

DOORS

FRONT AND REAR DOORS

ALL STYLES

The door section consists of a series of specific service operations applicable to the removal and installation of each individual door hardware component. In addition, because hardware alignment affects door sealing and the operation of door mechanisms, adjustment procedures are included for those parts that have adjustment provisions.

To facilitate locating specific service operations, the door section is divided into three areas. These areas are titled and arranged in the following sequence:

a. "Front and Rear Doors" which consists of operations similar to both front and rear doors.

b. "Front Doors" which consists of operations applicable to front doors only.

c. "Rear Doors" which consists of operations applicable to rear doors only.

d. "Side Roof Rail Weatherstrips."

FRONT AND REAR DOOR WEATHERSTRIPS ALL STYLES

Door weatherstrips are retained below the belt line by nylon fasteners and above the belt line (closed styles only) by weatherstrip adhesive. In addition, on coupe styles the upper ends of the weatherstrip are additionally retained at the belt line by plastic snap-fasteners.

The nylon fasteners, which are component parts of the weatherstrip, are serrated and retain the weatherstrip to the door by engaging piercings in the door panel. Although the fasteners are a component part of the weatherstrip and are pre-installed on replacement strip assemblies, they are available as a separate service part.

To remove a weatherstrip retained with the nylon fastener requires the use of tool J-21104, or equivalent, as shown in Figure 2D1. If this tool is not available, a comparable tool can be fabricated according to the dimensions shown.

Removal:

1. On hardtop and convertible styles, remove snap fasteners securing ends of weatherstrip at belt line of door hinge pillar and lock pillar.

2. Using a flat-blade tool, carefully break cement bond securing weatherstrip to door at belt line.

3. Slide weatherstrip removal tool under weatherstrip at each fastener location and grip fastener as close to door panel as possible; then, gently pry fastener out of its respective door piercing.

CAUTION: Exercise care not to damage serrations or fasteners during removal as they are necessary to maintain a good weatherseal.

4. On hardtop and convertible styles the weatherstrip can now be removed. On closed styles, proceed with step #5.

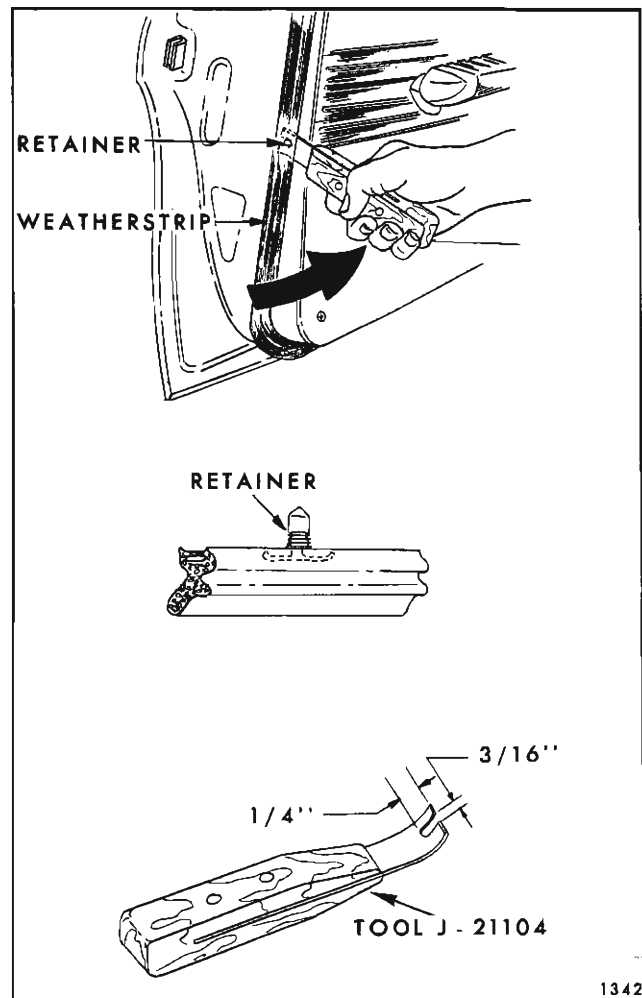


Fig. 2D1—Door Weatherstrip Removal

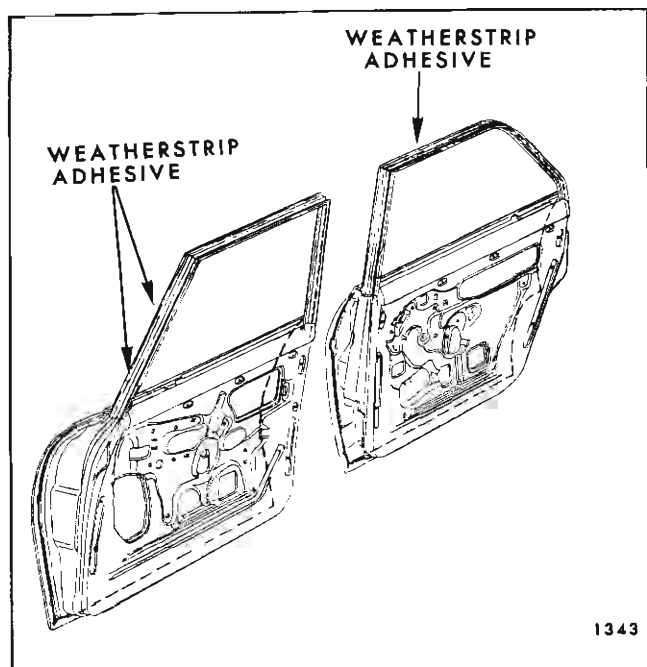


Fig. 2D2—Door Weatherstrip Adhesive Application

5. With a putty knife, or other suitable flat-bladed tool, remove weatherstrip from door upper frame weatherstrip channel. Exercise care not to damage weatherstrip during this operation.

Installation:

1. Check weatherstrip nylon fasteners for damage and replace, if necessary.

2. Clean off old cement from door to insure a clean cementing surface. On hardtop and convertible styles, apply a bead of an approved weatherstrip adhesive to hinge and lock pillar facing of door. Begin adhesive application at belt line and continue down door for approximately seven to nine inches. On closed styles, begin adhesive application approximately five inches below belt line on hinge pillar side of door and continue around entire door upper frame to five inches below belt line on lock pillar side of door (See Fig. 2D2).

NOTE: Adhesive usage is usually limited to areas indicated in step #2. Adhesive, however, can be applied to any point where additional retention of weatherstrip is needed.

3. On closed styles, install weatherstrip into door upper frame weatherstrip channel. On all styles, install weatherstrip fasteners by pressing fasteners into door panel piercings. A protected hammer can be used if necessary.

NOTE: In the event a weatherstrip becomes damaged at a fastener location and will not

properly retain the fastener, remove fastener and cement weatherstrip into place. If, however, two or more consecutive fasteners will not remain engaged in the weatherstrip, replacement of the weatherstrip will probably be necessary.

All door weatherstrips are impregnated with a silicone lubricant and additional lubrication is not required.

FRONT AND REAR DOOR ARM RESTS

All arm rests of the applied type are secured to the door inner panel by two attaching screws which fit into self-threading piercings located in the door inner panel. The arm rest attaching screws are sealed to the door inner panel with body caulking compound.

Removal and Installation:

1. Remove screws securing arm rest to door inner panel and remove arm rest.

2. To install, reverse removal procedure.

FRONT AND REAR DOOR INSIDE HANDLES

Removal:

1. On styles equipped with a paddle handle, remove door arm rest.

2. Remove handle-to-remote attaching bolt or screw and remove handle from door.

3. On all other styles, depress door trim assembly at handle sufficiently to install tool J-7797 between handle and bearing plate.

4. Push handle and retaining spring out of engagement and remove handle and bearing plate from door (See Fig. 2D3).

Installation:

1. Install retaining spring on handle and bearing plate over regulator spindle.

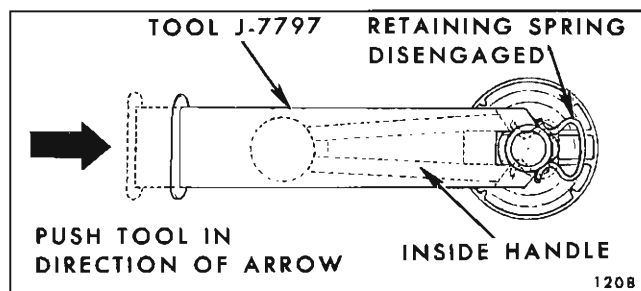
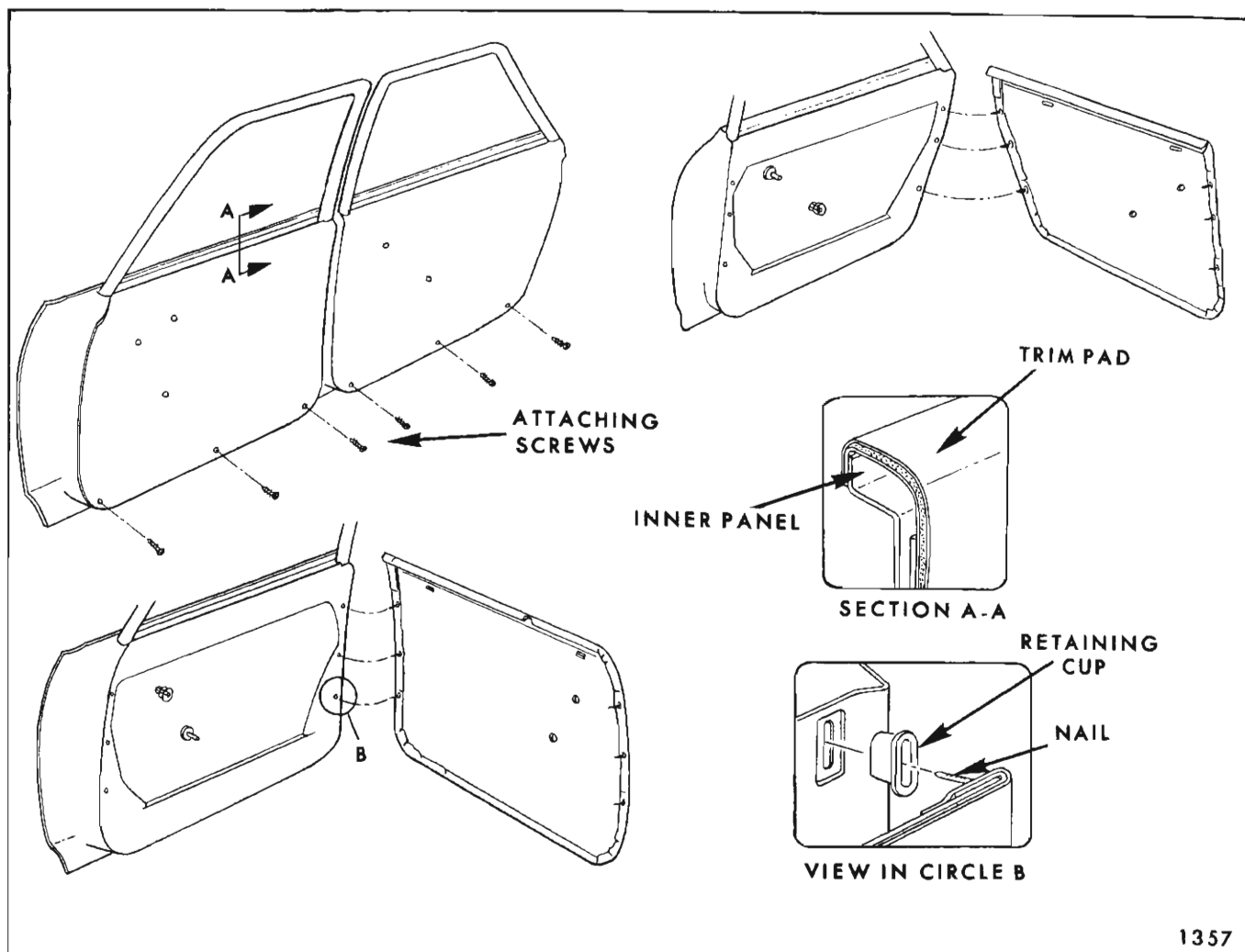


Fig. 2D3—Disengaging Door Inside Handle Retaining Spring



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Fig. 2D4—Hang-on Door Trim Pads

2. Position handle on spindle at same angle as handle on opposite door, and push handle until spring is engaged.

FRONT AND REAR DOOR TRIM PADS 33800 AND 44400 SERIES STYLES

Trim assemblies on these styles are the hang-on type and are further secured by attaching screws along bottom edge and by retaining nails inserted into plastic retaining cups located in the door inner panel.

Removal and Installation:

1. Remove door inside handles and arm rest assembly.

2. At bottom of door, remove screws securing trim assembly to door inner panel.

3. With a clean rubber mallet, tap along sides of trim pad to help free nails from retainers.

4. Starting at bottom of trim pad, carefully insert tool J-6335, or a suitable flat-bladed tool, between door trim assembly and door inner panel at retaining nail locations and disengage nails from retainers. Remove door trim pad from door. (See Fig. 2D4).

5. To install, reverse removal procedure.

CAUTION: Retaining nails must not pierce back of plastic retainers as waterleaks may develop. For this reason it is important that PROPER LENGTH repair tab nails (1/2") are used when replacing broken trim retaining nails.

NOTE: If plastic retainers are loose and will not remain engaged in door inner panel, install a 1/2" x 3/4" piece of cloth-backed waterproof body tape over retaining hole in door inner

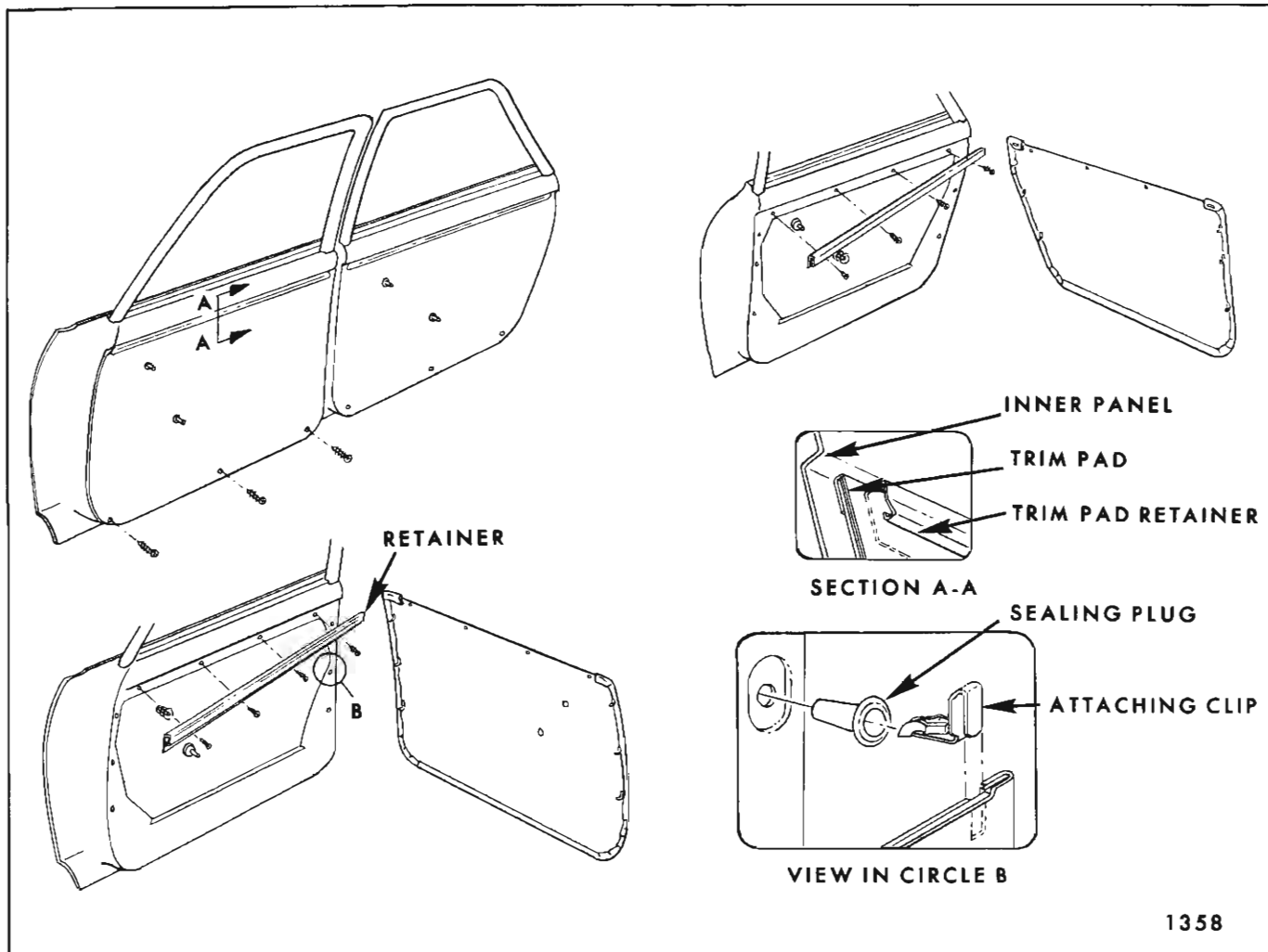


Fig. 2D5—Door Trim Assemblies

panel. Make two slits in tape to form an "X" pattern. Check retainer for snug fit. If retainer is still loose, repeat above operation by installing a second piece of tape over existing repair. This procedure may also be used to repair waterleaks which develop around perimeter of retainer.

