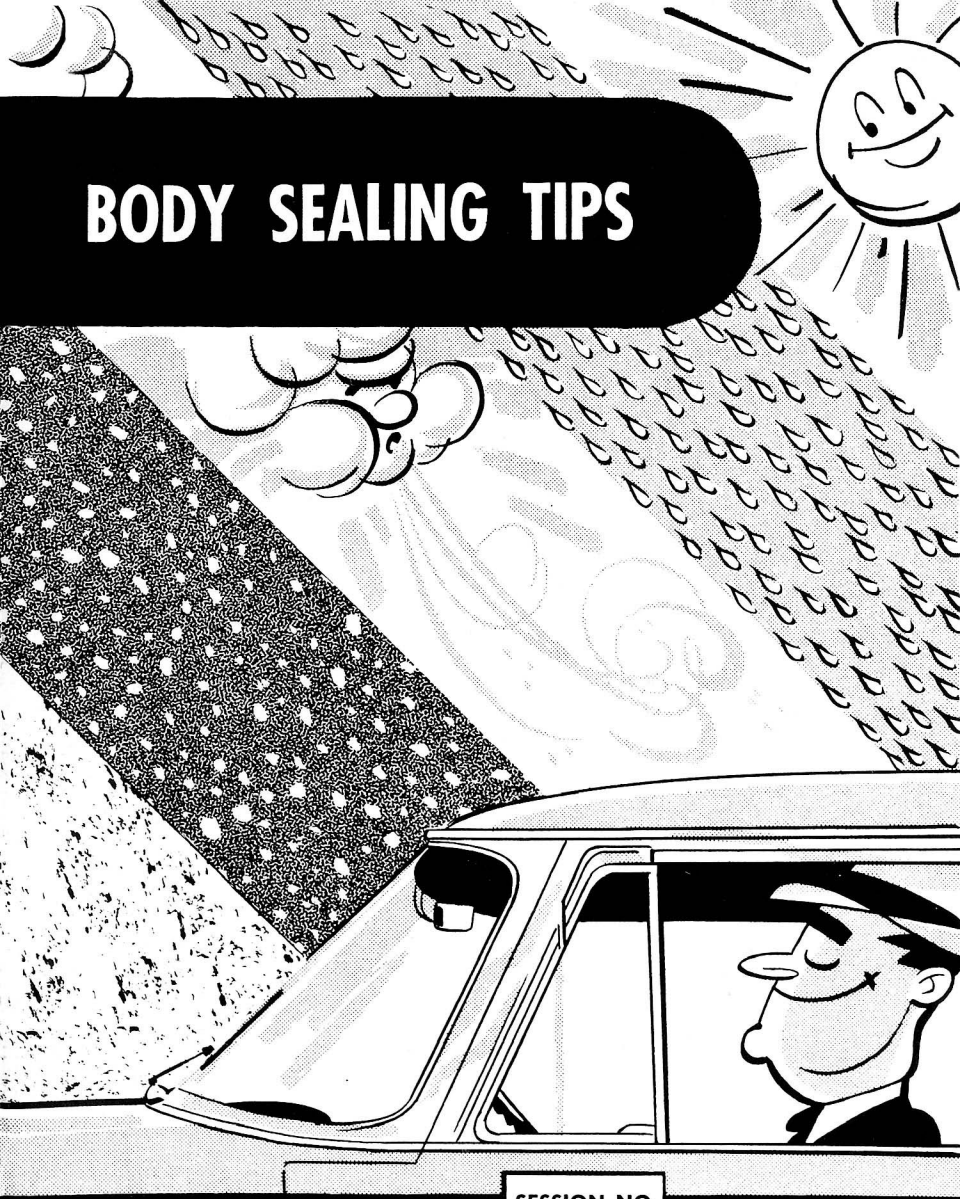
BODY SEALING TIPS

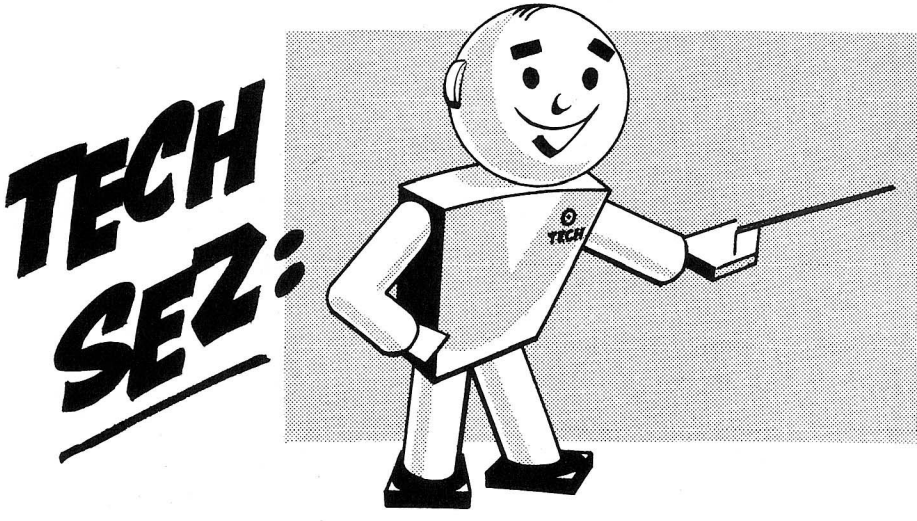


SERVICE REFERENCE BOOK

SESSION NO.

