

BODY

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PAINT

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DESCRIPTION AND OPERATION

PAINT CODE

DESCRIPTION

Exterior vehicle body colors are identified on the Body Code plate. The plate is located on the in the engine compartment and attached to the top of the right frame rail. Refer to the Introduction section at the front of this manual for body code plate description. The paint code is also identified on the Vehicle Safety Certification Label which is located on the drivers door shut face. The first digit of the paint code listed on the vehicle indicates the sequence of application, i.e.: P = primary coat, Q = secondary coat. The codes listed in the Aftermarket Paint Repair Products chart are used for manufacturing purposes. The first digit may vary from the Body Code Plate. The color names provided in the Aftermarket Paint Repair Products chart are the color names used on most repair product containers.

BASE COAT/CLEAR COAT FINISH

DESCRIPTION

On most vehicles a two-part paint application (base coat/clear coat) is used. Color paint that is applied to primer is called base coat. The clear coat protects the

base coat from ultraviolet light and provides a durable high-gloss finish.

CAUTION: Do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.

Do not use harsh alkaline based cleaning solvents on painted surfaces. Damage to finish or color can result.

FINESSE SANDING, BUFFING, AND POLISHING

DESCRIPTION

Minor acid etching, orange peel, or smudging in clear coat or single-stage finishes can be reduced with light finesse sanding, hand buffing, and polishing. **If the finish has been finesse sanded in the past, it cannot be repeated. Finesse sanding operation should be performed by a trained automotive paint technician.**

CAUTION: Do not remove clear coat finish, if equipped. Base coat paint must retain clear coat for durability.

DESCRIPTION AND OPERATION (Continued)

PAINTED SURFACE TOUCH-UP**DESCRIPTION**

When a painted metal surface has been scratched or chipped, it should be touched-up as soon as possible to avoid corrosion. For best results, use Mopar® Scratch Filler/Primer, Touch-Up Paints and Clear Top Coat. Refer to Introduction group of this manual for Body Code Plate information.

WARNING: USE A OSHA APPROVED BREATHING FILTER WHEN SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

TOUCH-UP PROCEDURE

(1) Scrape loose paint and corrosion from inside scratch or chip.

(2) Clean affected area with Mopar® Tar/Road Oil Remover, and allow to dry.

(3) Fill the inside of the scratch or chip with a coat of filler/primer. Do not overlap primer onto good surface finish. The applicator brush should be wet

enough to puddle-fill the defect without running. Do not stroke brush applicator on body surface. Allow the filler/primer to dry hard.

(4) Cover the filler/primer with color touch-up paint. Do not overlap touch-up color onto the original color coat around the scratch or chip. Butt the new color to the original color, if possible. Do not stroke applicator brush on body surface. Allow touch-up paint to dry hard.

(5) On vehicles without clear coat, the touch-up color can be lightly finesse sanded (1500 grit) and polished with rubbing compound.

(6) On vehicles with clear coat, apply clear top coat to touch-up paint with the same technique as described in Step 4. Allow clear top coat to dry hard. If desired, Step 5 can be performed on clear top coat.

WARNING: AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL – BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL – BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

AFTERMARKET PAINT REPAIR PRODUCTS*EXTERIOR COLORS*

EXTERIOR COLOR	DAIMLER CHRYSLER CODE	PPG	DuPONT	S-W M-S **	AKZO/ NOBEL SIKKENS	SPIES HECKER	ICI **
Black Clear Coat	DX8	9700	F0204	34858	CHA85:DX8	73328	TC60B
Bright Silver Metallic Clear Coat	WS2	5464	F7999	56150	CHA99:WS2	74611	KDP8B
Bright White Clear Coat	GW7	4037	B8833	37298	CHA88:GW7	11751	TA45B
Champagne Pearl Metallic Pearl Coat	VTE	5360	B9825	55700	CHA98:VTE	33686	JAF2B
Deep Cranberry Pearl Coat	VMT	5359	B9842	54119	CHA98:VMT	33686	GJX2B
Inferno Red Tinted Pearl Coat	WEL	5469 5470	B9843	56090	CHA99:WEL	34461	KDR5B
Light Cypress Green Pearl Coat	WG2	5471	B9843	56090	CHA99:WG2	65521	KDH3B
Shale Green Metallic Clear Coat	XGR	5577	F9240	57765	CHA00:XGR	66088	PVJ8B
Taupe Frost Pearl Coat	TTK	5244	B9750	52567	CHA97:TTK	80595	FNE5B

*BASF, Glasurit, Herberts and Standox use the DaimlerChrysler paint code.

**S-W = Sherwin-Williams, M-S = Martin Senour, ICI = Autocolor

DESCRIPTION AND OPERATION (Continued)

LOWER BODY APPLIQUE COLORS

LOWER BODY APPLIQUE COLORS	DAIMLER CHRYSLER CODE	PPG	DuPONT	S-W M-S **	AKZO/NOBEL SIKKENS	SPIES HECKER	ICI **
Black Clear Coat	DX8	9700	F0204	34858	CHA85:DX8	73328	TC60B
Bright Silver Metallic Clear Coat	WS2	5464	F7999	56150	CHA99:WS2	74611	KDP8B
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Taupe Frost Pearl Coat	TTK	5244	B9750	52567	CHA97:TTK	80595	FNE5B

INTERIOR COLORS

INTERIOR COLORS	DAIMLER CHRYSLER CODE	PPG	DuPONT	S-W M-S **	AKZO/NOBEL SIKKENS	SPIES HECKER	ICI **
Agate Light Camel	AK	9856 2-1586	C9208 B8696	45994 60115	CHALAZI CHARK4I	75016	7WC8 7WC5
Agate	AZ	9856 2-1461	C9208	45994	CHALAZI	75016	7WC8
Camel	K5	27731 2-1584	C9603	51541	CHARK5I	81796	7VX6
Silver Fern	JK	35798 2-1577	C9516	50510	CHARJKI	75061	7WB4

STATIONARY GLASS

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DESCRIPTION AND OPERATION

SAFETY PRECAUTIONS

DESCRIPTION

WARNING: DO NOT OPERATE THE VEHICLE WITHIN 24 HOURS OF WINDSHIELD INSTALLATION. IT TAKES AT LEAST 24 HOURS FOR URETHANE ADHESIVE TO CURE. IF IT IS NOT CURED, THE WINDSHIELD MAY NOT PERFORM PROPERLY IN AN ACCIDENT.

URETHANE ADHESIVES ARE APPLIED AS A SYSTEM. USE GLASS CLEANER, GLASS PREP SOLVENT, GLASS PRIMER, PVC (VINYL) PRIMER AND PINCH WELD (FENCE) PRIMER PROVIDED BY THE ADHESIVE MANUFACTURER. IF NOT, STRUCTURAL INTEGRITY COULD BE COMPROMISED.

DAIMLERCHRYSLER DOES NOT RECOMMEND GLASS ADHESIVE BY BRAND. TECHNICIANS SHOULD REVIEW PRODUCT LABELS AND TECHNICAL DATA SHEETS, AND USE ONLY ADHESIVES THAT THEIR MANUFACTURES WARRANT WILL RESTORE A VEHICLE TO THE REQUIREMENTS OF FMVSS 212. TECHNICIANS SHOULD ALSO INSURE THAT PRIMERS AND CLEANERS ARE COMPATIBLE WITH THE PARTICULAR ADHESIVE USED.

BE SURE TO REFER TO THE URETHANE MANUFACTURER'S DIRECTIONS FOR CURING TIME SPECIFICATIONS, AND DO NOT USE ADHESIVE AFTER ITS EXPIRATION DATE.

VAPORS THAT ARE EMITTED FROM THE URETHANE ADHESIVE OR PRIMER COULD CAUSE PERSONAL INJURY. USE THEM IN A WELL-VENTILATED AREA.

SKIN CONTACT WITH URETHANE ADHESIVE SHOULD BE AVOIDED. PERSONAL INJURY MAY RESULT.

ALWAYS WEAR EYE AND HAND PROTECTION WHEN WORKING WITH GLASS.

CAUTION: Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

Be careful not to damage painted surfaces when removing moldings or cutting urethane around windshield.

It is difficult to salvage a windshield during the removal operation. The windshield is part of the structural support for the roof. The urethane bonding used to secure the windshield to the fence is difficult to cut or clean from any surface. If the moldings are set in urethane, it would also be unlikely they could be salvaged. Before removing the windshield, check the availability of the windshield and moldings from the parts supplier.

REMOVAL AND INSTALLATION

WINDSHIELD

The urethane adhesive holding the windshield to the opening pinch weld (fence) can be cut using a sharp cold knife from the exterior of the vehicle. Using the cold knife method is effective if the windshield is already broken. If the glass must be salvaged, cutting the urethane adhesive from the interior of the vehicle using a reciprocating or oscillating power knife is recommended.

WINDSHIELD REMOVAL – EXTERIOR METHOD

- (1) Open convertible top.
- (2) Remove header/A-pillar weatherstrip from weatherstrip retainers.
- (3) Remove A-pillar weatherstrip retainer and molding.
- (4) Remove header weatherstrip/molding.
- (5) Mark top edge of the windshield glass at three locations on the header.
- (6) Remove windshield wiper arms.
- (7) Remove cowl cover.
- (8) Place protective covers over instrument panel and hood.
- (9) Using a sharp cold knife, cut urethane adhesive holding the windshield to the A-pillars, header and cowl pinch weld fences (Fig. 1). A power cutting device can be used if available.

REMOVAL AND INSTALLATION (Continued)

- (10) Remove windshield from vehicle.

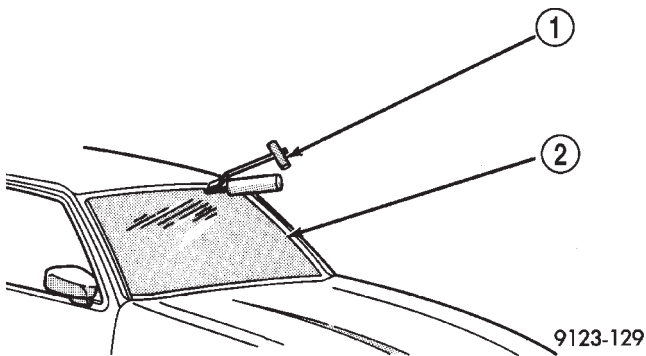


Fig. 1 Cut Urethane Around Windshield

- 1 - COLD KNIFE
2 - WINDSHIELD

WINDSHIELD REMOVAL - INTERIOR METHOD

- (1) Remove cowl cover.
- (2) Open convertible top.
- (3) Remove header/A-pillar weatherstrip from weatherstrip retainers.
- (4) Remove A-pillar weatherstrip retainer and molding.
- (5) Remove header weatherstrip/molding.
- (6) Mark top edge of the windshield glass at three locations on the header.
- (7) Remove header panel trim cover.
- (8) Remove header panel weatherstrip from channel.
- (9) Remove instrument panel top cover. Refer to Group 8E, Instrument Panel.
- (10) Remove A-pillar trim covers.
- (11) Place protective covers over instrument panel and hood.
- (12) Using a reciprocating or oscillating power knife, cut urethane adhesive holding the windshield to the A-pillars, roof header and cowl pinch weld fences. Refer to instructions provided with the equipment being used.
- (13) Remove windshield from vehicle.

WINDSHIELD INSTALLATION

CAUTION: Open the left front door glass before installing windshield to avoid pressurizing the passenger compartment. If a door is slammed before urethane bonding is cured, water leaks can result.

Allow the urethane at least 24 hours to cure before returning the vehicle to use.

To avoid stressing the replacement windshield, the urethane bonding material on the windshield fence should be smooth and consistent to the shape of the replacement windshield. The support spacers should be cleaned and properly installed on weld studs or repair screws at bottom of windshield opening.

NOTE: The JX uses adjustable support spacers along the bottom. Once the support spacers are set, use care not to move them.

(1) Place replacement windshield into windshield opening and position glass in the center of the opening against the support spacers.

(2) Verify the glass lays evenly against the pinch weld fence at the sides, top and bottom of the replacement windshield. If not, the pinch weld fence must be formed to the shape of the new glass.

(3) Move the support spacers as necessary so that the top of the windshield aligns with the marks on the header, from the original windshield.

(4) Place a piece of tape over the ratcheting portion of the bottom support spacer to prevent them from moving.

(5) Repeat Step 3 and Step 4 for the opposite side of the windshield.

(6) Mark the glass at the support spacers with a grease pencil or pieces of masking tape and ink pen to use as a reference for installation (Fig. 2).

(7) Remove replacement windshield from windshield opening.

(8) Position the windshield inside up on a suitable work surface with two padded, wood 10 cm by 10 cm by 50 cm (4 in. by 4 in. by 20 in.) blocks, placed parallel 75 cm (2.5 ft.) apart (Fig. 3).

WARNING: DO NOT USE SOLVENT BASED GLASS CLEANER TO CLEAN WINDSHIELD BEFORE APPLYING GLASS PREP AND PRIMER. POOR ADHESION CAN RESULT.

(9) Clean inside of windshield with ammonia based glass cleaner and lint-free cloth.

(10) Apply Glass Prep adhesion promoter 25 mm (1 in.) wide around perimeter of windshield and wipe with clean/dry lint-free cloth until no streaks are visible.

(11) Apply Glass Primer 25 mm (1 in.) wide around perimeter of windshield. Allow at least three minutes drying time.

(12) Using a razor knife, remove as much original urethane as possible. Do not damage paint on windshield fence.

(13) Apply pinch weld primer 15 mm (.75 in.) wide around the windshield fence. Allow at least three minutes drying time.

(14) If a low viscosity urethane adhesive is used, install compression spacers on the fence around the windshield opening at original locations (Fig. 4).

(15) Apply a 10 mm (0.4 in.) bead of urethane on center line of windshield fence.

(16) With the aid of a helper, position the windshield over the windshield opening. Align the reference marks at the bottom of the windshield to the support spacers.

REMOVAL AND INSTALLATION (Continued)

(17) Slowly lower windshield glass to windshield opening fence. Push windshield inward until glass is flush to A-pillars (Fig. 5).

(18) Clean access urethane from exterior with Mopar® Super Kleen or equivalent.

(19) Apply 150 mm (6 in.) lengths of 50 mm (2 in.) masking tape spaced 250 mm (10 in.) apart to hold molding in place until urethane cures.

(20) Install cowl cover and wipers.

(21) Install inside rear view mirror to header.

(22) After urethane has cured, remove tape strips and water test windshield to verify repair.

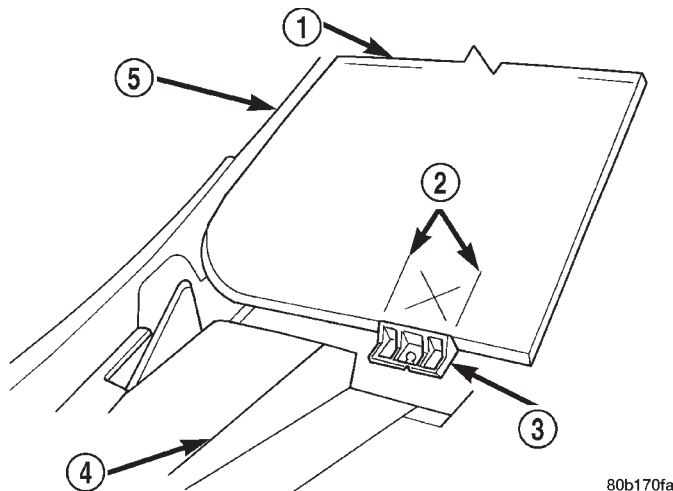


Fig. 2 Center Windshield and Mark at Support Spacers

- 1 - WINDSHIELD
- 2 - MARKS
- 3 - ADJUSTABLE SUPPORT SPACER
- 4 - COWL
- 5 - A-PILLAR

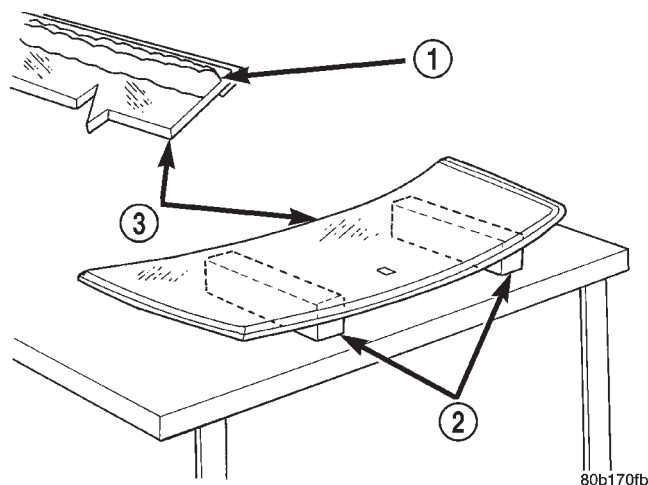


Fig. 3 Work Surface Set Up

- 1 - URETHANE BEAD AROUND GLASS 7mm (.3 in.) FROM EDGE
- 2 - BLOCKS
- 3 - WINDSHIELD

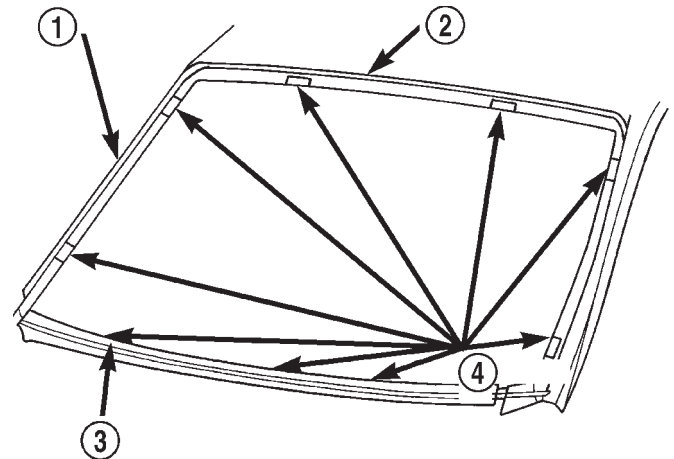


Fig. 4 Position Urethane Compression Spacers - Typical

- 1 - A-PILLAR
- 2 - ROOF PANEL
- 3 - WINDSHIELD OPENING
- 4 - SPACERS

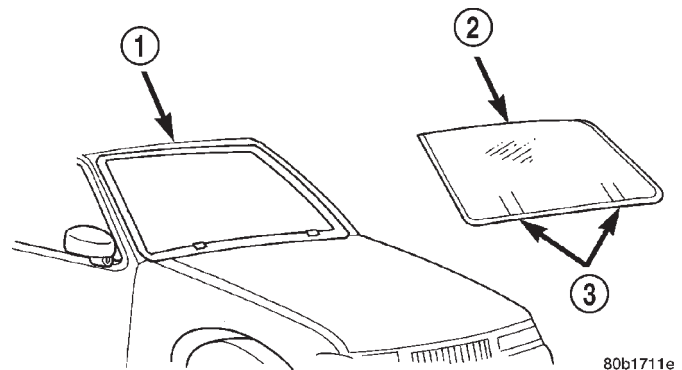


Fig. 5 Lower Windshield Into Position

- 1 - FENCE
- 2 - WINDSHIELD WITH URETHANE APPLIED
- 3 - REFERENCE MARKS

QUARTER GLASS

NOTE: No access is provided to glass fasteners except if glass is in the full up position. If this position can not be achieved, remove the quarter window module. Refer to quarter window module procedure in this section.

REMOVAL

- (1) Raise glass to full up position.
- (2) Remove quarter trim panel.
- (3) Partially lower convertible top.
- (4) Remove fasteners attaching glass to lift channel of quarter window module (Fig. 6).
- (5) Loosen latch plate hook nut.
- (6) Separate glass from vehicle.

REMOVAL AND INSTALLATION (Continued)

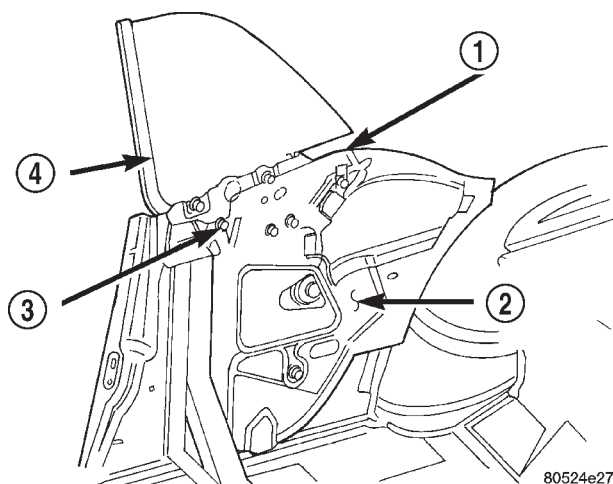


Fig. 6 Quarter Glass

- 1 – QUARTER GLASS LIFT CHANNEL
- 2 – INNER QUARTER PANEL
- 3 – LATCH PLATE HOOK NUT
- 4 – QUARTER GLASS

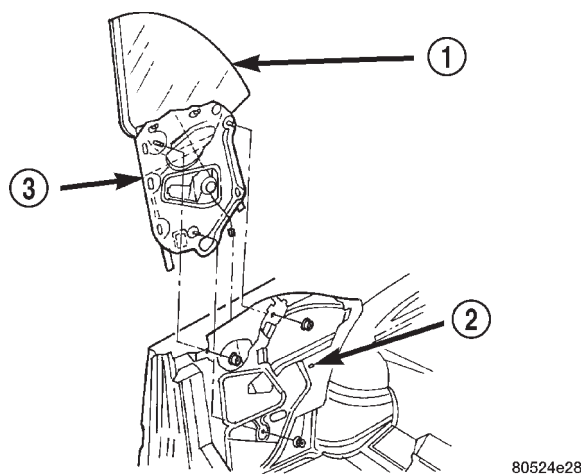


Fig. 7 Quarter Window Module

- 1 – QUARTER GLASS
- 2 – INNER QUARTER PANEL
- 3 – QUARTER WINDOW MODULE

INSTALLATION

- (1) Position glass in vehicle.
- (2) Loosely install fasteners holding glass to lift channel of quarter window module.
- (3) Lower and secure convertible top.
- (4) Tighten latch plate hook nut.
- (5) Adjust quarter glass as necessary. Refer to quarter glass adjustment procedure in this section.
- (6) Install quarter trim panel.

QUARTER WINDOW MODULE

REMOVAL

- (1) Raise quarter glass to full up position, if possible, to aid in removal.
- (2) Remove quarter trim panel.
- (3) Partially lower convertible top.
- (4) Disconnect wire connector to power window motor.
- (5) Remove fasteners holding quarter window module to inner quarter panel (Fig. 7).
- (6) Lift quarter window module upward and out opening at top of quarter panel.
- (7) Separate quarter glass from quarter window module (Fig. 8).

INSTALLATION

- (1) Lower quarter window module into position through opening in top of quarter panel.
- (2) Install fasteners holding quarter window module to inner quarter panel.

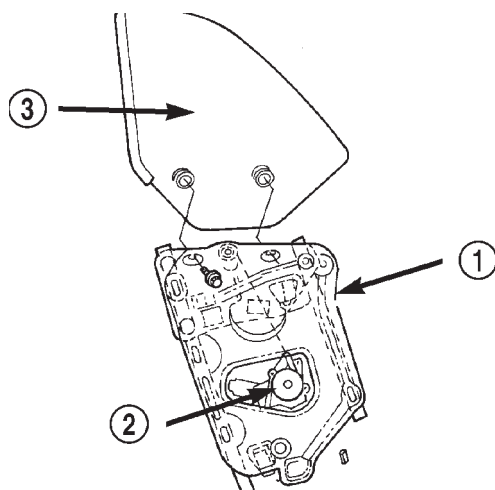


Fig. 8 Quarter Glass

- 1 – QUARTER WINDOW MODULE
- 2 – POWER QUARTER WINDOW MOTOR
- 3 – QUARTER GLASS

- (3) Connect wire connector to power window motor.
- (4) Raise glass lift channel to full up position.
- (5) Position quarter glass on quarter window module.
- (6) Loosely install fasteners holding quarter glass to quarter window module.
- (7) Lower and secure convertible top.
- (8) Adjust quarter glass as necessary. Refer to quarter glass adjustment procedure in this section.
- (9) Install quarter trim panel.

ADJUSTMENTS

QUARTER GLASS ADJUSTMENT

NOTE: The door glass must be properly adjusted prior to performing any quarter glass adjustments.

UP-STOP ADJUSTMENTS

- (1) Remove quarter trim panel.
- (2) Remove center and rear side rail weatherstrips from side rail weatherstrip retainer channels.
- (3) Loosen up-stop nuts.
- (4) Raise quarter glass.
- (5) Slide up-stop to achieve proper glass to weatherstrip retainer gap. Refer to the Quarter Glass Adjustment Specifications Table.
- (6) Tighten all fasteners.
- (7) Install center and rear side rail weatherstrips to side rail weatherstrip retainer channels.
- (8) Cycle quarter glass between full up and full down positions. Verify operation and adjust as necessary.
- (9) Verify that the top edge of the door glass is beneath the lip of the weatherstrip.
- (10) Install quarter trim panel.

TOP OF GLASS – INBOARD/OUTBOARD ADJUSTMENTS

- (1) Remove quarter trim panel.
- (2) Remove center and rear side rail weatherstrips from side rail weatherstrip retainer channels.
- (3) Using a suitable wrench, loosen the lower jack screw jam-nuts.
- (4) Raise quarter glass.
- (5) Using a suitable allen wrench, rotate jack-screws to achieve the proper gap between the door glass weatherstrip retainer channel. Refer to the Quarter Glass Adjustment Specifications Table.
- (6) Verify that the quarter glass maintains even contact with the outer belt weatherstrip.
- (7) Install center and rear side rail weatherstrips to side rail weatherstrip retainer channels.

(8) Cycle quarter glass between full up and full down positions. Verify operation and adjust as necessary.

(9) Tighten all fasteners.

(10) Verify that the top edge of the door glass is beneath the lip of the weatherstrip with glass in the full up position.

(11) Install quarter trim panel.

GLASS – FRONT/REAR ADJUSTMENT

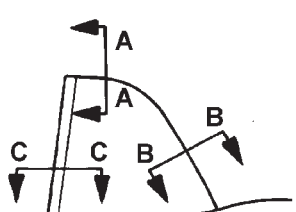
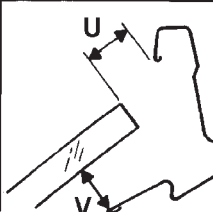
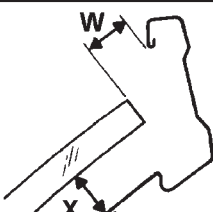
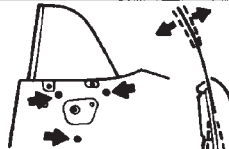
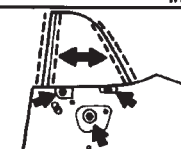
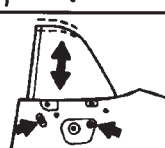
- (1) Remove quarter trim panel.
- (2) Remove center and rear side rail weatherstrips from side rail weatherstrip retainer channels.
- (3) Loosen glass attachment bolts.
- (4) Raise quarter glass and position correctly. Refer to the Quarter Glass Adjustment Specifications Table.
- (5) Tighten all fasteners.
- (6) Install center and rear side rail weatherstrips to side rail weatherstrip retainer channels.
- (7) Cycle quarter glass between full up and full down positions. Verify operation and adjust as necessary.
- (8) Install quarter trim panel.

QUARTER GLASS ALIGNMENT VERIFICATION

- (1) Raise door glass to full up position.
- (2) Cycle quarter glass between full up and full down positions.
- (3) Verify that quarter glass operates smoothly and maintains correct alignment to convertible top and door glass.
- (4) Verify that quarter glass weatherstrip fully contacts door glass.
- (5) Verify that no scissoring of the door glass and weatherstrip occurs.
- (6) If any of the above conditions are found,
 - (a) Adjust quarter glass.
 - (b) Adjust the door glass as necessary to cure the condition.

ADJUSTMENTS (Continued)

QUARTER GLASS ADJUSTMENT SPECIFICATIONS

			MEASUREMENT LOCATIONS AND THEIR VALUES					
			SECTION A-A		SECTION B-B		SECTION C-C	
								
SEQUENCE	ADJUSTMENT		U	V	W	X	Y	Z
1	IN/OUT			20.0mm ±2mm		20.0mm ±2mm		2.0mm ±1mm
2	FORWARD/ REARWARD		10.0mm ±2mm		10.0mm ±3mm		6.0mm ±1mm	
	UP/DOWN		10.0mm ±2mm		10.0mm ±3mm			

NOTE: Forward / Rearward and Up/Down adjustment are to be made at the same time.

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SEATS

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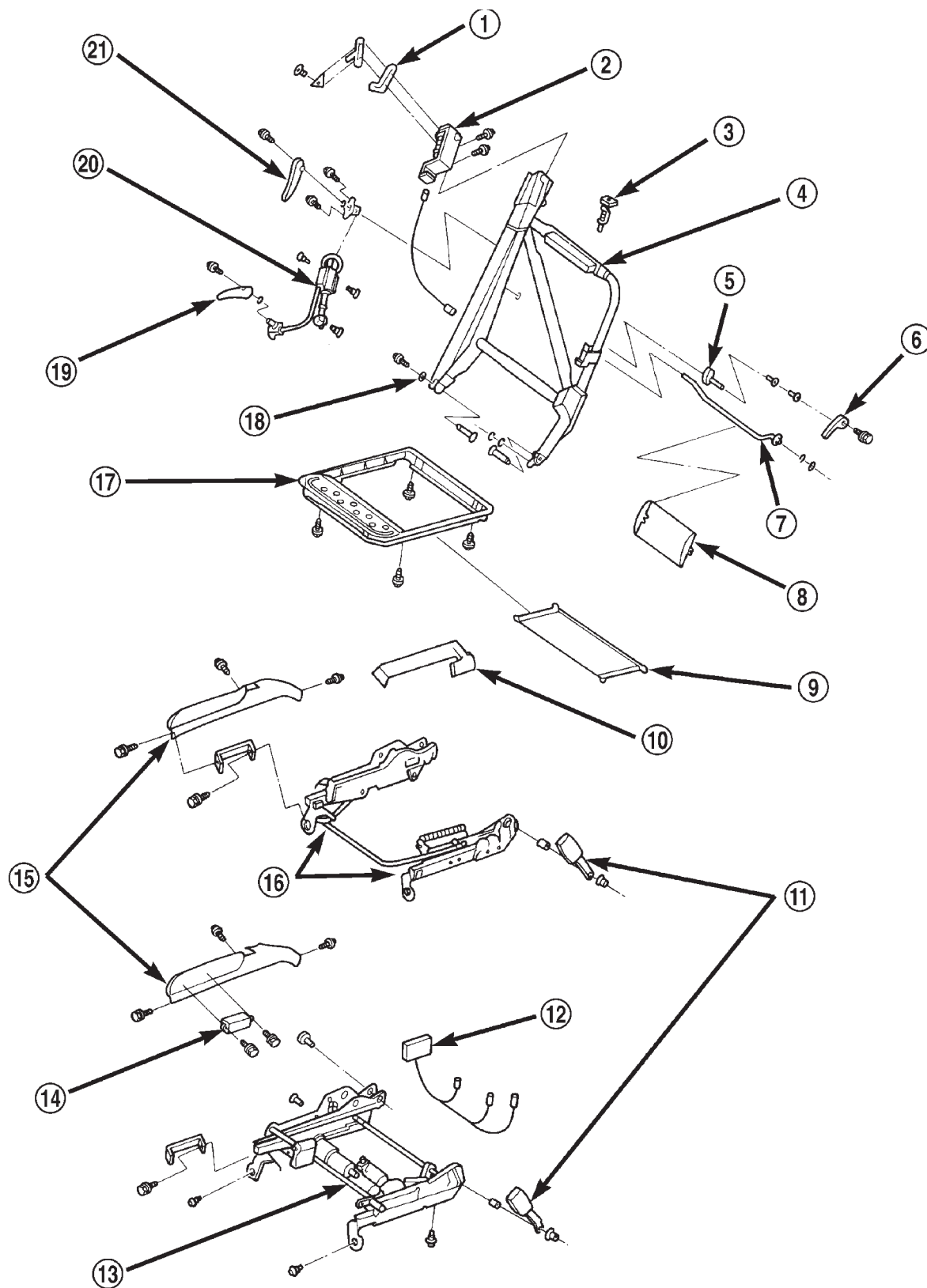
DESCRIPTION AND OPERATION

FRONT SEAT

DESCRIPTION

Refer to (Fig. 1) for more information while servicing the front seat.

DESCRIPTION AND OPERATION (Continued)



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Fig. 1 Front Seat Exploded Diagram

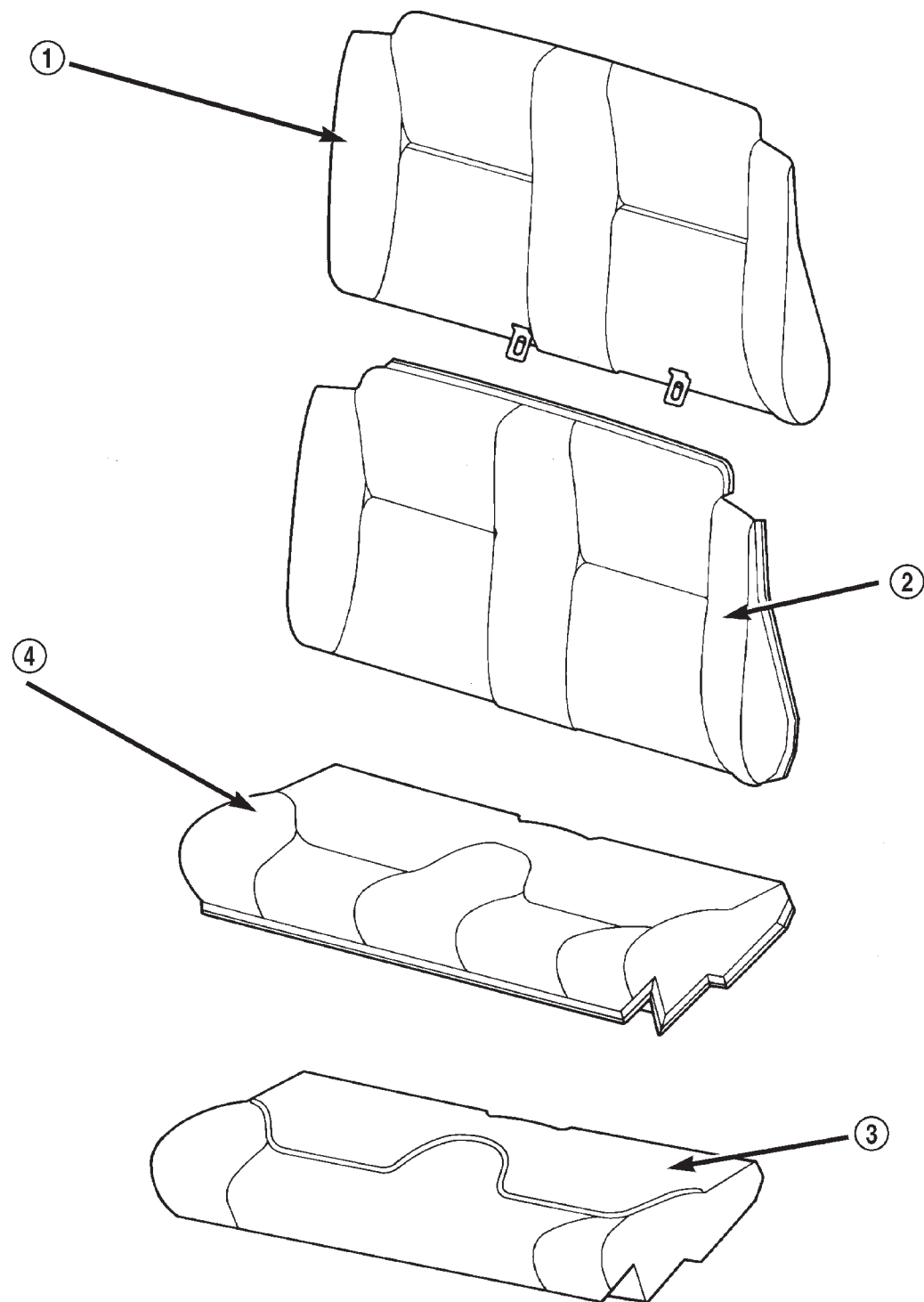
DESCRIPTION AND OPERATION (Continued)

1 – SEAT BELT TRIM BEZEL	12 – POWER SEAT WIRING HARNESS
2 – SEAT BELT RETRACTOR	13 – POWER SEAT ADJUSTER ASSEMBLY
3 – HEADREST SLEEVE	14 – POWER SEAT SWITCH
4 – SEAT BACK FRAME ASSEMBLY	15 – SEAT SIDE SHIELD
5 – LUMBAR CAM ASSEMBLY	16 – MANUAL SEAT ADJUSTER ASSEMBLY
6 – LUMBAR HANDLE	17 – CUSHION FRAME ASSEMBLY
7 – LUMBAR ROD ASSEMBLY	18 – MEMORY DUMP CAM
8 – LUMBAR BACKREST	19 – LOWER RECLINER HANDLE
9 – SEAT SUSPENSION	20 – RECLINER ASSEMBLY
10 – CARPET SHIELD	21 – UPPER RECLINER HANDLE
11 – FRONT SEAT BELT BUCKLE	

REAR SEAT**DESCRIPTION**

Refer to (Fig. 2) for more information while servicing the rear seat.

DESCRIPTION AND OPERATION (Continued)

**Fig. 2 Rear Seat Covers**

80a01416

1 - VINYL/LEATHER
2 - CLOTH

3 - CLOTH
4 - VINYL/LEATHER

REMOVAL AND INSTALLATION

MANUAL FRONT SEAT

REMOVAL

- (1) Position seat in full rearward position.
- (2) Remove front inboard and outboard bolts holding seat to floor pan crossmember (Fig. 3).
- (3) Move seat to full forward position.
- (4) Remove rear inboard bolt attaching seat to floor pan.
- (5) Remove rear outboard bolts attaching seat to side sill pylon.
- (6) Tilt seat forward and disconnect wire connector to seat belt retractor.
- (7) Remove seat from vehicle.

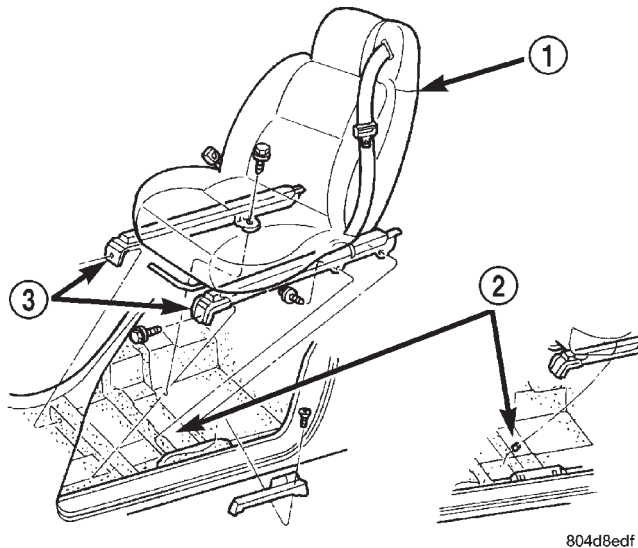


Fig. 3 Front Seat

- 1 – FRONT SEAT
2 – FLOOR PAN CROSSMEMBER
3 – FRONT SEAT TRACK

INSTALLATION

CAUTION: It is important that the following steps be done correctly to insure that the seat tracks are properly timed prior to securing the seats to the vehicle.

- (1) Adjust seat back to vertical position using either recliner handle.

NOTE: Do not grab either recliner handle or towel bar when handling seat. The seat tracks are spring loaded and will release.

- (2) Turn seat on its side with the bottom of the seat facing so that the seat tracks can be seen.

(3) Securely grasp the spring loaded track and while lifting the towel bar, allow the seat track to move to the full rearward position. The seat track is in the full rearward position if the first and last latch pins are engaged into the seat track.

(4) Position the other seat track in the full rearward position. The first and last latch pins should also be engaged.

(5) Return seat to upright position.

(6) Position seat in vehicle.

(7) Tilt seat forward and connect wire connector to seat belt retractor.

(8) Push downward on seat cushion to ensure that the front mounting brackets are fully seated to floor pan crossmember.

(9) Install and tighten rear outboard bolt holding seat to side sill pylon.

(10) Install and tighten forward rear outboard bolt holding seat to side sill pylon.

(11) Install and tighten rear inboard bolt holding seat to floor pan.

(12) Move seat to full rearward position. Push rearward slightly on seat to ensure that the adjuster latches are engaged on both seat tracks.

(13) Install and tighten front inboard bolt holding seat to floor pan crossmember.

(14) Install and tighten front outboard bolt holding seat to floor pan crossmember.

NOTE: Tighten all seat retaining bolts to 61 N·m (45 ft. lbs.) torque.

POWER FRONT SEAT

REMOVAL

- (1) Position seat in full rearward position.
- (2) Remove front inboard and outboard bolts holding seat to floor pan crossmember (Fig. 3).
- (3) Move seat to full forward position.
- (4) Remove rear inboard bolt holding seat to floor pan.
- (5) Remove rear outboard bolts holding seat to side sill pylon.
- (6) Tilt seat forward and disconnect wire connector to seat belt retractor and power seat mechanism.
- (7) Remove seat from vehicle.

INSTALLATION

(1) Adjust seat back to vertical position using either recliner handle.

(2) Position seat in vehicle.

(3) Tilt seat forward and connect wire connector to seat belt retractor and power seat mechanism.

(4) Push downward on seat cushion to ensure that the front mounting brackets are fully seated to floor pan crossmember.

REMOVAL AND INSTALLATION (Continued)

- (5) Use power seat switch to move seat to full forward position.
- (6) Install and tighten rear outboard bolt holding seat to side sill pylon.
- (7) Install and tighten center outboard bolt holding seat to side sill pylon.
- (8) Install and tighten rear inboard bolt holding seat to floor pan.
- (9) Use power seat switch to move seat to full rearward position.
- (10) Install and tighten front inboard bolt holding seat to floor pan crossmember.
- (11) Install and tighten front outboard bolt holding seat to floor pan crossmember.

NOTE: Tighten all seat retaining bolts to 61 N·m (45 ft. lbs.) torque.

FRONT SEAT SIDE SHIELD

REMOVAL

- (1) Remove lower recliner handle.
- (2) Remove screws holding seat side shield to seat frame.
- (3) Remove screws holding power seat switch to side shield, if so equipped.
- (4) Separate side shield from vehicle (Fig. 4).

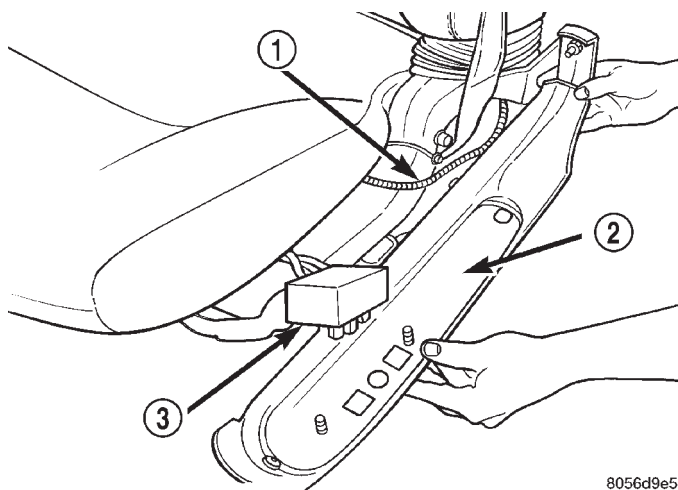


Fig. 4 Front Seat Side Shield

- 1 - SEAT FRAME
2 - SEAT SIDE SHIELD
3 - POWER SEAT SWITCH

INSTALLATION

- (1) Position side shield near seat.
- (2) Install screws holding power seat switch to side shield, if so equipped.
- (3) Install screws holding side shield to seat frame.
- (4) Install lower recliner handle.

FRONT SEAT RECLINER

REMOVAL

- (1) Remove seat from vehicle. Refer to appropriate procedure found in this section.
- (2) Clamp the shoulder belt at seat belt bezel (Fig. 7), or the belt will wind up on the retractor and locked. If the belt is wound up and lock on the retractor, apply 12 volts to the retractor to release the belt. For a power source use the retractor connector in the vehicle or a 12 volt battery supply.
- (3) Remove seat back from lower seat frame.
- (4) Remove upper recliner handle.
- (5) Remove seat back cover until the screws holding the upper recliner mechanism to the seat back frame can be accessed.
- (6) Remove rubber bellows covering lower part of seat back frame.
- (7) Remove screws holding upper recliner mechanism to seat frame.
- (8) Remove bolts attaching recliner housing to seat frame.
- (9) Push upper recliner mechanism into seat frame with handle shaft facing the front of the seat frame.

NOTE: Do not reuse bolts holding recliner housing to seat frame. Verify availability prior to proceeding.

- (10) Pull recliner housing and upper recliner handle mechanism downward and out through bottom of seat frame (Fig. 5).

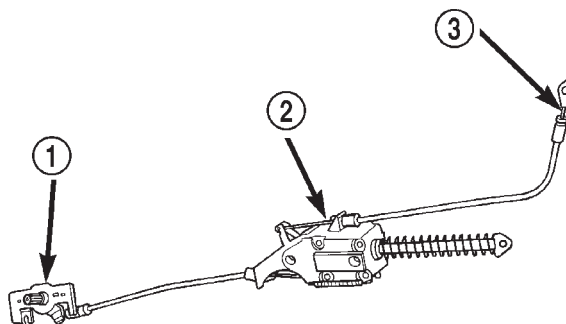


Fig. 5 Recliner Housing

- 1 - UPPER RECLINER MECHANISM
2 - RECLINER HOUSING
3 - RECLINER CABLE

INSTALLATION

- (1) Feed upper recliner mechanism and then recliner housing into the seat back frame with handle shaft facing the front of the seat frame.

REMOVAL AND INSTALLATION (Continued)

- (2) Install new bolts to hold seat recliner housing to seat frame. Tighten to 34 N·m (300 in. lbs.) torque.
- (3) Pull upper recliner mechanism through hole in seat frame.
- (4) Install screws attaching upper recliner mechanism to seat frame.
- (5) Install rubber bellows covering lower part of seat back frame.
- (6) Install seat back cover.
- (7) Install recliner spring bracket, spring, and lead screw.
- (8) Install seat back to lower seat frame.
- (9) Install recliner handle.
- (10) Install seat into vehicle.

FRONT SEAT BACK

REMOVAL

- (1) Remove seat from vehicle. Refer to appropriate procedure found in this section.
- (2) Remove seat side shield.
- (3) Remove wiring tie strap.
- (4) Remove recliner cable eyelet clip (Fig. 6).
- (5) Remove recliner cable from arm on seat adjuster and feed cable back through hole in seat adjuster.

NOTE: The torque prevailing nuts used to secure the lower seat belt anchor and seat belt buckle are not reusable. Verify availability prior to proceeding.

- (6) Remove seat cushion assembly.
- (7) Clamp the shoulder belt at seat belt bezel (Fig. 7), or the belt will retract completely and lock. If the belt is completely retract and locks on the retractor, apply 12 volts to the retractor to release the belt. For a power source use the retractor connector in the vehicle or a 12 volt battery supply.
- (8) Remove nut holding lower seat belt anchor to seat frame (Fig. 6).
- (9) Remove nut and washer holding seat belt buckle to seat frame.
- (10) Remove seat belt buckle from seat frame.
- (11) Remove E-clip and washer from easy-entry rod at inboard side of seat, manual seat only.
- (12) Remove rod from seat back, manual seat only.
- (13) Remove pivot bolts holding seat back to seat frame.

WARNING: Do not pull on upper recliner handle or recliner cable end at any point until the lead screw is removed it is under a high pressure load.

- (14) Remove bolt holding recliner lead screw to seat frame.
- (15) Remove seat back from seat frame.

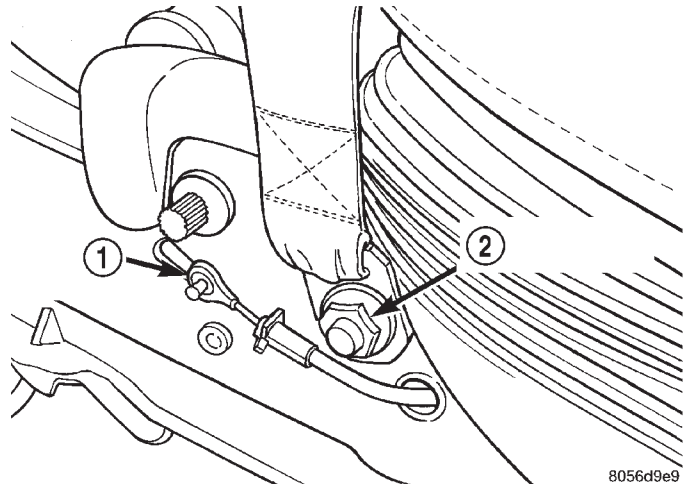


Fig. 6 Lower Seat Belt Anchor And Recliner Cable

- 1 – RECLINER CABLE
2 – LOWER SEAT BELT ANCHOR

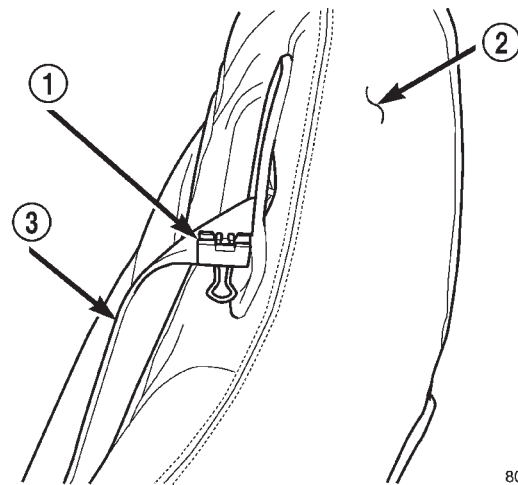


Fig. 7 Clamp Shoulder Belt

- 1 – CLAMP
2 – SEAT BACK
3 – SHOULDER BELT

(16) Unscrew lead screw from recliner mechanism (Fig. 8).

(17) Remove wire connector for seat belt retractor by separating wire connector from push-in fastener located on bracket under seat cushion.

(18) Remove lead screw, spring and spring plate (Fig. 9).

INSTALLATION

(1) Screw recliner lead screw into recliner mechanism. (Fig. 8).

WARNING: Do not pull on upper recliner handle or recliner cable end at any point until the lead screw is removed.

REMOVAL AND INSTALLATION (Continued)

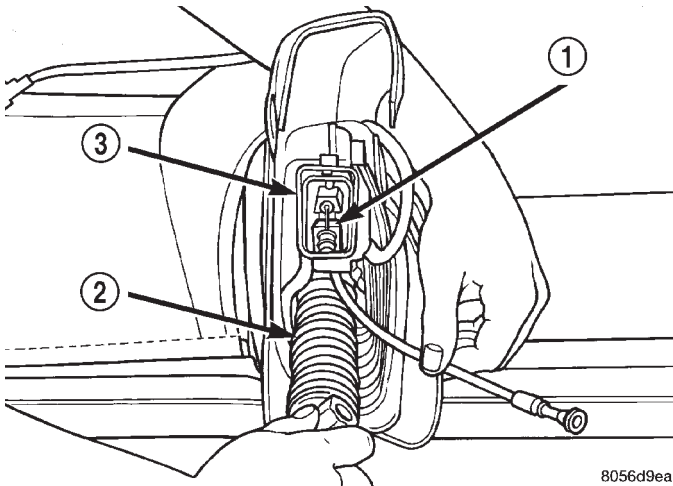


Fig. 8 Recliner Lead Screw

- 1 – RECLINER MECHANISM
- 2 – LEAD SCREW
- 3 – SEAT FRAME

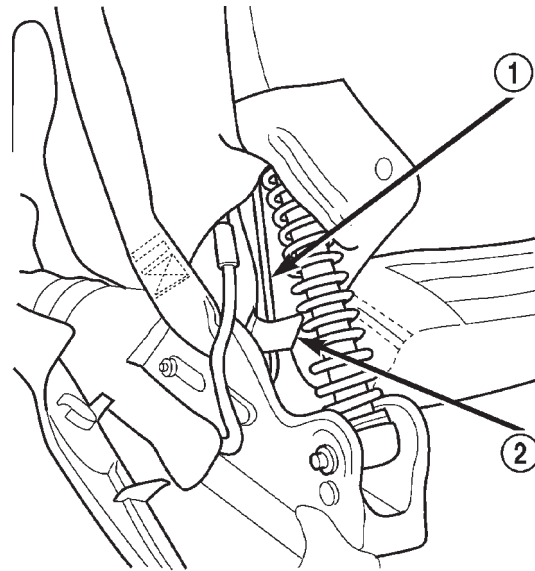


Fig. 10 Route Recliner Cable

- 1 – NEW CABLE ROUTING (DRIVER SEAT)
- 2 – BACK FRAME STRAP

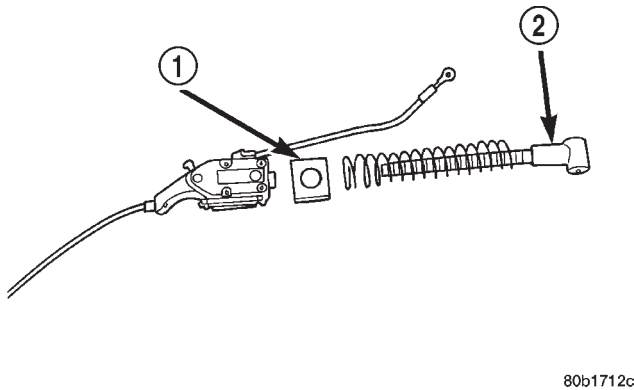


Fig. 9 Recliner Lead Screw

- 1 – LEAD SCREW SPRING PLATE
- 2 – LEAD SCREW

(2) Route recliner cable in front of metal strap at bottom of the seat back frame (Fig. 10).

(3) Position seat back to seat frame.

(4) Install wire connector for seat belt retractor to bracket located under seat cushion.

(5) Install wiring tie strap holding retractor wiring harness to recliner cable.

(6) Install bolt attaching recliner lead screw to seat frame. Tighten bolt to 45.3 N·m (33.3 ft. lbs.) torque.

(7) Install pivot bolts attaching seat back to seat frame. Tighten bolts to 51.0 N·m (33.3 ft. lbs.) torque.

(8) Attach easy-entry rod to seat back, passenger side only.

(9) Install easy-entry washer and E-clip, passenger side only.

(10) Install seat cushion.

(11) Feed recliner cable through hole in seat adjuster and engage cable eyelet to arm on seat adjuster.

(12) Install new recliner cable eyelet clip to arm on seat frame (Fig. 6).

(13) Position seat belt buckle washer to bolt on side of seat adjuster.

(14) Position seat belt buckle to bolt on side of seat adjuster and install nut.

(15) Install new nut to hold seat belt buckle to seat adjuster.

(16) Position lower seat belt anchor to bolt on seat adjuster.

(17) Verify that seat belt is routed such that it will not be twisted when engaged to the seat belt buckle.

(18) Install new nut holding lower seat belt anchor to seat frame (Fig. 6).

NOTE: The tighten the lower seat belt anchor and seat belt buckle nuts to 45.3 N·m (33.3 ft. lbs.) torque.

NOTE: Verify that a minimum of three threads extend beyond the lower seat belt anchor nut and that the lower seat belt anchor swivels freely. If both conditions are not found, remove nut, torque bolt, and while preventing bolt from turning, torque nut.

(19) Install seat side shield. Verify that side and rear screws go through the rubber bellows.

(20) Install seat to vehicle. Refer to procedures found in this section.

REMOVAL AND INSTALLATION (Continued)

FRONT SEAT BACK COVER

REMOVAL

- (1) Remove seat from vehicle.
- (2) Remove head restraint (Fig. 11) by depressing headrest button and using a pick tool in access hole simultaneously.
- (3) Remove seat back.
- (4) Remove upper recliner handle and lumbar adjustment handle, if so equipped.
- (5) Remove seat side shield.
- (6) Remove nut attaching lower seat belt anchor to seat frame (Fig. 6).
- (7) Remove seat belt bezel.

NOTE: The torque prevailing nut used to secure the lower seat belt anchor is not reusable. Verify availability prior to proceeding.

- (8) Remove plastic J-strip retainer at bottom of seat back (Fig. 12).
- (9) Remove hog rings holding seat cover seam cords to wires in seat back foam (Fig. 13) and (Fig. 14).
- (10) Pull seat cover upward to mid point position (Fig. 15).
- (11) Feed seat belt bezel and seat belt through seat cover while pulling cover from seat back foam.
- (12) Remove hog rings attaching the seat cover seam cords and wires to seat back foam.
- (13) Remove head restraint guides (Fig. 16).
- (14) Remove seat back cover from seat back foam and frame.

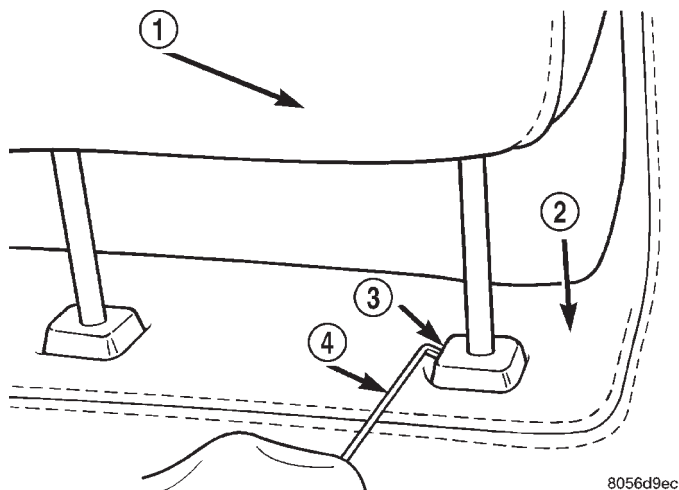
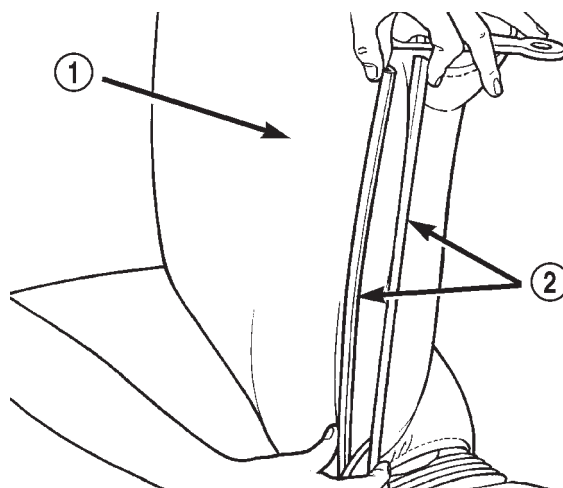


Fig. 11 Head Restraint Removal

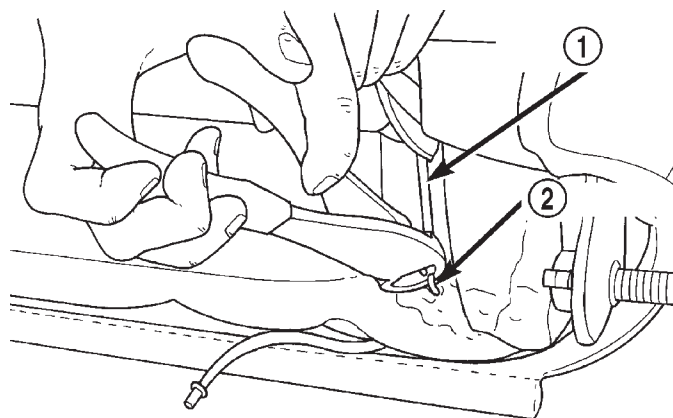
- 1 - HEADREST
- 2 - SEAT
- 3 - ACCESS HOLE
- 4 - PICK TOOL



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Fig. 12 Seat Cover Retainer Strip

- 1 - SEAT BACK
- 2 - PLASTIC RETAINER STRIP



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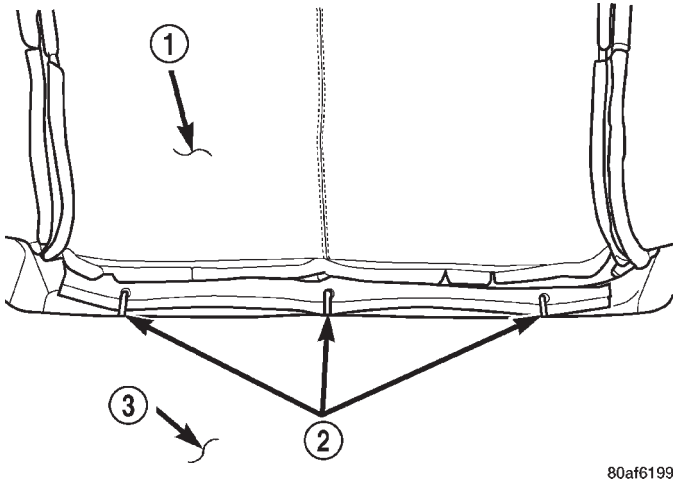
Fig. 13 Hog Rings

- 1 - SEAT COVER SEAM STRAP
- 2 - HOG RING

INSTALLATION

- (1) Position seat back cover on to seat back foam and frame.
- (2) Install head restraint guides
- (3) Install hog rings attaching seat back foam to seat back frame.
- (4) Feed seat belt bezel and seat belt through hole in seat cover.
- (5) Route recliner cable in front of metal strap at bottom of the seat back frame (Fig. 10).
- (6) Pull seat cover downward to first horizontal trench in seat back foam.
- (7) Align seat cover horizontal seam center notch to center hog ring location.
- (8) Install hog rings, center first, to hold seat back cover seam wire to wire in seat back foam.

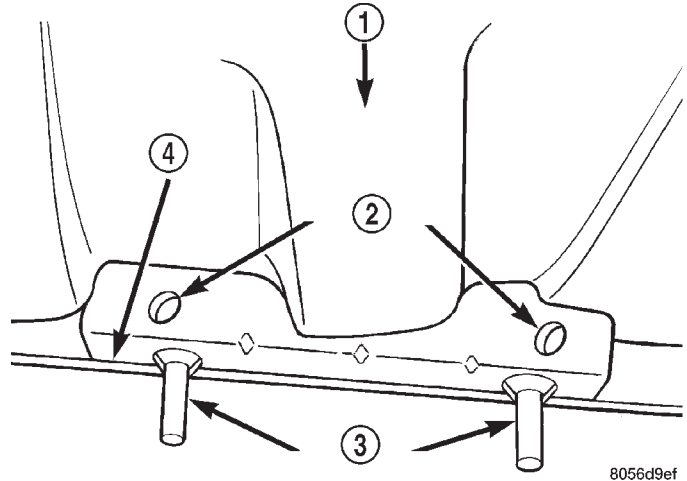
REMOVAL AND INSTALLATION (Continued)



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Fig. 14 Lower Seat Hog Rings

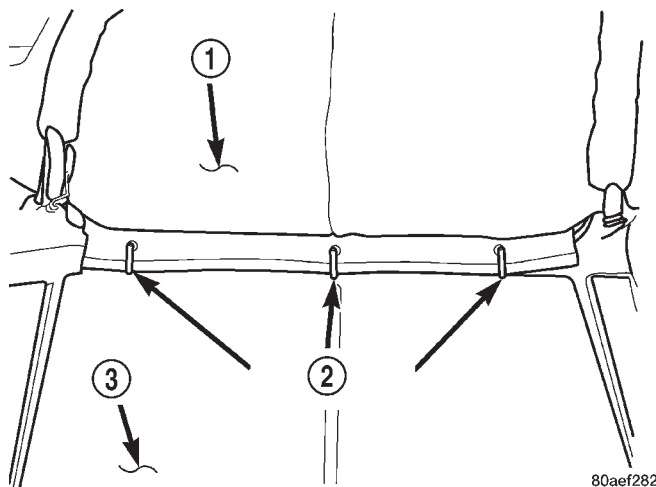
- 1 – SEAT BACK COVER
- 2 – HOG RING
- 3 – SEAT BACK CUSHION



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Fig. 16 Head Restraint Guides

- 1 – SEAT CUSHION
- 2 – ACCESS HOLES
- 3 – HEADREST GUIDES
- 4 – BOTTOM OF TOP SEAT FRAME RAIL



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Fig. 15 Mid Seat Back Hog Rings

- 1 – CUSHION COVER
- 2 – HOG RINGS
- 3 – CUSHION

(9) Install hog rings at hog ring location in vertical foam trenches to attach the cover seam cords to the wires in the foam. If vehicle is equipped with cloth seats, attach the lower ends of horse shoe shaped wire with the same hog rings.

(10) Install hog rings to hold seat cover seam cords to wires in seat back foam.

(11) Pull seat cover down fully over seat back foam.

(12) Install hog rings above bead in seat cover seam cord to hold cords to hog ring location at bottom of vertical foam trench.

(13) Connect seat cover J- strips at bottom of seat back.

(14) Slide long snaps on outboard portion of seat belt bezel inside seat back cover and seat belt retractor cover.

(15) Install upper recliner handle and lumbar adjustment handle, if so equipped.

(16) Attach lower seat belt anchor to bolt on seat adjuster.

(17) Verify that seat belt is routed such that it will not be twisted when engaged to the seat belt buckle.

(18) Install new nut holding lower seat belt anchor to seat frame (Fig. 6).

NOTE: The tighten the lower seat belt anchor nut to 45.3 N·m (33.3 ft. lbs.) torque.

(19) Verify that a minimum of three threads extend beyond the lower seat belt anchor nut and that the lower seat belt anchor swivels freely. If both conditions are not found, check that the bolt is fully engaged to the seat adjuster.

(20) Install seat to vehicle.

(21) Check seat belt operation.

FRONT SEAT CUSHION ASSEMBLY

REMOVAL

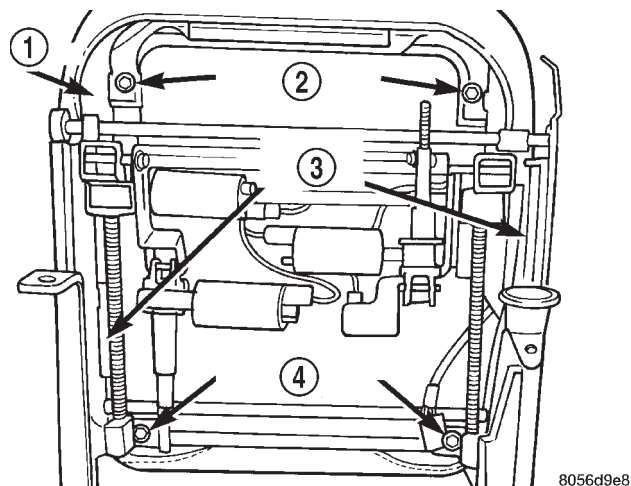
(1) Remove seat from vehicle. Refer to procedures found in this section.

(2) Invert seat on a suitable work surface.

(3) Remove fasteners holding seat cushion assembly to seat adjusters (Fig. 17).

(4) Separate seat cushion assembly from seat adjusters.

REMOVAL AND INSTALLATION (Continued)

**Fig. 17 Front Seat Cushion**

- 1 - SEAT CUSHION
- 2 - FASTENERS
- 3 - SEAT FRAME
- 4 - FASTENERS

INSTALLATION

- (1) Position seat cushion assembly on seat adjusters.
- (2) Install fasteners holding seat cushion assembly to seat adjusters.
- (3) Install seat in vehicle. Refer to procedures found in this section.

