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GENERAL DESCRIPTION

The 1954 line of Cadillac cars consists of four different series and eight body styles as described in the body specifications at the end of this section. Chassis for commercial bodies are available in the 1954-86 series.

Body style number, body number, body trim code number, paint combination number, and accessory group number are indicated on the body nameplate located on the right side of the cowl, near the hood hinge.

All 1954 styles feature a completely new instrument panel, consisting of a lower section and an upper section which is readily removed from the lower section. Convenient access to the windshield wiper transmission, wiper auxiliary drive pulleys, lower and side reveal molding wing nuts, and instruments is obtained by removing the upper section of the instrument panel.

Electrical control of windows and front seats is standard equipment on all styles except the 6219 and 6237; electrical controls for these styles are optional. Vertical adjustment of the front seat may be obtained as an accessory on all cars having electrical controls, except the 75 series.

Controls for operation of the windows and the front seat are connected through the ignition switch which must be ON or at the ACCESSORY position to permit operation.

Each window regulator is operated by a twelve (12) volt reversible type motor with a built in circuit breaker and self locking gear drive. When the motor is actuated, the motor pinion gear, which is meshed with the rack portion of the regulator sector, rotates. This action provides the up and down movement of the regulator lift arm. A newly designed rear quarter window regulator on coupe styles, manually or electrically operated, moves the window both rearward and down. The principles of operation are similar to past models.

A wider wrap-around windshield glass provides an increase in visibility without obstruction from the windshield pillars. The windshield header is of a more sturdy construction to offer increased reinforcement around the larger windshield opening. On sedan styles, this header extends from the roof panel and serves as a sunshade.

The 1954 windshield washer, standard equipment on all series but the 86, is connected with the windshield wiper so that when the windshield washer is operating, the wiper motor automatically operates to clean the windshield. The complete cycle of operation is accomplished by momentarily depressing the windshield washer switch button on the dash. When the cycle of operation is completed, the washer and wiper motor will cease to operate. The duration of wiper motor operation may be regulated by adjusting the coordinator adjustment screw. A new feature of the windshield wiper trans-

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mission is an integral tensioner that quickly and automatically achieves the proper auxiliary-drive-to-transmission cable tension.

All outside air for ventilation and heating enters the car through the cowl-width grille below the windshield. With the air intake in this location, an adequate supply of fresh air is assured and the possibility of exhaust fumes entering the car is minimized. A newly designed duct system, comprised of a cowl side heater duct, door heater duct, and a connecting hose located between the door inner and outer panel, is used to direct the air from each side heater to the rear compartment.

Front door ventilator assemblies are rectangular in design and the division channel is an integral part of the ventilator assembly. This assembly is secured to the door with screws at the ventilator frame and an adjusting stud and nut at the lower end of the division channel. The assembly is also anchored to the ventilator regulator by two (2) screws at the top of the regulator and one (1) screw at the pivot shaft.

On convertible coupe styles, a door pillar and wing assembly takes the place of the door ventilator assembly used on other styles. This assembly is comprised of a door window upper frame, a glass run channel retainer, glass run channel, and a wing assembly (wind deflector).

The front door upper hinge and the rear door lower hinge have a spring loaded door check and a hold open and assist assembly. These are integral with the hinge assembly. This newly designed hinge permits either the front or rear door to be held open at any desired angle.

Front door weatherstrips are redesigned, having only one cementing surface. The front door weatherstrips are in two sections; the rear door weatherstrip is in one section on cars not equipped with electric powered window regulators. On cars with electrically operated window regulators, the rear door weatherstrip is in two sections. Each door has

two (2) sealing strips, one over each drain hole, which allow water to drain out and prevent dust from entering the door inner construction.

A one-piece weatherstrip is used between the deck lid opening and the deck lid. This weatherstrip is primarily secured around the entire deck lid using the gutter as a mechanical retainer. A bead of weatherstrip cement is applied to the base of the gutter, before installing the weatherstrip, to effect a satisfactory seal.

All deck lid hinges employ adjustable torque rods as a counterbalance and hold-open for the lid. These torque rods may be adjusted to anyone of three positions to obtain the desired effort in opening and closing the trunk lid. The trunk opening gutter is redesigned for the new uniform section deck lid weatherstrip.

The door outside handles are restyled with the push button located below the handle to offer greater protection from the weather. The handle is clip retained and, on the front doors, is a part of the push button assembly. Door lock strikers have a nylon roller on the door lock lift bolt.

The rear seat center arm rest is integral with the rear seat back assembly, being attached directly to the rear seat back frame.

The folding top of convertible styles is operated hydraulically by a new sealed Hydro-Lectric unit. It is not necessary, therefore, to replace hydraulic fluid periodically in this sealed-in unit. The motor and pump assembly is located behind the rear seat back under the fabric folding top compartment bag.

The back window reveal moldings on coupe styles are completely new in design and method of attachment. Retaining clips are employed for attaching the back window upper reveal molding, whereas the lower reveal molding incorporates attaching clips as a permanent part of the molding. These clips are embedded in the back window glass rubber channel.

SERVICE INFORMATION

(1) Instrument Panel Upper Section Removal and Installation

a. Removal

1. Remove side and lower windshield garnish molding screws and moldings.

CAUTION: Extreme care must be exercised when removing the side garnish moldings to be

sure that the lower end of the molding does not scratch the cover material. Inserting a thin piece of metal between the garnish molding and the instrument panel cover when removing or installing the molding will eliminate the possibility of damaging the cover material.

2. Remove shoulder-head machine screws and spacers from forward edge of instrument panel cover. Fig. 3-1.

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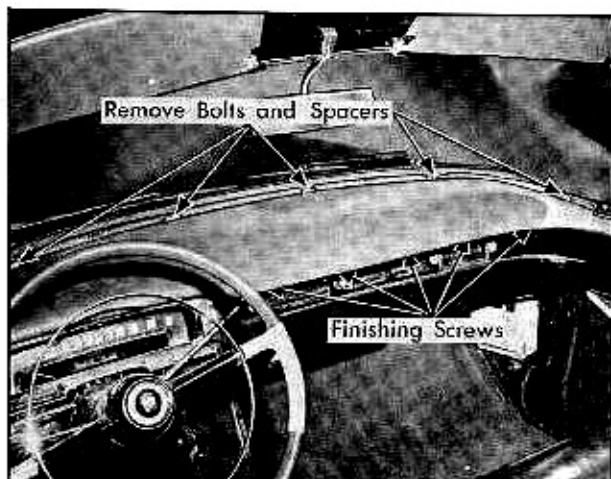


Fig. 3-1 Instrument Panel Upper Section Removal

3. Remove oval-head finishing screws from rearward edge of instrument panel cover, below overhang.

4. Remove screw from each end of instrument panel.

5. Carefully remove instrument panel cover. On cars with an Automatic Headlamp Beam Control, disconnect both phototube lead-in wires under the instrument panel before removing cover.

b. Installation

1. To install upper section of instrument panel, reverse removal procedure.

2. Be sure rubber grommets are properly positioned at the bolt holes below windshield.

3. Connect Automatic Headlamp Beam Phototube lead-in wires, on cars so equipped, and adjust the unit with Leveling Device, as explained in Section 16D, Note 2.

(2) Instrument Panel Upper Section Cover Removal and Installation

a. Removal

1. Remove upper section of instrument panel as described in Note 1, and place on a clean, protected bench.

2. Remove tacks securing cover across front edge of panel.

3. Detach cemented edge of cover from rear edge and both rear corners of panel; remove cover.

NOTE: Do not disturb wadding pad or rubber filler.

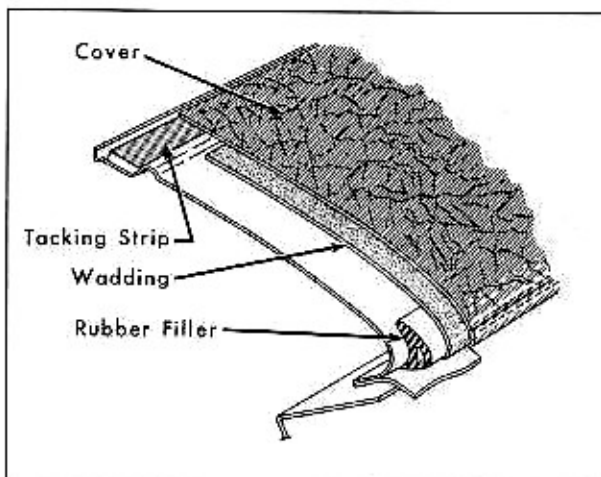


Fig. 3-2 Instrument Panel Upper Section Cover

b. Installation

1. Clean and thoroughly dry cementing surfaces on panel.

2. Be sure tacking strips are securely attached to panel. If tacking strips are loose, resecure using drive nails. If tacking strips are damaged, install new strips.

3. Wadding pad must be smooth and even. Add additional padding if necessary.

4. Position cover on panel and apply trim cement to rear edge and rear corners of panel, also to the corresponding surfaces of cover. Allow cement to become tacky.

5. Press cemented surfaces together firmly and evenly, making sure that cover seam is straight across the entire rear roll of panel. Allow to set approximately five minutes.

6. Stay-tack cover to tacking strips across front of panel, removing any draws or wrinkles during stay-tacking operation; then, permanently tack cover to tacking strips and trim edges where necessary. Fig. 3-2.

7. Reinstall upper section of instrument panel, Note 1.

(3) Glove Box Door Adjustment, Removal and Installation

a. Adjustment

1. The screw holes in the glove box door side of the hinge are elongated and oversized, permitting vertical and lateral adjustments when attaching screws are loosened.

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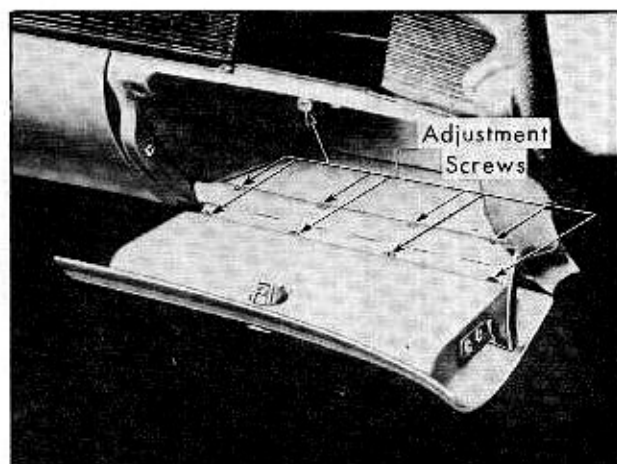


Fig. 3-3 Glove Box Door Adjustment

2. The screw holes in the instrument panel side of the hinge are elongated and oversized, permitting in and out adjustment at the bottom of the door plus lateral adjustment when attaching screws are loosened. Fig. 3-3.

3. For in or out adjustment at top of door, turn striker adjusting screw in or out.

b. Removal and Installation

1. Open glove box door and scribe position of the door hinge on the door.

2. Remove two screws which hold door stop to glove box, and slide door off stop.

3. Remove four (4) screws securing glove box door to hinge and remove door from instrument panel.

4. To install, reverse removal procedure, aligning door scribe marks with hinge before tightening attaching screws.

(4) Glove Box Removal and Installation

a. Removal

1. Remove glove box door. Note 3b.

2. Disconnect fresh air intake cable at right side air intake grille.

3. Remove fresh air intake grille screws and grille.

4. Disconnect lower defroster hose from defroster adapter and remove hose from bottom of glove box.

5. Remove glove box attaching screws and remove glove box.

b. Installation

1. Reverse above procedure.

2. Adjust glove box door as outlined in Note 3a.

(5) Windshield Wiper Cable Tension Adjustment

Tight cables cause slow operating wiper action. Loose cables cause blade slap or overtravel at end of stroke. If either of these conditions exist, readjust cable tension as follows:

1. Remove windshield wiper blade and arm assemblies.

2. Hold serrated transmission shaft, and loosen screw in end of shaft as shown in Fig. 3-4.

3. Tap screw lightly with butt of screwdriver. Spring loaded transmission pulleys will automatically adjust cables to proper tension.

4. Check position of cables on auxiliary drive pulleys, and adjust position if necessary.

5. Tighten screw in end of transmission shaft.



Fig. 3-4 Windshield Wiper Cable Tension Adjustment

(6) Windshield Wiper Transmission Removal

1. Remove wiper blade and arm assemblies and loosen screw in end of transmission shaft, as shown in Fig. 3-4.

2. Remove upper section of instrument panel as described in Note 1.

3. Carefully pull transmission cables to obtain slack; and, while holding cables, retighten screw, shown in Fig. 3-4, to lock cables in slack position.

4. Observe attachment of transmission cables at

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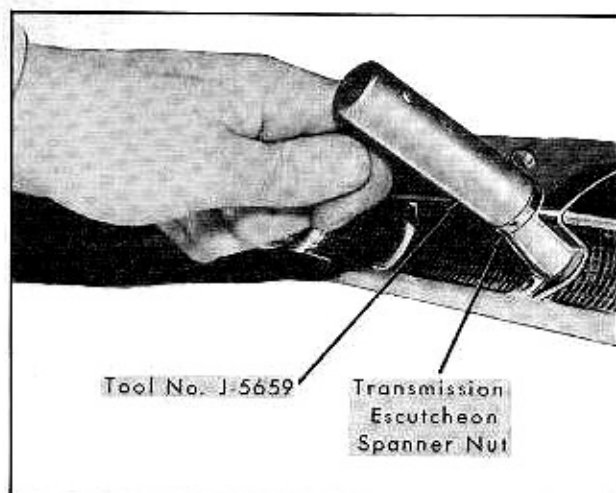


Fig. 3-5 Removing Transmission Escutcheon Spanner Nut

auxiliary drive pulleys to assure proper reassembly and disconnect cables from auxiliary drive pulleys.

5. Remove transmission escutcheon spanner nut, Fig. 3-5, transmission escutcheon and reveal molding clip.

6. Remove transmission support, retained by bolts "A", shown in Fig. 3-6. Remove rubber gasket and gasket retainer plate nuts "B". Disconnect windshield washer hose, and carefully pull transmission down through duct panel and remove from body.

(7) Windshield Wiper Transmission Installation

1. Before installation, seal areas indicated at 1 and 2 with medium bodied sealer, Fig. 3-7.

Apply sealer to surface of cowl ventilator duct panel contacted by wiper transmission gasket.

Seal transmission gasket to transmission and

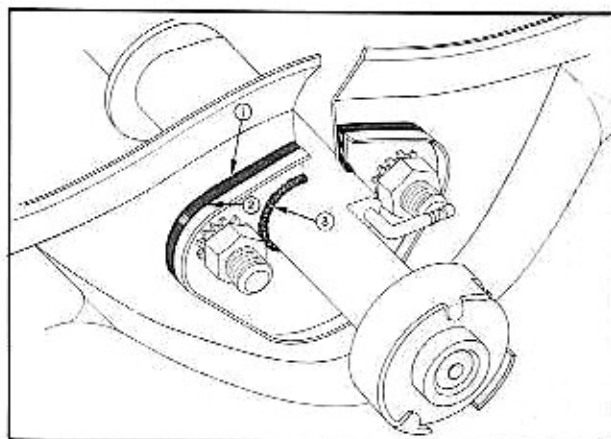


Fig. 3-7 Sealing Windshield Wiper Transmission Shaft

apply sealer to transmission housing.

After installation seal area indicated at 3, Fig. 3-7.

Apply a bead of sealer around the shaft housing at the hole in gasket.

2. Position transmission assembly up through opening in cowl top duct panel and install transmission escutcheon and spanner nut.

IMPORTANT: Tighten spanner nut securely before proceeding further.

3. Carefully position rubber gasket and retainer plate so that gasket fits uniformly around transmission housing. Tighten retainer nuts evenly to maintain position of retainer and gasket.

4. Apply a bead of sealer around the shaft housing

5. Install transmission support and adjust so support is snug against transmission housing; then tighten support bolts.

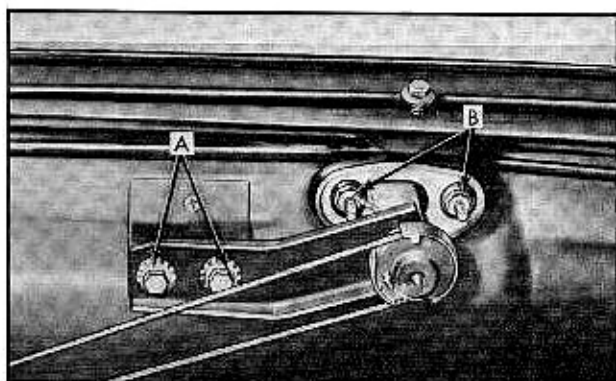


Fig. 3-6 Removal of Windshield Wiper Transmission Support

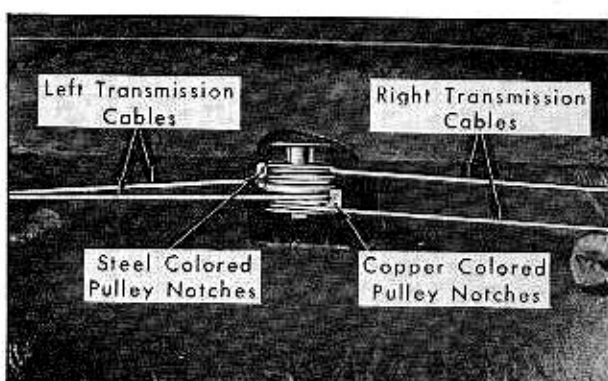


Fig. 3-8 Transmission Cable to Auxiliary Drive Pulley Attachment

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6. Attach transmission cables to auxiliary drive pulley, as shown in Fig. 3-8.

IMPORTANT: Copper colored cable ends must be installed to copper colored pulley notches and steel colored cable ends to steel colored pulley notches as indicated in Fig. 3-8.

7. Adjust cable tension as described in Note 5.

8. Operate wiper motor and check operation of transmission.

9. Install upper section of instrument panel and windshield wiper blade and arm assemblies.

(8) Windshield Wiper Motor Removal and Installation

1. Disconnect vacuum hoses from wiper motor and coordinator.

2. Disconnect wiper motor control cable at wiper motor, Fig. 3-9.

3. Remove two wiper motor to support screws with washers and disengage motor from pulley drive mechanism.

4. To reinstall assembly, reverse above procedure.

(9) Windshield Washer Coordinator Adjustment, Removal and Installation

a. Adjustment

1. Turn adjustment screw, Fig. 3-9, clockwise

to prolong wiper motor operation and counter-clockwise to shorten wiper motor operation period after the washer button has been pressed.

b. Removal and Installation

1. Disconnect vacuum hose from coordinator.

2. Remove screws "A" and "B", Fig. 3-9, from wiper motor.

3. Slide coordinator out of slot in wiper motor housing.

4. To reinstall coordinator, reverse above procedure and check operation of wiper motor and coordinator.

(10) Removal of Windshield Glass

1. Place suitable covers over hood, front fenders, and front seat.

2. Remove windshield wiper blade and arm assemblies, escutcheon spanner nuts, escutcheons, and reveal molding spring clips.

3. Remove windshield garnish moldings and rear view mirror support.

4. Remove upper section of instrument panel as described in Note 1.

5. Remove three side reveal molding to vertical windshield pillar screws, Fig. 3-10.

6. On sedan styles, under the roof panel exten-

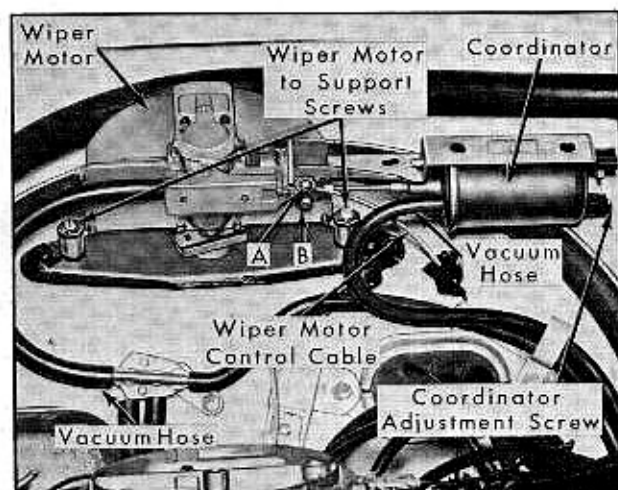


Fig. 3-9 Windshield Wiper Motor Assembly

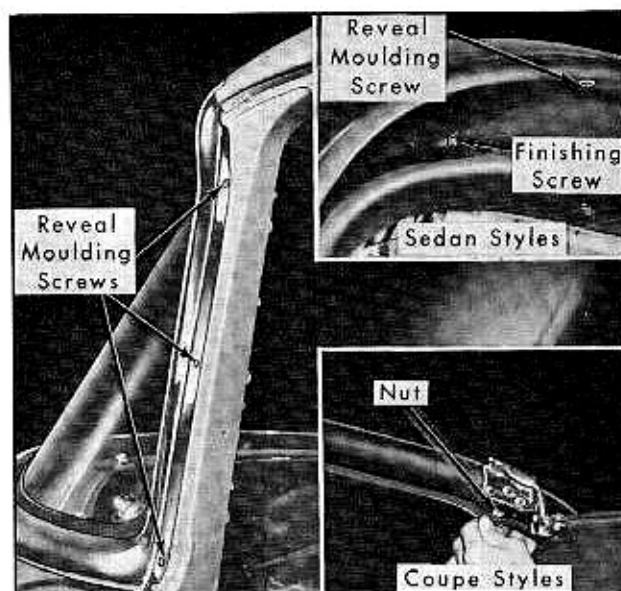


Fig. 3-10 Windshield Side Reveal Molding Removal

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sion, remove side reveal molding screw at windshield pillar and upper corner finishing molding screw and remove side reveal molding. Fig. 3-10.

7. On convertible and closed coupes, remove nut from under lip of rubber channel, Fig. 3-10, and remove windshield side reveal molding from body.

8. Remove wing nuts and washers and remove three windshield lower reveal moldings.

9. Using putty knife, or suitable tool, carefully loosen the seal between the rubber channel and the body pinchweld flange completely around inside of windshield.

10. With the aid of a helper, start at either inside lower corner, and with palm of hand carefully push windshield assembly forward along bottom and sides to free channel from body pinchweld flange along top of windshield opening and remove windshield assembly from body.

11. Place windshield assembly on a protected bench and remove channel from glass.

(11) Installation of Windshield Glass

1. Clean off old sealer from windshield body opening and rubber channel.

2. Inspect body pinchweld flange for any unevenness or high spots, and correct before installing glass.

3. Check windshield drain gutter and both right and left gutter drain hose openings, making sure they are free of any obstructions.

4. Install rubber channel on windshield glass.

NOTE: A mild soap solution applied to the reveal molding groove in the rubber channel will

facilitate installation and allow molding to be centered after installation.

5. On special sport coupes and convertibles, install windshield upper reveal molding on rubber channel.

6. Insert a strong cord into pinchweld cavity of rubber channel, completely around windshield with loose end taped to inside of glass at bottom center. Fig. 3-11.

7. Apply a ribbon of medium bodied sealer around base of rubber channel.

8. With the aid of a helper, place windshield assembly into windshield opening. While pressing firmly from outside, have helper on inside slowly pull cord from lower center to lower corners to seal lip of rubber channel over body pinchweld flange along bottom of windshield opening. Then pull cord up one side, across top and down other side to complete operation.

9. Inspect all areas of assembly for proper installation, and clean up excess sealer, and check to make certain sealer is not obstructing windshield drain gutter or gutter drain hose openings.

10. Reinstall windshield lower reveal molding assemblies, windshield side reveal moldings, upper section of instrument panel and all remaining hardware.

NOTE: When installing windshield wiper transmission escutcheons, care should be taken that the countersunk windshield washer hole seats properly over rubber nipple on transmission.

(12) Door Inside Handle Removal and Installation

1. Depress escutcheon and insert spring removing tool between nylon anti-friction washer and base of handle to grip handle retaining spring.

2. Carefully remove spring, handle, washer and escutcheon.

3. Install in reverse order of removal. Door and window handles on opposite doors should be at same angle. Ventilator regulator handle should point toward front of car on left door and toward rear of car on right door with ventilator closed.

(13) Window Control Switch Removal and Installation

1. Remove door inside handles and screws

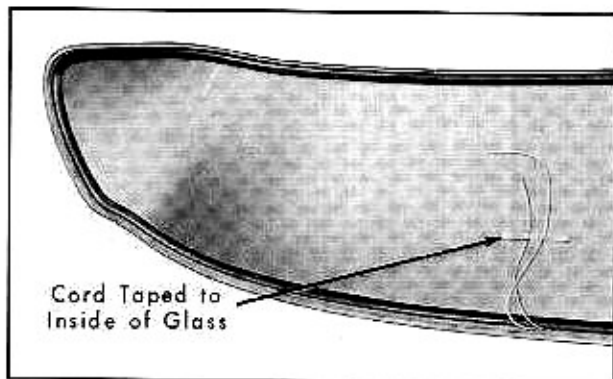


Fig. 3-11 Installing Cord on Rubber Channel

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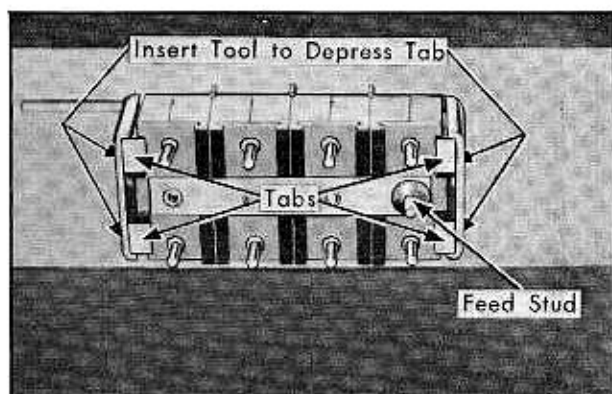


Fig. 3-12 Master Window Control Switch

securing belt finishing insert molding. Remove insert molding. On rear doors, remove door garnish molding. On rear quarters, remove rear quarter arm rest ash tray assembly.

2. Disconnect terminal block from master control switch assembly by carefully pulling block to disengage it from switch studs.

3. To remove switch from belt finishing insert molding or ash tray, depress tabs with pointed tool inserted through holes indicated in Fig. 3-12; pry tabs free and remove switch.

4. To install, reverse removal procedure.

NOTE: The "feed" stud of the master control switch assembly should point toward the front of the car when installed in insert molding. Check operation of switch before completing reinstallation of parts.

(14) Front Door Heater Duct and Connecting Hose Removal and Installation

1. Operate door window-glass to up position and remove door trim pad.

2. Remove attaching screws indicated in Fig. 3-13, and remove heater duct and attached grille.

3. Remove larger loading hole cover and screws securing smaller loading hole cover.

4. Working through larger loading hole, disconnect hose from smaller loading hole cover and remove cover from door. Fig. 3-14 shows the connecting hose and inlet and outlet assembly removed from the door.

5. If necessary, remove the outlet assembly to door inner panel attaching screws, and remove outlet with connecting hose from between the door panels through the larger loading hole.

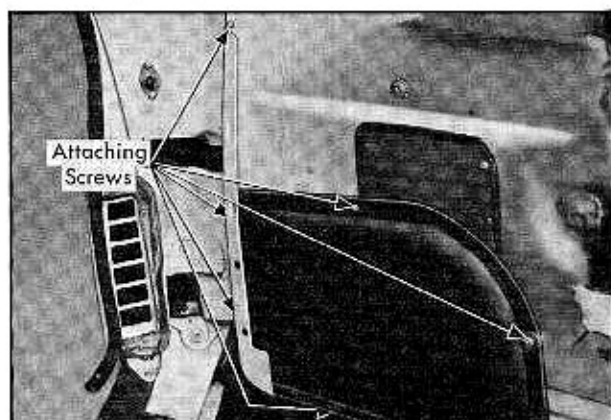


Fig. 3-13 Removal of Front Door Heater Duct

6. To install, reverse removal procedure. Seal outlet assembly and smaller loading hole cover as follows:

Apply a ribbon of medium-bodied sealer along contacting surface of door inner panel completely around access hole.

Prior to assembly of the door heater duct, apply a ribbon of medium bodied sealer completely around surface of outlet duct gasket contacting door inner panel, to effect a seal between gasket and door inner panel.

Seal larger loading hole cover as specified in Note 15.

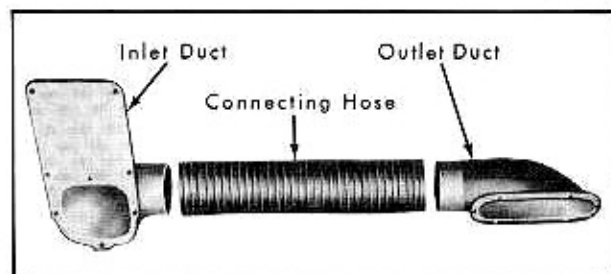


Fig. 3-14 Door Heater Duct Assembly

(15) Door Inner Panel Sealing

NOTE: The following procedure applies in particular to coupe style front doors. It is applicable in general to all doors for all series cars.

When following the procedure, refer to Fig. 3-15, in which the areas to be sealed are numbered to conform to the numbered steps in the procedure.

1. Apply ribbon of medium-bodied sealer across top and down side flanges of loading hole opening, so as to provide a seal between cover plate and door inner panel.