FRONT AND REAR DOOR TRIM PADS—ALL STYLES EXCEPT 33800 AND 44400 SERIES STYLES

Both the front and rear door trim assemblies are secured to the door inner panel by trim pad retainers at top, retaining clips along both sides and screws at the bottom. Trim pad retainers are attached to the door inner panel by screws. The retaining clips (along sides) are pressed into plastic retainers or cups which fit into slots in the door inner panel.

Removal and Installation:

1. Remove door inside handles and arm rest assembly.

2. Remove attaching screws along bottom of door trim pad.

3. Carefully insert tool J-6335, or a suitable flat-bladed tool, between door trim assembly and door inner panel at retaining clip locations and disengage clips from retaining plugs (See Fig. 2D5).

NOTE: Broken or damaged retaining clips should be replaced.

4. Pull top edge of trim pad down slightly to disengage it from the trim pad retainer and remove trim pad from door.

5. To install, reverse removal procedure. Exercise care not to disturb inner panel water deflector.

NOTE: If plastic retaining plugs are loose and will not remain engaged in door inner panel, install a 1/2" x 3/4" piece of cloth-backed waterproof body tape over retaining plug hole and door

inner panel. Make two slits in tape to form an "X" pattern. Check retainer for a snug fit and, if still loose, repeat above operation by installing a second piece of tape over the existing repair. This same procedure can be used to repair waterleaks which develop around perimeter of retainer.

FRONT AND REAR DOOR WATER DEFLECTORS

A waterproof paper deflector is used to seal the door inner panel and prevent entry of water into body. The deflector is secured by a string loaded sealing material along both front and rear edges and by the application of waterproof sealing tape at front and rear lower corners. Whenever work is performed on front or rear doors where the paper water deflector has been disturbed, the deflector must be properly sealed and taped to the inner panel to prevent serious waterleaks. It is important that all service personnel performing door hardware adjustments or sealing operations are aware of the importance of using the specified material and recommended removal and installation or replacement procedures. For service sealing, body caulking compound is recommended if additional sealing material is required.

When access to the inner panel is required to perform service operations, the deflector may be completely or partially detached from the inner panel. If the existing water deflector is damaged, so that it will not properly seal the door, replacement of the deflector is required.

The following procedure covers complete removal and installation of the water deflector. If only partial removal of the deflector is required, perform only those steps which are necessary to expose the required area of the door inner panel.

Removal:

1. Remove door trim assembly.
2. Remove door trim pad upper retainer on all styles except 33800 and 44400 series styles.
3. Remove strips of waterproof body tape securing lower corners of water deflector.
4. With a putty knife, or other suitable flat-bladed tool, carefully break cement bond securing upper corners of water deflector to door inner panel. Make sure string, located within sealer, is against water deflector and carefully slide putty knife between sealer and door inner panel along both sides of door to disengage sides of water deflector from door inner panel.

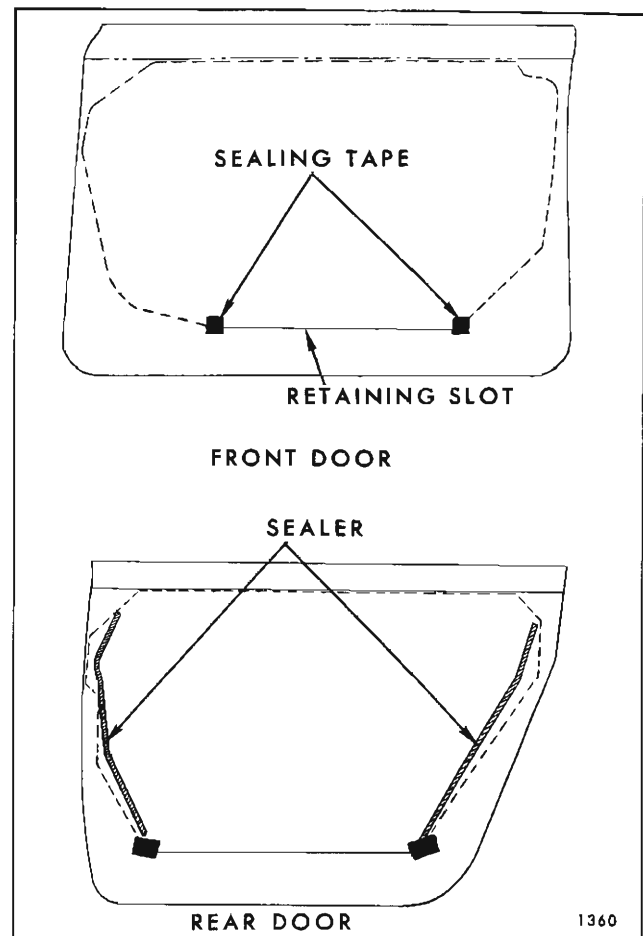


Fig. 2D6—Front and Rear Door Water Deflectors

5. Disengage lower edge of water deflector from retaining slot in door inner panel and remove water deflector (See Fig. 2D6).

Installation:

1. Inspect water deflector and, where necessary, repair any tears or holes with waterproof body tape applied to both sides of deflector. In addition, if bond between polyethylene coating and deflector paper has been torn, cut or damaged, apply waterproof body tape to both sides of deflector over damaged area to prevent water from wicking on uncoated side of deflector.
2. If a new water deflector is to be installed, use old water deflector as a template, trim new deflector to proper size and cut holes for doors inside hardware. If old sealer does not effect a satisfactory seal, apply a bead of body caulking compound (approximately 3/16" diameter) to inner panel at unsealed areas.
3. Position water deflector to door inner panel with polyethylene coated side of deflector against

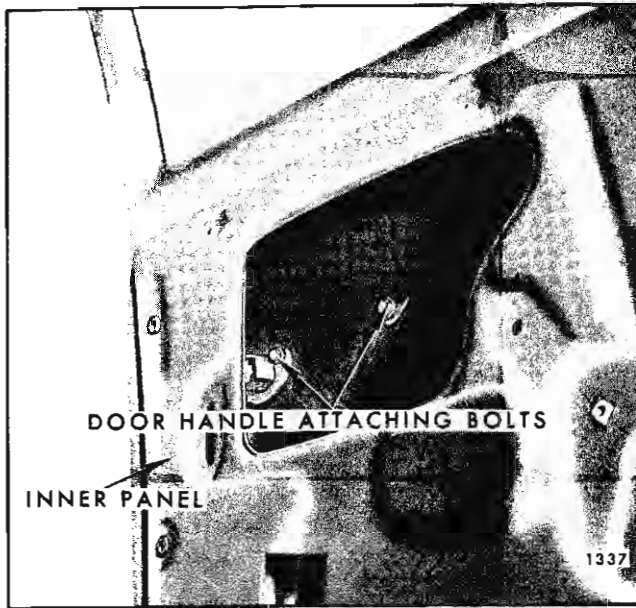


Fig. 2D7—Door Outside Handle Attachment

inner panel. Insert lower edge of deflector in retaining slot. Then firmly roll or press seal areas to obtain a good bond between deflector and door inner panel.

4. Seal lower corners of deflector with 2" or 2 1/2" waterproof body sealing tape.

5. Clean off all excess cement or caulking compound and install previously removed door trim and inside hardware.

FRONT AND REAR DOOR OUTSIDE HANDLE ASSEMBLY

Removal and Installation:

1. Raise door window and remove door trim pad.

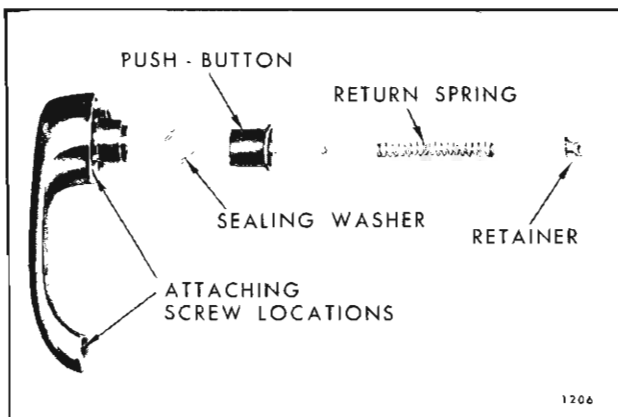


Fig. 2D8—Front Door Outside Handle Assembly

2. Detach water deflector sufficiently to gain access to door outside handle attaching screws.

3. Remove screws through inner panel. Remove door handle and gaskets from outside of body (See Fig. 2D7).

4. To install, reverse removal procedure.

DISASSEMBLY AND ASSEMBLY OF DOOR OUTSIDE HANDLE

1. Remove door outside handle.

2. Depress and rotate retainer 1/4 turn. On front doors, the retainer, push-button, push-button return spring and sealing washer can be removed separately. On rear doors the retainer, push-button and push-button return spring are serviced as one unit. See Figure 2D8 for front doors and 2D9 for rear doors.

3. To assemble, reverse disassembly procedure.

FRONT AND REAR DOOR LOCK SPRING CLIPS

A spring clip is used on the door lock levers to secure the remote control connecting rod and inside locking rod. A slot in the spring clip provides for disengagement of the clip, thereby facilitating detachment of the connecting rod from the lock lever.

To disengage the spring clip, use a screwdriver, or other suitable tool, to slide the clip out of engagement.

Figure 2D10 shows the door lock spring clip engaged and disengaged.

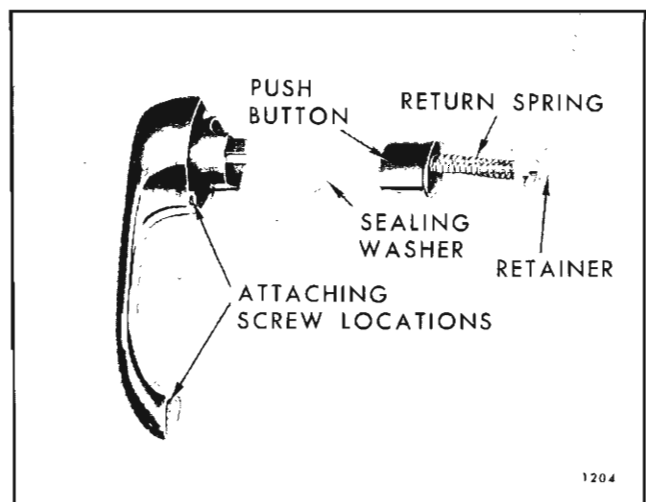


Fig. 2D9—Rear Door Outside Handle Assembly

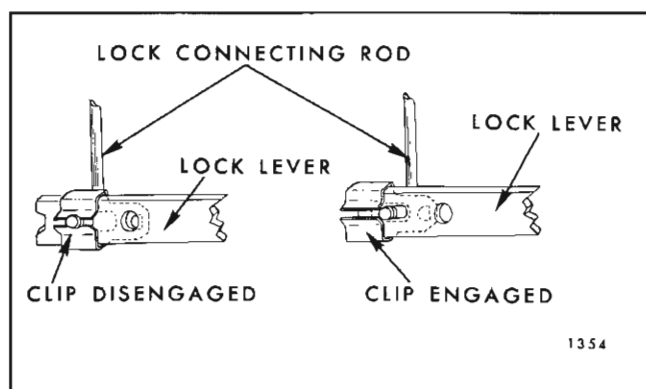


Fig. 2D10—Door Lock Spring Clip

FRONT AND REAR DOOR LOCK STRIKERS

All lock strikers consist of a single metal bolt and washer assembly. Strikers are attached to a floating cage nut located in the body lock pillar panel. The head of the striker bolt utilizes a hex head (Allen) wrench fitting for removal and installation of the striker. Strikers are equipped with a rubber sleeve to act as a door closing silencer.

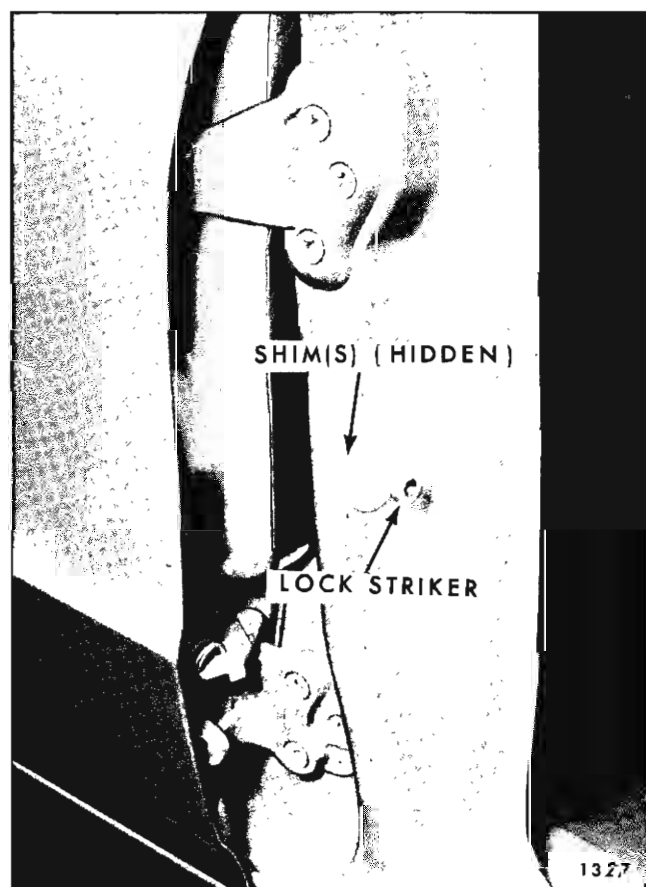


Fig. 2D11—Front Door Lock Striker Assembly

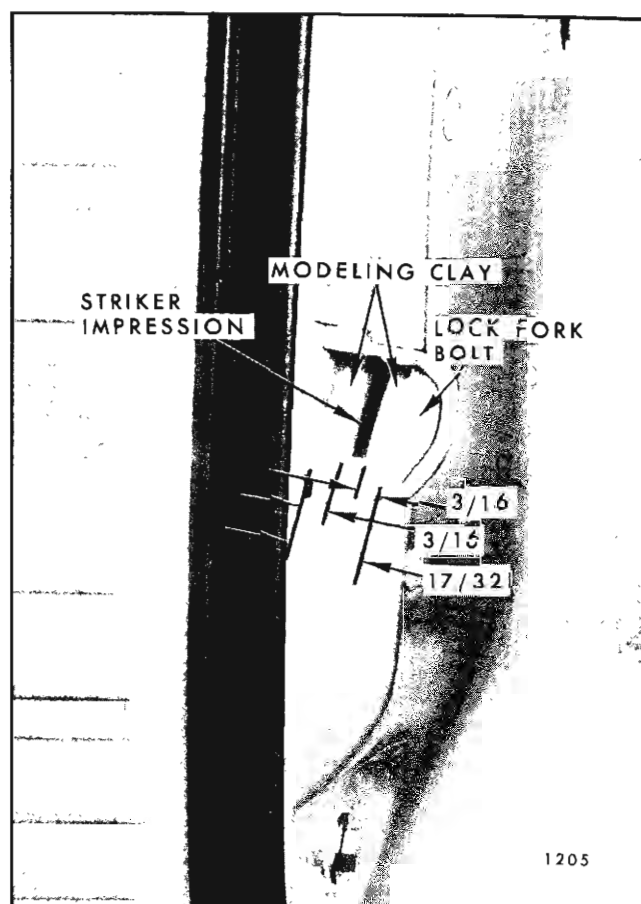


Fig. 2D12—Door Lock Striker Engagement

Removal and Installation:

1. With a pencil, mark position of striker on body pillar.
2. Using a 5/16" hex head wrench (Allen), remove striker from body lock pillar (See Fig. 2D11).
3. To install, place striker within locating marks on pillar and install striker.

IMPORTANT: Whenever a door has been removed and reinstalled or realigned, the door SHOULD NOT be closed completely until a visual check is made to determine if lock fork bolt will correctly engage with striker.

