

## SECTION 13-D

### INTERIOR TRIM AND SEATS

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#### SERVICE BULLETIN REFERENCE

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### 13-20 DOOR GARNISH MOLDING, FINISHING PANEL AND TRIM PAD

On *1948 Models*, the door window garnish moldings extend completely around the window openings. The lower edge hooks over the upper edge of door inner panel and cross-recess screws attach the front, top and rear sides to door. On Series 50-70, a belt finishing panel is attached to the door inner panel just below the garnish molding, by means of concealed screws.

On *1949 Series 50-70*, the door window garnish molding extends along the front, top and rear sides of window opening and is attached by cross-recess screws. A belt finishing panel, attached by concealed screws, extends along the lower side of window opening. The joints between the ends of garnish molding and the finishing panel are closed by rubber grommets.

On *Models 51-71*, an air deflector is attached to the inside of the rear door window division channel by cross-recess screws. The joints between deflector and garnish molding are covered by rubber grommets.

On *1948 Models* and later production *1949 Series 50-70*, the front and rear edges of the trim pads are attached to door inner panel by barbed nails welded to metal strips attached to trim pad. These nails are driven into narrow slots in door inner panel. The bottom edge of trim pad is attached by a metal retainer on trim pad which hooks over a metal retainer

welded to door inner panel. See figure 13-43.

On the first run *1949 Series 50-70*, the side and bottom edges of the trim pads are attached by binding strips on the trim pad foundation which engage retainers welded to door inner panel. The pad slides into position, with the retainers and binding strips having an interlocking engagement.

The center of trim pad foundation is attached to doors by tongues or hooks on door inner panel which extend through slots in the foundation. The door arm rest as well as the lock and regular handles also serve to hold the central portion of trim pad and prevent vibration. A metal tapping screw and finish washer secures each lower corner of trim pad to door inner panel.

#### a. Removal of Garnish Molding, Finishing Panel and Trim Pad

1. Unscrew knob from inside locking rod, and remove all screws from garnish molding. On rear door of *Models 51-71*, remove air deflector and grommets from division channel.

2. On *1948 Models*, pull garnish molding loose at top and sides then lift upward to disengage molding from door inner panel.

2a. On *1949 Series 50-70*, pull inward and downward on upper horizontal section of garnish molding. The grommets slip over the lower ends of molding and come off with the molding.

3. Remove ventilator and window regulator handles, and door lock inside handles by push-

ing inward on the escutcheon and removing the handle retaining spring, using Door Handle Pliers KMO 601. See figure 13-42. A slight rotating motion of the tool will easily remove the retaining spring.

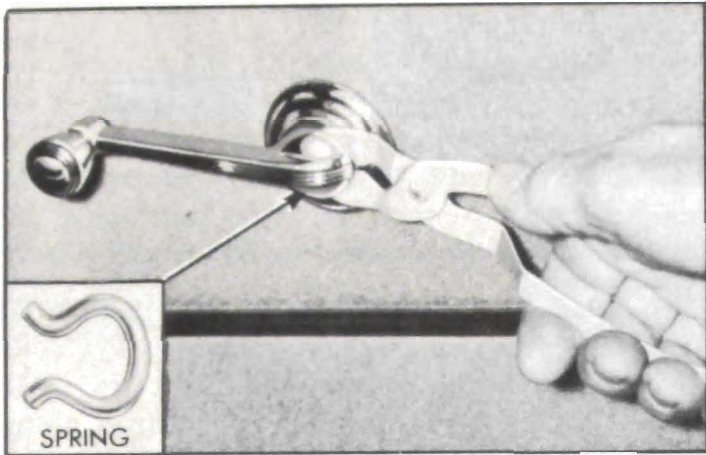


Figure 13-42—Removing Handle Retaining Spring with Pliers KMO 601

4. On 1948 Series 50-70, remove single screw holding belt finishing panel to door hinge pillar. With palm of hand push up on panel to release it from the retaining screws on door inner panel.

4a. On 1949 Series 50-70, remove the three finishing panel retaining screws. Push finishing panel downward and outward to free it from concealed retaining screws on door inner panel. See figure 13-43.



Figure 13-43—Finishing Panel Concealed Retaining Screws—1949 Models

5. Remove arm rest and remove screws and finish washers at lower corner of trim pad.

6. If trim pad is attached along front and rear edges with barbed nails, pry front and rear edges of trim pad loose from door inner

panel, using a suitable flat tool, then lift pad to disengage it from hooks at center of door and the retainer at bottom edge. NOTE: *Trim pad can be pried loose more easily and with less danger of breaking off nails if pad is first lightly tapped along both edges with a mallet to relieve the binding effect of the nails.*

6a. On a 1949 first run body with trim pad attached with binding strips and retainers, slide trim pad upward to disengage binding strips from retainers.

