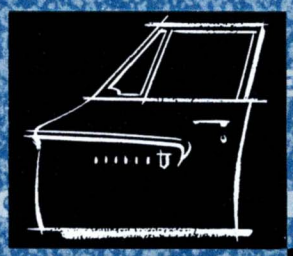
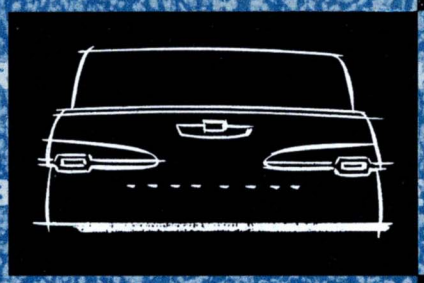
Service Reference Book

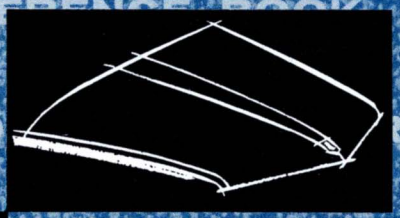
MASTER TECHNICIANS SERVICE CONFERENCE

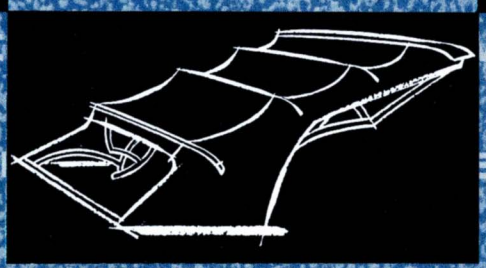
SESSION NO. 163



BODY-SERVICE ADJUSTMENTS







PREPARED BY CHRYSLER CORPORATION

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Thought Starter

Few things irritate a customer more than a window that doesn't operate smoothly and easily. An owner who has trouble opening a window when the weather's hot or closing one when it's cold, is apt to be a dissatisfied customer by the time he arrives at your service department. A good job of handling him *and* fixing his car right the first time can go a long way toward coaxing him back into the "satisfied customer column" again. Easy window operation *must be important* to owners, otherwise, why would so many of our customers pay a premium for power-operated windows?

Did you ever get a comeback on a door glass run that crept up and down with the glass until it was chewed up beyond repair? Do you know how the elimination of the chrome frame from suburban tailgate glass has affected service on these models? Do you have *any* questions about the alignment and sealing of the curved window glass used on Imperial models? How about hard latching and header leaks on convertible models?

This book is loaded with answers to unusual conditions that pop up unexpectedly to irritate customers and test Master Technicians. Even though you may not run into *all* the conditions covered in this session, read your copy of the reference book now and be prepared to handle the jobs that *do* come your way.

TABLE OF CONTENTS:

LOOSE DOOR GLASS RUNS, VALIANT AND LANCER

FRONT DOOR WINDOW GLASS

The glass run at the rear of the front door on Valiant and Lancer models is held in position by a metal channel which is a part of the window frame and door lower panel assembly. The glass run at the front of the glass is part of the vent wing division bar and is adjustable.

There have been instances where the window glass run has pulled loose from the run channel at the rear of the door on Valiant and Lancer sedan and suburban models. This condition is usually caused by the window binding in the run because of improper adjustment of the vent wing division bar. To correct this condition, inside door trim and window glass should be removed.

REMOVE GLASS AND RUN CHANNEL

First, remove the trim, handles and weather curtain. Use Tool C-3448 to facilitate releasing the inside handle spring clips and prevent damage to the door trim.

Fig. 1—Remove inside handles with tool C-3448

Remove the glass and glass rear run from the door. Carefully examine the run channel to be sure it has not been contaminated with lubricant from the door lock. Lubricant allows the door glass run to slide in the channel. Use solvent to clean all lubricant from the channel.

CEMENT AND INSTALL GLASS RUN

If the original glass run is in satisfactory condition it should be cleaned with solvent and reinstalled, otherwise, a new glass run should be installed.

Cement the upper rear corner section of the glass run in the run channel using an approved type weatherstrip cement. Use the two-coat method. Apply the cement to the glass run as well as the run channel for approximately six inches each way from the upper corner of the run channel and glass run.

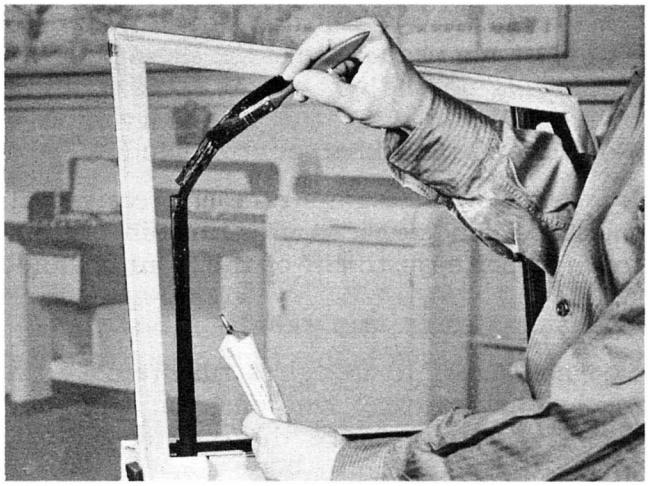


Fig. 2—Cement the glass run in the channel

Avoid using an excessive amount of cement and allow it to become tacky before pressing the glass run into position.

ADJUST DIVISION BAR AND RUN CHANNEL

Install the glass and adjust the regulator so the glass is square in the door. Adjust the lower end of the division bar, in or out as well as fore or aft, as required. (See Fig. 3)

Finally, raise and lower the glass several times to be sure it operates smoothly in the glass runs. Tighten the locknuts.

Reinstall the weather curtain, trim and the inside handles.

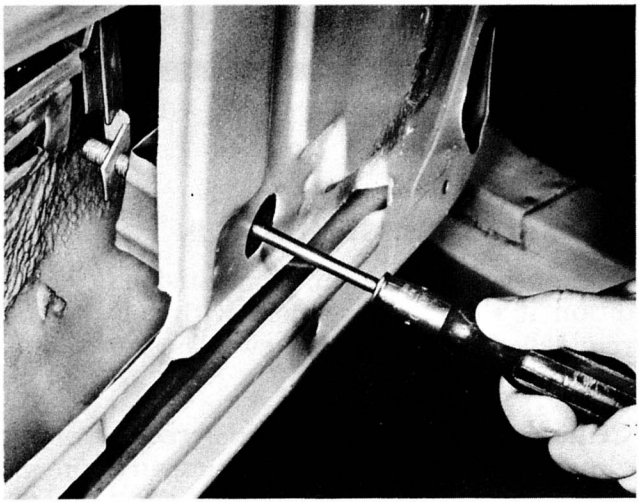


Fig. 3—Adjust lower end of division bar

REAR QUARTER SLIDING WINDOW

On Valiant and Lancer 2-door sedan models, the glass run at the front of the sliding quarter window fits in an adjustable metal channel. The glass run at the rear of the sliding quarter window is not adjustable. It is part of the division bar between the stationary quarter window and the sliding quarter window.

