SECTION 13-G

ESTATE WAGON BODY SERVICE

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SERVICE BULLETIN REFERENCE

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13-36 DOOR LOCKS

The *1948 model* door outside lock is held in place by a staple which extends through holes in the lock pillar to engage grooves in the lock body. To remove the lock, pry the staple out with a screw driver, using a small block of wood as a fulcrum to avoid marring the lock pillar. See figure 13-78.

The *1949 model* door locks are the same as in the closed bodies and are replaced in the same manner (par. 13-6).

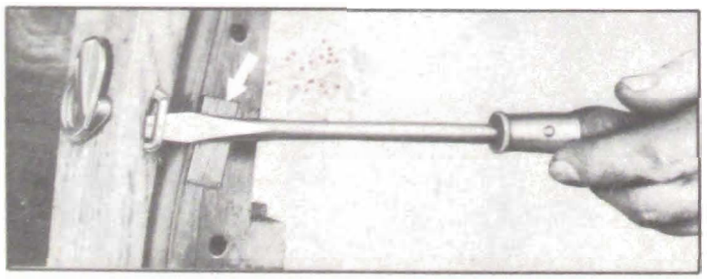

Figure 13-78—Door Outside Lock Removal—1948 Models

13-37 GLASS REPLACEMENT

Windshield glasses are replaced in the same manner as described for closed bodies in paragraph 13-15 (1948) and 13-16 (1949).

Door ventilators are similar to the ventilators on closed body doors and are serviced in the same manner. See paragraph 13-19.

On *1949 Models*, the front and rear door windows are similar to windows in the sedans and are serviced in the same manner. See paragraph 13-18.

a. Replacement of Front or Rear Door Window Glass—1948 Models

1. Loosen glass run channel at top of division channel and remove one metal screw (front door) or two wood screws (rear door) which attach the upper end of division channel.
2. Remove inside trim panel and regulator panel. See figure 13-79.
3. Disconnect lower end of division channel and swing it to permit removal of window glass. See figure 13-80.
4. Install window glass by reversing removal procedure.

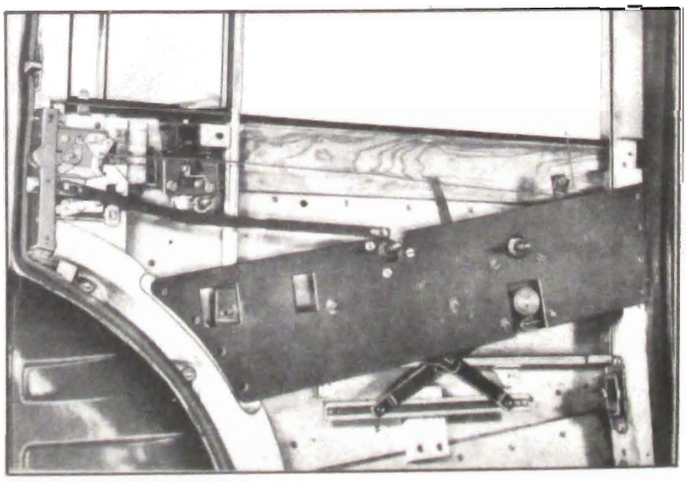

Figure 13-79—Rear Door with Inside Trim Panel Removed—1948 Models

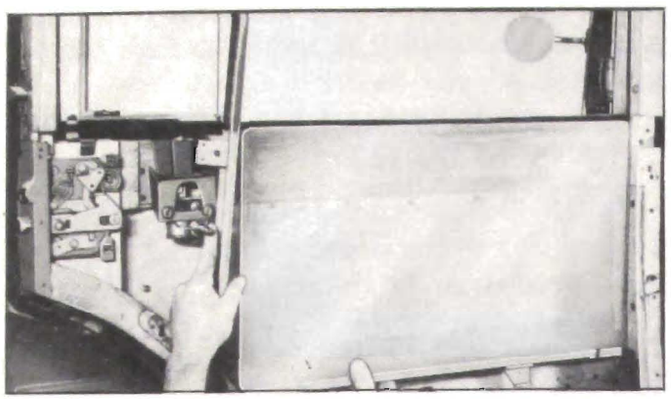

Figure 13-80—Removing Rear Door Window Glass—1948 Models

b. Replacement of Side Quarter Glass

1. On *1948 Models*, remove garnish moldings on lock pillar and belt rail. On *1949 Models*, remove garnish molding and belt finishing panel. Remove inside trim panel.

