

FOLDING TOP ADJUSTMENTS—"B & C" Body

DESCRIPTION

The folding top linkage consists of three sections of right and left side roof rails and a front roof rail connected by bolts, hinges, and a series of connecting links and bows. The top linkage is attached to the body at the rear quarter area by a male hinge. The hinge is attached directly to the quarter panel brace. The front roof rail is locked at the windshield header by two hook type locks which are an integral part of the two locking handles.

The following information outlines and illustrates procedures which may be used to correct misaligned folding top linkage. To correct some top variations, only a single adjustment is required; other top variations require a combination of adjustments. In conjunction with adjustment of the folding top, it may be necessary to adjust the door, door glass, rear quarter glass, trim sticks or side roof rail weatherstrips.

ADJUSTMENT OF FOLDING TOP FRONT ROOF RAIL GUIDE

If the front roof rail guides do not properly engage

with the striker assemblies when the top is in an "up" or raised position, the guides may be adjusted laterally as follows:

1. Raise top assembly to half-open position.
2. Loosen guide sufficiently to permit adjustment (Fig. 13-79).
3. Shift guide to desired position; then tighten guide.

NOTE: The sunshade support and striker assembly is not adjustable. In addition, adjustment of guide is limited. If additional adjustment is required, particularly fore and aft movement of the front roof rail, it can be obtained by adjusting the front roof rail and/or folding top male hinge.

ADJUSTMENT OF TOP AT FRONT ROOF RAIL

If the top, when in a raised position, is too far forward or does not move forward enough to allow the

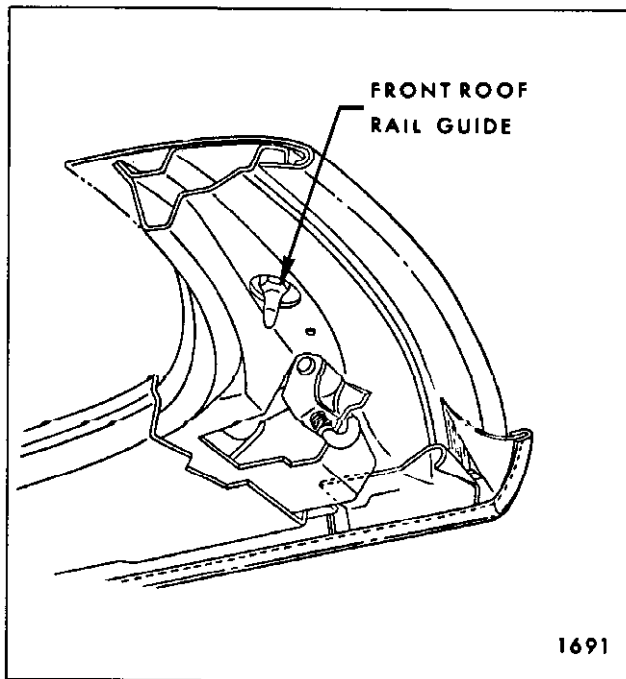


Fig. 13-79 - Guide Adjustment

guide studs on the front roof rail to enter holes in the striker assemblies, proceed as follows:

1. Unlatch top and raise it above windshield header. Remove side roof rail weatherstrip front attaching screws.
2. Loosen side roof rail lock attaching screws and adjust front roof rail fore or aft as required. Repeat on opposite side if necessary (Fig. 13-80).

NOTE: If additional adjustment is required, it can be made at the folding top male hinge.

3. When front roof rail is properly adjusted, tighten lock attaching screws and install weatherstrip attaching screws.

FRONT ROOF RAIL LOCK ASSEMBLY

Removal and Installation

1. Unlock top from windshield header.
2. With top in a half-open position, remove lock attaching screws; then, remove lock assembly from front roof rail (Fig. 13-80).
3. To install, reverse removal procedure.

