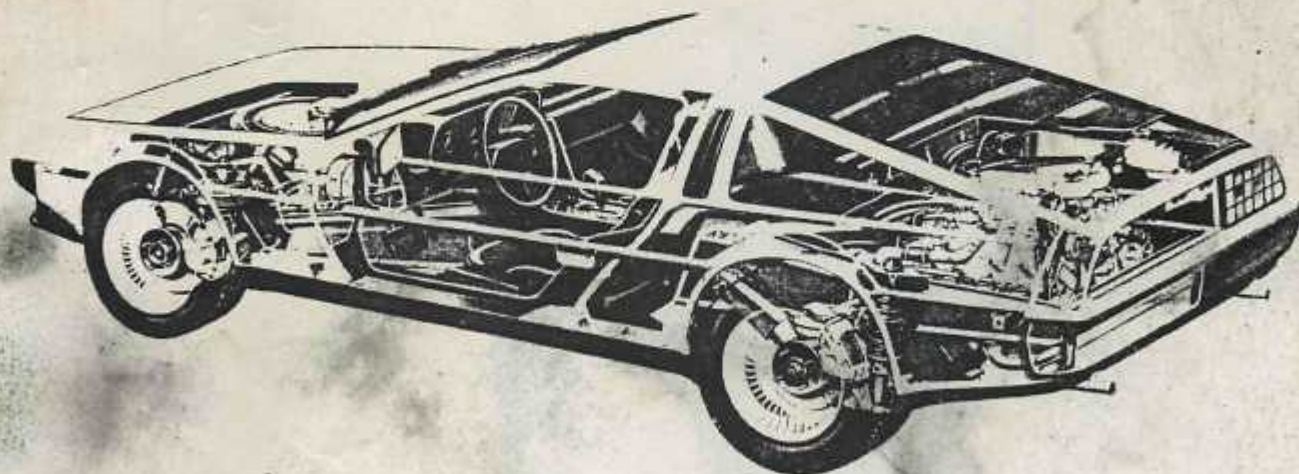


DMC

DELOREAN WORKSHOP MANUAL



P.J. GRADY INC. (631)589-6224 (800)350-7429 FAX (631)589-6241

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A:01:02**General Data****IGNITION SYSTEM (Contd.)**

Spark Advance — Mechanical	1000 R.P.M. = 0°
	2000 R.P.M. = 10°
	3000 R.P.M. = 14°
	4000 R.P.M. = 20°

ELECTRICAL DATA

System	12 v A C Delco Freedom II
Battery	12 v 75 AH Maintenance free
Alternator	Ducellier 80 Amp output or Motorola 90 Amp output

AUTOMATIC TRANSMISSION

	TYPE 4141
Ratios: 1st	2.40
2nd	1.48
3rd	1.00
Reverse	1.92

MANUAL TRANSMISSION

	TYPE 369
Ratios: 1st	3.36
2nd	2.06
3rd	1.38
4th	1.06
5th	0.82
Reverse	3.18

WHEELS AND TYRES

Wheels type	Cast light alloy
Size: Front	14" × 6" (357 mm × 152 mm)
Rear	15" × 8" (381 mm × 203 mm)
Spare	15" × 4" (381 mm × 102 mm)
Tyres type	Goodyear NCT steel belted radial
Size: Front	195/60 HR 14
Rear	235/60 HT 15
Spare	T125/70 D 15

PRE-DELIVERY INSPECTION

After each operation has been completed tick corresponding box

VEHICLE INTERIOR

1. Check operation of instruments, controls, interior/exterior lights, mirrors, seat adjustment, window operation, electric door locks
2. Check wipers and washers, adjust as required
3. Check seat belts for condition and correct operation of mechanism and buckles
4. Check soft and hard trim for damage and attachment

VEHICLE EXTERIOR

5. Check and adjust tyre pressures including spare
6. Check wheel nut torque
7. Check alignment and adjust, if required, doors, hood and engine compartment lid and louvre
8. Check operation of hood and engine compartment lock
9. Check and adjust headlamps

UNDER HOOD

10. Check brake fluid
11. Check clutch fluid
12. Check windshield washer fluid
13. Check tool kit for completeness
14. Check luggage compartment light
15. Check carpet for fit and fastening

ENGINE COMPARTMENT

16. Check/Top up Engine oil, Cooling mixture and protection, Auto transmission fluid
17. Check cooling system for leaks
18. Check fuel system for leaks
19. Check engine compartment light

ON HOIST

20. Check tyres for damage/specification
21. Check brake hoses/pipes for leaks, damage and chafing
22. Check gaiters of driveshafts for damage/leaks
23. Check steering/suspension linkages, ball joints and gaiters/boots for damage, and security
24. Check and top manual transmission oil and final drive oil (automatic)
25. Check exhaust for leaks/damage
26. Check coolant and fuel pipes for leaks/damage and chafing

ROAD OR ROLLER TEST

27. Check operation and function of engine drive performance
28. Operation of handbrake, foot brake, clutch, auto transmission, kick down and shifting, steering, speedometer, heater and air conditioning
29. General check for squeaks and rattles

ON HOIST AFTER ROAD OR ROLLER TEST

- Check and correct
30. Cooling system for leaks
 31. Engine oil leaks
 32. Transmission for leaks
 33. Fuel system for leak
 34. Brake system for leaks
 35. Front Toe In
 36. Rear Toe In
 37. Clean exterior and interior

Work carried out by:

Vehicle approved for delivery

Service Manager

DEALER CERTIFICATE

VIN No _____ Stock No _____
 PD/DATE _____ MILES _____ RO No _____

We hereby certify that this motor vehicle conforms to all applicable emission standards of the U.S. Environmental Protection Agency. This certificate is being made upon the basis of:

- (1) our knowledge that the vehicle is covered by an EPA certificate of conformity, based on written notification furnished by the manufacturer
- (2) a visible inspection of emission control devices of portions thereof which are visible without removal or adjustment of any component or system of the vehicle. Based on such inspection, there are no apparent deficiencies in the installation of such devices by the manufacturer. ("Emission control devices" is limited to all devices fitted on a vehicle for the sole or primary purpose of controlling tail pipe emissions and which were not in general use prior to 1968) and performance of all emission related preparation required by the manufacturer prior to the sale of the vehicle, as set forth in the most pre-delivery service instructions provided by the manufacturer.

If the vehicle fails an EPA approved emission test prior to the expiration of 90 days or 4,000 miles (whichever occurs first) from the date of sale or at the time of delivery of the vehicle to the ultimate purchaser (company cars and demonstrators), and the vehicle has been maintained and used in accordance with the written instructions for proper maintenance and use, then the vehicle manufacturer shall remedy the non-conformity under the DMC emission performance warranty given to you.

The dealer certification shall not be construed as either a representative or a warranty, express or implied, by the dealer that the emission control system or any part thereof is without defect or that the system will properly perform. The emission performance warranty referred to above is solely that of the manufacturer.

OWNER'S ACCEPTANCE CERTIFICATE

I have inspected the above vehicle and accept it without any visible damage and complete with owner's manual

owner's manual vehicle/emission/battery
 maintenance schedule/record tyres
 warranty statement/information sound system

SIGNATURE (DATE)

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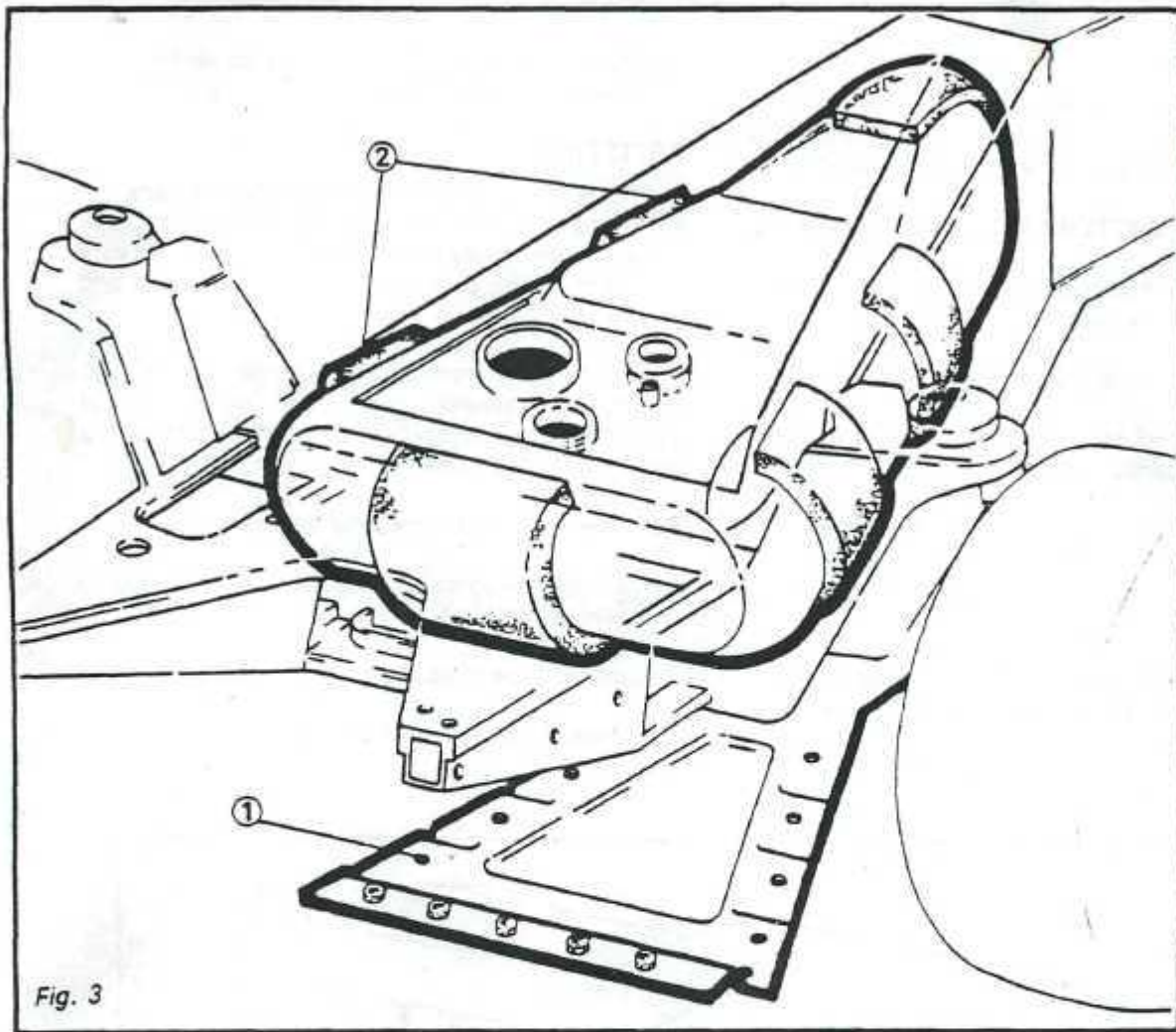
General Data

A:06:01

DMC

Fuel Tank

B:01:03



Engine/Gearbox

REMOVING

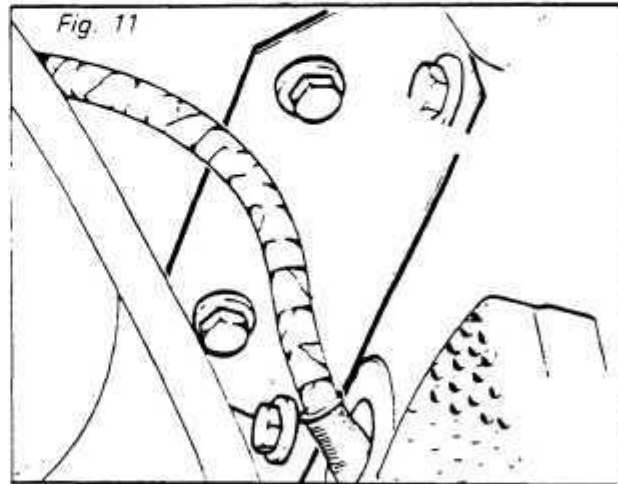
Disconnect battery.

Remove
 rear louvre
 engine compartment cover
 air conditioning compressor drive belt
 air conditioning compressor and set aside
 air filter
 ignition coil cover

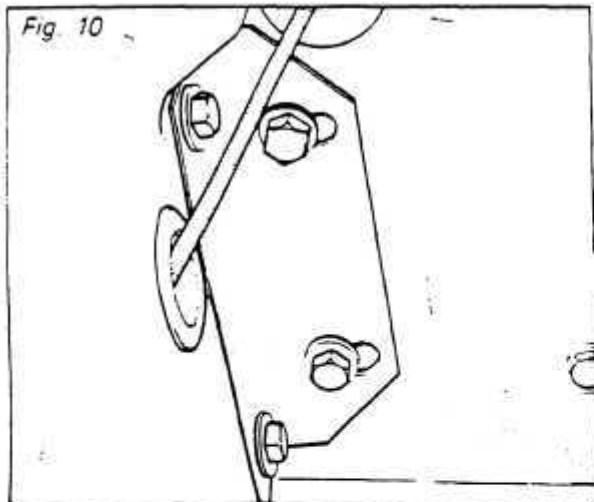
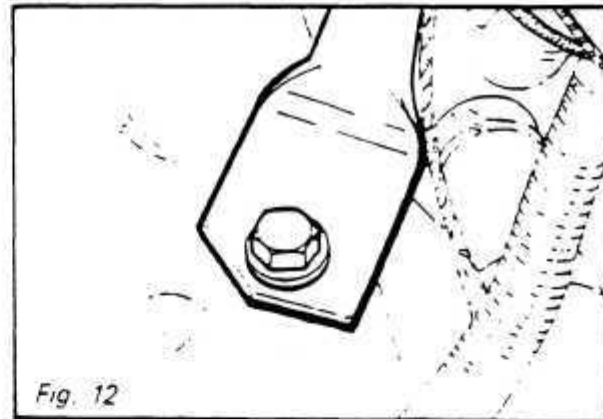
Disconnect
 rear light harness
 coil lead
 engine harnesses from their multi sockets

Remove
 rear side markers and disconnect wiring harnesses

Remove
 engine compartment lock and disconnect release cable



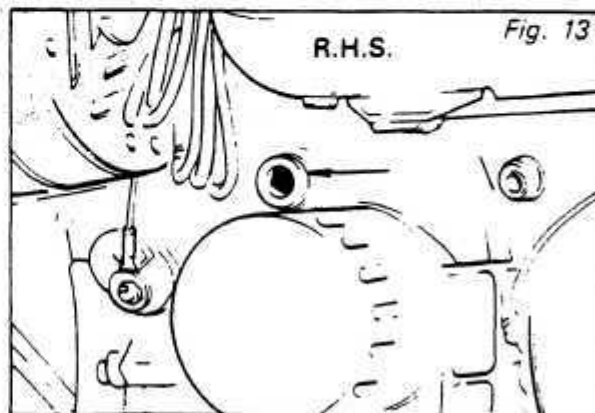
Remove
 chassis cross brace (Fig. 12)



Remove
 rear fascia attachment bolts and remove fascia
 (Figs. 10/11)

Remove
 exhaust muffler and heat shields
 (See Section "D")

Drain
 coolant from cylinder block (Fig 13)
 engine oil and transmission oil, fluid if applicable



that the camshaft top is fully withdrawn to allow the camshaft flange to pass through. Partially tighten the sprocket fixing bolt. (Fig. 37)

Remove sprocket support.

Push the camshaft stop fully home in its groove and torque. Tighten the bolt. Remove both pin punches.

Fit the rocker arm assembly and the cylinder head bolts.

Carry out the angular tightening operation.

