BODY SHELL, EXTERIOR TRIM, FRAME AND UNDERBODY

GROUP 47 (70000)

SECTION 47-01 Body Shell, Exterior Trim, Frame and Underbody—Service

VEHICLE APPLICATION

Capri.

DESCRIPTION

Body Sealer Types

Caulking Cord D6AZ-19560-A

This sealer or equivalent is commonly known as permagum. It is used on spotweld holes, around moulding clips, or between two surfaces not properly sealed by a gasket. Apply with a putty knife.

Silicone Lubricant COAZ-19553-AA Jelly

This lubricant or equivalent is to be used on the door and window weatherstrips. It is recommended that silicone lubricant be applied to the weatherstrips at every lubrication period. Its use makes the doors easier to close, avoids weatherstrip squeaks, retards weatherstrip wear from chafing between the door glass upper frame and the weatherstrip, and helps to retain door window alignment by reducing friction between the glass frame and rubber weatherstrip.

Hoisting, Jacking and Towing

Refer to Section 10-04.

DIAGNOSIS AND TESTING

Dust and Water Leaks

Sealer locations should be considered when checking for dust or water leaks. The forward motion of the vehicle causes any unsealed, small opening in the lower section of the body to permit air and dust to be drawn into the body. Opening the ventilator air ducts will equalize these pressures. Dust accumulates in the rocker panel, and may move into the luggage compartment.

To eliminate dust leakage, determine the exact point at which the dust enters.

Under certain conditions, water can enter the body at any point where dust can enter.

To determine the exact location of a dust leak, it may be necessary to remove the following trim from the vehicle:

1. Cowl trim panel.
2. Quarter trim panel.
3. Rear seat back and seat cushion.
4. Luggage compartment floor mats, spare wheel and side trim panel.
5. Scuff plates.

After removing the trim, the location of most leaks will be evident. The entrance of dust is indicated by a pointed shaft of dust or silt. Seal these leaks, and road test the vehicle on a dusty road to make sure that all leaks are sealed.

After the road test, check for indications of a dust pattern around the door openings, cowl panel, lower part of the quarter panel and in the luggage compartment.

Sometimes leaks can be located by putting bright lights under the vehicle, with the above components removed, and checking the interior of the body joints and weld lines. The light will show through where leaks exist. The Rotunda Ultra-sonic Leak Detector 029-00001 or equivalent can locate dust leaks, as well as wind noise and water leaks.

ADJUSTMENTS

Body Alignment, Unitized

Heat and the use of heavy duty jacks must be carefully controlled because of the gauges and types of steel used in a unitized body. It is possible to pull damaged areas back into alignment with the use of lightweight jacks and hydraulic equipment, without heating the metal.

Rough out badly damaged areas before taking measurements for squaring up a body. If necessary, remove the glass from the damaged area to prevent breakage. In severe cases, reinforcement brackets and other inner construction may have to be removed or cut to permit restoration of the outer shell and pillars, without excessive strain on the parts. Straighten, install and secure all such parts in place before attempting to align the body.

In cases of severe or sharp bends, it may be necessary to use heat. Any attempt to cold straighten a severely bent bracket may cause ruptures of the welds and may also cause cracks in the bent part. Never heat the area to more than a dull red.

All welding should be done with a Rotunda MIG Welder 066-01210 or equivalent with welding wire meeting AWS-E-70S specification.

Underbody Misalignment Check

The dimensions of the underbody must be restored in the service of major body damage, to provide correct front and rear wheel geometry. Refer to Body Dimensions in this Section. All dimensions are detailed to the center line of existing holes in the underbody assembly. Once the frame and suspension members are aligned, other operations in this Section can be performed.

Body Misalignment Check

To align or square up a body, take two opposite diagonal measurements between the front, center or rear pillars. Take the measurements between reference points, such as crease lines or weld joints which are diagonally opposite each other, on the two pillars being measured. Since all measurements should be made from the bare metal, remove all interior trim from the checking points.

ADJUSTMENTS (Continued)

Do not attempt to correct any serious misalignment with one jacking operation. Align each section proportionately, until the proper dimensions are obtained. If body alignment is questionable, refer to Body Dimensions in this Section.

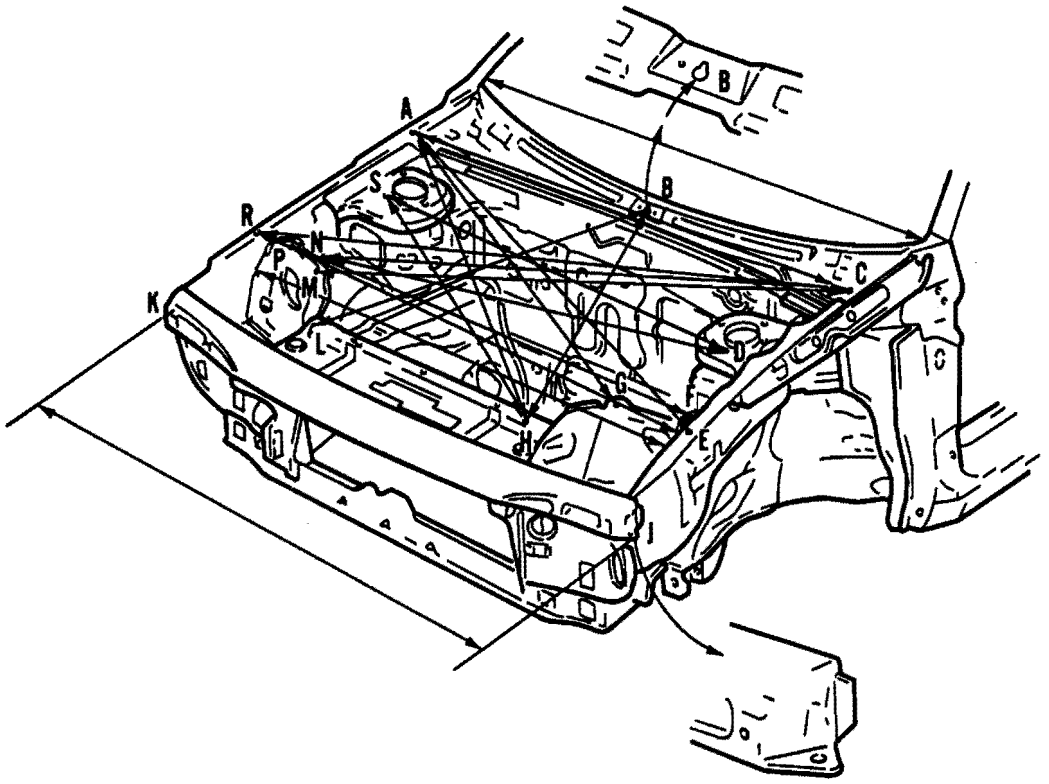
Body Dimensions

Dimensions for the engine compartment and underbody are as shown. All dimensions are absolute point-to-point, measured in millimeters. Measuring can be performed using Rotunda Lower Body Laser Measuring System 073-00401 or equivalent.

The linear dimensions are diagonal measurements taken side-to-side and front-to-rear. The plane dimensions are straight measurements taken front-to-rear or side-to-side.

ADJUSTMENTS (Continued)

Engine Compartment Linear Dimensions



POINTS	DISTANCE	DESCRIPTION
A to E	1457.93 mm	RH FRONT FENDER REAR RETAINING BOLT TO LH FRONT FENDER FRONT RETAINING BOLT
A to G	1302.36 mm	RH FRONT FENDER REAR RETAINING BOLT TO LH HEADLAMP OPENING RR BOLT
A to H	1310.30 mm	RH FRONT FENDER REAR RETAINING NUT TO RADIATOR SUPPORT LH RETAINING BOLT
B to H	961.41 mm	COWL TOP PANEL, INNER TO RADIATOR SUPPORT LH RETAINING BOLT
B to L	952.55 mm	COWL TOP PANEL, INNER TO RADIATOR SUPPORT RH RETAINING BOLT
C to R	1457.93 mm	LH FRONT FENDER REAR ATTACH BOLT TO RH FRONT FENDER FRONT ATTACH BOLT
C to N	1272.14 mm	LH FRONT FENDER REAR ATTACH BOLT TO BRACKET MOUNTING RH BOLT
C to M	1302.36 mm	LH FRONT FENDER REAR ATTACH BOLT TO RH HEADLAMP OPENING LH BOLT
D to N	1080.00 mm	LH STRUT FRONT STUD TO BRACKET MOUNTING RH BOLT
F to P	1216.00 mm	RH HEADLAMP OPENING RH BOLT TO LH HEADLAMP OPENING LH BOLT
H to S	1001.02 mm	LH RADIATOR SUPPORT BOLT TO RH STRUT FRONT STUD
J to K	1290.00 mm	LH FRONT FENDER REINFORCEMENT UPPER FRONT BOLT TO RH FRONT FENDER REINFORCEMENT UPPER FRONT BOLT
A to C	1314.00 mm	RH FRONT FENDER REAR RETAINING BOLT TO LH FRONT FENDER REAR RETAINING BOLT
D to S	1067.00 mm	LH STRUT FRONT STUD TO RH STRUT FRONT STUD
E to R	1270.00 mm	LH FRONT FENDER FRONT BOLT TO RH FRONT FENDER FRONT BOLT

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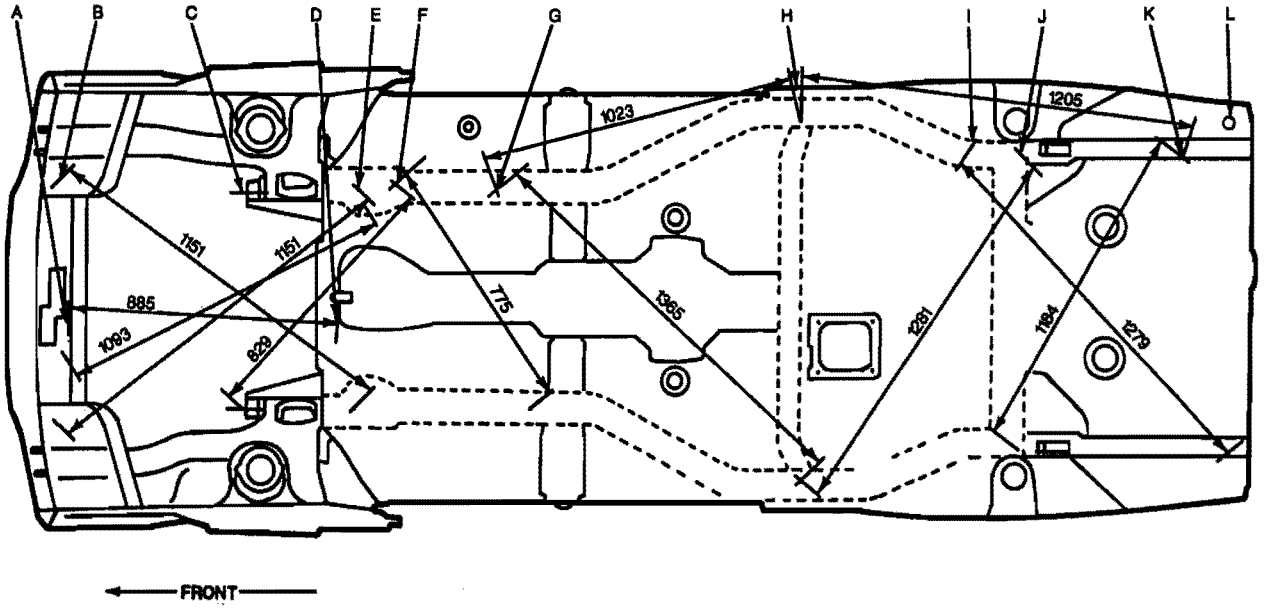
ADJUSTMENTS (Continued)

Underbody Linear Dimensions



LINEAR BODY DIMENSIONS

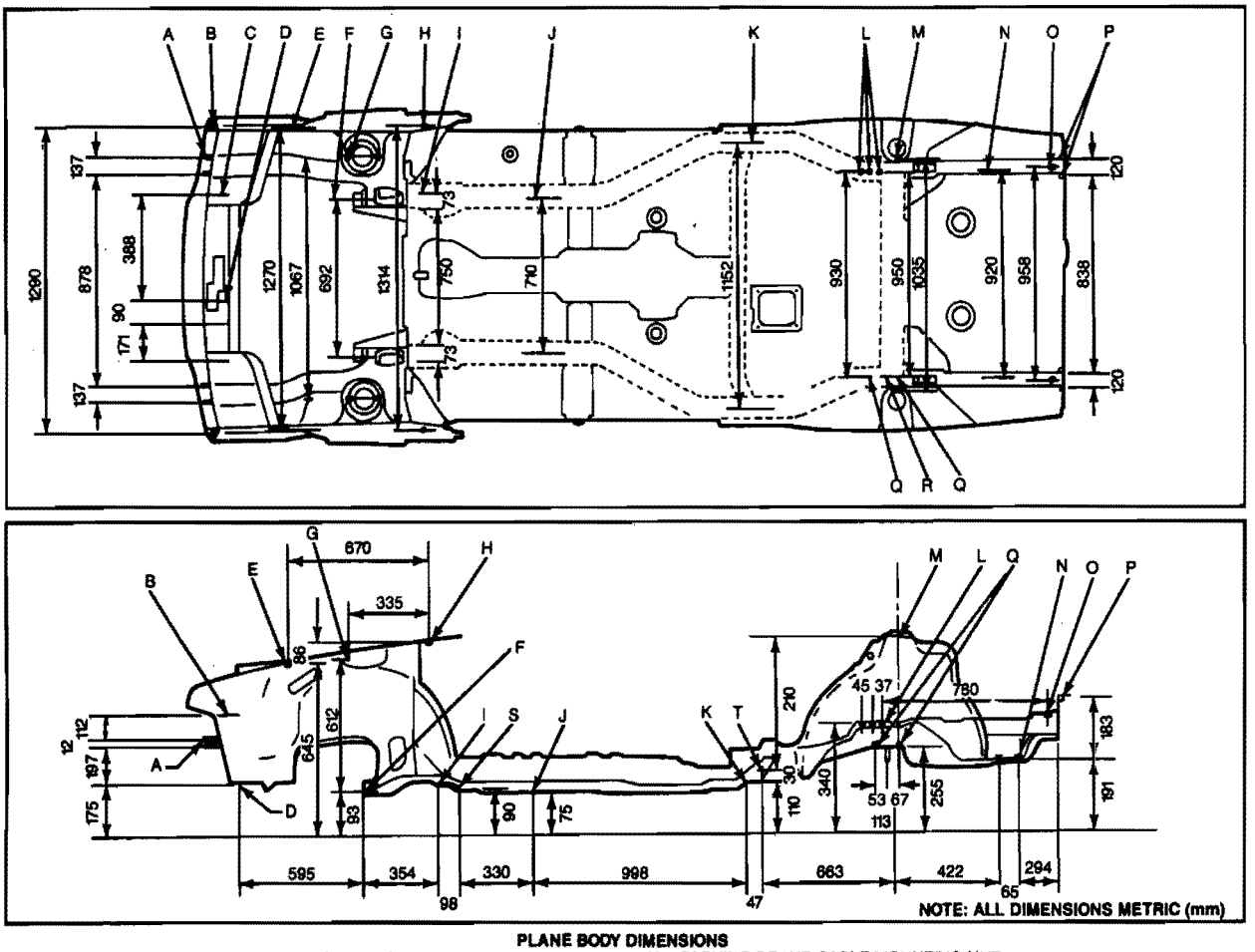
NOTE: ALL DIMENSIONS IN METRIC (mm)

A: ENGINE MEMBER MOUNTING NUT
B: FRONT STABILIZER BAR MOUNTING
C: FRONT LOWER ARM REFERENCE HOLE
D: ENGINE MEMBER MOUNTING NUT
E: FRONT LOWER ARM MOUNTING NUT
F: FRONT FRAME LOWER REFERENCE HOLE
G: FRONT FRAME REFERENCE HOLE
H: PARKING BRAKE CABLE MOUNTING NUT
I: REAR SEAT BACK HINGE MOUNTING NUT
J: REAR CROSSMEMBER MOUNTING NUT
K: HOOK MOUNTING NUT
L: REAR FRAME REFERENCE HOLE

N8539-A

ADJUSTMENTS (Continued)

Underbody Plane Dimensions



PLANE BODY DIMENSIONS

A: FRONT BUMPER MOUNTING NUT
B: FRONT BUMPER REINFORCEMENT BRACKET MOUNTING
C: FRONT STABILIZER BAR MOUNTING
D: ENGINE MEMBER MOUNTING NUT
E: FRONT FENDER MOUNTING NUT FRONT
F: FRONT LOWER ARM REFERENCE HOLE
G: FRONT SUSPENSION MOUNTING HOLE
H: FRONT FENDER MOUNTING NUT REAR
I: FRONT LOWER ARM MOUNTING NUT
J: FRONT FRAME REFERENCE HOLE
K: PARKING BRAKE CABLE MOUNTING NUT
L: REAR SEATBACK HINGE MOUNTING NUT
M: REAR SUSPENSION MOUNTING BLOCK MOUNTING HOLE
N: HOOK MOUNTING NUT
O: REAR FRAME REFERENCE HOLE
P: REAR BUMPER MOUNTING NUT
Q: REAR CROSSMEMBER MOUNTING NUT
R: REAR CROSSMEMBER REFERENCE BOLT
S: FRONT FRAME LOWER REFERENCE HOLE
T: TRAILING LINK MOUNTING NUT

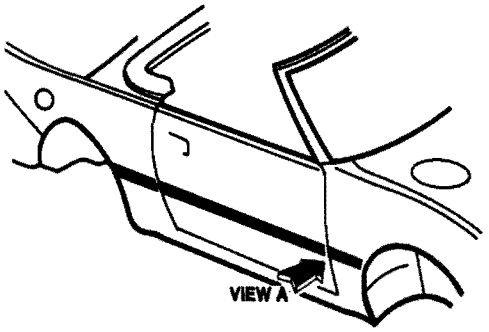
N8540-A

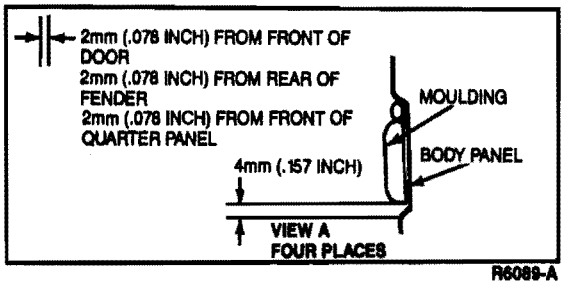
REMOVAL AND INSTALLATION

Body Side Protection Mouldings

Pressure-Sensitive Tape

To install the optional body side moulding (extruded PVC with two-way tape), wipe the body surface with alcohol or a suitable cleaning solvent to remove all foreign material. Then, at room temperature 19°C (65°F) or above, remove protective carrier from pressure-sensitive tape on the mouldings. Position moulding and press firmly to ensure adhesion.

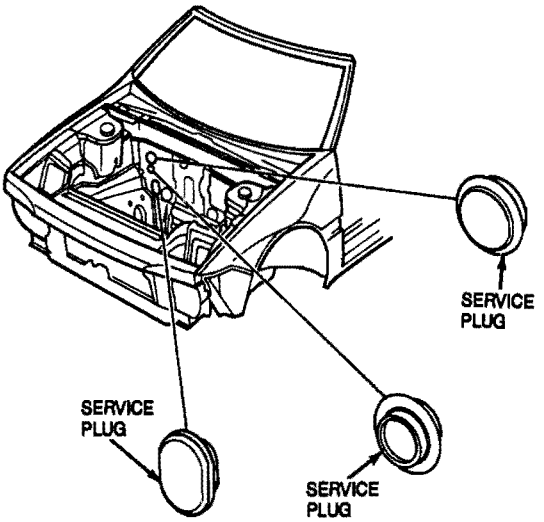


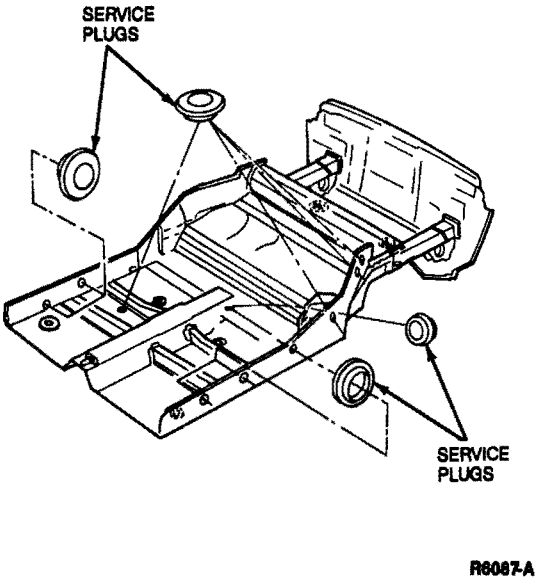


CLEANING AND INSPECTION

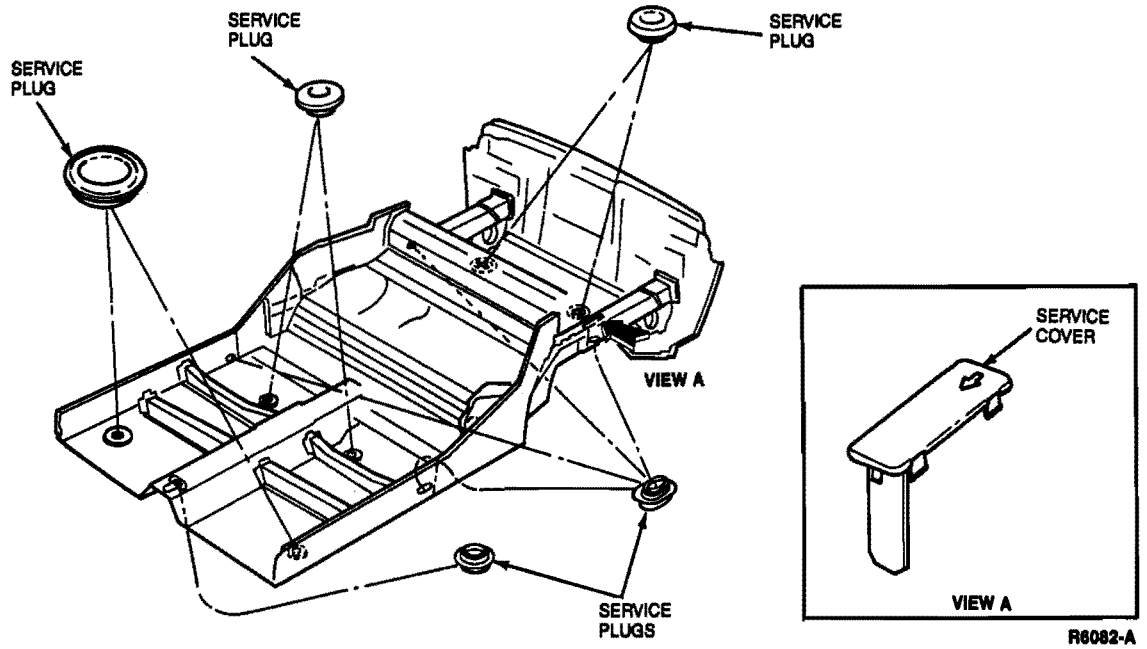
Floorpan Plugs and Grommets

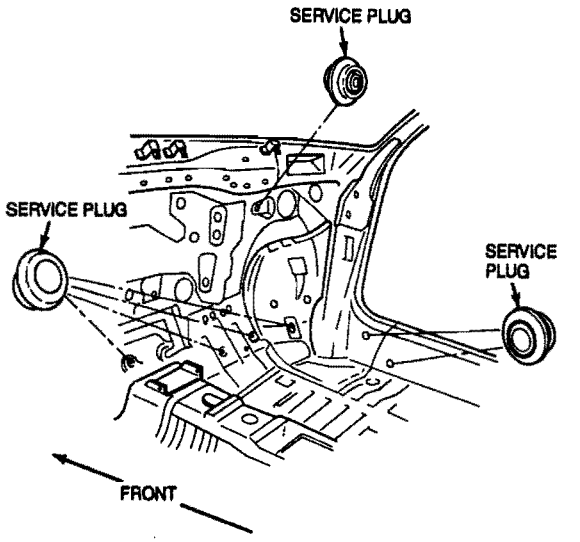
Many plugs and grommets are used in the floorpan and dash panel. The floorpan plugs seal the various access holes. If any plugs are missing or improperly installed, a dust or water leak may result. This also applies to the grommets used on the dash panel. When dust or water leaks are evident, these plugs and grommets should be checked for proper installation.





