1966 FISHER BODY SERVICE MANUAL

FOR ALL BODY STYLES

This publication contains the essential removal, installation, adjustment and maintenance procedures for servicing all 1966 Fisher Body Styles. All information, illustrations, and specifications contained in this publication are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

Arrangement of the material is shown by the table of contents on the right-hand side of this page. Black tabs on the first page of each section can be seen on the edge of the book below the section title. A more detailed table of contents precedes each section, and an alphabetical index is included in the back of the manual.

FISHER BODY DIVISION
PART NO. 4226635

LITHO IN U.S.A.
AUGUST 1965

TABLE OF CONTENTS

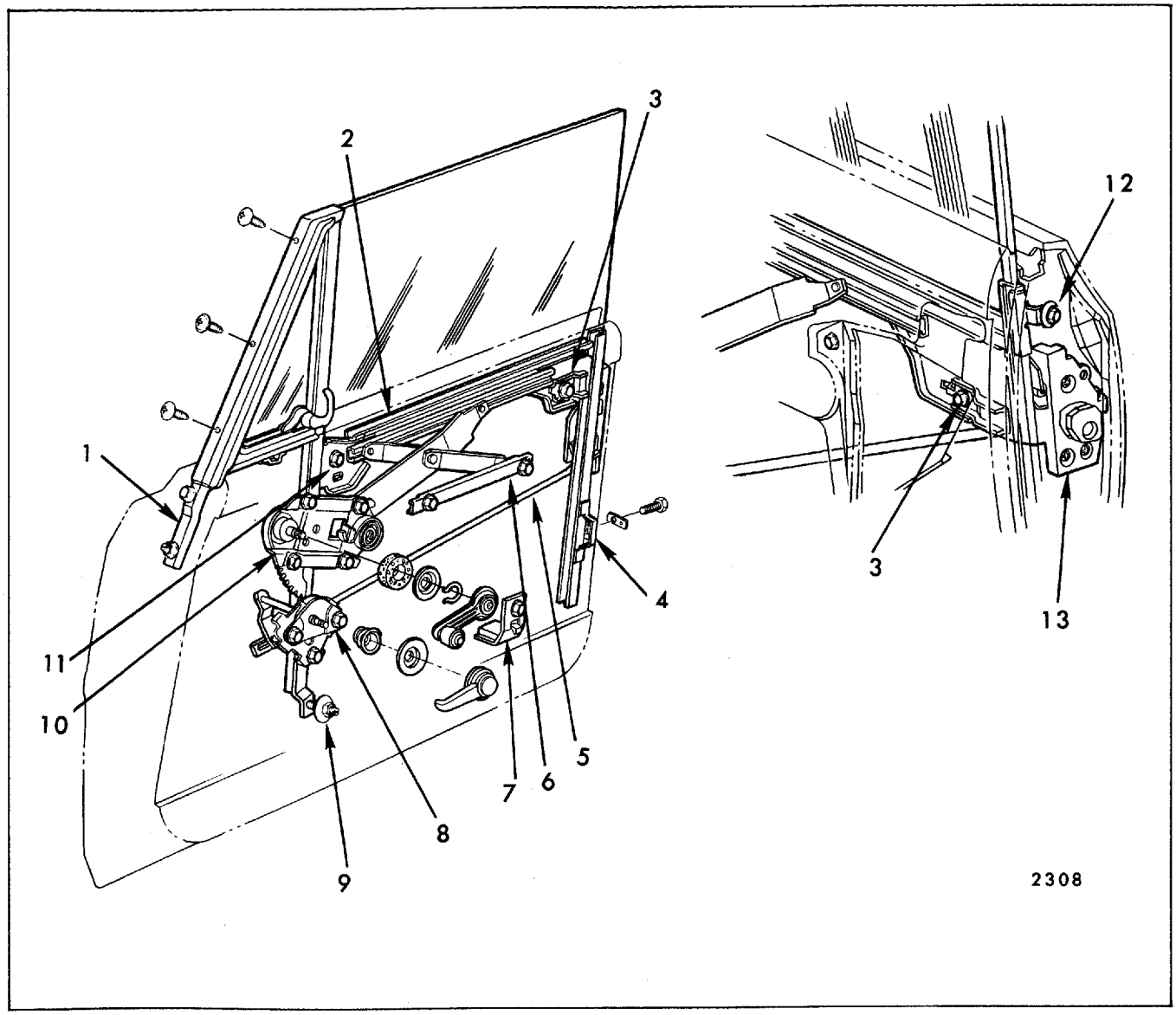

Fig. 7-48—Front Door Hardware "X-37" Styles

1. Ventilator Front Frame
2. Sash Channel Cam
3. Window Rear Up-Stop
4. Rear Glass Run Channel Lower Attachment
5. Remote Control Connecting Rod
6. Inner Panel Cam
7. Window Lower Stop
8. Remote Control Assembly
9. Ventilator Division Channel
10. Regulator
11. Window Front Up-Stop
12. Rear Glass Run Channel Upper Attachment
13. Lock

as specified under "Door Lock Spring Clips" in the preceding Front and Rear Door section.

NOTE: On some styles, it may be necessary to loosen the rear glass run channel to gain sufficient clearance to remove lock.

3. On styles with vacuum lock actuators, disconnect vacuum hoses from actuators.

4. Remove three screws securing lock to door lock pillar panel and remove lock assembly, with lock to locking lever rod attached, from body (see Fig. 7-60 - "A" Body shown, other styles similar). If vacuum actuator is to be serviced, remove in bench operation.

NOTE: The design of the lock to locking lever rod attaching clip does not allow disengagement of rod from lock with lock in an installed position. This rod can be removed from lock as a bench operation after removal of lock assembly.

5. To install, reverse removal procedure.

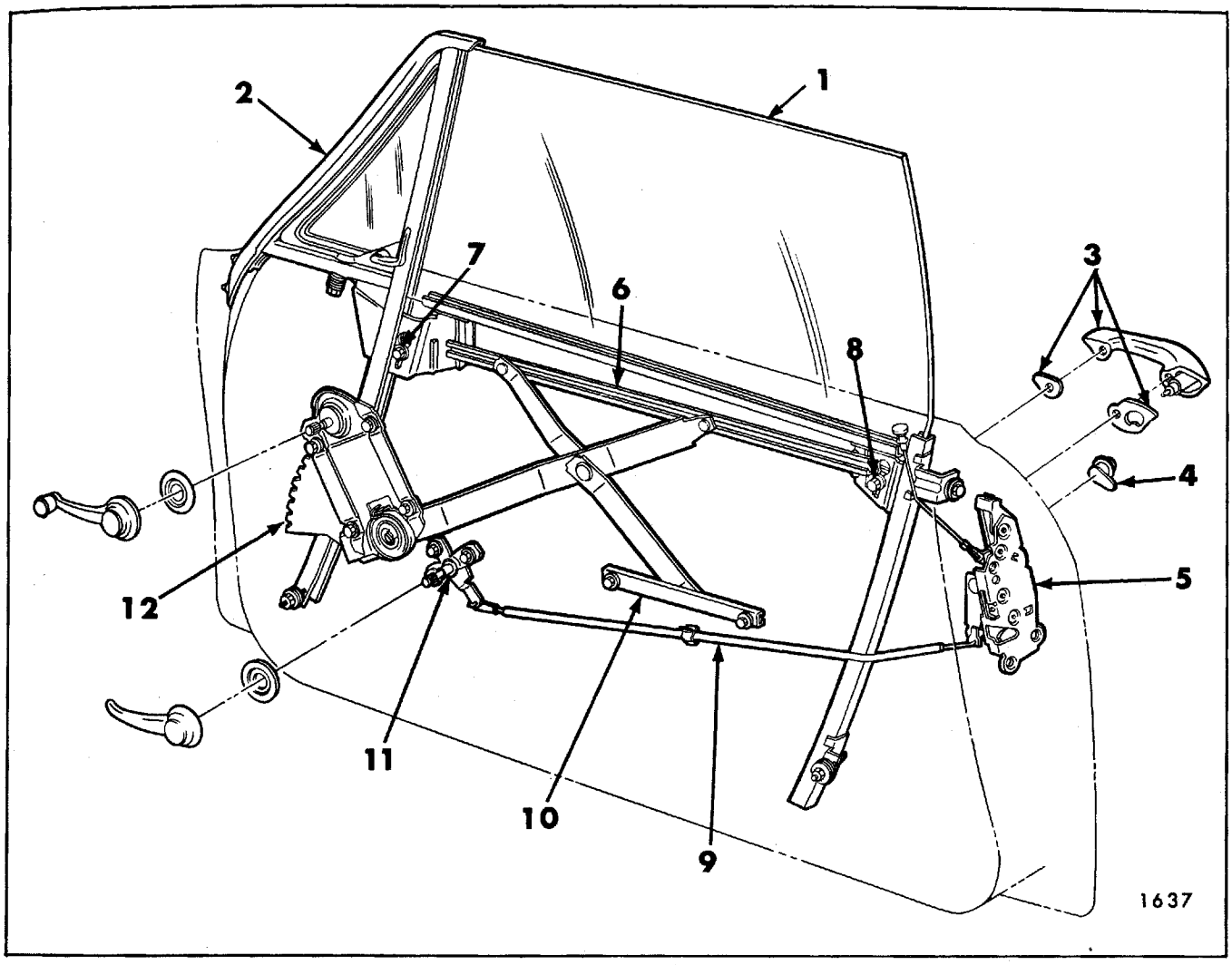

Fig. 7-49—Front Door Hardware "Z-37 and 67" Styles - "39" Similar

1. Window Assembly
2. Ventilator Assembly
3. Door Outside Handle and Sealing Gaskets
4. Lock Cylinder
5. Door Lock
6. Lower Sash Channel Cam
7. Front Up-Travel Stop
8. Rear Up-Travel Stop
9. Remote Control Connecting Rod
10. Inner Panel Cam
11. Remote Control
12. Window Regulator

NOTE: The complete vacuum system and trouble-shooting procedure is covered elsewhere in this manual - see index.

FRONT DOOR LOCK CYLINDER ASSEMBLY—ALL STYLES EXCEPT CHEVROLET FOUR-DOOR STYLES

Removal and Installation

1. Raise door window, remove door trim pad and detach inner panel water deflector.
2. With a screwdriver, or other suitable tool, slide lock cylinder retaining clip (on door outer panel) out of engagement and remove lock cylinder (see Fig. 7-61).
3. To install, reverse removal procedure.

FRONT DOOR LOCK CYLINDER ASSEMBLY—CHEVROLET "B" FOUR-DOOR STYLES

Removal and Installation

1. Perform steps 1 and 2 of the preceding "Front Door Lock Cylinder Assembly" procedure.

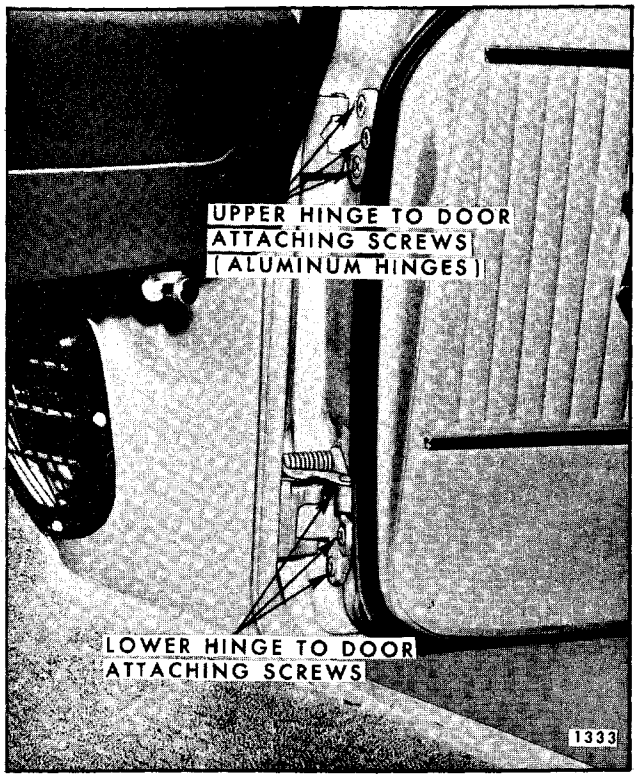

Fig. 7-50—Front Door Hinge Attachment - "A" Styles

2. Disengage spring clip securing lock cylinder to lock connecting rod at lock ("B", Fig. 7-62). Refer to "Front and Rear Door" section for spring clip disengagement.

3. Disengage lock cylinder to lock connecting rod at lock cylinder and remove lock cylinder and sealing gasket from outside of door.

4. To install, reverse removal procedure.

Disassembly and Assembly

1. Remove lock cylinder from door.

2. With a flat-bladed tool, remove retaining clip and pawl (Fig. 7-63).

3. To assemble, reverse disassembly procedure.

NOTE: The lock cylinder housing scalp used in production is usually damaged when removed and must be replaced by a new scalp available as a service part. The service lock cylinder housing scalp is secured by tabs.

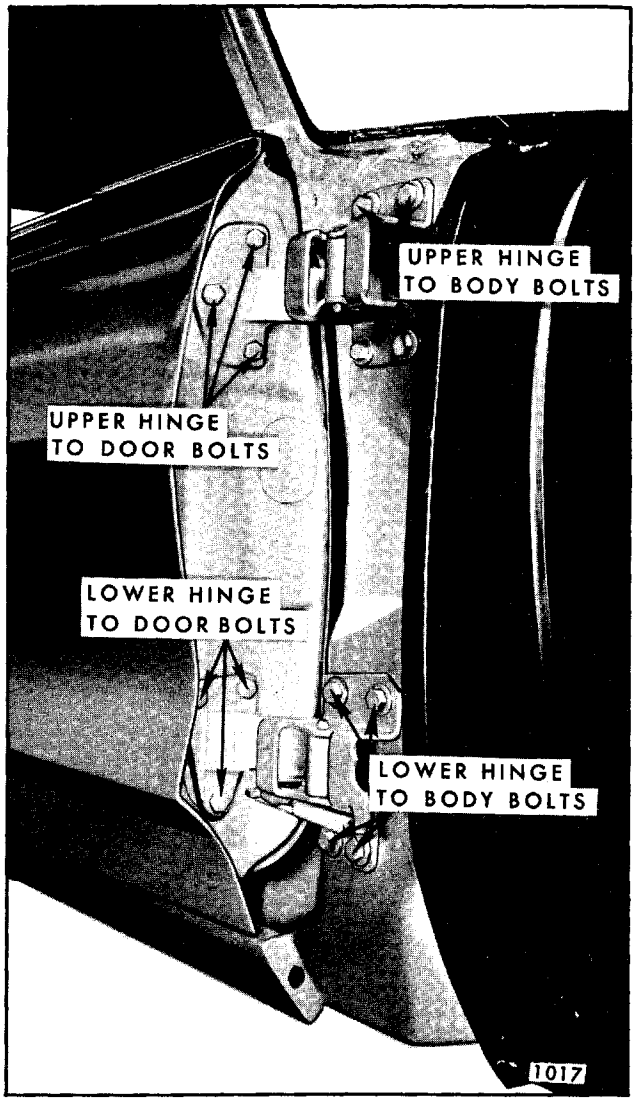

Fig. 7-51—Front Door Hinge Attachment - "B-C and E" Styles

FRONT DOOR VENTILATOR REGULATOR-MANUAL AND ELECTRIC— ALL "B & C" STYLES

Removal and Installation

1. Raise door window. Remove door trim assembly and detach inner panel water deflector sufficiently to gain access to regulator attachments.

