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1952 STARLINER MODELS BODY SERVICING ADJUSTMENT PROCEDURES

This issue of the Service Bulletin is devoted to a description of the various fits and adjustments provided for doors, windows, mouldings, and body of the 1952 Starliner (Hard-Top Convertible) models.

Because the service adjustments of the Starliner model bodies differ in many respects from those of standard sedan models and fabric-top convertibles, we felt it desirable to publish this Service Bulletin, giving service adjustment procedures in complete detail.

Although the information is similar in nature to that given in passenger car shop manuals, it is on the whole separate and distinct from any data given in the 1951 Passenger Car Shop Manual or in the 1952 Passenger Car Shop Manual Supplement. Therefore, it will be to every Studebaker dealer's advantage to hold one or more shop meetings until the whole subject of Starliner body service adjustment procedures is fully covered and clearly understood by the service men who will be responsible for this type of service.

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BODY SERVICING ADJUSTMENT PROCEDURES

DOOR ALIGNMENT AND ADJUSTMENT

Enlarged holes in the door panel at the door hinge-to-panel screws permit shifting of the door to secure proper alignment. To properly align the door, loosen the hinge-to-panel screws, keeping one screw at each hinge a little snug. Then shift the door as required to fit the opening. The door can be adjusted outward by inserting shims between the hinge and the door panel. Additional adjustment rearward can be obtained, if necessary, by inserting shims between the body post and the hinge. When aligning the door it is essential that the top of the door is flush with the top of the rear quarter section so that the door window and the ventilator assembly can be properly positioned against the weatherseals. The minimum gap between the front edge of the door and the edge of the cowl panel must be $5/32$ ".

The function of the door striker plate is to prevent the door from rattling and should not be used to hold the door up in position. To adjust the striker plate, loosen the four retaining screws and shift the plate in the elongated holes provided. Position the striker at a slight angle so that the door slides up on the striker just enough to make it snug and not actually lift the door.

DOOR OPENING ADJUSTMENT

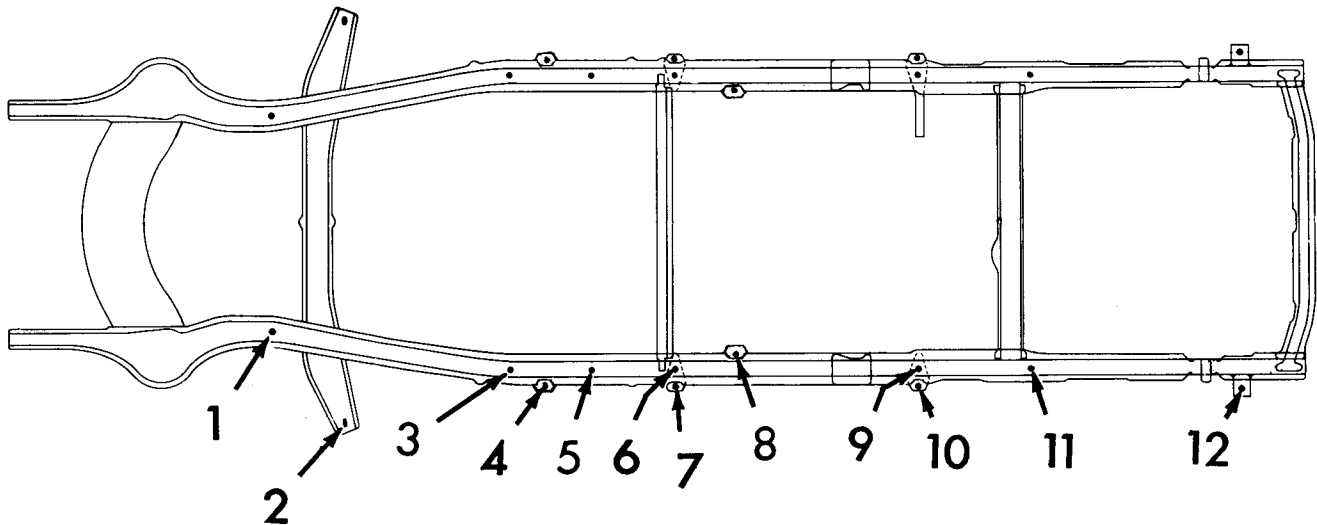
If the door opening is too large or too small across the belt line, the body can be shimmed on the frame to move the top of the rear quarter section forward or rearward. Two types of body shims are used, a steel plate and a rubber fabric pad. Each type is available in thicknesses of $1/8$ " and $1/4$ ". The steel plate must be used when shimming to change the body position. The rubber fabric pad has very little effect in changing body position and is

used primarily as an insulator. A rubber pad should be used at each hold-down bolt position. Body bolt locations are shown in Figure 1. Because of the positions of the reinforcing members in the body, the door opening is only effected by shimming at body bolts 2, 4, 7, 8, 10, and 12.

First, align the door with the cowl panel as outlined under Door Alignment and Adjustment. Then, with exception of body bolt (1, Fig. 1), loosen all body bolts on the side on which the correction is to be made. With the body bolts loose, the body free on the frame, check the position of the rear quarter section to determine whether the condition was caused by distortion of the body because of improper original shimming. If the condition no longer exists, insert body shims as required at the various bolt positions to maintain the same body position in relation to the frame.

If the door opening is too small at the top (door striking the rear quarter section), add a shim at body bolts 2, 4, 7, and 8 and remove the shims from bolts 9, 10, 11, and 12. If the shim packs at body bolts 2, 4, 7, and 8 are unequal, add shims as necessary to obtain the same size shim pack at each bolt. If shims are not present at bolts 9, 10, 11, and 12, then it will be necessary to add another shim at bolts 2, 4, 7, and 8. The body must be high enough in the center section to permit the top of the rear quarter section to move rearward when bolts 10 and 12 are tightened. Tighten the bolts 2, 4, 7, 8, 10, and 12 securely and check the opening. Add shims as necessary until the desired opening is obtained. After the desired opening is obtained, insert shims at the other bolts to fill the existing gap resulting from the shimming, and tighten all bolts securely.

If the door opening is too large at the top,



remove the shims at bolts 2, 3, 4, 5, 6, 7, and 8 and add a shim at bolts 10 and 12. Then tighten the bolts at the center section and check the opening. Adding shims at the bolts 10 and 12 will cause the top of the rear quarter section to move forward. If the desired opening has not been obtained, loosen the bolts, add another shim at bolts 10 and 12 and again tighten the center section bolts. Repeat the procedure until the desired opening has been obtained. Then insert shims at bolts 9 and 11 to fill the existing gap resulting from the shimming at bolts 10 and 12.

After securing the proper door opening, re-check the door alignment and, if necessary, make adjustments as outlined in Door Alignment and Adjustment.

