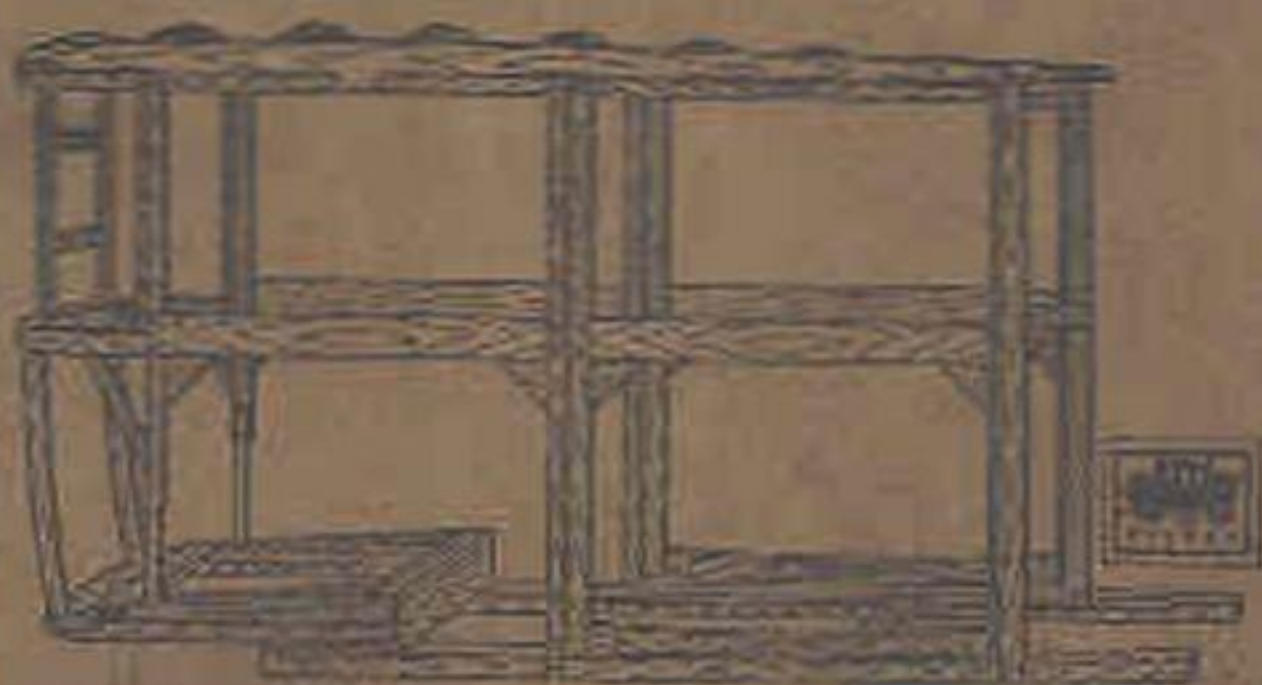


CLOSED BODY SERVICE INSTRUCTIONS

for Commercial Transportation



April 1, 1927

First Edition

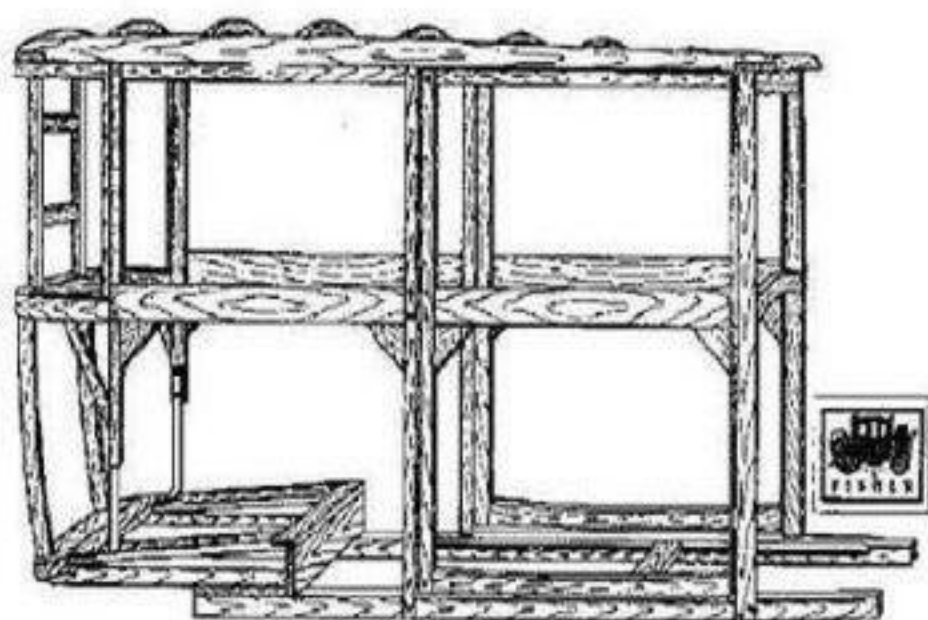
CHEVROLET MOTOR CO.

Division of General Motors Corporation

Detroit, Michigan

CLOSED BODY SERVICE INSTRUCTIONS

for Economical Transportation



April 1, 1927

First Edition

CHEVROLET MOTOR CO.

Division of General Motors Corporation

Detroit, Michigan

Directions For Ordering Parts

In referring to or placing orders for body parts, both body and job numbers should be given. For this reason it is suggested that they be entered on service records the same as serial and engine numbers.

On 1927 closed bodies these numbers are stamped on a metal plate which is fastened to the dash panel, under hood.

On previous models they are stamped on the top of right sill ahead of front seat.



FACTORIES AND BRANCHES

Factories

Flint, Mich.		Tarrytown, N. Y.
St. Louis, Mo.		Oakland, Calif.
Norwood, Ohio	Janesville, Wis.	Buffalo, N. Y.

Branches

Des Moines, Ia.	Denver, Colo.	Pittsburgh, Pa.
Minneapolis, Minn.	Jacksonville, Fla.	Portland, Ore.
Dallas, Texas	Boston, Mass.	Baltimore, Md.
Oklahoma City, Okla.	Atlanta, Ga.	Charlotte, N. C.

Important Notice—SEND PARTS ORDERS to Factory Branch. Wholesale Offices do not carry a Parts Stock. See Map on Page 4.

Wholesale Offices

Chicago, Ill.	Columbia, S. C.	Omaha, Nebr.
Philadelphia, Pa.	Richmond, Va.	New York City, N. Y.
Fargo, N. D.	El Paso, Texas	Birmingham, Ala.
Los Angeles, Calif.	Indianapolis, Ind.	Little Rock, Ark.
New Orleans, La.	Memphis, Tenn.	Salt Lake City, Utah
Cleveland, Ohio	Louisville, Ky.	Huntington, W. Va.
Houston, Tex.	Kansas City, Mo.	Butte, Montana

INDICATES THE LOCATION OF CHEVROLET FACTORIES OR DISTRIBUTION BRANCHES WHERE A COMPLETE STOCK OF PARTS FOR ALL CHEVROLET CARS IS CARRIED. EACH FACTORY OR BRANCH CONTROLS THE PURCHASING TERRITORY.

INDICATES WHOLESALE OFFICES NO PARTS STOCK CARRIED.

AT THESE CHOICES
EACH UNIT ONLY OR BRANCHES PREPARED TO MAKE PROMISES BOUND
TO ALL POINT WITHIN THE TERRITORY, WHEN OTHERS ARE PARTIAL
CONSIDERING ACCORDING OUR CARE, PLEASE ADDRESS EACH UNIT
OR BRANCH CONTROLLING TERRITORY IN WHICH YOU RESIDE

PURPOSE

The purpose of the instructions contained herein is to acquaint the Dealers' Service Organization with a detailed description of the minor troubles on closed bodies most likely to cause annoyance to the customer and how to diagnose and correct them.

It is felt that by a study of this Instruction Book by the Dealers' mechanics and by keeping them informed of the latest developments in body construction through the medium of the Chevrolet Service News and the Chevrolet Service Schools, we can place the Dealers' organization in a position to render the Chevrolet owner more efficient and satisfactory service.

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CLEANLINESS AND CARE OF CLOSED BODIES

In performing repair operations on closed bodies or other parts of the car, care should be taken to avoid soiling the interior of the car. Suitable covers to protect upholstery, shroud, fenders etc., should be purchased. See Kent-Moore Flat Rate Tool Manual.

Care of Upholstery

The upholstery material catches more or less dust and can be cleaned with a vacuum cleaner or whisk broom.

If the material becomes spotted, cleaning fluid such as Carbona or other suitable cleaner is recommended for removing the spots.

Floor carpets may be cleaned with gasoline and a sponge.

Care of Finish

All Chevrolet closed bodies are finished in Duco and the outstanding advantage of this finish is the ease with which it may be kept clean. Duco is the hardest and most durable automobile finish developed. Should the finish after washing appear gray or white a thorough polishing with Duco No. 7 Polish is recommended. This polish may be used both as a cleaner and polisher. If the car is only dusty the dust may be removed with a soft dry cloth and the polish then applied. If the car is dirty it should be washed and dried before applying the polish.

