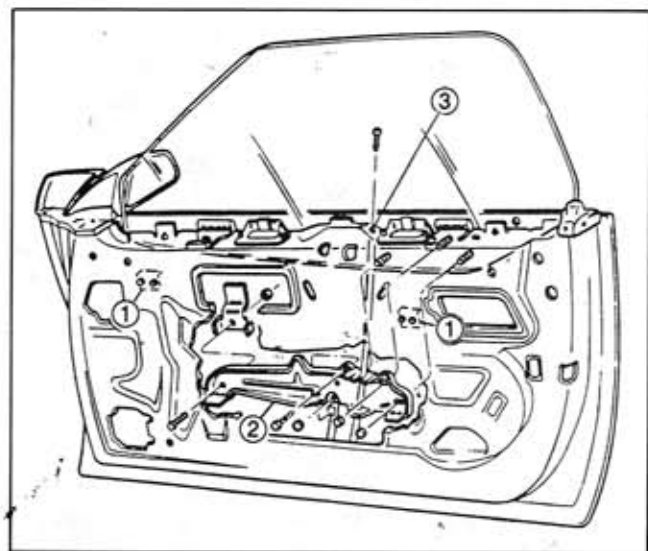


MAKING ADJUSTMENTS

AG BODY T-TOP DOOR GLASS



ADJUSTMENT

PREPARATION

1. Remove door trim panel, place in a protective area.
2. Remove plastic air-water shield, retain for re-installation.
3. Determine which glass adjustments will be needed.
4. Close door with glass in full up position. Operate glass up and down, checking for gaps at the weatherstrips. Open and close door and recheck for gaps at the weatherstrips.
NOTE: Make sure rear hatch and opposite door glass is closed to achieve proper compression.
5. Mark around all adjustment nuts with a permanent marker.
NOTE: This will allow you to go back to original adjustment if needed.

ADJUSTMENT PROCEDURE

Adjust door glass in the following areas to achieve a proper seal against the weatherstrips.

1. Front and Rear Upstops: Use these adjustments to move door glass higher or lower.
NOTE: Use caution in making this adjustment. Moving door glass up too far, could cause weatherstrip separation where the "A" and "B" pillar butt joints to the glass panel rail

weatherstrip. High door glass, will force down on the door before it reaches the striker, causing the door to drop. The result will be a high door closing effort. Door glass too low could cause gaps at the glass panel rail weatherstrips. Loosen 2-10 mm nuts on either stop. While sitting in the vehicle, move glass up until glass compresses with the weatherstrip at the upper rail leaving no gap along the entire length. Tighten nuts and operate the glass up and down to check sealing quality. Open and close door with glass in full up position. Readjust until desired position is reached.

2. Fore and Aft Adjustment: Use this adjustment to move glass forward and rearward. **NOTE: Use caution in making this adjustment.** Too far forward, could cause the glass to hit the "A" pillar too soon. This would not allow the glass to reach the full up position with the door closed. This also causes higher door closing effort. Too far back, could cause wind noise or water leaks at the "A" pillar or cause door glass to hit the "B" pillar molding. Loosen 3-11 mm nuts on the lift plate assembly. Move door glass forward or rearward as required. Tighten nuts and check door glass to weatherstrips by operating glass up and down, and closing door with glass in full up position. Readjust until desired position is reached.
3. Tilt Adjustment: Use this adjustment to move the top of the door glass inboard or outboard at the weatherstrips. **NOTE: Use caution in making this adjustment.** Too much inboard tilt could cause glass to roll up on the inside of the weatherstrips. It may also cause weatherstrips to separate at the "A" & "B" pillar butt joints to glass panel weatherstrips. Too much outboard tilt could leave gaps at the "A" or "B" pillar weatherstrips or the glass panel rail weatherstrip. Loosen stabilizer and loosen the 10 mm nut at the top of the center pole guide assembly. Move glass in or out by molding the top edge of glass with glass in full up position. Tighten nut and check glass against weatherstrips by operating glass up and down with door closed. Also open and close the door with glass in full up position. Readjust until desired position is reached.

COMPLETION

6. Check all nuts to insure proper tightness.
7. Replace plastic air-water shield retained with trim adhesive.

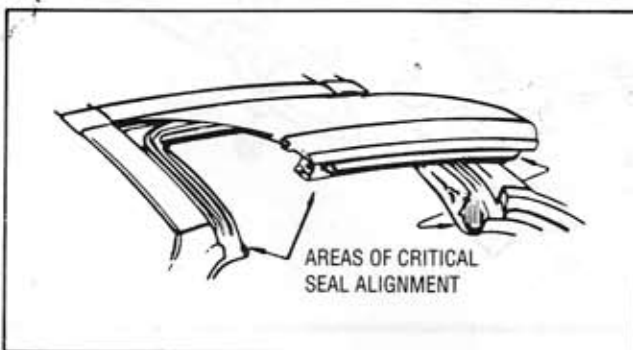
MAKING ADJUSTMENTS

OPERATION AND MAINTENANCE CHRYSLER "T" ROOF

WEATHERSTRIP ALIGNMENT

Proper weatherstrip alignment is required when reinstalling the glass panels. Misalignment in some cases could cause the weatherstripping at the "A" and "B" butt joints to take a permanent set or memory in an incorrect position. If proper weatherstrip alignment is not completed when glass panels are installed, water leak could occur at the "A" and "B" butt joints.

IMPORTANT: This information must be relayed to the customer.

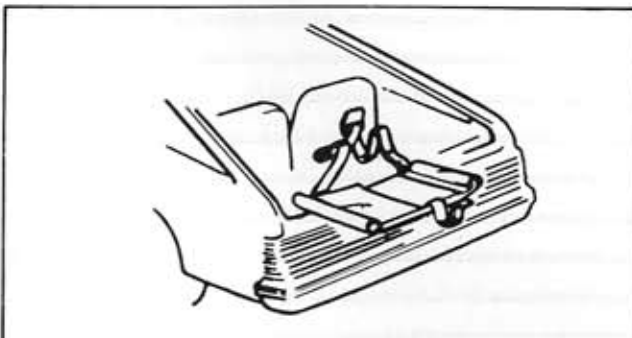


HATCH OPERATION

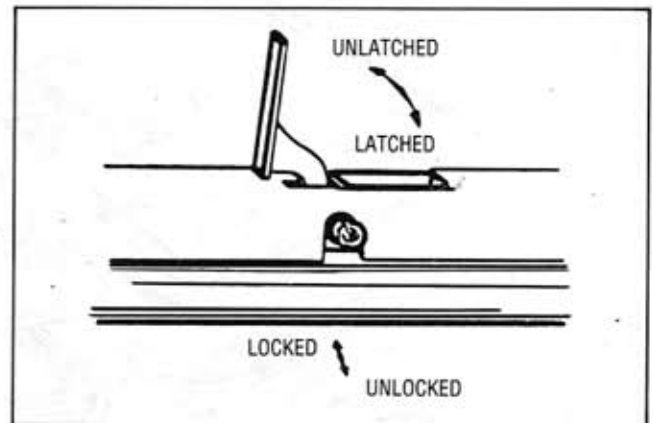
Removal — Unlock and unlatch handle; lift hatch and pull slightly toward side of vehicle. Do not carry hatch by latch handle, hold hatch at front and rear glass edges.

CAUTION: Do not unlock latch handle or otherwise attempt to remove hatch while car is in motion.

Storage — Close latch handle, place in storage bag. Use security strap to secure hatches and bags in luggage area.



Installation — Open latch handle and place inside edge of glass under center frame. Lower outboard edge, making sure seals are aligned, and close latch handle. Push lock in to secure.



WARNING: As is the case with vehicles not equipped with 'T' roofs, always wear the available seat belts when the vehicle is in motion. This is especially important in a 'T' roof equipped vehicle in order to reduce the possibility of ejection.

MAINTENANCE

Roof Frame — Clean with mild soap and water and dry with soft clean cloth. Keep channels free of dirt and other foreign matter.

Latch Mechanism — Should be lubricated yearly with light general purpose waterproof grease to prevent binding (requires removal of latch cover).

Glass Panels — Cleaning may be done with standard window cleaners or mild soap and water. Do not use harsh chemicals or abrasive pads which may scratch glass. Use soft clean cloth to dry.

Rubber Seals — A periodic application of silicone spray will keep rubber soft and pliable to insure proper sealing against moisture and wind noise.

CAUTION: Do not attach a ski or luggage rack to hatches.

NOTE: Security straps must be disassembled to gain access to spare tire.

MAKING ADJUSTMENTS

DIAGNOSTIC CHART

LEAK AREA	SYMPTOM	CAUSE	RESOLUTION
1 or 2	"A" and/or "B" pillar butt joint leak. Roof weatherstrip to glass panel rail weatherstrip leak (water coming in where the seals meet).	<ol style="list-style-type: none"> Misaligned weatherstrips or gaps. Door glass not making proper contact or causing weatherstrips to separate at "A" and/or "B" butt joint. 	<ol style="list-style-type: none"> Reposition roof weatherstrip to glass panel rail weatherstrip. Refer to pages 46, 47, 49 & 50. Readjust door glass, refer to page 52.
1	"A" pillar trim cap leak (water coming out of the bottom of cap running down the outside or inside of "A" pillar molding).	<ol style="list-style-type: none"> Lack of sealer in the roof drain or upper "A" pillar weatherstrip retainer. 	<ol style="list-style-type: none"> Reseal roof drain area and "A" pillar weatherstrip retainer area, refer to pages 48 & 59.
2	"B" pillar trim cap leak (water coming out of the bottom of cap running down the outside or inside of quarter trim panel).	<ol style="list-style-type: none"> Lack of sealer in roof drain or upper "B" pillar weatherstrip retainer. 	<ol style="list-style-type: none"> Reseal roof drain area and "B" pillar retainer area, refer to pages 48 & 60.
3	Glass panel leak at upper roof weatherstrip (water coming in between the glass or rail and the upper roof weatherstrip).	<ol style="list-style-type: none"> Lack of sealer at the end of side rail weatherstrip tab. Glass panel out of adjustment. "A" pillar or "B" pillar trim caps damaged. Roof weatherstrip compressed. 	<ol style="list-style-type: none"> Reseal tabs on side rail weatherstrip, refer to pages 49 & 50. Readjust glass panel, refer to page 52. Replace trim caps, refer to page 56. Replace roof weatherstrip, refer to pages 46, 48 & 49.
3	Headliner leak (water soaking headliner around the roof opening).	<ol style="list-style-type: none"> Lack of sealer in the roof drain. Excessive sealer in the roof drain at end causing water to overflow into roof weatherstrip retainer. Lack of sealer at the center bar. 	<ol style="list-style-type: none"> Reseal roof drain, refer to page 48. Unclog roof drain at ends, refer to page 48. Reseal center bar, refer to page 63.
4	Lower "B" pillar wind noise or water leak. (Wind noise at lower door glass or water rolling down door trim panel).	<ol style="list-style-type: none"> Lower "B" pillar seal not making contact with door glass and "B" pillar frame seal. Lower "B" pillar weatherstrip damaged. Door frame seal damaged. 	<ol style="list-style-type: none"> Build out lower "B" pillar seal, refer to pages 47 & 54. Replace roof weatherstrip, refer to pages 47 & 48. Replace door frame cap, refer to page 56.
5	Box reinforcement leak (water coming out of box reinforcement or lower "A" pillar mirror area).	<ol style="list-style-type: none"> Lack of sealer in upper "A" pillar area. Lack of sealer under header moldings. Lower weatherstrip retainer loose. 	<ol style="list-style-type: none"> Reseal upper drain area, refer to page 48. Reseal under roof moldings, refer to pages 57 & 58. Tighten "A" pillar retainer, refer to page 59.