VENTILATOR ASSEMBLY

Proper alignment of the ventilator assembly is necessary not only for appearance, but also to provide full contact of the ventilator frame on the weatherseal to prevent air, dust, and water leaks. Several adjustments are provided to properly align the ventilator assembly with the door opening. The adjustments should be made so that the lip of the front weatherseal contacts the edge of the ventilator frame the full length of the frame and the top of the ventilator frame seals against the upper weatherseal.

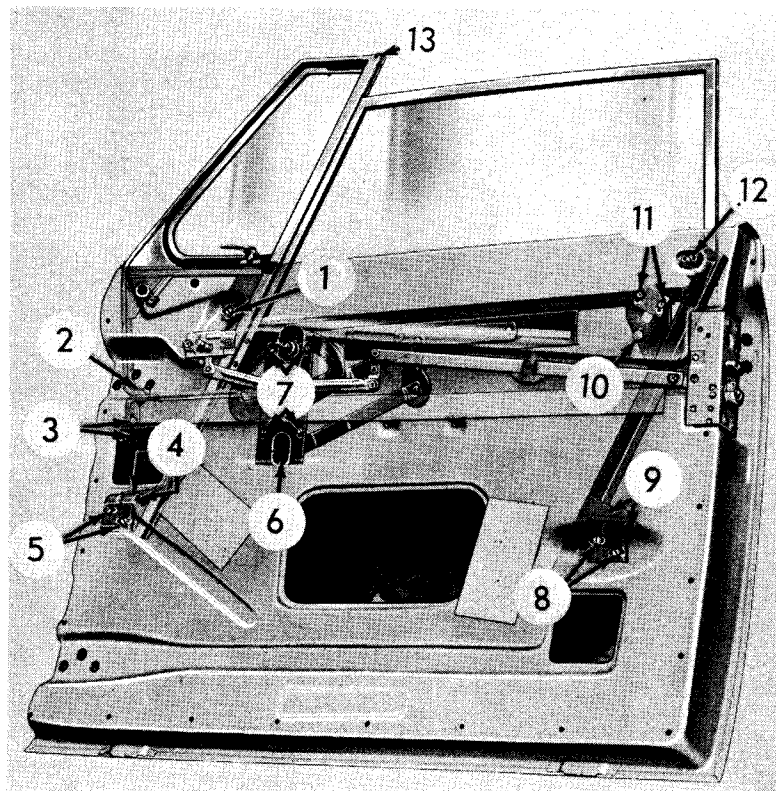


FIG. 2

Adjustments are made by means of elongated holes in the ventilator assembly, in the brackets, and in the door panel. Figure 2 illustrates the points of adjustments. It may be necessary to enlarge the holes or shim out the brackets if additional adjustment is required to properly position the ventilator assembly.

Before the ventilator frame can be adjusted the garnish moulding, door inside hardware, arm rest, trim panel, and inspection hole sealing tape must be removed.

Adjustment

To move the assembly forward or rearward, loosen the ventilator frame-to-door panel screw (1, Fig. 2), the ventilator frame-to-front bracket nut (2), the two ventilator frame rear bracket-to-door panel screws (5). Also, loosen the window assembly rear guide screws (8 and 12) to allow the door window to shift with the ventilator assembly. Then shift the ventilator frame forward or rearward as required, so that the front weatherseal lip comes in easy contact with the ventilator frame the full length of the frame. Do not force the frame against the weatherseal. Tighten the retaining screws and nut.

To check the adjustment, open the door, raise the door window to the stop position making sure that the door window has not forced the ventilator frame forward. If the ventilator assembly is forced forward, the door window rear stop must be adjusted. If it is not equipped with a rear stop, install the stop as outlined in Door Window--Stop Adjustment. Close the door and check the fit of the ventilator frame on the weatherseal. The ventilator frame must not pinch or crimp the weatherseal as the door is closed. If the proper fit of the frame against the weatherseal cannot be secured, it may be necessary to reposition the weatherseal retainer and in some

(Cont'd. on Page 4)

1. VENT. FRAME-TO-DOOR PANEL SCREW
2. VENT. FRAME-TO-FRONT BRACKET NUT
3. VENT. FRAME FRONT BRACKET-TO-DOOR SCREWS
4. VENT. FRAME REAR BRACKET-TO-DOOR PANEL SCREWS
5. REAR BRACKET-TO-DOOR PANEL SCREWS
6. REGULATOR ADJUSTING NUT
7. REGULATOR RETAINING SCREWS
8. WINDOW ASS'Y REAR GUIDE SCREWS
9. REAR GUIDE-TO-LOWER BRACKET SCREWS
10. REAR STOP
11. STOP BRACKET SCREWS
12. WINDOW ASS'Y REAR GUIDE SCREWS
13. FRONT STOP

cases shim out the retainer. Repositioning of the retainer is made possible by the elongated slots at the retaining screws see (Fig. 3).

Forward tilt or rearward tilt of the ventilator assembly is as shown in the Figures 4 and 5, respectively. Either the top of the assembly or the bottom of the assembly is too far from the front weatherseal, resulting in a cocked position.

To correct for forward tilt, top too far forward, loosen the ventilator frame-to-door panel screw (1, Fig. 2), the two rear bracket-to-door panel screws (5), the upper and lower rear guide screws (8 and 12) and remove the ventilator frame-to-front bracket nut (2). Tilt the assembly rearward as required, while at the same time shifting the assembly forward to properly position it against the front weatherseal; then tighten the screws (5, 8, 1, and 12) securely. Loosen the two ventilator frame front bracket-to-door face cap screws (3), and shift the bracket upward, cornering the bracket against the door face and the ventilator frame. Tighten the cap screws (3), install the nut (2) that holds the ventilator frame to the front bracket and tighten securely.

To correct for rearward tilt, loosen screws (1, 3, 5, 8, and 12), frame-to-front bracket nut (2), and shift the assembly upward and rearward as required. Tighten the screws (1, 5, 8, and 12); then corner the front bracket and tighten nut (2) and screws (3).

To facilitate adjustment, loosen, but keep a slight tension on the screw (1) so that the whole assembly does not shift in all directions, resulting in complete readjustment.

