American Motors

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American Motors Corp. Parts and Distribution Services Division
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ALPHABETICAL INDEX

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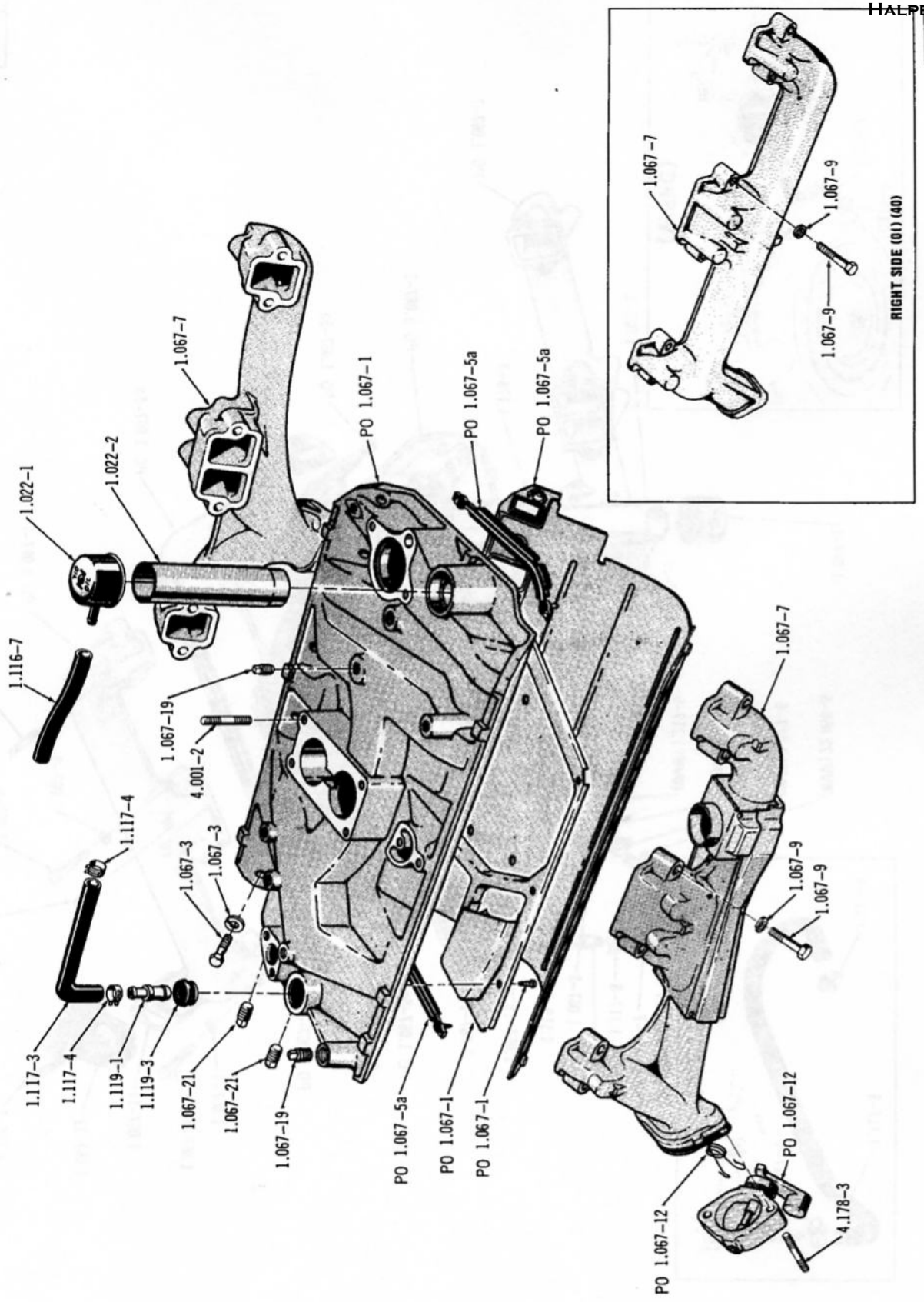
ILLUSTRATIONS INDEX



MANIFOLDS . . . V8

ENGINE

1.121 GASKET, Timing Case Cover

67/71	SIX	.....	1	317 2847
72	SIX (* 1-41)	.....	1	317 2847
72	SIX (* 1-42)	.....	1	321 8621
67/	V8	.....	1	318 0216

1.123 SEAL, Timing Case Cover

67/68	SIX ..... *(Use 319 4827)*	.....	1	315 5002
69/	SIX	.....	1	319 4827
67/69	V8 ..... *(Use 319 3613)*	.....	1	318 0211
70/	V8	.....	1	319 3613

1.130 CHAIN, Timing

67/68	SIX	.....	1	317 2307
67/	V8	.....	1	318 5270

1.132-1 SPROCKET, Crankshaft

67/	SIX	.....	1	317 3205
67/	V8	.....	1	314 4448

1.132-2 KEY, Crankshaft Sprocket

67/	SIX	.....	1	310 7002
67/	V8	17.344	1	G144542

1.132-3 SHEDDER, Crankshaft Sprocket Oil

67/	SIX	.....	1	317 3076
67/	V8	.....	1	318 0205

1.134-1 SPROCKET, Camshaft

67/	SIX	.....	1	320 6693
67/68	V8	.....	1	318 0474
69	V8	.....	1	319 3989
70/	V8	.....	1	319 7138

1.134-2 ATTACHING PARTS, Sprocket To Camshaft

BOLT, Hexagon	67/	SIX	.....	1	317 2308
WASHER, Plain	67/	SIX	.....	1	317 3284

1.134-3 KEY, Camshaft Sprocket

67/	V8	17.344	1	G124546

1.134-4 ECCENTRIC, Fuel Pump

67/	V8	4.118	1	318 2492

1.134-5 ATTACHING PARTS, Eccentric To Camshaft

BOLT, Hexagon	67/	V8	.....	17.042	1	G192353
SPACER	67/	V8	.....	4.118	1	318 2491
WASHER, Plain	67	V8	.....	.....	1	318 0207
WASHER, Plain	68/	V8	.....	.....	1	318 9338

1.136-1 ROD ASSEMBLY, Connecting

67/70	199 27	.....	6	317 3210
67/69	232 27	.....	6	318 0444
70	232 (* 1-32) 27	.....	6	318 0444
70	232 (* 1-33) 27	.....	6	317 3210
71/	232 27	.....	6	317 3210
71/	258 27	.....	6	318 0444

2.003 PULLEY, Fan

67/70	SIX (WSBD)	.....	1	317 3223
67/	SIX (WDBD-Inner)	.....	1	317 3223
67/	SIX (WDBD-Outer)	.....	1	317 4697
71	SIX (WSBD-* 2-23)	.....	1	317 3223
71	SIX (WSBD-* 2-24)	.....	1	321 3736
72	SIX (WSBD)	.....	1	321 3736
67	V8	.....	1	318 6331
68	V8 (* 2-9)	.....	1	318 6331
68	V8 (* 2-10)	.....	1	319 3354
69/	V8	.....	1	319 3354

2.013-1 SHROUD, Fan

67/	01-40-50-70-80 (Six-WAC)(Six-WHDC)	.....	1	318 6325
67	01-50-80 (V8-WAC-* 2-5)(V8-WHDC-* 2-5)(V8-WLEC-* 2-5)	.....	1	318 5182
67	01-50-80 (V8-WAC-* 2-6)(V8-WHDC-* 2-6)(V8-WLEC-* 2-6)	.....	1	318 5973
68	01-50-80 (V8-WAC)(V8-WHDC)(V8-WLEC)	.....	1	318 5973
69/	01-10-40-80 (V8-WHDC)(V8-WLEC)(V8-WTTP)	.....	1	318 5973
69/	01-10-40-80 (V8-WAC)	.....	1	~~319 4136~~
67	10 (Six-WAC)(Six-WHDC)	.....	1	318 6325
68	10 (Six-WAC-* 2-7)(Six-WHDC-* 2-7)	.....	1	318 6325
68	10 (Six-WAC-* 2-8)(Six-WHDC-* 2-8)	.....	1	319 1807
69/	10 (Six-WAC)(Six-WHDC)	.....	1	319 1807
67/68	10 (V8-WAC)(V8-WHDC)(V8-WLEC)	.....	1	318 5973
68/	30-70 (V8-WHDC)	.....	1	318 5973
68	30-70 (V8-WAC)	.....	1	318 5973
69/	30-70 (V8-WAC)	.....	1	319 4548

2.013-2 ATTACHING PARTS, Shroud To Core

SCREW, Tapping.....	67/71	.....	4	318 9013
SCREW, Tapping.....	72	.....	4	400 1042

2.016-1 BELT, Radiator Fan And Alternator (Single Belt Drive)

67/68	SIX ***(Use 319 6268)***	.....	1	318 5717
69/	01-40-70 (Six) ***(Use 319 6268)***	.....	1	318 5717
67/	01-30-40-70 (V8) ***(Use 319 6377)***	.....	1	318 5719
67/68	10-80 (LHD-V8-Except 65 Amp. Alt.) ***(Use 319 6377)***	.....	1	318 5719
69/71	10 (Six-WAC)(Six-WHLV) ***(Use 319 6268)***	.....	1	318 5717
69	10 (LHD-V8-WAC-55 Amp. Alt.)(LHD-V8-WHLV-55 Amp. Alt.) ...(Plain Type) ***(Use 319 6377)***	.....	1	318 5719
70/	10 (V8-55 Amp. Alt.) ***(Use 319 6377)***	.....	1	318 5719
69	10 (LHD-V8-WAC-55 Amp. Alt.)(LHD-V8-WHLV-55 Amp. Alt.)...(Coq Type)	.....	1	319 6377
69	10 (LHD-V8-LAC-35 Amp. Alt.-* 2-15)(LHD-V8-LHLV-35 Amp. Alt.-* 2-15) ...(Plain Type) ***(Use 319 6377)***	.....	1	318 5719
69	10 (LHD-V8-LAC-35 Amp. Alt.-* 2-16)(LHD-V8-LHLV-35 Amp. Alt.-* 2-16) ...(Coq Type)	.....	1	319 6377
69	10 (Six-LAC-35 Amp. Alt.-* 2-15)(Six-LHLV-35 Amp. Alt.-* 2-15) ...(Plain Type) ***(Use 319 6268)***	.....	1	318 5717
69/	10 (Six-55 Amp. Alt.)...(Plain Type) ***(Use 319 6268)***	.....	1	318 5717
69	10 (Six-LAC-35 Amp. Alt.-* 2-16)(Six-LHLV-35 Amp. Alt.-* 2-16) ...(Coq Type)	.....	1	319 6268
69	10 (Six-55 Amp. Alt.)...(Coq Type)	.....	1	319 6268
70/71	10 (Six-35 Amp. Alt.)	.....	1	319 6268
70/71	10 (LHD-V8-35 Amp. Alt.)	.....	1	319 6377
70	10 (V8-WAC)(V8-WHLV) ***(Use 319 6377)***	.....	1	318 5719
67	50 (LHD-V8) ***(Use 319 6268)***	.....	1	318 5717
69/	80 (Six-35 Or 55 Amp. Alt.) ***(Use 319 6268)***	.....	1	318 5717
69/	80 (V8-35 Or 55 Amp. Alt.) ***(Use 319 6377)***	.....	1	318 5719

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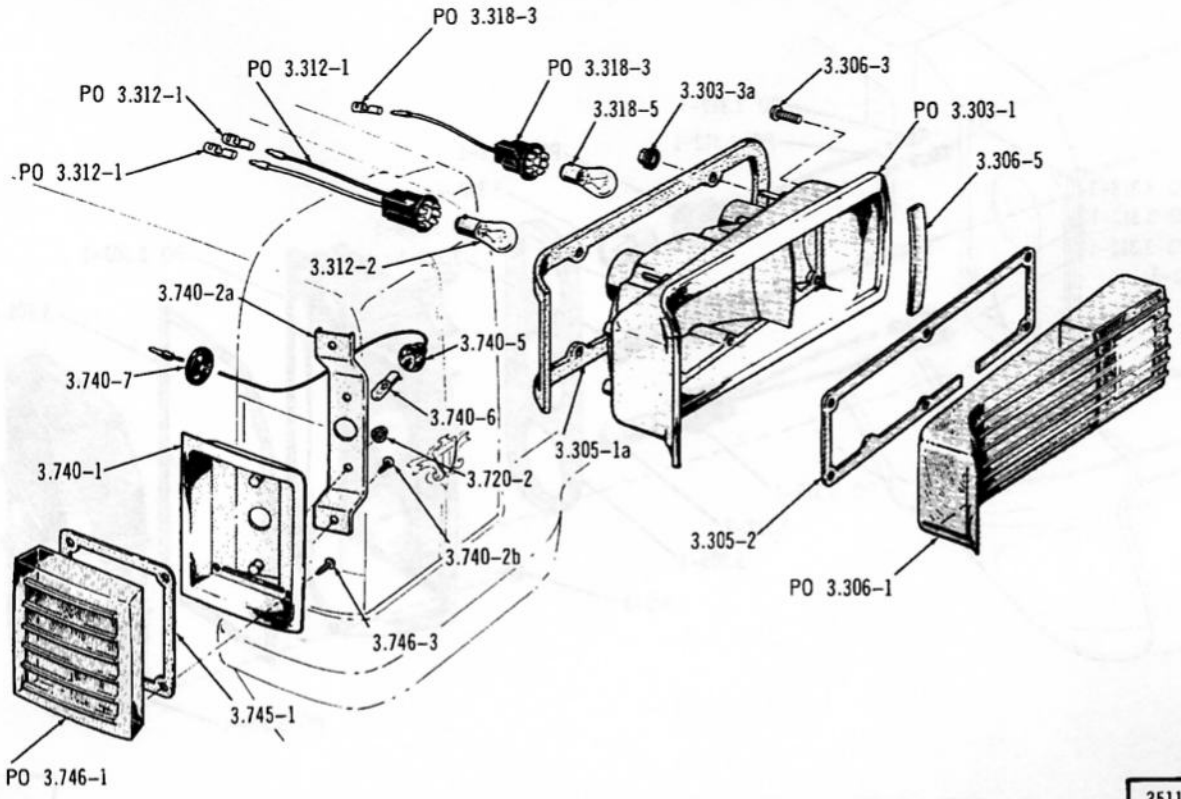
KEY NO.	DESCRIPTION	GROUP NO.	PER CAR	PART NO. A.M.	PART NO. LEECE NEVILLE
17	WASHER	.....	2	.....	7983
18	WASHER	3.010	1	320 3642	.....
19	LEAD	.....	3	.....	58587
20	MOUNT	.....	1	.....	58436
21	BUSHING	.....	2	.....	5706
22	WASHER	.....	2	.....	4471
23	HOUSING	.....	1	.....	73661
24	NUT	.....	3	.....	26175
25	NUT	.....	3	.....	31587
26	SCREW	.....	3	.....	73659
27	JUMPER	.....	1	.....	73657
28	INSULATOR	.....	1	.....	73635
29	WASHER	.....	2	.....	4470
30	RING	.....	1	.....	57611
31	HOUSING	.....	1	.....	58777
32	SCREW	.....	4	.....	13622
33	NUT	.....	2	.....	4340
34	WASHER	.....	2	.....	4534
35	STUD	.....	2	.....	57613
36	JUMPER	.....	2	.....	57594
37	WASHER	.....	2	.....	5293
38	WASHER	.....	2	.....	2434
39	NUT	.....	2	.....	32629
40	COVER	.....	1	.....	57615
41	BRUSH	.....	2	.....	28711
42	WASHER	.....	2	.....	8214
43	BUSHING	.....	3	.....	4472
44	SCREW	.....	1	.....	58431
45	BUSHING	.....	3	.....	4488
46	KEY	3.010	1	320 3643	.....
47	LEAD	.....	3	.....	58586
48	MOUNT	.....	1	.....	58437
49	SCREW	.....	1	.....	58432
50	STATOR	.....	1	.....	73655
51	WASHER	.....	1	.....	57626
52	RING	.....	1	.....	57597
53	BEARING	.....	1	.....	26853
54	WEDGE	.....	1	.....	30468
55	NUT	.....	1	.....	73009
56	NUT	.....	1	.....	59982
57	SCREW	.....	2	.....	5179
58	PIN	.....	3	.....	73114
59	FAN	3.010	1	315 2718	54222
60	SCREW	3.010	4	400 1790	.....
61	WASHER	3.010	4	400 1791	.....

KEY NO.	DESCRIPTION	PAKS CODE	GROUP NO.	PER CAR	PART NO. DELCO REMY 1112111	PART NO. DELCO REMY 1112112	PART NO. DELCO REMY 1112179
1	DISTRIBUTOR		3.030	1	321 5825	321 5826	321 7798
2	HOUSING ASSY.	373	3.030	1	320 7406	320 7406	320 7406
3	CAP ASSY.	370	3.032	1	320 0192	320 0192	320 0192
4	SHAFT ASSY.	372	3.030	1	812 0590	320 8004	320 7408
5	PLATE ASSY.	369	3.030	1	320 7410	320 7410	320 7410
6	CONTACT ASSY.	364	3.031	1	448 6721	448 6721	448 6721
7	SCREW ASSY.		3.030	1	320 7200	320 7200	320 7200
8	LEAD ASSY.		3.030	1	320 4220	320 4220	320 4220
9	ROTOR		3.035	1	320 4216	320 4216	320 4216
10	SCREW		17.598	2	G160035	G160035	G160035
11	WASHER		17.820	2	G118873	G118873	G118873
12	WEIGHT		3.030	2	320 6644	320 6644	320 6644
13	SPRING		3.030	2	320 7443	320 7998	812 1722
14	CAM		3.030	1	320 7995	812 0593	320 7407
15	SLEEVE		3.030	1	320 7409	320 7409	320 7409
16	LEAD		3.030	1	320 6674	320 6674	320 6674
17	SPRING		3.030	1	320 6677	320 6677	320 6677
18	WASHER		3.030	1	320 6666	320 6666	320 6666
19	SEAL		3.030	1	320 6650	320 6650	320 6650
20	GROMMET		3.030	1	320 6672	320 6672	320 6672
21	CONDENSER		3.033	1	320 4584	320 4584	320 4584
22	BRACKET		3.030	1	320 6669	320 6669	320 6669
23	SCREW		3.030	1	320 6655	320 6655	320 6655
24	CONTROL		3.046	1	812 0586	812 0586	812 0586
25	SCREW		17.596	2	G454342	G454342	G454342
26	GEAR		3.042	1	319 8787	319 8787	319 8787
27	PIN		3.030	1	320 4213	320 4213	320 4213
28	WASHER		3.030	1	320 6659	320 6659	320 6659
29	BRUSH		3.030	1	320 6670	320 6670	320 6670
30	PAD		3.030	1	320 7366	320 7366	812 1648
31	RETAINER		3.030	1	812 0591	812 0591	... .



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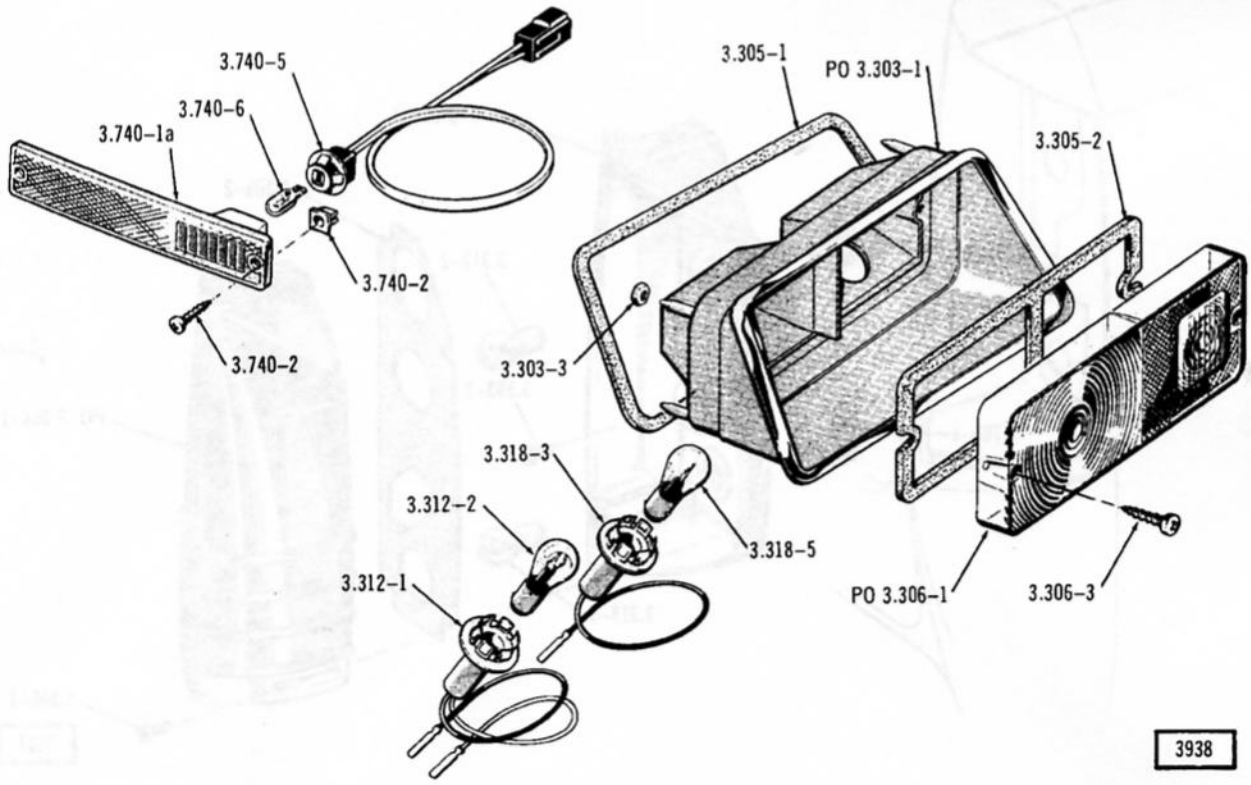
TAIL, STOP, DIRECTIONAL AND REAR QUARTER SIDE LAMP ... 1969 (85)(89)



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TAIL LAMP AND REAR QUARTER SIDE LAMP ... 1970/ (40)

69	80 (Six)	.....	1	319 4632	
69	80 (V8)	.....	1	319 4633	
70/71	SIX	.....	1	319 7989	
70/	01 (V8)	.....	1	319 7990	
70/	10-30-70-80 (V8)	.....	1	319 7991	
72	01-40 (Six)	.....	1	319 4632	
72	10-70-80 (Six)	.....	1	321 5510	
72	40 (V8)	.....	1	319 7990	

3.020–6 CLIP, Starting Motor And Battery Cable

67	10-50-80 (Six)	13.440	1	400 0443	

3.020–7 ATTACHING PARTS, Clip To Bracket

WASHER, Lock	67	10-50-80 (Six)	17.820	1	G120380	NA
NUT, Hexagon	67	10-50-80 (Six)	17.412	1	G271172	

3.020–8 WIRE, Starter Solenoid Ground

72	01-40 (WAT-* 3-119)	.....	1	321 5537	

3.022–1 SWITCH, Automatic Transmission Neutral Safety And Back-Up Lamp

67/70	WFGS	.....	1	317 3329	
71	10-80 (WFGS)	.....	1	317 3329	
71	70 (WFGS)	.....	1	321 1603	
67/69	LHD (WCGS)	.....	1	318 9799	
70/71	LHD (WCGS)	.....	1	319 5319	
72	LHD (WAT)	.....	1	812 1146	
67/70	***RHD (WCGS)***	.....	1	320 3293	

3.022–2 ATTACHING PARTS, Switch To Steering Column

SCREW, Tapping	67/69	LHD (WCGS)	3.319	2	400 1805	
***SCREW, Tapping	***67/70***	***RHD (WCGS)***	17.671	2	G274105	NA
SCREW, Hexagon	70	LHD (WCGS)(Used With Nylon Grommet)	.....	1	400 3989	
SCREW, Hexagon	70/	LHD (WCGS)(Used With Metal Grommet)	3.319	2	400 4064	
NUT, Hexagon	67	LHD (WCGS)	3.319	2	400 1821	
WASHER	72	LHD (WCGS)	.....	1	812 1142	

3.022–3 ATTACHING PARTS, Switch To Bracket

BOLT, Hexagon	67/	WFGS (V8)	17.038	2	G181561	NA
SCREW, Tapping.....	71	70 (WFGS-V8)	17.671	2	G274105	NA

3.022–4 ATTACHING PARTS, Switch To Extension Wire

***WASHER, Lock	***67/70***	***RHD***	17.820	2	G131096	NA
***NUT, Hexagon	***67/70***	***RHD***	17.412	2	G120614	NA

3.022–4a ATTACHING PARTS, Switch To Actuating Lever

NUT, Speed	71	70 (WFGS-V8)	7.215	1	400 0459	

3.022–5 WIRE, Neutral Safety Switch To Main Wire Harness

67/68	LHD (WAT-WFGS)	.....	1	318 6835
69	LHD (WAT-WFGS)	.....	1	319 4642
70/71	10-80 (LHD-WAT-WFGS)	.....	1	319 7978
70	10-80 (LHD-WAT-WCGS)	.....	1	319 7993
70/71	30-70 (WFGS)	.....	1	319 8698
72	SIX	.....	1	321 5526
72	304-360	.....	1	321 5527
72	401 (LTCS)	.....	1	321 5526
72	401 (WTCS)	.....	1	321 5527
67/70	***10-80 (RHD-WFGS)***	.....	1	318 6836

ELECTRICAL - INSTRUMENTS

3.218–9 CONNECTOR, Chassis Wire Harness To Directional Signal Flasher

67/	.....	.....	1	320 8453

3.218–10 CONNECTOR, Chassis Harness To Headlight Dimmer Switch

67/	LHD	.....	1	320 9961

3.218–11 CONNECTOR, Front Fender Side Lamp (Refer To Group 3.720)

3.218–12 CONNECTOR, Engine Compartment Wire Harness

70/	(Left) 01–40	3.165	1	319 7996
70/	(Right) 01–40	3.165	1	319 7997

3.218–13 CONNECTOR, Instrument Panel Wire Harness (On Dash Panel)

70/71	01–40 (LHD)	3.165	1	319 7995
72	.....	.....	1	319 7995

3.218–14 BUSHING, Instrument Panel Wire Harness Connector (Nylon)

70/	01–40 (LHD)	3.165	1	319 7998

3.228–1 WIRE SET, Ignition

67/69	SIX	.....	1	320 5368
70/	SIX	.....	1	320 7030
67	V8 (LEEP)	.....	1	320 8327
67	V8 (WEEP)	.....	1	320 8328
68/	V8	.....	1	320 9617

3.228–2 BOOT, Distributor To Ignition Coil (Coil End)

67/	.....	3.232	AR	313 1513

3.230 SEPARATOR, Ignition Wire

67/71	SIX (WAC)	.....	1	314 6685
67/	V8 (1–19/32" Long)	.....	AR	318 0107
67/	V8 (2–5/32" Long)	.....	1	314 6685
67/	V8 (2–23/32" Long)	.....	1	318 6116

3.232–1 WIRE, Distributor To Coil High Tension

67/	SIX	.....	1	317 4260
67/	V8	.....	1	318 6875

3.232–2 BRACKET, Ignition Wire Separator Mounting

67/68	V8 (WEEP-2-9/16" Long)	.....	1	318 7636
67/68	V8 (WEEP-3-1/8" Long)	.....	1	318 7816

3.232–3 WIRE, Distributor To Ignition

67/	(#1) SIX	.....	1	317 4261
67	(#1) V8 (LEEP-26-3/4" Long)	.....	1	318 9208
67	(#1) V8 (LEEP-28-3/4" Long)	.....	1	317 3501
67	(#1) V8 (WEEP)	.....	1	318 6876
68/	(#1) V8	.....	1	319 0602
67/	(#2) SIX	.....	1	317 3507
67	(#2) V8 (LEEP-33" Long)	.....	1	318 9209
67	(#2) V8 (LEEP-34" Long)	.....	1	318 0614
67	(#2) V8 (WEEP)	.....	1	318 6877
68/	(#2) V8	.....	1	319 0604

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ELECTRICAL - INSTRUMENTS

3.349–1a ATTACHING PARTS, Courtesy Lamp To Instrument Panel

SCREW, Tapping.....	67/69	01.....*(Use 812 0054)*	17.671	1	G274773
SCREW, Tapping.....	68/69	30-70.....	17.660	2	G161901
SCREW, Tapping.....	70	01-10-80 (Pan Head-Black).....	.....	2	400 2526
SCREW, Tapping.....	70	01-10-80 (Pan Head-Chrome).....	.....	2	400 2527
SCREW, Tapping.....	71	01-40.....*(Use 812 0054)*	.....	2	400 2527
SCREW, Tapping.....	71	10-80.....	17.671	2	G274773
SCREW, Tapping.....	71/	70.....	.....	2	400 2526
SCREW, Tapping.....	72	01-10-40-80 (10-16 x 1/2).....	17.671	2	812 0054
SCREW, Tapping.....	72	01-40 (10-16 x 5/8).....	17.660	2	G9414723 NA
SCREW, Hexagon	70	01-10-40-80.....*(Use 812 0054)*	17.671	2	G274773
SCREW, Hexagon	67/69	10-50-80.....	17.671	2	320 9537

3.349–2 HOUSING, Courtesy Lamp

70	(Left) 30-70.....	.....	1	363 1201
70	(Right) 30-70.....	.....	1	363 1200

3.349–2a ATTACHING PARTS, Housing To Instrument Panel

SCREW, Tapping.....	70	30-70.....	17.660	6	G161860

3.349–3 LENS, Courtesy Lamp

67/68	07-17-87 (* 3-36).....	.....	2	320 4508
70	30-70.....	.....	2	363 1211

3.349–3a ATTACHING PARTS, Lens To Instrument Panel

SCREW, Tapping.....	70	30-70.....	3.346	4	400 2648

3.349–4 BRACKET, Courtesy Lamp To Instrument Panel

67/69	01 (LHD).....	.....	1	350 6921
68	30-70.....	.....	1	360 1636

3.349–5 ATTACHING PARTS, Bracket To Instrument Panel

SCREW, Pan Head	67/69	01.....	20.280	2	400 1724
SCREW, Tapping.....	68	30-70.....*(Use 812 0054)*	17.671	1	G274773
SCREW, Tapping.....	71	70.....	15.320	4	400 2309

3.349–6 HARNESS, Courtesy Lamp Wire

67	01 (LHD).....	.....	1	318 6830
68	01-30-70 (LHD).....	.....	1	319 0642
69	01 (LHD).....	.....	1	319 4977
70	01 (LHD-Used With Metal Type Lamp).....	.....	1	319 8344
70	01 (LHD-Used With Nylon Type Lamp).....	.....	1	321 0556
71/	01 (LHD).....	.....	1	321 0556
67	10-50-80 (LHD).....	.....	1	318 6831
68	10-80 (LHD).....	.....	1	319 0643
69/70	10-80 (LHD-Used With Metal Type Lamp).....	.....	1	319 4978
70	10-80 (LHD-Used With Nylon Type Lamp).....	.....	1	321 0558
71/	10-80.....	.....	1	321 0558
69	30-70.....	.....	1	319 4928
70	30-70.....	.....	1	319 8345
70/	40.....	.....	1	321 0556
71/	70.....	.....	1	321 1570

ELECTRICAL - INSTRUMENTS

MODEL	GEAR RATIO	TIRE SIZE	TEETH	VENDOR NO.	PART NO.
70 01 (Tan)	15/43	C-78 x 14: D-78 x 14: D-70 x 14: 6.95 x 14.	21	91	316 7391
70 01 (Blue)	15/43	7.35 x 14	20	90	316 7390
70 01	19/45	B-78 x 14: 6.45 x 14	18	96	316 7396
70 01	19/45	C-78 x 14: 6.95 x 14: 6.85 x 15	17	95	316 7395
70 10 (Pink)	11/39	E-78 x 14: F-78 x 14: 7.35 x 14: 7.75 x 14: 7.35 x 15	22	92	316 7392
70 10	11/39	G-78 x 14: H-78 x 14: 8.25 x 14: 7.75 x 15: 8.25 x 15	21	91	316 7391
70 10	11/39	E-60 x 15	23	93	316 7393
70 10	11/43	E-60 x 15	22	92	316 7392
70 10	13/41	E-78 x 14: F-78 x 14: 7.35 x 14: 7.75 x 14: 7.35 x 15	22	92	316 7392
70 10 (Tan)	13/41	C-78 x 14: H-78 x 14: 8.25 x 14: 7.75 x 15: 8.25 x 15	21	91	316 7391
70 10 (Brown)	13/41	G-78 x 14: H-78 x 14: 7.75 x 14: 8.25 x 14: 7.75 x 15: 8.25 x 15.	19	97	316 7397
70 10 (Red)	13/41	E-78 x 14: F-78 x 14: 7.35 x 14: 7.35 x 15.	20	98	316 7398
70 10 (Blue)	13/41	E-78 x 14: F-78 x 14: 7.35 x 14: 7.35 x 15.	20	90	316 7390
70 10 (Green)	13/41	G-78 x 14: H-78 x 14: 7.75 x 14: 7.75 x 15: 8.25 x 14: 8.25 x 15.	19	89	316 7389
70 10	15/43	E-78 x 14: F-78 x 14: G-78 x 14: 7.35 x 14: 7.75 x 14: 7.35 x 15.	20	90	316 7390
70 10	15/43	H-78 x 14: 8.25 x 14: 7.75 x 15: 8.25 x 15.	19	89	316 7389
70 30	11/39	E-70 x 14: E-60 x 15	23	93	316 7393
70 30	11/39	E-78 x 14: F-70 x 14: 7.35 x 14	22	92	316 7392
70 30	11/43	F-70 x 14	21	91	316 7391
70 30	11/43	E-70 x 14: E-60 x 15	22	92	316 7392
70 30	13/41	E-78 x 14: 7.35 x 14: F-70 x 14	22	92	316 7392
70 30 (White)	13/41	E-70 x 14: E-60 x 15	23	93	316 7393
70 30 (Blue)	13/41	E-70 x 14: E-60 x 15: E-78 x 14: 7.35 x 14: F-70 x 14	20	90	316 7390
70 30	15/43	E-70 x 14: E-60 x 15	21	91	316 7391
70 30	15/43	E-78 x 14: 7.35 x 14: F-70 x 14	20	90	316 7390
70 40	13/40	6.45 x 14: 6.95 X 14: B-78 x 14	20	98	316 7398
70 40	13/40	6.00 x 13: 6.95 x 14	21	91	316 7391
70 40	13/40	B-78 x 14: 6.45 x 14: 6.95 x 14	20	90	316 7390
70 40	13/40	6.00 x 13	21	99	316 7399
70 40	13/43	6.45 x 14: B-78 x 14	22	92	316 7392
70 40	13/43	6.00 x 13	23	93	316 7393
70 40	13/43	6.95 x 14	21	99	316 7399
70 40	15/41	B-78 x 14: 6.45 x 14: 6.95 x 14	18	96	316 7396

NOTES

4–43 .... Used prior to Engine Build Code Number 912 (H or S) 04. Refer to Automotive Technical Service Bulletin No. TB, 6800 Series, Group 4.000, Date March 27, 1968.

4–44 .... Used beginning with Engine Build Code Number 912 (H or S) 04, and prior to Engine Code Number 103 H12. Refer to Automotive Technical Service Bulletin No. TB11, 6800 Series, Group 4.000, Date March 27, 1968.

4–45 .... Includes welded Rear Bracket on Tail Pipe.

4–46 .... Does not include welded Rear Bracket on Tail Pipe.

4–47 .... Used with In-Line Fuel Filter that screws into Carburetor or Carburetor Adapter.

4–48 .... Used with In-Line Fuel Filter that is connected in Fuel Line.

4–51 .... Used prior to Car Sequence No. E-55773 on domestic built Cars and 27962 on Canadian built Cars.

4–52 .... Used beginning with Car Sequence No. E-55773 on domestic built Cars and 27962 on Canadian built Cars.

4–53 .... Tube is routed along underside of Rear Seat Footwell.

4–54 .... Tube is routed along right hand side of Propeller Shaft Tunnel.

4–55 .... Used prior to Car Sequence No.

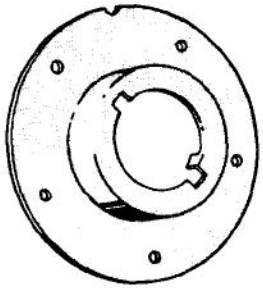
4–56 .... Used beginning with Car Sequence No.

4–57 .... Neck has two Ear Slots 9/32" wide.

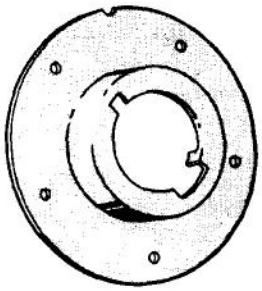
4–58 .... Neck has one Ear Slot 9/32" wide and one 1/2" wide.

4–59 .... Used with Fuel Filter located on Right Side.

4–60 .... Used with Fuel Filter located on Left Side.



TYPE 1



TYPE 2

4–61 .... Gasoline Tank Filler Neck has two Small Slots for Type 1 Cap Assembly above.

4–62 .... Gasoline Tank Filler Neck has one Large and one Small Slot for Type 2 Cap Assembly above.

4–63 .... Gasoline Tank Filler Tube is soldered in Tank and is part of Tank.

4–64 .... Gasoline Tank Filler Tube is fastened in Tank with a Grommet.

4–65 .... Brace does not include Grommet.

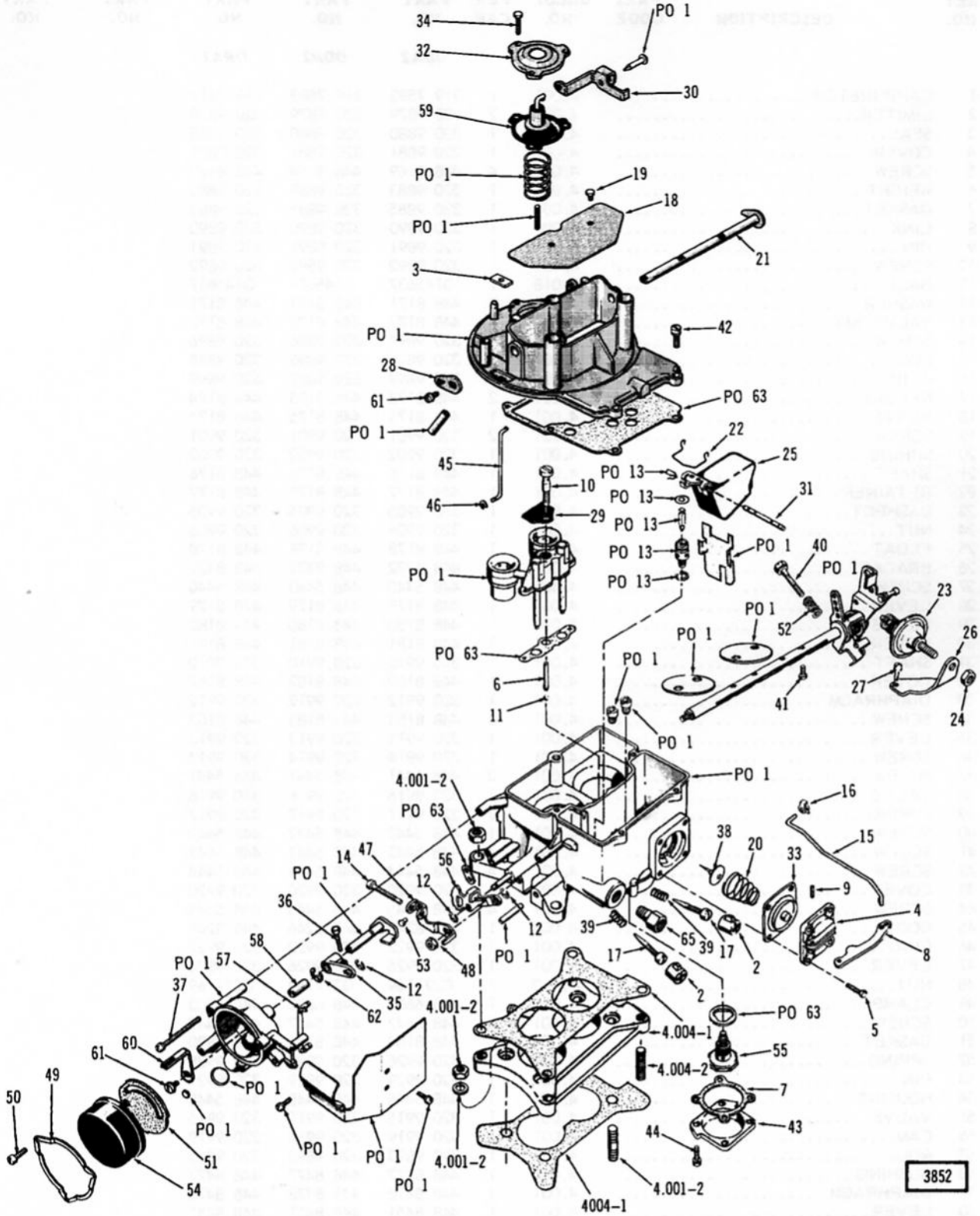
4–66 .... Brace includes Grommet.

4–67 .... On 1972 (V8) used prior to Engine Build Code No. 504 (N)(H)(P)(Z) 27.

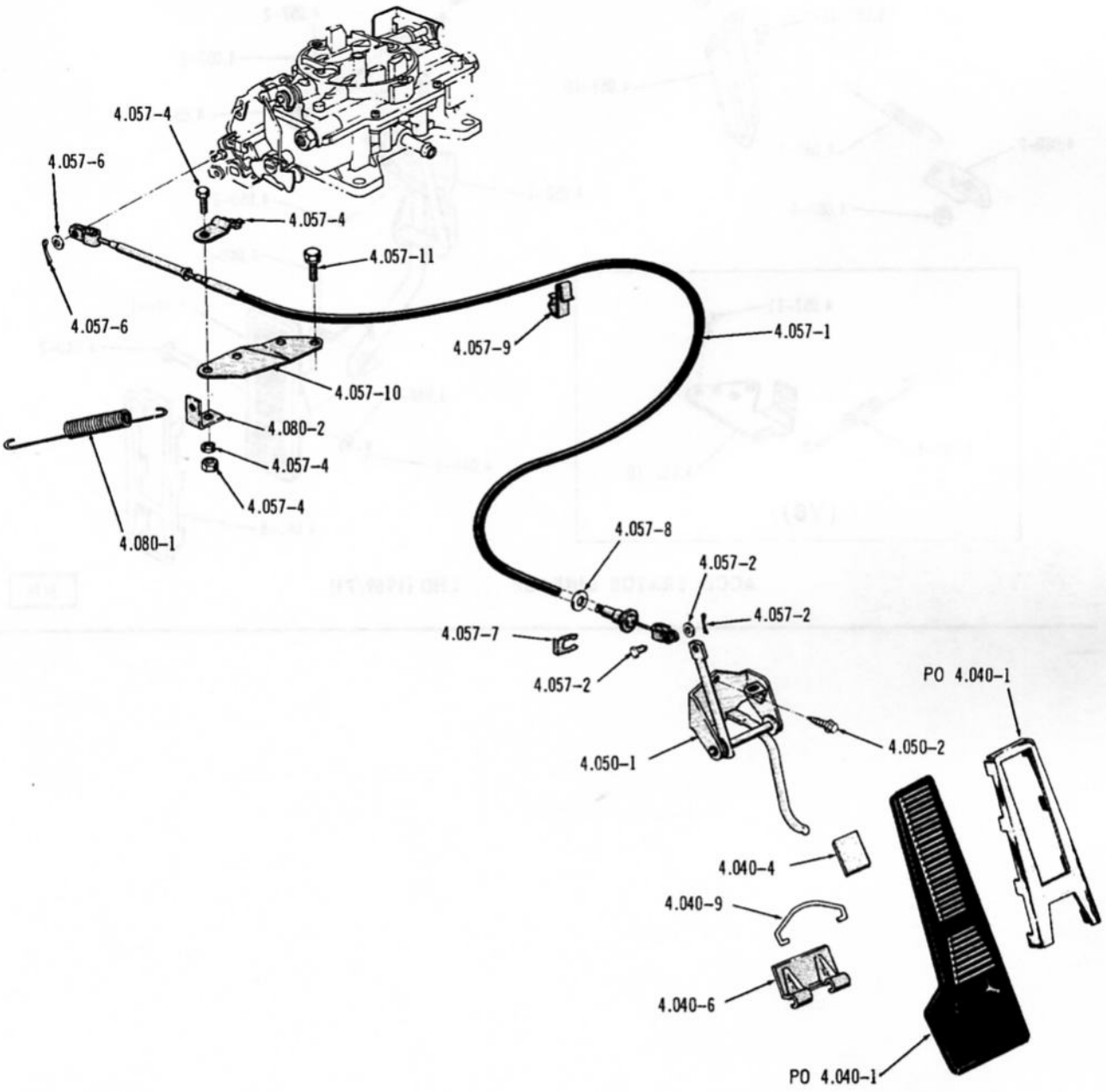
4–68 .... On 1972 (V8) used beginning with Engine Build Code No. 504 (N)(H)(P)(Z) 27.

