



# SERVICE NEWS

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## CORVAIR CONVERTIBLE BODY

This article provides body information necessary for the proper servicing of the recently introduced Corvaire Monza Convertible (model 967). New service procedures required for adjustment and replacement of the Corvaire Convertible top are covered in detail; also included are recommended procedures for removal and installation of the body hardware and trim assemblies that are peculiar to this convertible style.

The method of operating the folding top, as well as information on care and maintenance of the folding top material and plastic rear window is contained in booklets titled, "Operation and Care of the Folding Top." Chevrolet Assembly Plants place these owner instruction booklets in the glove compartment of all convertibles.

### DOORS

A phantom view of a Corvaire Convertible door, with hardware installed, is shown in Figure 1. The illustration also identifies the door hardware attachments and locates the various adjusting points.

#### DOOR VENTILATOR CASTING REPLACEMENT

1. Remove door trim pad and water deflector.
2. Remove ventilator casting to door hinge pillar attaching bolt and adjusting stud.
3. Remove three vent casting to vent frame screws. Remove casting from door.

4. To install, reverse removal procedure. Prior to installation, apply a ribbon of medium bodied sealer to vent casting as indicated in Section "A-A" of Figure 1.
5. A slight in and out adjustment of the vent casting can be obtained at adjusting stud.

#### DOOR VENTILATOR ASSEMBLY REPLACEMENT

1. Remove vent division channel adjusting stud (fig. 1).
2. Remove door ventilator casting. Remove vent frame to inner panel screw.
3. Tilt ventilator assembly until vent division channel clears door window glass and remove ventilator assembly.

**CAUTION:** After ventilator assembly has been removed, door glass must be suitably retained in position to prevent damage.

4. To install, reverse removal procedure.

#### DOOR WINDOW

##### Replacement

The door window is a solid tempered safety plate glass. The glass is pressed into a lower sash channel assembly which incorporates riveted front and rear lower sash channel cams. With this type

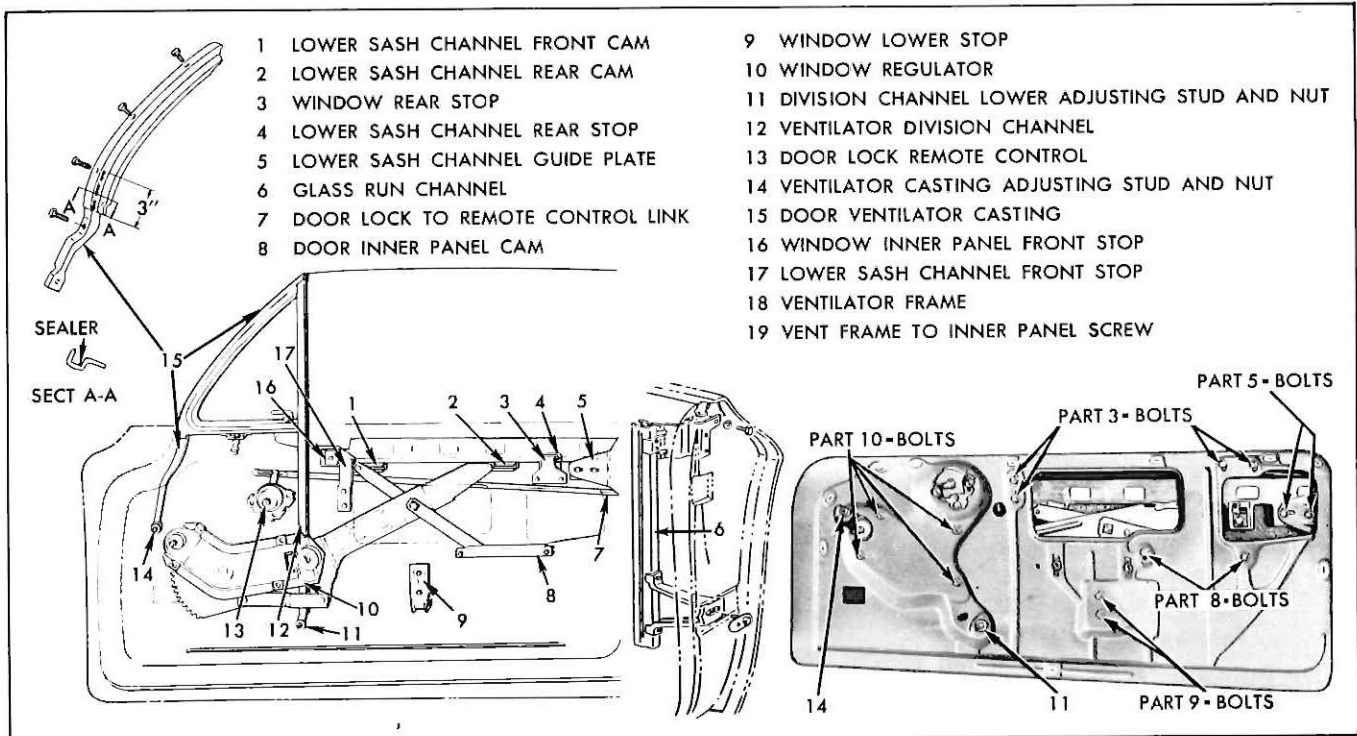


Fig. 1—Corvair Convertible Door Hardware

of design, the door glass, lower sash channel and sash channel cams are removed from the door as a unit.

1. Remove door trim pad and detach inner panel water deflector.
2. Lower window approximately one-third of the way down.
3. Remove door inner panel window front and rear up-stops.
4. Remove door window lower sash channel guide plate (fig. 1).
5. Lower window and remove door window inner and outer strip assemblies.
6. Roll window up to high point and slide window rearward to disengage lower sash channel front and rear cams from regulator balance and lift arm rollers.
7. To install, reverse removal procedure. After installation, lubricate lower sash channel and inner panel cam.

#### Adjustments

1. To adjust the lower section of the vent division channel in or out or fore or aft, lower door window and loosen division channel adjusting stud nut. Turn adjusting stud in or out or position lower end of channel fore or aft, as required, and tighten stud nut.
2. An up or down adjustment of the window as-

sembly is available at the front and rear up-stops located on inner panel (fig. 1).

3. A rotated or cocked door window can be corrected by adjusting the inner panel cam if necessary by individual adjustments of the inner panel window up-stops.
4. A slight fore and aft adjustment of the glass is available at the door window lower sash channel guide plate.
5. Some in and out adjustment (at rear of glass) is available at the lower attaching bolt of the rear run channel (fig. 1).

#### DOOR WINDOW REGULATOR REPLACEMENT

1. Remove door window.
2. Remove ventilator assembly adjusting stud.
3. Remove inner panel cam. Remove regulator assembly.
4. To install, reverse removal procedure. Cycle window several times to insure proper operation.

#### DOOR REAR RUN CHANNEL REPLACEMENT

1. Remove trim pad and water deflector. Remove door window lower sash channel guide plate.
2. With glass in full up position, remove upper and lower attaching bolts of rear run channel and remove assembly through door inner

panel access hole (fig. 1). To install, reverse removal.

## BODY REAR QUARTER

### REAR QUARTER WINDOW

#### Replacement

1. Lower folding top and operate rear quarter window to half down position. Remove rear quarter upper trim assembly, belt finishing molding, and inner panel access hole cover.
2. Remove window hinge pivot bolt (fig. 2). Disengage window male hinge from female hinge plate; then raise window to disengage window lower sash channel cam from roller on window regulator lift arm and remove window.
3. Prior to window installation, lubricate pivot hinge and lower sash channel cam with lubricate or its equivalent.

