

SECTION 8

REAR COMPARTMENT LID

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REAR COMPARTMENT LID— ALL STYLES EXCEPT CORVAIR

DESCRIPTION

Each 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.

nect 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 strap to lid attaching bolts and remove lid (Fig. 8-1 is typical of all styles except "E" body; Fig. 8-2 for "E" body 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.

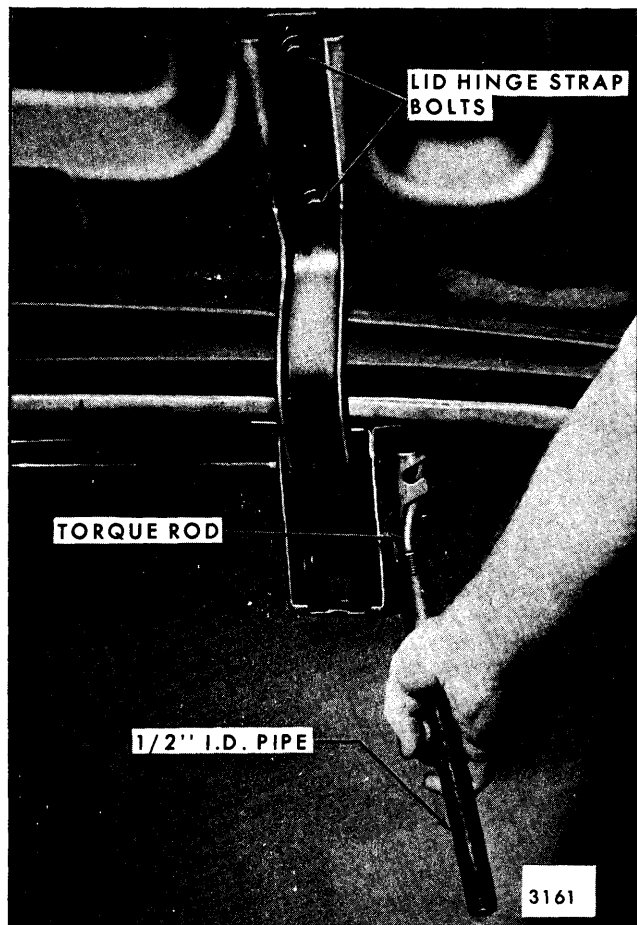


Fig. 8-1—Rear Compartment Lid Attachments - All "A, B, C, X" and Cadillac "E" Styles

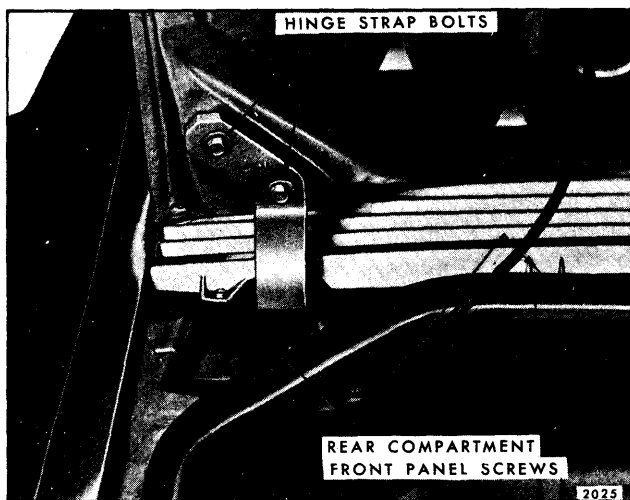


Fig. 8-2—Rear Compartment Lid Attachments - Oldsmobile and Buick "E" Styles

ENGINE COMPARTMENT LID— Corvair Styles

Removal and Installation

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

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. 8-3).

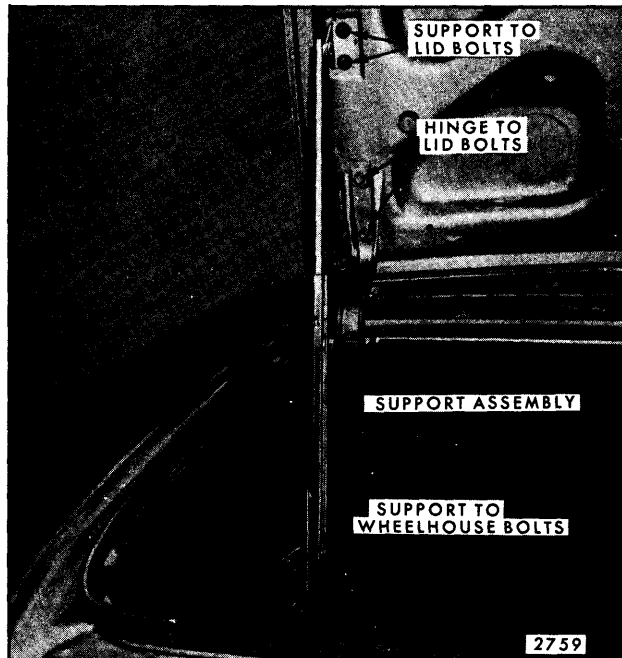


Fig. 8-3—Engine Compartment Lid Attachments - All "Z" Styles

4. With lid properly supported, remove hinge strap to lid attaching bolts and remove engine compartment lid from body.

Adjustments

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

REAR COMPARTMENT FRONT PANEL— Buick and Oldsmobile "E" Styles

Removal and Installation

1. Raise rear compartment lid and remove lower screws of panel (Refer to Fig. 8-2).

2. Remove back window lower reveal molding (Refer to "Exterior Moldings", Section 17).
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 hinge box adjusting plate 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.

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" hardtop and convertible, and all "B, C" and Cadillac "E" styles, adjust torque rod with a length of 1/2" I.D. pipe. On "A" closed styles and all "X" styles, use tool J-21412 as shown in Fig. 8-4. If tool is not available, fabricate equivalent as shown in Figure 8-5.

On Oldsmobile and Buick "E" styles, use tool J-22291 as shown in Figure 8-6. If tool is not available, fabricate equivalent as shown in Figure 8-7. On all "F" Styles, use 1/4" I.D. pipe as shown in Figure 8-8.

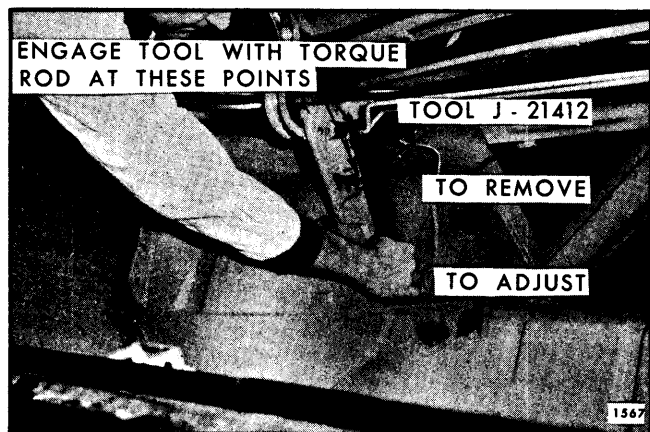


Fig. 8-4—Rear Compartment Torque Rod Adjustments - "X" Styles and "A" Closed Styles

NOTE: Each style utilizes a right and a left rear compartment torque rod. Although these torque rods are similar in design they are not interchangeable, and care must be taken during removal and installation so that the right and left rods do not become transposed. To make identification easy, most torque rods are color-coded on one end. The color and side should be