KEY NO.	DESCRIPTION	PAKS CODE	GROUP NO.	PER CAR	PART NO.	PART NO.	PART NO.	PART NO.	PART NO.
					R-3968	*R-3968-2*	*R-4102*	*R-4102-2*	*R-4294*
3	MINOR REPAIR KIT	231	4.001	1	320 9958	448 5960	320 9958	448 5960	448 6727
4	GASKET SET	245	4.001	1	320 9950	448 5959	320 9950	448 5959	448 5959
5	PLATE		4.001	1	320 7193	320 7193	320 7193	320 7193	320 7193
6	LEVER		4.001	1	448 6676	448 6676	448 6676	448 6676	448 6676
7	SCREW		4.001	1	320 3107	320 3107	320 3107	320 3107	320 3107
8	SCREW		4.001	4	320 3108	320 3108	320 3108	320 3108	320 3108
9	SCREW		4.001	2	320 5907	320 5907	320 5907	320 5907	320 5907
10	SCREW		4.001	2	320 5907	320 5907	320 5907	320 5907	320 5907
11	SCREW		4.001	3	320 6312	320 6312	320 6312	320 6312	320 6312
12	SCREW		4.001	1	320 5908	320 5908	320 5908	320 5908	320 5908
13	SCREW		4.001	1	320 5909	320 5909	320 5909	320 5909	320 5909
14	SCREW		4.001	1	320 4404	320 4404	320 4404	320 4404	320 4404
15	SCREW		4.001	1	320 8966	320 8966	320 8966	320 8966	320 8966
16	SCREW		4.001	4	320 5914	320 5914	320 5914	320 5914	320 5914
17	SCREW		4.001	2	320 5915	320 5915	320 5915	320 5915	320 5915
18	SCREW		4.001	2	320 6892	320 6892	320 6892	320 6892	320 6892
19	SCREW		4.001	1	320 6715	320 6715	320 6715	320 6715	320 6715
20	SCREW		4.001	1	320 7370	320 7370	... .	... .	... .
21	SCREW		4.001	1	320 7950	320 7950	320 7950	320 7950	320 7950
22	PLUG		4.001	1	320 5920	320 5920	320 5920	320 5920	320 5920
23	GASKET		4.001	1	448 5886	448 5886	448 5886	448 5886	448 5886
24	NEEDLE		4.001	1	448 5600	448 6086	448 5600	448 6086	448 6086
25	FLOAT		4.001	1	320 5650	320 5650	320 5650	320 5650	320 5650
26	NEEDLE ASSY.		4.001	1	320 5651	320 5651	320 5651	320 5651	448 6728
27	JET		4.001	1	320 3166	320 7610	320 3166	320 3166	320 3166
28	VALVE		4.001	1	320 5925	320 5925	320 5925	320 5925	320 5925
29	PUMP		4.001	1	320 7275	320 7275	320 7275	320 7275	320 7275
30	LINK		4.001	1	320 7229	448 5504	448 5504	448 5504	448 5504
31	BOWL		4.001	1	320 5653	320 5653	320 5653	320 5653	320 5653
32	METERING BLOCK		4.001	1	320 8964	320 8388	448 5698	448 6472	448 6472
33	RETAINER		4.001	1	320 7215	320 7215	320 7215	320 7215	320 7215
34	RETAINER		4.001	1	320 8957	320 8957	320 8957	320 8957	320 8957
35	SPRING		4.001	1	320 8389	320 3191	320 8389	320 3191	320 3191
36	SPRING		4.001	1	320 3192	320 3192	320 3192	320 3192	320 3192
37	SPRING		4.001	1	320 5930	448 6474	320 5930	448 6474	448 6729
38	SPRING		4.001	1	320 5932	320 5932	320 5932	320 5932	320 5932
39	SPRING		4.001	1	320 7219	320 7219	320 7219	320 7219	320 7219
40	SPRING		4.001	1	320 8958	320 8958	320 8958	320 8958	320 8958
41	NUT		4.001	1	320 8959	320 8959	320 8959	320 8959	320 8959
42	NUT		4.001	1	320 4410	320 4410	... .	... .	... .
43	CAM		4.001	1	320 7231	320 7231	320 7231	320 7231	320 7231
44	ROD		4.001	1	320 7221	320 7221	320 7221	320 7221	448 6730
45	ROD		4.001	1	320 7222	320 7222	320 7222	320 7222	320 7222
46	WASHER		4.001	1	320 7234	320 7234	... .	... .	... .
47	WASHER		4.001	1	320 8960	320 8960	320 8960	320 8960	320 8960
48	WASHER		4.001	2	320 5935	320 5935	320 5935	320 5935	320 5935
49	WASHER		4.001	1	320 5937	320 5937	320 5937	320 5937	320 5937
50	WASHER		4.001	1	320 7224	320 7224	320 7224	320 7224	320 7224
51	THERMOSTAT		4.001	1	320 7276	320 7276	320 7276	320 7276	320 7276
52	RETAINER		4.001	1	320 3227	320 3227	320 3227	320 3227	320 3227
53	BRACKET		4.001	1	320 7236	320 7236	... .	... .	... .
54	COLLAR		4.001	1	320 8961	320 8961	320 8961	320 8961	320 8961
55	DASHPOT		4.001	1	320 6372	448 6457	... .	... .	... .
56	LEVER		4.001	1	320 7232	320 7232	448 5506	448 5506	448 5506
57	BRACKET		4.001	1	320 8962	320 8962	320 8962	320 8962	320 8962
58	LEVER		4.001	1	320 8963	320 8963	320 8963	320 8963	320 8963
59	RETAINER		4.001	1	320 3240	320 3240	320 3240	320 3240	320 3240
60	DASHPOT ASSY.	259	4.001	1	320 7235	... .	... .	... .	... .
61	BEARING		4.001	1	... .	320 5922	320 5922	320 5922	320 5922
62	LIMITER		4.001	1	... .	320 9879	... .	320 9879	320 9879
63	RETAINER		4.001	1	320 3190	320 3190	320 3190	320 3190	320 3190

KEY NO.	DESCRIPTION	PAKS CODE	GROUP NO.	PER CAR	PART NO.	PART NO.	PART NO.	PART NO.	PART NO.
					AFB-4467	AFB-4468	AFB-4469	AFB-4622	AFB-4623
63	SCREW		4.001	2	320 7746	320 7746	320 7746	320 7746	320 7746
64	NUT		4.001	1	320 6802	320 6802	320 6802	320 6802	320 6802
65	ARM		4.001	1	320 9941	320 8467	320 8467	320 9941	320 8467
66	ARM		4.001	1	320 7748	320 7748	320 7748	320 7748	320 7748
67	ARM		4.001	1	320 7749	320 7749	320 7749	320 7749	320 7749
68	ROD		4.001	1	320 7750	320 7750	320 7750	320 7750	320 7750
69	ROD		4.001	1	320 7751	320 7751	320 7751	320 7751	320 7751
70	ROD		4.001	1	320 8434	320 8434	320 8434	320 8434	320 8434
71	ROD		4.001	1	320 7752	320 7752	320 7752	320 7752	320 7752
72	LINK		4.001	1	320 7754	320 7754	320 7754	320 7754	320 7754
73	JET (Secondary)		4.001	2	320 7755	320 7755	320 7755	320 7755	320 7755
74	JET (Primary)		4.001	2	320 8465	320 8466	320 8465	320 8465	320 8466
75	GASKET		4.001	1	448 5888	448 5888	448 5888	448 5888	448 5888
76	BALL		4.001	1	320 8779	320 8779	320 8779	320 3863	320 8779
77	WASHER		4.001	1	320 7757	320 7757	320 7757	320 7757	320 7757
78	WASHER		4.001	1	320 7759	320 7759	320 7759	320 7759	320 7759
79	WASHER		4.001	1	320 7760	320 7760	320 7760	320 7760	320 7760
80	PIN		4.001	1	320 7761	320 7761	320 7761	320 7761	320 7761
81	RETAINER		4.001	6	320 3830	320 3830	320 3830	320 3830	320 3830
82	PISTON		4.001	1	320 8415	320 8415	320 7763	320 7763	320 8415
83	PISTON		4.001	2	320 7762	320 7762	320 9942	320 7762	320 7762
84	VALVE		4.001	1	320 7764	320 7764	320 7764	320 7764	320 7764
85	HOUSING		4.001	1	320 7765	320 8420	320 7765	320 7765	320 8420
86	THERMOSTAT		4.001	1	320 9943	320 9943	320 9943	320 9943	320 9943
87	BRACKET		4.001	1	320 9944	320 9944	320 9944	320 9944	320 9944
88	CAM		4.001	1	320 8421	320 8421	320 8421	320 8421	320 8421
89	PLATE		4.001	1	320 8422	320 8422	320 8422	320 8422	320 8422
90	BAFFLE		4.001	2	320 7768	320 7768	320 7768	320 7768	320 7768
91	DASHPOT		4.001	1	448 6954	448 6954	448 6954	448 6954	448 6954
92	LIMITER		4.001	2	320 9879	320 9879	320 9879	320 9879	320 9879
93	NEEDLE		4.001	2	448 7159	448 7159	448 7159	448 7159	448 7159
94	SPRING		4.001	2	320 5885	320 5885	320 5885	320 5885	320 5885



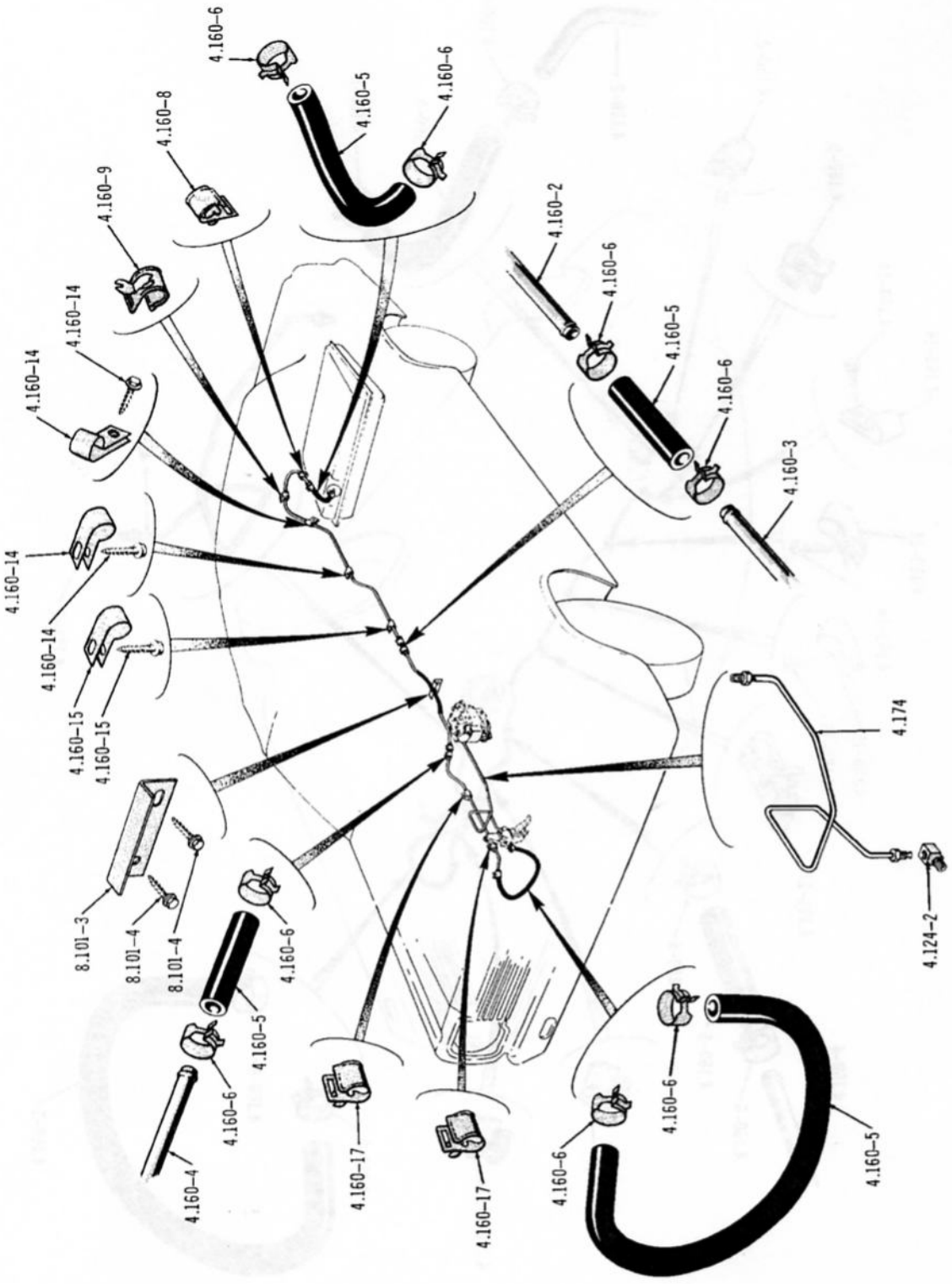
CARBURETOR



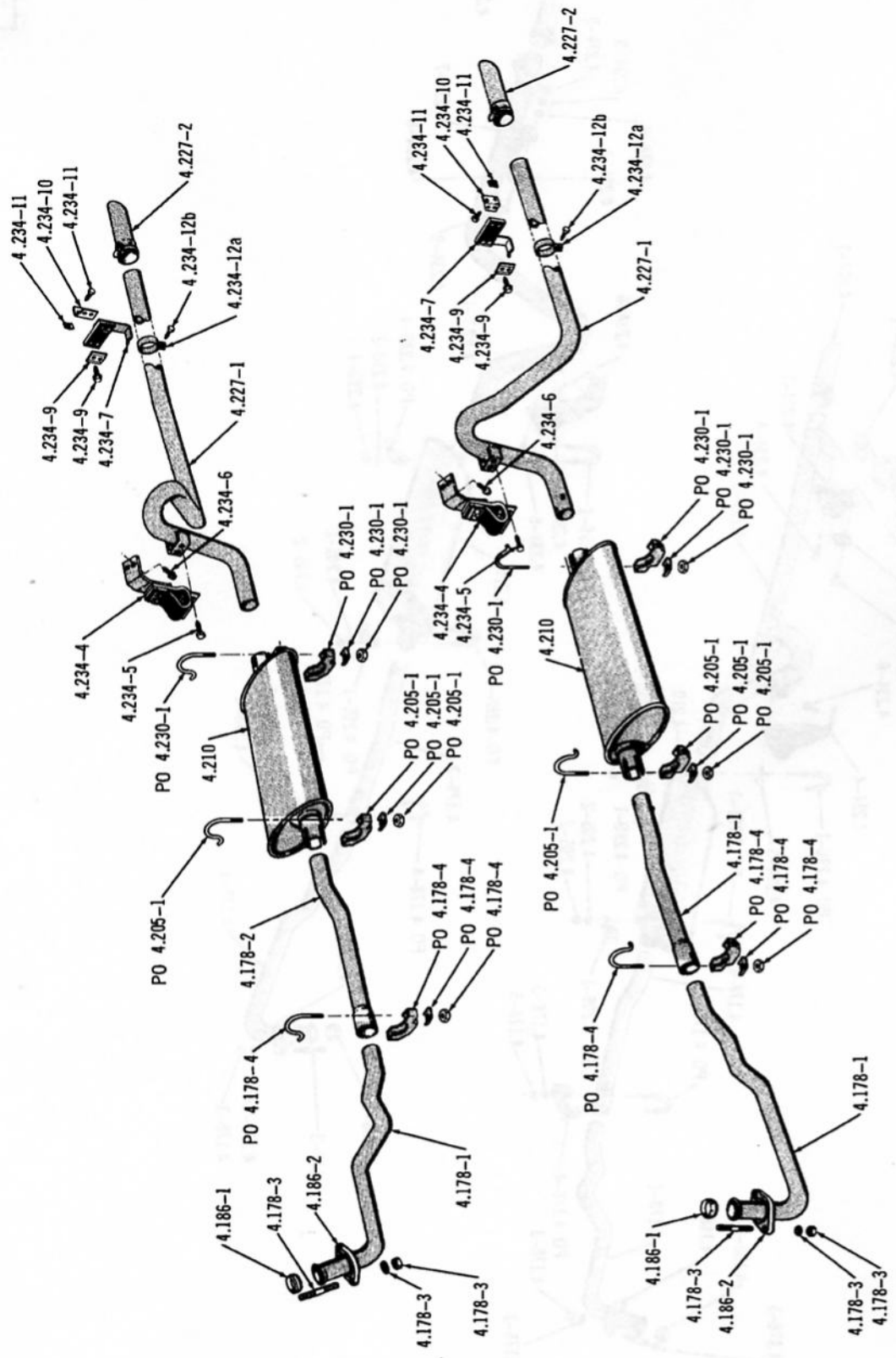
3140

ACCELERATOR LINKAGE ... V8-RHD (1967)(1968)

3129



GASOLINE TANK TO CARBURETOR FUEL LINES ... RHD-SIX (07)



EXHAUST SYSTEM . . . 1971/ -V8-WDE (70)

4.057–6 ATTACHING PARTS, Cable To Carburetor Pin

PIN, Cotter	*67/68*	*RHD (V8)*	17.460	1	G137127	NA
WASHER, Plain	*67/68*	*RHD (V8)*	17.814	1	G446152	NA

4.057–7 CLIP, Accelerator Control Cable (To Dash)

67/70	*RHD*	8.224	1	316	4299

4.057–8 GASKET, Accelerator Cable (To Dash)

69/	LHD	.....	1	319	4154
67/70	*RHD*	.....	1	317	0389

4.057–9 CLIP, Accelerator Cable (On Heater Valve)

67/70	*RHD (V8)*	15.320	1	400	1598

4.057–10 BRACKET, Accelerator Control Cable

69	LHD (Six)	.....	1	319	4965
70	LHD (Six)	.....	1	319	7779
71	LHD (Six)	.....	1	321	1117
72	SIX...(Incls. Transmission T.V. Bellcrank)	.....	1	321	4002
69	LHD (V8)	.....	1	319	3886
70/71	LHD (V8)	.....	1	319	8017
72	LHD (V8)	.....	1	321	5380
67	*RHD (V8-WDT)*	.....	1	318	7673
67	*RHD (V8-W4B)*	.....	1	318	7184
68	*RHD (V8-WDT)*	.....	1	319	2189
68	*RHD (V8-W4B)*	.....	1	319	2098

4.057–11 ATTACHING PARTS, Bracket To Intake Manifold

SCREW, Machine	69/70	LHD	17.626	2	400	0987
SCREW, Machine	71/		16.626	2	400	0987
SCREW, Machine	*67/68*	*RHD*	17.626	2	400	0987

4.065–1 ROD, Carburetor Control Shaft

67	01 (LHD-V8-WAT)	.....	1	318	9167
67	01 (LHD-V8-WST)(LHD-V8-W4ST)	.....	1	318	9168
67	10-50-80 (LHD-V8)	.....	1	318	9169
68	01 (LHD-V8)	.....	1	319	1654
68	10-30-70-80 (LHD-V8)	.....	1	319	1961

4.065–2 ATTACHING PARTS, Rod To Bracket (Left)

PIN, Cotter	67/68	LHD (V8)	17.460	1	G103373	NA
WASHER, Plain	67/68	LHD (V8-7/8" O. D.)	17.814	1	400	1100
WASHER, Plain	67/68	LHD (V8-1-1/8" O. D.)	17.814	1	400	0480

4.065–3 ATTACHING PARTS, Rod To Bracket (Right)

WASHER, Felt	67/68	LHD (V8)	4.070	1	318	5183
WASHER, Plain	67/68	LHD (V8)	17.814	1	400	1098
NUT, Push	67/68	LHD (V8)	13.440	1	400	0792

4.065–4 RETAINER, Carburetor Control Shaft Rod Lubricating Washer

67/68	LHD (V8)	.....	1	318	5240

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1968 Thru 1972 30-70

68	70 (Six) ..... ***(Use 448 6032)***	.....	1	318 9739
69/	70 (Six)	.....	1	448 6032
68	70 (V8-LDE)	.....	1	319 1758
69	70 (V8-LDE)	.....	1	448 6038
70	70 (V8-LDE)	.....	1	319 7908
71/	70 (V8-LDE-For Installation Except Califomia)	.....	1	321 2934
71/	70 (V8-LDE-For Installation In California)	.....	1	321 2647
68	30-70 (V8-WDE)	.....	2	319 1758
67/70	30-70 (V8-WDE)	.....	2	448 6038
71/	70 (V8-WDE)	.....	2	321 2648

4.219-1 INSULATOR, Muffler Support

67/69	01 (Rubber)	.....	1	317 2214
67/70	10-50-80 (LDE)...(Incl. Bracket) ..... ***(Use 319 4558)***	.....	1	318 8860
71/	10-80 (LDE)...(Incl. Bracket)	.....	1	319 4558
67/70	10-50-80 (WDE-Left)...(Incl. Bracket) ..... ***(Use 319 4558)***	.....	1	318 8860
71	10-80 (WDE-Left)...(Incl. Bracket)	.....	1	319 4558
67/	10-50-80 (WDE-Right)...(Incl. Bracket)	.....	1	318 9216

4.219-2 ATTACHING PARTS, Insulator To Body

PLATE	67/70	01	.....	1	317 2213	
PLATE	67/	10-80 (V8-LDE)	4.200	1	317 0879	
PLATE	67/	10-50-80 (Left-WDE)	4.200	1	317 0879	
PLATE	67/	10-50-80 (Right-WDE)	.....	1	318 9213	
WASHER, Lock	67/	10-50-80 (Left)	17.820	2	G120214	NA
SCREW, Tapping.....	67/69	01	17.671	2	G442751	
SCREW, Tapping.....	68/69	(1-1/2" Long) 10-50-80	17.670	2	G176011	NA
SCREW, Tapping.....	68/	(1-1/4" Long) 10-50-80	17.670	2	G175997	NA
SCREW, Tapping.....	67/70	10-50-80 (Right)	17.671	2	G442751	
SCREW, Tapping.....	71/	10-80	17.671	AR	G442751	
NUT, Speed	67/69	10-50-80 (Left)	4.234	2	400 1702	
NUT, Speed	70	10-80 (WDE-Left)	4.234	2	400 1702	
NUT, Speed	70	10-80 (LDE)	4.234	1	400 1702	
NUT, Spring	68/	10-80	17.421	2	G445177	
NUT, Weld	67/68	10-50-80	17.406	4	G9417139	NA

4.219-3 ATTACHING PARTS, Insulator To Muffler

PLATE	67/69	01	.....	1	317 2213	
SCREW, Tapping.....	67/69	01	17.671	2	G442751	
SCREW, Tapping.....	67/69	10-50-80 (LDE)	17.671	2	G442751	
SCREW, Tapping.....	67/69	10-50-80 (WDE)	17.671	4	G442751	
SCREW, Tapping.....	70	70 (LDE)	17.671	2	G271444	NA
SCREW, Tapping.....	70	30-70 (WDE)	17.671	4	G271444	NA
SCREW, Tapping.....	70/	10-80 (LDE)	17.671	2	G442751	
SCREW, Tapping.....	70/	15-19-85-89 (WDE)	17.671	4	G442751	

4.227-1 PIPE, Tail

1967 Thru 1972 01-40

67/68	07-08 (199) ..... ***(Use 448 6067)***	.....	1	318 0242
67	07-08 (232) ..... ***(Use 448 6068)***	.....	1	318 0839
68	08 (232-* 4-14) ..... ***(Use 448 6067)***	.....	1	318 0242
69	05-06-09 (Six)	.....	1	448 6256
69	08 (Six)	.....	1	448 6257

CLUTCH

5.130–1 PIVOT ASSEMBLY, Clutch Throwout Lever

69	10–80 (LHD–232–Except Heavy Duty)	1	320 5648	
67/69	01–70 (LHD–Six)	1	320 5648	
70/71	SIX	1	320 5648	—
67/69	V8	1	320 5362	
70/71	V8	1	448 7604	
68	10–80 (LHD–232–* 5–5)	1	320 5648	
72	70 (360)(401)	1	321 3859	
67/69	***10–80 (Heavy Duty–232–* 5–1)***	1	320 5362	
67/69	***01–10 (RHD–Six–WST)***	1	320 6273	
68	***10–80 (Export–LHD–Six)***	1	320 5362	

5.130–2 ATTACHING PARTS, Pivot To Housing Bolt

WASHER, Lock	67/		17.820	1	G103328 NA
WASHER, Plain	70	SIX (* 5–24)	17.814	1	400 1116
WASHER, Plain	71	SIX	17.814	1	400 1116

5.130–3 PIVOT, Clutch Throwout Lever

67	10–50–80 (LHD–232–Except Heavy Duty)	1	317 5323	—
68	10–80 (LHD–232–* 5–4–Except Heavy Duty)	1	317 5323	—

5.130–4 BALL, Throwout Lever Pivot

67/		17.018	1	G169162 NA

5.130–5 SPACER, Clutch Throwout Lever Pivot

68	LHD (Six)	1	400 1116	

5.132–1 SPRING, Clutch Throwout Lever (In Clutch)

71/		1	319 9503	
67	01	1	310 6505	
68	01–70 (Six–* 5–17)	1	317 5584	
69	SIX	1	310 6505	
70	SIX (* 5–21) ROUND	1	310 6505	
70	SIX (* 5–22) SPOTTED	1	319 9503	—
67	10–80 (232–Except Heavy Duty)	1	317 5584	
68	10–80 (232–* 5–4–Except Heavy Duty)	1	317 5584	
68	10–80 (232–* 5–5–Except Heavy Duty)	1	310 6505	
67/69	V8	1	310 6505	
70	V8	1	319 8128	
68	***10–80 (Export–LHD–232)***	1	310 6505	
67/68	***10–80 (Heavy Duty–232–* 5–1)***	1	310 6505	
67/68	***01–10 (RHD–Six–WST)***	1	310 6505	

5.132–2 ANCHOR, Clutch Throwout Lever Spring

69	SIX	1	317 2037	
70	SIX (* 5–21)	1	317 2037	
68	10–80 (LHD–232–* 5–5–Except Heavy Duty)	1	317 2037	
67/69	V8	1	317 2037	
70	V8	1	319 8324	
71/	V8	1	321 0423	
68	***10–80 (Export–LHD–232)***	1	317 2037	
67/69	***10–80 (Heavy Duty–232–* 5–1)***	1	317 2037	
67	***01 (RHD–Six–WST)***	1	317 2037	
67/68	***10 (RHD–Six–WST)***	1	317 2037	

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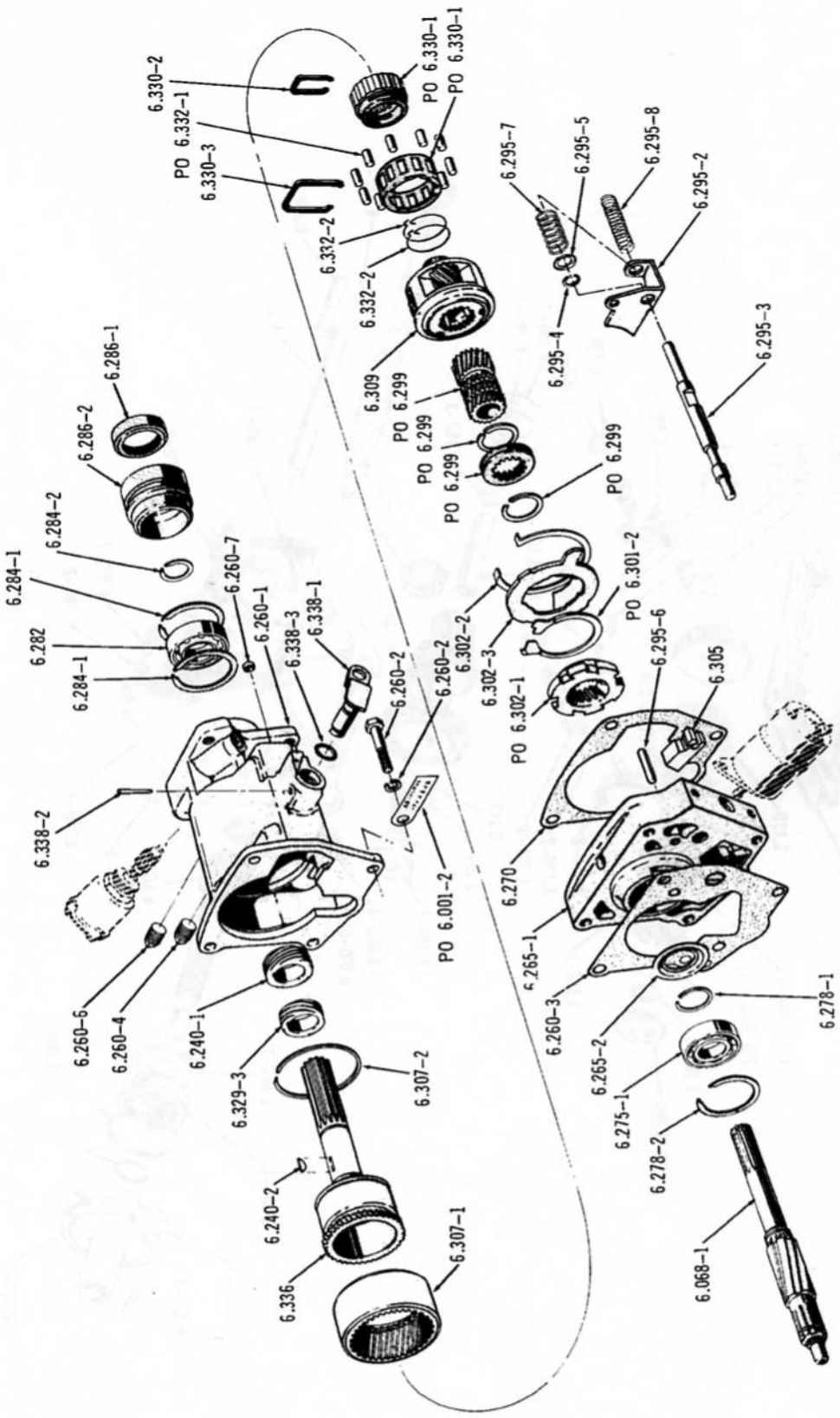

OVERDRIVE TRANSMISSION (Part 2 of 2) ... 199, 232 (1967)

6.166–2 WASHER, Transmission Countershaft Gear Thrust (Rear)(Less Lip)

67	SIX (WST–Except Heavy Duty–* 6–2)(WOD)	.....	.....	1	318 0057
70/	SIX (10–WST)(70–WST)(80–WST)	.....	.....	1	319 2365
68/70	199 (WST–Except Export)(WOD)	.....	.....	1	318 0057
68/69	232 (WST–Except Heavy Duty–* 6–2)(WOD)	.....	.....	1	319 2365
70/	232 (01–WST–Except Export)(40–WST–Except Export–* 6–13)	.....	.....	1	318 0057
71/	232 (40–WST–* 6–14)	.....	.....	1	319 2365
71/	258 (01–WST)(40–WST)	.....	.....	1	319 2365
67	***SIX (Heavy Duty-10-WST-* 6-2)***	.....	.....	1	318 0058
68/69	***SIX (Heavy Duty-10-WST-* 6-2)(Heavy Duty-80-WST-* 6-2)***	.....	.....	1	318 7985
71/	***232 (Heavy Duty-01-WST-* 6-8)(Heavy Duty-40-WST-* 6-8)***	.....	.....	1	319 2365
68/70	***199 (Export-LHD-WST)***	.....	.....	1	319 2365
70/	***232 (Export-LHD-01-WST)(Export-LHD-40-WST)***	.....	.....	1	319 2365
68/69	***199 (RHD)***	.....	.....	1	319 2365
67	V8 (WST)(WOD)	.....	.....	1	318 0058
68/70	V8 (WST)(WOD)	.....	.....	1	318 7985
71/	304 (40–WST)(70–WST)	.....	.....	1	319 2365
71	360 (01–WST)(70–WST)	.....	.....	1	318 7985
67/	V8 (W4ST)	.....	.....	1	318 2331

6.166–3 WASHER, Transmission Countershaft Gear Thrust (Rear)(With Lip)

67	SIX (WST–Except Heavy Duty–* 6–2)(WOD)	.....	.....	1	311 3838
68/70	199 (WST–Except Export)(WOD)	.....	.....	1	311 3838
70/	232 (01–WST–Except Export)(40–WST–Except Export)	.....	.....	1	311 3838
67	***SIX (Heavy Duty-10-WST-* 6-2)***	.....	.....	1	311 2996
67	V8 (WST)(WOD)	.....	.....	1	311 2996

6.166–4 WASHER, Fourspeed Transmission Idler Gear Shaft Thrust

67/	V8 (W4ST)	.....	.....	1	318 2331

6.167–1 ROLLER, Transmission Countershaft Gear Bearing

67/69	SIX (WST–Except Heavy Duty–* 6–2)(WOD)	.....	.....	40	311 2997
70/	SIX (10–WST)(70–WST)(80–WST)	.....	.....	40	311 2997
70	199 (WST)	.....	.....	40	311 2997
70/	232 (01–WST)(40–WST)	.....	.....	40	311 2997
71/	258 (01–WST)(40–WST)	.....	.....	40	311 2997
67	***SIX (Heavy Duty-10-WST-* 6-2)***	.....	.....	44	311 2997
68/69	***SIX (Heavy Duty-10-WST-* 6-2)(Heavy Duty-80-WST-* 6-2)***	.....	.....	44	448 5673
71/	***232 (Heavy Duty-01-WST-* 6-8)(Heavy Duty-40-WST-* 6-8)***	.....	.....	40	311 2997
67	V8 (WST)(WOD)	.....	.....	44	311 2997
68/70	V8 (WST)(WOD)	.....	.....	44	448 5673
71/	304 (40–WST)(70–WST)	.....	.....	40	311 2997
71	360 (01–WST)(70–WST)	.....	.....	44	448 5673
67/	V8 (W4ST)	.....	.....	80	315 0638

6.167–2 SPACER, Transmission Countershaft Gear Roller Bearing

67	SIX (WST–Except Heavy Duty–* 6–2)(WOD)	93	.....	.....	1	320 5825
70/	SIX (10–WST)(70–WST)(80–WST)	93	.....	.....	1	320 9977
68/70	199 (LHD–WST–Except Export)(WOD)	93	.....	.....	1	320 5825
68/69	232 (WST–Except Heavy Duty–* 6–2)(WOD)	93	.....	.....	1	320 9977
70/	232 (01–WST–Except Export)(40–WST–Except Export–* 6–13)	93	.....	.....	1	320 5825
71/	232 (40–WST–* 6–14)	93	.....	.....	1	320 9977
71/	258 (01–WST)(40–WST)	93	.....	.....	1	320 9977
67	***SIX (Heavy Duty-10-WST-* 6-2)***		.....	.....	1	314 2739
68/69	***SIX (Heavy Duty-10-WST-* 6-2)(Heavy Duty-80-WST-* 6-2)***	93	.....	.....	1	320 9978
71/	***232 (Heavy Duty-01-WST-* 6-8)(Heavy Duty-40-WST-* 6-8)***	93	.....	.....	1	320 9977
68/70	***199 (Export-LHD-WST)***	93	.....	.....	1	320 9977
70	***232 (Export-LHD-01-WST)(Export-LHD-40-WST)***	93	.....	.....	1	320 9977
68/69	***199 (RHD)***	93	.....	.....	1	320 9977

GROUP NO. — DESCRIPTION — YEAR and MODEL	"L" CODE	PAKS CODE	PRIMARY GROUP NO.	PER CAR	PART NO.	CODE
7.001–1 LEVER, Floor Gear Shift						
71 01 (360-WST-WFGS)			.....	1	319 7858	
70 40 (Six-WST-WFGS)			.....	1	319 5125	
71 40 (232-WST-WFGS)			.....	1	321 2024	
72 40 (232-WST-WFGS-* 7-44)			.....	1	321 3976	
72 40 (232-WST-WFGS-* 7-45)			.....	1	321 3972	
71 01-40 (258-WST-WFGS)			.....	1	319 5125	
72 01-40 (258-WST-WFGS)			.....	1	321 3972	
72 01-40 (304-WST-WFGS)			.....	1	321 3972	
69 70 (WST-WFGS-* 7-23)			.....	1	319 5125	
69 70 (WST-WFGS-* 7-24)			.....	1	319 7719	
70/71 70 (WST-WFGS)			.....	1	319 7719	
72 70 (WST-WFGS)			.....	1	321 0550	
70 W4ST			.....	1	319 6315	
67/69 01 (W4ST-Except SC/RAMBLER): 10-50-80 (W4ST)			.....	1	318 4477	
69 09 (SC/RAMBLER-W4ST)			.....	1	319 8118	
71 01-10 (W4ST)			.....	1	321 2061	
68 30-70 (W4ST)...(Incl. Base)			.....	1	318 9197	
69 30-70 (W4ST-* 7-19)...(Incl. Base)			.....	1	318 9197	
69 30-70 (W4ST-* 7-20)			.....	1	319 6315	
71/ 70 (W4ST)			.....	1	321 2060	
67/69 WAT (WFGS)			.....	1	318 6758	
70 10-30-70-80 (WAT-WFGS)			.....	1	319 7731	
71 10-80 (WAT-WFGS)			.....	1	319 7731	
71/ 70 (WAT-WFGS)			.....	1	321 1283	
7.001–2 ATTACHING PARTS, Lever To Yoke						
BOLT, Hexagon 67/68 W4ST			.....	2	318 5179	
BOLT, Hexagon ..... 69 01 (W4ST-Except SC/RAMBLER): 10 (W4ST)			.....	2	318 5179	
BOLT, Hexagon 69 30-70 (W4ST-* 7-19)			.....	2	318 5179	
WASHER, Plain..... 67/68 W4ST ***(Use 400 3808)***			17.814	2	G120394	NA
WASHER, Plain..... 69 01 (W4ST-Except SC/RAMBLER): 10 (W4ST) ***(Use 400 3808)***			17.814	2	G120394	NA
WASHER, Plain..... 69 30-70 (W4ST-* 7-19) ***(Use 400 3808)***			17.814	2	G120394	NA
7.001–3 SLEEVE, Gear Shift Lever						
67/70 WAT (WFGS)			.....	1	318 6749	
71 10-80 (WAT-WFGS)			.....	1	318 6749	
7.001–4 INSULATOR, Gear Shift Lever						
67/68 W4ST			.....	2	318 4469	
69 01 (W4ST-Except SC/RAMBLER): 10 (W4ST)			.....	2	318 4469	
69 30-70 (W4ST-* 7-19)			.....	2	318 4469	
7.001–5 RETAINER, Gear Shift Lever						
67/68 W4ST			.....	2	318 4730	
69 01 (W4ST-Except SC/RAMBLER): 10 (W4ST)			.....	2	318 4730	
69 30-70 (W4ST-* 7-19)			.....	2	318 4730	
7.001–6 CUSHION, Gear Shift Lever						
67/68 W4ST			.....	2	318 4731	
69 01 (W4ST-Except SC/RAMBLER): 10 (W4ST)			.....	2	318 4731	
69 30-70 (W4ST-* 7-19)			.....	2	318 4731	

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WASHER, Plain	67/71	01-50-80 (Six-WST)(Six-WOD)	17.814	2	G103340 NA
WASHER, Plain	71	40 (258-WST-WCGS-Except Export)	17.814	1	400 1100
WASHER, Plain	67	10 (Six-WST-Except Heavy Duty)(Six-WOD)	17.814	2	G103340 NA
WASHER, Plain	70	10 (Six-WST)	10.260	2	400 3808
WASHER, Plain	67/71	V8 (WST)(WOD)	17.814	2	400 3808
WASHER, Plain	67/	W4ST	17.814	1	400 3808
WASHER, Plain	***67/69***	***10-80 (Heavy Duty-LHD-Six) (Use 400 3808)***	17.814	2	G120394 NA
WASHER, Lock	67/69	01-50-80 (Six-WST)(Six-WOD)	17.820	2	G108579 NA
WASHER, Lock	70	01 (Six-WST)	17.820	2	G108579 NA
WASHER, Lock	67/69	10 (Six-WST-Except Heavy Duty)(Six-WOD)	17.820	2	G108579 NA
WASHER, Lock	67/69	V8 (WST)(WOD)	17.820	2	G131099 NA
WASHER, Lock	70	WST	17.820	2	G131099 NA
WASHER, Lock	67/	W4ST	17.820	1	G131099 NA
WASHER, Lock	***67/69***	***10-80 (Heavy Duty-LHD-Six)***	17.820	2	G131099 NA

7.130-8 ATTACHING PARTS, Lever To Bracket

PIN, Cotter	***67/69***	***01-10 (RHD-Six-WST)***	17.460	2	G103362 NA
WASHER, Plain	***67/69***	***01-10 (RHD-Six-WST)***	17.814	2	400 1100
WASHER, Spring	***67/69***	***01-10 (RHD-Six-WST)***	7.125	2	316 7670

7.130-9 BUSHING, Transmission Lever To Pivot Bracket

67/69		***01-10 (RHD-Six-WST)***	.....	2	318 6786

7.130-10 BRACKET, Transmission Lever Pivot (On Transmission)

67		***01-10 (RHD-Six-WST)***...(Less Levers)	.....	1	318 6791
68/69		***01-10 (RHD-Six-WST)***...(Less Levers)	.....	1	319 1344

7.130-11 ATTACHING PARTS, Bracket To Transmission

BOLT, Hexagon	***67/69***	***01-10 (RHD-Six-WST)***	17.038	2	G179862 NA

7.131-1 BELLCRANK, Reverse Lock-Up

70		W4ST	.....	1	319 7757
71		W4ST (LAW-* 7-33)	.....	1	321 1111
71/		W4ST (WAW)	.....	1	321 1111

7.131-2 BUSHING, Reverse Lock-Up Bellcrank

70		W4ST	.....	1	319 6311
71/		W4ST (LAW-* 7-33)	.....	1	319 6311

7.132-1 BRACKET, Reverse Lock-Up Bellcrank

70		W4ST	.....	1	319 4671
71		W4ST (LAW-* 7-33)	.....	1	321 1113
71/		W4ST (WAW)	.....	1	321 1113

7.132-2 ATTACHING PARTS, Bracket To Transmission

BOLT, Hexagon	70	W4ST	17.038	2	G180078 NA
BOLT, Hexagon	71	W4ST (LAW-* 7-33)	17.038	2	G180078 NA
BOLT, Hexagon	71/	W4ST (WAW)	17.038	2	G180078 NA
WASHER, Lock	70	W4ST	17.820	2	G120214 NA
WASHER, Lock	71	W4ST (LAW-* 7-33)	17.820	2	G120214 NA
WASHER, Lock	71	W4ST (WAW)	17.038	2	G120214 NA
WASHER, Spring	72	W4ST (WAW)	7.125	1	321 5893
WASHER, Plain	72	W4ST (WAW)	7.125	1	400 4437
PIN, Locking	72	W4ST (WAW)	29.162	1	400 0407