If reports of loose glass runs are received on this type window, it is in all likelihood, due to improper adjustment of the front channel.

REMOVE HANDLES AND TRIM

To gain access to the glass run, remove the inside handles, rear seat cushion, trim and weather curtain. Move the quarter window to the down position.

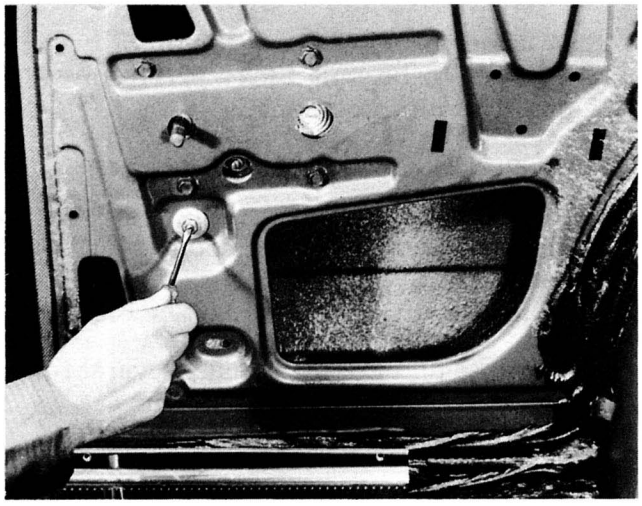


Fig. 4—Adjust channel track

Recement the original glass run if in serviceable condition, or replace with a new one, using a two-coat cement application.

Align the quarter window for maximum freedom of movement by adjusting the front channel. Adjust the lower end of the channel in or out, or fore and aft, as required.

Test window operation before installing the weather curtain, trim and handles.

LOOSE REMOTE CONTROL HANDLES

An occasional report may be received of inside door remote control handles coming loose because the groove in the handle shaft is too shallow. If this condition is encountered, increase the depth of the groove for the retaining clip approximately 3/64-inch in the flat on the shaft, using a hack saw.

It is only necessary to increase the groove depth on the flat in which the clip is engaged. Determine the proper flat by positioning the right-hand handle pointing to the eleven o'clock position and the left-hand handle pointing in the one o'clock position. Saw cut the groove, that will retain the clip when the handles are correctly installed.

Use a protecting shield to guard against damaging the trim panel. Then, increase the depth of the groove with the hack saw.

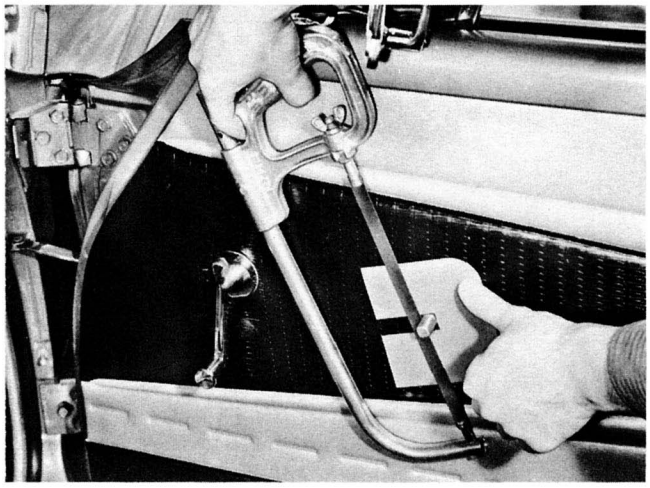


Fig. 5—Increase clip groove depth

Occasionally, you might find a shaft that's too long to allow the clip to seat in the groove. This can be corrected by filing down the end of the shaft so the handle will go on far enough to allow the clip to seat in the groove.

VALIANT AND LANCER 2-DOOR HARDTOPS

SLIDING QUARTER WINDOW BINDS

If you encounter sliding quarter windows on Valiant or Lancer two-door hardtop models that tend to bind or operate erratically, it may be due to improper adjustment of the channels. This condition should be corrected to prevent damage to the window operating mechanism.

TEST WINDOW OPERATION

First, roll the window up and down to check for location of binding. If the window binds in the division bar glass run below the belt line, it may be caused by pile fabric wedged in the glass run.

If this condition is found, clean all loose pile fabric out of the glass run to eliminate interference and binding. In some cases, the removal of pile fabric may cause the glass to be loose in the run. Looseness and rattles can be corrected by lining the lower portion of the glass run with waterproof cloth tape.

TEST REGULATOR OPERATION

It is good practice on every window service job to test the regulator operation. Lubricate all pivot points, rollers and guides with approved lubricant.

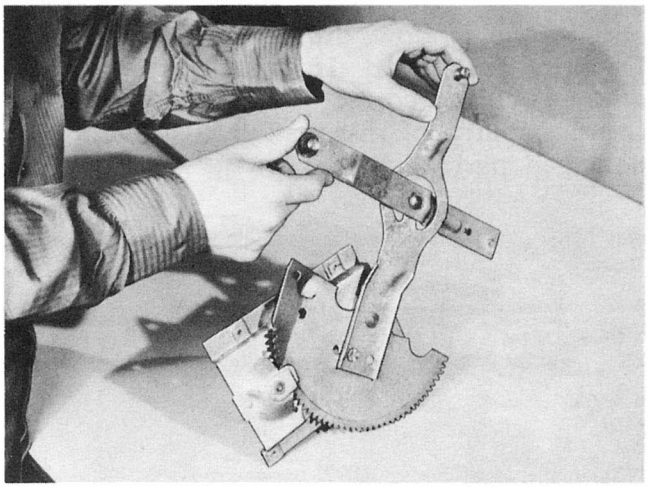


Fig. 6—Inspect regulator

If the regulator does not operate freely, remove it and find out what is wrong and correct or replace the regulator.

INSPECT FOR LOOSE GUIDE ROLLERS

In addition, it's good practice to inspect the window guide rollers at the front of the lower glass frame. If excessive looseness is apparent, it is possible the retaining clip has slipped off and the guide rollers have separated. Examine parts and if rollers are all right, reassemble and stake the shaft to retain the clip.

If a new roller assembly is installed, be sure to inspect the stud end and stake it, if necessary, to ensure firm attachment of the spring clip on the pin.

SLIDING QUARTER WINDOW ADJUSTMENT

Align the window by adjusting the roller track and division bar. Screwdriver-slotted studs secured by locknuts are provided at the upper and lower ends of the front roller track and the lower end of the division bar.

Adjust the roller track upper and lower and division bar lower studs in or out, fore or aft, as required, to obtain smooth window operation. Secure the locknuts. Finally, adjust the upper and lower glass stops, if necessary, to obtain proper position of window. Test the window operation and install the weather curtain and trim.

NEW CAR PRE-DELIVERY INSPECTION

Most difficulties with binding windows or erratic operation of windows can be avoided, if particular attention is given to the operation of the windows during the New Car Pre-Delivery Inspection. If unsatisfactory operation is evident, correct the condition to avoid the possibility of dissatisfied customers and damaged parts.

