

BODY BY FISHER

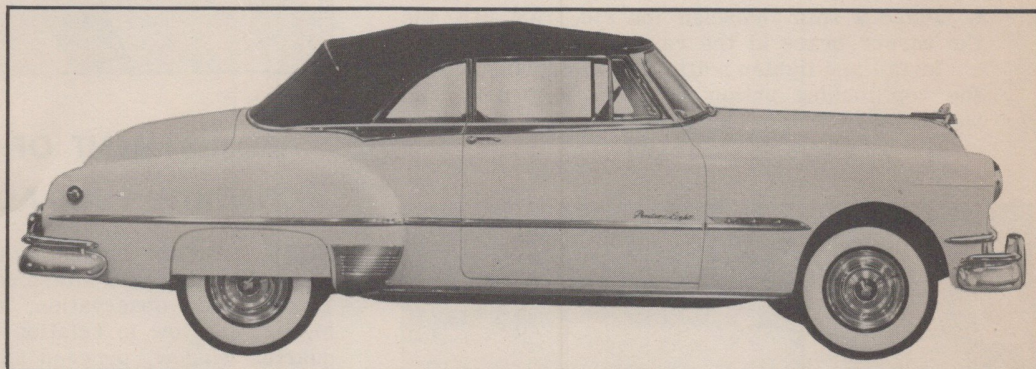
SERVICE NEWS

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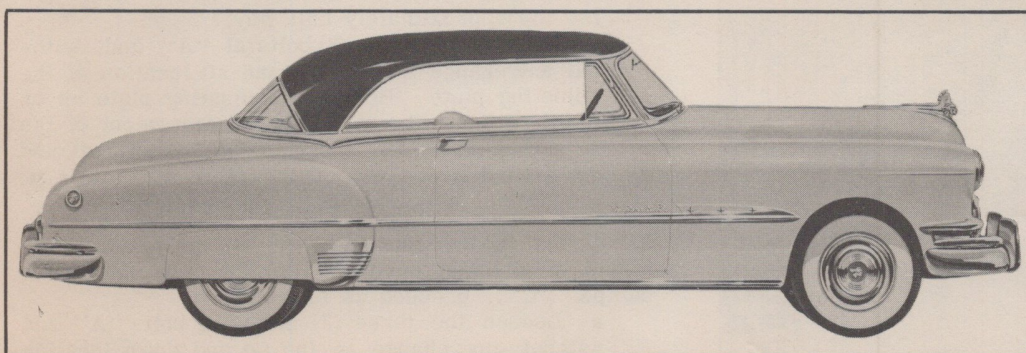
ADJUSTMENT OF BODY HARDWARE PARTS ON CATALINA AND CONVERTIBLE STYLES

1951 PONTIAC "25" SERIES

PONTIAC
CONVERTIBLE
COUPE STYLE
2567DTX



PONTIAC
CATALINA STYLES
2537D AND 2537SD



The adjustments of mechanical body parts along the lower inner body sections on Pontiac Catalina and Convertible Coupe style bodies are similar. Many of these mechanical body parts are inter-related in their adjustment and are peculiar only to these two body styles. This Service News explains these adjustable parts, which include doors, door ventilators, door and rear quarter windows, glass channels, roof rail weatherstrips, and also weathersealing. Particular emphasis is placed on the adjustment of the convertible top, which should be closely studied by all body service personnel.

ADJUSTMENTS OF THE FOLDING TOP

The adjustment of a convertible top requires good judgement on the part of the body man. The work and necessary steps to correct a certain top variation should be planned and figured out beforehand. Perhaps only a single adjustment is necessary to correct a certain top variation, whereas on the other hand, it may be necessary to make a combination of two or more adjustments to correct the variation (see also door and door hardware adjustments described in the following pages of this Service News).

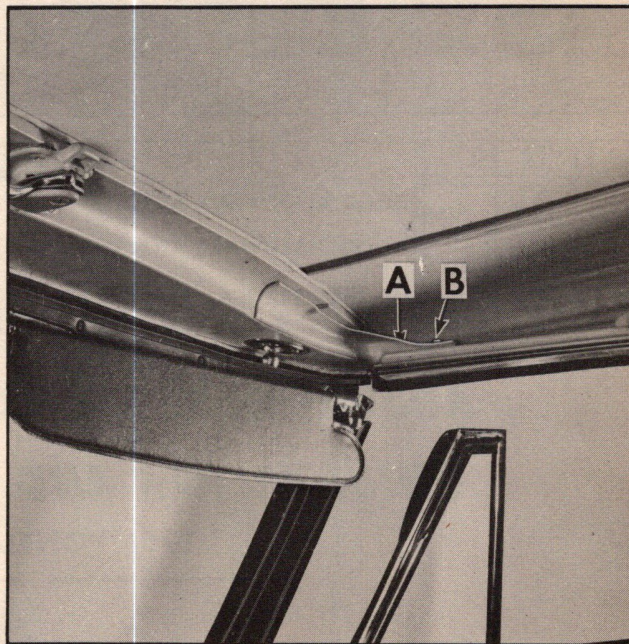
ADJUSTMENT OF TOP AT FRONT ROOF RAIL CORNER BRACE

1. If the top, when in a raised position, is too far forward or does not move forward far enough to allow the dowels on top of the windshield header to enter centrally into the dowel holes in the front roof rail, the following adjustments may be made:

- a. Unlatch the top above the windshield header and raise the top slightly.
- b. Loosen the corner brace attaching bolts "A" and "B" at the front end of the side roof rail.
- c. The slotted holes in the corner brace will allow a forward or backward adjustment of the brace so that proper alignment may be made with the dowels on top of the windshield header.

2. If the folding top front roof rail is too high when top is in a fully raised position, it may result in a difficult locking action of the top to the windshield header or in an inadequate weatherseal in this area. To correct, the following adjustment may be made:

- a. Remove the corner brace attaching bolts at "A" and "B".
- b. Place a shim between the side roof rail and the corner brace at the rear attaching bolt "B".
- c. Install and tighten bolts in position, then check the top locking action and the alignment and weatherseal at the windshield header area.



ADJUSTMENT OF FOLDING TOP CONTROL LINK ADJUSTING PLATE

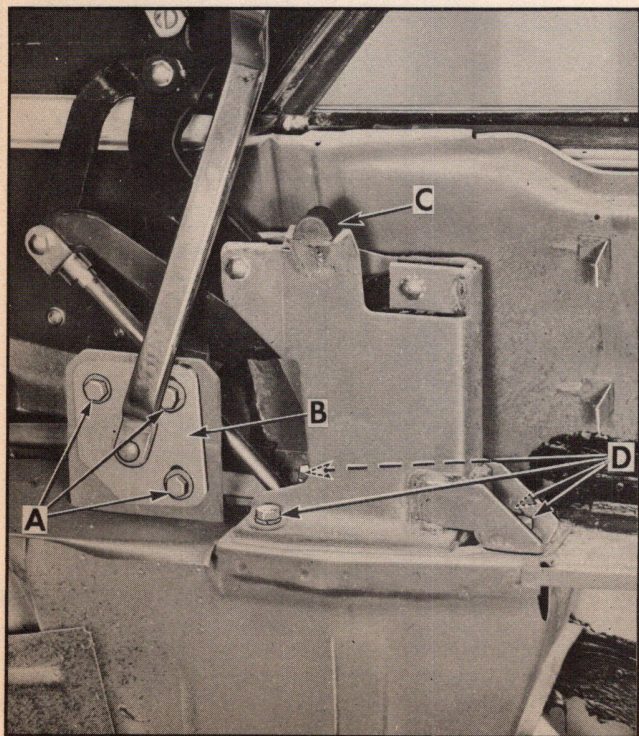
NOTE: Before beginning the following adjustment, make sure fulcrum attaching bolts at "D" are tight.