Care of Top Material

Different climatic conditions may cause the top material to lose its lustre. If this occurs, the top should be dressed with a suitable top dressing.

PRECAUTION-Under no circumstances use gasoline, oil or any top dressing containing gasoline or oil for cleaning tops. Cabriolet tops may be cleaned with Lux or Carbona.

NEW CAR CLOSED BODY INSPECTION

In addition to the regular form that is used in servicing a new car for delivery there should be included an inspection of closed bodies, as follows:

1. Inspect door panels at hinge cutaway for metal contact on hinges.
2. Inspect door hinges to see that hinge screws and bolts are tight.
3. Inspect for tacks sticking out of window glass run channels and the top header felt.
4. Inspect for loose tacks in upholstery, spots on upholstery, holes in upholstery, fit of cushions, loose threads on trim.
5. Inspect windshield and window regulator for free action.
6. On inspecting window regulators see that window glass closes tight, with channel iron at the bottom of the glass locked to the window-sash rubber weather strip. (See Figures 14 and 15).
7. Inspect floor boards to see that the screws are properly tightened.
8. Check all doors for alignment.
9. Inspect body bolts to see that they are tight.
10. Lubricate door latches, door hinge pins, door checks, door handle shafts, door outside safety locks, windshield and window regulators.

SERVICE INSPECTION

An inspection of closed bodies should be a part of the regular form used by the Service Department for general inspection, as follows:

1. Inspect door lock latch and latch plate for wear.
2. Inspect door checks for wear or noise.
3. Inspect door hinge pins for wear and see that they are properly lubricated.
4. Inspect door hinge screws and bolts to see that they are tight.
5. Inspect hinge cutaway at door panel for proper clearance at hinges. (About $1/32"$).
6. Inspect for metal contact between doors and body.
7. See that door side bumpers function properly.
8. See that door dovetail wedge plate and casing cap bumpers function properly.
9. Inspect doors for proper alignment.
10. Inspect window glass run channels and top header felt to see that there are no tack heads sticking out.
11. Inspect window glass for side play and see that garnish mouldings are properly adjusted.
12. Inspect window and windshield regulators for proper adjustment.
13. When inspecting window regulators, see that window glass closes tight, with the channel iron at the bottom of the glass locked against the window sash rubber weather strip.
14. Inspect for proper adjustment of windshield and window glass at rubber weather strip.
15. Inspect floor boards to see that screws are properly tightened.
16. Inspect body bolts to see that they are properly tightened.
17. Lubricate door locks and latches, hinge pins, door checks, door handle shafts, door outside safety locks, windshield and window regulators.

GENERAL LUBRICATION OF BODY UNITS

The units should be lubricated as follows:

1. Door locks.--Use light machine oil.
2. Door latches.-Use liquid or paste wax.
3. Door hinge pins.-Use light machine oil.
4. Door lock outside handle shafts at the handle escutcheon plate.-Use light machine oil.
5. Door outside safety locks.-Safety locks can be lubricated by putting a few drops of light machine oil on key previous to inserting key in lock, or with an atomizer.
6. Door check ---- Use vaseline at check plate. also a drop of light oil at check link bolt.
7. Window regulator shafts. To lubricate shaft remove the handle and escutcheon plate. Lubricate the shaft at the bushing. Use light machine oil. Reassemble escutcheon plate and handle. Lubricate the shaft at gear end, using a long spouted oil can.
8. Window regulator arm roller or knob at the groove in the window glass channel iron. -U se vaseline.
9. Regulator arm at the channel iron.-Remove the window glass. Lubricate the top and bottom side of the channel its entire length. --Use vaseline.
10. Windshield regulators.- Remove regulator. Lubricate the shaft with light machine oil. Use vaseline to lubricate control bar and gears.

DIAGNOSIS AND ADJUSTMENT OF BODY TROUBLES

Before any attempts are made to eliminate squeaks or rattles from the body, a check should be made of the body bolts, to be sure that they are drawn down normally tight on shims sufficient to keep the body and the doors in proper alignment. It should be remembered that the life of a body depends very much on its being properly aligned and bolted to the frame.

Shroud

Construction and Description of Shroud

Across the top of the shroud, below the windshield, is a shroud bar which is jointed, glued and screwed to the two front pillar posts. Over the shroud bar is the shroud bar cover which overlays and is nailed through the top flange of the shroud top panel. This joint is covered with a shroud belt moulding. The shroud bar cover and shroud panel as well as shroud belt moulding are nailed to the front of the shroud bar. (See Fig. 1.)

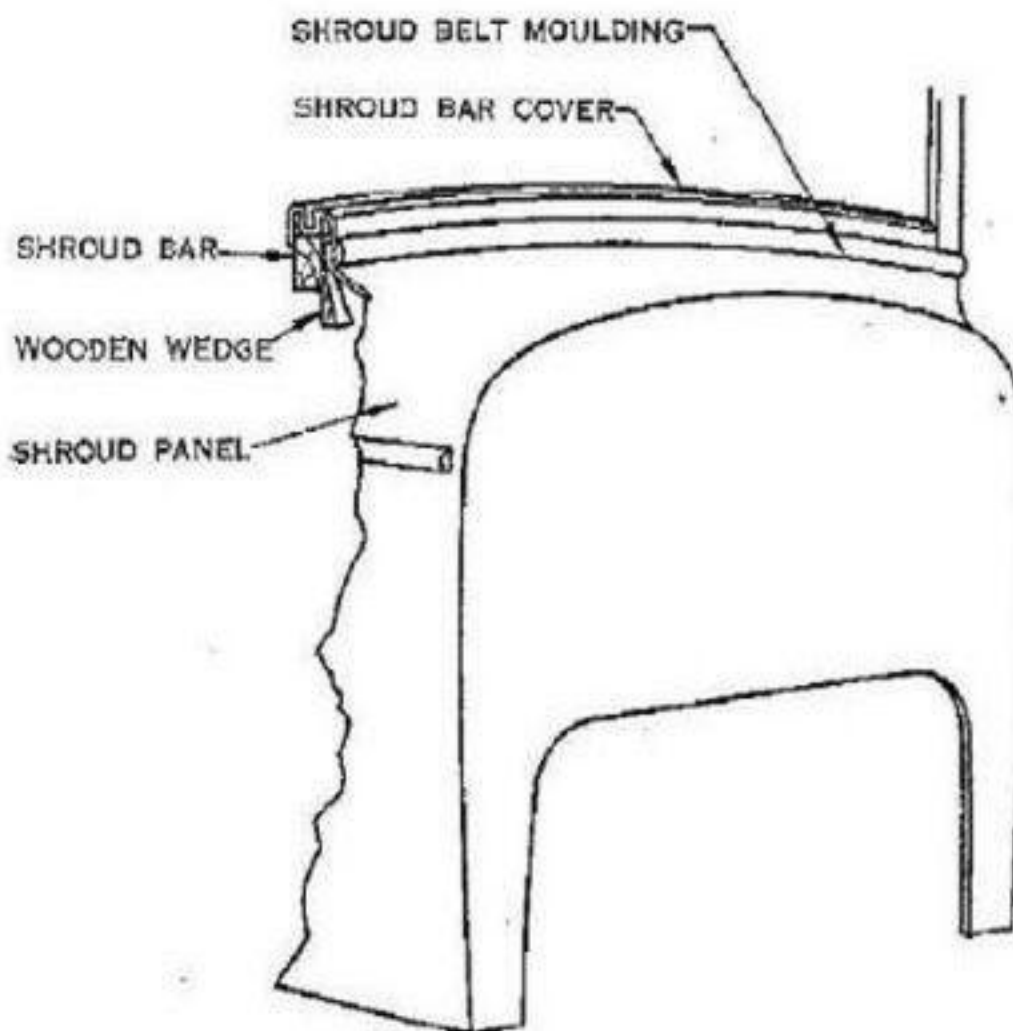


Fig. 1

Noises at Sill and Dash

CAUSES -

1. Loose body bolts.
2. Too little shimming.

REMEDIES

1. Tighten body bolts.
2. Install thicker shim under sill at body bolt. Use brake lining 3" long as per Fig. 2. Upon the thickness of these shims depends satisfactory alignment of doors.

