CHRYSLER J, K CONVERTIBLE

TABLE OF CONTENTS

UNIBODY
SPECIALTY VEHICLE MANUAL

TRAINING PROGRAMS

THE SERVICE PROFESSIONALS

SAFETY NOTICE

CAUTION
ALL SERVICE AND REBUILDING INSTRUCTIONS CONTAINED HERE-IN ARE APPLICABLE TO, AND FOR THE CONVENIENCE OF, THE AUTOMOTIVE TRADE ONLY. All test and repair procedures on components or assemblies in non automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

Proper service and repair is important to the safe, reliable, operation of all motor vehicles. The service procedures recommended and described in this publication were developed for professional service personnel and are effective methods for performing vehicle repair. Following these procedures will help assure efficient economical vehicle performance and service reliability. Some of these service procedures require the use of special tools designed for specific procedures. These special tools should be used when recommended throughout this publication.

Special attention should be exercised when working with spring or tension loaded fasteners and devices such as E-Clips, Circlips, Snaprings etc. as careless removal can cause personal injury. Always wear safety goggles whenever working on vehicles or vehicle components.

It is important to note that this publication contains various **Cautions** and **Warnings.** These should be carefully read in order to minimize the risk of personal injury, or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note these **Cautions** and **Warnings** cover only the situations and procedures Chrysler Motors has encountered and recommended. Chrysler Motors could not possibly know, evaluate, and advise the service trade of all conceivable ways that service may be performed or of the possible hazards of each. Consequently Chrysler Motors has not undertaken any such broad service review. Accordingly, anyone who uses a service procedure or tool that is not recommended in the publication must assure oneself thoroughly that neither personal safety nor vehicle safety be jeopardized by the service methods they select.

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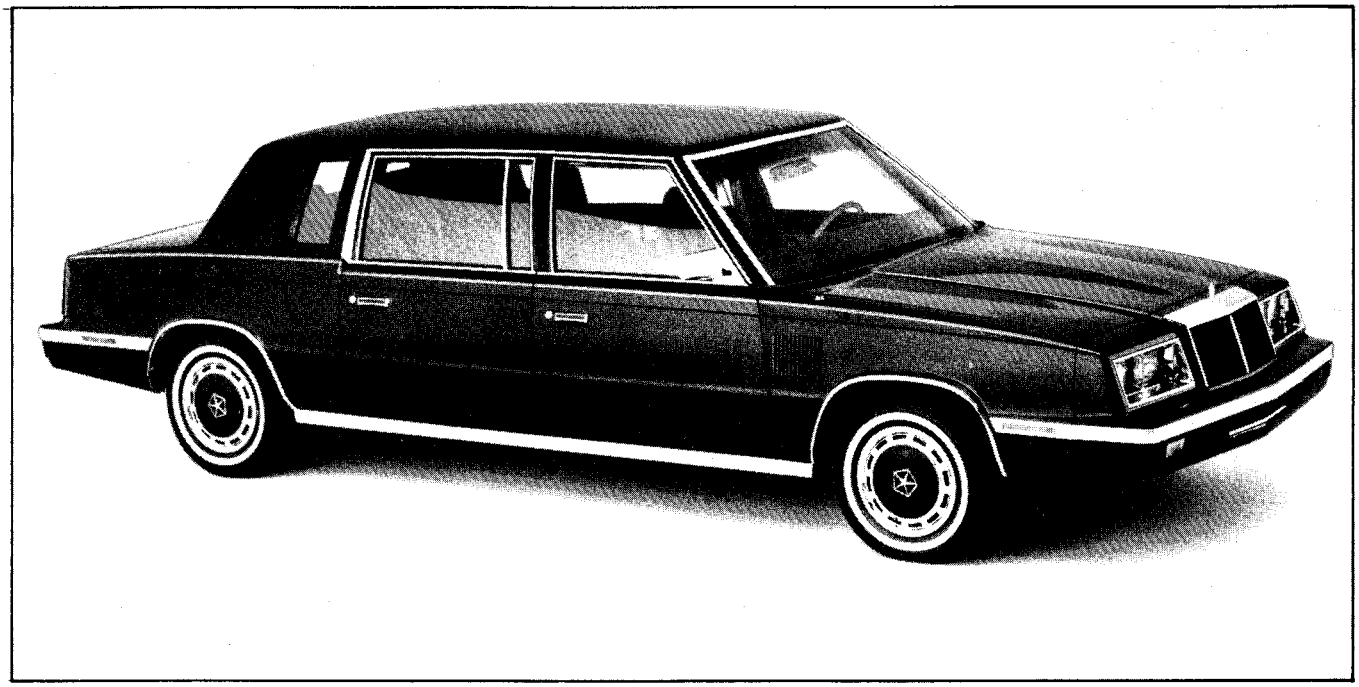
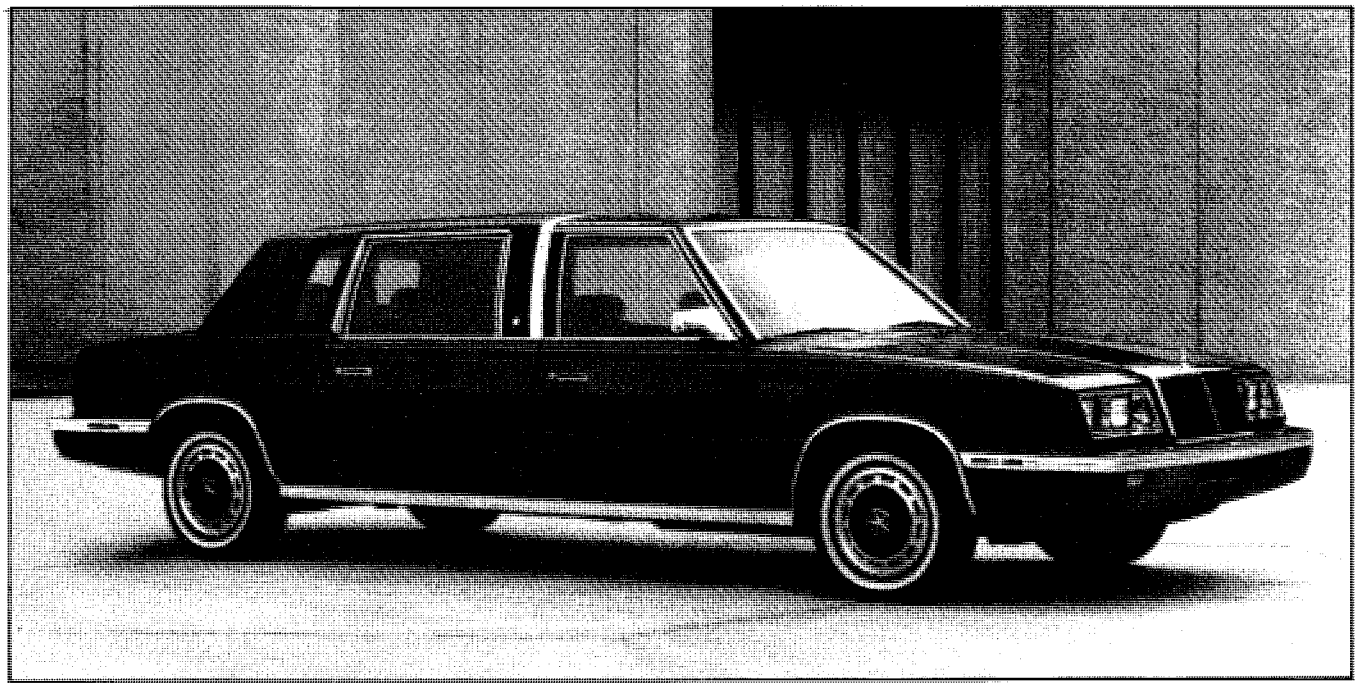
CHRYSLER MOTORS EXECUTIVE AND LIMOUSINE



EXECUTIVE



LIMOUSINE

NOTE: More K Body information can be found in the Unibody Repair Publication #81-699-6018.

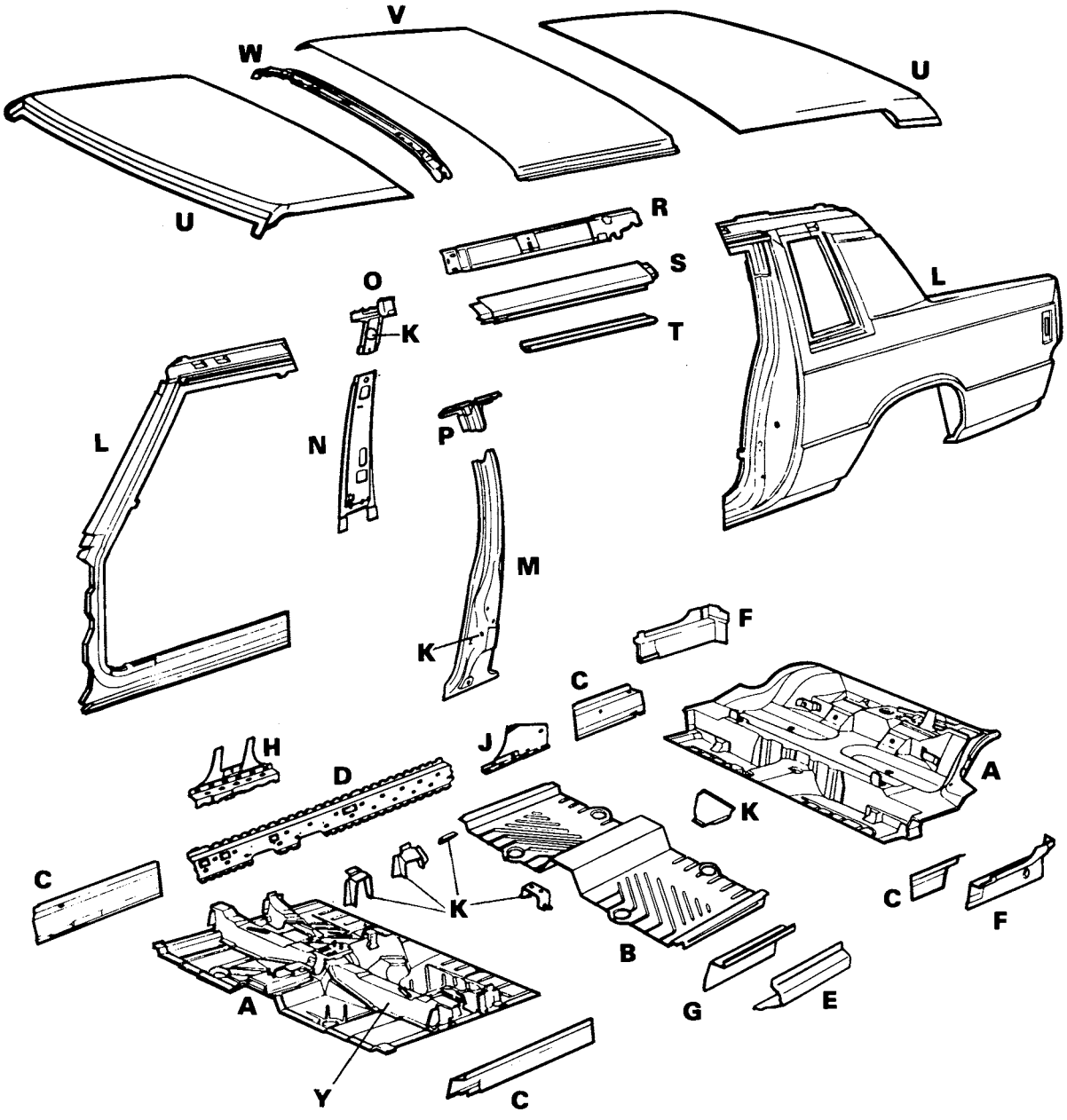
K BODY
EXECUTIVE and LIMOUSINE INTRODUCTION

This section has been prepared for use by all body technicians involved in the repair of Chrysler Executive and Limousines.

This manual shows:

- **Typical panels contained in each unibody model**
- **The weld points for panels**
- **The types of weld for the panel**
- **What panels must be replaced and not repaired**

Chrysler Motors reserves the right to make improvements in design or to change specifications to these automobiles without incurring any obligation upon itself.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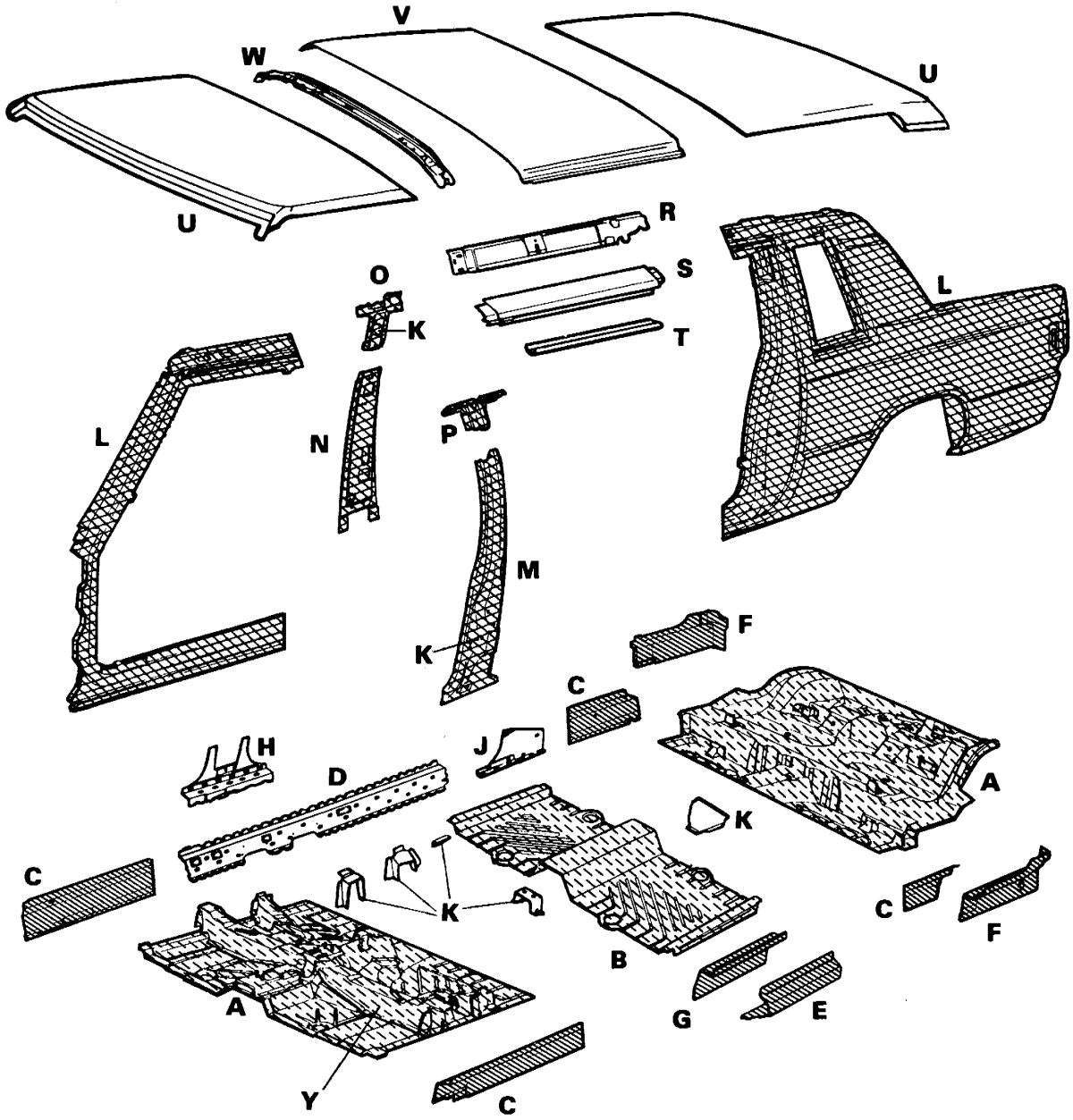
Partial List of Body Panels

A. Front floor pan
B. Front floor pan extension
C. Inner sill panel
D. Inner sill panel reinforcement
E. Outer sill panel extension
F. Side sill inner extension
G. Inner sill panel extension
H. B pillar side sill reinforcement
J. Side sill inner reinforcement
K. Reinforcement gussets
L. Body side aperture
M. B pillar
N. Inner B pillar
O. Inner B pillar reinforcement
P. Outer B pillar reinforcement
R. Roof rail inner extension
S. Outer roof rail extension
T. Drip rail extension
U. Roof panel
V. Roof panel extension
W. Roof brace

Parts Not Illustrated:

Roof bows
Glass assembly — windshield
Outer hood panel
Inner hood panel
Bumper assembly — front and rear
Energy absorbing unit — front
Front fender assembly
Steering and brake bracket support
Steering column support
Brace — lower control arm bracket front, R - L
Rear suspension control arm support
Rear suspension radius bar support
Rear energy absorbing unit
Door reinforcement, impact bar
Inside door panel
Outside door panel
Fuel filler door
Side inner roof rail
Inside rear door panel
Rear door impact bar reinforcement
Rear door outer panel
Rear door hinge pillar
Inner quarter bar belt
Rear window glass
Hood hinge reinforcement
Plenum panel water deflector
Inner deck lid panel
Outer deck lid panel
Deck lid hinge support, R - L
Extension fender panel, R - L
Front floor pan gearshift mounting



One-Side Galvanized | Two-Side Galvanized | 1½-Side Galvanized | Two-Side Galvannealed | Zincrometal

The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Zincrometal is used on some body panels.
3. Cationic electrode position undercoating is used on the complete body in almost all instances.
4. Body sealing.
5. Stone-chipping resistant primer application.
6. Underbody corrosion prevention.

Definitions of Coated Steels:

One-Side Galvanized MS 6000-60 – Represents a one side free zinc galvanized coating on one side of the hot or cold rolled low carbon minimum spangle sheet or strip applied by the hot dipping process.

One-and-a-half-Side Galvanized (Differentially Coated) MS 6000-61X – Represents a coated steel in which the heavier coated side shall have a free zinc coating and will be the unexposed side. A lighter coating side will have an alloy coated surface which will be the exposed side.

Two-Side Galvanized MS 6000-66 – Represents an evenly zinc coated steel on both sides.

Two-Side Galvannealed MS 600-44A – Represents a two-side zinc coated steel in which the coating is fully alloyed with the sheet or strip surface.

Zincrometal MS 5973 – Represents a standard low carbon sheet steel product which is coated with a chromate/zinc dust complex with a subsequent zinc-rich primer coating.

Electrogalvanized MS 6000-60P – Represents a sheet steel base metal product which is zinc-coated by electroplating.

PARTIAL LIST OF STEEL APPLICATIONS

ONE-SIDE GALVANIZED STEEL

* Hood outer panel
Front frame rail, extension
Tail panel
Lower tail panel

TWO-SIDE GALVANIZED STEEL

Hinge pillar extension
Side shield upper beam
Tower reinforcement
*Lower control arm bracket
Cowl top panel
Side sill inner
Inner quarter, outer wheelhouse
Inner wheelhouse
*Inner wheelhouse brace
Cowl side panel
Hinge pillar
*Inner door shell structure
*Tail panel extension
*Rear tail panel drain through
*Rear quarter panel drain through inner quarter panel brace

ONE AND ONE-HALF SIDE GALVANIZED STEEL

*Front fender
*Outer door skin side aperture
Side aperture
Rear deck lid
*Hood inner panel
Cowl plenum

GALVANNEALED STEEL

Radiator tie bar support
Front fender inner shield
Front side rails
Rear frame rails

ZINCROMETAL

Front floor pan
Rear floor pan
Radiator support

*Indicates panels not shown in illustration.

HIGH STRENGTH STEELS (HSS)

High tensile steel strengthened by solid solution has been used for the parts listed below.

The tensile strength of these high strength steel panels is much greater than the tensile strength of mild steel, nevertheless body work (sheet metal work, painting, etc.) can be performed by using the same procedures as those for mild steels.

DO NOT HEAT ANY OF THESE STEELS OVER 700°.

Major Galvanized High Strength Low Alloy (HSLA) Parts (Partial Listing)

Can produce fumes if welded. ***Provide adequate ventilation.***

Nomenclature	Steel Code	Steel Grade	Metal Thick.
V. Est. Sill Inside Rear	6M99V	Galv. Hi-Str.	.0410
F. Est. Strut Twr. to Body Frt.	6M99V	Galv. Hi-Str.	.0410

Ultra High Strength Steels (UHSS) and Martensitic Steel Parts (Partial Listing)

Do not attempt to heat or repair. ***Replace only.***

Nomenclature	Steel Code	Steel Grade	Metal Thick.
NS Rr. Bumper Sizing	5097A	CR Martensitic Stl.	.0320
NS Reinf.-Frt. Dr.	5097B	CR Martensitic Stl.	.0340
NS Reinf.-Frt. Dr. Impact Bar	5097B	CR Martensitic Stl.	.0340
NS Reinf.-Rr. Dr. Impact Bar	6133	CR Stl.-Full Hard 85,000 PSI	.0340
NS Reinf.-Frt. Dr. Impact Bar	6133	Ultra Hi-Str. YST 140	.0430
NS Plate-Dr. Impact Bar Ctr.	6133	CR Stl.-Full Hard YS 85,000 PSI	.0300

Special Aging and Dent-Resistant Steel Parts (Partial Listing)

(Non-Galvanized)

Do not heat over 700°F for more than 3 minutes (1981-83), 1200°F 1984 and newer.

Nomenclature	Steel Code	Steel Grade	Metal Thick.
NS Panel-Deck Lid Outer	5973A	CR-Dent Resist. F-K	.026
A. C.M.-Frt. Side Rail	5973A	CR-Dent Resist.	.043
d. Rail-Rr. Flr. Pan. Side	6206	CR-Dent Resist.	.0530
NS Fldg. Rr. St. Bk. Filler Out	6206	CR-Dent Resist.	.0240
Y. Reinf. Shelf Phl. Sp. Tire	6206	CR-Dent Resist.	.0390
N. Frame-W/S Opng. Side	6206	CR-Dent Resist.	.0790
i. W/S Opng. Side Inr. Frame	6206	CR-Dent Resist.	.0570
NS Reinf. Frt. C/M Eng. Mtg.	6206	CR-Dent Resist.	.0550
NS Brkt. Frt. C/M Eng. Mtg.	6206	CR-Dent Resist.	.0710
E. Rail-front Side	5042	HRS-Dent. Resist.	.0850
NS Reinf. Rr. Flr. Pan Side Rail	5042	HRS-Dent. Resist.	.0790
NS Brkt. Tie Down	5042	HRS-Dent. Resist.	.118
NS Reinf. Rf. Flr. Pan Rr. Side	5042	HRS-Dent. Resist.	.0790

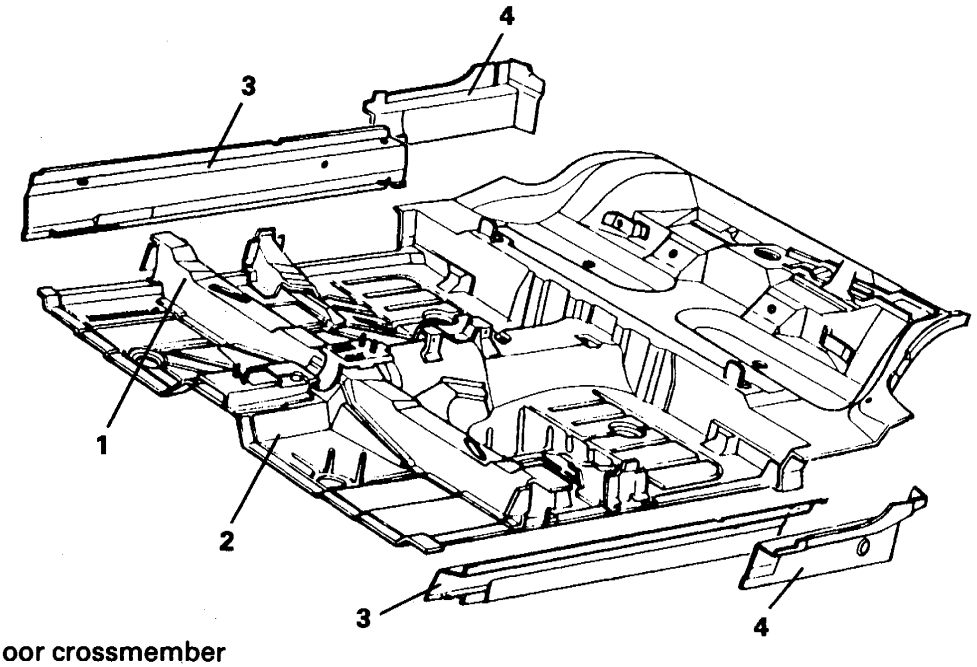
(Galvanized)

Can produce noxious fumes if welded. ***Provide adequate ventilation.***

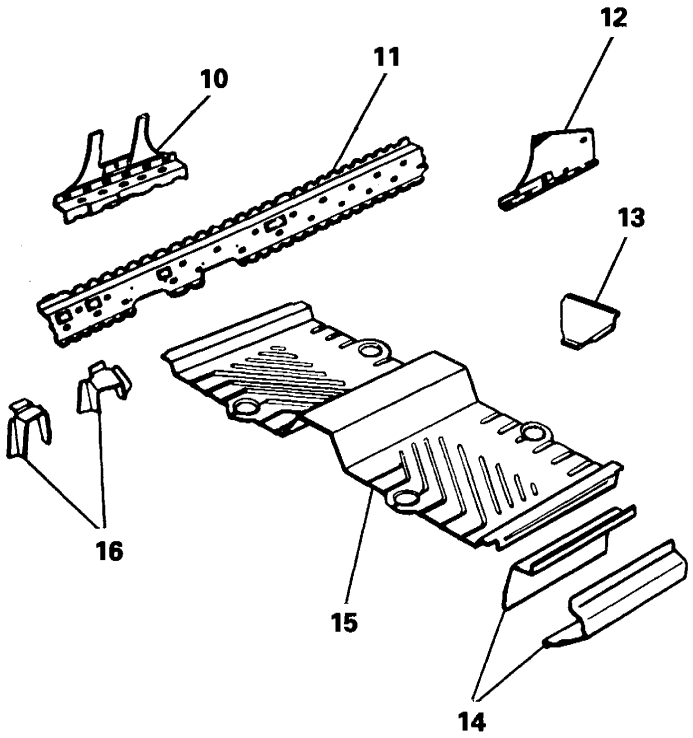
Nomenclature	Steel Code	Steel Grade	Metal Thick.
H. Rail Frt. Side Rear	6M90B	Galv. Dent. Resist.	.0510
E. Reinf. Frt. Side Rail Frt.	6M90B	Galv. Dent. Resist.	.0600
D. Tower Frt. Susp. Iso. Str.	6M90B	Galv. Dent. Resist.	.0310
h. Reinf. Iso. Str. Twr. Inr.	6M90B	Galv. Dent. Resist.	.1040
F. Beam-Frt. Fndr. Sh.	6M90B	Galv. Dent. Resist.	.0410
G. Reinf. Strut Twr. to Frt. Hge.	6M99V	Galv. Dent. Resist.	.0830

NS — Not Shown

UNDER BODY



1. Front floor crossmember
2. Front floor
3. Side sill
4. Side sill extension
5. Rear side rail
6. Rear side rail crossmember
7. Rear floor pan
8. Rear floor pan extension
9. Rear crossmember or lower rear body panel
10. B pillar reinforcement
11. Inner side sill reinforcement
12. Inner side sill reinforcement
13. Tunnel reinforcement
14. Inner and outer side sill extensions
15. Floor pan extension
16. Crossmember gussets



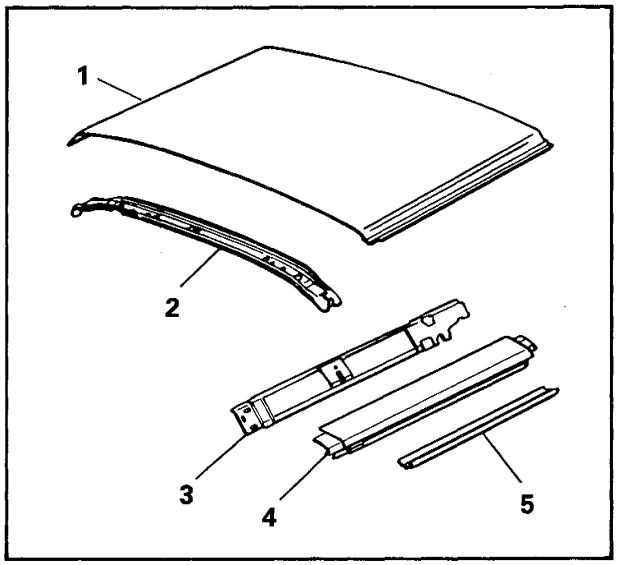
The Floor Pans

The floor pans are protected from rust with the use of zincrometal, inner side sills are two-side galvanized to protect them.

PARTS TO ACHIEVE EXECUTIVE STRETCH

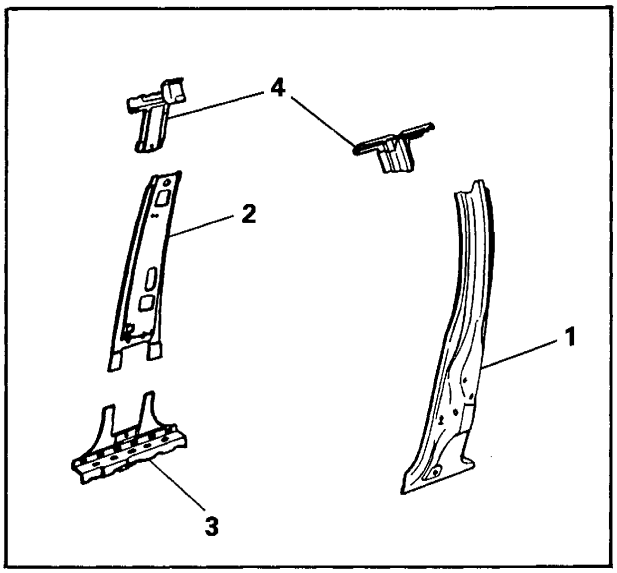
Roof Parts

1. Roof panel
2. Roof brace
3. Reinforcement inner
4. Reinforcement outer
5. Drain trough extension



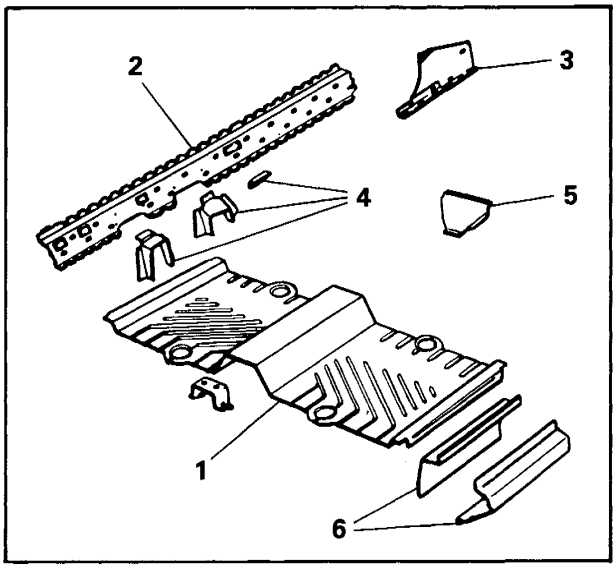
B Pillar Parts

1. B pillar outer
2. B pillar inner
3. Lower inner reinforcement
4. Upper inner, outer pillar reinforcement

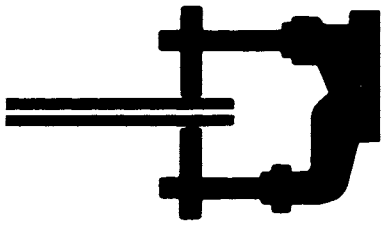


Floor Pan Parts

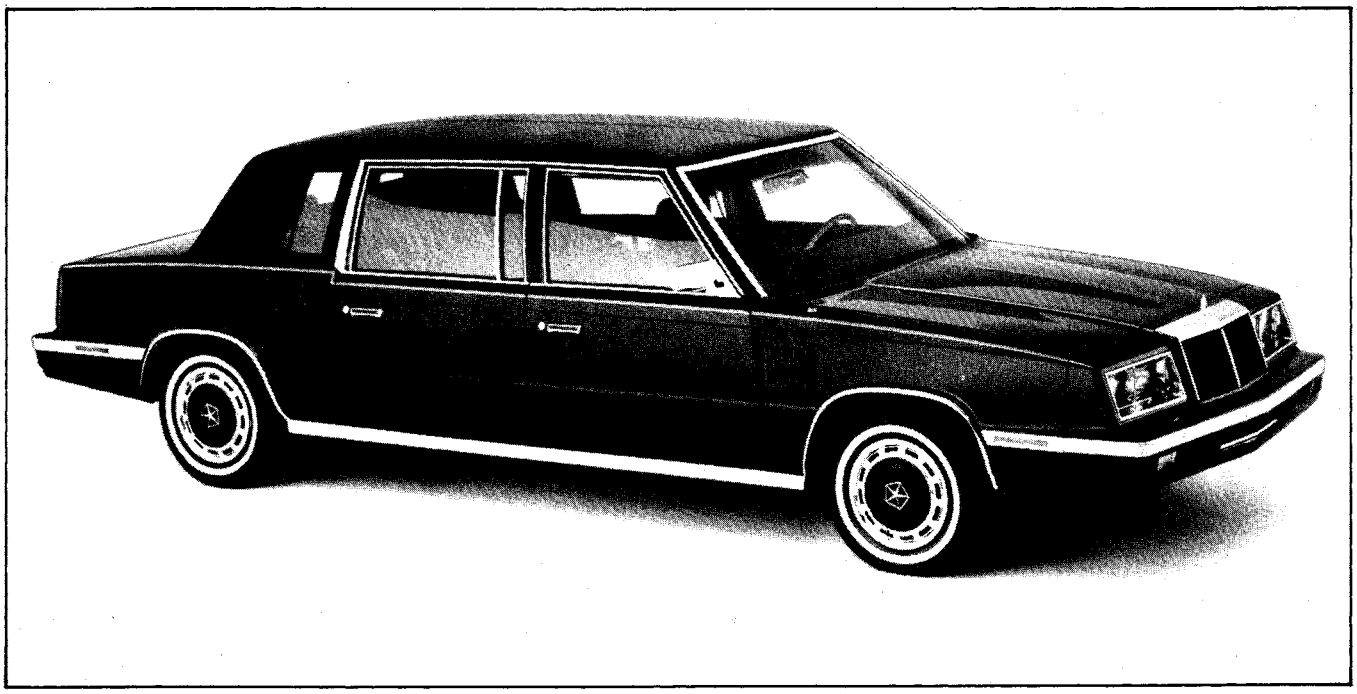
1. Floor pan extension
2. Inner side sill reinforcement
3. Inner side sill reinforcement
4. Crossmember gussets
5. Tunnel reinforcement
6. Inner and outer side sill extensions



K BODY
EXECUTIVE WELDED PANEL REPLACEMENT



NOTE: To insure the strongest, most durable and cleanest welds possible, do testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.



EXECUTIVE

EXPLANATION OF MANUAL CONTENTS

The major construction of a unibody automobile are welded panels and parts. Here are some examples for replacement of these parts.

Symbols

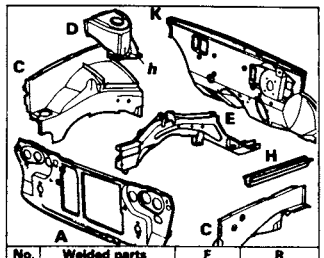
Some of the operations for panel replacement are designated by the following symbols.

Rough cutting of panel to be replaced	MIG Plug Weld	MIG Arc Welding

NOTE

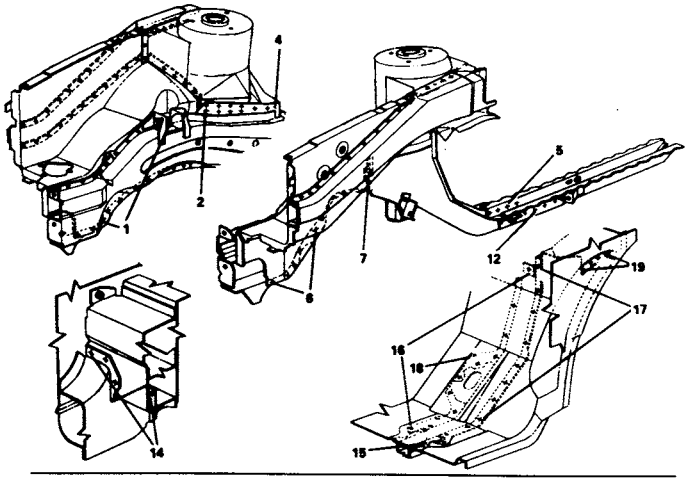
Although spot welds are the nuts and bolts of the unibody vehicle, they will not be used as a repair symbol because of the lack of proper spot weld equipment in most shops.

Front Side Rail and Extension



No.	Welded parts	F	R
1	E + C RT.	22	P22
2	E + D RT.	8	P8
3	E + D LT.	7	P7
4	E + h	3	P3
5	E + H	4	P4
6	E + C	10	P10
7	E + C	1	P1
8	E + H	6	P6

No.	Welded parts	F	R
9	E + H	3	P3
10	E + H	1	P1
11	E + C	12	P12
12	E + H	5	P5
13	E + H	1	P1
14	E + A	5	P5
15	E + K	1	P1
16	E + K		P12
17	E + K	11	P11
18	E + K	1	P1
19	E + h	4	P4
20	E + D	MIG	MIG
21	E + D	MIG	MIG



"**F**" indicates the number of factory welds to be separated.
"**R**" indicates the number of welds to be made and the method to be used when making repairs.

The welded components are indicated by using the designations given in the illustration below:
for example: "E and H" indicates that component E and component H shown in the top illustration are welded together.

If only a number is listed under the "F" it indicates that the method used at the factory was a spot weld; for all other methods, both the welding method and the number of welds will be indicated. For example, "F2, **R** P2" indicates that the 2 spot welds made at the factory should be replaced by 2 plug welds if repairs are made.

NOTE

Do some test welds to double check your equipment and to insure your welds are of the very best quality and conform to the American Welding Society standards.

NOTE: For weld specifications contact:

American Welding Society
550 Northwest Le Jeune Rd.
P.O. Box 351040
Miami, Florida 33135

Phone: (305) 443-9353

Points which require particular attention during welded panel replacement work.

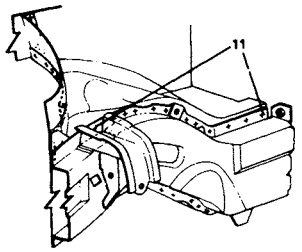
The panel removal instructions and accompanying illustrations are given in the order in which the work is to be performed.

The panel installation instructions and accompanying illustrations are given in the order in which the work is to be performed.
In order to keep the instructions brief and simple, obvious work procedures (such as removal of a panel after it has been cut) have been omitted where possible.

Front Side Rail and Extension

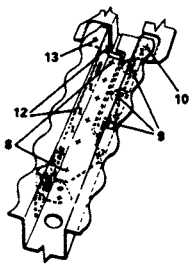
NOTES WITH REGARD TO REPAIR WORK

- Because the motor and transmission as well as the front suspension assembly all mount to the front side rails, it is extremely important that the alignment, as well as the workmanship, are perfect when doing repair or replacement work in this area.



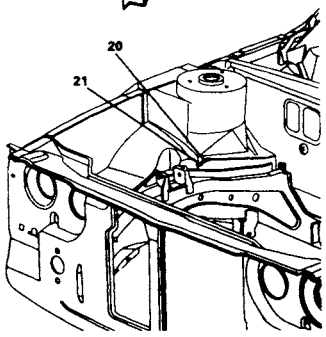
REMOVAL

1. Cut the spot welds as cleanly as possible and then the braze welds should be ground apart.
2. Clean and prep all surfaces to be welded later.



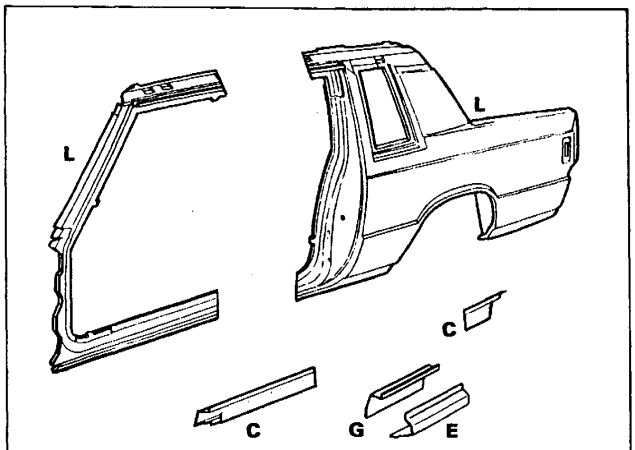
INSTALLATION

1. Temporarily mount the front side rail and make sure all adjoining panels line up. Don't estimate, make perfect measurements.
2. Use a tool to place 5/16" holes in the front side rail at the same places the spot welds were located in the old rail.
3. Do the plug welding, do the MIG welding.



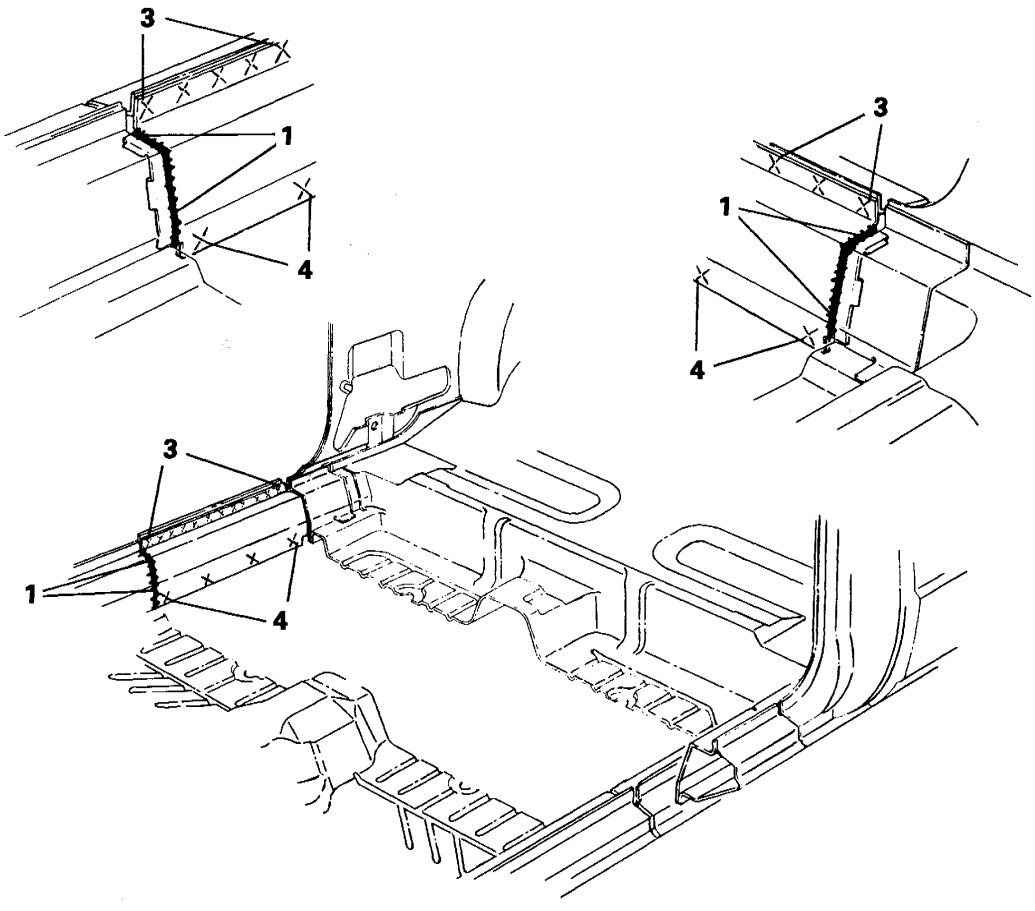
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

Side Sill



No.	Welded parts	F	R
1	G + C	2 MIG	2 MIG
2	E + L	2 MIG	2 MIG
3	G + E	12	P12
4	G + E	4	P4

No.	Welded parts	F	R

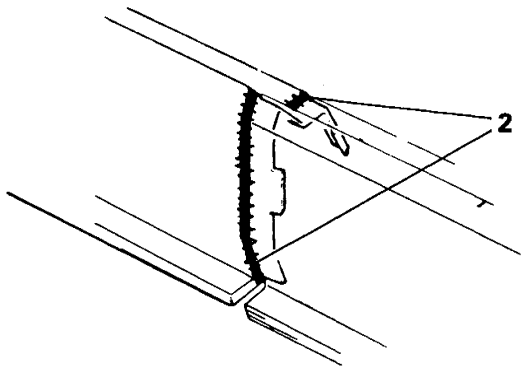


NOTES WITH REGARD TO REPAIR WORK

- If replacing only part of the panel, butt weld over solid structures such as sill reinforcements.
- When making repairs if you stagger the butt welds between inner and outer panels the repair will be stronger.

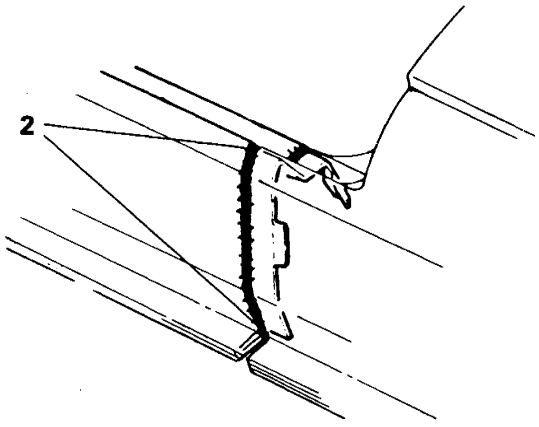
REMOVAL

1. Because the side sill has an extension welded into it you should be aware of where the splice is.
2. Cut and separate the spot-welded locations.
3. Make a clean rough cut and remove the outer panel.



