SECTION 5
FRONT END

INDEX

BODY VENTILATION

DESCRIPTION—All Styles Except 26657 and "E" Body Styles

The body ventilation system incorporates the use of a shroud top air intake grille, which is either attached by screws or is an integral part of the shroud upper panel. The air entering the shroud top air intake grille flows through a duct which guides the air into the body through a shroud side duct panel air outlet assembly. The door in the outlet assembly regulates the flow of air and is adjusted by the use of a cable and knob control.

Water entering the shroud top air intake grille flows down the shroud side duct panel and is discharged through openings in the rocker panels.

SHROUD SIDE FINISHING PANEL "A-B-C-D-E" Body Styles

Removal and Installation

1. Remove sill plate and screws securing finishing panel and grille to outlet (Fig. 5-1).

2. Removing finishing panel to hinge pillar attaching screw (Fig. 5-1).

3. Slide finishing panel rearward disengaging panel from front body hinge pillar pinchweld flange and remove panel assembly.

4. To install, reverse removal procedure.

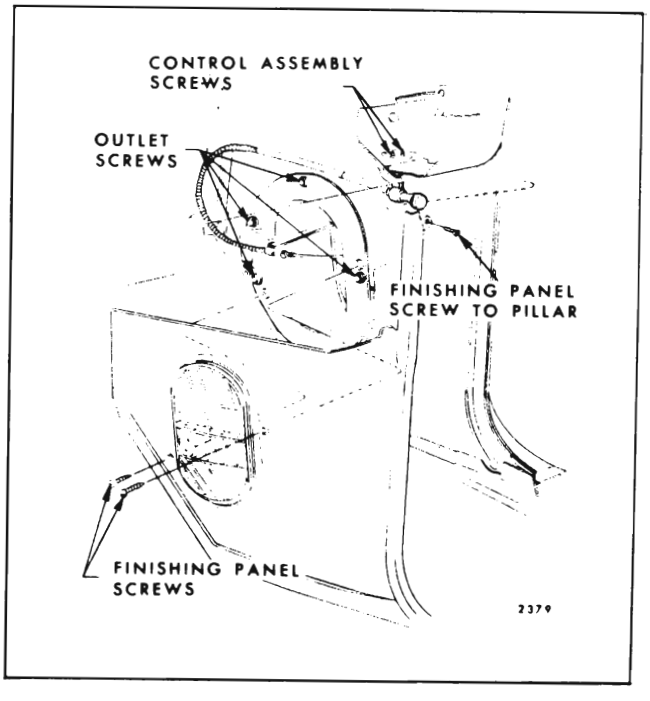

Fig. 5-1—Shroud Side Finishing Panel and Shroud Side Air Outlet Duct Assembly - "A-B-C-D-E" Styles

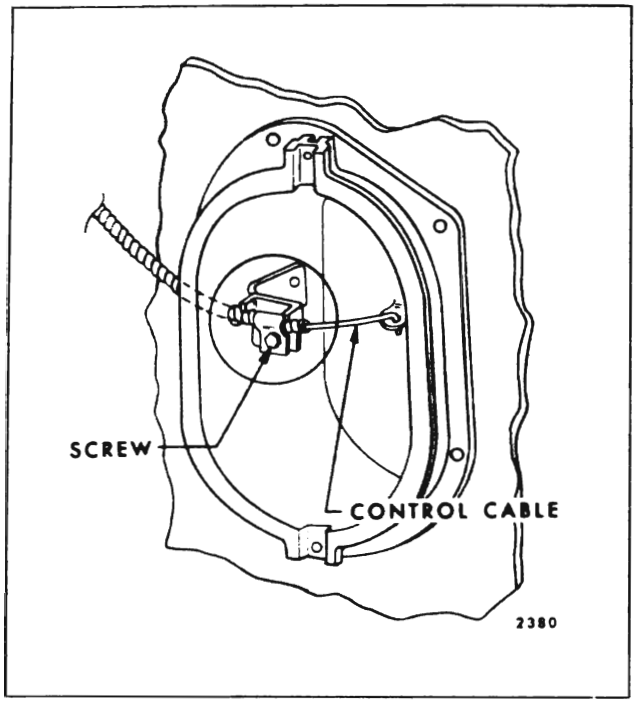

Fig. 5-2—Air Outlet Control Cable

SHROUD SIDE AIR OUTLET DUCT ASSEMBLY "A-B-C-D-E" Body Styles

Removal and Installation

1. Remove shroud side finishing panel.
2. Disengage control cable from outlet assembly and loosen cable attaching screw (Fig. 5-2).
3. Remove screws securing outlet assembly to shroud panel and remove outlet assembly (Fig. 5-1).

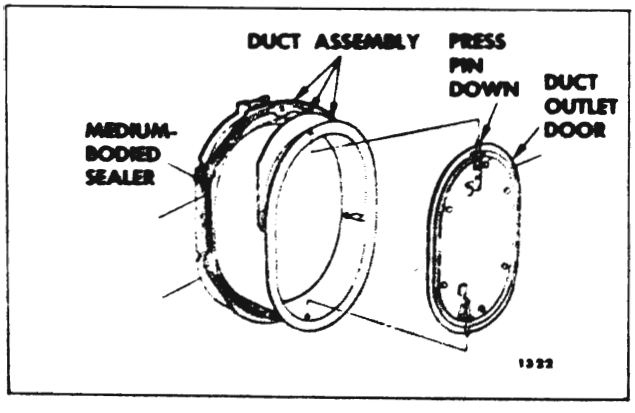

Fig. 5-3—Shroud Side Air Outlet Duct Assembly and Sealing

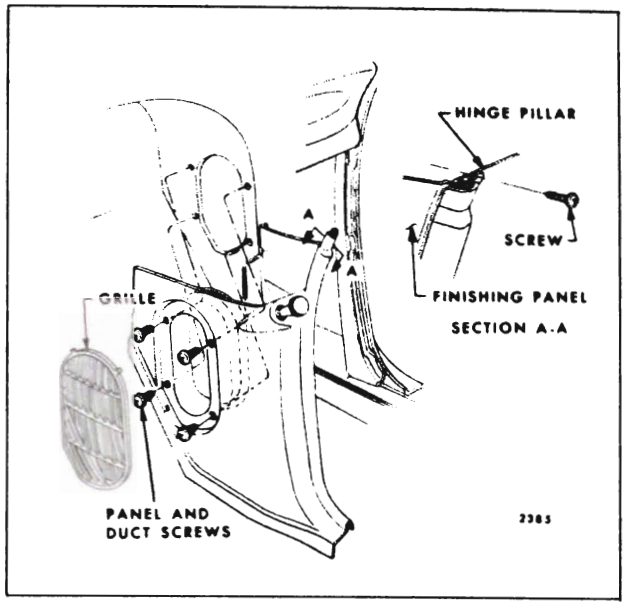

Fig. 5-4—Shroud Side Finishing Panel and Air Outlet Duct Assembly - " -X-Z" Styles

4. To install, apply a bead of medium-bodied sealer around entire inner flange of outlet assembly (Fig. 5-3) and reverse removal procedure.