Adjustments

1. To adjust striker up or down or in or out, loosen striker bolt and shift striker as required and tighten bolt.

DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER SPACERS

1. Door(s) should be properly aligned before checking lock striker spacer requirements.

2. To determine if door lock striker spacers are required, apply modeling clay or body caulking compound in lock where striker engages as shown in Figure 2D12.

Close door to form a measurable impression in clay or caulking compound as depicted in this illustration.

3. The striker head should make an impression in center of clay to be properly aligned fore and aft. As shown in Figure 2D12, a distance of $3/16$ " should exist on either side of striker impression. Although $3/16$ " is the preferred measurement, a tolerance of $1/32$ " is allowed on either side of striker engagement center area. The striker assembly is factory equipped with one spacer $5/32$ " in thickness. This factory spacer and three service spacers are available as service parts. Usage of these four spacers, in various combinations, can achieve the desired fore and aft positioning of lock strikers. The minimum number of spacers required is zero. The maximum spacer width allowed is determined by need. Spacers are available in $5/64$ ", $5/32$ ", $1/4$ " and $5/16$ " thicknesses.

FRONT AND REAR DOOR PINCHWELD FINISHING STRIPS

On all styles, a pinchweld finishing strip is used around door openings. All strip assemblies are reinforced by a full metal insert and are retained by integral lips of the finishing strips.

Removal and Installation:

1. Remove door sill plate.
2. On four-door styles, remove center pillar to roof rail finishing plate.
3. On two-door styles (except convertibles) remove rear quarter window upper corner finishing molding.
4. On station wagon styles, remove rear door upper lock pillar to roof rail finishing plate.
5. Beginning at either end of pinchweld finishing strip, carefully pull strip from pinchweld.
6. To install, reverse removal procedure.

FRONT AND REAR DOOR WINDOW GLASS RUN CHANNEL INNER AND OUTER STRIP ASSEMBLIES

Glass run channel strip assemblies are used on all styles incorporating a dropping window and are designed to prevent cold air and water from entering the body between the door window lower sash

channel and door inner and outer panels. On all 23000 styles, the inner strip assembly is constructed of an extruded rubber lip, similar to the outer strip assembly. On all other styles, the inner strip assembly is constructed of a pile fabric material. In either case, the inner strip is stapled to a metal backing and secured to the door inner panel by a series of attaching clips on all styles not equipped with a hang-on type door trim pad. On styles equipped with a hang-on trim pad the inner strip assembly is attached to the top of the trim pad and is not normally removed for service procedures. The outer strip assembly is constructed of rubber with a metal insert. On styles equipped with a door window lower reveal molding, the rubber strip is stapled to the molding and the molding is attached to the door outer panel by attaching screws. On styles not equipped with a door window lower reveal molding, the outer strip assembly is attached to the door outer panel by a series of attaching clips only. On all styles, the inner strip assembly remains in a stationary position during operation of door glass. On the outer strip assembly, however, the inboard section of the sealing lip is lifted and held in position by the door window lower sash channel or filler when door glass is raised. (See Fig. 2D13).

Removal and Installation:

1. Lower door window and apply masking tape

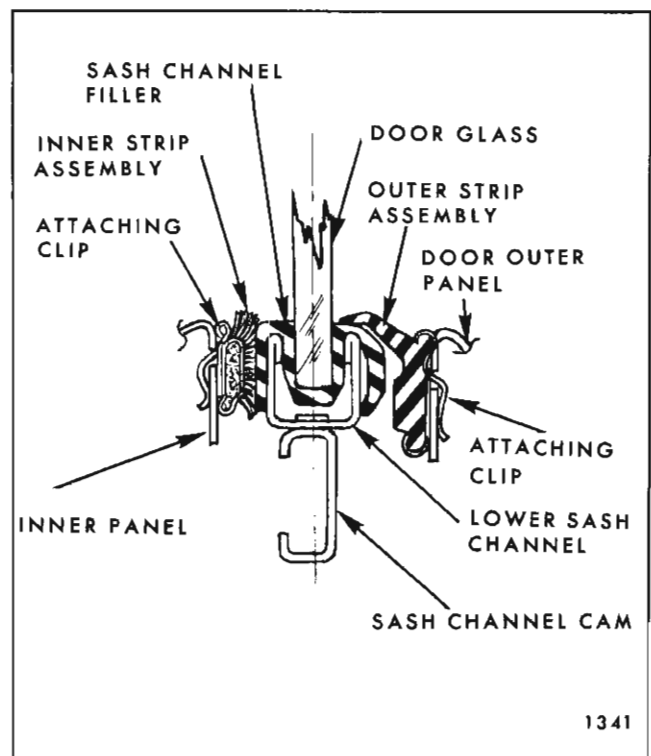


Fig. 2D13—Door Window Glass Run Channel Strip Assemblies

over door outer panel adjacent to outer strip assembly to protect paint finish.

2. On front doors of styles equipped with a lower reveal molding, remove the front door ventilator assembly as described in the "Front Door" section of the Body Service Manual. This is necessary to gain access to the forward attaching screw of the door lower reveal molding.

3. On rear doors, remove rear door window in order to gain access to attaching screws.

4. Remove the door window lower stop or stop bumper, on front doors, and lower door window as far down as possible to gain access to the outer strip assembly attaching screws.

5. Depending on body style, remove attaching screws at front and/or rear of strip assembly.

6. Insert a flat-bladed tool, that is slotted to fit over tang of clip, between door panel return flange and strip assembly at clip locations (Fig. 2D14). Carefully pry clips from slots in panel and remove strip assembly.

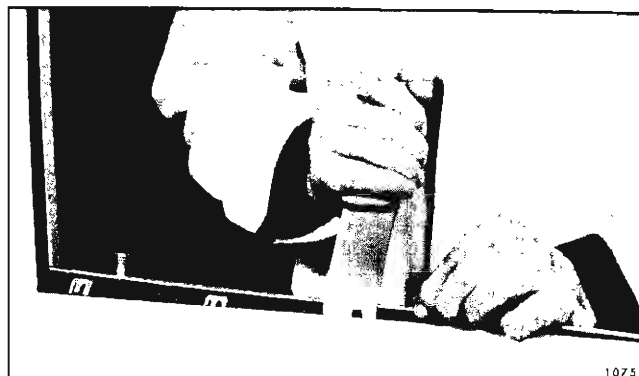


Fig. 2D14—Inner or Outer Strip Assembly Removal

7. To install, position strip assembly so that tang of clips start into slots in door panel, then press at each clip location to engage clips.

Prior to installing strip assembly, reform clip tangs to insure positive retention when installed.

NOTE: To make strip assembly removal tool, make a 1/4" wide by 3/8" deep slot in the end of a J-2772 headlining inserting tool or equivalent.

FRONT DOORS

Figure 2D15 is typical of closed style front doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the front door assembly, their relationship and various attaching points.

Figure 2D16 is typical of hardtop and convertible style front doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the front door assembly, their relationship and various attaching points.

FRONT DOOR HINGES

The front door hinges for all styles are a swing-in type. The lower hinges are constructed of

malleable iron and the upper hinges of die cast aluminum. A single stage hold-open is incorporated in the lower hinge.

CAUTION: Use only the recommended procedures for adjusting front doors. The aluminum upper hinge will break under strain of bending in any attempt to short-cut adjustments. Care should also be exercised when removing or replacing door assembly.

Removal:

To remove the front door assembly without hinges attached, proceed as follows:

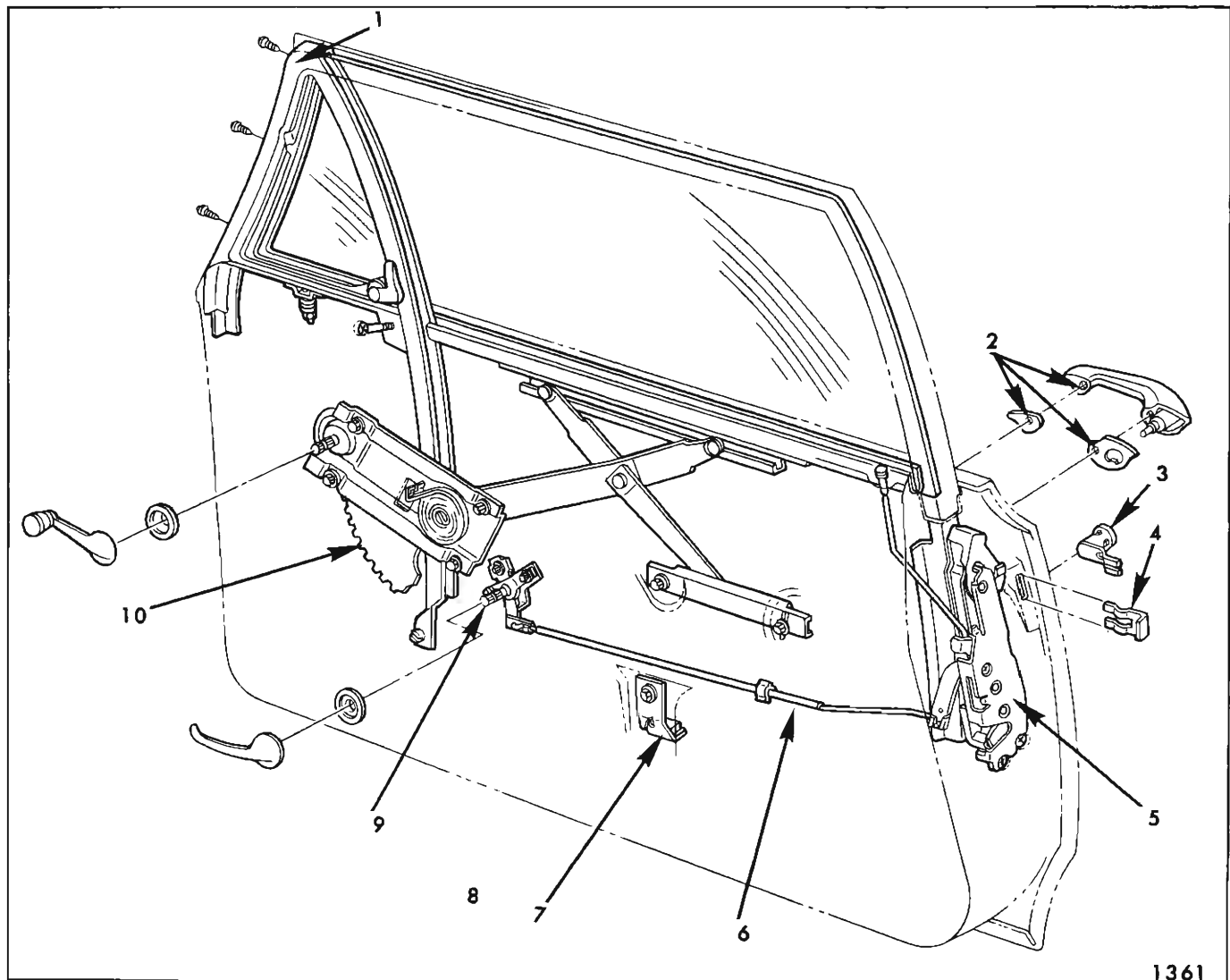


Fig. 2D15—Front Door Hardware

- | | | |
|--|---|--|
| 1. Front Door Ventilator Assembly | 4. Front Door Lock Cylinder Retainer | 7. Front Door Window Lower Stop |
| 2. Front Door Outside Handle and Sealing Gaskets | 5. Front Door Lock Assembly | 8. Front Door Inner Panel Cam |
| 3. Front Door Lock Cylinder Assembly | 6. Front Door Remote Control Connecting Rod | 9. Front Door Remote Control Assembly |
| | | 10. Front Door Window Regulator Assembly |

1. Open door and mark hinge locations on front door hinge pillar.

2. With the aid of a helper, to properly support door, remove screws securing upper and lower hinges to door and remove door assembly (less hinges) from body. Figure 2D17 illustrates hinge to door attachment on a closed style but is typical of all styles.

Installation:

1. As an anti-squeak precaution and to prevent entry of water into body at hinge attaching screw

locations, coat attaching surfaces of hinges with heavy-bodied sealer prior to installing door (See Fig. 2D18).

2. With aid of helper, reinstall door to body opening, align hinges within scribe marks and tighten screws. Check door for proper operation and alignment and adjust door, if required, as described under "Front Door Adjustments".

NOTE: For lubrication of hinges, see "Body Lubrication Section".

To remove the front door assembly with hinges attached, proceed as follows:

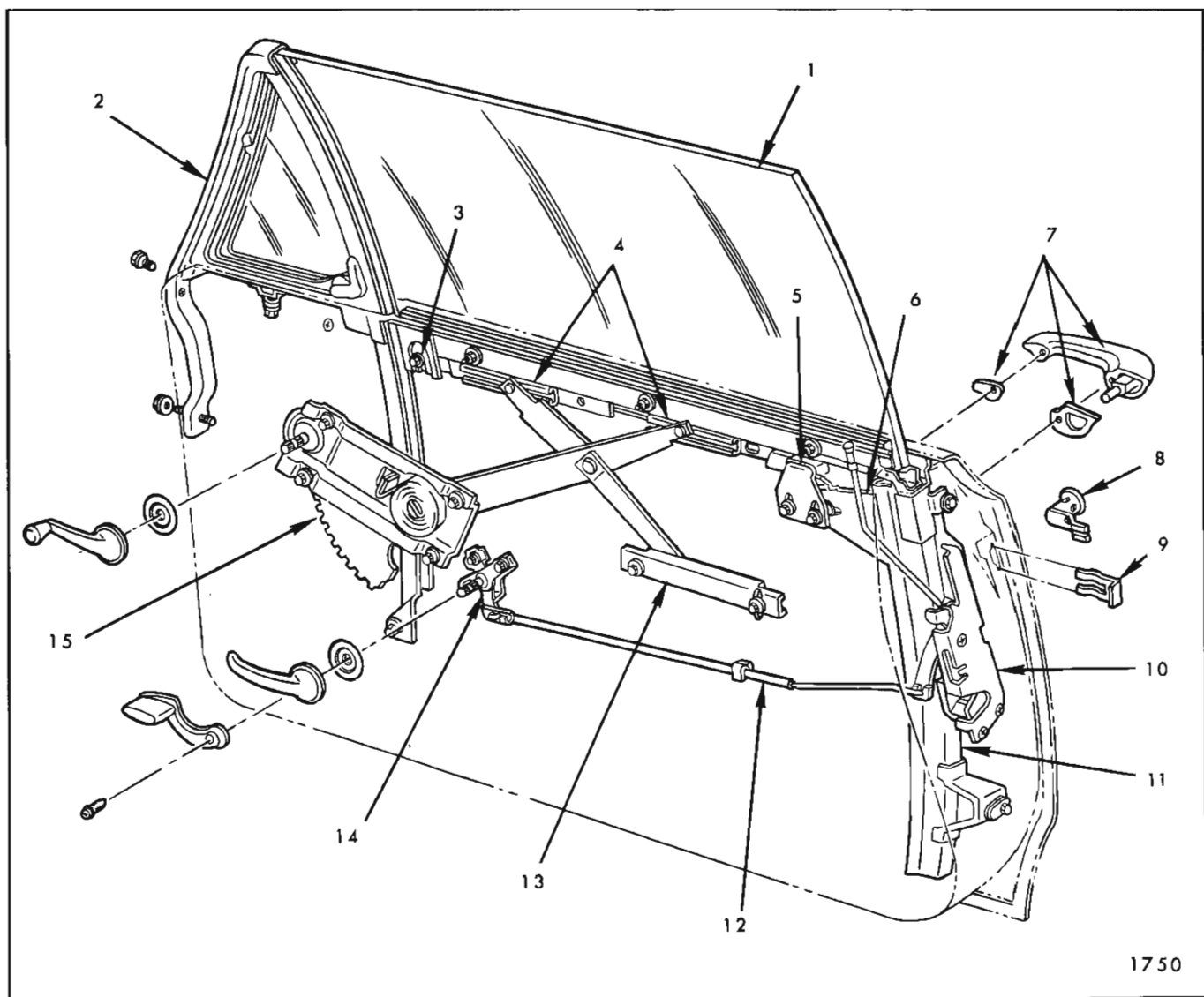


Fig. 2D16—Front Door Hardware "37" and "67" Styles

1. Window Assembly
2. Ventilator Assembly
3. Front Up-Travel Stop
4. Lower Sash Channel Cams
5. Rear Up-Travel Stop

6. Window Guide Plate
7. Outside Handle and Sealing Gaskets
8. Lock Cylinder Assembly

9. Lock Cylinder Retainer
10. Door Lock
11. Glass Run Channel
12. Remote Control Connecting Rod

13. Inner Panel Cam
14. Remote Control
15. Door Window Regulator

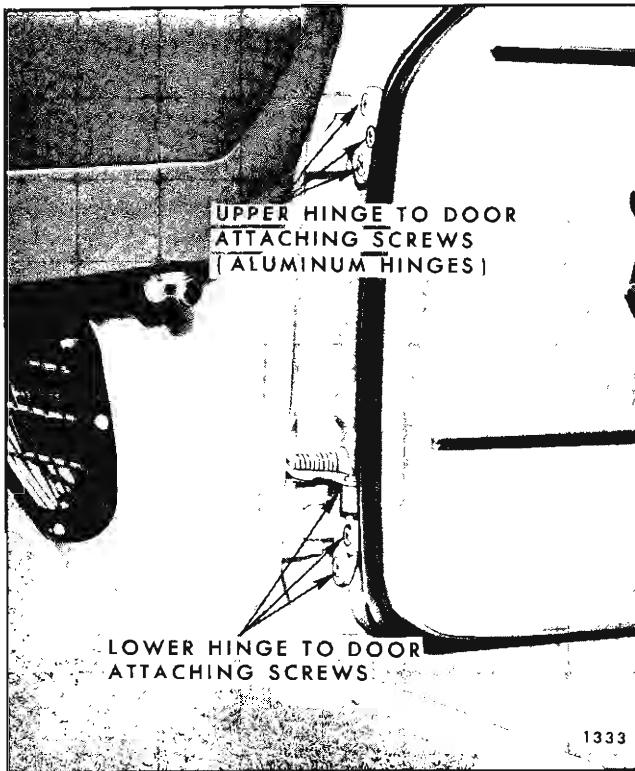


Fig. 2D17—Front Door Hinge Attachment

NOTE: Tool J-21550 is designed for adjustment of front door hinge to body attaching bolts (See Fig. 2D19).

