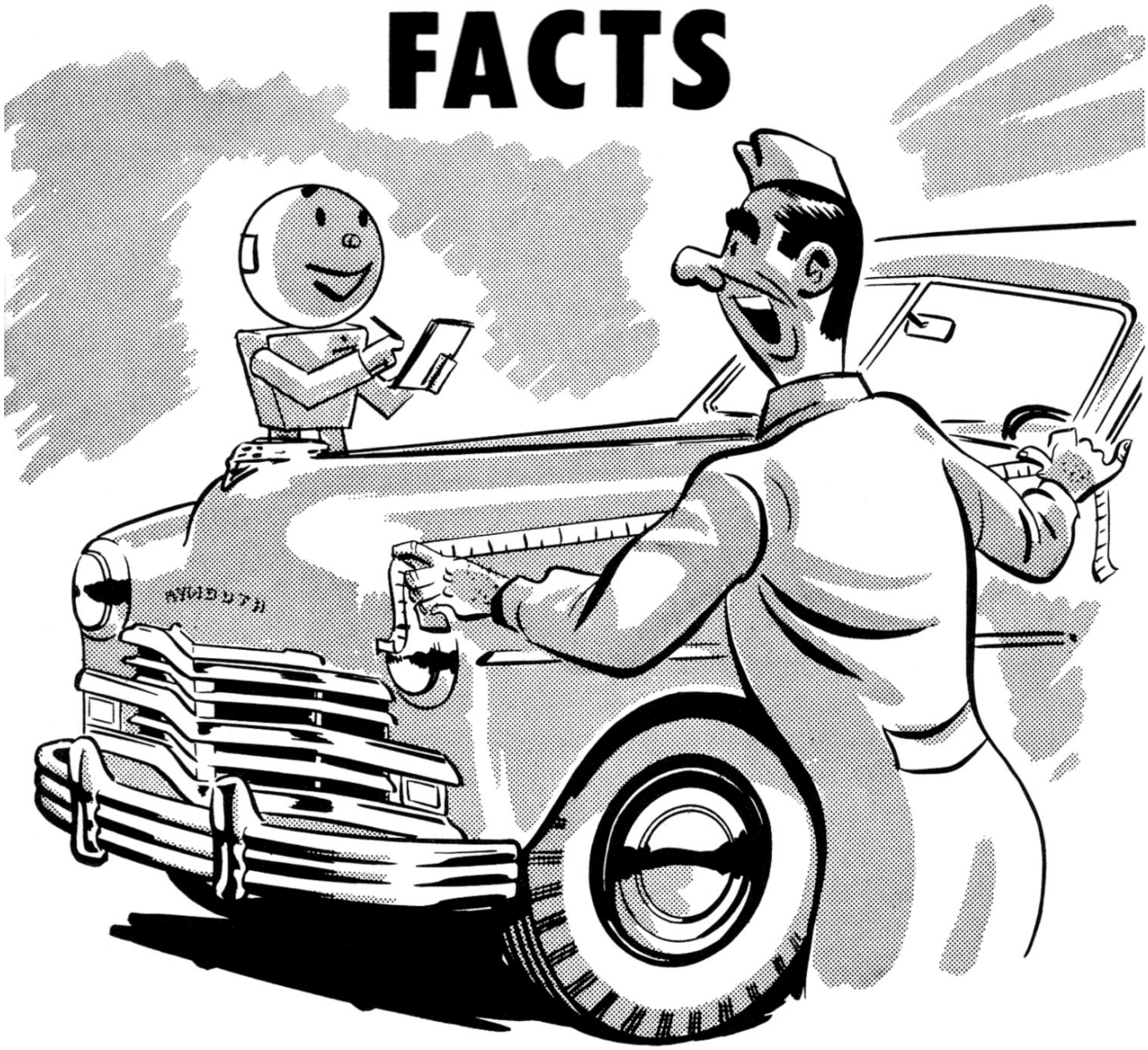
SERVICE REFERENCE BOOK

BODY-FITTING FACTS



Prepared by

CHRYSLER CORPORATION

PLYMOUTH • DODGE • DE SOTO

AND CHRYSLER DIVISIONS

Vol. 3 **No. 1**

HANDSOME IS AS HANDSOME DOES

When it comes to adjusting the fit of doors, the deck lid and hood, appearance as well as operation is mighty important. Only a body shop mechanic, who more or less specializes in body adjustments, can hope to become familiar with *all types* of body-fitting conditions. And this specialist will know how to make them *all* work like new—besides restoring their original beauty.

There are, however, certain principles that will help those who are less experienced gain the necessary "know-how." These fundamentals, together with mechanical good sense and experience gradually acquired, will put any man in a spot to take care of most of the door, deck lid and hood-fitting.

That's why this reference book covers the highlights on adjustments "built-into" cars, plus handy methods that are very easy to use.

GOOD DOOR FITS ARE IMPORTANT

Why?

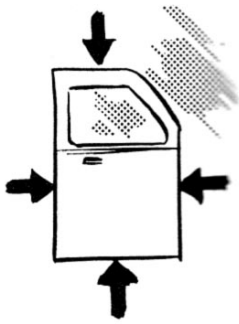
Well . . . what other part of the owner's car commands his attention and receives his daily use (sometimes abuse) as much as the door? Think of it. On even the simplest trip a door is opened a minimum of *four* (count 'em!) times! And where other passengers are involved, door use (and perhaps abuse) is multiplied.

But the important thing is this. Each time an owner reaches for his door handle, his eye quite naturally follows his reach. What he sees regarding spacing around that door makes a big impression on him. That's why you'll find it handy to know how to correct the fit of doors so that you can satisfy even the most persnickety owner. This kind of work, of course, means satisfied customers!

WHAT IS A PROPERLY FITTING DOOR?

There are four things to keep in mind about a properly fitting door. You'll find that it helps to remember them in this order.

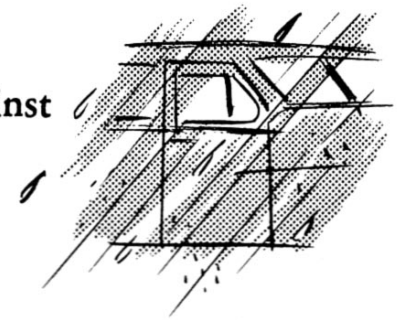
A properly fitting door . . .



1 is *centered* in the door *opening* so that the *spacing is uniform* along the top, bottom, front and rear edges.

2 opens and closes *easily.*

3 *fits flush with* the *body* all around the edges.



4 *makes a good seal* against water and dust.

DIAGNOSING DOOR FITS TO DECIDE CORRECTION

Take a close look at a door before you adjust it to determine the exact nature of the condition. Check the spacing first for uniformity. Then open and close it a couple of times while you listen and feel the action of the lock and striker plate.

While the "feel" of a door may not tell you anything about appearance, it does give you a pretty good idea of whether or not the striker plate is properly lined up. For instance—if the door is pulled down as it is closed, that means the striker's probably too low. If the door's rear edge jumps as it hits the striker, that usually means that the striker is too high.

Naturally, moving the striker plate doesn't necessarily mean that the door fit is being corrected. But it's important to get a free striker adjustment first to accurately diagnose a door-fit condition. Then . . . line up the door in the opening by means of adjustments designed into the hinges. And then—after the hinges are properly adjusted, the striker can be readjusted to control the ease of opening and closing.

YOU CAN "*FEEL*" THE DIFFERENCE

Run your hand over the edges of the door to see how well the door fits flush with the body. If the edge stands out from the body, the seal at that point is going to have to be checked in addition to the door's appearance. As a result, it's wise to establish some order of correction on the fitting of doors. In general, then, tackle each door fit in this systematic way after you have a free striker adjustment.

1 First, *center the door* in the opening by adjusting the hinges to get desired uniform spacing around the edges.

2 Next, *adjust the striker* for proper opening and closing action.

3 Then, *correct the contour AFTER* making hinge and striker adjustments, and—

4 Last, *check the seal* all around the door.

NOW...

before we consider some examples of door-fitting conditions and suggestions on how they might be corrected, let's take a look at the hinge construction and the adjustment provisions built into each door.

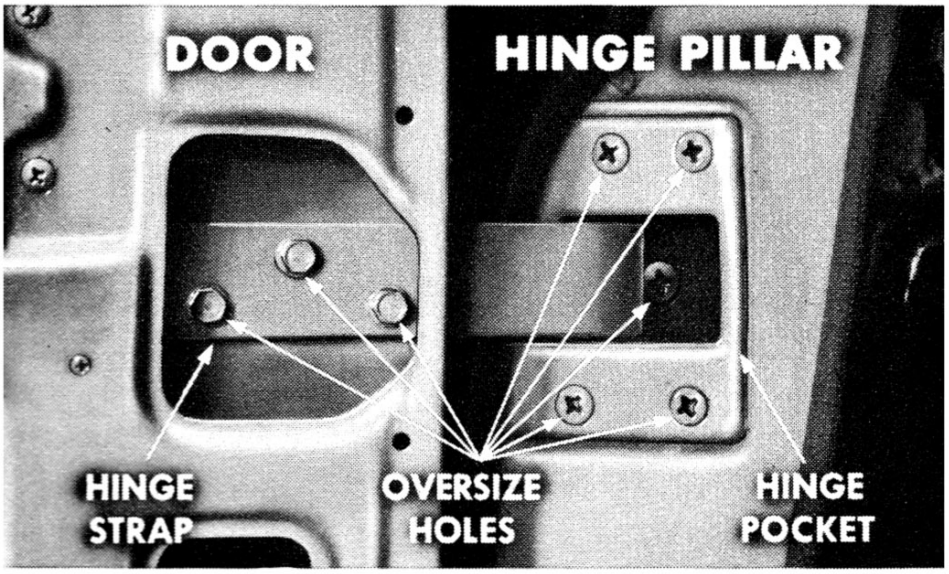
HOW THE HINGE IS BUILT TO HELP DOOR-FITTING!