1. If, upon observation, the side roof rail is too high or too low in relation to the top of the door or quarter window, proceed as follows:

- a. Unlatch the top above the windshield and lower the top approximately half way.
- b. Loosen the three (3) bolts at "A" and, without any change in the fore and aft location of the adjusting plate "B", shift adjusting plate up or down as desired. A downward movement of the adjusting plate will raise the side roof rail and an upward movement of the plate will lower it.
- c. Tighten bolts and check top alignment.

2. If the top is not down far enough when in the folded or stacked position (linkage does not touch bumper "C"), proceed as follows:

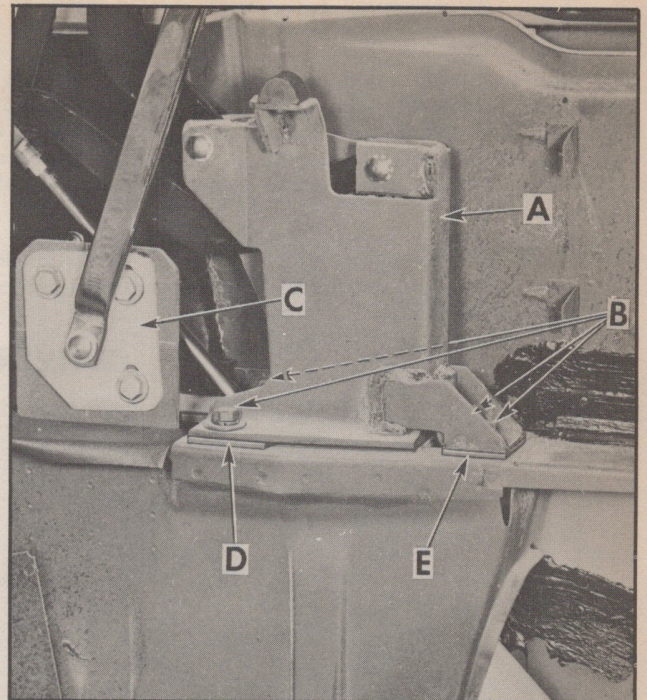
- a. Loosen the three (3) attaching bolts "A" and without any change in the up and down location of the adjusting plate "B", shift adjusting plate directly rearward.
- b. Tighten bolts and check top alignment. This adjustment will further lower the top into its compartment and will add materially to the fit of the top boot in cases where the original folded position was too high.



ADJUSTMENT OF TOP AT HINGE FULCRUM

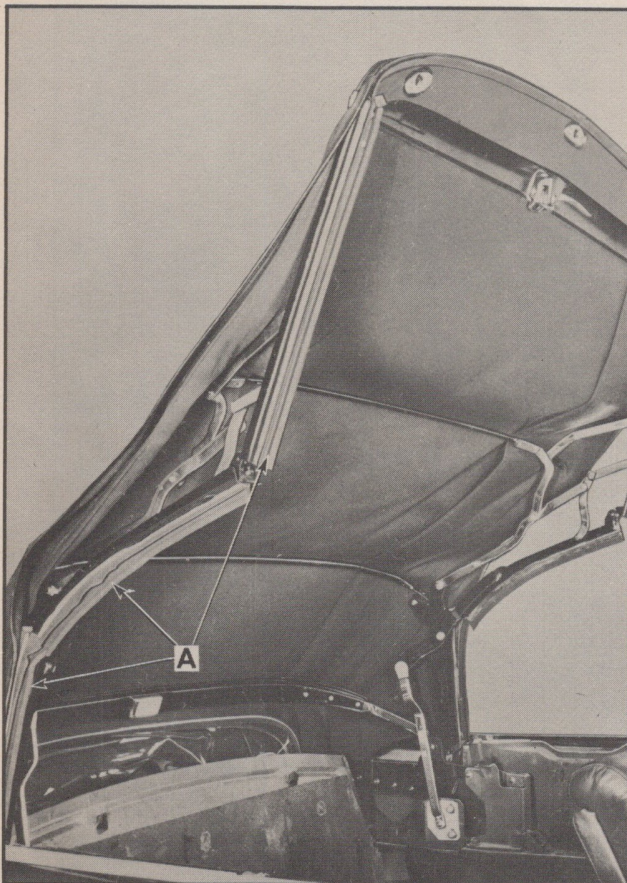
1. Oversize holes in the base of the metal hinge fulcrum at "A" through which the four (4) attaching bolts "B" pass, allow for a forward or backward adjustment to diminish or increase the spacing at the rear quarter window and for a slight rotational movement for lateral (sideward) adjustment of the front roof rail.

2. If, the side roof rail is still too high or too low, after first attempting to secure the desired adjustment at the adjusting plate "C", shimming beneath the fulcrum in the area of the attaching bolts "B" may provide the required adjustment. Placing a shim at the rear bolt areas at "D" will raise the side roof rail, while placing a shim at the forward bolt areas at "E" will lower the side roof rail.



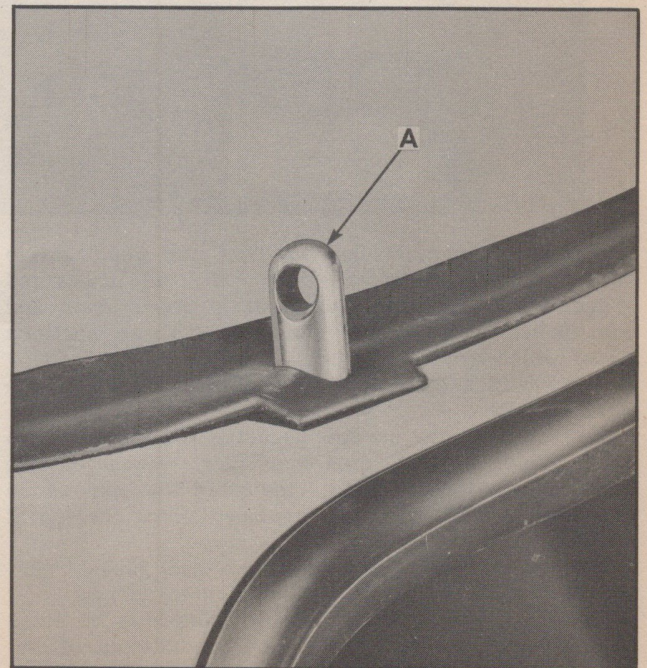
ADJUSTMENT OF SIDE ROOF RAIL WEATHERSTRIP

In conjunction with the adjustment of the side roof rail on convertible tops, it may be necessary also to adjust the side roof rail weatherstrips. If the side roof rail weatherstrip indicated at "A" in the adjacent illustration is either in or out too far or is too high for proper contact with either the door ventilator, door window, or rear quarter window, the weatherstrip may be adjusted as described on Page 4 of this Service News.



ADJUSTMENT OF DOWELS AT WINDSHIELD HEADER

Each dowel "A" on the windshield header is adjustable "up" or "down" to improve either the locking action of the top or the fit of the top to the windshield header in the front corner areas. To adjust each dowel, loosen set screw and turn dowel on threads to desired up or down position, then tighten set screw and check top locking action and header alignment.

