

SECTION 13-B DOORS AND COMPARTMENT LIDS

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SERVICE BULLETIN REFERENCE

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13-6 DOOR LOCKS AND HANDLES

a. Description of Door Locks and Handles

Each door lock is operated by an outside handle and also by an inside handle and remote control assembly which is connected to the lock by a link. The connecting link has slotted holes to permit operation of lock by either the outside or inside handle independently of other handle.

On 1949 Models 51, 59, 71, 79, "free-wheeling" linkage incorporated in the rear door locks permit adjustment so that the doors cannot be opened by operating the inside handle when the locking rod knob is down. This safety feature, desirable where small children ride on the back seat, prevents accidental opening of a rear door when the car is in motion. Locks are set in normal or positive operating position at the factory, and must be set for "free-wheeling" at the request of car owner (subpar. f).

Each front door is provided with an outside safety lock located below the door handle. This lock is operated by the same key that operates the ignition switch, glove box door lock and rear compartment lid lock.

Rear doors are locked from the inside only by means of the inside locking rod knob which projects through the garnish molding. The front doors also may be locked from inside by the same means.

1948 Models use a sliding bolt type door lock which is bolted to the door inner panel. The lock bolt engages a striker mounted on the body lock pillar. The striker is provided with a safety catch to prevent door from swinging open in case it is not securely latched. Striker plates are adjustable for proper fit of door at lock side.

1949 Series 50-70 use a new "U" type door lock and a striker which also serve in place of the wedge plate and dovetail bumper used in prior models. The door lock, which contains a

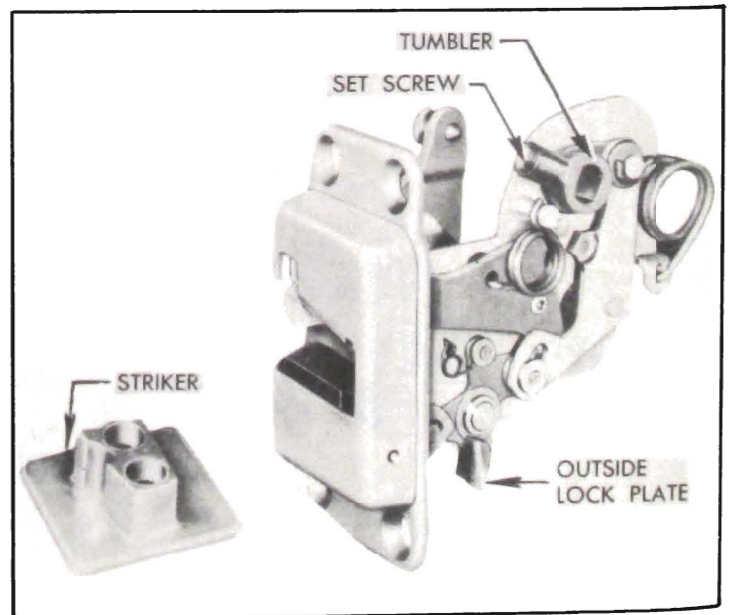


Figure 13-6—Door Lock and Striker, Outer Side—1949 Series 50-70

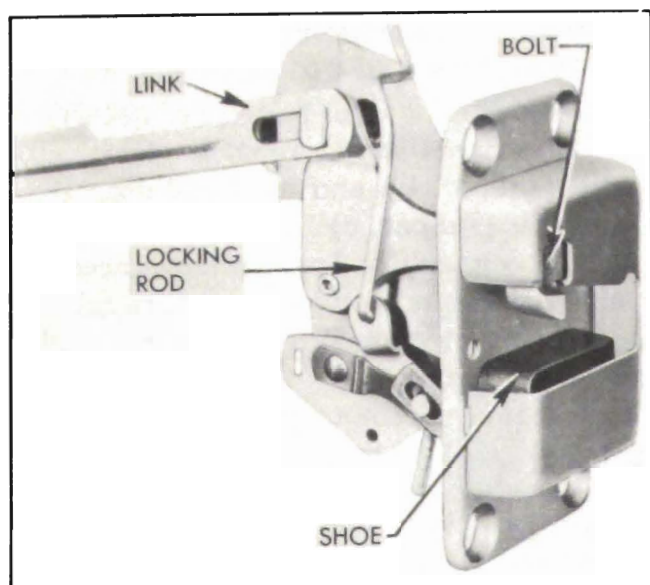


Figure 13-7—Door Lock, Inner Side—1949 Series 50-70

spring-loaded sliding shoe, is attached to the face of door lock pillar. See figures 13-6 and 13-7. The vertically operating lock bolt engages a notch in the lock striker which is attached to body lock pillar by two screws which enter a floating anchor plate inside the pillar. Serrations on back of striker and on pillar permit lateral and vertical adjustment for proper fit of door at lock side. See figure 13-8.

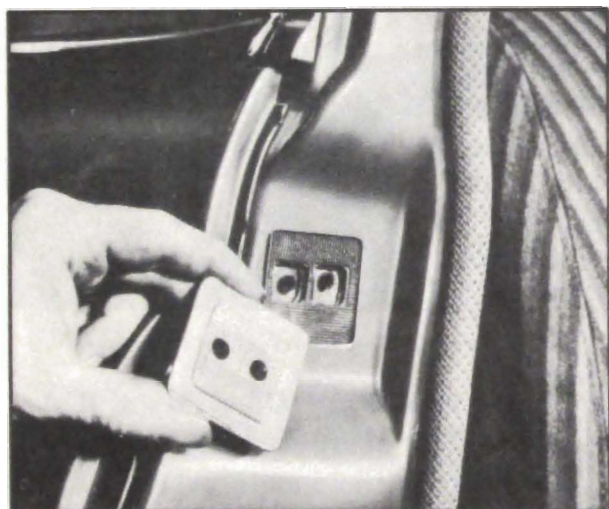


Figure 13-8—Door Lock Striker—1949 Series 50-70

b. Door Outside Handle and Escutcheon Replacement

On *1948 Models*, the door outside handle shaft is anchored in the lock by a headless slotted retaining screw. To remove handle remove retaining screw through the hole in door lock pillar above lock bolt, then pull door handle out.