91

Prepared by
CHRYSLER CORPORATION
PLYMOUTH · DODGE · DE SOTO
AND CHRYSLER DIVISIONS



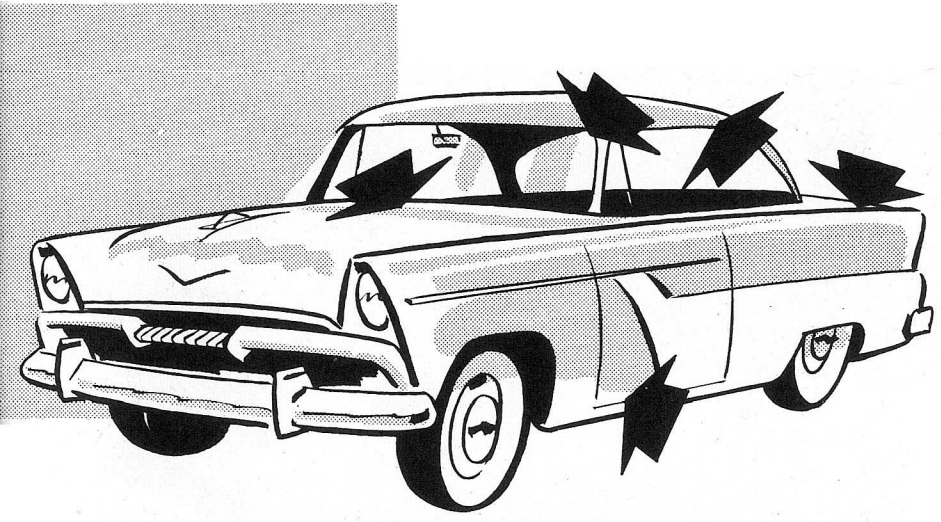
"BODY SEALING, PROPERLY DONE, PAYS DIVIDENDS"

Our customers are especially proud of the appearance of their new cars. And they are proud of the car's performance. It's our job to see that anything which may interfere with the appearance or performance of the car is taken care of immediately.

We all know there are certain operating conditions under which water may find its way into the interior of the car. When this happens it is important that we know the points at which the water may enter, and what to do to stop it.

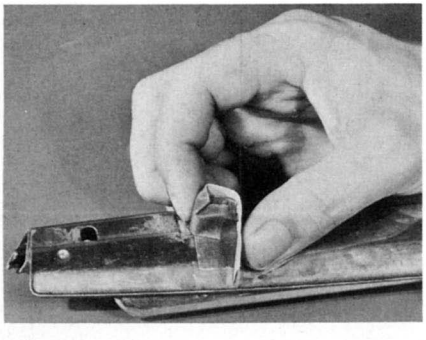
For example, this reference book covers the procedures for sealing the flippers over the doors of hard-top models, because this is a point at which water could enter the car if it is not properly sealed. There are other points—points which are not ordinarily suspected—where water can enter the body. You'll find corrective procedures to cover those conditions, too.

Here's how you'll find these valuable body sealing tips arranged.



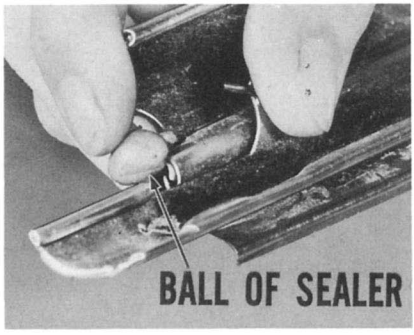
SEALING THE FLIPPER OVER THE DOOR —HARD-TOP MODELS

Plymouth—Improving the seal on the flipper over the door is simplified once you remove it from the car. Remove the corner seal, too. Then take some solvent and clean off the old sealer. You'll get a better bond on a clean surface.

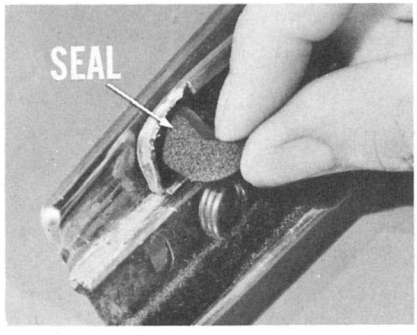


Take a couple of narrow strips of cloth-back adhesive tape and wrap them around the pivot hinge bracket to seal it against water.

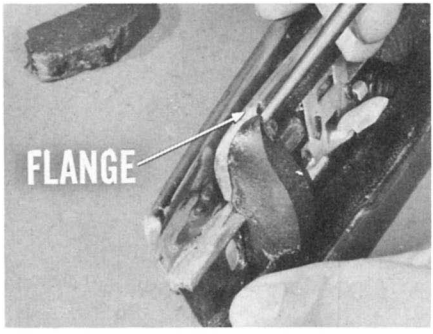
After that, pack a little ball of sealer at the rear of the hinge opening. When these preliminary sealing steps are done, inspect the front end of the flipper.