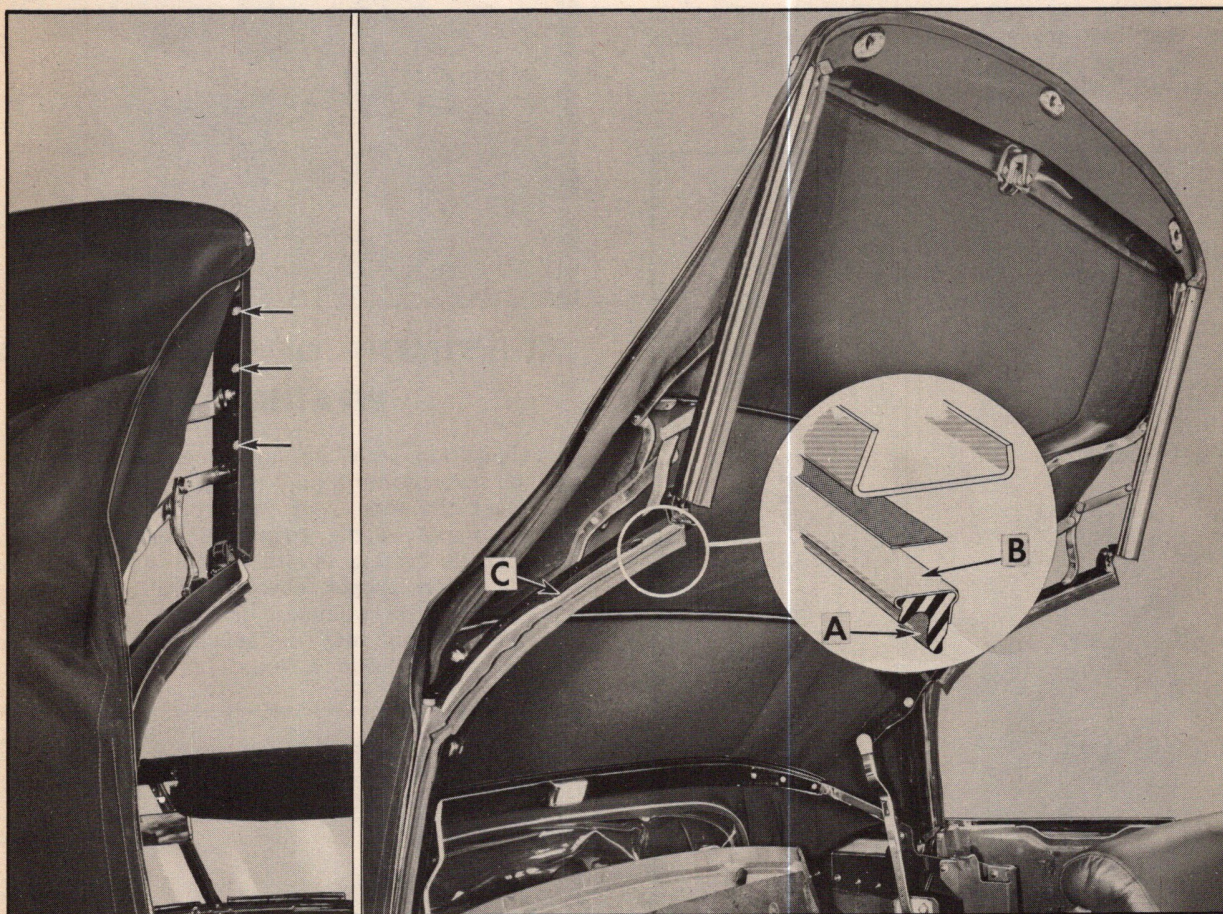


SIDE ROOF RAIL WEATHERSTRIP ADJUSTMENTS

The side roof rail weatherstrip adjustments on both the Catalina and Convertible Coupe styles are basically the same. However, the Convertible side roof rail weatherstrip is adjustable along the entire length of the side roof rail, while on the Catalina styles, only that portion forward of the rear quarter window is adjustable. To correct a condition where the side roof rail weatherstrip is either in or out too far, or is too high for proper contact with the door ventilator, door window, or Convertible rear quarter window, proceed as follows:

NOTE: Before beginning this operation, open the door and lower the rear quarter window. For convenience in loosening the side roof rail weatherstrip retainer attaching screws on Convertible styles, it is recommended that the top be partially lowered.

CONVERTIBLE STYLE



1. Carefully remove the side roof rail weatherstrip "A" from its metal retainer "B" as illustrated above. The roof rail weatherstrip above door and quarter window openings consists of three sections all of which are adjustable.

2. For "in and out" or lateral adjustment of the weatherstrip:

a. Loosen the screws securing the weatherstrip retainer to the side roof rail. Some of the screw attaching nuts, indicated by arrows in inset above, must be loosened along the top of the side roof rail.

b. Shift weatherstrip retainer and gasket "in" or "out" as required, then tighten screws.

NOTE: The attaching screw holes may be elongated, if necessary, to secure additional adjustment in extreme cases.

3. For a "downward" adjustment of the side roof rail weatherstrip:

a. Loosen the screws holding weatherstrip retainer to side roof rail.

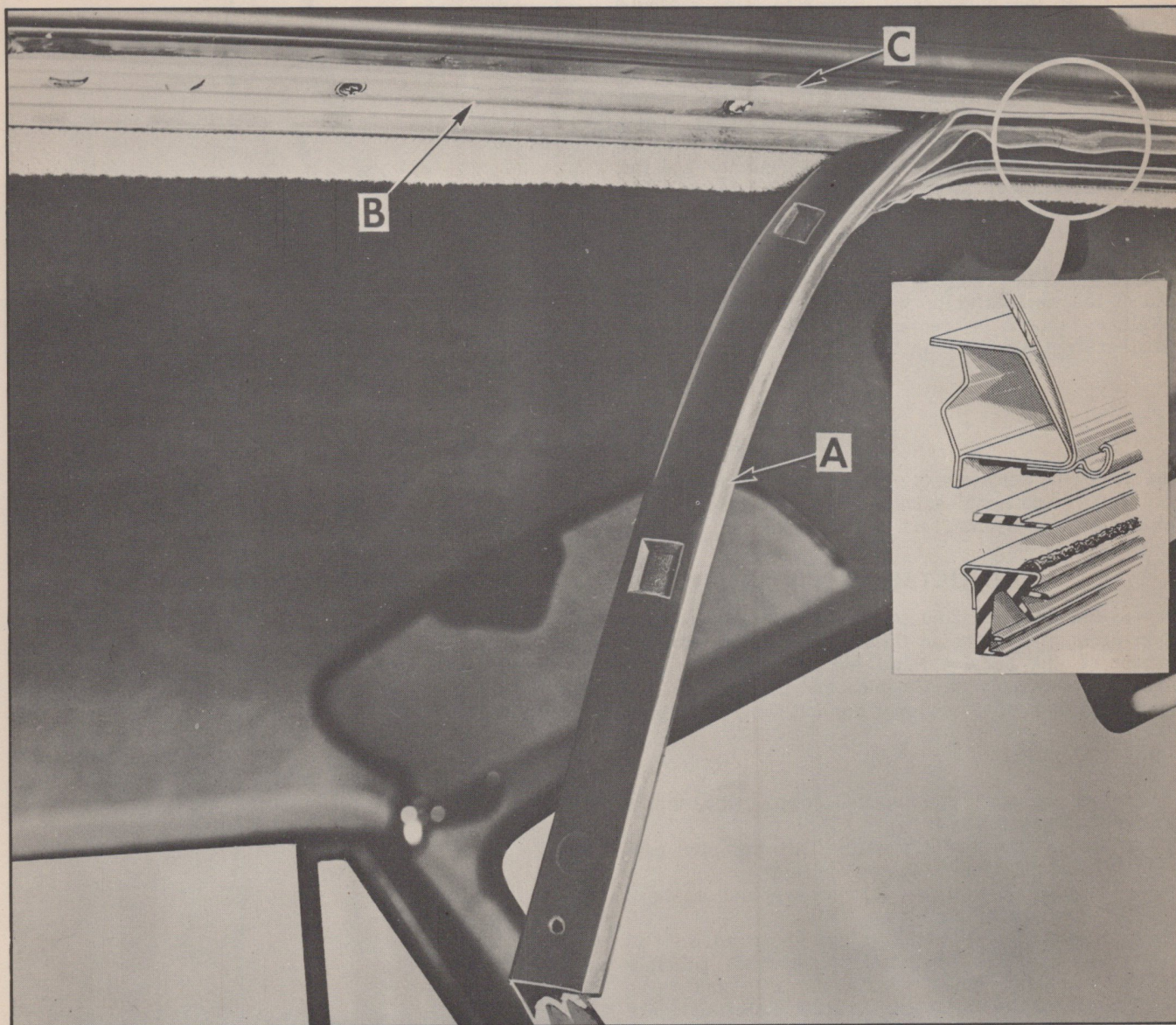
b. Insert waterproof shims between weatherstrip retainer and side roof rail at "C", then tighten screws. The entire length or only certain portions of the retainer can be shimmed as needed.