#### Adjustments

1. To adjust the limit of the rear quarter window up-travel, loosen the window guide upper attaching stud nuts (fig. 2); then adjust upper stop to desired position and tighten stud nuts.

**NOTE:** In order to perform any of the following adjustments it is necessary to remove the folding top compartment side trim panel assembly, rear quarter trim assembly, and belt finishing molding to gain access to the adjusting locations.

- a. "Up or Down" or "Fore or Aft" Adjustment—Loosen window male hinge attaching bolt and both adjusting stud nuts (fig. 2). Adjust window to desired position and tighten pivot bolt and stud nuts.
- b. "In or Out" Adjustment of Top of Window—Loosen lower adjusting stud nut and slightly loosen rear stud nut (fig. 2). Adjust lower stud "in or out" as required and tighten both stud nuts.
- c. "In or Out" Adjustment of Rear of Window—Loosen pivot hinge rear adjusting stud nut and slightly loosen lower adjusting stud nut (fig. 2). Loosen window guide attaching and adjusting stud nuts. Adjust hinge rear adjusting stud "in or out" as required and tighten both hinge adjusting stud nuts. Adjust window guide for proper alignment with window and tighten guide attaching and adjusting stud nuts.

**NOTE:** After performing any rear quarter window adjustments, seal all attaching screws which have been disturbed.

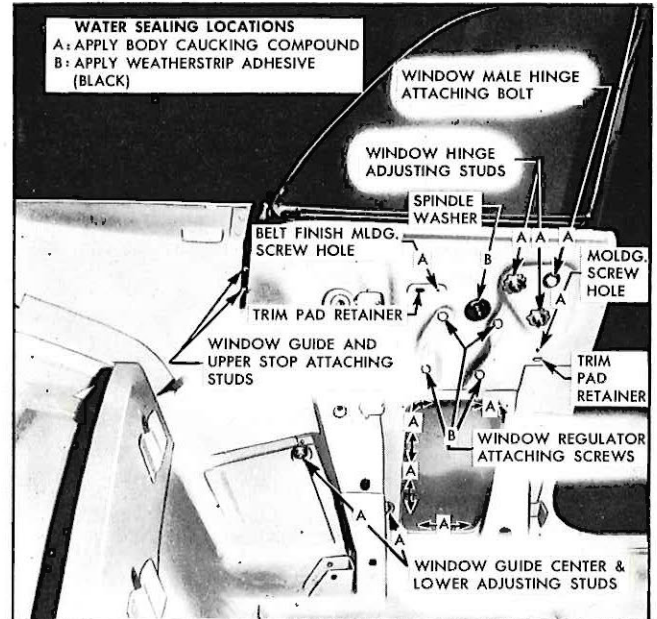


Fig. 2—Convertible Body—Rear Quarter

### QUARTER WINDOW REGULATOR

#### Replacement

1. Operate window to full down position. Remove rear quarter upper trim and inner panel access cover.
2. Remove regulator attaching screws (fig. 2). Disengage regulator lift arm roller from window lower sash channel and remove regulator assembly through access hole. To install regulator, reverse removal.

### QUARTER WINDOW GUIDE

#### Replacement

1. Operate rear quarter window to full up position. Remove rear quarter upper trim and inner panel access cover.
2. Remove window guide upper attaching stud nuts, and center and lower adjusting stud nuts (fig. 2).
3. Lower rear quarter window slightly to allow window upper stop on guide to clear stop on window; then remove window guide through access hole. To install, reverse removal procedure.

### REAR QUARTER INNER PANEL SEALING

Whenever the seals in the rear quarter area have been disturbed, the location must be resealed before the rear quarter trim is installed. Rear quarter inner panel openings and hardware attaching locations that must be sealed to prevent water leakage and possible trim damage are shown in Figure 2.

## BODY EXTERIOR MOLDINGS

### REAR QUARTER PINCHWELD FINISHING MOLDING

The moldings are snapped onto the quarter pinchweld with clips installed on the pinchweld. A screw is used to retain the molding at the forward end, and the screw-on snap fasteners are utilized at the outer corner locations.

#### Removal:

1. Remove the screws in the snap fasteners.
2. Remove the front attaching screws at the rear quarter windows, using an off-set screw driver.
3. Detach the front end of the folding top compartment bag from the rear seat back.
4. Remove the attaching screws from the three back curtain trim retainers and pull them away from the body pinchweld.
5. With a wood block and hammer, or with a flat-bladed tool, carefully disengage the moldings from the clips.
6. To remove the left molding, detach only a short section of the overlapping right molding.

#### Installation:

1. Clean and seal the pinchweld flange.
2. Apply waterproof tape over the pinchweld flange to seal it completely.
3. Replace the damaged clips as required. Position and locate the left molding to the body and snap it into place.
4. Install the right molding.

### WINDSHIELD PILLAR FINISHING MOLDING

The molding is secured to the windshield pillar by the windshield pillar weatherstrip and retainer, the side lip of the windshield glass rubber channel, and a screw under the weatherstrip retainer.

To remove the molding: Remove the windshield pillar weatherstrip, weatherstrip retainer, and the attaching screw. Pry the molding straight out from the windshield pillar starting at the lower end.

To install the molding: Position the molding to the windshield pillar, under the windshield glass rubber channel lip and header end cap. Install the attaching screw. Seal and install the previously removed parts.

## FOLDING TOP

The folding top linkage consists of a front roof rail and hinged three-section right and left side roof rails interconnected by three roof bows. The

top linkage is attached to the body at each rear quarter by a male hinge bolted to a folding top compartment brace. The front roof rail is fastened to the windshield header by two hook type locks which are operated by locking handles concealed above the side roof rails.

The folding top manual lift assembly utilized as regular production incorporates a dual-action heavy duty spring which helps compensate for the weight of the folding top mechanism when the top is at or near the full "up" or full "down" positions. When the top is in the up position the spring is under compression; when it is in the folded or stacked position the spring is extended and under tension.

A hydro-lectric system to lower or raise the folding top assembly is now available as an option on both the Corvair and Chevy II Convertibles. With the power system installed the top can be lowered or raised by simply unlocking the top at the windshield header, then actuating the instrument panel mounted power top control switch. Actuating this switch forces fluid from an electrically driven pump through tubing to double-acting, piston-type cylinders located at each quarter section of the car. Pressurized fluid entering the top of the hydraulic lift cylinders forces the pistons down—thus lowering the top. Pressurized fluid entering the bottom of the hydraulic lift cylinders forces the pistons upward—thus raising the top.

### FOLDING TOP ADJUSTMENTS

To correct some top variations or linkage misalignment, only a single adjustment is required; other top variations require a combination of adjustments. In conjunction with adjustment of the folding top, it may be necessary to adjust the door, door glass, rear quarter glass, trim sticks or side roof rail weatherstrips.

The front roof rail is fabricated on a die cast metal. Because of this feature, the contour of the front roof rail assembly cannot be changed by bending or reforming as the rail assembly may crack or become permanently damaged.

In addition to many design features found on other 1962 convertible styles, the Corvair convertible also incorporates a top material hold-down cable along the right and left side roof rails (fig. 3). The cables are installed through a retaining pocket in the top material and are fastened at the front and rear side rails by attaching screws. The cables are designed to hold the top material tight against the side roof rail stay pads, thus minimizing air leakage between the top material and the stay pads.

