

**THE MASTER TECHNICIAN'S  
SERVICE REFERENCE BOOK**

SESSION NO.

**63-9**

**SERVICING**

**THE**

**CONVERTIBLE**



**MASTER TECHNICIANS SERVICE CONFERENCE  
PREPARED BY CHRYSLER CORPORATION  
PLYMOUTH • DODGE • CHRYSLER • IMPERIAL**





# This subject is tops!

At one time or another, most American boys have dreamed about owning a convertible. Judging by the number of convertibles on the road these days, a lot of young people between the ages of sixteen and ninety eventually realize this youthful dream.

We're not about to get ourselves trapped into discussing the reasons a convertible seems to be such a highly prized model. We'll leave the pros and cons of convertible ownership up to the motivation research boys. Maybe they can explain why an owner who loves the feel of the wind and the rain in his hair is apt to be mighty upset over a little wind or water leak! Whether or not you happen to be pro-convertible, you'll have to admit:

1. We do sell a lot of convertible models every year.
2. Someone, namely you Master Technicians, has to service and adjust them.

These two facts constitute the best reason we can think of for coming up with this Reference Book on convertible top and body service.



## TABLE OF CONTENTS:

TOP ADJUSTMENTS . . . . .	1
ROOF SIDE RAIL ALIGNMENT . . . . .	6
REAR BOW TENSION CABLES . . . . .	11
CORRECTING REAR AREA WATER LEAKS . . .	12





## TOP ADJUSTMENTS

Convertible top adjustments are of two general classifications—minor and major. The minor adjustments are easily accessible and can be made without any major disassembly.

### MINOR ADJUSTMENTS

The minor adjustments are provided to assist in aligning the top header in relation to the windshield header to prevent water and air leakage into this area; to improve top frontal area appearance and assure ease of operation in raising and lowering the top. They are also provided to assure correct alignment of the roof side rails with door and quarter glass to prevent air and water leakage. Adjustments are also provided to eliminate wrinkles in the top material.

### MAJOR ADJUSTMENT

The only major adjustment is at the prop control link bracket at the rear quarter panel. It is used to improve roof side rail alignment if minor hinge adjustments do not completely correct the condition. Making this adjustment involves removing the rear seat and quarter pocket panels.

### DOOR AND GLASS ALIGNMENT IS ESSENTIAL

It is obvious that the convertible top is an attached unit and as such is not an integral part of the body as is the top or roof on sedan



Fig. 1—Door and glass alignment essential

and hardtop models. For this reason, it is important to remember that before making any top adjustments, doors, vent wings and door and quarter glass must be properly aligned. Misalignment in any of these areas would make it impossible to obtain satisfactory results from top adjustments alone.

Since door and glass adjustments on convertible models were outlined in Session No. 63-1, these items are not repeated in this session. But, it is important to know what conditions could exist and how they affect top alignment.

### DOOR ALIGNMENT

The car doors must be centered in their openings to provide proper positioning of the glass. A poor-fitting door would make it difficult to obtain proper glass alignment and prevent adequate weathersealing at the roof side rails. If the doors are not centered in their openings, utilize the built-in hinge adjustment features to correctly position the doors.



Fig. 2—Be sure door is centered in opening

### VENT WING ALIGNMENT

When checking glass alignment it is important to start at the vent wing and work rearward. This assures correct alignment the full length of the glass, from vent wing to quarter glass. It is important that the vent wing line up properly with the windshield pillar and also that it be adjusted high enough to assure a

good weatherseal between the top of the vent wing frame and the roof side rail weatherstrip.



Fig. 3—Check vent wing alignment

If inspection indicates that the conditions are not acceptable, the necessary up-or-down, fore-or-aft, or in-or-out vent wing adjustments should be made before proceeding with the next step.

#### DOOR GLASS ALIGNMENT

The door glass should be checked to see that the leading edge is properly aligned in the division channel to assure its proper alignment with the vent wing. Adjust the glass, as necessary, to provide proper alignment in the division channel, proper leveling and correct in-or-out position.

#### QUARTER GLASS ALIGNMENT

The alignment of the quarter glass with the



Fig. 4—Check quarter glass with door glass

door glass is essential to prevent air and water leaks and provide satisfactory appearance at the roof side rails. Adjust quarter window front guide track and rear channel as required to assure good alignment between the quarter glass and door glass.

#### ADJUST UP-STOPS

Up-stop adjustments should be made after the correct roof side rail alignment to limit the upward travel of the glass. This is necessary to assure effective sealing between the roof side rail weatherstrip and glass.

#### TOP HEADER SEAL DESIGN

The entrance of water and air between the top header and windshield header is excluded by a closed cell weatherstrip secured to the underside of the top header. The lip on the forward edge of the weatherstrip contacts the windshield header outside finish molding.

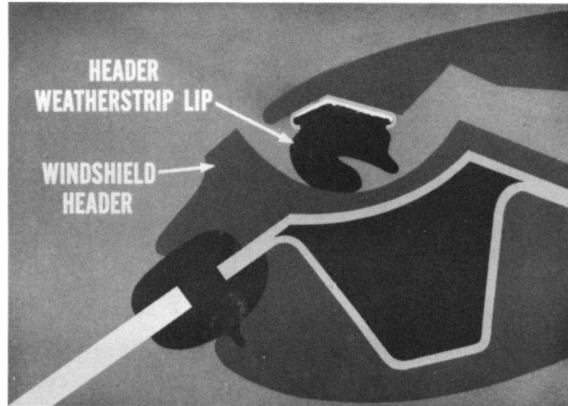


Fig. 5—Top header weathersealing

#### HEADER LOCATING DOWELS

Good weathersealing at the frontal area is dependent upon proper positioning of the top header on the windshield header. Two steel locating dowels, one assembled in each end of the top header, engage sockets in the windshield header to correctly position the top header. The sockets are slightly oversize to permit fore-or-aft or lateral top header movement for proper positioning.

The top header is adjustable at the front roof side rails to permit fore-or-aft and lateral movement. The header is attached to the side rails by two header-to-side-rail screws.