The hinge is more than just a hinge. It's an adjustment device! If you take a close look at hinge construction you'll find it easier to make door adjustments at the hinges.

First of all, the hinge pin is mounted inside the hinge pillar. The hinge pillar mounting is called a "hinge pocket."

This pocket is attached to the hinge pillar with cross recess head screws and cage nuts.

Now, these attaching screws pass through *oversize holes* in the hinge pillar. That's what gives the door an in-and-out adjustment at the hinge pillar.



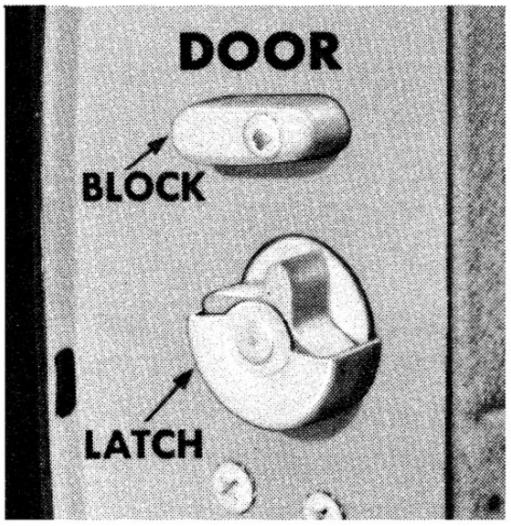
You'll notice that the hinge strap has a looped end which pivots around the hinge pin. The other end of the hinge strap, of course, is attached to the door inner panel. How this strap attaches to the door adds another adjustable feature.

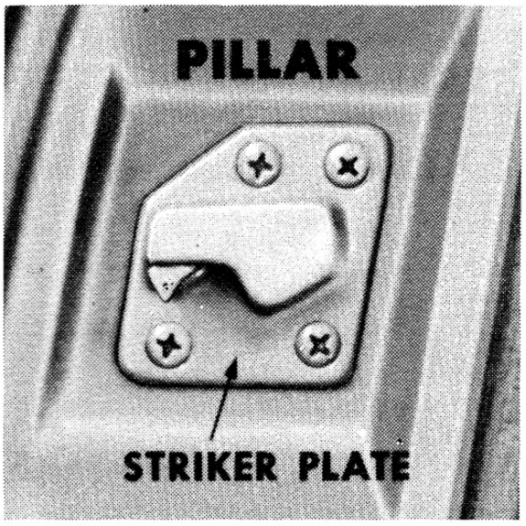
Hex head bolts pass through the strap and through *oversize holes* in the inner panel. These bolts screw into a tapped plate, caged to the inner panel. So you can see that this additional *oversize hole* arrangement makes possible an up-and-down as well as a fore-and-aft door adjustment.

DOOR LATCH AND STRIKER DETAILS

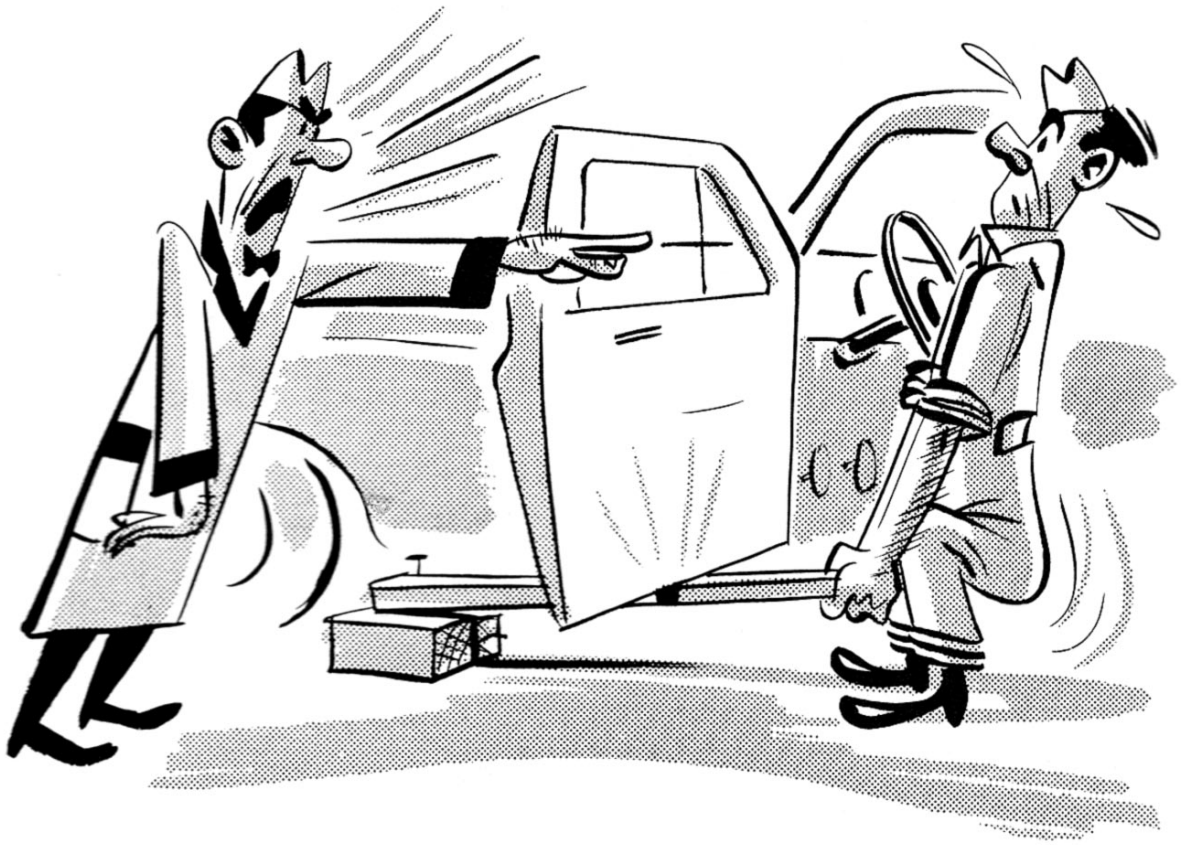
Both the rotary latch and striker block make up the lock assembly. This assembly is attached in a *fixed* position to the rear face of the door.

The striker plate and guide block are also a single assembly. And this striker plate assembly is fastened to the lock pillar with cross recess head screws and a cage-mounted bolting plate. With this striker design you have the advantage of an up-or-down and an in-or-out adjustment of the striker.





TAKE ADVANTAGE OF THE "BUILT-IN" DOOR ADJUSTMENTS

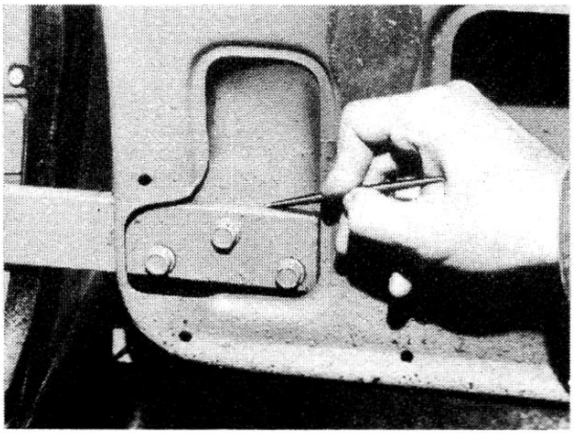


Adjustments for most door-fitting conditions are "built-into" each car. Once in a while you may have to fall back upon wedging or springing operations for special conditions. It's still the best policy, however, to take full advantage of adjustments provided, *before* using other methods. Here are some examples of conditions that explain the advantages.

TO CENTER THE DOOR IN THE OPENING. Use the adjustments offered by the oversize holes where the hinge strap fastens to the inner panel. Since the attaching screws are under the door trim—remove the trim first.

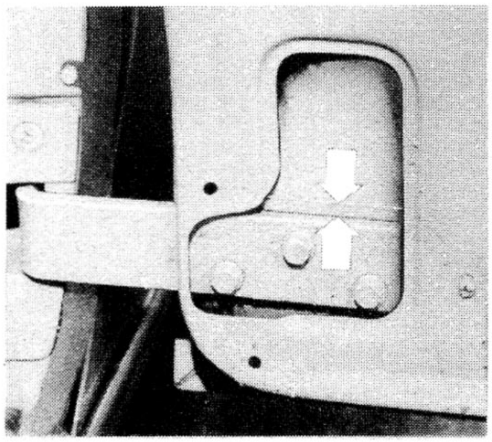
MARK THE POSITION OF THE HINGES

Remember . . . you're going to move the door, leaving the hinges in position. As you do this, the door will be open and it will be hard to tell exactly how much the door is being moved. So, with a scriber, mark a line around both hinge straps before loosening the attaching screws. This will give you a line to which you can refer.



For instance . . . suppose you wanted to raise a door about 1/8 inch to narrow a gap at the top edge. Well . . . what you'd do then is loosen the hinge strap screws about a quarter turn. This is enough to let the door move and still hold the weight of the door after you do move it.