Pre-tighten the bolts in the order shown to 15 lb/ft (20 mm) then tighten them to 45 lb/ft (60 mm) to compress gasket. Loosen bolt No. 1. Retighten it to 15 lb/ft (20 mm) then angular tighten it to 115°. Repeat for all the remaining bolts in the order shown.

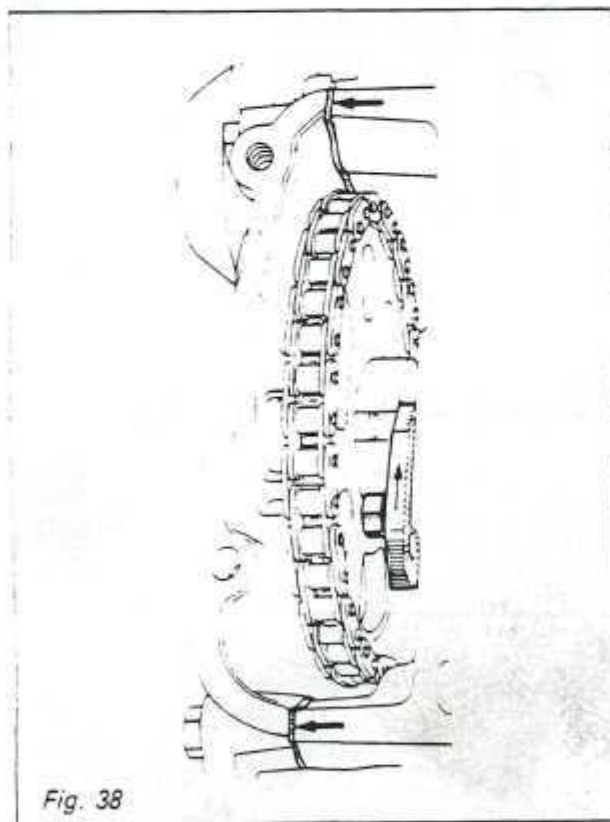


Fig. 38

Torque tighten the timing cover bolts and cut the gaskets off flush. (Fig. 38)
 the timing sprocket fixing bolt.
 the access plug for the timing sprocket fixing bolt.
 Fit the manifold using new gaskets.

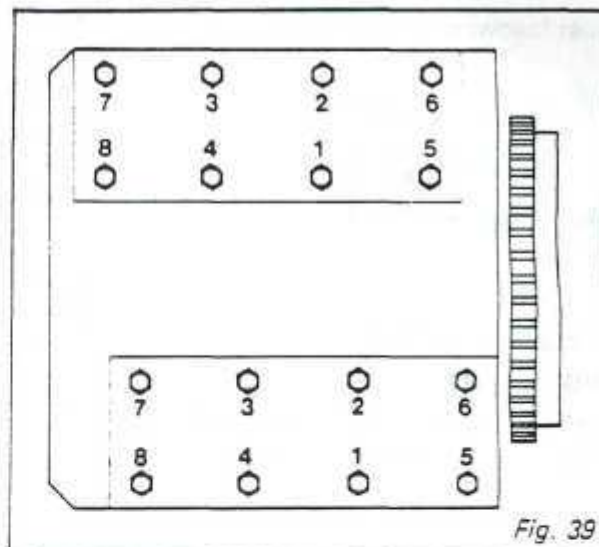


Fig. 39

Refit hoses and pipes.
 Refit exhaust clamp.
 Adjust the rocker arm clearances.
 Fit the rocker cover.
 Fill and bleed cooling system.
 Run engine for 30 minutes.
 Let the engine cool down for at least 2 hours then retighten the cylinder head. (Fig. 39)

RH CYLINDER HEAD

The removing and refitting operations for the RH cylinder head are identical to those of LH cylinder head with the exception of the dipstick tube clip diagnostic socket and bracket and distributor

ADJUSTING VALVES—Fig. 22

Set the piston in No. 1 cylinder to TDC firing stroke, which corresponds to No. 5 cylinder rocker arms "on the rock"
 TDC mark on pulley is aligned with "O" mark on timing plate.

Check and adjust the following rocker arms in this position.

INLET

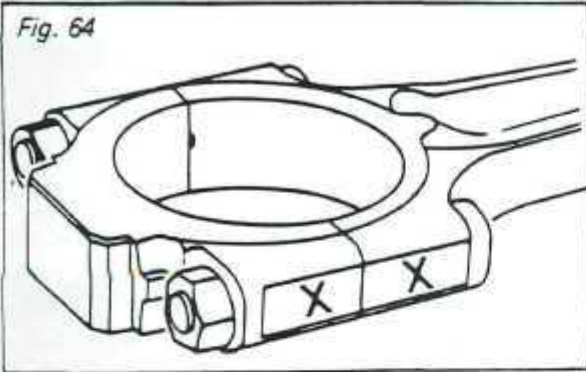
Cyl No. 1
 Cyl No. 2
 Cyl No. 4

EXHAUST

Cyl No. 1
 Cyl No. 3
 Cyl No. 6

Turn the crankshaft clockwise one complete turn and align TDC mark on pulley with "O" mark on timing plate.

Fig. 64



Proceed in the same way for assemblies No. 2-3-4-5- and 6 clamping the liners as assembly proceeds.

The cylinder heads,
Timing chains,
Timing cover,
Anti-emulsion plate, suction pipe and sump.

Refer to chapters "Cylinder Block-Changing" and "Cylinder Heads Changing".

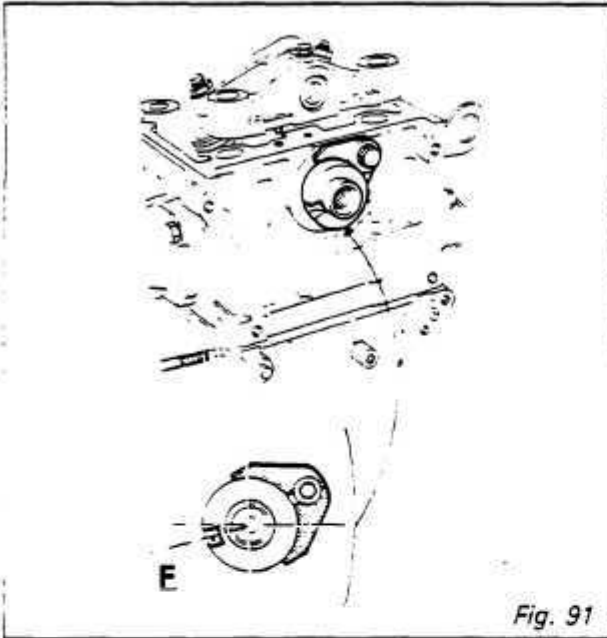


Fig. 91

Lubricate the cylinder head bolts and hand tighten them.

Torque tighten the cylinder heads on both banks.

Refit:

oil pressure switch
 tensioner oil filter gauzes
 both chain tensioners
 the fixed shoes
 tensioner blades
 timing sprocket key and timing sprocket with
 timing mark facing outwards. (Fig. 92)

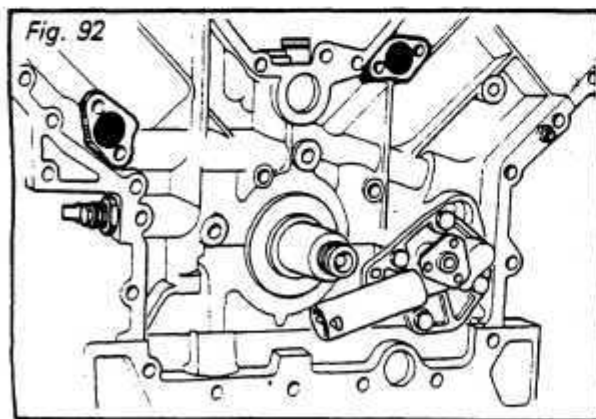


Fig. 92

VALVE TIMING LH SIDE

Turn the crankshaft clockwise so that the keyway centre lies on the centre line of the LH bank of cylinders. (Fig. 93)

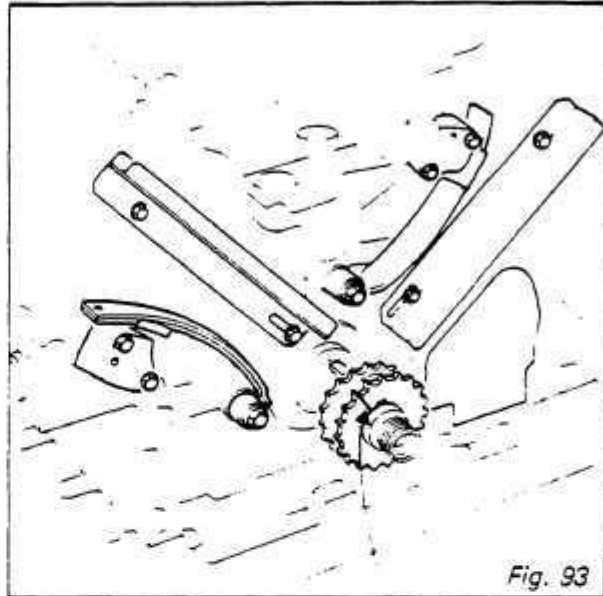


Fig. 93

Fit the timing chain to the LH sprocket, with the dual marking on the chain astride the timing mark on the sprocket.

Now fit the timing chain over the rear set of teeth on the timing double sprocket, with the single marking on the chain in line with the timing mark on the front of the double sprocket. (Fig. 94)

Fit the camshaft sprocket to the camshaft, taking care to ensure that the driving pin enters its slot.

Torque tighten the camshaft sprocket bolt while preventing the crankshaft from turning.

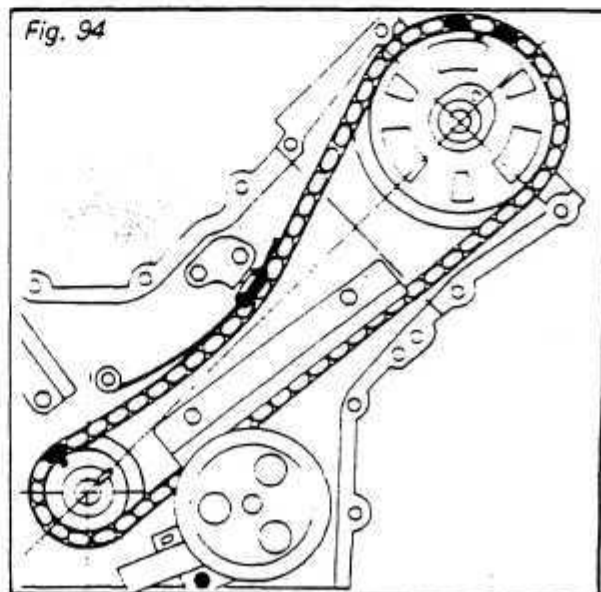


Fig. 94

Water Pump

REMOVING

Remove
intake manifold
alternator and A/C
drive belts
Loosen hose clamps securing water pump and
heater hoses. (Fig. 115)

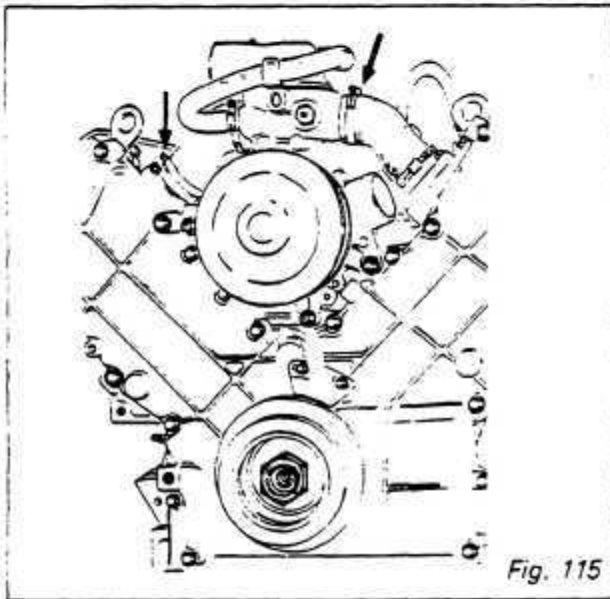


Fig. 115

Remove
coolant temperature switch wire.
water pump mounting bolts.
Remove water pump.

Remove
water pump body (Fig. 116)
coolant temperature switch
thermostat cover
and thermostat

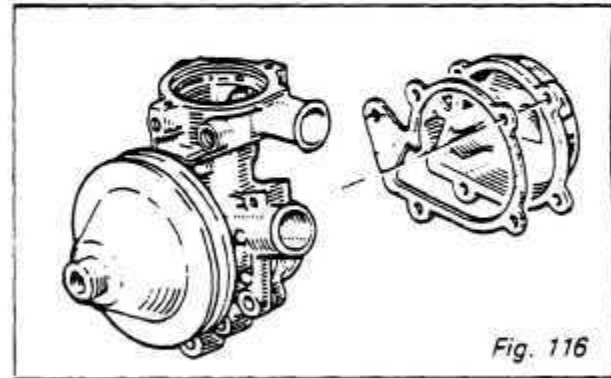


Fig. 116

FITTING

Clean the joint faces before fitting new gaskets.
Fit the thermostat to its cover the right way
round. (Fig. 117)

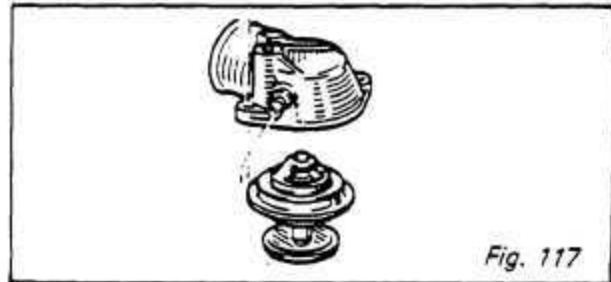


Fig. 117

Check that "O" rings are in position in the inlet
manifold.

Tighten all hose clamps.