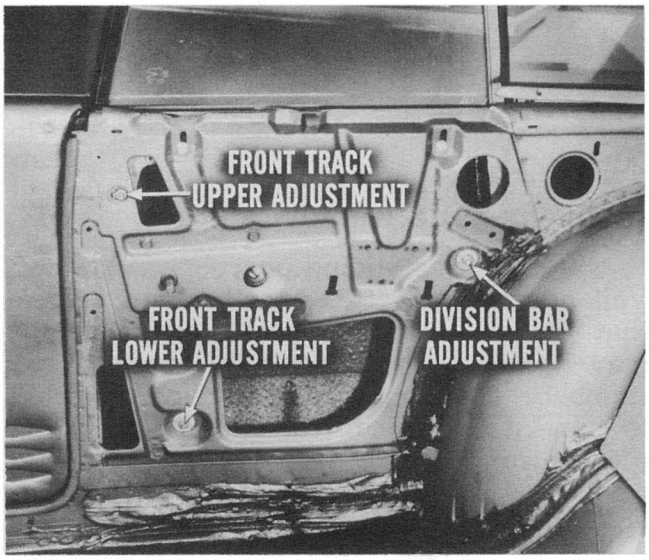


Fig. 7—Adjust roller track and division bar

DOOR GLASS PULLED OUT OF LOWER GLASS CHANNEL

There have been occasional reports of the door glass pulling out of the lower glass channel. This can happen if the glass binds in the glass runs. Binding is usually caused by improper adjustment of the glass runs or the window regulator.

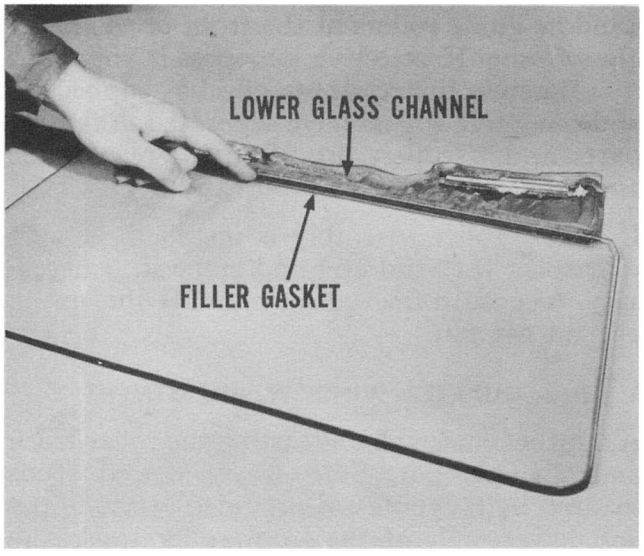
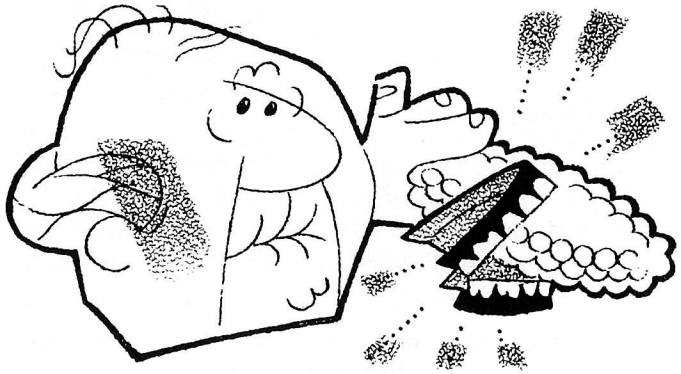


Fig. 8—Install heavier channel gasket

To correct this condition, reinstall the glass in the channel, using a heavier channel filler gasket to apply greater pressure on the glass. Adjust the glass runs, the division bar on front doors and the window regulator to be sure the glass does not bind as it is raised and lowered.



Lubrication of the glass run channels will also help obtain smooth glass operation. An application of Silglide, available in either aerosol can or tube, is very effective for lubricating the glass runs.

IMPERIAL HARDTOP MODELS

The Imperial hardtop door glass mechanisms are provided with eight adjustments to provide custom-tailored door glass fits. These adjustments are made by means of screwdriver-slotted studs on the vent wing division bar and roller track channels. These studs provide in-or-out adjustment. Elongated stud holes in the inner panel provide fore-or-aft adjustment of the division bar and channels. The studs are secured by locknuts.

FRONT DOOR WINDOW ADJUSTMENTS

On 2- and 4-door hardtop models the front edge of the window is guided up and down in the vent wing division bar channel. Two clamp screws at the lower end of the front leg of the vent wing frame secure the frame to the door panel. The clamp screws permit in-or-out adjustment at the belt line and fore-or-aft tilt adjustment to provide good fit of the vent wing at the windshield pillar. An adjusting stud at the lower end of the division bar, secured by a locknut, provides in-or-out and fore-or-aft adjustments of the bar for proper fit at the roof rail weatherstrip.

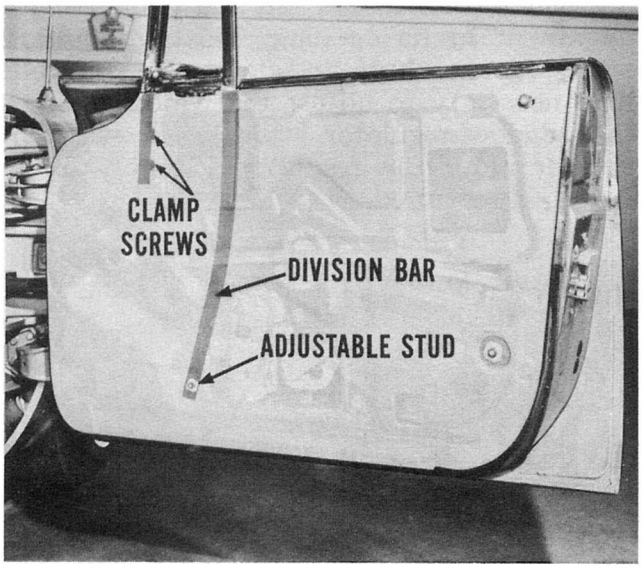


Fig. 9—Adjustment points on front door

The rear edge of the window is guided up and down in a curved, box-type roller track channel. There are two types of in-or-out adjustments to be considered. One is the belt-line adjustment and the other is the fit at the roof rail weatherstrip.

A screwdriver-slotted adjusting stud at the top of the track provides fore-or-aft and in-or-out adjustments of the window at the belt line. The stud located at the lower end of the channel provides in-or-out adjustment of window fit at the roof rail weatherstrip.

