

1964-66

CONVERTIBLE TOP REPAIR MANUAL



MUSTANG — FALCON — COMET
FORD — MERCURY

SERVICING CONVERTIBLE TOPS



This article is designed to provide diagnosis and adjustment tips for servicing conventional convertible tops. The information applies to the Mustang, Comet, Ford, Falcon, and Mercury. The illustrations as shown are typical of all vehicles since they are similar in construction and operation.

CONVERTIBLE TOP SYSTEMS

The convertible top operation is accomplished by the coordinated functioning of an electrical system, a hydraulic system and a mechanical system. It is important that each system perform in an approved manner in order that the top operate satisfactorily. Because convertible top problems can occur in any one of the three systems, each should be examined carefully using the following suggested steps. Each system will be described, its operation explained, and procedures given for checking for defects or troubles.

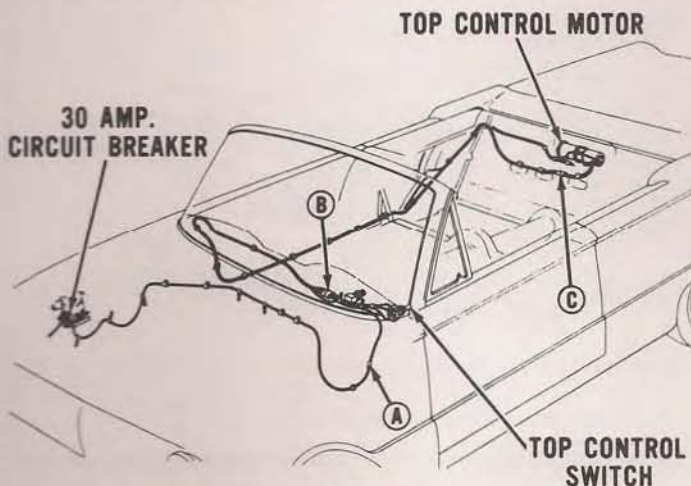


Figure 1—Convertible Top Electrical System

THE CONVERTIBLE TOP ELECTRICAL SYSTEM

The conventional convertible top electrical system uses an electric motor, a control switch, a circuit breaker and the necessary wiring to complete the circuit as shown in the illustration (Fig. 1).

A 12-volt motor is used to drive a hydraulic pump. The motor is reversible so that the pump can be driven in either a clockwise or a counterclockwise direction. The motor and pump assembly is mounted behind the rear seat back. The top switch is mounted in the instrument panel.

A 30-amp circuit breaker, attached to the battery terminal of the starter relay, protects the circuit against overloads. A single switch is used to control the electrical circuit for raising and lowering the top. As the switch is operated, current flows through the single wires that connect the switch terminals to a motor. The motor then drives the hydraulic pump which delivers fluid under pressure to the cylinders. The single switch will have two positions causing the motor to go in opposite directions for either raising or lowering the top.

CONVERTIBLE TOP CHECKS

If the convertible top fails to operate or operates unsatisfactorily and the trouble is not readily apparent, it may be necessary to make several checks to find the causes of the trouble. Each system should be examined separately. The electrical system is arbitrarily selected for the first analysis.

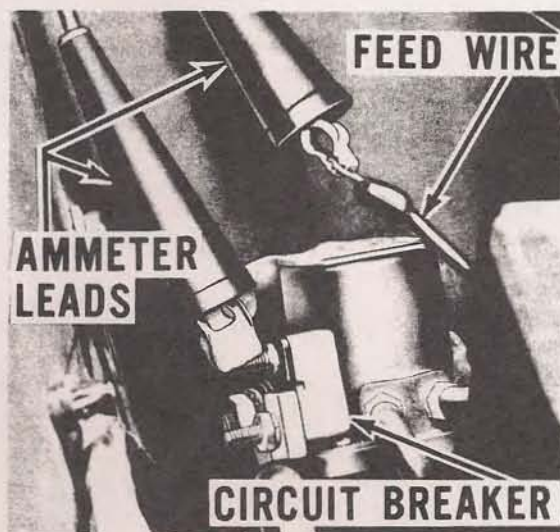


Figure 2—Current Draw Check

ELECTRICAL CHECKS

The battery charge should be determined before making any electrical checks because a partially discharged battery will cause slow motor and pump operation.

Current Draw Check

To check the current draw in the top operating circuit, disconnect the black wire at the circuit breaker (located on the starter relay), and connect an ammeter in series in the circuit (Fig. 2).

Operate the top control switch and note ammeter reading. The current draw should be 20 to 40 amperes for Ford and Mercury; 25 to 30 amperes for Falcon, Mustang and Comet; and 40 to 50 amperes stalled, with a reading of 9-10 volts.

Make the stall test with the top in the stacked position. A current draw in excess of 75 amps indicates a frozen pump or cylinder or a mechanical obstruction. A low amperage reading with the motor running and no top movement indicates a defective pump or low fluid level in the reservoir.

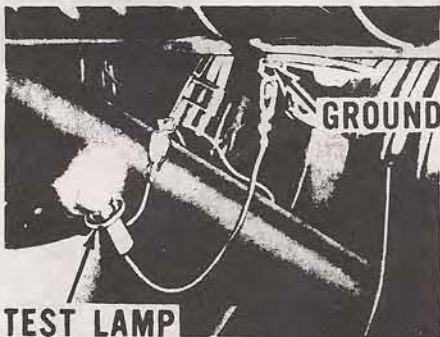


Figure 3—Test Lamp For Switch Wiring



Figure 4—Jumper Wire For Switch Wiring

Top Control Switch Test

1. Connect one test lamp lead to the black (feed) wire of the top control switch, connect the other lead to a good ground (Fig. 3). The illustration, Fig. 1, shows the approximate location of the top control switch. If the test lamp lights there is power at the switch. If the test lamp fails to light, there is an open or short circuit between the battery and the switch.

2. If there is power to the switch, connect a jumper wire between the black (feed) wire and the red wire, and then between the black and the yellow wire (Fig. 4). If the top motor operates, the switch is faulty and must be replaced.

Circuit Breaker Check

If there is no voltage at the top control switch, connect a jump wire across the terminal of the circuit breaker (located on the starter relay, Fig. 5) and operate the switch. If the top motor operates the circuit breaker is faulty and must be replaced.

If the motor does not operate check for power at the black wire terminals, at the circuit breaker, and at the starter relay. If there is power at the starter relay, but none at the circuit breaker, the wire is defective and should be replaced.

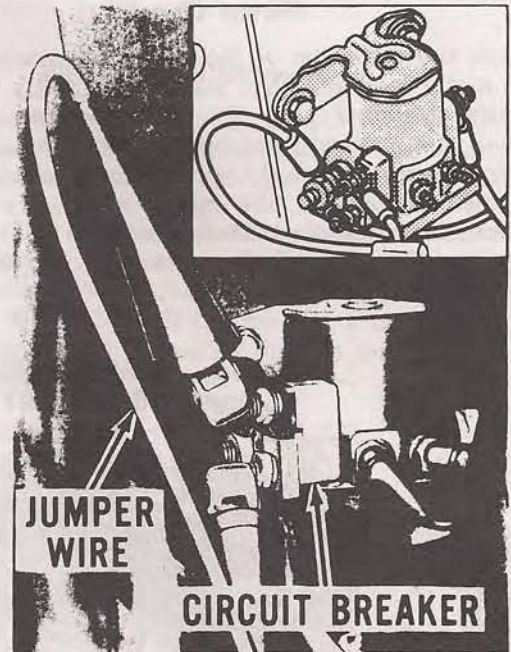


Figure 5—Circuit Breaker Test

Switch-To-Motor Wires

Disconnect the yellow and red switch-to-motor leads at the junction block near the motor. Connect a test lamp between the yellow wire and a good ground (Fig. 6). Operate the top control switch. If the lamp lights there is current to the junction block.