SHROUD SIDE FINISHING PANEL AND AIR OUTLET DUCT ASSEMBLY— " -X-Z" Body Styles

Removal and Installation

1. With a flat-bladed tool (screw driver or equivalent), pry the outlet grille from the assembly (Fig. 5-4).
2. Remove screws attaching finishing panel and duct assembly to shroud (Fig. 5-4).
3. Remove sill plate.
4. Remove finishing panel to hinge pillar attaching screw (Fig. 5-4), and remove assembly.
5. To install, apply a generous bead of medium-bodied sealer to flange of finishing panel and duct assembly (Fig. 5-5) and reverse removal procedure.

SHROUD SIDE AIR OUTLET DUCT DOOR

Removal and Installation— ("A-B-C-D-E" Styles)

1. Remove shroud side air outlet duct assembly.

2. Press down on upper door hinge pin (Fig. 5-3) and remove door assembly.

3. To install, reverse removal procedure.

SHROUD SIDE AIR OUTLET DUCT DOOR

Removal and Installation—("F-X-Z" Styles)

1. Remove shroud side finishing panel and air outlet duct assembly.

2. Disconnect control cable from door (Fig. 5-5).

3. Press down on upper door hinge pin (Fig. 5-5) and remove door assembly.

4. To install, reverse removal procedure.

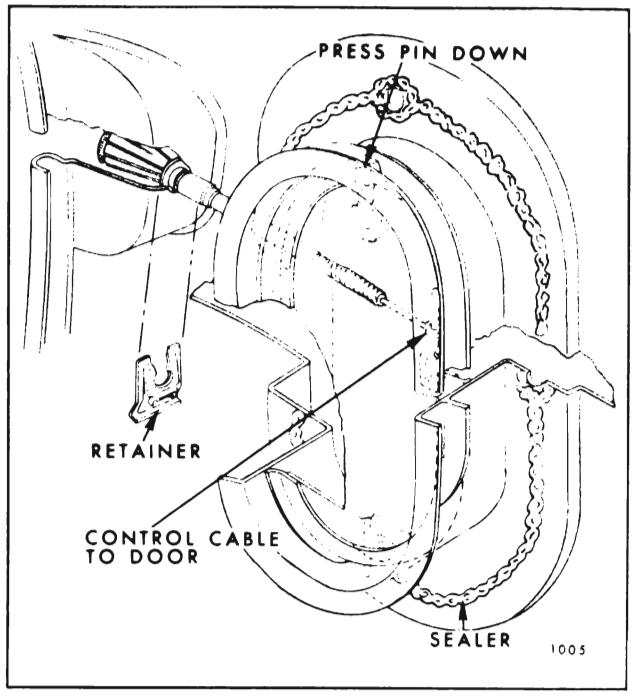

Fig. 5-5—Shroud Side Finishing Panel and Air Outlet Duct Assembly - "F-X-Z" Styles

SHROUD SIDE AIR OUTLET DUCT DOOR CONTROL CABLE

Removal and Installation—("A-B-C-D-E" Styles)