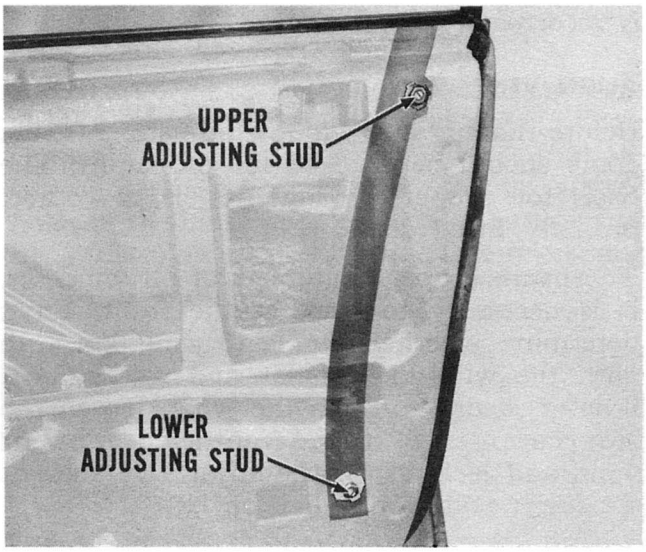


Fig. 10—Front door window adjustments

ROOF RAIL WEATHERSTRIP SEAL

The roof rail header weatherstrip on hardtop models is designed to provide a seal with the door glass frame by lip contact with the upper edge of the frame. The glass frame *should not* fit inside the lip on the weatherstrip. This condition can be caused by a combination of glass stops that are set too low and improper adjustment of the vent wing division bar and roller track channels. When the door glass frame is properly adjusted, the pressure of the frame should curl the outer lip on the weatherstrip back so that it makes a good seal at the top of the frame. The inner lip forms a second seal at the inside of the frame.

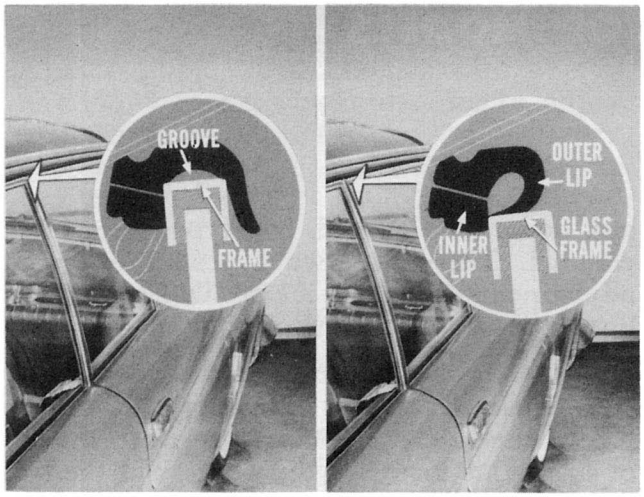


Fig. 11—Roof rail weatherstrip

Do not try to adjust the window to engage the frame inside the groove. This adjustment is incorrect.

ALIGN VENT WING

Before making any window adjustments, the doors should be checked for proper fit. The basis for proper window fits is, of course, properly fitted doors.

To ensure proper alignment of all windows, it is necessary to start at the front. First, determine whether the vent wing lines up with the windshield pillar and roof rail. If it is necessary to align the wing, loosen the two clamp screws on the front leg of the vent wing and locknut on the adjustable stud at the lower end of the division bar.

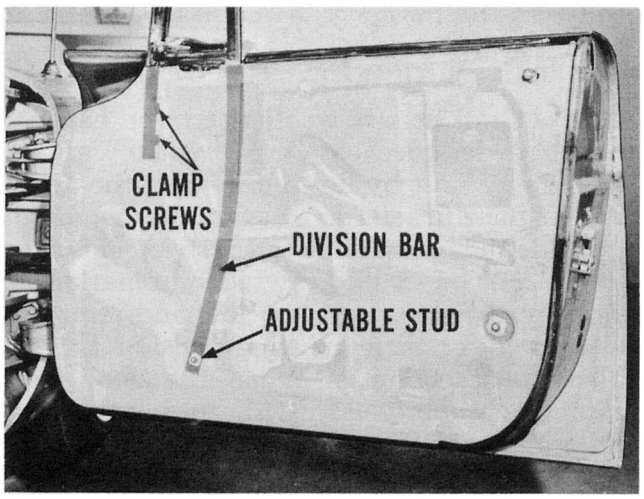


Fig. 12—Align vent wing with windshield pillar and roof rail

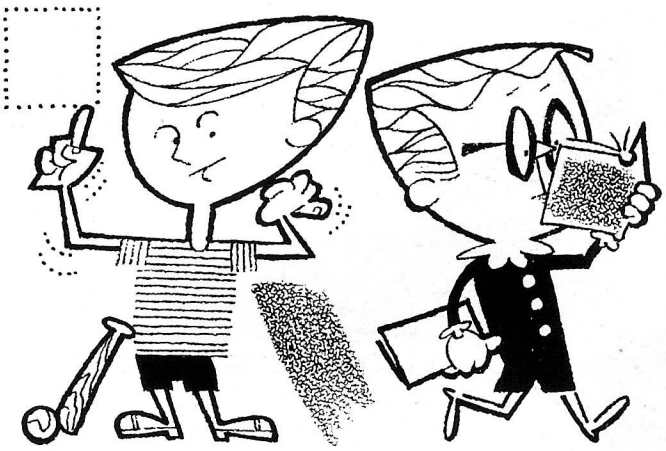
Align the vent wing, as required, by moving the front vent wing leg and adjusting the stud on the lower end of the division bar. If it is necessary to tilt the vent wing, forward or backward, shims may be added under the horizontal bracket on the bottom of the vent wing frame.

Fig. 13—Add shims under vent wing frame bracket

When the wing is properly aligned at the windshield pillar and roof rail, tighten the clamp screws and division bar stud nut.

SQUARE UP WINDOW IN OPENING

Before adjusting the regulator, loosen both rear roller track channel stud locknuts. Run the window up to the top and inspect it for alignment in its opening. This is necessary to assure smooth up-and-down movement. If it is necessary to adjust the window, loosen the window regulator attaching screws. Rotate or move the regulator assembly up or down, as required.



Do not attempt to correct alignment of the window by adjusting the channels alone. This may result in abnormal stresses and damage to the regulator or channels.

REAR ROLLER TRACK CHANNEL ADJUSTMENT

Adjust the rear roller track channel in or out, as required, by turning the stud at the upper end of the track channel slightly in or out to get a good contact between the door glass and the outer belt-line weatherstrip. Tighten the locknut.

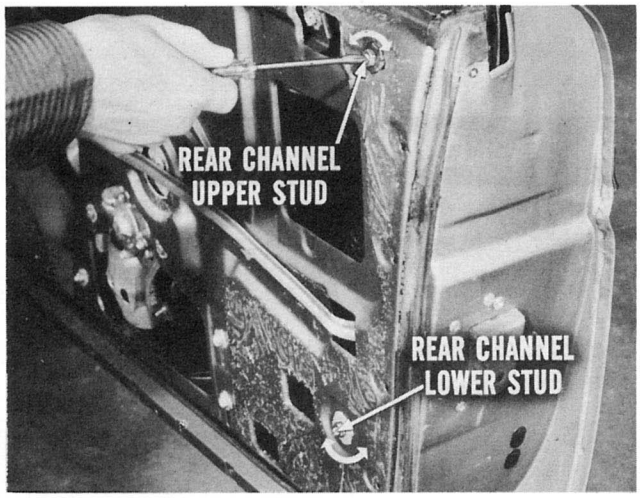


Fig. 14—Rear channel belt-line adjustment

Bear in mind that the upper edge of the window frame should just contact the roof rail weatherstrip lip and fold it over—not enter inside the groove in the weatherstrip. Adjust the lower track channel stud in or out to get the proper contact at the roof rail weatherstrip. Then, tighten the locknut.