If difficulty is encountered in acquiring proper adjustment, first check for improperly positioned front or upper weatherseals and adjust inward or outward from the body by shifting the retainer in elongated slots. Then remove front and upper weatherseals, retainers, and gaskets and check cowl windshield post and roof panel corner for excessive solder or headlining material. Remove as necessary. It may

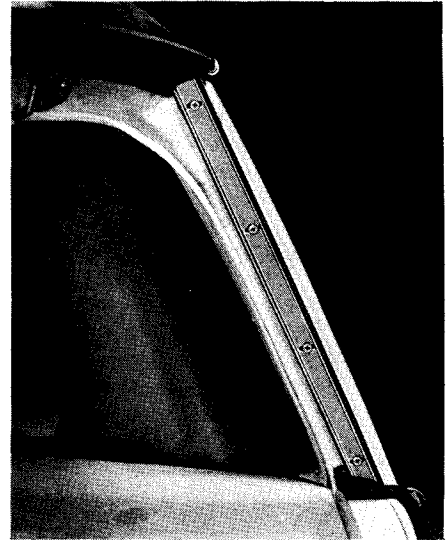


FIG. 3

be necessary to replace the ventilator assembly if original assembly is distorted so that proper adjustment cannot be secured.

The height of the assembly is adjusted by raising or lowering the ventilator frame front and rear brackets on the bracket-to-door panel screws. Loosen screws (3 and 5, Fig. 2), the ventilator frame-to-door panel screw (1), and move the assembly as required. The inside edge of the ventilator frame should cushion against the lip of the upper weatherseal. Do not attempt to position the top of the ventilator frame against the upper weatherseal for this may cause the upper pivot bracket to bind against and damage the lip of the upper weatherseal retainer gasket. When lowering the assembly be sure that the lower ventilator weatherstrip is not pulled away from the top of the door. In adjusting the ventilator frame assem-

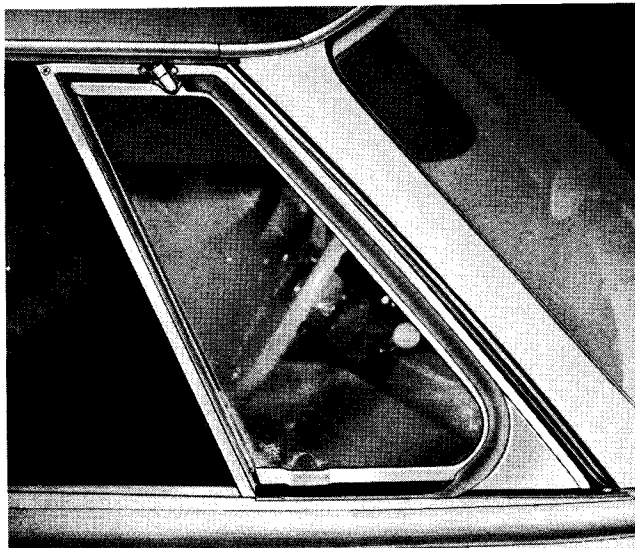


FIG. 4

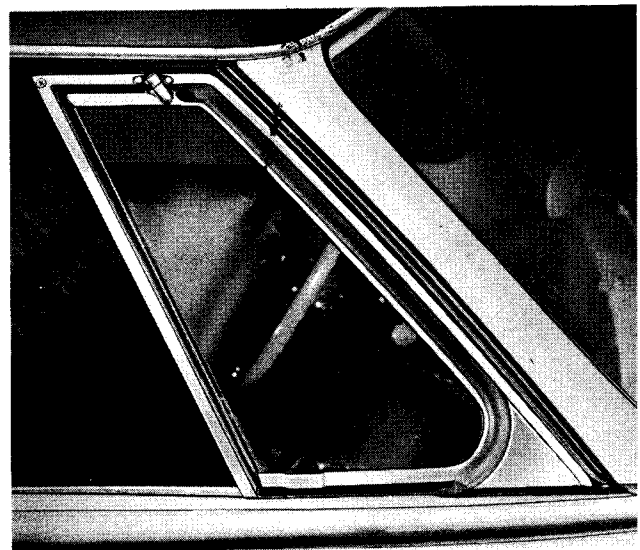


FIG. 5

bly for height, it may also be necessary to move the assembly forward or rearward to maintain a proper seal with the front weatherseal.

If the ventilator frame has an inward or outward tilt, the assembly may be adjusted by shifting the lower end of the ventilator frame on the rear bracket. Loosen the ventilator frame-to-rear bracket cap screws (4, Fig. 2) and the door window rear guide-to-bracket screws (9). Move the ventilator frame on the bracket as required to correct the tilt condition. Then move the door window rear guide on the bracket to maintain the alignment between the ventilator assembly and the door window. If the assembly has an outward tilt, make sure that the upper weatherseal is not too far outward and holding the assembly out of position.

DOOR WINDOW

The proper alignment of the door window assembly is controlled to a great extent by the alignment of the ventilator assembly. Therefore, first, check the alignment of the ventilator assembly and make the necessary adjustments. When properly positioned, the door window must contact the lip of the upper weatherseal. The window must not hit and pull the lip of the weatherseal retainer gasket as the door is closed.

Stop Adjustment

The upward travel of the door window is controlled by two stops (13 and 10, Fig. 2): one at the top end of the ventilator frame and the other behind the door inner panel in the upper rear corner of the door. The front stop (13) in the ventilator frame is not adjustable and actually limits the travel. The rear stop (10) prevents movement of the rear of the window after the window contacts the front stop and is adjusted so that the window contacts both stops at the same time.

Models prior to Body Numbers 2327 for the Champion and 5187 for the Commander do not have the rear stop. To install the rear stop and bracket, first remove the door window glass assembly from the door. Drill a 5/16" hole in the door window bracket at the location shown in Figure 6. Also drill two 1/2" holes in the door inner panel. Install the window assembly in door and lower the window to its full open position. Install the stop bolt, nut, and washers in the hole of door window bracket. Then install the stop bracket on the door inner panel as shown in Figure 6.

To adjust the rear stop (10, Fig. 2), the garnish moulding must be removed and the rear edge of the trim panel pulled away from the door. Roll the window up until the window frame just contacts the front stop. Then loosen