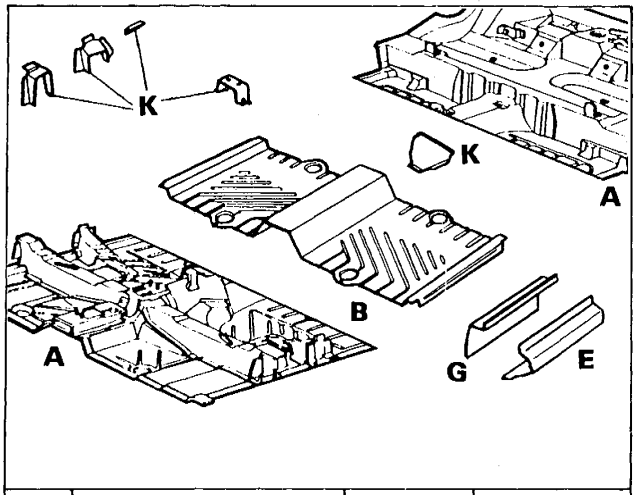
INSTALLATION

1. Temporarily mount the side sill outer panel over the old outer panel, and mark the two panels where they will splice the best.
2. Cut the panels so you can butt weld the new panel into place.
3. Plug weld the new panel where it was spot welded previously.
4. Follow the same procedures for the inner side sill.



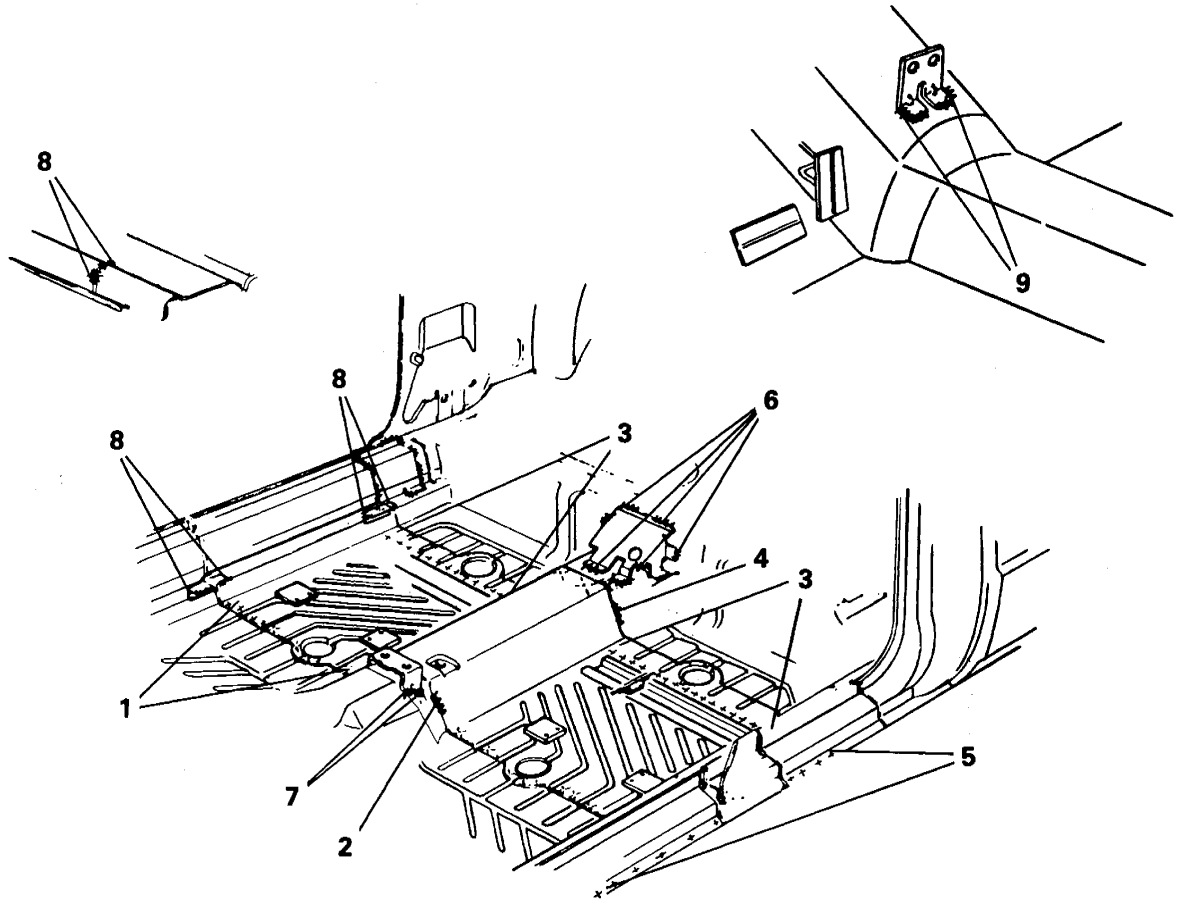
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

Floor Pan Extension



No.	Welded parts	F	R
1	A + B	30	P30
2	A + B	2 MIG	2 MIG
3	A + B	30	P30
4	A + B	2 MIG	2 MIG
5	B + G + E	14	P14
6	A + K	9 MIG	9 MIG
7	A + K	4 MIG	4 MIG
8	A + B + K	4 MIG	4 MIG

No.	Welded parts	F	R
9	A + K	4 MIG	4 MIG

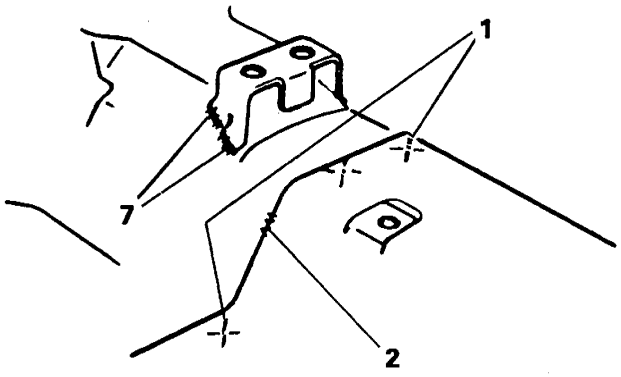


NOTES WITH REGARD TO REPAIR WORK

- Know where brake lines and fuel lines are before you start to cut welds.
- Be very careful when cutting the floor extension not to damage adjacent panels.
- Alignment is extremely critical in this area.

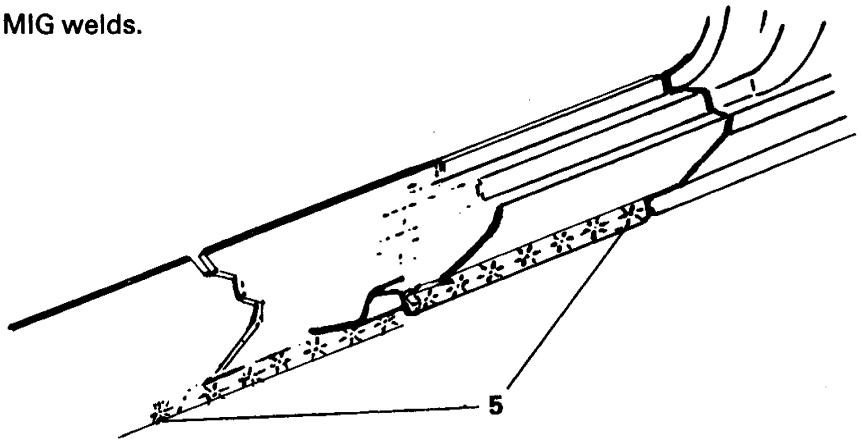
REMOVAL

1. Cut all the spot welds with hole saw or drill as cleanly as possible.
2. Use a die grinder to cut MIG welds, take your time and do a good clean job.
3. Remove floor pan and dolly block all adjacent panels to insure good alignment of new panel.



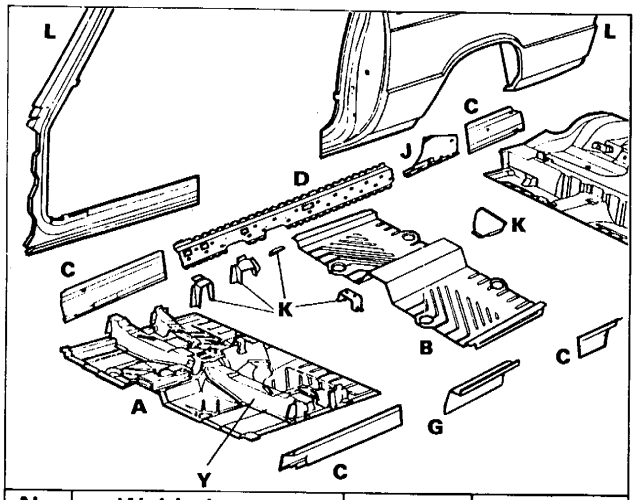
INSTALLATION

1. Temporarily mount new floor pan extension to insure the best fit.
2. Tack weld the new panel into place, then do the plug welds.
3. Complete the welding by doing the MIG welds.



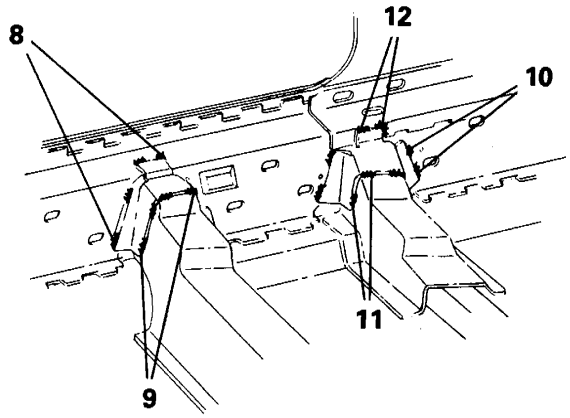
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

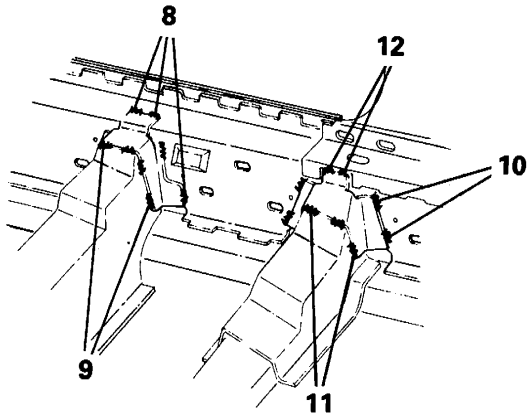
Side Sill Inner



No.	Welded parts	F	R
1	D + J	3 MIG	3 MIG
2	D + J	3 MIG	3 MIG
3	J + L	2	P2
4	J + X	1 MIG	1 MIG
5	J + X	3 MIG	3 MIG
6	J + X	1 MIG	1 MIG
7	J + X	1 MIG	1 MIG
8	D + K	6 MIG	6 MIG

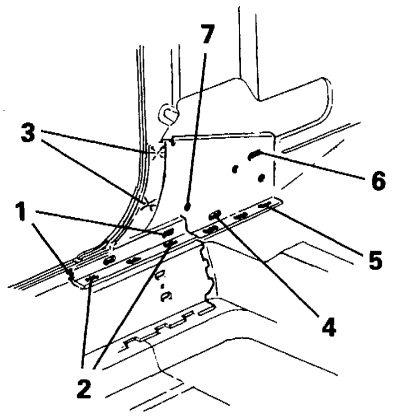
No.	Welded parts	F	R
9	K + Y	6 MIG	6 MIG
10	K + D	4 MIG	4 MIG
11	K + Y	4 MIG	4 MIG
12	K + D + J	2 MIG	2 MIG
13	D + J + G + C +	MIG	MIG
	A + B		





NOTES WITH REGARD TO REPAIR WORK

- When cutting MIG welds always wear safety glasses as well as all other protective clothing and use proper procedures.
- Be careful to cut only the MIG welds and don't damage any adjacent panels.

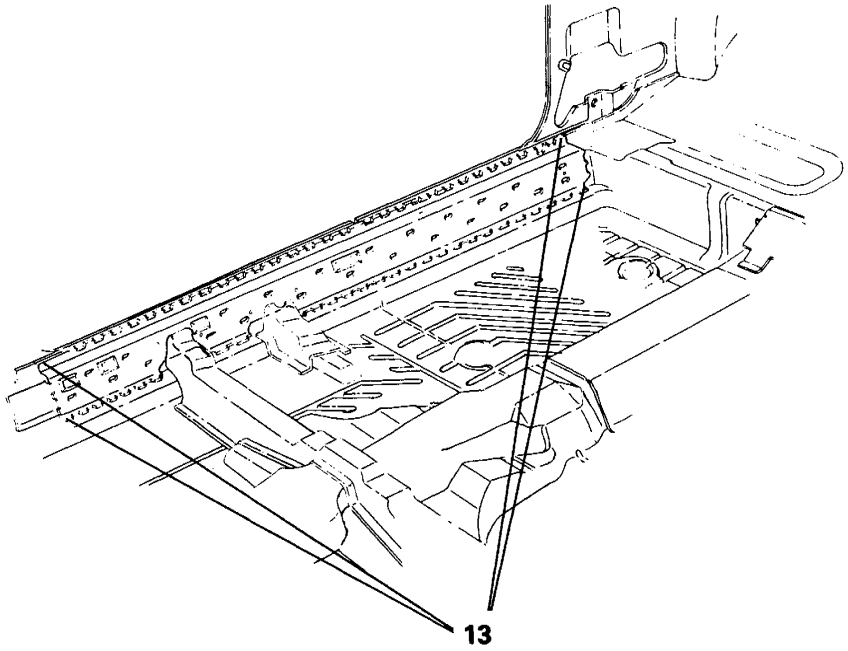


REMOVAL

1. After all MIG welds are cut remove the damaged part.
2. At this time repair or straighten any adjacent panels.

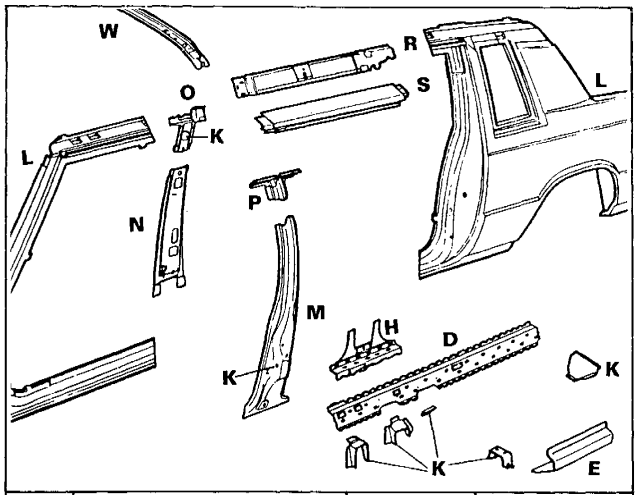
INSTALLATION

1. After all mating surfaces are cleaned and the new part is fitted into position, do your MIG welding.



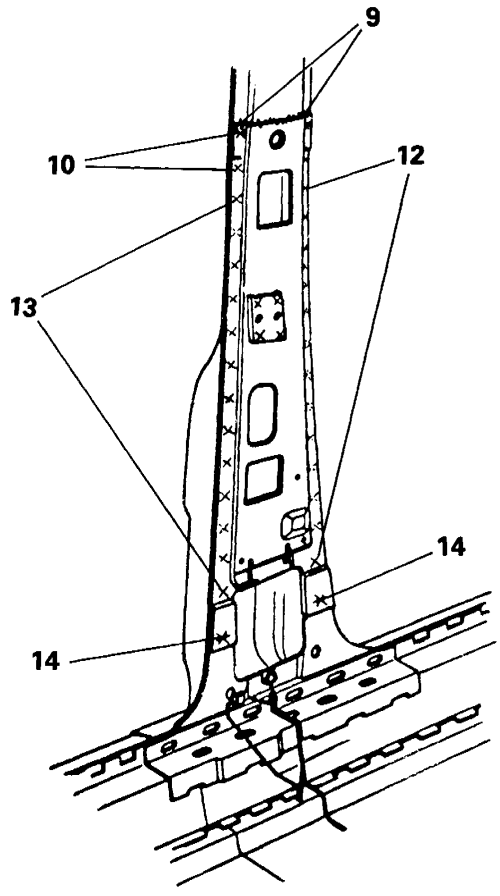
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

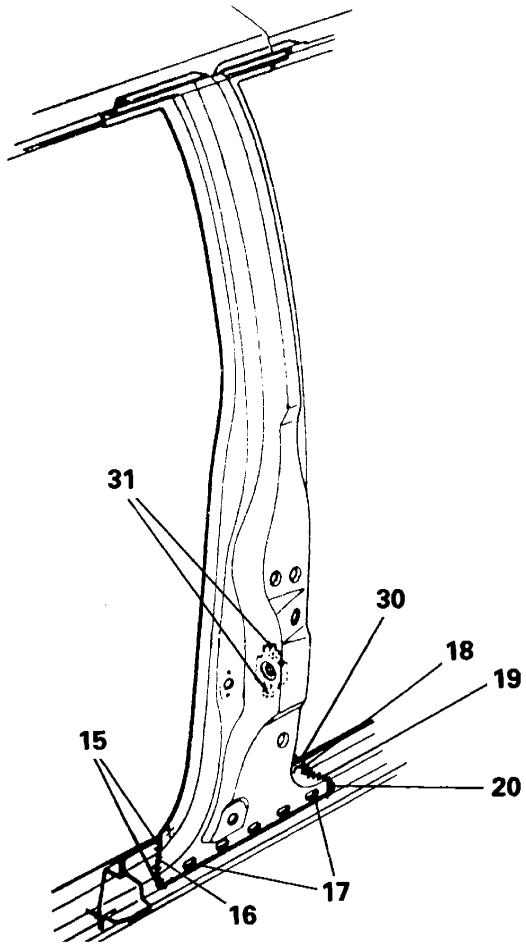
B Pillar



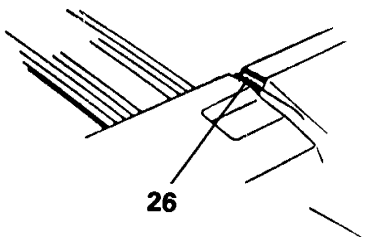
No.	Welded parts	F	R
1	P + S	1 MIG	1 MIG
2	P + S	4 MIG	4 MIG
3	P + S	3	P3
4	M + H + N	8	P8
5	P + S	1	1 MIG
6	P + S	1	1 MIG
7	H + D	16	16 MIG
8	H + D	2	2 MIG

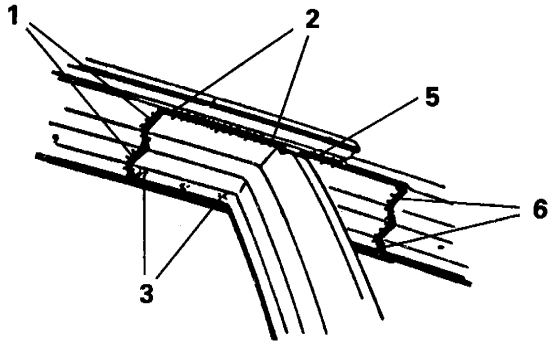
No.	Welded parts	F	R
9	O + N	3	3 MIG
10	N + M	2	P2
11	K + N	4	P4
12	N + M	14	P14
13	N + M	14	P14
14	N + M + H	2	P2
15	M + L	2	2 MIG
16	M + L	1	1 MIG
17	M + L + E	5	5 MIG
18	M + E	1	1 MIG
19	M + E	1	1 MIG
20	M + E	1	1 MIG
21	O + R	1	P1
22	O + R	5	5 MIG
23	W + R	2	2 MIG
24	W + R + O	2	2 MIG
25	W + R + O	1	1 MIG
26	R + L	1	1 MIG
27	O + S	1	P1
28	O + P	7	P7
29	O + K	2	P2





No.	Welded parts	F	R
30	M + N + H	2	P2
31	M + K	3	P3



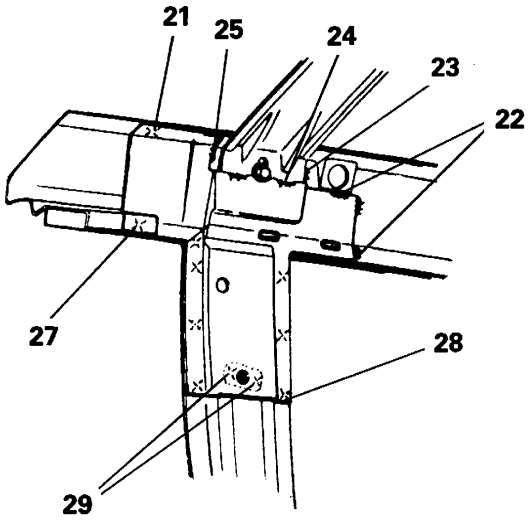


NOTES WITH REGARD TO REPAIR WORK

- For the outside pillar, drill 1-8" holes in the center of each spot weld as a guide for a 5/16 to 3/8 hole saw.
- Use a die grinder to cut all MIG welds.

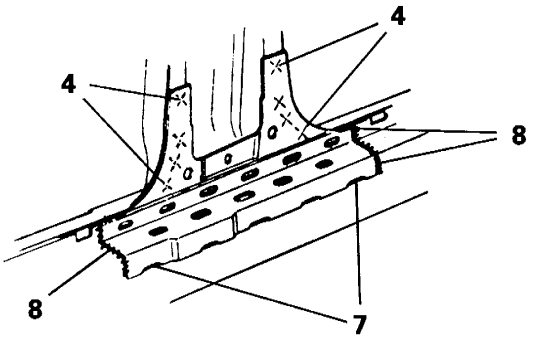
REMOVAL

1. After all the spot welds and MIG welds are cut, the center pillar will come right out.
2. Clean all mating surfaces to ensure a good fit of the new panel.



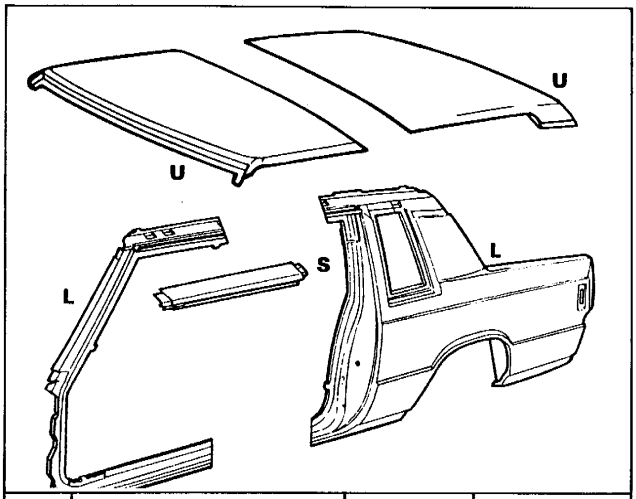
INSTALLATION

1. After placing holes in the new part for the plug welds, fit the part into position.
2. Plug weld the new center pillar into place.
3. Spray anti-corrosion agent onto the new welds and inner surfaces.



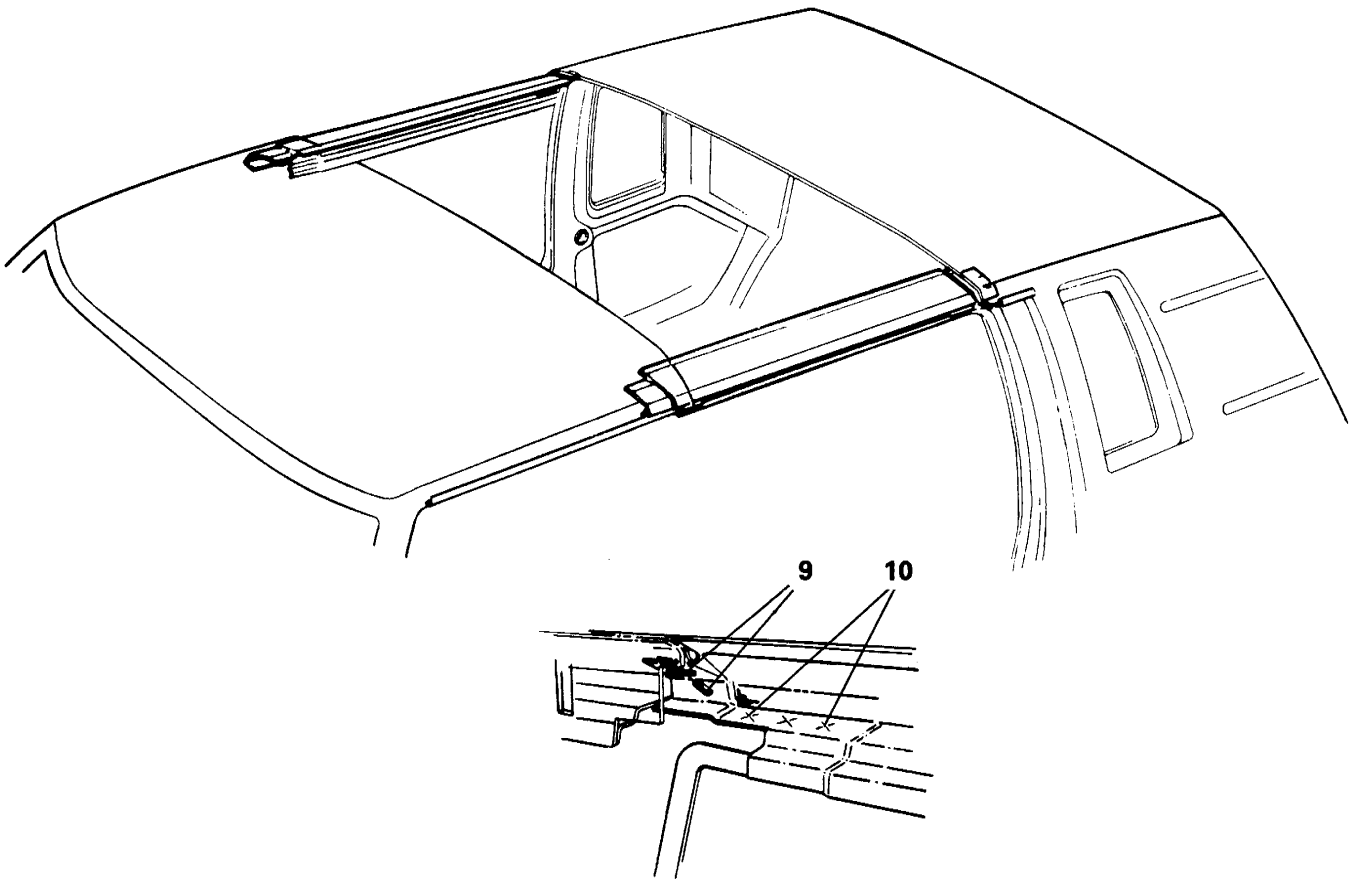
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

Outer Side Rail Reinforcement



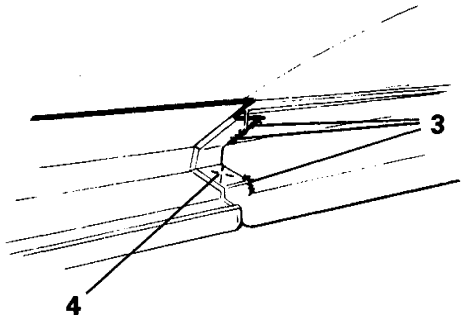
No.	Welded parts	F	R
1	S + L	1 MIG	1 MIG
2	S + L	2 MIG	2 MIG
3	S + L	3 MIG	3 MIG
4	S + L	1	P1
5	S + L	1 MIG	1 MIG
6	S + L	1 MIG	1 MIG
7	S + L	1 MIG	1 MIG
8	S + L	1 MIG	1 MIG

No.	Welded parts	F	R
9	S + L	2 MIG	2 MIG
10	S + L	3	P3



NOTES WITH REGARD TO REPAIR WORK

- This part is not accessible without taking other parts off.

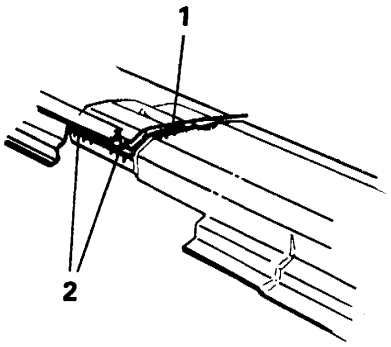


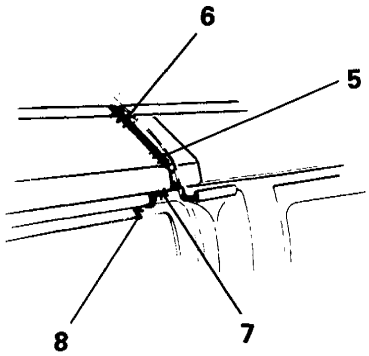
REMOVAL

1. Cut and separate spot weld locations.
2. Use a die grinder to cut away MIG welds.
3. Remove the reinforcement with as little damage to adjacent panels as possible.

INSTALLATION

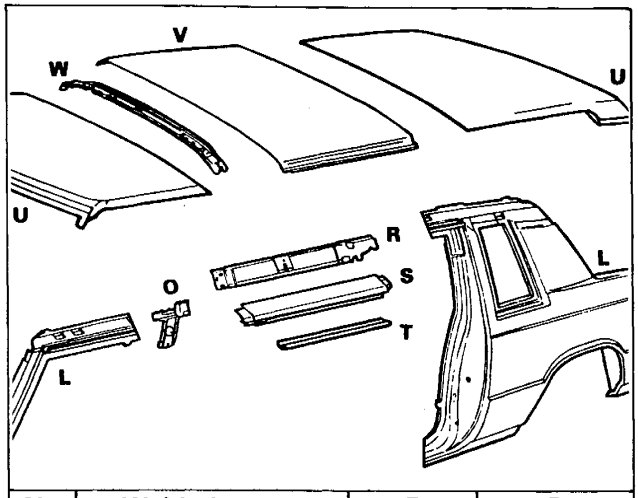
1. Straighten all adjacent panels in preparation for the new parts.
2. Fit the new part and do the plug welds, then the MIG stitches.





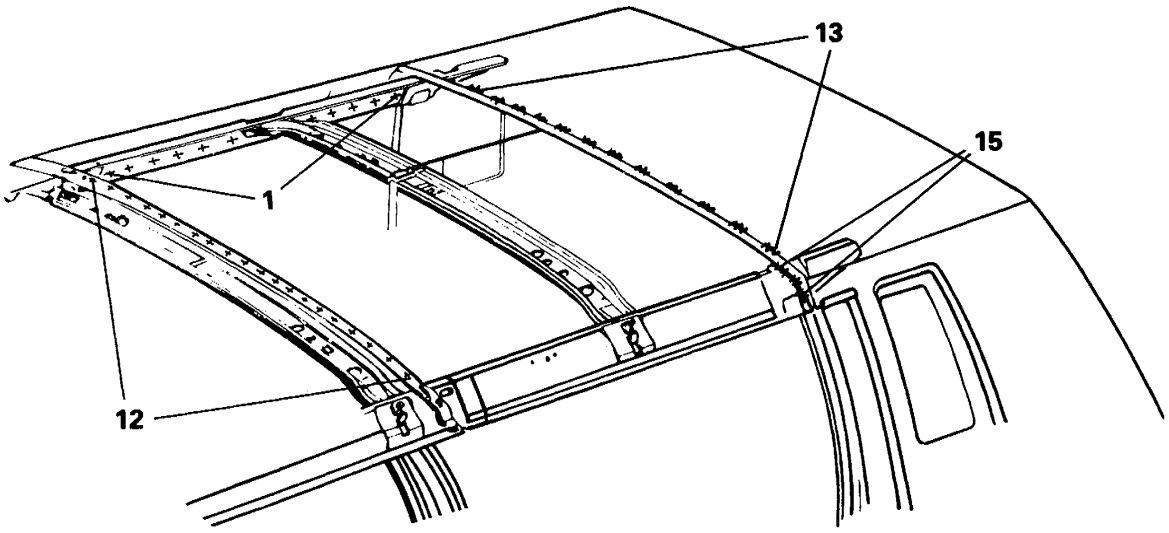
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

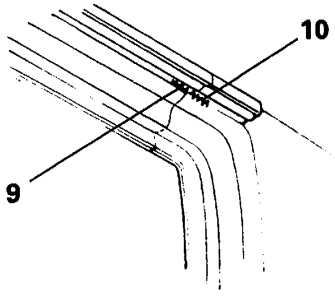
Roof Panel Extension

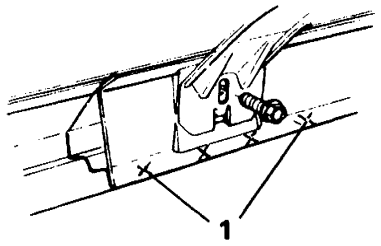


No.	Welded parts	F	R
1	R + S	13	P13
2	R + S	9 MIG	9 MIG
3	R + S	1 MIG	1 MIG
4	R + O	3 MIG	3 MIG
5	R + O	1	P1
6	T + S	14	P14
7	T + S + L	1 MIG	1 MIG
8	T + S + L	1	P1

No.	Welded parts	F	R
9	T + S	1 MIG	1 MIG
10	T + L	1 MIG	1 MIG
11	R + S	13	P13
12	V + U	20	P20
13	V + U	13 MIG	13 MIG
14	W + U + V	14 MIG	14 MIG
15	V + U + L	3 MIG	3 MIG
16	V + T	16	P16
17	V + T	2	P2

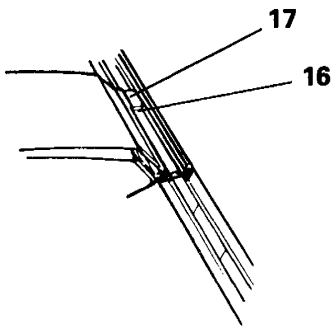






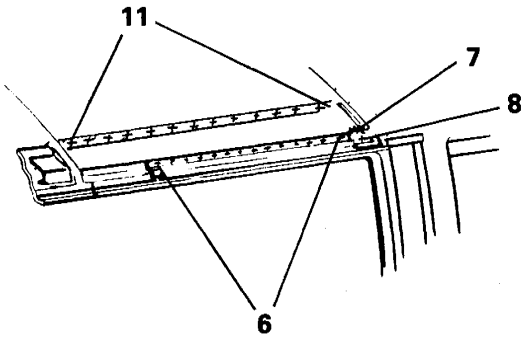
NOTES WITH REGARD TO REPAIR WORK

- Take care when handling a roof panel. The panels are sometimes damaged as much by an aggressive technician as by a collision.
- Make sure to use a good recommended adhesive for the roof bows.



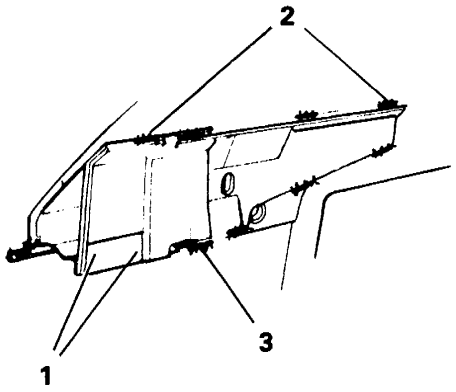
REMOVAL

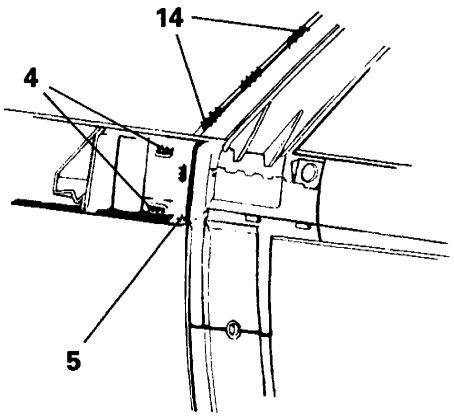
1. Cut and separate the spot-welded, MIG welded and brazed locations, being careful not to damage any other panels.
2. Heat the top of the roof panel at the roof bows where it has adhesives applied. It will make it easier to remove.
3. Remove the roof panel.
4. Remove any old adhesive on roof bows, using a mule skinner's wire brush or something as aggressive.



INSTALLATION

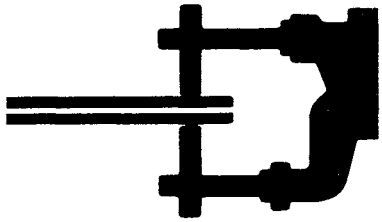
1. Temporarily mount the new roof panel onto the body and mark the location where it is going to be mounted.
2. Use the old roof panel as a templet to mark locations for plug welds on the new roof panel.
3. Apply the adhesive to the roof bows and place roof panel into position as marked previously.
4. After a double check for alignment, clamp panel down.
5. Plug weld the roof into place.
6. Put the MIG welds at locations showing in the welding charts.



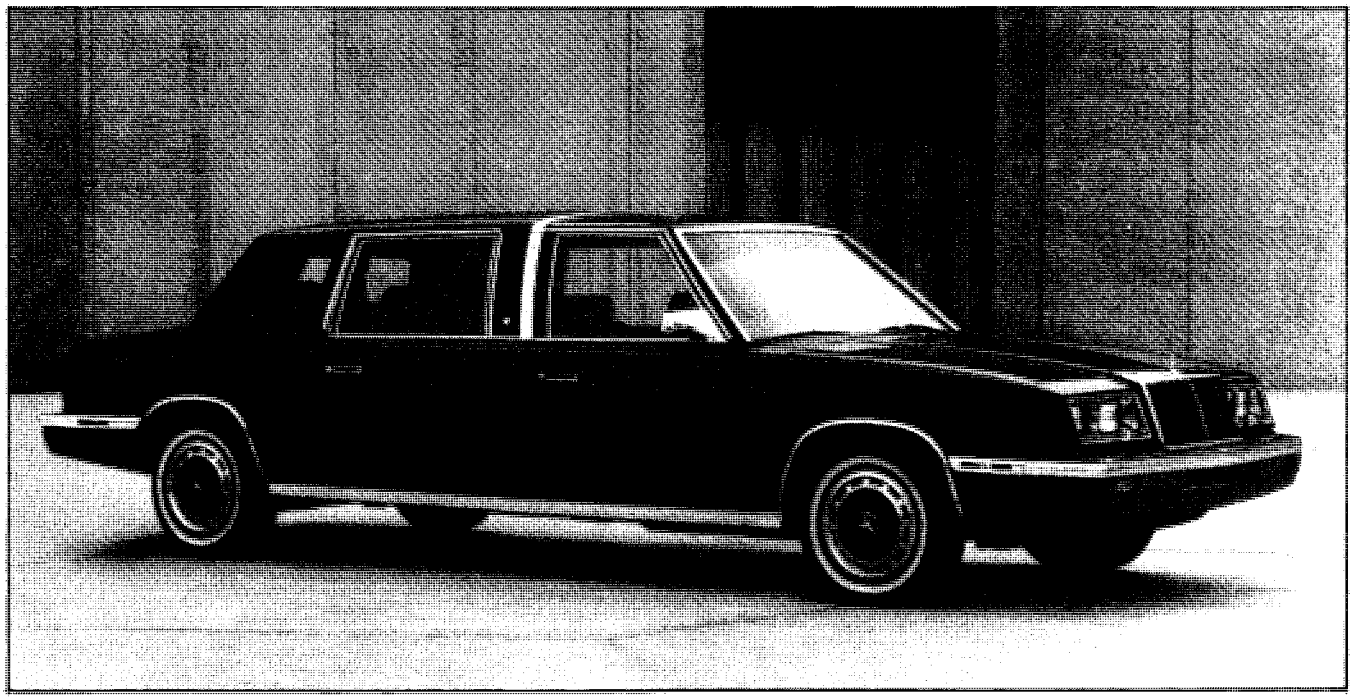


Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

K BODY
LIMOUSINE WELDED PANEL REPLACEMENT

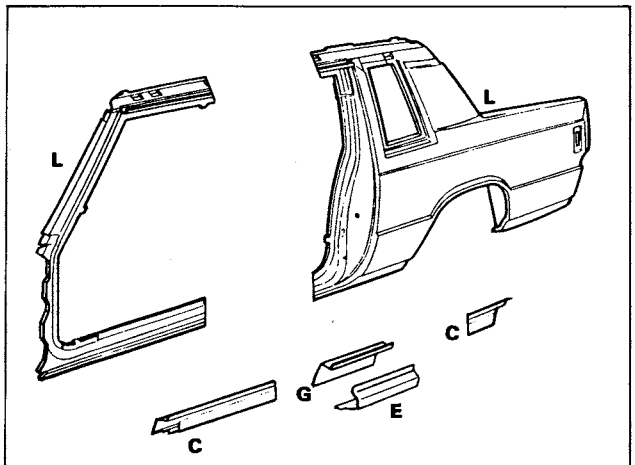


NOTE: To insure the strongest, most durable and cleanest welds possible, do testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.



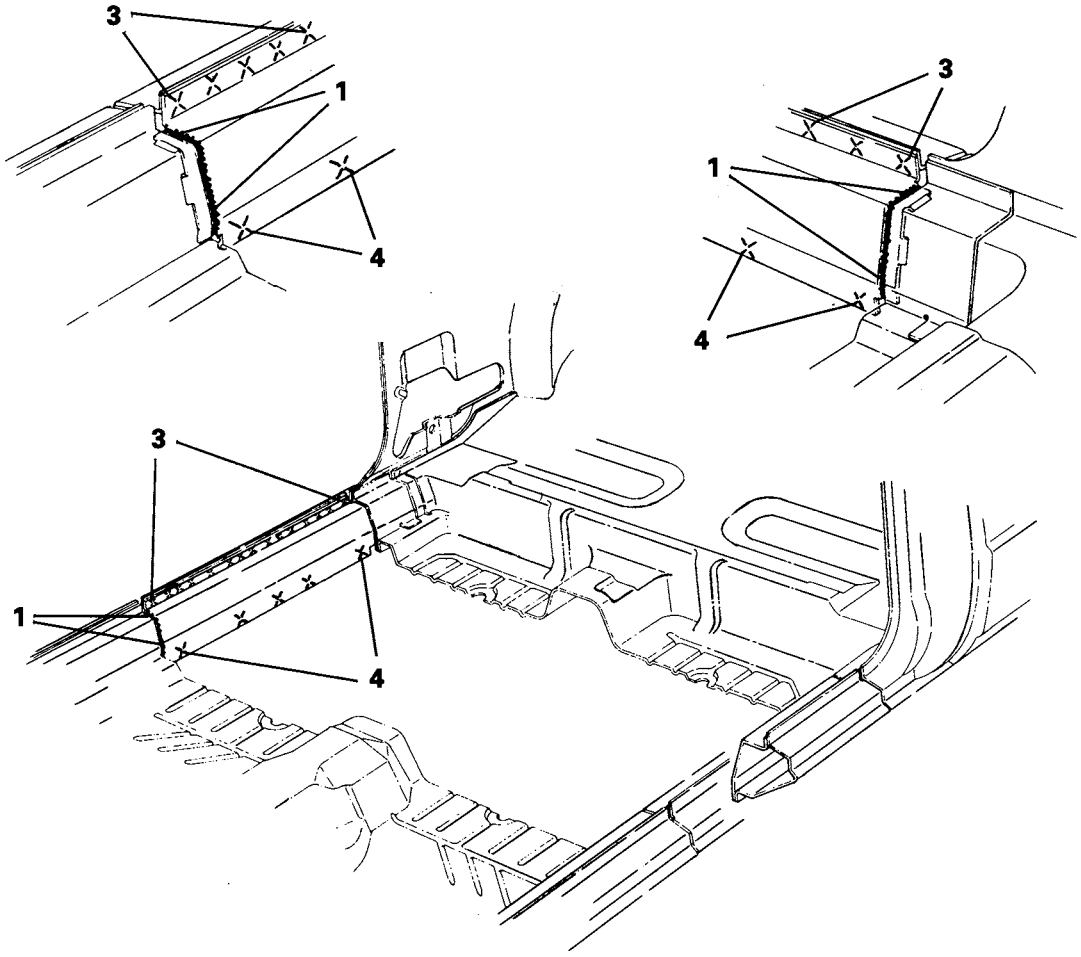
LIMOUSINE

Side Sill



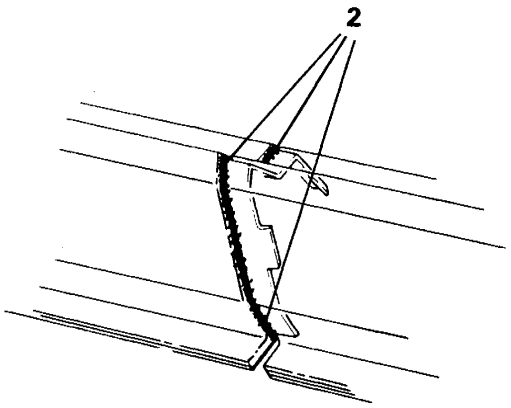
No.	Welded parts	F	R
1	G + C	2 MIG	2 MIG
2	E + L	2 MIG	2 MIG
3	G + E	15	P15
4	G + E	5	P5

No.	Welded parts	F	R



NOTES WITH REGARD TO REPAIR WORK

- If replacing only part of the panel, butt weld over solid structures such as sill reinforcements.
- When making repairs if you stagger the butt welds between inner and outer panels the repair will be stronger.

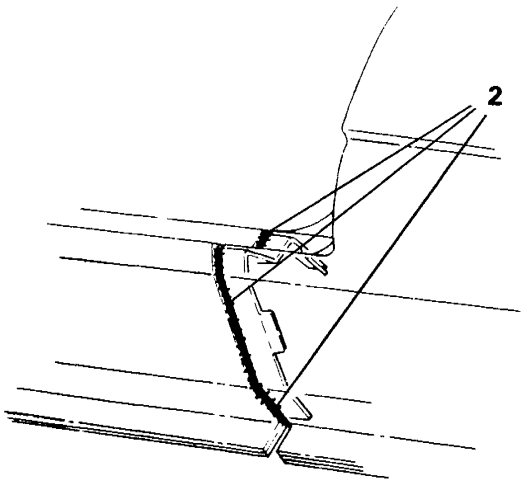


REMOVAL

1. Because the side sill has an extension welded into it you should be aware of where the splice is.
2. Cut and separate the spot-welded locations.
3. Make a clean rough cut and remove the outer panel

INSTALLATION

1. Temporarily mount the side sill outer panel over the old outer panel, and mark the two panels where they will splice the best.
2. Cut the panels so you can butt weld the new panel into place.
3. Plug weld the new panel where it was spot welded previously.
4. Follow the same procedures for the inner side sill.