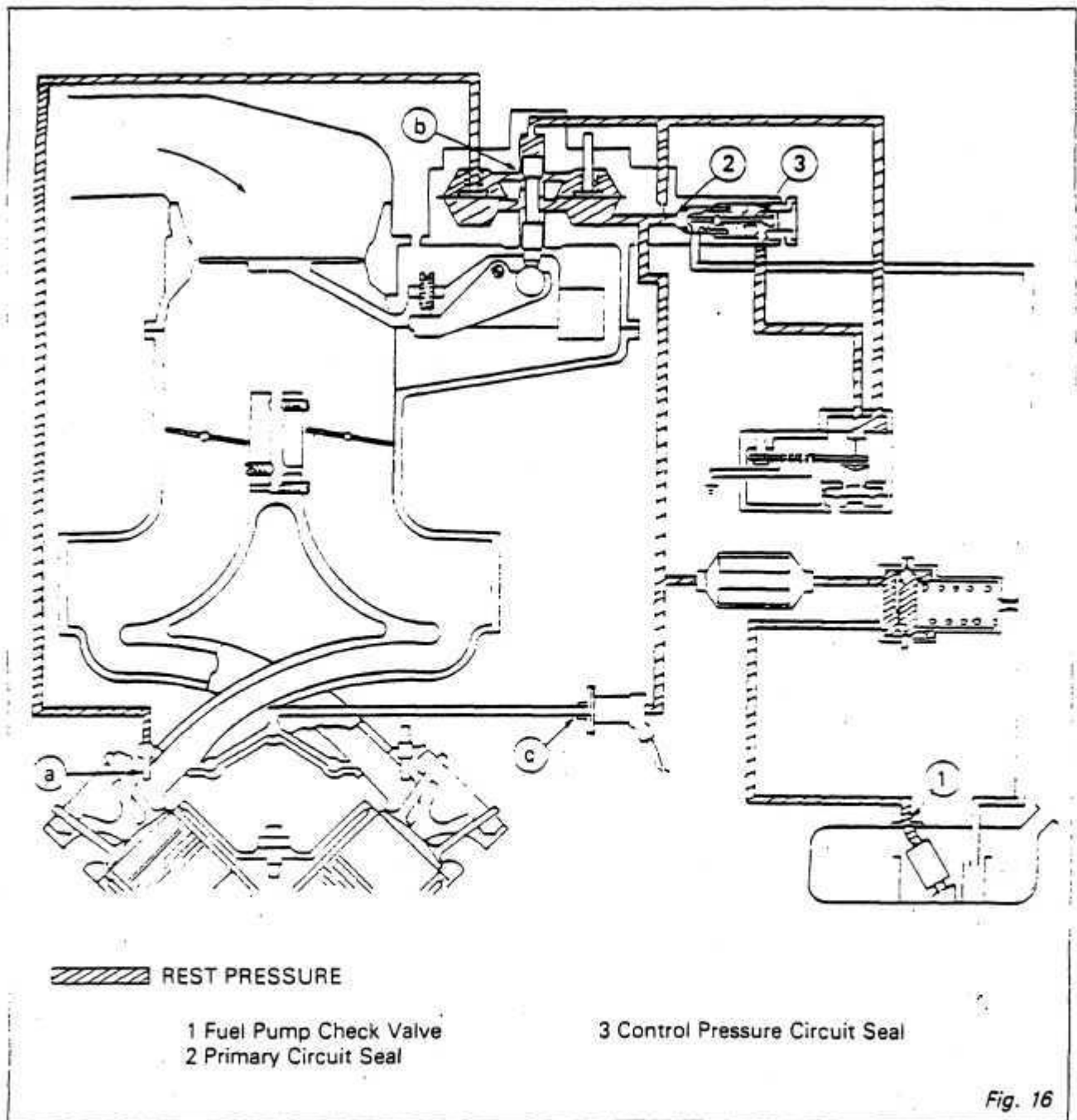
Refit alternator and A/C drive belts and tension.

Refit intake manifold.

Fill the cooling system.

COMPONENTS AND DESCRIPTION

1. **Fuel Tank**
A moulded plastic fuel tank is located in the front wishbone of the frame. Access to the tank components is gained by removing the inspection panel inside the trunk.
2. **Fuel Pump**
An electric rotary pump is used to provide fuel for the system. The pump is mounted inside the fuel tank.
3. **Fuel Accumulator**
The accumulator keeps the system under pressure when the pump is not running. The accumulator is mounted inside the rear section of the frame backbone.
4. **Fuel Filter**
A special filter is used to remove foreign particles from the fuel. The filter is mounted on the left rear frame rail.
5. **Fuel Distributor**
The fuel distributor determines the necessary volume of fuel to be delivered to each injector.
6. **Primary Pressure Regulator**
The primary pressure regulator controls the primary or main line fuel pressure in the system. The regulator is located inside the fuel distributor.
7. **Control Pressure Regulator**
The control pressure regulator provides fuel enrichment during warm up and cold acceleration. The regulator is mounted on the left valve cover.
8. **Air Flow Sensor**
The air flow sensor measures the amount of air entering the engine.
9. **Cold Start Valve**
An electrically operated cold start valve is used to supply extra fuel to the engine during cold start conditions. The valve is mounted on the left side of the engine.
10. **Thermo-Time Switch**
The thermo-time switch regulates injection time of the cold start valve. The switch is mounted in the thermostat housing.
11. **Injectors**
The injectors are always open when the engine is running. Their main function is to atomize the fuel as it enters the intake chambers. The injectors are mounted in the cylinder heads.
12. **Throttle Valves**
The throttle valves control the amount of air entering the engine. The throttle valves are located between the mixture control unit and the intake manifold.



REST PRESSURE

When the fuel pump is not operating, it is necessary to retain fuel under pressure in all lines. This "rest" pressure will prevent vapour from forming in the lines and ensure instant re-starting. When the fuel pump stops, a check valve (1) and two seals (2 & 3) close, sealing off the fuel return lines to the tank. The accumulator will then

maintain pressure in the system to prevent vaporisation.

In addition to the check valves and seals, it is important that the control plunger (b) returns to the closed position, all injectors (a) close tightly, cold start valve (c) closes tightly and all fuel connections are tight and leak free. Fig. 16.

SYSTEM OPERATION—OXYGEN SENSOR

The oxygen sensor measures the amount of oxygen in the exhaust gases. As the sensor measures the exhaust gas, it produces an electrical signal which informs the Lambda ECU module if the engine is running richer or leaner than the "ideal" air-fuel mixture ratio.

The sensor is mounted in the exhaust pipe in a position where it will monitor the exhaust gas from both cylinder banks before it enters the catalytic converter. *Fig. 22.*

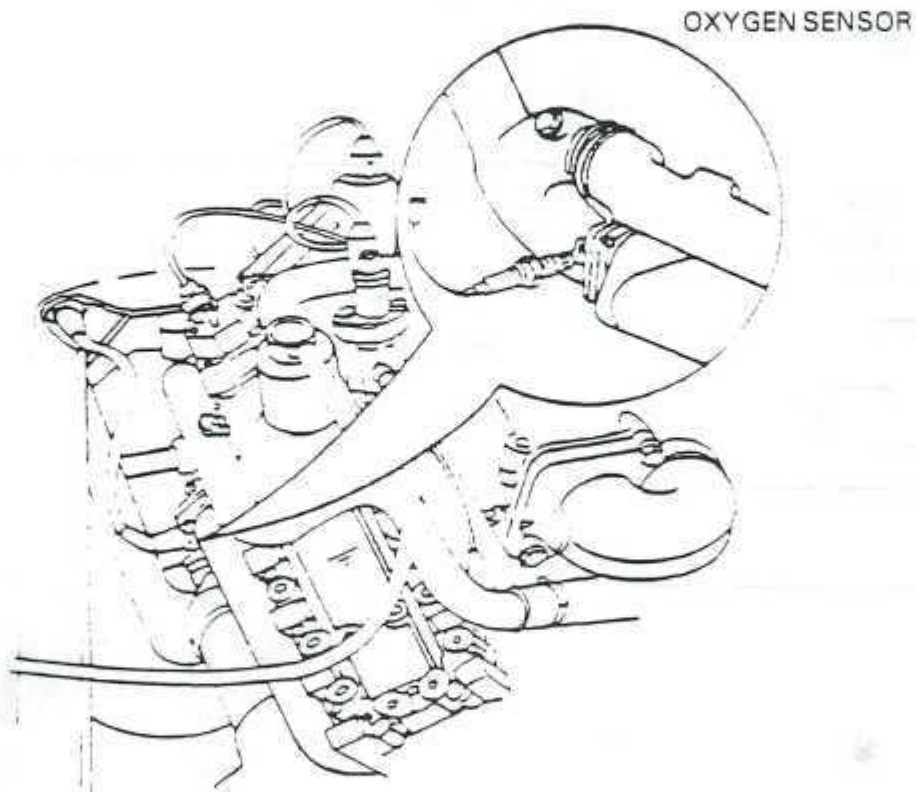


Fig. 22

SPECIFICATIONS

1. Lambda Sensor:
Torque specifications – 40 Nm (29 FT LB)
2. Thermal Switch
Contact shall open at $15 \pm 3^{\circ}\text{C}$ (59°F)
Close at max. of 5°C below its opening temperature
3. Throttle Micro-Switch
Shall operate during the final 1.5 mm (0.060 IN) of throttle movement.
4. Fuel Line Tightening Torques:

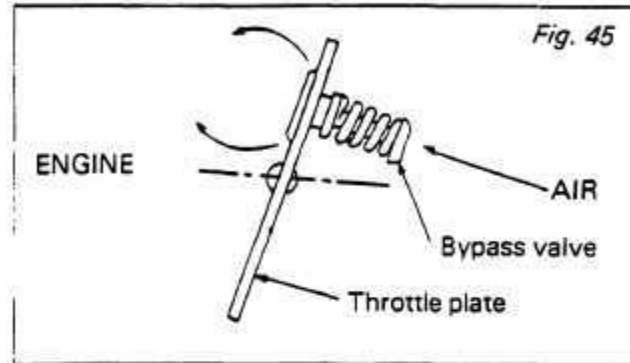
M8 Bolt	10-12 Nm (7-9 FT LB)
M10 Bolt	13-15 Nm (9-11 FT LB)
M12 Bolt	20-24 Nm (14-17 FT LB)
M14 Bolt	15-20 Nm (11-14 FT LB)
M12 Cap Nut	15-20 Nm (11-14 FT LB)
M14 Cap Nut	25-30 Nm (18-22 FT LB)
5. Pulse Ratios:
 - A. Normal Operation (Sensor connected and CO properly adjusted) –
 $35-45^{\circ}$ (reading pulsates)
 - B. Oxygen sensor disconnected –
 $40-50^{\circ}$ (steady reading)
 - C. Oxygen sensor lead disconnected.
Ground lead –
 87° minimum (steady reading)
 - D. Oxygen sensor lead disconnected.
1.5 volts applied to lead –
 20° maximum (steady reading)
 - E. Full throttle or engine cold (below 15°C or 59°F) –
 $50-60^{\circ}$ (steady reading)

DECELERATION CONTROL

DESCRIPTION AND OPERATION

During deceleration, a high manifold vacuum is created behind the closed throttle plates and lean condition occurs due to the loss of air flow through the air flow sensor. To eliminate this lean condition which causes high hydrocarbon emissions, a by-pass valve is located in each throttle plate.

The by-pass valves open when the manifold vacuum is above the normal idling vacuum. This allows enough air flow to by-pass the throttle plates and permit continued fuel injection. *Fig. 45.*



CLUTCH PEDAL — Fig. 4**REMOVAL**

1. Remove pedal box assembly as outlined in chassis frame and body section.
2. Remove spring clip and pivot pin connecting clutch pedal to clutch release shaft.
3. Remove spring clip retaining pedal shaft on right hand side of pedal box.
4. Draw out pedal shaft towards left hand side (at same time inserting short bar or screwdriver to retain accelerator and brake pedals) until clutch pedal is released.
5. Pedal pivot bushes may be replaced by knocking out old bushes and pressing in new.

INSTALLATION

1. Lubricate clutch pedal pivot bushes with grease.
2. Smear clutch release shaft pivot pin with molybdenum based grease and lightly oil shaft retaining clips and felt washer.
3. Position clutch pedal in pedal box, with spacer washer (if fitted) between left hand side of clutch pedal and pedal box.
4. Push pedal shaft through spacer washer (if fitted), clutch pedal, brake pedal, accelerator pedal, felt washer, plain washer, and into 'D' shaped hole in pedal box. Retain with spring clip.
5. Connect clutch release shaft to clutch pedal lever with pivot pin and retain with spring clip.
6. Wipe any excess lubricant from assembly and ensure all pedal pads are totally grease free.
7. Install pedal box assembly.

SPECIFICATIONS

GEAR RATIOS

1st.	3.364	4th.	1.057
2nd.	2.059	5th.	0.8205
3rd.	1.381	Rev.	3.1818

FINAL DRIVE RATIO

3:44:1

LUBRICANT

Capacity: 3.7 litres (7.82 pints)

Viscosity: Below -10°C (-3°F) SAE 75

Above -10°C (-3°F) SAE 80

Classification: Must meet spec. MIL-L-2105C or API-GLS

DIFFERENTIAL

Backlash: Nonadjustable

Carrier Bearing Preload:

New Bearing	10-30 Nm (2.7 LB)
Used Bearings	Must turn free without any play.

TORQUE SPECIFICATIONS

Transmission mount brackets to rear cover—	25 Newton Metres (18 FT/LB)
Clutch housing to engine shield—	20 Newton Metres (14 FT/LB)
Starter motor to clutch housing—	27 Newton Metres (19 FT/LB)
Flywheel protection shields to clutch housing—	20 Newton Metres (14 FT/LB)
Inner driveshaft to flange	
Shift cable mount brackets to rear cover—	25 Newton Metres (18 FT/LB)
Transmission drain and fill plugs—	19 Newton Metres (13 FT/LB)
Rear cover to case—	20 Newton Metres (14.6 FT/LB)
Half-casing attaching bolts:	
8 mm diameter	30 NM (22.5 FT/LB)
10 mm diameter	45-55 NM (34-41 FT/LB)
Clutch housing to case—	45-55 NM (34-41 FT/LB)
Differential ring gear to carrier—	120-140 NM (90-105 FT/LB)
Primary shaft nut—	120-150 NM (90-112.5 FT/LB)
Secondary shaft nut—	120-150 NM (90-112.5 FT/LB)
Bearing retaining plate to case—	45-55 NM (34-41 FT/LB)
Reverse shift fork to case—	12-14 NM (22-30 FT/LB)

SPECIAL TOOLS

J28869	Spring Compressor
J28866	Slide Bearing Cap Wrench
J33400	Seal Installer
J23907	Pilot Bearing Installer

28. Clean the joint faces of the clutch housing and transmission. Install the new gasket on the transmission case.
Install new O-ring seal on the clutch shaft tube.
29. Install the clutch housing and torque bolts.
30. Install the clutch fork onto the pivot in the clutch housing. The spring clips on the fork should be positioned to hold the dust boot against the clutch fork.
31. Install the throw-out bearing on the clutch fork.

UNIT REPAIR—PRIMARY SHAFT DISASSEMBLY

1. Remove the clutch shaft tube.
2. Separate the clutch shaft from primary shaft by removing the rollpin.
3. Remove the snap ring holding the bearing on the clutch end of the primary shaft.
Remove the bearing from the primary shaft.

NOTE: Do not drop the needle roller half-bearings when performing the next operation.

4. Remove the thrust washer and 4th speed driven gear. Remove the 4th speed synchro ring. (Fig. 22)

NOTE: Do not drop the three (3) balls and spring clips when performing the next operation.

5. Mark the position of the 3rd-4th speed sliding gear with marking paint. (Fig. 23)

Remove the sliding gear from the synchro hub. Retain the three (3) spring clips and balls.

NOTE: Do not drop the needle roller half-bearings when performing the following operation.

6. Remove the splined washer and synchro hub retaining lock ring.

Remove the 3rd speed driven gear, synchro ring and hub. (Fig. 24)

7. Remove the bearing from the differential end of the primary shaft with a suitable splitter extractor and press. (Fig. 25)



Fig. 22

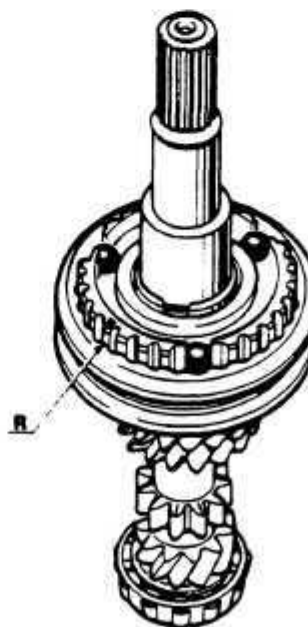


Fig. 23

Automatic Transmission

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DIAGNOSIS	G:04:01
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ON CAR SERVICE	G:06:01
REMOVAL AND REFITTING	G:07:01
COMPONENT REPAIR	G:08:01
FINAL DRIVE	G:09:01

MAINTENANCE/ADJUSTMENT

CHECKING AND ADDING FINAL DRIVE OIL

1. Raise the vehicle on a hoist.
2. Remove the final drive fill plug. *Fig. 8*
3. The oil level should be at the bottom of the fill plug hole. If necessary, add oil to bring level to proper height.

CHANGING FINAL DRIVE OIL

Notice:

The oil should be drained while hot.