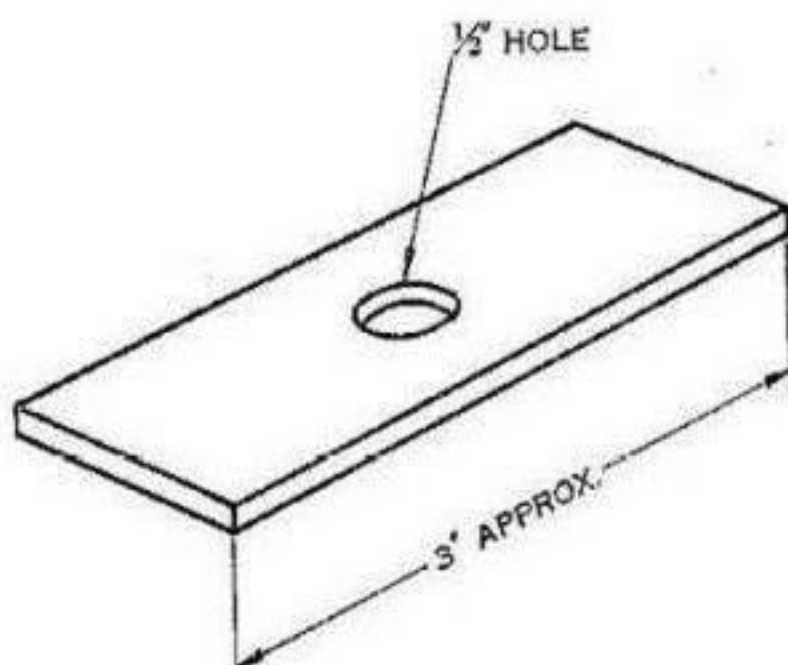


Fig. 2-Proper Way to Make Body Shim

NOTE-Insufficient shimming is the cause of metal cracking at shroud sill turn-under and corner.

Squeak at Shroud Bar

May be caused by strain of front body bolts pulling on dash panel and shroud, causing squeak at shroud flange and shroud bar. (See Fig. 3.)

REMEDY

1. Make a soft wood wedge, dip the point in R. M. Compound, and drive the wedge in at front of shroud bar, between the shroud bar and the shroud flange where squeak may occur. (See Fig. 1.) (Note form of wedge.)
2. In models previous to V Series Cars, the shroud bar cover and shroud flange were constructed with a butt joint across the front of shroud bar. (See Fig. 4.) In an extreme case

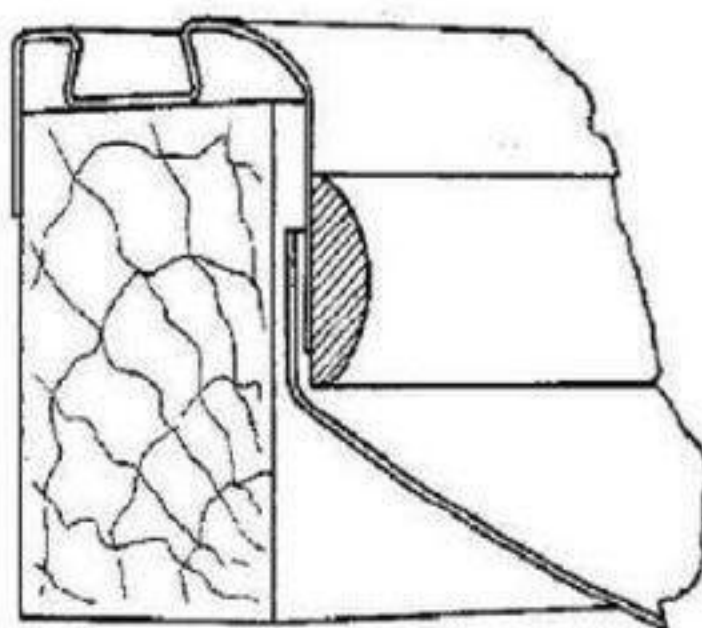


Fig. 3 Shows Present Joint Construction Pulled Away From Shroud Bar Due to Improper Alignment of Front of Body

it may be necessary to remove the belt moulding, re-nail the shroud cover and shroud flange to shroud bar, paint the joint and the back of the belt moulding with R. M. Compound, then re install moulding.

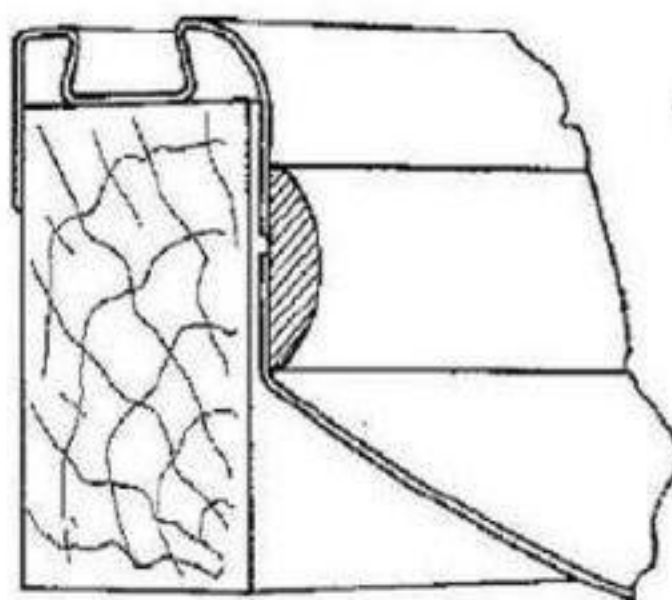


Fig. 4-1925 and Early 1926 Shroud Bar Cover and Shroud Flange Joint Construction

DOORS

Misalignment

A sure sign of door misalignment is when the lock side sags so that door dovetail wedge plate (1) does not line up with the center of the casing cap bumpers, (2) which are in the latch post. This condition is easily corrected as follows :

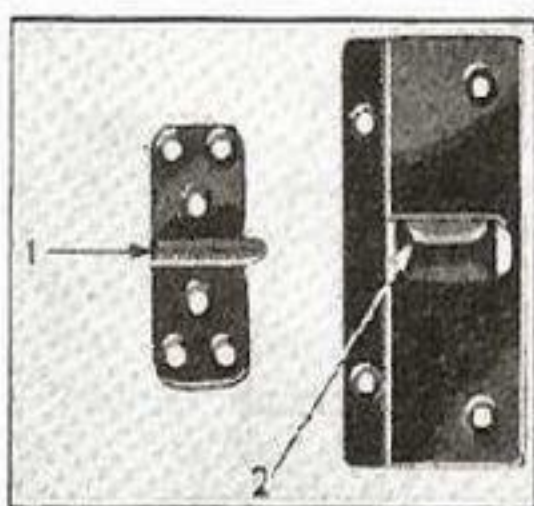


Fig. 5

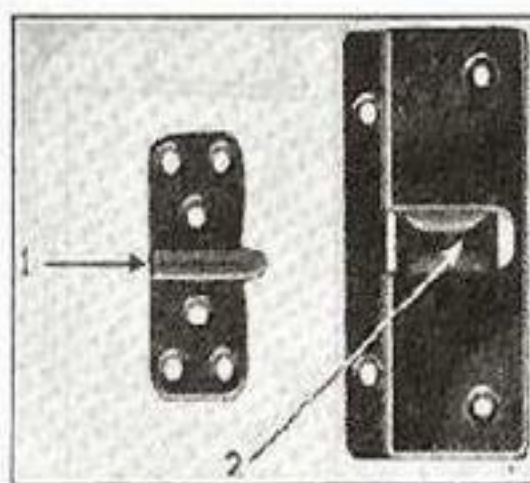
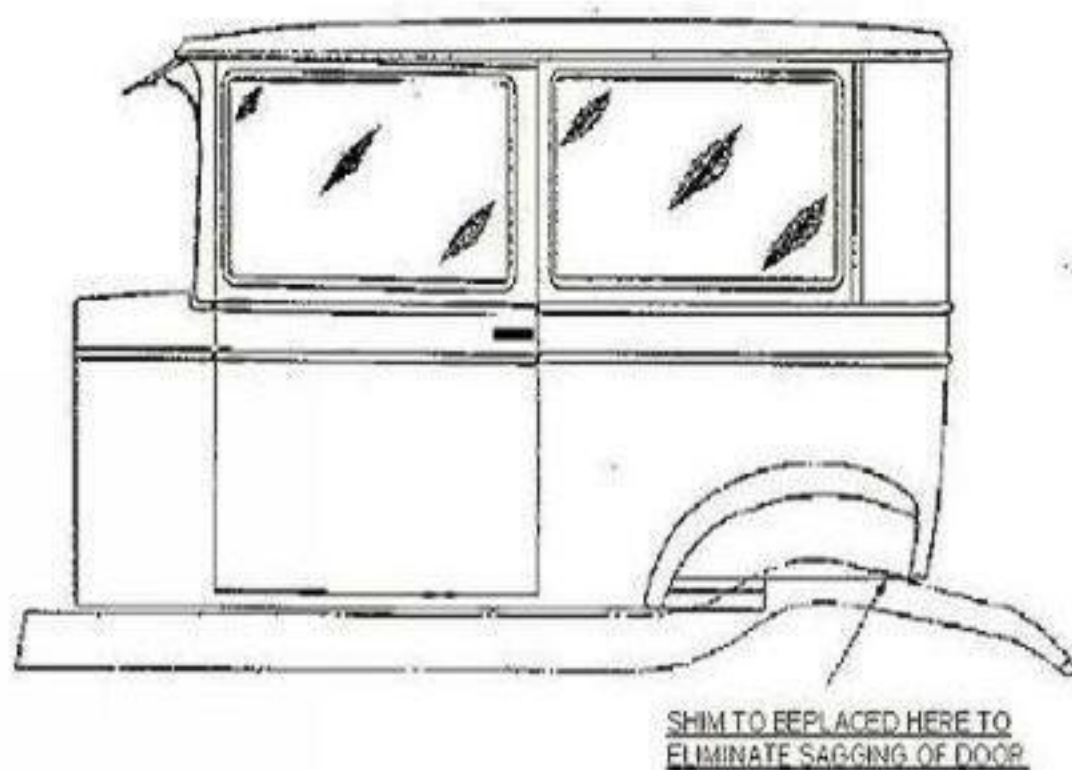


Fig. 6

Coaches

REMEDY-Release the rear body bolts. Install an additional shim $1/4''$ or $5/16''$ thickness at the rear body bolt on the side affected. (See Fig. 7.)