On the manually operated top, folding top catch clips snap over the folding top side roof center

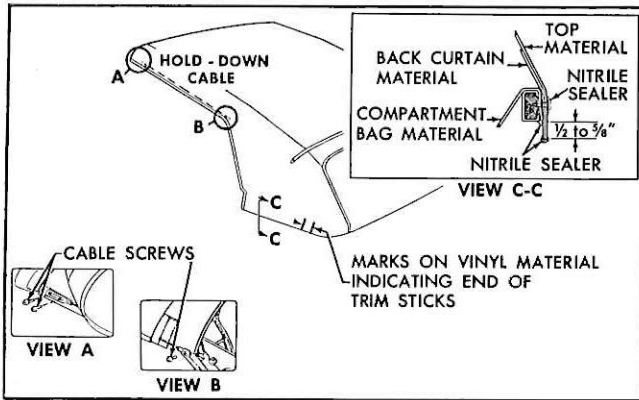


Fig. 3—Top Material Hold-Down Cable

rails when the top is being lowered to the folded or stacked position. The catch clips prevent the spring-loaded manual lift arms from raising the top from this position. In order to raise the top, both catch clips must be disengaged from the side roof center rails. Each catch clip is attached to the top compartment side trim panel by two screws.

Any adjustments made to change stack height of the folding top will require corresponding adjustments to the catch clips.

**CAUTION:** When operating a manually operated folding top, hands must be kept clear of side roof rail hinges and connecting linkage. Do not attempt to detach the manual top lift assembly when counterbalance spring is under tension or compression.

**FRONT ROOF RAIL LOCK ADJUSTMENT**

If the locking action of top is unsatisfactory, the hook lever on the lock assembly may be adjusted as follows:

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

**NOTE:** The hook lever may be adjusted with finger pressure, no tools are required.

(Top Adjustments continued on page 8)

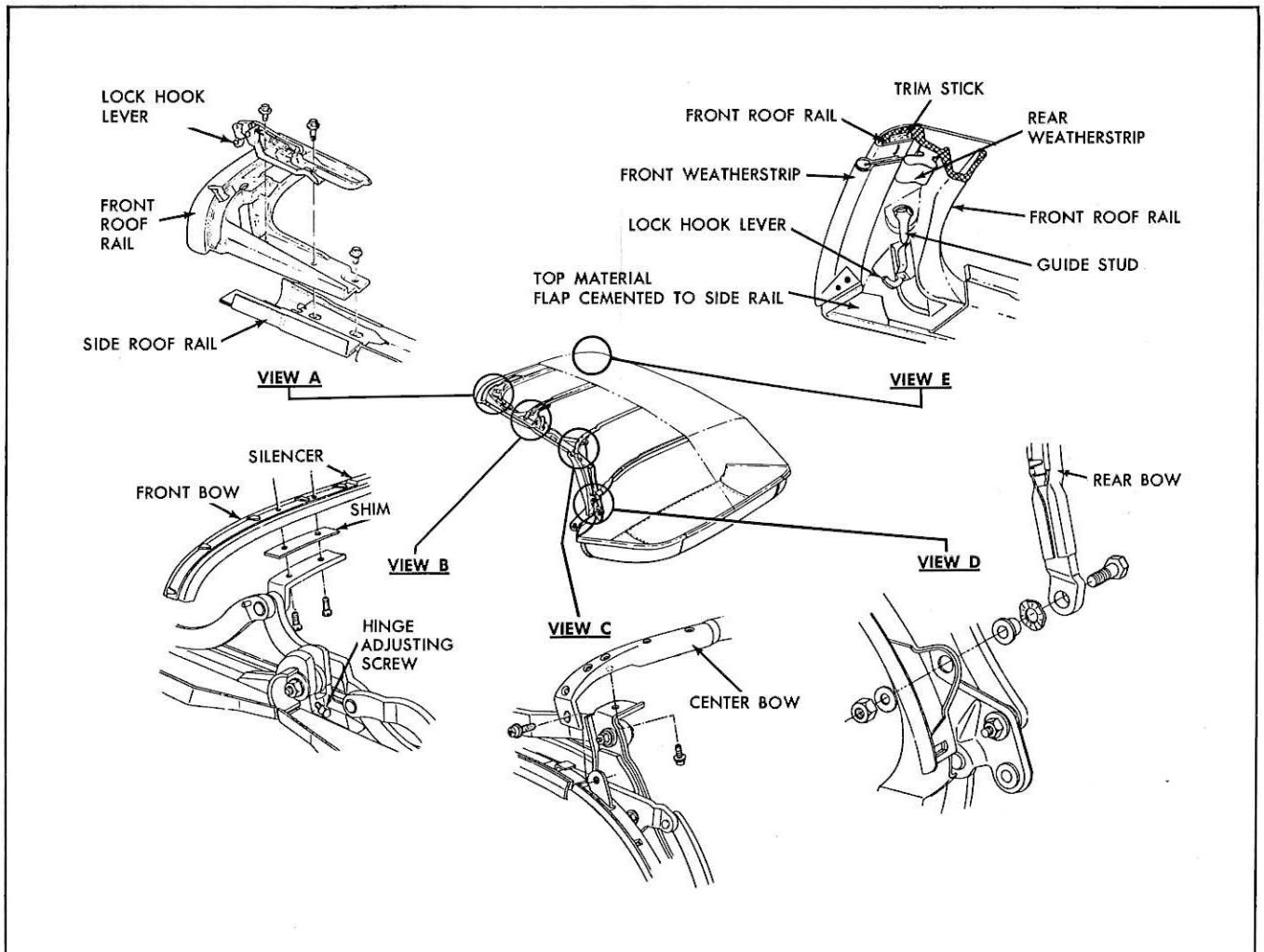


Fig. 4—Folding Top Linkage and Lock

## FOLDING TOP MISALIGNMENT AND ITS CORRECTION

The following chart describes various types of folding top misalignment conditions, their causes and the recommended procedure for their correction. To correct some top variations, only a single adjustment is required; other top variations require a combination of adjustments.

CONDITION	APPARENT CAUSE	CORRECTION
A. Difficult locking action at front roof rail.	<ol style="list-style-type: none"> <li>1. Lock hook lever improperly adjusted.</li> <li>2. Misaligned front roof rail front weatherstrip.</li> <li>3. Front roof rail misaligned.</li> </ol>	<p>Adjust lock hook lever counterclockwise.</p> <p>Loosen, realign and retack front roof rail front weatherstrip.</p> <p>Adjust front roof rail.</p>
B. Top does not lock tight enough to windshield header.	<ol style="list-style-type: none"> <li>1. Lock hook lever improperly adjusted.</li> <li>2. Misaligned front roof rail front weatherstrip.</li> <li>3. Front roof rail misaligned.</li> </ol>	<p>Adjust lock hook lever clockwise.</p> <p>Loosen, realign and retack front roof rail front weatherstrip.</p> <p>Adjust front roof rail.</p>
C. Top travels too far forward.	<ol style="list-style-type: none"> <li>1. Front roof rail misaligned.</li> <li>2. Male hinge assembly misaligned.</li> </ol>	<p>Adjust front roof rail rearward (View "A", Fig. 4).</p> <p>Adjust male hinge assembly rearward (Fig. 5).</p>
D. Top does not travel forward far enough.	<ol style="list-style-type: none"> <li>1. Front roof rail misaligned.</li> <li>2. Male hinge assembly misaligned.</li> <li>3. Improper spacing between rear trim stick and body metal.</li> </ol>	<p>Adjust front roof rail forward (View "A", Fig. 4).</p> <p>Adjust male hinge assembly forward (Fig. 5).</p> <p>Install an additional spacer between rear trim stick and body metal at each attaching bolt location.</p>
E. Side roof rail rear weatherstrip too tight against top of rear quarter window.	Male hinge assembly misaligned.	Adjust male hinge assembly rearward (Fig. 5).
F. Gap between side roof rail rear weatherstrip and rear of rear quarter window.	Male hinge assembly misaligned.	Adjust male hinge assembly forward (Fig. 5) and/or shim side roof rail rear weatherstrip forward as required.
G. Side roof rail rear weatherstrip too tight against top of rear quarter window.	Male hinge misaligned.	Adjust male hinge upward (Fig. 5).
H. Gap between side roof rail rear weatherstrip and top of rear quarter window.	Male hinge misaligned.	Adjust male hinge downward and/or shim side roof rail rear weatherstrip downward as required (Fig. 5).
I. Sag at front to center side roof rail joint.	<ol style="list-style-type: none"> <li>1. Control link adjusting plate misaligned.</li> <li>2. Center side roof rail hinge adjusting screw improperly adjusted.</li> </ol>	<p>Adjust control link adjusting plate downward (Fig. 5).</p> <p>Adjust screw counterclockwise. (See View "B" in Fig. 4).</p>
J. Front and center side roof rails bow upward at hinge joint.	<ol style="list-style-type: none"> <li>1. Control link adjusting plate misaligned.</li> <li>2. Center side roof rail hinge adjusting screw improperly adjusted.</li> </ol>	<p>Adjust control link adjusting plate upward (Fig. 5).</p> <p>Adjust screw clockwise. (See View "B" in Fig. 4).</p>