1. Raise the vehicle on a hoist.
2. Remove the drain plug from the final drive case and all the oil thoroughly. *Fig. 8*
3. Install the drain plug and tighten with special tool wrench (J28847).
4. Remove the oil fill plug from the side of the final drive case and add gear oil until the oil level is at the bottom edge of the fill plug hole. *Fig. 8*
5. Install fill plug.
6. Lower vehicle on hoist.

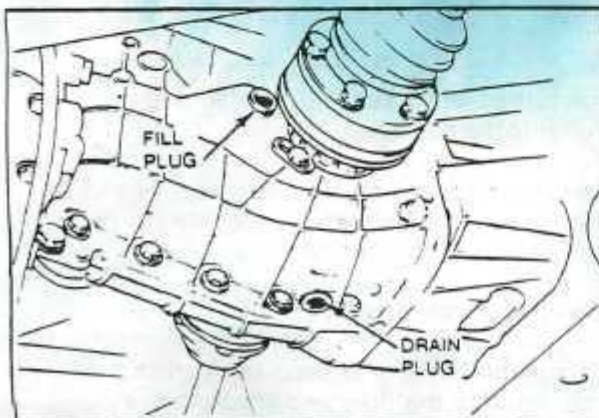


Fig. 8 FINAL DRIVE DRAIN PLUG

CHANGING THE TRANSMISSION FLUID

CAUTION: The fluid should be drained while hot.

SPECIAL CARE should be exercised to prevent physical contact with transmission fluid when changing or checking as transmission fluid is scalding hot (80°C/176°F).

1. Raise the vehicle on a hoist.
2. Remove the drain plug from the transmission fluid pan and allow the fluid to drain thoroughly. *Fig. 9*
3. Install the drain plug and tighten to ensure proper seating.

Notice:

A new copper washer should be installed each time drain plug is removed.

4. Lower the vehicle and add two quarts (1.89 liters) of transmission fluid through the filler tube.

Notice:

Use a funnel with a built-in 15/100 mesh filter.

5. With the selector level in the PARK position apply the parking brake, start the engine and let idle.
6. Add additional fluid to bring the fluid level to the proper mark on the dipstick.

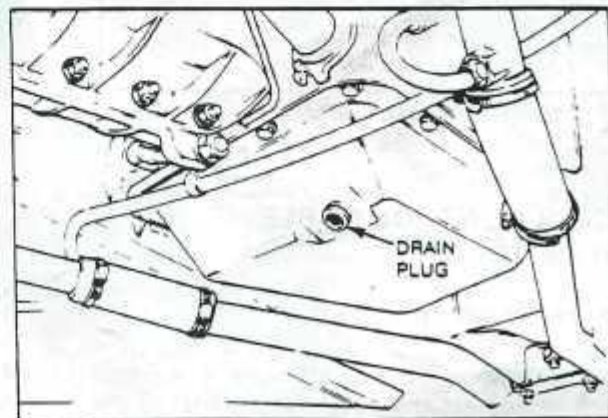


Fig. 9 TRANSMISSION FLUID DRAIN PLUG

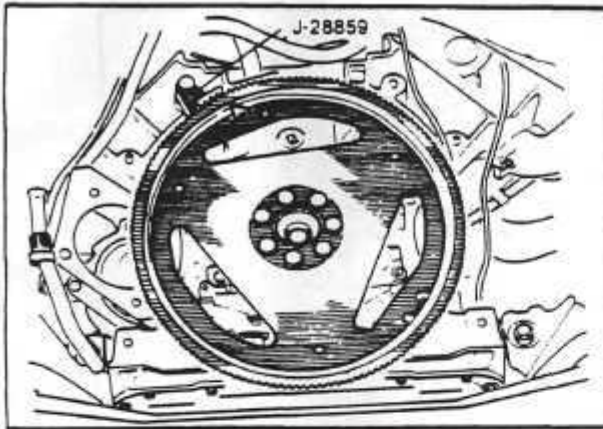


Fig. 28 FLY WHEEL LOCKING TOOL

UNIT SEPARATION

1. Drain the transmission fluid and final drive lubricant from the transmission assembly.
2. Remove the two (2) bolts securing the dipstick tube.
3. Remove the torque converter and fluid pump shaft. Fig. 29

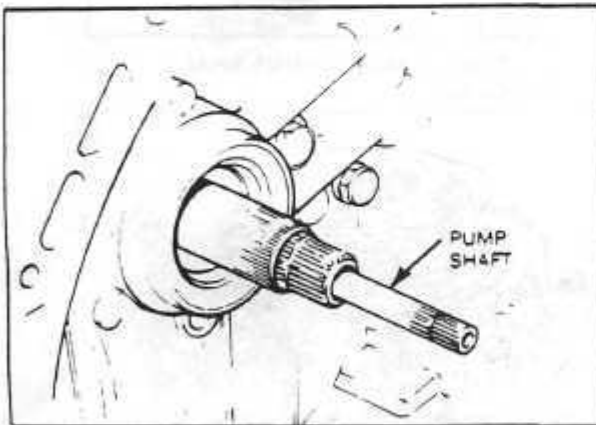


Fig. 29 FLUID PUMP SHAFT

4. Place the transmission in a vertical position, resting on the converter housing.
5. Remove the transmission fluid pan and gasket.
6. Remove the bolts securing the multiple switch and remove the switch. Fig. 30

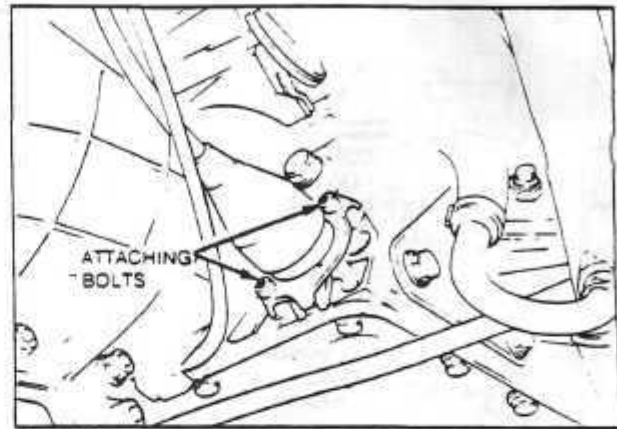


Fig. 30 MULTIPLE SWITCH REMOVAL

7. Release the retaining lugs on the wire connector and disconnect the solenoid wiring harness from the socket. Fig. 31

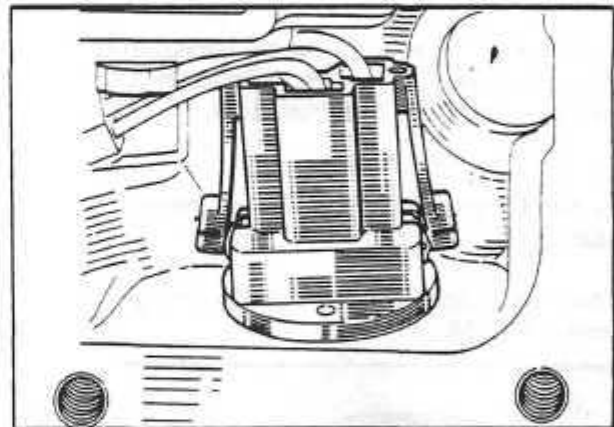


Fig. 31 SHIFT SOLENOIDS CONNECTOR

8. Remove the sealed socket from the case by pressing the two (2) plug retaining lugs together and pushing on the socket. Fig. 32

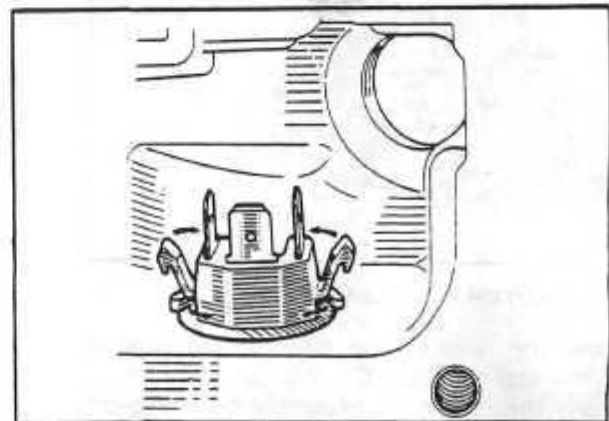


Fig. 32 SEALED SOCKET PLUG

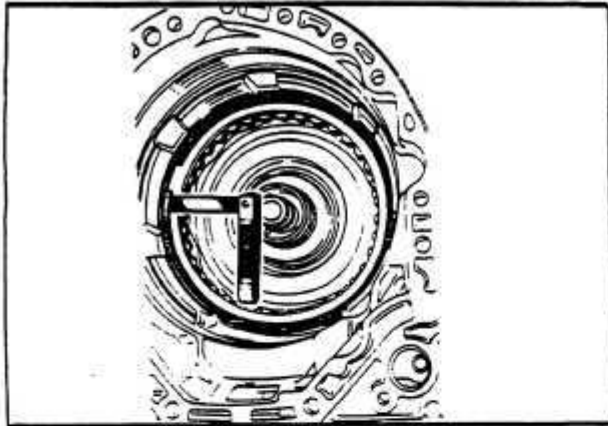


Fig. 50 BRAKE B-1 DISC PACK

ROLLER CLUTCH

The roller clutch is part of the clutch C1 assembly and must be removed from the assembly for repair.

Disassembly

1. Remove the turbine shaft from the clutch C1 by using a brass drift and hammer to free the shaft from the retaining clip.
2. Remove the roller clutch assembly from the clutch C1 housing as follows:

Install the special tool J 29351 (part of the A/T Tool Kit) on the clutch housing aligning the depressing screws with the holes in the clutch housing. Tighten the screws evenly until the lock ring is released and pull the assembly free from the housing. *Fig. 51*

3. Separate the input gear hub from the roller clutch and outer hub assembly. *Fig. 52*

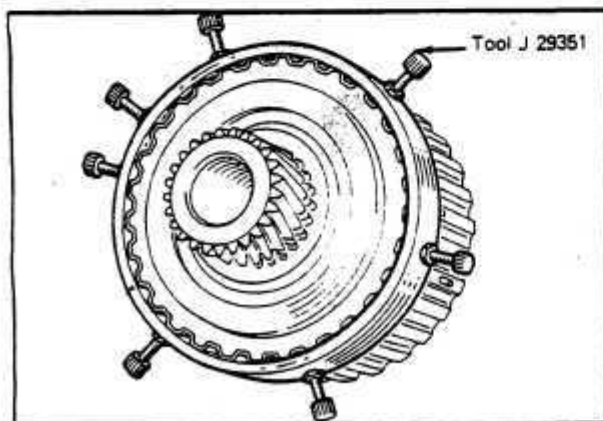


Fig. 51 CLUTCH C-1

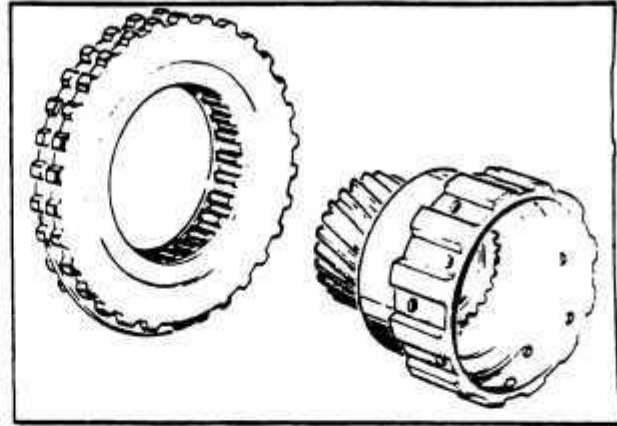


Fig. 52 INPUT GEAR ROLLER CLUTCH ASSEMBLY

4. Remove the upper thrust sleeve, roller clutch, and lower thrust sleeve from the outer hub. *Fig. 53*

Reassembly

Clean and inspect roller clutch parts for any damage or scoring.

1. Fit the lower thrust sleeve in the outer hub. *Fig. 53*
2. Lubricate the roller clutch with transmission fluid and install in the hub with the shoulder on the clutch to the outside of the outer hub. *Fig. 53*
3. Fit the upper thrust sleeve on the clutch and install the input gear hub.
4. Check the operation of the roller clutch. When holding the outer hub, the sun gear on the input gear hub must be free to rotate clockwise and lock itself when an attempt is made to turn it counter-clockwise. *Fig. 54*
5. Fit the roller clutch assembly in the clutch C1 housing. Depress the lock ring and insert the assembly until it is fully seated and the lock ring is in position.

Notice:

Do not fit the turbine shaft to the clutch C1 as it will have to be removed for transmission reassembly adjustments.

Notice:

If the differential adjusting nuts were not moved and the pinion gear assembly was not disassembled, the differential adjustments will not have to be performed during final drive re-assembly.

Example:

120.00 mm	Set Value
- 46.48 mm	Distance Measurement X
<u>73.52 mm</u>	Dimension A

- f. The final dimension should be as near as possible to 73.6 mm (2.898 in.). If it is not close to 73.6 mm, the thickness of the shim pack under the bearing race C *Fig. 73* in the planetary housing will have to be increased or decreased.
- g. Remove and disassemble the planetary gear carrier assembly.
- h. Remove the bearing race from the planetary gear carrier housing and adjust the shim pack to obtain the proper final dimension measurement.
- i. Install the bearing race using a brass drift. Fit the roller bearing in the race and install the new lip-seal.
- j. Reassemble the planetary gear carrier and torque tighten the lock nut. Lock (peen) the nut to the shaft (see torque specifications).

DIFFERENTIAL PINION GEAR — Fig. 75

- 1 - Roller Bearing (Inner)
- 2 - Governor Drive Gear
- 3 - Secondary Gear
- 4 - Spacer
- 5 - Roller Bearing (Outer)
- 6 - Nut

Disassembly

1. Remove the nut, roller bearing, and spacer from the pinion gear.
2. Remove the secondary gear and governor drive gear.
3. Remove the inner pinion bearing from the shaft using a hydraulic press.

Reassembly**Notice:**

The ring and pinion gears are not serviced separately. If one part is damaged, they must be replaced as a set.

1. Press the inner pinion bearing onto the pinion gear shaft.
2. Install the governor drive gear.
3. Install the secondary gear with the flat face of the gear towards the head of the pinion gear.
4. Install the spacer with the larger diameter end facing the secondary gear.
5. Install the outer pinion bearing and nut.

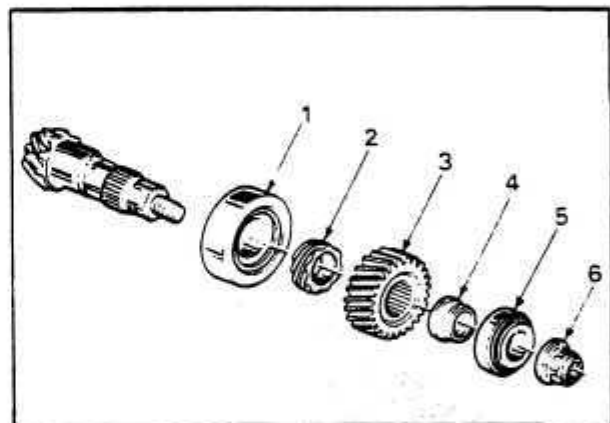


Fig. 75 FINAL DRIVE PINION ASSEMBLY

Notice:

Do not tighten the nut at this time.

Notice:

Pinion gear adjustments will be performed in the Final Drive REASSEMBLY section.

DIFFERENTIAL CARRIER — Fig. 76

- 1 - Carrier
- 2 - Carrier Bearing
- 3 - "O" Ring Seal
- 4 - Concave Washer
- 5 - Spider Gear
- 6 - Shaft
- 7 - Pin

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H:03:02

Steering

5. Position and secure ignition lock assembly to column with shear bolts.

Note:

Shear bolts are designed to allow bolt heads to break off when torque has been achieved.

