

SECTION 9

REAR END

INDEX

Subject	Page	Subject	Page
Back Window Glass (All Styles Except 35-45-55-65 and 67 Styles)	9-1	Rear Compartment Lid Lock Manual Release Unit - Pontiac "A" Styles	9-13
Description	9-1	Rear Compartment Weatherstrip - All Styles	9-14
Removal	9-1	Tail Gates - All Station Wagon Styles	9-14
Installation	9-2	Description	9-14
Rear Compartment	9-4	Tail Gate Inner Panel Cover	9-14
Rear Compartment Lid - All Styles Except Corvair	9-4	Tail Gate Inner Panel Water Deflector	9-16
Engine Compartment Lid - Corvair	9-5	Tail Gate Inner Panel Access Hole Covers	9-16
Rear Compartment Front Panel - "E" Body	9-5	Tail Gate Hinge Assembly	9-16
Rear Compartment Lid Hinge Strap	9-5	Tail Gate Support Assemblies	9-17
Rear Compartment Torque Rod Adjustment	9-6	Tail Gate Assembly	9-17
Engine Compartment Lid Support - Corvair	9-6	Tail Gate Window Assembly - Manual or Electric	9-18
Rear Compartment Lid Lock Cylinder - Chevrolet "B&X" Styles, Buick "A-B&C" Styles and Oldsmobile "A&C" Styles	9-7	Tail Gate Window Regulator - Manual or Electric	9-19
Rear Compartment Lid Emblem and Lock Cylinder Assembly - All Cadillac Styles	9-7	Tail Gate Window Electric Regulator Motor Assembly	9-20
Rear Compartment Lid Lock Cylinder - Chevrolet "A", Pontiac "A&B" (Except 26657), Oldsmobile "B&E" and Buick "E" Styles	9-8	Tail Gate Window Regulator Outside Handle - Manual or Electric	9-21
Rear Compartment Lid Lock Cylinder Assembly - Pontiac 26657 Style	9-8	Tail Gate Window Lower Glass Run Channels	9-22
Rear Compartment Lid Lock	9-9	Tail Gate Jamb Switch - Electric Styles	9-22
Rear Compartment Lid Lock Striker	9-9	Tail Gate Remote Control Inside Handle - "B" Styles	9-23
Rear Compartment Lid Lock Striker Engagement - All Styles Except Corvair and Cadillac Styles with Mechanical Closing Unit Option	9-9	Tail Gate Remote Control Assembly	9-23
Engine Compartment Lid Latch - All Corvair Styles	9-9	Tail Gate Lock Assembly - Right or Left Side	9-23
Engine Compartment Latch Striker - All Corvair Styles	9-10	Tail Gate Lock Striker - Right or Left Side	9-25
Rear Compartment Lid Vacuum Locking System - Styles Equipped with Option	9-10	Tail Gate Lock Striker Adjustments	9-25
Rear Compartment Lid Vacuum Release Unit - Styles Equipped with Option	9-10	Tail Gate Torque Rod	9-26
Rear Compartment Lid Mechanical Pull-Down Unit - All Cadillac Styles	9-10	Tail Gate Inner and Outer Strip Assemblies	9-26
Rear Compartment Lid Mechanical Pull-Down Unit Cable - All Cadillac Styles	9-11	Tail Gate Bottom Drain Hole Sealing Strips	9-26
Rear Compartment Lid Mechanical Pull-Down Unit Hydraulic Cylinder - All Cadillac Styles	9-11	Tail Gate Opening Weatherstrip	9-26
Rear Compartment Lid Mechanical Pull-Down Unit Adjustments - All Cadillac Styles	9-12	Tail Gate Window Upper Glass Run Channel - "A & B" Styles	9-27
		Tail Gate Window Upper Glass Run Channel - "X" Styles	9-27
		Tail Lamps	9-28
		Sealing	9-28
		Tail Lamp Bulb Usage Chart	9-28
		Tail Lamp Operations - Chevrolet	9-28
		Tail Lamp Operations - Pontiac	9-30
		Tail Lamp Operations - Oldsmobile	9-32
		Tail Lamp Operations - Buick	9-34

BACK WINDOW GLASS

Removal and Installation

All Styles Except 35-45-55-65 and 67 Styles

DESCRIPTION

The back window glass is retained in the body opening by adhesive caulked material. The extended method is to be used when replacing a back window glass. Procedures covering the removal and replacement of adhesive caulked glass including cutting out of material, necessary service parts, application of material, watertesting and waterleak

repairing are described in the General Information Section. Specific details applying to back window glass removal and installation, will be covered in this section.

REMOVAL

1. Removal glass as outlined in General Information Section. If the original glass is to be re-

used, place it on a protected bench or holding fixture and remove old caulking material from glass with sharp scraper or razor blade. Remove all remaining traces with toluene or thinner dampened cloth.

NOTE: Do not use an oil base solvent. Any trace of oil will prevent adhesion of new caulking material to glass.

- Using a sharp scraper or chisel, remove major portion of old caulking material from pinch-weld flange around back window opening. It is not necessary that all material be removed, but there should not be any loose pieces left in the opening.

INSTALLATION

- Check all reveal molding retaining clips. If upper end of a clip is bent away from body metal more than 1/32 of an inch, replace or

reform clip to insure adequate molding retention. Tighten all loose clip screws.

- With black weatherstrip adhesive cement two flat spacers (.18 x .63 x 1.0 Part #4421823 or equivalent) to pinchweld flange at top, approximately fifteen inches each side of centerline of opening (Fig. 9-1).
- With black weatherstrip adhesive, cement four rectangular spacers (.34 x .44 x 1.0 Part #4871330 or equivalent) to back window opening rabbet - one in center of each side and two at bottom, approximately nineteen inches from centerline of opening (Fig. 9-1).

NOTE: A thicker (Part #4534314) or thinner (Part #4404196) spacer can be used in an emergency in lieu of spacer listed in step 3.

- On styles so equipped with 3 slots in compartment front shelf panel across lower edge of back window opening, install three insert

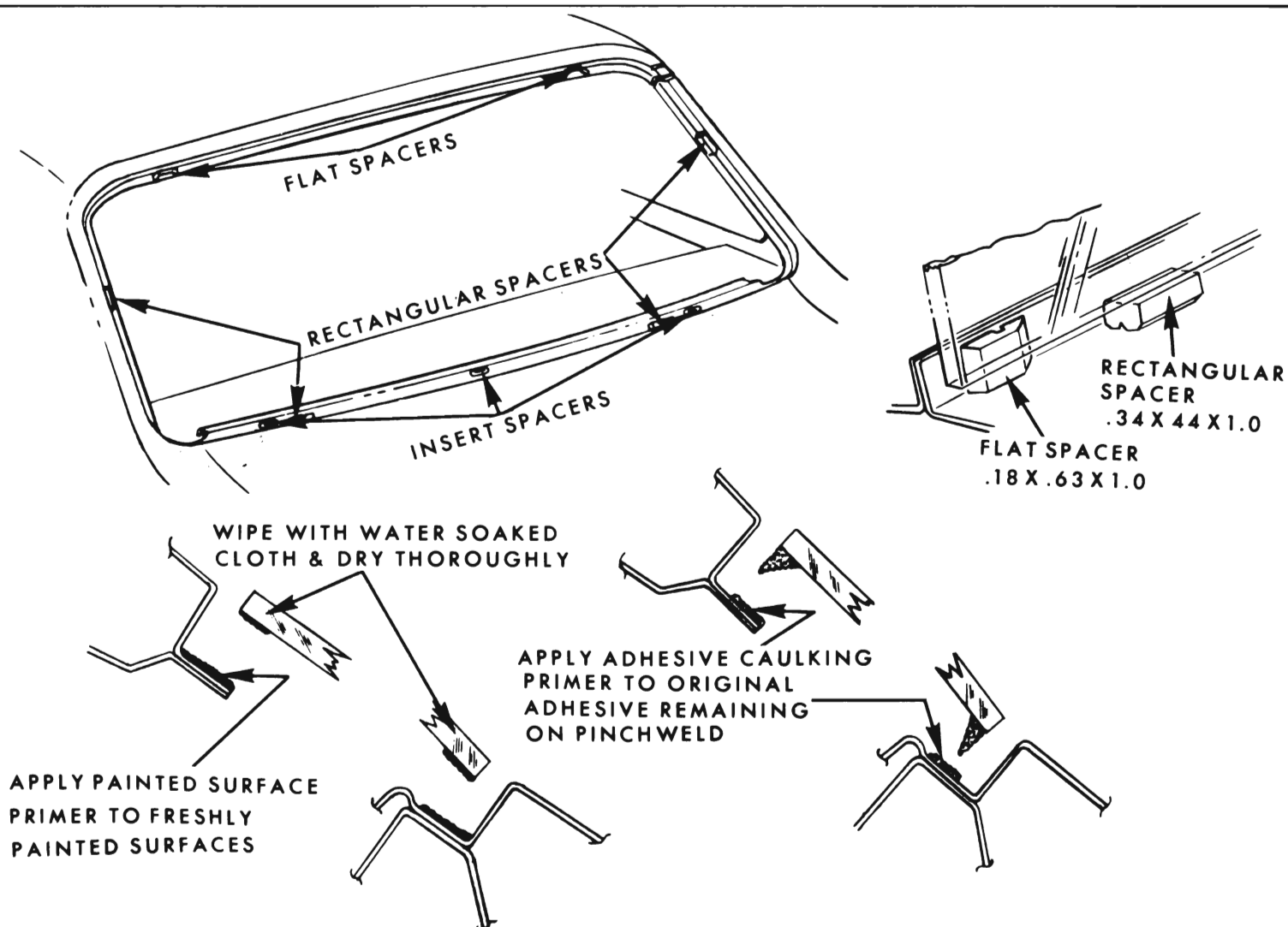


Fig. 9-1—Back Window Adhesive Caulked Installation

spacers (.18 x .24 x .74 Part #4410043 or equivalent) at bottom, one in center and one each approximately 22 inches from centerline (Fig. 9-1). On all other styles cement (with black weatherstrip adhesive) three flat spacers (.18 x .62 x 1.0 Part #4421823 or equivalent) at bottom, one in center and one each approximately 22 inches from centerline.

NOTE: The rectangular spacers across the bottom support the weight of the glass, therefore, make certain that they are well positioned so they will not rock or slide out.

5. Position glass in opening and check relationship of glass to pinchweld flange around entire perimeter. Overlap of pinchweld flange by glass should be equal with a minimum overlap of $3/16$ ". Inadequate overlap across top may be corrected by replacing two rectangular glass support spacers across bottom with thicker spacers.

6. Check relationship of glass contour to back window opening. Gap space between glass and pinchweld flange should be no less than $1/8$ " nor more than $1/4$ ". If difficulty is encountered staying between these limits, corrections can be made by any one of the following methods.

a. Substitute another glass to determine if it will fit opening better.

b. Rework pinchweld flange.

c. Apply more caulking material than is specified at excessive gap areas. Material can be applied to pinchweld flange by allowing bead on glass to exceed specified $3/8$ " height at gap areas.

7. After final adjustments have been made and glass is in proper position in opening, apply a piece of masking tape horizontally over each side edge of glass and rear quarter extension (Fig. 9-2), so that when glass is being installed, tape on glass can be aligned with tape on body and serve as a guide.

8. Apply one inch masking tape to inner surface of glass $1/4$ " inboard from outer edge up both sides and across top. Do not apply tape to bottom edge of glass. Instead, apply masking tape over painted feature strip below back window opening. (See Fig. 9-3.)

9. Using a clean, lint-free cloth liberally dampen with Adhesive Caulking Primer, briskly rub primer over original adhesive caulking compound remaining on pinchweld flange.

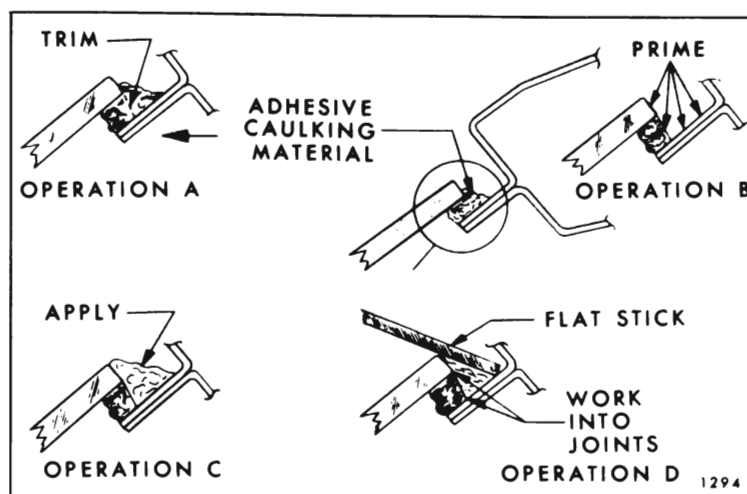


Fig. 9-2—Back Window Installation

NOTE: If the pinchweld flange has been repainted, prime flange with Paint Surface Primer, or equivalent.

10. Wipe surface of glass to which bead of adhesive caulking material will be applied (between masking tape and edge of glass) with a clean, water-dampened rag. Dry glass thoroughly with a clean, dry rag.

11. With caulking gun and nozzle positioned as illustrated in Figure 9-3 carefully apply a smooth continuous bead of caulking material $3/8$ " high by $3/16$ " wide at base completely around inside edge of glass.

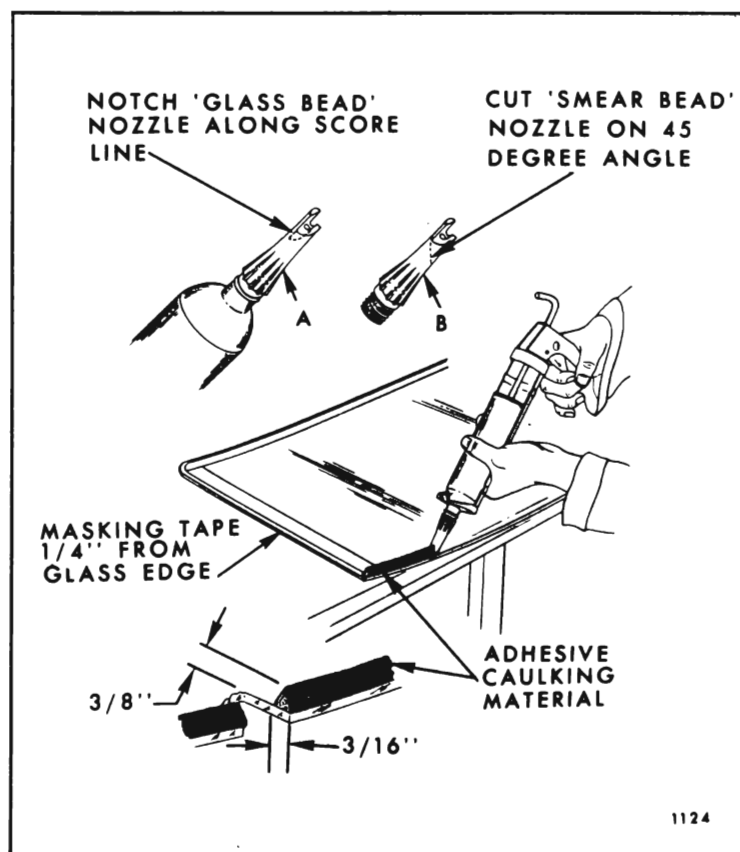


Fig. 9-3—Adhesive Caulking Installation - Extended Method

NOTE: When material in first tube is dispensed, quickly insert second tube and continue application of bead. This material begins to cure after fifteen minutes exposure to air, therefore, perform the following steps immediately and install glass in the opening as quickly as possible.

12. Remove "glass-bead" nozzle and insert "smear-bead" nozzle. Holding caulking gun at an angle so that angle-cut of nozzle rests flat on pinchweld flange, apply a thin (1/4" wide x 1/16" high) "smear-bead" of adhesive caulking material completely around pinchweld flange.
13. Install glass in body opening making certain that glass sets properly on spacers and does not have to be shifted after material contacts pinchweld flange. Align tape on glass with tape on body to guide window into opening. (See Fig. 9-2).

NOTE: When setting glass into opening, it should be in the same plane as opening so that all edges

of glass contact pinchweld flange at approximately the same time.

14. Press glass firmly to set caulking material. Use caution to avoid excessive squeeze-out of material.

NOTE: Glass handling suction cups may be used when removing or installing the glass.

15. Inspect installation for proper seal between new caulking material and original material. If a gap is encountered, apply sufficient caulking material to fill the void. On inside of body run a flat stick around the pinchweld flanges to push excess caulking material back into opening between glass and flanges. Remove any excess squeeze-out of material.
16. Watertest installation immediately using cold water spray.
17. Remove masking tape from inside of glass.
18. Install reveal moldings, inside garnish moldings and previously removed parts.

REAR COMPARTMENT All Styles Except Corvair

The rear compartment lid employs two torque rods that are mounted between the hinge assemblies to act as a counterbalance and hold-open for the lid. Notches at the stationary end of the rods allow for adjustment of the rods to increase or decrease lid operating effort.

The rear compartment lid lock employs a side-action snapbolt mechanism that has provisions at the attaching locations for lateral adjustment. Up and down adjustment to correct lid locking effort is available at the striker attaching locations.

All styles use a single section cement-on type weatherstrip which is cemented to the rear compartment gutter completely around the lid opening.

REAR COMPARTMENT LID

Removal and Installation

1. Open lid and place protective covering along edges of rear compartment opening to prevent damage to painted surfaces.
2. Where necessary, disengage wire harness from clips on hinge and rear compartment lid inner panel and remove wire harness.
3. On styles with rear compartment lid lock vacuum release option in compartment lid,

disconnect vacuum hose from vacuum release unit and remove hose from lid.

4. Mark location of hinge straps on rear compartment lid inner panel.
5. With the aid of a helper, remove lid attaching bolts and remove lid (Fig. 9-4 for "A, B, C & X" Styles, Fig. 9-5 for "E" Styles).

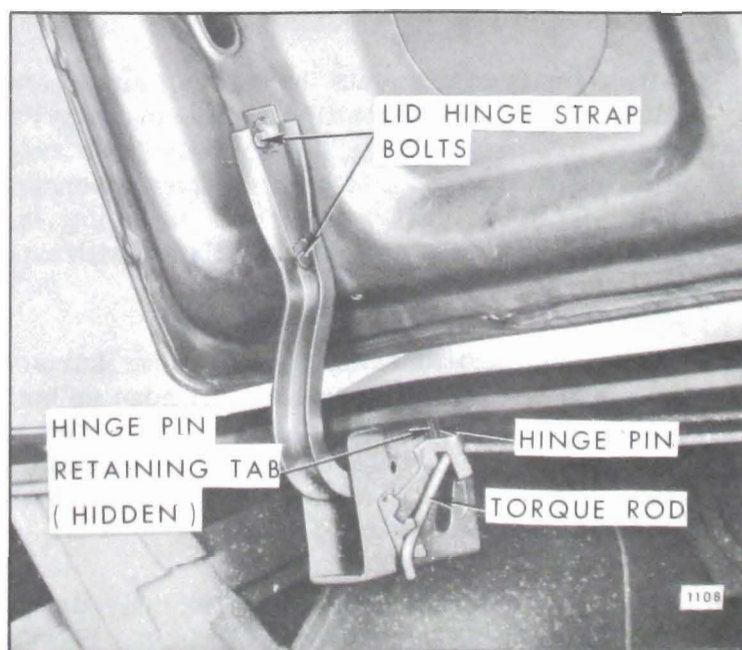


Fig. 9-4—Rear Compartment Lid Attachment

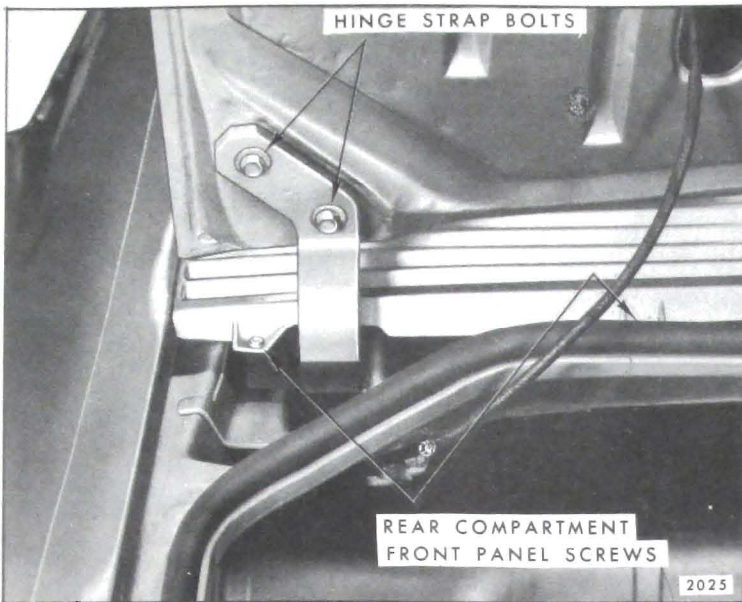


Fig. 9-5--Rear Compartment Lid Attachment

6. To install, align lid within scribe marks and reverse removal procedure.

Adjustments

1. Forward, rearward and side-to-side adjustments of lid are provided at hinge strap attaching points. The lid can be raised or lowered at hinge bolt locations by the use of shims installed between inner panel and hinge strap.
2. The lock and striker are adjustable for correct lock-to-striker engagement and proper lid closing effort.