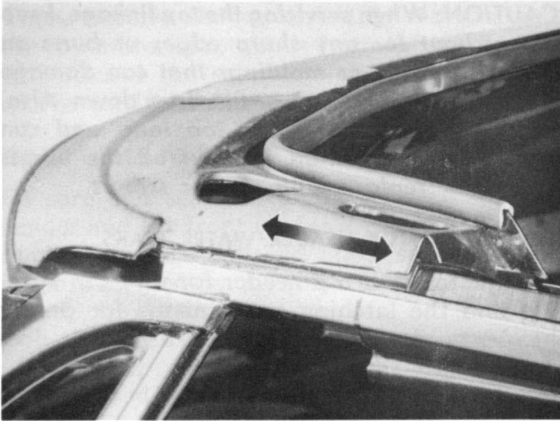


Fig. 6—Top header adjustable fore-or-aft

#### TOP HEADER LATCHING MECHANISMS

The amount of pressure exerted by the weatherstrip against the finish molding is controlled by top-latching mechanisms attached to the top header. Two latches, one at each end of the header, are used on Valiant, Dart, Plymouth and Dodge models, except the Dodge 880 Series. A single latching mechanism is mounted at the center on the underside of the top header on Dodge 880, Chrysler and Imperial models.

The locking and unlocking effort of the latching mechanism is adjustable to control the pressure on the weatherstrip.

#### LOCKING HOOK ADJUSTMENT

The latching mechanisms on Valiant, Dart, Plymouth and Dodge models, except the 880 Series are adjusted for correct latching effort by unlatching the mechanisms and turning the

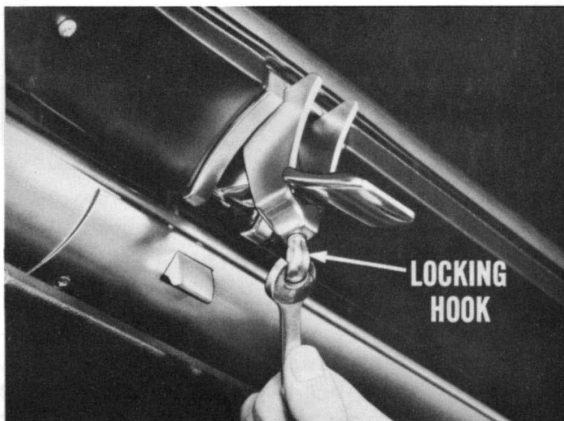


Fig. 7—Turn locking hook to adjust tension

locking hooks. If *increased* locking effort is required, turn the hook *in* to shorten it. To *decrease* the locking effort, turn the locking hook *out* to increase its length.

#### CENTER-MOUNTED LATCH ADJUSTMENT

On Dodge 880 Series, Chrysler and Imperial models, with the single center-mounted latch, the adjustment is controlled by two torsion-bar adjusting screws. One is located in each side of the top header and they are accessible through holes in the underside of the top header near the locating dowels. Turn the screws counterclockwise to decrease the latching effort. Turn the screws clockwise to increase latching effort.



Fig. 8—Turn screw to adjust torsion bar

#### TOP HEADER ADJUSTMENT

If a customer reports water or air leakage above the windshield, it may be due to poor alignment between the top header and the windshield finish molding. Check the clearance between the header and the finish molding for uniformity. If the top header is too far forward at one end or all across the finish molding, the interference between the header and the finish molding may prevent proper pressure on the weatherstrip when the top header is latched. This condition will also cause objectionably high locking and unlocking effort. The misalignment can also result in making it difficult to engage the top header locating dowels in their sockets.

To eliminate the interference between the header and the finish molding and improve



the alignment on Valiant, Dart, Dodge except 880 Series, and Plymouth models, loosen the two vertically positioned header-to-side-rail screws in the header, inboard of the header panel. Adjust the header, as required, to provide the proper clearance.

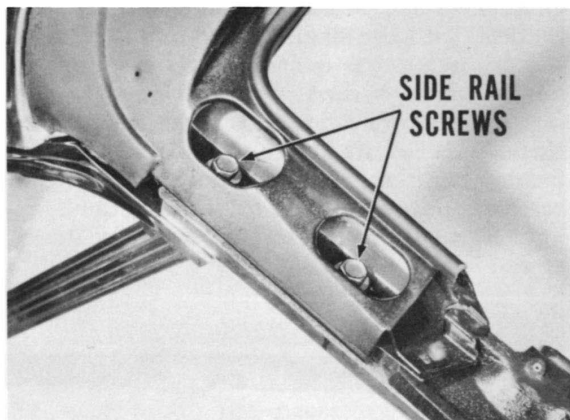


Fig. 9—Loosen both screws to adjust header

Forward movement of the header will be limited by the amount of top material. Check the top header dowel engagement in the windshield before securing the screws. If there is interference between the dowels and sockets, readjust the header, as required. Tighten the screws securely.

On Dodge 880, Chrysler and Imperial models, adjust the header by loosening the two horizontally positioned screws on the inside surface of the header panel. Also, loosen the single clip screw on the header.

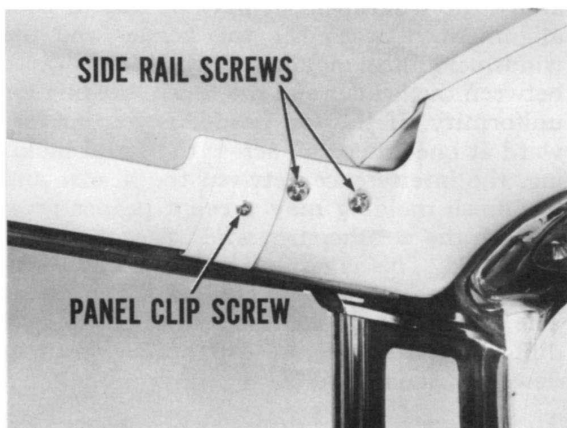


Fig. 10—Loosen three screws to adjust header

**CAUTION:** When servicing the top linkage, keep a watchout for any sharp edges or burrs on the top linkage or moldings that can damage the top material. Dress or file them down. Also, watch for screws that are too long and can damage the top material. Cut off the excess length, or replace with shorter screws.

#### CORRECTING TOP HEADER WATER LEAKS

If adjusting the top header for uniform spacing and the latching mechanisms for proper header tension on the header weatherstrip does not provide satisfactory sealing, perform the following operations on the top header. This involves the installation of additional sealing on the underside of the header to prevent leakage past the weatherstrip.

