

## SECTION 13-E CONVERTIBLE COUPE BODIES

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### SERVICE BULLETIN REFERENCE

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### 13-24 OPERATION OF FOLDING TOP

The folding tops on convertible coupes are operated by the Hydro-Lectric Power System described in Section 13-F. The following instructions should be observed by anyone operating the top to raise and lower it.

#### a. Lowering the Top and Installing Boot

1. STOP THE CAR. Turn down sunshades and pull rearward on locking handle above center of windshield. Push up the front of top to clear the windshield studs, then *return locking handle to locked position.*

2. With ignition switch turned "ON", pull top control knob rearward and hold it until top is fully lowered. NOTE: *The top fasteners along the roof side rail and the chrome retainers at the rear quarter belt section are self-releasing.*

3. After top is lowered, raise it slightly by hand and pull the top material out from under the roof bow, so that it is in the position on the rear body panel shown in figure 13-51.

4. Pull out top padding on both sides as shown in figure 13-52 and tuck it down into the top compartment. NOTE: *Top material and padding must not be pinched by the operating arms of top.*

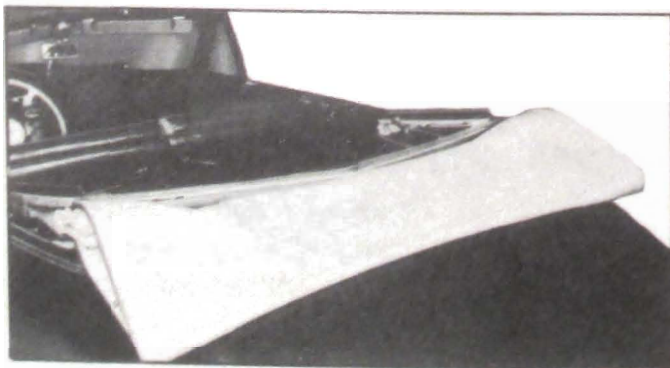


Figure 13-51—Top in Proper Position on Body Rear Panel

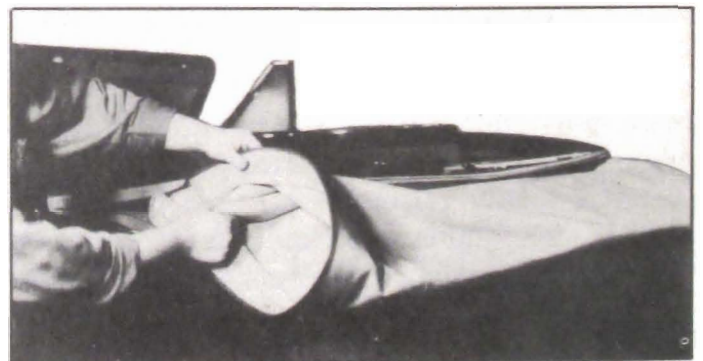


Figure 13-52—Pulling Out Top Padding

5. Fold over the corners of top material, figure 13-53, then roll the material forward into a compact roll and tuck it down into the top compartment.

6. Remove the leather "hold-down" strap from top boot storage bag and slip the end of it through the metal loop located down in the top compartment and also at the center of the front rail, then buckle securely. THIS IS IMPORTANT. See figure 13-54.



Figure 13-53—Corners of Top Material Folded Over

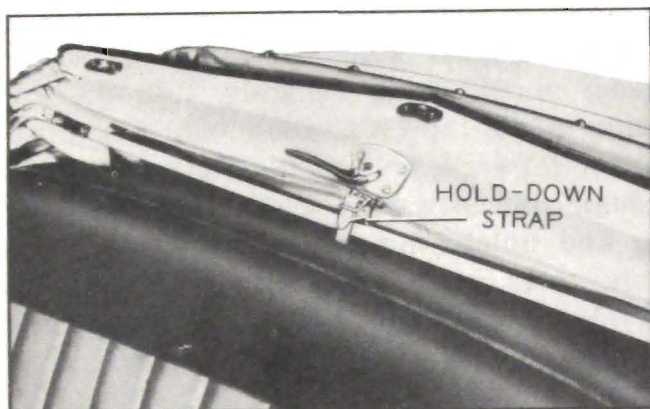


Figure 13-54—Hold-Down Strap Installed

7. On 1948 Models, place top boot in position with the front skirt behind the seat back, and snap the fasteners into place. Snap-fasten the rear belt section, then tuck the boot side valances under the chrome trim retainers on body and snap the remaining fasteners into place on the inside and outside of body.