Usage of this tool eliminates the need of loosening the front fender. If tool J-21550 is not available or if additional clearance is desired, perform step one in the following procedure; otherwise, begin with step number two.

1. Loosen front fender as required. The preferred method is to remove the front fender to cowl attaching bolt(s) and the first two or three (closest to cowl panel) fender to fender reinforcement attaching bolts. One or more of these latter bolts also serve as hood hinge attaching bolts. Then, remove lower fender to rocker panel attaching bolt(s) and the first four or five fender to fender skirt attaching bolts and prop rear of fender away from body with a wooden block.

NOTE: The number of fender bolts that must be removed in order to gain adequate looseness of the front fender is determined by the style involved.

2. Mark hinge locations on body hinge pillar.

3. With the aid of a helper, to properly support door, remove bolts securing upper and lower hinges to body and remove door assembly (with hinges attached) from body (See Fig. 2D20).

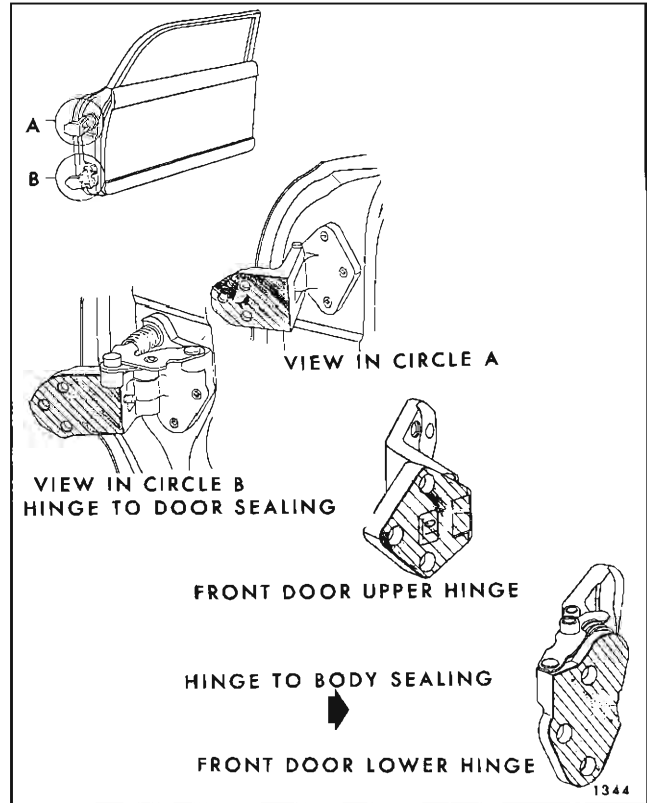


Fig. 2D18—Front Door Hinge Sealing

Installation:

1. As an anti-squeak precaution and to prevent entry of water into door at hinge attaching bolt locations, coat attaching surfaces of hinges with heavy-bodied sealer prior to installing door (See Fig. 2D18).

2. With the aid of a helper, reinstall door to body opening. Align hinges within scribe marks

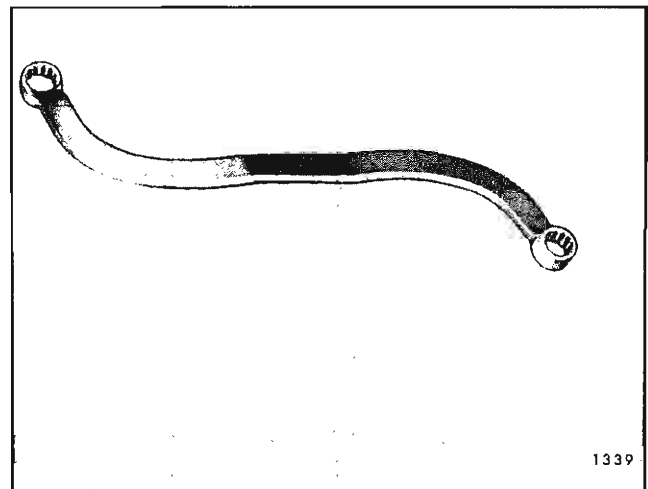


Fig. 2D19—Front Door Hinge Tool J-21550

and tighten bolts. Check door for proper operation and alignment and adjust door, if required, as described under "Front Door Adjustments".

3. Reinstall and tighten front fender attaching bolts.

NOTE: For lubrication of hinges see "Body Lubrication Section".

FRONT DOOR ADJUSTMENTS

Door adjustments are provided through the use of floating anchor plates at the door and body pillars. When checking the door for misalignment and before adjusting the door, remove the door

lock striker from the body pillar to allow door to hang freely on hinges.

To adjust the door up or down and/or fore or aft at the front body hinge pillar, proceed as follows:

1. If tool J-21550 is not available, loosen front fender as required.

2. Mark location of hinges on front body hinge pillar.

3. Loosen hinge attaching bolts and shift door to desired position and tighten hinge attaching bolts.

4. Check door for proper alignment and, where

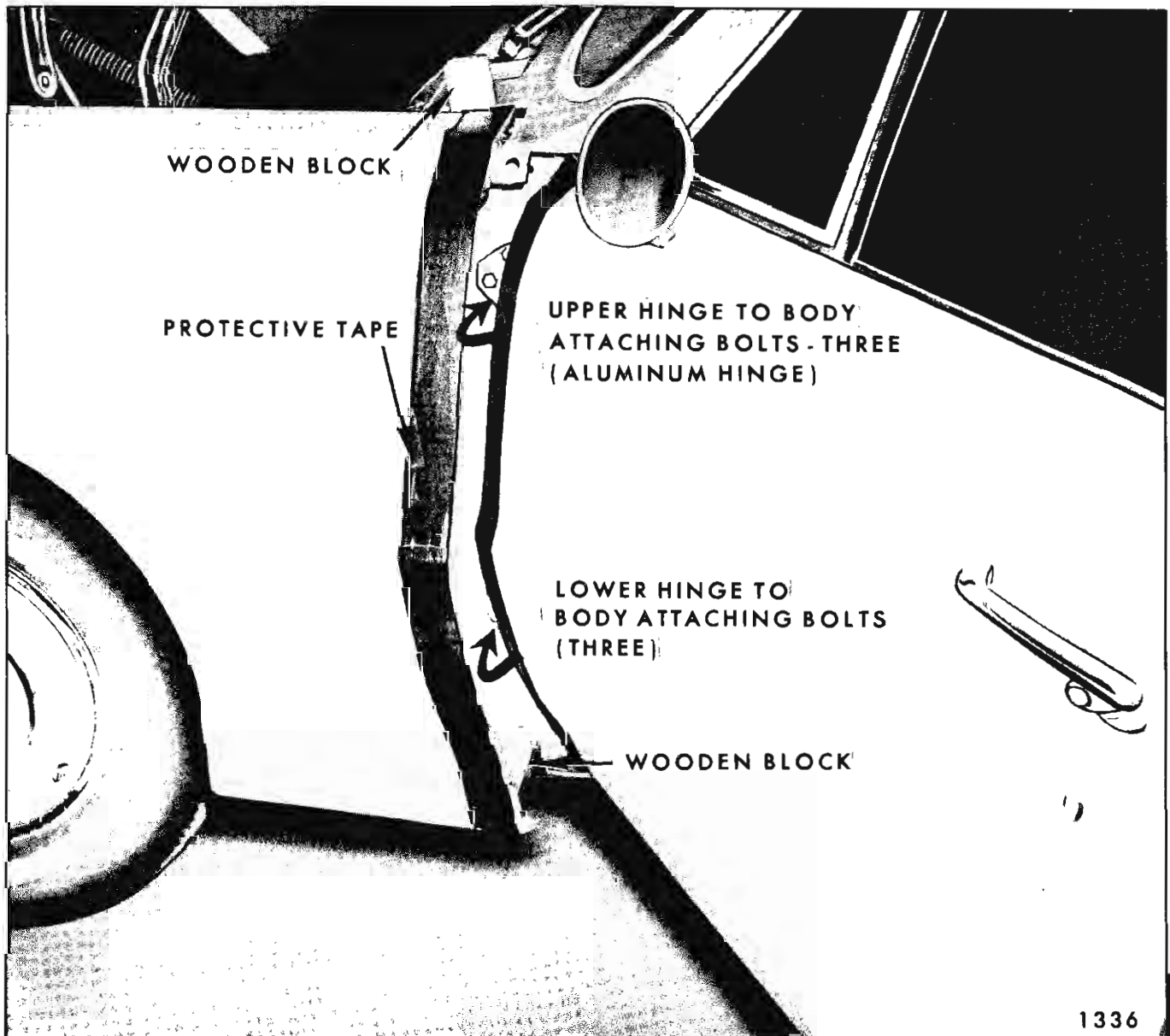


Fig. 2D20—Front Door Hinge Attachment

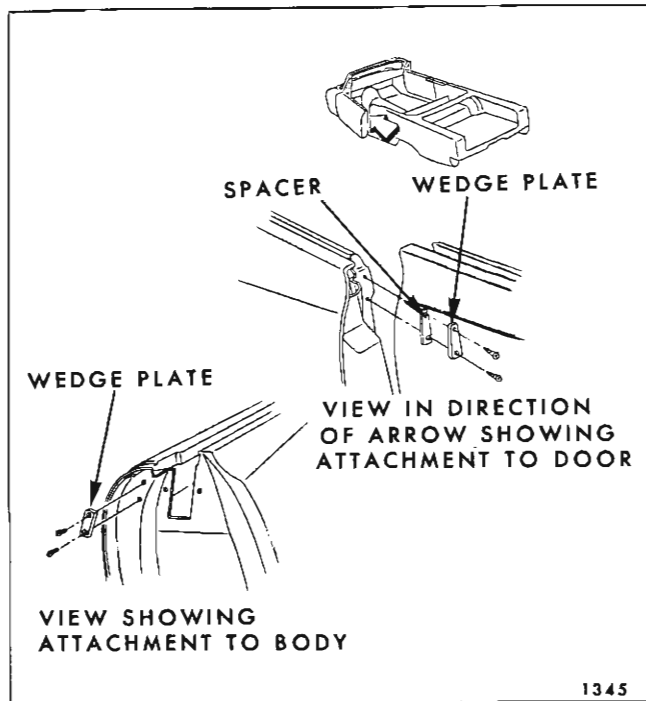


Fig. 2D21—Door Wedge Plate Installation

necessary, repeat steps 2 and 3 above until desired adjustment is attained.

5. Reinstall door lock striker and check lock extension -to- striker engagement as described under "Door Lock Striker Adjustments".

6. If necessary, realign and tighten front fender.

To adjust door in or out at door pillar, proceed as follows:

1. Open front door.

2. Mark location of hinges on front door hinge pillar.

3. Loosen hinge attaching screws and shift door to desired position and tighten hinge attaching screws.

4. Check door for proper alignment and, where necessary, repeat steps 2 and 3 above until desired adjustment is attained.

5. Reinstall door lock striker and check lock extension -to- striker engagement as described under "Door Lock Striker Adjustments".

FRONT DOOR WEDGE PLATES "67" STYLES

Door wedge plates are used to provide additional support for convertible style doors when they are

closed. The plates are installed with screws to the door and body lock pillars just below the belt line. The body wedge plate is metal and the door wedge plate is nylon. If necessary, shims can be installed under the door wedge plate to obtain the desired 1/32" interference. These shims are available as a service part. To remove either wedge plate, simply remove the exposed screws (Fig. 2D21).

FRONT DOOR WINDOW LOWER SASH CHANNEL GUIDE PLATE "37" AND "67" STYLES

The door window guide plate is attached to the door glass lower sash channel by two bolts and acts as a guide during operation of door glass. The guide plate also serves as the door window rear up travel stop.

Removal and Installation:

1. Raise door window to a position almost fully closed.

2. Remove door trim pad and detach inner panel water deflector sufficiently to gain access to guide plate attaching bolts.

3. Remove two bolts securing guide plate to glass lower sash channel and remove guide plate (See Fig. 2D22).

4. To install, reverse removal procedure. Fore and aft adjustment of the guide plate is provided by usage of elongated attaching holes.

FRONT DOOR WINDOW UP-TRAVEL STOPS "37" AND "67" STYLES

Removal and Installation

1. Raise door window to a position of almost fully closed.

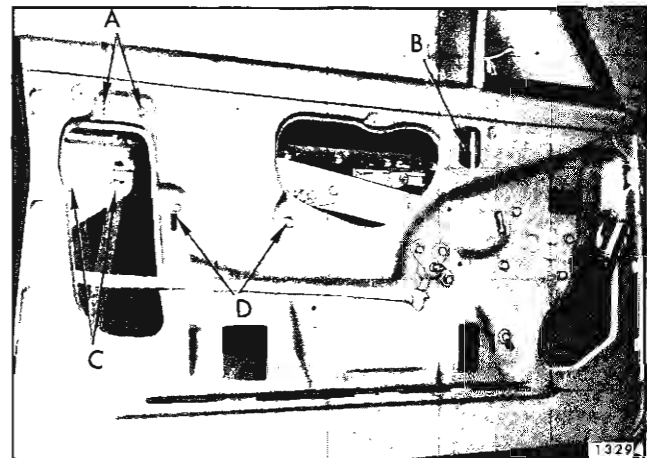


Fig. 2D22—Front Door Hardware

2. Remove door trim pad and detach inner panel water deflector sufficiently to gain access to front and rear up-travel stop attaching bolts.

3. Remove bolts securing rear up-travel stop to door inner panel and front up-travel stop to window lower sash channel (Fig. 2D22) and remove stops from door.

4. To install, reverse removal procedure.

FRONT DOOR WINDOW ASSEMBLY "37" AND "67" STYLES

The front door window assembly consists of a solid tempered safety plate glass window and a bolted-on lower sash channel assembly that includes welded-on lower sash channel cams. With this design, the door glass, lower sash channel, and sash channel cams are removed from the door as a unit. Once removed, the glass can be removed from the sash channel assembly in a bench operation.

Figure 2D23 is an exploded view of the "37-67" style front door window assembly and identifies the various components and their assembly sequence.

NOTE: When installing nuts to lower sash channel to glass bolts, do not exceed torque of 50 inch lbs. (4 foot lbs.).

CAUTION: Use care to make certain glass does not strike hard objects. Edge chips or deep scratches can cause solid tempered safety plate glass to shatter. Do not attempt to grind or drill glass.

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.

