SECTION 8
REAR COMPARTMENT LID

INDEX

REAR COMPARTMENT
All Styles Except Corvair

DESCRIPTION

The rear compartment lid employs two torque rods which are mounted between the hinge assemblies to act as a counterbalance and hold-open for the lid. Notches in the hinge rod support plate allow for the adjustment of the rods to increase or decrease lid operating effort.

The rear compartment lid lock employs a side-action snap-bolt mechanism that has provisions at the attaching locations for lateral adjustment. Up and down adjustment to correct lid locking effort is available at the striker attaching locations.

All styles use a single section cement-on type weatherstrip which is cemented to the rear compartment gutter completely around the lid opening.

REAR COMPARTMENT LID— All Styles Except Corvair

Removal and Installation

1. Open lid and place protective covering along edges of rear compartment opening to prevent damage to painted surfaces.

2. Where necessary, disengage wire harness from clips on hinge and rear compartment lid inner panel and remove wire harness.

3. On styles with rear compartment lid lock vacuum release option in compartment lid, disconnect vacuum hose from vacuum release unit and remove hose from lid.

4. On styles with rear compartment lid lock electric release option in compartment lid, disconnect feed wire at connector.

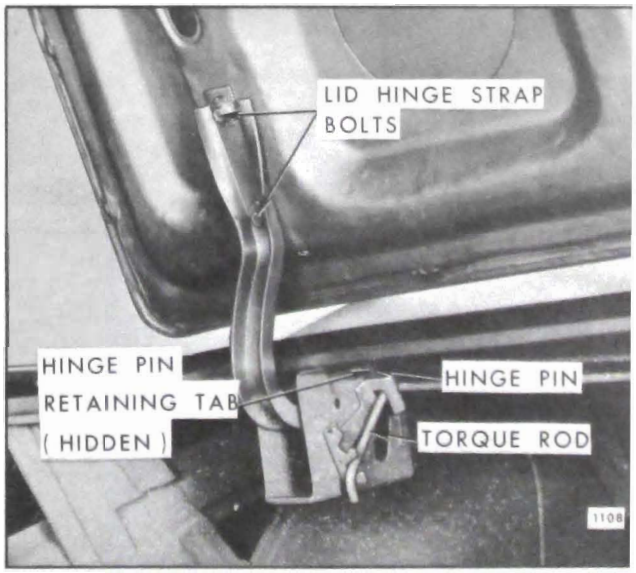

Fig. 8-1 —Rear Compartment Lid Attachment

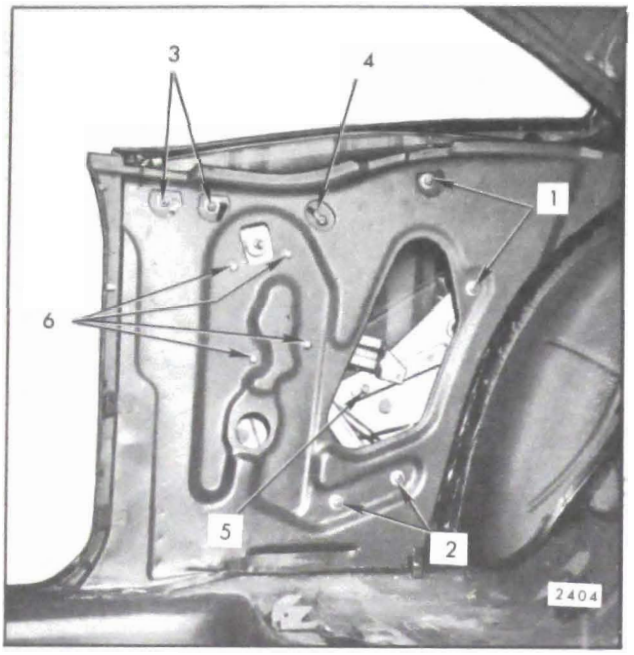

Fig. 7-43—Rear Quarter Hardware - "B-C" Coupe Styles

1. Rear Guide Adjusting Studs and Nuts
2. Front Guide Lower Adjusting Studs and Nuts
3. Front Guide Upper Adjusting Studs and Nuts
4. Window Upper Stop
5. Window Lower Stop ("B-C-67" and "C-57" Styles Only - See Figure 7-44 for remaining Coupe Styles)

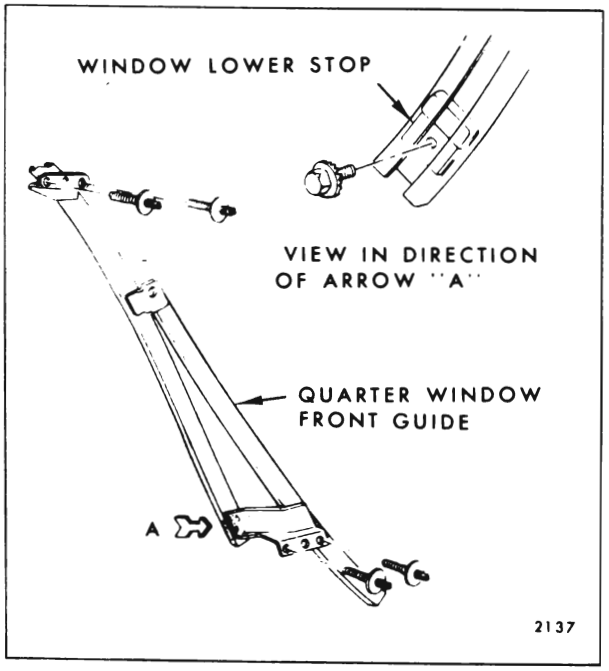

Fig. 7-44—Rear Quarter Window Lower Stop Adjustment - Styles so Equipped

REAR QUARTER WINDOW REAR GUIDE ASSEMBLY—"A-X-Z" Hardtop and Convertible Styles and "E-87" Styles

Removal and Installation

1. Remove rear quarter trim assembly and inner panel water deflector (or access hole cover).
2. As shown in Figures 7-36, 7-38, 7-25, 7-26 and all phantom views, rear guides are retained by two (2) bolts or adjusting studs. By providing a minimum of support for rear quarter window, these bolts or stud nuts can be removed and the guide disengaged from glass roller.
3. To install, reverse removal procedure. Adjust guide for proper window operation as specified under "Rear Quarter Window Adjustments".

REAR QUARTER WINDOW GUIDE ASSEMBLY—All "F" Styles

Removal and Installation

1. Remove rear quarter window regulator assembly.
2. Remove rear quarter window assembly.
3. Remove guide attaching nuts (3) and remove guide through large access hole (see Fig. 7-33).
4. To install, reverse removal procedure.

REAR QUARTER WINDOW GLASS RUN CHANNEL—"E-47" Styles

Removal and Installation

1. Remove rear quarter trim assembly and inner panel water deflector.
2. Remove lock pillar grille (see Fig. 7-32).
3. Remove run channel rear attachment (on inner panel - see Fig. 7-30) and forward attachment (under lock pillar grille).
4. With rear quarter window fully forward, remove glass run channel in a rearward motion.
5. To install, reverse removal procedure.

rearward or sideways in the body opening, loosen hinge strap-to-lid attaching bolts and shift lid to required position, then tighten bolts.

