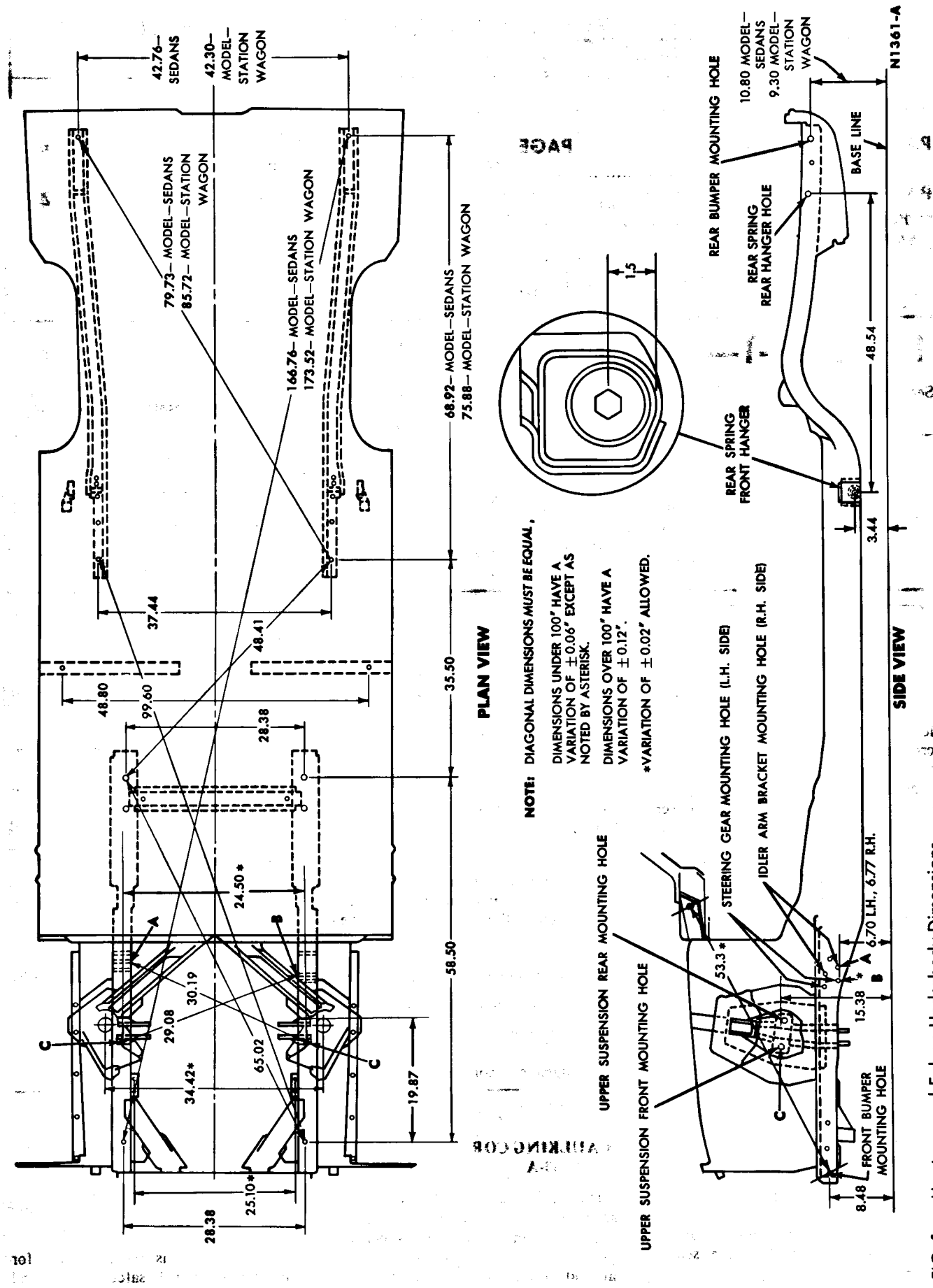

FIG. 1 — Montego and Falcon Underbody Dimensions

body panel plastic water shield installation. It is also useful for repair or replacement of other vinyl and rubber trim.

RUBBER CEMENT 8A-19552-B

This quick-drying, strong adhesive material is designed to hold weatherstripping on doors, bodies, deck lids, cowl ventilators, and the surrounding metal. Windows and windshields which are set in rubber can be effectively sealed against leakage by flowing cement into the affected areas.

Clean all grease, dirt, and old sealer from the surfaces to be cemented. For best results, apply a medium coat of cement to both surfaces, allow it to dry until tacky, and press both surfaces firmly together.