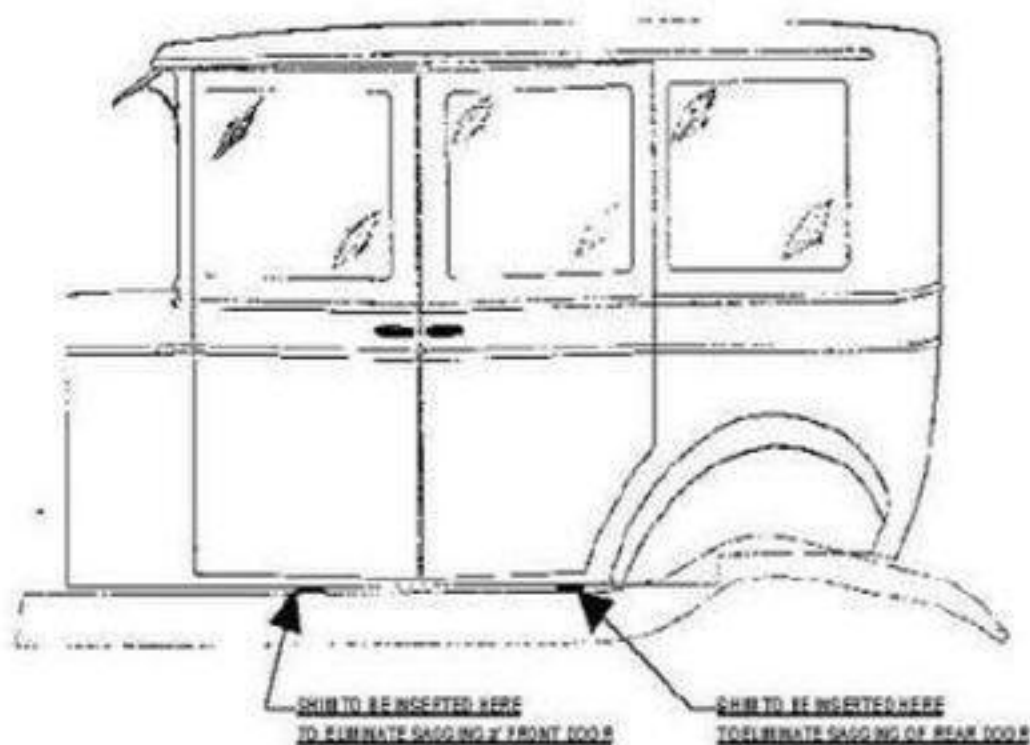


METHOD OF SHIMMING COACH BODY

Fig. 7

Sedans, Landaus, Coupes and Cabriolets

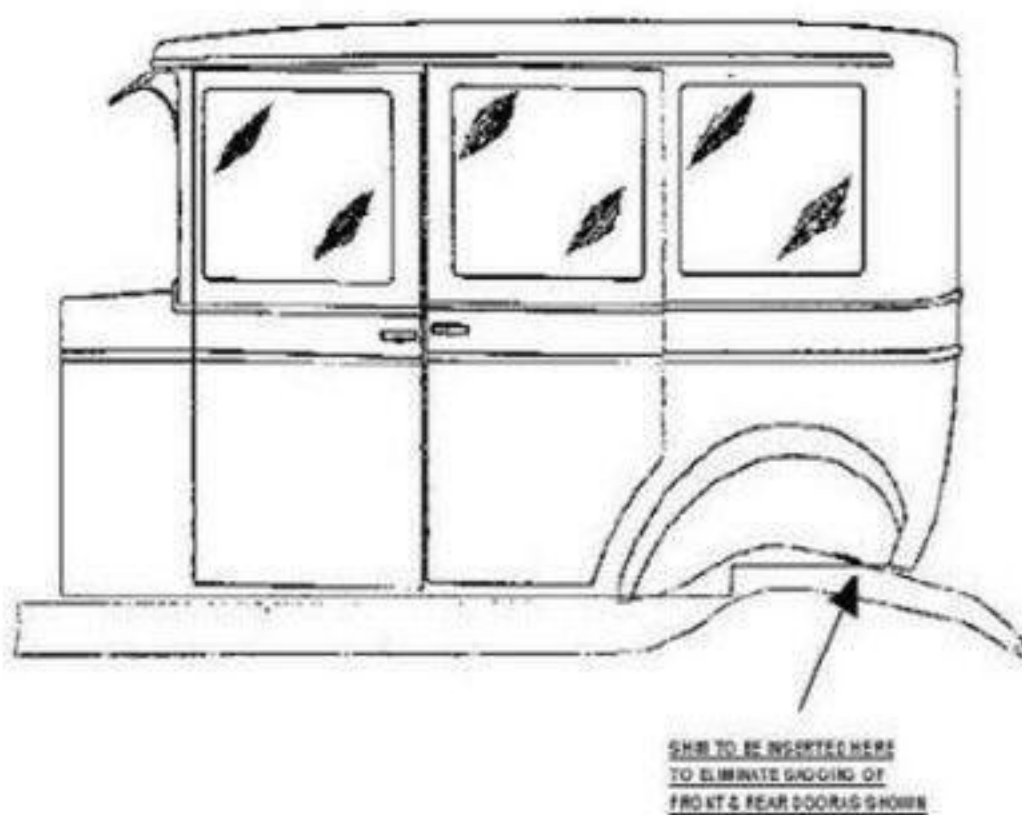
In the event of doors sagging on the Sedan, Landau, Coupe and Cabriolet, the correction differs with that of the Coach in that the shim should be placed under the body at the body bolt nearest the door hinge post of the door to be lined up. (See Fig. 8.)



METHOD OF SHIMMING SEDAN-LANDAU
COUPE AND CABRIOLET

Fig. 8

When the front door of the Sedan or Landau sags at the lock side and the rear door is high at the lock side the shim should be installed at the rear body bolt as shown in Fig. 9.



SPECIAL METHOD OF SHIMMING SEDAN BODY

Fig. 9

Door Hinge Squeaks

CAUSES

1. Loose hinge screws or bolts.
2. Dry hinge pins.
3. Door panel metal rubbing on hinges.

REMEDIES

1. Tighten hinge screws and bolts.
2. Lubricate hinge pins.
3. File panel metal to clear the hinge (about 1/32").

Squeak at Door Latch and Latch Striker Plate

REMEDY --Lubricate the latch using liquid or paste wax.

Rattle at Door Latch

CAUSES

1. Worn latch striker plate.
2. Wear at back of lock at door latch.

REMEDY

1. Replace the striker plate.
2. Hold door latch in lock and peen the back of lock at latch opening sufficient to take up wear.

(CAUTION-Do not shim back of door bumpers to take up play at latch plate.)

Rattle at Door Dovetail Wedge Plate and Dovetail Bumper Facing Caps

REMEDY -Shim up dovetail packing rubbers or install new rubbers. Coat the steel bumper shoes with paraffine wax. Hinge pins should also be examined for wear, as worn hinge pins would permit door to rattle.

Squeak at Door Flanges

CAUSE --High spots in body panels or door flanges.

REMEDY --Relieve by peening high spots in metal.

Rattle at Door Check Link

REMEDY

1. Release the check link at check link bolt. Give the link a slight twist or

2. Install a piece of half-inch round rubber 1 3/4" long in the door check plate to take up space between end of plate and the link strap block. This rubber is to be placed in the plate at the end farthest from the check spring.

Door Lock Handles

Door lock handles if not properly lubricated may become stiff acting.

REMEDY-Lubricate the lock handle at the escutcheon plate. Tap the handle with a rubber mallet to line up with the lock.

REGULATORS

Regulator Slips

Regulator handle turns although the window glass will not raise to closed position.

CAUSE-The teeth on the regulator or the regulator gear have become worn or stripped.

REMEDY-Remove the complete regulator assembly and replace with a new assembly.

Regulator Binds

CAUSES

1. Lack of lubrication.
2. Window side garnish mouldings set too tight against the side of the window run channel.
3. The glass may be binding on one side of the window run channel as it is being raised because the glass does not fit properly in the window opening. Window run channel sometimes moves with window.

REMEDIES-

1. Remove side and bottom window garnish mouldings, raise the glass to the closed position, lubricate the window lower sash channel. (Use vaseline.) Remove the regulator handle and the escutcheon plate. Lubricate each end of the regulator shaft. (Use light machine oil.)
2. The garnish mouldings to be properly adjusted in replacing.
3. If the glass is binding on the window glass run channel, insert a filler of water-proof material (cardboard well shellacked) back of the window run channel on the side

that the top of glass tips to, the filler to be $3/8$ " wide and to extend from the top of the window run channel down 3" below the bottom of the lower window panel. (See Fig 10)



Fig. 10

NOTE-See that filler and the channel run are properly tacked on wood pillar and screwed on steel pillar to hold them in place.