FRONT SEAT CUSHION COVER**REMOVAL**

- (1) Remove seat cushion assembly.
- (2) Disengage seat cushion cover retainer channels from seat cushion frame.
- (3) Peel seat cushion cover back from seat cushion foam to access hog rings holding seat cushion cover to seat cushion foam.
- (4) Remove hog rings holding seat cushion cover to seat cushion foam.
- (5) Separate seat cushion cover from seat cushion foam.

INSTALLATION

- (1) Position seat cushion foam to seat cushion frame.
- (2) Wrap fabric flap on bottom of cushion foam behind and under rear rail of cushion frame. Pull fabric tight.
- (3) Install hog rings to hold fabric flap to seat cushion frame.
- (4) Position seat cushion cover to seat cushion foam.

(5) Align horizontal seat cushion cover seam center notch with center hog ring location in seat cushion foam.

(6) Install hog rings to hold horizontal seam wire to wire in seat cushion foam at each hog ring location provided. Begin at center hog ring location and work outward.

(7) Install hog rings to hold vertical seam wires to wires in seat cushion foam at each hog ring location provided, if seat has vertical seams.

(8) Pull cushion cover down over seat cushion foam and frame.

(9) Engage seat cushion cover retainer channels to seat frame.

(10) Install seat cushion assembly.

MANUAL SEAT ADJUSTERS**REMOVAL**

- (1) Remove seat from vehicle. Refer to appropriate procedure in this section.
- (2) Remove front seat back.
- (3) Remove towel bar spring.
- (4) Remove push-nuts attaching towel bar to seat adjusters.
- (5) Remove towel bar from seat adjuster.
- (6) Remove seat adjusters.

INSTALLATION

- (1) Position seat adjusters for reassembly.
- (2) Install towel bar to seat adjusters.
- (3) Install new push nuts to attach towel bar to seat adjusters.
- (4) Install towel bar spring.
- (5) Install front seat back.
- (6) Install seat in vehicle. Refer to appropriate procedure in this section.

POWER SEAT ADJUSTER**REMOVAL**

- (1) Remove seat from vehicle. Refer to appropriate procedure in this section.
- (2) Remove front seat back.
- (3) Remove power seat switch and harness from seat adjuster.

INSTALLATION

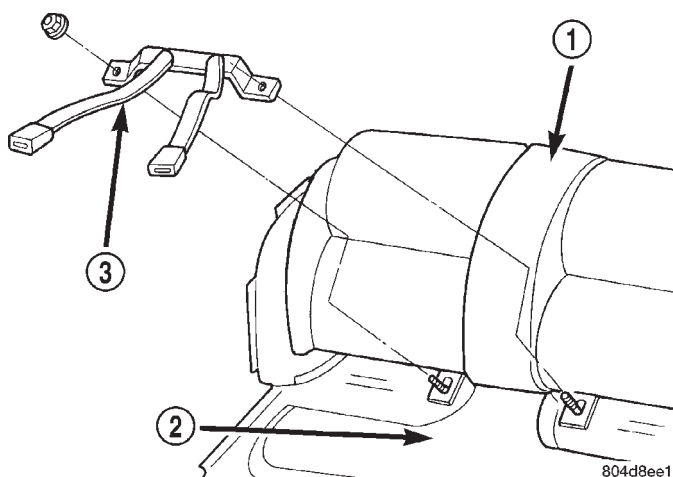
- (1) Install power seat switch and harness to seat adjuster.
- (2) Install front seat back.
- (3) Install seat in vehicle. Refer to appropriate procedure in this section.

REMOVAL AND INSTALLATION (Continued)

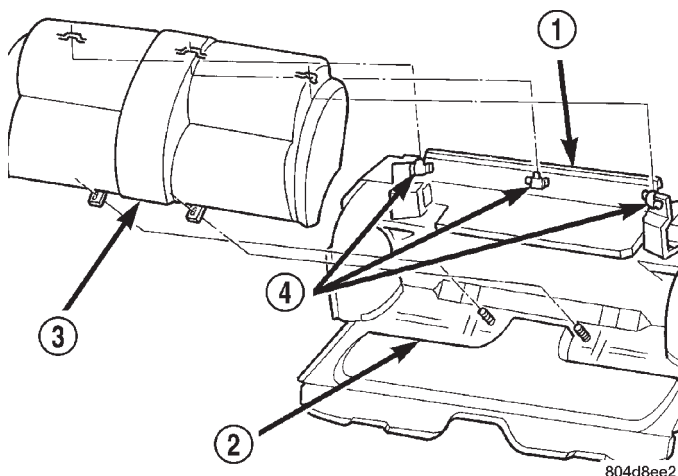
REAR SEAT BACK

REMOVAL

- (1) Remove rear seat cushion.
- (2) Remove rear inner seat belt assembly (Fig. 18).
- (3) Pull bottom of rear seat back forward until seat back brackets clear studs on floor pan (Fig. 19).
- (4) Push upward on rear seat back and disengage hooks holding seat back to rear seat back support.
- (5) Remove rear seat back from vehicle.

**Fig. 18 Rear Inner Seat Belt Assembly**

- 1 – REAR SEAT BACK
2 – FLOOR PAN
3 – INNER SEAT BELT ASSEMBLY

**Fig. 19 Rear Seat Back**

- 1 – REAR SEAT BACK SUPPORT
2 – FLOOR PAN
3 – REAR SEAT BACK
4 – RETAINING BRACKET

INSTALLATION

- (1) Position rear seat back in vehicle.
- (2) Tilt rear seat back rearward and raise seat back above retaining brackets on rear seat back support.

(3) Lower rear seat back until center loop begins to engage.

(4) Lower rear seat back and push rearward on outboard corners of seat back to engage outboard hooks to brackets on rear seat back support.

(5) Push downward on rear seat back until all hooks are fully engaged into retaining brackets.

(6) Install rear inner seat belt assembly.

(7) Install rear seat cushion.

NOTE: Tighten the rear inner seat belt assembly to 40 N·m (350 in. lbs.) torque.

REAR SEAT BACK COVER

REMOVAL

(1) Remove rear seat back from vehicle. Refer to procedures found in this section.

(2) Place seat back on a suitable work surface in inverted position.

(3) Remove hog rings around perimeter of seat back holding seat back cover to seat back frame.

(4) Pull seat cover from seat back frame and seat back foam.

(5) Remove any hog rings holding seat cover seam wires to seat foam wires.

(6) Separate seat cover from seat frame and seat back foam.

INSTALLATION

(1) Position seat cover to seat back frame and seat back foam.

(2) Align notch in center of seat back cover vertical seam to center hog ring locator.

(3) Install a hog ring at each hog ring location, center first, to hold seat back cover seam to wires in seat back foam.

(4) Repeat the above steps for the opposite inboard vertical seam, both outboard vertical seams, and the lower horizontal seam.

(5) If vehicle is equipped with cloth seats;

(a) Install hog rings at each hog ring locator, center first, to attach ends of vertical portions of U-shaped wires to vertical foam wires.

(b) Align notch in center of upper horizontal seat cover seam to center hog ring location.

(c) Install a hog ring at each hog ring locator to hold upper horizontal seam wire to wire in seat back foam.

(6) Install hog rings holding seat cover seam wires to seat frame.

(7) Pull seat cover over seat back frame and seat back foam.

(8) Install hog rings at hog ring locators around perimeter of seat back cushion holding seat cover to seat back frame.

REMOVAL AND INSTALLATION (Continued)

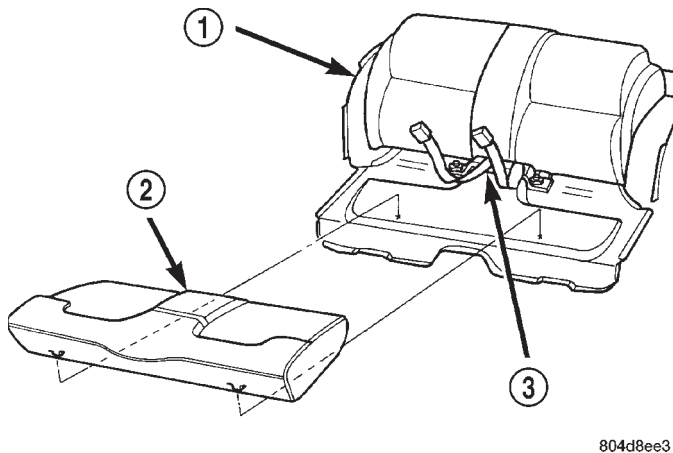
(9) Install rear seat back to vehicle. Refer to procedures found in this section.

REAR SEAT CUSHION

NOTE: Special care should be taken when removing rear seat cushion to prevent damage to the cushion frame. Remove cushion at attachment areas, not at wing area.

REMOVAL

- (1) Push firmly rearward and upward at one attachment point and disengage wire loops from retainers in floor pan (Fig. 20).
- (2) Repeat for other attachment point.
- (3) Separate rear seat cushion from vehicle.



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Fig. 20 Rear Seat Cushion

- 1 – REAR SEAT BACK
2 – REAR SEAT CUSHION
3 – INNER SEAT BELTS

INSTALLATION

- (1) Position rear seat cushion in vehicle.
- (2) Place inner seat belts on top of seat cushion.
- (3) Push seat cushion rearward and align wire loops to retainers in floor pan.
- (4) Push rear seat cushion firmly downward and engage wire loops to retainers in floor pan.

REAR SEAT CUSHION COVER**REMOVAL**

- (1) Remove rear seat cushion from vehicle. Refer to procedures found in this section.
- (2) Place seat cushion on a suitable work surface in inverted position.
- (3) Remove hog rings around perimeter of seat cushion attaching seat cushion cover to seat cushion frame.
- (4) Pull seat cover from seat cushion frame and seat cushion foam.
- (5) Remove hog rings attaching seat cover seam wires to seat foam wires.
- (6) Remove seat cover from seat frame and seat cushion foam.

INSTALLATION

- (1) Position seat cushion cover to seat cushion frame and seat cushion foam.
- (2) If vehicle is equipped with cloth seats;
 - (a) Align notch in center of seat cushion cover seam to center hog ring locator.
 - (b) Install a hog ring at each hog ring location to attach seat cushion cover seam wires to wires in seat cushion foam. Begin at center location and work outward.
- (3) If vehicle is equipped with leather/vinyl seats;
 - (a) Align notch in center of inboard vertical cover seam with center hog ring locator.
 - (b) Install a hog ring at each hog ring location, beginning at center location, to attach seat cushion cover seam wire to wire in seat cushion foam.
 - (c) Repeat above steps for opposite inboard vertical seam, both outboard vertical seams, and for the horizontal seams.
- (4) Pull seat cover over seat cushion frame and seat cushion foam.
- (5) Install hog rings at hog ring locators around perimeter of seat cushion foam attaching seat cushion cover to seat cushion frame.
- (6) Install rear seat cushion to vehicle. Refer to procedures found in this section.

CONVERTIBLE TOP

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DIAGNOSIS AND TESTING

HYDRAULIC SYSTEMS

The power convertible top hydraulic system consists of;

- Two hydraulic cylinders
- Hydraulic lines
- Electric hydraulic pump and reservoir
- Dual relays

HYDRAULIC SYSTEM TESTS

NOTE: The convertible top will raise slowly or make abnormal noise if the hydraulic fluid level is low.

- (1) Remove rear seat cushion and back.
- (2) With the top down, remove the reservoir fill plug.
- (3) Visually inspect fluid level. If low, inspect for leak in hydraulic system.
- (4) Fill reservoir with Dextron II automatic transmission fluid to the bottom of the fill hole.
- (5) Repair or replace components, as necessary.
- (6) Replace fill plug and raise top.
- (7) Lower top and verify fluid level.

REMOVAL AND INSTALLATION

CONVERTIBLE TOP HEADLINING

REMOVAL

- (1) Raise convertible top to midway position.
- (2) Remove convertible top header trim panel.
- (3) Remove screws attaching headlining to convertible top header panel.

- (4) Remove push in fasteners attaching headlining to convertible top mechanism rearward of quarter window.
- (5) Remove tack strip trim panel.
- (6) Remove shock cords along both sides of headlining.
- (7) Remove roof bows from convertible top mechanism.
- (8) Slide roof bows from convertible top cover and headlining.
- (9) Remove nuts holding headlining straps to tack strip.
- (10) Disengage hook and loop fasteners holding headlining above rear window.
- (11) Remove headlining from vehicle.

INSTALLATION

- (1) Position headlining from vehicle.
- (2) Engage hook and loop fasteners holding headlining above rear window.
- (3) Install nuts attaching headlining straps to tack strip.
- (4) Install roof bows from convertible top mechanism.
- (5) Snap plastic retainer strips on headlining and convertible top cover into channels on roof bows, working from rear bow forward.
- (6) Install shock cords along both sides of headlining.
- (7) Install tack strip trim panel.
- (8) Install push in fasteners attaching headlining to convertible top mechanism rearward of quarter window.
- (9) Install screws attaching headlining to convertible top header panel.
- (10) Install convertible top header trim panel.
- (11) Lower and secure convertible top.

REMOVAL AND INSTALLATION (Continued)

FOLDING TOP COVER**REMOVAL**

- (1) Release folding top latches and allow top cover to relax.
- (2) Remove tack strip trim panel.
- (3) Remove headlining.
- (4) Remove all convertible top storage area sections.
- (5) Remove nuts holding tack strip to deck panel.
- (6) Remove tack strip from deck panel.

CAUTION: Cover all painted and upholstered surfaces to avoid damage while performing the following operations.

- (7) Reposition tack strip above rear deck and quarter panels.
- (8) Using a grease pencil, mark location of outer top cover on rear tack strip to aid installation.
- (9) Remove staples holding top cover to rear tack strip.
- (10) Fold rear of top cover, tack strips and rear window up and over the third (rear) roof bow.
- (11) Remove screws holding roof rail tension cable springs to rear rail behind quarter glass opening.
- (12) Pull side rail rear weatherstrips from weatherstrip retainer channels.
- (13) Remove screws holding rear weatherstrip retainer channels to convertible top mechanism.
- (14) Separate rear weatherstrip retainer channels from vehicle.
- (15) Remove top cover listing from adhesive on roof rail.
- (16) Raise folding top to the mid point.
- (17) Remove screws holding convertible top header feature strip to header panel.
- (18) Mark location of top cover on top header.
- (19) Remove staples holding top cover to header.
- (20) Remove screws in end of roof bow.
- (21) Slide convertible top plastic retainer strips from channels in roof bows.
- (22) Close folding top, do not latch.
- (23) Slide tension cable out of cable pocket.
- (24) Disengage roof rail tension cables from header.
- (25) Remove top cover from vehicle.

INSTALLATION

- (1) Position convertible top cover on vehicle.
- (2) Slide tension cable through cable pocket.
- (3) Install rubber plugs holding roof rail tension cable ends into key hole slots in roof rails.
- (4) Install roof bows to convertible top mechanism.

(5) Snap convertible top plastic retainer strips into channels in roof bows, starting at rear bow and working forward.

- (6) Install screws at ends of roof bows.
- (7) Raise convertible top to mid point.
- (8) Align top cover to mark made previously on header.
- (9) Install staples to hold top cover to header. The header uses both 3/16 and 1/4 inch staples. The 3/16 staples are used everywhere except the outboard corners where the blinding wraps around, at that point the 1/4 inch staple is used.

(10) Install screws holding convertible top header feature strip to header panel.

(11) Install screws holding roof rail tension cable springs to roof rear roof rail behind quarter glass opening.

(12) Align mark made on rear of top cover and rear window to tack strip.

(13) Install staples holding rear of top cover and rear window to tack strip.

(14) Position tack strip to rear deck panel.

(15) Install nuts holding tack strip to rear deck panel.

(16) Install headlining.

(17) Install all convertible top storage area sections.

(18) Install tack strip trim panel.

(19) Lower quarter glass.

(20) Lower and secure convertible top.

(21) Apply suitable adhesive to side rail rear section to attach top cover listing.

(22) Pull top cover listing taut and secure to adhesive on rear side rail.

(23) Install side rail rear weatherstrip retainer channels.

(24) Install side rail rear weatherstrips.

(25) Verify fit and operation. Adjust as necessary.

CONVERTIBLE TOP REAR WINDOW**REMOVAL**

- (1) Release folding top latches and allow top cover to relax.
- (2) Lift shower curtain and remove push in nuts holding curtain to the studs.

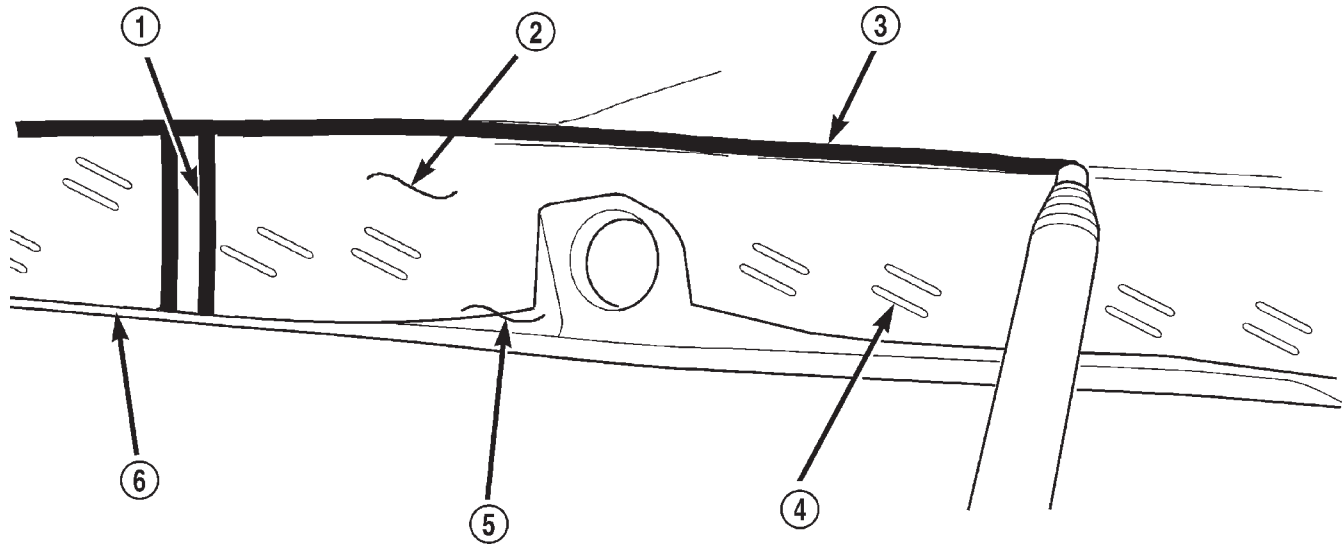
CAUTION: Take precautions not to tear curtain on the boot shelf during removal.

- (3) Disengage the headliner at the rear sail panels.
- (4) Disconnect wire connectors from terminals on heated rear window.

(5) Pull wire harness from sleeves at each side of the rear window.

(6) Remove nuts attaching belt line tack strips to vehicle.

REMOVAL AND INSTALLATION (Continued)



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Fig. 1 Sail Panel Reference Marks

- 1 – SEAM REFERENCE MARK
- 2 – COVER ASSEMBLY
- 3 – REFERENCE MARK

- 4 – STAPLES
- 5 – OUTER TACK STRIP
- 6 – SECOND TACK STRIP

NOTE: Support top 12 inches above windshield header.

(7) Remove the five piece belt line tack strips and save plastic centering bushings for reinstallation.

NOTE: Be sure to note the locations of the plastic centering bushings for installation.

(8) Disengage elastic strap from the third roof bow, if equipped.

(9) Remove antenna mast.

(10) Place protective padding over the entire rear deck area to protect paint. Move tack strips to top of deck opening onto protective padding.

(11) Mark the outer sail panels along the top edges and down the seams between the outer and second tack strips from the outside of top (Fig. 1).

NOTE: Reference marks will be used to reinstall the new rear window assembly.

(12) Remove sail panel springs on both sides at the front corners of the cover assembly (Fig. 2).

(13) Remove all staples from the cover assembly.

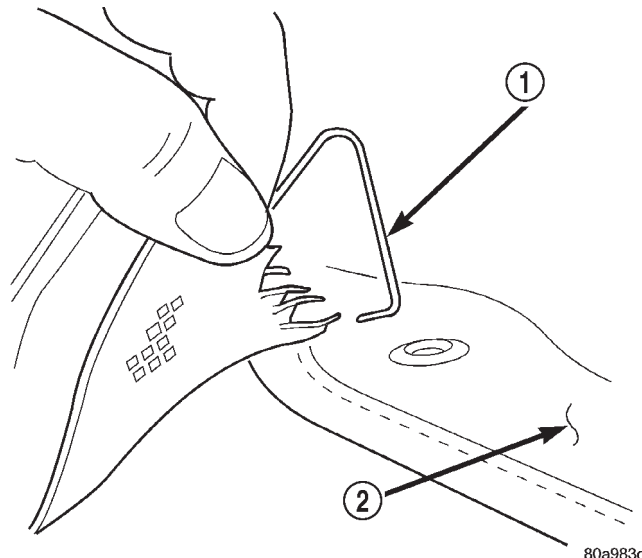
CAUTION: Be careful not to tear or damage the cover assembly.

(14) Fold the cover assembly up over the top.

(15) Remove tape and foam at the end of the third roof bow, save if reusable.

(16) Remove the rearmost stop screw on the number three bow, either driver's or passenger's side (Fig. 3).

(17) Slide the old rear window assembly off the number three bow.

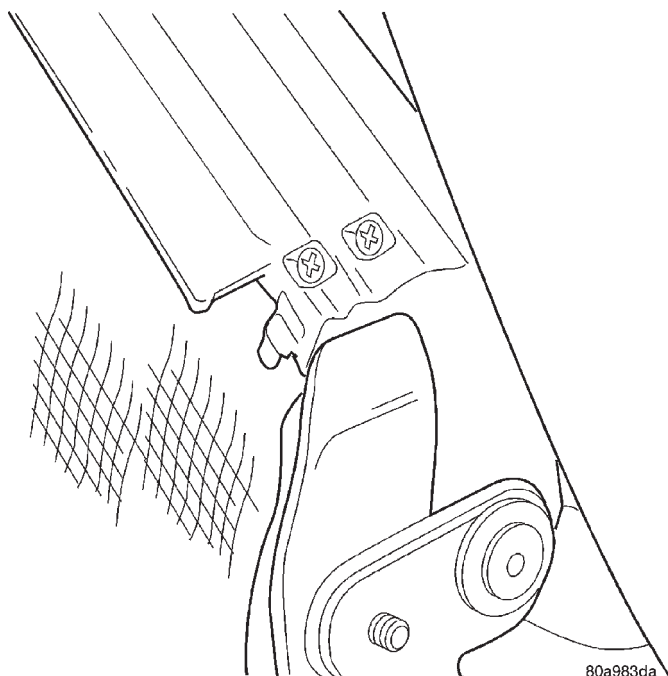


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Fig. 2 Sail Springs

- 1 – SAIL SPRING
- 2 – COVER ASSEMBLY

REMOVAL AND INSTALLATION (Continued)

**Fig. 3 Rear Window Rear Stop Screw****INSTALLATION**

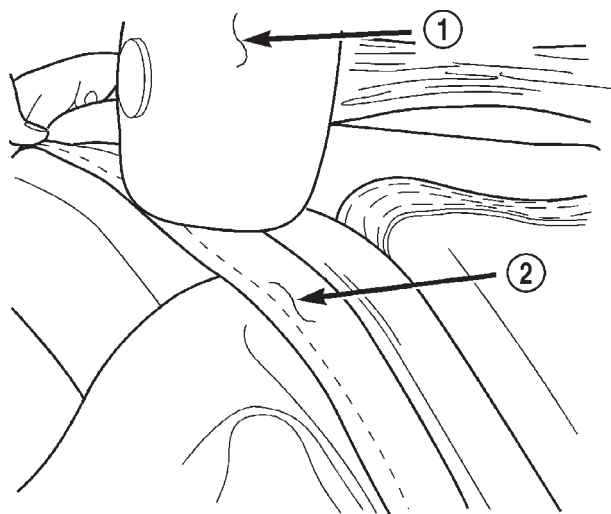
NOTE: To support the new Rear Window assembly for stapling purposes, remove the new rear window from packaging and place shipping box across the top opening, resting on the back seat and decklid.

- (1) Remove the boot shelf and two sail springs from the old rear window assembly and install onto the new rear window assembly.
- (2) Place rear window locking strip on third bow.
- (3) Insert the locking strip into the channel of the number three roof bow. A rubber mallet may be required to set locking strip into channel (Fig. 4).

CAUTION: Do not slide or pull the locking strip onto the number three bow.

NOTE: To ensure rear window is snapped into number three bow, flip assembly onto top to inspect snap in feature.

- (4) Install existing or new foam on the end of the bow using 1 in. black tape to secure foam to bow.
- (5) Install the rearmost stop screw on the number three bow.
- (6) Starting from the right side of the vehicle, locate the front edge of the cover assembly to the tacking strip (use measurements located in the Remove procedures Step 11) and pull cover down until marking is one eighth of an inch below the top edge of the tacking strips.

**Fig. 4 Rear Window Locking Strip**

- 1 - RUBBER MALLET
2 - LOCKING STRIP

NOTE: 1/8 inch measurement should be constant when stapling the cover assembly to prevent wrinkles.

- (7) Continue to staple right hand cover assembly to tacking strips. Work from the outboard to center line of the vehicle.
- (8) Repeat Step 6 for left side of the vehicle.
- (9) Install sail panel springs to front of cover assembly.
- (10) Install antenna mast.
- (11) Engage rear window elastic strap to number three roof bow.
- (12) Install plastic centering bushings to the belt line tack strips.
- (13) Using the nuts, install the belt line tacking strips, starting with the center tack strip and working outboard.
- (14) Feed rear window defogger wire harness through the sleeves at each side of the rear window.
- (15) Connect rear window defogger wire connectors to terminals.
- (16) Engage the headliner at the rear sail panel.
- (17) Install shower curtain with push on nuts.

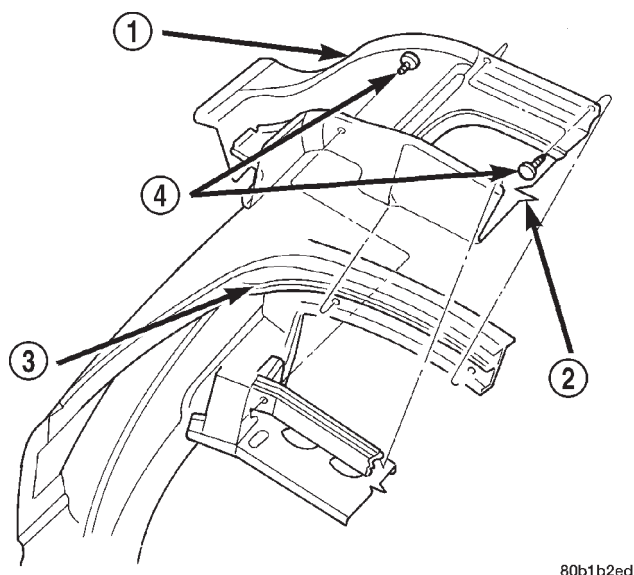
CAUTION: Make sure top well is not trapped under the tack strips.

- (18) Latch top and inspect for wrinkles.

REMOVAL AND INSTALLATION (Continued)

CONVERTIBLE TOP STORAGE**REMOVAL**

- (1) Raise and secure convertible top.
- (2) Remove screws attaching headliner to top well.
- (3) Remove push in fasteners attaching convertible top storage section to rear of storage area (Fig. 5).
- (4) Remove push in fasteners attaching storage area below seat belt bezel.
- (5) Pull rear of storage area upward and disengage front of storage area from beauty bar.
- (6) Remove storage area from vehicle.

**Fig. 5 Center Convertible Top Storage**

- 1 – CONVERTIBLE TOP STORAGE
 2 – REAR DECK PANEL
 3 – TACK STRIP
 4 – PUSH-IN FASTENER

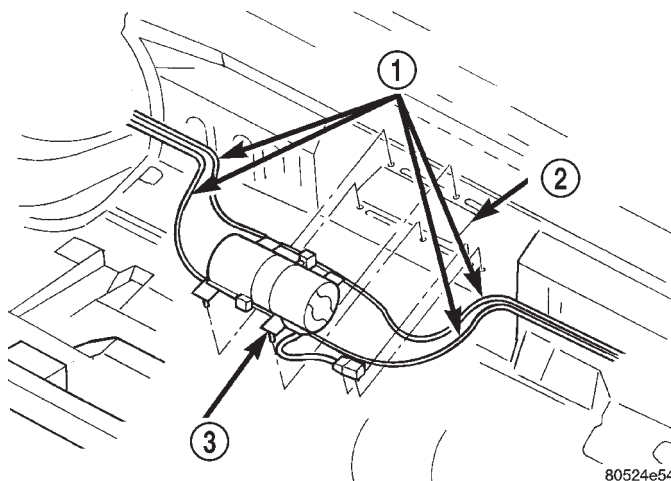
INSTALLATION

- (1) Position convertible top storage area in vehicle.
- (2) Engage front of storage area under beauty bar and push rear of storage area downward into position.
- (3) Install push in fasteners attaching convertible top storage section to rear of storage area.
- (4) Install push in fasteners to attach storage areas below seat belt bezel.
- (5) Install screws attaching headliner to top well.

HYDRAULIC MOTOR/PUMP ASSEMBLY**REMOVAL**

- (1) Disconnect battery negative cable.
- (2) Remove rear seat cushion and rear seat back.
- (3) Disconnect pump wire connector and ground connection (Fig. 6).
- (4) Disconnect hydraulic lines from pump.

- (5) Remove motor pump assembly from vehicle. The rubber mounts are pressed and locked into the mounting bracket. Pull up on motor assembly to remove.

**Fig. 6 Hydraulic Pump Assembly**

- 1 – HYDRAULIC LINES
 2 – MOUNTING BRACKET
 3 – HYDRAULIC PUMP ASSEMBLY

INSTALLATION

- (1) Position hydraulic motor in vehicle.
- (2) Press hydraulic motor into mounts.
- (3) Connect hydraulic lines to pump.
- (4) Connect pump wire connector and ground connection.
- (5) Connect battery negative cable.
- (6) Bleed the motor/pump and fill and verify operation of hydraulic pump.
- (7) Install rear seat cushion and rear seat back.

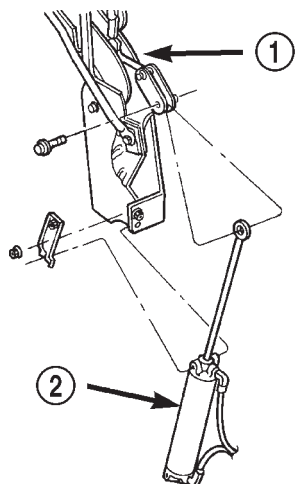
HYDRAULIC CYLINDER**REMOVAL**

- (1) Disconnect battery negative cable.
- (2) Remove rear seat cushion and rear seat back.
- (3) Remove quarter trim panel.
- (4) Remove cylinder mounting bracket and nut (Fig. 7).
- (5) Remove pivot bolt attaching cylinder shaft to top linkage.
- (6) Disconnect hydraulic lines from the cylinder.
- (7) Remove cylinder from vehicle.

INSTALLATION

- (1) Place cylinder into position.
- (2) Connect hydraulic lines to the cylinder.
- (3) Install pivot bolt attaching cylinder shaft to top linkage.
- (4) Install cylinder mounting bracket and nut.

REMOVAL AND INSTALLATION (Continued)



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Fig. 7 Hydraulic Cylinder

- 1 - CONVERTIBLE TOP LOWER PIVOT
2 - HYDRAULIC CYLINDER

- (5) Bleed the motor/pump and fill hydraulic system and check for proper operation.
- (6) Install quarter trim panel.
- (7) Install rear seat cushion and rear seat back.
- (8) Connect battery negative cable.

HYDRAULIC LINES**REMOVAL**

- (1) Remove rear seat cushion and rear seat back.
- (2) Remove both quarter trim panels.
- (3) Disconnect hydraulic line from hydraulic cylinders.
- (4) Disconnect hydraulic line from hydraulic pump.
- (5) Remove hydraulic line from vehicle.

INSTALLATION

- (1) Position hydraulic line to vehicle.
- (2) Connect hydraulic line to hydraulic pump.
- (3) Connect hydraulic line to hydraulic cylinders.
- (4) Bleed the motor/pump and fill hydraulic system. Check for leaks and proper operation.
- (5) Install quarter trim panels.
- (6) Install rear seat cushion and rear seat back.

ADJUSTMENTS**CONVERTIBLE TOP HYDRAULIC MOTOR/PUMP BLEEDING PROCEDURES**

Convertible top does not start to raise within 2 seconds after the switch is activated. Bleed the convertible top motor/pump assembly.

- (1) Lower the top to the full down position.
- (2) Remove the rear seat cushion, seat back and inner quarter trim panels.

(3) Remove the cylinder mounting brackets and remove the cylinders from the trunnion pivot mounts.

(4) Rotate the cylinders 180 degrees (the hose fittings will now face to front of the vehicle).

(5) Disconnect the motor/pump retaining clips from the body.

(6) Rotate and raise the motor/pump assembly so the reservoir is in the up position. The rubber filler plug will be at the top.

(7) Raise motor/pump fitting to at least 2 inches above the horizontal rear seat back reinforcement.

(8) Tilt the motor/pump assembly to approximately the 10 o'clock position, with the rubber filler plug still at the top.

CAUTION: THE MOTOR/PUMP ASSEMBLY MUST REMAIN IN THE CURRENT POSITION UNTIL THE RUBBER FILLER PLUG IS REINSTALLED IN THE Step 12.

(9) Remove the rubber fill plug from reservoir.

(10) Fill the hydraulic system by adding Dexron 2 Automatic Transmission Fluid to the bottom of the fill hole.

CAUTION: DO NOT OPERATE THE TOP SWITCH IN THE UP (CLOSING THE TOP) DIRECTION.

(11) With two people, activate the top switch in the down (opening the top) position to fully retract the cylinder rods and hold for approximately 5 seconds, until the motor/pump stalls. A percolating or gurgle sound/feeling is an indication that the procedure is working.

(12) Top off the motor/pump with Dexron 2 and insert the filler plug.

(13) Install the motor/pump assembly into the vehicle mounting bracket.

(14) Rotate the cylinders back to the original position (hose fitting rearward).

(15) Install the motor/pump lead and hydraulic line clips (the hydraulic line clips are to assist in the production process) to ensure that the seat back/seat cushion do not pinch the lines. If the sticky side is no longer holding to the floor pan, the clips can be left off.

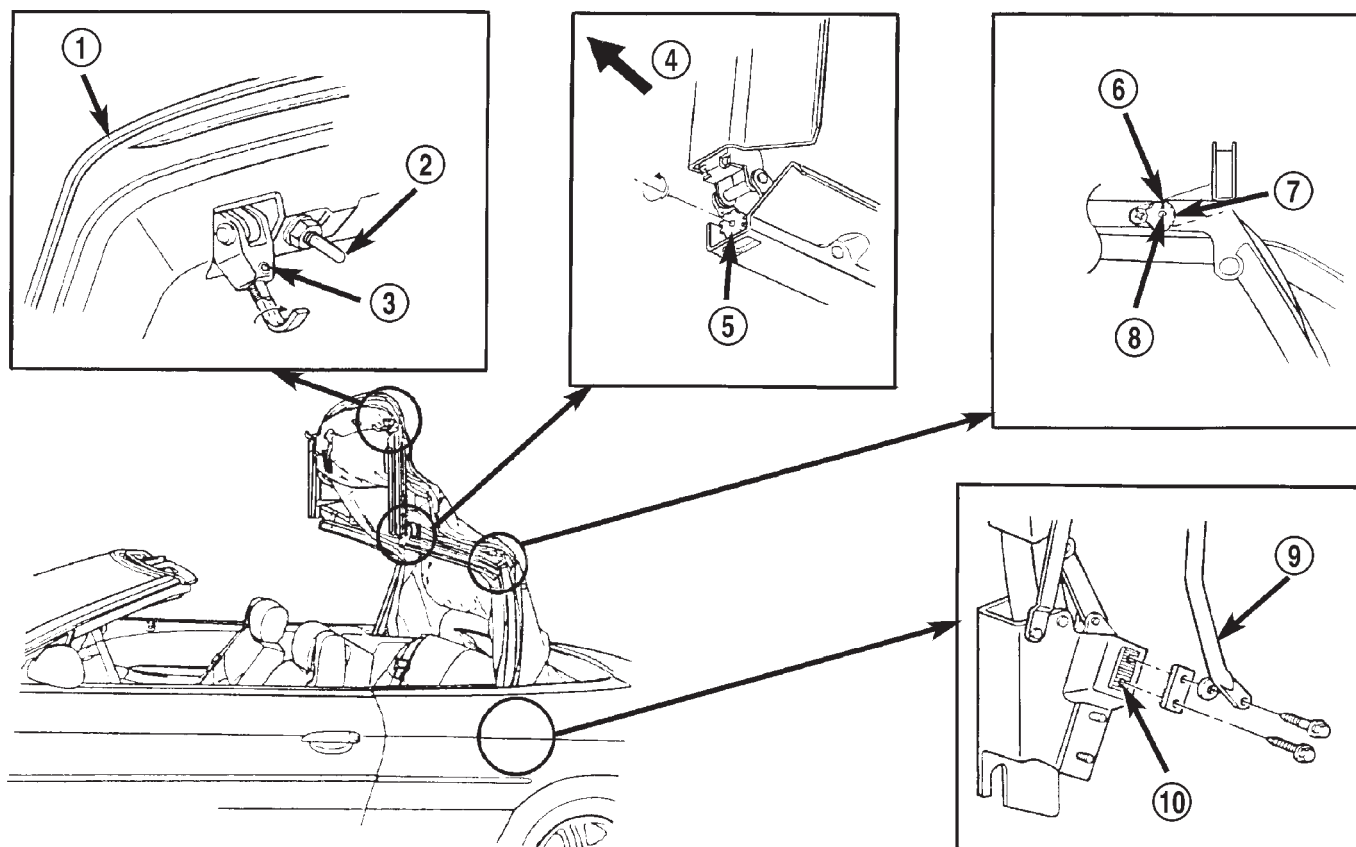
(16) Ensure that the bushing is still on the trunnion pivot mount and bracket. Tap the top switch in (raising the top) to get the cylinder trunnion onto the trunnion pivot mounts, if needed.

(17) Install cylinder mounting brackets.

(18) Raise and lower the top to ensure proper operation.

(19) Install the inner quarter panels, and the rear seat back and cushion.

ADJUSTMENTS (Continued)



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Fig. 8 Adjustment Locations

- | | |
|---|---|
| 1 – TOP HEADER | 7 – CAM |
| 2 – DOWEL PIN | 8 – TURN DART TOWARD FRONT (HEADER MOVES REARWARD AND UP) |
| 3 – SET SCREW | 9 – BALANCE LINK |
| 4 – FRONT | 10 – SERRATED PLATE |
| 5 – FRONT-TO-CENTER RAIL ADJUSTING SCREW | |
| 6 – TURN DART TOWARD REAR (HEADER MOVES FORWARD AND UP) | |

CONVERTIBLE TOP ADJUSTMENTS

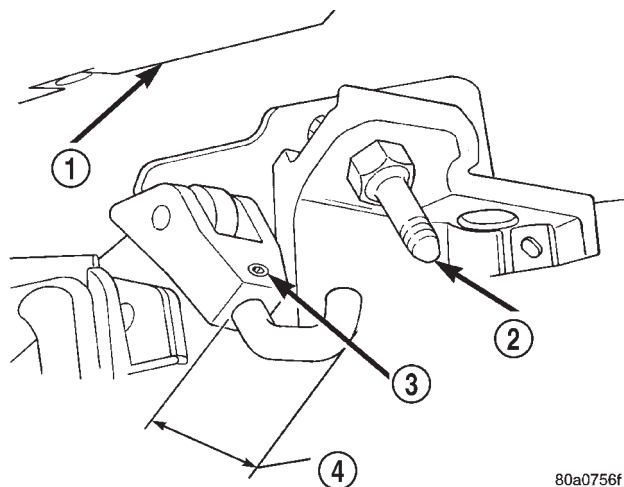
Refer to (Fig. 8) to determine which adjustment is required. Refer to the appropriate procedure for more information.

ADJUSTMENTS (Continued)

DOWEL PIN ADJUSTMENTS

- (1) Loosen dowel pins (Fig. 9).
- (2) Position dowel pins to the center of the receiver holes in the windshield header.
- (3) Tighten dowel pins and verify adjustment.

NOTE: Refer to Cam Adjustment or Balance Link Adjustment paragraphs of this section to adjust forward or rearward position of the top header.



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Fig. 9 Roof Latch and Guide Dowel Pin

- 1 - HEADER
- 2 - DOWEL PIN
- 3 - SET SCREW
- 4 - 25.4 mm MIN
35.56 mm MAX

LATCH HOOK ADJUSTMENT

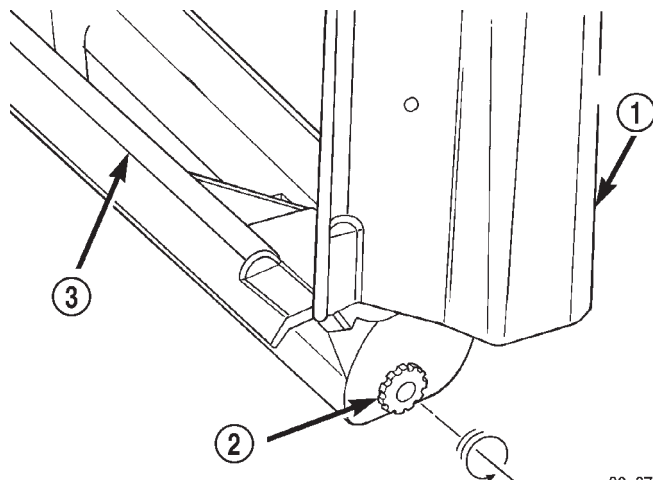
If the convertible top latching effort is excessive, it can be reduced by lengthening the latch hook (Fig. 9). The top header weatherstrip requires enough compression to prevent air and water leaks. Adjust latch hook to achieve reasonable latching effort and proper sealing.

FRONT TO CENTER RAIL ADJUSTMENT

To align the roof rail weatherstrips to the door and quarter glass contact, adjust the front to center rail adjusting screw (Fig. 10). To decrease pressure on door glass turn adjuster inward. To increase pressure on door glass turn adjuster outward.

TOP FRAME CAM ADJUSTMENT

The top frame cam changes forward or rearward position of the top header in relation to the windshield header. The cam turns inside the rear side rail and thrust link (Fig. 11). It may be necessary to lengthen the balance links 1 or 2 serrations after a cam adjustment. The position of the cam high side determines the angle between the center and rear side rails. When the high side is fully forward, the

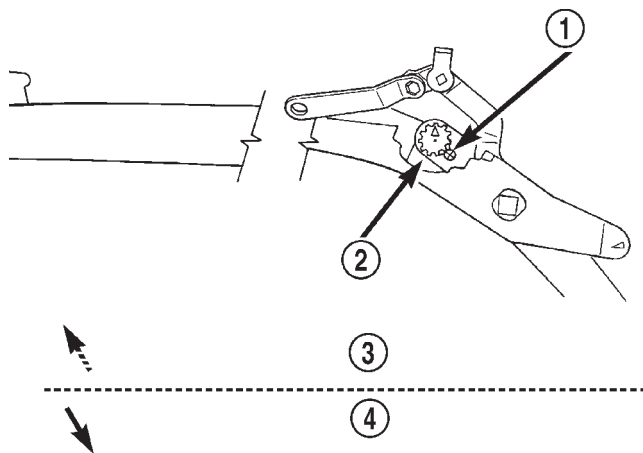


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Fig. 10 Roof Rail Adjustment

- 1 - FRONT RAIL
- 2 - FRONT TO CENTER RAIL ADJUSTING SCREW
- 3 - CENTER RAIL

angle is at a minimum, and when turned rearward, the angle is increased. An increased angle increases the forward movement of the top. The cam high side is indicated by a arrow on the cam threaded end.



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Fig. 11 Cam Assembly

- 1 - TORX SCREW
- 2 - CAM
- 3 - TURN DART TOWARDS REAR OF CAR
HEADER MOVES IN THIS DIRECTION
- 4 - TURN DART TOWARDS FRONT OF CAR
HEADER MOVES IN THIS DIRECTION

TO ADJUST CAM SETTING

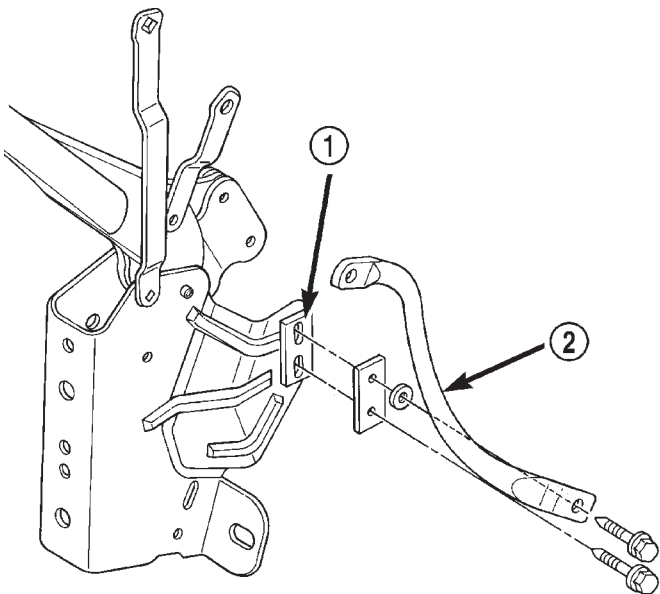
- (1) Lower top to half down position to remove all possible strain from the cam.
- (2) Remove torx head screw.
- (3) Using appropriate torx bit, rotate cam as necessary and secure set screw.

ADJUSTMENTS (Continued)

BALANCE LINK ADJUSTMENT

WARNING: DO NOT PLACE HANDS OVER GAPS IN MOVABLE CONVERTIBLE TOP COMPONENTS DURING SERVICING. PERSONAL INJURY CAN RESULT.

- (1) Remove convertible top head lining as necessary to gain access to adjusters.
- (2) With the top latched in up position, loosen both bolts just enough to permit moving link up or down (Fig. 12).
- (3) Push upward in the area of the front to center rail joint. Push rails up by hand as far as possible.
- (4) With the balance link adjusting bolts loosened, allow the balance link to seek proper position.
- (5) Tighten bolts while rail is held in position.



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Fig. 12 Balance Link Adjustment

- 1 – SERRATED PLATE
- 2 – BALANCE LINK

SPECIFICATIONS

TORQUE SPECIFICATIONS

DESCRIPTION	TORQUE
Convertible Top	
Header Latch Mounting Screw	5 to 7.3 N·m (45 to 65 in. lbs.)
Seal Retainer Mounting Screw	2.8 to 4 N·m (25 to 35 in. lbs.)
Number 4 bow	
Retainer Mounting Screw	1.1 to 2.3 N·m (10 to 20 in. lbs.)

BODY COMPONENTS

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DESCRIPTION AND OPERATION

VEHICLE IDENTIFICATION

DESCRIPTION

Throughout this group, references to the DaimlerChrysler Corporation vehicle family identification code are used when describing a procedure that is unique to that vehicle. Refer to Introduction Group of this manual for detailed information on vehicle identification. If a procedure is common to all vehicles covered in this manual, no reference will be made to a vehicle family code.

SAFETY PRECAUTIONS AND WARNINGS

DESCRIPTION

WARNING: USE A OSHA APPROVED BREATHING FILTER WHEN SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL - BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

DO NOT STAND UNDER A HOISTED VEHICLE THAT IS NOT PROPERLY SUPPORTED ON SAFETY STANDS. PERSONAL INJURY CAN RESULT.

CAUTION: When holes must be drilled or punched in an inner body panel, verify depth of space to the outer body panel, electrical wiring, or other components. Damage to vehicle can result.

Do not weld exterior panels unless combustible material on the interior of vehicle is removed from the repair area. Fire or hazardous conditions, can result.

Always have a fire extinguisher ready for use when welding.

Disconnect the negative (-) cable clamp from the battery when servicing electrical components that are live when the ignition is OFF. Damage to electrical system can result.

Do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.

Do not use harsh alkaline based cleaning solvents on painted or upholstered surfaces. Damage to finish or color can result.

Do not hammer or pound on plastic trim panel when servicing interior trim. Plastic panels can break.

DaimlerChrysler Corporation uses many different types of push-in fasteners to secure the interior and exterior trim to the body. Most of these fasteners can be reused to assemble the trim during various repair

procedures. At times, a push-in fastener cannot be removed without damaging the fastener or the component it is holding. If it is not possible to remove a fastener without damaging a component or body, cut or break the fastener and use a new one when installing the component. Never pry or pound on a plastic or pressed-board trim component. Using a suitable fork-type prying device, pry the fastener from the retaining hole behind the component being removed. When installing, verify fastener alignment with the retaining hole by hand. Push directly on or over the fastener until it seats. Apply a low-force pull to the panel to verify that it is secure.

When it is necessary to remove components to service another, it should not be necessary to apply excessive force or bend a component to remove it. Before damaging a trim component, verify hidden fasteners or captured edges holding the component in place.

DIAGNOSIS AND TESTING

WATER LEAKS

Water leaks can be caused by poor sealing, improper body component alignment, body seam porosity, missing plugs, or blocked drain holes. Centrifugal and gravitational force can cause water to drip from a location away from the actual leak point, making leak detection difficult. All body sealing points should be water tight in normal wet-driving conditions. Water flowing downward from the front of the vehicle should not enter the passenger or luggage compartment. Moving sealing surfaces will not always seal water tight under all conditions. At times, side glass or door seals will allow water to enter the passenger compartment during high pressure washing or hard driving rain (severe) conditions. Overcompensating on door or glass adjustments to stop a water leak that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After completing a repair, water test vehicle to verify leak has stopped before returning vehicle to use.

VISUAL INSPECTION BEFORE WATER LEAK TESTS

Verify that floor and body plugs are in place, body drains are clear, and body components are properly aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

WATER LEAK TESTS

WARNING: DO NOT USE ELECTRIC SHOP LIGHTS OR TOOLS IN WATER TEST AREA. PERSONAL INJURY CAN RESULT.

DIAGNOSIS AND TESTING (Continued)

When the conditions causing a water leak have been determined, simulate the conditions as closely as possible.

- If a leak occurs with the vehicle parked in a steady light rain, flood the leak area with an open-ended garden hose.
- If a leak occurs while driving at highway speeds in a steady rain, test the leak area with a reasonable velocity stream or fan spray of water. Direct the spray in a direction comparable to actual conditions.
- If a leak occurs when the vehicle is parked on an incline, hoist the end or side of the vehicle to simulate this condition. This method can be used when the leak occurs when the vehicle accelerates, stops or turns. If the leak occurs on acceleration, hoist the front of the vehicle. If the leak occurs when braking, hoist the back of the vehicle. If the leak occurs on left turns, hoist the left side of the vehicle. If the leak occurs on right turns, hoist the right side of the vehicle. For hoisting recommendations refer to Group 0, Lubrication and Maintenance, General Information section.

WATER LEAK DETECTION

To detect a water leak point-of-entry, do a water test and watch for water tracks or droplets forming on the inside of the vehicle. If necessary, remove interior trim covers or panels to gain visual access to the leak area. If the hose cannot be positioned without being held, have someone help do the water test.

Some water leaks must be tested for a considerable length of time to become apparent. When a leak appears, find the highest point of the water track or drop. The highest point usually will show the point of entry. After leak point has been found, repair the leak and water test to verify that the leak has stopped.

Locating the entry point of water that is leaking into a cavity between panels can be difficult. The trapped water may splash or run from the cavity, often at a distance from the entry point. Most water leaks of this type become apparent after accelerating, stopping, turning, or when on an incline.

MIRROR INSPECTION METHOD

When a leak point area is visually obstructed, use a suitable mirror to gain visual access. A mirror can also be used to deflect light to a limited-access area to assist in locating a leak point.

BRIGHT LIGHT LEAK TEST METHOD

Some water leaks in the luggage compartment can be detected without water testing. Position the vehicle in a brightly lit area. From inside the darkened luggage compartment inspect around seals and body seams. If necessary, have a helper direct a drop light over the suspected leak areas around the luggage com-

partment. If light is visible through a normally sealed location, water could enter through the opening.

PRESSURIZED LEAK TEST METHOD

When a water leak into the passenger compartment cannot be detected by water testing, pressurize the passenger compartment and soap test exterior of the vehicle. To pressurize the passenger compartment, close all doors and windows, start engine, and set heater control to high blower in HEAT position. If engine can not be started, connect a charger to the battery to ensure adequate voltage to the blower. With interior pressurized, apply dish detergent solution to suspected leak area on the exterior of the vehicle. Apply detergent solution with spray device or soft bristle brush. If soap bubbles occur at a body seam, joint, seal or gasket, the leak entry point could be at that location.

WIND NOISE

Wind noise is the result of most air leaks. Air leaks can be caused by poor sealing, improper body component alignment, body seam porosity, or missing plugs in the engine compartment or door hinge pillar areas. All body sealing points should be airtight in normal driving conditions. Moving sealing surfaces will not always seal airtight under all conditions. At times, side glass or door seals will allow wind noise to be noticed in the passenger compartment during high cross winds. Over compensating on door or glass adjustments to stop wind noise that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After a repair procedure has been performed, test vehicle to verify noise has stopped before returning vehicle to use.

Wind noise can also be caused by improperly fitted exterior moldings or body ornamentation. Loose moldings can flutter, creating a buzzing or chattering noise. An open cavity or protruding edge can create a whistling or howling noise. Inspect the exterior of the vehicle to verify that these conditions do not exist.

VISUAL INSPECTION BEFORE TESTS

Verify that floor and body plugs are in place and body components are aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

ROAD TESTING WIND NOISE

(1) Drive the vehicle to verify the general location of the wind noise.

(2) Apply 50 mm (2 in.) masking tape in 150 mm (6 in.) lengths along weatherstrips, weld seams or moldings. After each length is applied, drive the vehicle. If noise goes away after a piece of tape is applied, remove tape, locate, and repair defect.

DIAGNOSIS AND TESTING (Continued)

POSSIBLE CAUSE OF WIND NOISE

- Moldings standing away from body surface can catch wind and whistle.
- Gaps in sealed areas behind overhanging body flanges can cause wind-rushing sounds.
- Misaligned movable components.
- Missing or improperly installed plugs in pillars.
- Weld burn through holes.

SERVICE PROCEDURES

HEAT STAKING

- (1) Remove trim panel.
- (2) Bend or move the trim panel components at the heat staked joints. Observe the heat staked locations and/or component seams for looseness.
- (3) Heat stake the components.
 - (a) If the heat staked or component seam location is loose, hold the two components tightly together and using a soldering gun with a flat tip, melt the material securing the components together. Do not over heat the affected area, damage to the exterior of the trim panel may occur.
 - (b) If the heat staked material is broken or missing, use a hot glue gun to apply new material to the area to be repaired. The panels that are being heat staked must be held together while the applying the glue. Once the new material is in place, it may be necessary to use a soldering gun to melt the newly applied material. Do not over heat the affected area, damage to the exterior of the trim panel may occur.
- (4) Allow the repaired area to cool and verify the repair.
- (5) Install trim panel.

PLASTIC BODY PANEL REPAIR

DESCRIPTION OPERATION

Resin Transfer Molded (RTM) body panels are reinforced with a continuous fiberglass mesh. Epoxy resin is injected into a gel-coated and fiberglass lined mold to form a body panel. Sheet molded compound (SMC) body panels are constructed with fiberglass strands usually 1 inch or shorter, epoxy resin formed into sheet stock and pressed in mold flowing material to form a sheet molded compound (SMC) body panel. RTM and SMC body panels can be repaired with epoxy adhesive after market products. Refer to instructions provided by the manufacturer of products being used to repair RTM or SMC. Daimler-Chrysler Corporation recommends that a trained automotive body technician perform body panel repair procedures (Fig. 1).

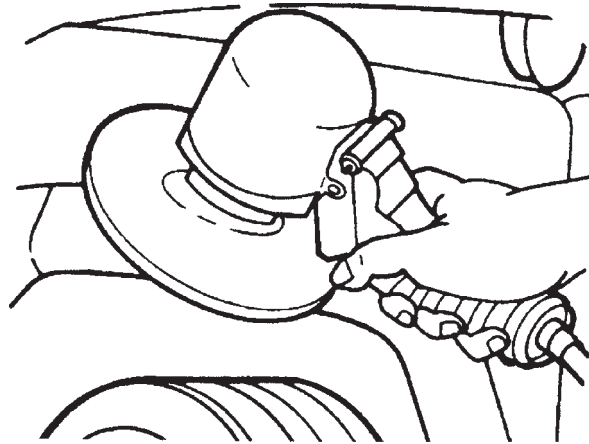


Fig. 1 Panel Repair

SAFETY PRECAUTION AND WARNINGS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING RTM AND SMC COMPONENTS. PERSONAL INJURY CAN RESULT.

USE AN OSHA APPROVED BREATHING DEVICE WHEN MIXING EPOXY, GRINDING RTM AND SMC, AND SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH EPOXY RESIN, PETROLEUM, OR ALCOHOL BASED SOLVENTS. PERSONAL INJURY CAN RESULT.

DO NOT VENTURE UNDER A HOISTED VEHICLE THAT IS NOT PROPERLY SUPPORTED ON SAFETY STANDS. PERSONAL INJURY CAN RESULT.

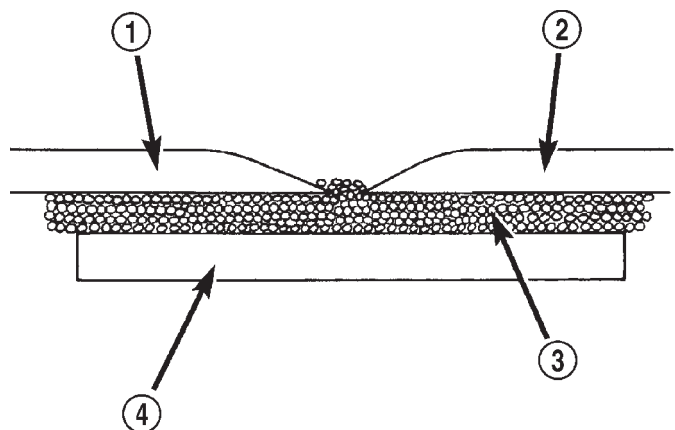
- When holes must be drilled or cut in body panels, verify locations of internal body components and electrical wiring. Damage to vehicle can result.
- Do not use abrasive chemicals or compounds on undamaged painted surfaces around repair areas. Damage to finish can result.

PANEL SECTIONING

If it is required to section a large panel for an SMC or RTM repair, it will be necessary to reinforce the panel with epoxy structural adhesive (rigid repair adhesive) (Fig. 2). To bond two plastic panels together, a reinforcement must overlap both panels. The panels must be "V'd" at a 20 degree angle. The area to be reinforced should be washed, then sanded. Be sure to wipe off any excess soap and water when finished. Lightly sand or abrade the plastic with an abrasive pad or sandpaper. Blow off any dust with compressed air or wipe with a clean dry rag.

When bonding SMC or RTM panels, use a two-part epoxy adhesive. Properly mix parts A and B, and apply it to the panels being repaired. Be sure that enough adhesive has been applied to allow squeeze out and to fill the full bond line. Once the pieces

SERVICE PROCEDURES (Continued)



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Fig. 2 Panel Sectioning

- 1 - EXISTING PANEL
- 2 - NEW PANEL
- 3 - PANEL ADHESIVE
- 4 - BONDING STRIP

have been brought together, do not move them until the adhesive is cured. The assembly can be held together with clamps, rivets, etc. A faster cure can be obtained by heating with a heat lamp or heat gun.

After the parts have been bonded and have had time to cure, rough sand the seam and apply the final adhesive filler to the area being repaired. Smooth the filler with a spatula, wooden tongue depressor, or squeegee. For fine texturing, a small amount of water can be applied to the filler surface while smoothing. The cured filler can be sanded as necessary and, as a final step, cleanup can be done with soapy water. Wipe the surface clean with a dry cloth allowing time for the panel to dry before moving on with the repair.

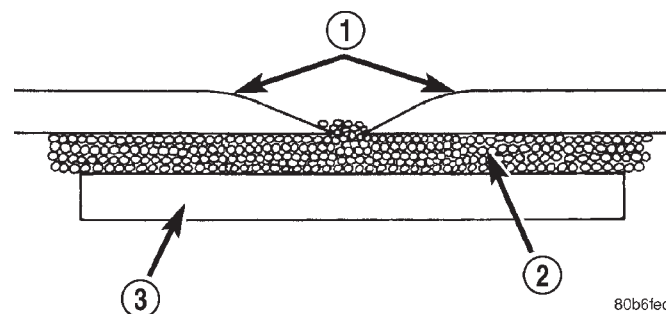
PANEL REINFORCEMENT

Structural repair procedures for rigid panels such as Sheet Molding compound (SMC) or Resin Transfer Molding (RTM) with large cracks and holes will require a reinforcement backing. Reinforcements can be made with several applications of glass cloth saturated with epoxy structural adhesive, semirigid or flexible repair materials should be used for semirigid or flexible part repairs (Fig. 3) and (Fig. 4). Open meshed fiberglass dry wall tape can be used to form a reinforcement. The dry wall tape allows the resin to penetrate through and make a good bond between the panel and the epoxy adhesive. Structurally, the more dry wall tape used, the stronger the repair.

Another kind of repair that can be done to repair large cracks and holes is to use a scrap piece of similar plastic and bond with structural adhesive. The reinforcement should cover the entire break and

should have a generous amount of overlap on either side of the cracked or broken area.

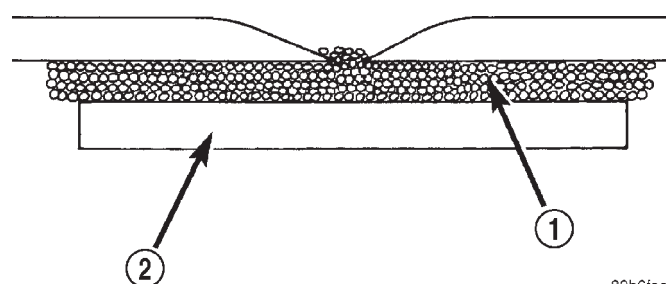
When repairing plastic, the damaged area is first "V'd" out, or beveled. Large bonding areas are desirable when repairing plastic because small repairs are less likely to hold permanently. Beveling the area around a crack at a 20 degree angle will increase the bonding surface for a repair (Fig. 5). It is recommended that sharp edges be avoided because the joint may show through after the panel is refinished.



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Fig. 3 Softened Edges

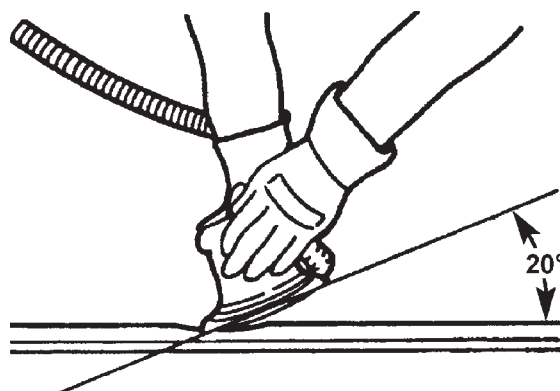
- 1 - SOFTENED EDGES
- 2 - PANEL ADHESIVE
- 3 - BONDING STRIP



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Fig. 4 Panel Reinforcement

- 1 - PANEL ADHESIVE
- 2 - REINFORCEMENT



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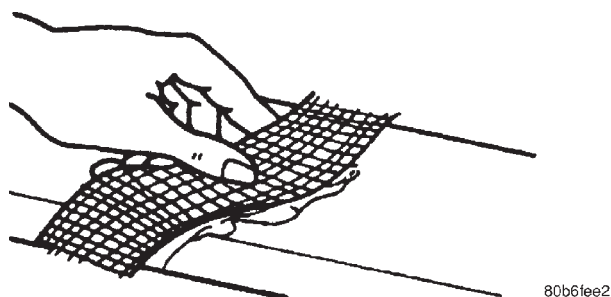
Fig. 5 Beveling Angle - 20 Degree

SERVICE PROCEDURES (Continued)

- Panel repair for both flexible and rigid panels are basically the same. The primary difference between flexible panel repair and rigid panel repair is in the adhesive materials used (Fig. 6).

- The technician should first decide what needs to be done when working on any type of body panel. One should determine if it is possible to return the damage part to its original strength and appearance without exceeding the value of the replacement part.

- When plastic repairs are required, it is recommended that the part be left on the vehicle when every possible. That will save time, and the panel will remain stationary during the repair. Misalignment can cause stress in the repair areas and can result in future failure.

**Fig. 6 Fiberglass Tape****VISUAL INSPECTION**

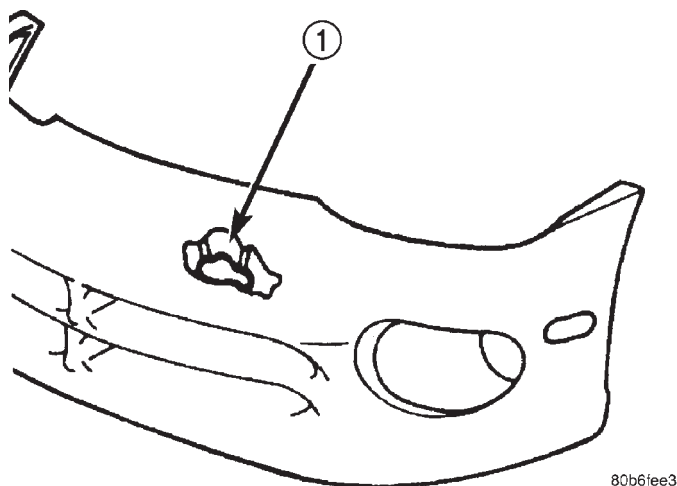
Sheet Molded Compound (SMC) and Resin Transfer Molded (RTM), because they are composites, react differently to impact that sheet metal does. Composite materials can mask the severity of an accident. Adhesive bond lines, interior structure of the doors, and steel structure need to be inspected carefully to get a true damage assessment. Close inspection may require partial removal of interior trim or inner panels.

Identify the type of repair:

Puncture or Crack – Damage that has penetrated completely through the panel. Damage is confined to one general area; a panel section is not required. However, a backer panel, open fiberglass tape, or matted material must be bonded from behind (Fig. 7).