NOTES

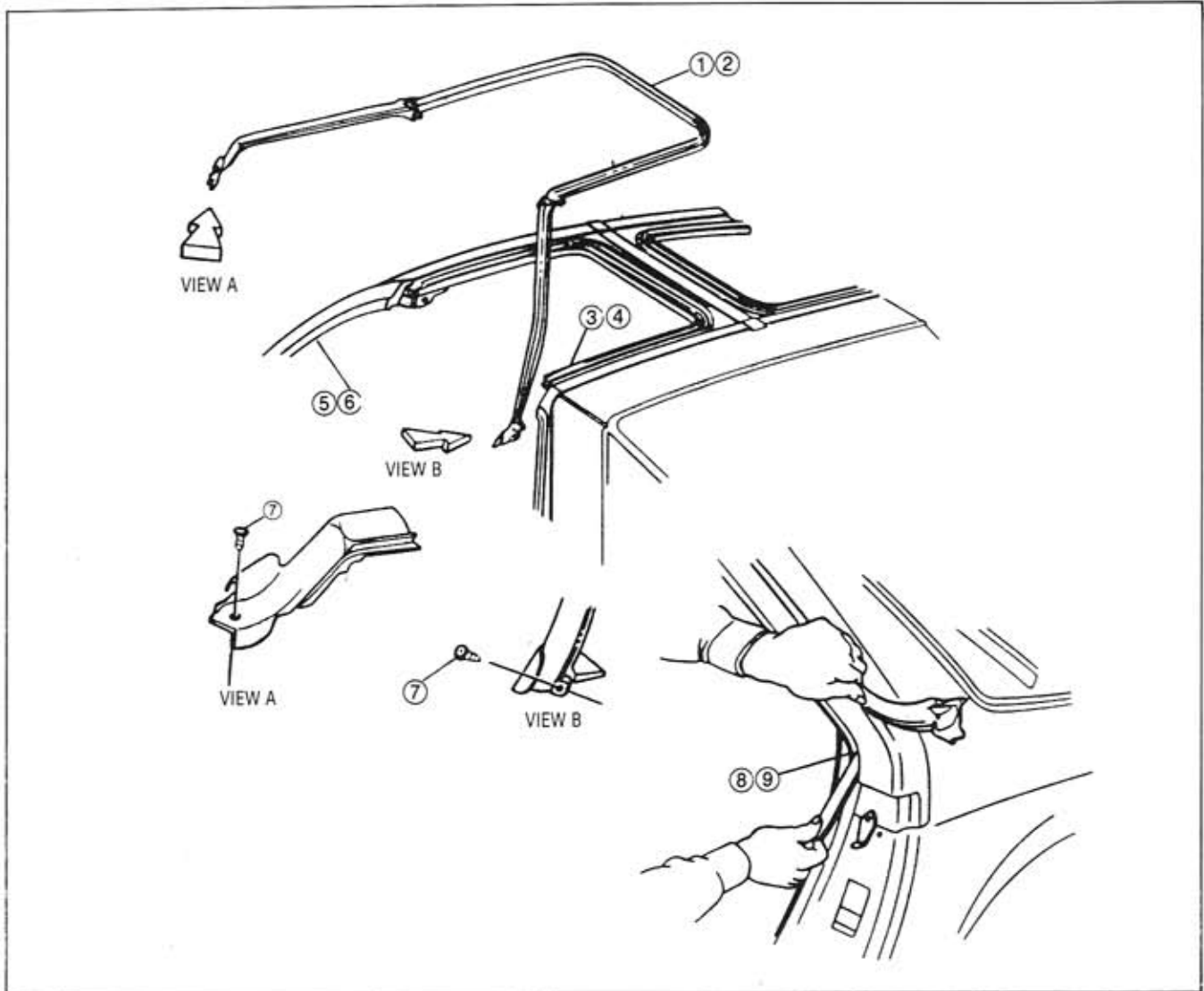
MAKING ADJUSTMENTS

DIAGNOSTIC CHART

LEAK AREA	SYMPTOM	CAUSE	RESOLUTION
5	Lower "A" pillar wind noise or water leak. (Wind noise at mirror area or water rolling down door trim panel).	<ol style="list-style-type: none"> 1. Lower "A" pillar seal not making contact with door frame seal and door glass. 2. Seal retainer gaps. 3. Door frame cap damaged. 4. Door glass not far enough forward. 	<ol style="list-style-type: none"> 1. Build out lower "A" pillar seal, refer to page 59. 2. Seal gap between lower "A" pillar seals, refer to pages 47 & 54. 3. Replace door frame cap, refer to page 56. 4. Readjust door glass, refer to page 52.
6	Glass panel leak (water filling the inside of latch cover).	<ol style="list-style-type: none"> 1. Separation of glass panel weatherstrip to the side rail. 2. Lack of sealer on glass panel to aluminum rail. 	<ol style="list-style-type: none"> 1. Reseal glass panel weatherstrip, refer to pages 49 & 50. 2. Reseal glass panel to aluminum rail, refer to pages 49 & 50.
6	Glass panel rail weatherstrip leak (water coming in over the top of the door glass along the rail).	<ol style="list-style-type: none"> 1. Door glass not positioned high enough. 2. Glass panel out of adjustment. 3. "A" pillar or "B" pillar trim cap damaged. 	<ol style="list-style-type: none"> 1. Readjust door glass, refer to page 52. 2. Adjust glass panel, refer to page 51. 3. Replace trim caps, refer to page 56.
7	Domelight or maplight leak (water filling in dome or maplight headliner soaked in the center).	<ol style="list-style-type: none"> 1. Lack of sealer at the center bar. 2. Possible sealant skip in drain channel. 	<ol style="list-style-type: none"> 1. Reseal center bar, refer to page 63. 2. Reseal drain channel, refer to page 48.
8 And/Or 9 And/Or 13	If windshield glass, body seam—Qtr roof or rear hatch is suspected of leakage.	<ol style="list-style-type: none"> 1. Lack of sealer in these areas. 	<ol style="list-style-type: none"> 1. Use normal diagnostic and repair techniques. 2. Windshield repair refer, to page 64.
8 And/Or 10 And/Or 13	Front or rear header leak (water coming out of the front headliner or rear molding at hatch area).	<ol style="list-style-type: none"> 1. Lack of sealer at top t-roof frame flange front or rear. 2. Hole in frame from previous removed moldings. 3. Lack of sealer in roof drain area. 	<ol style="list-style-type: none"> 1. Reseal flange under front roof molding, refer to page 58. 2. Reseal flange under rear molding, refer to page 58. 3. Reseal hole in frame at molding attachment area, refer to page 58.
11 And/Or 12	"A" pillar or "B" pillar leak. (water coming in between the door glass and the weatherstrip along the "A" or "B" pillars).	<ol style="list-style-type: none"> 1. Door glass mispositioned. 	<ol style="list-style-type: none"> 1. Readjust door glass, refer to page 52.

NOTES

MAKING ADJUSTMENTS



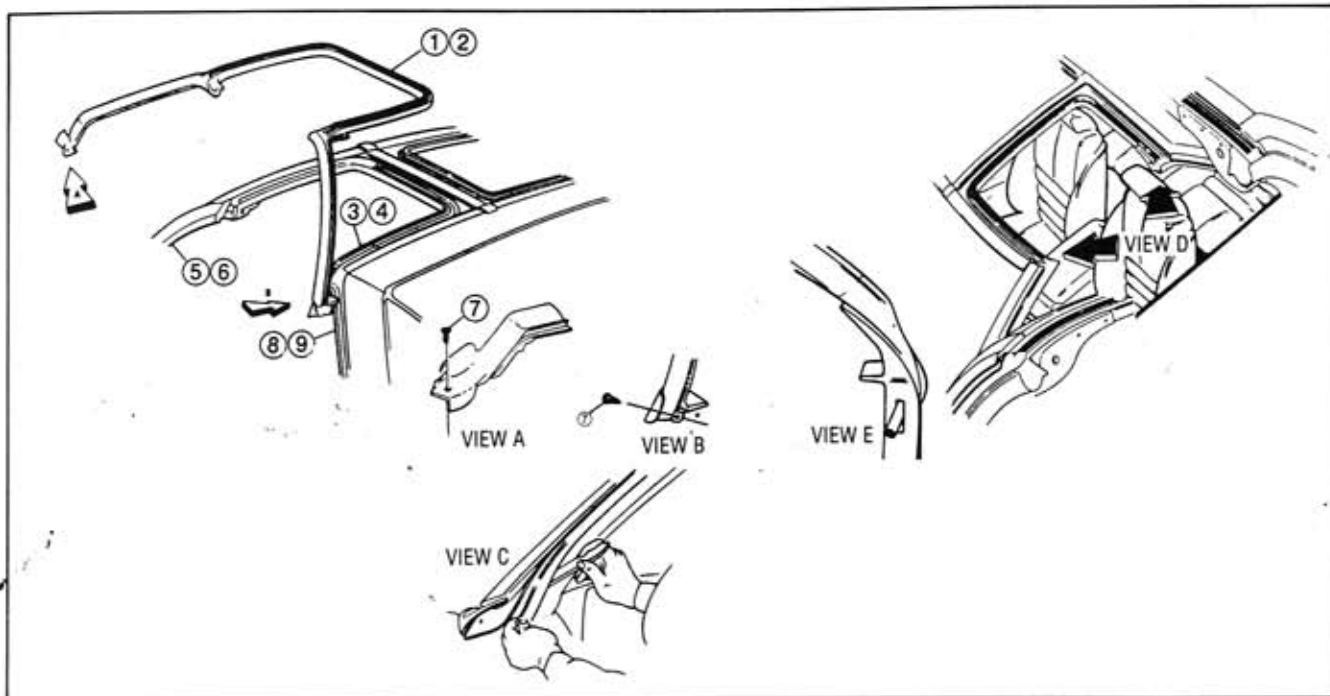
1. Roof Weatherstrip LH
2. Roof Weatherstrip RH
3. Roof Opening Retainer LH
4. Roof Opening Retainer RH
5. "A" Pillar Retainer LH
6. "A" Pillar Retainer RH
7. Plastic Pin Fastener

2. Remove "A" & "B" pillar trim caps and retain for installation. Refer to page 56 trim cap removal.
3. Remove plastic pin fasteners on lower "A" & "B" pillars and retain for installation.
4. Spray an adhesive release agent, 3M or equivalent, under edge of weatherstrip and let soak. Use a small putty knife or similar tool to remove weatherstrip from retainer.
5. Starting at "B" pillar and working around to "A" pillar remove weatherstrip from retainer.
6. Clean all excess weatherstripping and silicone sealant from seal retainers and ends of drain channels.

ROOF WEATHERSTRIP REMOVAL

1. Remove glass panels and place on protected surface.

MAKING ADJUSTMENTS



BREATHER HOLES VIEW E

Weatherstrips incorporate breather holes. These holes are located on the back side of the weatherstrip. Use these breather holes to build out weatherstrips from the inside. Holes are located at the upper and lower "A" pillar and "B" pillar roof weatherstrip. Also, breather holes are located on each end of the glass panel rail weatherstrip. These breather holes can assist you in stopping wind noise at the lower "A" pillar and "B" pillar. Use a stuffing of the same quality as the weatherstrip.

CAUTION: Too much closed cell foam stuffing could cause problems such as push out on the door glass at the top leaving gaps at the lower portion of the weatherstrip to door glass.