4. Install weatherstrip in retainer and check alignment with door glass and ventilator frame, and rear quarter window glass.

5. Apply 3M Caulking Compound along the outside base of the side roof rail weatherstrip retainer at "C", where retainer, gasket, and side roof rail are joined. Apply a sufficient amount of compound to weatherseal along this entire area.

SIDE ROOF RAIL WEATHERSTRIP ADJUSTMENTS (CONTINUED)

CATALINA STYLES



1. Remove the side roof rail weatherstrip "A" from its metal retainer "B" as illustrated above. This weatherstrip extends only over the door opening and is anchored at each end by two external screws which must first be removed before releasing weatherstrip from retainer.

2. For "in and out" or lateral adjustment of the weatherstrip:

a. Loosen the screws securing the weatherstrip retainer to the side roof rail.

b. Shift weatherstrip retainer and gasket "in" or "out" as required, then tighten screws.

NOTE: The attaching screw holes may be elongated if necessary.

3. For a "downward" adjustment of the side roof rail weatherstrip:

a. Loosen the screws holding weatherstrip retainer to side roof rail.

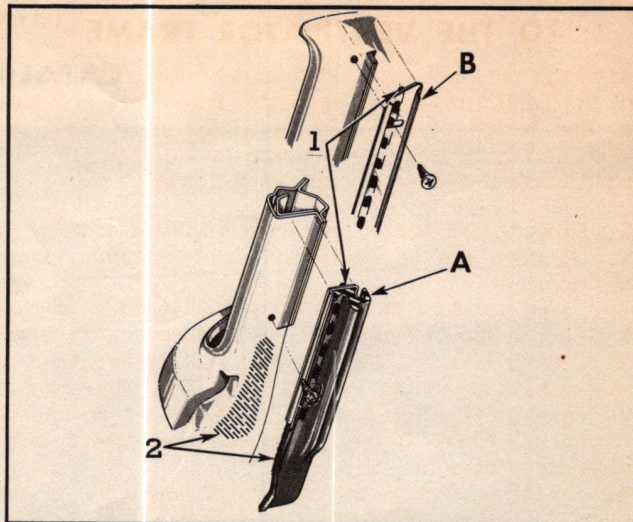
b. Insert waterproof shims between weatherstrip retainer and side roof rail at "C", then tighten screws. The entire length or only certain portions of the retainer can be shimmed as needed.

4. Install weatherstrip in retainer and check alignment with door glass and ventilator frame. The holes for the two weatherstrip end attaching screws may be relocated if necessary.

5. Work a bead of 3M Caulking Compound into the crevice along the outside base of the side roof rail weatherstrip retainer at "C", where retainer, gasket, and side roof rail are joined. Apply a sufficient amount of compound to weatherseal along this entire area.

FRONT END SIDE RAIL WEATHERSTRIP ADJUSTMENTS

The front end side roof rail weatherstrip "A" forms a continuation of the side roof rail weatherstrip on both Convertible and Catalina body styles. On the Catalina styles, these two sections are vulcanized together at the upper front corner to form a single unit. Adjustments of the front end side rail weatherstrip are basically the same as those described previously for the side roof rail weatherstrip. "In and out" adjustment is available through the slotted attaching screw holes of retainer "B", as shown opposite, while a "rearward" adjustment can be obtained by shimming between the retainer and the windshield pillar. After any service adjustment, this assembly should be resealed by applying 3M Caulking Compound at (1) just outside the retainer attaching screw holes and along the full length of the gasket which is cemented to the retainer. The lower end of the weatherstrip, which protrudes beyond the retainer, should be cemented to the pillar with 3M Weatherstrip Adhesive as indicated at (2).



DOOR HARDWARE ADJUSTMENTS

The following adjustments of door hardware parts may be used to improve the weathersealing along the side roof rail. Additional adjustments of the door assembly, door rubber weatherstripping, and sill plates along the lower door opening are described under the heading "Door Alignment" in this Service News.

ADJUSTMENT OF THE COMPLETE VENTILATOR ASSEMBLY

Due to the intricate adjustment sometimes necessary on door ventilators, door window glass assemblies, and door parts in general on Catalina and Convertible Coupe style bodies, a careful study should be made of this section of the Service News by all body men doing maintenance work on these body styles. To adjust the ventilator assembly on Catalina and Convertible Coupe styles, first remove all door inside hardware and the door trim pad, then perform the following adjustments as required.

1. "Fore and aft" or "up and down" adjustments can be made as follows:

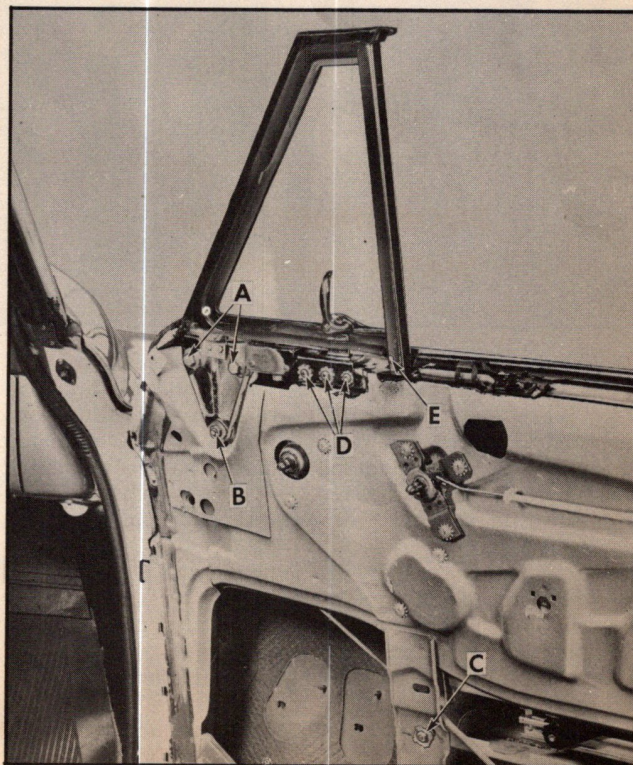
a. Loosen the two (2) bolts "A" and stud nuts "B" and "C" as indicated opposite.

b. Remove the three (3) screws and washers "D" and the single screw "E".

c. Adjust "fore", "aft", "up", or "down" as required. The adjustments are made possible by oversized holes at "A", "B", and "C". The ventilator attaching bracket holes at bolts "A" and adjusting stud "B" may be elongated if necessary.

d. Tighten bolts "A" and stud nuts "B" and "C". Relocate and install attaching screws and washers at "D" and "E".

2. "In and out" adjustment of the ventilator assembly can be made by loosening the stud nut at "B" and turning the adjusting stud with a screwdriver. Turning the stud "in" or clockwise will move the ventilator "in". Turning the stud "out" or counter-clockwise will also move the ventilator "out". A corresponding opposite adjustment should then be made at the adjusting stud "C" to avoid bending the division channel portion of the ventilator assembly.