CLEANING AND INSPECTION (Continued)





All bolts and screws should be tightened periodically. In the event that tightening the bolts and screws, located on such assemblies as the doors, hood and deck lid does not eliminate the rattles, the trouble is probably caused by misalignment. If this is the case, follow the adjustment and alignment procedures for these assemblies.

Rattles and squeaks are sometimes caused by weatherstripping and anti-squeak material that has slipped out of position. Apply additional cement or other adhesive.

Rattle Elimination

Foreign objects such as nuts, bolts, or small pieces of body deadener in the door wells, pillars and quarter panels are often the source of rattles. Door wells can be checked by carefully striking the underside of the door with a rubber mallet.

Trim

Bright metals should be periodically cleaned with a soft, clean cloth or sponge and clear water. For excessively dirty parts, use Ford Multi-Purpose Cleaner B8A-19523-AA or equivalent, diluted to proper concentration. Wash, rinse and wipe the parts dry. To remove rust or salt corrosion from chrome-plated parts, sparingly use Bright Metal Cleaner 8A-19522-A or equivalent. On aluminum or chrome finished parts, avoid scouring with steel wool and polishing products containing abrasives. Use Custom Silicone Gloss Polish B7AZ-19530-AA or equivalent for excellent protection of all bright metal parts.

CLEANING AND INSPECTION (Continued)

Body Maintenance

Regular body maintenance preserves the vehicle's appearance during the life of the vehicle. The following steps are suggested as a guide for regular body maintenance.

1. Vacuum the interior thoroughly and wash the vehicle.
2. Check all openings for water leaks and seal where necessary.
3. Cement all loose weatherstrips which are still useable using Weatherstrip Adhesive COAZ-19552-A or equivalent.
4. Replace all door and deck lid weatherstrips which are unfit for service.
5. Apply Silicone Lubricant COAZ-19553-A or equivalent to the weatherstripping.
6. Replace all cracked, fogged or chipped glass.
7. Align the hood, doors and deck lid if necessary.
8. Inspect the windshield wiper blades and replace if necessary.
9. Tighten sill plate and garnish moulding screws.
10. Clean the seats, door trim panels and headlining.
11. Apply touch-up paint to chipped or scratched areas.
12. Drain holes located on the underside of each rocker panel, quarter panel and door should be cleaned periodically.

Appearance Protection

Proper maintenance will help keep the vehicle looking factory new for years to come. The following cleaning and care recommendations will provide the vehicle with necessary appearance protection.

Proper exterior appearance protection includes proper and frequent washing (including underside areas), polishing to shield paint and bright metal surfaces, touching up nicks and scratches with proper paint, and keeping body drain holes unplugged.

NOTE: It is very important to remember when using any chemical cleaner or polish to always follow label directions. Read all warning and caution statements which appear on label.

Washing

Use One Step Wash and Wax Concentrate D6AZ-19523-AA or equivalent, diluted to the proper concentration, followed by a rinse with clear cold water. Do not wash vehicle with hot water, in the direct rays of the sun, or while sheet metal is hot.

Convertible Top Care

Rinse the vinyl to remove loose dirt and grime. Exceptionally dirty areas should be pre-cleaned with Ford Triple Clean, Ford Multi-Purpose Cleaner, or a mild soap solution. Next, apply Ford Vinyl Hardtop Cleaner and Reconditioner or equivalent, following label directions.

To avoid damage to the vinyl top and moldings, use only an approved Ford cleaner or equivalent. Do not use stiff bristle brushes or abrasive material or cleaners.

Hot waxes applied by automatic car washes can affect the cleanability of vinyl material.

Polishing

Use Custom Silicone Gloss Polish B7AZ-19530-AA, Custom Cream Wax E4AZ-19534-A, Custom Auto Wax B4A-19534-AA or equivalent to remove harmful deposits, and provide added protection on body surfaces.

Underbody

In geographic areas using a heavy concentration of road salt or other corrosive materials for snow removal or road dust control, flush and inspect the complete underside of the vehicle at least twice each year. Include underbody areas in frequent washing of the vehicle.

Particular attention should be given to cleaning out underbody members and drain holes where dirt and other foreign materials may have collected.

Rustproofing

CAUTION: The flexible plastic and/or rubberlike parts such as front fascias, front and/or rear bumper covers, wheel flairs, stone deflectors, air deflectors, bumper end caps, rub strips, or bumper guards, if so equipped, may be damaged by aftermarket rustproofing compounds. If rustproofing overspray, drips, or runs are allowed to remain on the front or back side of the noted plastic parts, they may swell or distort. To prevent this, if the vehicle has been aftermarket rustproofed, inspect and clean with Extra Strength Tar and Road Oil Remover B7A-19520-AA or equivalent, or a naphtha-wetted cloth. Wipe completely dry. Inspect frequently as rustproofing may run or drip for some time after installation, especially in hot weather.

Chrome and Bright Metal Care

Frequent washing and the use of Custom Bright Metal Cleaner 8A-19522-A or equivalent, are recommended for body hardware, chrome-plated materials and aluminum components.

CAUTION: Plastic wheelcovers should always be washed with mild detergent and water immediately after using any commercial-type cleaner to prevent any possible damage to wheelcover.

CLEANING AND INSPECTION (Continued)

CAUTION: Do not use steel wool, abrasive-type cleaner or strong detergents containing highly alkaline or caustic agents on chrome-plated materials, aluminum wheels or anodized aluminum parts as damage to the protective coating and corrosion and/or discoloration may result. Clean with One Step Wash and Wax Concentrate D6AZ-19523-AA or equivalent, diluted per label directions.

Multi-Purpose Cleaner Concentrate B8A-19523-AA

Custom Bright Metal Cleaner 8A-19522-A

WARNING: READ THE WARNING INFORMATION ON THE PRODUCT LABEL.

Pour some cleaner concentrate onto a clean, damp cloth and wipe wax from the bumper. A second application with vigorous rubbing may be necessary for hard wax areas.

SPECIAL SERVICE TOOLS

ROTUNDA EQUIPMENT

Model	Description
029-00001	Ultrasonic Leak Detector
066-01210	Mig Welder
073-00401	Lower Body Laser Measuring System

SECTION 47-02 Body

VEHICLE APPLICATION

Capri.

DESCRIPTION

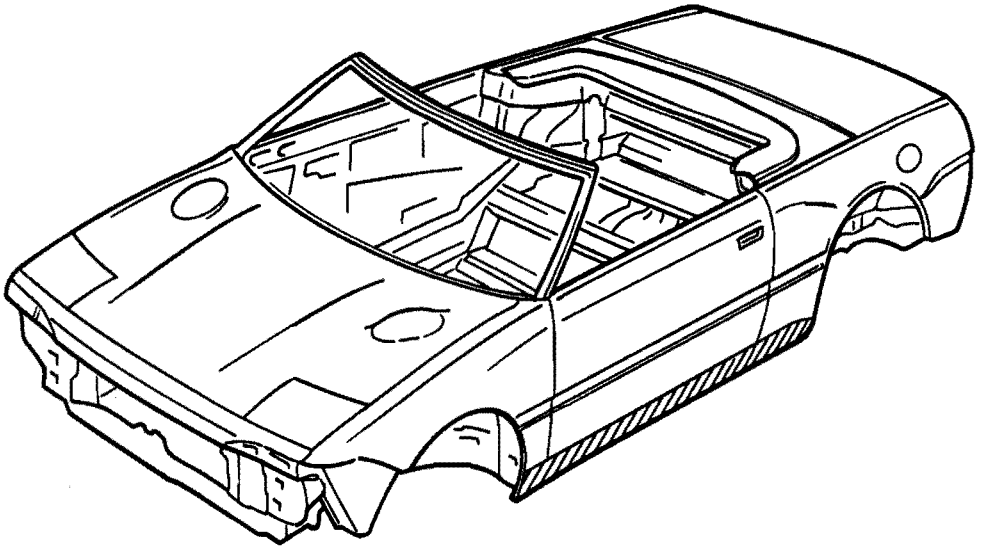
Body and Sheet Metal

The body is of a lightweight, all steel welded construction, with bolted removable front fenders, hinged doors, hood and luggage compartment lid.

Zinc coated steels are used in sensitive, rust-prone areas such as rocker panels, hood, fuel filler door and luggage compartment lid.

The body is undercoated using the Cathodic Electrocoat Process (E-Coat).

This section covers removal and installation of the bolt-on body components. Refer to Section 47-01 for body panel repair procedures.



N8299-A

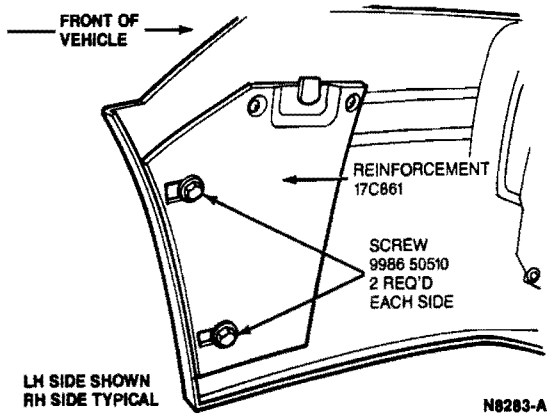
REMOVAL AND INSTALLATION

CAUTION: Prior to removing any body components, be sure to disable the air bag system to prevent possible deployment. Refer to Section 41-58.

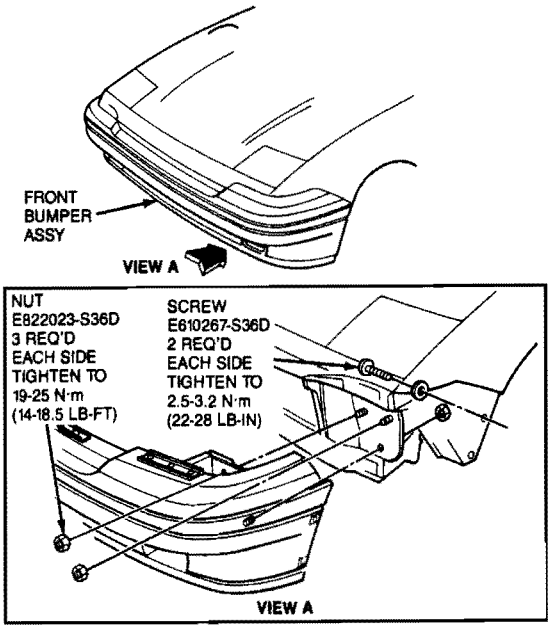
Bumper Assembly, Front

Removal

1. Raise vehicle on hoist. Refer to Section 10-04.
2. Disconnect fog lamp wiring retaining connectors.
3. Remove retaining screws located inside RH and LH fenders.



4. Remove bumper retaining nuts on both RH and LH bumper reinforcements.

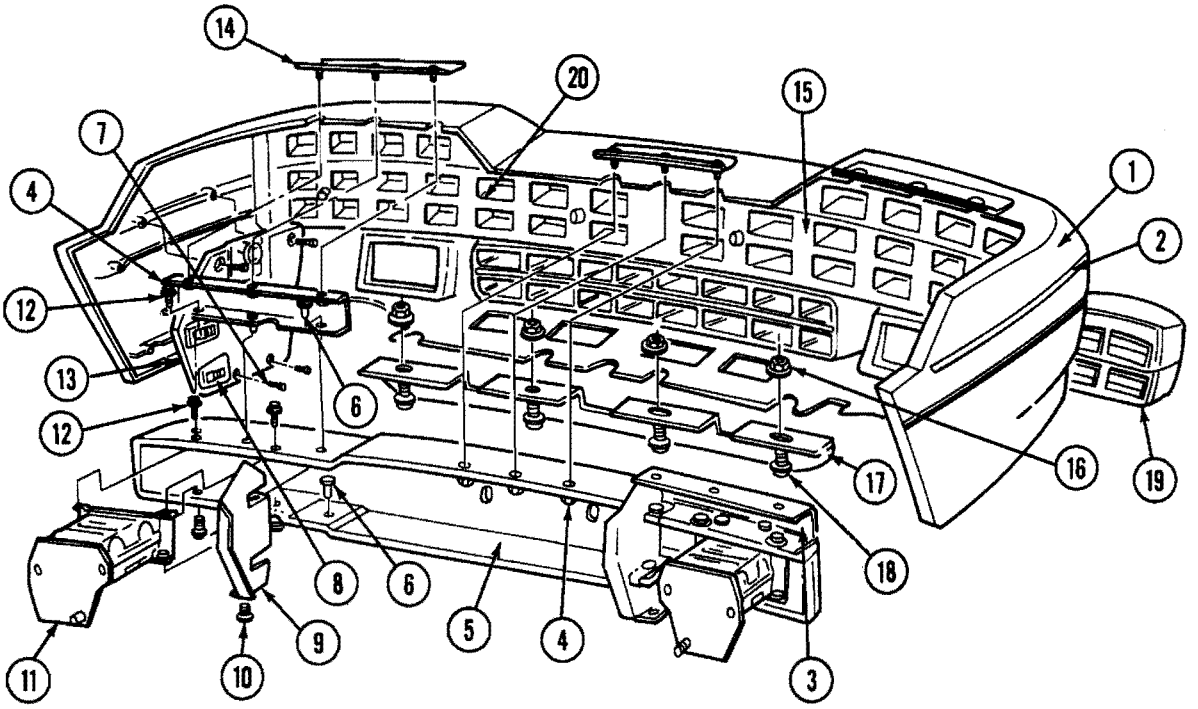


5. With an assistant, slide bumper assembly forward slowly and remove bumper assembly.

   CAUTION: When removing the bumper, take care not to scratch the painted surface.

6. Remove and / or transfer parts as required.

REMOVAL AND INSTALLATION (Continued)



ITEM	PART NUMBER	DESCRIPTION	ITEM	PART NUMBER	DESCRIPTION
1	E9JY 17D957 A	COVER	11	E9JY 17754 A	ARM ASSEMBLY RH
				E9JY 17755 A	ARM ASSY LH
2	E9JY 17C829 A	MOULDING	12	V800092 536 D	SCREW AND WASHER ASSY
3	E9JY 17C886 A	PLATE ASSEMBLY FRONT RH	13	E9JY 17C861 A	RETAINER UPPER RH
	E9JY 17C887 A	PLATE ASSEMBLY FRONT LH		E9JY 17C861 B	RETAINER UPPER LH
4	E8200038 S36 D	LOCK NUT FREE RUNNING	14	E9JY 17E614 A	RETAINER ASSY SIDE
5	E9JY 17A192 A	REINFORCEMENT	15	E9JY 17C947 A	PAD RH
6	GJ21 50034	FASTENER	16	N621907 S36 D	NUT AND WASHER ASSY
7	9986 5010	SCREW TAPPING	17	E8DZ 8349 A	DEFLECTOR RADIATOR AIR LOWER
8	B092 60406	NUT SPRING	18	V388 500 S57	HEX SCREW AND WASHER ASSY
9	E9JY 17779 C	SHIELD FENDER AT BUMPER END RH	19	E9JY 17E810 A	COVER BUMPER OPENING RH
	E9JY 17779 B	SHIELD FENDER AT BUMPER END LH		E9JY 17E810 B	COVER BUMPER OPENING LH
10	BF67 50033	FASTENER	20	E9JY 17C947 B	PAD LH

N8543-A

Installation

1. With an assistant, position the bumper and align mounting studs.
2. With an assistant holding bumper assembly in position, start retaining nuts on studs. Tighten retaining nuts to 19-25 N·m (14-18.5 lb-ft).
3. Install the bumper cover retaining screws on the RH and LH fenders. Tighten screws to 2.5-3.2 N·m (22-28 lb-in).
4. Connect the fog lamp wiring connectors.
5. Check bumper for proper fit and alignment.

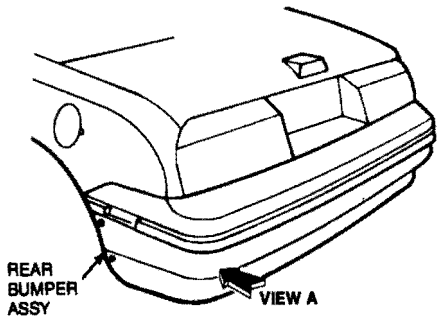
Bumper Assembly, Rear

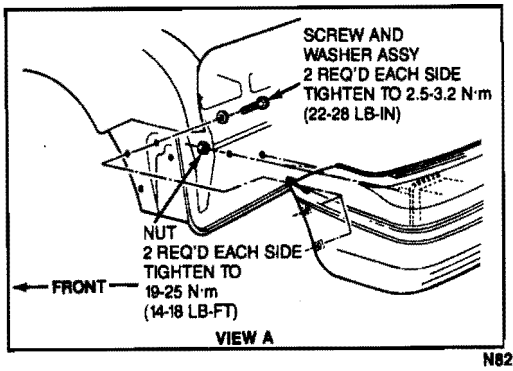
Removal

1. Remove the rear side marker lamp lenses. Refer to Section 32-20.
2. Remove the retaining screws from the LH and RH rear inner quarter panels.
3. Remove bumper cover retaining screws.
4. Open luggage compartment lid, raise spare tire access panel and support it.

REMOVAL AND INSTALLATION (Continued)

5. Remove rear bumper retaining nuts located at each frame rail.





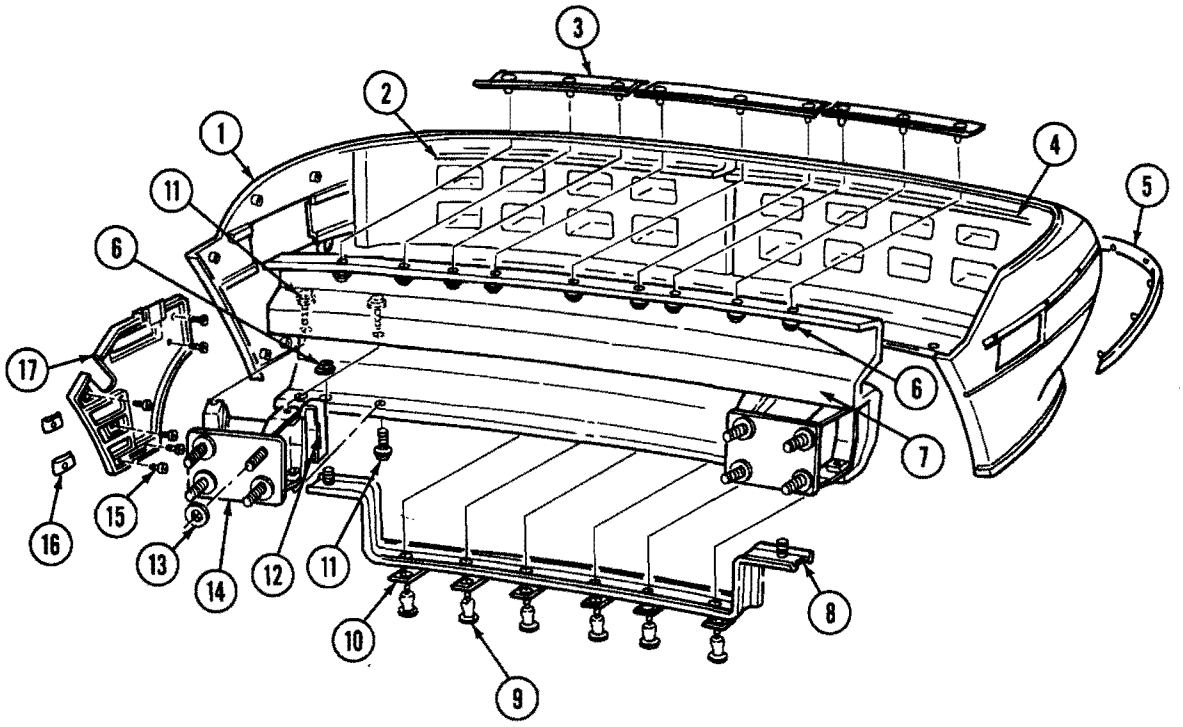
N8282-A

6. Carefully slide the rear bumper away from the vehicle.

   CAUTION: When removing the bumper, take care not to scratch the painted surface.

