REAR COMPARTMENT LIFT WINDOW

REMOVAL & INSTALLATION

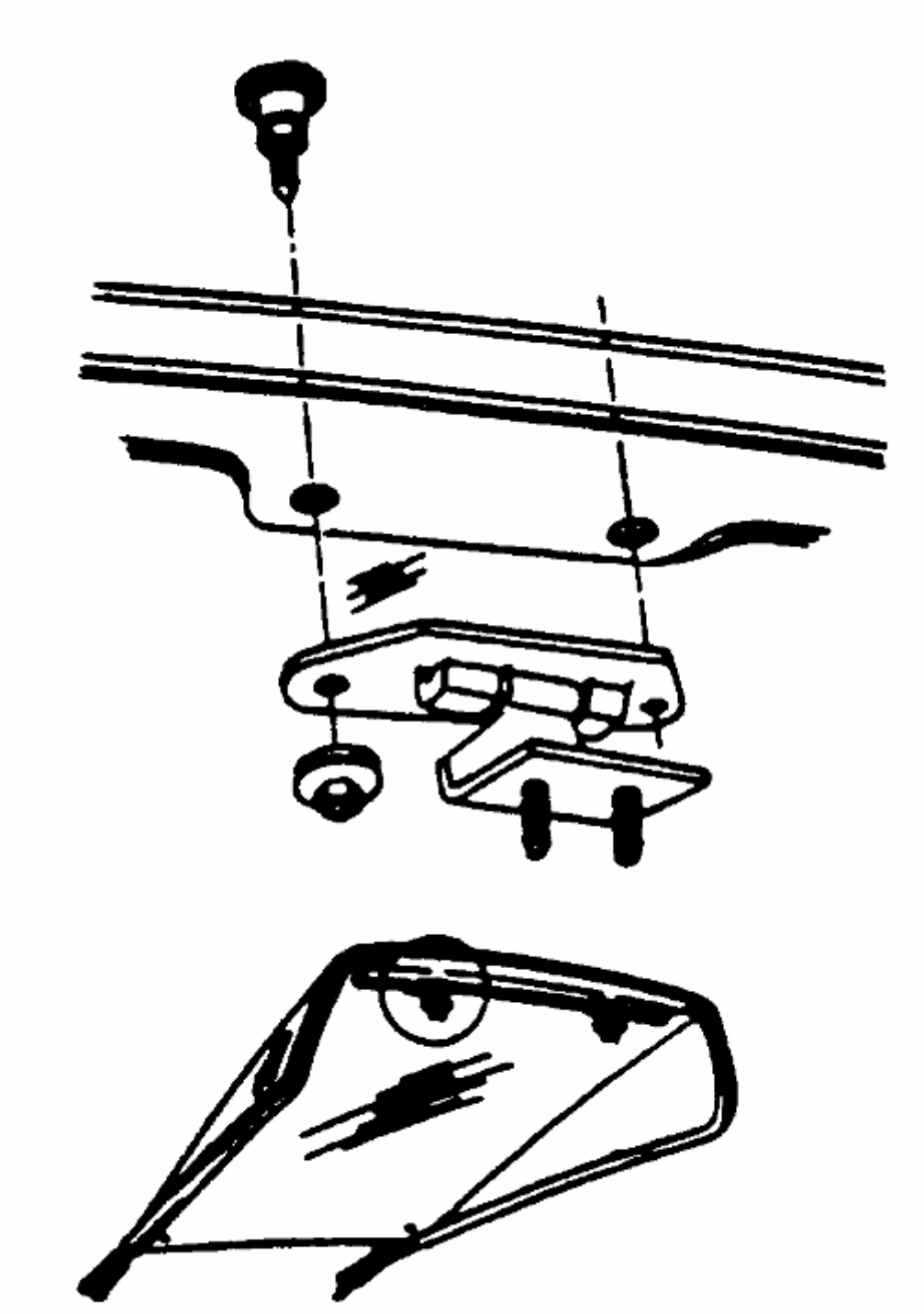


Fig. 1: Rear hatch hinge

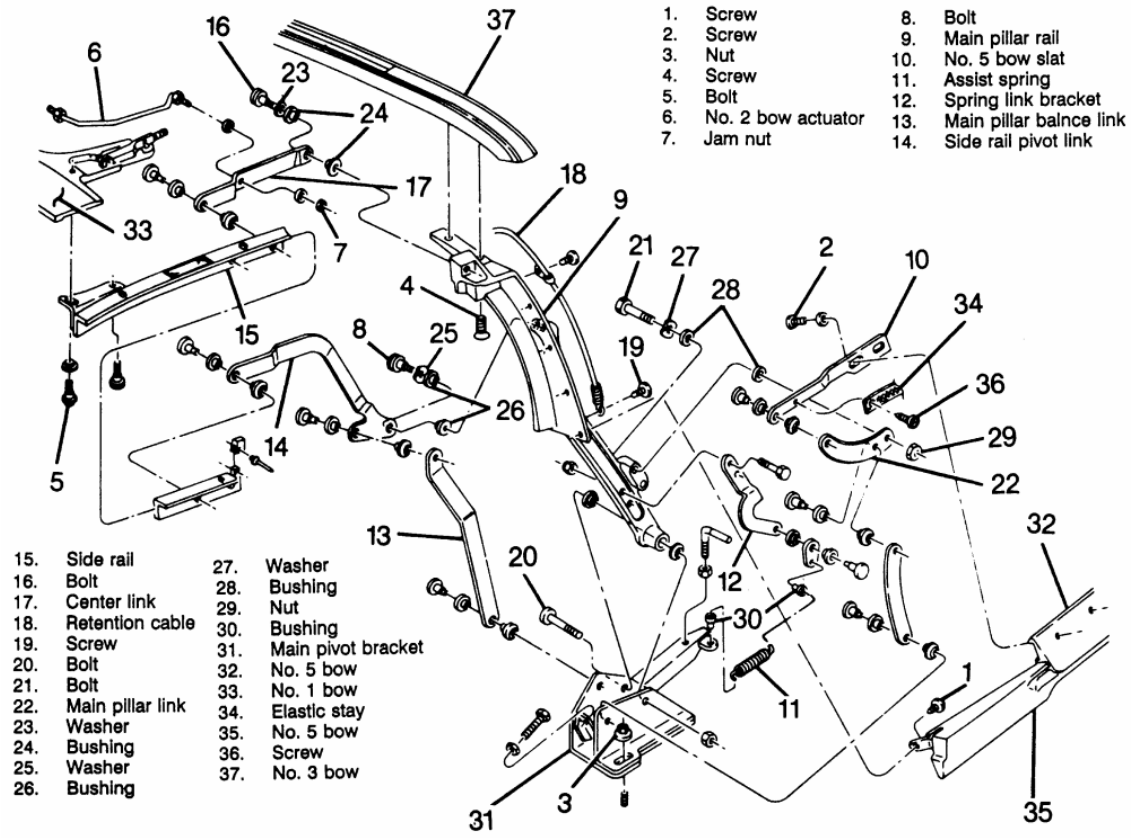


Fig. 8: Main pillar rail components

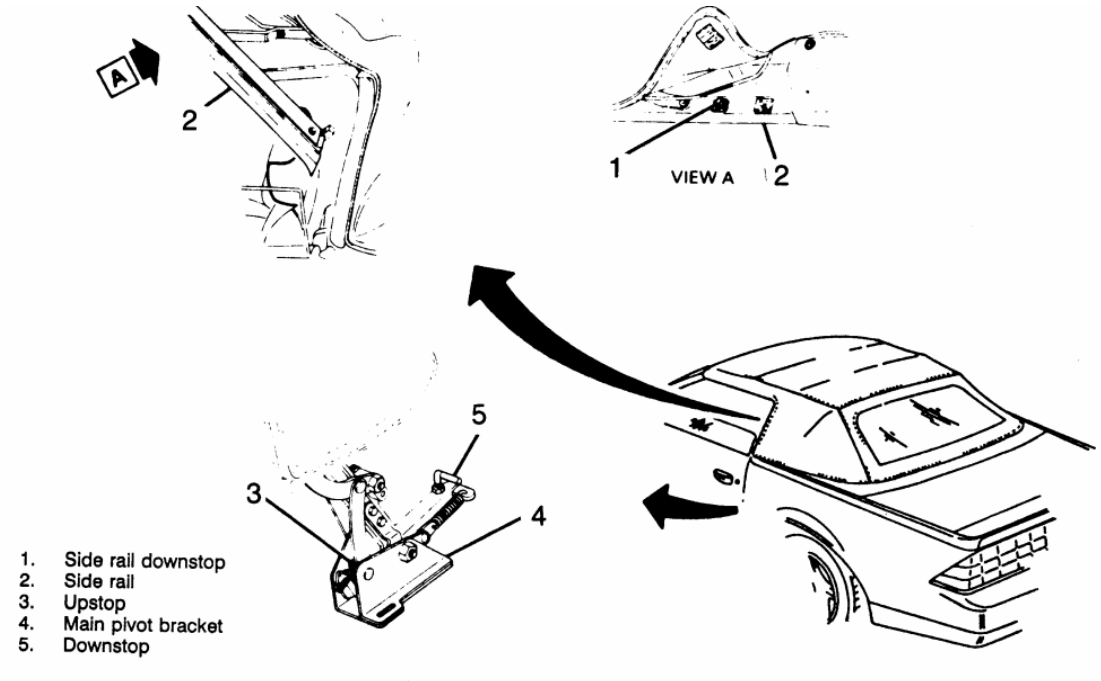


Fig. 9: Upstop and downstop adjustment locations

1. Disconnect the negative battery cable.
2. Remove the side rails and retainers.
3. Remove the main pillar seals and retainers.

4. Remove the No. 1 bow garnish molding and retainer.
5. Remove the top from the No. 1 bow by applying heat with a heat gun to the approximately 1 in. (25mm) from the adhesive backed bow.
6. Remove the cable screws.
7. Remove the headliner from the No. 2 and 3 bows.

It is not necessary to remove the headliner from the No. 1 bow with the top folded enough to allow access to the retainer screws.

8. Remove the screws from the underside of the Nos. 2 and 3 top cover retainers.
9. Remove the No. 2 and 3 bow top cover from the pockets in the top cover.
10. Separate the outer quarter flaps from the main pillar post, once again using the heat gun as necessary to loosen the adhesive.
11. Remove the side retention cables.
12. Remove screws.
13. Remove the elastic stays, folding the top rearward.
14. Remove the No. 5 bow seal.
15. Remove the black covered rivets from the No. 5 bow using an $^{1}/_{8}$ in. (3mm) drill bit.
16. Remove the top cover from No. 5 bow, using heat as required to loosen the adhesive.
17. Remove the convertible top cover from the vehicle.

To install:

Use 3M® adhesive No. 8046 or equivalent on cover attaching surfaces where noted.

18. Install the cover on the vehicle. Slide the retention cables through the listing pockets and check cable ends for proper locations.
19. Square the top to the frame; check for evenness of quarter flap positions to the main pillar rail. Fold the top cover to the windshield header.