On *1949 Series 50-70*, the door outside handle is retained in lock tumbler (fig. 13-6) by a set screw. Locks in first bodies have either a $\frac{1}{8}$ "

Allen or a cross-recess type set screw; later locks have a hex head set screw. Use of cross-recess or hex head set screws are indicated by two dimples formed on lower face of lock. The set screw may be seen by removing the upper outer lock screw and shining a light through screw hole while sighting through access hole in lock pillar. On closed bodies, door weatherstrip must be loosened to expose access hole. Loosen set screw only enough to permit removal of handle, using proper type wrench or screwdriver inserted through access hole.

The door outside handle escutcheon with ferule is attached to door outer panel with screws which turn into cage nuts on inside of panel. The escutcheon can be removed after removal of handle. To install, position escutcheon approximately and install retaining screws, leaving screws just loose enough to permit escutcheon to shift as required. Insert door handle in lock and adjust escutcheon to align handle with lock. Maintaining escutcheon position, remove handle and tighten escutcheon screws, then install handle.

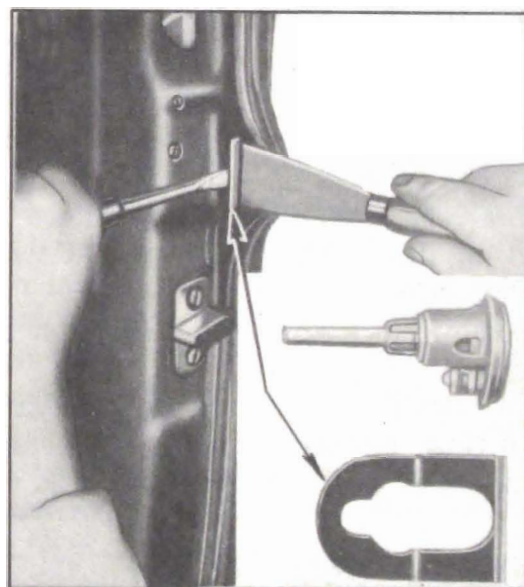


Figure 13-9—Safety Lock Removal—1948 Model Shown

c. Safety Lock Replacement

1. Release door side weatherstrip at lock face to expose the flat lock spring retainer.

2. Insert putty knife between door flange and retainer and at same time pry the retainer out about $\frac{1}{2}$ " with another putty knife or thin screwdriver. Remove safety lock from its opening in the door panel. See figure 13-9.

3. Reverse the removal procedure to install lock, then cement weatherstrip where loose with 3-M Rubber Adhesive (par. 13-4).

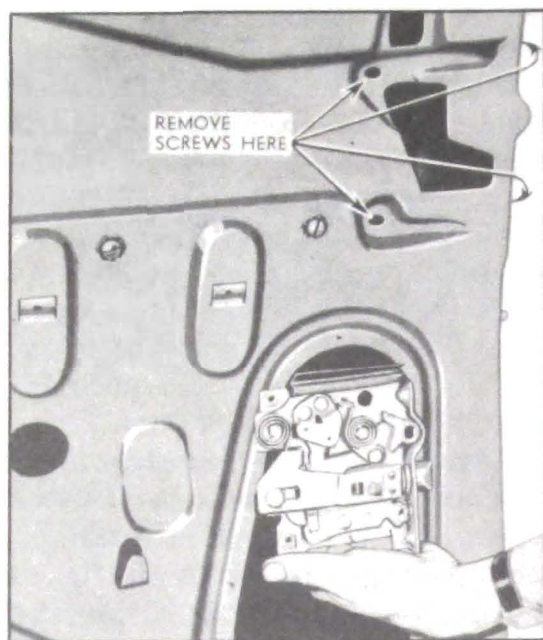


Figure 13-10—Door Lock Removal—1948 Models

d. Door Lock Replacement—1948 Models

1. Remove door trim pad (par. 13-20) and raise window glass.
2. Remove door outside handle and safety lock.
3. Remove inspection hole cover from door inner panel.
4. Remove 4 screws which attach lock to inner panel. See figure 13-10.
5. Swivel the anti-rattler clip on inside locking rod out of position and remove the rod.
6. Tilt lock and disconnect remote control connecting link. DO NOT twist "T" stud on lock when releasing link.
7. Remove lock through inspection hole in inner panel.
8. To install lock, reverse the removal procedure. Adjust remote control, if necessary, to take up excess play in connecting link.



Figure 13-11—Door Lock Removal—1949 Series 50-70

e. Door Lock Replacement—1949 Series 50-70

1. Remove door trim pad (par. 13-20).
2. On *closed body*, remove door outside handle (subpar. b) and on front door remove safety lock (subpar. c).
 - 2a. On *convertible body*, remove access hole cover adjacent to door lock and through access hole disconnect door safety lock rod and outside handle rod.
3. Disconnect remote control link by removing remote control mechanism.
4. Disconnect door inside locking rod through access hole in door inner panel.
5. Remove 4 retaining screws and remove lock through opening in door lock pillar by turning lock at a slight angle toward inside of car then tilting front of lock down to clear the opening. See figure 13-11.
6. To install lock, reverse the removal procedure. Adjust remote control, if necessary, to take up excess play in connecting link.