BODY

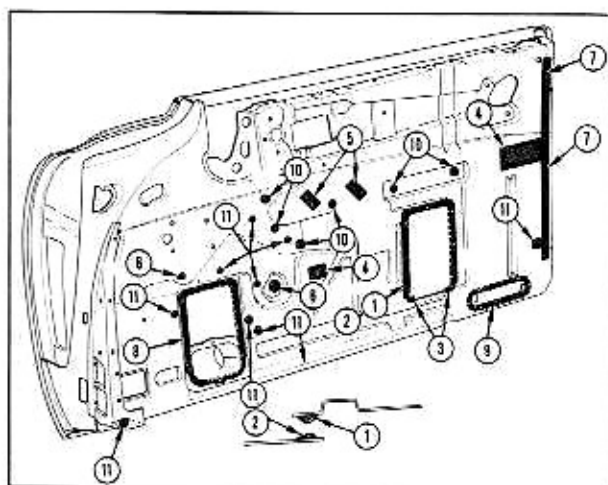


Fig. 3-15 Door Inner Panel Sealing

2. Apply ribbon of medium-bodied sealer to lower side flanges of loading hole cover before it is installed. This seal should extend upward approximately three (3) inches.

3. After loading hole cover is installed, seal lower corners of plate at offset with medium-bodied sealer. Fig. 3-15.

4. Apply water-proof tape over welding access holes.

5. Apply water-proof tape over cam access holes.

6. Seal ventilator division channel lower attaching hole with body caulking compound.

7. Apply water-proof tape over trim pad nail attaching slots in inner panel on the lock pillar side of the door.

8. Apply a ribbon of medium-bodied sealer along the contacting surface of door inner panel completely around access hole.

9. Prior to assembly of door heater outlet duct, apply a ribbon of medium-bodied sealer completely around surface of outlet duct gasket contacting door inner panel.

10. On sedans, proceed as follows:

Apply body caulking compound to seal heater duct attaching holes.

Apply caulking compound to wiring clip, stationary cam and regulator rear attaching holes.

Apply tape over arm rest attaching holes.

Apply tape over trim pad nail slots at door lock pillar.

11. On coupes, proceed as follows:

Apply caulking compound to window regulator, heater duct, wiring clip and stationary cam attaching screws.

Apply water-proof tape over arm rest attaching holes, lower gage hole at lock pillar and trim pad nail slots.

(16) Removal and Installation of Front Door Assembly

a. Removal

1. The door and hinges may be removed as an assembly from the front body hinge pillar, or the door may be removed from the hinge straps.

2. Place suitable protective covering over front fender at door opening to protect finish.

3. Remove door trim pad and door heater duct.

NOTE: The above step does not have to be performed if door and hinges are being removed and body is not equipped with powered regulators.

4. Scribe hinge box locations on front body hinge pillar or hinge strap locations on door, depending on what method of removal is being used.

5. If door and hinge are being removed, remove hinge cover attaching screw and door attaching bolt, Fig. 3-16, from upper hinge and remove cover.

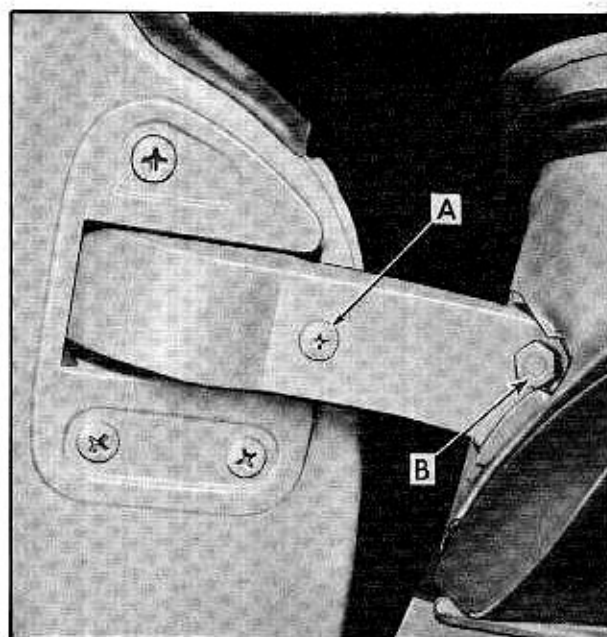


Fig. 3-16 Removing Door Hinge Cover

BODY

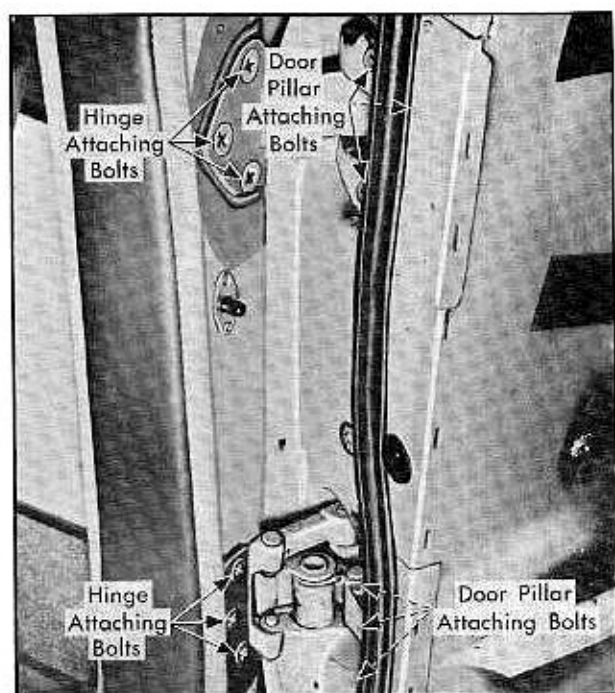


Fig. 3-17 Front Door Hinge Removal

6. On bodies equipped with powered regulators, proceed as follows:

a. On four (4) door styles, remove smaller loading hole cover. On two (2) door styles, remove both loading hole covers.

b. Remove two (2) screws securing electrical conduit and slide conduit toward front body hinge pillar to expose wiring harness.

c. Loosen clips securing wiring harness to door inner panel and disconnect motor lead wires from the wiring harness. Then, carefully pull wiring harness from between door panels through cutout in door hinge pillar.

7. With door properly supported, remove door attaching bolts securing upper and lower hinge to front body hinge pillar or bolts securing door to hinge straps, Fig. 3-17, depending on what method of removal is being used.

8. With aid of helper, remove door assembly from body opening.

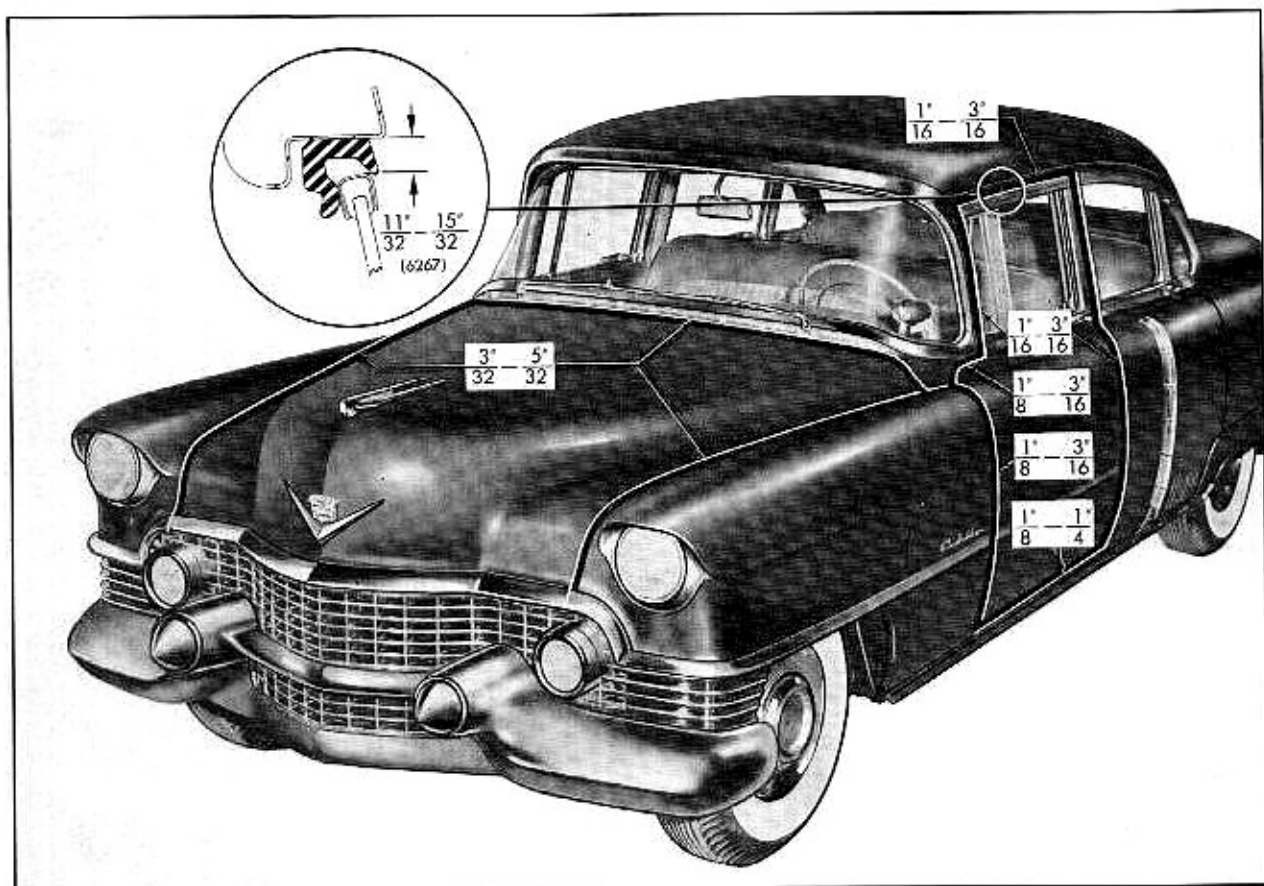


Fig. 3-18 Body Sheet Metal Clearances-Front

BODY

Remove two (2) screws securing electrical conduit to center body pillar; then slide conduit toward door hinge pillar so that wiring harness is exposed.

Remove door trim pad and loading hole cover.

Remove upper hinge cover plate at door hinge pillar side, if door is being removed from hinge straps.

Loosen clips securing wiring harness to door inner panel and disconnect motor leads from harness.

Remove wiring from between door panels by carefully pulling harness through cutout in rear door hinge pillar.

6. With door properly supported, remove hinge attaching bolts at center hinge pillar or bolts at door hinge pillar, depending on method of removal being used.

7. With helper, remove door from body opening.

b. Installation

1. With scraper and mineral spirits, clean off old sealing compound at hinge areas. This operation should be performed carefully to avoid possibility of soiling adjacent trim material.

2. Apply coat of medium-bodied sealer to attaching surfaces of hinge straps or corresponding surfaces of door hinge pillar or center hinge pillar.

3. With helper, lift door into position. Install bolts loosely; then align hinge straps within scribe marks on pillar and tighten bolts. Check door for alignment. Fig. 3-19.

4. Before hinge cover plates are installed, door hinges must be weathersealed with medium-bodied sealer or caulking compound as outlined below.

At top and bottom of hinge, use sufficient sealer to obtain flush condition with top of hinge and surface of pillar, completely filling opening in the area.

To underside of hinge cover plates (body side), across both top and bottom and extending along outer edge.

To underside of door hinge cover plates.

5. Install hinge cover plates and clean off excess sealer.

6. On bodies equipped with electric powered regulators, proceed as follows:

Reinstall wiring harness and connect to motor. Check harness for proper installation before proceeding further.

Reinstall conduit and loading hole cover. Seal inner panel as specified in door inner panel sealing, Note 15.

7. Reinstall door trim pad and remaining door hardware.

8. Recement door weatherstrips if previously loosened.

(18) Front Door Alignment

a. Adjustment at Hinge Pillar

1. The front door may be adjusted vertically, and in and out at the front body hinge pillar.

2. Remove the door lock striker from the body pillar to allow the door to hang freely on its hinges. See Note 20.

3. Check the spacing at the sides, bottom and top of door. See Fig. 3-18 for tolerances.

4. Scribe location of hinge boxes on the pillar.

5. Remove upper hinge cover.

6. Loosen screws indicated in Fig. 3-20.

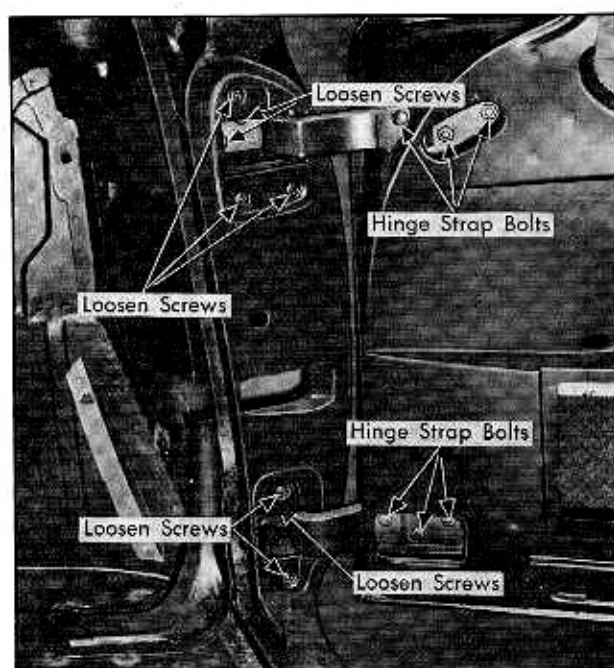


Fig. 3-20 Front Door Hinge Attaching Bolts

BODY

7. Shift door as required and tighten bolts. Recheck tolerances shown in Fig. 3-18.

8. Install upper hinge cover.

9. Install door lock striker, Note 20.

b. Adjustment at Hinge Strap

1. The front door may be adjusted vertically, and fore and aft, at the door attaching side of the hinge strap.

2. Follow Steps 2 and 3 above.

3. Remove door trim pad and front door heater duct.

4. Scribe location of hinge straps on door.

5. Loosen hinge strap bolts indicated in Fig. 3-20, and shift door as required.

6. Tighten bolts and install door heater duct and trim pad.

NOTE: The frictional areas of the door hinge hold-open clips, which are contacted by the hinge straps, must be lubricated periodically for ease of operation and prevention of frictional noises.

7. Install door lock striker as described in Note 20.

(19) Rear Door Alignment

a. Adjustment at Door Pillar

1. The door may be adjusted vertically at the rear door pillar.

2. Follow Steps 2 and 3 of Note 18 above.

3. Remove hinge cover plates from door hinge pillars and scribe location of door hinge pillar on door.

4. Loosen door hinge pillar to door attaching bolts, Fig. 3-21, and shift door vertically as required.

5. Tighten attaching bolts and check tolerances shown in Fig. 3-19.

6. Install hinge covers and door lock striker.

b. Adjustment at Center Pillar

1. In and out, and fore and aft adjustment may be made at the center pillar.

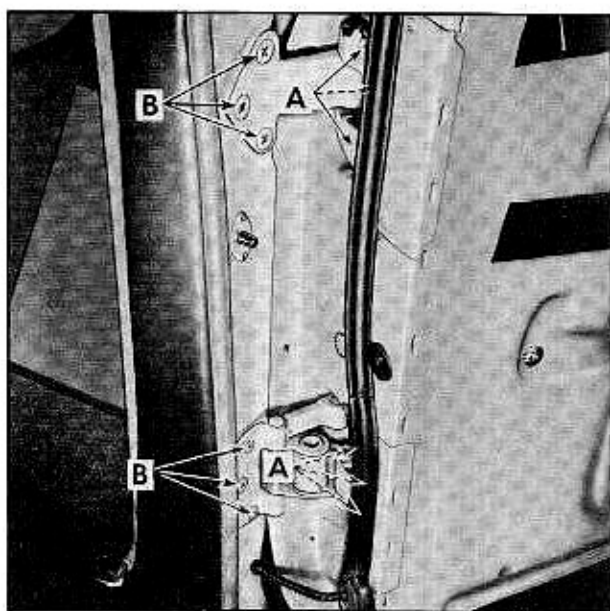


Fig. 3-21 Rear Door Hinge Attaching Bolts

2. Follow Steps 2 and 3 of Note 18 above.

3. Remove hinge cover plates and scribe location of hinge straps on center pillar.

4. For rearward adjustment, place box under door to support it while performing next step.

5. Remove either upper or lower hinge to center pillar bolts, Fig. 3-21. It is easier to adjust one hinge at a time.

6. Cement a full waterproof shim to hinge straps and install bolts.

7. For forward adjustment, loosen hinge strap to center pillar bolts and install a partial waterproof shim at inner edge of hinge strap and tighten bolts.

8. Install hinge cover plate, door lock striker, and recheck tolerances.

(20) Door Lock Striker Adjustment, Removal and Installation

a. Adjustment

1. The oversized attaching holes and the movable anchor plate allow the striker to be adjusted vertically, and in or out, to improve door closing or door alignment.

2. Scribe location of striker on pillar.

3. For vertical and in or out adjustment, loosen

BODY

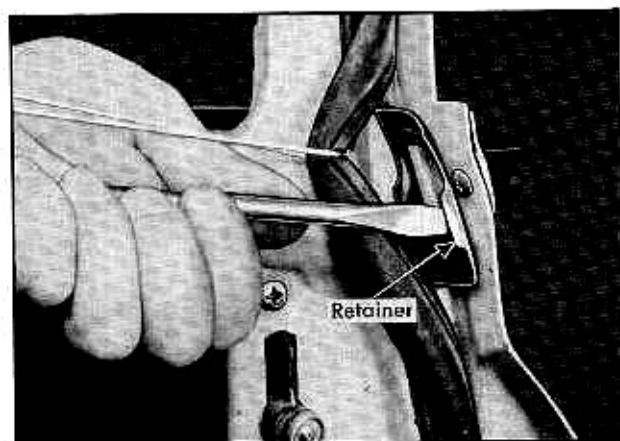


Fig. 3-22 Removing Door Lock Handle Retainer

striker attaching screws and locate striker to desired position, tighten screws.

4. For forward adjustment of striker, to obtain the required 1/4" to 3/8" striker lock bolt overlap, remove striker and install a spacer between striker and pillar.

b. Removal and Installation

1. Scribe location of striker on center or rear body pillar.

2. Remove two striker attaching screws, and remove striker from pillar.

3. To install, align striker with scribe marks on pillar and tighten attaching screws.

(21) Door Outside Handle Assembly Removal

1. Loosen weatherstrip at lock pillar to expose door lock handle retainer access hole cover.

2. Remove access hole cover.

3. With a suitable tool, pull retainer out until handle and gasket can be removed, Fig. 3-22. After the handle is removed, the retainer can also be removed by pulling it from slot in pillar facing.

NOTE: Rear door outside handle push button shaft is designed with an offset. The position of this shaft should be noted for installation purposes.

(22) Door Lock Cylinder Removal and Installation

1. Remove door outside handle assembly from door as described in Note 21.

2. With suitable tool, remove retaining snap ring in Fig. 3-23, and carefully remove stop washer,

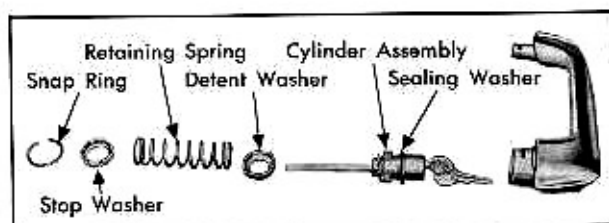


Fig. 3-23 Door Handle Assembly

retaining spring and detent washer from push button shaft.

NOTE: During this removal operation, note relative position of stop washer, detent washer, and retaining spring to insure proper reinstallation.

3. Remove cylinder assembly with sealing washer from door handle, Fig. 3-23.

4. To install, reverse removal procedure.

(23) Door Lock Cylinder Disassembly and Assembly

a. Disassembly

1. Remove door lock handle, Note 21, and remove door lock cylinder from door lock handle, Note 22.

2. Cut retaining washer, Fig. 3-24, with snips and remove push button shaft.

3. Bend cap retainer open, and remove cap from cylinder sleeve.

4. Remove cylinder from sleeve.

b. Assembly

1. Install cylinder into sleeve; assemble cap and bend tabs to secure cap and cylinder to sleeve.

2. Obtain new retaining washer and spring ring Fig. 3-24.

3. Assemble shaft to cylinder, and install retaining washer and spring ring.

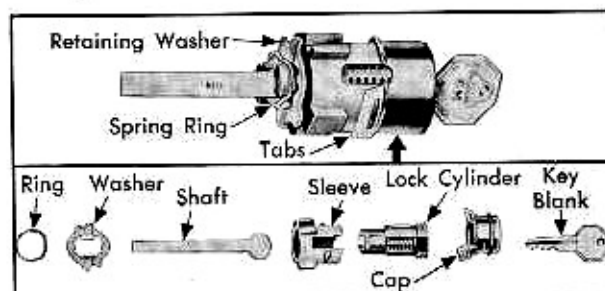


Fig. 3-24 Door Lock Cylinder Assembly

BODY

NOTE: Washer, shaft, and spring ring are available as service parts.

4. Install cylinder into door handle. See Note 22.

(24) Keys and Locks

Door and ignition locks on all 1954 Cadillac cars are equipped with a matched set of tumblers and the hexagon headed key used for the ignition will also unlock the doors. The deck lid and glove compartment locks are also equipped with a matched set of tumbler locks and, therefore, both can be unlocked with the oval headed key. Key numbers are stamped on metal slugs in the key head and should be knocked out after they have been recorded by the owner. Door and ignition lock key numbers are also stamped on the shank of the door locking handles, which must be removed to locate the numbers.

Glove compartment and trunk lock key numbers are stamped on the trunk lock cylinder. From these key numbers, the lock tumbler code can be determined by the use of a key decoder or Briggs and Stratton Code List.

Four types of tumblers are used to make all the various lock tumbler combinations and each is coded according to its color as follows:

C--Copper	B--Black
N--Nickel	Y--Yellow

Tumblers are all shaped exactly alike, with the exception of the position of a notch on one side. As the key is inserted in the lock cylinder, each tumbler is raised to the correct height, so that the notches on each cylinder are on the same level. When the notches on all six tumblers line up, the locking bar is pushed into the notches by two small springs, allowing the cylinder to turn in its bore.

a. Cutting Keys

After the special code has been determined, either from the code list or the key Decoder, Fig. 3-25, place a blank key in key cutting machine, adjust machine to cut key to proper height for each of the six positions, and check the key if a Key Decoder is available. The new key should lift the tumblers in the decoder to agree with the original code shown in the Briggs and Stratton list.

b. Assembling Cylinder Locks

New lock cylinders for duplicating any 1954 Cadillac locks are available from the Factory Parts Department with the lock cylinder and

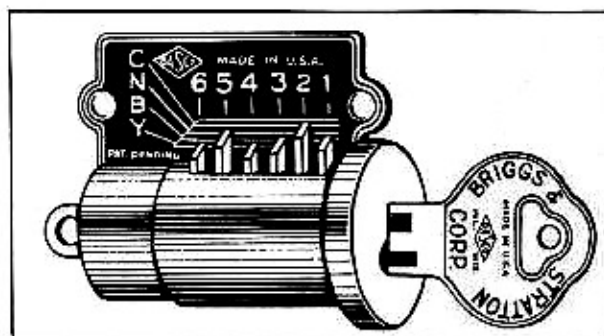


Fig. 3-25 Key Decoder

locking bar staked in place, less tumblers. Tumblers are also available and must be assembled into the cylinder according to the special code.

When it is necessary to assemble a new lock cylinder to agree with a key code number, install the proper tumblers into their respective slots, as indicated by Key Decoder or Briggs and Stratton Code list, starting at the key end of the cylinder and proceeding to the inner end, with notches to the right as viewed from the key end of the cylinder.

After the tumblers have been installed, insert a small coil spring over the tip at the upper end of each tumbler, place the coil spring retainer in position, and press retainer tabs into the cylinder barrel. Stake retainer securely in place by staking the cylinder metal over both edges of the retainer ends from the outside.

(25) Door Outside Handle Push Button Shaft Replacement

In the service replacement of a door lock or a door outside handle, a condition may be encountered where the push button shaft is not long enough to trip the door lock bolt adequately when the push button is depressed. To correct such a condition, a new push button shaft, retaining washer and spring ring should be installed on the lock cylinder as explained in Note 23. The door handle with the new shaft may then be installed in the door as follows:

1. After the new shaft and the cylinder assembly have been installed in the door handle, see Note 22, insert the door handle into its opening in the door. Carefully guide the shaft into the lock.

2. As a check to make sure the shaft is engaged in the lock properly, raise the lift bolt by hand.

3. Holding the handle firmly, depress the push button. If the bolt snaps down, the push button shaft is in the correct position.

BODY

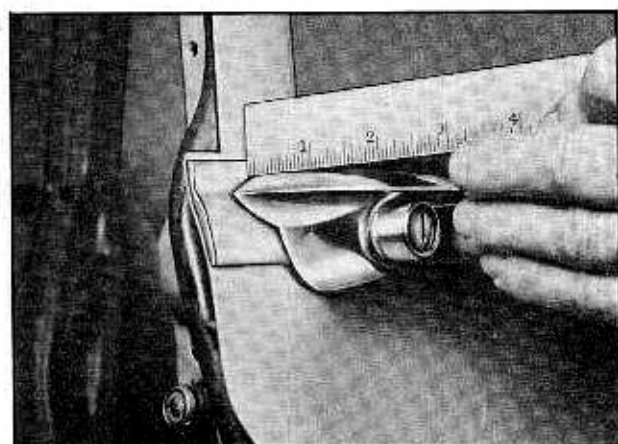


Fig. 3-26 Measuring Push Button Shaft Length

4. Still holding the handle in place so the shaft is just making contact in the lock, measure the distance between the door outer panel and lock handle as shown in Fig. 3-26. When making this measurement, be sure the handle is held in the same relative position--at the same angle--as when it is installed on the door.

5. Remove handle from door and cut off end of shaft the distance measured in Step 4, plus one-thirty-second ($1/32$) of an inch. The additional $1/32$ " is to permit free travel of the push button before contacting the lock mechanism. After cutting shaft, file off any burrs on the end of the shaft.

6. Install the handle on the door, see Note 26, and thoroughly check the operation of the lock cylinder assembly with the door lock in locked and unlocked positions.

(26) Door Outside Handle Assembly Installation

1. Cock lock bolt by pushing to "up" position.
2. Depress push button on door handle, and install handle with gasket to door. When the shaft of door lock cylinder is properly engaged in door lock, lock bolt will snap down.
3. Push retainer to full "in" position.
4. After installation, check push button action.
5. Apply medium bodied sealer to retainer access hole, and install access hole cover.
6. Install weatherstrip in original position, using weatherstrip cement.

NOTE: When a new push button shaft has

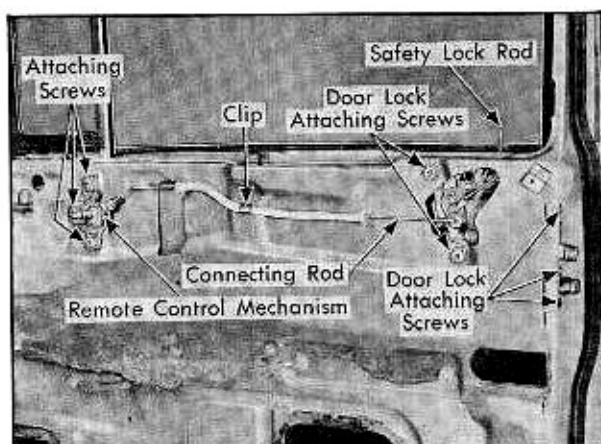


Fig. 3-27 Door Lock and Remote Control Assembly

been installed on the door handle lock cylinder, the shaft must be cut to proper length as described in Note 25.

(27) Door Lock Remote Control Assembly Adjustment, Removal and Installation

a. Adjustment

1. Remove door window garnish molding.
2. Loosen three remote control assembly attaching screws, Fig. 3-27.

NOTE: The remote control mechanism can be adjusted fore or aft to obtain proper door lock operation by the remote control handle. A forward adjustment will decrease the travel required of the remote control handle to release the lock bolt, while a rearward adjustment will increase the travel required.

3. Adjust control fore or aft, as required, and tighten attaching screws.

b. Removal and Installation

1. Remove door window garnish molding.
2. On front doors, disengage remote control connecting rod clip from door inner panel.
3. Remove three remote control assembly attaching screws, Fig. 3-27, and disengage remote control from connecting rod and connecting rod from door lock.
4. On rear doors, to remove the inside locking control connecting rod, remove the lever attaching screw, and disengage anti-rattle clip from door inner panel.

BODY

5. Swing lever with attached rod away from door to disengage lever from door lock.

6. To install reverse removal procedure.

(28) Door Lock Removal and Installation

1. Operate door glass to up position and remove door trim pad and loading hole cover.

NOTE: Larger loading hole cover should be removed on front doors.

2. Remove door outside handle. See Note 21.

3. Remove door lock remote control assembly. See Note 27.

4. Remove nut securing lower end of glass run channel at door lock pillar.

5. Remove five door lock attaching screws, Fig. 3-27, lower lock to clear glass run channel and remove lock through loading hole.

NOTE: On front doors, the inside locking rod can be detached from the lock after the lock is removed from the door.

6. To install, reverse removal procedure. Check operation of door lock using door outside handle and inside remote control handle. Seal door inner panel. See Note 15.

NOTE: Do not attempt to close door with lock lift bolt in "up" position.