#### REMOVE WEATHERSTRIP RETAINER

On Valiant and Dart models, first lower the top and fold it back into the top well. Then, remove the small curved black metal weatherstrip retainer and screws at each corner of the header and discard them. If the weatherstrip shows signs of distortion in this area due to the retainer, discard it. The weatherstrip cannot be reshaped to provide an effective seal.



Fig. 11—Check weatherstrip for distortion

#### NEW ATTACHMENT HOLES NEEDED

Next, punch a three-sixteenths-inch hole at each corner of the weatherstrip, midway between the two corner retainer screw holes. Also, drill a number twenty-eight hole in the top material retainer, at each corner, in line with the punched hole in the weatherstrip.



Then, remove the weatherstrip retainer and the top material retainers from the top header and discard the screws. New, longer screws will be used when the retainers are reinstalled.

#### SEAL HEADER-TO-ROOF-RAIL JOINTS

Be sure and seal the joints between the top header and the front roof side rails. To do this, apply one-inch balls of body sealer to the notches formed by the joint between side rail and the top header.

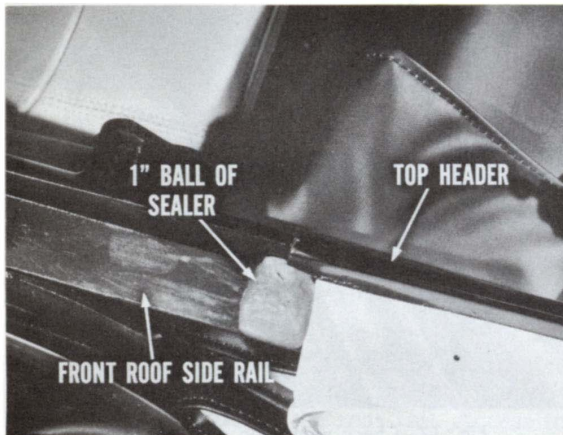


Fig. 12—Seal joint at side rail and header

#### INSTALL FOAM SEAL ACROSS HEADER

Following this, cement a strip of polyethylene foam seal, Part No. 2484159, across the header, close to the corners, and extending out one-quarter inch from the header inner panel at the ends. If this sealing material is obtained locally, specify it by size— $\frac{3}{16}$ " x  $\frac{3}{4}$ " x 94".

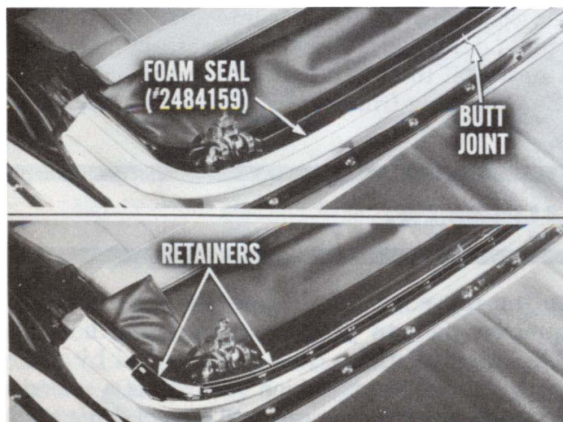


Fig. 13—Install seal and retainers

this seal is available only in shorter lengths, use two pieces and form butt ends at the centerline of the top. Carefully cement the ends to prevent leakage. Then, install the top material and weatherstrip retainers, using longer round washer head screws, No. 8-18 x  $\frac{1}{2}$ ".

#### SEAL ENDS OF TOP MATERIAL RETAINERS

It is important to seal at *both ends* of the two curved top material retainers. Use a one-half inch ball of body sealer under the offset tab at the end of the curved retainer. Also, apply a four-inch length of sealer to the joint formed by the curved retainer and the header weatherstrip retainer.

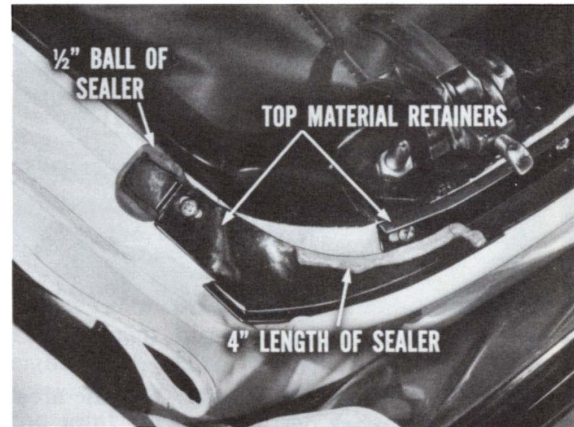


Fig. 14—Seal joints at retainers

#### CEMENT WEATHERSTRIP TO RETAINER

Next, apply a light coating of rubber cement on the inside of the weatherstrip retainer and

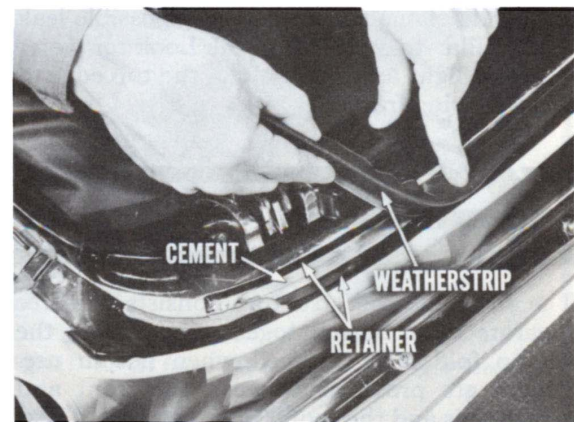


Fig. 15—Cement weatherstrip in retainer



the weatherstrip. Allow cement to become tacky on retainer and weatherstrip before installing weatherstrip. Cementing the weatherstrip in place will hold it securely and enable the lip to provide a good seal at the windshield finish molding.

Secure the weatherstrip at the corners with No. 8-18 x  $\frac{1}{2}$ " round washer head screws and plain washers,  $\frac{3}{16}$ " I/D x  $\frac{5}{8}$ " O/D x  $\frac{1}{32}$ ", using the three-sixteenths-inch holes punched in the weatherstrip.

