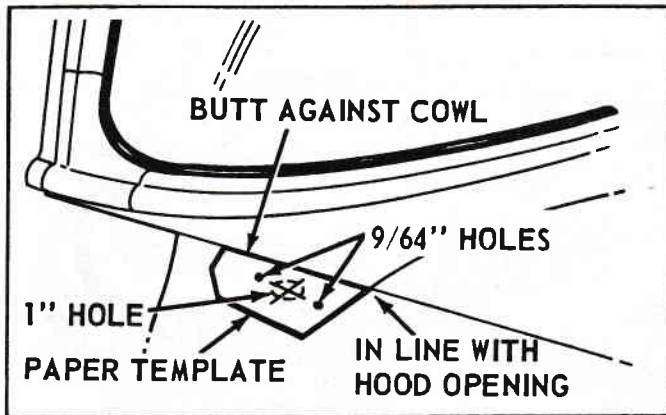


RADIO ANTENNA INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Tape the template to the right hand front fender, with the long side of the template butting up against the cowl assembly, and the front of the template in line with the hood-to-cowl opening, as illustrated.

2. Centerpunch the three holes indicated on the template. Remove the template.

3. Drill a 1" diameter hole, using the centerpunch in the middle for the center.

4. Drill two 9/64" diameter holes, using the end centerpunches for center. Remove any burrs from the edges of the holes.

5. Insert a rod or screwdriver in the 1" diameter hole and knock out the rubber plug from the hinge pillar.

6. Install the gasket and the mounting plate over the holes, with the flat side of the "D" hole to the rear of the car, and secure in place with the two 3/8" long metal screws.

7. Remove the right cowl kick panel.

8. Remove the middle screw holding the kick panel trim retainer, and enlarge the hole in the kick panel trim retainer, and in the hinge pillar to provide a clearance hole for the screw.

9. Holding the radio antenna brace back of the hinge pillar, with the holes in the brace and in the pillar in line, reinstall the screw through the kick panel trim retainer, the hinge pillar, and into the antenna brace in which the screw now threads.

10. Slip the clip onto the antenna rod from the bottom (with the flat side of the clip on the same side as the antenna lead-in connector, as illustrated).

11. Pass the antenna assembly up through the drilled hole in the fender, until the rubber seal is firm against the hinge pillar hole from which the plug was removed, with the cable lead-in connector toward the radio.

12. Fasten the antenna clip to the brace (finger tight only) with the 5/8" long screw, two plain washers, one lock washer and nut, as illustrated.

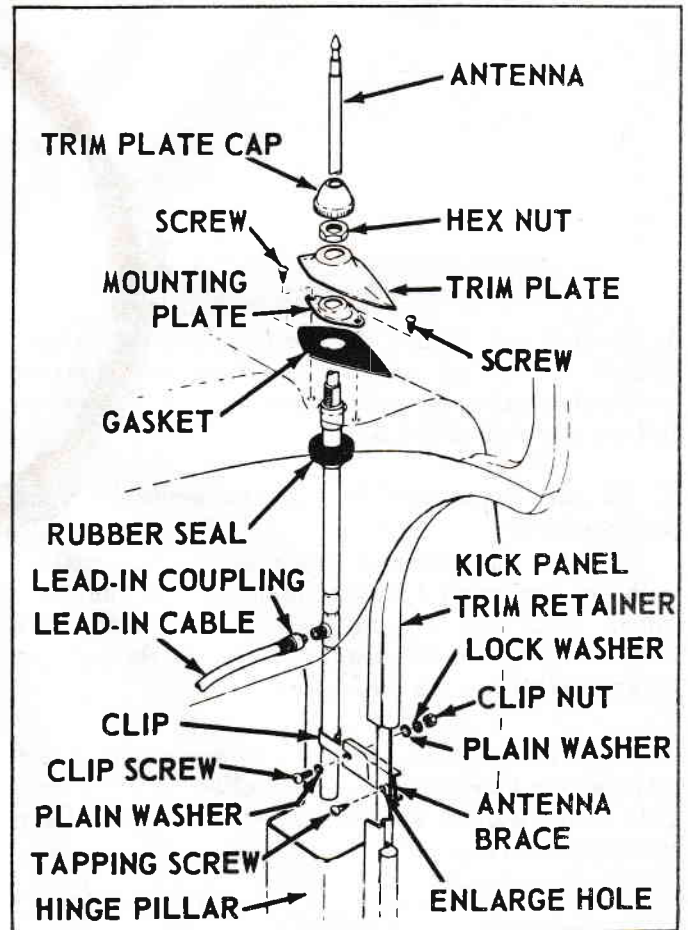
13. Install the outside trim plate over the antenna rod, and secure it in place with the special hex nut.

14. Install the trim plate cap over the antenna and secure in place.

15. Tighten the clip nut securely. (Refer to step 12).

16. Insert the jack end of the antenna lead-in cable into the radio, and screw the antenna lead-in coupling onto the antenna.

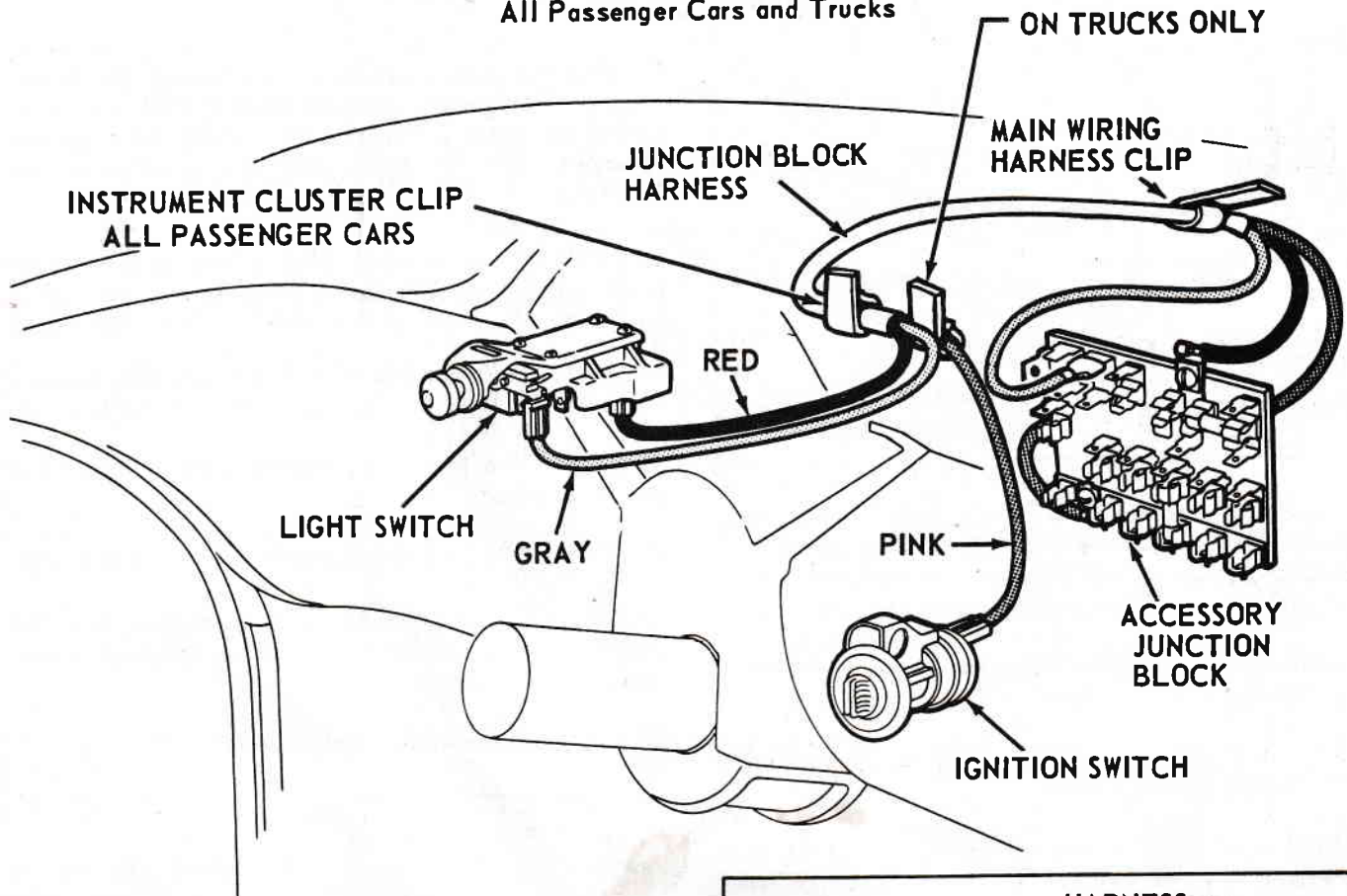
17. Reinstall the right cowl kick panel.