ENGINE COMPARTMENT LID—CORVAIR

Removal and Installation

1. Raise lid and place protective covering over adjacent paint finish.
2. Mark position of hinge straps on lid inner panel.
3. With the aid of a helper holding lid in open position, remove lid support attaching bolts from lid. (See Fig. 9-6.)
4. With lid properly supported, remove hinge strap attaching bolts and remove engine compartment lid from body. (See Fig. 9-6.)
5. To install, reverse removal procedure, aligning hinge straps within scribe marks.

Adjustments

1. To adjust the engine compartment lid forward,

rearward or sideways in the body opening, loosen hinge strap-to-lid attaching bolts and shift lid to required position, then tighten bolts.

2. The lid latch and striker are adjustable for proper engagement when closing lid.

REAR COMPARTMENT FRONT PANEL “E” STYLES

Removal and Installation

1. Raise rear compartment lid and remove lower screws of panel (see Fig. 9-5).
2. Remove back window lower reveal molding.
3. Remove upper screws of rear shelf panel and remove panel.
4. To install, reverse removal procedure.

REAR COMPARTMENT LID HINGE STRAP

Removal and Installation

1. Place protective covering over upper portion of rear compartment opening and provide support for lid on side from which hinge strap is to be removed.
2. Disengage any wire harness or vacuum hose that may interfere with hinge strap removal.
3. Mark location of hinge strap on lid inner panel and remove bolts securing hinge strap to lid.

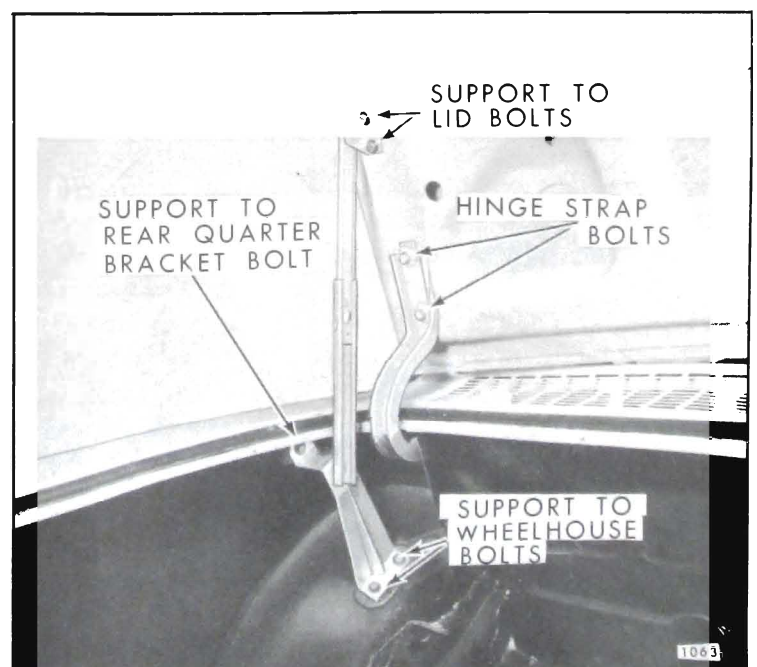


Fig. 9-6—Engine Compartment Lid Support

4. Disengage torque rod from notched retainer on inboard face of opposite side hinge box. On "B & C" Styles use 1/2" I.D. pipe; on "A & X" Styles use tool J-21412 as shown in Figure 9-7. On "E" Styles, first remove rear compartment front panel, then disengage rod using tool J-22291 as shown in Figure 9-8.
5. Disengage opposite end of torque rod from movable portion of hinge strap and remove rod.
6. Bend up hinge pin retaining tab and drive out pin. Remove hinge strap from body.
7. To install, reverse removal procedure.

REAR COMPARTMENT TORQUE ROD ADJUSTMENT

The amount of effort required to open and close the rear compartment lid is determined by the position of the torque rod in the notches on the inboard face of the hinge boxes. If the torque rod is located in the lowest notch, the amount of effort required to open the lid is the greatest and the amount of effort required to close the lid is the least. If the torque rod is located in the top notch, the amount of effort to open the lid is the least and the amount of effort to close the lid is the greatest (Fig. 9-4).

NOTE: It is not necessary to adjust the left and right hand torque rods at the same time or to the same final position (notch).

On "B & C" Styles adjust rod with a length of 1/2" I.D. pipe. On "A & X" Styles use tool J-21412 as shown in Figure 9-7. If tool is not available, fabricate equivalent as shown in Figure 9-9. On "E" Styles use tool J-22291 as shown in Figure 9-8. If tool J-22291 is not available, fabricate equivalent as shown in Figure 9-10.

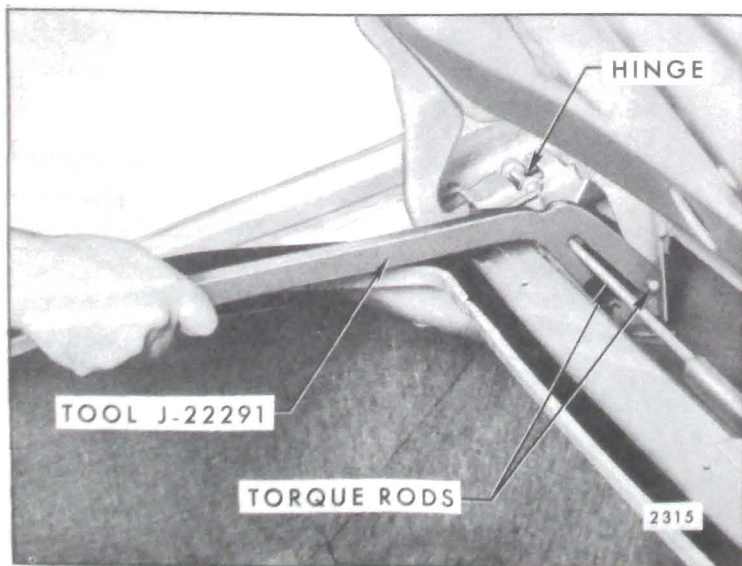


Fig. 9-8—Usage Of Tool J-22291

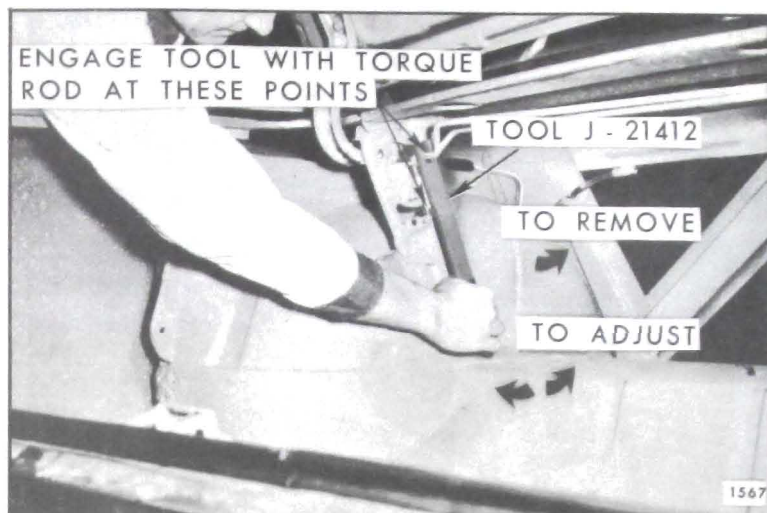


Fig. 9-7—Rear Compartment Torque Rod Adjustments

ENGINE COMPARTMENT LID SUPPORT—CORVAIR

Removal and Installation

1. Prop engine compartment lid in a full open position.

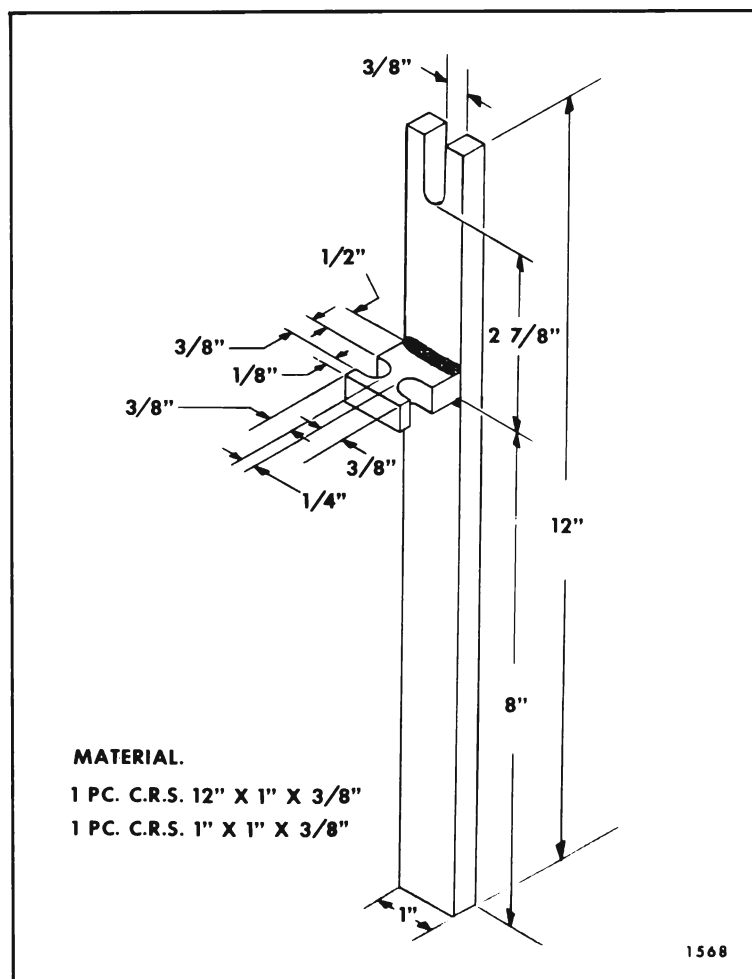


Fig. 9-9—Rear Compartment Torque Rod Adjusting Tool

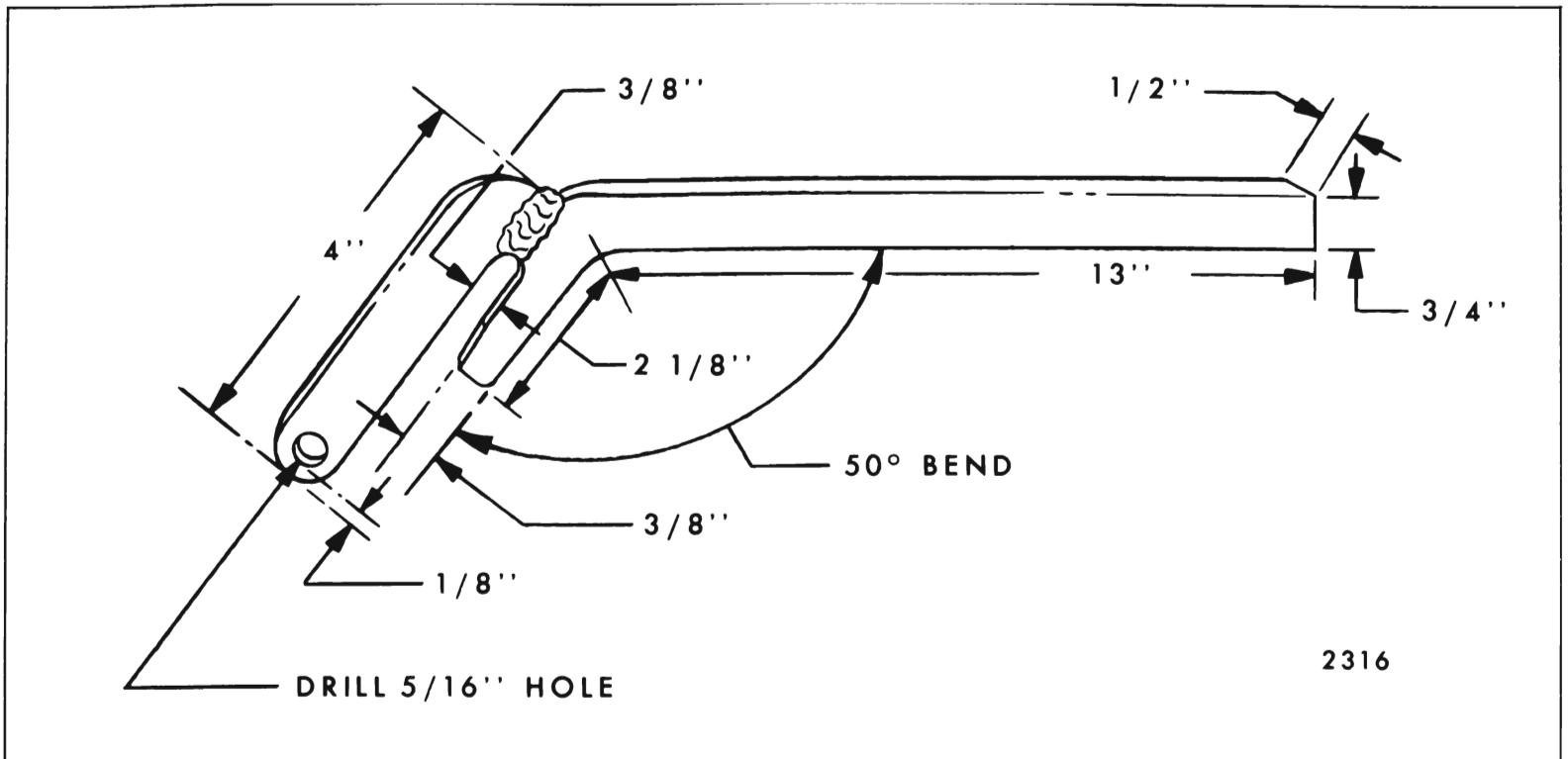


Fig. 9-10—Tool J-22291 "E" Body Torque Rod Adjusting Tool

- Remove the two attaching bolts securing support to lid, the two bolts securing support to wheelhouse and the single bolt securing support to rear quarter bracket (see Fig. 9-6) and remove support from body.
- To install, reverse removal procedure. To insure good operation, lubricate telescoping channels of support with Lubriplate or its equivalent.

REAR COMPARTMENT LID LOCK CYLINDER CHEVROLET "B & X" STYLES, BUICK "A-B & C" STYLES AND OLDSMOBILE "A & C" STYLES

Removal and Installation

- Open rear compartment lid. Remove lock cylinder retainer attaching screws located on lid inner panel below lock cylinder and adjacent to lid hemming flange (Fig. 9-11).
- Pull downward on retainer to disengage retainer from lock cylinder and remove retainer from lid. Lock cylinder is now free and can be removed from compartment lid outer panel.
- To install, reverse removal procedure. Make certain lock cylinder shaft engages with lock

and that gasket mates properly with compartment lid outer panel to form a watertight seal. Check lock for proper operation (section "B-B" in Fig. 9-11).

REAR COMPARTMENT LID EMBLEM AND LOCK CYLINDER ASSEMBLY ALL CADILLAC STYLES

Removal and Installation

- Open rear compartment lid. Remove access hole cover screws at lower rear of lid inner panel and remove cover.
- Working through access hole, remove stud nuts securing compartment lid emblem and lock cylinder assembly and lock cylinder guard.
- Remove guard through access hole, then remove compartment lid emblem and lock cylinder assembly from lid outer panel (Fig. 9-12).
- To remove lock cylinder from emblem, remove lock cylinder shaft and spring and rotate cylinder counter-clockwise.
- To install, reverse removal procedure. Make certain that emblem gasket mates properly with lid outer panel and that emblem stud holes are sealed to protect against waterleaks.

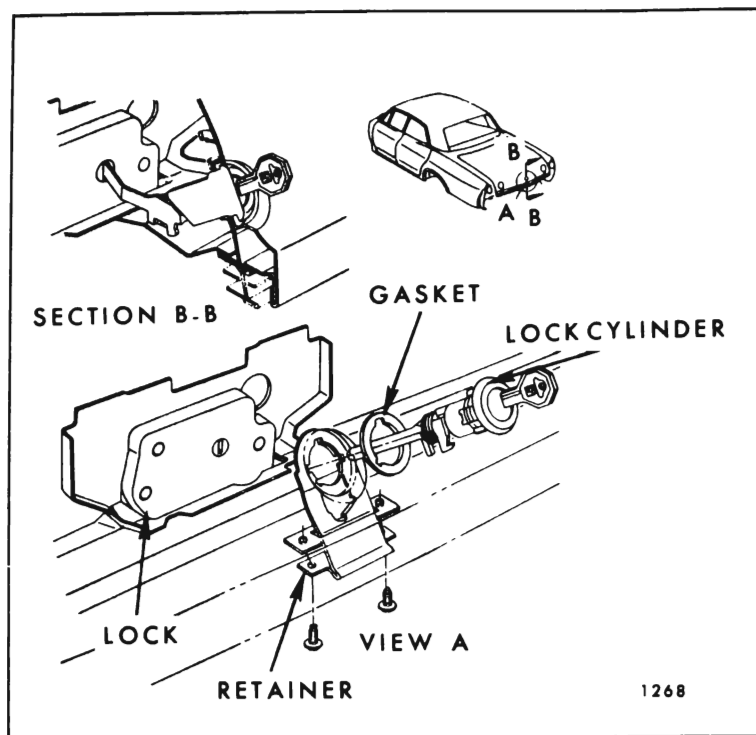


Fig. 9-11—Rear Compartment Lid Lock Cylinder

**REAR COMPARTMENT LID
LOCK CYLINDER
CHEVROLET "A", PONTIAC "A & B"
(EXCEPT 26657), OLDSMOBILE "B & E"
AND BUICK "E" STYLES**

Removal and Installation

1. Open rear compartment lid and remove screw securing lock cylinder retainer to rear compartment lid lock support (Fig. 9-13).
2. Slide retainer laterally to disengage it from lock cylinder and remove lock cylinder assembly and sealing gasket from rear end panel.
3. To install, reverse removal procedure.

**REAR COMPARTMENT LID LOCK
CYLINDER ASSEMBLY
PONTIAC 26657 STYLE**

1. Open rear compartment lid. Working through access holes provided in rear end panel, remove nuts securing lock cylinder assembly to studs on rear end panel molding.
2. Move lock cylinder and shaft assembly forward to enable disengaging shaft from cylinder and remove shaft and cylinder from body.

NOTE: On styles with rear compartment lid lock vacuum release unit, it is necessary to re-

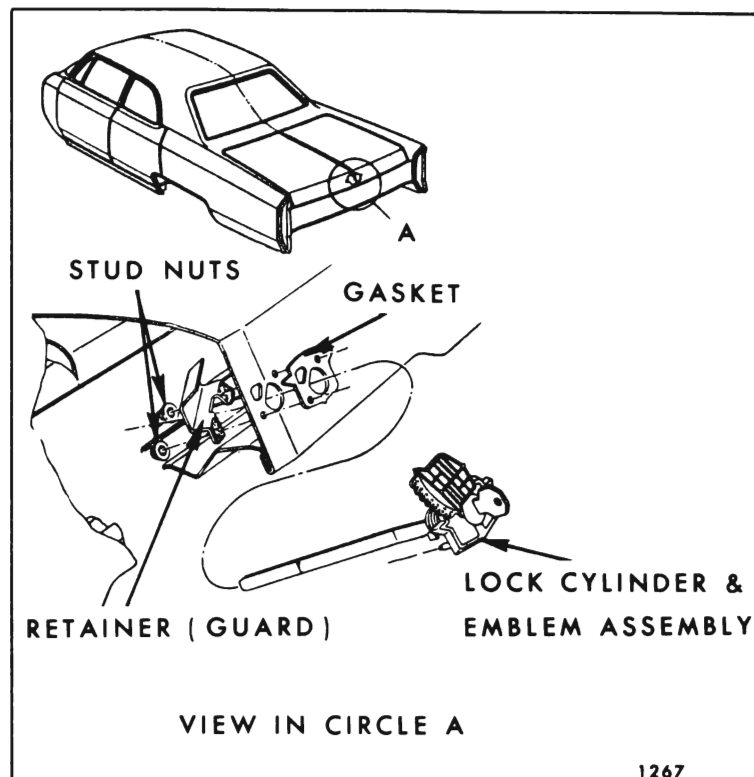


Fig. 9-12—Rear Compartment Lid Lock Cylinder and Emblem Assembly

move lock and vacuum release unit attaching bolts to permit lock cylinder removal.