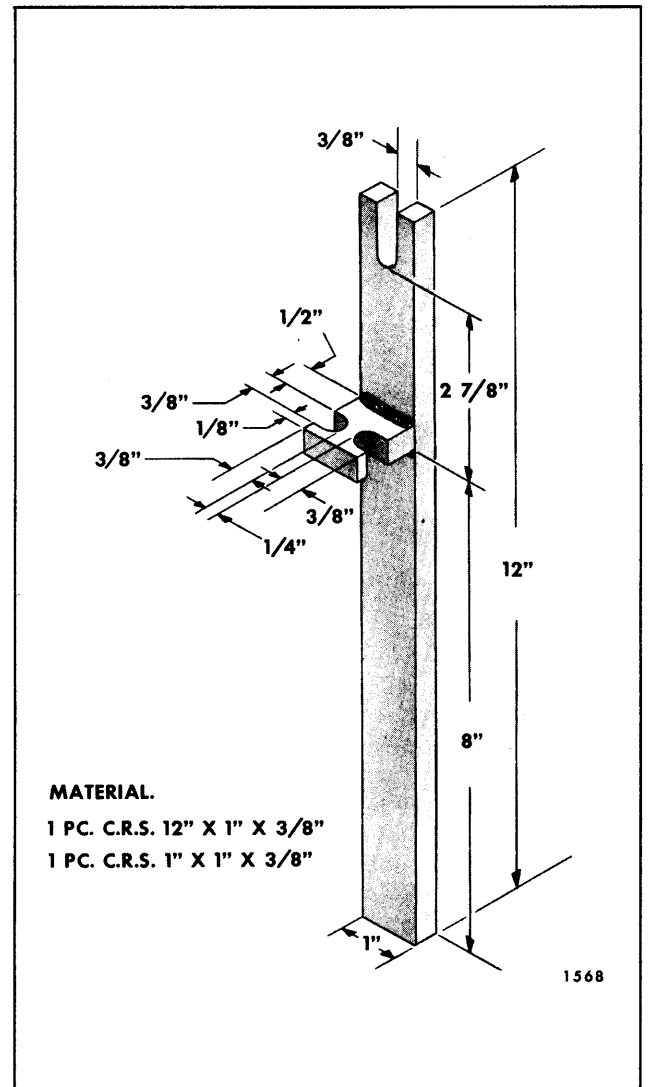


Fig. 8-5—Torque Rod Adjusting Tool

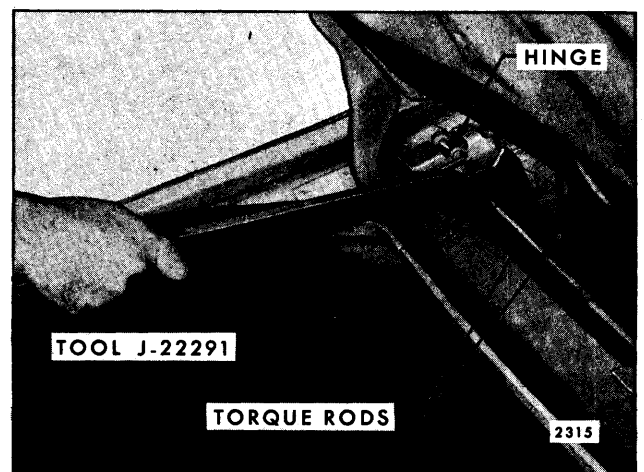


Fig. 8-6—Usage of Tool J-22291 on Oldsmobile and Buick "E" Styles

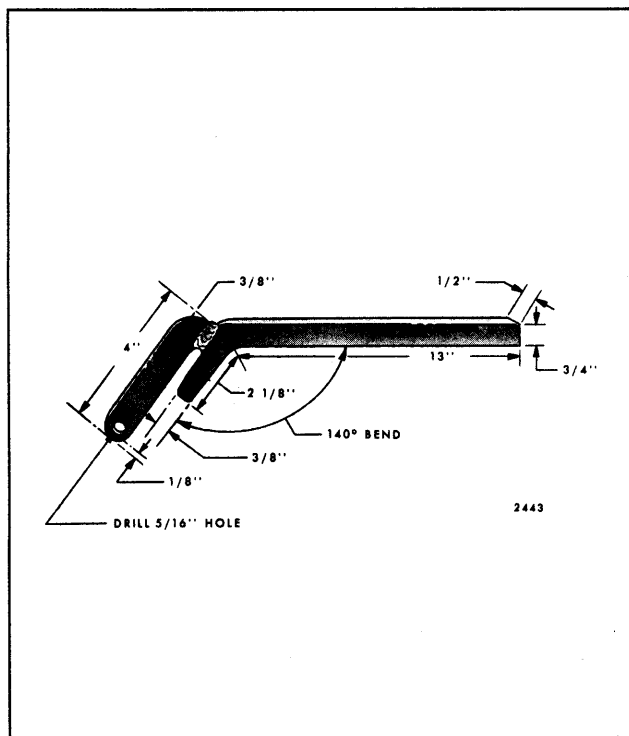


Fig. 8-7—Tool J-22291 Dimension Specifications noted for proper installation. In addition, inspect the end portion of the torque rod which engages the notched retainer on both right and left hinge. If the end portion of torque rod(s) point forward, rod(s) are correctly installed. If, however, torque

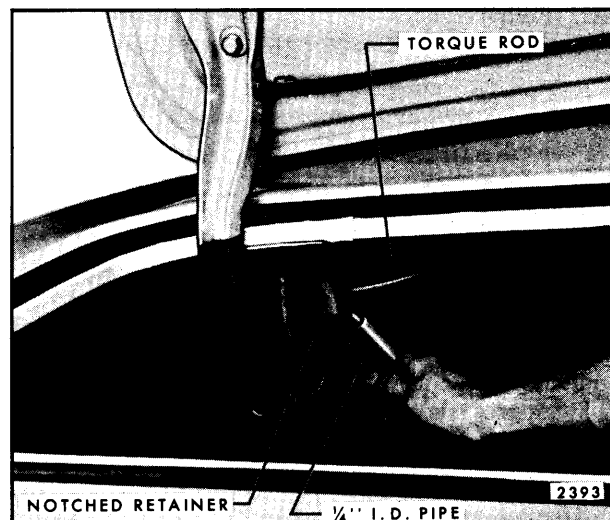


Fig. 8-8—Rear Compartment Lid Attachments - All "F" Styles

rod end(s) point rearward, rods are incorrectly installed and must be reversed (See Fig. 8-9 and torque rod color identification chart).

Figure 8-10 illustrates a typical torque rod installation. As shown, the torque rod side (right or left) is determined by the fixed (not adjustable) end installed in the body, when viewed from the rear compartment, facing forward. The torque rod with the fixed end attached to the right hinge is the right torque rod and the torque rod with the fixed end attached to the left hinge is the left torque rod.

REAR COMPARTMENT LID TORQUE RODS COLOR IDENTIFICATION

Styles	Side	Color	Styles	Side	Color
"A" BODY CONVERTIBLE STYLES			"B, C & D" BODIES EXCEPT "C" BODY CONVERTIBLE STYLES		
Chevrolet	Right	Silver	Chevrolet (Except "47" Styles)	Right	Purple
	Left	Light Green		Left	Light Green
Pontiac	Right	Orange	Chevrolet "47" Styles	Right	No Color
	Left	Pink		Left	No Color
Oldsmobile	Right	Maroon	Pontiac (Except Extended Styles)	Right	Yellow
	Left	Blue		Left	Brown
Buick	Right	Orange	Pontiac Extended Styles	Right	Maroon
	Left	Blue		Left	Pink
"A & G" BODIES EXCEPT CONVERTIBLE STYLES			Oldsmobile "B" Body Styles.	Right	Maroon
				Left	Pink
Chevrolet	Right	Red	Oldsmobile "C" Body Styles.	Right	Green
	Left	White		Left	White
Pontiac	Right	Yellow	Buick "B" Body Styles	Right	Purple
	Left	Pink		Left	Light Green
Oldsmobile			Buick "C" Body Styles	Right	Red
(Except "77 & 87" Styles)	Right	Green		Left	Blue
	Left	Silver	Cadillac "C & D" Body Styles	Right	Green
Oldsmobile "77 & 87" Styles	Right	Brown		Left	Gray
	Left	Silver	"C" BODY CONVERTIBLE STYLES		
Buick	Right	Yellow	Oldsmobile	Right	Green
	Left	Pink		Left	White
"X" BODY STYLES			Buick	Right	Red
				Left	Blue
Chevrolet and Acadian	Right	Orange	Cadillac	Right	Green
	Left	Silver		Left	Gray
			All "F" & "E" Body Styles.	Right	No Color
				Left	No Color