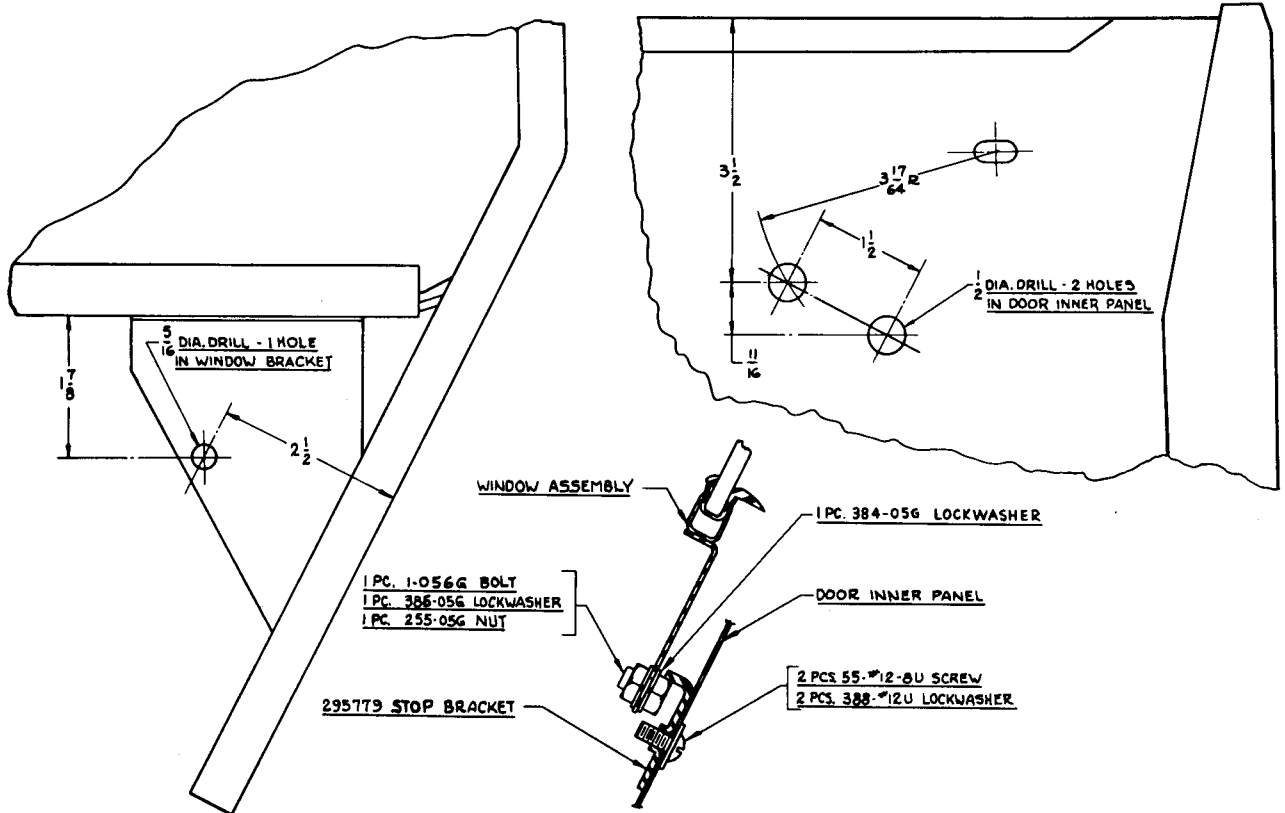


FIG. 6

the rear stop retaining screws (11) and move the stop bracket against the stop. Tighten the bracket screws securely. To check the adjustment sure that the window, after hitting the front stop, does not push the ventilator frame forward before hitting the rear stop.

Window Travel Adjustment

If the window does not travel far enough to contact the front stop, loosen the regulator retaining screws and move the regulator up as required. Tighten the retaining screws.

If the window, as it is rolled up, has a tendency to pull away from the ventilator frame, it is tilted rearward. If it rolls hard because it is pushing into the ventilator frame, it is tilted forward. To correct either condition, loosen the regulator adjusting stud nut (6) and shift the window as required to align it with the ventilator frame. Then tighten the nut securely.

If the window has an inward or outward tilt, to correct the condition, follow the procedure outlined for inward or outward tilt under Ventilator Frame Assembly.

REAR QUARTER WINDOW

The rear quarter window must seal against the rear of the door window and the upper weatherseal. Adjustments are provided to correctly position the window in the body opening and to adjust the travel of the window.

The position of the window within the opening is controlled by the retaining screws (1, Fig. 7). The hinge and bracket assembly has vertical elongated slots to permit raising or lowering the window assembly. Also, horizontal slots in the mounting bracket permit moving the assembly forward or rearward (see inset Fig. 7).

To make the adjustment, loosen the retaining screws and move the assembly as required to obtain proper seal against the door window and the upper weatherseal.

If the window only partially contacts the upper weatherseal, the upper weatherseal must be repositioned.

If the door window does not fully contact the quarter window weatherseal, the quarter window assembly or the door window assembly may be tilted. Before adjusting the rear quarter window, make sure that the door window and ventilator assembly are properly aligned in the door opening. If the rear quarter window is tilted, install shims between the rear quarter window bracket and the hinge at either the upper or lower screw depending on the direction