2, On Pontiac, Oldsmobile and Buick styles equipped with electric ventilator regulators, disconnect door wire harness at ventilator jumper harness connector, not at ventilator

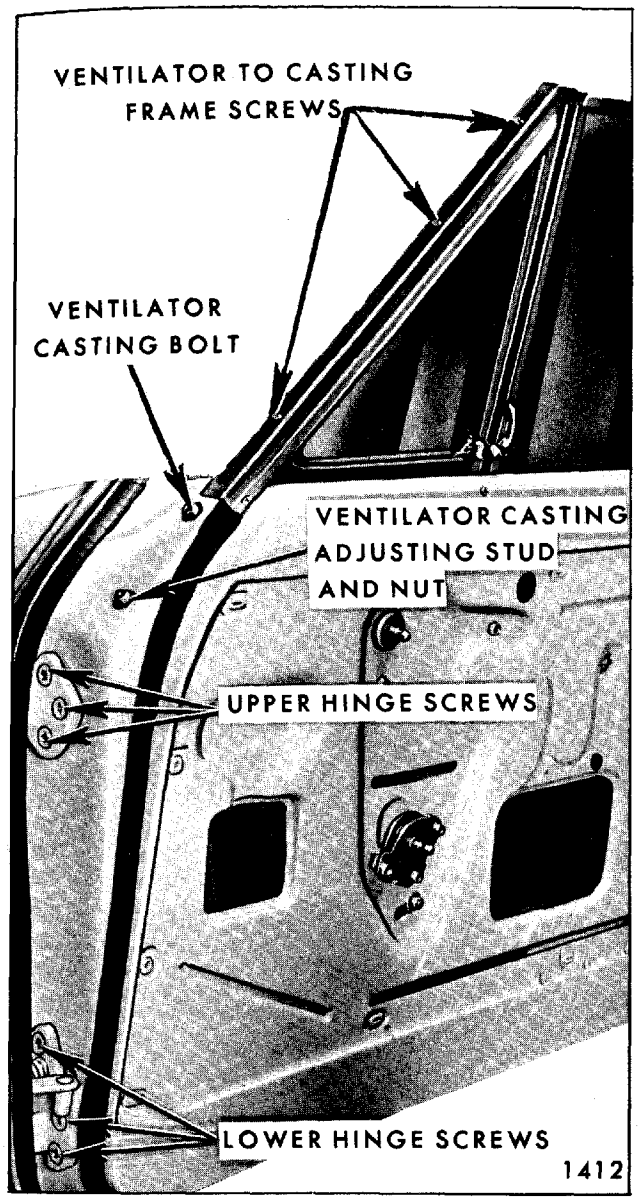

Fig. 7-52—Front Door Hinges and Ventilator - "X" Styles

motor. On Cadillac styles with electric ventilator, disconnect harness at motor.

3. Remove ventilator T-shaft attaching bolt "3" and ventilator regulator to inner panel attaching bolts "4" (Fig. 7-59).

4. Pull regulator down to disengage from ventilator T-shaft and remove regulator through access hole.

5. To install, reverse removal procedure. Check operation of ventilator prior to installing water deflector.

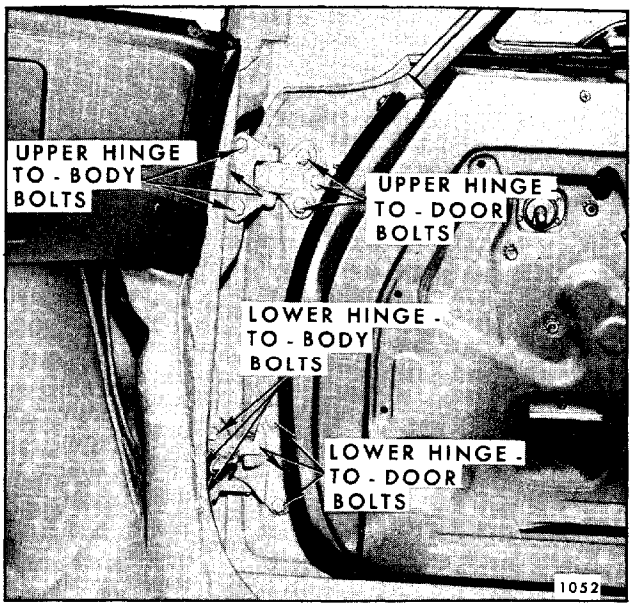

Fig. 7-53—Front Door Hinges - "Z" Styles

FRONT DOOR VENTILATOR ASSEMBLY "B-11-35-45 AND 69" STYLES

Removal and Installation

1. Remove door trim assembly and inner panel water deflector.

2. Remove ventilator regulator as previously described.

3. Lower door window. Remove screws securing ventilator lower frame to door inner panel and to door outer panel (Fig. 7-64).

4. Remove division channel lower adjusting stud nut (Fig. 7-64).

5. Remove ventilator upper attaching screws along door upper frame (Fig. 7-64). Disengage upper front end of glass run channel from door upper frame to permit rearward movement and removal of vent from door frame.

6. Lower ventilator assembly sufficiently to tilt assembly inward, then lift ventilator assembly upward and remove from door.

7. To install, reverse removal procedure. Prior to installation, inspect saturated polyurethane foam sealing material along length of door upper frame contacted by ventilator (Fig. 7-65). If material is damaged, replace with

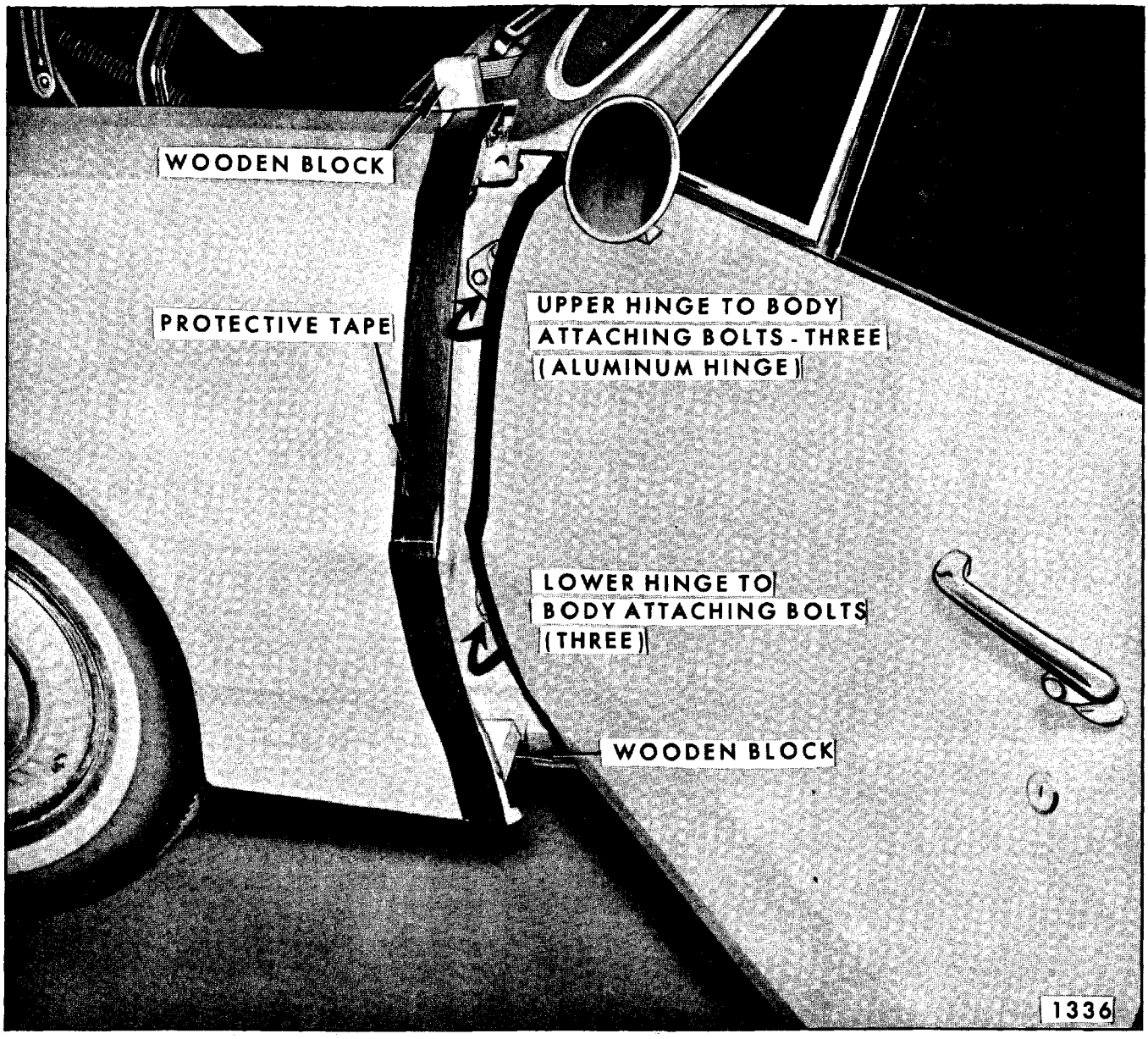

Fig. 7-54—Front Door Hinge Attachment - "A" Styles

new sealing strip or its equivalent. This is furnished in 5 foot sections under part #4480378 (Saturated Polyurethane Foam).

FRONT DOOR VENTILATOR ASSEMBLY— "A & X" CLOSED STYLES

The front door ventilator assembly is a manually operated friction type unit on all styles.

Removal and Installation

1. Raise door window. Remove door trim pad and detach inner panel water deflector.
2. On "A" Body Styles, remove door window glass run channel lower rear retainer attaching screw and remove retainer through large access hole. Figure 7-66 is typical of retainer retention except on "07" Styles. For "07" Styles, see Fig. 7-67.
3. On "X" Body Styles, remove door lock remote control assembly and connecting rod.
4. Remove ventilator division channel lower adjusting stud and nut and ventilator to door inner panel attaching screw.
5. Remove window lower stop. Lower window completely and slide it as far rearward as

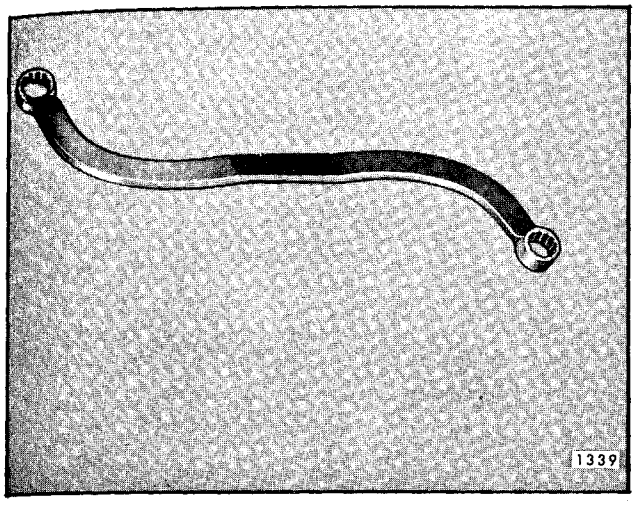

Fig. 7-55—"A" Body Front Door Hinge Tool J-21550

possible (see Fig. 7-67 for "A" Body Styles and 7-68 for "X" Body Styles).

6. Remove ventilator to door upper frame attaching screws (see Fig. 7-68 for "X" Bodies and View "A" in Fig. 7-69 for "A" Bodies).
7. On "A" Body Styles, remove glass run channel from ventilator division channel (above belt line).