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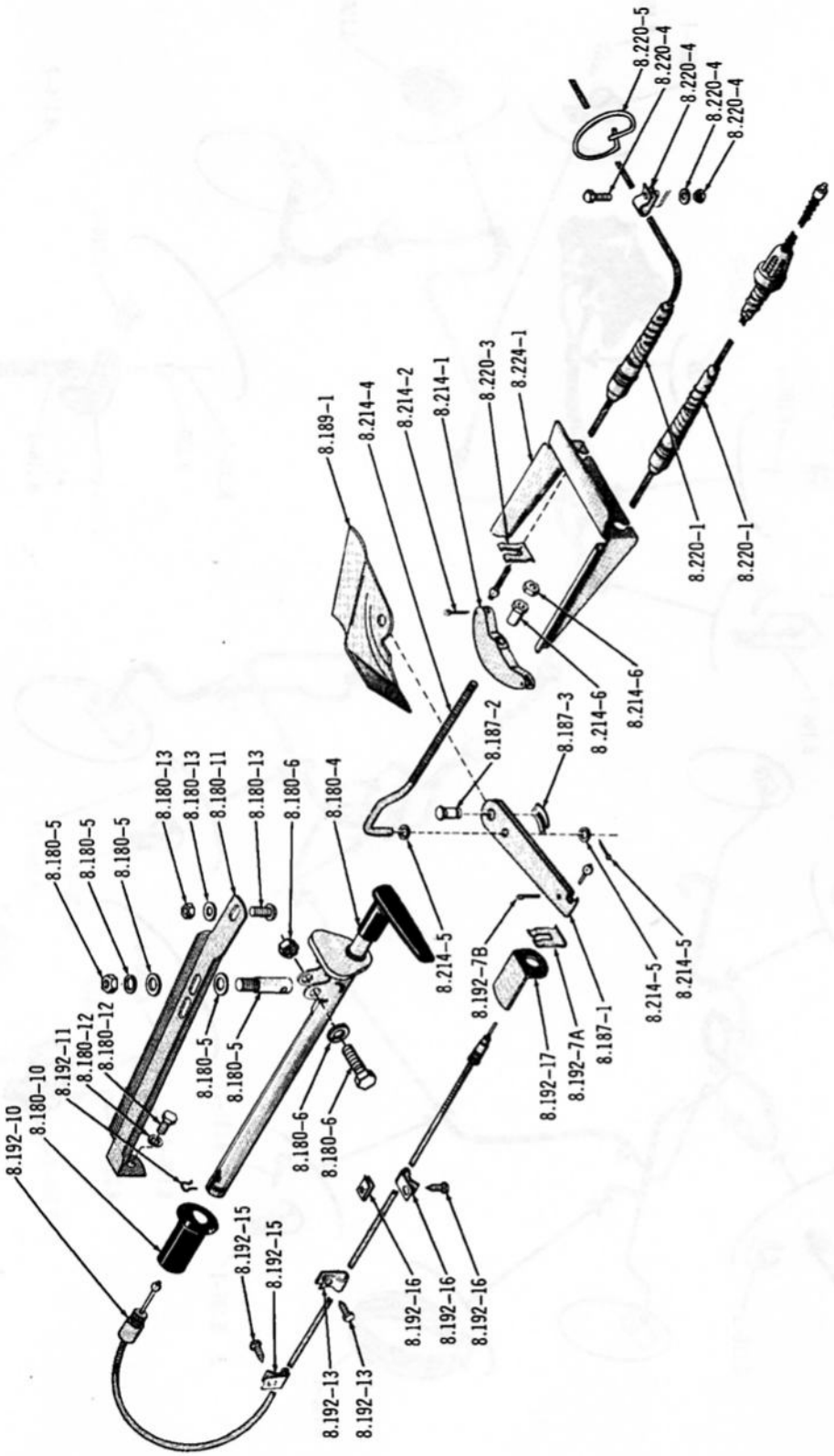

HAND OPERATED PARKING BRAKE ... 1967/69 (01)

BRAKES - WHEELS

67/69	50-80 (LDB)	.....	4	320 3313
70/	10-80 (LDB)	.....	4	320 3313
67/69	***15-16-17-19 (Heavy Duty-Six-* 8-4)***	.....	4	320 3313
67/	01-30-40-70 (WDB)	.....	2	320 3313
67/	(Rear) 10-50-80 (WDB)	.....	2	320 3313

8.100–1 TUBE, Brake Master Cylinder To Front Fitting

67	05-06 (LHD-LPB-* 8-7)	.....	1	318 2272
67	05-06 (LHD-LPB-* 8-8)	.....	1	318 8844
67	07-08-09 (LHD-LPB)	.....	1	318 2272
68/	01-40 (LHD-LPB)	.....	1	318 8844
67/69	01 (LHD-WPB)	.....	1	318 2709
70/	01-40 (WPB-LDB)	.....	1	319 7317
67	10 (LHD-LPB)	.....	1	318 8651
67	10 (LHD-WPB)	.....	1	318 8650
68	10-30-70 (LHD-LPB-* 8-13)	.....	1	318 8651
68	10-30-70 (LHD-WPB-* 8-13)	.....	1	318 8650
69	10-30-70-80 (LHD-LPB)	.....	1	318 8651
70	10-30-70-80 (LHD-LPB)	.....	1	319 7600
71/	10-70-80 (LPB)	.....	1	321 1646
69	10-30-70-80 (LHD-WPB-LDB)	.....	1	318 8650
70	10-80 (LHD-WPB-LDB)	.....	1	319 8716
71/	10-70-80 (WPB-LDB)	.....	1	321 1648
70	30-70 (LHD-WPB-LDB)	.....	1	319 7621
67	50-80 (LHD-LPB)	.....	1	318 7326
67	50-80 (LHD-WPB)	.....	1	318 8651
68	80 (LHD-LPB-* 8-14)(LHD-WPB-* 8-13)	.....	1	318 8651
68	80 (LHD-LPB-* 8-13)	.....	1	318 7326
68	80 (LHD-WPB-* 8-14)	.....	1	318 8650
68	10-30-70-80 (LHD-WPB-WDB-* 8-14)	.....	1	319 1952
69	10-30-70-80 (LHD-WPB-WDB)	.....	1	319 1952
70	10-80 (LHD-WDB)	.....	1	319 7634
70	30-70 (V8-WDB)	.....	1	319 7634
67/69	***01 (RHD-LPB)***	.....	1	317 2243
67/71	***10 (RHD-LPB)***	.....	1	318 8667
67/69	***10 (RHD-WPB-LDB)***	.....	1	318 8665
67/69	***10 (RHD-WDB)***	.....	1	318 8664
70	***10-80 (RHD-WPB-LDB)***	.....	1	319 8018
67/69	***80 (RHD-WPB)***	.....	1	318 8665
67/68	***80 (RHD-LPB)***	.....	1	318 8715
69	***80 (RHD-LPB)***	.....	1	318 8667
70	***10-80 (RHD-WDB)***	.....	1	319 8015

8.100–2 TUBE, Brake Master Cylinder To Rear Axle

67/69	***01 (RHD-LPB-LCV)***	.....	1	317 2284

8.100–3 TUBE, Brake Master Cylinder To Union

67	***07 (RHD-LPB)***	.....	1	317 6996

8.100–4 TUBE, Union To Rear Brake Hose

67	07	.....	1	317 2184

8.100–5 UNION, Brake Master Cylinder To Rear Hose

67	07	.....	1	316 4092

8.100–5a UNION, Brake Master Cylinder To Tube

70		.....	1	448 7028

BRAKES - WHEELS

8.400–1 POWER UNIT, Power Brake

67/68	01 (LHD-Six)		1	320 5898
69	01 (LHD-Six-* 8-37)		1	320 5898
69	01 (LHD-Six-* 8-38)		1	448 7304
70/	01-40-70 (Six-LDB)		1	448 7304
67/68	01 (LHD-V8-LDB)		1	320 7582
69	01 (LHD-V8-LDB-* 8-37)		1	320 7582
69	01 (LHD-V8-LDB-* 8-38)		1	448 7457
70/71	01-30-40-70 (V8-LDB)		1	448 7457
72	01-40-70 (V8-LDB)		1	448 7457
70/71	10-80 (LHD-LDB)		1	448 8263
72	10-80 (LDB)		1	812 1706
67/68	15-16-17-19 (Six-LDB-Except Heavy Duty-* 8-4)		1	320 5900
69	15-19 (Six-LDB-* 8-37-Except Heavy Duty-* 8-4)		1	320 5900
69	15-19 (Six-LDB-* 8-38-Except Heavy Duty-* 8-4)		1	448 7304
67/68	15-16-17-19 (LHD-V8-LDB)		1	320 5902
69	15-19 (LHD-V8-LDB-* 8-37)		1	320 5902
69	15-19 (LHD-V8-LDB-* 8-38)		1	448 7457
67/68	18 (LHD-LDB)		1	320 5902
69	18 (LHD-LDB-* 8-37)		1	320 5902
69	18 (LHD-LDB-* 8-38)		1	448 7457
68	30-70 (V8-LDB-* 8-29)		1	320 5902
68	30-70 (V8-LDB-* 8-30)		1	320 7582
69	30-70 (V8-LDB-* 8-37)		1	320 7582
69	30-70 (V8-LDB-* 8-38)		1	448 7457
68	70 (Six-* 8-29)		1	320 5900
68	70 (Six-* 8-30)		1	320 5898
69	70 (Six-* 8-37)		1	320 5898
69	70 (Six-* 8-38)		1	448 7304
67/68	50-80 (LHD-LDB)		1	320 5902
69	80 (LHD-LDB-* 8-37)		1	320 5902
69	80 (LHD-LDB-* 8-38)		1	448 7457
67	01 (LHD-V8-WDB)		1	320 7806
68	01 (LHD-V8-WDB-* 8-27)	*(Ord. Component Parts)*	1	448 5450
68	01 (LHD-V8-WDB-* 8-28)		1	448 5544
69	09 (SC/RAMBLER)		1	448 5544
70	01 (WDB)		1	448 5544
71	01 (WDB)		1	812 0061
72	01-40 (WDB)		1	812 1347
67	10-50-80 (WDB)		1	320 8488
68	10-30-70-80 (WDB-* 8-27)		1	320 8488
68	10-30-70-80 (WDB-* 8-28)		1	448 5576
69/70	10-30-70-80 (LHD-WDB)		1	448 5576
71/	10-80 (WDB)		1	448 9434
71	70 (WDB)		1	448 5576
72	70 (Six-WDB)		1	812 1347
72	70 (V8-WDB)		1	448 5576
67/68	***15-16-17-19 (Heavy Duty-Six-* 8-4)***		1	320 5902
69	***15-19 (Heavy Duty-Six-* 8-4 And * 8-37)***		1	320 5902
69	***15-19 (Heavy Duty-Six-* 8-4 And * 8-38)***		1	448 7457
67/69	***15-16-17-19 (RHD-Six-LDB)***		1	320 8538
67/69	***15-16-17-19 (RHD-V8-LDB-* 8-41)***		1	320 8541
67/69	***18 (RHD-LDB-* 8-41)***		1	320 8541
69	***18 (RHD-LDB-* 8-42)***		1	448 6990
70	***10 (RHD-Six-LDB)***		1	448 6990
67/69	***80 (RHD-LDB-* 8-41)***		1	320 8541
69	***10-80 (RHD-V8-LDB-* 8-42)***		1	448 6990
70	***10-80 (RHD-V8-LDB)***		1	448 6990
67	***10-80 (RHD-WDB)***		1	320 8518
68	***10-80 (RHD-WDB-* 8-27)***		1	320 8518
68	***10-80 (RHD-WDB-* 8-28)***		1	448 5589
69/70	***10-80 (RHD-WDB)***		1	448 5589

72	01-40 (LHD-Six-Except 19: 45 Ratio)	115	.....	1	448 7835
72	01-40 (LHD-Six-19: 45 Ratio)	115	.....	1	448 7834
68/69	01 (V8)	123	.....	1	320 8442
70	01-30-70 (V8)	123	.....	1	448 7836
71	01 (V8)	123	.....	1	448 7836
72	01-40 (LHD-V8)	123	.....	1	448 7836
67/68	15-16-17-19 (Six-LDB-Except Heavy Duty)	132	.....	1	320 7930
67/68	15-16-17-19 (Six-WDB-Except Heavy Duty)	132	.....	1	320 7931
67/68	18-50-80 (Six)	132	.....	1	320 7931
67/68	10-50-80 (V8)	132	.....	1	320 7931
68/69	70 (Six)	***(Use 448 7835)***	.....	1	320 9605
71	70 (LHD-Six)	115	.....	1	448 9002
72	70 (LHD-Six)	115	.....	1	448 7834
68/69	30-70 (V8)	123	.....	1	320 9634
71/	70 (LHD-V8)	123	.....	1	448 9003
69	15-19 (Six)	132	.....	1	448 6538
69	15-19 (V8)	132	.....	1	448 6539
69	18-80	132	.....	1	448 6539
70/	10-80	132	.....	1	448 6539
67/68	***15-16-17-19 (Heavy Duty-Six)***	132	.....	1	320 7931
70	***01-70 (Heavy Duty-LHD-Six-WDB)(Export-LHD-Six-WDB)***	123	.....	1	448 7836
71	***01 (Heavy Duty-LHD-Six-WDB)(Export-LHD-Six-WDB)***	123	.....	1	448 7836
71	***70 (Export-LHD-Six-WDB)***		.....	1	448 9003

9.003–2 WEDGE KIT, Rear Axle Spring Seat

68	30-70		.....	1	448 5884

9.004–1 BUMPER, Rear Axle Housing

67/69	01 (199)		.....	1	316 9743
67/69	01-70 (232)		.....	1	316 9720
70/	01-40		.....	1	316 9743
70/	70 (Six)		.....	1	316 9720
71/	70 (V8)		.....	1	316 9720
67/	10-80 (V8)		.....	1	318 8819

9.004–2 ATTACHING PARTS, Bumper To Housing

NUT, Hexagon	67/	01-40-70 (Six)	17.412	1	G271193 NA
NUT, Hexagon	67/	10-50-80 (V8)	17.412	1	G271193 NA
WASHER, Plain	67/	01-70 (232)	17.814	1	400 1111

9.005–1 PLUG, Rear Axle Filler

69/	01-40-70 (LHD-Six-* 9-39) ...(Incl. Gasket)	128	.....	1	314 6316
72	01-40-70 (LHD-Six-* 9-40)		.....	1	400 4631
67/69	01-70 (V8-LLD)		17.526	1	G444872
68/69	01-70 (V8-WLD) ...(Incl. Plate)	117	.....	1	317 7203
71/	01 (V8)		17.526	1	G444872
67/69	10-30-50-80 (LLD)		17.526	1	G444872
67/69	10-30-50-80 (WLD) ...(Incl. Plate)	117	.....	1	317 7203
70/	10-30-70-80		17.526	1	G444872
72	40 (V8)		17.526	1	G444872
70/71	***01-70 (Heavy Duty-LHD-Six-WDB)(Export-LHD-Six-WDB)***		17.526	1	G444872

9.005–2 GASKET, Rear Axle Filler Plug

67/69	01-70 (S x)		1.151	1	316 7984
70/	01-40-70 (LHD-Six-* 9-41)		1.151	1	316 7984

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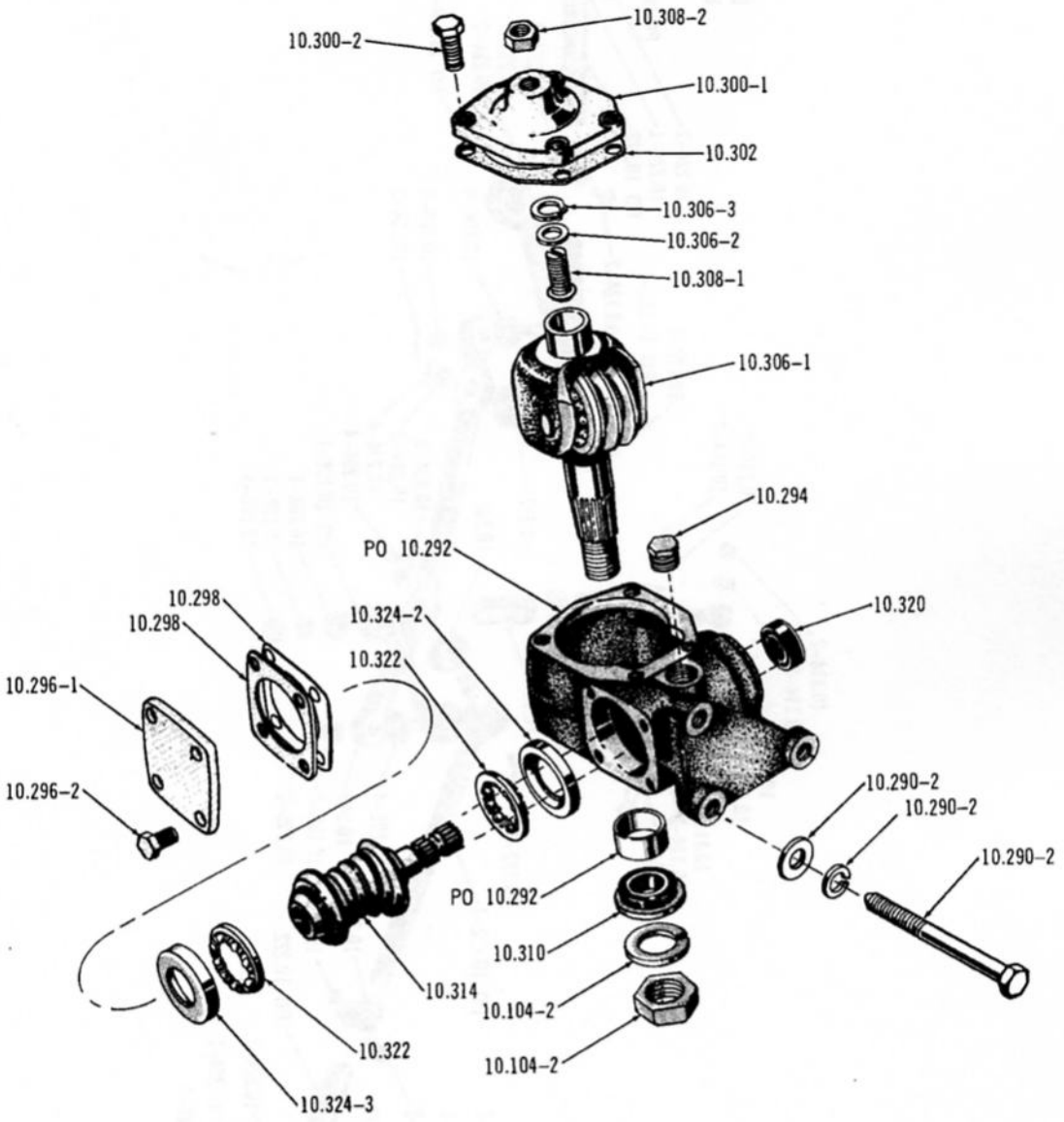
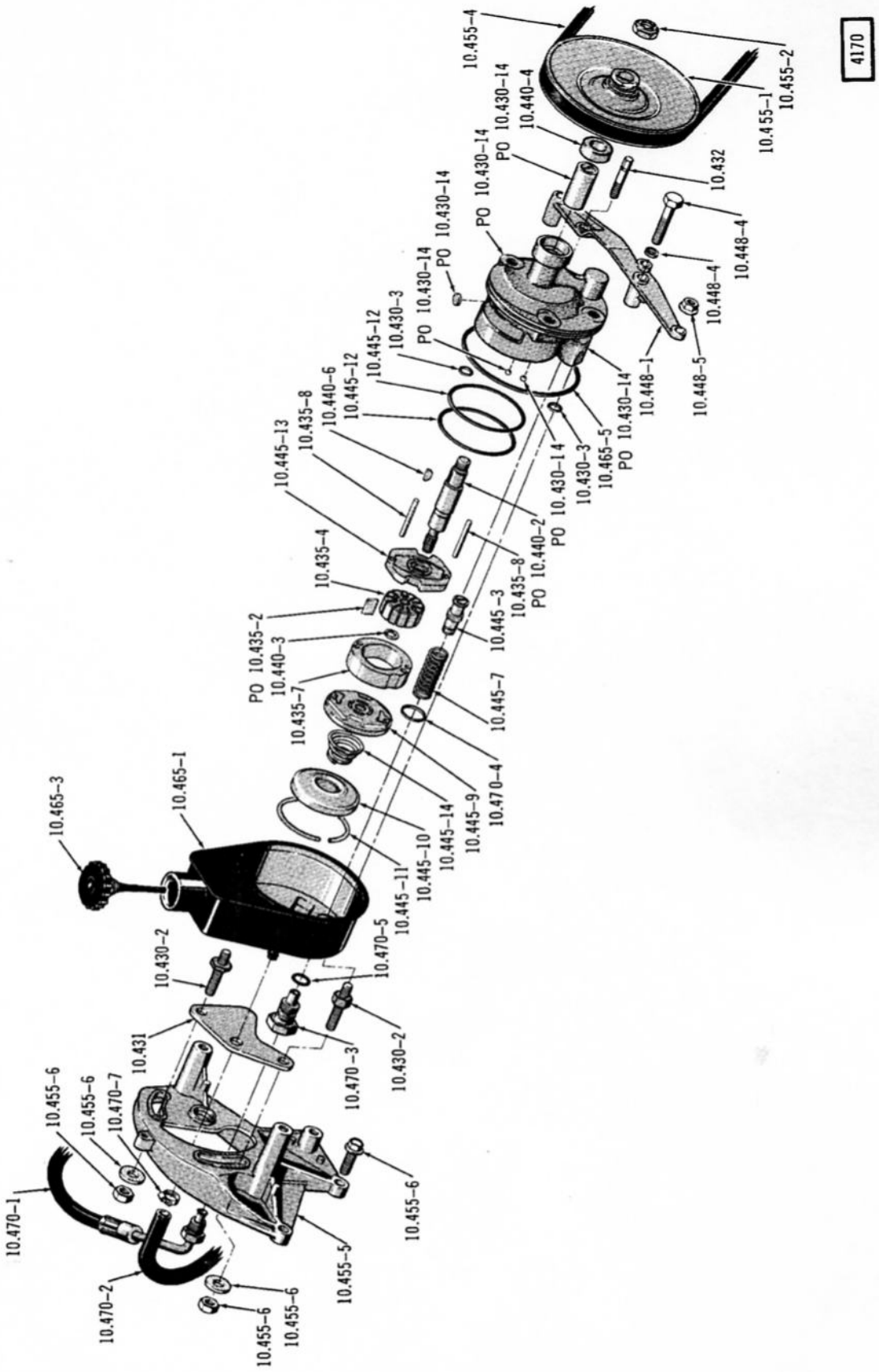


2957

STEERING GEAR ... LHD-LPS (1967-01-Type 1), RHD-LPS (1968-01)(1969-01-Type 1)



POWER STEERING PUMP, RESERVOIR AND HOSES . . . V8 (1972-TYPE 2)

FRONT SUSPENSION - POWER STEERING - STEERING GEAR

(T-053)(LHD-With Horn Button)	.....	1	319 7061
(T-053)(LHD-With Spoke Horn)	.....	1	319 7069
(T-054)(LHD-With Horn Button)	.....	1	319 7062
(T-054)(LHD-With Spoke Horn)	.....	1	319 7070
(T-056)(LHD-With Horn Button)	.....	1	319 8754
(T-056)(LHD-With Spoke Horn)	.....	1	319 7072
(T-061)(LHD-With Spoke Horn)	.....	1	319 6879
T-061)(With Rim Horn Blowing) ***(Use 321 3621)***	.....	1	319 7275
(T-063)(With Spoke Horn)	.....	1	319 7069
(T-063)(With Rim Horn Blowing)	.....	1	319 7276
(T-064) (With Spoke Horn)	.....	1	319 7070
(T-064)(With Rim Horn Blowing)	.....	1	319 7277
(T-065)(With Spoke Horn)	.....	1	319 7071
(T-065)(With Rim Horn Blowing)	.....	1	319 7278
(T-066)(With Spoke Horn)	.....	1	319 7072
(T-066)(With Rim Horn Blowing)	.....	1	319 7279
(T-071)(LHD-With Spoke Horn)	.....	1	319 6879
(T-071)(LHD-With Rim Horn Blowing) ***(Use 321 3621)***	.....	1	319 7275
(T-073)(LHD-With Spoke Horn)	.....	1	319 7069
(T-073)(LHD-With Rim Horn Blowing)	.....	1	319 7276
(T-074)(LHD-With Spoke Horn)	.....	1	319 7070
(T-074)(LHD-With Rim Horn Blowing)	.....	1	319 7277
(T-075)(LHD-With Spoke Horn)	.....	1	319 7071
(T-075)(LHD-With Rim Horn Blowing)	.....	1	319 7278
(T-076)(LHD-With Spoke Horn)	.....	1	319 7072
(T-076)(LHD-With Rim Horn Blowing)	.....	1	319 7279
(T-081)(LHD-With Spoke Horn)	.....	1	319 6879
(T-081)(LHD-With Rim Horn Blowing) ***(Use 321 3621)***	.....	1	319 7275
(T-083)(LHD-With Spoke Horn)	.....	1	319 7069
(T-083)(LHD-With Rim Horn Blowing)	.....	1	319 7276
(T-084)(LHD-With Spoke Horn)	.....	1	319 7070
(T-084)(LHD-With Rim Horn Blowing)	.....	1	319 7277
(T-086)(LHD-With Spoke Horn)	.....	1	319 7072
(T-086)(LHD-With Rim Horn Blowing)	.....	1	319 7279
(T-091)(LHD-With Spoke Horn)	.....	1	319 6879
(T-091)(LHD-With Rim Horn Blowing) ***(Use 321 3621)***	.....	1	319 7275
(T-093) (LHD-With Spoke Horn)	.....	1	319 7069
(T-093) (LHD-With Rim Horn Blowing)	.....	1	319 7276
(T-094)(LHD-With Spoke Horn)	.....	1	319 7070
(T-094)(LHD-With Rim Horn Blowing)	.....	1	319 7277
(T-095)(LHD-With Spoke Horn)	.....	1	319 7071
(T-095)(LHD-With Rim Horn Blowing)	.....	1	319 7278
(T-096)(LHD-With Spoke Horn)	.....	1	319 7072
(T-096)(LHD-With Rim Horn Blowing)	.....	1	319 7279
70 *10-80 (RHD)*	.....	1	318 7533
(T-101)(With Center Horn Button-* 10-70)	.....	1	321 2672
(T-101)(With Center Horn Button-* 10-71)	.....	1	321 3906
(T-101)(With Spoke Horn)	.....	1	321 2664
(T-101)(With Rim Horn Blowing) ***(Use 321 3621)***	.....	1	319 7275
(T-103)(With Center Horn Button-* 10-70)	.....	1	321 2673
(T-103)(With Center Horn Button-* 10-71)	.....	1	321 3907
(T-103)(With Spoke Horn)	.....	1	321 2665
(T-103)(With Rim Horn Blowing) ***(Use 321 3622)***	.....	1	321 1222
(T-108)(With Center Horn Button-* 10-70)	.....	1	321 2672
(T-108)(With Spoke Horn)	.....	1	321 2664
(T-108)(With Center Horn Button-* 10-71)	.....	1	321 3906
(T-111)(With Center Horn Button-* 10-70)	.....	1	321 2672
(T-111)(With Center Horn Button-* 10-71)	.....	1	321 3906
(T-111)(With Spoke Horn)	.....	1	321 2664
(T-111)(With Rim Horn Blowing) ***(Use 321 3621)***	.....	1	319 7275

10.435–1 CARRIER KIT, Power Steering Pump

67/70	V8...(Incl. Cam And Rollers)		.....	1	320 1143
71	V8 (* 10-89)...(Incl. Cam And Rollers)		.....	1	320 1143
72	10-80 (V8-LEEP-WAT-* 10-89) ...(Incl. Cam And Rollers)		.....	1	320 1143

10.435–2 VANE KIT, Power Steering Pump Rotor

68/	SIX (LHD)	318	.....	1	320 9680
71/	V8 (* 10-88)		.....	1	320 9680

10.435–3 ROTOR - VANE - RING KIT, Power Steering Pump

68/	SIX (LHD)	317	.....	1	320 9677
70/	V8 (* 10-88)		.....	1	320 9677

10.435–4 ROTOR, Power Steering Pump

68/	SIX (LHD)		.....	1	320 9667
71/	V8 (* 10-88)		.....	1	320 9667

10.435–5 PIN, Power Steering Pump Rotor Lock

67/70	V8		.....	1	311 6443
71	V8 (* 10-89)		.....	1	311 6443
72	10-80 (V8-LEEP-WAT-* 10-89)		.....	1	311 6443

10.435–6 PIN, Power Steering Pump Cam To Body Lock

67/70	V8		.....	1	320 0874
71	V8 (* 10-89)		.....	1	320 0874
72	10-80 (V8-LEEP-WAT-* 10-89)		.....	1	320 0874

10.435–7 RING, Power Steering Pump

68/	SIX (LHD)		.....	1	320 9665
71/	V8 (* 10-88)		.....	1	320 9665

10.435–8 PIN, Power Steering Pump Ring To Body Dowel

68/	SIX (LHD)		.....	2	320 9660
71/	V8 (* 10-88)		.....	2	320 9660

10.440–1 SHAFT, Power Steering Pump Drive

68	SIX (LHD)		.....	1	320 9657
67/70	V8 (LEEP)		.....	1	320 7047
71	V8 (LEEP-* 10-89)		.....	1	320 7047
72	10-80 (V8-LEEP-WAT-* 10-89)		.....	1	320 7047
67/71	V8 (WEEP)		.....	1	320 7049

10.440–2 SHAFT KIT, Power Steering Pump Drive (Incl. Ring)

69/70	SIX (LHD)	315	.....	1	448 6724
71/	SIX (LHD)	315	.....	1	448 8423
71/	V8 (* 10-88)	315	.....	1	448 8423

10.440–3 RING, Power Steering Pump Drive Shaft Retaining

68	SIX (LHD)		.....	1	320 9666
69/	SIX (LHD)		.....	1	448 6725
71/	V8 (* 10-88)		.....	1	448 6725

10.440–4 SEAL, Power Steering Pump Drive Shaft Oil

67	SIX (01-10-50-80)		.....	1	320 2387
68/69	SIX (LHD)		.....	1	320 9658
70/	SIX (LHD)		.....	1	448 8330

NOTES

11–111 .. Used prior to Car Sequence No. E-087675 at Kenosha and 33875 at Brampton.

11–112 .. Used beginning with Car Sequence No. E-087675 at Kenosha and 33875 at Brampton.

11–113 .. Used prior to Car Sequence No. E-087675. at Kenosha and 33875 at Brampton.

11–114 .. Used beginning with Car Sequence No. E-087675 at Kenosha and 33875 at Brampton.

11–115 .. Used prior to Car Sequence No. E-110836 and beginning with E-112377.

11–116 .. Used beginning with Car Sequence No. E-110836 and prior to E-112377.

11–117 .. The "Rallye Package" has front Bucket Seats and "Rallye" name Decal located on both sides of the rear quarter panel.

11–118 .. Used prior to Car Sequence No. E-018277 and beginning with E-018509.

11–119 .. Used beginning with Car Sequence No. E-018277 and prior to E-018509.

11–120 .. Used prior to Car Sequence No. E-018876 and beginning with E-019959.

11–121 .. Used beginning with Car Sequence No. E-018876 and prior to E-019959.

11–122 .. Used prior to Car Sequence No. E-82115 and W-82115.

11–123 .. Used beginning with Car Sequence No. E-82115 and W-82115.

11–124 .. Used prior to Car Sequence No. E-036537 and beginning with E-036537.

11–125 .. Used beginning with Car Sequence No. E-034309 and prior to E-036537.

11–126 .. Used prior to Car Sequence No. E-045851 and beginning with E-046182.

11–127 .. Used beginning with Car Sequence No. E-045851 and prior to E-046182.

ROAD SPRINGS - SHOCKS - REAR SUSPENSION

11.170–2a BUSHING, Rear Leaf Spring Shackle

70/	01-30-40-70	.....	8	319 6419	

11.170–3 BUSHING, Rear Leaf Spring Shackle Upper

67/69	01	.....	4	316 9741	
68/69	30-70	.....	4	318 9092	

11.170–4 BUSHING, Rear Leaf Spring Shackle Lower

67/69	01	.....	2	317 1346	
68/69	30-70	.....	2	318 9093	

11.171–1 BRACKET, Rear Spring Shackle Mounting

70/	01-40	.....	2	319 5314	

11.171–2 ATTACHING PARTS, Mounting Bracket To Sill

BOLT, Hexagon	70	01-40	17.038	2	G180120	NA
WASHER, Plain	70	01-40	17.814	2	G120394	NA
WASHER, Lock	70	01-40	17.820	2	G120382	
NUT, Hexagon	70	01-40	17.406	2	G429607	NA
NUT, Hexagon	70/	01-40	10.260	4	400 3909	

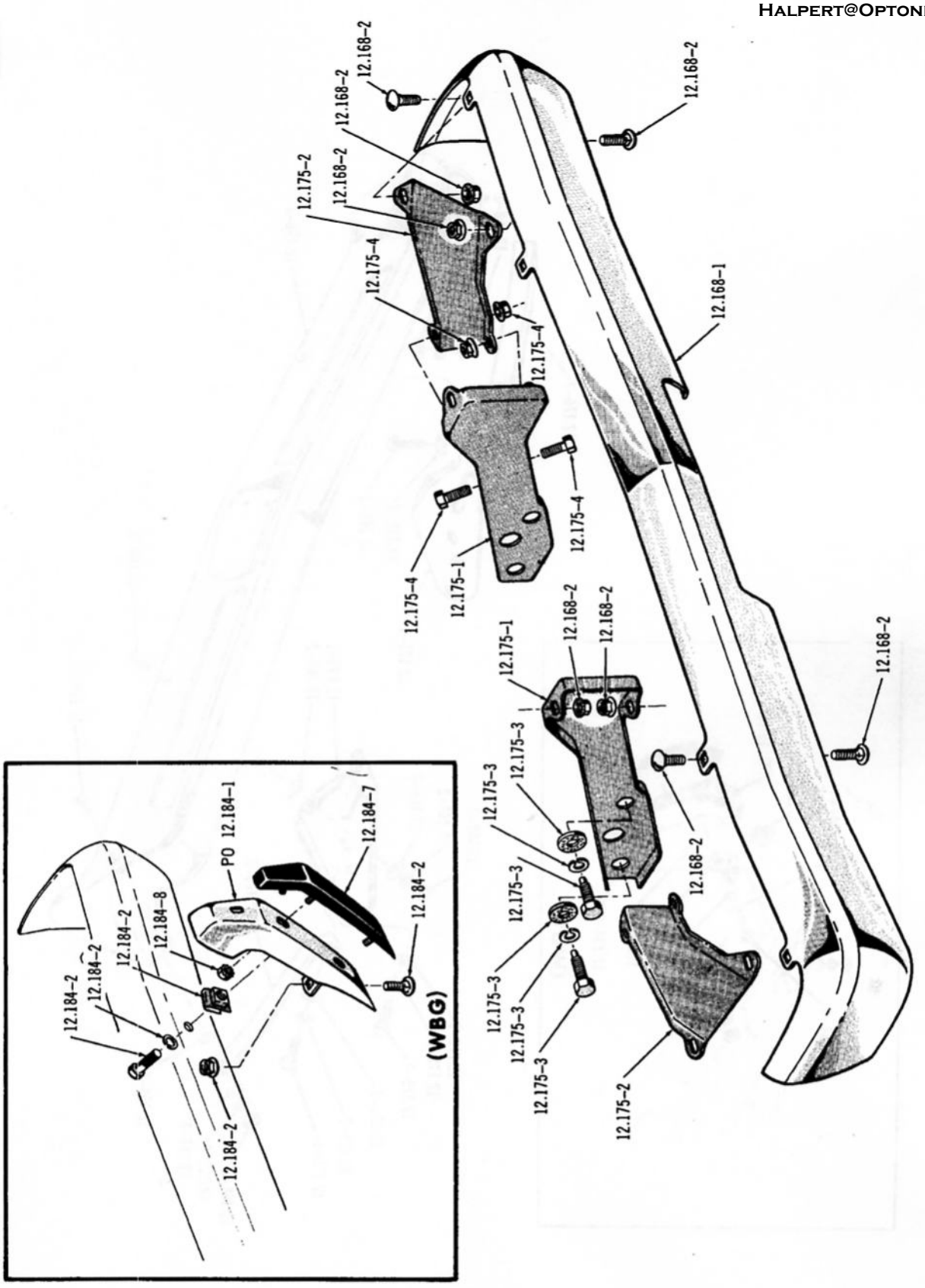
11.175–1 LINK, Rear Axle Torque

67/69	01 (V8)	.....	2	319 3066	
69	09 (SC/RAMBLER)	.....	2	319 3066	
68/70	30	.....	2	319 3066	
68/69	70	.....	2	319 3066	
72	40 (V8)	.....	2	321 3979	

11.175–2 ATTACHING PARTS, Link To Rear Axle

BOLT, Hexagon	67/69	01 (V8)	17.038	2	G271778	
BOLT, Hexagon	68/70	30	17.038	2	G271778	
BOLT, Hexagon	69	09 (SC/RAMBLER)	17.038	2	G271778	
BOLT, Hexagon	68/70	70	17.038	2	G271778	
BOLT, Hexagon	72	40 (V8)	.....	2	812 1255	
SPACER (Inner)	67/69	01 (V8)	.....	2	319 4029	
SPACER (Inner)	69	09 (SC/RAMBLER)	.....	2	319 4029	
SPACER (Inner)	68/70	30	.....	2	319 4029	
SPACER (Inner)	68/70	70	.....	2	319 4029	
SPACER (Inner)	72	40 (V8)	.....	2	319 4029	
SPACER (Outer)	67/69	01 (V8)	.....	2	319 4028	
SPACER (Outer)	69	09 (SC/RAMBLER)	.....	2	319 4028	
SPACER (Outer)	68/70	30	.....	2	319 4028	
SPACER (Outer)	68/70	70	.....	2	319 4028	
SPACER (Outer)	72	40 (V8)	.....	2	319 4028	
WASHER, Bite	67/69	01 (V8)	.....	4	319 4030	
WASHER, Bite	68/70	30	.....	4	319 4030	
WASHER, Bite	69	09 (SC/RAMBLER)	.....	4	319 4030	
WASHER, Bite	68/70	70	.....	4	319 4030	
WASHER, Bite	72	40 (V8)	.....	4	319 4030	
NUT, Lock	67/69	01 (V8)	17.416	2	G272713	
NUT, Lock	69	09 (SC/RAMBLER)	17.416	2	G272713	
NUT, Lock	68/70	30	17.416	2	G272713	
NUT, Lock	68/70	70	17.416	2	G272713	
NUT, Hexagon	72	40 (V8)	17.406	2	G220086	NA

3805



FRONT BUMPER ... 1970/ (01)(40)

HOOD - FENDERS - BUMPERS

12.075–6 PANEL, Headlamp Mounting

68	(Left) 10	.....	1	360 1667	MR
70/	(Left) 01–40	.....	1	630 4427	
69	(Left) 10	.....	1	360 3849	MR
70	(Left) 10	.....	1	360 1667	MR
71/	(Left) 10	.....	1	653 1303	MR
68/69	(Left) 30–70 166	.....	1	360 0277	MR
70	(Left) 30–70	.....	1	361 5999	MR
71/	(Left) 70	.....	1	630 5093	MR
69	(Left) 80	.....	1	360 3851	MR
70	(Left) 80	.....	1	361 6133	MR
71/	(Left) 80	.....	1	360 3851	MR
70/	(Right) 01–40	.....	1	630 4426	
68	(Right) 10	.....	1	360 1666	MR
69	(Right) 10	.....	1	360 3848	MR
70	(Right) 10	.....	1	360 1666	MR
71/	(Right) 10	.....	1	653 1302	MR
68/69	(Right) 30–70 166	.....	1	360 0276	MR
70	(Right) 30–70	.....	1	361 5998	MR
71/	(Right) 70	.....	1	630 5092	MR
69	(Right) 80	.....	1	360 3850	MR
70	(Right) 80	.....	1	361 6132	MR
71/	(Right) 80	.....	1	360 3850	MR

12.075–7 EXTENSION, Front Fender Headlamp Housing

68/69	(Left) 30–70	.....	1	360 1671
70	(Left) 30–70	.....	1	361 5945
69/70	(Left) 80	.....	1	360 3843
71	(Left) 80	.....	1	363 2053
72	(Left) 85–89	.....	1	366 1493
72	(Left) 88 (LTT)(LWO)	.....	1	366 1493
72	(Left) 88 (WTT)(WWO)	.....	1	366 1495
68/69	(Right) 30–70	.....	1	360 1670
70	(Right) 30–70	.....	1	361 5944
69/70	(Right) 80	.....	1	360 3842
71	(Right) 80	.....	1	363 2052
72	(Right) 85–89	.....	1	366 1492
72	(Right) 88 (LTT)(LWO)	.....	1	366 1492
72	(Right) 88 (WTT)(WWO)	.....	1	366 1494

12.075–8 ATTACHING PARTS, Extension To Fender

SCREW, Hexagon	69	80 (1/4–14 x 5/8)	2.050	4	400 2359
SCREW, Tapping	70	30–70	15.320	4	400 1701
SCREW, Tapping.....	69/	80 (14–10 x 3/4)	.....	2	400 0424
WASHER, Plain	70	30–70	17.814	5	400 1098
NUT, Hexagon	68/70	30–70	3.303	6	400 1982
NUT, Hexagon.....	69	80.....	3.303	4	400 1982
NUT, Spring.....	70	30–70	.....	2	400 4023
NUT, Spring	69/70	30–70	17.426	2	G447026
NUT, Spring.....	69/	80.....	17.426	2	G447026
NUT, Stamped	71/	80.....	17.428	4	812 0141

12.075–8a ATTACHING PARTS, Extension To Radiator Grille Panel

SCREW, Tapping.....	69/70	80.....	.....	4	400 0424
NUT, Spring.....	69/70	80.....	17.426	4	G447026
NUT, Lock.....	69/70	80.....	17.417	4	448 7145

12.075–9 GASKET, Front Fender Headlamp Housing Extension

69/	80.....	.....	2	358 6532

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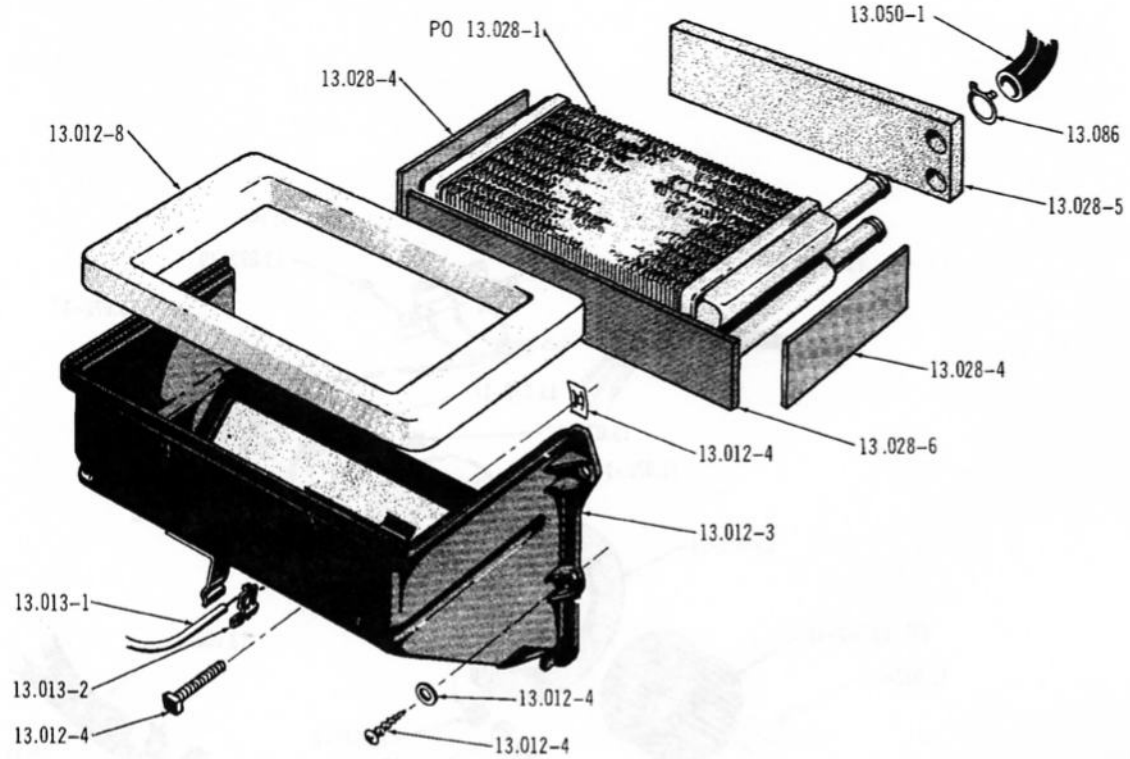
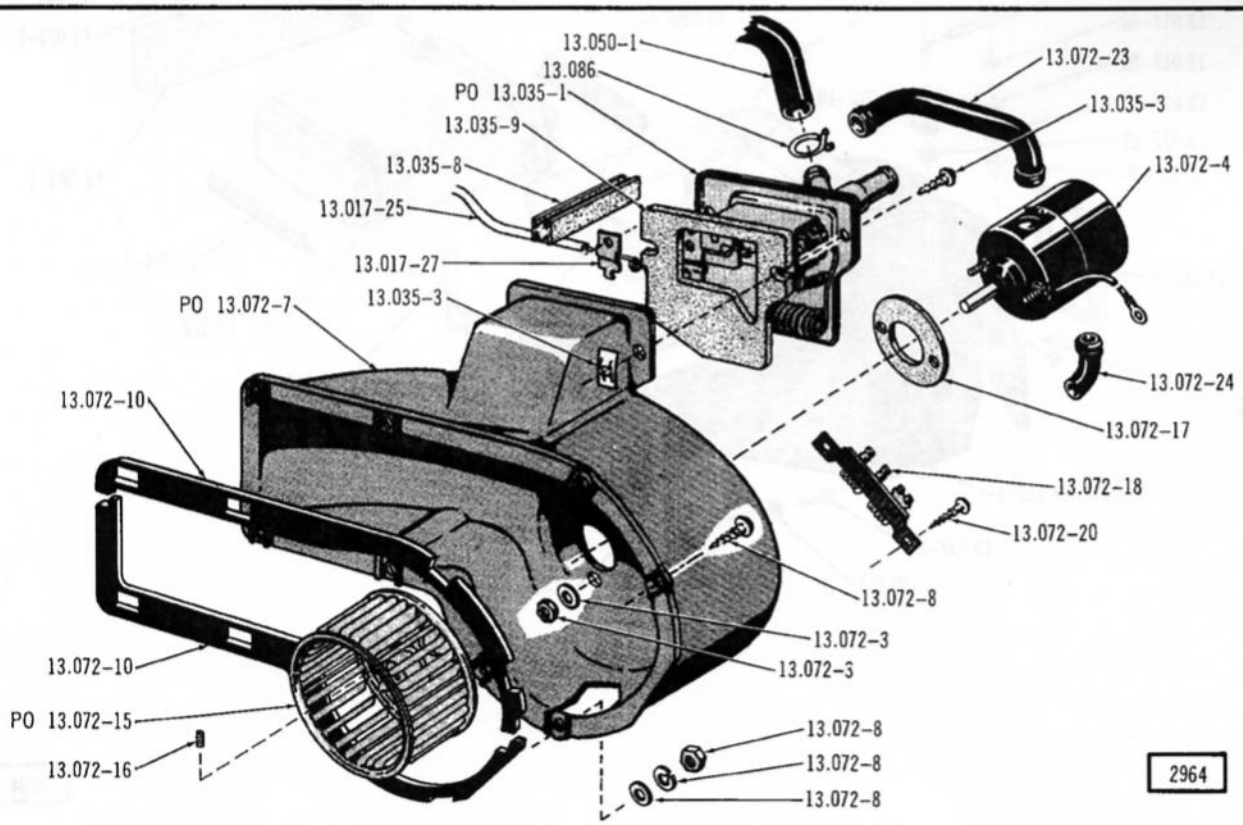