PANEL SURFACE PREPARATION

If a body panel has been punctured, cracked, or crushed, the damaged area must be removed from the panel to achieve a successful repair. All spider web cracks leading away from a damaged area must be stopped or removed. To stop a running crack in a SMC or RTM panel, drill a 6 mm (0.250 in.) hole at the end of the crack farthest away from the damage. If spider web cracks can not be stopped, the panel would require replacement. The surfaces around the damaged area should be stripped of paint and freed from wax and oil. Scuff surfaces around repair area

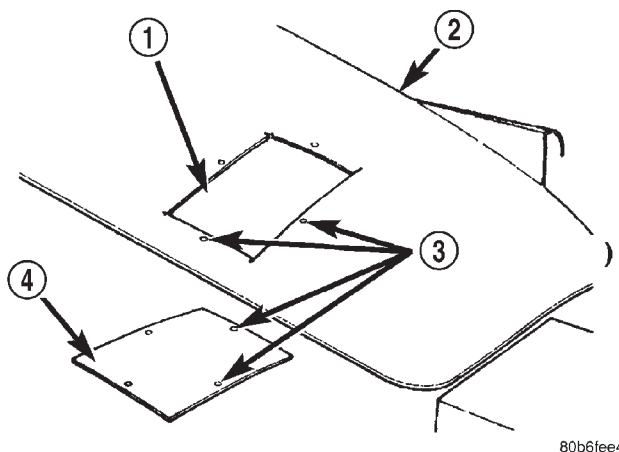
**Fig. 7 Damage Component**

1 – PUNCTURE

with 360 grit wet/dry sand paper, or equivalent, to assure adhesion of epoxy repair materials.

PATCHING PANELS

An RTM or SMC panel that has extensive puncture type damage can be repaired by cutting out the damaged material (Fig. 8). Use a suitable reciprocating saw or cut off wheel to remove the section of the SMC or RTM panel that is damaged. The piece cut out can be used as a template to shape the new patch. It is not necessary to have access to the back of the panel to install a patch. Bevel edges of cutout at 20 degrees to expose a larger bonding area on the outer side. This will allow for an increased reinforcement areas.

**Fig. 8 Damaged Panel Cutout and Patch**

- 1 – CUTOUT
- 2 – DAMAGED BODY PANEL
- 3 – 4MM (0.160 IN.) HOLES
- 4 – PATCH CUT TO SIZE

SERVICE PROCEDURES (Continued)

PANEL PATCH FABRICATIONS

A patch can be fabricated from any rigid fiberglass panel that has comparable contour with the repair area. discard SMC or RTM panels. Lift gates and fenders can be used to supply patch material. If existing material is not available or compatible, a patch can be constructed with epoxy and reinforcement mesh (dry wall tape). Perform the following operation if required:

(1) Cover waxed paper or plastic with adhesive backed nylon mesh (dry wall tape) larger than the patch required (Fig. 9).

(2) Tape waxed paper or plastic sheet with mesh to a surface that has a compatible contour to the repair area.

(3) Apply a liberal coat of epoxy adhesive over the reinforcement mesh (Fig. 9). If necessary apply a second or third coat of epoxy and mesh after first coat has cured. The thickness of the patch should be the same as the repair area.

(4) After patch has cured, peel waxed paper or plastic from the back of the patch.

(5) If desired, a thin film coat of epoxy can be applied to the back of the patch to cover mesh for added strength.

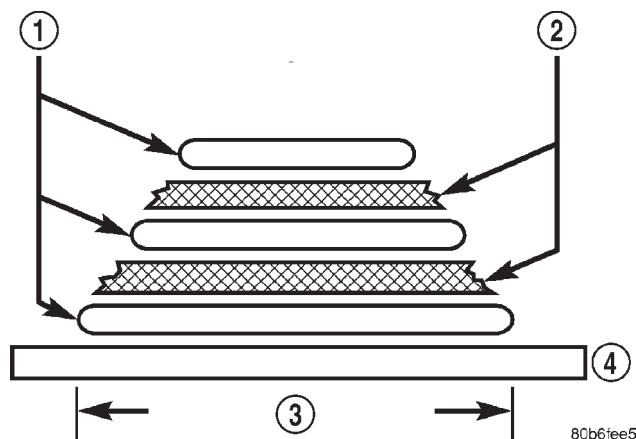


Fig. 9 Fabricated Panel

- 1 - STRUCTURAL ADHESIVE OR EPOXY RESIN
- 2 - FIBERGLASS CLOTH OR FIBERGLASS MESH TAPE
- 3 - WIDTH OF V-GROOVE
- 4 - WAXED PAPER

PANEL PATCH INSTALLATION

(1) Make a paper or cardboard pattern the size and shape of the cutout hole in the panel.

(2) Trim 3 mm (0.125 in.) from edges of pattern so patch will have a gap between connecting surfaces.

(3) Using the pattern as a guide, cut the patch to size.

(4) Cut scrap pieces of patch material into 50 mm (2 in.) squares to use as patch supports to sustain the patch in the cutout.

(5) Drill 4 mm (0.160 in.) holes 13 mm (0.5 in.) in from edge of cutout hole (Fig. 8).

(6) Drill 3 mm (0.125 in.) holes in the support squares 13 mm (0.5 in.) from the edge in the center of one side.

(7) Scuff the backside of the body panel around the cutout hole with a scuff pad or sandpaper.

(8) Mix enough epoxy to cover one side of all support squares.

(9) Apply epoxy to the support squares on the half with the hole pre-drilled in it.

(10) Using number 8 sheet metal screws, secure support squares to back side of body panel with epoxy sandwiched between the panel and squares (Fig. 10).

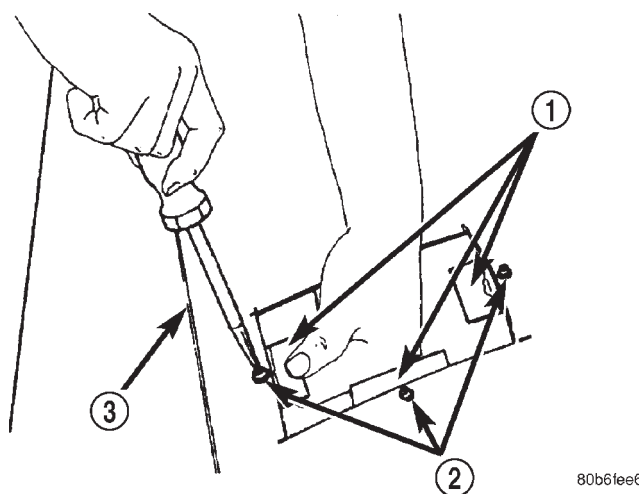


Fig. 10 Secure Support Squares To Body Panel

- 1 - SUPPORT SQUARES
- 2 - SCREWS
- 3 - DAMAGED BODY PANEL

SERVICE PROCEDURES (Continued)

(11) Position patch in cutout against support squares and adjust patch until the gap is equal along all sides (Fig. 11).

(12) Drill 3 mm (0.125 in.) holes in the support squares through the pre-drilled holes in the patch.

(13) Apply a coat of epoxy to the exposed ends of the support squares (Fig. 12).

(14) Install screws to hold the patch to support squares (Fig. 13). Tighten screws until patch surface is flush with panel surface.

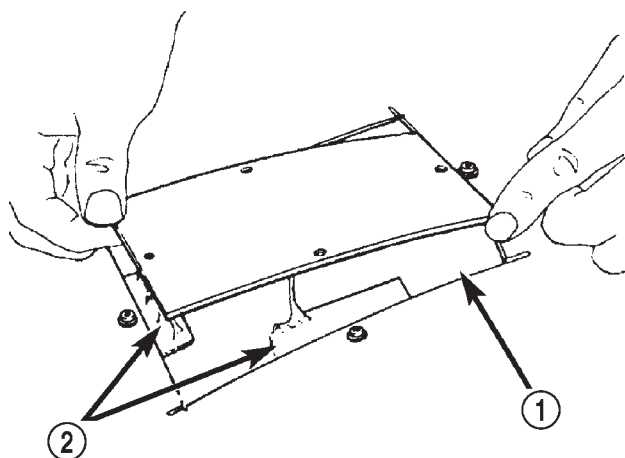
(15) Allow epoxy to cure, and remove all screws.

(16) Using a 125 mm (5 in.) 24 grit disc grinder, grind a 50 mm (2 in.) to 75 mm (3 in.) wide and 2 mm (0.080 in.) deep path across the gaps around the patch (Fig. 14). With compressed air, blow dust from around patch.

(17) Apply adhesive backed nylon mesh (dry wall tape) over gaps around patch (Fig. 15).

(18) Mix enough epoxy to cover the entire patch area.

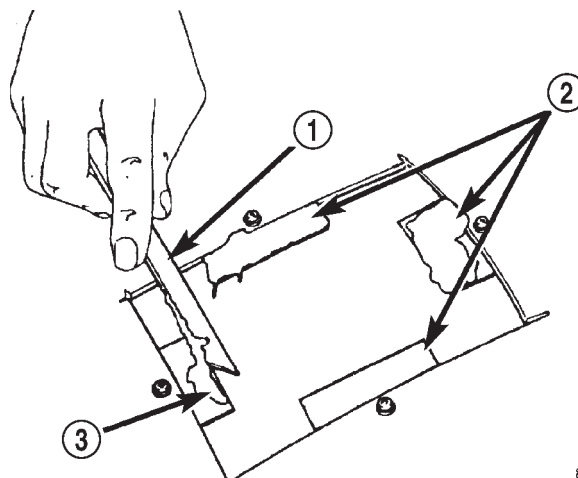
(19) Apply epoxy over the mesh around patch, and smooth epoxy with a wide spreader to reduce finish grinding. Use two to three layers of mesh and epoxy to create a stronger repair (Fig. 16).



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Fig. 11 Position Patch In Cutout And Align

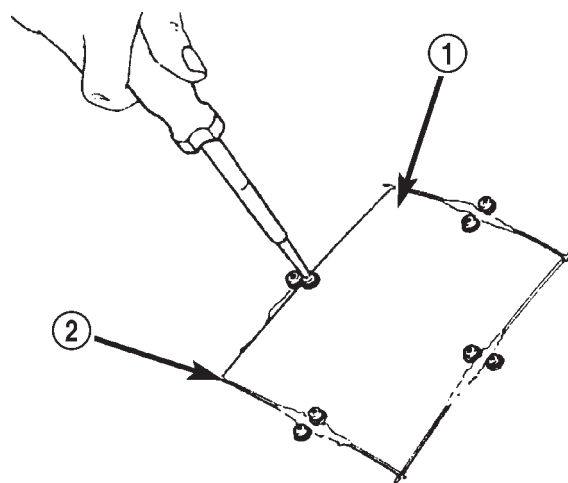
- 1 - CUTOUT
- 2 - SUPPORT SQUARES



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Fig. 12 Apply Epoxy To Support Squares

- 1 - APPLICATOR
- 2 - SUPPORT SQUARES
- 3 - EPOXY

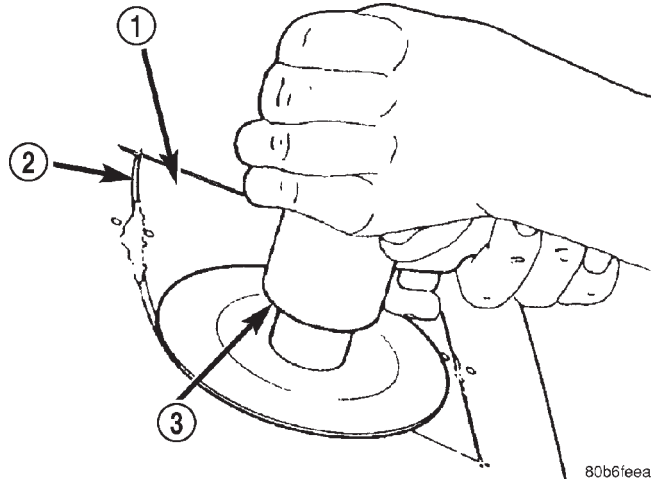


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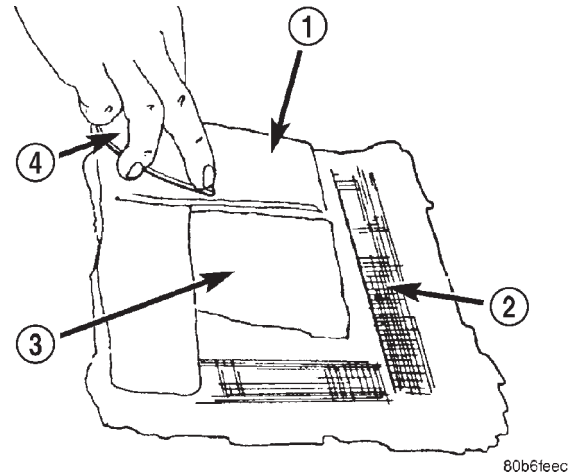
Fig. 13 Install Screws

- 1 - PATCH
- 2 - GAP

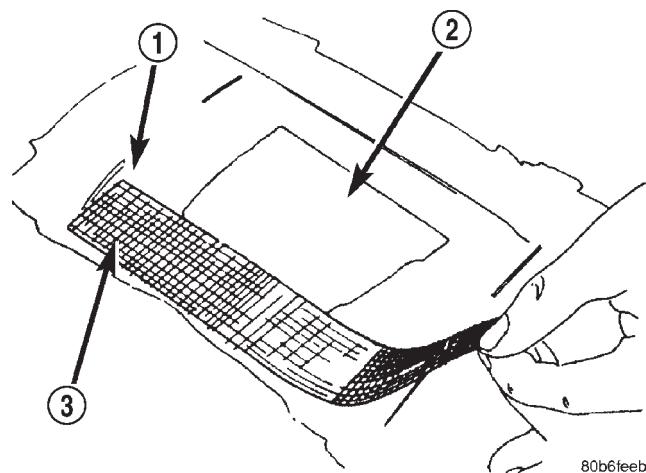
SERVICE PROCEDURES (Continued)

**Fig. 14 Grind Surface**

- 1 - PATCH
- 2 - GAP
- 3 - DISC GRINDER

**Fig. 16 Cover Mesh With Epoxy**

- 1 - EPOXY
- 2 - MESH
- 3 - PATCH
- 4 - SPREADER

**Fig. 15 Cover Gaps With Mesh**

- 1 - GROUND DOWN AREA
- 2 - PATCH
- 3 - MESH

PATCHED PANEL SURFACING

After patch panel is installed, the patch area can be finished using the same methods as finishing other types of body panels. If mesh material is exposed in the patched area, grind surface down, and apply a coat of high quality rigid plastic body filler. Prime, block sand, and paint as required.

REMOVAL AND INSTALLATION

RADIATOR SUPPORT CROSSMEMBER

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove push-in fasteners attaching fascia/grille to radiator support crossmember.
- (3) Remove bolts attaching support braces to bottom of radiator support crossmember.
- (4) Remove bolts attaching crossmember to radiator closure panel.
- (5) Remove nuts attaching hood latch to radiator support crossmember.
- (6) Remove radiator support crossmember from vehicle.

INSTALLATION

- (1) Place radiator support crossmember into position.
- (2) Install nuts attaching hood latch to radiator support crossmember.
- (3) Install bolts attaching crossmember to radiator closure panel.
- (4) Install bolts attaching support braces to bottom of radiator support crossmember.
- (5) Install push-in fasteners attaching fascia/grille to radiator support crossmember.
- (6) Close hood.

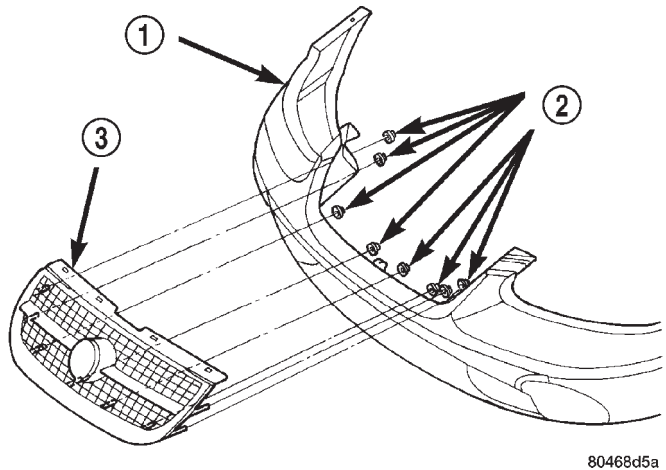
GRILLE

REMOVAL

- (1) Release hood latch and open hood.
- (2) Raise vehicle on hoist.
- (3) Remove front tires.
- (4) Disconnect fog lamps, if equipped.
- (5) Remove side fascia attaching nuts, both sides.
- (6) Remove lower fascia retainers.
- (7) Remove upper fascia attaching bolts.
- (8) Remove side fascia attaching nuts, both sides.
- (9) Remove fascia from the vehicle.
- (10) Separate foam impact bar from fascia.
- (11) Remove clips attaching grille (Fig. 17).
- (12) Remove grille from fascia.
- (13) Transfer medallion.

INSTALLATION

- (1) Position grille on fascia.
- (2) Install clips attaching grille to fascia.
- (3) Install foam impact bar to fascia.
- (4) Place fascia into position.
- (5) Install side fascia attaching nuts, both sides.
- (6) Install upper fascia attaching bolts.
- (7) Install lower fascia retainers.
- (8) Install side fascia attaching nuts, both sides.



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Fig. 17 Grille

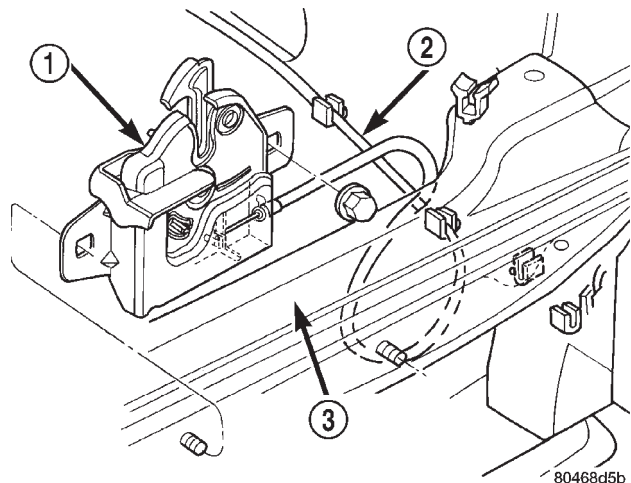
- 1 - FASCIA
- 2 - PUSH NUTS
- 3 - GRILLE

- (9) Connect fog lamps, if equipped.
- (10) Install front tires.
- (11) Lower vehicle.
- (12) Close hood.

HOOD LATCH

REMOVAL

- (1) Release hood latch and open hood.
- (2) Support hood on prop rod.
- (3) Remove nuts attaching hood latch to upper radiator support crossmember (Fig. 18).
- (4) Remove hood latch from vehicle.
- (5) Disengage remote release cable from hood latch (Fig. 19).

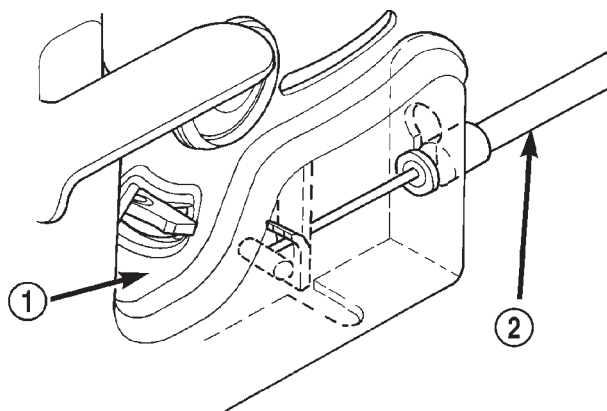


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Fig. 18 Hood Latch

- 1 - HOOD LATCH
- 2 - HOOD RELEASE CABLE
- 3 - RADIATOR SUPPORT CROSSMEMBER

REMOVAL AND INSTALLATION (Continued)



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Fig. 19 Hood Latch Release Cable

- 1 - HOOD LATCH
2 - HOOD RELEASE CABLE

INSTALLATION

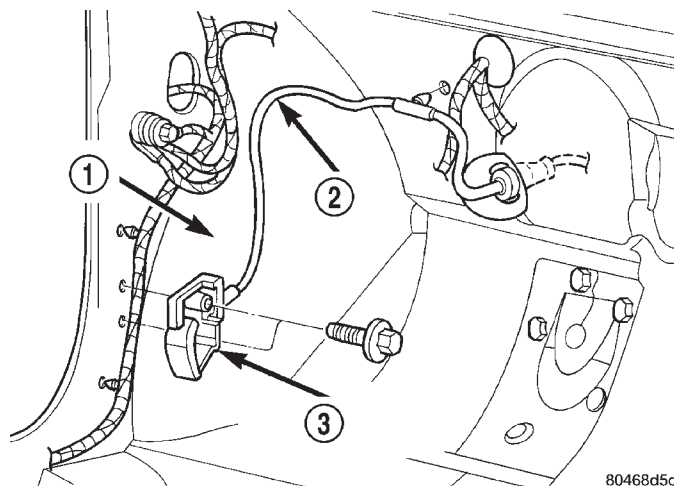
- (1) Engage remote release cable into hood latch (Fig. 19).
- (2) Position hood latch on vehicle.
- (3) Install nuts attaching hood latch onto upper radiator support crossmember.
- (4) Verify operation. Adjust as necessary.

HOOD LATCH RELEASE CABLE**REMOVAL**

- (1) Remove hood latch.
- (2) Remove left front cowl trim panel.
- (3) Remove screws attaching hood release handle to inner cowl panel (Fig. 20).
- (4) Release clips attaching hood release cable to left inner frame rail (Fig. 21).
- (5) Disengage rubber grommet at lower dash panel.
- (6) Disengage push-in fastener attaching hood release cable to dash panel.
- (7) Remove hood release cable from vehicle.

INSTALLATION

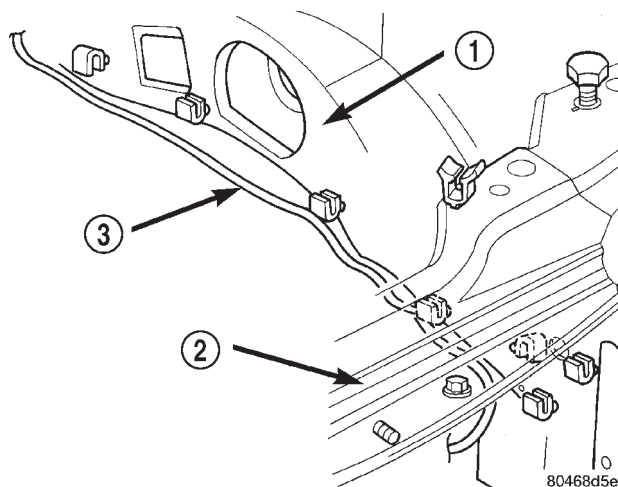
- (1) Route hood release cable through hole in lower dash panel and along inner frame rail.
- (2) Engage rubber grommet to lower dash panel.
- (3) Engage push-in fastener attaching hood release cable to lower dash panel.
- (4) Install screws attaching hood release cable handle to inner cowl panel.
- (5) Install left front cowl trim panel.
- (6) Engage hood release cable into clips along inner frame rail (Fig. 21).
- (7) Install hood latch.



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Fig. 20 Hood Release Cable Handle

- 1 - COWL PANEL
2 - HOOD RELEASE CABLE
3 - HOOD RELEASE HANDLE



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Fig. 21 Hood Release Cable Routing

- 1 - FRAME RAIL
2 - UPPER RADIATOR SUPPORT CROSSMEMBER
3 - HOOD RELEASE CABLE

HOOD**REMOVAL**

- (1) Open hood.
- (2) Disconnect under hood lamp wire connector from engine compartment wire harness, if equipped.
- (3) Mark outline of hinges on inside of hood to aid installation.
- (4) Remove the top bolts attaching hood to hinge and loosen the bottom bolts until they can be removed by hand.
- (5) With assistance from a helper at the opposite side of the vehicle to support the hood, remove bottom bolts attaching hood to hinge.

REMOVAL AND INSTALLATION (Continued)

- (6) Remove the hood from the vehicle.

INSTALLATION

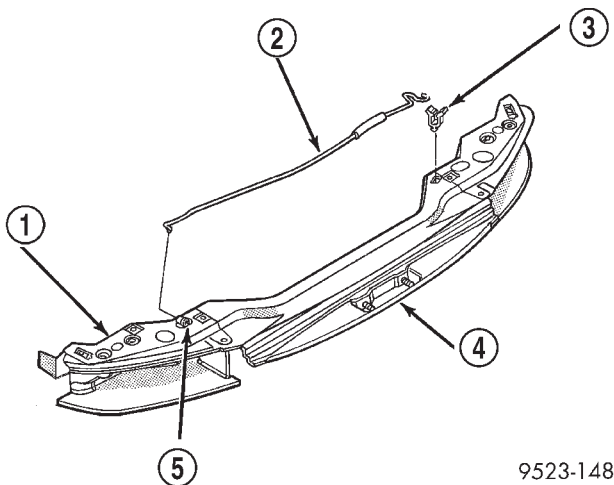
- (1) With assistance from a helper, place hood in position on vehicle.
- (2) Install bottom bolts to attach hood to hinge finger tight.
- (3) Install top bolts to attach hood to hinge finger tight.
- (4) Position bolts at outline marks and tighten bolts. The hood should be aligned to 4 mm (0.160 in.) gap to the front fenders and flush across the top surfaces along fenders.
- (5) Connect under hood lamp wire connector to engine compartment wire harness, if equipped.
- (6) Verify hood latch operation and alignment. Adjust as necessary.

HOOD PROP-ROD**REMOVAL**

- (1) Release hood latch and open hood.

CAUTION: Do place prop-rod or substitute against outer hood panel, damage to exterior finish will result.

- (2) Prop hood open using a length of wooden dowel rod, ex (Broomstick).
- (3) Disengage prop-rod from retainer attaching prop-rod to radiator closure panel (Fig. 22).
- (4) Remove prop-rod from vehicle.



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Fig. 22 Hood Prop Rod

- 1 - RADIATOR CLOSURE PANEL
- 2 - HOOD PROP-ROD
- 3 - CLIP
- 4 - RADIATOR SUPPORT CROSSMEMBER
- 5 - RETAINER

INSTALLATION

CAUTION: Do place prop-rod or substitute against outer hood panel, damage to exterior finish will result.

- (1) Place prop-rod into position.
- (2) Engage prop-rod from retainer attaching prop-rod to radiator closure panel.
- (3) Remove temporary hood prop rod.
- (4) Close hood.

HOOD HINGE**REMOVAL**

- (1) Support hood on the side that requires hinge replacement.
- (2) Mark all bolt and hinge attachment locations with a grease pencil or other suitable device to aid installation.
- (3) Remove cowl cover.
- (4) Remove bolts attaching hood to hinge.
- (5) Remove bolts attaching hood hinge to front fender flange and remove hinge from vehicle.

INSTALLATION

- (1) If necessary, paint new hinge before installation.
- (2) Place hinge in position on vehicle.
- (3) Install bolts to attach hood hinge to front fender flange.
- (4) Install bolts to attach hood to hinge.
- (5) Align all marks and secure bolts. The hood should be aligned to 4 mm (0.160 in.) gap to the front fenders and flush across the top surfaces along fenders. Shims can be added or removed under hood hinge to achieve proper hood height.
- (6) Install cowl cover.
- (7) Verify hood latch operation. Adjust as necessary.

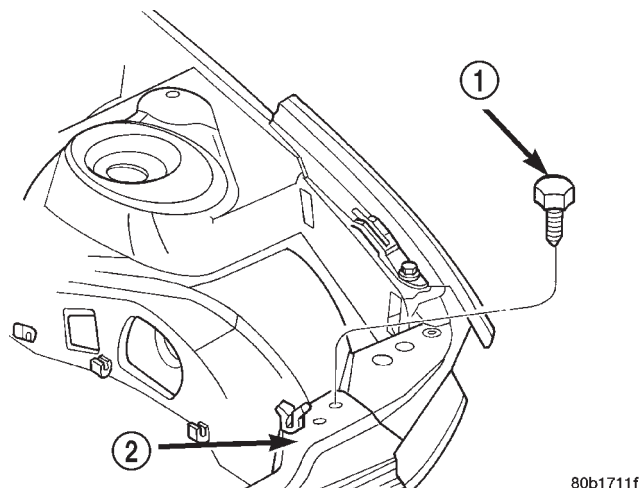
HOOD ADJUSTER BUMPER**REMOVAL**

- (1) Release hood latch and open hood.
- (2) Rotate hood adjuster bumper counterclockwise.
- (3) Remove hood adjuster bumper from radiator closure panel (Fig. 23).

INSTALLATION

- (1) Start hood adjuster bumper into radiator closure panel.
- (2) Rotate hood adjuster bumper clockwise. Adjust hood adjuster bumper to achieve a hood height that is flush across the gaps to the fenders.
- (3) Close hood.

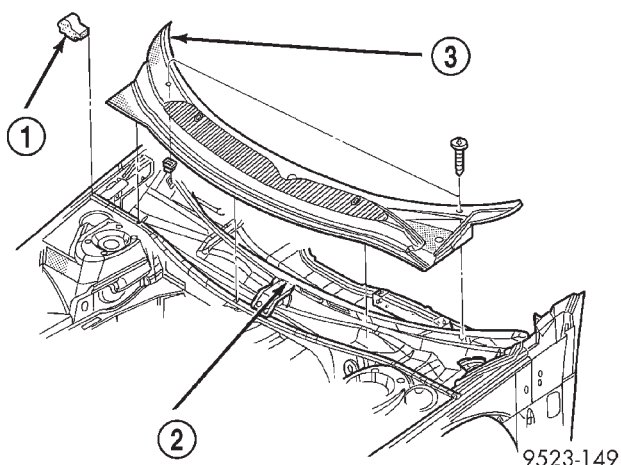
REMOVAL AND INSTALLATION (Continued)

**Fig. 23 Hood Adjuster Bumper**

- 1 - HOOD ADJUSTER BUMPER
2 - UPPER RADIATOR CROSSMEMBER

COWL COVER**REMOVAL**

- (1) Release hood latch and open hood.
- (2) Remove windshield wiper arms. Refer to Group 8K, Windshield Wipers and Washers.
- (3) Remove screws attaching cowl cover to cowl (Fig. 24).
- (4) Remove the seal, cowl screen to hood inner panel.
- (5) Remove clips attaching cowl cover to cowl plenum under hood to cowl bulb seal.
- (6) Remove cowl cover from vehicle.

**Fig. 24 Cowl Cover**

- 1 - SEAL
2 - COWL
3 - COWL COVER

INSTALLATION

- (1) Position cowl cover to vehicle.
- (2) Install clips attaching cowl cover to cowl plenum.
- (3) Install the seal, cowl screen to hood inner panel.
- (4) Install screws attaching cowl cover to cowl.
- (5) Install windshield wiper arms. Refer to Group 8K, Windshield Wipers and Washers.

BATTERY SPLASH SHIELD**REMOVAL**

- (1) Remove screws attaching battery splash shield to front bumper fascia (Fig. 25).
- (2) Rotate half turn retainers attaching battery splash shield to wheelhouse splash shield counter-clockwise.
- (3) Remove battery splash shield from wheelhouse splash shield.
- (4) Remove battery splash shield from vehicle.

INSTALLATION

- (1) Place battery splash shield into position.
- (2) Install battery splash shield to wheelhouse splash shield.
- (3) Rotate half turn retainers attaching battery splash shield to wheelhouse splash shield clockwise.
- (4) Install screws attaching battery splash shield to front bumper fascia.

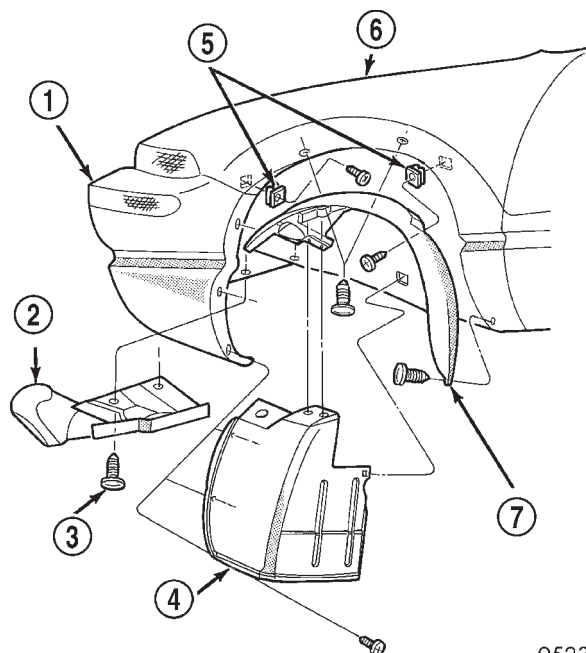
LEFT FRONT WHEELHOUSE SPLASH SHIELD**REMOVAL**

- (1) Hoist and support vehicle on safety stands.
- (2) Remove left front wheel. Refer to Group 22, Wheels and Tires, for proper procedures.
- (3) Remove battery splash shield.
- (4) Remove screws attaching wheelhouse splash shield to front fender lip (Fig. 25).
- (5) Remove push-in fastener attaching wheelhouse splash shield to fender at the rocker panel.
- (6) Remove push-in fasteners attaching wheelhouse splash shield to fender support.
- (7) Remove wheelhouse splash shield from vehicle.

INSTALLATION

- (1) Place wheelhouse splash shield into position.
- (2) Install push-in fasteners attaching wheelhouse splash shield to fender support.
- (3) Install push-in fastener attaching wheelhouse splash shield to fender at the rocker panel.
- (4) Install screws attaching wheelhouse splash shield to front fender lip.
- (5) Install battery splash shield.
- (6) Install left front wheel.

REMOVAL AND INSTALLATION (Continued)



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Fig. 25 Left Front Wheelhouse Splash Shield

- 1 - FASCIA
- 2 - LOWER SPLASH SHIELD
- 3 - PUSH-IN FASTENER
- 4 - BATTERY SPLASH SHIELD
- 5 - NUT-SNAP
- 6 - FENDER
- 7 - WHEELHOUSE SPLASH SHIELD

(7) Remove vehicle from hoist.

ACCESSORY DRIVE BELT SPLASH SHIELD

REMOVAL

- (1) Remove screw attaching accessory drive belt splash shield to front fender (Fig. 26).
- (2) Remove push-in fasteners attaching accessory drive belt splash shield to frame rail.
- (3) Remove accessory drive belt splash shield from vehicle.

INSTALLATION

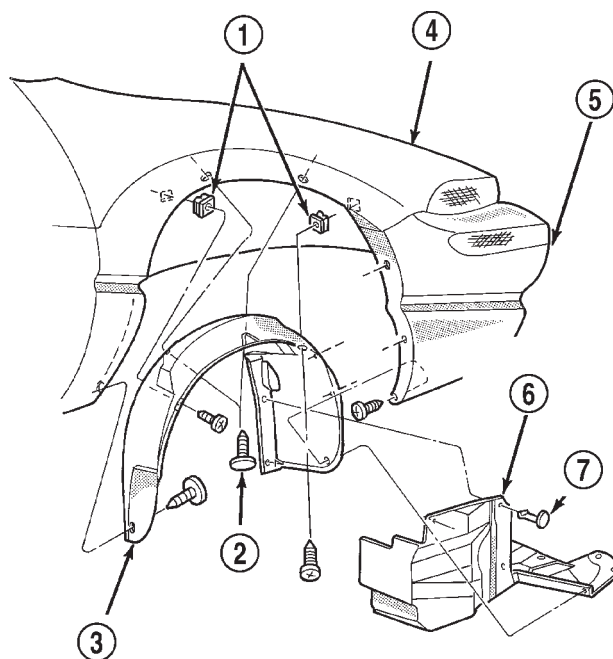
- (1) Place accessory drive belt splash shield into position.
- (2) Install push-in fasteners attaching accessory drive belt splash shield to frame rail.
- (3) Install screw attaching accessory drive belt splash shield to front fender.

RIGHT FRONT WHEELHOUSE SPLASH SHIELD

REMOVAL

- (1) Hoist and support vehicle on safety stands.
- (2) Remove right front wheel.

- (3) Remove screws attaching wheelhouse splash shield to front fender lip (Fig. 26).
- (4) Remove screws attaching wheelhouse splash shield to front bumper fascia.
- (5) Remove push-in fastener attaching wheelhouse splash shield to fender at rocker panel.
- (6) Remove push-in fasteners attaching wheelhouse splash shield to fender support.
- (7) Remove wheelhouse splash shield from vehicle.



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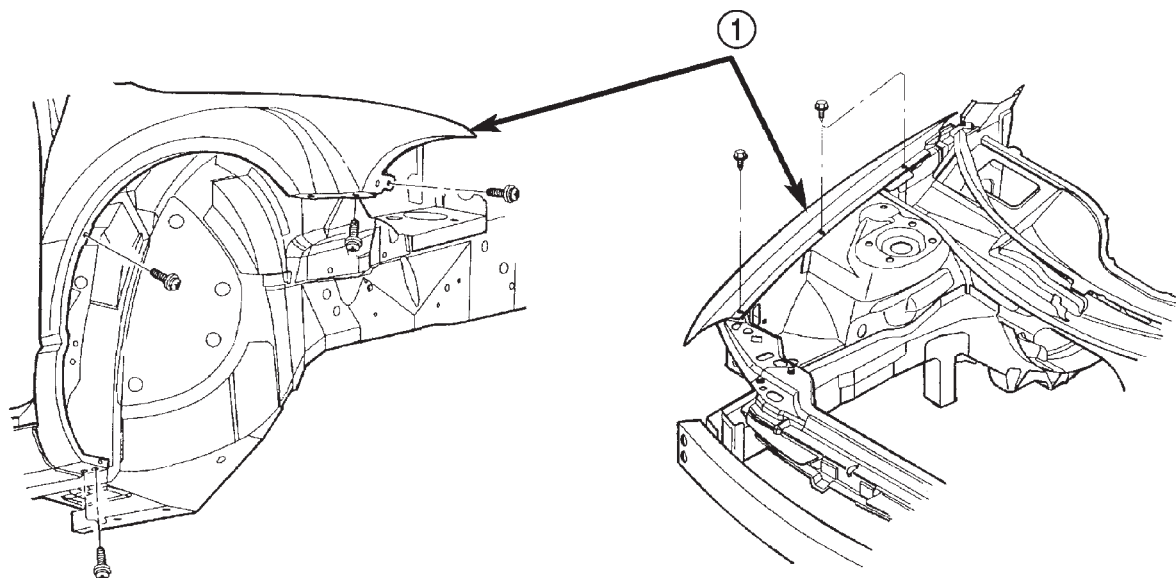
Fig. 26 Right Front Wheelhouse Splash Shield

- 1 - NUT-SNAP
- 2 - PUSH-IN FASTENER
- 3 - WHEELHOUSE SPLASH SHIELD
- 4 - FENDER
- 5 - FASCIA
- 6 - ACCESSORY DRIVE BELT SPLASH SHIELD
- 7 - PUSH-IN FASTENER

INSTALLATION

- (1) Place wheelhouse splash shield into position.
- (2) Install push-in fasteners attaching wheelhouse splash shield to fender support.
- (3) Install push-in fastener attaching wheelhouse splash shield to fender at rocker panel.
- (4) Install screws attaching wheelhouse splash shield to front bumper fascia.
- (5) Install screws attaching wheelhouse splash shield to front fender lip.
- (6) Install right front wheel.
- (7) Remove vehicle from Hoist.

REMOVAL AND INSTALLATION (Continued)



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Fig. 27 Fender

1 - FENDER

FENDER**REMOVAL**

- (1) Remove headlamp housing.
- (2) Remove mud guard.
- (3) Remove inner splash shield.
- (4) Remove fender to fascia bolt.
- (5) Remove fender bolt to lower rocker panel.
- (6) Remove fender bolt to lower cowl.
- (7) Pull fascia away from fender.
- (8) Remove bolts attaching fender to upper rail.
- (9) Remove fender from vehicle (Fig. 27).

INSTALLATION

- (1) Place fender in position on vehicle.
- (2) Start the center upper rail bolt.
- (3) From inside engine compartment, start the center upper rail bolt. install all the bolts attaching fender to upper rail and tighten.
- (4) Install fender to lower cowl panel bolt.
- (5) Install fender to rocker panel bolt.
- (6) Place fascia into position.
- (7) Install fender to fascia bolt.
- (8) Install inner splash shield.
- (9) Install mud guard.
- (10) Install headlamp assembly.
- (11) Check fender for flush and gap.

EXTERIOR BADGEING ATTACHED WITH DOUBLE SIDED FOAM TAPE**REMOVAL**

- (1) Mark reference points before removing.

(2) Using a heat gun gently apply heat in a circular motion to loosen the adhesive bond.

(3) Using a nonmetallic prying device, such as a plastic or wood trim stick gently pry up at corners and remove.

(4) Clean off all traces of adhesive or double sided tape from the panel with a general purpose adhesive remover.

INSTALLATION

- (1) Clean panel surface with isopropyl alcohol.
- (2) Align badgeing to reference points.
- (3) Install and press securely to full adhesive contact.
- (4) Clean away any reference points.

EXTERIOR BADGEING/TAPE STRIPES ATTACHED WITH ADHESIVES**REMOVAL**

- (1) Mark reference points before removing.
- (2) Using a heat gun gently apply heat in a circular motion to loosen the adhesive bond.
- (3) With your fingernail lift up and peel away badgeing/tape from panel, using a heat gun as you go.
- (4) Clean off all traces of adhesive from the panel(s) with a general purpose adhesive remover.

INSTALLATION

- (1) Clean panel surface with isopropyl alcohol.
- (2) Remove paper carrier and align badgeing/tape to reference points or adjacent panel.

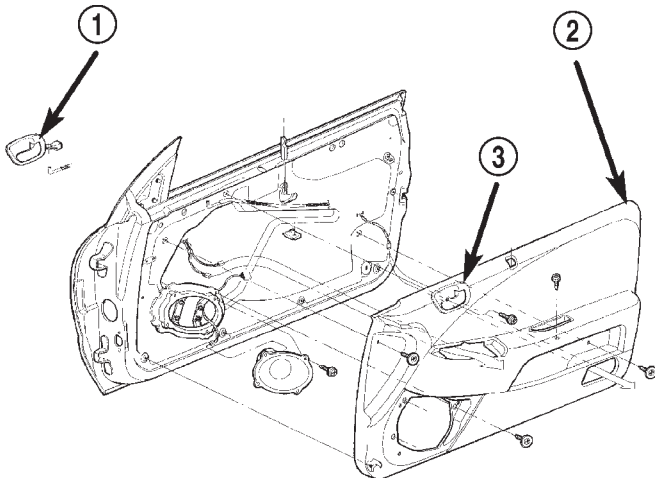
REMOVAL AND INSTALLATION (Continued)

- (3) Install and press securely, using a plastic spreader to eliminate all air bubbles.
- (4) Remove top protective carrier.
- (5) Clean away any reference points.

DOOR TRIM PANEL

REMOVAL

- (1) Roll door glass down.
- (2) Disengage clips holding speaker grille to door trim panel.
- (3) Remove screws holding door trim panel to door (Fig. 28).
- (4) Disengage clips holding perimeter of trim panel to door (Fig. 28).
- (5) Lift trim panel upward and disengage trim panel from upper retainer channel.
- (6) Tilt trim panel away from door.
- (7) Disengage clip holding latch linkage to back of inside door handle.
- (8) Disconnect electrical connectors as necessary.
- (9) Remove door trim panel from door.

**Fig. 28 Door Trim Panel Clips**

- 1 - INSIDE DOOR HANDLE
- 2 - FRONT DOOR TRIM PANEL
- 3 - INSIDE DOOR HANDLE

INSTALLATION

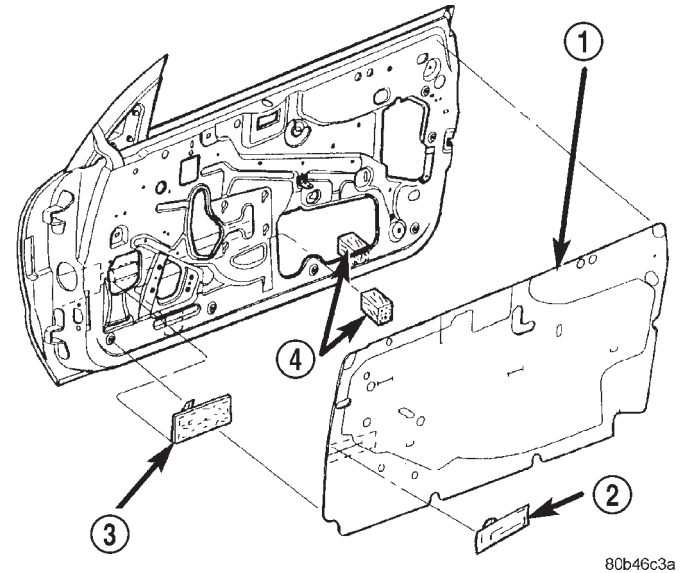
- (1) Position door trim panel next to door.
- (2) Connect electrical connectors as necessary.
- (3) Engage clip holding latch linkage to inside door handle.
- (4) Position door trim panel on door and engage trim panel to upper retainer channel.
- (5) Engage clips holding perimeter of trim panel to door.
- (6) Install screws holding trim panel to door.

- (7) Engage clips holding speaker grille to door trim panel.

DOOR WATER DAM

REMOVAL

- (1) Remove door trim panel.
- (2) Remove door speaker, if equipped.
- (3) Remove door trim pull cup mount bracket.
- (4) Disengage clip attaching lock linkage to lock button bell crank.
- (5) Peel water dam away from adhesive around perimeter of inner door panel (Fig. 29).

**Fig. 29 Door Water Dam**

- 1 - DOOR WATERSHIELD
- 2 - TAPE
- 3 - ANTI RATTLE TAPE FOAM
- 4 - FOAM BLOCK

INSTALLATION

- (1) Insure that enough adhesive remains to securely retain the water dam. Replace as necessary.
- (2) Place the water dam into position and press securely to adhesive making sure to properly route wiring and linkages.
- (3) Engage clip attaching lock linkage to lock button bell crank.
- (4) Install door trim pull cup mount bracket.
- (5) Install door speaker, if equipped.
- (6) Install door trim panel.

DOOR OUTSIDE HANDLE

REMOVAL

- (1) Remove door trim panel.
- (2) Raise door glass.

REMOVAL AND INSTALLATION (Continued)

(3) Remove watershield as necessary to gain access.

(4) Disconnect latch rod at door latch.

(5) Remove nuts holding door handle to outer door panel (Fig. 30).

(6) Remove outside door handle from door.

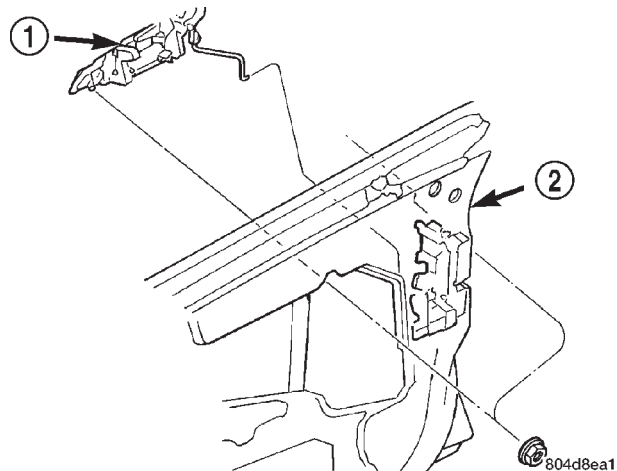


Fig. 30 Outside Door Handle

- 1 - OUTSIDE DOOR HANDLE
2 - DOOR

INSTALLATION

- (1) Position outside door handle on door.
- (2) Install nuts holding door handle to outer door panel.
- (3) Connect latch rod at door latch.
- (4) Install watershield.
- (5) Install door trim panel.
- (6) Verify door handle operation. Adjust door latch as necessary.

DOOR LOCK CYLINDER

REMOVAL

- (1) Remove outside door handle.
- (2) Remove clip attaching lock cylinder to outside door panel (Fig. 31).
- (3) Disengage clip attaching link to key cylinder.
- (4) Remove lock cylinder from outer door panel.

INSTALLATION

- (1) Position lock cylinder and gasket in door outer panel.
- (2) Install clip attaching lock cylinder to outside door panel.
- (3) Engage link to key cylinder.
- (4) Install outside door handle.

LOCK CYLINDERS

Ignition, door, deck lid, and rear hatch lock cylinders are all codable to the key. Lock barrels, tum-

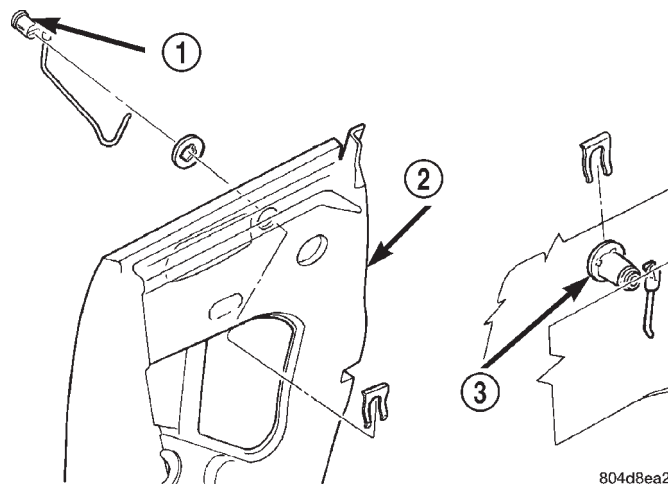


Fig. 31 Door Lock Cylinder

- 1 - DOOR LOCK CYLINDER
2 - DOOR
3 - DOOR LOCK CYLINDER

blers, and tumbler springs are available to allow the technician to change replacement locks cylinders to match the customer's original key set. See the appropriate section in this manual for lock cylinder removal. See the Mopar® catalogue for part numbers and lock coding procedures.

DOOR LATCH

REMOVAL

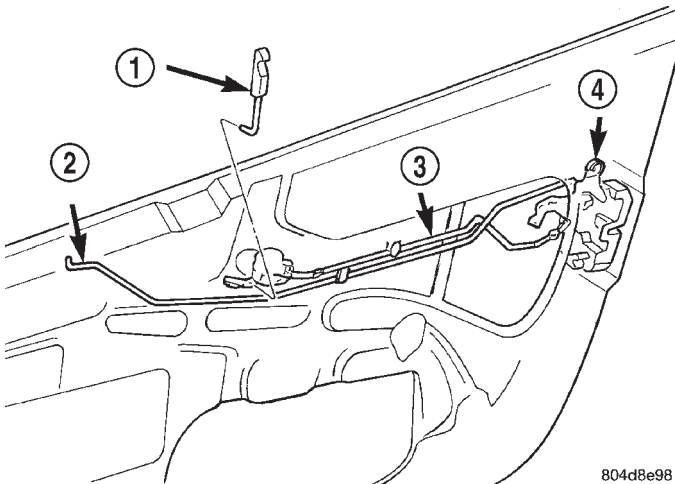
- (1) Remove door trim panel and watershield.
- (2) Raise door glass.
- (3) Disconnect lock rod from lock button bellcrank.
- (4) Disengage lock and latch rods from clips on inner door panel (Fig. 32).
- (5) Disconnect lock and latch rods from outside door handle and key cylinder at door latch (Fig. 33).
- (6) Disconnect wire connector from power door lock motor.
- (7) Remove screws attaching door latch to door end frame (Fig. 34).
- (8) Remove door latch from vehicle.

INSTALLATION

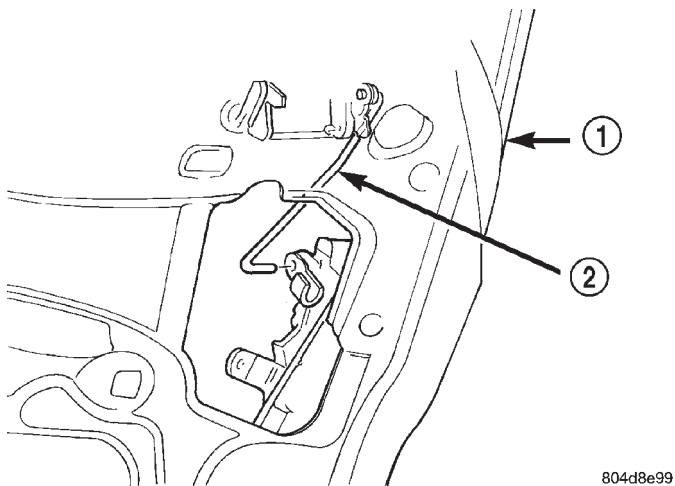
CAUTION: Do not close door before adjusting the door latch. Door may fail to reopen.

- (1) Position door latch on vehicle.
- (2) Install screws attaching door latch to door end frame.
- (3) Connect wire connector to power door lock motor.
- (4) Connect lock and latch rods from outside door handle and key cylinder at door latch.

REMOVAL AND INSTALLATION (Continued)

**Fig. 32 Latch and Lock Rod Clips**

- 1 - INSIDE LOCK BUTTON
- 2 - LATCH ROD
- 3 - LOCK ROD
- 4 - DOOR LATCH

**Fig. 33 Lock and Latch Rods At Door Latch**

- 1 - DOOR
- 2 - DOOR LATCH ROD

(5) Engage lock and latch rods to clips on inner door panel.

(6) Connect lock rod from lock button bellcrank.

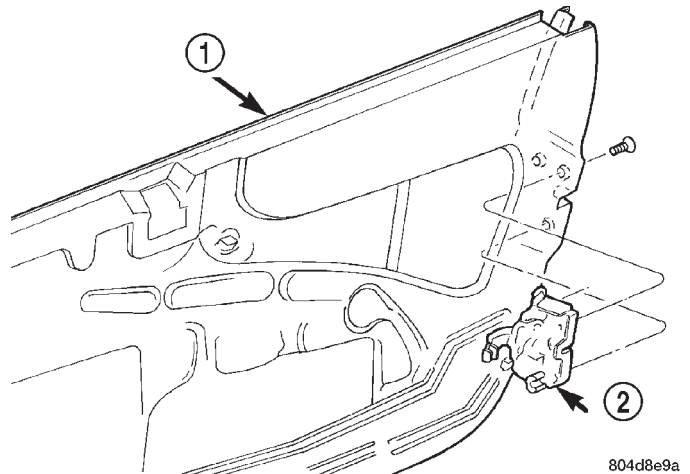
(7) Adjust door latch.

(8) Verify operation of door latch. Readjust if necessary.

(9) Install door trim panel and watershield.

DOOR LATCH STRIKER**REMOVAL**

(1) Mark outline of door latch striker on B-pillar to aid in installation.

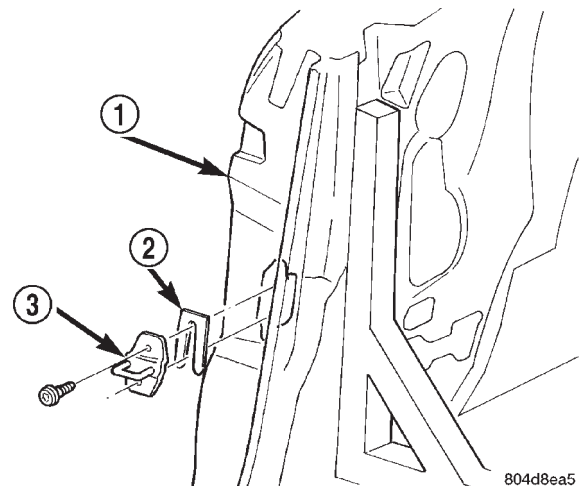
**Fig. 34 Door Latch**

- 1 - DOOR
- 2 - DOOR LATCH

(2) Remove screws attaching door latch striker to B-pillar (Fig. 35).

(3) Remove latch striker from vehicle.

NOTE: Be sure to check for any shims between door latch striker and B-pillar. If any shims are found, they must be reinstalled with the new door latch striker to maintain proper door operation.

**Fig. 35 Door Latch Striker**

- 1 - B-PILLAR
- 2 - SHIM
- 3 - DOOR LATCH STRIKER

INSTALLATION

(1) Position door latch striker and any shims on vehicle.

(2) Loosely install screws attaching latch striker to B-pillar.

(3) Align latch striker to marks on B-pillar made previously.

REMOVAL AND INSTALLATION (Continued)

- (4) Tighten all fasteners.
- (5) Verify door fit and operation. Adjust door latch striker as necessary.

LOCK BUTTON BELL CRANK

REMOVAL

- (1) Remove door trim panel.
- (2) Disengage clip holding lock linkage to bell crank.
- (3) Rotate bell crank until retaining ears align with slots in door panel.
- (4) Remove bell crank from door (Fig. 36).

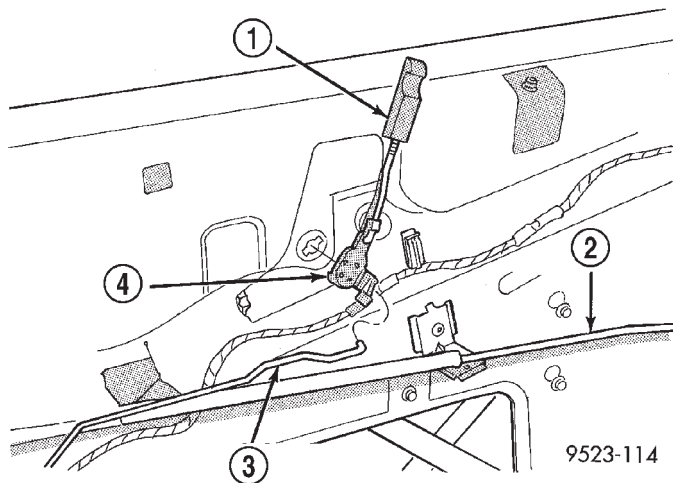


Fig. 36 Lock Button Bell Crank - Typical

- 1 - LOCK BUTTON
- 2 - LATCH LINKAGE
- 3 - LOCK LINKAGE
- 4 - BELL-CRANK

INSTALLATION

- (1) Place bell crank into position.
- (2) Rotate bell crank until retaining ears align with slots in door panel.
- (3) Engage clip attaching lock linkage to bell crank.
- (4) Install door trim panel.

DOOR CHECK STRAP

REMOVAL

- (1) Remove door trim panel.
- (2) Remove watershield as necessary to gain access.
- (3) Remove bolts attaching check strap to lower A-pillar.
- (4) Remove bolts attaching check strap to door end frame (Fig. 37).
- (5) Remove door check strap from vehicle.

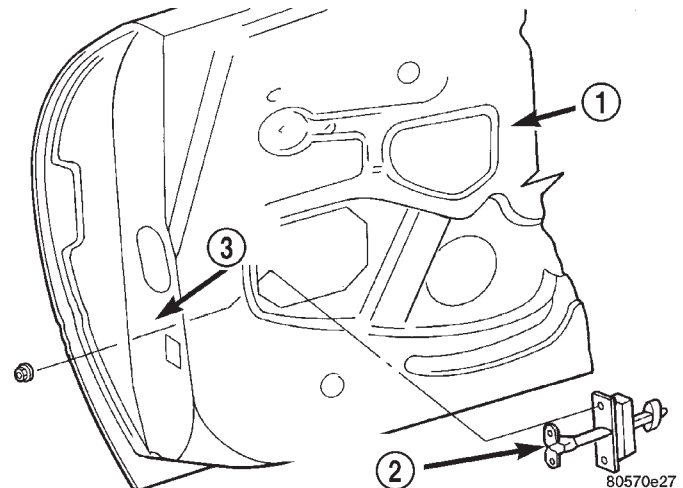


Fig. 37 Door Check Strap

- 1 - DOOR
- 2 - DOOR CHECK STRAP
- 3 - DOOR FACE

INSTALLATION

- (1) Position door check strap on vehicle.
- (2) Install bolts attaching check strap to door end frame.
- (3) Install bolts attaching check strap to lower A-pillar.
- (4) Install watershield.
- (5) Install door trim panel.

DOOR

REMOVAL

NOTE: The retaining clips used on the door hinge pins are not to be reused. Verify availability prior to proceeding.

- (1) Open and support door on a suitable lifting device.
- (2) Disengage wire connector at hinge pillar.
- (3) Remove bolts attaching door check strap to hinge pillar.
- (4) Remove clip attaching hinge pin in lower door hinge.
- (5) Remove pin from lower hinge (Fig. 38).
- (6) Remove clip attaching hinge pin in upper hinge.
- (7) Remove pin from upper hinge (Fig. 38).
- (8) Remove door from vehicle.

INSTALLATION

- (1) Apply Mopar® Multi-mileage Grease to inside of door hinge bushings.
- (2) Position door on vehicle and install pin in upper hinge. Align knurling on hinge pin with the

REMOVAL AND INSTALLATION (Continued)

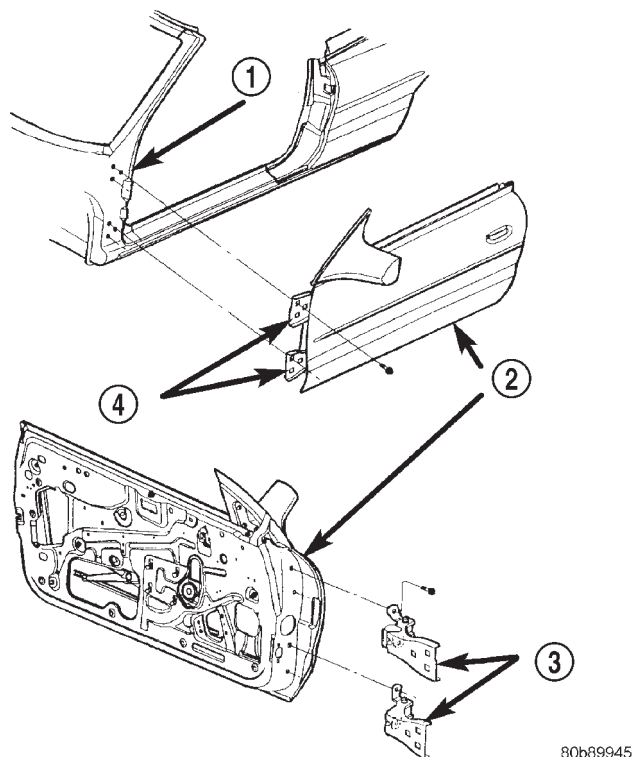


Fig. 38 Door

- 1 - HINGE PILLAR
- 2 - DOOR
- 3 - HINGES
- 4 - HINGES

grooves in the door hinge prior to driving in the hinge pin.

- (3) Install pin in lower hinge.

NOTE: Verify that head of each hinge pin is fully seated into door hinge.

- (4) Install new clip attaching hinge pin in upper hinge.
- (5) Install new clip attaching pin in lower hinge.
- (6) Install bolts attaching door check strap to hinge pillar.
- (7) Engage wire connector at hinge pillar.

DOOR HINGE

NOTE: If both hinges on one door are to be replaced, remove and install one hinge completely prior to beginning the second hinge.

REMOVAL

- (1) Open and support door on a suitable lifting device.
- (2) Remove bolts attaching door check strap to lower A-pillar for greater access, if necessary.

- (3) Mark position of hinge on both the door end frame and lower A-pillar to ease installation.

- (4) Remove bolts attaching hinge to door end frame (Fig. 39).

- (5) Remove bolts attaching hinge to lower A-pillar.

- (6) Remove door hinge from vehicle.

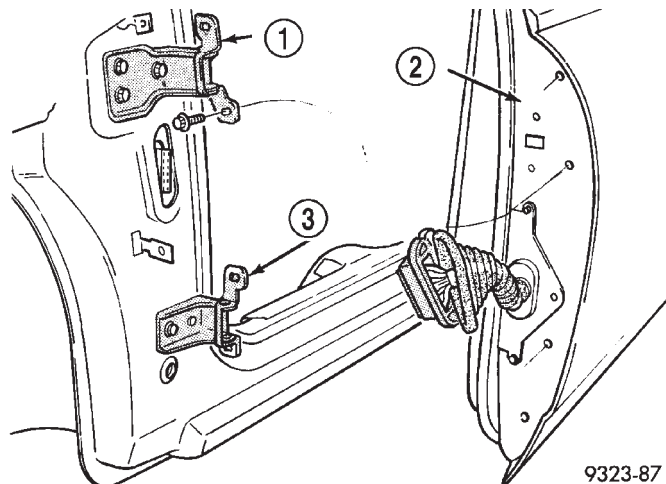


Fig. 39 Door and Hinge - Typical

- 1 - UPPER HINGE
- 2 - FRONT DOOR
- 3 - LOWER HINGE

INSTALLATION

CAUTION: When installing a new hinge, make sure that the head of each hinge pin is fully seated into the door hinge. Also, remove the plastic shipping clip and replace it with the correct metal retaining clip once the hinge pin is seated.

- (1) If necessary, paint new door hinge prior to installation.
- (2) Position door hinge on vehicle.
- (3) Loosely install bolts attaching hinge to lower A-pillar.
- (4) Loosely install bolts attaching hinge to door end frame.
- (5) Align hinge to marks made previously and tighten all bolts.
- (6) Install bolts attaching door check strap to lower A-pillar, if removed previously.
- (7) Verify door fit and operation. Adjust door hinge for proper door alignment, if necessary.

DOOR OUTER BELT WEATHERSTRIP

REMOVAL

- (1) Remove door glass.
- (2) Remove screws attaching outer belt weatherstrip to outer door panel (Fig. 40).

REMOVAL AND INSTALLATION (Continued)

(3) Remove outer belt weatherstrip from the vehicle.

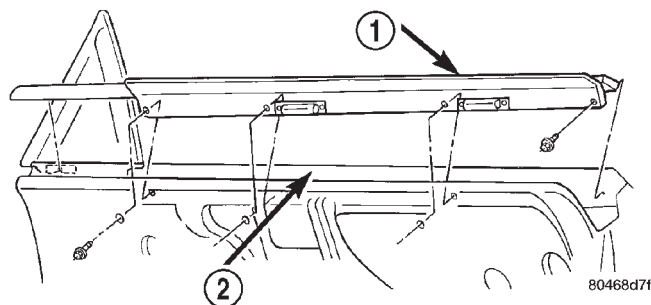


Fig. 40 Door Outer Belt Weatherstrip

- 1 - DOOR OUTER BELT WEATHERSTRIP
2 - OUTER DOOR PANEL

INSTALLATION

- (1) Position outer belt weatherstrip on vehicle.
- (2) Install screws to hold outer weatherstrip to outer door panel.
- (3) Install door glass.

DOOR OPENING TRIM WELT

REMOVAL

- (1) Using trim stick, special tool C-4755, remove one end of door opening trim welt from door opening flange.
- (2) Remove welt from vehicle (Fig. 41).

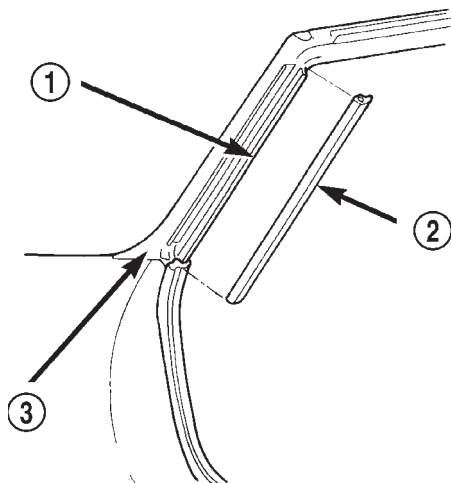


Fig. 41 Door Opening Trim Welt

- 1 - DOOR OPENING FLANGE
2 - DOOR OPENING TRIM WELT
3 - HEADER A-PILLAR WEATHERSTRIP

INSTALLATION

- (1) Position door opening trim welt on vehicle.
- (2) Butt end of welt to edge of header/A-pillar weatherstrip.
- (3) Push door opening welt onto door opening flange.

DOOR INNER BELT WEATHERSTRIP

REMOVAL

- (1) Remove door trim panel.
- (2) Pull upward on rear edge of inner belt weatherstrip (Fig. 42).
- (3) Remove weatherstrip from vehicle.

