SECTION 8

REAR COMPARTMENT LID

INDEX

REAR COMPARTMENT LID— ALL STYLES EXCEPT CORVAIR

DESCRIPTION

The rear compartment lid employs two torque rods which are mounted between the hinge assemblies to act as a counterbalance and hold-open for the lid. Notches in the hinge rod support plate allow for the adjustment of the rods to increase or decrease lid operating effort.

The rear compartment lid lock employs a side-action snap-bolt mechanism that has provisions at the attaching locations for lateral adjustment. Up and down adjustment to correct lid locking effort is available at the striker attaching locations.

All styles use a single section cement-on type weatherstrip which is cemented to the rear compartment gutter completely around the lid opening.

Removal and Installation

1. Open lid and place protective covering along edges of rear compartment opening to prevent damage to painted surfaces.

2. Where necessary, disengage wire harness from clips on hinge and rear compartment lid inner panel and remove wire harness.

3. On styles with rear compartment lid lock vacuum release option in compartment lid, disconnect vacuum hose from vacuum release unit and remove hose from lid.

4. Mark location of hinge straps on rear compartment lid inner panel.

5. With the aid of a helper, remove hinge strap to lid attaching bolts and remove lid. (Fig. 8-1 is typical for A, B, C, 69347 "E", and "X" styles; Fig. 8-2 for 39687 and 49487 "E" styles; and Fig. 8-3 for "F" styles).

6. To install, align compartment lid within scribe marks and reverse removal procedure.

Adjustments

1. Forward, rearward and side-to-side adjustments of lid are provided at hinge strap attaching locations. The lid can be raised at the hinge attaching locations with the use of shims placed between hinge strap and lid inner panel at the forward attaching bolt locations. To lower the lid, place shims as required between the hinge strap and lid inner panel at the rear attaching bolt locations.

2. The lock assembly is adjustable up or down and the lock striker is adjustable side-to-side to provide proper engagement and opening and closing effort of the lid.

ENGINE COMPARTMENT LID— Corvair Styles

Removal and Installation

1. Raise lid and place protective covering over adjacent paint finish.

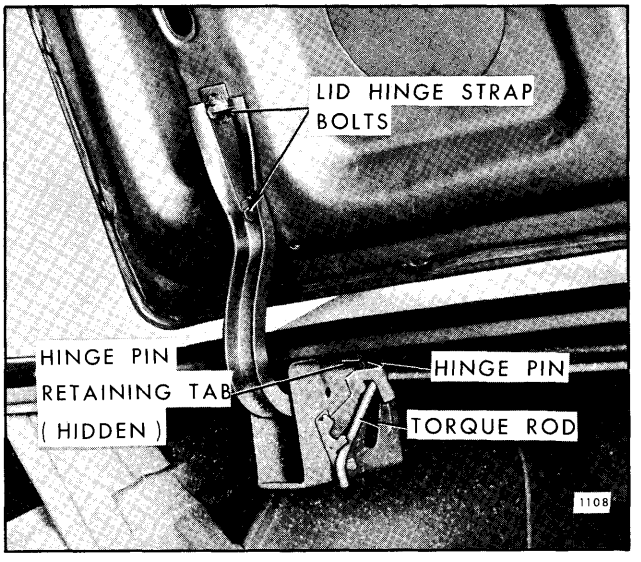

Fig. 8-1—Rear Compartment Lid Attachments - All Styles Except "F" and Oldsmobile, & Buick "E" Styles

2. Mark position of hinge straps on lid inner panel.

3. With the aid of a helper holding lid in open position, remove lid support attaching bolts from lid (see Fig. 8-4).

4. With lid properly supported, remove hinge strap to lid attaching bolts and remove engine compartment lid from body (see Fig. 8-4).

ADJUSTMENTS

1. To adjust the engine compartment lid forward, rearward or sideways in body opening, loosen hinge strap-to-lid attaching bolts and shift lid to required position, then tighten bolts.

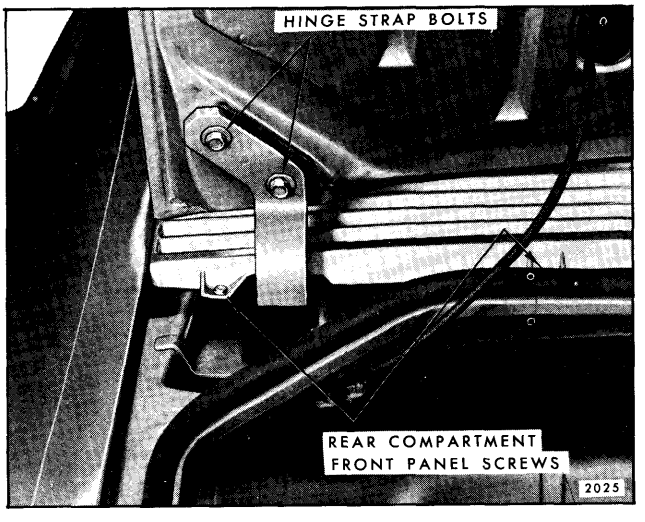

Fig. 8-2—Rear Compartment Lid Attachments - Oldsmobile and Buick "E" Styles

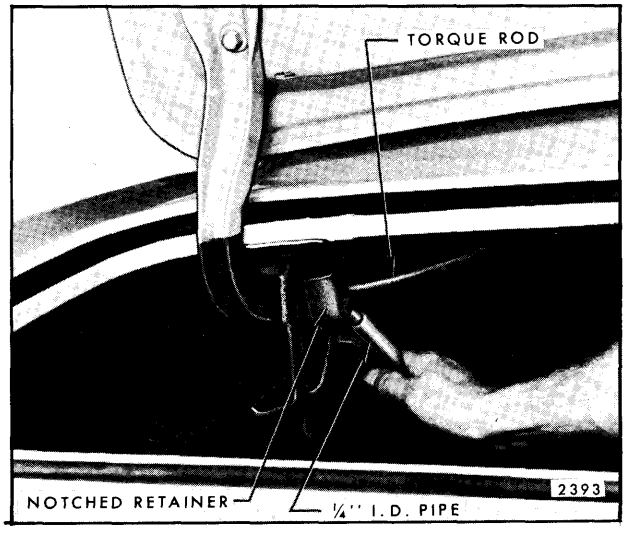

Fig. 8-3—Rear Compartment Lid Attachments - All "F" Styles

2. Up or down adjustment may be obtained at the hinge to lid attaching locations. To raise the lid, install shims as required between the hinge strap and inner panel at the forward bolt locations. To lower the lid, place shims as required between the hinge and inner panel at the rear.

3. The lid latch and striker are adjustable side-to-side or up-or-down to permit proper engagement when opening or closing lid.