2963

HEATER CORE HOUSING ... 1967/71 WAC (10)(50)(80)



2964

BLOWER HOUSING ... 1967/71 WAC-WHLV (10)(50)(80)

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13.013–6 ATTACHING PARTS, Knob To Control

SCREW, Machine	67/69	01 (LHD-WAC)	17.598	1	G159028
SCREW, Tapping	67	10-50-80 (LHD-OAC)	17.654	1	G443824

13.017–1 CONTROL ASSEMBLY, Heater

70/71	01-40 (LAC-WHLV)	.....	1	361 6448
70/	01-40 (WAC)	.....	1	361 6450
71/	01-40 (WWH-LHLV)	.....	1	363 6226
67/68	10-50-80 (LAC)	.....	1	358 6008
67/68	10-50-80 (WAC)	.....	1	358 6007
69/71	10 (LHD-LAC-LHLV)	.....	1	361 4460
69/71	10-80 (LHD-LAC-WHLV)	.....	1	361 3540
69	10-80 (WAC)	.....	1	361 4461
70/71	10-80 (WAC)	.....	1	360 9497
72	10 (LAC)	.....	1	321 5326
68/70	30-70 (LAC-LHLV)	.....	1	360 1540
68/70	30-70 (WAC)	.....	1	360 1541
69	30-70 (WHLV)	.....	1	363 0361
70	40 (WWH-LHLV)	.....	1	363 6226
71/	70 (LAC-* 13-59)	.....	1	363 2780
72	70 (LAC-* 13-60)	.....	1	321 5833
71/	70 (WAC)	.....	1	363 2782
72	80 (WHLV)(LAC)	.....	1	321 5364
72	10-80 (WAC)	.....	1	321 4748
69/70	***10-80 (RHD)***	.....	1	361 4460

13.017–2 ATTACHING PARTS, Control To Instrument Panel

CLIP	71/	70	2.050	2	314 8566	
SCREW, Tapping	69	01 (LHD-8-32)	17.654	2	G168980	
SCREW, Tapping	69	01 (LHD-1/4"-20)	17.598	2	400 1009	NA
SCREW, Tapping	70/71	01-40 (1/2" Long)	17.660	4	G161860	
SCREW, Tapping	71	01-40 (5/8" Long)	17.658	4	G9426092	NA
SCREW, Tapping	67/	10-50-80 (LHD-10-12 × 1/2") ***(Use 812 0054)***	17.671	3	G274773	
SCREW, Tapping	68/70	30-70	17.660	4	G161901	
SCREW, Tapping	71	10-80 (10-16 × 1/2")	17.671	3	812 0054	
SCREW, Tapping	72	10-80	17.660	3	812 0052	NA
SCREW, Tapping	68/70	30-70	17.660	4	G161901	NA
SCREW, Tapping	***68/70***	***10-80 (RHD)***	29.120	3	400 0575	
NUT, Speed	70/	01-40	13.072	4	400 0383	
NUT, Acorn	71/	70	3.303	1	400 1632	
NUT, Whizlock	71/	70	23.074	AR	400 3018	

13.017–3 LEVER, Heater Controls (Defroster)

67/69	01 (LHD)	.....	1	355 2596

13.017–4 LEVER, Heater Controls (Air)

67/69	01 (LHD)	.....	1	355 3140

13.017–5 LEVER, Heater Controls (Temperature)

67/69	01 (LHD)	.....	1	355 2595

13.017–6 KNOB, Heater And Air Conditioning Controls

70/	01-40	.....	2	360 1632	
67/69	***01 (RHD)***	.....	2	358 4977	
67	(Chrome) 10-50-80 ***(Ref. Pr. List)***	.....	AR	357 7074	
67	(Black) 10-50-80	.....	AR	358 6006	

13.440–8 ATTACHING PARTS, Grommet To Dash

SCREW, Tapping.....	70/	01–40–70.....	15.320	2	400 1701
SCREW, Tapping.....	67/68	10–50–80.....	15.320	2	400 1701
SCREW, Tapping.....	69/	10–80.....	17.671	2	400 0774
SCREW, Tapping.....	68/	30–70.....	17.666	2	G161673 NA
WASHER, Plain.....	68/	30–70.....	17.814	2	G446152 NA

13.440–10 INSULATION, Air Conditioning Hose

70/	01–40 (Tape–20" Long).....	.....	1	315 8337
67/	10–50–80 (Cut Piece).....	.....	1	318 9680
67/	10–50–80 (Tape–20" Long).....	.....	1	315 8337

13.440–11 BRACKET, Air Conditioning Evaporator To Receiver Hose Clip (At Manifold)

67	V8.....	.....	1	315 8227

13.440–12 ATTACHING PARTS, Bracket To Intake Manifold Baffle

CLIP.....	67/69	SIX (01)(10)(40)(50)(80).....	.....	1	400 0443
SCREW, Tapping.....	69	V8.....	2.050	1	400 2331
WASHER, Lock.....	67/68	SIX (01)(10)(50)(80).....	17.820	1	G120380 NA
NUT, Speed.....	67/68	SIX (01)(10)(50)(80).....	4.050	1	316 3893
NUT, Speed.....	68/	V8.....	17.426	1	G445446
NUT, Hexagon.....	67/68	SIX (01)(10)(50)(80).....	17.406	1	G120367

13.440–13 BRACKET, Air Conditioning Evaporator To Receiver Hose Clip (At Power Steering Pump On Idler)

68/71	V8.....	.....	1	315 8227
72	V8 (Bracket Is 2.03" Long–* 13–57).....	.....	1	321 5572
72	V8 (Bracket Is 2.78" Long–* 13–57).....	.....	1	812 2252
72	V8 (* 13–58).....	.....	1	315 8227

13.440–14 SEAL, Air Conditioning Evaporator Hose To Housing

67/	.....	.....	2	318 6134

13.440–15 BRACKET, Air Conditioning Compressor To Condenser Hose Clip

67/	.....	.....	2	315 8227

13.440–16 ATTACHING PARTS, Bracket To Condenser

CLIP, Closed.....	67/	01–10–50–80..... ***(Use 400 3015)***	17.134	1	G120525
SCREW, Tapping.....	67/	01–10–50–80..... ***(Use 812 0054)***	17.671	1	G274773
NUT, Speed.....	67/	01–10–50–80.....	17.426	1	G445446

13.440–16a ATTACHING PARTS, Bracket To Power Steering Pump Bracket

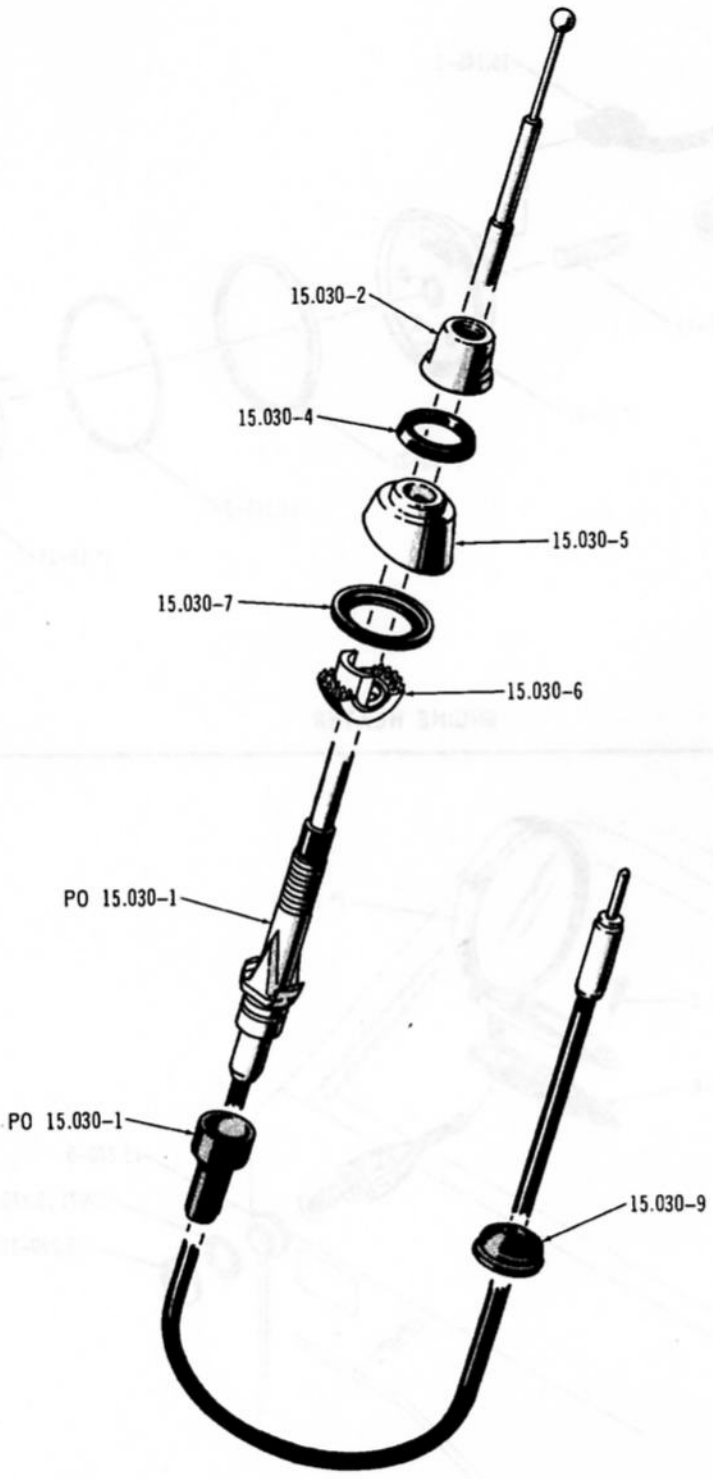
SCREW, Hexagon.....	72	V8 (* 13–57).....	.....	1	400 4077

13.440–16b STRAP, Air Conditioning Hose

69/	10–30–70–80 (3/16" x 6–3/4).....	3.196	1	318 1008

13.440–17 CLIP, Air Conditioning Hose

69/	01 (LPB–1/2" Wide–Wrap–A–Round).....	13.050	1	318 3897
70/	(1/2" I.D.) 01–40–70.....	3.165	1	400 0553
67/68	01–30–70 (V8).....	13.050	1	400 1735
67	..... ***(Use 400 3015)***	17.134	1	G120525
69/	(1/2" I.D.) 10–80.....	3.165	1	400 0553
67/	(13/16" I.D.).....	.....	AR	400 0443



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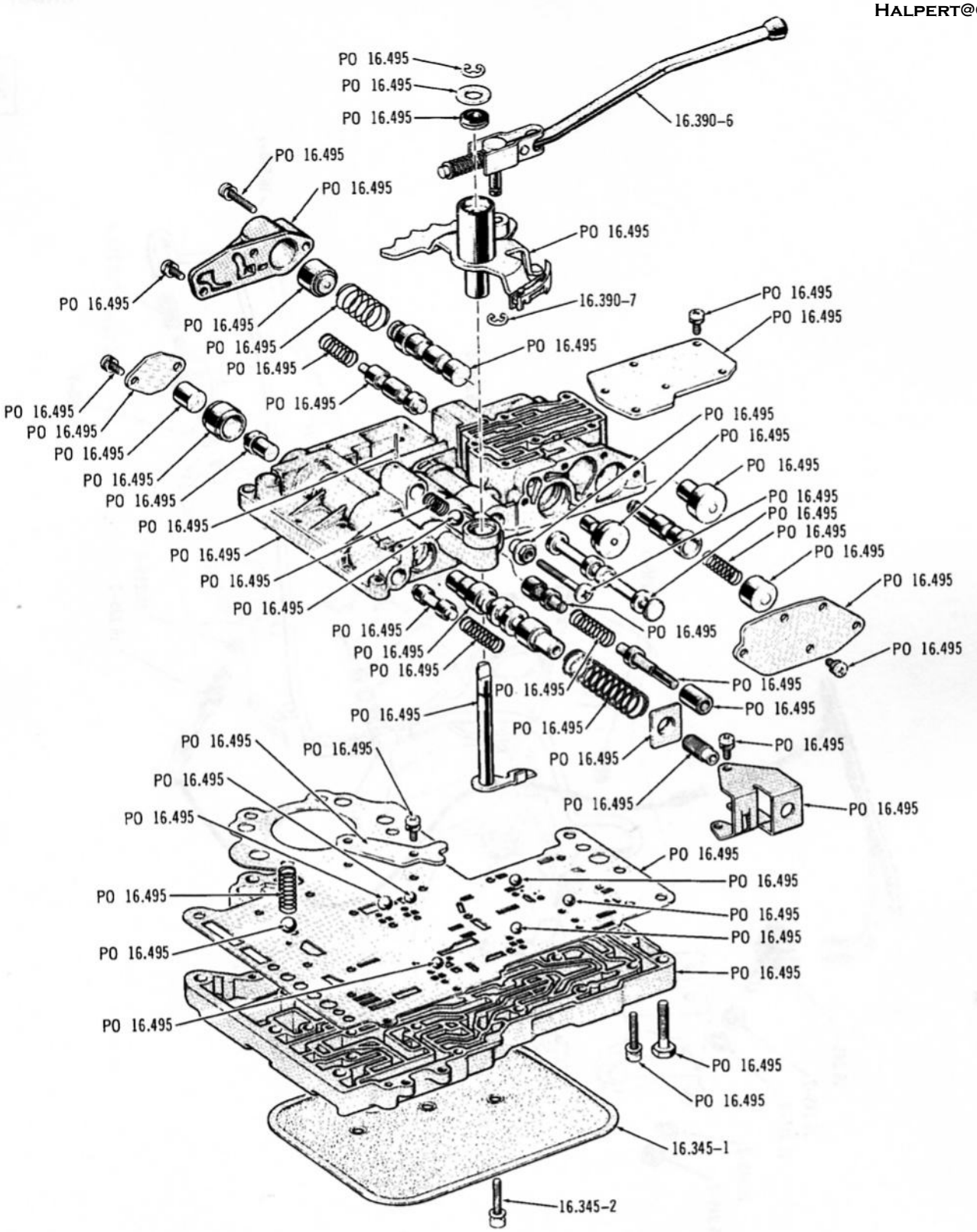
MANUAL ANTENNA



VALVE ASSEMBLY . . . 1972 (SIX-E/HEAVY DUTY)

AUTOMATIC TRANSMISSION

16.085–7 BALL, Automatic Transmission Governor

70/71		17.018	1	G147485

16.090–1 PAWL, Automatic Transmission Parking Brake

67/70	SIX (* 16-45)	.....	1	316 4844
70	SIX (* 16-46)	.....	1	321 1425
71	SIX	.....	1	321 1425
67/69	290 (Except 30)	.....	1	316 4844
68/69	290 (30)	.....	1	315 1171
70	304 (* 16-45)	.....	1	316 4844
70	304 (* 16-46)	.....	1	321 1425
71	304	.....	1	321 1425
67/71	343-360-390-401	.....	1	315 1171

16.090–2 LINK, Automatic Transmission Parking Brake Toggle

67/71		.....	1	315 1176

16.090–3 PIN, Automatic Transmission Parking Brake Toggle Link

67/71		.....	1	315 1178

16.090–4 SPRING, Automatic Transmission Parking Brake Release

67/71		.....	1	318 0043

16.090–5 LEVER, Automatic Transmission Parking Brake Toggle

67/71		.....	1	315 1175

16.090–6 PIN, Automatic Transmission Parking Brake Toggle Lever To Link

67/71		.....	1	318 0039

16.090–7 PIN, Automatic Transmission Parking Brake Lever Anchor

67/71	SIX	.....	1	316 5029
67/69	290 (Except 30)	.....	1	316 5029
68/69	290 (30)	.....	1	315 1179
70/71	304	.....	1	316 5029
67/71	343-360-390-401	.....	1	315 1179

16.090–8 "O" RING, Automatic Transmission Parking Brake Lever Anchor Pin

67/71	SIX	.....	1	316 5006
67/69	290 (Except 30)	.....	1	316 5006
70/71	304	.....	1	316 5006

16.090–9 PIN, Automatic Transmission Parking Brake Lever Anchor Pin Retaining

67/71	SIX	17.472	1	G9413283 NA
67/69	290 (Except 30)	17.472	1	G9413283 NA
70/71	304	17.472	1	G9413283 NA

16.090–10 RETAINER, Automatic Transmission Parking Brake Anchor Pin

68/69	290 (30)	.....	1	315 1182
67/71	343-360-390-401	.....	1	315 1182

Printed in U.S.A.

71	232 (10-02-000-001)(10-02-000-011)	.....	1	319	1347
71	232 (10-02-000-002)	.....	1	316	7456
71	232-258 (10-02-000-003)	.....	1	316	7456
71	258 (10-02-000-006)	.....	1	316	7456
71	258 (10-02-000-007)	.....	1	316	7456
71	304 (10-02-000-008)	.....	1	318	4665
71	304 (10-02-000-009)	.....	1	318	4665
71	304 (10-02-000-010)	.....	1	318	4665
71	360 (10-03-000-001)	.....	1	318	2046
71	360 (10-03-000-002)	.....	1	318	2046
71	360 (10-03-000-006)	.....	1	318	2046
71	360 (10-03-000-007)	.....	1	318	2046
71	401 (10-03-000-003)	.....	1	318	2046
71	401 (10-03-000-004)	.....	1	318	2046
71	401 (10-03-000-005)	.....	1	319	9944
71	401 (10-03-000-008)	.....	1	318	2046
71	401 (10-03-000-009)	.....	1	318	2046

SPEEDOMETER DRIVE GEAR IDENTIFICATION CHART

I. D.	Teeth	Material	Color	Vendor No.	Part No.
1.186	8	Nylon	Green	35-169D	316 7456
1.380	8	Nylon	Green	8-169A	316 7462
1.186	8	Nylon	Rose	35-169E	317 1548
1.186	7	Nylon	Tan	35-169F	317 1549
1.380	9	Nylon	Purple	8H-169	318 2046
1.186	9	Nylon	Purple	40-169	318 4665
1.186	9	Nylon	Gold	37A-169	319 1347
1.185	8	Nylon	Orange	12-169	319 9944

16.248-2 RING, Automatic Transmission Speedometer Drive Gear Snap

67/71	SIX	6.069	2	310	8405
67/69	290 (Except 30)	6.069	2	310	8405
68/69	290 (30)	6.044	1	315	0622
70/71	304	6.069	2	310	8405
67/71	343-360-390-401	6.044	1	315	0622

16.248-3 BALL, Automatic Transmission Speedometer Drive Gear Steel (1/4")

67/71	.....	17.018	1	G147485

16.250-1 ADAPTER, Automatic Transmission Speedometer Drive Pinion (Single Position)

72	01-70 (232)	3.591	1	321	2707

16.250-2 ADAPTER, Automatic Transmission Speedometer Drive Pinion (Three Position)

72	.....	3.591	1	321	2893

16.250-3 RING, Automatic Transmission Speedometer Seal Retainer

72	.....	3.591	1	321	2846

16.250-4 SEAL, Automatic Transmission Speedometer

72	.....	3.591	1	321	2847

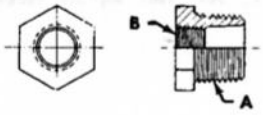
16.250-5 CLAMP, Automatic Transmission Speedometer Drive Pinion Adapter

72	.....	3.591	1	321	2844

17.064 BRAD, Wire

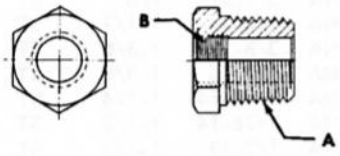
Part No.	S	#	L	M	F
G104789	NA	18	1	ST	BRI

17.086 BUSHING, Reducing Pipe



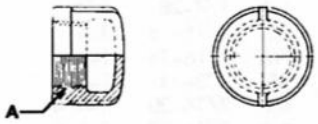
Part No.	S	A	B	M	F
G119922	NA	1/4	1/8	ST	ZIN
G119923	SS	3/8	1/8	ST	ZIN
G141539	NA	1/4	1/8	ST	PLA
G144043	NA	3/8	1/4	ST	PLA
G144050	NA	1/2	1/8	BR	PLA

17.088 BUSHING, Automotive Reducing Pipe



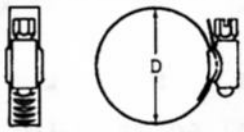
Part No.	S	A	B	M	F
G444024	SS	1/4-18	1/8-27	BR	PLA
G444026	NA	3/8-18	1/8-27	BR	PLA

17.098 CAP, Pipe



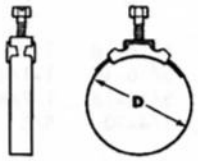
Part No.	S	A	M	F
G110675	NA	3/8	MI	PLA

17.108 CLAMP, Hose - Universal



Part No.	S	Min. D	Max. D
320 3076	SS	9/16	1-1/16
320 3077	SS	13/16	1-3/4
320 3078	SS	1-5/16	2-1/4
320 3079	SS	1-13/16	2-3/4

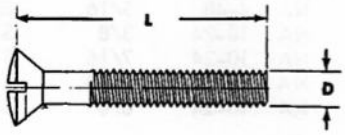
CLAMP, Hose - Type "C"



Part No.	S	Min. D	Max. D
G9412239	NA	11/16	1
G9414925	NA	1	1-5/16

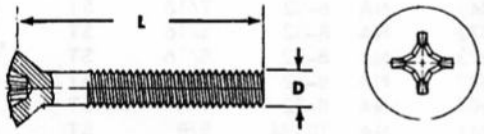
Printed in U.S.A.

17.590 SCREW, Oval Hd. Slotted Machine



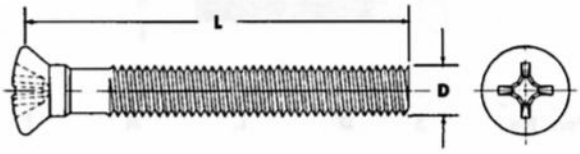
Part No.	S	D	L	M	F
G101053	NA	6-32	7/8	BR	PLA
G134168	NA	6-32	7/16	ST	CHR
G134187	NA	6-32	1	ST	CHR
G134219	NA	8/32	7/16	ST	CAD
G436307	NA	12-28	1-3/4	ST	CHR
G443856	NA	6-32	7/8	SL	PLA

17.592 SCREW, Oval Hd. Cross Recess Machine

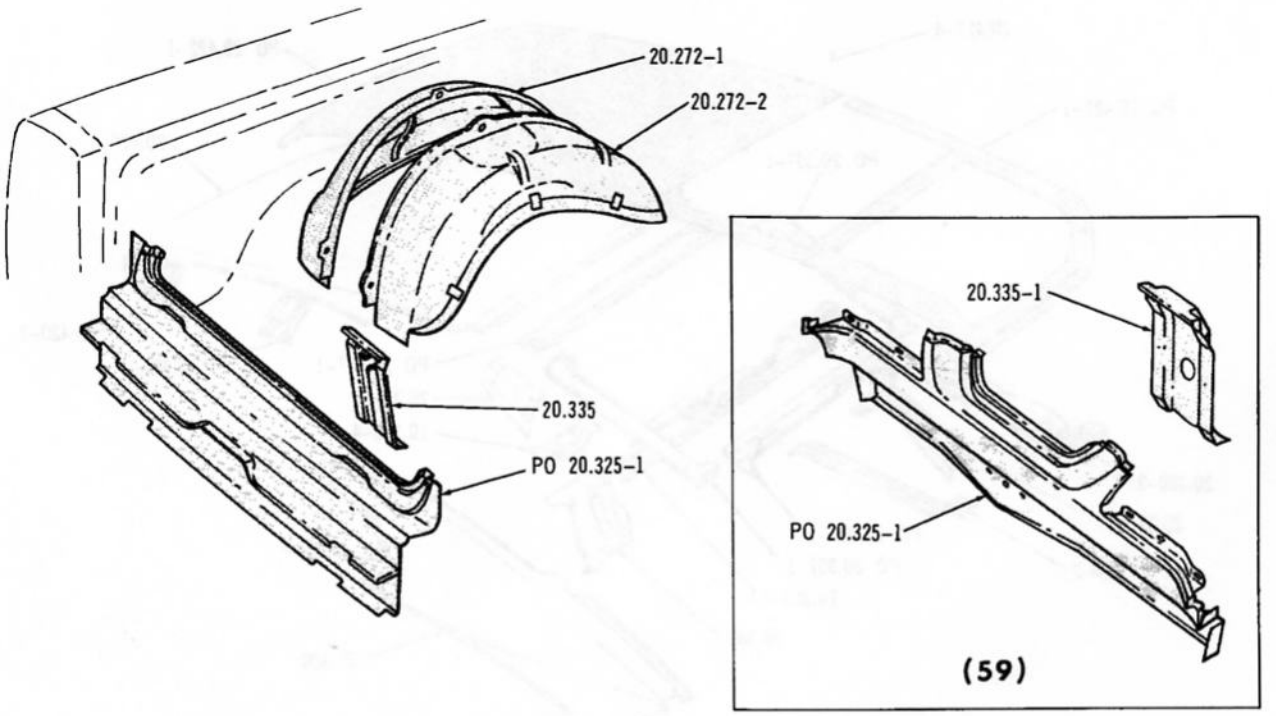


Part No.	S	D	L	M	F
G147762	NA	8-32	5/8	ST	CHR
G147840	NA	10-24	3/4	ST	CHR
G148034	NA	10-24	1/2	ST	CHR
G148101	NA	8-32	3/8	ST	CHR
G148102	NA	1/4-20	5/8	ST	CHR
G148109	NA	10-24	5/8	ST	CHR
G156642	SS	6-32	5/16	ST	CHR
G156655	NA	6-32	1/2	ST	CHR
G156690	NA	6-32	3/4	ST	CHR
G156723	NA	6-32	7/8	ST	CHR
G156730	NA	6-32	1	ST	CHR
G156750	NA	8-32	5/16	ST	CAD
G156751	NA	8-32	5/16	ST	CHR
G156762	NA	8-32	3/8	ST	CAD
G156771	NA	8-32	1/2	ST	CHR
G156780	NA	8-32	3/4	ST	CHR
G156792	NA	8-32	7/8	ST	CAD
G156793	NA	8-32	7/8	ST	CHR
G156798	NA	8-32	1	ST	CHR
G156818	NA	8-32	1	ST	PHO
G156963	NA	10-24	1/2	ST	CAD
G156977	NA	10-24	1	ST	CHR
G157004	SS	10-24	1-3/4	ST	CHR
G157062	NA	10-32	7/16	ST	CHR
G157070	NA	10-32	1/2	ST	CAD
G157105	NA	10-32	1/2	ST	CHR
G157183	NA	10-32	1-1/4	ST	CHR
G157322	NA	12-24	1	ST	CHR
G157388	NA	1/4-20	7/16	ST	CHR
G157441	NA	1/4-20	7/8	ST	CAD
G157452	NA	1/4-20	1-1/4	ST	CHR
G157463	NA	1/4-20	1-3/4	ST	CHR
G158552	NA	8-32	1	BR	CHR
G159582	NA	8-32	3/8	ST	CAD
G162484	NA	10-12	1-1/4	ST	CAD
G169234	NA	8-32	1-1/4	ST	CHR
G179265	NA	10-32	7/8	SL	PLA
G179396	NA	10-32	5/8	ST	NIC
G186575	NA	8-32	3/4	SL	PLA
G186932#E	NA	12-24	1/2	ST	PHO
G187012	NA	1/4-20	5/8	SL	PLA
G187704#E	NA	12-24	1/2	ST	CAD
G187705	NA	12-24	1/2	ST	PLA
G187871	NA	8-32	1/2	ST	CHR
G187951	SS	12-24	5/8	ST	CAD
G187991	NA	10-32	7/16	SL	PLA
G189430	NA	8-32	3/8	SL	PLA
G191929	NA	3/8-16	3-1/2	ST	CAD
G271079#E	NA	8-32	3/8	ST	CHR
G271138#E	NA	10-24	7/16	ST	CHR
G271208#E	SS	10-24	3/4	ST	CHR
G431613#E	NA	5/16-24	5/8	ST	ZID
G441302	NA	8-32	5/8	SL	PLA
G446632#E	NA	10-32	1/2	ST	CHR
G446635	NA	12-24	3/4	ST	CHR
G451259	NA	10-24	5/8	ST	CHR
G451270	NA	10-24	3/4	ST	CHR
G451911	NA	10-32	7/16	ST	CHR
G452995	NA	10-24	7/8	ST	CHR
G455166#E	NA	1/4-20	1/2	ST	CAD
G9415982#E	SS	10-24	5/8	ST	CHR
800 0333	SS	3/8-16	3-3/4	ST	CAD

17.593 SCREW, Oval Trim Hd. Cross Recess Machine

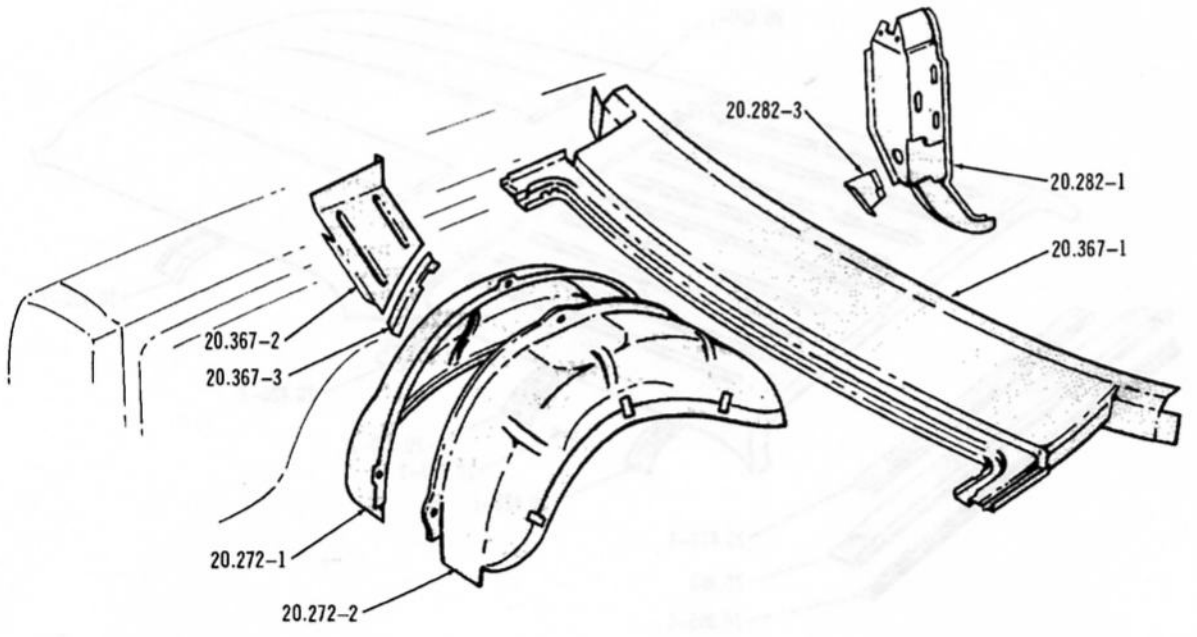


Part No.	S	D	L	M	F
G168638	SS	8-32	1/2	ST	CHR
G168641	SS	8-32	5/8	ST	CHR
G168999	NA	6-32	1	ST	CHR
G445546	NA	10-32	1	SL	PLA
G446025	NA	10-32	3/4	SL	PLA
G455475	NA	10-24	3/8	ST	CHR



3422

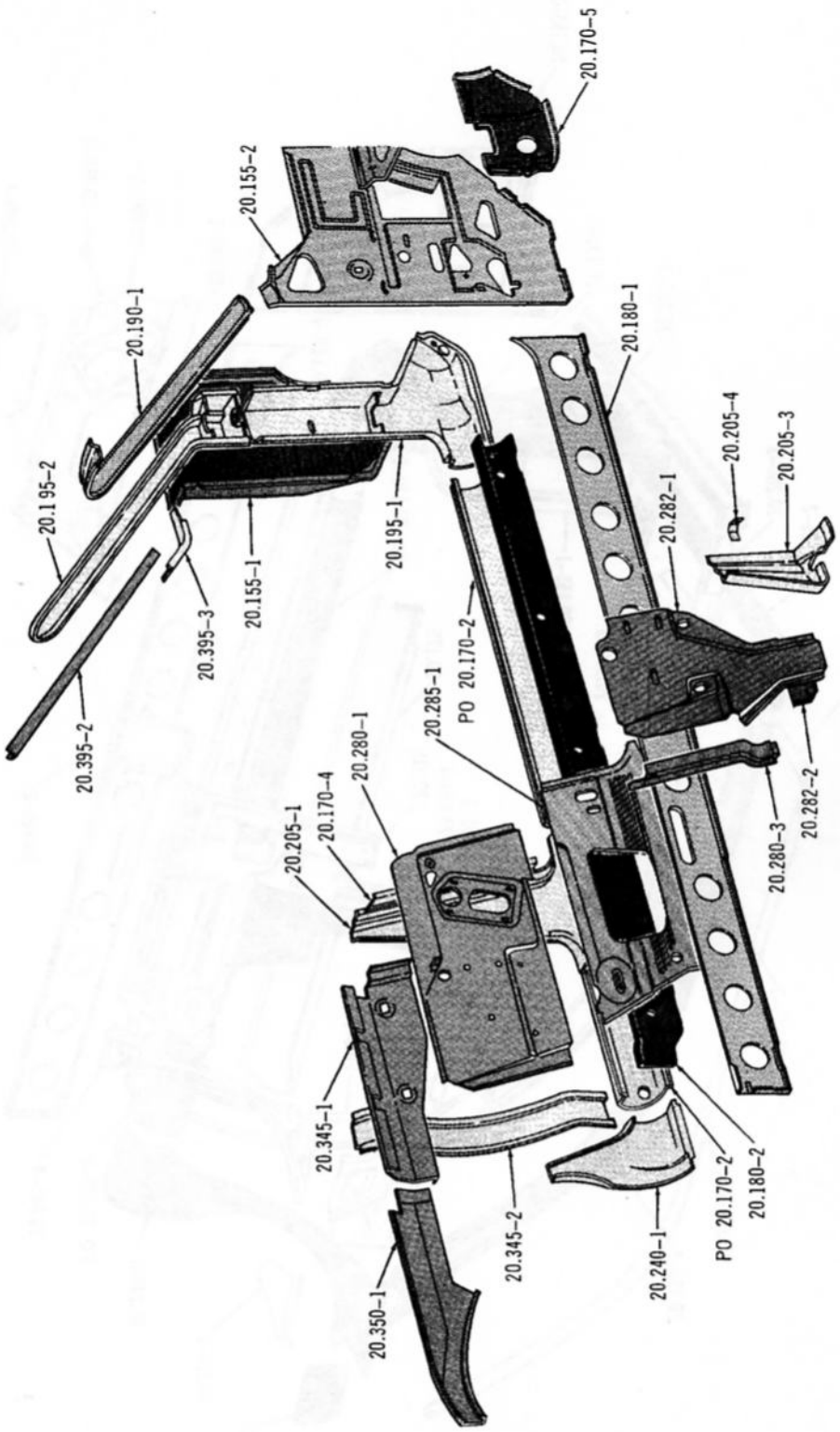
REAR WHEELHOUSE AND REAR DECK LOWER PANEL ... 1967/69 (10)(50)(80)



3419

REAR WHEELHOUSE AND REAR DECK UPPER PANEL ... 17, 87

1576



UNISIDE ... 07

20.115–7 SUPPORT, Front Wheelhouse Crossmember Lower Splash Center

71/	70 (* 20-21)	.....	1	364 6491	

20.120–1 DASH ASSEMBLY (Incl. Toeboard)

68	01 (LHD-* 20-2)	.....	1	448 5432	MR
69	01 (LHD)	.....	1	448 5964	MR
70	01-40	.....	1	630 3392	MR
71/	01-40	.....	1	630 7361	MR
67	05-06-08-09 (LHD)	.....	1	448 4804	MR
68	05-06-08-09 (LHD-* 20-1)	.....	1	448 4804	MR
67	07 (LHD)	.....	1	448 4803	MR
69	10-80 (LHD)	.....	1	651 8142	MR
70	10-80 (LHD)	.....	1	653 1130	MR
71	10-80	.....	1	653 1408	MR
72	10-80	.....	1	653 1585	MR
67	15-16-18-19-59-85-86-88-89 (LHD)	.....	1	448 4251	MR
67	17-87 (LHD)	.....	1	448 4793	MR
68	15-16-18-19-59-85-86-88-89 (LHD-* 20-1)	.....	1	448 4251	MR
68	15-18-19-85-88-89 (LHD-* 20-2)	.....	1	448 5390	MR
68	17-87 (LHD-* 20-1)	.....	1	448 4793	MR
68	17 (LHD-* 20-2)	.....	1	600 0880	MR
68	30-70 (* 20-1)	.....	1	448 5269	MR
68	30-70 (* 20-2)	.....	1	448 5433	MR
69	30-70	.....	1	448 6216	MR
70	30-70	.....	1	448 7933	MR
71	70	.....	1	448 8615	MR
72	70	.....	1	812 0285	MR
67	***05-06-08-09 (RHD)***	.....	1	448 3360	MR
67	***07 (RHD)***	.....	1	448 3361	MR
68/69	***05-06-08-09 (RHD)***	.....	1	448 5529	MR
67/68	***15-16-18-19-85-86-88-89 (RHD)***	.....	1	448 4805	MR
67/68	***17-87 (RHD)***	.....	1	448 4792	MR
69/70	***10-80 (RHD)***	.....	1	448 6646	MR

20.120–2 PLATE, Cowl Vent Air Chamber Cover

67/69	01-30-70 (Less Heater)...(Incl. Gasket)	.....	1	350 5749	
70/	01-40 (Less Heater)	.....	1	361 5280	
67/	10-50-80 (Less Heater)	.....	1	347 2723	
70/	30-70 (Less Heater)	.....	1	350 5749	

20.120–3 ATTACHING PARTS, Plate To Dash Assembly

SCREW, Tapping.....	67/69	01-30-70 (Less Heater)	17.671	4	400 0774	
SCREW, Tapping.....	70/	01-40 (Less Heater)	20.280	4	400 1724	
SCREW, Tapping.....	70/	30-70 (Less Heater) ***(Use 400 2192)***	29.010	4	400 2099	
SCREW, Tapping.....	67/	10-50-80 (LHD-Less Heater)	.....	4	812 0052	
***SCREW, Tapping.....	***67/70***	***10-50-80 (RHD-Less Heater)***	17.660	2	G161895	NA
RETAINER.....	67/	10-50-80 (LHD-Less Heater)	.....	2	347 2725	

20.120–4 PLATE, Heater Motor Opening Cover

67/69	01 (LHD-Less Heater)	.....	1	358 3197	
70/	01-40 (Less Heater)...(Incl. Gasket)	.....	1	360 1332	
68/	30-70 (Less Heater)	.....	1	360 1332	
67/	10-50-80 (Less Heater)	.....	1	347 2734	
67/69	***01 (RHD-Less Heater)***	.....	1	350 0545	

20.435–2 SUPPORT, Rear Auxiliary Floor Side Panel To Floor

71/	(Left) 08	.....	1	361	6056
67/	(Left) 18–88	.....	1	357	5555
71/	(Right) 08	.....	1	361	6056
67/68	(Right) 18–88 (L3S)	.....	1	357	5554
69/	(Right) 18 (L3S)	.....	1	357	5554
67/68	(Right) 18–88 (W3S)	.....	1	357	5442
69/	(Right) 18 (W3S)	.....	1	357	5442
69/	(Right) 88	.....	1	357	5442

20.435–2a ATTACHING PARTS, Support To Floor Pan

SCREW, Tapping.....	71/	08.....	3.773	2	400	4093

20.435–3 PANEL, Rear Auxiliary Floor Rear

71/	(Left) 08	.....	1	364	1991
71/	(Right) 08	.....	1	364	1990

20.435–3a ATTACHING PARTS, Panel To Rear Support

SCREW, Tapping.....	71/	08.....	3.773	2	400	4093

20.435–3b ATTACHING PARTS, Panel To Rear Center Panel

SCREW, Tapping.....	71/	08.....	3.773	6	400	4093

20.435–3c ATTACHING PARTS, Panel To Rear Auxiliary Floor Side Panel

SCREW, Tapping.....	71/	08.....	3.773	6	400	4093

20.435–3d SUPPORT, Rear Auxiliary Floor Rear Panel

71/	08	.....	2	361	6056
71/	(Left-Rear) 08	.....	1	364	1993

20.435–3e ATTACHING PARTS, Support To Floor Pan

SCREW, Tapping.....	71/	08.....	3.773	4	400	4093

20.437–1 DOOR, Rear Auxiliary Floor Side Compartment (Incl. Hinge)

67/68	18–88 (L3S)	.....	1	357	4367
69/	18 (L3S)	.....	1	357	4367
67/68	18–88 (W3S)	.....	1	347	2843
69/	18 (W3S)	.....	1	347	2843
69/	88	.....	1	347	2843

20.437–2 HINGE, Rear Auxiliary Floor Side Compartment Door

67/	18–88	.....	1	347	2844

20.437–3 ATTACHING PARTS, Hinge To Auxiliary Floor Side Panel

SCREW, Tapping.....	67/	18–88.....	17.660	5	G162003	NA

20.437–4 BUMPER, Rear Auxiliary Floor Side Compartment Door

67/68	18–88 (W3S)	.....	20.450	2	400 0313
69/	18 (W3S)	.....	20.450	2	400 0313
69/	88	.....	20.450	2	400 0313

22.038–2 ATTACHING PARTS, Control To Instrument Panel

SCREW, Tapping	69/70	10-80 (#8-18 x 1/2")	13.510	2	400 2457
SCREW, Tapping	70/71	10-80 (#10-12 x 1/2")	17.671	2	812 0054
SCREW, Tapping	72	10-80	17.660	2	448 9487
WASHER, Lock	67/69	WEW	17.824	1	G138542 NA
***WASHER, Plain	***67/69***	***01 (RHD) ..... (Use 400 3808)***	17.814	1	G120394 NA

22.038–3 GROMMET, Windshield Wiper Control Cable

67/69	01 (LHD-WVW)	.....	1	318 1121
68/69	10-30-70-80 (WVW)	.....	1	318 1121
70/71	WVW (Two Holes)	.....	1	319 8399
70	01-40 (WVW-One Hole)	.....	1	318 1118

22.038–4 ESCUTCHEON, Windshield Wiper Control

67/69	01 (LHD-WVW)(WEW-LEOW)	.....	1	350 9536
68/69	01 (WEW-WEOW)	.....	1	360 3046
68/69	30-70 (LEOW)	.....	1	360 1629
68/69	30-70 (WEOW)	.....	1	360 3045
70	30-70 (WVW)	.....	1	361 6272
71	(Black) 70	.....	1	363 3870
71	(Blue) 70	.....	1	363 3871
71	(Green) 70	.....	1	363 3872
71	(Red) 70	.....	1	363 3873
72	(Black) 70 (* 22-34)	.....	1	365 1210
72	(Blue) 70 (* 22-34)	.....	1	365 1211
72	(Green) 70 (* 22-34)	.....	1	365 1212
72	(Tan) 70 (* 22-34)	.....	1	365 1214