CONDITION	APPARENT CAUSE	CORRECTION
K. Folding top dust boot is difficult to install.	1. Improper stack height due to misaligned control link adjusting plate.	Adjust control link plate rearward or forward as required (Fig. 5).
	2. Misaligned folding top dust boot female fastener.	Where possible, align female with male fastener.
	3. Rear seat back assembly is too far forward.	Relocate rear seat back rearward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is $12\frac{5}{8}$ " ( $\pm\frac{1}{8}$ " ). The dimension is measured at approximate center line of body.
	4. Excessive build-up of padding in side roof rail stay pads.	Repair side stay pads as required.
	5. On manual tops, due to improperly adjusted catch clips.	Adjust catch clips downward as required.
L. Folding top dust boot fits too loosely.	1. Improper stack height due to misaligned control link adjusting plate.	Adjust control link plate forward as required (Fig. 5).
	2. Rear seat back assembly is too far rearward.	Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is $12\frac{5}{8}$ " ( $\pm\frac{1}{8}$ " ). The dimension is measured at approximate centerline of body.
	3. On manual tops, due to improperly adjusted catch clips.	Adjust catch clips upward as required.
M. Top material is too low over windows or side roof rails.	1. Front roof bow improperly shimmed.	*Install one or two $\frac{1}{8}$ " shims between front roof bow and slat iron. (See View "B" in Fig. 4).
	2. Excessive width in top material.	If top is too large, detach binding along affected area, trim off excessive material along side binding as required; then hand sew binding to top material.
N. Top material is too high over windows or side roof rails.	1. Front roof bow improperly shimmed.	*Remove one or two $\frac{1}{8}$ " shims from between front roof bow and slat iron. (See View "B" in Fig. 4).
	2. Front roof bow felt silencer too high.	Trim silencer to within $\frac{1}{8}$ " of top of front roof bow. (See View "B" in Fig. 4).
O. Top material has wrinkles or draws.	1. Rear quarter trim stick improperly adjusted.	Adjust rear quarter trim stick on side affected.
	2. Top material improperly installed to center of rear quarter trim stick.	Retack top materials as required.
P. Wind whistle or water leak along front roof rail.	1. Top does not lock tight enough to windshield header.	Adjust lock hook lever clockwise.
	2. Misaligned front roof rail front weatherstrip.	Retack front weatherstrip to front roof rail.

\*When no shims are required, use attaching screw part #4865935 ( $\frac{1}{4}$ -28 x  $\frac{1}{2}$ " #12 oval head with external tooth lock washer, type "T" thread cutting, chrome finish).

When one shim is required, use attaching screw part #4824789 ( $\frac{1}{4}$ -28 x  $\frac{5}{8}$ " ).

When two shims are required, use attaching screw part #4837811 ( $\frac{1}{4}$ -28 x  $\frac{3}{4}$ " ).

### ADJUSTMENT OF TOP AT FRONT ROOF RAIL GUIDE STUDS

If the front roof rail guide studs do not properly lead the striker assemblies: with the top in an "up" or raised position, the guide studs may be adjusted laterally as follows:

1. Raise top assembly to half open position.
2. Loosen guide sufficiently to permit adjustment (View E, Fig. 4). Shift guide to desired position and retighten.

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

### ADJUSTMENT OF TOP AT FRONT ROOF RAIL

If the top, when in a raised position, is too far forward or does not move forward enough to allow the guide studs on the front roof rail to enter holes in the striker assemblies, proceed as follows:

1. Unlatch top and raise it above windshield header. Remove side roof rail weatherstrip front attaching screws.
2. Loosen side roof front rail attaching bolts and adjust front roof rail fore or aft as required (View A, Fig. 4). Repeat on opposite side if necessary.

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

3. When front roof rail is properly adjusted, tighten attaching bolts. Check forward section of side roof rail front weatherstrip. Refit and recement as required; then install weatherstrip attaching screws.

### TOP ADJUSTMENT AT CONTROL LINK ADJUSTING PLATE

1. With top in up position, if joint between front and center side roof rail is too high or too low, proceed as follows:
  - a. Remove folding top compartment side trim panel and scribe location of control link adjusting plate on folding top compartment brace.
  - b. Loosen two bolts securing control link adjusting plate sufficiently to permit adjustment of plate (fig. 5).
  - c. Without changing fore and aft location of adjusting plate, adjust side roof rail up or

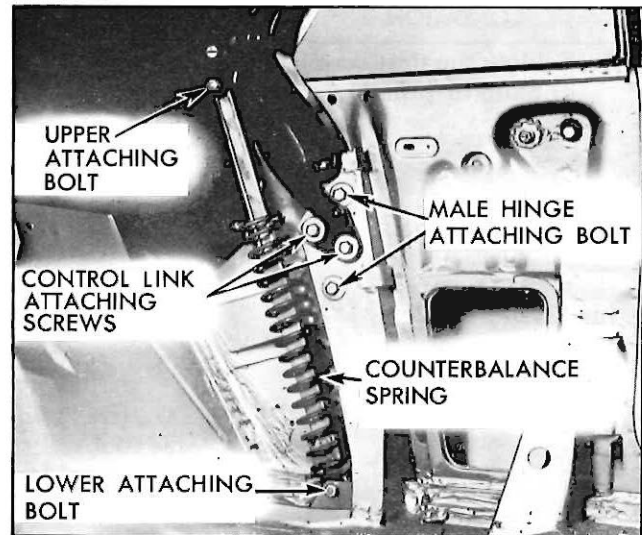


Fig. 5—Top Lift and Linkage Attachment at Rear Quarter

down allowing adjusting plate to move up or down over serrations on support as required; then tighten bolts.

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

### TOP ADJUSTMENT AT MALE HINGE SUPPORT

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

1. If there is an excessive opening between side roof rail rear weatherstrip and rear of rear quarter window, or if front roof rail is too far forward or rearward, proceed as follows:
  - a. Scribe location of male hinge attaching bolt



washers and control link assembly on folding top compartment brace.