2. The lid latch and striker are adjustable for proper engagement when closing lid.

REAR COMPARTMENT FRONT PANEL—39487, 39687 and 49487 "E" Styles

Removal and Installation

1. Raise rear compartment lid and remove lower screws of panel (see Fig. 8-2).
2. Remove back window lower reveal molding.
3. Remove upper screws of rear compartment front panel and remove panel.
4. To install, reverse removal procedure.

REAR COMPARTMENT LID HINGE STRAP

Removal and Installation

1. Place protective covering over upper portion of rear compartment opening and provide support for lid on side from which hinge strap is to be removed.
2. Disengage any wire harness or vacuum hose that may interfere with hinge strap removal.
3. Mark location of hinge strap on lid inner panel and remove bolts securing hinge strap to lid.
4. Disengage torque rod from notched retainer on inboard face of opposite side hinge box. On "B, C & E" Styles, except 39487, 39687 and 49487 use 1/2" I.D. pipe; on "A & X" Styles use tool J-21412 as shown in Figure 8-5.

   On "E" 39487, 39687 and 49487 Styles use tool J-22291 as shown in Figure 8-6. On "F" Styles use 1/4" I.D. pipe as shown in Figure 8-3.
5. Disengage opposite end of torque rod from movable portion of hinge strap and remove rod.
6. On all styles except "E & F", bend up hinge pin retaining tab and drive out pin. Remove hinge strap from body.
7. On "E & F" Styles the hinge strap is retained to the hinge with a hollow-nosed rivet. To remove rivet, drilling is required.
8. To install strap to hinge, reverse removal procedure.

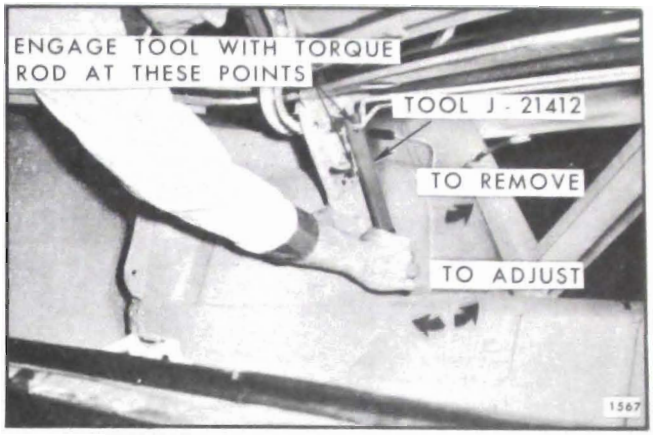

Fig. 8-5—Rear Compartment Torque Rod Adjustments

REAR COMPARTMENT TORQUE ROD ADJUSTMENT

The amount of effort required to open and close the rear compartment lid is determined by the position of the torque rods in the adjusting plate hinge box notches. If the torque rod is located in the lowest notch, the amount of effort required to open the lid is the greatest and the amount of effort required to close the lid is the least. If the torque rod is located in the top notch, the amount of effort to open the lid is the least and the amount of effort to close the lid is the greatest (Fig. 8-1).

NOTE: It is not necessary to adjust the left and right hand torque rods at the same time or to the same final position (notch).

On "B & C" and 69347 "E" Styles adjust rod with a length of 1/2" I.D. pipe. On "A & X" Styles use tool J-21412 as shown in Figure 8-5. If tool is not available, fabricate equivalent as shown in Figure 8-7. On 39487, 39687 and 49487 "E" Styles, use

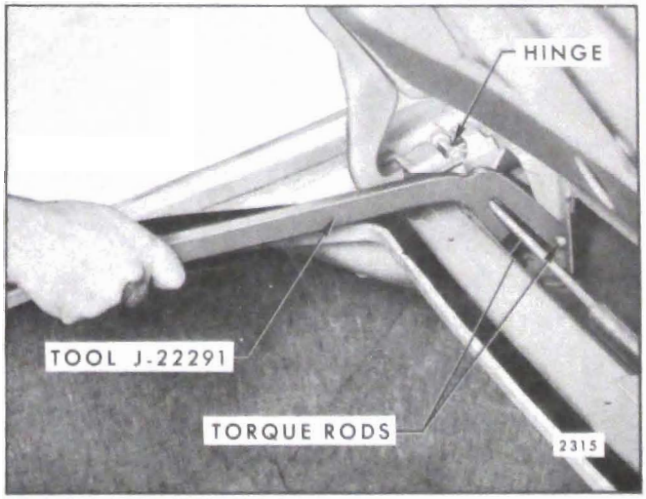

Fig. 8-6—Usage of Tool J-22291

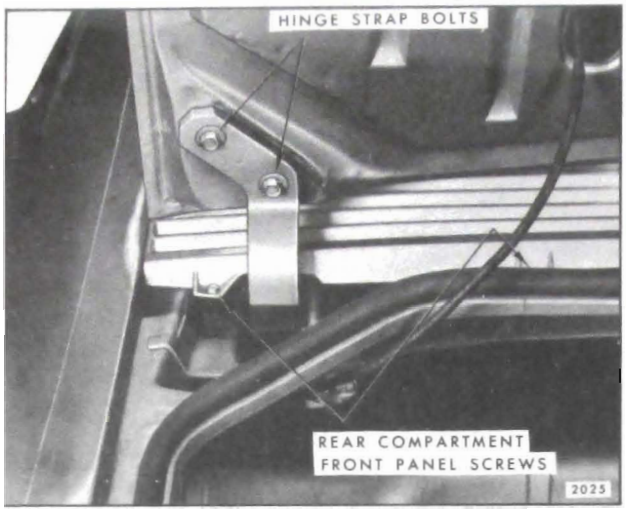

Fig. 8-2 — Rear Compartment Lid Attachment

5. Mark location of hinge straps on rear compartment lid inner panel.

6. With the aid of a helper, remove lid attaching bolts and remove lid (Fig. 8-1 for "A, B, C, X and 69347 "E" Styles, Fig. 8-2 for 39487, 39687 and 49487 "E" Styles and Fig. 8-3 for "F" Styles).

7. To install, align compartment lid within scribe marks and reverse removal procedure.

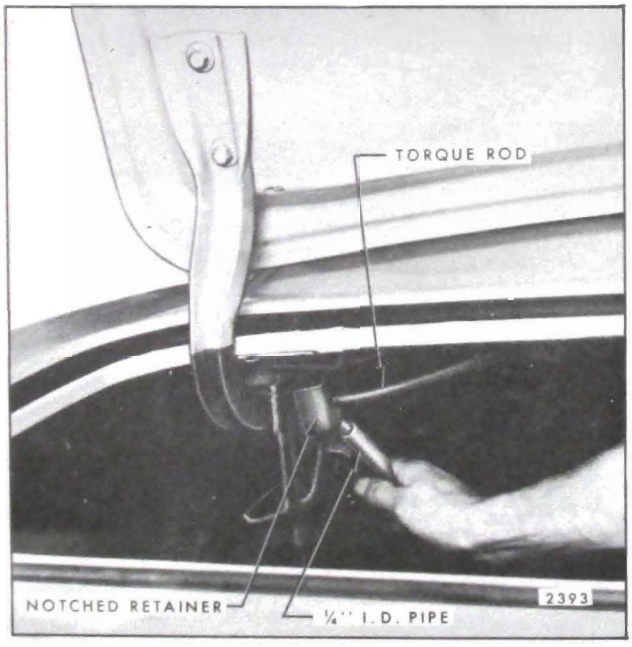

Fig. 8-3 — Rear Compartment Torque Rod Adjustment - Chevrolet "F" Styles

Adjustments

1. Forward, rearward and side-to-side adjustments of lid are provided at hinge strap attaching points. The lid can be raised or lowered at hinge bolt locations by the use of shims installed between inner panel and hinge strap.