7a. On 1949 Models, slip the three metal supports on top boot down into the three metal loops located behind the seat back. See figure 13-55. Tuck the boot side valances under the chrome retainers on body then snap-fasten the rear belt and inside edges of boot.

#### b. Raising the Top

1. STOP THE CAR. Remove top boot and unfasten "hold-down" strap (fig. 13-54). If thoroughly dry, top boot may be folded and placed in the storage bag. Place hold-down strap in storage bag.

2. With ignition switch turned "ON", push forward on top control knob and hold it until top is fully raised.

3. Pull rearward on locking handle, draw top down over windshield studs, and push locking handle forward to locked position.

4. Tuck edges of side valances under chrome trim retainers at rear quarters and snap fasteners in place along both roof side rails.

#### c. Emergency Operation of Folding Top

If it becomes necessary, *in an emergency*, to raise or lower the folding top when the ignition switch is locked and key is not available, or when the electrical system is inoperative, the top may be operated manually by holding control knob in required position while another person pushes or pulls the top *very slowly*. **WARNING:** *This method should be used in emergency only, since fluid may be forced out of reservoir vent in power unit. Hydraulic fluid is inflammable and detrimental to car paint. If fluid is lost through vent, reservoir must be refilled to proper level (par. 13-32).*

#### d. Lowering and Raising Back Curtain

In some cases the back curtain can be lowered or raised more easily if the top is first unlocked and raised slightly above windshield in order to relieve the tension.

Slide zipper fasteners down, then release the swivel fasteners along top inner edge. Pull top edge of curtain downward to release curtain from the clips at sides, then fold curtain forward toward inside of car.

To raise back curtain, reverse above procedure. Engage the curtain side clips to the curtain opening on the outside.

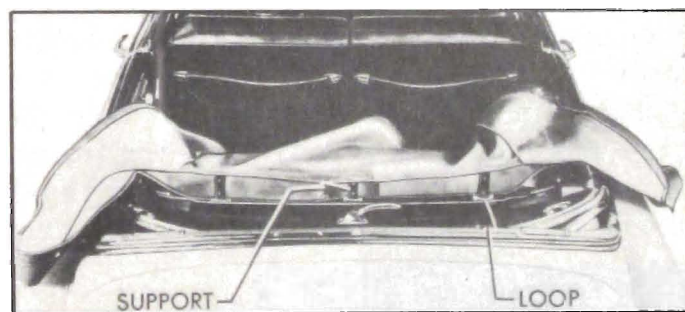


Figure 13-55—Boot Supports and Loops—1949 Models

## 13-25 CARE OF FOLDING TOP AND LEATHER SEATS

#### a. Care and Cleaning of Folding Top

1 In order to keep the mechanism in good working condition, the top should be operated at least once a month. Once a year, preferably in the Fall, the hydraulic fluid in the Hydro-Lectric Power System must be changed (par. 13-32).

2. When the top is folded it MUST be securely strapped down to prevent chafing of



top material. The locking handle must also be turned to a locked or horizontal position. Top boot can then be installed to keep top clean and dry.

3. To avoid water stains, mildew, or possible shrinkage of the top material, do not permanently keep the top folded if it is damp or water soaked. Raise the top and fasten it above windshield and allow it to dry out. Keep back curtain raised when wet.

4. Luggage and miscellaneous objects should not be placed on the folded top, as chafing action of such objects would damage the top material.

5. The top compartment behind the rear seat must only be used for storage of the top when it is in a lowered position. The storage of luggage and miscellaneous objects in this compartment not only interfere with the proper lowering of the top, but may damage or stain the top material or possibly be the cause of back curtain glass breakage.

6. Avoid getting grease or oil spots on the top material because when either grease or oil is mixed with ordinary traffic grime it is particularly difficult to remove without leaving evidence of its having been cleaned.