PART NO. 3713310

WIRING JUNCTION BLOCK INSTALLATION INSTRUCTIONS

All Passenger Cars and Trucks

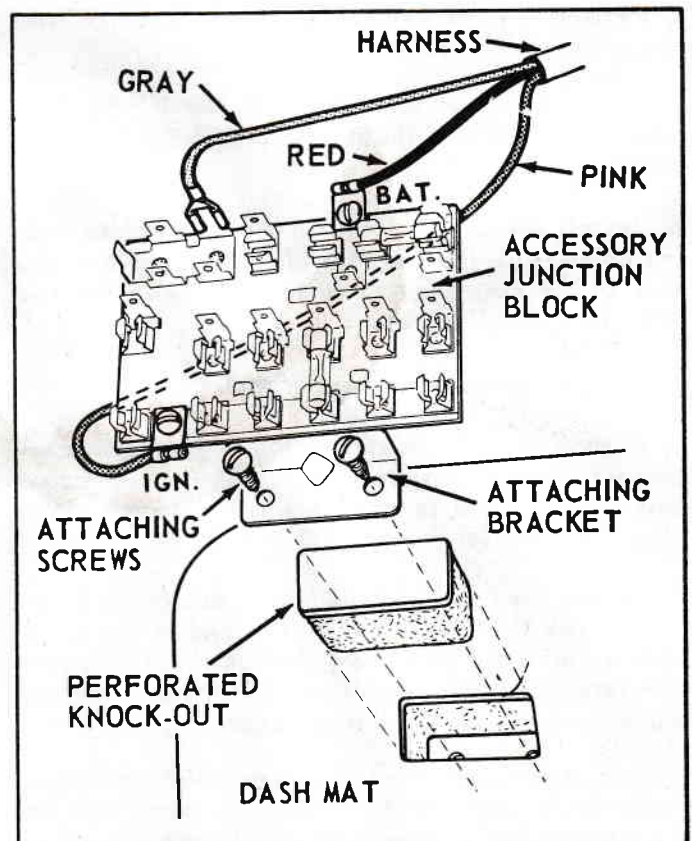


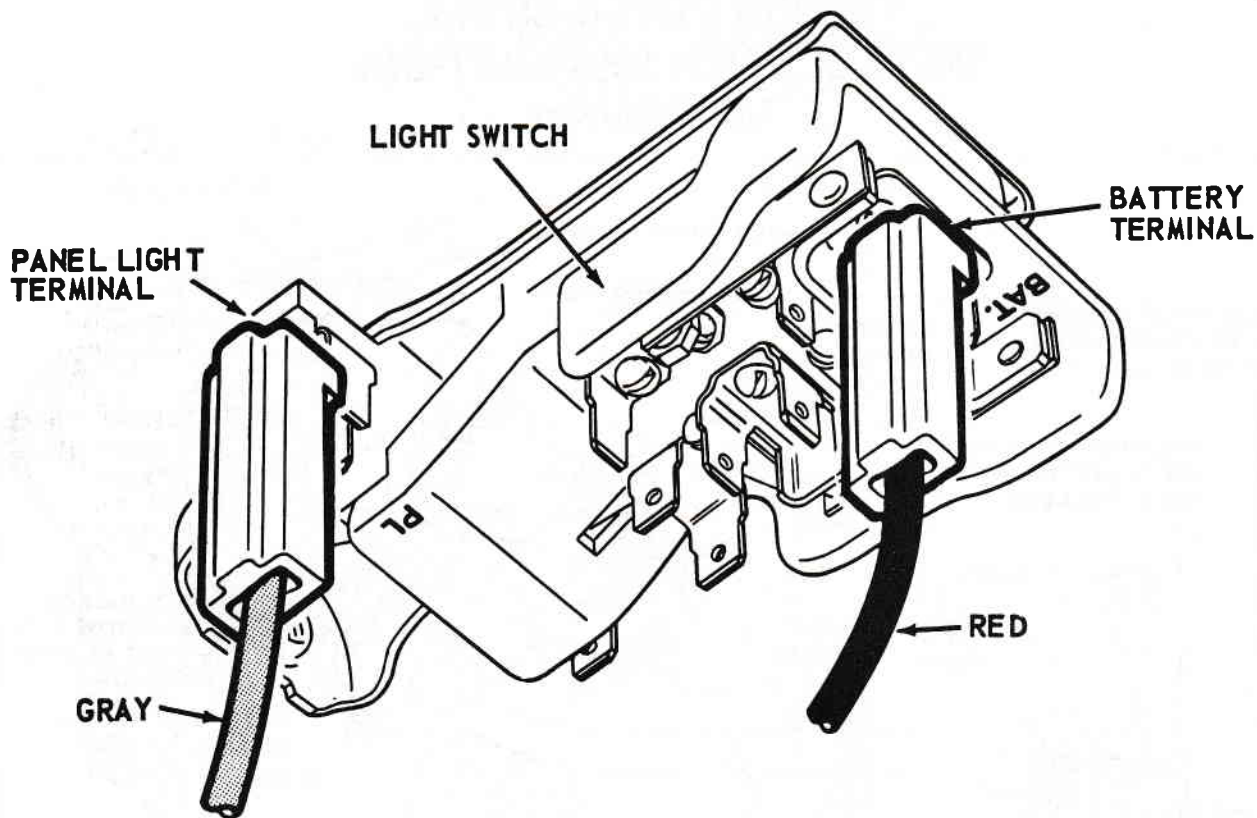
1. Remove and discard the rectangular section perforated in the left side of the dash mat approximately five inches down from the top and five inches in from the side of the mat.

2. Do not disconnect the harness wires from the junction block.

Position the junction block in the mat cut-out with the mounting bracket flush against the dash panel. Coat the tapping screws with windshield sealer and attach the bracket securely through the holes provided in the dash panel.

3. Route the junction block wiring harness with the main wiring harness through the clips on the underside of the plenum chamber and on the back of the instrument cluster.

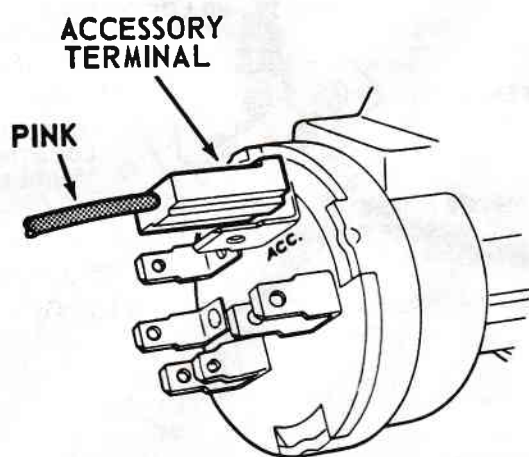




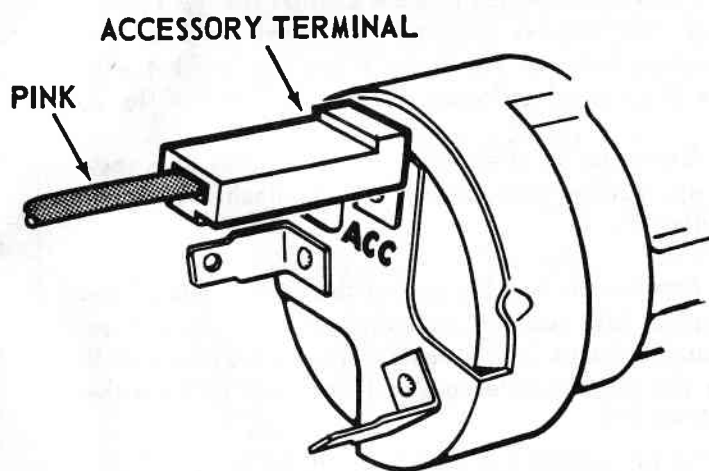
4. Connect the red wire to the battery terminal on the light switch.

5. Connect the gray wire to the panel light terminal on the light switch.

6. Connect the pink wire to the accessory terminal on the ignition switch.



PASSENGER CAR IGNITION SWITCH

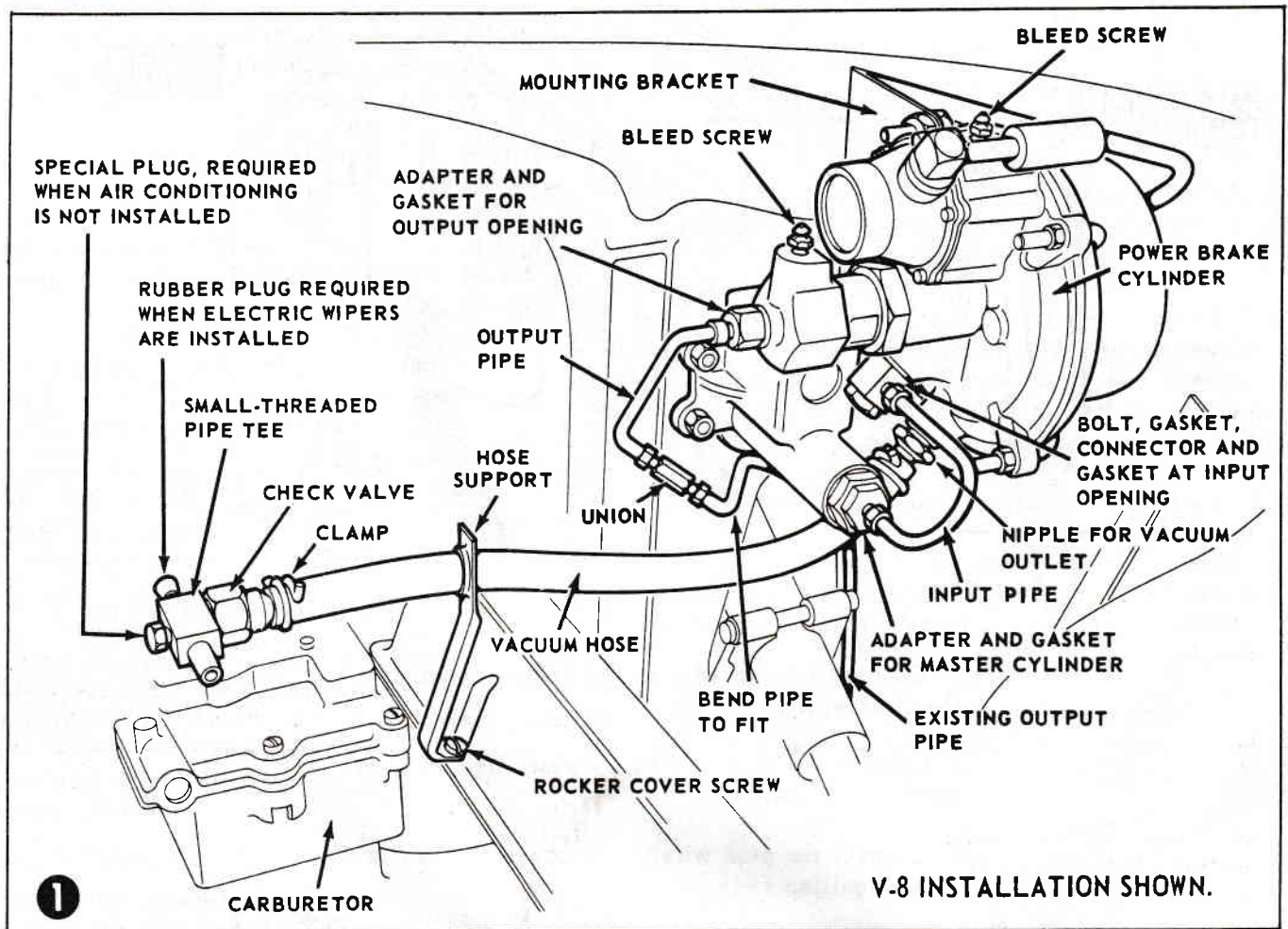


TRUCK IGNITION SWITCH

PART NO. 3710813

VACUUM POWER BRAKE INSTALLATION INSTRUCTIONS

All Passenger Cars

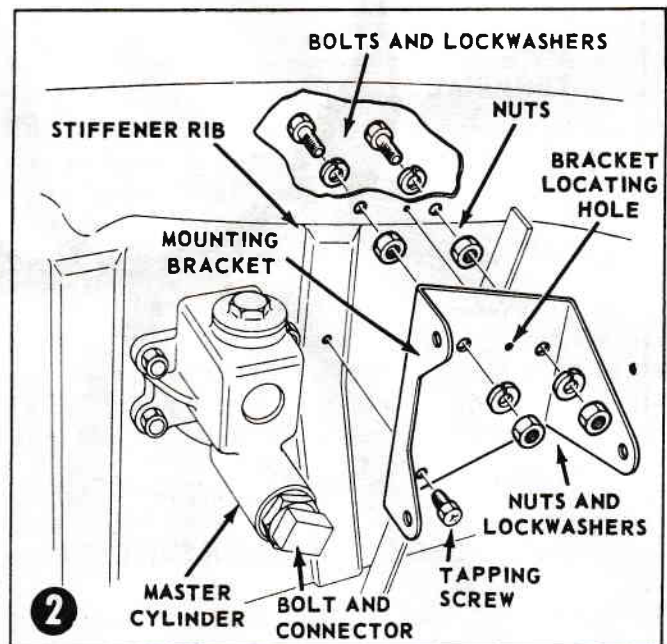


1. Place the mounting bracket against the dash panel with the bracket locating hole centered over the locating hole on the dash. Align the bracket with the dash panel stiffener rib. See illustration No. 2.

2. Using the existing holes in the bracket as a template, scribe three circles on the dash. See illustration No. 2.

3. Remove the bracket and at the centerlines of the circles just scribed, centerpunch and drill three mounting holes in the dash using a 11/32 inch drill for the two top holes and a 17/64 inch drill for the bottom hole.

4. From inside the dash panel introduce the two bolts and lockwashers provided through the two top holes just drilled. From outside the dash panel install the two nuts provided on the protruding bolts and tighten securely.



5. Place the bracket on the protruding bolt ends and attach with the two nuts and lockwashers provided. Complete the attachment by introducing through the bottom hole the self-tapping screw provided. See illustration No. 2.

6. Disconnect the existing output pipe from the master cylinder and bend it back towards the dash panel.

NOTE: It will be necessary to make some provision for catching the escaping fluid when "breaking" the hydraulic line.

7. Remove the bolt, connector and gaskets from the master cylinder. See illustration No. 2. Discard the gaskets and attach the bolt and connector to the input opening of the power brake cylinder using the two new gaskets provided.

8. Attach one of the adapters and gaskets provided to the master cylinder.

9. Attach the other adapter and gasket to the output opening of the power brake cylinder. See illustration No. 1.

10. Attach the nipple to the vacuum inlet at the bottom of the power brake cylinder. See illustration No. 1.

11. Attach the power brake cylinder to the mounting bracket with the three nuts and lockwashers provided. Tighten securely. Make sure that the bleeder screws are in an upright position.

NOTE: It will be necessary to spread the mounting bracket slightly to facilitate the mounting of the power brake cylinder.

12. Attach the output pipe to the adapter at the output opening of the power brake cylinder. Attach the union to the output pipe.

13. Bend the output pipe described in step 6 as required to connect it to the union.

14. Tighten all joints of the now unitized output line making sure that it is free from tension and clears all obstructions.