Regulator Rattle

Door window regulator arm rattles when window is down or in open position.

REMEDY - Remove side and bottom garnish mouldings.

Remove the-door window glass. Cut a rubber washer approximately 1" outside diameter. Install the washer over the window regulator arm knob and reassemble. (See Fig. 11.)



Fig. 11

Windshield Regulator

Windshield regulator handle can be turned but the windshield glass will not raise.

CAUSE-Windshield upper sash channel iron has been pulled away from the windshield glass.

REMEDY - Remove the windshield regulator board and the windshield glass. If the windshield upper sash filler has become broken or torn replace with new filler, replace glass and reassemble.

Windshield Regulator Rattle

Vibration at windshield regulator and regulator board on 1925 and 1926 models.

REMEDY-Remove the windshield regulator board. Tack a piece of felt on the inside of regulator board underneath the regulator arms as shown in Fig. 12.

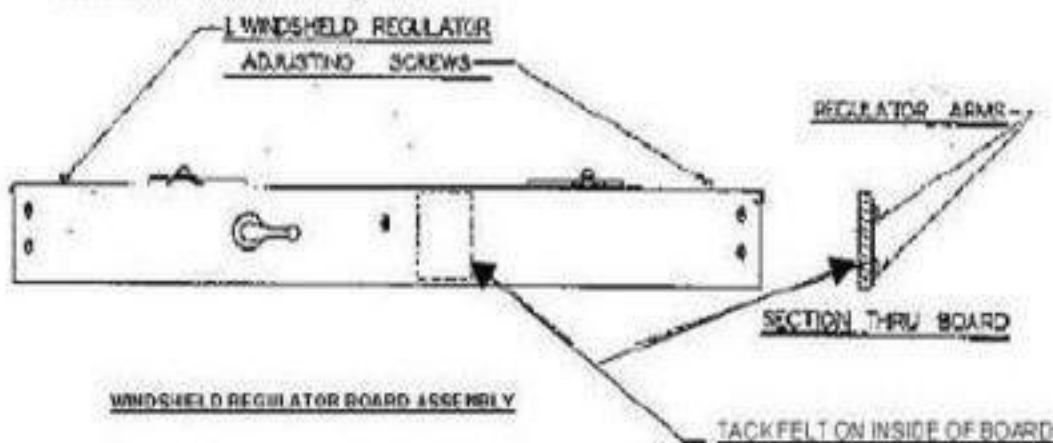


Fig. 12

Regulator Handles

Windshield and window regulators may become free acting at the bushing of the regulator shaft, permitting the regulator handle to rattle. This condition is caused through lack of lubrication at the regulator shaft and bushing.

REMEDY---Remove the regulator handle and escutcheon plate.

Lubricate regulator shaft. Insert a piece of trim felt or wadding underneath the trim at the regulator shaft sufficient to set the escutcheon plate out farther with bearing on the regulator handle. Push Rod Felt Washer, Chevrolet Part No. M-189, may be cut to size and used over shaft instead of wadding under trim.

WATER LEAKS

At Back Window Glass

Water leaking at the back window glass is usually caused by the imbedding putty working loose from around the bottom of the glass.

REMEDY-Work R-M Compound into the opening. If the entire glass has become loose it should be reset. (See Fig. 13.)

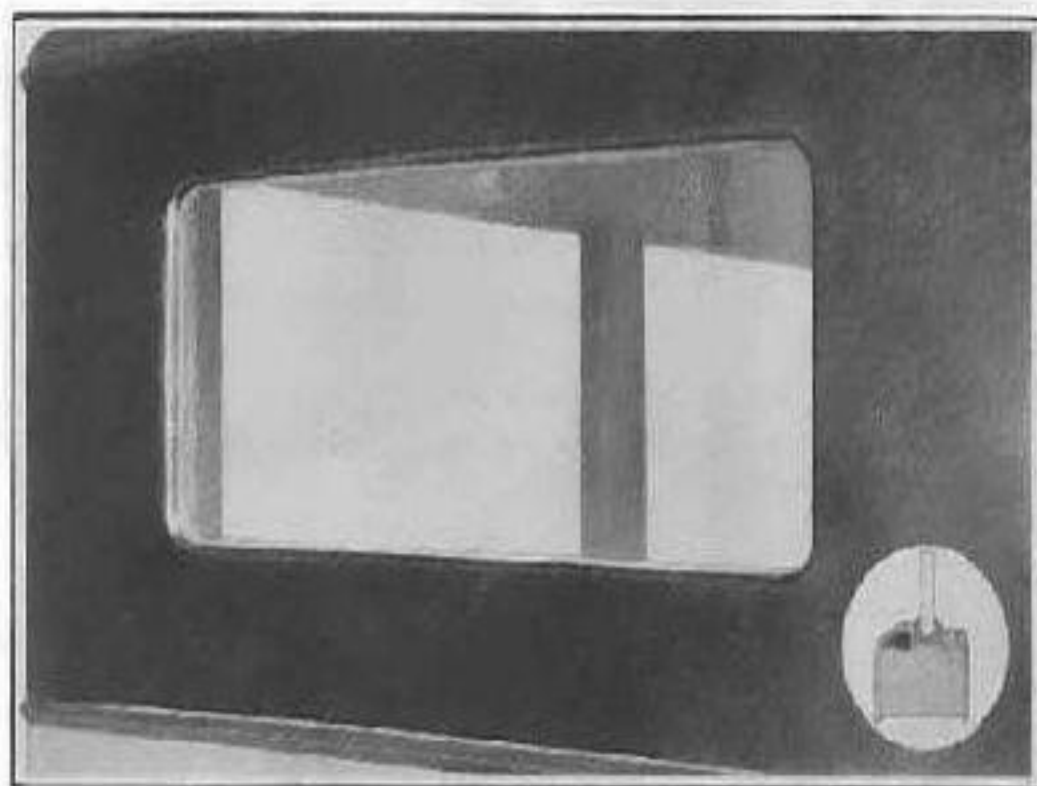


Fig. 13. Back Window

At Tops of Front Doors

CAUSE-Roof drip moulding loose from top material.

REMEDY- Unpack drip moulding filler at one end and pullout of the groove over the place that leaks. Loosen drip moulding nails and fill behind moulding with R-M Compound. Re-nail solidly and re-install filler strip.

At Door Window Sash Weather Strip

Causing the bottom of the door trim pads to become water stained.

CAUSES -

1. The water drain at the bottom of door panel may have become clogged or
2. The window glass channel is not locking into position against the window sash rubber weatherstrip.

The bottom of the door panels and the water drain should always be kept free of anything that may cause the drain to become clogged.

Figures 14 and 15 show the right and wrong way window weather strips should fit against channel iron.

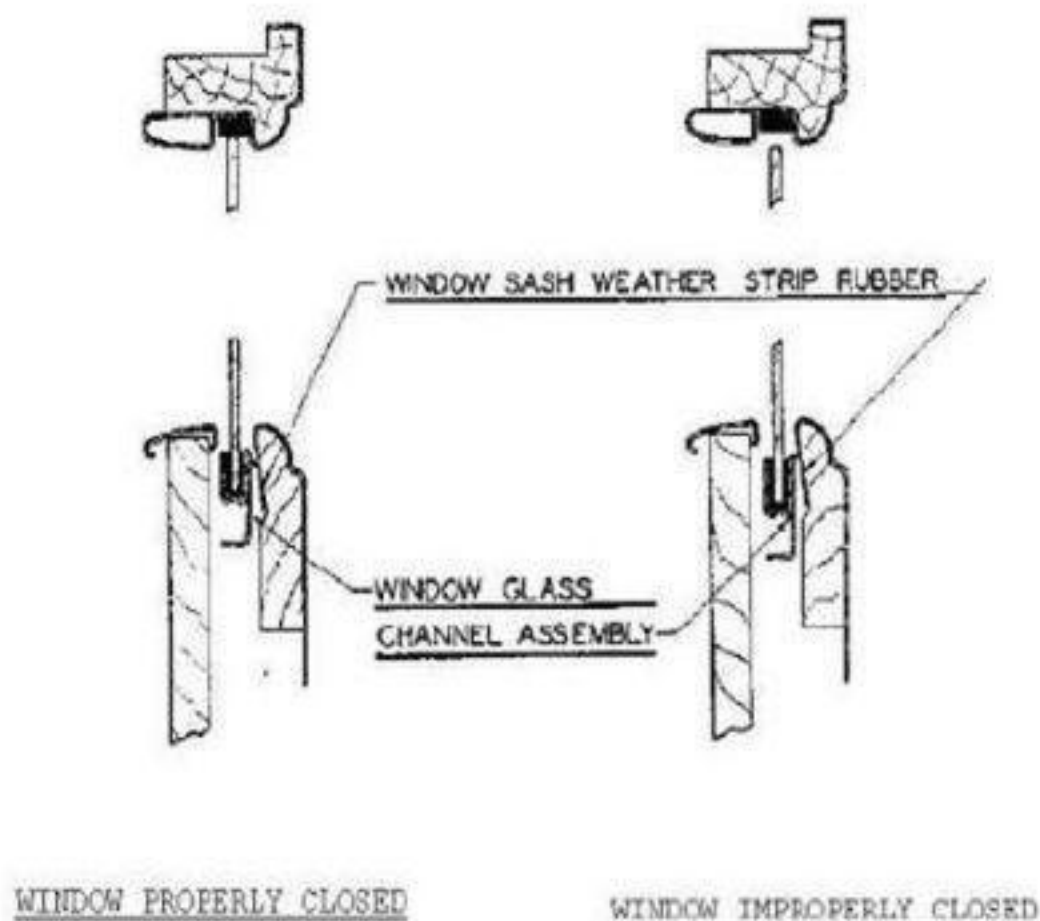


Fig. 14-

Fig. 15-

When closing the windows see that they lock into position and that the outside of the window glass channel iron at the bottom of

the glass fits snugly against the edge of the window sash rubber weather strip. Also note that top edge of glass seats properly into the window top header felt.