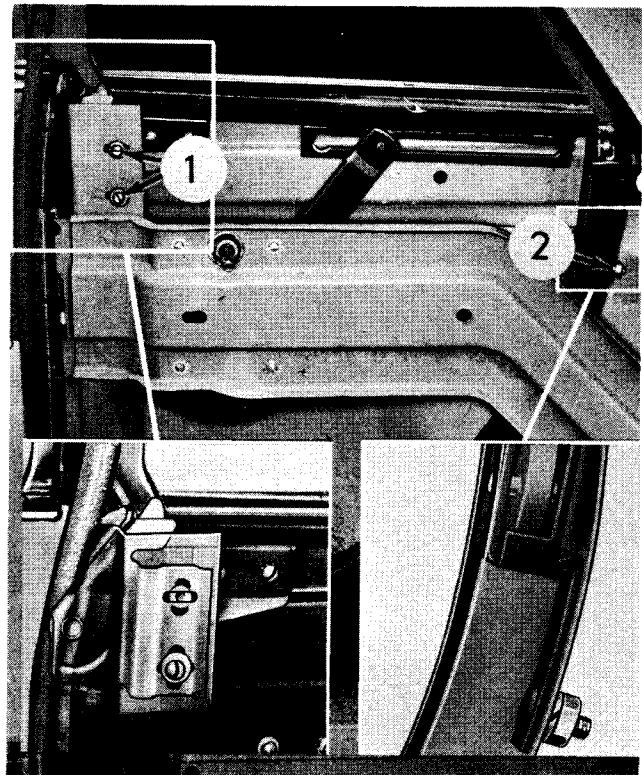


FIG. 7

1. RETAINING SCREWS 2. STOP SCREW

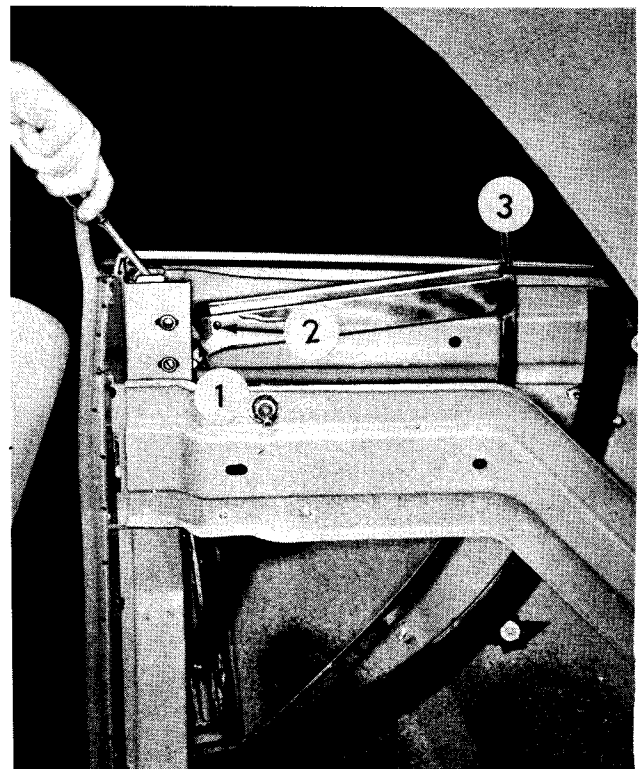


FIG. 8

1. WEATHERSEAL-TO-FRAME SCREW 2. WEATHERSEAL-TO-FRAME SCREW 3. WEATHERSEAL RIVET

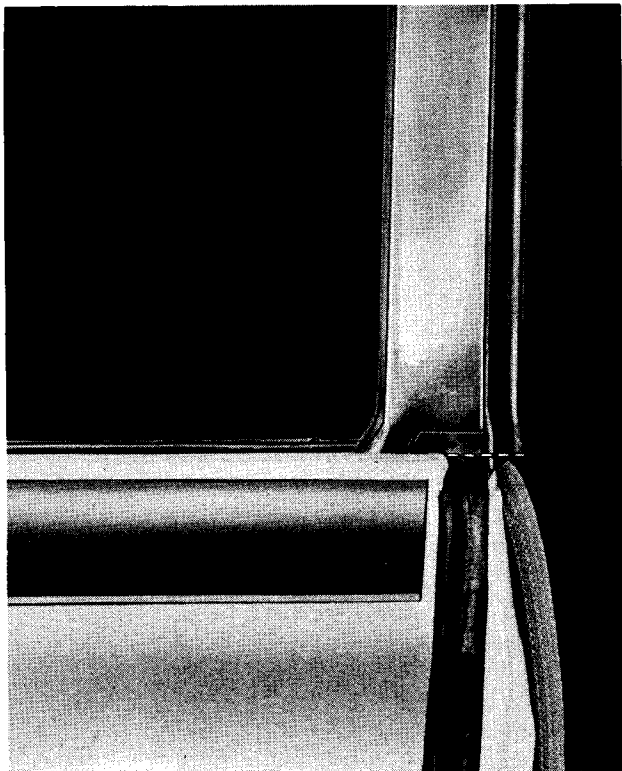


FIG. 9

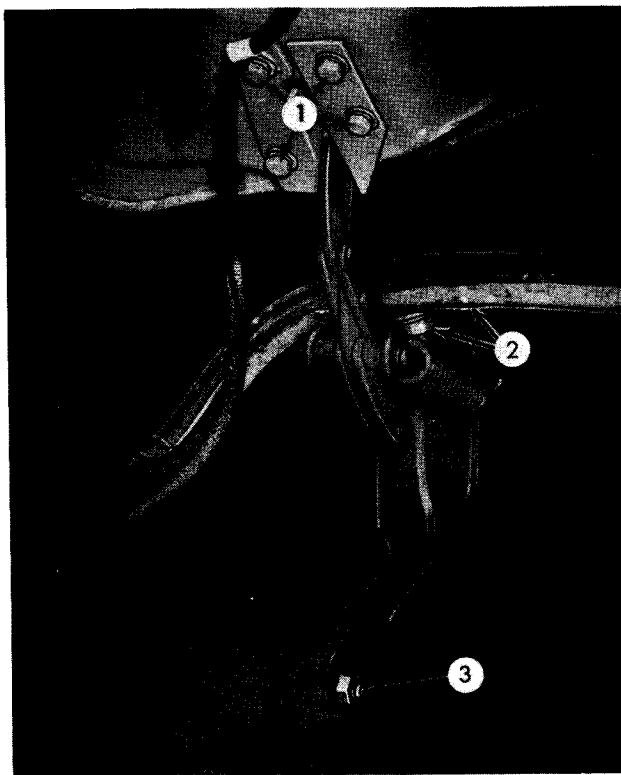


FIG. 10

1. BRACKET-TO-LID SCREWS 2. BRACKET-TO-BODY
STUD NUTS 3. BRACKET-TO-BODY STUD NUTS

of the tilt. If it is tilted inward, install shims at the lower screw; if tilted outward, install shims at the upper screw. After securing the proper seal of the rear quarter window against the door window, it may be necessary to reposition the upper weatherseal. If the quarter window has a slight inward tilt, repositioning the upper weatherseal by moving it outward to push the window into position will correct the condition.

On models equipped with the latest type rear quarter window weatherseal retainer, if the rear quarter window does not properly enter the retainer or is hard to operate because of a bind against the retainer, shift the retainer to align it with the window.

To adjust the window travel, loosen the stop screw (2, Fig. 7), roll the window into position so that the front edge of the window is parallel to the rear edge of the door window. Then, move the stop bracket until it contacts the window frame and tighten the stop screw securely.

If the weatherseal is torn or will not hold in the retaining grooves of the window frame, it should be replaced. To remove the rear quarter window weatherseal, the trim panel must be removed. Roll the window down to its full open position. Then, remove the weatherseal-to-frame screws (1 and 2, Fig. 8). Remove the weatherseal rivet (3) and pull the weatherseal out of the retaining grooves. To install the weatherseal, place the lower end of the seal in position in the frame and insert the weatherseal in the grooves of the frame. Install the weatherseal-to-frame screws (1 and 2, Fig. 8). Using an awl, make a hole in the upper end of the weatherseal to correspond with the hole in the frame. Then install the retaining rivet. Trim the upper end of the weatherseal so that it is flush with the top of the frame. Trim the lower end as indicated by the dotted line in Figure 9. The lower end of the seal should bear against the top of the door but must not be pulled inward as the door is closed. If the end of the weatherseal is pulled inward, an opening will result which will permit water to enter.

LUGGAGE COMPARTMENT LID

Three adjustments are provided for the luggage compartment lid to secure proper alignment and an effective seal to prevent dust and water leaks into the luggage compartment. Two of the adjustments are made by means of the elongated holes in the hinge brackets and the third by shimming the hinge brackets.

If side adjustment of the lid is necessary, loosen the hinge upper bracket-to-lid cap screws (1, Fig. 10) at both hinges and shift

the lid as required. Then tighten the cap screws securely.

If it is necessary to move the lid forward or rearward, loosen the hinge lower bracket-to-body stud nuts (2 and 3) just enough to be able to shift the hinges by tapping the bracket with a hammer. Move the hinge brackets as required. Then, tighten the cap screws securely.