20. Apply adhesive to the No. 5 bow and top, raise the No. 5 bow to the full vertical position.

Glue $^{1}/_{2}$ of the top cover to the No. 5 bow first, then lower the bow and check for evenness. The length of the material overhanging should be uniform. Repeat the procedure, if necessary. Trim the excess fabric from the No. 5 bow evenly at the seal channel to allow attachment of the seal later.

21. Install new $^{1}/_{8}$ in. (3mm) by $^{3}/_{16}$ in. (5mm) black aluminum rivets as shown in illustration.
22. Lower and latch the tonneau cover and No. 5 bow. Raise the No. 1 bow off the header and install the cable screws.
23. Install the No. 5 bow seal.
24. Connect the elastic stays inside of No. 5 bow seal-to-link arms. Install the screws.
25. Lower the No. 5 bow. Fold the inner quarter flaps inside of main pillar rails. Fold the outer quarter flaps around the outside of the main pillar rails to the

INSIDE REAR VIEW MIRROR

INSTALLATION

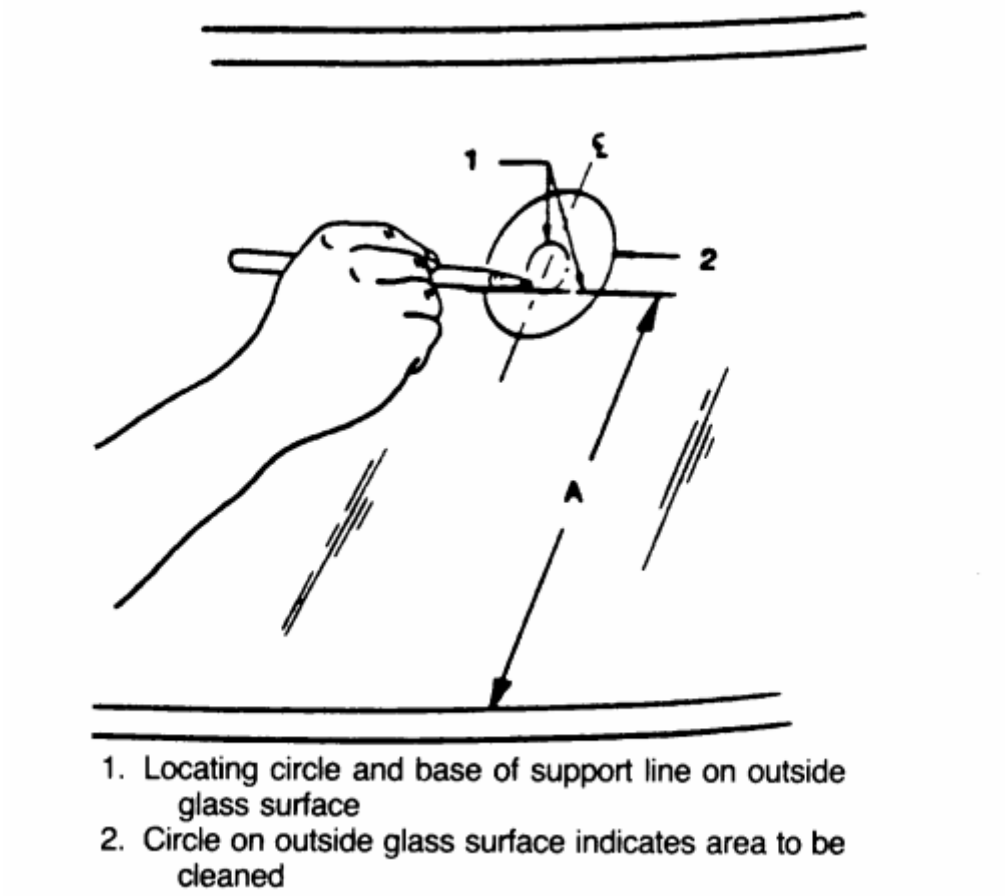


Fig. 1: Locating the bonded area on the windshield

The rear view mirror is attached to a support which is secured to the windshield glass. This support is installed by the glass supplier using a plastic-polyvinyl butyl adhesive.

Service replacement windshield glass has the mirror support bonded to the glass assembly. To install a detached mirror support or install a new part, the following items are needed:

- Part No. 1052369, Loctite® Minute-Bond Adhesive 312 two component pack or equivalent
- Original mirror support (prepared per Steps 4 and 5 of the installation procedure) or replacement rear view mirror support
- Wax marking pencil or crayon
- Rubbing alcohol
- Clean paper towels
- Fine grit emery cloth or sandpaper (No. 320 or No. 360)
- Clean toothpick
- Six-lobed socket bit.