7. To clean top, brush with whisk broom to remove dust. Most dirt spots can be readily rubbed off with a piece of crude rubber or art gum. If necessary, the top may then be thoroughly cleaned with mild soap and lukewarm water. If, after drying thoroughly, any spots still remain, they may be removed with ordinary gasoline (not Ethyl), naphtha, carbon-tetrachloride or Carbona. These cleaning agents should be applied very lightly. *Do not soak the material.*

#### b. Care and Cleaning of Leather Seats

Care of genuine leather is a relatively simple but important matter. If dirt accumulates on the surface, this generates into a hard grit which under pressure will cut the finish and cause the leather to crack or bleed color. The surface should be gone over occasionally with a dry cloth and if dirt should accumulate, the following cleaning instructions should be used:

1. Using lukewarm water and a neutral soap, work up a thick suds on a piece of cheesecloth and apply it to leather surface.

2. Go over leather surface again using only a damp cloth and no soap.

3. Wipe leather dry with a soft cloth.

**NOTE:** *Polishes and cleaners used for auto body finishes, volatile and other clear cleaners, naphtha, furniture polishes, oils, varnishes or household cleansing and bleaching agents should never be used on leather seats.*

### 13-26 FOLDING TOP AND REAR QUARTER WINDOW ADJUSTMENTS

Provision is made for the adjustment of the folding top to correct any variation the top linkage and mechanism may have through use.

Normally, the studs on top of windshield header should enter centrally into the guide plates in the top front roof rail. If the top is too far forward, or does not move forward far enough, difficulty may be experienced in latching and unlatching the top at this point. In some cases, more clearance may be needed between the underside of the roof side rail and a rear quarter window or the top of a door window.

Service conditions will not be the same on all convertibles, therefore, each job must be carefully studied to determine which of the following adjustments are required. In some cases, a combination of several adjustments will be needed to secure proper top alignment and operation.

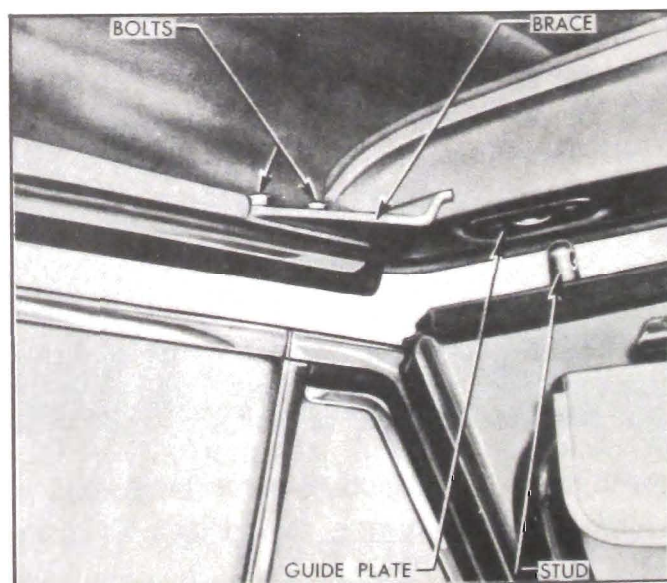


Figure 13-56—Corner Brace at Front End of Roof Side Rail

#### a. Adjustment of Top at Windshield

If the top, when in raised position, is either too far forward or back so that studs on windshield header do not enter centrally into the guide plates in top front roof rail, adjust as follows:

1. Unlatch the top at windshield and raise top slightly.

2. Loosen attaching bolts in corner brace at front end of roof side rail. See figure 13-56.

3. The slotted holes in corner brace will allow a forward or rearward adjustment so that proper alignment may be made with the studs on top of windshield header. Tighten attaching bolts after proper alignment is obtained.