2. On styles not equipped with a hang-on door trim pad, remove glass run channel inner strip assembly.

3. Raise door window and remove door window lower sash channel guide plate and front and rear up-travel stops.

4. Remove inner panel cam as described in a following procedure.

5. The door window lower sash channel cams can now be moved even with, or slightly higher than, the belt line of door outer panel. Move door glass to this high point position and slide assembly rearward to disengage regulator arm rollers from

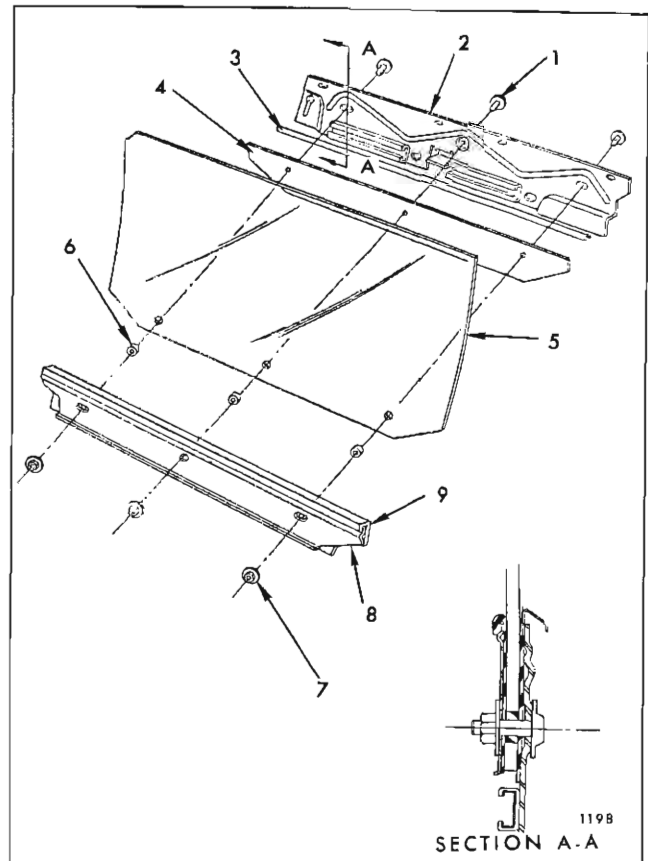


Fig. 2D23—Front Door Window Assembly "37" & "67" Styles

- | | |
|---|---|
| 1. Lower Sash Channel to Glass Attaching Bolt | 6. Glass to Sash Channel Spacers (3) |
| 2. Lower Sash Channel Assembly | 7. Lower Sash Channel to Glass Attaching Bolt Nut |
| 3. Lower Sash Channel Finishing Molding | 8. Lower Sash Channel Inner Filler Support |
| 4. Lower Sash Channel Outer Filler | 9. Lower Sash Channel Inner Filler |
| 5. Door Window Glass | |

front and rear sash channel cams and remove door window from door (See Fig. 2D22).

6. To install, reverse removal procedure.

FRONT DOOR WINDOW ADJUSTMENTS "37" AND "67" STYLES

The front door window is adjustable fore or aft by adjusting the guide plate (See Fig. 2D22). Up and down adjustment is available at the front and rear up-travel stops; rotation of glass is available at the inner panel cam and in and out adjustment at rear edge is available at the rear run channel lower attaching bolt. A slight fore and aft adjustment is available at front edge of glass by adjusting the ventilator division channel at lower adjusting stud and nut (See Fig. 2D22).

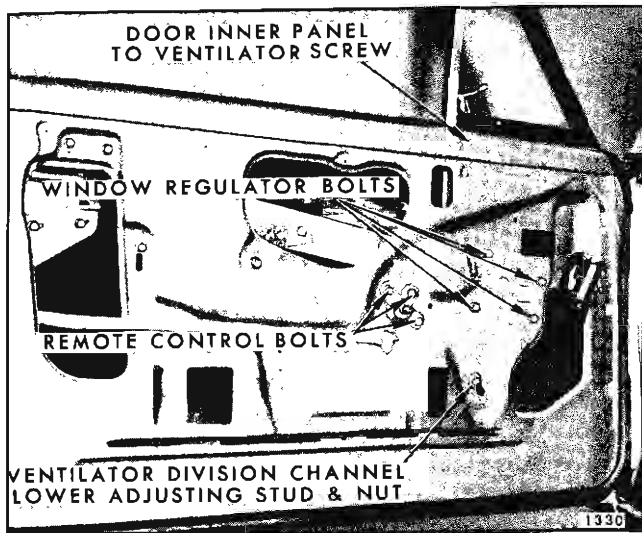


Fig. 2D24—Front Door Hardware

**FRONT DOOR VENTILATOR ASSEMBLY
"37" AND "67" STYLES**

The front door ventilator assembly is a manually operated friction type unit on all styles.

Removal and Installation

1. Raise door window, remove door trim assembly and detach inner panel water deflector.

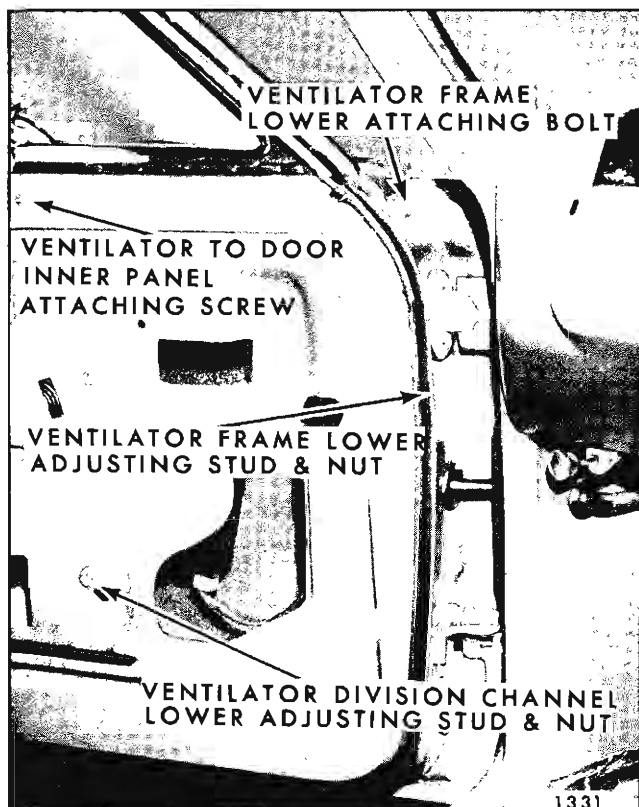


Fig. 2D25—Front Door Ventilator Hardware

2. Remove front door window assembly.
3. Remove ventilator division channel lower adjusting stud nut (See Fig. 2D24).
4. Remove door inner panel to ventilator attaching screw (See Fig. 2D24).
5. On door hinge pillar, remove ventilator frame lower attaching bolt and ventilator frame lower adjusting stud nut (See Fig. 2D25).
6. Lift ventilator assembly from between door inner and outer panels.
7. To install, reverse removal procedure.

**FRONT DOOR VENTILATOR ADJUSTMENTS
"37" AND "67" STYLES**

1. A slight fore and aft adjustment of the ventilator division channel is available at the lower adjusting stud and nut by loosening attaching nut and sliding nut in slot provided (See Fig. 2D25). The division channel can also be positioned in or out by loosening nut and turning stud in or out as required and tightening nut.
2. The effort required to open or close the ventilator can be set by straightening retaining washer tab and tightening or loosening the adjusting nut. Tightening the adjusting nut will increase

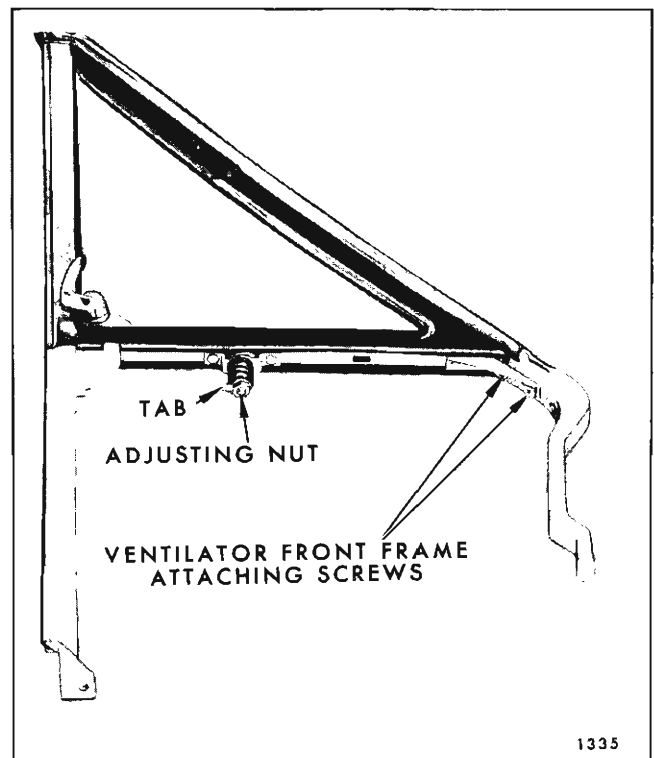


Fig. 2D26—Front Door Ventilator Assembly

effort and loosening adjusting nut will decrease effort. When desired adjustment has been obtained, bend down washer tab to lock nut in position (See Fig. 2D26).

NOTE: This adjustment should be performed as a bench operation.

3. The ventilator frame lower adjusting stud and nut provides in or out adjustment by use of an oversize attaching hole and fore or aft adjustment by turning adjusting stud in or out, as required.

FRONT DOOR VENTILATOR ASSEMBLY ALL STYLES EXCEPT "37" AND "67" STYLES

The front door ventilator assembly is a manually-operated friction type unit on all styles.

Removal and Installation

1. Raise door window, remove door trim pad and detach inner panel water deflector.
2. Remove door window glass run channel lower rear retainer attaching screw and remove retainer through large access hole. Figure 2D27 is typical of retainer retention on all closed styles.
3. Remove window lower stop (Fig. 2D30). Lower door window completely down and slide it as far rearward as possible.
4. Remove ventilator division channel lower adjusting stud nut, ventilator frame to door outer panel return flange attaching screw and three ventilator to door upper frame attaching screws (See View "A" in Fig. 2D28).
5. Remove glass run channel from ventilator division channel (above belt line).
6. Lift ventilator rearward and upward until lower forward corner of assembly is free of door upper frame (See View "B" in Fig. 2D28).
7. Rotate ventilator assembly in an outboard movement and remove unit outboard of door upper frame (See View "C" in Fig. 2D28).
8. To install, reverse removal procedure.

FRONT DOOR VENTILATOR ADJUSTMENTS ALL STYLES EXCEPT "37" AND "67" STYLES

1. A slight fore or aft adjustment of the ventilator division channel is available at the lower adjusting stud and nut by loosening attaching nut

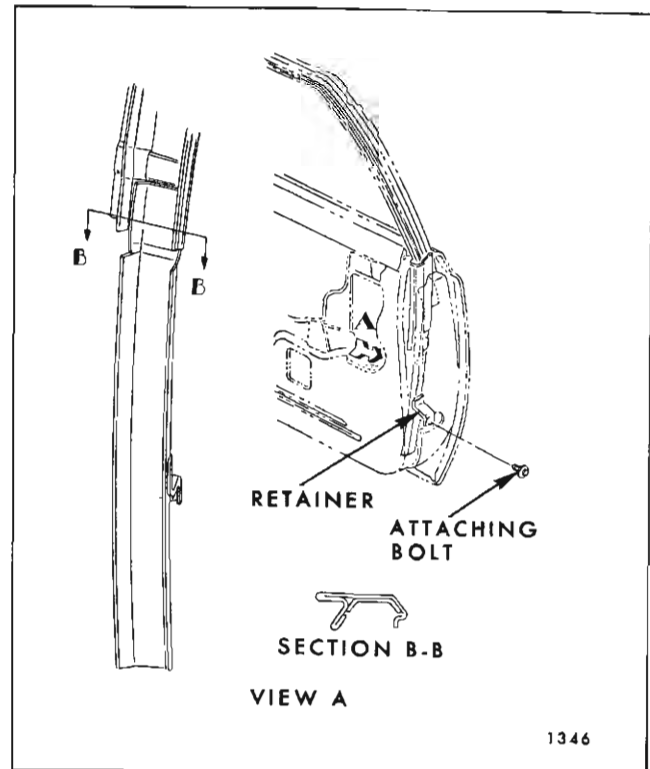


Fig. 2D27—Door Window Glass Run Channel
Lower Rear Retainer

and sliding nut in slot provided (See Fig. 2D28). The division channel can also be positioned in or out by loosening nut and turning stud in or out as required and tightening nut.

2. The effort required to open or close the ventilator can be set by straightening retaining washer tab and tightening or loosening the adjusting nut. Tightening the adjusting nut will increase operating effort and loosening adjusting nut will decrease operating effort. When the desired adjustment has been obtained, bend down washer tab to lock nut in position (See Fig. 2D26).

NOTE: This adjustment should be performed as a bench operation.

FRONT DOOR WINDOW INNER PANEL CAM ALL STYLES EXCEPT "35"- "55"- "65" AND "69" STYLES

All two-door styles are equipped with a door window double-arm regulator, thereby requiring usage of a door window inner panel cam. This cam houses one of the window regulator balance arm rollers.

Removal and Installation

1. Raise door window, remove door trim pad and detach inner panel water deflector.

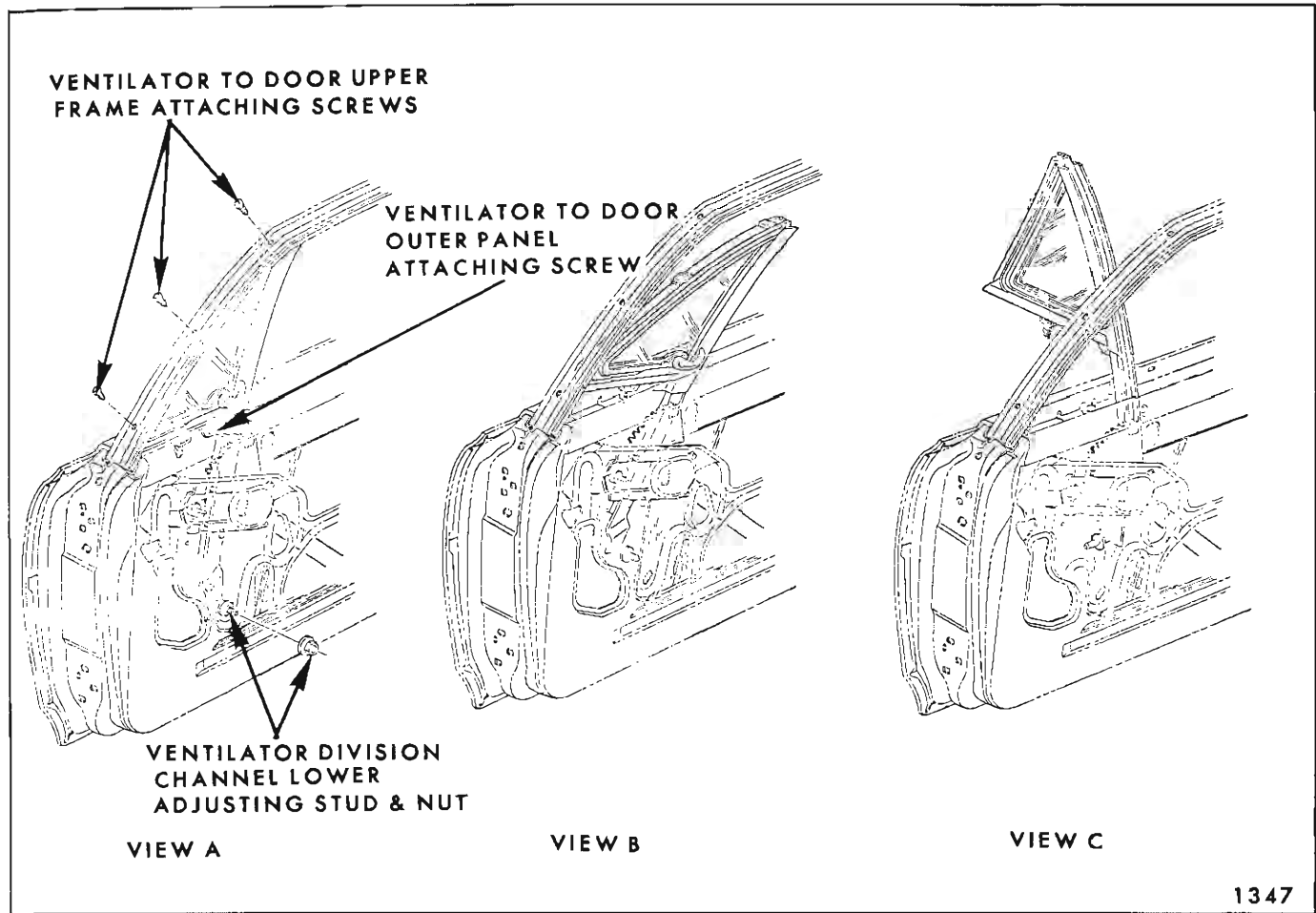


Fig. 2D28—Front Door Ventilator Assembly Removal

2. Remove two attaching bolts and slide cam out of engagement with regulator balance arm roller and remove cam from door. (See Fig. 2D22).

