

DOOR WINDOW GLASS

REMOVAL AND INSTALLATION

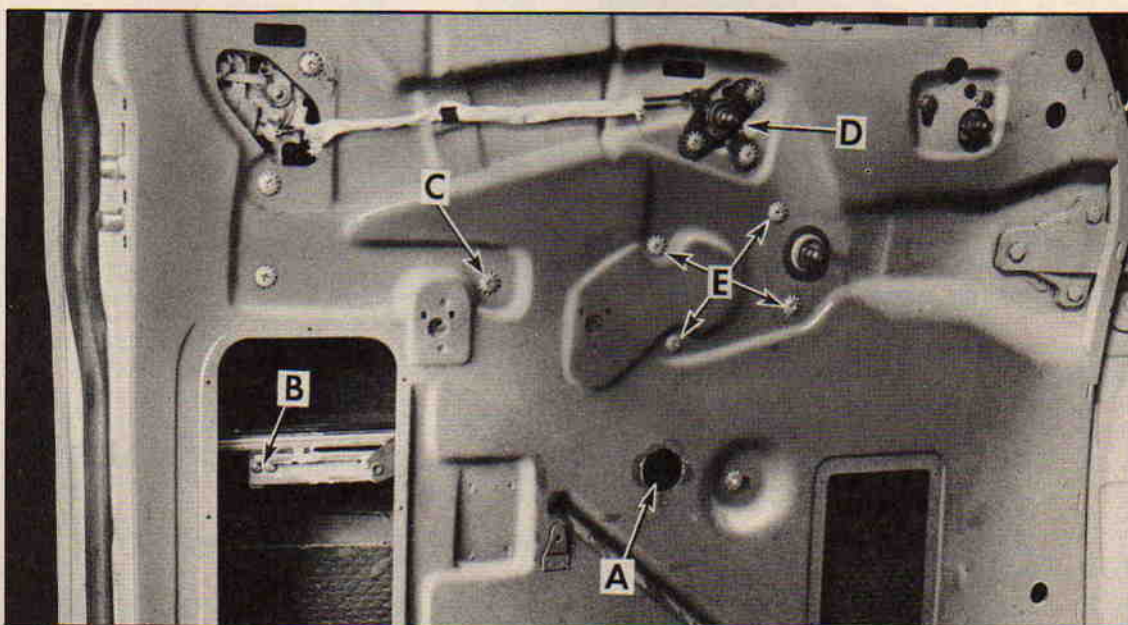
1. Lower window and remove door trim pad. (see Door Trim Pad Removal.)
2. Remove "loading hole" cover plate located on inner door panel below the door glass and also the sealing tape placed over access hole adjacent to the "loading hole" shown at "A".
3. Remove the door ventilator assembly including the integral division channel.
4. Remove the garnish molding retaining clips from the top edge of the door inner panel at window opening to prevent scratching glass during removal.
5. Through the small circular hole and large loading hole remove screws indicated at "B" (2 at each end) attaching sash channel to sash channel cam.
6. Disengage channel from cam, raise glass to an almost closed position, tilt inward and remove.

7. To install, reverse this procedure. Seal as specified in sealing operations on door inner panel.

ADJUSTMENT

The travel of the door glass can be changed by adjusting:

1. The lower section of the ventilator division channel in or out or forward or backward.
2. The lower section of the glass run channel on the door lock pillar can be adjusted inward or outward. The rear attaching screw hole of the stationary cam "C" is slotted vertically. By loosening this screw alignment of the "up" and "down" travel of the window glass in relation to the ventilator division and glass run channels can also be made. Raise rear of cam to throw travel of glass forward, and lower, to throw glass travel to rear.



DOOR LOCK REMOTE CONTROL

REMOVAL AND INSTALLATION

1. Remove door trim pad.
2. Remove the three (3) remote control assembly screws as indicated at "D" in above illustration and disengage connecting rod from clip on inner panel. Swing connecting rod outward and disconnect it from lock.
3. On rear doors, also remove the remote control lever attaching screw, swing lever away from door inner panel and disengage rod from lock.
4. To install, reverse this procedure.