22.038–5 WIRE, Windshield Wiper Control To Windshield Washer Pump

67/69	01 (LHD-WEOW)	.....	1	318 6873
70	01-70 (Six-WEOW)	.....	1	319 8393
70	01-30-70 (V8-WEOW)	.....	1	319 8394
71	01-40 (Six-WEOW)	.....	1	319 8395
71	01 (V8-WEOW)	.....	1	319 8394
67/69	10-50-80 (LHD-WEOW)	.....	1	318 6874
70/71	10 (LHD-Six)	.....	1	319 8395
70/71	10 (LHD-V8)	.....	1	319 8396
68	30-70 (WEOW)	.....	1	319 0613
69	30-70 (WEOW)	.....	1	319 6439
71	70 (V8-WEOW)	.....	1	321 2188
71	70 (Six-WEOW)	.....	1	321 2189
69	80 (Six-WEOW)	.....	1	319 4619
70/71	80 (LHD-Six)	.....	1	319 8397
70/71	80 (LHD-V8)	.....	1	319 8398

22.038–6 CLIP, Windshield Washer Pump Wire To Plate

68/71	30-70 (WEOW)	13.440	1	400 0443

22.038–6a CLIP, Wire To Instrument Panel Lower Reinforcement

69	30-70 (WEOW)	15.320	1	400 0461

22.038–7 ATTACHING PARTS, Clip To Mounting Plate

SCREW, Tapping	68/69	30-70 (WEW)	17.071	1	400 1042

22.100–9b ATTACHING PARTS, Bracket To Floor

NUT, Lock	70	30-70	17.417	1	G273801	NA

22.100–10 BRACKET, Stereo Player To Dash Panel

68	30-70 (Used With Tape Player)	.....	1	360 1569	

22.100–11 BRACKET, Ash Receiver Housing To Stereo Player

68/69	30-70 (Used With Tape Player)	.....	1	362 3160	

22.100–12 PAD, Instrument Panel Controls Safety

68	(Black) 10-80 (LHD)	.....	1	360 1411	
68	(Blue) 10-80 (LHD) ***(Use 360 1411)***	.....	1	360 1412	
68	(Dark Green) 10-80 (LHD)	.....	1	360 1413	
68	(Red) 10-80 (LHD)	.....	1	360 1414	
68	(Dark Russet) 10-80 (LHD) ***(Use 360 1411)***	.....	1	360 1415	
68	(Gold) 10-80 (LHD) ***(Use 360 1411)***	.....	1	360 1416	

22.100–13 ATTACHING PARTS, Pad To Instrument Panel

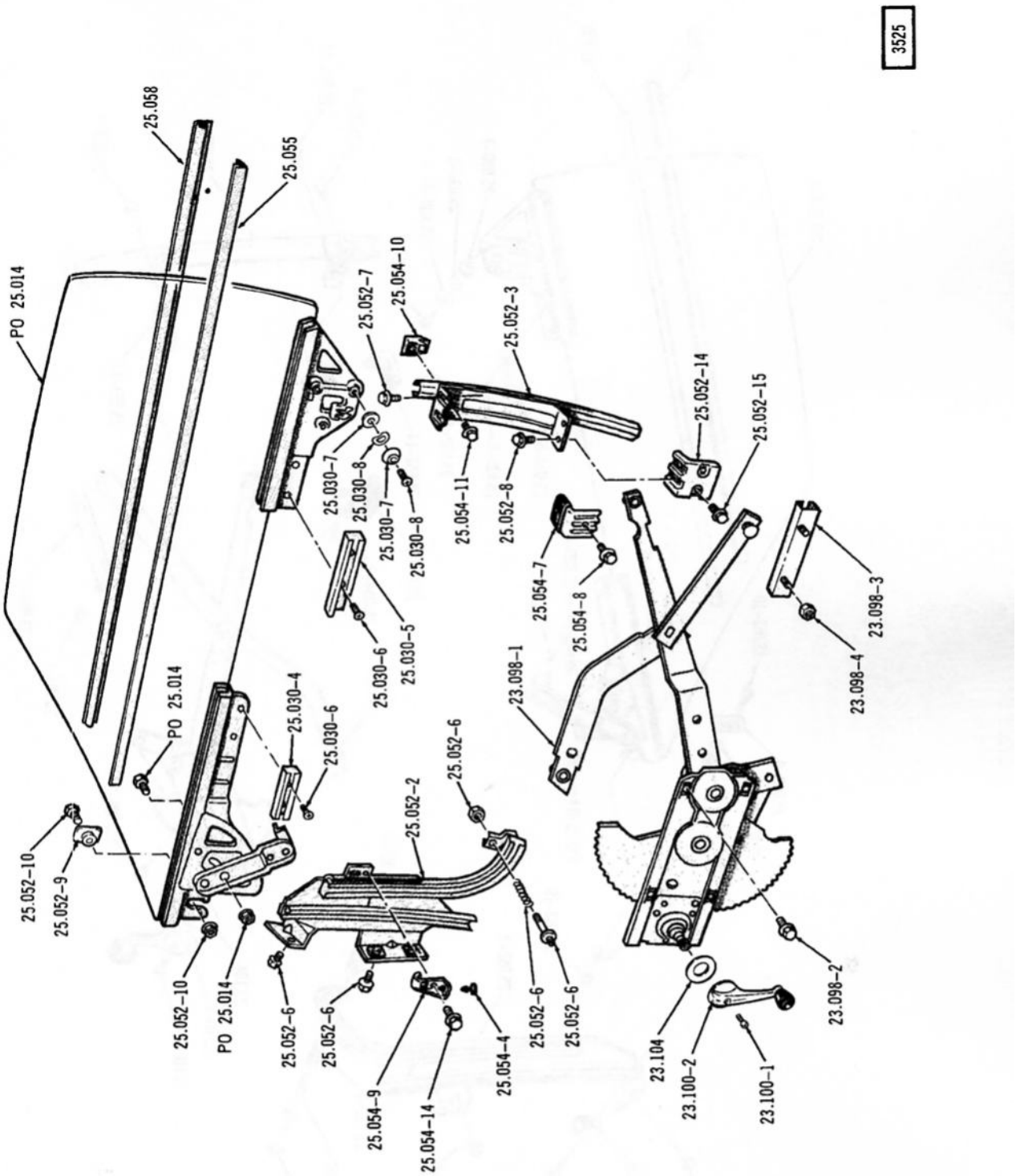
SCREW, Tapping	68	10-80	15.320	4	400 1701	

22.100–14 OVERLAY, Instrument Panel (Inner)

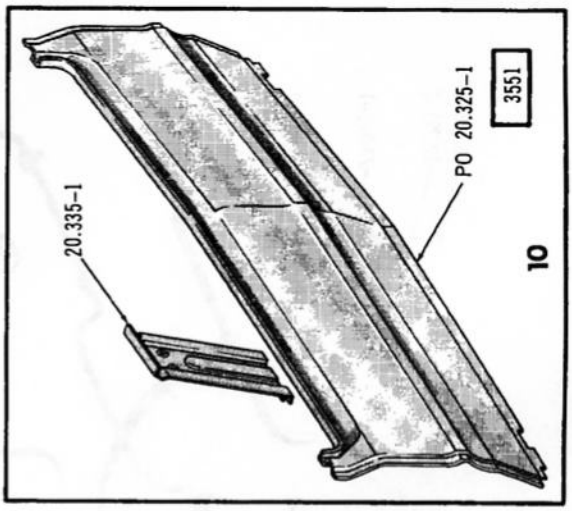
67	50 (Aluminum Finish)	.....	1	357 7235	
67	50 (Wood Grain Finish)	.....	1	357 7234	
67	85 (LHD-990)	.....	1	357 7234	
67	87 (LHD-DPL) ***(Use 357 7234)***	.....	1	357 7256	
67	88 (LHD-990-LER)	.....	1	357 7234	
67	88 (LHD-990-WER) ***(Use 357 7234)***	.....	1	357 7256	
68	80 (LHD-990)	.....	1	360 2172	
68	80 (LHD-DPL)	.....	1	360 2172	
67/70	***10-80 (RHD)***	.....	1	357 7228	

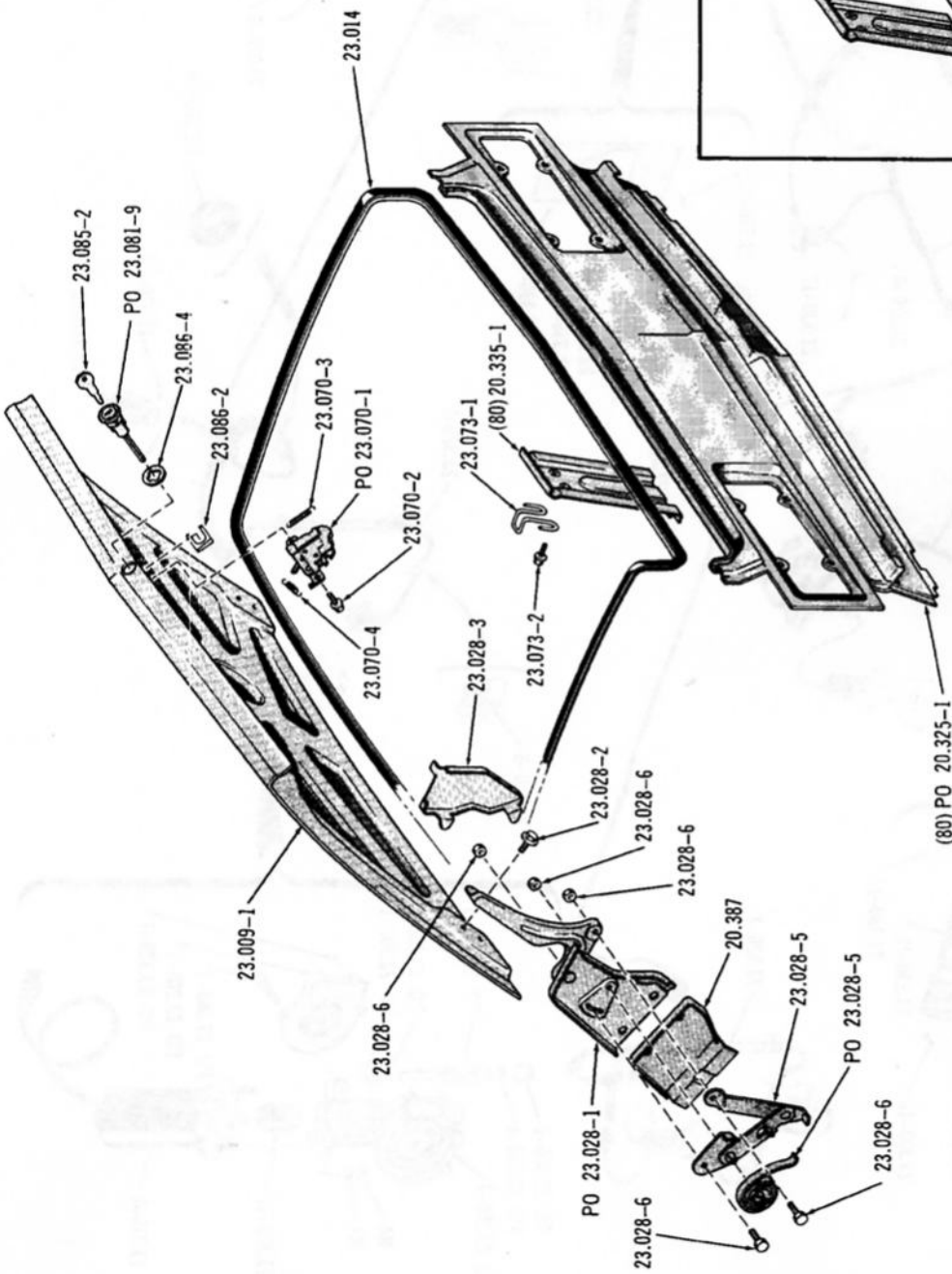
22.100–15 OVERLAY, Instrument Panel (Outer)

67	(Left) 50 (LAC-LASC-Aluminum Finish)	.....	1	357 7233	
67	(Left) 50 (LAC-LASC-Wood Grain Finish)	.....	1	357 7231	
67	(Left) 50 (LHD-LAC-WASC-Aluminum Finish)	.....	1	359 1029	
67	(Left) 50 (LHD-LAC-WASC-Wood Grain Finish)	.....	1	359 1028	
67	(Left) 50 (WAC-LASC-Aluminum Finish)	.....	1	357 7253	
67	(Left) 50 (WAC-LAS C-Wood Grain Finish)	.....	1	357 7239	
67	(Left) 50 (LHD-WAC-WASC-Aluminum Finish)	.....	1	359 1031	
67	(Left) 50 (LHD-WAC-WASC-Wood Grain Finish)	.....	1	359 1030	
67	(Left) 80 (LHD-990-LAC-LASC)(LHD-DPL-LAC-LASC)	.....	1	357 7231	
67	(Left) 80 (LHD-990-LAC-WASC)(LHD-DPL-LAC-WASC)	.....	1	359 1028	
67	(Left) 80 (LHD-990-WAC-LASC)(LHD-DPL-WAC-LASC)	.....	1	357 7239	
67	(Left) 80 (LHD-990-WAC-WASC)(LHD-DPL-WAC-WASC)	.....	1	359 1030	
68	(Left) 80 (LHD-990-LAC-LASC)(LHD-DPL-LAC-LASC)	.....	1	360 2180	
68	(Left) 80 (LHD-990-WAC-LASC)(LHD-DPL-WAC-LASC)	.....	1	360 2181	
68	(Left) 80 (LHD-990-LAC-WASC)(LHD-DPL-LAC-WASC)	.....	1	360 2182	
68	(Left) 80 (LHD-990-WAC-WASC)(LHD-DPL-WAC-WASC)	.....	1	360 2183	
67/70	***(Left) 10-80 (RHD)***	.....	1	357 7227	
67	(Right) 50 (Aluminum Finish)	.....	1	357 7232	
67	(Right) 50 (Wood Grain Finish)	.....	1	357 7230	
67	(Right) 80 (LHD-990)(LHD-DPL)	.....	1	357 7230	
68	(Right) 80 (LHD-990)(LHD-DPL)	.....	1	360 2178	
67/70	***(Right) 10-80 (RHD)***	.....	1	357 7226	



FRONT DOOR GLASS AND CHANNELS ... 1968-TYPE 1 (30)(70)





REAR DECK DOOR AND HINGE ... 1969 (10)(80)

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DOORS - HARDWARE

23.028–2 ATTACHING PARTS, Hinge Arm To Deck Door

SCREW, Machine	67/68	(5/16"-24 x 1-1/16") 01-10-50-80	***(Use 400 1896)***	23.020	4	400 0608
SCREW, Machine	69/70	(5/16-18 x 1") 10-80		12.060	4	400 3069
SCREW, Machine	71	(5/16"-18 x 1-1/8") 10-80		23.015	4	400 2199
SCREW, Machine	72	10-80		.....	4	400 4520
SCREW, Machine	68	30-70		23.015	4	400 2070
SCREW, Machine	69	(5/16"-18 x 7/8") 05-06-09		12.060	4	400 3872
SCREW, Machine	70/	05-06		23.015	4	400 2070
SCREW, Machine	69/	30-70		12.060	4	400 3872

23.028–3 COVER, Rear Deck Door Hinge

67/	(Left) 15-16-17-19-85-86-87-89	.....	1	357 4533
68/	(Left) 30-70	.....	1	360 2469
67/	(Right) 15-16-17-19-85-86-87-89	.....	1	357 4532
68/	(Right) 30-70	.....	1	360 2468

23.028–4 ATTACHING PARTS, Hinge Cover To Hinge

SCREW, Tapping	68/	30-70	***(Use 812 0054)***	17.671	2	G274773

23.028–5 BRACKET AND LINKS, Rear Deck Door Hinge

67/	(Left) 15-16-17-19-85-86-87-89	.....	1	357 5339
68/	(Left) 30-70	.....	1	360 2379
67/	(Right) 15-16-17-19-85-86-87-89	.....	1	357 5338
68/	(Right) 30-70	.....	1	360 2378

23.028–6 ATTACHING PARTS, Link To Hinge Arm

SCREW, Machine	67/	15-16-17-19-85-86-87-89		.....	2	400 2143
SCREW, Machine	68/	30-70		.....	2	400 2283
NUT, Hexagon	67/	15-16-17-19-39-79-85-86-87-89		17.412	6	G271184 NA

23.028–7 SHIM, Rear Deck Door Bracket And Link Assembly

70/	05-06	.....	AR	360 0342
68/	30-70	.....	AR	360 0342
67	59	.....	2	351 7304

23.028–8 ROD, Rear Deck Door Hinge Torque

67/69	(Left) 05-06-09		.....	1	350 0443
70/	(Left) 05-06	***(Use 361 5402)***	.....	1	361 5403
67	(Left) 07		.....	1	350 0441
67	(Left) 59		.....	1	351 7369
67/69	(Right) 05-06-09		.....	1	350 0442
70/	(Right) 05-06		.....	1	361 5402
67	(Right) 07		.....	1	350 0440
67	(Right) 59		.....	1	351 7368

23.028–9 CLIP, Rear Deck Door Hinge Torque Rod

67/69	05-06-07-09-59		22.050	1	314 7959
70/	05-06		.....	1	400 4105

23.028–10 SLIDE, Rear Deck Door Torque Rod

67	59		.....	2	351 7070

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67	87-89 (Except Custom-42-23/32" Long)	.....	2	357 9718
67	89 (Custom-Left-50-1/2" Long)	.....	1	357 9727
67	89 (Custom-Right-50-1/2" Long)	.....	1	357 9726
69	89 (DPL) ***(Use 357 9718)***	.....	2	361 8763
68	89	.....	2	357 9718
69	85-88 (DPL)	.....	2	361 8762

23.198-4 MOULDING, Front Door Trim Panel Horizontal (* 23-22)

67/68	05-08	.....	2	349 3248
67/68	06-07-09	.....	2	349 3265
67	10 (Except Custom-Left-43-55/64" Long-Plastic)	.....	1	357 9743
67	10 (Except Custom-Right-43-55/64" Long-Plastic)	.....	1	357 9742
67	19 (Custom-Left-LER-44" Long-Metal)	.....	1	357 9689
67	19 (Custom-Left-Front-WER-5-5/16" Long-Metal)	.....	1	357 9683
67	19 (Custom-Right-Front-WER-5-5/16" Long-Metal)	.....	1	357 9682
67	19 (Custom-Left-Rear-WER-36-9/16" Long-Metal)	.....	1	357 9691
67	19 (Custom-Right-Rear-WER-36-9/16" Long-Metal)	.....	1	357 9690
67	19 (Custom-Right-LER-44" Long-Metal)	.....	1	357 9688
68	10 (SST-30-3/32" Long-* 23-14)	.....	2	360 7232
68	10 (SST-30-3/32" Long-* 23-15)	.....	2	361 3263
69	10 (Except SST)	.....	2	361 8200
71	19 (Matador-Two Painted Stripes-40" Long)	.....	2	364 0350
69	10 (SST)	.....	2	361 8272
71	15-18 (Matador-32-1/4" Long)	.....	2	364 0342
69	39-79	.....	2	361 7345
70	70 (Left-Except SST-Used Less Remote Control)	.....	1	362 8807
71/	70 (Left-Used Less Remote Control-39" Long)	.....	1	364 2235
70	70 (Left-Front-Except SST-Used With Remote Control-12" Long)	.....	1	363 5769
71/	70 (Left-Front-Used With Remote Control -9-5/8" Long)	.....	1	364 2232
70	70 (Left-Rear-Except SST-Used With Remote Control-25-3/8" Long)	.....	1	363 5777
71/	70 (Left-Rear-Used With Remote Control -26-1/2" Long)	.....	1	364 2233
70	70 (Right-Rear-Except SST)	.....	1	362 8806
71/	70 (Right-42-1/4" Long)	.....	1	364 2234
69	85 (Except DPL And SST)	.....	2	361 7752
69	85-88 (SST)	.....	2	361 8762
71	85 (DPL-Upper-30-1/2" Long)	.....	2	364 0328
70	85-88 (DPL And SST-Above Carpet-31-1/2" Long)	.....	2	362 8121
71	85-88 (SST-Above Carpet-31-1/2" Long)	.....	2	362 8121
69	89 (SST) ***(Use 357 9718)***	.....	2	361 8763
70	89 (DPL And SST-Above Carpet-42-9/16" Long)	.....	2	362 8123
71	89 (SST-Above Carpet-42-9/16" Long)	.....	2	362 8123

23.198-5 MOULDING, Front Door Trim Panel Vertical (* 23-22)

68	17-19 (SST-Left-WER-* 23-14)	.....	1	360 7229
68	17-19 (SST-Right-WER-* 23-14)	.....	1	360 7228
68	17-19 (SST-Left-WER-* 23-15)	.....	1	361 3395
68	17-19 (SST-Right-WER-* 23-15)	.....	1	361 3394
68	39-79 (SST)...(Incl. Walnut Overlay)	.....	2	360 7076
69	39-79...(Incl. Walnut Overlay)	.....	2	361 7340
69	80 (SST)	.....	4	362 1380

23.198-6 MOULDING, Front Door Trim Panel "U" Shape (* 23-22)

67	10 (770)(SST)	.....	2	358 1535
67	15-16-18 (550)	.....	2	358 1520
68	17-19 (SST-LER-* 23-15)	.....	2	361 3390
68	17-19 (SST-Left-WER-* 23-14)	.....	1	360 7227
68	17-19 (SST-Right-WER-* 23-14)	.....	1	360 7226
68	17-19 (SST-Left-WER-* 23-15)	.....	1	361 3393
68	17-19 (SST-Right-WER-* 23-15)	.....	1	361 3392

REAR QUARTER HARDWARE

24.203–2 COUPLING, Rear Quarter Electric Operated Window Regulator Drive Unit

67/	16-17-19-59-86-97-89	23.310	2	448 4876

24.205 MOTOR, Rear Quarter Electric Operated Window Regulator (Less Drive Unit)

67/71	16-17-19-59-86-87-89	23.310	2	448 4875
72	19-89	23.310	2	366 1224

24.215 HARNESS, Rear Quarter Electric Operated Window Regulator Wiring

67	19-59-89 (LHD)	23.320	1	318 6848
67	17-87 (LHD)	23.320	1	318 6849
68/71	17-19-89 (LHD-Main)	23.320	1	319 1987
72	17-19-89 (LHD-Main)	23.320	1	321 6581
68/	17-19-89 (LHD-Quarter Panel-Single)	23.320	2	319 1990

24.220–1 SWITCH, Rear Quarter Electric Operated Window Regulator Control (Less Housing)

67	17-19-59-87-89	23.330	2	357 7148
68/	17-19-89 ***(Use 360 9564)***	23.330	2	360 2416

24.220–2 HOUSING, Rear Quarter Electric Operated Window Regulator Control Switch

67	17-19-59-87-89	23.330	2	352 0816
68/	17-19-89	23.330	2	360 2413

24.220–3 ATTACHING PARTS, Housing To Regulator Panel

SCREW, Tapping	68/	17-19-89	17.654	4	G443512 NA

24.220–4 PLATE, Rear Quarter Electric Operated Window Regulator Control Switch

67	17-19-59-87-89	23.330	2	352 0817
68	17	.....	2	360 1501
68/69	(Left) 19-89	.....	1	360 1509
68/69	(Right) 19-89	.....	1	360 1508

24.220–5 ATTACHING PARTS, Plate To Regulator Panel

SCREW, Machine	68/69	17-19-89	23.098	4	400 2028
NUT, Hexagon	68/69	17-19-89	17.406	4	G120375

24.220–6 BEZEL, Rear Quarter Electric Operated Window Regulator Control Switch Housing

68/69	17-19-89 (Individual)	23.330	2	360 2418
70/	89 (Individual)	23.330	2	360 9109

24.220–7 ATTACHING PARTS, Bezel To Regulator Panel

SCREW, Tapping	68/	17-19-89	17.655	4	G168971 NA

24.220–8 WATERDAM, Rear Quarter Electric Operated Window Regulator Control Switch

67/	17-19-59-87-89	23.320	2	438 2105

24.220–9 SPRING, Rear Quarter Electric Operated Window Regulator Control Switch To Housing

67/	17-19-87-89	23.320	2	400 2095

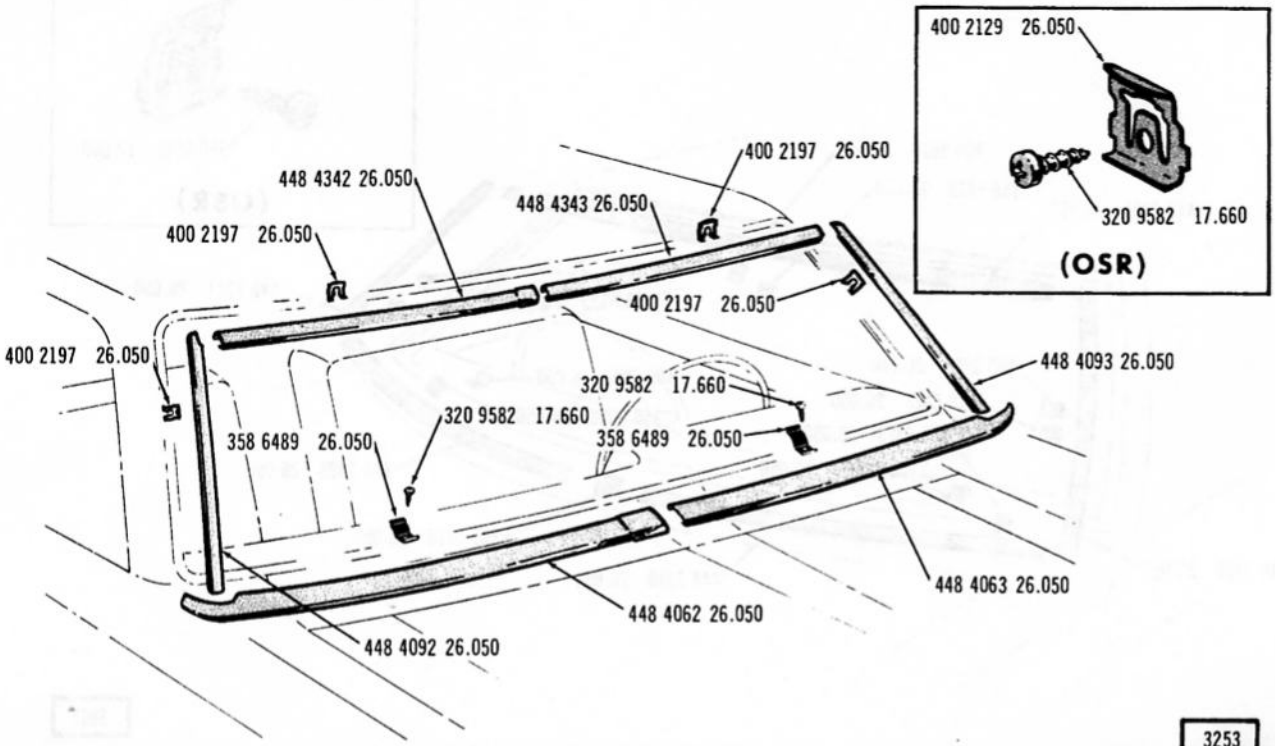
GLASS - CHANNELS

25.059 WEATHERSTRIP, Rear Door Glass (Outer)

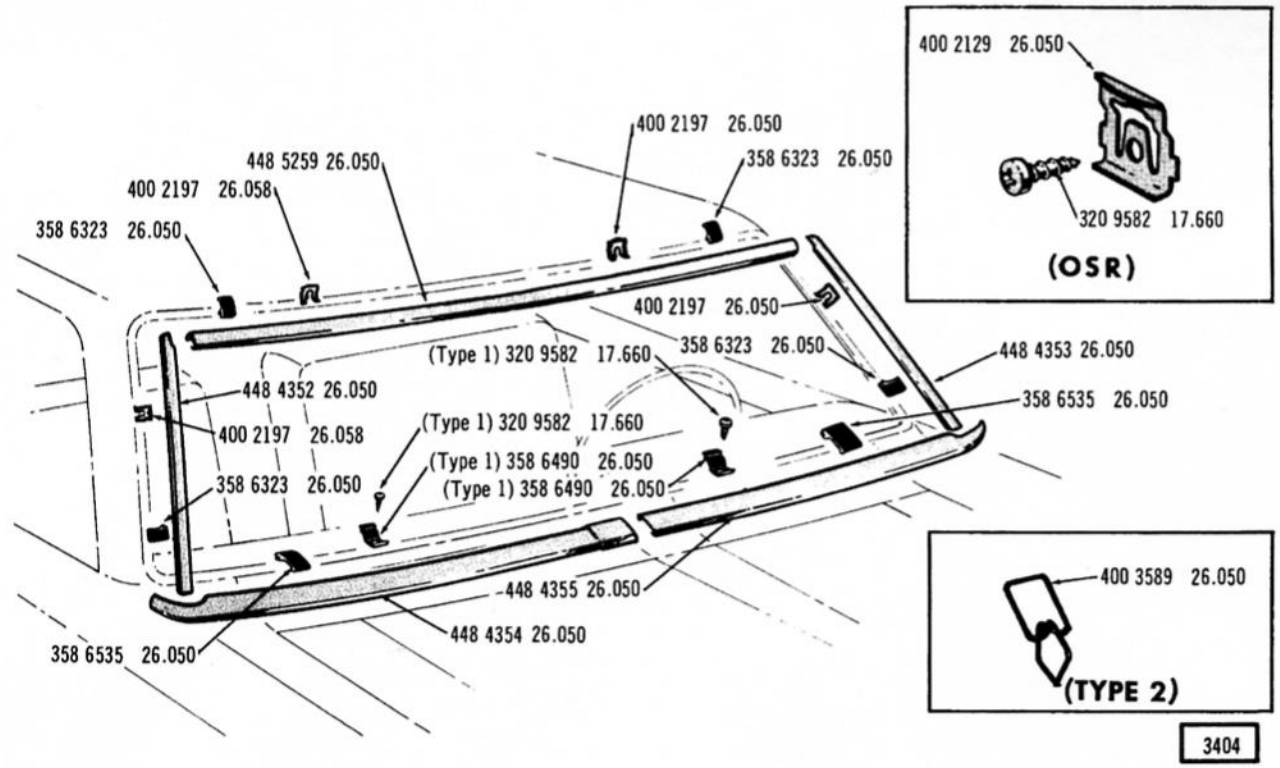
67/68	05-08 ..... *(Use 362 3028)*	25.055	2	348 2354
69	05-08	25.056	2	362 3028
70/	(Left) 05-08	25.056	2	363 1389
67/69	(Left) 15-18-85-88	.....	1	357 5625
70	(Left) 15-85	.....	1	361 6181
71	(Left) 15-85 (* 25-26)	.....	1	361 6181
71	(Left) 15-85 (* 25-27)	.....	1	365 1511
72	(Left) 15-85	.....	1	365 1511
70	(Left) 18-88	.....	1	357 5625
71	(Left) 18-88 (* 25-26)	.....	1	357 5625
71	(Left) 18-88 (* 25-27)	.....	1	365 1513
72	(Left) 18-88	.....	1	365 1513
70/	(Right) 05-08	25.056	2	363 1388
67/69	(Right) 15-18-85-88	.....	1	357 5624
70	(Right) 15-85	.....	1	361 6180
71	(Right) 15-85 (* 25-26)	.....	1	361 6180
71	(Right) 15-85 (* 25-27)	.....	1	365 1510
72	(Right) 15-85	.....	1	365 1510
70	(Right) 18-88	.....	1	357 5624
71	(Right) 18-88 (* 25-26)	.....	1	357 5624
71	(Right) 18-88 (* 25-27)	.....	1	365 1512
72	(Right) 18-88	.....	1	365 1512

25.061-1 WEATHERSTRIP, Rear Quarter Glass (Inner)

67/68	(Left) 06 ..... *(Use 362 3025)*	.....	1	350 9413
69	(Left) 06	25.062	1	362 3025
67	(Left) 07	.....	1	354 7565
67/68	(Left) 09	.....	1	350 1029
69	(Left) 09	.....	1	362 3151
67	(Left) 16-86	.....	1	357 6031
67/68	(Left) 17-87	.....	1	357 6037
67/69	(Left) 19-89	.....	1	357 6033
70	(Left) 19-89 (Front-6-5/16" Long)	.....	1	361 5291
71	(Left) 19-89 (Front-6-5/16" Long-* 25-26)	.....	1	361 5291
71	(Left) 19-89 (* 25-28) ..... *(Use 365 1522)*	.....	1	365 1523
72	(Left) 19-89	.....	1	365 1523
70	(Left) 19-89 (Rear-Curved)	25.090	1	363 1885
71	(Left) 19-89 (Rear-Curved-* 25-26)	25.090	1	363 1885
71	(Left) 19-89 (Rear-Curved-* 25-28)	25.090	1	365 1525
67	(Left) 59	.....	1	357 6233
68/70	(Left) 79	.....	1	360 1179
71/	(Left) 79	.....	1	363 2459
67/68	(Right) 06 ..... *(Use 362 3024)*	.....	1	350 9412
69	(Right) 06	25.062	1	362 3024
67	(Right) 07	.....	1	354 7564
67/68	(Right) 09	.....	1	350 1028
69	(Right) 09	.....	1	362 3150
67	(Right) 16-86	.....	1	357 6030
67/68	(Right) 17-87	.....	1	357 6036
67/69	(Right) 19-89	.....	1	357 6032
70	(Right) 19-89 (Front-6-5/16" Long)	.....	1	361 5290
71	(Right) 19-89 (Front-6-5/16" Long-* 25-26)	.....	1	361 5290
71	(Right) 19-89 (* 25-28)	.....	1	365 1522
72	(Right) 19-89	.....	1	365 1522
70	(Right) 19-89 (Rear-Curved)	25.090	1	363 1884
71	(Right) 19-89 (Rear-Curved-* 25-26)	25.090	1	363 1884
71	(Right) 19-89 (Rear-Curved-* 25-28)	25.090	1	365 1524
67	(Right) 59	.....	1	357 6232
68/70	(Right) 79	.....	1	360 1178
71/	(Right) 79	.....	1	363 2458



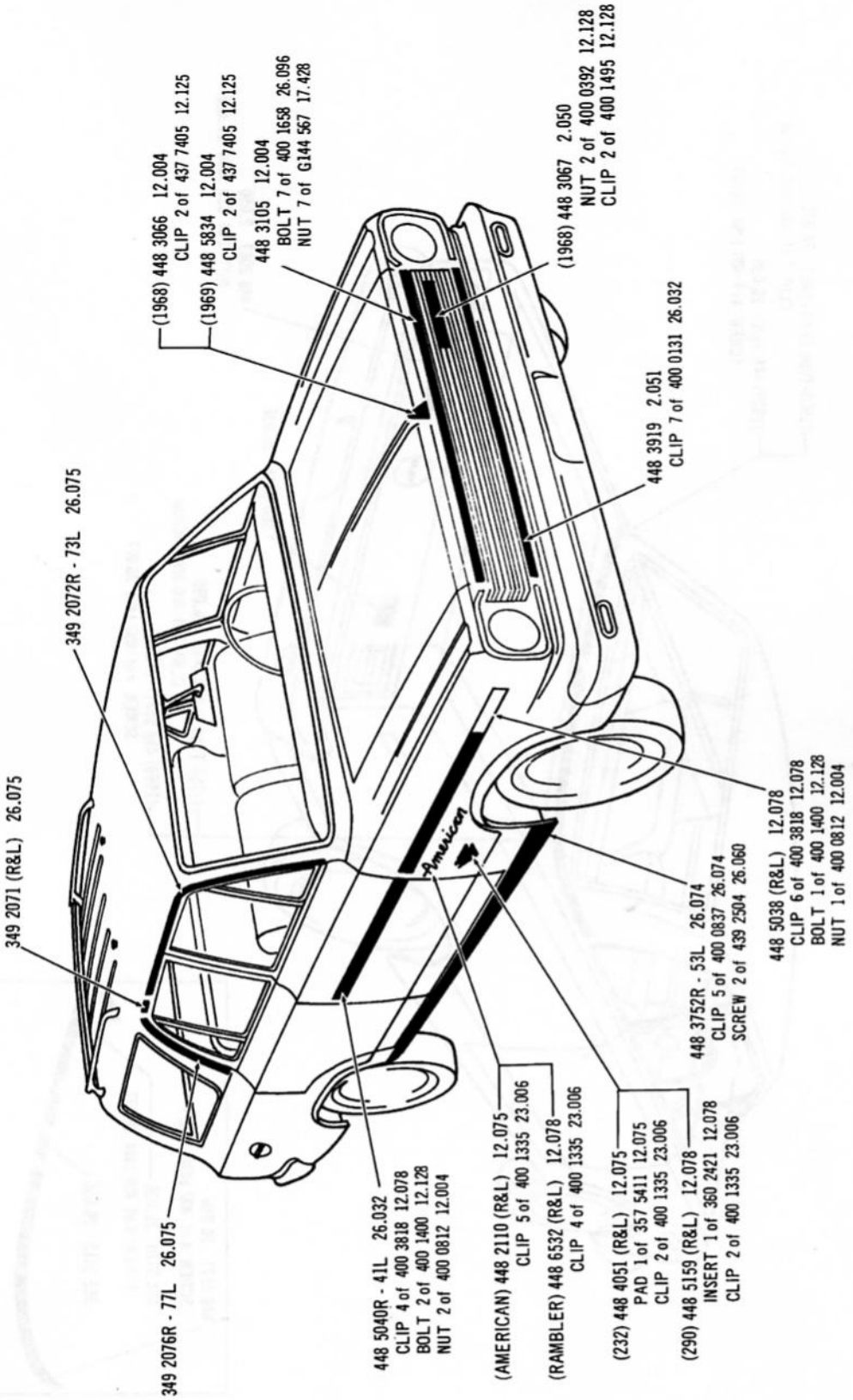
WINDSHIELD REVEAL MOULDINGS ... WITH RUBBER CHANNEL (15)(16)(18)(19)(59)(85)(86)(88)(89) 3253



3404

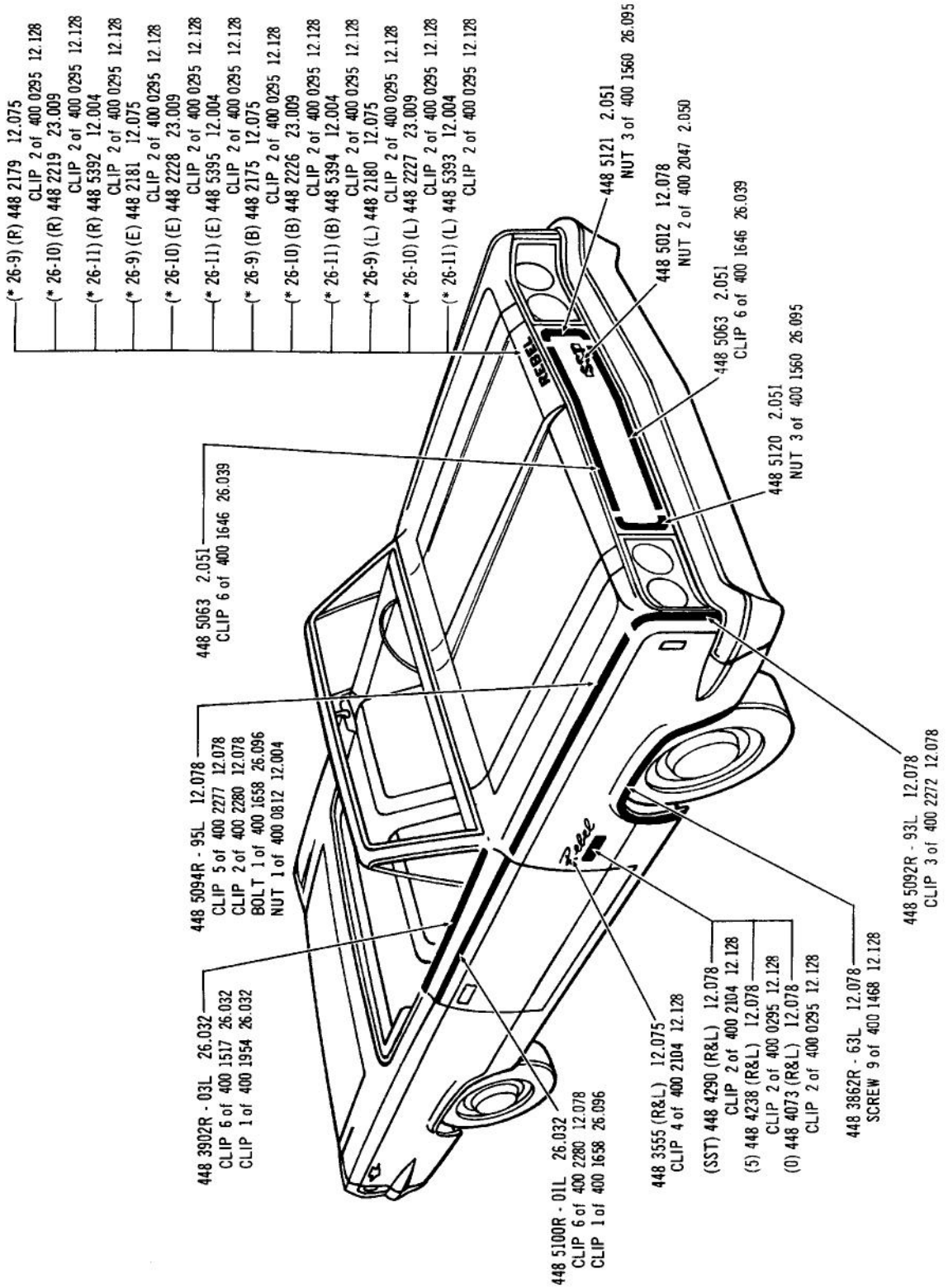
WINDSHIELD REVEAL MOULDINGS ... WITH BUTYL TAPE (15)(16)(18)(19)(59)(85)(86)(88)(89)

3232-A



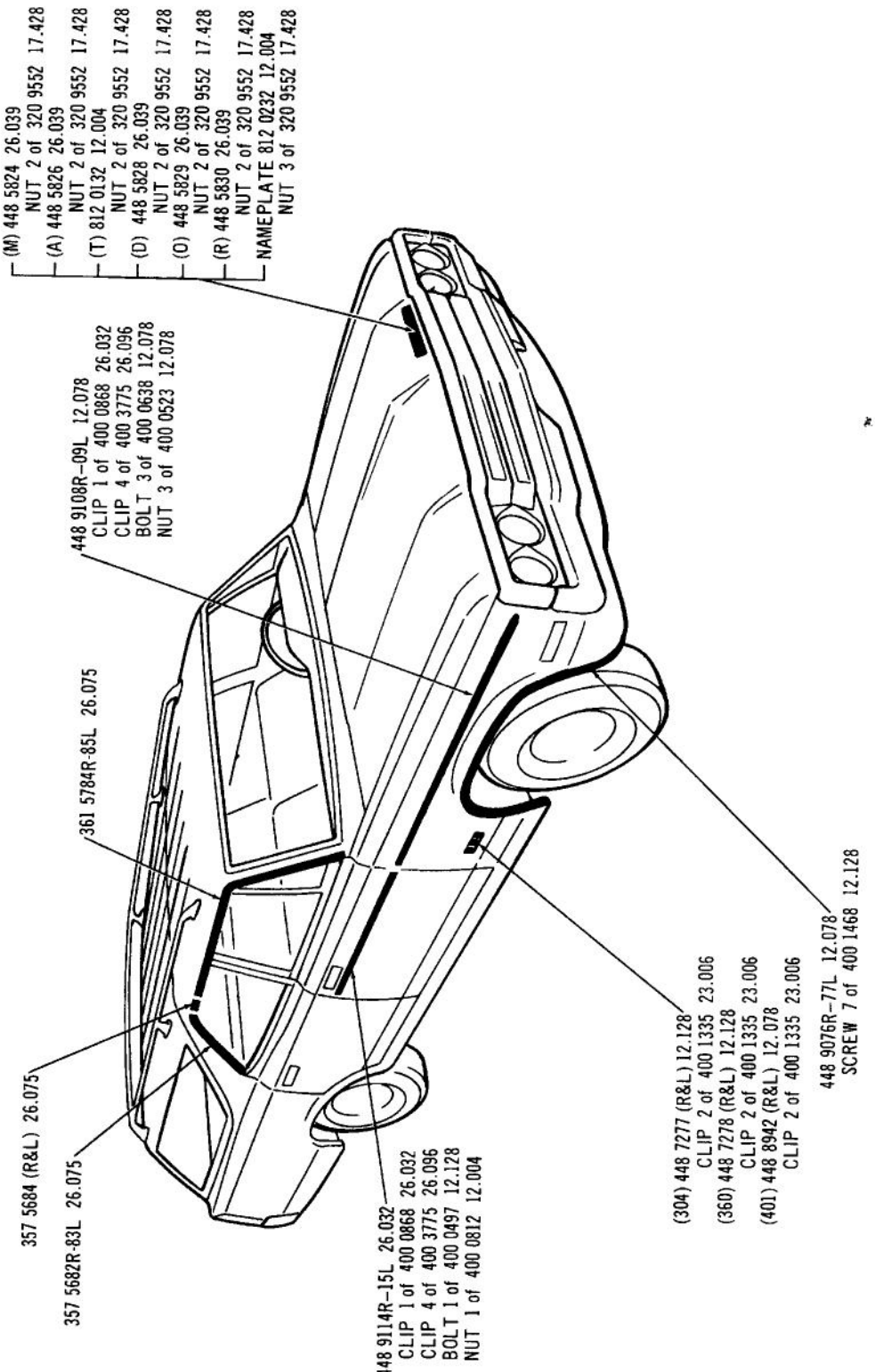
EXTERIOR ORNAMENTATION (FRONT VIEW) ... 1968 (08), 1969 (08)