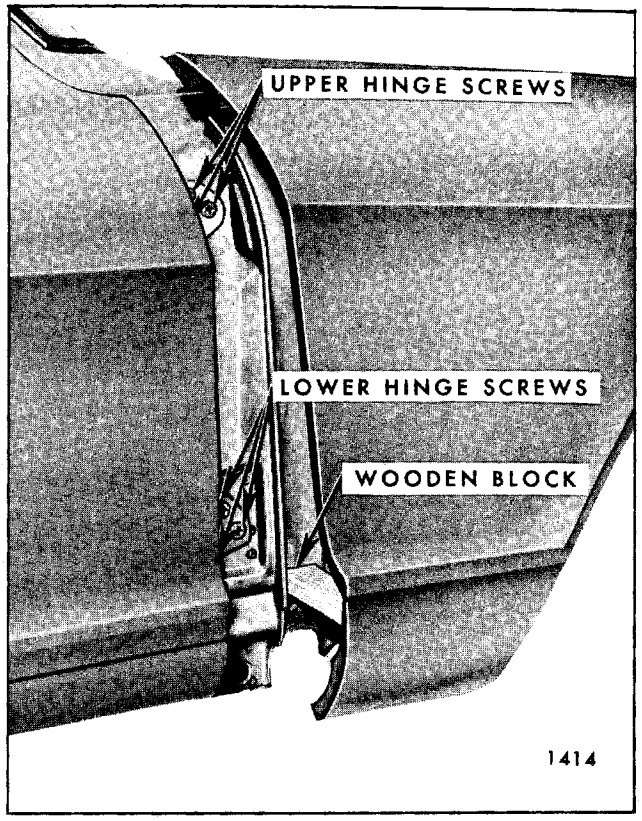

Fig. 7-57—Front Door Hinge Removal - "X" Styles

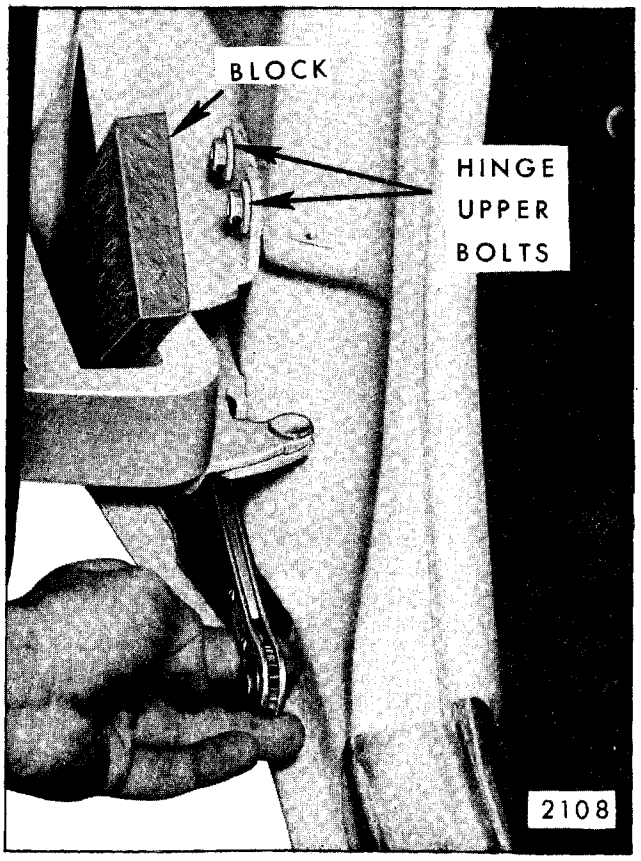

Fig. 7-56—Door Hinge Attachment - "E" Styles

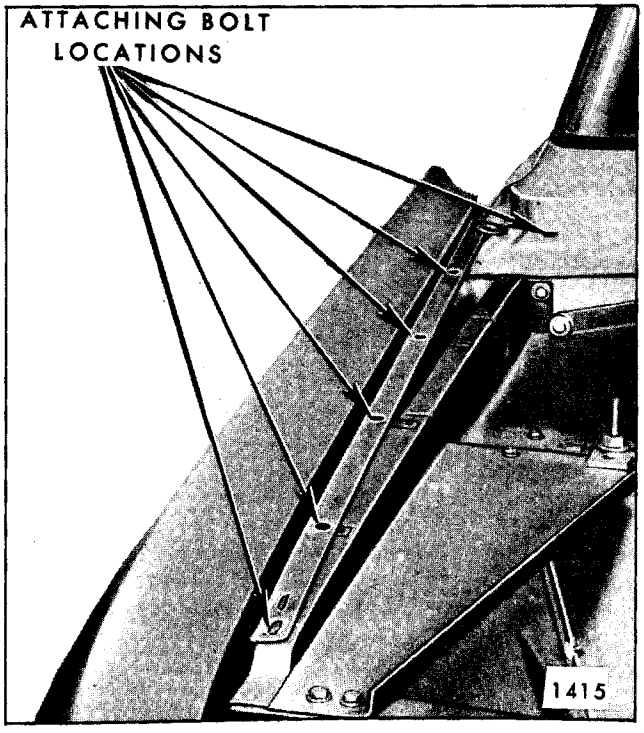

Fig. 7-58—Loosening Front Fender - "X" Styles

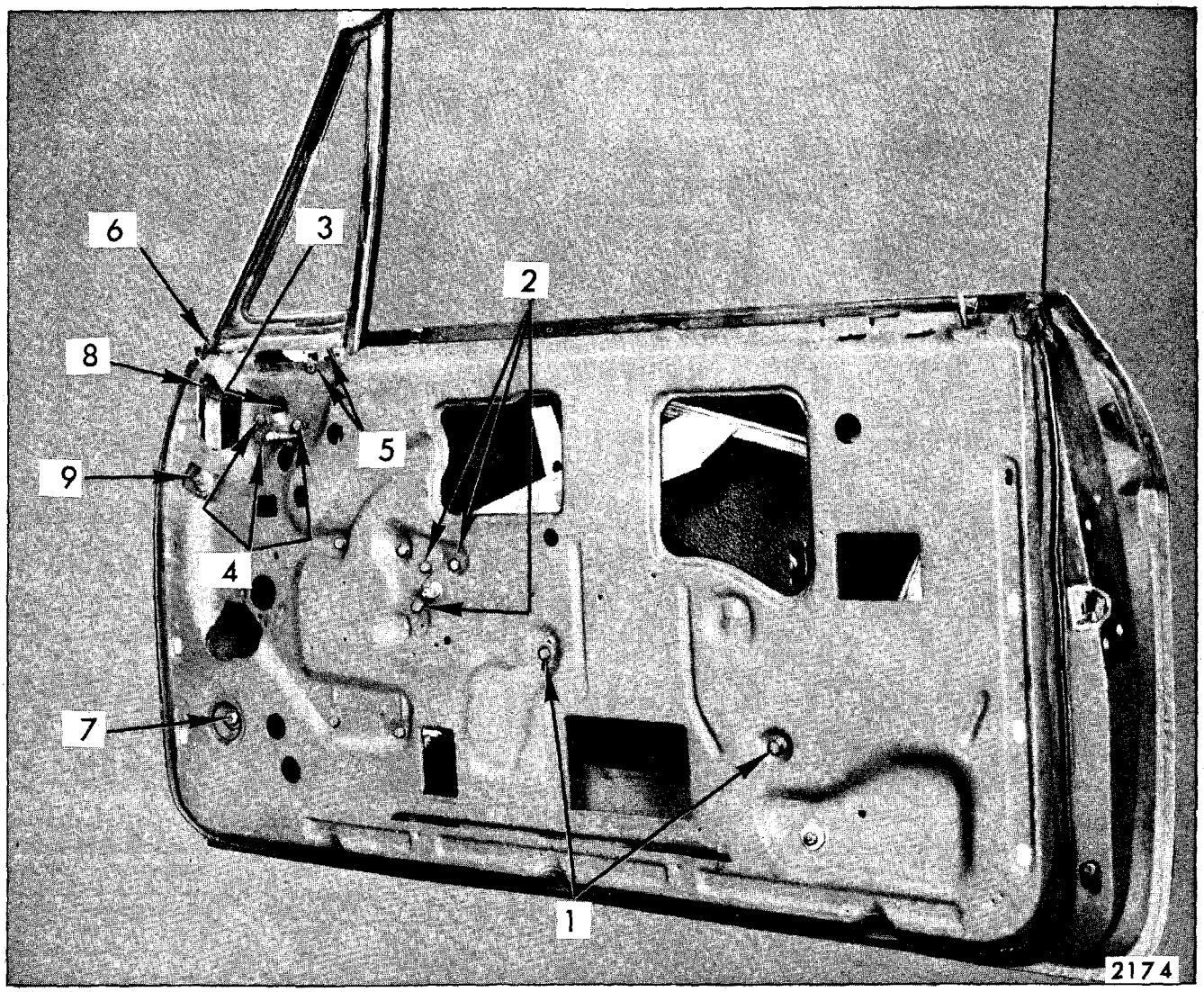

Fig. 7-59—Front Door Hardware Attachment - "B & C" Styles

1. Inner Panel Cam Bolts
2. Remote Control Bolts
3. Ventilator "T" Shaft Bolt
4. Ventilator Regulator Bolt
5. Ventilator Frame Screws
6. Ventilator to Door Pillar Seal
7. Ventilator Division Channel Adjusting Stud
8. Ventilator Frame Bolt
9. Ventilator Frame Adjusting Stud

8. Lift ventilator rearward and upward until lower forward corner of assembly is free of door upper frame (see View "B" in Fig. 7-69).

9. On "A" Styles, rotate ventilator assembly in an outboard movement and remove unit outboard of door upper frame (see View "C" in Fig. 7-69).

10. On "X" Styles, lift ventilator inboard and upward and remove from door.

CAUTION: After ventilator has been removed, door glass should be held or otherwise suitably supported to prevent damage.

11. To install, reverse removal procedure. Check operation of ventilator and door window assembly, and where required, adjust ventilator assembly as described under "Front Door Ventilator Adjustments".

Adjustments

1. A slight fore or aft adjustment of the ventilator division channel is available at the lower

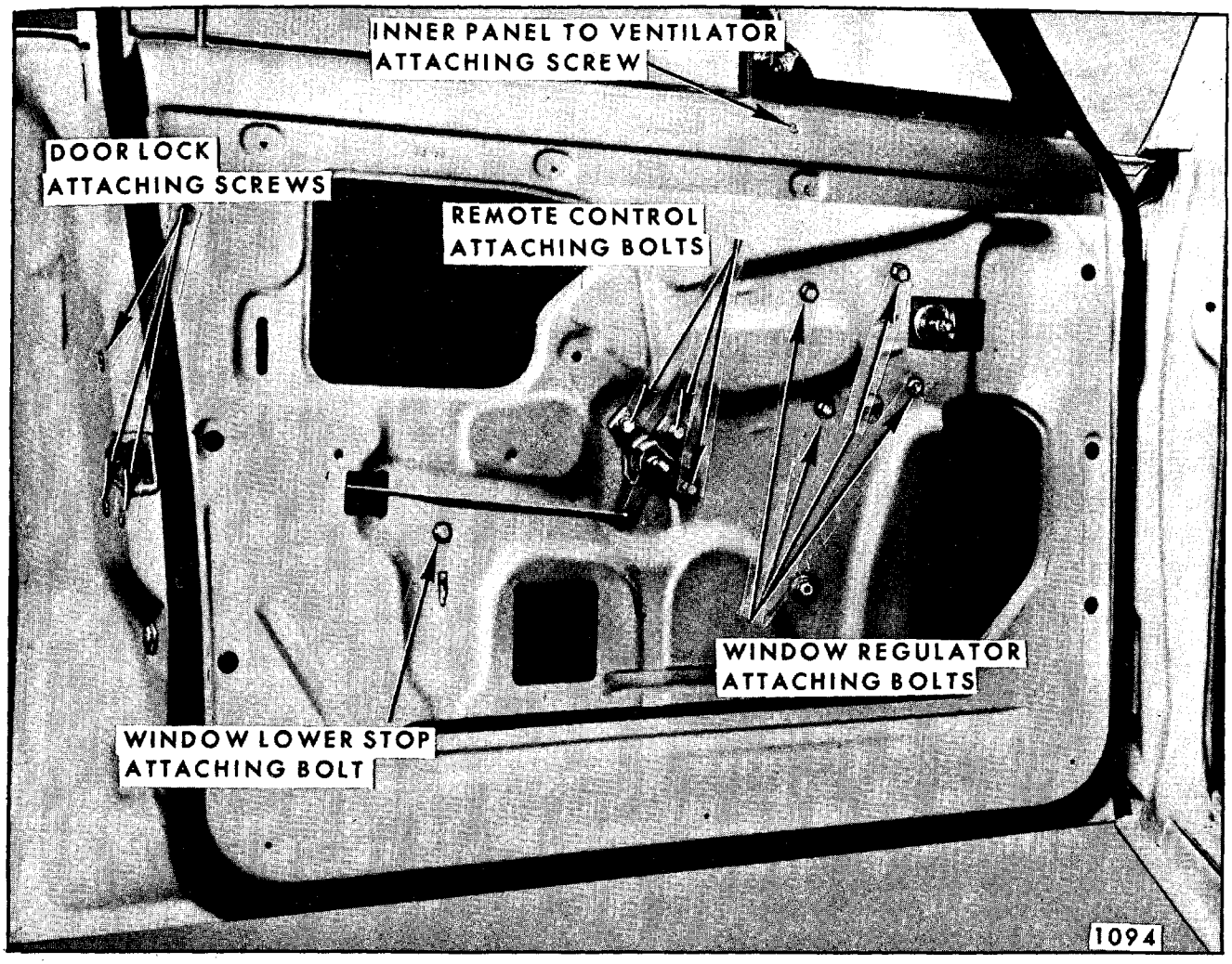

Fig. 7-60—Front Door Hardware - "A" Styles

adjusting stud and nut by loosening attaching nut and sliding nut in slot provided (see Fig. 7-69). The division channel can also be positioned in or out by loosening nut and turning stud in or out as required and tightening nut.

2. The effort required to open or close the ventilator can be set by straightening retaining washer tab and tightening or loosening the adjusting nut. Tightening the adjusting nut will increase operating effort and loosening adjusting nut will decrease operating effort. When the desired adjustment has been obtained, bend down washer tab to lock nut in position (See Fig. 7-70).

NOTE: This adjustment should be performed as a bench operation.

FRONT DOOR VENTILATOR-MANUAL AND ELECTRIC—ALL "B & C" "37-39-47-57 AND 67" AND "C-69" STYLES

Removal and Installation

1. Raise door window. Remove door trim assembly and inner panel water deflector.

2. Remove screws securing ventilator lower frame to door outer panel return flange and to door inner panel ("5", Fig. 7-59).

3. At front of ventilator assembly, break cement bond between door weatherstrip and ventilator assembly ("6", Fig. 7-59).

4. Remove ventilator division channel lower adjusting stud nut ("7", Fig. 7-59).

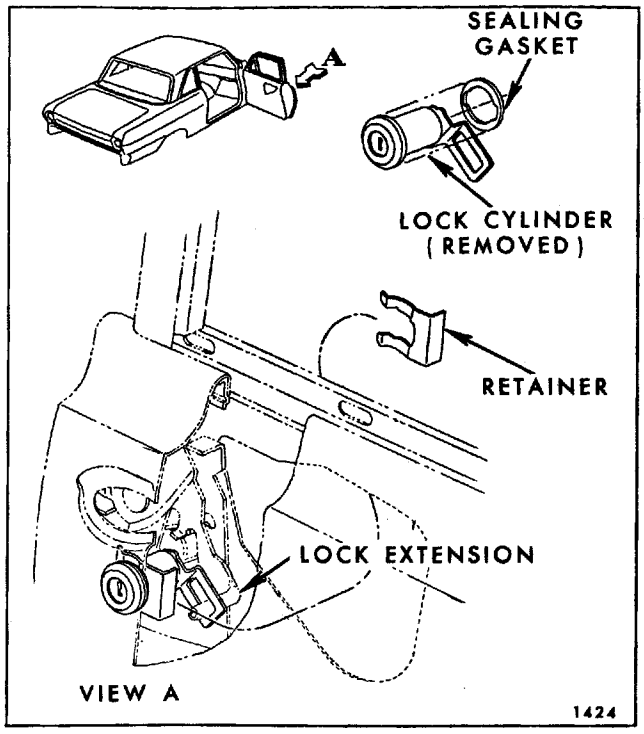

Fig. 7-61—Front Door Lock Cylinder Removal - "X" Styles Shown - Others Similar

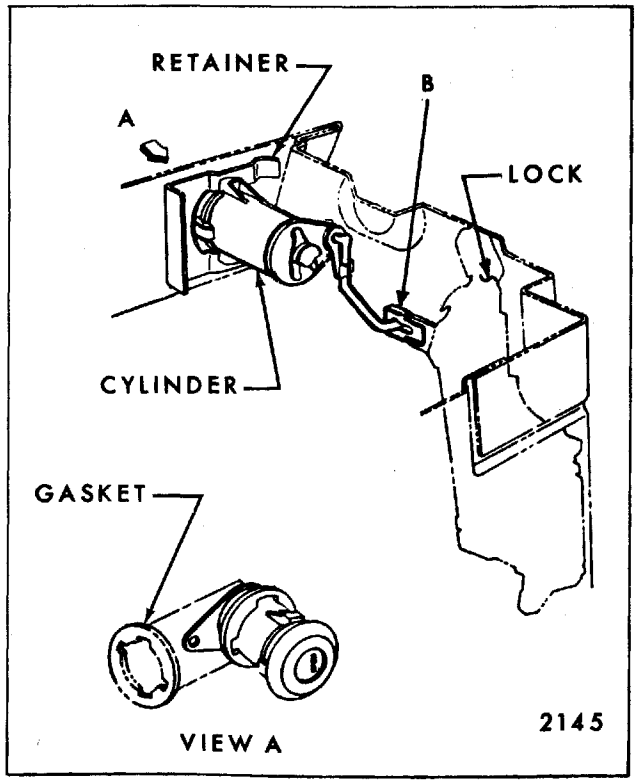

Fig. 7-62—Front Door Lock Cylinder Removal - Chevrolet "B" Four-Door Styles

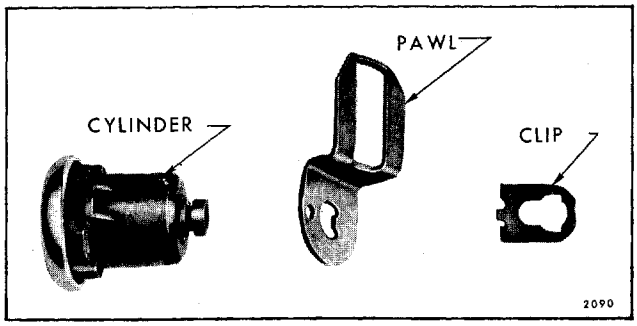

Fig. 7-63—Door Lock Cylinder Assembly

5. Remove ventilator regulator as previously described.

6. Remove ventilator lower frame attaching bolt "8" and ventilator lower frame adjusting stud nut "9" (Fig. 7-59).

7. Lift ventilator assembly upward approximately 6" and remove ventilator lower frame adjusting stud from ventilator at upper front access hole.