ADJUSTMENT

To take up end play in the connecting rod, loosen the three (3) screws "D" holding the regulator to the door inner panel and shift to the desired tension.

DOOR WINDOW REGULATOR

REMOVAL AND INSTALLATION

1. Disengage door window lower sash channel from cam by performing steps 1 through 5 in the Door Window Glass Removal described above.
2. Raise and prop glass in the up position.
3. Remove screws attaching window regulator to door inner panel indicated at "E".
4. Slide regulator arm from stationary cam and remove regulator through "loading" hole in door inner panel.
5. The window regulator stationary cam can be removed from the inner panel by detaching screws at each end indicated at "C" and removing through loading hole.
6. To install reverse this procedure. Seal inner panel as specified in Sealing Operations on Door Inner Panels.

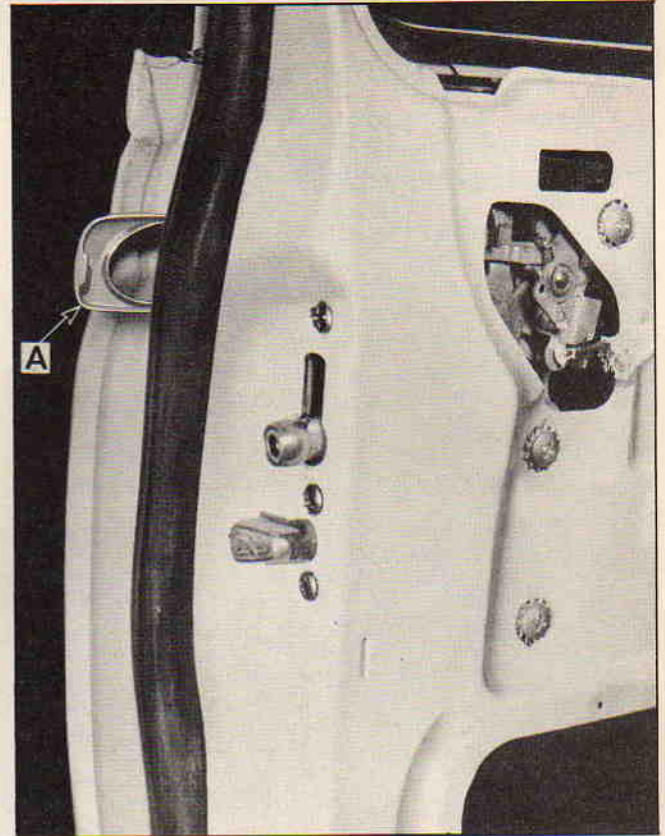
DOOR OUTSIDE HANDLE ASSEMBLY

REMOVAL

1. Loosen the door weatherstrip from its position on the door lock pillar face adjacent to the outside handle so as to expose the outside handle retainer. See opposite illustration.
2. With a suitable tool, pull retainer out until handle and gasket can be removed. After handle is removed, the retainer can likewise be removed if necessary by pulling it from slot in pillar facing.
3. If desired, the lock cylinder assembly can be removed from the outside handle as outlined in the procedure below.