2. The lock and striker are adjustable for correct lock-to-striker engagement and proper lid closing effort.

ENGINE COMPARTMENT LID— Corvair Styles

Removal and Installation

1. Raise lid and place protective covering over adjacent paint finish.

2. Mark position of hinge straps on lid inner panel.

3. With the aid of a helper holding lid in open position, remove lid support attaching bolts from lid (See Fig. 8-4).

4. With lid properly supported, remove hinge strap attaching bolts and remove engine compartment lid from body (See Fig. 8-4).

5. To install, reverse removal procedure, aligning hinge straps within scribe marks.

Adjustments

1. To adjust the engine compartment lid forward,

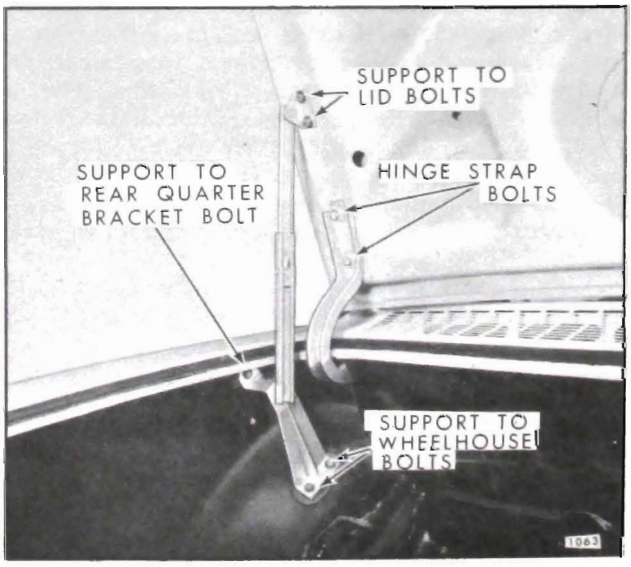

Fig. 8-4 — Engine Compartment Lid Support

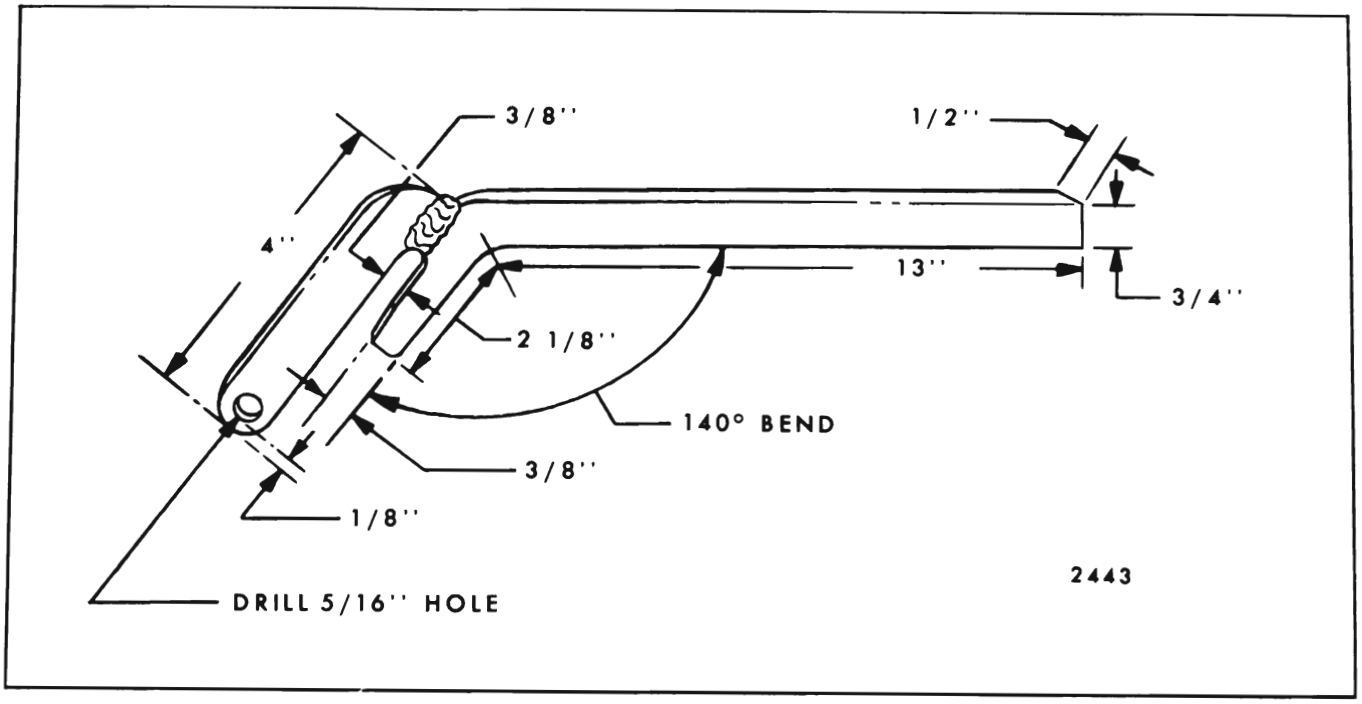

Fig. 8-8—Tool J-22291 "E" Body Torque Rod Adjusting Tool

2. Slide retainer laterally to disengage it from lock cylinder and remove lock cylinder assembly and sealing gasket from rear end panel.

3. To install, reverse removal procedure.

REAR COMPARTMENT LID LOCK CYLINDER ASSEMBLY— Pontiac 26657 Styles

Removal and Installation

1. Open rear compartment lid. Working through access holes provided in rear end panel, remove nuts securing lock cylinder assembly to studs on rear end panel molding.

2. Move lock cylinder and shaft assembly forward to enable disengaging shaft from cylinder and remove shaft and cylinder from body.

3. To install, reverse removal procedure.

REAR COMPARTMENT LID LOCK CYLINDER ASSEMBLY— Oldsmobile "E" Styles

Removal and Installation

1. Open rear compartment lid. Remove nuts marked "1" securing lock cylinder assembly to retainer (Fig. 8-12). Remove cylinder and shaft assembly from outer rear compartment lid.

2. To remove cylinder and shaft assembly from escutcheon, remove nuts marked "2" (Fig. 8-12).

3. To install, reverse removal procedure.

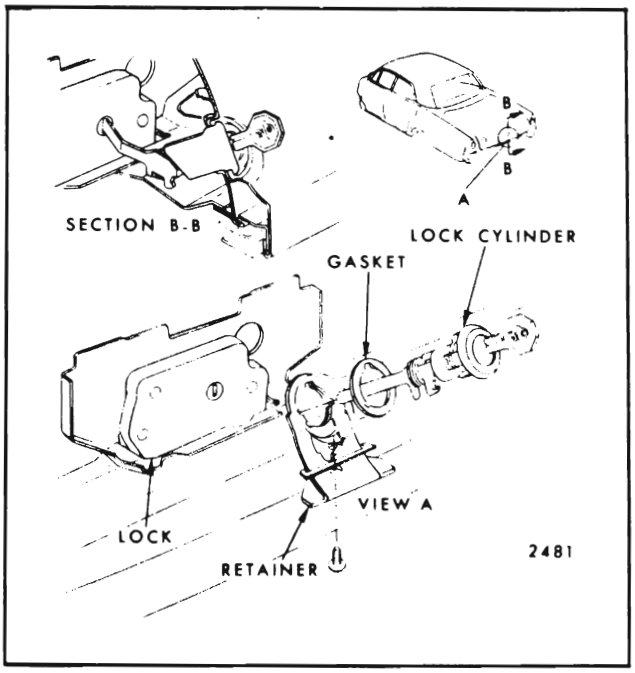

Fig. 8-9—Rear Compartment Lid Lock Cylinder - Chevrolet "B" Shown

tool J-22291 as shown in Figure 8-6. If tool is not available, fabricate equivalent as shown in Figure 8-8. On "F" Styles use 1/4" I.D. pipe as shown in Figure 8-3.