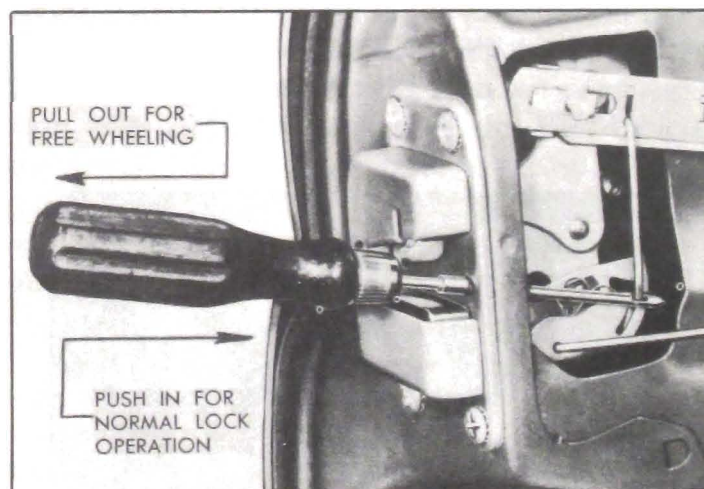


Figure 13-12—Free-Wheeling Adjustment

f. "Free-Wheeling" Adjustment, Rear Door Lock—1949 Models 51, 59, 71, 79

1. Pull up on the inside safety locking rod knob.
2. Insert Free-Wheeling Adjusting Tool J 2770 through hole in lock and engage notch of tool under the free-wheeling link. See figure 13-12.
3. *Pull out* on tool to set lock in free-wheeling position; *push in* on tool to set lock in non-free-wheeling or *normal* operating position.

13-7 DOOR CHECKS AND HOLD-OPEN DEVICES**a. 1948 Models**

Front doors on all 1948 models and rear doors on Series 50-70 only, are provided with

door checks which incorporate a hold-open device. The hold-open casing assembly contains two spring-loaded shoes which engage projections on the check link when door is fully opened. See figure 13-13.

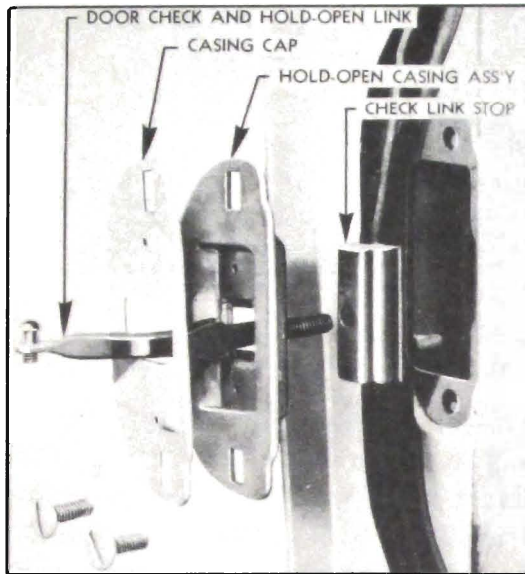


Figure 13-13—Door Check with Hold-Open Device—1948 Models

Rear doors on *Series 40* have a check link of cushion design and on these doors the hold-open device is contained in the door upper hinge.

Door checks are set at the factory for proper degree of door opening, and usually require no further adjustment. If it becomes necessary to provide a greater degree of door opening, disconnect check link by removing the hinge screw at body pillar, pull link out as far as possible and unscrew it a couple of threads, then connect link at body pillar.

b. 1949 Series 50-70

1949 Series 50-70 bodies have a new type door check and hold-open assembly that incorporates a pair of springs for counterbalancing and preventing the door from slamming shut. These springs also assist in opening the door, while the toggle action of the links establishes a definite hold-open position. See figure 13-14.

The check link is furnished as a complete assembly only and is not adjustable except for its position on door inner panel. The assembly may be reached for adjustment or replacement by removing door trim pad (par. 13-20) and door inspection hole cover. The bolt holes in door inner panel are slotted to permit proper location of check link so that it will operate without binding.

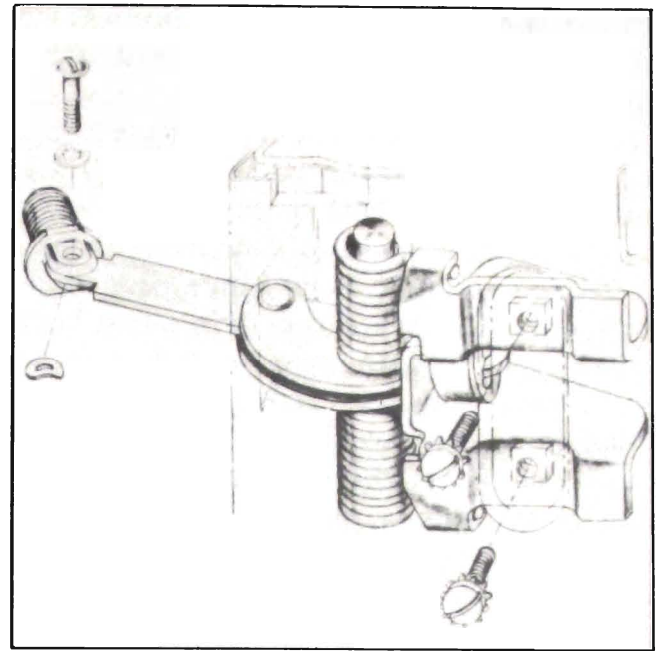


Figure 13-14—Rear Door Check Link with Hold-Open Device—1949 Series 50-70

13-8 DOOR RUBBER WEATHERSTRIPS

The rubber weatherstrips which are cemented to the door flanges should contact the body door opening firmly and evenly at all points when door is closed. This can be checked by closing the door on a slip of paper placed at intervals around the door. If paper can be withdrawn an adjustment of the weatherstrip on the door may be necessary.