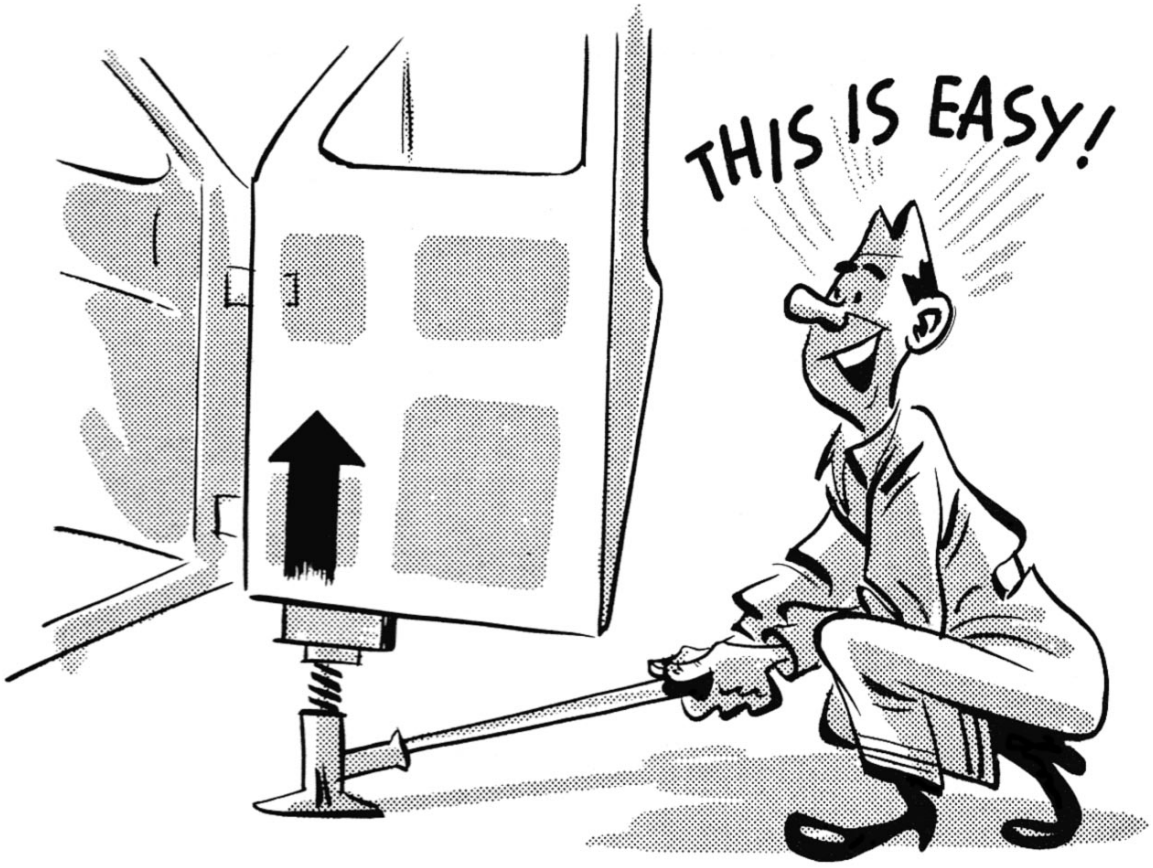
After loosening the screws, raise the door until there's 1/8 inch between the scribe marks and the top of the strap. That's how scribing helps.



RAISING THE DOOR STRAIGHT UP. If you want to move the door up to narrow the spacing along the top edge, just place a jack under the lower door face. That's because a jack gives you the *best control* of the distance you need to raise the door.

Lay a piece of wood on the jack and keep the point of pressure about 4 inches from the hinge pillar. The wood protects the face by spreading the pressure and prevents any damage to the lower door flange.

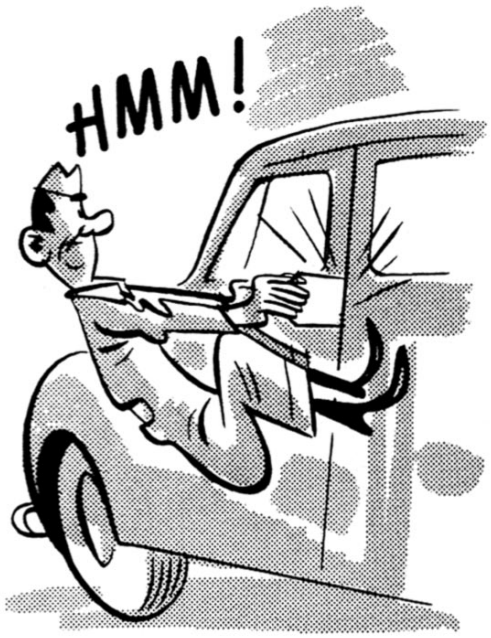
By placing the jack fairly close to the door's front corner (hinge pillar side), you will lift directly below the hinge straps and raise the door straight up. If you put the jack too near the door's rear corner, you'll raise the rear edge more than the front edge. In other words, the door will turn in the door opening.



RAISING THE REAR EDGE OF THE DOOR. Let's suppose that the upper rear corner of the door is too low, making too wide a spacing at this point, but that there is an acceptable amount of spacing at the upper front corner. In this case you *would* place the jack near the door's rear corner to raise only the rear edge.

FINAL STRIKER ADJUSTMENT. When you have the door centered in the opening, and the hinge screws have been tightened, check the door for easy opening and closing. You may have to adjust the striker in or out, up or down, to make the door operate easily and close tightly against the weatherstrip. Be sure the top face of the striker is parallel with the bottom face of the guide block on the door. And, *the striker should be positioned so that it gives the door a VERY SLIGHT LIFT when the door is closed.* This prevents noise when the car's in motion.

This is a good time to check the weatherstrip sealing. Hold a piece of heavy paper (like a shipping tag) against the lock pillar, and close the door. If you can feel a slight drag on the paper as you pull it out, the seal is okay. If not, move the striker plate in farther. Make this paper test all around the door—at about six-inch intervals.



WHEN THE DOOR'S TOO CLOSE TO THE HINGE PILLAR . . .

To move the door *away from* the hinge pillar (toward the lock pillar), loosen the hinge strap screws a quarter turn. Use a fiber block (about 1″ x 2″ x 6″) and place it between the door face and hinge pillar. Place the block in a vertical position with its flat face against the hinge pillar about half way between the hinges. Then partially close the door on the block with a light springing motion. This will wedge the door away from the hinge pillar and move it closer to the lock pillar. Use of the block allows gradual control, even movement, and prevents shifting the door too far.

If you diagnose the spacing as okay at the lower hinge—but too close at the upper hinge, use the block as a wedge only at the *upper* hinge. If the spacing is okay at the upper hinge—but too close at the lower hinge, use the block as a wedge at the *lower* hinge. In other words . . . opening up the spacing at the upper hinge *lowers* the upper rear corner of the door. Opening up the spacing at the lower hinge *raises* the *upper* rear corner of the door.

WHEN THE DOOR'S TOO FAR FROM THE HINGE PILLAR . . .

When the door's too far from the hinge pillar, loosen the hinge strap screws and move the door *forward* in the opening. For *controlled movement,* use a 3-foot piece of two-by-four as a lever between the lock pillar and the rear face of the door. Place one end of the two-by-four against the lock pillar—and using a fiber block to protect the door flange and face—pry the door forward. If you put the lever high—say, above the belt molding—you'll move the door forward. This will close the space at the upper hinge, and raise the upper rear corner of the door.

If you put the lever near the bottom of the door you'll close a space at the lower hinge and lower the upper rear corner of the door. And if the lever is placed half-way between the two hinges, you'll move the door straight forward, nearer the hinge pillar.

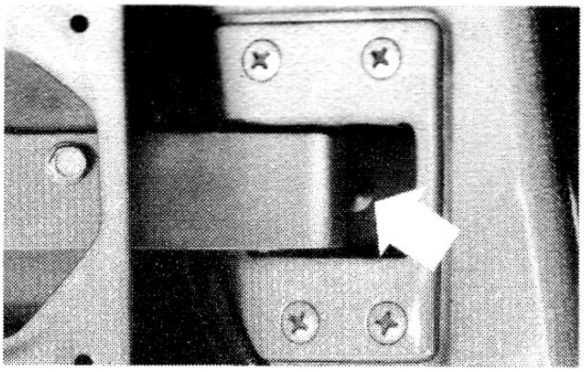
MAKING A DOOR FIT FLUSH WITH ITS ADJACENT BODY PANELS

Before adjusting a door to make it fit flush with the body, be sure the door's properly centered in its opening. Then use the built-in adjustments of the hinge and striker plate. In some cases you may have to correct the door contour to match the contour of the door opening. Here are some examples.

FLUSH ADJUSTMENT OF DOORS. Making the door's *rear edge* fit flush with the lock pillar is largely a matter of striker adjustment when the contour of the door is okay. And you already know how to do that.

If you want to make the door's *front edge* fit flush along the hinge pillar, you're going to have to adjust the hinge pockets provided that the contour of the door is okay. So, here's how you adjust the hinge pockets.

First, loosen the hinge pocket adjusting screws at least two turns. And don't overlook the screw deep in the center of the hinge pocket! You see, adjustment at this point is limited. Therefore, unless all the screws are loose enough, you may not get every bit of adjustment possible.



Second, push or pull the door to move the hinge pocket *in* or *out.* Doing this with the door *wide open* moves the hinge pocket in or out more directly. As you move the door with one hand, tighten a couple of the pocket screws with the other hand to hold the door in place.

By the way . . . if you tackle each hinge pocket adjustment *separately,* you'll find this door adjustment easy to do. What's more . . . you can often get a good fit by adjusting *only one* of the hinge pockets.

WHEN OTHER METHODS MAY BE USED

Remember . . . the reason you should rely on "built-in" adjustments most, is that other methods may result in an adjustment that isn't permanent.

If a door panel or a hinge is slightly sprung, however, you may not be able to get a good fit by using only the "built-in" adjustments. So, since the contour of a door is not adjustable, you may have to try other methods to get a final door fit.