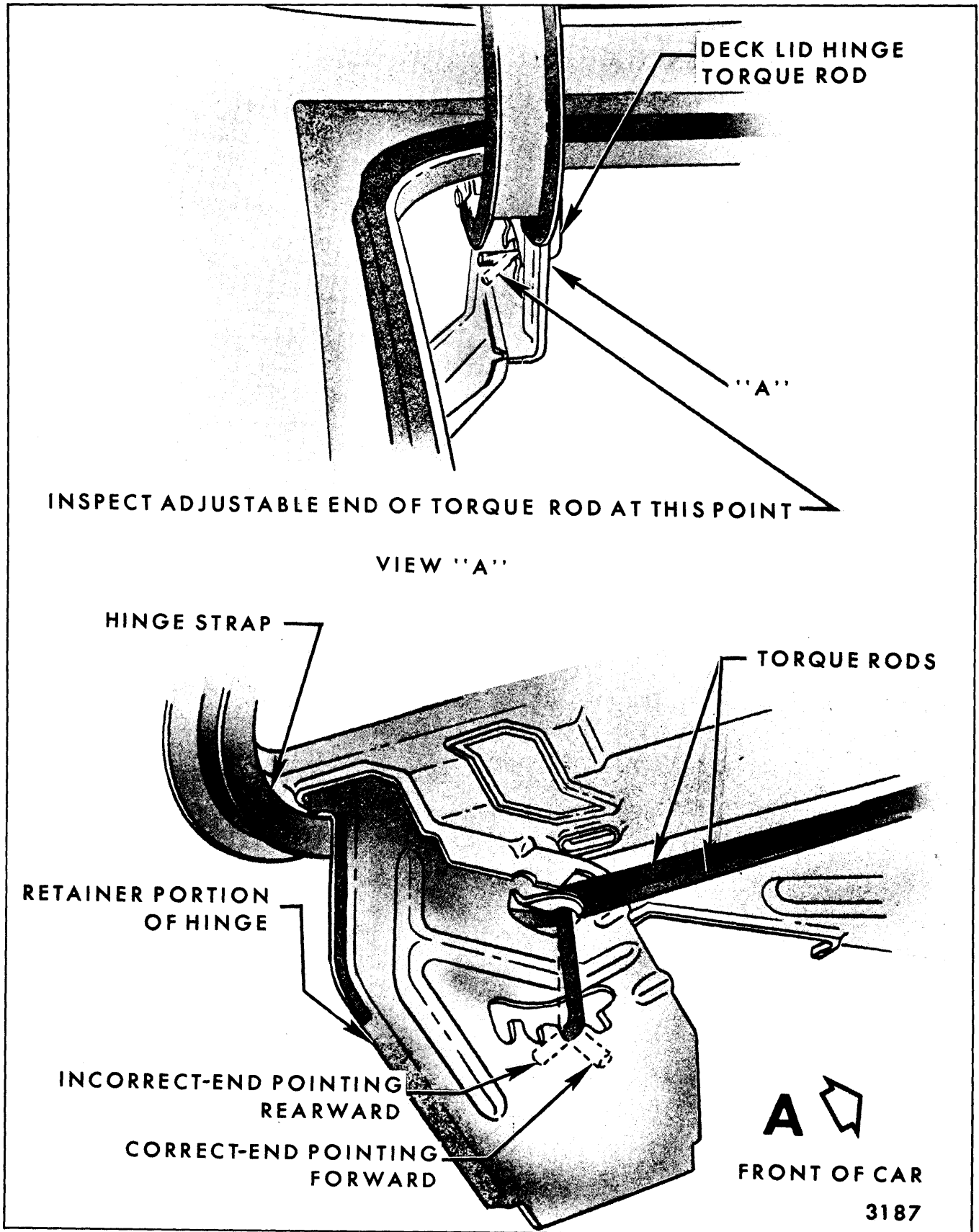
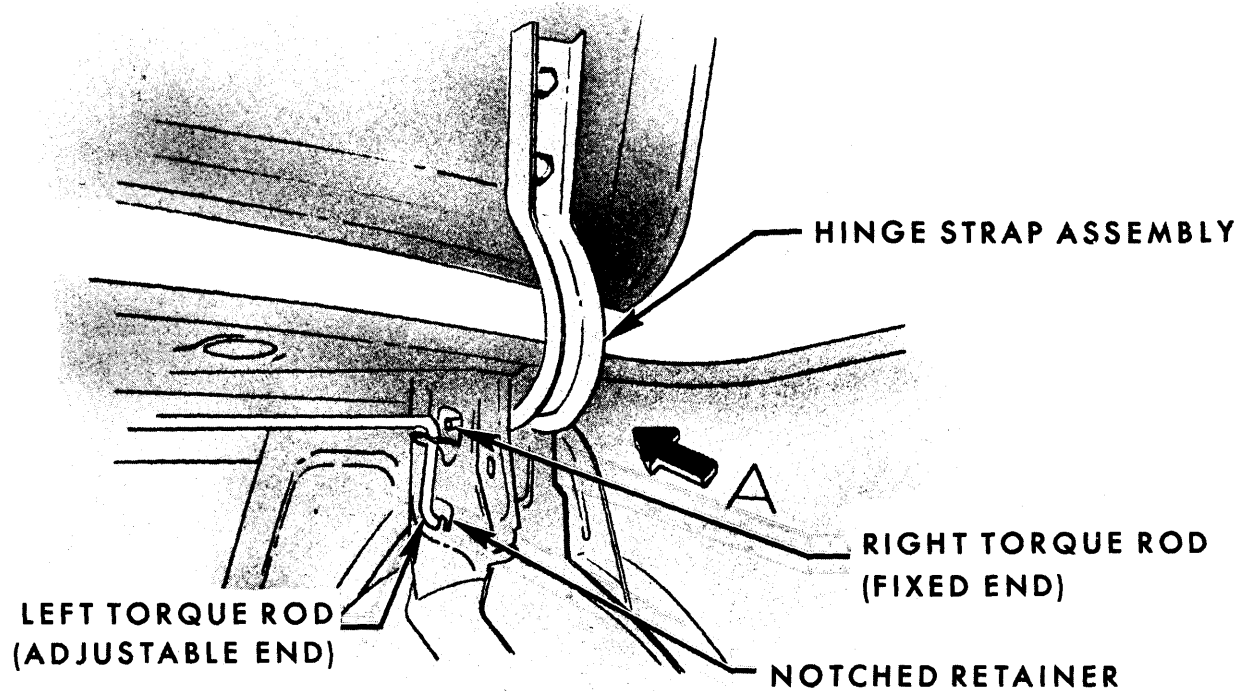
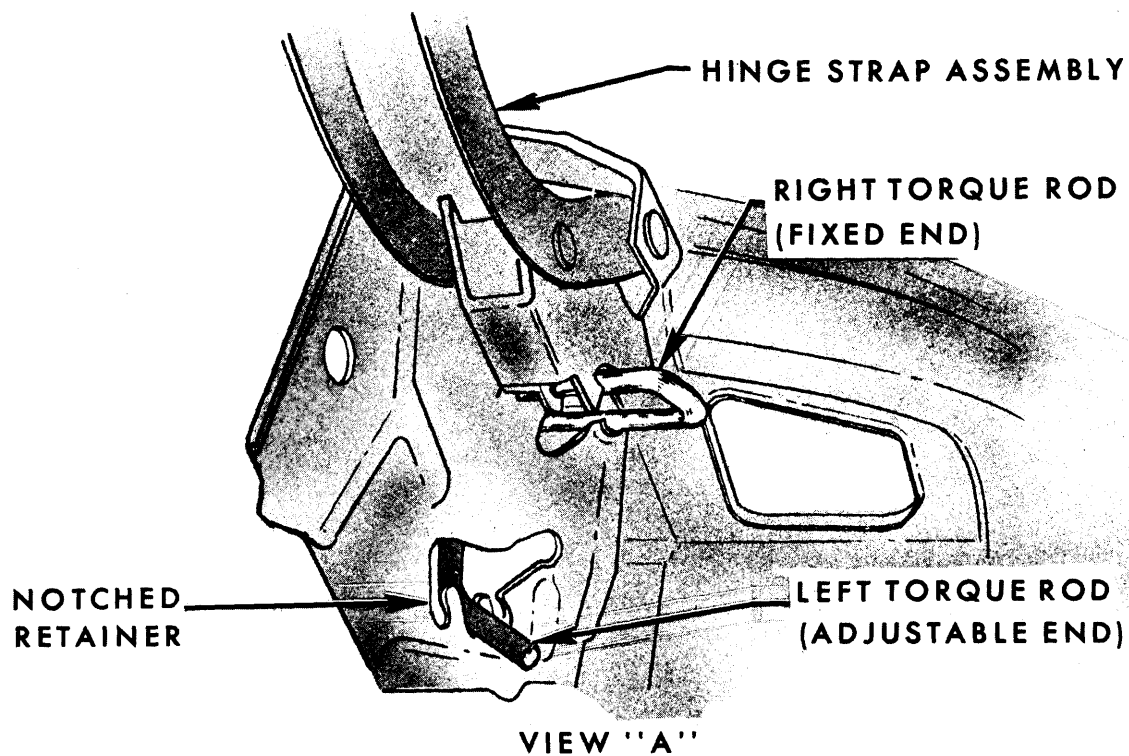