3. To install, reverse removal procedure.

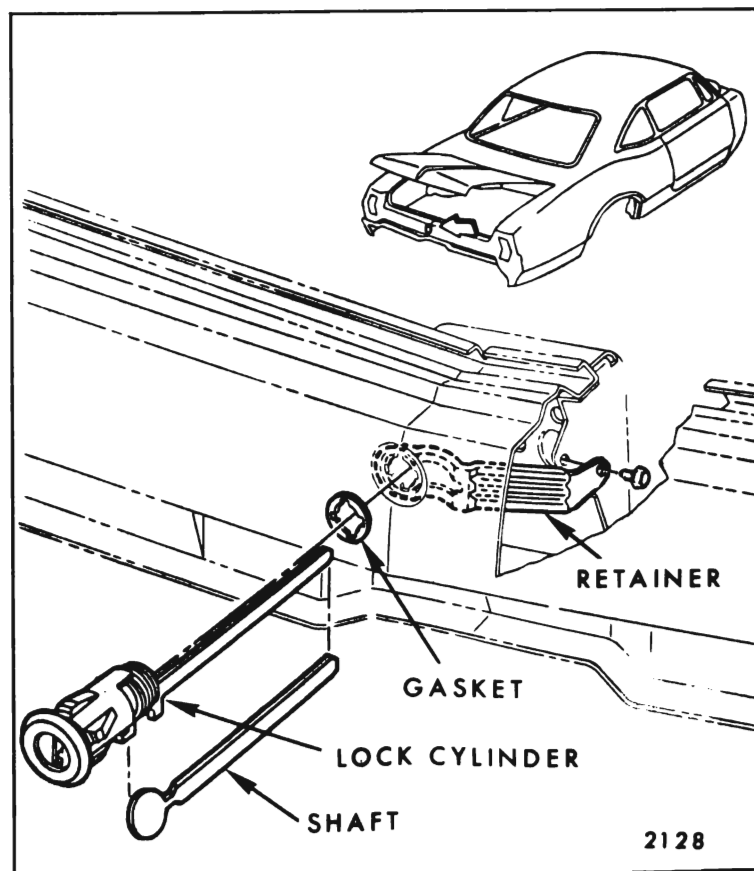


Fig. 9-13—Rear Compartment Lid Lock Cylinder Assembly - Oldsmobile "B" Style Shown

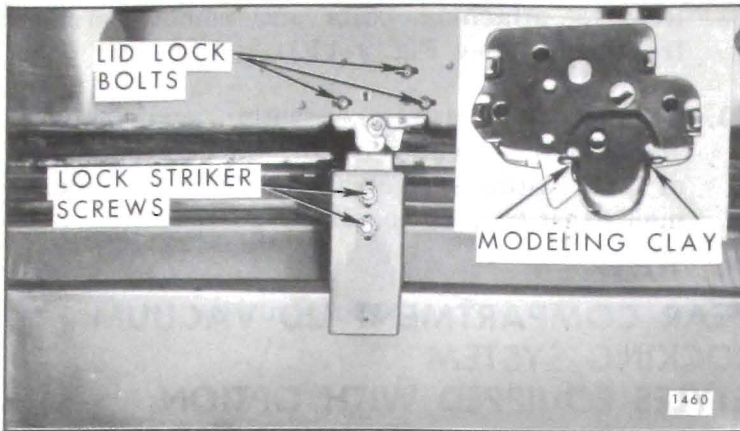


Fig. 9-14—Rear Compartment Lid Lock and Striker

REAR COMPARTMENT LID LOCK

Removal and Installation

1. Remove rear compartment lid lock cylinder assembly as previously described.
2. On styles so equipped, remove rear compartment lid vacuum release unit as described on page 9-10.
3. Remove rear compartment lid lock attaching bolts and remove lock from lid (Fig. 9-14 and 9-15).
4. To install, reverse removal procedure. Check lock engagement with striker and make any necessary lateral adjustments before tightening bolts.

REAR COMPARTMENT LID LOCK STRIKER

Removal and Installation

1. Open rear compartment lid. Mark vertical

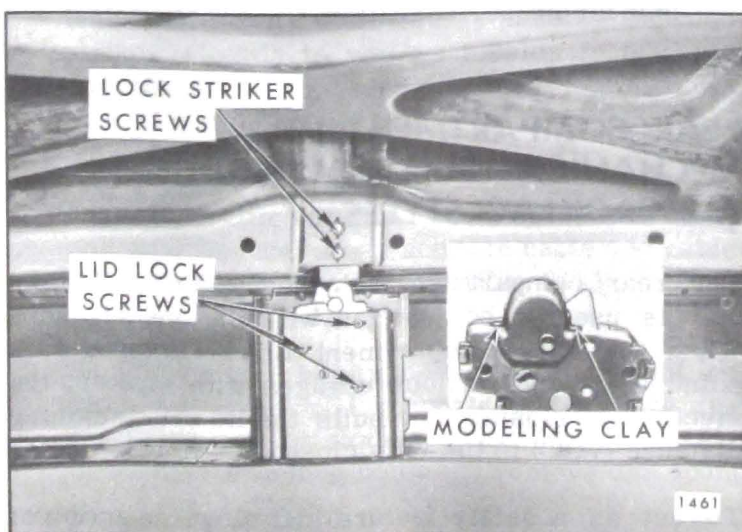


Fig. 9-15—Rear Compartment Lid Lock and Striker

position of striker by scribing a line on striker at top of striker support or at base of lid inner panel.

2. Remove striker attaching screws and remove striker (Fig. 9-14 and 9-15).
3. To install, reverse removal procedure. Close lid to check lock to striker engagement and make any necessary vertical adjustments before tightening striker screws.

REAR COMPARTMENT LID LOCK STRIKER ENGAGEMENT ALL STYLES EXCEPT CORVAIR AND CADILLAC STYLES WITH MECHANICAL CLOSING UNIT OPTION

IMPORTANT: Since the rear compartment lock frame acts as a guide when entering the striker, make sure rear compartment lid is properly positioned in body opening before performing striker engagement check.

1. Insert a small quantity of modeling clay on frame of lock at both sides of the lock bolt (Figs. 9-14 and 9-15). Close lid with moderate force.
2. Open lid and check amount of engagement of striker with lock frame as indicated by the compression of the clay. The striker bar impressions in the clay should be even on both sides of the lock frame. Where required, loosen striker or lock attaching screws; adjust lock sideways or striker up or down to obtain proper engagement; then, tighten screws.

ENGINE COMPARTMENT LID LATCH ALL CORVAIR STYLES

Removal and Installation

1. Raise engine compartment lid and mark position of latch.

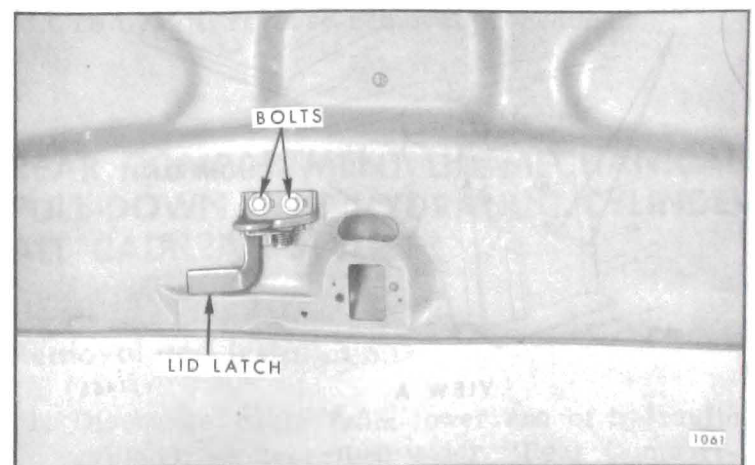


Fig. 9-16—Engine Compartment Lid Latch Assembly

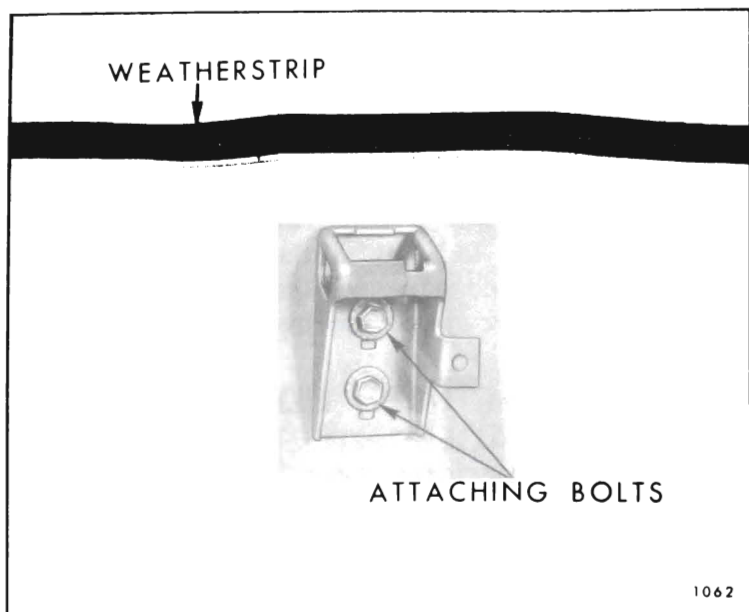


Fig. 9-17—Engine Compartment Lid Latch Striker

2. Remove two bolts securing latch to engine compartment inner panel and remove assembly from body. (See Fig. 9-16.)
3. To install, align latch assembly within scribe marks and install attaching bolts. Check engagement of latch with striker and perform any adjustments that may be required.

ENGINE COMPARTMENT LATCH STRIKER—CORVAIR

Removal and Installation

1. Raise engine compartment lid and mark position of striker on rear end panel.

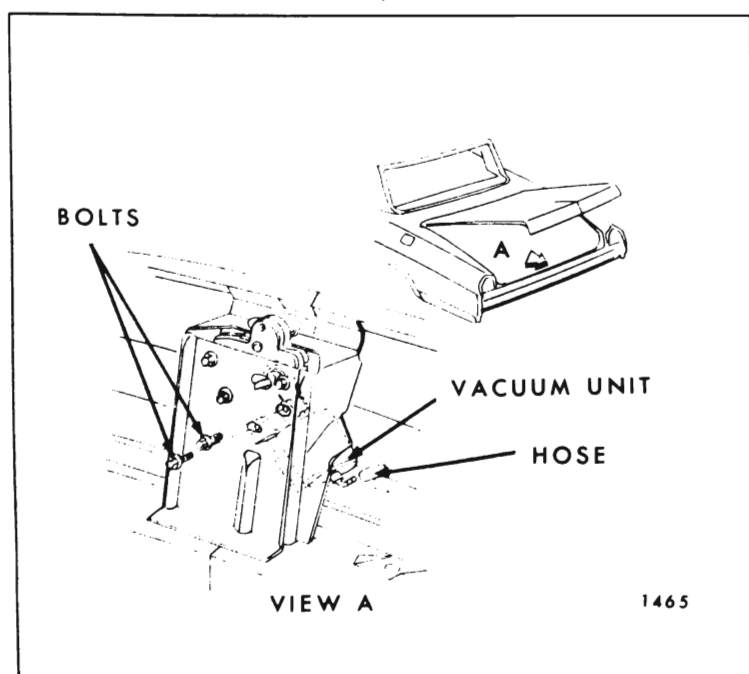


Fig. 9-18—Rear Compartment Vacuum Release Unit

2. Remove attaching bolts and remove striker from body. (See Fig. 9-17.)
3. To install, align striker within scribe marks and install attaching bolts. Check engagement of latch within striker and perform any adjustments that may be required.

REAR COMPARTMENT LID VACUUM LOCKING SYSTEM STYLES EQUIPPED WITH OPTION

The rear compartment lid vacuum lock system is a side-action snap-bolt type lock with a vacuum release unit attached that unlocks the lock upon the introduction of vacuum in the unit. The vacuum is stored in a storage tank located on the shroud panel and is controlled by a switch located in the instrument panel compartment box. By actuating the switch, vacuum is introduced into the line extending from the storage tank to the vacuum release unit, thereby, unlocking the lid lock. As this is only an unlocking feature, the rear compartment lid must be closed manually.

REAR COMPARTMENT LID VACUUM RELEASE UNIT STYLES EQUIPPED WITH OPTION

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.
2. Disconnect vacuum hose from vacuum release unit. Remove attaching bolts shown in illustration and remove vacuum unit (Figs. 9-18, 9-19 and 9-20 for typical illustrations).
3. To install, reverse removal procedure. Check unit for proper operation.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT ALL CADILLAC STYLES

The rear compartment lid mechanical pull-down unit is used in conjunction with the opening unit. When the rear compartment lid is lowered to a point where the lid lock engages with striker, the mechanical closing unit pulls the lid the remaining distance (7/8") to the fully closed position.

To act as a safety feature and slow the action of the closing unit, a hydraulic cylinder is incorporated in the mechanism. The cylinder is attached

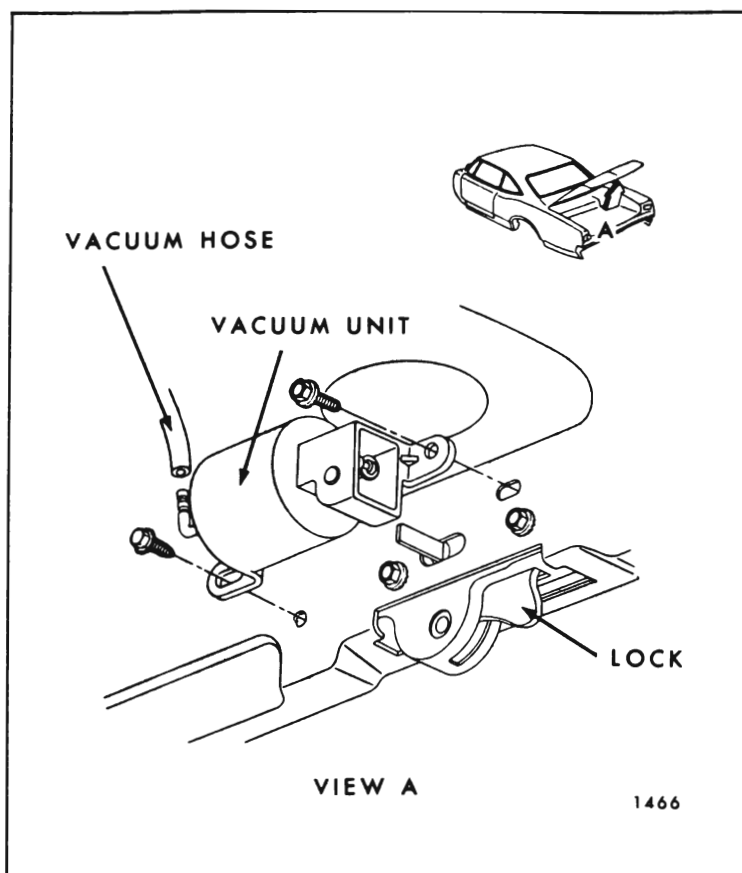


Fig. 9-19—Rear Compartment Vacuum Release Unit

to a bell crank at the right rear compartment lid hinge and to the closing unit by a cable. As the lid is lowered and the lock latches to the striker, but before the mechanical closing feature is tripped, the piston extends to a "full-out" position. Then, as the lid is lowered to actuate the mechanical closing feature, the piston compresses the fluid in the cylinder retarding the closing action of the spring in the hydraulic cylinder.

Removal and Installation

1. Open rear compartment lid. Remove mechanical pull-down unit cover panel. Depress striker slightly to relieve tension from cable and disengage clip securing cable to pull-down control arm (Fig. 9-21).
2. Disengage clip securing cable conduit to cable adjusting bracket and disengage cable and cable conduit from pull-down unit (Fig. 9-21).
3. Scribe (mark) position of pull-down unit on rear end panel and supports to facilitate re-installing unit in same position. Remove pull-down unit attaching bolts and remove unit from body (Fig. 9-22).
4. To install, reverse removal procedure.

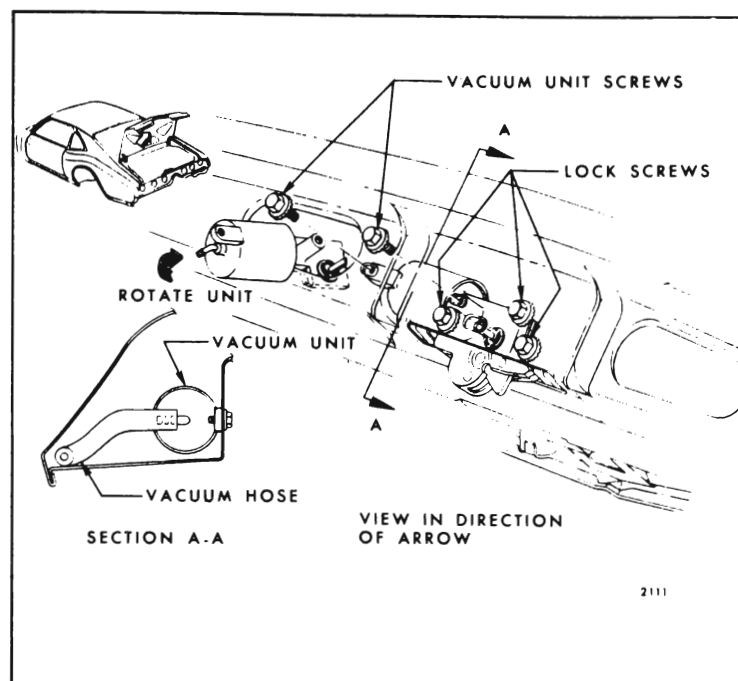


Fig. 9-20—Rear Compartment Lid Vacuum Release Unit

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT CABLE ALL CADILLAC STYLES

Removal and Installation

1. On lower end of hydraulic cylinder pull clip away from hooked end of pull-down unit cable. Disengage cable from slot in cylinder. Disengage cable conduit retaining clip from support on wheelhouse and remove cable and conduit from support (Fig. 9-23).
2. Repeat this procedure at other end of cable, disengaging clips securing cable to pull-down unit and cable conduit to adjusting bracket (Fig. 9-21), and remove cable from body.
3. To install, reverse removal procedure.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT HYDRAULIC CYLINDER ALL CADILLAC STYLES

Removal and Installation

1. Disengage cable from lower end of hydraulic cylinder as described under "Rear Compartment Lid Mechanical Pull-Down Unit Cable - Removal".

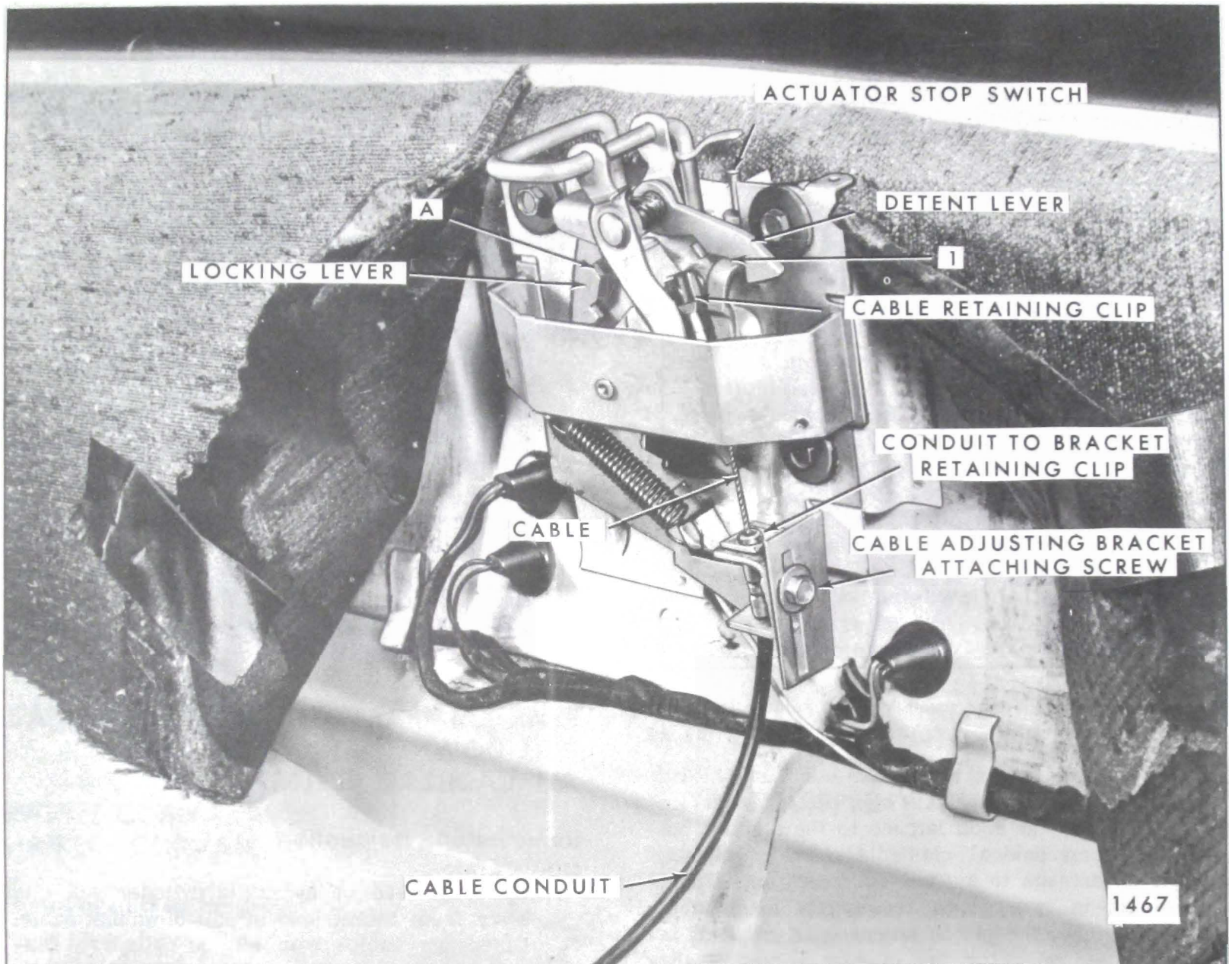


Fig. 9-21—Rear Compartment Lid Mechanical Pull-Down Unit

2. Lift cylinder to disengage upper end from shoulder of shaft on link assembly and remove cylinder.
3. To install, reverse removal procedure.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT ADJUSTMENTS ALL CADILLAC STYLES

To actuate the mechanical pull-down unit the rear compartment lid lock must properly engage the striker arm and depress the detent lever of the pull-down unit. This engagement can be checked by lowering the lid and visually checking lock and striker alignment. If adjustment is necessary, obtain lateral adjustment at lock attaching screw locations and "up or down" adjustment at pull-down unit attaching screw locations.

For proper operation of the pull-down unit, the pull-down unit cable must be adjusted to the proper tension. If the cable has too much tension it will not allow the pull-down unit to return to its full-up position and "cock". This is apparent when as the lid begins to lower, so does the pull-down unit.