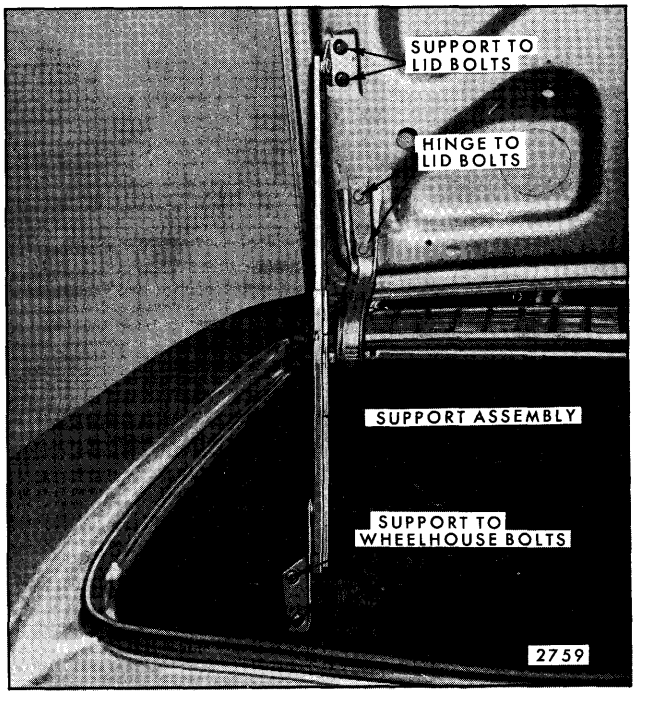

Fig. 8-4—Engine Compartment Lid Attachments - All "Z" Styles

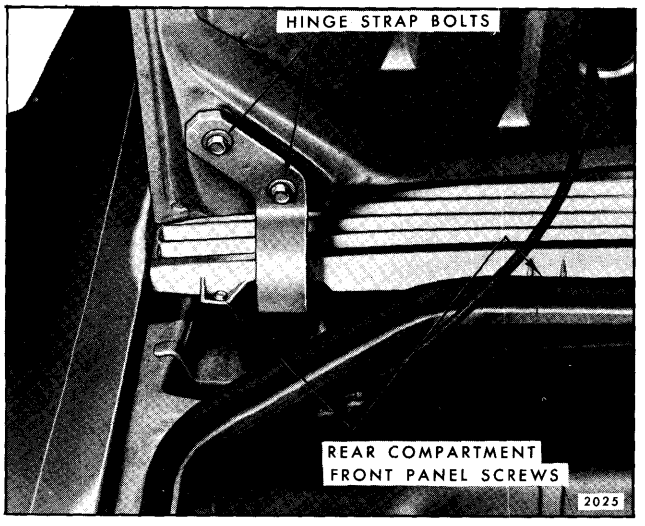

Fig. 8-5—Rear Compartment Front Panel Screws - Oldsmobile and Buick "E" Styles

REAR COMPARTMENT FRONT PANEL—39487, 39687 and 49487 "E" Styles

Removal and Installation

1. Raise rear compartment lid and remove lower screws of panel (see Fig. 8-5).
2. Remove back window lower reveal molding.
3. Remove upper screws of rear compartment front panel and remove panel.
4. To install, reverse removal procedure.

REAR COMPARTMENT TORQUE ROD ADJUSTMENT

The amount of effort required to open and close the rear compartment lid is determined by the position of the torque rods in the adjusting plate hinge box notches. If the torque rod is located in the lowest notch, the amount of effort required to open the lid is the greatest and the amount of effort required to close the lid is the least. If the torque rod is located in the top notch, the amount of effort to open the lid is the least and the amount of effort to close the lid is the greatest (Fig. 8-6).

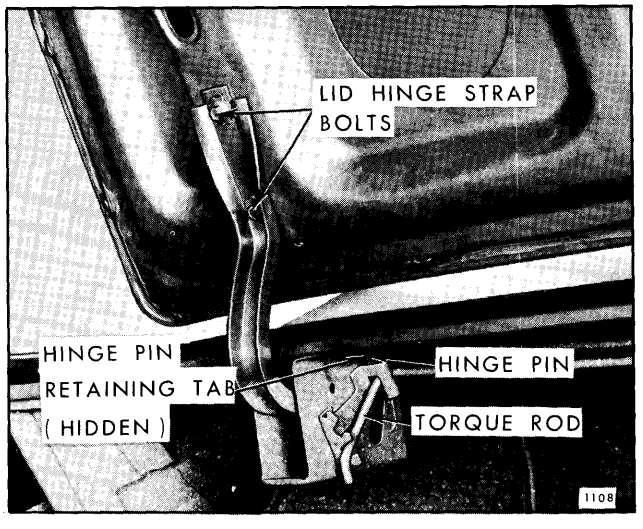

Fig. 8-6—Rear Compartment Torque Rod Adjusting Provisions - Typical "B and C" Styles

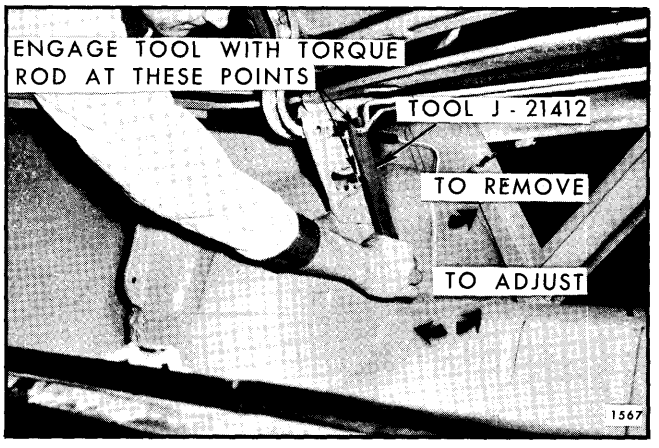

Fig. 8-7—Rear Compartment Torque Rod Adjustments - "X" Styles and "A" Hardtop and Closed Styles