1. Remove shroud side trim panel.

2. Disconnect cable on door.

3. Loosen attaching screw securing cable to shroud side air outlet duct assembly (Fig. 5-2).

4. Remove screws securing control assembly to instrument panel (Fig. 5-1) and remove control assembly.

5. To install, reverse removal procedure.

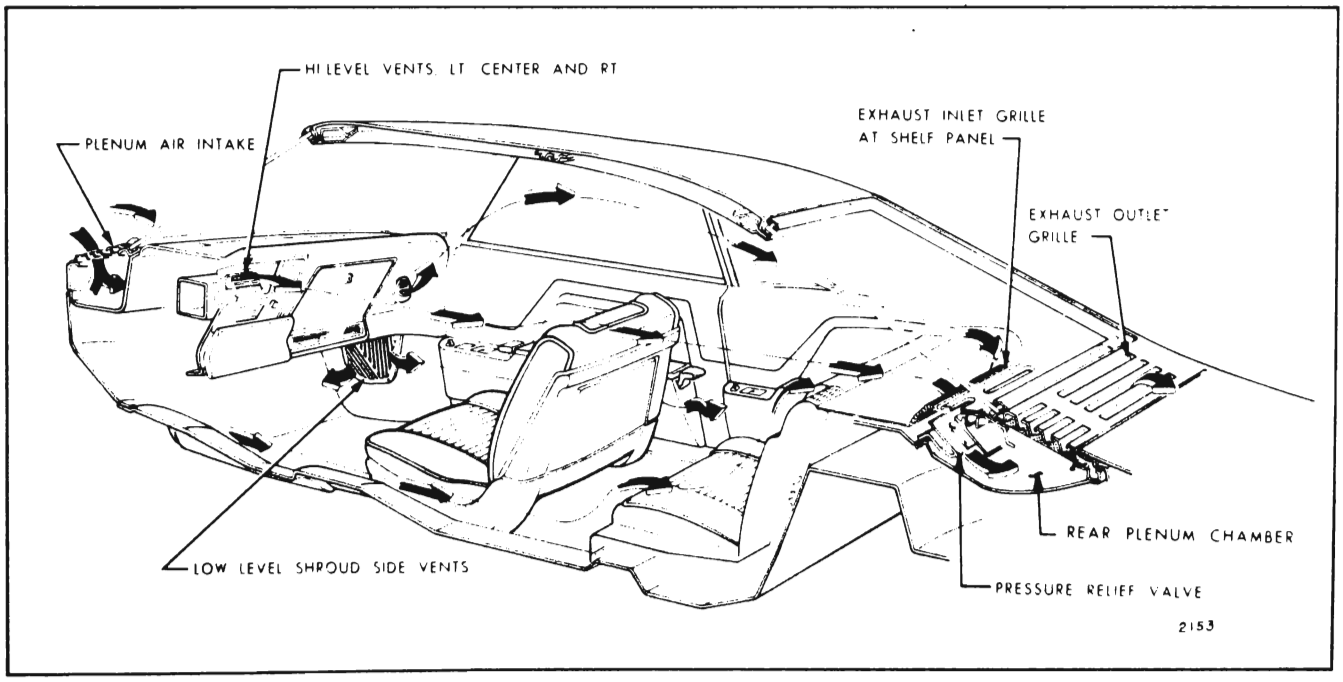

Fig. 5-6—Body Ventilation - Buick "E" Body

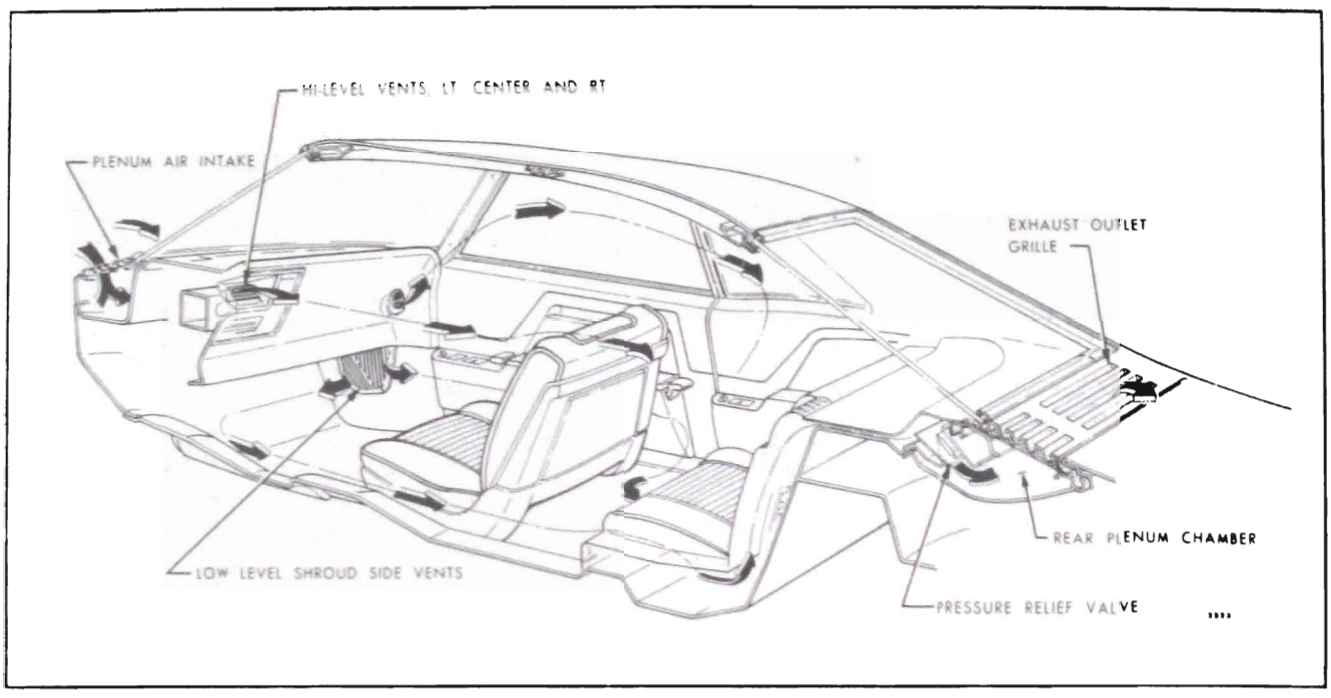

Fig. 5-7—Body Ventilation - Oldsmobile "E" Body

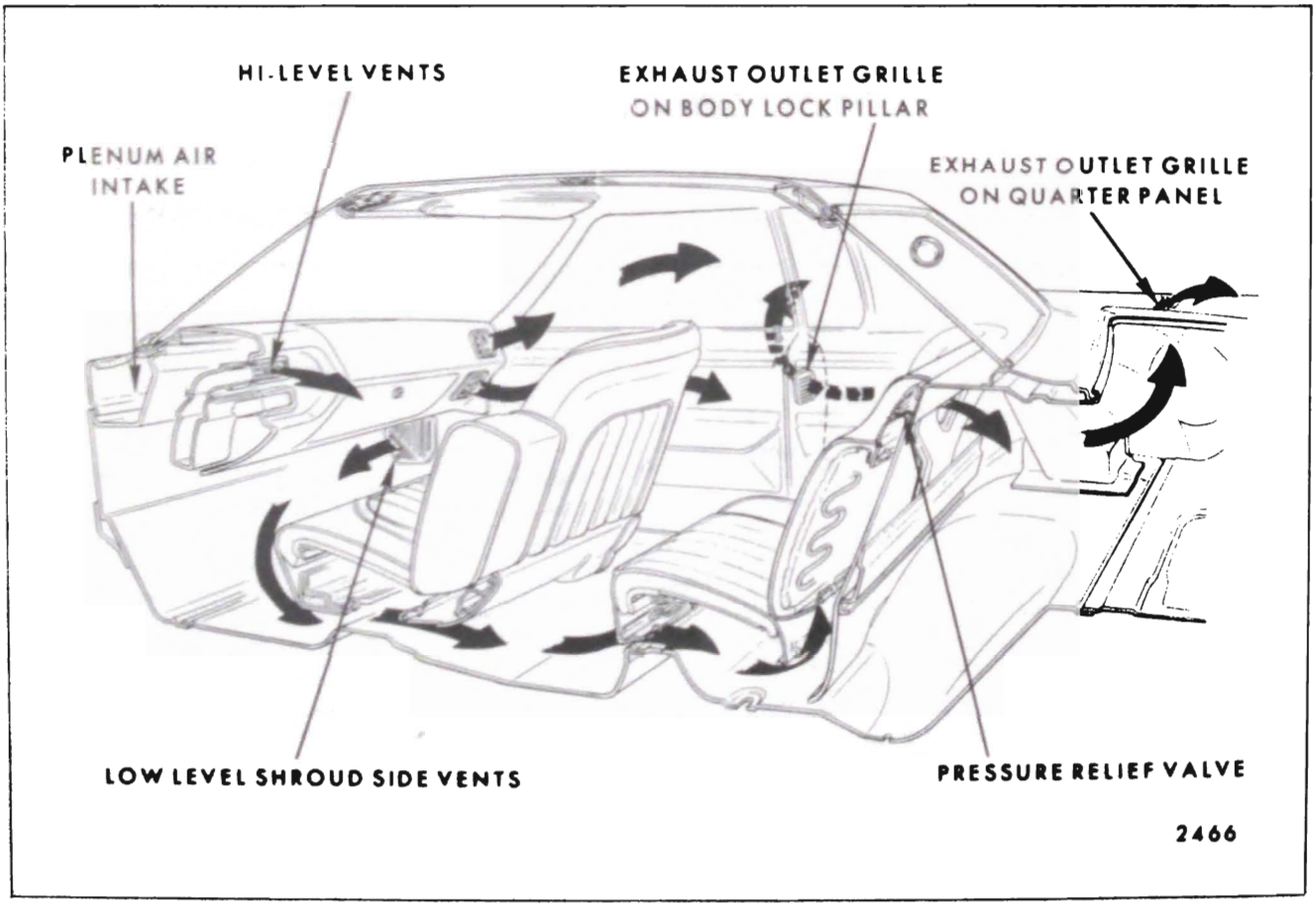

Fig. 5-8—Body Ventilation - Cadillac "E" Body

SHROUD AIR OUTLET DUCT DOOR CONTROL CABLE

Removal and Installation—("F-X-Z" Styles)

