

## SECTION 3

# FRONT END

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## BODY VENTILATION ALL STYLES EXCEPT "E" BODY STYLES

The body ventilation system incorporates the use of a shroud top air intake grille, which may be attached by screws or an integral part of the shroud upper panel. The air entering the shroud top air intake grille flows through a duct which guides the air into the body through a shroud side duct panel air outlet assembly. The door in the outlet assembly regulates the flow of air and is adjusted by the use of a cable and knob control.

Water entering the shroud top air intake grille flows down the shroud side duct panel and is discharged through openings in the rocker panels.

### SHROUD SIDE FINISHING PANEL

#### Removal and Installation:

1. Remove sill plate and screws securing finishing panel and grille to outlet (Fig. 3-1).
2. Slide finishing panel rearward disengaging panel from front body hinge pillar pinchweld flange and remove panel assembly.
3. To install, reverse removal procedure.

### SHROUD SIDE AIR OUTLET

#### Removal and Installation:

1. Remove shroud side finishing panel.
2. Remove screws securing outlet to shroud panel, disengage control cable from outlet and remove outlet (Fig. 3-2).

3. To install, apply a bead of medium-bodied sealer to shroud panel completely around inside perimeter of opening and reverse removal procedure (Fig. 3-3).

### SHROUD SIDE FINISHING PANEL AND AIR OUTLET DUCT ASSEMBLY

#### Removal and Installation:

1. With a flat-bladed tool (screw driver or equivalent), pry the outlet grille from the assembly. (Fig. 3-5).

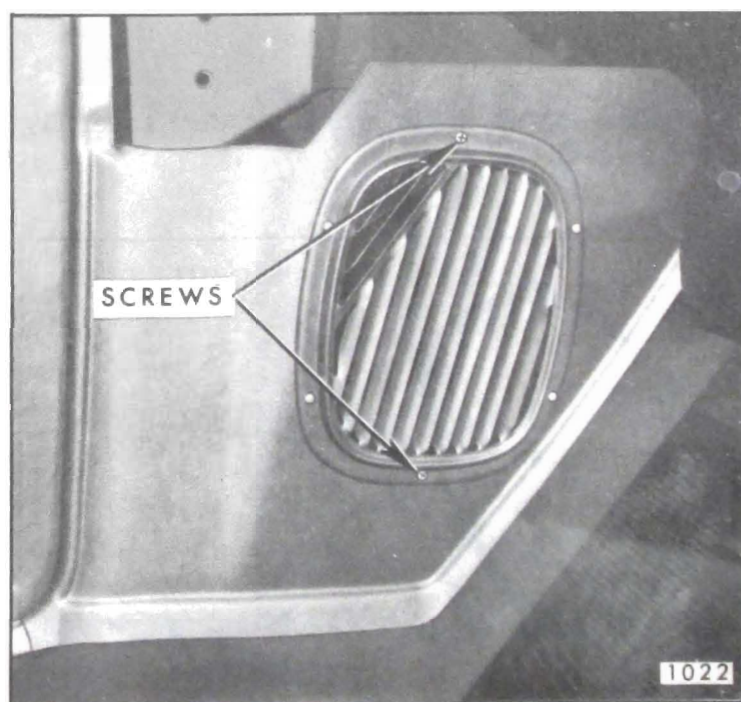


Fig. 3-1—Shroud Side Finishing Panel

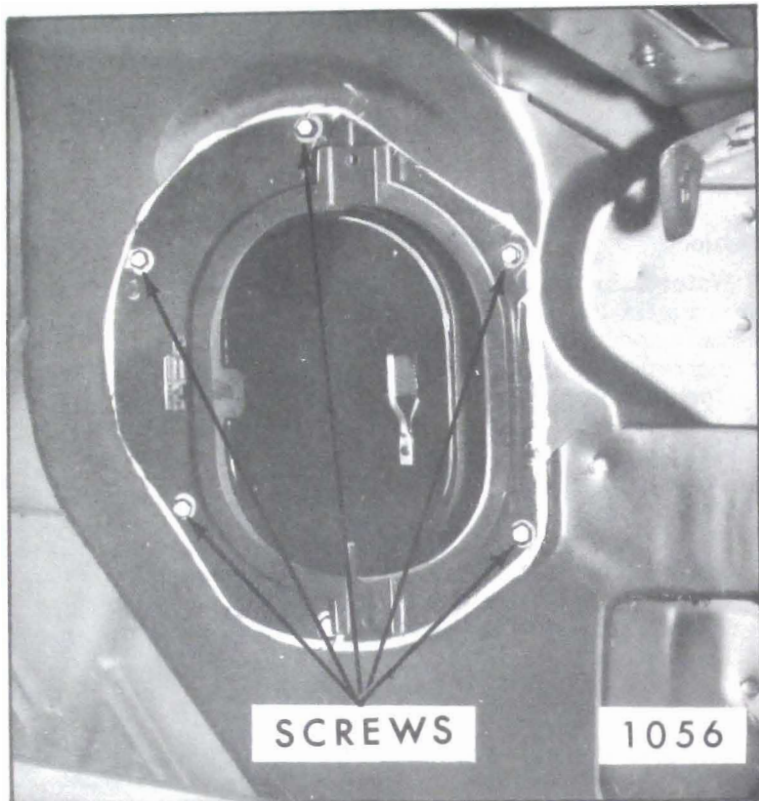


Fig. 3-2—Shroud Side Air Outlet Duct

2. Remove screws attaching duct assembly to shroud.
3. Remove sill plate.
4. Remove finishing panel to hinge pillar attaching screw (Fig. 3-5) and remove assembly.
5. To install, apply a generous bead of medium-bodied sealer to flange of duct assembly (Fig. 3-5) and reverse removal procedure.

## SHROUD SIDE AIR OUTLET DOOR

### Removal and Installation:

1. Remove outlet grille and outlet duct assembly (Fig. 3-4).

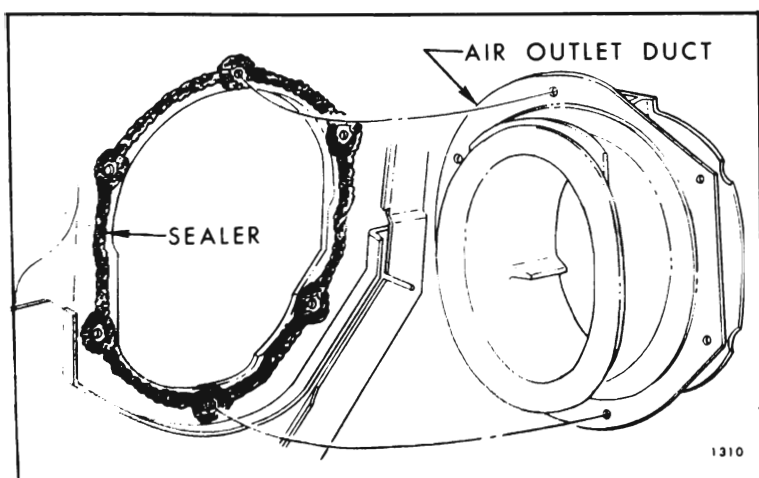


Fig. 3-3—Shroud Side Air Outlet Duct Sealing

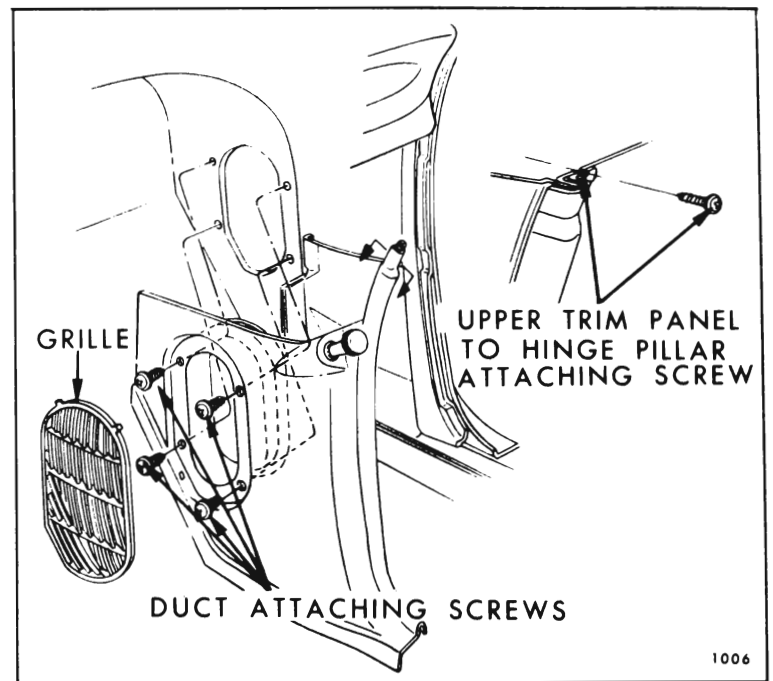


Fig. 3-4—Shroud Side Finishing Panel

2. Disconnect control cable from door (Fig. 3-5).
3. Press down on upper door hinge pin (Fig. 3-5) and remove door assembly.
4. To install, reverse removal procedure.