ENGINE COMPARTMENT LID SUPPORT—Corvair Styles

Removal and Installation

1. Prop engine compartment lid in a full open position.

2. Remove the two attaching bolts securing support to lid, the two bolts securing support to wheelhouse and the single bolt securing support to rear quarter bracket (see Fig. 8-4) and remove support from body.

3. To install, reverse removal procedure. To insure good operation, lubricate telescoping channels of support with Lubriplate or its equivalent.

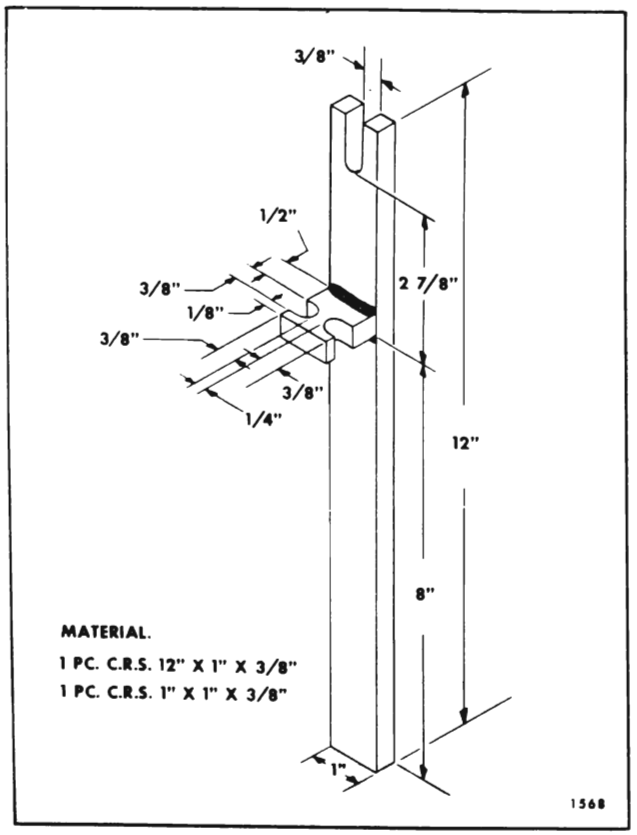

Fig. 8-7 —Rear Compartment Torque Rod Adjusting Tool

REAR COMPARTMENT LID LOCK CYLINDER Chevrolet "B & X" Styles, Buick "A, B, C, E" Styles Oldsmobile "A & C" Styles

Removal and Installation

1. Open rear compartment lid. Remove lock cylinder retainer attaching screw(s) located on lid inner panel below lock cylinder and adjacent to lid hemming flange (Fig. 8-9).

2. Pull retainer downward to disengage from lock cylinder and remove. Lock cylinder and shaft can now be removed from compartment lid outer panel.

3. To install, reverse removal procedure. Make certain lock cylinder shaft engages with lock and that gasket mates properly with compartment lid outer panel to form a watertight seal. Check lock for proper operation.

REAR COMPARTMENT LID EMBLEM AND LOCK CYLINDER ASSEMBLY—All Cadillac Styles

Removal and Installation

1. Open rear compartment lid. Remove access hole cover screws at lower rear of lid inner panel and remove cover.

2. Working through access hole, remove stud nuts securing compartment lid emblem and lock cylinder assembly and lock cylinder guard.

3. Remove guard through access hole, then remove compartment lid emblem and lock cylinder assembly from lid outer panel (Fig. 8-10).

4. To remove lock cylinder from emblem, remove lock cylinder shaft and spring and rotate cylinder counter-clockwise.

5. To install, reverse removal procedure. Make certain that emblem gasket mates properly with lid outer panel and that emblem stud holes are sealed to protect against waterleaks.

REAR COMPARTMENT LID LOCK CYLINDER—Chevrolet "A & F", Pontiac "A & B" (Except 26657) and Oldsmobile "B"

Removal and Installation

1. Open rear compartment lid and remove screw securing lock cylinder retainer to rear compartment lid lock support (Fig. 8-11).

2. Open lid and check amount of engagement of striker with lock frame as indicated by the compression of the clay. The striker bar impressions in the clay should be even on both sides of the lock frame. Where required, loosen striker or lock attaching screws; adjust lock sideways or striker up or down to obtain proper engagement; then, tighten screws.

ENGINE COMPARTMENT LID LATCH— All Corvair Styles

Removal and Installation

1. Raise engine compartment lid and mark position of latch.
2. Remove two bolts securing latch to engine compartment inner panel and remove assembly from body (See Fig. 8-15).
3. To install, align latch assembly within scribe marks and install attaching bolts. Check engagement of latch with striker and perform any adjustments that may be required.

ENGINE COMPARTMENT LATCH STRIKER—Corvair

Removal and Installation

1. Raise engine compartment lid and mark position of striker on rear end panel.
2. Remove attaching bolts and remove striker from body (See Fig. 8-16).
3. To install, align striker within scribe marks and install attaching bolts. Check engagement of latch within striker and perform any adjustments that may be required.

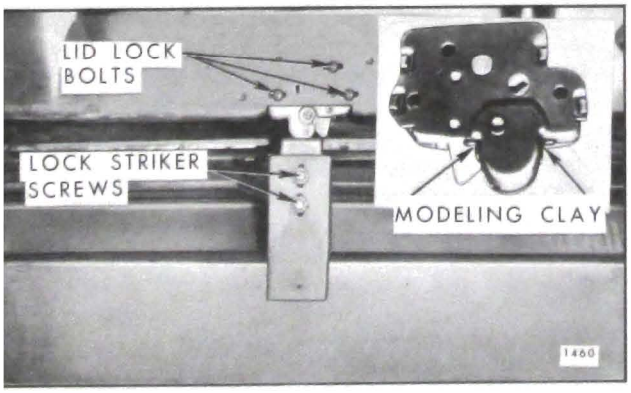

Fig. 8-13 — Rear Compartment Lid Lock and Striker

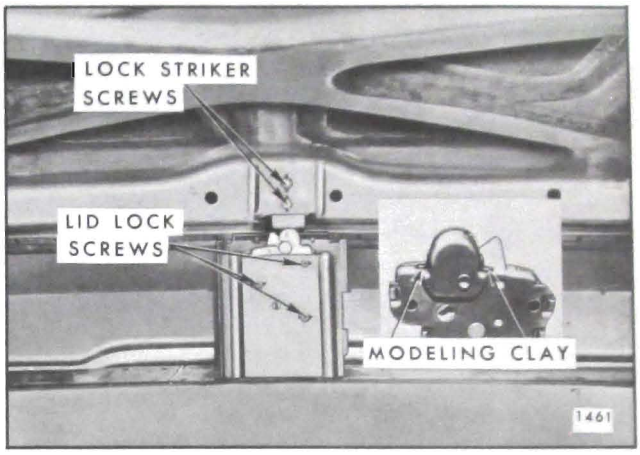

Fig. 8-14 — Rear Compartment Lid Lock and Striker

REAR COMPARTMENT LID VACUUM UNLOCKING SYSTEM— Styles Equipped with Option

The rear compartment lid vacuum lock system is a side-action snap-bolt type lock with a vacuum release unit attached that unlocks the lock upon the introduction of vacuum in the unit. The vacuum is stored in a storage tank located on the shroud panel and is controlled by a switch located in the instrument panel compartment box. By actuating the switch, vacuum enters into the line extending from the storage tank to the vacuum release unit, thereby unlocking the lid lock. As this is only an unlocking feature, the rear compartment lid must be closed manually.