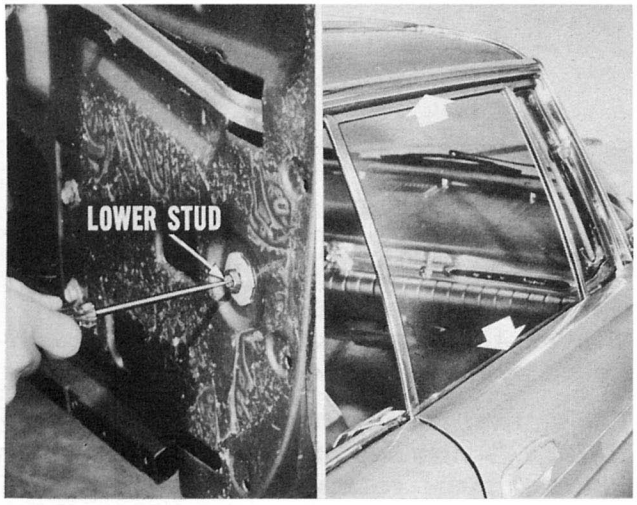


Fig. 15—Rear channel roof rail adjustment

ADJUST GLASS STOPS

Adjust the upward travel of the window by adjusting the up-stops. Be sure the up-stops are set high enough to insure a good seal between the window and the roof rail weatherstrip. If stops are too low, the window will tend to enter the groove between the outer and inner lips of the weatherstrip.

Adjust the down-stops so the top edge of the window frame is flush with the belt line. Test the operation of the window before installing the trim and inside handles.

REAR DOOR WINDOW ADJUSTMENTS

Except for the curved glass and channels, the adjustment procedure on the rear windows is the same as on other hardtop models.

Two curved, box-type roller track channels guide the rear window up and down. These channels, also, are provided with slotted adjusting studs which extend through slotted holes in the inner door panel. Locknuts secure the studs. These studs provide fore-or-aft and in-or-out adjustments of the channels.

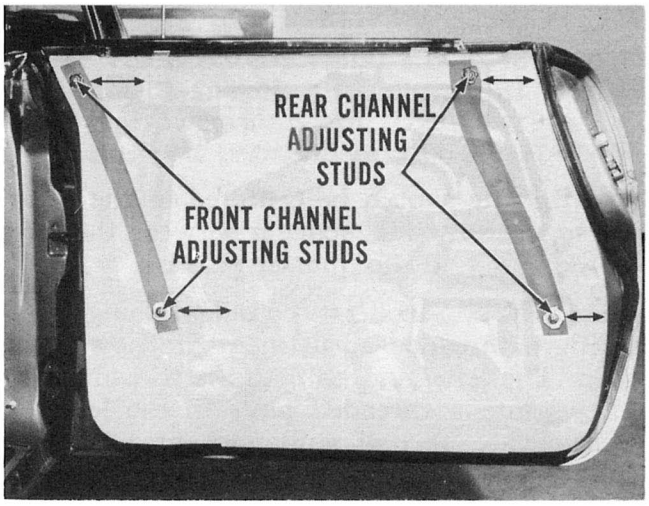


Fig. 16—Adjustment points on rear door

To adjust the rear window, first remove the inside handles and trim panel. Loosen the front channel upper stud locknut. Slide the stud fore or aft in the slotted hole to obtain proper alignment between the front and rear windows.

Next, loosen the locknut on the upper stud of the rear track roller channel. Turn the front and rear channel upper studs in or out, as required to get the correct window contact with the belt-line weatherstrip. Then, secure the locknuts.

To adjust the upper edge of the window to obtain proper contact with the lip of the roof rail weatherstrip, loosen the locknuts on the lower studs of the front and rear roller track channels.

Adjust the two studs, as required, to move the window in or out to obtain proper alignment at the roof rail weatherstrip. Run glass up and down and adjust channels fore or aft, if necessary before tightening the locknuts.

REAR QUARTER WINDOW ADJUSTMENTS

The rear quarter window on the 2-door hardtop models is adjusted in the same manner as described for rear door windows on the 4-door hardtop models.

Roller track channels at the front and rear edges of the window are provided with screwdriver-slotted adjustable studs at their upper and lower ends, the same as other hardtop models.

STATION WAGON TAILGATE

Station wagon tailgates, like car doors, must be properly aligned before any attempt is made to adjust the tailgate glass. Sufficient adjusting points are provided on the gate to enable the technician to make whatever adjustments are required to obtain satisfactory results.

Proper fit of the tailgate is necessary to seal against the entrance of dust and water.

TAILGATE LATERAL ADJUSTMENT

The tailgate should be centered in the opening so there is equal spacing between the sides of the gate and the quarter panels.

New ball- and socket-type tailgate hinges featuring a threaded adjustment are now being used. The left-hand ball stud is threaded and screws into a threaded plate in the left side of the gate. A ball stud without threads is used on the right-hand hinge. The threaded stud permits lateral adjustment of the gate in its opening in the body. A locknut on the threaded ball stud secures the adjustment.

To equalize side spacing, open the tailgate. Loosen the locknut on the left hinge stud several turns. With an open end wrench, turn the hinge stud clockwise to move the gate to the right, or counterclockwise to move it to the left, as required. When the proper spacing has been obtained, tighten the locknut.

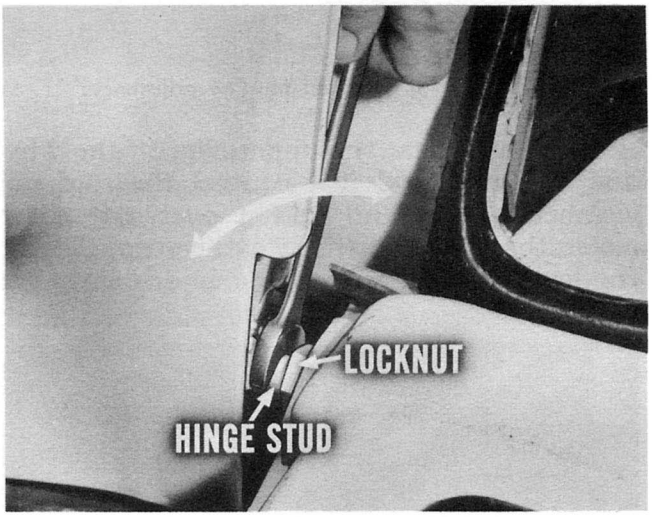


Fig. 17—Tailgate lateral adjustment

TAILGATE UP-AND-DOWN ADJUSTMENT

Up-and-down movement and in-or-out movement of the tailgate at the bottom are controlled by the hinge pivot plate mounting.

The vertical position of the gate should allow about 1/8-inch clearance between the upper corners of the gate and the quarter panel opening at the belt line.