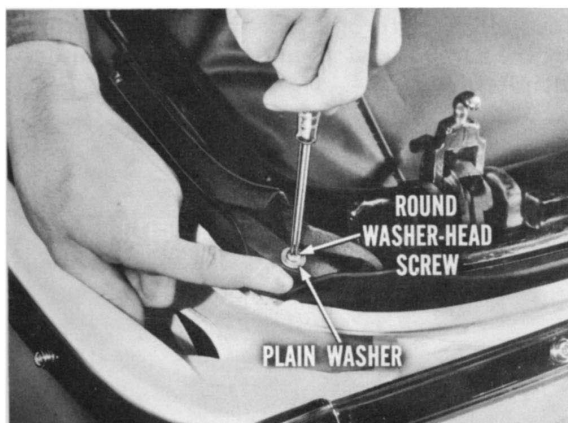


Fig. 16—Secure weatherstrip with screw and washer

Raise the top and carefully water-test the area to check on the work performed.

#### LEAK AT TOP EDGE OF VENT FRAME

Water leaks at the top header on Dodge 880 and Chrysler models can be corrected by following the instructions as outlined. Latch the top down securely and close the door. From the inside of the car, check for a possible leak at the pillar-to-vent-wing seal. Look for water traces or light anywhere along the top edge of the vent wing frame.

#### CHECK SEAL CONDITION

If you see an opening, check the condition of the seal from outside the car. If there is a leak, it may be that the sealing lip of the roof rail weatherstrip doesn't seal properly along the top edge of the vent frame. It is possible, in some cases, for water to leak in even where there seems to be no visible evidence of a leak.

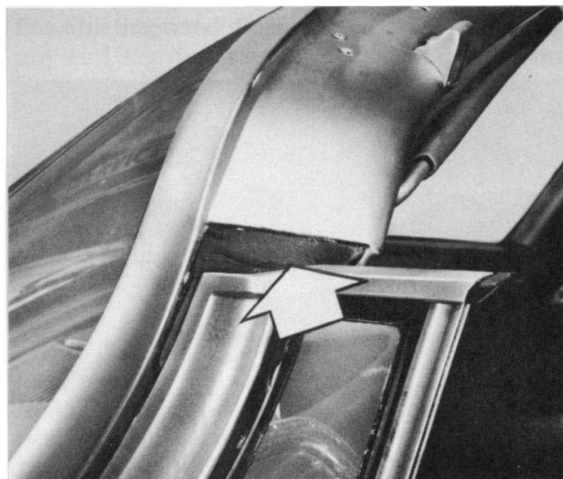


Fig. 17—Check vent wing seal condition

#### TO CORRECT LEAK AT TOP EDGE OF VENT FRAME

It may be necessary to either shim or trim off the top of the seal to get a good sealing lip along the top edge of the vent frame. When reinstalling the seal, be sure to clean the surface thoroughly of all old cement with a solvent. Also, clean the seal to remove any mold powder. Apply cement to the windshield pillar and the seal. Let it dry tacky, then press the seal into place. In some cases, if the old seal is damaged, it may be necessary to install a new seal to stop a leak at the upper edge of the vent wing frame.



## ROOF SIDE RAIL ALIGNMENT

The roof side rail structure consists of three separate rails, hinged together to enable the top to fold into the well when not in use. Hinges are provided between the front and center rails and the center and rear rails. These rails must be in good alignment and parallel

to the top edges of the vent wings, door and quarter glass to provide a good weatherseal. Alignment of these rails is controlled by a set screw arrangement which consists of a socket-type set screw in one rail and a steel drive stud in the adjoining rail.



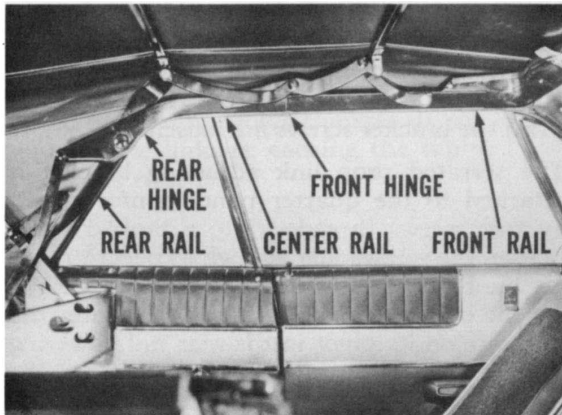


Fig. 18—Good side rail alignment is essential

#### SIDE RAIL HINGE LOCATIONS

The front hinge set screw is accessible from the top surface of the front rail and angles downward to the rear. It contacts the steel drive stud in the center rail to open or close the hinge, as required. The rear hinge set screw is located in the underside of the center rail and angles upward and to the rear. It contacts the drive stud in the rear rail. Access to the set screw can be made by removing the center roof side rail weatherstrip and retainer.

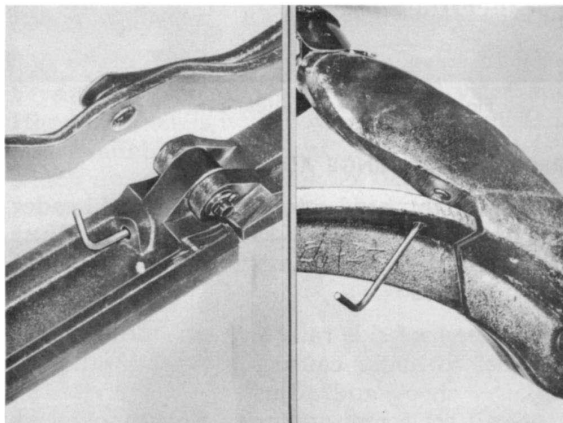


Fig. 19—Front and rear hinge adjustments

#### FRONT HINGE MISADJUSTED

Water and/or air leaks between the top and door or quarter glass might be due to poor contact between the roof side rail weatherstrip and the glass or only a partial contact between the roof rails and the top edge of the glass. If examination shows that the leakage is due to

a jackknifed condition at the hinge, it will be necessary to adjust the hinge set screw to close the joint.