REAR COMPARTMENT LID VACUUM RELEASE UNIT— Styles Equipped with Option

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.

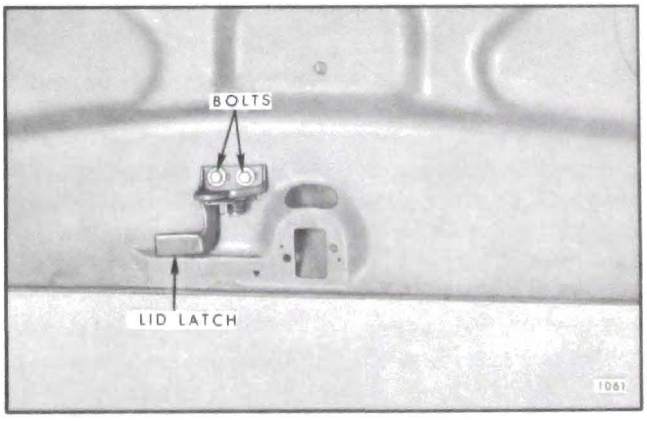

Fig. 8-15 — Engine Compartment Lid Latch Assembly

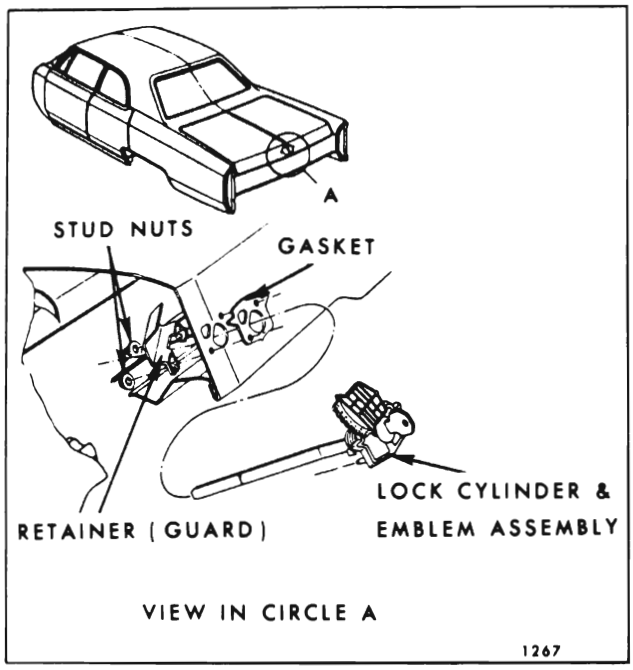

Fig. 8-10 — Rear Compartment Lid Lock Cylinder and Emblem Assembly

REAR COMPARTMENT LID LOCK

Removal and Installation

1. Remove rear compartment lid lock cylinder as previously described.
2. On styles so equipped, remove rear compartment lid vacuum release unit.
3. Remove rear compartment lid lock attaching bolts and remove lock from lid (Fig. 8-13 and 8-14).
4. To install, reverse removal procedure. Check lock engagement with striker and make necessary lateral adjustments before securing attaching bolts.

REAR COMPARTMENT LID LOCK STRIKER

Removal and Installation

1. Open rear compartment lid. Mark vertical position of striker by scribing a line on striker at top of striker support or at base of lid inner panel.
2. Remove striker attaching screws and remove striker (Fig. 8-13 and Fig. 8-14).
3. To install, reverse removal procedure. Close lid to check lock to striker engagement and make any necessary vertical adjustments before tightening striker screws.

REAR COMPARTMENT LID LOCK STRIKER ENGAGEMENT—All Styles Except Corvair and Cadillac Styles with Mechanical Closing Unit Option

IMPORTANT: Since the rear compartment lock frame acts as a guide when entering the striker, make sure rear compartment lid is properly positioned in body opening before performing striker engagement check.

1. Insert a small quantity of modeling clay on frame of lock at both sides of the lock bolt (Figs. 8-13 and 8-14). Close lid with moderate force.

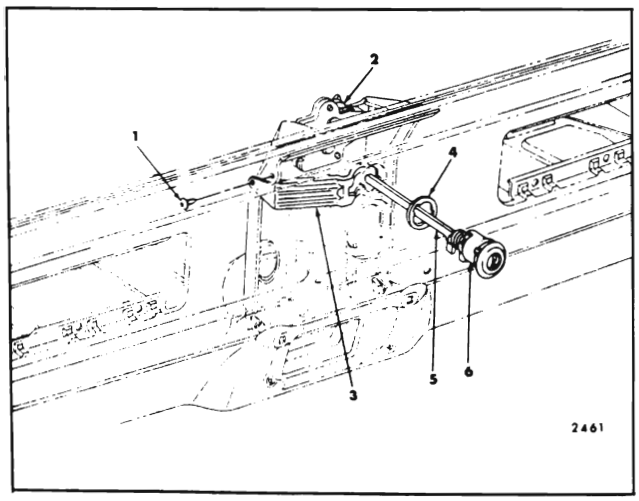

Fig. 8-11 — Rear Compartment Lid Lock Cylinder Assembly - Chevrolet "F" Style Shown

1. Retainer Attaching Screw
2. Lock
3. Retainer
4. Gasket
5. Shaft
6. Cylinder

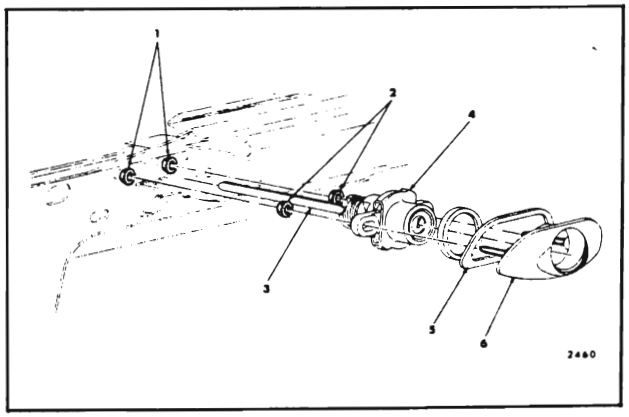

Fig. 8-12 — Rear Compartment Lid Lock Cylinder Assembly - Oldsmobile "E" Style Shown