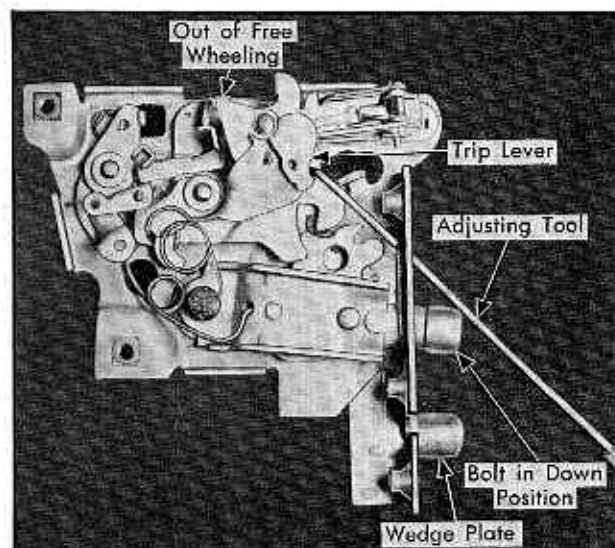


Fig. 3-28 Adjusting Rear Door Lock to Free Wheeling

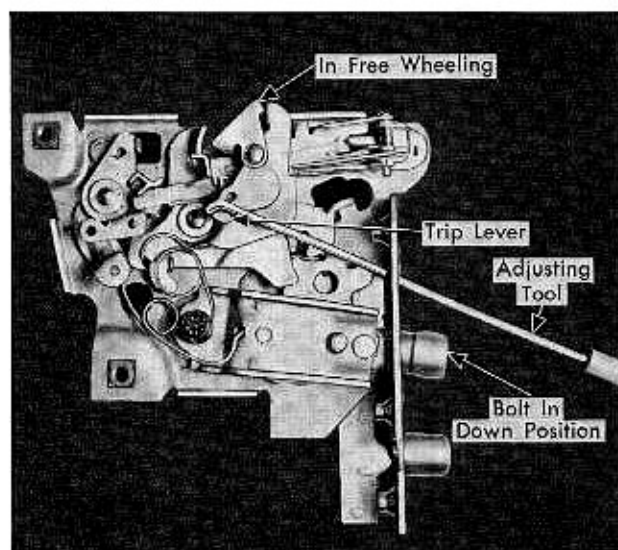


Fig. 3-29 Adjusting Rear Door Lock Out of Free Wheeling

(29) Adjustment of Rear Door Lock Free Wheeling Mechanism

1. Pull rear door inside safety locking rod knob to the "up" position.

2. Insert adjusting tool through the lock bolt slot, with the bolt at the bottom of the slot, and engage trip lever.

NOTE: The tool required to perform the adjustment can be made from a piece of wire seven inches in length, approximately 1/8" in diameter, with a right angle hook 3/8" long at one end.

3. To adjust lock "in" free-wheeling, engage trip lever and push lever forward. Fig. 3-28.

4. To adjust lock from free-wheeling to normal, pull lever rearward. Fig. 3-29.

(30) Front Door Ventilator Assembly Adjustments

a. Wing Assembly Adjustment (6267)

1. To adjust the effort required to rotate the wing assembly, loosen or tighten screw "C", Fig. 3-30, until desired tension is obtained.

2. To adjust the assembly in or out, remove the garnish molding, door trim pad, and loosen two bolts and adjusting stud nuts. Fig. 3-31. Turn studs in or out with a screwdriver to obtain desired alignment.

3. With the attaching bolts loose, the complete assembly may be tilted fore or aft.

BODY

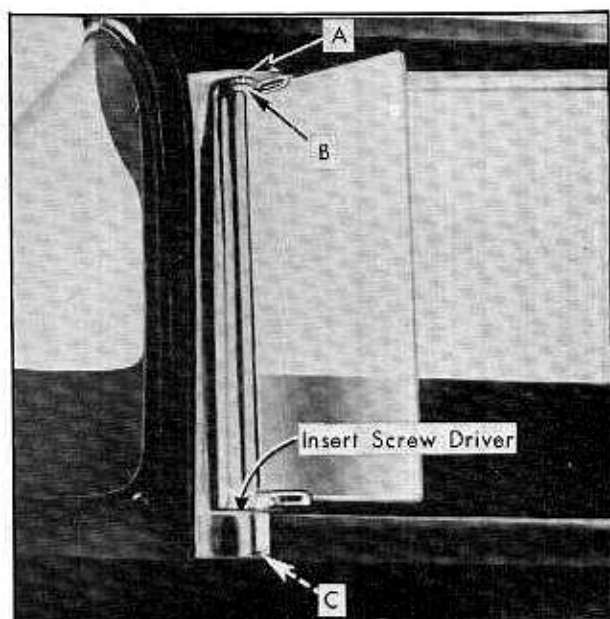


Fig. 3-30 Wing Assembly Adjustment

4. When adjustments are completed, tighten attaching bolts and adjusting screw lock nuts.

5. Seal door inner panel and reinstall trim pad and garnish molding.

b. Ventilator Regulator Adjustment (60S, 6219, 6237)

1. Excessive play (flutter) of the ventilator at the pivot shaft when the ventilator is open, may be eliminated by tightening the screw which mounts the ventilator "Tee" shaft to the regulator, Fig. 3-32. Tighten carefully to avoid stripping threads in spiral gear shaft.

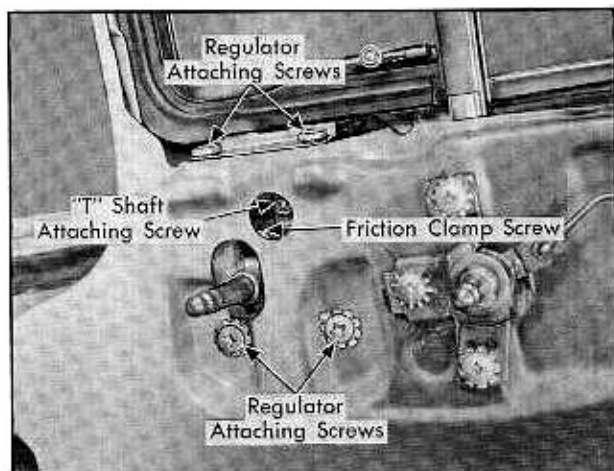


Fig. 3-32 Ventilator Regulator Attaching Screws

2. The operating effort required to open or close the ventilator can be slightly increased or decreased by adjusting the friction clamp screw, Fig. 3-32.

c. Ventilator Adjustment (60S, 6219)

The lower end of the ventilator division channel may be adjusted for alignment with the door glass, by loosening adjusting stud nut shown in Fig. 3-33, and turning the screw in or out and positioning channel fore or aft, as required. Tighten stud lock nut.

d. Ventilator Assembly Adjustment (6237)

1. The complete assembly can be adjusted in or out, or tilted fore or aft for alignment with windshield frame or door window glass. To adjust assembly, remove door trim pad.

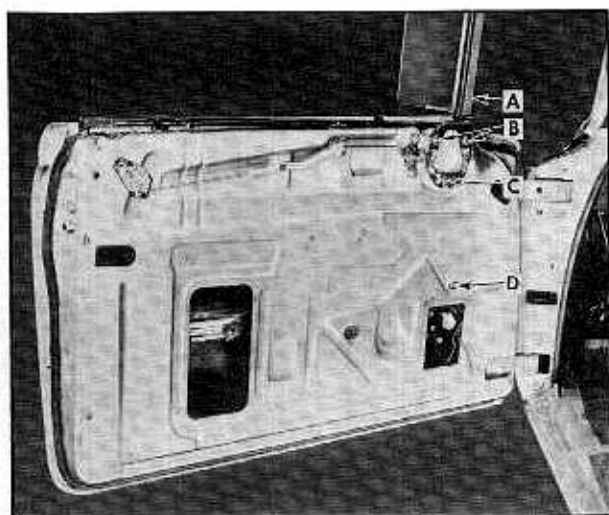


Fig. 3-31 Wing Assembly Alignment

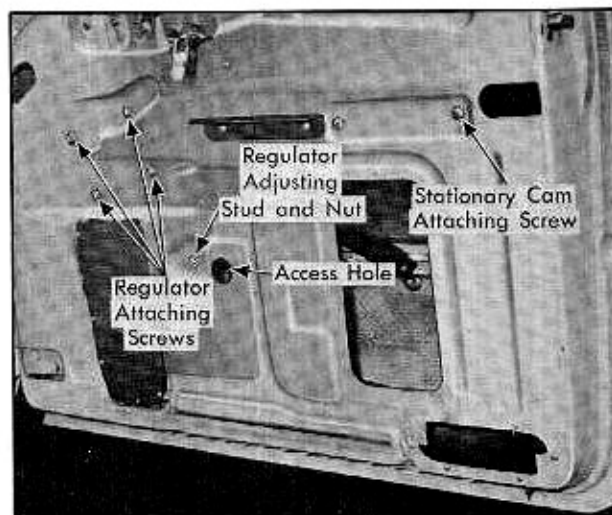


Fig. 3-33 Front Door Vent Adjustment

BODY

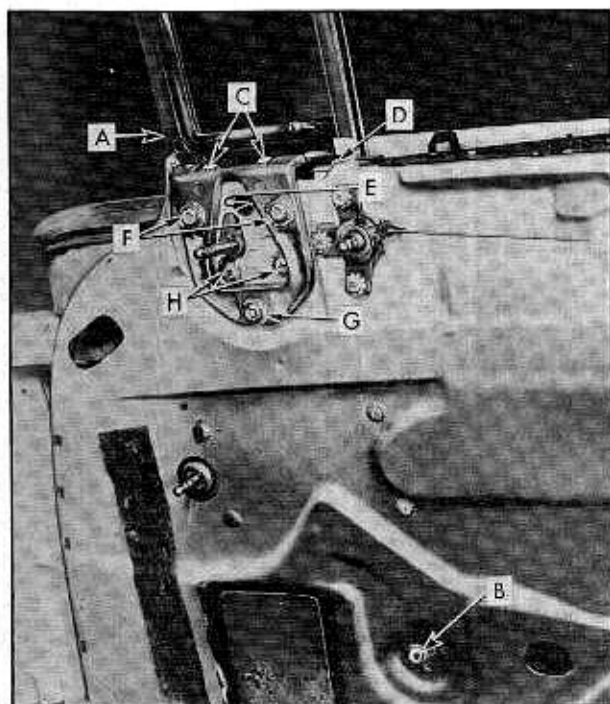


Fig. 3-34 Ventilator Assembly Adjustment (6237)

2. To adjust assembly in or out, loosen adjusting stud nuts "B" and "G" and attaching bolts "F", Fig. 3-34. With screw driver, turn adjusting studs in or out depending on adjustment desired. When adjustment is completed, tighten nuts and bolts.

3. To tilt assembly fore or aft, loosen nuts "B" and "G", bolts "F", and ventilator regulator attaching screws "H". Remove attaching nuts and bolts and relocate, if necessary, and install screw "D".

4. When all adjustments are completed, seal door inner panel as specified in door inner panel sealing procedure, Note 15, and reinstall previously removed parts.

5. For additional adjustment, refer to the door ventilator regulator write-up, Note 30b.

(31) Door Ventilator Regulator Removal and Installation

a. 6237

1. Remove door trim pad, door heater duct and both loading hole covers.

2. Remove the regulator attaching screws Fig. 3-35.

3. Remove the ventilator "Tee" shaft to regu-

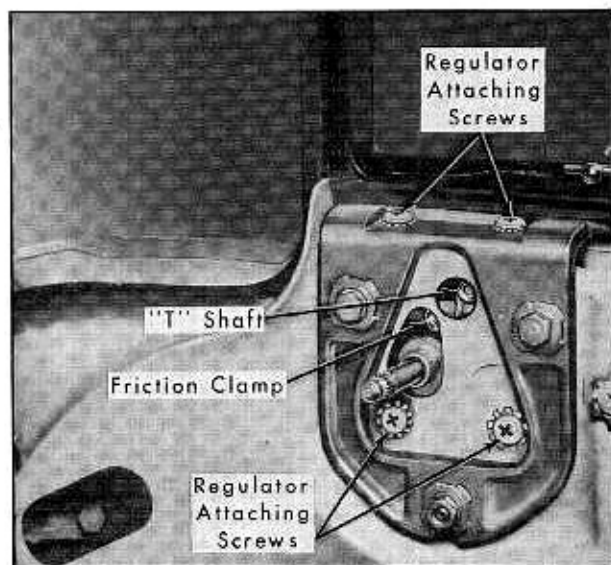


Fig. 3-35 Ventilator Regulator Removal (6237)

lator attaching screw, Fig. 3-35.

4. Disengage regulator from ventilator and remove through smaller loading hole.

NOTE: In some cases, it may be necessary to loosen the complete ventilator assembly and lift the assembly upward sufficiently to allow disengagement of "Tee" shaft from regulator.

5. To install, reverse removal procedure.

b. 6219, 605

1. Remove door garnish or belt finishing molding, trim pad and front door heater duct.

2. Remove screws Fig. 3-32, securing regulator to door inner panel and to ventilator assembly.

3. Remove both loading hole covers.

4. Remove screw which secures ventilator "Tee" shaft to regulator.

5. Disengage regulator from ventilator "Tee" shaft, and remove regulator from between door panels.

6. To install, reverse the removal procedure. Seal door inner panel as specified in Note 15.

(32) Front Door Ventilator Removal and Installation

a. 6219, 605

1. Lower door glass and remove door trim pad.

BODY

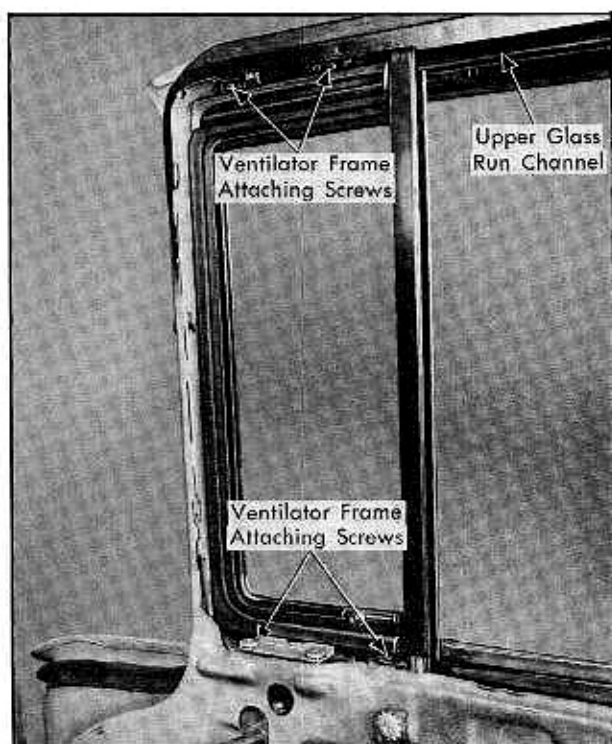


Fig. 3-36 Ventilator Regulator Removal (6219, 605)

2. Remove front door heater duct, loading hole covers and ventilator division channel adjusting stud and nut.

3. Remove ventilator regulator as described in Note 31.

4. Remove upper section of glass run channel. See Fig. 3-36.

5. Remove ventilator frame to door attaching screws, Fig. 3-36, and remove ventilator from door.

6. To install, reverse removal procedure. Seal door inner panel as specified in Note 15.

b. 6237

1. Break seal of upper and lower hinge pillar weatherstrips at butt joint "A", Fig. 3-34. Loosen remainder of lower hinge pillar weatherstrip from ventilator frame.

2. Remove door trim pad, heater duct and both loading hole covers.

3. Remove ventilator division channel lower adjusting stud and nut "B".

4. Remove screws indicated at "C" and "D".

5. Remove ventilator "TEE" shaft to regulator attaching screw "E".

6. Remove two bolts "F" and adjusting stud nut "G".

7. Lift ventilator assembly upward, tilting support bracket to clear regulator spindle.

8. To install, reverse removal procedure. Seal door inner panel as specified in Note 15.

c. 6267

1. Remove door trim pad and front door heater duct. See Note 14.

2. Break seal at butt joint of upper and lower hinge pillar weatherstrips. Loosen remainder of lower hinge pillar weatherstrip from casting.

3. Remove two bolts "B" and adjusting stud nut "C", shown in Fig. 3-31.

4. Remove smaller loading hole cover and lower adjusting stud nut "D".

5. With door glass in down position, lift pillar and wing assembly up from between door panels and place on covered bench to prevent damage to plated surfaces.

6. To install, seal door panel as specified in Note 15, and reverse removal procedure.

d. 6267 (Wing Removal)

1. Remove complete door pillar and wing assembly from between door panels and place on covered bench.

2. Loosen set screw at upper pivot and remove attaching screws "B" and "C" Fig. 3-31. Note relative position of all washers so that they can be reinstalled properly.

3. Lift wing assembly upward and remove from door pillar frame.

4. To install, reverse removal procedure.

(33) Front Door Window Glass Adjustment

a. 6219, 605

1. Loosen stationary cam channel rear attaching screw, Fig. 3-37, and adjust rear end of cam channel up or down as required; then, tighten screw. This will correct a condition where the

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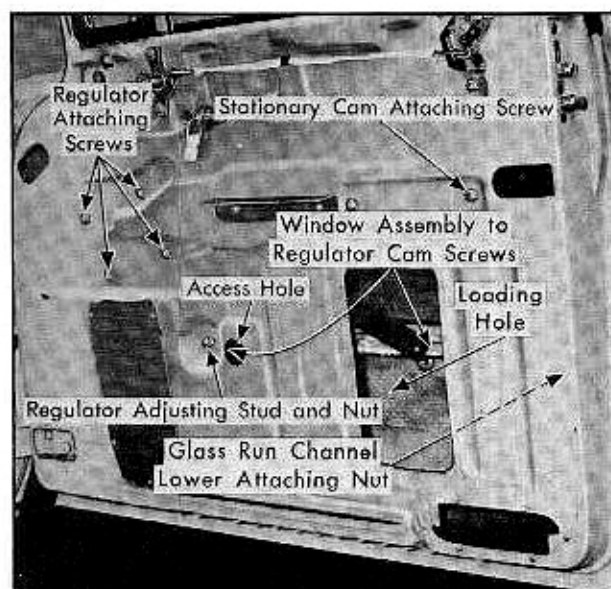


Fig. 3-37 Door Window Assembly (Sedan)

door glass is "cocked" in the glass run channels.

2. Loosen the ventilator division channel lower adjusting stud, Fig. 3-37, move channel fore or aft, whichever is required.

3. Loosen the glass run channel lower attaching nut, Fig. 3-37, and position channel in or out as required.

b. 6237, 6267

If the door glass does not fit properly at the side roof rail sealing strip on closed coupe styles or weatherstrip on Convertible; or the door glass does not travel up or down properly because of misalignment with the glass run channels, perform the adjustments outlined below:

NOTE: It may take one, or a combination of adjustments outlined below to correct a misaligned door glass. In addition, it may be necessary to adjust the door pillar and wing assembly on convertibles, or the door ventilator assembly on closed coupes.

1. To adjust upward limit of glass travel, remove door belt finishing molding, loosen nut and turn stop "C", Fig. 3-38 up or down as required; then tighten nut.

NOTE: The adjusting plate with attached stop can be adjusted in or out to adjust stop to window lower sash channel.

2. To adjust door glass in or out, or to align glass run channel with door glass, proceed as

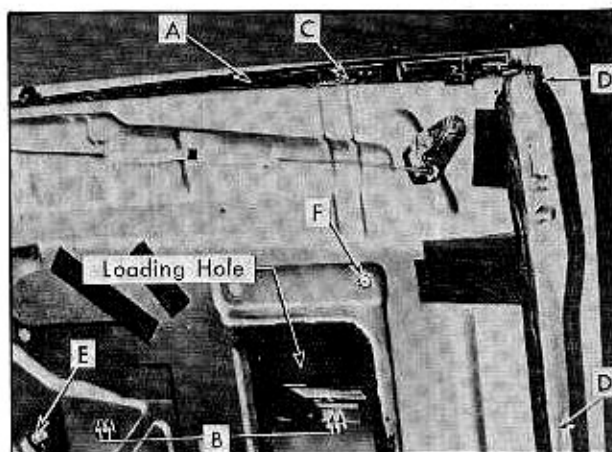


Fig. 3-38 Door Window Assembly (Coupe)

follows:

NOTE: To perform this and the following adjustment, the door trim pad will have to be removed.

Loosen glass run channel attaching screws "D" at the door lock pillar, Fig. 3-38.

Loosen adjusting stud nut.

Turn adjusting stud "E" and position glass run channel at door lock pillar as required; then tighten screws and nut.

3. To correct a condition where the door glass is cocked in the glass run channels, loosen stationary cam rear attaching screw "F" and raise or lower rear end of cam as required; then tighten screw.

4. Operate door glass up or down to check adjustment; then seal door inner panel as specified in Note 15, and reinstall previously removed parts.

(34) Front Door Window Glass Removal and Installation

a. 6219, 605

1. Lower door glass and remove door trim pad.

2. On bodies equipped with powered regulators, disconnect positive battery cable to prevent accidental operation of window regulator with master control switch.

3. Remove larger loading hole cover, and tape from access hole, Fig. 3-37.

4. Remove front door ventilator assembly.

5. Remove four screws securing window assembly to regulator cam, Fig. 3-37.

BODY

6. Disengage window assembly from regulator cam, raise glass to an almost closed position, then, tilt inward and remove from door.

CAUTION: On bodies equipped with electrically powered window regulators, **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator, or on a bench operation, after the regulator is removed from the door. Operation of the motor with the load removed may damage the unit and make it inoperative.

7. To install, reverse above procedure and seal door inner panel.

b. 6237, 6267

1. Remove the door belt finishing molding and door trim pad.

2. Remove the inner draft strip assembly "A", Fig. 3-38, with attached window stop.

NOTE: Door glass should be in half raised position to allow removal of draft strip assembly.

3. Operate door glass to full down position and remove larger loading hole cover, and tape covering circular access hole.

4. On bodies equipped with electrically powered window regulators, disconnect positive battery cable to prevent accidental operation of window regulator with master control switch.

5. Remove the four screws "B", Fig. 3-38, securing window assembly to regulator cam.

6. Disengage window assembly from regulator cam and lift door glass upward to clear top of ventilator on closed coupe, or door pillar on convertible and remove from door.

CAUTION: On bodies equipped with electrically powered window regulators, **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator, or as a bench operation, after the regulator is removed from the door. Operation of the motor, with the load removed, may damage the unit and make it inoperative.

7. To install, reverse removal procedure and seal door inner panel.

(35) Front Door Window Regulator Removal and Installation (Manual and Electric)

a. 6219, 605

1. Lower door glass, and remove door trim pad.

2. Remove front door heater duct, both loading hole covers, and tape that covers access hole. On cars equipped with electrically powered window regulators, disconnect motor leads from wiring harness.

3. Remove four screws securing window assembly to regulator cam, Fig. 3-37.

4. Disengage window assembly from regulator cam channel and prop glass in up position.

CAUTION: On cars equipped with electrically powered window regulators, **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator, or as a bench operation, after the regulator is removed from the door. Operation of the motor with the load removed may damage the unit and make it inoperative.

5. Remove ventilator division channel lower adjusting stud and nut, Fig. 3-37.

6. Remove stationary cam attaching screw Fig. 3-37, and remove cam.

7. Disengage cam from regulator, and remove cam from between door panels.

8. Remove regulator attaching screws, Fig. 3-37, and carefully remove regulator from between door panels.

CAUTION: To remove motor assembly from window regulator, carefully read and follow instructions in Note 36.

9. To install, reverse removal procedure. Seal door inner panel as described in Note 15.

NOTE: The regulator lift arm should be in the down position when installing regulator in door.

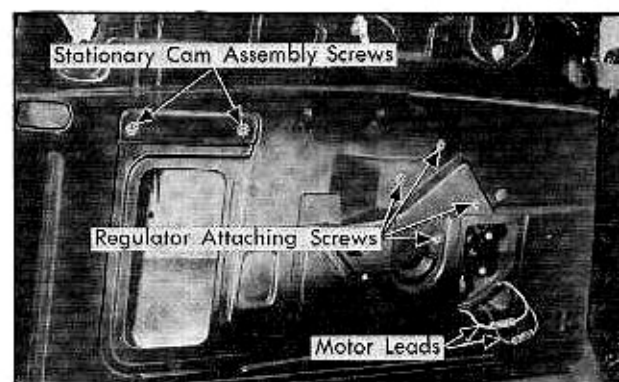


Fig. 3-39 Door Window Regulator Removal - Coupes

BODY

b. 6237, 6267

1. Remove door trim pad, heater duct, and both loading hole covers.

2. Remove door window glass. See Note 32b.

CAUTION: On bodies equipped with electrically powered window regulators, **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator, or as a bench operation after the regulator is removed from the door. Operation of the motor, with the load removed, may damage the unit and make it inoperative.

3. On bodies equipped with electrically powered window regulators, disconnect motor leads indicated in Fig. 3-39.

4. On closed coupes, remove the ventilator division channel lower adjusting stud nut "B". Fig. 3-34.

5. Remove two screws securing stationary cam to door inner panel and remove cam. Fig. 3-39.

6. Remove regulator cam from regulator.

7. Remove regulator to door inner panel attaching screws. Fig. 3-39.

8. Carefully work regulator assembly with attached motor through larger loading hole and remove from door.

NOTE: The instructions for removing the motor from the regulator assembly are outlined in Note 36.

9. To install, reverse removal procedure. Seal door inner panel as specified in Note 15.

(36) Window Regulator Electric Motor Assembly Removal and Installation

1. Remove electric window regulator assembly from door and clamp securely in vise.

NOTE: The position of the regulator clamped in the vise will vary with the type of regulator and position of the lift arm.

CAUTION: BE SURE TO PERFORM STEPS 2 and 3 BEFORE ATTEMPTING TO REMOVE THE MOTOR ASSEMBLY FROM THE REGULATOR. The regulator lift arm, which is under tension from the counter-balance spring can cause serious injury, if the motor assembly

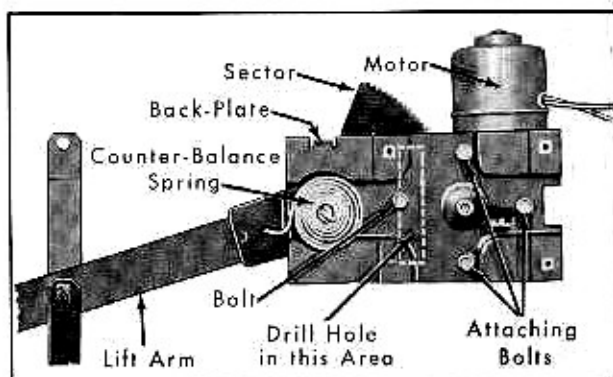


Fig. 3-40 Electric Window Regulator

is removed without locking the sector in position.

2. Drill 1/4" hole through backplate and sector within area indicated in Fig. 3-40, depending on position of lift arm.

NOTE: Do not drill into motor housing, part of which is indicated by the dotted lines. In addition, locate hole not less than 3/4" away from edge of backplate or sector.

3. Insert 1/4" bolt through holes in backplate and sector and install nut to bolt.

4. Remove the three (3) attaching bolts Fig. 3-40, and remove motor assembly from regulator.

NOTE: Clean steel chips off the regulator sector and motor pinion gear.

5. To install, reverse removal procedure.

NOTE: Be sure to remove nut and bolt before reinstalling regulator.

(37) Door Glass Run Channel Removal and Installation

a. 6219, 605

NOTE: The glass run channels are secured to the door with rosebud clips, Fig. 3-41, which are snapped into holes in the window frame. In addition, the lower ends of the channels which extend along the lock pillar are secured by a nut installed to a stud support. The lower end of the channel which extends along the rear door hinge pillar is secured with a screw.

The channel assembly on the front door consists of two sections: an upper, which extends along the door header, and a lower, which extends along the door lock pillar.

The channel assembly on the rear door consists

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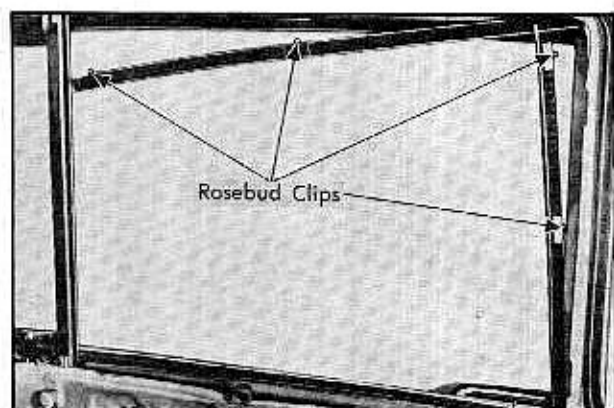


Fig. 3-41 Glass Run Channel Clips

of three sections: an upper extending along the door header, and a lower rear and lower front which extend along the door lock and hinge pillars, respectively. Removal and installation of front and rear door glass run channels is identical except where indicated otherwise.

1. Remove door trim pad and loading hole cover. On front doors, remove larger loading hole cover.

2. Working through loading hole, remove nut securing lower end of glass run channel at lock pillar side.

3. To remove rear door glass run channel at hinge pillar side, remove glass run channel attaching screw from outside of pillar.

4. Lower glass; then with a suitable tool, disengage upper channel with attached clips from window frame.

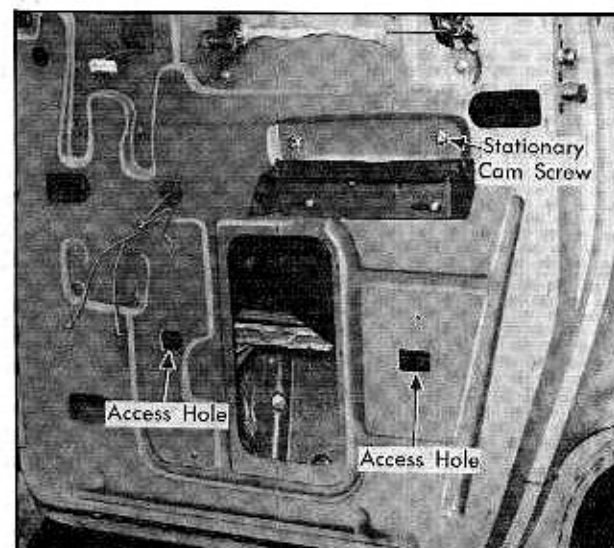


Fig. 3-42 Rear Door Assembly

5. Remove glass run channel from pillar portion of door by disengaging rosebud clips and lifting channel assembly upward.