Connect the test lamp between the red wire and a ground, and check by operating a switch. If the test lamp does not light, the wire from the junction block to the switch is defective.

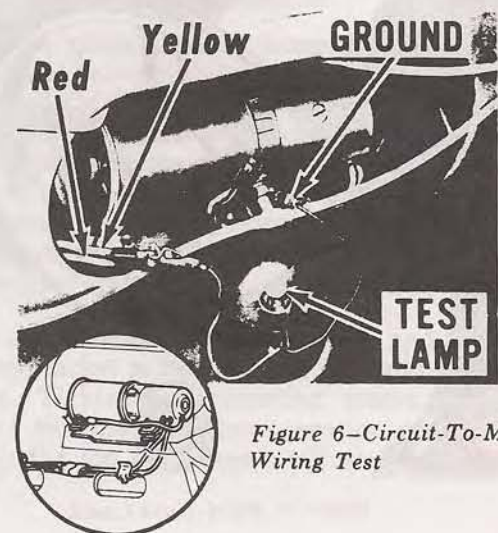


Figure 6—Circuit-To-Motor Wiring Test



SERVICING CONVERTIBLE TOPS

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Motor Check

Check the operation of the motor by connecting first one motor lead and then the other directly to battery positive terminal (Fig. 7). If the motor operates in either case, but will not operate when hooked to the wiring harness, check the wiring harness again for short or open circuits. If the motor will not work when hooked directly to the battery, check the black (ground) wire from the motor. If the motor still does not operate, it must be replaced.

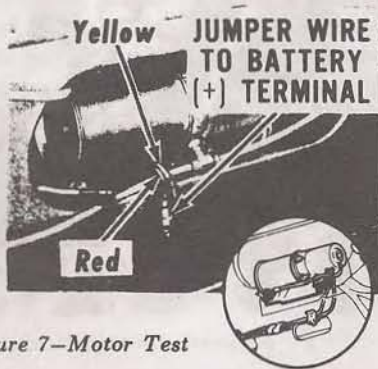


Figure 7—Motor Test

HYDRAULIC CHECKS

Faulty hydraulic system operation can be caused by lack of fluid, leaks, air in the system, obstructions or kinks in the lines or faulty operation of a cylinder or the pump.

A pump repair kit and cylinder repair kit are available at your Ford dealer.

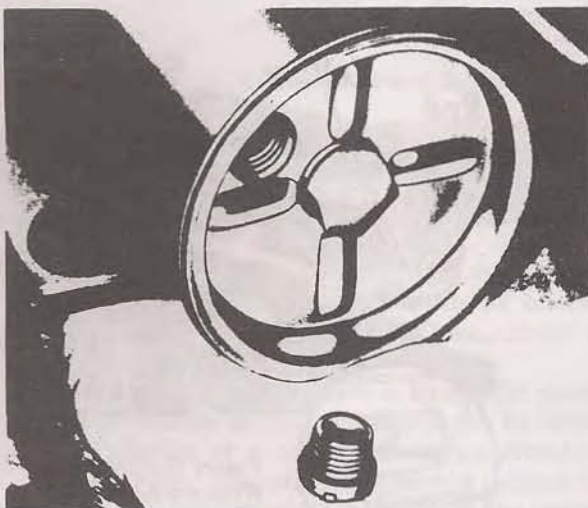


Figure 8—Fluid Level Check

Fluid Level Check

To check the fluid level, raise the top and remove the rear seat cushion and seat back. Place absorbent cloths below the filler plug to absorb any spillage of hydraulic fluid. Remove the filler plug and check the fluid level (Fig. 8). It should be level with the bottom edge of the hole. Do not attempt to operate the top with the filler plug removed. If the level is low check the system for leaks, then add the required amount of fluid and replace the filler plug.

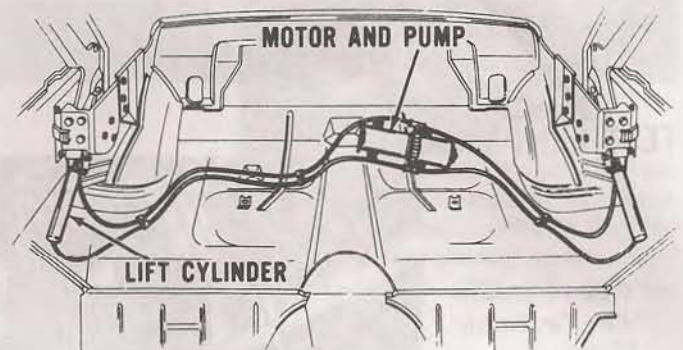


Figure 9—Lift Cylinder Check

Lift Cylinder Check

Remove the rear seat cushion, seat back and quarter trim panels. Operate the top control switch, and observe the operation of the lift cylinders. If the movement of the piston rods is sluggish or uneven, check the lines from the pump to the cylinders for kinks or obstructions (Fig. 9). If one piston rod moves more slowly than the other, the cylinder with the slower rod is defective and should be replaced. If both rods move slowly, or do not move at all, and the motor and pump are operating, the pump is defective and should be disassembled and repaired.

MECHANICAL ADJUSTMENTS

BALANCE LINK ADJUSTMENTS

The balance link adjusting bracket is mounted on the main pivot bracket support (Fig. 10). Two adjustments are provided at the bracket. Sliding the bracket in the elongated mounting holes permits proper stacking of the top in the well. Turning the Allen head adjusting screw in the bracket corrects sag in the side rails.

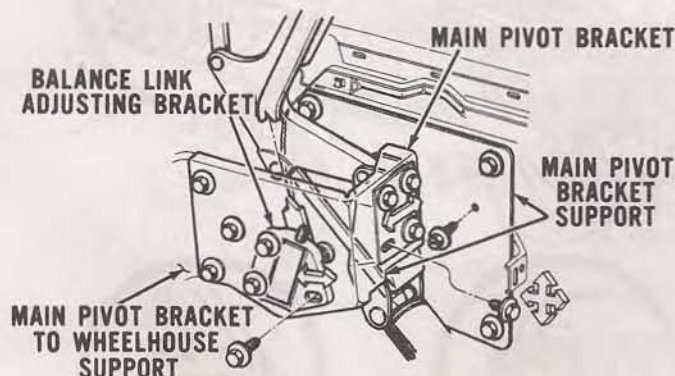


Figure 10—Linkage Adjustments

Top Stack Adjustment

When the top is stacked, it may be too high or too low in the well. If the top stacks too high, it will be difficult to fasten the boot. If the top stacks too low, the folded side rails may pinch the top material, and the resultant chafing may wear a hole in the fabric.

To lower the top stack in the well, loosen the balance link adjusting bracket mounting screws, and slide the bracket forward (Fig. 11A). To raise the top stack in the well, loosen the balance link adjusting bracket mounting screws, and slide the bracket rearward.