- b. Loosen male hinge assembly and control link attaching bolts (fig. 5).
  - c. Move hinge fore or aft as required to obtain proper alignment between side roof rail rear weatherstrip and rear quarter window; then tighten bolts.
  - d. Lock front roof rail to windshield, (where required, adjust front roof rail as previously described, and check fit of top material at rear quarter trim stick area. If necessary, adjust trim stick; then tighten trim stick attaching bolts.
  - e. Check top assembly for proper stack height. Where required, adjust control link adjusting plate as previously described (see step #2 under "Top Adjustment at Control Link Adjusting Plate").
  - f. On styles equipped with manually operated folding top readjust both folding top catch clips as necessary.
2. If side rail is too high or too low at rear quarter window area, proceed as follows:
    - a. Scribe location of male hinge attaching bolt washers and control link on folding top compartment brace.
    - b. Loosen male hinge assembly and control link attaching bolts (fig. 5).
    - c. Without changing fore and aft location of male hinge, (see step #1c for attaching bolt positioning) adjust male hinge up or down as required to obtain proper alignment between side roof rails and rear quarter windows.
    - d. Tighten attaching bolts, while maintaining proper alignment of scribe marks.
    - e. Check fit of top material at rear quarter trim stick area and, if necessary, adjust trim stick. If adjustment is not necessary, tighten trim stick attaching bolts.
    - f. Check top assembly for proper stack height. Where required, adjust control link adjusting plate as previously described (see step #2 under "Top Adjustment at Control Link Adjusting Plate").
    - g. On styles equipped with manually operated folding top, readjust folding top catch clips as necessary.

### FRONT ROOF RAIL LOCK REPLACEMENT

1. Unlock top from windshield header.
2. With top in a half open position, remove lock attaching screws; then remove lock assembly from front roof rail (see View "A" in Fig. 4).
3. To install, reverse removal procedure.

### REPLACEMENT OF MANUAL TOP COUNTERBALANCE LIFT ASSEMBLY

1. Remove rear seat cushion and back and folding top compartment side trim panel assembly.
2. Move top to midway position to relieve the manual lift springs. If both lift assemblies are to be serviced, have helper support folding top or place supporting props under front roof rail.
3. Remove upper and lower attaching bolts; then remove lift assembly from body (fig. 5).
4. To install manual lift assembly, reverse removal procedure. Operate top assembly several times through its complete cycle to insure proper operation.

### SERVICING THE POWER TOP HYDRO-LECTRIC SYSTEM

The power operated top available as an extra-cost option on Corvair and Chevy II convertibles utilizes a hydro-lectric lift system of the same design as that used on the 1962 Chevrolet Series convertible. For complete service information on the Corvair or Chevy II power top hydraulic and electrical systems refer to "Folding Top Hydro-lectric System," in section 14 of both the 1961 Passenger Car Shop Manual, and its 1962 Supplement.

### FOLDING TOP TRIM REPLACEMENT

The folding top trim is one continuous piece of material and not two sections attached at the rear roof bow. Use of the one piece construction eliminates some sealing operations which were previously performed at the rear roof bow on past model convertibles. The materials which are required for performing convertible top sealing operations are a neoprene-type weatherstrip adhesive for cementing vinyl surfaces and convertible top sealer (nitrile type) for sealing the cloth inner lining of the top material. The latter material may be obtained through Chevrolet Parts channels.

#### Removal of Folding Top and Back Curtain Trim Assembly

1. Place protective covers on all exposed panels which may be contacted during trim removal.
2. Remove following trim and hardware items:
  - a. Rear seat cushion and back.
  - b. Folding top compartment side trim panel assemblies.
  - c. Side roof rail rear weatherstrips; then loosen folding top quarter flaps from rails.
3. At front of body, raise front roof rail and remove front weatherstrips; then detach top

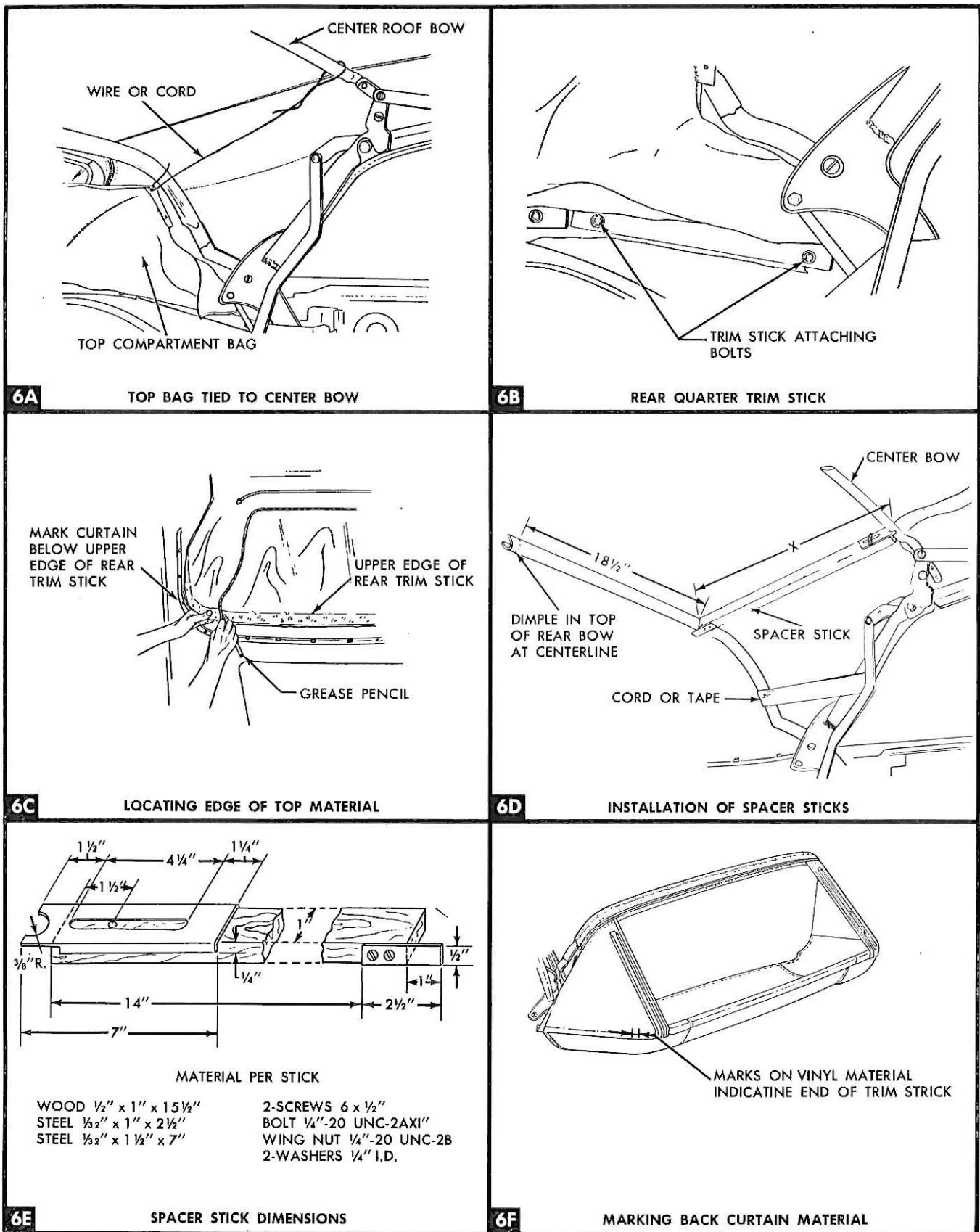
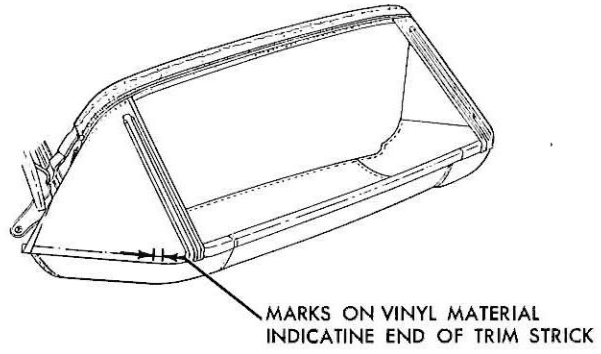
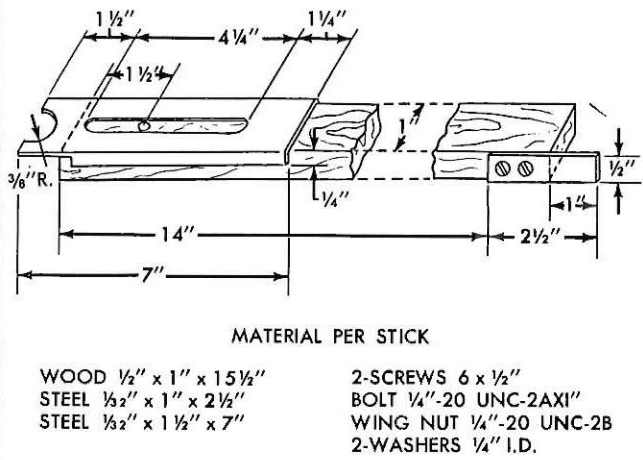