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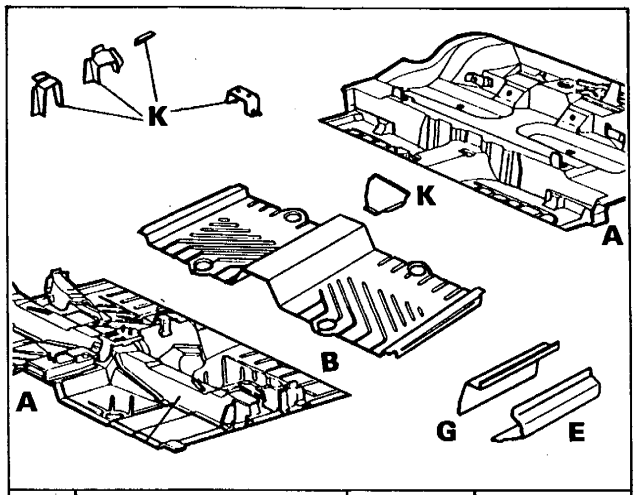
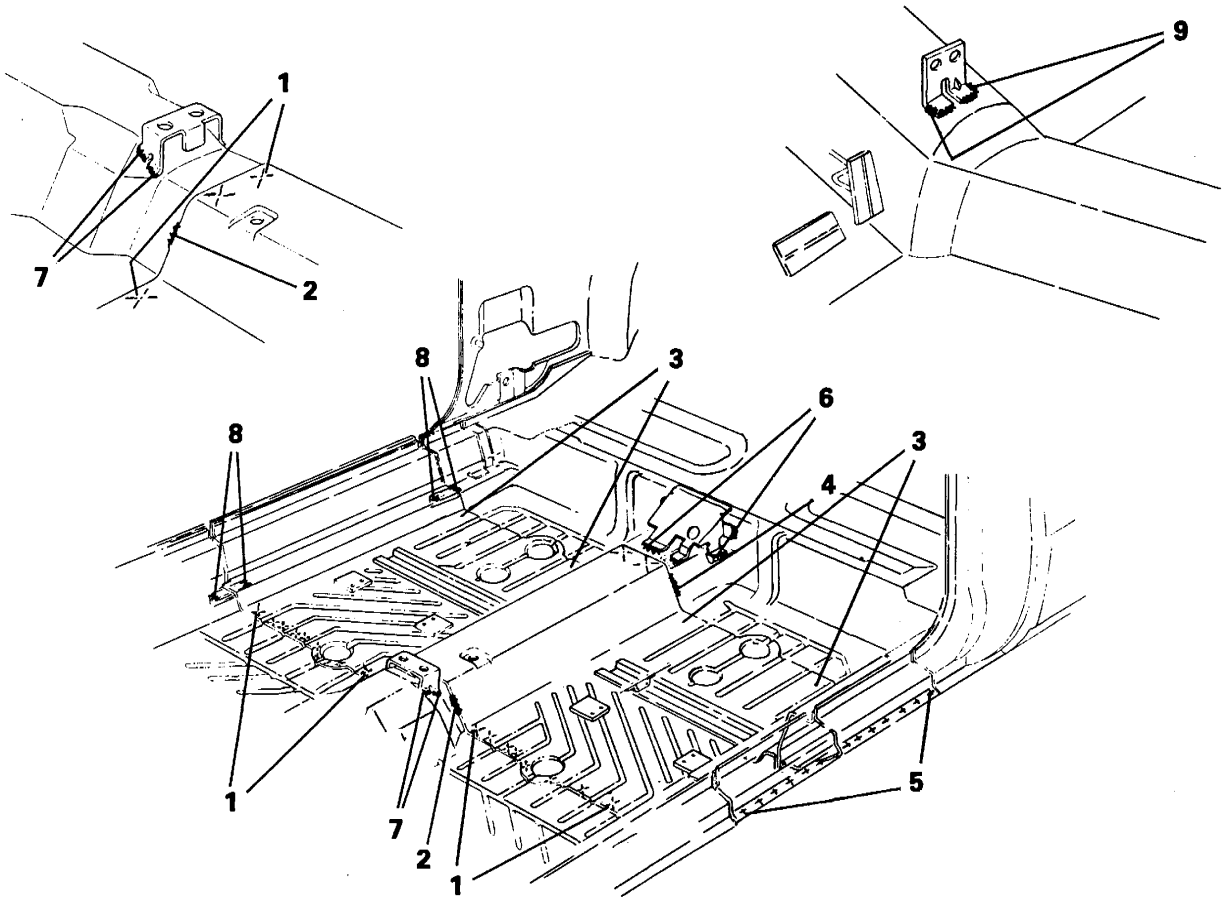
Floor Pan Extension



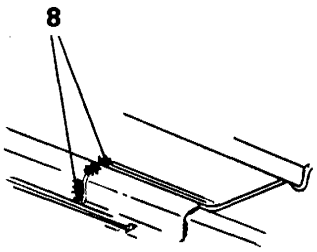
No.	Welded parts	F	R
1	A + B	30	P30
2	A + B	2 MIG	2 MIG
3	A + B	30	P30
4	A + B	2 MIG	2 MIG
5	B + G + E	14	P14
6	A + K	9 MIG	9 MIG
7	A + K	4 MIG	4 MIG
8	A + B + K	4 MIG	4 MIG

No.	Welded parts	F	R
9	A + K	4 MIG	4 MIG



NOTES WITH REGARD TO REPAIR WORK

- Know where brake lines and fuel lines are before you start to cut welds.
- Be very careful when cutting the floor extension not to damage adjacent panels.
- Alignment is extremely critical in this area.

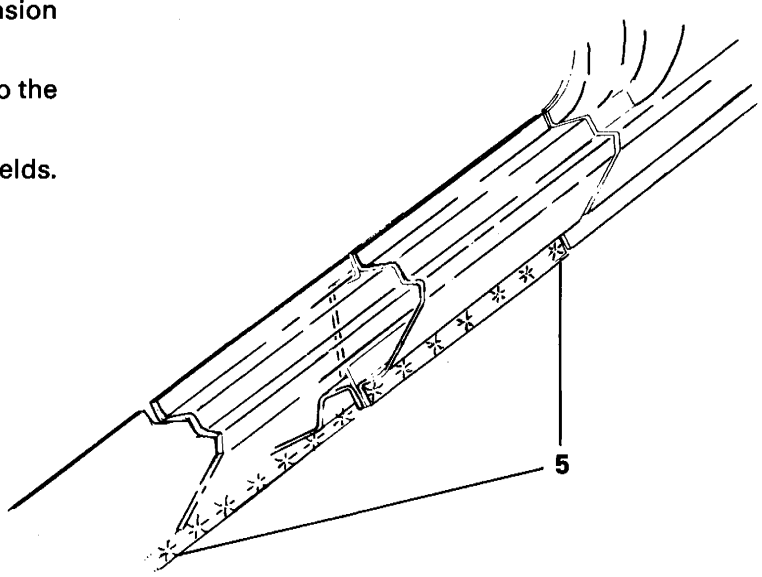


REMOVAL

1. Cut all the spot welds with hole saw or drill as cleanly as possible.
2. Use a die grinder to cut MIG welds, take your time and do a good clean job.
3. Remove floor pan and dolly block all adjacent panels to insure good alignment of new panel.

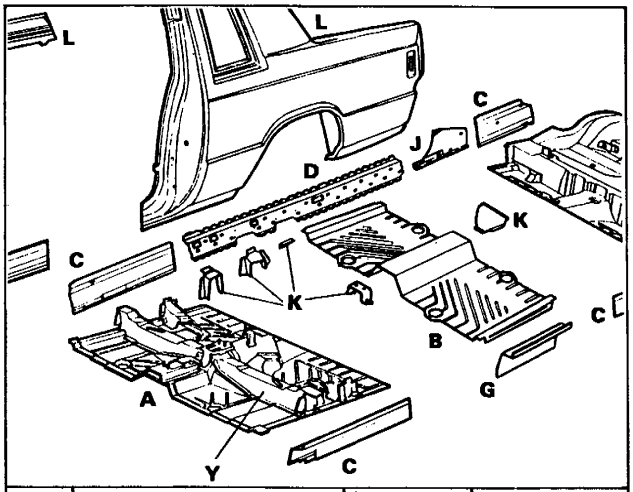
INSTALLATION

1. Temporarily mount new floor pan extension to insure the best fit.
2. Tack weld the new panel into place, then do the plug welds.
3. Complete the welding by doing the MIG welds.



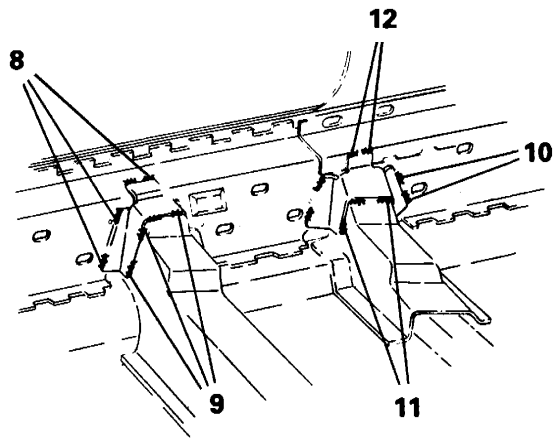
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

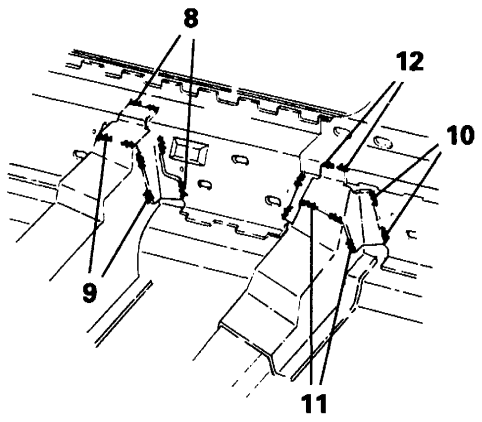
Side Sill Inner



No.	Welded parts	F	R
1	D + J	3 MIG	3 MIG
2	D + J	3 MIG	3 MIG
3	J + L	2	P2
4	J + X	1 MIG	1 MIG
5	J+ X	3 MIG	3 MIG
6	J + X	1 MIG	1 MIG
7	J + X	1 MIG	1 MIG
8	D + K	6 MIG	6 MIG

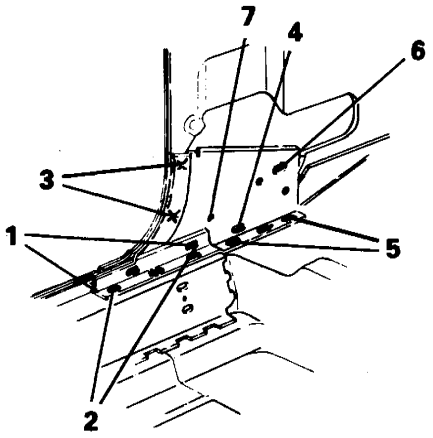
No.	Welded parts	F	R
9	K + Y	6 MIG	6 MIG
10	K + D	4 MIG	4 MIG
11	K + Y	4 MIG	4 MIG
12	K + D + J	2 MIG	2 MIG
13	D + J + G + C + A	MIG	MIG
	+ B		





NOTES WITH REGARD TO REPAIR WORK

- When cutting MIG welds always wear safety glasses as well as all other protective clothing and use proper procedures.
- Be careful to cut only the MIG welds and don't damage any adjacent panels.

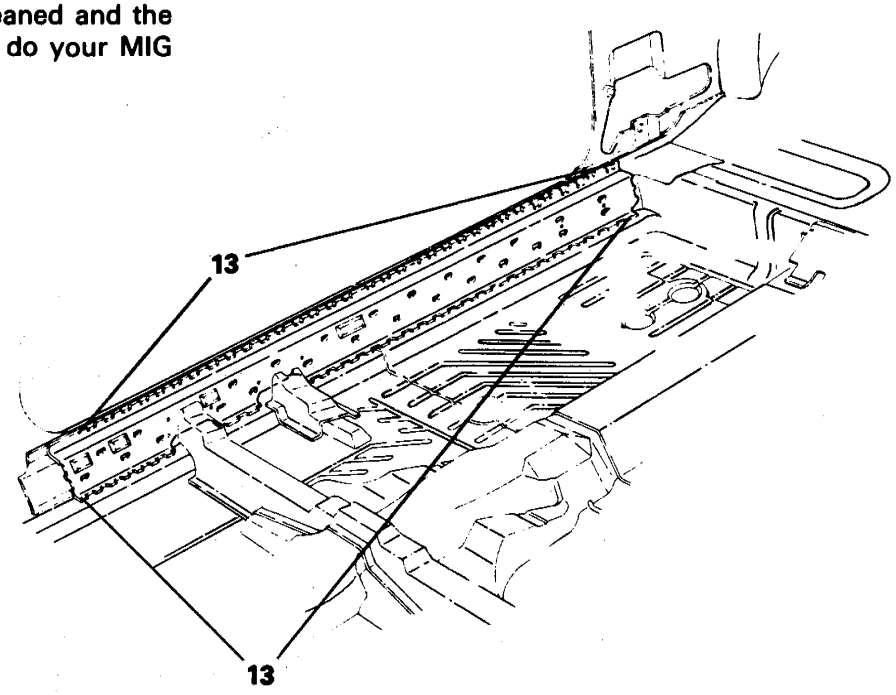


REMOVAL

1. After all MIG welds are cut, remove the damaged part.
2. At this time repair or straighten any adjacent panels.

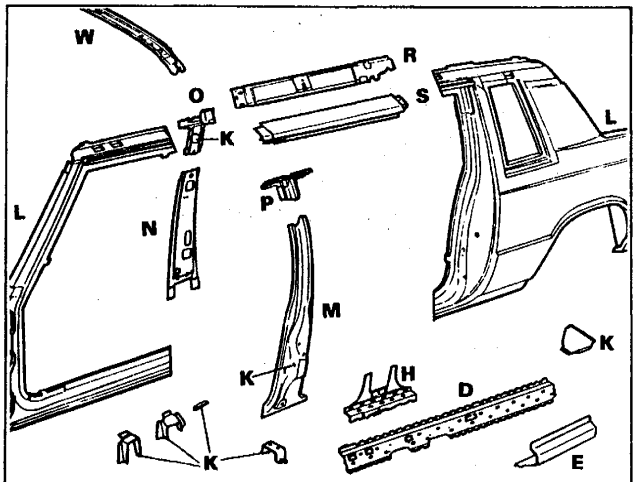
INSTALLATION

1. After all mating surfaces are cleaned and the new part is fitted into position, do your MIG welding.



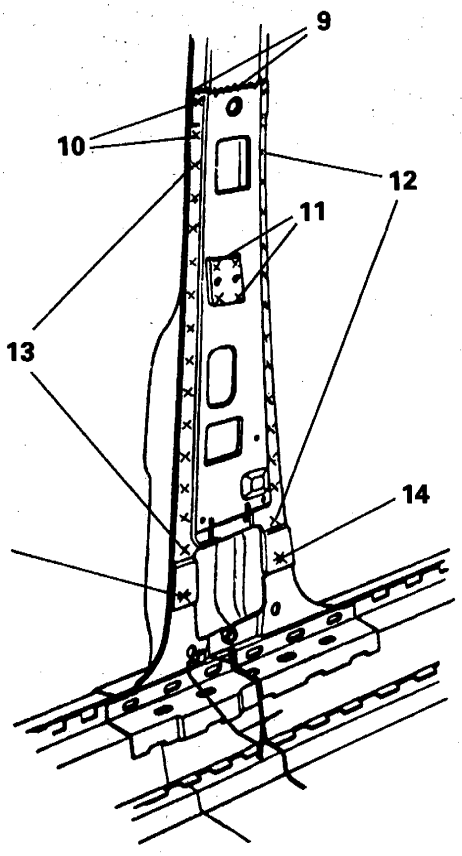
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

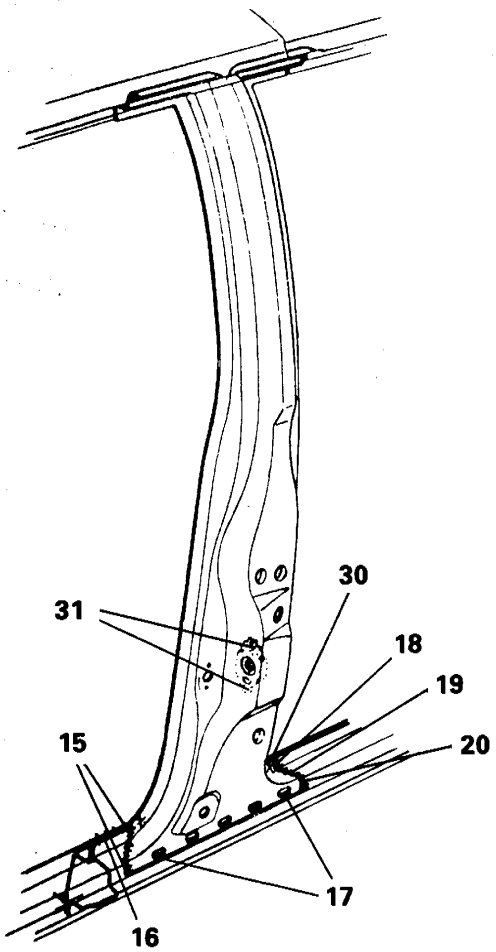
B Pillar



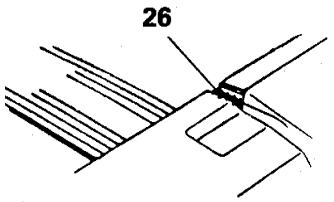
No.	Welded parts	F	R
1	P + S	1 MIG	1 MIG
2	P + S	4 MIG	4 MIG
3	P + S	3	P3
4	M + H + N	8	P8
5	P + S	1 MIG	1 MIG
6	P + S	1 MIG	1 MIG
7	H + D	16 MIG	16 MIG
8	H + D	2 MIG	2 MIG

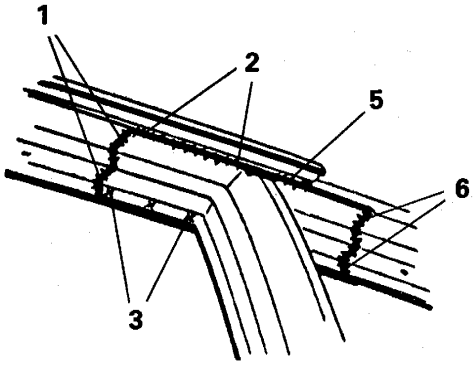
No.	Welded parts	F	R
9	O + N	3 MIG	3 MIG
10	N + M	2	P2
11	K + N	4	P4
12	N + M	14	P14
13	N + M	14	P14
14	N + M + H	2	P2
15	M + L	2 MIG	2 MIG
16	M + L	1 MIG	1 MIG
17	M + L + E	5 MIG	5 MIG
18	M + E	1 MIG	1 MIG
19	M + E	1 MIG	1 MIG
20	M + E	1 MIG	1 MIG
21	O + R	1	P1
22	O + R	5 MIG	5 MIG
23	W + R	2 MIG	2 MIG
24	W + R + O	2 MIG	2 MIG
25	W + R + O	1 MIG	1 MIG
26	R + L	1 MIG	1 MIG
27	O + S	1	P1
28	O + P	7	P7
29	O + K	2	P2





No.	Welded parts	F	R
30	M + N + H	2	P2
31	M + K	3	P3



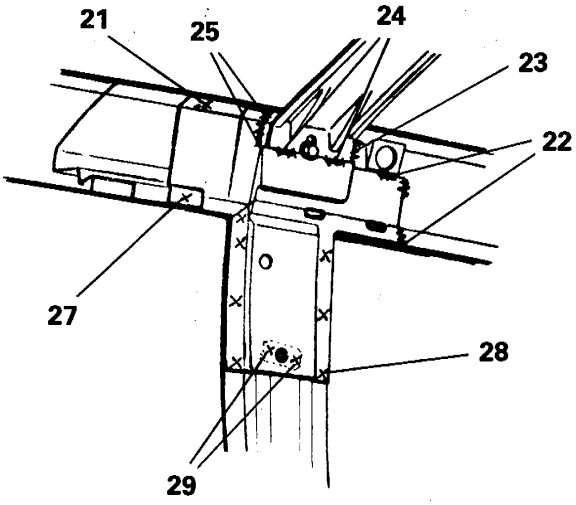


NOTES WITH REGARD TO REPAIR WORK

- For the outside pillar, drill 1-8" holes in the center of each spot weld as a guide for a 5/16 to 3/8 hole saw.
- Use a die grinder to cut all MIG welds.

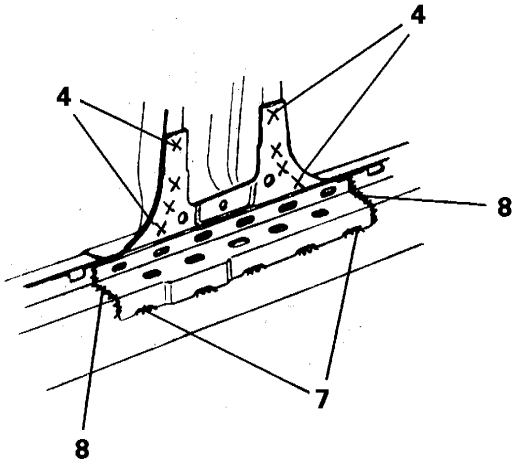
REMOVAL

1. After all the spot welds and MIG welds are cut, the center pillar will come right out.
2. Clean all mating surfaces to ensure a good fit of the new panel.



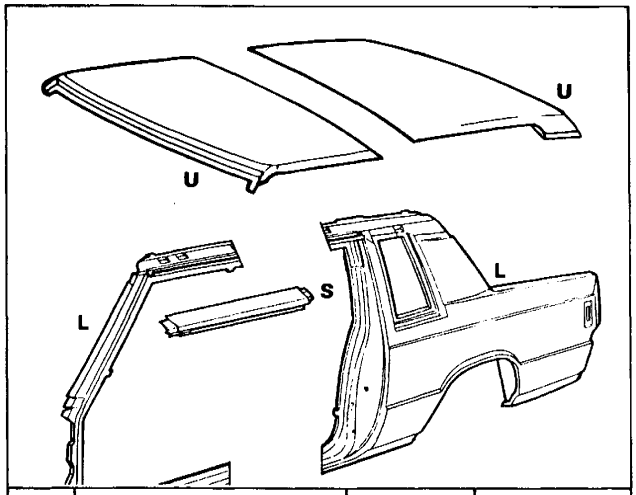
INSTALLATION

1. After placing holes in the new part for the plug welds, fit the part into position.
2. Plug weld the new center pillar into place.
3. Spray anti-corrosion agent onto the new welds and inner surfaces.



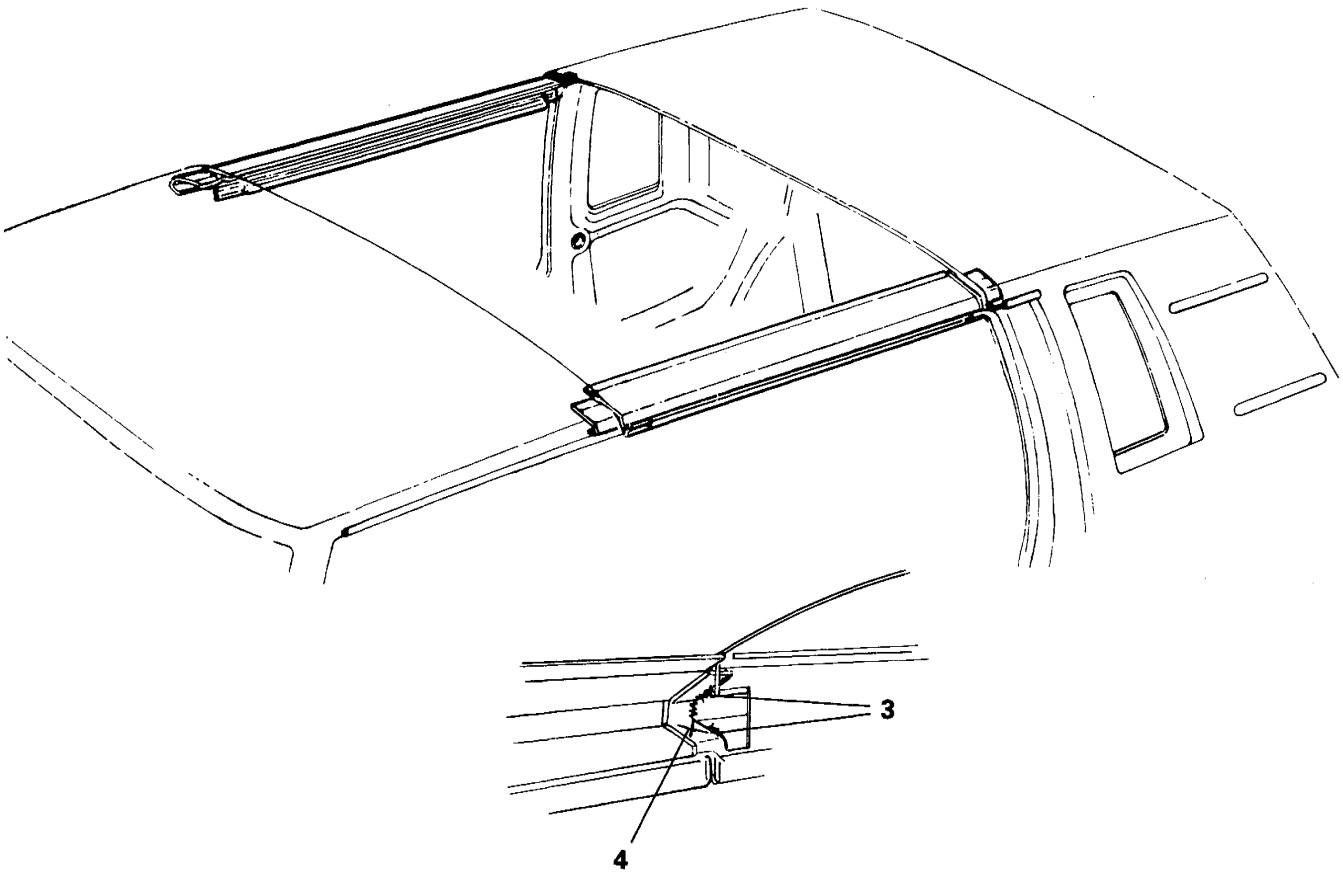
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

Outer Side Rail Reinforcement



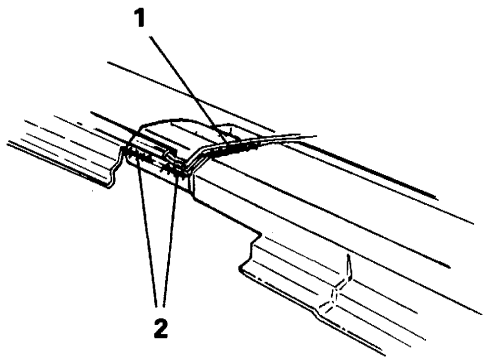
No.	Welded parts	F	R
1	S + L	1 MIG	1 MIG
2	S + L	2 MIG	2 MIG
3	S + L	3 MIG	3 MIG
4	S + L	1	P1
5	S + L	1 MIG	1 MIG
6	S + L	1 MIG	1 MIG
7	S + L	1 MIG	1 MIG
8	S + L	1 MIG	1 MIG

No.	Welded parts	F	R
9	S + L	2 MIG	2 MIG
10	S + L	3	P3



NOTES WITH REGARD TO REPAIR WORK

- This part is not accessible without taking the parts off.

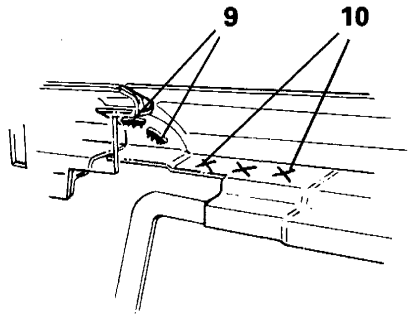


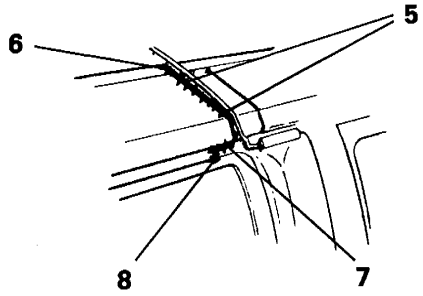
REMOVAL

1. Cut and separate spot weld locations.
2. Use a die grinder to cut away MIG welds.
3. Remove the reinforcement with as little damage to adjacent panels as possible.

INSTALLATION

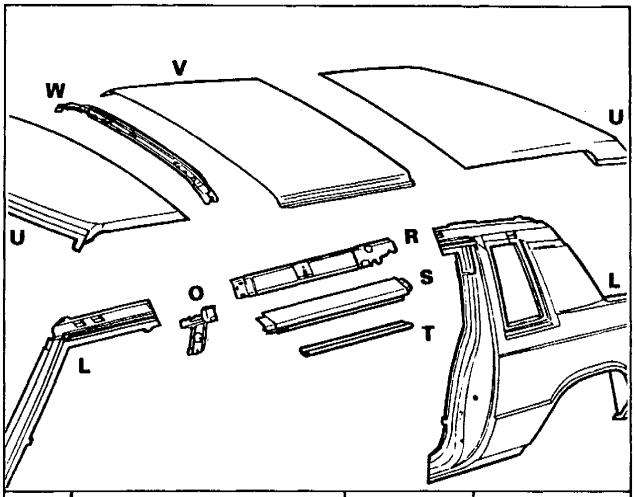
1. Straighten all adjacent panels in preparation for the new parts.
2. Fit the new part and do the plug welds. Then the MIG stitches.





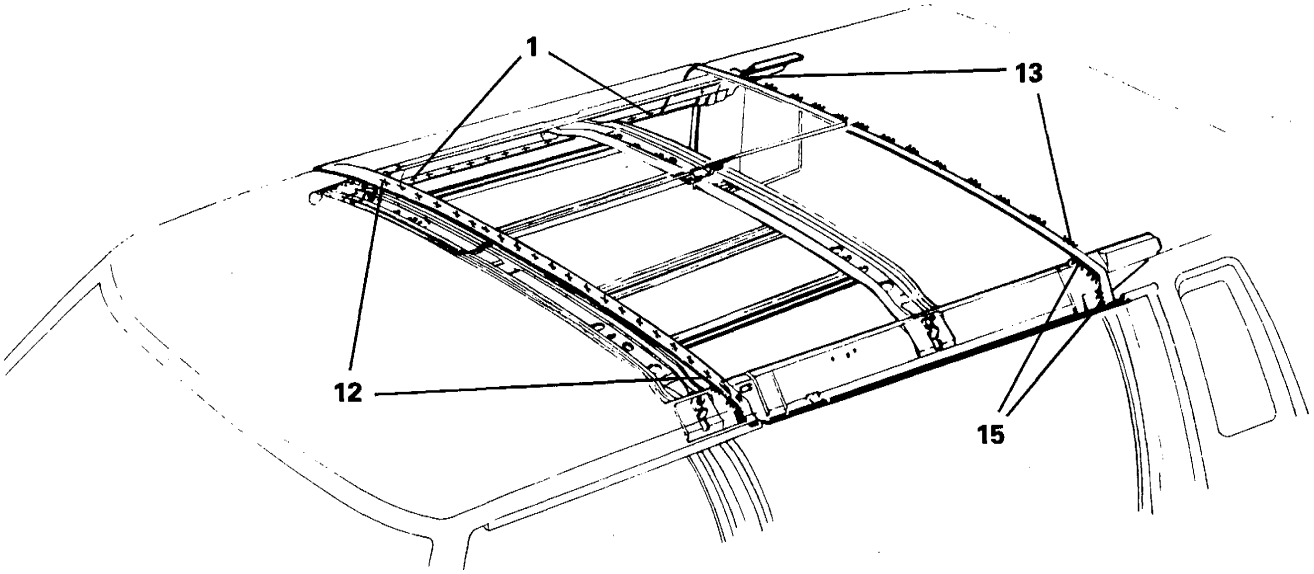
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

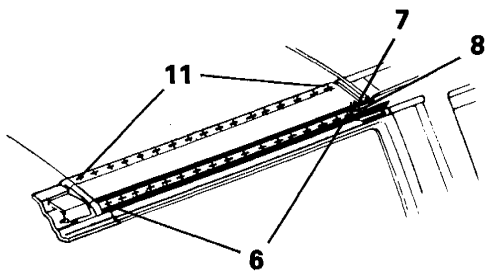
Roof Panel Extension

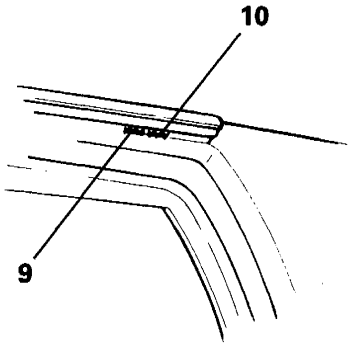


No.	Welded parts	F	R
1	R + S	13	P13
2	R + S	9 MIG	9 MIG
3	R + S	1 MIG	1 MIG
4	R + O	3 MIG	3 MIG
5	R + O	1	P1
6	T + S	17	P17
7	T + S + L	1 MIG	1 MIG
8	T + S + L	1	P1

No.	Welded parts	F	R
9	T + S	1 MIG	1 MIG
10	T + L	1 MIG	1 MIG
11	R + S	17	P17
12	V + U	20	P20
13	V + U	13 MIG	13 MIG
14	W + U + V	14 MIG	14 MIG
15	V + U + L	3 MIG	3 MIG
16	V + T	16	P16
17	V + T	2	P2

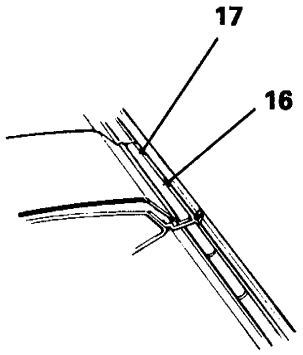






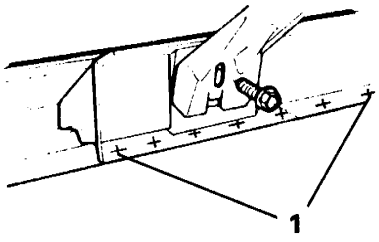
NOTES WITH REGARD TO REPAIR WORK

- Take care when handling a roof panel. The panels are sometimes damaged as much by an aggressive technician as by a collision.
- Make sure to use a good recommended adhesive for the roof bows.



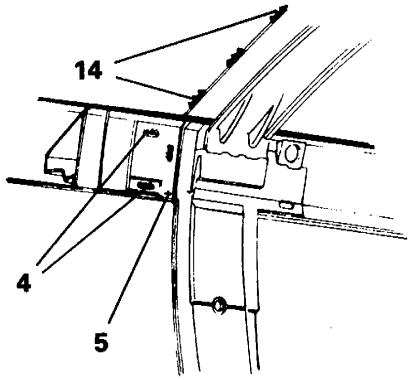
REMOVAL

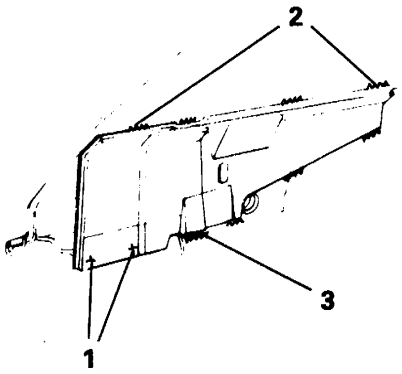
1. Cut and separate the spot-welded, MIG welded and brazed locations, being careful not to damage any other panels.
2. Heat the top of the roof panel at the roof bows where it has adhesives applied. It will make it easier to remove.
3. Remove the roof panel.
4. Remove any old adhesive on roof bows, using a mule skinner's wire brush or something as aggressive.



INSTALLATION

1. Temporarily mount the new roof panel onto the body and mark the location where it is going to be mounted.
2. Use the old roof panel as a templet to mark locations for plug welds on the new roof panel.
3. Apply the adhesive to the roof bows and place roof panel into position as marked previously.
4. After a double check for alignment, clamp panel down.
5. Plug weld the roof into place.
6. Put the MIG welds at locations showing in the welding charts.

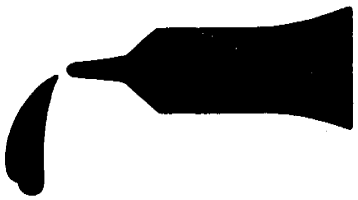




Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

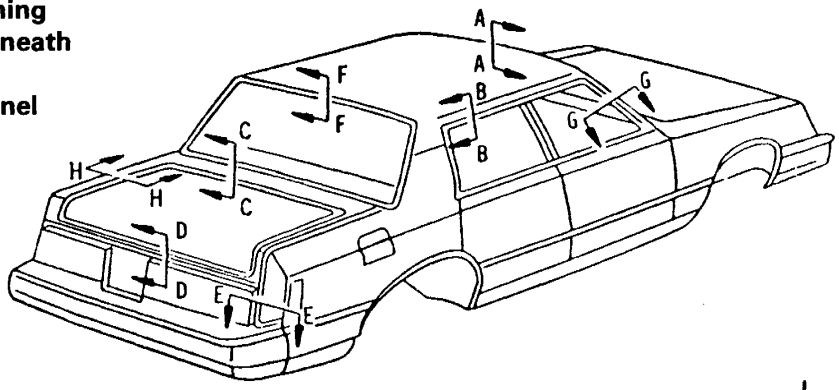
K BODY

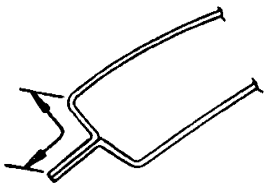
EXECUTIVE & LIMOUSINE BODY SEALING LOCATIONS



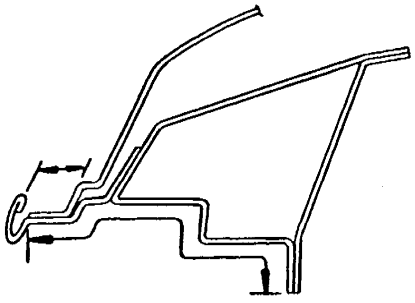
A and F — Windshield and backlite opening
B — Roof side drain trough top and underneath
C — Deck opening upper panel
D — Deck and liftgate opening lower panel
E — Tail light/qtr. panel ext. area
G — Door openings
H — Trough deck side drain

Sealers on the Executive are the same as on the Limousine.

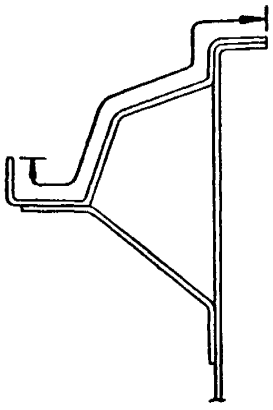




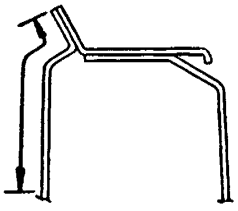
A & F



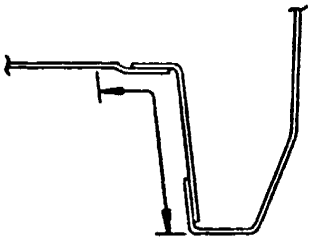
B



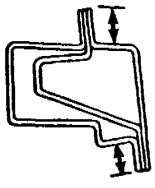
C



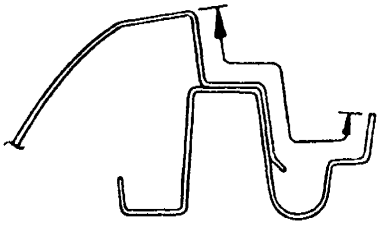
D



E

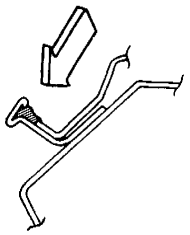


G

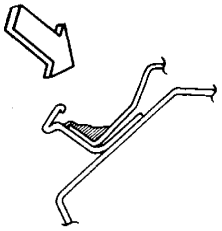


H

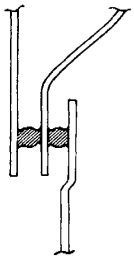
METHODS OF APPLYING AUTO BODY SEALANT



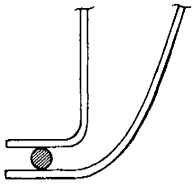
Hold gun nozzle in direction of arrow in order to effectively seal metal joints.



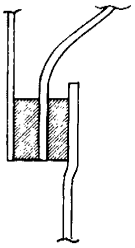
Do not hold gun nozzle in direction of arrow. Sealer applied as shown is ineffective.



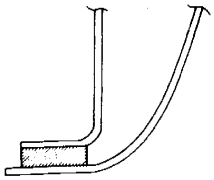
3 metal thickness



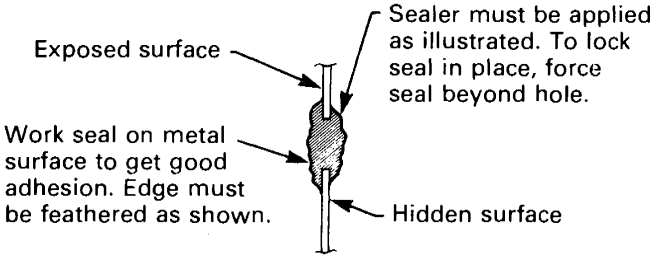
2 metal thickness

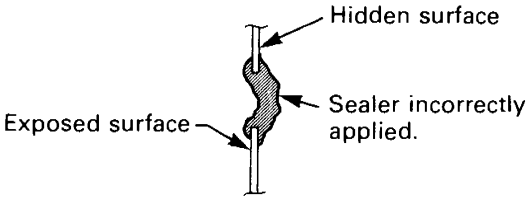


3 metal thickness



2 metal thickness

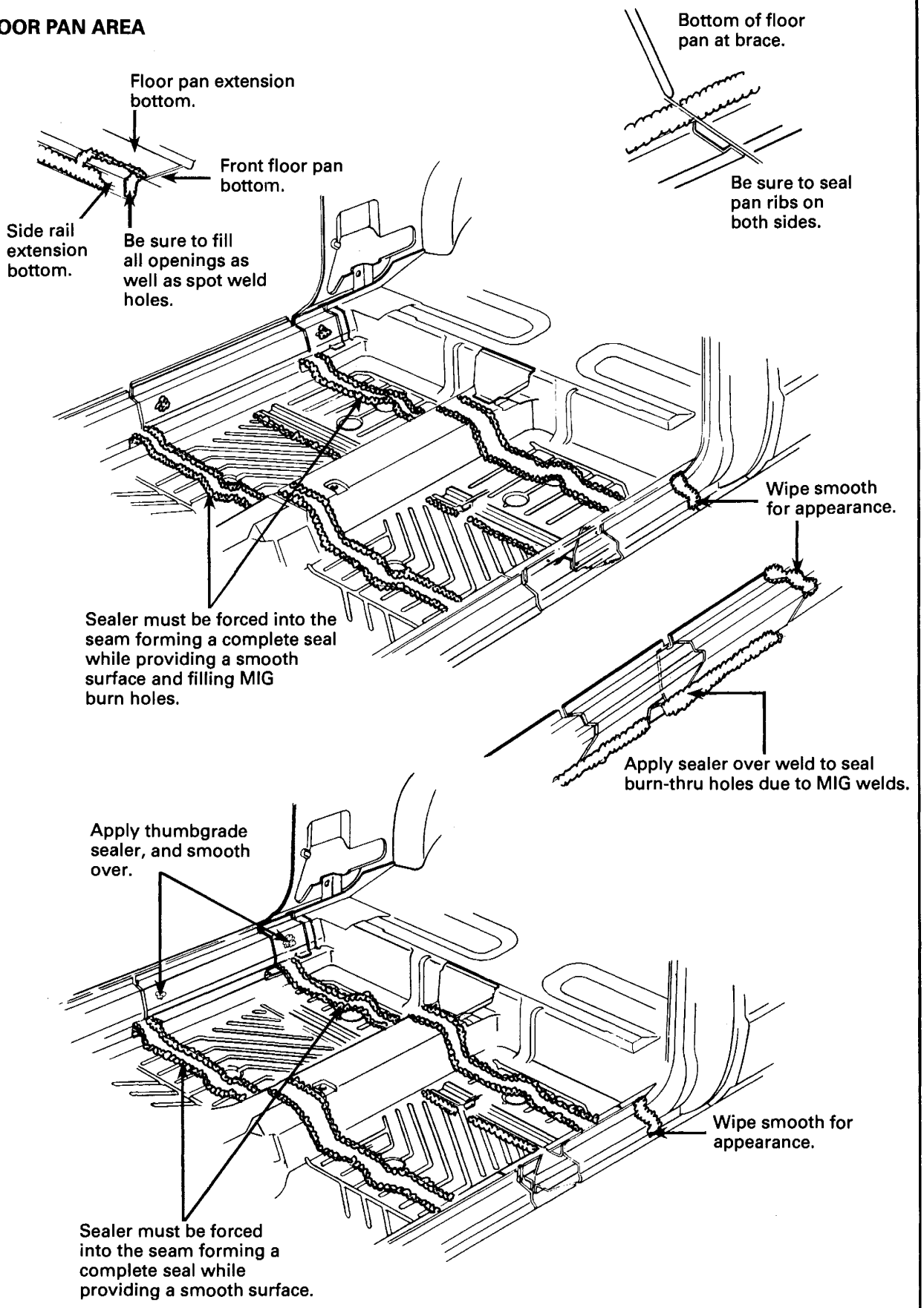




Symbols

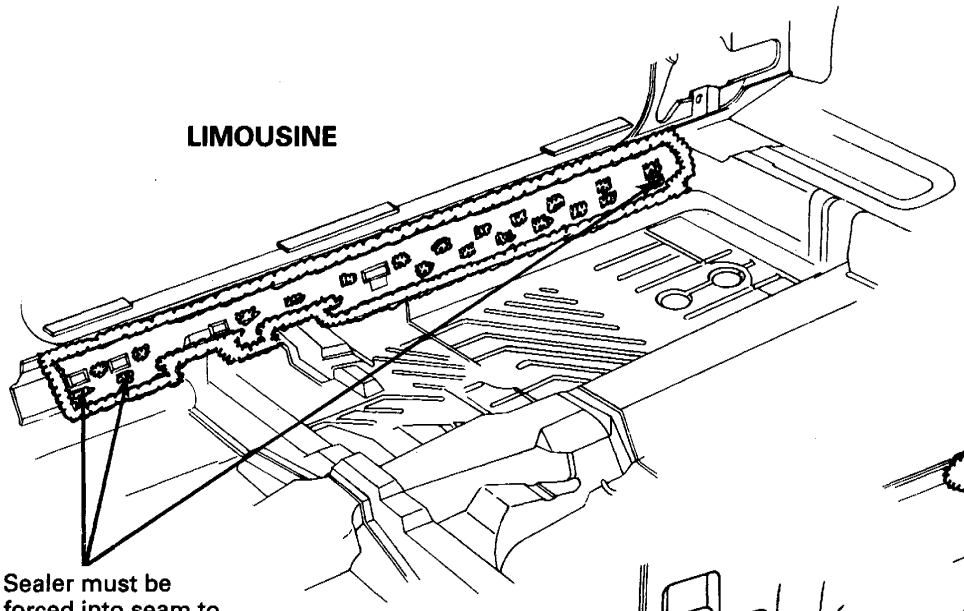
	Extrudable thermoplastic
	Exposed sealant
zzzzzzzz	Hidden sealant

FLOOR PAN AREA

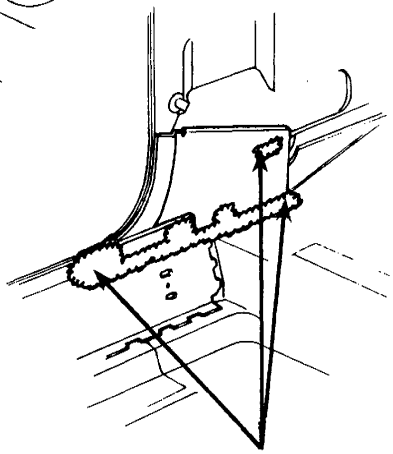


Body Sealing Locations

LIMOUSINE

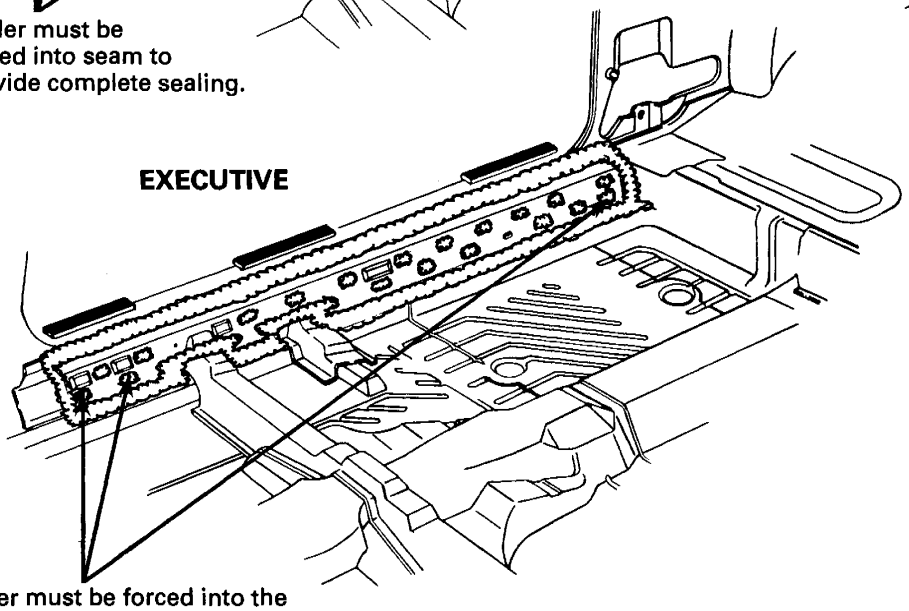


Sealer must be forced into seam to provide complete sealing.