BALANCE LINK ADJUSTING SCREW (SIDE RAIL)

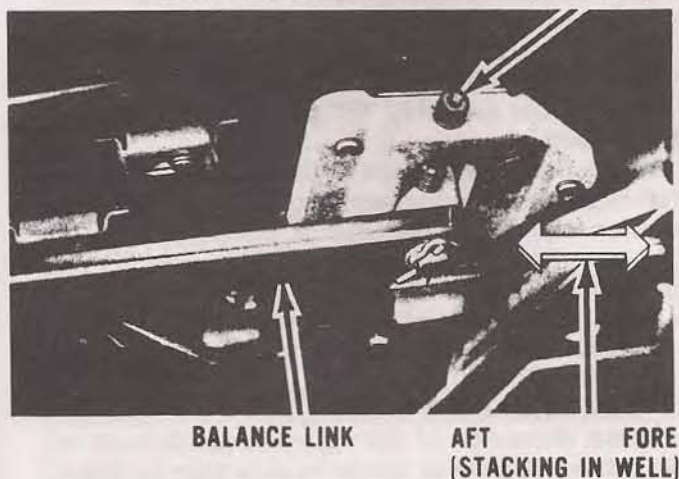


Figure 11A—Balance Link Adjustment

Side Rail Sag

If the side rail sags above the door glass, raise the top and lock it in full up position. Using the top of the door and quarter glass as reference points, determine the proper level of the side rail. With an Allen wrench turn the adjusting screw in the balance link adjusting bracket down to raise the side rail to the proper level (Fig. 11B).

If the side rail is too high, or crowned, above the window (this does not usually occur), turn the adjusting screw up to lower the side rail.

Vertical Adjustment

This adjustment moves the top assembly up or down to obtain a good fit between the rear and the side rail weather strip and the top of the quarter and door glass.

To adjust the top up and down loosen the screws that retain the main pivot bracket support (Fig. 11-B). Shift the main pivot bracket up or down as necessary to level the side rails with the quarter glass and door glass. Making sure the weather strip is not bottomed on the glass, tighten the screws.

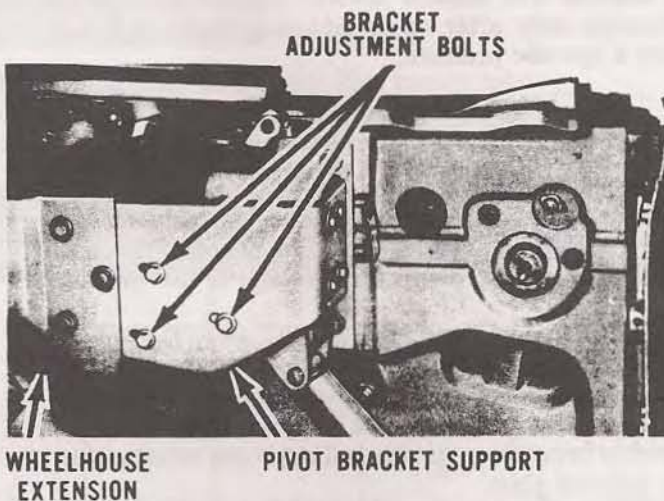


Figure 11B—Bracket Adjustments

Lateral Adjustment

This adjustment shifts the top assembly sideways to obtain a good seal between the side of the rear side rail weatherstrip and the side of the quarter glass frame.

To adjust the top assembly sideways, loosen the screws which retain the main pivot bracket to its support. Shift the main pivot bracket to either side as necessary to obtain the proper interference fit between the side of the rear side rail weatherstrip and the side of the quarter glass frame.

Check the operation of the quarter glass, and adjust the main pivot bracket as necessary to relieve any binding condition. Tighten the mounting screws. If the proper sealing and quarter glass operation cannot be obtained with the top adjustment, adjust the quarter glass guides.



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MAIN PIVOT BRACKET ADJUSTMENTS

The main pivot bracket is mounted on the main pivot bracket support (Fig. 10). The support is mounted to the inner quarter panel and the wheelhouse extension. The main pivot bracket and its support provide for the shifting of the entire top assembly, fore and aft, vertically and laterally. Because the movement of the main pivot bracket will disturb several adjustments, move this bracket only after other adjustments have failed to solve a specific problem.

Fore-and-Aft Adjustment

This adjustment moves the top assembly straight forward or rearward to obtain a good fit between the rear side rail weatherstrip and the rear edge of the quarter glass.

To make a fore-and-aft adjustment, loosen the screws which retain the main pivot bracket support to the inner quarter panel and the wheelhouse extension. Shift the entire pivot bracket support fore or aft as required to bring the rear side rail in proper relationship to the quarter glass.

Check the quarter glass for satisfactory operation, and tighten the mounting screws.

WEATHERSTRIP ADJUSTMENT

The side rail weatherstrips can be adjusted laterally and also fore and aft (Fig. 12). Lateral adjustment of the weatherstrip is necessary to assure full contact between the sealing lips and the door and quarter window frames.

Fore-and-aft adjustment of the weatherstrip is necessary to butt the ends of the weatherstrip together to provide a watertight seal. At times it may be necessary to trim the ends of the weatherstrip to prevent bulges at the joints which may prevent proper sealing.

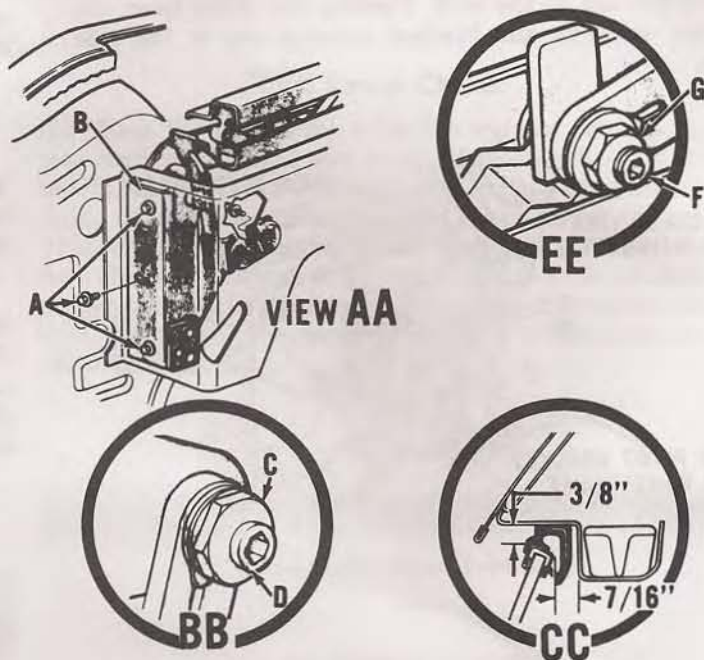


Figure 12—Folding Top Adjustment

FABRIC ADJUSTMENTS

Folding Top Assembly

The following adjustments must be made with the folding top assembly disconnected from the counter-balance assembly or lift and pump assembly.

1. Loosen the screw and washer assemblies at "A" and adjust bracket assembly "B". Move the bracket in or out to obtain 5/16-inch clearance between the rear side rail and quarter outer panel molding.

2. Tighten all screw and washer assemblies (View AA). The bracket assembly "B" must be adjusted and secured in vertical position.