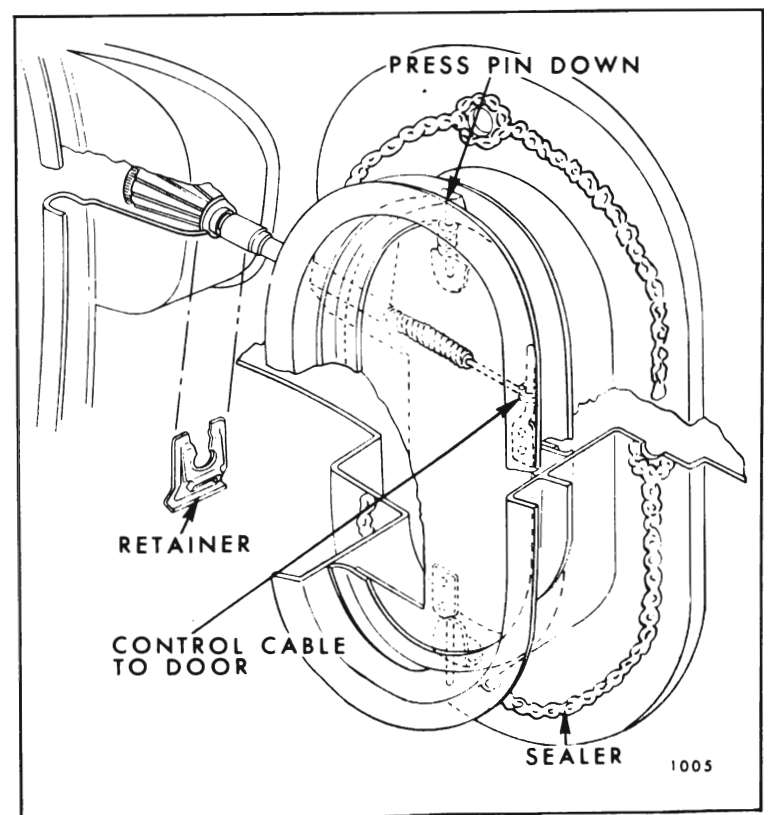


Fig. 3-5—Air Outlet Duct Assembly

## SHROUD SIDE AIR OUTLET DOOR CONTROL CABLE

### Removal and Installation:

1. Remove outlet grille and outlet duct assembly.
2. Disconnect cable on door.
3. Remove retainer securing control assembly to finishing panel (Fig. 3-5) and remove control assembly.
4. To install, reverse removal procedure.

## BODY VENTILATION "E" BODY STYLES

The 1966 "E" body styles incorporate the same air inlet principles as the other 1966 styles. The exhausting air on the Buick "E" body is routed out through pressure relief valves located in the rear compartment shelf and rear plenum chamber (Fig. 3-6). Air passes through a grille in the rear compartment shelf trim panel down through the pressure relief valve and out of the rear plenum chamber grille.

The exhausting air on the Oldsmobile "E" body is routed out under the rear seat, up back of the rear seat back and out through pressure relief valves. (Fig. 3-7). Air passes through the pressure relief valves into the rear plenum chamber and out through the plenum chamber grille.

Water entering the rear plenum chamber is drained out through attached hoses that extend through the floor pan or rear quarter filler panel.

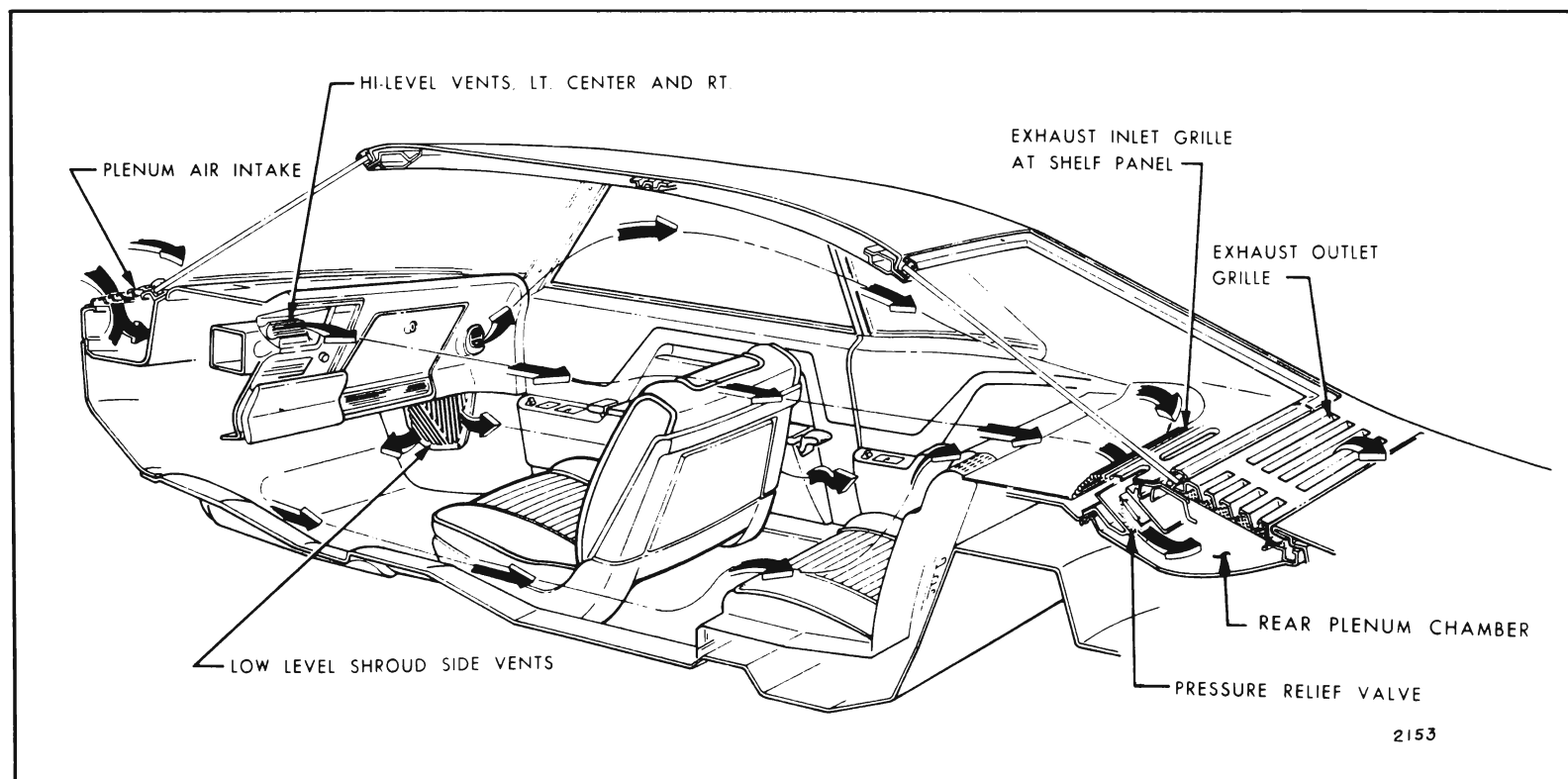


Fig. 3-6—Body Ventilation Buick "E" Body

## WINDSHIELD GLASS—ADHESIVE CAULKED TYPE

### DESCRIPTION

The windshield glass is retained in the opening by adhesive caulked material. Procedures covering the removal and replacement of the 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 windshield re-

moval and installation will be covered in this section.

### WINDSHIELD GLASS INSTALLATION (SHORT METHOD)

1. Remove glass as outlined in General Information Section.

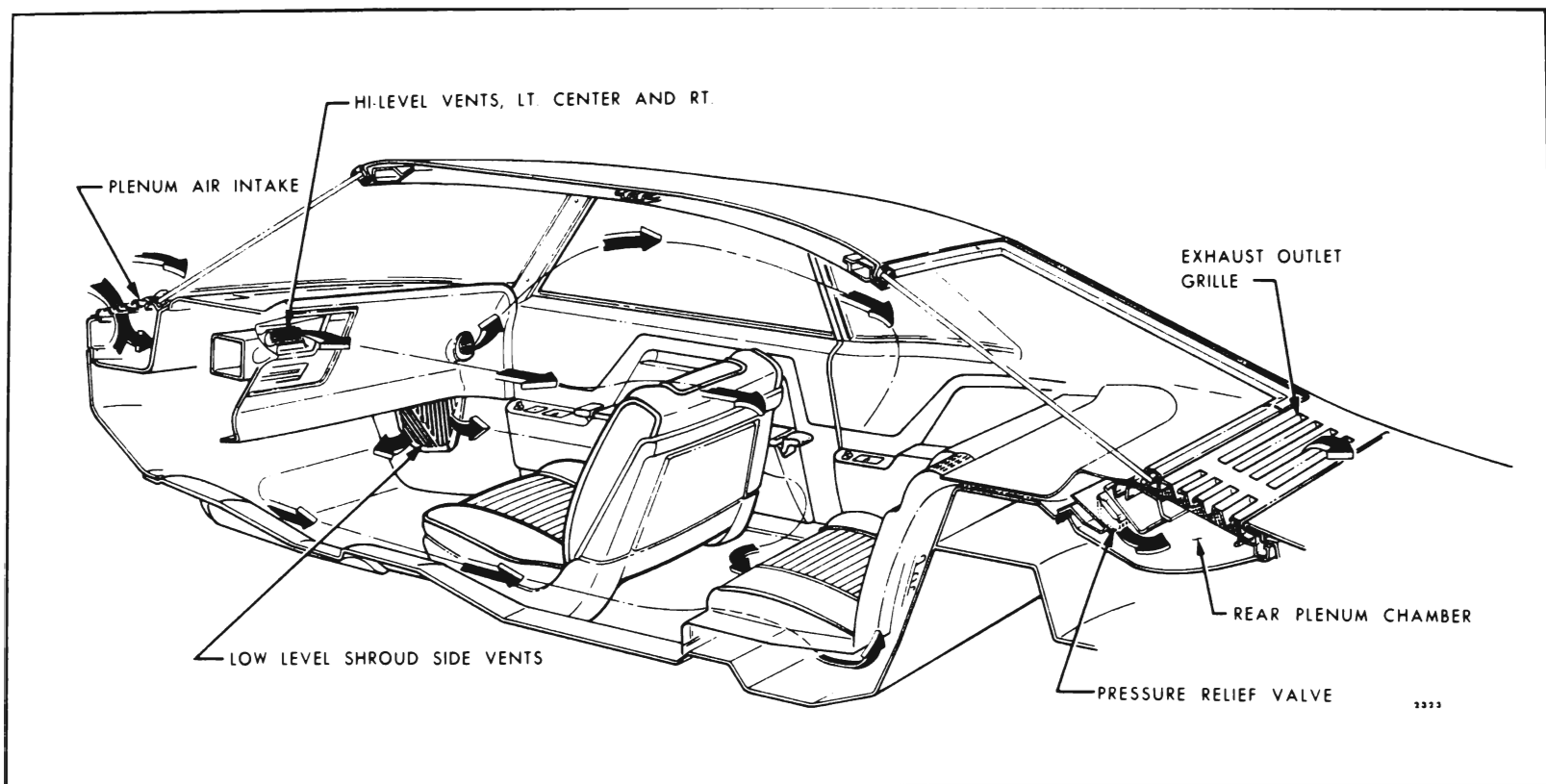


Fig. 3-7—Body Ventilation Oldsmobile "E" Body

2. Inspect reveal molding retaining clips for damage. If upper end of clip is bent away from body metal more than  $1/32$ ", replace or reform the clip. Be sure reveal molding clip screws are sealed.
3. If the original glass is to be re-used, remove all remaining traces of old caulking material with toluene or thinner dampened cloth.
4. Using black weatherstrip adhesive, cement three rubber spaces to lower windshield opening at location "A", Figure 3-8.