Too little tension in the cable results in a lessening of pull-down effort in the unit and, consequently, a misaligned (high) rear compartment lid.

To increase cable tension, position hydraulic cylinder end of cable in the upper slot on the lower end of the cylinder ("1" in Fig. 9-23). If more tension, or finer adjustment, is required, loosen cable adjusting bracket attaching screw (Fig. 9-21). Adjust bracket downward (to increase cable travel) and tighten attaching screw.

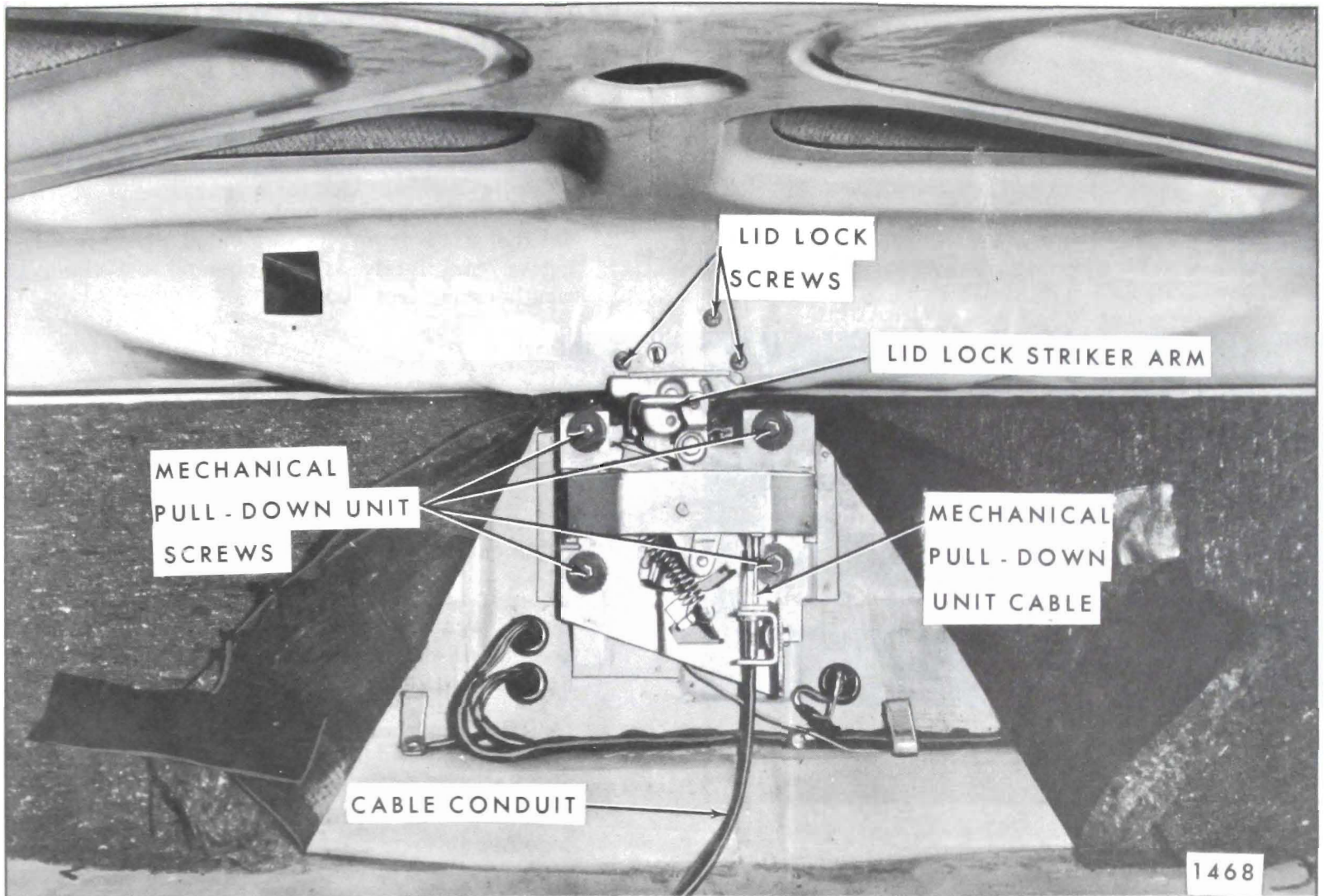


Fig. 9-22—Rear Compartment Lid Mechanical Pull-Down Unit

To decrease cable tension, position hydraulic cylinder end of cable in lower slot on hydraulic cylinder ("2" in Fig. 9-22). For finer adjustment, or to lessen tension still more, loosen cable adjusting bracket attaching screw (Fig. 9-21). Adjust bracket upward to desired position and tighten attaching screw.

IMPORTANT: The lack of lubrication between the toggle and the detent lever ("1", Fig. 9-21) can greatly increase the effort required to trip (unlock) the pull-down unit. Therefore, make certain point of contact between these two levers is lubricated with 630 AAW Lubriplate or its equivalent.

REAR COMPARTMENT LID LOCK MANUAL RELEASE UNIT PONTIAC "A" STYLES

Removal and Installation

1. Remove rear compartment lock and lock cylinder.
2. Remove cable support clip attaching screw and move cable toward left side of body to enable disengagement of release cable return spring retainer (See Fig. 9-24).
3. Disconnect cable from return spring.
4. Spread tab on coupling (of coupling and lever assembly) and disengage cable from coupling.
5. Remove all cable retaining clips in rear compartment (right side of gutter).
6. Remove rear seat cushion and rear seat back. On convertible styles, remove folding top compartment side trim panel assembly.
7. Remove door sill plate from right side of body. Fold-back floor carpets and remove cable retaining clips.
8. Inside of instrument panel compartment (glove box), loosen pull handle retaining nut and disengage pull handle from slotted support.

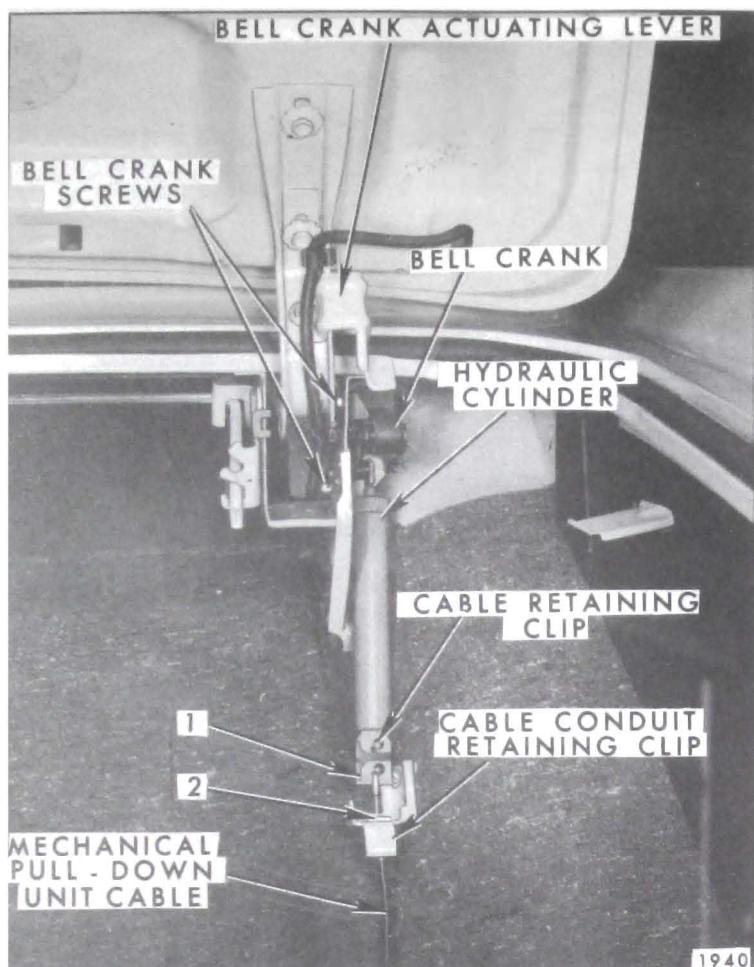


Fig. 9-23—Mechanical Pull-Down Unit Hydraulic Cylinder

9. Remove pull handle from glove box through slot provided, and remove cable and pull handle assembly from body.
10. To install, reverse removal procedure. To adjust cable, position stop on cable 1/2 inch left of body centerline (coupling and lever assembly).

REAR COMPARTMENT WEATHERSTRIP ALL STYLES

Removal

1. Separate "butt" ends of weatherstrip at rear compartment opening (Fig. 9-25).
2. Using a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter completely around opening and remove weatherstrip from body.

Installation

1. Clean out-gutter around entire rear compartment opening to provide a clean cementing surface.
2. Apply (brush) a continuous coat of black weatherstrip adhesive to surfaces of the rear compartment gutter.
3. Using a flat-bladed tool, such as a putty knife, insert weatherstrip into gutter starting with one end of weatherstrip at rear center of gutter and working completely around gutter.
4. If a new weatherstrip is being installed, trim end to form a butt joint at rear center of opening. Brush weatherstrip adhesive (black) on both ends of weatherstrip and secure ends together to form a butt joint.
5. Using a pressure type applicator, apply weatherstrip adhesive (neoprene type) between weatherstrip and outer surface of gutter completely around opening to assure a watertight seal.
6. Roll or press weatherstrip to aid in obtaining a good cement bond. Allow sufficient time for cement to set before closing rear compartment lid.

TAIL GATES All Station Wagon Styles

DESCRIPTION

All tail gates incorporate either a manually or electrically operated window that can be lowered into the gate or raised into the back body opening. The manual window is operated by a regulator control handle located in the tail gate outer panel. The power window can be operated by either of two control switches; one on the instrument panel and one at the lock cylinder (key operated) of the tail gate outer panel. All styles using a power tail gate window are equipped with an electrical switch that prevents movement of the window with gate in any position other than fully closed.

The tail gate is unlocked by means of a remote control inside handle which cannot be opened until the gate window is fully lowered. All tail gates are counter-balanced by a torque rod that assists in reducing the effort required to open or close the tail gate.

Unless otherwise stated, the tail gate service procedures outlined in this manual pertain to all station wagon styles.

TAIL GATE INNER PANEL COVER

The inner panel cover is attached to the tail gate

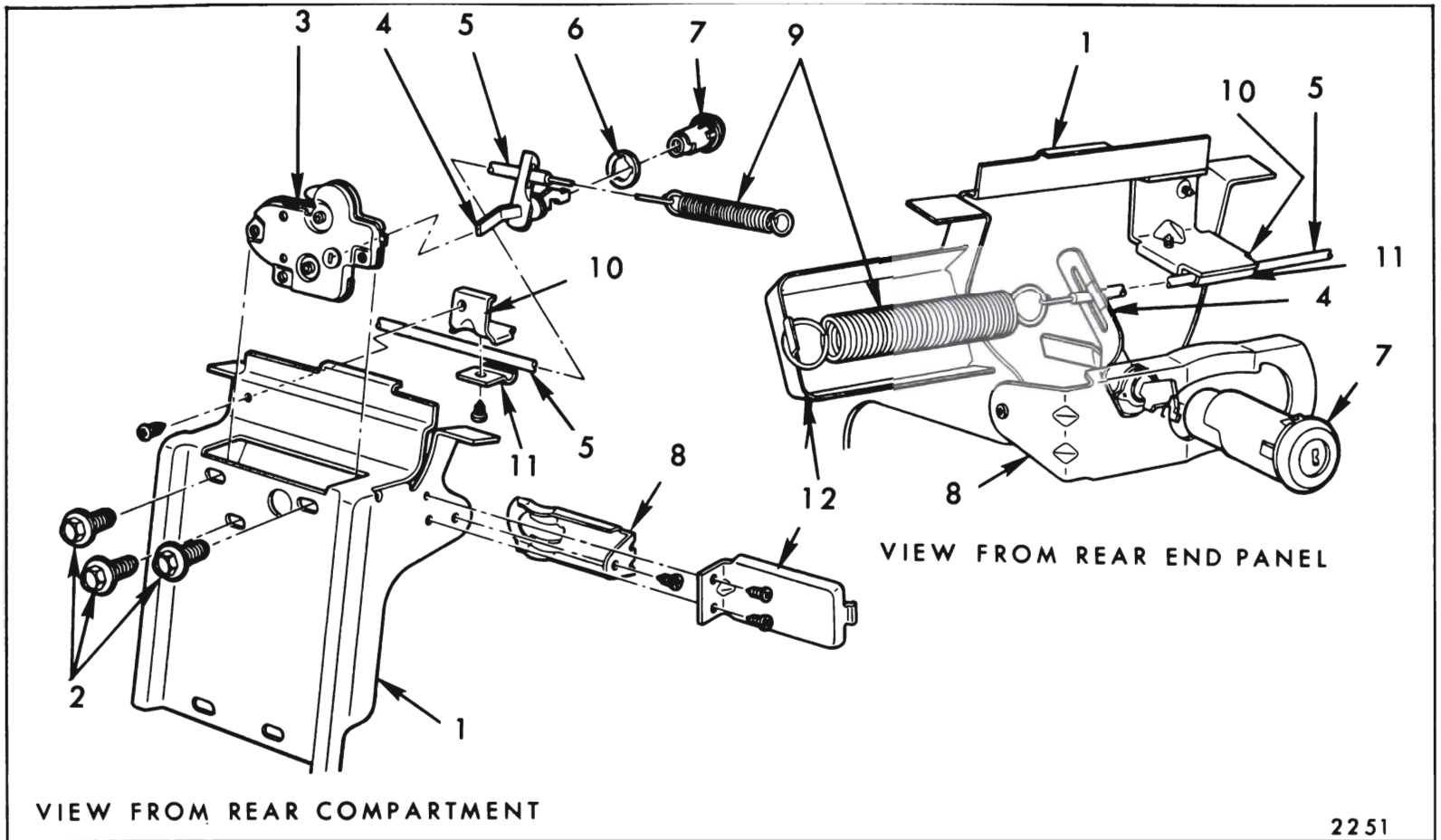


Fig. 9-24—Rear Compartment Lid Manual Release Unit

- | | | |
|---|---------------------------|--------------------------------|
| 1. Compartment Lid Anchor Plate - Body Side | 5. Release Cable | 9. Return Spring |
| 2. Rear Compartment Lock Attaching Screws | 6. Sealing Gasket | 10. Release Cable Support |
| 3. Rear Compartment Lock | 7. Lock Cylinder | 11. Release Cable Support Clip |
| 4. Release Coupling and Lever Assembly | 8. Lock Cylinder Retainer | 12. Return Spring Retainer |

inner panel by a series of screws. Removal is obvious except in those cases where the tail gate cannot be opened. This could occur if a power operated window motor fails with glass in the up position. In such circumstances, proceed as follows:

1. The attaching screws on "A & X" Body Styles are still accessible with gate in the

closed position. On "B" Body Styles, however, remove the side and center screws of the cover and slide panel up to remove from tail gate.

NOTE: The bottom retainer screws need not be removed as they secure retainer only. The tail gate inner panel cover is held in the bottom retainer by slots in side and center section metal strips. (See Fig. 9-26.)

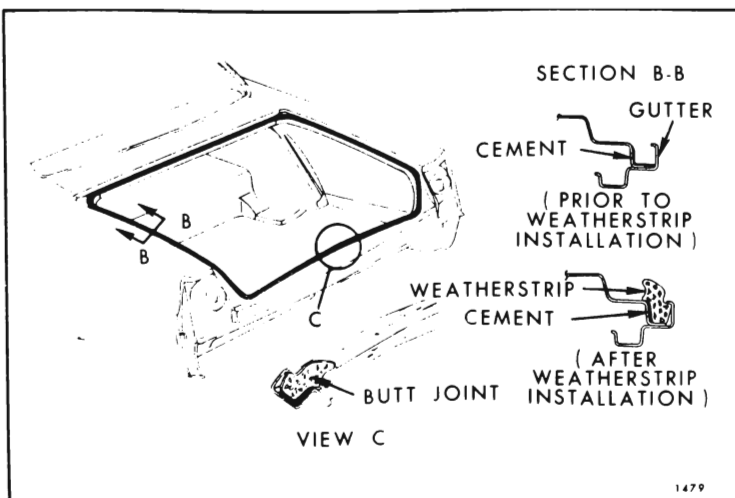


Fig. 9-25—Rear Compartment Weatherstrip Assembly

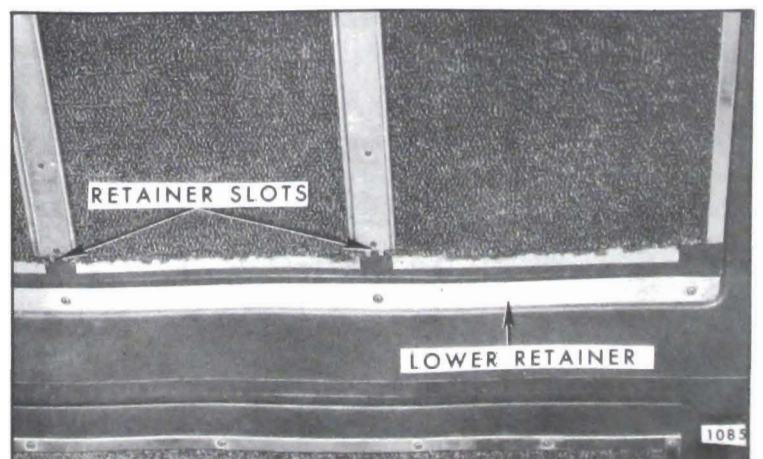


Fig. 9-26—Inner Panel Cover

- Once the inner panel cover has been removed, it is possible to remove the access hole covers and window sash channel cams as explained in the following pages. At this point, the tail gate window can be lowered and the gate opened.

TAIL GATE INNER PANEL WATER DEFLECTOR

A waterproof paper deflector is sealed against the tail gate inner panel to deflect water toward the bottom of the gate and out the drain holes.

IMPORTANT: Whenever work is performed on the tail gate that requires any detachment of the water deflector, it must be properly resealed to the inner panel.

Removal

- Remove tail gate inner panel cover.
- Using a flat-bladed tool, carefully break cement bond securing water deflector to inner panel. Make sure string, located within sealer, is against water deflector and carefully slide tool between sealer and inner panel along both sides and top to disengage deflector from inner panel. If the entire deflector need not be removed, detach only that portion necessary.

Installation

- Inspect deflector and repair any damage noted with body waterproof tape applied to both sides.
- If a new deflector is to be installed, use old deflector as a template.

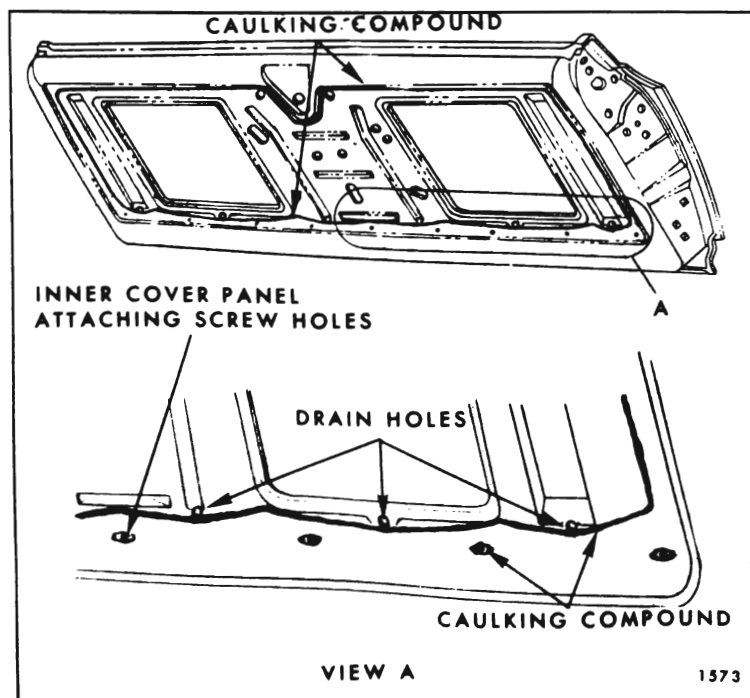


Fig. 9-27—Tail Gate Sealing

- If needed, apply a bead of body caulking compound (approximately 3/16" diameter) to tail gate inner panel. (See Fig. 9-27.) The inner panel cover attaching screw holes should also be sealed with body caulking compound.
- Position water deflector to tail gate with polyethylene coated side (black) against inner panel. Firmly press sealed areas to obtain a good bond between deflector and inner panel.

TAIL GATE INNER PANEL ACCESS HOLE COVERS

Removal and Installation

- Remove tail gate inner panel cover and water deflector.
- Remove screws securing right and left access hole covers to tail gate inner panel and remove covers. (See Fig. 9-24.)
- To install, reverse removal procedure.

TAIL GATE HINGE ASSEMBLY

Removal and Installation

- Open tail gate and provide support for gate on side from which hinge is to be removed.
- Remove escutcheon covering hinge entrance hole in tail gate outer panel by sliding retaining lips through "T" slot.