Moving the door inward for closer contact of rubber weatherstrip against body may be accomplished by striker plate or door hinge adjustment. If door is in proper alignment, however, correction of air or water leak around door opening will probably require correction of rubber weatherstrip condition. If weatherstrip is misaligned or loose it should be removed, adjusted and re-cemented into place. If weatherstrip is damaged or deteriorated it should be replaced.

When re-cementing or replacing door rubber weatherstrip the following procedure must be used to insure permanent adhesion.

1. Carefully remove old weatherstrip or portion to be re-cemented.

2. Thoroughly clean flange of door and surface of weatherstrip with a wire brush or with a cloth dampened with white gasoline. *Do not use kerosene or other fluids containing oil.*

3. Allow surfaces to dry, then brush a coating of 3-M Rubber Adhesive (par. 13-4) on mating surfaces of door and weatherstrip.

4. Keep coated parts separated and allow cement to air dry until "tacky", which requires

about 10 minutes. If parts are joined when cement is wet the weatherstrip will not adhere properly.

5. Press weatherstrip firmly into place, being careful not to stretch it. When attaching weatherstrip along bottom of door be careful not to close drain holes in door inner panel.

6. Attach retainer along hinge edge of door where used. Secure weatherstrip along bottom of door with retainers provided. On 1948 models, metal clips are used which are inserted through retainers welded to door panel. On 1949 Series 50-70, the weatherstrip is held in place by a retainer with a scalloped flange which is crimped over weatherstrip.

IMPORTANT: Do not close the door for at least a half hour after re-cementing or installation of weatherstrip. If time permits, leave door open for a longer period. If door is closed before cement is thoroughly dry, the pressure against lip of weatherstrip will cause weatherstrip to pull away from its cemented base and early failure of the installation will result.

13-9 DOOR DOVETAIL BUMPERS AND WEDGE PLATES

Each door is supported on the lock side by a wedge plate and dovetail bumper. On 1948 models, the wedge plate is mounted on the door and the dovetail bumper is mounted on the body. On 1949 Series 50-70, the wedge plate is mounted on the body and the dovetail bumper is incorporated in the door lock.

On a properly aligned door, the wedge plate should enter centrally into the dovetail bumper so that the lock side of door is supported without strain or vertical play in the closed position. In the event of wear or door adjustment, the wedge plate may be loosened, shifted up or down as required and then tightened again.

The wedge plate must never be adjusted so as to spring the door up or down to secure alignment of door in body door opening. If door is not in alignment when wedge plate is removed, the door should be adjusted (par. 13-10).

a. 1948 Dovetail Bumpers and Wedge Plates

The dovetail bumper and casing assembly comprises upper and lower shoes, rubber cushions, and springs which are retained in a casing attached to body by a cap which may be removed for replacement of parts. See figure 13-15.

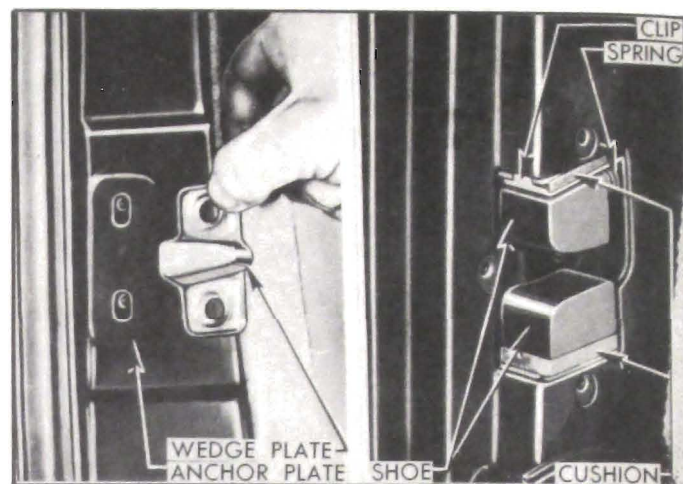


Figure 13-15—Wedge Plate and the Dovetail Bumper with Cap Removed—1948 Models

The lower bumper shoe is stationary and has a rubber cushion between its lower side and the casing. The upper bumper shoe is spring-loaded at the inner end and can slide in and out. A rubber cushion located between the upper shoe and the bumper casing is retained by a clip which also provides a bearing for the sliding shoe.

The dovetail bumper and casing assembly is not adjustable; however, all parts except the casing are replaceable to correct for wear.

The dovetail bumper wedge plate is attached by two screws to a floating anchor plate in the door inner panel. Slotted holes in door panel permit vertical adjustment of the wedge plate.

b. 1949 Series 50-70 Dovetail Bumpers and Wedge Plates

The dovetail bumper on 1949 Series 50-70 is incorporated in the door lock. One bumper shoe is installed in lower side of lock casing and the casing itself forms the upper shoe. See figure 13-7.

The wedge plate is combined with the door lock striker. It is installed on the body lock pillar with two screws which enter into a floating anchor plate inside the lock pillar. Serrations on the back of the striker and on the body pillar allow for both vertical and horizontal adjustment. See figure 13-8.

Whenever the door lock striker (wedge plate) is adjusted, it must be placed so that it enters centrally into the door lock and also that proper contact of door weatherstrip with body is obtained when door is closed.

