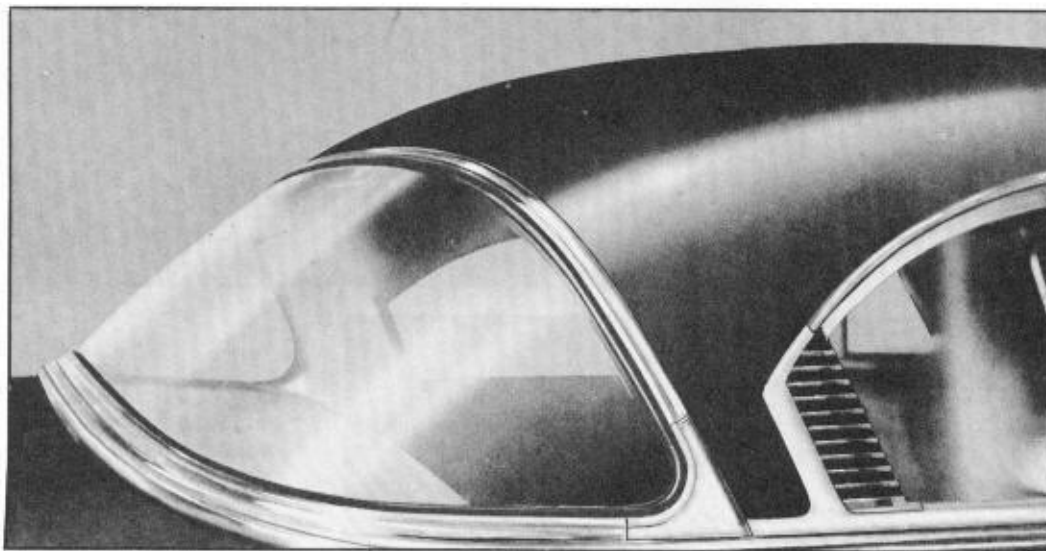


BACK GLASS ASSEMBLY

(CATALINA STYLES)

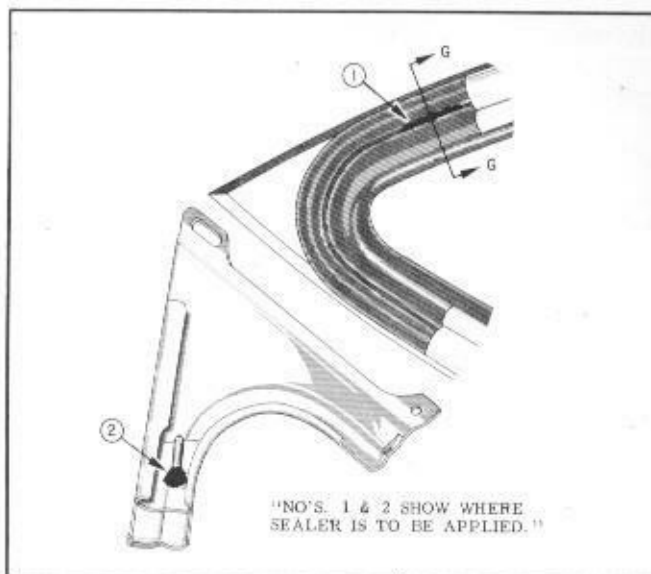
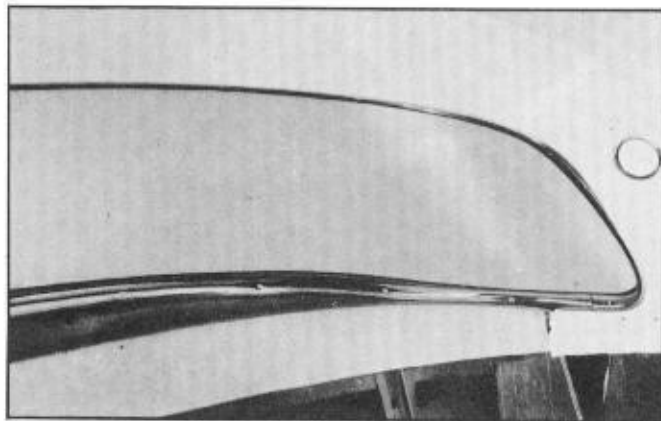
The removal and installation of the one-piece "wrap-around" back glass on Catalina styles except for the belt molding and back glass corner reveal moldings is similar to the procedure as used for back glass removal on closed styles described in Fisher Body Service News No. 1. The reveal moldings consist of a one-piece upper reveal, right and left bottom corner reveals and a two-piece reveal molding across the bottom of the assembly.