In locking the channel iron in position with the weather strip, the bottom of glass should release toward the inside of body about 1/10" when the glass is about 1/4" from being in closed position. If this weather strip is not tight against the channel iron when the glass is closed, the water may get down into the door panel, and if the drain is clogged, the trimming will become water stained.

REMEDY—See that lower ends of the side garnish mouldings are not set too tight against the window glass run channels, preventing the glass locking in position. If the garnish mouldings are properly adjusted and yet glass will not lock to position, it may be caused by the rubber weather strip being stiff. A few drops of oil on the rubber will correct this trouble.

At Windshield

Water leakage at windshield may be caused through improper adjustment of the windshield regulator board adjusting screws which are located one at each end of the regulator board. (See Fig 12) The adjustment of the regulator mechanism, increasing or decreasing the pressure of the windshield glass on the lower rubber weather strip, is made by these screws. A windshield glass that is seating properly on the lower weather strip should show contact along its entire length.

REMEDY—To increase the pressure of the windshield glass on the weather strip, remove the regulator board. Back out each of the regulator adjusting screws one-half to one turn. (See Fig. 12.)

Reinstall regulator board. After this has been done regulator handle should turn to lower position with a cushion action. If the handle stops abruptly, it is an indication that there is not enough action and that the adjusting screws have not been turned out far enough.

At Corners of Windshield

CAUSE---Joint at bottom corners of windshield not properly filled with compound. (See [2] Fig. 16.)

REMEDY---Fill the joint with R-M compound.

At Shroud Belt Moulding

Water getting in under the belt moulding through the joint at the shroud bar cover and shroud flange, and down back of the instrument panel on to front floor boards. (See [1] Fig. 16.)

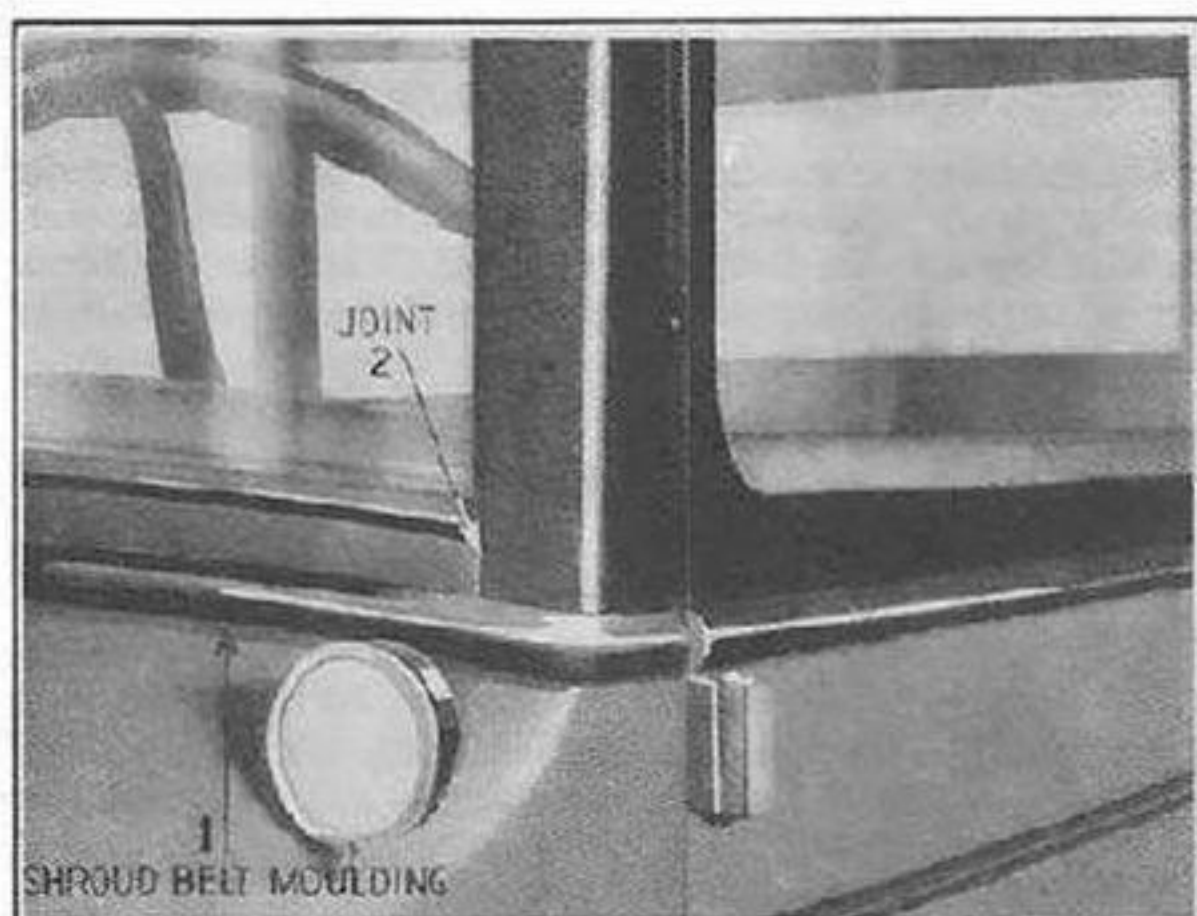


Fig 16

This condition may be caused by the front of body not being properly aligned with frame, which draws the shroud metal away at belt moulding across top of shroud. (See Fig. 3).

REMEDY-Release the front body bolts. Install thicker shims under front body bolts. Tighten the body bolts and insert R-M Compound in the joint between the shroud belt moulding and the shroud. The doors should be checked before completion of this operation for alignment. The placing of the thicker shim under the front body bolt is liable to cause misalignment of front doors.

In an extreme case it may be necessary to remove the shroud belt moulding by first cutting the nails at each end where the moulding is fastened to the side of the front pillar post. Carefully pry the moulding loose from the shroud. Renail the shroud bar cover and shroud flange to the shroud bar. Cover the joint well with R-M Compound. Also apply R-M Compound back of the moulding and reinstall.

If it is necessary to install new nails through the belt moulding, holes should be drilled for the nails. The heads of the nails should be tinned and a surplus ball of solder left so that when they are driven to place the ball of solder may be peened to fill the holes in moulding. File surplus solder and re-Duco moulding.

WINDSHIELD AND WINDOW GLASS

The glass used in standard production in all style bodies varies from 5/32" to 9/32" thickness. This variation in thickness has very little bearing upon the strength of the glass. Variation in thickness of glass can be compensated for by adjusting the garnish moulding to the glass channel runs.

Rumbles

CAUSES-

1. Garnish mouldings improperly adjusted to glass run channels.
2. The glass run channel allows glass to move edgewise, if the glass does not fit to the full depth of the channel opening.

REMEDIES---Remove the side garnish mouldings, insert a waterproof filler strip back of the glass run channels sufficient to take up the play. Reinstall the mouldings snugly to the run channel with the glass in CLOSED POSITION.

If necessary, peg old screw holes with hardwood pegs, glueing the pegs to place, and drill new holes when replacing moulding. These holes should be drilled at a slight angle so that the screws when inserted will draw the moulding tighter against the glass channel.

Breaking

Breaking or cracking of window glass may result from any one of the following conditions:

1. Improper adjustment of garnish mouldings.
2. Window glass not lining up in the run channels, because the metal retainer in the door panel is misaligned.
3. Glass making contact on metal or tacks in the run channels.
4. Improper door action caused by lack of lubrication at hinges or inoperative door bumpers.

REMEDIES---

1. Readjust garnish mouldings.
2. Line up the channel run. Remove the glass and use a narrow straight edge to measure the amount of misalignment which can be corrected by bending over the side of the retainer.
3. Install new run channel where the old one has become worn and buckled, or drive tacks deeper.
4. Lubricate door units and install door bumpers if necessary.

REMOVAL AND REPLACEMENT

Metal Garnish Moulding

REMOVAL-- Remove the screws and take out the side mouldings first. TAP TOP OF MOULDING from outside until same is loose and pull the moulding out edgewise toward the inside of the body.