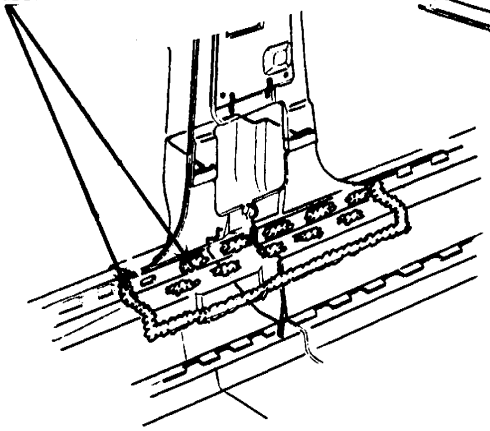


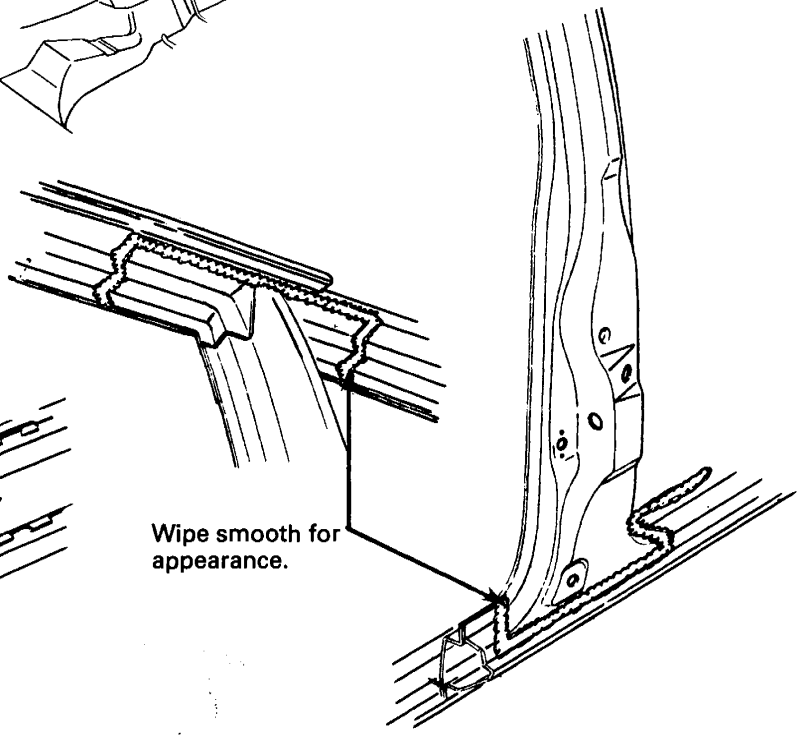
Press into joint and smooth to surface.

EXECUTIVE



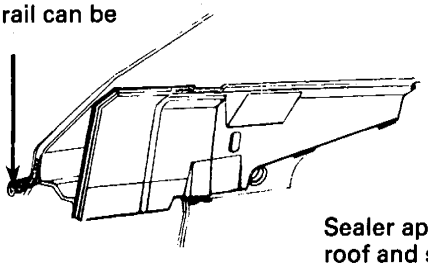
Sealer must be forced into the seam forming a complete seal while providing a smooth surface and filling MIG burn holes.



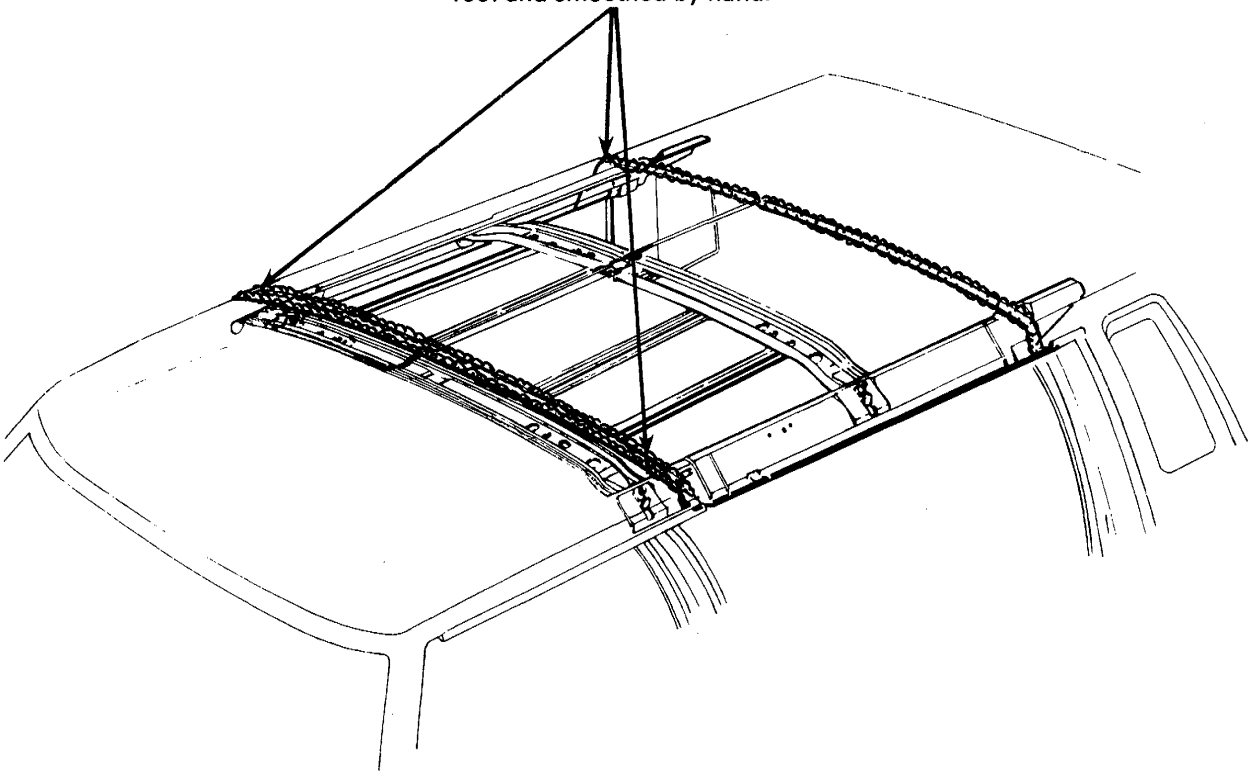


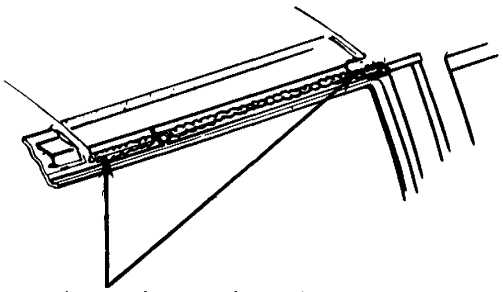
Wipe smooth for appearance.

Wipe sealer into outboard corner, remove excess sealer so that drip rail can be attached.



Sealer applied to underside of roof and smoothed by hand.

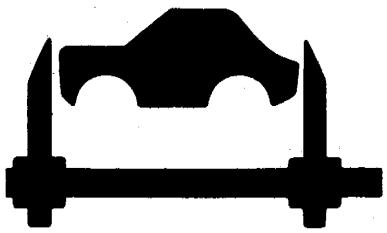


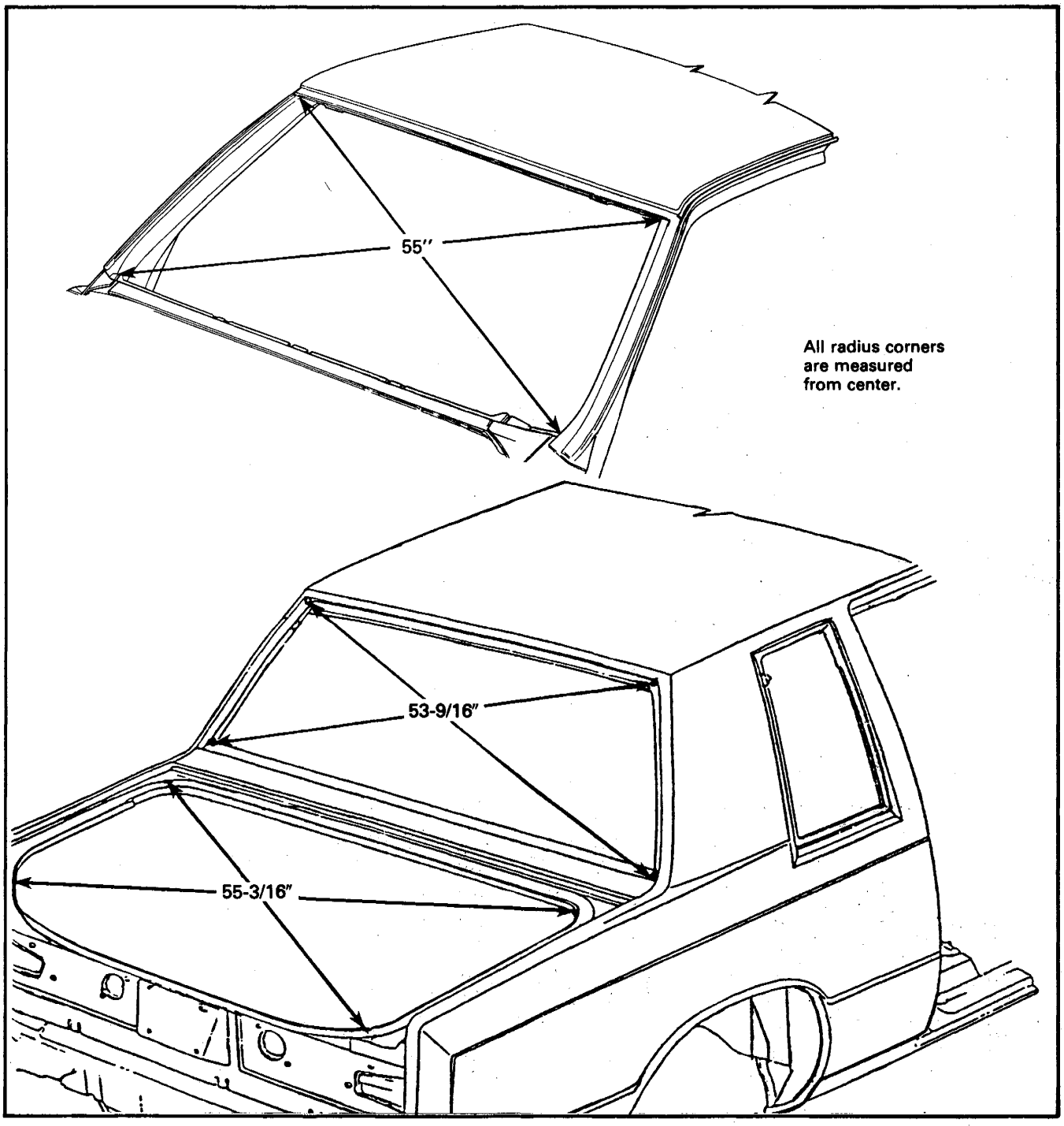


Sealer applied before roof panel extension is locked into place.

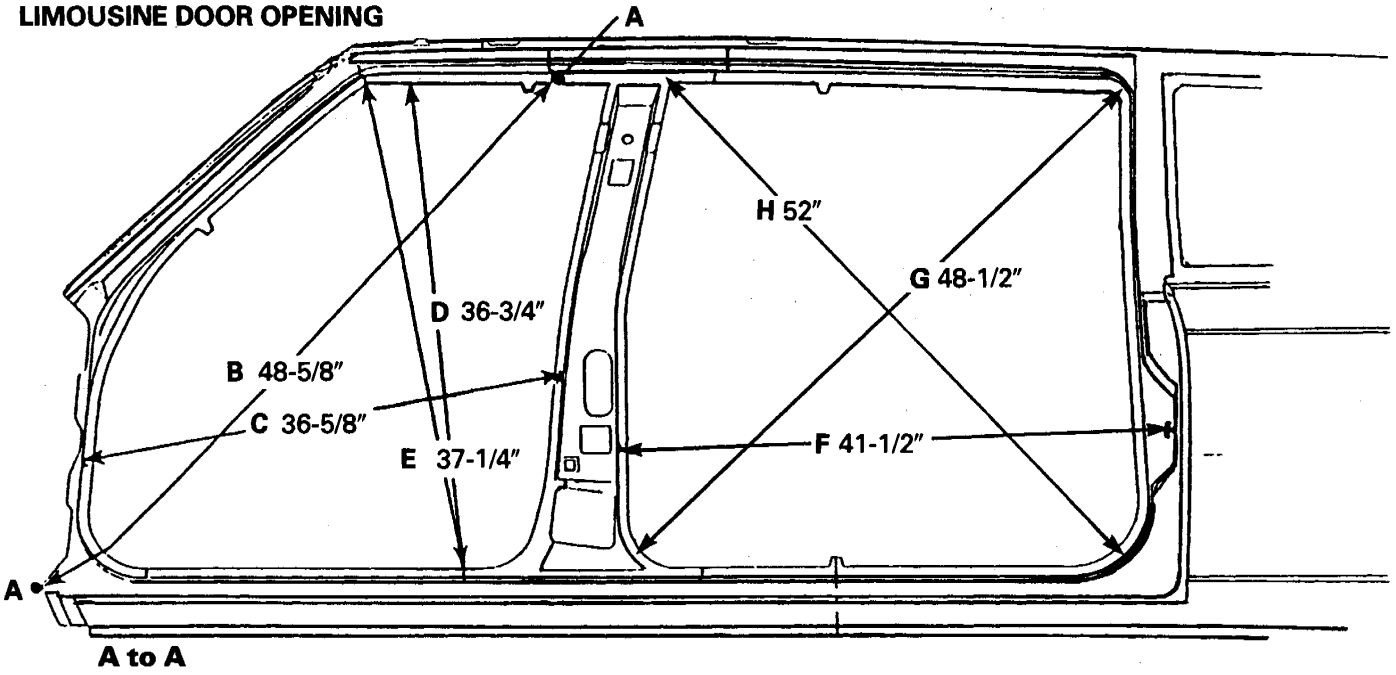
K BODY

EXECUTIVE & LIMOUSINE BODY DIMENSIONS & SPECIFICATIONS





LIMOUSINE DOOR OPENING



A. From front edge of side aperture and front edge of B pillar.

B. From center of radius to front edge of B pillar.

C. Top edge of dome switch to top edge of striker plate.

D. Edge of inner A pillar to bottom edge of B pillar.

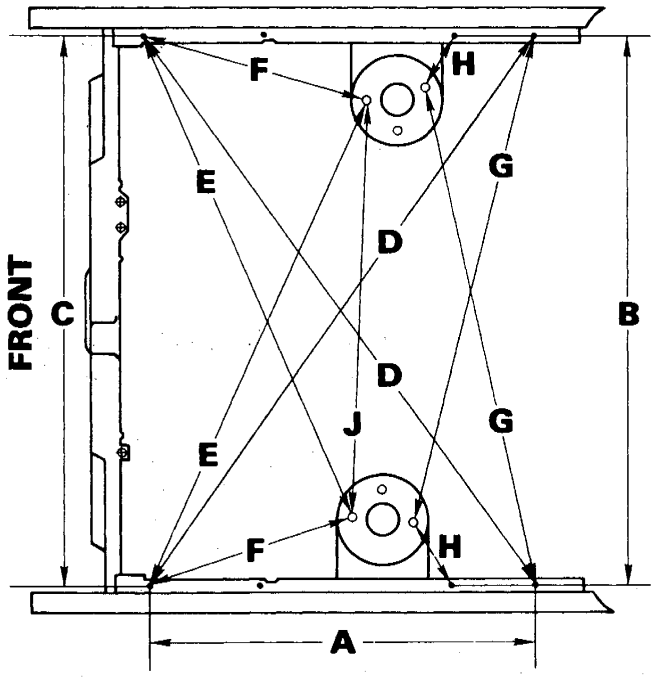
E. From center of radius to bottom edge of B pillar.

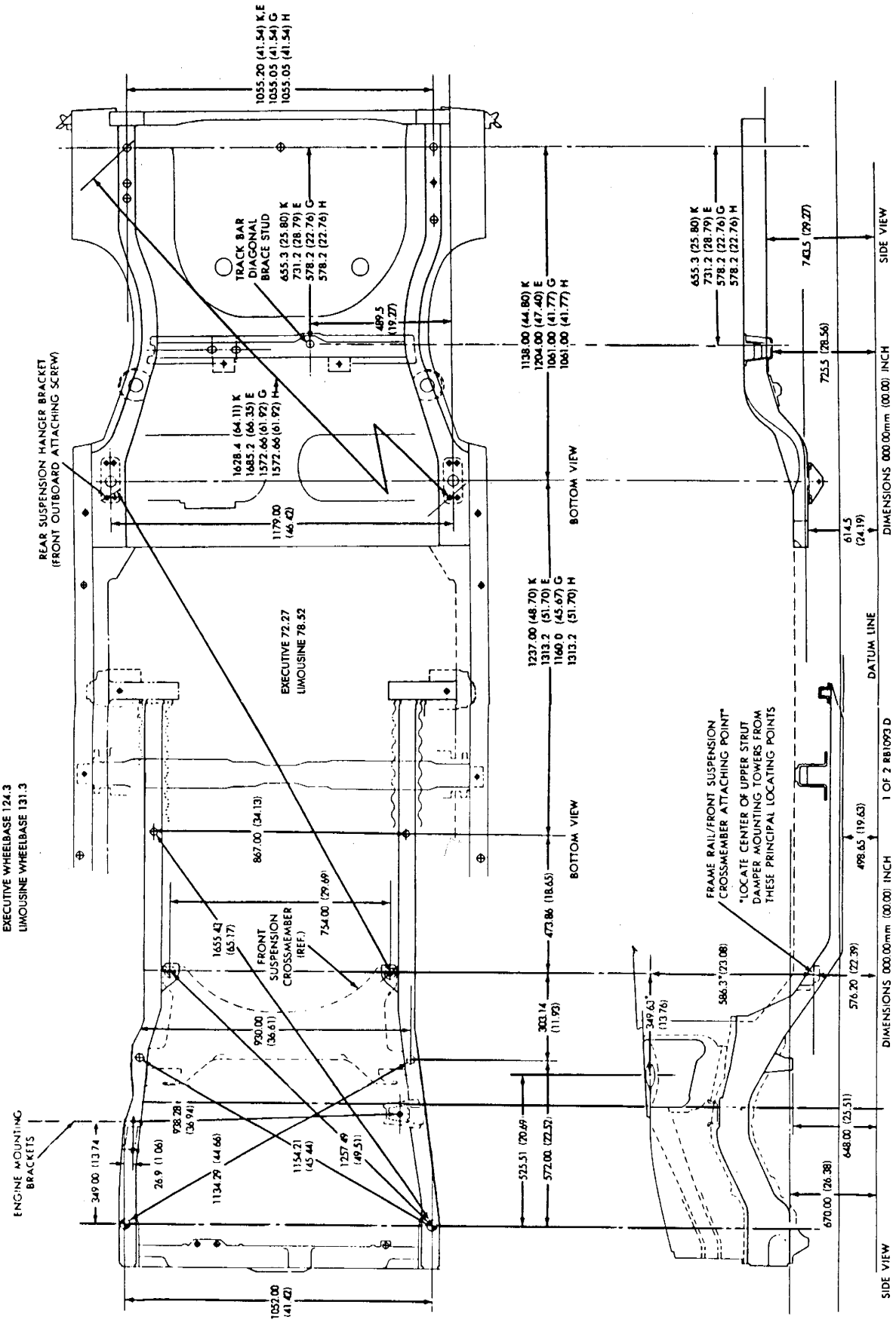
F. Top of dome switch to top of striker plate.

G. Center of radius at top of opening to center of radius at bottom of opening.

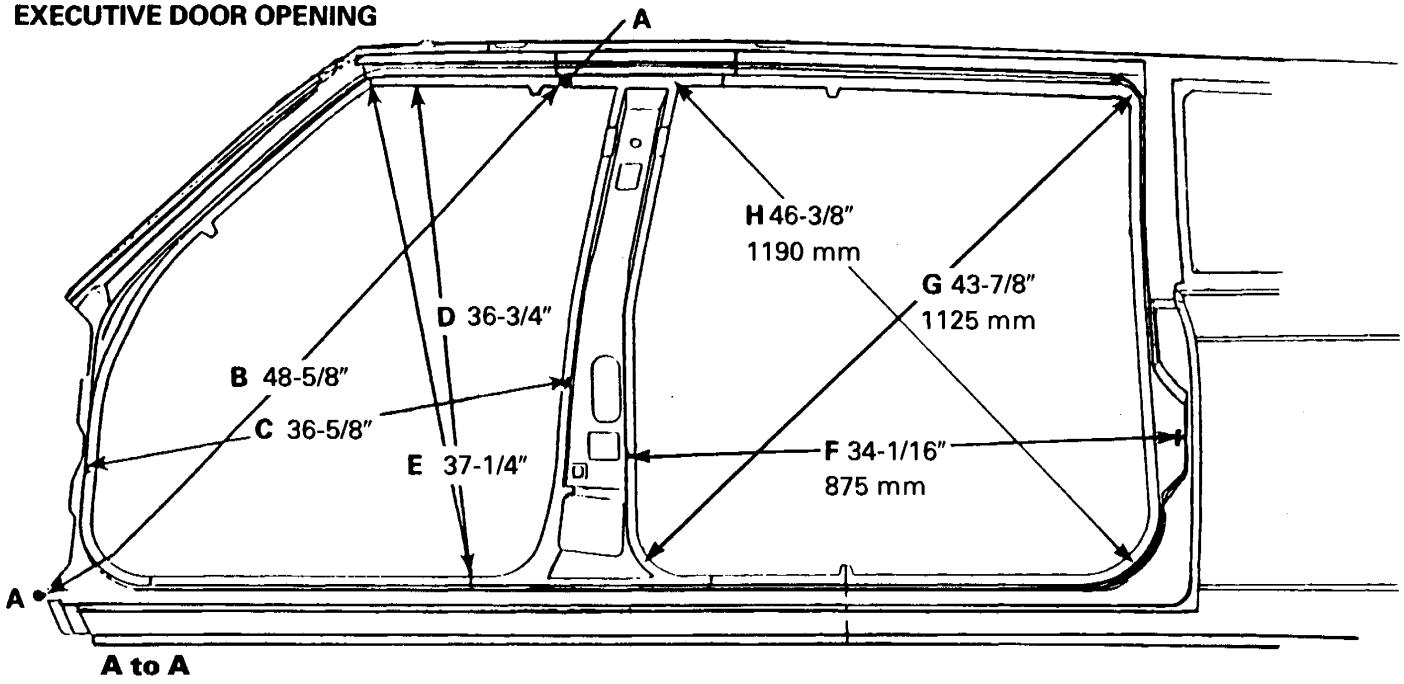
H. Center of radius at top of opening to center of radius at bottom of opening.

A. 40-1/16
B. 56-1/4
C. 55-1/4
D. 68-5/8
E. 53-5/8
F. 23-1/2
G. 49-1/4
H. 7-5/8
J. 42-1/4




EXECUTIVE WHEELBASE 124.3
LIMOUSINE WHEELBASE 131.3
REAR SUSPENSION HANGER BRACKET (FRONT OUTBOARD ATTACHING SCREW)
ENGINE MOUNTING BRACKETS
TRACK BAR DIAGONAL BRACE STUD
FRONT SUSPENSION CROSSMEMBER (REF.)
EXECUTIVE 72.27
LIMOUSINE 78.52
FRAME RAIL/FRONT SUSPENSION CROSSMEMBER ATTACHING POINT*
*LOCATE CENTER OF UPPER STRUT DAMPER MOUNTING TOWERS FROM THESE PRINCIPAL LOCATING POINTS
DATUM LINE
BOTTOM VIEW
SIDE VIEW
DIMENSIONS 000.00mm (00.00) INCH
1 OF 2 RB1093 D

EXECUTIVE DOOR OPENING



A to A

A. From front edge of side aperture and front edge of B pillar.

B. From center of radius to front edge of B pillar.

C. Top edge of dome switch to top edge of striker plate.

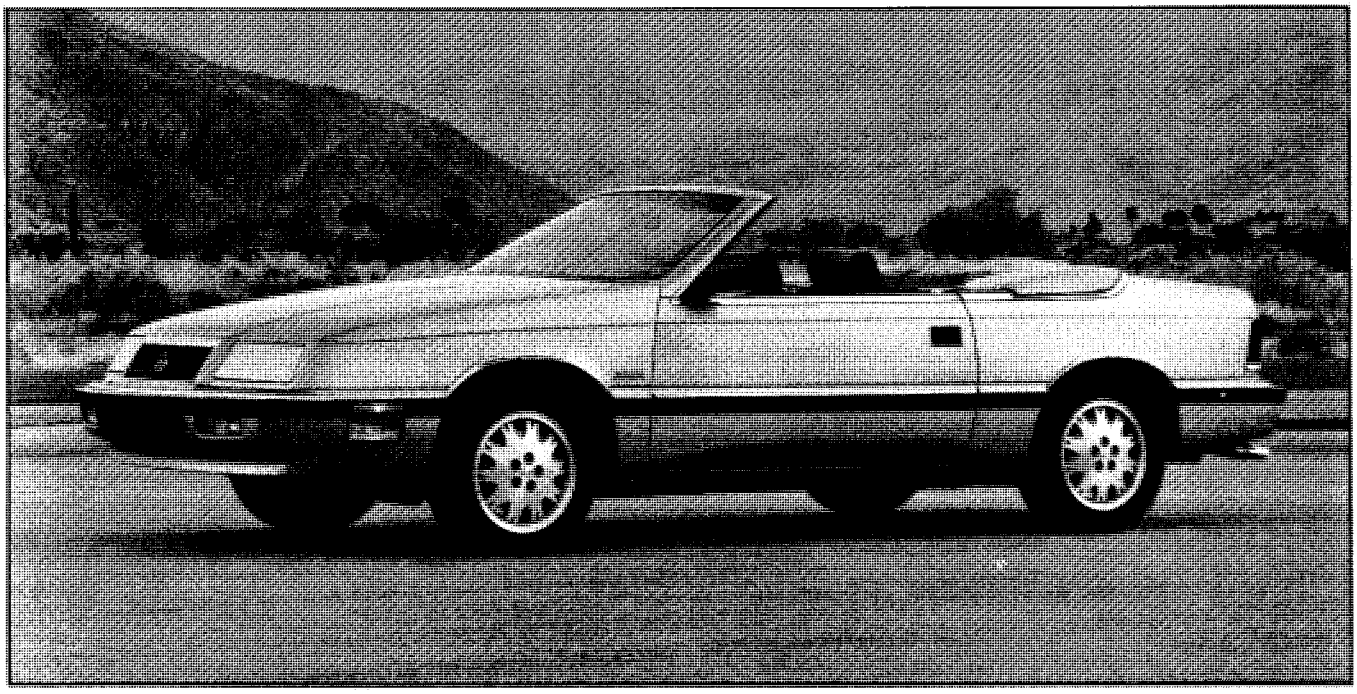
D. Edge of inner A pillar to bottom edge of B pillar.

E. From center of radius to bottom edge of B pillar.

F. Top of dome switch to top of striker plate.

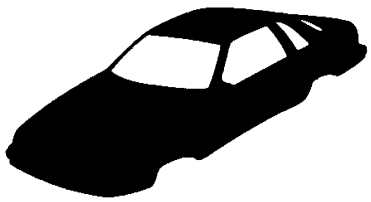
G. Center of radius at top of opening to center of radius at bottom of opening.

H. Center of radius at top of opening to center of radius at bottom of opening.



NOTE: More J Body information can be found in the Unibody Repair Publication #81-699-7028.

J BODY
CONVERTIBLE
INTRODUCTION



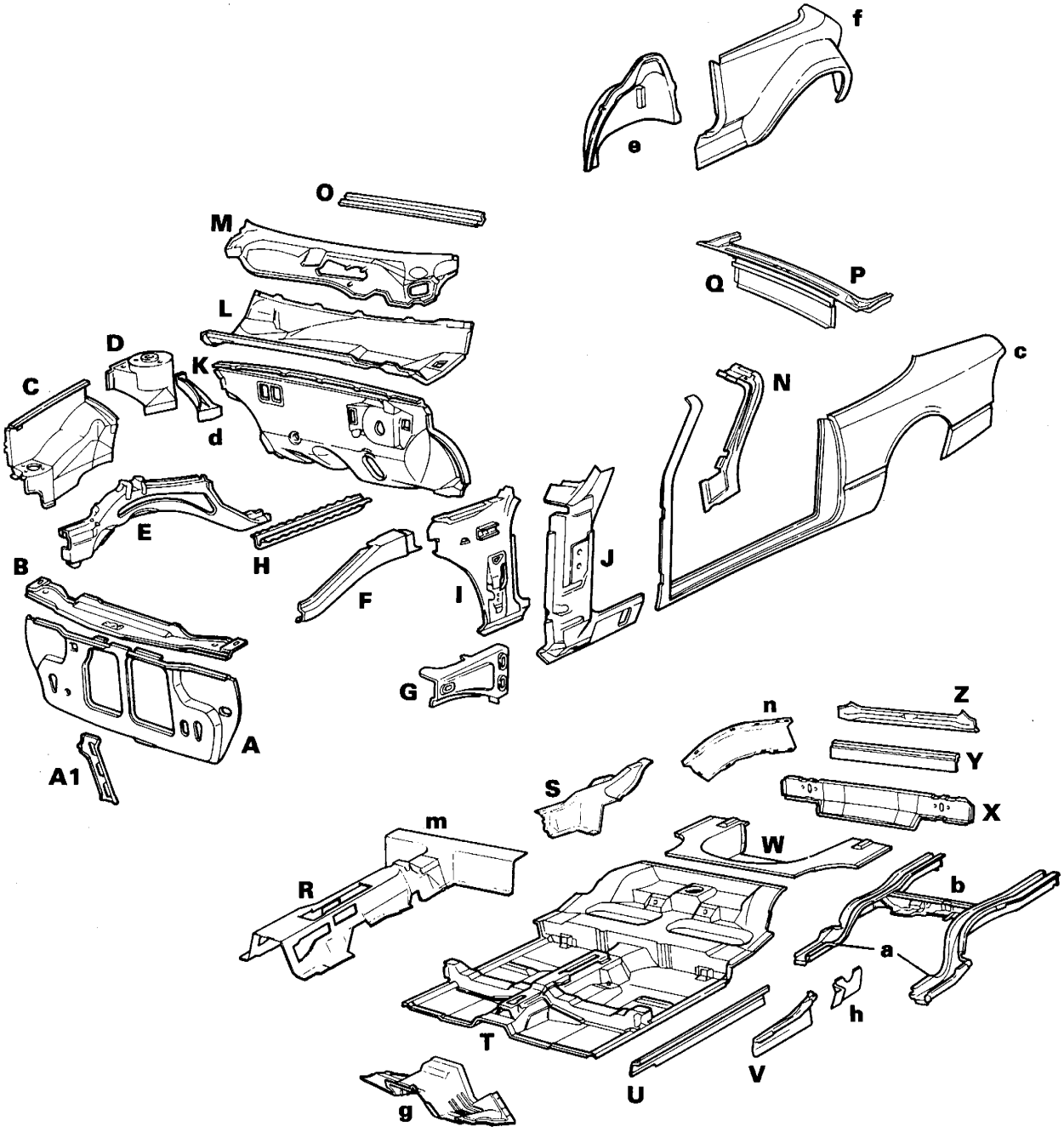
This manual has been prepared for use by all body technicians involved in the repair of Chrysler J Body models.

This manual shows:

- **Typical panels contained in J Body models**
- **The weld locations for panels**
- **The types of welds for the panel**
- **What panels must be replaced and not repaired**

Chrysler Motors reserves the right to make improvements in design or to change specifications to these automobiles without incurring any obligation upon itself.

J BODY COMPONENTS



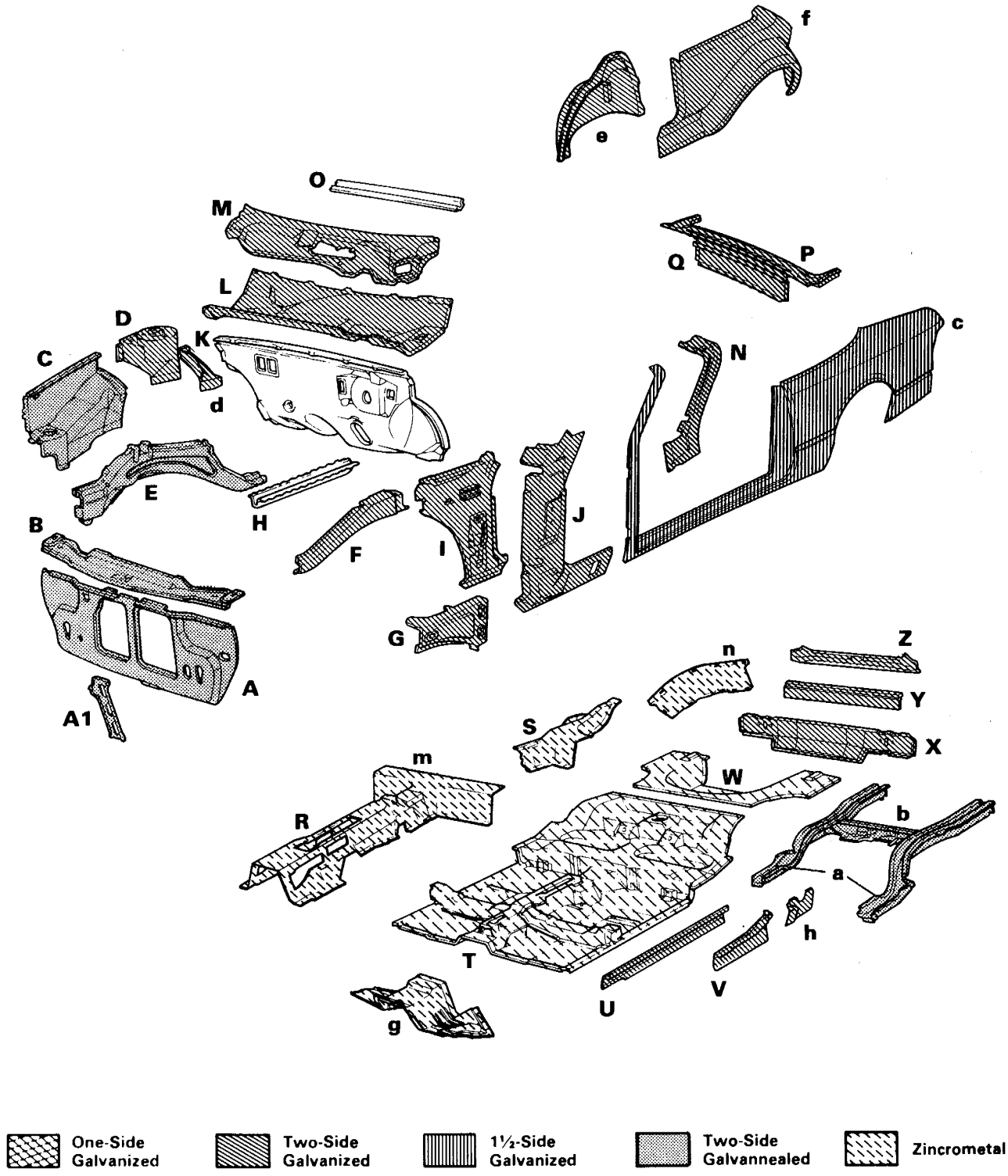
BODY PANELS ILLUSTRATED

A. Radiator support
A1. Radiator center support
B. Tie bar panel
C. Fender inner shield
D. Strut tower reinforcement
E. Front side rail
F. Upper splash shield beam
G. Hinge pillar extension
H. Front side rail extension
I. Cowl side panel
J. Front hinge pillar
K. Dash panel
L. Cowl plenum
M. Cowl top
N. Windshield frame side inner
O. Center upper windshield frame
P. Trough deck opening closure panel
Q. Deck opening closure panel
R. Tunnel assembly
S. Reinforcement quarter to frame
T. Front floor pan
U. Inner sill panel
V. Side sill panel extension
W. Rear floor pan
X. Lower tail panel or rear crossmember
Y. Lower deck opening panel
Z. Lower deck opening panel reinforcement
a. Rear side rails
b. Rear side rail crossmember
c. Side aperture
d. Strut tower extension to dash
e. Inner wheelhouse
f. Inner quarter/outer wheelhouse
g. Front floor pan reinforcement
h. Jacking sill reinforcement
m. Tunnel to floor reinforcement
n. Rear floor pan reinforcement

Parts Not Illustrated (Partial list):

Glass assembly – windshield
Outer hood panel
Inner hood panel
Bumper assembly – front and rear
Energy absorbing unit – front and rear
Front fender assembly
Steering and brake bracket support
Steering column support
Brace – lower control arm bracket support R-L
Rear suspension control arm support
Rear suspension radius bar support
Door reinforcement, impact bar
Inner door structure
Outer door structure
Fuel filler door
Rear window glass
Hood hinge reinforcement
Front side rail reinforcement
Inner and outer deck lid panel
Front floor pan gearshift mount
Wheelhouse gusset
Fuel tank assembly

CORROSION PROTECTION 1987 J BODY



The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Zincrometal is used on some body panels.
3. Cationic electrode position undercoating is used on the complete body in almost all instances.
4. Body sealing.
5. Stone-chipping resistant primer application.
6. Underbody corrosion prevention.

Definitions of Coated Steels:

One-Side Galvanized MS 6000-60 — Represents a one side free zinc galvanized coating on one side of the hot or cold rolled low carbon minimum spangle sheet or strip applied by the hot dipping process.

One-and-a-half-Side Galvanized (Differentially Coated) MS 6000-61X — Represent a coated steel in which the heavier coated side shall have a free zinc coating and will be the unexposed side. A lighter coating side will have an alloy coated surface which will be the exposed side.

Two-Side Galvanized MS 6000-66 — Represents an evenly zinc coated steel on both sides.

Two-Side Galvannealed MS 600-44A — Represents a two-side zinc coated steel in which the coating is fully alloyed with the sheet or strip surface.

Zincrometal MS 5973 — Represents a standard low carbon sheet steel product which is coated with a chromate/zinc dust complex with a subsequent zinc-rich primer coating.

Electrogalvanized MS 6000-60P — Represents a sheet steel base metal product which is zinc-coated by electroplating.

PARTIAL LIST OF STEEL APPLICATIONS

ONE-SIDE GALVANIZED STEEL

*Hood outer panel
Front frame rail extension

TWO-SIDE GALVANIZED STEEL

Hinge pillar extension
Upper splash shield beam
Cowl side panel
Strut tower reinforcement
Strut tower extension to dash
Front hinge pillar
Cowl plenum
Cowl top
Inner sill panel
Side sill panel extension
Jacking sill reinforcement
Lower tail panel
Lower deck opening panel
Lower deck opening panel reinforcement
Inner wheelhouse
Front inner quarter reinforcement
Side aperture reinforcement
Inner quarter/outer wheelhouse
*Hood outer panel
*Lower control arm bracket
*Inner wheelhouse brace
*Inner door shell structure
*Rear tail panel drain trough
*Quarter panel brace

ONE AND ONE-HALF SIDE GALVANIZED STEEL

Side aperture
*Front fender
*Outer door skin side aperture

GALVANNEALED STEEL

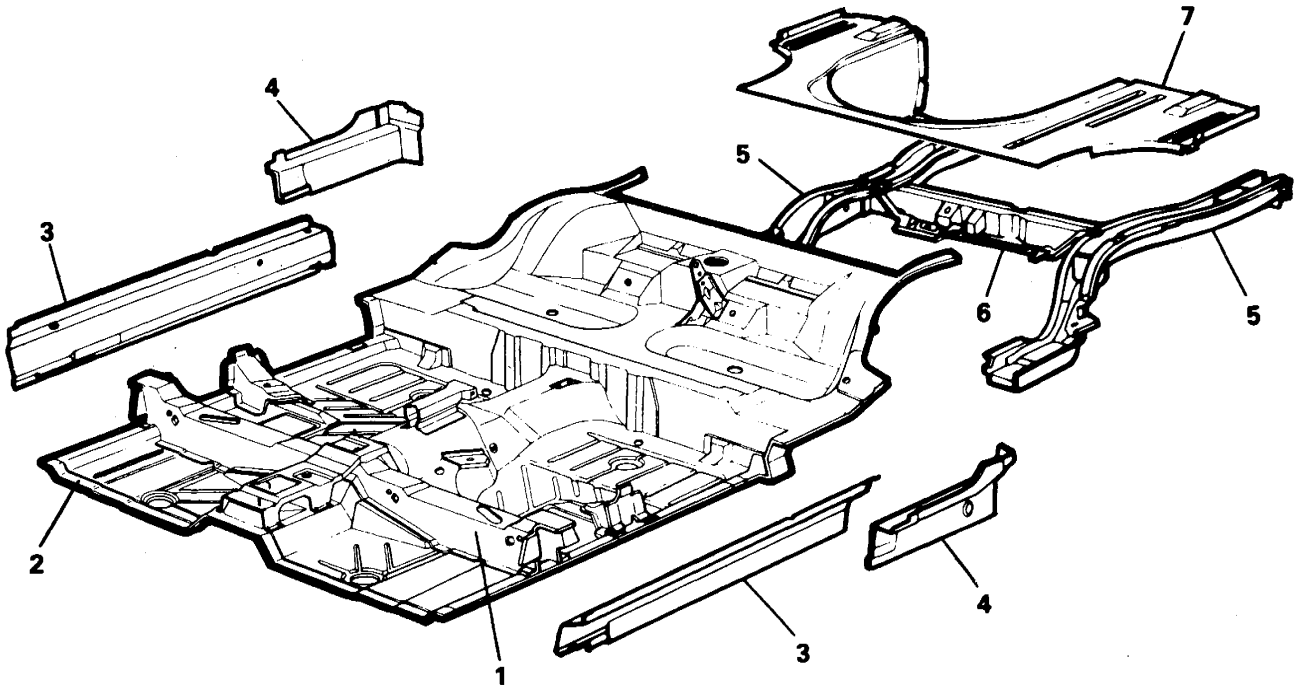
Front side rail
Rear side rail crossmember
*Front side rail support

ZINCROMETAL

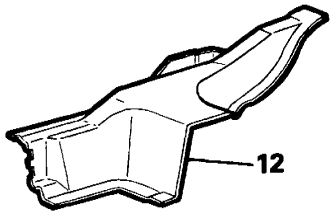
Front floor pan
Rear floor pan

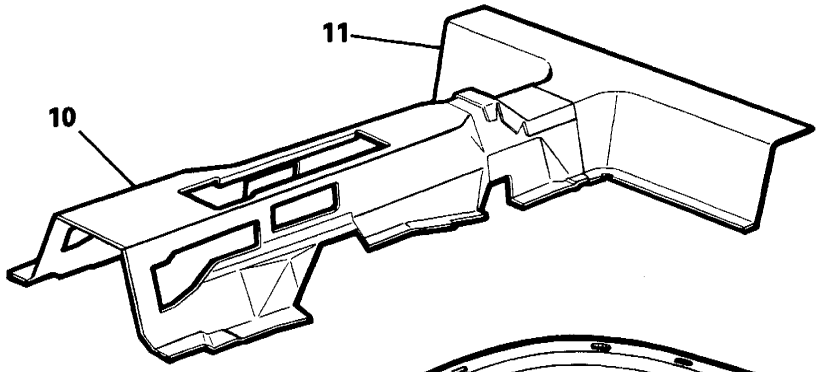
* Indicates panels not shown in illustration.