USE THESE SUGGESTIONS TO SQUARE THE DOOR

Suppose a fairly heavy person steps into a car parked at a high curb. The door's lower rear corner may catch on the ground, or curb, as the passenger's weight pushes down the curb side of the car. This might spring the door slightly. That means the upper rear corner may go too close to the

door header. In addition, the door's front edge may shift too close to the rear edge of the front fender—near the upper hinge. While the door is only slightly out of adjustment, and will close, it doesn't look or operate as well as it did originally.

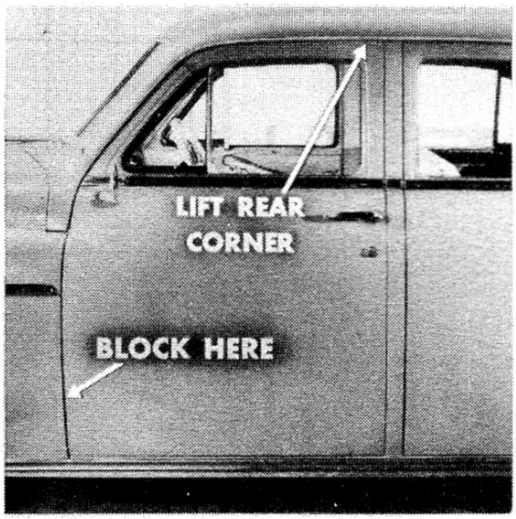
To correct this condition, you may not have to loosen the hinge screws. Place a fiber block between the hinge pillar and front face of the door near the upper hinge. Partially close the door on the block. This will wedge the door away from the fender edge at the upper hinge. At the same time it will lower the door's upper rear corner.

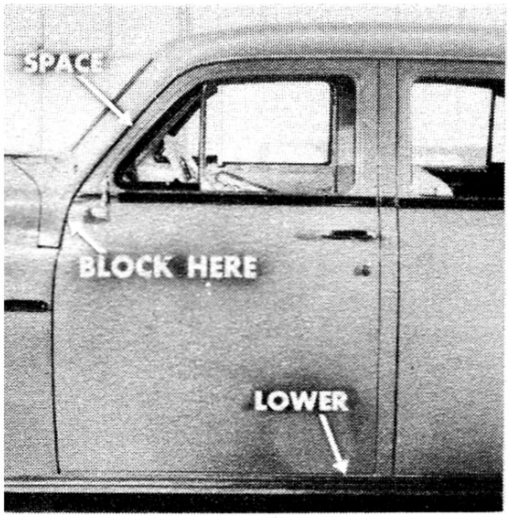
After you make this adjustment, be sure to check the door's ease of opening and closing. Then adjust the striker plate, if you find that it's needed.

ANOTHER "BLOCK" ADJUSTMENT

Now . . . suppose the upper rear corner of the door is down too far, making the space above the upper rear corner too wide. If so, you can block it back into position.

Place a fiber block between the door's front face and hinge pillar below the lower hinge. And put the block so the pressure will come at the lower front corner of the opening. Then, partially close the door on the block. This will wedge the lower front corner away from the hinge pillar. It will also raise the door's upper rear corner to narrow the spacing at that point.

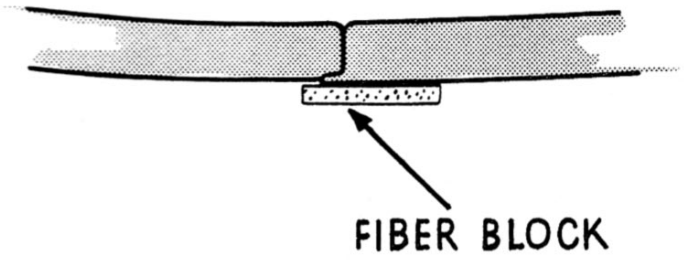


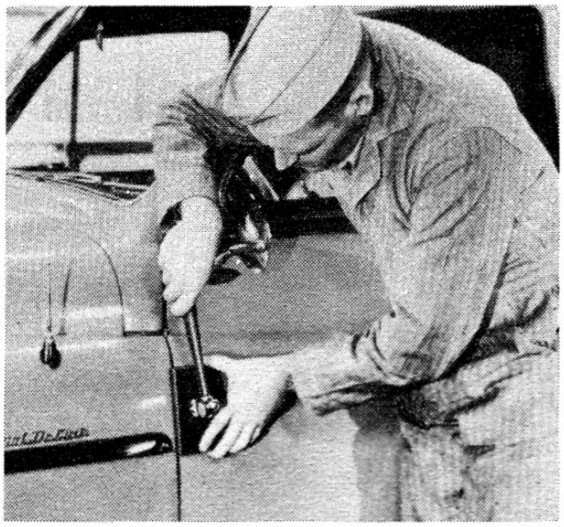


CAUTION: Place the block so the wedging will start when the door is within two inches of closing. And use a fairly thin block—say ¾ to 1" thick. If the block is too thick, the wedging will start when the door is about half open. This can wedge the door away from the hinge pillar and out—instead of straight back. Naturally, this would make the door's front edge stand out too far from the rear edge of the fender.

SPRING HAMMERING TO CORRECT DOOR CONTOUR

Try spring hammering to reform a part of the flange of a door that stands out from the body. Tape the door outer panel to protect the paint. Then place the fiber block against it and strike the block with a hammer to spring the flange *in* until it is flush.

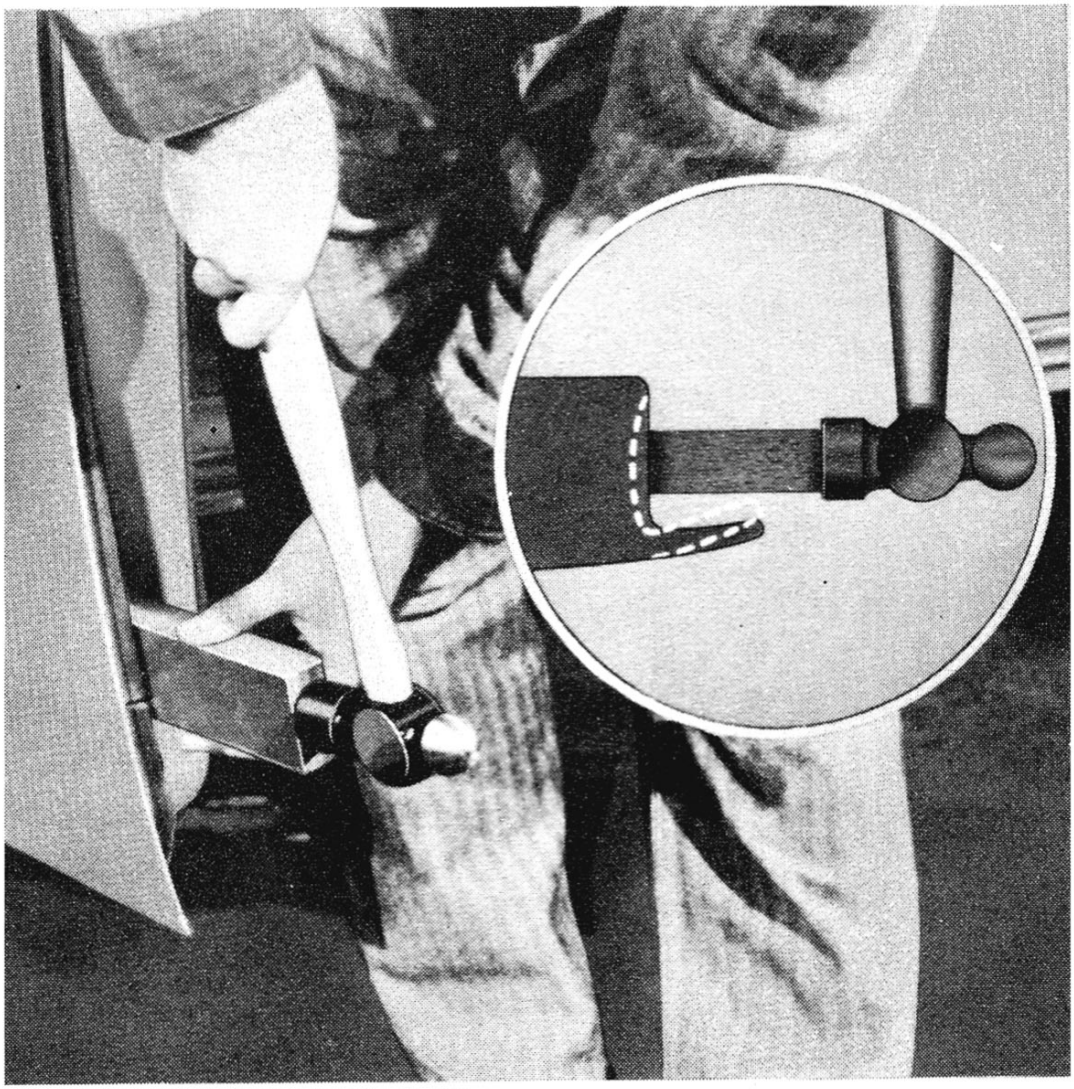




Be sure to place the fiber block along the edge of the flange to be reformed so the center of the block bears on the flange opposite the right angle edge of panel. A cross-sectional drawing on this page illustrates this adjustment. Hit the block squarely so the force of the blow is taken at this line. This prevents excessive bending or kinking of the flange.