#### b. Installation of Trim Pad, Finishing Panel and Garnish Molding

Install trim pad, finishing panel, and garnish molding by reversing procedure for removal. The following points should be observed during installation.

1. Nails that are loose or damaged so they will not hold properly should be removed from trim pad. Attach trim pad nailing tabs, Group 10.357, Part No. 4081772, to metal nailing strip where nails are missing.

2. When trim pad is being placed on door, bow it slightly so that the hooks on door inner panel can be engaged in slots in trim pad foundation.

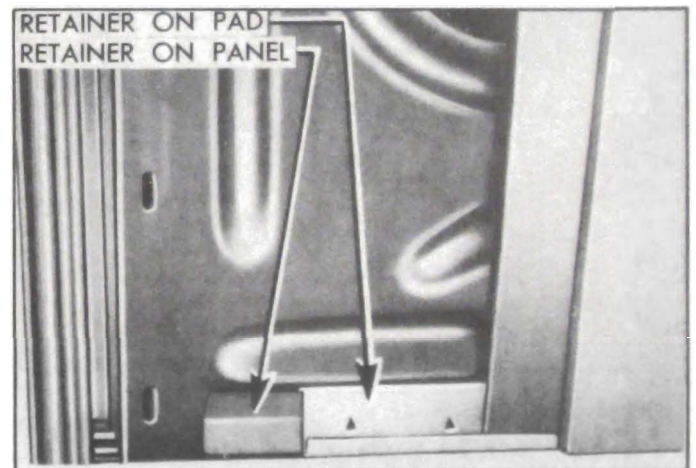


Figure 13-44—Retainers at Lower Edge of Trim Pad

3. Be sure to hook the metal retainer on lower edge of trim pad over the retainer on door inner panel. See figure 13-44.

4. Before door inside handles are installed, place retaining spring in slots, using new springs if old springs are weak or distorted. Locate each handle on shaft at the same angle as the corresponding handle on opposite door, with windows and ventilators closed, and tap handle with rubber mallet to engage retaining spring in groove in shaft.



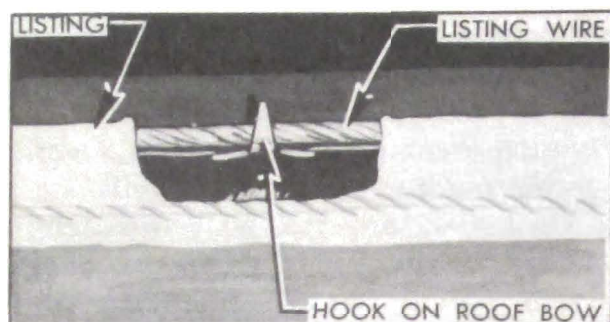


Figure 13-45—Headlining Listing Wire Attached to Roof Bow

### 13-21 HEADLINING

Strips of muslin called “listings” are sewed across the top side of the headlining material to provide a means of supporting the headlining under the roof.

In the area forward of the downward curved rear end, insulated “listing wires” inserted through the hem of listings are supported in hooks welded to the roof bows. See figure 13-45. In 1949 Series 50-70, curved headlining wire supports are located between the roof bows. These supports are inserted through listings and are attached to the roof side rails.

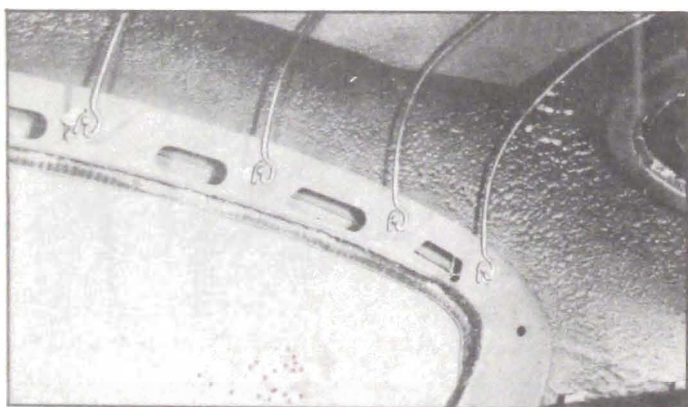


Figure 13-46—Headlining Rear Supports, Right Side—1949 Series 50-70

Where the roof curves downward at the rear, curved metal rods are inserted through the listings, and these rear supports are attached to the roof in a manner permitting vertical adjustment. In the 1948 models, the ends of the rear supports are slotted and attached by screws to right and left roof rails. In 1949 Series 50-70, the left end of each rear support is formed for insertion into a rubber grommet snapped into a hole in the quarter inner panel; the right end of support is formed to provide a slot for vertical adjustment at the attaching screw. See figure 13-46.