2. On *1948 Models*, remove filler strips at the bottom and front of glass. See figure 13-81.

3. Remove glass by sliding it downward and forward.

4. Install glass by reversing removal procedure. Place glass in rubber channel and set in 3-M Rubber Adhesive (par. 13-4).

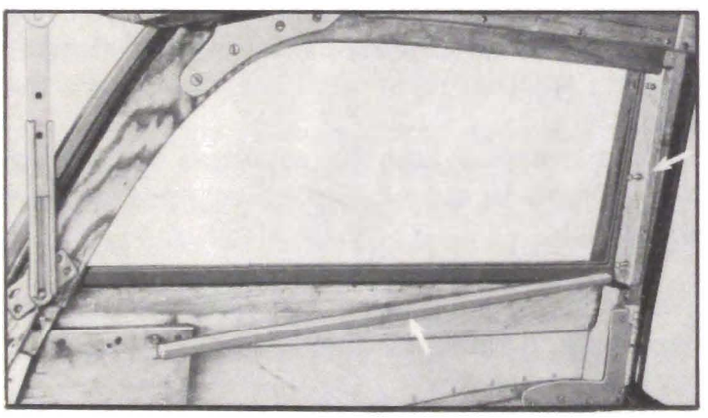

Figure 13-81—Removal of Rear Quarter Window Filler Strips—1948 Models

c. Replacement of Lift Gate Glass

To remove lift gate glass, remove the center division inner molding and the garnish molding. When installing glass, place glass in rubber channel and set in 3-M Rubber Adhesive (par. 13-4).

13-38 CORRECTION OF DUST AND WATER LEAKS—1948 MODELS

The doors and end gates are sealed with standard closed body weatherstrip cemented in place. The weatherstrip space between flange of door and the body is 3/8", which will permit weatherstrip to firmly contact the body when door is closed. If this space is greater than 3/8" so that weatherstrip does not contact body, correction may be made by loosening weatherstrip from door flange and inserting a 1/8" x 1/2" sponge rubber strip of required length, with rubber parts firmly cemented to door. See figure 13-82.

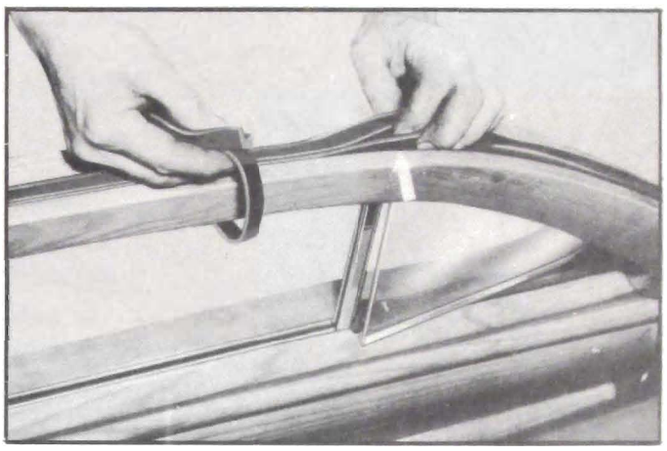

Figure 13-82—Placing Rubber Strip Behind Door Weatherstrip

Correction of leaks at door ventilators is the same as for closed bodies. See paragraph 13-19.

Front door hinges are sealed against leakage by sealing compound and cover plates in the same manner as for closed bodies. See paragraph 13-10 and figure 13-18.

Leakage will occur at rear door upper and lower hinges if the hinge cut-outs in the hinge pillars are excessively wide. See figure 13-83. To correct, fill the cut-out above and below the hinge with a high grade heavy body plastic putty.

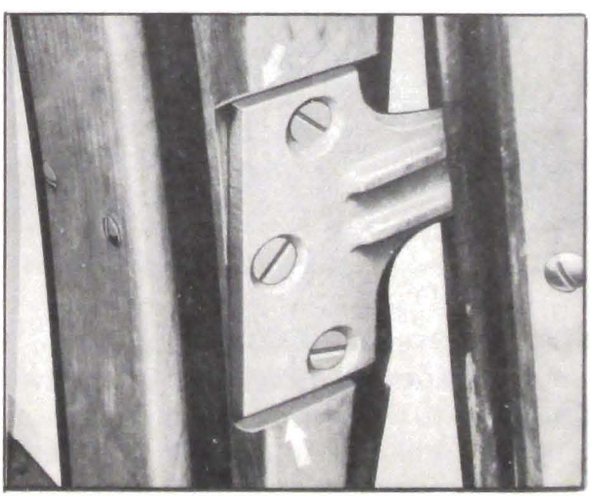

Figure 13-83—Points of Leakage at Rear Door Hinges—Lower Hinge Shown

Fill any cracks beween the rear quarter glass rubber channel and the belt rail with 3-M Rubber Adhesive (par. 13-4).