1. Remove outlet grille and outlet duct assembly.
2. Disconnect cable on door.
3. Remove retainer securing control assembly to finishing panel (Fig. 5-5) and remove control assembly.
4. To install, reverse removal procedure.

DESCRIPTION— 26657 and "E" Body Styles

The "26657" and "E" body styles incorporate the same air inlet principles as the other styles. The exhausting air on the 26657 style is routed out under the rear seat, up back of the rear seat back, and out through pressure relief valves. Air passes through the pressure relief valves into the plenum chamber and out through the grille in the body lock pillar.

The exhausting air on the Buick "E" body is routed out through pressure relief valves located in the rear compartment shelf and rear plenum chamber. Air passes through a grille in the rear compartment shelf trim panel down through the pressure relief valve and out of the rear plenum chamber grille.

The exhausting air on the Oldsmobile "E" body is routed out under the rear seat, up back of the rear seat back and out through pressure relief valves (Fig. 5-7). Air passes through the pressure relief valves into the plenum chamber and out through the plenum chamber grille.

The exhausting air on the Cadillac "E" body is routed out under the rear seat, up back of the rear seat back and out through pressure relief valves. Air passes through the pressure relief valves into the plenum chamber and out through the grilles in the quarter panel and the body lock pillar.

Water entering the rear plenum chamber is drained out through attached hoses that extend through the floor pan or rear quarter filler panel.

INSTRUMENT PANEL

INSTRUMENT PANEL COMPARTMENT DOOR—All Except "E" Bodies and "C" Cadillac Bodies

Removal and Installation

The instrument compartment door hinges and stops are an integral part of the door or attached by screws. The hinges and door assemblies are attached to the instrument panel by screws. To remove the door assemblies, remove attaching screws securing hinge to instrument panel (Figs. 5-9, 5-10, 5-11 and 5-12), lift door, rotate counterclockwise to remove stop from opening in panel.

To install, reverse removal procedure.

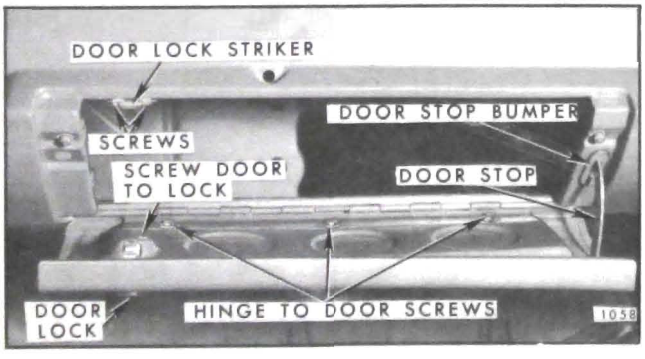

Fig. 5-9—Instrument Panel Compartment Door

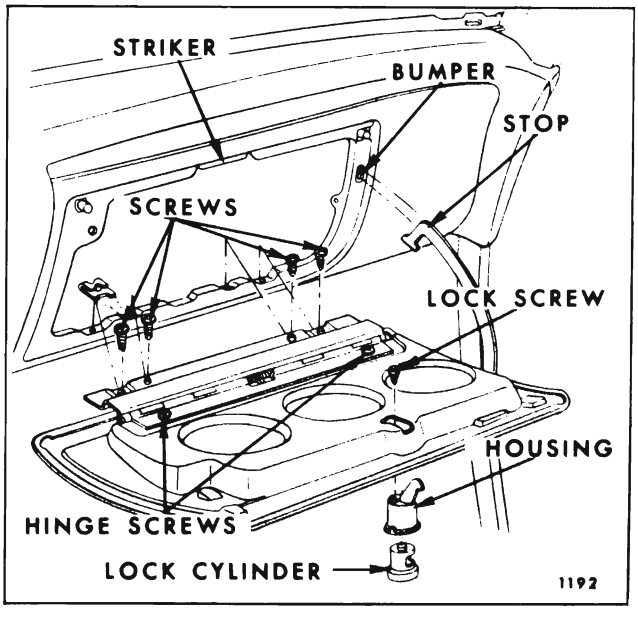

Fig. 5-10—Instrument Panel Compartment Door

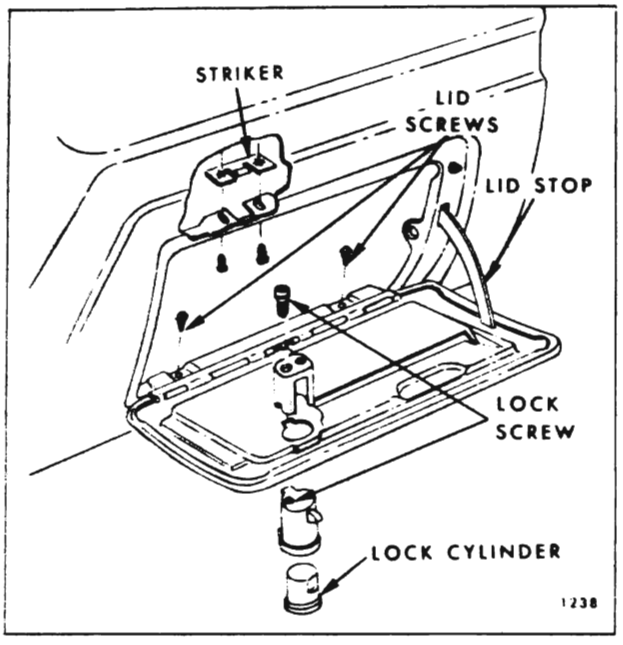

Fig. 5-11—Instrument Panel Compartment Door

Adjustments

1. To move door up or down, shim between hinge and instrument panel or loosen door-to-hinge screws and position door as desired.
2. To move door in or out, loosen hinge-to-instrument panel and position door as desired.