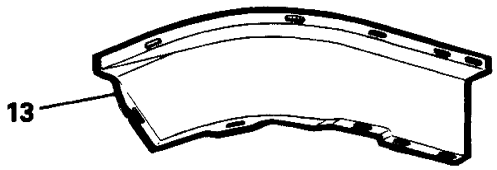
UNDER BODY



1. Front floor crossmember
2. Front floor pan
3. Inner sill panel
4. Side sill extension
5. Rear side rail
6. Rear side rail crossmember
7. Rear floor pan
8. Rear crossmember or lower tail panel
9. Front floor pan reinforcement
10. Floor pan tunnel reinforcement
11. Rear floor pan reinforcement
12. Floor pan to side rail reinforcement
13. Rear floor pan reinforcement

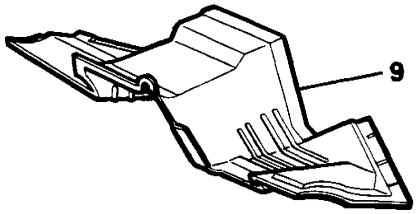






The Floor Pans

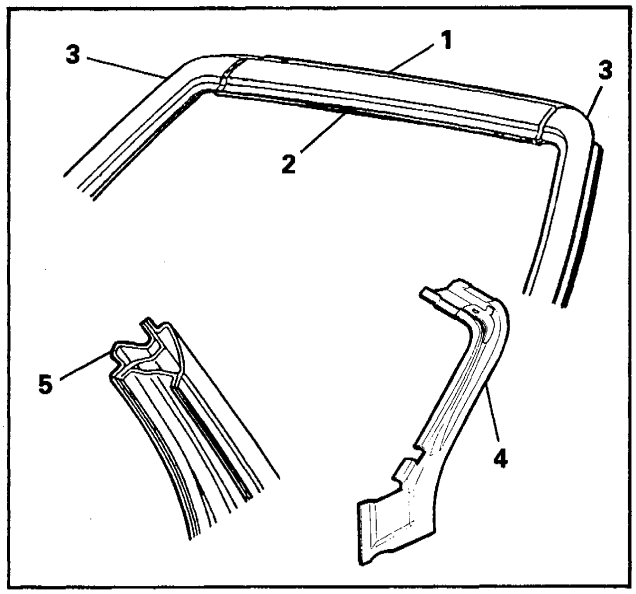
The floor pans are protected from rust with the use of zincrometal, inner side sills are two-side galvanized to protect them.



CONVERTIBLE BODY CHARACTERISTICS

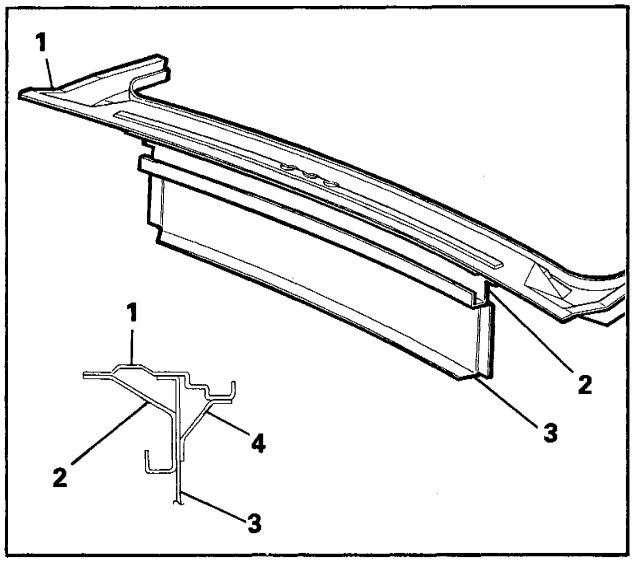
A Pillar

1. Windshield header outer
2. Windshield header inner
3. Body side aperture
4. Inner windshield frame
5. Cutaway view of A Pillar



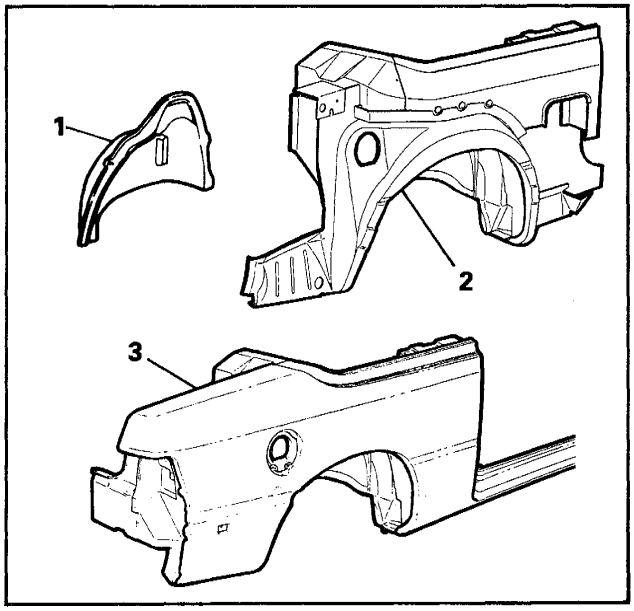
Rear Deck

1. Upper deck opening drain trough
2. Upper closure panel drain trough
3. Upper deck opening closure panel
4. Deck closure panel brace

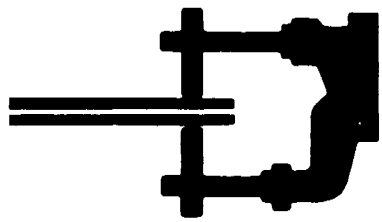


Rear Body

1. Rear wheelhouse
2. Inner quarter outer wheelhouse
3. Rear quarter panel (side aperture)



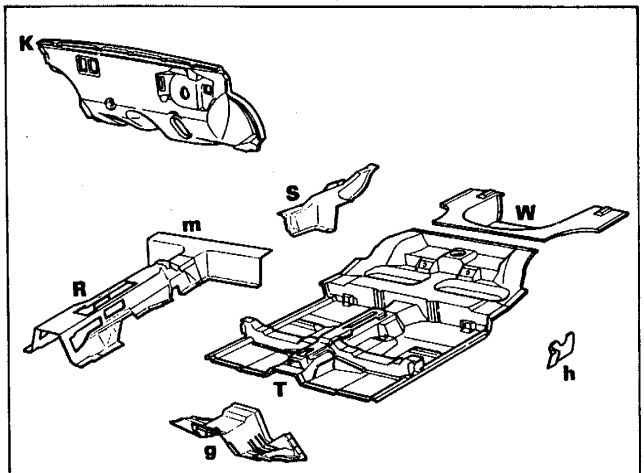
J BODY
CONVERTIBLE WELDED PANEL REPLACEMENT



The basic parts of the body structure are the welded outer panels. Herein is a brief description of the placement of some of these panels.

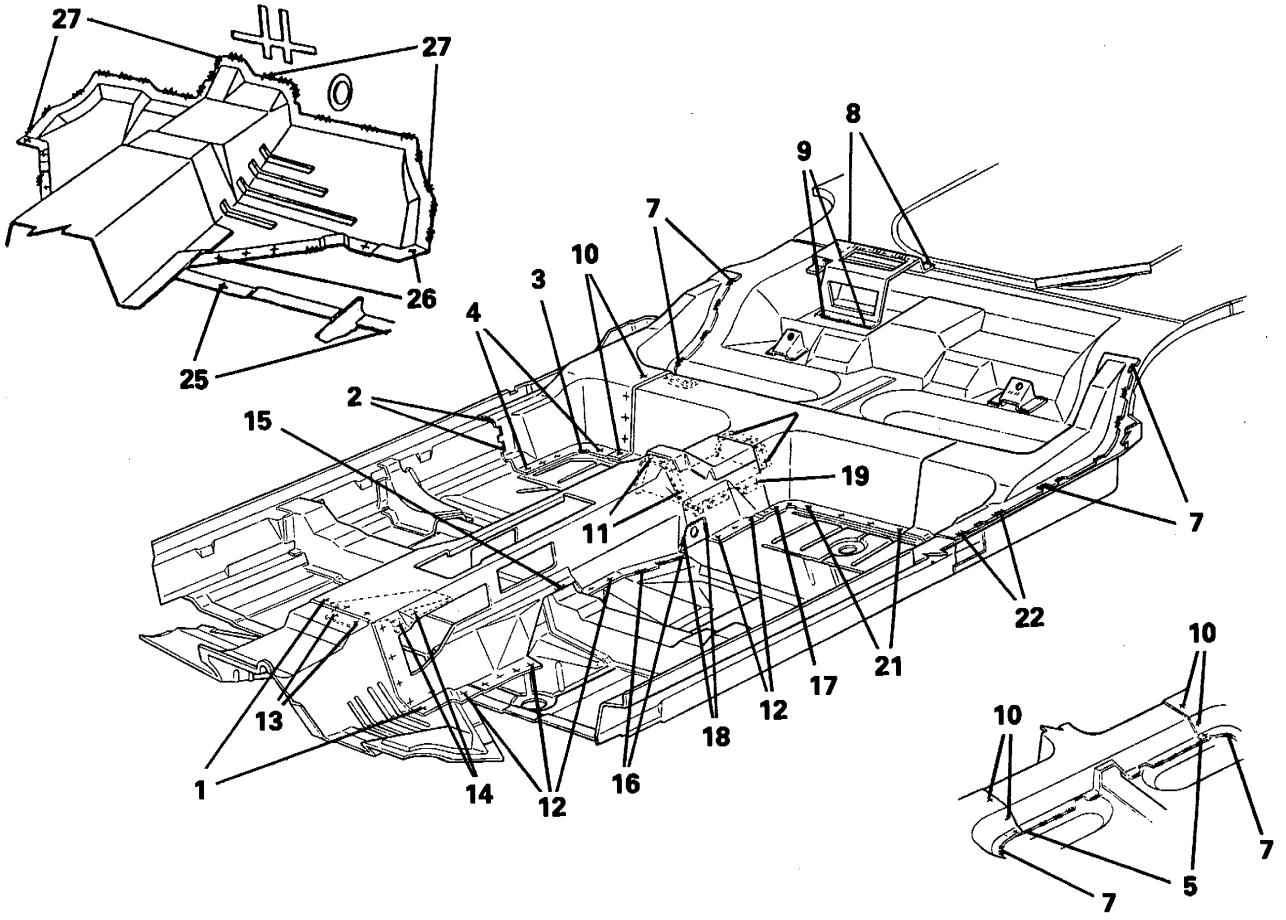
NOTE: To insure the strongest, most durable and cleanest welds possible, do testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.

Floor Pan Reinforcements



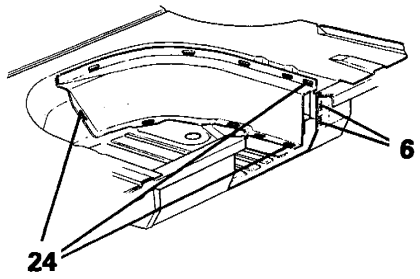
No.	Welded parts	F	R
1	R + g	17	P17
2	S + T	3 MIG	3 MIG
3	S + T	1 MIG	1 MIG
4	S + T	4	P4
5	m + T	10 MIG	10 MIG
6	h + W	2 MIG	2 MIG
7	m + T	10 MIG	10 MIG
8	Bracket + T	4 MIG	4 MIG

No.	Welded parts	F	R
9	Bracket + T	3 MIG	3 MIG
10	S + T	7	P7
11	Gusset + R	16	P16
12	m + T + R	18	P18
13	R + g	2	P2
14	R + g	2	P2
15	R + T	2 MIG	2 MIG
16	R + T	6 MIG	6 MIG
17	R + T	8	P8
18	R + T	6 MIG	6 MIG
19	R + Gusset	2	P2
20	R + Gusset	6	P6
21	m + T	12	P12
22	S + T	3 MIG	3 MIG
23	Brace + W	8 MIG	8 MIG
24	Gusset + h + W	11 MIG	11 MIG
25	T + K	20	P20
26	g + K	10	P10
27	g + K	24 MIG	24 MIG



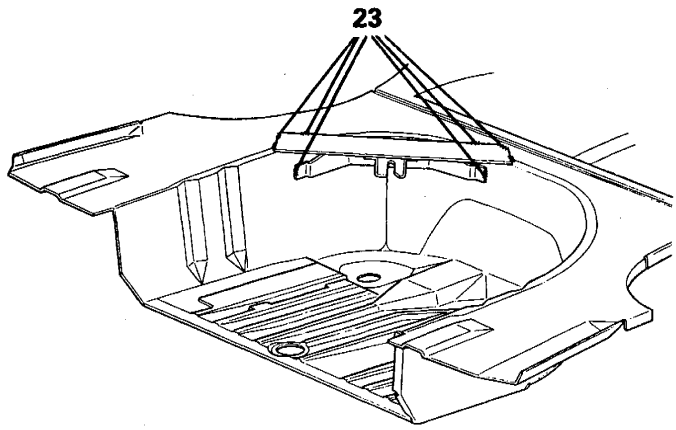
NOTES WITH REGARD TO REPAIR WORK

- The strength of the convertible is very dependent on the reinforcements listed on these pages, double check all your work, welds and alignment.
- Always protect yourself against fire, eye damage and any of the other accidents that could happen if you are not careful.



REMOVAL

1. Take extra time when separating these parts to insure as little damage as possible to adjacent parts.
2. If clean cuts are made at spot weld locations and damage is not too severe you may be able to use the old panel to locate new plug weld holes in the new part.



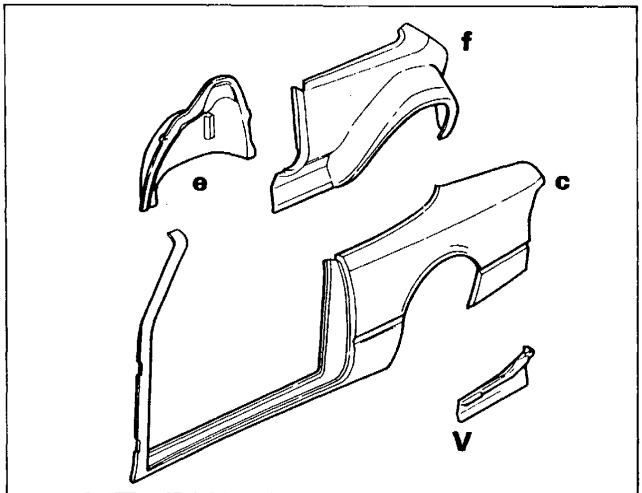
PREPARATION

1. Clean all old mating surfaces to insure the best fit of the new panels.
2. Do a test with your MIG welder to insure a good weld will be achieved on your repair.

INSTALLATION

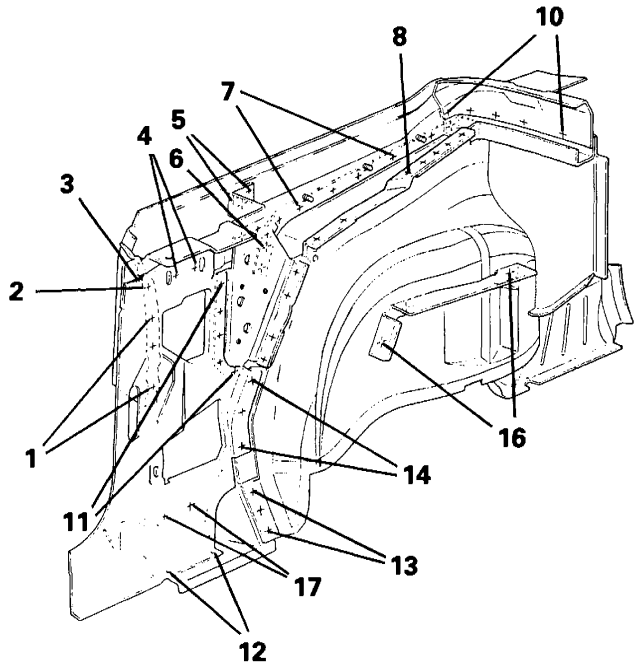
1. Fit the new panel into place. After any adjustments tack weld it into place with the MIG welder.
2. Double check alignment.
3. Weld the new panel into place.
4. Make sure to guard your repair against corrosion. Remember the warranty.

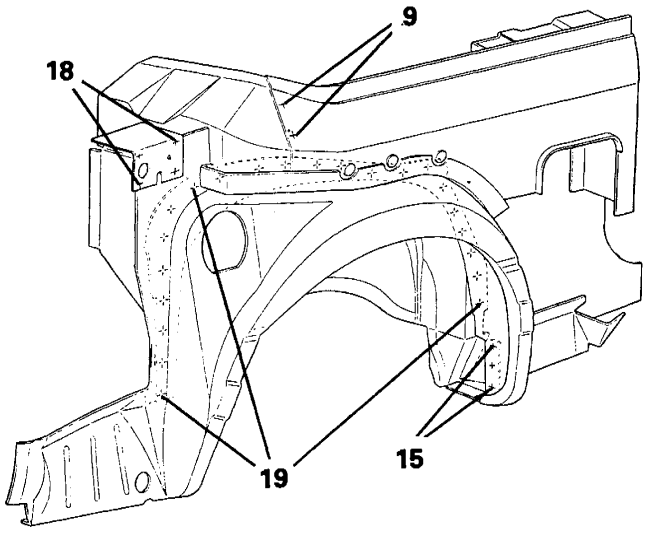
Inner Wheelhouse



No.	Welded parts	F	R
1	Gusset + f	3	P3
2	Gusset + f	1	P1
3	Gusset + f	1 MIG	1 MIG
4	Gusset + f	2	P2
5	Gusset + f	3	P3
6	Gusset + f	3	P3
7	Gusset + f	9	P9
8	Gusset + f	11	P11

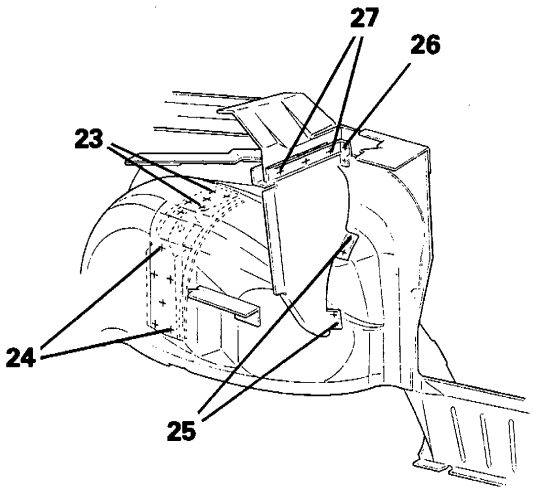
No.	Welded parts	F	R
9	Gusset + f	2	P2
10	Gusset + f	5	P5
11	Gusset + f	5	P5
12	f + c	2	P2
13	e + f + c	3	P3
14	Gusset + f	3	P3
15	f + V	3	P3
16	Gusset + e	3	P3
17	Gusset + f	2	P2
18	Gusset + f	4	P4
19	e + f RT.-LT.	22-20	P22-20
20	f + Gusset	3	P3
21	f + Gusset	3	P3
22	e + Gusset	2	P2
23	e + Gusset	6	P6
24	e + Gusset	6	P6
25	e + Gusset	4	P4
26	f + Gusset	1	P1
27	Gusset + f	3	P3
28	Gusset + f	1	P1
29	Gusset + f	3	P3
30	Gusset + f	4	P4





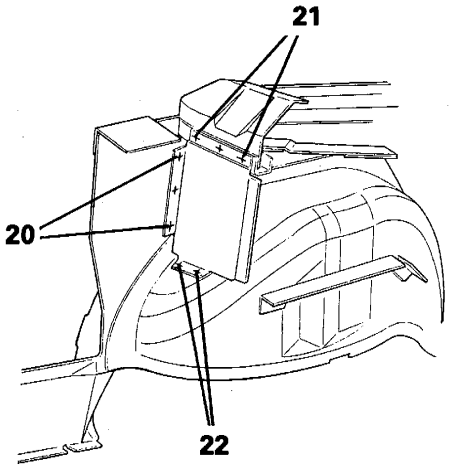
NOTES WITH REGARD TO REPAIR WORK

- Because of the number of gussets and supports involved in the assembly of the rear of the convertible, be very careful not to do any damage when separating these parts.
- Double check all alignment points at least twice to insure proper fit and to make sure all moving parts operate properly.



REMOVAL

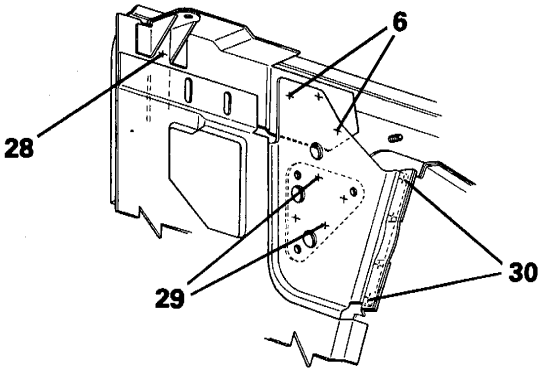
1. Because there is a lack of room in this situation you may consider rough cutting the old inner wheelhouse out first.
2. After you have gained a little more room, use a die grinder, air chisel, hole saw or any other tool you may have to achieve a good, clean, straight surface to mount your new panel to.



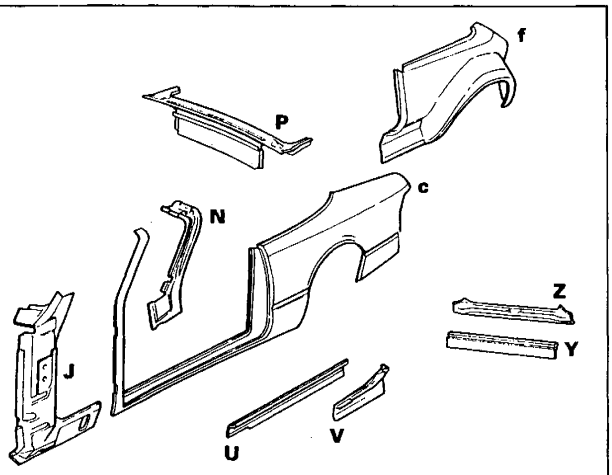
INSTALLATION

1. Temporarily mount the new inner wheelhouse (take your time). This will be difficult.
2. Do your plug welding, MIG welding.
3. Use a good seam sealer.
4. Take care to protect the corporation rust warranty during any repair job.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

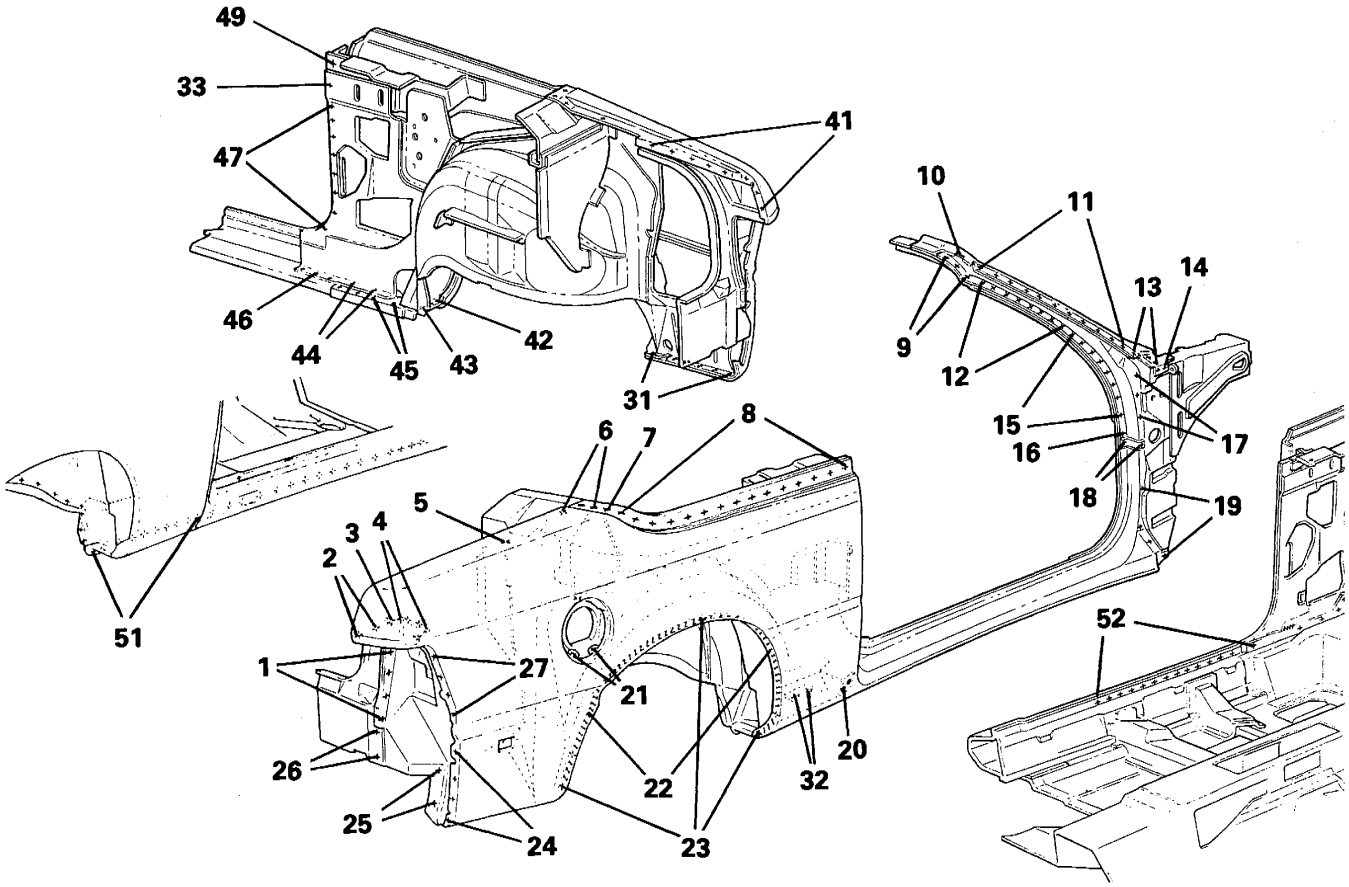


Quarter Panel Outer and A Pillar

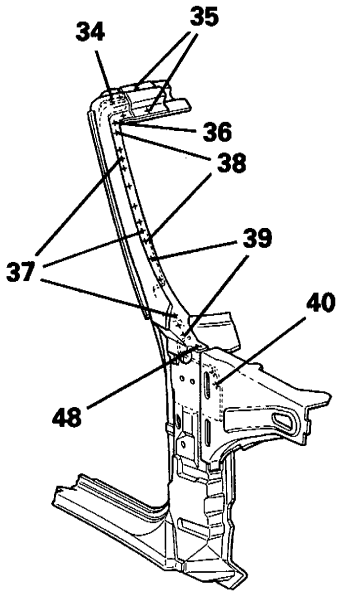


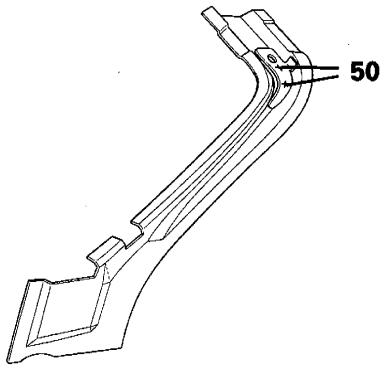
No.	Welded parts	F	R
1	c + Y + Z	4	P4
2	c + Z	2	P2
3	c + Z	1	P1
4	c + Z	5	P5
5	c + Gusset	1	P1
6	c + P	3	P3
7	c + P + Gusset	1	P1
8	c + f	15	P15

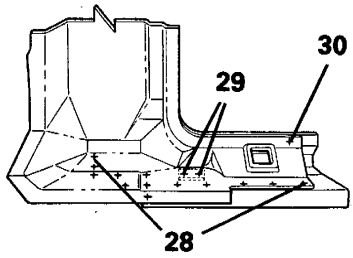
No.	Welded parts	F	R
9	c + N	3	P3
10	c + N	1 MIG	1 MIG
11	c + N	11	P11
12	c + N + J	8	P8
13	c + N + J	3	P3
14	c + N + J	1	P1
15	c + N + J	8	P8
16	c + N + J	1	P1
17	c + N + J	3	P3
18	c + N + J	2	P2
19	c + J	4	P4
20	c + JACKING REINFORCEMENT	STRUCTURAL ADHESIVE	STRUCTURAL ADHESIVE
21	c + FILLER DOOR REINFORCEMENT	3	P3
22	c + f	STRUCTURAL ADHESIVE	STRUCTURAL ADHESIVE
23	c + f	5	P5
24	c + TAIL PANEL EXTENSION	4	P4
25	F + TAIL PANEL EXTENSION	2	P2
26	Y + TAIL PANEL EXTENSION	2	P2
27	c + TAIL PANEL EXTENSION	4	P4
28	J + c	13	P13
29	c + J + JACKING REINFORCEMENT	2	P2



No.	Welded parts	F	R
30	c + J	1	P1
31	c + f	6	P6
32	c + JACKING REINFORCEMENT	2	P2
33	c + f	1	P1
34	c + N	2	P2
35	c + N	2	P2
36	c + N	1	P1
37	c + N + J	3	P3
38	c + N + J	7	P7
39	c + N + J	4	P4
40	c + N + J	2	P2
41	c + f	8	P8
42	c + f + JACKING REINFORCEMENT	1	P1
43	c + f + JACKING REINFORCEMENT	2	P2
44	c + f	2	P2
45	c + f	5	P5
46	c + f	3	P3
47	c + f	8	P8
48	c + N + J	1	P1
49	c + f	1	P1
50	N + Gusset	2	P2
51	c + U + V	10	P10
52	c + U + V + f	14	P14







REMOVAL

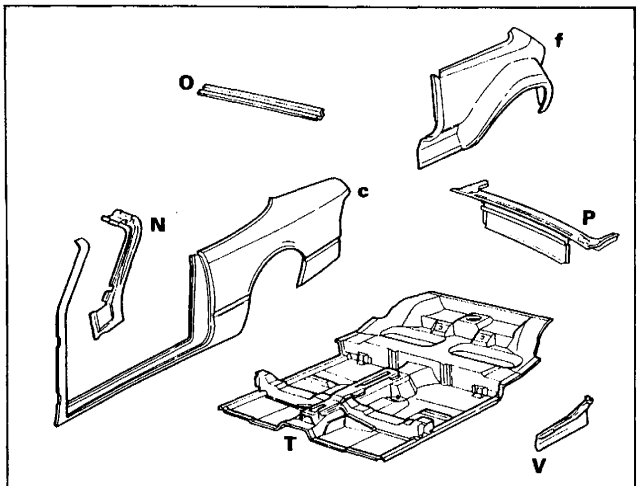
1. After removal of all spot welds, you may have to use an air chisel to cut the old quarter away from the inner panels.
2. Clean all adjoining panels and prep them for placement of the new quarter panel.

INSTALLATION

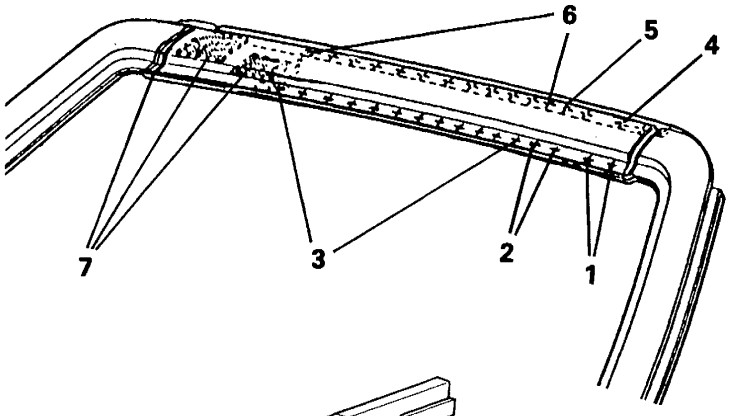
1. Mount the new outer quarter panel and check the door fit as well as the rear deck fit.
2. Tack weld the new quarter into place.
3. Check the fit again to make sure everything fits perfectly.
4. Weld the quarter into place.
5. Spray anti-corrosion protection onto the new welds from inside.

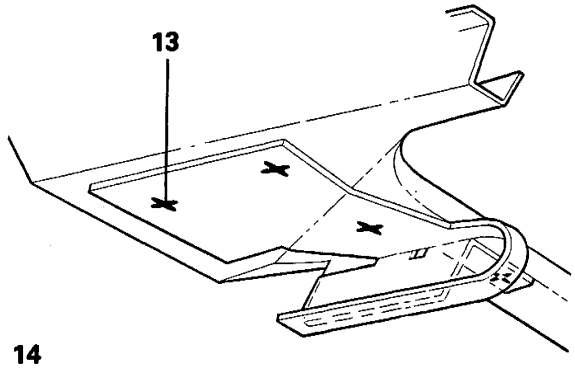
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

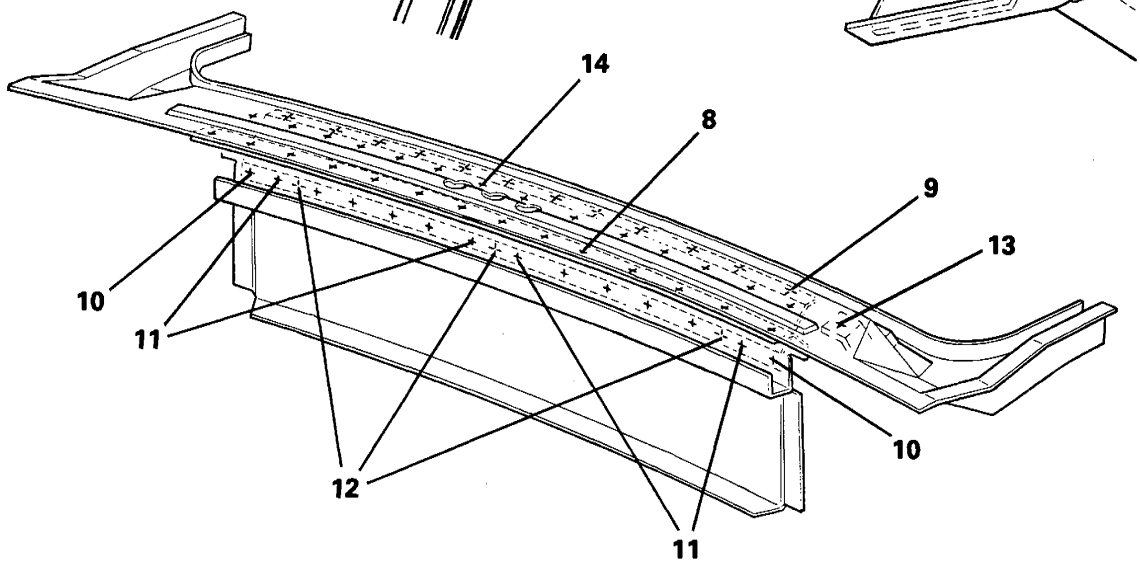
A Pillar and Rear Deck



No.	Welded parts	F	R
1	O + N + c	2	P2
2	O + N + c	2	P2
3	O + N + c	12	P12
4	O + N + c	2	P2
5	O + N + c	2	P2
6	O + N + c	12	P12
7	BONDING ADHESIVES AND SEALERS		
8	P + Gussets	14	P14
9	P + Gussets	12	P12
10	P + Gussets	1	P1
11	P + Gussets	12	P12
12	P + Gussets	3	P3
13	P + Gussets	5	P5
14	P + Gussets	14	P14
15	P + f	1	P1
16	P + f	2	P2
17	P + f	2	P2
18	P + f	2	P2
19	P + f + Gusset	4	P4
20	P + f + Gusset	1	P1
21	P + f + Gusset	3	P3
22	P + f + Gusset	3	P3
23	T + f + Gusset	5 MIG	5 MIG
24	f + V	1 MIG	1 MIG
25	f + V + Gusset	5	P5
26	f + V	3 MIG	3 MIG

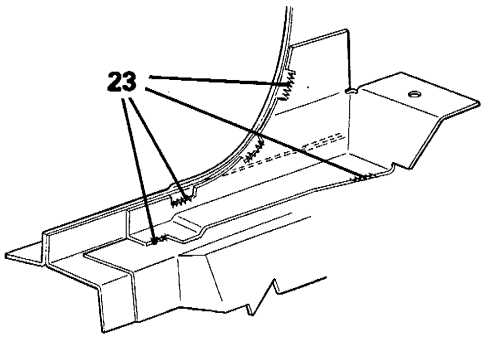






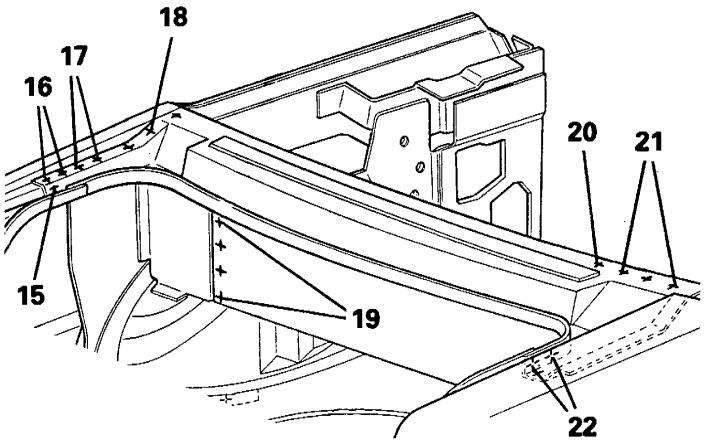
NOTES WITH REGARD TO REPAIR WORK

- Always protect yourself against fire, eye damage and any of the other accidents that could happen if you are not careful.



REMOVAL

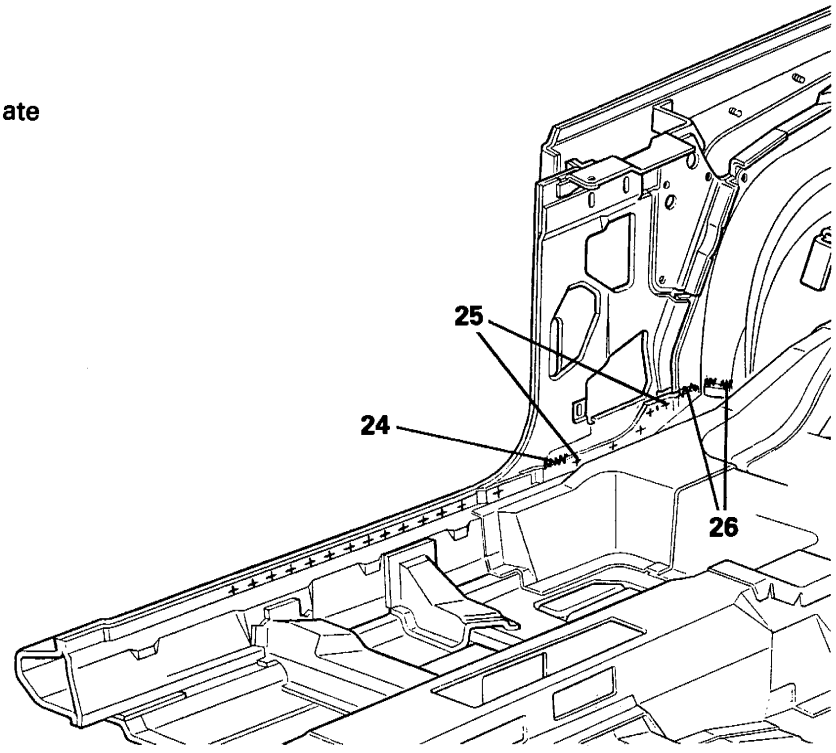
1. Use the hole saw for spot welds, the die grinder for hard to get at spots and a pneumatic saw where needed.
2. Don't cause yourself any extra work by being in a hurry.



INSTALLATION

1. When replacing any of these parts make sure of alignment before welding together.
2. Make sure the welds are at least as strong as original.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

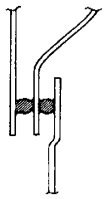


J BODY
CONVERTIBLE BODY SEALING LOCATIONS

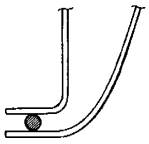
All repairs where panels were replaced have voids that must be filled with sealant. Sealant should be applied to all skips, pin holes in sealers and weld burn through holes on the interior and exterior of the vehicle that would permit leakage of water, air or exhaust fumes.

Typical areas of the exterior that must be repaired are listed on this page. Typical areas of the interior that must be repaired are floor pans, wheelhouses, dash panel and cowl sides.

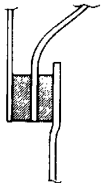
METHODS OF APPLYING AUTO BODY SEALANT



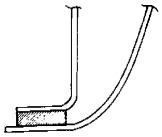
3 metal thickness



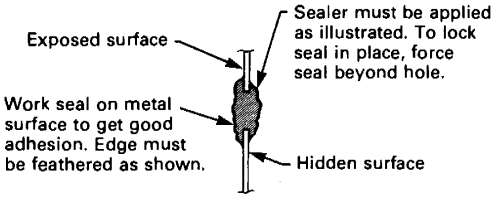
2 metal thickness

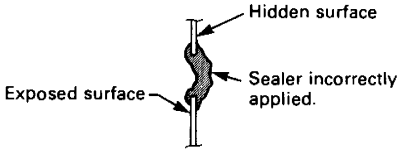


3 metal thickness



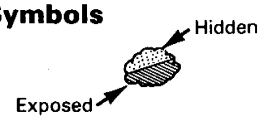
2 metal thickness





Hold gun nozzle in direction of arrow in order to effectively seal metal joints.

Symbols

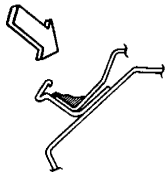


Ball of sealant

Extrudable thermoplastic

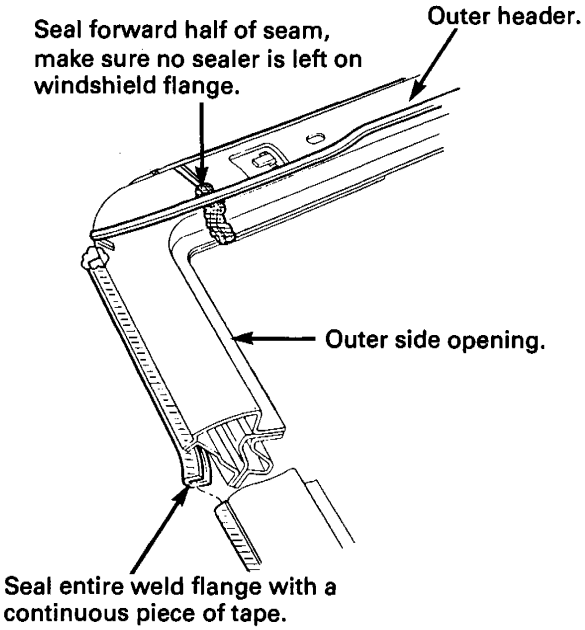
Exposed sealant

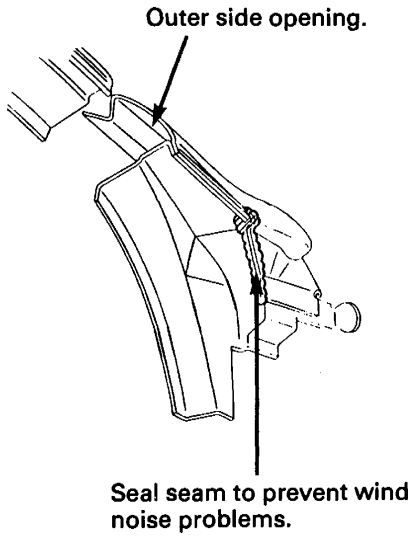
Hidden sealant

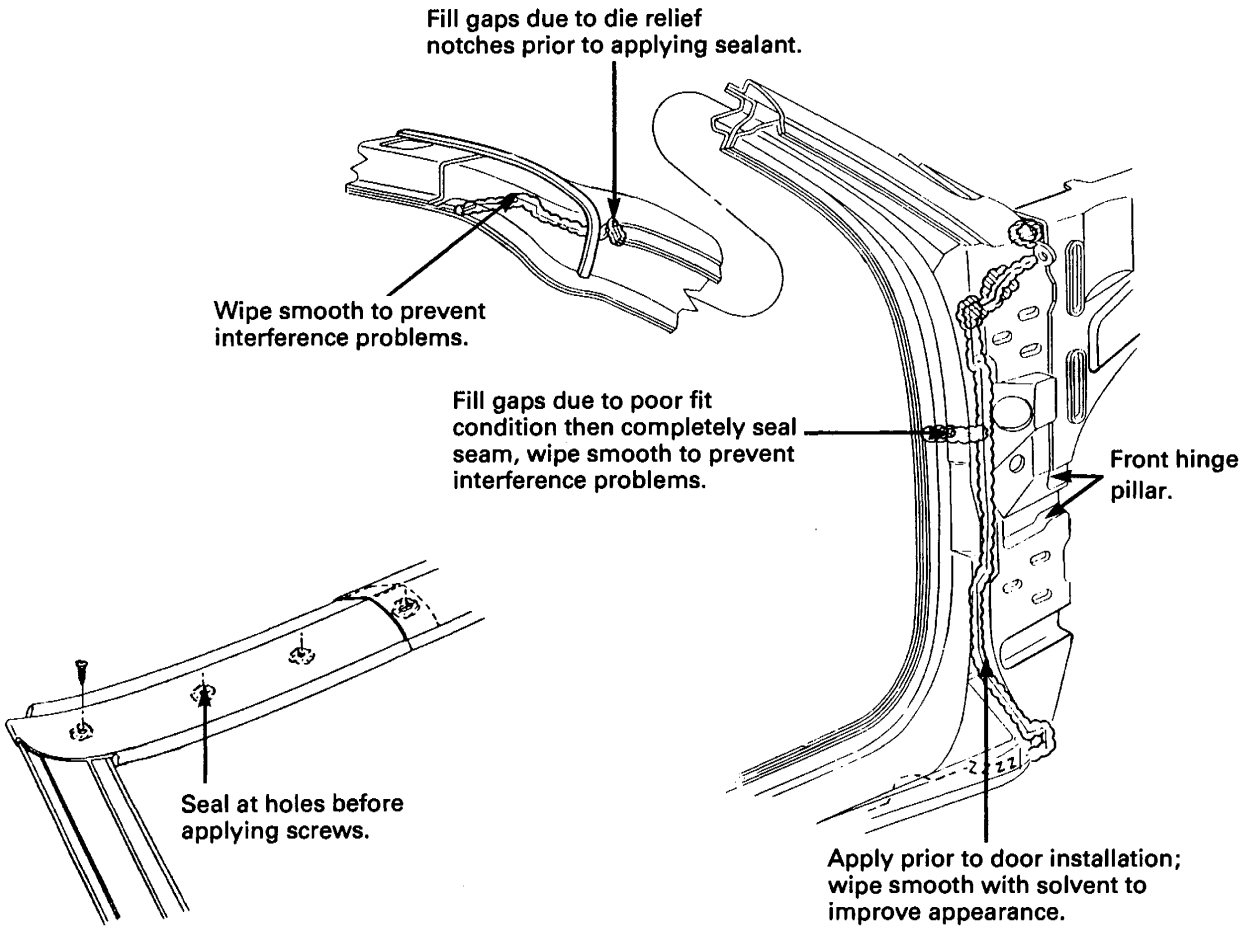


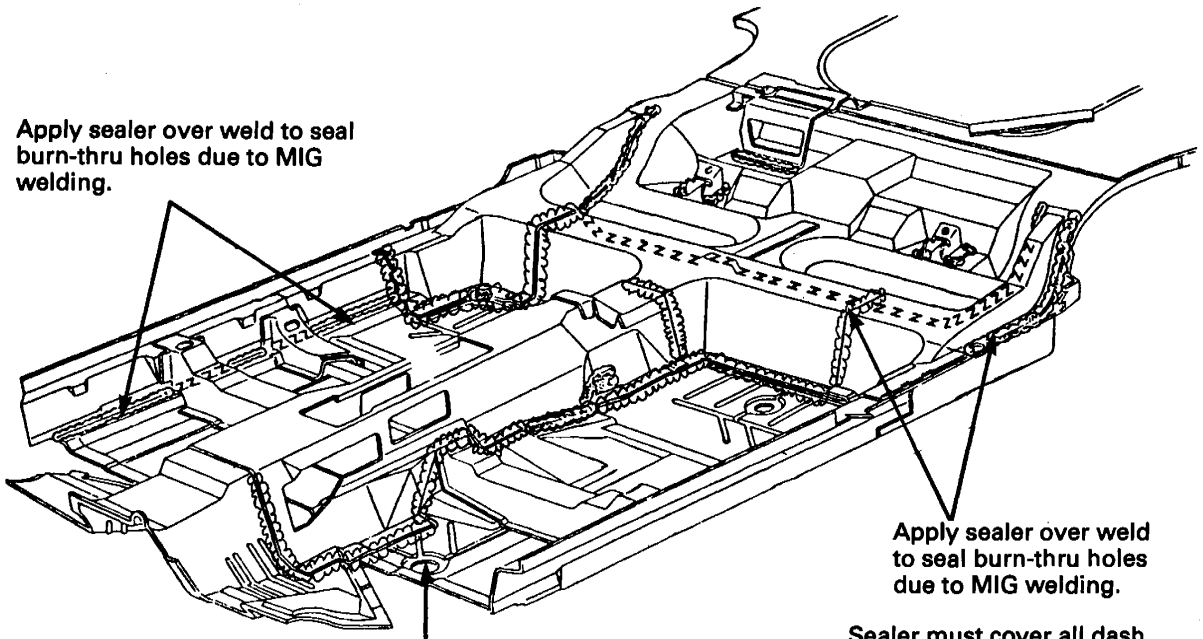
Do not hold gun nozzle in direction of arrow. Sealer applied as shown is ineffective.

