

Fig. 8—Door Trim Panel—Cab Forward

die and inside door handle are each held in place with a set screw (fig. 6). Loosen the set screws and remove the handles from their shafts. Remove the arm rest re-

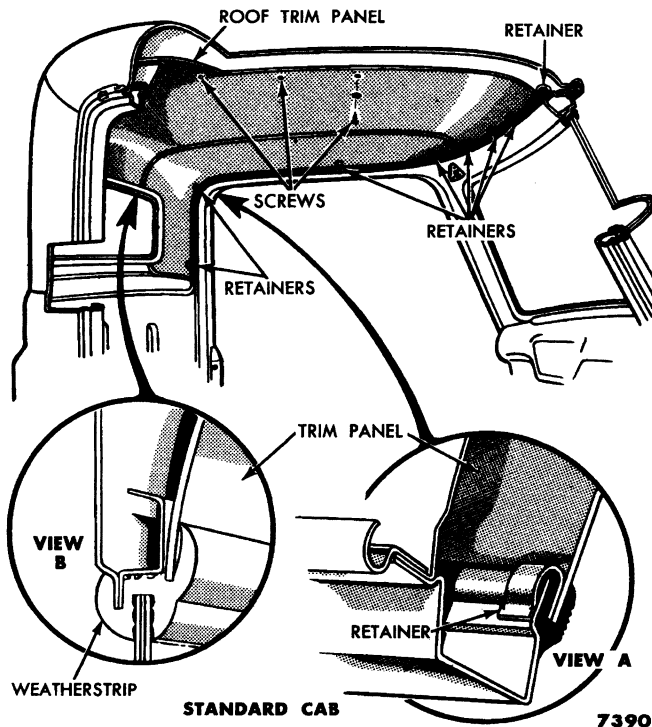


Fig. 9—Roof Trim Panels—Conventional and Cab Forward Models

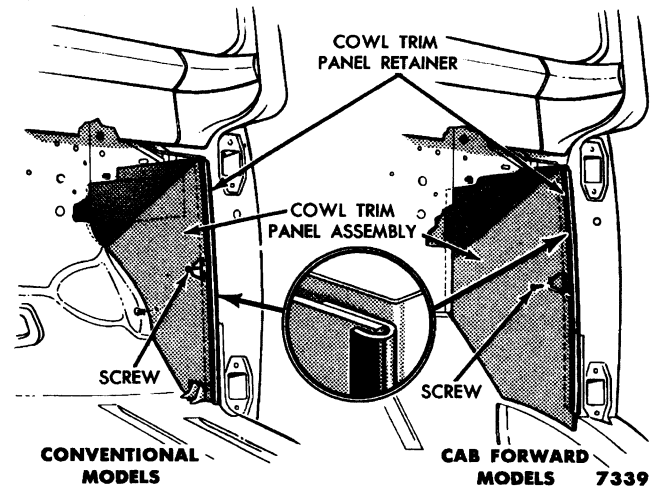


Fig. 10—Cowl Trim Panel Installation

taining screws and remove the arm rest (fig. 7).

Carefully pry the trim retainers from the door panel with a screw driver. Hold the screw driver as close to the retainer as possible to avoid tearing the trim panel or damaging the paint. Remove the trim panel.

Replace damaged or missing clips. All padding must be properly cemented in place. Check the trough along the bottom of the door for loose articles. Remove all loose articles as they could cause rattles.

To install the trim panel, center the assembly on the door, fasten the bottom retainers, then fasten the retainers along each side (figs. 7 and 8). On the left hand door install the arm rest and two retaining screws.

Raise the door glass to the closed position, and place the escutcheon plate on the window regulator shaft. Position the handle on the regulator shaft approximately 45 degrees above horizontal and pointing toward the hinge side of the door, as shown in fig. 6. Secure the handle by tightening the set screw. Install the inside door handle and escutcheon plate on the remote control shaft in exactly the same manner so that the handles will be parallel with each other (fig. 6). Tighten the inside door handle set screw.

Clean the trim panel, if necessary.

(2) **ROOF TRIM PANEL—CONVENTIONAL AND CAB FORWARD.** The roof trim panel extends from the windshield header to the lower part of the rear window as shown in fig. 9. The roof trim panel retainer is secured in position with clip type retainers. These retainers are used along each side and at the centerline of the cab above the windshield opening ("A" fig. 9).