3. To install, reverse removal procedure.

The rear section of the inner panel cam is adjustable up or down to correct a rotated door window.

FRONT DOOR WINDOW ASSEMBLY ALL STYLES EXCEPT "37" AND "67" STYLES

The front door window is a solid tempered safety plate glass. The glass fits into a lower sash channel assembly which incorporates a welded-on lower sash channel cam. With this type of design, the door glass, lower sash channel and sash channel cam is removed from the door as a unit.

CAUTION: Care should be exercised to make certain glass does not strike body metal during installation or removal procedure as edge chips

can cause solid tempered safety plate glass to shatter. **DO NOT** attempt to grind glass.

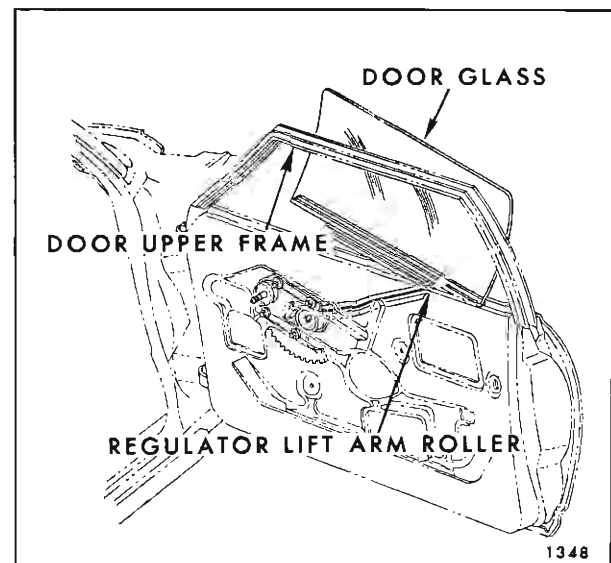


Fig. 2D29—Front Door Window Removal

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.
2. On two-door styles, remove inner panel cam.
3. Remove glass run channel lower rear retainer and front door ventilator assembly (See Figs. 2D27 and 2D28).
4. Raise door window to a position of almost fully closed on two-door styles and rotate window regulator balance arm to a position in close relation with the regulator lift arm.
5. Move door window forward to disengage regulator arm roller(s) from window lower sash channel cam and remove door glass outboard of door upper frame (See Fig. 2D29).
6. To install, reverse removal procedure.

**FRONT DOOR WINDOW ADJUSTMENTS
ALL STYLES EXCEPT "37" AND "67" STYLES**

A slight amount of fore or aft adjustment is available at the ventilator division channel lower adjusting stud and nut as explained under "Front Door Ventilator Assembly - Adjustments". On two-door styles, a rotated glass can be corrected by adjustment of the inner panel cam as explained under "Front Door Window Inner Panel Cam".

**FRONT DOOR LOCK REMOTE CONTROL
ASSEMBLY AND CONNECTING ROD
ALL STYLES****Removal and Installation**

1. Raise door window, remove door trim pad and detach inner panel water deflector.
2. With a screwdriver, or other suitable tool,

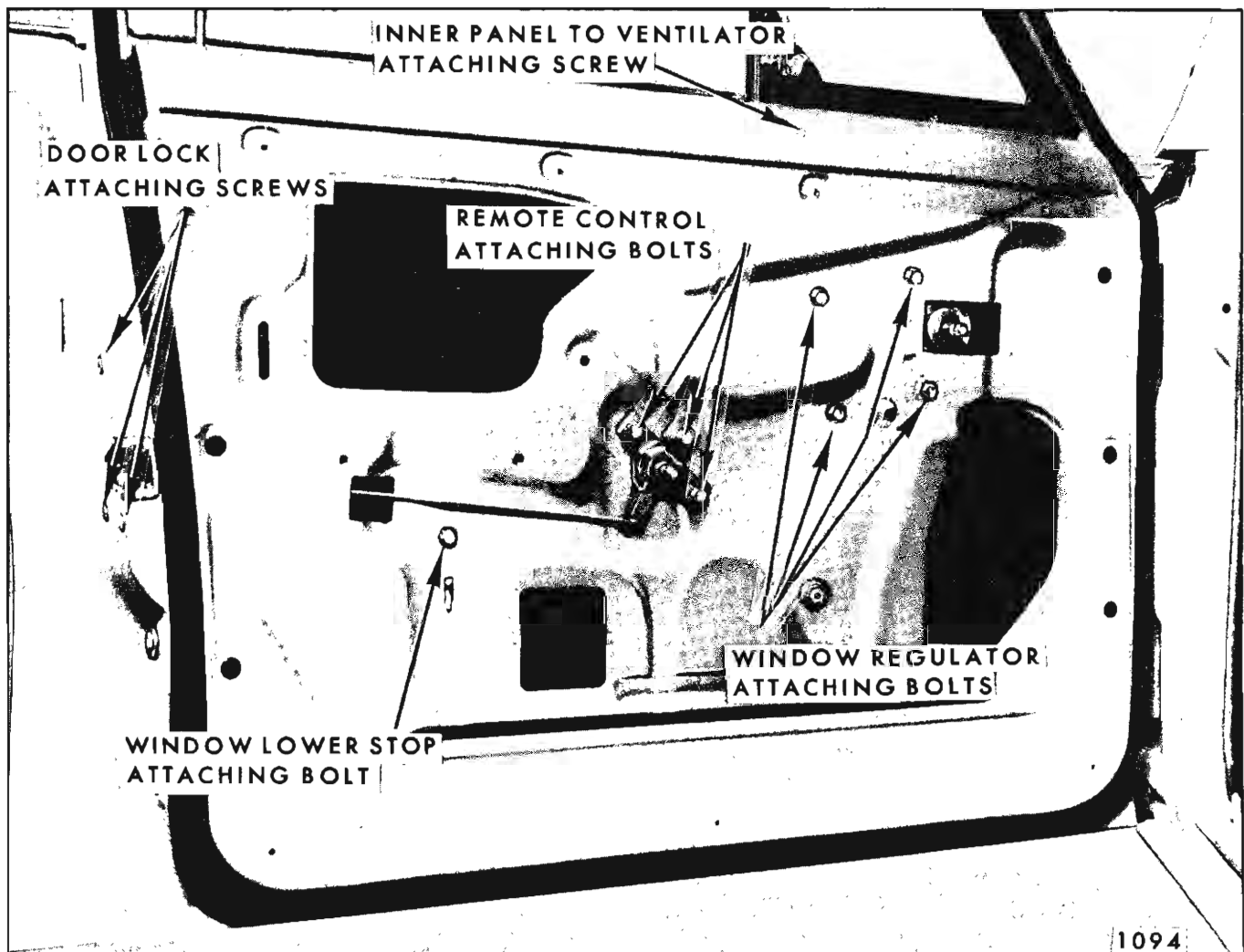


Fig. 2D30—Front Door Hardware

disengage end of connecting link from lock assembly as described under "Door Lock Spring Clip".

3. Remove bolts securing remote control assembly to door inner panel and detach remote control from connecting rod.

4. Remove remote control assembly and connecting rod from door (See Fig. 2D30).

5. To install, reverse removal procedure. Check operation of door lock prior to installation of inner panel water deflector.

FRONT DOOR WINDOW REGULATOR ASSEMBLY ALL STYLES EXCEPT "37" AND "67" STYLES

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.

2. On two door styles, remove inner panel cam.

3. Raise door window. Place a protective piece of paper over window frame assembly and door weatherstrip to protect paint and weatherstrip from damage; then secure window in full up position by installing a twelve to fifteen inch piece of body tape (2" or 2 1/2" in width) over window frame and firmly pressing tape to both sides of glass. This is necessary to positively hold glass in the up position during removal of the window regulator.

4. Remove ventilator division channel lower adjusting stud and nut.

5. Remove window regulator attaching bolts and work regulator rearward to disengage lift arm from window lower sash channel cam and remove regulator from door (See Fig. 2D30).

6. To install, reverse removal procedure. Cycle window several times to insure proper operation before installing water deflector.

FRONT DOOR WINDOW REGULATOR ASSEMBLY "37" AND "67" STYLES

Removal and Installation:

1. Remove door trim assembly and detach inner panel water deflector.

2. Remove inner panel cam.

3. Prop door window in a full up position and remove regulator attaching bolts (See Fig. 2D24).

4. Remove ventilator division channel lower adjusting stud nut.

5. Slide regulator forward to disengage lift and balance arm rollers from lower sash channel front and rear cams and remove regulator through center access hole.

6. To install, reverse removal procedure. Cycle window several times to insure proper operation before installing water deflector and door trim pad.

POWER OPERATED FRONT DOOR WINDOW REGULATOR ASSEMBLY ALL STYLES EXCEPT 43400 SERIES STYLES

The electric motor assembly which powers the window regulator on electrically operated windows is a twelve volt reversible direction motor with a built-in circuit breaker and a self-locking gear drive. The motor is secured to the regulator assembly by screws.

The removal and installation procedures are the same for manual or electric window regulators; however, to remove the electric motor assembly from its respective regulator proceed as follows:

Removal and Installation

1. Remove front door electric motor and regulator assembly and clamp unit in a vise.

CAUTION: Be sure to perform steps 2 and 3 below before attempting to remove motor from regulator. The regulator lift arm, which is under tension from the counterbalance spring, can cause serious injury if motor assembly is removed without locking the sector gear in position with a nut and bolt.

2. Drill a 1/4" hole through back plate and sector gear, at a location dependent upon position of lift arm. Do not drill into motor housing (See Fig. 2D31).

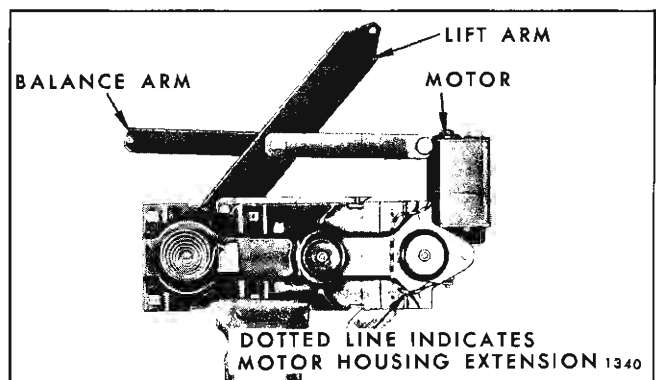


Fig. 2D31—Door Window Regulator and Electric Motor Assembly

3. Insert a 3/16" bolt through hole in back plate and sector gear and install nut to bolt. Do not tighten nut.

4. Remove motor attaching bolts and remove motor from regulator.

NOTE: Clean off any steel chips or filings from regulator sector gear and motor pinion gears.

5. To install, reverse removal procedure. Be sure to remove temporary nut and bolt from regulator before installing regulator in door.

FRONT DOOR LOCK ASSEMBLY ALL STYLES

Removal and Installation

1. Raise door window, remove door trim assembly and detach inner panel water deflector.

2. With a screwdriver, or other suitable tool, disengage remote control connecting link from door lock assembly as described under "Door Lock Spring Clip".

3. On front doors (closed styles) loosen rear glass run channel retainer.

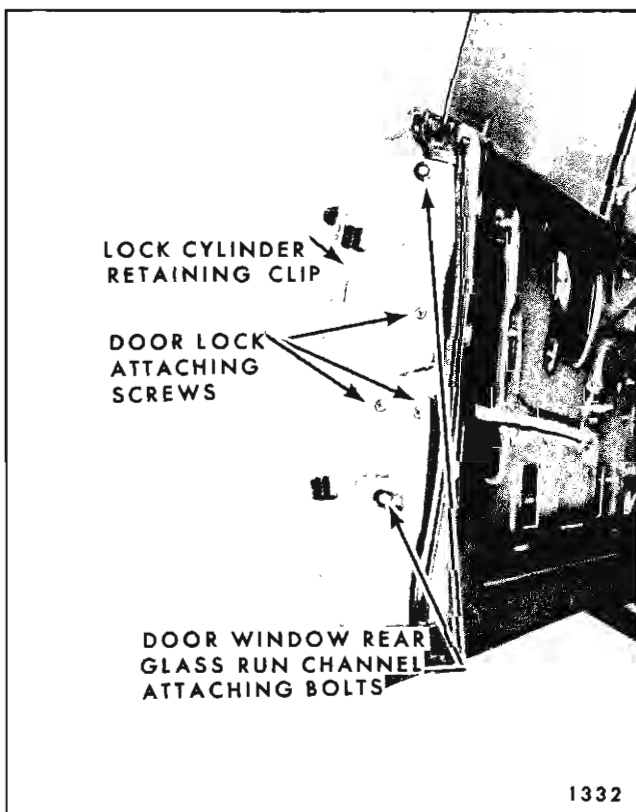


Fig. 2D32—Front Door Lock Pillar Hardware

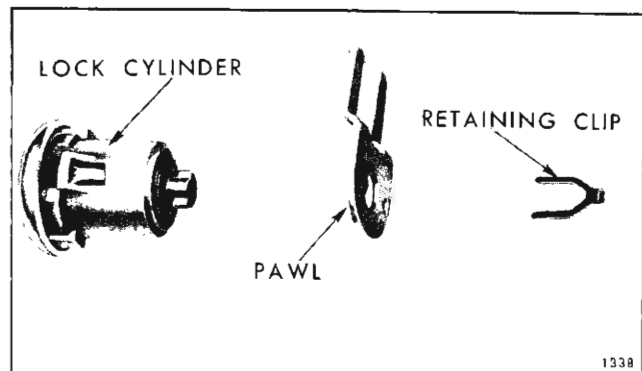


Fig. 2D33—Front Door Lock Cylinder Assembly

4. Remove door lock attaching screws and remove lock assembly through inner panel access hole (See Fig. 2D30).

5. To install, reverse removal procedure. If additional lubrication of lock assembly is required, 630AAW Lubriplate, or its equivalent, is recommended. Check all operations of lock assembly prior to installation of inner panel water deflector.

FRONT DOOR LOCK CYLINDER ASSEMBLY

Removal and Installation

1. Raise door window.

2. With a screwdriver, or other suitable flat-bladed tool, slide lock cylinder retaining clip (located on door lock pillar panel) out of engagement sufficiently to allow removal of cylinder and remove cylinder and gasket (See Fig. 2D32).

NOTE: When removing lock cylinder, use a protected tool to slide retaining clip out of engagement so as not to damage paint finish of lock pillar facing.

3. To install, reverse removal procedure.

ASSEMBLY AND DISASSEMBLY OF DOOR LOCK CYLINDER ASSEMBLY

1. Remove lock cylinder from door.

2. With a suitable tool, remove retaining clip and pawl. (See Fig. 2D33).

3. To assemble, reverse disassembly procedure.

NOTE: The lock cylinder housing scalp used in production is usually damaged when removed and must be replaced by a new scalp available as a service part. The service lock cylinder housing scalp is secured by tabs.

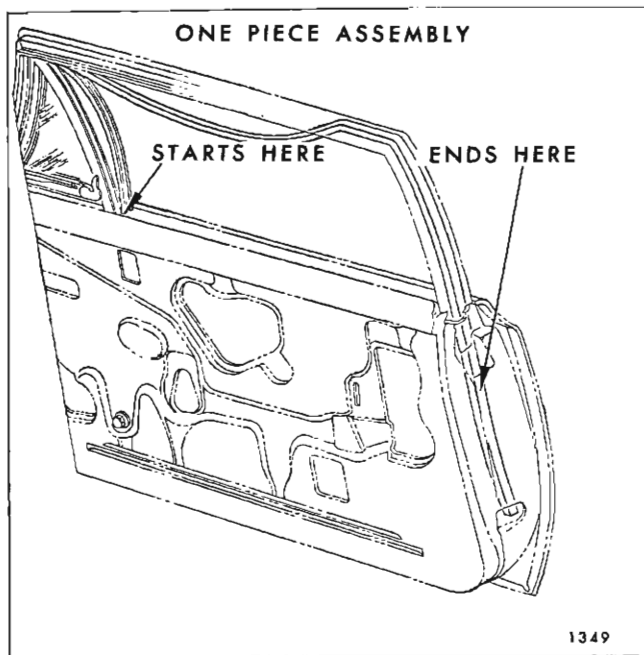


Fig. 2D34—Front Door Window Glass Run Channel
- Typical of All Closed Styles

FRONT DOOR WINDOW GLASS RUN CHANNELS ALL STYLES EXCEPT "37" AND "67" STYLES

Removal

1. Lower door window. With finger pressure, pinch channel together at ventilator division channel (belt line) and pull channel out of door upper frame. Then, the run channel should be pulled straight up to remove channel from retainer located below belt line. (See Fig. 2D34).