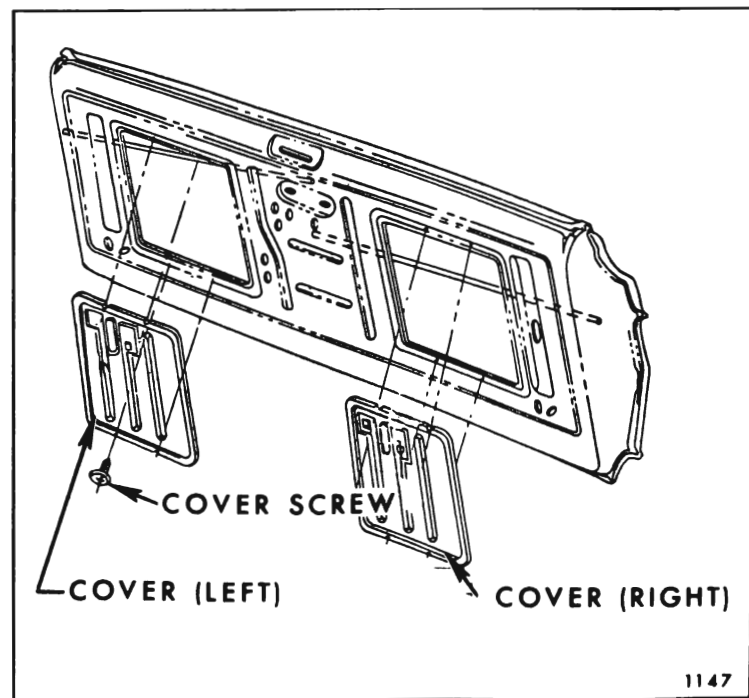


Fig. 9-28—Tail Gate Inner Panel Access Hole Covers

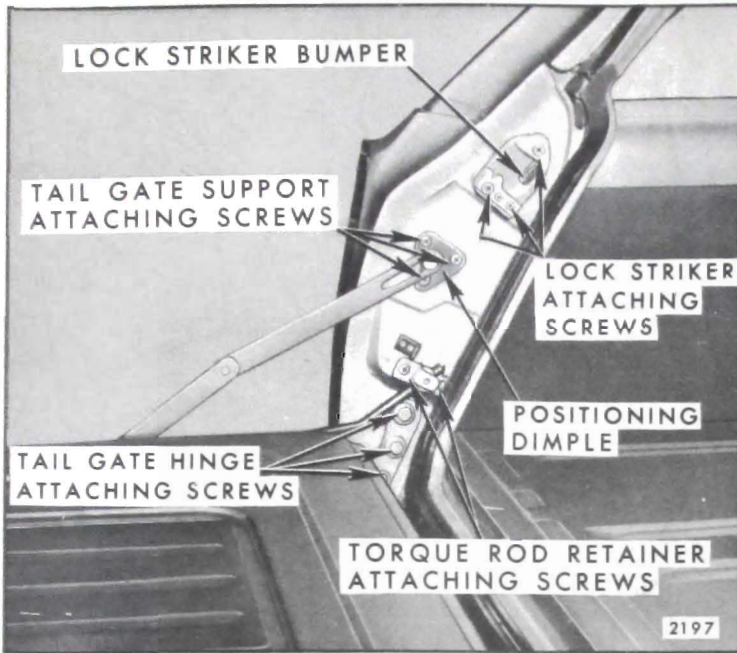


Fig. 9-29—Tail Gate Torque Rod, Hinge and Support Attachments "B & A" Body Styles

3. Remove tail gate hinge attaching bolts from tail gate and body (See Figs. 9-29 and 9-30.) and remove hinge from gate.
4. To install, reverse removal procedure. Prior to installation, apply a coat of heavy-bodied sealer to surface of hinge that contacts body.
5. Check alignment of tail gate in opening and adjust as required.

TAIL GATE SUPPORT ASSEMBLIES

Removal and Installation

1. Open tail gate and support it in that position.
2. Remove screws securing support to tail gate and to body lock pillar and remove support. (See Figs. 9-29 and 9-30.)
3. To install, reverse removal procedure.

NOTE: Objectionable slack in either support can be corrected by rotating support plate(s) at body pillar.

TAIL GATE ASSEMBLY

The basic hardware of all tail gates is similar, regardless of the style involved. For purposes of proper identification, however, Figures 9-31 ("B" Body), 9-32 ("A" Body) and 9-33 ("X" Body) identify the major hardware components of each specific body type.

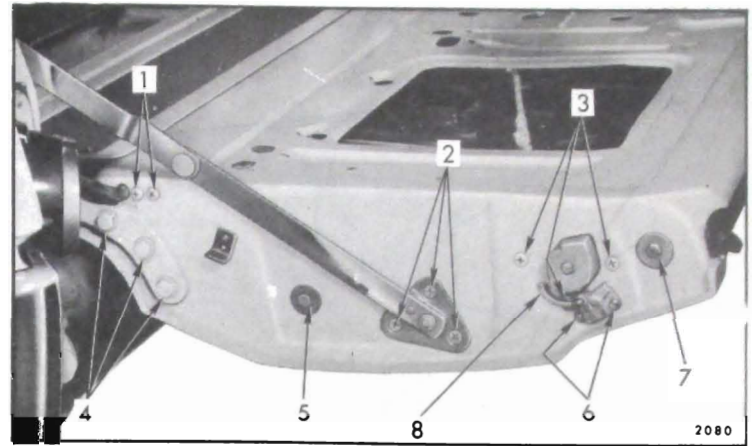


Fig. 9-30—Tail Gate Hardware - Left Side

1. Torque Rod Bearing Plate Screws
2. Support to Tail Gate Bolts
3. Tail Gate Lock Screws
4. Hinge to Tail Gate Bolts
5. Glass Run Channel Lower Bolt
6. Jamb Switch Screws
7. Glass Run Channel Upper Bolt
8. Jamb Switch Arm

Removal and Installation

1. Open tail gate and remove inner panel cover, water deflector and both access hole covers.
2. Raise tail gate to an approximate vertical position to relieve torque rod tension. Remove torque rod retainer attaching screws and remove retainer. On "B & A" Body Styles, this retainer is on the left body pillar as shown in Figure 9-29. On "X" Body Styles, however, the retainer is located on the right side of the rear body cross bar. (See Fig. 9-34.)
3. On styles equipped with power operated tail gate windows, proceed as follows:
 - a. Remove tail gate window as described under "Tail Gate Window Assembly, Removal and Installation".
 - b. Disconnect wire harness at key switch, jamb switch and at motor. Remove harness from tail gate.
4. While properly supporting tail gate, remove right and left support to gate attaching screws and fold supports against body. (See Fig. 9-30.)
5. With the aid of a helper, remove right and left tail gate hinge to gate attaching bolts and remove tail gate from body. (See Fig. 9-30.)
6. To install, reverse removal procedure. Prior to installation, apply a coat of heavy bodied sealer to surface of hinges that contact tail gate.

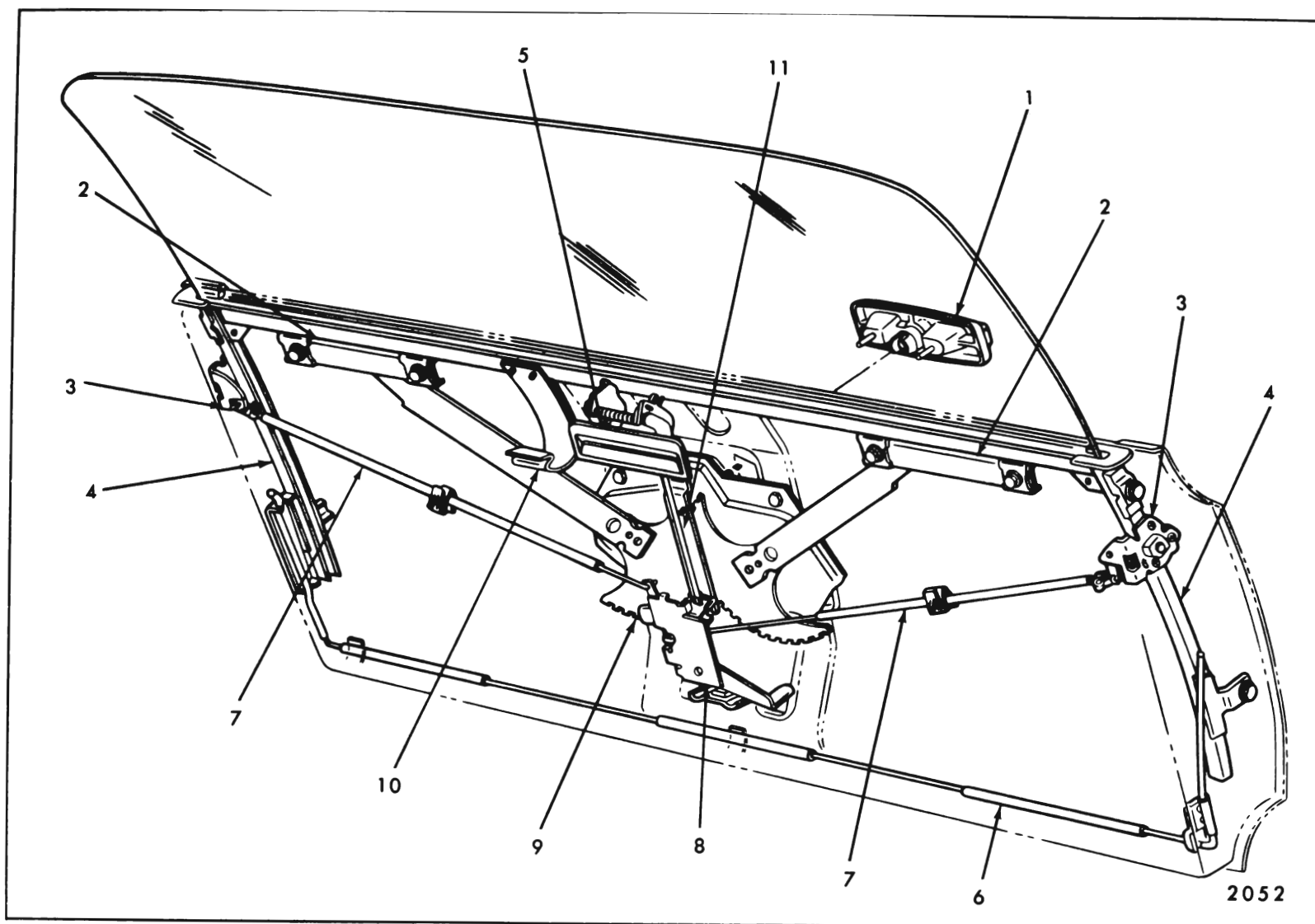


Fig. 9-31—Tail Gate Hardware - "B" Body Styles

- | | | |
|---------------------------------|-----------------------------------|----------------------------|
| 1. Outside Handle or Key Switch | 5. Inside Handle | 9. Regulator |
| 2. Sash Channel Cams | 6. Torque Rod | 10. Anti-Rattle Clip |
| 3. Locks | 7. Remote Control Connecting Rods | 11. Inside Handle Push Rod |
| 4. Lower Glass Run Channels | 8. Remote Control | |

Adjustments

Up or down and fore or aft adjustment is provided at hinge to gate attaching bolts. Side to side adjustment is available at hinge to body opening attaching bolts by using shims.

NOTE: Following any adjustments of the tail gate, check engagement of locks to strikers as described in "Tail Gate Lock Striker Adjustment".

TAIL GATE WINDOW ASSEMBLY— MANUAL OR ELECTRIC

Removal and Installation

1. Remove tail gate inner panel cover, water deflector and both access hole covers.

2. Operate tail gate window to a point that sash channel cam attaching bolts are accessible as depicted in Figure 9-35.

NOTE: On styles equipped with power operated tail gate windows, engage jamb switch and operate window to any position desired. Engaging the tail gate jamb switch, makes it possible to operate the window (by key switch) with gate in the lowered position. This jamb switch is located on the left side of the tail gate on "B" Bodies and the right side for "A & X" Bodies. "B & A" Bodies have a switch of similar design that can be engaged by merely pushing arm with a finger. (See Fig. 9-30.) On "X" Bodies, however, the jamb switch consists of two contact plates, one on gate and one on body pillar. These plates can be engaged with gate open by connecting them with a length of body wire. (See Fig. 9-36.)

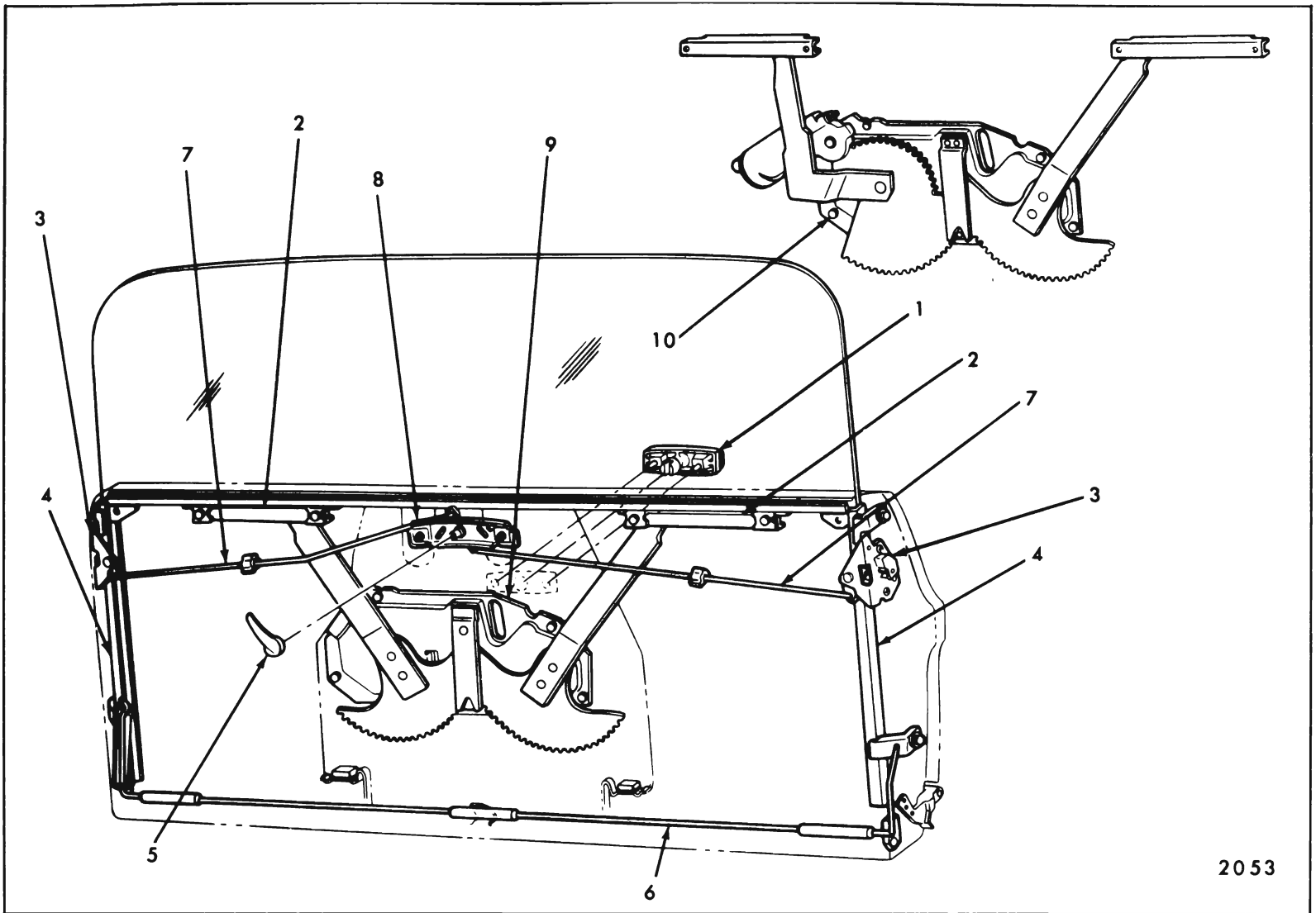


Fig. 9-32—Tail Gate Hardware - "A" Body Styles

- | | |
|---------------------------------|-----------------------------------|
| 1. Outside Handle or Key Switch | 6. Torque Rod |
| 2. Sash Channel Cams | 7. Remote Control Connecting Rods |
| 3. Locks | 8. Remote Control |
| 4. Lower Glass Run Channels | 9. Regulator (Manual) |
| 5. Inside Handle | 10. Regulator (Electric) |

3. Remove right and left cam attaching bolts (Fig. 9-35). Slide cams sideways to disengage from regulator lift arm rollers and remove cams from tail gate.
4. Pull window straight out to remove from tail gate.
5. To install, reverse removal procedure.

Adjustments

The tail gate glass run channels can be adjusted to relieve a binding glass. To correct a rotated glass condition, loosen window regulator attaching screws and rotate regulator clockwise or counter clockwise as required.

TAIL GATE WINDOW REGULATOR— MANUAL OR ELECTRIC

Removal and Installation

1. Remove tail gate window assembly.
2. On styles equipped with a power operated tail gate window, disconnect electric harness at regulator motor connector.

CAUTION: DO NOT operate regulator motor after window assembly has been disengaged from regulator or after regulator has been removed from tail gate. Operation of motor with load removed may damage unit.

3. Remove bolts securing regulator to support

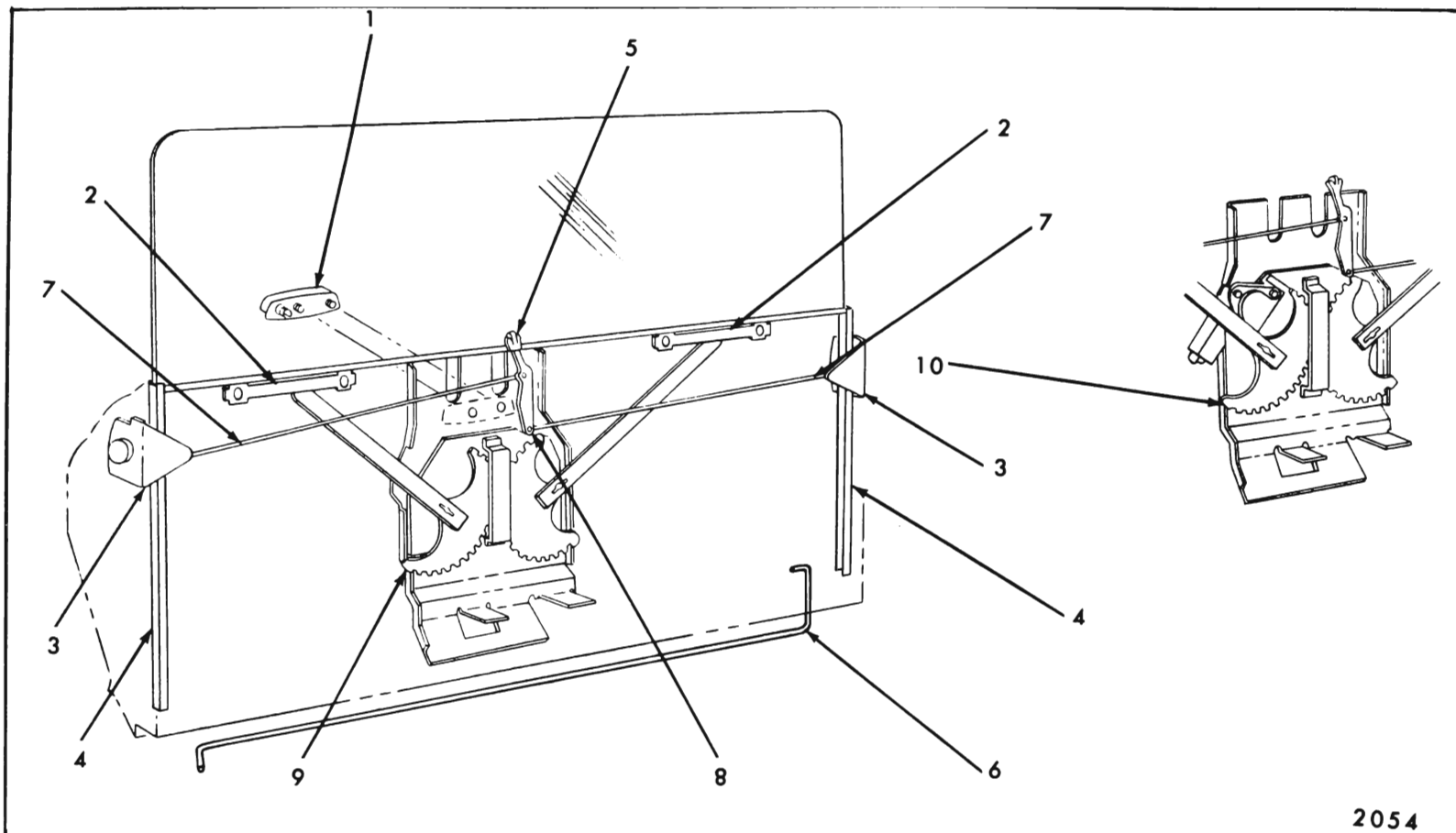


Fig. 9-33—Tail Gate Hardware - "X" Body Styles

- | | |
|---------------------------------|-----------------------------------|
| 1. Outside Handle or Key Switch | 6. Torque Rod |
| 2. Lower Sash Channel Cams | 7. Remote Control Connecting Rods |
| 3. Locks | 8. Remote Control |
| 4. Lower Glass Run Channels | 9. Regulator (Manual) |
| 5. Inside Handle | 10. Regulator (Electric) |

and remove regulator, with motor attached, from tail gate.