3. Adjust doors and quarter windows so that there is 7/16-inch clearance between the top inside edge of the window and the inside edge of the side rail.

4. Loosen the nut "C" and rotate eccentric "D" to obtain 3/8-inch parallel dimension to the front door glass assembly at the joint of the front and center side rails only. Hold the eccentric from rotating and secure the nut (View BB and View CC).

The main balance link marking and washer pointer is the mean dimension of the adjustment. Rotation of the eccentric will raise or lower the side rails to obtain the correct design height dimension between the side rails and door glass assembly.

No. 1 Bow Assembly to Windshield Header Adjustment

To align dowel "H" to engage the windshield header assembly and obtain a 3/16-inch parallel dimension, loosen crown nut "J" and the nut shown at "K". Adjust the No. 1 bow assembly fore or aft as required (View DD). When the No. 1 bow fore-or-aft adjustment is required, the top cloth is to be removed from No. 1 bow, adjusted and then retracted.

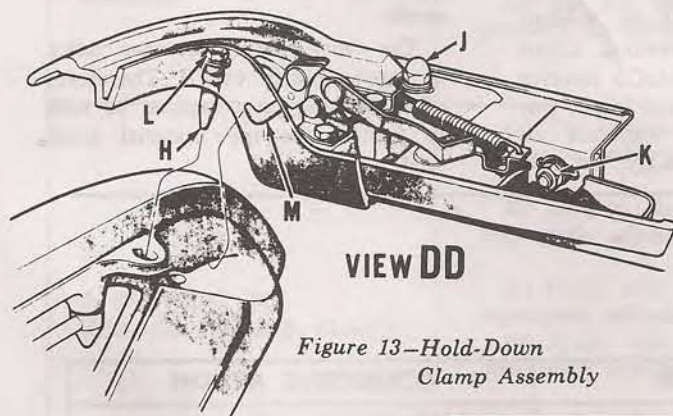


Figure 13—Hold-Down
Clamp Assembly

Loosen nut "L" and adjust the dowel in or out to engage the windshield header assembly (View DD). After completing the No. 1 bow assembly adjustment, tighten the crown nut "J" and nuts "K" and "L".

Hold Down Clamp Assembly Adjustment

To maintain a 5/16-inch parallel clearance dimension between No. 1 bow assembly and windshield header assembly, rotate toggle hook "M", which is part of the roof hold-down clamp assembly in or out as required.

Adjustment of the No. 2 Bow

To obtain the correct design height of No. 2 bow, loosen nut "G" and rotate eccentric "F" up or down from the mean adjustment marking to increase or decrease the height of No. 2 bow. Hold the eccentric from rotating and tighten the nut after the adjustment has been made (View "EE").

The clamp assembly is adjusted up or down to engage the center side rail when the folding top assembly is in the stacked position, for manually operated folding top assembly only (View "AA").

QUICK DIAGNOSIS GUIDE

To assist you in solving convertible top difficulties quickly and easily, this handy reference guide has been provided. Find the proper symptom on the horizontal column and concentrate your inspection and adjustments in the areas of the indicated possible causes.

SYMPTOMS CAUSES	TOP DOES NOT RETRACT	TOP ACTION SLUGGISH	TOP SIDES OPERATE UNEVENLY	TOP DOESN'T STACK	SIDE RAILS DON'T FIT	TOP WON'T RISE FROM STACK	TOP WON'T LATCH	TOP LEAKS
TOP CONTROL SWITCH	X					X		
INADEQUATE BATTERY CHARGE	X	X				X		
MOTOR AND PUMP	X	X				X		
CIRCUIT BREAKER	X					X		
FAULTY WIRING	X	X				X		
HYDRAULIC CYLINDERS	X	X	X			X		
AIR IN HYDRAULIC SYSTEM	X	X				X		
INSUFFICIENT HYDRAULIC FLUID	X	X				X		
BENT LINKAGE	X	X	X			X		
TOP LOWERED WHEN WET (SHRINKAGE)							X	
NO. 2 & NO. 3 BOW ADJUSTMENTS					X			
HOLD-DOWN CLAMP ADJUSTMENT							X	X
WEATHERSTRIPPING								X
BALANCE LINK BRACKET ADJUSTMENT				X	X			

Proper care of the top material will reduce the possibility of water stains, mildew, or shrinkage. Do not stack the top if it is damp. Always use the convertible top vinyl boot to keep the top material clean, dry, and in position when the top is stacked.

The rear window slide fastener should be lubricated at least once a year with stainless stick lubricant such as Door Ease.

Use the top compartment behind

the rear seat back only for storage of the top. The storage of other items not only interferes with the proper operation of the top, but may also damage or stain the top material.

The vinyl top may be washed each time the car is washed. Clean the material with FoMoCo Interior Trim Cleaner and a scrub brush. For an extremely soiled top, use an abrasive cleaner sparingly. Be sure

to rinse the top thoroughly with clean water during and after washing.

Do not use a cleaning fluid that is not recommended for vinyl material because damage to the top may result.

The vinyl coating becomes tacky at approximately 180°F. Therefore, when making paint repairs, be sure to protect the top material from heat.

MALFUNCTION	PROBABLE CAUSE	CORRECTIVE ACTION
1. WATER LEAK AT WINDSHIELD HEADER	<p>(a) Front side rail weatherstrip and/or retainer improperly installed.</p> <p>(b) Windshield header seal assembly misaligned or folded under the No. 1 bow.</p> <p>(c) Windshield header moulding dimpled excessively at the attaching screw holes.</p> <p>(d) Windshield header moulding sections improperly installed causing a void in the No. 1 bow weatherstrip.</p> <p>(e) Header clamp toggle hooks improperly adjusted.</p>	<p>(a) Repair or replace as necessary.</p> <p>(b) Correct header seal installation as necessary.</p> <p>(c) Remove the moulding and smooth out dimples.</p> <p>(d) Correct moulding installation as necessary.</p> <p>(e) Loosen header clamp Allen screw and adjust toggle hoods in or out as necessary. Retighten Allen screws.</p>
2 WATER LEAK ABOVE DOOR AND/OR QUARTER WINDOWS	<p>(a) Door or quarter glass improperly adjusted.</p> <p>(b) Side rail sag or overcrown causing a poor seal between top edge of glass and side rail weatherstrip.</p> <p>(c) Side rail weatherstrip improperly adjusted.</p>	<p>(a) Refer to window adjustment under Doors, Windows, Tailgate and Deck Lid.</p> <p>(b) Refer to side rail crown adjustment and/or side rail to door glass adjustment.</p> <p>(c) Refer to side rail weatherstrip adjustment.</p>
3 WATER LEAK IN LUGGAGE COMPARTMENT UPPER BACK PANEL AND DRAIN TROUGH AREA	<p>(a) Inadequate weld sealer along pinch weld flange under belt moulding.</p>	<p>(a) Remove moulding and tape pinch weld flange.</p> <p>Seal pinch weld flange to belt moulding attaching nuts.</p> <p>Check for exposed or unused holes in the drain trough. To accomplish this, loosen the belt center and side tacking strips. Seal all holes including threaded holes for the tacking strip attaching screws. Never back off on a tacking strip attaching screws as water will follow past the threads.</p> <p>Make certain that the coach joints (weld joints), in the drain trough are adequately sealed.</p>