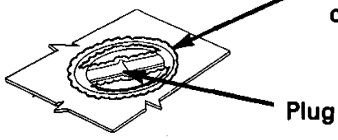
Body Sealing Locations



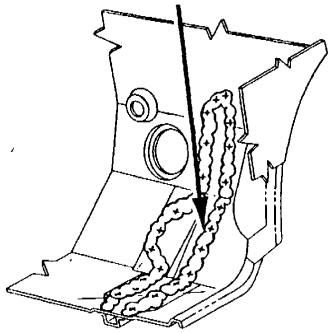


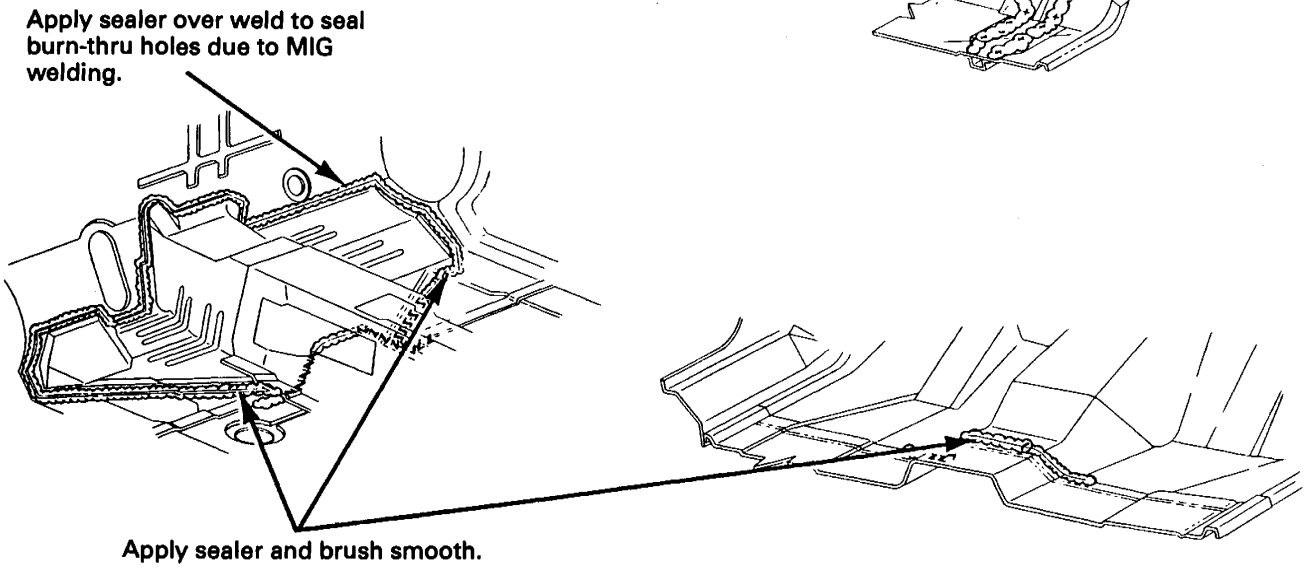




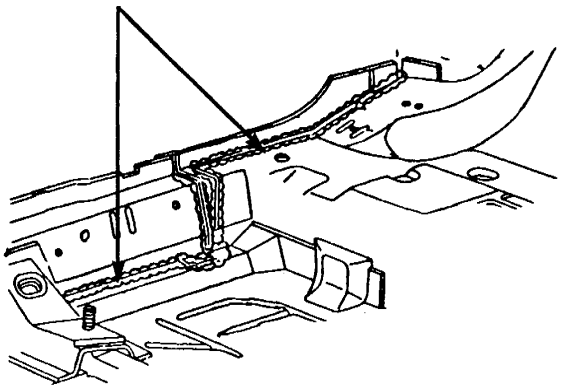


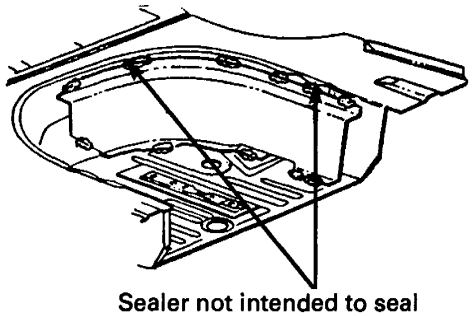
Sealer must cover all dash panel to front side rail spot welds – must be smoothed out so that no noticeable formations occur in carpet.



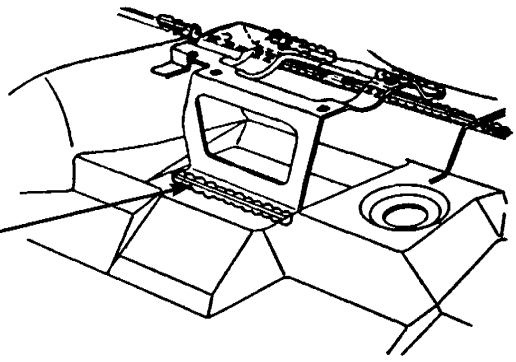


Sealer must be manually smoothed to a maximum height of 1/8", and cleaned off for a finished appearance.

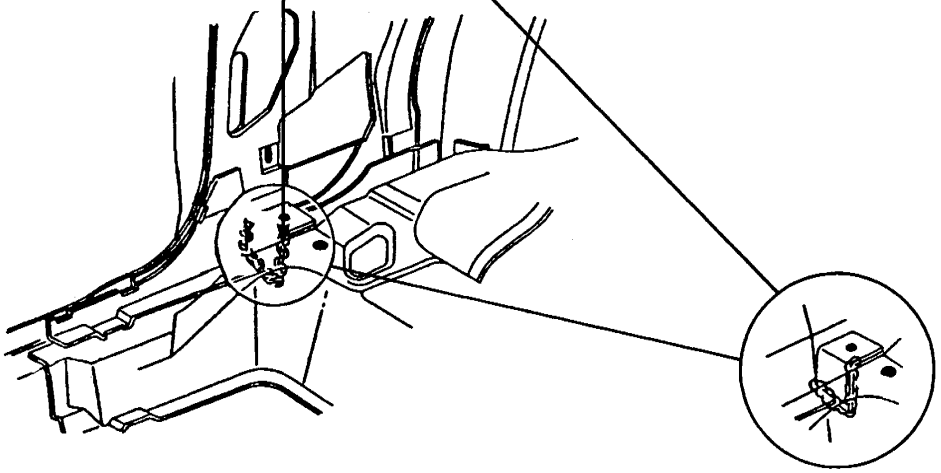


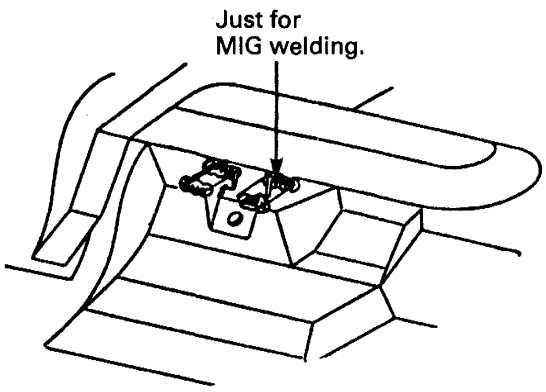


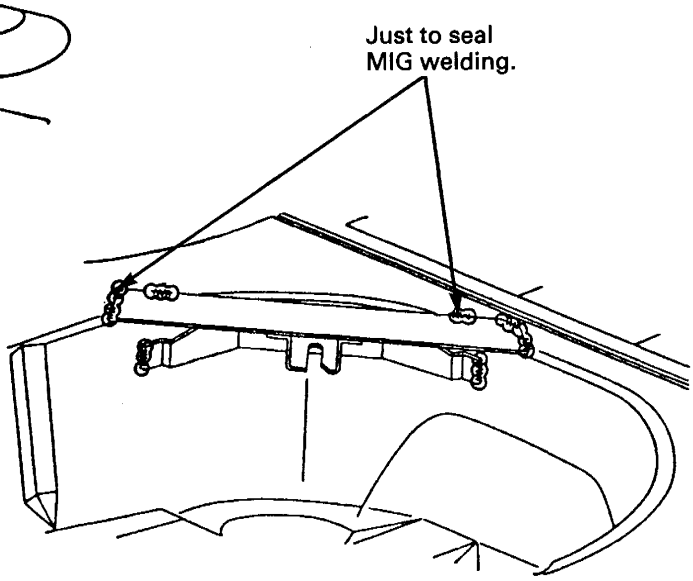
Sealer not intended to seal outer area of bracket; use only to cover MIG welding.

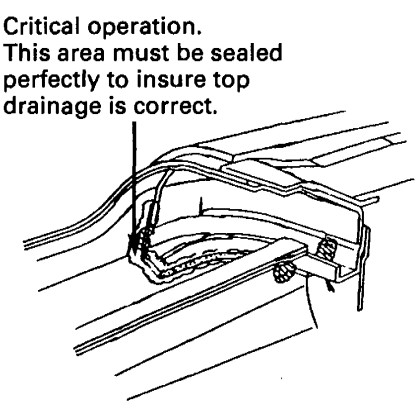


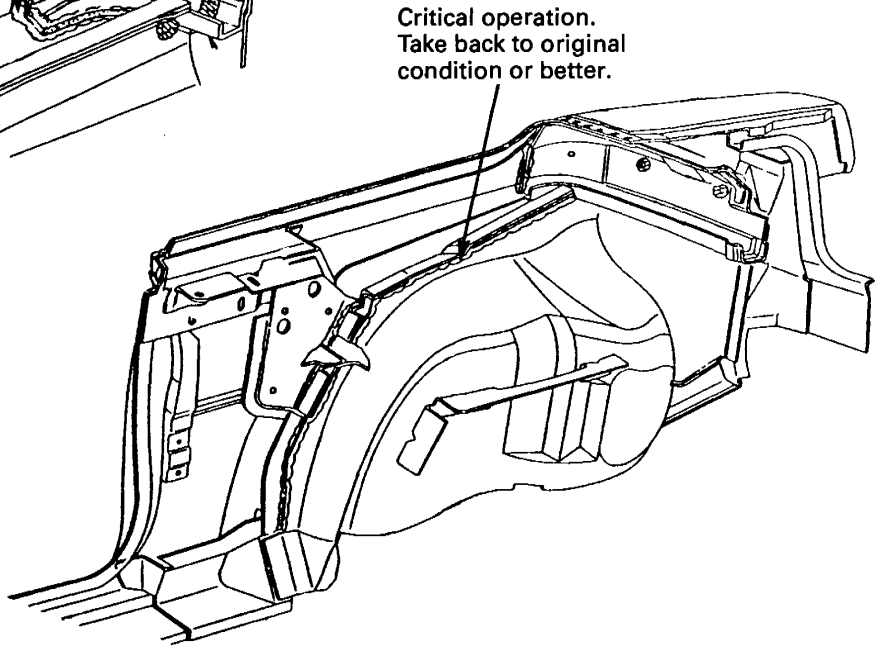
Sealer not intended to seal reinforcement; use only to cover MIG welding.



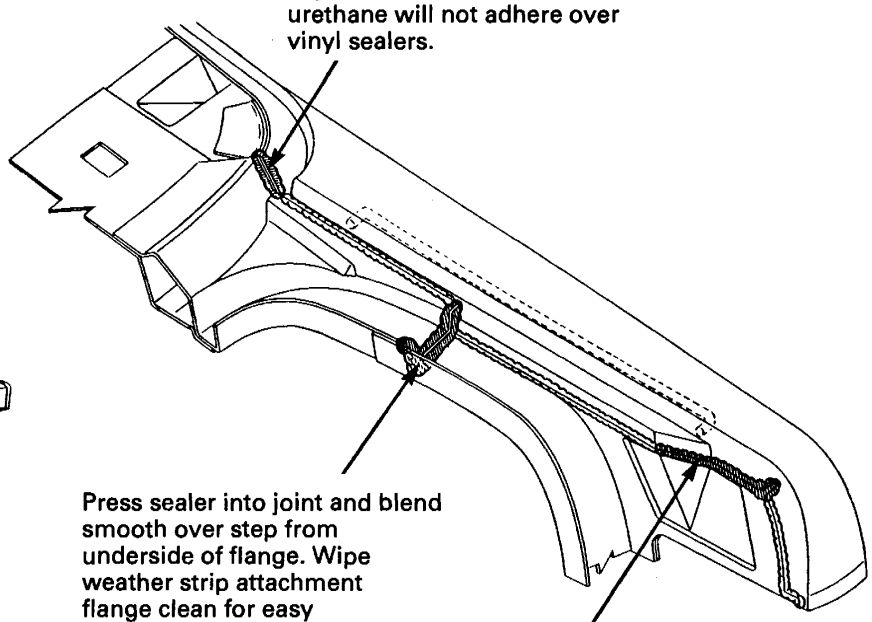

Just for
MIG welding.

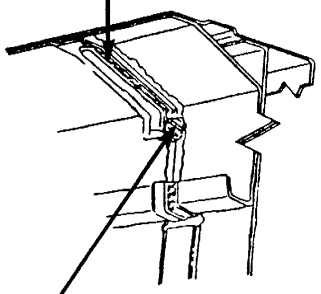

Just to seal
MIG welding.

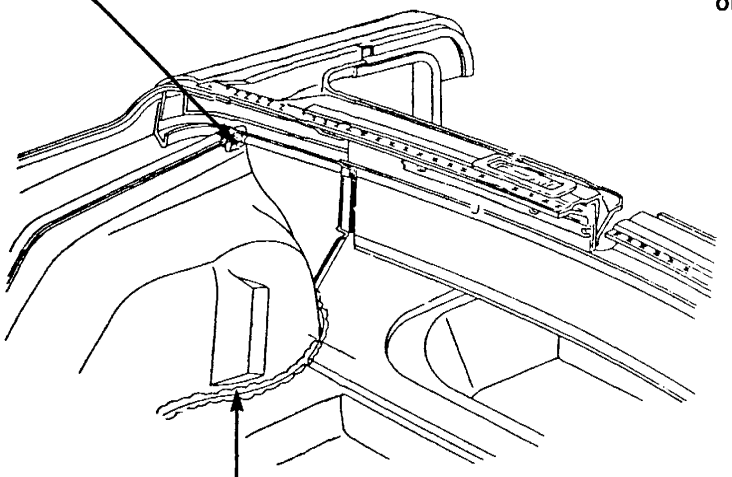

Critical operation.
This area must be sealed
perfectly to insure top
drainage is correct.

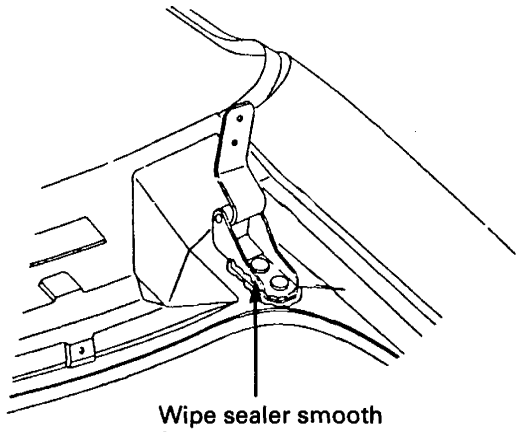

Critical operation.
Take back to original
condition or better.

Body Sealing Locations



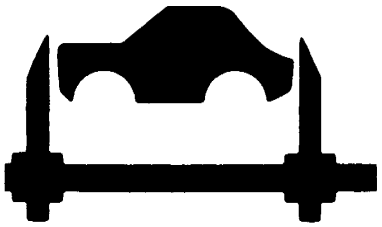


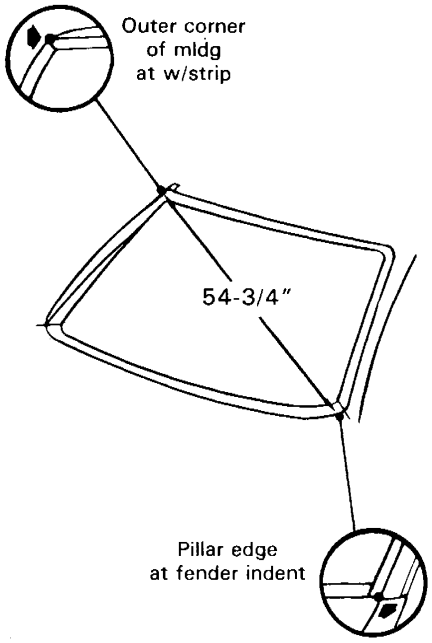




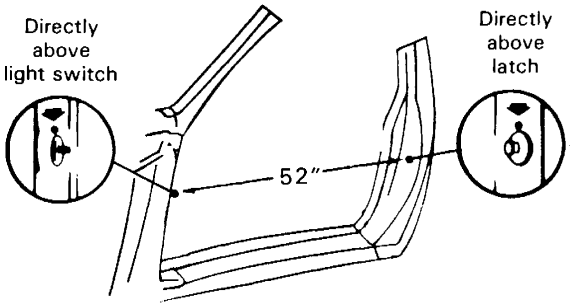
J BODY

CONVERTIBLE BODY DIMENSIONS & SPECIFICATIONS

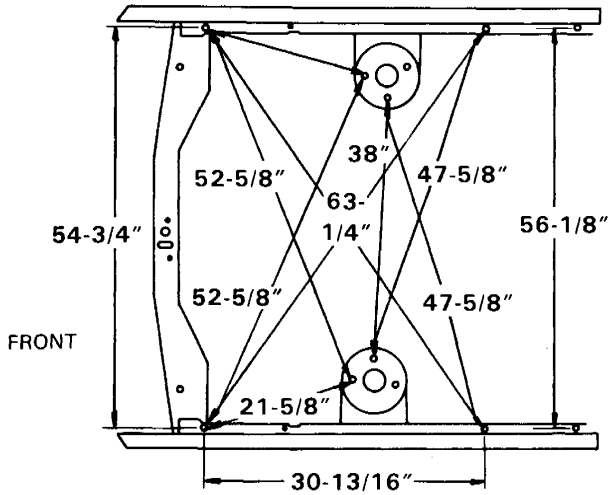




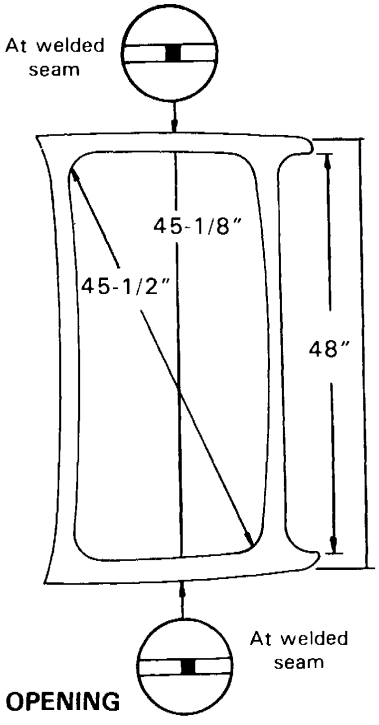
WINDSHIELD



SIDE DOOR

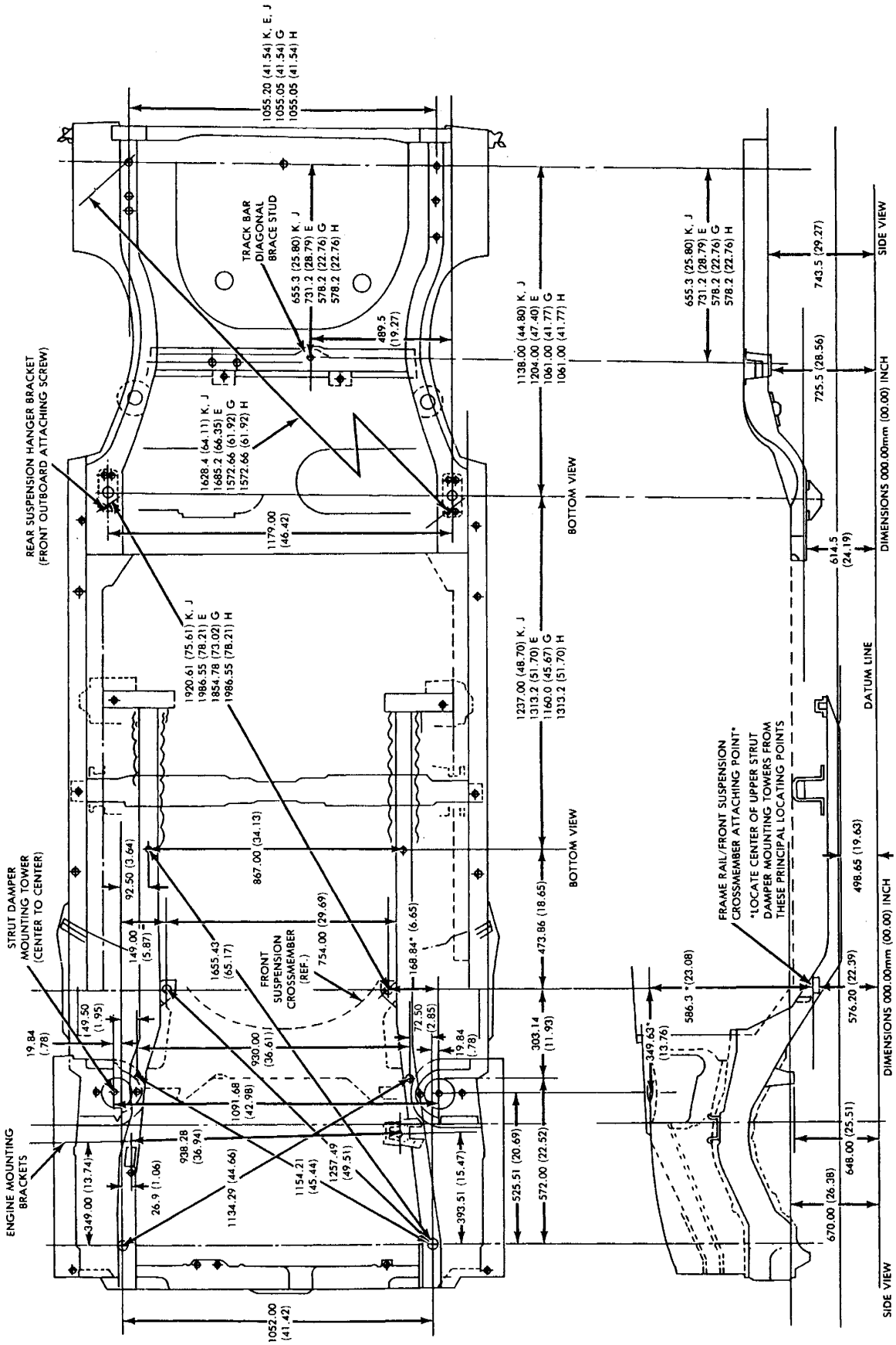


HOOD OPENING



TRUNK OPENING

J BODY


1055.20 (41.54) K, E, J
1055.05 (41.54) G
1055.05 (41.54) H
TRACK BAR DIAGONAL BRACE STUD
655.3 (25.80) K, J
731.2 (28.79) E
578.2 (22.76) G
578.2 (22.76) H
489.5 (19.27)
1628.4 (64.11) K, J
1685.2 (66.35) E
1572.66 (61.92) G
1572.66 (61.92) H
1179.00 (46.42)
REAR SUSPENSION HANGER BRACKET (FRONT OUTBOARD ATTACHING SCREW)
1920.61 (75.61) K, J
1986.55 (78.21) E
1854.78 (73.02) G
1986.55 (78.21) H
867.00 (34.13)
92.50 (3.64)
149.00 (5.87)
STRUT DAMPER MOUNTING TOWER (CENTER TO CENTER)
1655.43 (65.17)
FRONT SUSPENSION CROSSMEMBER (REF.)
754.00 (29.69)
168.84* (6.65)
149.50 (1.95)
19.84 (.78)
930.00 (36.61)
72.50 (2.85)
19.84 (.78)
1091.68 (42.98)
938.28 (36.94)
ENGINE MOUNTING BRACKETS
349.00 (13.74)
26.9 (1.06)
1134.29 (44.66)
1154.2 (45.44)
1257.49 (49.51)
393.51 (15.47)
525.51 (20.69)
572.00 (22.52)
303.14 (11.93)
473.86 (18.65)
1052.00 (41.42)
1138.00 (44.80) K, J
1204.00 (47.40) E
1061.00 (41.77) G
1061.00 (41.77) H
BOTTOM VIEW
1237.00 (48.70) K, J
1313.2 (51.70) E
1160.0 (45.67) G
1313.2 (51.70) H
BOTTOM VIEW
655.3 (25.80) K, J
731.2 (28.79) E
578.2 (22.76) G
578.2 (22.76) H
743.5 (29.27)
725.5 (28.56)
614.5 (24.19)
SIDE VIEW
DIMENSIONS 000.00mm (00.00) INCH
DATUM LINE
FRAME RAIL/FRONT SUSPENSION CROSSMEMBER ATTACHING POINT*
*LOCATE CENTER OF UPPER STRUT DAMPER MOUNTING TOWERS FROM THESE PRINCIPAL LOCATING POINTS
586.3 *(23.08)
349.63* (13.76)
498.65 (19.63)
576.20 (22.39)
DIMENSIONS 000.00mm (00.00) INCH
648.00 (25.51)
670.00 (26.38)
SIDE VIEW

CONVERTIBLE TOP OPERATION

Lowering

CAUTION: The top should be totally dry before lowering, also be sure that the top storage well is free of all foreign objects, including the boot, to insure that no damage will be done to the top or rear window as top is lowered.

1. Unlatch the top retaining latches by pulling handle rearward. The latches are located above the visor on both the driver and passenger side of the vehicle.
2. Lower door windows and quarter windows.
3. If engine is not running, turn ignition switch to "on" position and then depress top control switch to lowering position until top pins are disengaged from the header.
4. Close latches.
5. After top is completely lowered, install boot.

Raising

WARNING: Never for any reason, open and/or close any convertible top with the vehicle in motion. Stop vehicle, place the gearshift selector in park, then top may be operated.

1. Unfasten boot and lower both door and quarter windows. (Put boot in trunk.)
2. If engine is not running, turn ignition switch to "on" position and then depress top control switch to raising position.
3. Open latches.
4. Raise top until top header contacts windshield header latch strikers.
5. Before latching the top make sure the door glass weatherstrip is in proper position.
6. Grasp front edge of top from interior of car, pull down while guiding anchor pins into locating holes. Use the top motor to assist this pull down.
7. While top is in fully closed position, align latch hooks and close latch release handles.

CARE OF THE CONVERTIBLE TOP

Using a suitable vacuum cleaner, clean top and inside of storage compartment frequently. The top should be washed often using a soft, natural bristle hand scrub brush and mild soap. Scrub in all directions, covering an area of about two square feet at a time. Avoid heavy scrubbing. Rinse with plenty of water to remove all dirt and cleaner. Allow top to air dry before storing.
Lubricate all top weatherstrips and door glass weatherstrips periodically with 100% silicone spray (Mopar "Sil-Glide" or equivalent) or 100% silicone gel to keep weatherstrips soft and pliable.

ADJUSTMENTS (MAJOR AND MINOR)

Minor adjustments are provided to assist in aligning the top header to the windshield header to prevent leakage into this area; to improve top frontal appearance and assure ease of raising and lowering operation.

Major adjustments are provided to assure correct alignment of the roof side rails with door and quarter glass to prevent leakage.

Major adjustments are at the cam, control link bracket and the outer mounting. These adjustments are necessary to improve roof side rail alignment if minor hinge and header adjustment do not completely correct the condition.

The preferred sequence of adjustments is as follows:

1. Dowel pin adjustment
2. Latch hook adjustment
3. Front to center rail adjustment
4. Cam adjustment
5. Control link adjustment

These adjustments should be used as necessary to reduce effort and stay within specifications while maintaining sealing.

A. Dowel Pin Adjustment Procedure

The side to side adjustment of the dowel pins is made possible by using the elongated slots in the folding top header. The steps required to make this adjustment are as follows:

1. Loosen pins.
2. Position dowel pins in slots (Fig. D) so the centerlines of both pins are aligned with both holes (in the windshield header mounted striker) at the same time.
3. Tighten pins.

If the fore-aft position of the pins needs adjustments to the hole centers the cam, and/or front to center rail, and/or control link adjustments may be used to make this adjustment. It may be necessary to adjust the cams and/or control links differently from side to side to achieve proper alignment.

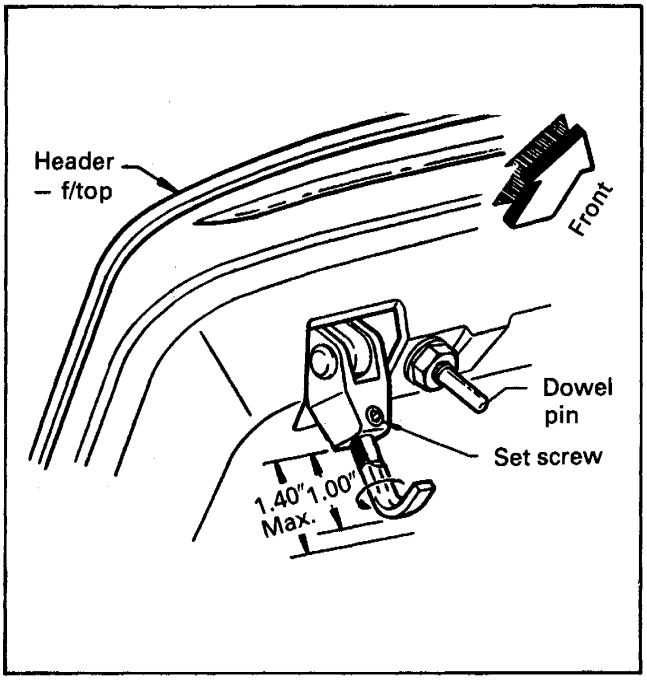


FIGURE D

B. Latch Hook Adjustment

Lengthening the latching hook reduces effort and is done as follows. Loosen the set screw, turn the hook counterclockwise (Fig. D), then tighten set screw. The hook has an adjustment range of 1.00 inch minimum to 1.40 inch maximum. One turn of the hook counterclockwise extends the hood .04 inch (1mm). If latching is difficult after the dowel pin adjustment, lengthen the hook (2) turns counterclockwise. If still difficult, repeat as necessary until hook reaches its maximum length.

C. Front to Center Rail Adjustment

The front to center rails can be adjusted (Fig. E) to vary the relationship between them. This is done to match the curve of the upper edge of the door and quarter glass to the folding top rails. When the rails do not match the upper edge of glass the following can result.

1. Poor sealing
2. Increased latching effort

If the rails are adjusted to form a straight to slightly "A"-shaped line, the sealing and latching effort are optimized. **A visual inspection of the relationship between these rails will quickly determine the need to make this adjustment.** When the

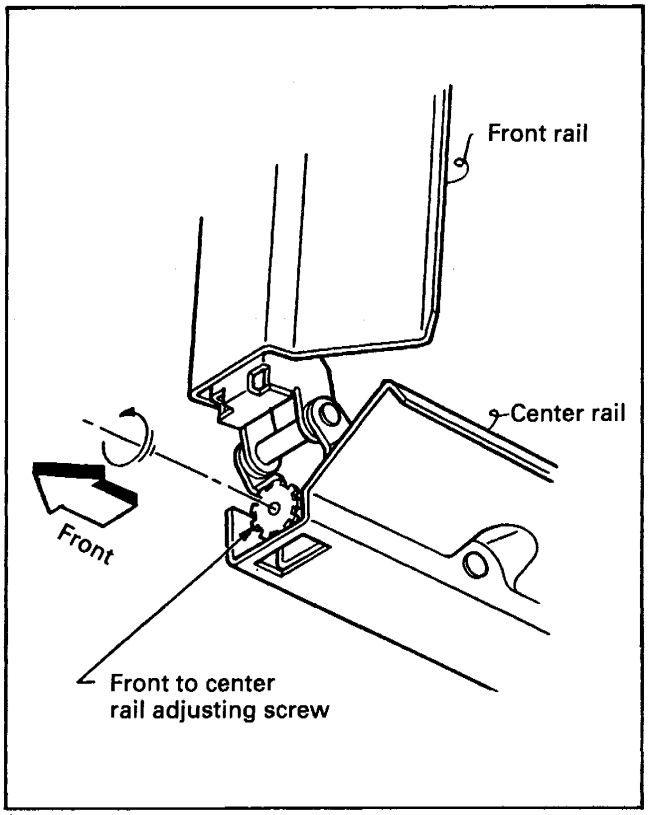


FIGURE E

rails are "V"-shaped the folding top header is further rearward than when properly adjusted. This not only increases latching effort but also reduces sealing at the rails and across the header. Lengthening the adjusting screw (turning it in the direction shown in Fig. E) causes the rails to form a "V" in the side view at one extreme and shortening the adjusting screw to the other extreme forms an "A" shape in the side view.

D. Cam Adjustment

The cam assembly (Fig. F) is used to change the position of the folding top header in relation to the windshield header. The cam turns inside the rear side rail and thrust link. When rotated, it changes the relationship between the front and rear side rails by moving the thrust link forward or rearward. It may be necessary to lengthen the control links one or two serrations after a cam adjustment. The position of the cam high side determines the angle between the center and rear side rails. When the high side is fully forward, the angle is at a minimum and when turned rearward the angle is increased. An increased angle increases the forward "throw" of the entire top assembly. The cam high side is indicated by a dart (arrow) on the cam threaded end.

Before adjusting, place top in half raised position to remove all possible strain from the cam. Loosen phillips head screw, tap cam threaded end with a soft faced hammer to loosen any paint bond between cam and linkage. Using a 3/16" allen wrench adjust cam as necessary, tighten phillips head screw.

E. Control Link Adjustment

The control links (Fig. G) incorporate serrated adjusting plates. With the top latched to the header, loosen both bolts just enough to permit moving link up or down. Push upward in the area of the front to center rail joint (be careful not to pinch hands between these rails). The rails should be pushed up by hand as far as possible. With the control link adjusting bolts loosened, allow the control link to seek its proper position. Tighten bolts while rail assembly is held in the position described above.

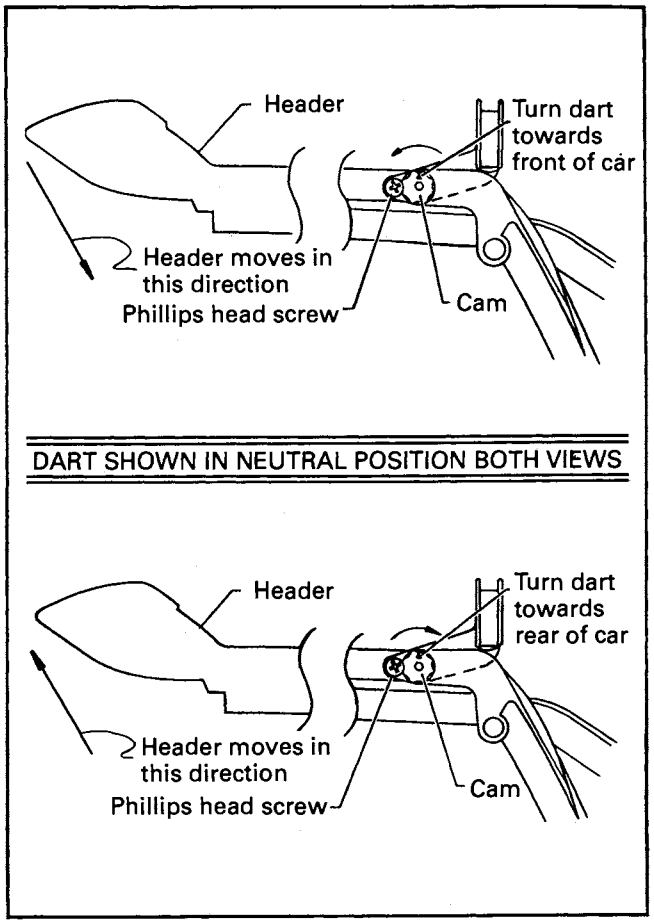


FIGURE F

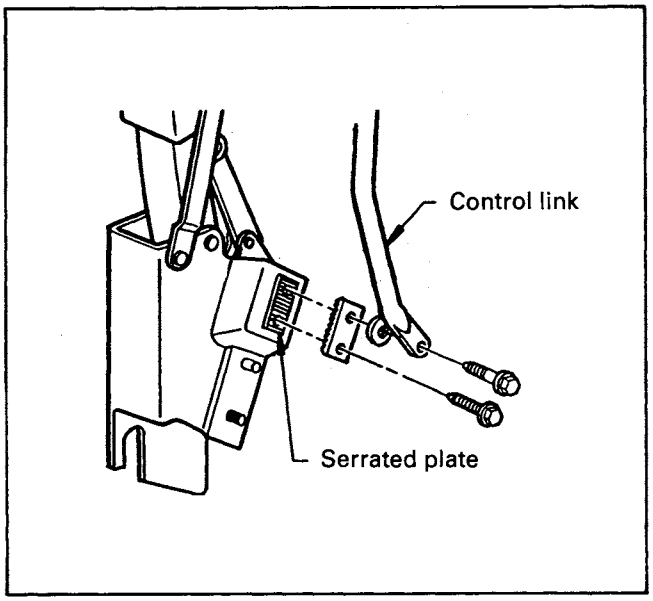
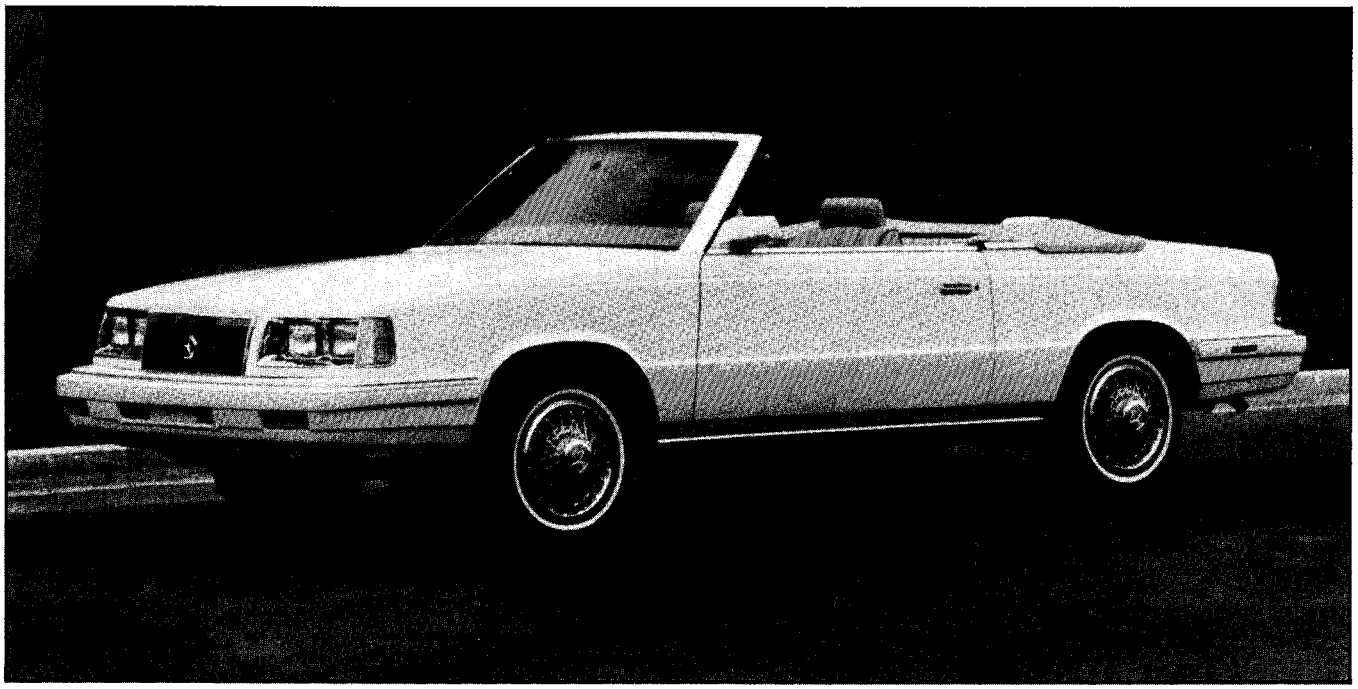
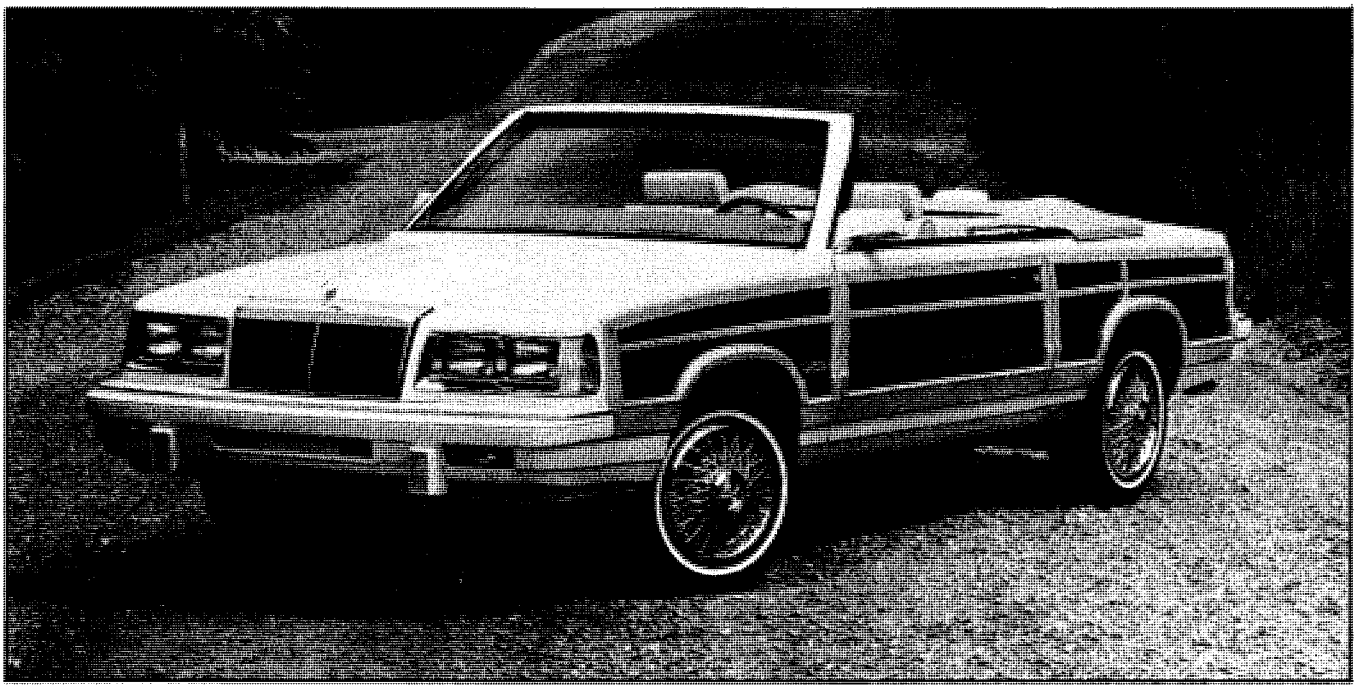


FIGURE G





NOTE: More K Body information can be found in the Unibody Repair Publication #81-699-6018.

K BODY
CONVERTIBLE INTRODUCTION

This manual has been prepared for use by all body technicians involved in the repair of Chrysler K Body models.