Fig. 6—Removing Folding Top Trim for Replacement



- material from front roof rail (View E, Figure 4).
4. Loosen front end of each side roof rail front weatherstrip sufficiently to detach top material flaps which are cemented to rails (View E, Figure 4).
  5. At right and left side roof front and rear rails, remove hold-down cable front and rear attaching screws (Views "A" and "B" in Figure 3).
  6. At each side roof rear rail, pull hold-down cable rearward until cable is completely removed from top material retaining pocket.
  7. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts. Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts (fig. 6A).
  8. At each rear quarter area remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel (fig. 6B).
  9. Remove rear trim stick attaching bolts; then lift trim assembly with attached quarter and rear trim sticks on top of rear compartment front panel.
  10. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain vinyl at both locations with a grease pencil (fig. 6C). Reference marks should be transferred to new back curtain when step 8 of installation procedure is performed.
 

NOTE: *Reference marks must be made below upper edge of rear trim stick.*
  11. To establish relationship of old top material to its position on rear trim sticks, cut selvage end of top material off flush with lower edge of trim sticks.
 

CAUTION: *When cutting top material, be careful not to cut lower selvage edge of back curtain assembly.*
  12. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material (fig. 3). Reference marks for trim sticks should be transferred to new top material when step 29 of installation procedure is performed.
  13. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow. Detach top material from rear roof bow and from trim sticks, then remove top cover assembly.
  14. Lock top to windshield header. Install radius end of each adjustable spacer stick to fit against center roof bow. Install opposite end of spacer stick so that metal plate fits under rear roof bow (fig. 6D). Spacer sticks should be installed along inboard edge of side stay pad or approximately  $18\frac{1}{2}$ " outboard from centerline dimple of rear roof bow. While exerting rearward pressure on rear bow to draw side stay pads taut, extend spacer sticks until they fit snugly between center bow and rear roof bow, then tighten wing nuts.
 

NOTE: *Spacer sticks may be made as shown in Figure 6E.*
  15. Temporarily tie or tape rear bow to rear side roof rails (fig. 6D). Detach side stay pads and back curtain assembly from rear bow.
  16. Remove rear trim stick with attached back curtain assembly and top compartment bag from body and place on clean, protected surface.
  17. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (fig. 6F). Reference marks for trim sticks should be transferred to new back curtain material when step 8 of installation procedure is performed.
  18. Remove back curtain assembly from rear and rear quarter trim sticks.
  19. Remove side stay pads. Stay pads are attached to front roof rail and front and rear bows with tacks; to center bow with screws.
- ### Installation of Folding Top and Back Curtain Trim Assembly
1. If a new top is being installed, but it was impossible to perform step 14 of removal procedure, preset spacer sticks to shortest length and install between center and rear roof bow (fig. 6D). Adjust sticks so that dimension "X" in Figure 6D (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 15" ( $\pm 1/4$ "). Tie or tape rear bow to rear side roof rails.
  2. In all cases, dimension "X", previously described, must be between  $14\frac{3}{4}$ " and  $15\frac{1}{4}$ " and equal on both sides. This dimension may be changed slightly within tolerances to correspond with new top after tryout.
  3. Tack side stay pads in conventional manner to rear roof bow and stay tack pads to front roof rail. Make sure inboard edge of pad is properly aligned within depressions in bow and rail. Stay tack pads to front bow. Inboard edge of pad should be located within  $1/4$ " of

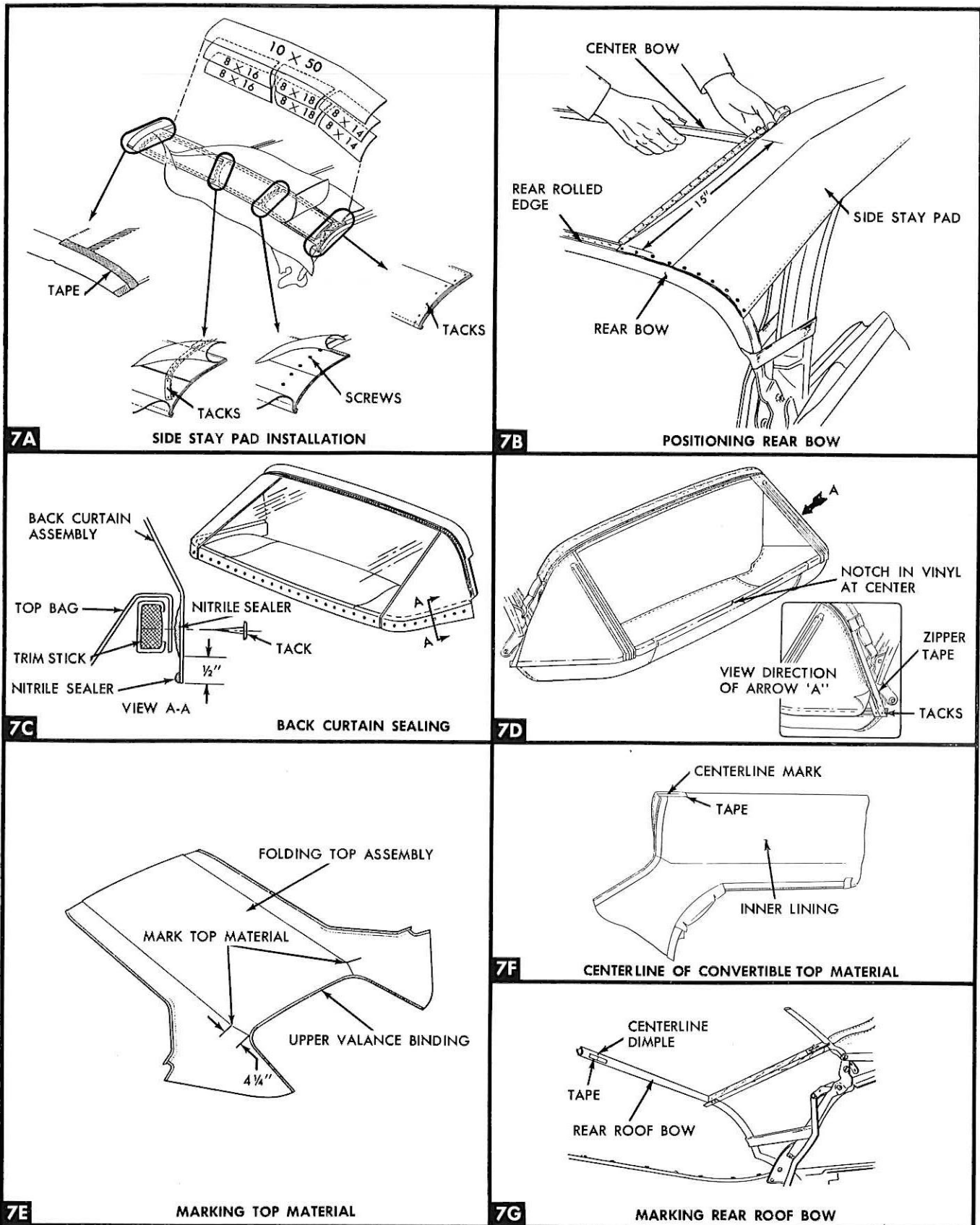


Fig. 7—Installing New Folding Top Trim Material

outboard edge of front bow felt silencer. Install pad to center bow with screws. Make sure inboard edge of pad is properly aligned within depression in bow. Install stay pad wadding (fig. 7A) in conventional manner using an approved trim cement.