1. Roof Weatherstrip LH
2. Roof Weatherstrip RH
3. Roof Opening Retainer LH
4. Roof Opening Retainer RH
5. "A" Pillar Retainer LH
6. "A" Pillar Retainer RH
7. Plastic Pin Fastener
8. "B" Pillar Retainer LH
9. "B" Pillar Retainer RH

ROOF WEATHERSTRIP INSTALLATION

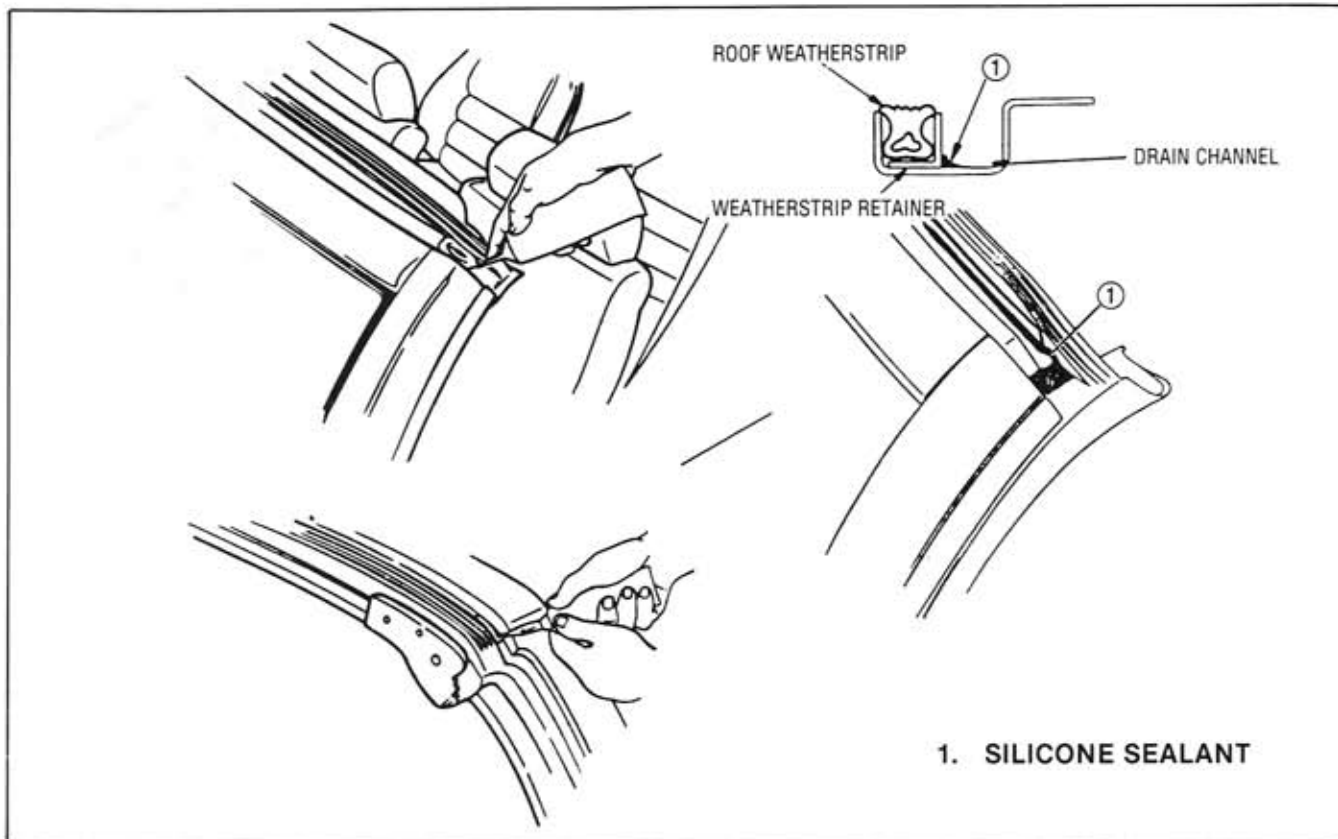
1. Apply weatherstrip adhesive in the "A" pillar, "B" pillar, and roof weatherstrip retainers.

2. Starting at the "B" pillar, install the weatherstrip into seal retainer. Using a bondo squeegee or similar tool, tuck the weatherstrip into the retainer, working upward.
3. Continue by installing the weatherstrip into the "A" pillar retainer. Untwist the seal at the roof opening and tuck the "A" pillar weatherstrip into the retainer, working down. Note: (Pay special attention to the fit at the base of the "A" pillar).
4. Complete by installing the seal around the roof opening. Note: (Start at "A" pillar area moving weatherstrip inward. Shift excess weatherstrip around at the center to eliminate creases). (Do not cut out excess).
5. Use the retained plastic pin fasteners to further secure the seal at the base of the "A" & "B" pillars.
6. Check the fit of weatherstrip by closing the doors with the window in the full upright position. There should be a snug fit along the entire length of the seal at the "A" & "B" pillars.

NOTE: It is important for the weatherstrip to raise slightly at the top of the "A" pillar. To achieve this, pull weatherstrip inward at the roof opening. This will ensure a tight fit to the glass panel rail weatherstrip.

7. Check sealing qualities with the glass panel rail weatherstrip. Refer to page 50.

MAKING ADJUSTMENTS



ROOF SEAL DRAIN AREA FINAL PREP

APPLICATION

1. Starting at the upper roof weatherstrip retainer, apply silicone sealant around the roof seal drain channel tab.
2. Smooth silicone sealant out and around the drain channel tab using index finger.

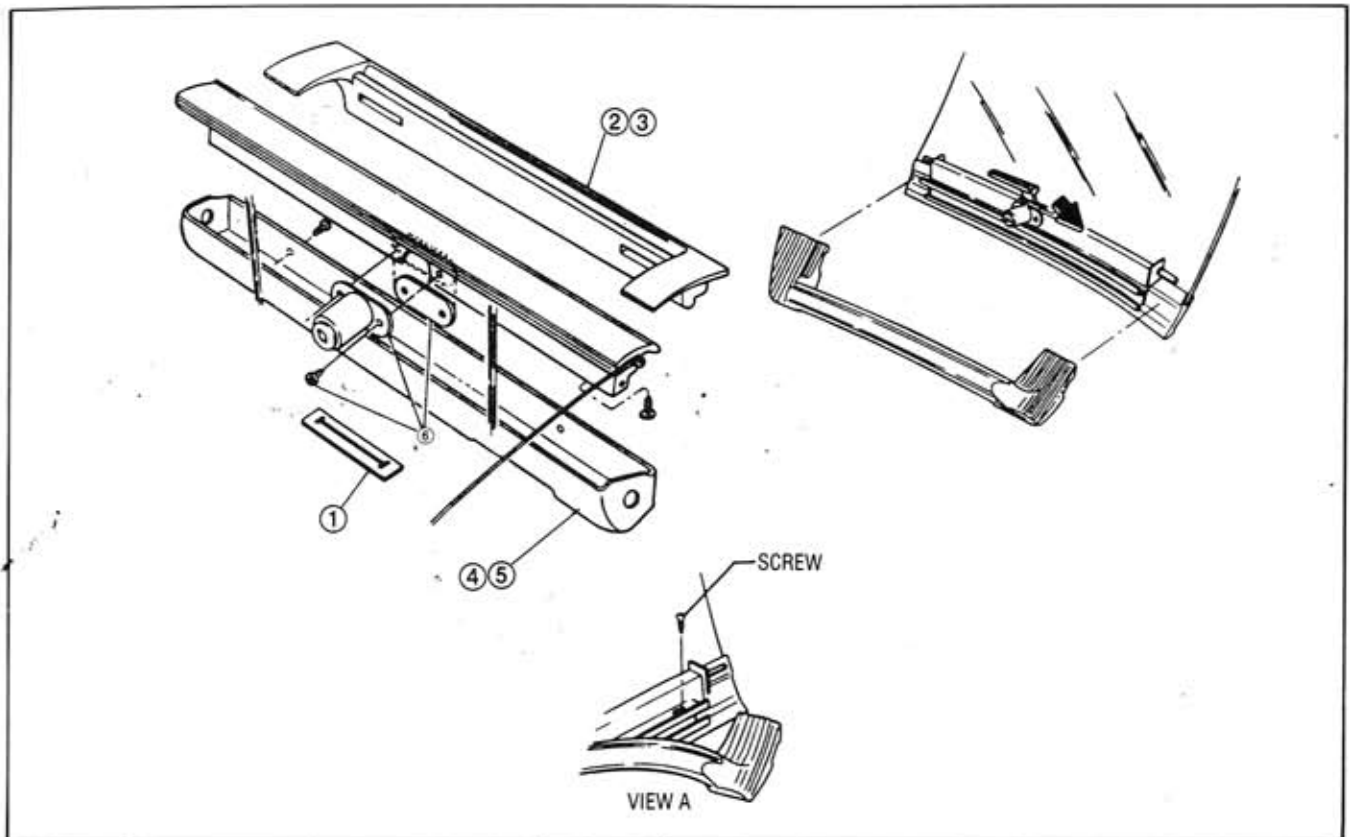
3. Make sure there are no gaps or holes in the sealant, paying close attention to the roof molding areas.

NOTE: Be sure not to overfill drain channel with silicone sealant as this would restrict the flow of water out of the upper roof drain.

This completes the upper roof drain at the roof weatherstrips to prevent leakage into the interior.

NOTES

MAKING ADJUSTMENTS



1. Cover-Latch Shield
2. Seal-Side Rail RH
3. Seal-Side Rail LH
4. Cover-Latch RH
5. Cover-Latch LH
6. Lock-Asy W/Plate & Screws

SIDE RAIL SEAL REMOVAL

PROCEDURE

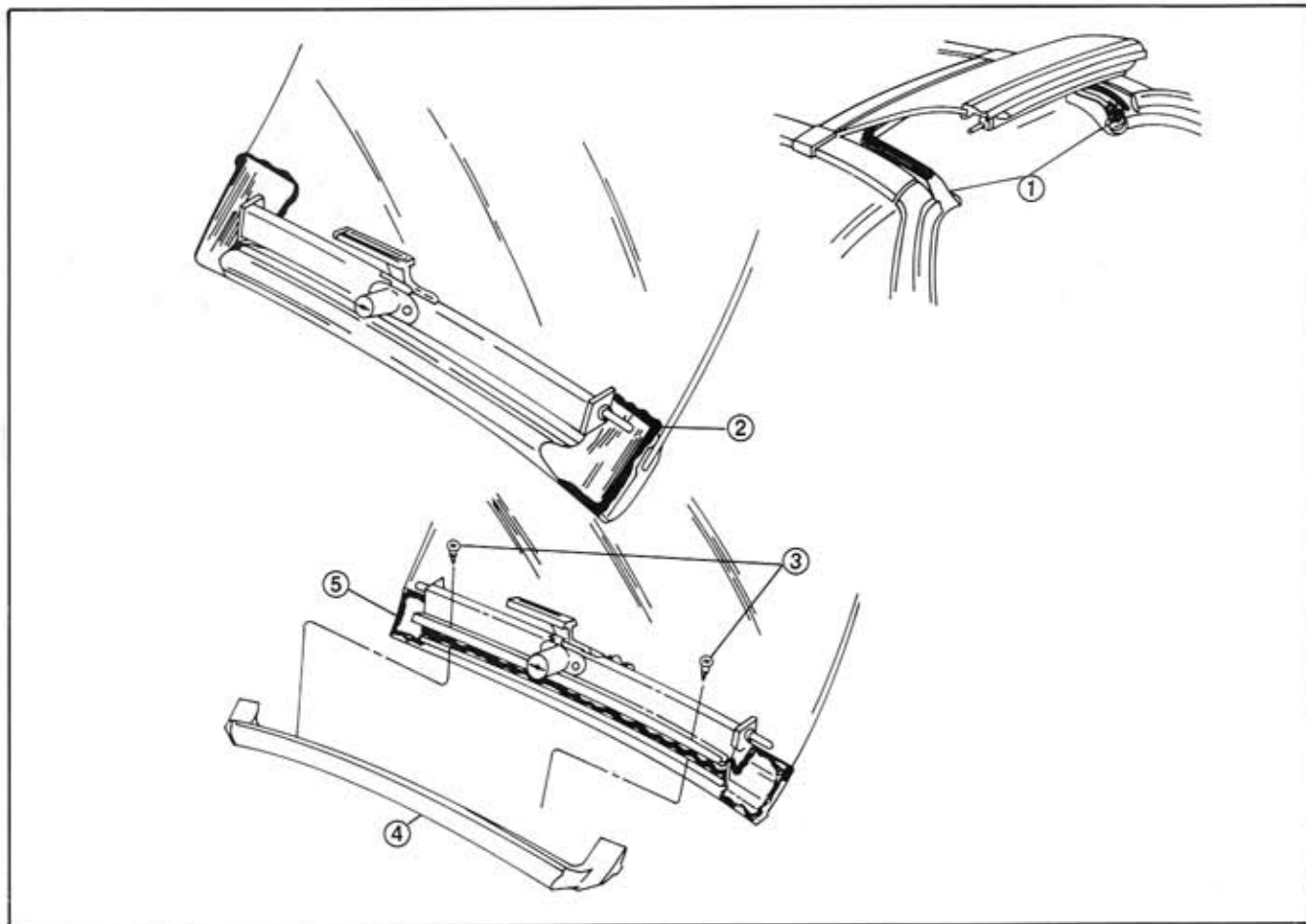
1. Remove glass panel assembly and place on protective surface.
2. Remove latch asy cover by removing 2 screws

at ends. Retain screws and cover for reinstallation. Open latch handle and slide cover thru slot provided, shifting it side to side.

3. Remove the 2 screws at the end of side rail weatherstrips and retain for reinstallation. Refer to View A.
4. Remove weatherstrip by using a small putty knife or similar tool.
5. Clean remaining excess sealant from weatherstrip retainer and tab areas.