8. Lift ventilator upward and remove from door.

9. To install, reverse removal procedure. Adjust ventilator for proper operation and alignment with side roof rail weatherstrip as described below.

FRONT DOOR VENTILATOR ADJUSTMENTS—ALL "B & C" "37-39-47-57 AND 67" AND "C-69" STYLES

The front door ventilator assembly can be adjusted up-or-down, in-or-out at the top, and slightly fore-or-aft. To perform any ventilator adjustments it is first necessary to remove the door trim assembly and inner panel water deflector to expose ventilator attachments. Then, remove or loosen the following attachments.

a. Remove ventilator lower frame to inner panel and ventilator lower frame to outer panel screws ("5", Fig. 7-59).

b. Loosen ventilator lower frame attaching bolt "8".

c. Loosen ventilator lower frame adjusting stud nut "9" and ventilator division channel lower adjusting stud nut "7".

d. Loosen ventilator regulator attaching bolts "4".

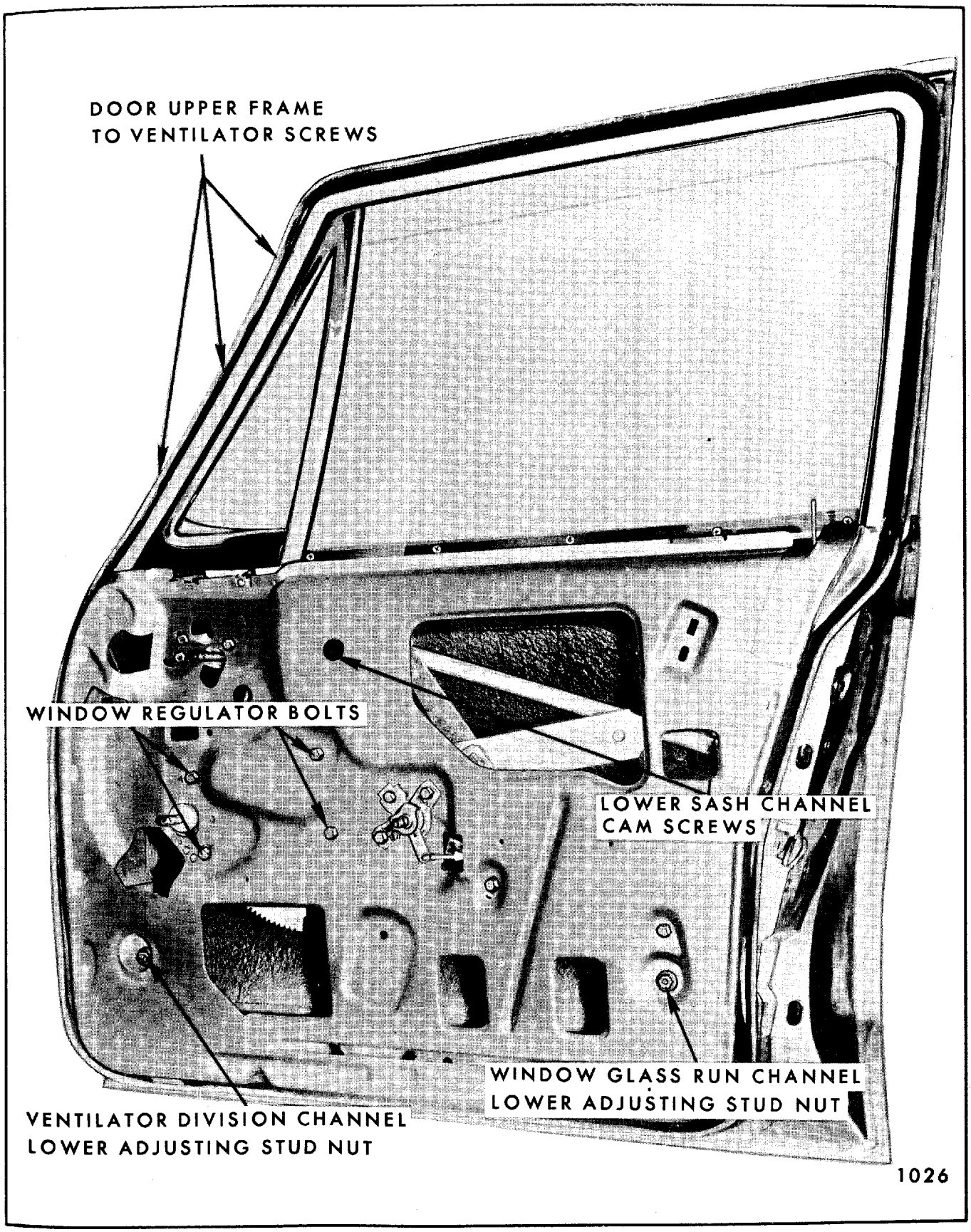

Fig. 7-64—Door Ventilator and Regulator Attachment - "B & C" Closed Styles

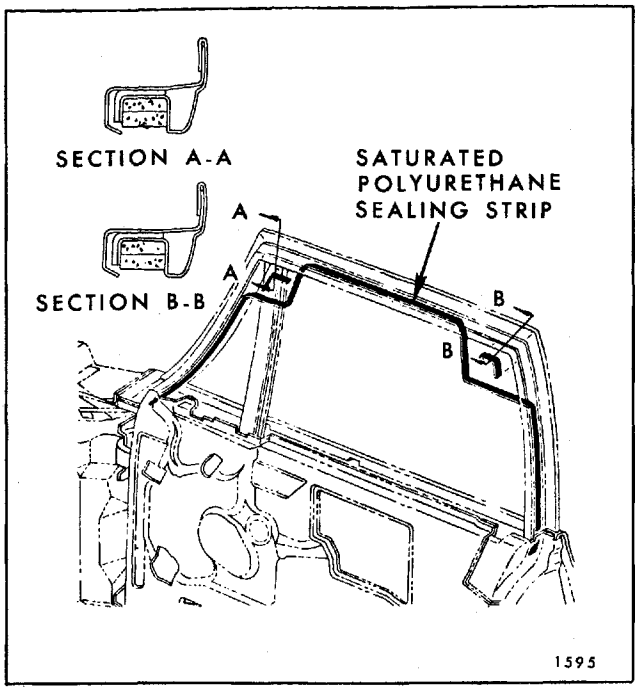

Fig. 7-65—Front Door Window Glass Run Channel Sealing - "B & C" Closed Styles

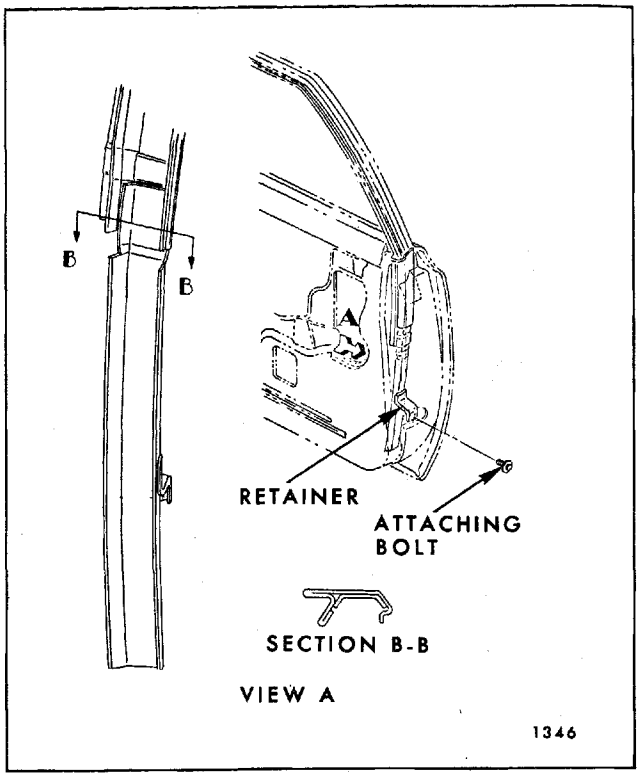

Fig. 7-66—Door Window Glass Run Channel Lower Rear Retainer - "A" Styles

1. To adjust the top of the ventilator assembly in-or-out, adjust the ventilator lower frame and ventilator division channel adjusting studs as required, then tighten the stud nuts.

2. To position ventilator fore-or-aft or up-or-down to obtain proper alignment with side roof rail weatherstrip, shift loosened ventilator to desired position and tighten attaching nuts and bolts.

3. To eliminate flutter (play) of ventilator window, tighten ventilator T-shaft attaching bolt.

4. To obtain a better seal between division pillar weatherstrip and rear edge of ventilator glass, shim front edge of ventilator regulator outboard. Install shims between regulator and door inner panel.

5. To adjust ventilator window up-or-down within ventilator frame, loosen ventilator T-shaft attaching bolt. Adjust ventilator window up-or-down as desired, then, tighten T-shaft bolt.

FRONT DOOR VENTILATOR CASTING—"X-37" STYLES

The front door ventilator casting is used on all "37" Styles and is secured to the front door assembly by one attaching bolt and one adjusting stud and nut. The front facing of the ventilator frame is secured to the ventilator casting by five attaching screws.

Removal and Installation

1. Remove ventilator casting to door hinge pillar panel attaching bolt and lower adjusting stud nut.

2. Remove five ventilator casting to ventilator frame attaching screws and remove assembly from door.

3. A slight fore and aft adjustment of the ventilator casting can be obtained at the lower adjusting stud and nut.

FRONT DOOR VENTILATOR ASSEMBLY—"A-X & Z" HARDTOP AND CONVERTIBLE STYLES

The front door ventilator assembly is a manually operated friction type unit.

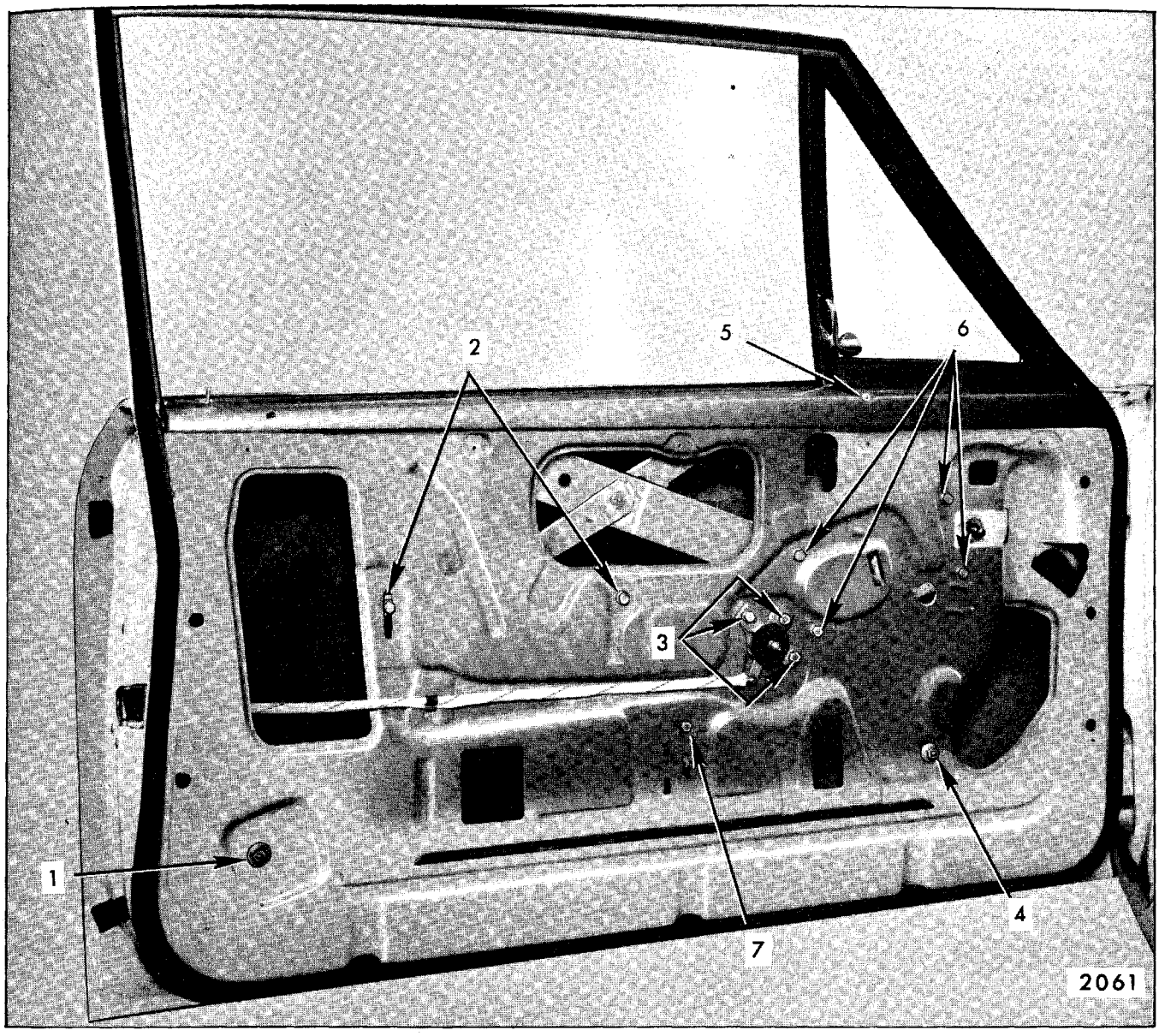

Fig. 7-67—Front Door Hardware - "A-07" Style

1. Rear Glass Run Channel Lower Retainer Adjusting Stud and Nut
2. Inner Panel Cam Bolts
3. Remote Control Bolts
4. Ventilator Division Channel Lower Adjusting Stud and Nut
5. Ventilator to Inner Panel Attaching Screw
6. Window Regulator Bolts
7. Window Lower Stop Attaching Bolt

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.