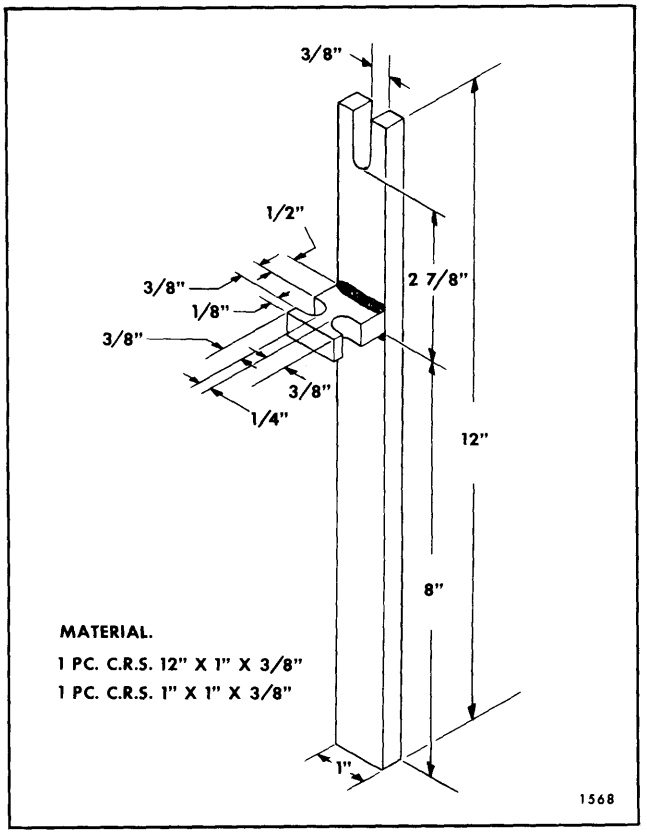

Fig. 8-8—Torque Rod Adjusting Tool

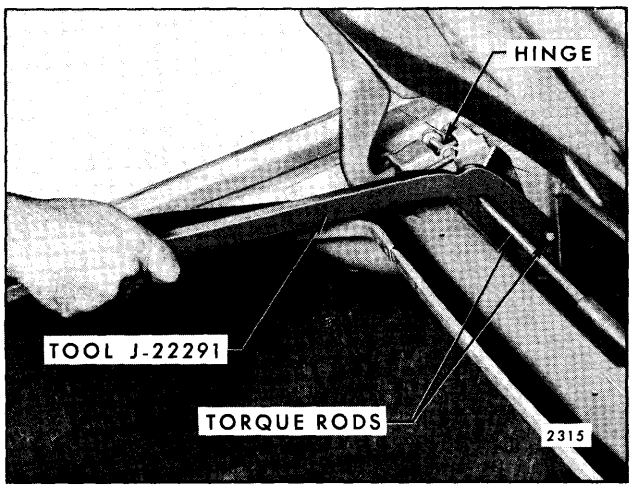

Fig. 8-9—Usage of Tool J-22291 on - Oldsmobile and Buick "E" Styles

NOTE: It is not necessary to adjust the left and right hand torque rods at the same time or to the same final position (notch).

On "A" convertible, and all "B, C" and 69347 "E" styles, adjust torque rod with a length of 1/2" I.D. pipe. On "A" hardtop and closed styles and all "X" styles, use tool J-21412 as shown in Fig. 8-7. If tool is not available, fabricate equivalent as shown in Fig. 8-8. On "E" 39487, 39687 and 49487 styles, use tool J-22291 as shown in Fig. 8-9. If tool is not available, fabricate equivalent as shown in Fig. 8-10. On "F" styles, use 1/4" I.D. pipe as shown in Fig. 8-11.

ENGINE COMPARTMENT LID SUPPORT— Corvair Styles

Removal and Installation

1. Prop engine compartment lid in a full open position.
2. Remove two attaching bolts securing support to lid and two bolts securing support to wheelhouse and remove support from body (see Fig. 8-12).
3. To install, reverse removal procedure. To insure proper operation, lubricate telescoping channels of support.

REAR COMPARTMENT LID LOCK CYLINDER ASSEMBLY— All Styles Except Cadillac

Description

The lock cylinder assembly for the rear compartment lid is similar in design on all styles; however, the method of retention may vary dependent upon location of the lock assembly. Some styles have the lock cylinder attached to the deck lid, while on other styles, the lock cylinder is secured to the rear end panel. The lock cylinder is secured with a retainer which is attached to the deck lid inner panel or the rear end panel. It is necessary to disengage the retainer in removal of the lock cylinder assembly (see Figs. 8-13 and 8-14) which are typical.