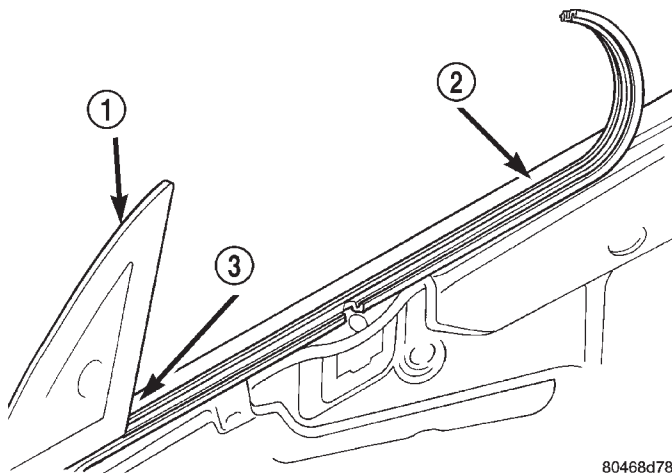


Fig. 42 Door Inner Belt Weatherstrip

- 1 - MIRROR FLAG/GLASS CHANNEL
2 - INNER BELT WEATHERSTRIP
3 - START THIS END FIRST

INSTALLATION

- (1) Start leading edge of weatherstrip on vehicle.
- (2) Press the leading edge of the weatherstrip forward until edge is tight to the mirror flag.
- (3) Press weatherstrip into position on door panel.
- (4) Install door trim panel.

DOOR GLASS

REMOVAL

- (1) Remove door trim panel and watershield.
- (2) Remove inner door belt weatherstrip.
- (3) Loosen inner belt stabilizer (Fig. 43).
- (4) Remove door speaker, if so equipped.
- (5) Lower door glass to access glass attachment bolts.

REMOVAL AND INSTALLATION (Continued)

- (6) Remove bolts attaching regulator lift channel to door glass (Fig. 44).
- (7) Remove bolts attaching rear guide plate to door glass (Fig. 45).
- (8) Remove rear guide plate from door glass.
- (9) Lift door glass upward and out of opening at top of door (Fig. 44).

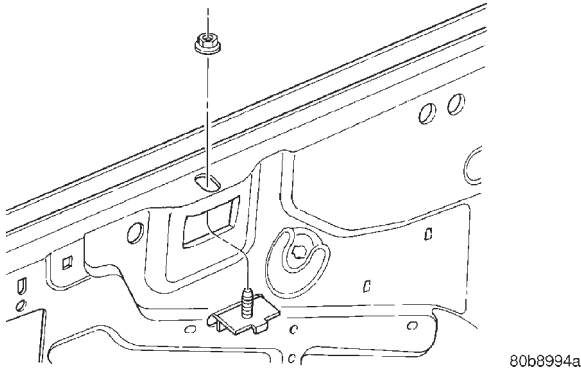


Fig. 43 Inner Belt Stabilizer

INSTALLATION

- (1) Carefully lower door glass through opening in top of door. Verify that the front edge of the glass is in the mirror flag glass channel.
- (2) Position rear guide plate onto door glass and install bolts.

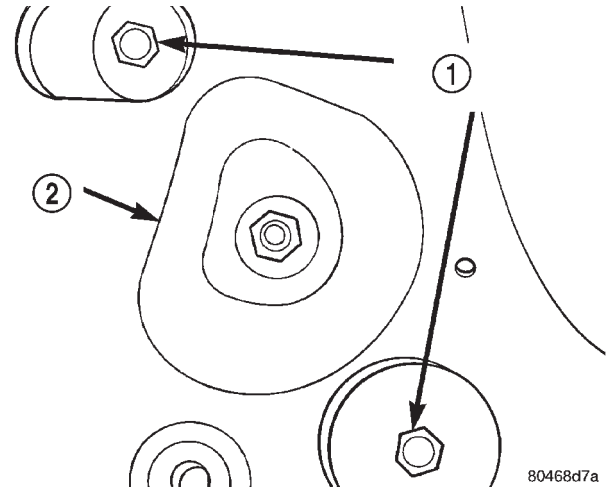


Fig. 45 Rear Guide Bolts

- 1 - REAR GUIDE BOLTS
- 2 - INNER DOOR PANEL

- (3) Install nuts attaching regulator lift channel to door glass.
- (4) Tighten all door glass fasteners.
- (5) Install door speaker, if so equipped.
- (6) Tighten window inner belt stabilizer.
- (7) Install inner door belt weatherstrip.
- (8) Install door trim panel and watershield.

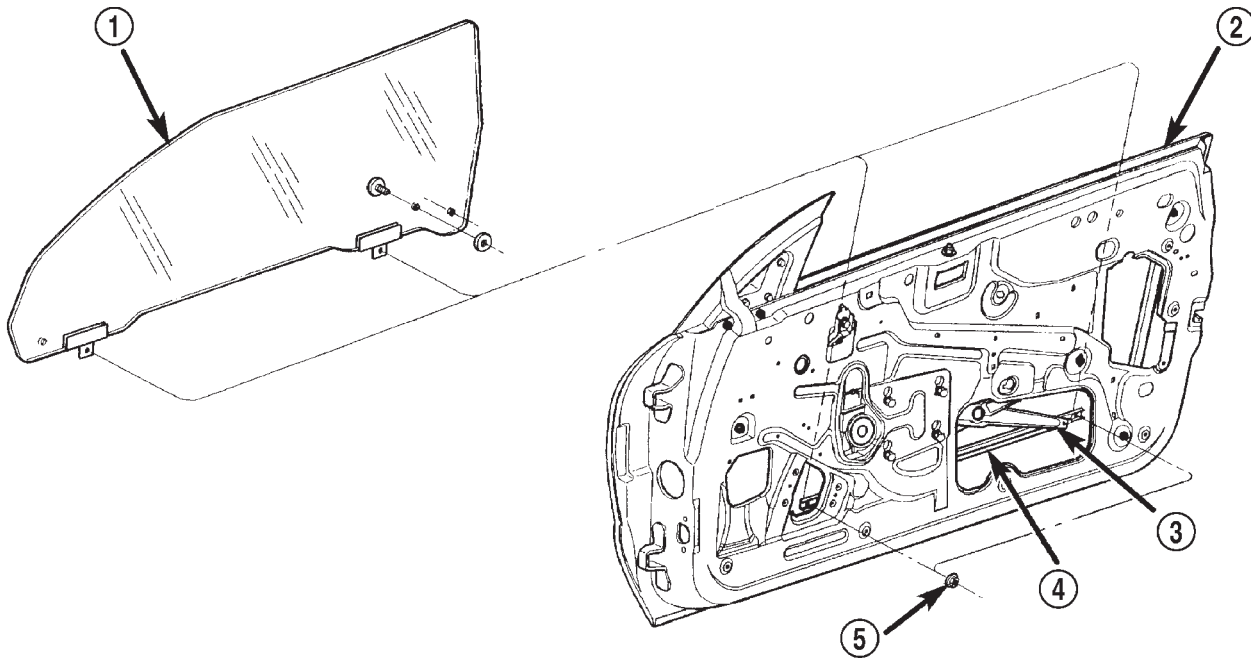


Fig. 44 Regulator Lift Channel

- 1 - DOOR GLASS
- 2 - DOOR
- 3 - WINDOW REGULATOR
- 4 - LIFT CHANNEL
- 5 - ROLLER CHANNEL NUT

REMOVAL AND INSTALLATION (Continued)

DOOR WINDOW REGULATOR

NOTE: For power window motor service procedures, refer to Group 8S, Power Windows.

REMOVAL

- (1) Remove door trim panel and water shield.
- (2) Disconnect wire connector to power window motor.
- (3) Remove nuts attaching regulator lift channel to door glass (Fig. 44).
- (4) Secure door glass in upward position.
- (5) Mark position of rear bolt of roller channel to inner door panel to aid in installation.
- (6) Remove bolt attaching rear of roller channel to door panel.
- (7) Loosen bolt attaching front of roller channel to door panel.
- (8) Remove roller channel from door panel (Fig. 46).
- (9) Loosen bolts attaching window regulator to inner door panel reinforcement.
- (10) Remove bolt heads from key hole slots in inner door panel.
- (11) Remove window regulator through large hole in inner door panel (Fig. 46).
- (12) Remove power window motor from regulator. Refer to Group 8S, Power Windows, for motor procedure.

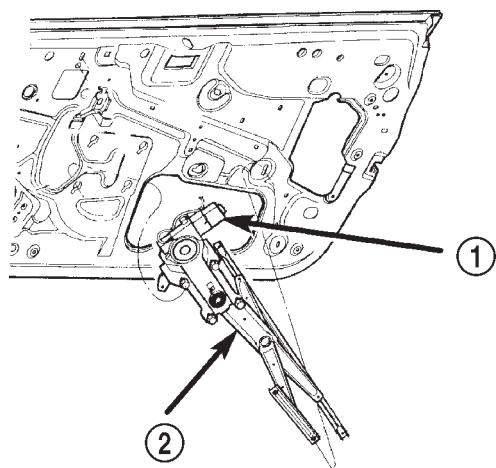


Fig. 46 Power Window Regulator

- 1 - POWER WINDOW MOTOR
2 - POWER WINDOW REGULATOR

INSTALLATION

- (1) Install power window motor on regulator. Refer to group 8S, Power Windows, for motor procedures.
- (2) Move window regulator into position in door and engage bolt heads into key hole slots in inner door panel reinforcement and tighten bolts.

- (3) Install roller channel to door panel.
- (4) Install bolt at rear of roller channel. Make sure that bolt is aligned to mark on inner door panel made previously.
- (5) Tighten front and rear bolts of roller channel.
- (6) Install nuts attaching regulator lift channel to door glass.
- (7) Verify glass fit and operation. Adjust door glass, if necessary.
- (8) Connect wire connector to power window motor.
- (9) Install door trim panel and water shield.

DOOR GLASS INNER BELT STABILIZER

REMOVAL

- (1) Remove door trim panel.
- (2) Remove nut attaching inner belt stabilizer to door panel.
- (3) Remove inner belt stabilizer from door (Fig. 47).

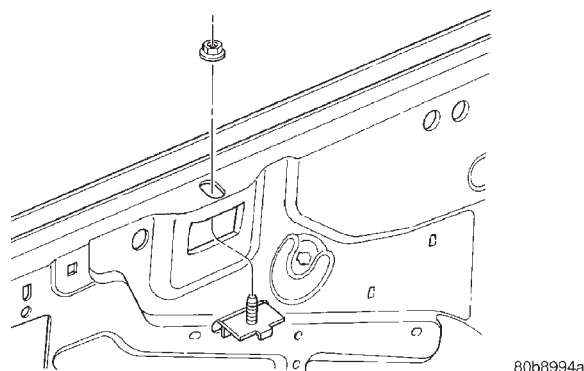


Fig. 47 Inner Belt Stabilizer

INSTALLATION

- (1) Place inner belt stabilizer into position.
- (2) Install nut attaching inner belt stabilizer to door panel. Adjust inner belt stabilizer against glass with enough tension to allow free up and down movement.
- (3) Install door trim panel.

REAR VERTICAL GUIDE BAR

REMOVAL

- (1) Remove door trim panel and watershield.
- (2) Remove nut attaching top of guide bar to inner door panel.
- (3) Using a suitable allen wrench, hold jack screw stationary while removing nut attaching bottom of guide bar to inner door panel.
- (4) Remove guide bar from vehicle and remove through access hole in inner door panel (Fig. 48).

REMOVAL AND INSTALLATION (Continued)

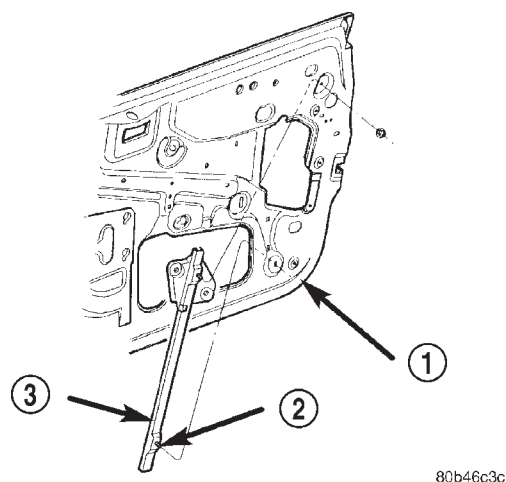


Fig. 48 Rear Vertical Guide Bar

- 1 - DOOR
- 2 - JACK SCREW
- 3 - REAR VERTICAL GUIDE BAR

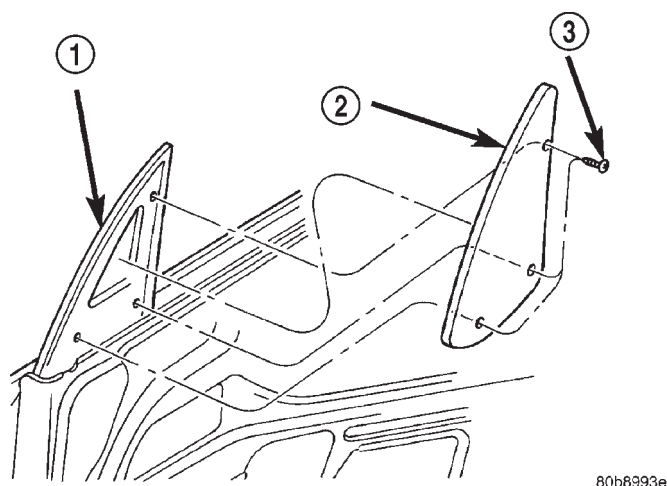


Fig. 49 Side View Mirror Cover

- 1 - MIRROR FLAG
- 2 - SIDE VIEW MIRROR COVER
- 3 - FASTENERS

INSTALLATION

- (1) If a new guide bar is being installed, preset bottom jack screw using old guide bar as a reference.
- (2) Position rear guide bar on vehicle.
- (3) Using a suitable allen wrench, hold jack screw stationary while installing nut attaching bottom of guide bar to inner door panel.
- (4) Install nut attaching top of rear guide bar to inner door panel.
- (5) Verify glass fit and operation. Adjust door glass as necessary.
- (6) Install door trim panel and watershield.

SIDE VIEW MIRROR

REMOVAL

- (1) Remove side view mirror cover (Fig. 49).
- (2) Remove the door trim panel.
- (3) Disconnect power window mirror motor wire connector, if so equipped.
- (4) Disengage wire harness grommet from mirror flag, if so equipped.
- (5) Remove nuts attaching side view mirror to mirror flag (Fig. 50).
- (6) Remove side view mirror from vehicle.

INSTALLATION

- (1) Feed power mirror wire harness through hole in mirror flag and seat grommet. Do not pull on wire harness to seat grommet.
- (2) Position side view mirror to vehicle.
- (3) Install nuts attaching side view mirror to mirror flag.
- (4) Engage push in fastener attaching power mirror wire connector to inner door panel, if so equipped.

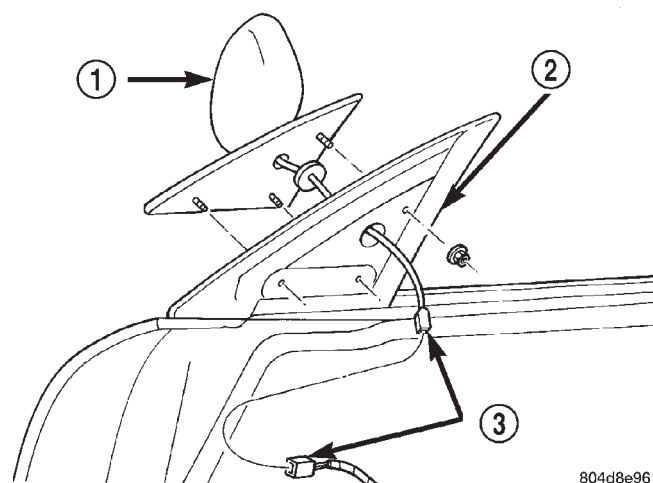


Fig. 50 Side View Mirror

- 1 - SIDE VIEW MIRROR
- 2 - MIRROR FLAG/GLASS CHANNEL
- 3 - WIRE CONNECTOR

- (5) Engage power mirror motor wire connector, if so equipped.
- (6) Install side view mirror cover.

SIDE VIEW MIRROR FLAG/DOOR GLASS CHANNEL

REMOVAL

- (1) Remove side view mirror.
- (2) Remove door trim panel.
- (3) Remove door glass.
- (4) Remove door outer belt weatherstrip.
- (5) Remove screws attaching mirror flag/door glass channel to outer door panel (Fig. 51).

REMOVAL AND INSTALLATION (Continued)

(6) Remove nut attaching top of mirror flag/door glass channel to inner door panel.

(7) Using a suitable allen wrench, hold jack screw stationary while removing nut attaching bottom of mirror flag/door glass channel to inner door panel.

(8) Remove from vehicle and remove through opening in top of door.

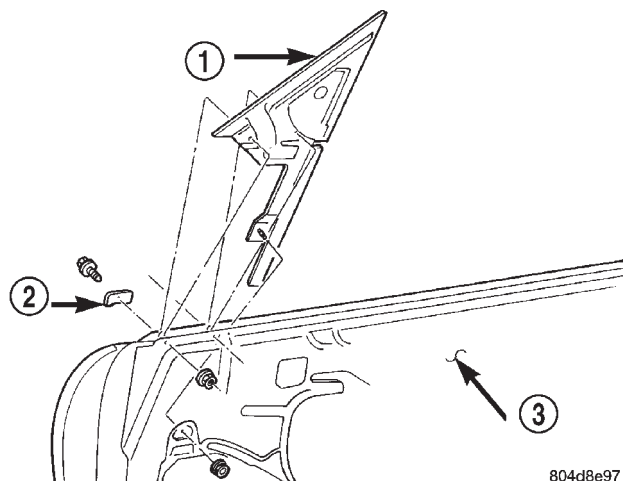


Fig. 51 Side View Mirror Flag/Door Glass Channel

- 1 - MIRROR FLAG/GLASS CHANNEL
- 2 - CLIP
- 3 - DOOR

INSTALLATION

(1) If installing a new mirror flag/door glass channel, preset jackscrew using old flag/channel as a reference.

(2) Position mirror flag/door glass channel on vehicle.

(3) Using a suitable allen wrench, hold jack screw stationary while installing nut attaching bottom of mirror flag/door glass channel to inner door panel.

(4) Install nut attaching top of mirror flag/door glass channel to inner door panel.

(5) Install screws attaching mirror flag/door glass channel to outer door panel.

(6) Install door outer belt weatherstrip.

(7) Install door glass.

(8) Install side view mirror.

(9) Verify glass fit and operation. Adjust door glass as necessary.

(10) Install door trim panel.

BODY SIDE MOLDING

REMOVAL

(1) Warm the affected body side molding and body metal to approximately 38° C (100° F) using a suitable heat lamp or heat gun.

(2) Pull body side molding from vehicle (Fig. 52).

(3) Remove adhesive tape residue from surface of vehicle.

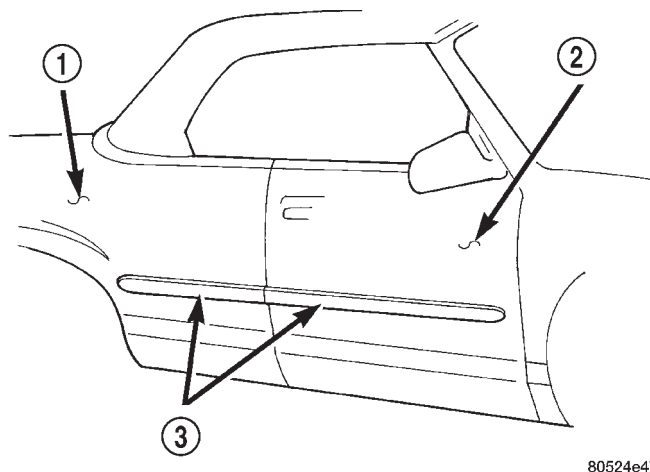


Fig. 52 Body Side Molding

- 1 - QUARTER PANEL
- 2 - DOOR
- 3 - BODYSIDE MOLDING

INSTALLATION

(1) If molding is to be reused, remove tape residue from molding. Clean back of molding with Mopar® Super Kleen solvent or equivalent. Wipe molding dry with lint free cloth. Apply new body side molding (two sided adhesive) tape to back of molding.

(2) Clean body surface with Mopar® Super Kleen solvent or equivalent. Wipe surface dry with a lint free cloth.

(3) Apply a length of masking tape on the body parallel to the top edge of the molding to use as a guide, if necessary.

(4) Remove protective cover from tape on back of molding. Apply molding to body below the masking tape guide.

(5) Remove masking tape guide. Heat body metal and body side molding to approximately 38° C (100° F) using a suitable heat lamp or heat gun.

(6) Firmly press body side molding to body surface to insure adhesion.

DECKLID

REMOVAL

(1) Release decklid latch and open decklid.

(2) Mark outline of hinge on decklid to aid in installation (Fig. 53).

(3) Disconnect all wire connectors from decklid latch and disconnect wire harness from decklid.

(4) Place suitable padding between decklid and deck panel to protect paint finish.

(5) With aid of a helper, remove bolts attaching decklid to decklid hinge.

REMOVAL AND INSTALLATION (Continued)

- (6) Remove decklid from vehicle.

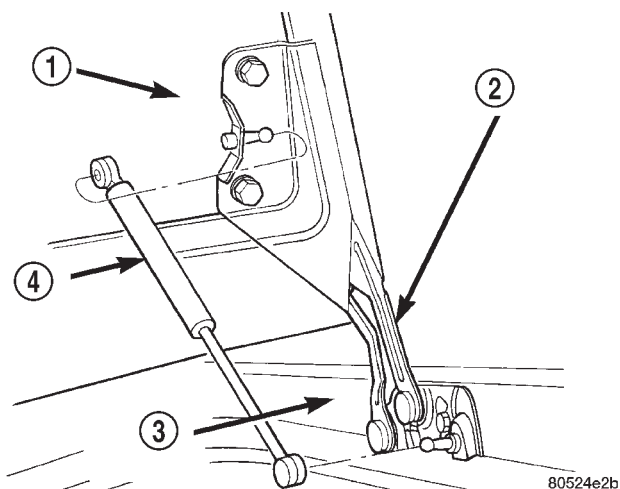


Fig. 53 Decklid Hinge And Gas Support Cylinder

- 1 - TRUNK LID
2 - TRUNK HINGE
3 - QUARTER PANEL TROUGH
4 - GAS SUPPORT CYLINDER

INSTALLATION

- (1) Position decklid on vehicle.
- (2) With aid of a helper, loosely install bolts attaching decklid to decklid hinge.
- (3) Align marks made on decklid previously to decklid hinge and tighten bolts attaching decklid to decklid hinge.
- (4) Connect all wire connectors to decklid latch and install wire harness to decklid.
- (5) Verify fit of decklid to deck panel. Adjust as necessary.

DECKLID HINGE AND GAS SUPPORT CYLINDER**REMOVAL**

- (1) Release decklid latch and open decklid.
- (2) Mark outline of decklid hinge on decklid and quarter panel trough to aid in installation.
- (3) Place suitable padding to cover deck panel in order to protect paint finish.
- (4) Using a suitable wooden dowel or other prop rod, support decklid.
- (5) Pull out caps at each end of gas support cylinder.
- (6) Disconnect gas support cylinder from decklid hinge by prying cylinder from ball stud on hinge (Fig. 53).
- (7) With aid of a helper, remove bolts attaching decklid hinge to decklid.

- (8) Remove bolts attaching decklid hinge to quarter panel.
- (9) Remove decklid hinge from vehicle.

INSTALLATION

- (1) Position decklid hinge to vehicle.
- (2) Loosely install bolts attaching decklid hinge to quarter panel.
- (3) Loosely install bolts attaching decklid hinge to decklid.
- (4) Align decklid hinge to marks made previously and tighten all fasteners.
- (5) Install gas support cylinder to decklid hinge.
- (6) Install caps at each end of gas support cylinder.
- (7) Verify fit of decklid to deck panel. Adjust as necessary.

DECKLID LATCH STRIKER**REMOVAL**

- (1) Release decklid latch and open decklid.
- (2) Mark outline of decklid latch striker on rear closure panel to aid in installation.
- (3) Remove bolts attaching decklid latch striker to rear closure panel (Fig. 54).
- (4) Remove striker from vehicle.

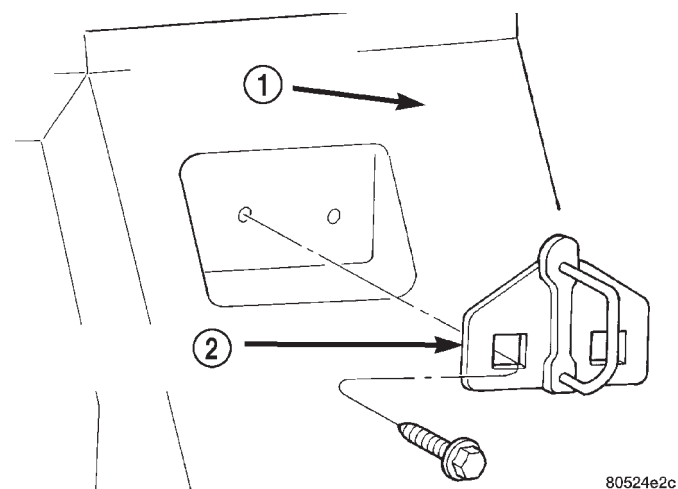


Fig. 54 Decklid Latch Striker

- 1 - REAR CLOSURE PANEL
2 - TRUNK LATCH STRIKER

INSTALLATION

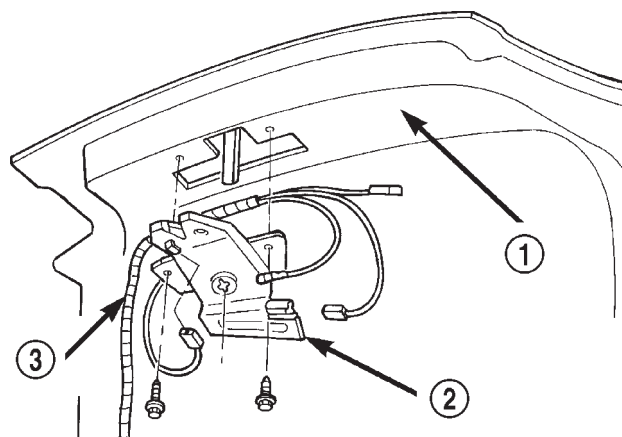
- (1) Position striker in vehicle.
- (2) Loosely install bolts attaching decklid latch striker to rear closure panel.
- (3) Align decklid latch striker to marks made previously on rear closure panel and tighten bolts.
- (4) Verify fit of decklid to deck panel and operation of decklid latch. Adjust as necessary.

REMOVAL AND INSTALLATION (Continued)

DECKLID LATCH

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Mark outline of decklid latch on decklid to aid in installation.
- (3) Disconnect wire connectors to remote release solenoid, if so equipped (Fig. 55).
- (4) Remove bolts attaching decklid latch to decklid.
- (5) Remove decklid latch from vehicle.



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Fig. 55 Decklid Latch

- 1 - TRUNK LID
- 2 - TRUNK LATCH
- 3 - WIRE HARNESS

INSTALLATION

- (1) Position decklid latch on vehicle.
- (2) Loosely install bolts attaching decklid latch to decklid.
- (3) Align decklid latch to marks made previously on decklid and tighten bolts.
- (4) Connect wire connectors to remote release solenoid, if so equipped.
- (5) Verify fit of decklid to deck panel and decklid latch operation. Adjust as necessary.

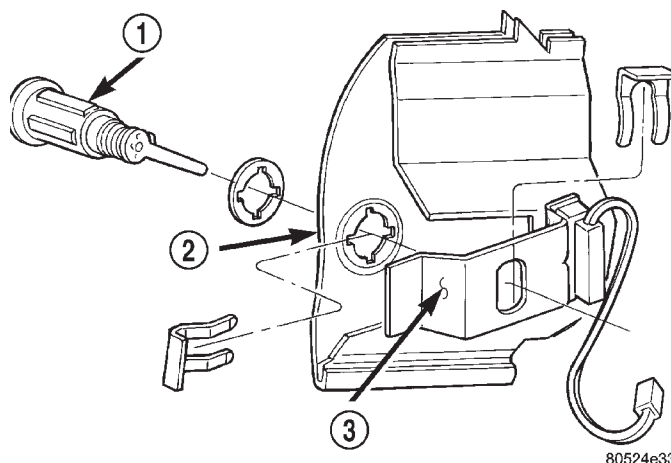
DECKLID LOCK CYLINDER

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Remove decklid latch.
- (3) Remove clip attaching decklid lock cylinder to security alarm switch, if so equipped (Fig. 56).
- (4) Remove security alarm switch, if so equipped.
- (5) Remove clip attaching decklid lock cylinder to decklid.
- (6) Remove decklid lock cylinder from vehicle.

INSTALLATION

- (1) Position decklid lock cylinder on vehicle



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Fig. 56 Decklid Lock Cylinder

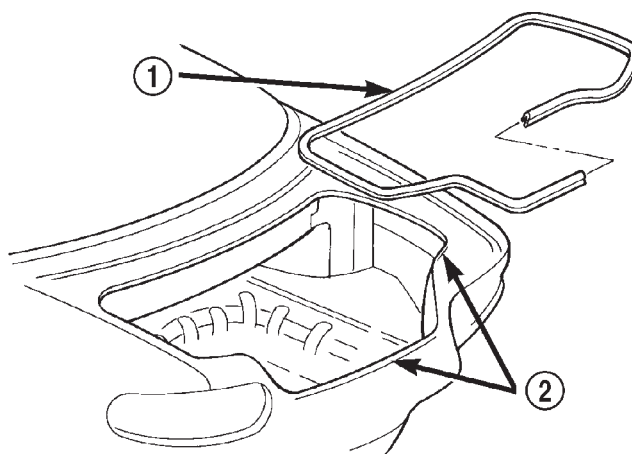
- 1 - TRUNK LOCK CYLINDER
- 2 - TRUNK LID
- 3 - DECKLID SECURITY ALARM SWITCH

- (2) Install clip holding decklid lock cylinder to decklid.
- (3) Install security alarm switch, if so equipped.
- (4) Install clip attaching decklid lock cylinder to security alarm switch, if so equipped.
- (5) Install decklid latch.

DECKLID OPENING WEATHERSTRIP

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Pull decklid opening weatherstrip from decklid opening flange (Fig. 57).
- (3) Remove decklid opening weatherstrip from vehicle.



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Fig. 57 Decklid Opening Weatherstrip

- 1 - TRUNK OPENING WEATHERSTRIP
- 2 - TRUNK OPENING FLANGE

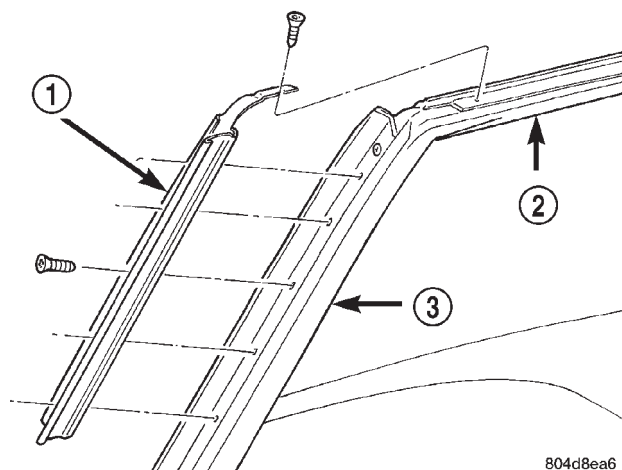
REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) Position decklid opening weatherstrip on vehicle.
- (2) Starting with one end of decklid opening weatherstrip over decklid latch striker, push weatherstrip onto decklid opening flange.
- (3) Verify that the ends of the decklid opening weatherstrip meet above the decklid latch striker.
- (4) Verify decklid operation and sealing.

A-PILLAR WEATHERSTRIP RETAINER AND MOLDING**REMOVAL**

- (1) Partially raise convertible top.
- (2) Remove header and A-pillar weatherstrip as necessary to gain access.
- (3) Remove screws holding A-pillar weatherstrip retainer to A-pillar (Fig. 58).
- (4) Remove retainer from vehicle.
- (5) Remove screws attaching A-pillar molding to A-pillar.
- (6) Remove A-pillar molding from vehicle.

**Fig. 58 A-Pillar Weatherstrip Retainer**

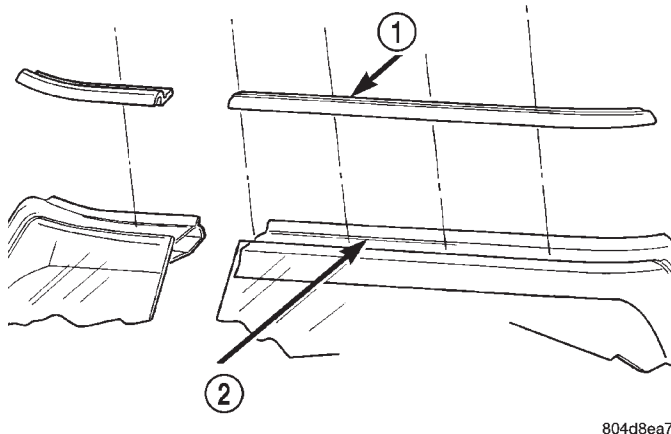
- 1 - A-PILLAR WEATHERSTRIP RETAINER
 2 - HEADER
 3 - A-PILLAR

INSTALLATION

- (1) Clean A-pillar of any seal material residue.
- (2) Position A-pillar molding to vehicle.
- (3) Install screws attaching A-pillar molding to A-pillar.
- (4) Position A-pillar weatherstrip retainer on A-pillar.
- (5) Install screws attaching retainer to A-pillar. Install middle screw first and then work outward.
- (6) Install header and A-pillar weatherstrip.
- (7) Lower and secure convertible top.

HEADER WEATHERSTRIP RETAINER/MOLDING**REMOVAL**

- (1) Partially raise convertible top.
- (2) Remove header and A-pillar weatherstrip as necessary to gain access.
- (3) Remove screws attaching A-pillar weatherstrip retainer to header weatherstrip retainer.
- (4) Remove screws attaching header weatherstrip retainer to header panel (Fig. 59).
- (5) Remove retainer from vehicle.



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Fig. 59 Header Weatherstrip Retainer

- 1 - HEADER WEATHERSTRIP RETAINER
 2 - HEADER

INSTALLATION

- (1) Clean any residual seal material from header panel.
- (2) Position header weatherstrip retainer on vehicle.
- (3) Install screws attaching retainer to header panel. Install center screw first and then work outward.
- (4) Install screws attaching A-pillar weatherstrip retainer to header retainer.
- (5) Install L foam in upper corner starting at upper screw on the A-pillar retainer.
- (6) Install L foam in upper corner starting at upper screw on A-pillar.
- (7) Install header and A-pillar weatherstrip.
- (8) Lower and secure convertible top.

HEADER/A-PILLAR WEATHERSTRIP**REMOVAL**

- (1) Partially raise convertible top.
- (2) Remove inside rear view mirror.
- (3) Remove sun visors.
- (4) Remove header trim panel.
- (5) Remove both door sill trim panels.

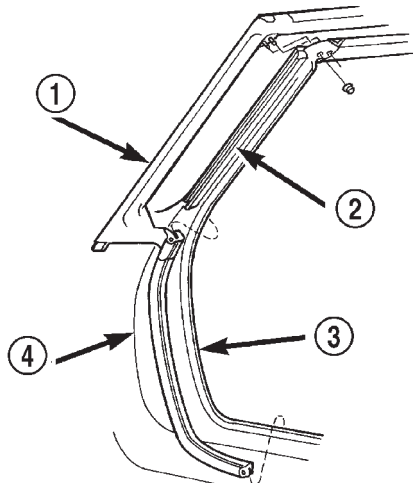
REMOVAL AND INSTALLATION (Continued)

(6) Remove nuts holding header and A-pillar weatherstrip at upper corners of windshield (Fig. 60).

(7) Remove push in fasteners at lower corners of windshield holding weatherstrip to A-pillar.

(8) Remove header and A-pillar weatherstrip from vehicle.

(9) Clean any residual seal material from header panel.



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Fig. 60 Header/A-Pillar Weatherstrip

- 1 - HEADER/A-PILLAR WEATHERSTRIP
- 2 - A-PILLAR WEATHERSTRIP RETAINER
- 3 - DOOR OPENING FLANGE
- 4 - FENDER

INSTALLATION

CAUTION: Ensure that the butyl patch and butyl rope at each corner of the windshield is present and in good condition (Fig. 61). The butyl is critical for the water management system. Replace as necessary.

(1) Install new L foam starting at upper screw on A-pillar retainer.

(2) Install new L foam starting at upper screw on A-pillar retainer (Fig. 62).

(3) Position header and A-pillar weatherstrip on vehicle.

(4) Secure weatherstrip into retainers at header and A-pillar.

(5) Install nuts at upper corners of windshield.

(6) Install push in fasteners at lower corners of windshield.

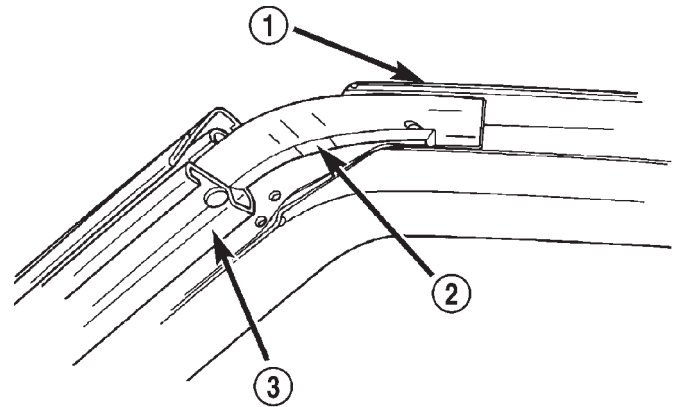
(7) Install door sill trim panels.

(8) Install header trim panel.

(9) Install sun visors.

(10) Install inside rear view mirror.

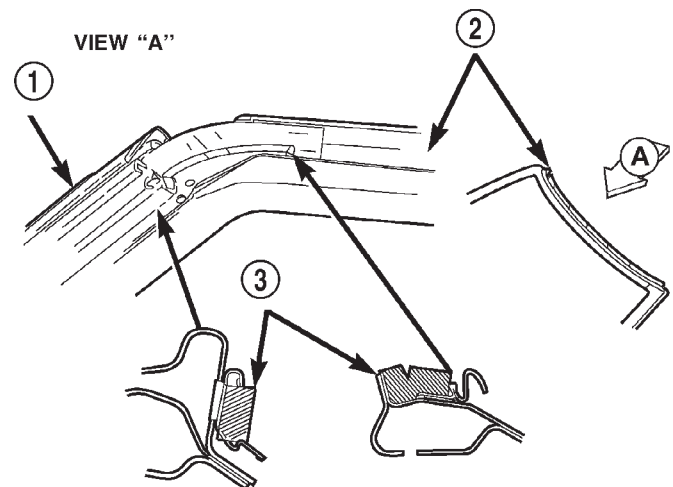
(11) Lower and secure convertible top.



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Fig. 61 Butyl Patch and L - FOAM

- 1 - HEADER WEATHERSTRIP RETAINER
- 2 - L-SHAPE FOAM ROPE
- 3 - A-PILLAR WEATHERSTRIP RETAINER



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Fig. 62 L Shape Foam Location

- 1 - A-PILLAR
- 2 - HEADER
- 3 - L SHAPE FOAM

QUARTER PANEL WEATHERSTRIP

REMOVAL

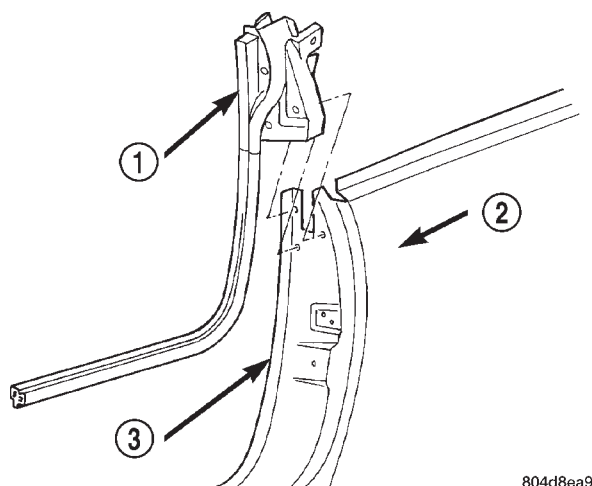
(1) Remove door sill trim panel.

(2) Remove push in fasteners holding weatherstrip to B-pillar.

(3) Remove weatherstrip from door opening flange.

(4) Remove quarter panel weatherstrip from vehicle (Fig. 63).

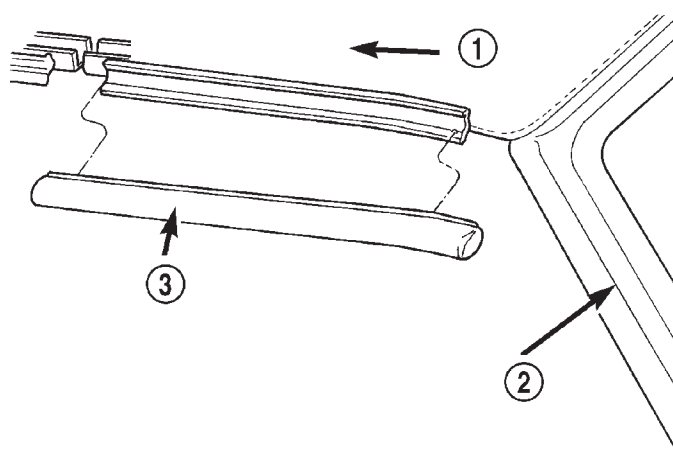
REMOVAL AND INSTALLATION (Continued)



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Fig. 63 Quarter Panel Weatherstrip

- 1 - QUARTER PANEL WEATHERSTRIP
- 2 - QUARTER PANEL
- 3 - DOOR OPENING FLANGE



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Fig. 64 Front Side Rail Weatherstrip

- 1 - CONVERTIBLE TOP
- 2 - A-PILLAR
- 3 - FRONT SIDE RAIL WEATHERSTRIP

INSTALLATION

- (1) Position panel weatherstrip onto vehicle.
- (2) Install weatherstrip to door opening flange.
- (3) Install push in fasteners attaching weatherstrip to B-pillar.
- (4) Install door sill trim panel.

SIDE RAIL WEATHERSTRIPS

FRONT

REMOVAL

- (1) Partially raise convertible top.
- (2) Remove push in fasteners attaching weatherstrip to retainer.
- (3) Remove weatherstrip from vehicle (Fig. 64).

INSTALLATION

- (1) Position weatherstrip on vehicle.
- (2) Install push in fasteners into retainer channel, aligning embossment on back side of weatherstrip to corner of retainer.
- (3) Lower convertible top.
- (4) Secure convertible top.

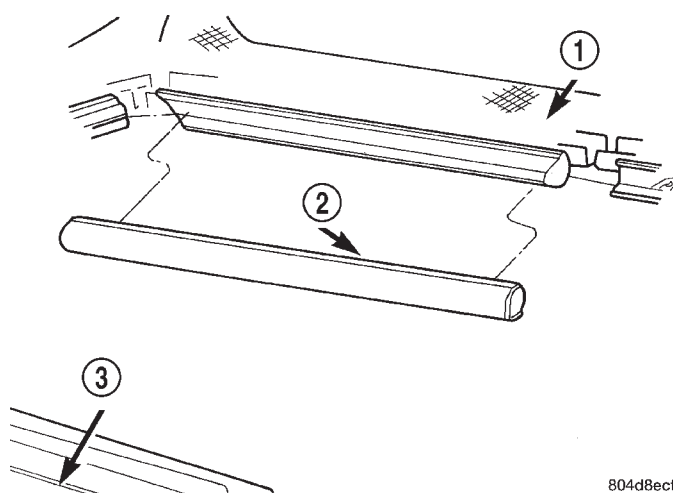
CENTER

REMOVAL

- (1) Partially raise convertible top.
- (2) Remove push in fasteners attaching weatherstrip to retainer.
- (3) Remove weatherstrip from vehicle (Fig. 65).

INSTALLATION

- (1) Position weatherstrip on vehicle.



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Fig. 65 Center Side Rail Weatherstrip

- 1 - CONVERTIBLE TOP
- 2 - CENTER SIDE RAIL WEATHERSTRIP
- 3 - QUARTER PANEL

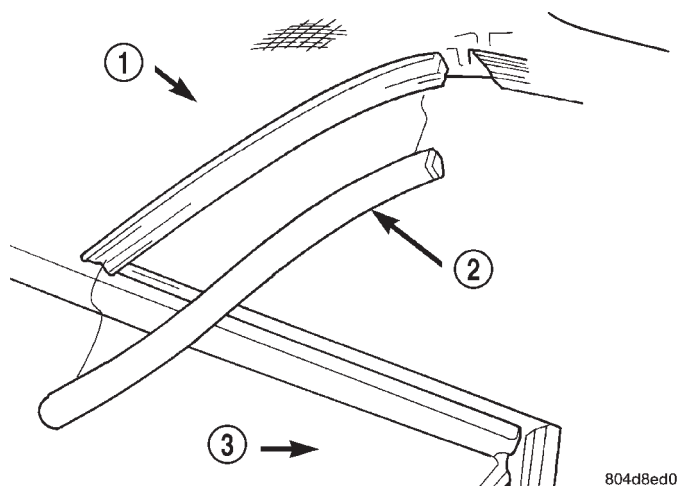
- (2) Install push in fasteners into retainer channel, aligning embossment on back side of weatherstrip to corner of retainer.
- (3) Lower convertible top.
- (4) Secure convertible top.

REAR

REMOVAL

- (1) Partially raise convertible top.
- (2) Remove push in fasteners attaching weatherstrip to retainer.
- (3) Separate weatherstrip from vehicle (Fig. 66).

REMOVAL AND INSTALLATION (Continued)



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Fig. 66 Rear Side Rail Weatherstrip

- 1 - CONVERTIBLE TOP
- 2 - REAR SIDE RAIL WEATHERSTRIP
- 3 - QUARTER PANEL

INSTALLATION

- (1) Position weatherstrip on vehicle.
- (2) Install push in fasteners into retainer channel, aligning embossment on back side of weatherstrip to corner of retainer.
- (3) Push weatherstrip into retainer channel, aligning embossment on backside of weatherstrip to corner of retainer.
- (4) Lower convertible top.
- (5) Secure convertible top.

A-PILLAR TRIM PANEL**REMOVAL**

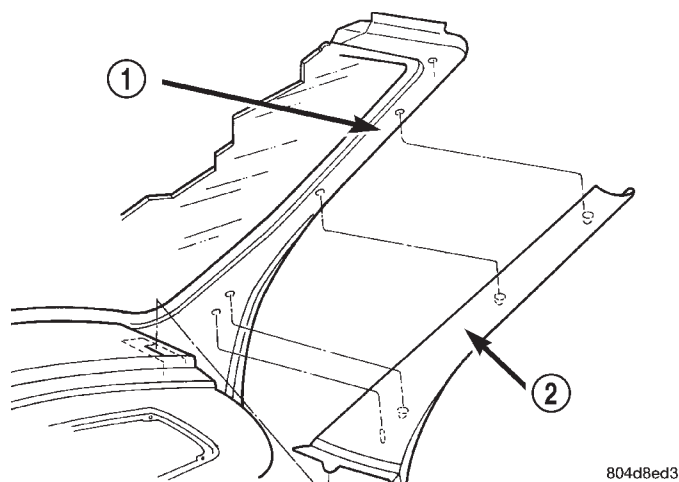
- (1) Disengage clips attaching A-pillar trim panel to A-pillar.
- (2) Remove trim panel from vehicle (Fig. 67).

INSTALLATION

- (1) Position trim panel near A-pillar.
- (2) Align locating pins on back side of trim panel to holes in A-pillar.
- (3) Press clips on A-pillar trim panel into slots in A-pillar.

HEADER TRIM PANEL - RIGHT OR LEFT**REMOVAL**

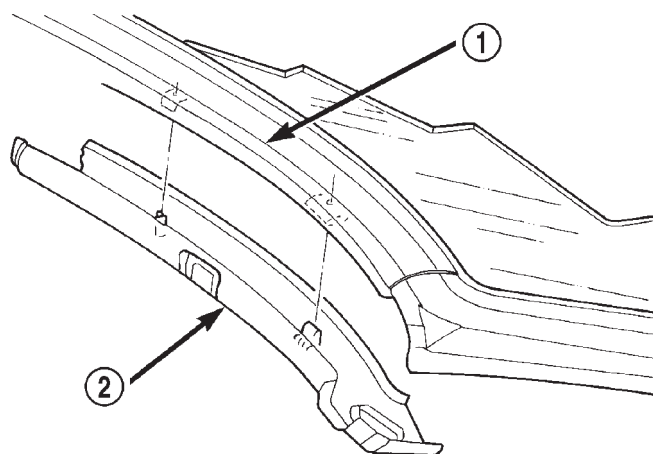
- (1) Remove sun visor.
- (2) Remove inside rear view mirror, right side only.
- (3) Disengage clip attaching header trim panel to header panel.
- (4) Remove header trim panel from vehicle (Fig. 68).



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Fig. 67 A-Pillar Trim Panel

- 1 - A-PILLAR
- 2 - A-PILLAR TRIM PANEL



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Fig. 68 Header Trim Panel

- 1 - HEADER
- 2 - HEADER TRIM PANEL

INSTALLATION

- (1) Position header trim panel on vehicle.
- (2) Align locating pins on back side of trim panel to holes in header panel.
- (3) Engage clip on trim panel to slots in header panel.
- (4) Install inside rear view mirror.
- (5) Install sun visor.

COWL TRIM PANEL**REMOVAL**

- (1) Remove door sill trim panel.
- (2) Remove screws attaching cowl trim panel to inner cowl panel.

REMOVAL AND INSTALLATION (Continued)

- (3) Remove cowl trim panel from vehicle (Fig. 69).

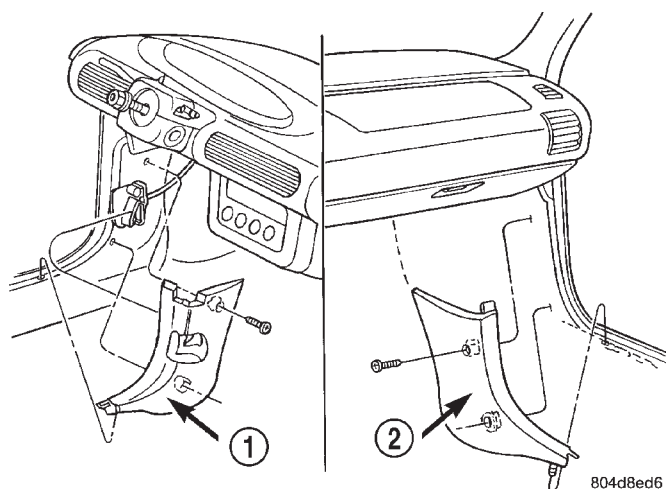


Fig. 69 Cowl Trim Panel

- 1 – LEFT COWL TRIM PANEL
2 – RIGHT COWL TRIM PANEL

INSTALLATION

- (1) Position cowl trim panel to vehicle.
(2) Install screws attaching cowl trim panel to inner cowl panel.
(3) Install door sill trim panel.

DOOR SILL TRIM PANEL

REMOVAL

- (1) Using a fork type prying tool, disengage clips holding door sill trim panel to door sill (Fig. 70).
(2) Starting at one end of sill trim panel, pull upward on sill trim panel in order to disengage clips attaching sill trim panel to door opening flange.
(3) Remove door sill trim panel from vehicle.

INSTALLATION

- (1) Position door sill trim panel on vehicle.
(2) Align locating rib to rest against cowl trim panel.
(3) Engage clips on sill trim panel to door opening flange.

NOTE: Check that header/A-pillar and quarter panel weatherstrips are properly positioned. Incorrect positioning will interfere with clip engagement to door opening flange and damage door sill trim panel.

- (4) Engage clips attaching sill trim panel to door sill.

FRONT SEAT BELT RETRACTOR

Inspect the condition of the shoulder belt and lap belt. Replace any belt that is cut, frayed, torn, or

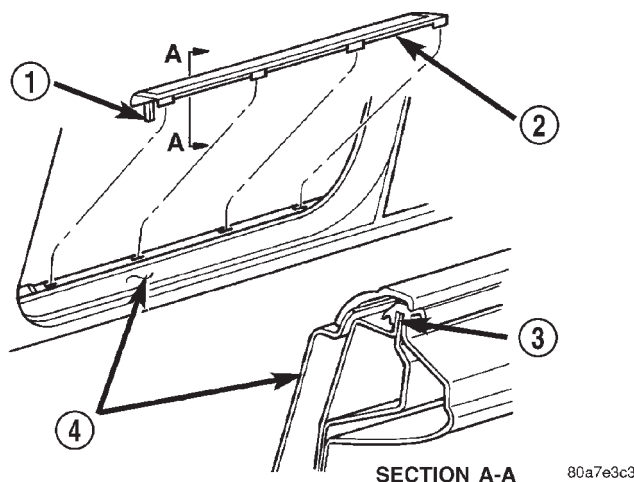


Fig. 70 Door Sill Trim Panel

- 1 – LOCATING TAB
2 – DOOR SILL TRIM PANEL
3 – DOOR OPENING FLANGE
4 – DOOR SILL

damaged in any way. Also, replace the shoulder belt if the retractor is either damaged or inoperative.

REMOVAL

- (1) Remove seat from vehicle.

NOTE: The torque prevailing nut used to secure the lower seat belt anchor is not reusable. Verify availability prior to proceeding.

- (2) Remove seat back cover to gain access to seat belt retractor. Refer to procedure found in this section.
(3) Remove seat belt retractor cover.
(4) Remove and discard bolts attaching seat belt retractor to seat frame.

CAUTION: Do not reuse the bolts attaching the seat belt retractor to the seat frame.

- (5) Remove seat belt retractor from seat frame.
(6) Disconnect wire connector from seat belt retractor.

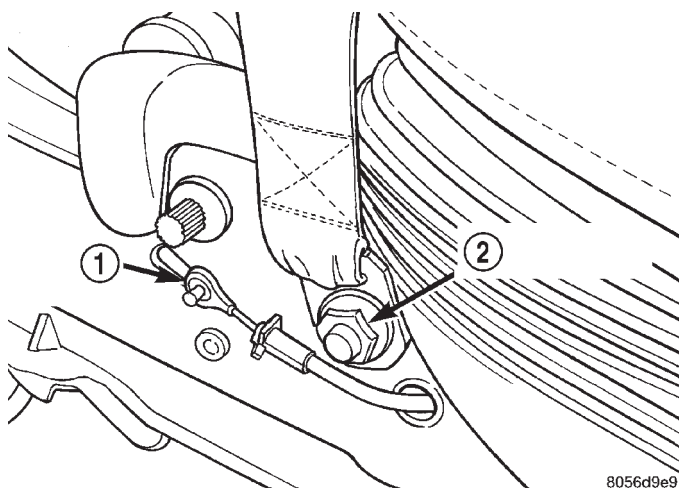
INSTALLATION

- (1) Position seat belt retractor to seat frame.
(2) Connect wire connector to seat belt retractor.
(3) Install new bolts to hold seat belt retractor to seat frame.

NOTE: The tighten the retractor bolts to 16.2 N·m (12 ft. lbs.) torque.

- (4) Install seat belt retractor cover.
(5) Install seat cover. Refer to procedure found in this section.

REMOVAL AND INSTALLATION (Continued)

**Fig. 71 Lower Seat Belt Anchor And Recliner Cable**

- 1 - RECLINER CABLE
2 - LOWER SEAT BELT ANCHOR

(6) Attach lower seat belt anchor to bolt on seat adjuster.

(7) Verify that seat belt is routed such that it will not be twisted when engaged to the seat belt buckle.

(8) Verify that a minimum of three threads extend beyond the lower seat belt anchor nut and that the lower seat belt anchor swivels freely. If both conditions are not found, check that the bolt is fully engaged to the seat adjuster.

(9) Install seat in vehicle.

CAUTION: Failure to follow proper installation procedure may result in the seat track latch pins not being synchronized.

FRONT SEAT BELT BUCKLE**REMOVAL**

NOTE: The torque prevailing nut holding the front seat belt buckle to the seat adjuster is not reusable. Verify availability prior to proceeding.

(1) Remove nut holding seat belt buckle to seat adjuster. Discard nut.

(2) Remove seat belt buckle from seat.

INSTALLATION

(1) Verify that the black spacer washer is properly installed over the shoulder of the weld nut on the seat adjuster.

(2) Install seat belt buckle to bolt on seat adjuster.

(3) Verify that the seat belt buckle is sitting on the shoulder of the weld nut on the seat adjuster.

(4) Install nut to hold seat belt buckle to seat adjuster.

NOTE: The tighten the seat belt buckle nut is 45 N·m (33 ft. lbs.) torque.

(5) Verify that a minimum of three threads extend beyond the seat belt buckle nut. If not, check that the bolt is fully engaged to the seat adjuster.

FLOOR CONSOLE**REMOVAL**

(1) Raise parking brake lever as high as possible.

(2) Move transmission shifter to neutral position.

(3) Loosen set screw on front of shifter knob and remove shift lever knob.

(4) Remove lighted transmission range indicator letter bezel (Fig. 72).

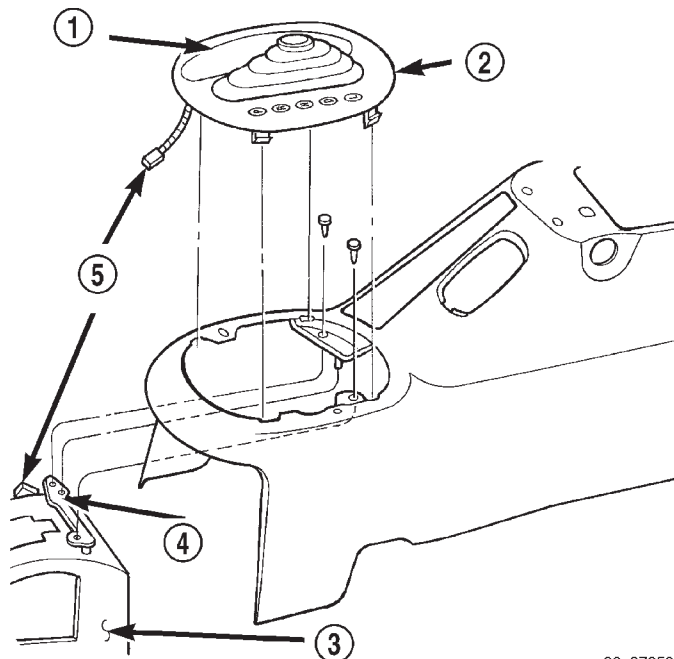
(5) Disconnect transmission range indicator bezel wire connector at the shifter mechanism.

(6) Remove screws, next to floor shifter and in console storage compartment, attaching floor console to brackets on floor pan.

(7) Disconnect wire connector for floor console accessories at floor pan.

(8) Remove console from vehicle.

NOTE: The grip portion of the parking brake lever will only fit through the wider lower portion of the slot in the floor console.

**Fig. 72 Transmission Range Indicator Bezel**

- 1 - BEZEL BOOT
2 - PRNDL BEZEL
3 - SHIFTER MECHANISM
4 - LOCATOR PIN
5 - WIRING CONNECTOR

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REMOVAL AND INSTALLATION (Continued)

INSTALLATION

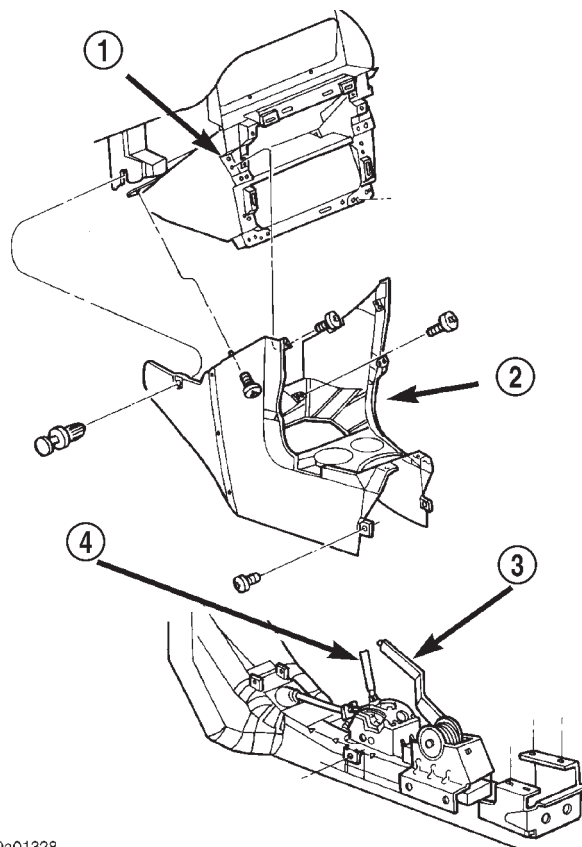
- (1) Position console in vehicle.
- (2) Connect wire connector for floor console accessories at floor pan.
- (3) Verify that the rear locator pin on the bottom of the storage bin is engaged to the slot in the body bracket and the front pin is engaged to the shift mechanism (Fig. 72).
- (4) Install screws, next to floor shifter and in console storage compartment, holding floor console to brackets on floor pan.
- (5) Connect transmission range indicator bezel wire connector on shifter mechanism.
- (6) Install lighted transmission range indicator letter bezel.
- (7) Install shift lever knob and tighten set screw on front of shifter knob.

FORWARD INSTRUMENT PANEL CONSOLE**REMOVAL**

- (1) Remove floor console.
- (2) Remove instrument panel cluster hood. Refer to Group 8E, Instrument Panel and Systems, for proper procedure.
- (3) Remove instrument panel center bezel.
- (4) Remove left knee bolster.
- (5) Release glove box door catches and allow to hang downward.
- (6) Remove screws holding storage bin to forward instrument panel console (Fig. 73).
- (7) Remove storage bin from forward instrument panel console.
- (8) Remove screws holding forward instrument console to shifter mounting bracket.
- (9) Remove screws attaching forward instrument panel console to instrument panel at sides of storage bin area.
- (10) Remove screws attaching forward instrument panel console to instrument panel support braces.
- (11) Remove forward instrument panel console from vehicle.

INSTALLATION

- (1) Position forward instrument panel console to vehicle.
- (2) Install screws attaching forward instrument panel console to instrument panel support braces.
- (3) Install screws attaching forward instrument panel console to instrument panel at sides of storage bin area.
- (4) Install screws attaching forward instrument panel console to shifter mounting bracket.
- (5) Install storage bin from forward instrument panel console.



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Fig. 73 Forward Instrument Panel Console

- 1 - INSTRUMENT PANEL
- 2 - FORWARD INSTRUMENT PANEL CONSOLE
- 3 - PARK BRAKE
- 4 - GEAR SHIFTER

- (6) Install screws attaching storage bin to forward instrument panel console.
- (7) Release glove box door catches and allow to hang downward.
- (8) Install left knee bolster.
- (9) Install instrument panel center bezel.
- (10) Install instrument panel cluster hood.
- (11) Install floor console.

QUARTER TRIM PANEL**REMOVAL**

- (1) Lower convertible top.
- (2) Remove rear seat cushion and rear seat back.
- (3) Remove door sill trim panel.
- (4) Remove push-in fastener attaching quarter trim panel to door sill panel.
- (5) Remove speaker grille (Fig. 74).
- (6) Remove vertical screws and inboard screw attaching quarter trim panel to inner quarter panel (Fig. 75).
- (7) Remove screws attaching quarter trim panel to inner quarter panel through the speaker opening.

REMOVAL AND INSTALLATION (Continued)

(8) Remove screws attaching quarter trim panel to inner quarter panel at rear of trim panel.

(9) Remove push-in fasteners attaching quarter trim panel to inner quarter panel at front of trim panel.

(10) Pull trim panel from inner quarter panel and disconnect speaker wiring connector.

(11) Remove quarter trim panel from vehicle.

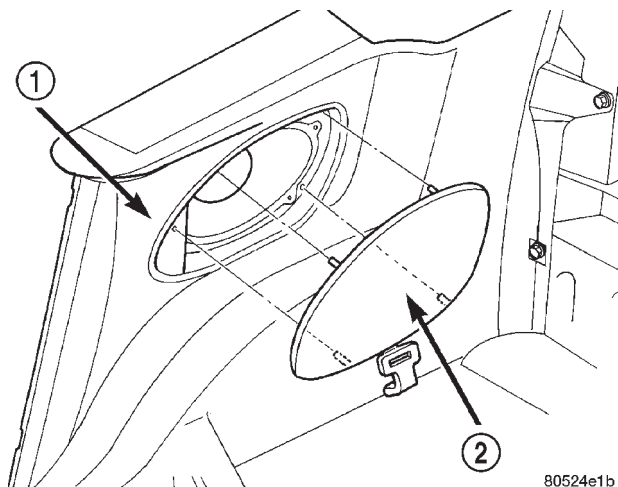


Fig. 74 Speaker Grille

1 - QUARTER TRIM PANEL

2 - SPEAKER GRILLE

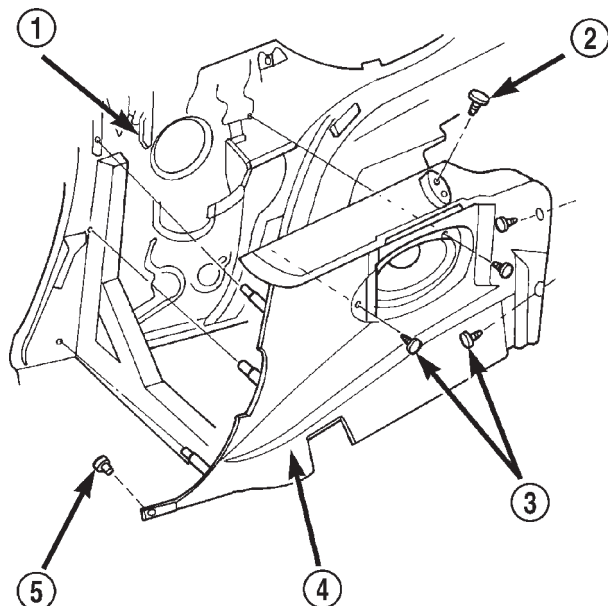


Fig. 75 Quarter Trim Panel

- 1 - INNER QUARTER PANEL
- 2 - INBOARD VELCRO SCREW
- 3 - SCREWS
- 4 - QUARTER TRIM PANEL
- 5 - PUSH-IN FASTENER

INSTALLATION

(1) Position quarter trim panel on vehicle.

(2) Connect speaker wiring connector.

(3) Install push-in fasteners attaching quarter trim panel to inner quarter panel at front of trim panel.

(4) Install screws attaching quarter trim panel to inner quarter panel through the speaker opening.

(5) Install vertical screws and inboard screw attaching quarter trim panel to inner quarter panel.

(6) Install screws attaching quarter trim panel to inner quarter panel at rear of trim panel.

(7) Install push-in fastener attaching quarter trim panel to door sill panel.

(8) Install door sill trim panel.

(9) Install speaker grille.

(10) Install rear seat cushion and rear seat back.

REAR OUTER SEAT BELT AND RETRACTOR

REMOVAL

(1) Remove rear seat cushion.

(2) Remove rear seat back.

(3) Remove quarter trim panel.

(4) Remove bolt attaching seat belt anchor to floor pan (Fig. 76).

(5) Remove bolt attaching seat belt retractor to rear seat support assembly.

(6) Remove seat belt and retractor assembly from vehicle.