NOTES

MAKING ADJUSTMENTS



1. Weatherstrip
2. Silicone Sealant
3. Adjustment Screws
4. Side Rail Seal
5. Weatherstrip Adhesive

SIDE RAIL SEAL INSTALLATION

PROCEDURE

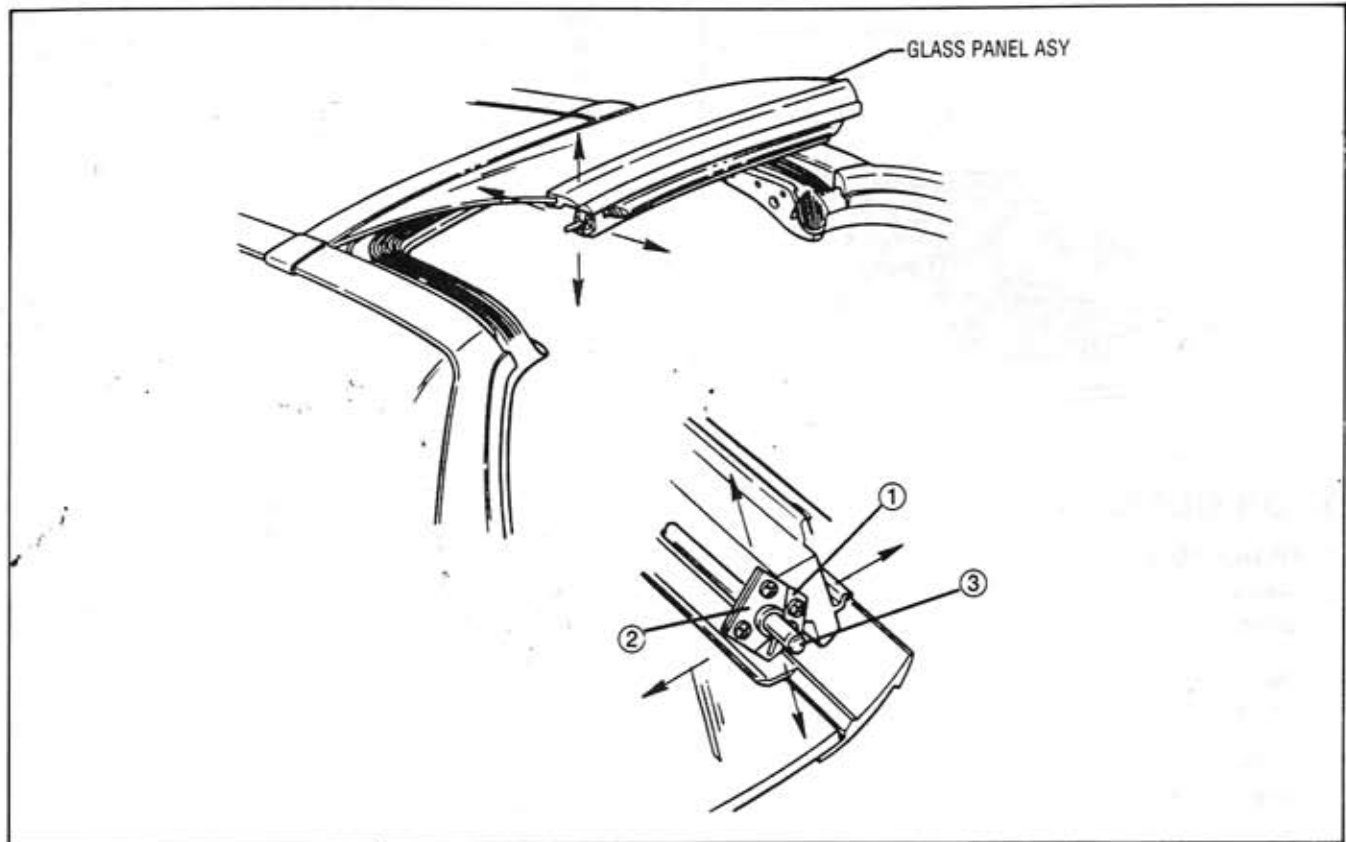
1. Apply weatherstrip adhesive along the entire length of the weatherstrip retainer.
2. Tuck weatherstrip into place using a fiber (trim) stick tool.

NOTE: Be sure side rail weatherstrip corresponds with side of glass panel by checking "LH" or "RH" markings.

3. Center weatherstrip in channel by shifting seal from side to side.
4. Check weatherstrip location by placing glass panel back in vehicle.

5. Position side rail weatherstrip snug against the "A" & "B" pillar roof weatherstrip.
6. Install retainer (adjustment) screws (3) in side rail to retain the weatherstrip in the required position until adhesive dries.
7. Remove glass panels and place on protective surface.
8. Glue seal end tabs down using weatherstrip adhesive, insuring angle of seal end matches roof seal angle. Hold down until adhesive is dry.
9. Apply a bead of silicone sealant around the tabs, paying close attention to the retainer area.
10. Smooth silicone sealant around seal tab making sure there are no gaps or holes.
11. Reinstall latch cover and 2 retainer screws.
12. Let silicone sealant dry before installation.

MAKING ADJUSTMENTS



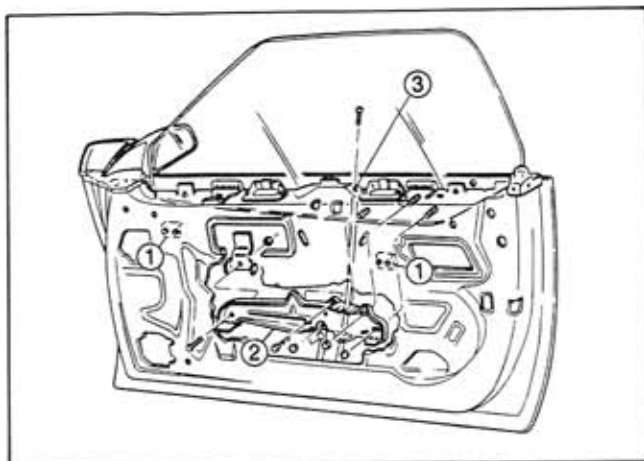
1. Plate — Latch Inner
2. Plate — Latch Outer
3. Rod — Latch

GLASS PANEL ALIGNMENT

1. Remove glass panels & place on protective surface.
2. Remove latch cover by removing 2 screws at ends; lift latch handle to open position and slide cover over to removal slot provided. Retain cover and screws for reinstallation.
3. Place glass panel in vehicle to determine which adjustments are necessary.
4. Locate adjustment blocks at either end of glass panel.
5. Loosen screws on latch rod adjustment blocks.
6. Moving latch rod to outside of rail will move rail inward. Moving latch rod to inside of rail will move rail outward. Moving latch rod closer to glass will lower glass panel. Moving latch rod away from glass will raise glass panel. **NOTE: Make adjustments to insure easy installation and proper sealing qualities.** Use silicone spray to check sealing pattern of glass panel and weatherstrip.
7. Place glass panel in vehicle to check adjustments made. Readjust as necessary.
8. Replace retained latch cover and screws.
9. Place glass panels back in vehicle.

NOTES

MAKING ADJUSTMENTS



DOOR GLASS ADJUSTMENT

PREPARATION

1. Remove door trim panel, place in a protective area.
2. Remove plastic water shield, retain for reinstallation.
3. Determine which glass adjustments will be needed.
4. Close door with glass in full up position. Operate glass up and down, checking for gaps at the weatherstrips. Open and close door and recheck for gaps at the weatherstrips.

NOTE: Make sure rear hatch and opposite door glass is closed to achieve proper compression.

5. Mark around all adjustment nuts with a permanent marker.
NOTE: This will allow you to go back to original adjustment if adjustment made, fails to work.

ADJUSTMENT PROCEDURE

Adjust door glass in the following areas to achieve a proper seal against the weatherstrips.

1. Front and Rear Upstops: Use these adjustments to move door glass higher or lower. **NOTE: Use caution in making this adjustment.** Moving door glass up too far could cause weatherstrip separation where the "A" and "B" pillar butt joints to the glass panel rail weatherstrip. High door glass will force down on the door before it reaches the striker, causing the door to drop. The result will be a high door closing effort. Door glass too low could cause gaps at the glass panel rail weatherstrips. Loosen 2-10 mm nuts on either stop. While sitting in the vehicle, move glass

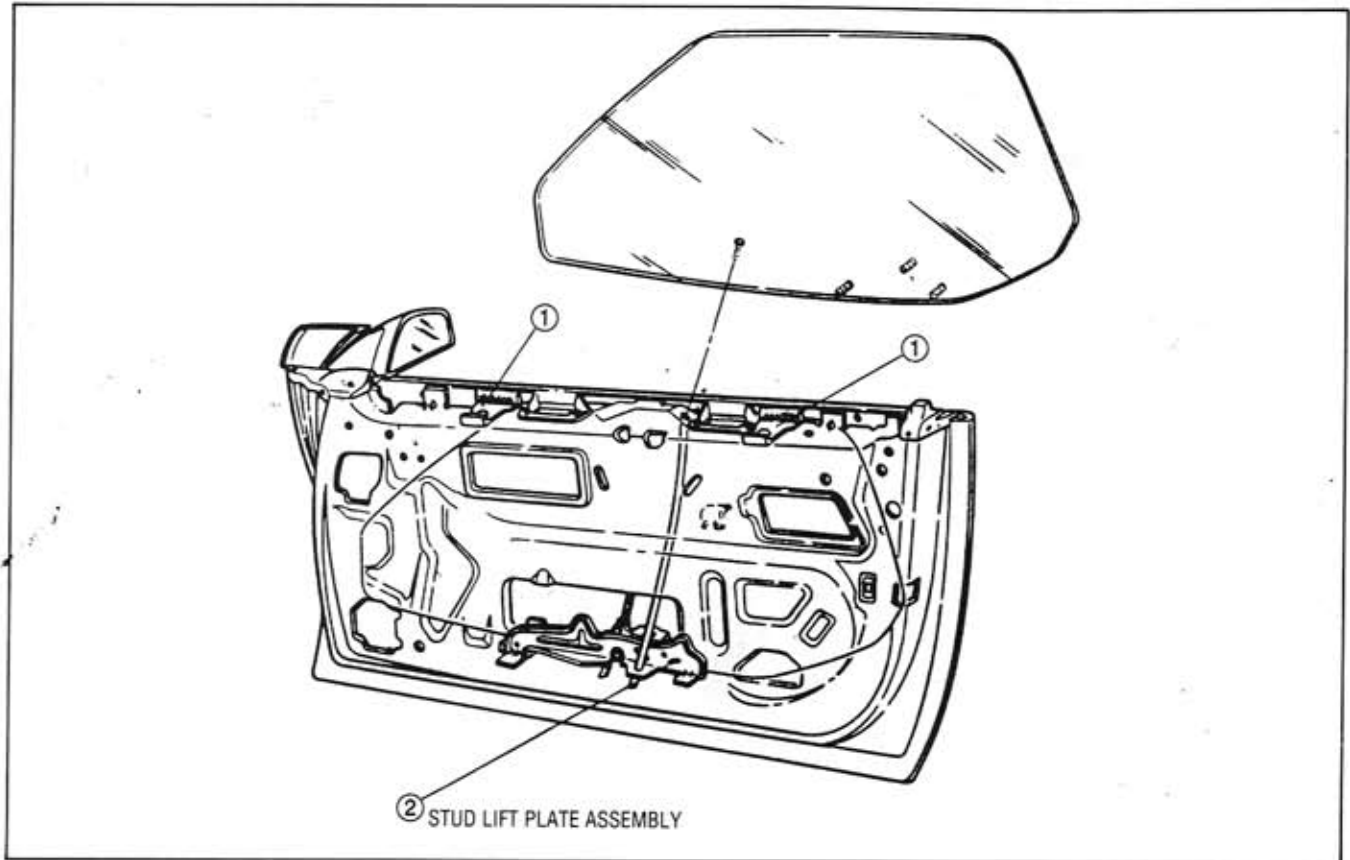
up until glass compresses with the weatherstrip at the upper rail leaving no gap along the entire length. Tighten nuts and operate the glass up and down to check sealing quality. Open and close door with glass in full up position. Readjust until desired position is reached.