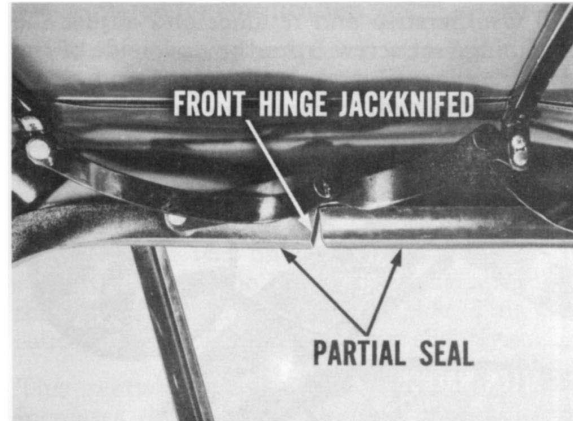


Fig. 20—Front hinge jackknifed

**CAUTION:** To avoid stripping the set screw threads, unfasten the top header latches to relieve tension on the top linkage, before adjusting the set screws.

#### TO ADJUST FRONT HINGE

If the front hinge is jackknifed, use a one-eighth-inch Allen wrench and turn the set screw in a counterclockwise direction to close the joint until the front and center rails are parallel. Fasten the top temporarily to check parallelism and alignment with the door glass. Readjust the set screw, if necessary.

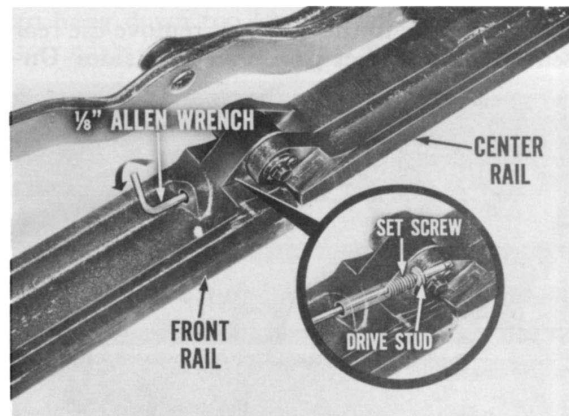


Fig. 21—Adjust front hinge to align front and center rails

#### REAR HINGE ADJUSTMENT

Next, check the center and rear roof side rail



alignment at the quarter glass. If additional clearance is noted in this area, as indicated by the hinge being jackknifed open, again unfasten the top header. Then, remove the side rail weatherstrip and retainer and adjust the rear hinge set screw from the underside of the center rail until proper alignment and clearance is obtained.

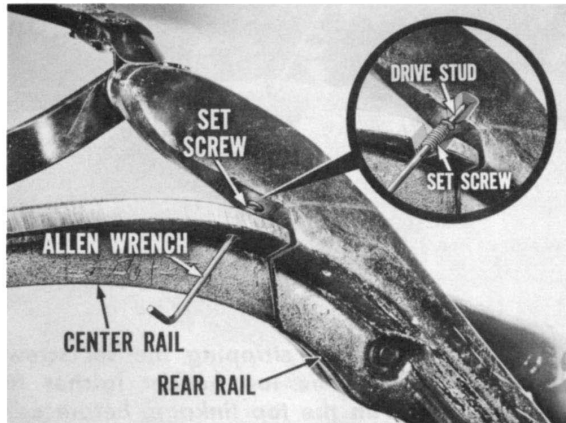


Fig. 22—Adjust rear hinge to align center and rear rails

Generally, adjusting the two hinge set screws will correct any roof side rail alignment problems that will be encountered. However, if an alignment problem still exists, and additional leveling of the roof side rails is required, this may be accomplished by adjusting linkage through the main control prop link bracket.

#### MAIN CONTROL PROP LINK BRACKET ADJUSTMENT

To gain access to this bracket, remove the rear seat and the pocket panels on both sides. Un-

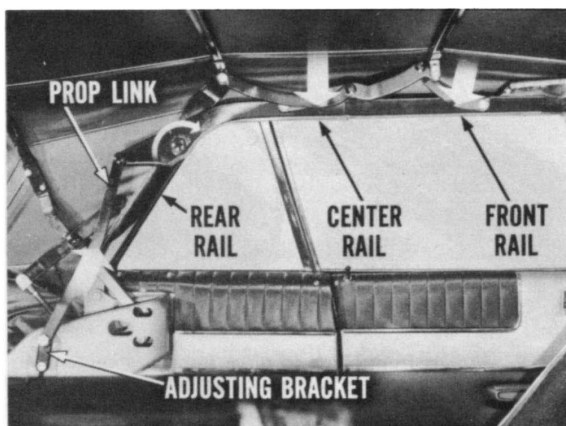


Fig. 23—Adjust prop link bracket up-or-down

fasten the top header latches to relieve the tension from the linkage. Also, be sure the door glass and quarter glass are raised. This will prevent the side rail structure from dropping when the bracket screws are loosened.

The serrated prop link adjusting bracket is attached to the quarter panel reinforcement by two screws threaded into a tapped plate. Loosen the screws just enough to permit moving the bracket up or down, as required. Raising the bracket and link causes the center rail to rotate on its pivot in the rear rail, lowering the front and center rails to improve the weatherstrip fit with the door and quarter glass. When proper alignment has been obtained, tighten the adjusting bracket screws.

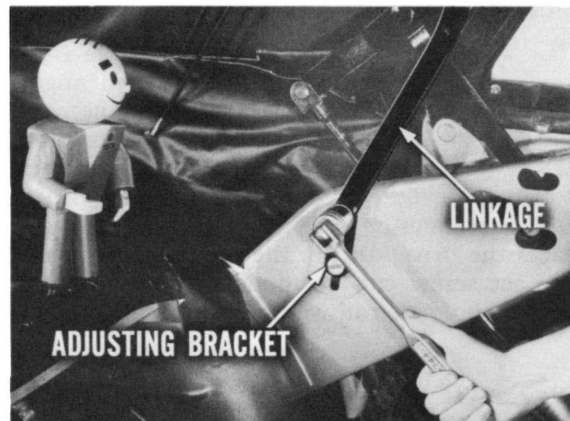


Fig. 24—Tighten adjusting bracket screws

#### RECHECK SIDE HINGE ADJUSTMENTS

Latch the top header to the windshield header. Recheck the set screw settings and readjust, if necessary, to just bring them in contact with the drive studs.

Since the roof side rails on *both* sides must be parallel to avoid causing a twist in the top linkage, check and adjust the center-rail-to-rear-rail set screw and prop link bracket adjustments on the *opposite side* and readjust, if necessary. This is also necessary to maintain parallelism between the top header and windshield header.