3260



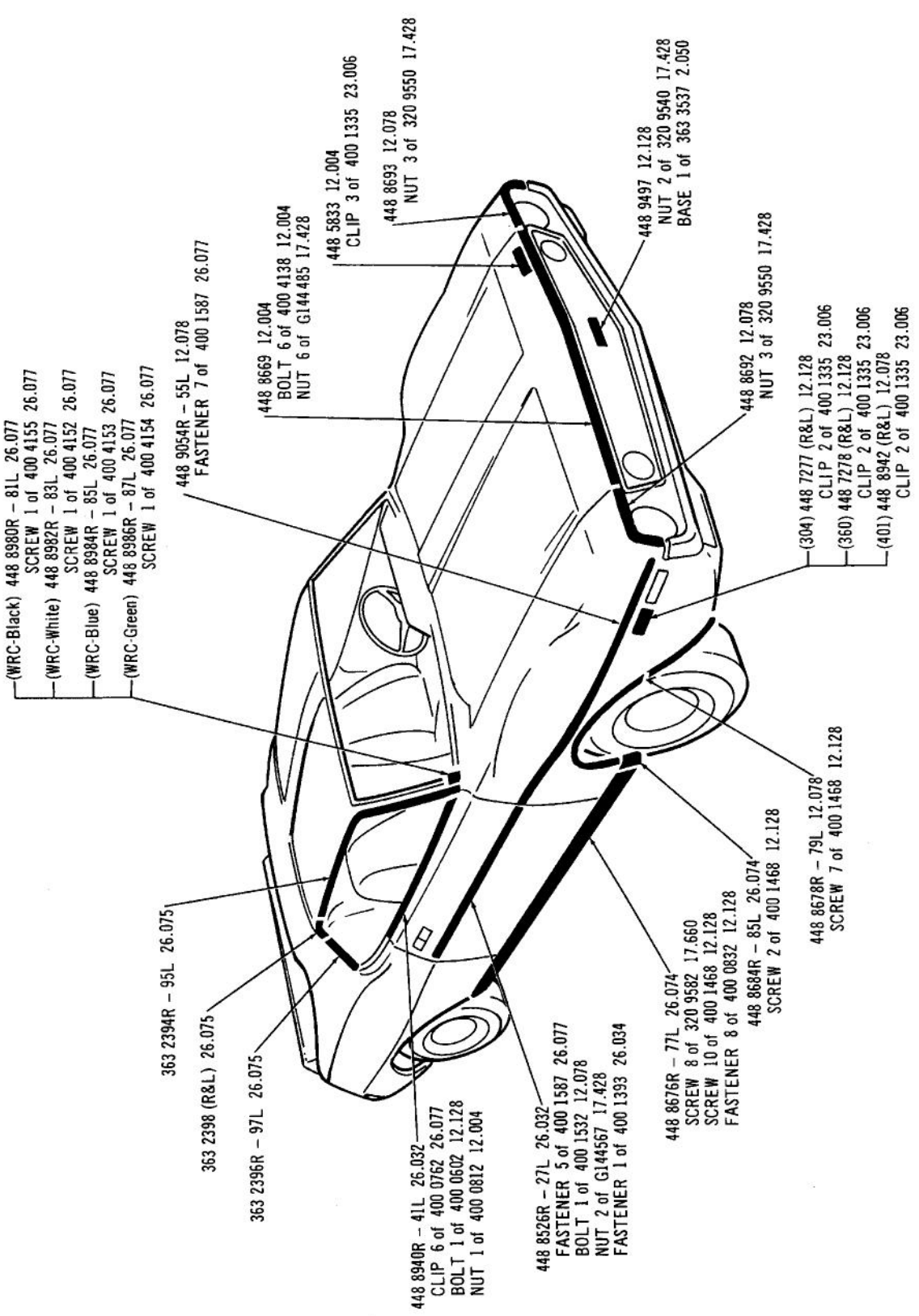
EXTERIOR ORNAMENTATION (FRONT VIEW) ... 1968 (17)

4007



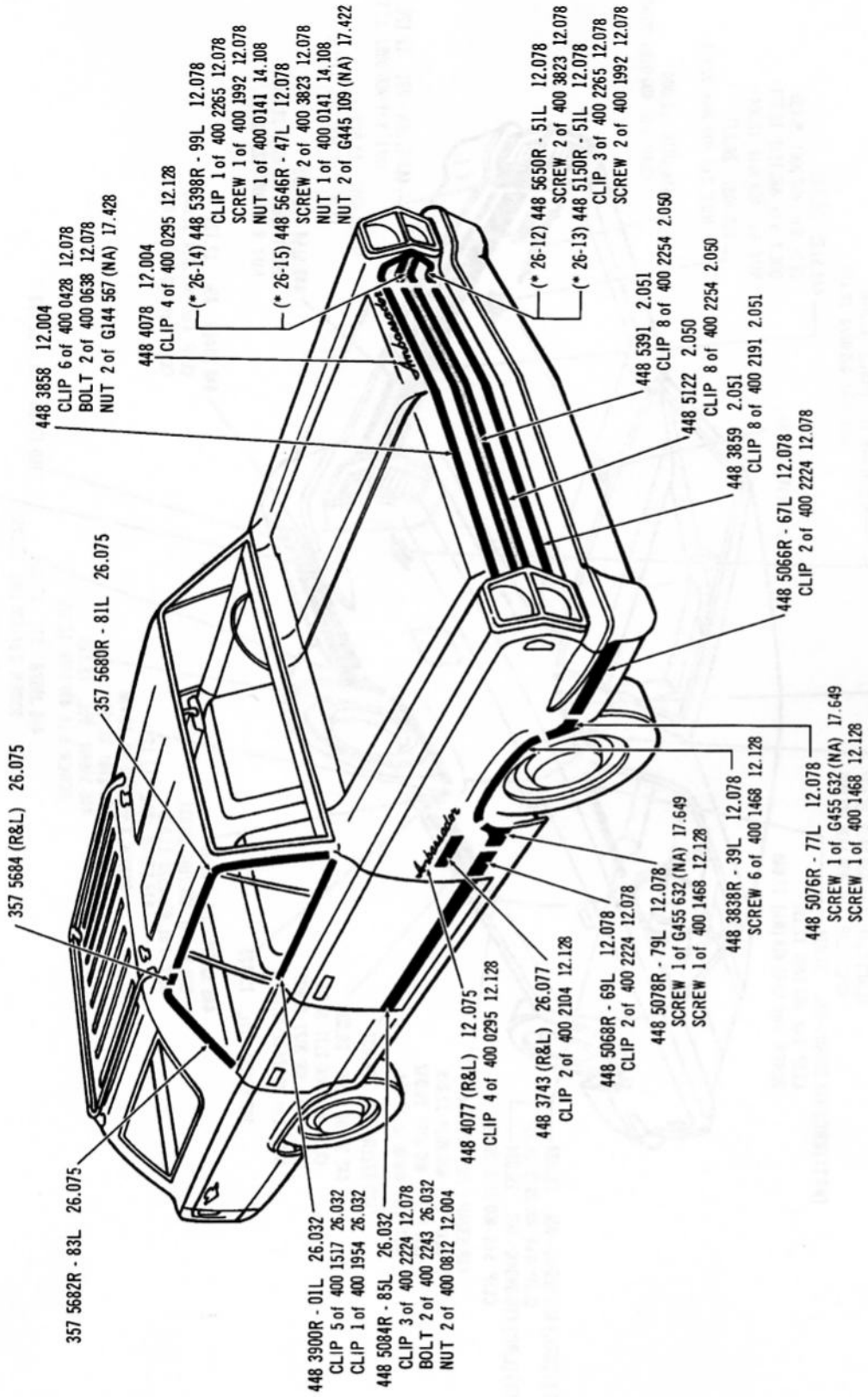
EXTERIOR ORNAMENTATION (FRONT VIEW) ... 1971 (18-LTT)(18-LWO)

4015



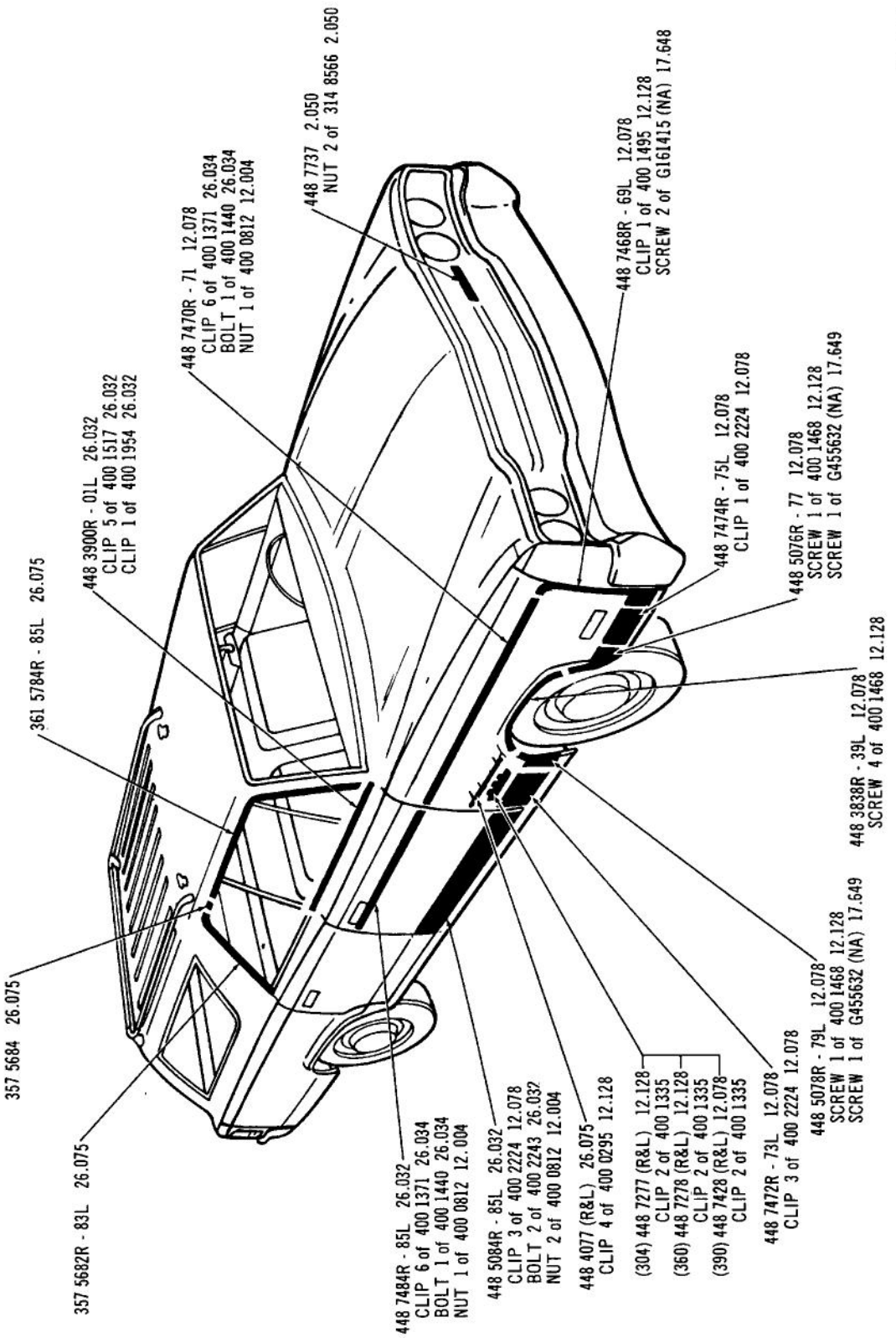
EXTERIOR ORNAMENTATION (FRONT VIEW) ... 1971 (79-8)

3242

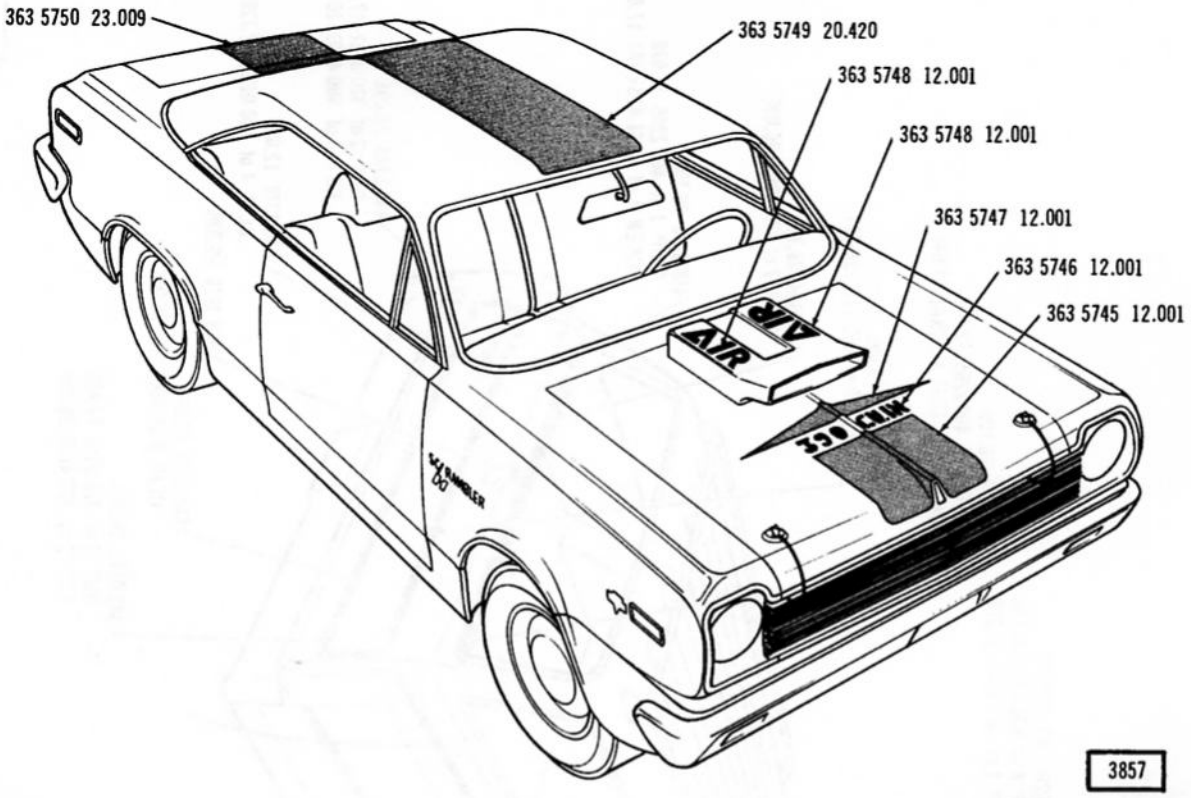


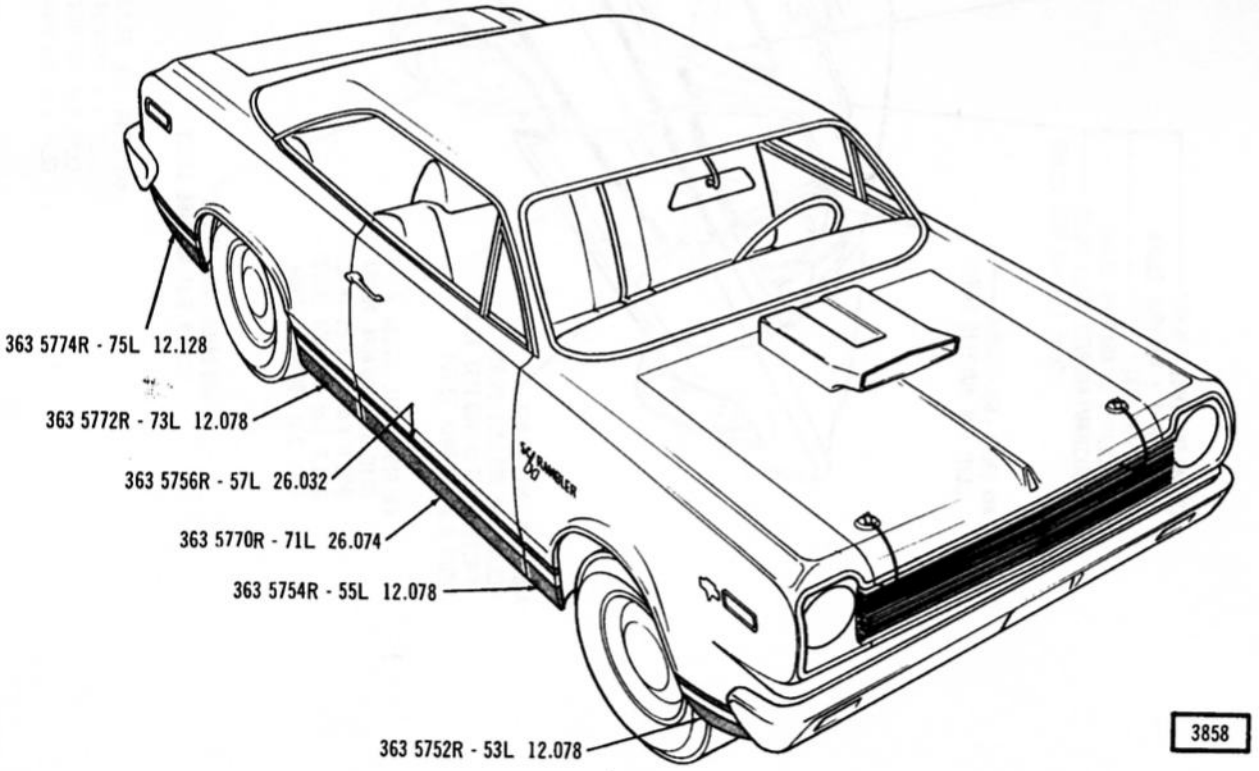
EXTERIOR ORNAMENTATION (FRONT VIEW) ... 1968 (88-LWO)(88-LTT)

3894



EXTERIOR ORNAMENTATION (FRONT VIEW) ... 1970 (88-WWO)(88-WTT)(SST)





EXTERIOR DECAL RALLY STRIPE ... 1969-09 (SC/RAMBLER)

BODY HARDWARE

27.084–1 MIRROR, Inside Rear View (Less Bracket)

67	(Chrome)	.....	1	352 0232	
67	(Silver) ***(Use 352 0232)***	.....	1	351 9144	
67	(Glareproof) ***(Use 359 1142)***	15.270	1	899 1358	
67	(Padded–Glareproof)	.....	1	359 1142	
68	(Padded–Glareproof) 01–10–59–80 (* 27–11)	.....	1	359 1142	
68	(* 27–12)	.....	1	360 1098	
69		.....	1	360 1098	
70/71	(Except Glareproof) 01–40	.....	1	363 7697	
72	(Except Glareproof) 01–40	.....	1	366 3126	
70/71	(Glareproof)	15.270	1	899 2662	
72	(Glareproof) 01–40	15.270	1	899 2843	
72	(Glareproof) 10–70–80 (* 27–45)	15.270	1	899 2662	
72	(Glareproof) 10–70–80 (* 27–46)	.....	1	365 3420	

27.084–1a KIT, Inside Rear View Mirror Mounting Support

72	01–40	25.002	1	812 0995	

27.084–2 ATTACHING PARTS, Mirror To Pivot Bracket

SCREW, Machine	67		17.593	1	G455475 NA
SCREW, Machine	68	(* 27–11)	17.593	1	G455475 NA
SCREW, Machine	68	(* 27–12) ***(Use 362 2240)***	.....	1	360 2874
SCREW, Machine	69/70	(* 27–32) ***(Use 362 2240)***	.....	1	360 2874
SCREW, Machine	70	(* 27–33)	.....	1	362 2240
SCREW, Tapping	71/		.....	1	362 2240

27.084–3 BRACKET, Inside Rear View Mirror

67	(Chrome)	.....	1	357 5635	
67	(Silver) 01–10–80 ***(Use 357 5635)***	.....	1	357 5634	
68	(Chrome)(* 27–11)	.....	1	357 5635	
68	01 (* 27–12)	.....	1	360 1111	
69/71	01–40	.....	1	360 1111	
68	10–30–70–80 (* 27–12)	.....	1	360 1090	
69/	10–30–70–80 (* 27–45)	.....	1	360 1090	
72	10–70–80 (* 27–46)	.....	1	365 3421	

27.084–4 ATTACHING PARTS, Inside Bracket To Body

SCREW, Tapping	67/68	(#8–15 × 7/8") 01–10–50–80	17.655	1	G168499 NA
SCREW, Tapping	67/	(#8–15 × 1–1/4")	17.655	2	G178849 NA
SCREW, Tapping	70	(#8–18 × 1") 30–70	.....	2	400 4102
SCREW, Tapping	72	70	17.660	1	448 9494

27.084–5 SPACER, Inside Rear View Mirror

67	07	.....	1	357 6295	

27.084–6 FILLER, Inside Rear View Mirror

67	07	.....	2	359 8051	

27.085–1 COVER, Inside Rear View Mirror Bracket (* 27-12)

68/69	01	.....	1	360 1078	
70/71	01–40	.....	1	362 7320	
72	01–40	.....	1	365 6158	
(T–831)		.....	1	360 1071	
(T–832)		.....	1	360 1071	
(T–835)		.....	1	360 1071	
(T–838)		.....	1	360 1078	
(T–851) 15–18–85–88		.....	1	360 1078	
(T–851) 19		.....	1	360 1071	
(T–853)		.....	1	360 1071	
(T–855) 15–18		.....	1	360 1078	
(T–855) 19		.....	1	360 1071	
(T–871) 15–18		.....	1	360 1078	
(T–871) 19		.....	1	360 1071	

Printed in U.S.A.

27.290–5 BELT, Front Seat (Incl. Chrome Buckle)(Non Auto-Loc Retractable Type)(Buckle End Only)

1967 MODELS

(T-723)(* 27-17)	.....	AR	359 7486
(T-728)(* 27-17)	15.365	AR	320 7630
(T-729)(* 27-17)	.....	AR	359 7491
(T-741)(* 27-17)	15.365	AR	320 7630
(T-741)(* 27-18)	.....	AR	320 8596
(T-743)(* 27-17)	.....	AR	359 7486
(T-743)(* 27-18) *(Use 358 9858)*	.....	AR	320 8597
(T-744)(* 27-17)	.....	AR	359 7487
(T-744)(* 27-18)	.....	AR	320 8598
(T-745)(* 27-17)	.....	AR	359 7488
(T-745)(* 27-18)	.....	AR	320 8599
(T-747)(* 27-17)	.....	AR	359 7490
(T-747)(* 27-18)	.....	AR	320 8601
(T-748)(* 27-17)	15.365	AR	320 7630
(T-748)(* 27-18)	.....	AR	320 8596
(T-749)(* 27-17)	.....	AR	359 7491
(T-749)(* 27-18)	.....	2	320 8602
(T-753)(* 27-17)	.....	AR	359 7486
(T-758)(* 27-17)	15.365	AR	320 7630
(T-759)(* 27-17)	.....	AR	359 7491
(T-771)(* 27-17)	15.365	AR	320 7630
(T-771)(* 27-18)	.....	AR	320 8596
(T-773)(* 27-17)	.....	AR	359 7486
(T-773)(* 27-18) *(Use 358 9861)*	.....	AR	320 8597
(T-774)(* 27-17)	.....	AR	359 7487
(T-774)(* 27-18)	.....	AR	320 8598
(T-775)(* 27-17)	.....	AR	359 7488
(T-775)(* 27-18)	.....	AR	320 8599
(T-776)(* 27-17)	.....	AR	357 9656
(T-776)(* 27-18)	.....	AR	358 9861
(T-777)(* 27-17)	.....	AR	359 7490
(T-777)(* 27-18)	.....	AR	320 8601
(T-778)(* 27-17)	15.365	AR	320 7630
(T-778)(* 27-18)	.....	AR	320 8596
(T-779)(* 27-17)	.....	AR	359 7491
(T-779)(* 27-18)	.....	AR	320 8602
(T-781)(* 27-17)	15.365	AR	320 7630
(T-783)(* 27-17)	.....	AR	359 7486
(T-787)(* 27-17)	.....	AR	359 7490
(T-789)(* 27-17)	.....	AR	359 7491
(T-791)	15.365	AR	320 7630
(T-793)	.....	AR	359 7486
(T-794)	.....	AR	359 7487
(T-795)	.....	AR	359 7488
(T-796)	.....	AR	357 9656
(T-797)	.....	AR	359 7490
(T-798)	15.365	AR	320 7630
(T-799)	.....	AR	359 7491

27.290–6 BELT, Front Seat Tip End (Incl. Retractor And Cover)(Non Auto-Loc Retractable Type)(Tip End Only)

1967 MODELS

(T-723)(* 27-17)	.....	2	359 7492
(T-723)(* 27-18) *(Ref. Pr. List)*	.....	AR	320 8593
(T-728)(* 27-17)	15.365	2	353 0847
(T-728)(* 27-18) *(Ref. Pr. List)*	.....	AR	320 8592
(T-729)(* 27-17)	.....	2	359 7497
(T-729)(* 27-18) *(Ref. Pr. List)*	.....	AR	320 8595
(T-741)(* 27-17)	15.365	2	353 0847
(T-741)(* 27-18) *(Ref. Pr. List)*	.....	AR	320 8592

CONVERTIBLE TOP - SUN ROOF

28.028–5 ATTACHING PARTS, Link To Center Rail (Center)

PIN, Pivot	67	07	28.015	2	320 5861
RETAINER	67	07	28.015	2	350 8733

28.028–6 ATTACHING PARTS, Link To Rear Rail

BUSHING, Nylon	67	07	.....	4	346 0577
WASHER, Nylon	67	07	.....	4	346 0091
RIVET	67	07	.....	2	350 1941

28.029–1 WEATHERSEAL, Folding Top Side Rail Front

67	(Left) 07	.....	1	350 8883
67/68	(Left) 17-87	.....	1	357 7839
67	(Right) 07	.....	1	350 8882
67/68	(Right) 17-87	.....	1	357 7838

28.029–2 WEATHERSEAL, Folding Top Side Rail Center

67	(Left) 07	.....	1	350 8885
67/68	(Left) 17-87	.....	1	357 7813
67	(Right) 07	.....	1	350 8884
67	(Right) 17-87	.....	1	357 7812

28.029–3 WEATHERSEAL, Folding Top Side Rail Rear

67	(Left) 07	.....	1	350 8887
67/68	(Left) 17-87	.....	1	357 9611
67	(Right) 07	.....	1	350 8886
67/68	(Right) 17-87	.....	1	357 9610

28.029–4 ATTACHING PARTS, Weatherseal To Side Rail

BOLT, Tee	67	07	.....	20	400 0237
BOLT, Tee	67/68	17-87	.....	16	400 0603
NUT, Hexagon	67	07	25.052	14	439 0742
NUT, Hexagon	67/68	17-87	25.052	10	439 0742
NUT, Stamped	67/68	.....	26.096	6	400 0802

28.029–5 SHIM, Folding Top Side Rail Front Weatherseal

67	07	.....	2	353 5999

28.029–6 WEATHERSEAL, Folding Top Rear Rail To Waterdam

67/68	(Left) 17-87	.....	1	357 7821
67/68	(Right) 17-87	.....	1	357 7820

28.029–7 ATTACHING PARTS, Weatherseal To Rear Rail

SCREW, Tapping	67/68	17-87	26.032	4	400 1638

28.037–1 BOW, Folding Top Front

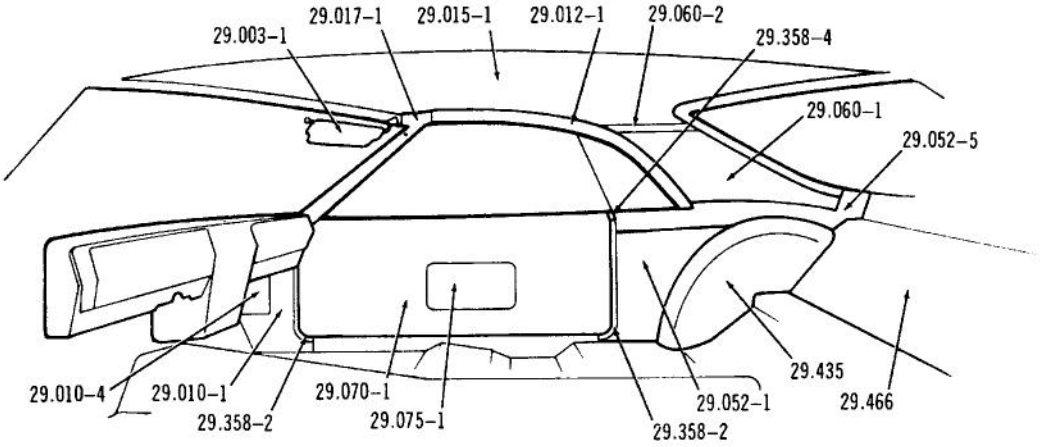
67	07	.....	1	350 8708
67/68	17-87	.....	1	358 1942

28.037–2 ATTACHING PARTS, Front Bow To Side Link Assembly

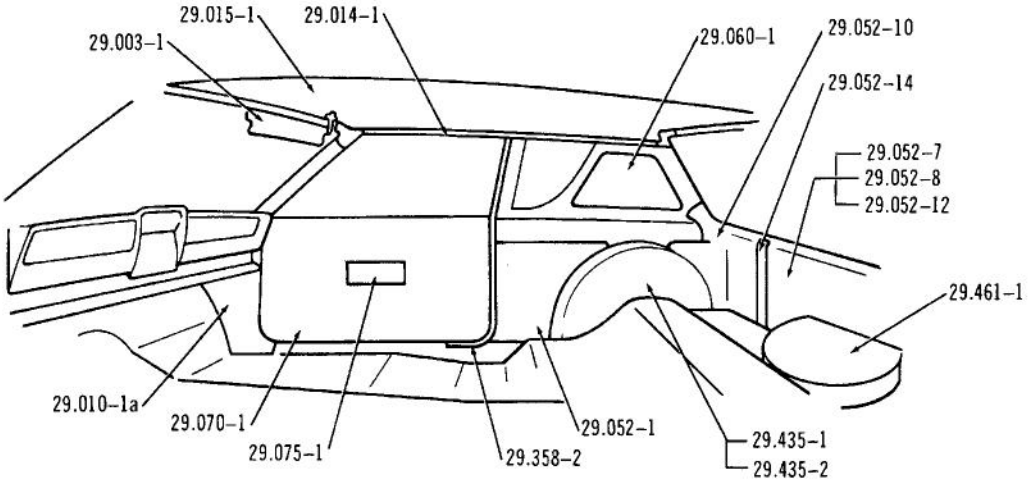
SCREW, Tapping	67/68	.....	.....	4	400 1978

28.037–3 BOW, Folding Top Center

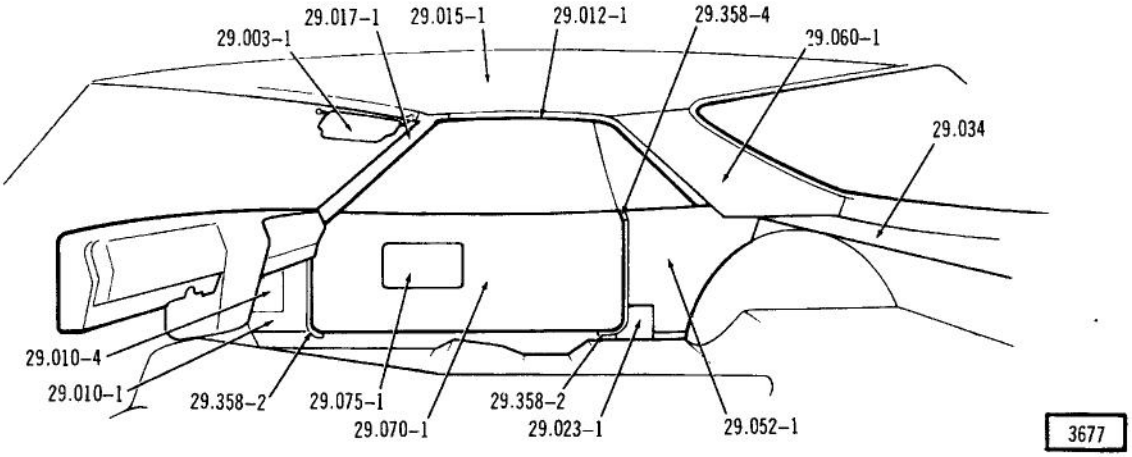
67	07	.....	1	350 8708
67/68	17-87	.....	1	358 1942



INTERIOR BODY TRIM ... 1968/70 (30)



INTERIOR BODY TRIM ... 1970/ (40)



INTERIOR BODY TRIM ... 1968/70 (70)

SEATS - SOFT TRIM

Trim No.	Per Car	18-88			
T-797	1	357 9345			
T-799	1	357 9346			
T-851	1	357 9341			
T-853	1	360 5643			
T-855	1	357 9341			
T-871	1	357 9341			
T-873	1	360 5643			
T-874	1	360 5644			
T-875	1	357 9341			
T-876	1	360 5646			
T-879	1	360 5648			
T-881	1	357 9341			
T-883	1	360 5643			
T-885	1	357 9341			
T-891	1	357 9341			
T-893	1	360 5643			
T-894	1	360 5644			
T-895	1	357 9341			
T-896	1	360 5646			
T-899	1	360 5648			

1969 Thru 1972 MODELS

69	18-88		1	362 5390 NC
70/	18-88		1	357 9341 NC

29.013-2 ATTACHING PARTS, Moulding To Roof Panel

CLIP	67/69	08		4	400 0342
CLIP	67/	18-88		4	400 1565

29.014-1 MOULDING, Headlining Side Retainer (With Lace Or Vinyl Covering)(* 29-19 NC)

1967 - 1968 MODELS

Trim No.			Per Car	05-06	08	15-85	18-88
T-723	Left		1	358 1333			
		Front	1		358 1351		
		Rear	1		358 1369		
	Right		1	358 1332			
		Front	1		358 1350		
		Rear	1		358 1368		
T-728	Left		1	448 2867			
		Front (* 29-7)	1		448 3727		
		Rear (* 29-7)	1		448 3727		
	Right		1	448 2866			
		Front (* 29-7)	1		448 3726		
		Rear (* 29-7)	1		448 3726		

SEATS - SOFT TRIM

Trim No.		Per Car	15-85
T-274		2	365 4985
T-276		2	365 4986
T-291		2	357 9283
T-293		2	365 4984
T-294		2	365 4985
T-296		2	365 4986

29.034–3a MOULDING, Rear Shelf Panel Front (Metal)

67	59		27.300	2	351 7807

29.034–4 ATTACHING PARTS, Moulding To Shelf Panel

SCREW, Tapping	67/69	05	17.655	5	G168499 NA

29.034–5 GRILLE, Rear Window Defogger

72	*05-06-15-85 (Fleet)*			1	365 7881

29.035–1 PANEL, Rear Shelf Side Extension Trim

Trim No.		Per Car	59
T-791	Left	1	357 9271
	Right	1	357 9270
T-793	Left	1	357 9273
	Right	1	357 9272
T-795	Left	1	357 9275
	Right	1	357 9274
T-799	Left	1	357 9277
	Right	1	357 9277

29.035–2 ATTACHING PARTS, Panel To Uniside

SCREW, Tapping	67	59	23.198	6	400 1923

29.035–3 ATTACHING PARTS, Panel To Rear Quarter Roof Side Trim

SCREW, Tapping	67	59		4	439 5412
NUT, Spring	67	59	17.422	4	G445109 NA

SEATS - SOFT TRIM

Trim No.		Per Car	05-06-15-85	09-16-39-86	19-79-89	
T-961	Left	1	... .	... .	362 3965	... .
	Right	1	... .	... .	362 3964	... .
T-962	Left	1	... .	... .	362 3965	... .
	Right	1	... .	... .	362 3964	... .
T-963	Left	1	... .	... .	362 3967	... .
	Right	1	... .	... .	362 3966	... .
T-965	Left	1	... .	... .	363 0325	... .
	Right	1	... .	... .	363 0324	... .
T-966	Left	1	... .	... .	362 3969	... .
	Right	1	... .	... .	362 3968	... .
T-968	Left	1	... .	... .	362 3965	... .
	Right	1	... .	... .	362 3964	... .
T-972	Left	1	362 0509	... .	362 0519	... .
	Right	1	362 0508	... .	362 0518	... .
T-973	Left	1	362 0511	... .	362 0521	... .
	Right	1	362 0510	... .	362 0520	... .
T-975	Left	1	... .	... .	362 1001	... .
	Right	1	... .	... .	362 1000	... .
T-976	Left	1	362 0513	... .	362 0523	... .
	Right	1	362 0512	... .	362 0522	... .
T-977	Left	1	362 0515	... .	362 0525	... .
	Right	1	362 0514	... .	362 0524	... .
T-979	Left	1	... .	... .	362 0525	... .
	Right	1	... .	... .	362 0524	... .
T-981	Left	1	362 0509	... .	... .	... .
	Right	1	362 0508	... .	... .	... .
T-983	Left	1	362 0511	... .	... .	... .
	Right	1	362 0510	... .	... .	... .
T-986	Left	1	362 0513	... .	... .	... .
	Right	1	362 0512	... .	... .	... .
T-987	Left	1	362 0515	... .	... .	... .
	Right	1	362 0514	... .	... .	... .
T-991	Left	1	362 0509	... .	362 0519	... .
	Right	1	362 0508	... .	362 0518	... .
T-992	Left	1	362 0509	... .	362 0519	... .
	Right	1	362 0508	... .	362 0518	... .
T-993	Left	1	362 0511	... .	362 0521	... .
	Right	1	362 0510	... .	362 0520	... .
T-995	Left	1	... .	... .	362 1001	... .
	Right	1	... .	... .	362 1000	... .
T-996	Left	1	362 0513	... .	362 0523	... .
	Right	1	362 0512	... .	362 0522	... .
T-997	Left	1	362 0515	... .	362 0525	... .
	Right	1	362 0514	... .	362 0524	... .
T-999	Left	1	... .	... .	362 0525	... .
	Right	1	... .	... .	362 0524	... .

1970 Thru 1972 MODELS

Trim No.		Per Car	05-06 15-85	19-39-46 -79-89
T-001	Left	1	... .	363 7711
	Right	1	... .	363 7710
T-008	Left	1	... .	363 7711
	Right	1	... .	363 7710
T-011	Left	1	... .	363 7711
	Right	1	... .	363 7710
T-013	Left	1	... .	363 7713
	Right	1	... .	363 7712

SEATS - SOFT TRIM

Trim No.			Per Car	05-08-15-18 -85-88			
T-993C	Left		1	652 1485	... .	... .	... .
	Right		1	652 1484	... .	... .	... .
T-993D	Left		1	652 1485	... .	... .	... .
	Right		1	652 1484	... .	... .	... .
T-993M	Left		1	652 1665	... .	... .	... .
	Right		1	652 1664	... .	... .	... .
T-993N	Left		1	652 1665	... .	... .	... .
	Right		1	652 1664	... .	... .	... .
T-993V	Left		1	652 1665	... .	... .	... .
	Right		1	652 1664	... .	... .	... .
T-996A	Left		1	652 1489	... .	... .	... .
	Right		1	652 1488	... .	... .	... .
T-996B	Left		1	652 1489	... .	... .	... .
	Right		1	652 1488	... .	... .	... .
T-996C	Left		1	652 1489	... .	... .	... .
	Right		1	652 1488	... .	... .	... .
T-996D	Left		1	652 1489	... .	... .	... .
	Right		1	652 1488	... .	... .	... .
T-996M	Left		1	652 1667	... .	... .	... .
	Right		1	652 1666	... .	... .	... .
T-996N	Left		1	652 1667	... .	... .	... .
	Right		1	652 1666	... .	... .	... .
T-997A	Left		1	652 1491	... .	... .	... .
	Right		1	652 1490	... .	... .	... .
T-997B	Left		1	652 1491	... .	... .	... .
	Right		1	652 1490	... .	... .	... .
T-997C	Left		1	652 1491	... .	... .	... .
	Right		1	652 1490	... .	... .	... .
T-997D	Left		1	652 1491	... .	... .	... .
	Right		1	652 1490	... .	... .	... .
T-997M	Left		1	652 1669	... .	... .	... .
	Right		1	652 1668	... .	... .	... .

1970 MODELS

Trim No.			Per Car	05-15-85	18-88
T-021A	Left		1	362 7505	... .
	Right		1	362 7504	... .
T-021B	Left		1	362 7505	... .
	Right		1	362 7504	... .
T-021G	Left		1	362 7537	... .
	Right		1	362 7536	... .
T-023	Left		1	362 7507	... .
	Right		1	362 7506	... .
T-024	Left		1	363 9687	... .
	Right		1	363 9686	... .
T-025	Left		1	363 9689	... .
	Right		1	363 9688	... .
T-041	Left		1	362 7519	... .
	Right		1	362 7518	... .
T-043	Left	(Except "V" Trims)	1	362 7521	... .
	Right	(Except "V" Trims)	1	362 7520	... .
T-043V	Left		1	362 6317	... .
	Right		1	362 6316	... .
T-044	Left	(Except "V" Trims)	1	362 7523	... .
	Right	(Except "V" Trims)	1	362 7522	... .
T-044V	Left		1	362 6319	... .
	Right		1	362 6318	... .

SEATS - SOFT TRIM

Trim No.			Per Car	1967 01-10-50-80 (WBS-Except "W" Trim)	1967 19-89 ("W" Trim)	1968-69 10-30-70-80 (WRBS)	
T-795	Left		1	357 7653	357 7653	... .	... .
	Right		1	357 7652	357 7652	... .	... .
T-796	Left		1	357 7655	357 7655	... .	... .
	Right		1	357 7654	357 7654	... .	... .
T-798	Left		1	353 2365	... .	... .	... .
	Right		1	353 2364	... .	... .	... .
T-799	Left		1	357 7659	357 8289	... .	... .
	Right		1	357 7658	357 8288	... .	... .
T-831	Left		1	... .	... .	353 2353	... .
	Right		1	... .	... .	353 2352	... .
T-832	Left		1	... .	... .	362 3159	... .
	Right		1	... .	... .	362 3158	... .
T-835	Left		1	... .	... .	357 7653	... .
	Right		1	... .	... .	357 7652	... .
T-838	Left		1	... .	... .	353 2353	... .
	Right		1	... .	... .	353 2352	... .
T-871	Left		1	... .	... .	353 2353	... .
	Right		1	... .	... .	353 2352	... .
T-873	Left		1	... .	... .	360 5083	... .
	Right		1	... .	... .	360 5082	... .
T-874	Left		1	... .	... .	360 5085	... .
	Right		1	... .	... .	360 5084	... .
T-875	Left		1	... .	... .	357 7653	... .
	Right		1	... .	... .	357 7652	... .
T-876	Left		1	... .	... .	360 5089	... .
	Right		1	... .	... .	360 5088	... .
T-879	Left		1	... .	... .	360 5093	... .
	Right		1	... .	... .	360 5092	... .
T-891	Left		1	... .	... .	353 2353	... .
	Right		1	... .	... .	353 2352	... .
T-893	Left		1	... .	... .	353 5083	... .
	Right		1	... .	... .	353 5082	... .
T-894	Left		1	... .	... .	360 5085	... .
	Right		1	... .	... .	360 5084	... .
T-895	Left		1	... .	... .	357 7653	... .
	Right		1	... .	... .	357 7652	... .
T-896	Left		1	... .	... .	360 5089	... .
	Right		1	... .	... .	360 5088	... .
T-899	Left		1	... .	... .	360 5093	... .
	Right		1	... .	... .	360 5092	... .
T-931	Left		1	... .	... .	362 0595	... .
	Right		1	... .	... .	362 0594	... .
T-932	Left		1	... .	... .	362 5381	... .
	Right		1	... .	... .	362 5380	... .
T-935	Left		1	... .	... .	362 0599	... .
	Right		1	... .	... .	362 0598	... .
T-936	Left		1	... .	... .	362 5379	... .
	Right		1	... .	... .	362 5378	... .
T-961	Left		1	... .	... .	362 0595	... .
	Right		1	... .	... .	362 0594	... .
T-962	Left		1	... .	... .	362 5381	... .
	Right		1	... .	... .	362 5380	... .
T-963	Left		1	... .	... .	362 0597	... .
	Right		1	... .	... .	362 0596	... .
T-965	Left		1	... .	... .	362 0599	... .
	Right		1	... .	... .	362 0598	... .
T-966	Left	Beige	1	... .	... .	362 0601	... .
		Saddle	1	... .	... .	362 5379	... .
	Right	Beige	1	... .	... .	362 0600	... .
		Saddle	1	... .	... .	362 5378	... .