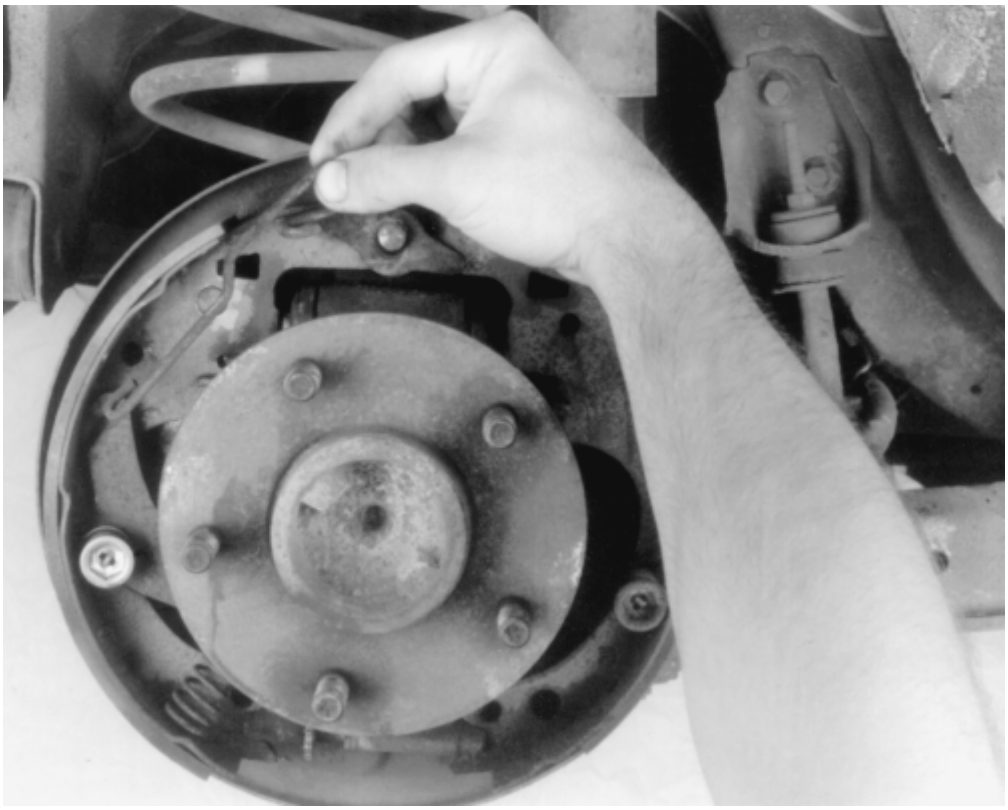


Fig. 6: Removing the parking brake rod

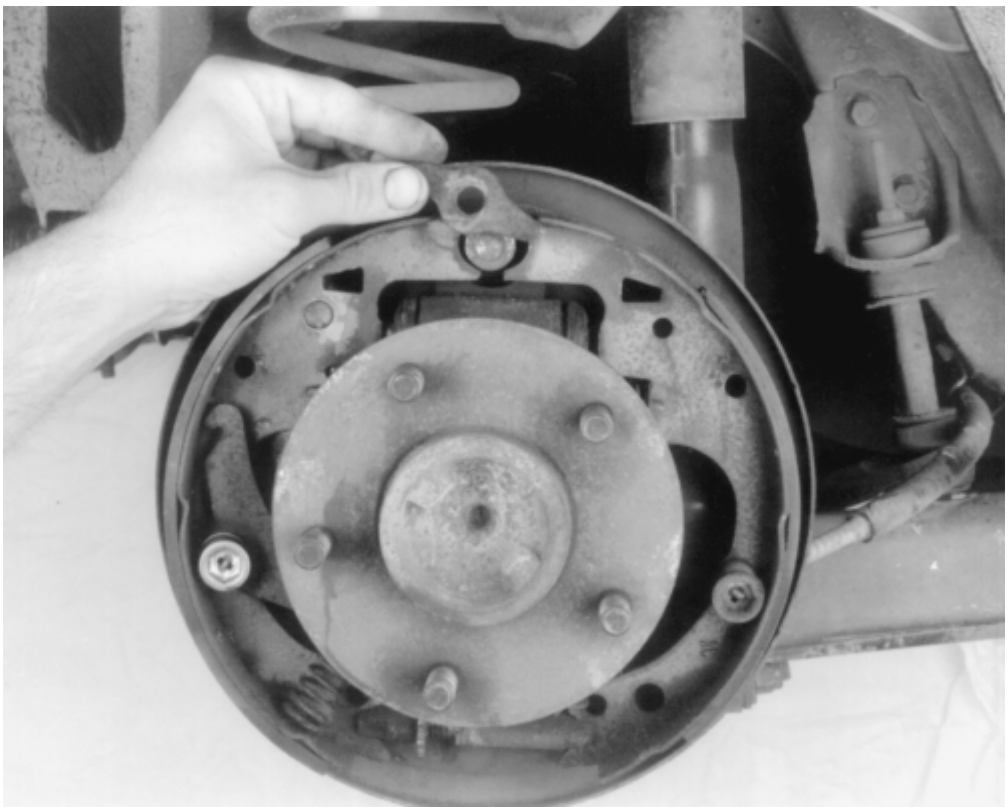
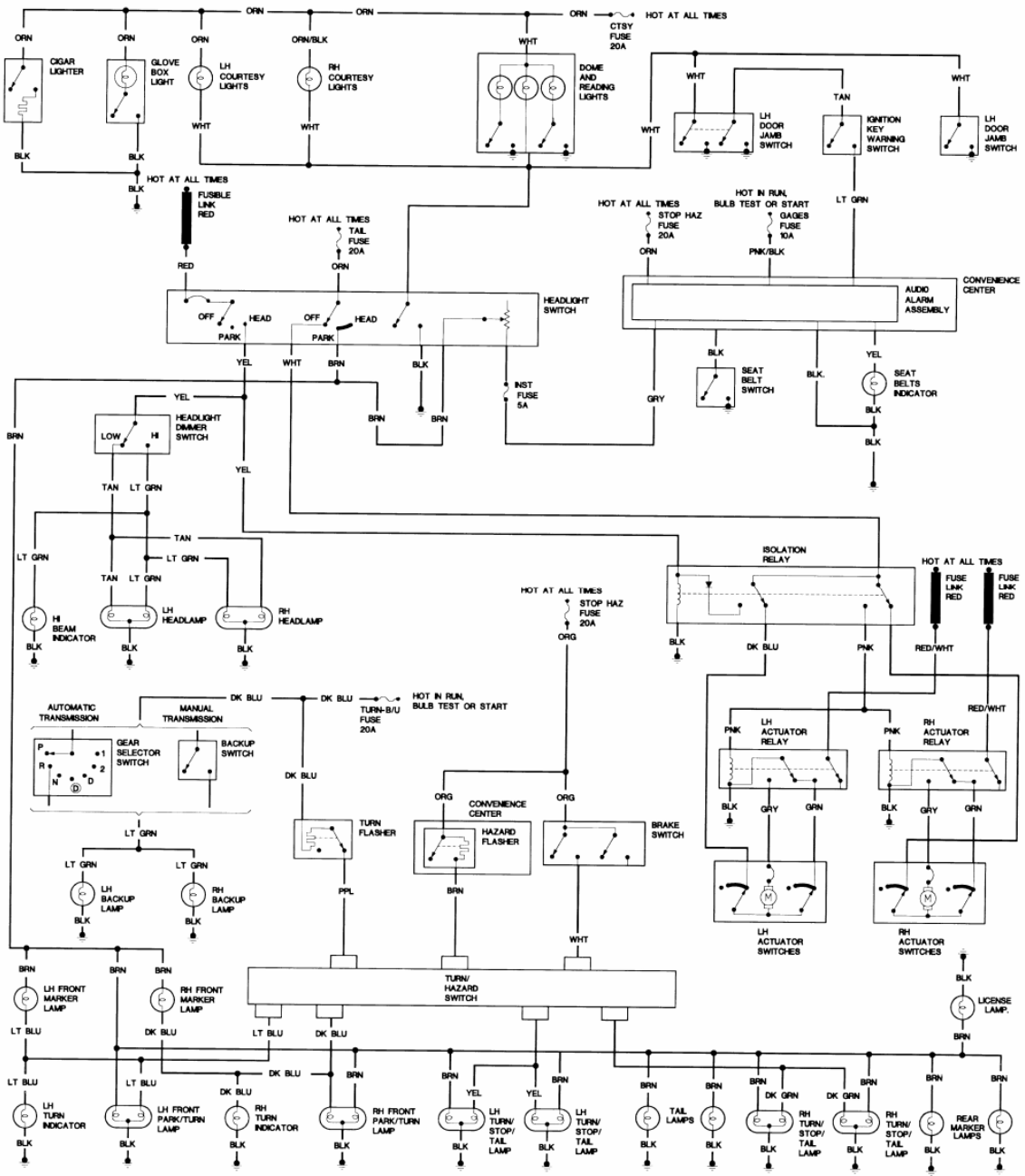