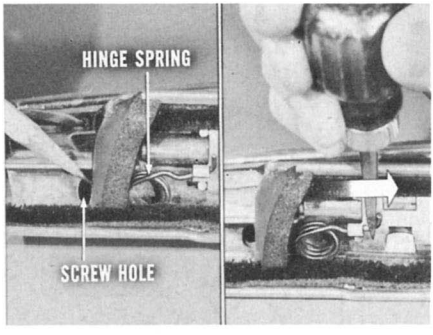
In fact, any time you remove a flipper to check it for sealing, always check the front end of the flipper hinge. If it has a small, L-shaped sponge rubber seal like a dam . . . remove it and clean off that area with solvent, such as naphtha. Don't gamble on an old seal at this point.



Instead, cement the new, longer seal (Part No. 1657044) in place of the old seal. Be sure to coat the *top and back surfaces* of the new seal with cement, as well as the underside of the flipper. Let that cement get tacky on both the seal and flipper, before you install the seal.



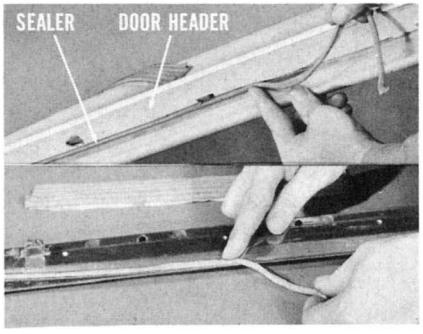
Tuck the front end of the seal *under* the turned-over flange of the hinge. Press the seal firmly into place and hold it there for a minute.



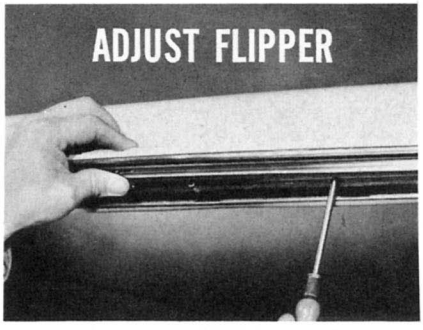
If the front hinge spring bulges out the seal so it interferes with installing the front attaching screw, slide the spring *in* toward the hinge pivot.

Above all, be sure the open end of the hinge is covered by this seal. After you install the seal, open and close the hinge a few times to check for good sealing without interference.

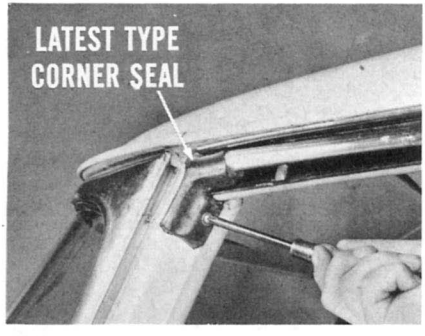
Over on the car . . . press a bead of body sealer near the corner of the door header—all across the door opening. Next . . . place a bead of body sealer along the outer top edge of the flipper cap. This provides a good seal when the flipper is reinstalled.



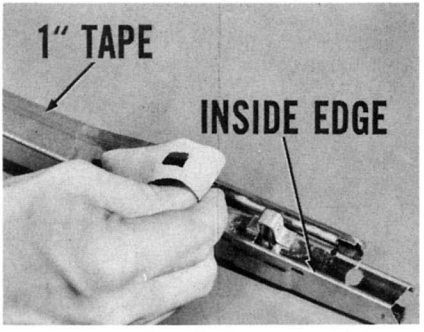
Then install the flipper. By means of the slotted attaching screw holes, slide the flipper in or out so the hinged section makes a tight seal when the door is closed.



Finally . . . install the latest-type vent wing upper corner seal (Part Nos. 1657788—right hand, 1657789—left hand). Make sure you cement the back, top, and end of the horizontal section so the seal will stick tightly to the pillar post, the underside of the flipper, and to the flipper hinge seal.



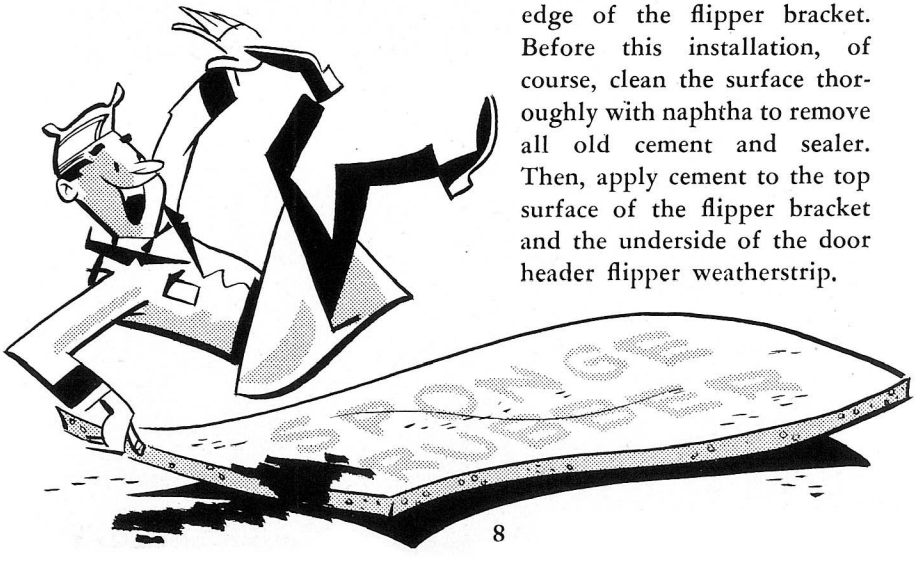
Dodge—By doing practically the same operations outlined above, including placing a bead of sealer near the corner of the door header, you can improve the seal at the flipper on a Dodge hard-top model.