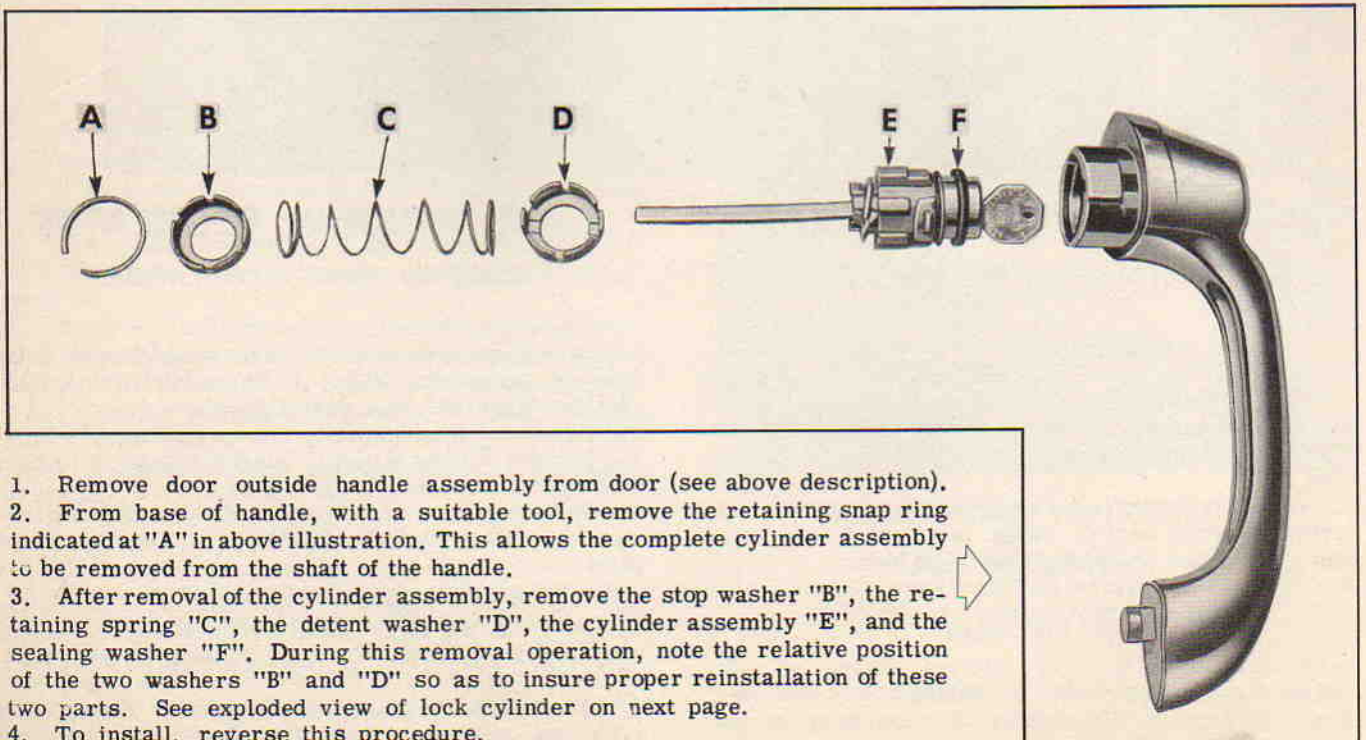
INSTALLATION

1. Cock lock bolt by pushing to "up" position.
2. Install retainer part way into slot to allow insertion of handle. Then, with push button depressed install handle and gasket. When handle is in correct position bolt will snap down.
3. Push retainer to full "in" position.
4. After installation, check the push button action of the handle. Also insert key in handle and check the "unlocking" action of the handle.
5. Recement weatherstrip back in position using 3-M Weatherstrip Adhesive or its equivalent. When re-installing an outside handle with a new push-button shaft, the shaft must be cut to proper length as described in the section Door Outside Handle Push Button Shaft.