The small lower corner reveal moldings shown in the illustration above, are bolted through the assembly and are also secured at their lower end by two sheet metal screws which are accessible after the belt molding is removed.

REMOVAL PRECAUTIONS

The opposite drawing shows the "bolted through" method of retaining the lower corner reveal moldings. The base of the retaining bolt is sealed preparatory to reinstallation with 3-M Autobody Sealer or its equivalent. In the removal and installation procedure which follows, use extreme caution. Metallic objects such as screw drivers should never be used for prying either moldings or glass. Due to the size of the new "wrap-around" back glass, a helper will be needed during some operations. In removing glass from the opening, use a gradual firm pressure with the flat of the hand from inside the car until glass channel is released from its cemented seal. Under no condition should glass be pounded with the fist during a removal operation.

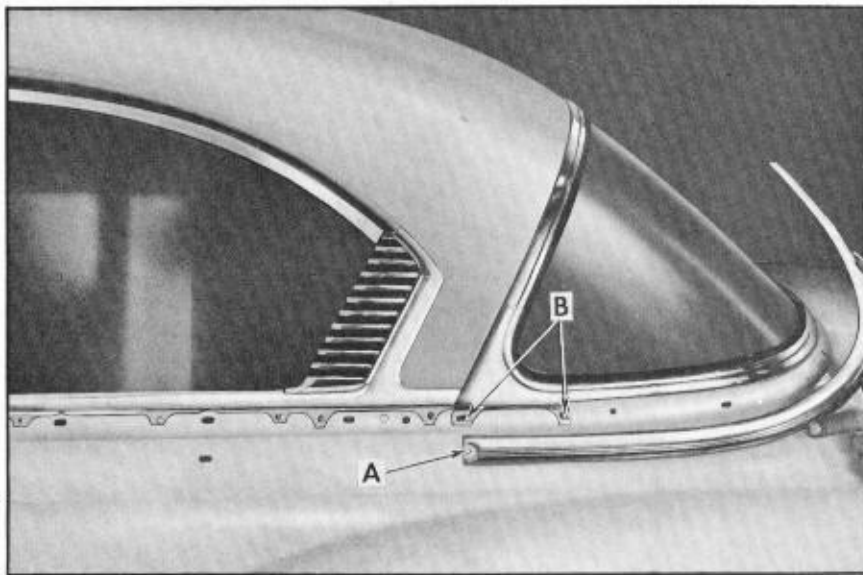
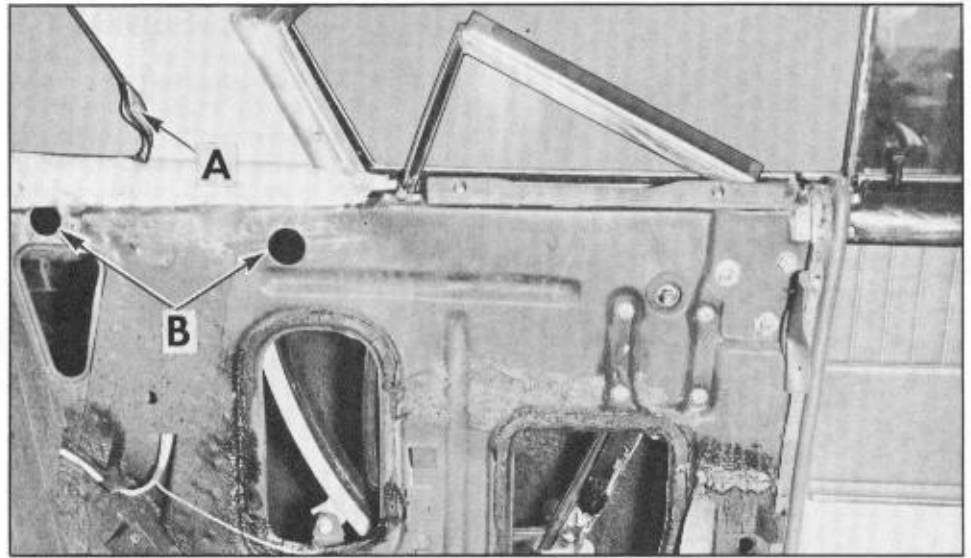


BACK GLASS REMOVAL

1. Place a suitable cover over painted surface of rear body panels below back window. Apply masking tape around back window opening to protect finish adjacent to the working area.
2. Remove the rear seat cushion and back.
3. Remove the garnish moldings and garnish moldings escutcheons. The opposite illustration shows the interior of the "wrap-around" back window before garnish molding is removed.