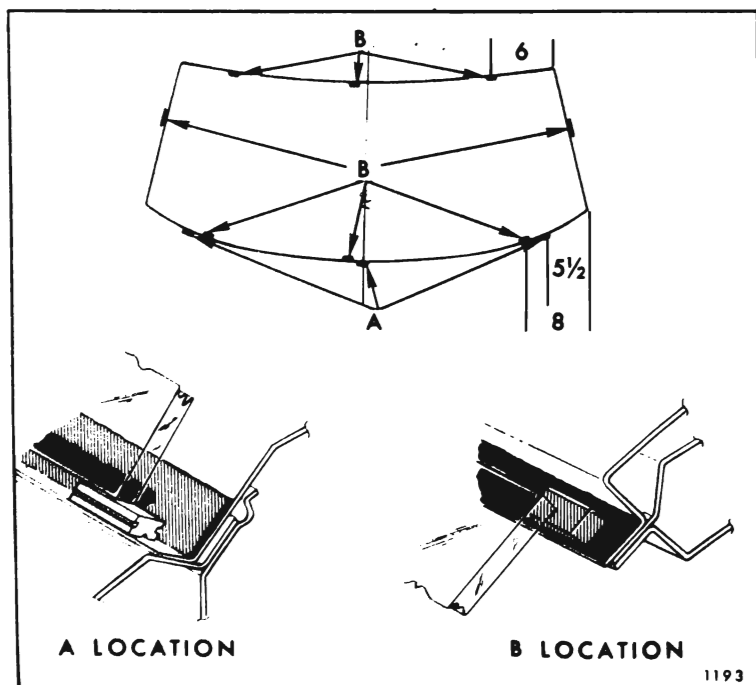


Fig. 3-8—Glass Spacers

5. Place glass in opening, shim glass with spacers as necessary to properly align glass to opening. The glass should overlap the pinch-weld flange  $3/8$ ". Mark glass to windshield pillars with tape to assist in proper alignment at time of installation (Fig. 3-9).
6. Apply 1" wide masking tape to inside of windshield glass  $1/4$ " inboard from edge of glass, across the top and down each side, to facilitate cleanup after installation.
7. Using a clean, lint-free cloth, briskly rub a generous amount of adhesive caulking primer on the freshly cut material in the opening.

**CAUTION:** Do not allow primer to drop on painted surfaces or trim.

8. Wipe surface of glass to which bead of adhesive caulking material will be applied (between masking tape and edge of glass) with a



Fig. 3-9—Glass Alignment

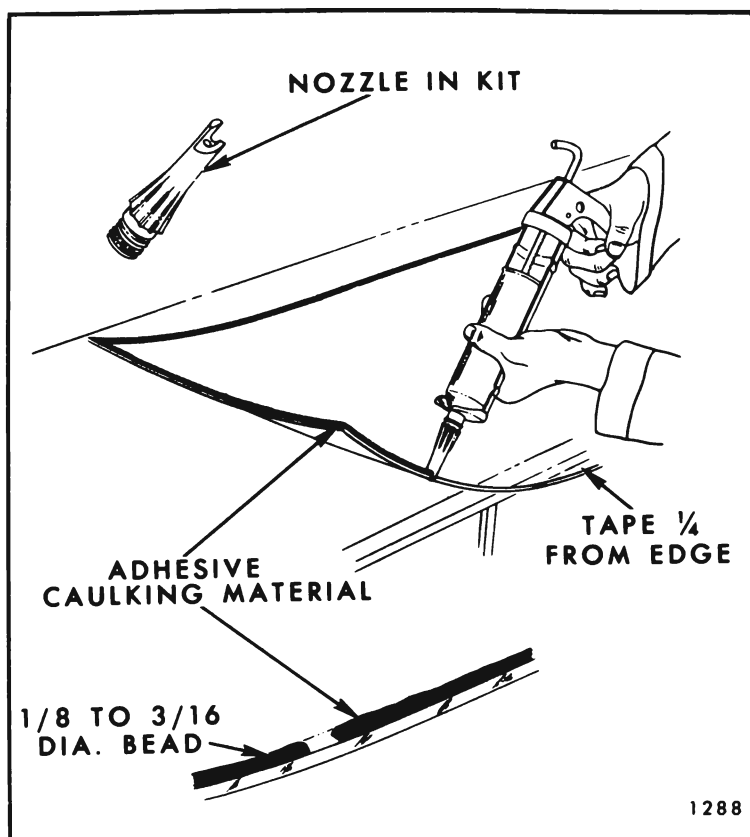


Fig. 3-10—Adhesive Caulking Material Application - Short Method

clean, water dampened cloth. Dry glass with a clean dry cloth.

9. Apply a smooth continuous bead of adhesive caulking material to inside surface of glass next to edge completely around glass (Fig. 3-10). Material should be 1/8" to 3/16" in diameter.

**IMPORTANT:** The operation of installing glass into the opening should be completed within 15 minutes from start of application of material to glass.

10. With aid of helper, lift glass with one hand on outside of glass and one hand on inside of glass. Carefully move glass up to windshield opening maintaining glass in a horizontal position. While one man holds glass in this position, the second man can reach around the windshield pillar and hold glass; then, first man can reach around windshield pillar (Fig. 3-11). Carefully position glass into opening, making certain that glass is properly centered in opening and positioned on lower spacers. Use tape previously applied on windshield pillar to properly align glass (Fig. 3-9).
11. 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 windshield glass.

12. 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.
13. Watertest windshield immediately using cold water spray.
14. Remove masking tape from inside of glass.
15. Install reveal moldings, inside garnish moldings and previously removed parts.

## WINDSHIELD GLASS INSTALLATION (EXTENDED METHOD)

1. Remove glass as outlined in General Information Section, remove major portion of adhesive caulking material from body pinchweld flange.
2. Inspect reveal molding retaining clips for damage. If upper end of clip is bent away from body metal more than 1/32", replace or reform the clip. Be sure reveal molding clip screws are sealed.
3. Using black weatherstrip adhesive cement three rubber spacers (#4421823 or equivalent) to upper windshield flange and two rubber spacers (#4421823 or equivalent) to windshield pillars at rabbet (View "B", Fig. 3-8). Cement three rubber spacers (#4459429 or equivalent) to lower windshield flange (View "B", Fig. 3-8). Cement three rubber spacers (#4871330 or equivalent) to lower windshield opening (View "A", Fig. 3-8).

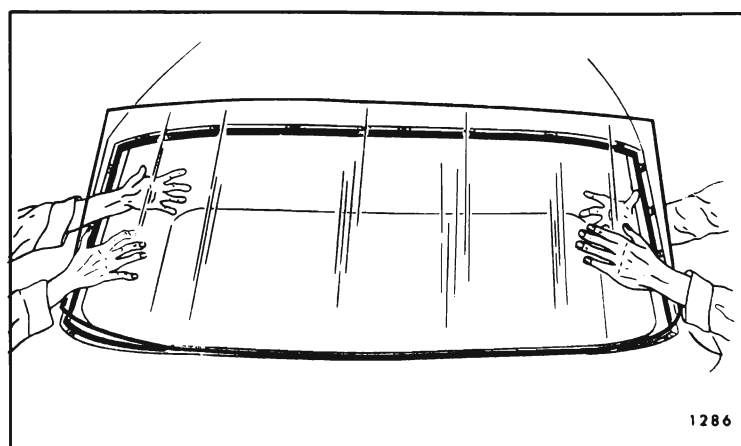


Fig. 3-11—Windshield Installation

4. Position replacement windshield glass in body opening. Carefully check relationship of glass to body opening. The distance between the inside surface of the glass and body should not be less than  $3/16$ ". The glass should have  $3/8$ " overlap around the entire opening. Where necessary to obtain proper spacing, use shim spacers as required. Mark position of glass on glass and windshield pillars with masking tape, for proper alignment of glass to opening at time of installation (Fig. 3-9). Remove glass and place on a protected bench or holding fixture.

5. If original glass is to be installed, remove old caulking material from glass with sharp scraper or razor blade. Remove remaining traces with toluene or thinner dampened cloth.

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

6. Apply 1" wide masking tape to inside of windshield glass  $1/4$ " inboard from edge of glass, across the top and down each side, to facilitate cleanup after installation.

7. Using a clean, lint-free cloth, briskly rub a generous amount of adhesive caulking primer

over original adhesive caulking material that remains on pinchweld flange. Additional brisk application of primer on flat rubber spacers if necessary to insure a good bond of material to spacers.

**CAUTION:** Do not allow primer to drop on painted surfaces or trim parts.

**NOTE:** If the windshield opening is freshly painted due to collision work, etc., apply paint finish primer to painted pinchweld flange. Paint finish primer is available as a service part.

8. Cut off tip of one nozzle along score line (Fig. 3-12). This "glass bead" nozzle will be used to apply bead of adhesive caulking material to glass. Cut tip off other nozzle at  $45^\circ$  angle 1" below end of nozzle (Fig. 3-12). This nozzle will be used to apply "smear bead" of adhesive caulking material to pinchweld flange.

9. 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 cloth. Dry glass with a clean dry cloth.

10. Remove cap and protective end cover from one tube of adhesive caulking material and insert "glass bead" nozzle.

11. Positioning the gun and nozzle as shown in Figure 3-12 carefully apply a smooth continuous bead of caulking material  $3/8$ " high by  $3/16$ " wide at base completely around inside edge of glass. When material in first tube is dispensed, quickly insert second tube and continue application of bead. After application, check bead and fill all voids and air bubbles.