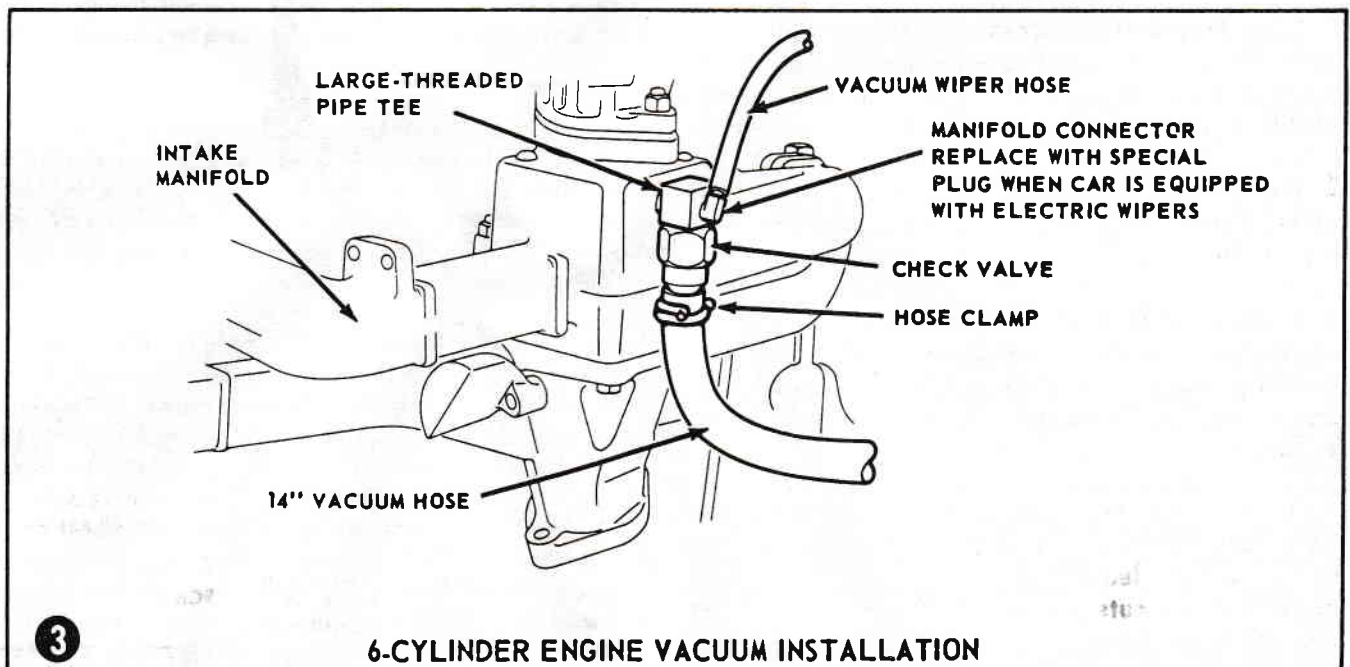
15. Attach the input pipe to the adapter on the master cylinder and to the connector on the power brake cylinder. Tighten securely. See illustration No. 1.

NOTE: Vacuum connections for the six and eight cylinder engines are different. Be sure to follow the appropriate instructions.

FOR SIX CYLINDER ENGINES ONLY

1. When the car has vacuum-operated windshield wipers, remove and discard the existing hose fitting on the intake manifold. When the car has electrically operated windshield wipers, remove and discard the existing plug. Install the large-threaded pipe tee. Tighten securely with the opening pointing down. See illustration No. 3.

2. When the car has vacuum-operated windshield wipers, attach the manifold connector for the vacuum



hose to the pipe tee. When the car has electrically operated windshield wipers, attach the special plug to the pipe tee. See illustration No. 3.

3. Attach the check valve to the pipe tee. See illustration No. 3.

4. Cut the vacuum hose to a 14 inch length. Place a hose clamp on each end of the hose. Attach one end of the hose to the check valve. Attach the other end of the hose to the nipple on the vacuum inlet of the power brake cylinder.

FOR EIGHT CYLINDER ENGINES ONLY

1. When the car is equipped with vacuum-operated windshield wipers and/or an air conditioning unit, disconnect the lines and remove and discard the existing fitting in the base of the carburetor. Install the small-threaded pipe tee. Re-connect the lines.

NOTE: When the car has electrically operated windshield wipers, remove and discard the plug or fitting from the base of the carburetor and in its place install the small-threaded pipe tee.

2. When the car is not equipped with vacuum-operated windshield wipers and/or an air conditioning unit, use the rubber plug to cap the windshield wiper vacuum inlet and the special plug to seal the air

conditioning vacuum inlet. See illustration No. 1.

3. Attach the check valve to the pipe tee. Tighten securely.

4. Place the hose support on the vacuum hose and a hose clamp on each end of the hose. Attach one end of the hose to the check valve. Attach the other end of the hose to the nipple on the vacuum inlet of the power brake cylinder. See illustration No. 1.

5. Remove the inside rear rocker cover screw and use it to fasten the vacuum hose support. See illustration No. 1.

BLEEDING INSTRUCTIONS

NOTE: Do not run engine during the bleeding operation.

1. Make sure that all the connections have been tightened securely.

2. Fill the master cylinder with brake fluid and keep it at least half full throughout the bleeding operation.

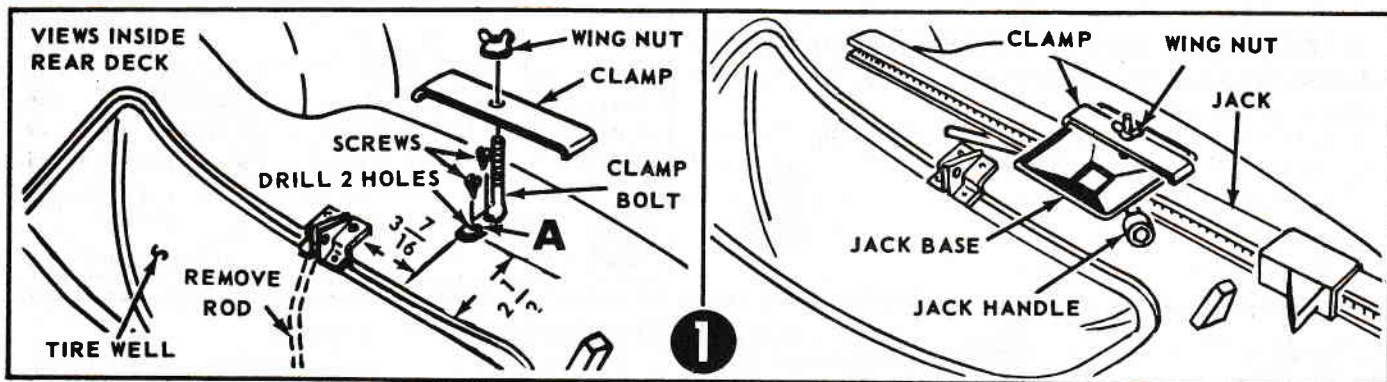
3. Bleed the power brake cylinder at both bleed screws.

4. Bleed each wheel cylinder.

5. Refill master cylinder.

WHEEL CARRIER INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Disconnect the license plate lamp wire at the connector. Take the spare tire out of the luggage compartment. Remove the spare tire retaining rod.

2. Roll back the floor mat from the right rear corner. Measure $3\frac{7}{16}$ inches back of the rod plate, and $2\frac{1}{2}$ inches out from the edge of the tire well indentation, as illustrated, and drill a .144 inch hole with a #27 drill, in the floor.

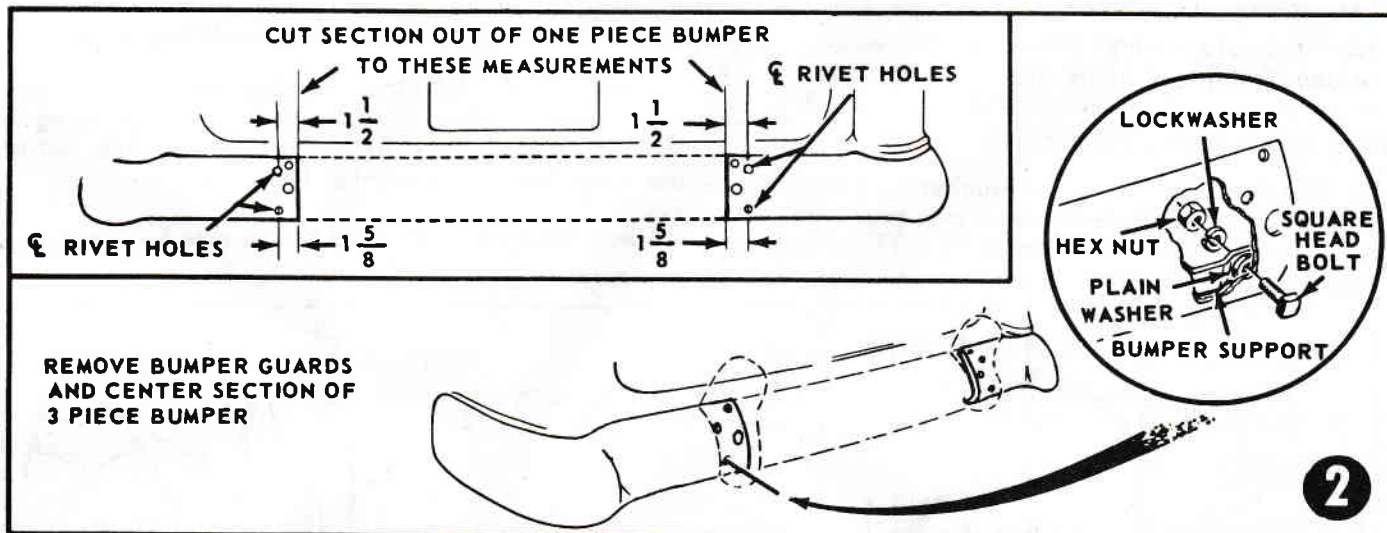
3. Using the clamp bolt as a template, position hole "A" of the clamp bolt over the drilled hole and mark the center of the second hole. Center

punch and drill the second hole in the floor.

4. Smooth the floor mat flat over the floor again, and then cut a section out of the mat to the shape of the clamp bolt base, over the two drilled holes.

5. Fasten the clamp bolt to the floor with two $\frac{5}{8}$ inch long tapping screws.

6. Install the clamp and wing nut over the clamp bolt, with the jack, jack handle and base positioned under the clamp. Tighten the wing nut.



7. Remove and discard the rear bumper guards.

8. Remove the center portion of the three piece rear bumper by drilling out the three rivets on each side which were covered by the bumper guards. Discard the removed part.

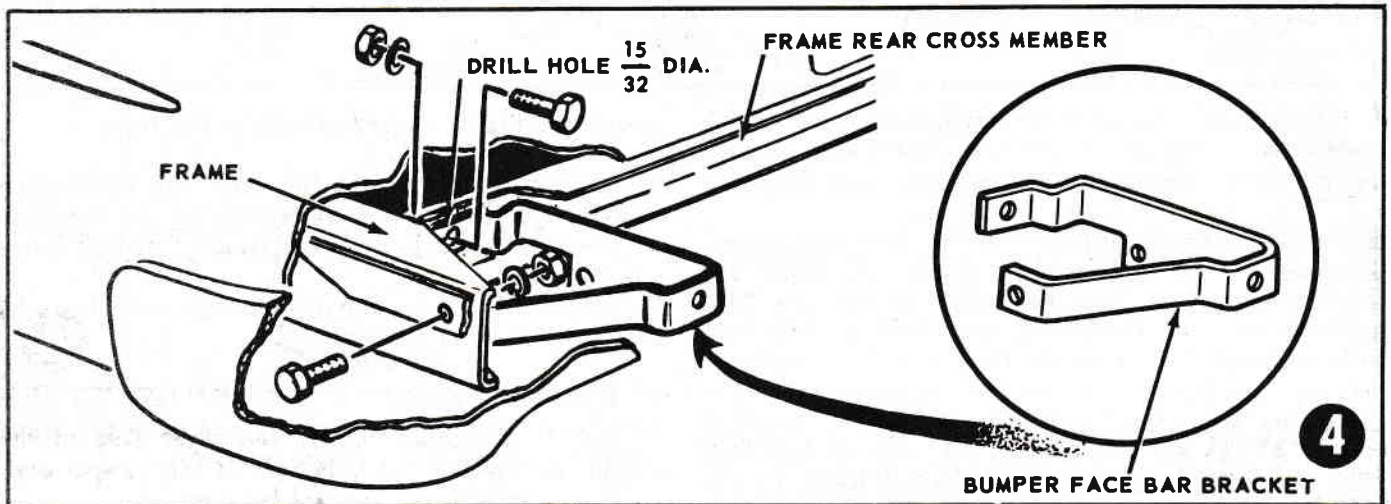
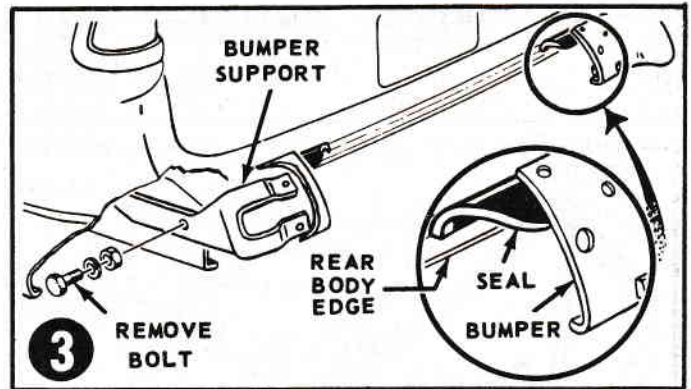
On one piece bumpers; cut the center section out, as follows: On each side of the bumper measure in $1\frac{5}{8}$ inches from the center of the bottom outside hole (exposed when the bumper guard was removed),

and $1\frac{1}{2}$ inches in from the center of the top outside hole. Mark a vertical guide line, and cut the bumper. After cutting the center section out, remove any burrs from the remaining sections, and paint the ends to prevent corrosion.