Fig. 7: Removing the shoe guide plate

1982 BODY WIRING, CONTINUED



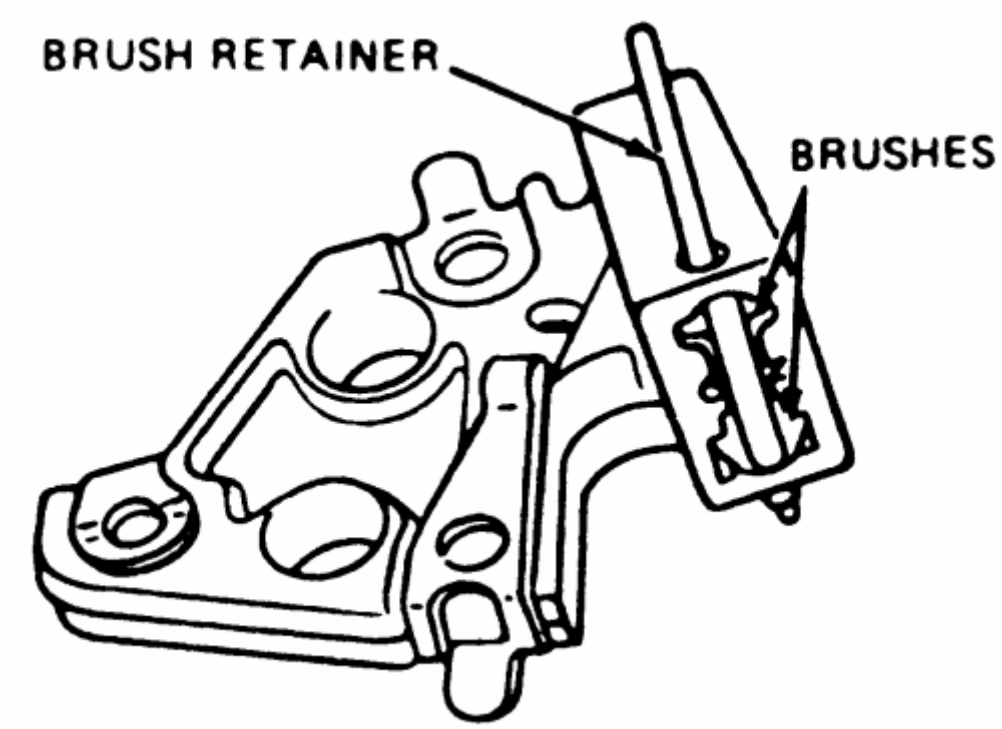


Fig. 1: Voltage regulator with brushes depressed

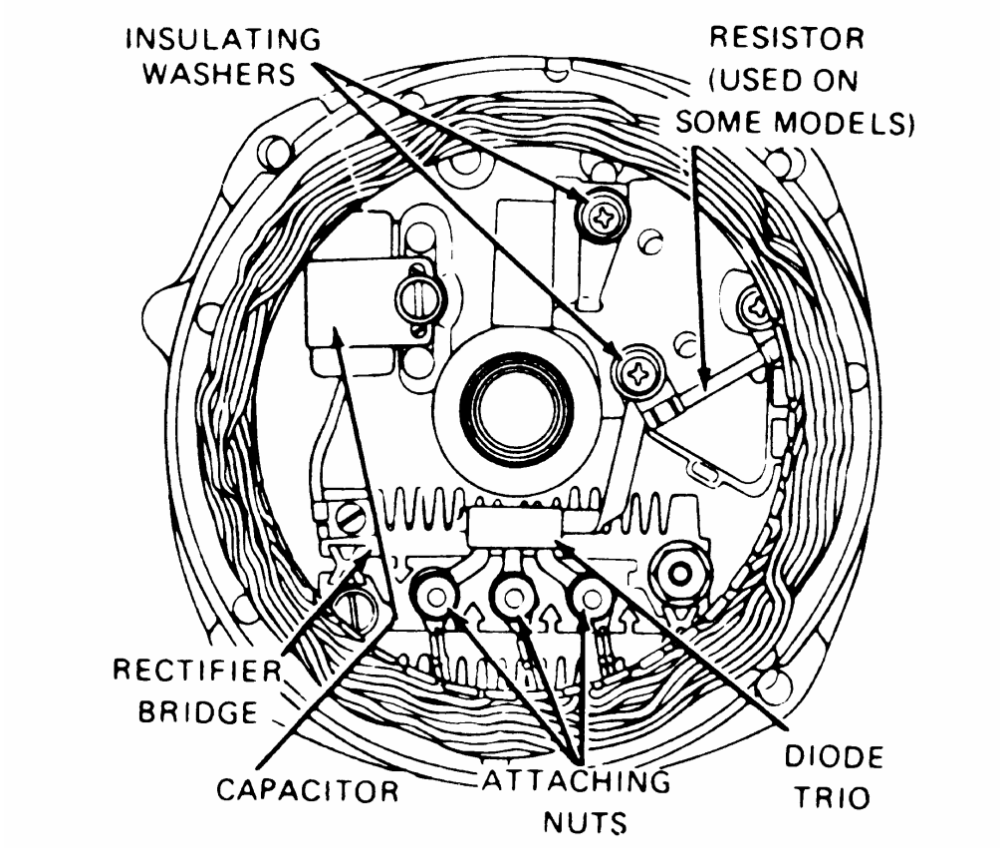


Fig. 2: Alternator end frame

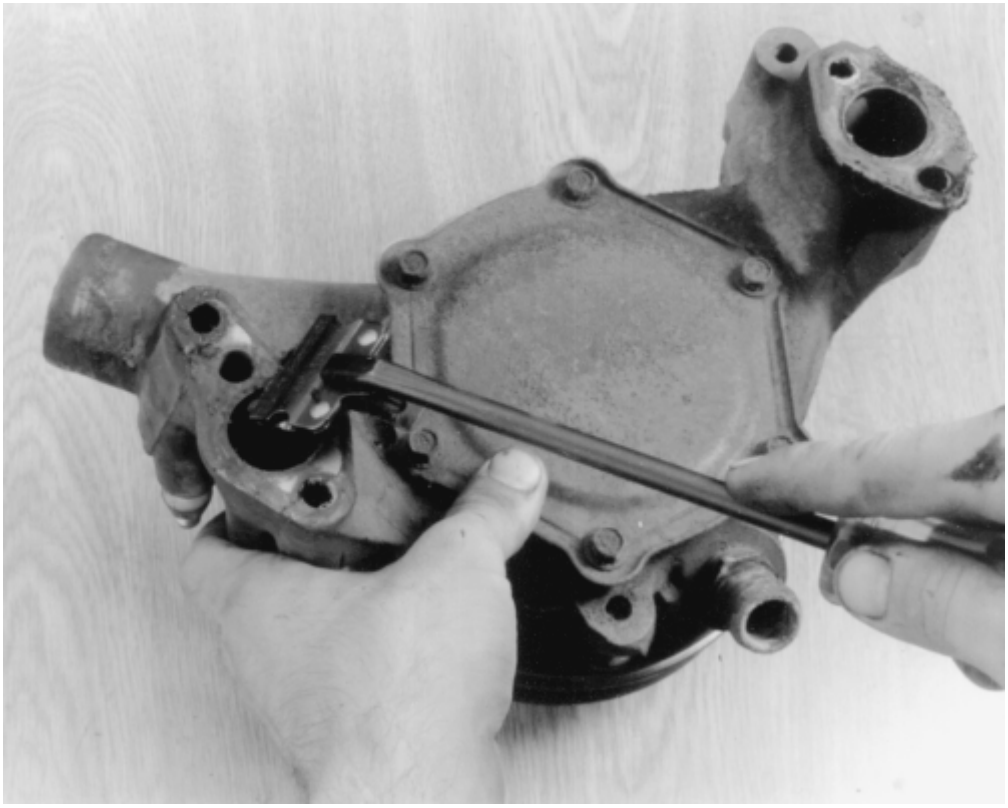


Fig. 5: Scraping off the old gasket material

1. Disconnect the negative battery cable.
2. Drain the cooling system.
3. Remove the air intake duct and air cleaner, if necessary.
4. Remove the drive belt(s) and the water pump pulley.
5. Disconnect the heater and radiator hoses from the water pump.
6. Remove the water pump attaching bolts, then remove the pump. Mark the bolts to their corresponding locations for proper installation.

To install:

7. Clean the gasket mating surfaces.
8. Install the water pump with a new gasket.
9. Install the coolant pump and bolts to the front cover using the dowel pins as a guide.
10. Tighten the bolts to 30 ft lbs. (41 Nm).
11. Connect the heater and radiator hoses to the water pump.
12. Install the water pump pulley and the drive belt(s).
13. Fill the cooling system. Start the engine and check for leaks.

CYLINDER HEAD

REMOVAL & INSTALLATION

CAUTION - Properly relieve the fuel system pressure before disconnecting any lines.

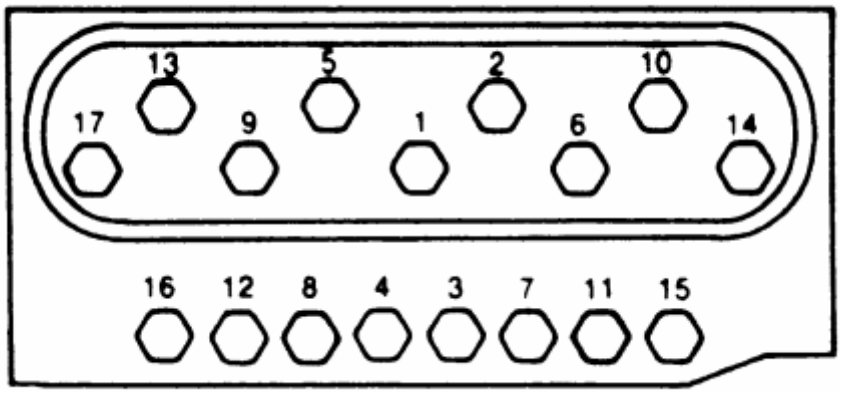


Fig. 11: Cylinder head bolt torque sequence - V8 engines

1. Disconnect the negative battery cable. Drain the cooling system and relieve the fuel system pressure.
2. Raise and support the vehicle safely. Drain the engine oil and remove the oil filter. Lower the vehicle.
3. Remove the drive belt(s) and remove the intake manifold.
4. Remove the power steering pump, alternator bracket or the air conditioning compressor mounting bracket and position aside. Do not disconnect the lines from the air conditioning compressor.
5. Remove the exhaust manifolds and the valve covers.