**NOTE:** Material begins to cure after 15 minutes exposure to air, therefore, perform following steps immediately and install glass in opening as soon as possible.

12. Remove "glass bead" nozzle and insert "smear bead" nozzle (nozzle cut on  $45^\circ$  angle in step #8). 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 as outlined in steps 10 through 15 of short method installation.

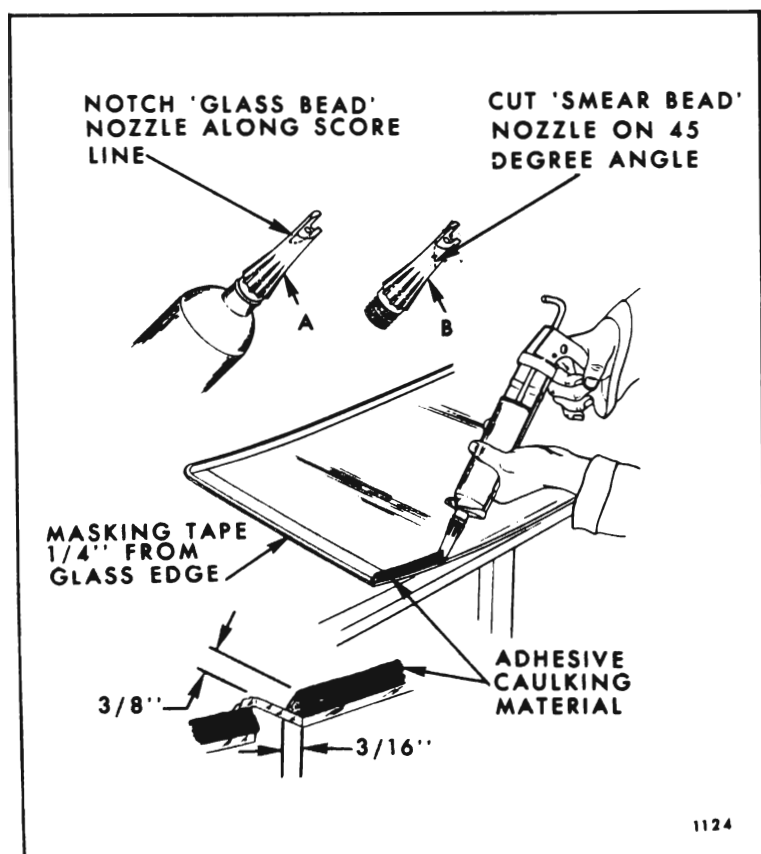


Fig. 3-12—Adhesive Caulking Installation - Extended Method

## WINDSHIELD GLASS—RUBBER CHANNEL—ALL “X” STYLES

### REMOVAL

1. Place protective covering over hood, front fenders, instrument panel and front seat assembly.
2. Remove rear view mirror support.
3. Remove windshield wiper arm assembly.
4. On inside of body loosen lip of rubber channel from pinchweld flange along top and sides of windshield as follows: With palm of hand, apply pressure to glass near edge (Fig. 3-13). At the same time use a blunt putty knife or other suitable tool and carefully assist rubber channel over pinchweld flange.
5. After windshield rubber channel is free from pinchweld flange, with aid of helper, carefully lift windshield assembly from body opening and place it on a protected bench.

**NOTE:** The windshield reveal moldings are installed in the rubber channel and are to be removed prior to removing rubber channel from the glass.

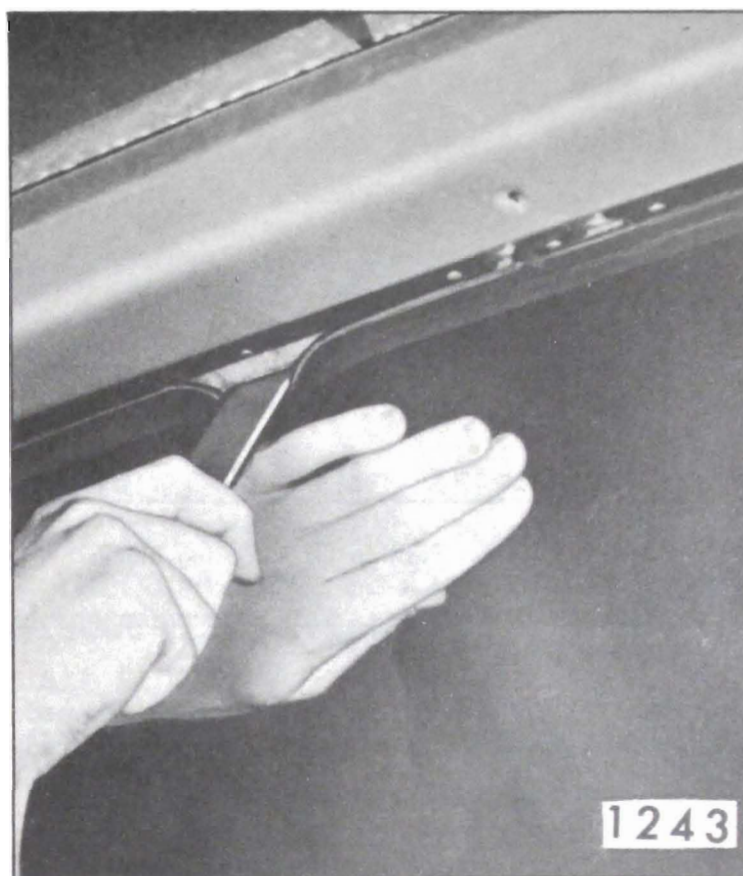


Fig. 3-13—Windshield Glass Removal

### INSTALLATION

It is important that the body windshield opening be checked thoroughly before installation of the replacement windshield glass. The procedure below outlines the method which may be used to check the windshield opening.

1. Check windshield rubber channel for any irregularities.
2. Clean off old sealer around windshield opening and check entire body opening flange for any irregularities.
3. Install five windshield checking blocks J-8942 or equivalent (Fig. 3-14) to pinchweld flange at the following locations. Position one block over lower pinchweld flange on each side of body approximately twelve inches inboard from the lower outer corner of the opening. Position one block in center on lower pinchweld flange. Position final blocks on upper pinchweld flange midway between center block and each outboard block on lower retaining flange.
4. With aid of helper carefully position replacement glass on blocks in windshield opening.

**CAUTION:** Care should be exercised to make certain glass does not strike body metal during

installation. Edge chips can lead to future breaks.

5. With windshield glass supported and centered in body opening by checking blocks, check relationship of glass to body opening around entire perimeter of glass. Figure 3-15 shows a typical section taken through the glass channel and body opening. Check glass to body relationships as follows:
  - a. The inside surface of the glass should be a uniform distance from pinchweld flange. The dimension should be from 1/4" to 5/16".
  - b. The outer edge of glass should be a uniform distance from body metal, measured in the

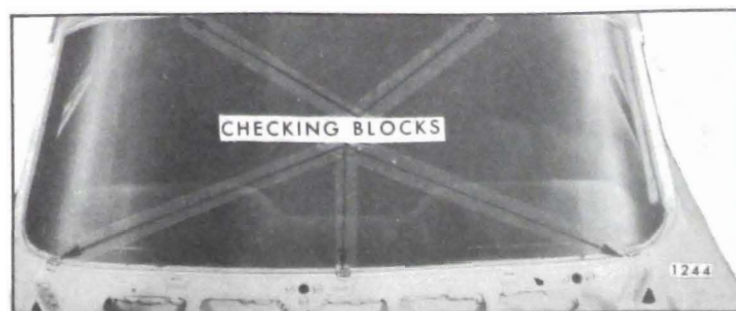


Fig. 3-14—Windshield Glass Checking Blocks

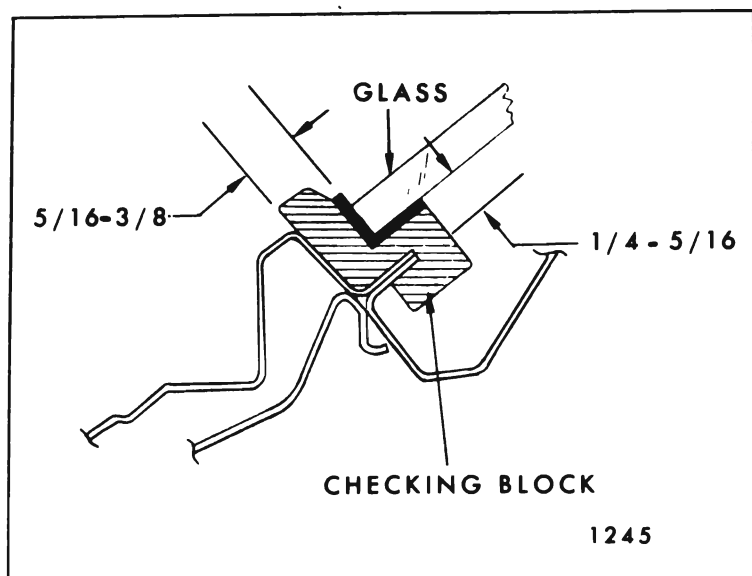


Fig. 3-15—Correct Position Of Checking Blocks

plane of the glass. This dimension should be from 5/16" to 3/8".

6. Mark any sections of body to be re-formed, remove glass and re-form opening as required.
7. Re-check windshield opening as outlined above. Then **MARK THE CENTER LINE ON THE GLASS AND BODY** so that glass can be accurately centered in opening when installed.
8. Install windshield.
  - a. Clean out old sealer in glass cavity of windshield rubber channel and around base of rubber channel.
  - b. Install rubber channel to glass and install reveal moldings in rubber channel.
  - c. Insert a strong cord in pinchweld cavity of rubber channel completely around windshield. Tie ends of cord and tape to inside surface of glass at bottom center of glass (Fig. 3-16).
  - d. Apply a ribbon of medium-bodied sealer completely around base of rubber channel as indicated in Figure 3-17, Item #1.