2. On "A-39" Styles, remove front door window - see index.

3. Remove ventilator division channel lower adjusting stud nut and ventilator to door inner panel attaching screw(s) (See Fig. 7-71).

NOTE: On "A-39" Styles, ventilator to door inner and outer panel return flange attaching screws must be removed. This additional screw is what necessitates removal of door window.

4. On all "A" Body Styles (except "A-39"), remove door window lower stop and completely lower window. Lower door window on all other styles.

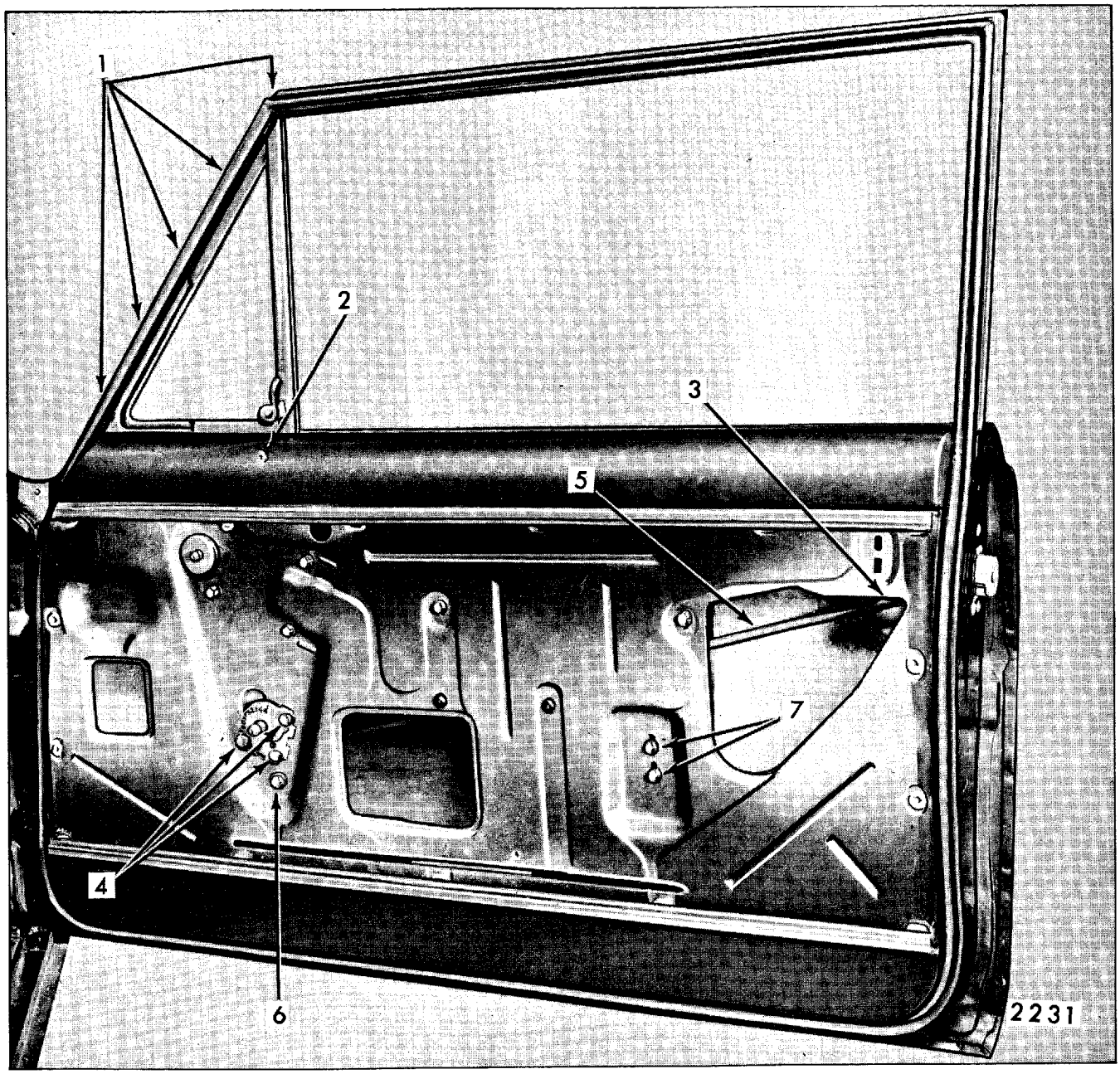

Fig. 7-68—Front Door Hardware Attachment - "X" Styles

1. Window Frame To Ventilator Attaching Screws
2. Ventilator To Door Inner Panel Attaching Screw
3. Spring Clip (Hidden)
4. Remote Control Attaching Bolts
5. Door Lock Connecting Rod
6. Ventilator Division Channel Lower Adjusting Stud And Nut
7. Window Lower Stop Adjusting Stud And Nut

5. On "X" Body Styles, remove front door ventilator casting.

6. On "A & Z" Body Styles, on door hinge pillar, remove ventilator frame lower attaching bolt, ventilator front frame attaching screw(s) and ventilator frame lower adjusting stud nut (see Fig. 7-71).

7. On "Z" Body Styles, loosen rear glass run channel upper attaching screw and remove run channel lower adjusting stud nut. Move door glass as far rearward as possible.

8. Push ventilator lower adjusting stud free of inner panel and rotate top edge of ventilator rearward until front frame clears hinge pillar (see Fig. 7-71).

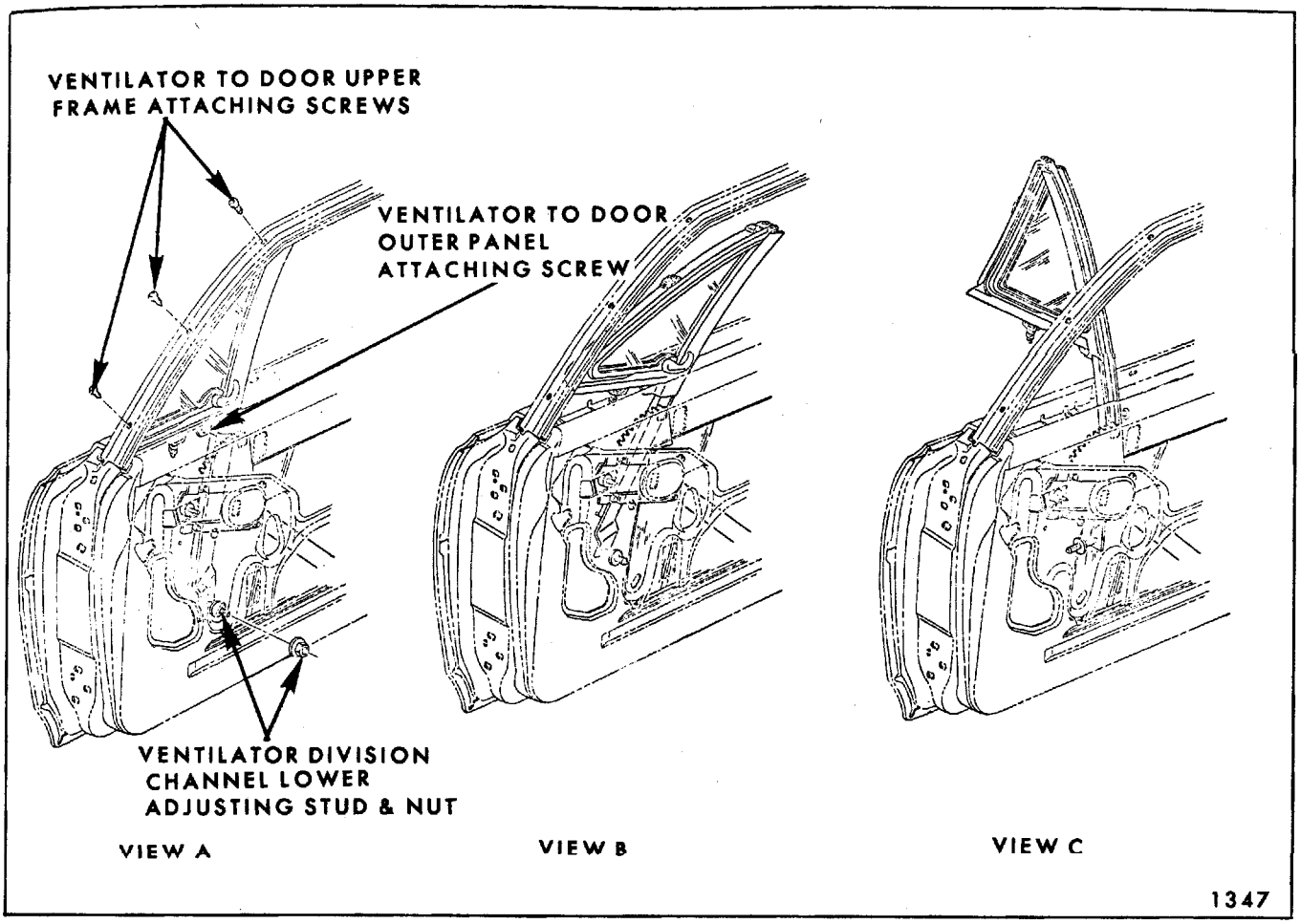

Fig. 7-69—Front Door Ventilator Removal

9. Turn ventilator 90 degrees, as shown in Figure 7-71, and remove assembly from body.

   CAUTION: After ventilator has been removed, door glass should be held or otherwise suitably supported to prevent damage.

10. To install, reverse removal procedure.

Adjustments

1. A slight fore and aft adjustment of ventilator division channel is available at lower adjusting stud and nut by loosening attaching nut and sliding stud in slot provided. The division channel can also be positioned in or out by loosening nut and turning stud in or out as required and tightening nut.

2. The effort required to open or close the ventilator can be set by straightening retaining washer tab and tightening or loosening the adjusting nut. Tightening increases effort and loosening decreases effort. When desired adjustment has been obtained, bend down washer tab to lock nut in position (see Fig. 7-70).

   NOTE: This adjustment should be performed as a bench operation.

3. The ventilator frame lower adjusting stud and nut provides in or out adjustment by use of an oversize attaching hole and fore or aft adjustment by turning stud in or out as required.

FRONT DOOR VENTILATOR ASSEMBLY—WEATHERSTRIP—"A-B & C" STYLES

Removal and Installation

1. Remove front door ventilator assembly.

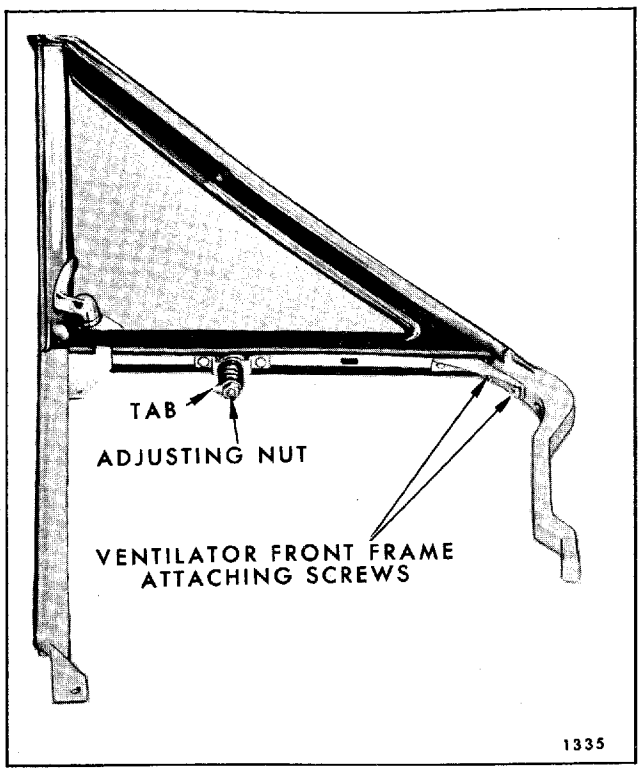

Fig. 7-70—Front Door Ventilator Assembly - "A" Style Shown - "X & Z" Similar

2. Remove ventilator glass and sash channel from ventilator frame by opening glass approximately 60° and pushing glass downward slightly to disengage glass unit from ventilator frame at upper pivot point; then, upward to disengage lower T-shaft from frame. (Fig. 7-72).

3. Remove ventilator division channel upper rubber bumper attaching screw.

4. Remove two attaching screws securing ventilator casting to frame and separate ventilator casting from frame so that the ventilator weatherstrip can be removed (Fig. 7-72).

5. To install, reverse removal procedure. Prior to installation, apply a ribbon of medium bodied sealer between ventilator weatherstrip and casting.

FRONT DOOR WINDOW ASSEMBLY—"B-11-35-45 AND 69" STYLES

The front door window assembly consists of a frameless piece of solid tempered safety plate glass pressed into a thin-section lower sash channel. When cycled, the glass operates within the ventilator division glass run channel and window glass run channel.

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.

2. On "35-45 and 69" Styles only, remove front door ventilator as previously described.

3. Remove glass run channel lower adjusting stud nut (Fig. 7-73).

4. On "11" Styles, operate window to approximately 3" down from "full-up" position and remove lower sash channel cam attaching screws.

5. On "35-45 and 69" Styles, lower window to "full-down" position and remove lower sash channel cam attaching screws through lower access holes.

6. On "11" Styles, remove glass from door by simultaneously pivoting glass (front edge down and rear edge up) and lifting glass upward and outboard of door upper frame. On "35-45 and 69" Styles, remove glass by lifting it upward and outboard of door upper frame.

7. To install, reverse removal procedure. Check window for proper operation before installing water deflector.

FRONT DOOR WINDOW ADJUSTMENTS—"B-11-35-45 AND 69" STYLES

Adjustments have been provided to relieve a binding door glass due to misalignment of the glass run channels. The glass can also be adjusted to correct a rotated (cocked) door window assembly. To perform the following adjustments, remove door trim assembly and detach inner panel water deflector, where necessary, to gain access to the hardware attaching points.