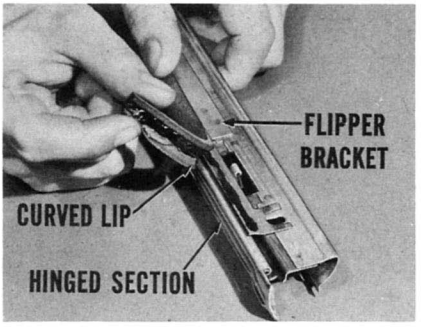
Instead of laying a bead of sealer along the top of the Dodge flipper, hold the hinge closed. Then, apply a 1" strip of cloth-back adhesive tape along the top of the flipper. Line up the tape's inside edge with the inside edge of the flipper so the tape will cover the hinge.

In addition to that, wrap several layers of tape around the hinge pivot bracket, and that takes care of Dodge flipper sealing.

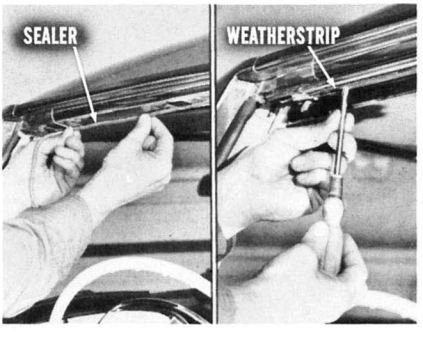
Chrysler and De Soto—To improve sealing on this type of flipper, remove it and install a new sponge rubber weatherstrip (Part No. 1651492) on the top outer edge of the flipper bracket. Before this installation, of course, clean the surface thoroughly with naphtha to remove all old cement and sealer. Then, apply cement to the top surface of the flipper bracket and the underside of the door header flipper weatherstrip.



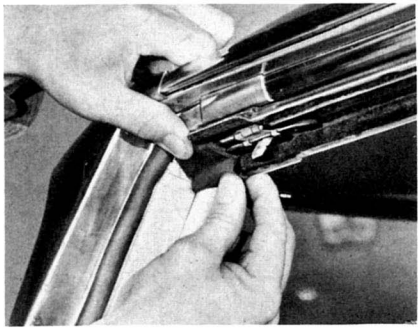
Let the cement get tacky. When it does, close the flipper and apply the weatherstrip so the curved lip overlaps the upper edge of the hinged section. Position the inner edge of the seal so it fits into the flipper bracket offset.



Add a bead of sealer to the header, then reinstall the flipper and tighten the attaching screws tightly so the weatherstrip will be compressed against the header.



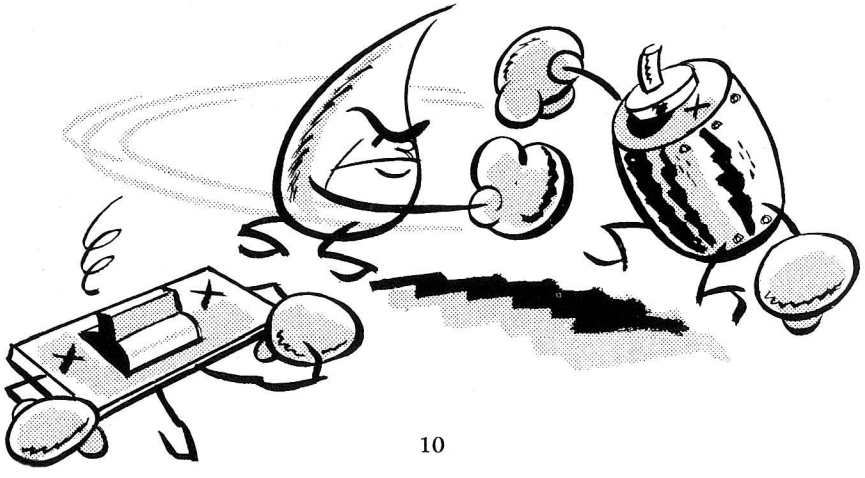
Another thing to check is the body hinge pillar upper corner seal at the top front corner of the door—just ahead of the flipper. Ordinarily, you won't have to install a new seal at this point. But, if the seal is bulged because it's *too long,* trim off the rear end so it will do a good sealing job at that end.



Now, when you install a trimmed or a new seal, apply rubber cement to the upper *and* inside surfaces of the seal. Allow time for the cement to get tacky. Then apply the seal to the header and secure it with the screw. Adjust the flipper so it fits tightly against the seal.