6. To install, reverse above procedure.

b. 6237, 6267

1. Remove the door trim pad and door window glass.

2. Remove the glass run channel attaching screws "D" at door lock pillar. Fig. 3-38.

3. Remove the glass run channel from the door through the loading hole.

4. To install, reverse the removal procedure.

(38) Rear Door Window Glass Adjustment, Removal and Installation

a. Adjustment

1. To correct a condition where the door glass is "cocked" in the glass run channels, loosen stationary cam screw. Fig. 3-42, and adjust rear end of stationary cam up or down as required and tighten screw.

2. To correct a condition where the door glass is "binding" because of improper glass run channel alignment, loosen the lock pillar glass run channel lower attaching nut and adjust lower end of channel in or out as required then tighten nut.

NOTE: The attaching nut is located in between the door panels.

b. Removal and Installation

1. Lower door glass and remove door trim pad.

2. On bodies equipped with power regulators, disconnect positive battery cable to prevent accidental operation of window regulator with master control switch.

3. Remove loading hole cover and tape covering access holes.

4. Remove upper and side sections of glass run channel.

5. Through access holes, Fig. 3-42, remove four screws securing window assembly to regulator cam.

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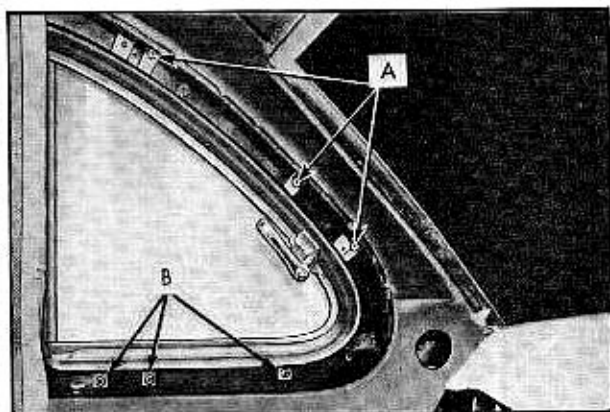


Fig. 3-43 Rear Quarter Vent Removal

CAUTION: On bodies equipped with electrically powered window regulators do not operate regulator motor after the window assembly is disengaged from the regulator or as a bench operation, after the regulator is removed from the door. Operation of the motor with the load removed may damage the unit and make it inoperative.

6. To install, reverse removal procedure and seal door inner panel.

(39) Rear Quarter Ventilator Removal and Installation

a. Removal

1. Remove rear seat cushion and seat back. See Note 60c.
2. Remove rear quarter ventilator garnish molding.
3. Loosen rear quarter side trim panel at the upper rear corner and swing out of position.
4. Loosen headlining sufficiently over ventilator to permit access to the ventilator upper support screws.
5. Remove three ventilator to side roof rail screws "A". Fig. 3-43.
6. Remove three ventilator to rear quarter inner panel screws "B". Fig. 3-43. Carefully loosen rubber weatherstrip from sealer on wall of rubber around window opening and push glass from the outside, removing the entire assembly from inside the body.

b. Installation

1. Clean old sealer from around ventilator opening and lip of rubber weatherstrip.

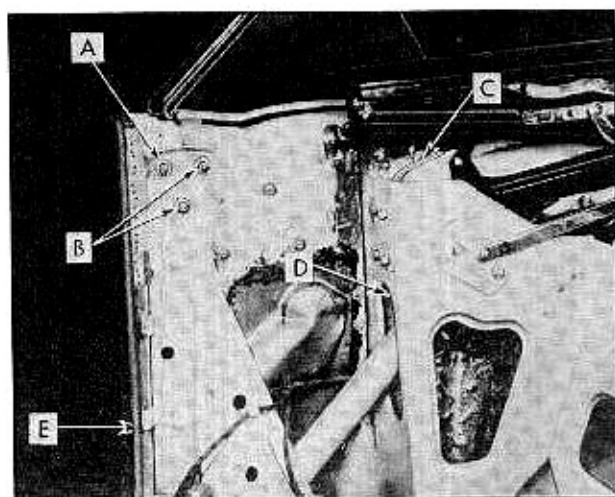


Fig. 3-44 Rear Quarter Window Assembly (6267)

2. Apply a bead of weatherstrip cement to outer lips of rubber weatherstrip and place assembly into body opening from inside of the body.

3. Install three upper and three lower retaining screws, Fig. 3-43, and place headlining back into position.

4. Install upper rear quarter trim pad and rear quarter ventilator garnish molding.

5. Install seat back and seat cushion.

(40) Rear Quarter Window Adjustment

a. 6267

1. Lower folding top, remove rear seat cushion and back.
2. Lower window half-way down then disconnect positive battery cable to prevent accidental operation of window from master switch.
3. Remove rear quarter belt molding, disengage window switch, remove arm rest, remove rear quarter window upper stop.
4. Turn trim panel away from inner panel to gain access to pivot bolt "A". Fig. 3-44.
5. To adjust the rear quarter window in or out, loosen the pivot bolt and the adjusting stud nuts "B". Fig. 3-44. Turn the studs in or out until the desired position of the window is attained. Retighten stud nuts and pivot bolt.
6. To adjust the rear quarter window up or down or fore or aft, loosen the pivot bolt and adjusting

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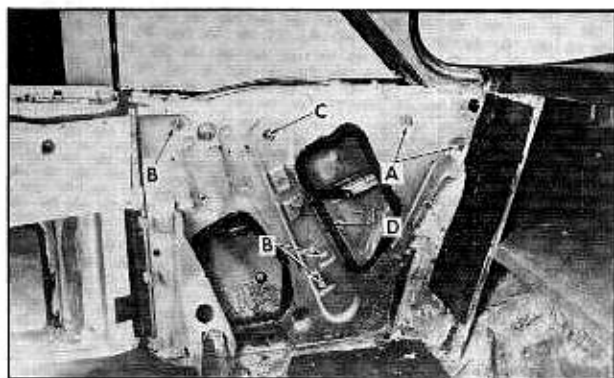


Fig. 3-45 Rear Quarter Window Assembly (6237)

stud nuts. Position the window where desired and retighten pivot bolt and adjusting stud nut.

7. The up travel of the window can be adjusted by loosening the stop attaching screws "C", Fig. 3-44, and moving the stop up or down as desired. Retighten screws when adjustment is completed.

8. In connection with the preceding adjustments, it may be necessary to adjust the rear quarter window guide channel. To adjust the guide channel, loosen screw "E" at lock pillar and adjusting stud nut "D", Fig. 3-44. Position the guide channel to the desired location and retighten screw and stud nut.

b. 6237

1. Remove rear seat cushion and seat back.
2. Remove rear quarter arm rest, trim panel, hardware, and loading hole cover.
3. To adjust the rear quarter window fore and aft, loosen the rear guide channel screws "A" and the front guide channel screws "B", Fig. 3-45. Then the rear quarter window can be moved fore or aft in the elongated front and rear guide channel attaching screw holes in the inner panel. When the desired position is obtained, retighten the guide channel attaching screws.
4. To adjust the rear quarter window in or out at the lock pillar, loosen the upper front guide channel attaching stud nut and turn the adjusting stud in or out to the desired location. Retighten adjusting stud nut.
5. The up travel of the rear quarter window can be adjusted by loosening the rear quarter window stop attaching screw "C" and sliding the stop to the desired location.
6. The down travel of the rear quarter window can be adjusted by loosening the down stop attach-

ing screw "D" on the front guide channel. This stop may be set in any location along the front guide channel.

(41) Removal and Installation of Rear Quarter Window

a. 6267

1. Lower the folding top and remove rear seat cushion and rear seat back.
2. Actuate the window so that it is in the half-down position. Then disconnect positive battery cable to prevent accidental operation of the quarter window from the master switch.
3. Remove rear quarter belt finishing molding, disengage rear quarter window switch, remove rear quarter arm rest and rear quarter window upper stop.
4. Turn trim panel away from the inner panel to gain access to pivot bolt "A". Then remove pivot bolt and disengage the rear quarter window male hinge from the female hinge plate. Fig. 3-44.
5. Energize the power supply in order that the window regulator can be carefully operated upward until the window regulator arm is in such a position that the window cam channel can be disengaged from it.
6. Remove the rear quarter window from the body and disconnect the positive battery terminal.
7. To install, reverse the removal procedure.

b. 6237 (Manual)

1. Remove rear seat cushion and rear seat back.
2. Remove rear quarter hardware, arm rest and trim panel. See Note 40. Then remove rear loading hole cover.
3. With rear quarter window in the up position, remove two rear quarter window rear guide attaching screws "A" and remove rear guide from body. Fig. 3-45.
4. Carefully lower the rear quarter window to a point where the regulator roller can be disengaged from the rear quarter window channel.
5. Disengage rear quarter window front roller from the rear quarter window front guide channel and remove the rear quarter window from the body.

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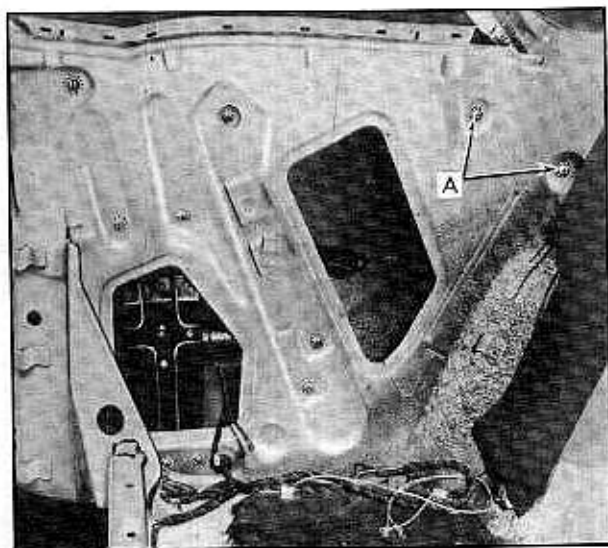


Fig. 3-46 Rear Quarter Window Assembly (6237X)

6. To install the rear quarter window, reverse the removal procedure.

c. 6237 (Electrical)

1. Remove rear seat cushion and rear seat back.
2. Remove rear quarter hardware, arm rest and trim panel.

NOTE: When removing the rear quarter arm rest, the switch must be carefully disengaged from the switch terminal block.

3. Disconnect positive battery cable; then remove the rear loading hole cover.

4. With the rear quarter window in the up position, remove two rear quarter window rear guide attaching screws "A", Fig. 3-46, and remove rear guide from body.

5. Energize the power supply so that the regulator can be actuated.

6. Carefully lower the rear quarter window to a point where the regulator roller can be disengaged from the rear quarter window channel.

7. Disconnect positive battery cable.

8. Disengage the rear quarter window front roller from the rear quarter window front guide channel and remove the rear quarter window from the body.

9. To install the rear quarter window, reverse the removal procedure.



Fig. 3-47 Rear Quarter Window Guide Removal (6267)

(42) Rear Quarter Window Guide, Removal and Installation (6237)

a. Rear Guide

1. Remove rear seat cushion and back.
2. Remove quarter hardware and trim assemblies.
3. Remove access hole covers.
4. With the rear quarter window in the "UP" position, remove the rear quarter rear guide attaching screws, "A", Fig. 3-45.

NOTE: The rear quarter window front and rear guide may be adjusted fore and aft due to elongated attaching holes in the rear quarter inner panel.

5. Disengage the rear guide from the rear quarter window roller and remove the guide from the body.
6. To install, reverse the removal procedure.

b. Front Guide (6237)

1. Remove the rear quarter window and rear quarter window regulator. See Notes 41 and 43.
2. Remove the rear quarter window front guide attaching screws, "B", Fig. 3-45, and carefully remove the front guide from the body, working it through the rear access hole.
3. To install, reverse the removal procedure.

c. 6267

1. Remove rear quarter window. See Note 41a.

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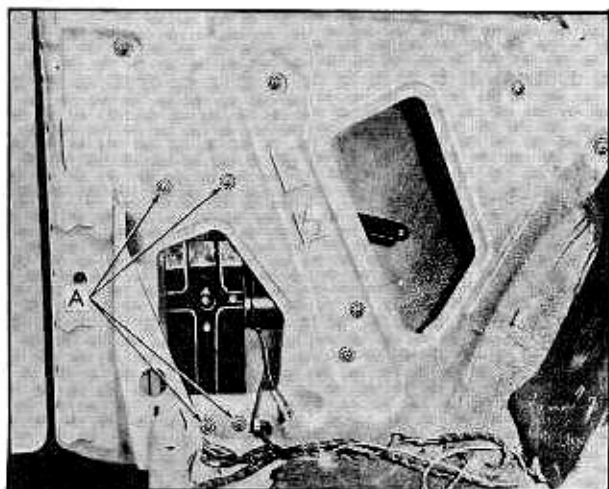


Fig. 3-48 Rear Quarter Window Regulator Removal (6237)

2. Remove the guide assembly front attaching screw "A", at the lower face of the lock pillar, Fig. 3-47.

3. Remove the upper attaching screw "C", at the rear end of the guide assembly, after first removing the folding top compartment side panel weatherstrip assembly.

4. Remove the center attaching stud nut and washer, "B".

5. Remove the guide assembly from the window opening between the rear quarter outer and inner panels and remove the guide assembly from the body.

6. To install, reverse the removal procedure.

7. To adjust guide, See Note 40a.

(43) Rear Quarter Window Regulator Removal and Installation

a. 6237

1. Remove rear quarter window as described in Note 41.

2. Disconnect regulator motor wires (on cars so equipped) and remove regulator attaching screws "A", Fig. 3-48.

3. Remove the rear quarter window regulator (and motor) assembly through the access hole in the rear quarter inner panel.

4. To install, apply medium-bodied sealer around the regulator attaching holes on the quarter inner

panel side of the regulator and reverse the removal procedure.

b. 6267

1. Remove rear quarter window. See Note 41.

2. Remove the rear quarter window regulator attaching screws, "D", and remove the regulator from the body, working through the access hole, Fig. 3-47.

3. To install, apply medium-bodied sealer around the attaching holes on the quarter inner panel side of the regulator and reverse the removal procedure.

(44) Rear Quarter Window Sealing Strip Removal and Installation

a. Removal

1. Lower rear quarter window to full down position and remove the rear seat cushion, rear seat back and rear quarter belt finishing molding.

2. Apply a strip of masking tape along the rear quarter window upper reveal molding to protect the finish.

3. Remove the side roof rail mechanical sealing outer weatherstrip, rear.

4. Remove the sealing strip attaching screws.

5. With a suitable tool, inserted between front end of sealing strip and roof rail, carefully pry sealing strip downward.

6. When sealing strip flange is completely disengaged from reveal molding clips, carefully pull sealing strip forward to remove from body.

7. To remove escutcheon, disengage escutcheon flange from reveal molding clips and remove from body.

b. Installation

1. Install sealing strip escutcheon to roof rail by inserting escutcheon flange between reveal molding and clip.

2. Insert rear end of sealing strip in between rear quarter outer and inner panel and slide rear end over retaining clip.

3. Align front end of sealing strip with rear end of side roof rail mechanical sealing strip.

4. Position sealing strip flange between reveal

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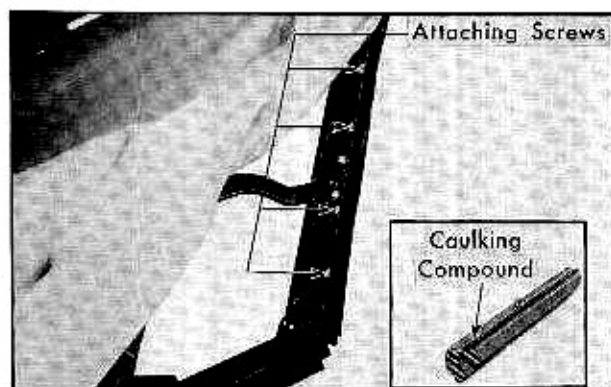


Fig. 3-49 Side Roof Rail Mechanical Sealing Strip (6257)

molding and attaching clips, and press sealing strip upward.

5. Reinstall sealing strip attaching screws and side roof rail mechanical sealing outer weatherstrip rear.

6. Reinstall belt finishing molding, rear seat cushion and back, and remove masking tape.

7. The attaching screw holes in the sealing strip are slotted fore and aft to facilitate assembly and to adjust sealing strip in proper relation to the side roof rail mechanical sealing strip.

(45) Side Roof Rail Weatherstrip, Adjustment, Removal and Installation (6267)

a. Adjustment

1. The side roof rail weatherstrips, together with the sealing strips, may be adjusted in or out. To adjust, remove attaching screws, loosen attaching nuts and adjust as required; then tighten nuts and reinstall screws.

NOTE: The side roof rail weatherstrip front section may also be adjusted fore or aft.

2. The side roof rail weatherstrips may also be adjusted downward. To adjust, loosen weatherstrip as required and insert water-proof shim between weatherstrip and side roof rail. Reseal if necessary, and tighten weatherstrip attaching nuts.

b. Removal and Installation

1. Lower top halfway.

2. Remove weatherstrip attaching screws and nuts and washers, Fig. 3-49; then remove weatherstrip.

NOTE: It is necessary to loosen the front roof rail weatherstrip retainer when removing side roof rail weatherstrip front section.

3. To install, reverse removal procedure. Apply a ribbon of body caulking compound to attaching surface of front and center side roof rail weatherstrips along entire length of parts as indicated in Fig. 3-49. Clean off excess sealer.

(46) Front Roof Rail Weatherstrip, Removal and Installation (6267)

1. The front roof rail weatherstrips consist of a front roof rail weatherstrip and a front roof rail weatherstrip front.

2. The weatherstrips are cemented and secured in place by a two piece retainer. To remove or install weatherstrip, remove retainer and follow directions outlined in Note 48.

(47) Side Roof Rail Mechanical Sealing Strip, Adjustment, Removal and Installation (6237)

a. Adjustment

1. The attaching screw holes in the mechanical sealing strip are slotted laterally for alignment with the top of the door window and door ventilator.

2. Loosen sealing strip attaching screws.

3. Adjust strip in or out as required; then tighten screws.

4. In cases where the action of the outer sealing strip is retarded due to friction with lip (awning) of the rubber gasket, apply a sparing amount of a silicone rubber lubricant to the inner lip of the gasket, along its entire length.

b. Removal

1. Remove the two screws, one securing the front and one securing the rear end weatherstrip, and remove the weatherstrips, Fig. 3-50. B and C.

2. Remove the remaining sealing strip attaching screws and remove strip with attached gasket from body.

3. If necessary, remove the gasket from the sealing strip.

c. Installation

1. Clean original sealer from side roof rail and gasket. If the gasket was removed, remove the

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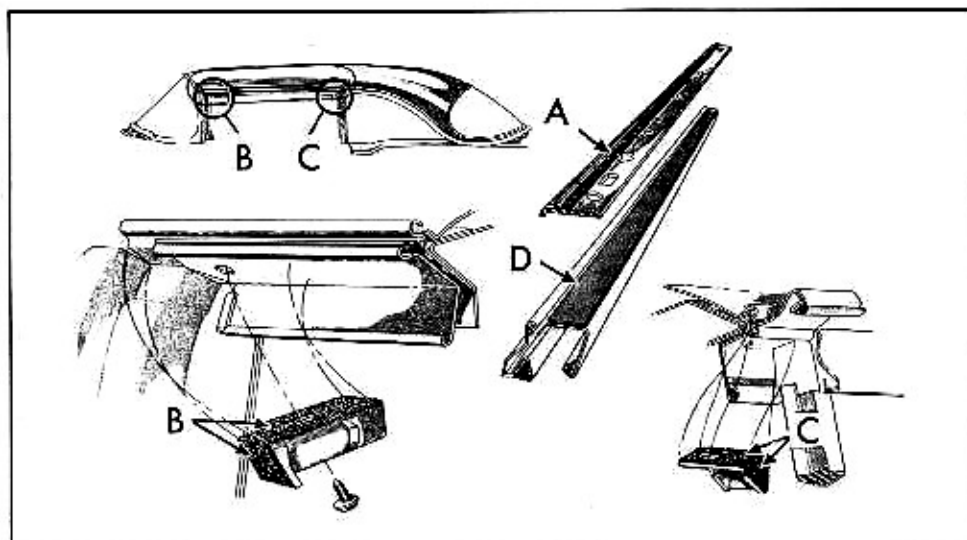


Fig. 3-50 Side Roof Rail Mechanical Sealing Strip (6237)

double coated adhesive tape from the sealing strip.

NOTE: The tape is used in the production installation of the gasket to the sealing strip.

2. Tape the outer sealing strip to the inner strip so that outer strip is in the closed position for installation of the rubber gasket "D", Fig. 3-50.

3. Assemble the gasket to the sealing strip with a good weatherstrip cement, following carefully the manufacturer's directions for cement application and observing the following precautions:

Do not apply cement to lip (awning) of gasket.

Do not apply cement so that it could enter the hinge portion or attaching holes of the sealing strip.

Assemble gasket to sealing strip so that lip (awning) is over the outside radius of the hinge throughout its entire length.

Cement gasket to sealing strip flat (without puckers).

4. Apply a 1/8" diameter ribbon of caulking compound along outside edge of gasket as shown in "A" in Fig. 3-50.

NOTE: Compound used should compress easily so as not to interfere with the installation and operation of the sealing strip.

5. Install sealing strip to side roof rail. Bring screws to snug fit.

6. Apply a medium-bodied sealer to the front

and rear outer weatherstrips as indicated at "B" and "C", Fig. 3-50, and install weatherstrip.

7. Align sealing strip with top of door window and ventilator, and tighten screws. Wipe off excessive sealer.

NOTE: Sealing strip attaching screws must be drawn to uniform tightness.

(48) Door Weatherstrip Removal and Installation

a. Removal

1. Bend back tabs of weatherstrip retainer along bottom of door.

2. On sedan bodies equipped with electric window regulators, cut the rear door hinge pillar bottom weatherstrip at the electrical conduit to permit removal of weatherstrip from around holes. On closed coupes, remove screw and retainer at top of ventilator frame. On convertible coupes, remove screw and washer at upper end of door pillar frame.

3. Using a suitable tool, carefully break seal between door and weatherstrip and remove weatherstrip. Door bottom drain hole sealing strips may be removed at this time, if necessary.

b. Installation

1. Clean off old adhesive from door cementing surface and from weatherstrip to provide a clean surface for weatherstrip installation.

2. With brush, apply a thin coat of adhesive to

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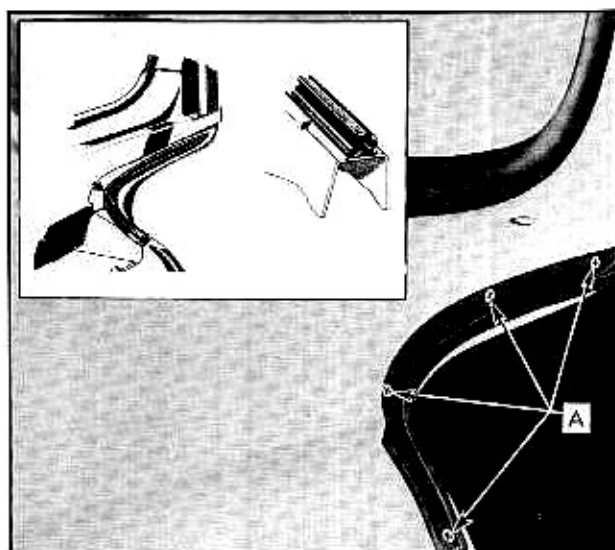


Fig. 3-51 Cowl Side to Door Weatherstrip Installation

cementing surface of door and weatherstrip and to ends of weatherstrip which must be cemented together to form butt joint.

NOTE: Cement should not extend more than 1/8" beyond edge of weatherstrip.

3. If drain hole sealing strips were removed from bottom of door they can be cemented into position at this time. Apply cement to sealing strips only.

4. Install weatherstrip to door, pressing it firmly and evenly in place. Do not stretch weatherstrip around corners.

5. After installation, bend up tabs of retainer along door bottom to secure weatherstrip in this area. Clean off excess cement.

6. On coupes, reinstall washers and screws which were removed.

(49) Cowl Side to Door Weatherstrip, Removal and Installation

1. Remove four screws, indicated in Fig. 3-51; break seal between weatherstrip and cowl and remove weatherstrip.

2. To install, clean original sealer from cowl and apply a ribbon of medium-bodied sealer as indicated in insert, Figure 3-51. Install screws and clean off excessive sealer.

(50) Deck Lid Weatherstrip Removal and Installation

1. Separate the butt ends of the weatherstrip at the bottom of compartment opening and care-

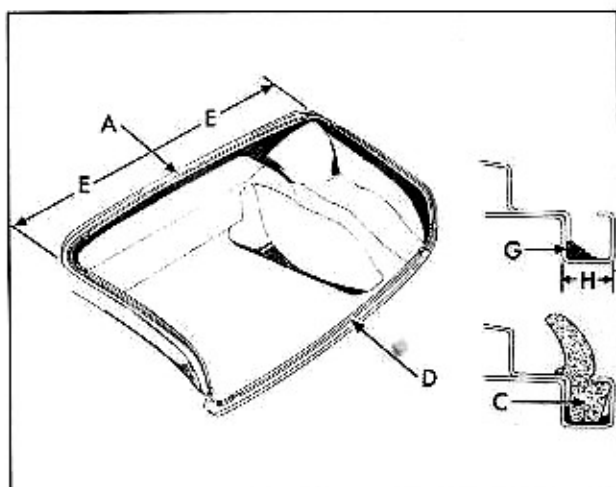


Fig. 3-52 Deck Lid Weatherstrip Installation

fully disengage weatherstrip from gutter foundation, using a flat tool.

2. Check the gutter around the rear compartment opening to make sure that the surface is clean for cementing.

3. Using a pressure-type gun, flow a bead of weatherstrip cement into the gutter to seal the welded joint where the small "U"-shaped gutter is attached to the rear compartment opening, shown in Fig. 3-52 "G".

4. Using a brush, apply a coat of weatherstrip cement to the bottom portion of the rear compartment gutter shown at "H".

5. Position and center the weatherstrip at point "A", using the color identification mark at the center of the weatherstrip as the starting point.

6. Using a flat-bladed tool such as a putty knife with rounded corners and edges or a headlining inserting tool, Fig. 3-53, insert the



Fig. 3-53 Installing Deck Lid Weatherstrip

BODY

weatherstrip into the top of the gutter along that portion of the gutter marked "E", in Fig. 3-52.

7. For best results, when inserting the weatherstrip along the sides and bottom of the gutter, position edge "C" of the weatherstrip into the gutter before using the inserting tool.

8. Trim the ends of the weatherstrip to form a butt joint, and cement them together at "D".

(51) Seat Switch and Escutcheon Assembly Removal and Installation

a. Switch with Escutcheon

1. Detach switch and escutcheon assembly from front seat left side panel by removing escutcheon retaining screws.

2. Pull switch assembly away from seat side panel and detach regulator switch block and wires from switch. Fig. 3-54.

3. Remove switch and escutcheon from seat panel.

4. To install, reverse above procedure.

b. Switch

1. Unscrew switch knob and remove knob and lock washer from switch.

2. Through escutcheon hole "A", Fig. 3-54, depress tab of clip "B" sufficiently to permit clip to be removed. Repeat this on three remaining clips and remove switch from escutcheon.

3. To install switch in escutcheon, reverse above procedure.

(52) Front Seat Side Panel Removal and Installation

a. 6237, 6267

1. On manual control seats, remove seat adjuster control handle.

2. Remove two screws and washers at front of panel, two screws and washers at rear of panel and one screw and washer at rear inside edge of panel.

3. Disengage panel from front of seat assembly and from center support by raising panel and pulling outward. Move panel toward rear, then, and remove from seat assembly.

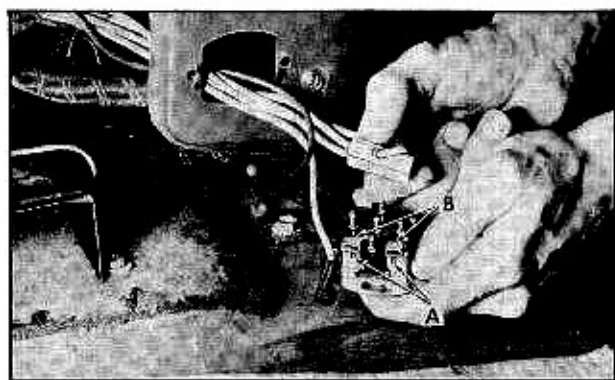


Fig. 3-54 Removing Seat Switch Assembly

4. On electrically operated seats, disconnect terminal block and wire connectors from adjuster control switches.

5. To reinstall, reverse removal procedure.

b. 6219, 60S

1. On 6219 series, remove seat adjuster control handle.

2. Remove two screws and washers from front of panel and one screw and washer at lower rear of panel.

3. At the upper rear of panel on 6219 styles, remove robe cord escutcheon screws; on 6019 styles, remove single screw and washer.

4. Remove side panel from seat.

5. On styles with electrically operated seats, detach switch block and wires from switch terminal post.

6. To reinstall, reverse above procedure.

(53) Front Seat Assembly Removal and Installation

a. Seat and Manual Adjusters

1. Remove front seat side panels as outlined in Note 52.

2. On sedan models, disconnect lighter feed wire and remove wire from clips on floor pan.

3. Remove seat adjuster to floor pan screws, Fig. 3-55, and remove seat assembly from car.

4. To install, reverse removal procedure. Connect cigar lighter feed wire and install ground wire under seat adjuster bolt on sedan models.