13-10 DOOR HINGES AND DOOR ADJUSTMENT

a. Checking Door Fit in Body Opening

A door which is hard to open and close or which does not fit the door opening in body with even spacing all around and close flush with adjacent body panels should be carefully checked for fit in body opening before attempting any adjustment of hinges or door lock striker. Sometimes a combination of adjustments are required and time will be saved by checking as follows:

1. Check for even contact of door rubber weatherstrip with body by closing door on a slip of paper placed at intervals around door. If paper can be withdrawn an adjustment of the door hinges, door lock striker or weatherstrip is indicated.

2. Remove the dovetail bumper wedge plate (1948) or door lock striker (1949) to allow door to hang free on the hinges.

3. Close the door and check the spacing of door in body opening at front, top and rear edges. The spacing should be uniform in width along each edge and should be approximately equal at all three edges.

4. Check the belt molding or horizontal crease line at belt line of door and body. This should be in continuous alignment along the side of body from front edge of front door through the rear quarter panel.

5. Hold door closed and check door flanges for being flush and in uniform alignment with adjacent body panels.

Careful consideration of door spacing, belt molding or crease line alignment, weatherstrip contact and door flange alignment will show whether correction can be made by adjustment of door lock striker or door hinges or a combination of both. It also will show whether the door or door opening requires truing up by other means than adjustment. On a convertible coupe, an adjustment of door frame stiffener rod may be indicated (par. 13-27).

If hood is not in proper alignment with front doors, the hood should be adjusted; do not attempt to shift a properly fitting door to obtain alignment with the hood. Likewise, if door fits body opening properly, the fender or fender extension rather than the door should be adjusted, if required, to secure proper alignment and clearance of these parts.

b. General Instructions for Adjusting Door Hinges and Lock Strikers

The following general instructions apply to all body styles. For specific information on door hinges see subparagraph *c* (1948) or subparagraph *d* (1949).

Adjustment and fitting of a door in body opening should always start at the hinge side of door. Dovetail bumper wedge plate (1948) or door lock striker (1949) must be removed to allow door to hang free on hinges.

Before making an adjustment at the hinges it is advisable to mark the location of hinge on body and door so that amount and direction of hinge movement can be measured as an aid in adjustment. It will be necessary to remove hinge covers where installed and to reinstall and seal them after all adjustments are completed.

Doors are heavy and hard to handle if all hinges are loosened during door adjustment and it may require the services of two men, one to hold the door at the correct adjustment while the other man tightens the hinge.

The in and out, or fore and aft adjustment may be simplified if only one door hinge at a time is loosened, adjusted and then tightened again.

To facilitate easy adjustment of the door up or down, use a car jack placed under the center of the door when it is in an open position. When the hinge screws are loosened, the jack may be operated to move the door up or down to the correct adjustment with very little effort, after which the screws may be tightened again.

In some cases it may be necessary to use a combination of vertical, in-and-out and fore-and-aft adjustments to secure proper fitting of door in body opening and proper contact of door weatherstrip with body.

Alignment of door and body belt moldings or crease lines at hinge pillar should be obtained first, by vertical adjustment of door at hinges. Then align door flange so that it is flush with adjacent hinge pillar by an in or out adjustment of one or both hinges. Finally, obtain spacing of uniform width along hinge side which is approximately equal to spacing on lock side of door by fore or aft adjustment of one or both hinges.

When door is properly adjusted at hinge side, uniform spacing and also alignment of belt moldings or crease lines should exist at the lock side of door. In order to obtain alignment of

moldings or crease lines at lock edge of door it may be necessary, in some cases, to adjust hinges so that door spacing on hinge side is not exactly uniform in width; however, the spacing must not be noticeably tapered on either the front, top or rear edges of door.

After door hinges have been adjusted for proper fit of door in body opening, adjust the door lock striker to secure good contact of door weatherstrip with body and easy operation of door lock bolt. Door lock strikers are adjustable in and out to take up excess play through use. Serrations on the back of door lock striker and on the body pillar, coupled with anchor plate in body pillar, allow for this adjustment.

On 1949 Series 50-70, the door lock striker should be adjusted vertically so that it enters centrally into the door lock. On 1948 models install and adjust dovetail bumper wedge plate so that it enters centrally into the dovetail bumper. The striker or the wedge plate should be positioned so that it supports the door without strain in upward or downward direction.

On convertible coupes, if door does not fit flush with body at lock side adjust door frame stiffener (par. 13-27).

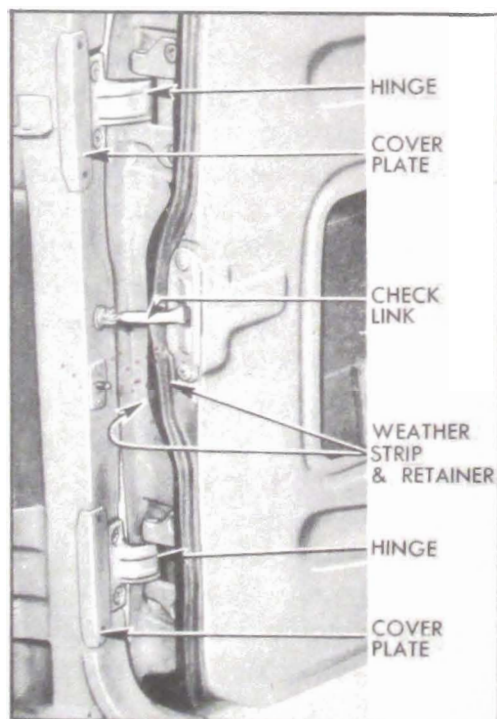


Figure 13-16—Front Door Hinges—1948 All Series

c. Door Hinges—1948 Models

Front doors on all 1948 models and rear doors on the Series 50-70 only, are equipped with concealed butt-type hinges. See figure 13-16.