Fig. 8-9—Proper Torque Rod Positioning



VIEW OF RIGHT HAND HINGE ASSEMBLY



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Fig. 8-10—Typical Torque Rod Adjustment

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. 8-11).
3. To install, reverse removal procedure. To insure proper operation, lubricate telescoping channels of support.

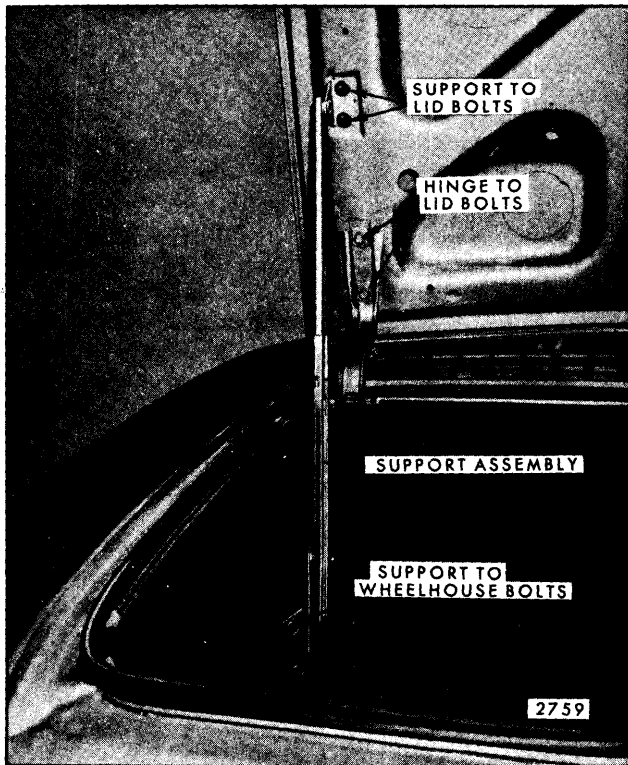


Fig. 8-11—Engine Compartment Lid Support - "Z" Styles

ENGINE COMPARTMENT LID LATCH— All Corvair Styles

Removal and Installation

1. Raise engine compartment lid and mark position of latch.
2. Remove two bolts securing latch to engine compartment inner panel and remove assembly from body (see Fig. 8-12).
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. 8-13).
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.

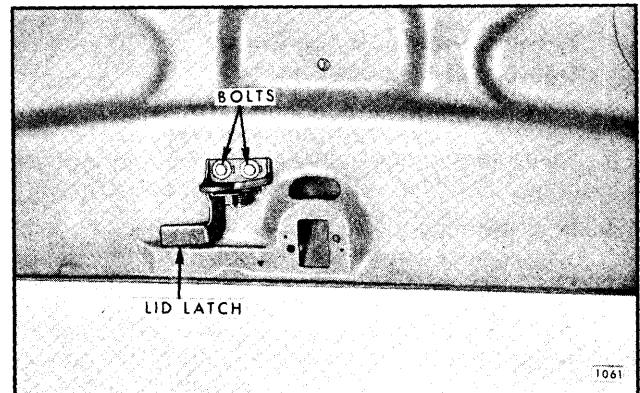


Fig. 8-12—Engine Compartment Lid Latch Assembly - "Z" Styles

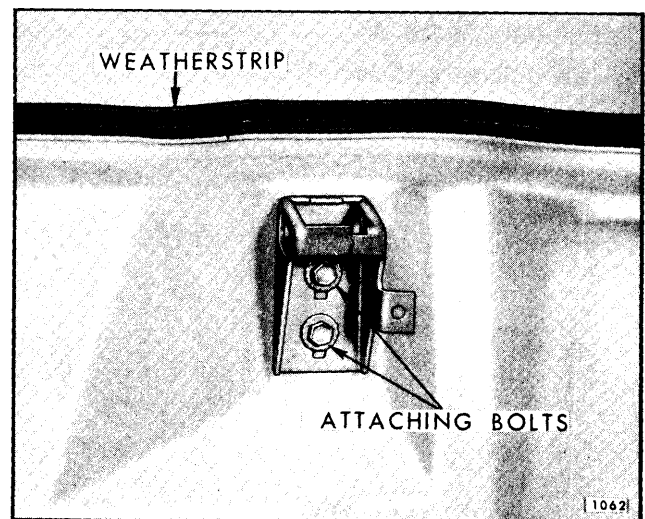


Fig. 8-13—Engine Compartment Lid Latch Striker - "Z" Styles

REAR COMPARTMENT LID LOCK CYLINDER ASSEMBLY— All Styles

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.

On most styles, the lock cylinder is secured with a retainer which is attached to the deck lid inner panel or rear end panel. On these styles, it is necessary to disengage the retainer in removal of the lock cylinder assembly. On those styles, however, equipped with a rear compartment lid emblem, the lock cylinder is retained by a combination of studs and nuts or by a standard retainer and pop-rivets.

A. Removal and Installation on Styles Not Equipped With Lock Cylinder Emblems

1. Open rear compartment lid and remove retainer screw(s).
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 (see Figs. 8-14 & 8-15).

B. Removal and Installation on Styles Equipped With Lock Cylinder Emblems

On the following styles, access to the rear compartment lid lock cylinders is not available until

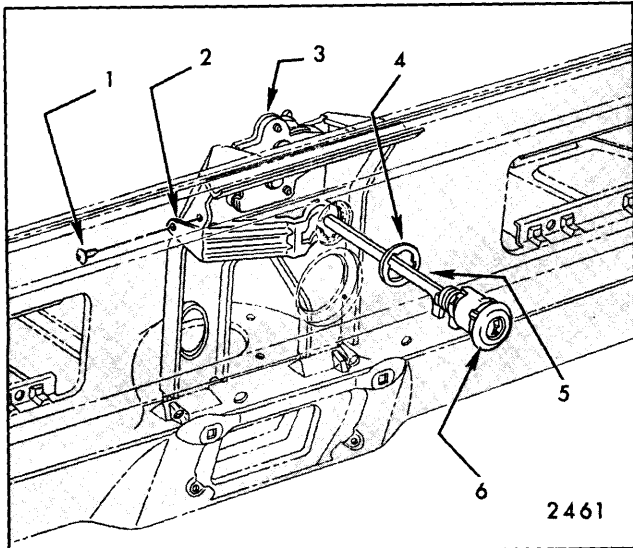


Fig. 8-14—Typical Rear Compartment Lid Lock Cylinder Installation (Side Load)

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

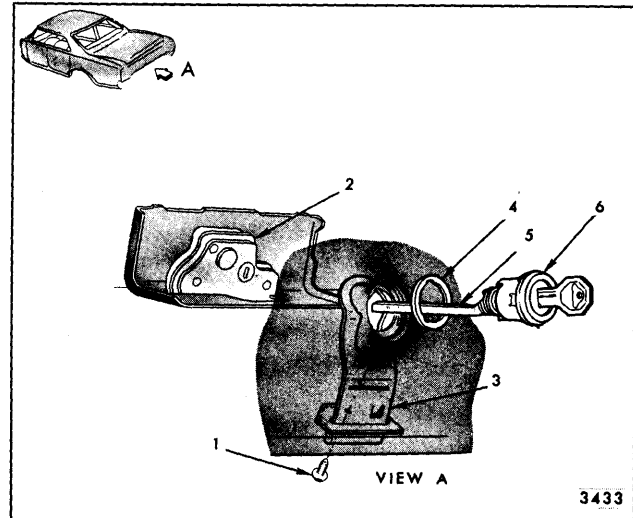


Fig. 8-15—Rear Compartment Lid Lock Cylinder Assy. - Typical Deck Lid Attachment (Bottom Load)

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

either a molding or emblem assembly is first removed. Figures 8-16 through 8-22 depict the entire cylinder and emblem (or molding) assemblies and the attachments on the specific styles so equipped.