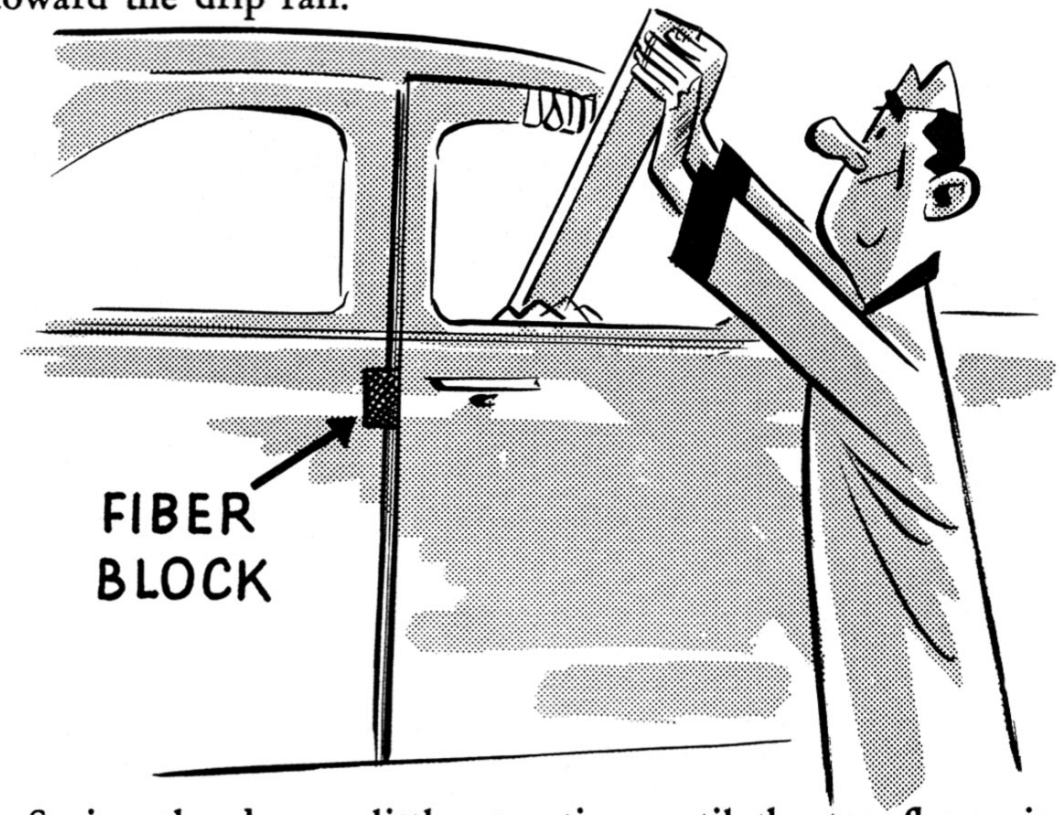
Remember, also, to close the door before you spring hammer the door flange. This avoids excessive bending. When hammering, moreover, hold the block tightly against the door. This reduces the possibility of impact damage to the finish.

You can sometimes re-form a door flange far more by hammering on the door face. Use the fiber block and hammer the face. As the face of the door bends, the flange will also bend toward the hinge pillar. Glance at the illustration below.



BENDING THE DOOR TO CORRECT ITS CONTOUR

If the door stands out along the top edge, you can force it back into place with a 3-foot two-by-four as a lever. As shown in the illustration on this page, first, lower the window glass. Then use a fiber block between the lock pillar and door to hold the door open. Place the lever in the window opening, and bend the upper edge of the door toward the drip rail.



Spring the door a little at a time until the top flange is flush when closed. It's often possible to spring the top edge enough with knee and hand pressure. So, again, *take it easy!*

If the door stands out along the bottom edge at the sill, you can force it into place with the same two-by-four. Just raise the window glass, place the fiber block between the lock pillar and door to hold it open.

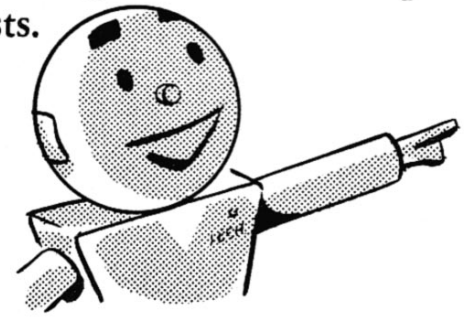
Use a second block along the lower door flange to distribute pressure of the lever along the flange line. *Use the two-by-four as a lever, and hold it as vertically as possible* to minimize the lifting force you'll apply. Press on the lever to force the lower part of the door toward the sill.

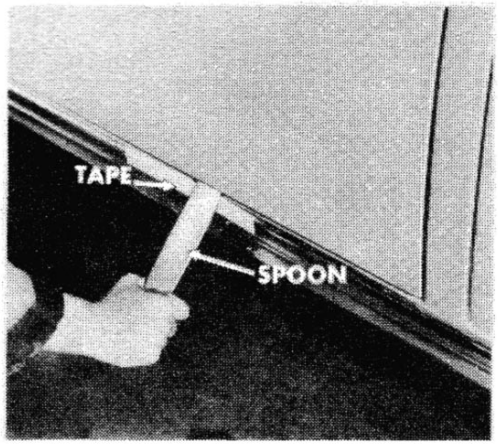
After bending the upper or lower half of door, you may have to use the fiber block to spring hammer the flange for a final fit. If either flange is bent too much, the door will stand out at the striker plate. You can correct this condition, however, by closing the door sharply *with the door handle held in its open position.* This lets the tight part of the flange bottom against the header and sill, bringing the flange out to a flush position. You may have to close the door a few times to get the best fit.

"SPOONING" TO CORRECT THE DOOR CONTOUR

"Spooning" is simply prying a door flange away from the body panel to bring the flange flush with the body. While spooning is basically a simple prying operation, you must be careful to prevent damage to the panels.

Use tape to protect the panel used as a brace for the spoon to pry against. And pry out the door flange only a little at a time along the entire section you're re-forming. This helps prevent kinking and reduces the pressure on the panel against which the spoon rests.

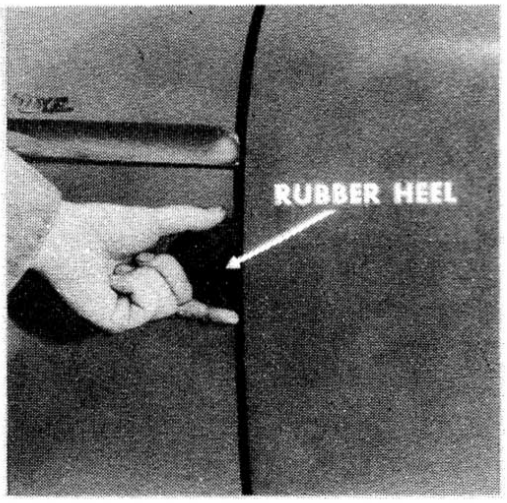




ALIGNING DOOR CONTOUR

If the front edge of the door is in too far so it doesn't line up with the rear edge of the front fender, you can squeeze these two edges into line by using a rubber block. A rubber heel from a man's shoe will do the trick, too!

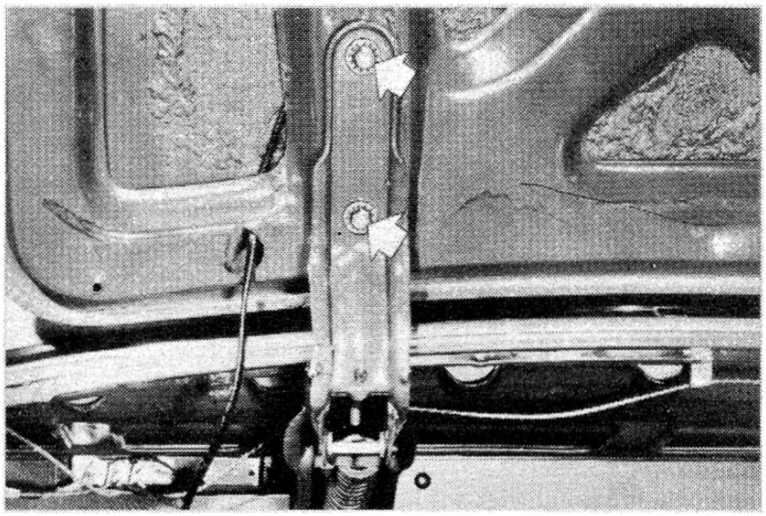
Open the door about a foot and stick the rubber block between the door flange and the rear edge of the front fender at the point where the edges don't line up. Partially close the door on the rubber block. This will wedge or squeeze the door flange out and the fender panel in until the two are flush with each other.



ALIGNING THE DECK LID

Since the deck lid, like the door, is fitted into an opening, and has two hinges, a lock and striker plate, we can talk next about its alignment. By taking a good look at the hinge, lock and general construction, also, you'll find it easier to diagnose the condition, and decide on adjustments.

All our cars, except the convertible, have spring-balanced deck lid hinges. The hinge is a concealed type and the hinge pin is mounted to a fixed position inside the luggage compartment. The strap end of the hinge is attached to the deck lid with two cap screws. These screws pass through *elongated holes* in the hinge strap. This allows forward-and-backward adjustment of the lid.

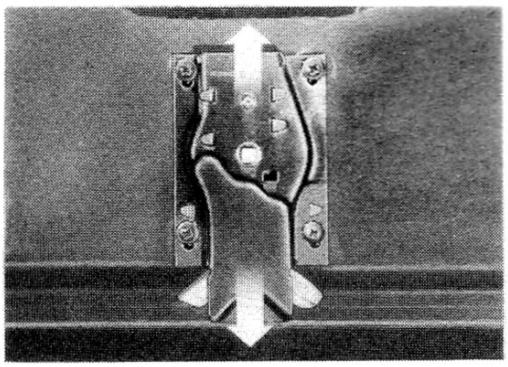


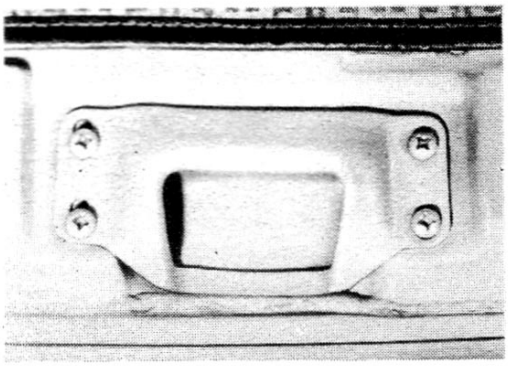
LOCK AND STRIKER PLATE DETAILS

Also featured is a dual latch in the deck lid locks. Two legs of the latch spread sideways into the striker.