9. Install a $\frac{3}{8}$ inch square head bolt in the lower rivet hole, each side, with a plain washer between the bumper end and the bumper support, and a lockwasher and hex nut back of the bumper support. Tighten securely.

10. Cut out the center portion of the body to bumper seal, at a 45 degree angle to the end of the removed bumper section, as illustrated.

11. Remove the end bolt, nut, and washer from the bumper support at the rear end of the frame, both sides of the car.



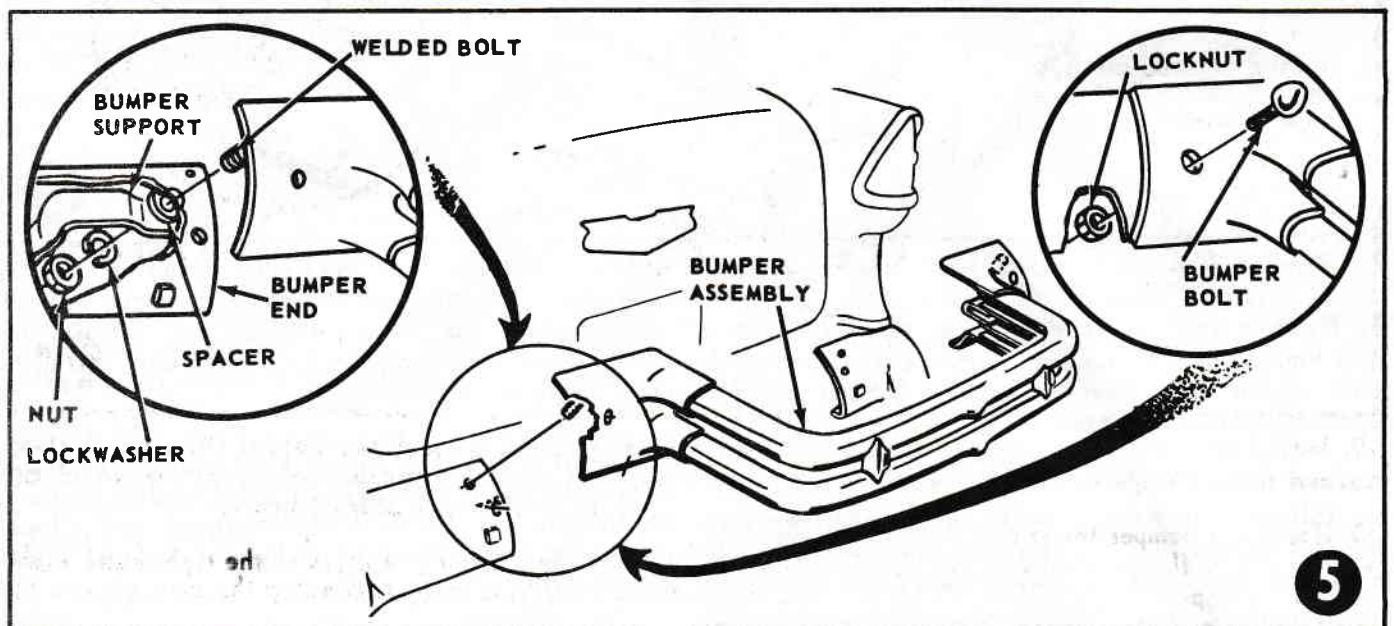
12. Place the bumper face bar bracket in position behind the frame where the bolt was removed, as illustrated, and attach with a 7/16 x 1-1/2 inch long bolt, washer, and nut.

13. Use the bumper face bar bracket as a template to mark a hole to be drilled in the frame rear cross member. Remove the bracket and drill a 15/32 inch diameter hole in the frame rear cross member. Repeat

operations 12 and 13 for the opposite bracket.

14. Install the left hand bumper face bar bracket again and tighten it securely in place, using a 7/16 x 1 inch long bolt, lockwasher, and nut at the frame rear cross member location.

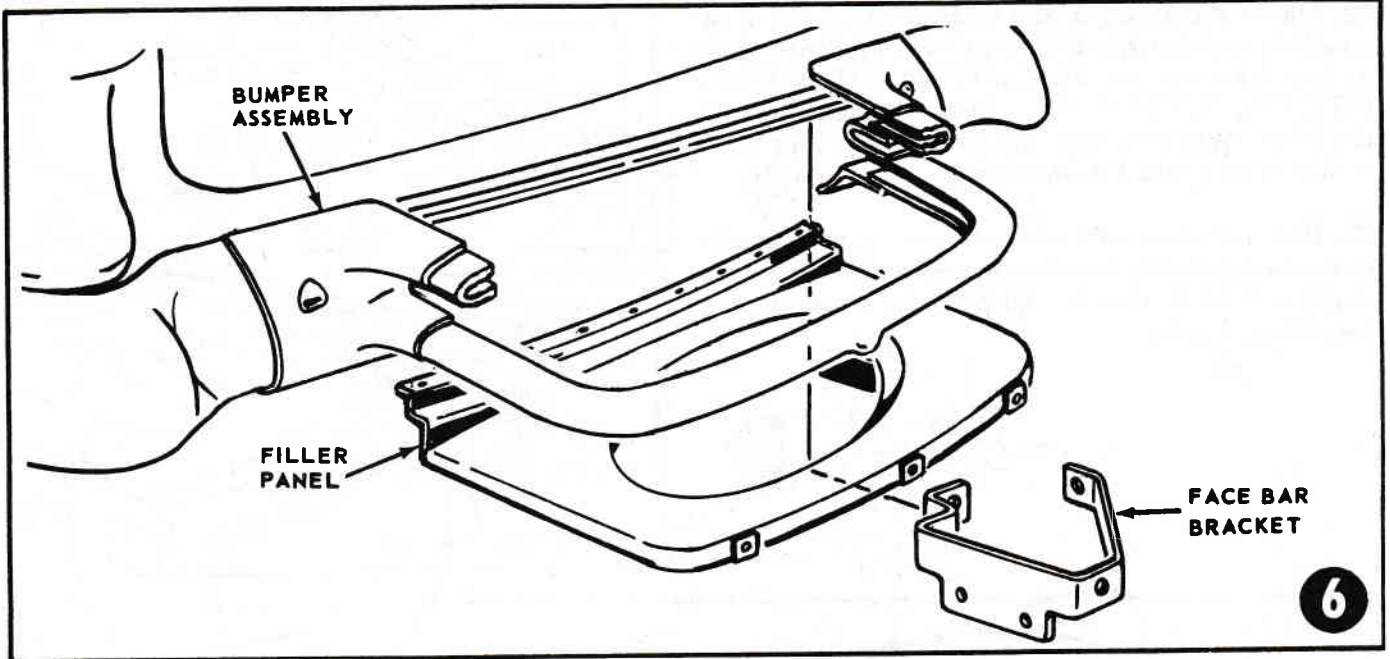
Do not install the right hand bumper face bar bracket at this point.



15. Install the bumper assembly, inserting the welded bolt through the center rivet hole of each bumper end, securing it with a plain washer, lockwasher, and nut. The plain washer is to be installed between

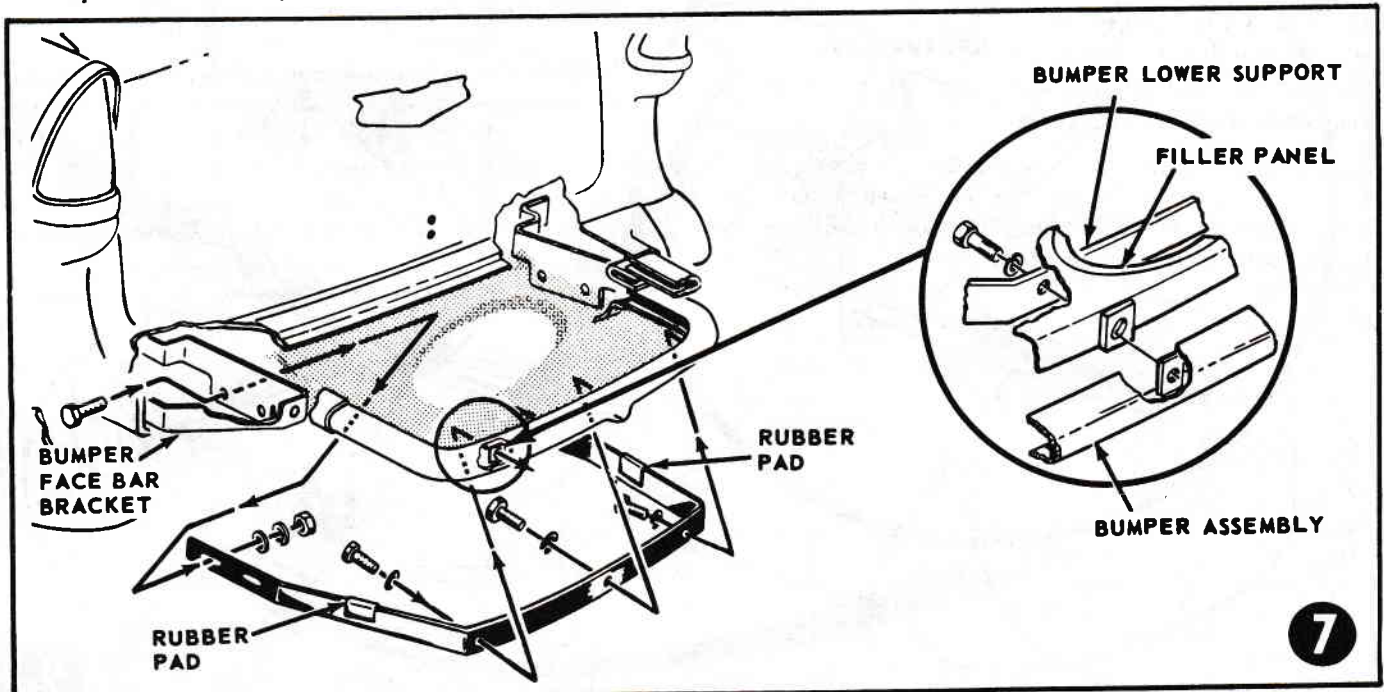
the bumper end and the bumper support bracket.

16. Install a bumper bolt in the left side of the bumper and through the bolt hole of the bumper end and secure it with the special locknut. See Fig.5.



17. Raise the filler panel and the right hand bumper face bar bracket into position, simultaneously, and loosely bolt the bumper face bar bracket in place.

18. Install a bumper bolt in the right side of the bumper and through the bolt hole of the bumper end, and secure it with the special locknut.