Installation

1. Remove glass run channel rear retainer.
2. Lower door window, remove door trim pad and detach inner panel water deflector.
3. Slide run channel into door window glass run channel rear retainer and then install channel up into door upper frame in reverse order of removal (See Fig. 2D27).

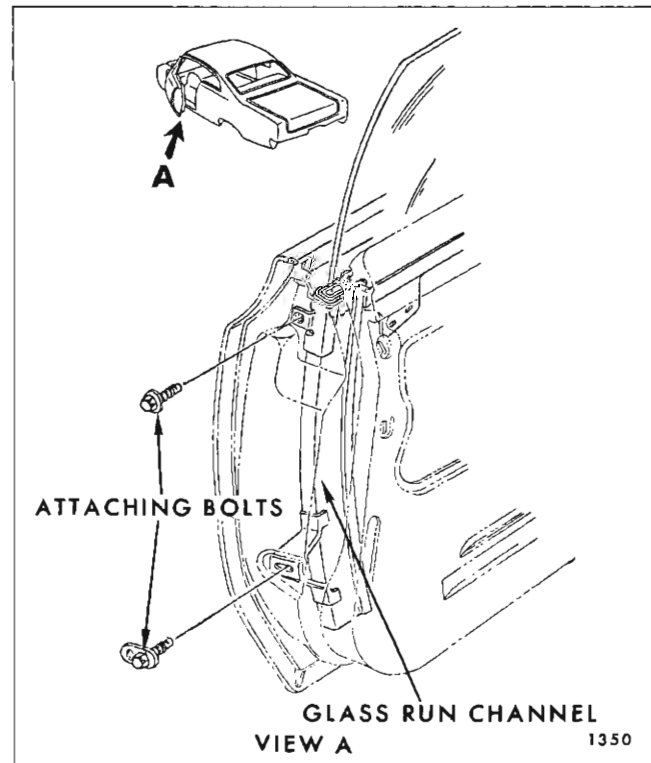


Fig. 2D35—Front Door Window Glass Run Channel

4. Reinstall water deflector, trim pad and other previously removed parts.

FRONT DOOR WINDOW GLASS RUN CHANNEL "37" AND "67" STYLES

Removal and Installation:

1. Remove door trim pad and detach inner panel water deflector.
2. Remove front door window rear guide plate.
3. Remove upper and lower bolts securing run channel to lock pillar panel and remove from door. (See Fig. 2D32).
4. To install, reverse removal procedure (See Fig. 2D35).

REAR DOORS

"35"- "55"- "65" AND "69" STYLES

Figure 2D36 is typical of rear doors with the trim assembly and inner panel water deflector removed. This illustration identifies the component parts of the rear door assembly, their relationship and various attaching points.

REAR DOOR HINGES

Both rear door hinges are constructed of malleable iron, are the swing-in design and have a

single stage hold-open incorporated in the lower hinge. The rear door may be removed with or without hinges attached.

Removal

1. Mark hinge location on door hinge pillar or center pillar depending on method of removal being used.

2. With door properly supported, remove upper and lower hinge attaching screws (See Fig. 2D37 and Fig. 2D38).

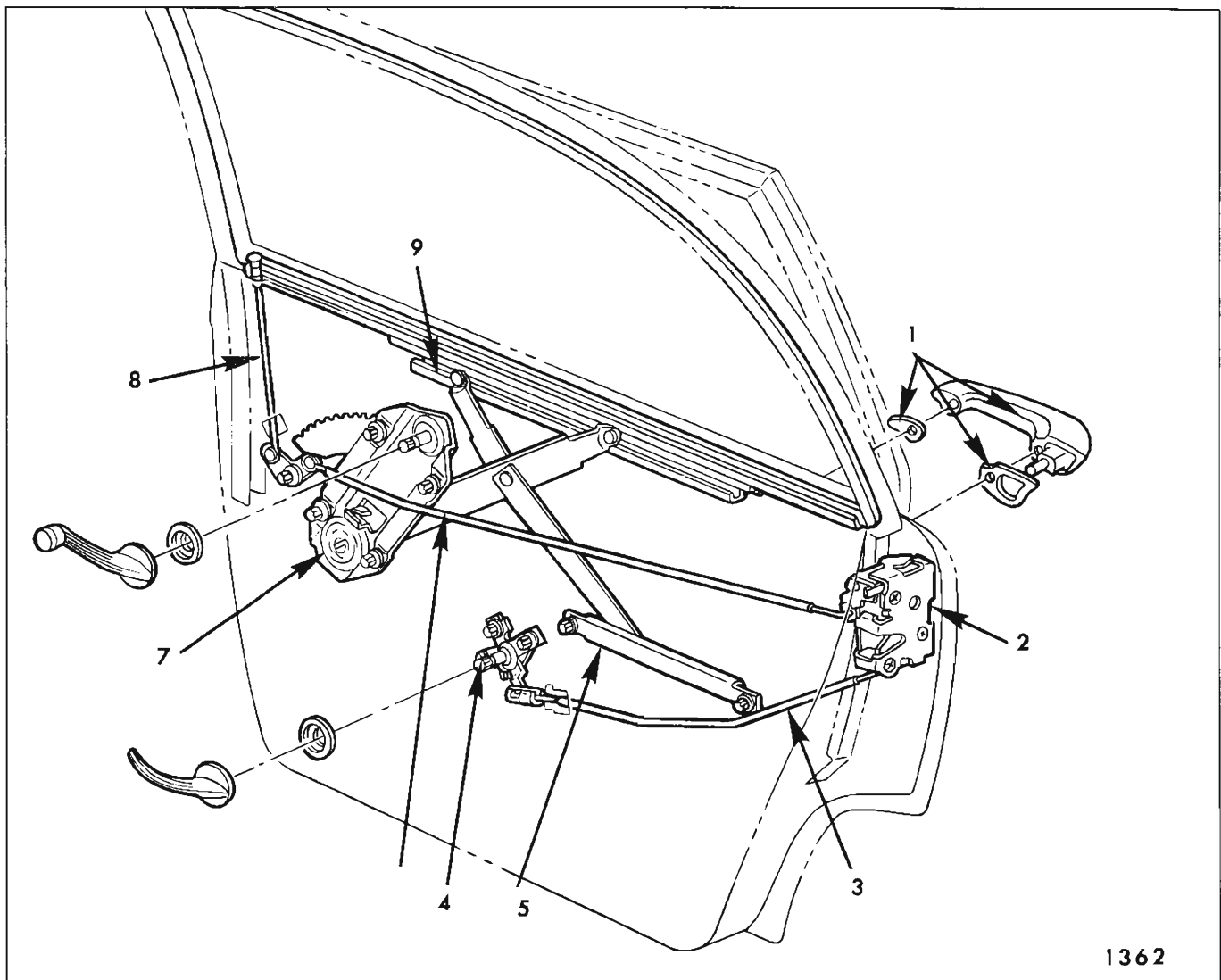


Fig. 2D36—Rear Door Hardware

1. Rear Door Outside Handle and Sealing Gaskets
2. Rear Door Lock Assembly
3. Rear Door Remote Control Connecting Rod

4. Rear Door Remote Control Assembly
5. Rear Door Inner Panel Cam
6. Rear Door Lock to Locking Lever Rod

7. Rear Door Window Regulator Assembly
8. Rear Door Inside Locking Rod
9. Rear Door Window Lower Sash Channel Cam

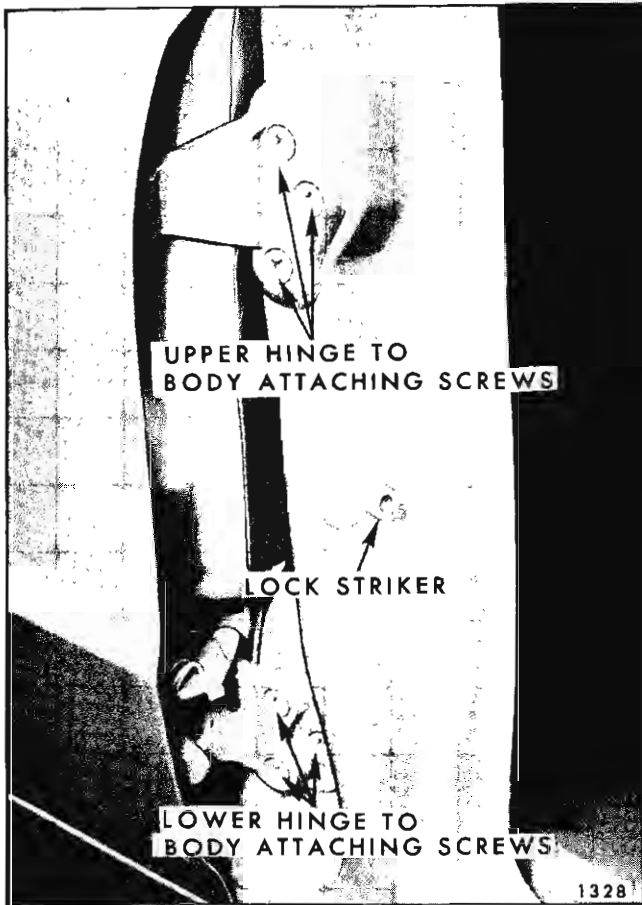


Fig. 2D37—Rear Door Hinge to Body Attachment

3. With aid of helper, remove door from body opening.

Installation

1. Carefully clean off old sealing compound at hinge areas.

2. As an anti-squeak precaution and to prevent entry of water at hinge attaching locations, apply a coat of heavy bodied sealer to attaching surfaces of hinges (See Fig. 2D39).

3. With aid of a helper, lift door into position. Attach hinge loosely and align straps within marks on pillar, then tighten screws and check door for alignment.

REAR DOOR ADJUSTMENTS

In or out and up or down adjustment of rear doors is provided at door hinge pillar. Fore or aft and a slight amount of up or down adjustment is provided at body center pillar. When checking door for alignment, remove lock striker from center pillar to allow door to hang free on hinges.

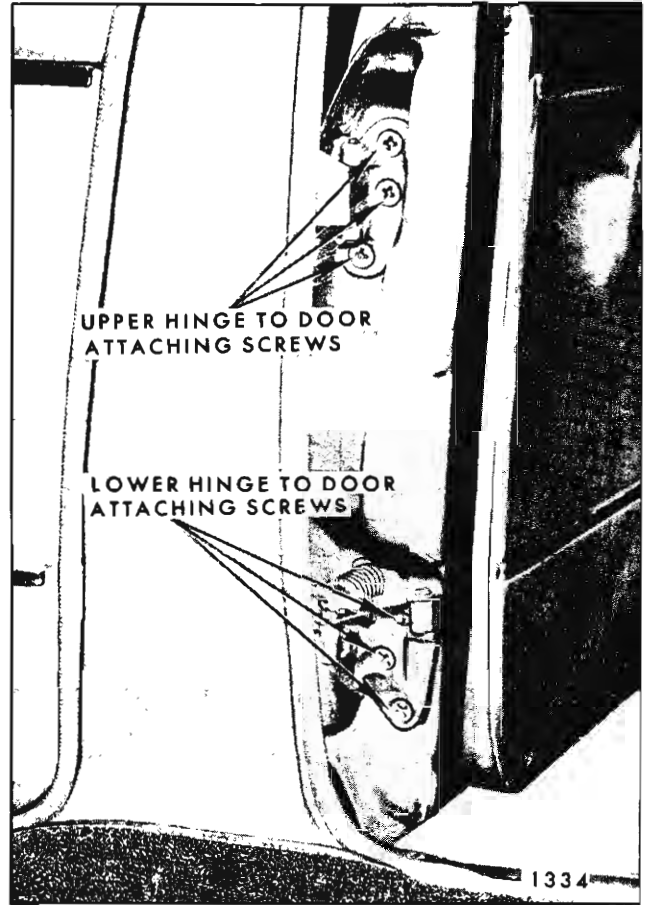


Fig. 2D38—Hinge to Door Attachment

Adjustments

1. For in or out and up or down adjustment, loosen hinge to door pillar attaching screws, adjust door as required and tighten screws.

2. For fore or aft adjustment, loosen hinge to

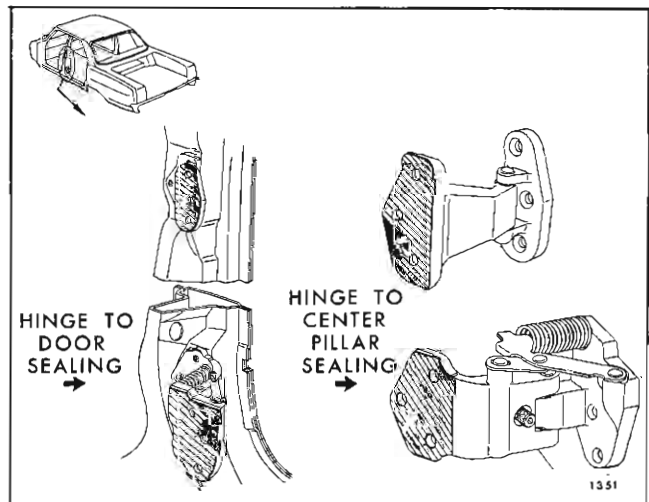


Fig. 2D39—Door Hinge Sealing

center pillar attaching screws, adjust door as required and tighten screws.

3. Reinstall door lock striker and check lock extension to striker engagement as described under "Door Lock Striker - Adjustments".

REAR DOOR LOCK ASSEMBLY

Removal and Installation

1. Raise door window; remove door trim assembly and detach inner panel water deflector sufficiently to gain access to door lock.

2. With a screwdriver, or other suitable tool, disengage spring clips and detach inside lock connecting rod and remote control connecting rod from door lock.

3. Remove screws securing lock to door lock pillar facing and remove lock through inner panel access hole (See Fig. 2D40).

4. To install, secure spring clips to lock levers and reverse removal procedure. Check operations of lock assembly prior to installation of inner panel water deflector. If additional lubrication of lock assembly is required, 630AAW Lubriplate, or its equivalent, is recommended.

REAR DOOR REMOTE CONTROL ASSEMBLY

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to remote control attaching bolts.

2. Remove bolts securing remote control assembly to door inner panel and detach remote control from connecting rod.

3. Through access hole, disengage remote control connecting rod spring clip from lock assembly and disengage rod from lock.

4. To install, reverse removal procedure. Check lock for proper operation before installing water deflector (See Fig. 2D40).

REAR DOOR LOCK TO LOCKING LEVER ROD

Removal and Installation:

1. Raise door window. Remove door trim assembly and detach inner panel water deflector.

2. Remove locking rod knob from rod.

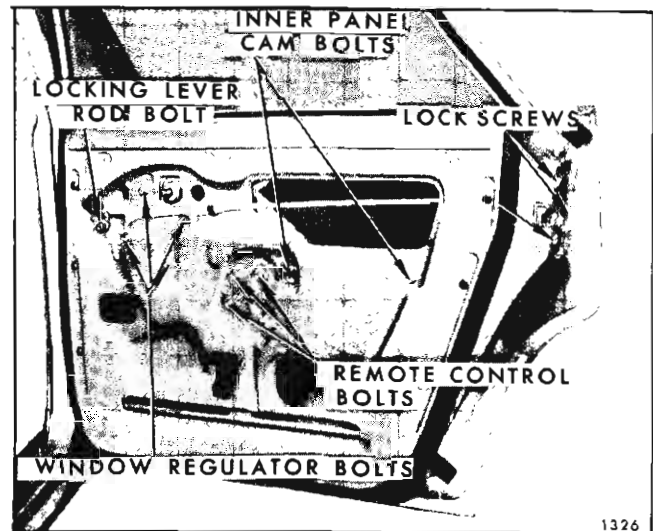


Fig. 2D40—Rear Door Hardware

3. Remove inside locking rod assembly attaching bolt and washer and detach connecting rod from clip on inner panel (See Fig. 2D40).

4. Through access hole, disengage spring clip securing inside lock connecting rod from door lock and disengage rod from lock, then remove inside locking rod assembly from door.

5. To install, reverse removal procedure. Check operation of inside locking rod assembly before installing door inner panel water deflector.

REAR DOOR WINDOW INNER PANEL CAM

All rear doors are equipped with a door window double-arm regulator, thereby requiring usage of a door window inner panel cam. This cam houses one of the window regulator balance arm rollers.

Removal and Installation

1. Raise door window, remove door trim pad and detach inner panel water deflector.

2. Remove two attaching bolts and slide cam out of engagement with regulator balance arm roller and remove cam from door (See Fig. 2D40).

3. To install, reverse removal procedure. The rear attachment of the inner panel cam is adjustable up or down to correct a rotated door window.

NOTE: If additional lubrication of the inner panel cam is required, 630AAW Lubriplate, or its equivalent, is recommended.