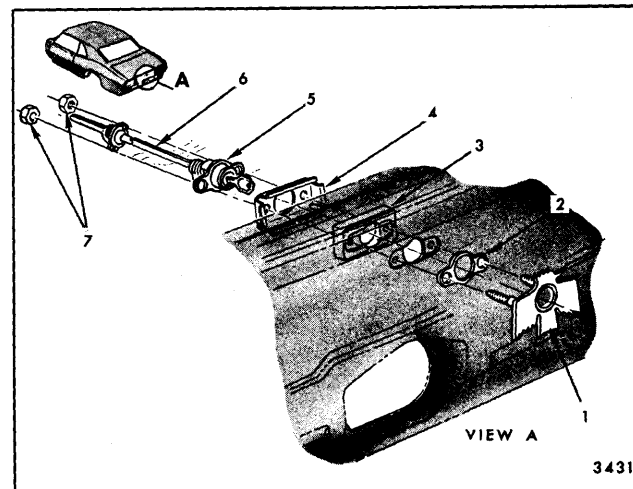


Fig. 8-16—Pontiac "F" Body Styles

- | | |
|-------------------------|------------------|
| 1. Lock Cylinder Emblem | 4. Retainer |
| 2. Gasket | 5. Lock Cylinder |
| 3. Anchor Plate | 6. Shaft |
| | 7. Retaining Nut |

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

1. Open rear compartment lid. Remove access hole covers and trim as required.
2. On Pontiac "F", Oldsmobile "C" and Buick

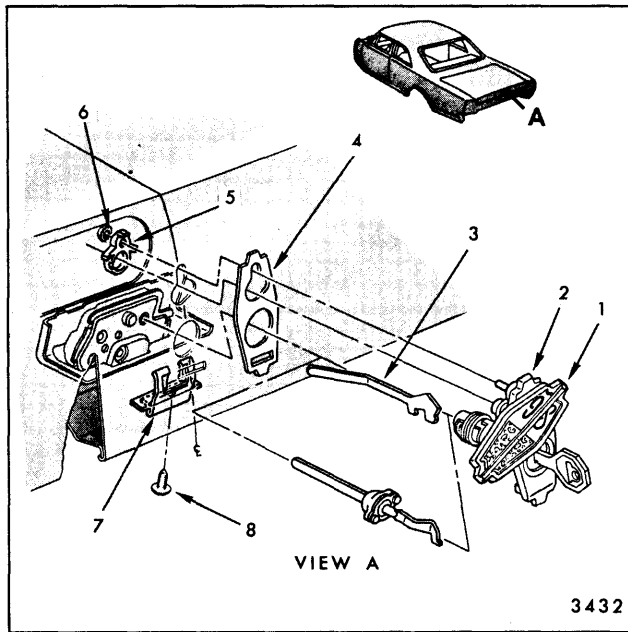


Fig. 8-17—Oldsmobile "C" Body Styles

- | | |
|--------------------------------------|---------------------------|
| 1. Lock Cylinder Emblem | 5. Guard |
| 2. Lock Cylinder and Emblem Assembly | 6. Nut |
| 3. Shaft | 7. Lock Cylinder Retainer |
| 4. Gasket | 8. Retainer Screw |

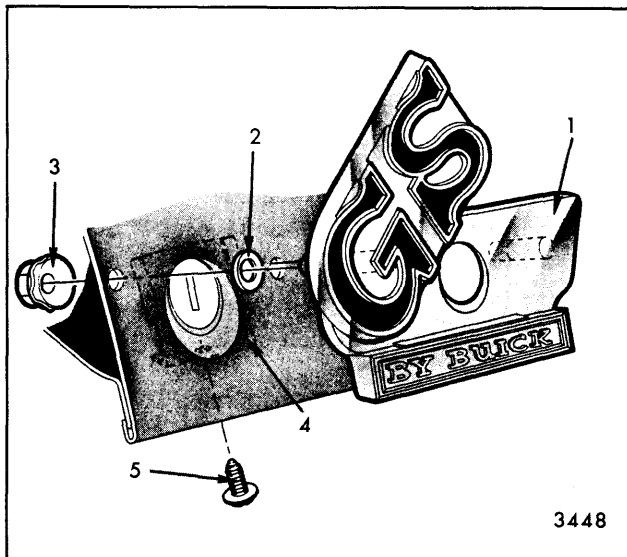


Fig. 8-18—Lock Cylinder Emblem - Buick 43437, 44637 and 44667 Styles

- | | |
|-------------------------|-----------------------------|
| 1. Lock Cylinder Emblem | 4. Retainer - Lock Cylinder |
| 2. Gasket | 5. Retainer Attaching Screw |
| 3. Retainer Nut | |

43437, 44637 and 44667 styles, remove stud nuts securing rear compartment lid emblem, lock cylinder and retainer assembly (See Fig. 8-16, 8-17 and 8-18). On styles so equipped, remove retainer screw and retainer.

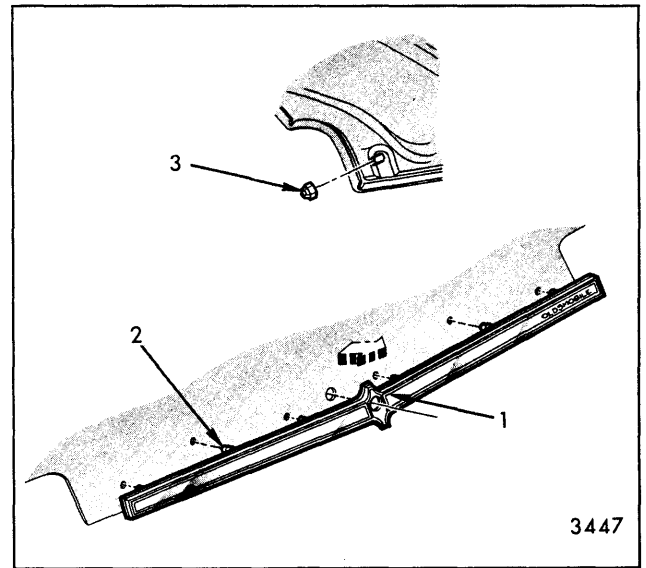


Fig. 8-19—Rear Compartment Lower Moldings

- | | |
|-----------------------------------|-------------------|
| 1. Rear Compartment Lower Molding | 2. Attaching Stud |
| | 3. Stud Nut |

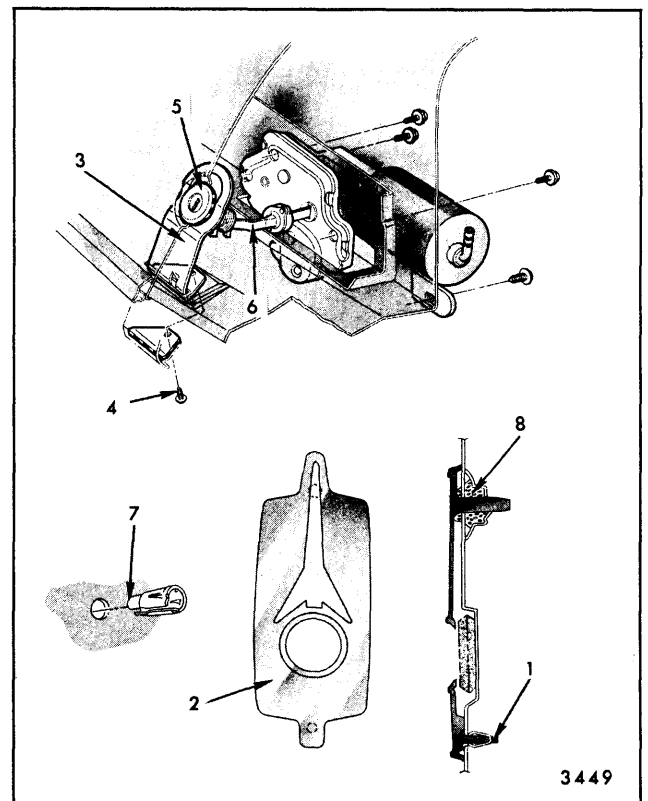


Fig. 8-20—Rear Compartment Lock Cylinder and Emblem Assembly - Oldsmobile "B" Styles