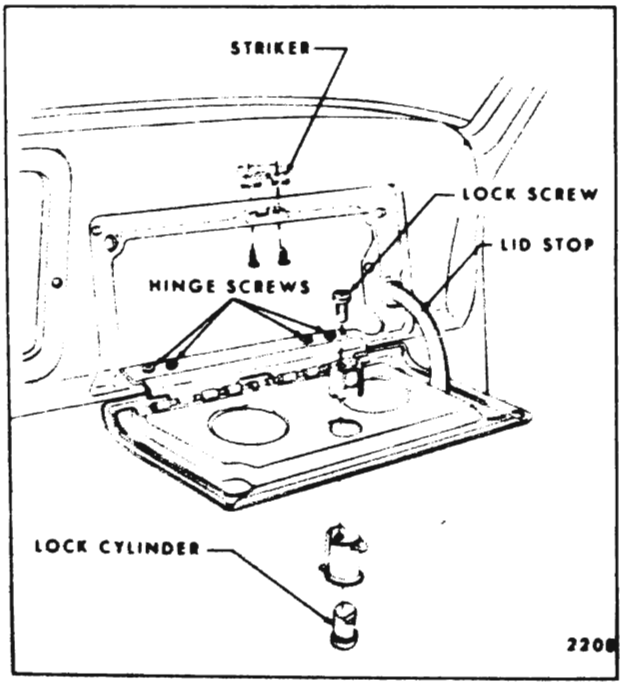

Fig. 5-12—Instrument Panel Compartment Door

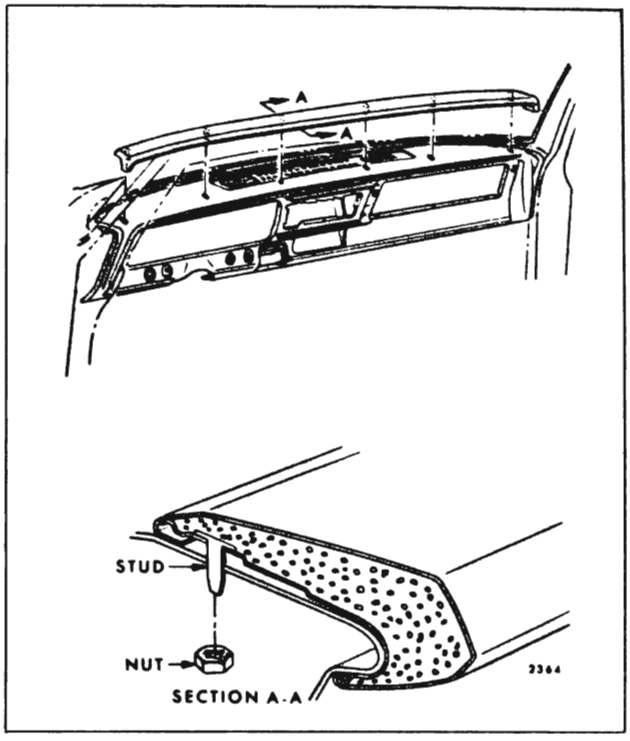

Fig. 5-13—Instrument Panel Cover - "X" Body

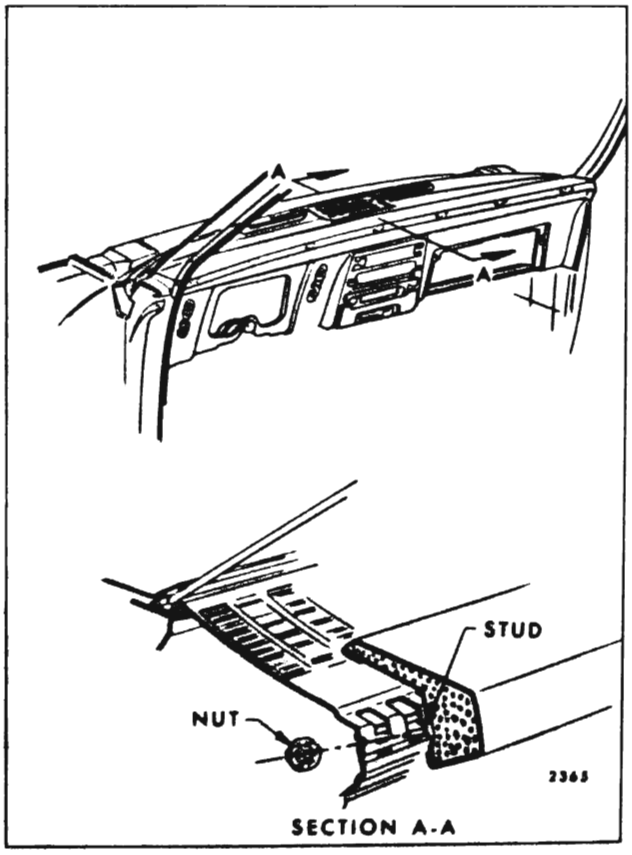

Fig. 5-14—Instrument Panel Cover - "F" Body

3. To move door right or left, loosen hinge-to instrument panel screws and position door as desired.

4. Striker plates are adjustable on the instrument panel by loosening the attaching screws and positioning the striker plate as desired (Figs. 5-9, 5-10, 5-11 and 5-12).

INSTRUMENT PANEL DOOR LOCKS All Except "E" Bodies and "C" Cadillac Bodies

Removal and Installation

1. Open compartment door, remove screw attaching lock to door inner panel and remove lock assembly (Figs. 5-9, 5-10, 5-11 and 5-12).