Adjustments

1. To adjust lower portion of ventilator division channel for proper alignment with door window assembly, lower door window and loosen ventilator adjusting stud nut. Turn adjusting stud in or out or position lower end of channel fore or aft as required; then tighten adjusting stud nut (Fig. 7-64).

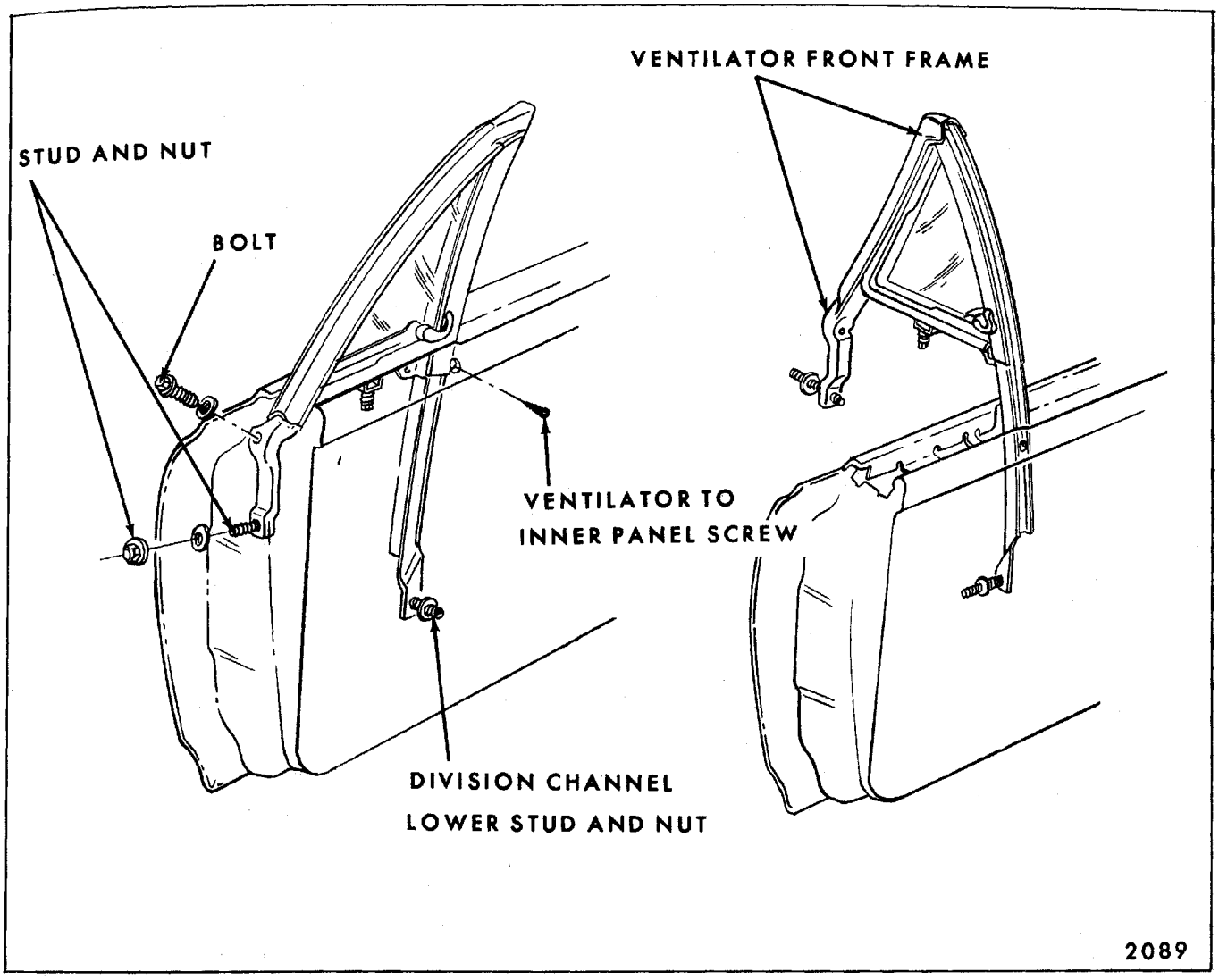

Fig. 7-71—Front Door Ventilator Removal - "A" Style Shown - "X & Z" Similar

2. To adjust lower section of door window rear glass run channel in-or-out for proper alignment with door window, first raise door window. Then, loosen rear run channel lower adjusting stud nut. Adjust channel as required and tighten nut (Fig. 7-64).

NOTE: Adjustments 1 and 2 must be coordinated to provide a properly operating front door window assembly.

3. The door window inner panel cam is adjustable at the front and can correct a rotated (cocked) front door window (Fig. 7-64).

FRONT DOOR WINDOW ASSEMBLY— "A & X" CLOSED STYLES

The front door window is a solid tempered safety plate glass. The glass fits into a lower sash channel assembly which incorporates a welded-on lower sash channel cam. With this type of design, the door glass, lower sash channel and sash channel cam are removed from the door as a unit.

CAUTION: Care should be exercised to make certain glass does not strike body metal during installation or removal procedure as edge chips can cause solid tempered safety plate glass to shatter. DO NOT attempt to grind glass.

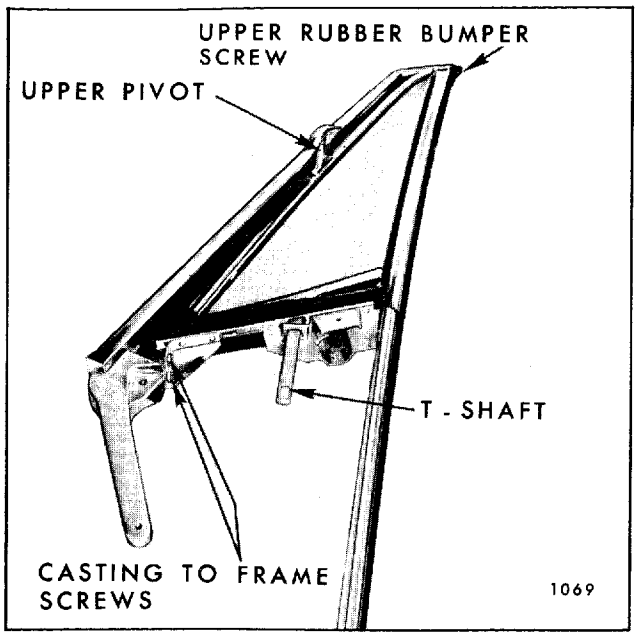

Fig. 7-72—Front Door Ventilator - "B & C" Styles

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.
2. On styles so equipped, remove inner panel cam.
3. Remove glass run channel lower rear retainer, front door ventilator assembly and inner belt strip (draft strip).
4. Raise door window to a position of almost fully closed. On styles equipped with a double arm regulator, rotate balance arm close to lift arm.
5. Move door window forward to disengage regulator arm roller(s) from window lower sash channel cam and remove door glass outboard of door upper frame on "A" Body Styles and inboard of door upper frame on "X" Body Styles (see Fig. 7-74 for "A" Bodies and Fig. 7-75 for "X" Bodies).
6. To install, reverse removal procedure.

Adjustments

A slight amount of fore or aft adjustment is available at the ventilator division channel lower adjusting stud and nut as explained under "Front Door Ventilator Assembly - Adjustments". On some styles, a rotated glass can be corrected by adjustment of the inner panel cam as explained under "Front Door Window Inner Panel Cam".

FRONT DOOR WINDOW ASSEMBLY— ALL "B & C" STYLES EXCEPT CLOSED

The front door window assembly consists of a solid tempered safety plate glass window and a bolted-on lower sash channel assembly which includes a welded-on sash channel cam. With this design, the door glass and sash channel are removed from the door as a unit and replacement glasses installed in bench operations.

Figure 7-76 is an exploded view of the front door window assembly and identifies the various components and their assembly sequence.

CAUTION: When installing glass to sash channel bolts, torque to 60 inch pounds (5 foot pounds). Also, when replacing door glass, replace glass spacers.

Removal and Installation

1. Remove door trim assembly and inner panel water deflector.
2. Operate glass to "full-up" position and remove front up-travel stop from lower sash channel (Fig. 7-77).
3. Operate window to half-down position and remove rear up-stop (Fig. 7-77).
4. With window in full-up position, remove glass run channel upper attaching bolts and lower adjusting stud nut (Fig. 7-77). Disengage run channel from window assembly and remove through access hole.
5. Remove inner panel cam bolts (Fig. 7-77). Disengage cam from regulator lift arm roller and remove cam.
6. With front upper corner of window inboard of ventilator division channel, rotate window assembly counter-clockwise until lower sash channel cam is parallel with belt line. Then move window assembly rearward to disengage regulator lift arm roller from lower sash channel cam and remove window from door.
7. To install, reverse removal procedure. Adjust window for proper alignment as described in the following procedure.

Adjustments

To perform any door window adjustments it is necessary to remove the door trim assembly and inner panel water deflector to expose the adjustment provisions.

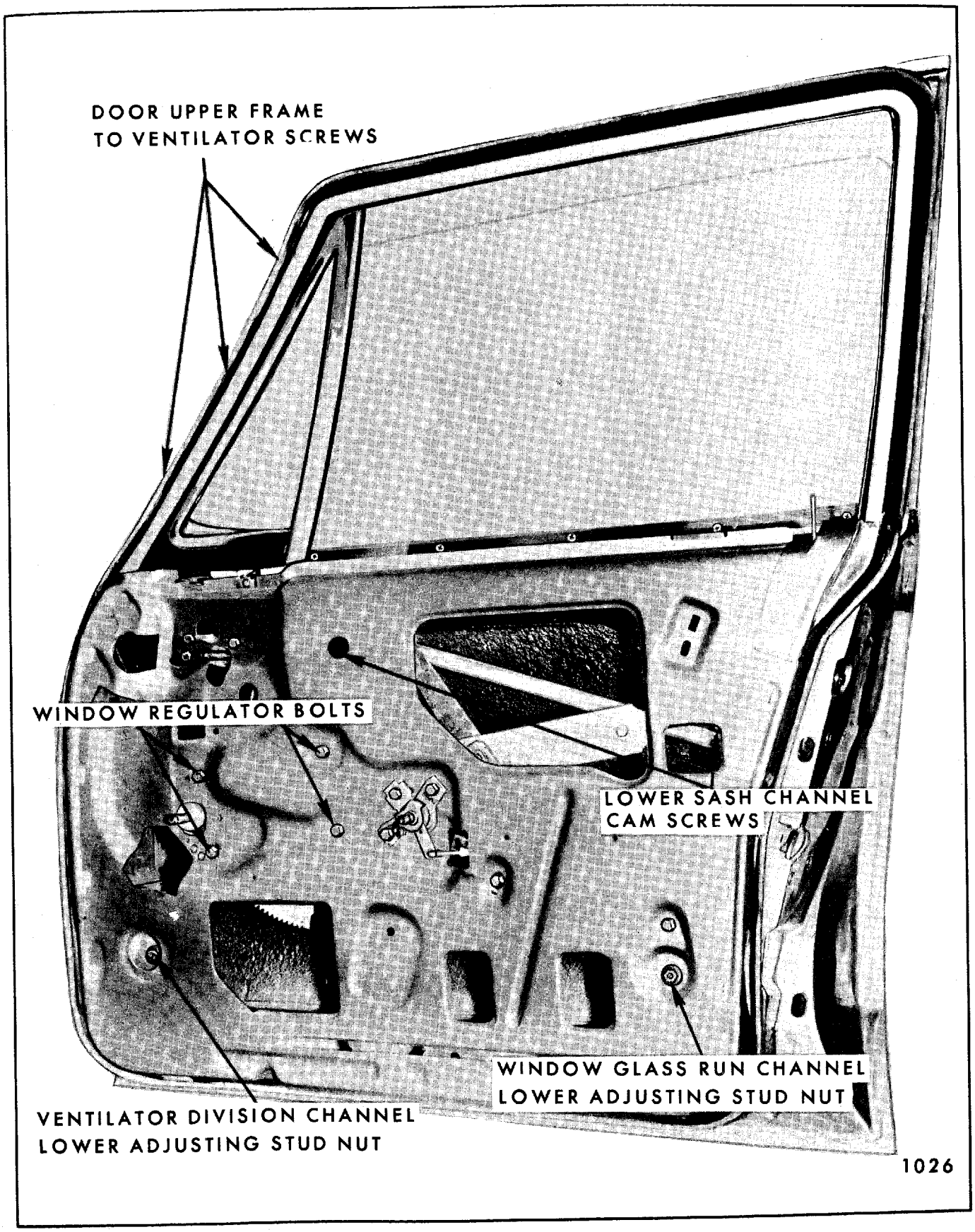

Fig. 7-73—Door Ventilator and Regulator Attachment - "B & C" Closed Styles

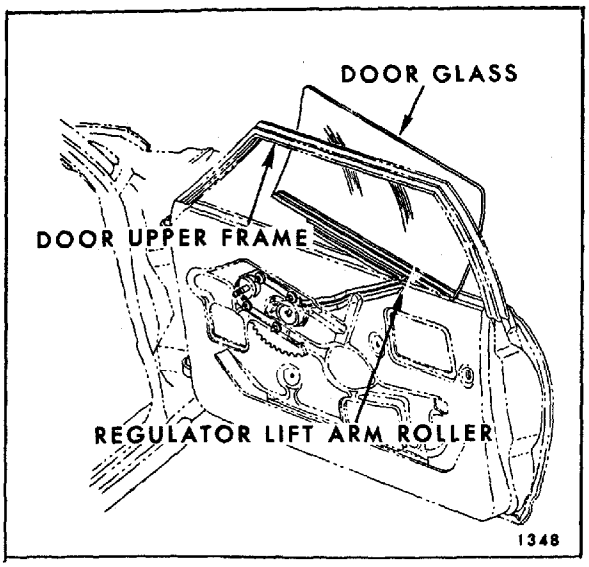

Fig. 7-74—Front Door Window Removal - "A" Styles

1. To correct a rotated window condition (glass cocked in opening), loosen inner panel cam attaching bolts (Fig. 7-77) and adjust front end of cam up or down as required.

   NOTE: If cam adjustment does not correct condition, loosen glass to sash channel attaching bolt nuts (Fig. 7-76) and reposition glass on sash channel. The sequence for making this adjustment is to first obtain flush alignment between lower sash channel and outer strip assembly at the belt line. Then, loosen glass bolt nuts and adjust glass.

2. To adjust upper rear edge of glass in-or-out in relation to side roof rail weatherstrip, loosen glass run channel lower adjusting stud nut and upper attaching bolts (Fig. 7-77).

   a. To adjust top edge of glass inboard, position top edge of run channel inboard and adjust lower adjusting stud outboard.

   b. To adjust top edge of glass outboard, position top edge of run channel outboard and adjust lower adjusting stud inboard.