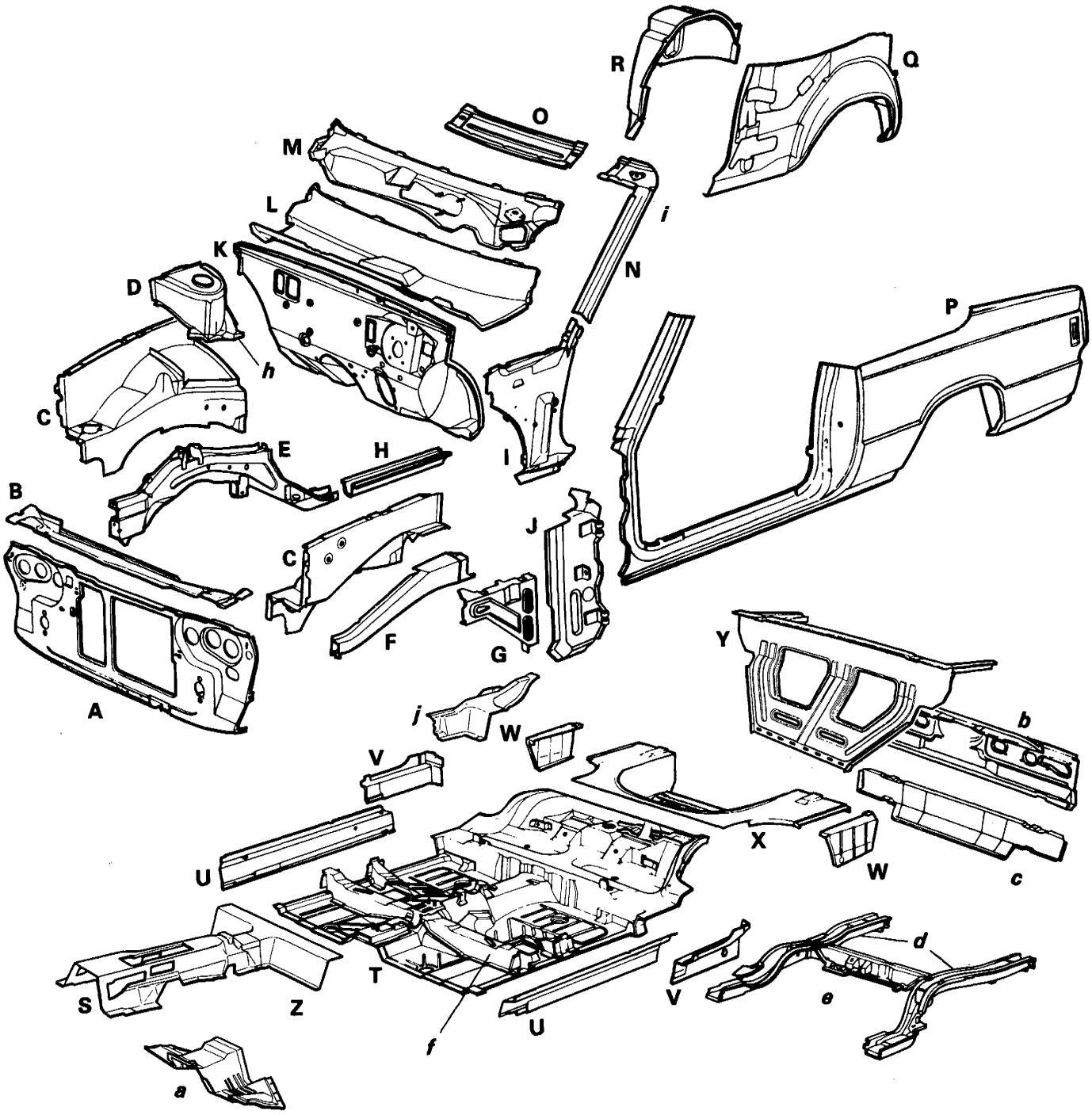
This manual shows:

- **Typical panels contained in each unibody model**
- **The weld points for panels**
- **The types of weld for the panel**
- **What panels must be replaced and not repaired**

The repair procedures outlined in this manual are very important and must be followed to insure the quality of the repair.

Chrysler Motors reserves the right to make improvements in design or to change specifications to these automobiles without incurring any obligation upon itself.

2 Door - K Body



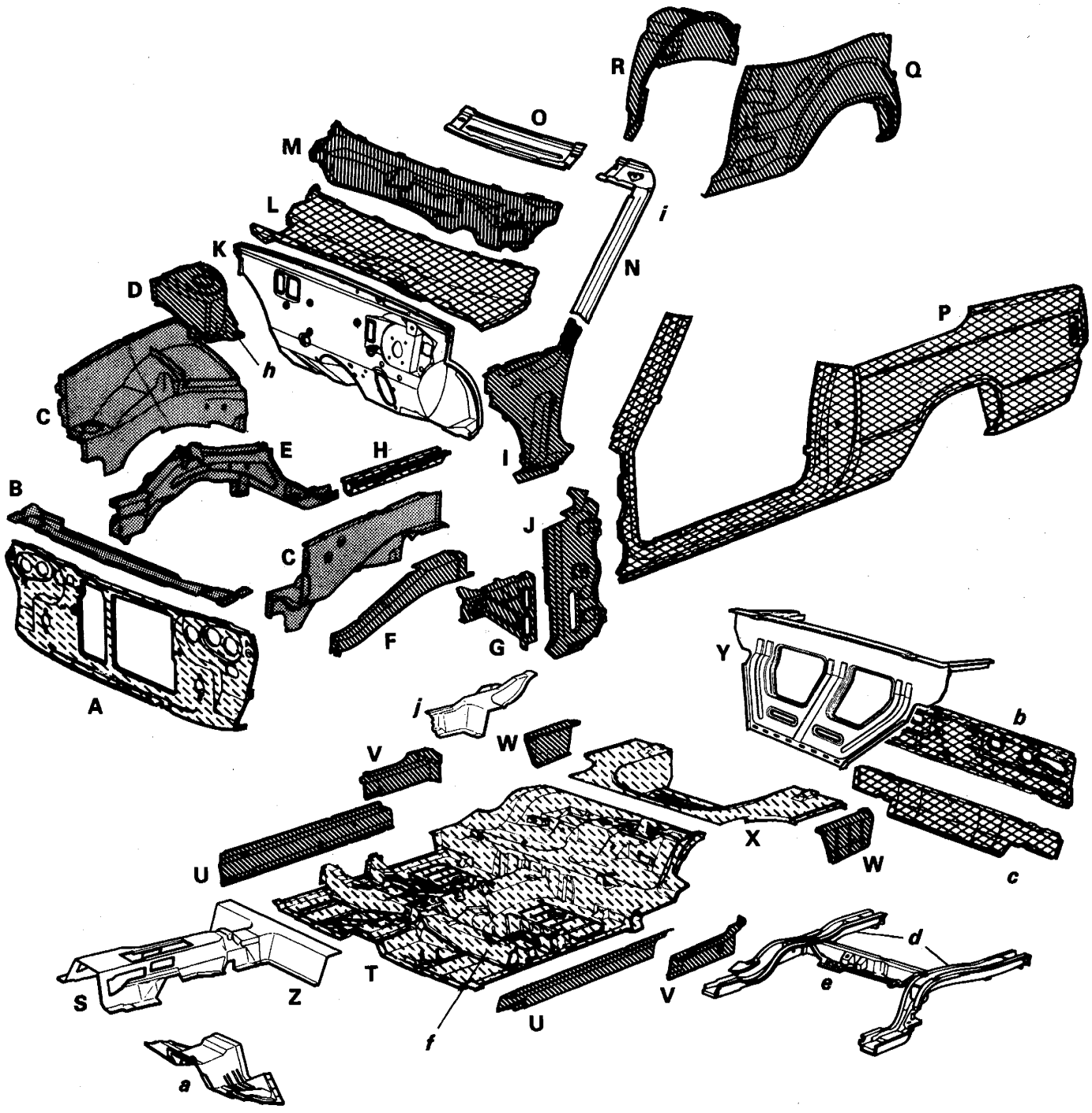
Partial List of Body Panels — 2 Door

A. Radiator support
B. Tie bar panel
C. Fender inner shield
D. Strut tower reinforcement
E. Front side rail
F. Upper splash shield beam
G. Hinge pillar extension
H. Front side rail extension
I. Cowl side panel
J. Front hinge pillar
K. Dash panel
L. Cowl plenum
M. Cowl top
N. Pillar reinforcement
O. Center windshield frame (header)
P. Side aperture
Q. Inner quarter/outer wheelhouse
R. Inner wheelhouse
S. Floor pan reinforcement
T. Front side floor pan
U. Inner sill panel
V. Side sill panel extension
W. Floor pan side extension
X. Rear floor pan
Y. Brace, shelf panel to floor
Z. Floor pan reinforcement
a. Floor pan reinforcement
b. Tail panel
c. Lower tail panel
d. Rear side rails
e. Rear side rail crossmember
f. Front floor pan crossmember, seat mount
h. Strut tower extension to dash
i. Upper windshield pillar
j. Floor pan reinforcement

Parts Not Illustrated:

Roof bows
Glass assembly — windshield
Outer hood panel
Inner hood panel
Bumper assembly — front and rear
Energy absorbing unit — front
Front fender assembly
Steering and brake bracket support
Steering column support
Brace — lower control arm bracket front, R - L
Rear suspension control arm support
Rear suspension radius bar support
Rear energy absorbing unit
Door reinforcement, impact bar
Inside door panel
Outside door panel
Fuel filler door
Side inner roof rail
Inside rear door panel
Inner quarter bar belt
Rear window glass
Hood hinge reinforcement
Plenum panel water deflector
Inner deck lid panel
Outer deck lid panel
Deck lid hinge support, R - L
Extension fender panel, R - L
Front floor pan gearshift mounting

Corrosion Protection - K Body Convertible



The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Zincrometal is used on some body panels.
3. Cationic electrode position undercoating is used on the complete body in almost all instances.
4. Body sealing.
5. Stone-chipping resistant primer application.
6. Underbody corrosion prevention.

Definitions of Coated Steels:

One-Side Galvanized MS 6000-60 — Represents a one side free zinc galvanized coating on one side of the hot or cold rolled low carbon minimum spangle sheet or strip applied by the hot dipping process.

One-and-a-half-Side Galvanized (Differentially Coated) MS 6000-61X — Represent a coated steel in which the heavier coated side shall have a free zinc coating and will be the unexposed side. A lighter coating side will have an alloy coated surface which will be the exposed side.

Two-Side Galvanized MS 6000-66 — Represents an evenly zinc coated steel on both sides.

Two-Side Galvannealed MS 600-44A — Represents a two-side zinc coated steel in which the coating is fully alloyed with the sheet or strip surface.

Zincrometal MS 5973 — Represents a standard low carbon sheet steel product which is coated with a chromate/zinc dust complex with a subsequent zinc-rich primer coating.

Electrogalvanized MS 6000-60P — Represents a sheet steel base metal product which is zinc-coated by electroplating.

PARTIAL LIST OF STEEL APPLICATIONS

ONE-SIDE GALVANIZED STEEL

* Hood outer panel
  Front frame rail, extension
  Tail panel
  Lower tail panel

TWO-SIDE GALVANIZED STEEL

Hinge pillar extension
Side shield upper beam
Tower reinforcement
* Lower control arm bracket
Cowl top panel
Side sill inner
Inner quarter, outer wheelhouse
Inner wheelhouse
* Inner wheelhouse brace
Cowl side panel
Hinge pillar
* Inner door shell structure
* Tail panel extension
* Rear tail panel drain through
* Rear quarter panel drain through inner quarter panel brace

ONE AND ONE-HALF SIDE GALVANIZED STEEL

* Front fender
* Outer door skin side aperture
Side aperture
Rear deck lid
* Hood inner panel
Cowl plenum

GALVANNEALED STEEL

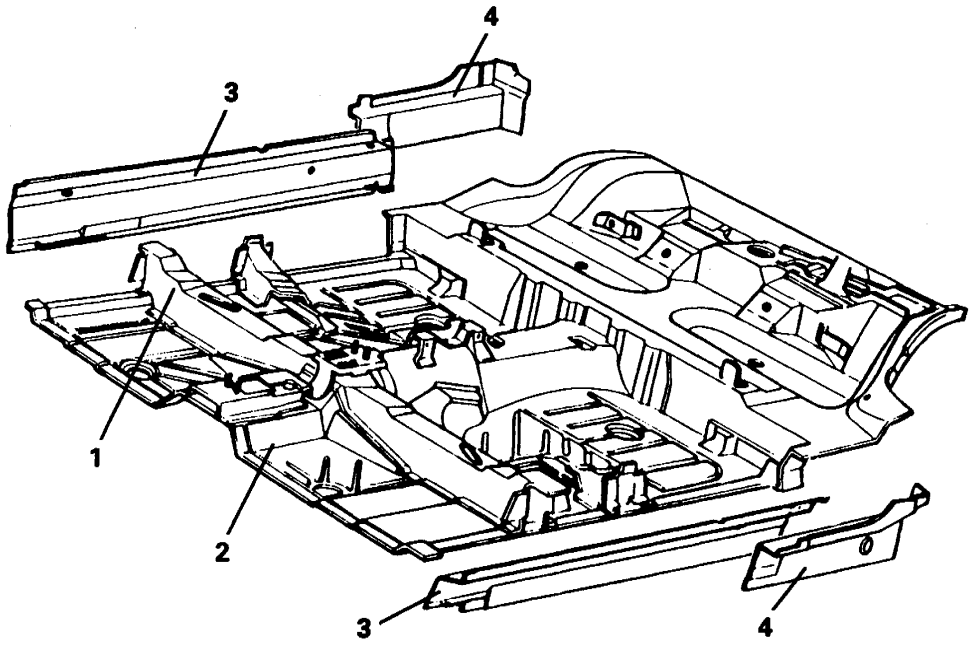
Radiator tie bar support
Front fender inner shield
Front side rails
Rear frame rails

ZINCROMETAL

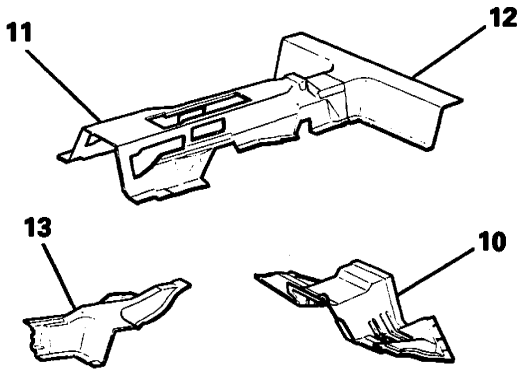
Front floor pan
Rear floor pan
Radiator support

* Indicates panels not shown in illustration.

UNDER BODY



1. Front floor crossmember
2. Front floor
3. Side sill
4. Side sill extension
5. Rear side rail
6. Rear side rail crossmember
7. Rear floor pan
8. Rear floor pan extension
9. Rear crossmember or lower rear body panel
10. Front floor pan reinforcement
11. Floor pan tunnel reinforcement
12. Rear floor pan reinforcement
13. Floor pan to side rail reinforcement



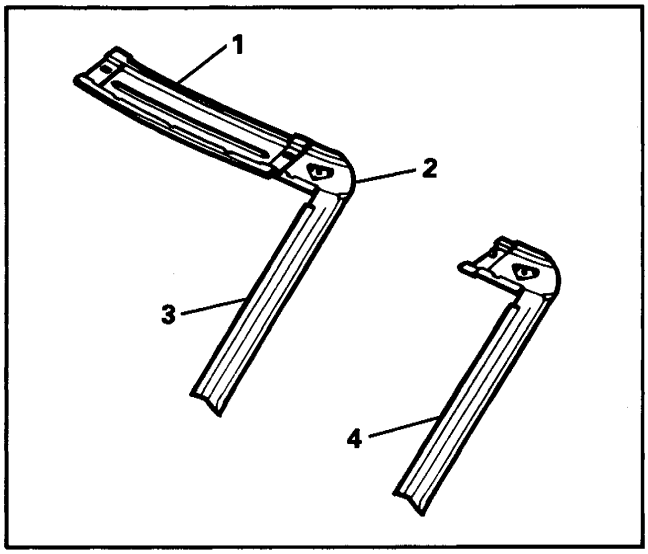
The Floor Pans

The floor pans are protected from rust with the use of zincrometal, inner side sills are two-side galvanized to protect them.

CONVERTIBLE BODY CHARACTERISTICS

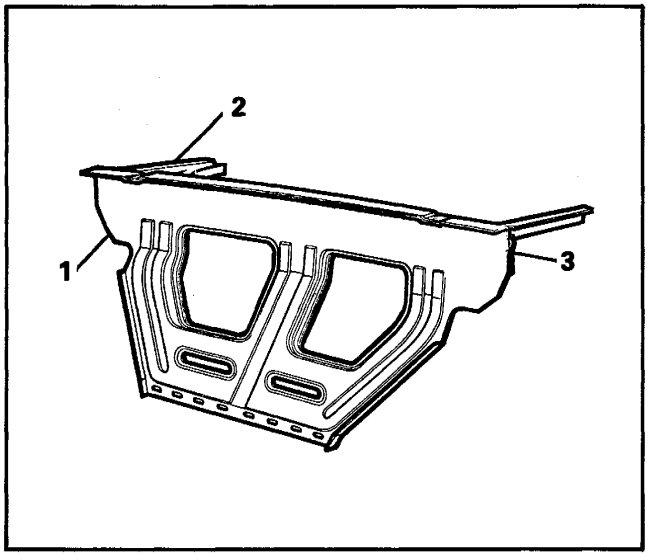
A Pillar

1. Windshield header.
2. Windshield opening top-side corner.
3. Body side aperture.
4. Upper inner windshield frame.



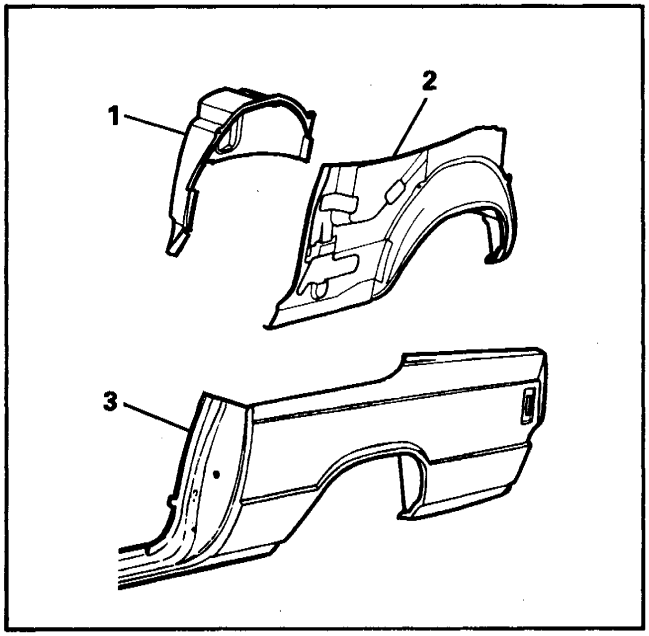
REAR DECK

1. Floor to deck closure panel.
2. Upper drain trough deck opening panel.
3. Brace floor closure panel to upper drain trough panel.

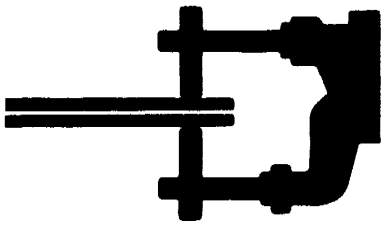


REAR BODY

1. Inner wheel well.
2. Inner quarter outer wheel well.
3. Quarter panel or side aperture.

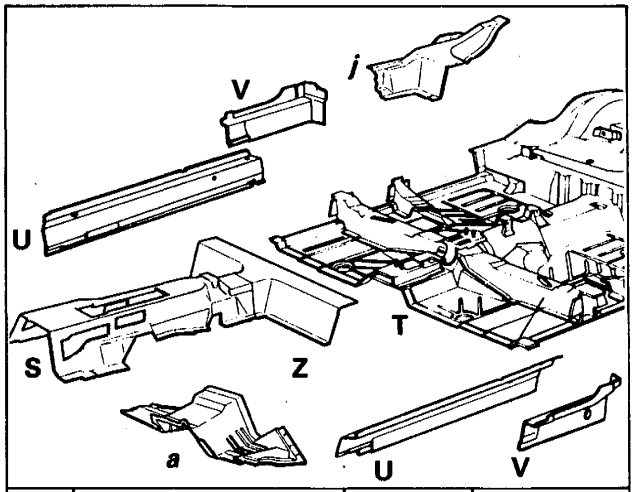


K BODY
CONVERTIBLE WELDED PANEL REPLACEMENT



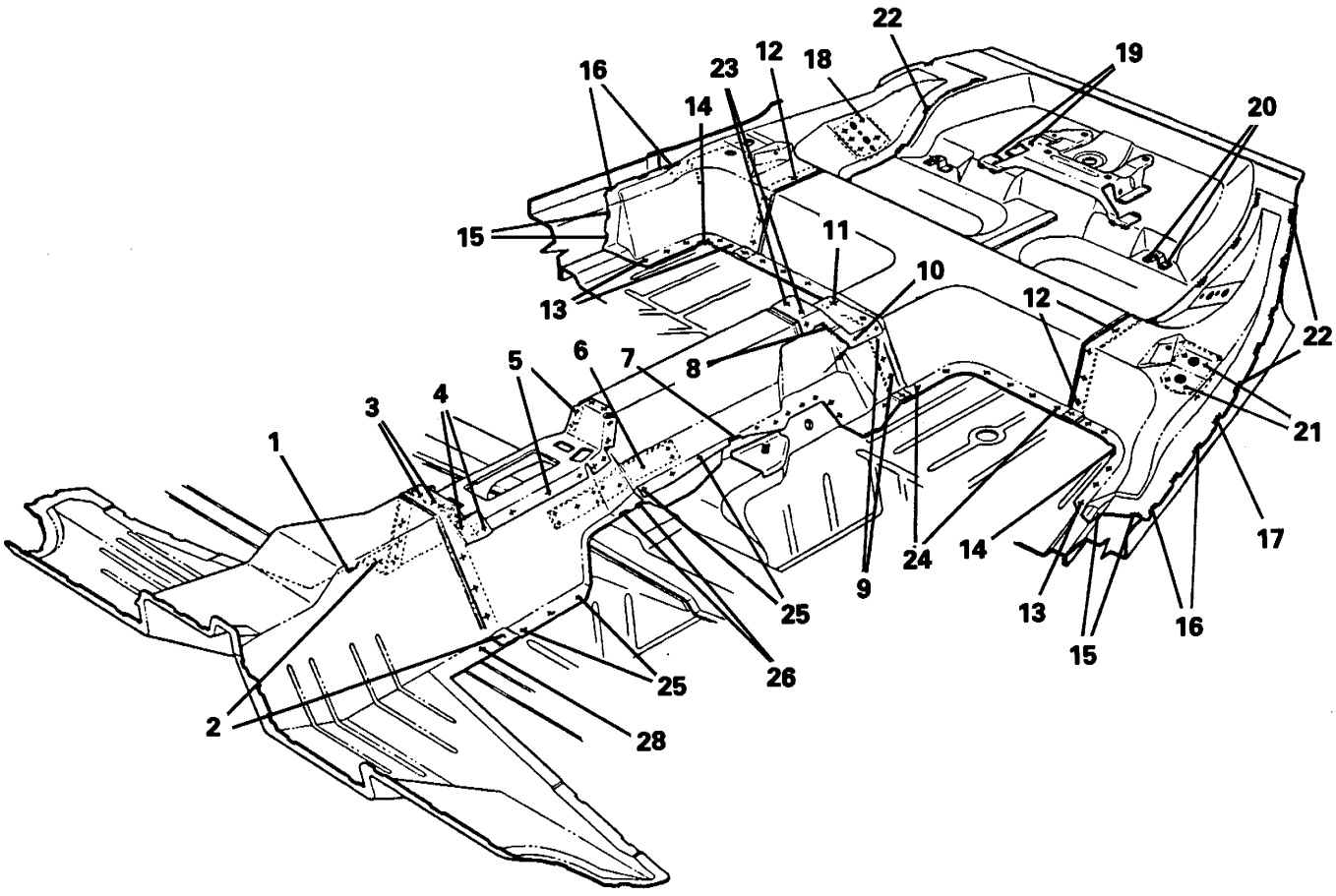
The basic parts of the body structure are the welded outer panels. Herein is a brief description of the placement of some of these panels.

Floor Pan Reinforcements

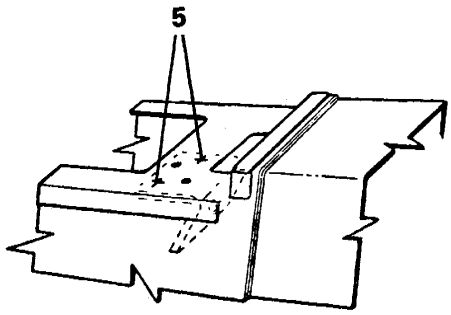


No.	Welded parts	F	R
1	S + T	1 MIG	1 MIG
2	S + S	8	P8
3	S + Consol Brkt.	2	P2
4	S + Consol Brkt. + Reinforcement	2 ea. side	P2 ea. side
5	S + Consol Brkt.	22	P22
6	S + Reinforcement	10	P10
7	S + T	2 MIG	2 MIG
8	S + Reinforcement	2 MIG	2 MIG

No.	Welded parts	F	R
9	S + Z	4 ea. side	P4 ea. side
10	S + Reinforcement	3 ea. side	P3 ea. side
11	Z + Reinforcement	2	P2
12	Z + j	5 ea. side	P5 ea. side
13	j + T	5 ea. side	P5 ea. side
14	j + T	1 MIG ea. side	1 MIG ea. side
15	j + U	3 MIG ea. side	3 MIG ea. side
16	j + U	3 MIG ea. side	3 MIG ea. side
17	j + V	1 MIG ea. side	1 MIG ea. side
18	j + Reinf. Seat Belt	5 ea. side	P5 ea. side
19	T + Top Motor Brkt.	12 MIG	12 MIG
20	T + Seat Back Brkt.	4 MIG	4 MIG
21	j + Reinf. Seat Belt	4 ea. side	P4 ea. side
22	j + T	10 ea. side	10 ea. side
23	S + Reinforcement	2	P2
24	Z + T	6 ea. side	P6 ea. side
25	S + T	14 ea. side	P14 ea. side
26	S + f	2 MIG ea. side	2 MIG ea. side
27	Z + T	10 MIG	10 MIG
28	a + T	1	P1
29	j + Z + T	2 ea. side	P2 ea. side

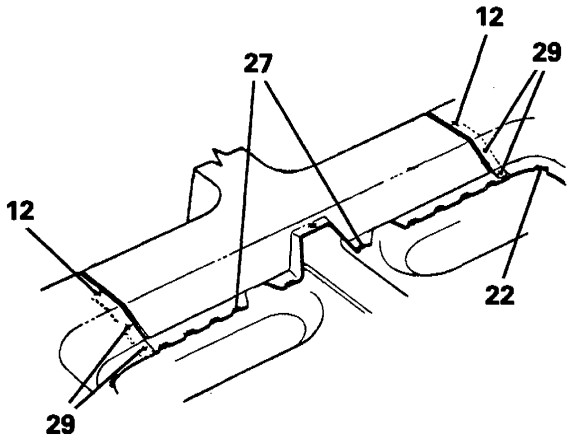


No.	Welded parts	F	R
30	a + T	8	P8
31	a + T	25 MIG	25 MIG



NOTES WITH REGARD TO REPAIR WORK

- The strength of the convertible is very dependent on the reinforcements listed on these pages, double check all your work, welds and alignment.
- Always protect yourself against fire, eye damage and any of the other accidents that could happen if you are not careful.

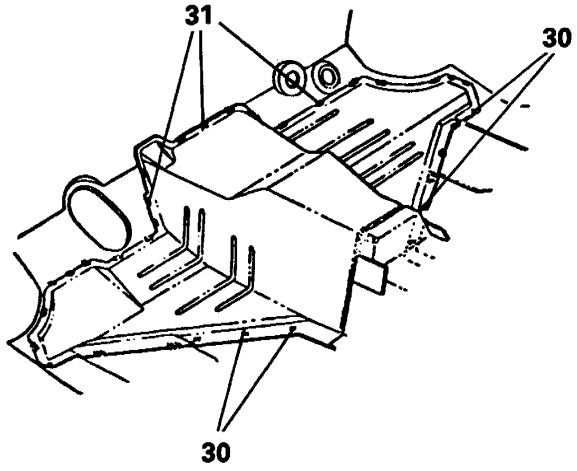


REMOVAL

1. Take extra time when separating these parts to insure as little damage as possible to adjacent parts.
2. If clean cuts are made at spot weld locations and damage is not too severe you may be able to use the old panel to locate new holes in the new part.

PREPARATION

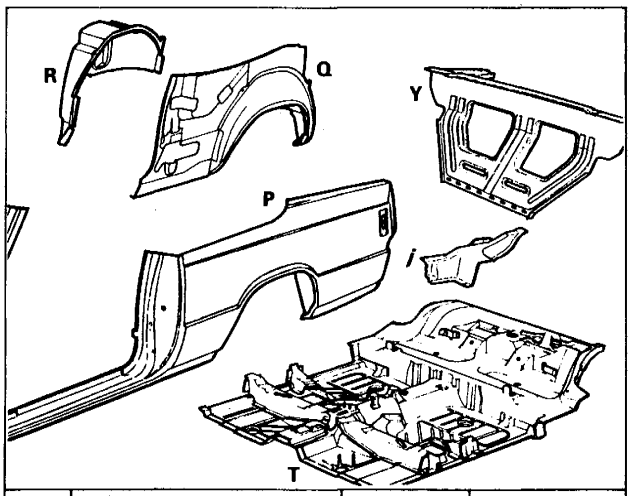
1. Clean all old mating surfaces to insure the best fit of the new panels.
2. Do a test with your MIG welder to insure a good weld will be achieved on your repair.



INSTALLATION

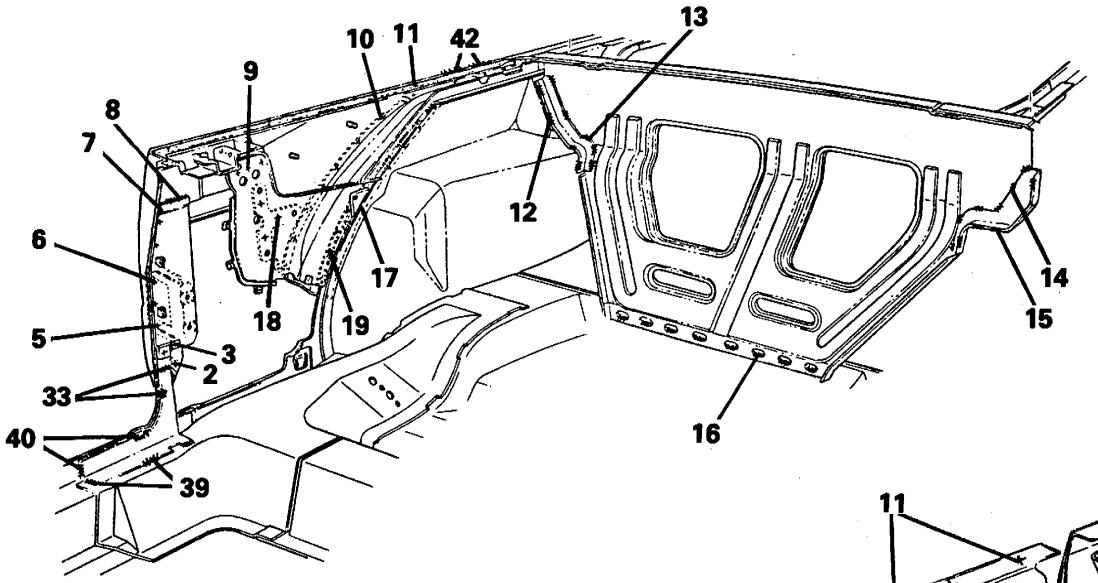
1. Fit the new panel into place. After any adjustments tack weld it into place with the MIG welder.
2. Double check alignment.
3. Weld the new panel into place.
4. Make sure to guard your repair against corrosion. Remember the warranty.

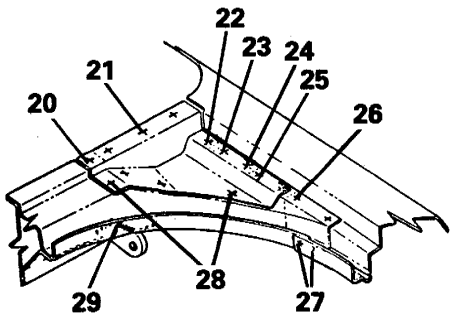
Inner Wheelhouse and Reinforcements

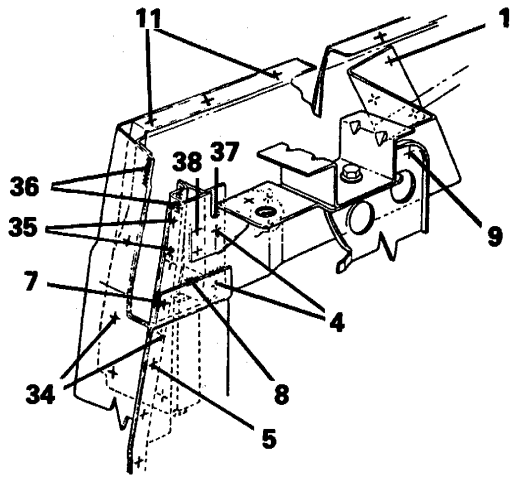


No.	Welded parts	F	R
1	Q + Brkt. + Brace	3	P3
2	P + Q + Aperture Brace	1	P1
3	Q + Aperture Brace	1	P1
4	Aperture Reinf. + Aperture Brace	2	P2
5	P + Aperture Brace	5	P5
6	P + Striker Reinforcement	4 MIG	4 MIG
7	P + Aperture Brace	1	P1
8	P + Q + Brace	2 MIG	2 MIG

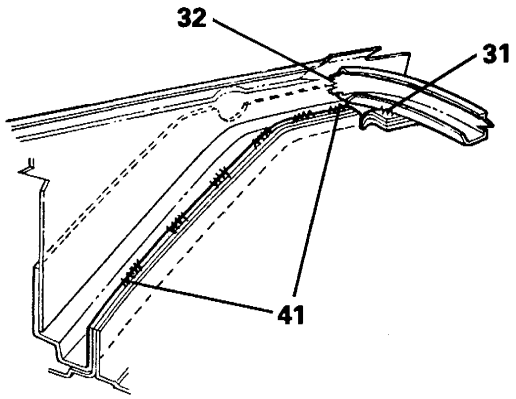
No.	Welded parts	F	R
9	Q + Brace	3	P3
10	Brace + Reinforce.	12	P12
11	P + Q + Reinf.	11	P11
12	P + Reinforcement	4 MIG	4 MIG
13	Y + Reinforcement	5 MIG	5 MIG
14	Y + Reinforcement	6 MIG	6 MIG
15	P + Reinforcement	4 MIG	4 MIG
16	Y + T	8 MIG	8 MIG
17	R + Reinforcement	4 MIG	4 MIG
18	Q + Brace	3	P3
19	R + Reinforcement	5	P5
20	Y + Reinforcement	1	P1
21	Y + Reinforcement	3	P3
22	Y + P + Reinf.	1	P1
23	Y + P + Reinf.	2	P2
24	Y + P + Reinf.	3 MIG	3 MIG
25	Y + P	2	P2
26	Y + P + Q	2	P2
27	Y + P	2	P2
28	Y + Reinforcement	4	P4
29	Y + Brace	1 MIG	1 MIG

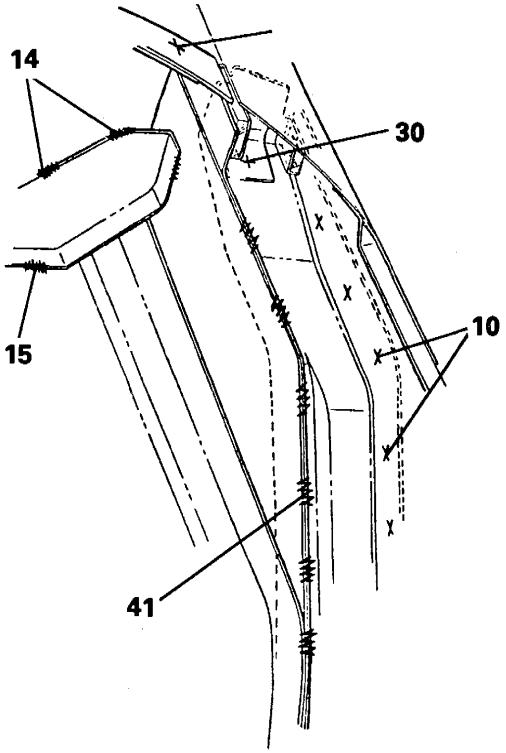






No.	Welded parts	F	R
30	Bracket + Reinforce.	1	P1
31	Y + Brace	1 MIG	1 MIG
32	Y + Reinforcement	1 MIG	1 MIG
33	Q + Reinforcement	2 MIG	2 MIG
34	P + Reinforcement	6	P6
35	P + Brace	2	P2
36	P + Reinforcement	2 MIG	2 MIG
37	Q + Brace	1 MIG	1 MIG
38	Q + Brace	5	P5
39	Brace + j + T	3 MIG	3 MIG
40	Brace + T	2 MIG	2 MIG
41	Q + Reinf.	4 RT. MIG 6 LT. MIG	4 RT. MIG 6 LT. MIG
42	P + Q + Reinf.	2 MIG	2 MIG





NOTES WITH REGARD TO REPAIR WORK

- Because there are so many small braces and reinforcements, study the positioning of each to determine what order they are assembled in.
- Make sure you reassemble the braces and reinforcements in the proper order.

REMOVAL

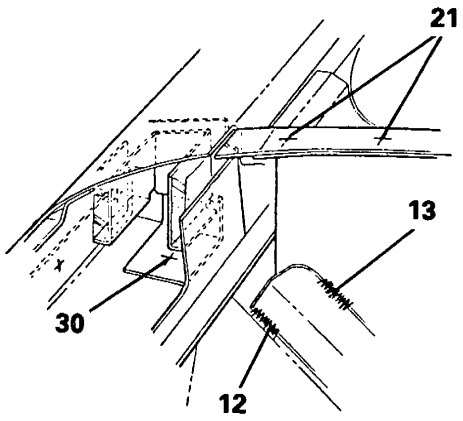
1. Take your time with these panels so as not to do more damage.

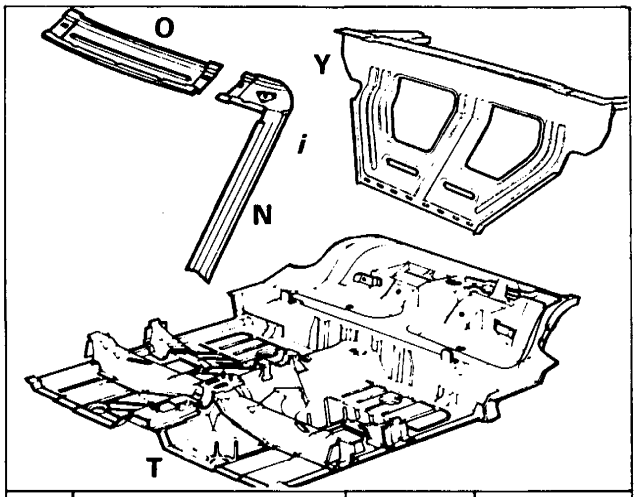
PREPARATION

1. Clean and prepare all surfaces as you go. This will make it easier to reassemble.

INSTALLATION

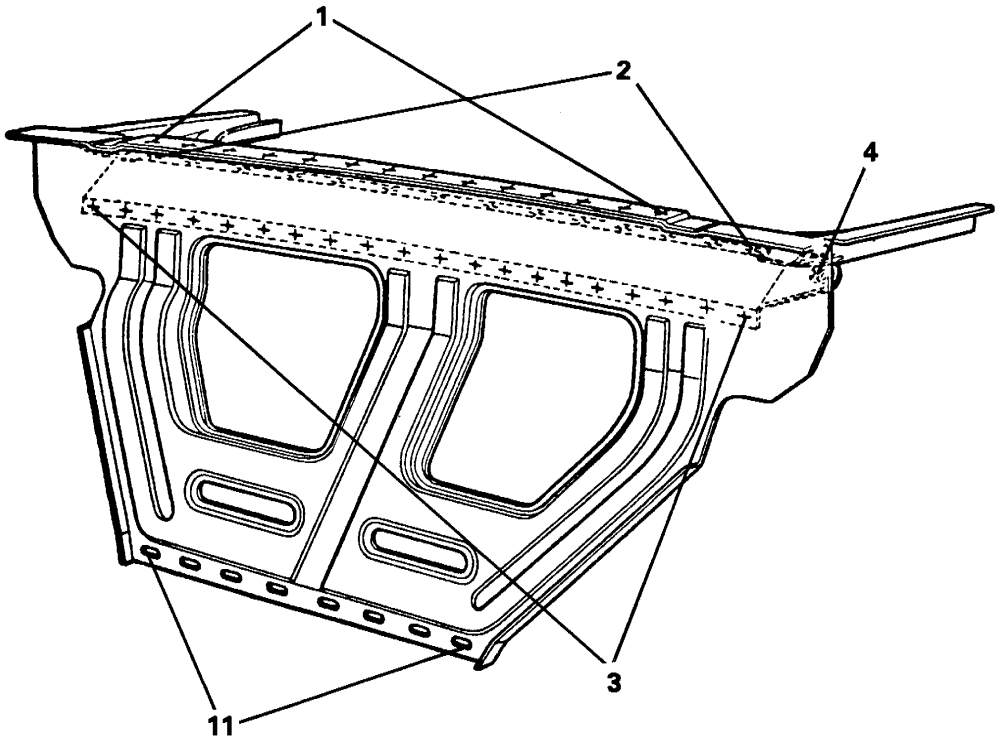
1. It may be easier to do small subassemblies of the car, then put them all on at one time.





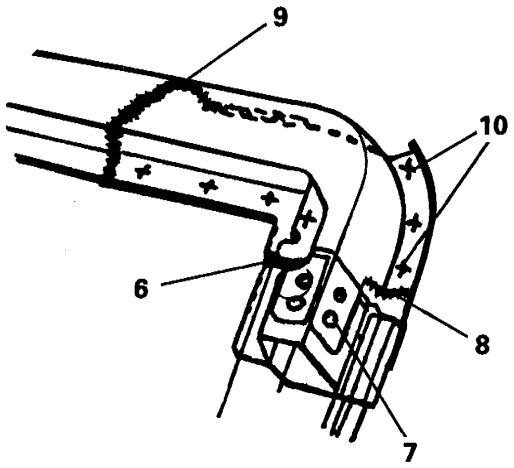
No.	Welded parts	F	R
1	Y + Brace	14	P14
2	Y + Brace	14	P14
3	Y + Brace	20	P20
4	Y + Brace	1	P1
5	O + i + N	2 MIG	2 MIG
6	O + i + N	1 MIG	1 MIG
7	O + i + N	4 MIG	4 MIG
8	O + i + N	1 MIG	1 MIG

No.	Welded parts	F	R
9	O + i + N	1 MIG	1 MIG
10	O + i + N	9	P9
11	Y + T	8 MIG	8 MIG



NOTES WITH REGARD TO REPAIR WORK

- Take care when cutting rear deck support at floor pan. The gas tank is just under these welds.
- Be careful when cutting these panels not to cut adjacent panels.

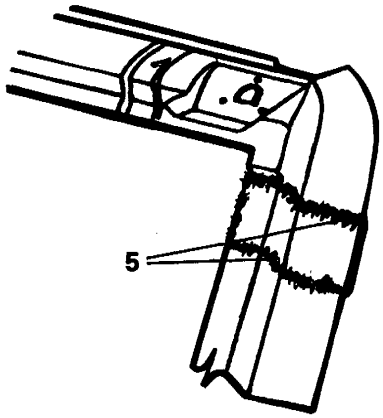


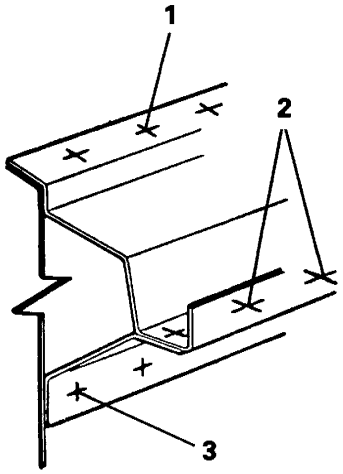
REMOVAL

1. You may find it easier to cut the damaged parts into pieces to remove them.
2. Use the hole saw for spot welds and the die grinder for MIG welds.

INSTALLATION

1. Work out a system for replacement of these parts as it will be difficult to get alignment.
2. After you have fit the new parts tack weld them into place and check alignment before doing the final welding.





Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

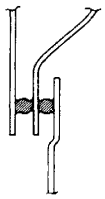
K BODY

CONVERTIBLE BODY SEALING LOCATIONS

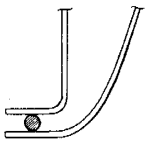
All repairs where panels were replaced have voids that must be filled with sealant. Sealant should be applied to all skips, pin holes in sealers and weld burn through holes on the interior and exterior of the vehicle that would permit leakage of water, air or exhaust fumes.

Typical areas of the exterior that must be repaired are listed on this page. Typical areas of the interior that must be repaired are floor pans, wheelhouses, dash panel and cowl sides.

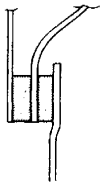
METHODS OF APPLYING AUTO BODY SEALANT



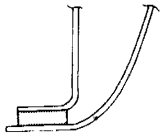
3 metal thickness



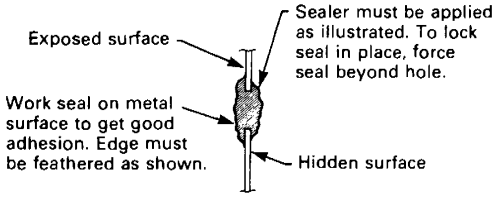
2 metal thickness

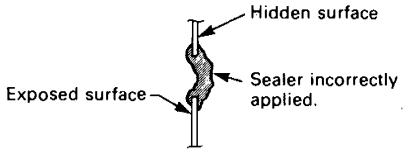


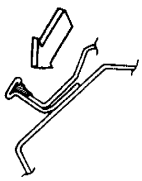
3 metal thickness



2 metal thickness

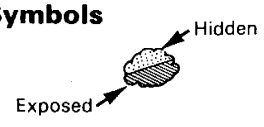






Hold gun nozzle in direction of arrow in order to effectively seal metal joints.