7. Remove and / or transfer parts as required.

REMOVAL AND INSTALLATION (Continued)



ITEM	PART NUMBER	DESCRIPTION	ITEM	PART NUMBER	DESCRIPTION
1	E9JY 17K835 A	COVER	10	E9JY 173774 A	RETAINER BUMPER ANCHOR PLATE
2	E9JY 17E855A	PAD RH	11	V800092 536 D	SCREW AND WASHER ASSY
3	E9JY 17E814 A	RETAINER SIDE	12	E9JY 17C827 A	SPACER BUMPER MOUNTING BRACKET
4	E9JY 17E855 B	PAD LH	13	G030 50285	PACKING SEAL
5	E9JY 17C830 A	MOULDING UPPER CENTER	14	E9JY 17C897 A	BRACKET ASSEMBLY RH
6	E820038 536 D	NUT AND WASHER ASSY		E9JY 17C897 B	BRACKET ASSEMBLY LH
7	E9JY 17906 A	REINFORCEMENT BAR	15	V810012 536 D	SCREW HI/LD TAPPING
8	E9JY 170995 A	REINFORCEMENT ASSEMBLY CENTER	16	B092 60408	NUT SPRING
9	BF82 50233	FASTENER	17	E9JY 17789 A	RETAINER RH
			18	E9JY 17789 B	RETAINER LH (NOT SHOWN)

N8544-A

Installation

1. Position rear bumper onto rear frame rails.
2. Slide aligning studs on outer ends of the bumper cover onto retainers.
3. Install rear bumper retaining nuts. Tighten to 19-25 N·m (14-18.5 lb-ft).
4. Install bumper cover retaining screws to rear fenders. Tighten to 2.5-3.2 N·m (22-28 lb-in).
5. Install the lower quarter splash shield.
6. Install the rear side marker lamps and securing screws.
7. Inspect the bumper for proper alignment and fit.

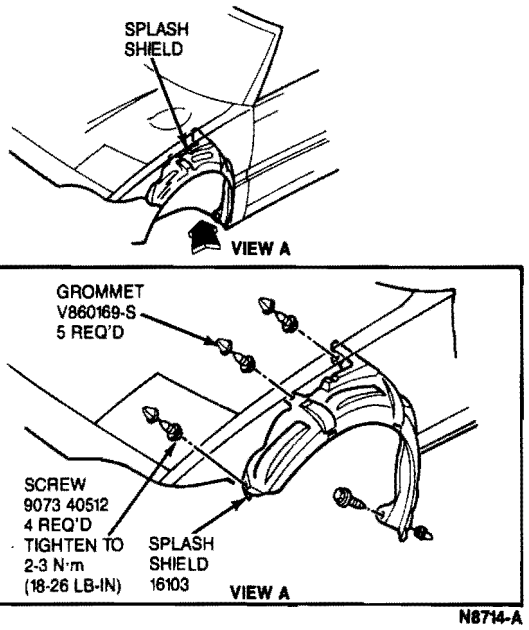
Inner Splash Shield, Front Fender

Removal

1. Raise vehicle on hoist. Refer to Section 10-04.
2. Remove tire and wheel assembly.
3. Remove splash shield retaining screws.

REMOVAL AND INSTALLATION (Continued)

4. Remove splash shield.



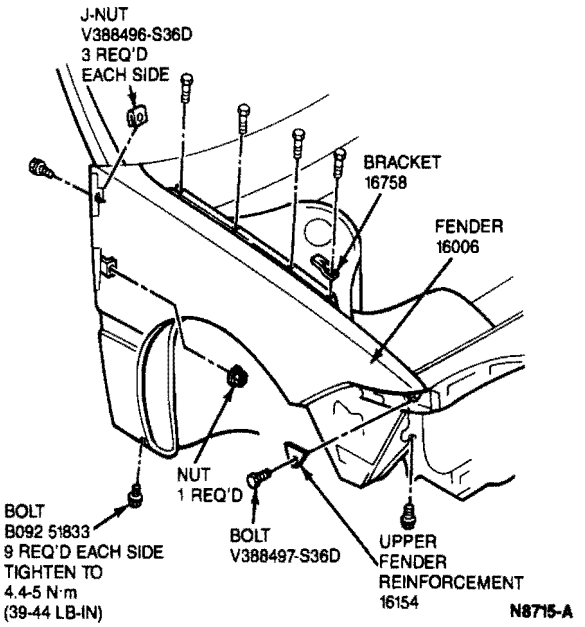
Installation

1. Position splash shield.
2. Install splash shield retaining screws. Tighten screws to 2-3 N·m (18-26 lb-in).
3. Install tire and wheel assembly.
4. Lower vehicle.

Fender

Removal

1. Raise vehicle on hoist. Refer to Section 10-04.
2. Remove tire and wheel assembly.
3. Remove screws securing fender inner splash shield to fender.
4. Remove parking lamp assembly. Refer to Section 32-20.
5. Remove front bumper as outlined.
6. Remove fender retaining bolts.
7. Remove fender.



Installation

1. Install fender.
2. Install bolts securing fender to body. Tighten bolts to 4.4-5 N·m (39-44 lb-in).
3. Install front bumper as outlined.
4. Install parking lamp assembly.
5. Install inner fender splash shield and retaining screws. Tighten to 2-3 N·m (1.5-2.0 lb-ft).
6. Install wheel and tire assembly.
7. Lower vehicle.

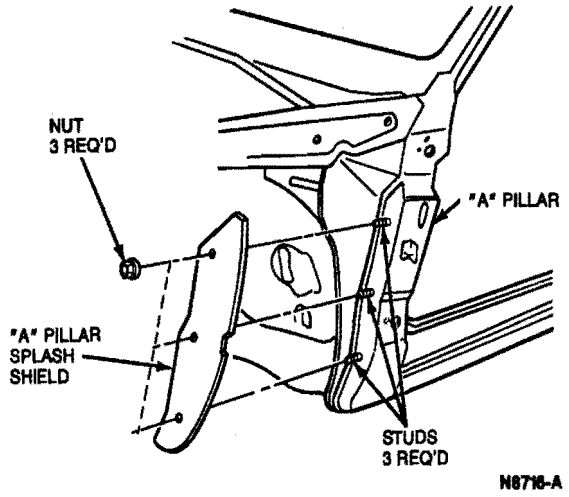
Splash Shield, A-Pillar

Removal

1. Raise vehicle on hoist. Refer to Section 10-04.
2. Remove tire and wheel assembly.
3. Remove inner splash shield retaining screws.
4. Remove inner splash shield.
5. Remove A-pillar splash shield retaining nuts.

REMOVAL AND INSTALLATION (Continued)

6. Remove A-pillar splash shield.



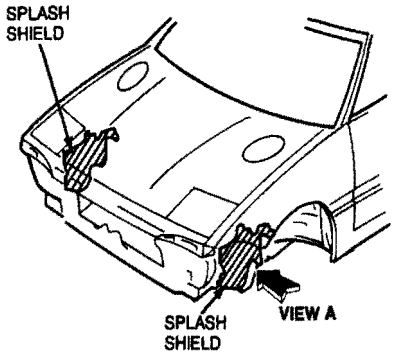
Installation

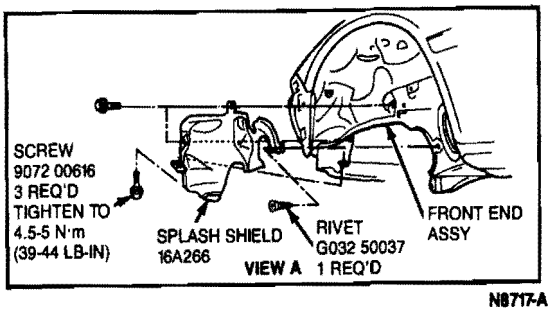
1. Position A-pillar splash shield. Install retaining nuts.
2. Install and secure inner splash shield with retaining screws.
3. Install tire and wheel assembly.
4. Lower vehicle.

Lower Inner Splash Shield—Front Fender

Removal

1. Raise vehicle on hoist. Refer to Section 10-04.
2. Remove tire and wheel assembly.
3. Remove screws and rivet securing splash shield to lower front body.
4. Remove lower front splash shield.





Installation

1. Install lower front splash shield.
2. Install screws and rivet. Tighten screws to 4-5.5 N·m (39-44 lb-in).
3. Install tire and wheel assembly.
4. Lower vehicle.

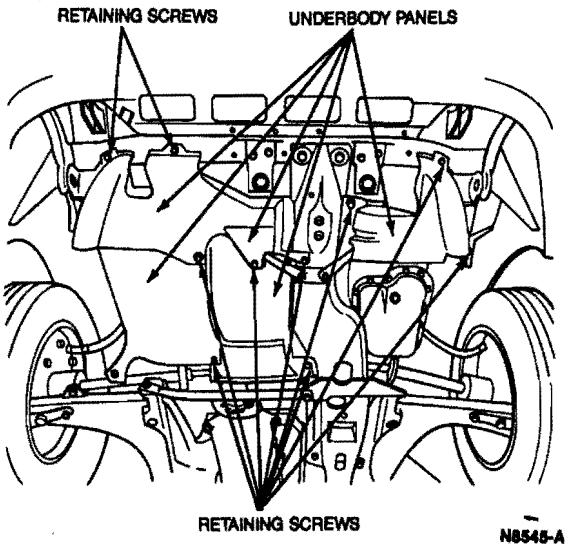
Engine Compartment Underbody Panels

Removal and Installation

1. Raise vehicle. Refer to Section 10-04.
2. Remove underbody panel retaining screws as required.
3. Remove underbody panel(s).
4. Disassemble panels, if required.

REMOVAL AND INSTALLATION (Continued)

5. To install, reverse Steps 1 through 4.



Stone Guard, Front

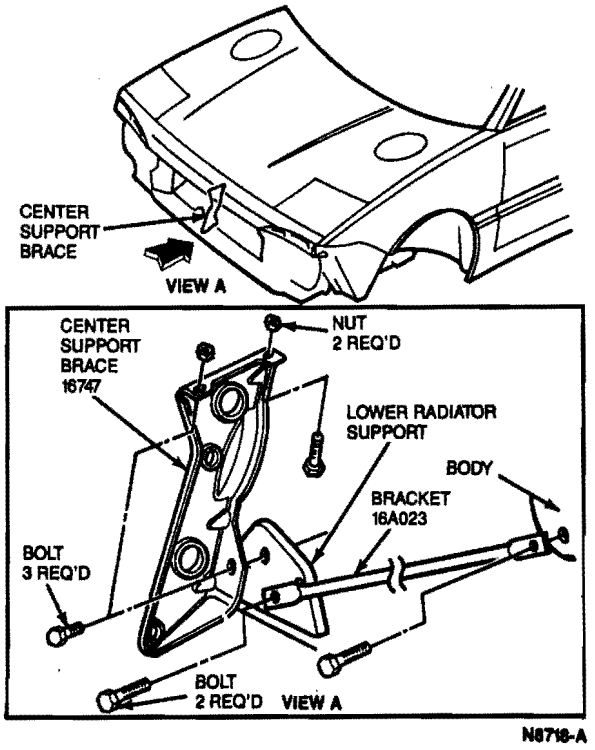
Removal and Installation

1. Remove stone guard plastic retainers.
2. Remove stone guard.
3. To install, reverse Steps 1 and 2.

Support and Bracket, Front Center

Removal

1. Remove front bumper as outlined.
2. Remove bolts retaining center support bracket to body frame work.
3. Detach transmission oil cooler, if equipped.
4. Remove center support bracket.
5. Remove bracket retaining bolts and remove bracket.



Installation

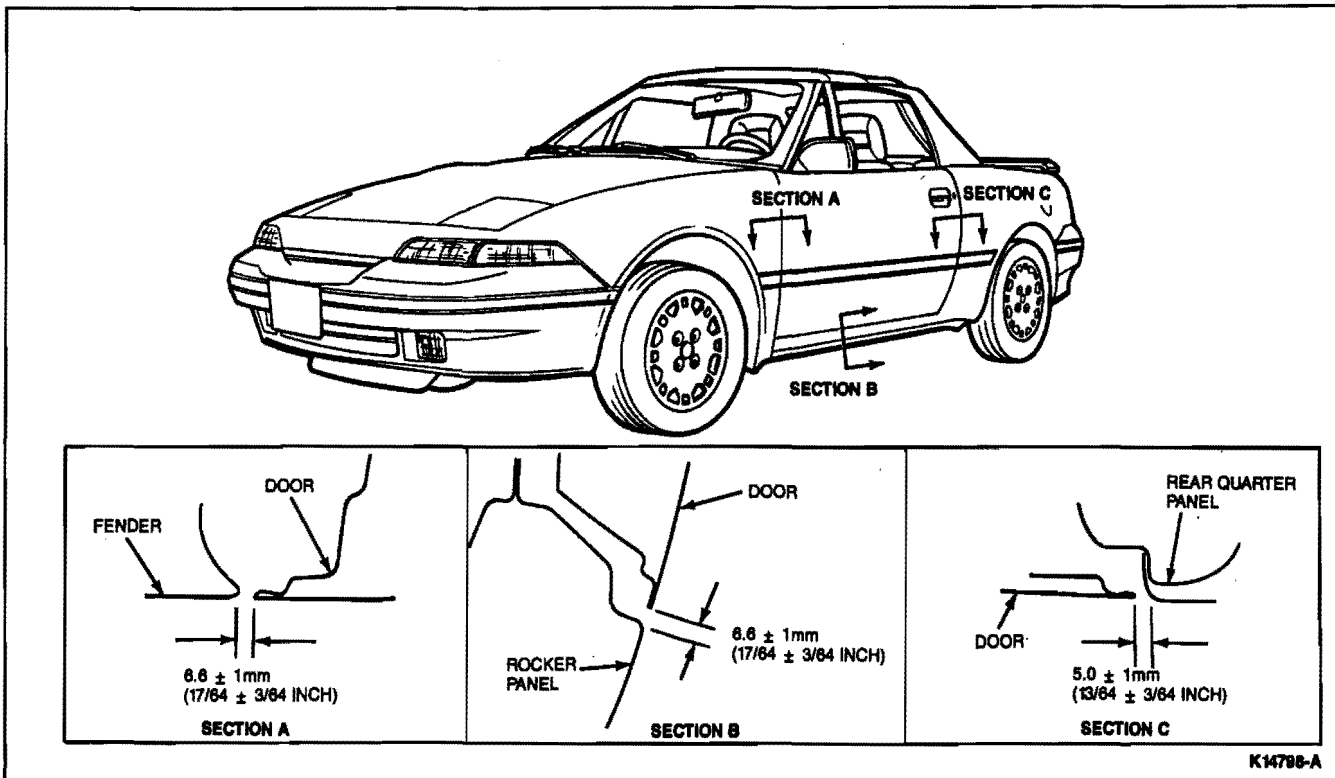
1. Position center support bracket.
2. Install transmission oil cooler, if removed.
3. Install retaining bolts.
4. Install front bumper.

ALIGNMENT

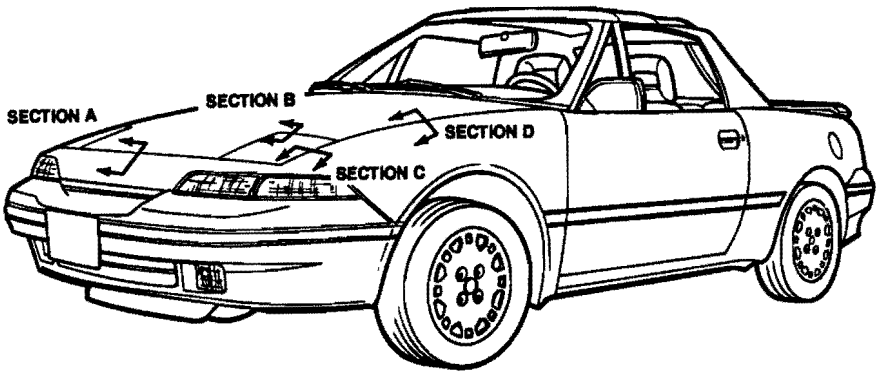
Body Panels

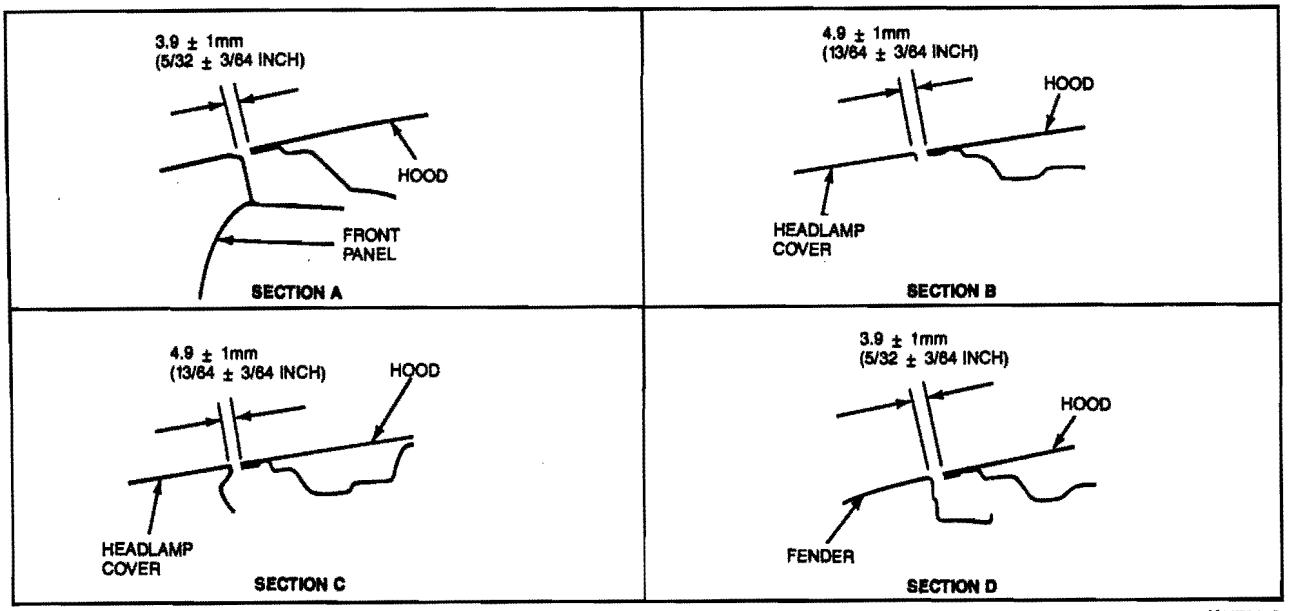
Refer to the following illustrations for proper spacing between body panels.

ALIGNMENT (Continued)

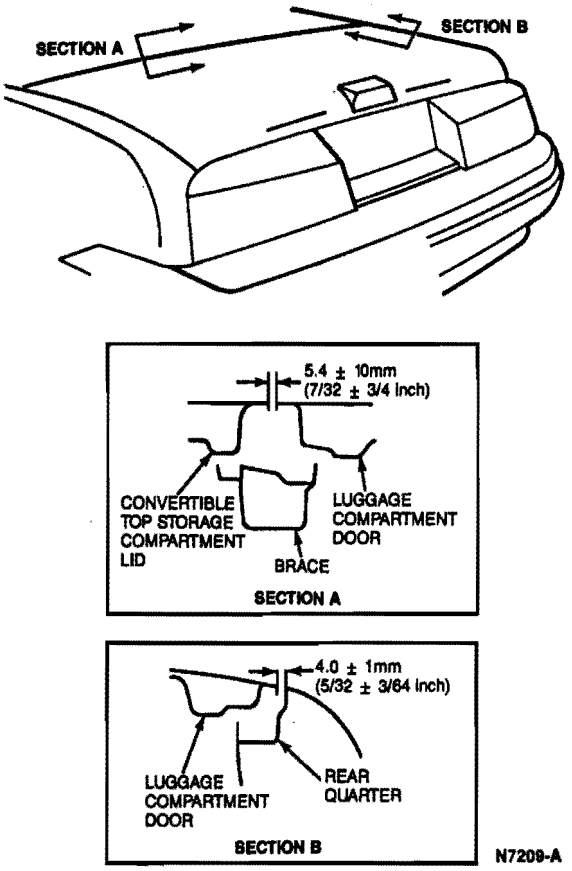


ALIGNMENT (Continued)





ALIGNMENT (Continued)



REPAIR

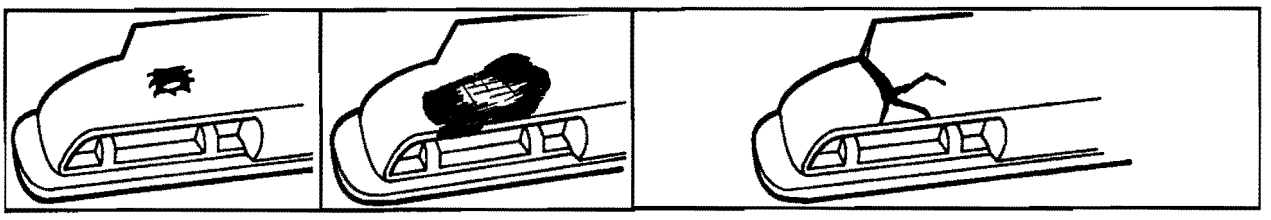
Bumper Covers

Cuts and cracks to the bumper covers, where substrate material has not been removed, can be repaired using Ford 414 Adhesive D7AZ-19554-C or equivalent. Gouges, tears and holes, where under surface material has been damaged, can be repaired using 3M® Structural Adhesive Tube Kit No. 8101 or equivalent mixed with the appropriate finish paint.

The following repair procedures can be used for either the grille opening panel or the rear bumper cover assembly.

The first procedure is for cuts or cracks. The second procedure is for gouges, tears and punctures.

Holes as large as approximately 76mm (3 inches) in diameter can be satisfactorily repaired. The location of damage must, however, be such that backup tape (3M® Auto Body Repair Tape Part No. 06930) or equivalent will support the patch properly, and allow repair to match original contours of panel.