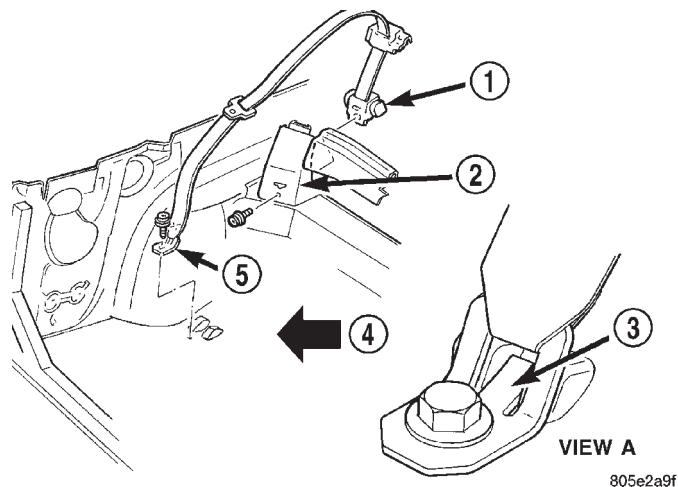


Fig. 76 Rear Outer Seat Belt And Retractor

- 1 - SEAT BELT RETRACTOR
- 2 - REAR SEAT SUPPORT
- 3 - TAB
- 4 - A
- 5 - LOWER ANCHOR

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) Position seat belt and retractor assembly to rear seat support assembly.
- (2) Engage hook on seat belt retractor to slot in rear seat support assembly.
- (3) Install bolt attaching seat belt retractor to rear seat support assembly.
- (4) Route seat belt through channel and snap bezel onto top of channel.
- (5) Install bolt attaching seat belt anchor to floor pan.
- (6) Verify that seat belt is not twisted when engaged to seat belt buckle and that the tab on the lower seat belt anchor is between the formations on the floor pan (Fig. 76).
- (7) Install quarter trim panel.
- (8) Install rear seat back.
- (9) Install rear seat cushion.

NOTE: Tighten both seat belt fasteners to 40 N·m (350 in. lbs.) torque.

REAR INNER SEAT BELT ASSEMBLY

REMOVAL

- (1) Remove rear seat cushion.
- (2) Remove nuts holding seat belt assembly to floor pan.
- (3) Remove rear inner seat belt assembly (Fig. 77).

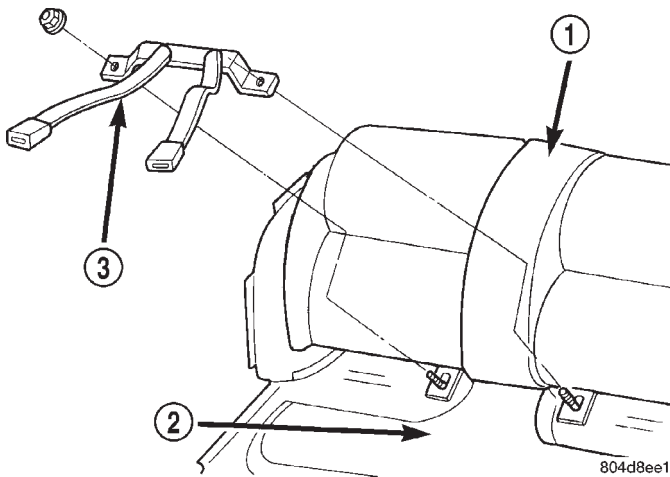


Fig. 77 Rear Inner Seat Belt Assembly

- 1 - REAR SEAT BACK
- 2 - FLOOR PAN
- 3 - INNER SEAT BELT ASSEMBLY

INSTALLATION

- (1) Position rear inner seat belt assembly onto studs on floor pan.
- (2) Install nuts holding seat belt assembly to floor pan.

- (3) Install rear seat cushion.

NOTE: Torque specification for rear inner seat belt assembly is 40 N·m (350 in. lbs.).

QUARTER WINDOW MODULE

REMOVAL

- (1) Raise quarter glass to full up position, if possible, to aid in removal.
- (2) Remove quarter trim panel.
- (3) Partially lower convertible top.
- (4) Remove the fasteners attaching the glass to the lift channel of the quarter window glass module (Fig. 78).
- (5) Loosen the latch plate hook nut and remove the glass from the vehicle.
- (6) Remove screws attaching quarter panel weatherstrip assembly to the outer quarter panel.
- (7) Loosen upper deck molding.
- (8) Pull upward at one end of the outer belt weatherstrip assembly to remove from vehicle.

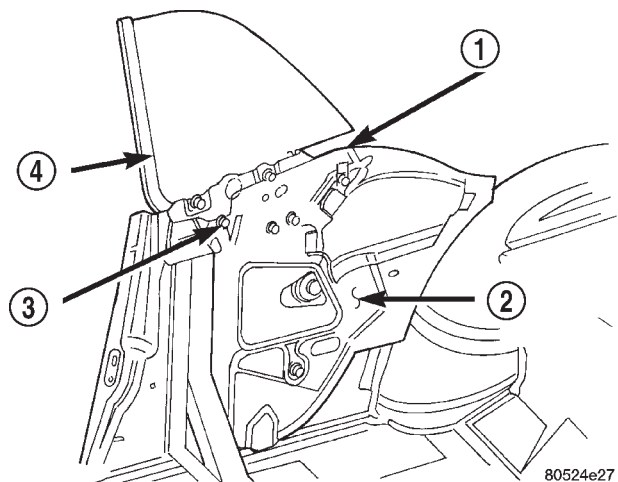


Fig. 78 Quarter Window Glass

- 1 - QUARTER GLASS LIFT CHANNEL
- 2 - INNER QUARTER PANEL
- 3 - LATCH PLATE HOOK NUT
- 4 - QUARTER GLASS

INSTALLATION

- (1) Position the quarter panel outer belt weatherstrip assembly on vehicle.
- (2) Push the outer belt weatherstrip assembly downward until the weatherstrip assembly is fully seated.
- (3) Install the screws attaching the outer belt weatherstrip assembly to outer panel.
- (4) Tighten the upper belt molding fasteners.
- (5) Position the glass in the vehicle.

REMOVAL AND INSTALLATION (Continued)

(6) Loosely install the fasteners attaching the glass to the lift channel of the quarter window module.

(7) Tighten the latch plate hook nut.

(8) Adjust the quarter glass as necessary. Refer to the Quarter Glass Adjustment procedures.

(9) Lift quarter window module upward and out opening at top of quarter panel.

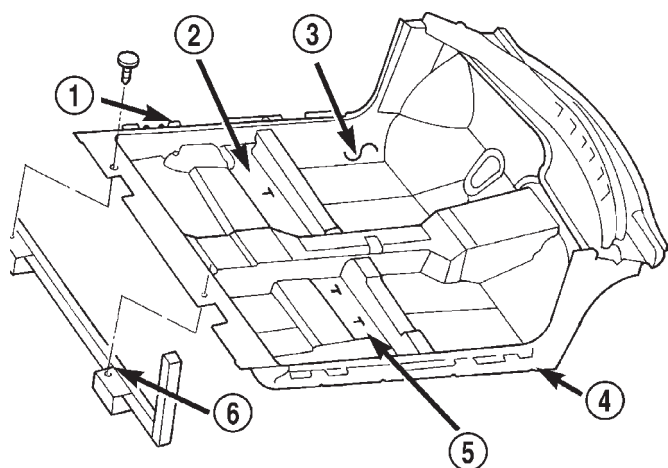
(10) Install quarter trim panel.

(11) Raise and secure convertible top.

CARPET

REMOVAL

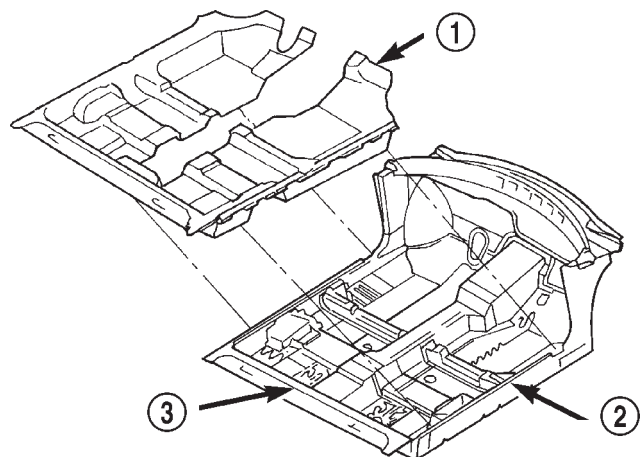
- (1) Lower convertible top to full down position.
- (2) Remove front seats.
- (3) Remove rear seat cushion.
- (4) Remove floor console and forward instrument panel console.
- (5) Remove door sill trim panels.
- (6) Remove cowl trim panels.
- (7) Remove quarter trim panels.
- (8) Remove amplifier on passenger side of floor pan, if so equipped.
- (9) Remove wiring troughs holding carpet at outboard ends of rear seat crossmember.
- (10) Remove push-in fasteners from rear of carpet attaching carpet to rear seat crossmember (Fig. 79).
- (11) Remove plastic sill retainers from metal clips along door sill panel.
- (12) Remove carpet from vehicle (Fig. 79).



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Fig. 79 Carpet Fasteners

- 1 - DOOR SILL
- 2 - SEAT WIRING SLIT
- 3 - CARPET
- 4 - DOOR SILL
- 5 - AMPLIFIER WIRING SLIT
- 6 - REAR SEAT CROSSMEMBER



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Fig. 80 Carpet

- 1 - CARPET
- 2 - DOOR SILL
- 3 - REAR SEAT CROSSMEMBER

INSTALLATION

- (1) Position carpet in vehicle.
- (2) Install push-in fasteners from rear of carpet holding carpet to rear seat crossmember.
- (3) Feed wiring connectors for the seats and amplifier, if equipped, through slits in carpet.
- (4) Install plastic sill retainers in metal clips along door sill panel.
- (5) Install wiring troughs attaching carpet at outboard ends of rear seat crossmember.
- (6) Install amplifier on passenger side of floor pan, if so equipped.
- (7) Install quarter trim panels.
- (8) Install cowl trim panels.
- (9) Install door sill trim panels.
- (10) Install floor console and forward instrument panel console.
- (11) Install rear seat cushion.
- (12) Install front seats.
- (13) Raise and secure convertible top.

QUARTER PANEL OUTER BELT WEATHERSTRIP/MOLDING

REMOVAL

- (1) Lower convertible top to midway position.
- (2) Lower quarter glass to full down position.
- (3) Remove quarter trim panel.
- (4) Remove screws attaching quarter panel outer belt weatherstrip/molding to outer quarter panel.
- (5) Loosen appropriate side of upper deck molding.
- (6) Pull upward at one end of outer belt weatherstrip to separate from vehicle.
- (7) Remove outer belt weatherstrip from vehicle.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) Position quarter panel outer belt weatherstrip/molding on vehicle.
- (2) Push outer belt weatherstrip/molding downward until weatherstrip/molding is fully seated.
- (3) Install screws attaching outer belt weatherstrip to quarter panel.
- (4) Tighten fasteners for upper belt molding.
- (5) Install quarter trim panel.
- (6) Raise and secure convertible top.

UPPER DECK MOLDING**REMOVAL**

- (1) Lower convertible top to midway position.
- (2) Remove screws attaching upper deck molding to rear deck panel above convertible top rear attachment.
- (3) Open decklid.
- (4) Remove screws attaching upper deck molding to rear deck panel inside decklid water trough.
- (5) Disconnect wire connector for CHMSL.
- (6) Remove upper deck molding from vehicle.

INSTALLATION

- (1) Position upper deck molding on vehicle.
- (2) Connect wire connector for CHMSL.
- (3) Install screws attaching upper deck molding to rear deck panel inside decklid water trough.
- (4) Install screws attaching upper deck molding to rear deck panel above convertible top rear attachment.
- (5) Raise and secure convertible top.

SUN VISOR

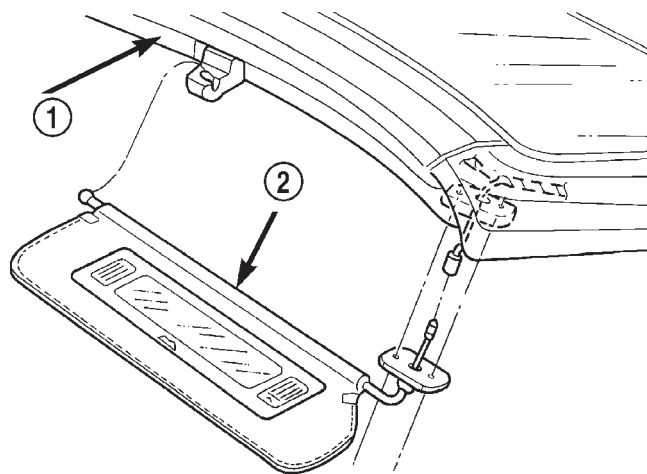
All vehicles with driver and passenger side airbags must have a colored coded five Bullet point airbag warning label applied to the sun visor, verify label availability and ensure the label is installed.

REMOVAL

- (1) Disengage sun visor from sun visor support.
- (2) Remove screws holding sun visor to header panel.
- (3) Disconnect lighted vanity mirror and universal garage door opener wiring, if so equipped.
- (4) Separate sun visor from vehicle (Fig. 81).

INSTALLATION

- (1) Position sun visor to vehicle.
- (2) Connect lighted vanity mirror and universal garage door opener wiring, if so equipped.
- (3) Install screws holding sun visor to header panel.
- (4) Engage sun visor to sun visor support.



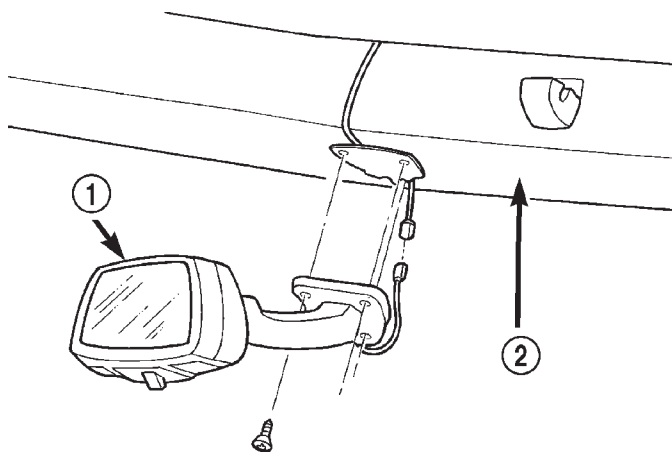
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Fig. 81 Sun Visor

- 1 – HEADER PANEL
2 – SUN VISOR

INSIDE REAR VIEW MIRROR**REMOVAL**

- (1) Remove screws attaching inside rear view mirror to header panel.
- (2) Disconnect wire connector to rear view mirror, if so equipped.
- (3) Remove rear view mirror from vehicle (Fig. 82).



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Fig. 82 Inside Rear View Mirror

- 1 – INSIDE REAR VIEW MIRROR
2 – HEADER PANEL

INSTALLATION

- (1) Position inside rear view mirror to vehicle.
- (2) Connect wire connector to rear view mirror, if so equipped.
- (3) Install screws attaching rear view mirror to header panel.

ADJUSTMENTS

FRONT DOOR GLASS ADJUSTMENT

NOTE: Verify that the door is properly adjusted to the body prior to adjusting the door glass.

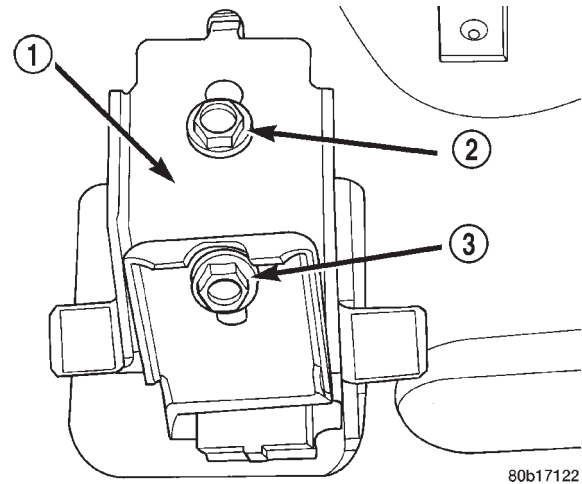
NOTE: Lower quarter glass to the full down position while making door glass adjustments, unless otherwise instructed.

UP-STOP ADJUSTMENTS

- (1) Remove door trim panel.
- (2) Remove water shield as necessary to gain access to adjuster.
- (3) Loosen up stop nut (Fig. 83) and bolt (Fig. 84).
- (4) Remove weatherstrip from location to be adjusted.

NOTE: Remove only one weatherstrip section at a time or the glass to weatherstrip retainer measurements will not be accurate.

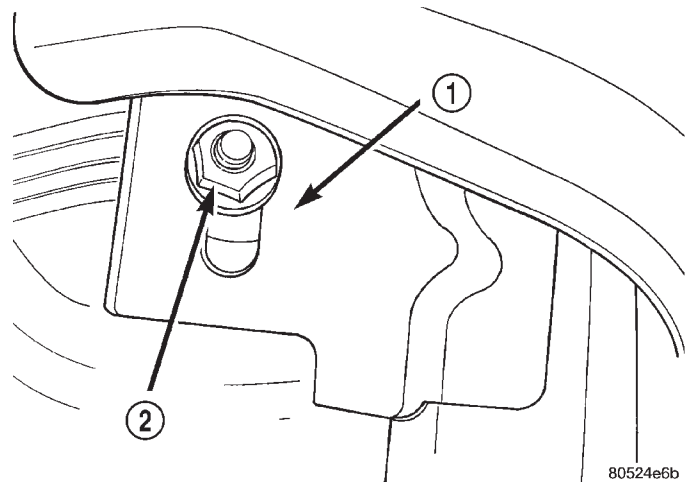
- (5) Close door and raise door glass.
- (6) Slide up stop to achieve proper glass to weatherstrip retainer gap. Refer to Front Door Glass Adjustment Table.
- (7) Tighten all fasteners.
- (8) Verify that forward up stop fully contacts hook on glass. Adjust contact bolt on forward up stop as necessary.



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Fig. 83 Forward Up Stop Adjustment

- 1 - FORWARD UPSTOP
- 2 - ADJUSTMENT BOLT
- 3 - CONTACT BOLT



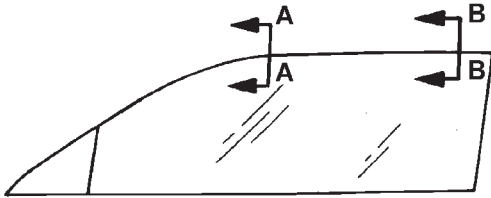
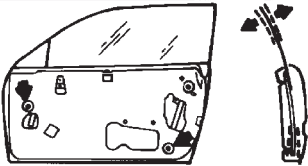
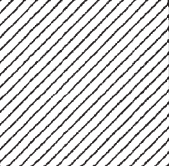
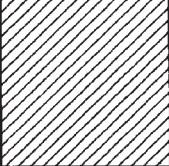
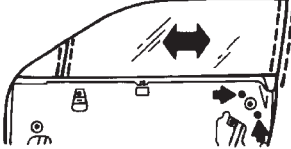
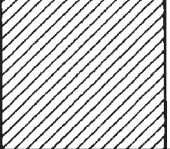
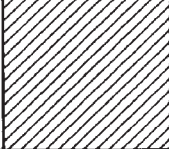
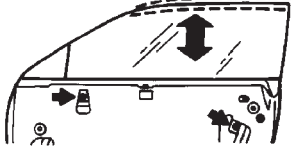
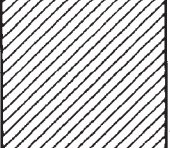
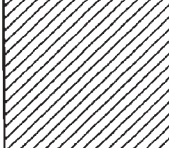
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Fig. 84 Rear Up Stop Adjustment

- 1 - REAR UPSTOP
- 2 - UPSTOP ADJUSTMENT NUT

ADJUSTMENTS (Continued)

FRONT DOOR GLASS ADJUSTMENT SPECIFICATIONS

			MEASUREMENT LOCATIONS AND THEIR VALUES			
			SECTION A-A		SECTION B-B	
			W	X	Y	Z
SEQUENCE	ADJUSTMENT		W	X	Y	Z
1	IN/OUT			20.0mm ±2mm		20.0mm ±2mm
2	FORWARD/REARWARD		10.0mm ±2mm		10.0mm ±2mm	
	UP/DOWN		10.0mm ±2mm		10.0mm ±2mm	

NOTE: Forward / Rearward and Up/Down adjustment are to be made at the same time.

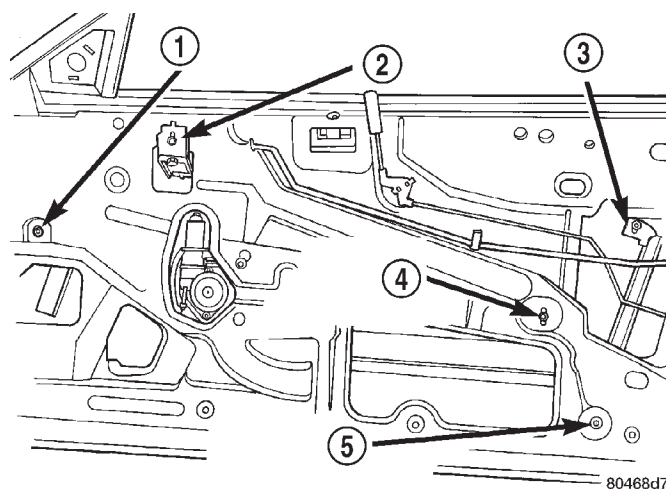
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TOP OF GLASS – INBOARD/OUTBOARD ADJUSTMENTS

- (1) Remove door trim panel.
- (2) Remove water shield as necessary to gain access to adjusters.
- (3) Using a suitable wrench, loosen the lower jack screw jam-nuts (Fig. 85).
- (4) Remove weatherstrip from side rail weatherstrip retainer at point to be adjusted.
- (5) Close door and raise glass.
- (6) Using a suitable allen wrench, rotate jack screws to achieve the proper gap between the door glass weatherstrip retainer strip. Refer to Front Door Glass Adjustment Table.

NOTE: Remove only one weatherstrip section at a time or the glass to weatherstrip retainer measurements will not be accurate.

- (7) Verify that the top edge of the door glass is beneath the lip of the weatherstrip.
- (8) Tighten all fasteners.

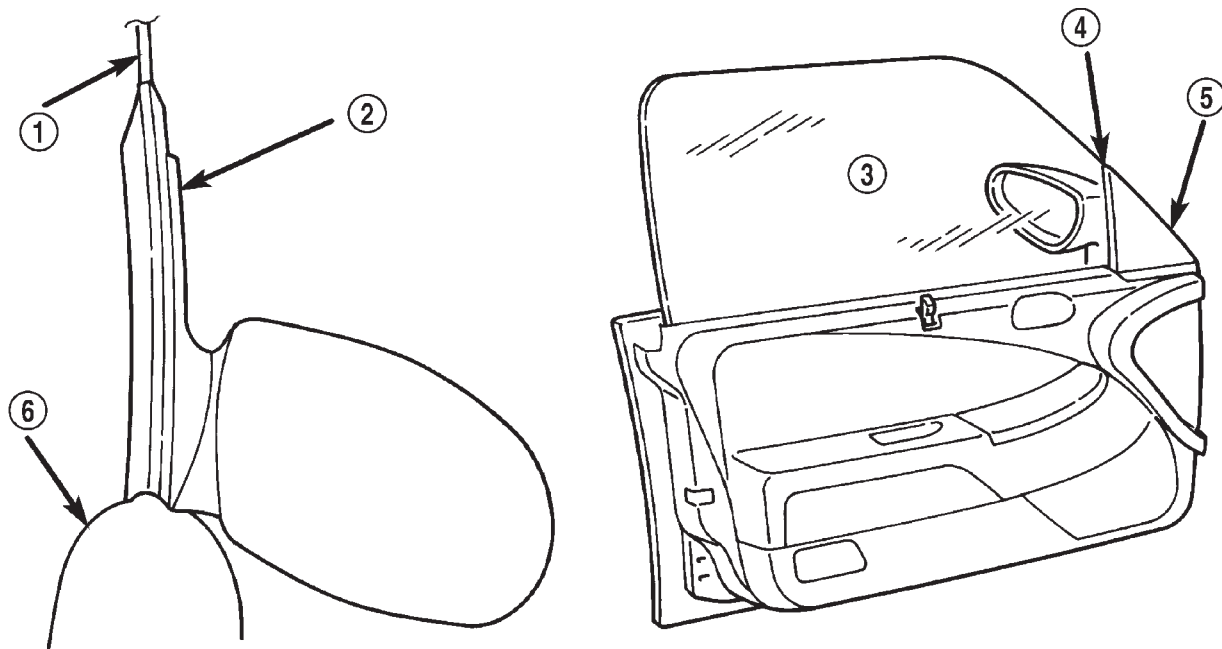


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Fig. 85 Inboard/Outboard Glass Adjustment

- 1 – IN/OUT JACK SCREW
- 2 – FORWARD UP-STOP
- 3 – REAR UP-STOP
- 4 – ROLLER CHANNEL ADJUSTMENT
- 5 – IN/OUT JACK SCREW

ADJUSTMENTS (Continued)



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Fig. 86 Front/Rear Glass Position

- 1 - DOOR GLASS
- 2 - MIRROR STANCHION
- 3 - DOOR GLASS

- 4 - FLUSH
- 5 - MIRROR STANCHION
- 6 - DOOR

GLASS - FRONT/REAR ADJUSTMENT

- (1) Remove door trim panel and water shield.
- (2) Lower door glass to gain access to glass attachments.
- (3) Loosen three glass attachment bolts.
- (4) Raise door glass and position correctly (Fig. 86).
- (5) Tighten the two accessible glass fasteners in the full up position.
- (6) Lower door glass and tighten the remaining glass fastener.
- (7) Raise glass to top of travel and verify positioning. Refer to Front Door Glass Adjustment Table and (Fig. 86).
- (8) To verify proper fit of the door glass to the header/A-pillar weatherstrip,
 - (a) Lower door glass slightly.
 - (b) Place a paper strip between the glass and weatherstrip near mirror flag and another near the front upper corner of the door glass.
 - (c) Raise glass to full up position.
 - (d) Pull the strip from between the door glass and the weatherstrip. There should be slight tension on the paper.

DOOR GLASS ALIGNMENT VERIFICATION

NOTE: Door Glass Alignment Verification procedure must be done whenever the door glass is adjusted and after all adjustments are made.

- (1) Raise quarter glass to full up position.
- (2) Close door and cycle door glass between full up and full down positions.
- (3) Verify that door glass operates smoothly and maintains correct alignment to convertible top and quarter glass.
- (4) Verify that quarter glass weatherstrip fully contacts door glass.
- (5) Verify that no scissoring of the door glass and weatherstrip occurs.
- (6) If any of the above conditions are found,
 - (a) Adjust quarter glass. Refer to Quarter Glass Adjustment procedures found in this section.
 - (b) Readjust the door glass as necessary to cure the condition.

ADJUSTMENTS (Continued)

DOOR LATCH ADJUSTMENT

(1) Insert a suitable allen wrench through elongated slot in door end frame and loosen bolt 1/2 to one full turn (Fig. 87).

(2) Cycle outside door handle twice.

(3) Tighten adjusting screw to 3.4 N·m (30 in. lbs.) torque.

(4) Verify latch operation.

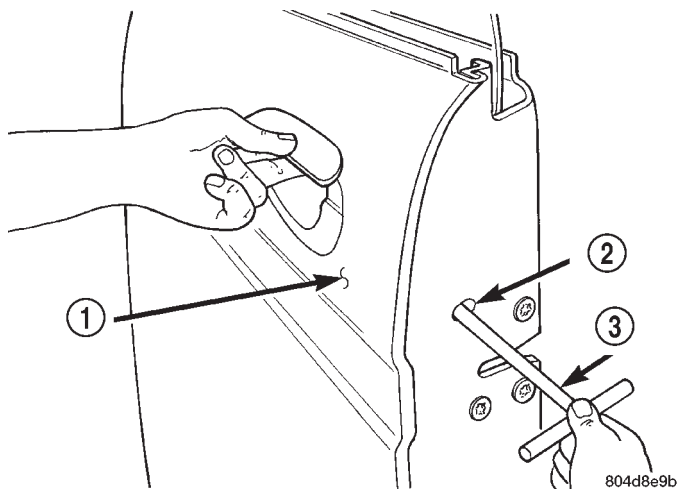
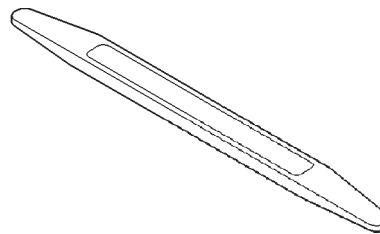


Fig. 87 Door Latch Adjustment

- 1 - DOOR
- 2 - SLOT
- 3 - ALLEN WRENCH

SPECIAL TOOLS**BODY**

STICK, TRIM C 4755

SPECIFICATIONS

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SPECIFICATIONS

BODY LUBRICATION SPECIFICATIONS

LUBRICATION REQUIREMENTS

Body mechanisms and linkages should be inspected, cleaned, and lubricated, as required, to maintain ease of operation and to provide protection against rust and wear. When performing other under hood services, the hood latch release mechanism and safety catch should be inspected, cleaned, and lubricated. During the winter season, external door lock cylinders should be lubricated to assure proper operation when exposed to water and ice.

Prior to the application of any lubricant, the parts concerned should be wiped clean to remove dust and grit. If necessary, a suitable solvent can be used to clean the item to be lubricated. After lubricating a component, any excess oil or grease should be removed.

LUBRICANT APPLICATION

DOOR LOCK CYLINDERS

(1) Apply a small amount of lubricant directly into the lock cylinder.

(2) Apply a small amount of lubricant to the key.

(3) Insert key into lock cylinder and cycle the mechanism from the locked to the unlocked position.

NOTE: Do not add more lubricant.

(4) Cycle the lock cylinder mechanism several times to allow the lubricant to flow throughout the cylinder.

(5) Wipe all lubricant from exterior of lock cylinder and key.

ALL OTHER BODY MECHANISMS

(1) Clean component as described above.

(2) Apply specified lubricant to all pivoting and sliding contact areas of component.

LUBRICANT USAGE

ENGINE OIL

- Hood Hinges – Pivot Points
- Decklid Hinges

MOPAR® SPRAY WHITE LUBE OR EQUIVALENT

- Door Check Straps
- Decklid Prop Pivots
- Ash Receiver
- Parking Brake Mechanism
- Sliding Seat Tracks
- Decklid Latch

MOPAR® Multipurpose GREASE OR EQUIVALENT

- All Other Hood Mechanisms
- Door Hinges – Hinge Pin and Pivot Contact Areas

MOPAR® LOCK CYLINDER LUBRICANT OR EQUIVALENT

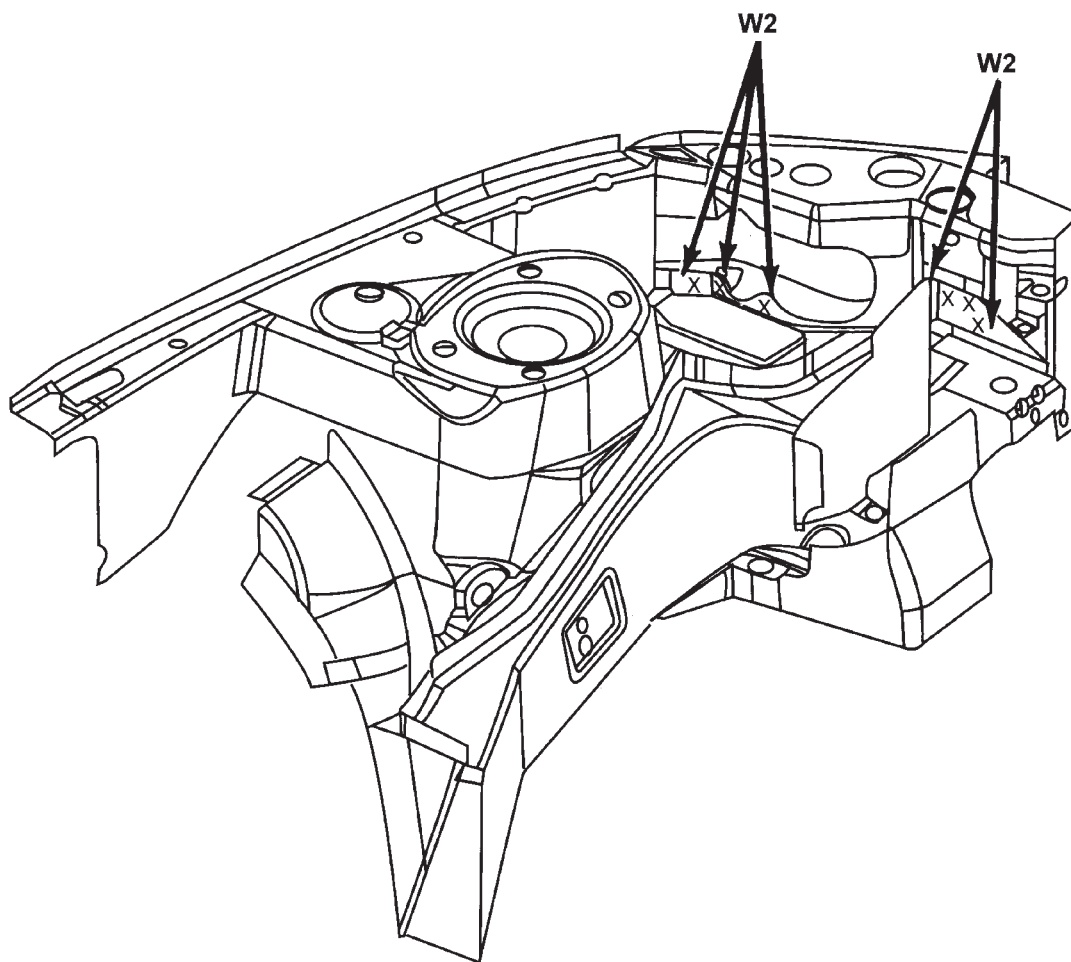
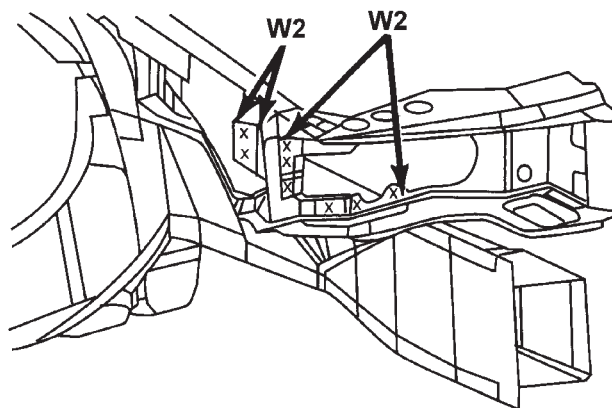
- Door Lock Cylinders
- Decklid Lock Cylinder

SPECIFICATIONS (Continued)

WELD LOCATIONS

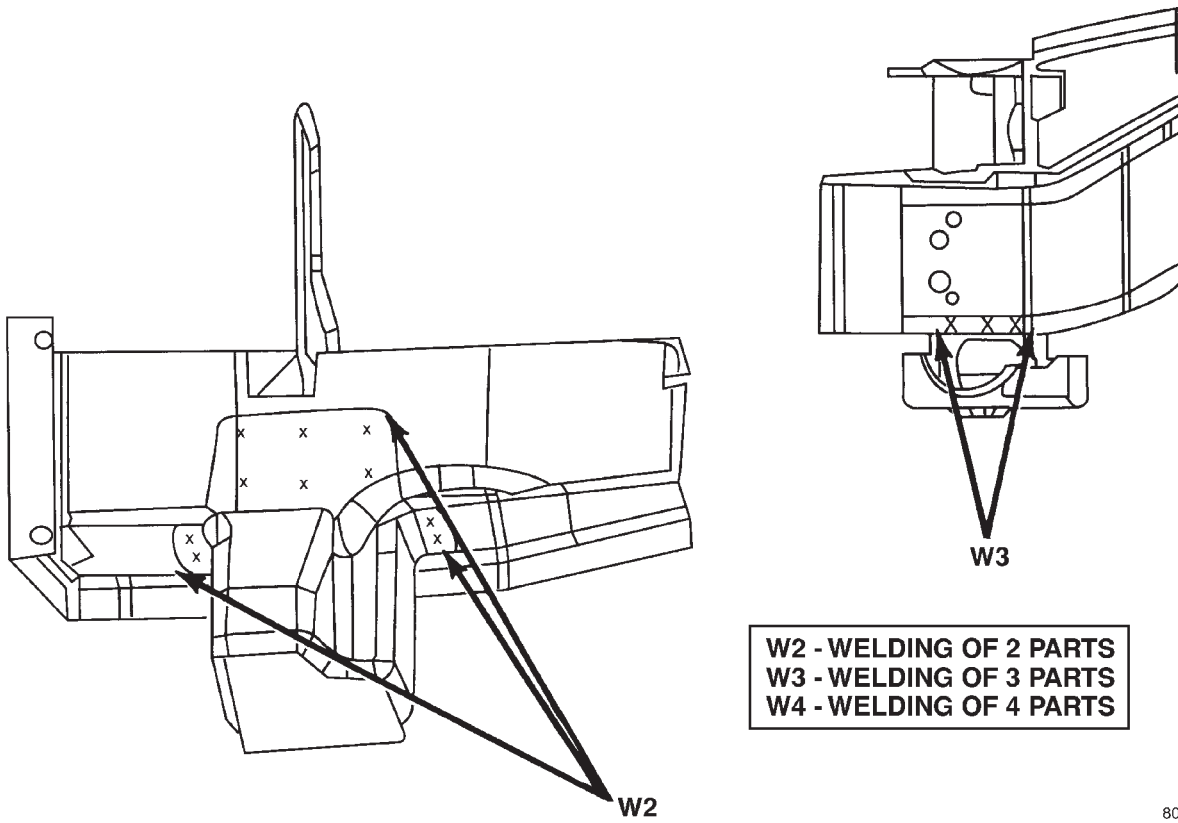
HEADLAMP AND RADIATOR SUPPORTS

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



SPECIFICATIONS (Continued)

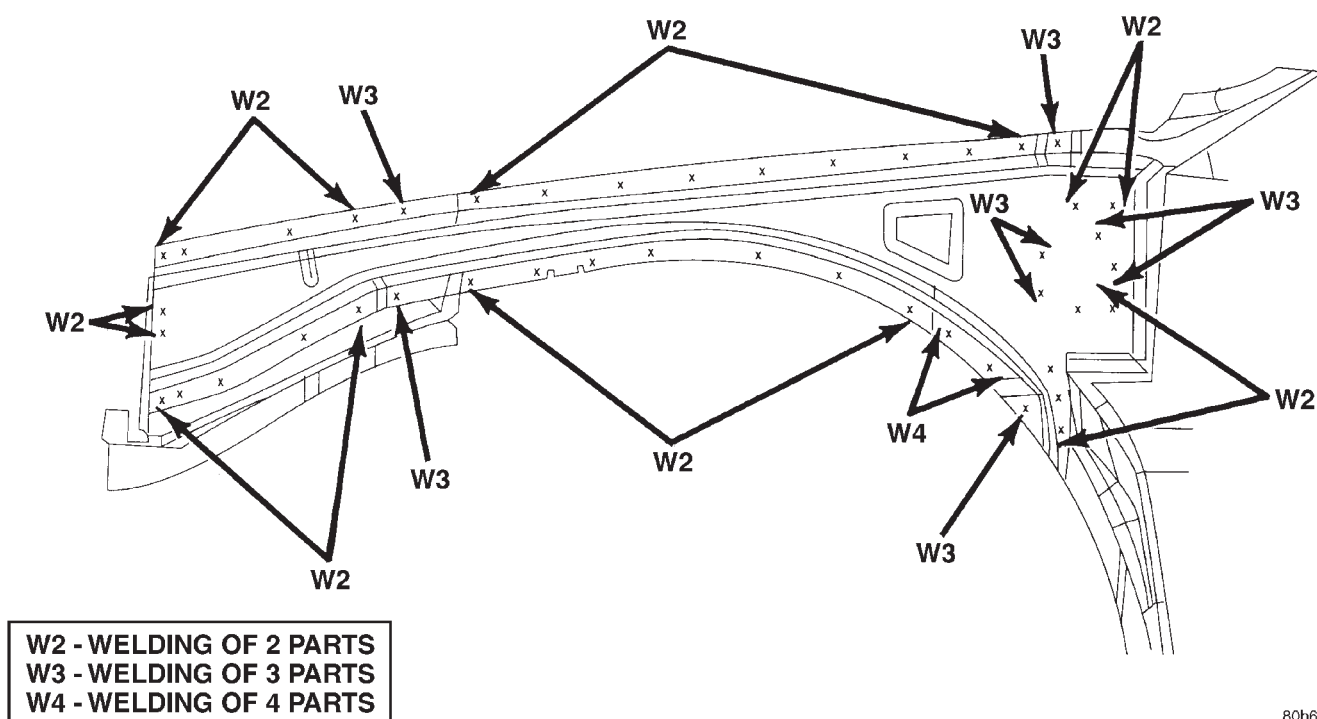
HEADLAMP AND RADIATOR SUPPORTS



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SPECIFICATIONS (Continued)

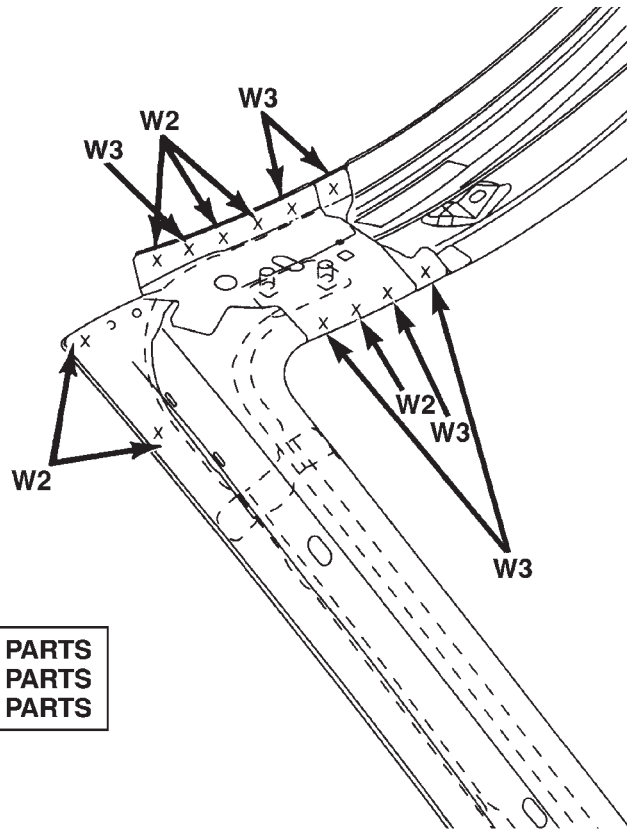
UPPER LOAD PATH BEAM - OUTER



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SPECIFICATIONS (Continued)

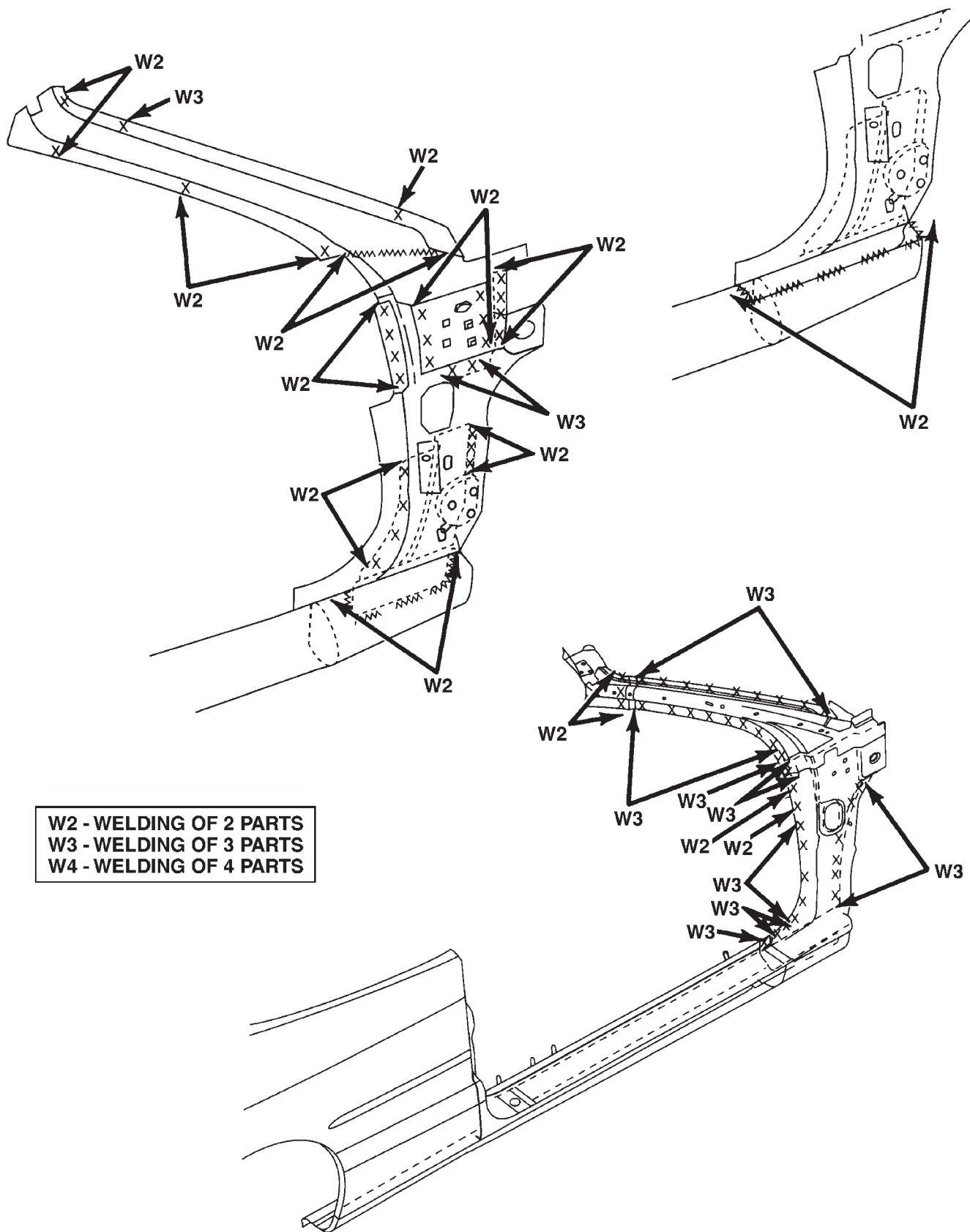
HINGE PILLAR AND UPPER A-PILLAR



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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

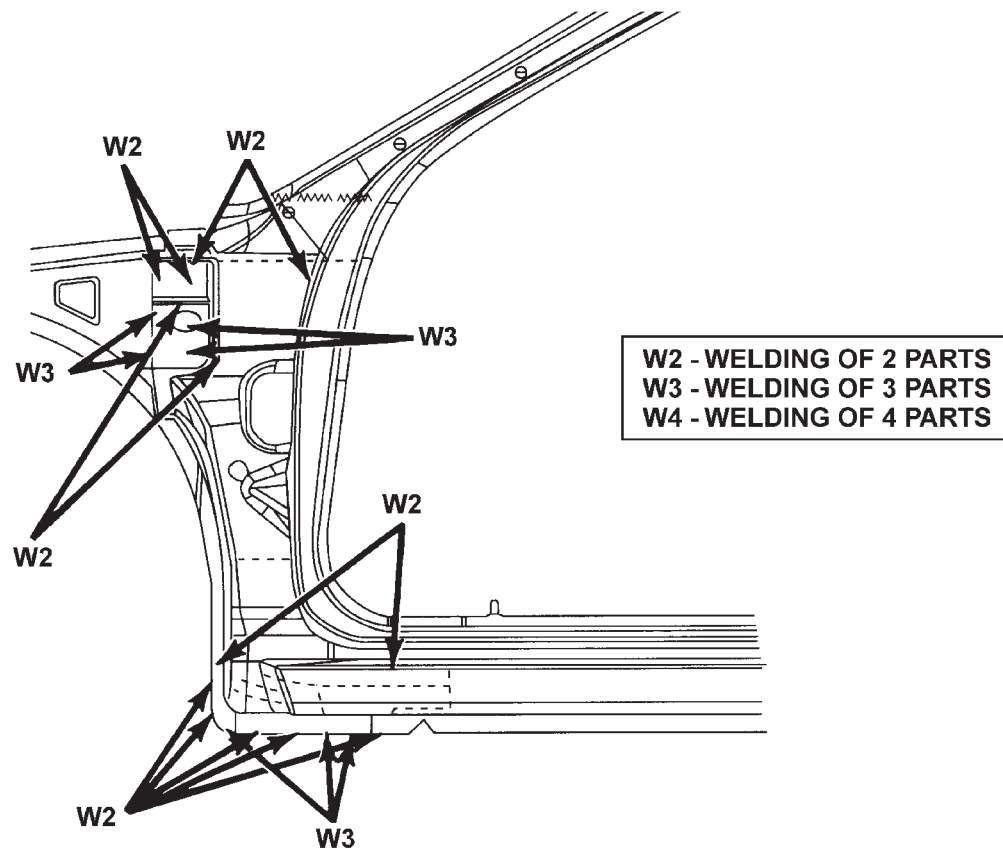
SPECIFICATIONS (Continued)

HINGE PILLAR AND UPPER A-PILLAR



SPECIFICATIONS (Continued)

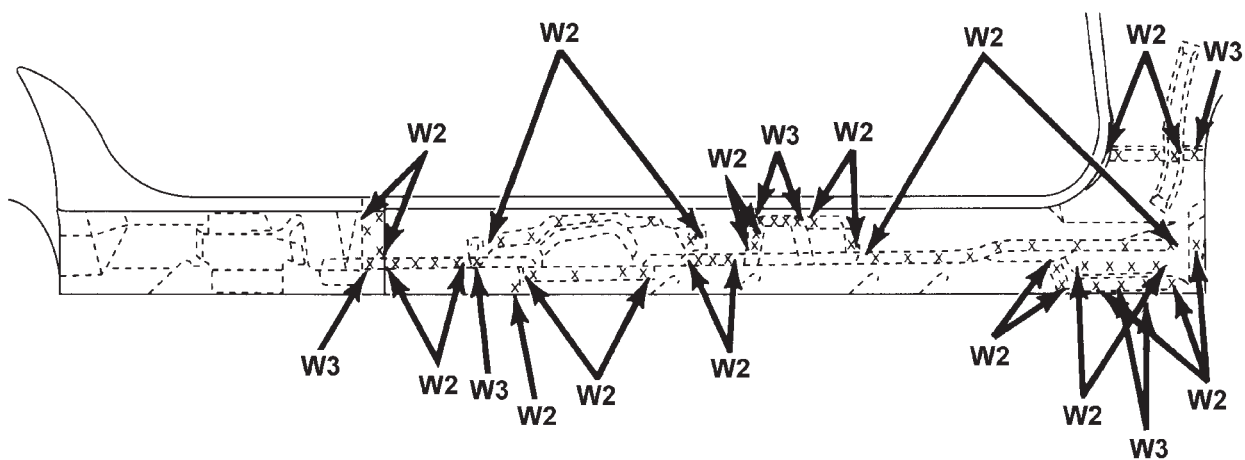
HINGE PILLAR AND UPPER A-PILLAR



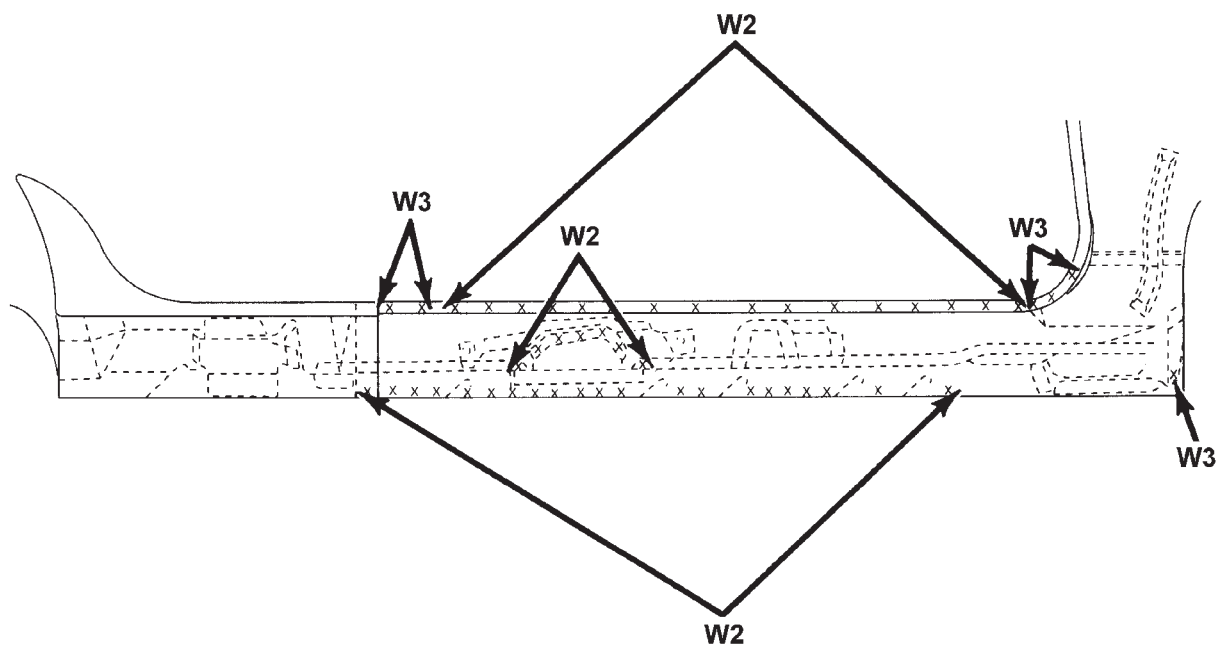
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SPECIFICATIONS (Continued)

SIDE SILL - INNER AND OUTER

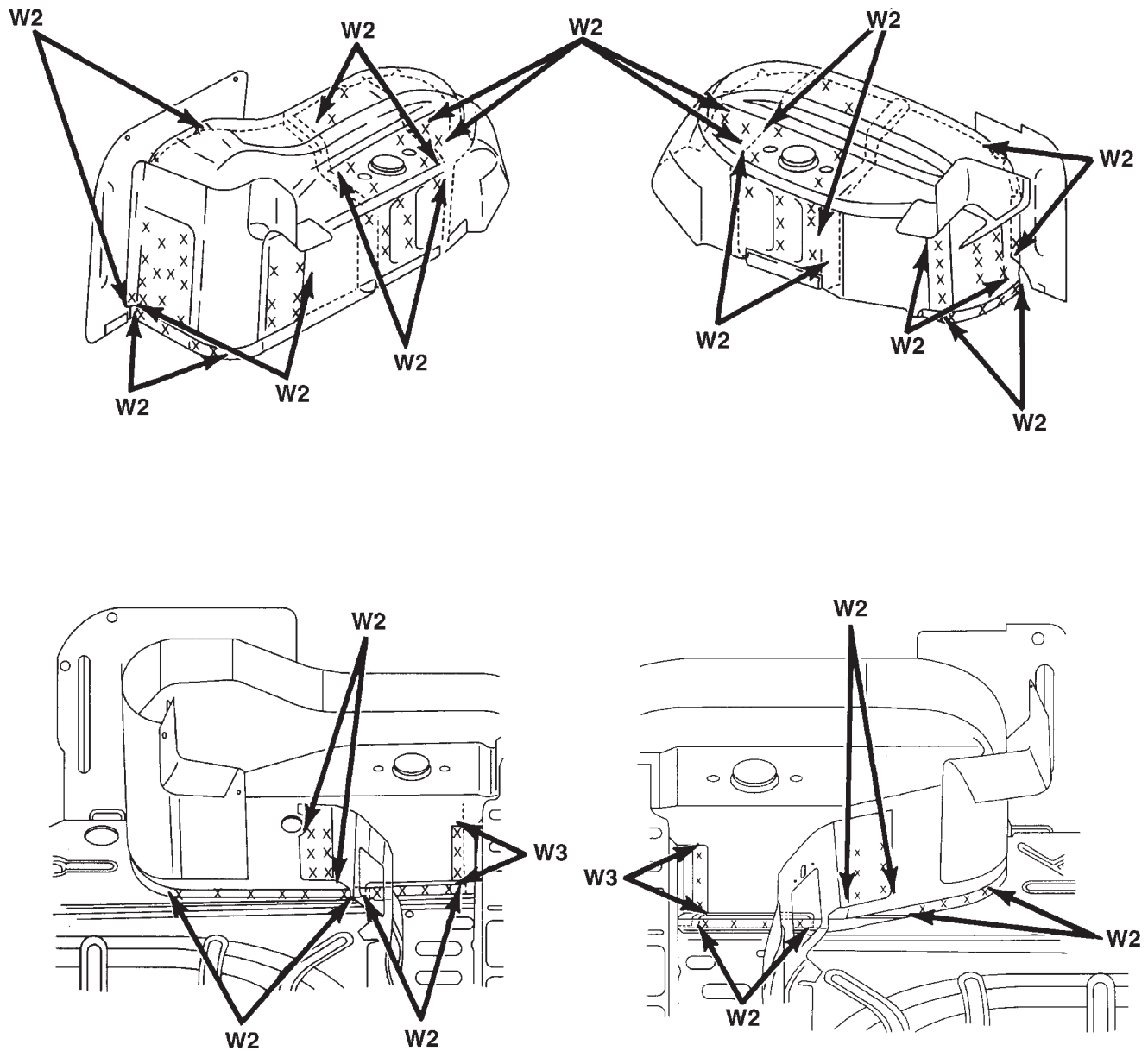


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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



SPECIFICATIONS (Continued)

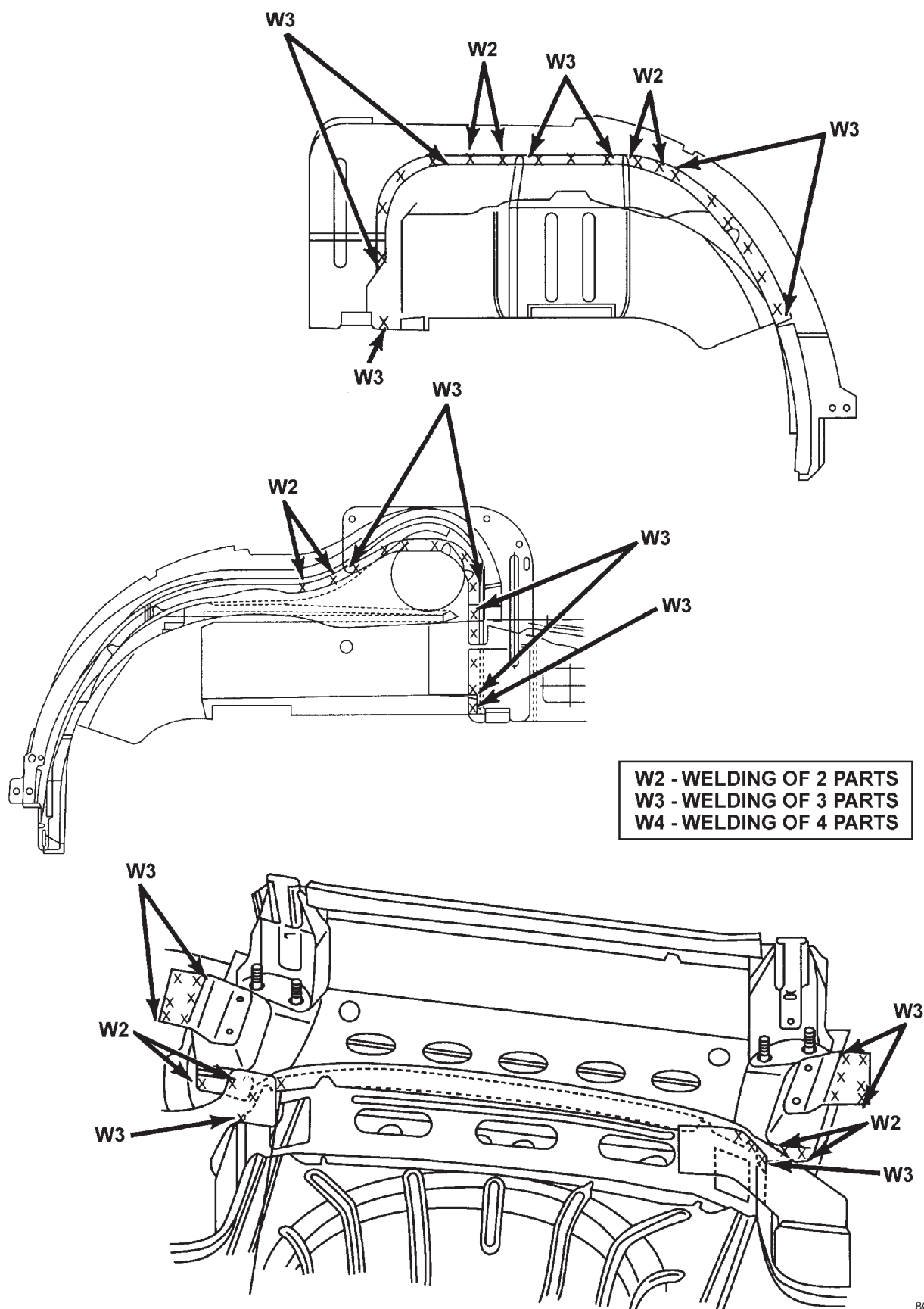
INNER WHEELHOUSE - REAR



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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

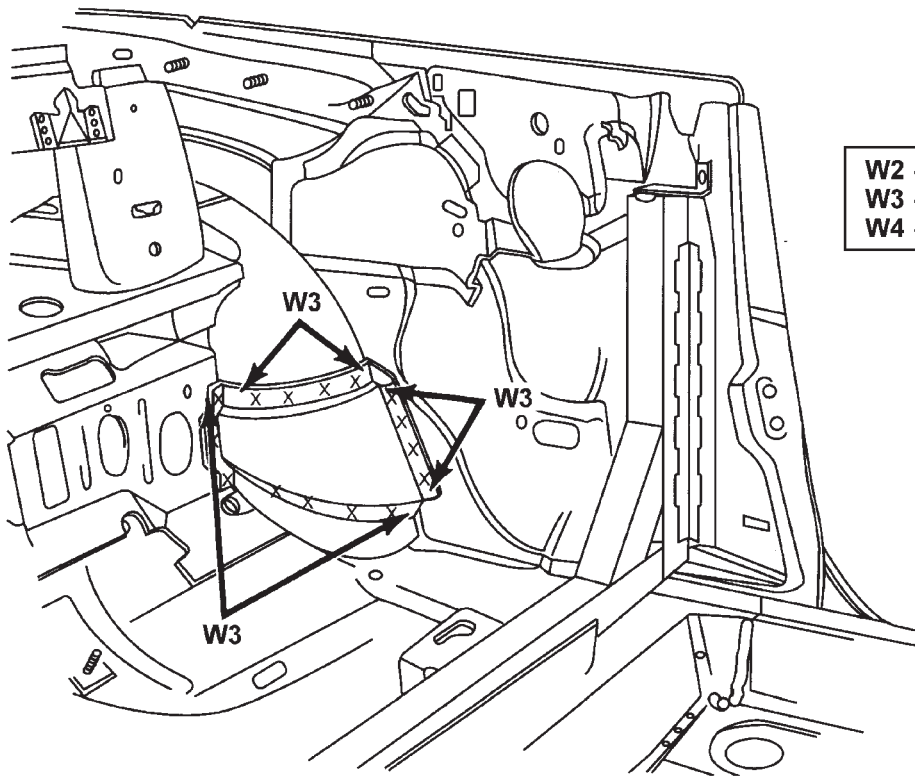
SPECIFICATIONS (Continued)

INNER WHEELHOUSE - REAR



SPECIFICATIONS (Continued)

INNER WHEELHOUSE - REAR

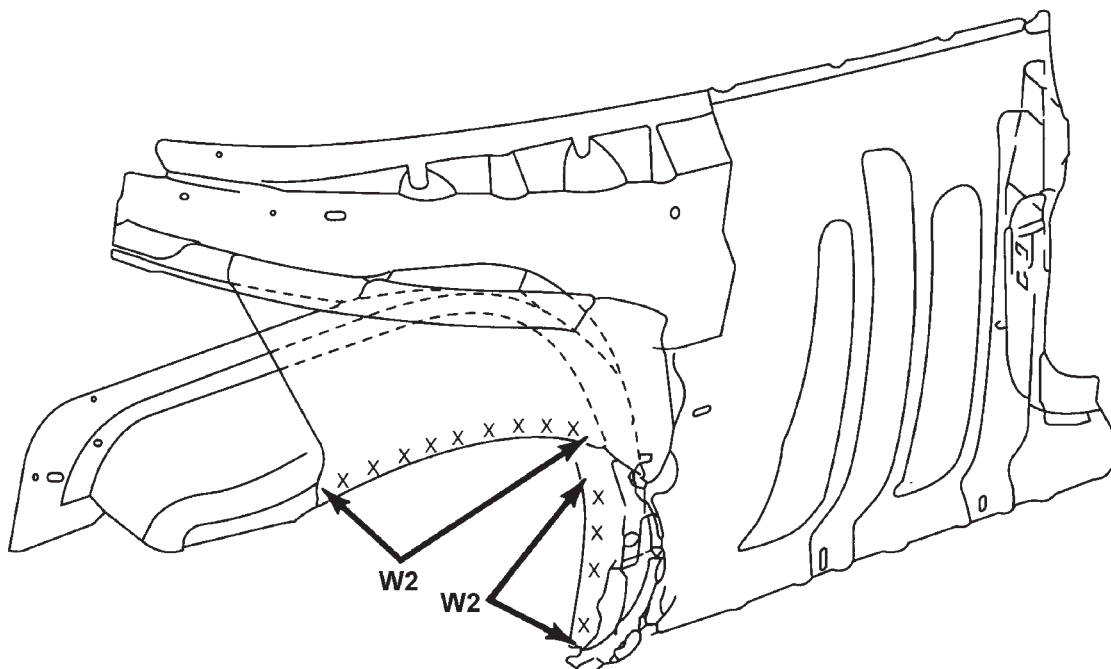


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

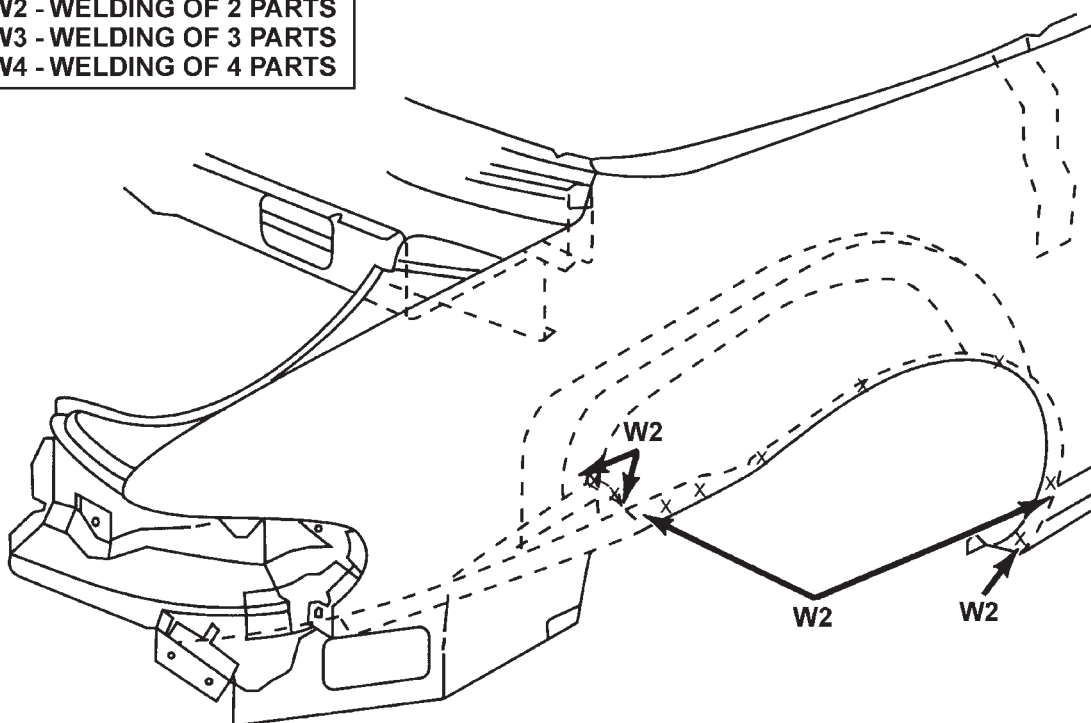
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SPECIFICATIONS (Continued)