FRONT ROOF RAIL LOCK ADJUSTMENT

If the locking action of top is unsatisfactory, the

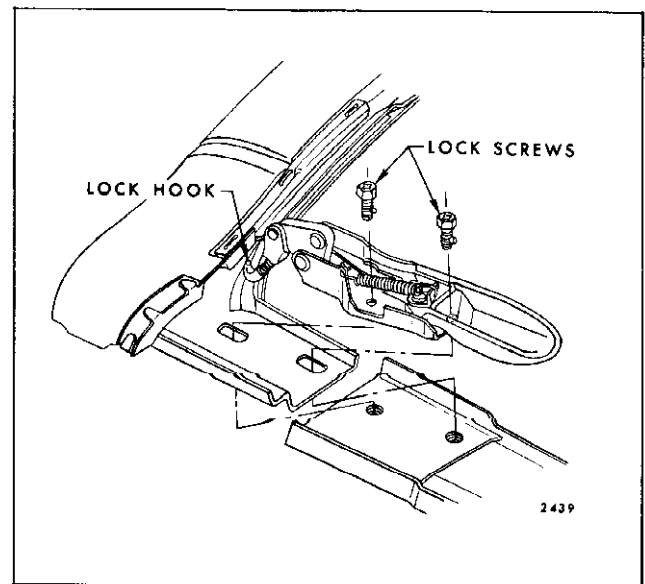


Fig. 13-80 - Lock Attachment

hook on the lock assembly may be adjusted as follows:

1. To tighten or increase locking action, turn lock hook clockwise.
2. To reduce or decrease locking action, turn lock hook counterclockwise.

ADJUSTMENT OF TOP CONTROL LINK ADJUSTING PLATE

1. With top in up position, if joint between front and center side roof rail is too high or too low, proceed as follows:
 - a. Remove folding top compartment side trim panel.
 - b. Scribe location of control link adjusting plate on folding top compartment brace.
 - c. Loosen two bolts securing control link adjusting plate sufficiently to permit adjustment of plate (Fig. 13-81).
 - d. Without changing fore and aft location of adjusting plate, adjust side roof rail up or down allowing adjusting plate to move up or down over serrations on support as required; then tighten bolts.

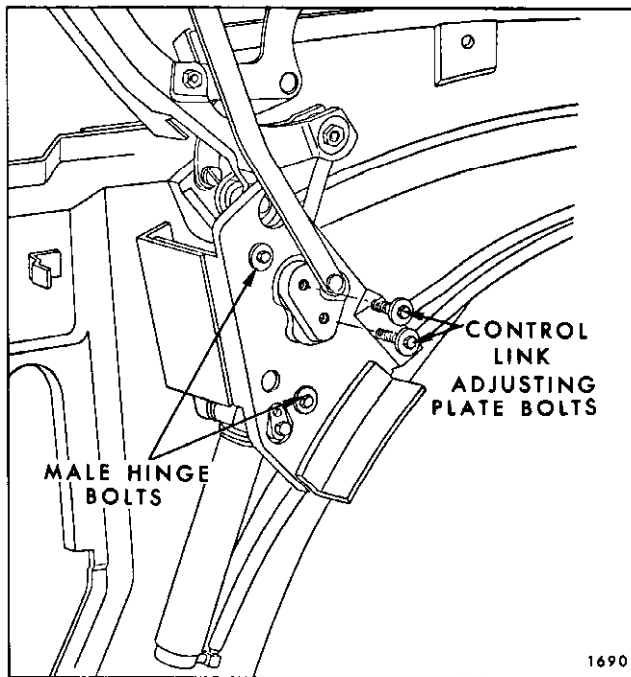


Fig. 13-81 — Male Hinge Attachment

2. If top assembly does not stack properly when top is in down position, proceed as follows:
 - a. Scribe location of control link adjusting plate on folding top compartment brace.
 - b. Loosen bolts securing control link adjusting plate sufficiently to permit adjustment of plate.
 - c. Without changing the up or down location of adjusting plate, move adjusting plate forward or rearward (horizontally) over serrations as required to obtain desired height; then tighten bolts.

NOTE: If top cannot be fully lowered, even after control link plate has been adjusted, re-adjust male hinge assembly as required. Check top for proper operation.