REPLACEMENT-- Reverse operations, fitting mouldings up snugly to window glass run channels with glass in closed position. Install **BOTTOM MOULDING FIRST**.

To Readjust Garnish Mouldings

1. Remove side and bottom mouldings.
2. Plug screw holes with hardwood pegs glued.
3. Reset mouldings tight enough to hold the glass snugly and redrill holes at a slight angle.
4. Reset screws in the holes.

Window Glass

REMOVAL Remove the side and bottom garnish mouldings. Remove the tacks from the top of window glass run channels.

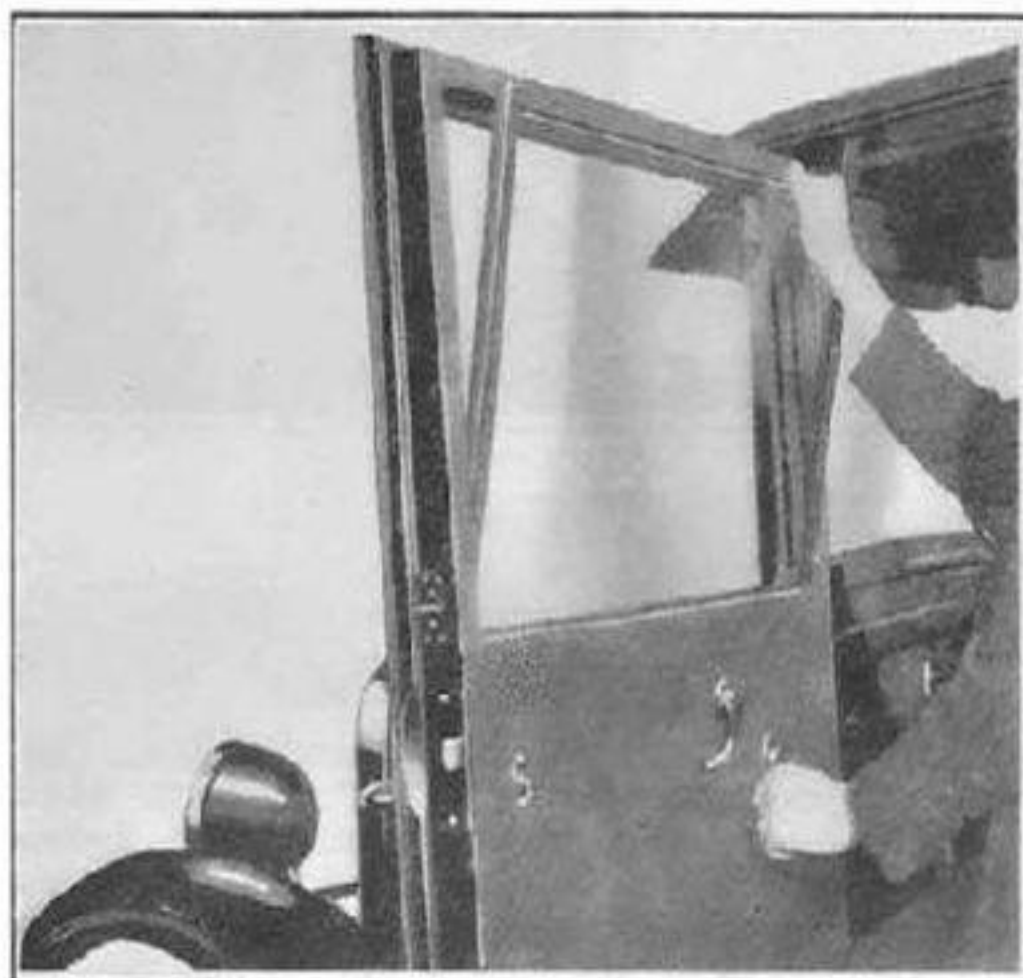


Fig 17--

Raise glass into closed position, gradually drawing the two run channels and the top of glass toward the inside of the body. (See Fig. 17.) Continue raising the glass until the regulator arm is just above the lower panel of window sash, which will permit disengaging window glass and channel iron from window regulator arm. (See Fig. 18.)

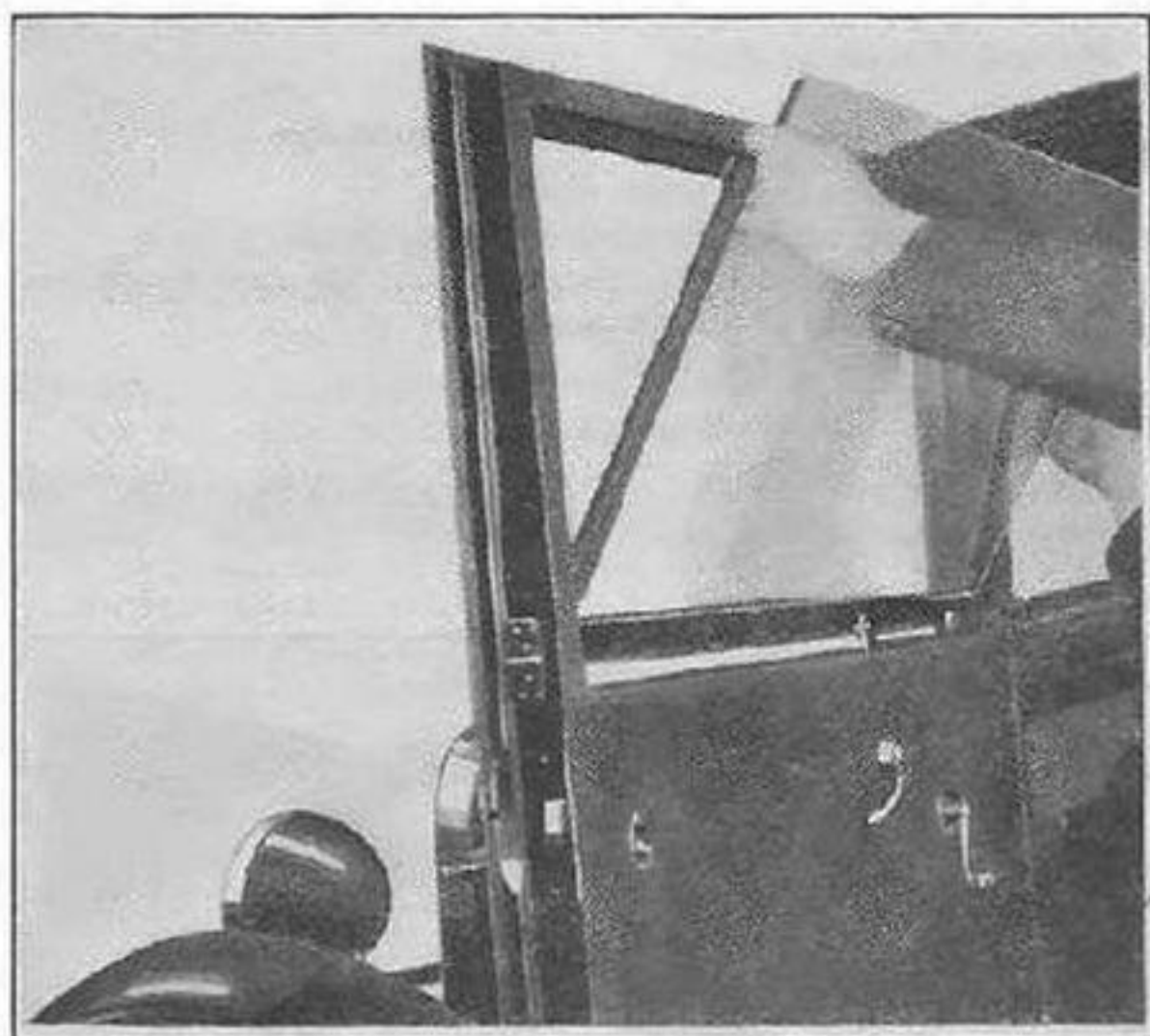


Fig. 18

REPLACEMENT---Reverse operations.

Door Window Regulators

REMOVAL---Remove the side and bottom garnish mouldings. Remove the door glass. Remove regulator and remote control handles. Remove the trim pad. (Pry out all tacks.) Remove the two screws from the latch side of door lock. Remove the screws at each end of the regulator board. Carefully disengage the board from its position.

REPLACEMENT---Reverse operations.

Windshield Regulators

REMOVAL---Remove windshield side garnish mouldings. Remove the right, left and center nicked screws and take off the regulator assembly.

REPLACEMENT--- Turn the regulator arms toward the upper edge of the regulator board and set the arms in the brackets of the channel iron. Hold the top of the board to keep the arms in position and turn regulator handle to left until board is drawn up into position. Replace nicked screws.

Windshield Glass

REMOVAL-Remove side garnish mouldings. Remove the right, left and center nicked screws. Remove the regulator assembly.