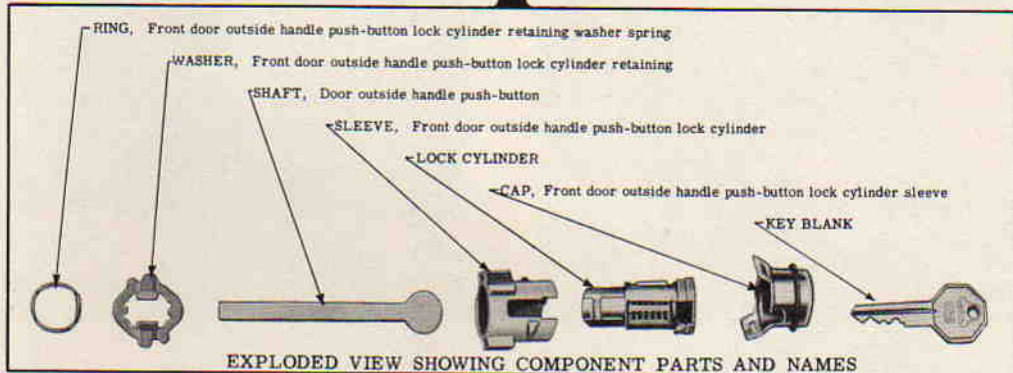
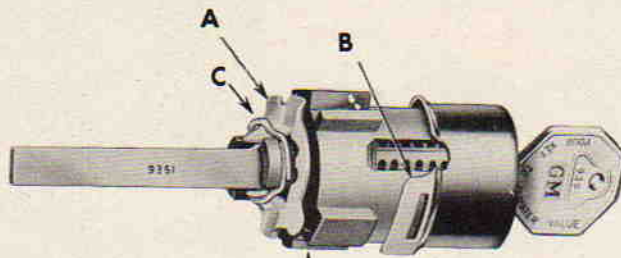
DOOR HANDLE LOCK CYLINDER ASSEMBLY

REMOVAL AND INSTALLATION



1. Remove door outside handle assembly from door (see above description).
2. From base of handle, with a suitable tool, remove the retaining snap ring indicated at "A" in above illustration. This allows the complete cylinder assembly to be removed from the shaft of the handle.
3. After removal of the cylinder assembly, remove the stop washer "B", the retaining spring "C", the detent washer "D", the cylinder assembly "E", and the sealing washer "F". During this removal operation, note the relative position of the two washers "B" and "D" so as to insure proper reinstallation of these two parts. See exploded view of lock cylinder on next page.
4. To install, reverse this procedure.

DOOR LOCK CYLINDER



DISASSEMBLY AND ASSEMBLY

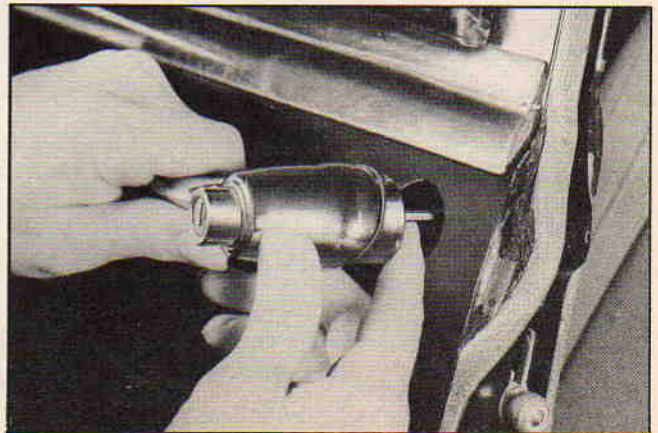
1. To remove the push button shaft, cut the washer indicated at "A" above with snips and discard. For re-assembly, a new washer must be used.
2. To remove the lock cylinder from its assembly, first remove the shaft, then bend the ears of the cap shown at "B" and remove cap and lock cylinder.
3. To reassemble, reverse this procedure, placing a new washer at "A" over the shaft. Use a new "spring ring" (service part only) as indicated at "C" to retain this new washer. This eliminates clinching the washer to the lock cylinder.