Rear doors on Series 40 only are equipped with box-type strap hinges, with the strap attached to door inner panel under the trim pad. See figure 13-17.

Front doors on all series and rear doors on Series 50-70, may be adjusted “in” or “out” at upper and lower hinges by loosening hinge attaching screws at either body or door hinge pillar, or both, moving door in required direction and tightening hinge screws. See figure 13-16.

These butt type hinges are not adjustable for “fore” and “aft” movement of door since this adjustment is seldom necessary unless the hinges have been bent by accident. A bent hinge should be removed and straightened, or replaced. A limited forward adjustment may be made by placing a narrow waterproof shim between the inner edge of hinge strap and the body pillar.

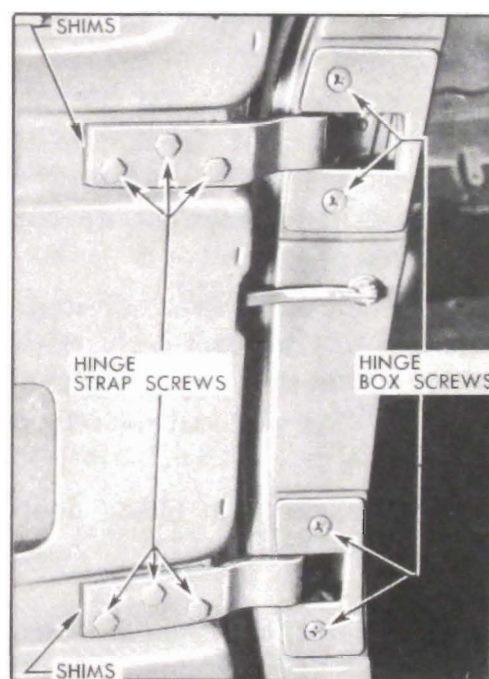


Figure 13-17—Rear Door Hinges—Series 40

On Series 40, rear doors may be moved “in” or “out” at upper and lower hinges by loosening the hinge box screws at body pillar. If this does not provide sufficient movement of door, loosen and pull back the trim pad and change the thickness of shims located between the hinge strap and door inner panel. These doors also may be moved “fore” and “aft” by loosening hinge strap attaching screws at door inner panel. See figure 13-17.

The butt-type hinges used on all front doors and rear doors on Series 50-70 are provided with cover plates which are sealed to prevent passage of water. When hinges are to be ad-

justed or replaced, the door rubber weatherstrip must be detached at plates and the plates must be removed.

Before reinstallation of a hinge cover plate fill the hinge depression at top and bottom of hinge with 3-M Autobody Sealer as shown at "2" in figure 13-18, sealing only the areas covered by the hinge cover plates. Brush sealer on all surfaces of hinge cover plates which contact the hinge and the door and body metal, then install cover plates. Joints marked "1" and "2" in figure 13-18 must be water tight. Cement door weatherstrip to hinge cover plate as described in paragraph 13-8.

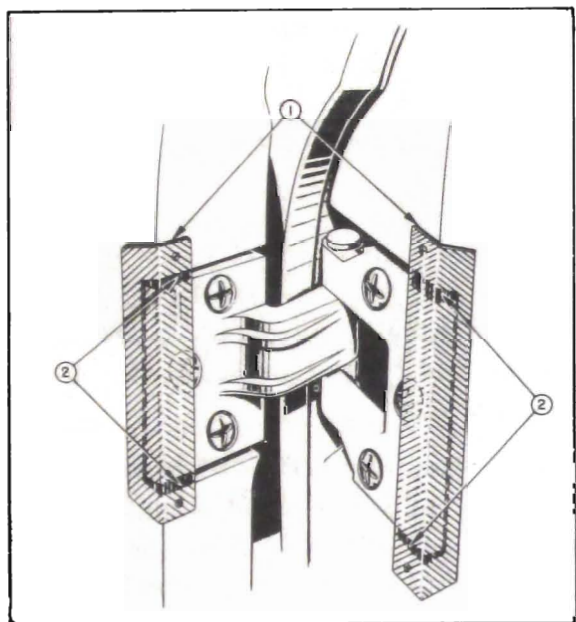


Figure 13-18—Sealing of Hinge Cover Plate

d. Door Hinges—1949 Series 50-70

Front door hinges on 1949 Series 50-70 are equipped with box-type hinges having large goose-neck straps designed to provide maximum door entrance room. Rear doors are equipped with concealed butt-type hinges. See figure 13-19.

Front doors may be adjusted "outward" by shimming behind the hinge strap on door inner panel. A slight "in" and "out" adjustment can be obtained by loosening the hinge to body pillar attaching screws. Front doors may be adjusted "fore" and "aft" by loosening the hinge strap to door attaching screws. It is necessary to loosen and pull back the trim pad to reach the hinge strap screws.

Rear doors may be adjusted "in" and "out" by loosening the hinge to body pillar attaching screws. A limited "forward" adjustment may be made by placing a narrow waterproof shim between the inner edge of hinge strap and the

body hinge pillar. If hinge is bent so that considerable "fore" or "aft" adjustment is required, the hinge should be removed and straightened, or replaced.

The butt-type hinges used on rear doors are provided with cover plates which must be sealed during installation, as described in subparagraph *c* above. See figure 13-18.