4. To install, reverse removal procedure.

TAIL GATE WINDOW ELECTRIC REGULATOR MOTOR ASSEMBLY

Removal

1. Open tail gate and remove tail gate inner cover panel.

2. Detach inner panel water deflector and remove inner panel right access hole cover.

3. Disconnect wire harness connector from motor.

IMPORTANT: The following operation must be

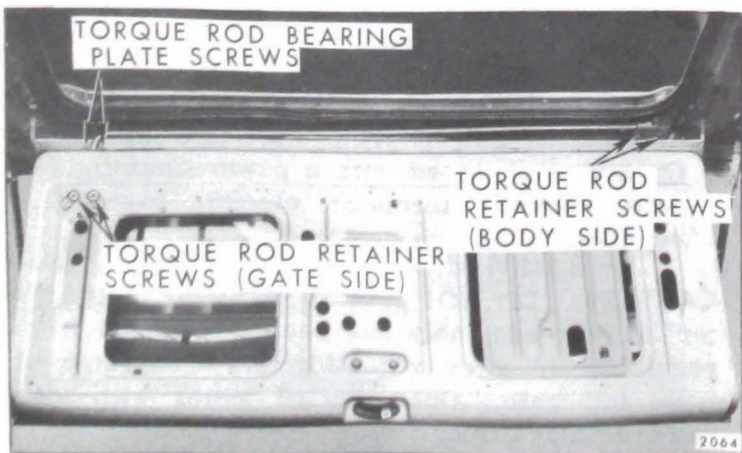


Fig. 9-34—Tail Gate Hardware "X" Body Styles

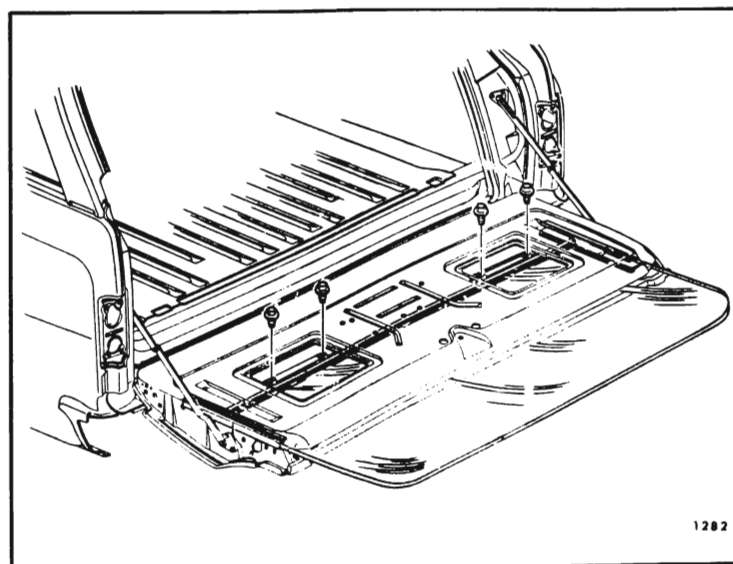


Fig. 9-35—Tail Gate Inner Panel Cams Attachment

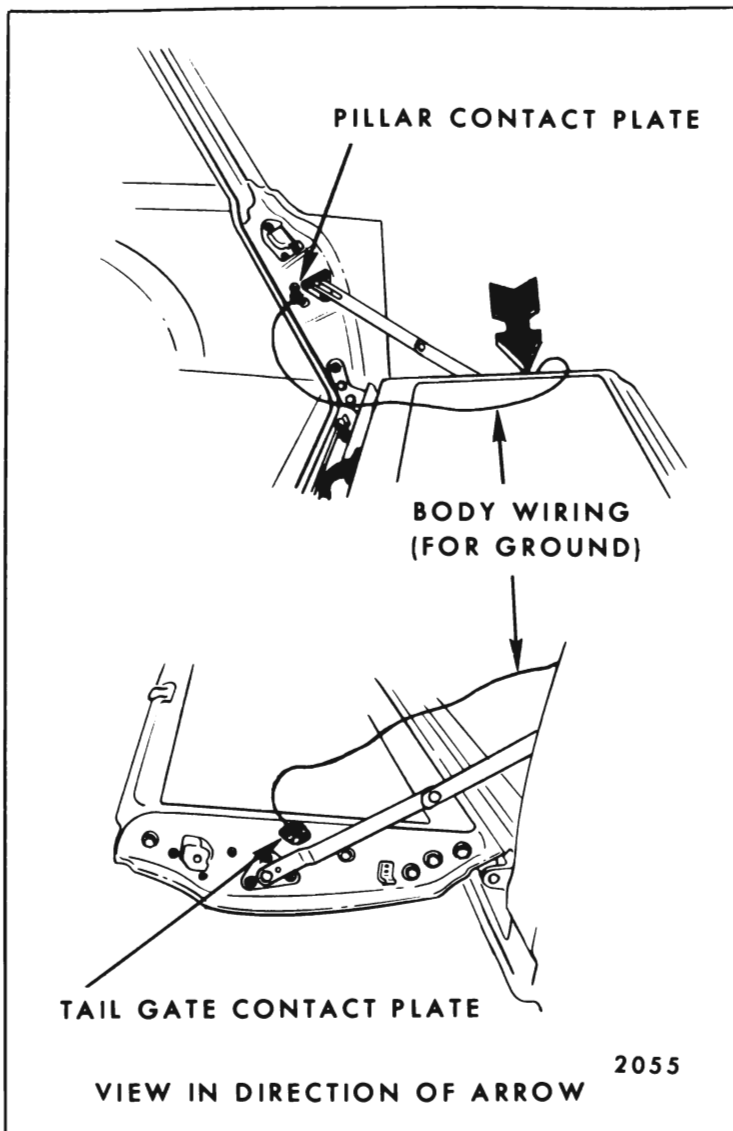


Fig. 9-36—"X" Body Tail Gate Jamb Switch

performed if the window is removed or disengaged from the regulator lift arms. The regulator lift arms, which are under tension from the counter-balance spring, can cause serious injury if the motor is removed without locking the sector gears in position.

4. Drill a 1/8" hole through regulator sector and back plate. (See Fig. 9-37.) DO NOT drill hole closer than 1/2" to edge of sector gear of back plate. Install a pan head sheet metal tapping screw (#10-12 x 5/8) in drilled hole to lock sector gears in position.
5. Loosen regulator right upper attaching screw. Remove the three regulator motor attaching screws and remove motor assembly from regulator and tail gate.

Installation

1. Lubricate the motor drive gear and regulator sector teeth with Lubriplate or its equivalent.

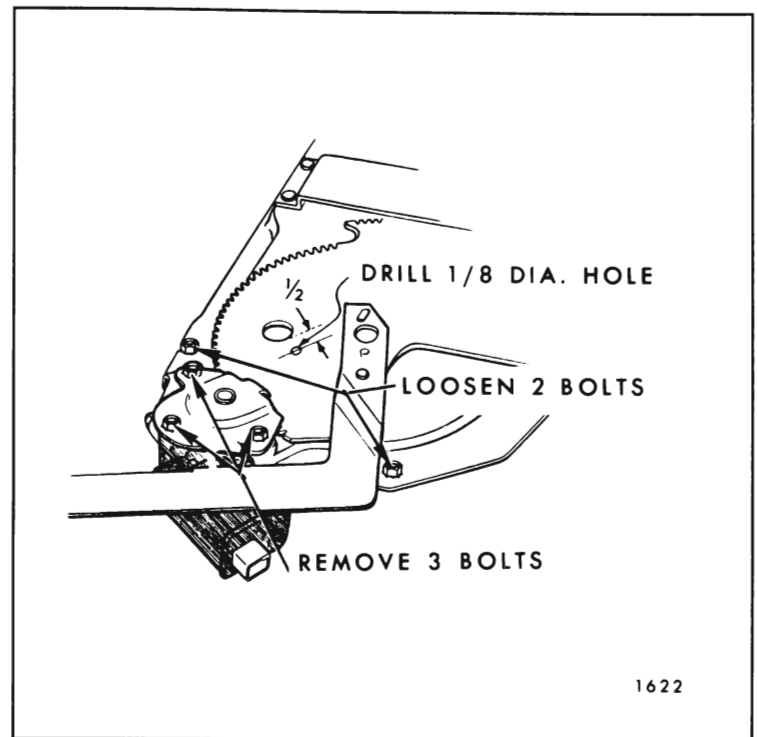


Fig. 9-37—Tail Gate Regulator Motor Assembly

2. With tail gate in an open position, install regulator motor to regulator. Make sure the motor pinion gear teeth mesh properly with the sector gear teeth before installing the three motor attaching screws.
3. Tighten regulator attaching screws and remove screw locking sector gears into a fixed position.
4. Connect wire harness to motor and cycle tail gate window prior to installation of inner panel access hole cover, water deflector and cover panel.

TAIL GATE WINDOW REGULATOR OUTSIDE HANDLE—MANUAL OR ELECTRIC

Removal and Installation

1. Lower tail gate and remove inner panel cover and water deflector.
2. Position tail gate window so that outside handle (or key switch) attaching nuts are accessible through gate inner panel and window regulator access holes. (See Fig. 9-38.)
3. Remove nuts securing handle (or key switch) to tail gate and remove handle and sealing gasket. (See Fig. 9-39.)

NOTE: On electrical styles, disconnect wire harness from connector on escutcheon (key switch).

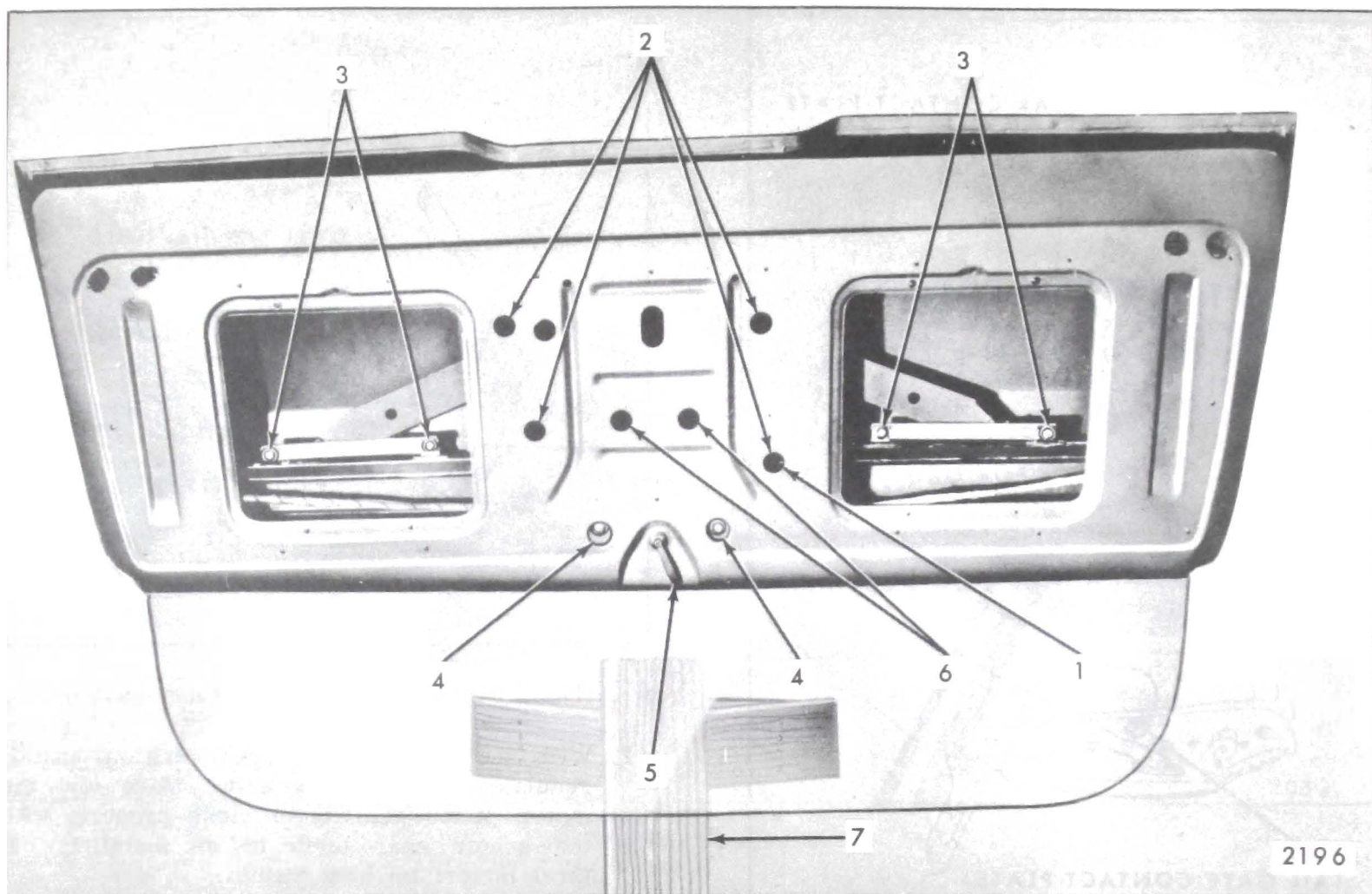


Fig. 9-38—Tail Gate Window Hardware

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Access Hole for Regulator Adjusting Screw 2. Access Holes for Window Regulator Attaching Screws 3. Window Lower Sash Channel Cams Attaching Screws | <ul style="list-style-type: none"> 4. Lock Remote Control Attaching Screws 5. Lock Remote Control Handle Attaching Screw 6. Access Holes for Outside Handle or Key Switch 7. Support Glass |
|---|--|

4. To install, reverse removal procedure.

TAIL GATE WINDOW LOWER GLASS RUN CHANNELS

Removal and Installation

1. Remove tail gate window.
2. Remove bolts securing run channel(s) to tail gate. (See Fig. 9-30.)
3. Pull run channel(s) down into tail gate and remove through inner panel access hole.
4. To install, reverse removal procedure.

TAIL GATE JAMB SWITCH—ELECTRIC STYLES

The electric jamb switch is used to prevent opera-

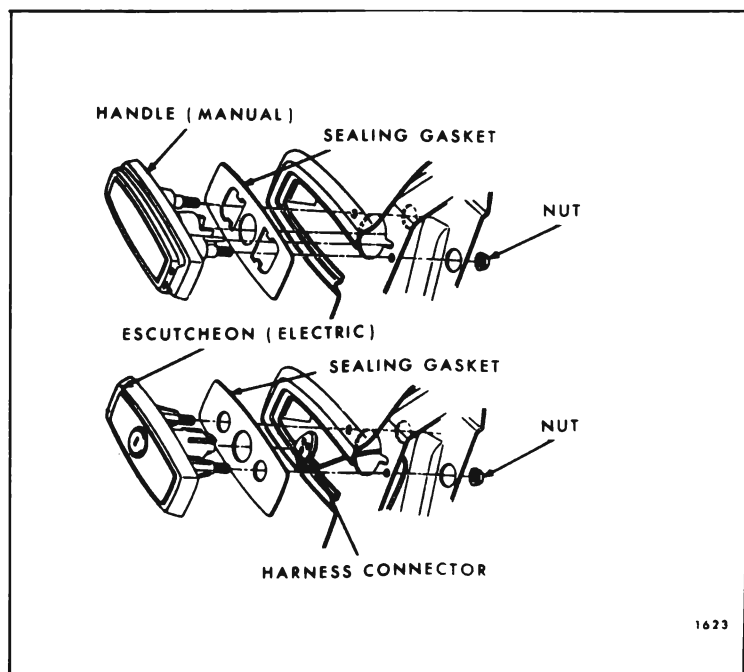


Fig. 9-39—Tail Gate Outside Handle Assemblies

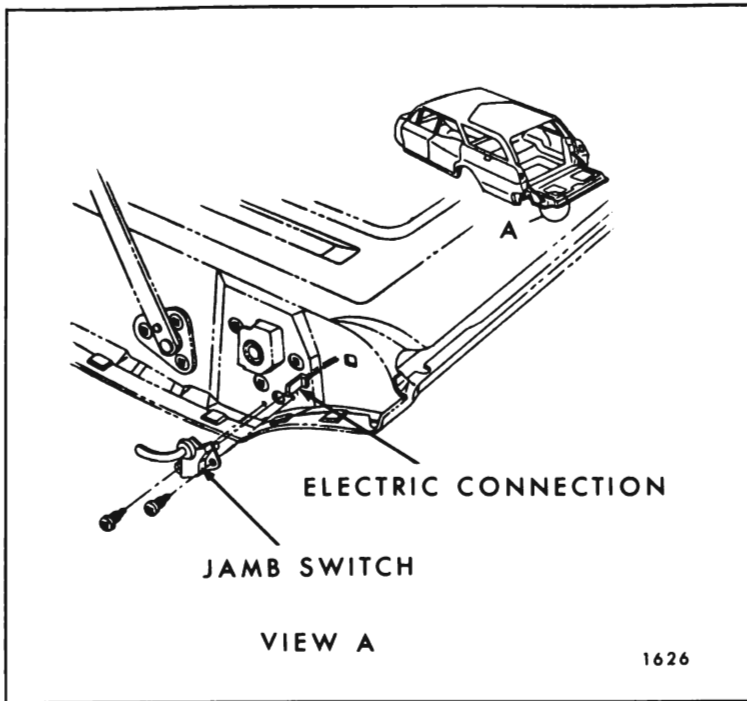


Fig. 9-40—Tail Gate Jamb Switch

tion of the tail gate window with the tail gate in an open position.

Removal and Installation

1. Remove screws securing jamb switch to tail gate and remove switch. (See Fig. 9-40.)

NOTE: Figure 9-40 illustrates the jamb switch on a "B" Body but is indicative of all styles.

2. To install, reverse removal procedure.

TAIL GATE REMOTE CONTROL INSIDE HANDLE "B" STYLES

Removal and Installation

1. Raise inside handle and disengage remote push rod from spring clip. (See Fig. 9-41.)
2. Remove screws securing handle to inner panel and remove handle.
3. To install, reverse removal procedure.

NOTE: The inside handle on "A & X" Body Styles is retained by a single attaching screw.

TAIL GATE LOCK REMOTE CONTROL ASSEMBLY

Removal and Installation

1. Remove tail gate window assembly.

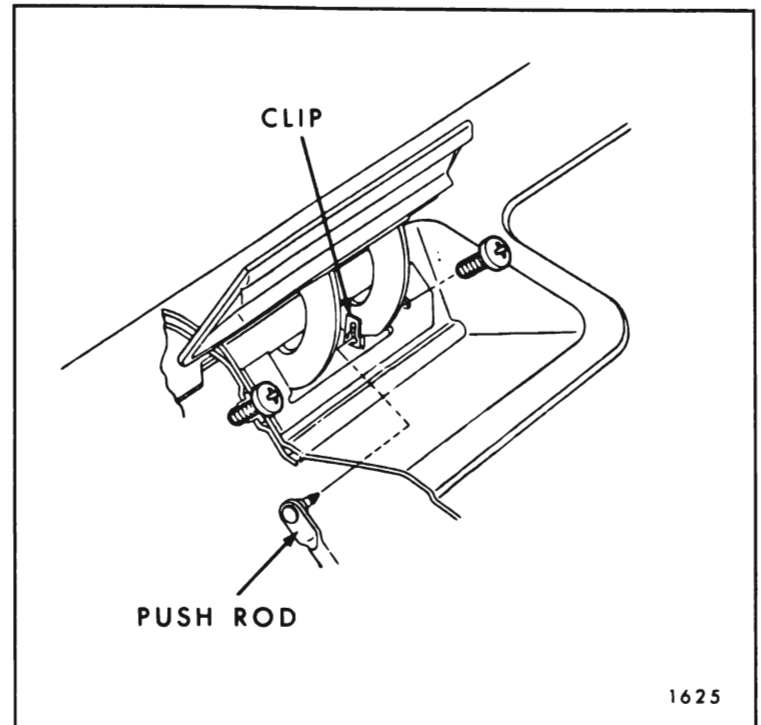


Fig. 9-41—Tail Gate Inside Handle Attachment

2. Disconnect remote control to lock connecting rods at remote assembly by sliding clip out of engagement. (See Section "B-B" in Fig. 9-42.)
3. On "X" Body Styles, remove remote control inside handle attaching screw and remove handle. (See View II in Fig. 9-42.) Pry out and remove escutcheon.
4. Remove remote control attaching bolts and remove assembly from tail gate. On "B" Body Styles, it will be necessary to disengage remote from inside handle push rod. (See Fig. 9-42 for "X" Body Styles and Fig. 9-43 for "B & A" Body Styles.)
5. To install, reverse removal procedure.

NOTE: The remote adjusting nut on "B" and "A" Body Styles (Fig. 9-43) can be adjusted to increase or decrease remote operating effort.

TAIL GATE LOCK ASSEMBLY— RIGHT OR LEFT SIDE

Removal and Installation

1. Remove tail gate window assembly.
2. Remove tail gate window lower glass run channel on side from which lock is to be removed.
3. Remove screws securing lock to tail gate. (See Fig. 9-44.)