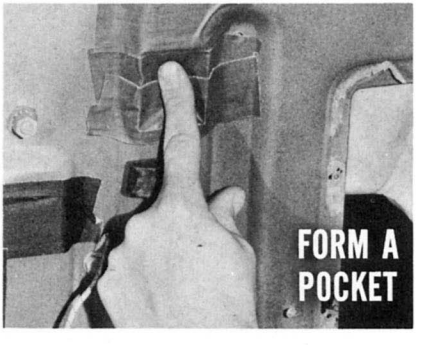
SEALING INNER METAL PANELS ON HARD-TOPS AND CONVERTIBLES

If you ever have to remove a door trim panel—or the quarter trim panel on a hard-top or convertible—you'd better be sure the openings in the metal panels are sealed before you reinstall the trim. This sealing is especially important on cars equipped with power window lifts. If water should get into the switch or motor—zingo! There's apt to be a short and this might burn out the motor.

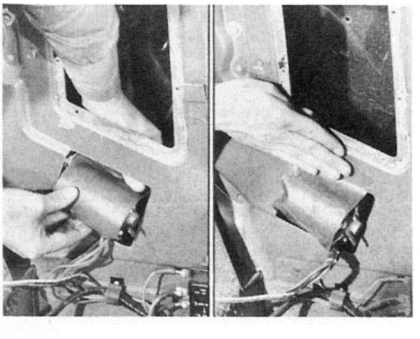


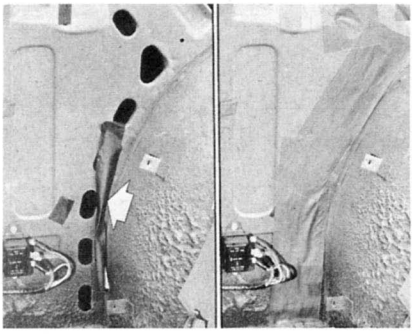
Cut some strips of 1½-inch-wide cloth-back adhesive tape. Apply these strips at the edges of the switch hole, using about a one-inch lap, so you can form a protective pocket for the switch.

When you install the panel, the switch will fit into the pocket and be protected from moisture.

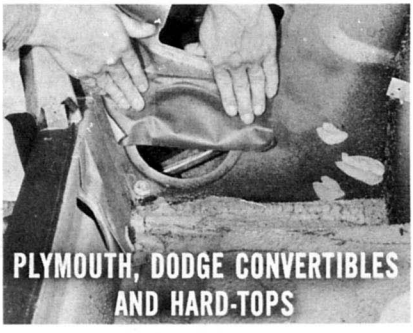


To seal the motor you also cut strips of the same tape. In this case, however, you apply the tape around the motor so the wires will come out from the top. Next, apply tape to the panel above the hole, and tuck it under the motor inside the door panel. Then, cover the entire opening with tape.





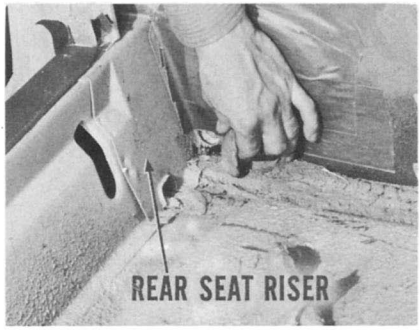
By the way . . . if you see any *wrinkled* sections of tape, you'd better play it safe and replace them with new tape. In fact, you'll find it smart to seal all access holes, screw holes and unused openings to protect the inside trim.



In addition, seal up the large round opening near the bottom of the inside quarter panel of Plymouth and Dodge convertible and hard-top models.

On those models equipped with manually operated windows, put tape over the opening below the window regulator handle. Tape up the regulator spring opening, too.

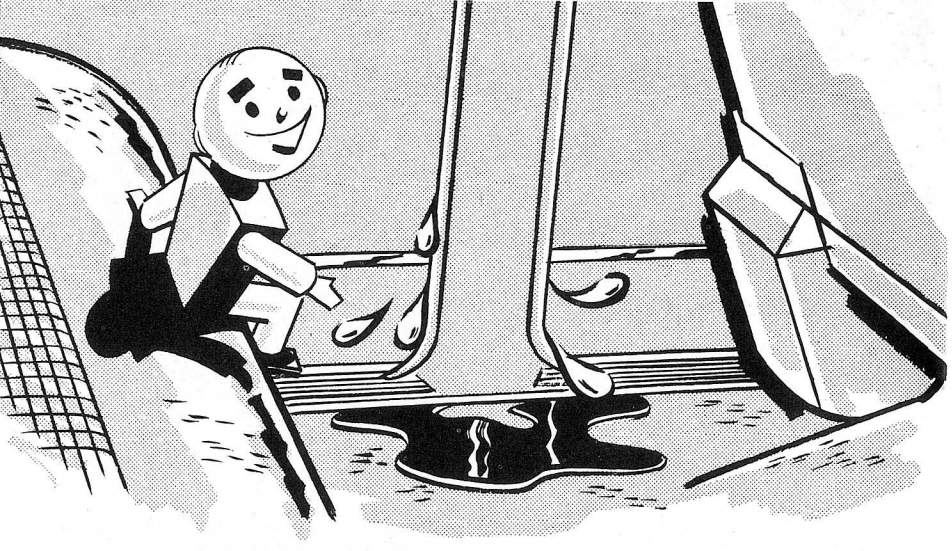
Other areas on the convertible and hard-top models to check, are the seams around the rear seat riser and inside quarter panel. You can seal these seams easily with hand putty.