2. Fore and Aft Adjustment: Use this adjustment to move glass forward and rearward. **NOTE: Use caution in making this adjustment.** Too far forward could cause the glass to hit the "A" pillar too soon. This would not allow the glass to reach the full up position with the door closed. This also causes higher door closing effort. Too far back could cause wind noise or water leaks at the "A" pillar or cause door glass to hit the "B" pillar molding. Loosen 3-11 mm nuts on the lift plate assembly. Move door glass forward or rearward as required. Tighten nuts and check door glass to weatherstrips by operating glass up and down, and closing door with glass in full up position. Readjust until desired position is reached.
3. Tilt Adjustment: Use this adjustment to move the top of the door glass inboard or outboard at the weatherstrips. **NOTE: Use caution in making this adjustment.** Too much inboard tilt could cause glass to roll up on the inside of the weatherstrips. It may also cause weatherstrips to separate at the "A" & "B" pillar butt joints to glass panel weatherstrips. Too much outboard tilt could leave gaps at the "A" or "B" pillar weatherstrips or the glass panel rail weatherstrip. Loosen stabilizer and loosen the 10 mm nut at the top of the center pole guide assembly. Move glass in or out by holding the top edge of glass with glass in full up position. Tighten nut and check glass against weatherstrips by operating glass up and down with door closed. Also open and close the door with glass in full up position. Readjust until desired position is reached.

COMPLETION

6. Check all nuts to insure proper tightness.
7. Replace plastic water shield retained with trim adhesive.
8. Replace door trim panel.
9. Recheck door glass sealing qualities against weatherstrips by operating glass up and down with door closed, also open and close door with glass in full up position.

MAKING ADJUSTMENTS



1. Door Glass Stabilizer
2. Stud Lift Plate Assembly

DOOR GLASS REMOVAL & INSTALLATION

REMOVAL

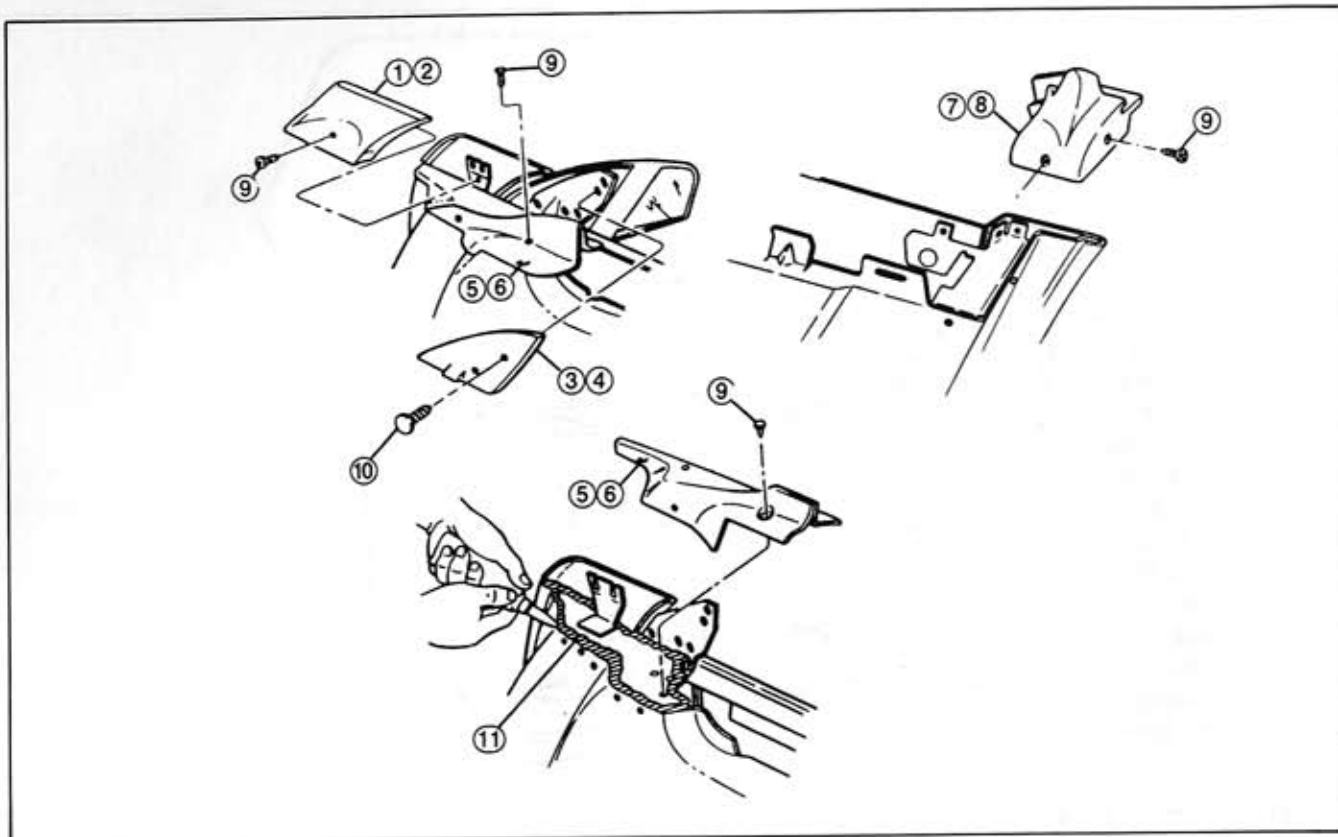
1. Remove door panel and store in a safe place.
2. Using a permanent marker, mark around all adjustments on the door glass and door glass stabilizers.
NOTE: This will help retain the original adjustment position.
3. Operate door glass to the complete up position.
4. Loosen the glass stabilizers and move them away from the door glass.
5. Remove 3-11 mm nuts through access hole in the inner door panel.

6. Tilt door glass inward at top to free stud lift plate assembly.
7. Lift door glass up and out.

INSTALLATION

1. Place door glass into door by tilting upper edge inward.
2. Attach door glass to lift plate using 3-11 mm nuts.
3. Using adjustment markings made previously for positioning, tighten nuts down on door glass lift plate and door glass stabilizers.
4. Operate door glass up and down to insure free movement.
5. Check glass seal against weatherstrips.
NOTE: If door glass is improperly positioned refer to page 52 door glass adjustment.
6. Replace door trim panel and recheck door glass to weatherstrip fit.

MAKING ADJUSTMENTS



1. Cover — Inner Belt Mldg RH
2. Cover — Inner Belt Mldg LH
3. Cover — O/Side RR View Mirror RH
4. Cover — O/Side RR View Mirror LH
5. Seal — Door Frame Front RH
6. Seal — Door Frame Front LH
7. Seal — Door Frame Rear RH
8. Seal — Door Frame Rear LH
9. Screw — Self Tap Blk
10. Fastener — Plastic Pin
11. Sealant — Silicone

DOOR FRAME SEALS REMOVAL & INSTALLATION

REMOVAL FRONT

1. Remove belt molding trim cover by removing screw. Retain for reinstallation.

2. Remove mirror trim cover by removing 2 plastic pin fasteners. Retain for reinstallation.
3. Remove 3 screws on door trail. Seal and pull upward.

REMOVAL REAR

1. Remove 2 screws on door frame seal.
2. Pull up on door frame seal to remove.

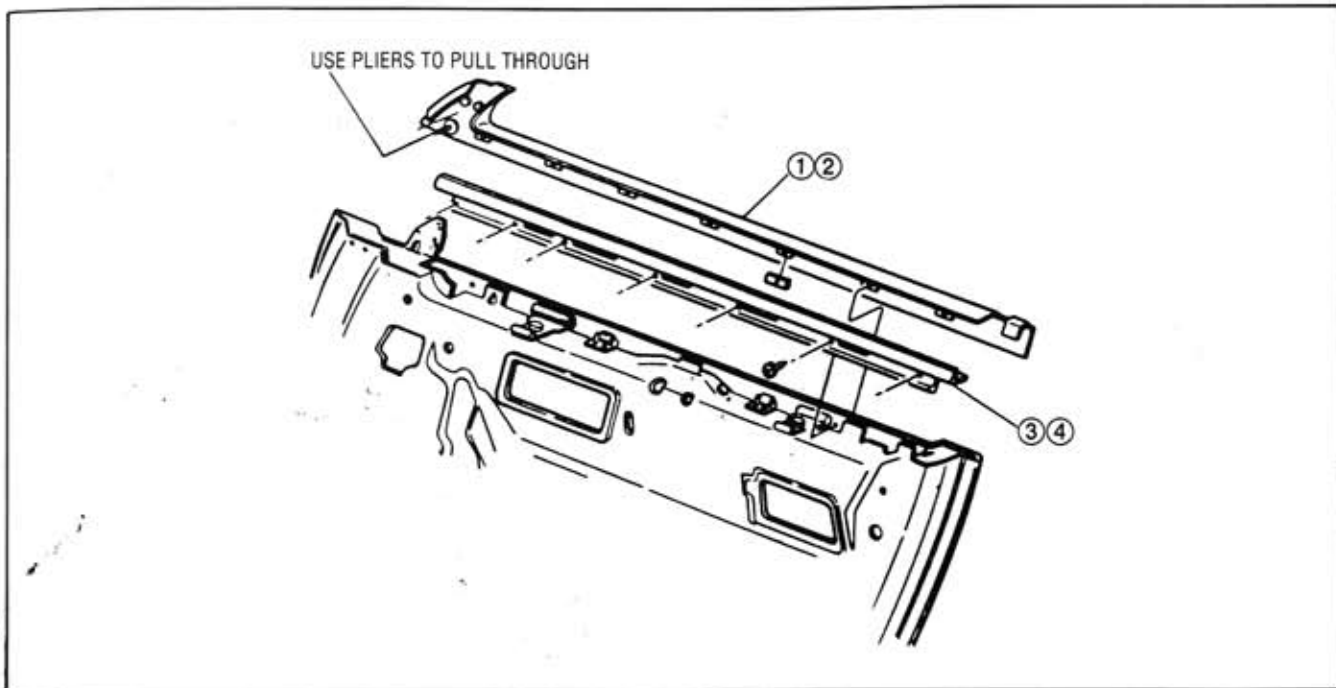
INSTALLATION FRONT

1. Apply silicone sealant to door frame.
2. Position frame seal in proper location and refasten with 3 screws.
3. Replace mirror trim cover with retained plastic pin fasteners.
4. Replace belt molding trim cover with retained screw.

INSTALLATION REAR

1. Position door frame seal in proper location and fasten with 2 retained screws.

MAKING ADJUSTMENTS



1. Door Belt Molding Trim RH
2. Door Belt Molding Trim LH
3. Door Belt Molding Reinforcement RH
4. Door Belt Molding Reinforcement LH

DOOR MOLDING REMOVAL & INSTALLATION

REMOVAL

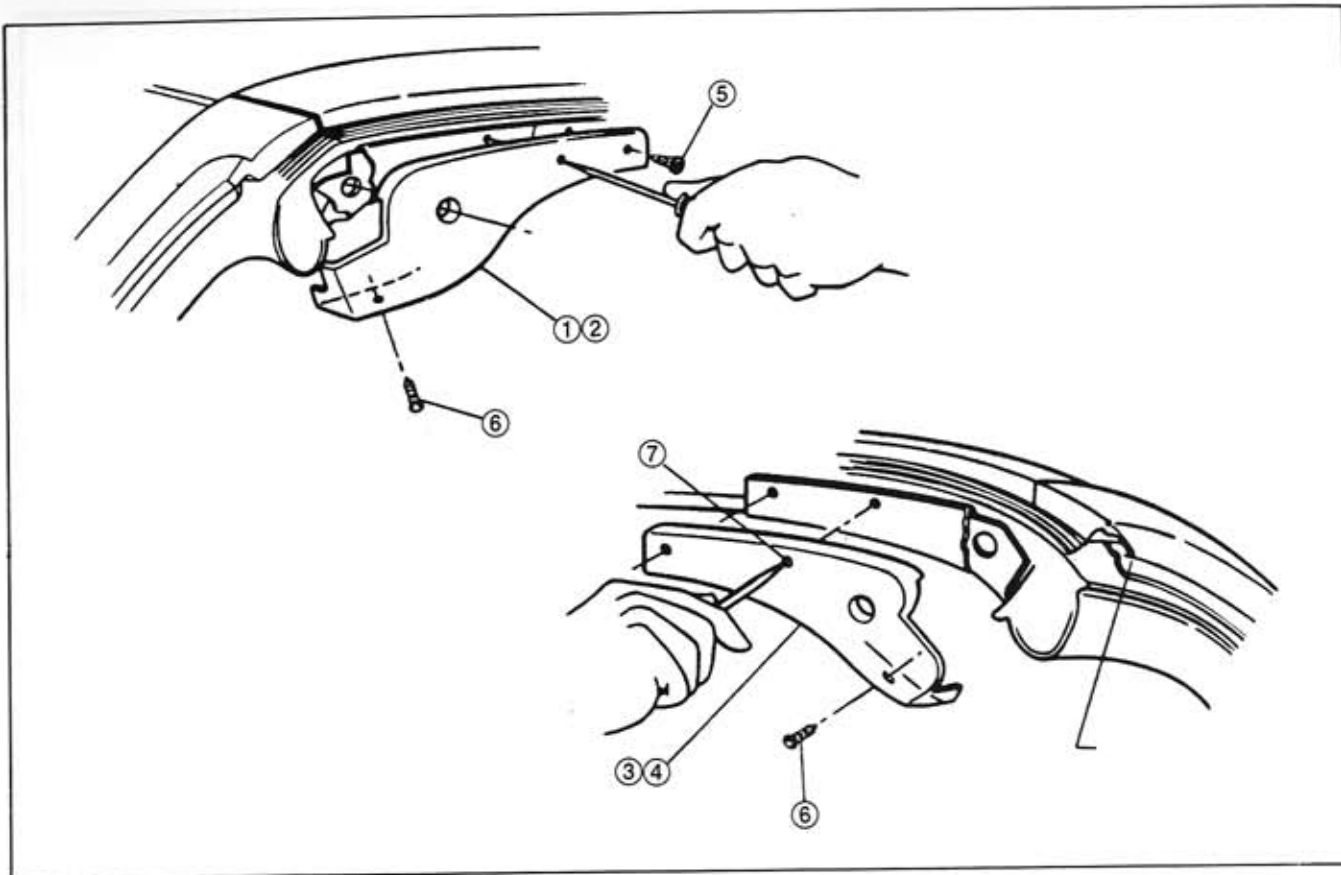
1. Remove door trim panel and place in protective area.
2. Remove belt molding trim cover by removing screw and retain for reinstallation. Refer to page 54.
3. Remove mirror cover by removing 2 plastic pin fasteners and retain for reinstallation. Refer to page 54.
4. Remove door frame seals. Refer to page 54.
5. Remove door glass. Refer to page 53.
6. Remove 2 screws that anchor belt molding reinforcement and retain for reinstallation.
7. Remove 7 screws fastening molding to door and remove door glass seal and retain for reinstallation.