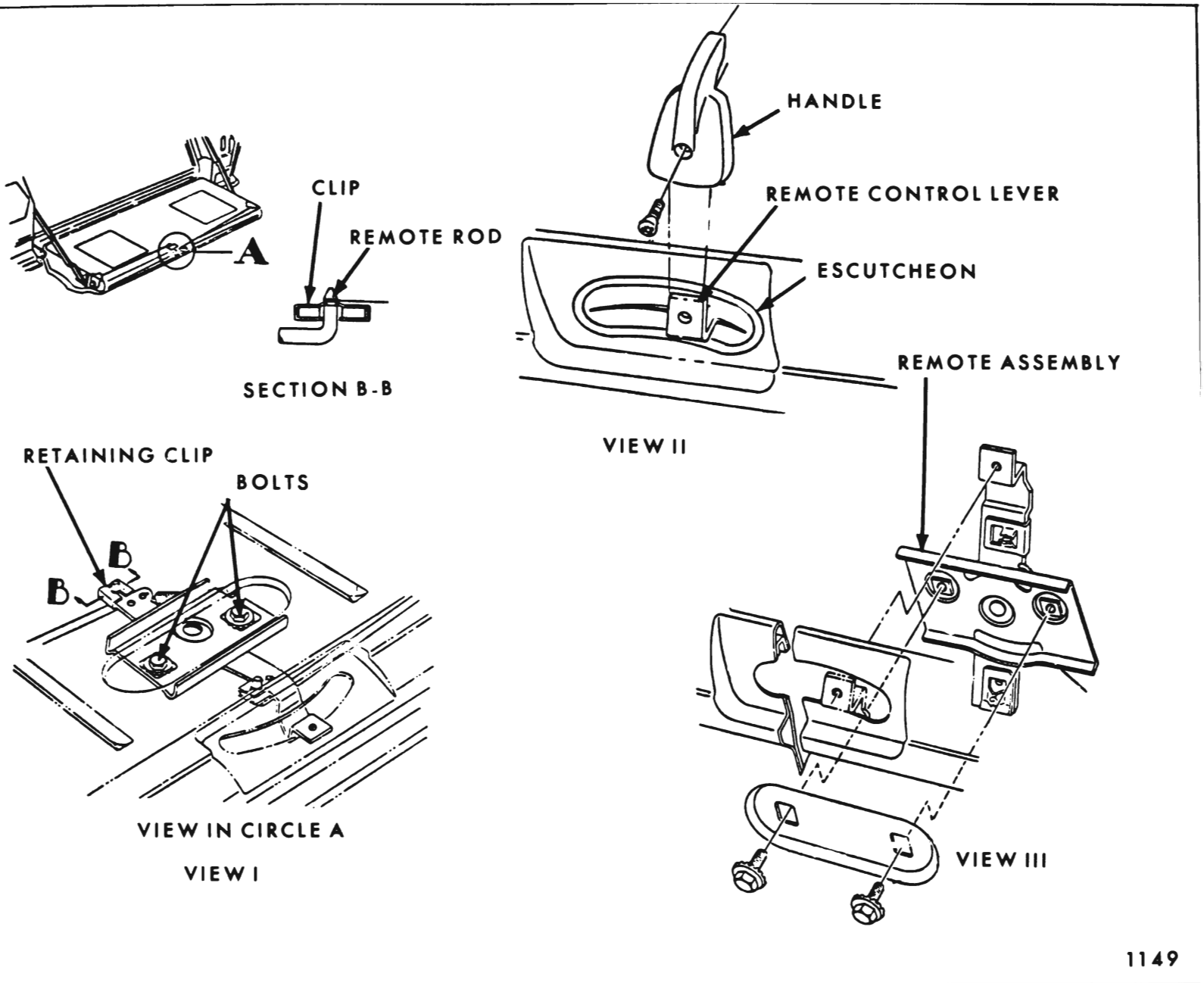


Fig. 9-42—Tail Gate Lock Remote Control Assembly - "X" Body Styles

4. Move lock assembly to tail gate access hole,

disengage remote rod anti-rattle clip and remove lock assembly.

5. To install, reverse removal procedure.

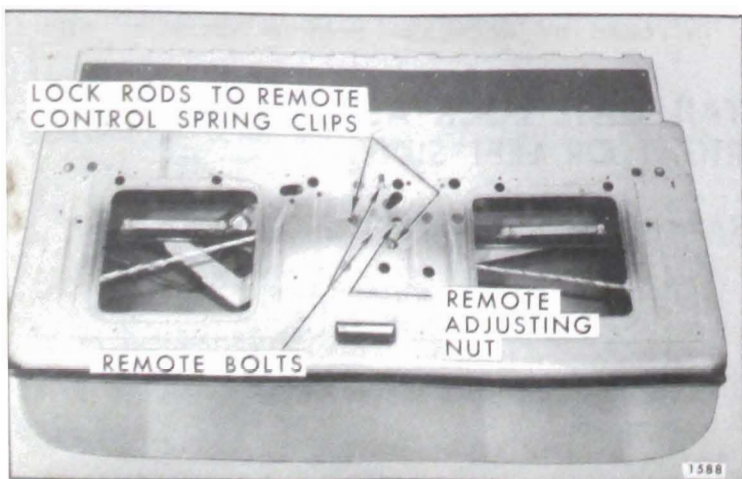


Fig. 9-43—Tail Gate Hardware - "A & B" Body Styles

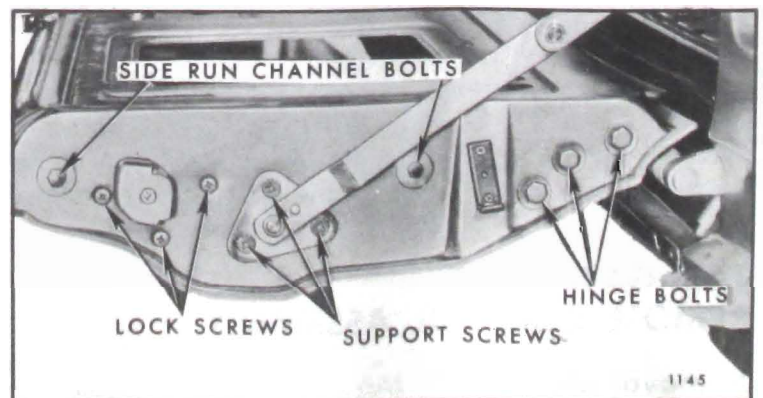


Fig. 9-44—Tail Gate Lock and Support

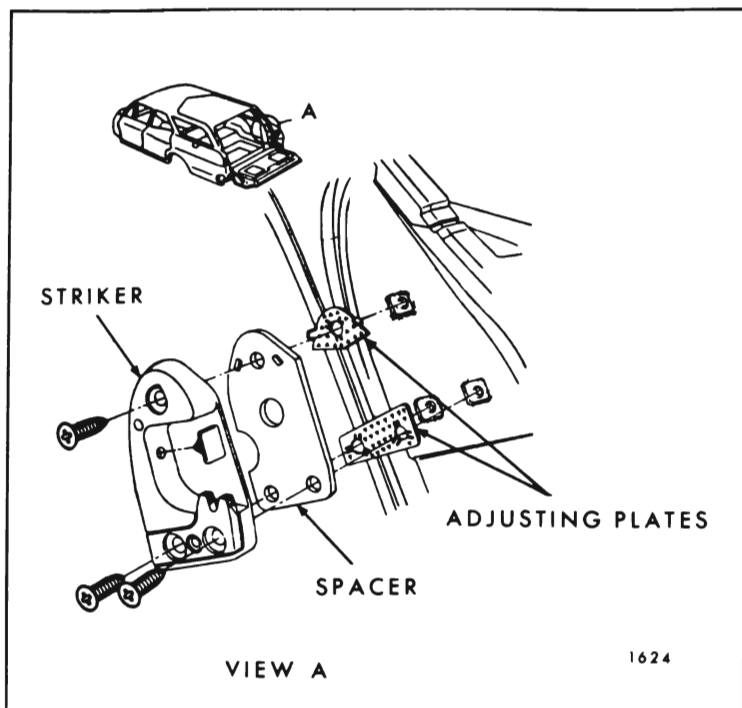


Fig. 9-45—Tail Gate Lock Striker Assembly

TAIL GATE LOCK STRIKER— RIGHT OR LEFT SIDE

Removal and Installation

1. Open tail gate and mark (pencil) position of striker on body pillar. (See Fig. 9-29.)
2. Remove lock striker attaching screws and remove striker and adjusting plates from body pillar.
3. To install, align striker and components within pencil marks and install attaching screws. (See Fig. 9-45.)

TAIL GATE LOCK STRIKER ADJUSTMENTS

1. To adjust the tail gate lock striker up or down or forward or rearward, loosen striker attaching screws, shift striker and adjusting plates to desired position and tighten attaching screws.
2. DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER SERVICE SPACERS.
 - a. Tail gate should be properly aligned before checking spacer requirements.
 - b. To determine if tail gate lock striker serv-



Fig. 9-46—Tail Gate Lock Striker Caulking Check

ice spacers are required, apply modeling clay or body caulking compound in the lock striker notch where the lock extension engages and close tail gate to form a measurable impression in the clay or caulking compound, as shown in Figure 9-46.

When dimension "A" from inside face of striker teeth to center of lock extension is less than 3/16" install service spacers and proper length striker attaching screws as follows:

Dimension "A"	Spacers Required	Thickness	Striker Attaching Screws*
3/16" to 1/8"	1	1/16"	Original Screw
1/8" to 1/16"	1	1/8"	Service Screw (1/8" Longer)
1/16" to 0	1 (1/8" Spacer) 1 (1/16" Spacer)	3/16" (Total)	Service Screw (1/4" Longer)
0 to 1/16" Interference	2 (1/8" Spacer)	1/4" (Total)	Service Screw (1/4" Longer)

*Zinc or cadmium-plated flat-head cross-recess screw with countersunk washer.

NOTE: Dimension "B" from center of lock extension to inside face of striker should never be less than 1/16".

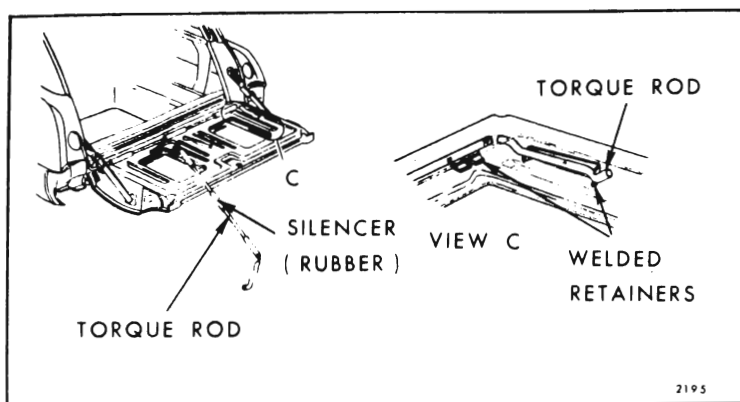


Fig. 9-47—Tail Gate Torque Rod

TAIL GATE TORQUE ROD

Removal and Installation

1. Remove tail gate window assembly and torque rod retainer(s). (See Figs. 9-21 and 9-34.)
2. Remove screws securing torque rod bearing plate to tail gate. (See Fig. 9-30 for "B & A" Bodies and Fig. 9-21 for "X" Bodies.)
3. On "B & A" Body Styles, disengage torque rod from welded retainers. (See View "C" in Fig. 9-47.)
4. On "B & A" Body Styles, remove torque rod silencer (rubber) from left side of torque rod (exposed). Work torque rod out of opening on left side and remove rod through top of gate. (See Fig. 9-47.)
5. On "X" Body Styles, remove torque rod from gate through entrance hole. (See Fig. 9-21.)
6. To install, reverse removal procedure.

TAIL GATE WINDOW INNER AND OUTER STRIP ASSEMBLIES

Removal and Installation

Both strip assemblies are retained by clips in either the inner or outer panel of tail gate. The outer strip is additionally retained by two screws, one at each extreme end. To remove either strip, first remove screws and, using a flat tool, remove strip assemblies. To install, reverse removal procedure. (See Fig. 9-48.)

TAIL GATE BOTTOM DRAIN HOLE SEALING STRIPS

Removal and Installation

1. With a flat-bladed tool carefully pry out snap-

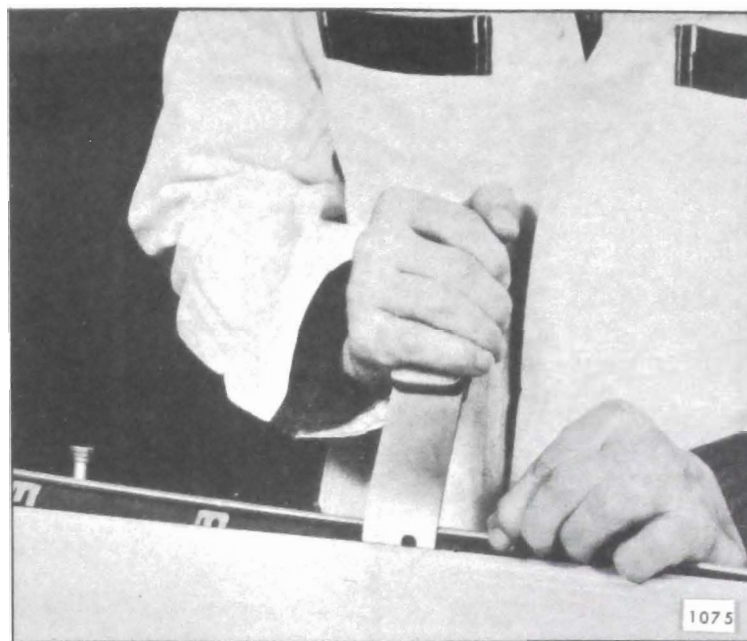


Fig. 9-48—Tail Gate Strip Assembly Removal

on fastener at each end of strip and remove sealing strip from tail gate.

2. To install sealing strips, reverse removal procedure. To prevent strip from adhering to the tail gate panel and blocking the drain holes, apply a sparing amount of silicone rubber lubricant on the center section of the sealing strip. (See illustration under "Front and Rear Door Bottom Drain Hole Sealing Strips".)

TAIL GATE OPENING WEATHERSTRIP

Removal and Installation

1. Open tail gate and remove fasteners and/or screws securing weatherstrip to right and left body pillars (at belt). On "B" Body Styles, remove screws securing lower weatherstrip retainer to rear body cross bar. (See Fig. 9-49.)
2. With a flat bladed tool, carefully remove weatherstrip all along rail gate opening.

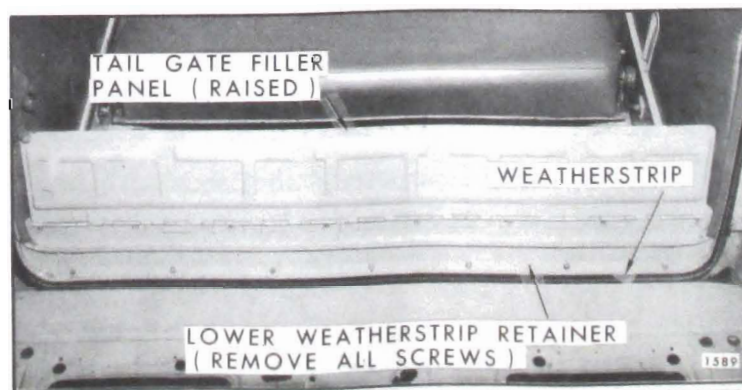


Fig. 9-49—Tail Gate Weatherstrip Retention

- To install, apply a bead of black weatherstrip cement into retainer along entire opening and reverse removal procedure.

TAIL GATE WINDOW UPPER GLASS RUN CHANNEL "B & A" BODY STYLES

Removal and Installation

- Open tail gate. With finger pressure only, squeeze run channel at one end and pull channel out of retainer.
- Once run channel has been removed, the retainer attaching screws are exposed. (See Fig. 9-50.) The retainer can be adjusted by loosening attaching screws, shifting retainer to desired position and tightening screws. If retainer is removed, seal same with medium body sealer prior to installation.
- To install, reverse removal procedure.

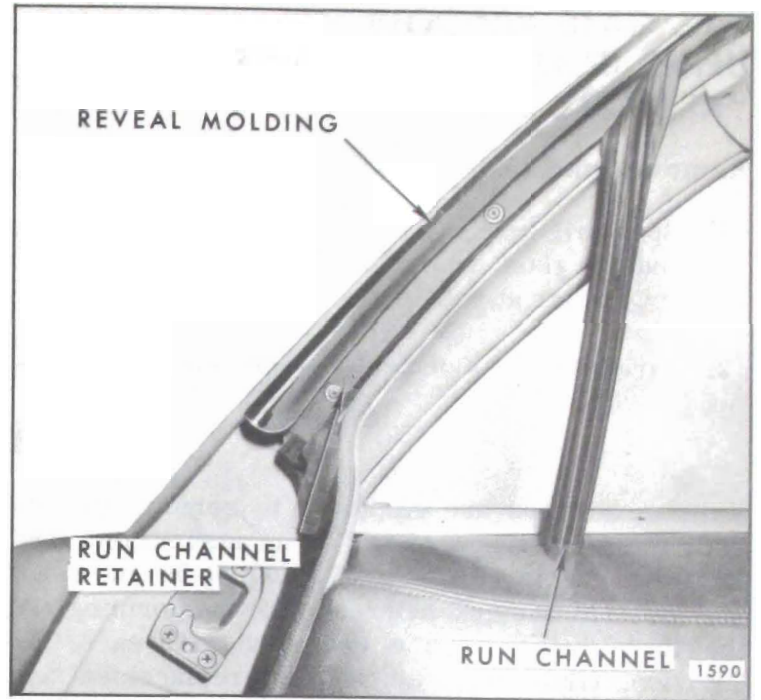


Fig. 9-50—Tail Gate Upper Glass Run Channel Retention

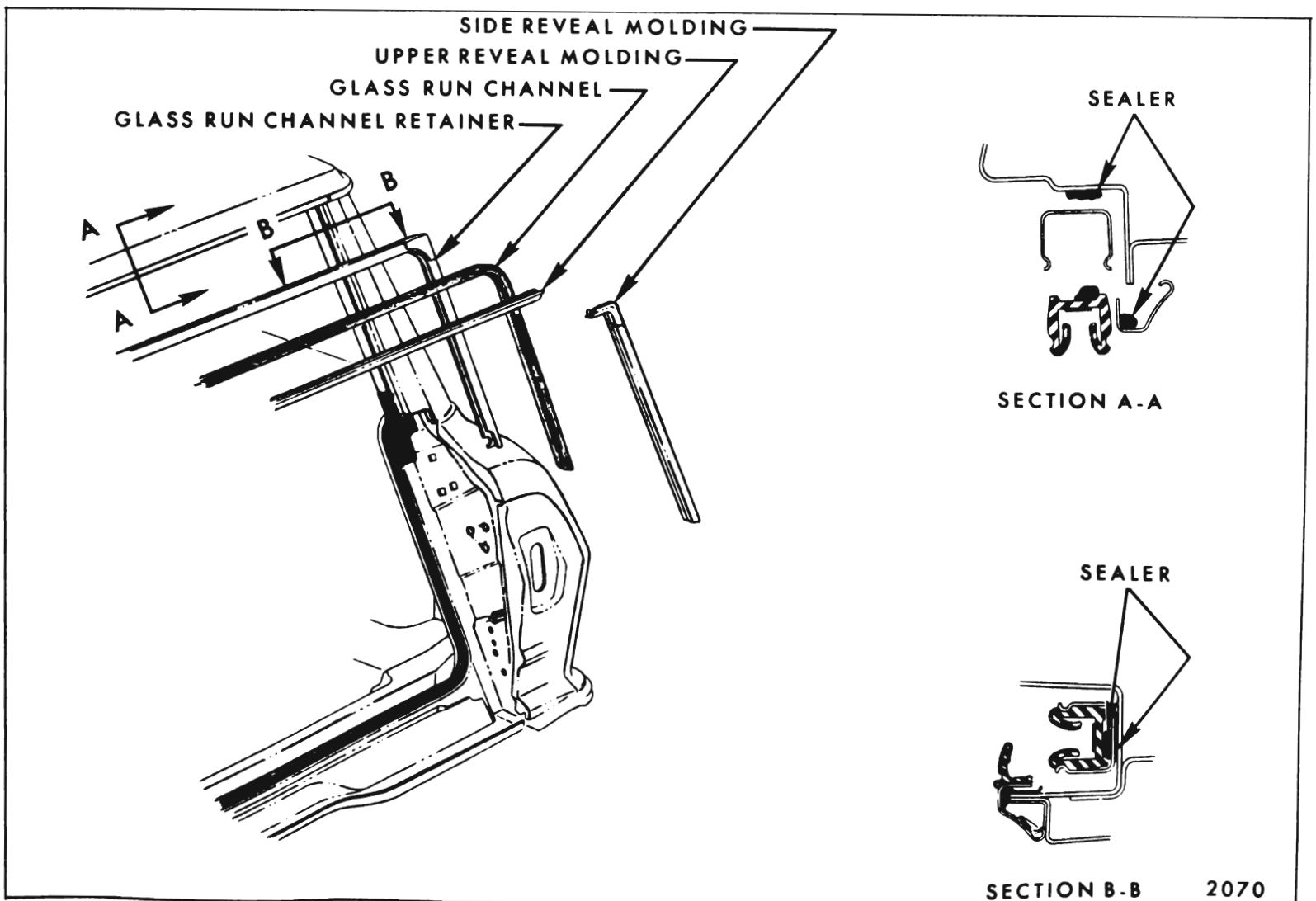


Fig. 9-51—Tail Gate Opening Sealing - "X" Body Styles

TAIL GATE WINDOW UPPER GLASS RUN CHANNEL "X" BODY STYLES

Removal and Installation

1. Open tail gate and remove exposed clip at each end of glass run channel securing channel to body pillar at belt line.
2. Carefully break cement bond between run chan-

nel and retainer and remove run channel.

3. Remove screws to run channel retainer and remove retainer.
4. Prior to installation of either run channel or retainer, seal contact areas with medium bodied sealer as depicted in Sections "A-A" and "B-B" in Figure 9-51.
5. To install, reverse removal procedure.

TAIL LAMPS

Various methods are employed to remove and install the components of tail lamp assemblies. The following charts (Figs. 9-52, 9-53, 9-54 and 9-55) will provide a quick reference for performing the the three basic service operations for each Car Division. (Bulb replacement, lens replacement and housing replacement.)