19. Install the two rubber pads on the bumper lower support in the locations illustrated.

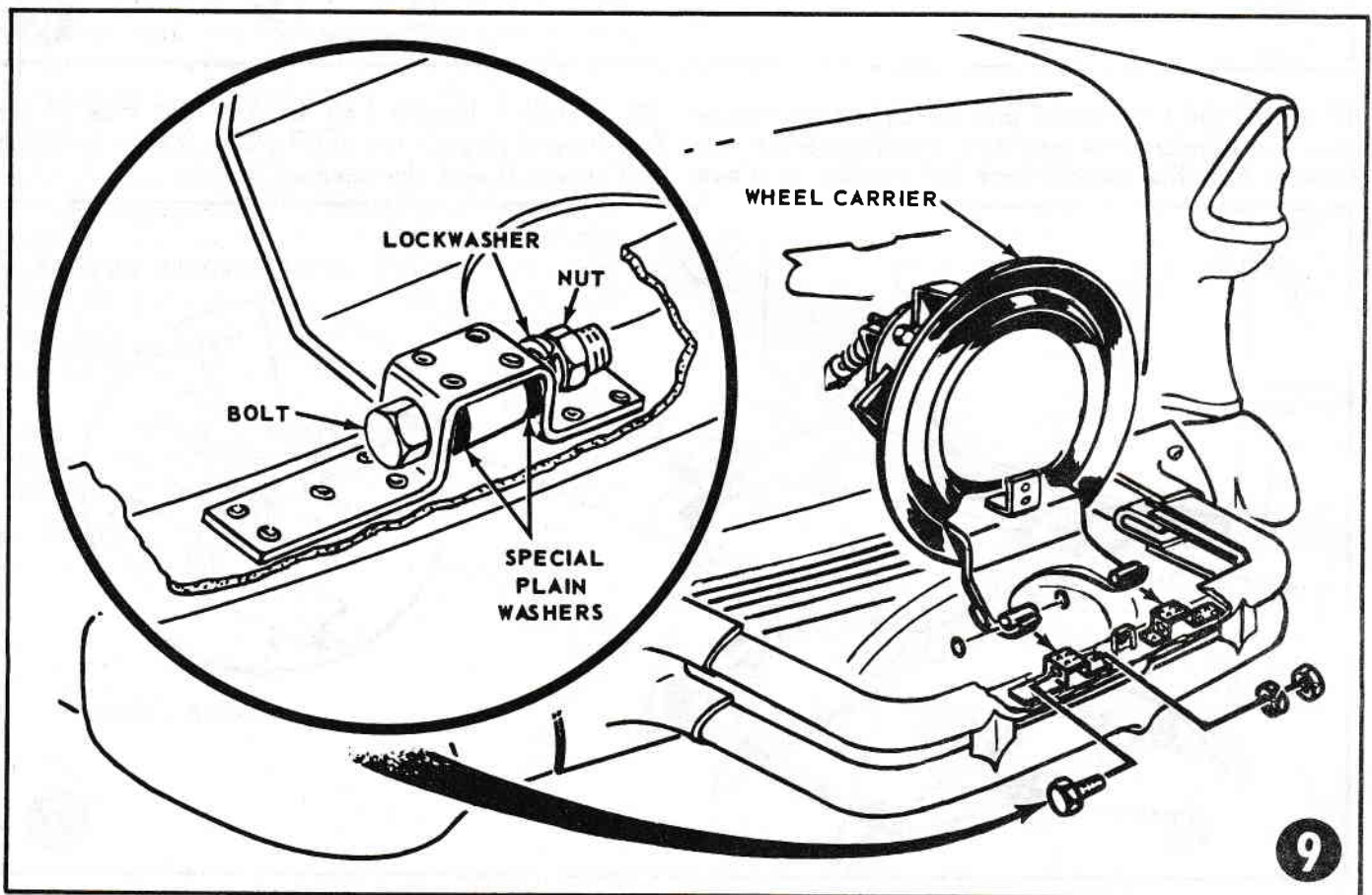
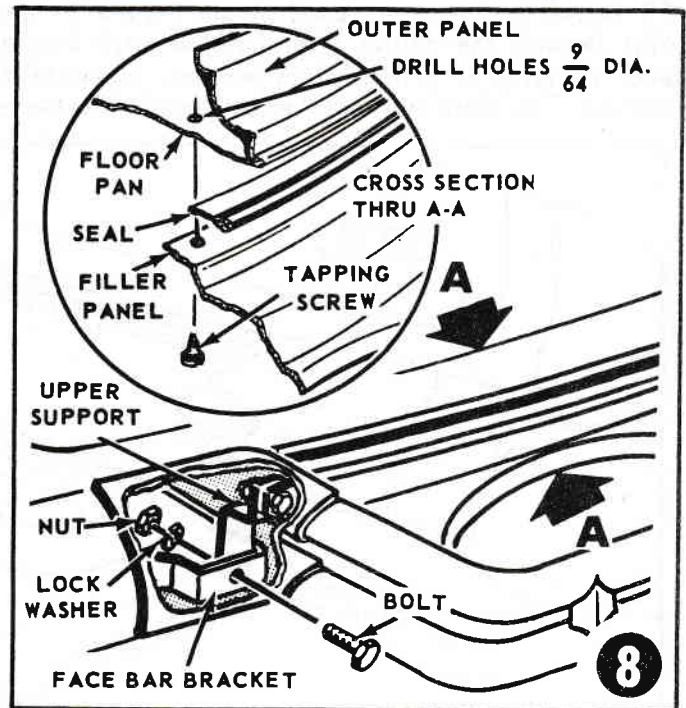
lower support, through the welded filler panel spacers, and into the bumper anchor plates which are welded into the back of the bumper.

20. Raise the bumper lower support up into position, with the rear flange of the filler panel between it and the bumper. Install three 7/16 x 1-1/2 inch long bolts and lockwashers through the bumper

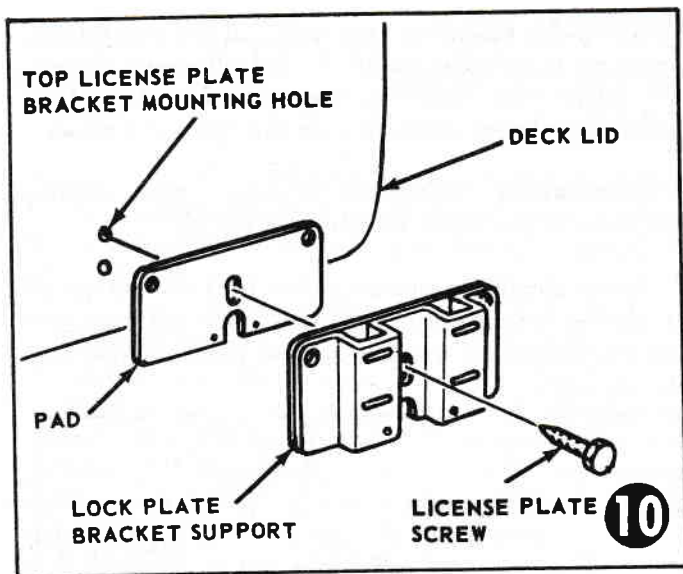
21. Complete the installation of the right hand bumper face bar bracket by tightening the attaching bolts.

22. Using the holes in the front edge of the filler panel as a template, drill $\frac{9}{64}$ inch diameter holes up into the floor pan. **BE CAREFUL NOT TO DRILL INTO THE OUTER PANEL.** Insert the seal between the filler panel and body, and secure the filler panel with $\frac{5}{8}$ inch long tapping screws.

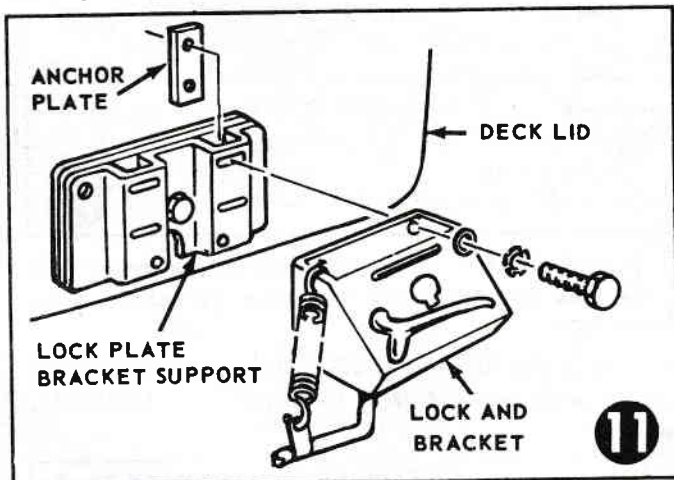
23. Bolt the lower end of the bumper upper support to the inside of the face bar bracket, as illustrated, using a $\frac{7}{16}$ x 1 inch long bolt, lockwasher, and nut, on each side.



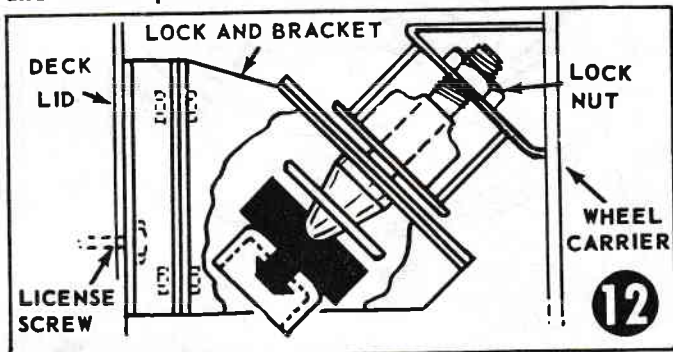
24. Assemble the wheel carrier to the bumper, using two $\frac{7}{16}$ x $2\frac{3}{4}$ inch long bolts, special plain washers, lockwashers, and nuts, in the positions illustrated.



25. Attach the lock plate bracket support and pad loosely with a license plate bracket screw.



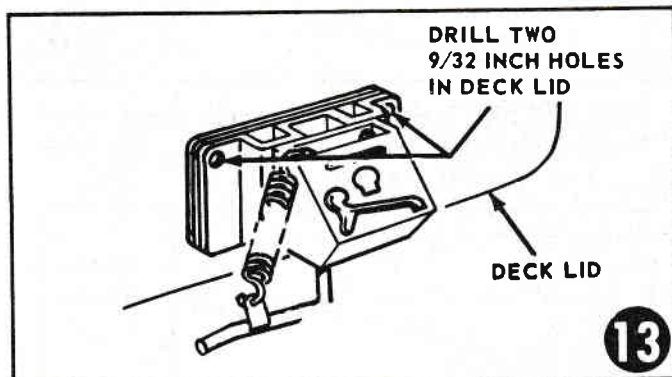
26. Install the lock and bracket assembly to the bracket support using the four 1/4 x 9/16 inch long bolts, 1/4 external tooth lockwashers, plain washers and anchor plates in the order shown.



27. Carefully swing the wheel carrier up into the locked position. Use the vertical adjustment on the lock plate support and the vertical and horizontal adjustment on the lock plate to align the lock with the lock bolt for the best operating position. When the best location is obtained tighten the license

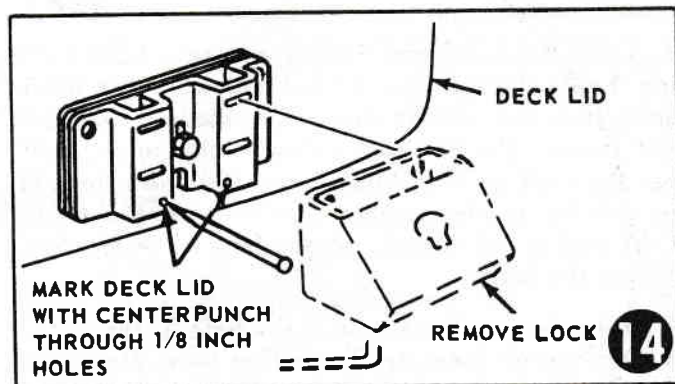
plate bracket screw securely. Be sure this screw is tightened securely to maintain position of lock plate.

NOTE: Lock bolt may be adjusted in and out by loosening lock nut.

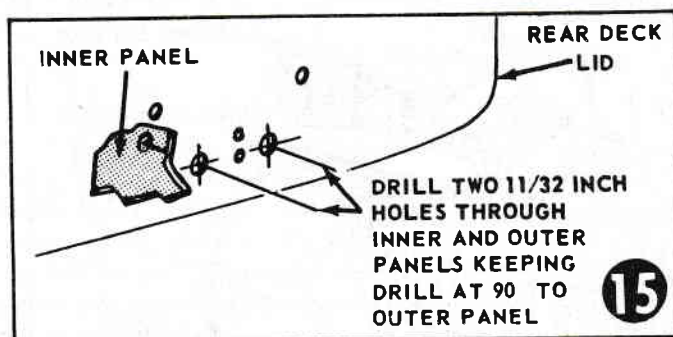


28. Disengage the lock and swing the wheel carrier down into the horizontal position. Remove lock plate bracket assembly leaving lock plate bracket support in position.