- | | |
|-----------------------------|------------------------------------|
| 1. Emblem Stud Clips | 5. Lock Cylinder |
| 2. Lock Cylinder Emblem | 6. Shaft |
| 3. Lock Cylinder Retainer | 7. Clip (Used for Lower Stud Only) |
| 4. Retainer Attaching Screw | 8. Sealer |

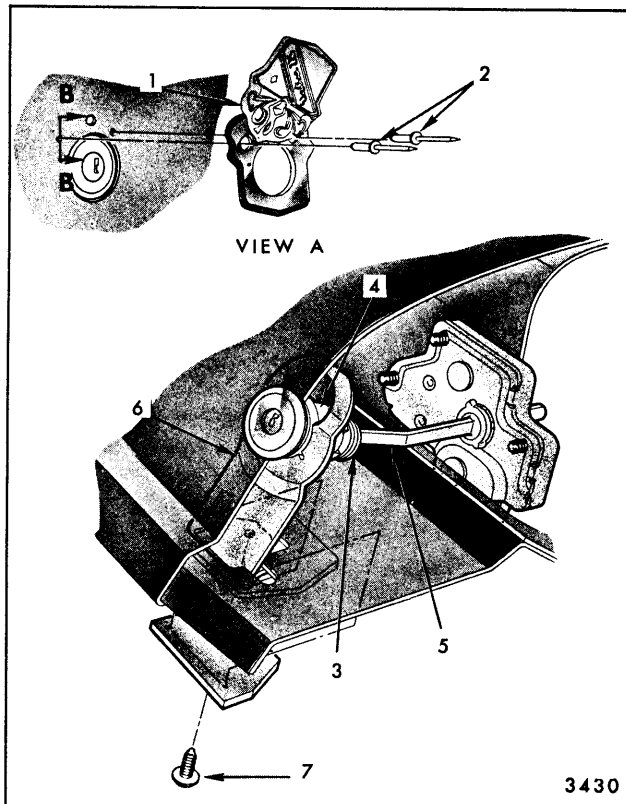


Fig. 8-21—Buick "C" Body Styles

- | | |
|-------------------------|-----------------------------|
| 1. Lock Cylinder Emblem | 4. Gasket |
| 2. Attaching Pop Rivets | 5. Shaft |
| 3. Lock Cylinder | 6. Retainer - Lock Cylinder |
| | 7. Attaching Screw |

3. On Oldsmobile "A" styles, remove stud nuts securing rear compartment lid lower molding (Fig. 8-19). The lock cylinder can now be removed as shown in Figure 8-15.

4. On Oldsmobile "B" styles, remove emblem stud clips illustrated in Section "B-B" of Figure 8-20. Remove emblem and then lock cylinder retainer. As shown, a service clip is available for repair of broken stud clips. This clip is available as a service part. Prior to reinstallation of emblem stud clips, medium-bodied sealer must be applied around lock stud to prevent waterleaks.

5. On Buick "C" styles, the rear compartment lid emblem is attached with pop-rivets that are of standard size and available as Service Parts. The rivets must be drilled out to remove emblem. After removal of emblem, the lock cylinder retainer can be removed as shown in Figure 8-21.

6. On Cadillac "C & E" styles, the emblem is retained by stud nuts. Following removal of emblem, lock cylinder can be removed. (Refer to Fig. 8-22).

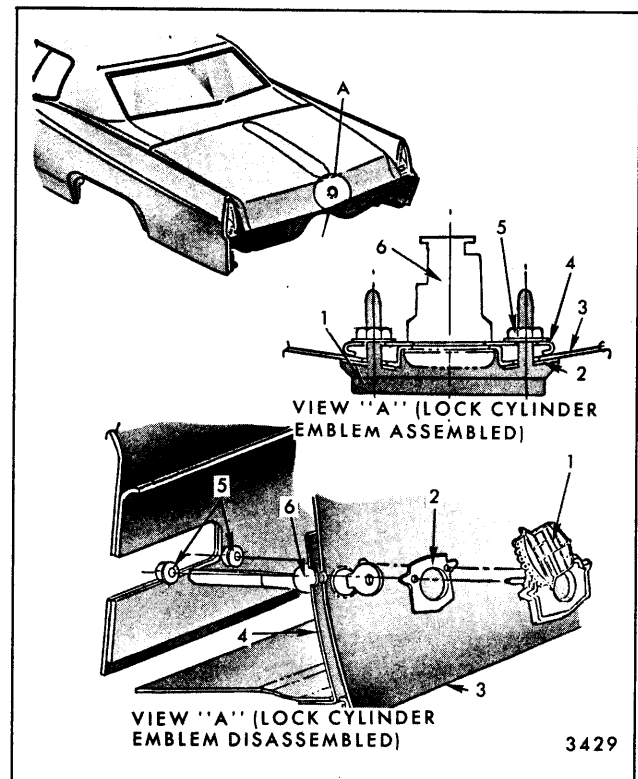


Fig. 8-22—Lock Cylinder Removal - Cadillac "C and E" Styles

- | | |
|-------------------------|---------------------------|
| 1. Lock Cylinder Emblem | 4. Lock Cylinder Retainer |
| 2. Gasket | 5. Nuts |
| 3. Deck Lid Outer Panel | 6. Lock Cylinder |

7. To install, reverse removal procedure. Make certain that emblem gasket mates properly 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.

A hydraulic cylinder is incorporated in the mechanism to achieve a slow, uniform closing action. 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. 8-23).