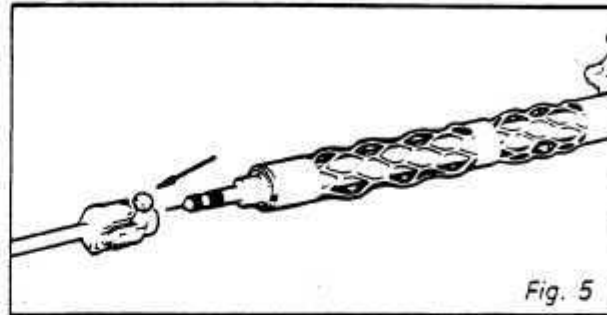
6. Position and secure multifunction switch to steering column.

Note:

The "nub" on the turn signal cancelling cam must be pointing towards the turn signal lever in order to operate properly.

7. Connect steering column electrical harnesses.
8. Position and secure both driver's instrument column knee pads.
9. Position and secure steering wheel to steering column and torque to specification. Install steering wheel trim pad.
10. With the steering column in the straight ahead position, and front wheels pointing straight

ahead, slide the upper universal joint onto the steering column assembly and secure the pinch bolt. Torque to specification. *Fig. 5*



11. Tighten pinch bolt securing intermediate shaft to lower universal joint. Torque to specification.
12. Position and secure both access covers in the luggage compartment. Reposition carpeting. Close luggage compartment hood.
13. Check operation of all column mounted switches.

WHEEL SPINDLE

REMOVAL

1. Raise car on hoist.
2. Remove tyre and wheel assembly.
3. When working on left side, disconnect the speedometer cable.
4. Remove both brake caliper mounting bolts and position caliper assembly out of the way. Caliper must not be suspended by brake hose.
5. When working on left side, remove speedometer drive cap from centre of hub.
6. Remove hub nut and "D" washer.
7. Remove hub and brake disc assembly.
8. Using a tie rod end remover, disconnect tie rod end from steering knuckle.
9. Remove brake disc spacer.
10. With front suspension at full travel, remove nut securing lower ball joint to steering knuckle and separate ball joint from steering knuckle.
11. Remove nut securing upper ball joint to steering knuckle and separate ball joint from steering knuckle. Remove steering knuckle assembly.

12. Remove spindle retaining nut. (On left side, nut is removed with speedometer 90° angle drive.)
13. Press spindle from steering knuckle as shown in Fig. 10

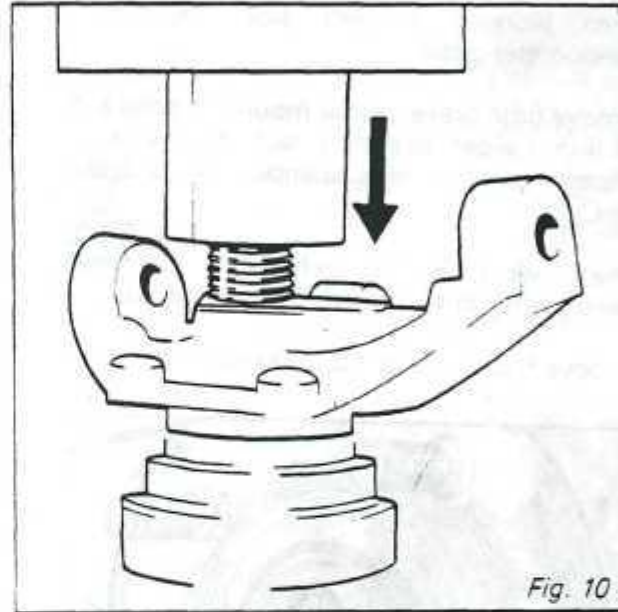


Fig. 10

INSTALLATION

1. Position spindle into steering knuckle. Install spindle retaining nut and torque to specification.
2. To complete installation, reverse removal procedures starting with Step 11 and torque fasteners to specification.

Rear Suspension

Contents

GENERAL DESCRIPTION	K:01:01
UPPER LINK/BUSHINGS	K:02:01
LOWER LINK/BUSHINGS	K:03:01
HUB CARRIER	K:04:01
TRAILING ARM	K:05:01
TRAILING ARM BUSHINGS	K:06:01
SHOCK ABSORBER/COIL SPRING	K:07:01
TOE-IN ALIGNMENT ADJUSTMENT	K:08:01
TORQUE SPECIFICATIONS	K:09:01

TOE-IN ALIGNMENT ADJUSTMENT

1. Check rear wheels for rim run out. Maximum tolerance is .406 mm (.16 inch).
2. Check tyre pressures. 30 p.s.i. 2.06 bar.
3. Check and ensure no abnormal wear in suspension, joints, wheel bearings.
4. Place vehicle on flat surface.
5. Check and, if necessary, adjust setting height 140 mm (5.5 inches). Fig. 9. This measurement must be taken from the centre of the rear crossmember.

It is important to note that the vehicle setting height must be attained prior to checking or adjusting the suspension.

It may be necessary to lift the rear of the vehicle or load the vehicle to obtain the specified setting height.

6. Proceed with wheel alignment per the directions of the manufacturer of the alignment equipment used.

Note:

Where equipment directions indicate to jounce the suspension, substitute with, check and ensure specified setting height is maintained.

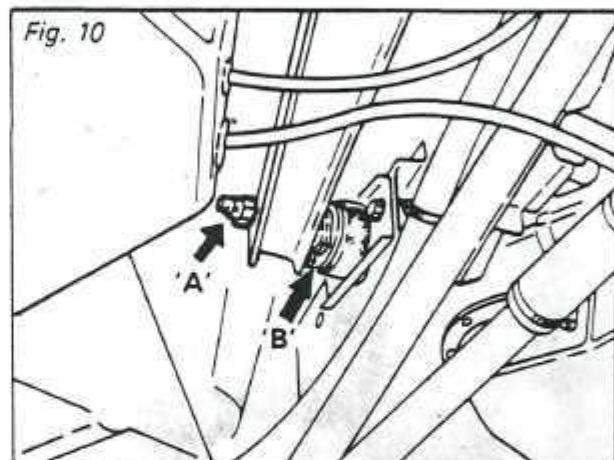
ALIGNMENT SPECIFICATIONS – REAR

Toe-In 3 mm (0.12 inch) per wheel
 CAMBER $\frac{1}{4}^{\circ}$ to $\frac{3}{4}^{\circ}$ negative and non-adjustable

Note:

If camber specifications do not fall within the specified tolerance, check for damaged suspension components.

7. Remove trailing arm shields.
8. Loosen trailing arm pivot bolt 'A' Fig. 10



9. Remove or add the required amount of shims (Part No. 106680) to obtain the specified tolerance. 'B' Fig. 10

Note:

1 Shim = 1.1° ($\frac{1}{8}$ inch)

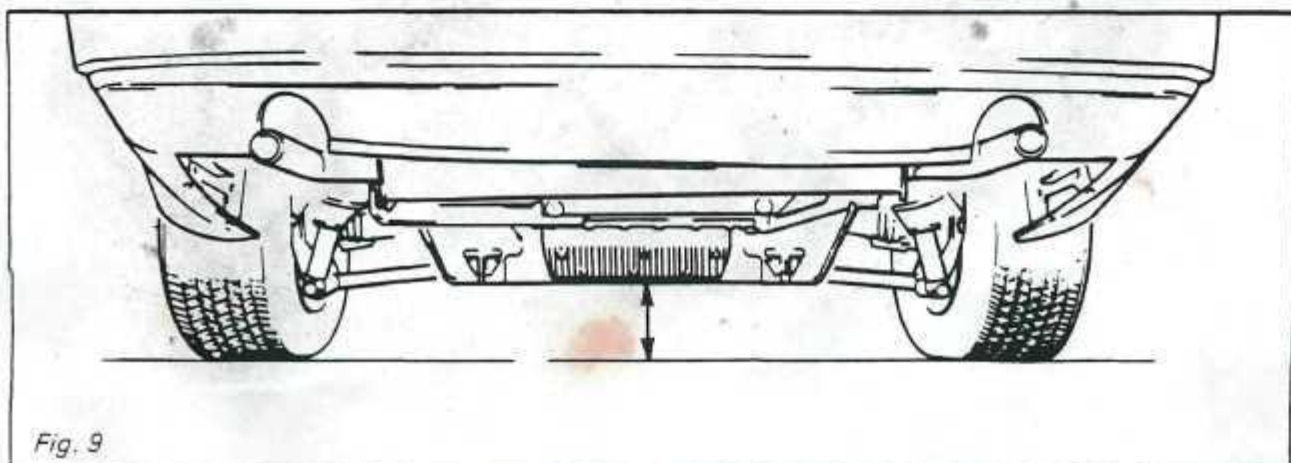


Fig. 9

installed. If the cylinder bore is damaged, the caliper must be replaced.

REASSEMBLY

1. Lubricate cylinder bores and new sealing rings with clean brake fluid and install sealing rings into groove in the bore.
2. For ease of assembly, keep the dust covers dry and do not lubricate.
3. Insert the piston into cylinder bore and install the dust covers and retaining rings. Make certain dust covers are correctly installed.

INSTALLATION

1. Position the caliper to the hub assembly ensuring shims originally removed between the mounting faces are correctly positioned. Torque to specification.
2. Replace pads retaining pins and retaining pin clips.
3. Reconnect brake pipe and bleed system.
4. Install tyre and wheel assembly. Torque to specification.
5. Lower car on hoist.

BRAKE BLEEDING PROCEDURE

BRAKE SYSTEM BLEEDING – MANUALLY

Whenever any part of the brake system has been disconnected or when the level of brake fluid in the reservoir becomes so low as to allow air to be drawn into the master cylinder, bleeding the air from the brake system is required.

If brake component seals are worn or deteriorated it is possible for air to enter the caliper piston bores without any indication of leaking brake fluid and thus creating a 'spongy' pedal feel. This spongy pedal feel is the usual indication of air in the system.

NOTICE: It is important that cleanliness be strictly practiced during the entire brake bleeding procedure. Care should be exercised to ensure that dirt or water are not allowed to enter the brake system, especially at the reservoir.

BLEEDING PROCEDURE

1. Inspect brake fluid reservoir for proper fluid level (at MAX mark) and top up if necessary with fresh, unused brake fluid of the specified grade (DOT 4) (SAE 1703).

NOTICE: Never use brake fluid which has been bled from any system to top up the fluid in the reservoir as it may be contaminated or aerated.

NOTICE: Periodically inspect the level of brake fluid in the brake reservoir during the bleeding procedure. Care should be exercised not to allow the level of fluid to drop to a point where air could enter the hydraulic system via the reservoir.

A clean glass container holding approximately ½" of clean, unused brake fluid (DOT 4) should be used to receive the brake fluid being bled from the system. In addition, the end of the transparent drain tube should always be immersed in this fluid during the bleeding procedure.

When bleeding the brake system it is important to start with the **longest length** of hydraulic line first.

2. With the engine off, remove the vacuum reserve in the brake servo booster by applying the brakes several times.
3. Raise car on hoist.
When bleeding all four wheels, the following sequence **MUST** be followed:
A. RIGHT REAR
B. LEFT REAR

C. RIGHT FRONT

D. LEFT FRONT

4. Install a box end wrench over the caliper bleeder screw and install a transparent drain hose over the bleeder screw. The drain hose should then be placed into the receiving container with the other end immersed in brake fluid.
5. Repeat the following steps for each wheel in the sequence previously listed:
 - A) Fully depress the brake pedal **slowly one time and hold.**
 - B) Loosen the bleed screw to purge the air from the line.
 - C) Re-tighten the bleed screw.
 - D) Slowly release the brake pedal and wait 5 seconds to allow the master cylinder piston to fully retract.
 - E) Repeat A through D until brake fluid containing no bubbles emerges from the drain tube.

NOTICE: There may be a small amount of red fluid discharged from the drain tube on the initial bleeding of the brake system. This fluid is test fluid used by the manufacturer during production and is not harmful to the system.

NOTICE: Top-up the brake fluid reservoir as required during the bleeding procedure making certain air is not drawn into the system.

6. Lower car and top up brake fluid reservoir as required.

BRAKE SYSTEM BLEEDING—PRESSURE TECHNIQUE

Bleeding the brake system with available pressure bleeder tools considerably assists in performing this procedure. These tools are equipped with brake fluid holding tanks pressurised.

The variety of equipment consists of a holding tank partially filled with brake fluid and a rubber hose which is intended to be connected to master cylinder adapter suitably designed to be installed on specific master cylinder reservoirs. Compressed air is then placed in the holding tank which forces the brake fluid into the brake hydraulic system via the master cylinder reservoir.

Pressure bleeding equipment must be of the diaphragm type, that having a rubber diaphragm between the brake fluid and the air supply to prevent moisture, air or other contaminants from entering the brake hydraulic system.

REMOVING THE ROLLER CLUTCH ASSEMBLY – Fig. 9

Removal of the Roller Clutch Assembly necessitates the withdrawal of the Collar (19). A tube of appropriate diameter may be used to drive this down the shaft.

1. Remove the Spring Ring (20).
2. Remove Collar (19) and Roller Clutch Assembly (21).

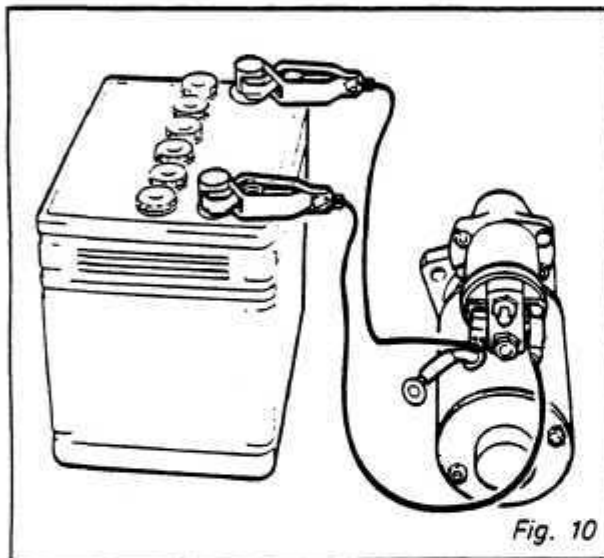


Fig. 10

ADJUSTING THE SOLENOID – STARTER DRIVE FORK – Fig. 10 and 11

Activate the solenoid as shown.

Check in this position that clearance (A) between the pinion and stop is 1.5 mm (.059"). Fig. 11

Turn the fork eccentric pivot pin to adjust if necessary.