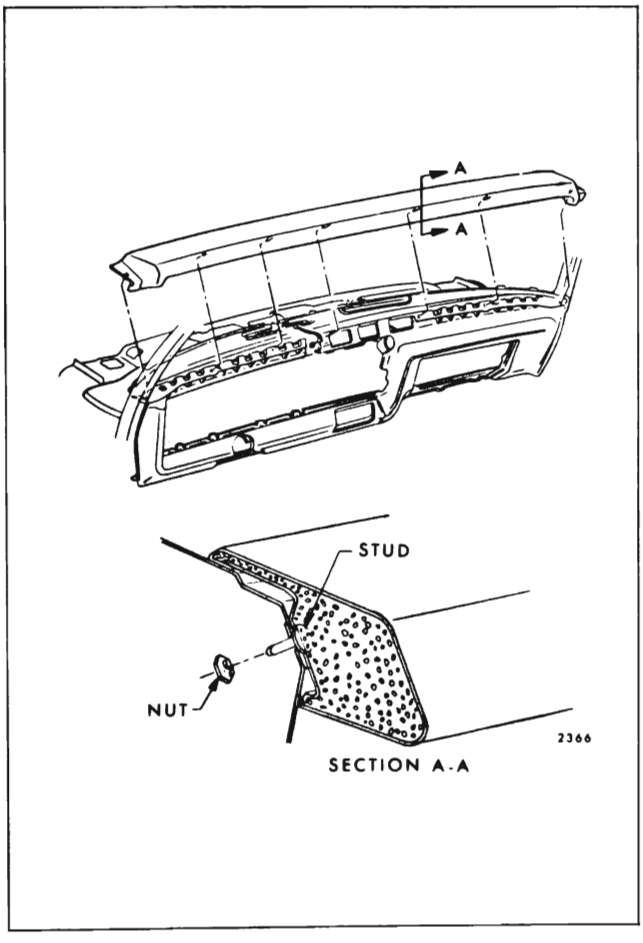

Fig. 5-15—Instrument Panel Cover - "B" Body

INSTRUMENT PANEL COVER— All Chevrolet Styles

The instrument panel cover is secured to the instrument panel by studs and nuts. In addition, the "A" body cover is secured by clips and screws. Figures 5-13, 5-14, 5-15 and 5-16 illustrate the cover attachments for each of the Chevrolet bodies.

Removal and Installation

1. Remove windshield side garnish moldings where necessary.

2. On "A" bodies, remove exposed screws on outboard ends of cover (Fig. 5-16).

3. Remove instrument panel cluster and glove box.

4. Working through cluster and glove box opening, remove attaching nuts and carefully remove cover assembly.

5. To install, reverse removal procedure.

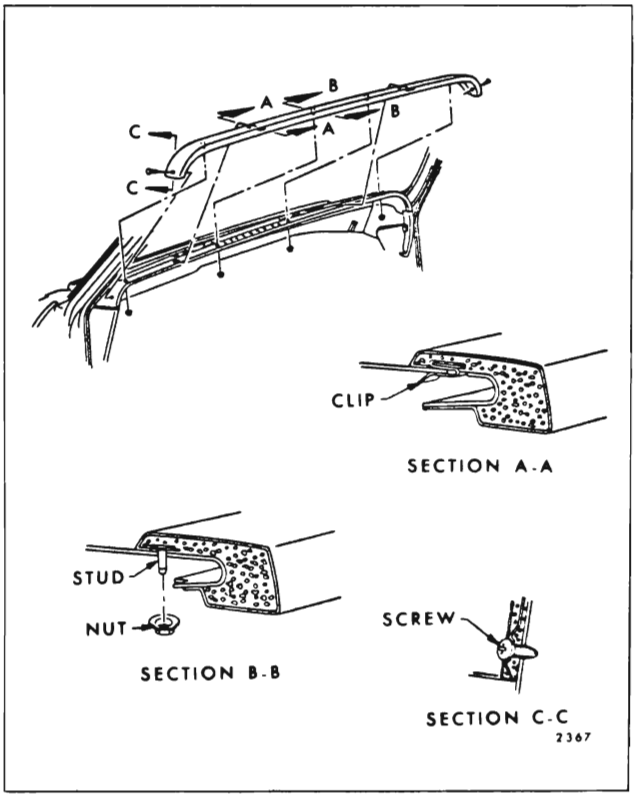

Fig. 5-16—Instrument Panel Cover - "A" Body

FRONT COMPARTMENT—CORVAIR

DESCRIPTION

Each front compartment lid hinge assembly employs the use of an individual torque rod which acts as a counterbalance and hold-open for the lid. Notches are provided in the torque rod retainer for adjustment of the rods.

The front compartment lid lock assembly consists of a side action snap-bolt mechanism equipped with a safety latch and is secured to a support on the front end panel. The end of the lock assembly acts as a guide by entering the striker when the lid is in a closed position.

A single section cement-on type front compartment weatherstrip is used on all styles.

FRONT COMPARTMENT LID

Removal and Installation

1. Open lid and place a protective cover over surfaces of front compartment opening to prevent damage to painted areas.

2. Scribe pencil location of hinge straps on inner panel.

   With the aid of a helper, remove hinge to lid attaching bolts from each hinge and remove lid. (See Fig. 5-17).

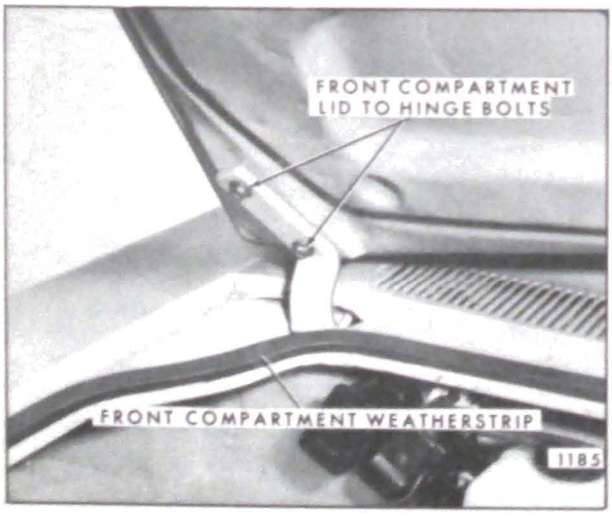

Fig. 5-17—Front Compartment Weatherstrip and Front Compartment Lid Attaching Bolts

4. To install, align hinges to lid within scribe marks and reverse removal procedure.

Adjustments

1. Adjustments to the front compartment lid may be made forward or rearward and side to side in body opening by loosening hinge to upper shroud attaching bolts at each hinge. Adjust hinge as required and secure bolts (See Fig. 5-18).

2. To adjust the lid up or down at one or both sides, install shims between the hinge strap and lid as follows:

   a. To raise rear edge of lid at hinge area, place shim between hinge strap and lid inner panel at rear attaching bolt (Fig. 5-17).

   b. To lower rear edge of lid at hinge area, place shim between hinge strap and lid inner panel at front attaching bolt (Fig. 5-17).