8. Lift rear of molding up to release anchoring tab and pull out at front to release plastic pin fastener.
9. Pull down on belt molding reinforcement to disengage two spin on buttons on molding.

INSTALLATION

1. Reinstall molding and belt reinforcement on door by reversing procedure of removal.
2. Pull front plastic pin fastener through with needle nose pliers to seat on to door.
3. Position door glass seal in proper location.
4. Replace 7 retainer screws in molding.
5. Replace 2 retainer screws in belt molding reinforcement.
6. Replace door glass. Refer to page 53.
7. Replace door frame seals. Refer to page 54.
8. Replace mirror trim cover with retained plastic pin fasteners.
9. Replace belt molding trim cover with retained screw.
10. Replace door trim panel.

MAKING ADJUSTMENTS



1. Cap — "A" Pillar Trim RH
2. Cap — "A" Pillar Trim LH
3. Cap — "B" Pillar Trim RH
4. Cap — "B" Pillar Trim LH
5. Screw — Blk Short
6. Screw — Blk Long
7. Scratch Awl For Alignment

UPPER A & B PILLAR TRIM CAPS REMOVAL & INSTALLATION

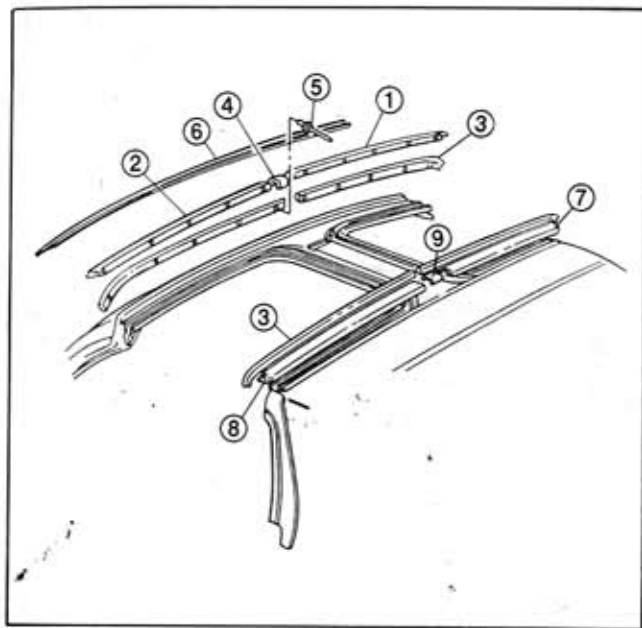
REMOVAL

1. Remove 2 short 9/64" screws at the top of the cap and retain for reinstallation.
2. Remove 1 long 9/64" screw from the bottom of the cap and retain for reinstallation.
3. Pull cap outward.

INSTALLATION

1. Position cap against the pillar and locate the 2 top screw holes with a scratch awl.
2. Replace 2 short 9/64" screws into the top of cap.
3. Locate the bottom screw hole with a scratch awl.
4. Replace 1 long 9/64" screw into bottom of cap.

MAKING ADJUSTMENTS



1. Front Molding RH
2. Front Molding LH
3. P-Seal
4. Front Escutcheon Cap
5. Rivet
6. Windshield Seal
7. Rear Molding RH
8. Rear Molding LH
9. Rear Escutcheon Cap

OUTER ROOF MOLDING & P-SEAL REMOVAL

P-SEAL INSTALLATION

1. Seal all previously drilled holes with sealant.
2. Place glass panels back in vehicle.
3. Align P-seal with top edge of glass.
4. Remove glass panels. Attach P-seal with provided adhesive backing.

5. Drill 1/8" holes in previous marked locations.
6. Install 5-1/8" sealed rivets to complete.
NOTE: If moldings are to be replaced be sure to seal old rivet holes with butyl to insure against leakage.

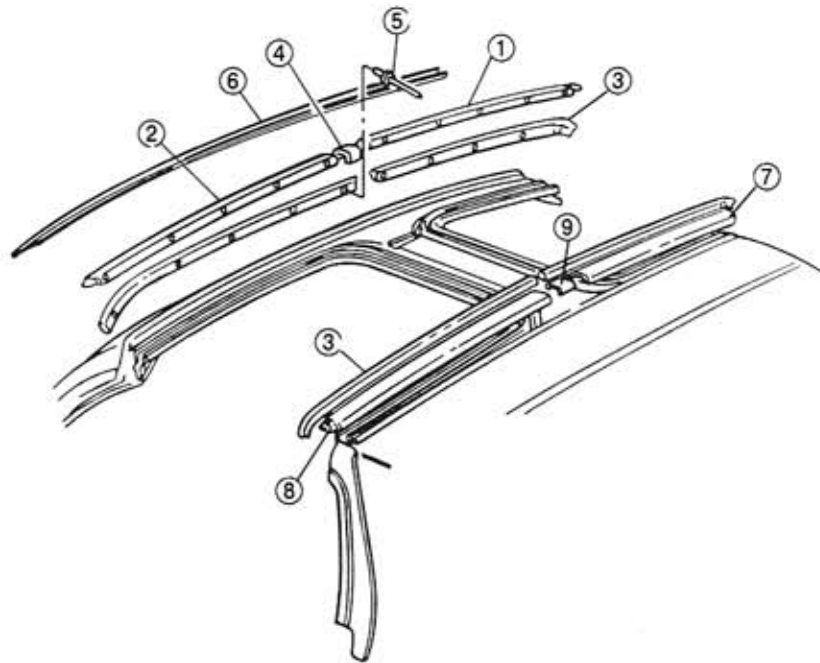
INSTALLATION FRONT MOLDINGS

1. Seal rivet holes with butyl sealant.
2. Place moldings in proper locations, aligning them with "A"-pillar molding.
3. Tack molding in place using a 1/8" sealed rivet in the center of each molding, holding it down tight to windshield.
4. Slide escutcheon cap into position.
5. Replace windshield seal using weatherstrip adhesive.
6. Replace P-seal (Refer to P-seal installation).
NOTE: If new moldings are being used it will be necessary to drill new holes in approximate locations as old holes. Hold molding down tight against windshield header.
7. Reseal drain tabs on roof weather seal. Refer to page 48, roof seal final prep.

REAR MOLDING INSTALLATION

1. Seal rivet holes with butyl sealant.
2. Place moldings in proper locations, aligning them with "B"-pillar molding.
3. Tack molding in place using a 1/8" sealed rivet in the center of each molding, holding it down tight against roof skin.
4. Slide escutcheon cap into position.
5. Replace P-seal as shown above.
NOTE: If new moldings are being used it will be necessary to drill new holes in approximate locations as old holes; hold molding down tight against roof skin.
6. Reseal drain tabs on roof weather seals. Refer to page 48, roof seal final prep.

MAKING ADJUSTMENTS



1. Front Molding RH
2. Front Molding LH
3. P-Seal
4. Front Escutcheon Cap
5. Rivet
6. Windshield Seal
7. Rear Molding RH
8. Rear Molding LH
9. Rear Escutcheon Cap

OUTER ROOF MOLDING & P-SEAL INSTALLATION

P-SEAL REMOVAL

1. Remove glass panel assemblies and place on protective surface.
2. Drill out rivets using an 1/8" drill bit.
3. Remove P-seal by pulling them free from molding using a fiber (trim) stick or similar tool.

4. Clean excess sealer from P-seal area at roof weather seal drain tab. Refer to page 48.

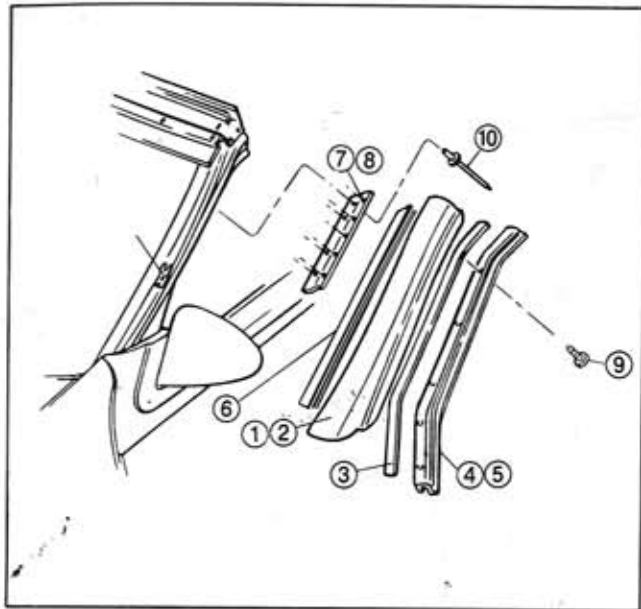
FRONT MOLDING REMOVAL

1. Remove glass panel assemblies and place on a protective surface.
2. Remove windshield seal from moldings.
3. Remove P-seal from moldings, as shown above.
4. Drill out tacking rivet from moldings.
5. Slide escutcheon cap to one side and lift moldings off.

REAR MOLDING REMOVAL

1. Remove glass panel assemblies and place on a protective surface.
2. Remove P-seal from moldings, as shown above.
3. Drill out tacking rivet from moldings.
4. Slide escutcheon cap to one side, and lift moldings off.

MAKING ADJUSTMENTS



3. Remove 5 screws from weatherstrips retainer and retain for reinstallation.
4. Pull weatherstrip retainer outward to remove and retain for reinstallation.
5. Drill out 2 outboard 1/8" rivets in P-seal and remove P-seal beyond "A" pillar molding. Refer to page 57, P-seal removal.
6. Drill out 5 rivets in retainer area using an 1/8" drill bit.
7. Slide molding upward to release it from retention clip.

CAUTION: "A" pillar molding can be damaged if not properly released from retention clip. It may be necessary to cut excessive sealer holding "A" pillar molding once rivets have been removed.

INSTALLATION

1. Seal all holes in "A" pillar using a butyl sealant.
2. Position "A" pillar molding on pillar, and slide it down into retention clips.
3. Replace 5 rivets in holes at previously drilled locations and fasten using 1/8" sealed rivets. **NOTE: If new "A" pillar molding is to be used, it will be necessary to drill new holes in approximate locations as old holes.** Replace P-seal. Refer to page 58 seal installation.
4. Replace weatherstrip retainer using retained screws.

NOTE: If foam backing on retainer is damaged replace with foam of the same quality.

5. Replace weatherstrips in proper location. Refer to page 47 weatherstrip installation "A" pillar.
6. Reseal upper drain channel. Refer to page 48.
7. Replace glass panel and check seal alignments.