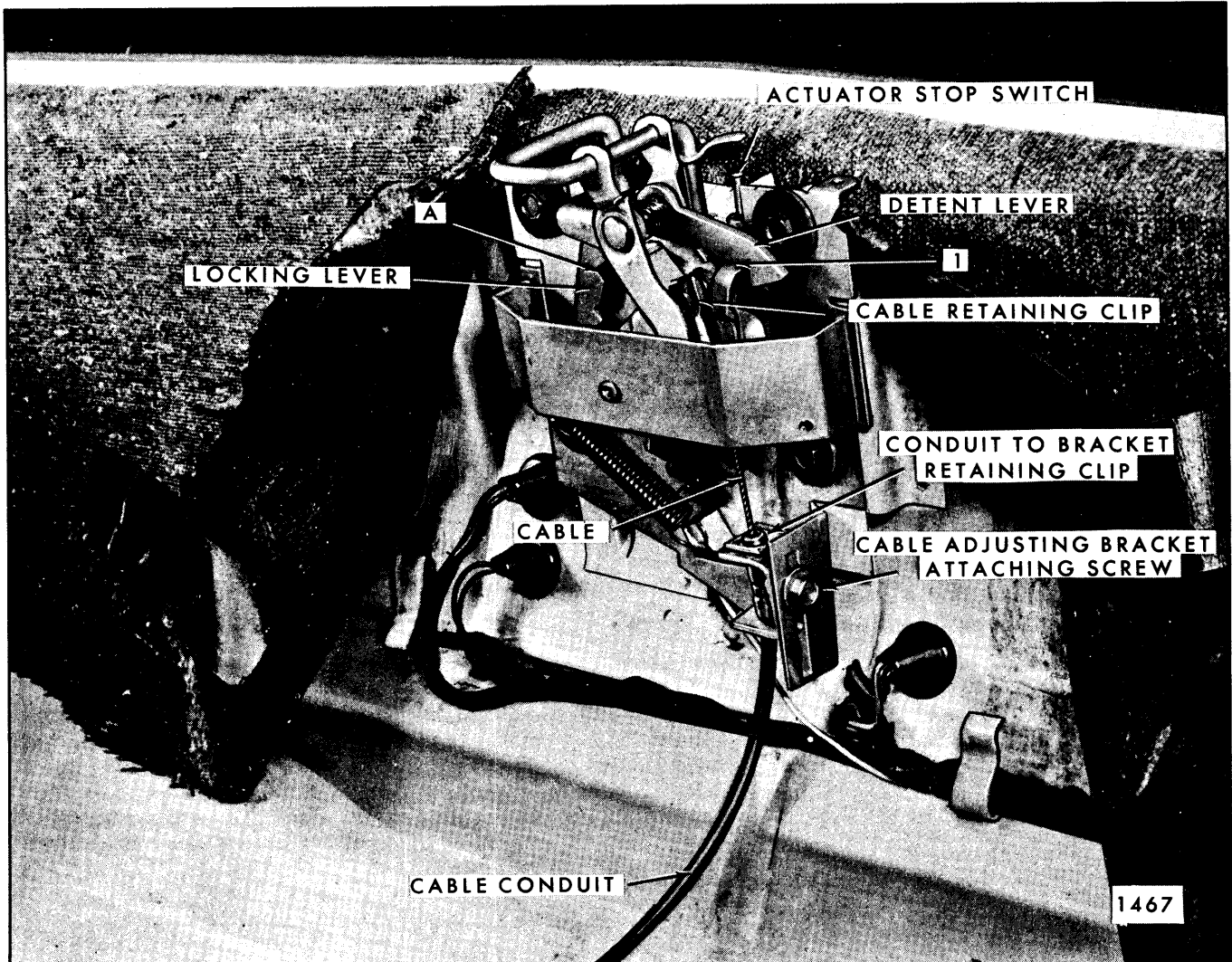


Fig. 8-23—Rear Compartment Mechanical Pull-Down Unit - Cadillac Styles with Option

2. Disengage clip securing cable conduit to cable adjusting bracket and disengage cable and cable conduit from pull-down unit.
3. Scribe (mark) position of pull-down unit on rear end panel and supports to facilitate reinstalling units in same position. Remove pull-down unit attaching bolts and remove unit from body (Fig. 8-24).
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. 8-25).

2. Repeat this procedure at other end of cable, disengaging clips securing cable to pull-down unit and cable conduit to adjusting bracket (Fig. 8-23), and remove cable from body.
3. To install, reverse removal procedure.

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

Removal and Installation

1. Disengage cable from lower end of hydraulic

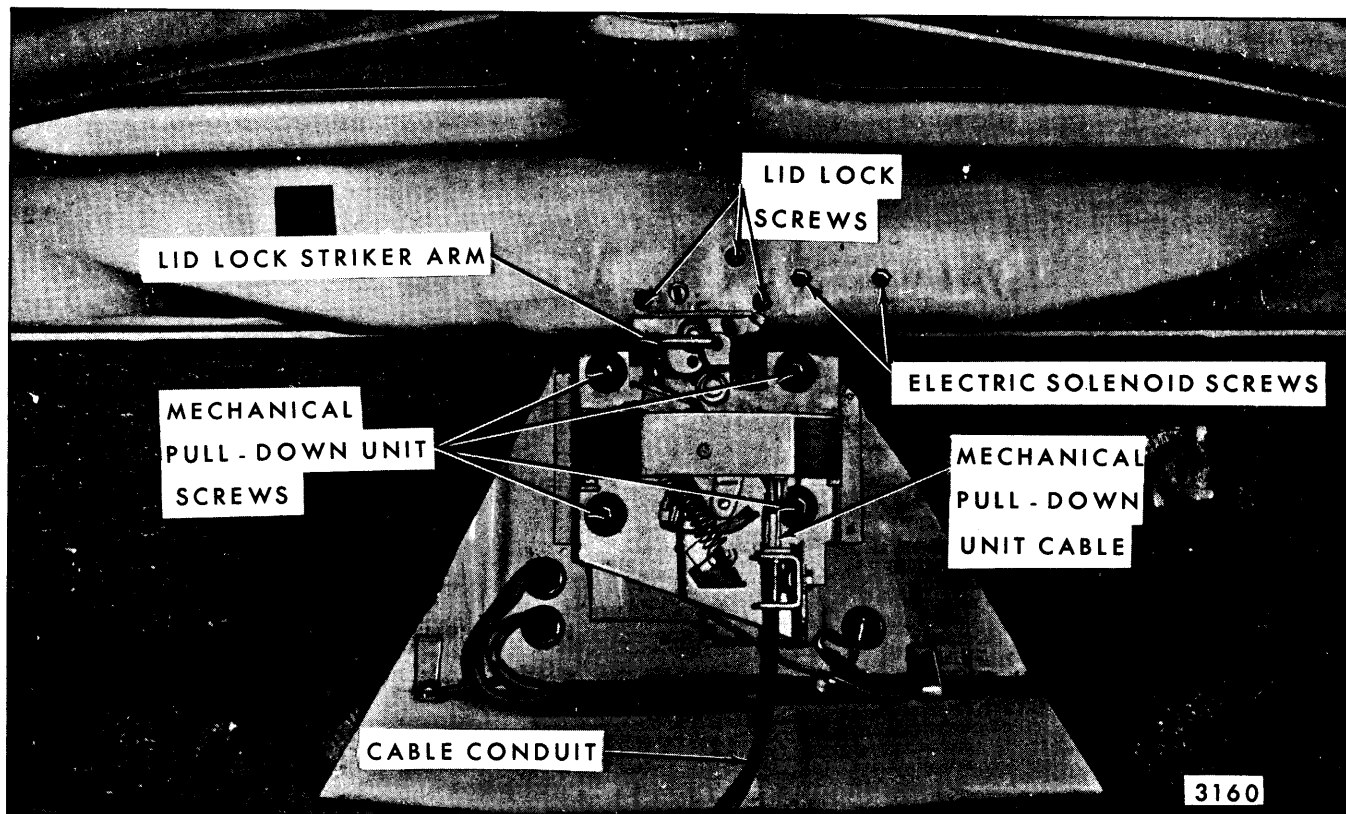


Fig. 8-24—Rear Compartment Lid Mechanical Pull-Down Unit

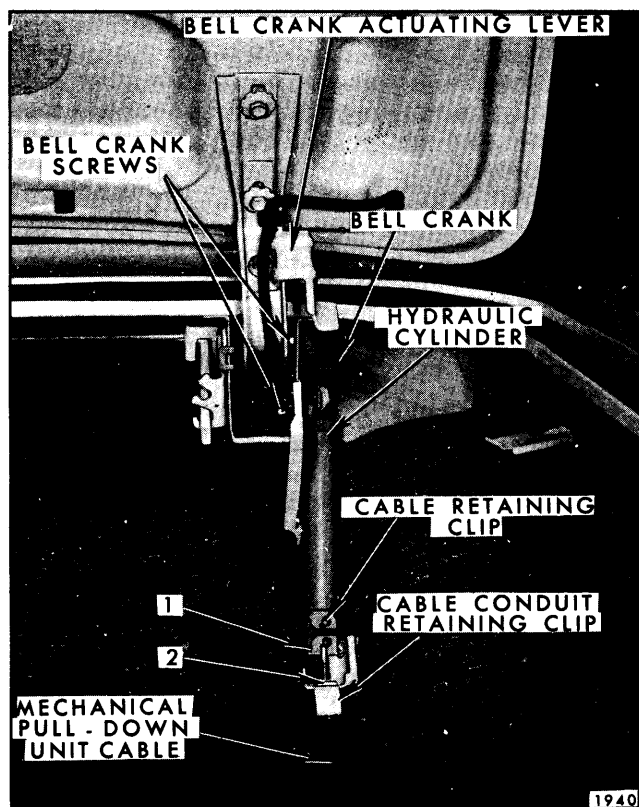


Fig. 8-25—Mechanical Pull-Down Unit Hydraulic Assembly - Cadillac Styles with Option

cylinder as described under "Rear Compartment Lid Mechanical Pull-Down Unit Cable Removal".

2. Lift cylinder to disengage upper end from shoulder to shaft on linkage portion of hinge assembly.
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 or 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 Figure 8-25). If more tension, or finer adjustment, is required, loosen cable adjusting bracket attaching screw (Fig. 8-23). Adjust bracket downward (to increase cable travel) and tighten attaching screw.