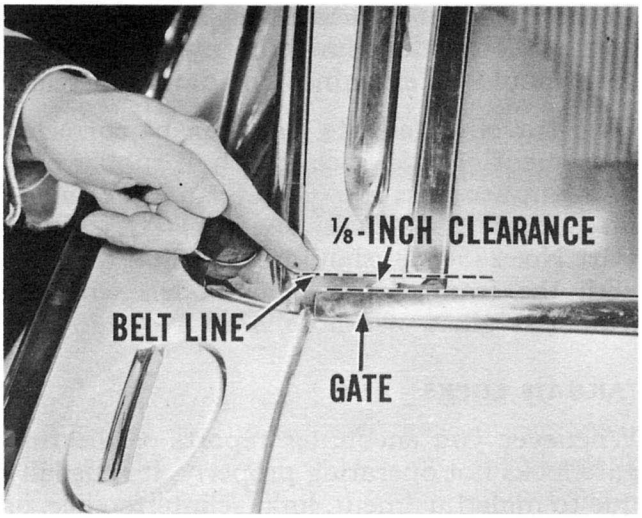


Fig. 18—Check tailgate clearance

Adjust the hinge pivot plate by loosening the mounting screws on each plate. Also, be sure to loosen the striker plates. If they are not loosened, the striker plates may pull the gate back to the original position before the pivot plate screws can be tightened.

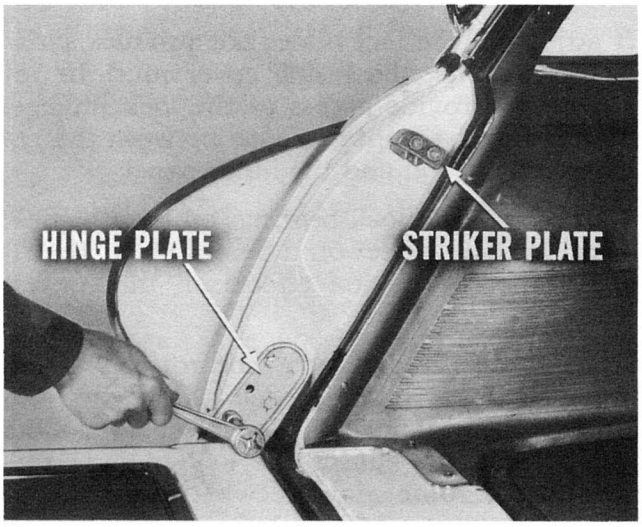


Fig. 19—Vertical adjustment of tailgate

Move the gate up or down, as required, to obtain the proper vertical spacing. Bear in mind that the *spacing* at the upper corners is more important to good sealing than exact visual alignment of the tailgate with the quarter panel belt line.

To get a flush fit between the lower part of the gate and the quarter panels, tap the hinge plates in or out as required. Tighten the hinge plate screws.

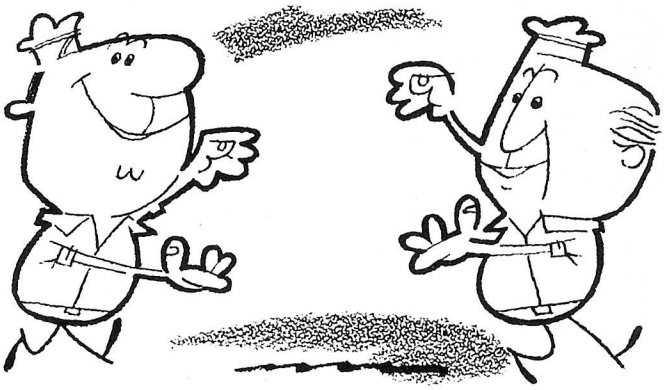
STRIKER PLATE ADJUSTMENT

The striker plates should be adjusted to obtain a flush fit between the upper part of the tailgate panel and the quarter panels. The striker plates should be adjusted in far enough to get a good seal. But, don't adjust them in too far or the gate will bounce without latching.

Check the adjustment by closing and opening the gate several times. Note whether the gate latches each time it is closed, and releases easily when opening the latch handle.

TAILGATE GLASS

Proper alignment and easy operation of the glass in the tailgate depends upon the position of the glass regulator and the alignment of the tailgate glass channels.



It might be advisable at this point to call attention to the new frameless tailgate glass. New narrower glass run channels are used with this new frameless glass.

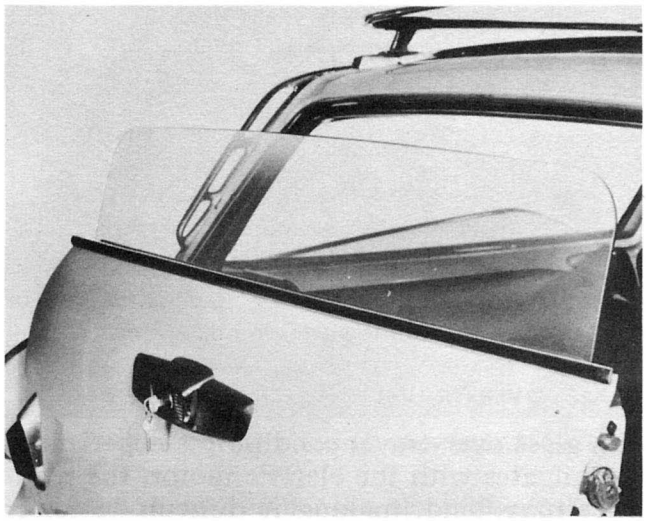


Fig. 20—New frameless tailgate glass

The new channel can be identified by the additional extruded section on each side at the belt line, where the upper channel meets the lower weatherstrip of the tailgate opening.

The channels are not interchangeable. The new narrower channels *must* be used with the new glass, otherwise the glass will rattle and leak.

TAILGATE GLASS ALIGNMENT

To determine whether the glass is in proper alignment, raise the glass to about one-half inch of the top. Inspect to see whether the spacing between the roof rail weatherstrip and the upper corners of the glass is the same. If it isn't, the glass will bind as it is raised and lowered and dig into the run channels.

The glass can be adjusted, if necessary, by loosening the regulator plate mounting screws and shifting the regulator as required, to equalize the spacing between the roof rail weatherstrip and the top of the glass.

To adjust the glass channels, loosen the attaching bolts until they are just *fingertight*. Next, close the tailgate. Carefully operate the glass up and down several times to center the glass in the channels. Then, tighten the attaching bolts.

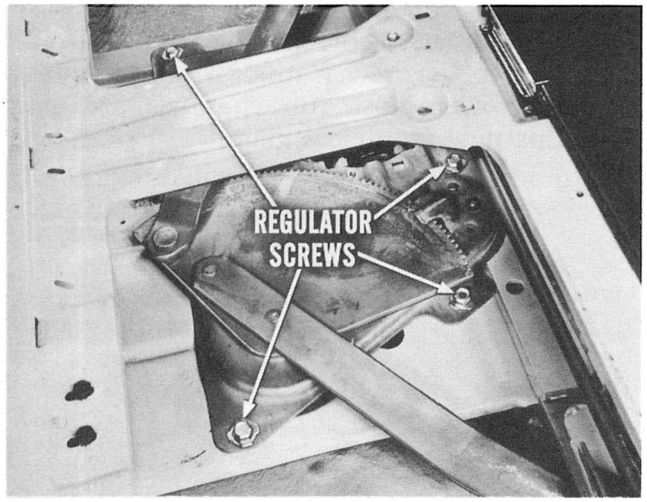


Fig. 21—Shift regulator to adjust glass

GLASS OVER-TRAVEL

If a glass over-travel condition is experienced on tailgates with the electric motor, the regulator may bind, making it difficult to lower the glass.