SEATS - SOFT TRIM

Trim No.		Per Car	01-10-40 -70-80
T-175S		2	652 7650
T-175V	Left	1	652 8429
	Right	1	652 8428
T-176D	Left	1	652 9511
	Right	1	652 9510
T-181A		1	652 7570
T-181B		1	652 7490
T-181C	Left	1	652 7575
	Right	1	652 7574
T-183A		1	652 7571
T-183B		1	652 7491
T-183C	Left	1	652 7577
	Right	1	652 7576
T-184A		1	652 7572
T-184B		1	652 7492
T-184C	Left	1	652 7579
	Right	1	652 7578
T-186D	Left	1	652 9511
	Right	1	652 9510
T-191A	Full	1	652 7580
	Left	1	652 7589
	Right	1	652 7588
T-191B	Full	1	652 7584
	Left	1	652 7597
	Right	1	652 7596
T-191C	Left	1	652 7605
	Right	1	652 7604
T-191D	Left	1	652 7613
	Right	1	652 7612
T-191M	Left	1	652 7621
	Right	1	652 7620
T-191N	Left	1	652 7629
	Right	1	652 7628
T-191R		2	652 7636
T-191S		2	652 7644
T-191V	Left	1	652 8431
	Right	1	652 8430
T-193A	Full	1	652 7581
	Left	1	652 7591
T-193B	Full	1	652 7585
	Left	1	652 7599
	Right	1	652 7598
T-193C	Left	1	652 7607
	Right	1	652 7606
T-193D	Left	1	652 7615
	Right	1	652 7614
	Right	1	652 7590
T-193M	Left	1	652 7623
	Right	1	652 7622
T-193N	Left	1	652 7631
	Right	1	652 7630
T-193R		2	652 7638
T-193S		1	652 7646
T-193V	Left	1	652 8433
	Right	1	652 8432
T-194A	Full	1	652 7582
	Left	1	652 7593
	Right	1	652 7592
T-194B	Full	1	652 7586
	Left	1	652 7601
	Right	1	652 7600
T-194C	Left	1	652 7609
	Right	1	652 7608
T-194D	Left	1	652 7617
	Right	1	652 7616

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SEATS - SOFT TRIM

Trim No.			Per Car	01-10-30-40 -70-80
T-023	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-024	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-025	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-031	Left		1	362 8471
	Right		1	362 8470
T-033	Left	(WBS-* 29-118)	1	362 8473
		(WBS-* 29-119)	1	364 3507
	Right	(WBS-* 29-118)	1	362 8472
		(WBS-* 29-119)	1	364 3506
T-035	Left		1	362 8477
	Right		1	362 8476
T-036	Left		1	362 8479
	Right		1	362 8478
T-041	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-043	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-044	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-045	Left	(WNRS-* 29-19 NC)	1	363 9327
	Right	(WNRS-* 29-19 NC)	1	363 9326
T-051	Left	(WFS)(WNRS)	1	360 5925
		(WIRS)	1	360 7617
		(WBS)	1	362 8471
	Right	(WFS)(WNRS)	1	360 5924
		(WIRS)	1	360 7616
		(WBS)	1	362 8470
T-053	Left	(WFS)(WNRS)	1	363 7951
		(WIRS)	1	362 9449
		(WBS-* 29-118)	1	362 8473
		(WBS-* 29-119)	1	364 3507
	Right	(WFS)(WNRS)	1	363 7950
		(WIRS)	1	362 9448
		(WBS-* 29-118)	1	362 8472
		(WBS-* 29-119)	1	364 3506
T-054	Left	(WFS)(WNRS)	1	363 7953
		(WBS-* 29-118)	1	362 8475
		(WBS-* 29-119)	1	364 3509
		(WIRS)	1	362 9451
	Right	(WFS)(WNRS)	1	363 7952
		(WIRS)	1	362 9450
		(WBS-* 29-118)	1	362 8474
		(WBS-* 29-119)	1	364 3508
T-056	Left	(WFS)(WNRS)	1	363 7955
		(WIRS)	1	362 9453
		(WBS)	1	362 8479
	Right	(WFS)(WNRS)	1	363 7954
		(WIRS)	1	362 9452
		(WBS)	1	362 8478
T-061	Left	(WBS-SST)	1	362 8471
	Right	(WBS-SST)	1	362 8470
T-063	Left	(WBS-SST-* 29-118)	1	362 8473
		(WBS-SST-* 29-119)	1	364 3507
	Right	(WBS-SST-* 29-118)	1	362 8472
		(WBS-SST-* 29-119)	1	364 3506
T-064	Left	(WBS-SST-* 29-118)	1	362 8475
		(WBS-SST-* 29-119)	1	364 3509
	Right	(WBS-SST-* 29-118)	1	362 8474
		(WBS-SST-* 29-119)	1	364 3508

SEATS - SOFT TRIM

Trim No.		Per Car	01-10-80 (WFS)(WNRS)	01-10-30 -70-80 (WIRS)(WBS)		
T-993A		1	651 9607	... .	... .	... .
T-993B		1	651 9611	... .	... .	... .
T-993C	Left	1	... .	651 9619	... .	... .
	Right	1	... .	651 9618	... .	... .
T-993D	Left	1	... .	651 9627	... .	... .
	Right	1	... .	651 9626	... .	... .
T-993E		2	... .	652 1892	... .	... .
T-993F		2	... .	651 9658	... .	... .
T-993M	Left	1	... .	651 9639	... .	... .
	Right	1	... .	651 9638	... .	... .
T-993N	Left	1	... .	651 9647	... .	... .
	Right	1	... .	651 9646	... .	... .
T-993V	Left	1	... .	652 1889	... .	... .
	Right	1	... .	652 1888		
T-995B		1	651 9612	... .	... .	... .
T-995D	Left	1	... .	651 9629	... .	... .
	Right	1	... .	651 9628	... .	... .
T-995F		2	... .	651 9660	... .	... .
T-995N	Left	1	... .	651 9649	... .	... .
	Right	1	... .	651 9648	... .	... .
T-996A		1	651 9608	... .	... .	... .
T-996B		1	651 9613	... .	... .	... .
T-996C	Left	1	... .	651 9621	... .	... .
	Right	1	... .	651 9620	... .	... .
T-996D	Left	1	... .	651 9631	... .	... .
	Right	1	... .	651 9630	... .	... .
T-996E		2	... .	652 1894	... .	... .
T-996F		2	... .	651 9662	... .	... .
T-996M	Left	1	... .	651 9641	... .	... .
	Right	1	... .	651 9640	... .	... .
T-996N	Left	1	... .	651 9651	... .	... .
	Right	1	... .	651 9650	... .	... .
T-997A		1	651 9609	... .	... .	... .
T-997B		1	652 1880	... .	... .	... .
T-997C	Left	1	... .	651 9623	... .	... .
	Right	1	... .	651 9622	... .	... .
T-997D	Left	1	... .	652 1883	... .	... .
	Right	1	... .	652 1882	... .	... .
T-997E		2	... .	652 1896	... .	... .
T-997M	Left	1	... .	651 9643	... .	... .
	Right	1	... .	651 9642	... .	... .
T-999F		2	... .	651 9664	... .	... .
T-999N	Left	1	... .	651 9653	... .	... .
	Right	1	... .	651 9652	... .	... .

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SEATS - SOFT TRIM

Trim No.	Per Car	05-06-08-15 -18-85-88	07-17-87	09-16-19-59 -86-89	79
T-828B	1	359 8512	....	....	....
T-828C	1	359 8511	....	....	....
T-828F	1	359 8513	....	....	....
T-828M	1	359 8515	....	....	....
T-828MR	1	448 6819	....	....	....
T-828N	1	359 8516	....	....	....
T-828R	1	362 4686	....	....	....
T-831D	1	....	....	....	359 8154
T-831E	1	....	....	....	359 8155
T-831J	1	....	....	....	359 9311
T-832D	1	....	....	....	359 8890
T-832E	1	....	....	....	359 8891
T-835D	1	....	....	....	359 8889
T-835E	1	....	....	....	359 8160
T-838J	1	....	....	....	362 3097
T-843B	1	359 8518	....	359 8532	....
T-843C	1	359 8517	....	359 8531	....
T-844B	1	359 8923	....	359 8535	....
T-844C	1	359 8519	....	359 8534	....
T-845B (* 29-38)	1	359 8929	....	359 8537	....
(* 29-39)	1	362 4016	....	362 4017	....
T-845C	1	359 8928	....	359 8930	....
T-848B	1	359 8516	....	359 8529	....
T-848C	1	359 8515	....	359 8528	....
T-848CR	1	448 6819	....	....	....
T-851C	1	651 2229	....	651 2236	....
T-851C-L	1	361 3528	....	....	....
T-851F	1	651 2228	....	651 2235	....
T-851V	1	651 2232	651 3963	651 2239	....
T-853C	1	651 2230	....	651 2237	....
T-853C-D	1	361 3524	....	....	....
T-853V	1	651 2233	651 3964	651 2240	....
T-855C	1	651 2231	....	651 2238	....
T-855V	1	651 2234	651 3965	651 2241	....
T-871C	1	651 2242	....	651 2257	....
T-871E	1	....	651 2250	651 2312	....
T-871K	1	....	651 2250	651 2312	....
T-871V	1	651 2247	....	651 2262	....
T-871W	1	....	....	651 2269	....
T-873C	1	651 2243	....	651 2258	....
T-873E	1	....	651 2251	651 2321	....
T-873K	1	....	651 2251	651 2321	....
T-873V	1	651 2248	....	651 2263	....
T-873W	1	....	....	651 2270	
T-874C	1	651 2244	....	651 2259	....
T-874C-D	1	361 3516	....	....	....
T-874E	1	....	651 2252	651 2324	....
T-874K	1	....	651 2252	651 2324	....
T-874W	1	....	....	651 2271	....
T-875E	1	....	651 2253	651 2336	....
T-875K	1	....	651 2253	651 2336	....
T-875V	1	651 2249	....	651 2265	....
T-876C	1	651 2245	....	651 2260	....
T-876E	1	....	651 2254	651 2343	....
T-876K	1	....	651 2254	651 2343	....
T-876V	1	651 2268	....	651 2266	....
T-876W	1	....	....	651 2273	....
T-879C	1	651 2246	....	651 2261	....
T-879E	1	....	351 2256	651 2285	....
T-879K	1	....	351 2256	651 2285	....

SEATS - SOFT TRIM

Trim No.	Per Car	05-06-15-85	08-18-88	19-46-79-89
T-296A	1	652 9738	... .	652 9742
T-296B	1	653 0138	652 9746	... .
T-296C	1	652 9738	... .	652 9742
T-296D	1	652 9772	652 9776	652 9780
T-296E	1	652 9752	... .	652 9756
T-296F	1	... .	652 9776	... .
T-296N	1	652 9772	652 9776	652 9780
T-296S	1	... .	652 9780	... .
T-296V	1	652 9760	652 9764	652 9768
T-296Z	1	812 2017	... .	... .

29.214–1 PANEL, Rear Seat Back (Metal)(For Board Frame Refer To Group 29.220–1)

71	08–40	.....	1	364 3571
70	40	.....	1	363 8813

29.214–1a ATTACHING PARTS, Panel To Pivot Pin

PIN, Locking	70	46 (Used With Folding Back)	29.140	1	400 0406

29.214–1b ATTACHING PARTS, Panel To Back Spring (Frame)

SCREW, Tapping	70	46	12.168	4	400 2731

29.214–1c BRACKET, Rear Seat Back Pivot (On Rear Seat Back)

72	(Left) 46 (Used With Folding Back)	.....	1	364 7245
72	(Right) 46 (Used With Folding Back)	.....	1	364 7244

29.214–1d ATTACHING PARTS, Bracket To Frame

SCREW, Machine	72	46 (Used With Folding Back)	.....	4	G446680

29.214–2 COVER, Rear Seat Back Pivot

Trim No.	Per Car	40
T-001	1	364 0234
T-008	1	364 0234
T-011	1	364 0234
T-013	1	364 0235
T-014	1	364 0237
T-015	1	364 0236
T-201	2	364 7247
T-203	2	364 7248
T-206	2	364 7249
T-208	2	364 7247
T-211	2	364 7247
T-213	2	364 7248
T-215	2	364 7247
T-216	2	364 7249
T-218	2	364 7247
T-221G	2	364 7247

29.214–3 ROD, Rear Seat Back Locking

70/71	08–40	.....	1	363 8694
72	08	.....	1	364 7258
72	46 (Used With Folding Back)	.....	1	364 7257

29.214–3a SLEEVE, Rear Seat Back Locking Rod

72	08	.....	3	364 7253
72	46 (Used With Folding Back)	.....	1	364 7253

29.214–3b SPRING, Rear Seat Back Locking Rod Return

72	08–46 (Used With Folding Back)	.....	1	364 7259

SEATS - SOFT TRIM

Trim No.			Per Car	05-08-15-18 -85-88	05-08-15-18 (220)(550)		
T-797	Left		1	680 0319			
	Right		1	680 0318			
T-799	Left		1	680 0321			
	Right		1	680 0320			
T-828	Left	(* 29-72)	1		359 7009		
		(* 29-73)	1		651 6697		
	Right	(* 29-72)	1		359 7008		
		(* 29-73)	1		651 6696		
T-843	Left	(* 29-72)	1	680 1007			
		(* 29-73)	1	651 6699			
	Right	(* 29-72)	1	680 1006			
		(* 29-73)	1	651 6698			
T-844	Left	(* 29-72)	1	680 1009			
		(* 29-73)	1	651 6701			
	Right	(* 29-72)	1	680 1008			
		(* 29-73)	1	651 6700			
T-845	Left	(* 29-72)	1	359 7015			
		(* 29-73)	1	652 1505			
	Right	(* 29-72)	1	359 7014			
		(* 29-73)	1	652 1504			
T-848	Left	(* 29-72)	1	359 7009			
		(* 29-73)	1	651 6697			
	Right	(* 29-72)	1	359 7008			
		(* 29-73)	1	651 6696			
T-851	Left	(* 29-72)	1		680 0381		
		(* 29-73)	1		651 6697		
	Right	(* 29-72)	1		680 0380		
		(* 29-73)	1		651 6696		
T-853	Left	Blue	1	680 1007			
		Black (* 29-72)	1		680 0381		
		Black (* 29-73)	1		651 6697		
	Right	Blue	1	680 1006			
		Black (* 29-72)	1		680 0380		
		Black (* 29-73)	1		651 6696		
T-855	Left	(* 29-72)	1		680 0381		
		(* 29-73)	1		651 6697		
	Right	(* 29-72)	1		680 0380		
		(* 29-73)	1		651 6696		
T-871	Left	(* 29-72)	1	680 0381			
		(* 29-73)	1	651 6697			
	Right	(* 29-72)	1	680 0380			
		(* 29-73)	1	651 6696			
T-873	Left	(* 29-72)	1	680 1007			
		(* 29-73)	1	651 6699			
	Right	(* 29-72)	1	680 1006			
		(* 29-73)	1	651 6698			
T-874	Left	(* 29-72)	1	680 1009			
		(* 29-73)	1	651 6701			
	Right	(* 29-72)	1	680 1008			
		(* 29-73)	1	651 6700			
T-875	Left	(* 29-72)	1	680 0315			
		(* 29-73)	1	652 1505			
		(* 29-74)	1	651 6493			
	Right	(* 29-72)	1	680 0314			
		(* 29-73)	1	652 1504			
		(* 29-74)	1	651 6492			
T-876	Left	(* 29-72)	1	680 0381			
		(* 29-73)	1	651 6703			
	Right	(* 29-72)	1	680 0380			
		(* 29-73)	1	651 6702			
T-879	Left	(* 29-72)	1	680 1015			
		(* 29-73)	1	651 6705			
	Right	(* 29-72)	1	680 1014			
		(* 29-73)	1	651 6704			
T-881	Left	(* 29-72)	1	680 0381			
		(* 29-73)	1	651 6697			
	Right	(* 29-72)	1	680 0380			
		(* 29-73)	1	651 6696			

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SEATS - SOFT TRIM

Trim No.			Per Car	06-07-09-17 -19-59-87-89	16-86		
T-777		(* 29-78)	AR	357 9916	... .	... .	... .
		(* 29-79)	AR	359 0331	... .	... .	... .
T-778		(* 29-78)	AR	357 9489	... .	... .	... .
		(* 29-79)	AR	359 0333	... .	... .	... .
T-779		(* 29-78)	AR	357 9493	... .	... .	... .
		(* 29-79)	AR	359 0337	... .	... .	... .
T-781	Left	(* 29-78)	1	... .	357 9431	... .	... .
		(* 29-79)	1	... .	359 0491	... .	... .
	Right	(* 29-78)	1	... .	357 9430	... .	... .
		(* 29-79)	1	... .	359 0490	... .	... .
T-783	Left	(* 29-78)	1	... .	357 9433	... .	... .
		(* 29-79)	1	... .	359 0493	... .	... .
	Right	(* 29-78)	1	... .	357 9432	... .	... .
		(* 29-79)	1	... .	359 0492	... .	... .
T-787	Left	(* 29-78)	1	... .	357 9435	... .	... .
		(* 29-79)	1	... .	359 0495	... .	... .
	Right	(* 29-78)	1	... .	357 9434	... .	... .
		(* 29-79)	1	... .	359 0494	... .	... .
T-789	Left	(* 29-78)	1	... .	357 9437	... .	... .
		(* 29-79)	1	... .	359 0497	... .	... .
	Right	(* 29-78)	1	... .	357 9436	... .	... .
		(* 29-79)	1	... .	359 0496	... .	... .
T-791		(* 29-78)	AR	357 9489	... .	... .	... .
		(* 29-79)	AR	359 0333	... .	... .	... .
T-793		(* 29-78)	AR	357 9490	... .	... .	... .
		(* 29-79)	AR	359 0334	... .	... .	... .
T-794		(* 29-78)	AR	357 9913	... .	... .	... .
		(* 29-79)	AR	359 0328	... .	... .	... .
T-795		(* 29-78)	AR	357 9491	... .	... .	... .
		(* 29-79)	AR	359 0335	... .	... .	... .
T-796		(* 29-78)	AR	357 9492	... .	... .	... .
		(* 29-79)	AR	359 0336	... .	... .	... .
T-797		(* 29-78)	AR	357 9916	... .	... .	... .
		(* 29-79)	AR	359 0331	... .	... .	... .
T-798		(* 29-78)	AR	357 9489	... .	... .	... .
		(* 29-79)	AR	359 0333	... .	... .	... .
T-799		(* 29-78)	AR	357 9493	... .	... .	... .
		(* 29-79)	AR	359 0337	... .	... .	... .

1968 - 1969 MODELS

Trim No.			Per Car	06	09-17-19-89	39-79	
T-828			2	359 0333	... .	... .	... .
			2	... .	359 9372	... .	... .
T-831		48"	2	... .	... .	359 9369	... .
		24" (* 29-81)	2	... .	... .	362 3444	... .
	Left	24" (* 29-80)	1	... .	... .	360 7009	... .
	Right	24" (* 29-80)	1	... .	... .	360 7008	... .
T-832		48"	2	... .	... .	359 9371	... .
		24" (* 29-81)	2	... .	... .	362 3445	... .
	Left	24" (* 29-80)	1	... .	... .	360 7011	... .
	Right	24" (* 29-80)	1	... .	... .	360 7010	... .
T-835		48"	2	... .	... .	359 9370	... .
		24" (* 29-81)	2	... .	... .	362 3446	... .
	Left	24" (* 29-80)	1	... .	... .	360 7013	... .
	Right	24" (* 29-80)	1	... .	... .	360 7012	... .
T-838			2	... .	... .	359 9369	... .
		24" (* 29-81)	2	... .	... .	362 3444	... .
	Left	24" (* 29-80)	1	... .	... .	360 7009	... .
	Right	24" (* 29-80)	1	... .	... .	360 7008	... .
T-843			2	... .	359 0416	... .	... .
T-844			2	... .	359 0417	... .	... .
T-845			2	... .	359 0335	... .	... .
T-848			2	... .	359 0333	... .	... .

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SEATS - SOFT TRIM

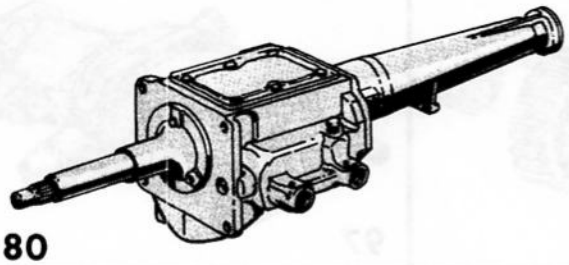
1970 Thru 1972 MODELS

Trim No.	Per Car	18-88 (W35)
T-071	1	651 6746
T-073	1	652 3380
T-074	1	652 3381
T-075	1	652 0821
T-076	1	652 3382
T-091	1	651 6746
T-093	1	652 3380
T-094	1	652 3381
T-095	1	652 0821
T-096	1	652 3382
T-171	1	651 6746
T-173	1	652 6346
T-174	1	652 6347
T-175	1	652 6348
T-176	1	651 6746
T-191	1	651 6746
T-193	1	652 6346
T-194	1	652 6347
T-195	1	652 6348
T-196	1	651 6746
T-271	1	652 9972
T-273	1	652 9424
T-274	1	652 9425
T-276	1	652 9426
T-291	1	652 9972
T-293	1	652 9424
T-294	1	652 9425
T-296	1	652 9426

29.432 CARPET, Third Seat Cushion Frame (* 29-82)

1967 Thru 1972 MODELS

Trim No.		Per Car	18-88 (W35)
T-771		1	680 0032
T-773		1	680 0033
T-774		1	680 0034
T-776		1	680 0036
T-777		1	680 0037
T-779		1	680 0038
T-781		1	680 0032
T-783		1	680 0033
T-787		1	680 0037
T-789		1	680 0038
T-791		1	680 0032
T-793		1	680 0033
T-794		1	680 0034
T-796		1	680 0036
T-797		1	680 0037
T-799		1	680 0038
T-871	(* 29-72)	1	680 0032
	(* 29-73)	1	651 6736
T-873	(* 29-72)	1	680 1103
	(* 29-73)	1	651 6737
T-874	(* 29-72)	1	680 1104
	(* 29-73)	1	651 6738
T-875	(* 29-72)	1	680 0035
	(* 29-73)	1	652 0810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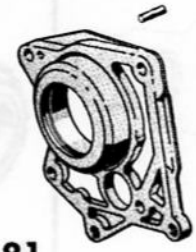
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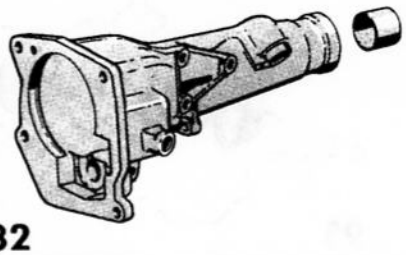
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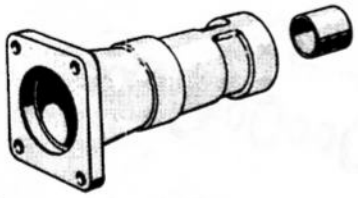
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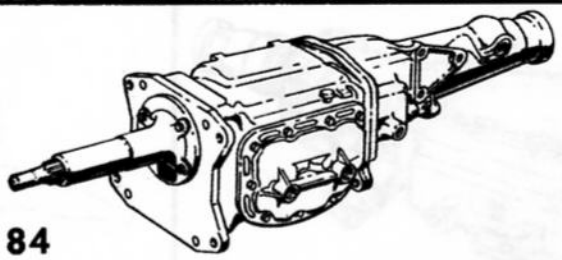
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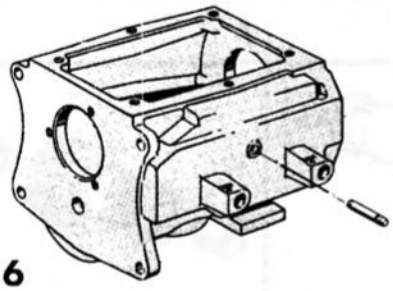
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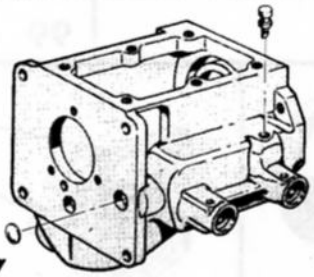
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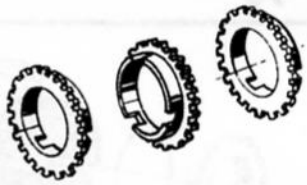
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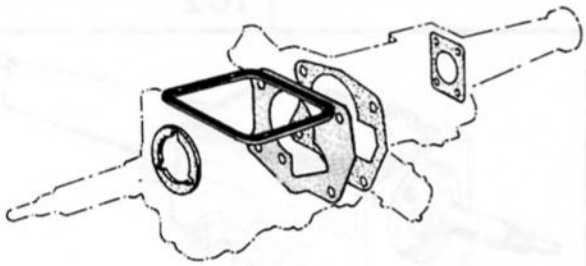
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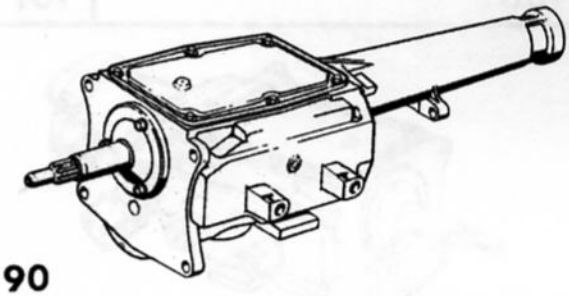
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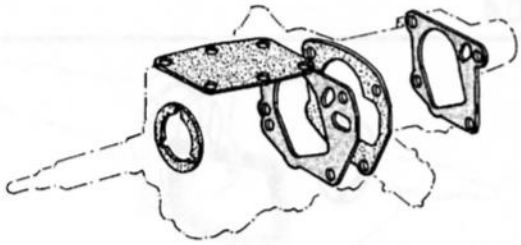
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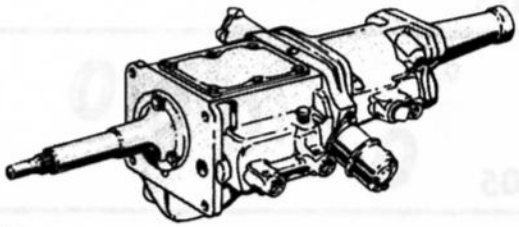
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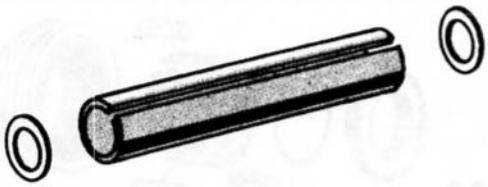
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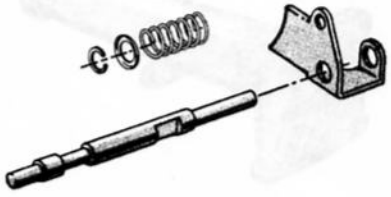
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KEY AND LOCK CYLINDER CODING

For the convenience of stating service procedures for correcting lock problems refer to the following conditions:

A. Key lost, AMC key code number known —

The key code may be converted to a five digit number that determines key bitting. This five digit number may be obtained from the catalogs furnished by manufacturers of key cutting machines or by calling the American Motors zone office.

B. Key lost, AMC key code lost —

Contact a dealer, the selling dealer if possible, and give him the serial number of the car involved. He may have a record of the key codes. If not, the key numbers assigned to that automobile may be obtained from the zone office.

In an emergency the door lock can be removed and taken to a locksmith. An experienced locksmith can read the key bitting on a key cylinder after inserting a blank key into the disassembled lock cylinder and cut a key that will fit the ignition lock. The door key, ignition key and on station wagons the tailgate keys are the same.

If the trunk or glove box key is lost and immediate replacement is necessary, remove the cylinder from the cylinder case and code the cylinder to the ignition key using the procedure installing new tumblers as described in the DOORS AND REAR QUARTER TRIM, HARDWARE AND GLASS SECTION. The chrome cover will be marred on the trunk lock but if care is used in disassembly of the cylinder it will suffice for emergency use.

C. Defective ignition lock — ignition key available — no key code number

New lock cylinders are available from service parts warehouses only as uncoded cylinders without tumblers. Tumblers are ordered under five different numbers; one for each depth of cut available.

Key Coding

To determine the tumblers needed when the key code is not available use the key code diagram as shown in Figure 16 as follows:

Lay the key over the coding diagram with the uncut side of the key lined up exactly with the diagram. Each of the five positions will line up with a notch on the key. Starting at the head of the key blade, determine and record the lowest level (tumbler number) that is visible in position #1 and subsequent position numbers 2 through 5.

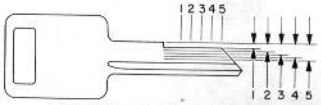

FIGURE 16 — Key Coding Diagram

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

moved within the pump body, a new assembly must be installed to assure an air tight seal.

Disassembly and Inspection

Remove the cover retaining screws and separate the cover and gasket from the pump body.

Measure the gear end clearance by placing a straight edge across the gears and pump body. Select a feeler gauge which will fit snugly but freely between the straight edge and the pump body (Fig. 33). Refer to the Specifications pages for the correct clearance.

70070

FIGURE 33 — Measuring Oil Pump Gear End Clearance

If the gear end clearance is less than specified, replace the oil pump assembly.

Measure the gear to body clearance by inserting a feeler gauge between the gear tooth and the pump body inner wall directly opposite the point of gear mesh. Select a feeler gauge which fits snugly but freely (Fig. 34). Rotate the gears to check each tooth in this manner. Refer to the Specifications pages for the correct clearance.

If the gear to body clearance is more than specified, replace the idler gear, idler shaft and drive gear assembly.

If required, the oil pressure relief valve may be removed from the pump body for cleaning. Remove the cotter pin and slide the spring retainer, spring and relief valve out of the pump body.

IMPORTANT: The oil pick-up tube must be moved to allow removal of the relief valve; therefore, the pick-up tube assembly must be replaced upon installation.

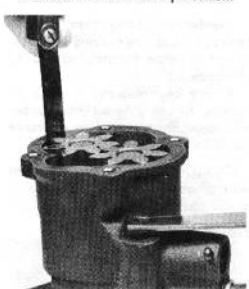

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FIGURE 34 — Measuring Oil Pump Gear to Body Clearance

Assembly and Installation

If removed, install the oil pressure relief valve, spring, retainer and cotter pin.

If the position of the pick-up tube in the pump body has been disturbed, a new pick-up tube assembly must be installed.

Prior to installing the new assembly, place a light film of "Permatex" No. 2, or equivalent, around the tube at the joint. Using tool J-21882 as shown in Figure 35, drive the tube into the body making sure that the alignment of the support bracket is correct during the entire installing operation.

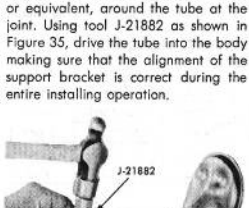

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FIGURE 35 — Installing Pick-up Tube

Install the idler shaft, idler gear and drive gear assembly.

IMPORTANT: To insure self-priming of the oil pump, the pump must be filled with "Petrolatum" prior to the installation of the oil pump cover. (Do not use grease of any type.)

Install the pump cover and new gasket. Tighten the retaining screws to the specified torque.

NOTE: Check for free operation prior to installing the oil pump to the engine.

Install the oil pump and a new gasket to the engine block. Tighten the retaining screws to the specified torque.

Install the oil pan using new gaskets and seals. Use new oil to fill the crankcase to the specified level.

REAR MAIN BEARING OIL SEAL

The rear main bearing crankshaft seal consists of a two piece neoprene single lip seal to effectively seal the rear of the crankshaft. Correct installation of the seal will insure leak free engine operation (Fig. 36).

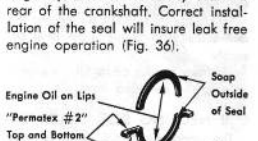

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FIGURE 36 — Rear Main Oil Seal and Cap Installation

Removal and Installation

Drain the engine oil and remove the oil pan.

Remove the oil pan front and rear neoprene oil seals. Remove the oil pan side gaskets. Thoroughly clean the gasket surfaces of the oil pan and engine block. Remove all sludge and dirt from the oil pan sump.

Remove the rear main bearing cap. Remove and discard the lower seal.

IMPORTANT: To insure leak free operation, the upper and lower seal halves must be replaced in pairs.

Clean the main bearing cap thoroughly to remove all sealer.

Loosen all remaining main bearing cap screws.

With a brass drift and hammer, tap the upper seal until sufficient seal is protruding to permit pulling the seal out completely. Wipe the seal surface of the crankshaft clean; then oil lightly.

Coat the block contacting surface of the upper seal with soap, and the lip of the seal with engine oil. Install the upper seal into the engine block.

sizes: standard, .001" U.S., .002" U.S. .010" U.S. and .012" U.S. The size is stamped on the back of the inserts.

The bearing fitting chart may be utilized to select the bearing inserts required to obtain the specified bearing clearance.

CRANKSHAFT BEARING FITTING CHART

Main Journal Diameter	Color Code	Bearing Size	Color Code	Bearing Size	Color Code
2.7489"-2.7484"	Yellow	Standard	Yellow	Standard	Yellow
2.7484"-2.7479"	Orange	Standard	Yellow	.001" U.S.	Black
2.7479"-2.7474"	Black	.001" U.S.	Black	.001" U.S.	Black
2.7474"-2.7469"	Green	.001" U.S.	Black	.002" U.S.	Red
2.7389"-2.7384"	Red	.010" U.S.	Red	.010" U.S.	Green

It may be necessary, in some instances, to use different sized upper and lower inserts to reduce clearance by .0005" (½ thousandth").

CAUTION: Never use bearing inserts with greater than .001" difference in size in pairs.

Example:

Correct	Incorrect
Upper — Std.	Upper — Std.
Lower — .001" U.S.	Lower — .002" U.S.

Removal and Inspection

Drain the engine oil and remove the pan.

Remove the main bearing cap and insert.

Inspect the bearing insert for abnormal wear or damage. If either condition exists, both upper and lower inserts must be replaced. Refer to "Measuring Bearing Clearance With Plastigage" to select the bearing inserts required to obtain the specified bearing clearance.

Inspect the crankshaft main journal. If it is damaged, it must be either reconditioned or the crankshaft replaced. Refer to "Crankshaft."

Remove the upper insert by loosening all of the other bearing caps and inserting a small pin about ½" long in the crankshaft oil hole. The head of this pin should be large enough so that it will not fall into the oil hole, yet thinner than the thickness of the bearing.

With the pin in place, rotate the shaft so that the upper bearing insert will rotate in the direction of its locating tongue.

Remove and inspect the remaining bearings one at a time in the same manner.

Measuring Bearing Clearance With Plastigage

Support the weight of the crankshaft with a jack placed under the counterweight which is adjacent to the main bearing being checked.

IMPORTANT: Check clearance of only one bearing at a time. All other bearings must remain tightened.

Remove the main bearing cap and insert. Wipe the insert and the exposed portion of the crankshaft journal clean.

Place a strip of Plastigage across the full width of the bearing insert. Install the bearing cap and tighten the retaining bolts to the specified torque.

Remove the bearing cap and determine the amount of clearance by measuring the width of the compressed Plastigage with the scale furnished as shown in Figure 41.

60291

FIGURE 41 — Checking Main Bearing Clearance with Plastigage

Installation

Lubricate the bearing surface of each insert with clean engine oil.

Loosen all main bearing caps and install the main bearing upper insert(s).

Install the main bearing cap(s) and lower insert(s). Tighten the retaining bolts evenly to the specified torque.

After installation, turn the crankshaft by hand to check for free operation.

Install the oil pan using new gaskets and seals. Tighten the drain plug securely.

Use new engine oil to fill the crankcase to the specified level.

CRANKSHAFT

The crankshaft is counterweighted and balanced independently.

There are five main bearings and four connecting rod journals. The end thrust is controlled by the number three main bearing.

The rear main bearing oil seal is protected from excessive oil by a slinger which is machined as part of the crankshaft.

The component parts of the crankshaft assembly are individually balanced, and then the complete assembly is balanced as a unit.

IMPORTANT: On automatic transmission equipped engines, the torque converter and converter flexplate must be marked prior to removal and installed in this position upon assembly.

Service replacement dampers, crankshafts, flywheels, torque converters, and clutch components are balanced individually and, therefore, may be replaced without rebalancing the complete assembly.

Replacement

If the crankshaft is damaged to the extent that reconditioning is not feasible, it must be replaced. The engine must be removed from the vehicle for crankshaft replacement.

Checking End Play

The crankshaft end play is controlled at the No. 3 main bearing insert which is flanged for this purpose.

To check this clearance, attach a dial indicator to the crankcase and pry the shaft fore and aft with a screw driver (Fig. 42).

The crankshaft end play should be as listed on the Specifications pages.

IMPORTANT: When replacing the thrust bearings, it is recommended to pry the crankshaft fore and aft to align the thrust faces of the bearings.

SHORT ENGINE ASSEMBLY

A service replacement short engine assembly may be installed whenever the original engine block is damaged beyond repair. The short engine assembly consists of engine block, piston and rod assemblies, crankshaft, camshaft, timing gears and chain.

Installation includes transfer of com-

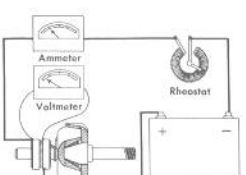

FIGURE 25 — Rotor Test

rheostat to zero. With full battery voltage (12.6 ± .2 volts) applied to field coil (rotor), the field current should be 1.8 amperes minimum to 2.5 amperes maximum. Excessive current draw indicates shorted turns in the field windings.

Brush Assembly Insulation Test

Connect an Ohmmeter or a test bulb to the field terminal and bracket. Resistance should be infinite (no reading) or test bulb should not light. If resistance is low or test bulb lights, brush assembly is shorted and must be replaced.

Continuity Test

Connect an Ohmmeter to field terminal and insulated brush. Use an alligator clip to assure good contact to brush at test points A and C (Fig. 26).

FIGURE 26 — Brush Assembly Test

CAUTION: Do not chip brush.

Resistance reading should be zero. Move brush and brush lead wire to make certain that the brush lead wire connections are not intermittent. Resistance reading should not vary when the brush and lead wire are being moved. Connect Ohmmeter to bracket and grounded brush, test points E and D (Fig. 26). Resistance reading should be zero.

Diode Test

A continuity test lamp (J-21008) or an ohmmeter is not recommended for testing alternator diodes as these tools will not always show a defect caused by heavier current flow.

Unsolder the leads to each diode. Use a heat absorber (pliers, wet cotton, etc.) to prevent heat damage to the diode.

Use a test apparatus as shown in Figure 27. This device allows a heavy load to be placed on the diode but limits forward current flow to one ampere.

FIGURE 27 — Diode Heavy Load Tester

NOTE: Do not substitute the #1816 bulb for a different type bulb.

To test negative and positive diodes, attach the test harness to a 12 volt fully charged battery as a power source.

Touch one test lead to the heat sink and touch each of the diode terminals with the remaining test lead (Fig. 28). The test results should be the same for each diode.

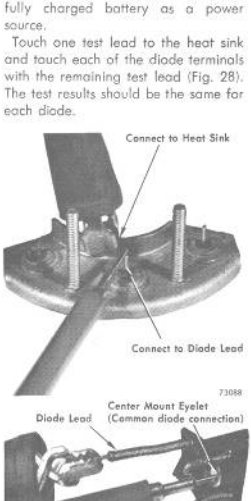

FIGURE 28 — Diode Test Connections

If the lamp lights for one diode, it should light for all three. If the lamp does not light for one it should not light for the remaining two diodes. Reverse the test leads and test again. If the lamp lights in both directions, the diode is defective. The diode is good if the lamp lights in one direction only. If one diode is defective, the entire assembly with the defective diode must be replaced as the remaining diodes may have been degraded.

To test the diode trio assembly, unsolder the three leads. It is not necessary to remove the attaching stud from the center of the diode assembly.

Attach the test harness to a fully charged 12 volt battery. Attach one of the small test leads to the center attaching stud and touch each of the diode leads with the remaining test lead (Fig. 28). Reverse the test leads. All diodes must test alike; that is, the lamp must not light in one direction and should light in the opposite direction. If the lamp lights in both directions or will not light in either direction the diode assembly is defective.

NOTE: A shorted stator coil will appear to be a shorted negative rectifier diode assembly. Check stator for shorts after disassembly.

Diode Assembly Replacement

When soldering or unsoldering leads from diodes, grasp the diode lead with a pliers between the diode and the stator lead; a small amount of water soaked cotton may also be used. This will assure heat dissipation and protect the diode. Do not exert excessive stress on the diode lead. Use only rosin core solder. Note the diode assembly to stator wire connections, being certain replacement diodes are connected to the same wires. The positive diode assembly has red markings and the negative has black markings. Do not interchange.

Stator In-Circuit Test

When making the in-circuit stator leakage test, some consideration must be given to the rectifier diodes that are connected to the stator winding. The negative rectifier diode assembly will conduct in one direction when properly polarized. A shorted diode in the negative rectifier diode assembly would make the stator appear to be shorted. For this reason, the rectifier diode plate assembly and stator must

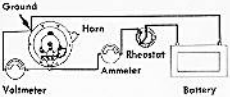

FIGURE 76 — Connections for Horn Adjustment

NOTE: Do not stuff rags or other materials in the horn protector to muffle the sound while adjusting, as this changes the vibration frequency and would give a false current setting. When adjusting a set of horns, each horn should be connected and adjusted separately, then check for tone by operating as a pair.

Horn Relay

The horn relay consists of an electromagnet and a set of contacts arranged so that when the magnet is energized an armature is attracted and the contacts close. A spring keeps the contacts open when the unit is at rest.

To check the relay operation, ground the relay horn contact terminal #2 (Fig. 75). If the relay does not close with the terminal grounded, check the wiring and horns as described previously.

SPEEDOMETERS

A Stewart Warner magnetic type speedometer is used on the 01 and 40 Series.

Introl magnetic type speedometers are used on the 10, 70 and 80 Series.

All Series speedometers are equipped with an anti-tamper device.

The 01-40 Series has a ratchet device to prevent turning the odometer backwards.

The 10-70 and 80 Series utilize a red marking on the sixth digit from the right. The red marking begins printing on the number "9" digit as soon as the car is driven.

The following data is supplied for testing and calibrating the speedometer heads.

Shaft Speed	Indication	
R.P.M.	M.P.H.	Kilos
167	9-11	14.5-17.5
500	30-32-5	49-52.5
1000	60-63	96-101
1500	90-94	144-151

Speedometer Head Replacement (Cluster Removed)

Speedometer head replacement includes resetting the replacement odometer to the same mileage as the one removed, unless such setting conflicts with local ordinances.

01 and 40 Series

Remove four (4) screws and remove instrument cluster from housing.

Remove two (2) attaching screws and separate the speedometer head from the housing.

Unhook the replacement odometer retaining clip. Twist and push down to disengage the clip. It is important to twist the retaining clip to prevent putting a dimple in the dial face.

Lift the odometer out and set it to the proper mileage. Refer to "Odometer Setting Procedure."

Install the odometer.

Check the anti-back up spring for proper positioning.

Install the retaining spring clip using a needle nose pliers. Do not force the clip against the dial face.

Install the speedometer head into the speedometer housing.

10 and 80 Series

Remove instrument cluster lens.

Remove speedometer head and dial assembly from housing.

Hold marking pad away from replacement odometer with a piece of paper (Fig. 77).

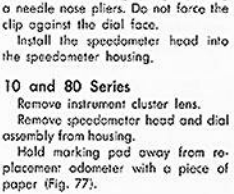

FIGURE 77 — Removing or Replacing Odometer — 10 Series Shown

Pry retaining clip away from bracket, lift out odometer assembly at clip end and set odometer ahead to proper mileage. Refer to "Odometer Setting Procedure."

CAUTION: Do not attempt to wipe off ink mark. Be careful not to smear ink on other numerals.

Install odometer assembly, keep the ink away from the odometer with a slip of paper. Install the retaining clip after the odometer assembly is in place.

Withdraw paper between ink pad and odometer. Install speedometer head into housing and secure with two (2) attaching screws.

Install instrument cluster lens.

70 Series

Remove knob from clock ($^{1}/_{16}$" Allen wrench) if so equipped.

Remove eight (8) retaining screws and four (4) push in clips to separate the cluster from the lens and bezel.

Remove two (2) attaching screws and remove speedometer from cluster housing.

The 70 Series speedometer operates the same as the 10 and 80 Series. Refer to the 10 and 80 Series Speedometer Head Replacement" for odometer removal and replacement. Refer to "Odometer Setting Procedure" to set new odometer to the same mileage as the defective speedometer.

Install rubber insulator on back of speedometer and install speedometer.