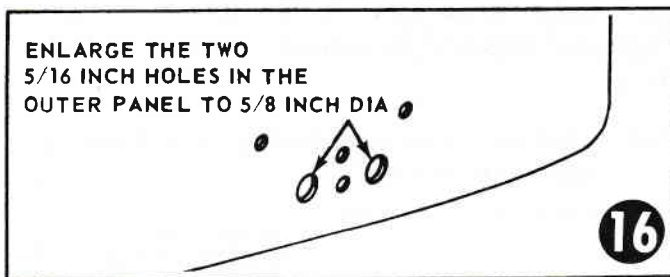
29. Drill two 9/32 inch holes in deck lid using holes in upper left and right corners of the lock plate bracket support as a template.



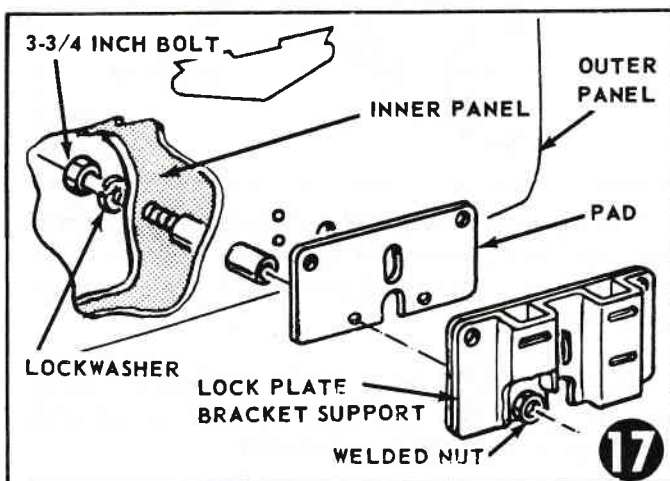
30. Centerpunch points on deck lid, through 1/8 inch holes in bracket, for drilling. Remove bracket from deck lid.



31. In the centerpunch markings drill two 11/32 inch holes through outer panel of deck lid and through inner panel, keeping drill at 90° to the outer panel.

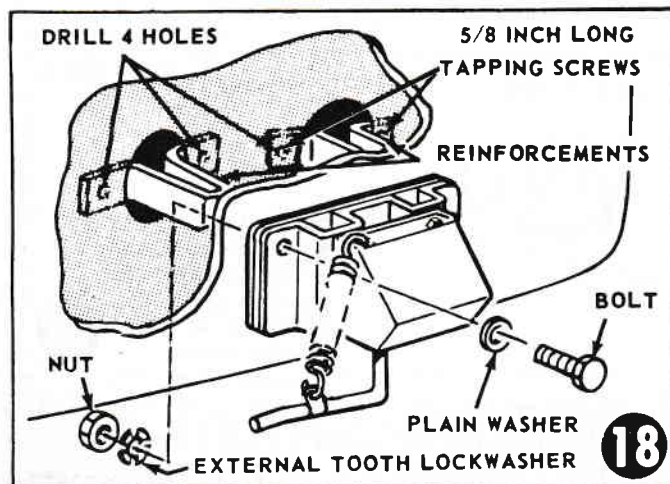


32. Drill two 5/8 inch holes in outer panel using the 11/32 inch holes as a guide for drill. DO NOT DRILL THE INNER PANEL.



33. Open deck lid and install the two 3-3/4 inch long bolts through the drilled holes in the inner panel, from the outside insert the tubular reinforcement through the 5/8 inch holes in the outer panel over the ends of the bolts. Press the bolts through the tubular reinforcements and through the holes in the pad to the welded nuts on lock plate bracket. Tighten the bolts.

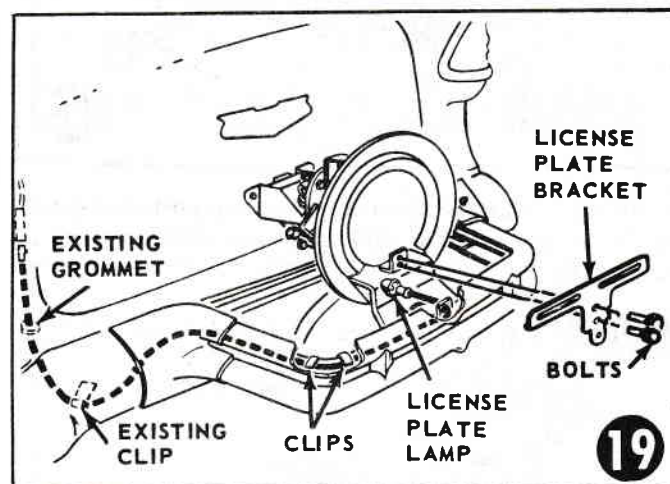
34. Insert one reinforcement in the hole of the deck lid inner panel opposite the drilled hole. Bolt the reinforcement with a 1/4 x 7/8 inch bolt, plain washer, external tooth lockwasher and nut. Install the other reinforcement.



35. Using the mounting feet holes of the reinforcements as templates, drill 4 .144 diameter holes (27 drill) into deck lid inner panel. Attach the reinforcing plates securely with the tapping screws.

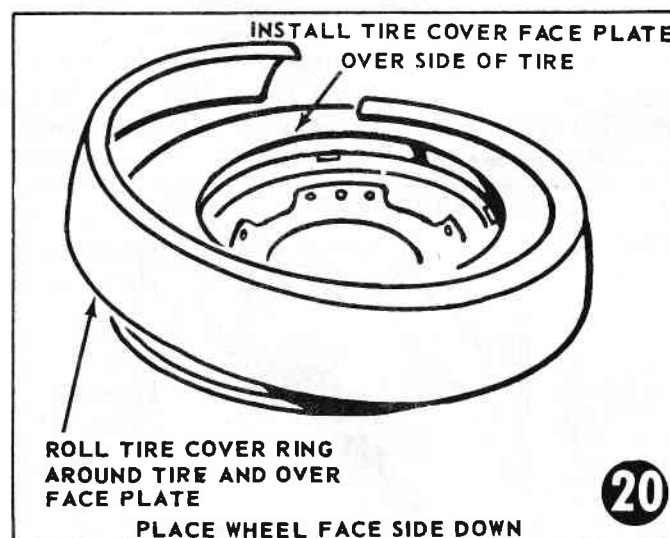
36. Reassemble lock plate to lock plate support as shown in previous illustration No.11.

37. Again check the action of the lock by swinging the carrier into position as done previously under item 27. Adjust if necessary and then tighten all nuts securely.

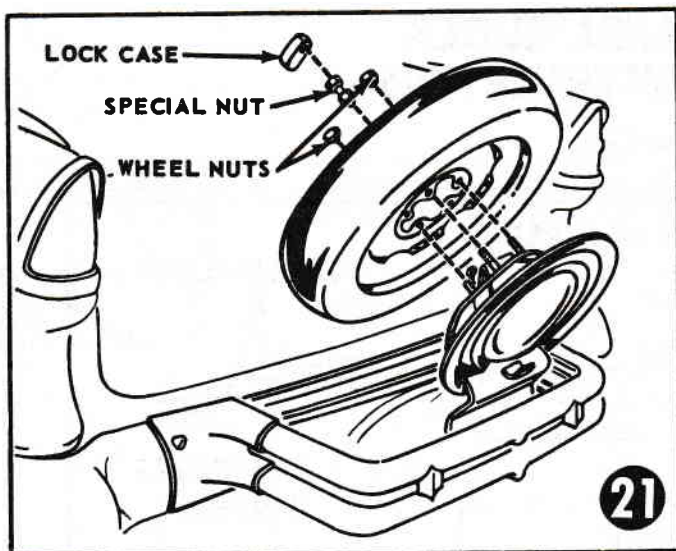


38. Install the license plate lamp in the upper half of the bumper, and route the wire as shown in the illustration.

39. Attach the license plate bracket to the bracket support with two 1/4 inch long bolts, lockwashers, and nuts.



40. Lay the tire and wheel assembly on the floor, with the face side down. Install the face cover over the assembly, and then roll the ring over the tire and face cover, as illustrated. The joint of the ring must be at the bottom of the tire when installed.