4. After back glass garnish molding is removed, turn back the lip of the rubber channel at each lower corner and remove the corner reveal molding nut indicated at "A" in opposite illustration.

5. Remove the inside rear quarter finishing molding and regulator handle and turn down the trim pad. Through the cut-outs indicated at "B" remove the nuts and washers retaining the chevron and rear quarter belt molding.



6. On the outside of the body, remove the rear quarter chevron belt molding from the body. Then remove the screw retaining the end of the belt molding indicated at "A" in the opposite illustration.

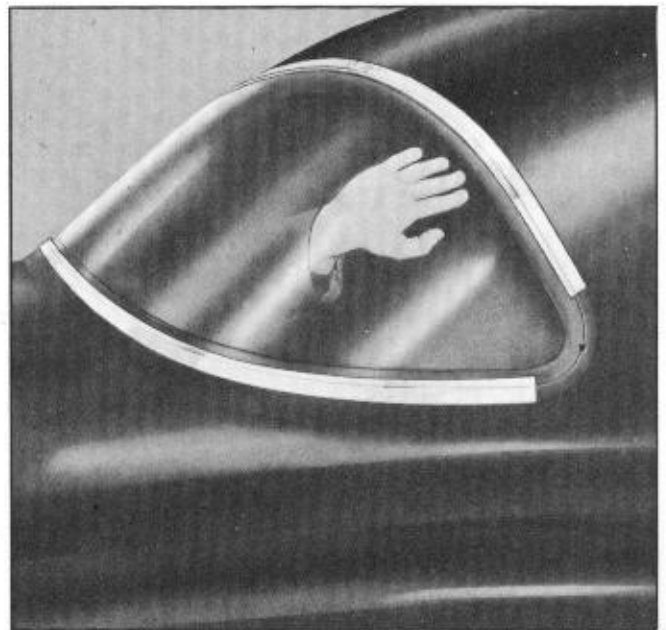
7. Underneath the upper section of the compartment opening, remove all belt molding retaining nuts, cup washers and rubber washers and remove belt molding.

8. Remove the two sheet metal screws "B" indicated in opposite illustration retaining bottom flange of the lower corner reveal moldings. Carefully remove the moldings.

9. On the inside of car with a putty knife, loosen the waterproofing sealer between the lip of the rubber channel and the pinch-weld flange completely around back glass opening.

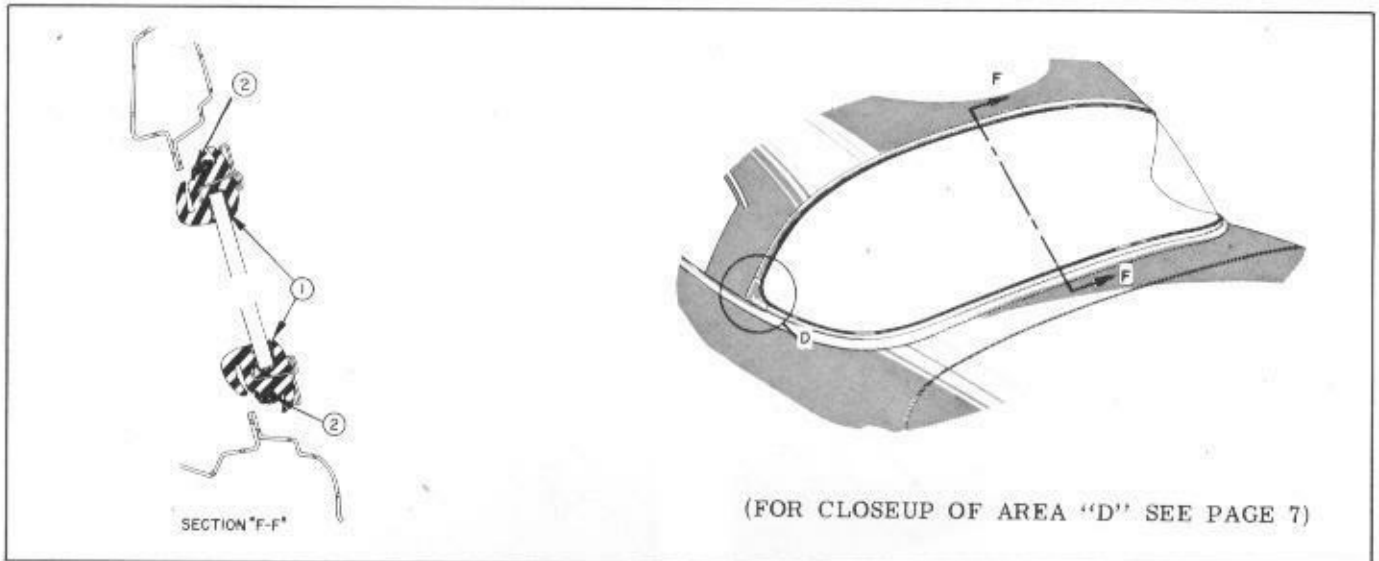
10. With the flat of the hand against an upper corner of the glass, firmly force the assembly outward at the top to disengage lip of rubber channel from pinch-weld flange.