The recommended torque for attaching nuts to zinc die cast studs on tail lamp housings and rear fender extensions is 60-72 inch pounds. If additional tightening of casting to panel is required a maximum of 90 inch pounds of torque may be used without stripping the nut.

SEALING

Caution should be exercised to prevent waterleaks at the tail lamp area when sealing surfaces are disturbed. Damaged gaskets should be replaced. If new gaskets are not installed, the use of sealer (body caulking compound or equivalent) is recommended at critical areas and where the old gaskets have taken a set.

TAIL LAMP BULB USAGE CHART

Trade No.	Candle Power	Use
1155	4	Tail Lamp
1156	32	Back-Up Lamp
1157	32 and 4	Combination Tail, Stop and Directional

TAIL LAMP OPERATIONS—CHEVROLET (Fig. 9-52)

Operation	Method	Body Type						
		X	X 35	A	A 35	B 15000	B 16000	B 35-45
Bulb Replacement	Remove Lens (Outside)		X		X			X
	Remove Socket (Rear Compartment)	X		X		X	X	
Lens Replacement	Remove Retaining Screws (Outside)	X	X	X	X	X		X
	Remove Housing and Remove Screws (Under Gasket)						X	
Housing Replacement	Remove From Outside (Retaining Nuts in Rear Compartment)	X	X	X View A		X	X	
	Remove From Outside (Retaining Bolts Under Lens)				X			X View B

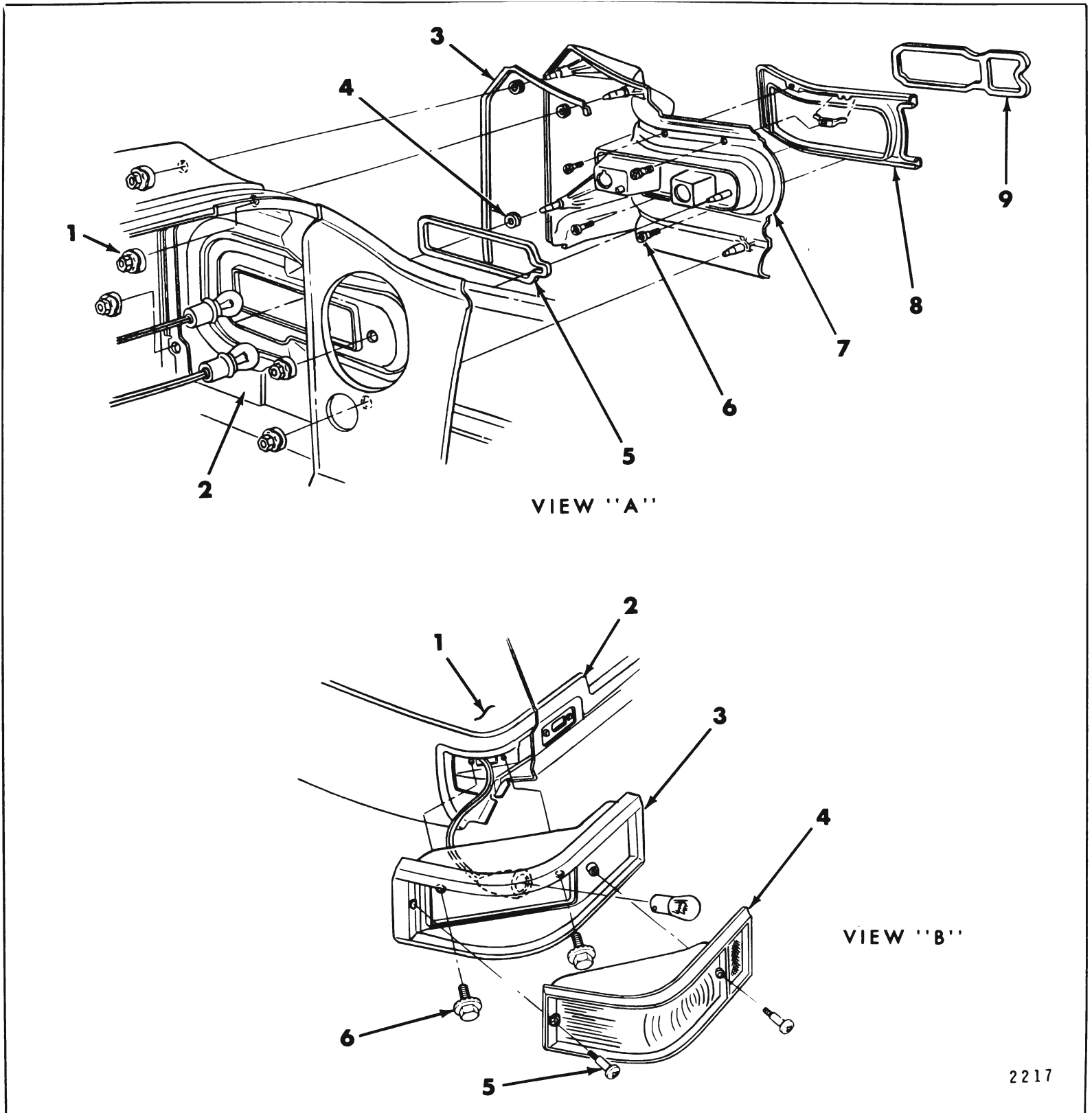


Fig. 9-52—Chevrolet Tail Lamp Installations

View A

- 1. Extension Nuts
- 2. Rear End Inner Panel
- 3. Paint Chip Gasket
- 4. Extension Sealing Washer
- 5. Lamp Opening Gasket
- 6. Outer Bezel Screws
- 7. Outer Panel Extension
- 8. Outer Bezel
- 9. Lens Gasket

View B

- 1. Rear Quarter
- 2. Tail Gate
- 3. Rear Lamp Housing
- 4. Lens
- 5. Lens Screw
- 6. Lamp Housing Screws

TAIL LAMP OPERATIONS—PONTIAC (Fig. 9-53)

Operation	Method	Body Type					
		A 23000	A 24000	A 35	B	B 26657	B Wagon 35-45
Bulb Replacement	Remove Lens (Outside)			X			X
	Remove Socket (Rear Compartment)	X	X		X	X	
Lens Replacement	Remove Retaining Screws (Outside)			X			X
	Remove Housing and Remove Screws (Under Gasket)	X	X		X	X	
Housing Replacement	Remove From Rear Compartment (Retaining Nuts)		X View B			X	
	Remove From Outside (Retaining Nuts in Rear Compartment)	X View A			X		
	Remove From Outside (Retaining Bolts Under Lens)			X			X View C

TAIL LAMP OPERATIONS—PONTIAC (Fig. 9-53)

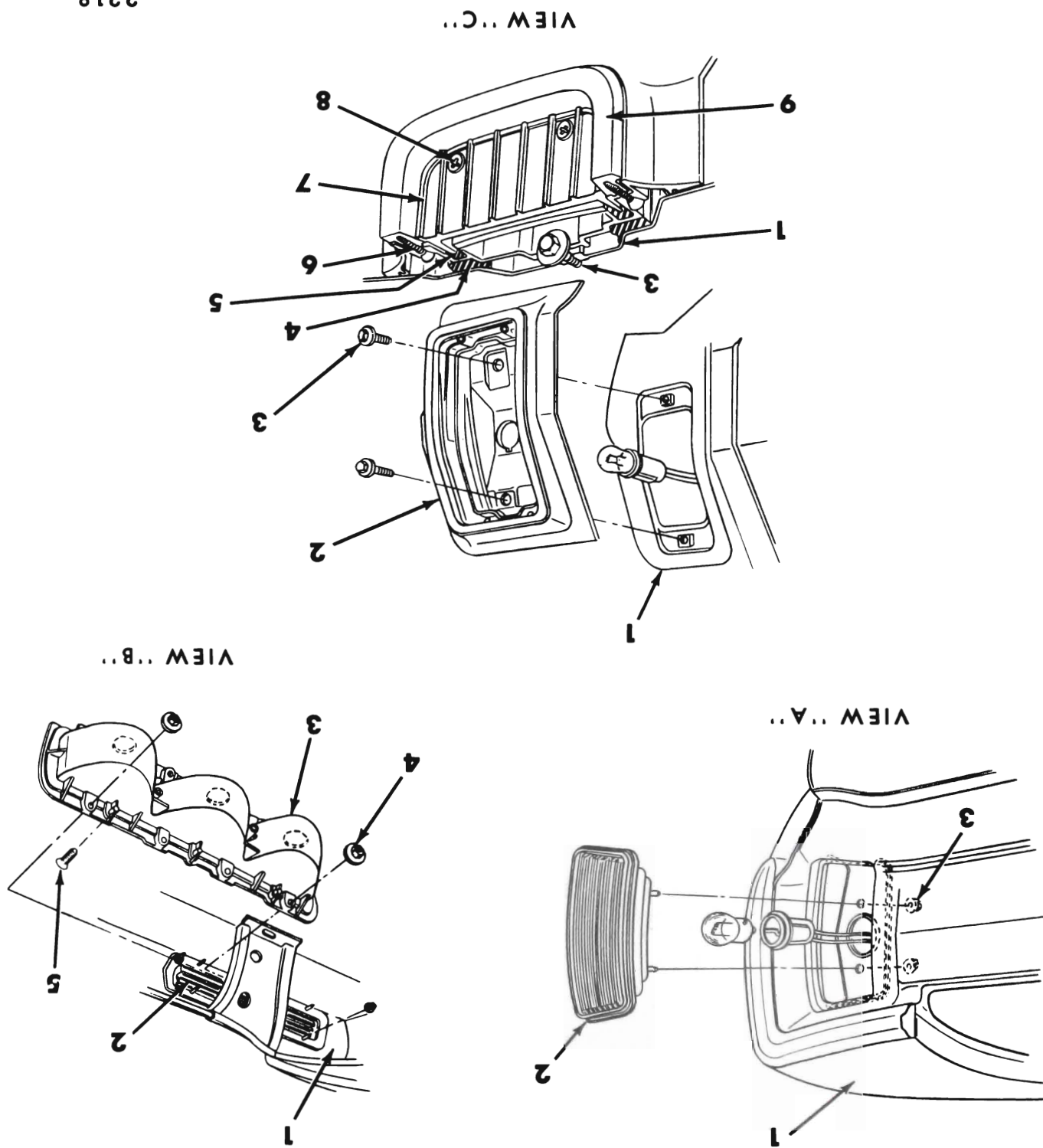
Operation	Method	Body Type					
		A 23000	A 24000	A 35	B	B 26657	B Wagon 35-45
Bulb Replacement	Remove Lens (Outside)			X			X
	Remove Socket (Rear Compartment)	X	X		X	X	
Lens Replacement	Remove Retaining Screws (Outside)			X			X
	Remove Housing and Remove Screws (Under Gasket)	X	X		X	X	
Housing Replacement	Remove From Rear Compartment (Retaining Nuts)		X View B			X	
	Remove From Outside (Retaining Nuts in Rear Compartment)	X View A			X		
	Remove From Outside (Retaining Bolts Under Lens)			X			X View C

- View A
1. Rear Quarter Panel
 2. Rear Lamp Housing
 3. Housing Nuts
- View B
1. Rear End Inner Panel
 2. Rear End Outer Panel Finishing Molding
 3. Rear Lamp Housing
 4. Housing Nut
 5. Lens Screw

- View C
1. Rear Quarter Panel
 2. Rear Lamp Housing
 3. Housing Screw
 4. Rear Lamp Opening Gasket
 5. Lens Gasket
 6. Bezel Screws
 7. Lens
 8. Lens Screws
 9. Bezel

Fig. 9-53—Pontiac Tail Lamp Installations

2218



TAIL LAMP OPERATIONS—OLDSMOBILE (Fig. 9-54)

Operation	Method	Body Type				
		A	A 35-55- 65	B	C	E
Bulb Replacement	Remove Lens (Outside)		X			
	Remove Socket (Rear Compartment)	X		X	X	X
Lens Replacement	Remove Retaining Screws (Outside)		X			
	Remove Housing and Remove Screws (Under Gasket)	X		X	X	X
Housing Replacement	Remove From Rear Compartment (Retaining Nuts)					X View C
	Remove From Outside (Retaining Nuts in Rear Compartment)	X		X	X View B	
	Remove From Outside (Retaining Bolts Under Lens)		X View A			
	Rear Bumper Lowered	X		X	X	

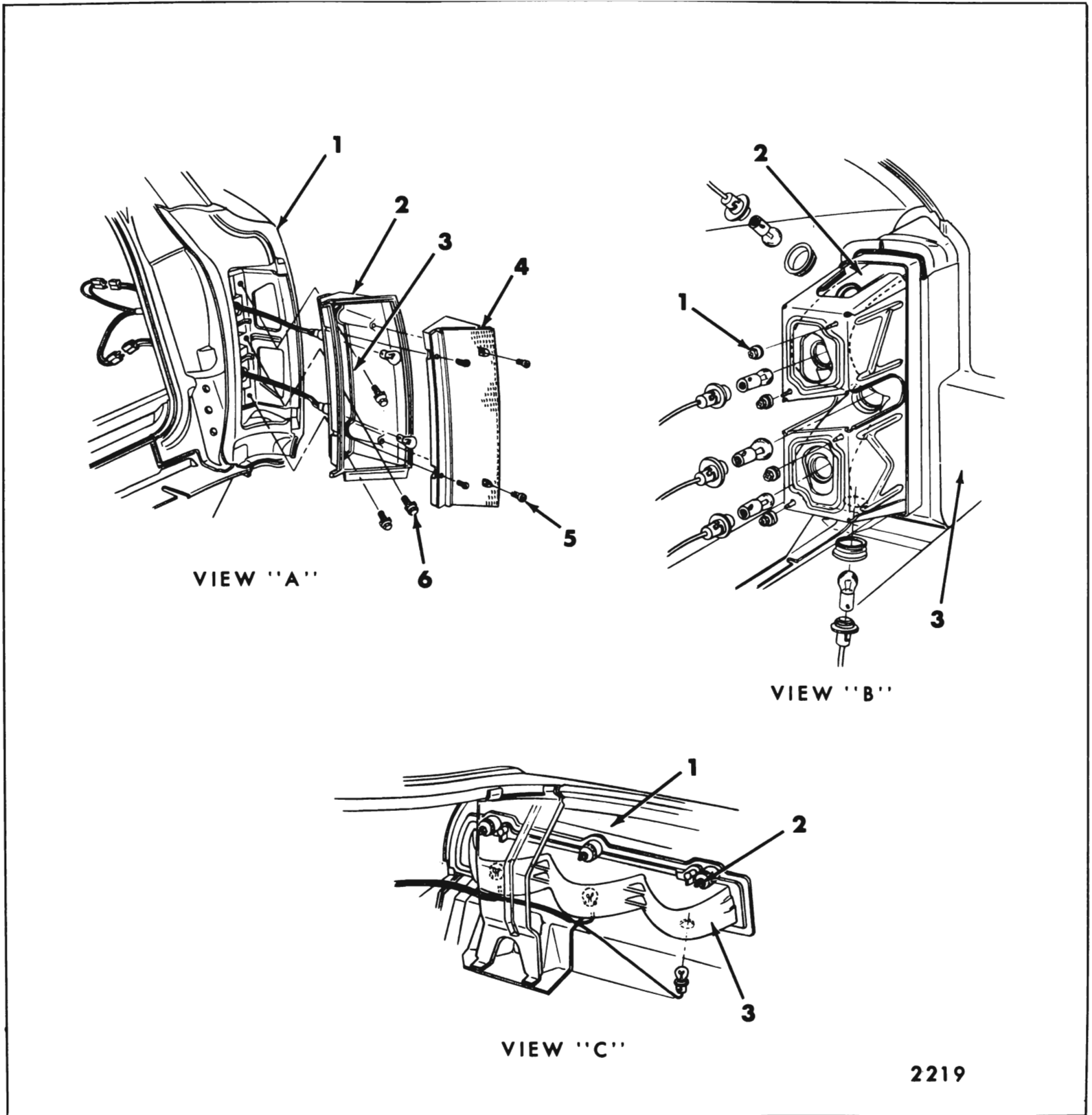


Fig. 9-54—Oldsmobile Tail Lamp Installations

View A

- 1. Rear Quarter Panel
- 2. Lamp Housing
- 3. Lens Gasket
- 4. Lens
- 5. Lens Screw
- 6. Housing Screw

View B

- 1. Lamp Housing Nut
- 2. Lamp Housing
- 3. Rear End Inner Panel

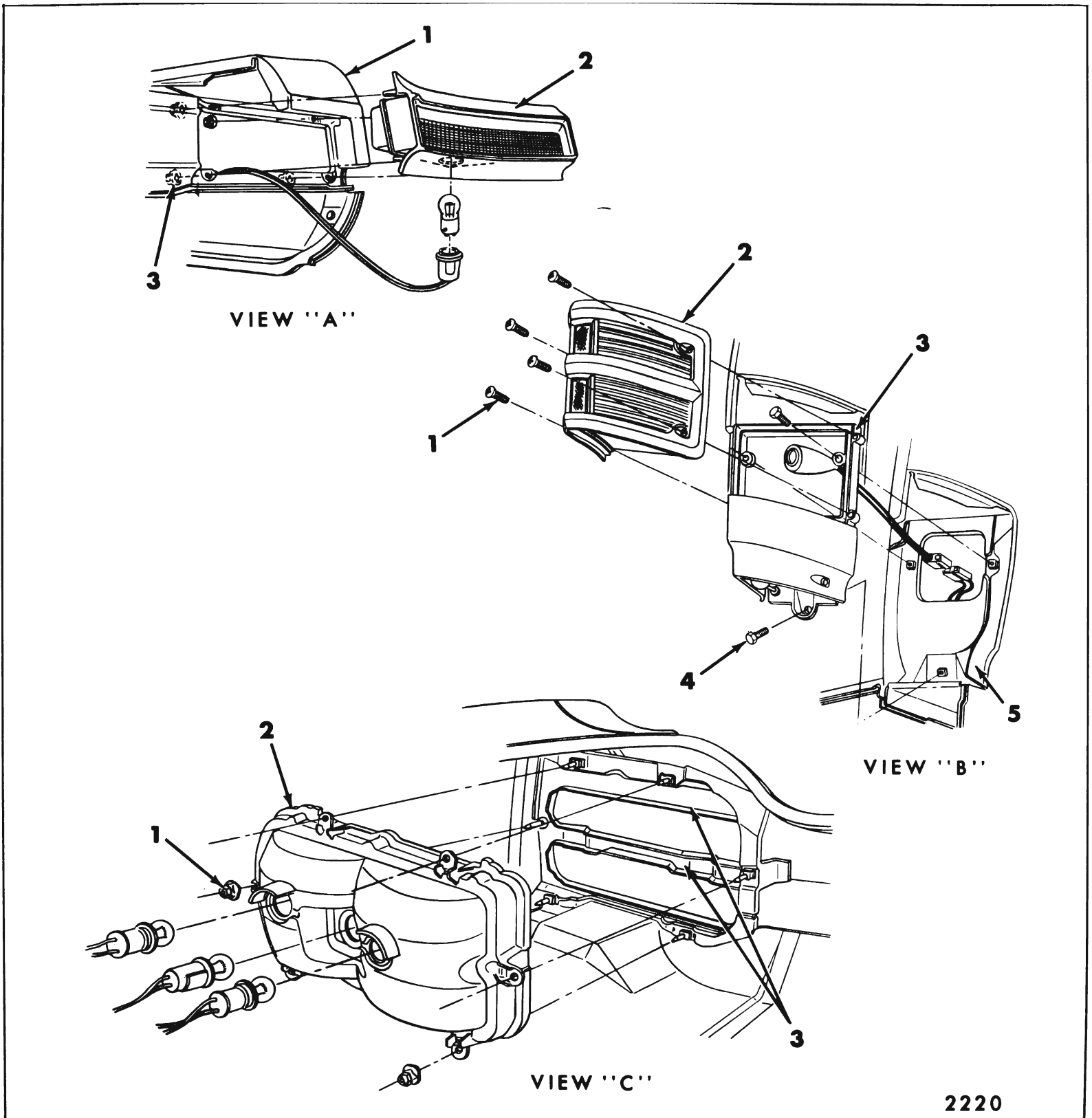
View C

- 1. Rear End Inner Panel
- 2. Lamp Housing Nut
- 3. Rear Lamp Housing

2219

TAIL LAMP OPERATIONS—BUICK (Fig. 9-55)

Operation	Method	Body Type				
		A	A 35-55- 65	B	C	E
Bulb Replacement	Remove Lens (Outside)		X			
	Remove Socket (Rear Compartment)	X		X	X	X
Lens Replacement	Remove Retaining Screws (Outside)		X			
	Remove Housing and Remove Screws (Under Gasket)	X		X	X	X
Housing Replacement	Remove From Rear Compartment (Retaining Nuts)			X View C		
	Remove From Outside (Retaining Nuts in Rear Compartment)	X View A			X	X
	Remove From Outside (Retaining Bolts Under Lens)		X View B			



2220

Fig. 9-55—Buick Tail Lamp Installations

View A

- 1. Rear Quarter Panel
- 2. Rear Lamp Housing Assembly
- 3. Housing Nuts

View B

- 1. Lens Screw
- 2. Lens and Bezel Assembly

- 3. Lamp Housing

- 4. Lamp Housing Screw
- 5. Rear Quarter Panel

View C

- 1. Lamp Attaching Nuts
- 2. Lamp Housing
- 3. Rear End Panel