#### b. Adjustment of Top Up or Down

If the top side roof rail is too high or low in relation to the top of door or rear quarter window, adjust as follows:

1. Unlatch the top at windshield and raise the top approximately half way.

2. Remove rear seat cushion and back. Remove the rear quarter trim panel on the side to be adjusted.

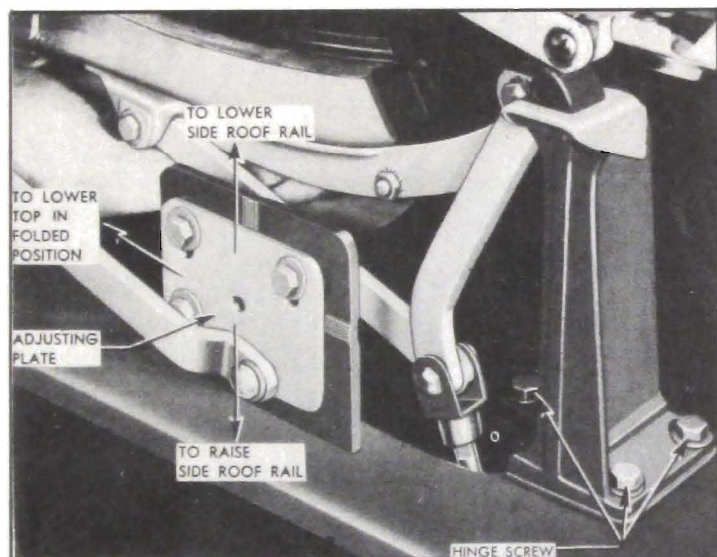


Figure 13-57—Top Adjusting Plate and Top Bow Hinge in Rear Quarter

3. Loosen the three attaching bolts at top adjusting plate in rear quarter on side to be adjusted. See figure 13-57. Move adjusting plate straight downward to raise the roof side rail, or move plate straight upward to lower roof rail, then tighten bolts. **CAUTION:** Do not move adjusting plate forward or rearward since the folded position of top will be affected.

4. Install rear quarter trim panel, seat back and seat cushion.

#### c. Adjustment for Folded Position of Top

If the top does not contact the bumper on each side of top compartment when it is down in folded position, loosen the three attaching bolts at top adjusting plate in rear quarter, move plate straight rearward and tighten bolts.

See figure 13-57. **CAUTION:** Do not move plate vertically because this will affect the position of top roof side rail in relation to top of door and rear quarter windows.

Rearward movement of adjusting plate will lower the top further down in its compartment and will add materially to the fit of the top boot in cases where the original folded position of top was too high.

#### d. Adjustment of Top at Rear Quarter Window

When the curved rear quarter section of the folding top does not fit properly against the rear quarter window, one or a combination of the following methods may be used.

1. If spacing between window and rear quarter pillar is excessive, remove the wood filler and place a thickness of waterproof cardboard shim behind it. Filler attaching screws are accessible on rear side of pillar. This is the usual method of making this correction. See figure 13-58.

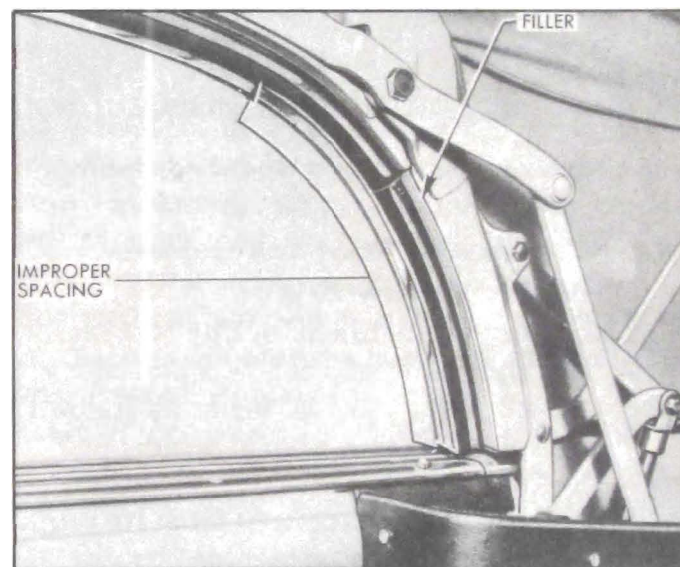


Figure 13-58—Rear Quarter Section of Folding Top

2. Another method of adjustment is to shift the top bow hinge which is attached to body below the rear quarter pillar. This adjustment may be used when insufficient space exists between window and rear quarter pillar. Loosen hinge attaching screws and move hinge forward or rearward as required, then tighten screws. Screw holes in hinge are oversize to permit this adjustment. See figure 13-67.

3. If the two methods given do not effect a correction it may be necessary to adjust the rear quarter window (subpar. e.)