REPAIR (Continued)

Procedure 1—Substrate Cuts or Cracks (Substrate Material Not Removed)

1. Wipe repair area with silicone and wax remover to ensure clean surfaces.
2. Apply a thin coating of Adhesive D7AZ-19554-C or equivalent to one surface of the cut or crack. Position surfaces very carefully together in their original position. Quickly and firmly press two surfaces together for at least one minute. Good bond strength is developed after one minute but maximum strength requires 3 to 12 hours cure time. **Note the precautions on adhesive container.**
3. If the part did not have paint damage and part was properly positioned, painting may not be required. However, if painting is necessary, proceed as follows:

NOTE: Elastomeric Additive is for industrial use and should only be used by qualified personnel. It is not intended for use by the general public.

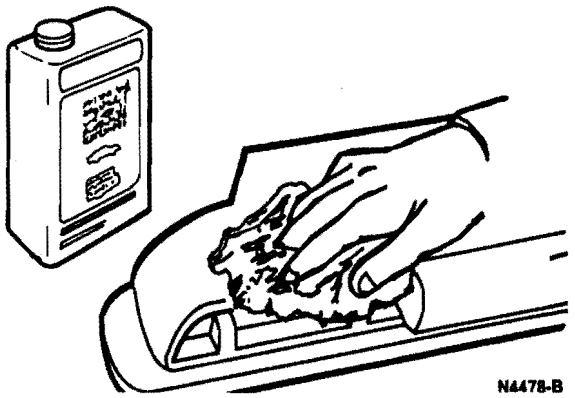
a. Scuff-sand the repair area with a sanding block and No. 400 paper. Be careful not to sand through color coat surface. Usually dulling the surface is sufficient. Wipe off or clean repair area with a clean, dry cloth or an air gun.

b. Wipe sanded surface with silicone and wax remover or equivalent.

c. Refinish as outlined. Refer to Refinishing Flexible Exterior Parts.

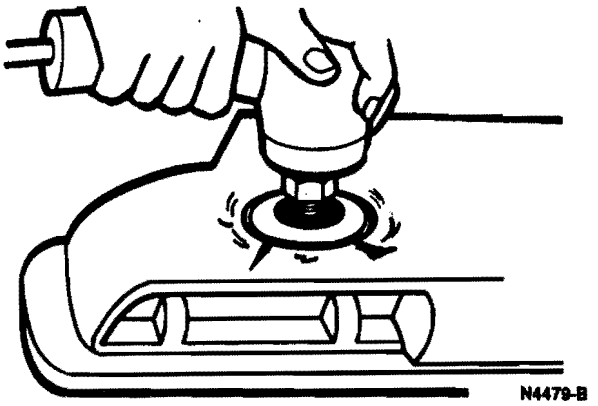
Procedure 2—Substrate Holes, Gouges and Tears (Substrate Material Removed)

1. Wipe repair area with silicone and wax remover to ensure clean surfaces.



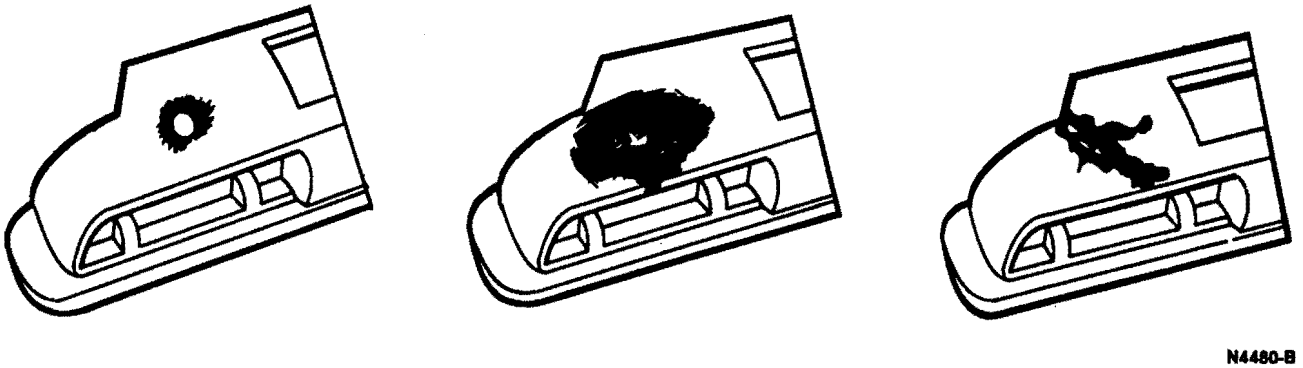
N4478-B

2. Using a grinder or sanding block with No. 36 Disc or Coarse Abrasive Paper, grind or abrade away sufficient substrate material around damaged area to maximize adhesion of repair material.



N4479-B

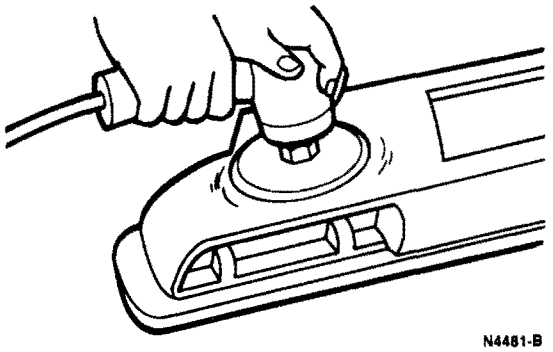
After initial grinding, three basic types of repair should appear as illustrated.



N4480-B

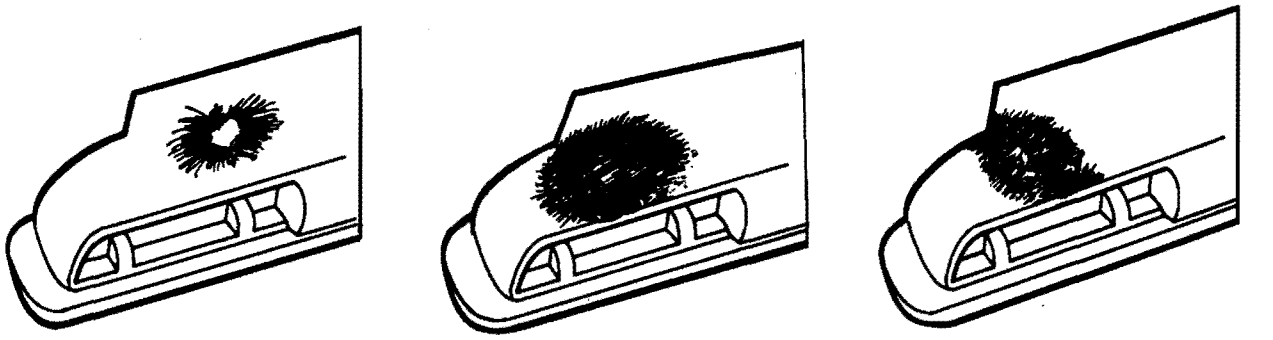
REPAIR (Continued)

3. Feather-edge paint around repair area.



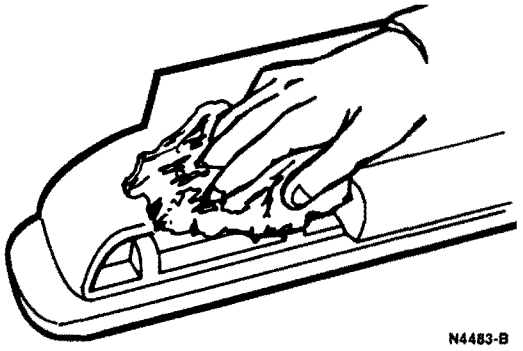
N4481-B

After feather-edging, three basic types of repair should appear as illustrated.



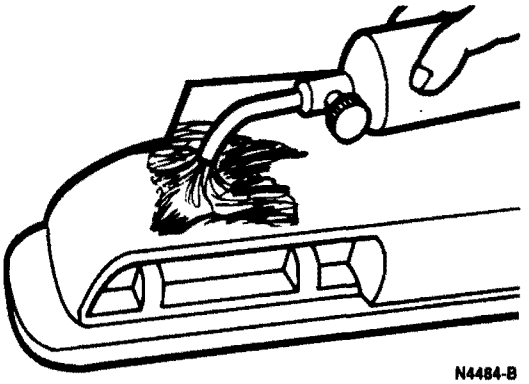
N4482-B

4. Wipe off or clean repair area with clean, dry cloth or an air gun.



N4483-B

5. Flame-treat exposed substrate repair area to improve adhesion. A propane torch with a 1-inch long blue flame kept moving over surface until the exposed substrate is a light brown color is sufficient. Minimum paint damage will result if flame is kept moving.



N4484-B

REPAIR (Continued)

6. Wipe underside of repair area with silicone and wax remover and apply 3M® No. 6930 Auto Body Repair Tape or equivalent to underside of repair area to backup service material.

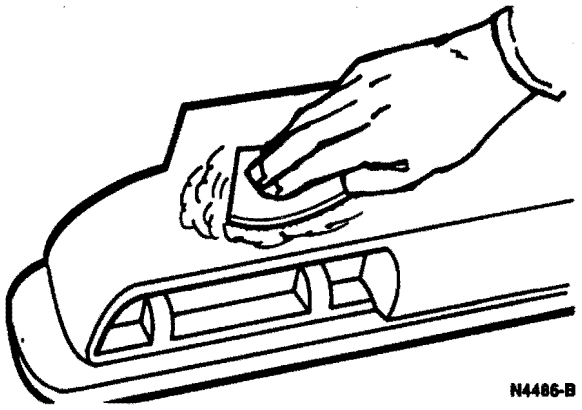
7. Using the 3M® Company Structural Adhesive Tube Kit Part No. 8101 or equivalent, mix repair filler material. Carefully follow instructions on tubes and on kit container to ensure correct mixing and applications on repair material.

   NOTE: To prevent air bubbles during mixing, the components should be scraped together with downward pressure and spread thinly on mixing board. Adhesive must be used within two minutes after mixing. Observe safety precautions when handling adhesive.

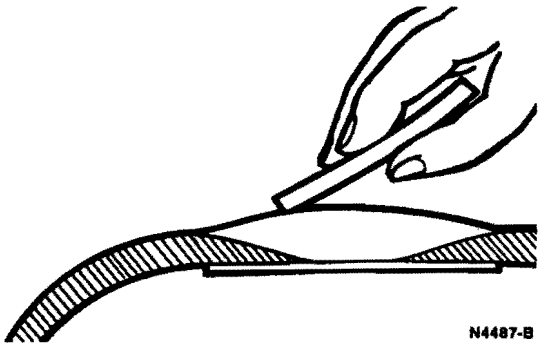
8. Apply mixed adhesive to area with a squeegee in two steps.

   a. Apply a light coat over entire area and allow to dry.

   b. Mix and apply second coat if required, to restore contour.



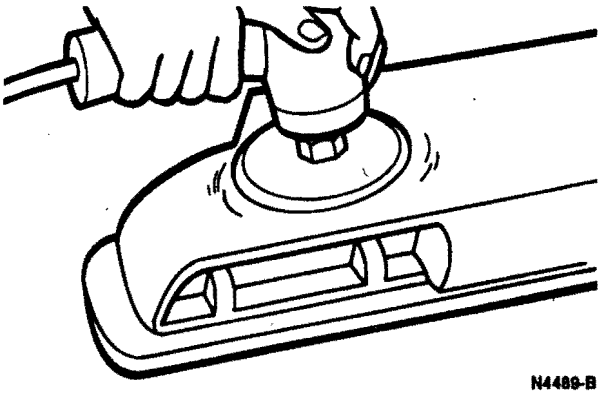
9. When restoring contour, spread from edges toward center, filling all low areas. If voids, bubbles or low areas occur, mix more adhesive and apply to repair.



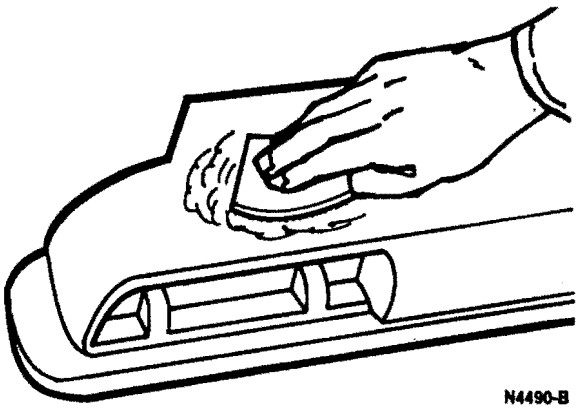
10. Heat lamps or guns may be used to speed drying. However, as excessive heat may damage the substrate, do not use lamps closer than 1.2-1.5m (4-5 feet).

    NOTE: The adhesive can be sanded after 20 minutes heat cure (lamp or gun) or after one hour at room temperature of 22°C (72°F).

11. Grind or block sand repair area down to correct contour. Grind with a No. 240 Disc followed by a No. 320 Paper, followed by No. 400 Wet or Dry.

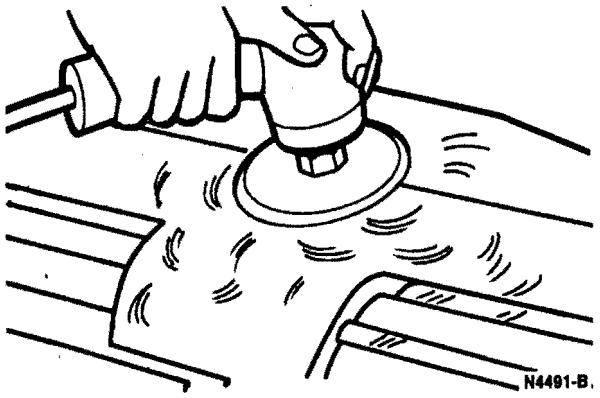


12. Examine finish sanded repair and fill any bubbles, holes or low spots with additional adhesive.

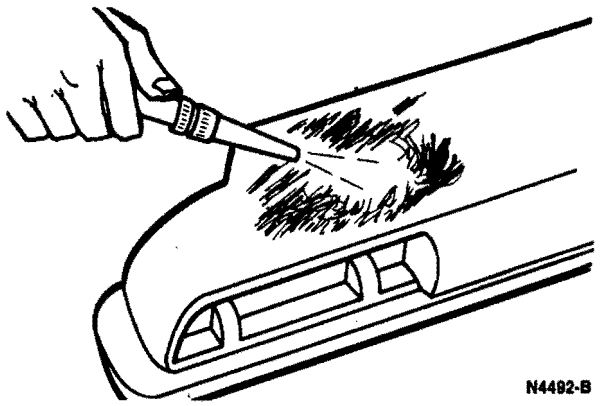


REPAIR (Continued)

13. The entire panel surface must be scuff sanded (orbital-type disc or block) with No. 320 Disc or Paper.



14. Clean repair area by blowing off with an air gun.



15. Wipe entire area to be painted with a clean, dry cloth or tack cloth to ensure cleanliness.
16. Apply two or more prime paint coats thinned in accordance with the directions on the paint can. Allow 30 minutes drying time. Finish paint primed repair area in accordance with procedure for minor cuts and cracks.

WARNING: THE ADDITIVE MUST BE HANDLED WITH CAUTION. IT IS INTENDED FOR INDUSTRIAL USE ONLY BY QUALIFIED PERSONNEL AND IS NOT INTENDED FOR THE GENERAL PUBLIC. THE PRODUCT LABEL PROVIDES INFORMATION ON RECOMMENDED SAFETY PRECAUTIONS AND PROPER APPLICATION. THE ELASTOMERIC ADDITIVE SHOULD NOT BE USED UNTIL THIS INFORMATION IS READ AND UNDERSTOOD. OBSERVE ALL APPLICABLE PRECAUTIONS. THE VAPOR AND MIST SPRAY CAN BE HARMFUL. WHEN MIXED, IT SHOULD BE, IF POSSIBLE, USED IN A SPRAY BOOTH WITH ADEQUATE RESPIRATOR PROTECTION. THE RECOMMENDED PROTECTION IS A NIOSH-APPROVED POSITIVE PRESSURE AIR-SUPPLIED RESPIRATOR. IF THIS IS NOT AVAILABLE, USE A VAPOR/PARTICLE RESPIRATOR SUCH AS 3M® MODEL NO. 6984 OR ITS EQUIVALENT, RECOMMENDED BY THE MANUFACTURER AS EFFECTIVE FOR ISOCYANATE VAPORS AND MIST. RESPIRATOR PROTECTION IS RECOMMENDED FOR USE DURING THE WHOLE TIME OF SPRAYING AND UNTIL ALL VAPOR AND MIST IS GONE. THE 3M® RESPIRATOR PACKAGE HAS SPECIFIC FITTING AND USAGE INSTRUCTIONS THAT MUST BE FOLLOWED TO ENSURE MAXIMUM PROTECTION FROM THE RESPIRATOR.

The additive should be kept away from water or moist air because it may react with water and form a gel-like material which can make the product useless. The flexibility of the coating may be adversely affected if the relative humidity of the air is high during application. The container must be kept closed when not in use.

The useable "pot" life of a mixed color is approximately one hour, after which the mixture will have poor drying characteristics. To avoid waste of material, mix only the quantity required. Clean all spray equipment with solvent immediately after use. Allow part to cure two to four hours after final coat before handling. After curing for 24 hours, the coating can be rubbed out by hand to improve the finish. Do not use a machine for rubbing; it may cause burring.

Exterior Parts, Flexible—Refinishing

Use Elastomeric Additive for finishing flexible automotive exterior parts.

The product is intended for use with Acrylic Air Dry service paints or suitable equivalents to refinish flexible parts, and is not suitable for use on metal.

This material adds flexibility to air dry repair paints so that the same paint with additive can also be used for repair of soft, non-metallic parts. The use of standard service automotive finishes on flexible parts is impractical as these finishes form a rigid coating when paint cures. This additive allows paint coating to adhere to the part when flexed or compressed and return to normal appearance as the part returns or recovers to its original shape.

SPECIFICATIONS

TORQUE SPECIFICATIONS

Description	Nem	Lb-Ft
Front Bumper Retaining Nuts	19-25	14-18.5
Front Bumper Retaining Screws	2.5-3.2	22-28 (Lb-In)
Rear Bumper Retaining Nuts	19-25	14-18.5
Rear Bumper and Splash Shield Retaining Screws	2.5-3.2	22-28 (Lb-In)
Front Fender Inner Splash Shield Retaining Screws	2-3	18-26 (Lb-In)
Front Fender Retaining Bolts	4.4-5	39-44 (Lb-In)
Front Fender Lower Splash Shield Retaining Screws	4.4-5	39-44 (Lb-In)

SECTION 47-07 Convertible

VEHICLE APPLICATION

Capri.

DESCRIPTION AND OPERATION

The convertible top is manually raised and lowered. The top is equipped with a plastic rear window.

CAUTION: The convertible top should not be lowered unless the top compartment is completely unrestricted. Objects that may have been placed there or slid into it from the luggage compartment must be removed.

CAUTION: Do not attempt to lower the top while the vehicle is moving; the top may be severely damaged.

Refer to the Owner Guide for complete top operating procedures.

MAINTENANCE

Convertible Top Care

Rinse the vinyl to remove loose dirt and grime. Exceptionally dirty areas should be pre-cleaned with Ford Triple Clean EOAZ-19526-AA, Ford Multi-Purpose Cleaner Concentrate B8A-19523-AA or equivalent mild soap solution. Next, apply Ford Vinyl Hardtop Cleaner and Reconditioner or equivalent, following label directions.

To avoid damage to the vinyl top and mouldings, use only an approved Ford cleaner or equivalent. Do not use stiff bristle brushes, abrasive material or cleaners.

Hot waxes applied by automatic car washes can affect the cleanability of vinyl material.

MAINTENANCE (Continued)

Plastic Window, Rear

Cleaning

You may wish to use normal glass cleaner and a soft cloth for general cleaning. For more stubborn residues use Ford Triple Cleaner EOAZ-19526-AA or equivalent and a soft cloth. Never use harsh or abrasive cleaners as they may damage the window.

ADJUSTMENTS

The following procedures provide the adjustments to correct problems with the fit and operation of the convertible top.

Some conditions may require only one adjustment, while others may require several adjustments. Keep in mind that an adjustment in one area can create a problem in another area. After making an adjustment, check the overall fit of the top.

Latch Effort

Inspection

NOTE: Prior to making a latch effort adjustment, confirm that the soft top is meeting the windshield header completely.

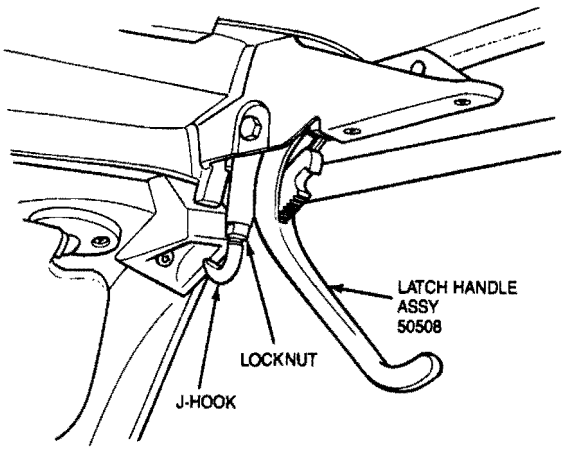
1. Release the latch mechanisms and verify that the handle linkage is free from binding.
2. Check if the J-hook completely disengages from the guide pin holes with no external downward force required.
3. Latch the top, noting the difficulty required to completely lock the lever in place.
4. Cycle the top three times and latch the top each time.

Low Effort

If the latch effort is low, adjust as follows:

NOTE: This condition is usually accompanied by water and/or wind leaks at the header.

1. Unlatch top and loosen the J-hook locknut.
2. Rotate the J-hook one full turn clockwise and check latch effort. Repeat this procedure until maximum latch effort is obtained.
3. Tighten the locknut.
4. Apply a light film of water to the header seal and latch the top. Unlatch the top and visually inspect the seal contact marks across the header. If this mark is uneven, adjust or replace the seal as required.