6. Remove the rocker arms and pushrods.
7. Remove the cylinder head bolts and the cylinder head.

To install:

8. Clean the gasket mating surfaces of all components. Be careful not to nick or scratch any surfaces as this will allow leak paths. Clean the bolt threads in the cylinder block and on the head bolts. Dirt will affect bolt torque.

When using a steel gasket, coat both sides of the new gasket with a thin even coat of sealer. If using a composition gasket, do not use any sealer.

9. Position the head gasket over the dowel pins with the bead up. Install the cylinder head over the dowel pins and gasket.
10. Coat the threads of the head bolts with GM 1052080 thread sealer or equivalent. Install the head bolts and tighten in sequence, in three passes, to 65 ft lbs. (92 Nm).
11. Install the exhaust manifolds.
12. Install the pushrods and rocker arms, refer to the procedures outlined earlier in this section. Install the valve covers.
13. Install the power steering pump and alternator bracket or air conditioning compressor mounting bracket, as necessary.
14. Install the intake manifold.
15. Install the accessory drive belt(s).

REPLACEMENT

There are basically two types of exhaust systems. One is the flange type where the component ends are attached with bolts and a gasket in-between. The other exhaust system is the slip joint type. These components slip into one another using clamps to retain them together.

CAUTION - Allow the exhaust system to cool sufficiently before spraying a solvent exhaust fasteners. Some solvents are highly flammable and could ignite when sprayed on hot exhaust components.

Before removing any component of the exhaust system, ALWAYS squirt a liquid rust dissolving agent onto the fasteners for ease of removal. A lot of knuckle skin will be saved by following this rule. It may even be wise to spray the fasteners and allow them to sit overnight.