### e. Adjustment of Rear Quarter Windows

The rear quarter windows are adjustable up and down, forward and rearward to provide proper alignment and clearance in relation to roof side rails, door window glass run channels, and top rear quarter pillars.

Each rear quarter window adjustment is a floating adjustment which is accessible after removal of the rear quarter trim panel. Loosening the two adjusting screws and the window pivot bolt will permit shifting the window in direction required to secure proper alignment and clearance with adjacent parts. See figure 13-59.

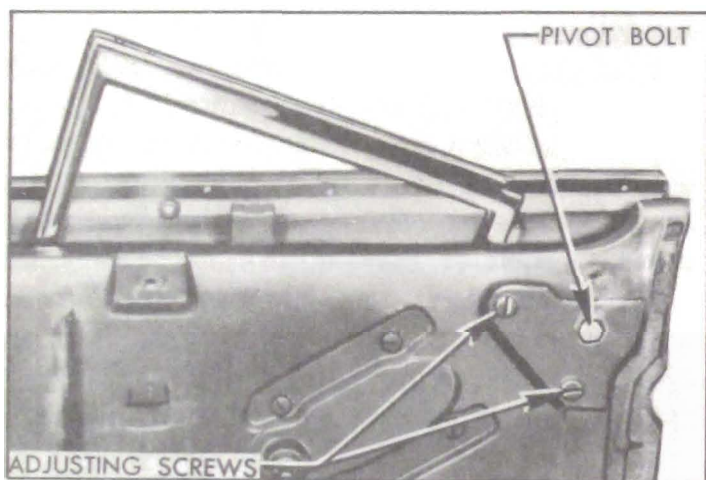


Figure 13-59—Rear Quarter Window Adjustments

### f. Adjustment of Roof Rail and Rear Quarter Weatherstrip

A sideward adjustment of the weatherstrip along the underside of roof rail and along the rear quarter pillar may be made as follows:

1. Unlatch the top above windshield and raise the top part way.
2. Remove the weatherstrip from its retainer to expose the retainer attaching screws.
3. Loosen retainer attaching screws and shift retainer as required. Screw holes in retainer are slotted to permit sideward adjustment. Tighten screws and reinstall weatherstrip.

## 13-27 DOOR, WINDOW AND VENTILATOR ADJUSTMENTS

Door hinges and the procedure for aligning doors on convertible coupes are similar to closed bodies described in paragraph 13-10. In convertible coupe doors, a frame stiffener is provided for reinforcement and to allow adjustment for fit in body opening at lock pillar.

On convertible coupes, each door window glass is protected by a metal channel, and a window guide is located near the lock pillar to support rear edge of glass when in raised position. The glass run channel on lock pillar is adjustable to aid proper alignment of window glass with the folding top. The windows are operated by the Hydro-Lectric Power System described in Section 13-F.

Door ventilators on convertible coupes are similar to ventilators on closed bodies except that each ventilator glass is supported by a frame which is attached to the door in such manner that ventilator may be adjusted to obtain proper alignment with window glass and folding top.

Convertible coupes have rear quarter windows which rotate rearward and downward to open. In *1948 Models*, each window is manually operated by a regulator having a handle below the window. In *1949 Series 50-70*, each window is operated by the Hydro-Lectric Power System described in Section 13-F.

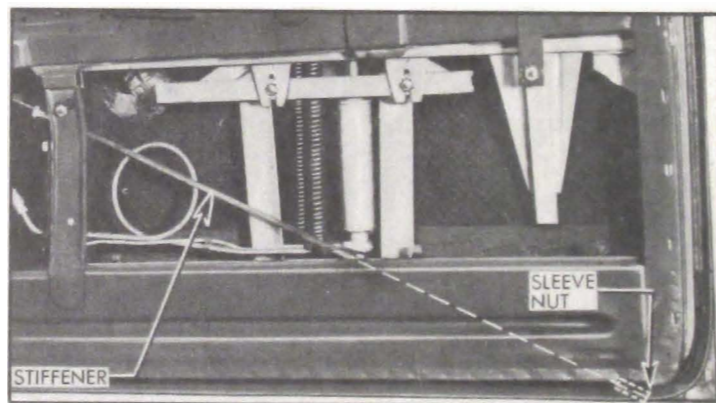


Figure 13-60—Door Frame Stiffener

### a. Door Frame Stiffener Adjustment

The door frame stiffener is a rod which runs diagonally from top front to lower rear corners of the door. The lower rear end extends through the bottom flange of door and is provided with a slotted adjustable sleeve nut. See figure 13-60.