Symbols



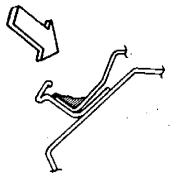
Ball of sealant

Extrudable thermoplastic

Exposed sealant

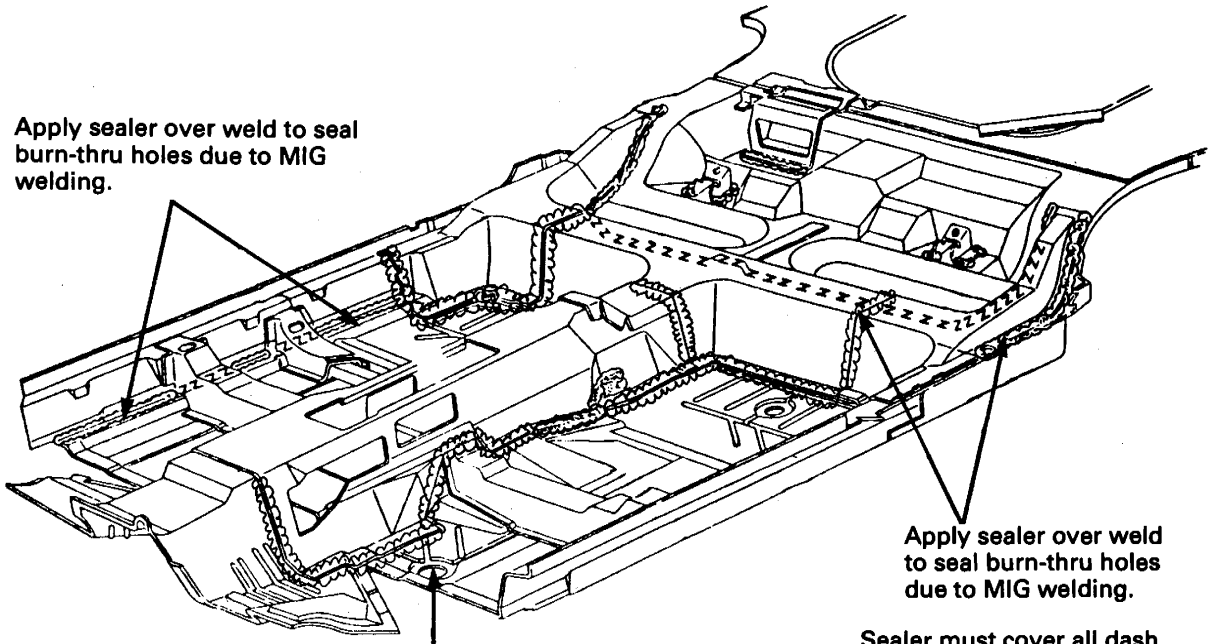
zzzzzzzz

Hidden sealant

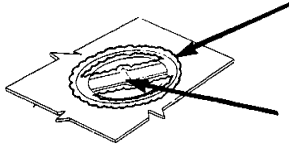


Do not hold gun nozzle in direction of arrow. Sealer applied as shown is ineffective.

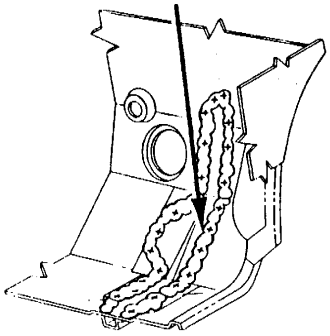
Body Sealing Locations

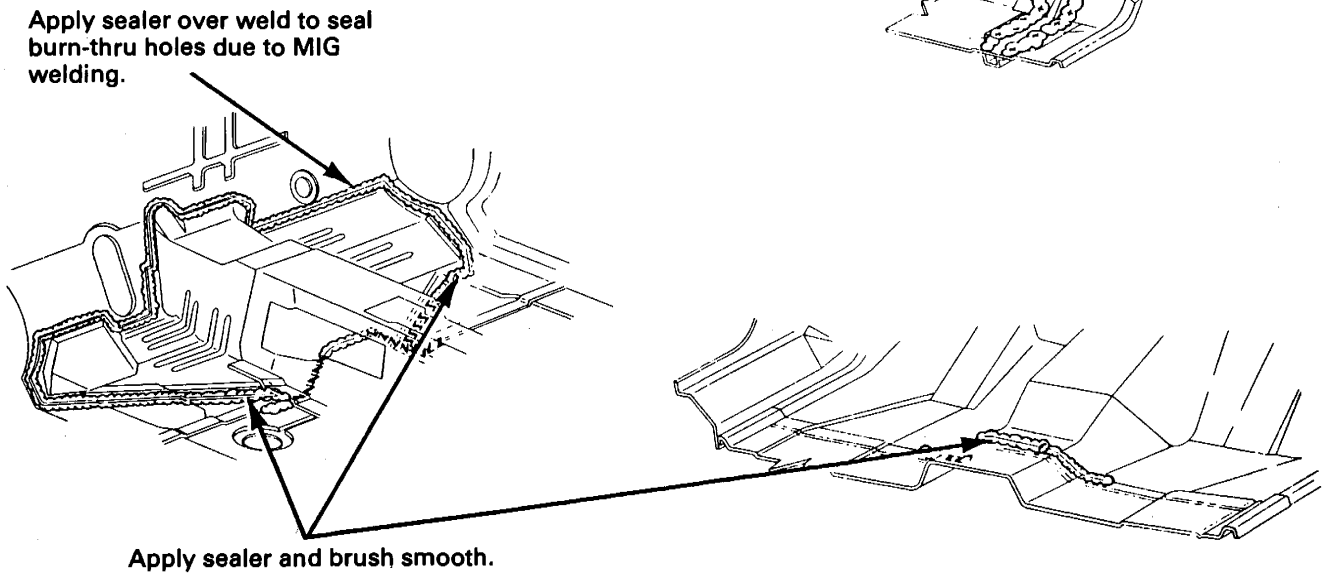


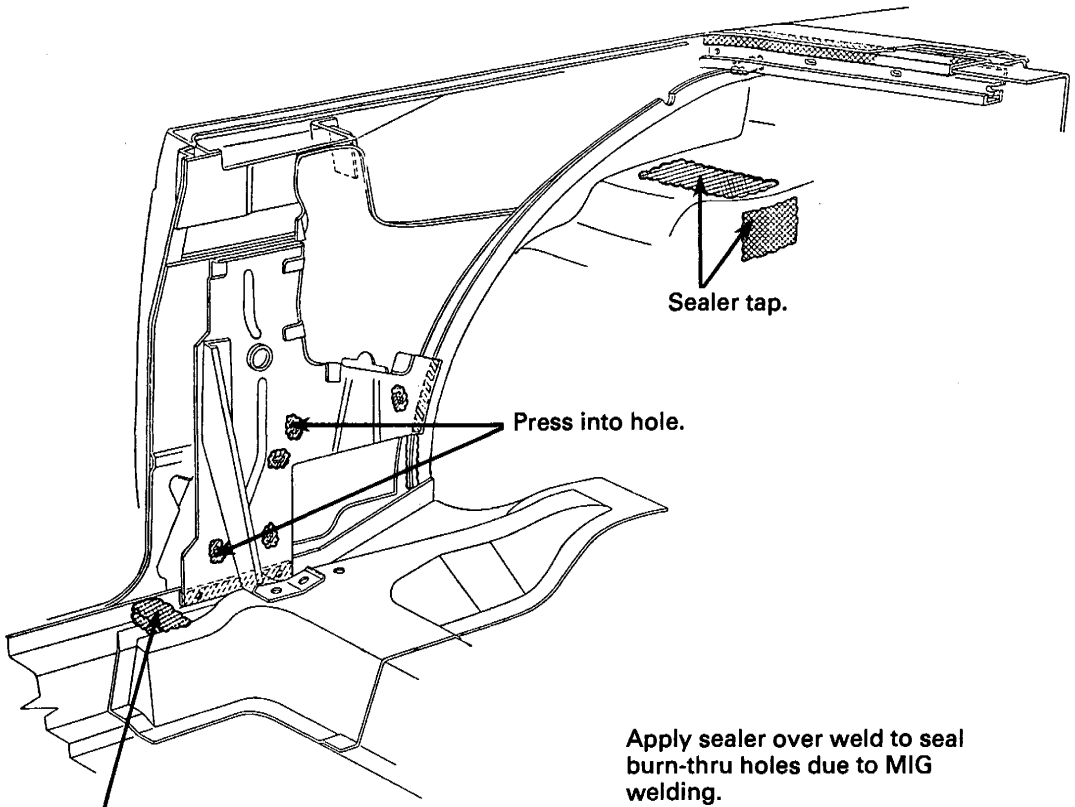
Cover outer area of plug and center attaching tab completely.



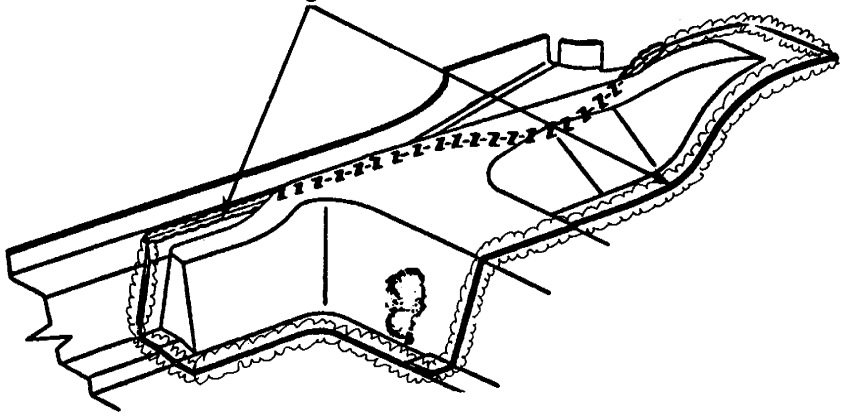
Sealer must cover all dash panel to front side rail spot welds – must be smoothed out so that no noticeable formations occur in carpet.

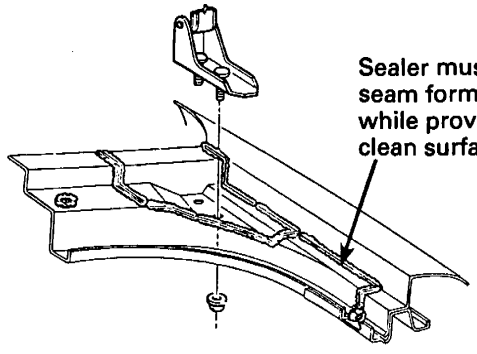






Apply sealer over weld to seal burn-thru holes due to MIG welding.

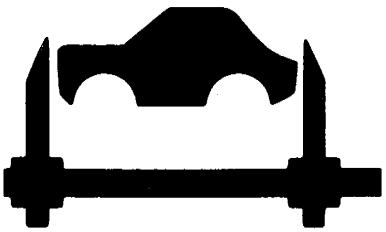


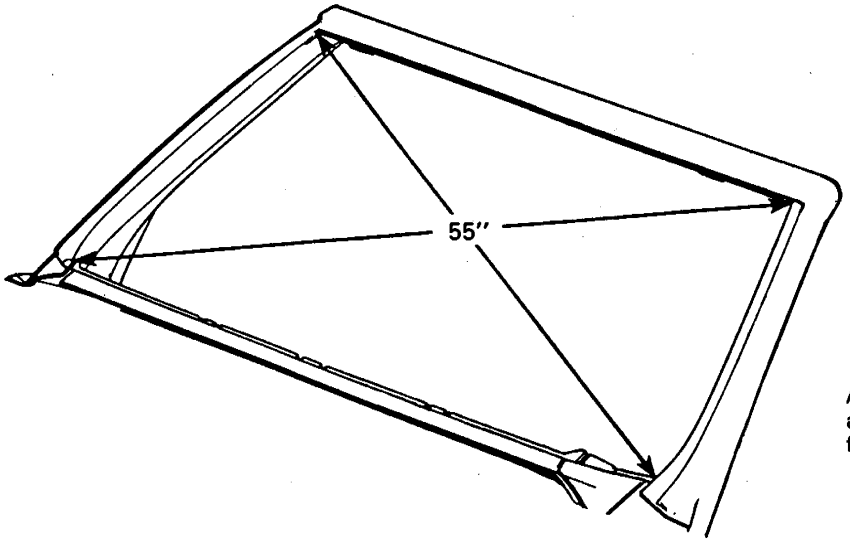


Sealer must be forced into the seam forming a complete seal while providing a smooth and clean surface.

K BODY

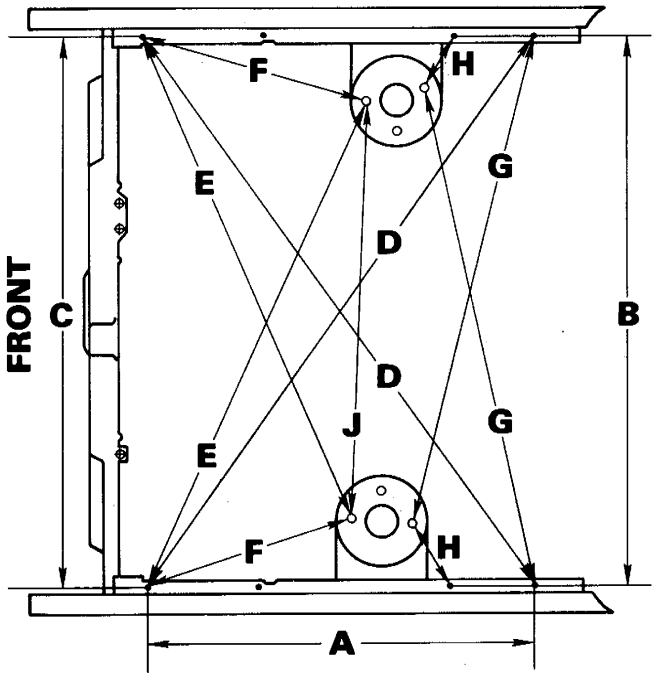
CONVERTIBLE BODY DIMENSIONS & SPECIFICATIONS

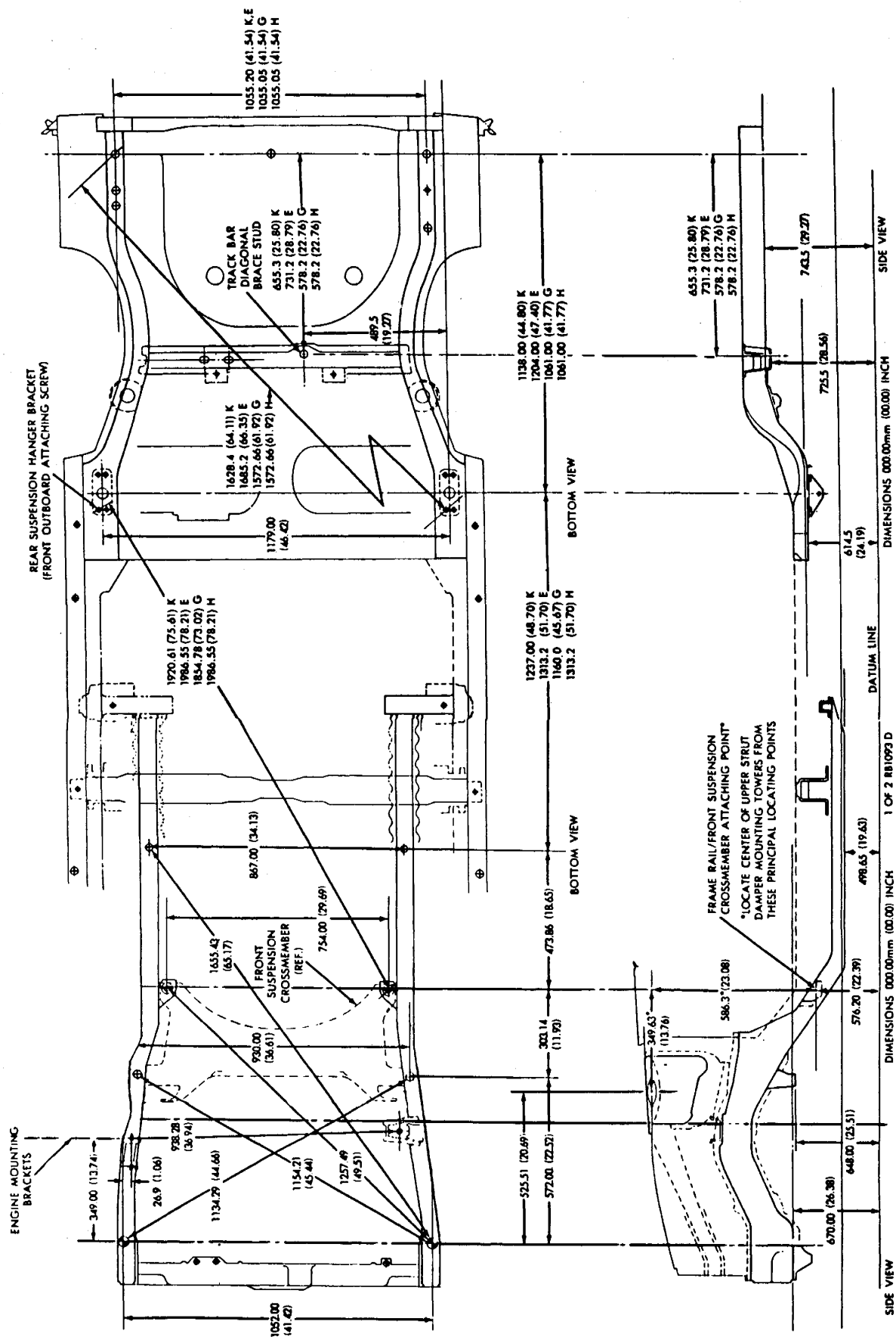




All radius corners are measured from center.

A. 40-1/16
B. 56-1/4
C. 55-1/4
D. 68-5/8
E. 53-5/8
F. 23-1/2
G. 49-1/4
H. 7-5/8
J. 42-1/4




1055.20 (41.54) K,E
1055.05 (41.54) G
1055.05 (41.54) H
TRACK BAR DIAGONAL BRACE STUD
655.3 (25.80) K
731.2 (28.79) E
578.2 (22.76) G
578.2 (22.76) H
489.5 (19.27)
1628.4 (64.11) K
1685.2 (66.35) E
1572.66 (61.92) G
1572.66 (61.92) H
1179.00 (46.42)
REAR SUSPENSION HANGER BRACKET (FRONT OUTBOARD ATTACHING SCREW)
1920.61 (75.61) K
1986.55 (78.21) E
1854.78 (73.02) G
1986.55 (78.21) H
867.00 (34.13)
1655.42 (65.17)
FRONT SUSPENSION CROSSMEMBER (REF.)
754.00 (29.69)
930.00 (36.61)
938.28 (36.94)
ENGINE MOUNTING BRACKETS
349.00 (13.74)
26.9 (1.06)
1134.29 (44.66)
1154.21 (45.44)
1257.49 (49.51)
1052.00 (41.42)
BOTTOM VIEW
1138.00 (44.80) K
1204.00 (47.40) E
1061.00 (41.77) G
1061.00 (41.77) H
1237.00 (48.70) K
1313.2 (51.70) E
1160.0 (45.67) G
1313.2 (51.70) H
473.86 (18.65)
303.14 (11.93)
325.51 (20.69)
572.00 (22.52)
BOTTOM VIEW
655.3 (25.80) K
731.2 (28.79) E
578.2 (22.76) G
578.2 (22.76) H
743.5 (29.27)
725.5 (28.56)
614.5 (24.19)
DATUM LINE
498.65 (19.63)
576.20 (22.39)
648.00 (25.51)
670.00 (26.38)
SIDE VIEW
DIMENSIONS 000.00mm (00.00) INCH
FRAME RAIL/FRONT SUSPENSION CROSSMEMBER ATTACHING POINT*
*LOCATE CENTER OF UPPER STRUT DAMPER MOUNTING TOWERS FROM THESE PRINCIPAL LOCATING POINTS
586.3* (23.08)
349.63* (13.76)
1 OF 2 RB1093 D
SIDE VIEW
DIMENSIONS 000.00mm (00.00) INCH

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A														
B														
C														
D														
E														
F														
G														
H														
I														
J														
K														
L														
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Q														
R														
S														
T														
U														
V														
W														

This is a very easy way to write up your measurement information. You can tell at a glance when a dimension changes and you can do what is necessary to stay in specification before you proceed.

Here's how to use this sheet or a similar one since each vehicle manufacturer supplies critical measuring point information.

Each time a correction is made to restore the unibody to its proper dimension, all readings should be taken again, in addition to the dimension you have just corrected.

The A-B-C etc. are the measuring point dimensions.

The 1-2-3 etc. are the readings taken at measurement step 1 — measurement step 2, etc.

This sheet tells you at a glance how you stand in restoring the unibody to its proper state.

When using the tram and centering gauge system, always compile a list of dimensions each time you measure. This provides the information for measurement comparison, especially during the pulling and straightening phase of unibody collision repair.

The manufacturer of the equipment supplies information, so be sure you constantly review it and bulletins so you will be up to date on repair techniques.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A														
B														
C														
D														
E														
F														
G														
H														
I														
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W														

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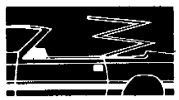

CONVERTIBLE TOP OPERATION

Lowering

CAUTION: The top should be totally dry before lowering, also be sure that the top storage well is free of all foreign objects, including the boot, to insure that no damage will be done to the top or rear window as top is lowered.

1. Unlatch the top retaining latches by pulling handle rearward. The latches are located above the visor on both the driver and passenger side of the vehicle.
2. Lower door windows and quarter windows.
3. If engine is not running, turn ignition switch to "on" position and then depress top control switch to lowering position until top pins are disengaged from the header.
4. Close latches.
5. After top is completely lowered, install boot.

Raising

WARNING: Never for any reason, open and/or close any convertible top with the vehicle in motion. Stop vehicle, place the gearshift selector in park, then top may be operated.

1. Unfasten boot and lower both door and quarter windows. (Put boot in trunk.)
2. If engine is not running, turn ignition switch to "on" position and then depress top control switch to raising position.
3. Open latches.
4. Raise top until top header contacts windshield header latch strikers.
5. Before latching the top make sure the door glass weatherstrip is in proper position.
6. Grasp front edge of top from interior of car, pull down while guiding anchor pins into locating holes. Use the top motor to assist this pull down.
7. While top is in fully closed position, align latch hooks and close latch release handles.

CARE OF THE CONVERTIBLE TOP

Using a suitable vacuum cleaner, clean top and inside of storage compartment frequently. The top should be washed often using a soft, natural bristle hand scrub brush and mild soap. Scrub in all directions, covering an area of about two square feet at a time. Avoid heavy scrubbing. Rinse with plenty of water to remove all dirt and cleaner. Allow top to air dry before storing.
Lubricate all top weatherstrips and door glass weatherstrips periodically with 100% silicone spray (Mopar "Sil-Glide" or equivalent) or 100% silicone gel to keep weatherstrips soft and pliable.

ADJUSTMENTS (MAJOR AND MINOR)

Minor adjustments are provided to assist in aligning the top header to the windshield header to prevent leakage into this area; to improve top frontal appearance and assure ease of raising and lowering operation.

Major adjustments are provided to assure correct alignment of the roof side rails with door and quarter glass to prevent leakage.

Major adjustments are at the cam, control link bracket and the outer mounting. These adjustments are necessary to improve roof side rail alignment if minor hinge and header adjustment do not completely correct the condition.

The preferred sequence of adjustments is as follows:

1. Dowel pin adjustment
2. Latch hook adjustment
3. Front to center rail adjustment
4. Cam adjustment
5. Control link adjustment

These adjustments should be used as necessary to reduce effort and stay within specifications while maintaining sealing.

A. Dowel Pin Adjustment Procedure

The side to side adjustment of the dowel pins is made possible by using the elongated slots in the folding top header. The steps required to make this adjustment are as follows:

1. Loosen pins.
2. Position dowel pins in slots (Fig. D) so the centerlines of both pins are aligned with both holes (in the windshield header mounted striker) at the same time.
3. Tighten pins.

If the fore-aft position of the pins needs adjustments to the hole centers the cam, and/or front to center rail, and/or control link adjustments may be used to make this adjustment. It may be necessary to adjust the cams and/or control links differently from side to side to achieve proper alignment.

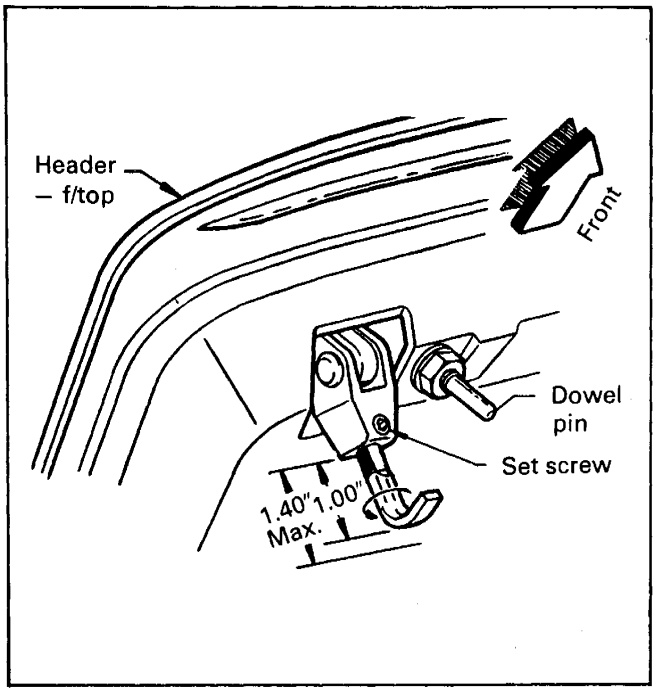

FIGURE D

B. Latch Hook Adjustment

Lengthening the latching hook reduces effort and is done as follows. Loosen the set screw, turn the hook counterclockwise (Fig. D), then tighten set screw. The hook has an adjustment range of 1.00 inch minimum to 1.40 inch maximum. One turn of the hook counterclockwise extends the hood .04 inch (1mm). If latching is difficult after the dowel pin adjustment, lengthen the hook (2) turns counterclockwise. If still difficult, repeat as necessary until hook reaches its maximum length.

C. Front to Center Rail Adjustment

The front to center rails can be adjusted (Fig. E) to vary the relationship between them. This is done to match the curve of the upper edge of the door and quarter glass to the folding top rails. When the rails do not match the upper edge of glass the following can result.

1. Poor sealing
2. Increased latching effort

If the rails are adjusted to form a straight to slightly "A"-shaped line, the sealing and latching effort are optimized. **A visual inspection of the relationship between these rails will quickly determine the need to make this adjustment.** When the

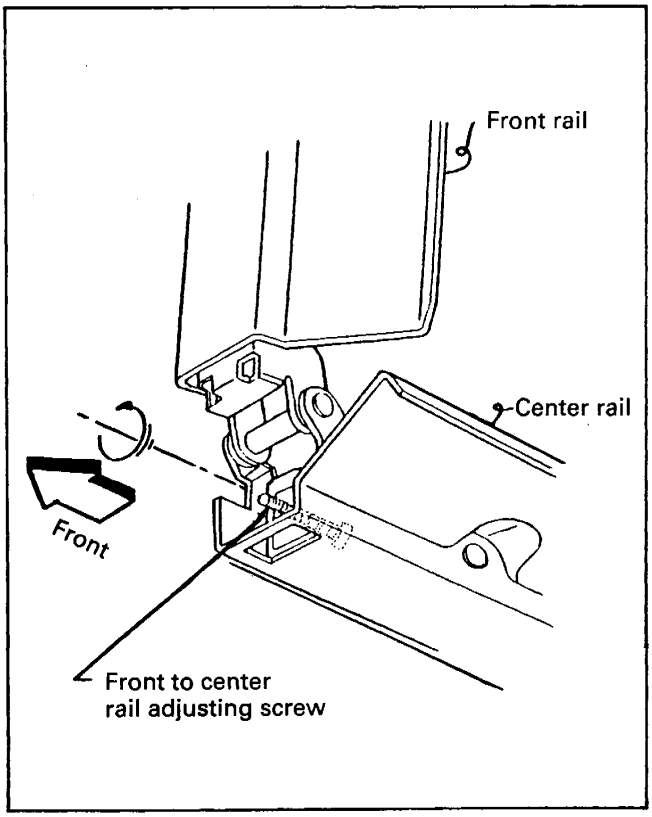

FIGURE E

rails are "V"-shaped the folding top header is further rearward than when properly adjusted. This not only increases latching effort but also reduces sealing at the rails and across the header. Lengthening the adjusting screw (turning it in the direction shown in Fig. E) causes the rails to form a "V" in the side view at one extreme and shortening the adjusting screw to the other extreme forms an "A" shape in the side view.

D. Cam Adjustment

The cam assembly (Fig. F) is used to change the position of the folding top header in relation to the windshield header. The cam turns inside the rear side rail and thrust link. When rotated, it changes the relationship between the front and rear side rails by moving the thrust link forward or rearward. It may be necessary to lengthen the control links one or two serrations after a cam adjustment. The position of the cam high side determines the angle between the center and rear side rails. When the high side is fully forward, the angle is at a minimum and when turned rearward the angle is increased. An increased angle increases the forward "throw" of the entire top assembly. The cam high side is indicated by a dart (arrow) on the cam threaded end.

Before adjusting, place top in half raised position to remove all possible strain from the cam. Loosen phillips head screw, tap cam threaded end with a soft faced hammer to loosen any paint bond between cam and linkage. Using a 3/16" allen wrench adjust cam as necessary, tighten phillips head screw.

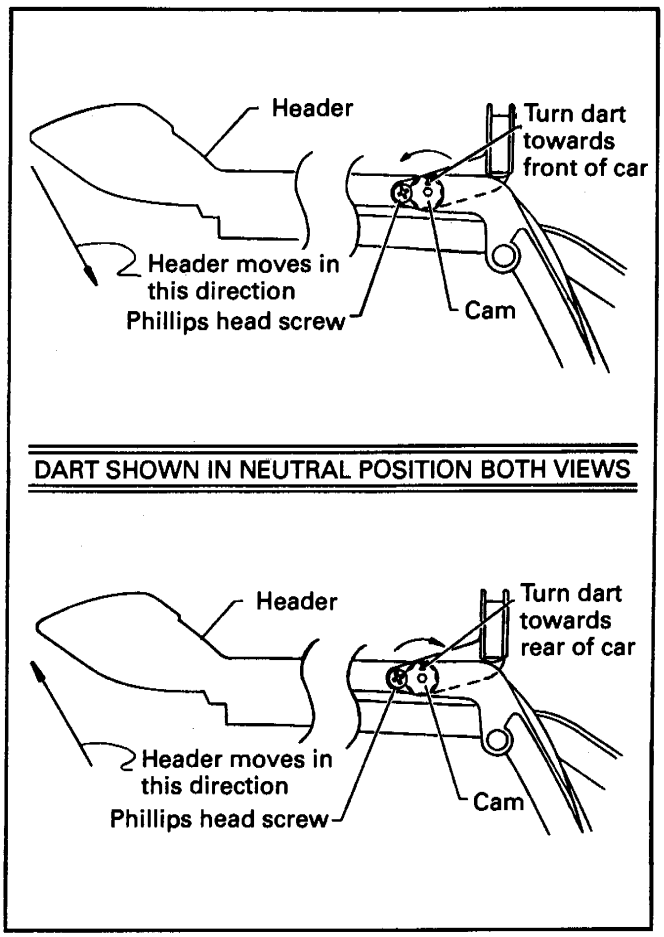

FIGURE F

E. Control Link Adjustment

The control links (Fig. G) incorporate serrated adjusting plates. With the top latched to the header, loosen both bolts just enough to permit moving link up or down. Push upward in the area of the front to center rail joint (be careful not to pinch hands between these rails). The rails should be pushed up by hand as far as possible. With the control link adjusting bolts loosened, allow the control link to seek its proper position. Tighten bolts while rail assembly is held in the position described above.

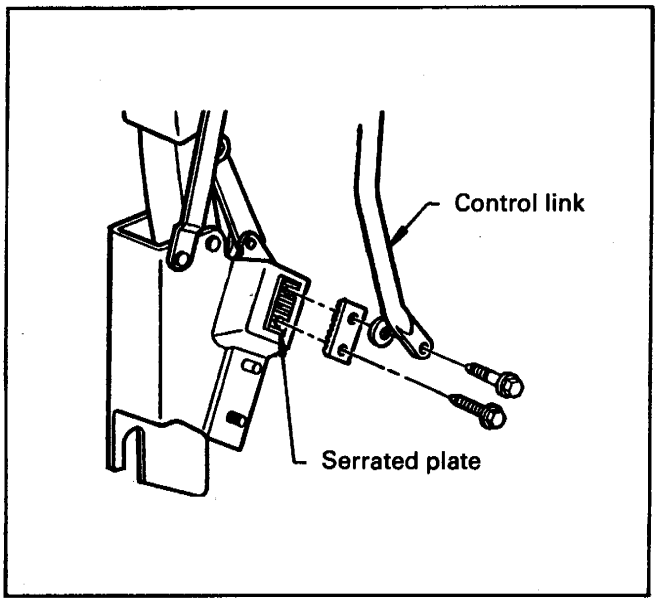

FIGURE G

SYMPTOM/CONDITION

- Top difficult to close due to side-to-side alignment of the top (pins do not meet properly with header holes).
- Top difficult to latch after closing.
- Top shifts to left when released from the header.

ADJUSTMENT PROCEDURE

The following convertible top operation complaints can be corrected by adjustment:

All 1984 convertible top mechanisms have a cam adjustment located at the top of the rear rail. This cam assembly is used to change top header position, in relation to the windshield header, and will help to overcome fabric tension that tends to move the rail rearward and allow the locating pins to come down rearward of the header striker.

A dart is stamped on the face of the cam to help in properly locating the cam during adjustment. The center of the cam is recessed to accommodate a 3/16" Allen wrench. A Phillips head screw at the outer diameter is used to lock the cam in place after adjustment (Fig. H).

Cam Adjustment

1. Back out Phillips head screw so cam is free to rotate.
2. Release top and place in half raised position to remove all possible strain from the cam.
3. Rotate cam so that dart (arrow) is at the 12 o'clock position.
4. Tighten Phillips head screw to lock cam in position.
5. Close top.

Control Link Adjustment

1. Loosen the two control link attaching bolts on each side (Fig. H).
2. Release top and raise until there is six to eight inches between the top header and the windshield header. This will allow the control links to seek their proper position.
3. Hold top in this position and tighten control link bolts to complete the adjustment.

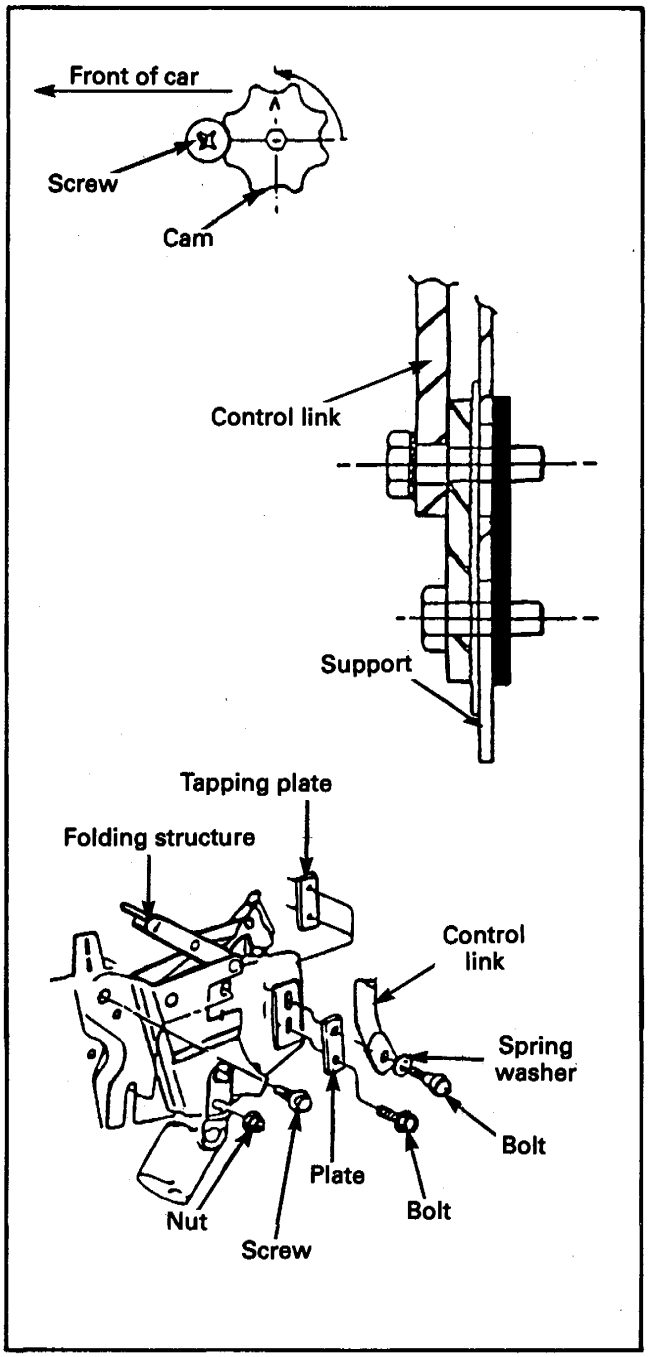

FIGURE H

NOTE: If closing effort is still high it may be necessary to rotate cams to their maximum position, which is with the dart facing to the rear (9 o'clock on the left and 3 o'clock on the right). Repeat control link adjustment.

SYMPTOM/CONDITION

Backlight assembly does not fit tight to the folding top assembly, allowing the backlight to rattle.

PARTS REQUIRED

Foam Tape – PN 4318028

REPAIR PROCEDURE

1. Unzip backlight.
2. Apply one or two layers of foam tape to backlight as shown in Fig. I.
3. Zip backlight back into position and check for rattle.

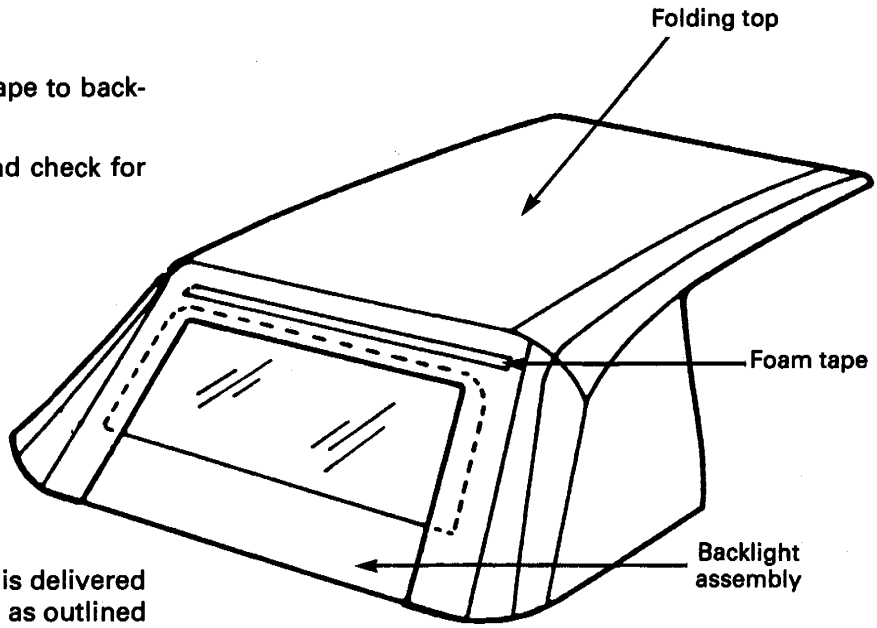

FIGURE I

CONVERTIBLE TOP LOWERING PROCEDURES

It is essential that when a convertible is delivered that the proper top folding procedure, as outlined in the Operators Manual and on the visor sleeve, be demonstrated to the customer. It should be pointed out that improper folding and/or storage of the top, or storage of the top without installing the top cover, may cause premature wear to the top material. Therefore, special attention should be paid to inform customers of this item which is listed as Step #6.

The proper procedure is as follows:

Zip-Out Rear Window Operation

CAUTION: Rear window must be zipped in place prior to lowering top to avoid window breakage.

To Open Rear Window For Ventilation With Top Up

1. Unlatch top latches to release tension on the rear window zipper.
2. With the assist straps snapped in place, unzip the window.
3. While supporting the window with one hand, carefully unsnap the assist straps and lay the window flat in the top storage area.
4. Latch top latches.

To Close Rear Window

1. Unlatch top latches.
2. Attach assist straps and close zipper.
3. Latch top latches.

CAUTION: To avoid damage to the rear window, do not operate vehicle with the window supported only by the assist straps.

Door and Rear Quarter Windows

These windows should be down before the top is raised or lowered. If your vehicle is equipped with power door windows, the quarter window controls are mounted on the driver's armrest. The quarter window controls are located in the console on vehicles with mechanical door window controls.

Convertible Top Operation

NOTE: The top should be thoroughly dry before lowering.

To Lower Top

CAUTION: Be sure the car is at a complete stop with the gear selector in the "Park" position.

1. To avoid damage to either the top or the rear window, check the top storage area at the rear of the vehicle interior to be sure it is clear of debris or other items, including the top cover. Do not use top storage area for other storage purposes.
2. Turn the ignition key to the "On" position.
3. Lower both door windows and rear quarter windows.
4. Release the top from the windshield header by pulling both side clamps inward until the latch hooks are free (Fig. J).
5. Press the power switch to disengage the top pins from the header. As soon as the top is free, close both slide clamps.

   Damage to the top material could result if the clamps are not completely closed when the top is lowered. The top cover cannot be installed while the clamps are open.
6. Lower the top approximately halfway and pull the top material from the roof linkage as illustrated (Fig. K). This will result in a lower stack height and ease the installation of the top cover. Use the top cover whenever the top is down to avoid damaging the top material.

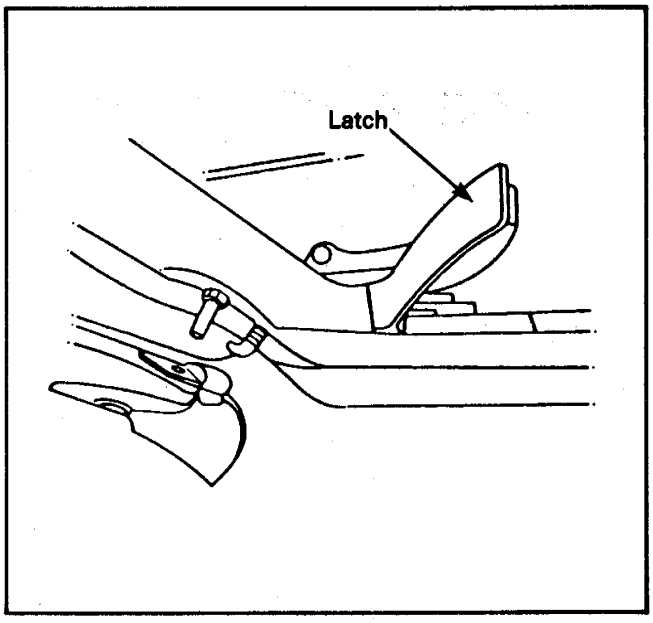

FIGURE J

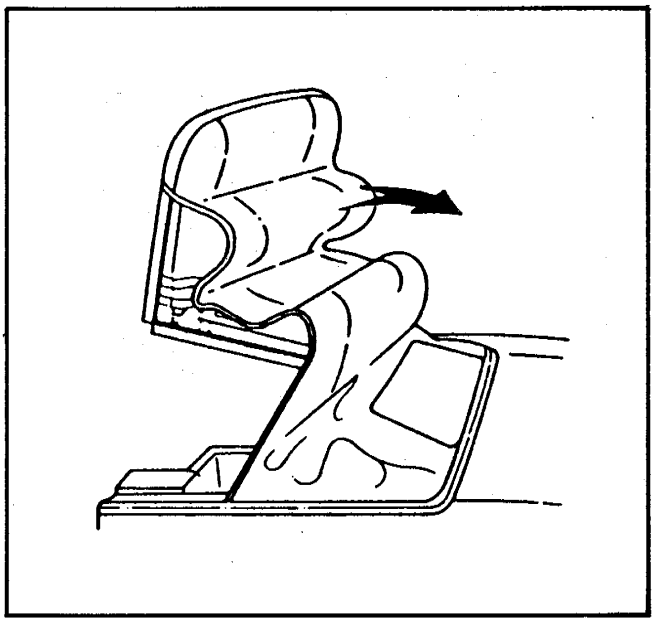

FIGURE K

Installing Top Cover

1. With the top in the stowed position and the ignition off, center the top cover. Make sure the pads are over the top latches.
2. Push the plastic tab on front of cover into the channel at the top edge of the rear seat (Fig. L).
3. Attach clips along side of cover to underside of the bright trim molding at the sides of rear seat (Fig. M).
4. From a position at the side or rear of vehicle, pull cover rearward until small lip on edge of cover snaps into the groove in molding. Make sure cover is centered on molding (Fig. N).
5. Attach sides in a similar manner as rear (Fig. O).
6. Attach snaps at front of cover.

CAUTION: Inspect all cover attachments for proper installation prior to driving the vehicle.

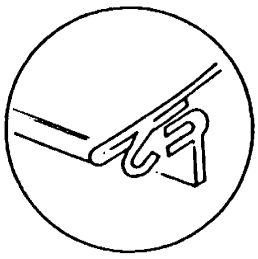

FIGURE L

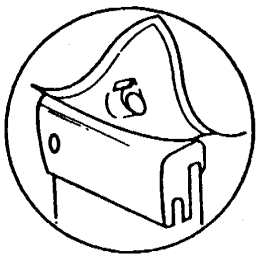

FIGURE M

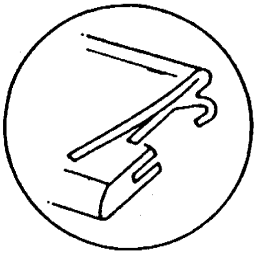

FIGURE N

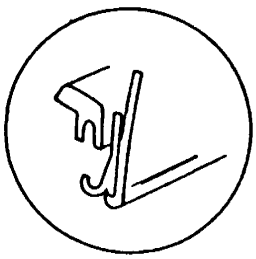

FIGURE O

To Raise Top

CAUTION: Be sure vehicle is at a complete stop with the gear selector in "Park" position.

1. Unfasten the top cover and store it in the trunk.
2. Turn ignition key to the "On" position.
3. Lower both door windows and rear quarter windows.
4. Depress power switch to "Up" position. When the top reaches the windshield header, stop and open both side clamps. Continue to press the "Up" switch until the two pins, under the forward edge of the top, seat themselves in the header.

   From a point above the pin, pull down on the driver's side and hook the latch-hook to the striker. Repeat on the passenger's side. Latch passenger's side. Latch driver's side.

Care of Convertible Top

The top should be washed frequently with a soft natural bristle scrub brush and mild soap. Scrub in all directions, covering an area of about two square feet at a time. Avoid heavy scrubbing and rinse with plenty of water to remove all dirt and soap. Allow top to air dry before storing.

Lubricate all top weatherstrips and door glass weatherstrips periodically with 100% silicone spray or gel to keep them soft and pliable.

Frequently vacuum the top storage compartment.