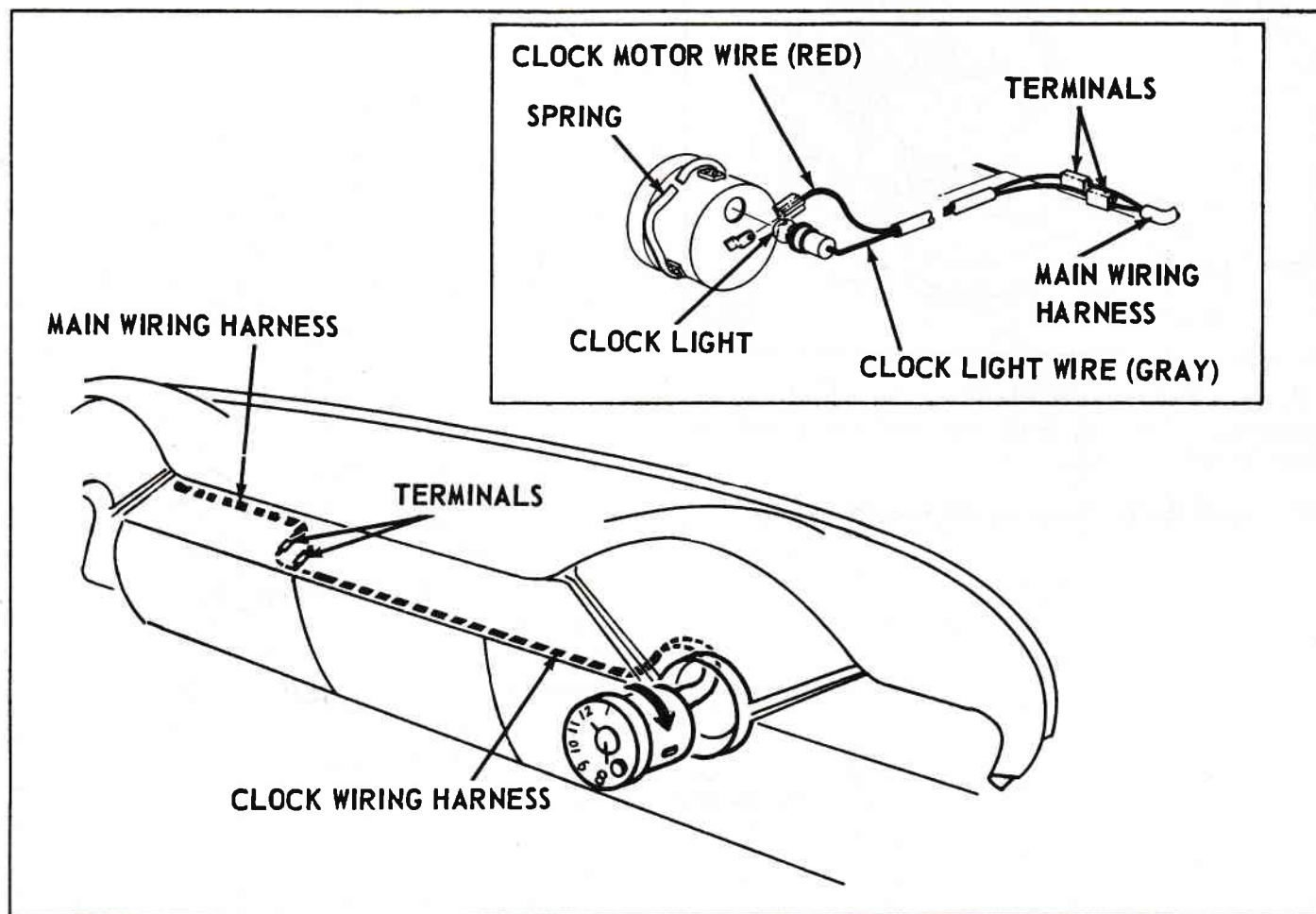


41. Install the spare wheel on the wheel carrier, securing it in place with two wheel nuts and one special nut.

42. Install the lock case on the special nut.

INSTRUMENT PANEL CLOCK INSTALLATION INSTRUCTIONS

All Passenger Cars

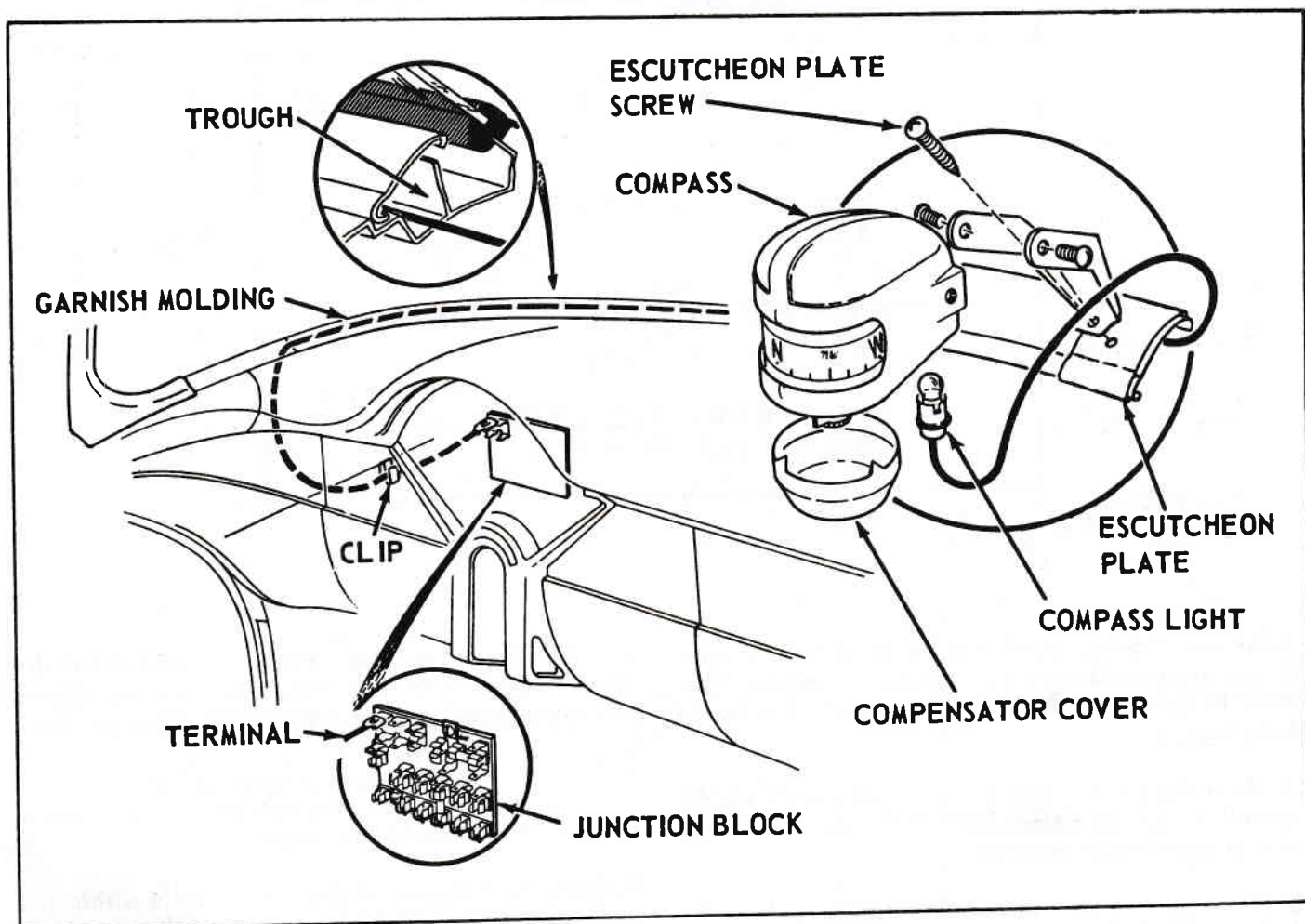


1. Remove the instrument panel clock hole cover by inserting a hooked wire into one of the perforations, then pulling the cover out. Discard the cover.
2. Insert the clock wires and the clock into the instrument panel clock hole, and turn the clock clockwise to lock it into position.
3. Connect the clock motor wire (red) into the terminal of the main wiring harness red wire, located adjacent to the glove box.
4. Connect the clock light wire (gray) into the terminal of the main wiring harness gray wire.

PART NO. 3710606

AUTO COMPASS INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Remove the screw holding the garnish molding escutcheon plate at the center of the windshield. Discard the screw.

2. Remove the screws holding the left hand garnish molding below the windshield, and lift the molding out.

3. Lay the wire in the exposed trough of the instrument panel, allowing the socket end at the center of the windshield to extend up about three inches.

4. Route the terminal end of the wire to the left end of the trough, then down through the left side of the instrument panel to the side trim panel, and clip in place, as shown.

5. Attach the terminal to the junction block in the location shown.

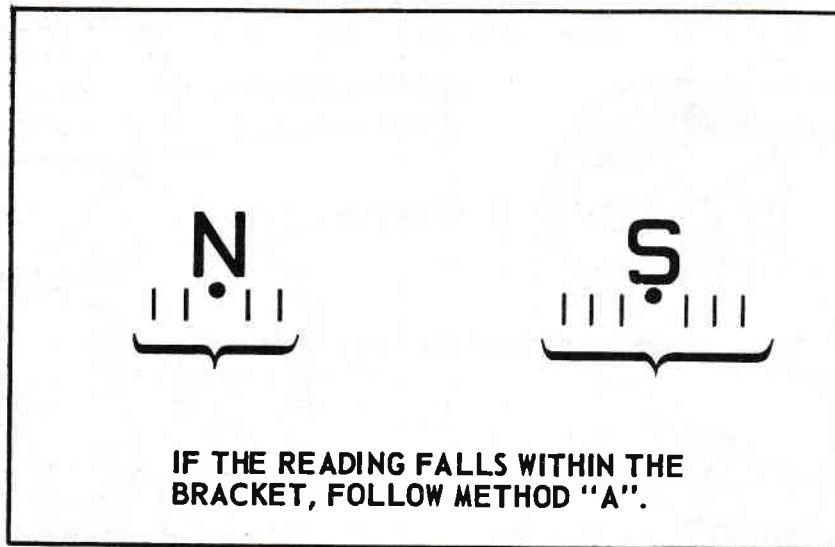
6. Replace the garnish molding and secure with the same screws.

7. Put the compass bracket in place over the escutcheon plate, and fasten both parts to the garnish molding with the special screw furnished in the package.

8. Position the compass in the mounting bracket and fasten with the two screws.

9. Insert the light bulb and socket into the compass.

AUTO COMPASS COMPENSATION



After installation, check the compass to determine if the instrument gives an accurate reading. This must be done outside, away from steel constructed buildings, etc.

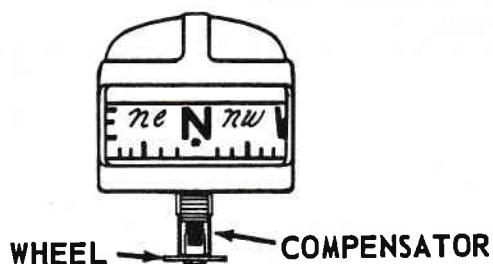
1. Turn the car to face North as accurately as the direction can be determined, with the car wheels in a straight ahead position.

2. Remove the compass compensator cover from the bottom of the compass by placing the index and middle finger at the rear of the cover and the thumb at the front. Press your thumb inward and pull the cover down from the compass body.

3. With the transmission selector in neutral and the doors closed, start the engine and run the engine at a speed equal to approximately 20 miles per hour.

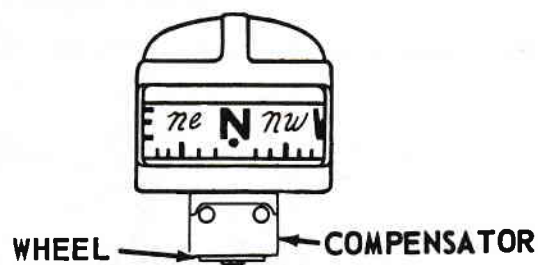
4. Turn the wheel, shown in methods "A" and "B", to the left so that the magnets are straight up and down, which is the neutral position.

5. Read the compass. If the reading falls within two marks of "N" or within three marks of "S" as shown above, follow Method "A" to adjust the compass compensation. If the reading is beyond the above marks, follow Method "B" to adjust the compass compensation.



METHOD A

- a. Turn the car to face East, as accurately as possible.
- b. Turn the compensator parallel to the direction of the car, as shown above.
- c. Slowly rotate the wheel to the right to correct for as much of the East error as possible. (If turning the wheel right causes the error to increase, turn the compensator around end for end, and again rotate the wheel to the right slowly to correct for as much of the East error as possible.)
- d. Turn the car to face South, as accurately as possible.
- e. Turn the compensator slightly to the right or to the left to correct for half the error.
- f. Turn the car to face West, as accurately as possible.
- g. Turn the wheel to the right or to the left to correct for half the error.
- h. Turn the car to face North, as accurately as possible.
- i. Turn the compensator slightly to the right or to the left to correct for half the error.
- j. You may repeat the above operations, if desired, to remove smaller and smaller parts of the error.



METHOD B

- a. With the car facing to the North, turn the compensator crosswise to the direction of the car, as shown above.
- b. Rotate the wheel slowly to the right to correct the error as much as is possible. (If rotating the wheel to the right causes the error to increase, turn the compensator around end for end, and again rotate the wheel to the right slowly to correct the error as much as is possible.)
- c. Turn the car to face East, as accurately as possible.
- d. Turn the compensator to the right or to the left to correct for half the error.
- e. Turn the car to face South, as accurately as possible.
- f. Rotate the wheel slightly to the right or to the left to remove half the error.
- g. Turn the car to face West, as accurately as possible.
- h. Turn the compensator slightly to the right or to the left to remove half the error.
- i. You may repeat the above operations, if desired, to remove smaller and smaller parts of the error.