ADJUSTMENT OF TOP AT MALE HINGE SUPPORT

Prior to making any adjustment of top linkage at male hinge, loosen two bolts securing folding top rear quarter trim stick to rear quarter panel. This

will prevent any possible damage to top when it is raised after adjustment. After making an adjustment at male hinge, check folding top at rear quarter area for proper fit and, if necessary, adjust trim stick assembly.

1. If there is an excessive opening between side roof rail rear weatherstrip and rear of rear quarter window, or if front roof rail is too far forward or rearward, proceed as follows:
 - a. Scribe location of male hinge attaching bolt washers and control link assembly on folding top compartment brace.
 - b. Loosen male hinge assembly and control link attached bolts (Fig. 13-81).
 - c. Move hinge fore or aft as required to obtain proper alignment between side roof rail rear weatherstrip and rear quarter window; then tighten bolts.
 - d. Lock front roof rail to windshield, (where required, adjust front roof rail as previously described), and check fit of top material at rear quarter trim stick area. If necessary, adjust trim stick; then tighten trim stick attaching bolts.
 - e. Check top assembly for proper stack height and proper alignment of side roof rails over door and quarter windows. Where required, adjust control link adjusting plate as previously described. (See steps #1 and 2 under "Adjustment of Top Control Link Adjusting Plate").
- NOTE:** If top cannot be fully raised or lowered, even after control link plate has been adjusted, re-adjust male hinge assembly as required. Check top for proper operation.
2. If side roof rail is too high or too low at rear quarter window area, proceed as follows:
 - a. Mark location of male hinge attaching bolt washers and control link on folding top compartment brace.
 - b. Loosen male hinge assembly attaching bolts (Fig. 13-81).

- c. Without changing fore and aft location of male hinge, adjust male hinge up or down as required to obtain proper alignment between side roof rails and rear quarter windows.
 - d. Tighten attaching bolts, while maintaining proper alignment of vertical scribe marks.
 - e. Check fit of top material at rear quarter trim stick area and, if necessary, adjust trim stick. If adjustment is not necessary, tighten trim stick attaching bolts.
 - f. Check top assembly for proper stack height and proper alignment of side roof rails over door and quarter windows. Where required, adjust control link adjusting plate as previously described. (See steps #1 and 2 under "Adjustment of Top Control Link Adjusting Plate").
- NOTE:** If top cannot be fully raised or lowered, even after control link plate has been adjusted, re-adjust male hinge assembly as required. Check top for proper operation.

TROUBLE SHOOTING CHART

| CONDITION | APPARENT CAUSE | CORRECTION |
|---|--|---|
| A. Difficult locking action at front roof rail. | <ul style="list-style-type: none"> 1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned. | <ul style="list-style-type: none"> Adjust lock hook counterclockwise. Loosen, realign and retack front roof rail front weatherstrip. Adjust front roof rail. |
| B. Top does not lock tight enough to windshield header. | <ul style="list-style-type: none"> 1. Lock hook improperly adjusted. 2. Misaligned front roof rail front weatherstrip. 3. Front roof rail misaligned. | <ul style="list-style-type: none"> Adjust lock hook clockwise. Loosen, realign and retack front roof rail front weatherstrip. Adjust front roof rail. |
| C. Top travels too far forward. | <ul style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. | <ul style="list-style-type: none"> Adjust front roof rail rearward (Fig. 13-82). Adjust male hinge assembly rearward (Fig. 13-81). |
| D. Top does not travel forward far enough. | <ul style="list-style-type: none"> 1. Front roof rail misaligned. 2. Male hinge assembly misaligned. | <ul style="list-style-type: none"> Adjust front roof rail forward (Fig. 13-82). Adjust male hinge assembly forward (Fig. 13-81). |

TROUBLE SHOOTING CHART (CONT'D.)