SILICON LUBRICANT COAZ-19553-A (JELLY) AND COAZ-19553-C (SPRAY)

This lubricant is to be used on the door window weatherstrips. It is recommended that silicone lubricant be applied to the upper weatherstrips at every regular lubrication period. Its use makes the doors easier to close, avoids weatherstrip squeaks, retards excess weatherstrip wear from chafing between the door glass upper frame and the weatherstrip, and helps to retain door window alignment by reducing friction between the glass frame and rubber weatherstrip.

BODY ALIGNMENT

Servicing the unitized body should present no unusual difficulties or necessitate additional equipment other than that required for the conventional frame and body repair. The application of heat and the use of heavy-duty jacks must be carefully controlled because of the difference in the gauge of the metal in the sub-frame of a unitized body and the stress points developed in a single welded unit construction. It is possible to pull damaged areas back into alignment with the use of lightweight jacks and hydraulic equipment without heating the metal.

Rough out badly damaged areas before taking measurements for squaring up a body. If necessary, remove the glass from the damaged area to prevent damage. In severe cases reinforcement brackets and other inner construction may have to be removed or cut to permit restoration of the outer shell and pillars without excessive strain on the parts. Straighten, install, and secure all such parts in place before attempting to align the body.

In cases of severe or sharp bends, it may be necessary to use heat. Any attempt to cold-straighten a severely bent bracket may cause ruptures of the welds and may also cause cracks in the bent part. Never heat the area more than a dull red.

CHECKING BODY FOR MISALIGNMENT

To align or square up a body, take two opposite diagonal measurements between pillars. Use a measuring tram for these measurements. Take the measurements between reference points such as crease lines or weld joints which are diagonally opposite each other on the two pillars being measured. Since all measurements