DOOR OUTSIDE HANDLE PUSH BUTTON SHAFT

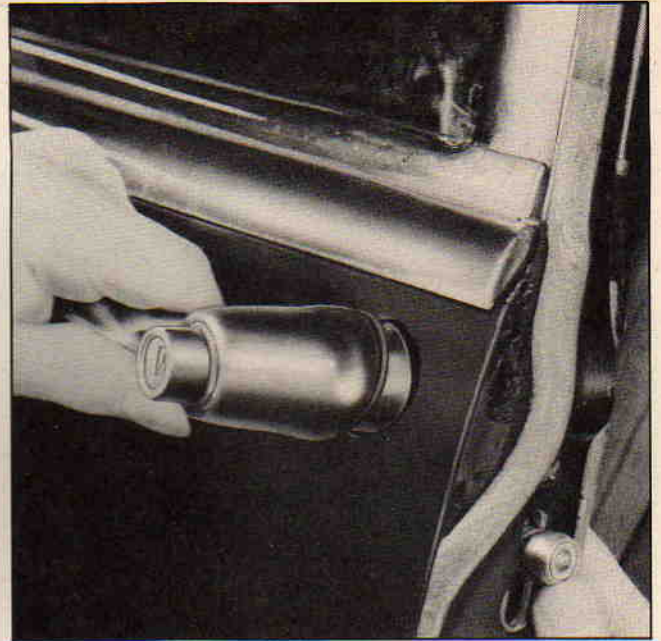
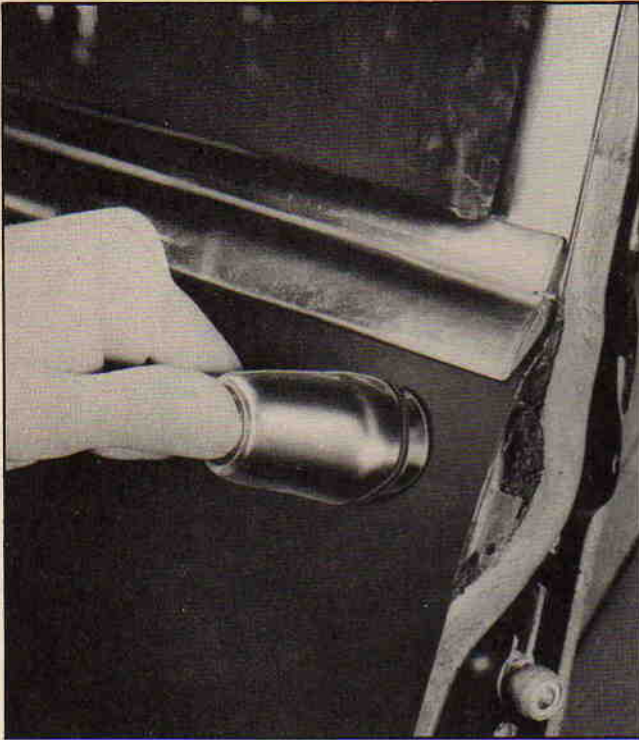
In the service replacement of door locks or outside locking handles, it may be necessary in some few cases to install a new longer shaft on the end of the lock cylinder so as to adequately trip the door lock bolt when the the push-button is depressed. To do this, the door handle must be removed and a new "door outside handle push-button shaft" and a front door outside handle push-button lock cylinder retaining washer and spring ring," (furnished as service parts only) must be ordered out and installed on the end of the lock cylinder assembly as described above. The complete door handle with new shaft may then be installed to the door as follows.

INSTALLATION

1. After the new shaft and the cylinder assembly have been installed to the door handle, insert the door handle into its opening in the door panel as shown in this illustration. Carefully guide the shaft into the lock.