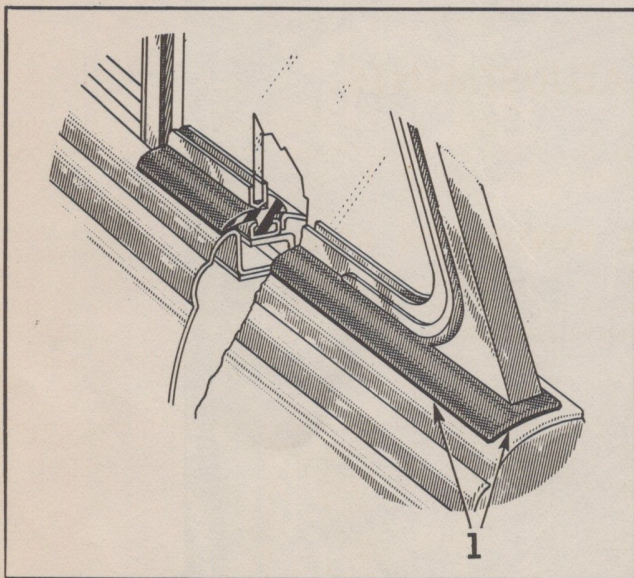


ADJUSTMENT OF THE VENTILATOR TO THE VENTILATOR FRAME

Although no mechanical adjustments for realignment of the ventilator to the ventilator frame are provided in the design of the door ventilator assembly, the ventilator may be moved upward in the frame by the addition of a spacer washer as follows:

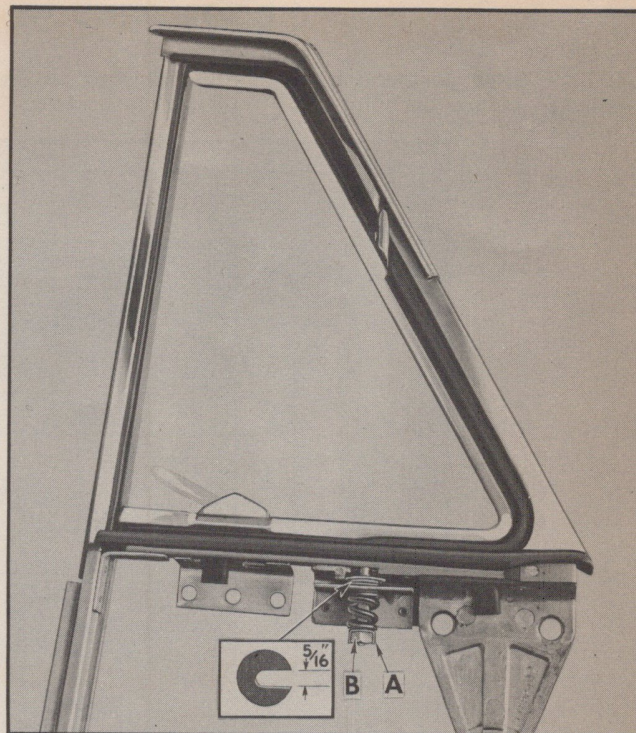
To raise the ventilator in the ventilator frame:

1. Remove the complete ventilator assembly from the door.
2. Bend up the "ears" of the lock washer at "A" and loosen the hex-nut "B" on the ventilator shaft.
3. Install a 5/16" flat washer with a slot cut out of one side between the metal stop and the fiber washer as shown. Tighten hex-nut until proper torque is obtained. Check torque by getting the "feel" from opposite ventilator.
4. Install and seal the ventilator assembly to the door.



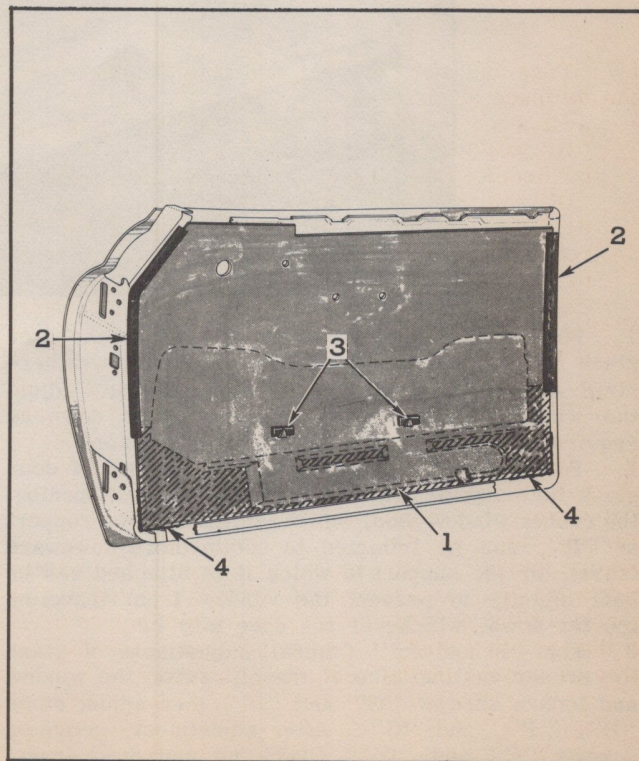
DOOR INNER PANEL WATER DEFLECTOR

A door inner panel water deflector is installed to the door to weatherseal the entire inner panel area. Whenever this deflector is removed from the inner panel to perform a service operation, it is imperative that it be properly reinstalled prior to securing the door trim pad in position. As shown in the opposite illustration, this deflector is cemented to the bottom inner panel metal along the shaded areas at (1). The upper portion of the deflector is taped to the inner panel along the front and rear edges at (2), while tape is also applied over the trim pad retainer tab clearance cut-outs at (3). To complete the installation, cement is applied along the edges of the deflector at each lower corner at (4), starting at the ends of the door bottom trim pad retainer and running up each side approximately 4". For service installation, use 3M Weatherstrip Adhesive and waterproof tape in locations specified.