Install lens and bezel to cluster and attach cluster to housing with the eight (8) attaching screws. Install clock knob if removed.

Odometer Setting Procedure

This procedure applies to all Series with the odometer removed from the speedometer head unless such setting conflicts with local ordinances.

Refer to Figure 78 for parts identification.

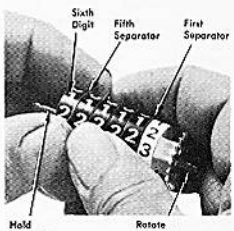

FIGURE 78 — Advancing Odometer Reading (For Replacement Only)

Hold the fifth separator as show in Figure 78. Rotate the last five numerals in their normal direction until the desired sixth digit is obtained. When the desired sixth digit is obtained, align the fourth separator in line with the

angle is greater than specified, the intermediate section may appear to be shortened by the closing of the breaker points before all of the coil energy has been dissipated. Under these conditions, fewer than normal oscillations having a fairly high amplitude at the instant of point closing may be displayed.

This indicates that the energy level in the coil is still quite high at the time of point close and does not necessarily mean that the coil or condenser are defective.

The Dwell Section

This portion represents the period of time during the ignition cycle in which the distributor contact points are closed. The "Dwell" Section begins at point "C" when the contact points close. Closing the points causes a short downward line followed by a series of small rapidly diminishing oscillations. These oscillations represent the build-up of the magnetic field around the coil that occurs when the contact points are closed. The "Dwell" Section continues until the points open at the beginning of the next waveform (point "D").

In analyzing this section of the pattern, the point close and the point open portions should be carefully observed. Normally, when the points close, this action is seen as a short vertical line followed by a series of diminishing oscillations. The first line should be higher than any of the oscillations following. If the first line is not as long as one or more of the following, it indicates poor point contact. If the oscillations start to die out and then start again, it indicates a point bounce condition.

When the contact points open, the end of the dwell section should appear as a clean right angle formed by the horizontal dwell line and the vertical firing line of the next cylinder pattern. Point arcing upon opening of the contact points will be seen at the right end of the dwell section, just prior to the firing line of the next pattern. This will appear as a false start to firing, followed by a short interval later by the actual firing line, or by a hook at the end of the point close signal.

Proper distributor point dwell is important to the overall operation and efficiency of the ignition system. It should be set to assure adequate coil saturation to meet the firing requirements at all engine speeds.

Dwell angle can be accurately measured on most scopes.

The accuracy of the distributor cam determines the ignition timing relationship of all cylinders. Should one or more lobes of the distributor cam become worn or should the distributor shaft be bent, uneven timing of the various cylinders would result.

Cam lobe accuracy can be checked by superimposing all of the cylinders on parade type pattern scopes. On a multi-line raster scope, the vertical alignment of all of the point open signals show immediately any condition that affects timing from one cylinder to the next.

Refer to the specifications pages of this section for detailed data when using a scope analyzer to diagnose the ignition system operation.

Operational Tests — TCS System and Coolant Temperature Override Switch

A vacuum gauge and a probe type current tester can be used to quickly check the operation of the TCS system and the coolant temperature override switch following the numerical sequence outlined. Refer to Figure 42 for test connections.

Park the vehicle in an area where the ambient temperature is above 63°F. Check all vacuum hoses for tight connections and proper routing. Begin the tests with a cold engine (coolant temperature below 160° F.).

Test No. 1:

Turn ignition switch on. Disconnect the TCS harness connector at the left front fender panel. Connect the tester wire lead to a good ground and touch the probe to the disconnected feed wire (tan with tracer) as shown at "Test Point A." The tester bulb should light, if not, check the ignition feed circuit through the main harness connector and the 20 amp accessory fuse.

Test No. 2:

Use a jumper wire to temporarily connect the ignition feed wire (female terminal) to the male terminal of the ambient temperature override switch wire. Connect tester wire lead to a good ground and touch the probe to the open female terminal of the ambient temperature override switch wire as shown at "Test Point B." The tester bulb should light, if not, the ambient temperature override switch or the switch wires are defective. To check the switch operation below 63°F., soak a cloth in water from a refrigerated drinking fountain and place over the bracket end of the switch. The light should go out within a short time. If not, the switch is defective.

NOTE: If available, Freon gas may also be used to cool the switch.

Test No. 3:

Disconnect the wire connector from the solenoid vacuum valve. Connect the wire lead of the tester to a good ground and touch the probe first to one terminal of the wire connector and then to the other as shown at "Test Point C." The tester bulb should light at one of the terminals, if not, the ignition feed wire to the TCS harness connector is defective.

CAUTION: Do not touch the tester probe to the terminals of the solenoid vacuum valve with the wires connected as the solenoid control switch (at the transmission) could be damaged.

Test No. 4:

Connect the wire lead of the tester to the positive battery cable and touch the probe to the other wire terminal of the wire connector (solenoid vacuum valve ground wire) as shown at "Test Point D." The tester bulb should light, if not, the solenoid control switch (at the transmission) or the switch wire is defective. Reconnect the wires to the solenoid vacuum valve.

Test No. 5 (V-8 engines only):

Disconnect the center (Port "D") vacuum hose at the coolant temperature override switch. Connect a vacuum gauge to this port as shown at "Test Point E." Start the engine, it should indicate manifold vacuum. When the engine coolant temperature reaches 160°F. (approximately low end of band on temperature gauge), the vacuum reading should drop approximately 4"-6" hg. If the gauge does not indicate manifold vacuum when running a cold engine or if the vacuum reading does not drop when the coolant temperature reaches 160°F., the coolant temperature override switch is defective. Keep the engine running and proceed to Test No. 6.

Test No. 6:

Disconnect the vacuum hose from the front port (adjacent to vent port) of

top of the filler tube.

For refill after repair, pour six quarts of American Motors automatic transmission fluid or "DEXRON®" through the filler tube.

Start the engine and allow to idle in "N" Neutral for at least two minutes. Then, with park brake applied, move the selector lever through the "D", "2", and "R" positions and then return to "N" Neutral. Add fluid as required to bring fluid level only to the "ADD ONE PINT" mark.

Recheck fluid level after fluid is at operating temperature (approximately 175° F.). The fluid level is correct if it is between the "FULL" and "ADD ONE PINT" marks on the dip stick.

Low fluid level can cause a variety of conditions because it allows the pump to take in air along with the fluid. As in any hydraulic system, air bubbles make the fluid spongy; therefore, pressures will be low and build up slowly.

Improper filling can also raise the fluid level too high. When the transmission has too much fluid, the gears churn up foam and cause the same conditions which occur with a low fluid level.

In either case, the air bubbles can cause overheating, fluid oxidation and varnish which can interfere with normal valve, clutch and servo operation. Foaming can also result in fluid escaping from the transmission vent where it may be mistaken for a leak.

Along with fluid level, it is important to check the condition of the fluid. When the fluid is dark, smells burned, and is contaminated with metal or frictional material particles, a complete transmission overhaul is needed. Be sure to examine the fluid on the dipstick closely. If there is any doubt about its condition, drain out a sample for a double check.

After the fluid has been checked, seat the dipstick fully to seal out water and dirt.

Manual Linkage

Normal operation of the neutral safety switch provides a quick check to confirm proper manual linkage adjustment.

Move the selector lever slowly upward until it clicks into the "P" Park notch in the selector gate. If the starter will operate the "P" position is correct.

After checking "P" position move the selector slowly toward "N" Neutral position until the lever drops at the edge of the "N" stop in the selector gate. If the starter will also operate at this point the manual linkage is properly adjusted. If adjustment is required, refer to "Manual Linkage Adjustment" in the "On Car" repair section.

Throttle Linkage

The throttle linkage adjustment is very important to proper Torque-Command operation. This adjustment positions a valve which controls shift speed, shift quality and part — throttle down shift sensitivity. If the setting is too short, early shifts and slippage between shifts may occur. If the setting is too long, shifts may be delayed and part — throttle down shifts may be very sensitive.

In fact, this adjustment is so critical that the use of a throttle lever holding spring is necessary to remove slack in the linkage during adjustment. Refer to "Throttle Linkage Adjustment" in the "On Car" repair section.

Road Test

Prior to performing a road test, be certain that fluid level and condition, and control linkage adjustments have been checked and approved.

During the road test the transmission should be operated in each position to check for slipping and any variation in shifting. Note whether the shifts are harsh or spongy and check the speeds where the upshifts and down shifts occur. Approximate shift speeds for the various modes of operation are shown in the "Automatic Shift Speeds and Governor Pressure" chart, Page 7-5.

Observe closely for slipping or engine speed flare-up. Slipping or flare-up in any gear usually indicates clutch, band or overrunning clutch problems. If the condition is far advanced, an overhaul will probably be necessary to restore normal operation.

In most cases, the clutch or band that is slipping can be determined by noting the transmission operation in all selector positions and by comparing which internal units are applied in those positions. The "Clutch and Band Application Chart" provides a basis for road test analysis.

By observing that the rear clutch is applied in both the "D" first gear and "1" first gear positions, but that the overrunning clutch is applied in "D" first and the low and reverse band is applied in "1" first, if the transmission slips in "D" range first gear but does not slip in "1" first gear, the overrunning clutch must be the unit that is slipping. Similarly, if the transmission slips in any two forward gears, the rear clutch is the slipping unit.

Using the same procedure, the rear clutch and front clutch are applied in "D" third gear. If the transmission slips in third gear, either the front clutch or the rear clutch is slipping. By selecting another gear which does not use one of those units, the unit which is slipping can be determined. If the transmission also slips in reverse, the front clutch is slipping. If the transmission does not slip in reverse, the rear clutch is slipping.

This process of elimination can be used to detect any unit which slips and to confirm proper operation of good units. However, although road test analysis can usually diagnose slipping units, the actual cause of the malfunction usually cannot be decided. Practically any condition can be caused by leaking hydraulic circuits or sticking valves.

Therefore, unless the condition is obvious, like no drive in "D" range first gear only, the transmission should never be disassembled until hydraulic pressure tests have been performed.

HYDRAULIC PRESSURE TESTS

Before performing pressure tests, be certain that fluid level and condition, and control linkage adjustments have been checked and approved.

Pressure testing is a very important step in the diagnostic procedure. These tests usually reveal the cause of most Torque-Command problems. The pressure test procedures and diagnostic guides should be used in the following sequence.

Test Procedure

Connect a tachometer to the engine.

CLUTCH AND BAND APPLICATION CHART

"D" Range First Gear	"1" Range First Gear	"D" and "2" Range Second Gear	"D" Range Third Gear	Reverse
Rear Clutch	Rear Clutch	Rear Clutch	Rear Clutch	Front Clutch
Overrunning Clutch	Low and Reverse Band	Front Band	Front Clutch	Low and Reverse Band

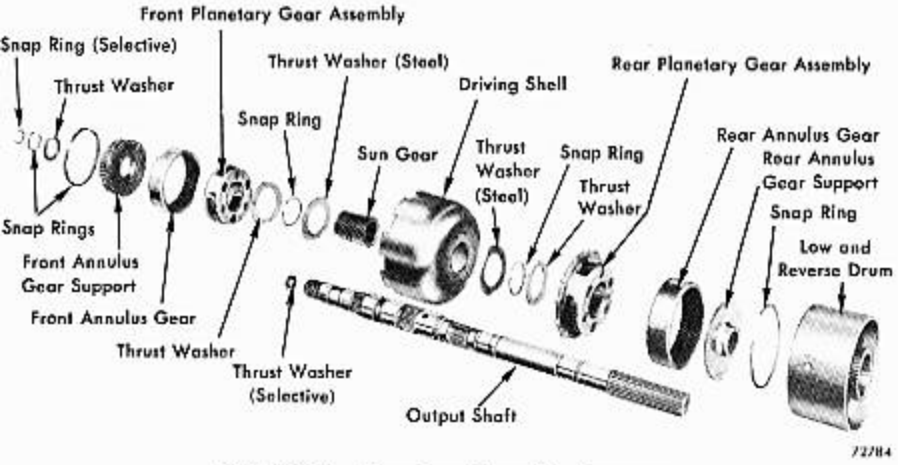

FIGURE 89 — Planetary Assembly Sequence

Inspect annulus gears for cracks and worn teeth.

Replace all distorted snap rings.

Assembly

Refer to Figure 89. Place rear annulus gear support into annulus gear and install snap ring. Install rear annulus gear assembly on output shaft.

Position rear planetary gear assembly in rear annulus gear and install thrust washer on front side of gear assembly.

Install steel washer and snap ring on one end of sun gear. Insert sun gear through front side of driving shell and install rear steel washer and snap ring.

Slide driving shell and sun gear onto the output shaft and engage sun gear teeth with rear planetary pinions.

Place front annulus gear support in the annulus gear and install large snap ring.

Position front planetary gear assembly into front annulus gear. Place thrust washer over gear assembly hub and install snap ring. Position thrust washer on rear side of gear assembly.

Carefully work front planetary and annulus gear assembly onto output shaft and mesh planetary pinions with sun gear. Install the selective snap ring. Measure end play of assembly.

NOTE: The clearance should be adjusted by using selective thickness snap rings. Snap rings are available in .040", .048" and .059" thickness.

PLANETARY GEAR ASSEMBLY

Model 727

End Play Measurement

Measure end play of planetary assembly before removing the component parts from output shaft.

Support the front end of the output shaft on a wood block and hold the assembly in an upright position. Push rear annulus gear support downward on output shaft. Insert a feeler gauge between rear annulus support and shoulder on output shaft as shown in Figure 88. The clearance should be .010" to .037". If clearance is not within specifications, replace thrust washers, other worn parts and/or selective thickness snap ring.

Disassembly

Remove thrust washer from forward end of output shaft. Slide front planetary assembly from output shaft (Fig. 90).

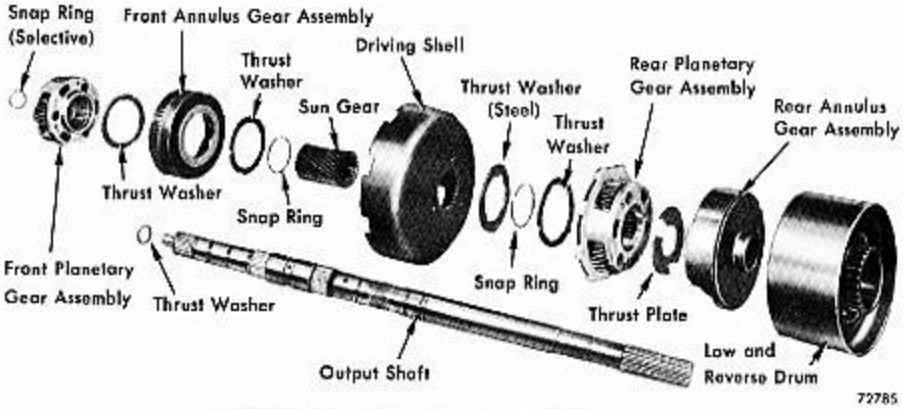

FIGURE 90 — Planetary Assembly Sequence

Slide front annulus gear off planetary assembly. Remove thrust washer from rear side of planetary gears.

Remove sun gear, driving shell and rear planetary assembly from output shaft. Separate sun gear and driving shell from rear planetary assembly. Remove thrust washer from inside of driving shell. Remove rear snap ring and steel washer from sun gear. Remove sun gear from driving shell. Remove remaining snap ring from sun gear if necessary.

NOTE: Front end of sun gear is longer than rear.

Remove thrust washer from forward side of rear planetary assembly. Remove gear assembly and thrust plate from rear annulus gear.

Inspection

Inspect bearing surfaces on output shaft for nicks, burrs, scores and other damage. Light scratches, nicks or burrs can be removed with a fine stone or crocus cloth. Inspect speedometer drive gear. Remove nicks, burrs, etc., with a sharp edged stone. Be sure all oil passages in shaft are open and clean.

Inspect bushings in sun gear for wear and scores. Replace sun gear assembly if bushings are damaged.

Inspect all thrust washers and plates. Replace if damaged or worn below thickness specifications.

Inspect gear assemblies for cracks, broken pinions, worn gear teeth, broken pinion shafts or lock pins and damaged thrust faces. Replace as required.

Inspect annulus gears for cracks and worn teeth.

Replace all distorted snap rings.

Assembly

Refer to Fig. 90. Install rear annulus gear on output shaft. Apply a thin coat of petroleum jelly on thrust plate. Place the plate on output shaft and in annulus gear. Be sure teeth are over output shaft splines.

Position rear planetary gear assembly in rear annulus gear and install thrust washer on front side of gear assembly.

Install snap ring in front groove of sun gear (long end of gear). Insert sun

edged as normal wear related to tread deflection characteristics as the particular tread moves in its contact with the road surface. When the tire is pressed against the road, all treads do not support an equal portion of weight. The outer treads support the most weight and the second and sixth treads support the least weight. Because of the lighter load on the second and sixth ribs, they slip or scrub slightly. This scrubbing action causes more wear on these treads.

Second and sixth tread (rib) wear rate cannot be reduced by inflating tire pressures to other than specified recommendations for reduced or full load conditions.

Maximum benefit in minimizing second tread wear, as well as other uneven wear conditions, can be gained by following the specifications recommendations for front end alignment, inflation pressures and rotation at the recommended mileage intervals.

Tire Repair

If it becomes necessary to repair a tire due to puncture, the tire should be removed from the rim and a combination vulcanized plug and patch should be applied from the inside. Externally applied plugs, blow-out patches, and aerosol-type sealants should be considered only as emergency repair. Tires with emergency repairs should not be driven over 50 MPH, nor for more than a distance of 100 miles before permanent repairs are made.

Tire Rotation

Rotating tires every 4 to 5,000 miles is recommended to assure longer overall tire life by equalizing wear (Figure 50). If no spare tire is used, follow the "rotating 4 tires" diagram (Figure 51). If uneven tire wear should occur sooner than 4 to 5,000-mile intervals, the tires should be rotated more often. Whenever tires are rotated, the inflation pressure should be readjusted, and if the tires were balanced on the car, they should be rebalanced.

"Space-Saver Spare" Tire

Do *not* rotate the Space-Saver Spare. This tire has a tread life of about 2000 miles with normal driving, therefore, it should be used for emergency only. Avoid speeds above 60 MPH and distances over 200 miles for each installation (especially with optional Twin-Grip differential rear axle). *Follow the inflation instructions on the inflator bottle. SAFETY WARNING . . . Inflate Space-Saver Spare only after first installing it on the car, and do not exceed 35 PSI air pressure.* Check and adjust pressure to 28 PSI soon as possible after installation. To stow, deflate tire by removing valve core with tool on end of valve cap. After deflation, replace core and cap. Replace inflator bottle with a new one since it is not rechargable.

CAUTION: Use only approved American Motors inflator bottle or equivalent. Approved inflation gases are air, carbon dioxide, nitrogen, and Freon 22. The Space-Saver Spare is warranted as are all original equipment tires. However, the warranty is void if any inflator containing sealants is used.

Wide-Tread and Radial-Ply Tires

These types of tires must be installed on the vehicle in complete sets, and only be used when there is adequate clearance. They must not be mixed with conventional bias-ply tires, or the fiberglass belted tires.

Snow Tires

Snow tires should be operated at full-load inflation pressures. If additional stability is desired, snow tires may be inflated over the recommended inflation pressure as long as 32 PSI is not exceeded. Sustained speeds over 75 MPH for one hour or more are not recommended with snow tires. American Motors Liquid Tire Chain (or equivalent) provides extra traction in severe ice and snow conditions.

Trailer Towing

Follow the prior recommendations on tire load limits. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equivalent to the trailer-tongue load.

Tire Roughness

Roughness, wheel tramp, or vibration may be caused by excessive radial and/or lateral run-out, worn or cupped tires, thumping tires, or wheel balance. General roughness may be caused by road surface conditions, as some types of roads set up unusual vibrations. Driving the car on different types of roads will indicate if the road surfaces are causing the vibration.

Road test the car to determine the exact nature of the problem. The car should be driven at least seven (7) miles to warm the tires and dissipate temporary flat spots that result when the car is parked.

Thump

Thump is a noise and feeling caused by the tire moving over irregularities in the road (ripples) or tire irregularities operating on a smooth road. "Thump" sound will coincide with each wheel revolution.

To eliminate a thumping condition, inflate all tires to 50 P.S.I. and road test over the same roads. If this eliminates the problem, reduce the air pressure in one (1) tire and repeat the road test. Repeat this procedure until all tires have been tested, each test being made with three (3) tires at high pressure, and one (1) tire at normal recommended pressure. When the thump appears, the tire just deflated is the defective tire and should be replaced.

Wheel Tramp (Balance)

Wheel tramp, sometimes called high speed shimmy, is in most cases the result of tire and wheel unbalance and/or excessive radial and lateral run-out of the tire and wheel assembly.

The best method of checking wheel balance is by the use of "on-the-car" spinning equipment. An unbalanced wheel assembly will result in vibration.

Static balance is the equal distribution of weight of the wheel and tires about the axis of rotation so that the assembly has no tendency to rotate by itself. Static unbalance causes a pounding action, sometimes referred to as tramp or hop (Fig. 44).

Dynamic balance is the equal distribution of weight of the wheel and tire around the plane of rotation so the wheel runs smooth on the axis that runs through the centerline of the wheel assembly. Dynamic unbalance causes wheel wobble, generally at high speeds (Fig. 45).

The best method of balancing wheels is with the use of equipment that will correct both static and dynamic unbalance conditions. Since procedures differ with different machines, follow the instructions of the equipment manufacturer.

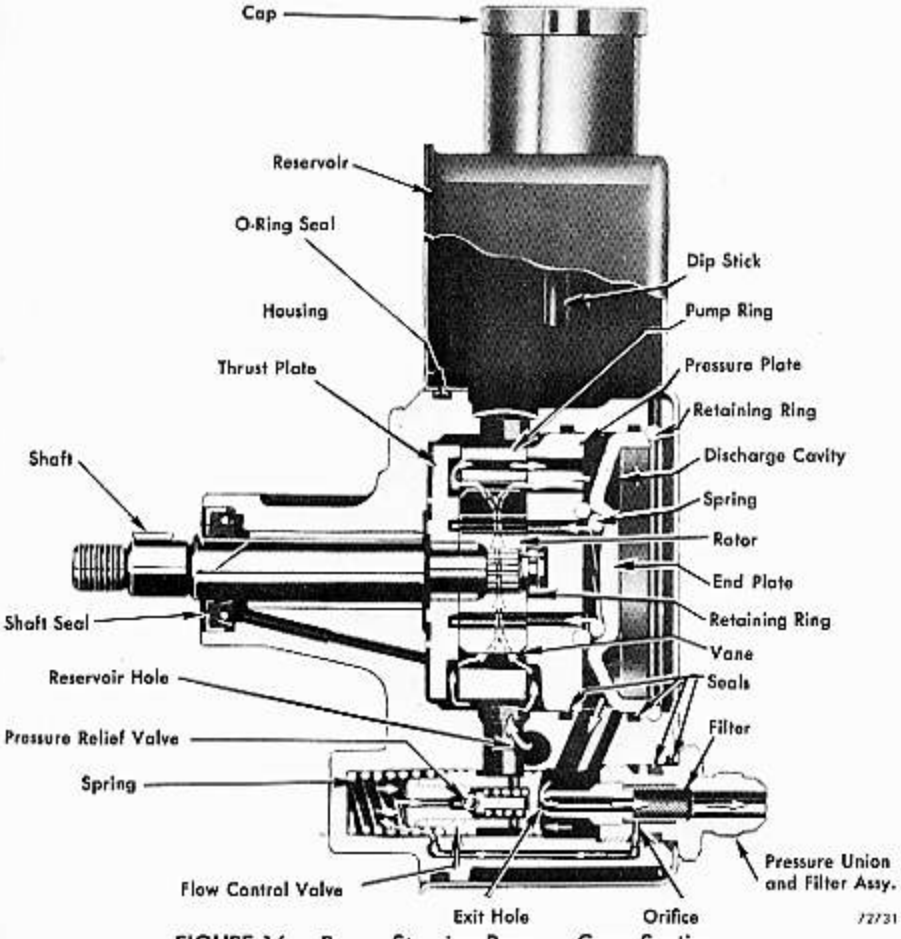

FIGURE 16 — Power Steering Pump — Cross Section

which is the pump outlet, contains the pump exit hole and an orifice.

The rotor assembly consists of a drive shaft, thrust plate, rotor with ten vanes, pump ring and pressure plate.

Oil enters the rotor section of the housing through a hole which is open to the surrounding reservoir.

The rotor, which is loosely splined to the end of the drive shaft, is located adjacent to the face of the thrust plate and is enclosed by the pump ring. The rotor vanes slide radially outward to contact the hardened and ground inside cam surface of the ring, as shown in Fig. 17.

As the shaft and rotor rotate, centrifugal force and fluid pressure against the inner ends cause the vanes to follow the cam contour of the ring. The cam surface is so shaped that two opposite pumping chambers are formed which cause a complete pumping cycle to occur every 180 degrees of rotation of the rotor. The pump ring has two crossover passages drilled in it, which transfer oil from the thrust plate into a discharge cavity located at the rear of the pressure plate.

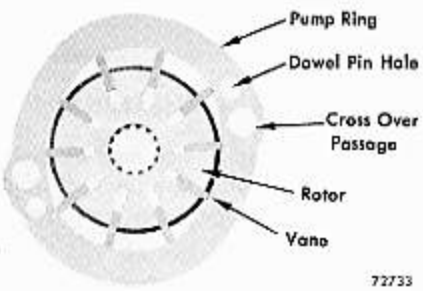

FIGURE 17 — Pump Rotor and Vanes

When the engine is started, each pumping chamber picks up oil from two openings, one between the pressure plate and ring, and the other between the thrust plate and ring (Fig. 16). The oil is then propelled by the decreasing pockets in each pumping chamber into the discharge cavity through an opening in the pressure plate and an opening in the thrust plate which is connected to the crossover passage in the ring. The oil flows from the discharge cavity into a passage which is open to the rear of the flow control valve and to the exit hole in one end of the pressure union. Oil flows through the outlet end of the pressure union to the steering gear assembly. Some oil flows through the orifice in the pressure union and into a passage in the pump housing which directs oil into the spring chamber located in front of the flow control valve.

Pressure in the discharge cavity is always greater than the pressure of the oil that has passed through the exit hole in the pressure union.

The flow control valve regulates the opening of a by-pass passage through which oil may be returned to the suction and reservoir section of the pump. Refer to Fig. 16.

When the pump is running without demand for steering pressure, pressure in the discharge cavity is great enough to push the flow control valve open against a spring load of approximately ten pounds (Fig. 18). The pressure in the spring chamber tends to close the valve, but since pressure in the discharge cavity is always greater than in the spring chamber, the valve is not closed. The movement of the valve is controlled by the spring tension and the difference in pressure on the front and rear side of the valve.

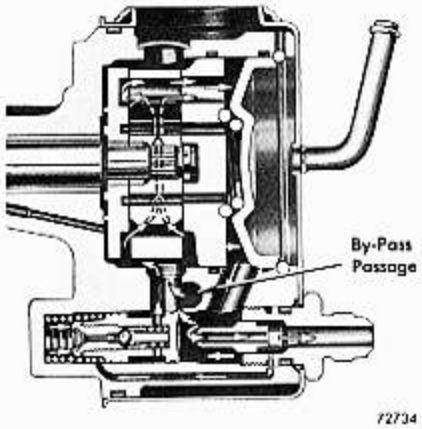

FIGURE 18 — Flow Control Valve

When power assistance is required, the steering gear rotary valve restricts free circulation of oil, and the pump pressure builds up rapidly. As the pressure increases in the discharge cavity it also increases in the spring chamber and in turn additional pressure is required to move the flow control valve to open the by-pass passage. The maximum amount of build-up of pressure by the pump depends on the amount of restriction controlled by the rotary valve. When power assistance is no longer required, the restriction is reduced to a predetermined minimum. With a small amount of restriction, the pressure in the spring chamber

and tighten the lower spring seat pivot retaining nuts to 35 Foot Pounds torque.

Remove the spring compressor tool. Install the shock absorber as outlined in "SHOCK ABSORBER — Installation."

SUSPENSION BALL JOINTS INSPECTION

Upper Ball Joint

The ball joint consists of a one piece ball stud, upper and lower seats, an internal girth ring and a sealing boot (Fig. 7). The girth ring construction of the joint suppresses the "feel" of looseness when the suspension is hanging free.

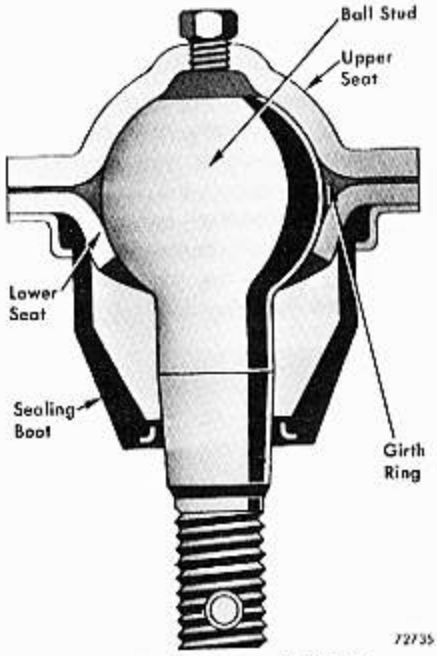

FIGURE 7 — Upper Ball Joint

Procedure I

Lift the front of the car until the front wheels are off the ground (not supporting car weight), then place safety stands under the body side sills.

Remove the upper ball joint grease fitting plug and install Gauge J-21240 (Fig. 8) by threading the knurled nut into the grease fitting plug hole.

Place a pry bar under the tire and raise the tire, thus placing a load on the ball joint.

Repeat the loading procedure several times to insure positive seating of tool pin. Note gauge readings under load and no load conditions; the difference between readings represents the ball joint clearance. If the clearance is more than .080" the ball joint should be replaced.

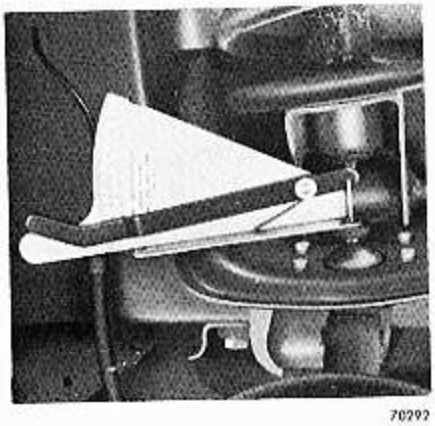

FIGURE 8 — Upper Ball Joint Checking Procedure

Procedure II

Lift the front of the car until the front wheels clear the floor, then place safety stands under the body side sills.

Position a dial indicator or wheel run-out gauge at the tire scrub bead so that in and out movement can be measured (Fig. 9).

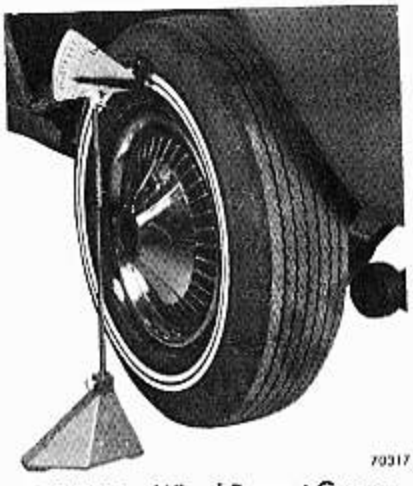

FIGURE 9 — Wheel Run-out Gauge Position When Used to Check Upper Ball Joint Looseness

NOTE: Front wheel bearing adjustment must be to specifications when performing this check.

Move the top portion of the wheel and tire toward the center of the car, note gauge reading; move tire outward and again note gauge reading. The upper control arm ball joint should be replaced if the total travel exceeds .160".

Lower Ball Joint

Lift the front of the car until the tires clear the floor. Place safety stands under the body side sills.

Move the lower portion of the wheel and tire alternately toward and away from the center of the car.

The lower ball stud is spring equipped and thus preloaded in its socket at all times. This minimizes looseness at this point and compensates for normal wear. If the lower ball joint has any noticeable lateral shake, the joint should be replaced.

REPLACEMENT

Upper Ball Joint

Place a 2" x 4" x 5" wood block on the side sill under the control arm (Fig. 10).

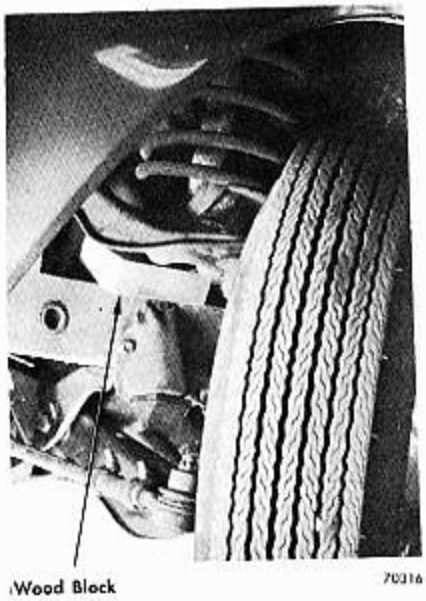

FIGURE 10 — Wood Block Supporting Control Arm

Jack up the front of the car and support the body at the side sills with car stands. Remove the road wheel.

Remove the ball stud cotter key and retaining nut. Install Ball Joint Remover Tool J-9656 and loosen the ball stud in the knuckle pin. Do not remove the tool at this time (Fig. 11).

Place a safety stand under the lower control arm. Carefully chisel the heads from the rivets which attach the joint assembly to the control arm (do not damage the control arm). Remove rivets with a punch.

Remove the joint from the control arm. Remove the ball joint remover tool from the ball stud and the joint assembly from the knuckle pin.

Place the new ball joint assembly into position and align the attaching holes with the original holes in the arm. Install the 5/16" attaching bolts (supplied in replacement assembly kit) and

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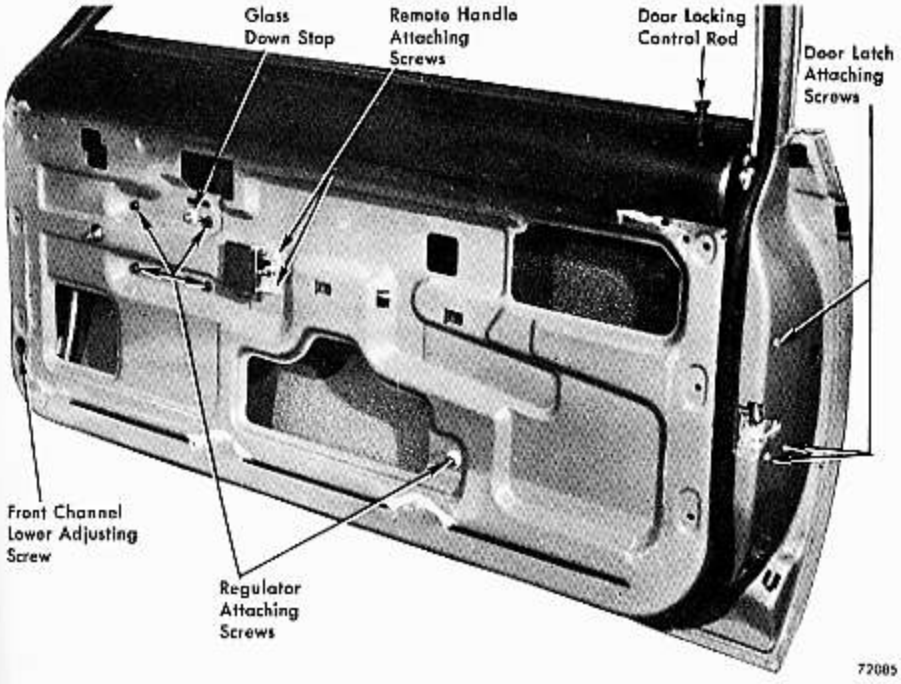

FIGURE 8 — Front Door Latch, Window Regulator and Remote Control Attachment — 01-40 Series

Connect cylinder lock link to latch through opening in door and secure clip.

Connect outside door handle to latch link. The remote control rod must pass between the regulator arm and inner panel. Attach the rod to latch and remote.

Insure positive clip retention at all connections.

FRONT DOOR REMOTE CONTROL REMOVAL
10, 70 and 80 Series

Remove the door trim panel and water dam paper (Refer to Trim Panel Removal).

Remove the rod from the remote control by prying up on the rod with a flat blade screwdriver (Fig. 9).

Remove the two remote control screws and remove the remote control.

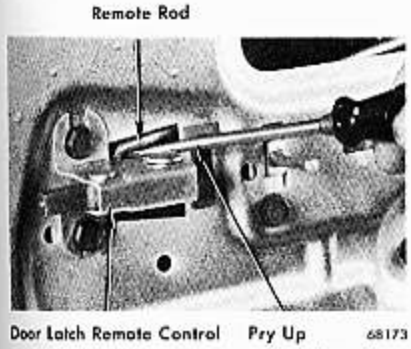

FIGURE 9 — Remote Control Rod Removal — 10-70-80 Series

To remove the remote control rod, remove the window regulator arm slide channel to allow the remote control rod to be pivoted downward to the bottom of the door. Pivot the door lock just far enough to permit the slot in the remote control rod to disengage from the "T" stud on the door latch lever on 10-80 Series.

On the 70 Series disconnect the rod from the remote control and pivot the rod upward to disconnect it from the "T" stud on the door latch lever.

Installation
10, 70 and 80 Series

Position the remote control on the door inner panel and secure with two attaching screws. Insert the control rod in the remote control lever and press down firmly to lock in the retainer.

To install the remote control rod, tilt the door lock lever and insert the key slot end of the remote rod onto the "T" stud of the door lock lever (Fig. 10). Install the remote control and tighten screws to 50 Inch Pounds torque. Install the forward end of the remote rod into the retainer on the remote control lever. Install the window regulator arm slide channel.

Check the operation of the units and install water dam paper and trim panel.

DOOR LATCH — FRONT DOOR
10, 70 and 80 Series

The front door latches are of the forked toggle latch type.

The latch is released by a pull out type recessed handle lever from the outside and by a pull type remote control on the inside.

When closing the door, the lower prong of the toggle contacts the rubber cushioned spiral pin of the door lock striker and is pivoted downward to the closed position and held by a spring loaded locking pawl engaged in the ratchet tooth of the toggle cam.

When the outside door handle lever or inside remote handle is pulled to open, the release lever lifts the locking pawl from the ratchet tooth allowing the toggle to pivot up and disengage from the lock striker pin, allowing the door to open.

REMOTE CONTROL AND LATCH REAR DOOR

The rear latch is similar to the front door latch except that the locking lever is controlled by the locking rod operating through a bellcrank and locking link.

The rear door latch can be locked by pushing the knob down with the door in the open or closed position. When pushing the control knob down and then closing the door, the spring loaded locking pawl pivots up to engage the ratchet teeth to hold the door in the closed and locked position. The door cannot be opened by either the remote control or the outside door handle until the control knob is raised.

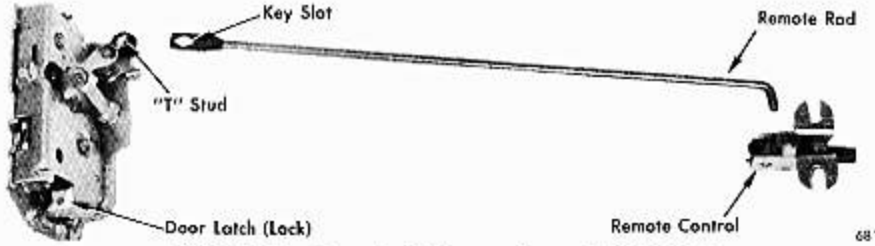

FIGURE 10 — Door Latch Remote Control 10-80 Series

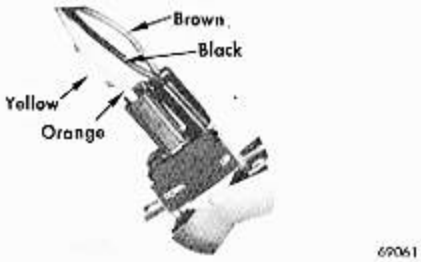

FIGURE 18 — Switch and Wire Color Code

to the main harness under the auxiliary floor panel at the left side of the car. In a car less third seat remove the spare tire to gain access to the wire harness connection; with third seat, remove the hidden compartment box.

A yellow wire from each harness is connected to the safety switch.

TAILGATE GLASS ASSEMBLY

Removal

Remove the tailgate remote control handles and trim panel. Lower or open tailgate and raise the glass to the full "Up" position. To raise the glass while the tailgate is open, manually depress the safety switch mounted on the left auxiliary floor panel. Slide the glass assembly out of the slide channels to remove (Fig. 19).

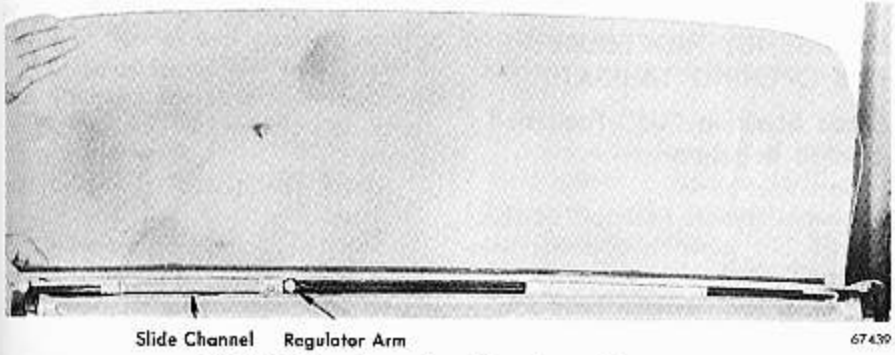

FIGURE 19 — Removing Glass Assembly

Installation

Position one slide channel on the regulator arm, then the other. Position glass in the center of the tailgate and lower glass into the tailgate.

Close the tailgate door and check glass alignment and operation. Install door trim panel and tailgate remote control handle.

TAILGATE WINDOW REGULATOR

Removal

Remove tailgate glass assembly. Remove the two access hole covers. Move the regulator arms to a horizontal position. Disconnect motor wiring from the harness. Mark the regulator position for installation purposes. Remove the four regulator mounting bolts. Remove the regulator assembly through the access opening (Fig. 20).

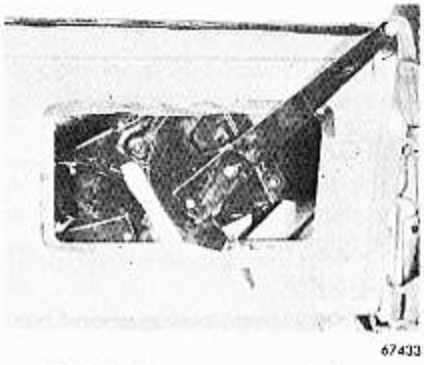

FIGURE 20 — Removing Tailgate Window Regulator

Installation

Insert regulator into access opening and align with marks made on removal. Install the four regulator mounting bolts. Connect motor wiring to harness. Move regulator arms to the full up position. Install the glass assembly. Check glass alignment and operation.

Lubrication

The regulator sector, coil spring and glass bottom frame channels must be lubricated with "Lubriplate" or equivalent.

If the regulator is removed, wash in a cleaning solvent and dry with an air hose.

TAILGATE GLASS ALIGNMENT

The tailgate glass can be aligned to fit the body opening for the tailgate by removing the access opening covers and loosening the regulator attaching screws which will allow the regulator assembly to be shifted up or down on either one or both sides. The glass slide channel lower mounting holes in the tailgate are elongated to allow for in or out adjustment of the glass for proper alignment of the glass into the upper glass slide channel.

It is important that the tailgate is aligned properly prior to making any adjustment to the glass and regulator assemblies. Any realignment of the tailgate will affect the fit of the glass into the upper slide channel.

MOTOR TO WINDOW REGULATOR TRANSMISSION

Removal

The motor can be removed from the regulator transmission by removing the two mounting nuts. Pull the motor away from the transmission to expose the coupling (Fig. 21).

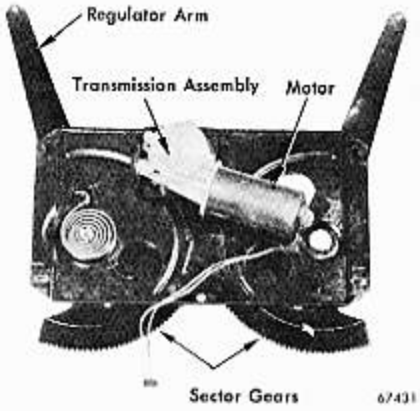

FIGURE 21 — Tailgate Regulator

Installation

Align the flat side of the coupling with the flat side of the transmission shaft. Insert the two mounting studs into the transmission and install the nuts.

WINDOW REGULATOR TRANSMISSION

The transmission is attached to the window regulator by three screws.

Transmission Removal from Window Regulator

The regulator is under spring tension from the regulator coil spring.

CAUTION: To prevent possible injury, the spring tension MUST be retained before the transmission is removed from the regulator.

To hold the regulator spring tension,

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