NOTE: LATCH SHOWN IN FULL OPEN POSITION

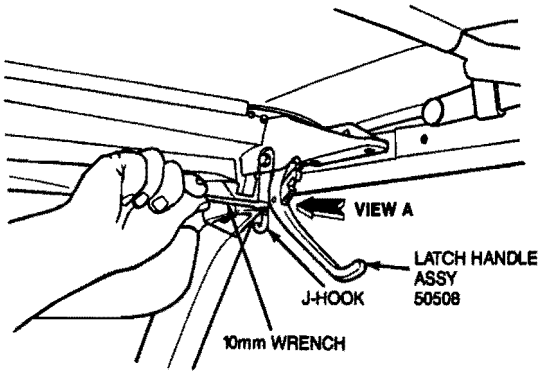
N8274-A

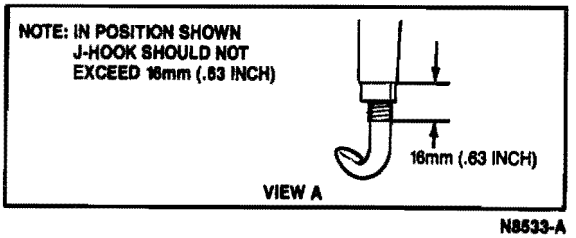
High Effort

If the top latch effort is high, adjust as follows:

1. Loosen the J-hook locknut.
2. Rotate the J-hook one turn counterclockwise and check latch effort. Repeat this procedure until maximum latch effort is obtained.

   NOTE: The J-hook installed length must not exceed 16mm (0.63 inch). If the latch effort is still excessive, check for interference between the top and header seal. Adjust or service components, as necessary. Check latch effort.
3. Tighten locknut.





N8533-A

ADJUSTMENTS (Continued)

Door Glass Fit

NOTE: The convertible top assembly must be properly adjusted before the door glass and / or weatherstrip can be adjusted. Refer to Adjustments.

A properly adjusted door glass should fit as follows:

1. There should be no gaps between the top of the glass and the weatherstrip.
2. The door glass should be flush to 3.18mm (1/8 inch) outboard.
3. As the door is closed, the door glass will enter the weatherstrip contour, the weatherstrip will fold to form a seal and the glass will stop.
4. The top edge of the glass will make contact with the weatherstrip just as the door latch mechanism contacts the door striker. With the door glass in the full up position, slowly close the door. When the top edge of the glass touches the weatherstrip, a faint "click" will be heard as the door latch contacts the door striker.
5. Refer to Section 42-08 to adjust door glass.

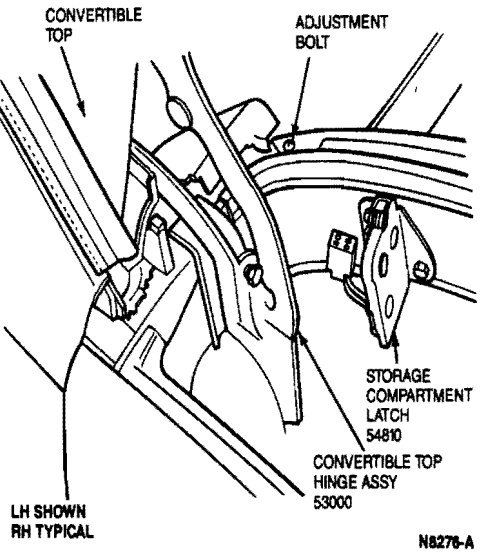
Convertible Top-To-Windshield Adjustment

The convertible top assembly has an adjustment that allows the technician to move the front header (number one bow) closer to, or away from the windshield header.

Located beneath the belt line at the hinge assembly, on both the right and left sides of the vehicle, there is an adjustment bolt. Rotate the bolts clockwise to lift the convertible top away from the windshield header and counterclockwise to bring the convertible top toward the windshield header.

NOTE: It is important that both bolts be adjusted evenly so that the convertible top rests evenly on top of the windshield header.

1. Raise the convertible top and secure in position.
2. Loosen locknut and turn bolt as required to provide proper fit to windshield.

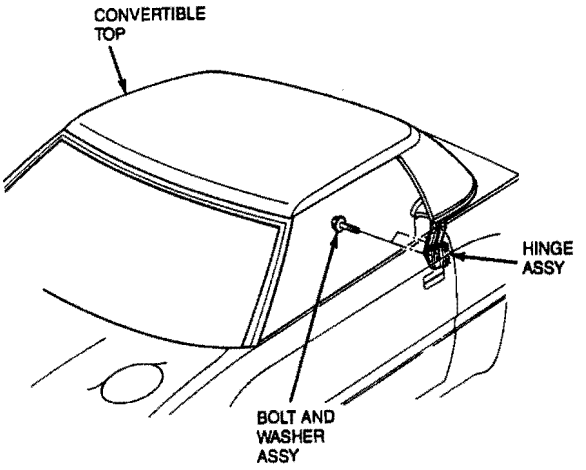


REMOVAL AND INSTALLATION

Convertible Top Assembly

Removal

1. Raise storage cover.
2. Fold convertible top into stored position.
3. Remove two upper bolt and washer assemblies securing convertible top to quarter panel mounting brackets and loosen lower bolt and washer assembly.
4. With an assistant, remove top from vehicle.



Installation

1. Position convertible top into vehicle.

REMOVAL AND INSTALLATION (Continued)

2. Install bolts retaining convertible top to quarter panel mounting brackets. Tighten to 19-25 N·m (14-18 lb-ft).
3. Check convertible top for proper operation and fit. Adjust top as required.

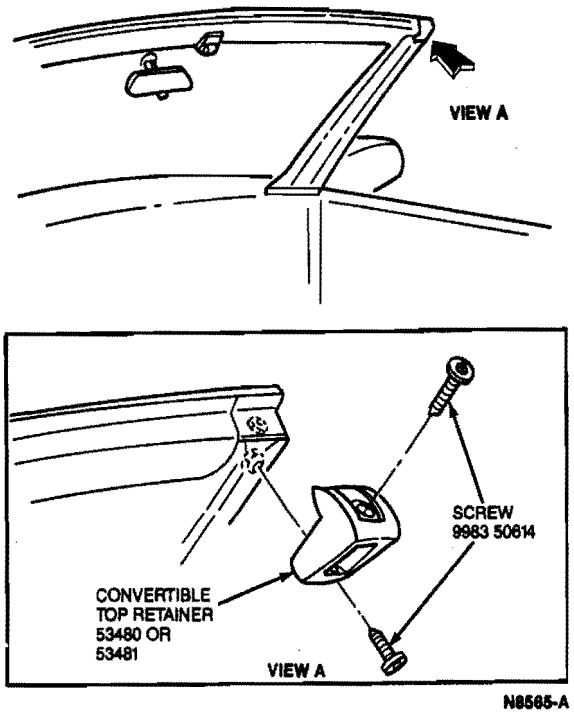
Window, Rear

NOTE: If rear window replacement is required, the convertible top must be replaced.

Convertible Top Retainer

Removal

1. Raise convertible top enough to gain access to retainer.
2. Remove two screws and retainer.



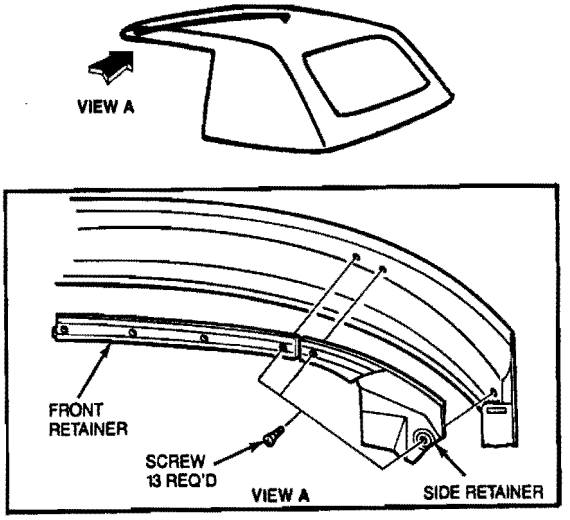
Installation

1. Install retainer with two screws.
2. Tighten screws to 7-10 N·m (5-7 lb-ft).
3. Check convertible top for proper operation and fit. Adjust as necessary.

Convertible Top Material

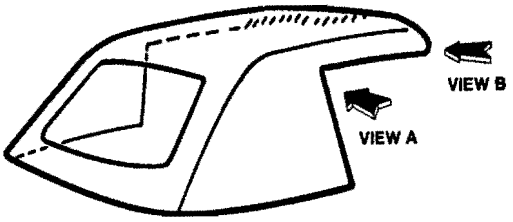
Removal

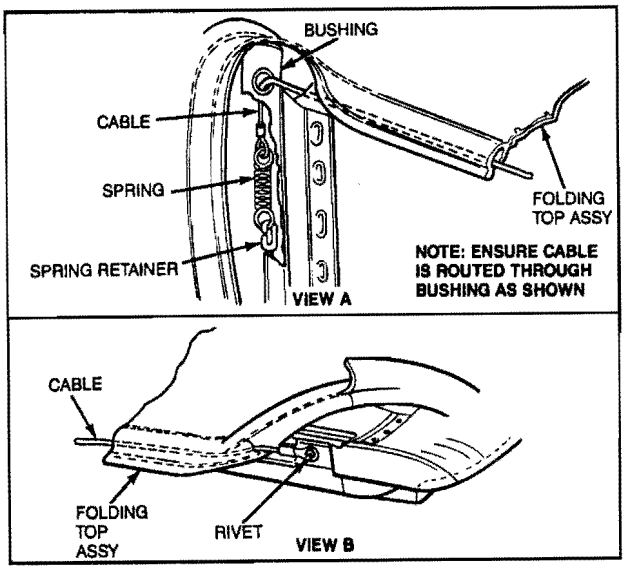
1. With top in raised position, disconnect front latches.
2. Remove screws securing convertible top retainers and material to front top header. Remove retainers.
3. Peel material back from front top of header.



4. Insert an awl, or similar tool under right and left front cables and lift cables over rivets.
5. Disconnect cables from frame.

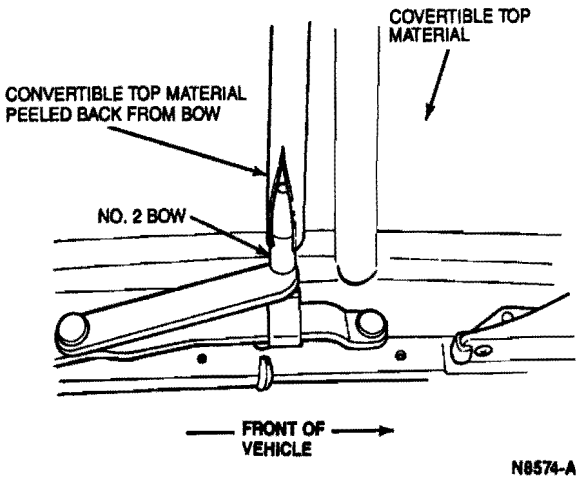
REMOVAL AND INSTALLATION (Continued)





N8741-A

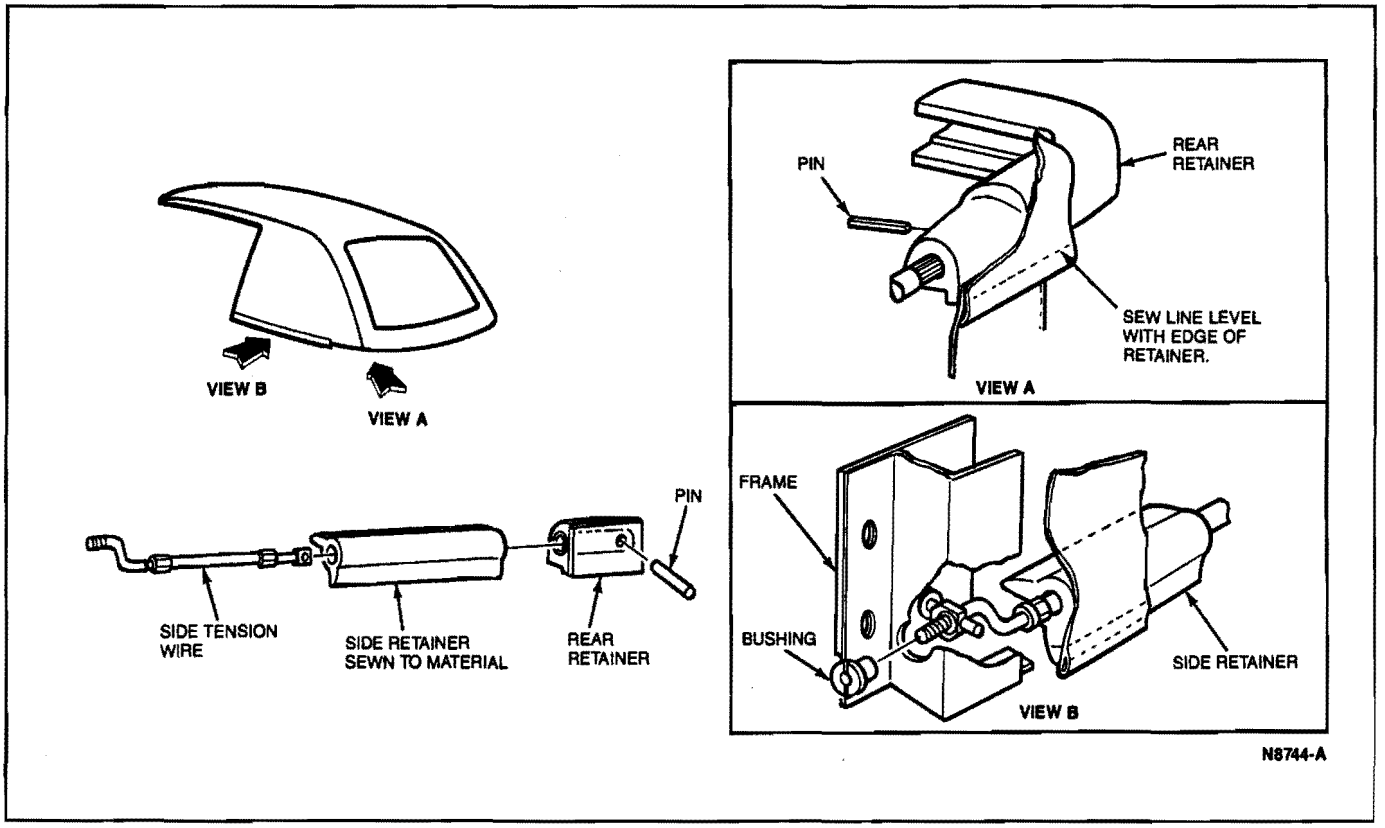
6. Remove interior trim material from bows.
7. Peel top material from around bows.



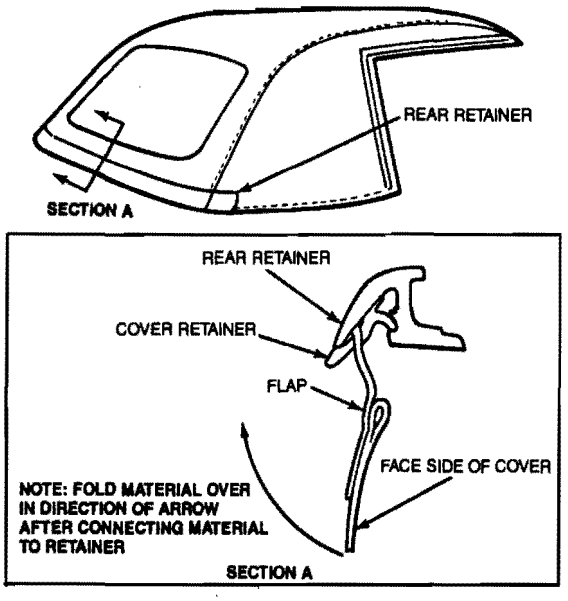
N8574-A

8. Remove bushings by unscrewing, and drive out pins to free side tension wires. Remove side tension wire from side and rear retainer.

REMOVAL AND INSTALLATION (Continued)

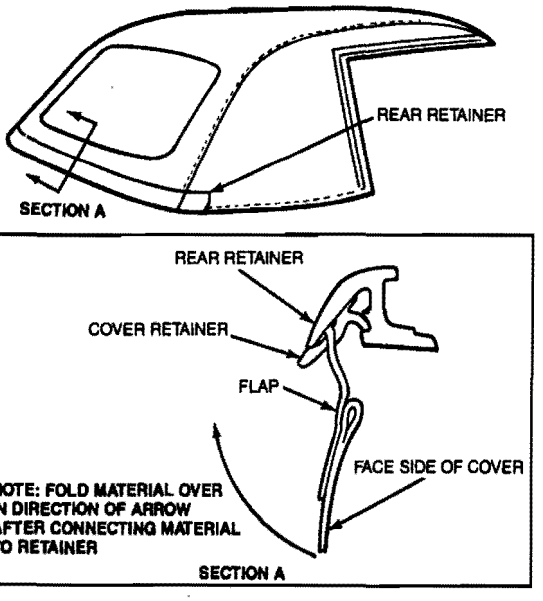


9. Disengage top material from rear retainer.
10. Lift soft top material off bows.



Installation

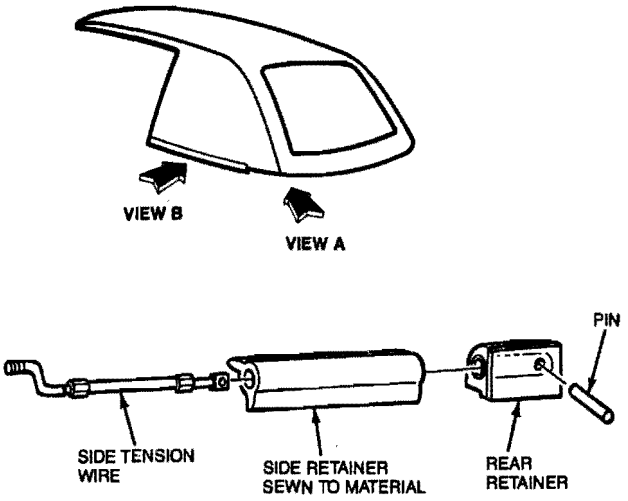
1. Position soft top material over convertible top frame.
2. Engage top material to rear retainer (part of frame). Top material should snap into rear retainer when properly retained.

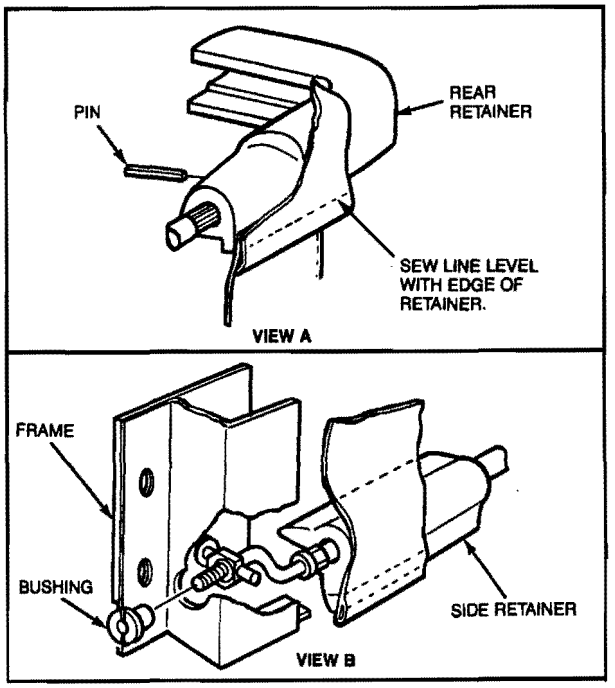


3. Fold material forward, over frame.
4. Thread side cables through top material.

REMOVAL AND INSTALLATION (Continued)

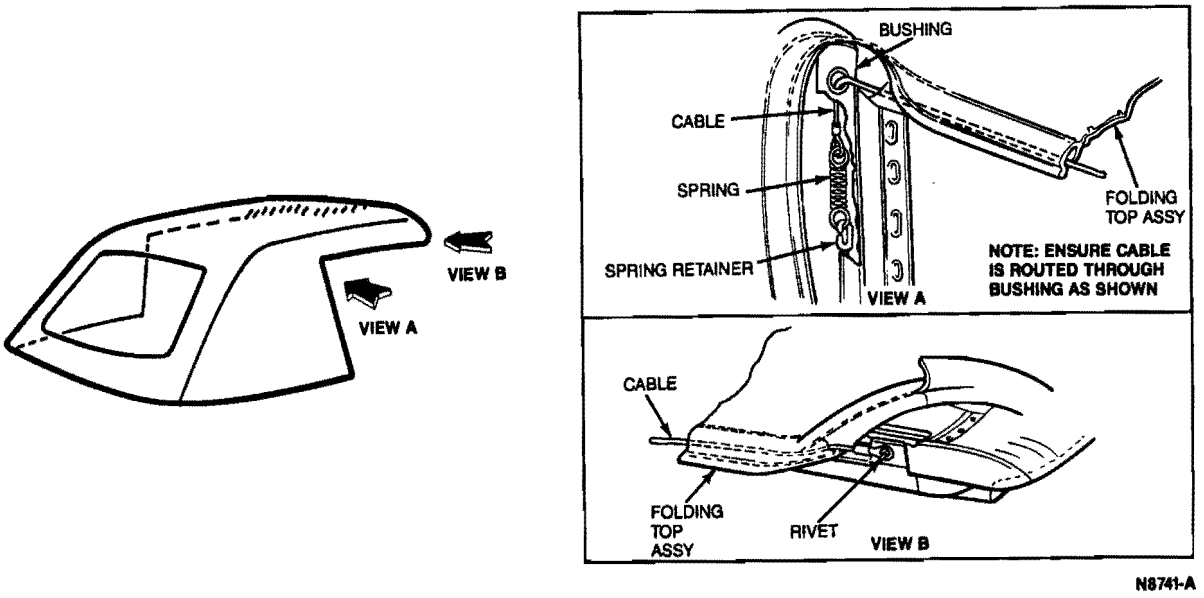
5. Load side tension wires into rear and side retainers.
6. Install pin to secure rear of tension wire in rear retainer. Make sure pin does not protrude enough to interfere with top material.
7. Insert front of side tension wire into front frame with "dog leg" up as shown. Install bushing. Tighten bushing until side tension wire end is flush with bushing.
8. Position sew line on side material even with edge of retainer as shown. Apply adhesive ESB FM 2G 35A or equivalent, to rear of flap and on retainers to secure side flaps to retainers.