1. Retainer Attaching Nuts
2. Cylinder Attaching Nuts
3. Shaft
4. Cylinder
5. Gasket
6. Escutcheon

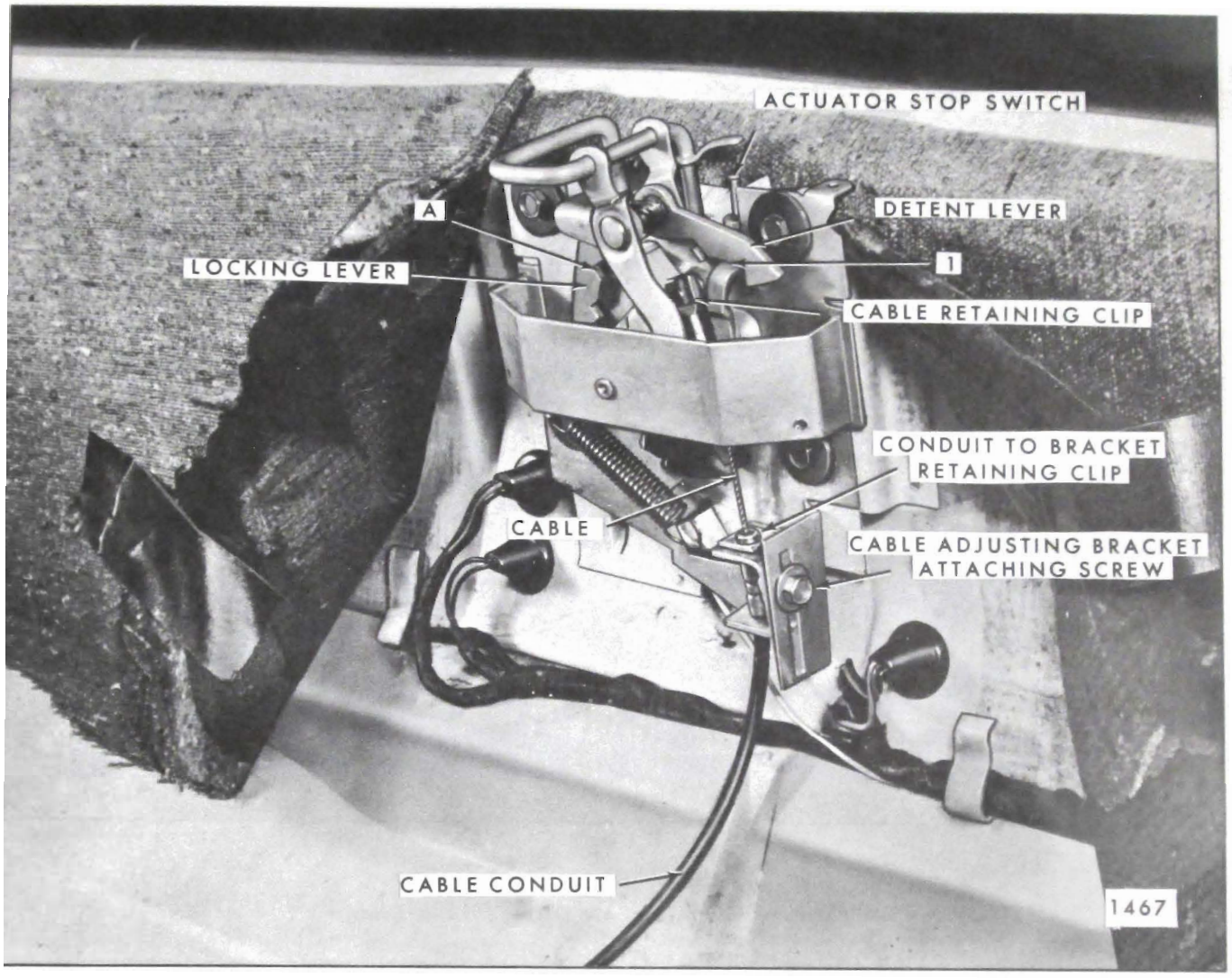

Fig. 8-19—Rear Compartment Lid Mechanical Pull-Down Unit

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT CABLE— All Cadillac Styles

Removal and Installation

1. On lower end of hydraulic cylinder pull clip away from hooked end of pull-down unit cable. Disengage cable from slot in cylinder. Disengage cable conduit retaining clip from support on wheelhouse and remove cable and conduit from support (Fig. 8-21).

2. Repeat this procedure at other end of cable, disengaging clips securing cable to pull-down unit and cable conduit to adjusting bracket (Fig. 8-19), and remove cable from body.

3. To install. reverse removal procedure.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT HYDRAULIC CYLINDER—All Cadillac Styles

Removal and Installation

1. Disengage cable from lower end of hydraulic cylinder as described under "Rear Compartment Lid Mechanical Pull-Down Unit Cable - Removal".

2. Lift cylinder to disengage upper end from shoulder of shaft on link assembly and remove cylinder.

3. To install, reverse removal procedure.

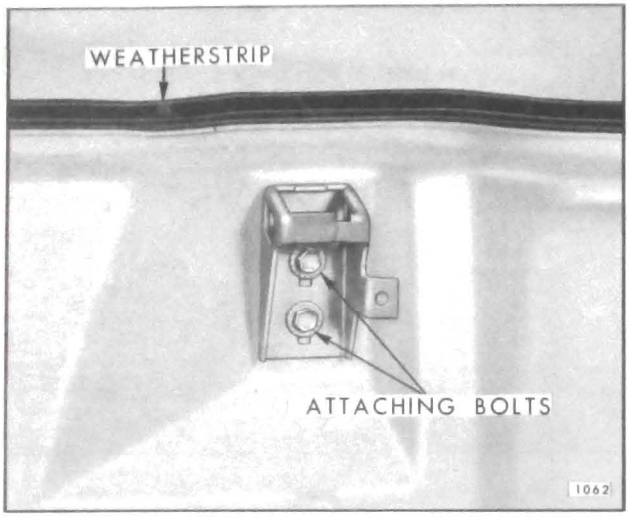

Fig. 8-16 — Engine Compartment Lid Latch Striker

2. Disconnect vacuum hose from vacuum release unit. Remove attaching bolts shown in illustration and remove vacuum unit (Figs. 8-17 and 8-18 for typical illustrations).

3. To install, reverse removal procedure. Check unit for proper operation.

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT—All Cadillac Styles

The rear compartment lid mechanical pull-down unit is used in conjunction with the opening unit. When the rear compartment lid is lowered to a point where the lid lock engages with striker, the mechanical closing unit pulls the lid the remaining distance (7/8") to the fully closed position.

To act as a safety feature and slow the action of the closing unit, a hydraulic cylinder is incorporated in the mechanism. The cylinder is attached to a bell crank at the right rear compartment lid hinge and to the closing unit by a cable. As the lid is lowered and the lock latches to the striker, but before the mechanical closing feature is tripped, the piston extends to a "full-out" position. Then, as the lid is lowered to actuate the mechanical closing feature, the piston compresses the fluid in the cylinder retarding the closing action of the spring in the hydraulic cylinder.