#### TOP SHIFTS TO ONE SIDE

If a customer reports that it is necessary to pull the top to one side to engage the locating dowels in their sockets in the windshield header



or that the top shifts to one side when he raises the header from the windshield header, check the main prop link bracket adjustments. It is possible the brackets are not adjusted uniformly, which changes the operating angle of the linkage, causing the top to twist when it is raised.



Fig. 25—Prop link bracket misadjusted

This possibility makes it extremely important when one bracket is adjusted to be sure that the position of the bracket on the opposite side be checked and adjusted, if necessary.

#### POWER GUIDE LINK ADJUSTMENT

A power guide link adjustment is provided on Plymouth, Dodge, Dodge 880, Chrysler and Imperial models with power mechanism. It is not available on Valiant and Dart models which use a different linkage design. Its main purpose is actually a production means of

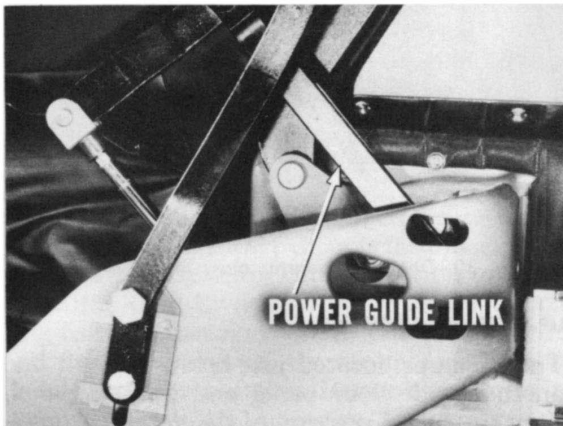


Fig. 26—Power guide link adjusting bracket

compensating for slight variations in the power cylinder mounting positions on the floor pan. It is not intended as a regular service adjustment. An explanation of the power guide linkage is offered for clarification.

The link adjusting support is attached to the panel by two screws, which when loosened, permit forward or rearward movement of the support. It is important that the supports on both sides be positioned at approximately the same position. If one support is positioned rearward of the other one, it would cause the power piston rod linked to that support to start to actuate the linkage slightly ahead of the piston rod on the opposite side. This can cause one side of the top to twist slightly.

This rearward position of the support also increases the travel of the power piston rod, resulting in a small amount of overtravel when the top is fully raised. When the power is turned off, the piston assumes its normal position due to leak-back in the hydraulic system.

*NOTE:* It should not be necessary to adjust the power guide link supports unless for some reason the top assembly has been removed for servicing or replacement of linkage parts, or if some mechanic unfamiliar with its purpose has previously misadjusted them. When this is done, be sure both supports are adjusted to provide identical travel of the piston rods.

#### FRONT TOP BOW ADJUSTMENT

If the top material at the front bow appears to hang down too low and interfere with the top edge of the door glass when the door is

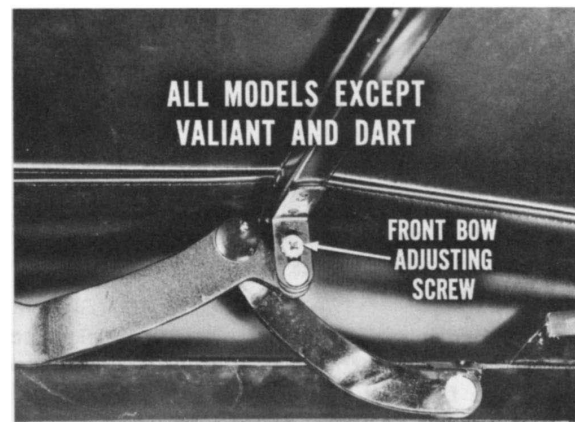


Fig. 27—Front top bow adjustment



closed, the appearance can be improved on Plymouth, Dodge, Dodge 880, Chrysler and Imperial models by adjusting the number one top bow. An adjusting plate attached at the outer ends of the top bow permits the bow to be moved up or down, as required.

A small amount of shrinkage in the top material, after exposure to the elements, is normal. Thus, if at a later date, the roof side rails are exposed below the top material, the bow can be lowered to improve the appearance. To adjust the bow, loosen the screw at each end and move the bow up or down, as required.

#### PADDING TO CORRECT TOP MATERIAL OVERHANG

On Valiant and Dart models, excessive top material overhang can be corrected by installing temporary padding between the stay padding and top material. These temporary pads can be removed later when they are no longer required. When making this adjustment, check the upper end of the door glass molding for sharp edges that can cut the top material. Dress down or file off any sharp edges.

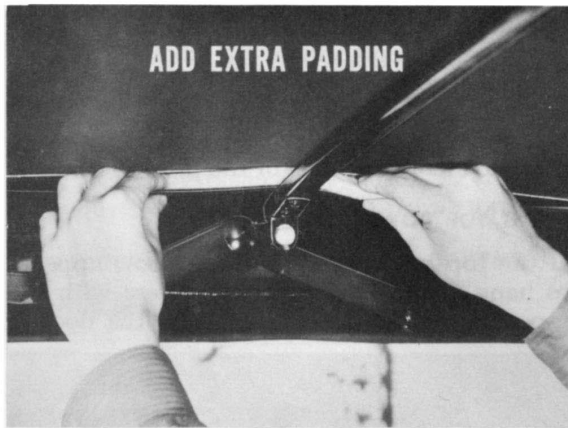


Fig. 28—Install temporary padding

#### ROOF SIDE RAIL WEATHERSTRIP ADJUSTMENT

After the roof side rails have been aligned, check the side rail weatherstrip to make sure it is providing a good seal at the top of the door and quarter glass.

If the weatherstrip is not sealing properly, the retainer and weatherstrip can be adjusted to improve the seal. The retainer has elongated attaching screw holes which permit the retainer and weatherstrip to be moved in or out.