If the binding condition has been prevalent for any length of time, the nylon regulator gear should be examined for damaged teeth.

Over-travel of tailgate glass can be corrected by cementing a 50-inch length of rubber hose in the upper glass run. On Valiant and Lancer models use a 39-inch length of hose. Hose, Part No. 2254553, should be used on tailgates with the framed glass. On models with the frameless glass, use hose, Part No. 2254554.

TAILGATE LOCKS

Whenever you encounter reports of the tailgate locks not operating properly, it is usually due to maladjustment, linkage interference, or the remote control rod being out of engagement with the latch.

First, inspect the action of both locks to see that both rotors release at the same time. The locks can be synchronized, if necessary, by an adjusting screw reached by removing a rubber plug in the end of the gate. Adjust the action to take up the lost motion in the lock levers so both rotors will release at the same time.

If adjusting the locks does not produce satisfactory results, the inside cover must be removed to provide access to the lock linkage. First, inspect for interference between the remote control rod and the inner panel.

Set *both* nylon block bearings on their highest steps. If they are set on different steps, they'll have different torsion effects on the control rods.

Next, inspect the remote control rod to see that it is properly engaged in the keyholes in both latch mechanisms. Under severe use the rod may jump out of the keyholes. If this occurs, the rotor may freewheel, or the lock will fail to unlatch. Bend the tangs on both latches inward to prevent accidental disengagement of the control rods.

The latches should be inspected to be sure the lock spring which holds the take-up on the latch has not jumped off its pad. This can occur if the customer forces the latch handle too severely. If the springs are out of place, remove the latches, Then, turn the rotor to take up all free play. Next, bend the tab so it will hold the lock spring securely in position.

Lubricate the latches with the approved lubri-

cant. Install the latches and adjust them to synchronize their locking action. Test the operation of the gate by opening and closing it several times.

HOOD LOCKS—ALL MODELS

Hood locks are provided with a safety latch in addition to the primary lock mechanism. This safety latch provides an independent locking engagement to protect against accidental hood opening.

To be sure of proper operation of the safety latch, as well as the primary lock, it is extremely important that the lock mechanism be carefully checked during the New Car Pre-Delivery Inspection.

On some models the hood lock is manually operated from a cable located under the instrument panel in the driver's compartment. On other models, the lock is manually operated by a lever located under the leading edge of the hood.

To test the hood lock and safety latch, observe the action of the hood as the primary lock is disengaged. The front of the hood should move straight up to the safety-latch position and not spring to either side. If any sidewise movement is noted when the primary lock is disengaged, the hood alignment must be corrected before proceeding with the hood lock adjustment.

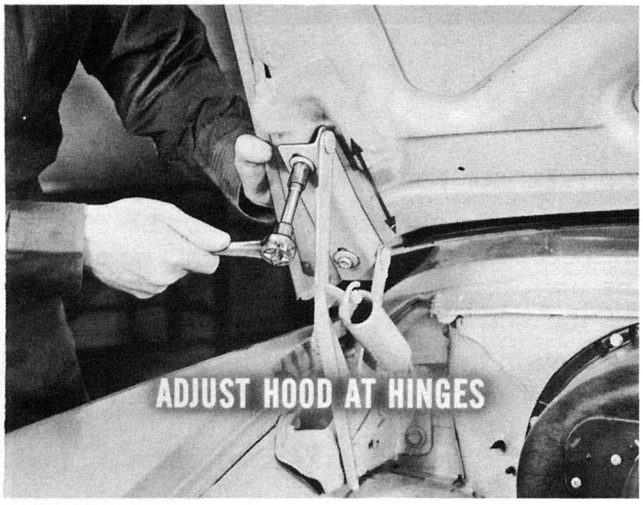


Fig. 22—Adjust hood at hinges

Lateral hood adjustments should always be made at the hood hinges. When the front edge of the hood is properly aligned, the hood striker bolt should be centered directly in line with the primary lock access hole in the lock plate.

CAUTION: Under no circumstances should an attempt be made to align the hood by bending the striker bolt.

After making any adjustment that requires movement of the hood, check the lock plate for proper alignment and the striker bolt for proper length.

Before proceeding with the hood lock adjustment, inspect the striker bolt and bolt spring retainer for any evidence of damage that might affect lock operation.

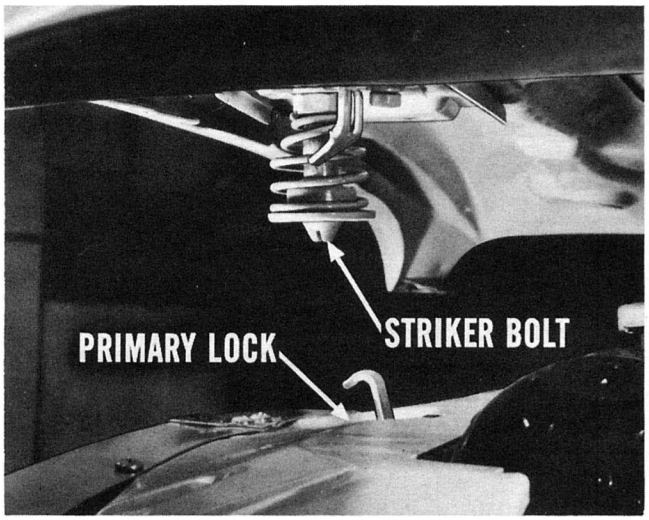


Fig. 23—Check striker bolt and safety hook alignment

The striker bolt must be straight so it will engage the primary lock squarely. Check the

position of the spring retainer in relation to the primary lock access hole in the lock plate; it should be centered.

With the hood lock in the safety position, check the alignment of the safety latch hook in relation to the catch bracket. If the safety latch hook is riding on the edge of the bracket, the upper and lower halves of the lock must be adjusted to center the safety latch hook in the bracket for proper alignment.

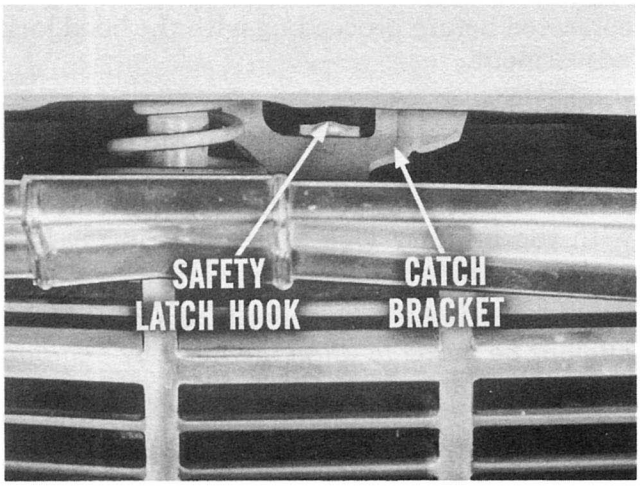


Fig. 24—Correct position of safety hook

The bolt holes in the striker plate are elongated to allow the striker to be adjusted fore or aft. The hood lock plate mounting bolt holes are slightly oversize to allow the lock plate to be shifted slightly in any direction.