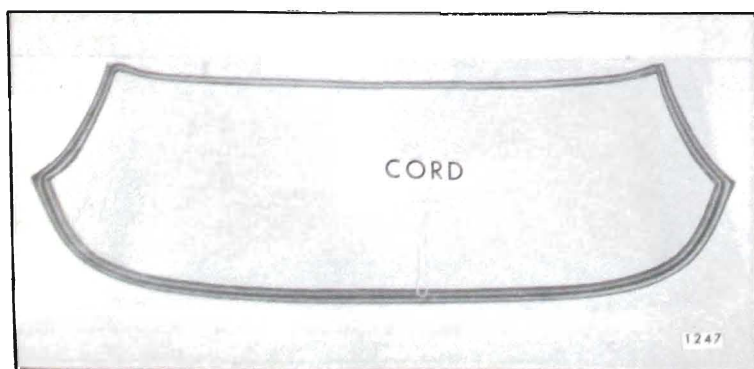


Fig. 3-16—Windshield Installation

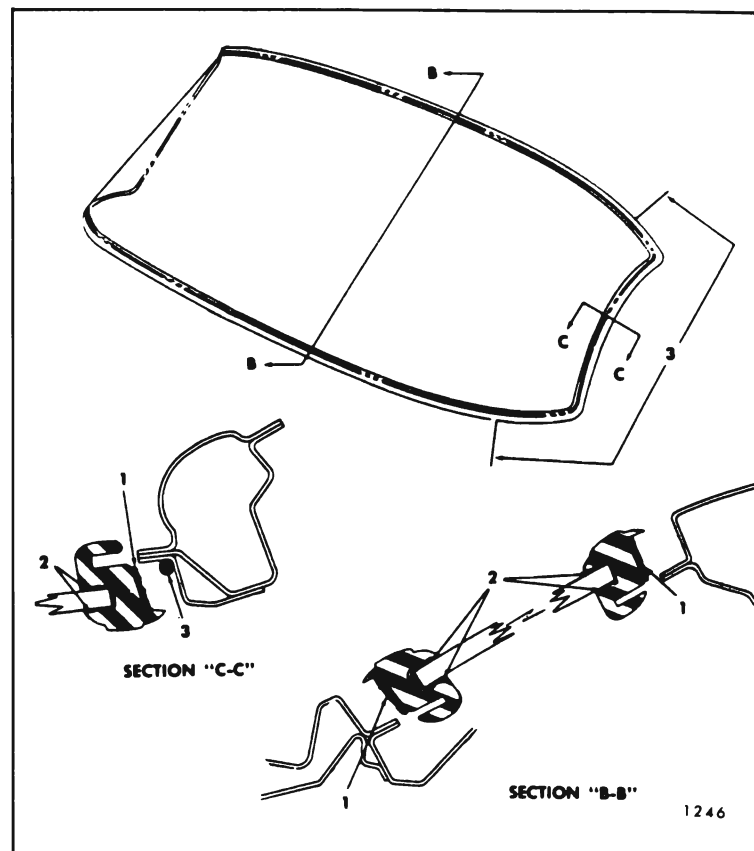


Fig. 3-17—Sealing Of Windshield Glass And Channel

- e. Apply a bead of medium-bodied sealer, approximately 1/4" in diameter to corner of windshield opening rabbet around each side of windshield for distance indicated in Figure 3-17, Item #3.
  - f. With aid of helper, carefully position and center windshield assembly in windshield opening.
- CAUTION:** Do not position glass by tapping or hammering at any time.
- g. When the glass and channel are properly positioned in opening, slowly pull ends of cord, starting at lower center of windshield, to seat lip of rubber channel over pinchweld flange. Cord should be pulled first across bottom of windshield, then up each side and finally across top of windshield.
  - h. Using a pressure type applicator, seal inner and outer lips of rubber channel to glass with an approved weatherstrip adhesive as indicated in Figure 3-17, Item #2. Seals are to extend completely around rubber channel.
  - i. Clean off excess sealer from windshield glass with mineral spirits.
  - j. Reinstall all previously removed parts and remove protective coverings.



## WATERLEAK CORRECTION

In many instances minor waterleaks around the windshield may be corrected by performing the following operations.

1. Leaks between rubber channel and glass.
  - a. Using a pressure applicator (plews oiler or equivalent) with a narrow tip, apply an approved weatherstrip adhesive (black) be-

tween glass and rubber channel on the outside of the glass completely around the perimeter of glass.

2. Leaks between rubber channel and body.
  - a. Use a pressure applicator with a narrow tip. Working from outside of body, apply medium-bodied sealer under outer lip of rubber channel around entire perimeter of body opening.

## INSTRUMENT PANEL

### INSTRUMENT PANEL COVER ALL CHEVROLET STYLES

The instrument panel cover is secured to the instrument panel by studs and nuts or screws (Figs. 3-18, 3-19, 3-20 and 3-21). The studs are an integral part of the cover assembly.

#### Removal and Installation:

1. Remove windshield side garnish moldings where necessary.
2. Loosen or remove any necessary instrument panel items, glove box etc.
3. From underside of instrument panel, remove attaching screws and nuts and carefully remove cover assembly (Figs. 3-18, 3-19, 3-20 and 3-21).
4. To install, reverse removal procedure.

### INSTRUMENT PANEL ASSEMBLY ALL CHEVROLET AND PONTIAC STYLES (10000, 11000, 13000, 15000, 16000, 23000, 25000, 26000 SERIES) ALL BUICK "A" STYLES 43000 AND 44000 SERIES STYLES

#### Instrument Panel Compartment Door

##### Removal and Installation

The instrument compartment door hinges and stops are an integral part of the door or attached by screws. The hinges and door assemblies are attached to the instrument panel by screws. To remove the door assemblies, remove attaching screws securing hinge to instrument panel (Figs. 3-22, 3-23, 3-24, 3-25) lift door, rotate counterclockwise to remove stop from opening in panel.

To install, reverse removal procedure.

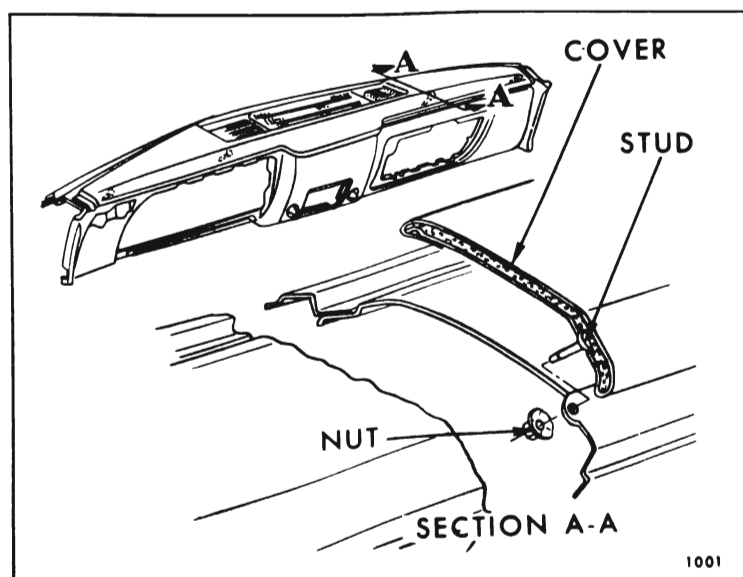


Fig. 3-18—Instrument Panel Cover

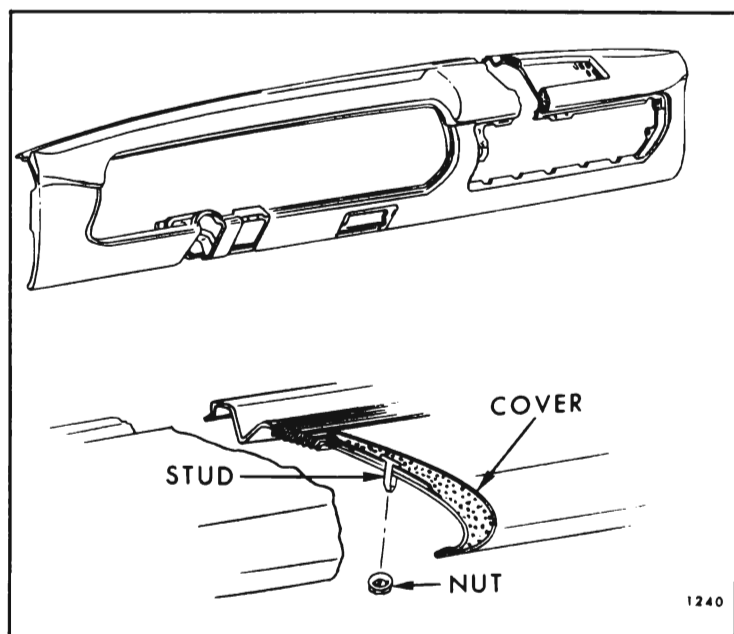


Fig. 3-19—Instrument Panel Cover

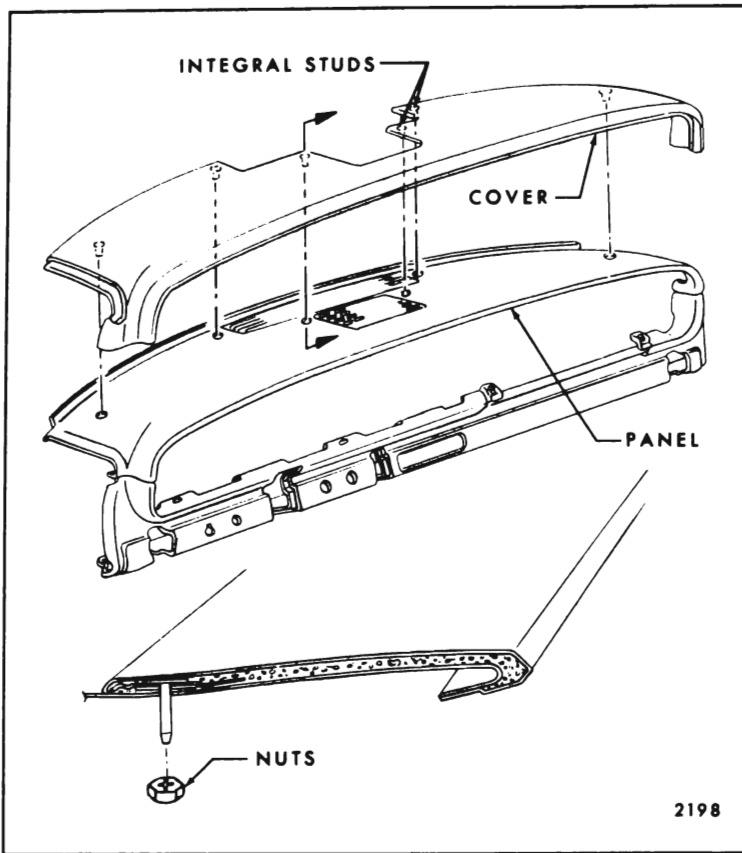


Fig. 3-20—Instrument Panel Cover

**Adjustments**

1. To move door up or down, shim between hinge and instrument panel or loosen door-to-hinge screws and position door as desired.