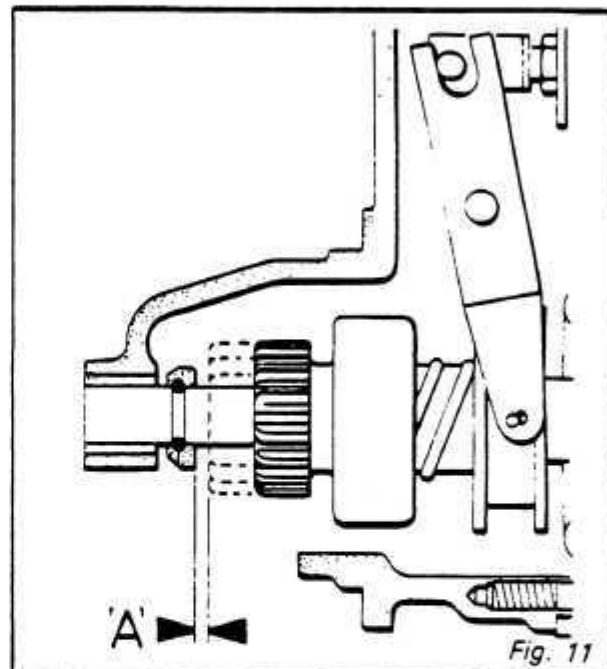
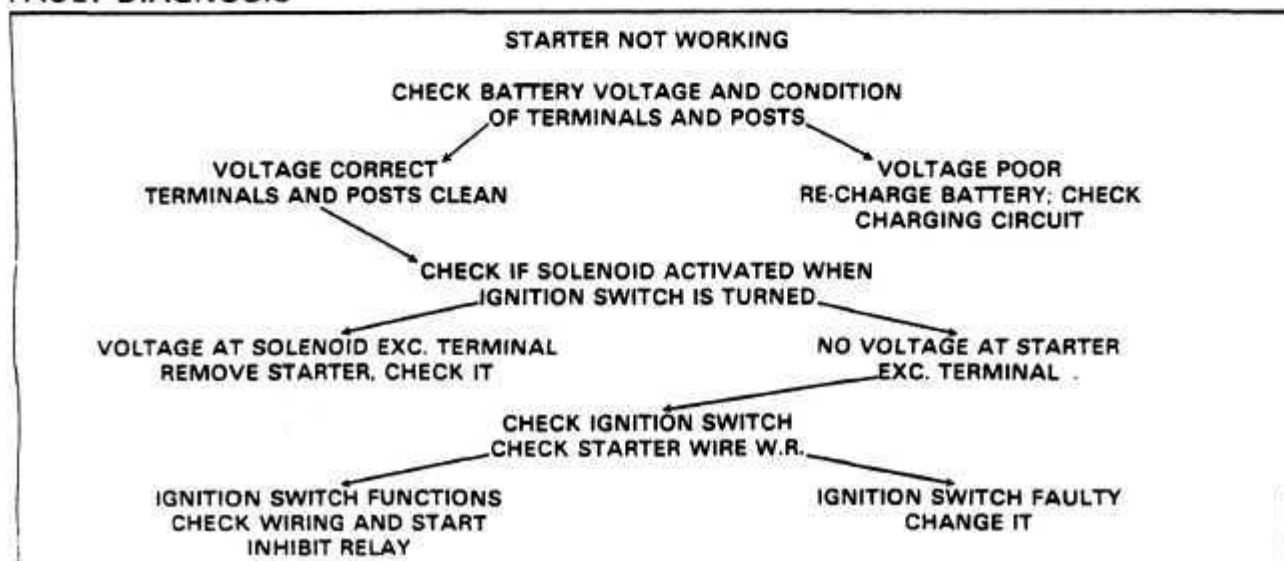


Fig. 11

FAULT DIAGNOSIS



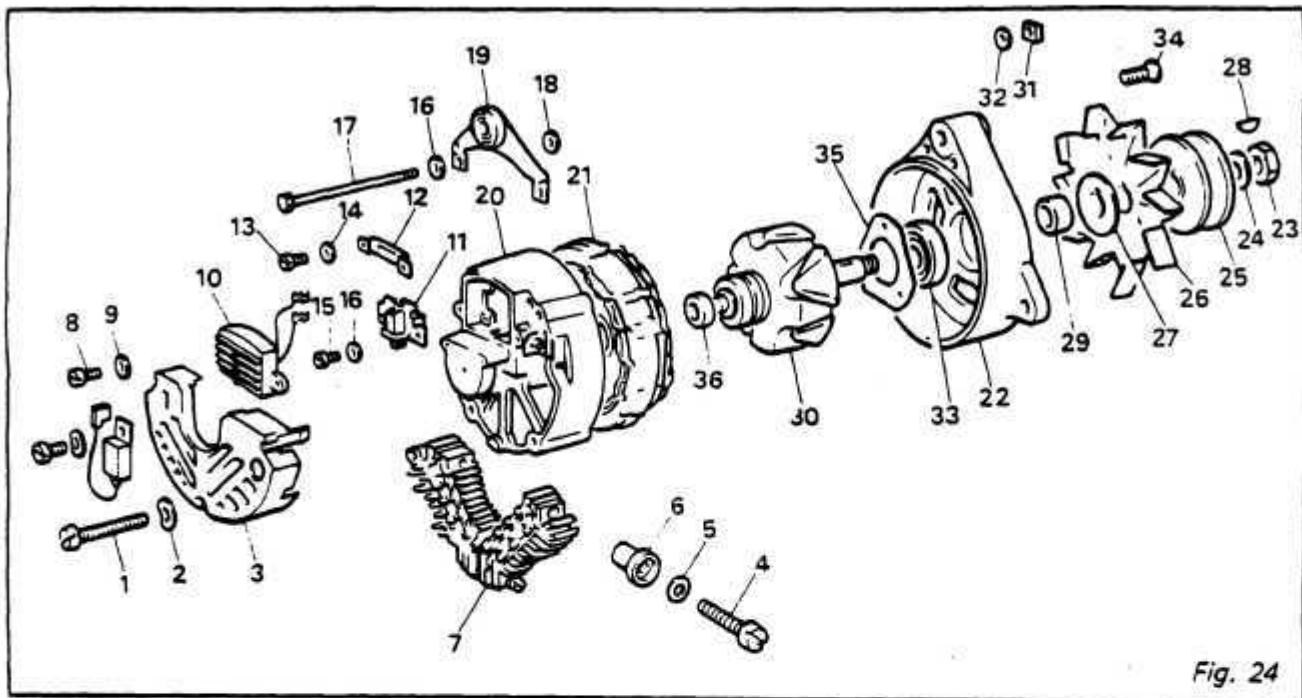


Fig. 24

3. Never disconnect the regulator or battery when the alternator is turning.
4. Always disconnect the battery before removing the alternator.

When an alternator is turning its positive terminal (+) must always be connected to the battery and its negative terminal (-) together with the battery negative (-) terminal connected to earth.

REMOVING REGULATOR — Fig. 24

1. Remove screws (8) and washers (9) from regulator (10).
2. Disconnect wires from brush carrier (11) and regulator feed plate (12) and remove regulator (10).

REVERSE THE ABOVE PROCEDURE FOR RE-FITTING.

REMOVING THE DIODE CARRIER — Fig. 24

1. Remove screw (1), washer (2) and holding plastic cover (3).
2. Unsolder six winding wires.
3. Unsolder regulator feed wire.

4. Remove two screws (4), washer (5), spacer (6) and holding bridge (7) to rear housing.
5. Remove diode bridge (7).

Note:

Never dismantle the diode bridge.

REMOVING THE BRUSH CARRIER — Fig. 24

1. Remove screws (8) and washers (9) from regulator (10).
2. Disconnect wires from brush carrier (11) and regulator feed plate (12) and remove regulator (10).
3. Remove screws (13) and washers (14) holding regulator feed plate (12) and leave loose.
4. Remove screws (15) and washers (16) holding brush carrier (11) and lift carrier out.

REVERSE THE ABOVE PROCEDURE FOR RE-FITTING.

REMOVING THE STATOR — Fig. 24

1. Remove regulator (10), brush carrier (11) and regulator feed plate (12).

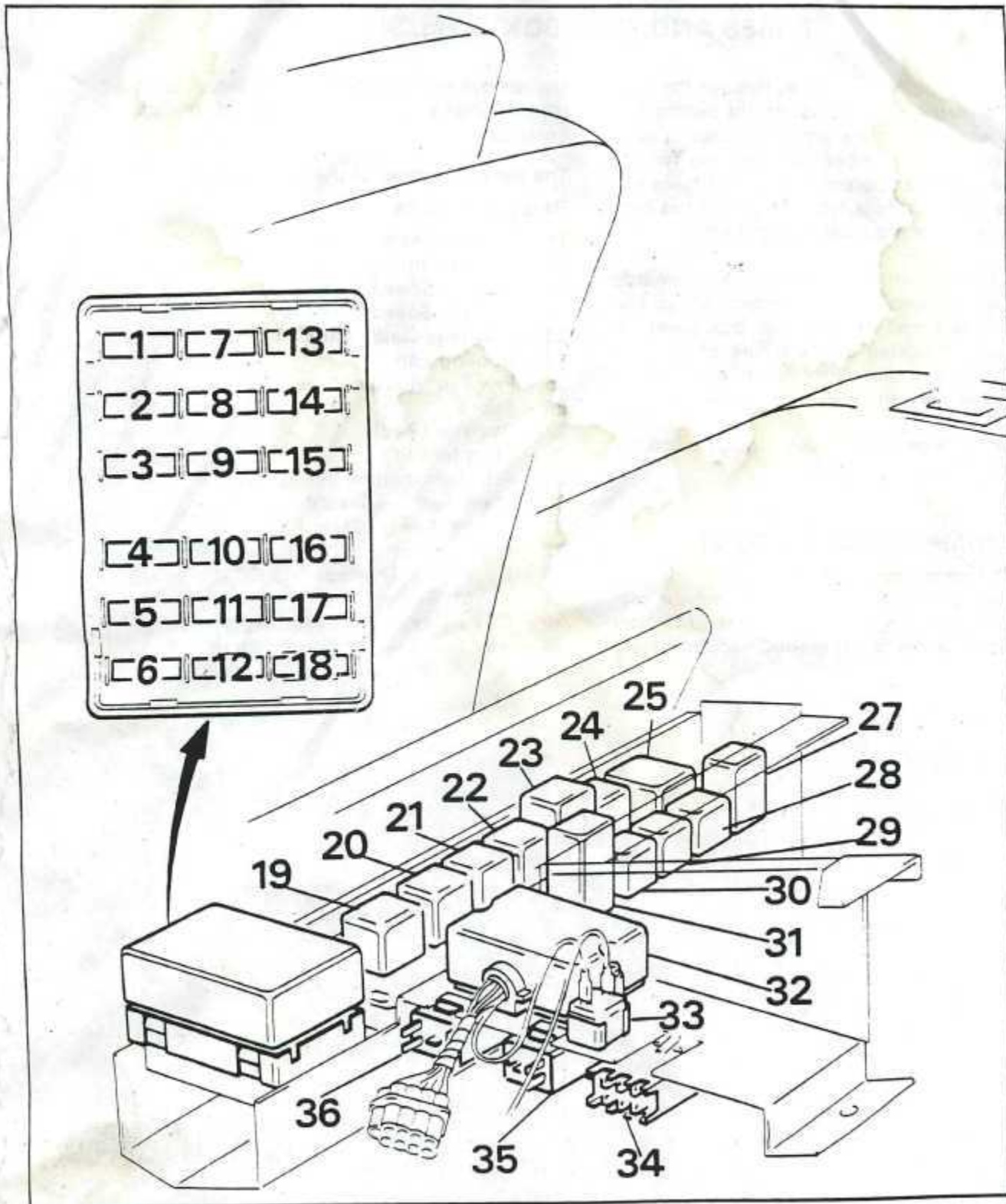


Fig. 31

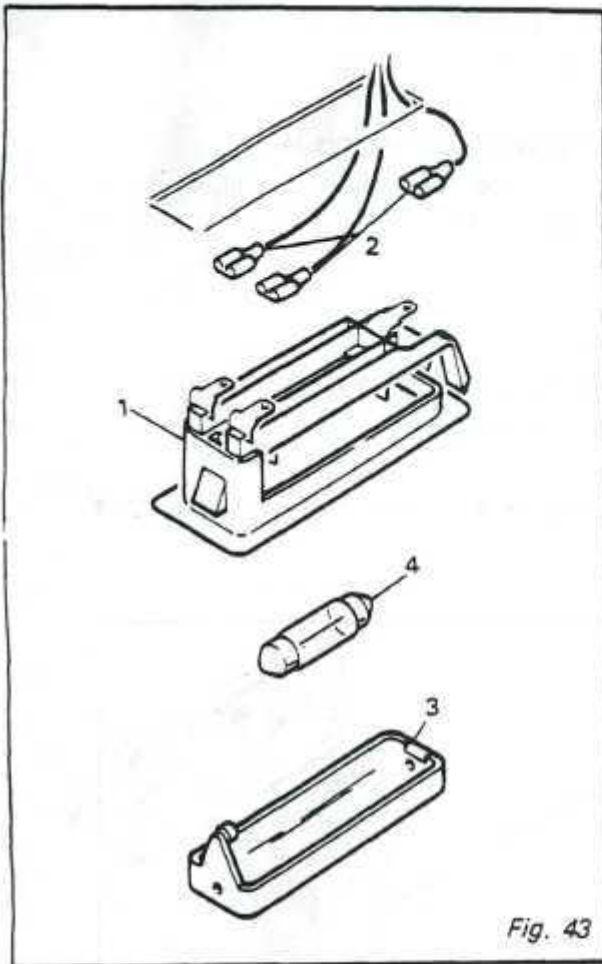


Fig. 43

DOOR LIGHTS REMOVING – REFITTING – Fig. 44

Removing

- Ease back rubber rim around lens (1).
- Carefully prise lens (2) out of rubber.

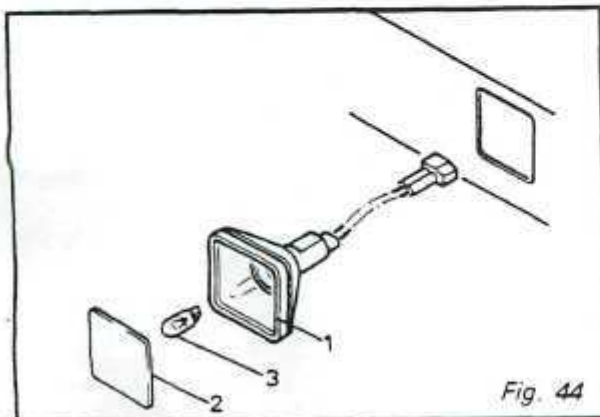


Fig. 44

- Pull out rubber (1) and bulb (3) from door sufficiently to disconnect harness plug.

Note:

Bulb is of a capless type and plugs in.

Refitting

REVERSE REMOVAL PROCEDURE.

GLOVE BOX LIGHT REMOVING – REFITTING – Fig. 45

Removing

- Open the glovebox.
- Locate light on right side of glove box.
- From rightside under glovebox unplug electrical connectors (1).
- Unscrew bulb holder (2).
- Remove securing nut (3).
- Withdraw the lens (4) and washer (5) from inside glove box.
- Unscrew bulb (6) from holder (2).

Refitting

REVERSE REMOVAL PROCEDURE.

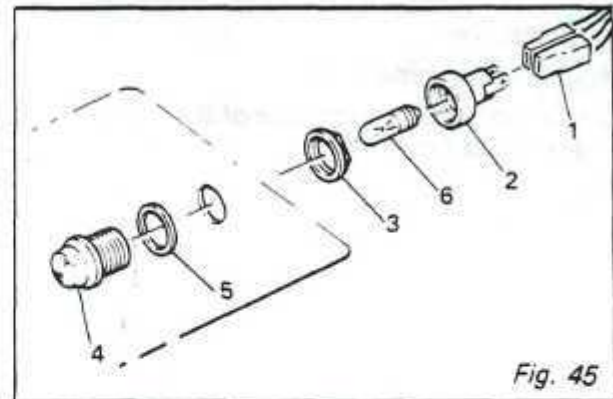


Fig. 45

LUGGAGE COMPARTMENT COVER LIGHT REMOVING – REFITTING – Fig. 46

Removing

- Open the hood.
- Using a narrow bladed screwdriver carefully prise the light (1) from its location.
- Disconnect the wiring connections (2).
- Unclip bulb (3).

RADIO

REMOVAL – REFITTING – Fig. 63

Removal

- Remove knob assembly (1).
- Remove nut (2) and washer (3).
- Remove trim plate (4).
- Remove air vents from centre console, working through aperture in centre console withdraw radio (5).
- Disconnect connector from radio to earth terminal, speaker wires from harness plug and disconnect aerial plug.