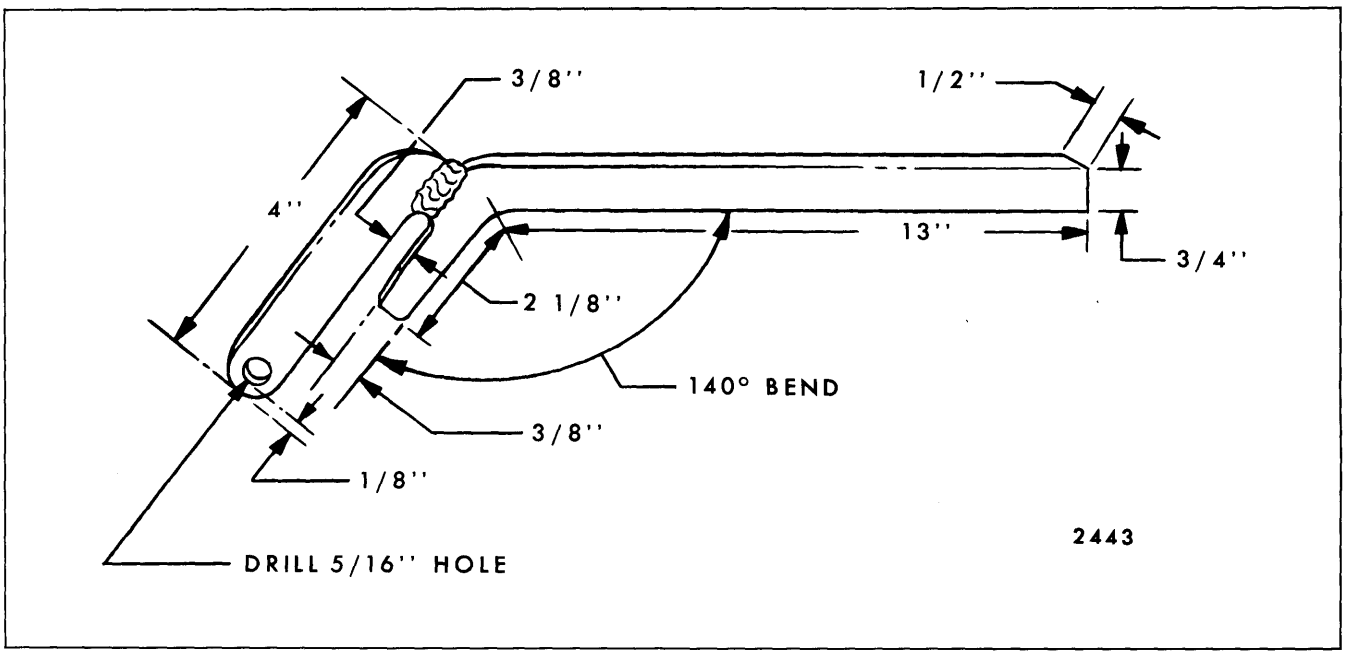

Fig. 8-10—Tool J-22291 Dimension Specifications

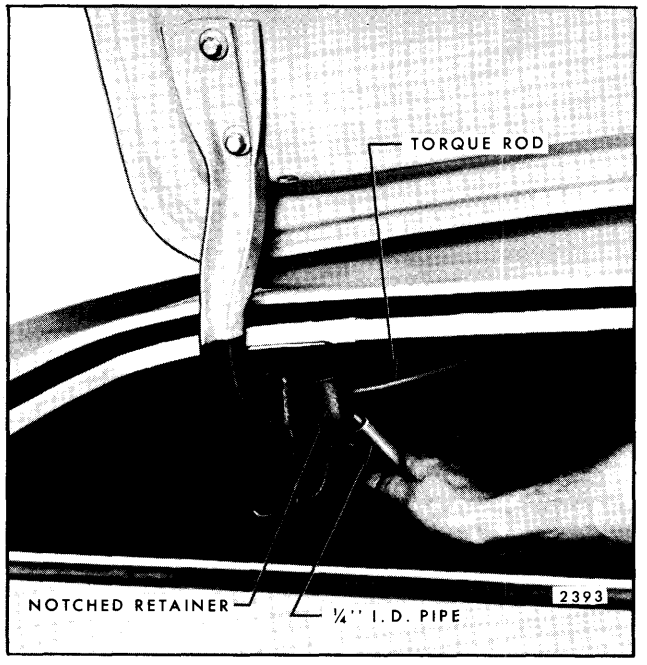

Fig. 8-11—Rear Compartment Lid Torque Rod Adjustments - All "F" Styles

Removal and Installation

1. Open rear compartment lid and remove retainer screw(s).

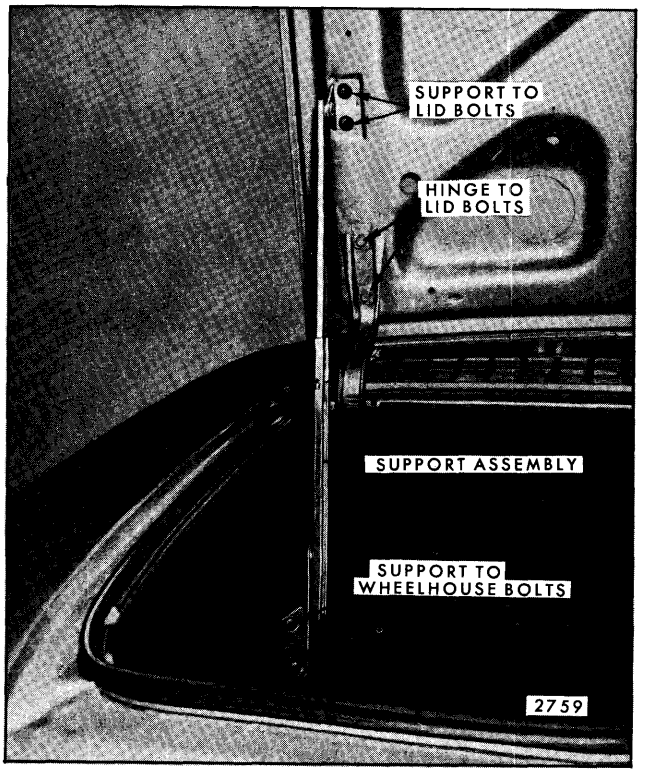

Fig. 8-12—Engine Compartment Lid Support - "Z" Body Styles

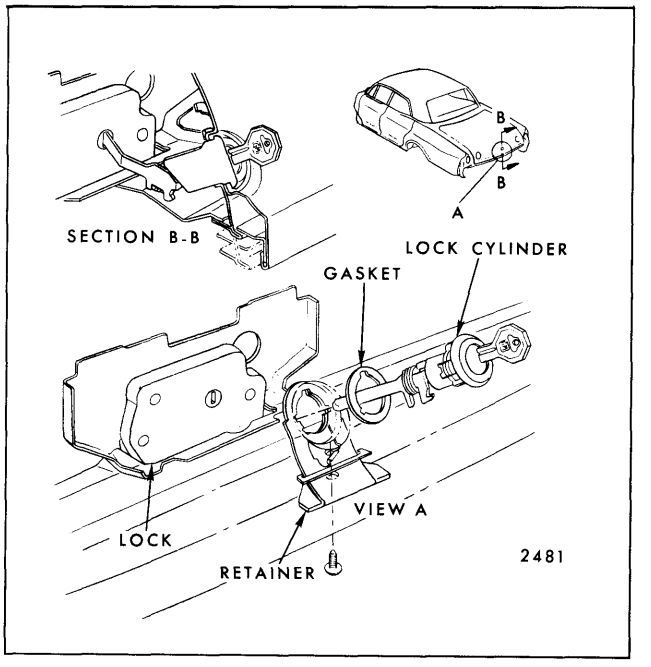

Fig. 8-13—Rear Compartment Lid Lock Cylinder Assembly - Typical of All Styles Except "F", Pontiac "A" and All Cadillac Styles

2. Pull retainer down or away from lock cylinder and remove cylinder from body.

3. To install, reverse removal procedure. Insure that lock cylinder shaft engages with lock and gasket mates properly with outer panel to form a watertight seal. Check lock cylinder for proper operation.

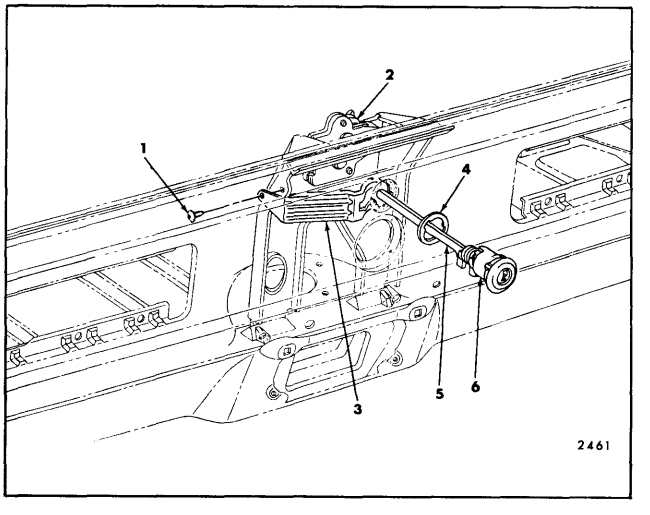

Fig. 8-14—Rear Compartment Lid Lock Cylinder Assembly - Pontiac "A" and All "F" Styles

1. Retainer Attaching Screw
2. Lock
3. Retainer
4. Gasket
5. Shaft
6. Cylinder

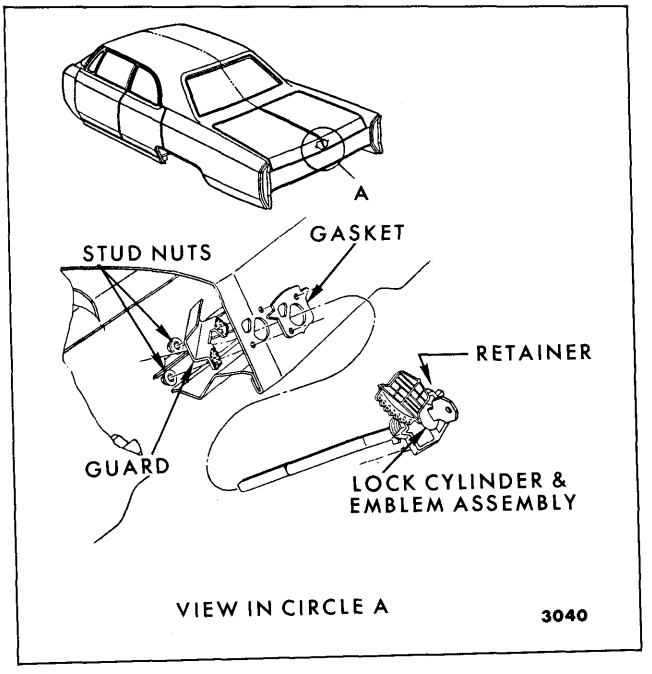

Fig. 8-15—Rear Compartment Lid Lock Cylinder Assembly - All Cadillac Styles

NOTE: Coding of lock cylinders is described in General Information (Section one).