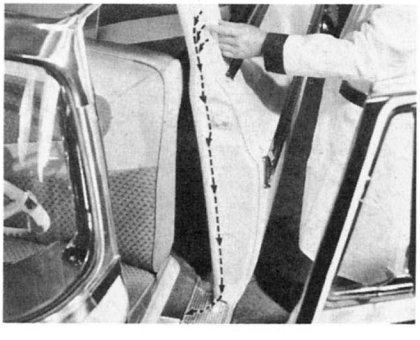


While you're in this neighborhood, it pays to seal inside the rear seat riser on Chrysler and De Soto models. Just reach through the access hole and make a 1" dam of putty inside the outer end of the riser where it joins the quarter panel.

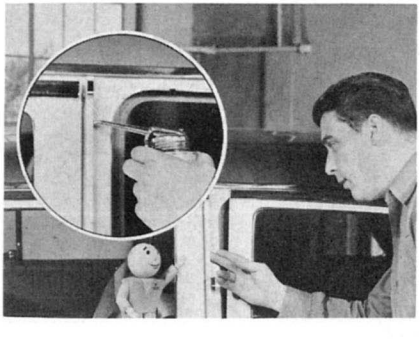
SEALING AT THE CENTER BODY PILLAR —4-DOOR SEDANS

Chrysler and De Soto—Once in a great while an owner might report that the carpet in the rear compartment seems a little damp at the base of the center body pillar. If you run across one of these cases, chances are the sealing at the pillar can be improved.



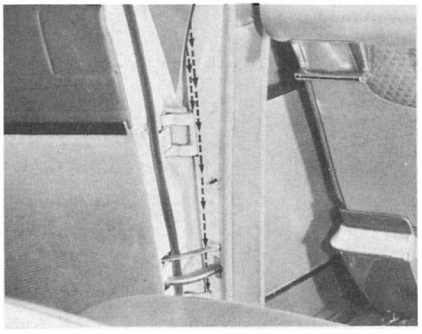


For example, rain might be driven through the rear edge of the center pillar extension. If it is, it will come out the front edge and take a path toward the inside of the car. From there it drains down the front face of the pillar and onto the floor carpet.

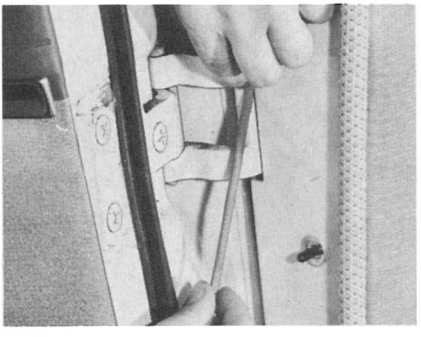


While this is an unusual condition, you'll find it easy to correct. All you have to do is flow body sealer behind the center pillar extension strip to close up the seam.

However, there's another sealing point at the hinge openings on the pillar that you ought to check. If water happens to get by the edge of the door, it will run down the rear face of the pillar and into the openings around the hinges. But, again, this is easy to guard against.

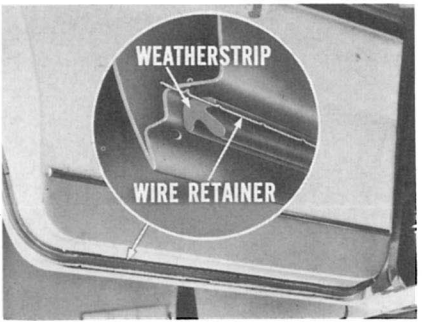


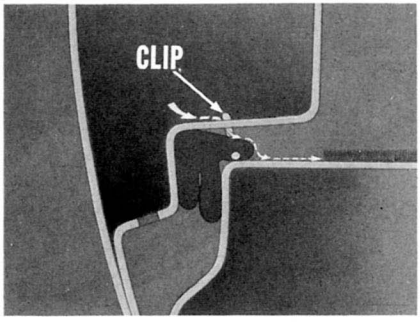
Just pack body sealer around the hinge openings. You can do it by moving the door from wide-open to half-open position as you pack the sealer into place. You don't have to remove the center pillar trim.



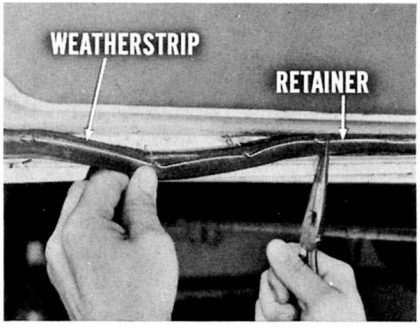
SEALING THE DOOR WEATHERSTRIP —BOTTOM

Another place you should be sure is sealed is the weatherstrip at the bottom of the door. At this point, the weatherstrip is not only cemented in place, but it is also secured by a wire retainer. This retainer is snapped into openings in the door surface which glides over the door sill.