11. Continue this operation across the top, down the sides and across the bottom, then with the aid of a helper, lift complete assembly out of opening and place on a covered bench.



BACK GLASS SEALING PROCEDURE

The original production sealer around the pinchweld flange of the back window is the same neutral color rubber base sealer as used on windshields and is easily removed with a dry cloth and putty knife after glass and channel have been lifted out of the opening. For resealing purposes, when installing the back glass, use 3-M Autobody Sealer or its equivalent along the contacting base of the rubber channel as indicated in the cross-section drawing at "2".



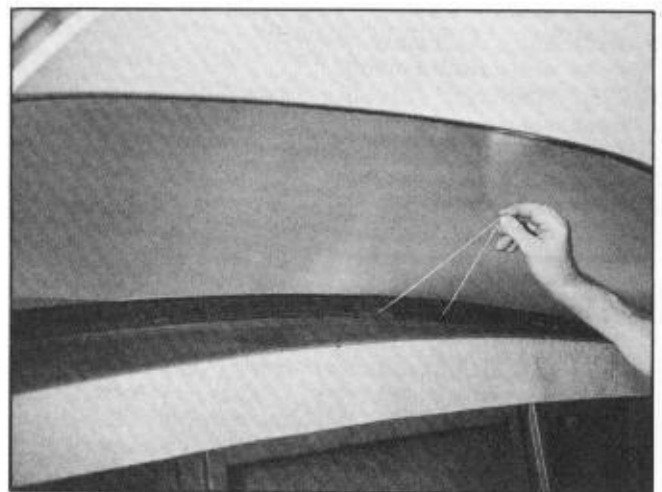
After installation the lip of the rubber channel must be cemented to the outside surface of the glass with 3-M Weatherstrip Adhesive or its equivalent as indicated at "1". In addition, before installation of the lower corner reveal molding indicated at "D", 3-M Autobody Sealer or its equivalent must also be applied to the base of the retaining bolt on this molding before it is installed and also in and around the bolt hole in the rubber channel.

The installation of the back glass on Catalina bodies is the reverse of its removal and with the exception of the belt molding and lower corner moldings is exactly the same as described in Fisher Body Service News No. 1 for closed body styles.

The general procedure is as follows:

1. Clean off all old sealer from the back glass body opening. Inspect the pinchweld flange of the glass opening for any unevenness or high spots and correct same before back glass is installed.
2. As a bench operation, reinstall the back glass rubber channel around edges of glass. NOTE: Back glass is installed with the glass manufacturers emblem at the bottom of the assembly.
3. Reinstall the upper, lower and side reveal moldings into the molding groove in the rubber channel.
4. Insert a strong cord into the pinchweld groove of the rubber channel completely around the channel. Then at the bottom, tie a knot in the ends of the cord and tape the ends to the glass.
5. Apply sealer around the base of the rubber channel as specified above, then with a helper, place complete assembly into the glass opening.