3. Check front compartment lid lock to insure proper engagement with striker.

FRONT COMPARTMENT LID TORQUE RODS

The torque rod removal and installation tool, J 21928 is designed to remove, replace or reset tension for one or both rods without removing the

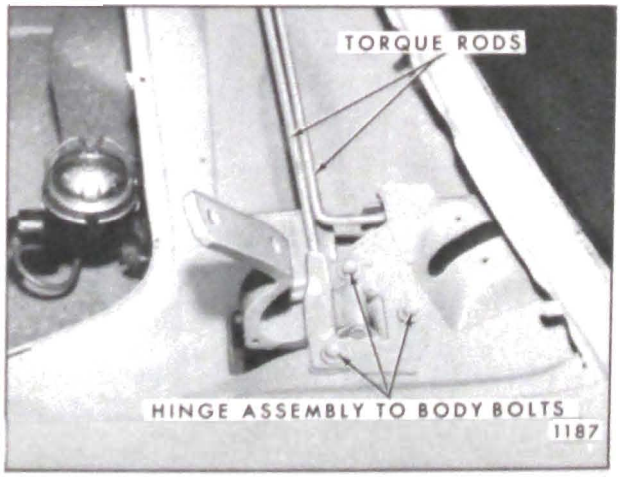

Fig. 5-18—Front Compartment Lid Hinge Removal

front compartment lid. This double-ended tool is designed with a different end for right and left side of body.

Removal and Installation

1. Install protective covering over compartment lid and lower part of windshield.
2. Open compartment lid and prop same in a full open position.
3. Remove windshield wiper arms.
4. Remove shroud top air intake grille.
5. Remove torque rod clamp to shroud, located to right of center of shroud (Fig. 5-19).
6. Install tool J 21928 (Fig. 5-19) to lid torque rod on right side of body. Securely grasp tool and move it toward windshield to disengage rod from retaining notch. Carefully disengage tool from rod.
7. In like manner remove rod on left side of body (Fig. 5-20).

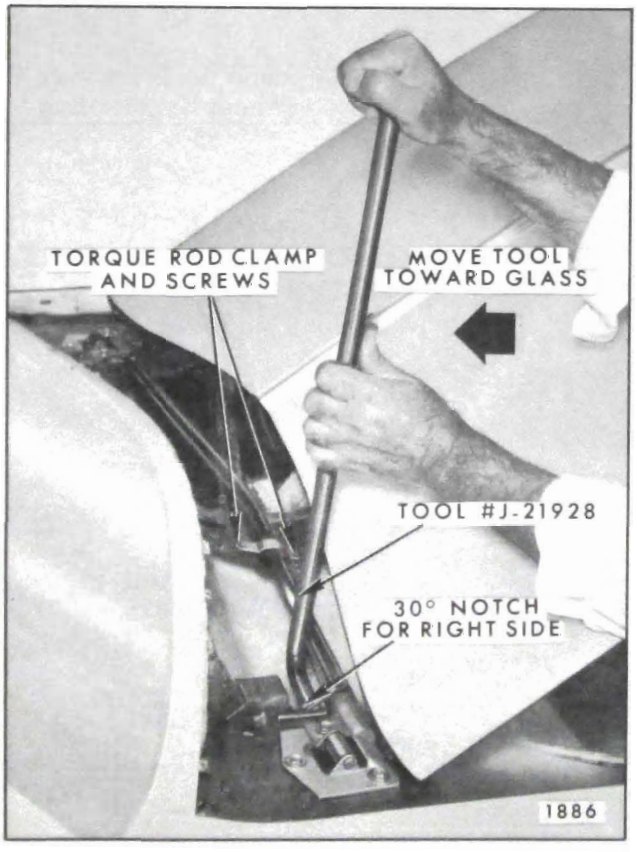

Fig. 5-19—Torque Rod Removal - Right Side

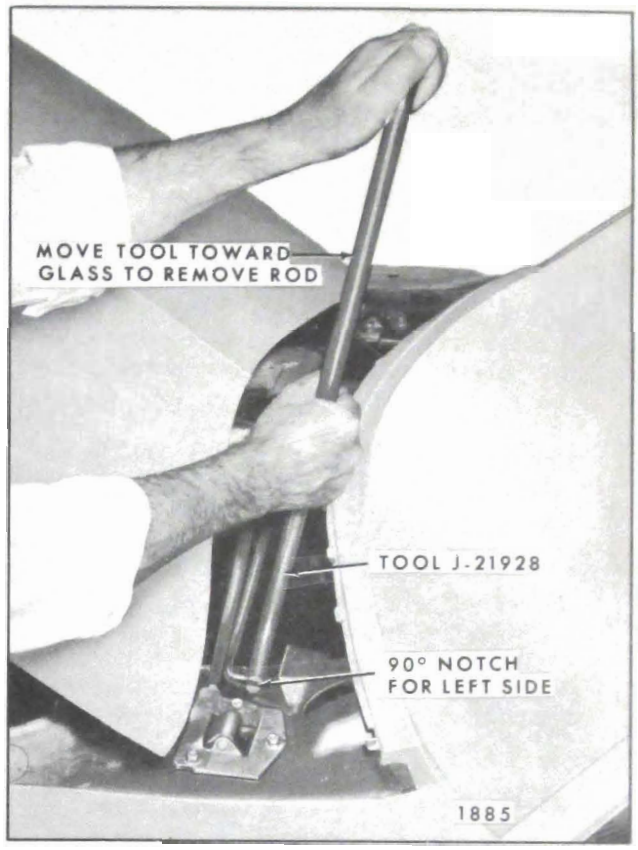

Fig. 5-20—Torque Rod Removal - Left Side

NOTE: Front compartment lid hinge assembly removal should be made only after torque rods are removed.

8. To install, apply a coat of No. 630AAW Lubriplate or equivalent to torque rod end that contacts hinge roller and reverse removal procedure, locating torque rods in the same notch in retainer as they were before removal. Check tension on lid. If additional tension is required reset torque rod.