IMPORTANT: The lack of lubrication between the toggle and the detent lever ("1", Figure 8-23) 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 VACUUM RELEASE SYSTEM—Styles Equipped with Option

The rear compartment lid lock vacuum release system is a side-action snap-bolt type lock with a vacuum release unit attached that unlocks the lock upon the introduction of vacuum in the unit. The vacuum is stored in a storage tank located in the engine compartment 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. 8-26 and 8-27 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.

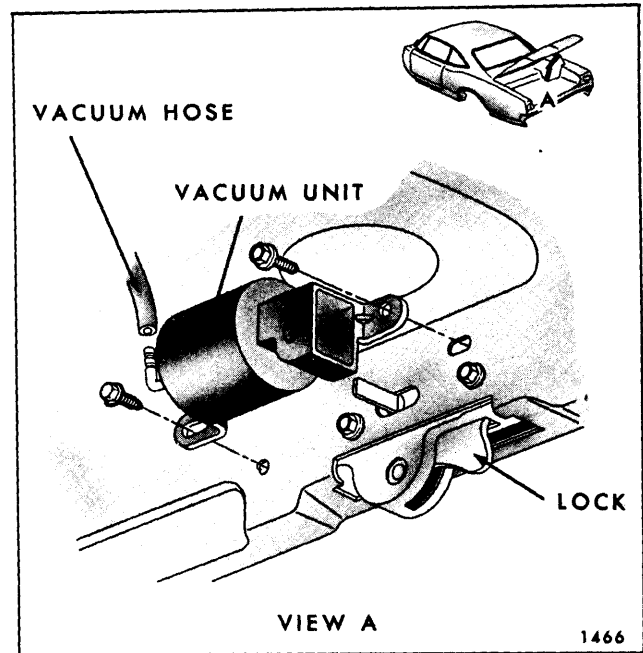


Fig. 8-26—Rear Compartment Lid Vacuum Release Unit - Exposed Type

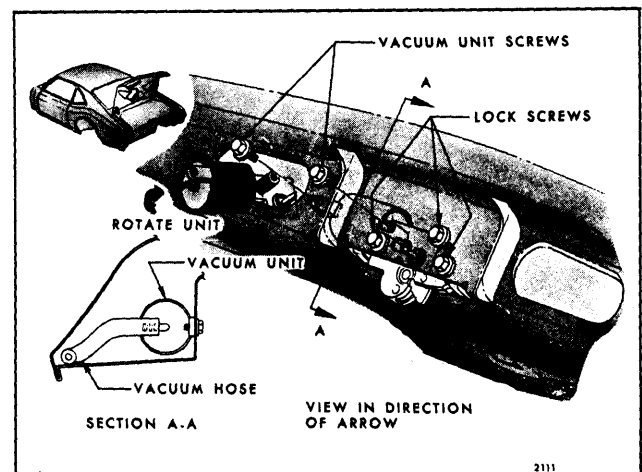


Fig. 8-27—Rear Compartment Lid Vacuum Release Unit - Concealed Type

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. 8-28).
3. Disconnect electric feed wire at connector.
4. Remove lock and electric release unit assembly. To separate release unit from lock, remove attaching screws.

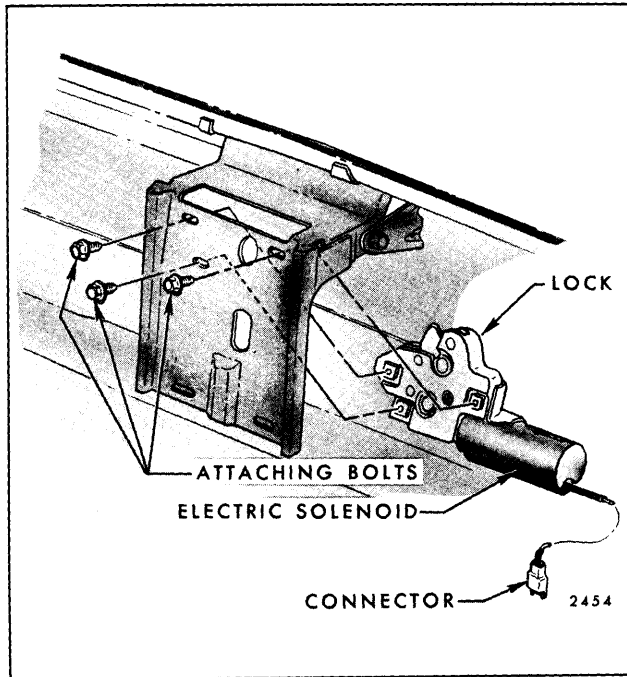


Fig. 8-28—Rear Compartment Lid Lock Electric Release Unit

5. To install, reverse removal procedure.

REAR COMPARTMENT LID LOCK— All Styles

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.
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. 8-29 and 8-30).
4. To install, reverse removal procedure. Check lock engagement with striker and make necessary lateral adjustments before securing attaching bolts.

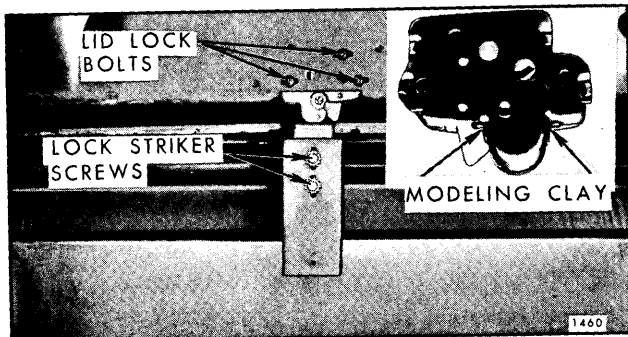


Fig. 8-29—Rear Compartment Lid Lock Assembly -
Mounted in Rear Compartment Lid

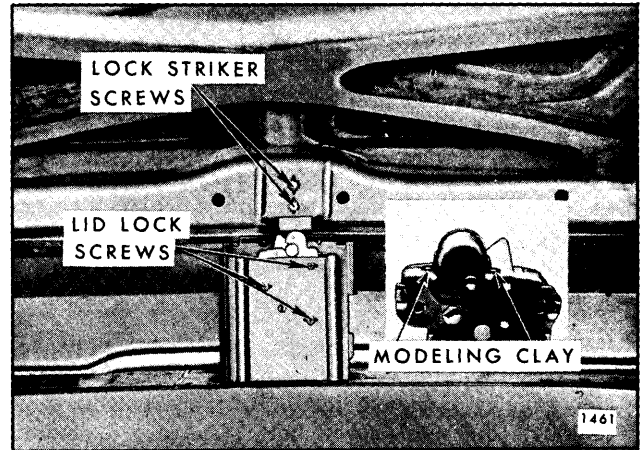


Fig. 8-30—Rear Compartment Lid Lock Assembly -
Mounted in Rear End Panel

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. 8-29 and 8-30).
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, 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. 8-29 and 8-30). 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.

REAR COMPARTMENT WEATHERSTRIP— All Styles

Removal

1. Separate "butt" ends of weatherstrip at rear compartment opening (Fig. 8-31).

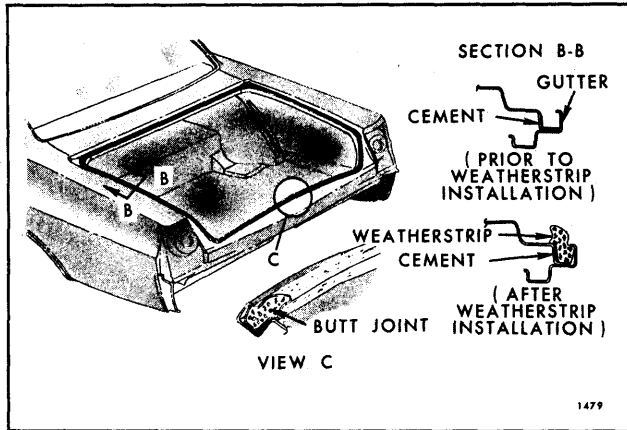


Fig. 8-31—Rear Compartment Weatherstrip Assembly

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.