To move the lid up or down, shimming of the hinge brackets is required. To move the lid down loosen the hinge lower bracket-to-body stud nuts (2 and 3) on both assemblies. Install shims as required at the rear stud between the bracket and the body. The shim can be made out of a 5/16" flat washer (not more than 1-1/4" outside diameter) by cutting a slot in the washer to allow installation of washer without removing the hinge assembly. Tighten the upper stud nuts securely. Then, pull the lower end of the bracket rearward as far as possible and tighten the lower stud nut (3). Check the alignment of the lid to make sure that the lid did not slip forward or rearward when the lower bracket studs were loosened.

To move the lid up, remove the hinge upper bracket-to-lid cap screws (1) (one hinge at a time) and insert shims (flat washers) as required between the bracket and the lid at each cap screw. After shimming up the lid, check the side alignment of the lid to make sure that the trunk lid has not slipped out of alignment.

Whenever any adjustment is made on lid, also check the striker plate adjustment. The striker plate should be adjusted so that the latch of the lock contacts the plate securely and the lower edge of the lid fits tightly against the weatherstrip. Elongated holes are provided in the striker plate to make the adjustment. Loosen the screws and move the plate either up or down as required. Then tighten the screws.

To check the trunk lid for proper seal on the weatherstrip, insert a card, the approximate thickness of a business calling card, between the edge of the trunk lid and the weatherstrip (see Fig. 11) and move the card around the perimeter of the lid. The point at which there is little or no resistance indicates improper sealing. At this point pull the weatherstrip out of the channel and place a piece or pieces of rubber tape as required into the channel (see Fig. 12) to shim out the weatherstrip. Then cement the weatherstrip back in place in the channel.

To replace the lid weatherstrip, remove all of the old weatherstrip and clean the retaining channel. Apply a coat of cement to the channel and the weatherstrip and allow to dry until tacky. Then place the weatherstrip in the channel, being careful not to stretch the weatherstrip when placing it in the channel.

DUST, WATER LEAK CORRECTIONS

WINDSHIELD

There are two possible points at which the windshield can leak: (1) between the weatherstrip and glass and (2) between the weatherstrip and body flange. To find the point at which the leak occurs, spray water first across the bottom of the windshield, then up each door post, and then across the top of the windshield. The procedure must be done slowly, taking a post, and then across the top of the windshield, each section. The point of entry may be at the top of the windshield but the water may follow inside the weatherstrip channel and come out at the bottom of the windshield. Also, water coming out at the right side may actually enter at the left side and follow the weatherstrip to the right side.