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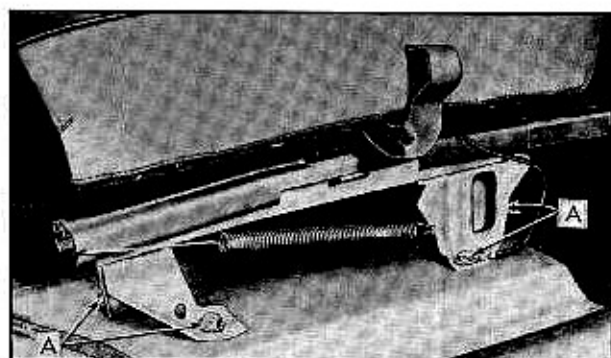


Fig. 3-55 Front Seat Assembly Removal

b. Seat Including Adjusters and Electric Regulators

1. Operate seat to a raised and forward position. Remove seat side panels and detach switch wire harness from left side of seat frame and detach tension spring from equalizer rod. On sedan models, disconnect seat back cigar lighter wire and detach wire from clip on floor pan.

2. Place a wood block at each seat adjuster between floor plate and upper section of adjuster as shown in Fig. 3-56.

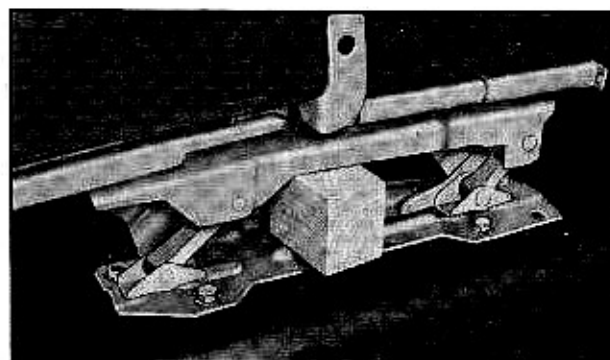


Fig. 3-56 Floor Plate to Adjuster Support

3. Disconnect horizontal and vertical regulator lead wires at connectors.

4. Under rear of seat, remove horizontal regulator floor pan support cover, Fig. 3-57, and remove support screws; then tie regulator to vertical equalizing rod.

5. Under front of seat, remove vertical regulator support screws and tie regulator to the horizontal equalizing rod as shown in inset, Fig. 3-58.

6. Remove seat adjuster to floor pan screws and carefully remove seat assembly with regulators from car.

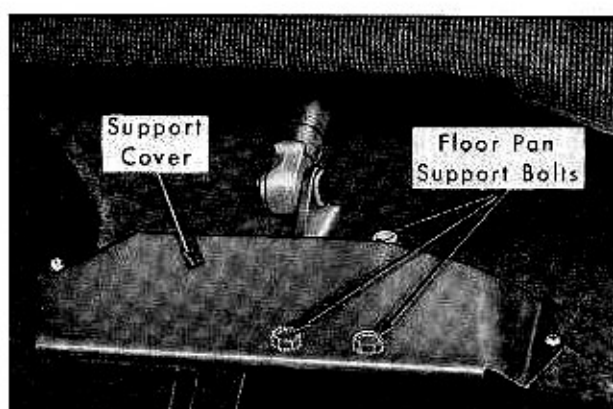


Fig. 3-57 Horizontal Regulator Floor Pan Support Cover

7. To reinstall assembly, reverse removal procedure being sure that regulator ground wire and cigar lighter ground wire on sedan models are secured under support and adjuster screws.

c. Seat (Less Adjusters and Regulators)

1. Operate seat to raised position and remove seat side panels.

2. Detach switch wire harness from seat frame, and detach tensioner spring from equalizer rod. On sedan models, on 6219 styles disconnect cigar lighter feed wire and remove wire from clip and floor pan. Detach ground wire from right adjuster front screw.

3. On sedan models, remove center and rear attaching bolts, Fig. 3-59, from both adjusters. On coupe styles remove screws "A" and "B", Fig. 3-60.

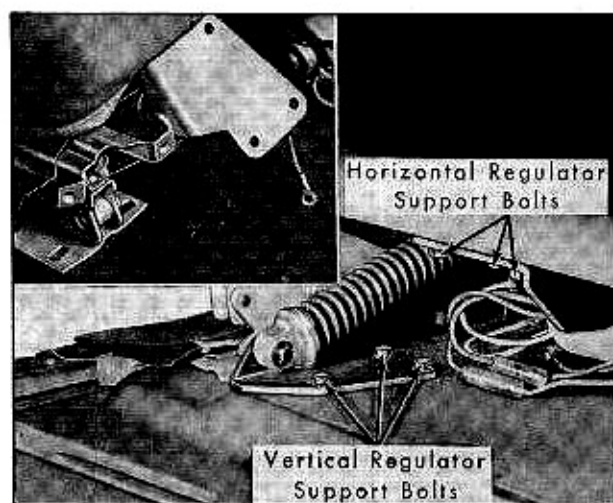


Fig. 3-58 Detaching Vertical Regulator Support

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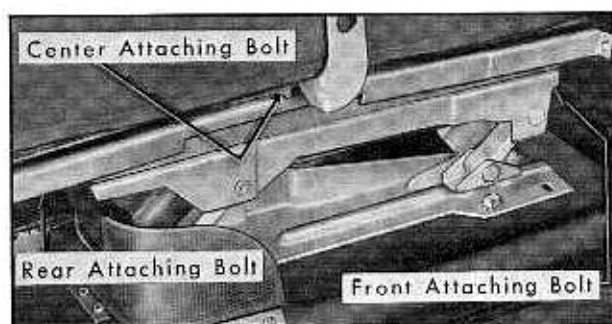


Fig. 3-59 Detaching Seat Assembly from Adjusters (Sedans)

5. On sedan models, move seat to forward position and remove retaining ring, Fig. 3-61, and washer from both seat adjuster horizontal equalizing rod links and detach links from rod arms.

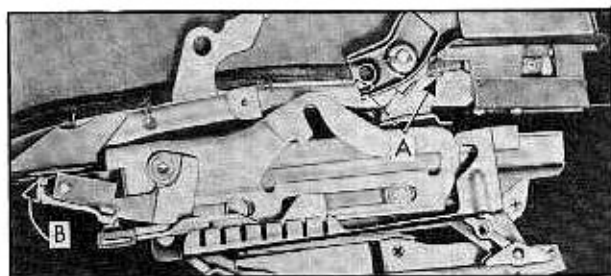


Fig. 3-60 Detaching Seat Assembly from Adjusters (Coupes)

6. On sedan models, remove front attaching bolt and washer indicated in Fig. 3-59.

7. Remove seat assembly from car.

8. To reinstall seat assembly, reverse above procedure.

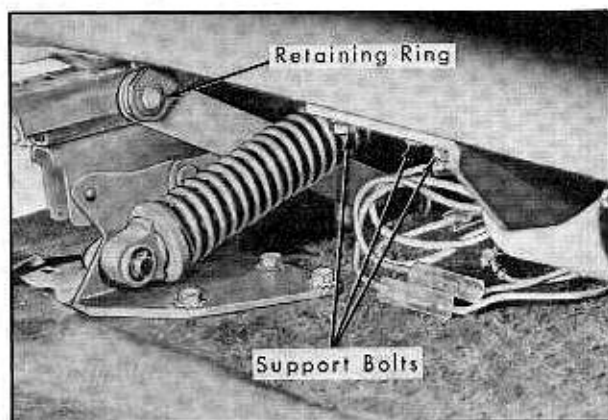


Fig. 3-61 Detaching Horizontal Equalizing Rod Links (Sedans)

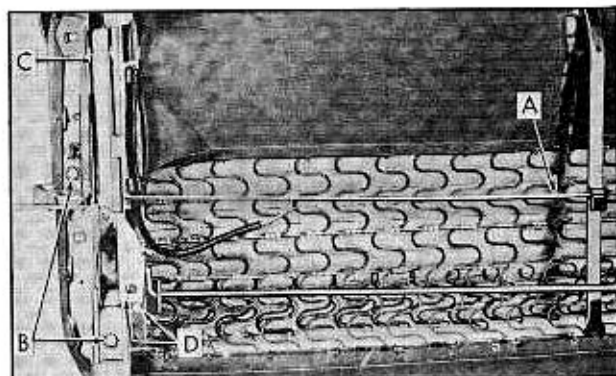


Fig. 3-62 Removal of Seat Adjuster from Seat Assembly

(54) Seat Adjuster Removal and Installation

a. Manual

1. Remove front seat assembly as described in Note 53a.

2. Detach locking rod "A", shown in Fig. 3-62, from seat frame.

3. Remove seat adjuster-to-seat frame screws "B". Move adjuster track forward and remove screw indicated at "C"

4. Disengage seat adjuster from locking rod and remove adjuster.

b. Electrical

1. Remove the seat assembly as described in Note 53c.

2. Remove horizontal equalizing rod retaining ring "A", Fig. 3-63. Remove retaining ring "B"

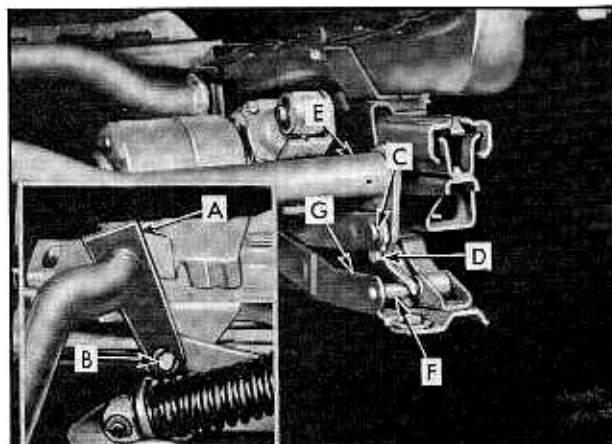


Fig. 3-63 Removal of Electrical Seat Adjuster

BODY

and disengage link from equalizing rod. Place a support under equalizing rod.

3. Remove retaining ring "C" and detach crank link from pin.

4. When removing right adjuster, remove bolt "D" from rear link of right adjuster.

5. Remove seat adjuster to floor pan screws.

6. Pull adjuster outward to disengage link pin "E" from vertical equalizing rod end plate, then raise equalizing rod to disengage it from link pin "F" and to clear floor plate flange "G". Remove adjuster.

7. To install adjuster, reverse removal procedure. Be sure that rubber washer is installed on end of horizontal equalizing rod, between rod and rod support. When installing adjuster to floor pan screws, do not tighten screws until seat bottom frame has been secured to seat adjusters.

(55) Horizontal Electric Regulator Removal and Installation

1. Operate seat to a raised and forward position.
2. Disconnect horizontal regulator lead wires at connectors. Under left side of seat on sedan models, detach tensioner spring from equalizing rod.
3. Turn back carpet, remove regulator floor pan support cover "A", Fig. 3-64, and remove support screws "B".
4. On sedan models, detach horizontal regulator seat frame support at front of seat, retained by bolts "A" (inset of Fig. 3-64). On coupes, remove support screws "A", Fig. 3-65, retaining ring "B", (seat removed for illustrative purposes only) and remove regulator.

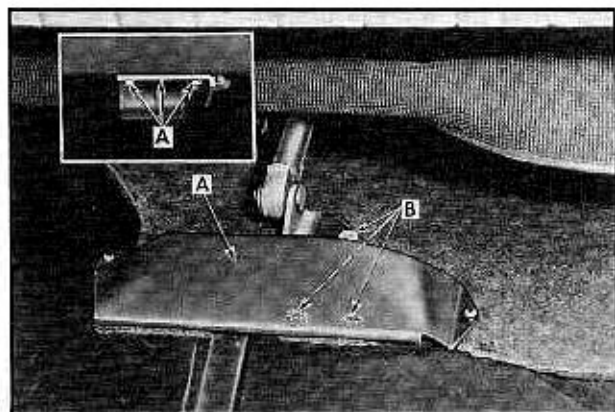


Fig. 3-64 Horizontal Electric Regulator Removal (Sedans)

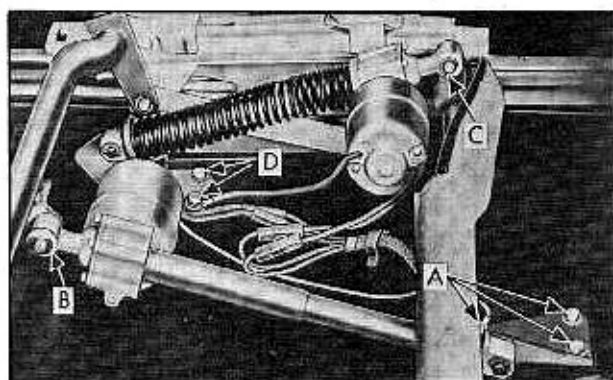


Fig. 3-65 Horizontal Electric Regulator Removal (Coupes)

5. As a bench operation, remove regulator to support pin retaining rings and washers. Remove supports from regulator.

6. To install, reverse above procedure.

(56) Vertical Electric Regulator Removal and Installation

1. Operate seat to a raised and forward position.
2. From under rear of seat, remove retaining ring. Fig. 3-66.
3. Lower seat and detach vertical regulator lead wire connectors and ground wire.
4. Under front of seat remove vertical regulator floor pan support screws "A". Fig. 3-67, then carefully remove regulator from support pin at rear of seat (See "C" and "D", Fig. 3-65).
5. Remove assembly from car and remove

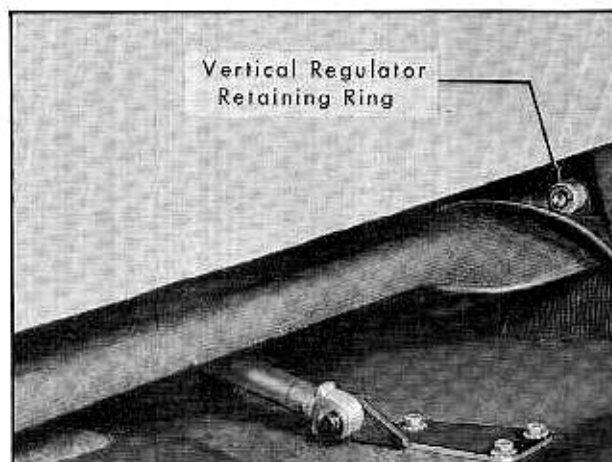


Fig. 3-66 Vertical Regulator Retaining Ring

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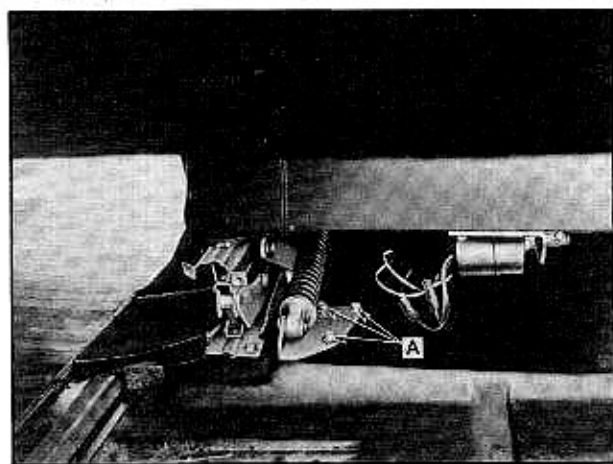


Fig. 3-67 Vertical Regulator Support Screws

regulator-to-floor pan support ring and washer from regulator and remove support.

6. To install vertical regulator, reverse removal procedure.

(57) Front Seat Back Panel Removal and Installation

a. 6219

1. Remove front seat side panels as described in Note 52b.

2. Remove ash tray and disconnect lighter wires.

3. Remove panel to seat frame retaining screws from both lower and upper corners of panel.

4. Lower panel to detach from ash tray support flange and from tab at lower center.

5. To install, reverse removal procedure.

b. 6019

1. Remove front seat side panels as described in Note 52b.

2. Remove screw and washer from both lower corners of panel and at lower center of panel.

3. Remove screw and washer from both sides of upper portion of panel, retaining panel to seat back frame.

4. Lift panel upward to disengage tabs at inside top of panel from seat back frame and remove panel from seat.

5. To install, reverse removal procedure.

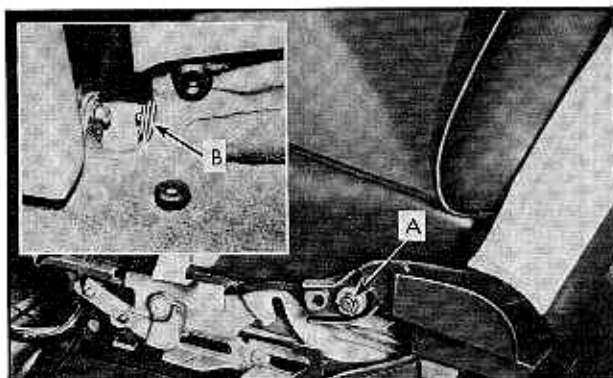


Fig. 3-68 Front Seat Back Removal (Coupe)

(58) Front Seat Back Removal and Installation

a. 6237, 6267

1. Remove seat side panel.

2. Remove cotter pin and cup-washer from seat back outer hinge pin, indicated at "A" in Fig. 3-68.

3. Pull seat back toward outside of car sufficiently to disengage outside support arm from hinge pin, indicated at "A".

4. Swing seat back forward and lift upward to disengage hooked end of center hinge pin from hole in hinge pin support and remove seat back.

5. Remove fiber-washer indicated at "B" in inset of Fig. 3-68.

6. To reinstall, reverse removal procedure. Be sure spacer is on outside hinge pin before installing seat back.

b. 6219

1. Remove front seat side panels and seat back panel as described in Notes 52b and 57a.

2. Disconnect lighter lead wire under left side of seat and detach wire from clip at floor pan and two clips at seat bottom frame.

3. Remove front seat back by removing four screws from both lower sides of seat back frame.

4. To install, reverse removal procedure.

c. 6019

1. Remove front seat side panels as described in Note 52b.

BODY

2. Remove screw and washer from both lower corners of seat back panel and at lower center of panel.

3. Behind lower corners of seat back panel remove four seat back attaching screws from both lower sides of seat back frame, and remove seat back.

4. To install, reverse removal procedure.

(59) Robe Cord Removal and Installation

a. 6219

1. Remove both seat side panels as described in Note 52b.

2. At both ends of robe cord, remove pin retaining robe cord to spring retainer and remove robe cord from seat back.

3. To install, reverse removal procedure.

b. 6019

1. Remove the front seat back panel as described in Note 58c.

2. Remove two assist handle screws.

3. Pull assist handle away from finish panel, and detach robe cord from spring.

4. Repeat steps 2 and 3 to remove opposite assist handle and other end of robe cord.

5. To install, reverse this procedure.

(60) Rear Seat Back Removal and Installation

a. 6237

1. Remove rear seat cushion.

2. Working through the rear compartment opening, remove the rear compartment front trim foundation.

3. Bend down the rear seat back upper retaining tabs.

4. Place the center arm rest in the half-down position and disengage the upper ends of the center arm rest filler panel behind the rear seat back.

5. Working through the seat back center arm rest opening remove the two center arm rest

hanger plate to seat back support attaching bolts.

6. Disengage the top of the seat from under the rear seat back valance and lift the seat back from the retaining hooks along the bottom.

7. To install, reverse the removal procedure making certain that all attaching tabs and hooks have industrial tape applied to them to act as an anti-squeak.

b. 6267

1. Remove rear seat cushion.

2. Remove the lower seat back retaining screws and washers.

3. Lift the rear seat back from the retaining hooks and remove seat back from the body.

4. To install, reverse above procedure, using industrial tape on tabs and hooks to act as a anti-squeak.

c. 6219, 6019

1. Remove rear seat cushion.

2. Place the center arm rest in the half-down position and disengage the upper ends of the center arm rest filler panel from behind the rear seat back.

3. Remove the two center arm rest hanger plate to seat back support attaching bolts, working through the center arm rest opening.

4. Straighten the attaching tabs.

5. Disengage the rear seat back from the attaching tabs and lift the seat back to disengage it from hooks.

6. To install, reverse the removal procedure making certain that all attaching tabs and hooks have industrial tape applied to them to act as an anti-squeak.

(61) Rear Seat Center Arm Rest Removal and Installation

1. Remove rear seat back, Note 60.

2. Remove the four center arm rest hanger plate to seat back frame attaching screws and remove the arm assembly.

3. To install, reverse the removal procedure.

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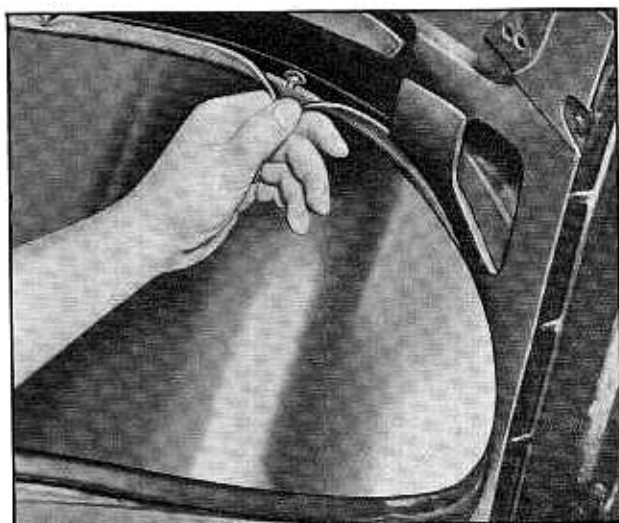


Fig. 3-69 Removal of Back Window Reveal Moldings

(62) Back Window Glass Removal

1. Place a protective covering over the painted body surfaces below the back window. Apply masking tape around window opening to protect exposed body finish.

2. On special coupe styles, remove the rear seat cushion, rear seat back and rear quarter belt finishing moldings.

3. Place a protective covering over the panel shelf and cover the rear seat back and cushion.

4. Remove back window garnish moldings.

5. Turn back inner lip of rubber channel, Fig. 3-69, and remove back window side reveal molding attaching nuts and washers.

6. On sedans, proceed as follows:

a. Working through the rear compartment, remove the rear end right reveal molding attaching nuts and washers.

b. Carefully slide the rear end right reveal molding from under the rear quarter reveal molding and remove the molding.

c. Carefully remove the rear end left molding as described above.

d. Remove back window lower reveal molding by removing the attaching screws.

7. On coupe styles, detach the back window side reveal moldings.

8. On sedans, using a suitable tool, pry back

window side reveal molding from the retaining clips attached to the pinchweld flange.

9. Using a suitable tool, pry back window upper reveal molding from the retaining clips attached to the pinchweld flange.

10. With a putty knife, loosen seal between the rubber channel and pinchweld flange around the perimeter of the back window opening.

11. From inside the car, carefully push top of the glass outward with the palm of the hand until it is released from window opening.

12. Assisted by a helper, lift the glass assembly from the car and place on a covered bench.

13. On sedan styles, remove the rubber channel from the glass.

14. On coupe styles, remove the back window lower reveal moldings from the rubber channel, and remove the rubber channel from the glass.

(63) Back Window Glass Installation

1. Clean off all old sealer from the pinchweld flange around the back window opening. Check the flange for any irregularities and correct before installing the back windows.

2. Install rubber channel around edges of back window glass.

3. Insert a heavy cord into the pinchweld cavity of the rubber channel, and bring both ends around to the bottom center of the glass. Tie ends of cord together, and tape to the glass as shown in Fig. 3-70.

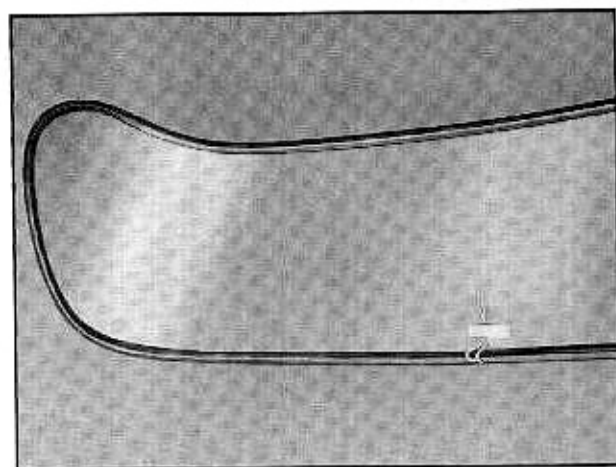


Fig. 3-70 Cord Attachment to Rubber Channel

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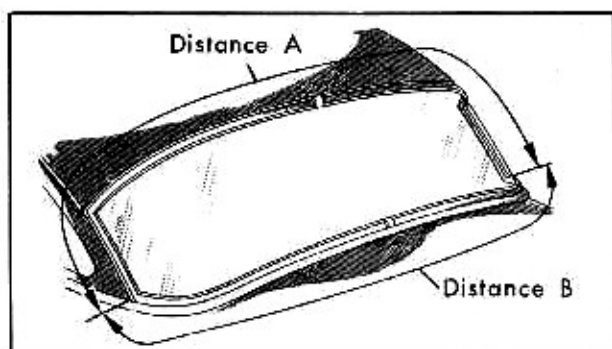


Fig. 3-71 Sealing Rear Window

4. On coupe styles, apply medium-bodied sealer to the back window lower reveal molding clips and assemble lower reveal moldings to the rubber channel.

NOTE: The right back window lower reveal molding overlaps the left back window lower reveal molding at the center of the back window.

5. Apply a bead of medium-bodied sealer to the base of the rubber channel completely around its perimeter. On coupe styles, this sealer is to bridge the lower reveal molding clips.

6. On coupe styles, apply a strip of waterproof tape over the gap between the rear quarter outer panel and outer panel extension in the area contacted by the back window glass channel.

7. Apply a 3/16" bead of medium-bodied sealer to the corner of the back window opening rabbet across the top and down the sides of the back window opening, as indicated by line "A", Fig. 3-71. On coupe styles, extend this bead of sealer completely around the back window opening rabbet as indicated by lines "A" and "B".

NOTE: In cases where the upper reveal molding retaining clips are replaced, install a 3/16" bead of medium-bodied sealer in the corner of the clip and connect this bead of sealer with the sealer previously applied to the corner of the back window opening rabbet.

8. With the aid of a helper, place the back window assembly into the body opening.

9. From inside of the body, carefully pull the cord from the pinchweld cavity of the rubber channel making sure that the lip of the channel is properly engaging the pinchweld flange.

10. Apply medium-bodied sealer around the holes into which the side reveal molding screws are inserted, and install the side reveal moldings.

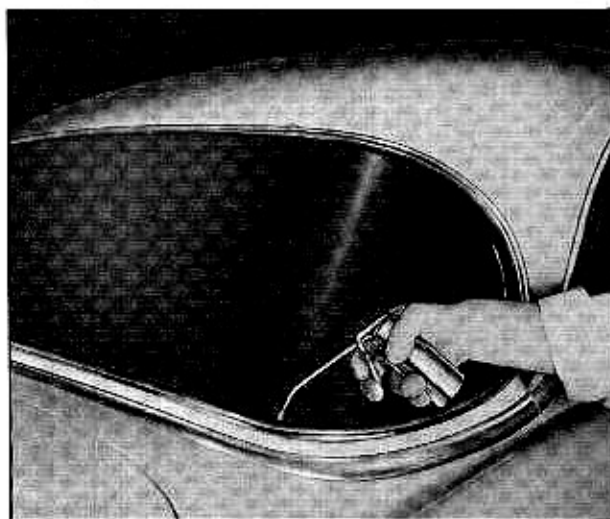


Fig. 3-72 Sealing Rear Window Rubber Channel

11. On sedan styles, apply medium-bodied sealer around the upper reveal molding end attaching screw holes. Install back reveal molding on retaining clips and install the attaching screw at each end of the upper reveal molding.

12. On sedan styles, apply medium-bodied sealer around the rear end reveal molding attaching screw holes. Carefully insert the forward edge of the rear end left reveal molding under the rear quarter reveal molding and install the attaching nuts and washers. Install right end reveal molding in the same manner.

13. Install back window garnish moldings.

14. Apply a bead of weatherstrip cement between the outer lip of the rubber channel and the glass, around the perimeter of the back window, Fig. 3-72.

15. Clean off all excess sealer and remove protective covers and masking tape.

(64) Headlining Removal

a. 6237

1. Remove the following hardware and trim assemblies:

- Rear seat cushion and back
- Garnish moldings from windshield and back window
- Coat hooks
- Sunshade assemblies
- Dome lamp
- Rear quarter belt finishing moldings
- Rear view mirror support

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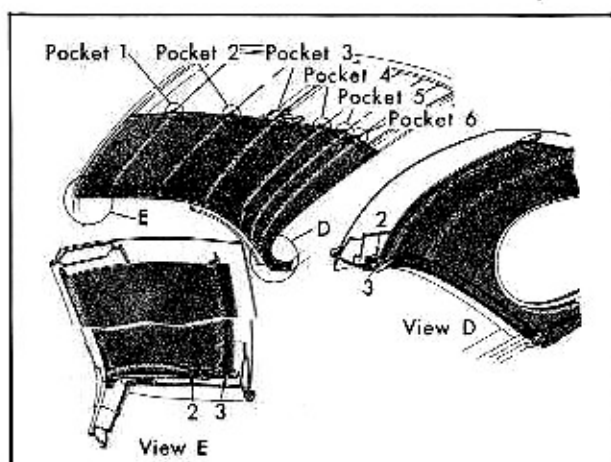


Fig. 3-73 Headlining Removal - (6237)

2. Unfold wire-on lace along the side roof rails to expose headlining attaching tacks. View "E" 2, Fig. 3-73.

3. Carefully remove all headlining attaching tacks; that is, along the side roof rails, windshield opening and back window opening. View "E" 3.

4. Detach the headlining front support wire by pulling the wire out of the metal thimbles which are inserted in the holes of the right and left side roof rails. View "B", Fig. 3-74.

5. Loosen the headlining listing wire attaching clips along the right side of the body. View "C" 4, Fig. 3-74.

6. Carefully disengage the cemented edges of the headlining in the windshield opening, back window opening and rear quarter area.