| CONDITION | APPARENT CAUSE | CORRECTION |
|--|--|--|
| E. Side roof rail rear weatherstrip too tight against rear of rear quarter window. | 1. Male hinge assembly misaligned. | Adjust male hinge assembly rearward (Fig. 13-81). |
| F. Gap between side roof rail rear weatherstrip and rear of rear quarter window. | 1. Male hinge assembly misaligned. | Adjust male hinge assembly forward (Fig. 13-81) and/or shim side roof rail rear weatherstrip forward as required. |
| G. Side roof rail rear weatherstrip too tight against top of rear quarter window. | 1. Male hinge misaligned. | Adjust male hinge upward (Fig. 13-81). |
| H. Gap between side roof rail rear weatherstrip and top of rear quarter window. | 1. Male hinge misaligned. | Adjust male hinge downward and/or shim side roof rail weatherstrip downward as required. |
| I. Sag at front of center side roof rail joint. | 1. Control link adjusting plate misaligned. | Adjust control link adjusting plate downward (Fig. 13-81). |
| | 2. Center side roof rail hinge adjusting screw improperly adjusted. | Adjust screw counterclockwise (Fig. 13-82). |
| J. Front and center side roof rails bow upward at hinge joint. | 1. Control link adjusting plate misaligned. | Adjust control link adjusting plate upward (Fig. 13-81). |
| | 2. Center side roof rail hinge adjusting screw improperly adjusted. | Adjust screw clockwise (Fig. 13-82). |
| K. Folding top dust boot is difficult to install. | 1. Improper stack height due to misaligned control link adjusting plate. | Adjust control link plate rearward or forward as required (Fig. 13-81). |
| | 2. Misaligned folding top dust boot female fastener. | Where possible, align female with male fastener. |
| | 3. Rear seat back assembly is too far forward. | Relocate rear seat back panel rearward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is 21-11/16" ± 1/16". The dimension is measured at approximate centerline of body. |
| | 4. Excessive build-up of padding in side roof rail stay pads. | Repair side stay pads as required. |

TROUBLE SHOOTING CHART (CONT'D.)

| CONDITION | APPARENT CAUSE | CORRECTION |
|---|---|---|
| <p>L. Folding top dust boot fits too loosely.</p> | <ol style="list-style-type: none"> 1. Improper stack height due to misaligned control link adjusting plate. 2. Rear seat back assembly is too far rearward. | <p>Adjust control link plate forward (Fig. 13-81).</p> <p>Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinch-weld finishing molding is $21-11/16" \pm 1/16"$. The dimension is measured at approximate centerline of body.</p> |
| <p>M. Top material is too low over windows or side roof rails.</p> | <ol style="list-style-type: none"> 1. Front roof bow improperly shimmed. 2. Excessive width in top material. | <p>*Install one or two 1/8" shims between front roof bow and slat iron (Fig. 13-82).</p> <p>If top is too large, detach binding along affected area, trim off excessive material along side binding as required; then hand sew binding to top material.</p> |
| <p>N. Top material is too high over windows or side roof rails.</p> | <ol style="list-style-type: none"> 1. Front roof bow improperly shimmed. | <p>*Remove one or two 1/8" shims from between front roof bow and slat iron (Fig. 13-82).</p> |
| <p>O. Top material has wrinkles or draws.</p> | <ol style="list-style-type: none"> 1. Rear quarter trim stick improperly adjusted. 2. Top material improperly installed to center of rear quarter trim stick. | <p>Adjust rear quarter trim stick on side affected.</p> <p>Retack top material as required.</p> |
| <p>P. Wind whistles or waterleak along front roof rail.</p> | <ol style="list-style-type: none"> 1. Misaligned front roof rail front weatherstrip. 2. Front roof rail contour does not conform to windshield header. | <p>Retack front weatherstrip to front roof rail.</p> <p>Contour of front roof rail may be changed slightly by reforming rail.</p> |

*When no shims are required or when installing only one shim, use attaching screw part #4413016 (1/4 - 20 x 7/16" oval head with external tooth lock washer, type "T-T" tapping screw, chrome finish) or equivalent.

When two shims are required, use attaching screw part #4412619 (1/4 - 20 x 3/4" oval head with external tooth lock washer, type "T-T" tapping screw, chrome finish) or equivalent.