If the lower rear corner of the door has a tendency to stand away from the adjacent body panel, it may be brought back into alignment by simply tightening the stiffener sleeve nut one or two turns. This adjustment also may have a tendency to raise the door slightly at the lock side. The adjustment mentioned also may be reversed, in the event the bottom lower rear corner of the door has a tendency to fit too close to the body.

### b. Door Window Guide and Lock Pillar Glass Run Channel Adjustments

Proper adjustment of the door window guide and the lock pillar glass run channel is necessary for free operation or travel of window glass. Adjustments of the window guide and the glass run channel must be made in conjunction with each other.

After removal of door trim pad (par. 13-20), the window guide may be adjusted forward, rearward, in, or out at both upper and lower ends as required. Guide attaching stud holes are slotted to provide forward or rearward movement of both ends of the guide. In or out movement is obtained by adding or removing washers on studs between window guide and door inner panel. See figure 13-61.

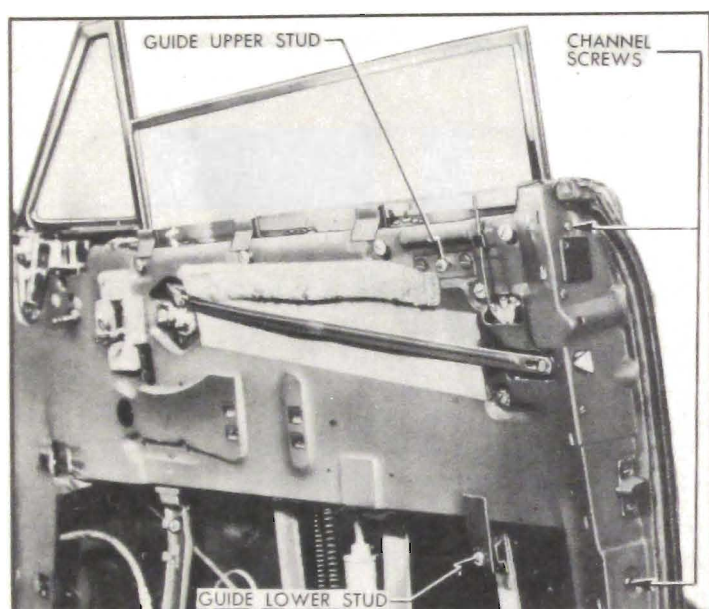


Figure 13-61—Window Guide and Lock Pillar Glass Run Channel Adjustments

The lock pillar glass run channel may be adjusted to tilt the window glass inward or outward from a vertical line of travel. The hole in lock pillar at channel lower attaching screw is slotted to permit lateral movement of lower end of channel. Loosen upper attaching screw slightly then loosen lower screw and swing channel in required direction and tighten both screws. See figure 13-61.

### c. Window Glass Travel Adjustments

If window glass does not travel high enough to cushion against underside of roof rail, or travels so high that it interferes with opening and closing of door, the maximum height of glass may be set by adjusting the stop screws located on upper edge of door inner panel. See figure 13-62, view A.