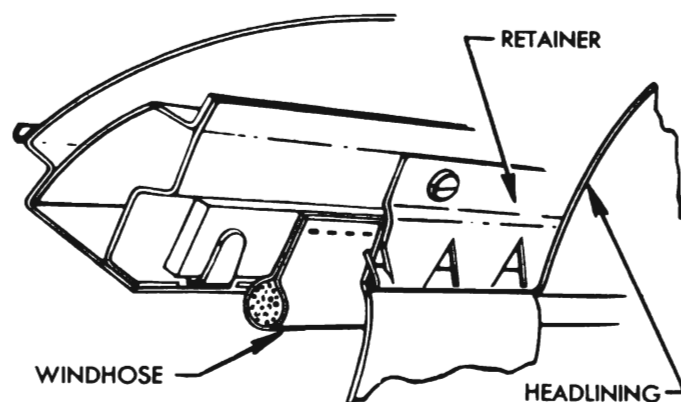


Figure 13-47—Headlining Retainer—1949 Series 50-70

In 1948 Models, the headlining is secured along the roof rails above the doors by tacks covered by wire-on trim moldings. In 1949 Series 50-70, the headlining is secured along the sides by metal retainers attached by screws to roof side rails. The retainers have lanced teeth pointing upward to hold the headlining material in place between the retainers and wind hose. See figure 13-47.

#### a. Removal of Headlining

1. Remove radio antenna control knob and escutcheon plate, also both sunshade assemblies.

2. Remove dome lamp assembly. Where installed over the headlining also remove dome lamp switch, assist straps, and coat hooks.

3. Remove windshield, rear quarter, and back window garnish moldings.

4. Remove rear seat cushion and seat back, then loosen and turn back the compartment shelf trim.

5. Remove tacks from headlining at windshield, rear quarter, and back window openings, also at rear compartment shelf. Use care to avoid damaging headlining where it is cemented in place. **NOTE:** When removing racks use a thin blade screw driver or similar tool placed under the headlining. If placed under tack head, the headlining may be damaged.

6. On 1948 models, bend down the wire-on trim moldings and remove tacks which attach headlining to roof wide rails. Loosen all rear support attaching screws so that supports can be detached from roof side rails.

- 6a. On 1949 Series 50-70, disengage the headlining from the retainers along both roof side rails, starting at the front corners. See figure 13-47. Remove the screws attaching headlining wire supports to the right side roof rail. These supports are located between the roof bows, and in the rear quarter section.

7. Starting at front roof bow, bend hooks on roof bows to release the listing wires. On *1949 Series 50-70* also detach the headlining listing wires and supports from the left side rail.

If the same headlining is to be reinstalled, chalk mark the listings and roof bows at intervals to insure installation in the original positions.

#### **b. Installation of Headlining**

The listing wires and supports vary in length according to width of body where each is used. If these are removed from listings for any reason, be sure that each is re-installed in the listing from which it was taken, or is installed in the corresponding listing if a new headlining is being installed.

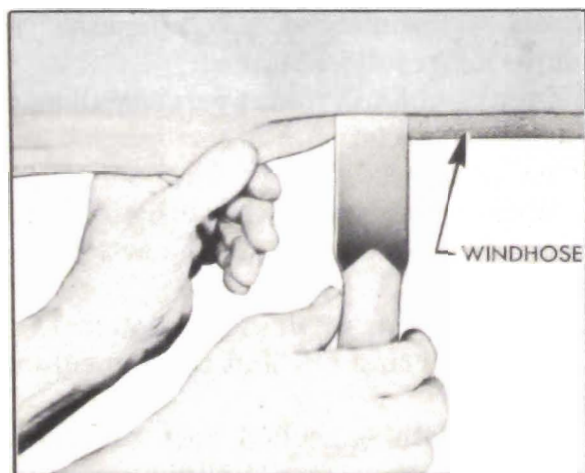
1. Center and hang headlining to the rear roof bow first and work toward the front, attaching headlinings to hooks on roof bows and bending hooks to securely hold listing wires. If a hook is broken off it can be attached with a metal tapping screw. On *1949 Series 50-70*, attach the headlining wire supports to the roof side rails.