7. Beginning at the front and proceeding to the rear, disconnect the headlining support wires from the right and left side roof rails. The support wires may be detached from the right side roof rail retaining clips without removing the loosened clips.

NOTE: The left end of each support wire is formed with an offset, over which a rubber is placed prior to inserting into a slot in the left side roof rail. View "D" 2, Fig. 3-74.

8. Bend down the metal tabs of the center roof bow to disengage the support wire at the center roof bow location. Roll headlining with support wires on outside to keep material clean.

9. Remove the entire headlining, with support wires attached to it, from the body.

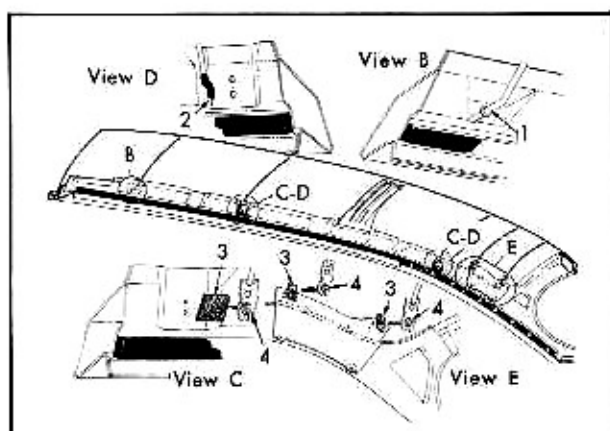


Fig. 3-74 Removal of Headlining Support Wires - (6237)

b. 6237 DX

1. Remove the following hardware and trim assemblies:

Rear seat cushion and back
Rear view mirror support
Windshield and back window garnish moldings
Rear quarter belt finishing moldings
Coat hooks
Side roof rail lamp assemblies
Sunshade assemblies.

2. Remove side roof rail upper front and rear moldings.

3. Carefully remove all headlining attaching tacks; that is, along the side roof rails, windshield opening and back window opening. View "E" and "D" at 4, Fig. 3-75.

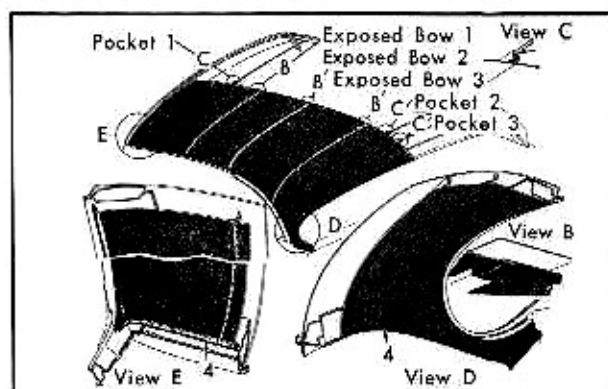


Fig. 3-75 Headlining Removal - (6237DX)

4. Detach the headlining front support wire by pulling the wire out of the metal thimbles which are inserted in the holes of the right and left side of roof rails. View "B", Fig. 3-76.

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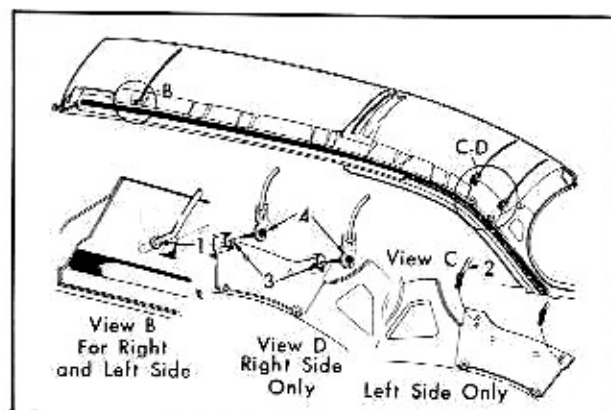


Fig. 3-76 Removing Headlining Support Wire (6237DX)

5. Detach the two (2) headlining rear support wires by loosening the two (2) clips along the right side roof rail and lifting the support wires from the clips. Then lift the support wires out of the holes in the left side roof rail. View "C" and "D", at 2, 3, 4, Fig. 3-76.

6. Remove chrome roof bow attaching screws at the right and left side roof rails and remove headlining from the body with support wires and roof bows attached.

7. Place headlining on a clean bench and if necessary detach roof bows and support wires from the headlining.

c. 6219, 6019

1. Before removing the headlining, the following hardware and trim assemblies must be removed:

- Rear seat cushion and rear seat back
- Rear view mirror
- Sunshade assemblies
- Windshield and back window garnish moldings
- Rear quarter window garnish molding
- Dome lamp assembly
- Coat hook

2. Loosen windshield pillar trim (both sides) from its cemented position on the windshield pillar.

3. Remove tacks or staples from the headlining over the windshield opening, View "C" 3, Fig. 3-77, and carefully disengage the cemented edge of the headlining.

4. Loosen the edges of the parcel shelf trim to gain access to the headlining in the rear quarter area.

5. Remove tacks or staples from the headlining around the rear quarter window (both sides) and across the back window opening. Then carefully

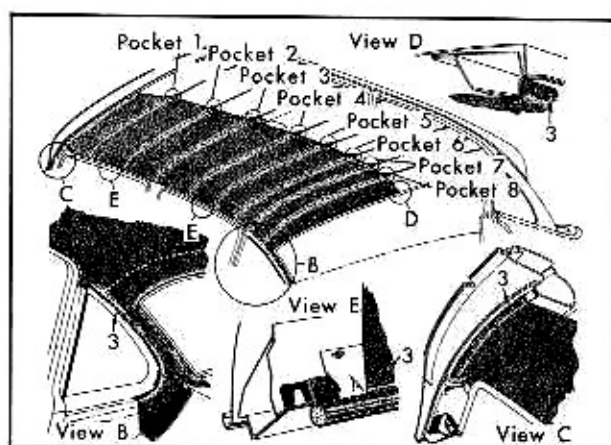


Fig. 3-77 Removing Headlining (6219, 6019)

disengage the cemented ends of the headlining. View "B" and "D" 3, Fig. 3-77.

6. Carefully disengage the headlining from the metal retainer tabs along both side roof rails. View "E" 3, Fig. 3-77.

7. Loosen all headlining support wire attaching screws along the right side roof rail. View "B" 3, Fig. 3-78.

NOTE: The left end of each support wire is formed with an offset over which a rubber thimble is placed prior to inserting into a slot in the left side roof rail. View "C" 1, Fig. 3-78.

8. Beginning at the front and proceeding to the rear, disconnect headlining support wires from the right and left side roof rails. The support wires may be detached from the right roof rail retaining clips without removing the loosened clips.

9. Bend down the metal tabs of the center roof bow to disengage the support wire at the center roof bow location. Roll headlining with support wires on outside to keep material clean.

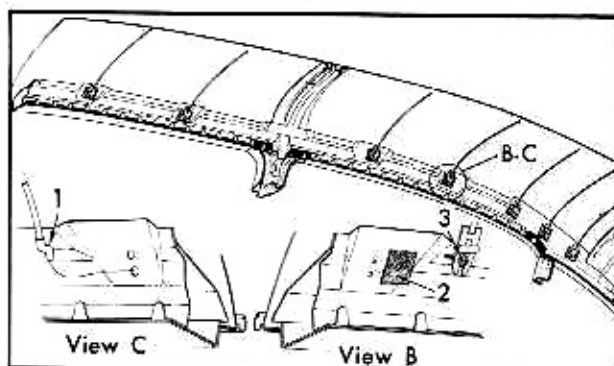


Fig. 3-78 Removing Headlining Support Wires (6219, 6019)

BODY

10. Remove the entire headlining assembly, with support wires attached to it, from the body.

(65) Headlining Installation

a. 6237

1. Lift the headlining assembly into the body. Then starting at the rear and working toward the center roof bow, install the ends of the support wires into the support wire holes, along the left side roof rail and the retaining clips along the right side roof rail. Tighten the retaining clip attaching screws.

2. Center and align headlining relative to the back window, rear quarter windows, coat hook locations and dome lamp opening. Then install headlining support wire with the retaining tabs at the front of the center roof bow.

3. Working from the center roof bow toward the front of the body, install the ends of the remaining support wires to the right and left side roof rails. View "C" and "E" at 3 and 4, Fig. 3-74.

4. Cement and stay tack the headlining material to the tacking area of the back window and windshield, using trim cement as the adhesive. Make sure that the sunshade openings in the headlining are aligned with the sunshade attaching screw holes.

5. Remove all fullness and wrinkles from the material, working from front to rear of the body. Then permanently tack or staple headlining around the window openings.

6. Stay tack the headlining to the side roof rail tacking areas and adjust the support wires, if necessary, to obtain proper tension on the headlining to fill out the material.

7. Permanently tack the headlining to the side roof rail tacking areas and fold the wire-on-lace over the exposed tacks.

8. Install the following hardware and trim assemblies:

- Dome lamp
- Rear quarter belt finishing moldings
- Windshield and back window garnish moldings
- Rear view mirror support
- Coat hooks
- Sunshade assemblies
- Rear seat back and cushion

b. 6237 DX

1. Install support wires in listing pockets and roof bows to headlining. Use extreme care when in-

setting cardboard foundation strips into grooves of roof bows to prevent damage to headlining material.

2. Lift entire headlining assembly into body. Loosely attach ends of each roof bow to the side roof rails. Install ends of each support wire into the hole in the left side roof rail and to the clips at the right side roof rail.

3. Temporarily tighten, in full down position, both ends of the center roof bow.

4. Center and align headlining relative to the windshield opening, back window opening, coat hook locations and sunshade attaching locations.

5. Starting at the windshield opening, carefully pull headlining tight and cement and stay tack headlining along the windshield opening. Perform the same operation along the back window opening.

6. Stay-tack the headlining along both side roof rails.

7. After headlining is free of all fullness and wrinkles, permanently tack all areas previously stay tacked.

8. Adjust all roof bows and the two rear support wires to proper tension on headlining to fill out the material. Tighten all roof bows and support wire attaching screws.

9. Install side roof rail upper front and rear moldings.

10. Install the following hardware and trim assemblies:

- Sunshade assemblies
- Side roof rail lamp assemblies
- Coat hooks
- Windshield and back window garnish moldings
- Rear quarter belt finishing moldings
- Rear view mirror support
- Rear seat back and cushion

c. 6219, 6019

1. Lift the headlining assembly into the body. Then, starting at the rear and working toward the center roof bow, install the ends of the support wires into the support wire holes along the left side roof rail and to the retaining clips along the right side roof rail. Tighten the retaining clip attaching screws.

2. Center and align headlining relative to the back window, rear quarter windows, coat hook

BODY

location, dome lamp opening and rear door openings. Then install headlining support wire with the retaining tabs at the front of the roof bow.

3. Working from the roof bow toward the front of the body, install the ends of the remaining support wires to the right and left side roof rails.

4. Cement and stay-tack the headlining material to the tacking area of the back window, quarter window header areas and windshield, using trim cement as the adhesive. Make sure that sunshade openings in headlining are aligned with sunshade attaching screw holes.

5. Remove all fullness and wrinkles from the material, working from front to rear of the body. Then permanently tack or staple the headlining around the window opening.

6. Using a headlining inserting tool or similar wide-bladed tool, carefully tuck the edges of the headlining under the retainer tabs of the side roof rails.

7. Install the windshield pillar trim and parcel shelf trim.

8. Install the following hardware and trim assemblies:

Dome lamp assembly
Rear quarter window garnish moldings
Windshield and back window garnish moldings
Sunshade assemblies
Rear view mirror
Rear seat back and rear seat cushion
Coat hook

(66) Deck Lid Adjustment, Removal and Installation

a. Adjustments

1. The rear compartment lid can be adjusted forward or rearward and from side to side in the rear compartment lid body opening through the use of elongated bolt holes in the hinge straps and movable bolt attaching plates in the lid. To adjust, loosen hinge strap retaining bolts "A", Fig. 3-79, shift lid to required position and tighten bolts.

2. Shimming between the hinge strap and rear compartment lid inner panel may also be used to raise or lower the hinge area of the lid.

a. To raise lid at hinge area, place a thin shim under forward edge of one or both hinge straps at "B", to obtain desired adjustment. Fig. 3-79.

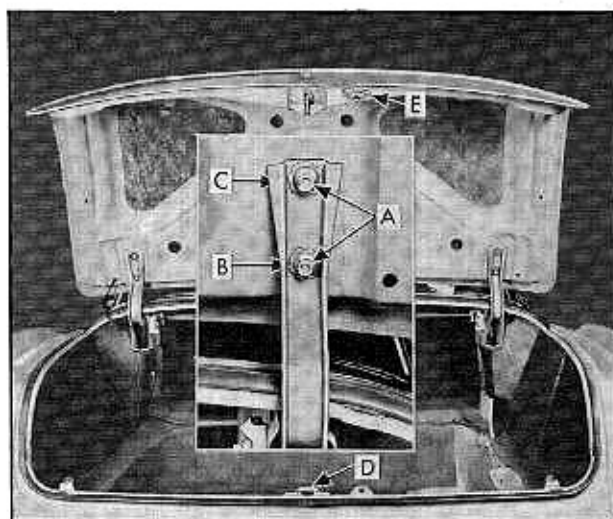


Fig. 3-79 Deck Lid Adjustment

b. To lower lid at hinge area, place shims under rear end of lid hinge straps at "C", to obtain the desired adjustment. Fig. 3-79.

3. Two screws "E" provide adjustment for alignment of rear compartment lid locating dowel pin.

b. Removal and Installation

1. Open lid and place protective covers around the edges of the rear compartment opening to prevent damage to the paint surface.

2. Disconnect light wire at connector and pull wire from lid.

3. Scribe around the hinge straps located on the lid inner panel to mark correct position of hinge straps on lid.

4. Remove the two bolts at each hinge strap at "A", Fig. 3-79, and with the aid of a helper remove rear compartment lid.

5. To install the rear compartment lid, reverse the removal procedure, making sure that the hinge straps line up with the scribe marks on the lid inner panel.

6. Check specifications for deck lid sheet metal tolerances shown in Fig. 3-19, and adjust lid as required.

(67) Deck Lid Hinge Adjustment, Removal and Installation

a. Adjustment

1. The torque rods on the deck lid hinge

BODY

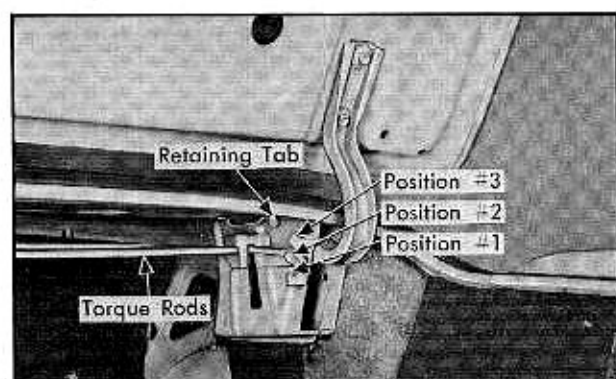


Fig. 3-80 Deck Lid Torsion Rod Adjustment

assemblies can be adjusted to obtain the desired effort required to open and close the lid.

2. With the torque rods set in position 1, Fig. 3-80, a decrease in the effort required to open the lid can be had by adjusting the torque rod to positions 2 or 3. A corresponding increase in the effort required to close the lid results from this adjustment.

3. With the torque rod set in position 3, a decrease in the effort required to close the lid can be had by adjusting the torque rod to positions 2 or 1. A corresponding increase in the effort required to open the lid results from this adjustment.

4. It is NOT necessary to adjust the left and right hand torque rods at the same time or to the same final position of adjustment.

b. Removal

1. Protect body finish around upper portion of the rim of the rear compartment opening with a suitable covering and provide a support for the lid on the side where the hinge is to be removed.

2. Scribe location of the hinge strap on the rear compartment lid inner panel and remove two bolts "A", securing the lid to the hinge strap. Fig. 3-81.

3. At center of shelf panel, disengage the torque rods from the torque rod support.

4. Using a suitable length of pipe, disengage the torque rod for the hinge to be removed from the retaining notches located at the inboard face of the opposite hinge box. Fig. 3-81.

NOTE: Suitably mark the notch from which the torque rod is disengaged.

5. Disengage the torque rod from the lower

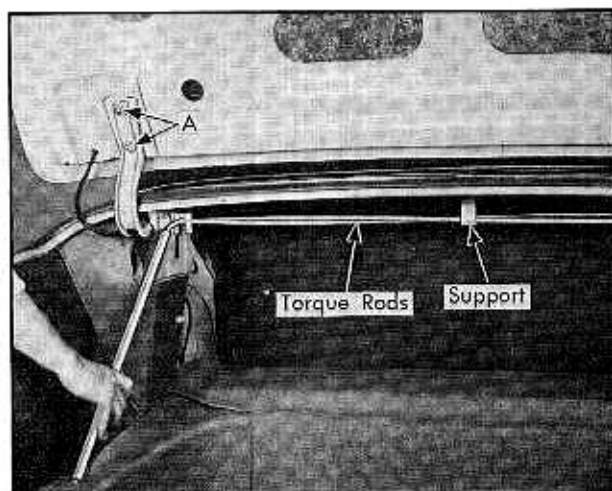


Fig. 3-81 Disengaging Deck Lid Torque Rod

movable portion of the hinge strap and remove the torque rod. Fig. 3-82.

6. Bend up retaining tab on hinge box at retaining pin and remove pin. Fig. 3-80.

7. Remove hinge from the hinge box.

c. Installation

1. Position hinge in the hinge box and install the hinge pin.

2. Bend down the hinge box tab to retain the hinge pin.

3. Install the two hinge straps to lid inner panel attaching bolts when the hinge strap is aligned to the previously scribed location.

4. Install the "U-shaped" end of the torque rod to the hinge box, making certain that the outer end of the rod is engaged in the hole on the outboard

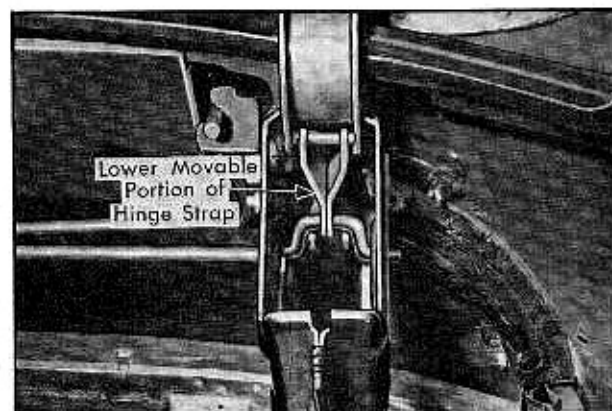


Fig. 3-82 Deck Lid Torque Rod Removal

BODY

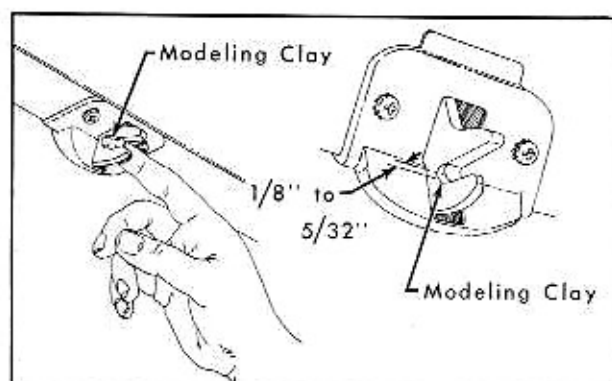


Fig. 3-83 Checking Deck Lid Lock Adjustment

5. Engage the torque rod to the lower movable portion of the hinge strap and engage the other end of the rod to the previously marked notch on the inboard side of the opposite hinge box.

6. Engage the torque rods to the torque rod support at the center of the shelf panel.

7. Check the alignment of the rear compartment lid, Fig. 3-19, and remove the protective covering.

(68) Deck Lid Lock Adjustment, Removal and Installation

a. Adjustment of Lock Bolt and Striker

1. Check the engagement of the deck lid lock with the lock striker by inserting a small amount of modeling clay at the bolt slot, Fig. 3-83, and closing the lid with a moderate pressure.

2. Open lid and check the amount of engagement as indicated by the compression of the clay. Measure the distance between the base of the "U" in the clay to the base of the "U" in the lock bolt. This dimension should be $1/8$ " to $5/32$ ".

3. Adjust striker as necessary and use a spacer which is available for extreme adjustment requirements. Tighten all attaching screws.

b. Lock Cylinder and Lock Removal

1. Through the opening in rear compartment lid inner panel, Fig. 3-84, insert a suitable hooked tool to pull the lock cylinder retainer away from the lock cylinder.

2. Remove the lock cylinder and gasket from the outer panel of the rear compartment lid.

3. Remove three lid lock to lid inner panel screws.

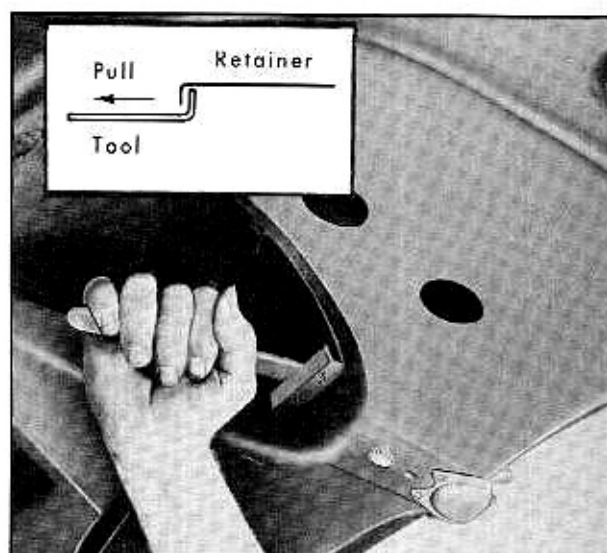


Fig. 3-84 Removing Deck Lid Lock Cylinder Retainer

4. Remove two cover plate to lid inner panel screws and remove the complete lock and cover plate assembly.

5. To install, reverse above procedure.

(69) Body Molding Removal and Installation

a. Sedans

1. Front and Rear Door Window Upper Reveal Molding --- Remove door window garnish molding Fig. 3-85 and upper section of glass run channel. Remove molding attaching screws and lower molding from door. To install, reverse removal procedure and apply a bead of medium-bodied sealer to molding as shown in Fig. 3-86 before assembling molding to door.

2. Front and Rear Door Window Lower Reveal Molding --- Remove door trim pad and loading hole

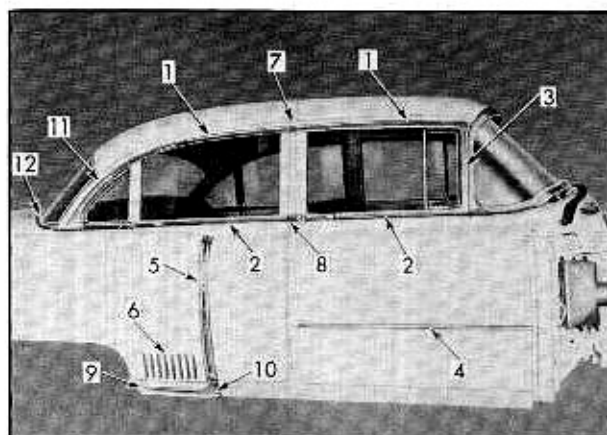


Fig. 3-85 Sedan Body Moldings

BODY

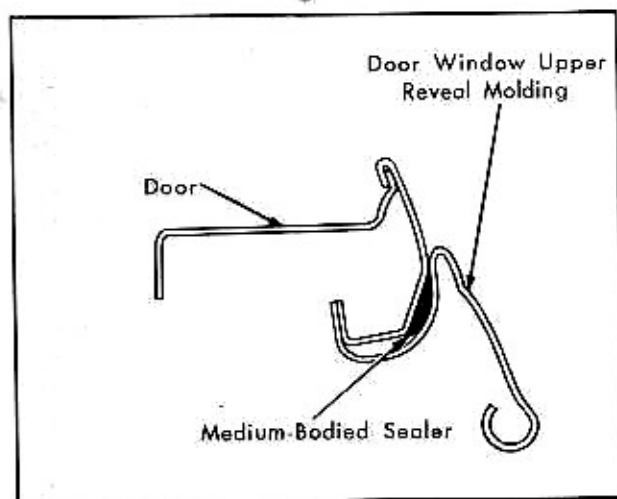


Fig. 3-86 Sealing Upper Reveal Molding

cover. Disengage glass from regulator cam and lower glass to expose attaching screws. Remove door outside handle and molding attaching screws then remove molding. Reverse above procedure to install.

3. Front Door Window Front Reveal Molding --- Remove front door trim pad, door ventilator and upper reveal molding. Remove molding attaching screws and remove molding. To install, reverse the removal procedure.

4. Front Door Lower Molding --- Remove door trim pad and loading hole cover. Remove screw at hemming flange and remove nuts and washers at door panel then remove molding. Reverse above procedure to install.

5. Rear Door Fender Shield --- Remove door trim pad, loading hole cover, and attaching nuts. Reverse above procedure, to install, being sure to install the rubber washers between outer panel and molding at attaching studs.

6. Rear Door Lower Moldings (60S) --- Remove door trim pad, loading hole cover, and two attaching nuts from each molding. To install, reverse removal procedure.

7. Center Pillar Upper Reveal Molding --- Loosen headlining and upper portion of center pillar trim sufficiently to allow removal of nut, then remove molding. To install, assemble filler and sealing washer to molding and reverse above removal procedure.

8. Center Pillar Lower Reveal Molding --- Remove screw from side of pillar and remove molding. Reverse procedure to install.

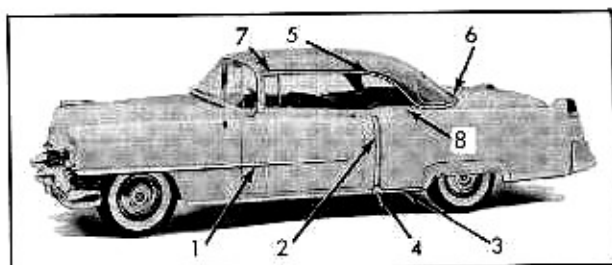


Fig. 3-87 Coupe Body Moldings

9. Fender Shield Molding Extension, Rear --- Remove two screws which hold lower edge of molding to rocker sill and lift molding up to disengage it from the retainer. When installing, apply a medium bodied sealer around attaching screw holes.

10. Fender Shield Molding Extension, Front --- Remove rear molding extension, and four front molding extension attaching screws. Reverse removal procedure to install.

11. Rear Quarter Window Reveal Molding --- Remove rear quarter window garnish molding, rear quarter window, and molding attaching screws and nuts. To install, reverse removal procedure.

12. Rear End Reveal Molding --- Loosen rear compartment side foundation, remove molding attaching nuts and washers, then carefully disengage front end of molding from under rear quarter window reveal molding. Reverse removal procedure to install.

b. Coupe Styles

1. Door Lower Molding --- Remove door trim pad and loading hole cover. Remove screw at hemming flange and attaching nuts and washers at door panel then remove molding. Reverse above procedure to install. Fig. 3-87.

2. Rear Fender Shield --- Remove rear quarter arm rest and loading hole cover. Remove molding attaching nuts and washers then remove molding. Reverse procedure to install.

3. Fender Shield Extension, Rear --- Remove two screws which hold lower edge of molding to fender and disengage molding from retainer at upper edge. Install by reversing above procedure, applying sealer around attaching screw holes first.

4. Rear Fender Extension Shield, Front --- Remove fender shield and rear extension then remove four attaching screws. Reinstall, using medium-bodied sealer around screw attaching holes and reversing above procedure.

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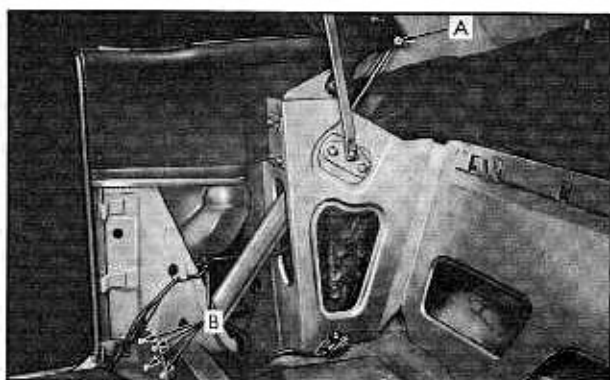


Fig. 3-88 Removal of Folding Top Lift Cylinder

5. Rear Quarter Window Upper Reveal Molding Remove rear quarter window sealing strip and molding attaching nuts and washers. To install, reverse removal procedure.

6. Rear End Reveal Molding --- Remove rear quarter window upper reveal molding and attaching screws and nuts from rear end reveal molding. To install, apply a medium-bodied sealer around screw holes and reverse above procedure.

7. Drip Molding Scalp --- Using a flat bladed tool, carefully pry scalp from drip molding. To install, position scalp on drip molding and snap molding into place with palm of hand.

8. "Coupe de Ville" Rear Quarter Ornament --- To remove, apply a strip of masking tape on body to protect finish and carefully pry ornament from panel. To install, apply sealer around clip holes, replace damaged clips, and snap ornament into place.

9. Windshield Header Molding --- To remove, lower top and remove rear view mirror support, upper sections of windshield garnish moldings, sunshade rod supports, sunshade supports, escutcheon at center and screw at end of each molding. Carefully disengage molding from under windshield reveal molding and remove from body. To install, reverse above procedure.

10. "El Dorado" Door Belt Molding --- To remove, apply a strip of masking tape above and below molding, remove attaching nut, and pry molding with attached clips from door. Apply sealer around clip attaching holes and install molding.