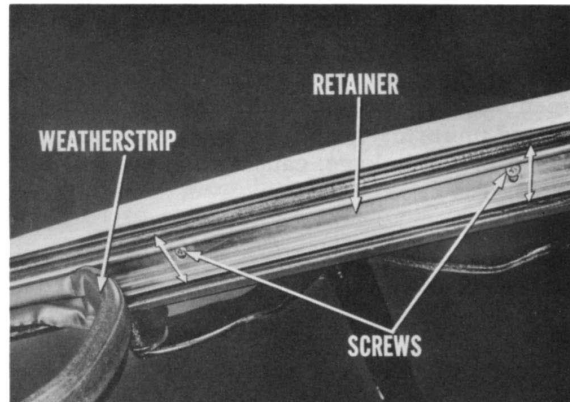


Fig. 29—Roof rail weatherstrip adjustment

To provide the best seal fit along the edge of the glass, loosen the screws under the weatherstrip and adjust the retainer, as required.

#### DOOR AND QUARTER GLASS TILT ADJUSTMENTS

If adjusting the roof side rail adjustment does not provide adequate sealing along the top of the glass, it may be necessary to tilt the top of the glass in or out.

Instructions for the vent wing, door glass and quarter glass tilt adjustments are outlined in the Reference Book of Session No. 63-1. If an adjustment is necessary, be sure to start at the vent wing and work back.

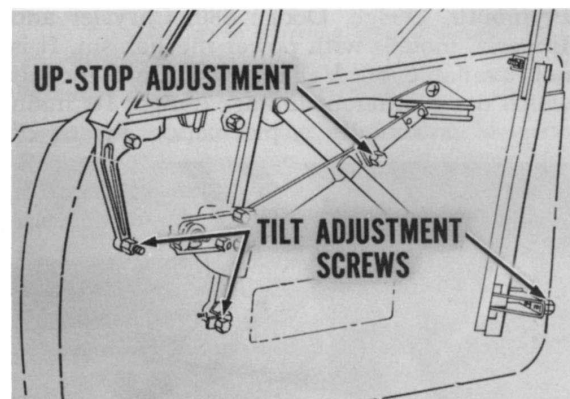


Fig. 30—Door and quarter glass tilt adjustments

#### UP-STOP ADJUSTMENT

The up-stops, located just below the belt line on the inside door panel and quarter panel, limit the raised position of the door and quarter glass against the roof side rail weatherstrip.



Raise the glass until the top edge of the glass curls the outer lip of the weatherstrip inward

just enough to contact the inner lip. Adjust the up-stops to limit further upward travel of the glass.



## REAR BOW TENSION CABLES

Two steel cables attached to the rear bow and the top well are provided to keep the bow from moving forward and wrinkling the top material. They also prevent excessive tension on the backlight zipper. The upper end of the cables are attached to the bow by screws. The lower end is threaded into a clinch nut attached to a bracket at the top well which permits the cables to be shortened or lengthened to increase or decrease tension. The degree of tension is determined from a measurement taken between the lower rear edge of the bow and the ledge of the top well under the backlight. The dimensions, which are different on the various models, are listed in the accompanying chart.

REAR BOW TENSION CABLE CHART		
MODEL	EACH SIDE OF CENTERLINE (INCHES)	BOW TO LEDGE (INCHES)
Valiant	17½	24 <sup>5</sup> / <sub>16</sub>
Dart	17½	23 <sup>9</sup> / <sub>16</sub>
Plymouth	20	25½
Dodge	20	25½
Dodge 880	20	26 <sup>5</sup> / <sub>8</sub>
Chrysler	20	27¼
Imperial	20	24½



Fig. 31—Rear bow tension cable

### CABLE ADJUSTMENT SPECIFICATIONS

Wrinkles in the top material indicate one of two conditions. Either there is insufficient tension on both cables or cable tension is unequal. In either case, by adjusting the cables according to the dimensions applicable to the model car being worked on, the top material can be made more presentable. Before attempting to adjust the cables, unfasten the top header latches to relieve tension on the linkage.

### TO CHECK CABLE ADJUSTMENT

On the inside of the car, locate the centerline of the top on the rear bow and the ledge of the top well. From the centerline, measure the specified distances each side of the centerline at the bow and the ledge. These are locating points for backlight depth dimensions that govern the cable tension.

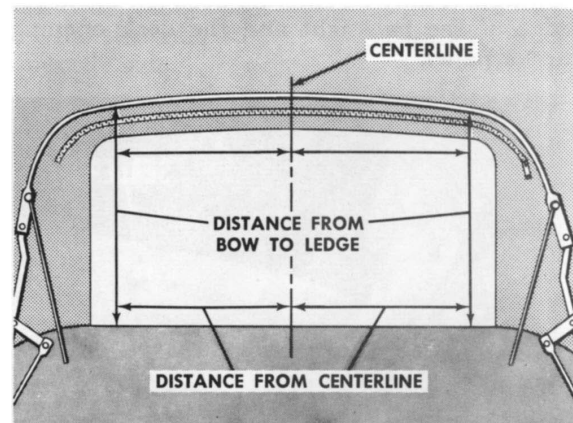


Fig. 32—Tension cable adjustment locating points

Next, measure down from the rear edge of the rear bow to the top well ledge on each side.



#### TO CORRECT CABLE ADJUSTMENT

If the spacings between the bow and the ledge are not according to specifications in the chart, the cables must be adjusted. With an assistant holding a tape measure at one location, remove one cable attaching screw. Then, while holding the top bow in the measured position, turn the upper end of the cable in the proper direction until the eye of the cable is in line with the screw hole. Install the screw. Repeat the procedure, if required, on the opposite cable.

#### TO CORRECT WRINKLES IN BACKLIGHT

Cable adjustment may cause wrinkles in the backlight area. It will be necessary to remove the moldings and retainers and relocate the backlight and quarter trim.

Before removing the molding screws, place a strip of masking tape on the deck, directly behind the moldings. Mark the screw locations on the tape. This will make it easier to locate the screw holes at reassembly.

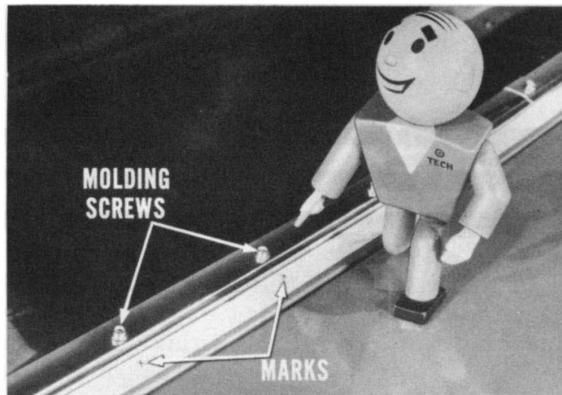


Fig. 33—Install masking tape to locate screw holes

Remove the molding screws, moldings, retainer screws and retainers. Restretch the backlight and quarter trim to remove the wrinkles. Trim off excess backlight and quarter trim material that extends beyond the retainer. Then, reinstall the retainers and moldings.