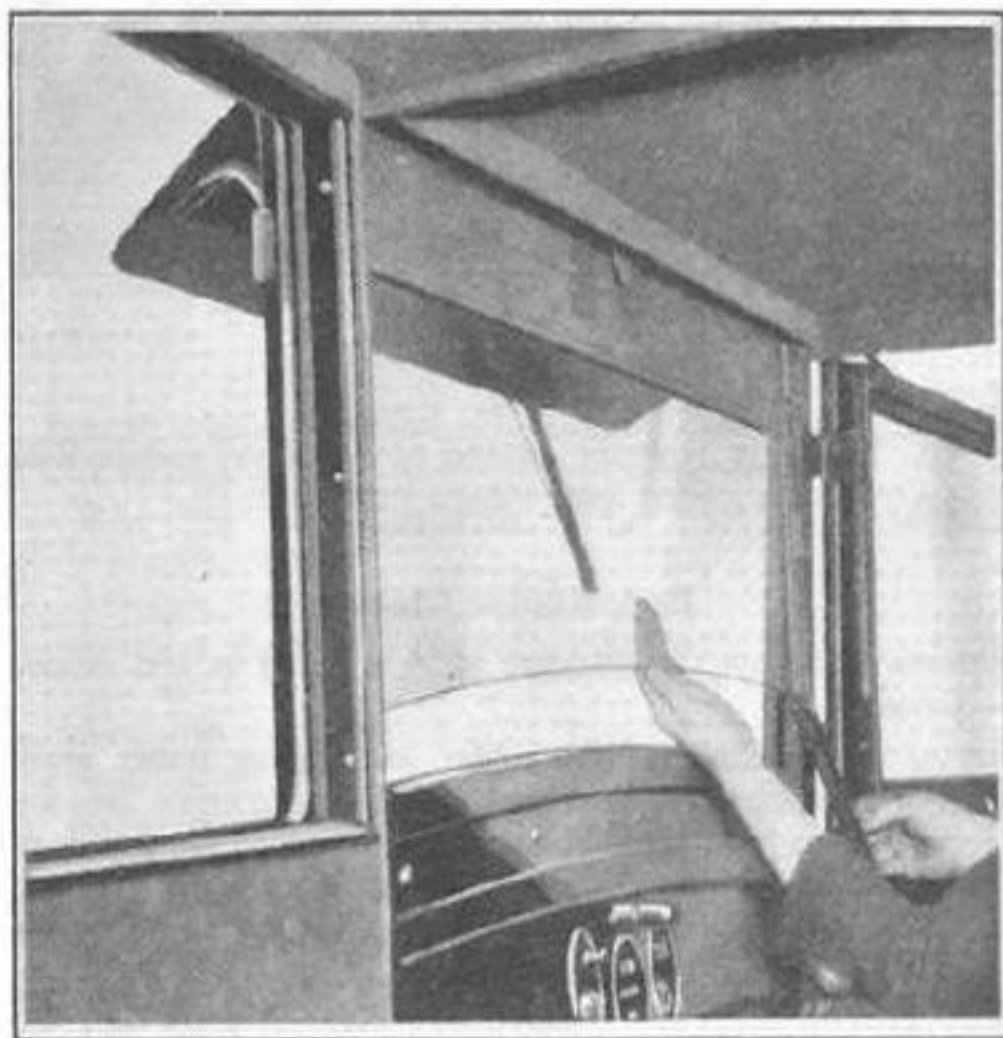


Fig. 19

Remove tacks at lower end of channel runs and pull the rubber channel runs out from bottom. (See Fig. 19.) Then remove glass as in Fig. 20.

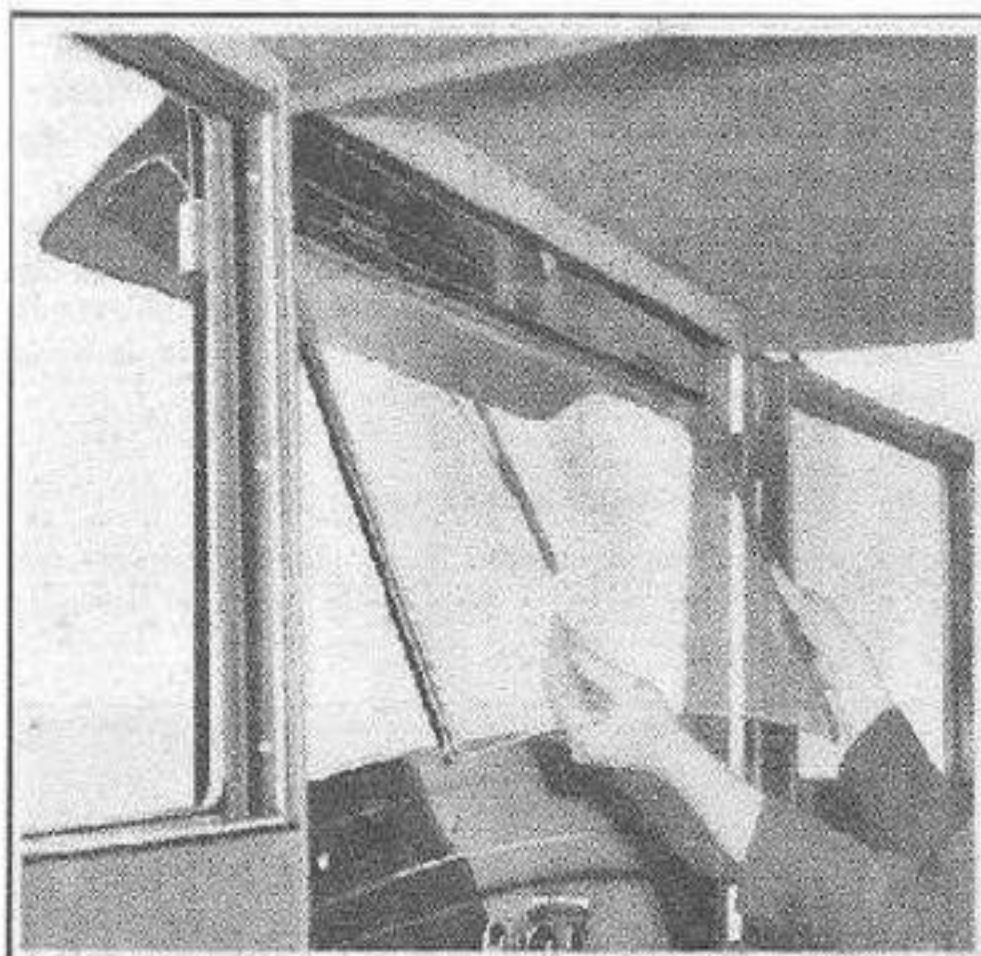


Fig. 20

REPLACEMENT --Reverse operations.

CAUTION -In replacing channel runs set lower ends in R-M Compound, making lower corners water tight.

Back Window Glass

REMOVAL---Remove the moulding which is nailed in, and remove the glass.

REPLACEMENT -Clean off the rubber and window frame, apply R-M Compound and reset the glass, pressing it firmly from the inside so as to squeeze out compound all around the outside of window frame. Set the moulding tight against the glass and nail it in place. Drive the nails at a slight angle to draw the moulding against the glass. (See Fig. 13)

Top Material

REMOVAL---Remove drip moulding filler by untacking at the two ends. Remove drip moulding by chiseling off nail heads. Remove top material by chiseling out tacks. Remove all old tacks and nails.

REPLACEMENT---Place top material in position, place one tack in front center and front corners. Stretch and tack rear center and rear corners and finish rear evenly. Stretch and tack front corners and finish front evenly. Stretch and tack each side at three points equally spaced. Tack in between all around trim edges, leaving at least 1/4" below tacks. Replace drip moulding and filler. (Use 1" x 16 wire nails in moulding and 1" x 14 escutcheon pins in ends of filler.)

NOTE---Place tacks uniformly about 1 1/2" apart at sides. At front and rear corners of roof place tacks 1/4" apart. (Use 4 oz. carpet tacks all around deck.)

Shroud Belt Moulding

REMOVAL---With a thin chisel cut the first nail at one end of the moulding where it is fastened to the side of the front pillar post. Pry the moulding loose from the body, being careful not to put any sharp kinks in it. If in removing the moulding, any of the nails are broken or pulled out, new nails should be installed.

REPLACEMENT---Drill through the moulding, countersinking for the nail heads, put sufficient solder on heads to fill the holes made in moulding. Dress the surplus solder off and refinish the complete moulding.

SUPPLIES

In order to produce a standard grade of work the following supplies should be kept on hand and available at all times:

- R-M Top Joint Compound. Order from Rinsed-Mason,
Detroit, Mich.
- LePage's Glue.
- Bottle of Black Duco Touch-Up with Brush.
- Oil Can.
- Small can of Johnson's Wax.
- 4 oz. Carpet Tacks.
- 12-oz. Carpet Tacks.
- 1" x 18 Brads.
- 1" x 16 Wire Nails.
- 1" x 14 Escutcheon Pins.
- "Metaline" Finishing Nails. (Landau Door Trim Panels.)
- 4 oz. Black Japanned Lace Tacks.

The instruction as outlined in this book covers approximately 80% of the usual body troubles that are a source of annoyance to customers. Major repairs such as wrecks, etc., are out of the scope of the average mechanic because such work is not profitable for the Dealer unless he has a skilled body man and a sufficient volume of work.

for Commercial Transportation