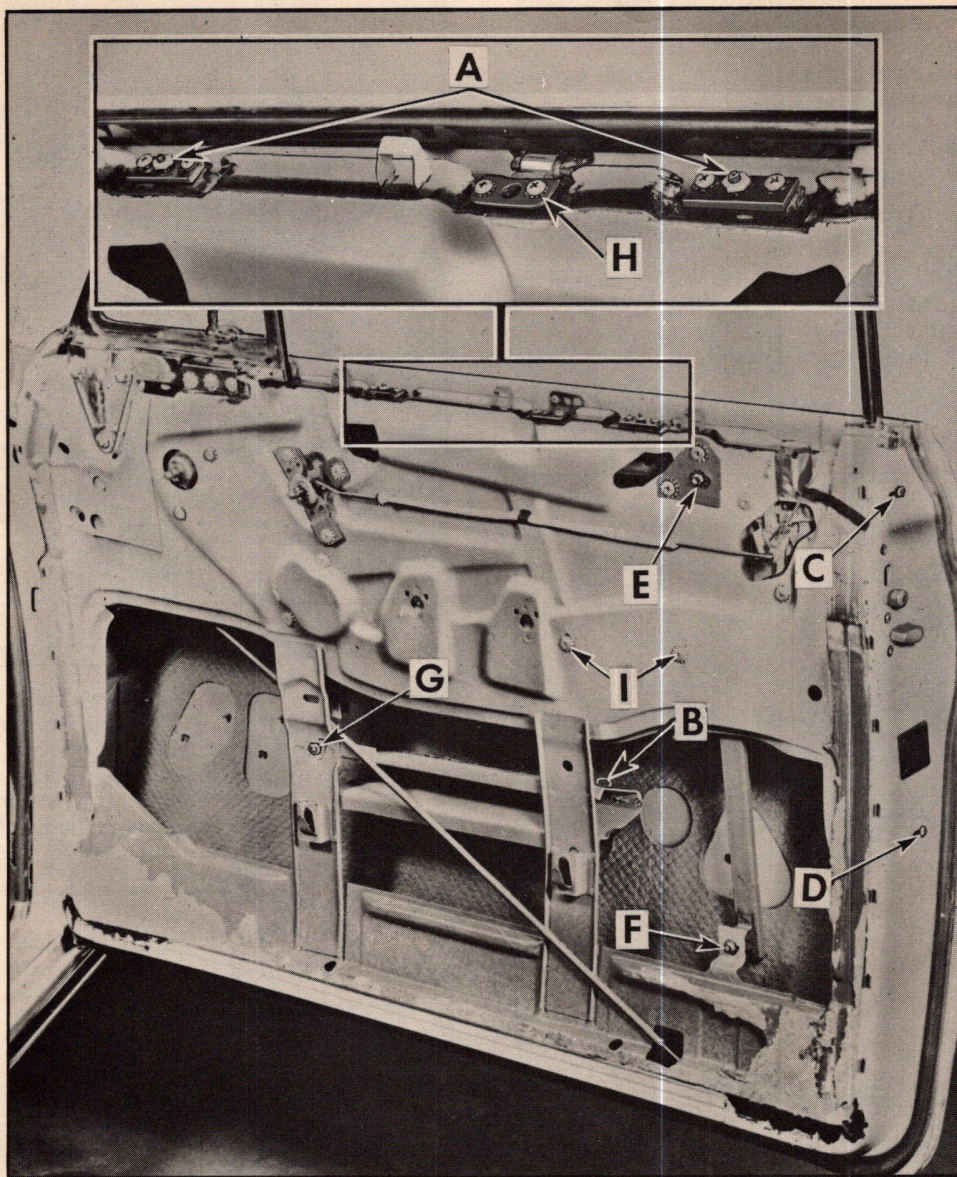
VENTILATOR SEALING

When making any of the above ventilator adjustments, careful attention should be paid to sealing the ventilator rubber weatherstrip if it has been disturbed from its cemented attachment to the door outer panel at (1). To insure a weatherproof installation, this weatherstrip must be sealed with 3M Weatherstrip Adhesive.



DOOR WINDOW GLASS ADJUSTMENT

NOTE: After performing any of the following adjustments, the door inner panel water deflector must be re-installed before securing door trim pad in position.



1. For proper "upward" limit of travel of the door glass for alignment with the side roof rail weather-strip and top of ventilator division channel, adjust the window stops at "A" either up or down as required (see also Door Ventilator Adjustment).
2. For proper "downward" limit of travel of door glass for alignment with the lower window opening, the rubber window stop, which is attached to a support at "B", can be trimmed to obtain more downward travel, or the support to which it is attached can be bent slightly to prevent the window from traveling too far down, whichever the case may be.
3. For "in and out" (lateral) adjustment of glass for proper vertical line of travel, raise the window and loosen screws "C" and "D", then adjust studs "E", "F", and "G". After adjustment, retighten screws "C" and "D". Check up and down travel

of glass for bind.

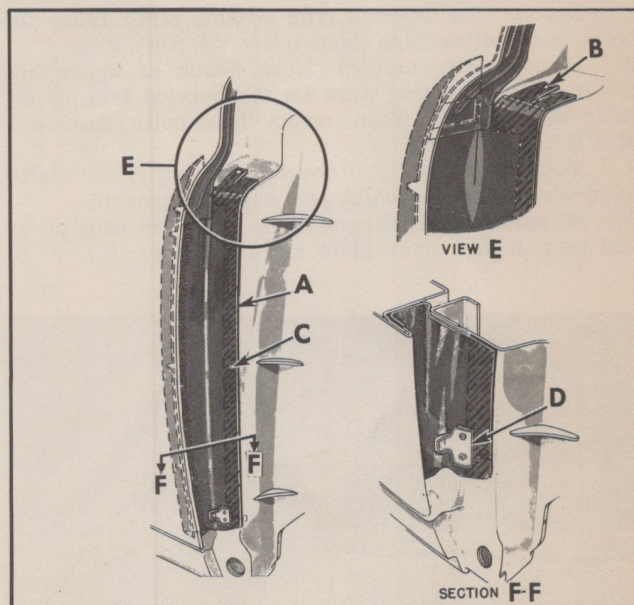
4. Glass "cocked" in the opening; Upper corner of glass does not align with ventilator division channel. To correct, loosen nuts "E" and "F" and screws "I", adjust glass for proper alignment, then retighten nuts and screws. Before tightening, operate the glass upward so as to check the front edge of glass for true alignment with the ventilator division channel.
5. A binding or "hard-operating" glass can be corrected by the same adjustments used in Step 4.
6. The anti-rattler rubber roller "H" may be adjusted for proper contact with the glass by moving roller "in" or "out" to cushion the glass against vibration or shock when slamming the door. These rollers should be adjusted to a uniform, light contact with the glass.

DOOR ALIGNMENT

In the manufacture of a Fisher Body, provision is made for the service alignment of doors in the body door opening by means of slotted and oversized hinge attaching bolt holes located in the door hinge pillar and adjacent body hinge pillar. This adjustable door service feature allows for any slight readjustment of the door if needed after months of constant use. The following information dealing with door alignment illustrates the door hinge attaching bolt holes and outlines the manner in which each hinge is adjusted. The misalignment conditions shown are exaggerated for purposes of illustration. NOTE: In addition to the following information on the alignment of doors by the adjustment of door hinges, it must be remembered that body shimming also affects the fit of doors. The subject of body shimming is fully covered in the 1949-50 Pontiac Shop Manual pages 17 to 19 inclusive.

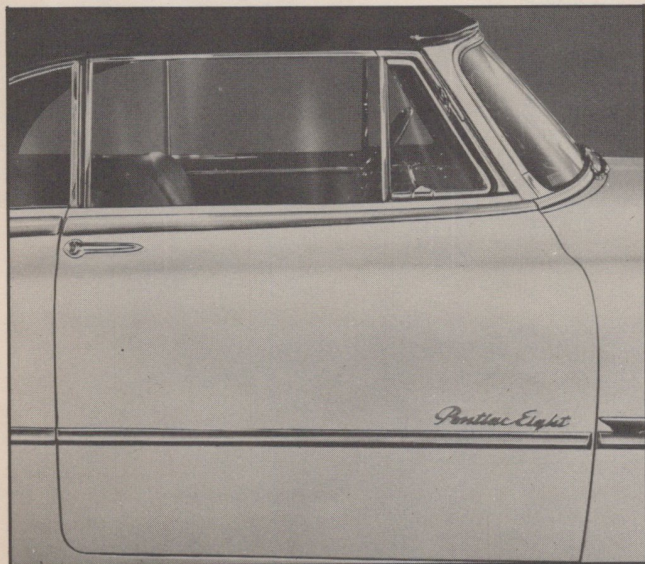
FRONT BODY HINGE PILLAR SEALING STRIP

A bellows type sealing strip is installed to the door and front body pillar to weatherseal in this location. This sealing strip is installed over the outside face of the front body pillar and covers the upper and lower door hinge attaching bolts in this area. Prior to making any door adjustment at the hinge attaching bolts on the front body pillar, it will be necessary first to remove the baffle plate under the fender, then from below, loosen the sealing strip from the front body pillar. In addition to being cemented to the pillar along "A", this sealing strip is also secured in position by fasteners at "B" and "C" and by a lower retainer at "D" which is mounted over the sealing strip with two screws. After door adjustment has been made, the sealing strip should be recemented to the front body pillar with 3M Weather-strip Adhesive.



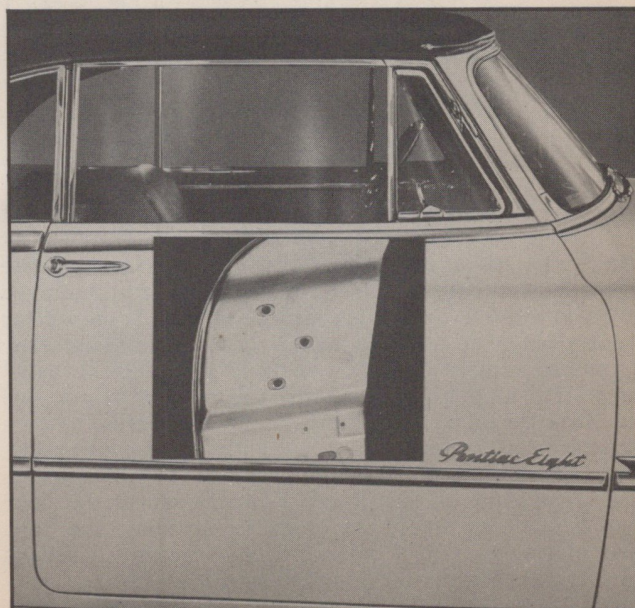
CHECKING FOR DOOR MISALIGNMENT

Remove the door lock striker from the body pillar to allow the door to hang free on its hinges. Then check the spacing at sides, top and bottom of door for any misalignment. The crease lines on the doors and adjacent body panels should be in continuous alignment as shown in this illustration.