CONVERTIBLE TOP TROUBLE DIAGNOSIS GUIDE (Continued)

MALFUNCTION	PROBABLE CAUSE	CORRECTIVE ACTION
<p>4 DOWEL PINS FALL SHORT OF STRIKER PLATE CAUSING DIFFICULTY IN CLAMPING HEADER</p>	<p>(a) Top operated with door and/or quarter windows raised.</p> <p>(b) Front side rail hinge stop screw improperly adjusted causing the side rail to overcrown.</p> <p>(c) Body opening excessive.</p> <p>(d) Balance link eccentric improperly adjusted.</p>	<p>(a) Door and quarter windows must always be lowered when raising the top to prevent interference.</p> <p>(b) Adjust either or both hinge stop screws as necessary.</p> <p>(c) Re-shim body bolts and spacers as necessary.</p> <p>(d) Refer to side rail to door glass adjustment.</p>
<p>5 DIFFICULT TO ENGAGE HEADER CLAMPS</p>	<p>(a) Top operated with door and/or quarter windows raised.</p> <p>(b) Header clamp toggle hooks improperly adjusted.</p> <p>(c) Front side hinge stop screw improperly adjusted.</p> <p>(d) Front side rail weatherstrip improperly installed.</p> <p>(e) Body opening excessive.</p>	<p>(a) Door and quarter windows must always be lowered when raising the top to prevent interference.</p> <p>(b) Refer to toggle clamp hook and dowel adjustment.</p> <p>(c) Refer to side rail crown adjustment.</p> <p>(d) The front side rail weatherstrip must be installed so the metal insert portion of the weatherstrip corresponds with the No. 1 bow outer contour.</p> <p>(e) Re-shim body bolts and spacers as required.</p>
<p>6 FOLDING TOP STACKS TOO HIGH</p>	<p>(a) Bulky objects either in or beneath the folding compartment.</p> <p>(b) Rear curtain window resting on rear seat back moulding.</p> <p>(c) Dust hood (boot) attached to rear seat back moulding causing an obstruction between the rear curtain window and the rear seat back moulding.</p> <p>(d) Lower end of balance link improperly adjusted on the serrated attaching plate.</p> <p>(e) Restriction in the hinging action of either cylinder.</p> <p>(f) Side rail interferes with quarter trim panel.</p>	<p>(a) Remove foreign objects from top compartment area.</p> <p>(b) Top should never be operated unless rear curtain window is either fully zippered or, lowered and stowed behind the rear seat back.</p> <p>(c) Remove dust hood and stow in the envelope provided.</p> <p>(d) Refer to Side Rail Adjustment in The Stacked Position.</p> <p>(e) Check for cause and correct as necessary. When this condition is noted, check for a bent cylinder rod. Repair or replace cylinder.</p> <p>(f) Improperly installed trim panel. Check and correct trim panel installation.</p>
<p>7 REAR CURTAIN WINDOW GLASS BREAKAGE</p>	<p>(a) Obstruction either in or under the folding compartment.</p> <p>(b) Folding top lowered with rear curtain window assembly unzipped and hanging on the No. 4 bow by the assist strap.</p> <p>(c) Folding top lowered with rear curtain window disengaged and resting on rear seat back moulding.</p>	<p>(a) Correct restriction as necessary.</p> <p>(b) Top should never be operated in this manner.</p> <p>(c) Top should never be operated in this manner.</p>
<p>8 TOP FAILS TO OPERATE</p>	<p>(a) Electrical circuit faulty.</p> <p>(b) Hydraulic system faulty.</p>	<p>(a) Check electrical circuit.</p> <p>(b) Check hydraulic system.</p>

CONVERTIBLE TOP TROUBLE DIAGNOSIS GUIDE (Continued)

MALFUNCTION	PROBABLE CAUSE	CORRECTIVE ACTION
9 TOP OPERATES TOO SLOW	(a) Kink in the hydraulic lines. (b) Leak in the hydraulic system. (c) Excessive air in the hydraulic system.	(a) Repair or replace as necessary. (b) Correct as necessary. (c) Bleed system.

3 CONVERTIBLE TOP ADJUSTMENTS

TOP STACK ADJUSTMENTS

LATERAL ADJUSTMENT

The stack to main pivot mounting is adjustable inboard—outboard to obtain the designed $\frac{9}{32}$ -inch dimension between the rear side rail and

belt moulding (Figs. 1 and 2).

To adjust, proceed as follows:

1. Clamp the No. 1 bow to the windshield header.
2. Loosen the main pivot mounting attaching bolts on one side of the body (Fig. 1).

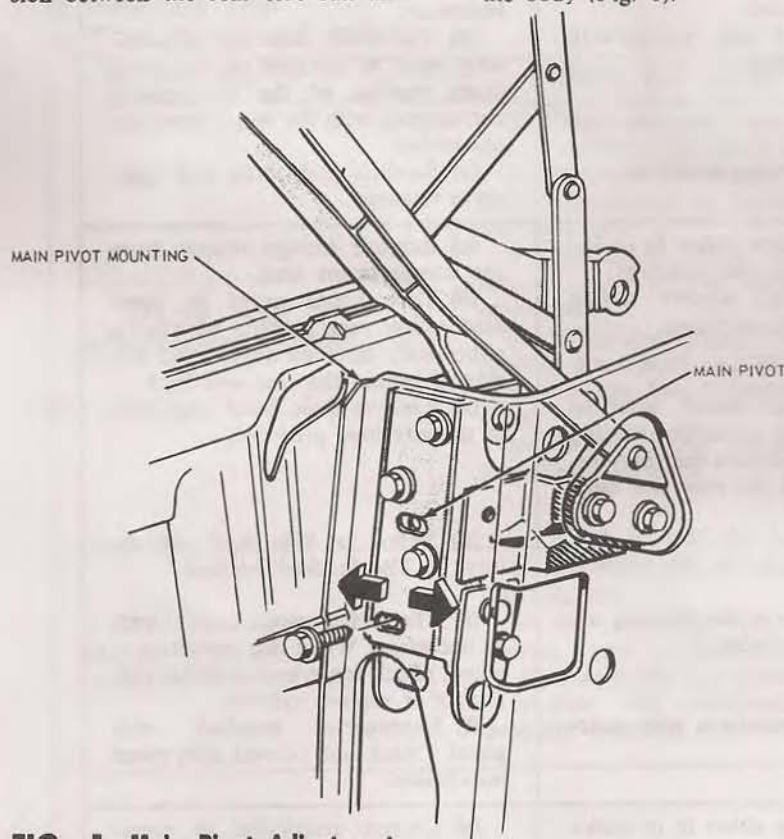


FIG. 1—Main Pivot Adjustment

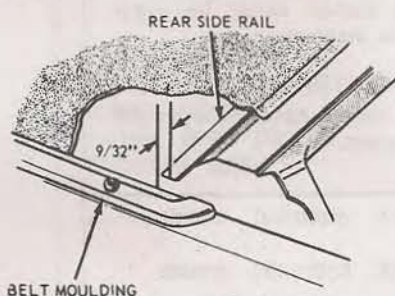


FIG. 2—Top Side Rail-To-Body Clearance

3. Move the main pivot mounting side to side as necessary to obtain a $\frac{9}{32}$ -inch clearance between the outer edge of the rear side rail and the inner flange of the quarter belt moulding (Fig. 2).