OUTER WHEELHOUSE - REAR

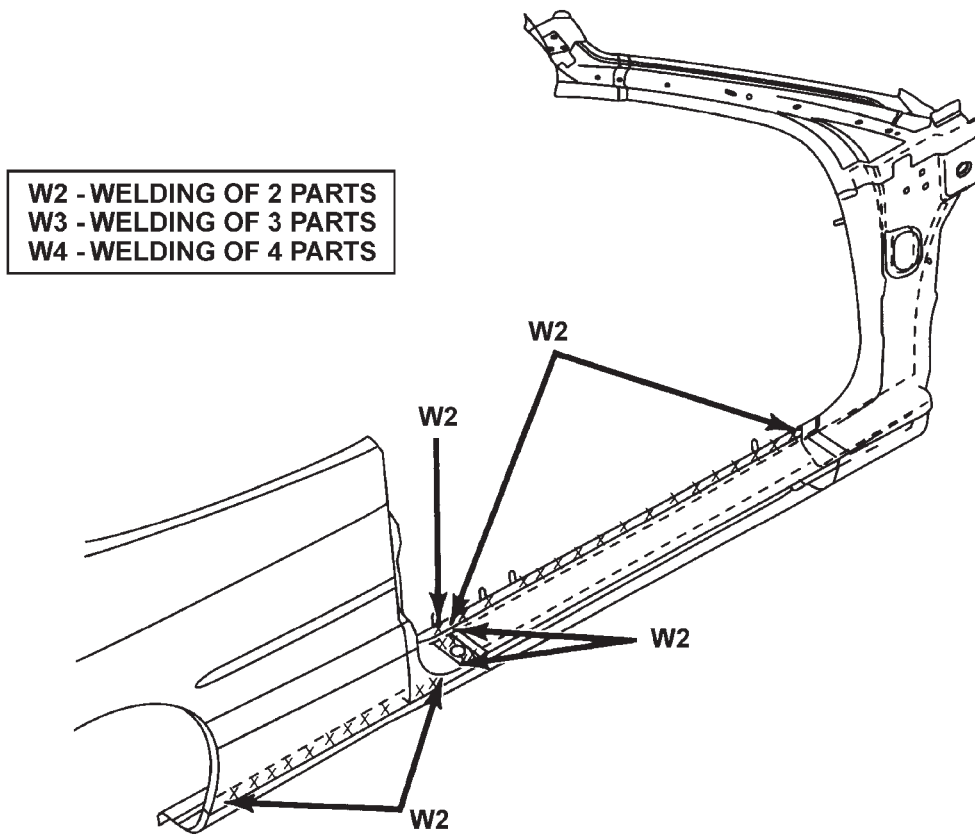


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



SPECIFICATIONS (Continued)

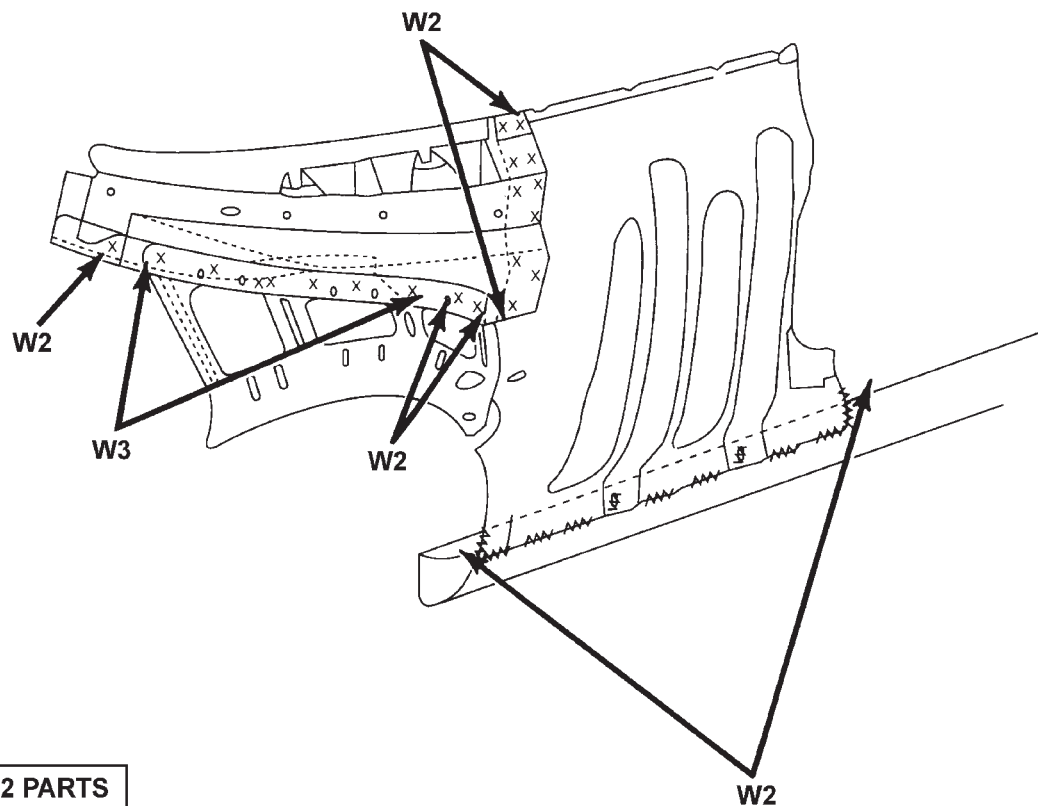
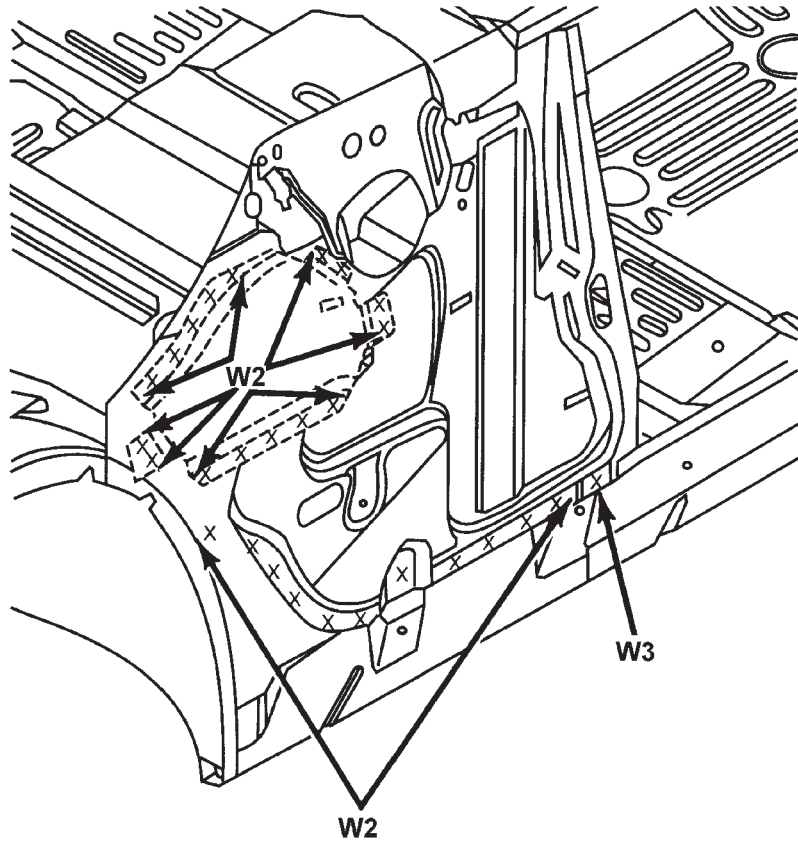
QUARTER PANEL



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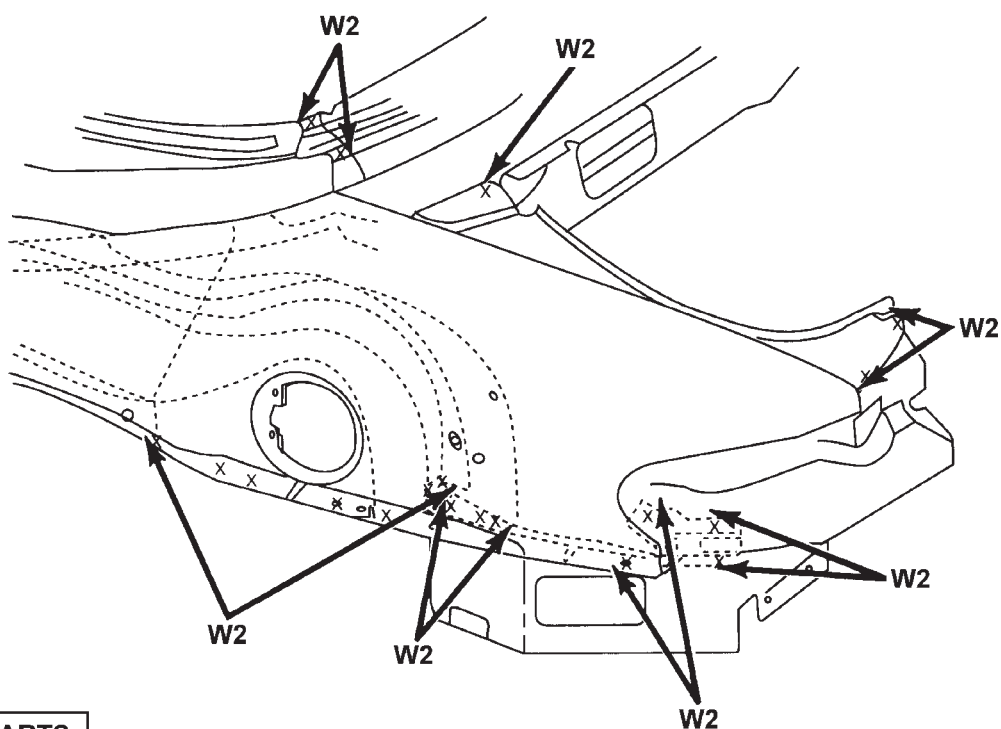
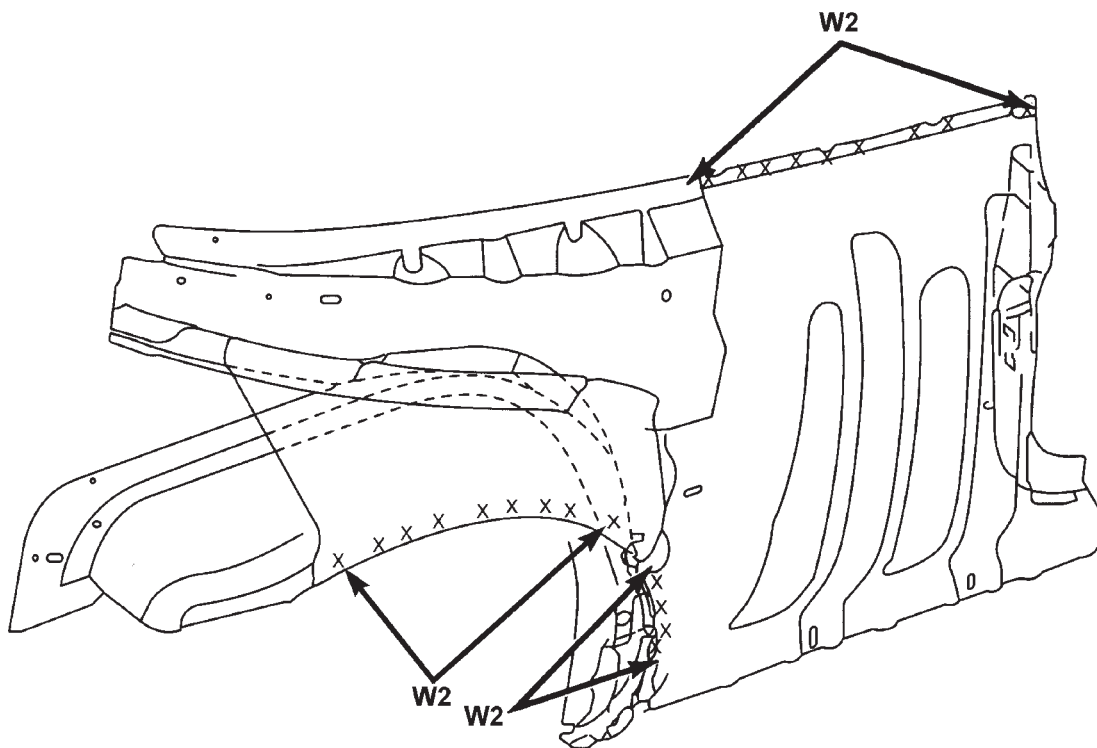
QUARTER PANEL



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

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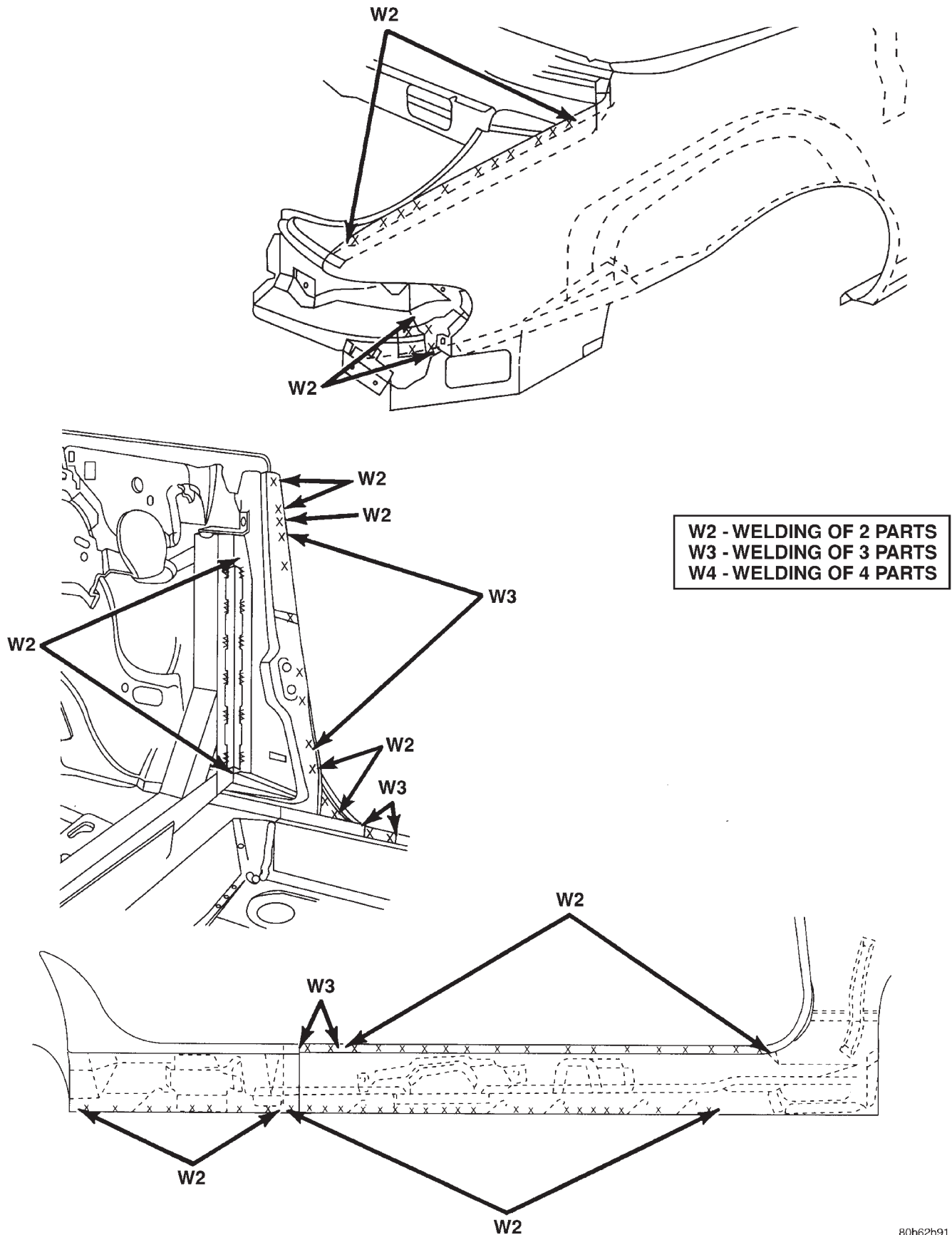
QUARTER PANEL



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

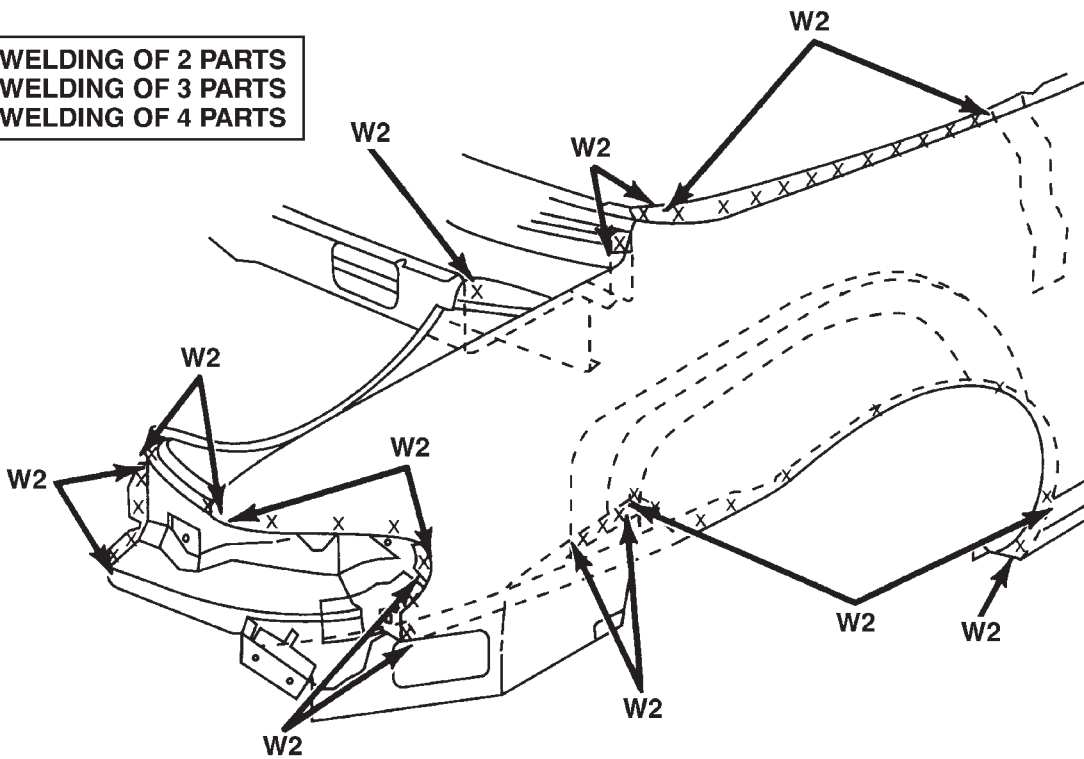
QUARTER PANEL



SPECIFICATIONS (Continued)

QUARTER PANEL

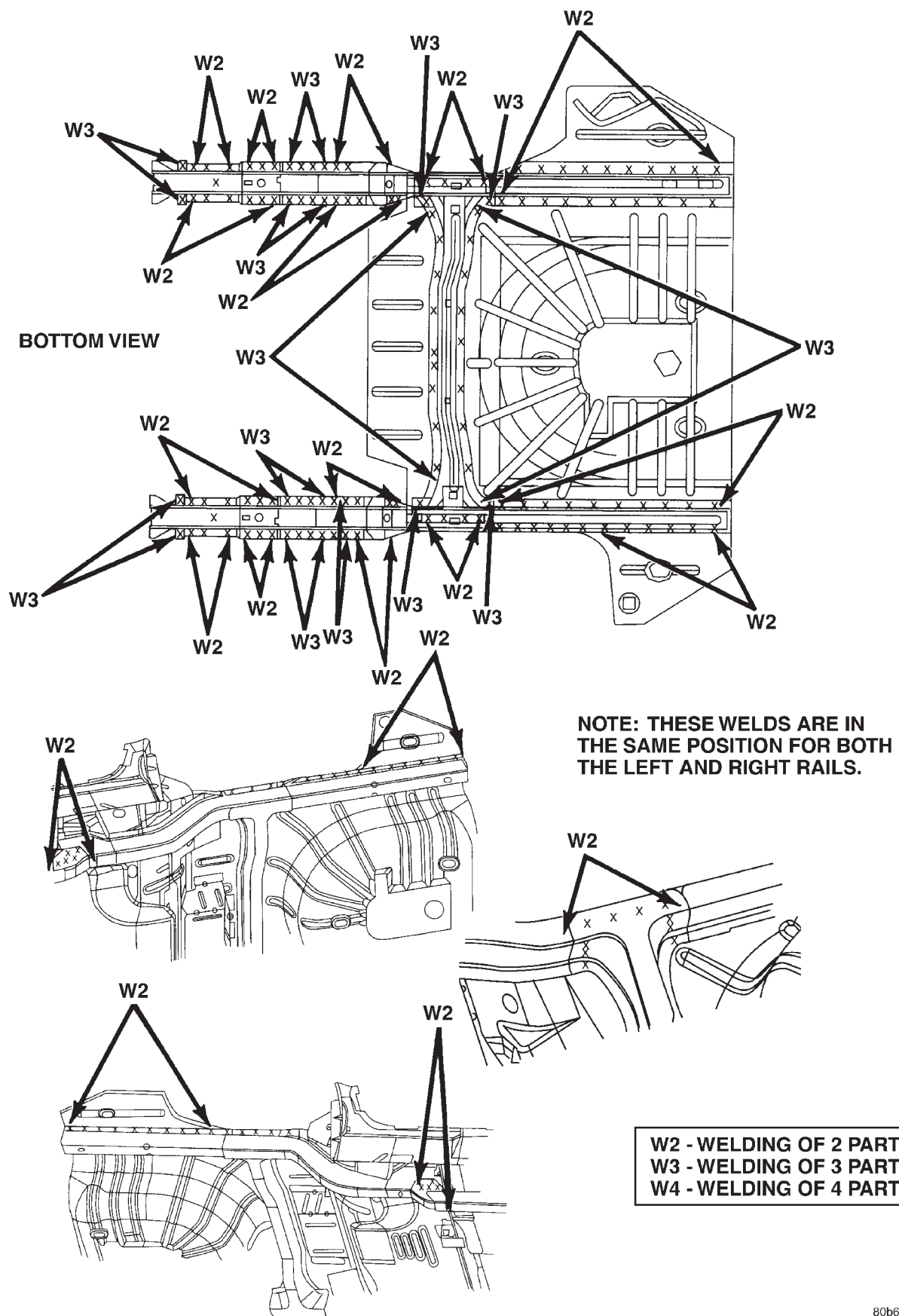
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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



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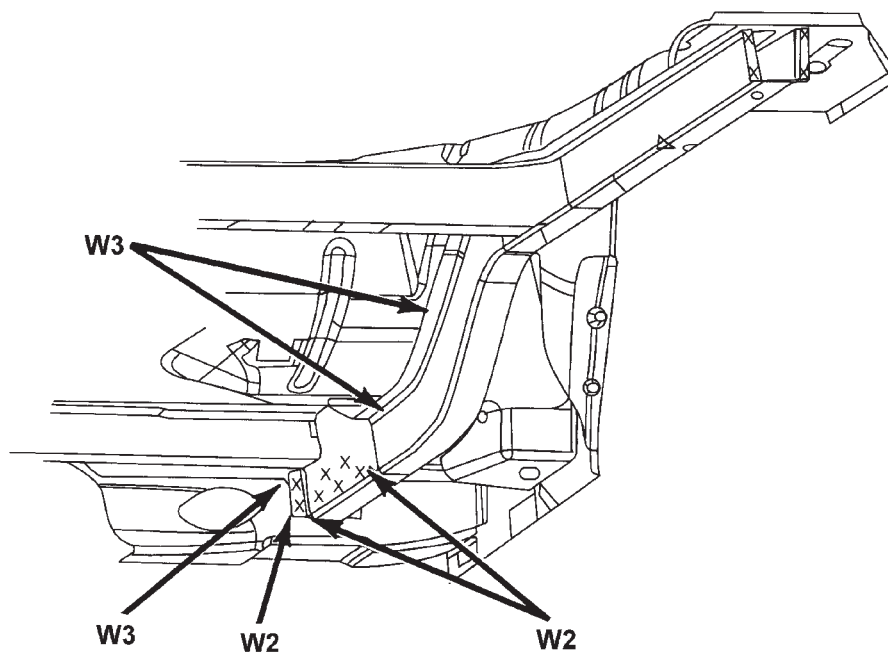
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REAR FRAME RAIL

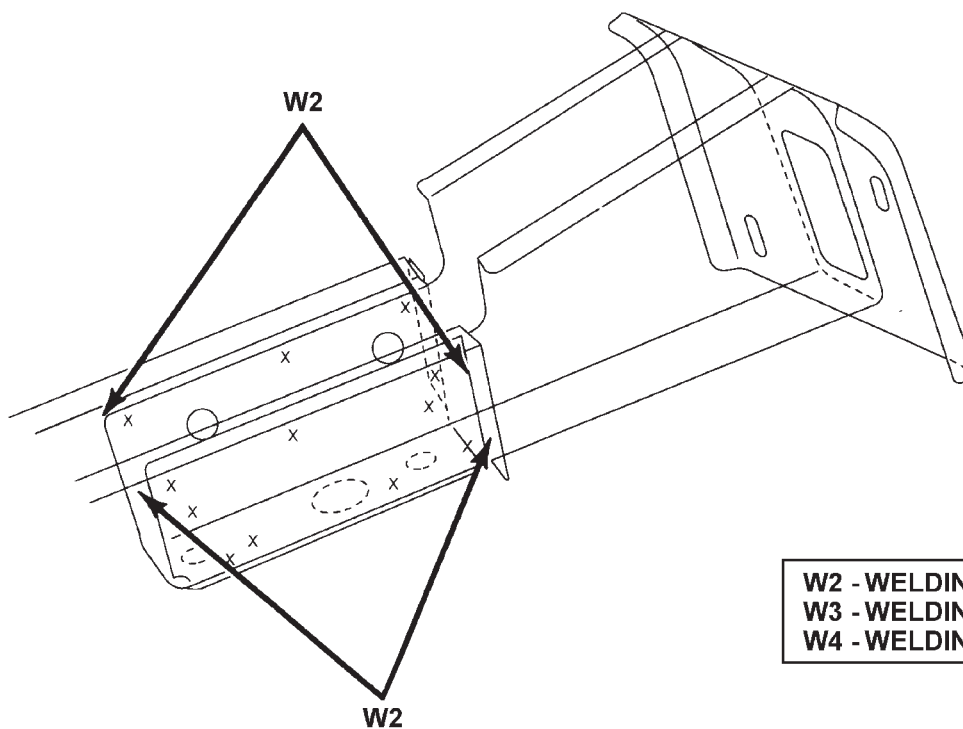


SPECIFICATIONS (Continued)

REAR FRAME RAIL



NOTE: THESE WELDS ARE IN THE SAME POSITION FOR BOTH THE LEFT AND RIGHT RAILS.

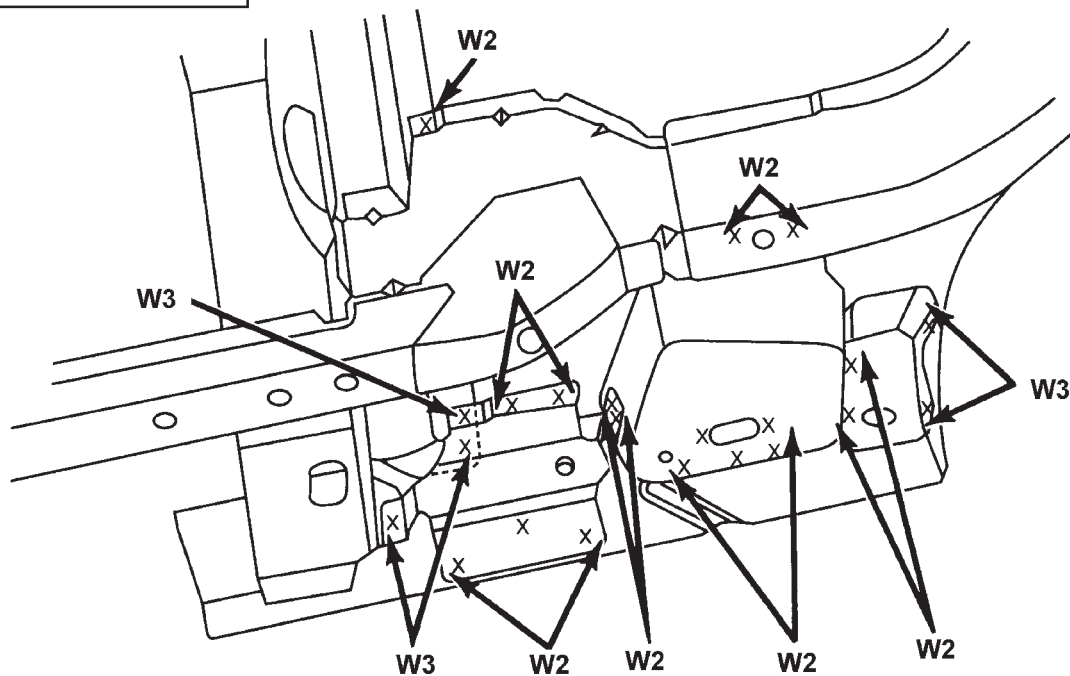


W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

REAR FRAME RAIL

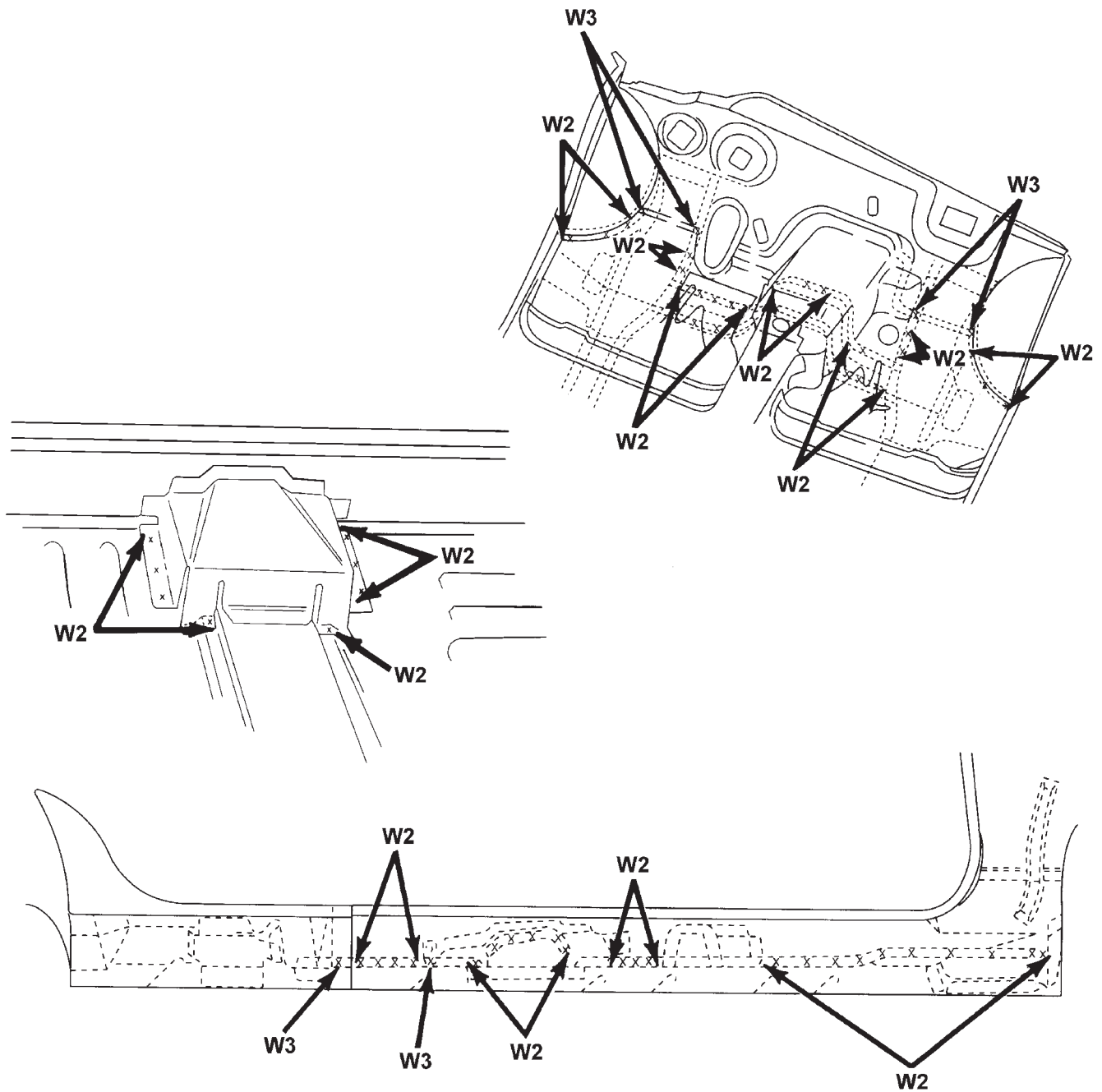
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W4 - WELDING OF 4 PARTS



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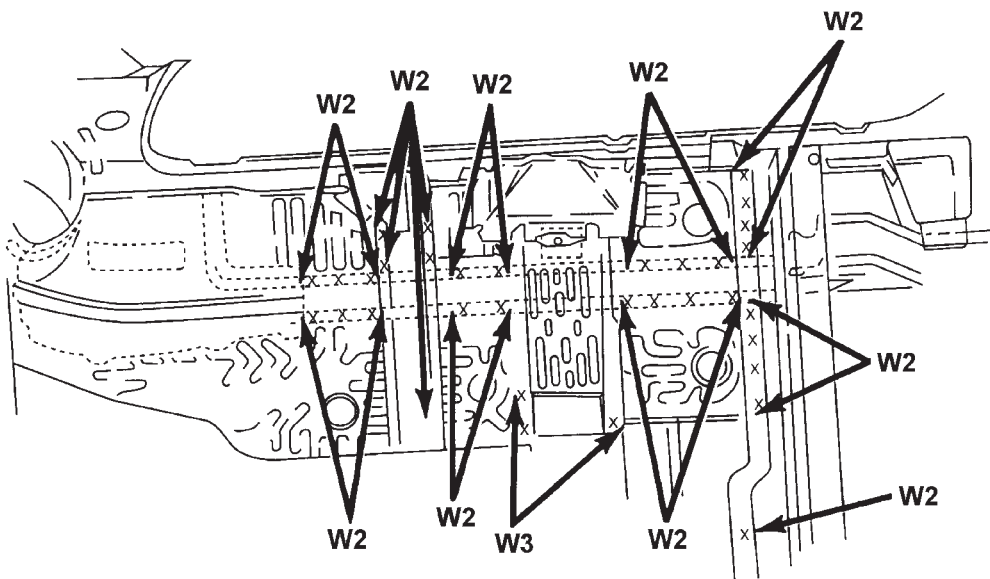
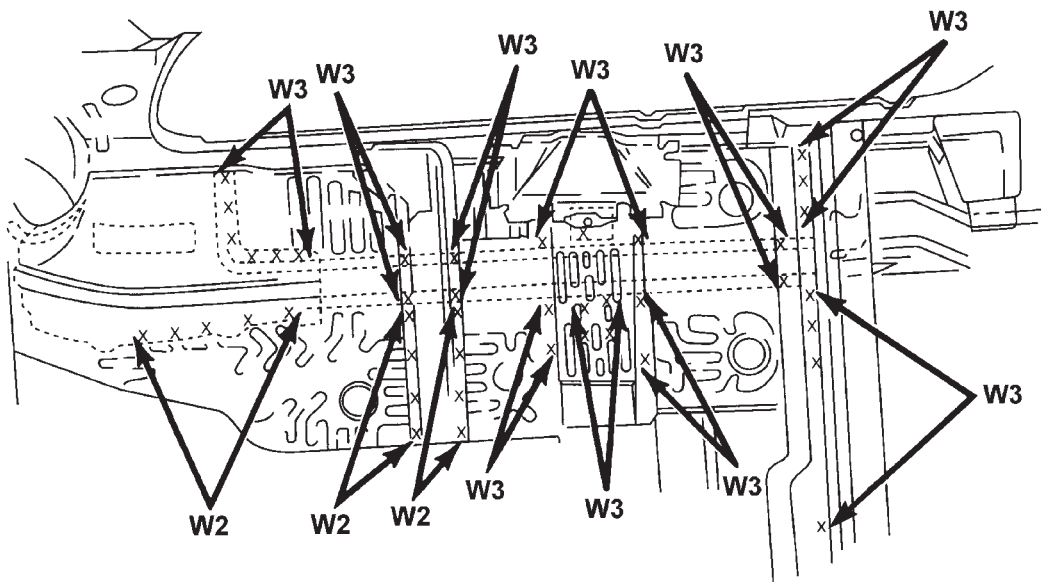
FRONT FLOOR PAN



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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

FRONT FLOOR PAN



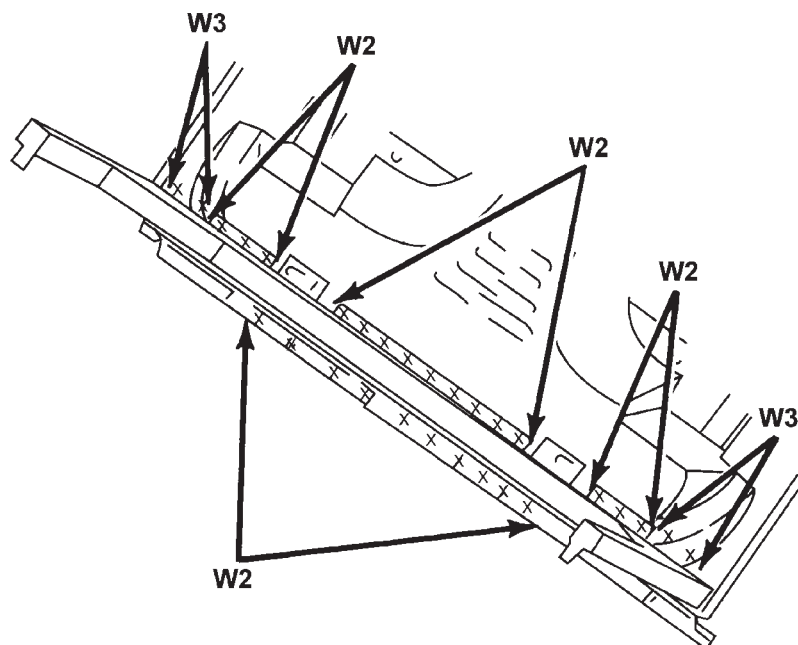
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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

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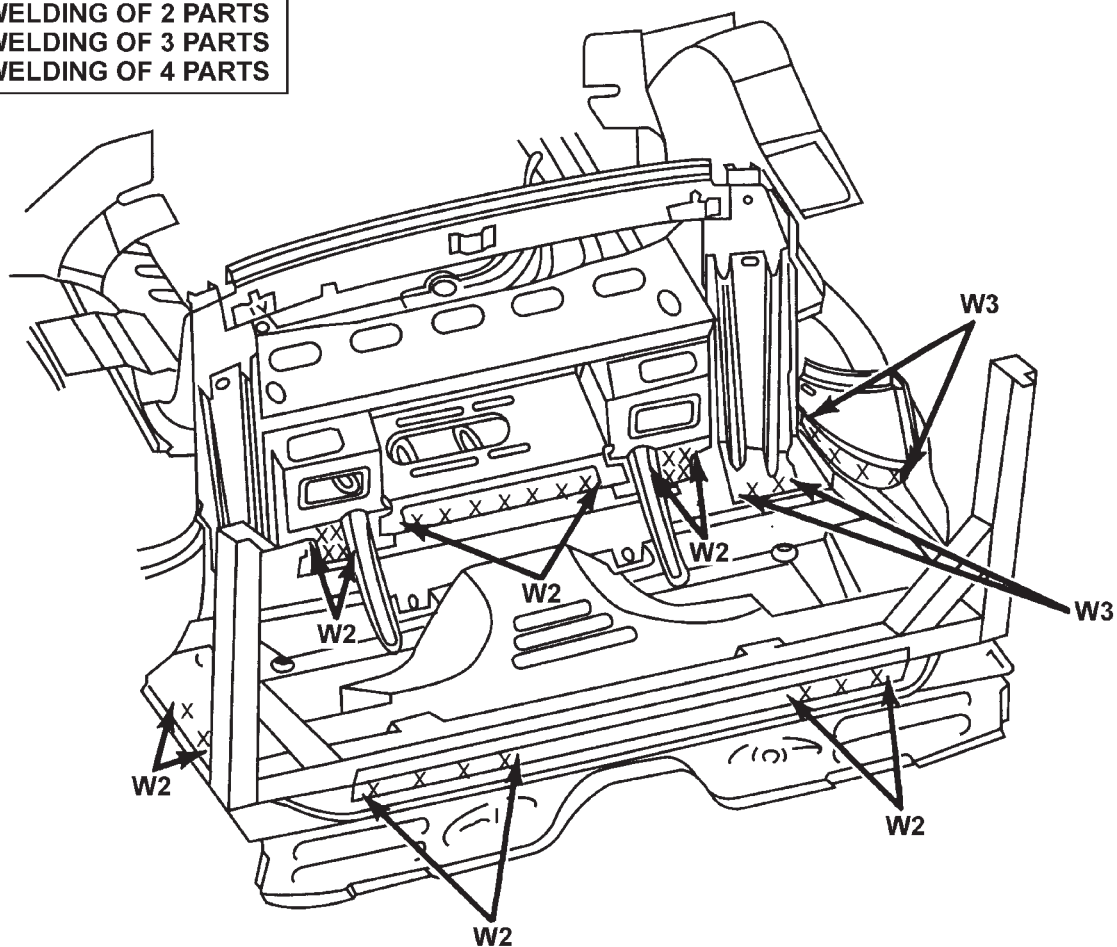


SPECIFICATIONS (Continued)

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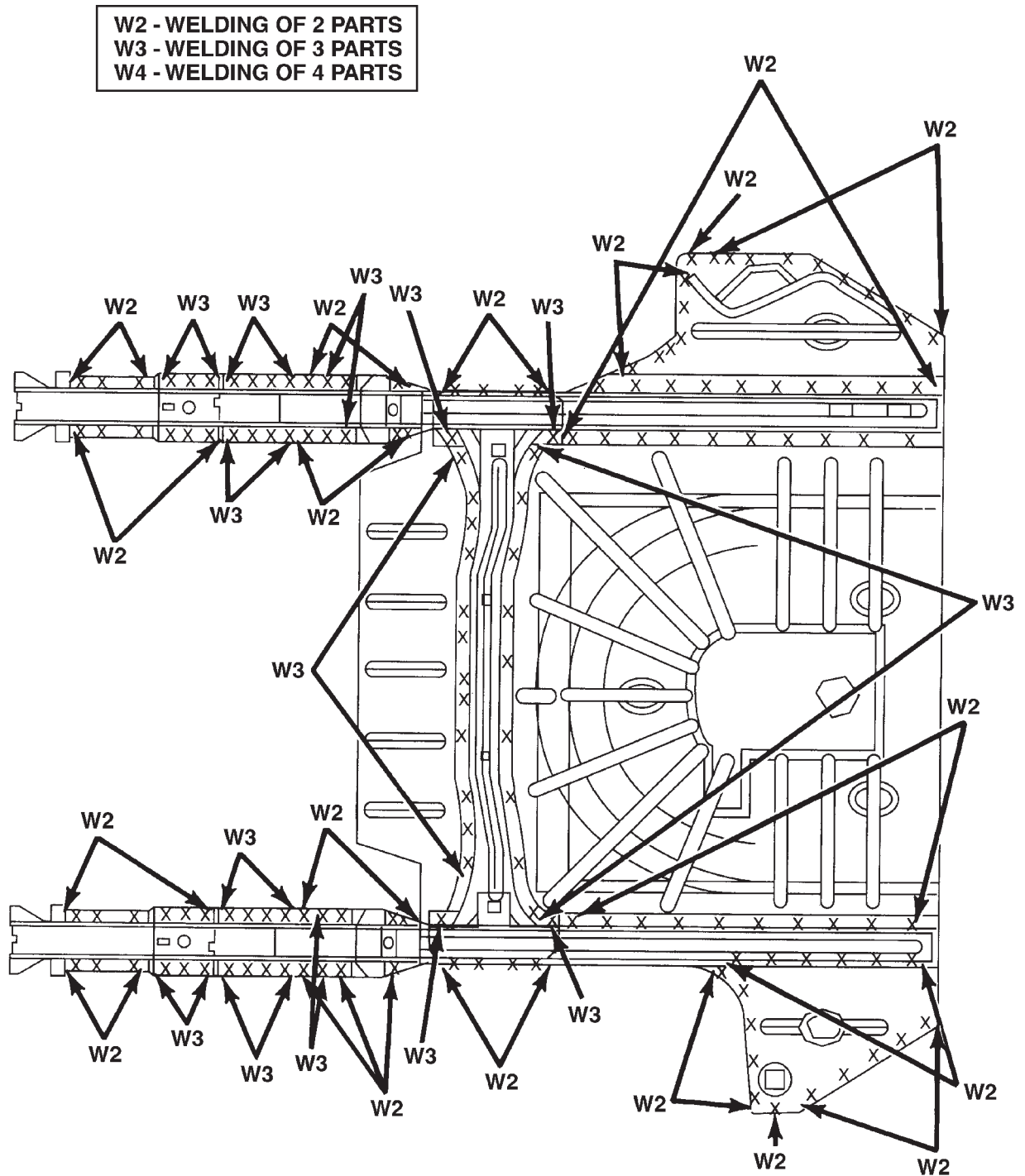


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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



SPECIFICATIONS (Continued)

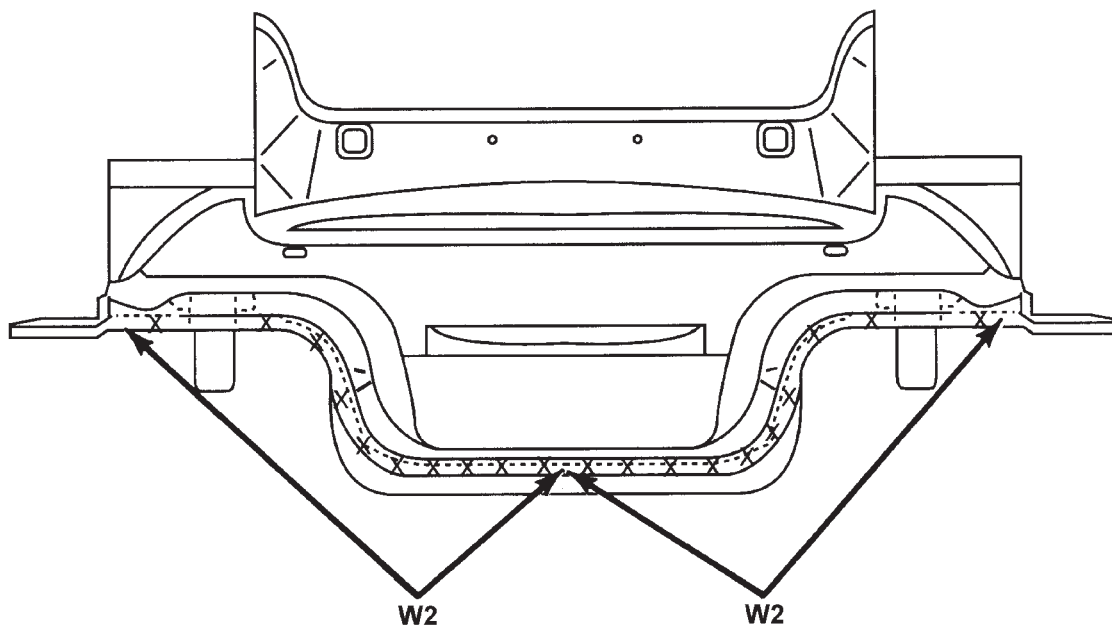
REAR FLOOR PAN



SPECIFICATIONS (Continued)

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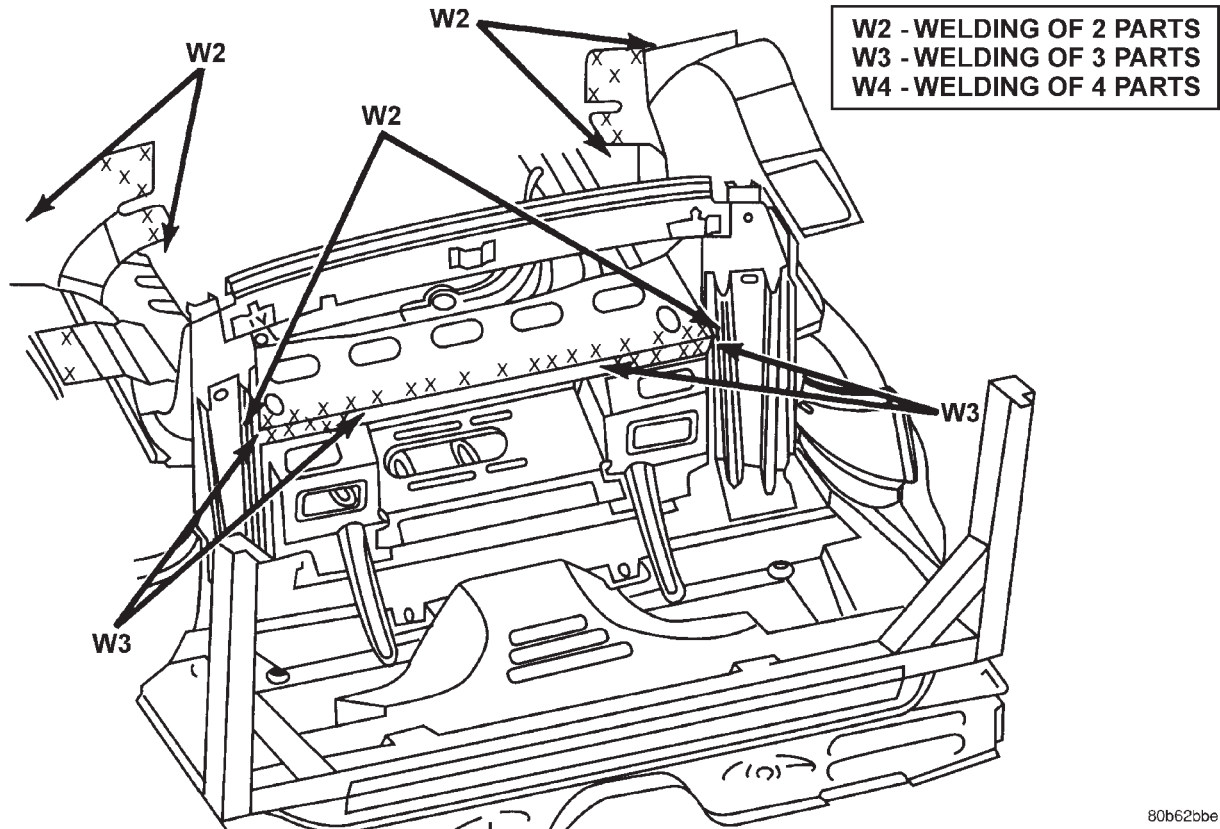
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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



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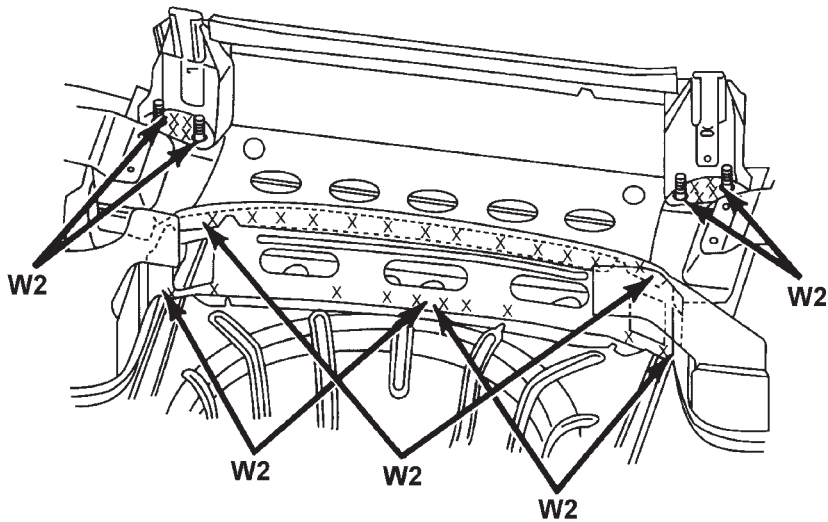
REAR DECK OPENING AND TOP WELL



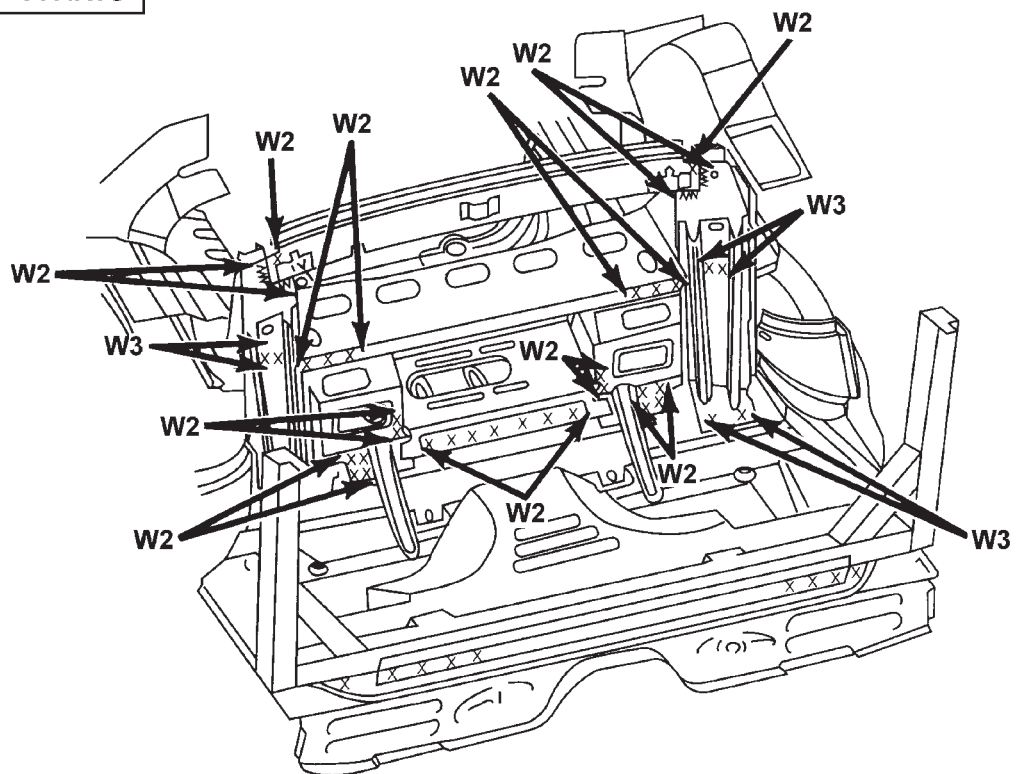
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REAR DECK OPENING AND TOP WELL

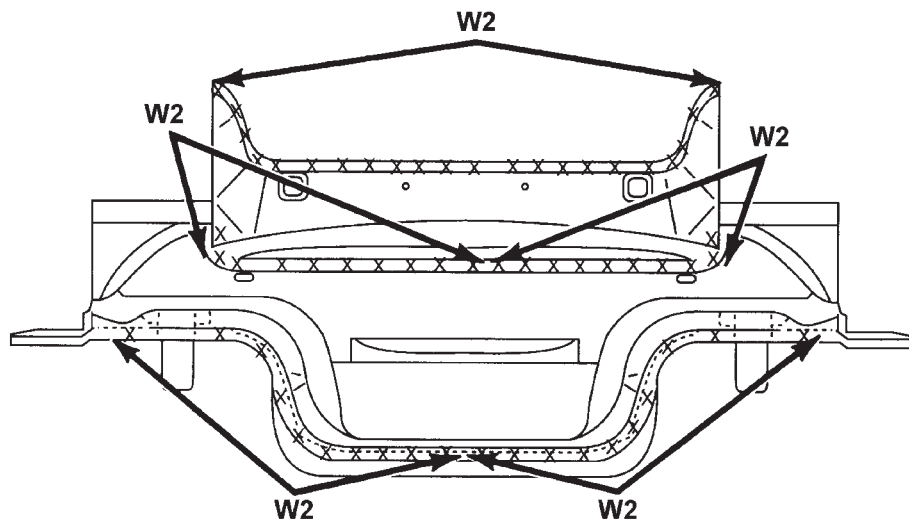


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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

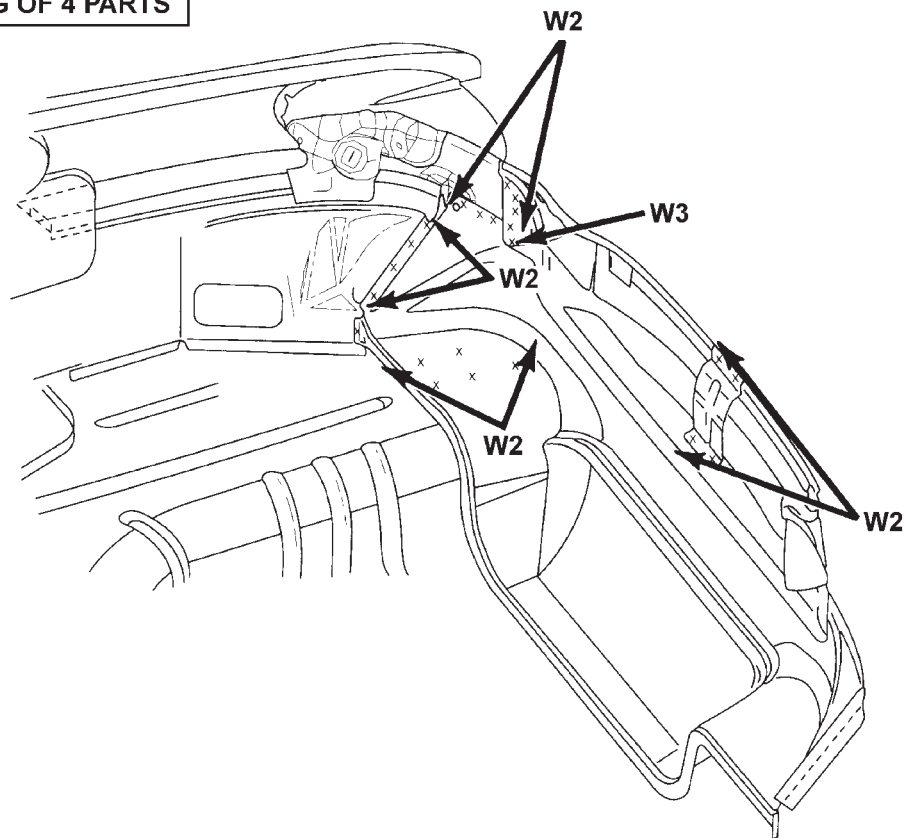


SPECIFICATIONS (Continued)

REAR DECK OPENING AND TOP WELL

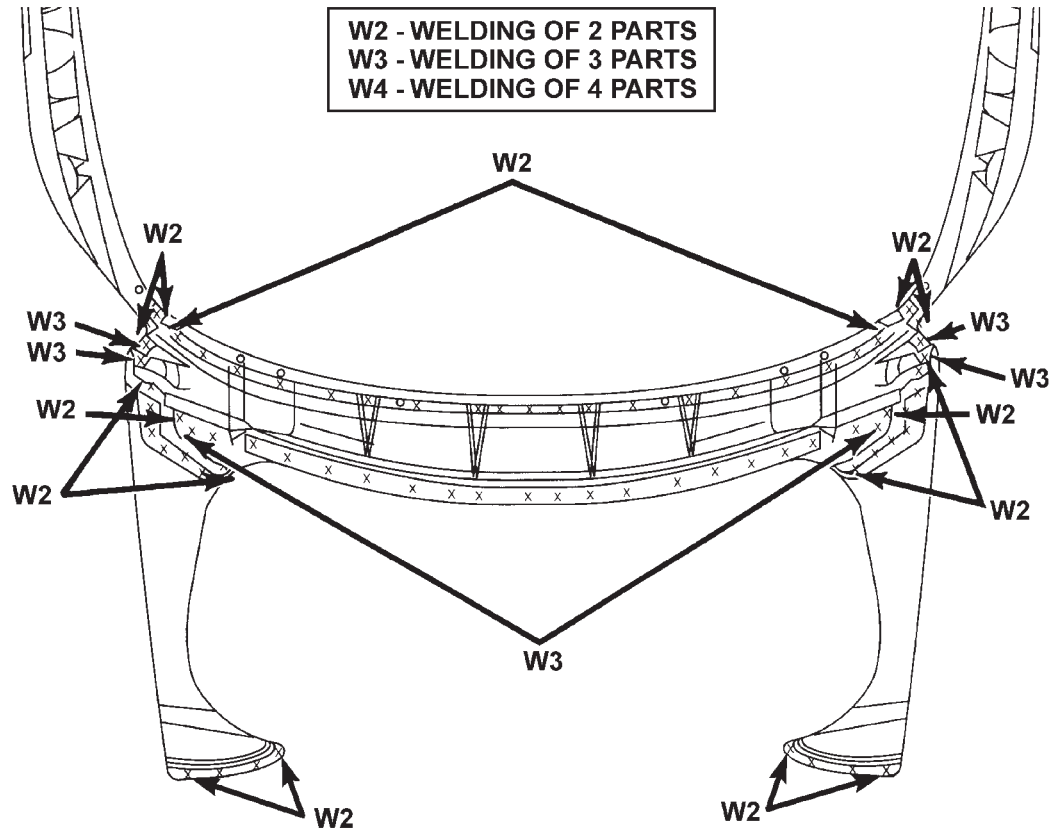


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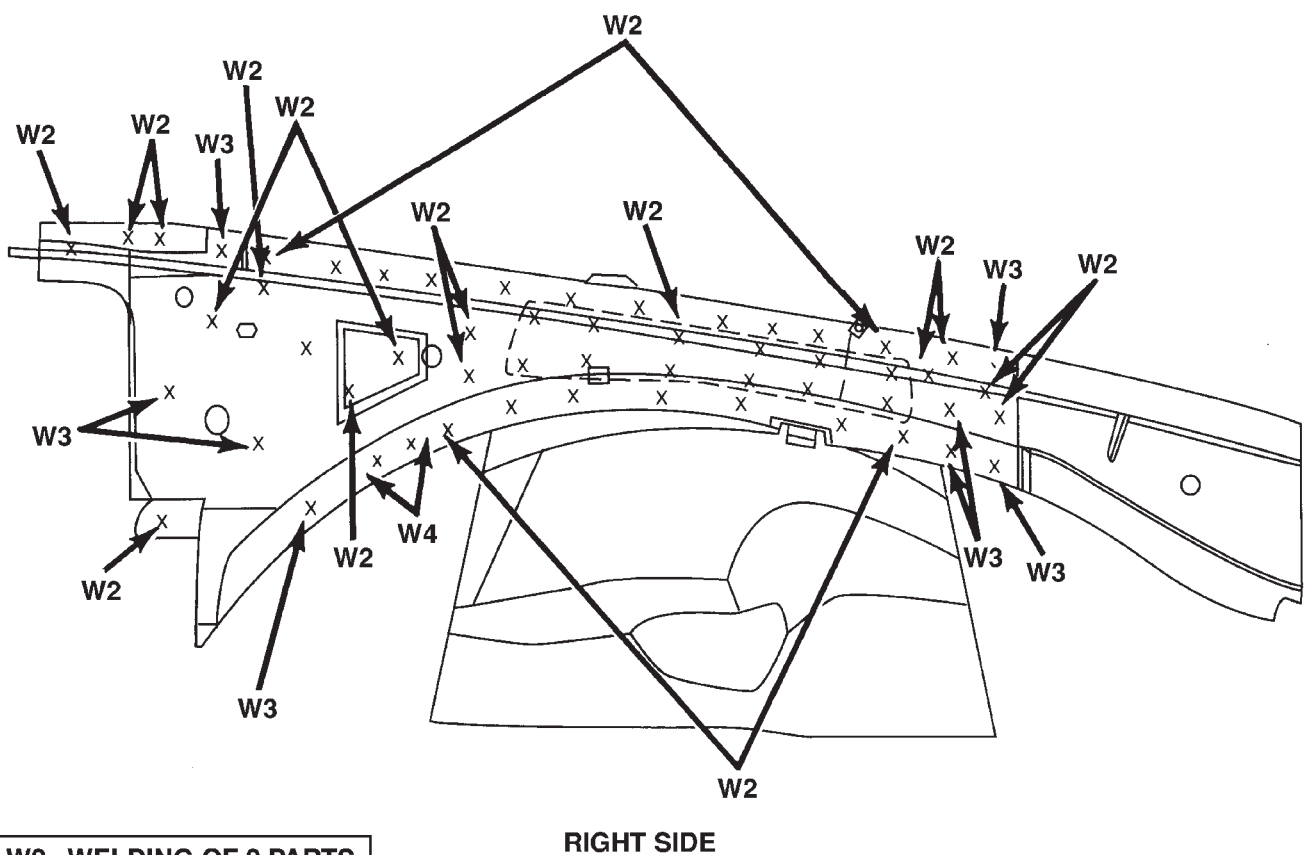
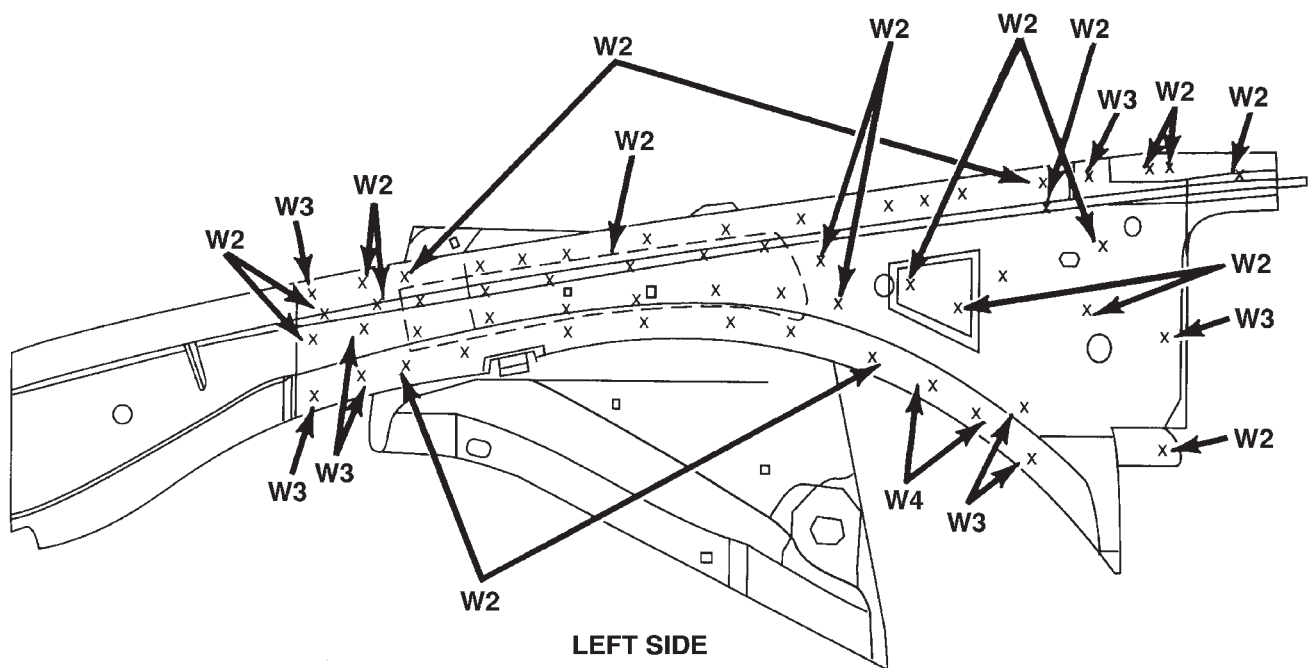
REAR DECK OPENING AND TOP WELL



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SPECIFICATIONS (Continued)

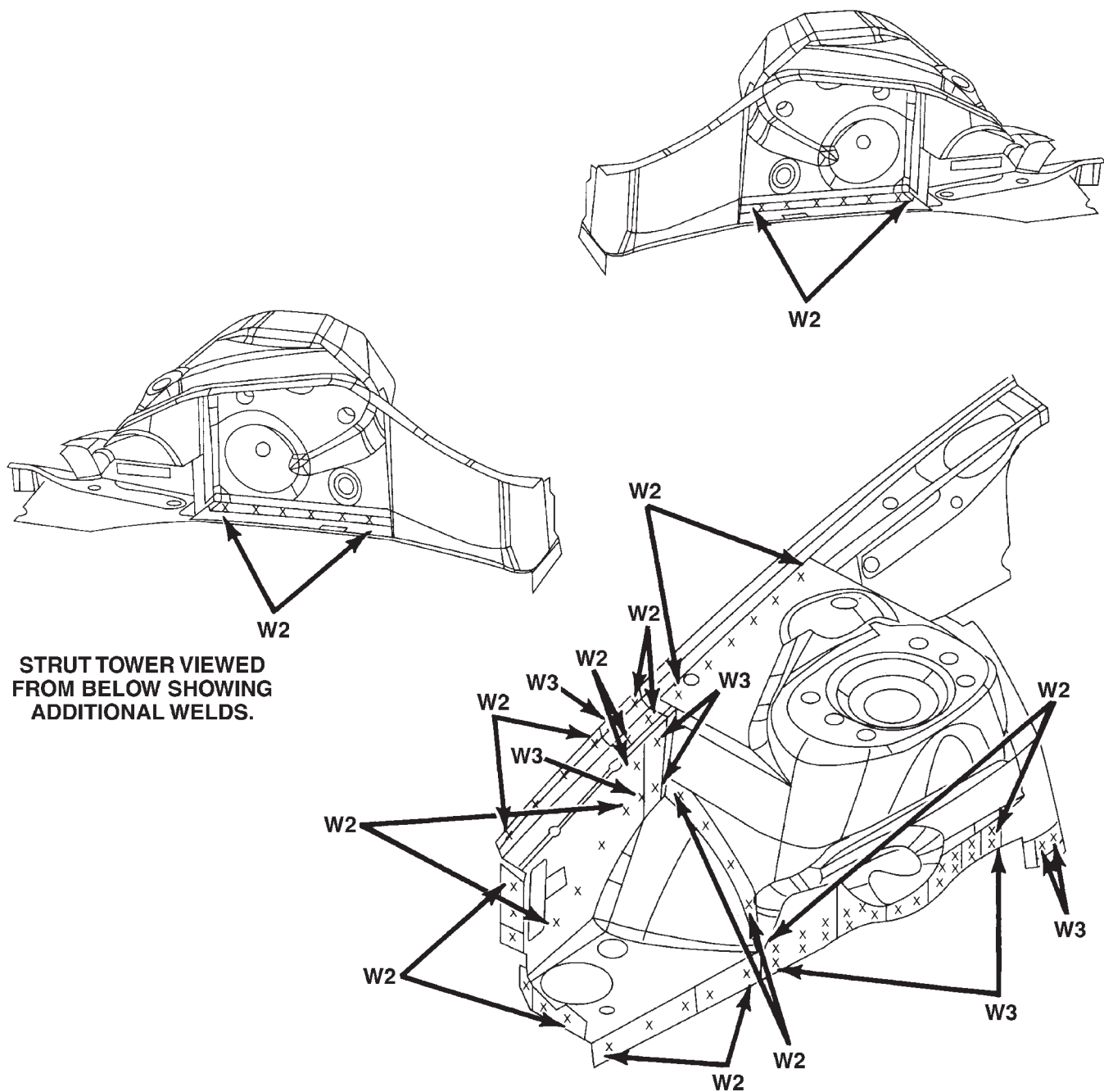
UPPER LOAD PATH BEAM - INNER



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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

FENDER SIDE SHIELD AND STRUT TOWER

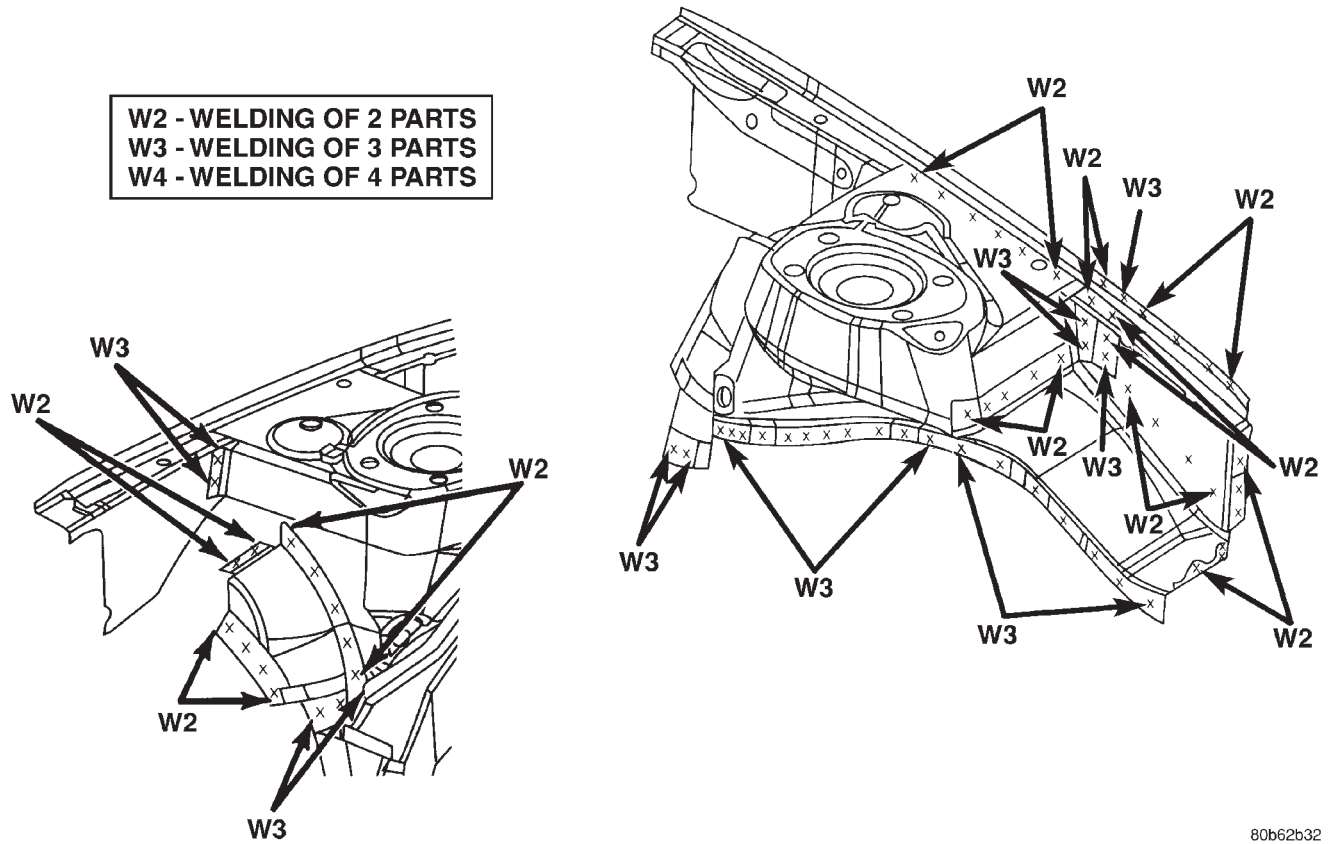


STRUT TOWER VIEWED
FROM BELOW SHOWING
ADDITIONAL WELDS.