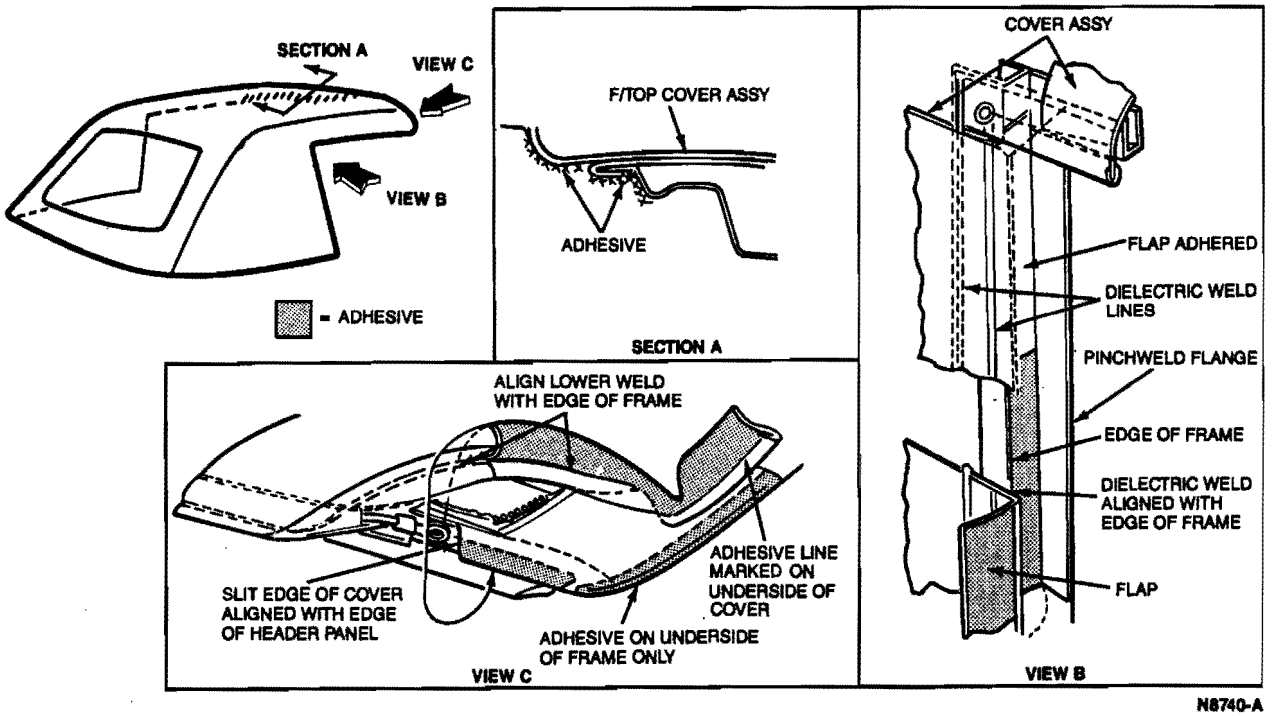


9. Attach spring to frame retainer and thread cable through bushing. Secure cable end to rivet at the front as shown.

REMOVAL AND INSTALLATION (Continued)

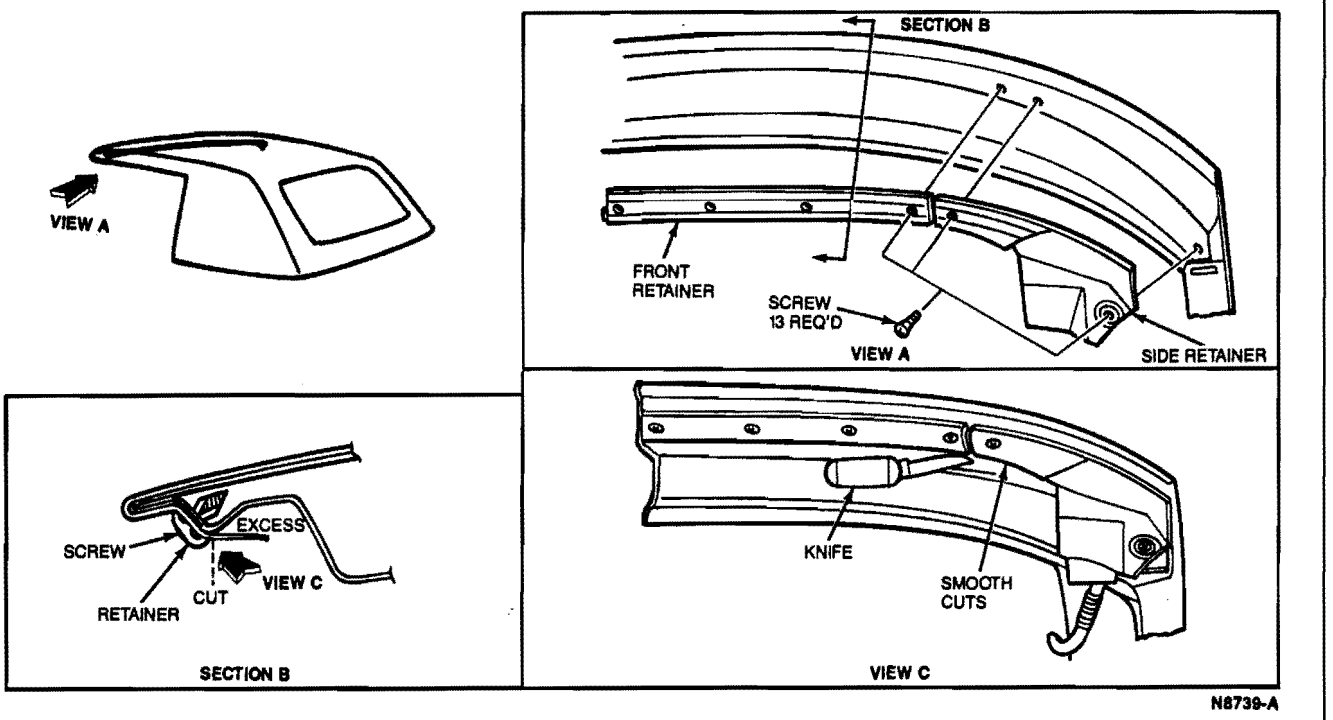


10. Secure top material to front and sides with ESB FM 2G 35A or equivalent. Position material and apply adhesive as shown.

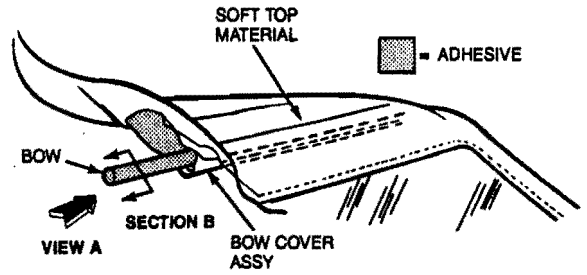


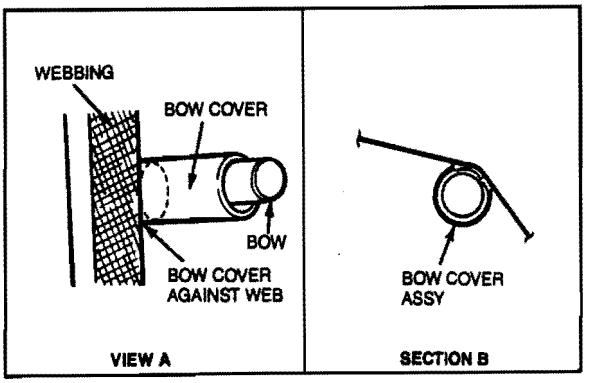
11. Install front and side retainers with screws to secure material to front header. Trim away excess material as needed.

REMOVAL AND INSTALLATION (Continued)



12. Adhere top material to bows with ESB FM 2G 35A or equivalent.





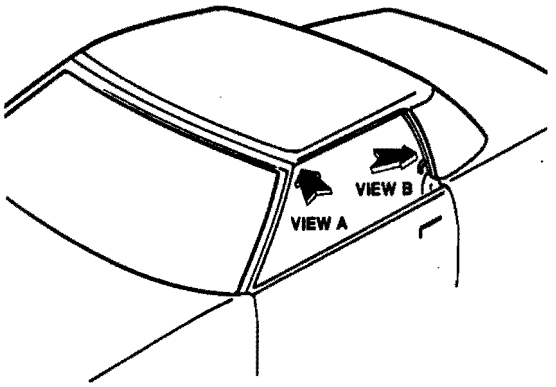
13. Install bow trim covers.
14. Raise and latch convertible top several times. Check top for wrinkles or an uneven fit. Adjust as required.

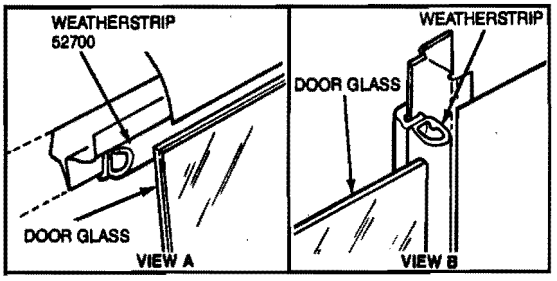
REMOVAL AND INSTALLATION (Continued)

Weatherstrips, Convertible Top Side

Removal

Pull weatherstrips away from metal frame rails and remove weatherstrip.





N7207-A

Installation

1. Position weatherstrips onto metal frame rail.
2. Press firmly to seat weatherstrips onto rail.

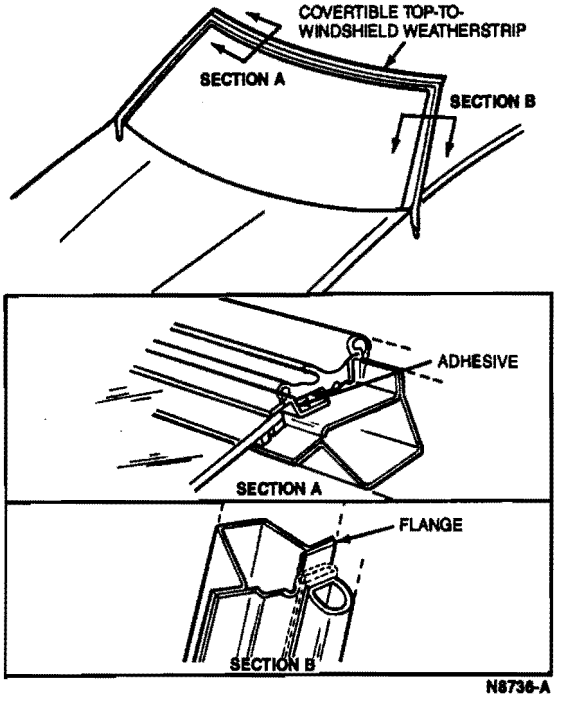
Weatherstrip, Convertible Top-To-Windshield

Removal

1. Raise convertible top or remove hardtop.
2. Peel off weatherstrip and separate from door opening weatherstrips.

Installation

1. Peel off adhesive backing and position weatherstrip.
2. Mate weatherstrip to door opening weatherstrips and secure in position.



N8736-A

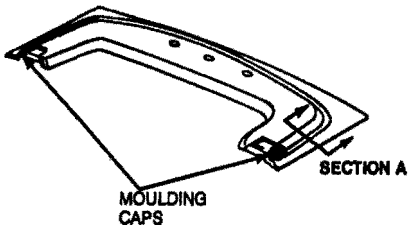
Moulding, Storage Cover-To-Convertible Top

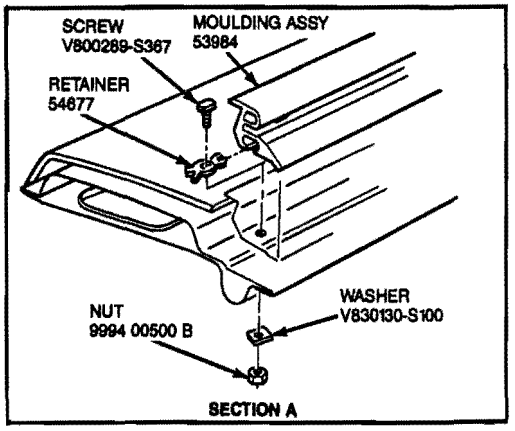
Removal

1. Raise storage cover.
2. Remove nuts and washer retaining moulding to storage cover.

REMOVAL AND INSTALLATION (Continued)

3. Remove moulding caps at door openings.





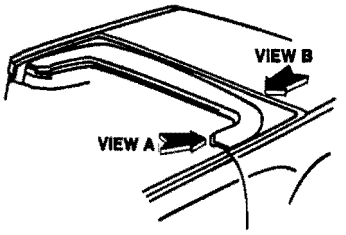
Installation

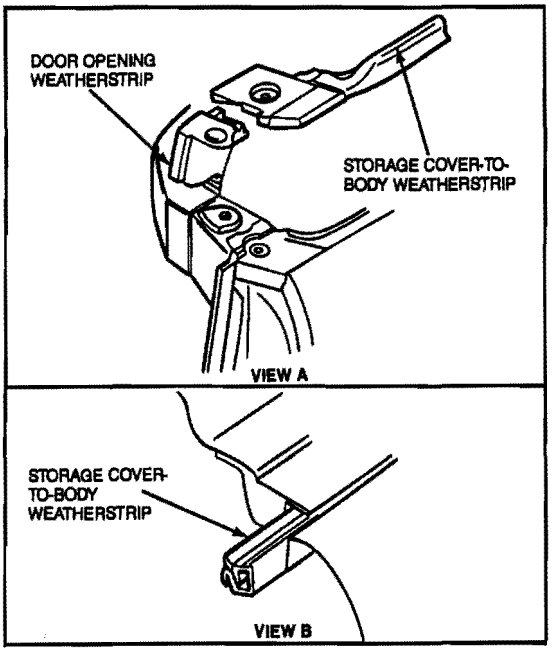
1. Position moulding onto storage cover.
2. Install moulding caps.
3. Install washers and nuts to moulding studs. Tighten to 3 N·m (2 lb-ft).
4. Check moulding for proper fit.

Weatherstrip, Storage Cover-To-Body

Removal

1. Raise storage cover.
2. Remove safety belt cover.
3. Remove storage cover-to-body weatherstrip.





Installation

1. Peel adhesive backing off new weatherstrip and position weatherstrip onto body.
2. Install safety belt cover.
3. Check weatherstrip for proper fit.

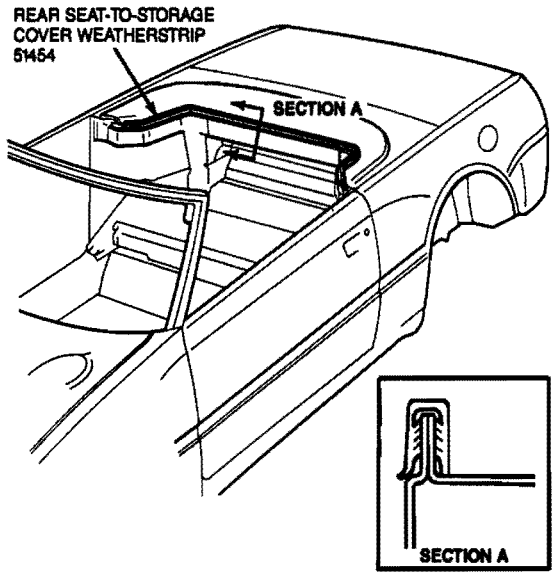
Weatherstrip, Rear Seat-To-Storage Cover

Removal

1. Raise storage cover.

REMOVAL AND INSTALLATION (Continued)

2. Remove weatherstrip from flange.



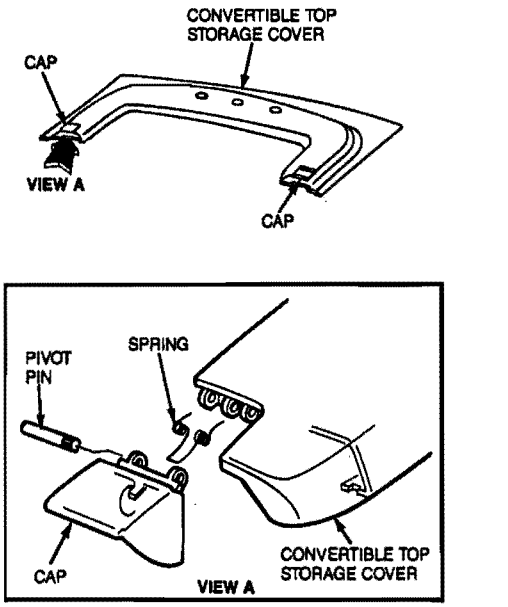
Installation

1. Install weatherstrip onto flange.
2. Close storage compartment door and check weatherstrip for proper fit.

Storage Cover Pivot Caps

Removal

1. Remove storage cover trim as outlined.
2. Drive out pivot pin.
3. Remove spring.
4. Remove cap.



Installation

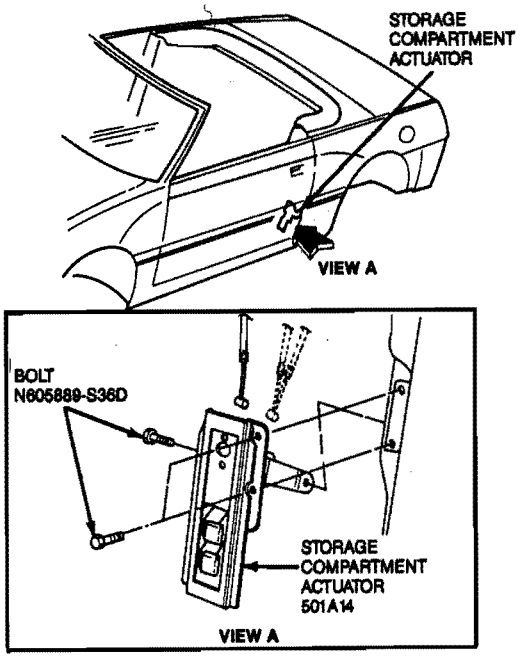
1. Position cap and spring.
2. Drive in pivot pin.
3. Install storage cover trim as outlined.

REMOVAL AND INSTALLATION (Continued)

Storage Compartment Lock Set and Actuator

Removal and Installation

The convertible top storage compartment actuator is also used to lock and operate the rear seat latch. Refer to Section 41-14 for service.

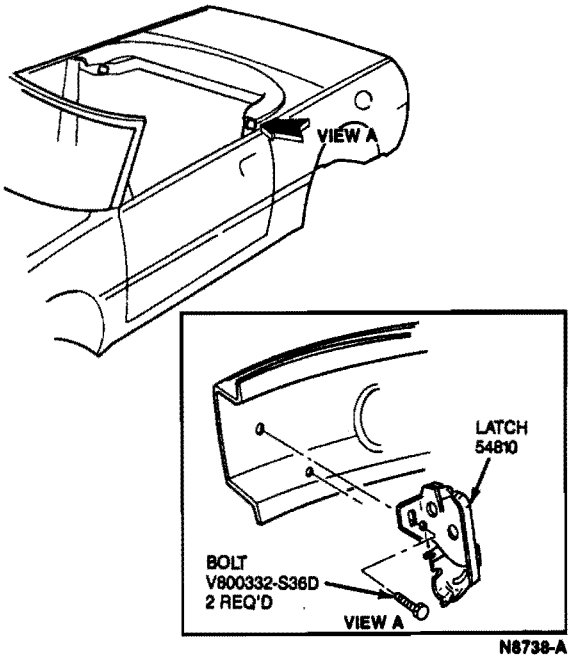


Storage Top Latch

Removal

NOTE: The rear seat latch and cables are serviced in Section 41-14.

1. Raise storage top cover.
2. Disengage cable from latch.
3. Remove bolts retaining latch.
4. Remove latch.



Installation

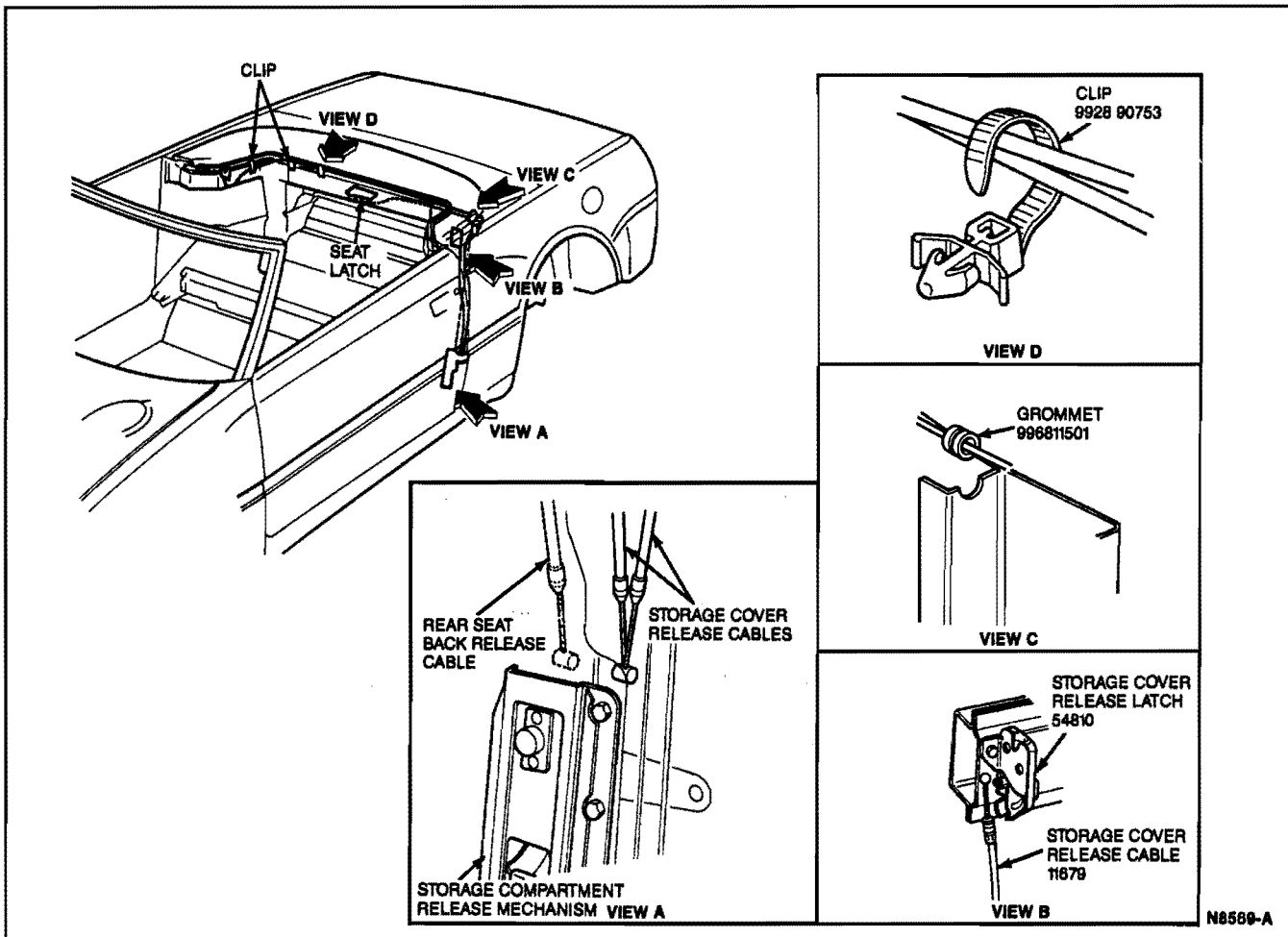
1. Position latch.
2. Connect cable to latch.
3. Install bolts into latch. Tighten bolts to 7-10 N·m (5-7 lb-ft).
4. Close storage cover and check for proper fit. Adjust as required.