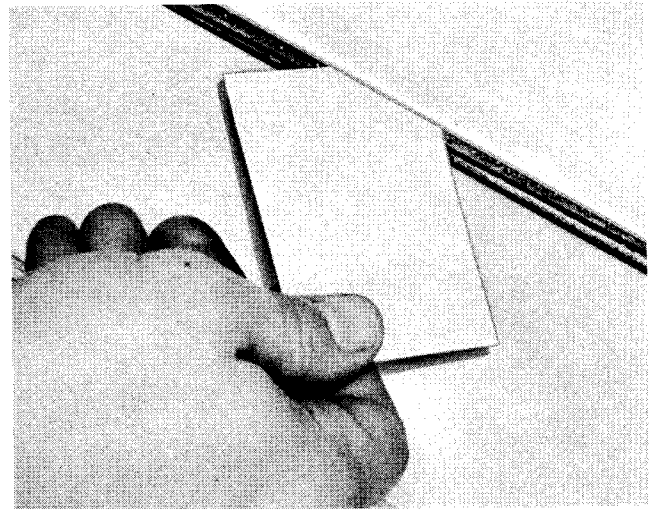


FIG. 11

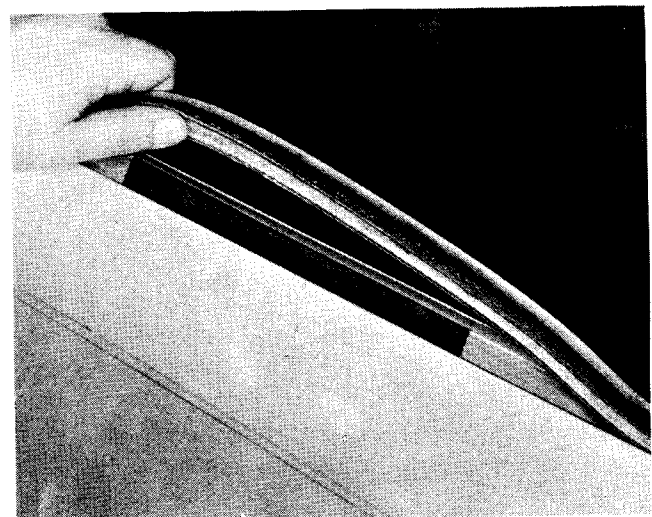


FIG. 12

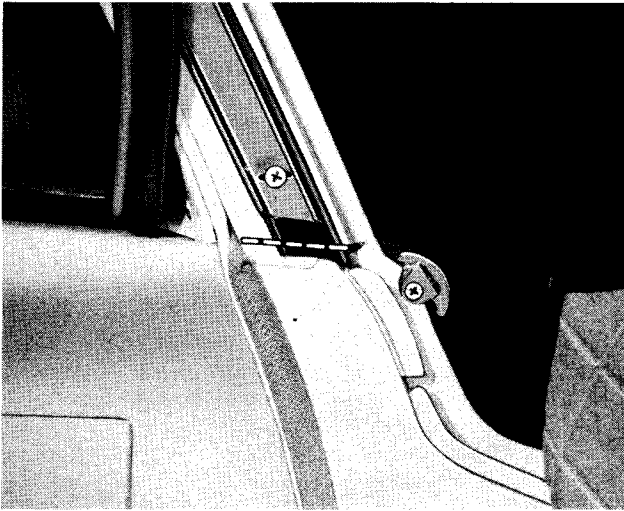


FIG. 13

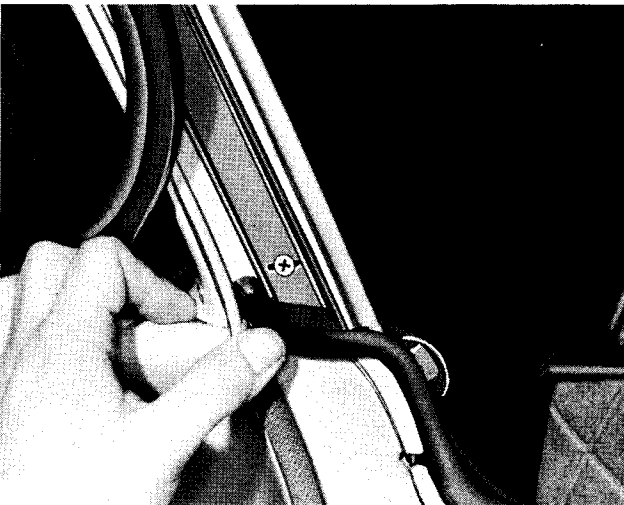


FIG. 14

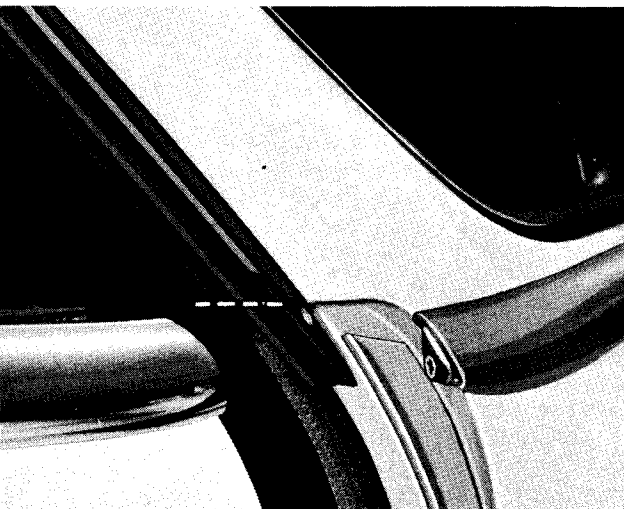


FIG. 15

If the leak is between the weatherstrip and the glass or between the weatherstrip and the flange, lift the weatherstrip and apply sealer under the weatherstrip. Then, with the weatherstrip in place, apply a small bead of sealer to cover the edge of the weatherstrip.

Windshield Wiper Drivers

There is also a possibility of a leak at the windshield wiper drivers which might be mistaken for a windshield leak.

The condition is caused by a damaged or improperly positioned gasket or a loose driver nut. To replace the gasket, remove the wiper arm, the driver nut, and the spacer. Make sure that the spacer is well seated on the gasket and the gasket is tight against the shroud.

Radio Antenna

Water behind the left kick pad may be caused by a leak at the radio antenna gasket. Tighten the antenna retaining nut or, if necessary, replace the gasket.

Hood

Water appearing on the inside of the firewall may be caused by an improper seal of the hood on the cowl weatherstrip. This allows the water to run down the engine side of the firewall and enter through the various openings in the firewall.

Shim out the weatherstrip in the same manner as outlined under Luggage Compartment Lid.

DOOR

Installation Of Latest Type Door Front Weatherstrip, Part No. 295940, Right; 295941, Left

Installation of the weatherstrip will eliminate leaks which originate at the front of the door at the belt line. The weatherstrip entered production in South Bend effective with Body Nos. 2895 for the Champion and 6355 for the Commander; in Los Angeles with Car Serial Nos. G-910603 and 8818234, respectively.

To install the weatherstrip, first remove the old door front weatherstrip from the channel. Remove the front weatherseal from the retainer. Then cut the front weatherseal retainer gasket so that it is parallel to the weld line as shown in Figure 13. Insert the "dog leg" end of the weatherstrip in position as shown in Figure 14 to check the fit of the weatherstrip against the retainer gasket. Install the front weatherseal in the retainer making sure the upper end is butted against the end of the upper weatherseal. Then cut the weatherseal so that the outer edge is on a horizontal line with the curve at the windshield post as shown in Figure 15 and at the same time the cut should follow the angle at

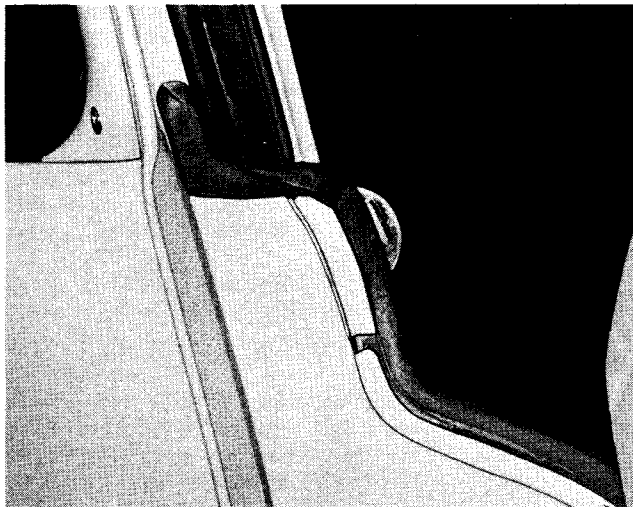


FIG. 16

which the front weatherseal retainer gasket was cut. Apply weatherstrip cement to the door front weatherstrip and the channel and also to the windshield post. Cement the weatherstrip in position. Figure 16 illustrates the completed installation.

REAR QUARTER WINDOW WEATHERSEAL RETAINER

To provide a weathertight seal at the top of the rear quarter window, a new type weatherseal retainer entered production effective with Serial Nos. G-1150024 for the Champion and 8259170 for the Commander. The new retainer includes a stainless steel flange on the outward side backed by a weatherstrip.

Installation

To install the new retainer, first remove the weatherseal. Then remove the retainer screws and remove the original retainer. Place the new retainer in position, align the screw holes, and install but do not tighten the retainer screws. Raise the window and shift the retainer as required to permit smooth entry of the window into the retainer. Then tighten the screws securely and install the weatherseal. When properly installed, the retainer rests against the side of the rear quarter window when the window is in the fully raised position.

REAR WINDOW

Rear window leaks can occur between the glass and weatherstrip, the weatherstrip and body flange, and through the division bar screw holes. Leaks at the rear window will in most cases result in water in the luggage compartment with just a few instances when it will be seen on the rear seat back shelf.

To find the point at which the leak occurs, remove the division bar inner moulding noticing if water is present on the moulding. If traces

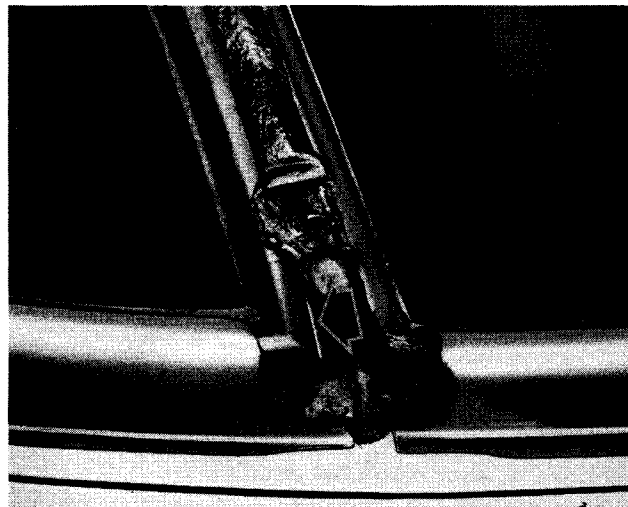


FIG. 17

of water are found on the moulding, spray the water at the top of the outer moulding only to determine if the water is coming through at the division bar screw holes. If leak is at one of the screw holes, remove the outer moulding and apply sealer to build up the area around the hole so that when the outer moulding is installed it will push the sealer in place to seal the opening.