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

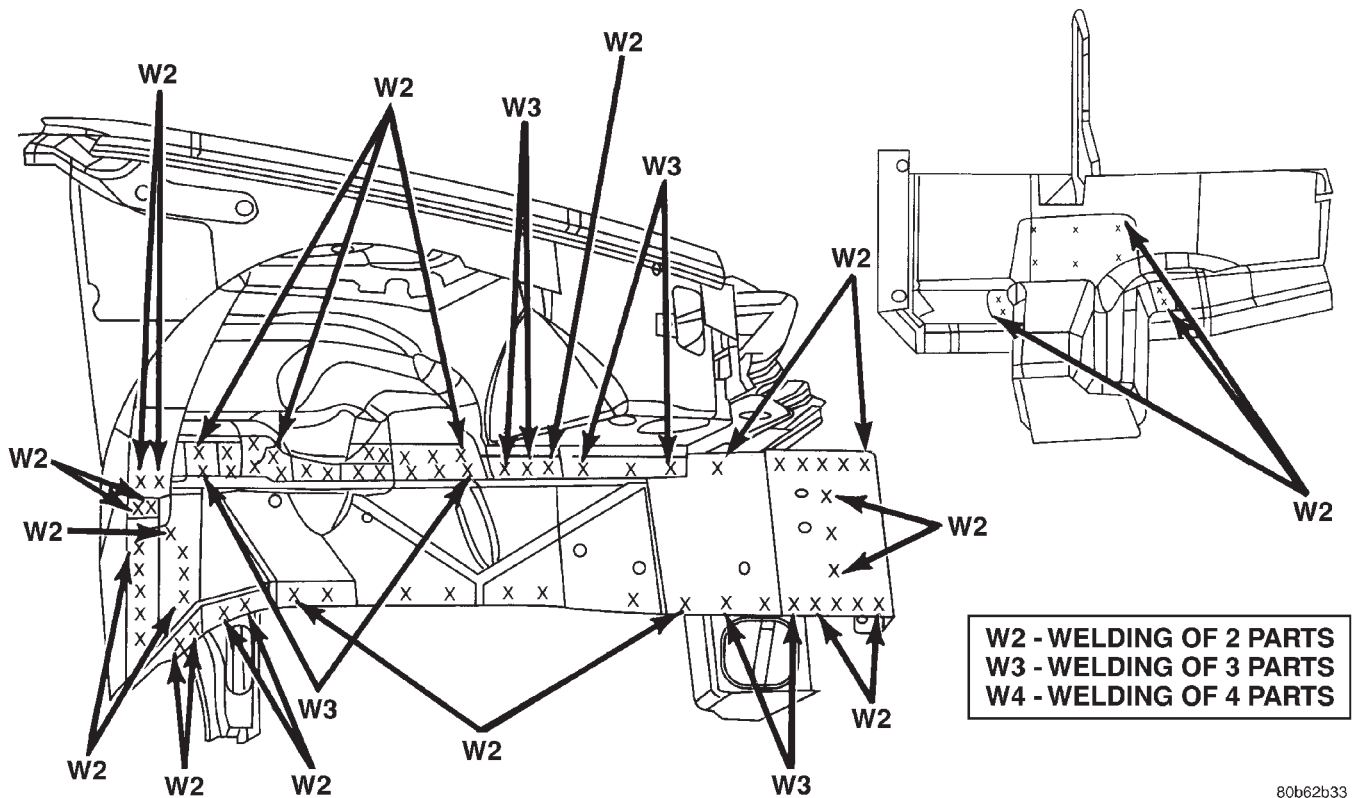
SPECIFICATIONS (Continued)

FENDER SIDE SHIELD AND STRUT TOWER



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FRONT LOWER SIDE RAIL AND EXTENSION

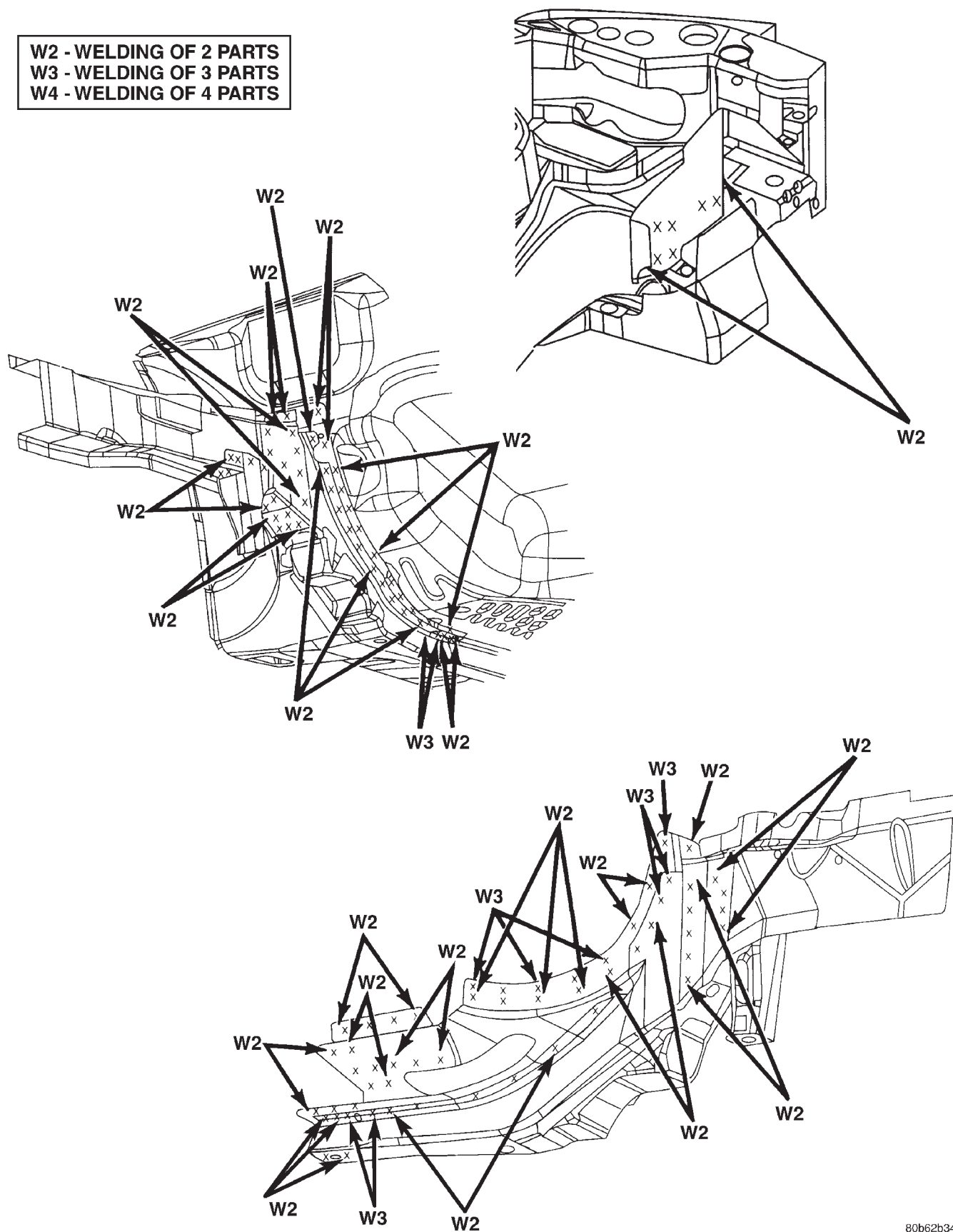


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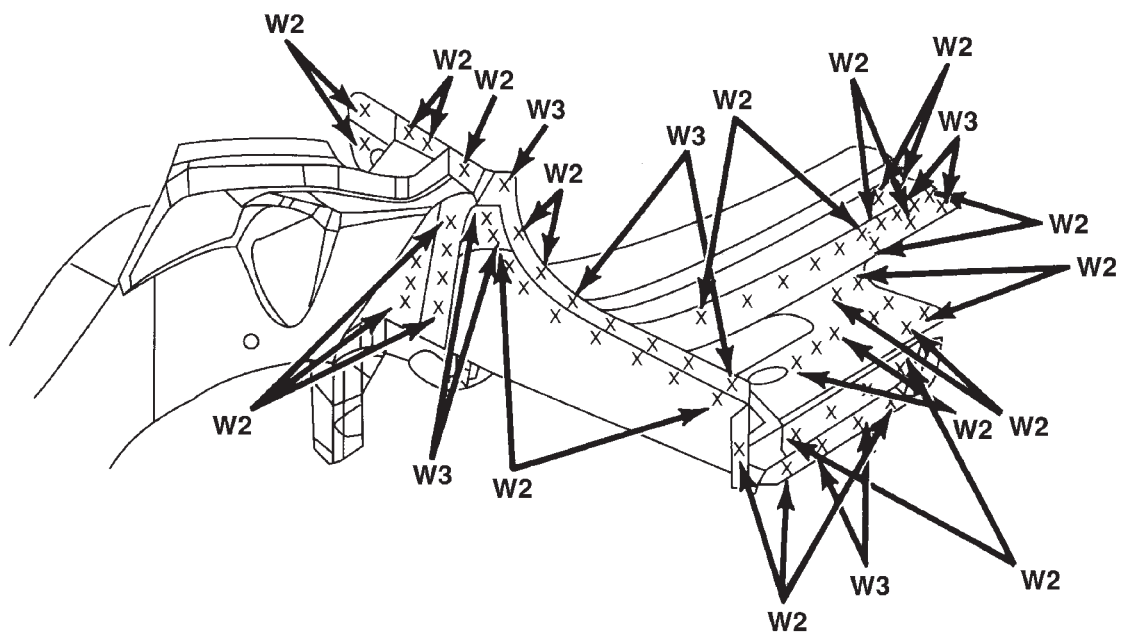
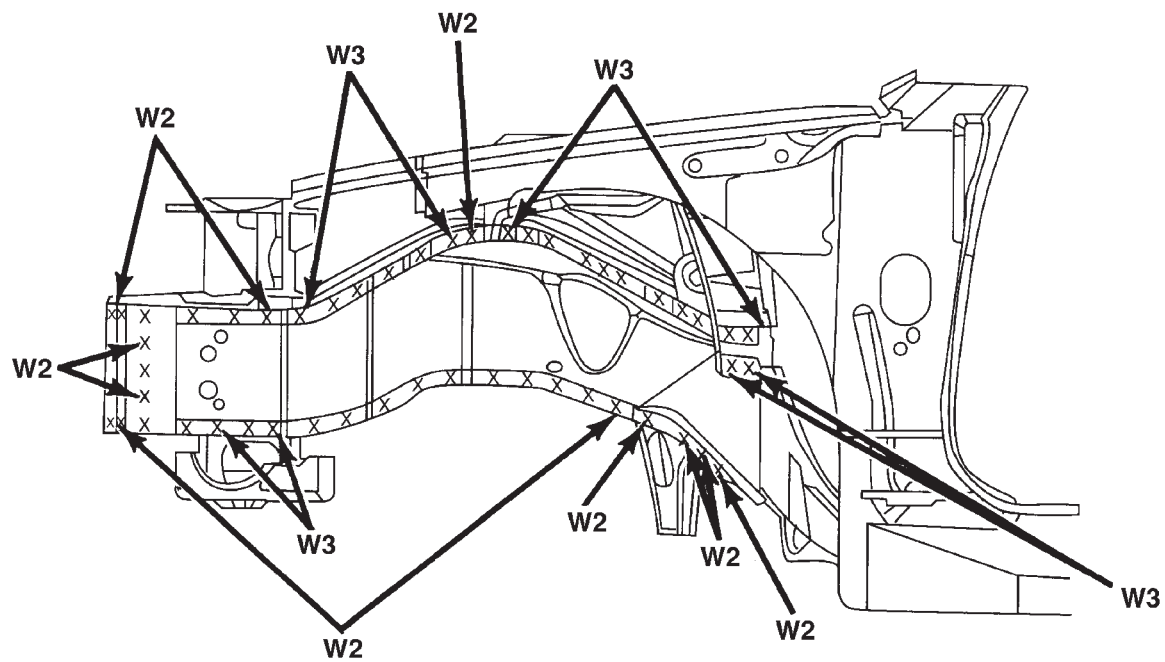
FRONT LOWER SIDE RAIL AND EXTENSION

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS



SPECIFICATIONS (Continued)

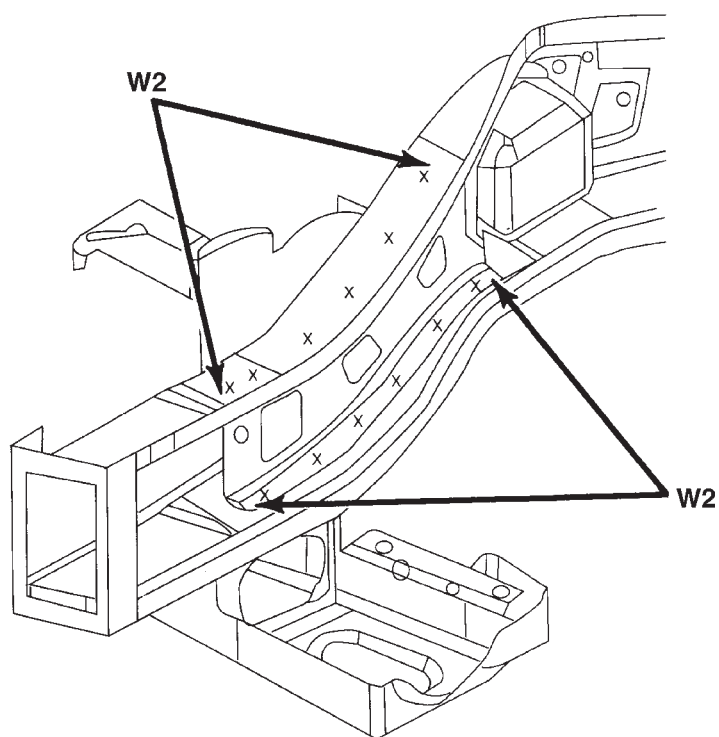
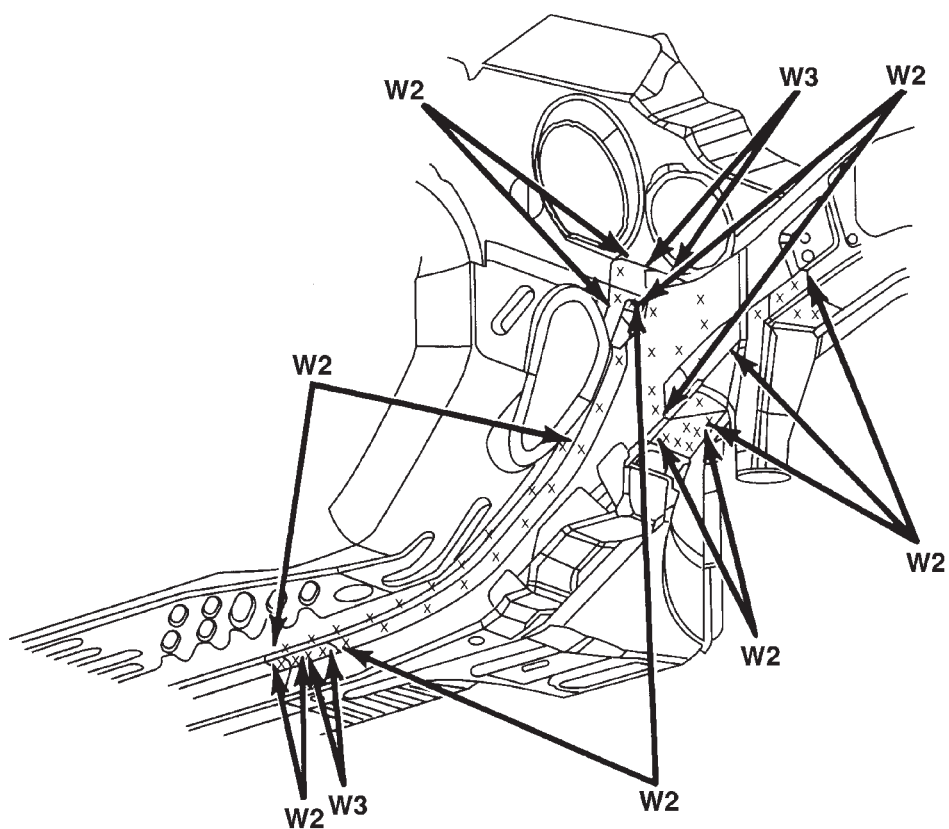
FRONT LOWER SIDE RAIL AND EXTENSION



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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

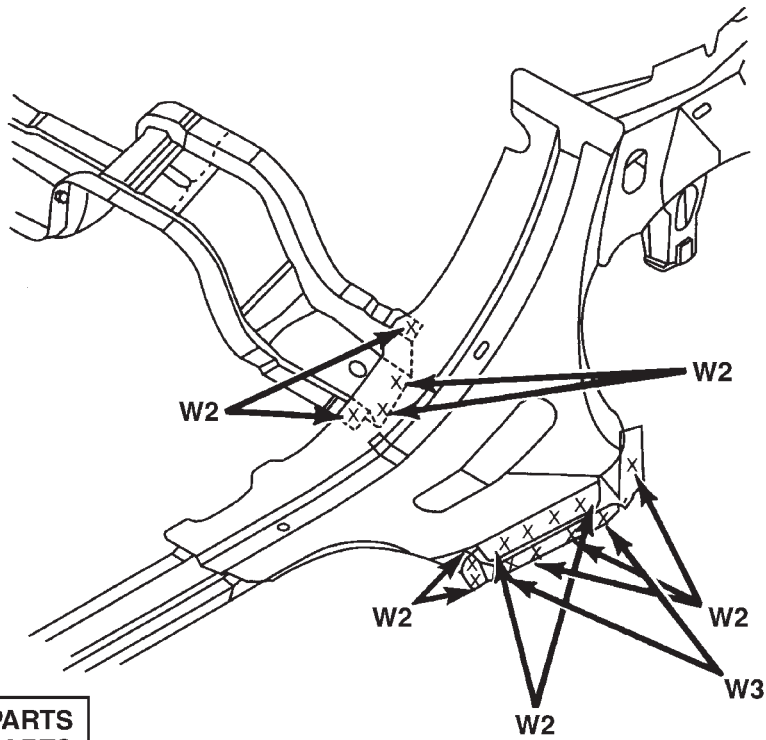
FRONT LOWER SIDE RAIL AND EXTENSION



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

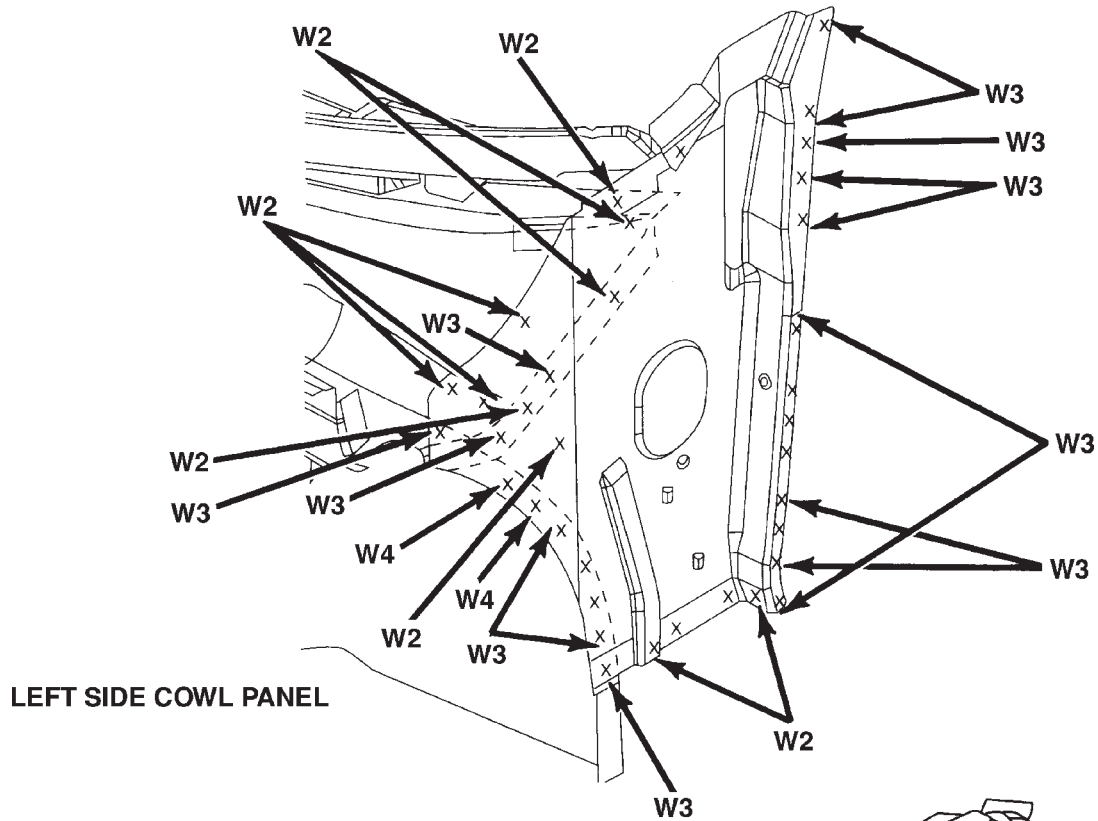
FRONT LOWER SIDE RAIL AND EXTENSION



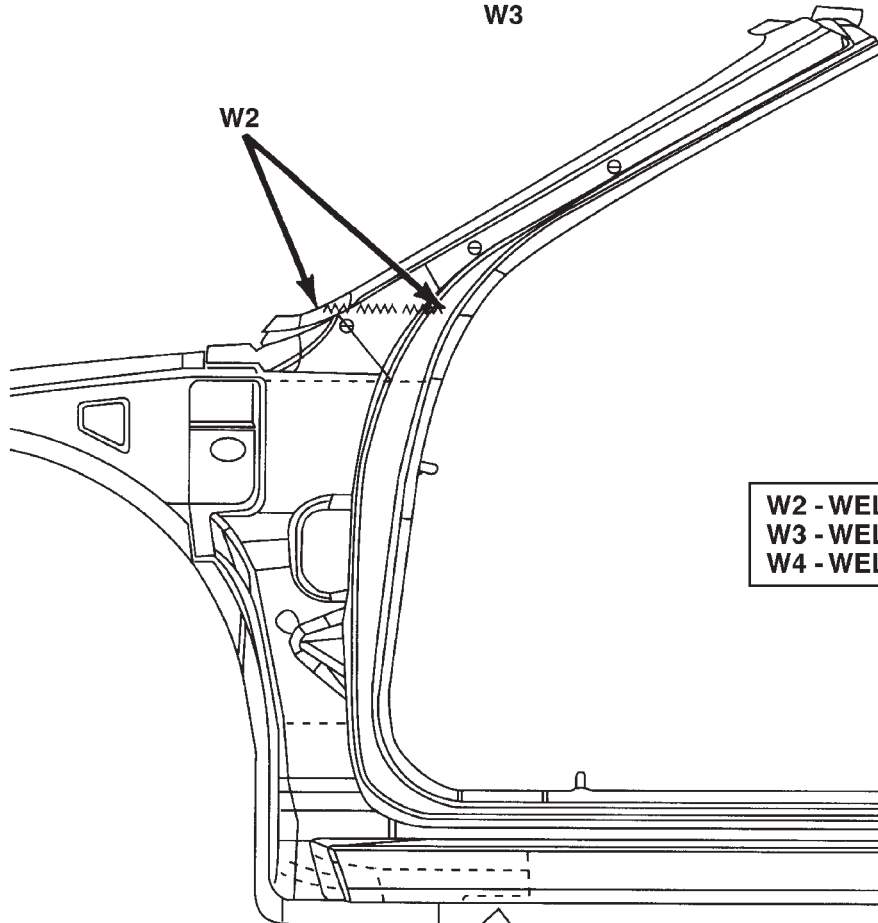
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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

COWL SIDE PANEL



LEFT SIDE COWL PANEL

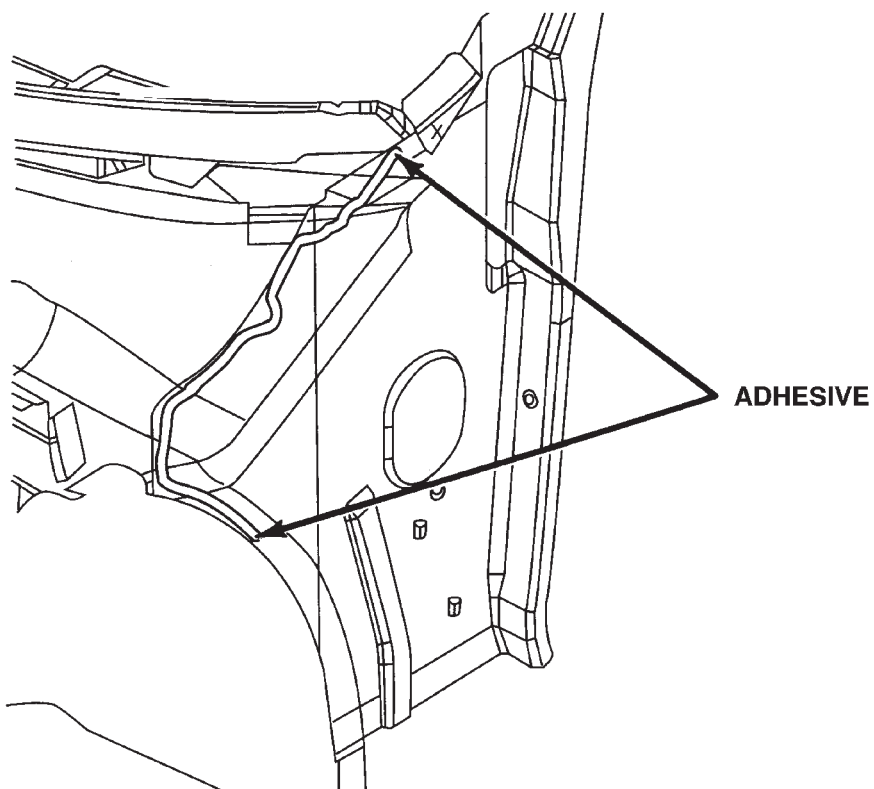


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W3 - WELDING OF 3 PARTS
W4 - WELDING OF 4 PARTS

SPECIFICATIONS (Continued)

STRUCTURAL ADHESIVE LOCATIONS

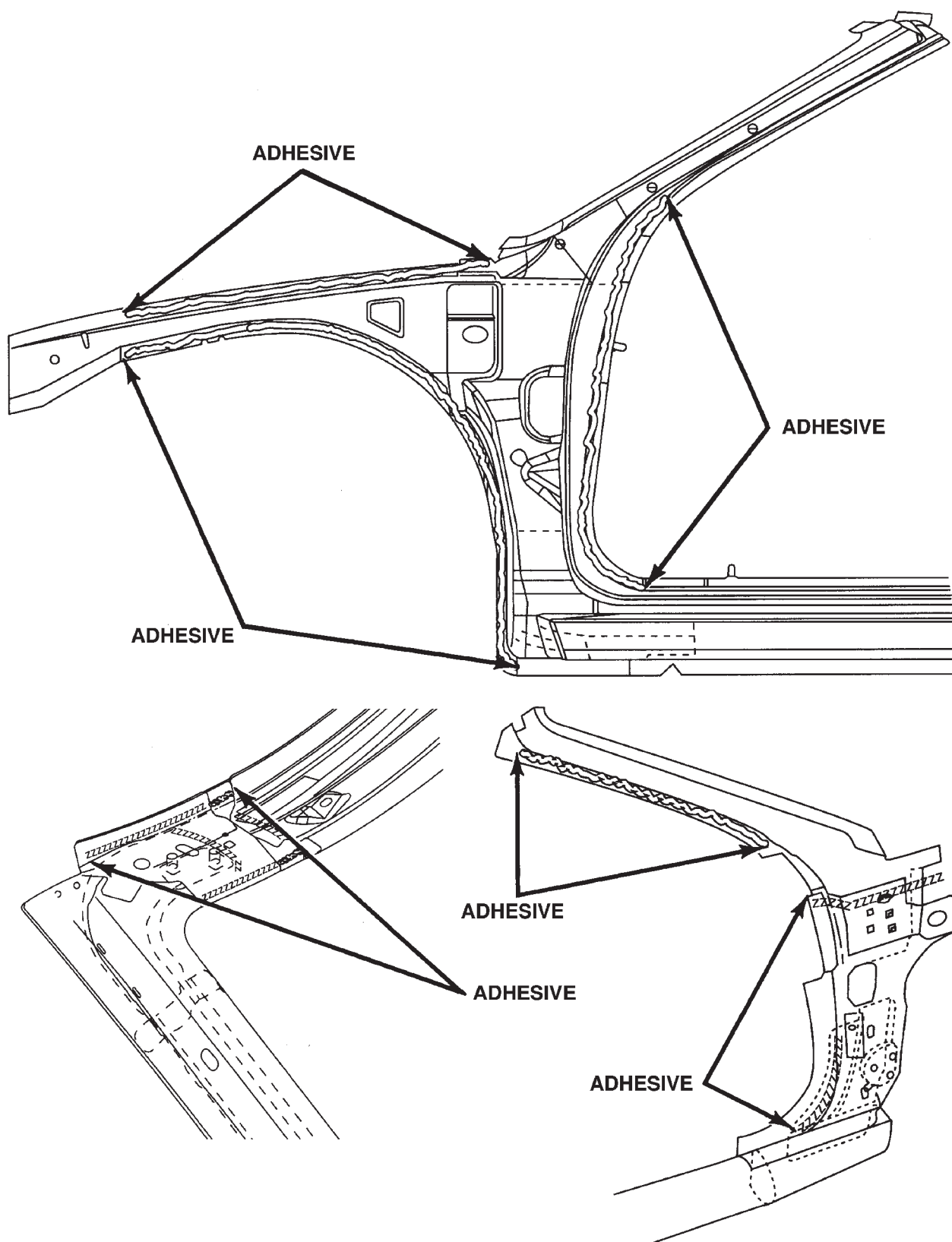
COWL AREA



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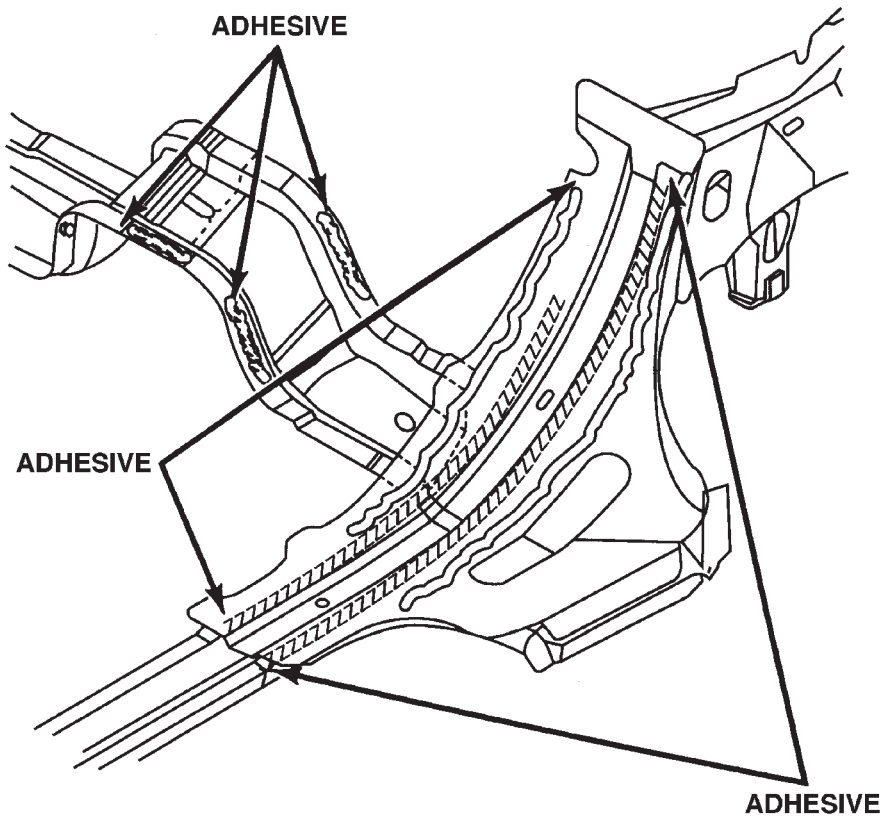
SPECIFICATIONS (Continued)

WINDSHIELD PILLAR AREA



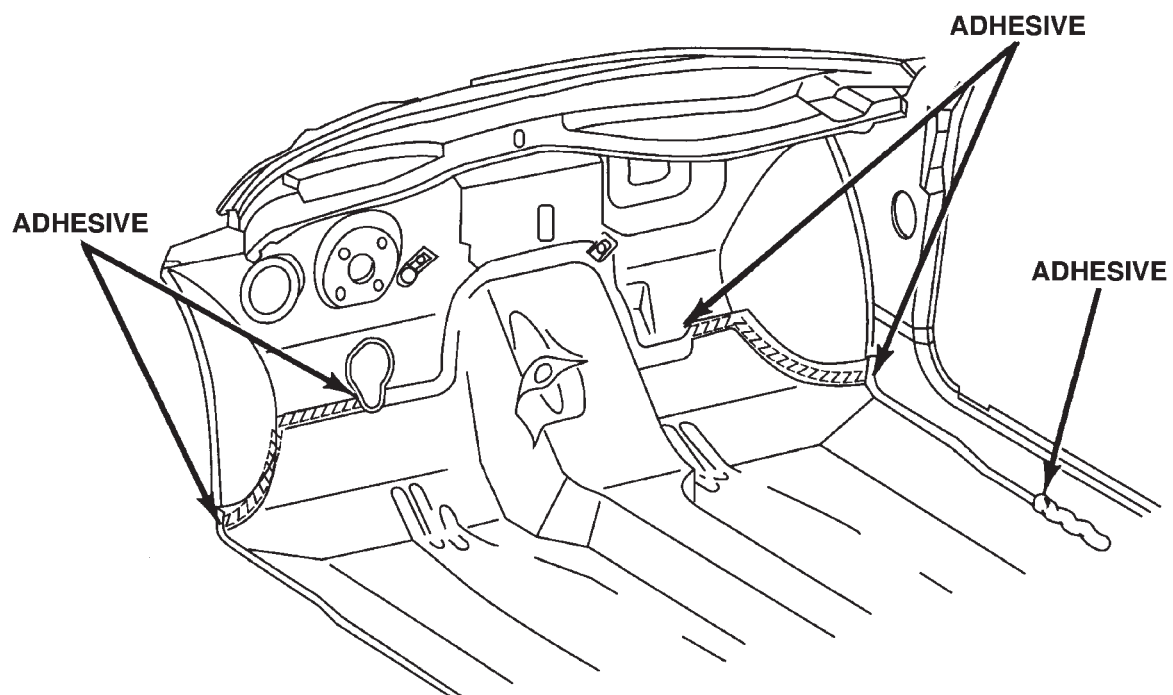
SPECIFICATIONS (Continued)

FRONT FRAME AREA



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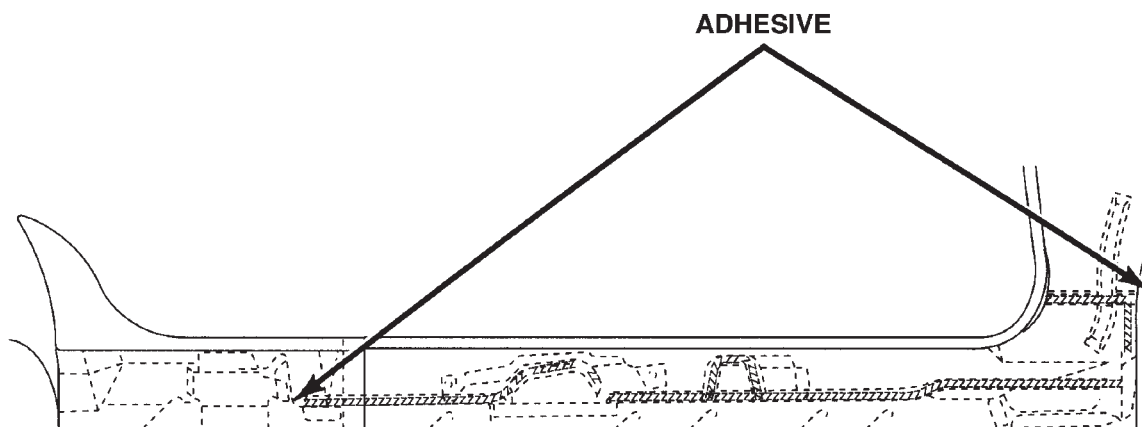
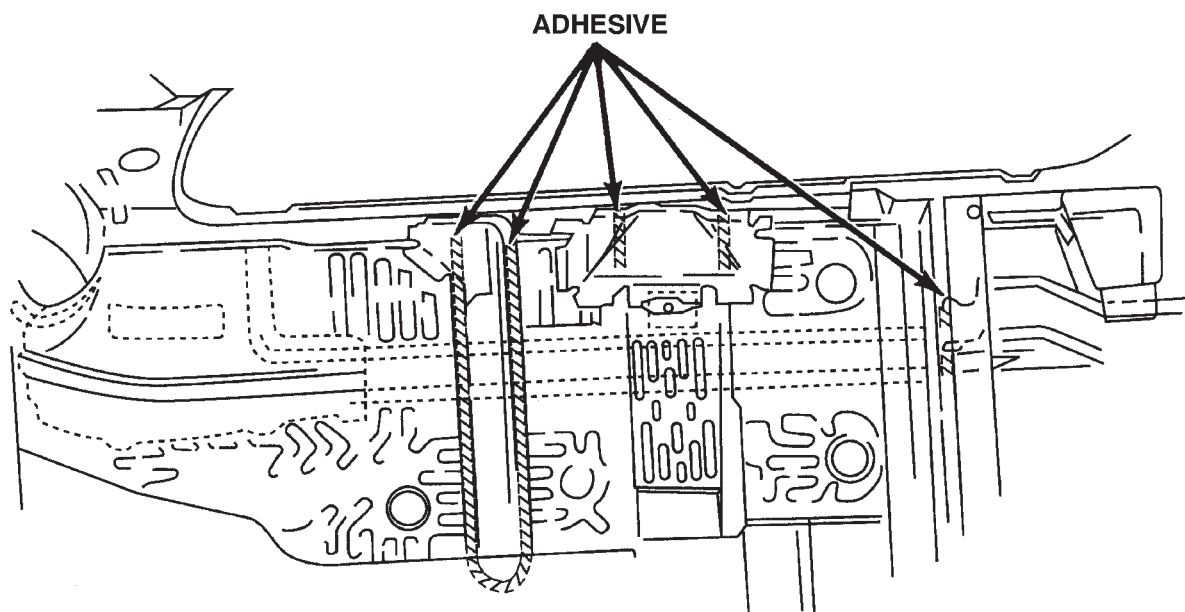
FRONT FRAME AREA



80b62bc4

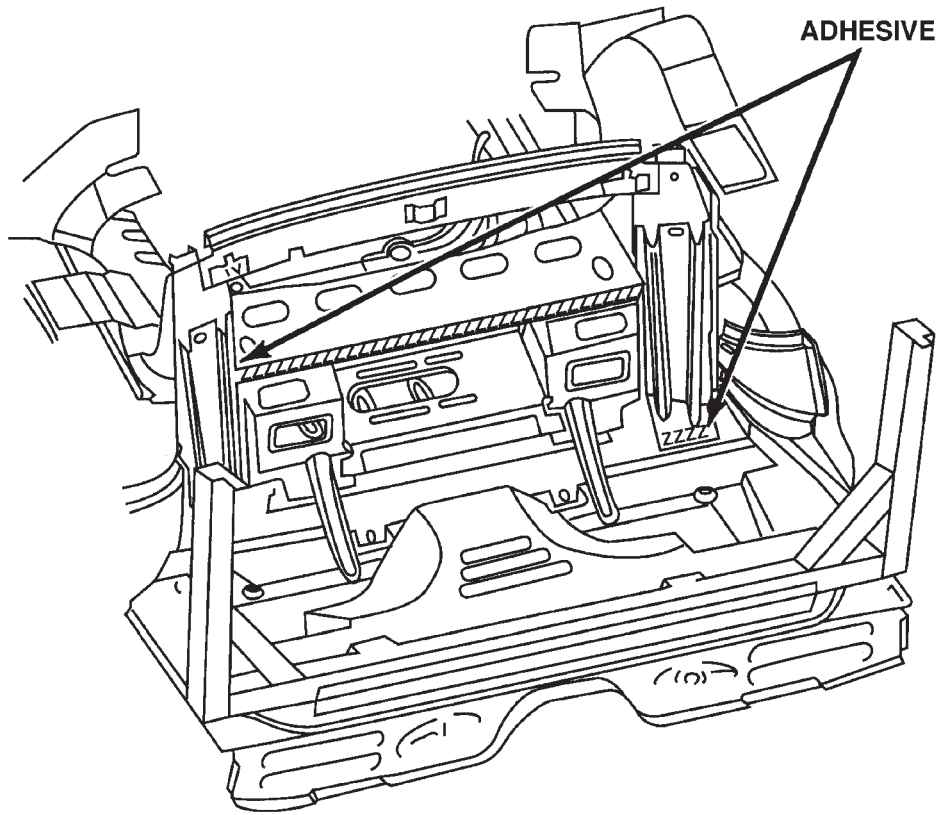
SPECIFICATIONS (Continued)

FRONT FRAME AREA



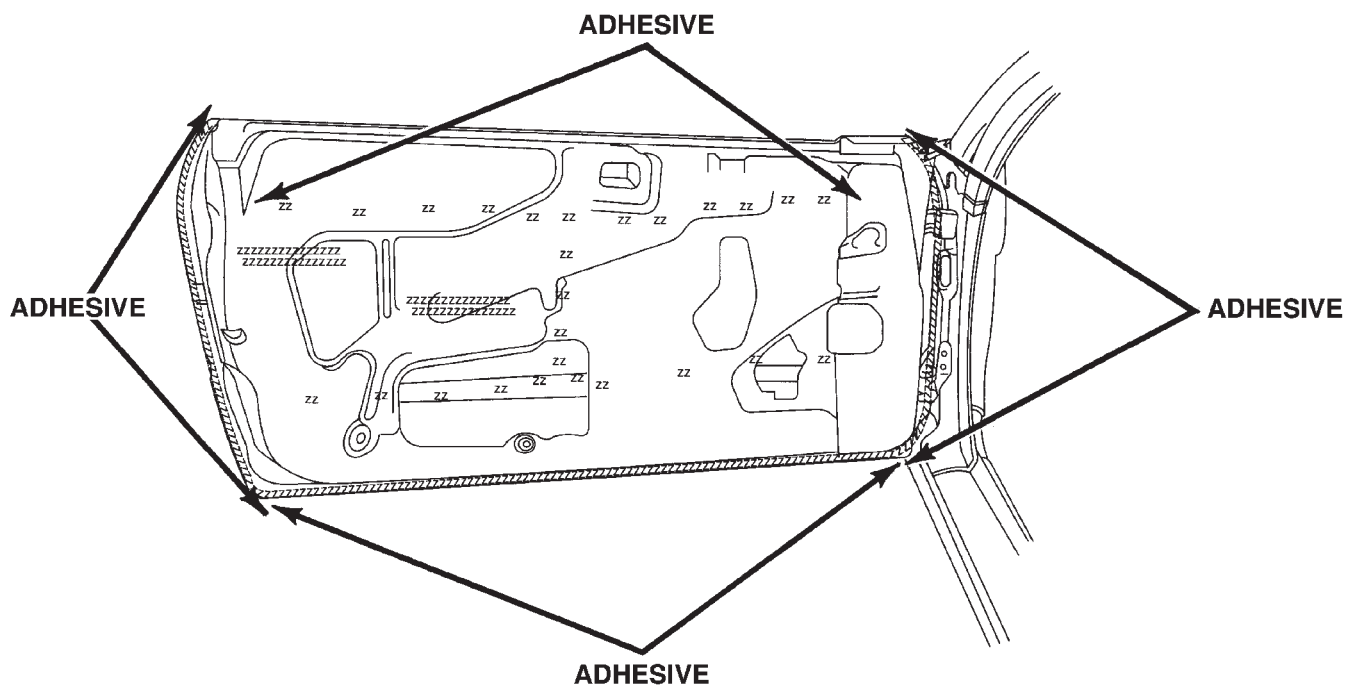
SPECIFICATIONS (Continued)

REAR FLOOR AREA



80b62be3

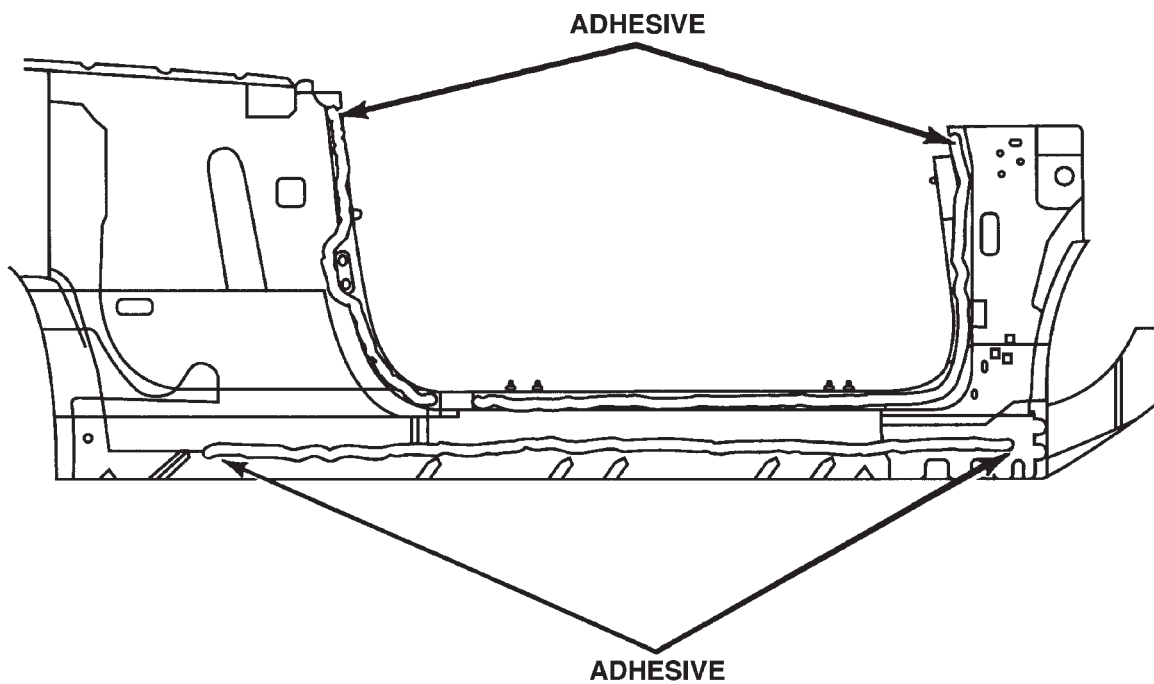
DOORS



80b62bc6

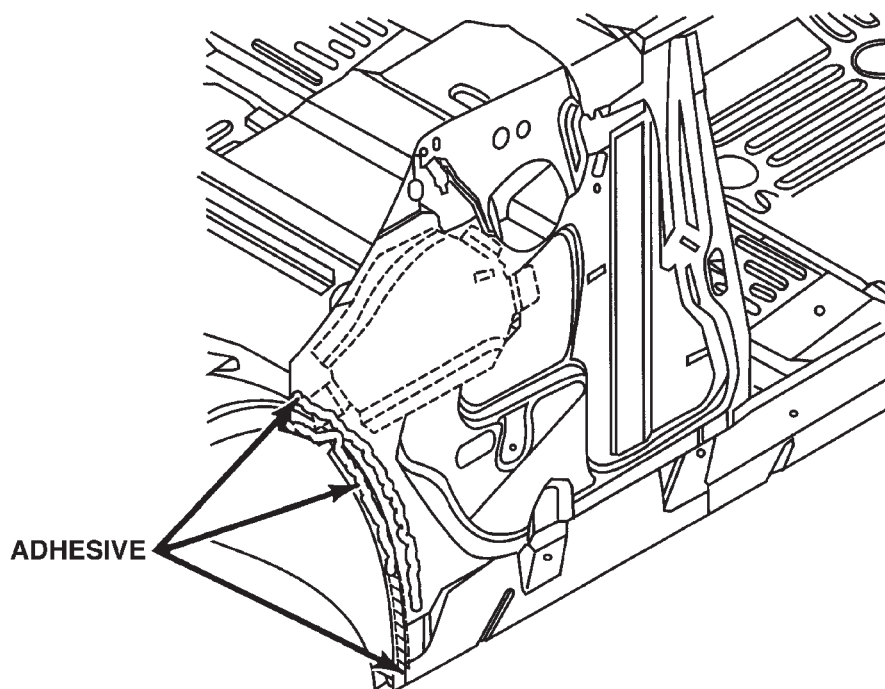
SPECIFICATIONS (Continued)

BODY SIDE APERTURE AREA



80b62be4

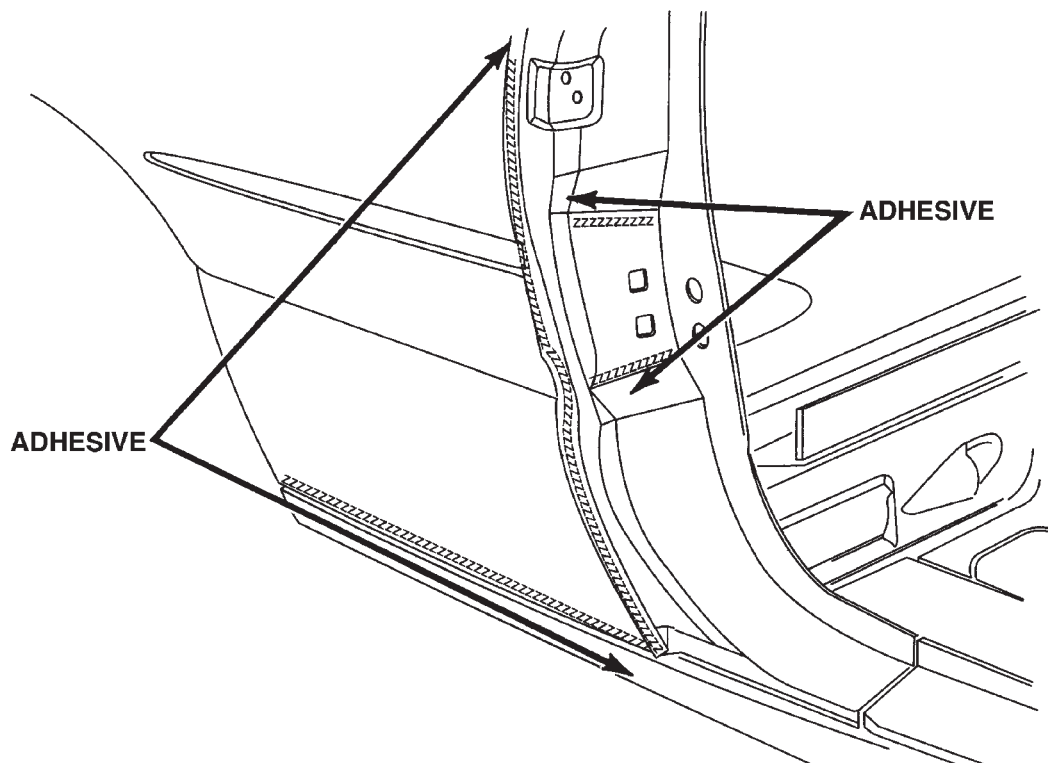
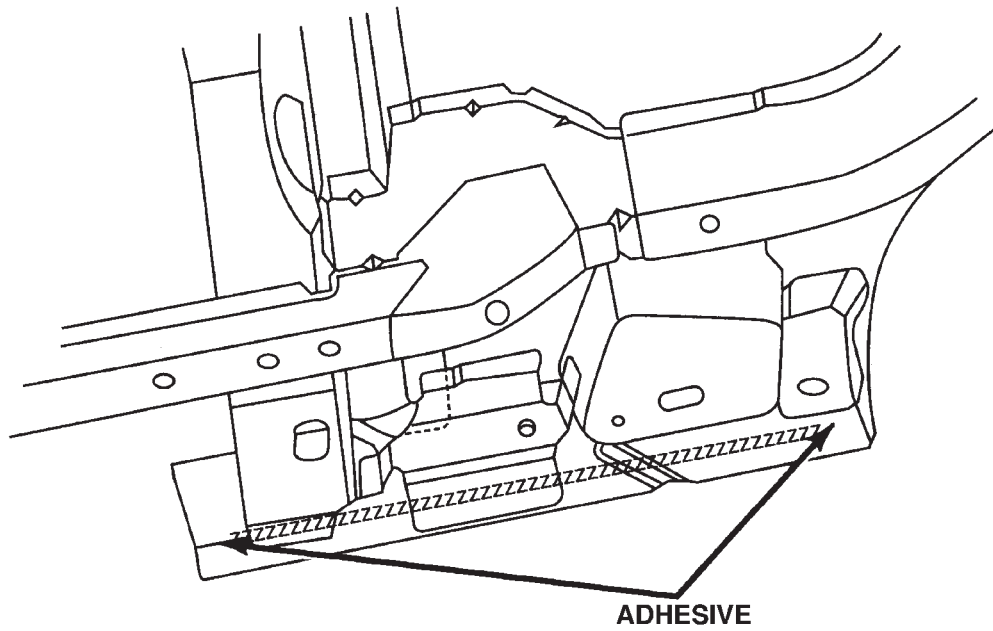
INNER QUARTER AREA



80b62bc7

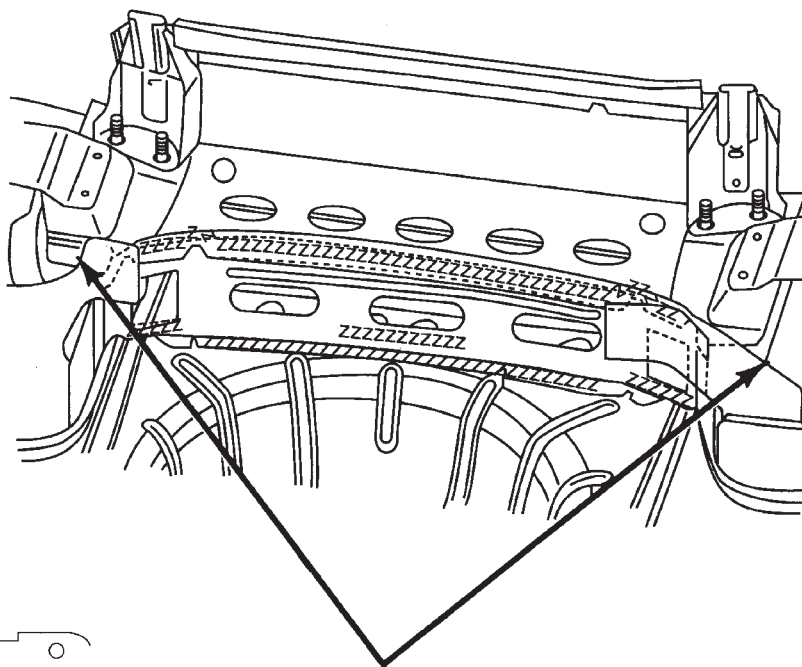
SPECIFICATIONS (Continued)

LOWER QUARTER AREA

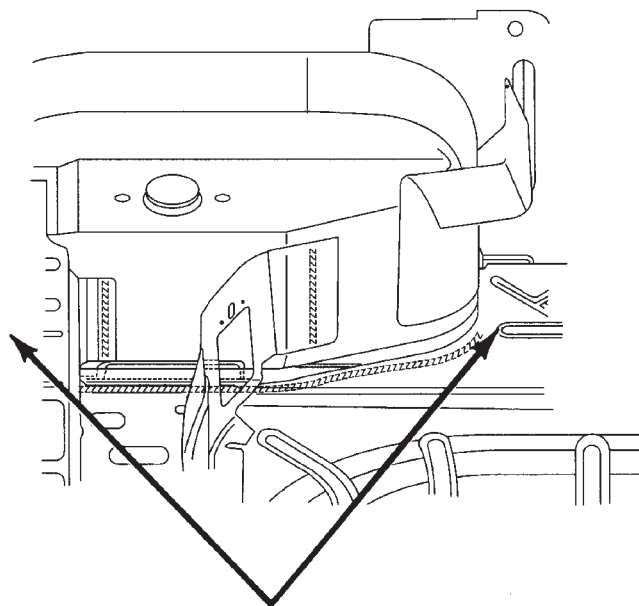


SPECIFICATIONS (Continued)