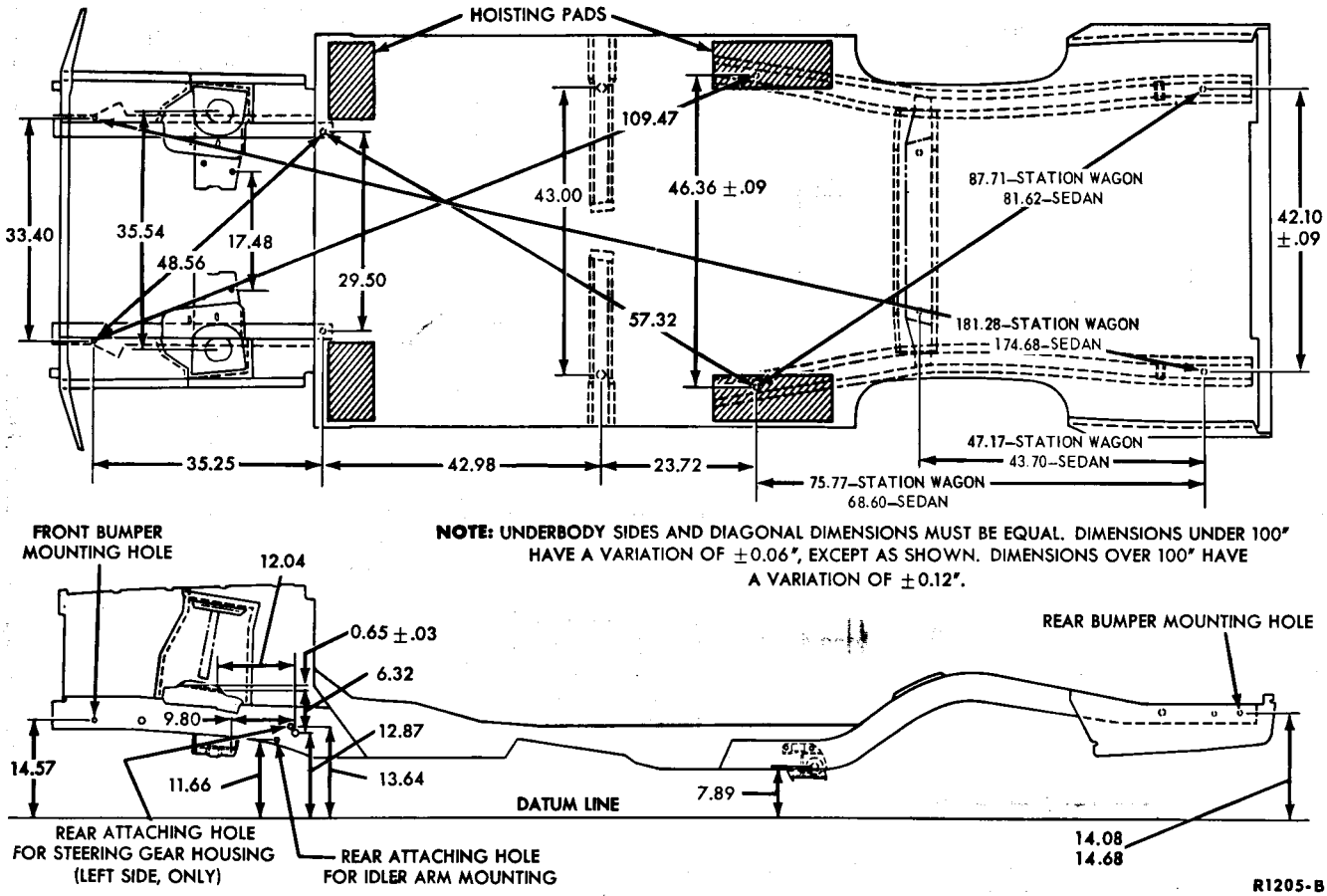

FIG. 2 — Fairlane Underbody Dimensions

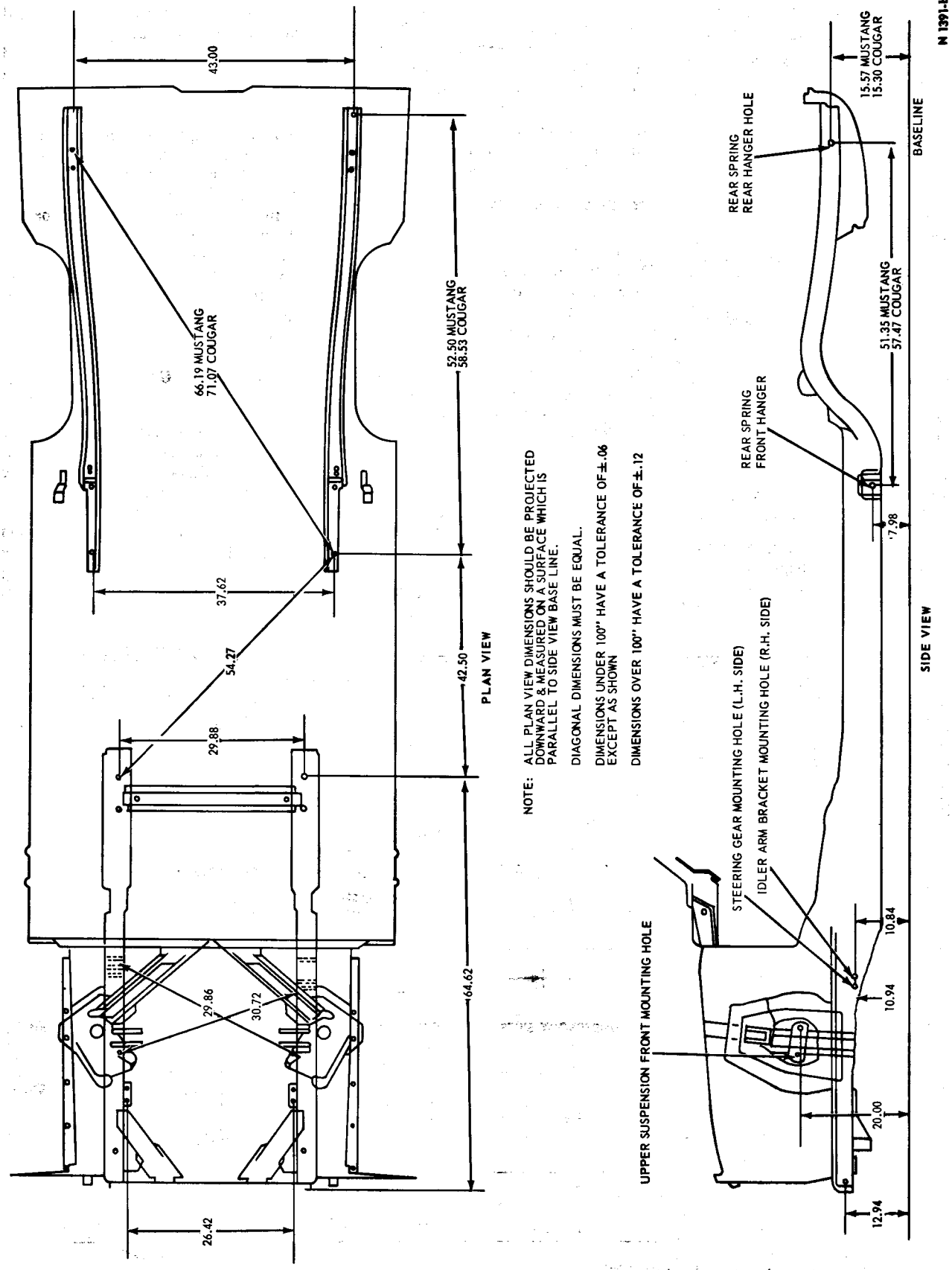

FIG. 3 — Mustang and Cougar Underbody Dimensions