Refitting

REVERSE REMOVAL PROCEDURE.

FRONT FASCIA SPEAKERS REMOVING – REFITTING – Fig. 64

Removing

- Remove two securing nuts (1).

- Withdraw the speaker and rubber shroud (2).
- Disconnect snap connectors (3).

Refitting

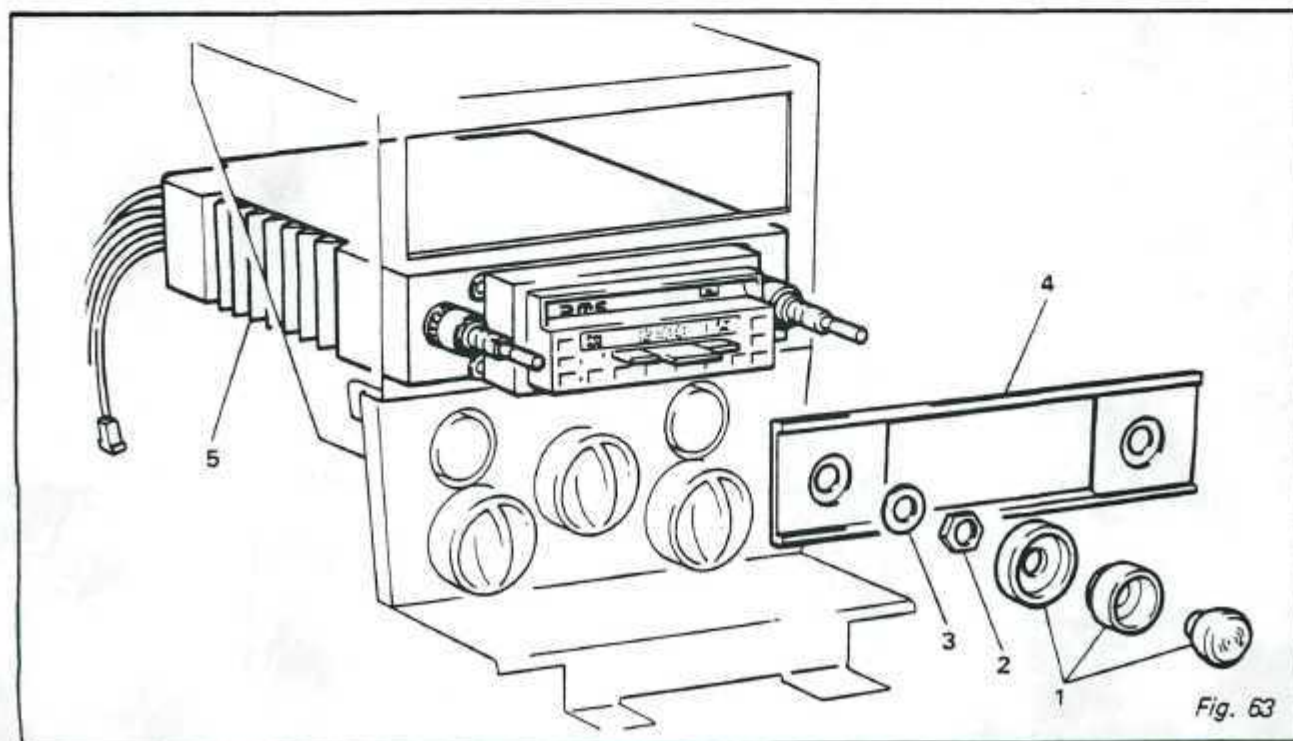
- Connect two snap connectors (3).
- Insert the speaker and shroud (2).
- Fit the two securing nuts (1) and tighten.

REAR RADIO SPEAKERS

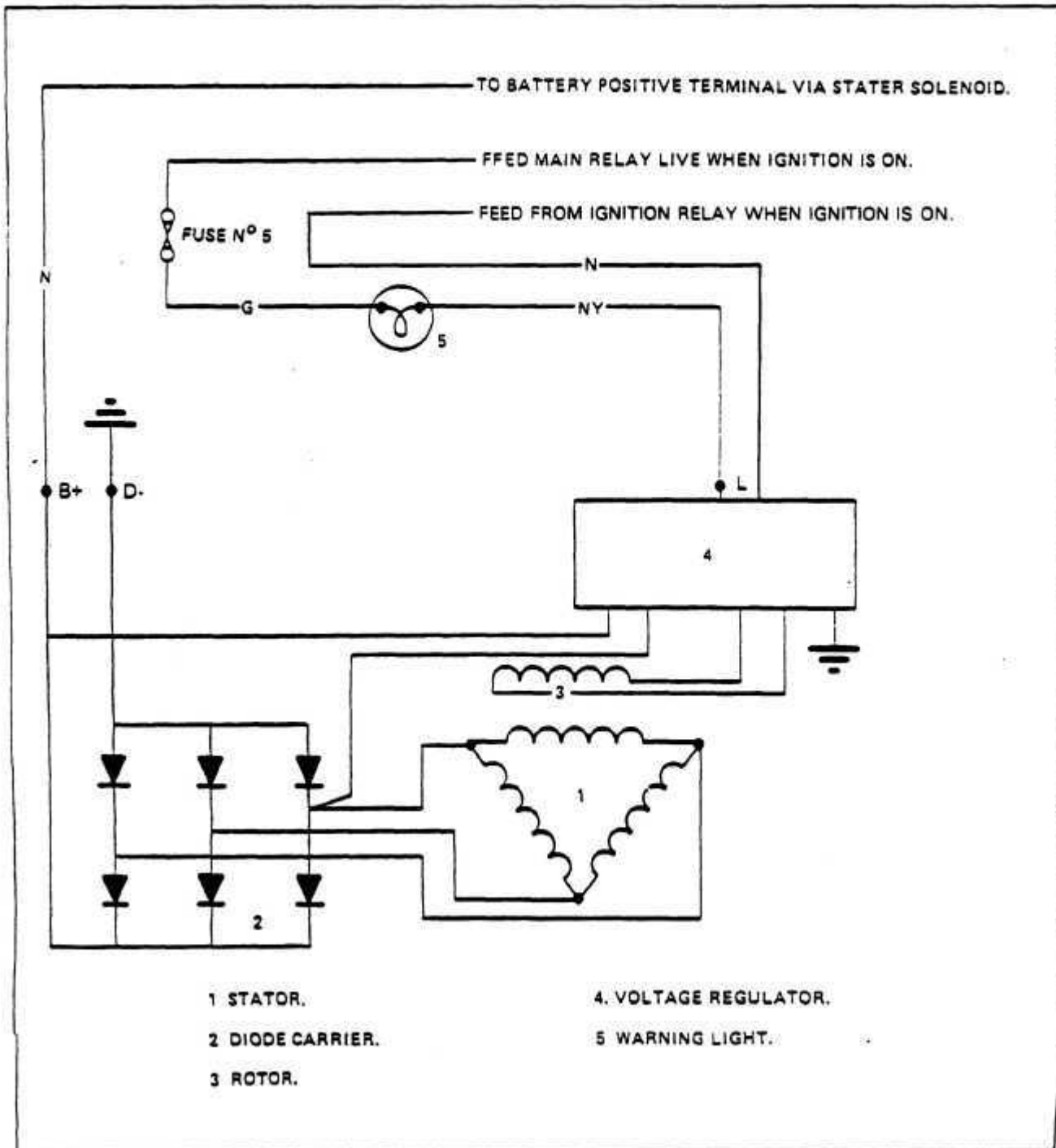
REMOVING – REFITTING – Fig. 65

Removing

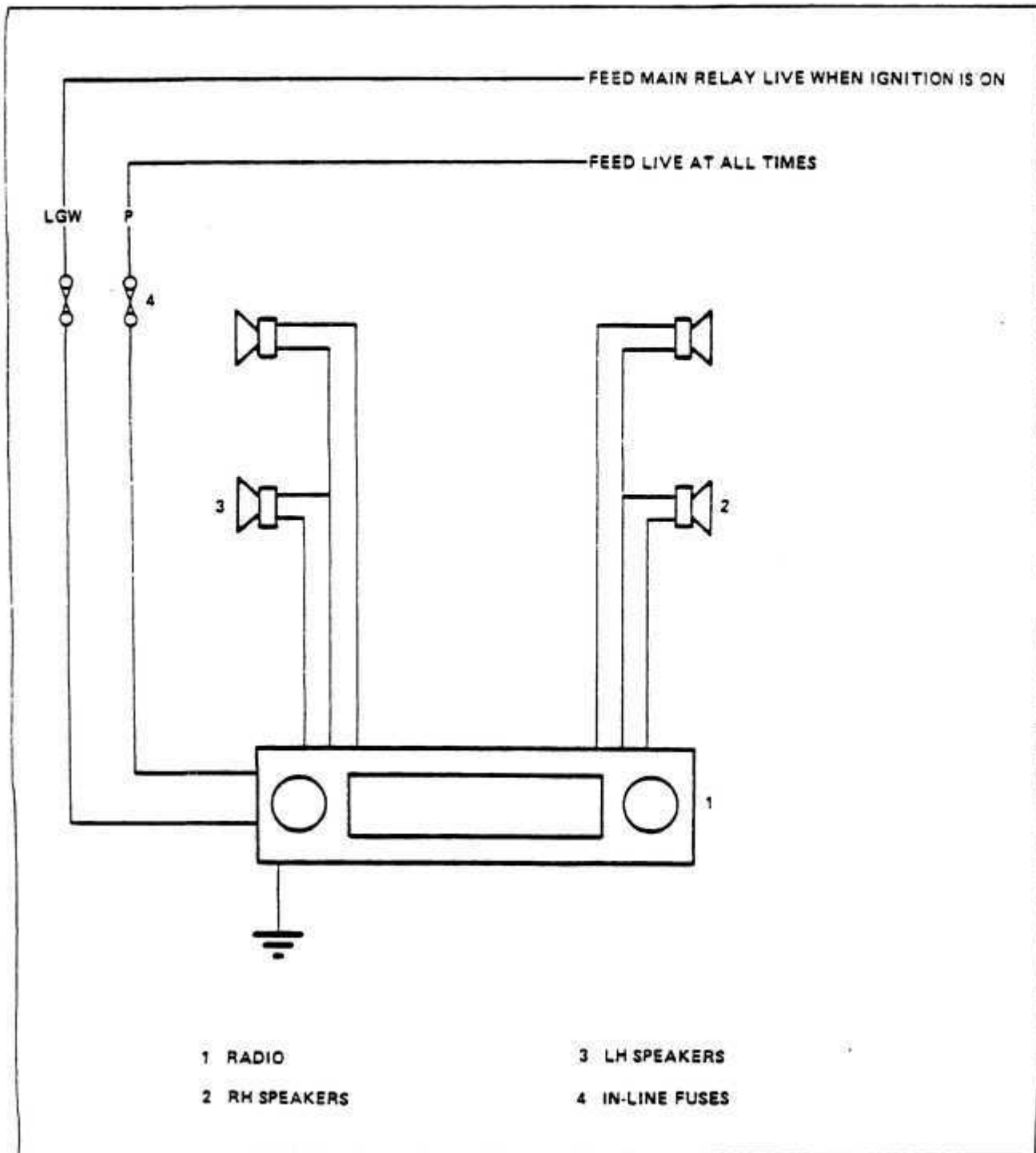
- Locate rear quarter trim panel.
- Partially remove door seal from around trim panel.
- Remove upper seat belt securing bolt.
- Remove top and bottom trim panel securing screws.
- Pull back trim panel.



DUCELLIER ALTERNATOR



RADIO CIRCUIT



The layout of the heater/air conditioning unit is shown in the diagram which is viewed from the top as fitted in the car. *Fig. 1*

Air is drawn by the fan either through the fresh air intake located just ahead of the windshield, or from the interior of the car dependent on the position of the re-circulation flap. Air is then blown by the fan through the air conditioning evaporator to the temperature flap, the position of which controls the proportion of air directed through the heater matrix.

Two mode flaps mounted on a common spindle then direct air to either the footwell/screen chamber, or to the door/face level vent chamber (or both). The footwell/screen chamber is incorporated in the L.H. end of the unit, and contains a horizontally pivoted flap which directs air either upwards to the screen vents, or downwards to the footwell vents. The door/face level vent chamber comprises of a separate moulding fixed to the rear of the unit and contains a horizontally pivoted flap which either shuts off the face level vents, or closes a bridging duct connecting with the screen vent. *Fig. 2*

All flaps with the exception of the temperature flap are vacuum operated via diaphragm activators. The temperature flap is cable operated, direct from the temperature control knob.

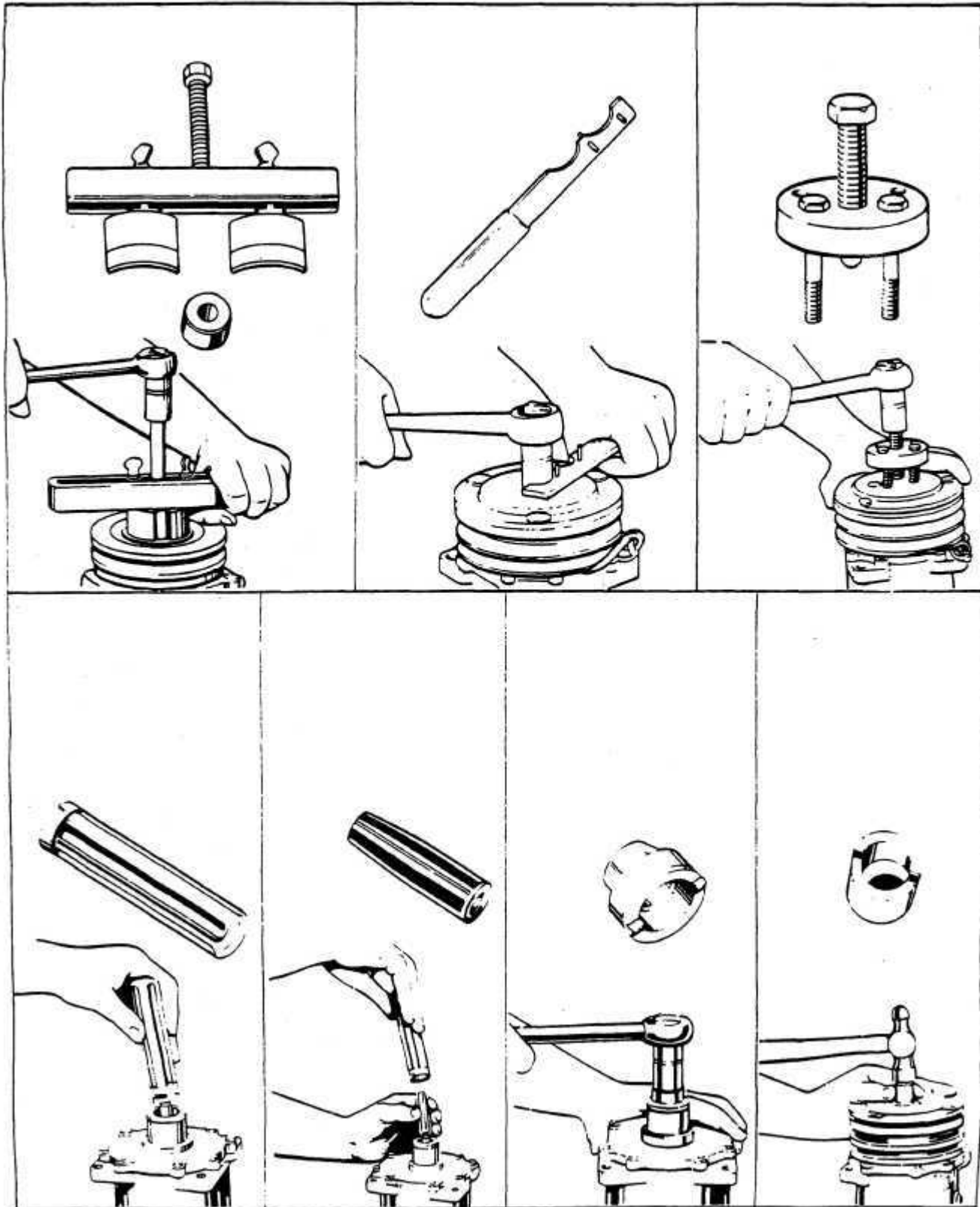
The heater/air conditioning selector switch has two functions. One is to supply a vacuum to the correct flap activator(s) whilst the other is to supply an electric current to the compressor of booster fan.