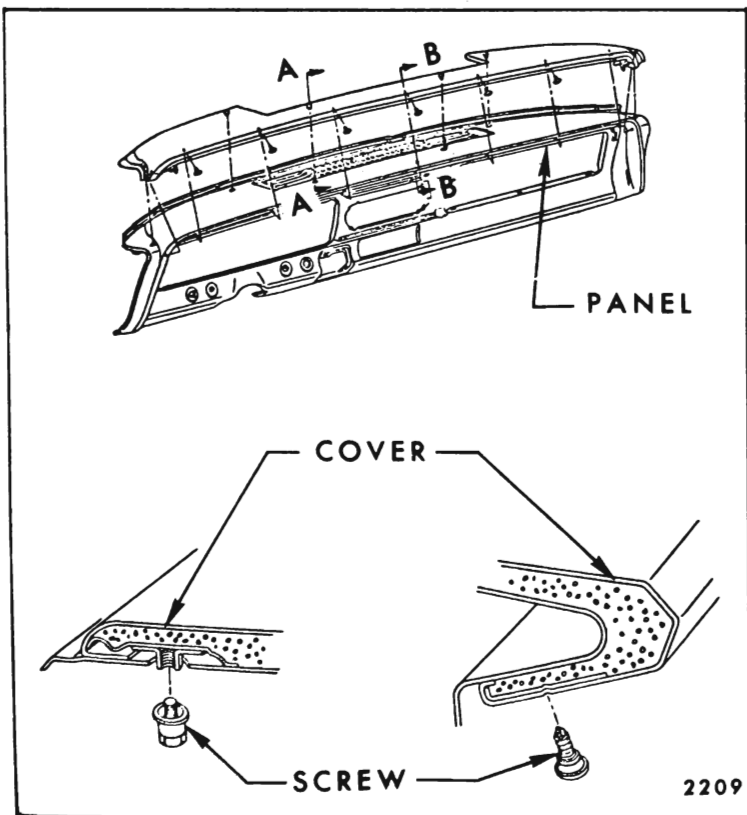


Fig. 3-21—Instrument Panel Cover

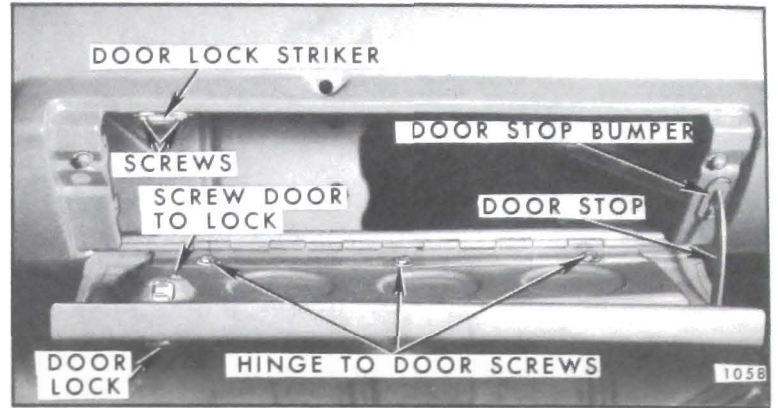


Fig. 3-22—Instrument Panel Compartment Door

2. To move door in or out, loosen hinge-to-instrument panel and position door as desired.
3. To move door right or left, loosen hinge-to-instrument panel screws and position door as desired.
4. Striker plates are adjustable on the instrument panel by loosening the attaching screws and positioning the striker plate as desired (Figs. 3-22, 3-23, 3-24 and 3-25).

**Instrument Panel Door Locks**

**Removal and Installation**

1. Open compartment door, remove screw attaching lock to door inner panel and remove lock assembly (Figs. 3-22, 3-23, 3-24 and 3-25).

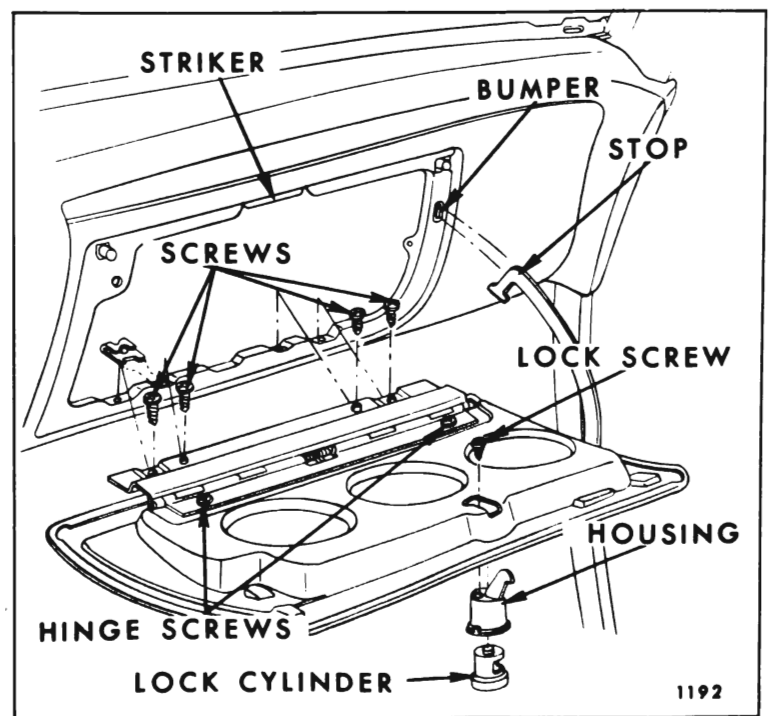


Fig. 3-23—Instrument Panel Compartment Door

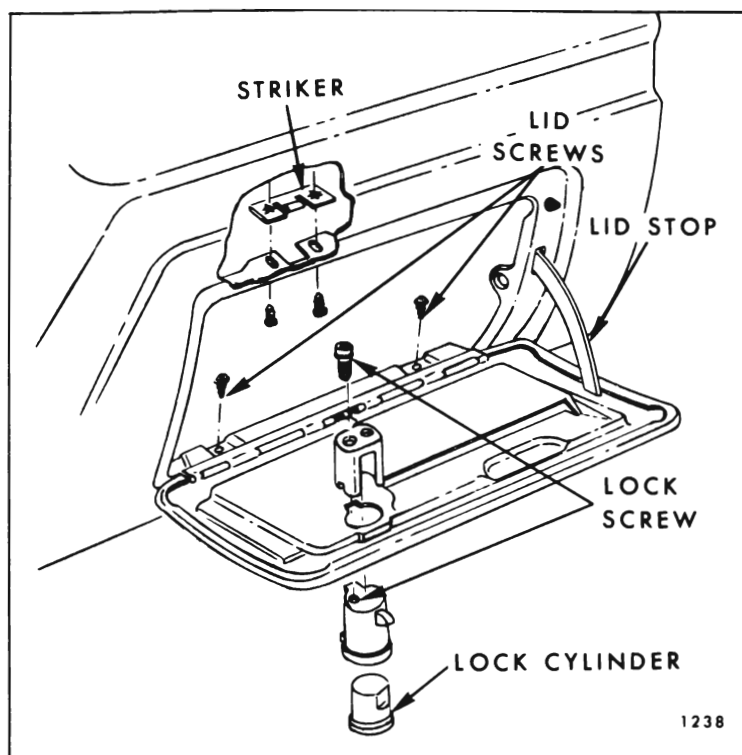


Fig. 3-24—Instrument Panel Compartment Door

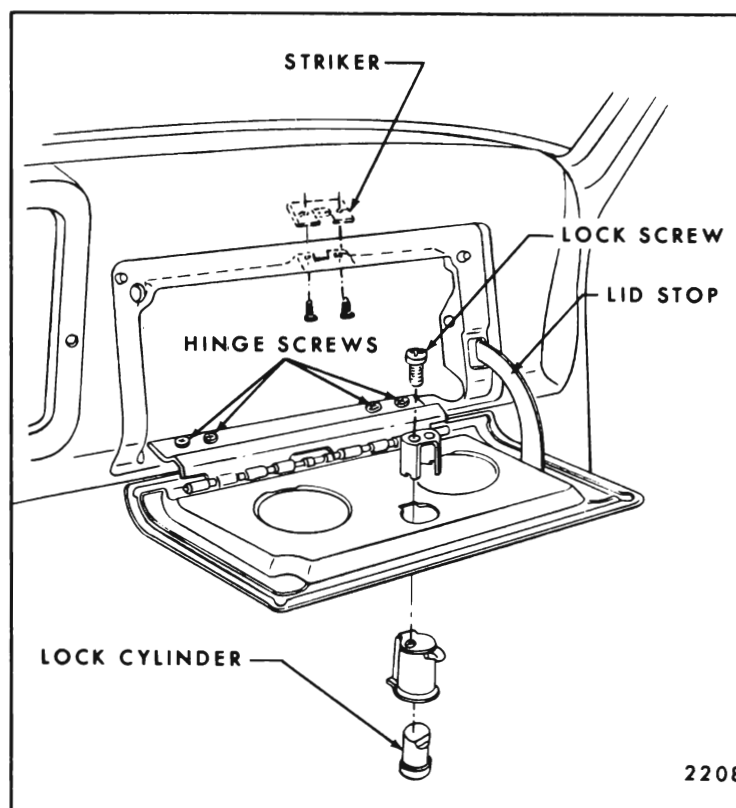


Fig. 3-25—Instrument Panel Compartment Door

2. To install, reverse removal procedure.

## FRONT COMPARTMENT—COVAIR

### DESCRIPTION

Each front compartment lid hinge assembly employs the use of an individual torque rod which acts as a counterbalance and hold-open for the lid. Notches are provided in the torque rod retainer for adjustment of the rods.