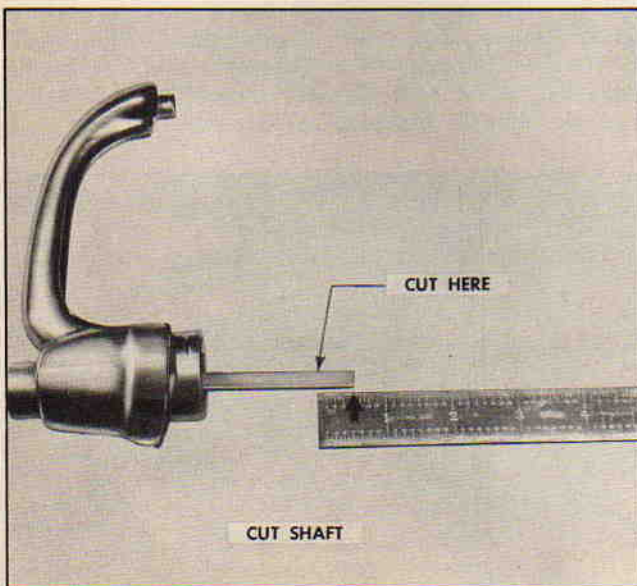
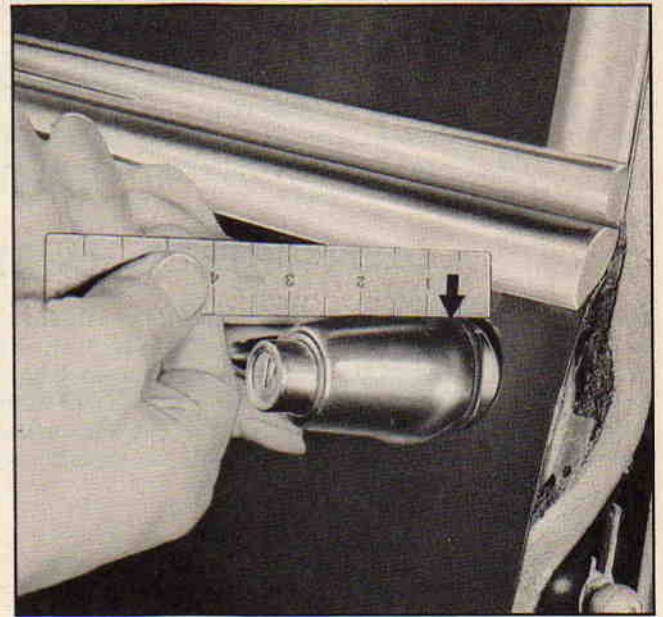


2. As a check to make sure the shaft is engaged in the lock properly, raise the lift bolt by hand as shown in this illustration.



3. Then, holding the handle rigidly, depress the push-button and if the bolt snaps down, the shaft is in the correct position.