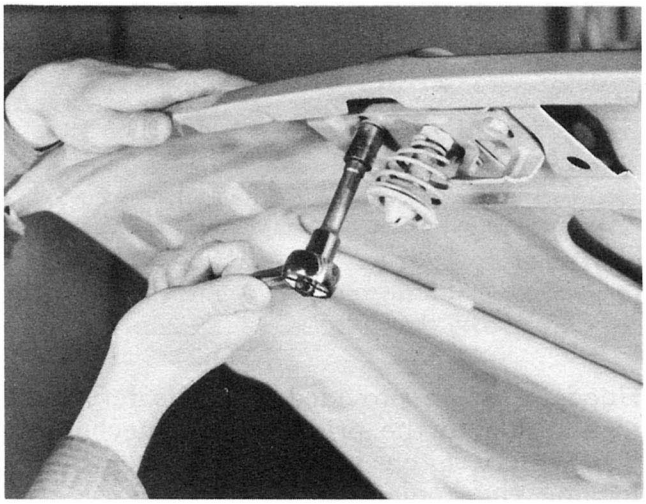


Fig. 25—Adjust striker plate fore or aft

If the striker is not centered properly, adjust the striker plate fore or aft, as required. Only moderate effort should be required to close the hood. To avoid the possibility of partial lock engagement or use of excessive effort to close it, the striker bolt should be lengthened or shortened. Loosen the locknut, turn the bolt in or out with a screwdriver until the proper adjustment is obtained, then tighten the locknut.

When the striker bolt length is properly adjusted, the hood should contact the rubber bumpers on the radiator yoke. Adjust the bumpers, as required, to obtain the proper contact.

CONVERTIBLE TOP SERVICE TIPS

Water leaks at the windshield header on convertible models and hard latching often go hand-in-hand. These conditions can usually be corrected by realigning the top header with the windshield header.

The header on convertible tops is provided with adequate sealing and adjustment features. In most cases, if the header is properly aligned and adjusted, the principal cause of both water leaks and hard latching will be eliminated.

CONVERTIBLE TOP HEADER ADJUSTMENT

Examine the alignment of the top header with respect to the windshield header. There should be uniform clearance across the entire width of the windshield.

If the top header is too far forward, there will be interference with the windshield header when the top is latched. This will prevent the top header weatherstrip from being properly compressed to provide the proper seal, and the latching effort will be exceptionally high.

If it is necessary to reposition either side of the folding top header, remove the door glass weatherstrip and retainer from the roof rail to gain access to the four header-to-roof-rail attaching screws. Remove the rear screw from the underside of the roof rail, and loosen the other three screws. Enlarge the rear screw hole, adjust the top header to eliminate the interference and to obtain good top header-to-windshield-header alignment. Do not tighten the screws at this time.

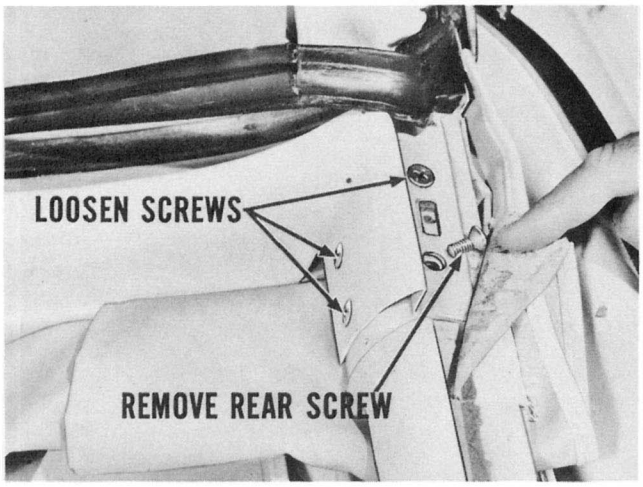


Fig. 26—Eliminate header interference

If there is excessive interference between the forward corners of the top header and the windshield side moldings, the sealing can be improved by rotating the leading edge of the header downward. This will provide a better seal and fit at the windshield header.

The header can be rotated downward by installing a 1/8-inch shim or washer between the top header and the front top side rail, at the forward vertical attaching screw.

To install the spacer, remove the two screws from the underside of the roof rail, and loosen the two side screws.

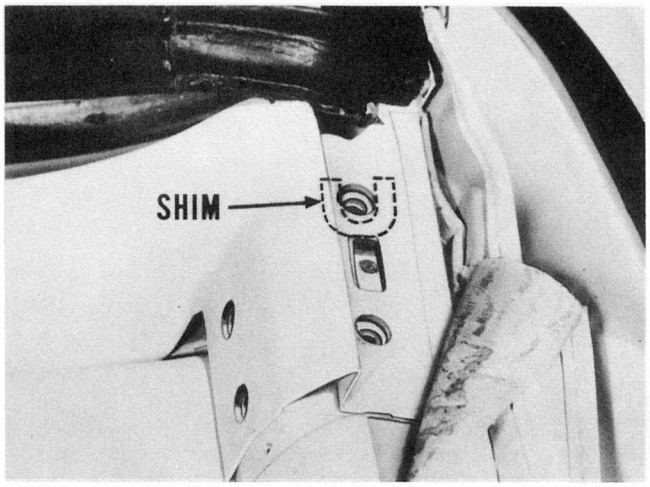
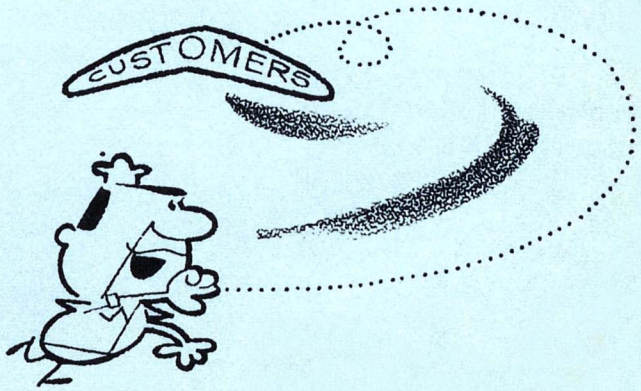


Fig. 27—Install shim to rotate header

Insert the spacer between the header and the roof rail, and slide it all the way forward until it lines up with the *forward* screw. Align the top header and tighten all four screws. Tighten the two screws under the roof rail first, then the two side screws. Be sure and recheck fit and latching.

Good body service pays dividends

Customers who are satisfied with their cars and confident of the caliber of your service department are a priceless asset. Odds are that they will continue to return for all of their service needs. Equally important, good service sets the stage for a repeat new-car sale. Every Master Technician can be proud of the part he plays in the operation of a successful and profitable dealership.



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