4. After a $\frac{9}{32}$ -inch clearance is obtained, tighten the attaching bolts.

5. Adjust the opposite side of the top in the same manner.

SIDE RAIL ADJUSTMENT IN STACKED POSITION

The balance link lower attaching plate is adjustable to permit maximum lowering of the side rail in the stacked position (Fig. 3).

To adjust, proceed as follows:

Loosen the adjuster bracket retaining bolts (Fig. 3) and move the bracket as necessary to lower the stacking height. Then, tighten the adjuster bracket retaining bolts.

It may be necessary to re-adjust the balance link upper eccentric as outlined under Side Rail to Door Glass Adjustment.

SIDE RAIL TO DOOR GLASS ADJUSTMENT

The balance link upper attachment incorporates an eccentric to obtain the required seal between the side rail weatherstrip and door glass (Fig. 4).

To adjust, proceed as follows:

1. With the top in the raised position, loosen the eccentric lock nut (Fig. 4) and rotate the eccentric pin to obtain a $\frac{3}{16}$ -inch clearance between the door glass frame and the front and center side rails (Fig. 5). This dimension increases $\frac{9}{16}$ -inch along the quarter window radius.

2. Hold the eccentric pin to prevent it from turning and tighten the lock nut.

SIDE RAIL CROWN ADJUSTMENT

The front to center side rail hinge incorporates an adjusting screw to control the side rail crown. This adjustment also permits improved dowel pin to striker plate entry.

To adjust, proceed as follows:

Raise the top to the mid-open position and turn the adjusting screw located in the front face of the rear half of the side rail hinge as necessary to obtain a constant dimension between the side rail and door glass when the top is clamped to the header.

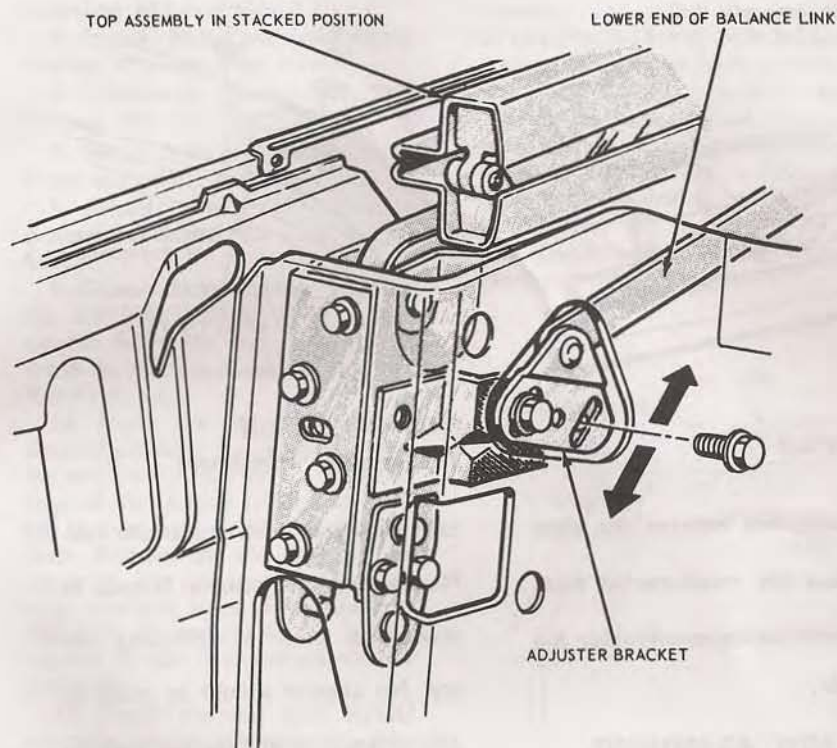


FIG. 3—Side Rail Stacked Height Adjustment

TOP MATERIAL SAG ADJUSTMENT

The No. 3 bow to side rail attaching bracket incorporates an elongated vertical slot to reduce excessive top material sag between bows. The permissible sag between bows is $\frac{1}{2}$ inch.

Adjustment is accomplished by loosening the No. 3 bow to side rail bracket attachment and raising each side of the bow. Maximum adjustment is approximately $\frac{1}{4}$ inch. Retighten the nut to retain the adjustment.

DOOR WINDOW TO TOP MATERIAL CLEARANCE

The No. 2 bow to side rail attaching bracket also incorporates an elongated vertical slot to permit up and down adjustment of the bow to obtain the specified clearance between the top edge material and the door window line (Fig. 6).

Adjustment is accomplished in the same manner as the No. 3 bow.

The specified clearance between the top material to door window is flush to $\frac{1}{8}$ -inch clearance.

TOGGLE CLAMP HOOK AND DOWEL ADJUSTMENT

The header clamp toggle hooks are adjustable up or down to obtain

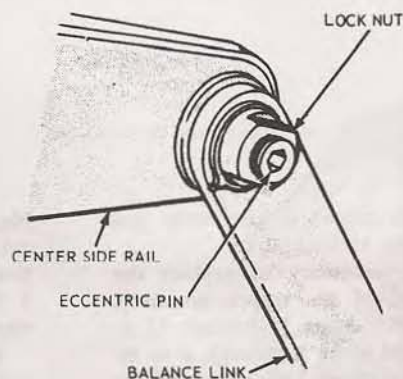


FIG. 4—Balance Link Eccentric Adjustment

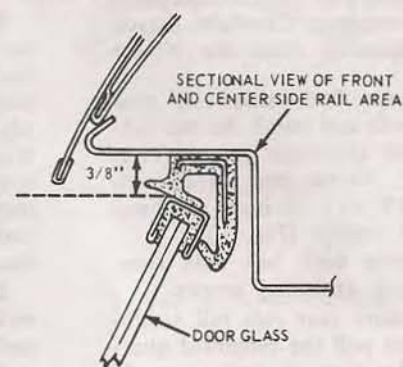


FIG. 5—Side Rail to Door Glass Clearance

adequate windshield header seal (Fig. 7).

To adjust, proceed as follows:

1. To determine which side is not sealing, check the weatherstrip between the No. 1 bow and the header with a 3 by 5-inch card. A reasonable

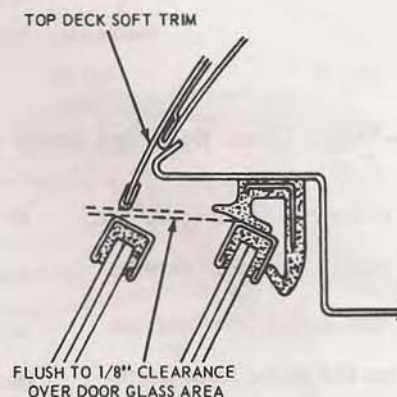


FIG. 6—Top Material to Door Window Clearance

pull must be felt as the card is pulled out. Both toggle clamps need not be adjusted unless necessary.

2. Release the toggle clamps, loosen the locking screw (Fig. 7), and thread the toggle hook in or out until adequate sealing pressure is applied at the header weatherstrip. Tighten the toggle clamp locking screw after adjustment. Excessive tightening is detrimental to a good seal.

3. The No. 1 bow dowel pins are adjustable inboard and outboard to obtain proper relationship of the No. 1 bow to the windshield header (Fig. 7). Loosen the dowel pin lock nut and adjust the dowel pin inboard or outboard as necessary (Fig. 7). Tighten the lock nut.