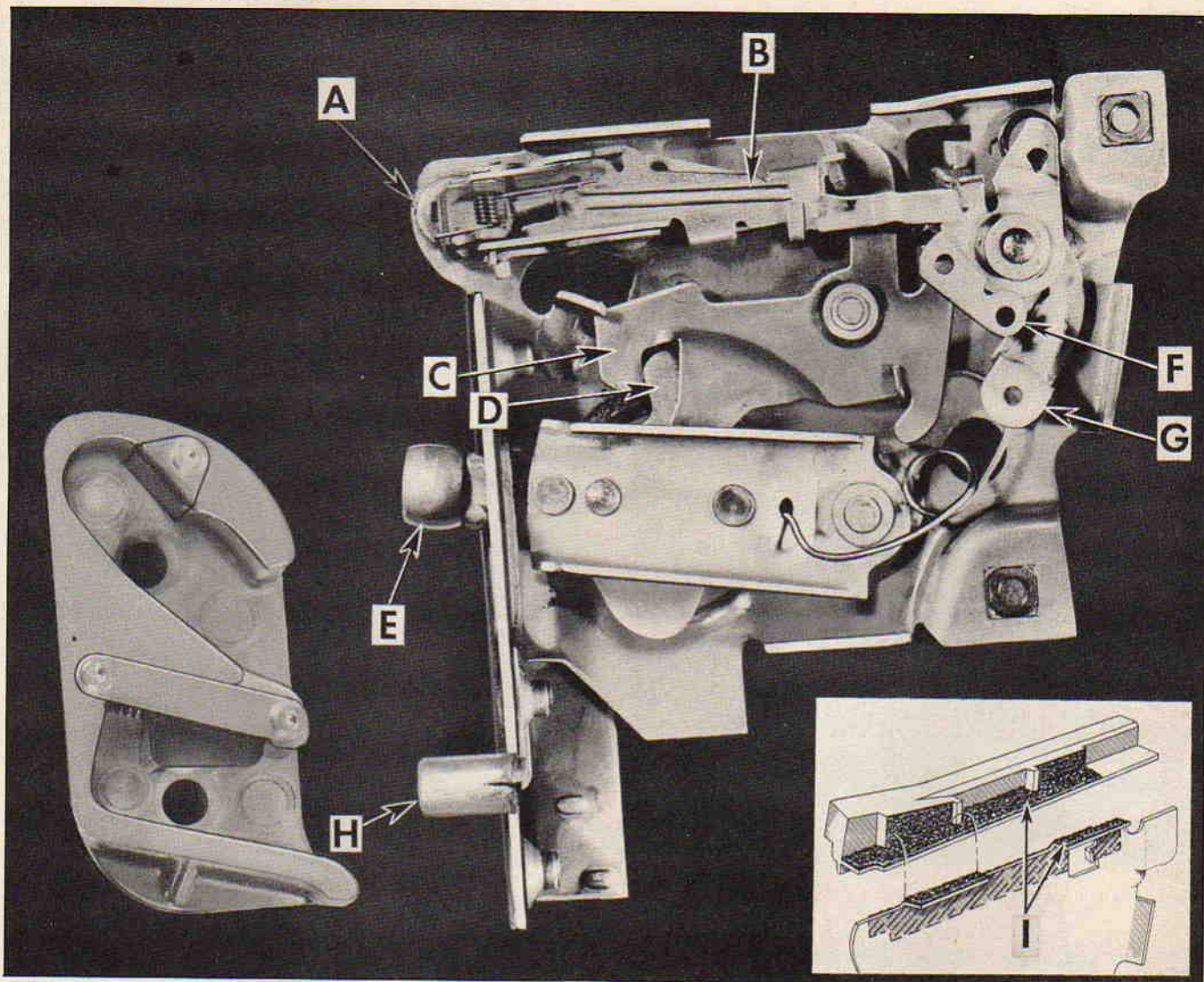
4. Still holding the handle in place so the shaft is just making contact in the lock, measure the distance between the door outer panel and the lock handle, as illustrated. When making this measurement, be sure the handle is held in the same relative position (at the same angle) as when it is installed to the door.



5. Remove the handle from door and cut off the end of the shaft the distance measured in step 4, plus one-thirty-second ($1/32$) inches. The additional $1/32$ " is to permit free travel of the push button before contacting the lock mechanism. Make sure there are no burrs on end of shaft after cutting.

6. Install the handle in the door and thoroughly check the operation in the locked and unlocked position using both the key and inside locking knob.

DOOR LOCK



The above illustration is a close-up view of the door lock and striker plate and shows at "A" the tumbler in to which the door handle push-button shaft fits to operate the intermittent lever "B". The sliding action of this lever operates the hook lever "C" to disengage the latter from the multiplier lever "D", releasing the bolt arm and roller "E" from its closed position in the bolt guide channel of the striker plate. When the door inside safety locking knob and the inside locking rod with attachment to the bell crank at "F" are operated to a locked position, the lever "B" is rotated to a lower position so as to pass under the engaging lug of the hook lever "C". The remote control link rod attachment is shown at "G" and the wedge at "H". The rubber water deflector at "I" (inset) is cemented along the top of all locks except those on sedan rear doors. Sedan rear door locks have the "free-wheeling" feature explained on page 17.