Storage Cover Latch Cables

Removal

1. Open storage cover by pulling up on release actuator (work through luggage compartment to manually release latch if required).
2. Disengage cable end from latch.
3. Remove actuator. Refer to Section 41-14.
4. Disengage cable end from actuator.
5. Remove clips and cable assembly.

REMOVAL AND INSTALLATION (Continued)



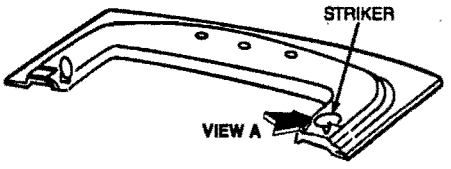
Installation

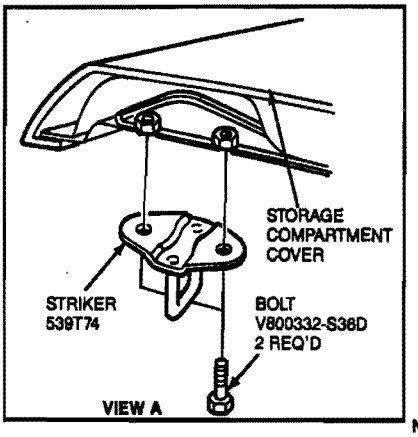
1. Make sure grommets are in place and route cable assembly.
2. Install clips.
3. Connect cable end to actuator.
4. Install actuator. Refer to Section 41-14.
5. Connect cable.
6. Place storage compartment cover in closed position and check operation of latch. Adjust latch if required.

Storage Cover Strikers

Removal

1. Raise storage cover.
2. Remove bolts from striker.
3. Remove striker.





REMOVAL AND INSTALLATION (Continued)

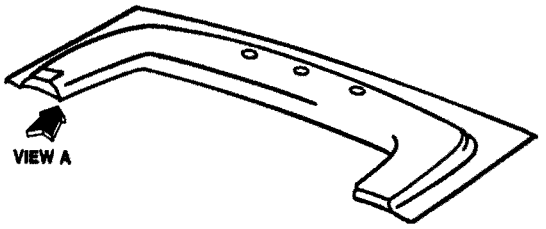
Installation

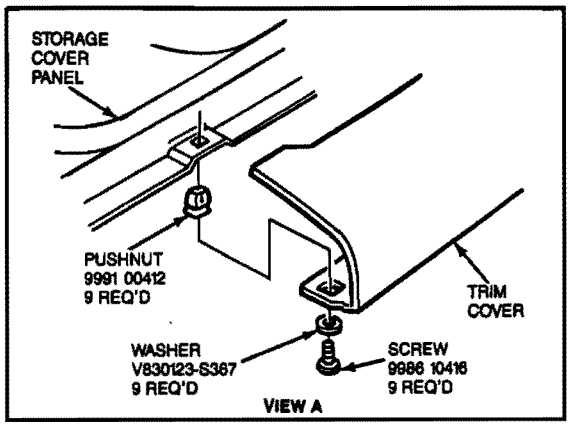
1. Position striker.
2. Install bolts and tighten to 7-10 N·m (5-7 lb-ft).
3. Check for proper engagement of striker into latch. Adjust if required.

Storage Cover Trim

Removal

1. Raise storage cover.
2. Remove push-in retainers and screws securing trim cover to storage panel. Remove trim cover.





N8732-A

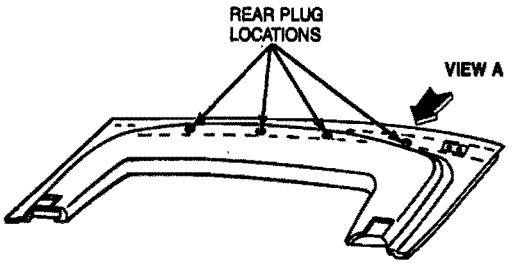
Installation

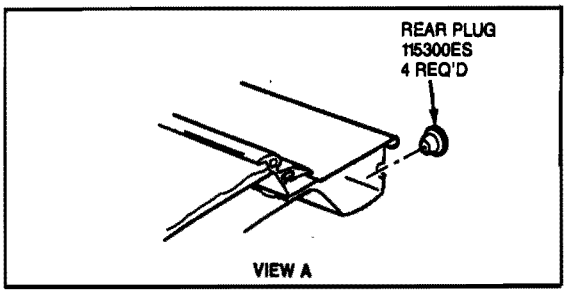
1. Position trim cover onto storage panel.
2. Install screws and push-in retainers to secure trim cover.

Storage Cover Bumpers

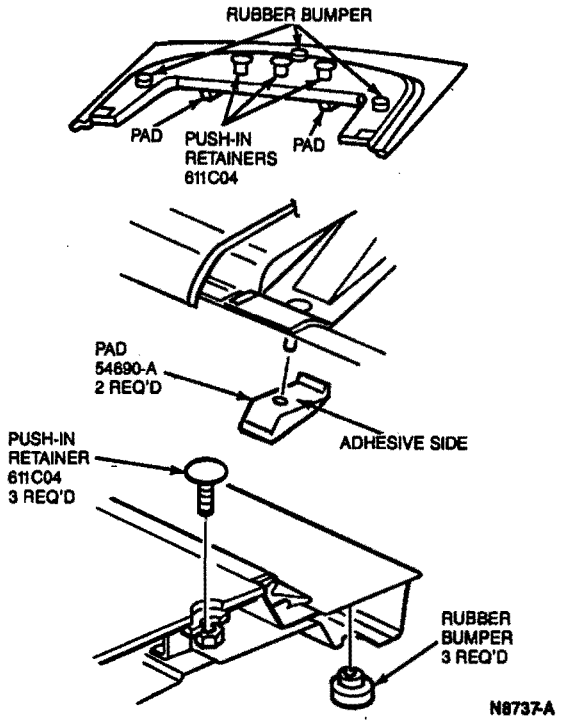
Removal and Installation

Use the following illustrations to remove or install plugs, retainers, pads, or rubber bumpers on storage cover.





N8733-A



N8737-A

Storage Cover

The convertible top storage compartment cover hinge is shared with the luggage compartment door.

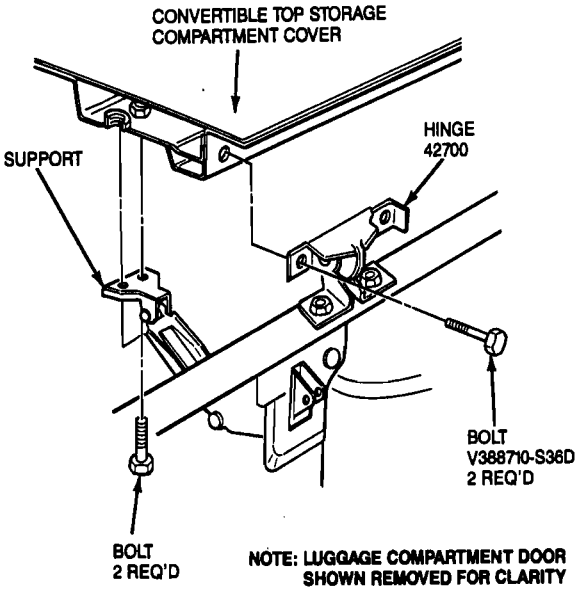
The gas lift cylinders used to hold the luggage compartment open share the same support bracket as the convertible top storage cover. Because of this, the gas lift cylinders can provide the support to hold the convertible top storage cover open.

REMOVAL AND INSTALLATION (Continued)

Removal

1. Raise storage cover.
2. Remove bolts securing both supports to storage cover.

   NOTE: It may be helpful to partially close storage cover and open luggage compartment to access hinge bolts.
3. Remove bolts from both hinges and remove storage cover.
4. Remove components from storage cover as needed.



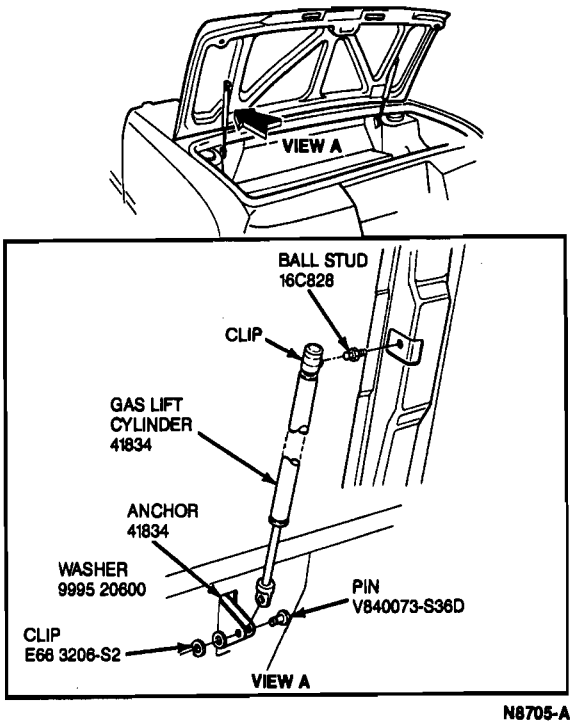
Installation

1. Install components removed from storage cover.
2. Position storage cover and install bolts into both hinges. Tighten to 7-10 N·m (5-7 lb-ft).
3. Install bolts into both supports. Tighten to 7-10 N·m (5-7 lb-ft).
4. Check storage cover for proper operation and fit.

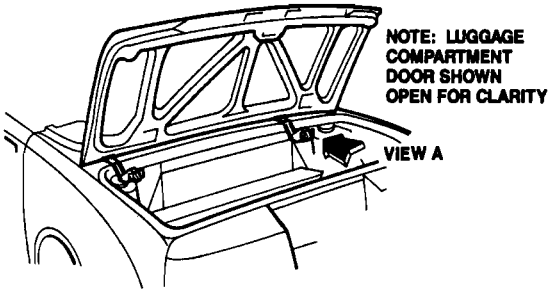
Storage Cover Support

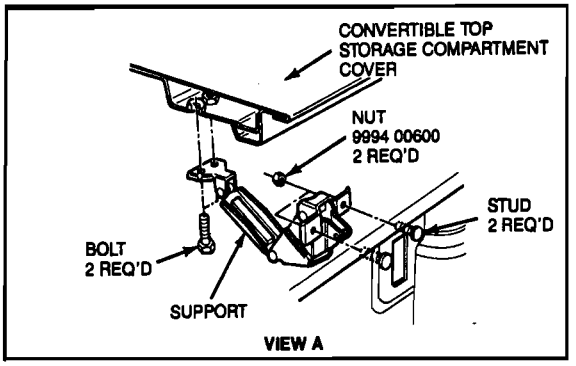
Removal

1. Support luggage compartment door in the open position.
2. Remove clip, washer and pin from lower end of lift cylinder.



3. Remove two nuts, two bolts, and remove support.





Installation

1. Position support and install two nuts and bolts. Tighten to 7-10 N·m (5-7 lb-ft).
2. Connect lower end of lift cylinder with pin, washer and clip.

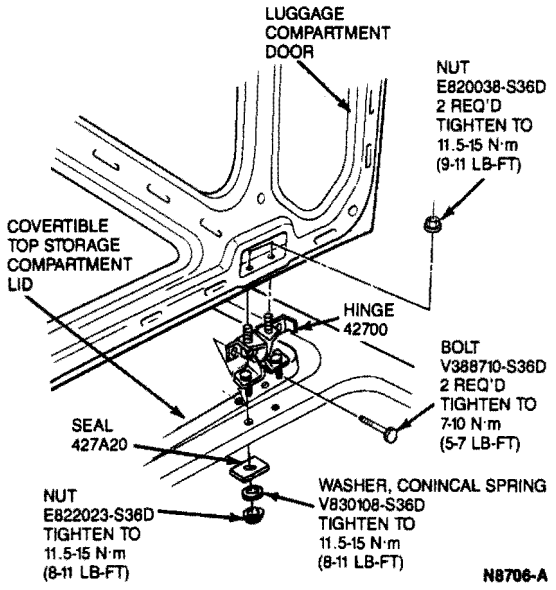
REMOVAL AND INSTALLATION (Continued)

3. Check luggage compartment door and storage cover for proper operation.

Storage Cover Hinge

Removal and Installation

The storage cover hinge is shared with the luggage compartment door hinge. Refer to Section 44-10.



SPECIFICATIONS

TORQUE SPECIFICATIONS

Description	Nem	Lb-Ft
Convertible Top to Quarter Panel Mounting Bracket Bolts	19-25	14-18
Convertible Top Retainer Screws	7-10	5-7
Top Moulding Retaining Screw	3	2
Storage Latch Retaining Bolts	7-10	5-7
Storage Cover Striker Bolts	7-10	5-7
Storage Cover to Hinge Bolts	7-10	5-7
Storage Cover Support Bolts	7-10	5-7

SECTION 47-10 Hardtop, Removable

VEHICLE APPLICATION

Capri.

DESCRIPTION

A removable hardtop is offered as an option for this vehicle. The hardtop is a one piece unit with no adjustments.

The hardtop can be installed with the convertible top stored in its compartment or with the convertible top assembly removed from the vehicle.

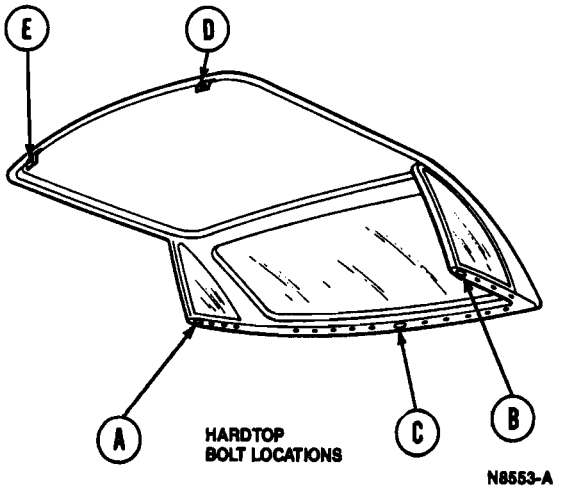
The glass is held in place by both urethane and a retained weatherstrip.

REMOVAL AND INSTALLATION

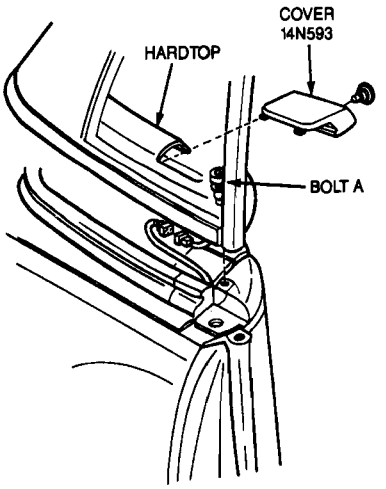
Hardtop

Removal

1. From inside the vehicle, remove the three covers concealing the rear hardtop retaining bolts at locations A, B and C. Disconnect dome lamp and rear defroster electrical connector located near bolt B.

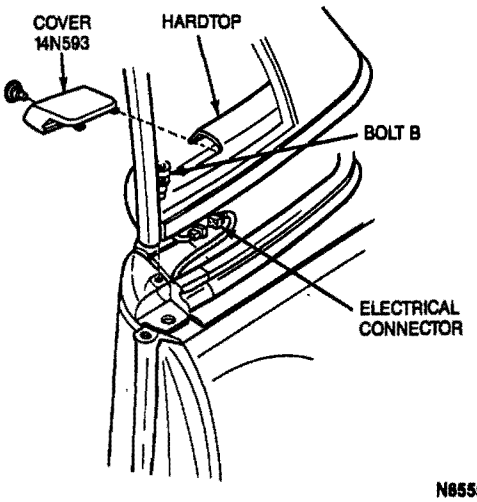


N8553-A

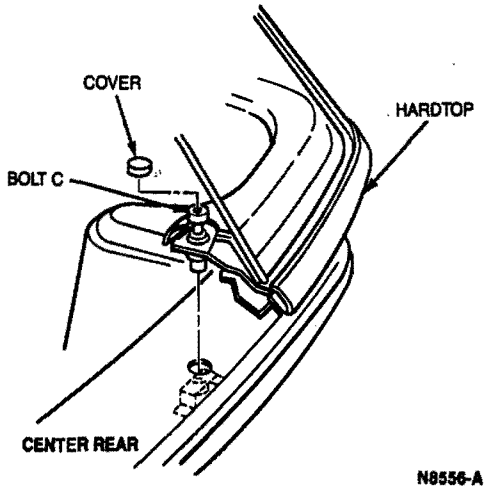


N8554-A

REMOVAL AND INSTALLATION (Continued)



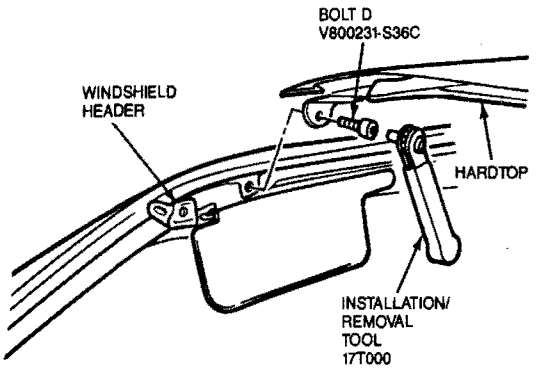
N8555-A



N8556-A

CAUTION: Be careful not to strike the rear window with the removal/installation tool when removing center rear retaining bolt C.

2. Using the hardtop removal/installation tool supplied with vehicle, loosen bolts A, B and C. These bolts are designed to remain with the hardtop and should not be completely removed.
3. Lower both sun visors. With the tool, remove bolts at locations D and E retaining the hardtop to the windshield header.



N8557-A

WARNING: REMOVAL OF THE HARDTOP REQUIRES TWO PEOPLE. THE HARDTOP WEIGHS APPROXIMATELY 34 KG (75 LBS). DO NOT ATTEMPT TO REMOVE THE TOP ALONE. ALWAYS SEEK ASSISTANCE FROM AT LEAST ONE OTHER PERSON. FAILURE TO DO SO COULD RESULT IN PERSONAL INJURY AND/OR VEHICLE DAMAGE.

4. With an assistant, lift the hardtop at the window openings, and remove toward the rear of the vehicle.
5. Store hardtop in a safe place until installed back on vehicle.
6. Secure electrical connector and harness in clips located in LH side of convertible top storage compartment.
7. Install trim covers. Store bolts D and E with removal/installation tool.

Installation

1. Lower and stow convertible top, leave sun visors down. Windows must be down or doors open.
2. Remove trim covers.

   WARNING: INSTALLATION OF THE HARDTOP REQUIRES TWO PEOPLE. THE HARDTOP WEIGHS APPROXIMATELY 34 KG (75 LBS). DO NOT ATTEMPT TO INSTALL THE TOP ALONE. ALWAYS SEEK ASSISTANCE FROM AT LEAST ONE OTHER PERSON. FAILURE TO DO SO COULD RESULT IN PERSONAL INJURY AND/OR VEHICLE DAMAGE.
3. Remove electrical connector and harness from clips in LH side of top storage compartment. Close and latch storage cover.
4. Lift the hardtop into position, mating bolt holes D and E with the windshield header. Align remaining bolts A, B, and C with the holes in the vehicle body.
5. Hand tighten bolts A, B and C.
6. Install bolts D and E and tighten with installation tool.

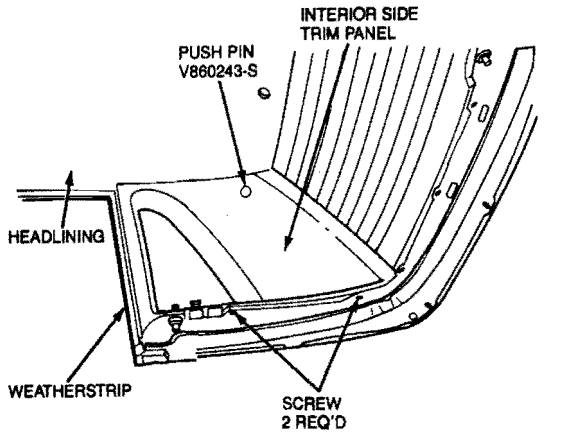
REMOVAL AND INSTALLATION (Continued)

7. Tighten bolts A, B and C with installation tool.
   CAUTION: Be careful not to strike the rear window glass with the removal/installation tool when tightening bolt C.
   NOTE: The installation/removal tool is designed to provide the correct torque for all retaining bolts.
8. Connect dome lamp/rear defroster/stoplamp electrical connector.
9. Install covers over bolts A, B and C.

Trim Panels, Interior Side

Removal and Installation

1. Remove hardtop as outlined.
2. Pull side window opening weatherstrip away from interior side trim panel.
3. Remove two screws from underside of hardtop.
4. Remove plastic push pin and remove side trim panel(s).
5. To install, reverse Steps 1 through 4.

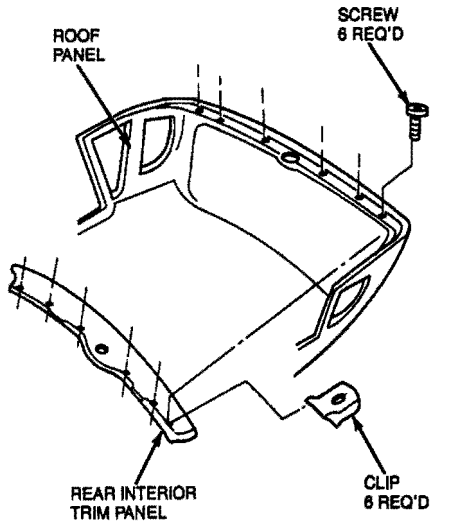


N8558-A

Trim Panel, Rear

Removal and Installation

1. Remove hardtop as outlined.
2. Remove screws from underside of hardtop.
3. Remove rear trim panel.
4. To install, reverse Steps 1, 2 and 3. Make sure clips are in place on trim panel.