SIDE RAIL WEATHERSTRIP ADJUSTMENT

The center and rear side rail weatherstrips are adjustable fore-and-aft to obtain an interference fit between weatherstrip sections (Fig. 8).

To adjust, proceed as follows:

The center and rear side rail weatherstrips are adjustable fore-and-aft (Fig. 8) to provide a water

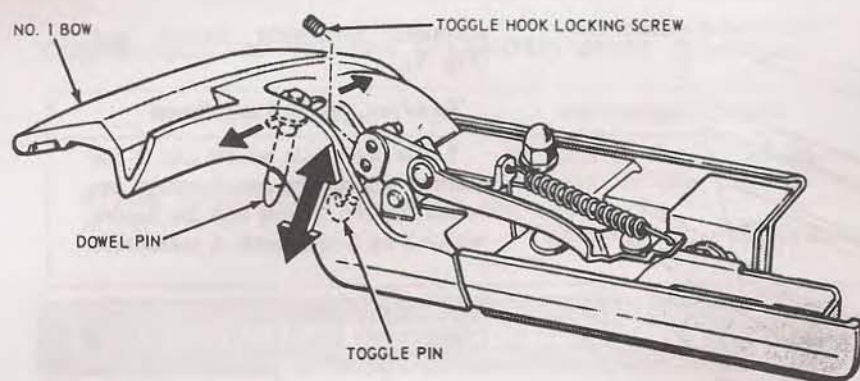


FIG. 7—Toggle Clamp Hook and Dowel Adjustment

tight seal at the rear break joint. To obtain a water tight seal between the front and center weatherstrips, trim the rear end of the front weatherstrip as required. Any in-or-out adjustment that is required to insure

an adequate seal between the glass frames and the weatherstrips must be accomplished by repositioning the glass angle.

NO. 1 BOW ADJUSTMENT

The No. 1 bow can be adjusted

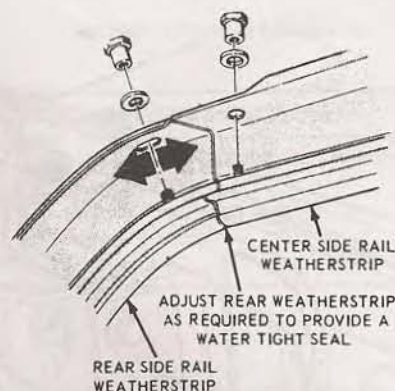


FIG. 8—Side Rail Weatherstrip Adjustment

fore-and-aft at each front side rail. However, this adjustment is used in production prior to trimming the top. No attempt should be made to alter this setting with the top material attached to the No. 1 bow.

4 TOP TRIM REPLACEMENT

BACK CURTAIN WINDOW AND ZIPPER

REMOVAL

Protect the upper back panel, luggage compartment door and both quarter panels with suitable coverings. Trim markings referred to should be made with tailors crayon or equivalent for ease of removal.

1. Partially raise the convertible top.

2. Disengage the folding top compartment rear trim retainer springs at the support wire and the luggage compartment door hinge mounting brackets.

3. Disengage the compartment trim from the belt center and side front tacking strips.

4. Remove the back curtain tacking strip attaching screws.

5. Disengage the zipper and the assist strap and remove the back curtain assembly.

6. Mark the back curtain lower trim material along the lower edge

of the belt center tacking strip and remove the tacking strip.

If it is necessary to replace the upper half of the zipper assembly, proceed with steps 7 through 12 to remove and steps 1 through 8 to install. If the upper half of the zipper does not require replacement, proceed to step 9 under Installation.

7. Remove the No. 4 bow outside moulding end tips, moulding and moulding retainer. Carefully detach the top material from the No. 4 bow.

8. Remove both side rail coat hanger hooks and install the two fabricated bow alignment gauges (Figs. 9 and 10). Retain each gauge with a No. 8-18 x 1 1/4-inch pan-head screw and washer (Fig. 10).

9. Remove both belt side front tacking strip attaching screws.

10. Remove rear side rail weatherstrips and pull the cemented quarter deck flap loose at each rear side rail.

11. Fold the top trim assembly to one side sufficiently to expose the

No. 4 bow. Mark the bow to indicate the top back stay webbing location (both sides). Also mark the No. 4 bow at both ends of the zipper elastic material.

12. Detach the top back stay webbing and the upper half of the zipper assembly.

INSTALLATION

1. Carefully position the new upper half of the zipper assembly on the No. 4 bow; the edge of the material should be flush with the front edge of the No. 4 bow tacking strip. Working from the center outboard, stretch and secure the assembly with staples. Both ends of the elastic must correspond with the marks on the No. 4 bow (step 11).

2. Position the top back stay webbing on the No. 4 bow and secure each with staples.

3. Position the top material on the No. 4 bow and secure it with staples.

4. Install a narrow strip of tape over the staples and install the No.

4 bow outside moulding retainer, moulding and end tips.

5. Install both belt side front tacking strip attaching screws.

6. Cement the quarter deck flaps to each rear side rail.

7. Install both side rail weatherstrips and adjust as necessary.

8. Remove the bow locating gauges and install the coat hanger hooks.

9. Trim off the selvage edge of the old back curtain material that extends below the tacking strip. Refer to the mark made in Step 6 under Removal.

10. Using the old back curtain window assembly as a template, mark the new curtain to indicate the lower edge of the tacking strip. Also mark the tacking strip attaching hole locations. Remove the old back curtain assembly and cut out the tacking strip attaching holes in the new curtain only. **Do not cut off the selvage edge of the new back curtain window assembly.**

11. Center the new back curtain assembly on the belt center tacking strip. Locate the aligning mark across the lower edge of the material with the lower edge of the tacking strip and secure it with staples.

12. Fasten the back curtain assist strap to the No. 4 bow and engage the two zipper halves.

13. Install the belt center tacking strip attaching screws.

14. Install the top compartment trim to the belt tacking strips.

15. Install the two retainer springs between the trim compartment support wire and the luggage compartment door hinge mounting brackets.

TOP COMPARTMENT TRIM REMOVAL

1. Disengage the compartment trim support wire retaining springs from the luggage compartment door hinge mounting bracket.

2. Remove the compartment rear trim assembly to belt tacking strip plastic drive pins.

3. Remove the compartment rear trim assembly to rear seat back strainer flange attaching screws.

4. Remove the compartment trim support wire and discard the old compartment trim assembly.

INSTALLATION

1. Insert the support wire through the retaining sleeve of the new compartment trim assembly.

2. Position the compartment trim assembly and install the attaching screws (No. 8-18 x 1/2-inch flat head) across the rear seat back strainer.

3. Drill sixteen 7/64-inch holes through the compartment trim stiffener corresponding to the existing holes in the tacking strips. After each hole is drilled, re-insert the plastic drive pin.

4. Install the two support wire retaining springs.

CONVERTIBLE TOP FABRIC

Protect the upper back panel, luggage compartment door, and both quarter panels with suitable coverings. **Trim markings referred to should be made with tailors crayon or equivalent for ease of removal.**

Fabricate two bow locating gauges to the dimensions illustrated in Fig. 9.