Now . . . if the cement doesn't hold the weatherstrip securely when the door closes, the weatherstrip will tend to roll outward. If that ever happens, the wire retainer clips move in their openings. That lets any water that might have drained *into* the door, seep out of these clip holes and onto the door sill. From that sill, then, the drainage could run over and get into the jute padding under the mat.



To guard against this possibility, check the door weatherstrip at the bottom of the door. If you feel the cement doesn't hold it in place securely, then loosen the cement with a little solvent such as naphtha. Give it a chance to work in a bit and then remove the weatherstrip and retainer.

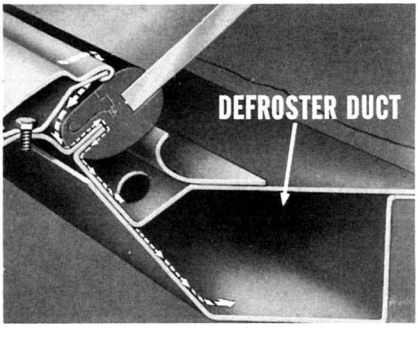
Apply cement to the door surface and weatherstrip. Let it get tacky. After you press the weatherstrip and retainer into place, let the door remain open about 30 minutes before you close it.

WINDSHIELD SEALING

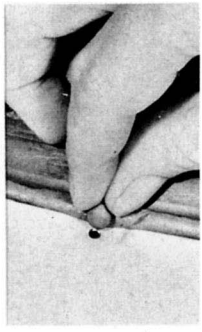
You may run across some widely scattered reports of windshield steaming when the defroster switch is turned on. Impossible as this might sound, it would pay to check sealing around the windshield

weatherstrip near the bottom and lower corners. There just might be a slight opening in the windshield opening metal fence or it might be a bit wavy.

If water should be driven under the windshield weatherstrip, it might seep into the defroster duct. Then, when the owner turns on the defroster, the warm air will vaporize the water and the glass could get slightly fogged.



Besides working through an open or wavy seam in the metal fence, the water might come in through the windshield molding clip holes. Since the defroster duct is underneath, water would have a tendency to collect in there.



In a case of this kind, remove the windshield molding first. Then lay a bead of body sealer along the outer edge of the weatherstrip all the way around and press it down to close up any openings. In addition, press balls of sealer at the molding clip holes.

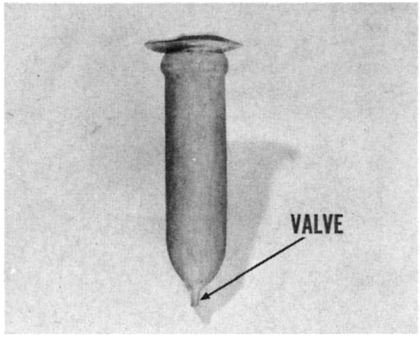
Before you reinstall the molding, water-test the windshield to make sure it is sealed properly. To do this, remove the flexible defroster hose at the right end of the duct. Raise the car from the left to make it lean slightly to the right and let any water that might get by run out of the duct outlet. You can reinstall the moldings once your water-test indicates your sealing job was satisfactory.

In view of this unusual condition, keep this point in mind. Any time you install a new windshield glass, make sure the glass is properly centered in the opening before you lock up the weatherstrip. If you don't, this windshield steaming might develop, and you'd have to add a bead of sealer around the weatherstrip as explained.

SEALING AT THE HEATER HOUSING

Once in a great while, rain that enters the cowl ventilator might collect in the heater housing. This can happen if the valve in the rubber

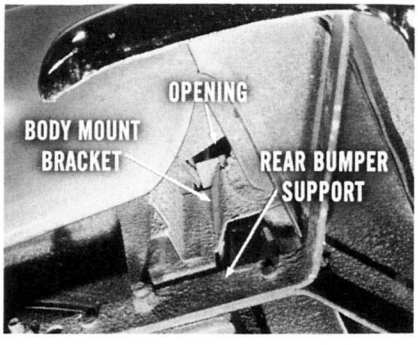
drain hose doesn't open properly. This valve is designed to open from the weight of the water that collects in the hose. If this valve didn't open at all, the water level might get high enough so it could leak out the fresh air doors in the cowl panel. Or, it might even get past the grommet around the cowl vent operating rod.



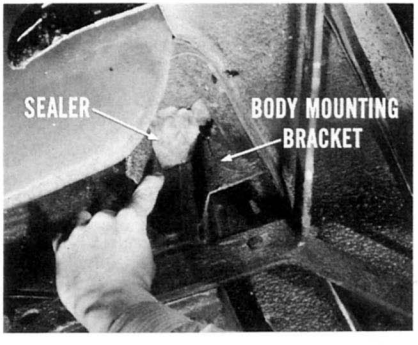
To correct a condition of this kind, you'll have to get that valve working again if it happens to be stuck. Sometimes you can do that by just squeezing it from the bottom. And, if the valve section is too long and the valve tends to stick closed, take scissors and cut off about half of it. Usually, once you get the valve open and operating, it won't stick closed again.