11. "El Dorado" Door Handle Escutcheon --- To remove, first remove door handle, door trim pad, and loading hole cover. Disengage glass from regulator cam and lower it to gain access to escutcheon attaching screw. Remove screws and slide escutcheon from under belt molding. Reverse

above procedure to install.

12. Convertible Rear Quarter and Rear End Pinchweld Finishing Molding --- To remove, apply tape on panel below molding to protect finish. On inside of body, detach front edge of folding top compartment bag from rear seat back panel, and detach trim stick to gain access to screw at each end of each rear quarter molding. Pry molding from retaining clips and pinchweld. To install, reverse above procedure, replacing waterproof tape over pinchweld flange and applying a bead of sealer in crown of molding.

(70) Folding Top Lift Cylinder Removal and Installation

1. Raise the folding top to the full "up" position.
2. Disconnect the positive battery cable.
3. Remove rear seat cushion, rear seat back, and rear quarter arm rest assembly.
4. Remove nut and bolt "A" connecting lift cylinder piston rod to top linkage. Fig. 3-88.
5. Push cylinder rod down to bottom limit of its travel.
6. Remove retainers securing hydraulic tubing.
7. Remove four screws "B" securing folding top lift cylinder support to the body lock pillar-to-floor-pan upper brace.
8. Remove filler cap on the top of the reservoir to vent system to atmosphere.
9. Lift cylinder to gain access to fittings, then disconnect tubing from cylinder and cap fittings to prevent leakage of fluid.
10. Remove cylinder through hole in top compartment-to-floor-pan brace.
11. To install, reverse the removal procedure. Apply high pressure sealing compound to all male fittings before connecting the lines. Check the hydraulic fluid level in the reservoir and add fluid if necessary.

(71) Hydro-Lectric Motor and Pump Removal and Installation

1. Raise the folding top to the full "up" position.
2. Disconnect the positive battery cable.
3. Remove rear seat cushion and back,

BODY

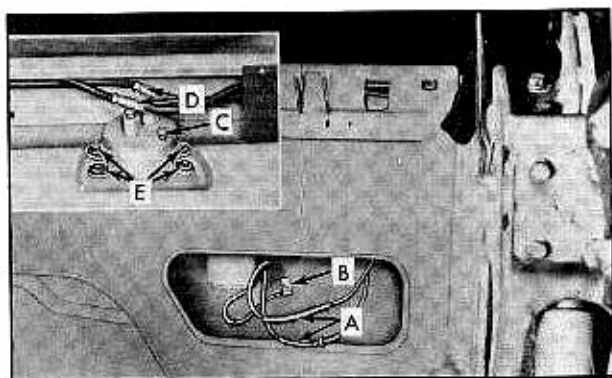


Fig. 3-89 Removal of Hydro-Lectric Motor and Pump

4. From inside of body, disconnect motor wires at "A" and ground wire at "B". Fig. 3-89.

5. Through the rear compartment opening, remove the four screws securing the motor and pump shield.

6. Remove filler cap at "C", inset of Fig. 3-89, to vent the reservoir, thus avoiding the possibility of forcing the fluid from disconnected lines.

7. Disconnect the hydraulic lines "D" and cap open fittings to prevent leakage of fluid.

8. Loosen grommets at "E" and lift motor and pump assembly from position.

9. To install, reverse above procedure. Seal hydraulic fittings by applying a good high pressure sealing compound to the threads of all male fittings prior to connecting the lines. Check and fill hydraulic fluid level in reservoir.

(72) Trouble Diagnosis

a. Window and Seat Electrical Circuits

NOTE: Door windows and seat adjusters are operated by individual, reversible-direction motors. Each motor has an internal circuit breaker to prevent overloading of the motor when it has completed a cycle of operation. Other components of the circuits are protected by a circuit breaker in the feed wire circuit. As the window and seat control circuits are connected through the ignition switch, these units will not operate until the ignition switch is turned "ON". When the ignition switch is turned on, current flows to a solenoid in the relay, located near the left front body pillar under the instrument panel. This solenoid closes the contacts between the power source and the feed wire to door window and seat adjuster switches. Fig. 3-90.

Checking for Current at a Door Window Switch--

1. Connect a light tester to the center terminal of the switch terminal block.

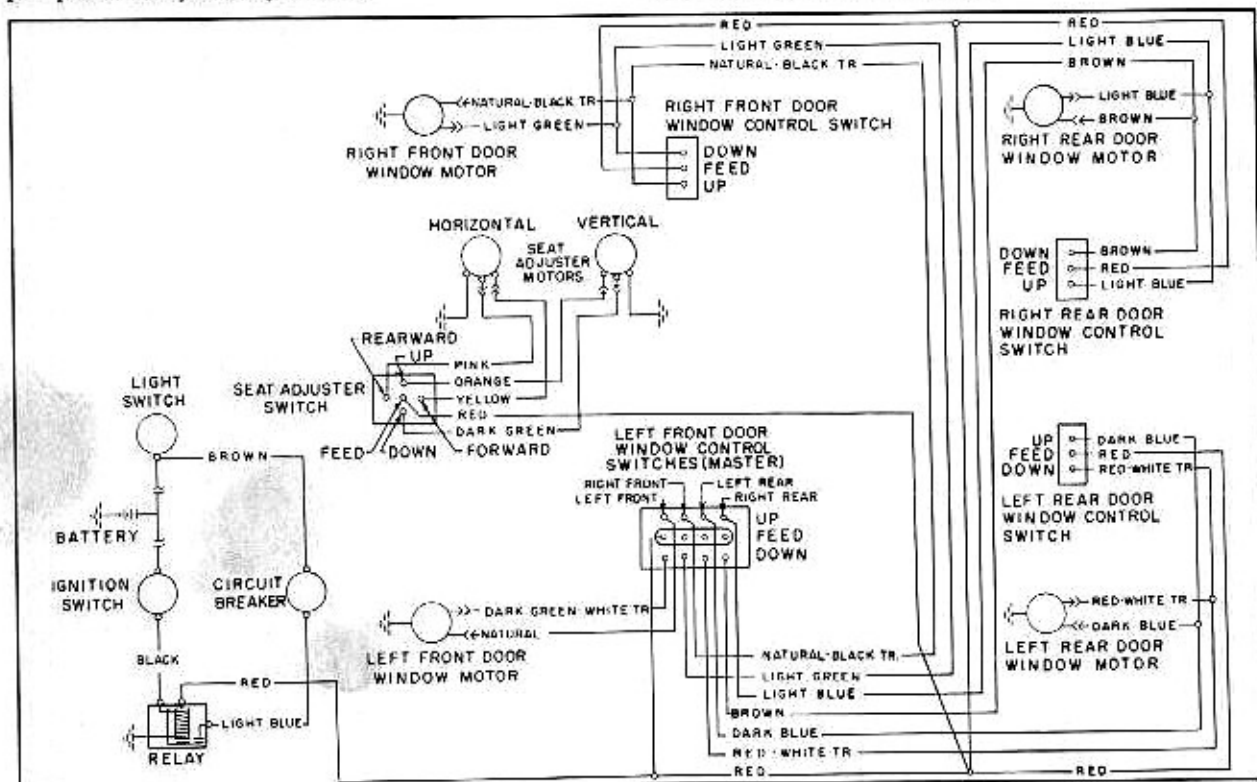


Fig. 3-90 Window and Seat Control Wiring Diagram

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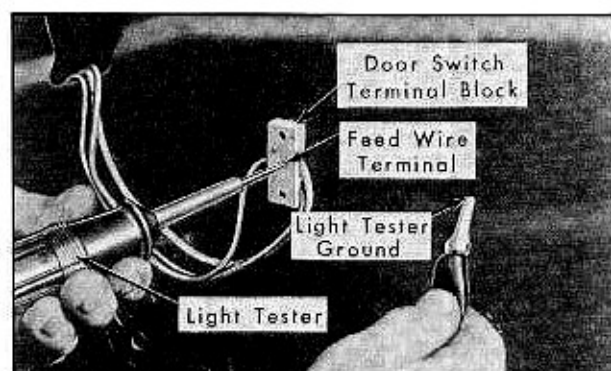


Fig. 3-91 Checking Door Window Switch Current

2. Ground the light tester ground lead to the body. Fig. 3-91.

3. If tester does not light, there is no current at the terminal block.

Checking a Door Window Switch-----

1. Place a #12 jumper wire on the switch terminal block between the center terminal (feed) and one of the two motor wire terminals Fig. 3-92. If motor operates the switch is defective.

Checking the Wire Between a Door Window Switch and Motor-----

1. Place a #12 jumper wire on the switch terminal block between the center terminal and the terminal of the motor wire to be checked.

2. Disconnect the end of the motor wire "A", Fig. 3-93, from the motor lead and connect wire "A" to the light tester.

3. Ground the light tester ground lead to the body. If tester does not light, there is no current at the wire "A" terminal contacting light tester.

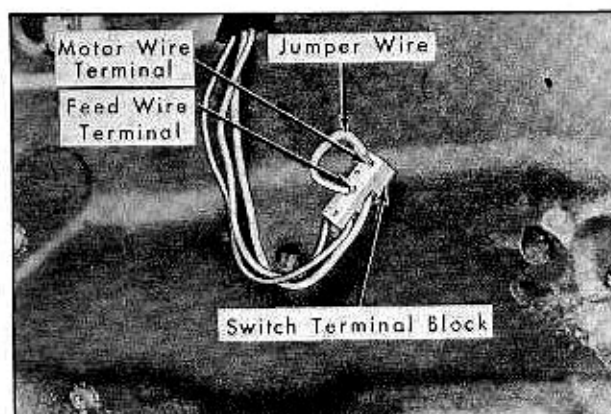


Fig. 3-92 Checking Door Window Switch Operation

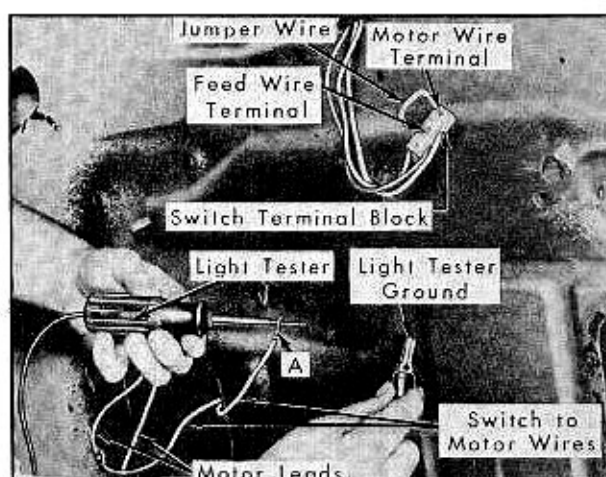


Fig. 3-93 Check Window Switch Lead Wire

Checking a Door Window Motor-----

1. Check the ground of the motor. Motor is grounded to door inner panel through regulator frame attaching screws.

2. Connect one end of a #12 jumper wire to battery positive pole and the other end to the lowering cycle motor lead terminal. Fig. 3-94. If motor fails to operate, motor unit is defective or a mechanical bind exists in the window assembly.

3. Repeat above check with jumper wire connected to the raising cycle motor lead terminal. If motor does not operate, motor unit is defective or a mechanical bind exists in the window assembly.

b. Hydro-Lectric Hydraulic System

NOTE: Failures in the hydraulic system can be caused by lack of hydraulic fluid, leaks in the system, obstructions or kinks in the tubing or hoses, or faulty operation of cylinder or pump.

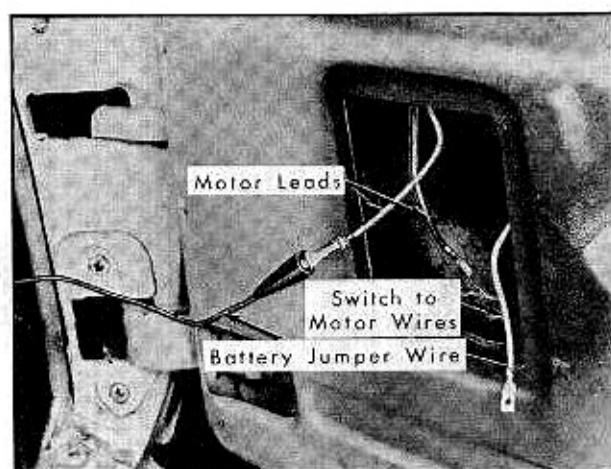


Fig. 3-94 Checking Door Window Motor

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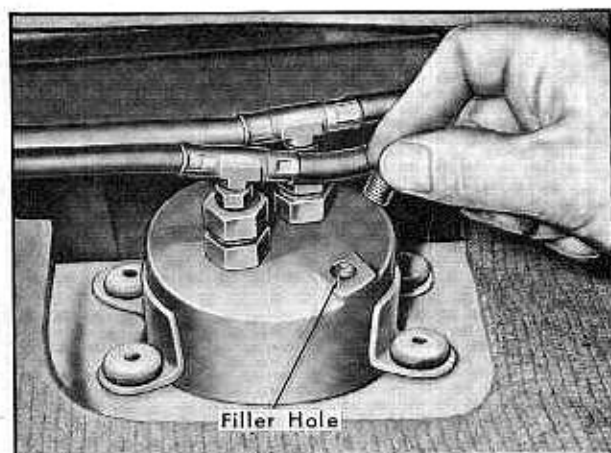


Fig. 3-95 Checking Hydraulic Pump Reservoir Fluid Level

Checking Hydraulic Fluid Level in Reservoir---

1. With top in the raised position, remove the hydraulic motor and pump assembly shield from the rear compartment.

2. Remove the filler plug from the pump reservoir, Fig. 3-95, and check the fluid level, using a suitable dipstick.

3. Fluid level should be 2" from the top of the reservoir. Add Delco #11 Brake Fluid to bring to specified level.

Checking Operation of Lift Cylinders-----

1. Remove the rear seat cushion and rear quarter side trim.

2. Operate the folding top control switch and observe the operation of the lift cylinders during the "Up" and "Down" cycles.

3. If operation is sluggish or causes binding of the top linkage, one of the cylinders may be inoperative or operating too slowly. This condition may be caused by either a defective cylinder or a clogged or kinked line. If lift cylinders do not operate or operate slowly, the pressure at the pump should be checked.

Checking the Pressure to the Cylinders-----

1. Remove the filler plug from top of reservoir.

2. Install a standard pressure gage between the pump port and "T" of the hydraulic lines leading to the bottom of the cylinders, Fig. 3-96.

3. Reinstall filler plug into top of reservoir.

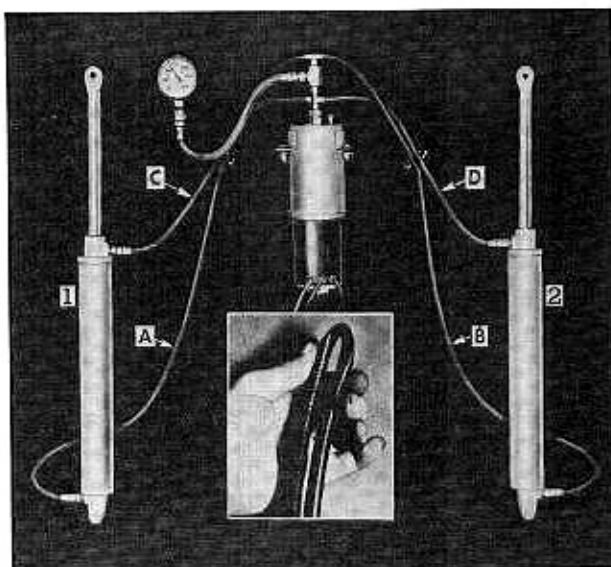


Fig. 3-96 Checking and Adjusting Hydraulic Pump Pressure

4. With the top in the full up position, push control knob in and hold for a few seconds. The pressure should read between 240 and 280 psi. If pressure is below this range, the pump is not delivering the proper pressure or there is fluid leakage past the piston in one or both cylinders.

5. Connect pressure gage between pump port and "T" of lines leading to top of cylinders. With top "UP" and locked, pull control knob out and hold for a few seconds.

Checking and Adjusting Hydro-Lectric Pump Pressure-----

1. Install pressure gauge in hydraulic lines leading to the bottom of the lift cylinders as shown in the illustration below.

2. Kink tubing "A" and "B", as shown in Fig. 3-96, to shut off fluid flow to the bottom of each cylinder.

3. Push control knob "in" and hold a few seconds. The pressure should be between 240 and 280 psi. The pressure may be adjusted as follows: Remove filler plug and place screw driver in position on the adjusting screw, Fig. 3-97.

Kink hydraulic tubing "A" and "B" to shut off fluid flow.

Push control knob "In".

With motor operating, adjust pressure relief valve for between 240 and 280 psi by turning ad-

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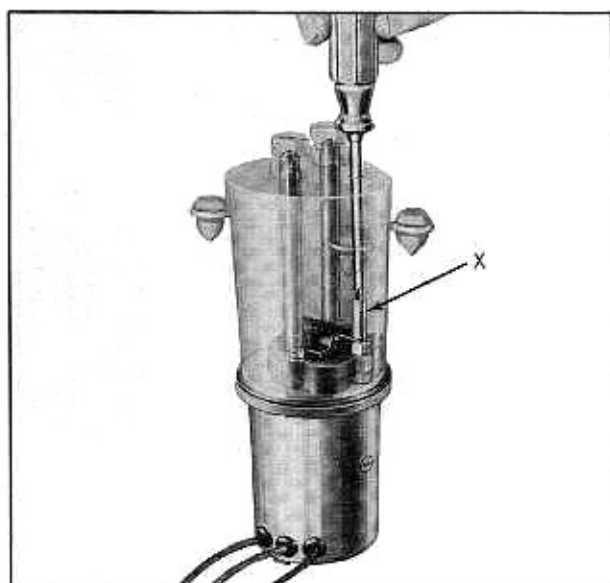


Fig. 3-97 Adjusting Pressure Relief Valve

justing screw "X" shown in Fig. 3-97, clockwise to increase pressure and counterclockwise to decrease pressure.

NOTE: The adjusting stud should not have to be turned more than two turns in either direction to obtain prescribed pressure.

4. Install pressure gauge in hydraulic lines leading to the top of the lift cylinders.

5. Kink tubing "C" and "D" to completely shut off fluid flow to the top of each cylinder.

6. Pull control knob "out" and hold a few seconds. The pressure should be between 240 and 280 psi. If pressure does not read within this range, it should be adjusted with tubing "C" and "D" kinked and the control knob pulled "out".

NOTE: A difference in pressure readings may exist between the pressure port for the bottom of the cylinders and the pressure port for the top of the cylinders. This is acceptable if both readings are within the limits of 240 to 280 psi.

7. If pressure cannot be adjusted within the limits, the trouble lies within the pump unit.

8. If pressure reads within the limits but the top does not operate or operates slowly, the fluid may be leaking past the piston in one or both of the lift cylinders.

c. Hydro-Lectric Electric Circuit

Checking for Current At the Folding Top Con-

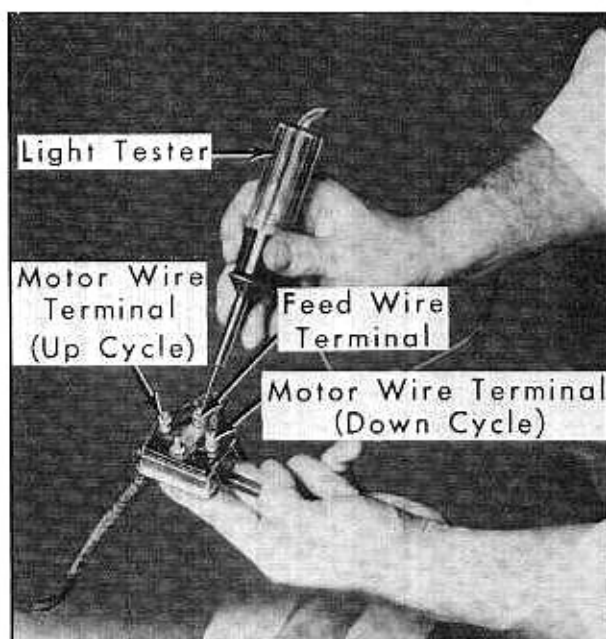


Fig. 3-98 Checking Switch to Motor Lead Wires

trol Switch-----

1. Connect a light tester to the feed wire terminal of the control switch. Fig. 3-98.

2. Ground the light tester ground lead to the body metal.

3. If light tester does not light, there is an open or a short circuit between the battery and the switch.

Checking the Folding Top Control Switch-----

NOTE: If there is current at the feed wire terminal of the switch, the operation of the switch can be checked as follows:

1. Disconnect the switch to pump motor wires from the switch terminals.

2. Connect a light tester to the "up cycle" pump motor terminal of the switch.

3. Ground the light tester ground lead to the body metal.

4. Push the control knob forward. If tester does not light, switch is defective.

5. Connect the light tester to the "down cycle" motor wire terminal of the switch.

6. Pull the control knob rearward. If tester does not light, switch is defective.

BODY

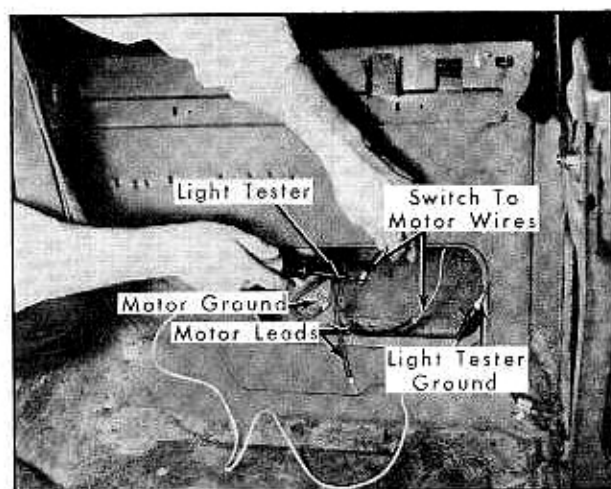


Fig. 3-99 Checking Folding Top Control Switch

Checking Switch to Motor Lead Wires-----

If switch is found to be operating properly, the switch to motor lead wires can be checked as follows:

1. Disconnect the green-white tracer, switch-to-motor wire from the motor lead.
2. Connect a light tester to the green-white tracer, switch to motor wire terminal, Fig. 3-99.
3. Ground the light tester ground lead to the body metal.
4. Pull the switch control knob rearward. If tester does not light, there is an open or a short circuit in the wire.
5. Disconnect the red, switch-to-motor wire from the motor lead.
6. Connect the light tester to the red, switch-to-motor wire terminal.
7. Push the switch control knob forward. If tester does not light, there is an open or a short circuit in the wire.

(73) Convertible Top Adjustment**a. Adjustment of Top at Front Roof Rail Corner Brace**

NOTE: If the top, when in a raised position, is too far forward or does not move forward enough to allow the guide studs on the front roof rail to enter the holes in the sunshade supports, adjust as outlined below.

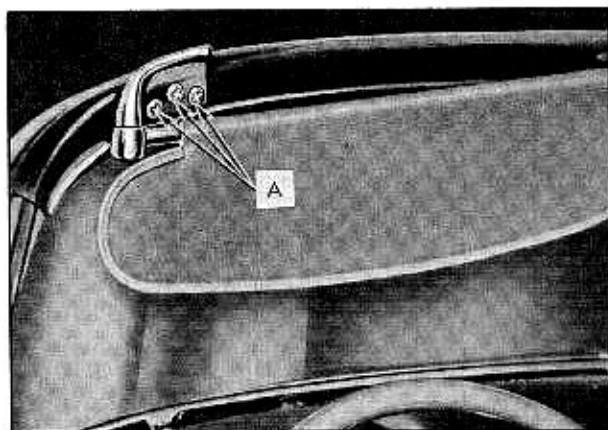


Fig. 3-100 Adjustment of Top at Sunshade Supports

1. Unlatch top and raise it above windshield header. Remove screw from groove of side roof rail weatherstrip at front corner.

2. Loosen corner brace attaching bolts and adjust front roof rail fore or aft as required. Repeat on opposite side if necessary.

NOTE: If additional adjustment is required, it can be made at the folding top male hinge. Note 73c, below.

b. Adjustment of Top at Sunshade Supports

NOTE: If a difficult locking action, caused by misalignment of the sunshade supports, is encountered at the front roof rail or if a closer fit of the front roof rail to the windshield header is desired, proceed as follows.

1. Unlatch top and raise it above windshield header.
2. Loosen screws, Fig. 3-100, and adjust sunshade support up or down or from side to side.

c. Adjustment of Top at Male Hinge

NOTE: If there is an excessive opening between the side roof rail rear weatherstrip and the rear quarter window, or if the front roof rail is too far forward or rearward, proceed as follows:

1. Loosen four male hinge attaching bolts "D" Fig. 3-101.
2. Move hinge fore or aft, as required; then tighten bolts.
3. Check side roof rail alignment and readjust if necessary.

BODY

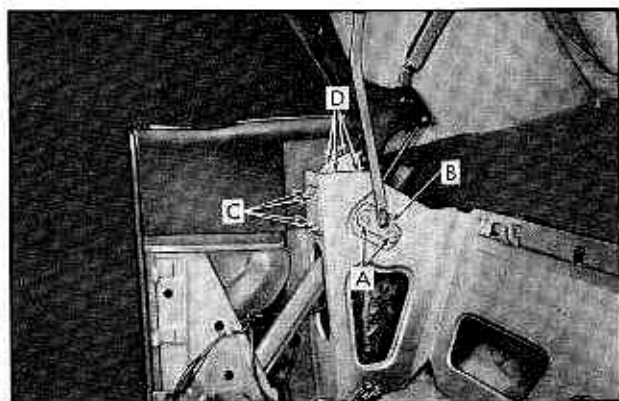


Fig. 3-101 Adjustment of Top at Rear Quarter

d. Adjustment of Top at Control Link Adjusting Plate

NOTE: Slotted holes are provided in the adjusting plate and support for an up or down and forward or rearward movement of the plate. When performing adjustments, keep adjusting plate at installed angle so that serrations of adjusting plate and support mesh.

1. If the side roof rail is too high or too low at the top of the door glass, proceed as follows:

Lower top approximately halfway.

Loosen two control link adjusting plate nuts, "A", Fig. 3-101.

Without any change in the fore or aft location of the adjusting plate "B", move adjusting plate up or down as required. To lower side roof rail, move adjusting plate "UP"; to raise side roof rail, move adjusting plate "DOWN".

2. If the top linkage does not touch the bumper when the top is in its lowered position, proceed as follows:

Lower top.

Loosen control link adjusting plate nuts and move adjusting plate directly rearward; then tighten nuts.

NOTE: This adjustment will lower the top into its compartment, and improve the fit of the top boot.

e. Adjustment of Top at Male Hinge Support

NOTE: If the side roof rail is too high or too low at the rear quarter window area, proceed as follows:

1. Loosen male hinge support attaching bolts "C", Fig. 3-101.

NOTE: In addition to the bolts, the support is secured firmly in place by serrations on the contacting surfaces of support and brace.

2. Adjust support up or down as required; then tighten bolts.
3. Check side roof rail alignment and readjust if necessary.

(74) Folding Top Trim Removal

1. Place protective covers on all exposed panels to protect finish.

2. Remove the following trim and hardware items:

Rear seat cushion and seat back.

Folding top compartment side trim.

Side roof rail rear weatherstrip.

3. Detach the folding top compartment bag from the rear seat back panel and pin it to the top, thus exposing the trim stick attaching screws.

4. Remove the trim stick screws, detach top material from short sticks and lift the assembly up from the body opening, Fig. 3-102.

5. Remove the wire-on-binding from the rear roof bow and detach the top material, back curtain and quarter stay pads from the center trim sticks and rear bow.

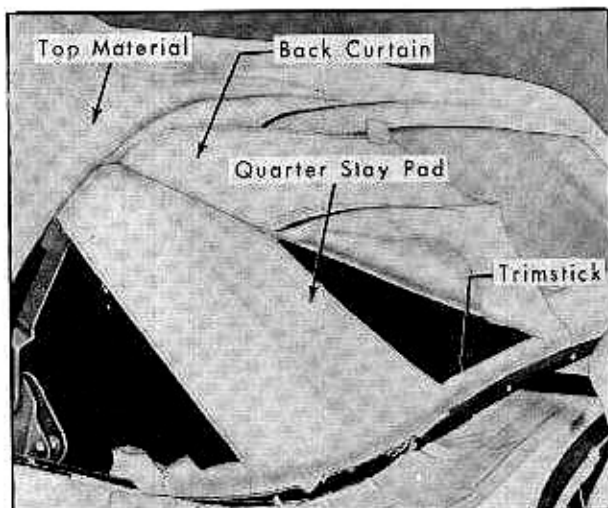


Fig. 3-102 Trim Stick Location

BODY

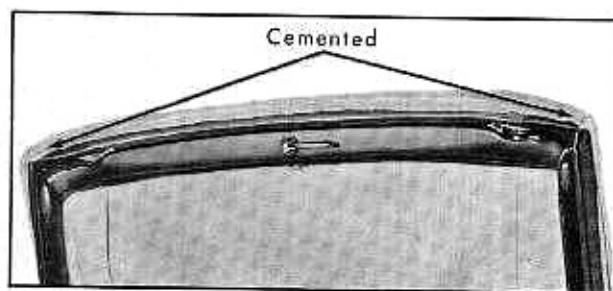


Fig. 3-103 Front Roof Rail Tacking Surface

NOTE: The trim sticks, with attached top compartment bag, can now be removed from the body, and placed on a clean bench.

6. At the front of the body, raise the front roof rail; remove the retainers and weatherstrip; and detach the top material from the rail. In Fig. 3-103 the weatherstrip has been removed to expose the tacking surface on the front roof rail.

7. Loosen the front end of the side roof rail front weatherstrip sufficiently to detach the top material flap which is cemented to the rail.