"IN AND OUT" ADJUSTMENT

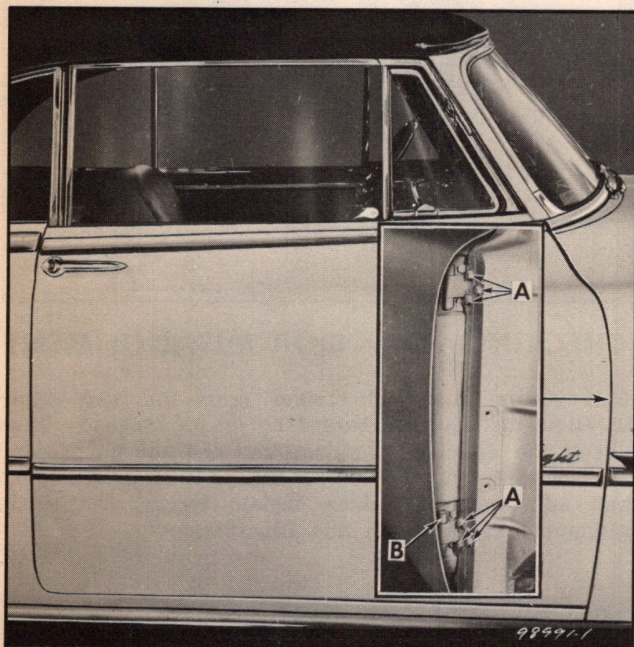
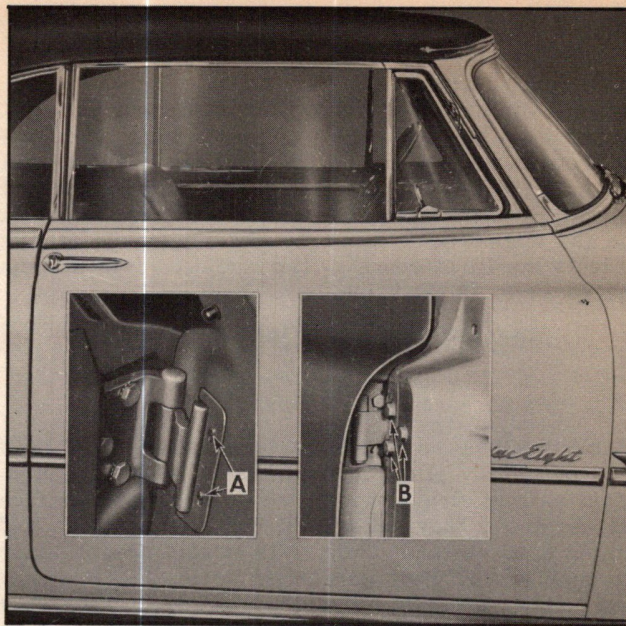
"In and out" adjustments are made on the door half of the hinge. Loosen the three (3) hinge bolts on the door half of both upper and lower hinges, move door "in" or "out", then tighten bolts and check alignment.



"UP AND DOWN" - "FORE AND AFT" ADJUSTMENT

An "up and down" or a "fore and aft" adjustment of the complete door assembly is made through oversized holes at the front body pillar hinge attaching points as follows:

1. Open door and loosen the two hinge cover plate to front body pillar attaching screws at each upper and lower hinge at "A".
2. Loosen the bellows type sealing strip from the front body pillar (see description on page 9).
3. Remove the cement from heads of upper and lower hinge attaching bolts on the outside face of the front body pillar. Then loosen these bolts, indicated at "B".
4. Move door "up", "down", "fore", or "aft" as desired, tighten bolts and check alignment.
5. Reinstall the sealing strip to the front body pillar and tighten the cover plate attaching screws.



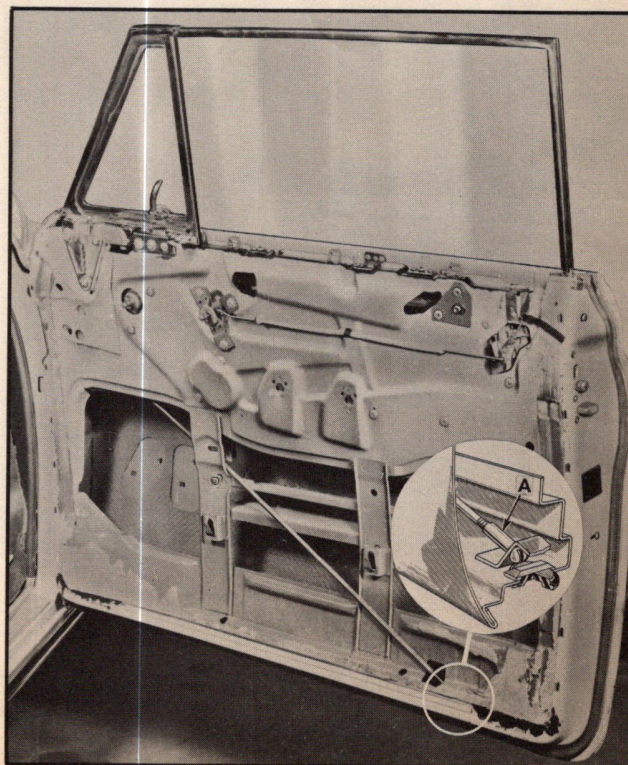
DOOR FRAME STIFFENER ADJUSTMENT

An adjustable door frame stiffener rod, which runs diagonally across the inner construction of Convertible and Catalina style doors, acts as a reinforcement on doors of this type. As shown by the arrow at "A", the lower end of this rod, which is accessible through the bottom flange of the door, is equipped with a slotted adjustable sleeve nut. If the lower rear corner of the door has a tendency to stand away from the adjacent body panel, it may be brought back into alignment by simply tightening this nut one or two turns. This adjustment may also have a tendency to raise the door slightly at the lock side. The adjustment mentioned may also be reversed in the event the bottom lower rear corner of the door has a tendency to fit too close to the body. A rubber plug is cemented in the stiffener sleeve nut access opening on the door bottom flange.

"SAGGING" DOOR ADJUSTMENT

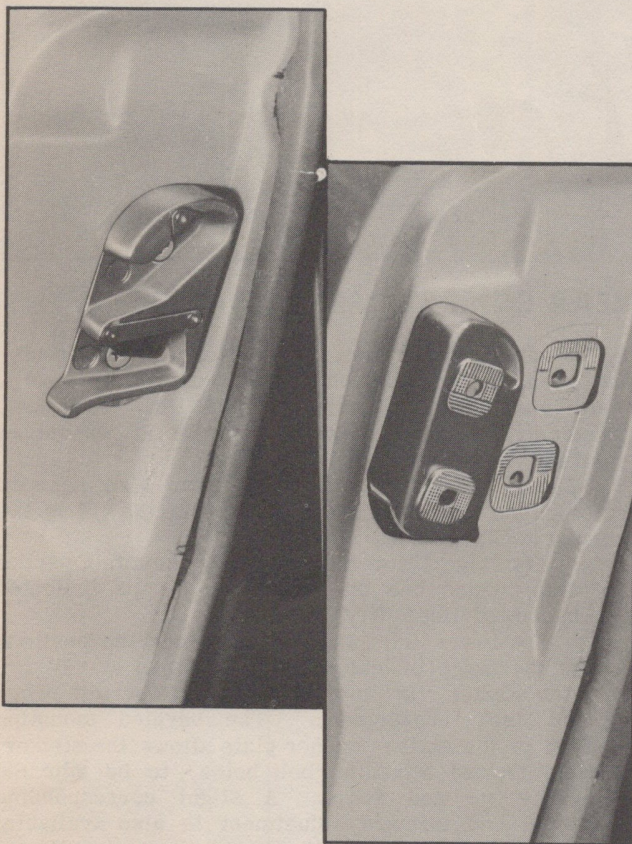
A door which is too low at the lock pillar side is usually referred to as a "sagging" door. The following adjustments, or a combination thereof, may be made to correct this condition (see also Door Frame Stiffener Adjustment below):

1. Adjust the upper hinge "forward" and/or the lower hinge "aft" on the body pillar at "A".
2. Place a waterproof shim under the door pillar lower hinge strap at "B".