REAR COMPARTMENT LID EMBLEM AND LOCK CYLINDER ASSEMBLY—All Cadillac Styles

Removal and Installation

1. Open rear compartment lid. Remove access hole cover screws at lower rear of lid inner panel and remove cover.

2. Working through access hole, remove stud nuts securing compartment lid emblem and lock cylinder assembly and lock cylinder guard.

3. Remove guard through access hole, then remove compartment lid emblem and lock cylinder assembly from lid outer panel (Fig. 8-15).

4. To remove lock cylinder from emblem assembly, turn the retainer counterclockwise and disengage. Pull cylinder straight out of emblem casting.

5. To install, reverse removal procedure. Make certain that emblem gasket mates properly with lid outer panel and that emblem stud holes are sealed to protect against waterleaks.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT—All Cadillac Styles

The rear compartment lid mechanical pull-down unit is used in conjunction with the opening unit. When the rear compartment lid is lowered to a point where the lid lock engages with striker, the mechanical closing unit pulls the lid the remaining distance (7/8") to the fully closed position.

To act as a safety feature and slow the action of the closing unit, a hydraulic cylinder is incorporated in the mechanism. The cylinder is attached to a bell crank at the right rear compartment lid hinge and to the closing unit by a cable. As the lid is lowered and the lock latches to the striker, but before the mechanical closing feature is tripped, the piston extends to a "full-out" position. Then, as the lid is lowered to actuate the mechanical closing feature, the piston forces the fluid through an orifice retarding the closing action of the spring in the hydraulic cylinder.

Removal and Installation

1. Open rear compartment lid. Remove mechanical pull-down unit cover panel. Depress striker slightly to relieve tension from cable and disengage clip securing cable to pull-down control arm (Fig. 8-16).

2. Disengage clip securing cable conduit to cable adjusting bracket and disengage cable and cable conduit from pull-down unit (Fig. 8-16).

3. Scribe (mark) position of pull-down unit on rear end panel and supports to facilitate reinstalling unit in same position. Remove pull-down unit attaching bolts and remove unit from body (Fig. 8-17).

4. To install, reverse removal procedures.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT CABLE—All Cadillac Styles

Removal and Installation

1. On lower end of hydraulic cylinder pull clip away from hooked end of pull-down unit cable. Disengage cable from slot in cylinder. Disengage cable conduit retaining clip from support on wheelhouse and remove cable and conduit from support (Fig. 8-18).

2. Repeat this procedure at other end of cable, disengaging clips securing cable to pull-down unit and cable conduit to adjusting bracket (Fig. 8-16), and remove cable from body.

3. To install, reverse removal procedure.

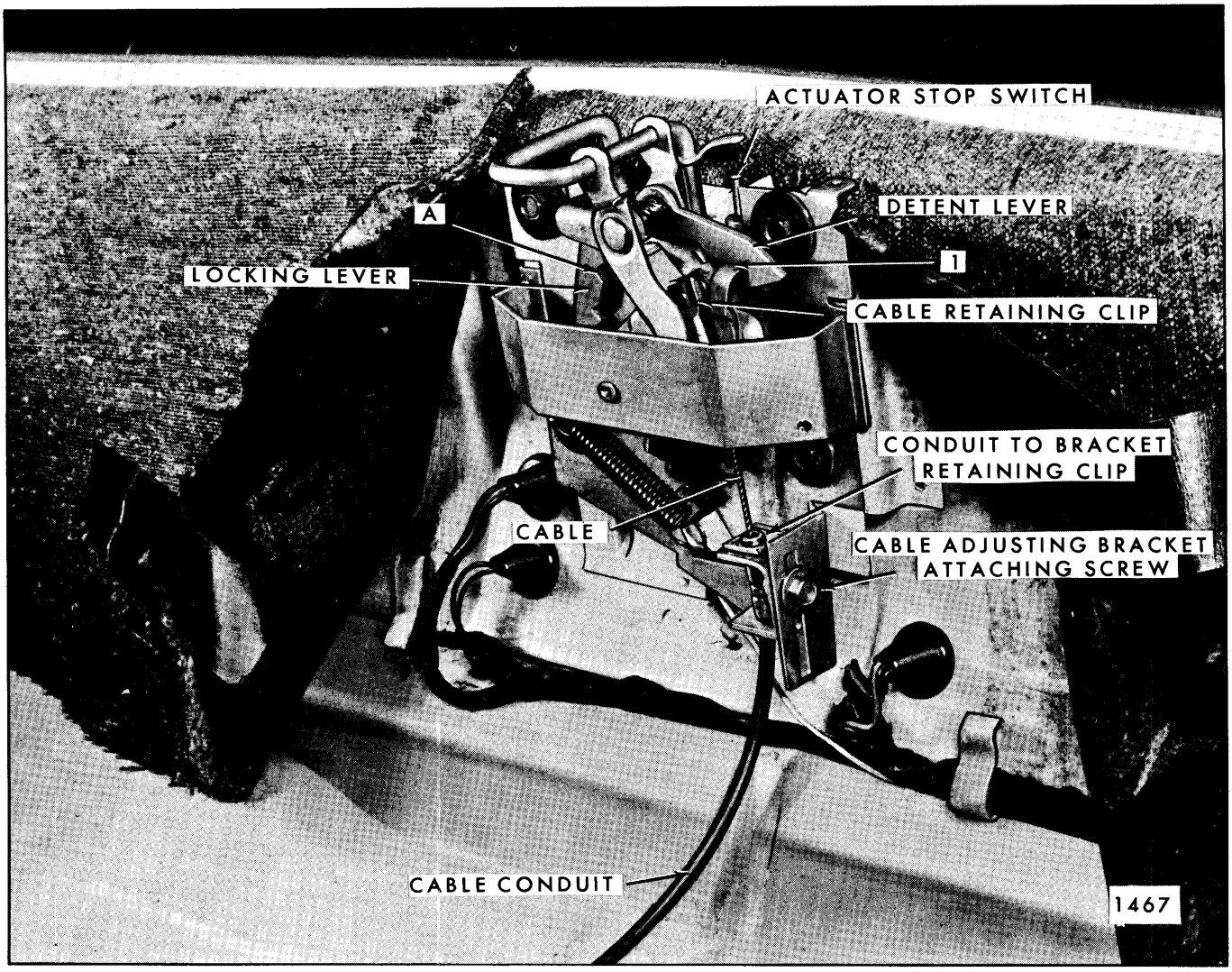

Fig. 8-16—Rear Compartment Mechanical Pull-Down Unit - Cadillac Styles with Option

ENGINE COMPARTMENT LID LATCH—All Corvair Styles

Removal and Installation

1. Raise engine compartment lid and park position of latch.

2. Remove two bolts securing latch to engine compartment inner panel and remove assembly from body (see Fig. 8-19).

3. To install, align latch assembly within locating marks and install attaching bolts. Check engagements of latch with striker and perform any adjustments that may be required.