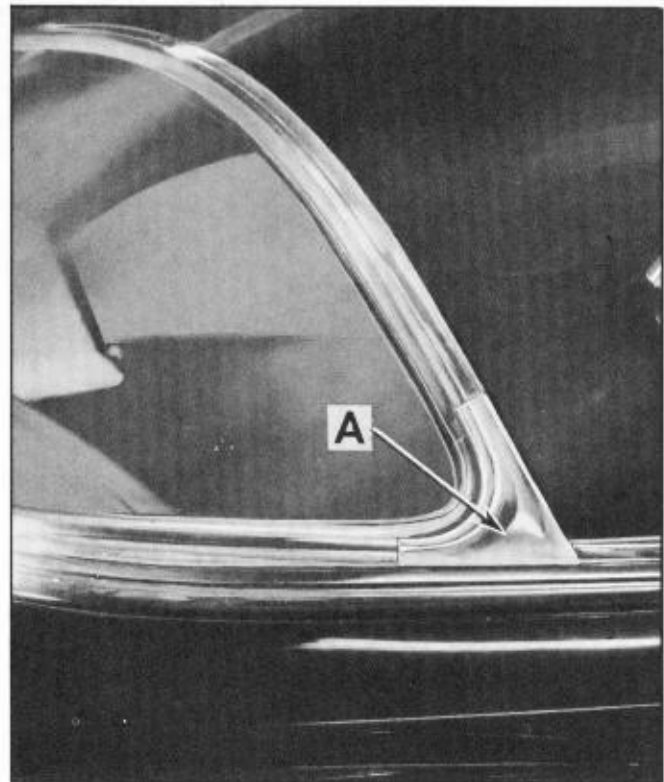
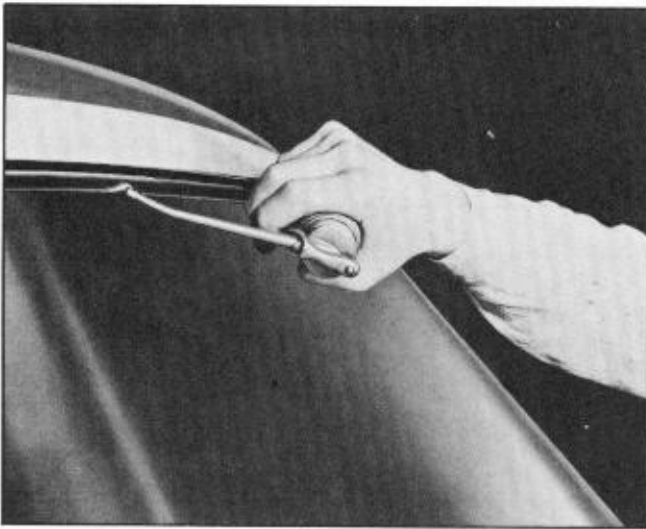
6. While hand pressure is applied to the outside surface of the glass, have a helper on the inside slowly pull the cord inward and upward to seat the lip of the rubber channel over the pinchweld flange across the bottom. As glass assembly gradually seats itself over the pinchweld, continue pulling cord up the sides and across the top until lip of rubber channel is seated over pinchweld completely around the opening.



7. Reinstall the lower corner reveal moldings indicated at "A". Before installation of this molding, apply a coating of 3-M Autobody Sealer or its equivalent to the shank of the attaching bolt, also a quantity of this same sealer in and around the bolt hole in rubber channel. Seal also the attaching screw holes at lower end of molding. Attaching nut on the inside of glass opening should be drawn up to a uniform tightness so as not to kink the molding.

8. If headlining has been disengaged from its attachment at any point around the opening, retack and re-cement it back in place using 3-M Trim Cement or its equivalent. Care must be used in the use of cement around this area not to soil the headlining. Reinstall the back window garnish moldings and escutcheons.

9. Install the rear quarter belt molding. Seal clip holes with 3-M Autobody Sealer or its equivalent.



10. Install the inside rear quarter finishing panel, regulator handle and the rear seat cushion and back.

11. With a sealing gun, seal the lip of the back glass rubber channel to the glass completely around the opening, as shown in the opposite illustration, using 3-M Weatherstrip Adhesive or its equivalent.

12. Clean off glass and excess sealing compound around the area of the back window and remove protective covers and masking tape.

DOORS

The illustration below indicates the names and locations of door hardware parts and trim retainers on the Sport Coupe and Convertible style doors, which may be used for reference purposes.

- A. Door hinge assembly.
- B. Door ventilator assembly.
- C. Door ventilator regulator assembly.
- D. Door remote control assembly.
- E. Door lock remote control connecting rod.
- F. Door inside locking rod.
- G. Door lock assembly.
- H. Door trim pad retaining tabs.
- I. Door trim pad retainer.
- J. Door arm rest attaching parts.
- K. Door window assembly.
- L. Door window regulator assembly.
- M. Door window regulator stationary cam attaching screws.
- N. Door inner panel loading hole covers.
- O. Ventilator division channel adjusting stud.