      IMPORTANT: When adjusting glass in relation to side roof rail, position glass so that in closed position it is sufficiently high and inboard to tuck under weatherstrip outer lip as shown in Figure 7-78.

3. To adjust window up-travel, operate window to full-up position and loosen window front and rear upper stops (Fig. 7-77). Operate window to desired position and tighten stop bolts while forcing stops against welded-in stops on door inner panel.

FRONT DOOR WINDOW LOWER SASH CHANNEL CAM—ALL "E & Z" BODY STYLES

Removal and Installation

1. Remove door trim pad and detach inner panel water deflector.

2. Position window to expose cam attaching screws. On either style, glass will be approximately 3" from full-up position (see Fig. 7-79 for "E" Bodies and Fig. 7-80 for "Z" Bodies).

3. On "Z" Body Styles, remove one front and one rear cam to sash channel attaching screws. On "E" Body Styles, remove two attaching screws at rear (see Fig. 7-79), lower door window and remove two attaching screws at front.

4. Supporting glass with on hand, disengage cam from regulator rollers and remove cam. Lower glass to door bottom.

5. To install, reverse removal procedure.

FRONT DOOR WINDOW GLASS RUN CHANNEL INNER AND OUTER STRIP ASSEMBLIES (DRAFT STRIPS)

Draft strips are used to form a belt seal between door inner and outer panels and glass assembly. The construction and attachment of these strips vary with the body style involved, as follows:

"B & C" Hard Top and Convertible Styles - Inverted lip inner ("J" strip) Rubber outer

"B & C" Closed Styles - Multifilament pile inner (pile) - Rubber outer

"A-07-17-39 and 67" Styles - "J" strip inner - pile outer

"A-11-69-35-55-65 and 80" Styles - pile inner - Rubber outer

"X-37" Styles - "J" strip inner - pile outer

"X-11-69 and 35" Styles - pile inner - Rubber outer

"E" - All Styles - "J" strip inner - pile outer

"Z" - All Styles - pile inner - pile outer

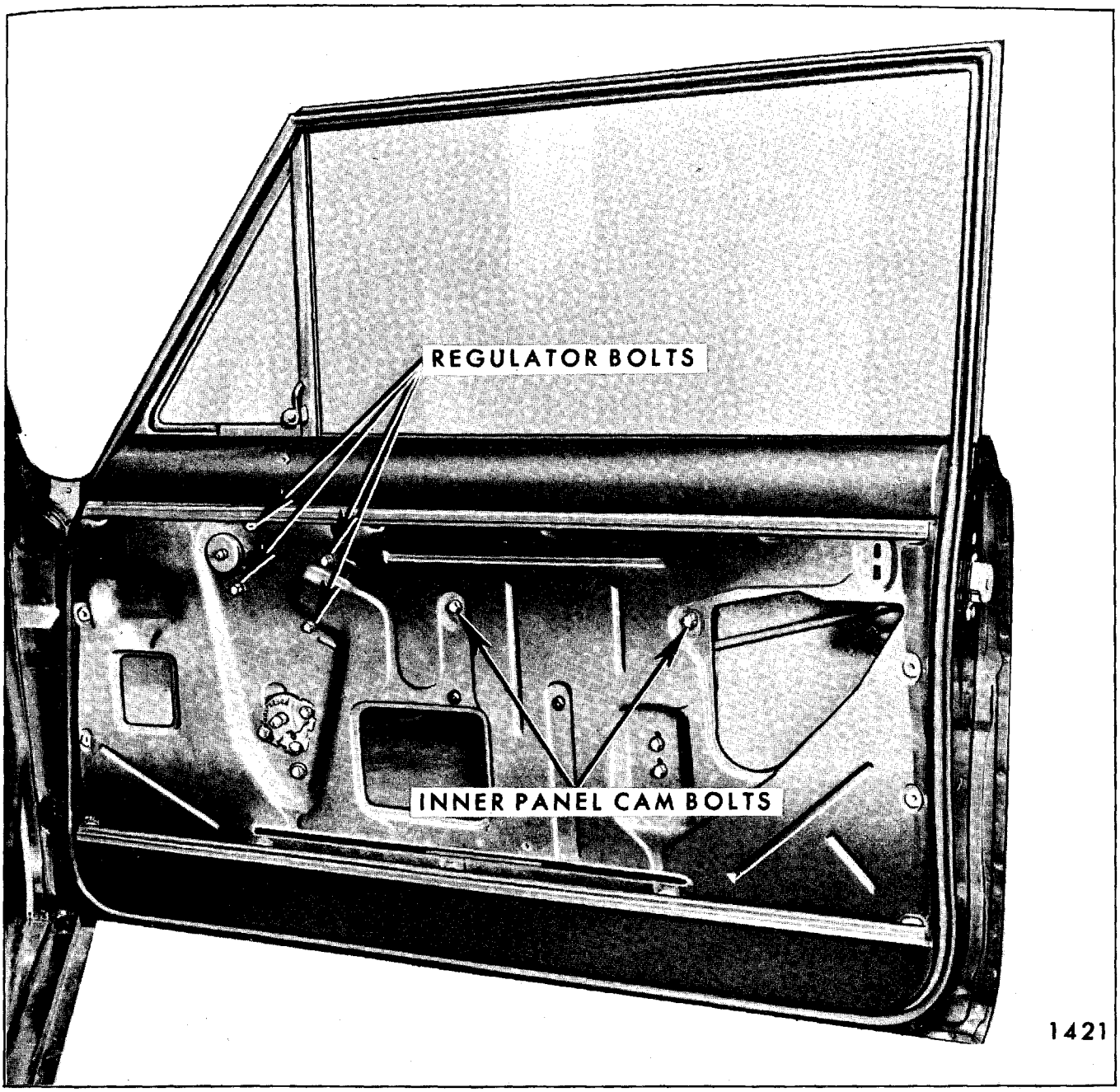

Fig. 7-75—Front Door Hardware - "X" Styles

On all "B & C", "E & A" Bodies equipped with deluxe trim, the inner draft strip is attached to the door trim pad. All "B & C" outer draft strips are attached with screws but need not be removed to facilitate door window removal. All 'X-E" and the remaining "A" Body Style inner draft strips are attached by clips. All "A-X-E" and "Z" outer draft strips are attached with a combination of clips and screws (usually one at each end, front and rear).

On those styles equipped with a rubber lip outer draft strip, only the inner draft strip need be removed to facilitate door glass removal. On all other styles, however, both inner and outer draft strips must be removed preceding door glass removal.

Removal and Installation

NOTE: This procedure covers only draft strips attached directly to either the door inner or

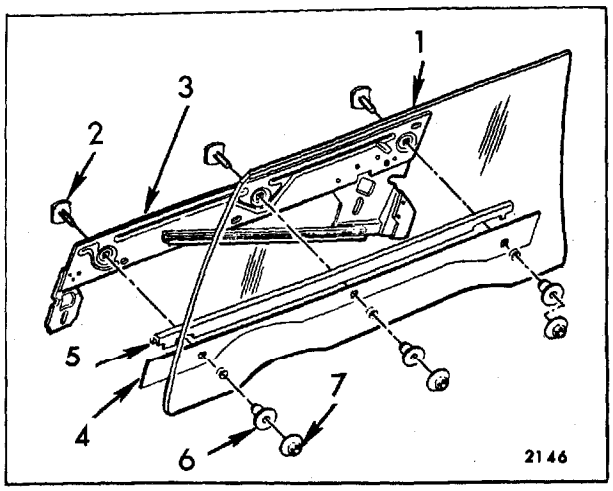

Fig. 7-76—Front Door Window Assembly - All "37-39-47-57 and 67" and "C-69" Styles

1. Door Window Glass
2. Glass to Lower Sash Channel Attaching Bolts (Center Bolt Not Used on "39" Styles)
3. Lower Sash Channel Assembly
4. Sash Channel Lower Filler
5. Sash Channel Upper Filler
6. Glass to Sash Channel Spacers
7. Glass to Sash Channel Nuts

outer panels. When the draft strip is attached to a trim pad, it is removed as part of the trim assembly.

1. The door window must be low enough to provide adequate clearance between top edge of glass and draft strip to be removed. If simply lowering window will not accomplish this needed clearance, proceed as follows:

   a. On styles equipped with a bolted-on lower stop, remove stop and lower window to bottom of door.

   b. On styles equipped with a welded-on lower stop, remove stop bumper to gain the required clearance.

   c. If additional clearance is still needed, remove door window lower sash channel cam and lower glass to bottom of door.

2. Remove draft strip attaching screws.

   NOTE: On most outer draft strips, the forward attaching screw is hidden beneath the ventilator division channel. This will require either removal or loosening of ventilator assembly to gain access.

3. Apply cloth-backed tape as a protective cover to painted surfaces adjacent to strip assembly to be removed.

4. Insert a flat blade tool (slotted to fit over tang of clip) between door panel return flange and strip assembly at clip locations (Fig. 7-81). Carefully pry clips from slots in panel and remove strip assembly.

5. To install, position strip assembly so that tang of clips start into slots in door panel, then press at each clip location and engage clips.

   Prior to installing strip assembly, reform clip tangs to assure positive retention when installed.

   NOTE: To make strip assembly removal tool, make a 1/4" wide by 3/8" deep slot in a J-2772 headlining inserting tool or equivalent.

FRONT DOOR WINDOW SASH CHANNEL GUIDE PLATE—"A-17-39 AND 67" STYLES

The guide plate is attached to the window sash channel by two bolts and acts in the dual capacity of window guide and rear up-travel stop.

Removal and Installation

1. Raise door window to a position almost fully closed (see Fig. 7-82).

2. Remove door trim pad and detach inner panel water deflector sufficiently to gain access to guide plate attaching bolts.

3. Remove two bolts securing guide plate to glass lower sash channel and remove guide plate (see Fig. 7-82).

4. To install, reverse removal procedure. Fore and aft adjustment of the guide plate is provided by usage of elongated attaching holes.

   NOTE: Figure 7-82 is for "17 and 67" Styles. Refer to Figure 7-87 for "39" Styles.

FRONT DOOR WINDOW UP-TRAVEL STOPS—"A-E-X & Z" HARDTOP AND CONVERTIBLE STYLES

On "A-Z & X" Body Styles, the rear up-travel stop is attached (single bolt) to glass sash channel and contacts a welded-on support (flange) on door inner panel. The front up-travel stop is attached (single bolt) to an extension in the glass

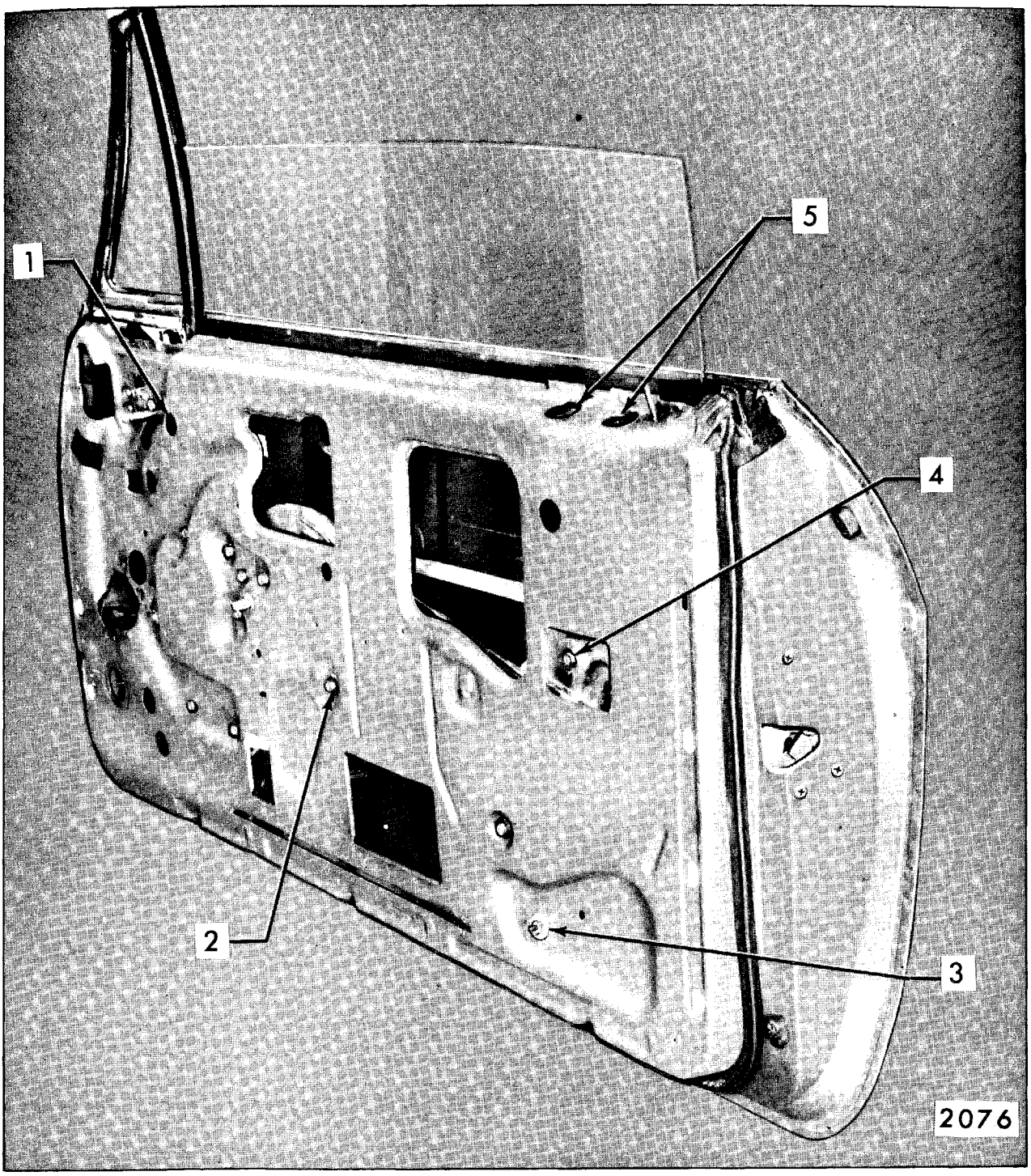

Fig. 7-77—Front Door Window Removal - "B & C" Hardtop Styles

1. Front Up-Stop Access Hole
2. Inner Panel Cam Bolts
3. Glass Run Channel Adjusting Stud and Nut
4. Rear Up-Stop Bolt
5. Glass Run Channel Upper Bolts

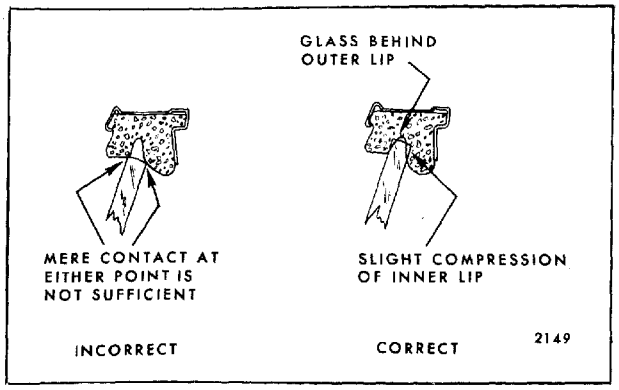

Fig. 7-78—Window to Side Roof Rail Weatherstrip Alignment

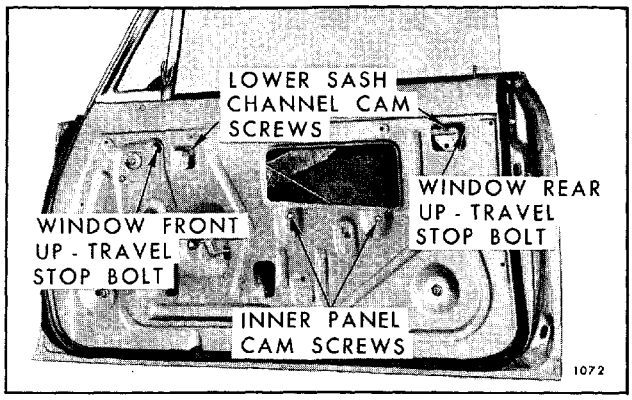

Fig. 7-80—Front Door Hardware - "Z" Styles

sash channel and contacts ventilator stationary stop (finger). Both up-stops are adjustable up or down.