ENGINE COMPARTMENT LATCH STRIKER—Corvair

Removal and Installation

1. Raise engine compartment lid and mark position of striker on rear end panel.

2. Remove attaching bolts and remove striker from body (see Fig. 8-20).

3. To install, align striker within locating marks and install attaching bolts. Check engagement of latch within striker and perform any adjustments that may be required.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT HYDRAULIC CYLINDER—All Cadillac Styles

Removal and Installation

1. Disengage cable from lower end of hydraulic cylinder as described under "Rear Compartment Lid Mechanical Pull-Down Unit Cable Removal".

2. Lift cylinder to disengage upper end from shoulder of shaft on linkage portion of hinge assembly.

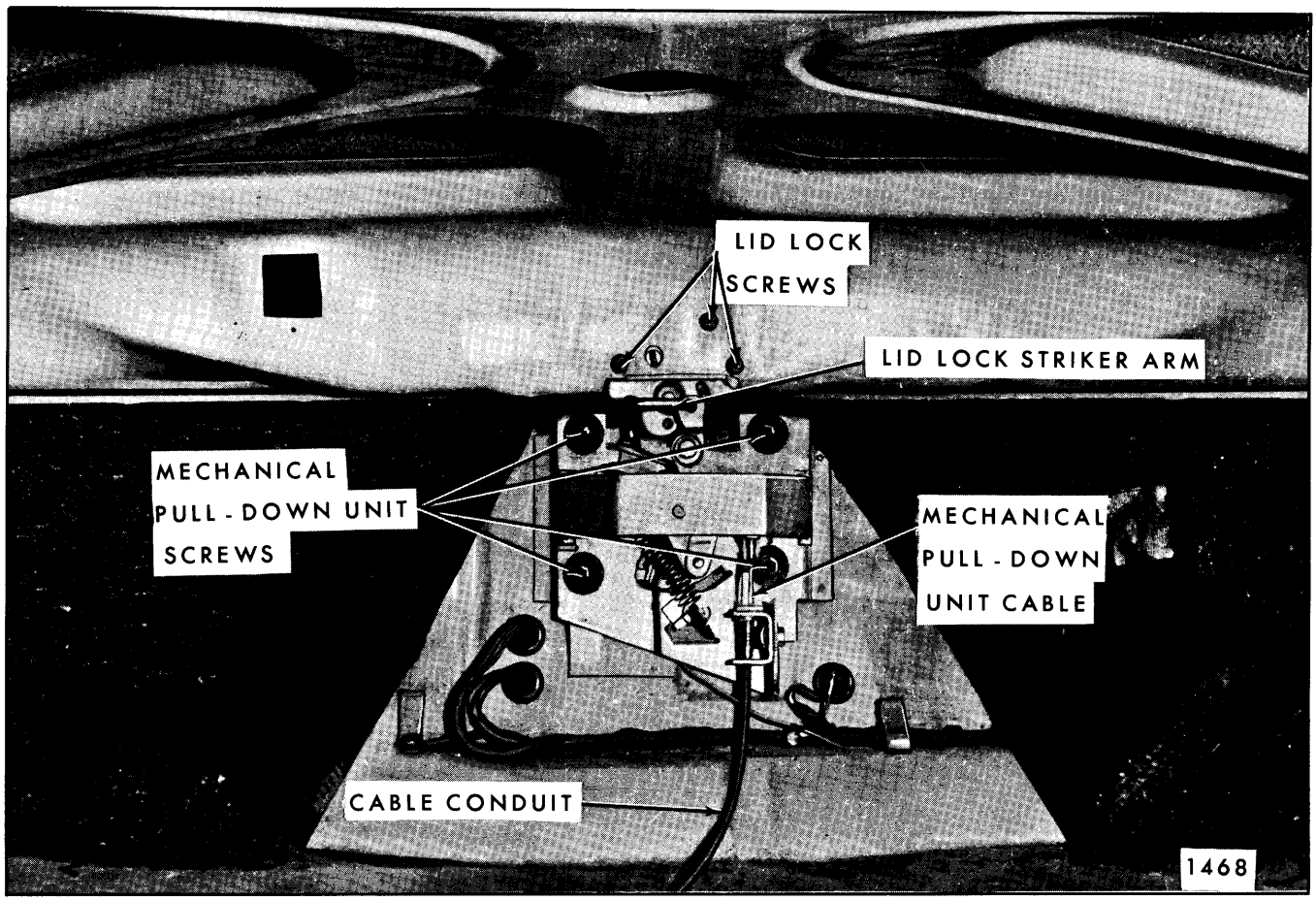

Fig. 8-17—Rear Compartment Mechanical Pull-Down Unit - Cadillac Styles with Option

3. To install, reverse removal procedure.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT ADJUSTMENTS— All Cadillac Styles

To actuate the mechanical pull-down unit, the rear compartment lid lock must properly engage the striker arm and depress the detent lever of the pull-down unit. This engagement can be checked by lowering the lid and visually checking lock and striker alignment. If adjustment is necessary, obtain lateral adjustment at lock attaching screw locations and "up and down" adjustments at pull-down unit attaching screw locations.

For proper operation of the pull-down unit, the pull-down unit cable must be adjusted to the proper tension. If the cable has too much tension it will not allow the pull-down unit to return to its full-up position and "cock". This is apparent when as the lid begins to lower, so does the pull-down unit. Too little tension in the cable results in a lessening of pull-down effort in the unit and consequently, a misaligned (high) rear compartment lid.

To increase cable tension, position hydraulic cylinder end of cable in the upper slot on the lower end of the cylinder ("1" in Fig. 8-21). If more tension, or finer adjustment, is required, loosen cable adjusting bracket attaching screw (Fig. 8-16). Adjust bracket downward (to increase cable travel) and tighten attaching screw.

IMPORTANT: The lack of lubrication between the toggle and the detent lever ("1", Fig. 8-16) can greatly increase the effort required to trip (unlock) the pull-down unit. Therefore, make certain point of contact between these two levers is lubricated with 630 AAW Lubriplate or its equivalent.

REAR COMPARTMENT LID LOCK

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.