If the water is not entering through the division bar screw holes, remove the outer division bar moulding and all rear window mouldings. Spray water first across the bottom of the center section, then across the bottom of the side section, up each division bar, and then across the top of the window. The procedure must be done slowly, taking a small section at a time and making a check at each section. If the leak is between the weatherstrip and the glass or between the weatherstrip and flange, lift the weatherstrip and apply the sealer under the weatherstrip. There is a tendency for the weatherstrip to pull away from the body flange at lower inside corner of the side section (see Fig. 17); therefore, carefully check this point and make sure that the sealer covers the opening.

REAR SEAL COMPARTMENT

Water can enter the rear seat compartment through the rear quarter section and through the seam between the wheel housing and the floor pan. The leak through the rear quarter section can be caused by: improper installation of trim panel-to-body seal, an opening between the lower body member and the floor pan and plugged drain holes in the section. Spray water on the rear quarter window to determine if the leak is through the rear quarter section. If water enters the compartment at the trim panel-to-body seal, replace the seal. When installing the new seal make sure that the end of the seal is approximately 3/8" beyond the edge

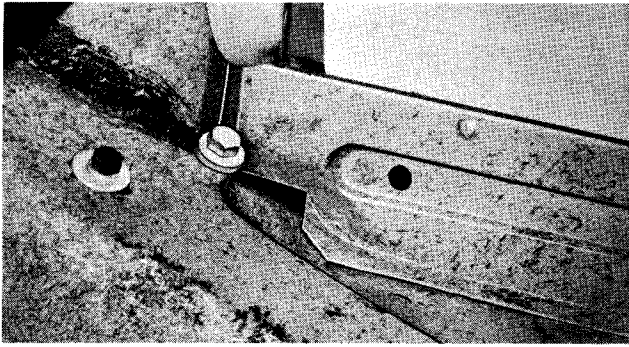


FIG. 18

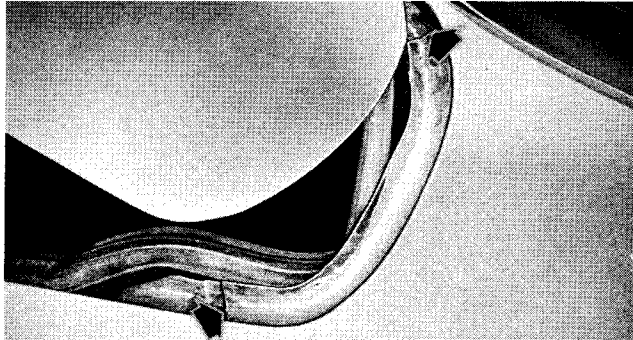


FIG. 19

of the body member and the seal contacts the trim panel flange and wheel housing with the rough or open-grain sides. Cement the new seal in position.

Leaks between the lower body member and the floor pan are corrected by applying sealer to the opening.

If water accumulates in the rear quarter section, the drain holes are obstructed. Remove the trim panel and clear the drain holes.

To check for a leak at the seam between the wheel housing and the floor pan (see Fig. 18), from underneath the car, spray water into the seam. To correct the condition, apply sealer the full length of the seam, pushing the sealer well down into the seam.

LUGGAGE COMPARTMENT

Water in the luggage compartment can be caused by an improper fit of the compartment lid on the weatherstrip, by rear window leaks, at the weatherstrip channel corner insert (see Fig. 19), and at the wheel housing-to-floor pan seam (see Fig. 20).

Check the fit of the compartment lid as outlined under Luggage Compartment Lid Fit and Adjustment. Check the rear window for leaks as outlined under Rear Window Leaks.

At the upper corner on each side of the luggage compartment there is an insert in the channel which overlaps the ends of the side and top weatherstrip channel. Misalignment at the time of welding may result in an opening at the

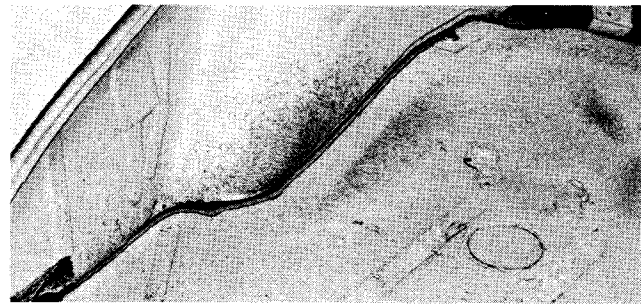


FIG. 20

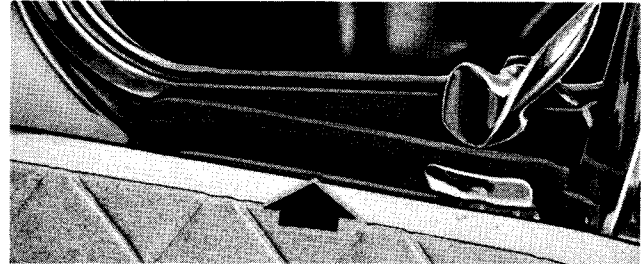


FIG. 21

overlap, which will result in a leak beneath the weatherstrip. To correct, pull the weatherstrip out enough to expose both joints (indicated by arrows in Fig. 19), apply sealer to the joints and, recement the weatherstrip in the channel.

To check for a leak at the seam between the wheel housing and the floor pan, from underneath the car spray water into the seam. To correct the condition, apply sealer the full length of the seam, pushing the sealer well down into the seam.

VENTILATOR GLASS AND WEATHERSTRIP

If leaks occur at several points, the ventilator glass frame does not fit tight enough against the weatherstrip. To correct this condition, bend the latch plate inward so that the travel of the glass is increased. This will cause the glass frame to exert more pressure against the weatherstrip.

A leak at the bottom of the glass can be corrected by shimming the weatherstrip. Remove the garnish moulding. Insert a piece of rubber between the weatherstrip and the door to lift the weatherstrip and at the same time cause it to tip inward against the glass frame (see Fig. 21).

A leak at the top of the glass can be corrected by cementing a thin strip or strips of rubber to the weatherstrips. Care should be taken in determining the amount of rubber necessary to correct the leak. Only a minimum amount should be used so that the weatherstrip is not pulled out of position, causing a leak at another place.

Improper seal of the glass frame against the weatherstrip may be caused by distortion of the ventilator frame. In this case the ventilator frame assembly should be replaced.