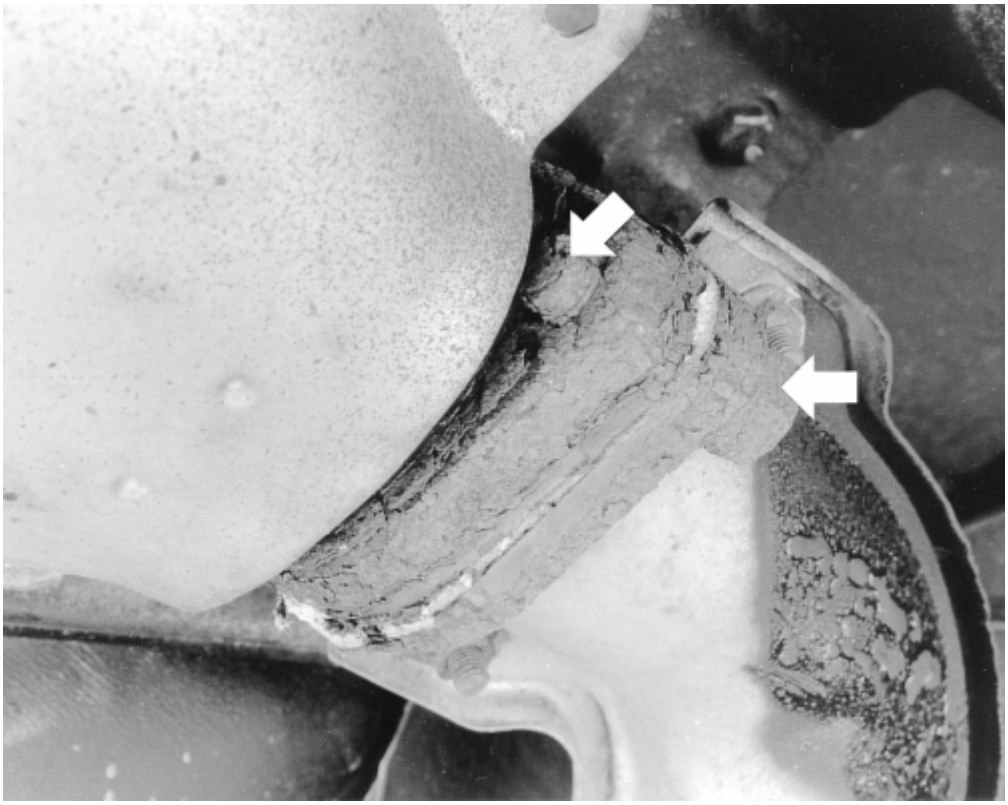
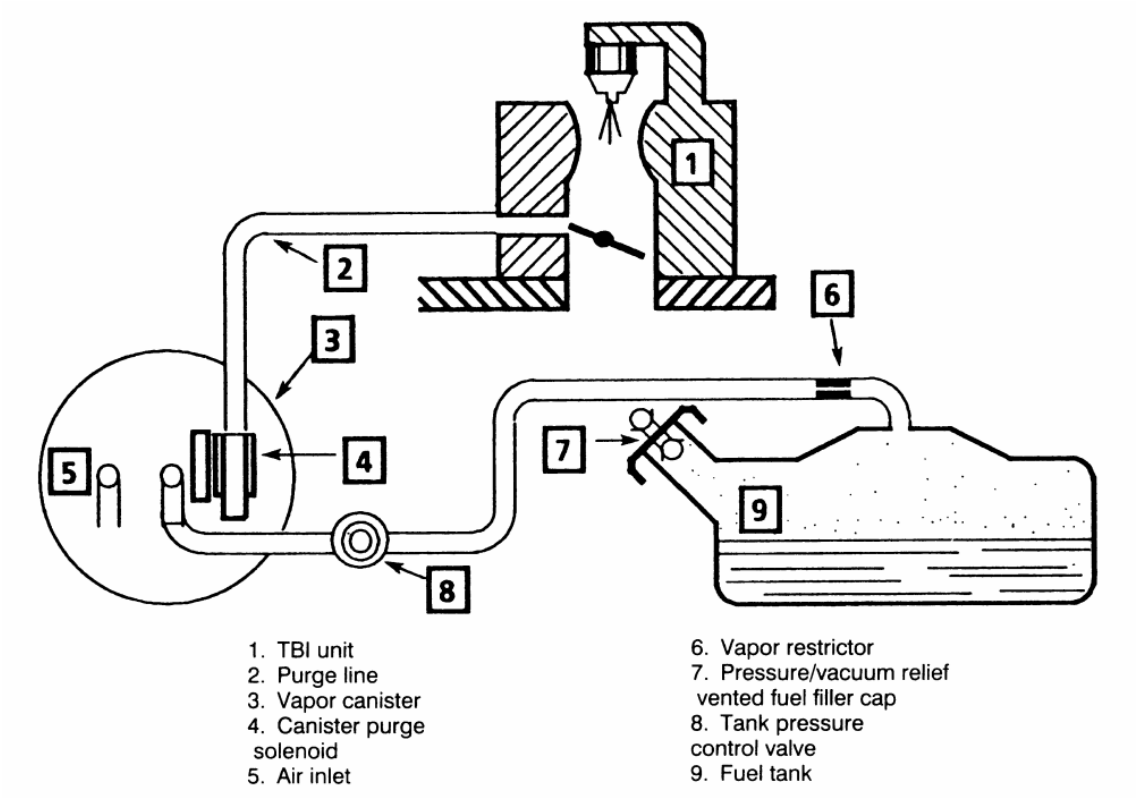


Fig. 8: Nuts and bolts will be extremely difficult to remove when deteriorated with rust

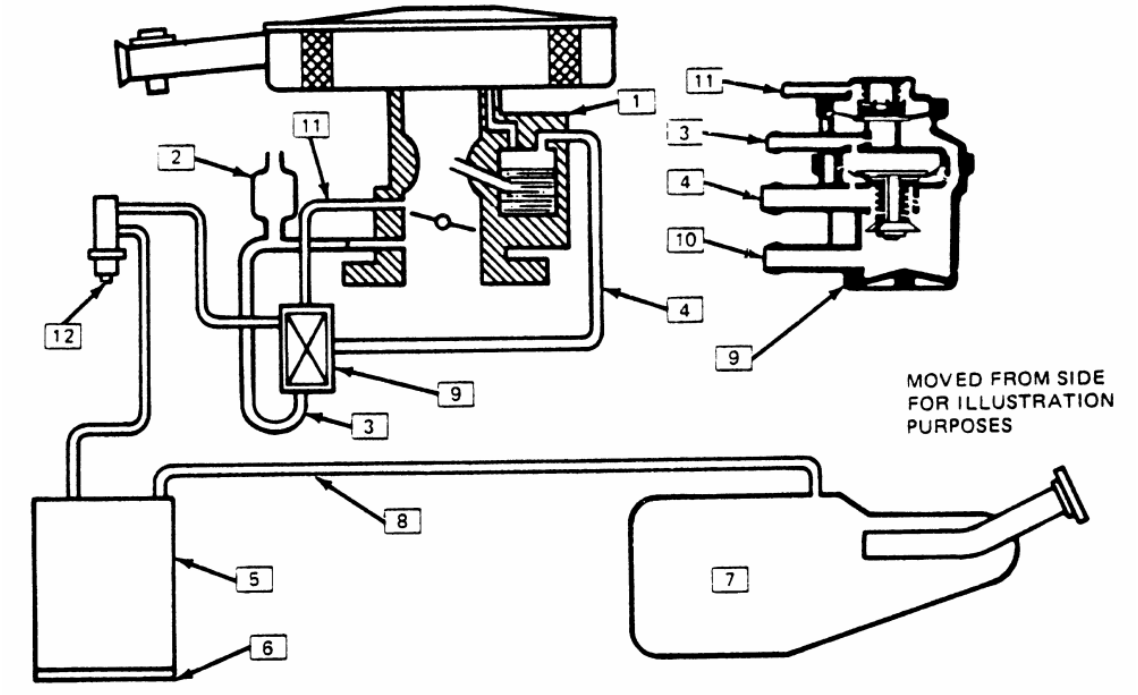
FLANGE TYPE

CAUTION - Do NOT perform exhaust repairs or inspection with the engine or exhaust hot. Allow the system to cool completely before attempting any work. Exhaust systems are noted for sharp edges, flaking metal and rusted bolts. Gloves and eye protection are required. A healthy supply of penetrating oil and rags is highly recommended. Never spray liquid rust dissolving agent onto a hot exhaust component.