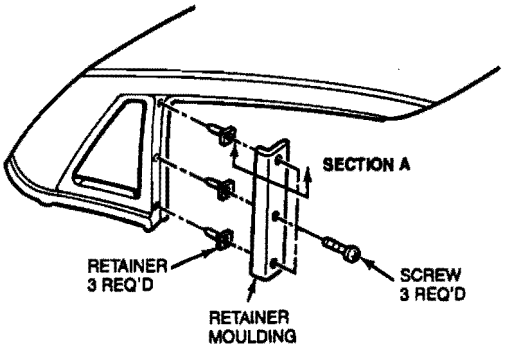


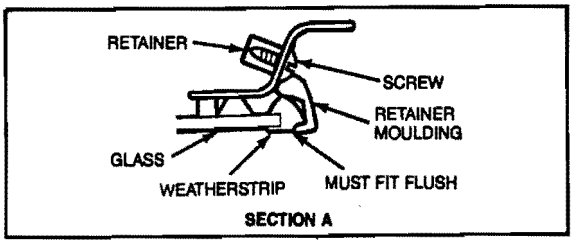
N8559-A

Window Retainer Moulding, Side

Removal

1. Peel back weatherstrip.
2. Remove three screws and retainer moulding.
3. Remove grommets if necessary.





N8560-A

Installation

1. Install grommets if removed.

REMOVAL AND INSTALLATION (Continued)

2. Install retainer moulding flush with side window weatherstrip as shown. Secure with three screws.
3. Install weatherstrip into position.

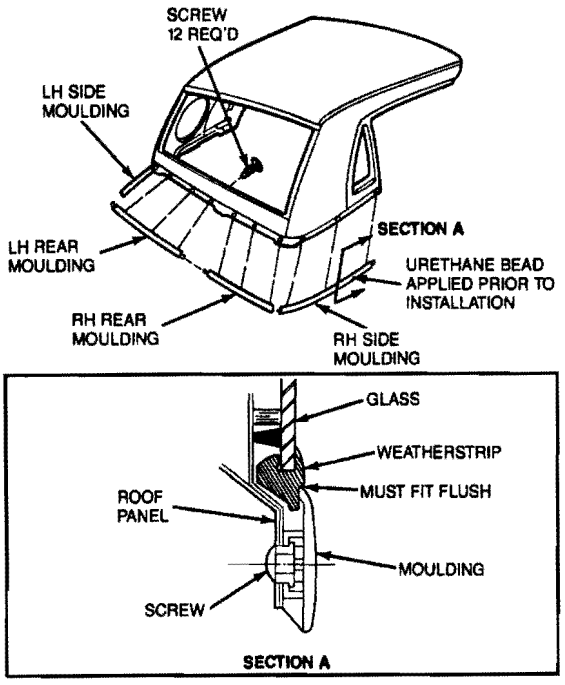
Exterior Mouldings, Side and Rear

Removal

1. Remove hardtop as outlined.
2. Remove screws and moulding(s).

Installation

1. Position new moulding(s). Make sure to keep gaps between mouldings even. Also, make sure moulding is flush with window weatherstrip and roof panel as shown.
2. Install screws and tighten securely.
3. Install hardtop as outlined.

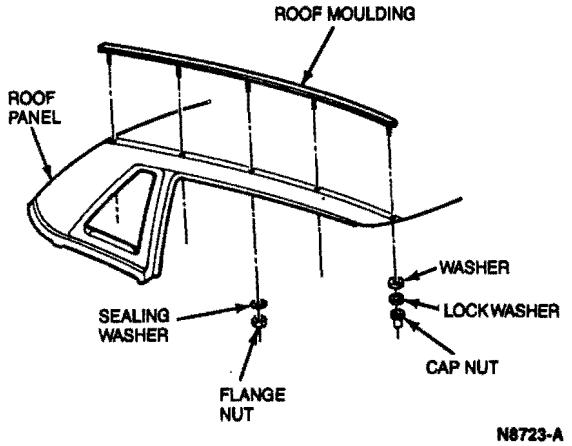


N8722-A

Mouldings, Roof

Removal

1. Remove headlining as outlined.
2. Remove cap nut, lockwasher, and washer from front of moulding.
3. Remove four flange nuts and sealing washers.
4. Remove moulding.



N8723-A

Installation

1. Position moulding.
2. Install new sealing washers and four flange nuts.
3. Install washer, lockwasher and cap nut.
4. Install headlining as outlined.

Side Window Opening Weatherstrip

Removal and Installation

1. Remove hardtop as outlined.
2. To remove side window opening weatherstrip, carefully pull weatherstrip off hardtop.

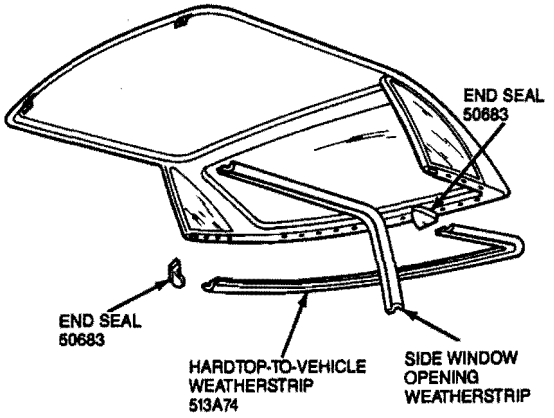
Hardtop-to-Vehicle Weatherstrip

Removal and Installation

1. Remove hardtop as outlined.
2. Remove the weatherstrip by pulling near each tab.
3. Install the new weatherstrip by inserting each tab fully into the slots in the hardtop.

REMOVAL AND INSTALLATION (Continued)

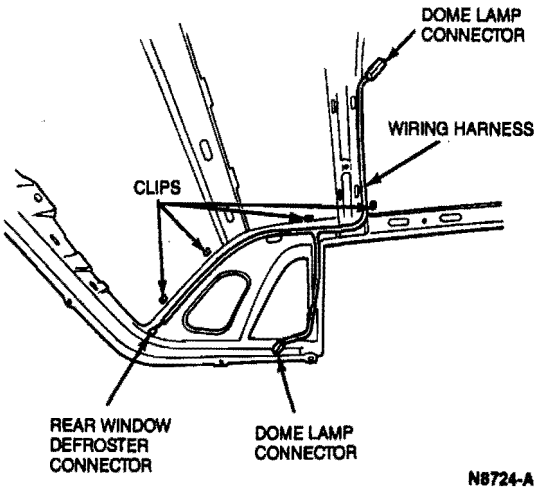
4. Install hardtop as outlined.



Wiring Harness

Removal and Installation

1. Remove headlining as outlined.
2. Disconnect electrical connectors and remove wiring harness from clips.
3. Position wiring harness and secure with clips as shown.
4. Connect electrical connectors.
5. Install headlining as outlined.



Hardtop Front Attachment Bracket

Removal

1. Loosen headlining if necessary.
2. Remove both front bolts retaining hardtop to vehicle (if installed).
3. Remove three bolts and bracket.

Installation

1. Install bracket with three bolts.
2. Secure headlining if loosened.
3. Install front bolts retaining hardtop to vehicle if removed. Tighten to 20 N·m (15 lb-ft).

Side/Rear Attachments

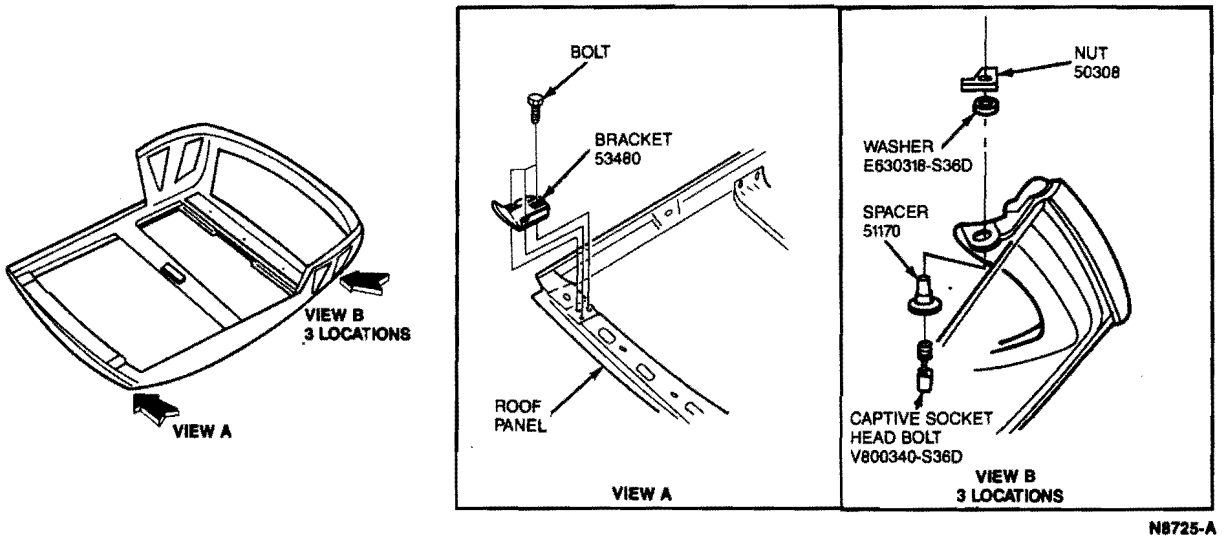
Removal

1. Remove hardtop as outlined.
2. Remove nut, washer, and spacer with socket head bolt.

Installation

1. Install new socket head bolt into spacer.
2. Install spacer with washer and nut.
3. Install hardtop as outlined.

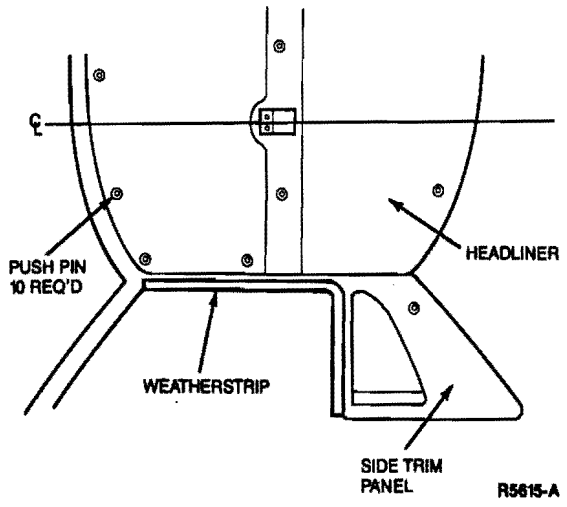
REMOVAL AND INSTALLATION (Continued)



Headlining

Removal

1. Remove window opening weatherstrip from hardtop.
2. Remove interior side trim panels from hardtop as outlined.
3. Remove dome lamp. Refer to Section 32-60.
4. Carefully pry out plastic push pins and remove headlining.



Installation

1. Place headlining in position and install plastic push pins.
2. Install dome lamp. Refer to Section 32-60.
3. Install hardtop interior trim panels as outlined.
4. Install weatherstrip around window opening.

Dome Lamp

Removal and Installation

Refer to Section 32-60.

Hardtop Side and Rear Windows

Removal

The side and rear windows are held in the hardtop by urethane adhesive and a weatherstrip.

1. Remove hardtop as outlined.
2. Remove inside trim and outside mouldings as outlined.
3. Insert blade of Glass Remover Hot Knife T70P-42006-A or equivalent (also available from Saf-Ti Glass Distributors, Troy, MI) into urethane seal.
4. With knife handle extended, pull knife blade through urethane seal around entire edge of glass. Continue until all urethane is cut.
5. Remove window from hardtop.
6. Remove any excess urethane from flange with a utility knife or razor blade until surface is smooth and free of cuts.

   NOTE: It is not necessary to remove all of the urethane from flange if it is cured. However, at no point should the existing urethane material exceed 2.5mm (0.10 inch) above the flange.

REMOVAL AND INSTALLATION (Continued)

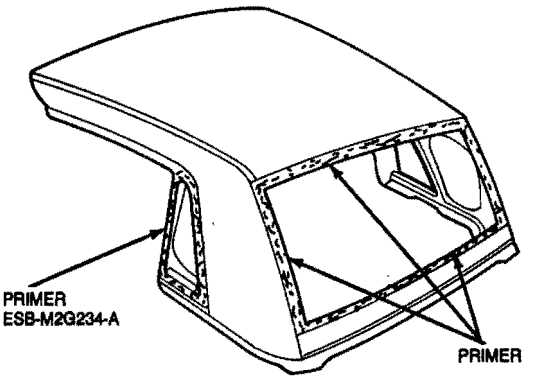
7. Check flange seating area for damaged sheet metal or foreign objects which may have caused, or may cause, glass breakage. Service metal if necessary.

Installation

NOTE: Use Urethane Kit E0AZ-19562-A or equivalent to install windows.

1. Clean any broken glass from window opening / hardtop.
2. If existing urethane on metal flange has become contaminated, cut away contaminated urethane with a utility knife or razor blade.
3. If painted sheet metal has been exposed anywhere along the flange, apply Urethane Metal Primer ESB-M2G234-A or equivalent over the painted surface using a clean brush.

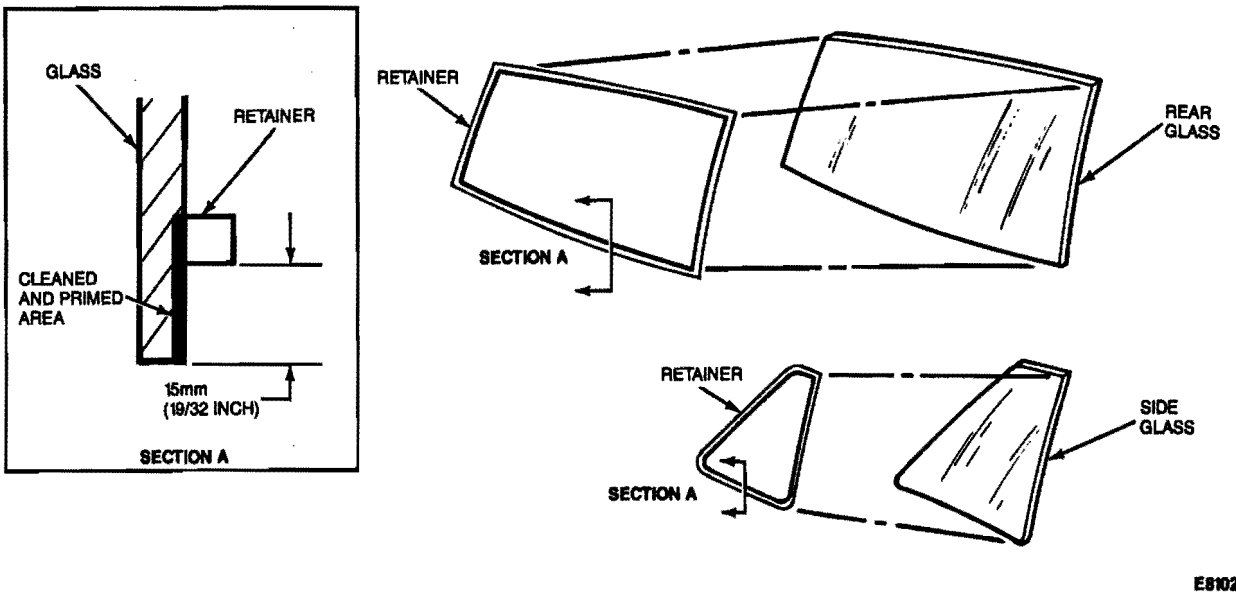
   NOTE: A minimum of 30 minutes is required for primer to dry.



E8101-A

4. Place window on a low, stable work surface facing inside up.
5. Using a lint free cloth, wipe inside window periphery with Urethane Glass Cleaner ESB-M5B280-A or equivalent.

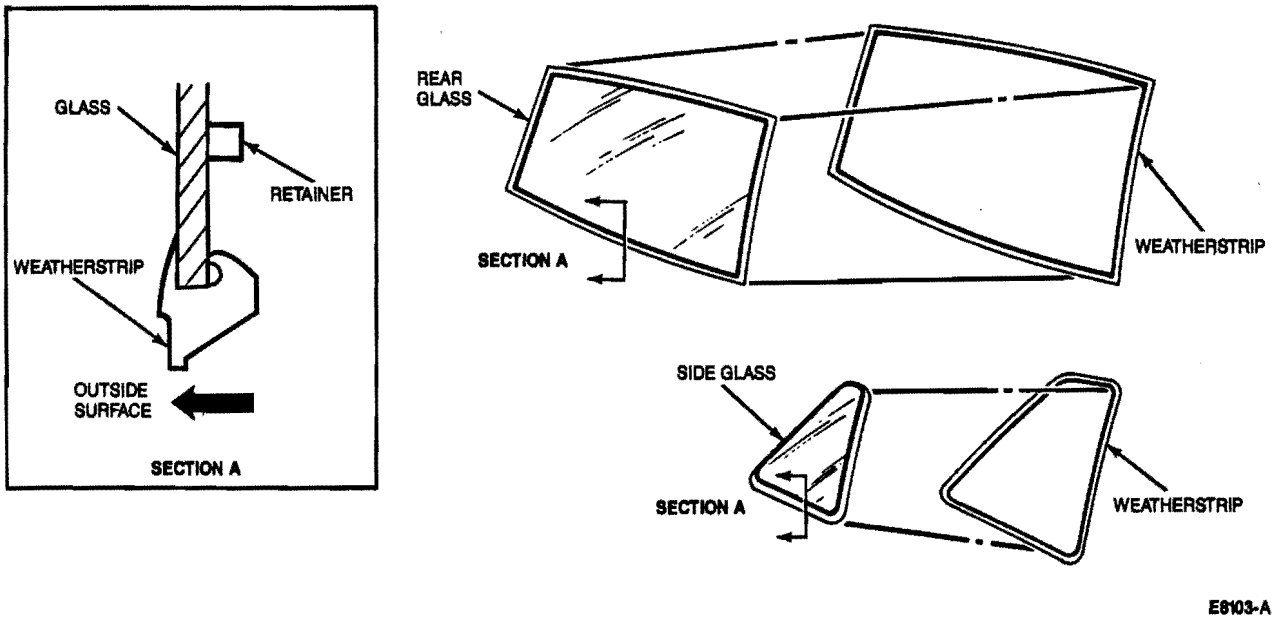
   NOTE: Wipe off cleaner immediately after application because it flash dries.
6. Install retainers 15mm (19 / 32 inch) in from the edge of window on all sides.
7. Thoroughly shake and stir Urethane Glass Primer ESB-M2G224-A or equivalent to ensure uniform mixing.
8. Using a clean brush, apply primer to inside window periphery between retainer and edge of window. Allow at least five minutes drying time.



E8102-A

REMOVAL AND INSTALLATION (Continued)

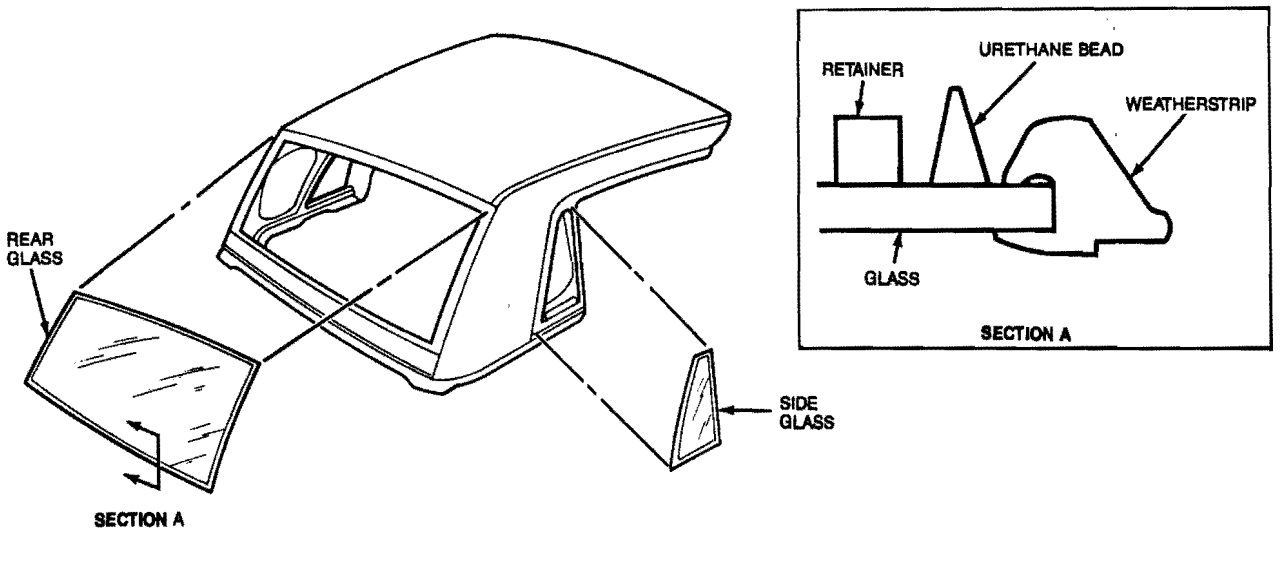
9. Place weatherstrip on window as shown.



NOTE: The urethane bead should be triangular in shape, approximately 6.0mm (1/4 inch) across the base and 12.0mm (1/2 inch) high.

10. Apply an even bead of Urethane ESZ-M2G336-A or equivalent, into the inside periphery of the window. The bead should be large enough to seal windshield but not cause expulsion over retainer.

NOTE: The glass must be installed within 10 minutes of applying the urethane.



REMOVAL AND INSTALLATION (Continued)

11. Install the window into the hardtop. Press glass into place around the entire perimeter to provide a complete seal.
12. Install exterior mouldings and interior trim as outlined.

    NOTE: Use Ford Liquid Butyl Sealer C9AZ-19954-B or equivalent to service leaks (fill gaps) in urethane seal.
13. Clean window and install hardtop. Test window for water leaks. If necessary, use butyl sealer to service leaks (fill gaps) in urethane seal.

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