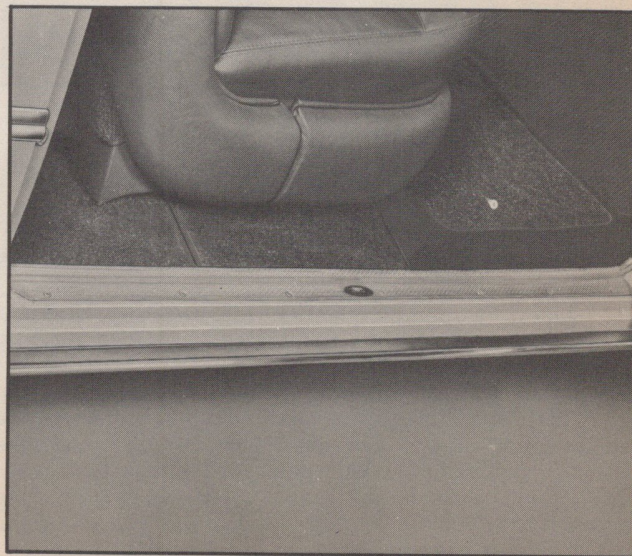
REAR BODY LOCK PILLAR ALIGNMENT

In cases where the door does not align properly with the rear quarter outer panel, even after door adjustments are made, it may be necessary to align the rear body lock pillar. This is usually done by removing the rear quarter trim from both sides and jacking out the upper portion of the lock pillar as illustrated. To assure that the quarter pillar will not spring back, the pillar brace "A" should be heated by torch to normalize the strain after it has been "jacked" out and before the jack is removed. This work should be done by an experienced "metal" man.



DOOR LOCK STRIKER ADJUSTMENT

All doors may be moved "in or out" at the lock side of the door by simply loosening the screws in the striker plate, adjusting as required and then tightening screws again. As illustrated, serrations on the back of the striker and striker adjusting plate coupled with a movable anchor plate in the pillar allow "up or down" adjustment as well, to compensate for vertical alignment of the door. The door lock striker should always be in proper alignment with the lock bolt of the lock. It is imperative that the striker be installed in a level position to attain this condition.



DOOR SILL PLATE AND WEATHERSTRIP ALIGNMENT

After performing door alignment operations, the sill plate, illustrated opposite, and the door rubber weatherstrip should also be checked for proper alignment. A slight "in" or "out" adjustment of the sill plate may be made by relocating the sill plate attaching screw holes. This adjustment is restricted by a new "non-floating" type support which is now part of the body-in-white. Where necessary, the door weatherstrips may be shimmed for improved contact with the door opening.

REAR QUARTER AND REAR COMPARTMENT ADJUSTMENTS

In conjunction with the adjustment of the convertible top and also the weatherstrips along the side roof rail, it may be necessary to adjust the rear quarter window. The illustration and description below explain the adjustment of the rear quarter window on Convertible and Catalina styles.

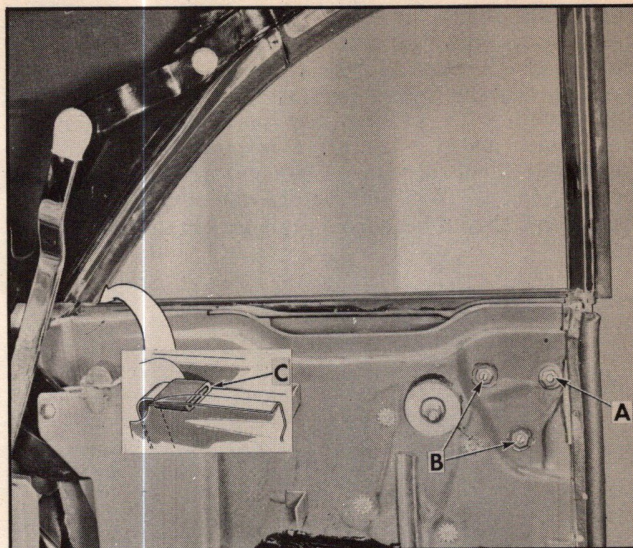
REAR QUARTER WINDOW ADJUSTMENT

1. "Up and down" and "fore and aft" adjustments of the window glass may be made at the pivot bracket by loosening the pivot bolt "A" and the adjusting stud nuts "B", then shifting window glass assembly to the desired adjustment.

NOTE: In extreme cases the attaching screw holes in the inner panel at "A" and "B" may be elongated if necessary.

2. "In and out" adjustment of the window glass may be made at the pivot bracket by loosening the stud nuts "B" and turning the studs with a screwdriver to the desired adjustment. Turning the studs "in" or clockwise will move the top of the glass "in". Turning the studs "out" or counterclockwise will move the top of the glass "out".

3. The rear quarter glass stop at "C" may be adjusted by loosening the two screws attaching the upper glass run guide and stop to the inner panel and moving the glass stop up or down as desired.



REAR COMPARTMENT LID ADJUSTMENT

1. Floating anchor plates at the hinge strap attaching area on the lid inner panel permits a "fore", "aft" and "side" adjustment of the lid. To adjust, loosen strap retaining bolts "A", shift lid to required position, then tighten bolts to place.

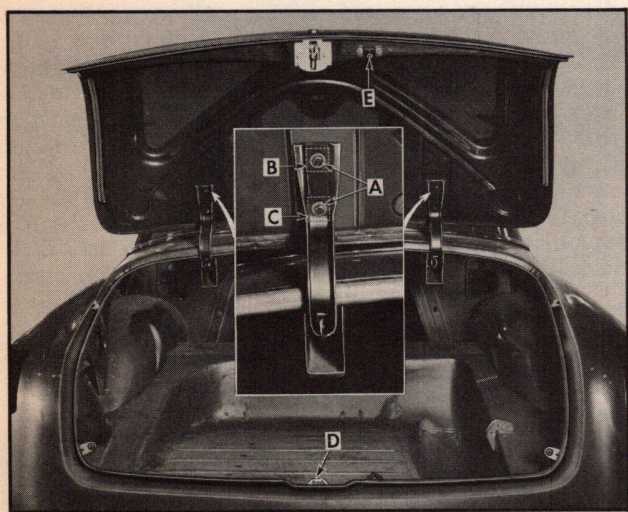
2. Shimming under each hinge strap also permits raising and lowering the hinge end of the lid in the compartment opening.

a. To raise lid at hinge area, place a thin partial shim under one or both hinge straps indicated by dotted lines at "C".

b. To lower lid, place shims under the sections of the hinge indicated by dotted lines at "B".

3. The striker "D" may be adjusted to permit proper lid lock engagement. The beveled mounting surface of the striker anchor plate allows the striker, through slotted attaching bolt holes, to be adjusted primarily up and down. A slight corresponding rearward and forward adjustment is also available.

4. Two (2) screws "E" provide adjustment for alignment of the guide.



REAR COMPARTMENT LID LOCK BOLT AND STRIKER ENGAGEMENT CHECK

To check the amount of engagement of the rear compartment lid lock bolt with the lock striker, use the following procedure.

1. Insert a small quantity of modeling clay at bottom of bolt slot as illustrated and close lid with a moderate slam.

2. Open lid and check amount of engagement of lock bolt with striker as indicated by the compression of modeling clay. The clearance between bolt and striker should be $11/64$ " plus .000 minus $3/32$ ".

3. Adjust striker as required, if necessary, use spacer provided for emergency installation. Tighten all attaching screws.