The side and front edges of the roof panel are inserted

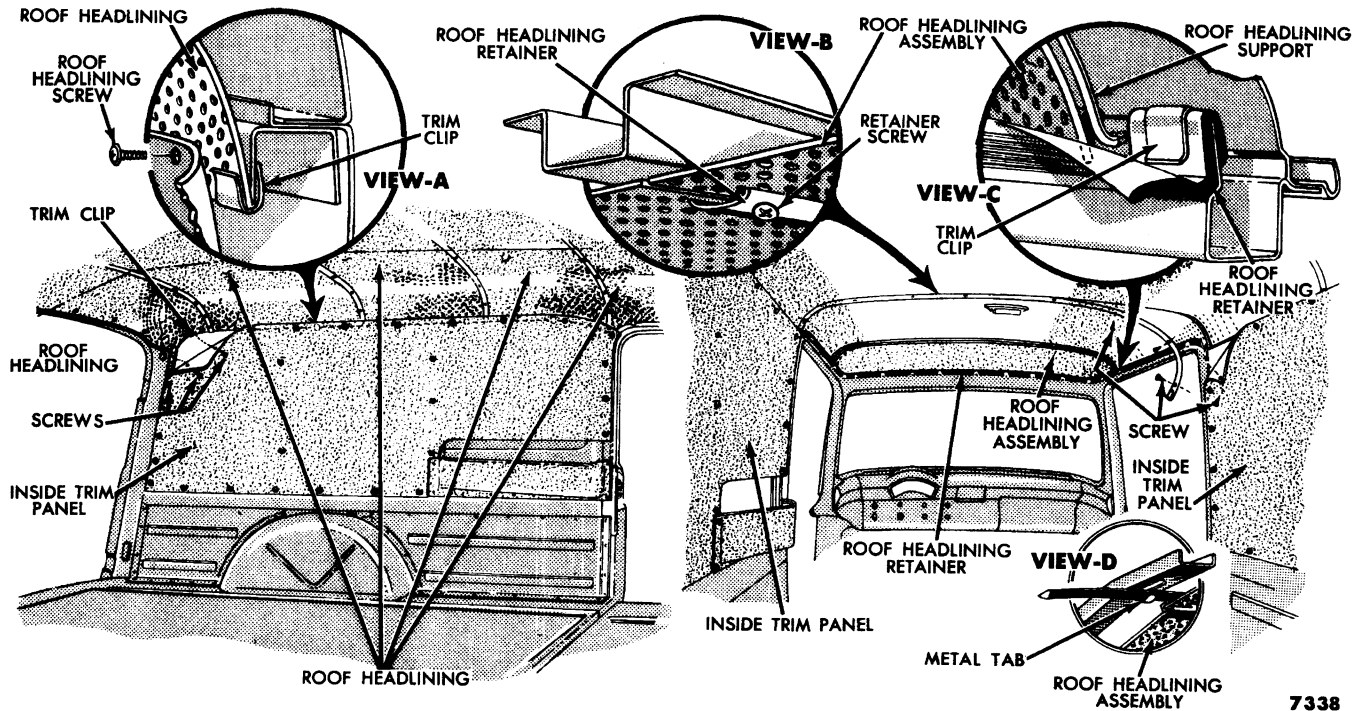


Fig. 11—Roof and Quarter Trim Panels—Panel Delivery

into the retainer ("A" fig. 9). The rear edge of the roof panel is inserted behind the rear window weatherstrip ("B" fig. 9). The roof trim panel is then secured at the center with three screws.

(3) **COWL TRIM PANEL.** The cowl trim panel is secured to the cowl side by a retainer (fig. 10). The retainer is secured to the hinge pillar with self-tapping screws. The holes in the retainer are elongated to permit adjustment. The retainer should be adjusted so that it is flush with the face of the door hinge pillar.

To remove the cowl trim panel, it is necessary to bow the panel away from the cowl to release it from the retainer.

To install, bow the panel, then insert the edge into the retainer and dash panel insulator. Press the panel in place against the cowl.

(4) **ROOF HEADLINING AND INSIDE TRIM PANEL—PANEL DELIVERY.** The roof headlining is installed in two sections and can be serviced individually (fig. 11).

The roof headlining retainer in the driver's compartment is attached with three clips along each side and one at the centerline above the windshield. The front and side edges of the roof headlining are inserted into the retainer ("C" fig. 11). The center is secured with one screw. The rear edge of the roof headlining is secured with screws, then covered with a moulding.

Each section of the roof headlining in the package compartment is secured along the sides by a trim clip ("A" fig. 11). The junction line between each section is covered by a moulding ("B" fig. 11).

The inside trim panel is in one piece and is secured with screws.

2. WINDOW REGULATOR AND GLASS REPLACEMENT

The ventilator assembly is mounted at the front of the door frame by two retaining screws. The screws engage caged nuts in the ventilator frame. Mounted behind the ventilator assembly is the division bar, which forms the forward glass run for the door glass. The rear glass run is mounted at the lock side of the door panel. The door glass moves up and down in the two runs. The

regulator operates the glass through a roller which is connected to a pin on the end of the regulator arm. The roller rides in the glass channel which forms a roller guide (fig. 12).

When disconnecting the regulator arm at the glass channel, it is not necessary to completely disassemble the roller unless the roller requires service. Just pull the