4. Trim selvage end of side stay pads just forward of rear rolled edge of rear roof bow (fig. 7B).
5. Distance from center of center bow to rolled forward upper edge of rear bow is 15" ( $\pm \frac{1}{4}$ "). Readjust spacer sticks and side roof rail pads as required if rear bow does not come within this position range.
6. Place back curtain window assembly on a clean covered work bench with exterior (vinyl) surface of back window valance facing down. (The large pliable back window must be handled carefully to avoid possible damage due to scratches, abrasions, etc.). Apply a bead of convertible top sealer (nitrile) along lower edge of back curtain material in area which will be tacked to rear and rear quarter trim stick (View "A-A" in Figure 7C).
7. Apply a bead of convertible top sealer (nitrile) along lower selvage edge of back curtain material (fig. 7C).
8. After sealer has dried, carefully lay removed back curtain assembly over new back curtain assembly. Using a grease pencil, mark vinyl surface of new back curtain, using marked edge of old curtain as a guide (see steps 10 and 17 of removal procedure). In addition, mark trim stick bolt hole locations on new back curtain assembly.

**CAUTION:** *Where a grease pencil or similar material is used for marking back curtain vinyl, marks must be below trim stick so that they will not show after curtain is installed in body.*

9. Center and position back curtain assembly to rear trim stick over attached compartment bag.

**NOTE:** *Notch in back curtain vinyl at lower edge indicates centerline of back curtain assembly (fig. 7D). In addition, back curtain lower edge should extend  $\frac{1}{2}$ " below lower edge of trim sticks as shown in View "A-A", Figure 7C.*

10. Tack curtain to rear and rear quarter trim sticks. On right side, tack zipper tape to forward edge of rear quarter trim stick. (See View "A" in Figure 7D).

Zipper stop should be above upper edge of rear quarter trim stick. Zipper tape should not be pulled taut after back curtain has been installed to rear roof bow as zipper assembly may show through top material after top has been properly installed.

11. Tack remainder of back curtain material to rear quarter trim stick.
12. Tacks securing back curtain assembly to trim sticks should be placed close to each side of every bolt hole in trim sticks. Then pierce or punch back curtain assembly for each trim stick bolt.
13. Inspect rubber trim stick fillers cemented in body quarter drain gutter, below pinchweld. Recement if necessary.
14. Install rear trim stick with attached back curtain assembly into body. Make sure that all trim stick bolts are driven completely in to represent a finished condition.
15. Hold back curtain valance with one tack in center of rear bow, thereby preventing damage to plastic window.
16. Working from body center progressively outboard to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from back curtain assembly. Fold excess back curtain upper valance material rearward and tack to rear bow.

**CAUTION:** *Do not cut off excess upper valance material, as material may unravel.*

17. Check contour of back curtain assembly at rear roof bow and at pinchweld molding.
18. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Readjust back curtain assembly as required.
19. Where required, adjust side stay pads; then tack side stay pads to front roof rail and front bow. Attach side stay pads to center bow with screws. Trim selvage end of side stay pads at front roof rail. Install stay pad covering material in conventional manner using an approved trim cement.
20. Detach rear trim stick with attached back curtain assembly from body.
21. Apply convertible top sealer (nitrile) around each tack head used to secure back curtain material to rear and/or rear quarter trim sticks. It is not necessary to seal tacks which secure back curtain vinyl to rear trim stick.

22. Lay out new top material on a clean protected surface with outer layer of material exposed.
23. Using a pencil, mark top material (mark should be approximately  $\frac{1}{2}$ " in length) at deck seam  $4\frac{1}{4}$ " from edge of top material upper valance binding (fig. 7E).
24. Fold new top material in half so that inner lining of top material is exposed (fig. 7F). Install a 6" piece of tape on inner surface at centerline fold of new top material (fig. 7F). Using a pencil, mark the approximate centerline of new top material along entire length of tape. Be sure back will be visible inside of body after new top is installed on convertible top framework.
25. Along forward surface of rear roof bow install a 1" piece of tape at centerline dimple of rear roof bow. Using a pencil, mark centerline of rear bow on tape (fig. 7G).
26. Remove rear bow spacer sticks and positioning tape or cord.
27. Check position of rear roof bow in relation to new folding top trim assembly by placing new top trim over folding top framework. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.  
*NOTE: The deck seam mark will vary slightly ( $\pm \frac{1}{4}$ ") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow.*
28. Remove top trim material.
29. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over new top. Align old top with new top. Using a pencil, mark vinyl surface of new top using marked edge of old top as a guide. Also mark edges of trim sticks on vinyl surface of new top material (see steps 11 and 12 of removal procedure).
30. Apply a bead of convertible top sealer (nitrile) to inner lining of top material along front roof rail. Sealer bead should be roughly parallel with forward edge of top material and located so that sealer will be completely concealed by front roof rail when top is installed.
31. After sealer has dried, position top trim on framework and center assembly both fore and aft and side to side.
32. On right side of top material, at rear of hold-down cable pocket, install cable through pocket in top assembly.  
Welding rod or similar material may be bent at one end to form a hook. Then at front of hold-down pocket slip hooked end of rod into pocket. Push rod through pocket until hooked end of rod is exposed at rear of pocket. Install forward end of cable attaching bracket over hooked portion of rod; then pull cable through pocket. When cable attaching bracket is exposed at front end of hold-down pocket, disengage hooked portion of rod from cable attaching bracket. Repeat above operation on opposite side of top assembly.
33. After cables have been filtered or pulled through hold-down pockets in top material, fasten cable attaching brackets to side roof front and rear rails (fig. 3).  
Cables should be reasonably loose after installation is made at side roof rails. Do not adjust cables to desired tension until top material has been completely installed (see step 54 of installation procedure).
34. Check position of top trim at rear roof bow and at side roof rear rails. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.  
*NOTE: The deck seam mark will vary slightly ( $\pm \frac{1}{4}$ ") depending upon position of rear*

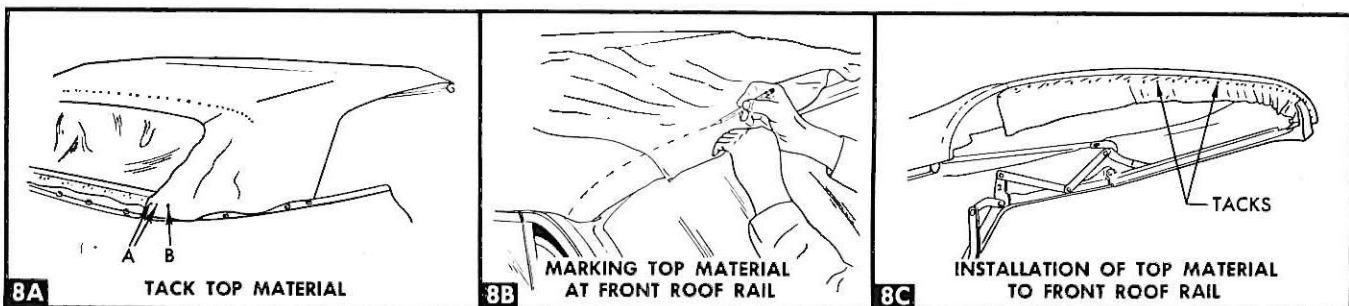


Fig. 8—Fitting the Replacement Top

roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow (fig. 7G).