You'll find that the lock mounting can be adjusted up or down. If you loosen the attaching screws and move the lock assembly *up,* it will bring the bottom edge of the lid

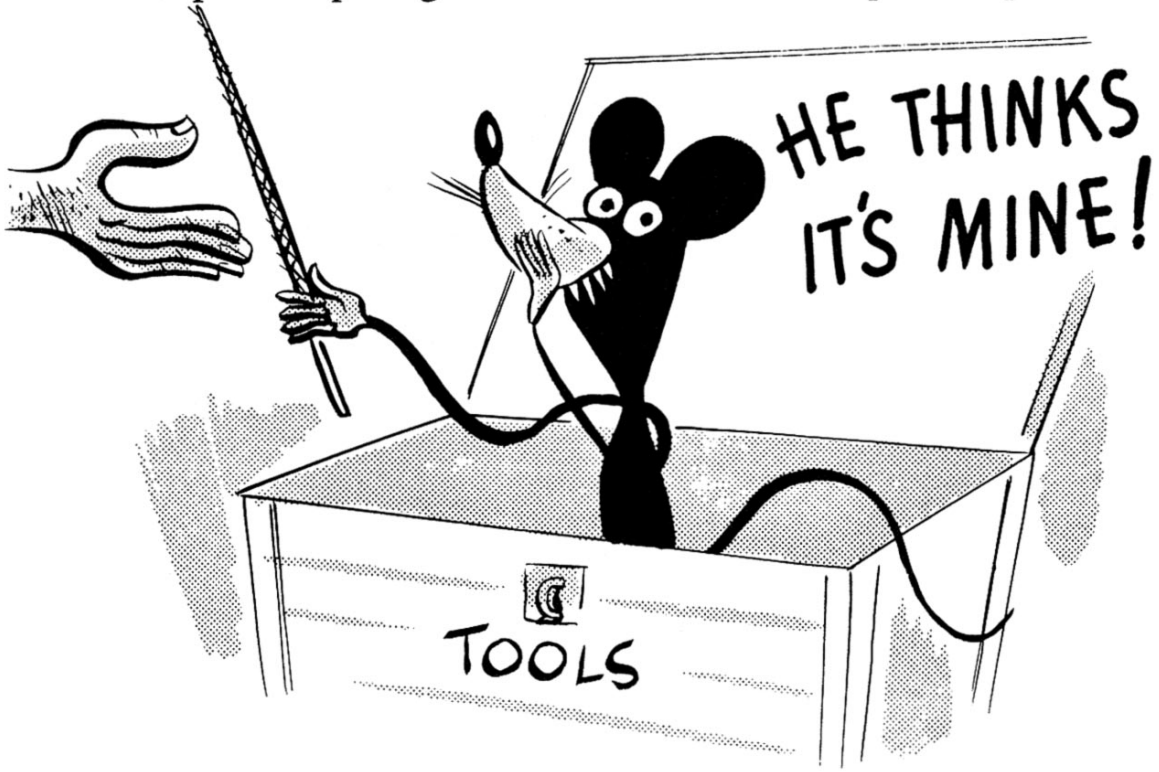
into tighter contact with the deck sill. And if you move the lock assembly down, you'll open up the spacing along the bottom of the deck lid.





The striker is also adjustable. You can move it toward the front of the car to close the gap along the bottom edge of the lid. And when you move the striker to the rear of the car, it'll open up the gap along the bottom edge of the lid.

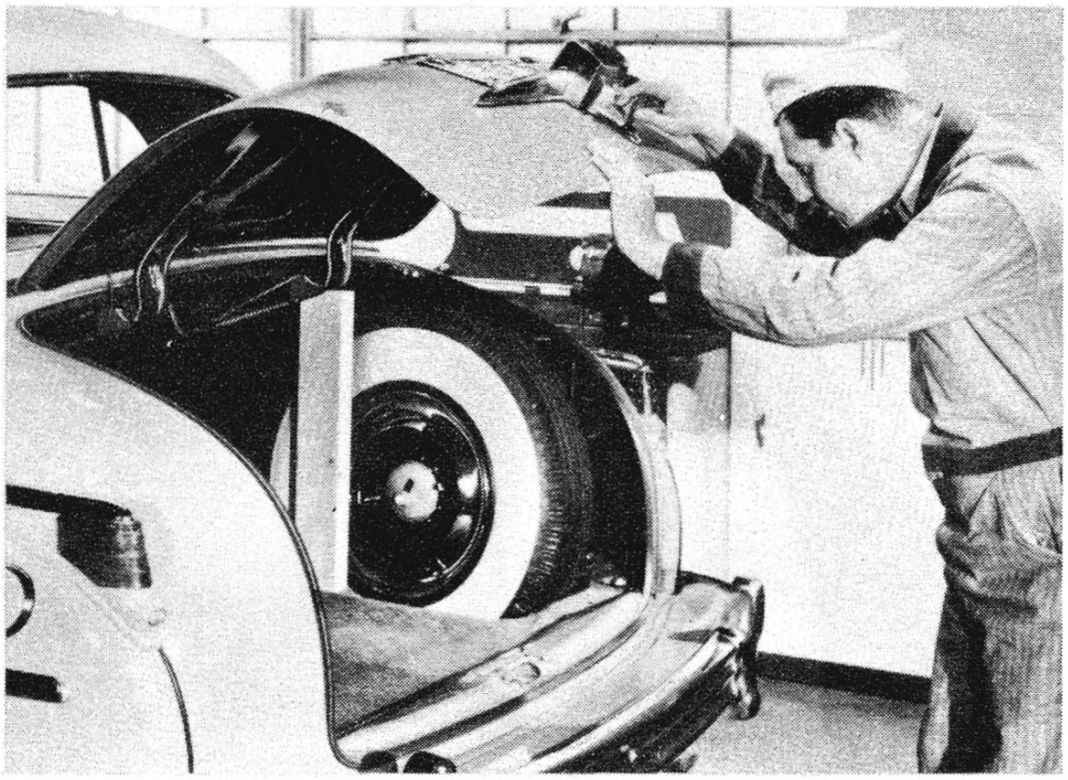
Elongating the mounting holes in the striker with a small rat-tail file will also permit some side-to-side adjustment to even up the spacing between the lid and quarter panels.



ONE DECK LID ALIGNMENT METHOD

Rough handling can change the alignment of the deck lid. Most cases of deck lid misalignment are caused by a "sprung" condition. These can be corrected by springing the lid back in place. Here's one case in point.

Suppose there's a little or no clearance along the top edge of the deck lid, causing a rub against the rear deck panel. The lid, in this case, may also be low and pinch the seal too tightly along the top edge. This condition can result when the lid is opened too far or is leaned on while it's open.

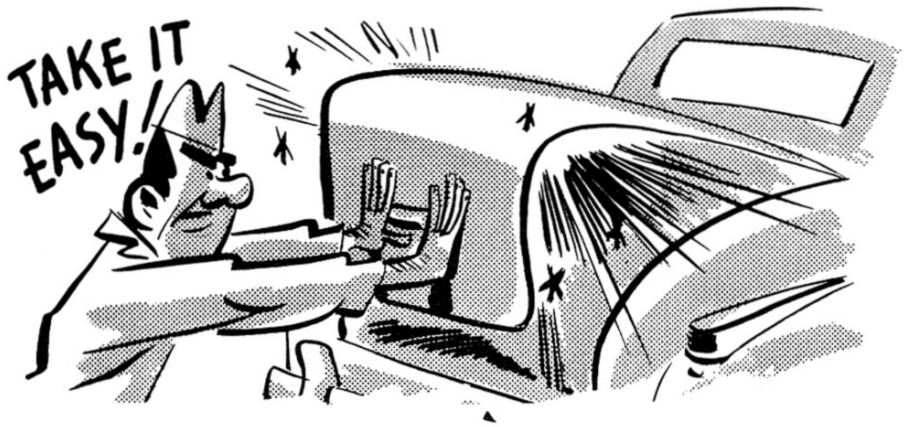


To realign this lid, place a two-by-four between the hinge and rear deck floor. Then spring the lid toward its closed position, a little at a time.

Remember to put the top end of the two-by-four just in front of the hinge strap attaching screw closest to the hinge

spring. Closing the lid on the two-by-four at one side opens the top edge spacing on that side. So, use the same lever under the other hinge strap to even up the fit.

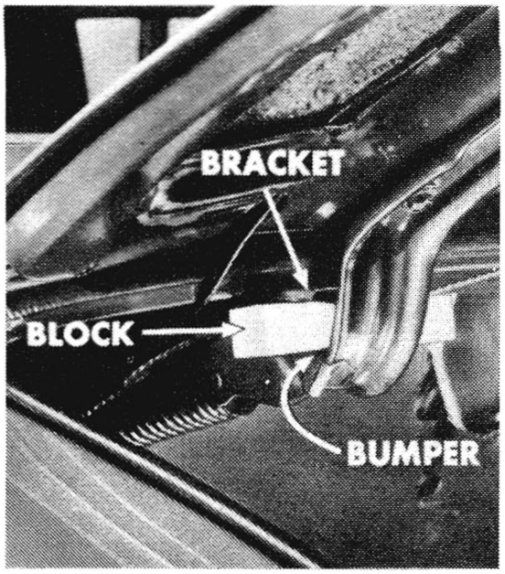
And—above all—*take it EASY!!* When you're springing the lid, you may cause excessive bending. That would mean major body restraightening!