Lift gate leaks can be corrected by cementing 1/8" x 1/2" sponge rubber strips across the inside of the hinge against the hinge pin and at each end of the lift gate header bar against the corner posts. See figure 13-84.

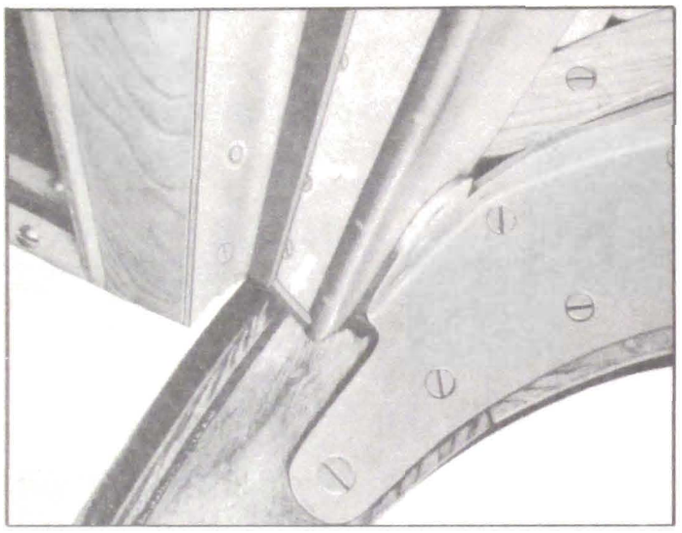

Figure 13-84—Sponge Rubber Strips Installed at Lift Gate Hinge

Leaks into the tire compartment through the tail light wire holes may be corrected by filling under the rear floor end scuff plate weatherstrip with a 1/8" x 1/2" sponge rubber strip when clearance is greater than 3/8". See figure 13-85.

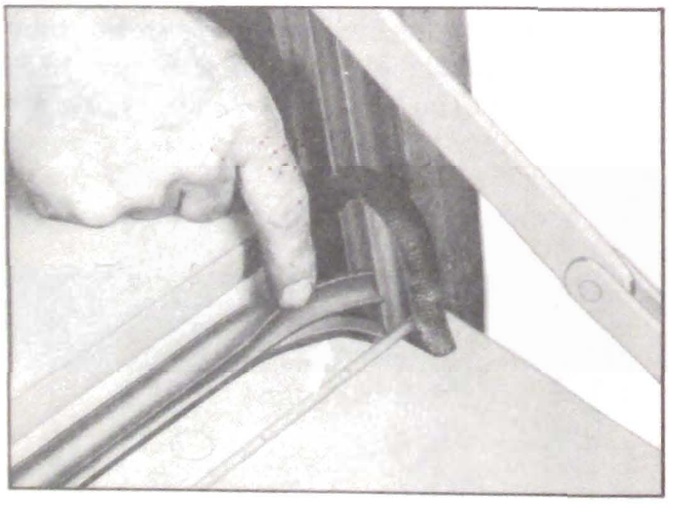

Figure 13-85—Point of Leakage into Tire Compartment

Adjust the weatherstrip at the top of tire gate to seal under the hinge bar and provide a flush fit against the weatherstrip at both ends.

To correct leaks in top, apply weatherstrip cement at the dry molding joints and to any small deck punctures. Fold down type aluminum moldings are used on the top. When moldings are removed for any reason it is necessary to install new moldings and to seal all joints.

13-39 ADJUSTMENT OF DOORS AND END GATES

On *1949 Models,* the doors are similar in construction to the closed bodies and the adjustment procedure is the same. See paragraph 13-10.

The *1949 Model* end gate is supported in the open position by two cables attached to spring loaded sash balances mounted behind the rear quarter trim panels. No adjustment is required on these cables. If a sash balance becomes inoperative it can be replaced by removing the rear quarter trim panel and disconnecting the cable.

On *1948 Models,* all doors and end gates should have a uniform clearance of 1/8" to 1/4" in their respective openings. Changes in climate and weather conditions generally cause some clearance variation and it may become necessary to adjust doors and end gates to maintain uniform clearance.

a. Door Adjustment—1948 Models

Incorrect door alignment resulting from incorrect body shimming may be adjusted by shimming door hinges or setting the hinges deeper, whichever is required to correct the condition.