NOTE: If weatherstrips are mispositioned refer to pages 47 & 48.

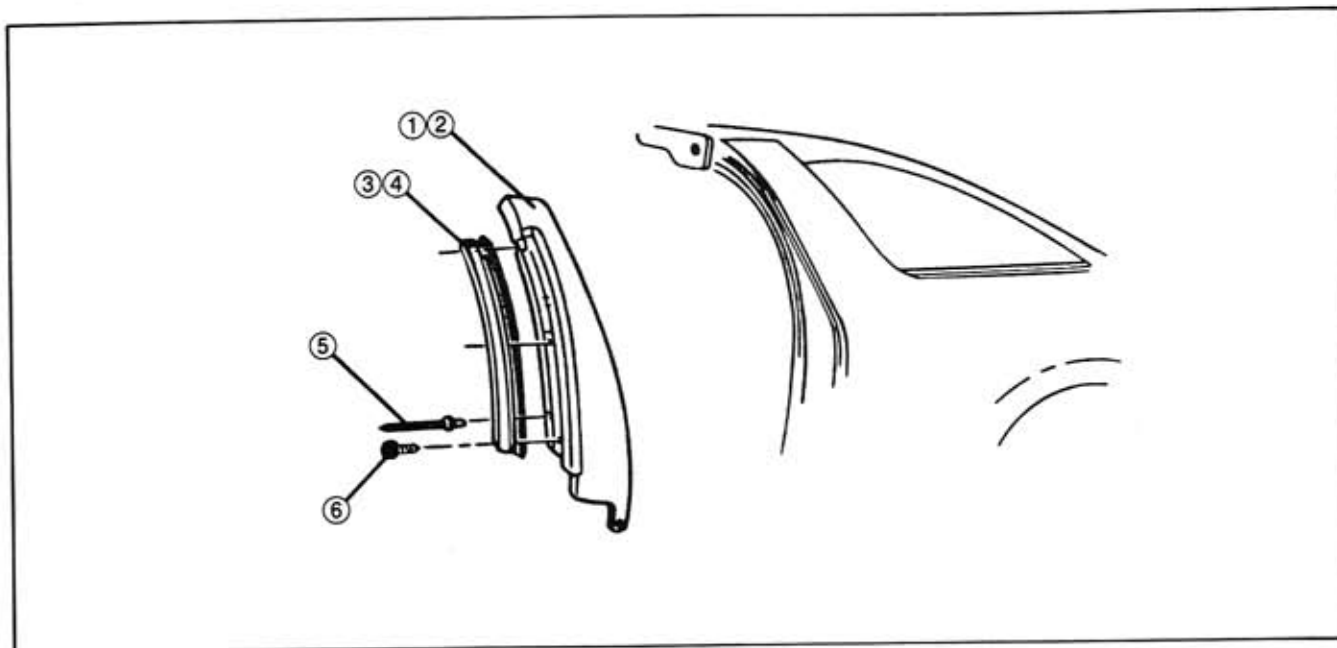
1. "A" Pillar Molding RH
2. "A" Pillar Molding LH
3. Retainer Foam
4. "A" Pillar Retainer RH
5. "A" Pillar Retainer LH
6. Windshield Seal
7. "A" Pillar Molding Retainer RH
8. "A" Pillar Molding Retainer LH
9. Self Tapping Screw
10. Sealed Rivet
11. Retention Clip

A PILLAR MOLDING REMOVAL & INSTALLATION

REMOVAL

1. Remove glass panels and place on a protective surface.
2. Remove weatherstrips at "A" pillar. Refer to page 46.

MAKING ADJUSTMENTS



1. Mldg — "B" Pillar Reveal RH
2. Mldg — "B" Pillar Reveal LH
3. Retainer — "B" Pillar Seal RH
4. Retainer — "B" Pillar Seal LH
5. Rivet — 1/8"
6. Screw — Self Tapping

B PILLAR MOLDING REMOVAL & INSTALLATION

REMOVAL

1. Remove weatherstrip at "B" pillar. Refer to page 46 weatherstrip removal.
2. Remove 5 screws from weatherstrips.
3. Remove 5 screws from weatherstrip retainer, and retain for reinstallation.
4. Pull weatherstrip outward, and retain for reinstallation.
5. Drill out 2 outboard rivets in P-seal and remove P-seal beyond "B" pillar molding. Refer to page 57 P-seal removal.
6. Remove screw at top of "B" pillar molding, and retain for reinstallation.

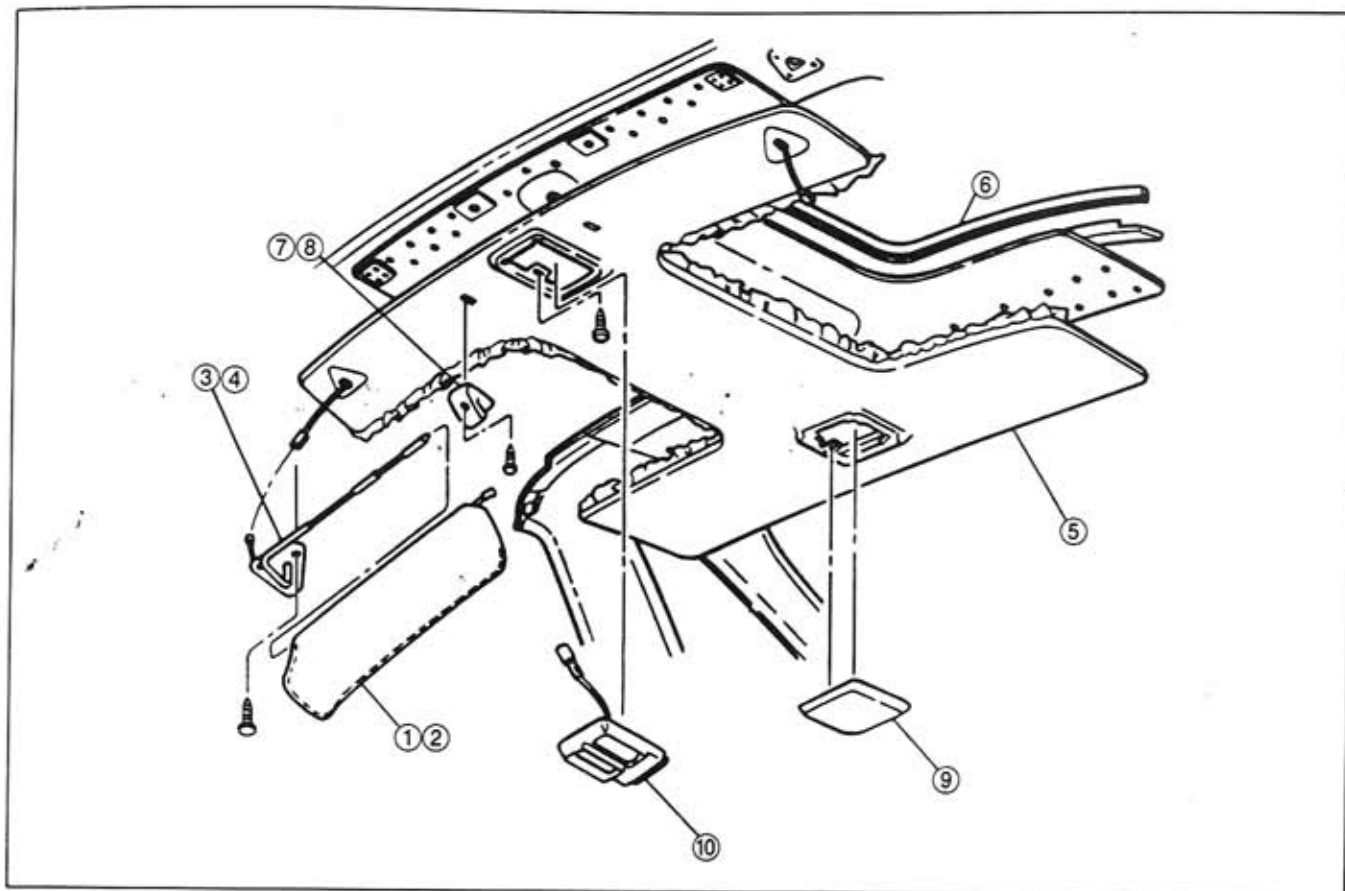
7. Drill out 5-1/8" rivets in molding.
8. Pull outward on molding to remove, and retain for reinstallation.

INSTALLATION

1. Seal all holes in "B" pillar using a butyl sealant.
2. Position "B" pillar molding on pillar.
3. Replace 5 rivets in holes at previously drilled locations, and fasten using 1/8" sealed rivets. **NOTE: If new molding is to be used it will be necessary to drill new holes in approximate locations as old ones.** Replace P-seal, refer to page 58 P-seal installation.
4. Replace weatherstrip retainer using retained screws. **NOTE: If foam backing on retainer is damaged, replace it with foam of the same quality.**
5. Replace weatherstrip in proper location, refer to page 47 weatherstrip installation.
6. Reseal upper drain channel, refer to page 48.
7. Replace glass panel and check seal alignments.

NOTE: If weatherstrips are mispositioned, refer to page 47.

MAKING ADJUSTMENTS



1. Visor Panel — RH
 2. Visor Panel — LH
 3. Visor Arm Asy — RH
 4. Visor Arm Asy — LH
 5. Headliner —
 6. Molding — Headliner Lock
 7. Visor Clips — RH
 8. Visor Clips — LH
 9. Dome Light —
 10. Maplight —
2. Remove lock-in pins from "A" pillar moldings, and move inward.
 3. Remove dome light, maplight, visors, and visor clips.
 4. Remove coat hooks on rear quarter trim panel.
 5. Remove upper rear molding at rear hatch area.
 6. Pull quarter trim panel inward.
 7. Remove weatherstrips from roof opening.

NOTE Use a (3M weatherstripping) release agent or equivalent to keep from damaging, refer to page 46.

8. Remove lock moldings around roof opening. Carefully loosen fabric from opening and lower headliner, shifting it from side to side, freeing it from quarter trim panels.
9. Retain all fasteners and parts in a clean area.

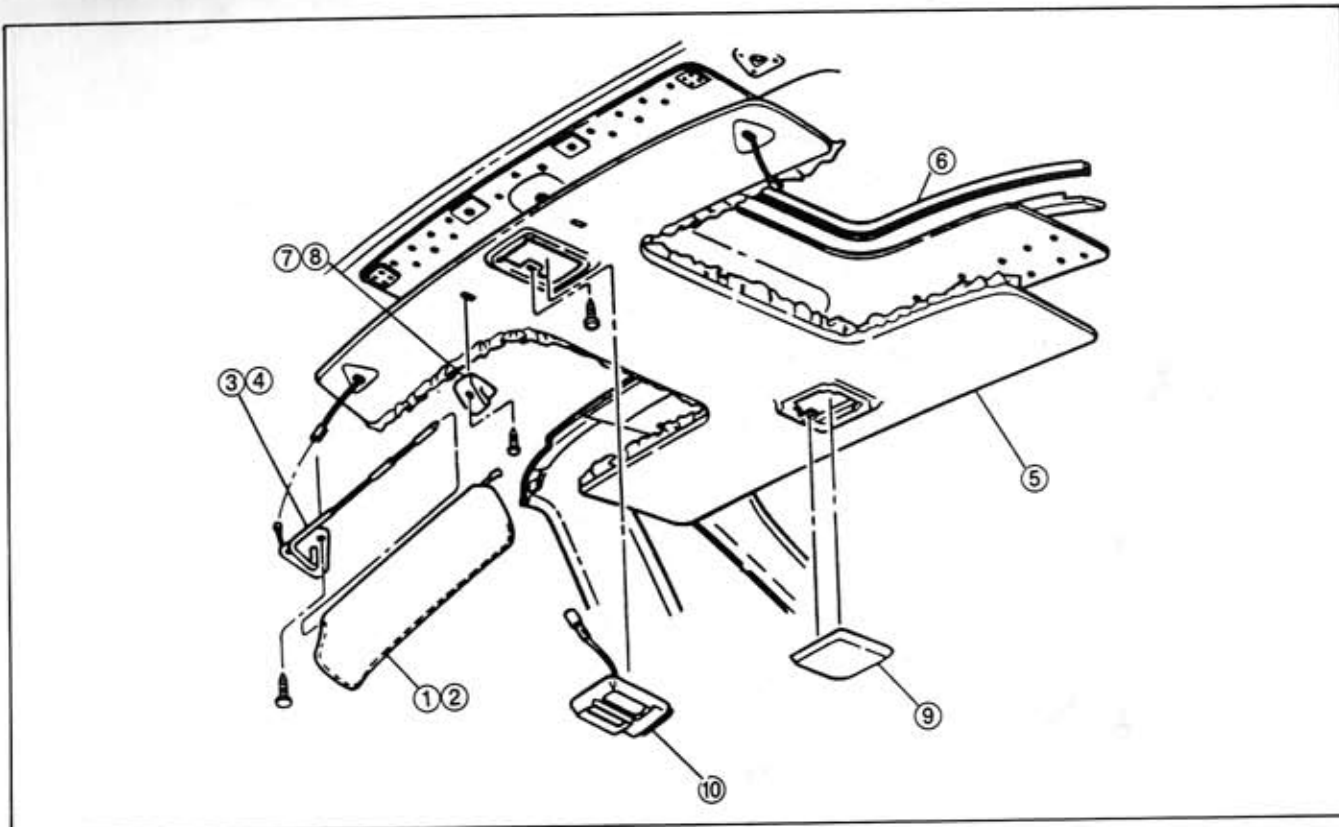
NOTE: Prevent bending headliner as this will break backing and cause wrinkles in covering.