FRONT COMPARTMENT LID LOCK CYLINDER ASSEMBLY

The front compartment lid lock cylinder is attached to the front end panel molding which is secured to the front end panel by studs and nuts. (See Fig. 5-21)

Removal and Installation

1. Remove front end panel molding assembly as explained in the "Exterior Molding" section of this manual (See index).

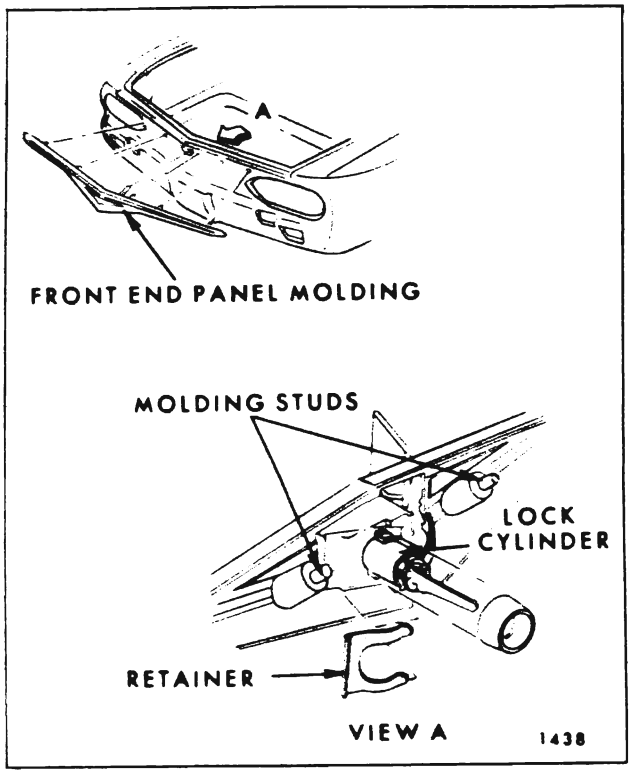

Fig. 5-21—Front Compartment Lid Lock Removal

2. Remove lock cylinder retainer and remove lock cylinder from molding.

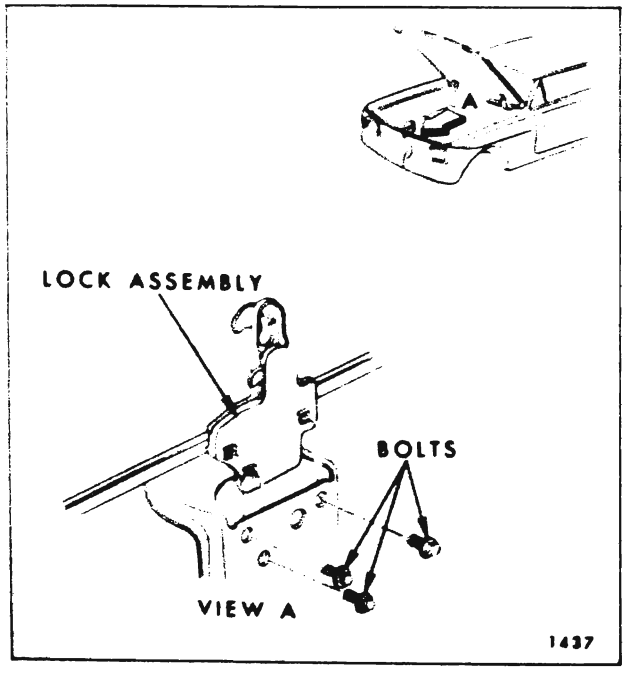

Fig. 5-22—Front Compartment Lid Lock

3. To install, reverse removal procedure. Make certain that molding is properly sealed to front end panel.

FRONT COMPARTMENT LID LOCK ASSEMBLY

Removal and Installation

1. Remove front end panel molding and lid lock cylinder assembly.

2. Remove screws (Fig. 5-22) securing lock to lid lock support and remove lock assembly.

3. To install, reverse removal procedure.

   NOTE: If lock does not properly engage in striker opening, the lock may be adjusted forward by installing emergency spacer(s) between lock and support.

FRONT COMPARTMENT LID LOCK STRIKER

Removal and Installation

1. Mark (pencil) location of front compartment lid lock striker on striker support.

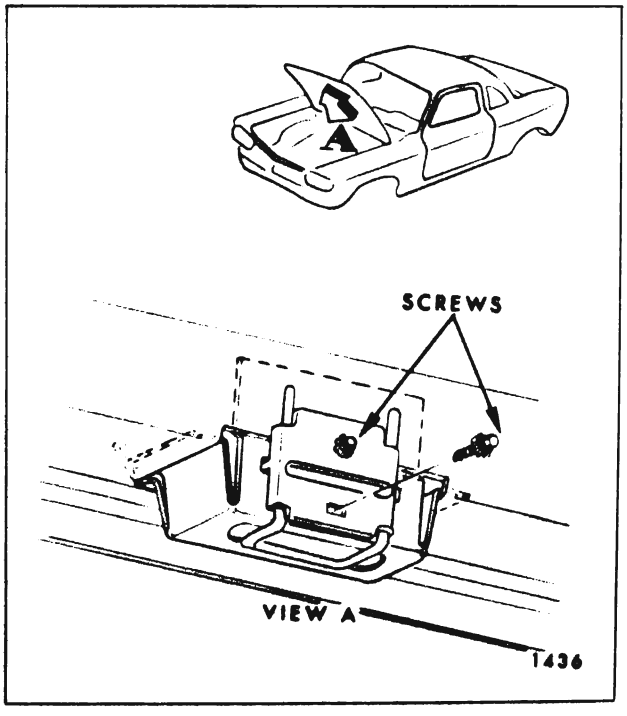

Fig. 5-23—Front Compartment Lid Lock Striker

2. Remove striker retainer plate attaching bolts and remove retainer plate and striker (Fig. 5-23).

3. To install, position striker within scribe marks and reverse removal procedure. Insure proper engagement of striker to lock.

Adjustments

1. To adjust striker up, down, right or left, loosen retainer plate attaching bolts (while holding plate in position). Adjust striker as required and tighten bolts.

   NOTE: Since the upper end of the lid lock acts as a guide by entering the striker when the lid is closed, align the front compartment lid properly in the body opening prior to making any striker adjustments.

FRONT COMPARTMENT LID GUTTER WEATHERSTRIP

Removal

1. Separate "butt" ends of weatherstrip at front of compartment opening.

2. With a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter around entire perimeter of front compartment and remove weatherstrip.

Installation

1. Remove excess cement from gutter around entire front compartment opening to insure a smooth cementing surface.

2. Using a brush, apply approved sealer along the base and around the entire perimeter of gutter.

   NOTE: Apply a sufficient amount of weatherstrip cement along lower inboard corner of gutter so that after installation of weatherstrip, cement will spread and fill complete area.

3. Center weatherstrip at area between lid hinges using color or tape identification mark at center of weatherstrip as guide.

4. Using a flat-bladed tool, such as a putty knife with rounded corners, insert weatherstrip into gutter across top, down sides and across top front of compartment opening in that order. Roll or press weatherstrip to insure a good seal and proper retention of weatherstrip.

5. When a new weatherstrip is required, trim the ends to form a "butt" joint at front of opening. Using a brush, apply weatherstrip cement on both ends of new weatherstrip and secure ends together to form a matching joint.

6. Allow sufficient time for cement to set before closing front compartment lid.