The front compartment lid lock assembly is a side action snap-bolt mechanism equipped with a safety latch and is attached to a support on the front end panel. The end of the lock assembly acts as a guide by entering the striker when the lid is closed.

A single section cement-on type front compartment weatherstrip is used on all styles.

### FRONT COMPARTMENT LID

#### Removal and Installation:

1. Open lid and place protective covering over surfaces of front compartment opening to prevent damage to painted surfaces.
2. Scribe (pencil) location of hinge straps on lid inner panel.

3. With aid of a helper remove hinge to lid attaching bolts from each hinge and remove lid (See Fig. 3-26).
4. To install, align hinges to lid within scribe marks and reverse removal procedure.

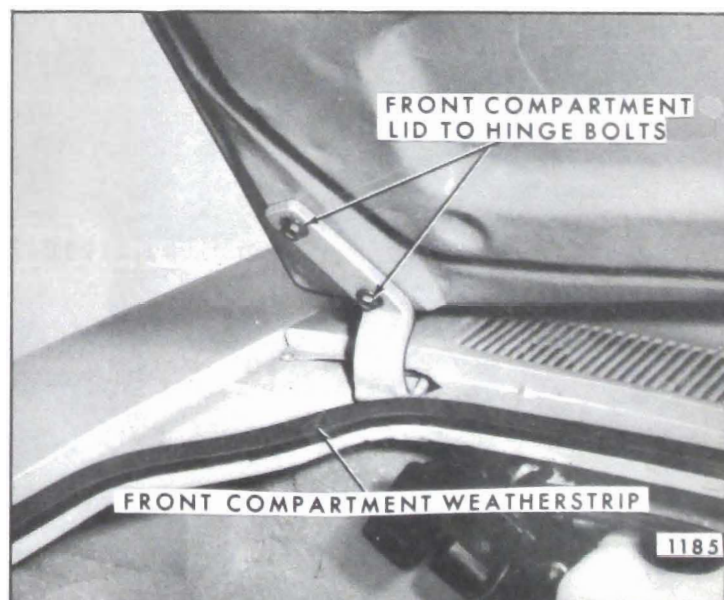


Fig. 3-26—Front Compartment Weatherstrip And Front Compartment Lid Attaching Bolts

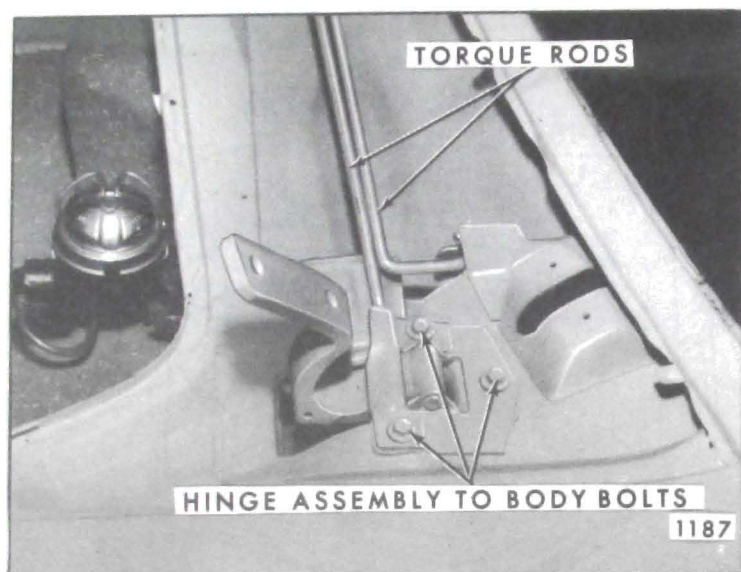


Fig. 3-27—Front Compartment Lid Hinge Removal

### Adjustments

1. To adjust front compartment lid forward or rearward or from side to side in body opening, loosen hinge to upper shroud attaching bolts at each hinge and adjust lid as required; tighten bolts (see Fig. 3-27).

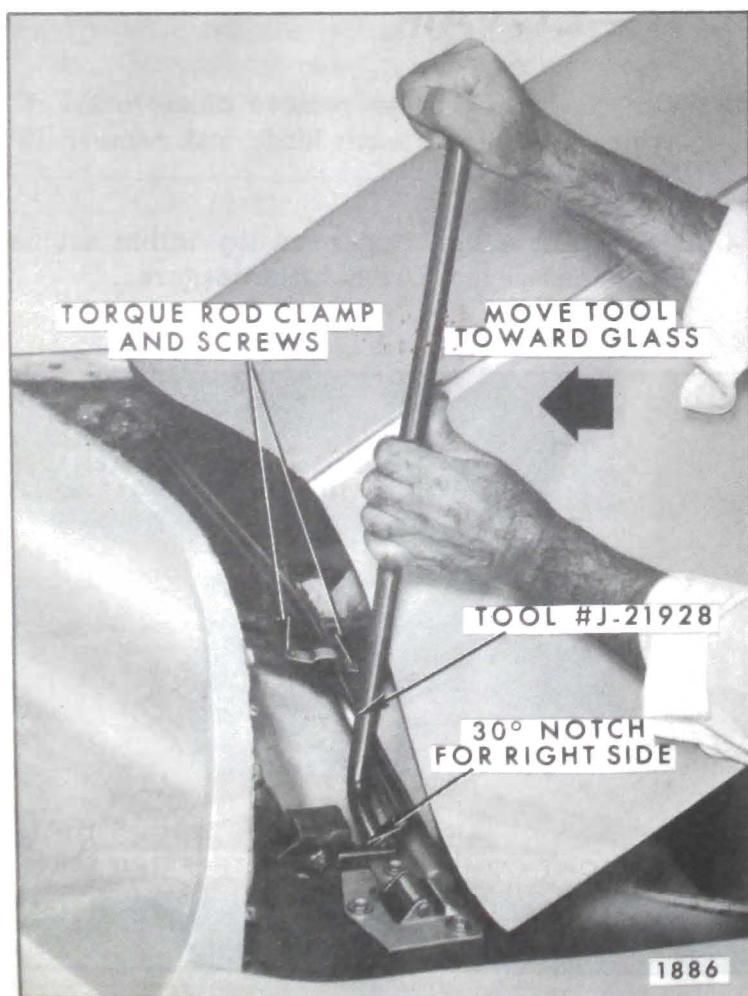


Fig. 3-28—Torque Rod Removal - Right Side

2. To adjust the lid up or down at one or both sides, install shims between the hinge strap and lid as follows:
  - a. To raise rear edge of lid at hinge area, place shim between hinge strap and lid inner panel at rear attaching bolt (Fig. 3-26).
  - b. To lower rear edge of lid at hinge area, place shim between hinge strap and lid inner panel at front attaching bolt (Fig. 3-26).
3. Check front compartment lid lock engagement with striker.

### FRONT COMPARTMENT LID TORQUE RODS

The torque rod removal and installation tool, J-21928 is designed to remove, replace or reset tension for one or both rods without removing the front compartment lid. This double-ended tool is designed with a different end for right and left side of body.

#### Removal and Installation:

1. Install protective covering over compartment lid and lower part of windshield.
2. Open compartment lid and prop same in a full open position.
3. Remove windshield wiper arms.
4. Remove shroud top air intake grille.
5. Remove torque rod clamp to shroud, located to right of center of shroud (Fig. 3-28).
6. Install tool J-21928 (Fig. 3-28) to lid torque rod on right side of body. Securely grasp tool and move it toward windshield to disengage rod from retaining notch. Carefully disengage tool from rod.
7. In like manner remove rod on left side of body (Fig. 3-29).

**NOTE:** Front compartment lid hinge assembly removal should be made only after torque rods are removed.

8. To install, apply a coat of No. 630AAW Lubriplate or equivalent to torque rod end that contacts hinge roller and reverse removal procedure, locating torque rods in the same

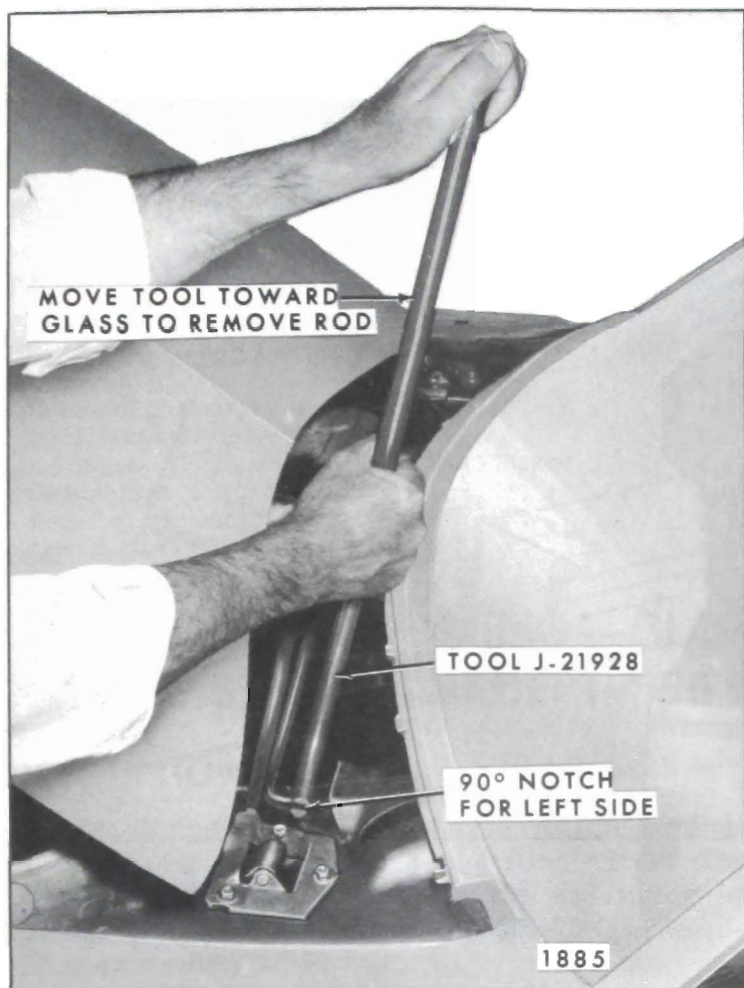


Fig. 3-29—Torque Rod Removal - Left Side

notch in retainer as they were before removal. Check tension on lid. If additional tension is required reset torque rod.