On "E" Body Styles, the front door window is equipped with two up-stops, one front and one rear. Both stops are attached to the glass lower sash channel with single bolts that are accessible through the door inner panel (see Fig. 7-83).

FRONT DOOR WINDOW ASSEMBLY— "A-17 AND 67" STYLES

The front door window is a solid tempered safety plate glass that fits into a lower sash channel which incorporates a welded-on cam. With this design, the door glass, lower sash channel and sash channel cam are removed from the door as a unit.

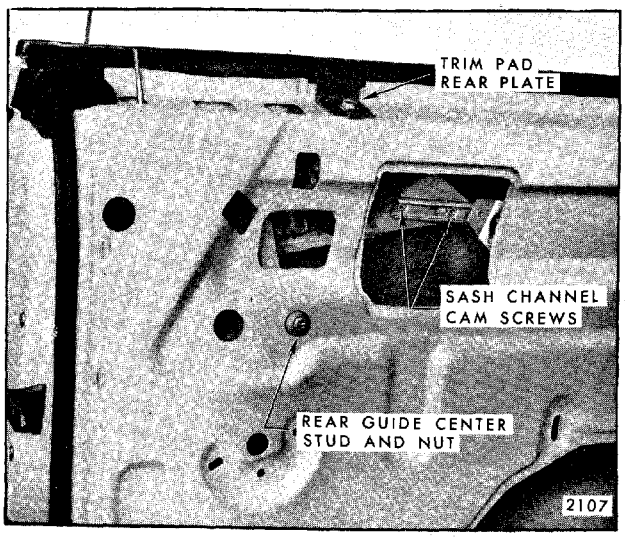

Fig. 7-79—Door Window Attachment

CAUTION: Use care to make certain glass does not strike hard objects. Edge chips or deep scratches can cause solid tempered safety plate glass to shatter. Do not attempt to grind or drill glass.

Figure 7-84 is an exploded view of "17 and 67" Style front door window assemblies. Chevrolet uses a single sash channel cam while Pontiac, Oldsmobile and Buick use a double sash channel cam. This difference is due to a variance in belt line heights but does not materially affect glass removal and installation procedures.

Removal and Installation

1. Remove door trim assembly and detach inner panel water deflector.
2. On styles not equipped with a hang-on door trim pad, remove glass run inner strip assembly.
3. Raise door window and remove door window lower sash channel guide plate and front up-travel stop.

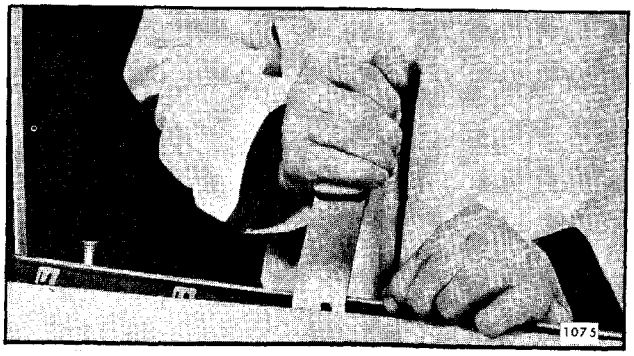

Fig. 7-81—Glass Run Channel Inner - Outer Strip Assembly Removal - "A-X & Z" Styles

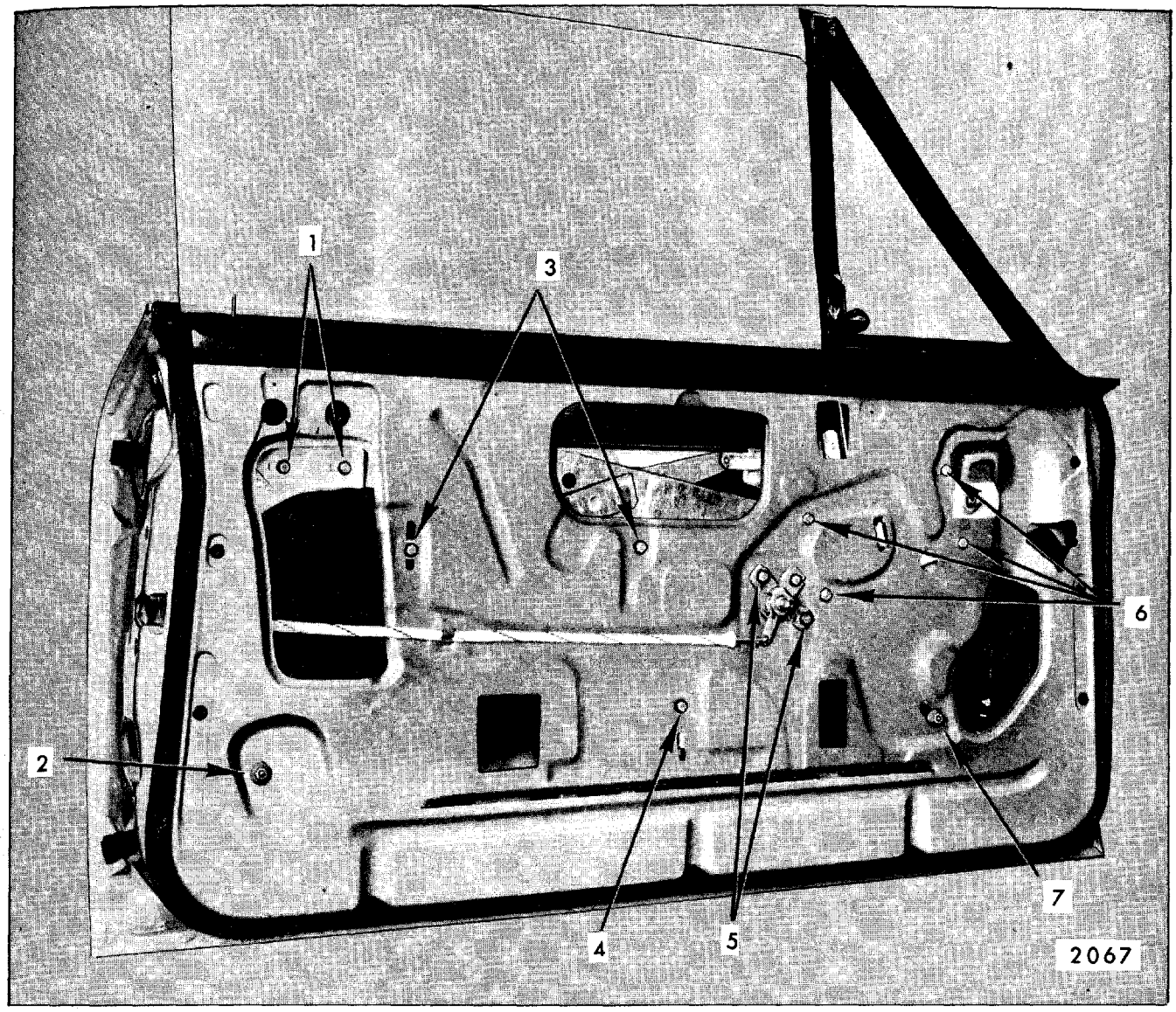

Fig. 7-82—Front Door Hardware - "A-17 and 67" Styles

1. Sash Channel Guide Plate Bolts
2. Glass Run Channel Lower Adjusting Stud and Nut
3. Inner Panel Cam Bolts
4. Window Lower Stop Bolt
5. Remote Control Bolts
6. Window Regulator Bolts
7. Ventilator Division Channel Lower Adjusting Stud and Nut

4. Remove inner panel cam.

5. Lower window slightly and tilt rear edge of glass up until lower sash channel clears door lock pillar at belt line (see Fig. 7-85 for Chevrolet styles and 7-86 for Pontiac, Oldsmobile and Buick styles).

6. Slide window rearward to disengage regulator lift and balance arm rollers from sash channel cam(s) and remove assembly from door.

7. To install, proceed as follows:

   a. On Chevrolet styles, the regulator lift arm roller is installed into the sash channel cam preceding the balance arm roller.

   b. On Pontiac, Oldsmobile and Buick styles, the regulator lift arm roller is installed into the rear sash channel cam simultaneously with the balance arm roller being installed into the front sash channel cam (see Fig. 7-86).

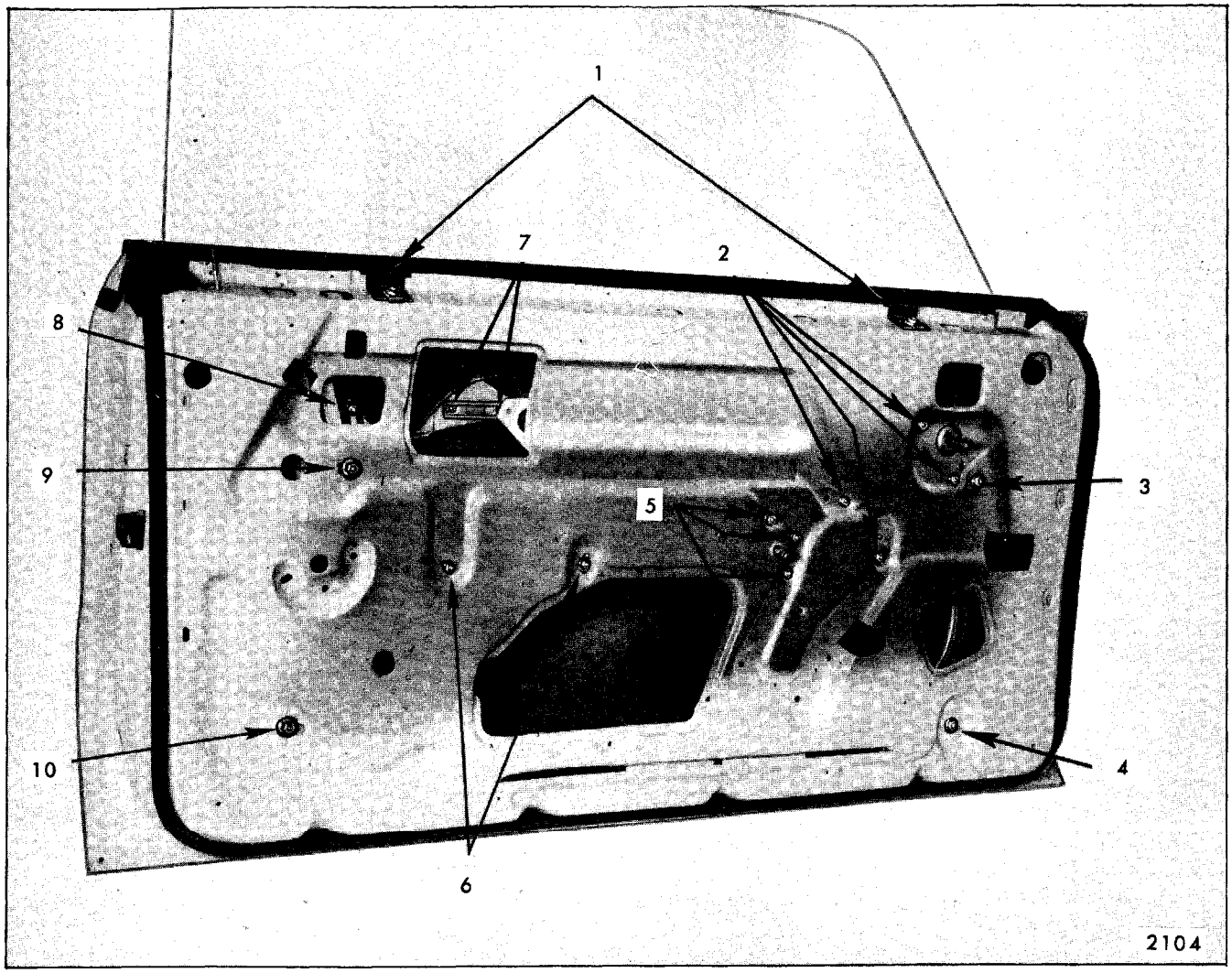

Fig. 7-83—Front Door Hardware - "E" Styles

1. Trim Pad Adjusting Plates
2. Window Regulator Attaching Bolts
3. Front Guide Center Adjusting Stud and Nut
4. Front Guide Lower Adjusting Stud and Nut
5. Remote Control (Standard) Attaching Bolts
6. Inner Panel Cam Attaching Bolts
7. Glass Sash Channel Rear Attaching Screws
8. Window Rear Up-Travel Stop
9. Rear Guide Center Adjusting Stud and Nut
10. Rear Guide Lower Adjusting Stud and Nut

c. Install previously removed hardware and cycle window to insure proper operation prior to installing inner panel water deflector and door trim pad.

Adjustments

The front door window is adjustable fore or aft at guide plate; up or down at up-travel stops; in a rotation manner at inner panel cam; up or down and in or out at rear edge by adjusting rear glass run channel.

The rear run channel lower adjusting stud provides in or out adjustment. This attachment, however, is located on the door inner panel and requires removal of trim pad to gain access (see Fig. 7-62).

FRONT DOOR WINDOW ASSEMBLY— "A-39" STYLES

The front door window is a solid tempered safety plate glass that fits into a lower sash channel which incorporates a welded on cam. With this design,