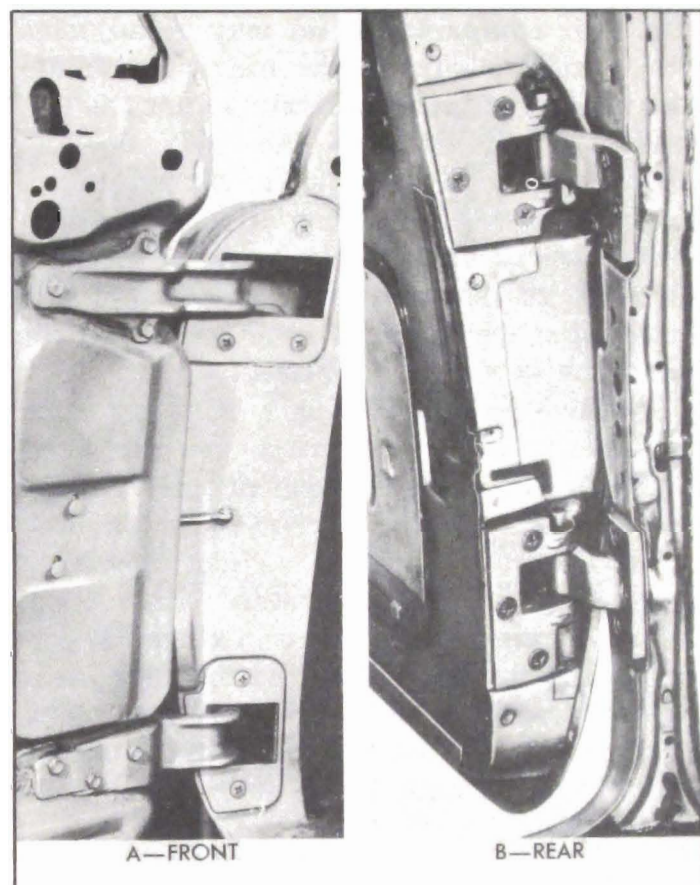


Figure 13-19—Front and Rear Door Hinges—1949 Series 50-70

13-11 REAR COMPARTMENT LID WEATHERSTRIP

On 1948 models, the rear compartment lid is sealed against entrance of dust and water by a molded rubber weatherstrip which is cemented into a gutter formed in body metal around rear compartment opening. The weatherstrip has a projecting lip to provide positive contact against the lid when closed and a groove formed in the rubber acts as a gutter to carry water around the opening so it can drain out at lower corners.

On 1949 Series 50-70, the molded rubber weatherstrip is composed of a TOP section and SIDE section. The TOP section is cemented into the gutter of the compartment opening and extends across the top and part way down each side. The SIDE section is cemented along the sides and bottom flange of the lid.

To avoid dust and water leaking into the rear compartment, the compartment lid weatherstrip must be in good condition and securely cemented to the metal surface on which it is mounted. The lip of the weatherstrip must make firm contact at all points. This can be checked by closing the lid on a slip of paper placed at intervals around the lid. If paper can be withdrawn, an adjustment of the weatherstrip or lid may be necessary.

The rear compartment lid may be adjusted at the lock strikers or the hinges to obtain better contact of the weatherstrip (par. 13-12), however, if the lid fits the body opening properly it may be necessary to correct an unsatisfactory weatherstrip condition. If weatherstrip is loose or distorted it should be loosened sufficiently to permit proper adjustment and re-cementing. If damaged or deteriorated the weatherstrip should be replaced.

When re-cementing or replacing rear compartment lid weatherstrip use the same procedure for applying cement and setting weatherstrip in place as specified for door weatherstrips (par. 13-8). When replacing weatherstrip in 1948 model, start with one end of weatherstrip pressed down in gutter at bottom center and follow around the opening pressing weatherstrip firmly and evenly into place. Do not stretch the rubber, particularly at the corners. Cement both lower ends of weatherstrip together.

IMPORTANT: *Do not close rear compartment lid for at least a half hour after re-cementing or installation of weatherstrip. If time permits, leave lid open for a longer period. If lid is closed before cement is thoroughly dry, the pressure against lip of weatherstrip will cause weatherstrip to pull away from its cemented base and early failure of the installation will result.*

13-12 REAR COMPARTMENT LID, HINGE, AND LOCK ADJUSTMENTS

a. Description of Hinges and Locks

The rear compartment lid is attached to the body by two concealed hinges. The "gooseneck" strap portion of each hinge is attached to the under side of lid with bolts and floating cage nuts which, together with slotted bolt holes in strap, permit adjustment of the lid in its opening. The box portion of the hinge welded to

the body contains a hinge pin which may be removed if required in service.

On 1949 Series 50-70 closed bodies the hinges contain heavy clock-type springs for counterbalancing the lid and holding it in the upper position when opened. This construction eliminates the telescoping lid supports used in 1948 models. On 1949 convertible coupes, the lid is supported in the open position by a single spring-loaded lid support, and springs are not included in the hinges.

The rear compartment lid lock mechanism is operated by a centrally located handle containing a lock cylinder fitted to the ignition key. Lids with wide lower ends have two locks on lower edge which are operated by the handle through a remote control and connecting links. Lids with narrow lower ends use only one lock which is centrally located and operated directly by the lid handle.

Lid lock strikers are mounted at lower edge of body opening in position to be engaged by the locks on the lid. Strikers have slotted bolt holes so they may be adjusted to provide positive locking and proper pressure of lid against the weatherstrip.

b. Lid, Hinge, and Lock Striker Adjustments

Adjustment of rear compartment lid, hinges, and lock strikers is required whenever an edge of lid is noticeably out of alignment with adjacent body panels, upper edge of lid contacts body rear panel when lid is opened, or lid does not lock properly. Adjustment also may be required to correct dust or water leaks provided the weatherstrip is in good condition and securely cemented in place (par. 13-11).