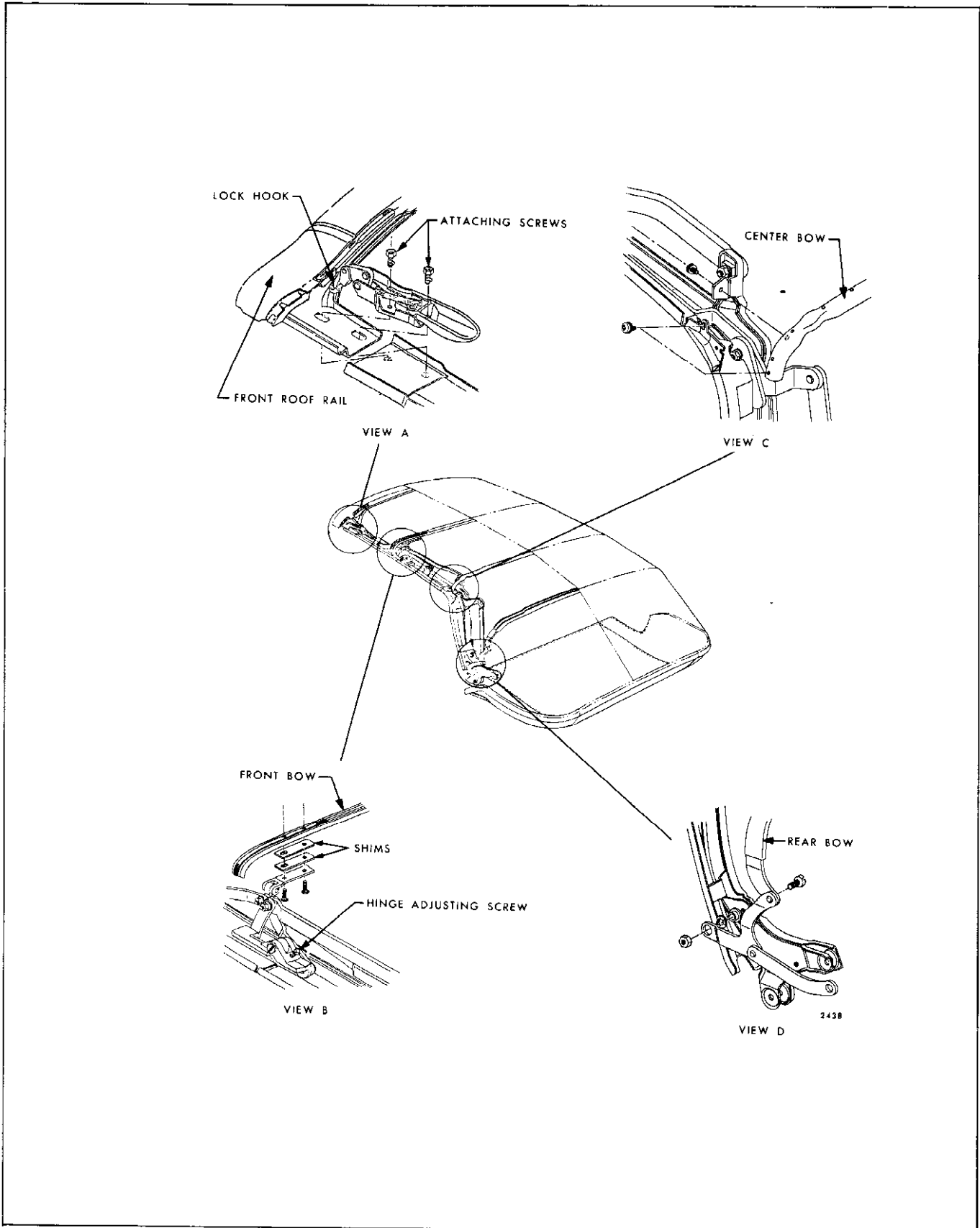


Fig. 13-82 — "B and C" Body Folding Top Adjustments