35. Using a neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rear rails. Make sure that quarter flap seam breaks at forward edge of side roof rear rail.

Material may have to be stretched from side to side to insure proper fit of top material flaps to side roof rear rails and to remove wrinkles from top material along rear roof bow.

36. Cut or pierce flaps for side roof rail rear weatherstrip attaching bolts. Install side roof rail rear weatherstrip to help maintain position of quarter flaps while adhesive is drying.
37. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Figure 8A shows top material installed to rear trim stick at inboard edge.
38. Cut or punch hole in top material for each trim stick attaching bolt.
39. Install top material in to body. Make sure rear and rear quarter trim stick attaching bolts are completely driven in to represent finished condition.
40. Check fit of top material. Rear quarter trim sticks may be adjusted downward to remove minor wrinkles in top material in rear quarter area.
41. Where required, remark top material; then make necessary adjustments to top material by repositioning rear quarter trim sticks and/or by retacking top material to rear and/or rear quarter trim sticks.

*NOTE: In extreme cases, adjustment of top material at rear or rear quarter trim sticks may have to be performed several times before desired fit of top material is obtained.*

42. Remove trim sticks with attached top material from top compartment well. Back curtain should extend  $\frac{1}{2}$ " below trim sticks (see step 9 of installation procedure). In addition, top material must extend  $\frac{1}{2}$ " to  $\frac{5}{8}$ " below trim sticks to minimize water wicking on inner lining of back curtain material. (View "C-C" in Figure 3.) Trim top material as required.
43. Apply convertible top sealer (nitrile) onto all trimmed edges, around each tack head and around each trim stick attaching bolt hole. (View "C-C" in Figure 3.)

*CAUTION: All painted surfaces adjacent to belt finishing molding should be adequately covered to prevent possible sealer damage.*

44. Install trim sticks with attached top material into top compartment well and tighten side and rear trim stick attaching bolts.
45. Recheck side roof rail flaps. Make sure mark at deck seams is in center of rear bow. Also recheck centerline mark on inner surface of top material at rear bow.
46. Where required, remove side roof rail rear weatherstrips. Readjust top material at side roof rails and reinstall weatherstrips.
47. While pulling top material slightly rearward, stay tack top material along rear roof bow.

*CAUTION: Tacks must be installed along a straight line in center of rear bow. Tacks outboard of deck seams should be restricted to distance not to exceed six inches, which is length wire-on binding extends past seam.*

48. At front roof rail, pull top trim material forward to desired tension. While maintaining tension on top trim, place a pencil mark on outer surface of trim material along forward edge of front roof rail (fig. 8B).
49. Unlock top from windshield header and apply neoprene-type weatherstrip adhesive to tacking area of front roof rail. Pull top trim material slightly forward so that pencil marks are forward of front edge of front roof rail. Fasten top trim to cemented area and stay tack trim to rail (fig. 8C).
50. Apply neoprene-type weatherstrip adhesive to front flaps and to corresponding areas on side roof front rails. Fasten flaps to side of roof front rail (View E, Figure 4).
51. Lock top to windshield header. Check appearance of top trim as well as operation and locking action of top. (If additional tension is desired in top trim, unlock top from header and reposition top trim by pulling trim further forward. Stay tack and recheck top appearance.)
52. Complete tacking of top trim to front roof rail and trim off excess material.
53. Permanently tack top material to rear roof bow. Apply a bead of neoprene-type weatherstrip adhesive around each tack head, and into two holes pierced into top material for wire-on binding clip escutcheons.
54. Unlock top from windshield header. Prop-up top assembly approximately 12 inches above

windshield header. Loosen top material hold-down cable front attaching screws (View "A", Figure 3). Adjust cable by pulling cable taut and tighten attaching screws. Lock top to windshield header.

Cables should be adjusted sufficiently to hold top material tightly against side roof rail stay pads. However, cables should not be adjusted so tight as to restrict proper locking action of the front roof rail assembly to the windshield header. Where necessary, readjust cables as required to obtain desired tension.

55. When completed, folding top should be free from wrinkles and draws. Install all previously removed trim and hardware and clean any soilage from top material, back curtain or pads.

## PARTIAL REPLACEMENT OF TRIM MATERIAL

### Replacement of Back Curtain Trim—Only

Extra care in positioning new curtain at same location on trim stick as old curtain, and aligning of trim stick attaching bolt holes in top material with holes in trim stick, will allow reinstallation of top material to its original position with a minimum of refitting.

#### Removal

1. Perform steps 1, 2, 7, 8, 9, 10 and 12 described in "Removal of Folding Top and Back Curtain Trim Assembly."
2. Remove wire-on binding and escutcheons from rear roof bow.
3. Detach folding top trim from rear roof bow and from rear and rear quarter trim sticks.
4. Carefully slide top trim forward exposing tacked edge of back curtain at rear roof bow.
5. Detach back curtain from rear roof bow; then remove back curtain assembly with attached trim sticks and top compartment bag from body and place on a clean, protected surface.
6. Perform steps 17 and 18 as described in "Removal of Folding Top and Back Curtain Trim Assembly."

#### Installation

1. Install spacer sticks as described in steps 1 and 2 of "Installation of Folding Top and Back Curtain Trim Assembly."
2. Seal and install back curtain assembly as described in steps 7 through 21 of "Installation of Folding Top and Back Curtain Trim Assembly."

## Replacement of Folding Top Trim—Only

### Removal

1. Remove folding top trim as described in steps 1 through 13 of "Removal of Folding Top and Back Curtain Trim Assembly."

### Installation

1. Prior to installation of new trim material, check contour of back curtain and side stay pad assemblies. Where required, adjust back curtain and/or side stay pads.
2. Install new folding top trim as described in steps 22 through 25 and 27 through 55 of "Installation of Folding Top and Back Curtain Trim Assembly."

## PAINTING IMPALA BODY SIDE MOLDINGS

Service replacement bright metal body side moldings for the 1962 Chevrolet Impala series are now furnished with Ermine White enamel applied to the depressed surface of the molding. Before installation of these service replacement moldings; it will be necessary, in many instances, to re-spray the painted area of the molding to provide a color match with the moldings present on the vehicle. Use of the following surface preparation for painting is recommended whenever the painted area of a body side molding requires refinish:

1. Clean the molding thoroughly, using paint finish cleaning solvent such as Pre-Kleano, Prep-Sol or equivalent.
2. Carefully mask the unpainted sections of the aluminum molding.
3. Lightly sand the white painted area with #400 sandpaper to insure proper adhesion of the paint that is to be applied.
4. Remove masking tape and clean molding as described in step #1.
5. Carefully re-mask unpainted section of molding.
6. Spray according to label directions, one or two coats of air dry enamel of appropriate color. (See chart below for recommended colors).

	DITZLER	DUPONT	RINSHED-MASON
Black . . . . .	DQE 9000	93-005	P-403
Roman Red . .	DQE 70961	93-93037-H	E-1138-R
Silver Blue . . .	DQE 12546	181-95180	E-1481
Ermine White .	DQE 8259	93-93774	E-1199