Before making any adjustments examine the fit of rear compartment lid in the body opening. Referring to figure 13-20, the spacing at "A", "B" and "C" should be approximately equal and sufficient at "A" to give clearance between body panel and edge of lid when lid is raised. The edge of compartment lid should be flush with body panel at "A", "B" and "C".

If spacing at "A" and "B" is too narrow or too wide, or is unequal in width from side to side, adjustment may be made by loosening hinge strap attaching screws and shifting lid in direction required. The same adjustment may be used to equalize the alignment of lid with body panel at "B" on each side if one side stands out from body more than other side. In making these adjustments care should be taken to avoid throwing lid out of alignment

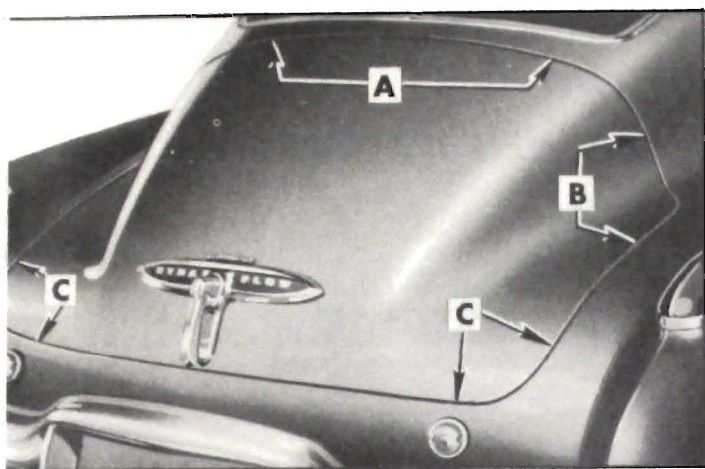


Figure 13-20—Alignment of Rear Compartment Lid

with body panel at "C" or producing unsatisfactory spacing along the lower edge of lid.

The spacing at "A" and "B" may be correct but the lid contacts body panel at "A" because the hinge side of lid is set too low. On the other hand, the upper edge of lid may stand away from the body panel because it is set too high. Either condition may be corrected by shims placed between lid and hinge strap on side requiring adjustment. To raise edge of lid at either hinge, place a shim of proper thickness between lid and the forward end of hinge strap as shown at "A" in figure 13-21. To lower edge of lid, place shim at rear end of hinge strap as shown at "B".

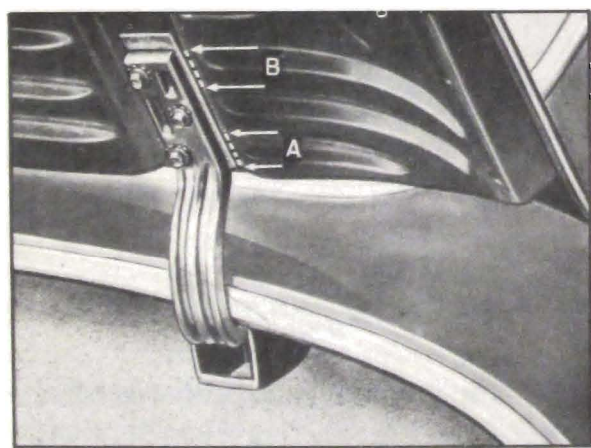


Figure 13-21—Location of Shims Between Lid and Hinge Strap

After the hinge side of compartment lid is properly aligned, the lower or lock side of lid may be adjusted for alignment with body rear end panel and proper contact with weatherstrip by adjusting the lock striker up or down as required. The striker should not be set so low that difficulty will be experienced in turning lid handle to lock or unlock the lid.

Some models have adjustable rubber bumpers on each side to steady the lid near the lower

corners. These should be adjusted high enough to contact underside of lid when closed, but not so high that lid cannot contact the weatherstrip.

13-13 INSTRUMENT PANEL COMPARTMENT (GLOVE BOX) LID AND LOCK

The instrument panel compartment door is attached to instrument panel by a butt-type double hinge and is provided with a separate curved stop to support the door in open position.

Where the hinge is attached to door the screw holes are slotted to permit adjustment of door in cross-body direction. Where the hinge is attached to instrument panel the screw holes are slotted to permit in-and-out adjustment of door.

The door is held in closed position by a lock with a sliding latch which engages a striker on instrument panel. When the lock cylinder is pushed inward the latch is retracted to unlatch the door. When lock cylinder is turned to locked position by means of the ignition key, the cylinder cannot be pushed inward to unlatch the door.

The door lock striker is adjustable to provide proper contact of upper corners of door with rubber bumpers mounted on instrument panel. The striker should be adjusted to prevent rattle but not tight enough to interfere with operation of the lock.

The lock assembly may be removed from the compartment door by removing screw and retainer on inside of door. The lock cylinder may be removed as follows:

1. Insert key and turn to locked position.
2. Insert a pointed tool into opening in lock barrel and push down and out on retaining tumbler (fig. 13-22) then remove cylinder.
3. To install cylinder, insert cylinder with key into lock barrel until retaining tumbler engages inner rim of lock barrel.

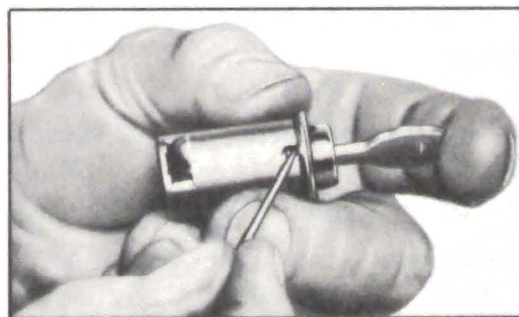


Figure 13-22—Removing Lock Cylinder