8. Detach the top material flap which is cemented to the side roof rail at the quarter window, and remove the top material and back curtain.

9. Remove the side stay pads which are attached to the front roof rail and rear bow with tacks and to the front and center bows with screws.

10. Lock front roof rail to windshield header and position the rear roof bow for proper top installation by installing spacer sticks as shown in Fig. 3-104. Note that sticks are placed 36 inches apart, each being 18 inches from the centerline of the body. The stick length is approximately 17-1/2 inches, measured from the chrome belt molding to the lowest edge on the rear roof bow.

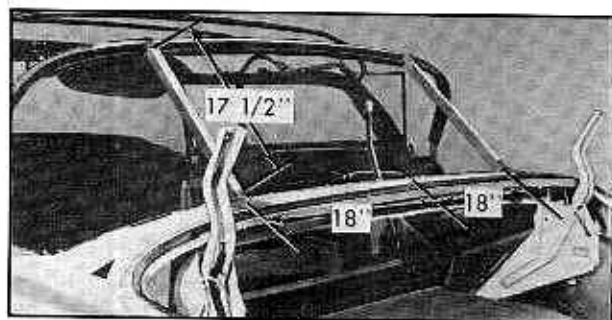


Fig. 3-104 Installing Spacer Sticks on Rear Roof Bow

stick as shown in the upper portion of Fig. 3-106. Lower edge of curtain should be set flush with lower edge of trim stick as shown in the lower portion of Fig. 3-106. Tack curtain to a point opposite outer edges of window and leave outer ends of curtain loose. Tacks should be placed close to each side of every screw hole in trim stick. Then pierce back curtain for each screw.

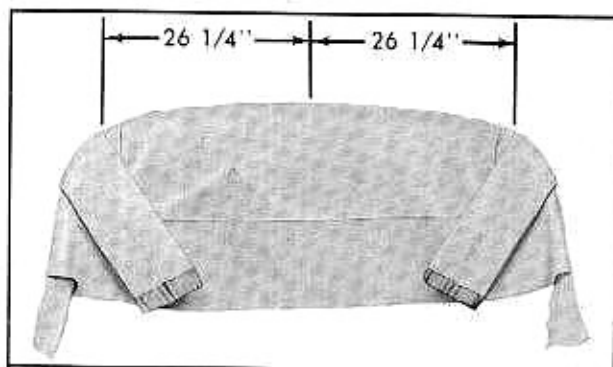


Fig. 3-105 Tacking Rear Quarter Stay Pads to Trim Stick

3. Inspect rubber trim stick fillers which are cemented to the body in the locations shown in Fig. 3-107. Re-cement if necessary and check to

(75) Convertible Top Trim Installation

a. Complete Top Trim

1. As a bench operation, tack the rear quarter stay pads to the large trim stick, see Fig. 3-105. Note that inner edges of pad are 26-1/4 inches from the center of the trim stick. The lower edges of the pads are set flush with the lower edge of the trim stick for positive location.

NOTE: On the left pad, leave wire harness pocket free of tacks for installation of dome light wire.

2. Center and tack the back curtain to the trim

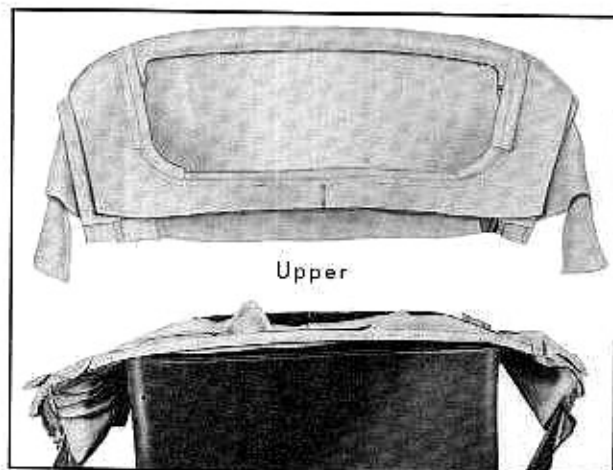


Fig. 3-106 Tacking Back Curtain to Trim Stick

BODY

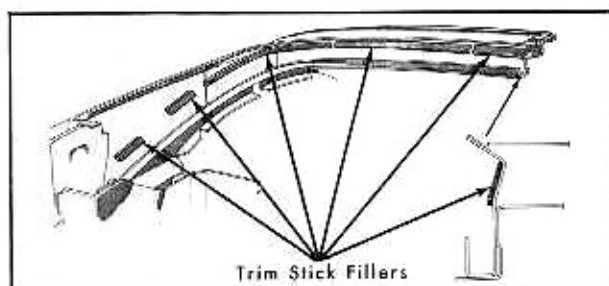


Fig. 3-107 Location of Trim Stick Fillers

insure proper spaces are present between the section of rubber. These spaces are necessary for drainage into the metal gutter located below the fillers.

4. Install the center trim stick, with pads and curtain attached, in the body and slip dome light wire through left stay pad. Secure the back curtain with one tack in the rear bow to prevent damage to the plastic sheet. Attach the trim stick with screws at each end, at the sharp bends and at the center. Make sure that each screw is driven completely in.

5. Tack the quarter stay pads to the rear bow with the inner edges 23-1/4 inches from the center of the bow, as indicated in Fig. 3-108. Trim off excess material at rear bow.

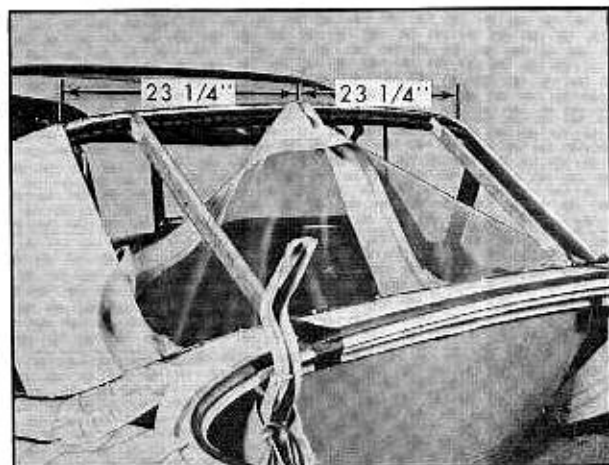


Fig. 3-108 Tacking Quarter Stay Pads to Rear Bow

6. Install side stay pads in the conventional manner. Set center bow as indicated by dimension in Fig. 3-109. This dimension is approximately 19-1/8 inches from the rear bow and is measured from the center of each bow at the inner edge of the pad.

7. Remove spacer sticks when side pads have been installed.

8. Then, tack back curtain to rear bow as shown

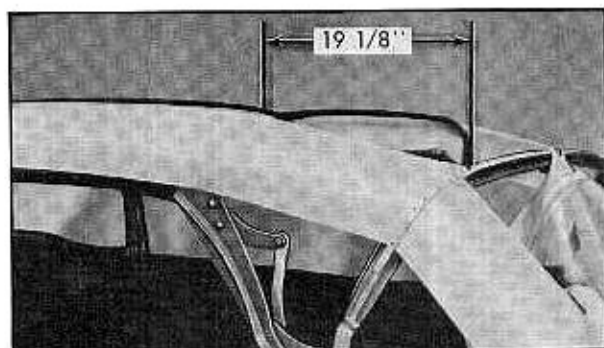


Fig. 3-109 Locating Center Bow

in Fig. 3-110. Make sure all fullness has been drawn from curtain before trimming off excess at rear bow.

NOTE: It may be necessary to install additional trim stick screws to check the fit of the curtain along the belt line.

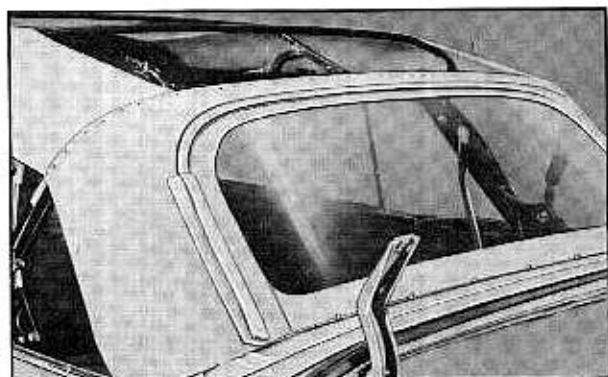


Fig. 3-110 Tacking Back Curtain to Rear Bow

9. Position the top trim on the framework and center the assembly both fore and aft and side to side. Positively locate top by engaging the weather flaps at the back curtain and by cementing the quarter flaps to the side roof rails, Fig. 3-111.

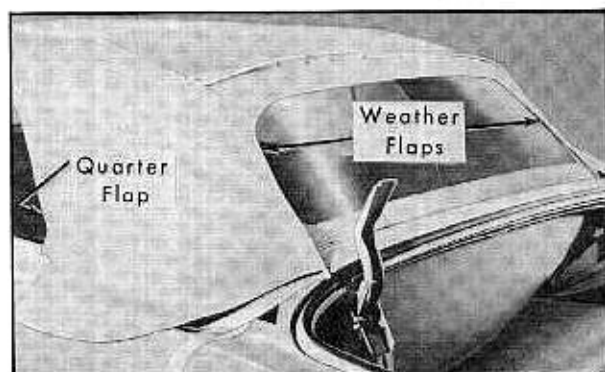


Fig. 3-111 Positioning Top Trim on Framework

BODY

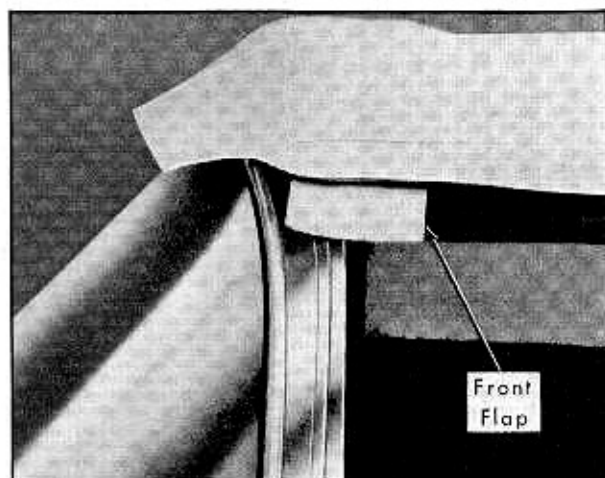


Fig. 3-112 Cementing Front Flap to Side Roof Rail

10. Stay-tack the top of the rear bow, as shown in Fig. 3-111, and align and stay-tack the seams on the outer ends of the rear bow.

11. At the front roof rail, pull top material forward (do not stretch excessively tight), and cement the front flaps to the side roof rail. Install side roof rail front weatherstrips. See Fig. 3-112.

12. In the rear quarter area, remove center trim stick screws and install the top material into the body. Trim stick screws beneath the back window must hold trim stick in position during the following operation.

13. Inside the body, draw down the outer ends of the back curtain (see Step 2) and the top material. When it has been determined that the back curtain and top material are fitting properly together and to the chrome belt molding, mark the curtain and top as shown in Fig. 3-113, and install enough trim stick screws to maintain position.

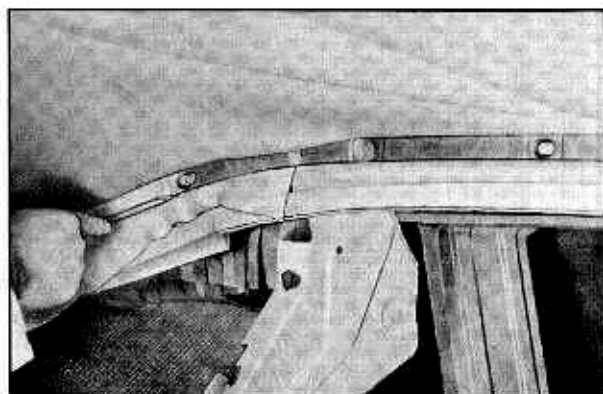


Fig. 3-113 Marking Position of Back Curtain and Top

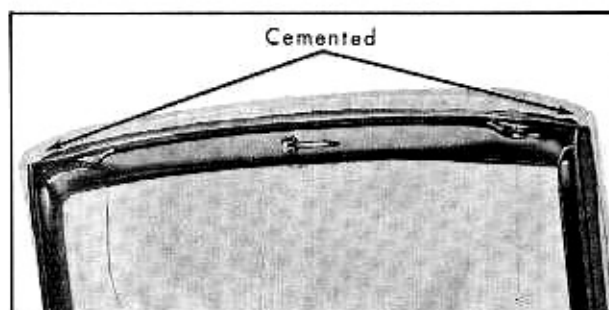


Fig. 3-114 Cementing Top Material to Front Roof Rail

14. At the front of the body, draw the top material forward across the front roof rail which must be locked to the windshield header. When most of the fullness has been removed, mark the under side of the top material opposite the front edge of the rail.

15. Unlock the roof rail and apply a good trim cement to the lower side of the rail and to the top material which will contact this portion of the rail.

16. Align and cement the top material to the front roof rail, lock the top and check fit of top material. Make any necessary alterations in the position of the top material at this time.

17. Next, unlock the top and tack the material to the rail. Fig. 3-114. Note the mitered folds at the outer seams.

18. Install the front roof rail weatherstrip and retainers and lock front roof rail.

19. Recheck final marked position of back curtain outer ends and top material at trim stick (see Step 13), draw top material to desired tension (not "drum" tight) and tack top material to rear bow, Fig. 3-115.

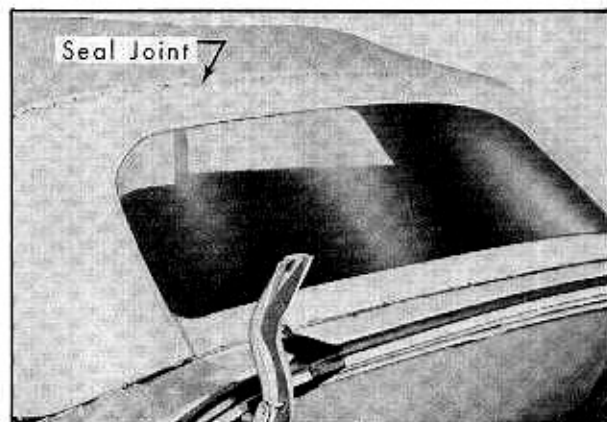


Fig. 3-115 Sealing Top Material to Rear Bow Joint

BODY

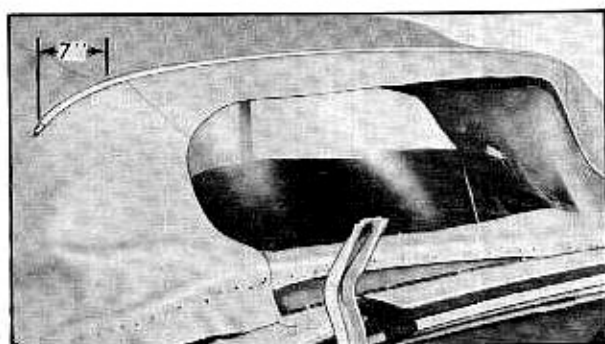


Fig. 3-116 Limit of Tacking Surface-Top Material to Rear Bow

CAUTION: This tacked joint must be sealed with a good convertible top fabric sealer.

The tacks outboard from the seams should be restricted to a distance not to exceed 7 inches, which is the length the wire-on binding extends past the seam.

20. Detach trim stick and tack outer ends of back curtain and top material to stick, as shown in Fig. 3-116. Use marked line as locating reference.

21. Install trim stick with all screws and install wire-on binding.

22. Inside the body, draw quarter section of top to desired position, with short trim stick held in place by hand. While holding material to trim stick, roll stick to expose tacking surface, and tack top material to trim stick. Then install trim sticks with metal screws. The finished installation is illustrated in Fig. 3-117.

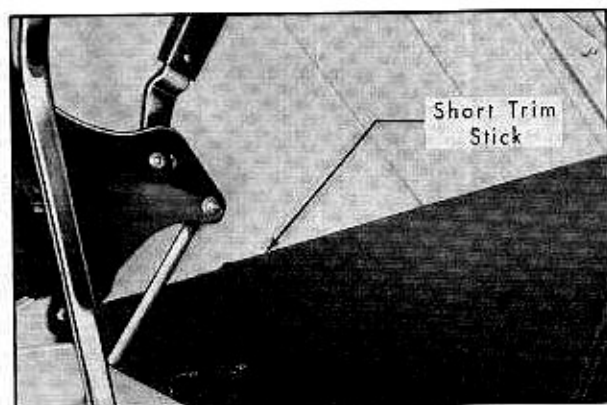


Fig. 3-117 Top Quarter Section Final Assembly

23. When completed, the folding top should be free of wrinkles and draws. Check the operation and locking action of the top. Following the operational check, trim off excess material below large

trim stick.

24. Install all previously removed trim and hardware, and clean any soilage from top material, back curtain or pads.

b. External Top Material Only

To install the external top material only, remove the material without disturbing the back curtain or stay pads. Then, install the replacement top trim as outlined in the preceding installation procedure, beginning with Step 9.

c. Back Curtain Only

To install a replacement back curtain it is necessary to detach the top material from the rear belt trim sticks and from the rear bow. By making reference marks on the folding top trim and on protective tape along the belt molding, the top material may be returned to its original position with a minimum of re-fitting.

(76) Cleaning the Back Window

1. To remove road dust, use a soft cloth moistened with water and wipe crosswise of the window to remove superficial dust.

Do not use a dry cloth or paper cleaning tissue.

2. To clean the back window use cold or tepid (not hot) water and a mild (not caustic) neutral soap suds. After washing, rinse with clean water and wipe with a slightly moistened damp cloth.

CAUTION: Never use cleaners of alcoholic or chemical content as they may have a deteriorating effect on the plastic or may spot the Duco finish below the window, if spilled.

3. Do not use a scraper to remove frost, ice or snow from the plastic back window. Warm water may be used in an emergency.

BODY SPECIFICATIONS

Series 54-62, 129" Wheelbase, Fisher Bodies

54-6237 5 Pass. Sport Coupe
Electric controls optional.

54-6237D 5 Pass. Special Sport Coupe
Electric control of front seat, door and quarter windows. (Coupe de Ville)

54-6267 5 Pass. Convertible Coupe
Fabric top with Hydro-Lectric control of top.
Electric control of front seat, front door and quarter windows.

BODY

54-6267 5 Pass. Special Sport Conv. Cpe.
Fabric top with plastic covered top well. Hydro-
Electric control of top. Electric control of front
seat, front door and quarter windows (El Dorado)

54-6219 5 Pass. 4-Door Sedan
Electric window and seat controls optional.

Series 54-60S, 133" Wheelbase, Fleetwood Bodies

54-6019 5 Pass. 4-Door Sedan
Electric control of front seat and door windows.

Series 54-75, 149-3/4" Wheelbase, Fleetwood
Bodies

54-7523
Two auxiliary seats, sliding quarter window and
electric control of front seat and door windows.

54-7533 8 Pass. 4-Door Imperial Sedan
Two auxiliary seats, sliding quarter window and
electric control of front seat and door windows
and divisional glass.

Series 54-86, 158" Wheelbase, Commercial Chassis

Bodies manufactured by:

The Meteor Motor Car Co., Piqua, Ohio
The A. J. Miller Co., Bellefontaine, Ohio
The Eureka Co., Rock Falls, Illinois
The Hess & Eisenhardt Co., Rossmyrne, Ohio
Superior Coach Corp., Lima, Ohio

NOTE: Vertical front seat adjustment is
optional on all models with electric control equip-
ment except the 75 Series: vertical seat ad-
justment is not available for the 54-75 Series
cars.

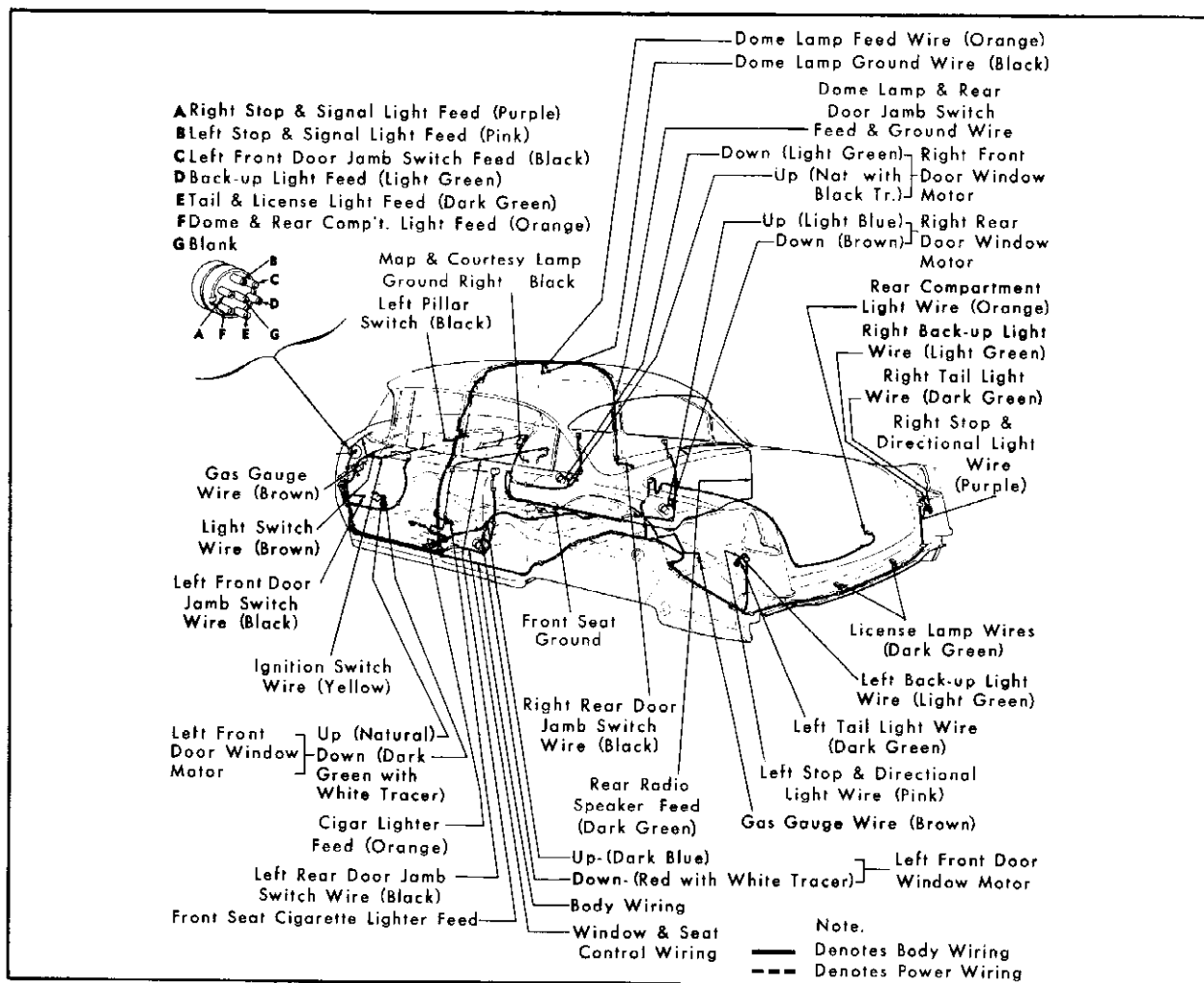


Fig. 3-118 Body Wiring - 60S and 6219 Sedans

BODY

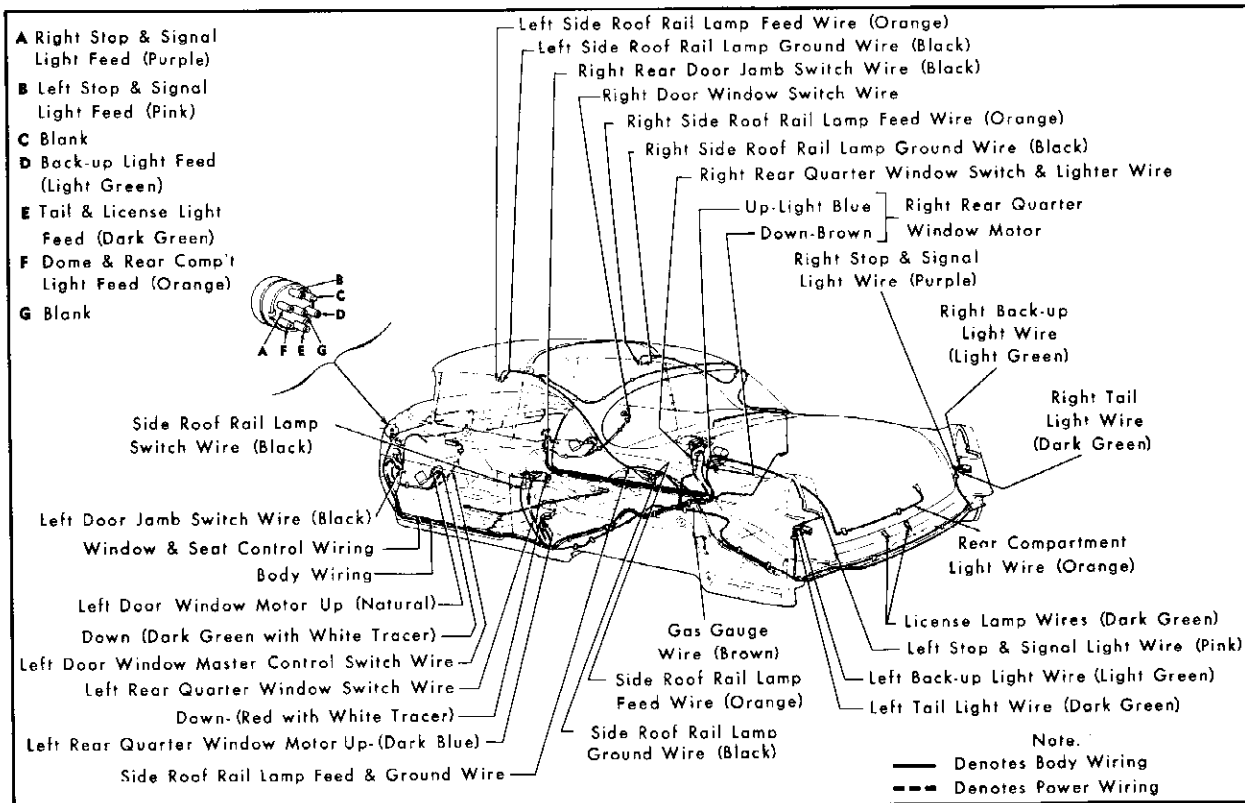


Fig. 3-119 Body Wiring - Closed Coupes

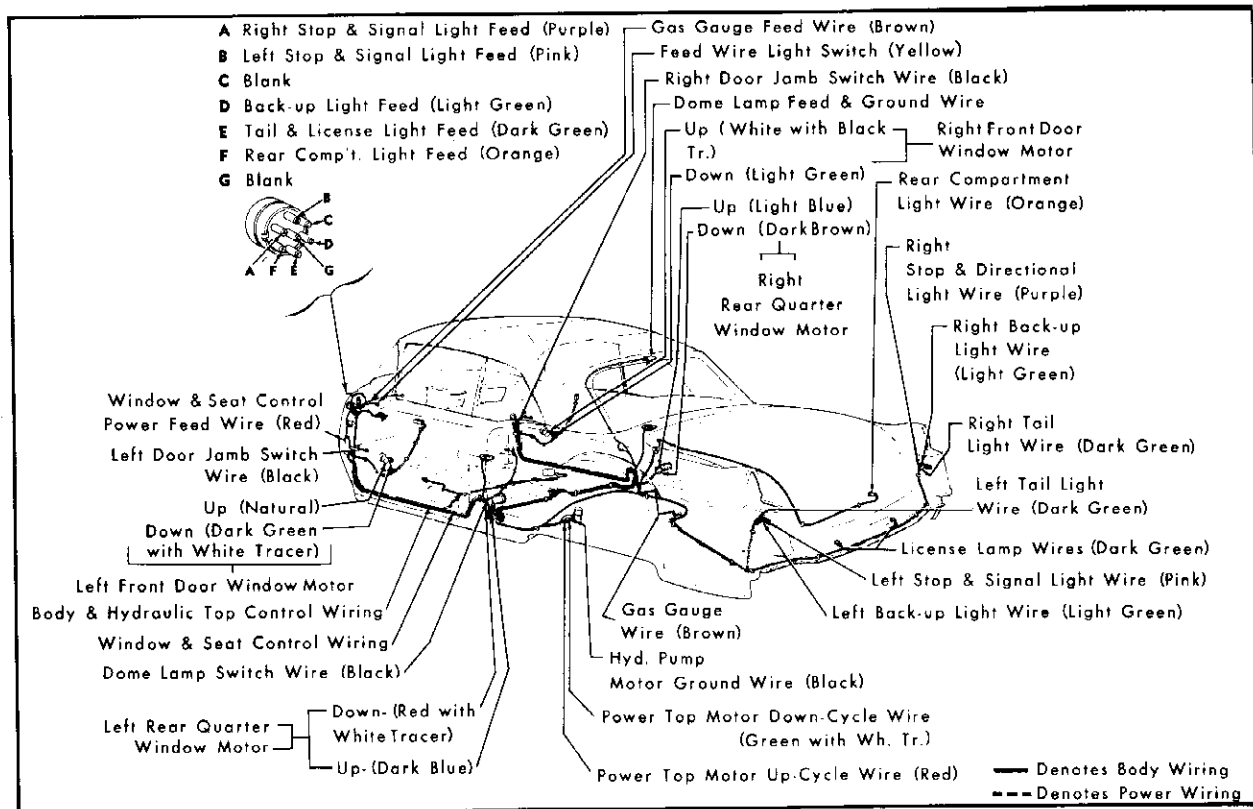


Fig. 3-120 Body Wiring - Convertible Coupes

BODY