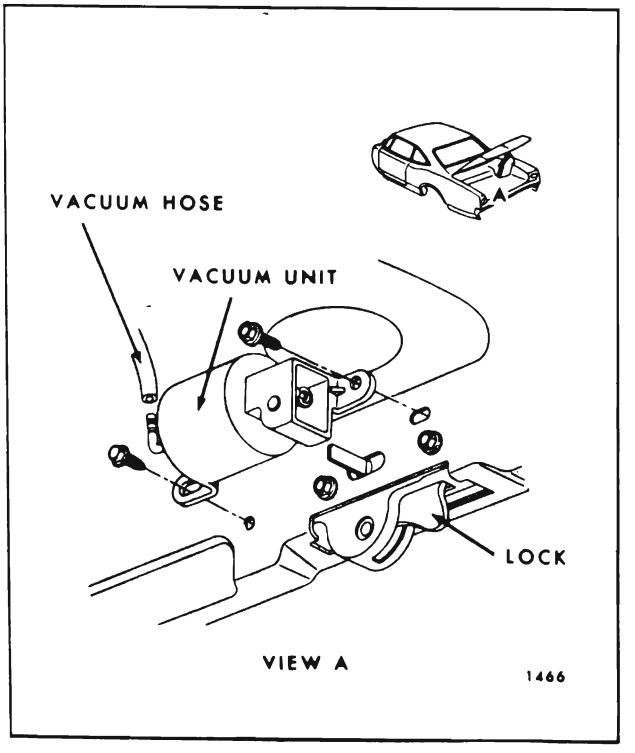

Fig. 8-17 — Rear Compartment Vacuum Release Unit

Removal and Installation

1. Open rear compartment lid. Remove mechanical pull-down unit cover panel. Depress striker slightly to relieve tension from cable and disengage clip securing cable to pull-down control arm (Fig. 8-19).

2. Disengage clip securing cable conduit to cable adjusting bracket and disengage cable and cable conduit from pull-down unit (Fig. 8-19).

3. Scribe (mark) position to pull-down unit on rear end panel and supports to facilitate reinstalling unit in same position. Remove pull-down unit attaching bolts and remove unit from body (Fig. 8-20).

4. To install, reverse removal procedure.

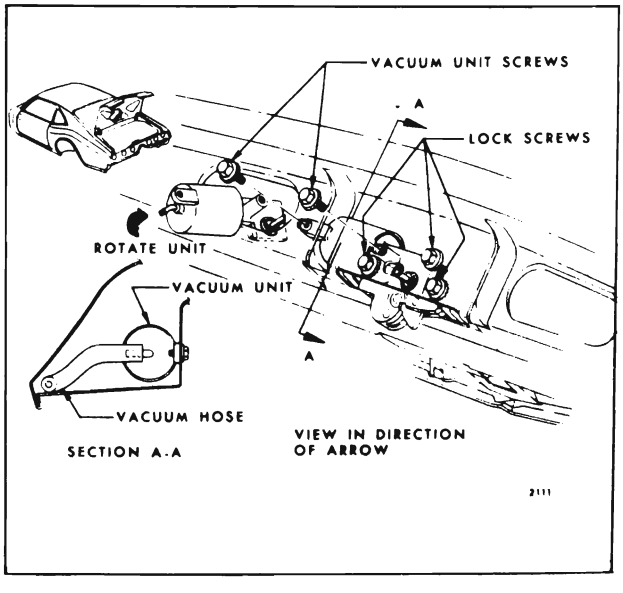

Fig. 8-18 — Rear Compartment Lid Vacuum Release Unit

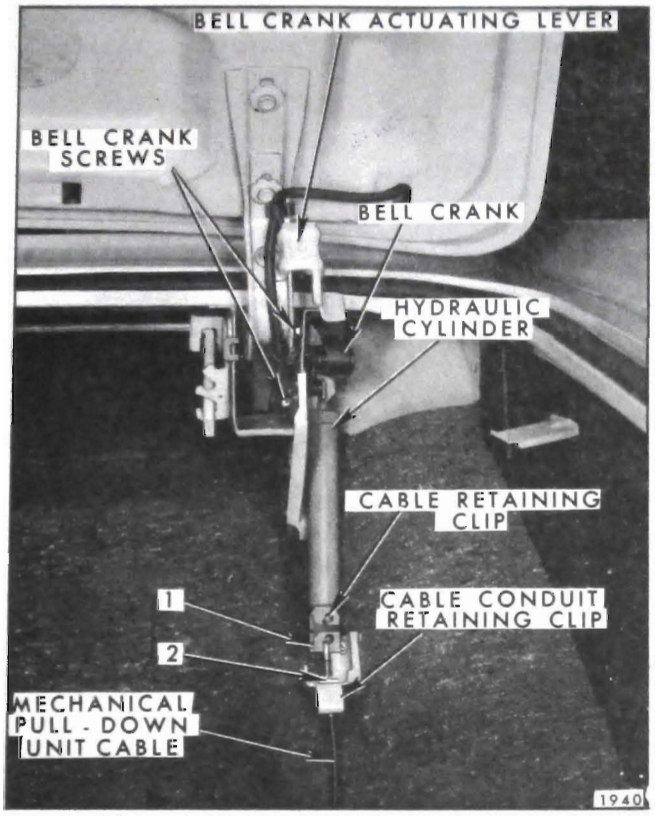

Fig. 8-21 — Mechanical Pull-Down Unit Hydraulic Cylinder

REAR COMPARTMENT LID LOCK ELECTRIC RELEASE UNIT— Pontiac "A & B" Option

Rear compartment lid lock electric release unit option on Pontiac "A & B" Styles is a side-action snap-bolt type lock with an electric release unit attached. The release unit is controlled by a switch located in the instrument panel compartment box. As this is only an unlocking feature, the rear compartment lid must be closed manually.

REAR COMPARTMENT LID LOCK ELECTRIC RELEASE OPTION

Removal and Installation

1. Open rear compartment lid. Remove rear compartment lid lock cylinder and shaft as previously described.

2. Remove bolts securing rear compartment lid lock assembly to rear compartment lid anchor plate (Fig. 8.22).

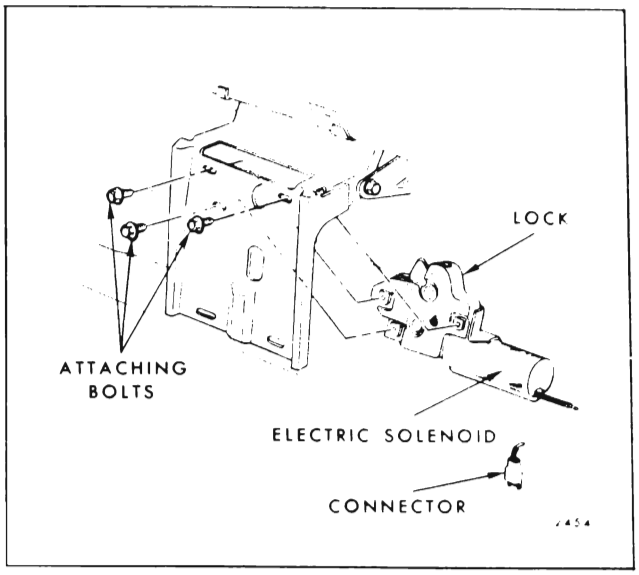

Fig. 8-22 — Rear Compartment Electric Release Unit

3. Disconnect electric feed wire at connector.

4. Remove lock and electric release assembly.

5. To install, reverse removal procedure.

REAR COMPARTMENT WEATHERSTRIP— All Styles

Removal

1. Separate "butt" ends of weatherstrip at rear compartment opening (Fig. 8-23).

2. Using a flat-bladed tool, carefully disengage weatherstrip from its cemented foundation in gutter completely around opening and remove weatherstrip from body.