## FRONT COMPARTMENT LID LOCK CYLINDER ASSEMBLY

The front compartment lid lock cylinder is attached to the front end panel molding which is secured to the front end panel by studs and nuts (See Fig. 3-30).

### Removal and Installation:

1. Remove front end panel molding assembly as explained in the "Exterior Molding" section of this manual (see index).
2. Remove lock cylinder retainer and remove lock cylinder from molding.
3. To install, reverse removal procedure. Make certain that molding is properly sealed to front end panel.

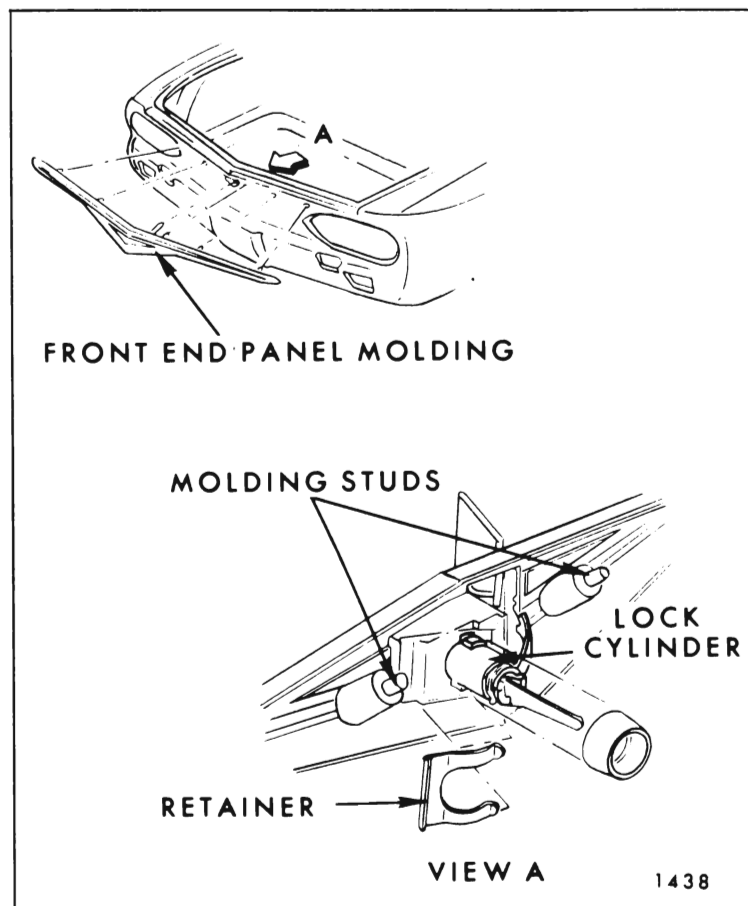


Fig. 3-30—Front Compartment Lid Lock Removal

## FRONT COMPARTMENT LID LOCK ASSEMBLY

### Removal and Installation:

1. Remove front end panel molding and lid lock cylinder assembly.
2. Remove screws (Fig. 3-31) securing lock to lid lock support and remove lock assembly.
3. To install, reverse removal procedure.

**NOTE:** If lock does not properly engage in striker opening, the lock may be adjusted forward by installing emergency spacer(s) between lock and support.

## FRONT COMPARTMENT LID LOCK STRIKER

### Removal and Installation:

1. Mark (pencil) location of front compartment lid lock striker on striker support.
2. Remove striker retainer plate attaching bolts and remove retainer plate and striker (Fig. 3-32).

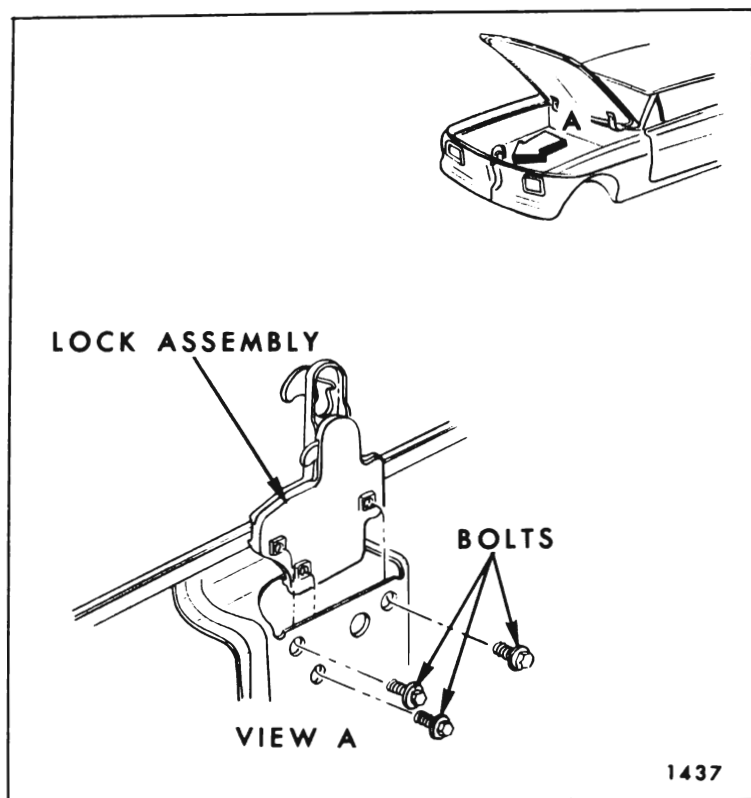


Fig. 3-31—Front Compartment Lid Lock

3. To install, position striker within scribe marks and reverse removal procedure. Check striker for proper engagement with lock.

### Adjustments

1. To adjust striker up, down, right or left, loosen retainer plate attaching bolts (while holding plate in position), adjust striker as required and tighten bolts.

**NOTE:** Since upper end of lid lock acts as a guide by entering the striker when the lid is closed, make certain the front compartment lid is properly aligned in the body opening prior to making any striker adjustments.

## FRONT COMPARTMENT LID GUTTER WEATHERSTRIP

### Removal

1. Separate "butt" ends of weatherstrip at front of compartment opening.
2. With a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter around entire perimeter of front compartment and remove weatherstrip.

### Installation

1. Remove excess cement from gutter around

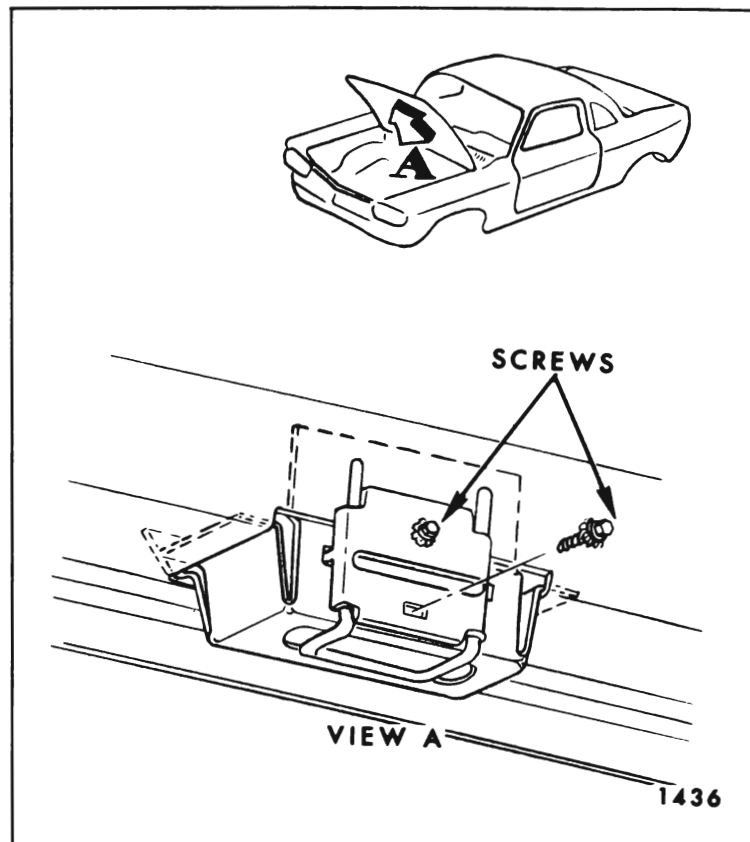


Fig. 3-32—Front Compartment Lid Lock Striker

entire front compartment opening to insure a smooth cementing surface.

2. Brush an approved weatherstrip cement along base of gutter around entire perimeter of gutter.

**NOTE:** Apply a sufficient amount of weatherstrip cement along lower inboard corner of gutter so that after installation of weatherstrip, cement will spread and completely fill area.

3. Center weatherstrip at area between lid hinges using color or tape identification mark at center of weatherstrip as guide.
4. Using a flat-bladed tool, such as a putty knife with rounded corners, insert weatherstrip into gutter across top, down sides and across front of compartment opening in that order. Roll or press weatherstrip to insure a good seal and proper retention of weatherstrip.
5. If installing a new weatherstrip, trim ends of weatherstrip to form "butt" joint at front of opening. Brush weatherstrip cement on both ends of weatherstrip and secure ends together to form a "butt" joint.
6. Allow sufficient time for cement to set before closing front compartment lid.