SEALING AGAINST DUST AND WATER —SUBURBAN MODELS

Plymouth—On Plymouth Suburbans, you might get an occasional case where dust leaks into the back end—on the inside. Where dust can enter, water also might come in. This only happens, of course, under unusual driving conditions.

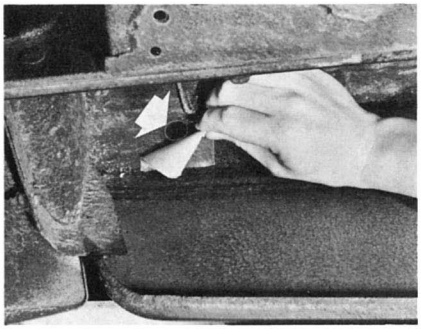


If you are asked to check one of these conditions, raise the car on the hoist. Look for an opening in the underbody panel next to the body mounting brackets near the rear bumper supports.

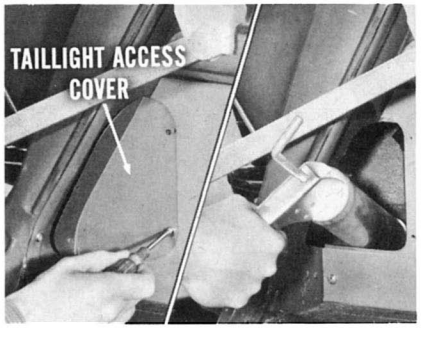


First thing to do is clean off that area thoroughly. Use steam if it won't clean up easily. Next, dry off the area with a cloth or compressed air. Pack an ample amount of body sealer into each opening. Also, pack the floor pan seams on either side, and inside the body mounting bracket.

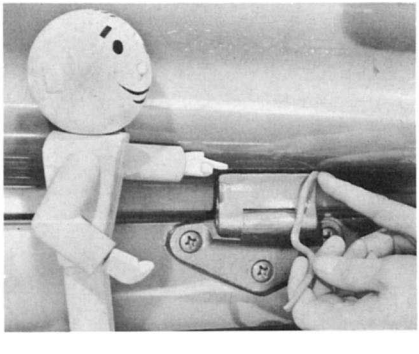
Besides that, check for a small round opening near the left rear corner of the floor pan. If you find one, and it's not already sealed, you can use a rubber plug or cloth-back adhesive tape to seal it off.



On these same Suburban models, be sure to seal the rear floor-to-quarter-panel seams. To get at these seams, remove the taillight access hole covers. Then you can use an extension nozzle on a caulking gun and flow compound on the seams to seal them.



Then check the tailgate hinges. Sometimes dust is sucked up past the hinges and enters the body through the tailgate strikers, just below the window. If you find openings at the hinges, pack them with body sealer and paint over the sealer.



When you're finished with these underbody seals, lower the car and check the lower tailgate striker and retainer at the top of the gate. You can check this compression with a shipping tag.

That about covers sealing on the Suburban models. Remember that it's easier to do most of the sealing required with the car on the hoist, although it can be done with the car on the floor. You can get at the openings through the two access hole covers located behind each taillight. Then you can apply large amounts of underbody deadener to the areas to be sealed.

FINAL WORD

You now have the latest word on sealing these special body models. Just remember to be thorough so you'll cover *all* the necessary bases carefully. You know it pays to do the job right the first time. This not only satisfies you, but it also makes your customer pleased with the service you provide. His satisfaction, naturally, is the big key to repeat service business, and to our reputation as top-flight master technicians.

RECORD YOUR ANSWERS TO THESE QUESTIONS ON QUESTIONNAIRE NO. 91

On Plymouth hard-top flippers, place a bead of body sealer along the top of the flipper cap to provide a good seal when the flipper is reinstalled.	RIGHT	1	WRONG
When you install a flipper, always adjust it so the hinged section will make a tight seal when the door is closed.	RIGHT	2	WRONG
To improve flipper sealing on Chrysler and De Soto hard-tops, remove the flipper and install a new sponge rubber weatherstrip on the top outer edge of the flipper bracket.	RIGHT	3	WRONG
If the windshield gets slightly steamed when the defroster's turned on, it means there is a leak past the windshield weatherstrip.	RIGHT	4	WRONG
Rain that enters the cowl ventilator can collect in the heater housing if the valve in the rubber drain hose doesn't open properly.	RIGHT	5	WRONG
Cloth-back adhesive tape wrapped around the window lift motors and behind the switches will help seal them against damage from water leakage.	RIGHT	6	WRONG
Dampness around the base of the center pillar post is due to water getting past the seam at the center body pillar extension.	RIGHT	7	WRONG
A loosened door lower weatherstrip will allow water to seep in and dampen the floor mat pads.	RIGHT	8	WRONG
Placing a bead of sealer around the lower edge of the windshield weatherstrip will prevent water leakage into the defroster duct.	RIGHT	9	WRONG
Dust and water can enter the rear compartment of Plymouth Suburbans through openings in the underbody panel.	RIGHT	10	WRONG

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