ANOTHER DECK LID ADJUSTMENT

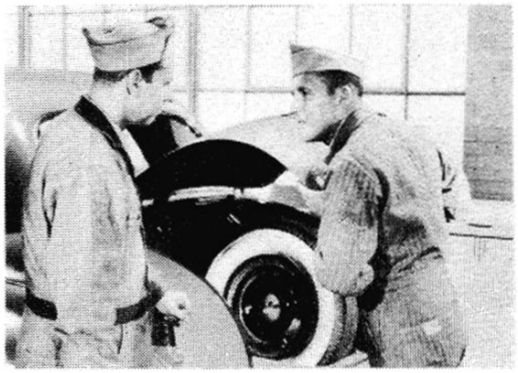
Now, let's say the gap along the deck lid's top edge is too wide and the lid's top edge stands up, away from the body. This can happen when an owner tries to close the lid on too large an object in the luggage compartment.

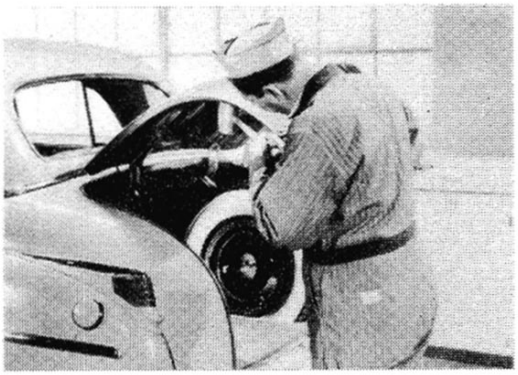
If the gap at the top edge is on only one side, place a one-inch square, hardwood block between the rubber bumper and hinge bracket on the wide side. Opening the lid against the block will narrow the gap. If the gap is uniformly too wide along the entire top edge, use the block under both hinges.



CHANGE OF SCENE

When the lower rear corner of the deck lid stands out from its adjacent body panel, partially open the deck lid until the bottom edge is about chest height. Use hand pressure, then, to push the corner of the deck lid toward the front of the car. You can also hit the inner panel with a rubber mallet under the point where more curvature is needed. This, of course, helps bend the lid to make it fit flush with the panel.





IN AND OUTS

If the lower rear corner of the deck lid is too tight, causing the lid to stand away from the panel on one side along the edge, try this. Use a fiber block between the tight corner and the corner of the luggage compartment opening. Push the lid closed as far as possible. Just apply hand pressure at the point where the edge of the lid stands out when the lid is closed.

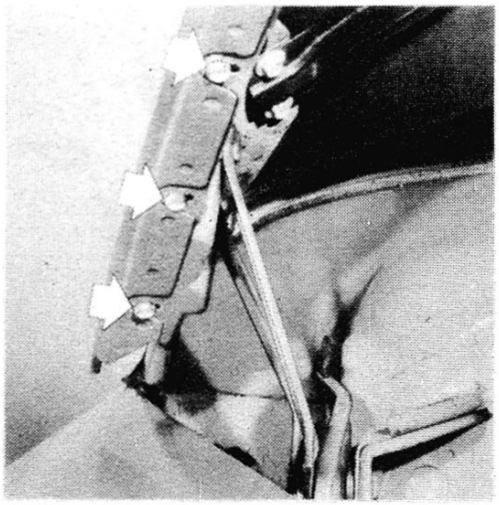
And if one front corner of the lid stands *up,* away from the body, fully open the deck lid. Then use hand pressure to spring the high corner down. You do this by grabbing the corner firmly from the *inside* of the luggage compartment. Pull the corner *down* and *toward* the corner diagonally opposite.

It's a good idea, of course, to check the seal all around the deck lid the same way you checked it on the doors. If there's a slight drag on the shipping tag, you'll know the seal is good. If there is no drag, take a rubber mallet and tap under the weatherstrip channel to improve the seal at that point.

ADJUSTABLE FEATURES OF HOOD

You'll notice that each hood hinge assembly is held to the cowl with three studs and hex nuts. The two rear studs extend into the front compartment. The front stud extends through a cowl bracket under the hood. All studs pass through *oversize holes.* This is how you are able to adjust the hood up and down as well as fore and aft.

Slots at the rear edge of the hood are designed to permit side-to-side adjustment when the hood flares out too much or seats too far from the fenders.

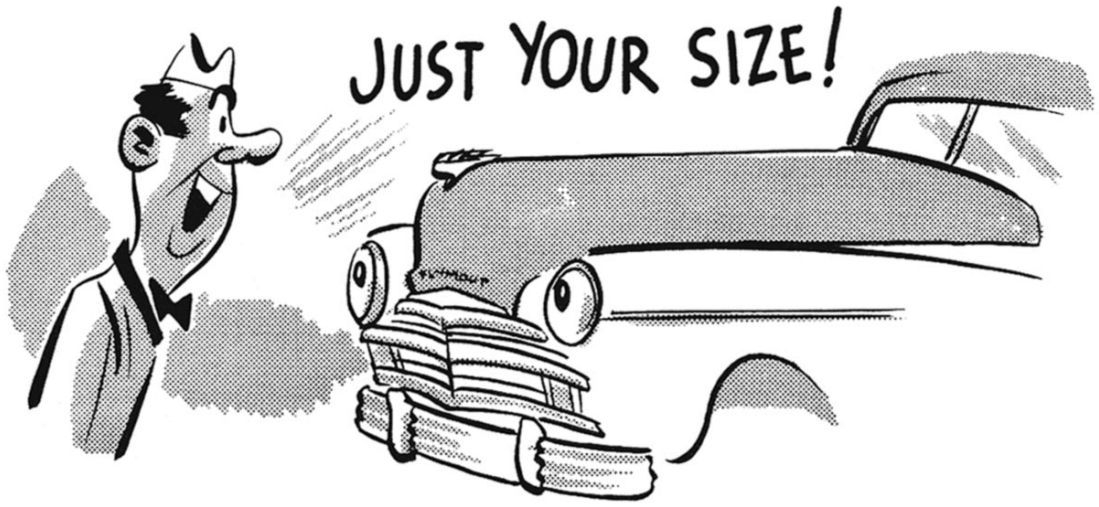


LATCH AND DOWEL CONSTRUCTION. The lower latch assembly is bolted to the grille baffle in a fixed position. The upper part of the latch, consisting of the dowel and safety catch, is fastened to a reinforcement in the nose of the hood panel by four bolts which pass through *elongated holes.* That's the secret of the forward and backward adjustment of the dowel! In addition, the dowel is threaded and held in place by a lock nut. That means you can lengthen or shorten the dowel to adjust the spacing between the front of the hood and grille.

HOOD ADJUSTMENT DIAGNOSIS

When you diagnose a hood for fit, take a close look at the general way that the hood lines up with the fenders, grille, and cowl. See that the hood is centered in its opening, the spacing uniform between the hood and cowl, and that the hood is tight against the lacing.

Remember that the spacing should be even between the grille and hood, and uniform between the fenders and hood. Also, the hood should open and close easily.



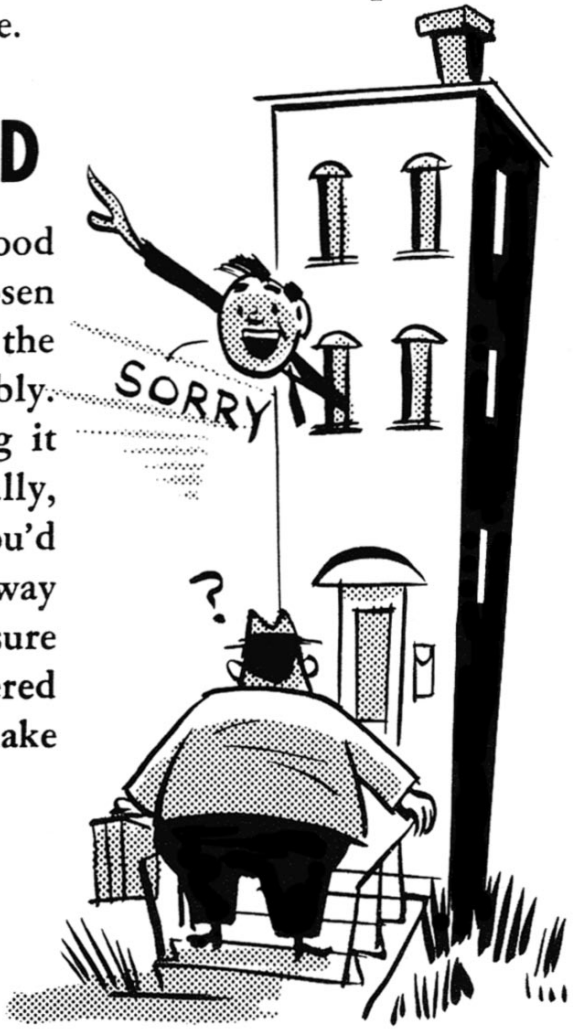
MORE ABOUT HOOD-FITTING

If the hood spacing between the cowl and rear edge of the hood is too wide, and the hood is too far forward, try these suggestions. Raise the hood and loosen the hinge attaching stud nut on each side at the cowl brackets. Now, loosen (about a quarter turn) the two hinge stud nuts that you can reach from inside the front compartment. Drive the hinges backward with a drift and hammer. Put the drift against the flange at the rear of each hinge. Tighten the nuts and check the fit.

Adjust the dowel to get the proper closing action and spacing between the grille and hood. You may have to loosen the four screws that attach the dowel plate to the hood and readjust the plate.

VACANCY FILLED

If the gap between the hood and fender is too wide, loosen the three bolts that hold the hood to the hinge assembly. Pull the hood out to bring it closer to the fender. Naturally, if the gap is too narrow, you'd push the hood inward, away from the fender. But be sure the hood is generally centered in its opening before you make this adjustment.