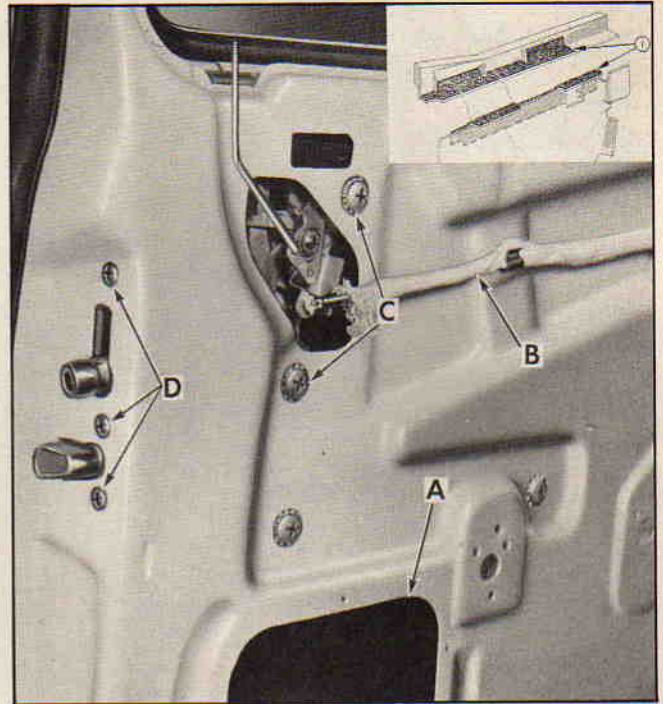
The door lock striker plate shown adjacent to the lock in the above illustration has an upper and a lower guide channel for the door lock bolt and wedge, respectively. As the door is closed, the lock bolt enters the upper guide channel and is forced upward until the locking mechanism is engaged at the top of the bolt travel. When the locking mechanism is tripped to unlock the door, the bolt is forced downward and out of the striker plate in the reverse of the above. The bottom guide channel supplies the bumper action for the door lock wedge. This striker is installed on the body pillars with two (2) cross-recess head screws, which enter into a floating anchor plate inside the pillar. Serrations on the back of the striker and adjusting plates allow for an "in" and "out" or "up" and "down" adjustment for normal fit of the door to the door opening on the lock side. Vertical serrations also prevent the striker plate from being installed in a rotated or "cocked" position relative to the lock.

DOOR LOCK ASSEMBLY

REMOVAL AND INSTALLATION

1. Raise the door glass to a closed position. Remove the door outside handle assembly, the door trim pad and the loading hole cover nearest the door lock pillar indicated at "A".
2. Disconnect and remove remote control mechanism and connecting rod "B". Also inside locking rod.
3. Reaching in through the loading hole, remove the nut attaching the bottom end of the glass run channel to the inner surface of the door lock pillar. Carefully move the lower portion of the channel away from the door lock pillar. This is done to obtain clearance for the "U" shaped channel on the lock assembly which is installed behind the glass run channel.
4. Remove the two screws "C" attaching lock to door inner panel and the three screws "D" attaching lock to the door pillar facing. Lower the lock downward so that the "U" shaped channel clears the bottom end of the glass run channel. Remove lock through door loading hole "A".
5. To install, reverse this procedure.

Note: On all doors except sedan rear doors, a molded rubber water deflector as shown in the inset is cemented across the top of the door lock. When reinstalling the door lock the rubber deflector must be recemented to the side face and top of the lock with 3-M Weatherstrip Adhesive or its equivalent.



Caution: It is possible to damage the door lock seriously if the door is slammed shut after the lock bolt has been pushed into the "up" position.

DOOR LOCK STRIKER

REMOVAL AND INSTALLATION

1. With a pencil, scribe the position of the striker on the center or rear body pillar.
2. Remove the two (2) attaching screws holding striker to pillar and lift out of position.
3. To install, place the striker within the location designated by pencil marks and tighten screws.

ADJUSTMENT

Serrations on the back of the striker and striker adjusting plate, coupled with a movable anchor plate in the pillar, allow for an "in and out" or "up and down" adjustment for closer fit of the door to the door opening on the lock side. New serrations have also been added to prevent the striker from being installed at a rotated or "cocked" position relative to the lock.