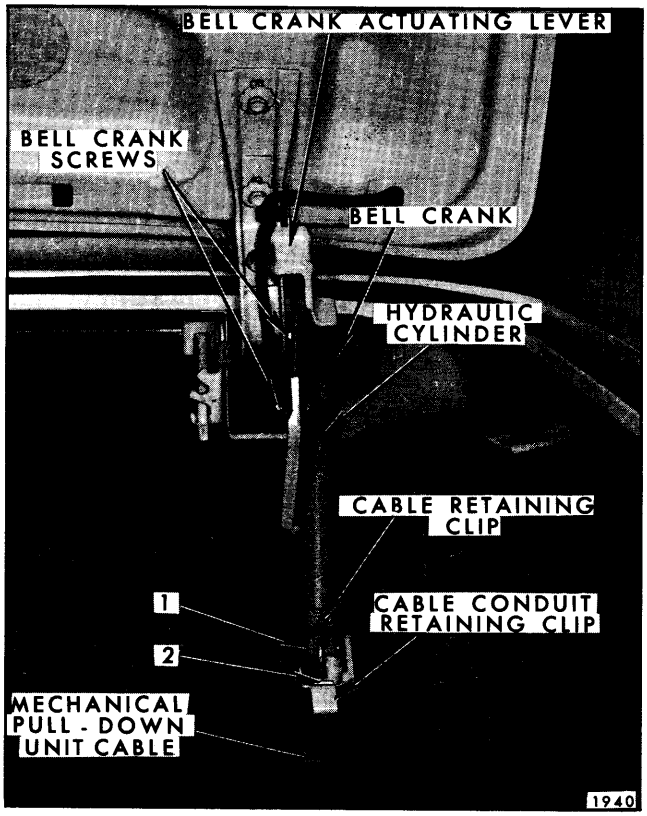

Fig. 8-18—Mechanical Pull-Down Unit Hydraulic Assembly - Cadillac Styles with Option

2. On styles so equipped, remove rear compartment lid vacuum release unit.

3. Remove rear compartment lid lock attaching bolts and remove lock from lid (Figs. 8-21 and 8-22).

4. To install, reverse removal procedure. Check lock engagement with striker and make necessary lateral adjustments before securing attaching bolts.

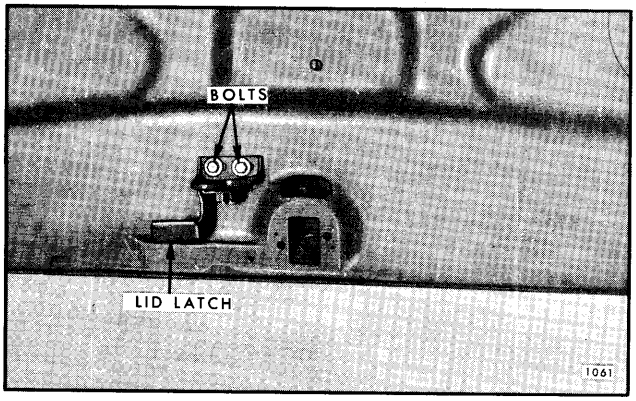

Fig. 8-19—Engine Compartment Lid Latch Assembly - "Z" Styles

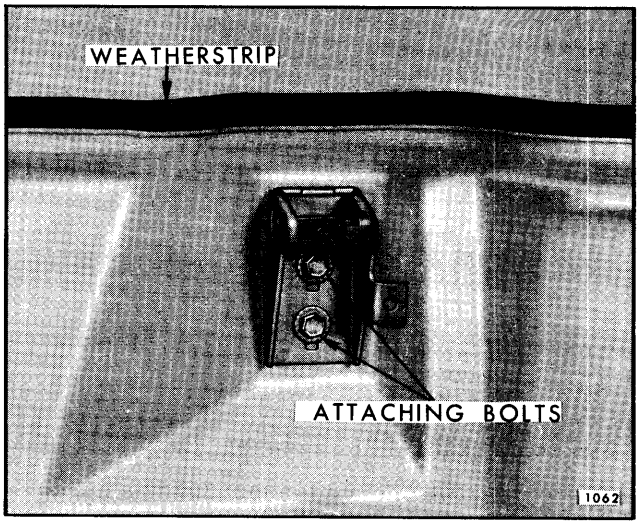

Fig. 8-20—Engine Compartment Lid Latch Striker - "Z" Styles

REAR COMPARTMENT LID LOCK STRIKER

Removal and Installation

1. Open rear compartment lid. Mark vertical position of striker by scribing a line at top of striker support or at base of lid inner panel.

2. Remove striker attaching screws and remove striker (Fig. 8-21 and Fig. 8-22).

3. To install, reverse removal procedure. Close lid to check lock to striker engagement and make any necessary vertical adjustments before tightening striker screws.

REAR COMPARTMENT LID LOCK STRIKER ENGAGEMENT—All Styles Except Corvair and Cadillac Styles with Mechanical Closing Unit Option

IMPORTANT: Since the rear compartment lock frame acts as a guide when entering the striker,

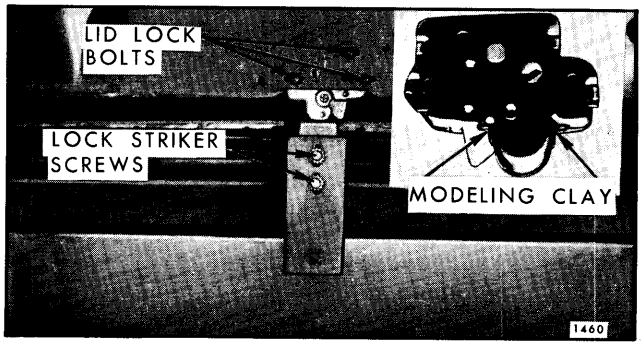

Fig. 8-21—Rear Compartment Lid Lock Assembly - Mounted in Rear Compartment Lid

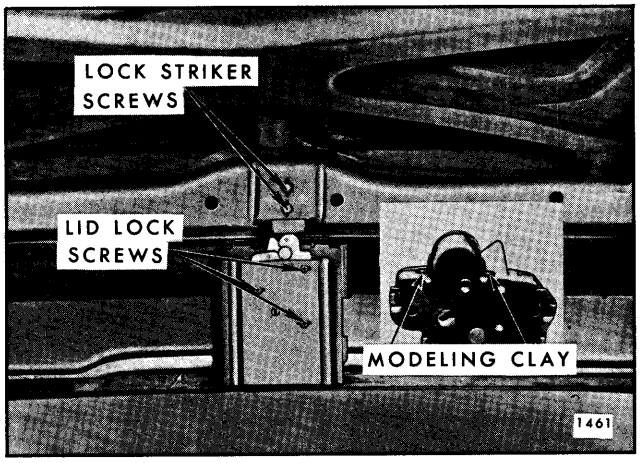

Fig. 8-22—Rear Compartment Lid Lock Assembly - Mounted in Rear End Panel

make sure rear compartment lid is properly positioned in body opening before performing striker engagement check.

1. Insert a small quantity of modeling clay on frame of lock at both sides of the lock bolt (Figs. 8-21, and 8-22). Close lid with moderate force.

2. Open lid and check amount of engagement of striker with lock frame as indicated by the compression of the clay. The striker bar impressions in the clay should be even on both sides of the lock frame. Where required, loosen striker or lock attaching screws; adjust lock sideways or striker up or down to obtain proper engagement; then, tighten screws.