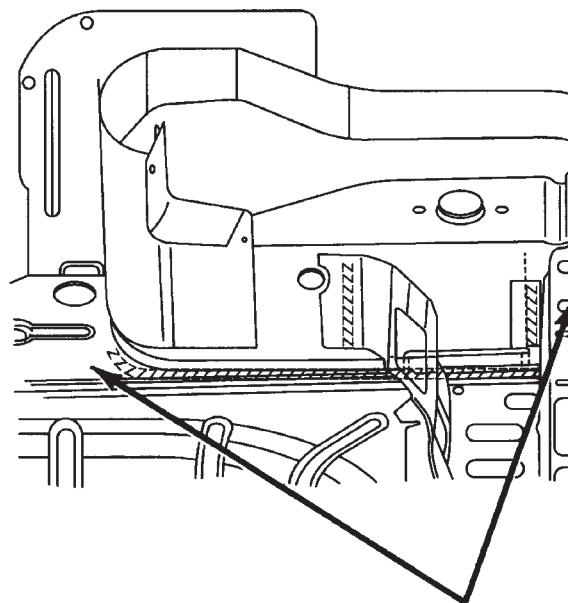
FORWARD TRUNK AREA



ADHESIVE



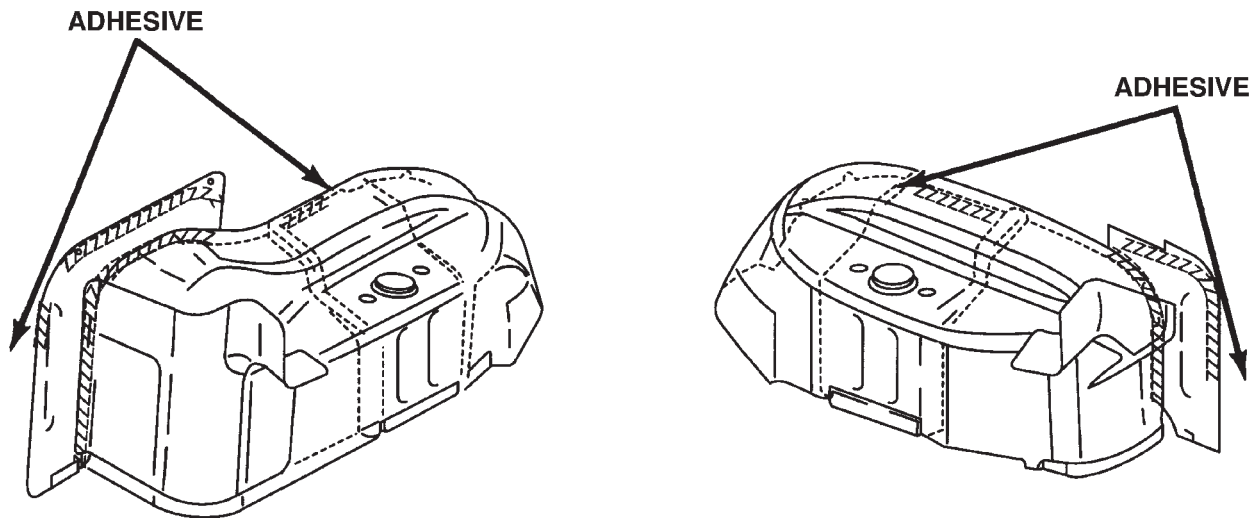
ADHESIVE



ADHESIVE

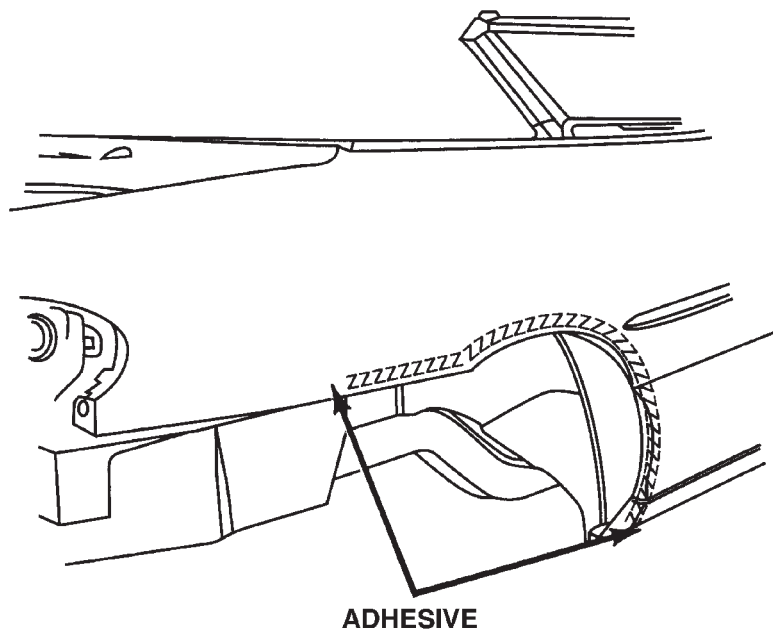
SPECIFICATIONS (Continued)

REAR INNER WHEELHOUSE



80b62be5

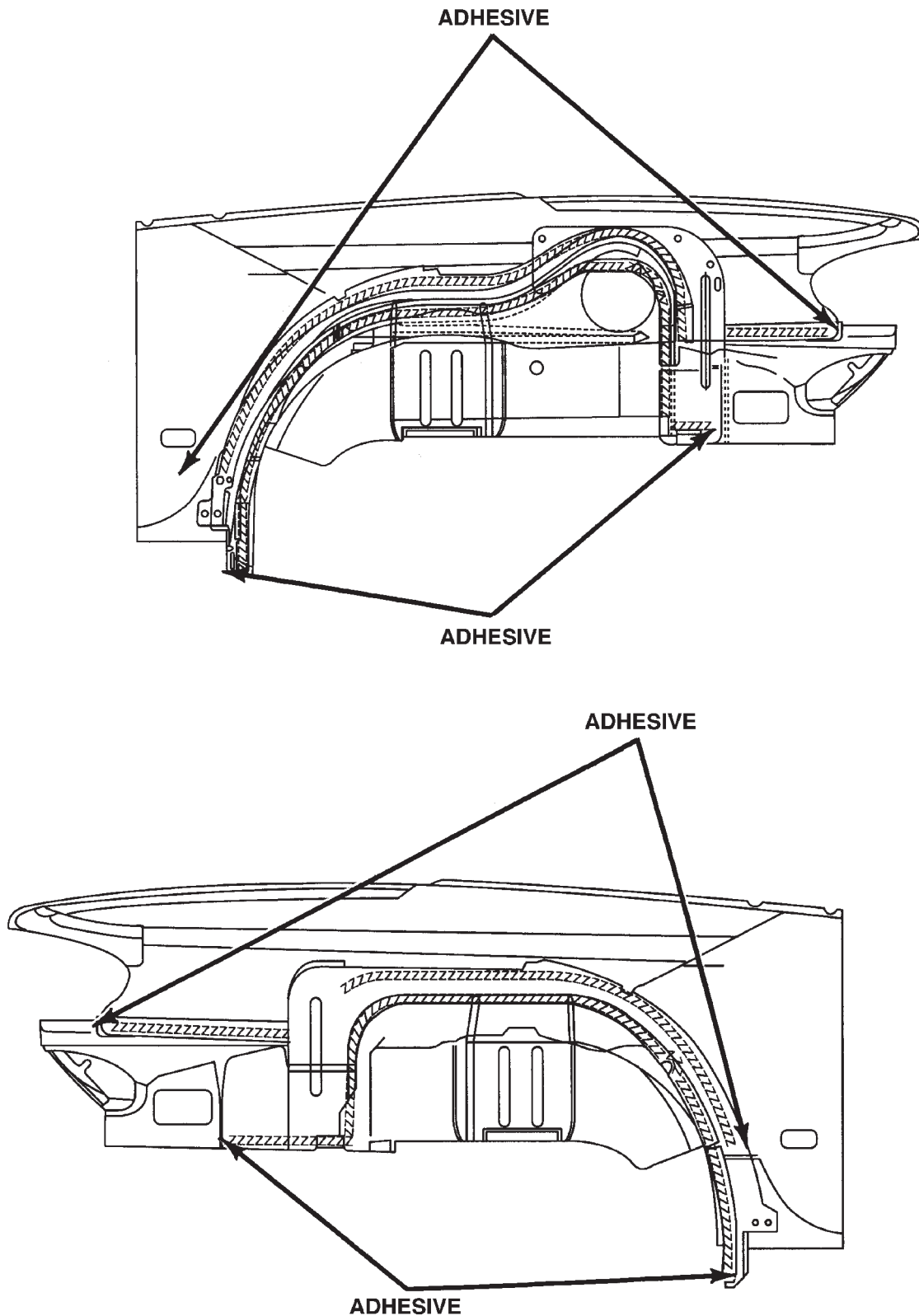
QUARTER PANEL AREA



80b62bca

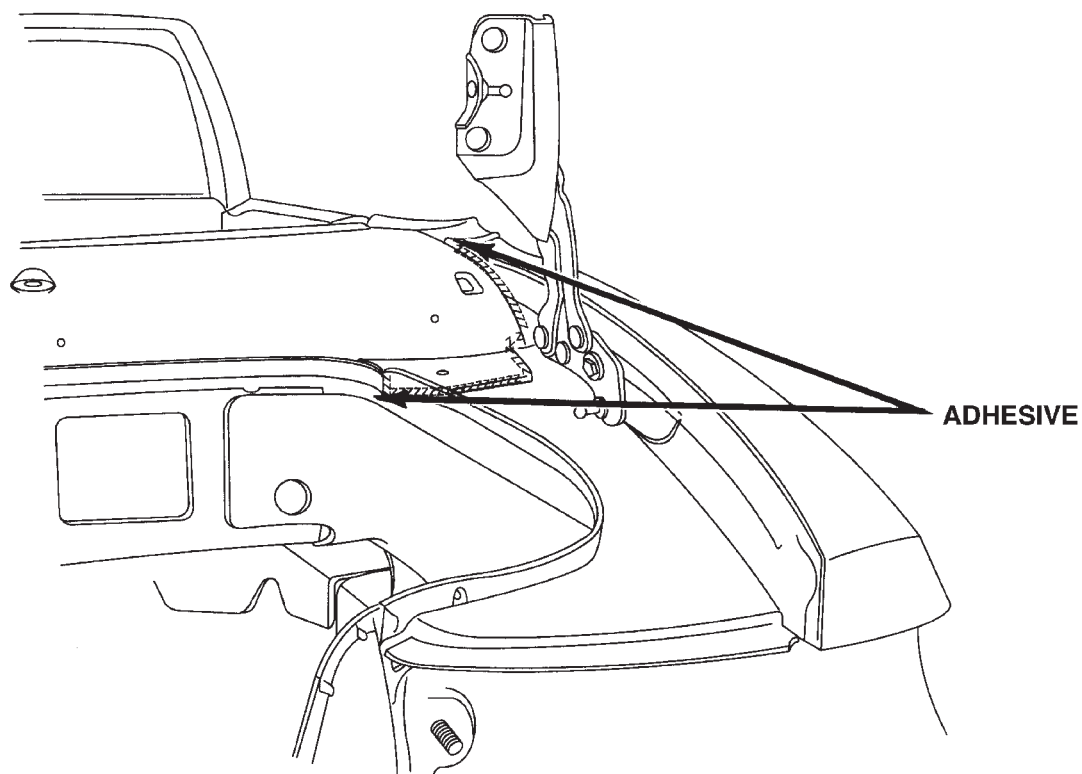
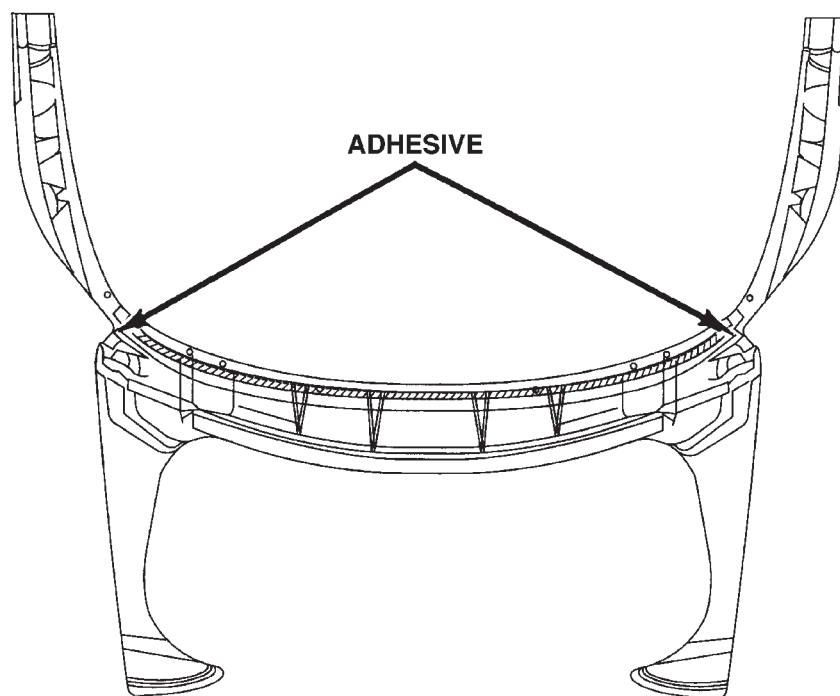
SPECIFICATIONS (Continued)

OUTER WHEELHOUSE AREA



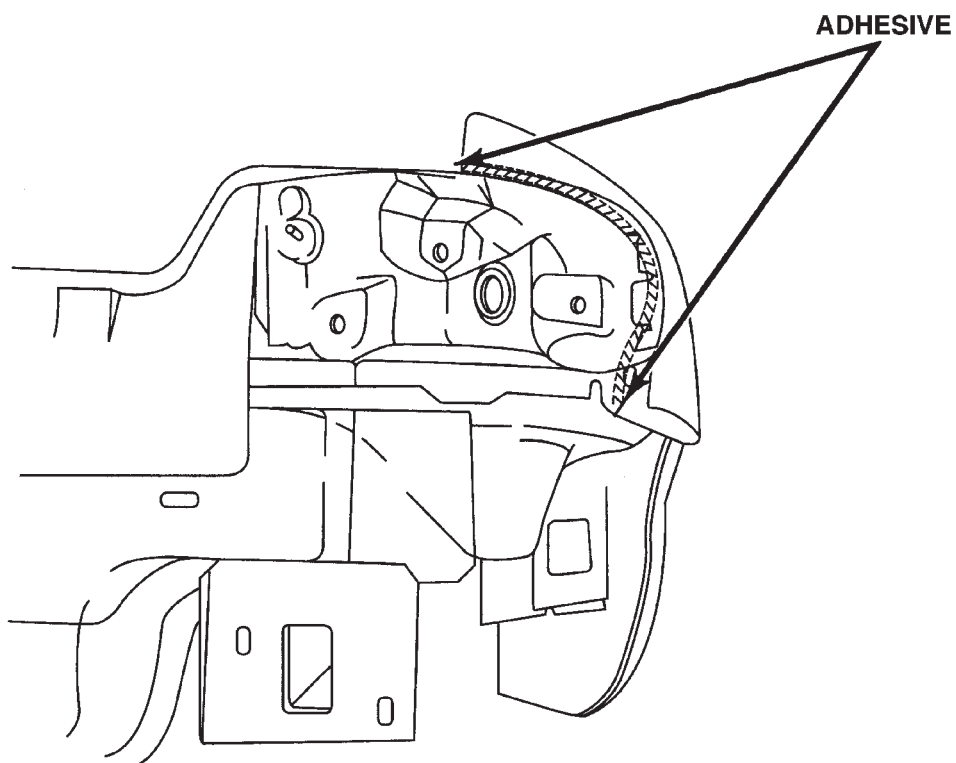
SPECIFICATIONS (Continued)

TRUNK OPENING AREA



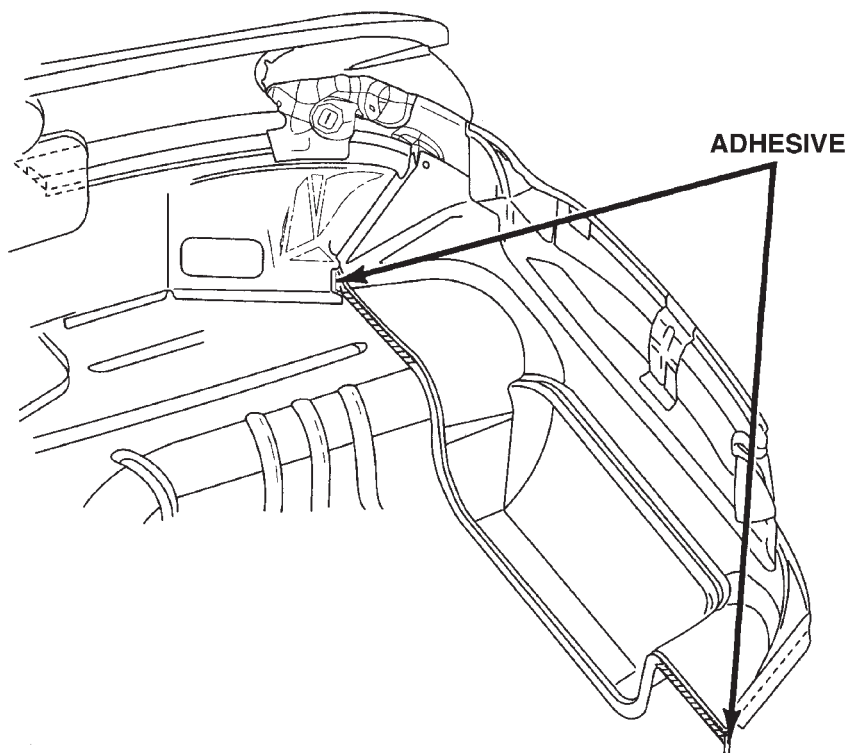
SPECIFICATIONS (Continued)

TAIL LAMP AREA



80b62be6

TAIL PANEL AREA

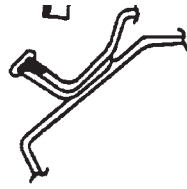


80b62bcd

SPECIFICATIONS (Continued)

SEALER LOCATIONS

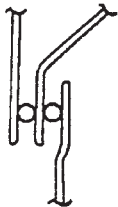
METHODS OF APPLYING AUTO BODY SEALANT



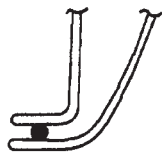
HOLD GUN NOZZLE IN DIRECTION OF ARROW IN ORDER TO EFFECTIVELY SEAL METAL JOINTS.



DO NOT HOLD GUN NOZZLE IN DIRECTION OF ARROW. SEALER APPLIED AS SHOWN IN INEFFECTIVE.



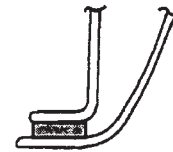
3 METAL THICKNESS



2 METAL THICKNESS



3 METAL THICKNESS



2 METAL THICKNESS

EXPOSED SURFACE →
WORK SEAL ON METAL SURFACE TO GET GOOD ADHESIVE. EDGE MUST BE FEATHERED AS SHOWN.



SEALER MUST BE APPLIED AS ILLUSTRATED. TO LOCK SEAL IN PLACE, FORCE SEAL BEYOND HOLE.

HIDDEN SURFACE

EXPOSED SURFACE



HIDDEN SURFACE

SEALER INCORRECTLY APPLIED

SYMBOLS



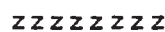
THUMBGRADEABLE SEALER



EXTRUDABLE THERMOPLASTIC



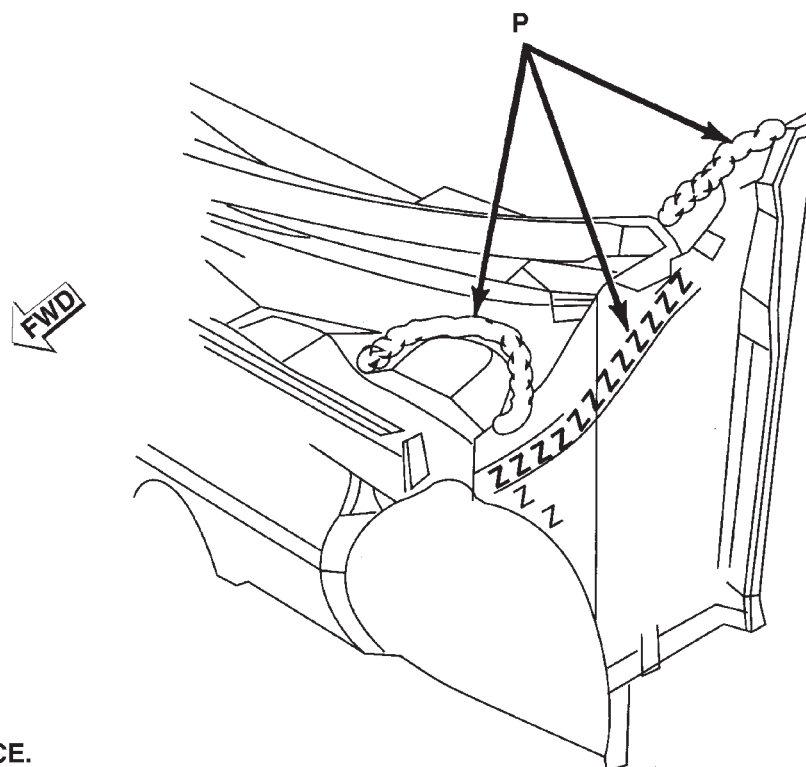
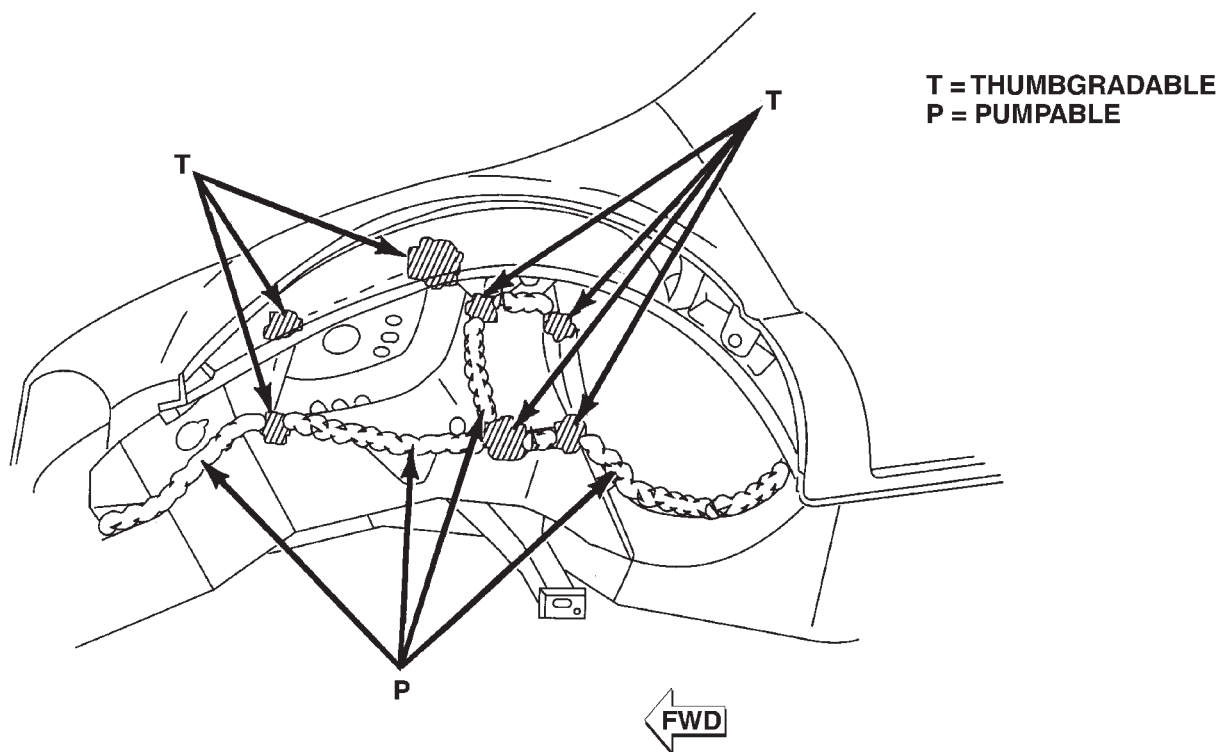
EXPOSED THERMOPLASTIC SEALANT



HIDDEN SEALANT

SPECIFICATIONS (Continued)

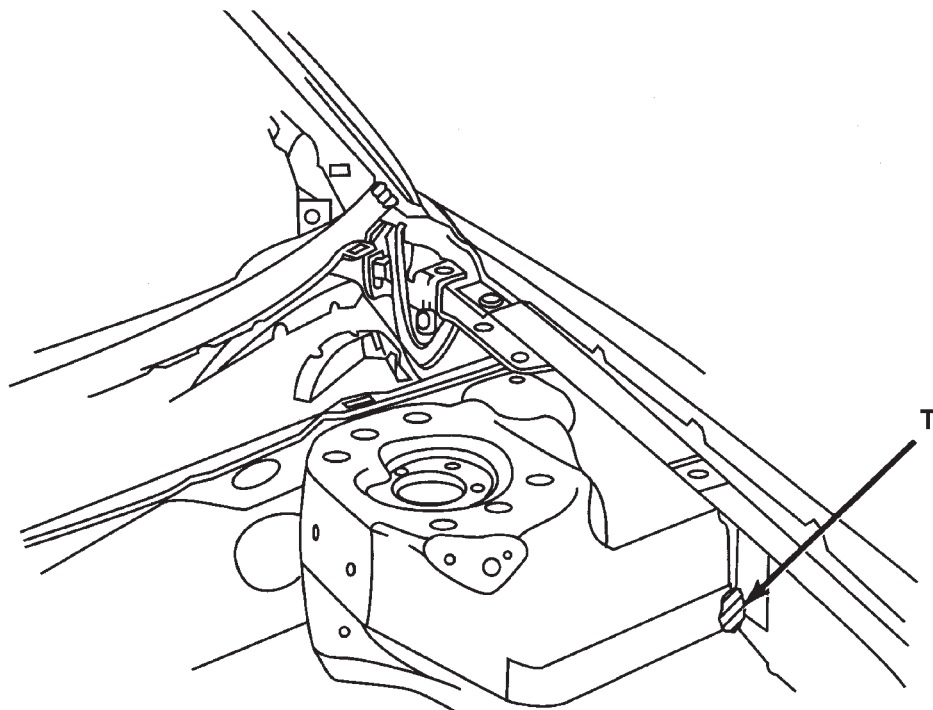
STRUT TOWER AND COWL AREA



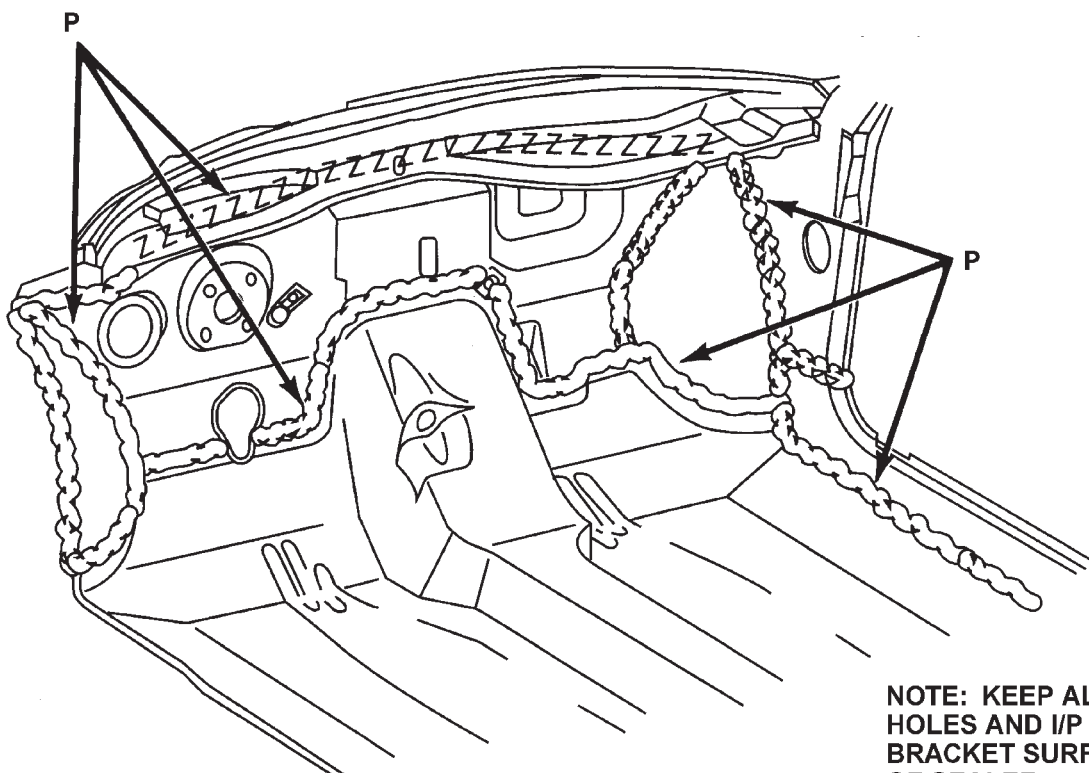
NOTE: KEEP SEALER OFF WINDSHIELD SEALING SURFACE. SEALER MUST PROVIDE A SMOOTH TRANSITION TO WINDSHIELD SEALING SURFACE.

SPECIFICATIONS (Continued)

STRUT TOWER AND COWL AREA



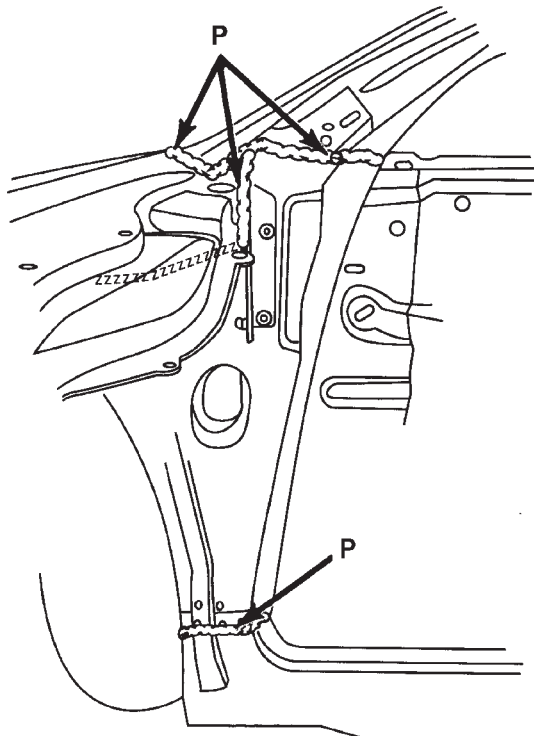
T = THUMBGRADABLE
P = PUMPABLE



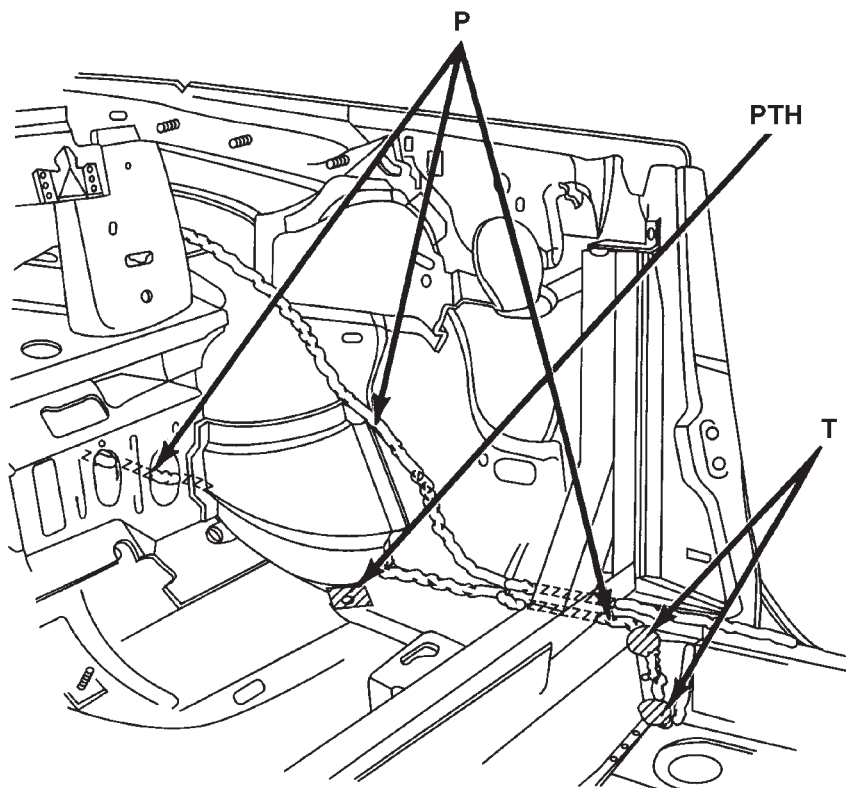
NOTE: KEEP ALL ACCESS
HOLES AND I/P MOUNTING
BRACKET SURFACES FREE
OF SEALER.

SPECIFICATIONS (Continued)

BODY SIDE APERTURE

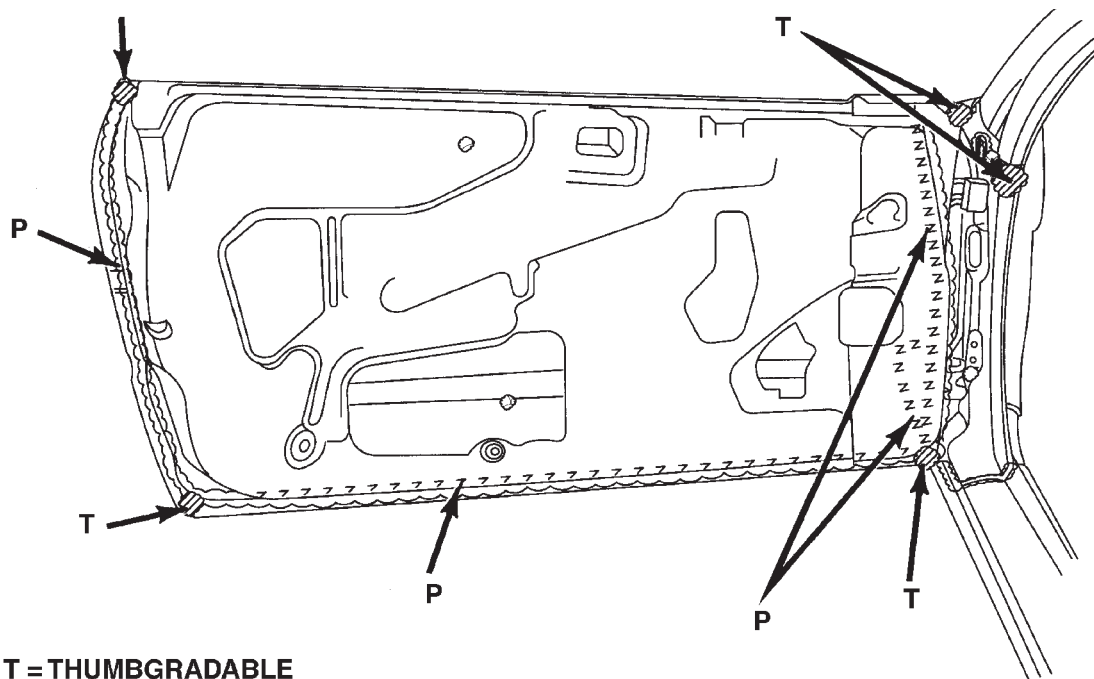


T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



SPECIFICATIONS (Continued)

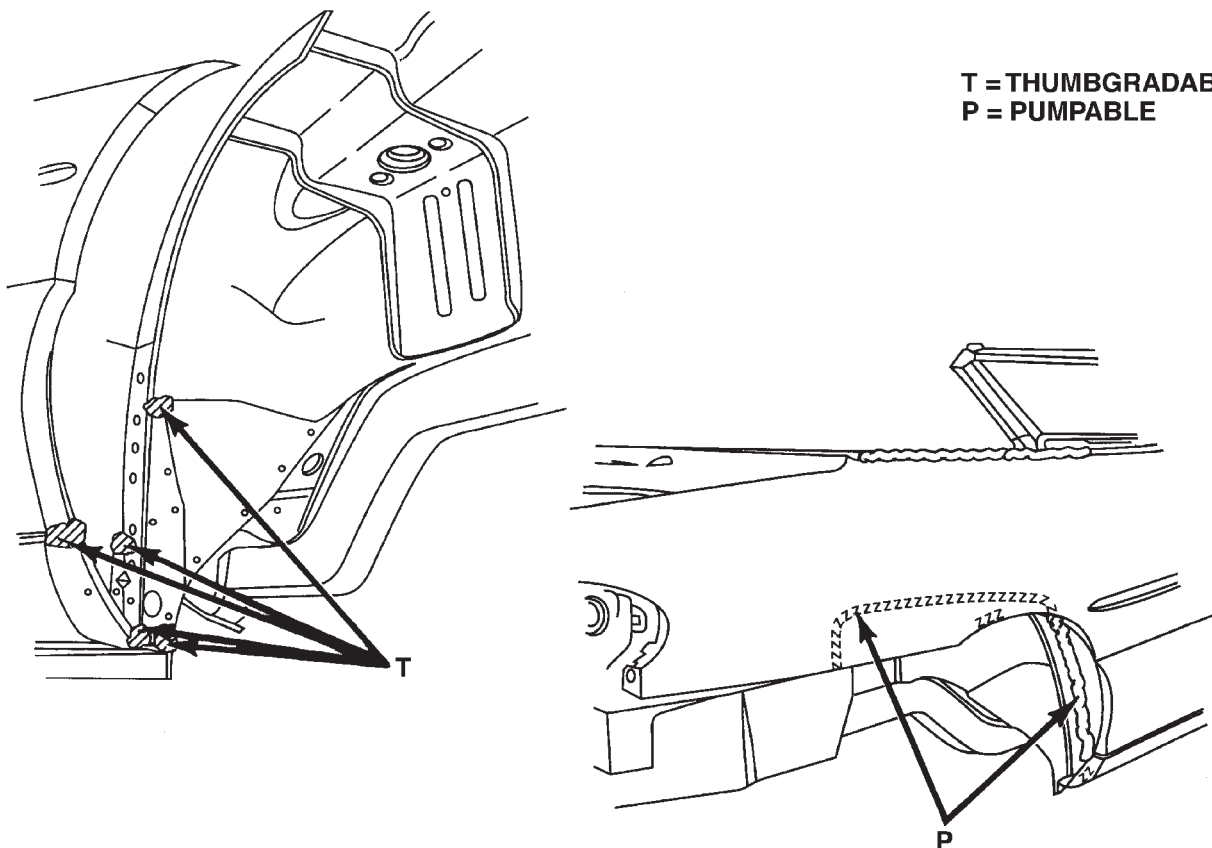
DOORS



T = THUMBGRADABLE
P = PUMPABLE

80b62bd1

INNER WHEELHOUSE AND REAR QUARTER PANEL



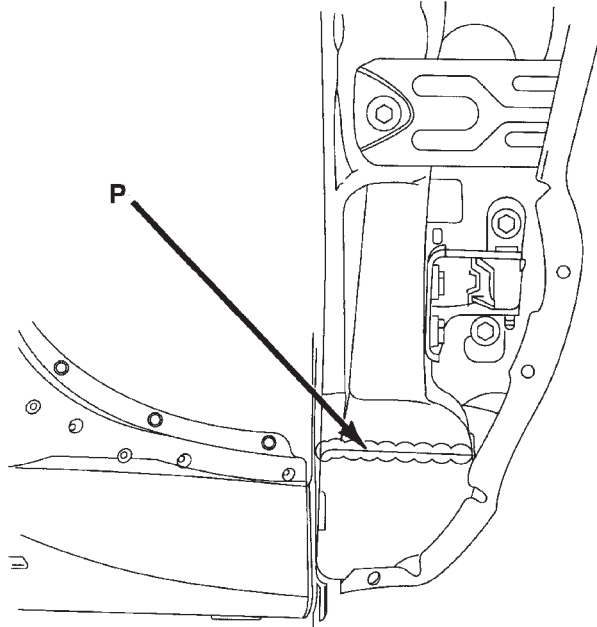
T = THUMBGRADABLE
P = PUMPABLE

80b62be7

SPECIFICATIONS (Continued)

REAR OF FRONT FENDERWELL

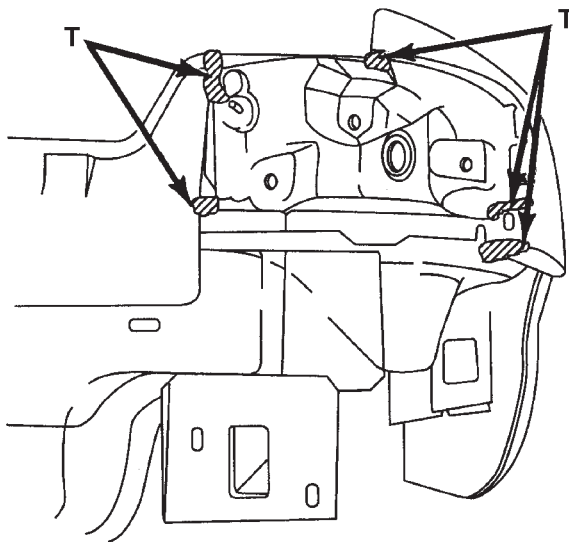
P = PUMPABLE



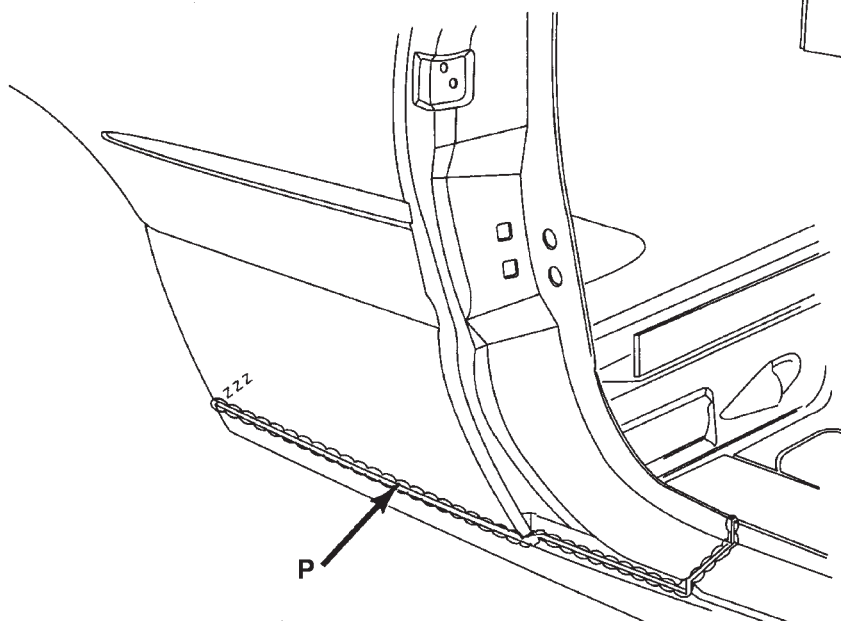
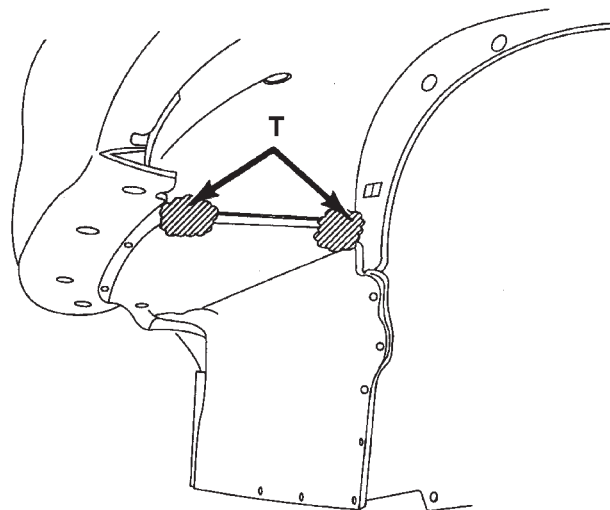
80b62bd2

SPECIFICATIONS (Continued)

REAR QUARTER PANEL AND TAIL LIGHT AREA

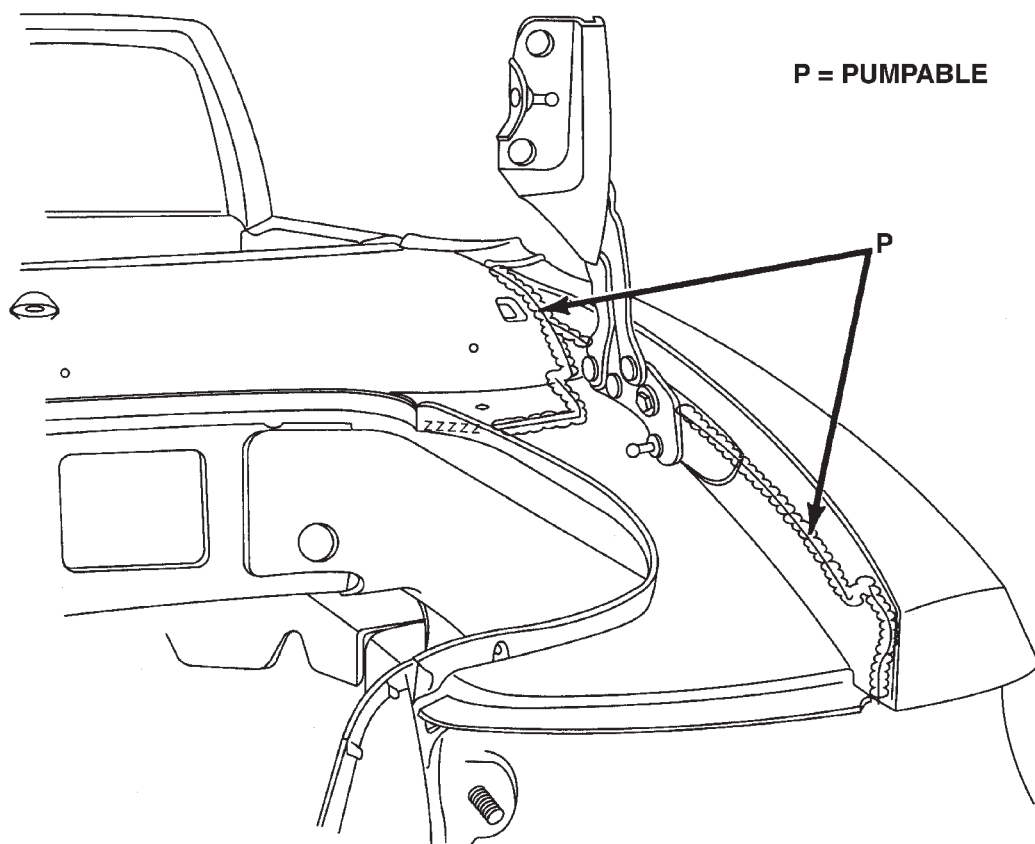


T = THUMBGRADABLE
P = PUMPABLE



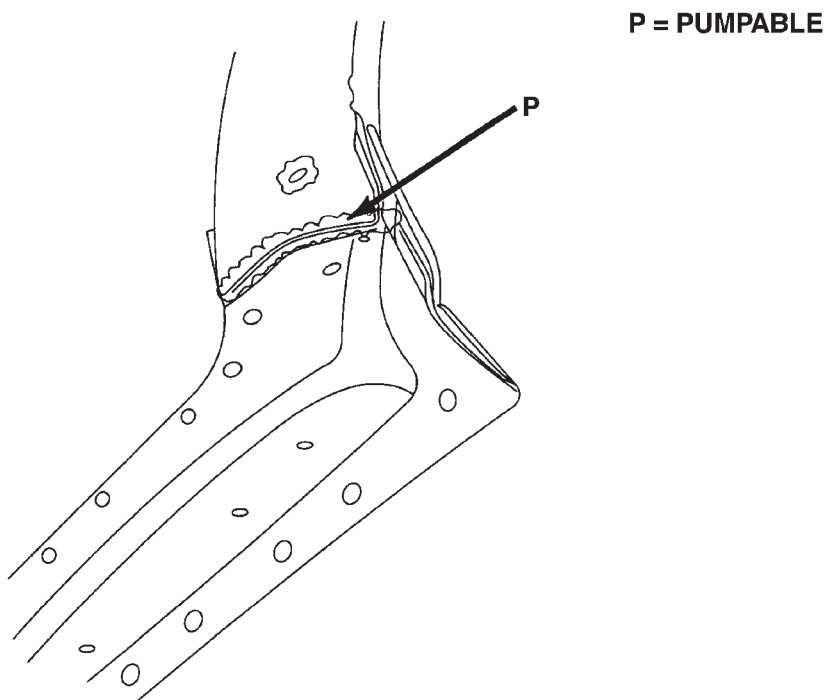
SPECIFICATIONS (Continued)

REAR QUARTER PANEL AND TAIL LIGHT AREA



80b62be8

WINDSHIELD PILLAR

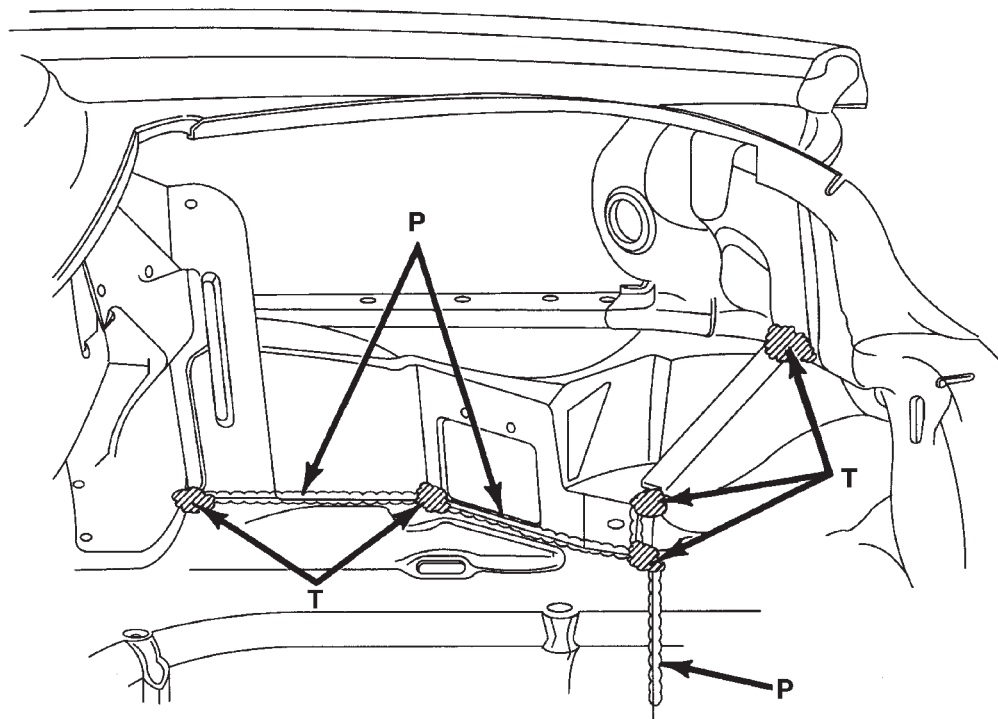
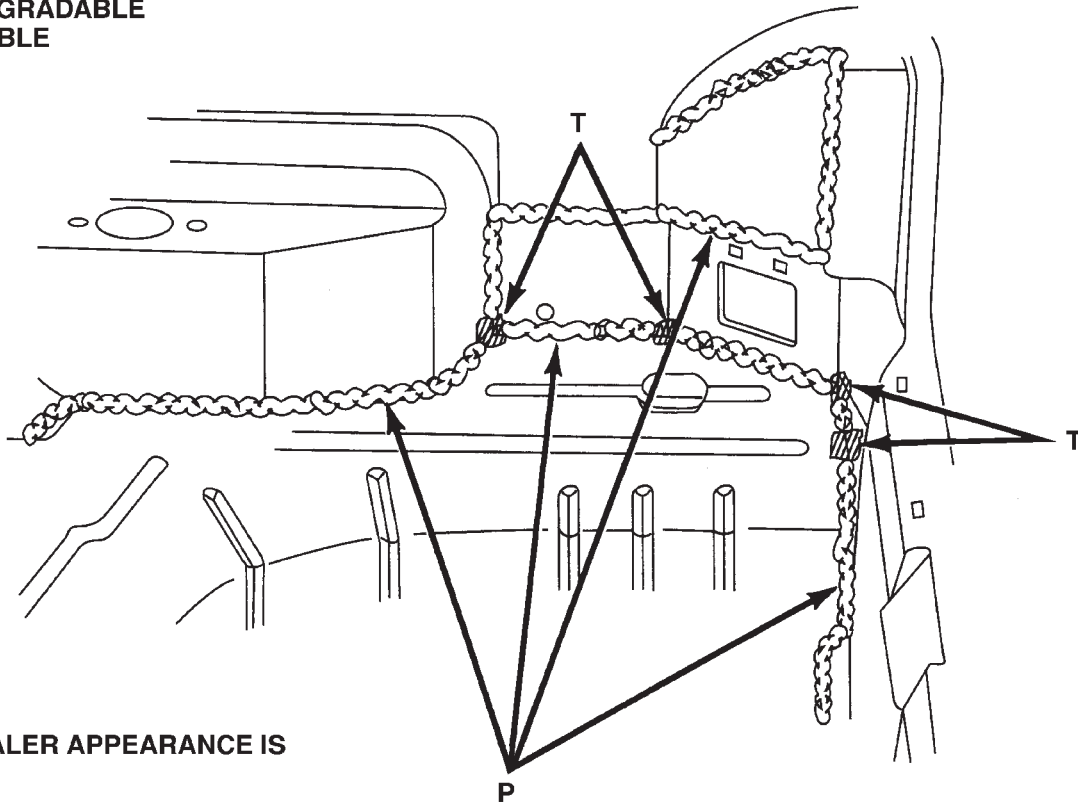


80b62bd4

SPECIFICATIONS (Continued)

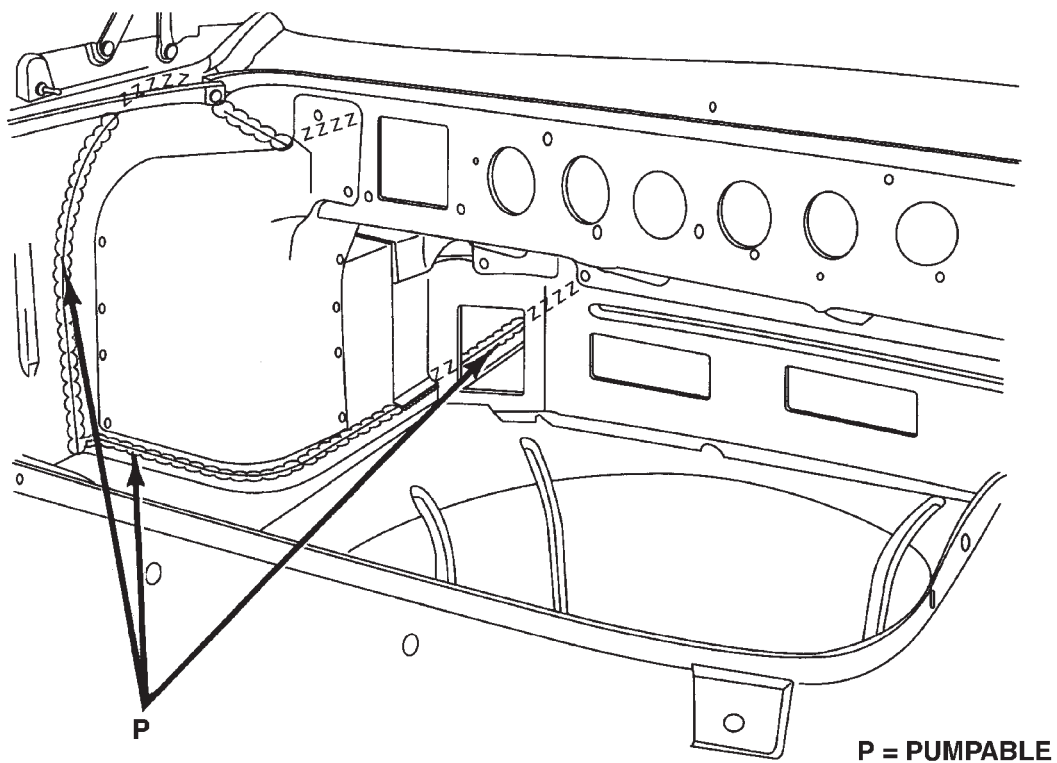
TRUNK FLOOR AREA

T = THUMBGRADABLE
P = PUMPABLE



SPECIFICATIONS (Continued)

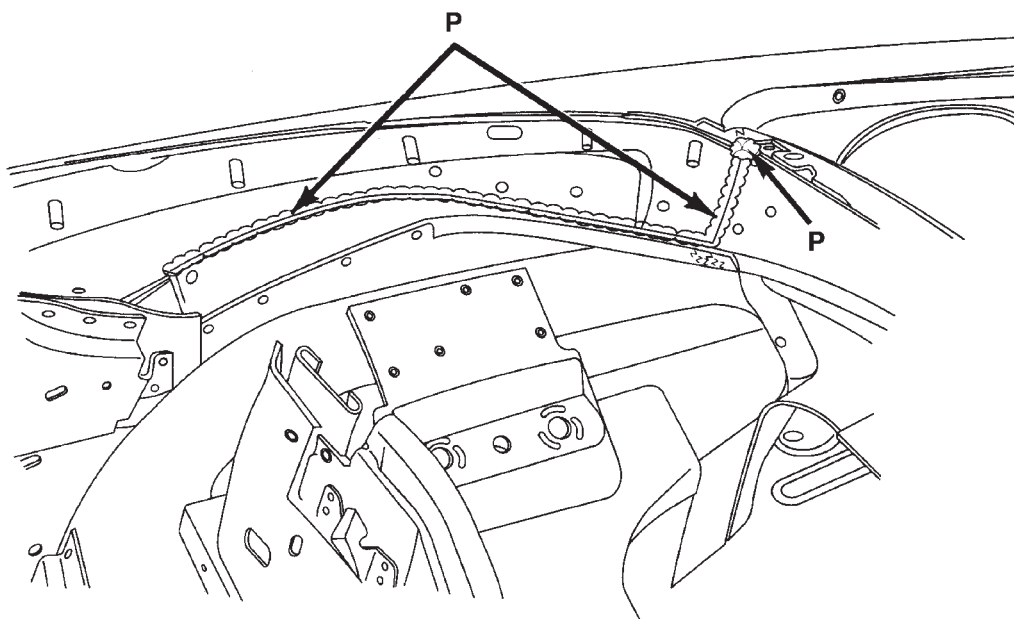
TRUNK FLOOR AREA



80b62be9

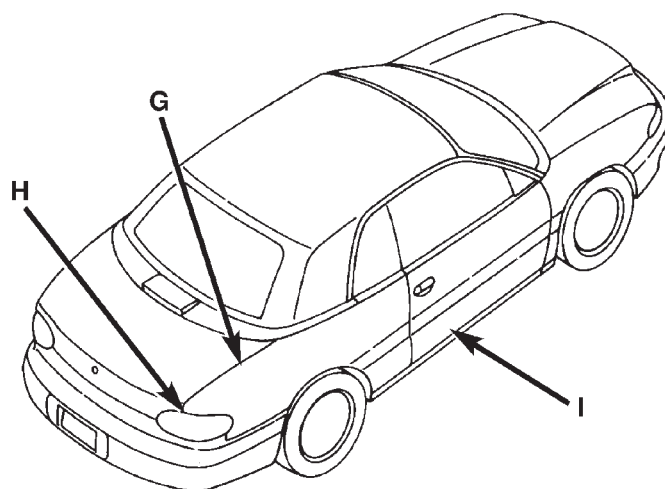
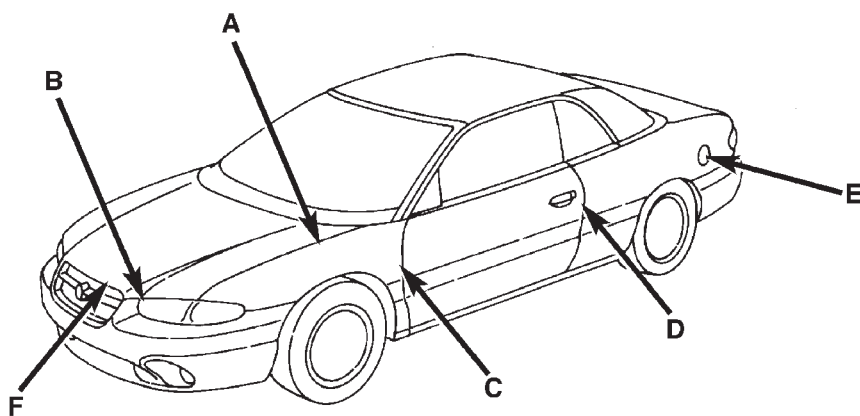
TOP WELL AREA

P = PUMPABLE



80b62bd6

SPECIFICATIONS (Continued)

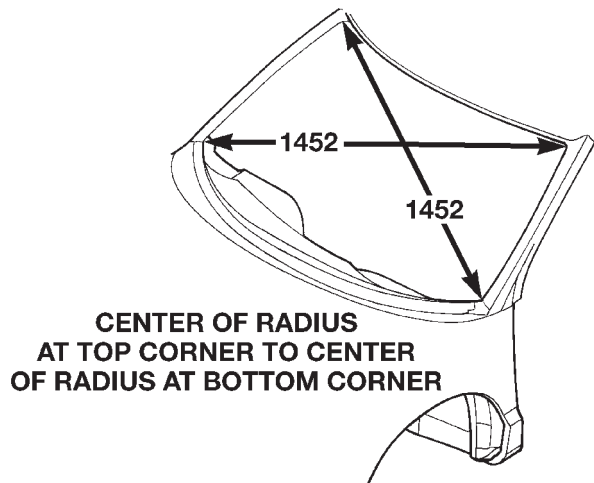
BODY GAP AND FLUSH MEASUREMENTS*BODY GAP AND FLUSH*

	LOCATION	GAP	FLUSH
A	Hood to Fender	$4.0 \pm 1.0 // 1.0$	UFLSH $0.75 \pm 0.5 // 1/0$
B	Hood to Fender Fore and Aft	N/A	FLSH ± 1.0
C	Front Door to fender	$4.0 \pm 1.0 // 1.0$	FLSH ± 1.0
D	Front Door to Quarter Panel	$3.0 + 1.5 / =0.5 // 1.0$	FLSH ± 1.0
E	Fuel Filler Door to Quarter	$3.0 \pm 0.75 // 1.0$	UFLSH 0.62 @ TOP
F	Fascia to Hood	$8.0 \pm 2.0 // 1.2$	OFLSH ± 2.0
G	Decklid to Quarter Panel	$4.0 \pm 1.0 // 1.0$	$0.75 + 0.5 / -1.0 // 1.0$
H	Taillamp to Applique and Decklid	8.0 ± 1.0	OFLSH BY DESIGN
I	Front Door to Sill	$6.0 \pm 2.0 // 1.5$	$6.0 + 0.0 / -1.0$

SPECIFICATIONS (Continued)

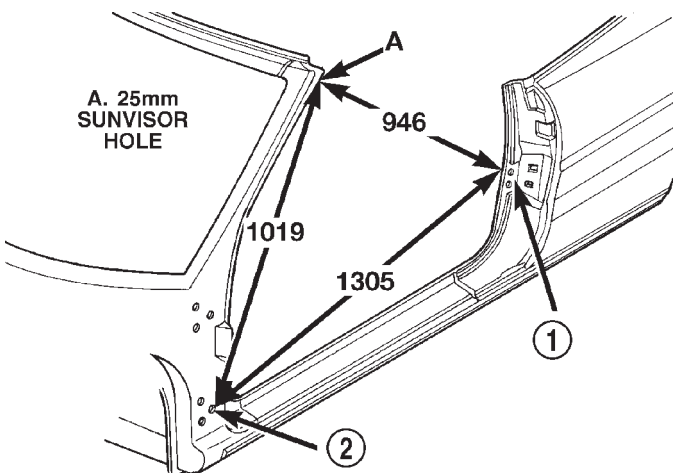
BODY OPENING DIMENSION

WINDSHIELD OPENING



80a87249

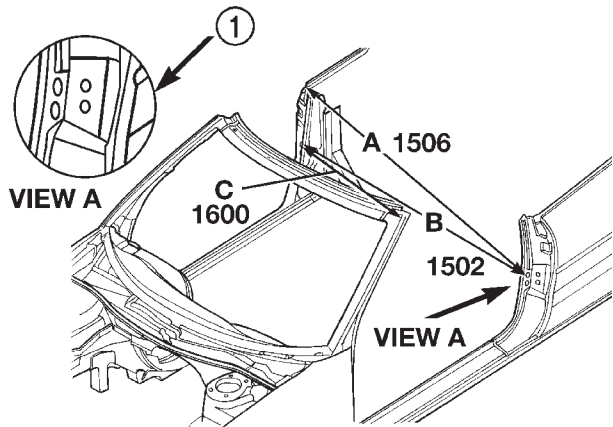
DOOR OPENING



- 1 - MASTER GAGE SLOT
2 - CENTER REAR HINGE HOLE

80a8724e

CROSS - BODY DIMENSIONS



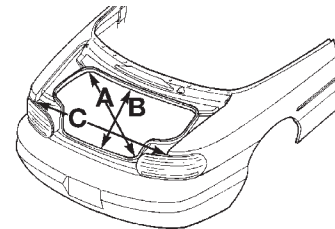
- A. DOOR OPENING PLP TO TOP CORNER OF
OPPOSITE B-PILLAR.
B. DOOR OPENING PLP TO OPPOSITE DOOR
OPENING PLP.
C. CENTER OF 25mm SUNVISOR HOLE TO
OPPOSITE DOOR OPENING PLP.

80a8724f

- 1 - CENTER OF MASTER GAGE SLOT

TRUNK OPENING

- A. 998
B. 569
C. 1193



- A. CENTER OF DECK OPENING FRONT CORNER
RADIUS TO REAR TAIL PANEL DECK OPENING
RADIUS.
B. FRONT DECK OPENING WEATHERSTRIP
FLANGE TO DECK OPENING TAIL PANEL
WEATHERSTRIP FLANGE.
C. REAR OF QUARTER PANEL AT TAIL-LIGHT
OPENING TO OPPOSITE POINT.

80a8724a

SPECIFICATIONS (Continued)

TORQUE SPECIFICATIONS

BODY COMPONENTS

DESCRIPTION	TORQUE
Front seat track to floor pan bolts	61 N·m (45 ft. lbs.)
Front seat inboard pivot bolt . . .	40 N·m (30 ft. lbs.)
Front seat frame recliner housing to seat frame.	34 N·m (300 in. lbs.)
Front seat recliner to seat cushion frame . .	12 N·m (9 ft. lbs.)
Front seat recliner lead screw to seat frame . .	5.3 N·m (33.3 ft. lbs.)
Front seat track to cushion frame bolt	12 N·m (9 ft. lbs.)
Front seat back to frame . . .	45.3 N·m (33.3 ft. lbs.)
Front seat back recliner to seat back	12 N·m (9 ft. lbs.)
Front seat belt buckle anchor nut	45 N·m (33 ft. lbs.)
Front seat belt retractor bolt	16.2 N·m (12 ft. lbs.)

DESCRIPTION	TORQUE
Front seat belt buckle anchor bolt	40 N·m (29 ft. lbs.)
Front door hinge to hinge pillar bolt	28 N·m (21 ft. lbs.)
Front door hinge to door nuts and bolt	28 N·m (21 ft. lbs.)
Front door latch striker	28 N·m (20 ft. lbs.)
Front seat rear outboard seat track to floor pan bolts	28 N·m (20 ft. lbs.)
Decklid latch striker	22 N·m (16 ft. lbs.)
Lower seat belt anchor and seat belt buckle	45.3 N·m (33.3 ft. lbs.)
Rear inner seat belt assembly	40 N·m (350 in. lbs.)
Seat belt fasteners is	40 N·m (350 in. lbs.)
Rear door glass to regulator bolt	11 N·m (105 in. lbs.)
Rear door hinge to B-pillar bolt	28 N·m (20 ft. lbs.)
Rear door hinge to door bolt . . .	28 N·m (20 ft. lbs.)
Rear door latch striker	28 N·m (20 ft. lbs.)