Make sure that headlining is properly centered and that dome lamp opening is lined up evenly in relation to dome lamp support.

2. Attach headlining rear supports to roof side rails, then tack headlining around back window and at the compartment shelf.

3. Stretch headlining to the front and tack at windshield opening. All fullness must be removed from front to rear.

4. On *1948 models*, tack headlining to nailing strips along roof side rails and bend wire-on molding up to cover tacks.



**Figure 13-48—Tucking Headlining Behind Retainer with Inserter J 2772**

4a. On *1949 Series 50-70*, make sure that headlining retainers are firmly fastened to roof side rails, then carefully tuck the edges of headlining up between the retainers and the wind hose, using Headlining Inserter J 2772. See figures 13-47 and 13-48.

5. Tack headlining around rear quarter window area, then reinstall all parts that were removed from headlining area of body.

6. Use a soft brush to remove any lint from headlining and brush headlining in even strokes from rear to front. If air hose is used there is danger of matting and streaking the nap of headlining.

## **13-22 SEATS AND ROBE CORDS**

### **a. Front Seat Adjuster**

The front seat frame is mounted on an adjuster assembly which permits the seat to be moved forward or rearward to suit the driver. As the seat is moved forward it also rises. This brings the seat cushion higher as the seat back approaches steering wheel so that a driver who needs to be close to foot controls is lifted up to obtain better visibility.

The seat adjuster assembly consists of two slide channel assemblies and a tie rod which synchronizes the movement of each channel assembly. In *1949 Series 50-70*, the upper slide channel moves on ball bearing rollers instead of the rack and pinion used in 1948 models.

In closed bodies, the seat is locked in position by a ratchet which is controlled by a handle on left side of seat frame. Lifting the handle permits movement of the seat at the will of the driver. In convertible coupes, the movement of the seat is controlled by a switch on left side of seat frame which controls the Hydro-Lectric Seat Adjuster described in paragraph 13-31.

The screws which attach the seat frame to the seat adjuster may be removed after lifting out the seat cushion.

### **b. Seats and Seat Backs**

Series 40 seat cushions have conventional padding over the spring assembly. Series 50-70 have Foamtex pads as well as conventional padding over the spring assembly.

Front seat backs are attached to the seat frame by toggle fasteners at the top and bend-over clips at the bottom. To remove the seat back, straighten the bend-over clips which are hooked through loops in the spring assembly,



pull forward at the bottom and raise the back assembly off the toggle fasteners at top of seat frame. See figure 13-49.

Rear seat backs are attached by metal tabs welded near top of the spring assembly and metal tabs welded to body panel to engage the lower side of spring assembly. To remove the seat back, remove trim board at front end of trunk compartment and bend down tabs holding spring assembly to compartment shelf. Remove seat cushions, straighten out the tabs holding the bottom of spring assembly and remove the seat back.

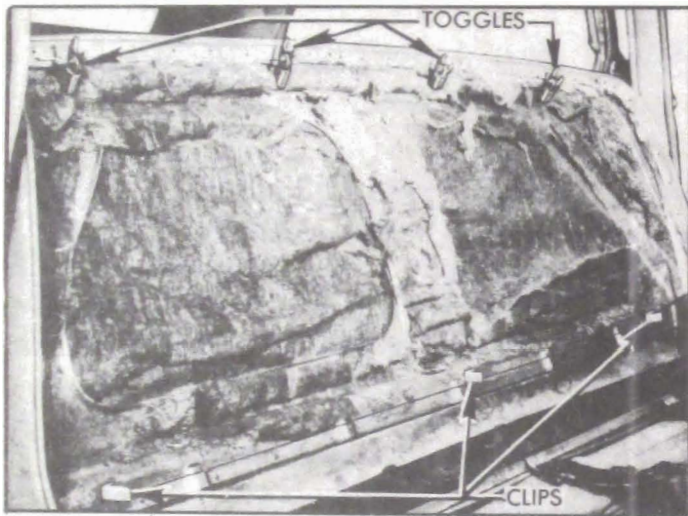


Figure 13-49—Seat Back Toggle Fasteners and Clips

### c. Robe Cords

In *1948 Models*, simply push in on one end of robe cord, turn slightly to disengage hook and remove. See figure 13-50, view A. To install, hold cord so hook end is in horizontal position with end of hook toward outside of car, then insert hook through escutcheon plate and push on cord until hook snaps into place.