Door warpage can be equalized by setting door hinges in or out, depending upon desired correction.

If the lock or hinge post extends beyond the center pillar or quarter lock post, it may be necessary to remove some wood from the outer surface of the post.

Insufficient lock bolt contact is corrected by shimming behind the door striker plate.

All major changes in door fits must be followed by weatherstrip sealing to the correct clearance.

b. Lift and End Gates—1948 Models

Bind in the lift gate hinge can generally be corrected by oiling the hinge pins. In severe cases of bind, it is necessary to shim the hinge to gate joint at an angle which will relieve the bind.

The end gate will be noticeably hard to close if the gate hinge opening becomes filled with dirt. Opening should be kept clean.

If the sliding wire harness folds when closing the end gate the condition should be corrected by attaching a short tension spring (screen door type) between the harness and the floor under the tire compartment.

The piano hinge on the spare tire door should be oiled at all regular greasing periods to prevent rust.

13-40 BODY REFINISHING

The finish of wood parts on an Estate Wagon might be compared to the finish on a boat or a piece of furniture exposed to the outside elements. If the clear finish becomes damaged, worn through, or weathered so that moisture can seep through, particularly at joints where end grain wood becomes exposed, then discoloration, checking, and cracking of the natural wood will result.

To avoid undue deterioration of the Estate Wagon body it should be refinished once a year, or more often if weather and service conditions are particularly severe on the finish. Even though the exterior finish appears to be in good condition the joints between wooden parts should be inspected at frequent intervals and if any are found open they should be filled immediately to prevent entrance of moisture.

a. Refinishing of Outside Wood Parts

1. Wash top and exterior wood surfaces and dry thoroughly. Remove dirt and wax from wood parts with suitable solvent.

2. Sand entire body to smooth out rough spots and insure proper adhesion of new finish.

3. Remove discolored wood spots by sanding or bleaching with oxalic acid.

4. Brush all bare wood with "Woodlife", obtainable from Protection Products Manufacturing Company, Kalamazoo 99, Michigan.

5. Fill bare wood with Dupont Wood Filler No. 27-905.

6. Fill all small cracks with a high grade, heavy body, plastic putty. Any large cracks or open joints 1/8" or more wide should be thoroughly cleaned out and filled by a wood shim glued in place. See figure 13-86.

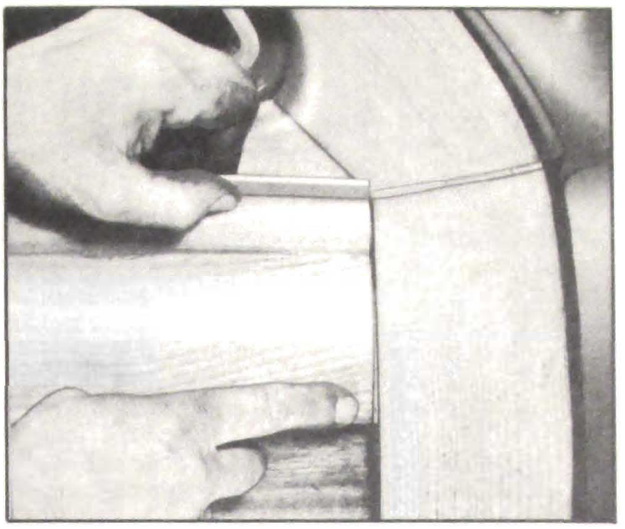

Figure 13-86—Filling Cracks at Joints

7. Spray or brush all wood parts with two coats of Dupont Clear Dulux RK-147. Allow 15 hours drying time between coats.

8. Seal all outside plywood to frame joints with clear Dulux applied with an oil can.

9. Apply Dupont top dressing to the top deck.

10. Wax entire body.

b. Refinishing of Inside Wood Parts

The wooden construction used in 1948 model doors and in the rear quarters of 1948 and 1949 models makes it advisable to refinish wooden parts covered by the inside trim panels. Since the *1949 model* doors are of steel construction similar to closed body doors, it is only necessary to refinish the wooden inside trim panels without removing them.

1. Remove door and rear quarter trim panels and thoroughly clean all wood surfaces.

2. Coat inside of doors and rear quarters with Dupont Clear Dulux RK-147 in same manner as for outside refinishing.

3. Fill joint at lower rear corner of wheelhouse rail with weatherstrip cement.

4. Refinish trim panels in same manner as other wood parts, and reinstall.