REAR DOOR WINDOW REGULATOR ASSEMBLY**Removal and Installation**

1. Raise door window, remove door trim pad and detach inner panel water deflector.

2. Secure window in the full up position by installing a twelve to fifteen inch piece of body tape (2" or 2-1/2" in width) over window frame and firmly pressing tape to both sides of glass. This is necessary to positively hold glass in the up position during removal of window regulator.

3. Remove inner panel cam.

4. Remove window regulator attaching bolts and move regulator assembly rearward to disengage lift and balance arm rollers from window lower sash channel cam and remove regulator through large access hole (See Fig. 2D40).

5. To install, reverse removal procedure. Cycle window several times to insure proper operation before installing water deflector and door trim pad.

POWER OPERATED REAR DOOR WINDOW REGULATOR ASSEMBLY

The electric motor assembly which powers the window regulator on electrically operated windows is a twelve volt versible direction motor with a built-in circuit breaker and a self-locking gear drive. The motor is secured to the regulator assembly by screws.

The removal and installation procedures are the same for manual or electric window regulators; however, to remove the electric motor assembly from its respective regulator, proceed as follows:

Removal and Installation

1. Remove rear door electric motor and regulator assembly and clamp unit in a vise.

CAUTION: Be sure to perform steps 2 and 3 below before attempting to remove motor from regulator. The regulator lift arm, which is under tension from the counterbalance spring, can cause serious injury if motor assembly is

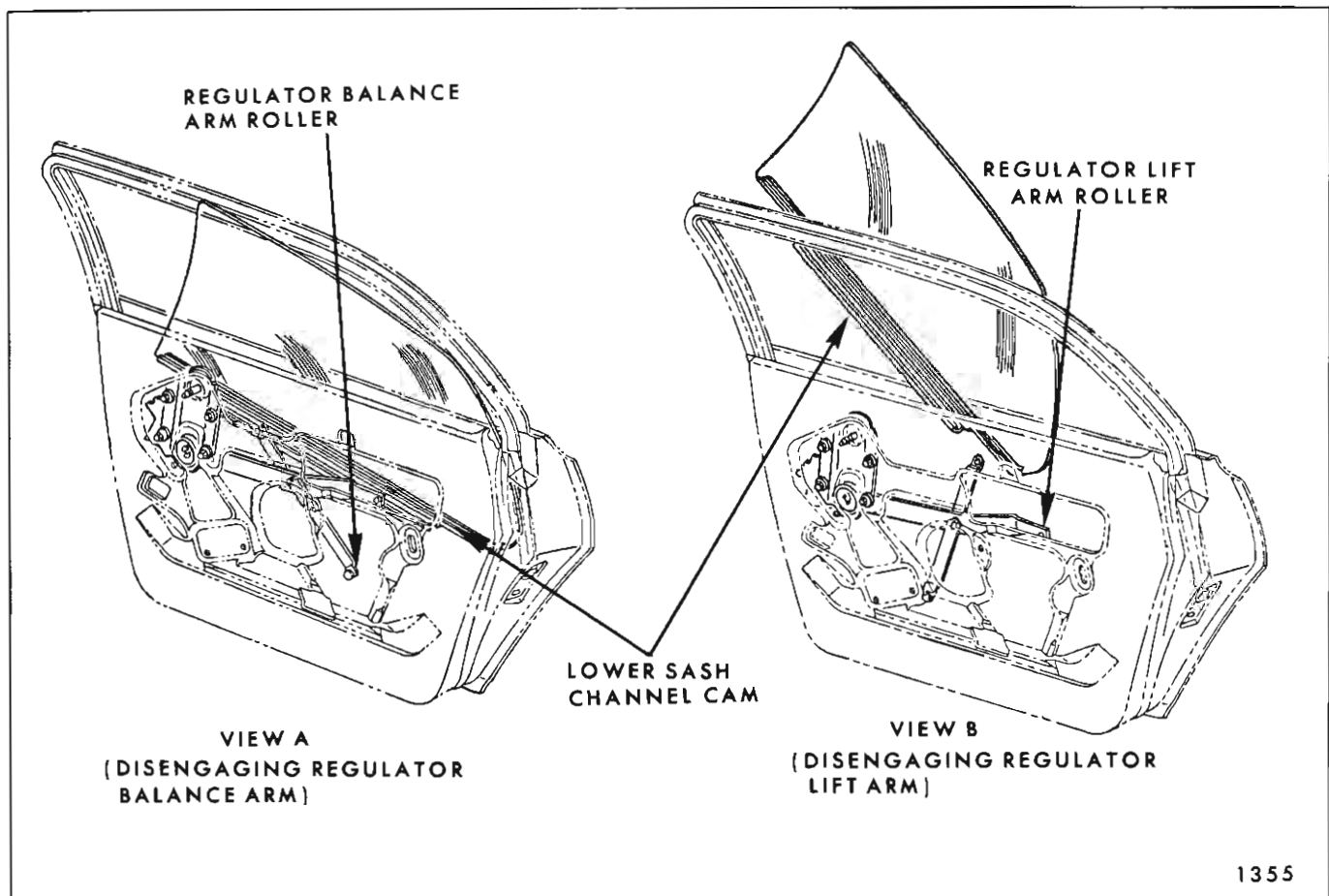


Fig. 2D41—"69" Style Rear Door Window Removal

removed without locking the sector gear in position with a nut and bolt.

2. Drill a 1/4" hole through back plate and sector gear, at a location dependent upon position of lift arm. **DO NOT** drill into motor housing (See Fig. 2D31).

3. Insert a 3/16" bolt through hole in back plate and sector gear and install nut to bolt. **DO NOT** tighten nut.

4. Remove motor attaching bolts and remove motor from regulator.

NOTE: Clean off any steel chips or filings from regulator sector gear and motor pinion gears.

5. To install, reverse removal procedure. Be sure to remove temporary nut and bolt from regulator before installing regulator assembly to door. Cycle window several times to insure proper operation before installing water deflector and door trim pad.

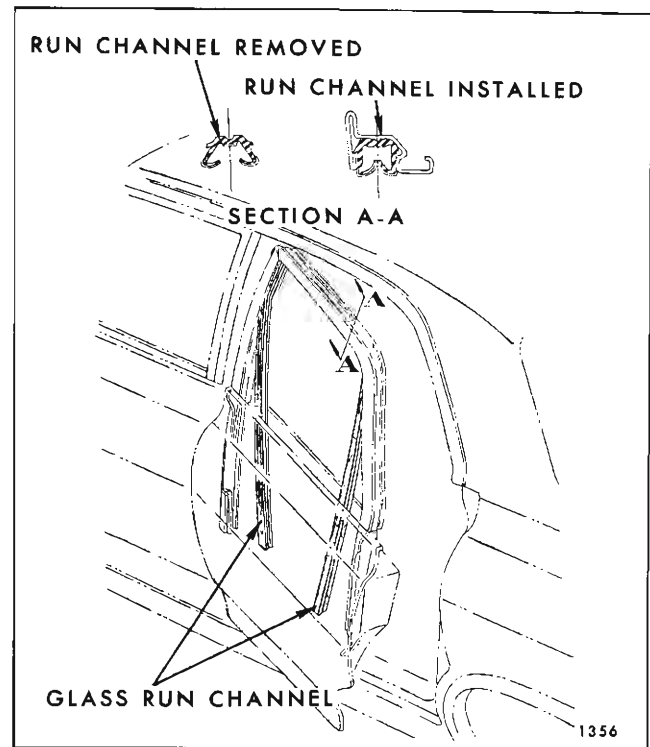


Fig. 2D42—"69" Style Rear Door Window Glass Run Channel Assembly

REAR DOOR WINDOW ASSEMBLY

The rear door window is a solid tempered safety plate glass. The glass fits into a lower sash channel assembly which incorporates a welded on lower sash channel cam. With this type of design, the door glass, lower sash channel and sash channel cam is removed from the door as a unit. All rear door windows are a curved glass design.

CAUTION: Exercise care to make certain that glass does not strike body metal during removal or installation as edge chips can cause solid tempered safety plate glass to shatter. **DO NOT** attempt to grind glass.

Removal and Installation

1. Lower door window, remove door trim pad and detach inner panel water deflector.

2. Remove inner panel cam.

3. Rotate rear edge of glass downward until front edge is free of door upper frame and lower sash channel cam slides off of regulator balance arm roller.

4. Rotate glass upward and forward to disengage lower sash channel cam from regulator lift arm roller and remove door window outboard of door upper frame (See Fig. 2D41, View A and B).

5. To install, reverse removal procedure.

REAR DOOR WINDOW ADJUSTMENTS

A rotated door window can be corrected by adjusting the inner panel cam (See Fig. 2D40).

REAR DOOR WINDOW GLASS RUN CHANNEL

A soft "flocked" run channel is used for all rear door windows.

Removal and Installation

1. Remove rear door trim pad and detach inner panel water deflector.

2. Remove rear door window.

3. With finger pressure, squeeze run channel together and gently pull run channel out of rear door upper frame and remove from door. (See Fig. 2D42).

4. To install, reverse removal procedure.

IMPORTANT: The glass run channel must be properly seated and conform to shape of door upper frame to achieve proper glass operation.

SIDE ROOF RAIL WEATHERSTRIPS

"37" STYLES

The side roof rail weatherstrip assembly is a one-piece design and is secured to the front body hinge pillar by a retaining clip. The remainder of the weatherstrip is secured to the side roof rail by a weatherstrip retainer and reveal molding.

Removal

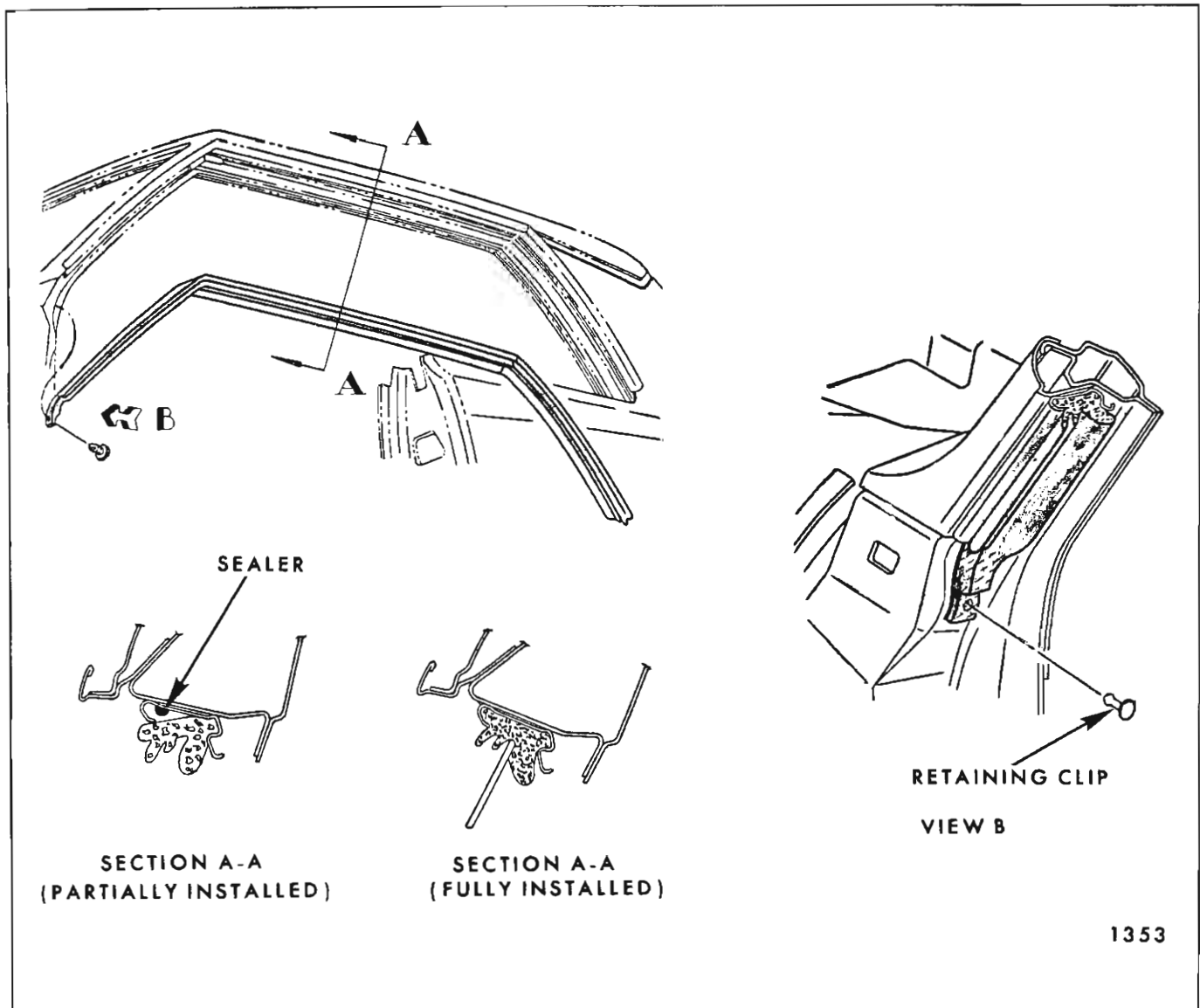
1. Remove retaining clip securing weatherstrip at front body hinge pillar (See View B in Fig. 2D43).

2. Carefully disengage inner lip of weatherstrip from retainer. Using a flat-bladed tool, carefully break cement bond between weatherstrip and side roof rail weatherstrip retainer and reveal molding.

3. Remove weatherstrip assembly from body.

Installation

1. Clean off old cement from side roof rail weatherstrip and weatherstrip retainer to insure a clean cementing surface.



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Fig. 2D43—Side Roof Rail Weatherstrip Assembly

2. Apply a continuous bead (approximately 3/16" diameter) of weatherstrip adhesive along entire surface of side roof rail weatherstrip retainer as shown in Section "A-A" in Fig. 2D44).

3. Beginning at rear end of weatherstrip, carefully engage inboard edge of weatherstrip into weatherstrip retainer. Using a flat-bladed tool, install outboard edge of weatherstrip into weatherstrip retainer. Install retaining clip at front body hinge pillar (See Section A-A in Fig. 2D43).

SIDE ROOF RAIL WEATHERSTRIP ADJUSTMENTS

With doors and windows closed, door and rear quarter window upper frames should make an even continuous contact with the side roof rail weatherstrip. If necessary, adjust weatherstrip, ventilator, door window or rear quarter window to obtain proper weatherstrip contact.

The attaching holes in the side roof rail weatherstrip retainer are elongated allowing "in and out" adjustment of the side roof rail weatherstrip; however, the amount of adjustment is small and is not intended to correct improper ventilator or window alignment. It is necessary to remove the weatherstrip to adjust the retainer.

IMPORTANT: Before attempting to adjust the side roof rail weatherstrip, first check that the ventilator and door and rear quarter windows are properly aligned and, where necessary, adjust for proper alignment as directed under ADJUSTMENT OF THE VENTILATOR AND DOOR WINDOW OR QUARTER WINDOW.

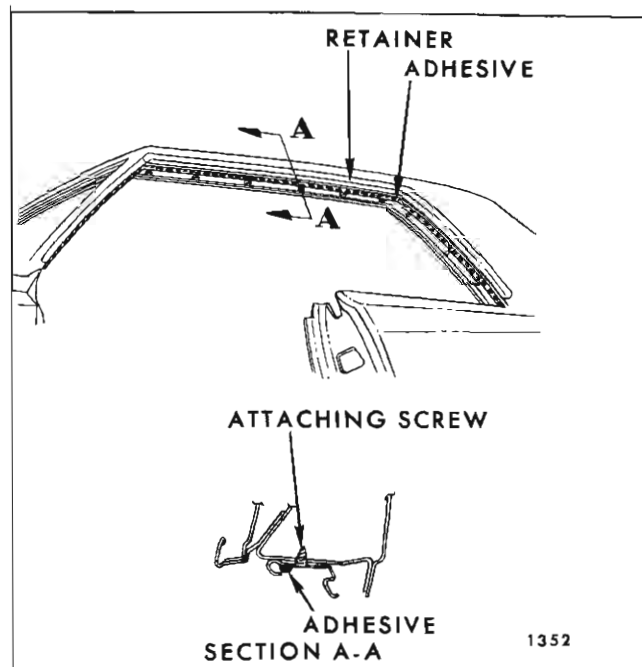


Fig. 2D44—Side Roof Rail Weatherstrip Sealing

1. To adjust side roof rail weatherstrip "in or out" first determine and make retainer at area or areas to be adjusted.
2. Remove side roof rail weatherstrip.
3. Loosen retainer attaching screws slightly in area to be adjusted and adjust retainer "in or out" as required.
4. Tighten retainer attaching screws and install side roof rail weatherstrip. (See Fig. 2D44).