The vacuum distribution part of the control switch consists of a spring loaded rubber labyrinth which is rotated across five parts, connected by rubber pipes to flaps in the heater/air conditioning unit. Vacuum is supplied from the engine inlet manifold, and stored in a reservoir located in the left hand rear pontoon. A non-return valve in the supply line to the reservoir ensures that a vacuum is maintained when the engine is switched off.

The connection and switching sequence of the selector switch is as follows:

Fig. 13

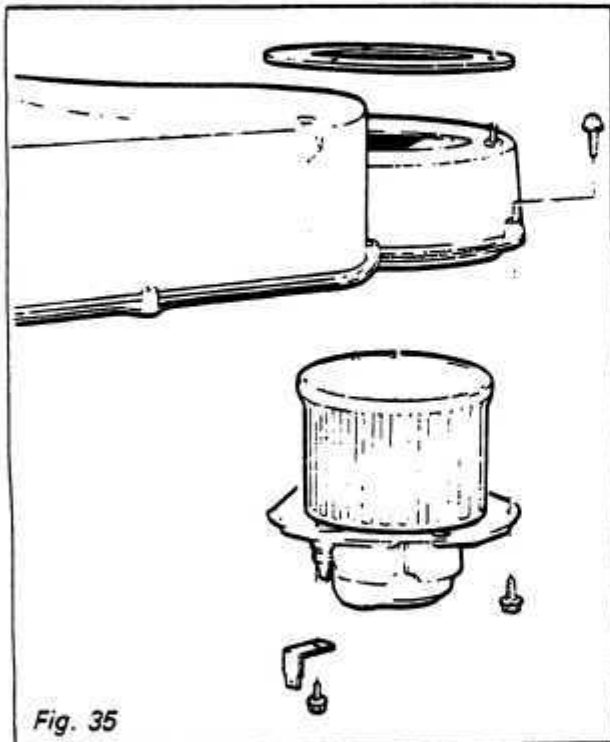
10735 COMPRESSOR CLUTCH KIT



COMPONENT REMOVAL AND INSTALLATION

REMOVING HEATER/AIR CONDITIONING FAN

1. Working under right hand dash, disconnect spade terminal on fan.
2. Remove five hexagon screws attaching fan to fan housing.
TOOL – 8 mm WRENCH
3. Drop unit, releasing rubber elbow from housing before withdrawing unit from vehicle.



INSTALLING HEATER/AIR CONDITIONING FAN

1. Refit fan to housing, connecting rubber elbow to housing and applying seal.
2. Fit five hexagon screws to secure fan in housing.
TOOL – 8 mm WRENCH
3. Fit black ground wire to spade terminal secured by hexagon screw.
4. Fit pink/black wire to insulated spade terminal.

REMOVING HEATER/AIR CONDITIONING UNIT

1. De-pressurize air conditioning system (refer to N:07:01).
2. Drain 10 pints of coolant from cooling system.
3. Remove central control console (refer to Body Section).
4. Remove duct between unit and left hand crash pad.
5. Release glove box securing screws, unscrew glove box lamp bulbholder, and release wires from micro switch. Pull out glovebox.
6. Release four screws securing re-circulation vent flap. Disconnect vacuum pipe and remove flap.
7. Disconnect spade terminal connections on fan motor.
8. Disconnect spade terminal connectors on resistor panel underneath unit on fan housing.
9. Release four screws securing distribution chamber and remove chamber from heater/air conditioning unit.
10. Remove two screws securing de-mist duct to top of heater/air conditioning unit.
11. Withdraw duct.
12. Remove access cover in spare wheel well, and disconnect heater hose connections identifying one of the hoses with its heater core pipe to aid reassembly.

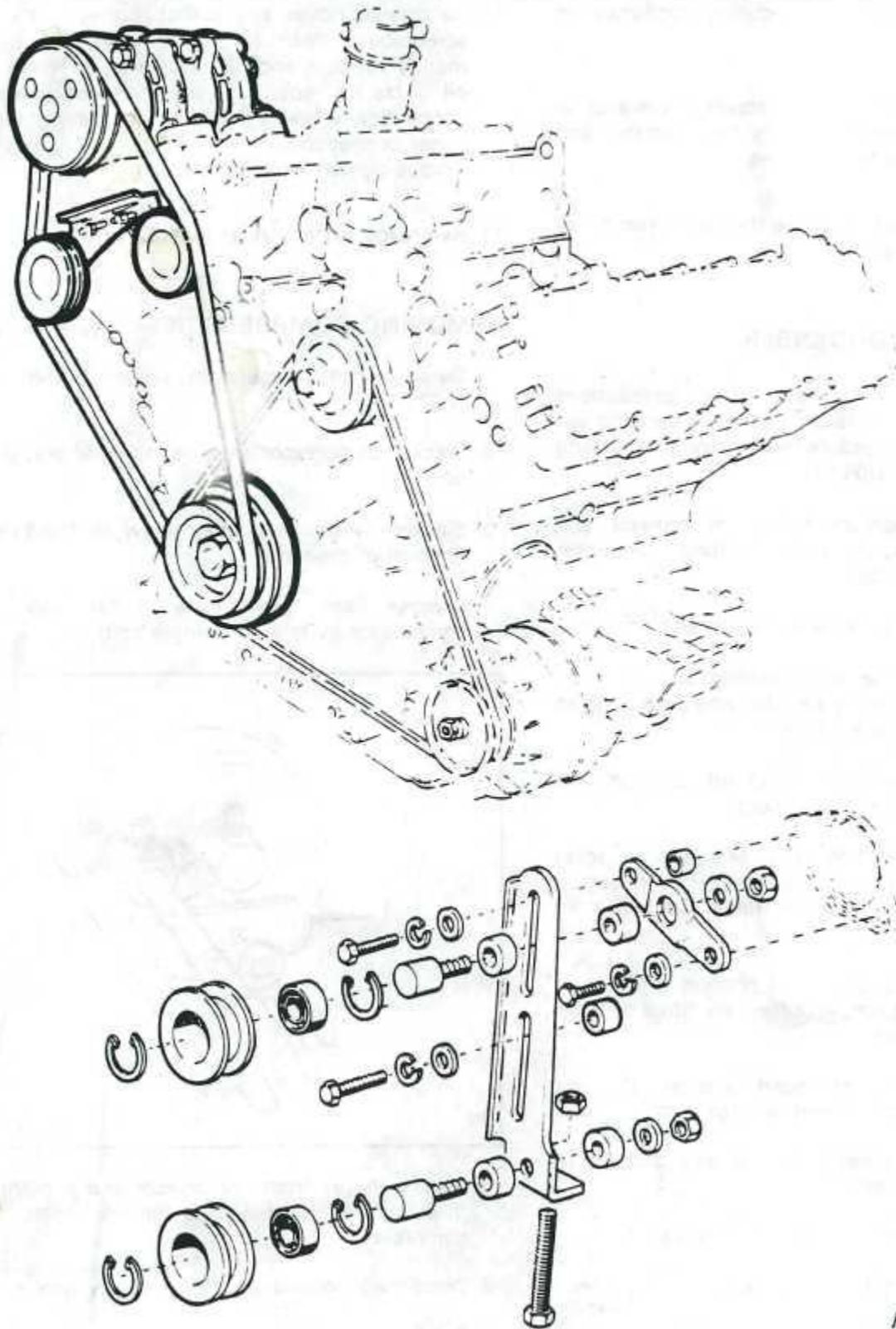


Fig. 47

3. Fit lower pulley assembly, engaging belt in pulley and retain bracket with two adjuster clamp bolts. Ensure the two clamp bolt spacers are fitted as shown.
4. Tighten the tension adjusting screw until the belt may be deflected 6–10 mm ($\frac{1}{4}$ " – $\frac{3}{8}$ ") from the straight line using moderate thumb pressure between the crank and upper jockey pulley.
5. Tighten tension screw lock-nut and adjuster clamp screws and re-check belt tension. Run the engine briefly, switch off and re-check belt tension.

UNUSUAL NOISE

Compressor Mounting Components

Check for:

- Loose belt, torque to 80 – 90 ft. lbs.
- Broken bracket and/or compressor mounting ear, replace broken component.
- Missing, broken or loose bolts at compressor and engine fixing points.
- Flush fit at all points and replace any bracket component not fitting properly. Torque bolts to engine using manufacturer's specifications.
- Loose or wobbling crankshaft pulley, and for center bolt torque and "bottoming". Repair to bracket manufacturer's specifications.
- Rough idler pulley bearing. Replace if necessary.

Engine Component Noise

Check for noise in:

- Alternator bearing.
- Air pump (if any).
- Water pump bearing.
- Engine valves.
- Timing mechanism.
- Loose engine mounting bolts.

Refrigerant Charge

- A 0–5 psig or lower suction pressure due to a low refrigerant charge can cause unusual noise. Restore refrigerant to proper level.
- Re-test by applying heat to evaporator for higher suction pressure.

Clutch Bearing

See Clutch Test.

Oil Level

Insufficient oil can cause unusual noise. See Oil Check – Procedure "B".

Valve Noise

Check for a broken or distorted reed valve or broken gasket.

VALVE PLATE TEST

Valve plate failures (suction or discharge valve or gasket) may be determined with the compressor installed on the car.

Discharge or Suction Valve Breakage – When compressor is operated at idling speed, compressor makes a "clacking" sound.

Head Gasket Breakage – At idling speed, discharge pressure does not increase to normal condition and suction pressure is high.

Checking Method of Discharge Valve and Head Gasket by Pressure Balancing Test –

Step 1 – Connect manifold gauge set to suction and discharge service ports.

Step 2 – Run compressor for 5 minutes at idling speed and stop.

Step 3 – Measure elapsed time that discharge pressure is balanced to suction pressure. If less than 2 minutes, it is determined that discharge valve or head gasket is broken.

CLUTCH SERVICE

General

All clutch service operations should be performed on the bench. Service operations described below apply to all clutches:

- The clutches for all models include a visible counterweight on the front plate to improve dynamic balance. The counterweight clutch fits all models which have a controlled compressor shaft keyway so that the counterweight offsets the cam angle. The clutch without the counterweight fits 1979 and prior models.

Body

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2. Before fitting replacement, check that trim secured by the door seal is correctly in position.
3. Starting at the centre bottom edge of door opening, fit inner door seal around door opening, pressing on fully. Ensure that seal is fully located on all corners.

DOOR, LEFT OR RIGHT — Fig. 5

Removal

1. Remove rear sunshade louvre.
2. Remove roof panel.
3. Disconnect door wiring harness connectors located inside roof channel.
4. Remove three caps and screws securing rear window upper finisher screen.
5. Place an alignment mark on both the front door hinge and torsion bar to ensure proper installation. Place a second alignment mark on both the rear restraint bracket and torsion bar to ensure proper torque adjustment during installation.

Notice:

When marking, do not scratch torsion bar with any sharp implement, torsion bar could fracture and fail.

6. With the aid of an assistant, support door, insert torsion bar pre-load tool ($\frac{3}{8}$ " allen wrench) in allen socket of torsion bar. Apply balancing torque (counterclockwise for RH door — clockwise for LH door) to unload rear restraint bracket.
7. While holding torsion bar in position, remove the two restraint bracket retaining screws.
8. Pull restraint bracket off torsion bar spline and release torque on torsion bar.
9. Pull torsion bar out of front door hinge and remove.
10. Remove four screws and door wiring harness cover plate from roof channel.

11. While assistant supports door, disconnect gas strut from door pivot bolt.
12. Remove front and rear hinge to door retaining bolts.
13. Remove door assembly.

Installation

1. With the aid of an assistant, lift door and route wiring harness connectors through the roof channel. Position door to body and fully open.
2. Install front and rear hinge to door bolts, ensuring that the gas strut pivot bolt is located at the outer position on rear door hinge. Position and secure gas strut.
3. Reposition torsion bar (front of RH torsion bar and hinge socket are square, LH are hexagonal). Lubricate (with specified grease) front end of torsion bar. Insert through roof section and into front hinge socket as marked during removal.
4. Position restraint bracket on pre-load tool. Insert pre-load tool in socket of torsion bar. Apply sufficient torque to align marks on torsion bar and restraint bracket. Press bracket onto torsion bar spline and secure to roof mounting holes.

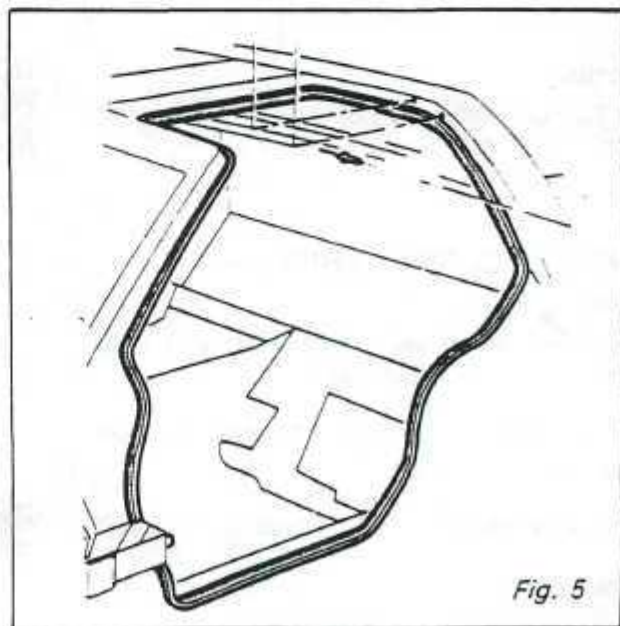


Fig. 5

P:02:16

Body

REAR WINDOW SUNSHADE LOUVRE

Removal

1. With the aid of an assistant, disconnect left and right gas struts at the sunshade.
2. While holding sunshade open, remove two nuts, each side, securing sunshade to hinges.
3. Remove sunshade and place on workbench. Remove two sunshade grilles, latch assembly, and both gas strut mounting balls.

Installation

1. Transfer all parts to replacement sunshade assembly.
2. With the aid of an assistant, position and secure sunshade to both hinges.
3. Connect both gas struts. Slowly close sunshade and check alignment and latch operation. Adjust as necessary.

P:03:02

Body – Interior

3. With a firm, even pressure, position and secure the air inlet grille to the quarter panel.
4. With a firm even pressure position and secure the fixed glass to the quarter panel. Let polyurethane adhesive dry for approximately six hours at a constant room temperature.
5. After polyurethane is dry, it can be cleaned and trimmed with a razor blade scraper.
6. Position and secure rear quarter panel.

POWER WINDOW UPPER CHANNEL (GUIDE)

Installation

1. Using glass primer 2, apply a bead 12.7mm (½") wide on both sides of the fixed glass along the perimeter where the power window channel is to be installed. Let primer dry approximately 15 minutes.
2. Apply polyurethane adhesive (16411) to the locating edge of the channel. Attach the channel to the fixed glass, and let adhesive dry for approximately six hours at a constant room temperature.

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