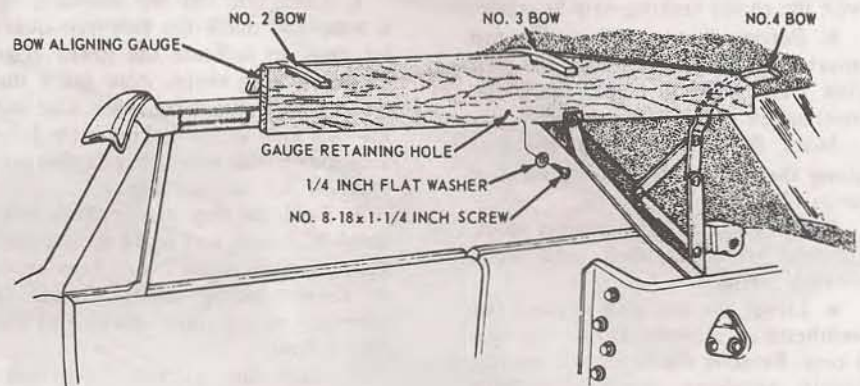


FIG. 10—Bow Locating Gauge Installation

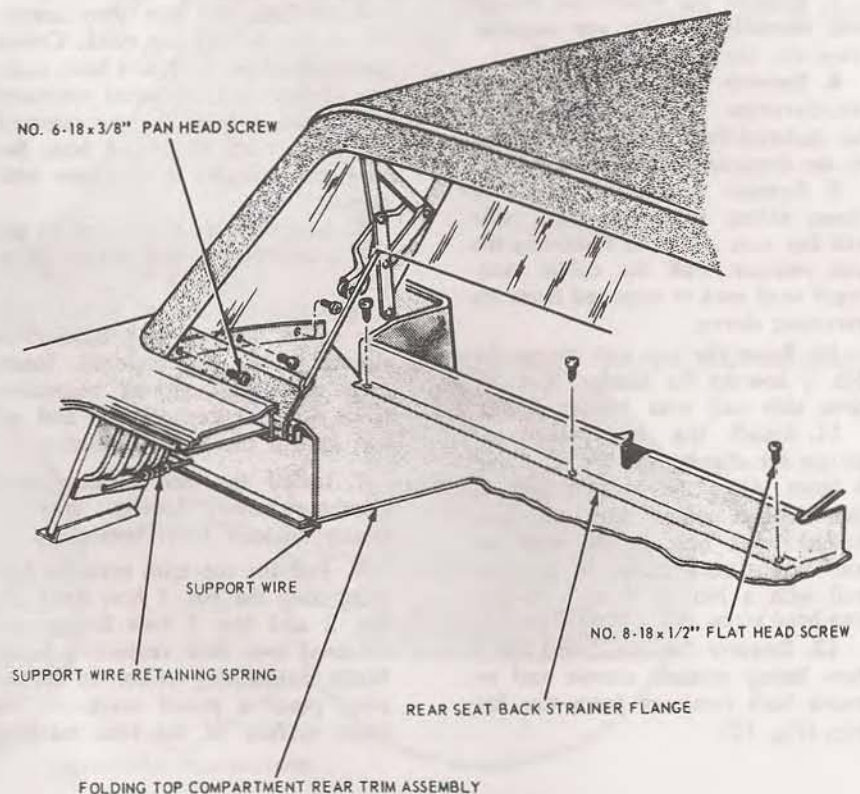


FIG. 11—Top Compartment Trim Installation

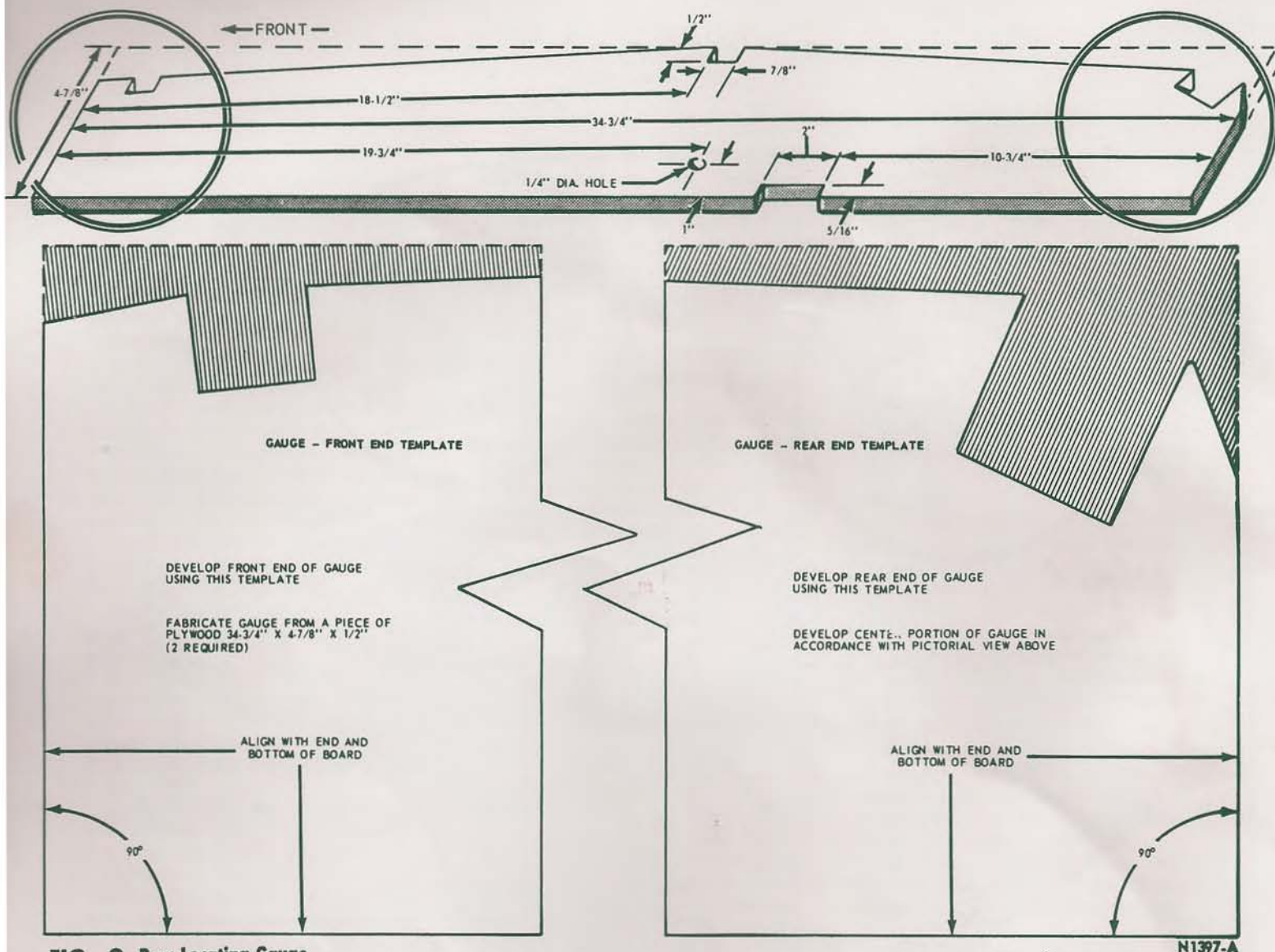


FIG. 9—Bow Locating Gauge

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