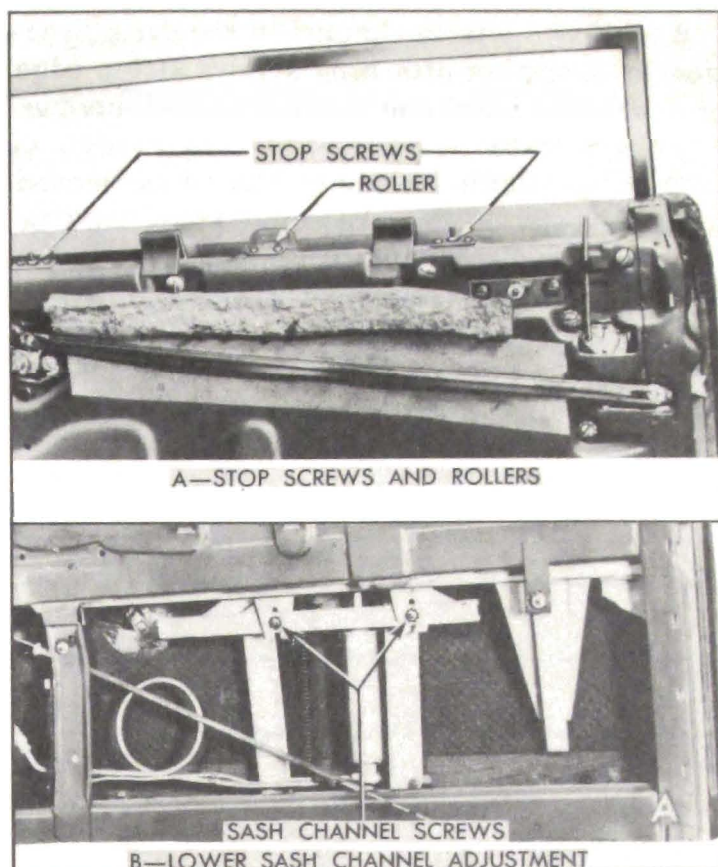


Figure 13-62—Window Glass Travel Adjustments

When the window glass is all the way down, the upper glass channel should be flush with the top edge of door. If adjustment is required to obtain this fit, loosen the glass lower sash channel attaching screws, adjust glass up or down at each end as required, then tighten screws securely. See figure 13-62, view B.

The anti-rattler rubber roller on top edge of door inner panel may be adjusted in or out to secure proper contact to cushion the glass against vibration or shock when door is slammed shut. Adjust these rollers to a uniform light contact with window glass. See figure 13-62, view A.

If the height of window glass is changed very much it may be necessary to change the height of the ventilator (subpar. *d*), to maintain proper alignment of window glass and ventilator.

### d. Door Ventilator Adjustments

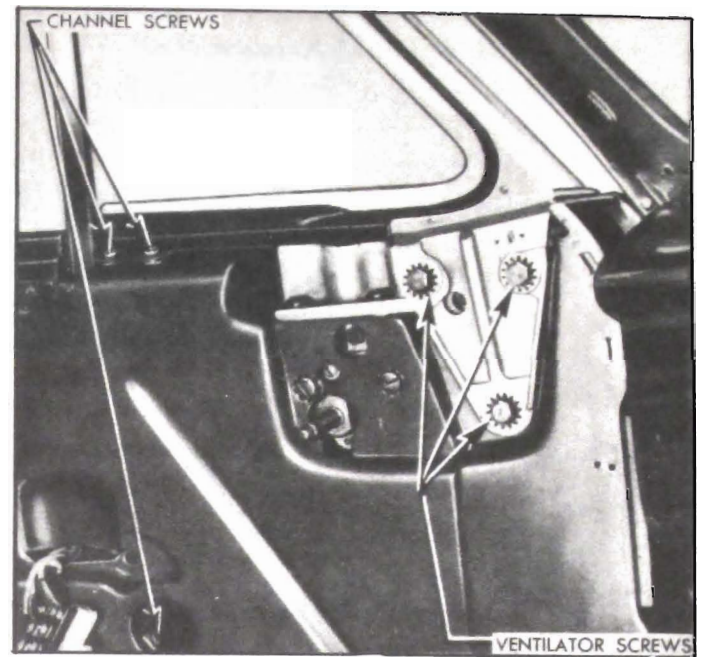
If the door ventilator is not in proper alignment with door window glass after adjustment of the latter, the ventilator assembly and the division channel may be adjusted to obtain alignment as follows:

1. Loosen screws attaching ventilator to door inner panel and shift ventilator in required direction. See figure 13-63.



2. Adjust division channel in required direction by loosening attaching screws at top edge of door inner panel and at lower end of channel. See figure 13-63.

3. If ventilator assembly has to be moved upward, both of the preceding steps may be required. Particular attention should be given to the ventilator rubber weatherstrip where cemented to the outside reveal of ventilator opening. The upward adjustment must not impair the sealing qualities of the weatherstrip.



**Figure 13-63—Door Ventilator Assembly Adjustments**