1. TBI unit
2. Purge line
3. Vapor canister
4. Canister purge solenoid
5. Air inlet
6. Vapor restrictor
7. Pressure/vacuum relief vented fuel filler cap
8. Tank pressure control valve
9. Fuel tank

Fig. 3: EEC system on TPI and TBI V6/V8 engines



1. Carburetor
2. PCV valve
3. Manifold vacuum from PCV
4. Carburetor bowl tube
5. Vapor storage canister
6. Purge air
7. Fuel tank
8. Fuel tank vent pipe
9. Canister control valve
10. Canister tube
11. Tube control vacuum
12. T.V.S. switch

Fig. 4: EEC system on carbureted V8 engines

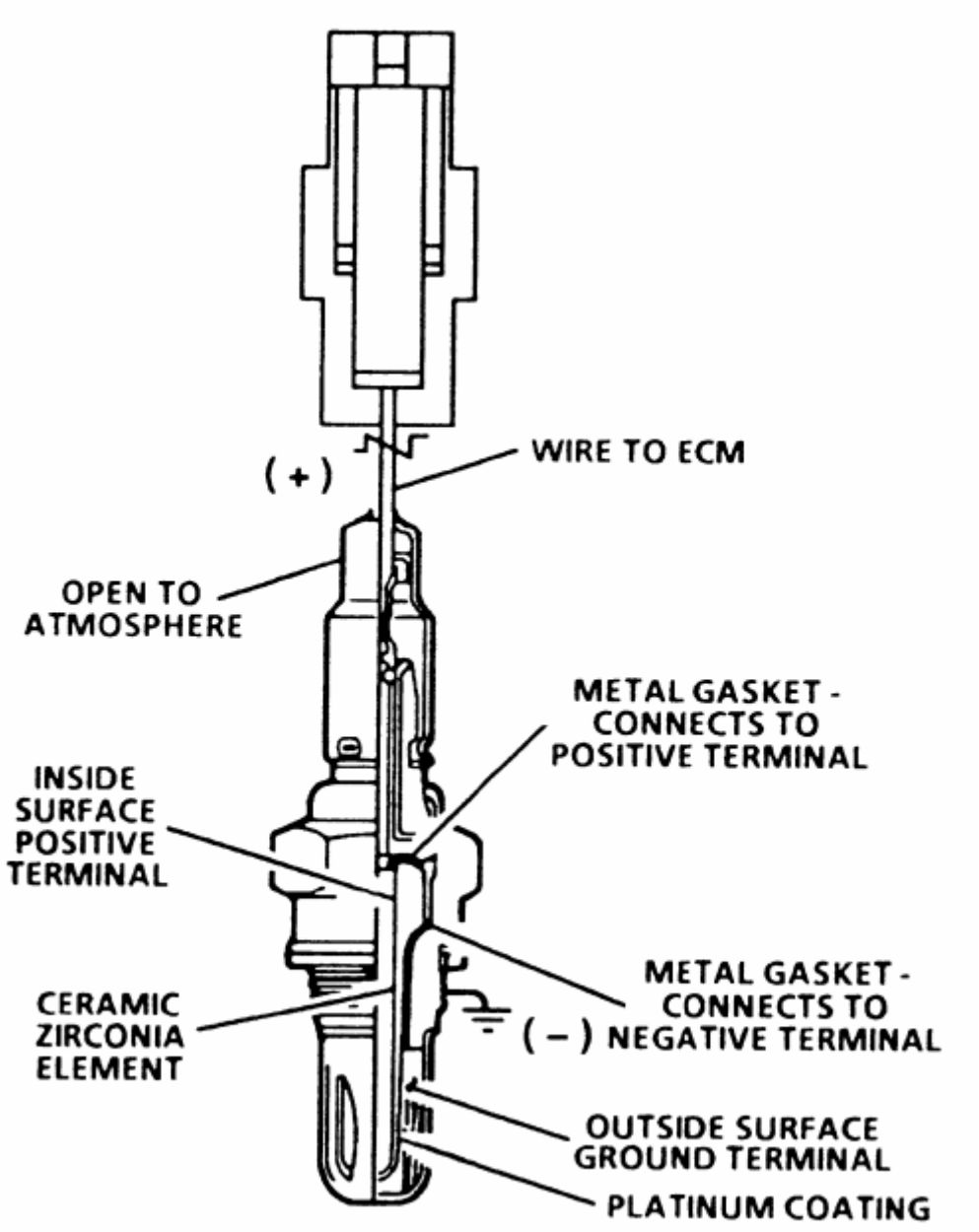
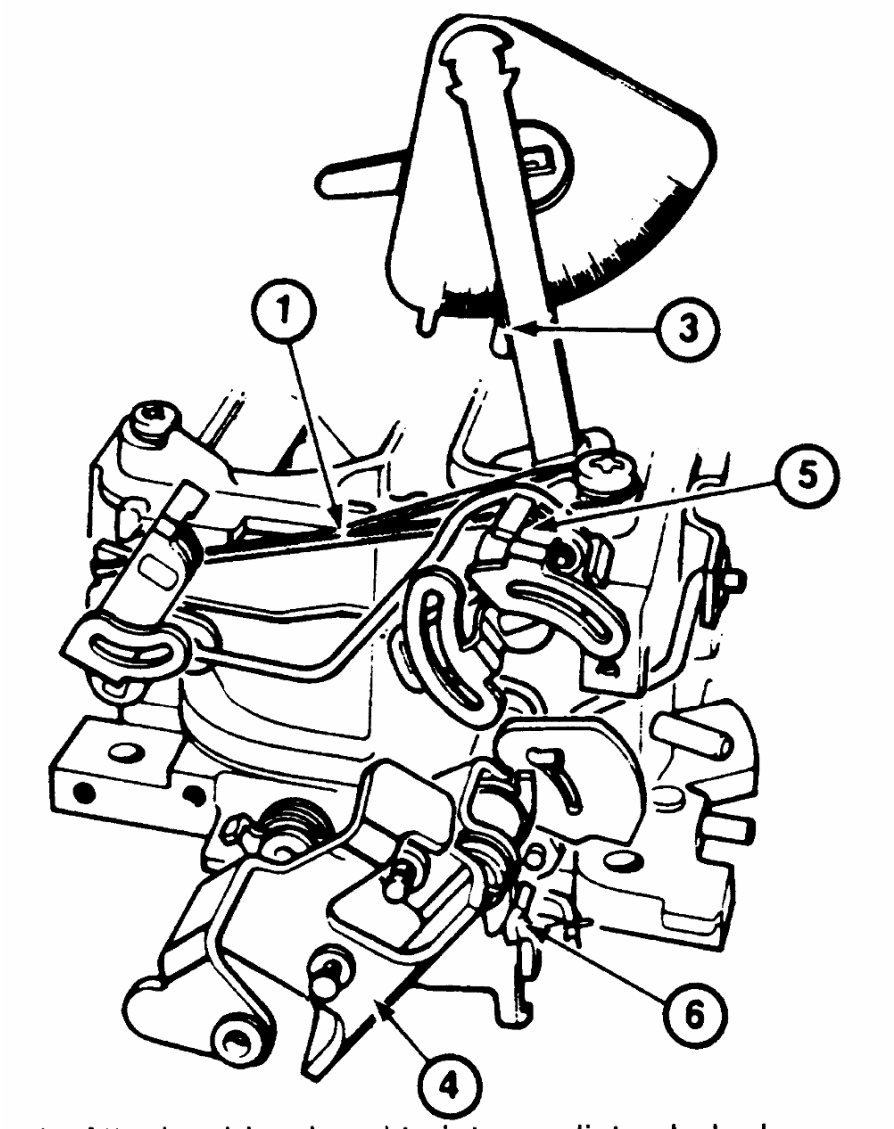


Fig. 1: Cutaway view of a single-wire oxygen sensor

UNLOADER ADJUSTMENT

ROCHESTER E2SE

1. Connect a rubber band to the intermediate choke lever and open throttle to allow the choke to close.
2. Set up the angle gauge and set the angle to specifications.
3. Hold the throttle lever in wide-open position and push on the choke lever to open the choke, making contact with the black closing tang.
4. To adjust, bend the tang until the bubble of the angle gauge is centered.