HEADLINER REMOVAL

REMOVAL

1. Remove "A" & "B" pillar trim caps, refer to page 56.

MAKING ADJUSTMENTS



1. Visor Panel — RH
 2. Visor Panel — LH
 3. Visor Arm Assy — RH
 4. Visor Arm Assy — LH
 5. Headliner —
 6. Molding — Headliner Lock
 7. Visor Clips — RH
 8. Visor Clips — LH
 9. Dome Light —
 10. Maplight —
3. Locate visor holes, and attach visors.
 4. Replace upper rear molding at rear hatch area.
 5. Make sure headliner is properly positioned in roof openings.
 6. Replace dome light, maplight, visor clips, coat hooks and "A" pillar moldings.
 7. Spray a trim adhesive on the fabric backing of the headliner and the frame around the roof opening.

NOTE: Be sure to clean any foreign debris from frame to insure headliner will be free from lumps before spraying adhesive.

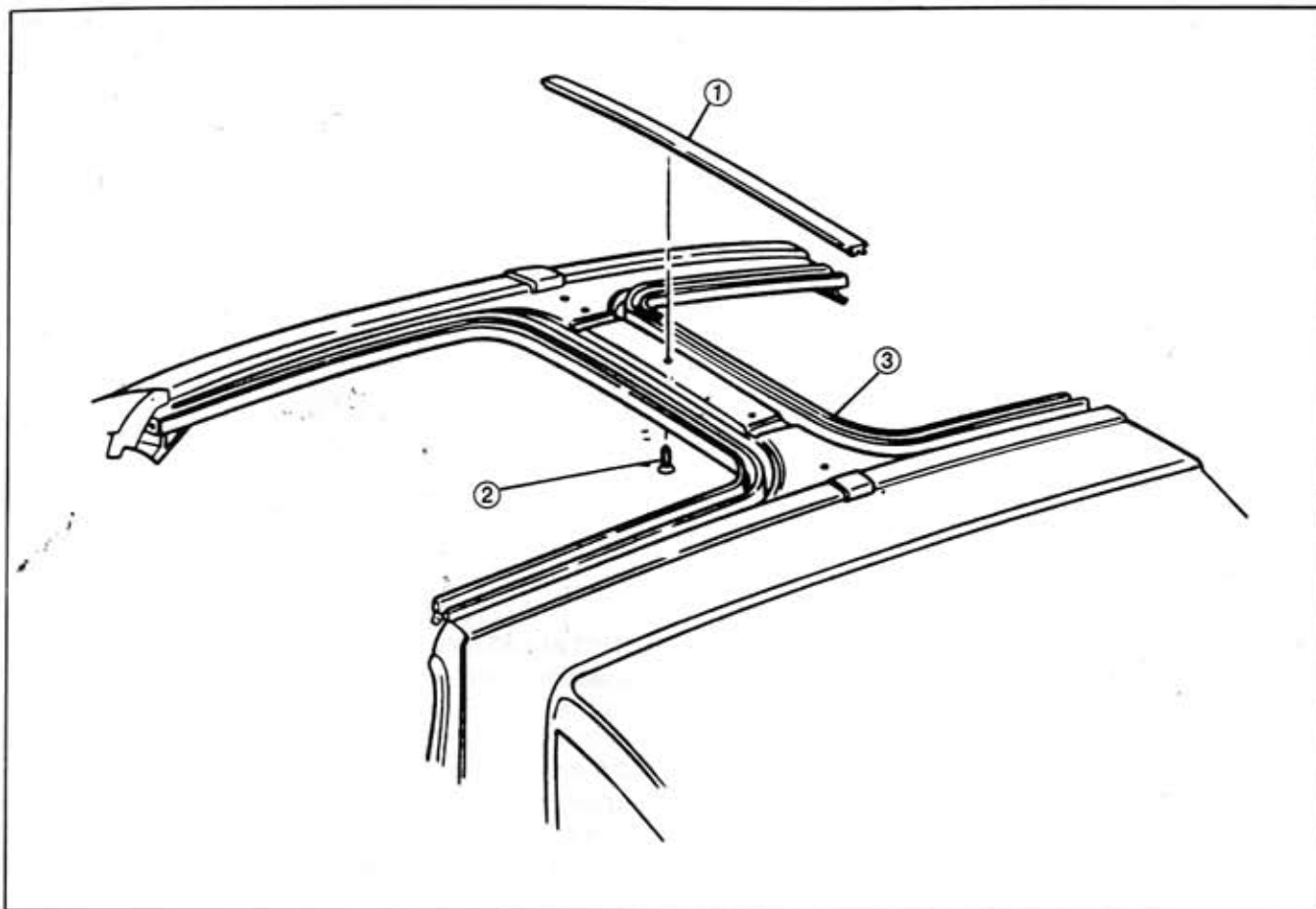
8. Evenly wrap the fabric around the frame opening.
9. Replace lock molding.
10. Replace weatherstrip into the roof retainer using weatherstrip adhesive. Refer to page 47.
11. Replace any silicone sealant that had been pulled loose from drain. Refer to page 48.
12. Replace "A" & "B" pillar trim caps to complete. Refer to page 56.

HEADLINER INSTALLATION

INSTALLATION

1. Place headliner in vehicle using caution not to over-bend at ends.
2. Position headliner into quarter trim panels and "A" pillar moldings.

MAKING ADJUSTMENTS



1. Center Bar Glass Restraint
2. Screw — Self Tap
3. Frame Assembly

CENTER BAR GLASS RESTRAINT REMOVAL & INSTALLATION

REMOVAL

1. Remove headliner. Refer to page 61 headliner removal.
2. Remove five screws in center frame, and retain for reinstallation.
3. Pull up on center bar and remove.
4. Clean all excess sealer from center bar and center of frame.

INSTALLATION

1. Apply a 1/4" bead of butyl sealant along the entire length of the center bar.
2. Position center bar on frame.
3. Install the five retained screws through the center frame into the center bar.

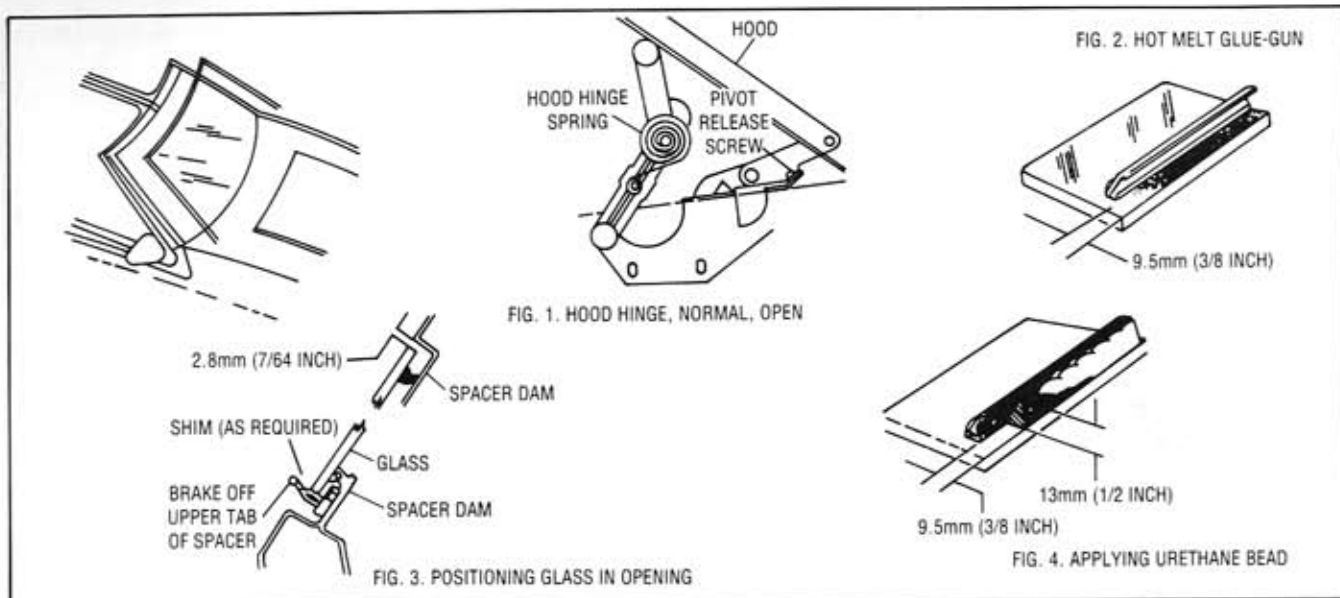
CAUTION: Do not overtighten screws, as they can strip out and cause water leaks.

4. If replacing center bar with new part, replace velcro strip under the top of center bar.

NOTE: This prevents glass panel rattles.

5. Replace headliner. Refer to page 62 headliner installation.

MAKING ADJUSTMENTS



REMOVAL & INSTALLATION WINDSHIELD

REMOVAL

Remove roof moldings as outlined on pages 57 & 59. Place protective coverings over the areas adjacent to the glass being replaced. Remove bolts from hood hinges that allow hood to move forward, then pull hood to forward position. Remove "A" pillar molding and header roof moldings, as shown on pages 57 & 59. Carefully remove glass retainer by pulling it from the urethane. Remove interior garnish molding, if necessary, and cut glass from opening using an electric knife, as close to the glass as possible. Shave down any high spots of urethane from the fence flange using a utility knife to allow a flush glass installation (complete urethane removal is not necessary). Using urethane metal primer, prime any bare metal spots on fence flange, allow 18 minutes dry time. **NOTE: If urethane covers the complete periphery of the fence flange, the use of metal primer will not be needed.** Clean the inside of outer edge of glass using naphtha or other equivalent solvent to remove residue. In a very well vented area, primer the inside outer periphery of the glass 15.88 mm (5/8"), from the edge, using a wipe off urethane glass primer. Wipe edges dry after primer application.

INSTALLATION

If windshield is to be replaced, install ten spacers to the body at this time. Place glass into opening with spacers in place. Align glass to opening with 2.8 mm (7/64) opening between edges of glass and upper roof flange. (Shim spacers, as required, to achieve opening.) Make alignment marks on glass to body in four places using masking tape or grease pencil, for reference. Remove glass from opening and place on flat surface. Thoroughly mix and apply urethane glass primer (blackout) to the inside outer periphery of glass. Allow 3 minutes dry time. Avoid excess use of primer. Apply a bead of urethane directly on top of the old urethane, making sure the new urethane is higher than the spacers you are using to position the windshield. Install the glass to the opening, using the reference marks for alignment. **NOTE: Glass must be installed within 20 minutes of bead application.** Remove excess urethane sealer using naphtha or equivalent solvent. Seal holes in "T"-Roof frame where molding was attached, with a butyl sealant. Then replace header roof molding and "A" pillar moldings. (Refer to pages 58 & 59) Water test assembly. If additional sealing is required, a pumpable butyl sealer may be used.

NOTE: This procedure is considered a partial cutout installation and does an excellent job. However, urethanes take from 24 hours to several days at 75°F and 50% humidity to cure completely. There is no way of knowing how much the bond will be damaged if the vehicle is moved during curing. If using this system of repair, be sure to allow plenty of set-up time for the urethane.