## CORRECTING REAR AREA WATER LEAKS

#### CORRECTING TOP WELL WATER LEAK

If a customer reports water leaking into the top well, it may be entering between the lower edge of the backlight and the deck opening upper panel.

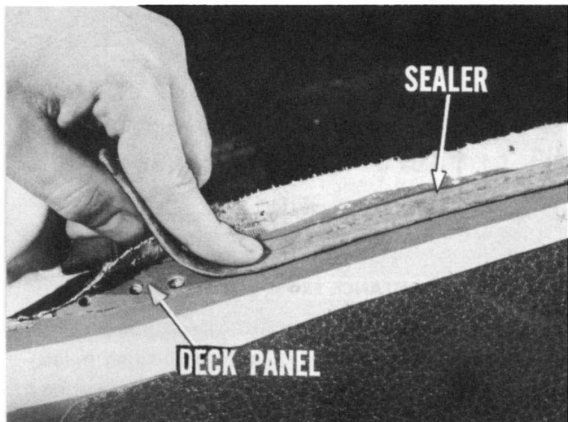


Fig. 34—Install body sealer on deck panel

The leak can be corrected by sealing the area with body sealer and a polyethylene foam seal. First, apply a strip of masking tape on the deck panel directly to the rear of the finish molding to facilitate the installation of the retainer and molding screws.

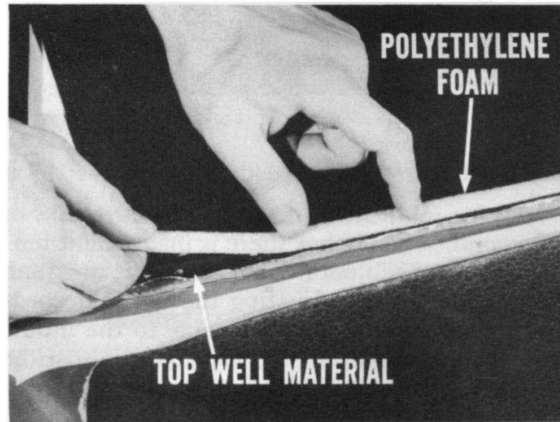


Fig. 35—Install foam seal on well material



Remove the molding and retainer screws. Lift off the moldings, retainers and top material from the deck panel. Carefully clean the deck panel surface. Then, spread a bead of body sealer along the edge of the panel. Next, place the top well material back in position on the sealer. Follow this by laying a  $\frac{5}{8}$ -inch wide x  $\frac{1}{8}$ -inch x 104-inch polyethylene foam seal on the top material.

Next, install the retainers. Install an additional No. 8, self-tapping screw with a plain washer through the top material and deck panel, midway between the center and end retainers to provide a tight seal. Then, install the moldings. Water-test the area to be sure the leak has been eliminated.



Fig. 36—Install additional screw and washer

#### QUARTER WINDOW BELT WATER LEAK

It has been reported on some early-model

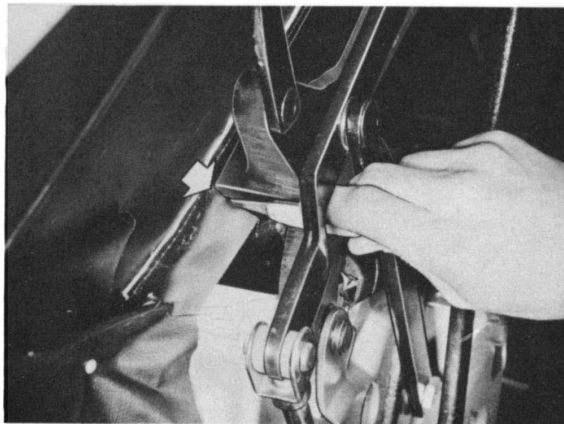
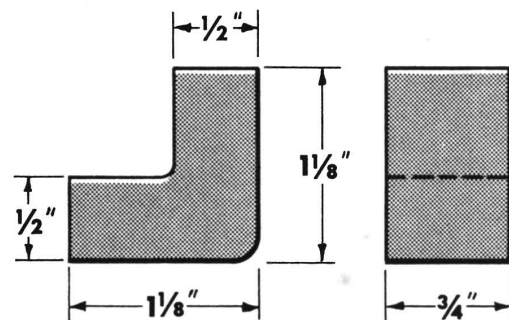


Fig. 37—Slit lower flap to install seal

Plymouth and Dodge convertibles that water leaks into the body through an opening at the quarter window belt. This condition can be corrected by cementing a closed-cell rubber seal on the lower end of the rear side rail.

From the inside, slit the top fabric flap to the bottom edge of the rear roof side rail and then fold the lower flap outward to provide enough room to install the seal.

Cut a seal from a piece of closed-cell rubber according to the dimensions on the accompanying sketch. Coat the inside and top surface of the seal with rubber cement. Also, apply



a coating of rubber cement to the lower, rear inside surface of the side rail weatherstrip and the lower end of the side rail. When the cement has dried tacky, press the seal firmly in place on the side rail. Repeat the operation on the opposite side.

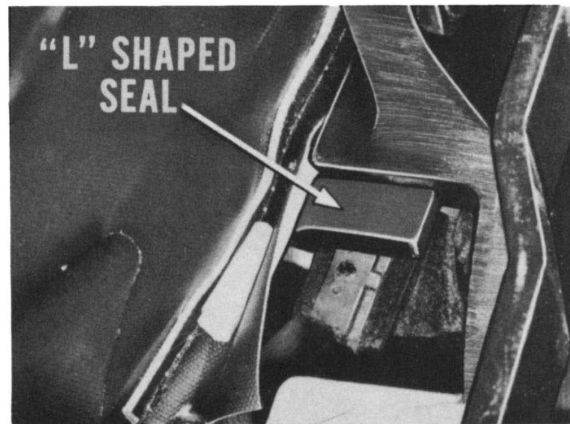


Fig. 38—Rear side rail seal installed



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