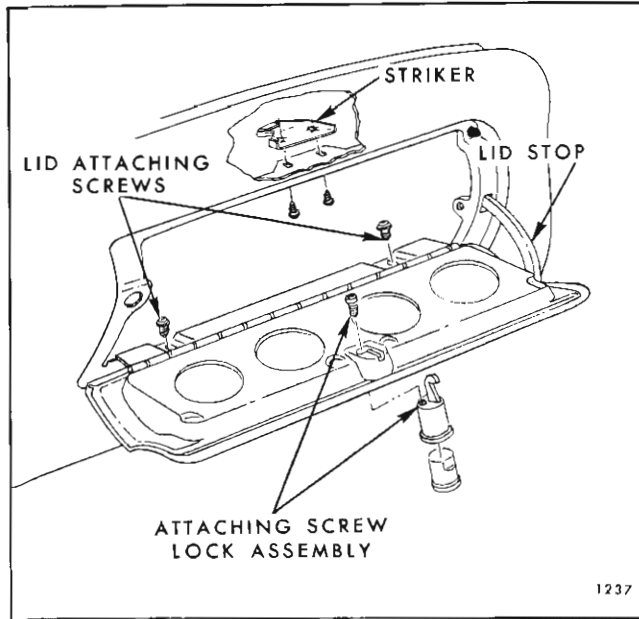


Fig. 2C15—Instrument Panel Compartment Door Assembly - 13000 Series

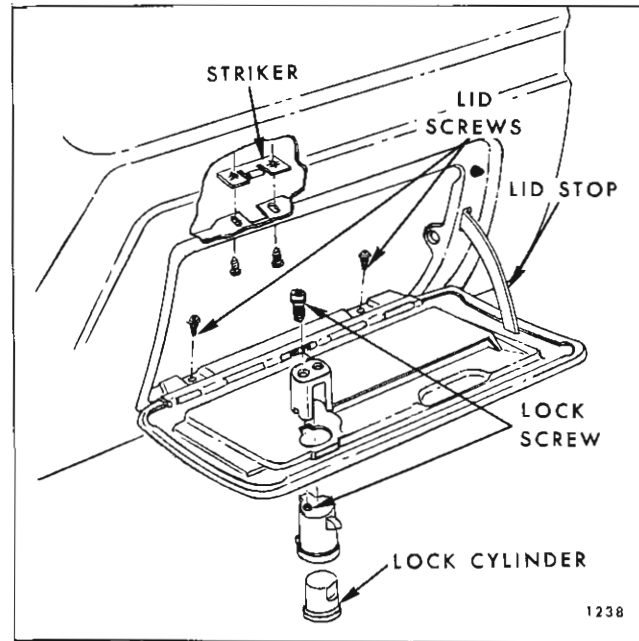


Fig. 2C16—Instrument Panel Compartment Door Assembly - 23000 Series

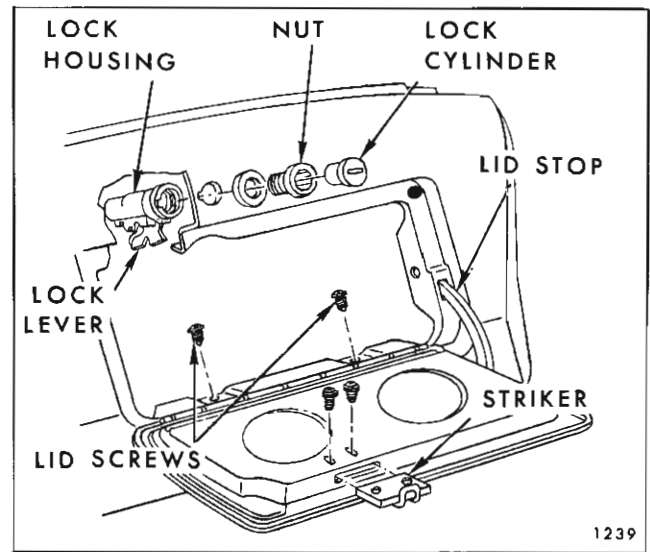


Fig. 2C17—Instrument Panel Compartment Door Assembly - 43-44000 Series

2. On 43-44000 series, with key removed and in unlocked position, open door, push locking lever forward to locked position, then working from the right side of the lock housing, insert 1/8" wire in slot of housing, depress tumblers of lock cylinder and remove lock cylinder. Remove lock retainer, by unscrewing retainer to housing and remove lock. (Fig. 2C17).

3. To install, reverse removal procedure.

INSTRUMENT PANEL COVER 13000 SERIES

The instrument panel cover is secured to the instrument panel by studs and nuts. (Fig. 2C18).

Removal and Installation

1. Loosen or remove necessary chassis parts. Working from under instrument panel remove attaching nuts and remove cover. (Fig. 2C18). To install, reverse removal procedure.

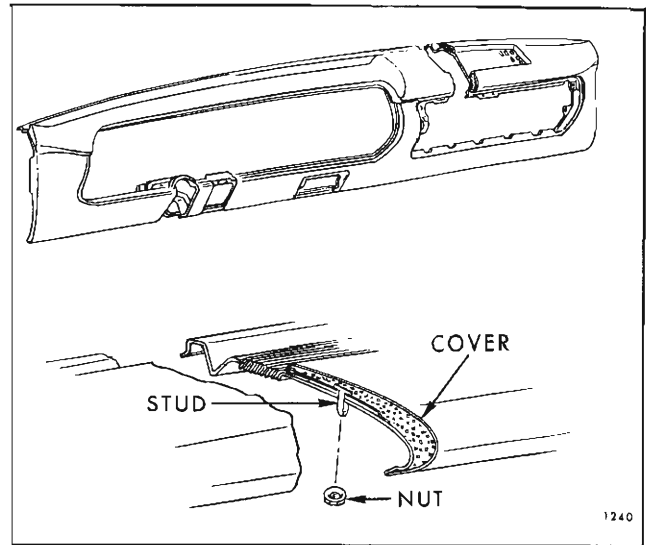


Fig. 2C18—Instrument Panel Cover - 13000 Series