In *1949 Series 50-70*, it is simply necessary to remove the outer side screw from escutcheon plate to free the hooked end of robe cord. See figure 13-50, view B. The escutcheon plate may be removed if desired by removing the inner side screw.

## 13-23 CLEANING BODY TRIM FABRIC

### a. Types of Fabric Cleaners

There are basically two different types of fabric cleaners on the market:

1. Volatile cleaners such as naphtha, gasoline, carbon-tetrachloride and many others that are colorless liquids having great solvent powers for grease and oil.

2. Alkaline cleaners, soaps and water mixtures which generally emulsify stains satisfactorily but at possible risk to the removal of the color or finish of the fabric.

For the removal of spots caused by ordinary soilage, we definitely recommend the "volatile type cleaner", preferably a mixture of carbon-tetrachloride and cleaner's naphtha.

Do not use any gasoline which is colored or which contains tetra-ethyl lead. Do not use volatile fire extinguisher fluid.

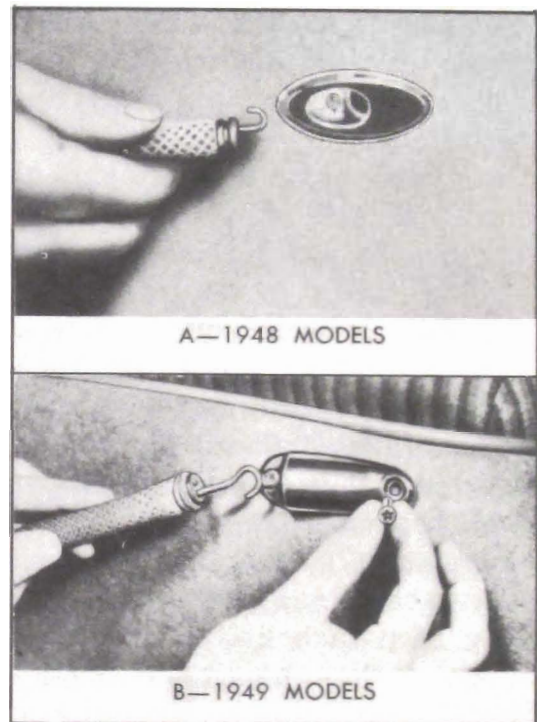


Figure 13-50—Robe Cord Attachments

### b. Cleaning Procedure

Careful application of the following procedure is a prime factor in obtaining satisfactory results and if followed closely will prevent the appearance of unsightly rings. The evident slowness of the method is compensated for by the superior results obtained.

1. Obtain, cut and fold several small swatches of clean cheesecloth or other fabrics suitable for this purpose.

2. With a brush or whisk broom of medium stiffness, brush away all loose particles of dirt and soil.

3. Immerse the small cloth swatch in cleaning solution, wring out and allow medium evaporation.

4. Place cloth on soiled spot several times, using no friction and only slight tapping pressure. This will pick up loose particles which are too embedded to be removed in the brushing operation. This operation should be repeated

several times—in each instance using a new clean area of the cloth. Remember the solvent power of the cleaner does the work and only a minimum of pressure should be applied.

5. Immerse a new cloth in cleaner, wring out thoroughly, open and allow to evaporate until barely damp. Apply increased pressure and rub soil area in a backward and forward motion (not circular). The cleaning cloth should be reversed several times in this operation.

6. Immerse third cloth, wring out, allow evaporation and apply to both the soil and area surrounding same, using a light brisk motion.

7. Repeat brushing operation.

Some cushions and arm rests are padded with foam type rubber and if soaked with hydro-carbon cleaners, the rubber padding will absorb this cleaner and trouble may result.

On door trim pads, use the solvent sparingly, otherwise the solvent power of the cleaner is liable to dissolve the black waterproofing with

which the board backing is impregnated and bleed it out through the stitching or thread on to the trim pad fabric cover.

### **c. Cleaning Headlining**

The headlining has a long nap, therefore, a great deal of care must be used to prevent damage when cleaning it.

A soft brush should be used to remove lint or threads from the headlining and the nap should be brushed in even strokes, *brushing from the rear to the front.*

It is not recommended that air under pressure be used for removing threads or lint because of the danger of matting and streaking the nap. If an air hose is used, however, it is extremely important to hold the nozzle at least 12 or 16 inches away from the headlining with a moderate air stream flowing *from the rear to the front.*