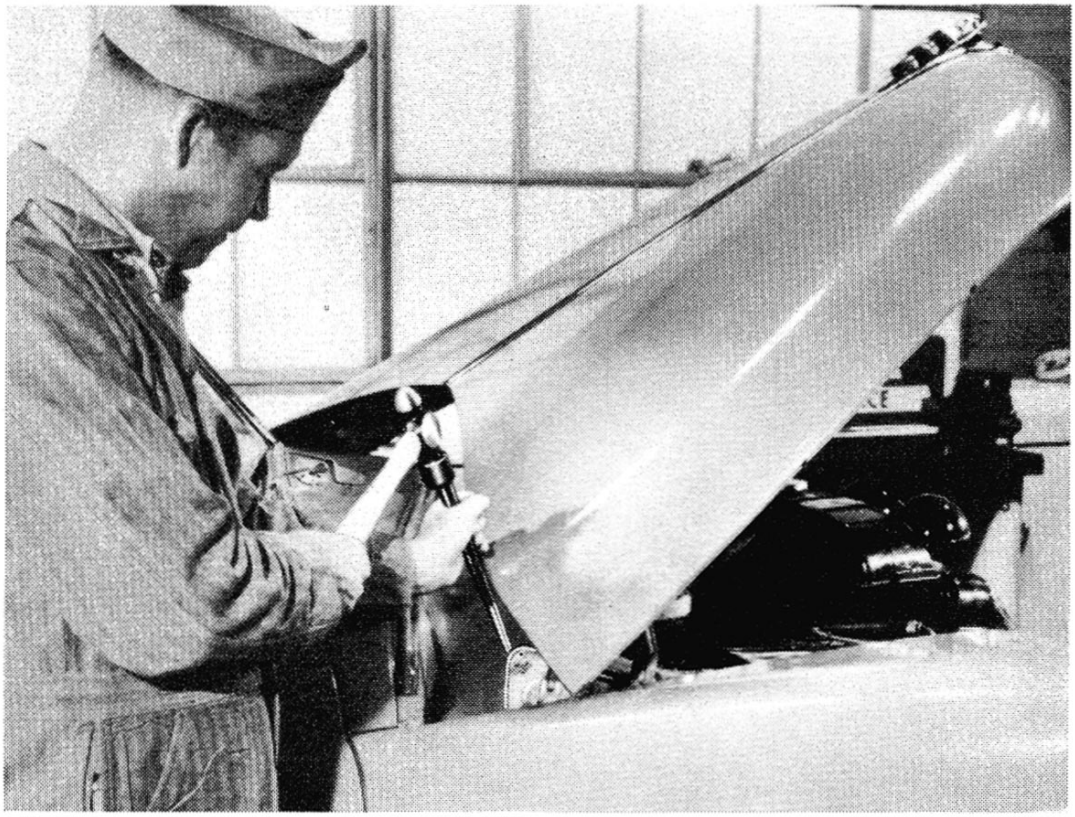
EVENING UP HOOD SPACING

When the hood alignment is okay except for a short distance along the fender where the spacing's too narrow, you can use the "spoon" again. Just use this tool to pry the hood away from the fender at the tight section.

Put a little tape along the fender and hood to protect the finish. Pry the hood *in* a little at a time.

If the spacing between the front of the hood and grille is unequal, do this. Open the hood and use hand pressure to twist the hood until the spacing is even. You may have to change the dowel length after this adjustment.

Now, suppose the hood fits perfectly except for a wide gap at the left rear edge near the side of the cowl. In this case, you should loosen the stud nuts a quarter turn. Then use a drift and hammer to drive the rear edge of the left hinge assembly down until it feels solid. Drive against the top edge of the hinge plate near the rear corner. This moves the hood closer to the cowl and tightens the rear edge against the hood lacing.



If you want to shorten a hood that might seem long on one or both sides, file off a little of the metal at the rear edge. Then touch up the edge with a little paint.

On some models, by the way, the rear edge of the hood might catch at the center of the cowl momentarily . . . just enough to chip the paint. Tap the edge of the flange up a little with a hammer to even up the seating of the hood on the lacing at that point.

IT'S EASY WHEN YOU KNOW HOW

Remember—you can't expect to become a body expert in one easy lesson. Just take it easy when you try out the suggestions given in this session.

After you've done these jobs a few times, they'll be a lot easier! And you'll know just how much to push here and pull there in order to get the result you want. But until you get used to this kind of work, play it smart. Take it slow and easy, and you'll make out all right!

QUESTIONNAIRE

TEST YOURSELF
WITH THESE QUESTIONS

1. It's important to get a free striker adjustment first to properly diagnose a door-fit condition. RIGHT ☐ WRONG ☐

2. To get the best control of the distance you need to raise a door, use a jack and board under the lower door face. RIGHT ☐ WRONG ☐

3. The striker should be finally adjusted to give the door a *very slight lift* when the door is closed. RIGHT ☐ WRONG ☐

4. Loosening hinge strap screws about a quarter turn is enough to let the door move and still hold the weight of the door. RIGHT ☐ WRONG ☐

5. Lower the glass when bending the top half of a door and raise the glass when bending the lower half of a door. RIGHT ☐ WRONG ☐

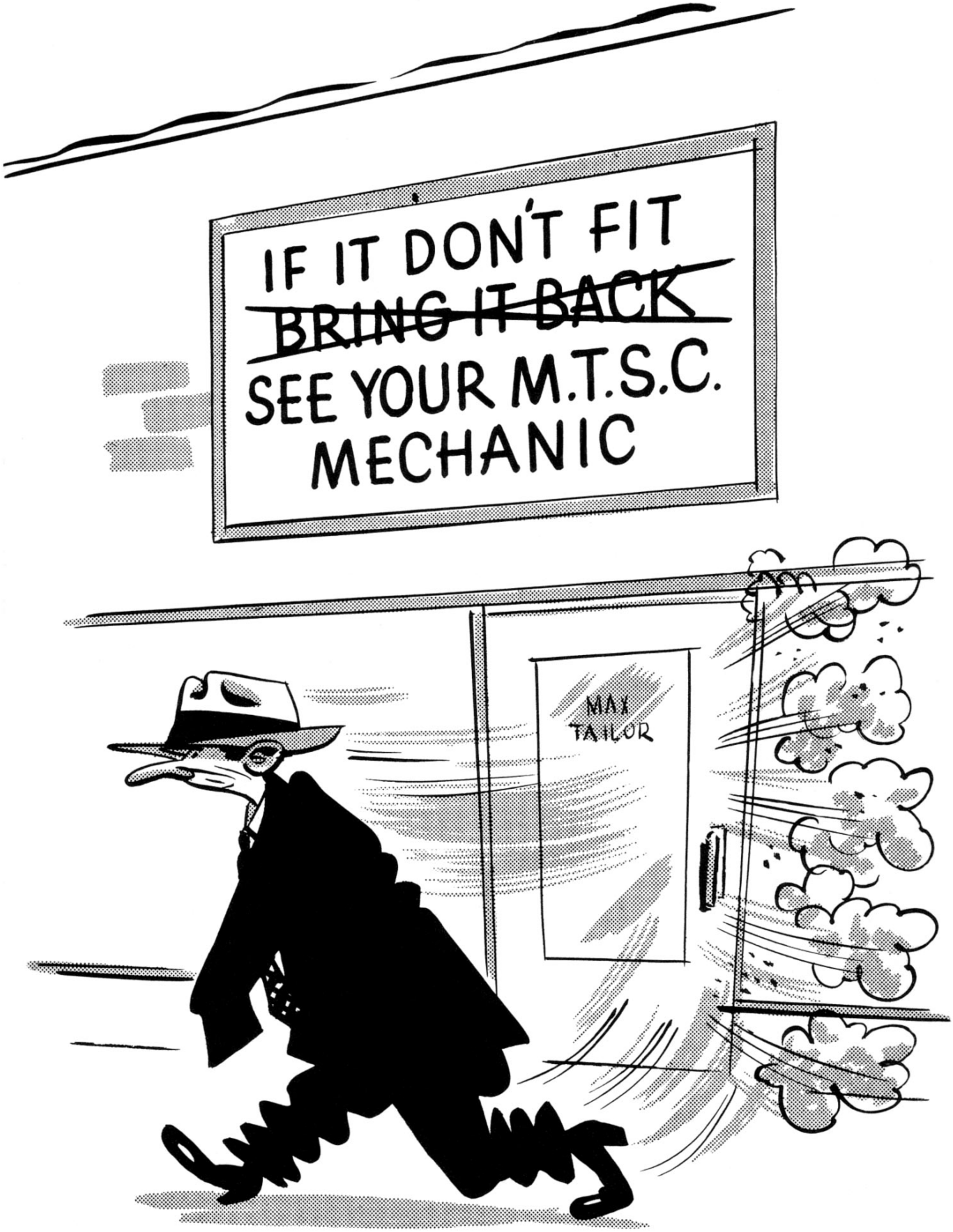
6. If you need to "spoon" a door, deck lid or hood, be sure you use tape to protect the finish of the panel you pry against. RIGHT ☐ WRONG ☐

7. Moving the deck lid lock assembly *down* on the lid will open up the spacing along the bottom edge of the lid. RIGHT ☐ WRONG ☐

8. Slots at the rear edge of the hood are designed to allow side-to-side adjustment of the spacing between the hood and fenders. RIGHT ☐ WRONG ☐

9. If the spacing between the cowl and rear edge of the hood is too wide, open the hood and twist it into shape. RIGHT ☐ WRONG ☐

10. When adjusting the hood hinge where it is attached to the body, loosen all screws slightly and change the hinge position by using a hammer and drift. RIGHT ☐ WRONG ☐



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