1. Attach rubber band to intermediate choke lever
2. Open throttle to allow choke valve to close
3. Set up angle gage and set angle to specifications
4. Hold throttle lever in wide open position
5. Push on choke shaft lever to open choke valve and to make contact with black closing tang
6. Adjust by bending tang until bubble is centered

Fig. 17: Unloader adjustment on E2SE

1. Release the fuel system pressure and disconnect the negative battery cable.
2. Drain the fuel tank, then raise and safely support the vehicle.
3. Remove the fuel tank from the vehicle.
4. Clean the area surrounding the sender assembly to prevent contamination of the fuel system.
5. Using tool J-24187 or equivalent, remove the sending unit retaining cam. Remove the fuel sender and O-rings from the tank. Discard the O-rings.

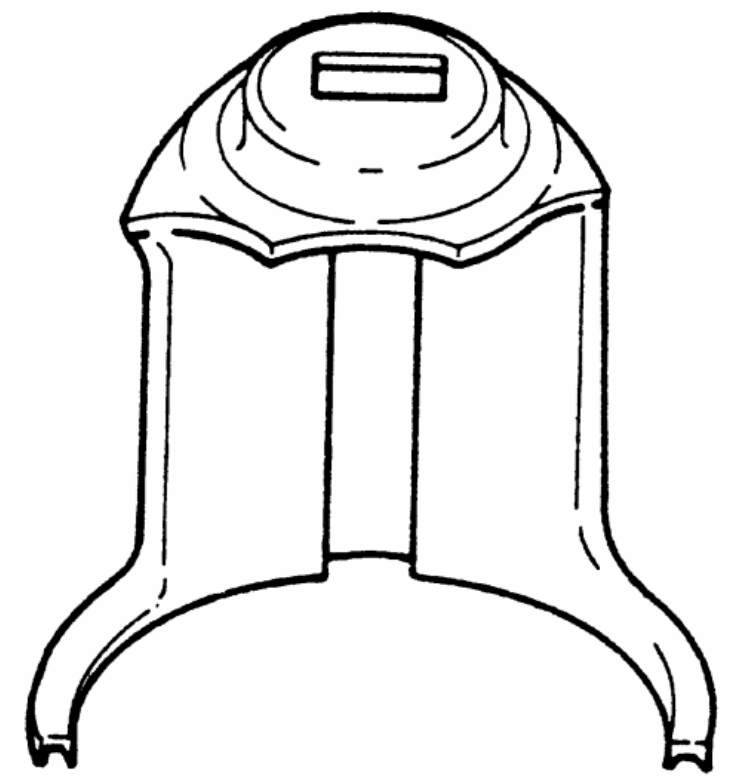


Fig. 1: A special tool is usually available to remove or install the fuel pump locking cam

6. If necessary, separate the fuel pump from the sending unit assembly.

To install:

7. If removed, install the fuel pump to the sending unit. If the strainer was removed, it must be replaced with a new one.
8. Inspect and clean the O-ring mating surfaces.
9. Install a new O-ring in the groove around the tank opening. If applicable, install a new O-ring on the fuel sender feed tube.
10. Install the fuel sender assembly as follows:
    a. The fuel pump strainer must be in a horizontal position, and when installed, must not block the travel of the float arm. Gently fold the strainer over itself and slowly position the sending assembly in the tank so the strainer is not damaged or trapped by the sump walls.
11. Install the retaining cam using tool J-24187 or equivalent.
12. Install the fuel tank assembly.
13. Lower the vehicle.

TILT COLUMNS WITHOUT AIR BAG

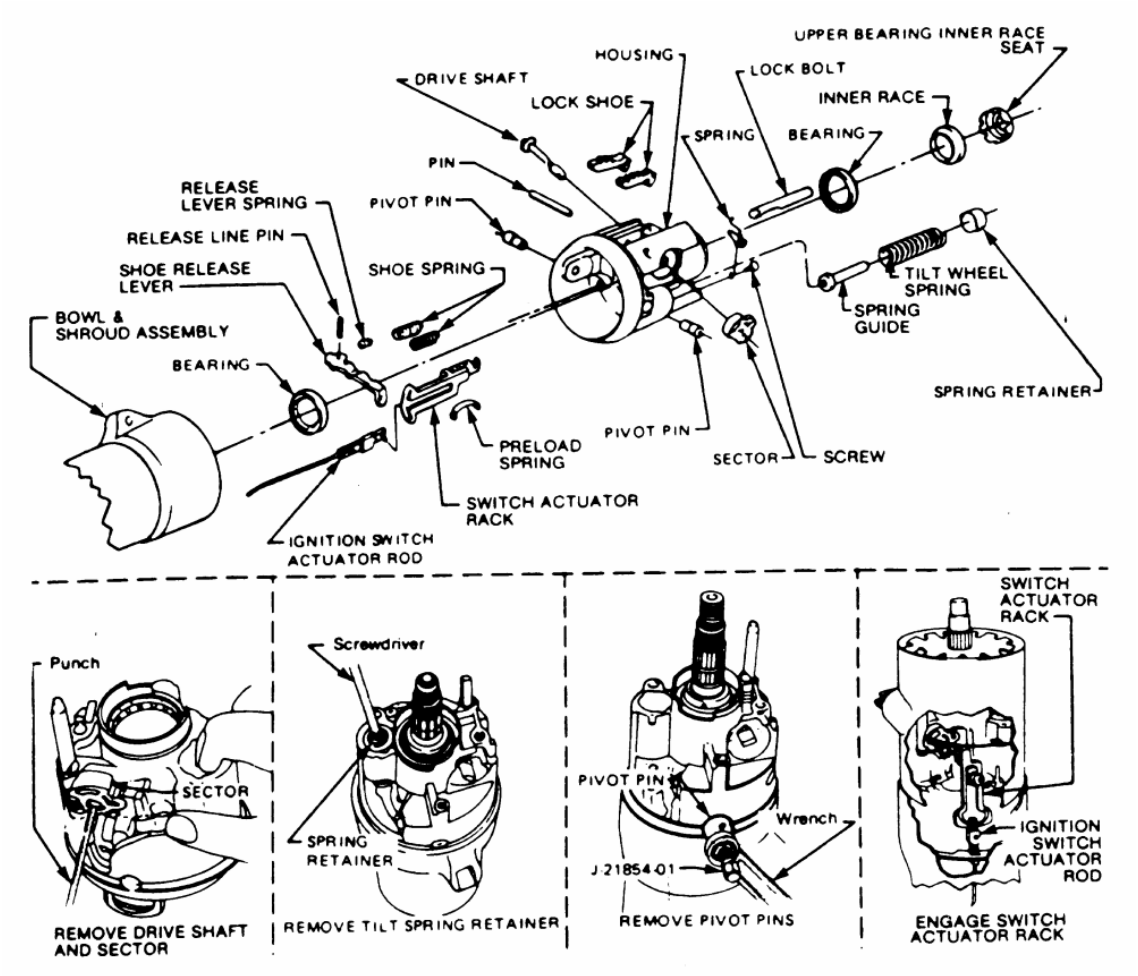


Fig. 1: Tilt column assembly

CAUTION - All elements of energy-absorbing (telescopic) steering columns are very sensitive to damage. Do not strike any part of the column (nuts, bolts, etc.) as this could ruin the entire assembly.

1. Disconnect the battery cable.
2. Remove the steering wheel as outlined earlier.
3. Remove the cover from the steering column shaft.
4. Press down on the lockplate and pry the snapring from the shaft.
5. Remove the lockplate and the canceling cam.
6. Remove the upper bearing preload spring.
7. Remove the turn signal lever and the hazard flasher knob.
8. Lift up on the tilt lever and position the housing in its central position.
9. Remove the switch attaching screws.
10. Remove the lower trim cap from the instrument panel and disconnect the turn signal connector from the wiring harness.
11. Remove the four bolts which secure the bracket assembly to the jacket.
12. Loosen the screw that holds the shift indicator needle and disconnect the clip from the link.