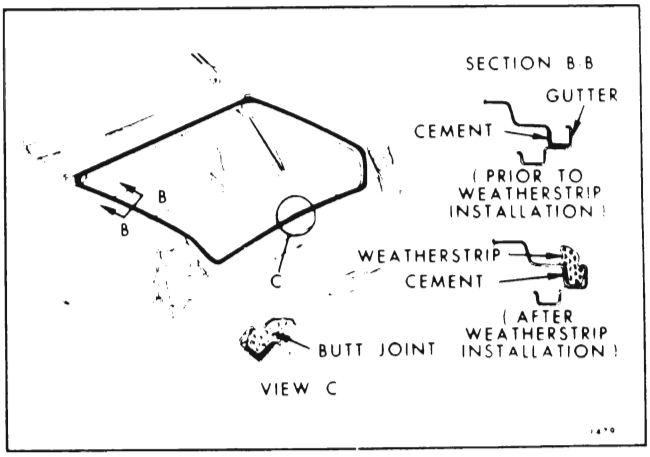

Fig. 8-23 — Rear Compartment Weatherstrip Assembly

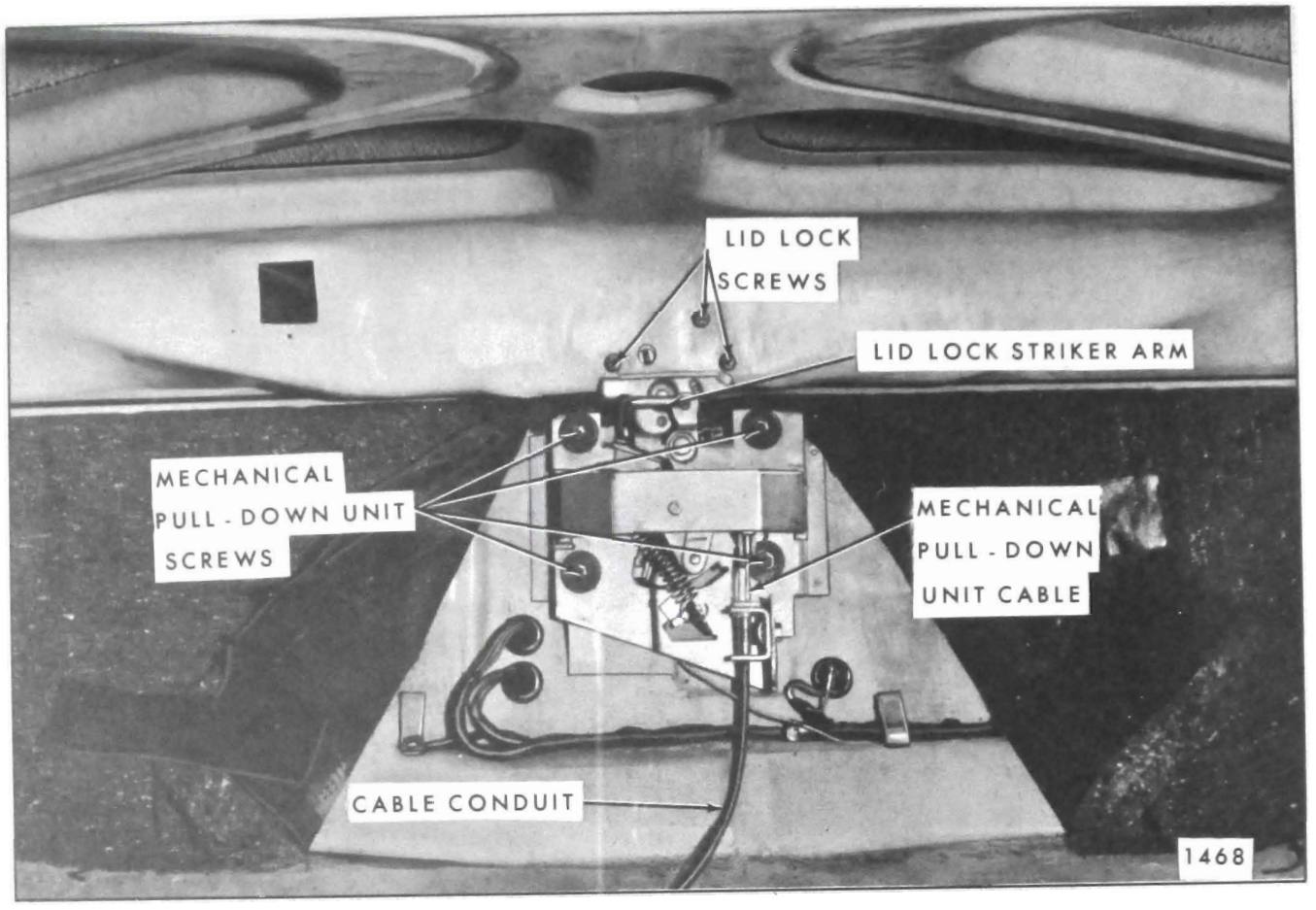

Fig. 8-20 — Rear Compartment Lid Mechanical Pull-Down Unit

REAR COMPARTMENT LID MECHANICAL PULL-DOWN UNIT ADJUSTMENTS— All Cadillac Styles

To actuate the mechanical pull-down unit the rear compartment lid lock must properly engage the striker arm and depress the detent lever of the pull-down unit. This engagement can be checked by lowering the lid and visually checking lock and striker alignment. If adjustment is necessary, obtain lateral adjustment at lock attaching screw locations and "up or down" adjustment at pull-down unit attaching screw locations.

For proper operation of the pull-down unit, the pull-down unit cable must be adjusted to the proper tension. If the cable has too much tension it will not allow the pull-down unit to return to its full-up position and "cock". This is apparent when as the lid begins to lower, so does the pull-down unit.

Too little tension in the cable results in a lessening of pull-down effort in the unit and, consequently, a misaligned (high) rear compartment lid.

To increase cable tension, position hydraulic cylinder end of cable in the upper slot on the lower end of the cylinder ("1" in Fig. 8-21). If more tension, or finer adjustment, is required, loosen cable adjusting bracket attaching screw (Fig. 8-19). Adjust bracket downward (to increase cable travel) and tighten attaching screw.

To decrease cable tension, position hydraulic cylinder end of cable in lower slot on hydraulic cylinder ("2" in Fig. 8-20). For finer adjustment, or to lessen tension still more, loosen cable adjusting bracket attaching screw (Fig. 8-19). Adjust bracket upward to desired position and tighten attaching screw.

IMPORTANT: The lack of lubrication between the toggle and the detent lever ("1", Fig. 8-19) can greatly increase the effort required to trip (unlock) the pull-down unit. Therefore, make certain point of contact between these two levers is lubricated with 630 AAW Lubriplate or its equivalent.

Installation

1. Clean out-gutter around entire rear compartment opening to provide a clean cementing surface.

2. Apply (brush) a continuous coat of black weatherstrip adhesive to surfaces of the rear compartment gutter.

3. Using a flat-bladed tool, such as a putty knife, insert weatherstrip into gutter starting with one end of weatherstrip at rear center of gutter and working completely around gutter.

4. If a new weatherstrip is being installed, trim end to form a butt joint at rear center of opening. Brush weatherstrip adhesive (black) on both ends of weatherstrip and secure ends together to form a butt joint.

5. Using a pressure type applicator, apply weatherstrip adhesive (neoprene type) between weatherstrip and outer surface of gutter completely around opening to assure a watertight seal.

6. Roll or press weatherstrip to aid in obtaining a good cement bond. Allow sufficient time for cement to set before closing rear compartment lid.