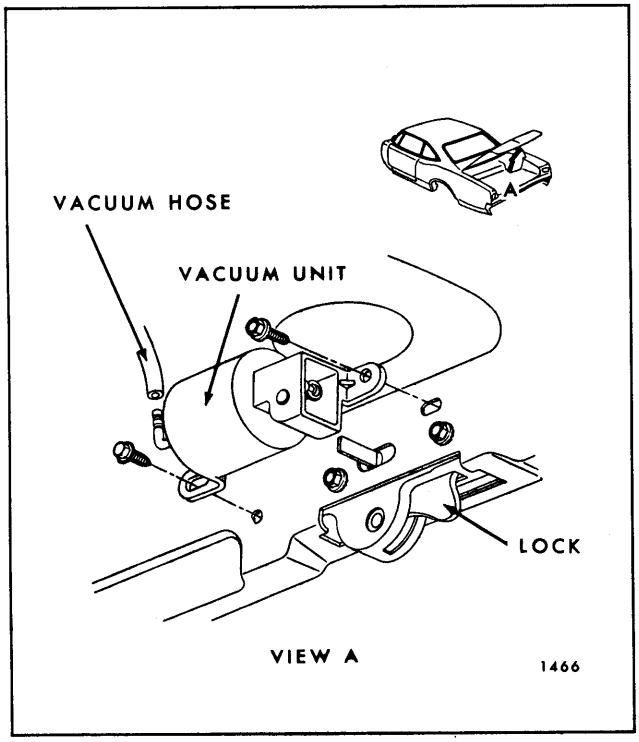

Fig. 8-23—Rear Compartment Lid Vacuum Release Unit - Exposed Type

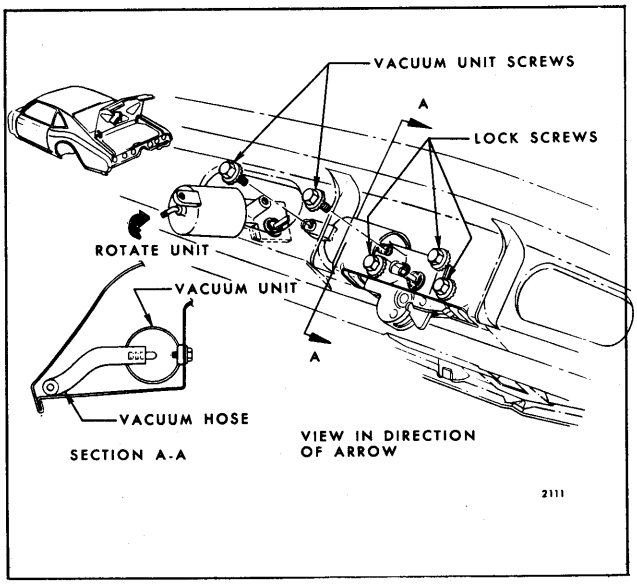

Fig. 8-24—Rear Compartment Lid Vacuum Release Unit - Concealed Type

REAR COMPARTMENT LID VACUUM RELEASE SYSTEM—Styles Equipped with Option

The rear compartment lid vacuum lock system is a side-action snap-bolt type lock with a vacuum

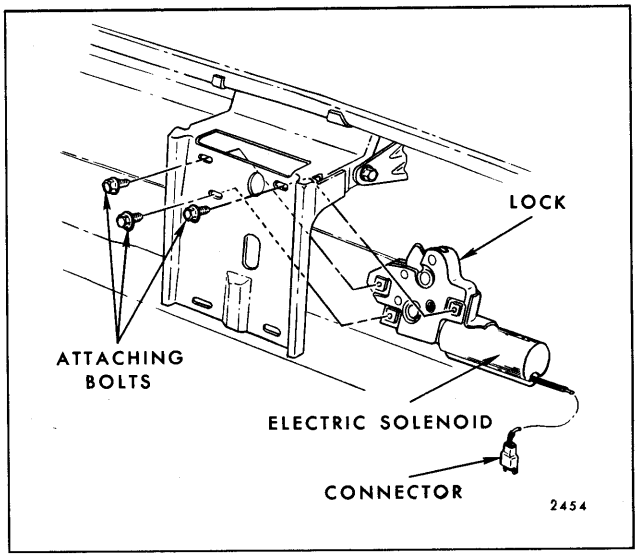

Fig. 8-25—Rear Compartment Electric Release Unit

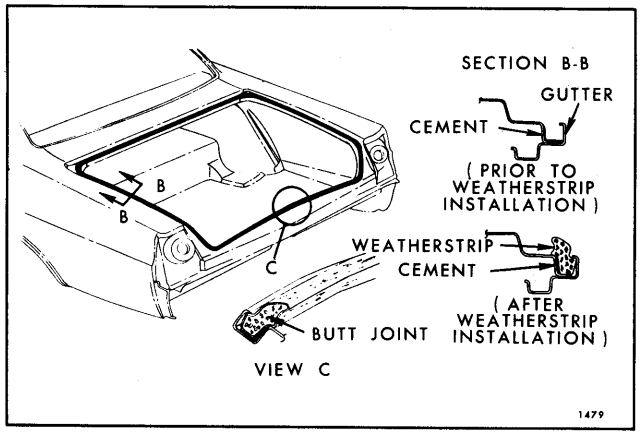

Fig. 8-26—Rear Compartment Weatherstrip Assembly

release unit attached that unlocks the lock upon the introduction of vacuum in the unit. The vacuum is stored in a storage tank located on the shroud panel and is controlled by a switch located in the instrument panel compartment box. By actuating the switch, vacuum enters into the line extending from the storage tank to the vacuum release unit, thereby unlocking the lid lock. As this is only an unlocking feature, the rear compartment lid must be closed manually.

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.
2. Disconnect vacuum hose from vacuum release unit. Remove attaching bolts shown in illustration and remove vacuum unit (Figs. 8-23 and 8-24 for typical illustrations).
3. To install, reverse removal procedure. Check unit for proper operation.

REAR COMPARTMENT LID LOCK ELECTRIC RELEASE UNIT— Styles Equipped with Option

The rear compartment lid lock electric release unit which is attached to the lock assembly is controlled by a switch located in the instrument panel compartment box. This option is only an unlocking feature; therefore, the rear compartment lid must be closed manually.

Removal and Installation

1. Open rear compartment lid. Remove rear compartment lid lock cylinder and shaft as previously described.
2. Remove bolts securing rear compartment lid lock assembly to rear compartment lid anchor plate (Fig. 8-25).
3. Disconnect electric feed wire at connector.
4. Remove lock and electric release assembly.
5. To install, reverse removal procedure.

REAR COMPARTMENT WEATHERSTRIP— All Styles

Removal

1. Separate "butt" ends of weatherstrip at rear compartment opening (Fig. 8-26).
2. Using a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter completely around opening and remove weatherstrip from body.

Installation

1. Clean out-gutter around entire rear compartment opening to provide a clean cementing surface.
2. Apply (brush) a continuous coat of black weatherstrip adhesive to surfaces of the rear compartment gutter.
3. Using a flat-bladed tool, such as a putty knife, insert weatherstrip into gutter while cement is still wet starting with one end of weatherstrip at rear center of gutter and working completely around gutter.
4. If a new weatherstrip is being installed, trim end to form a butt joint at rear center of opening. Brush weatherstrip adhesive (black) on both ends of weatherstrip and secure ends together to form a butt joint.
5. Using a pressure type applicator, apply weatherstrip adhesive (neoprene type) between weatherstrip and outer surface of gutter completely around opening to assure a watertight seal.
6. Roll or press weatherstrip to aid in obtaining a good cement bond. Allow sufficient time for cement to set before closing rear compartment lid.