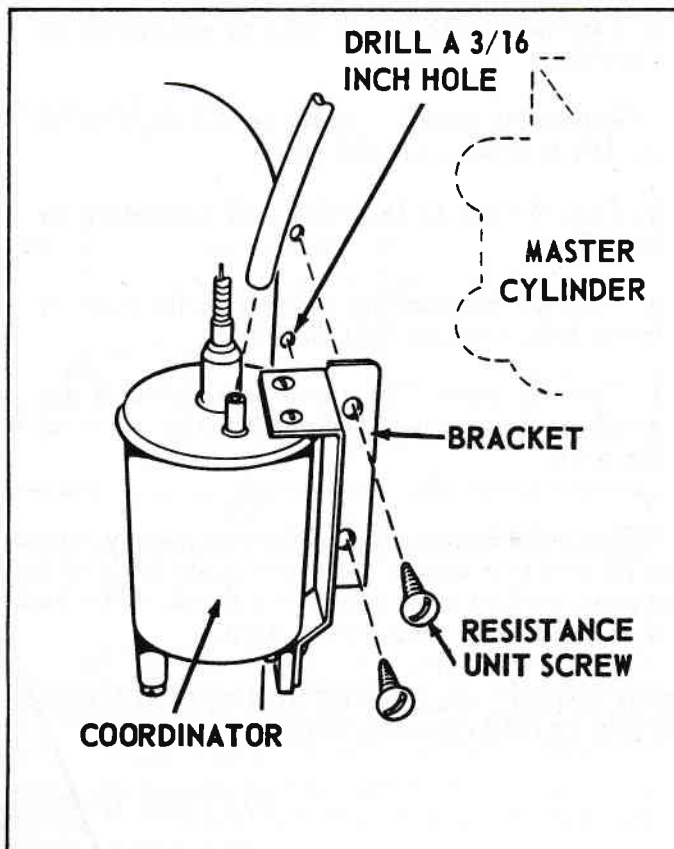
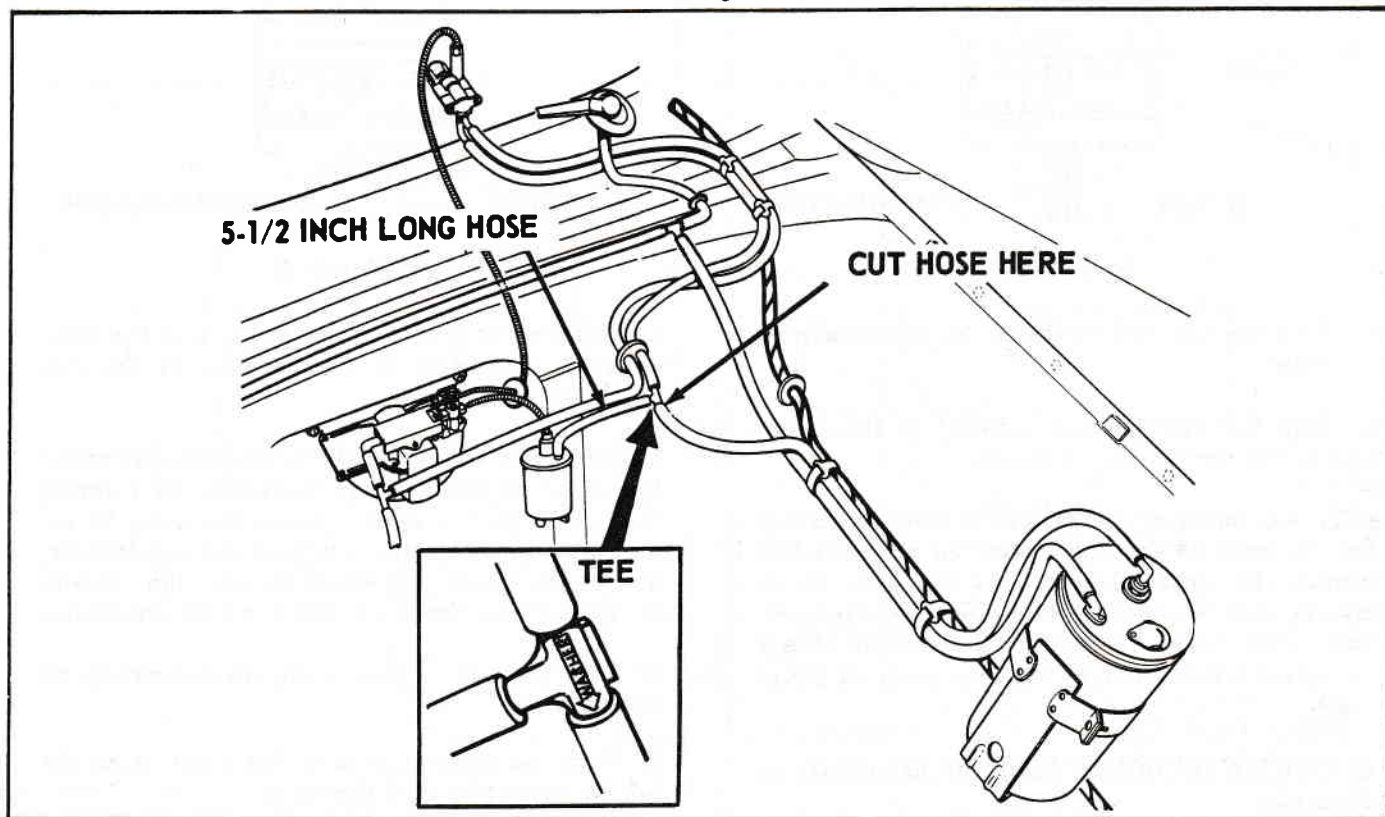
6. Replace the bottom cover of the compass by inserting the two rear ears of the cover in the body of the compass, and pressing in with the thumb at the front and pushing up to snap it into place.

DEALER NOTE: PLACE THE INSTRUCTION SHEET IN THE GLOVE COMPARTMENT.

PART NO. 3713736

WINDSHIELD WASHER COORDINATOR INSTALLATION INSTRUCTIONS

All Passenger Cars

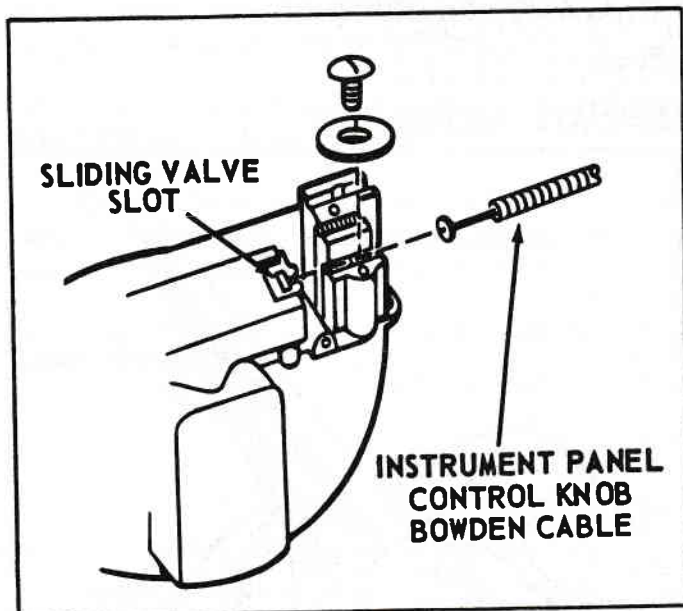


1. Cut the hose leading from the vacuum outlet of the jar cover exactly 28 inches from the jar end of the hose. Join the cut sections with the "Tee" fitting, with the small orifice end of the "Tee" towards the jar. (The arrow points to the small orifice end.)

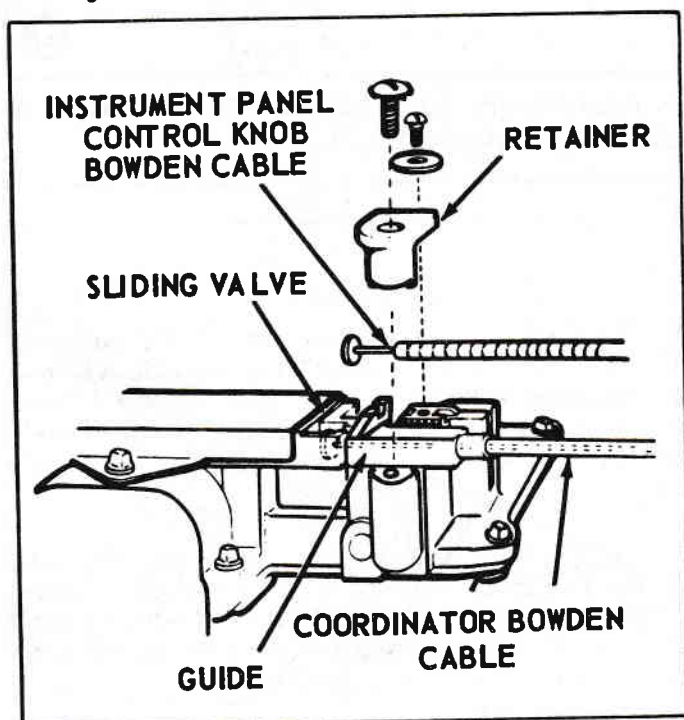
2. Remove the resistance unit screw from the dash panel. (This screw is located on the dash stiffener rib, inboard of the brake master cylinder.) Install the coordinator on the dash stiffener rib with the same screw, through the top hole.

3. Using the coordinator mounting bracket as a template, centerpunch and drill a 3/16 inch hole, and secure the bracket with a tapping screw furnished in the kit.

4. Install the 5-1/2 inches long hose between the coordinator and the center leg of the "Tee"



5. Remove the screw and washer and lift the instrument panel control knob bowden cable from the sliding valve slot.



6. Install the washer end of the coordinator bowden cable into the sliding valve slot, and lock the guide in position, slot up, securing it with the retainer, lockwasher, and screw.

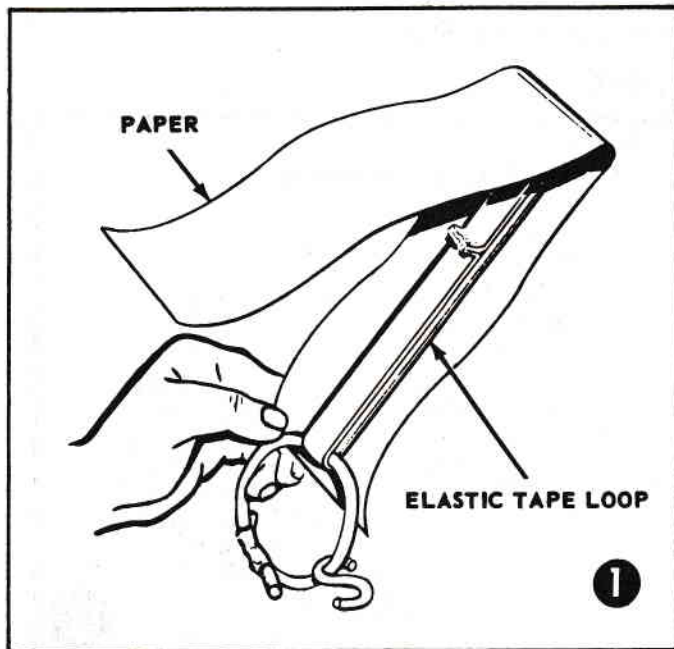
7. Reinstall the instrument panel control knob bowden cable in the adjacent slot, putting the cable in the guide slot, with the cable end butting up against the end of the sliding valve. Secure it in this new location with the screw and plain washer.

8. Test the installation for correct operation.

PART NO. 3715589

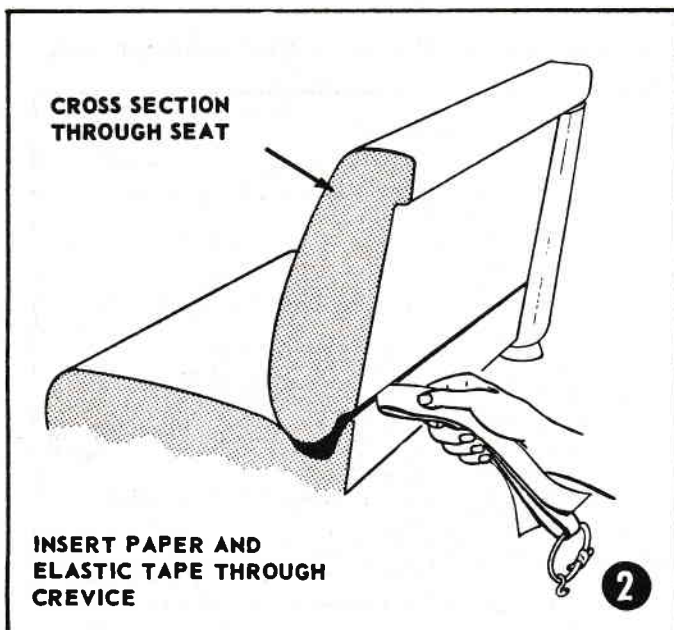
SEAT COVER SUPPLEMENTARY INSTALLATION INSTRUCTIONS

Four Door Front



To facilitate the entry of the four tape loops into the crevice under the backrest of the front seat, it will be necessary to:

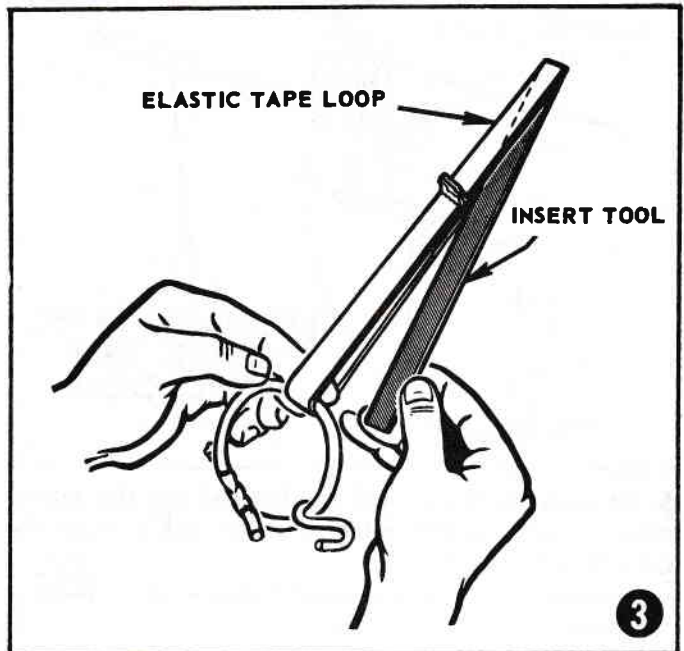
1. Cover the tape loops with paper strips cut from wrapping paper (or equivalent), as shown in illustration No. 1.



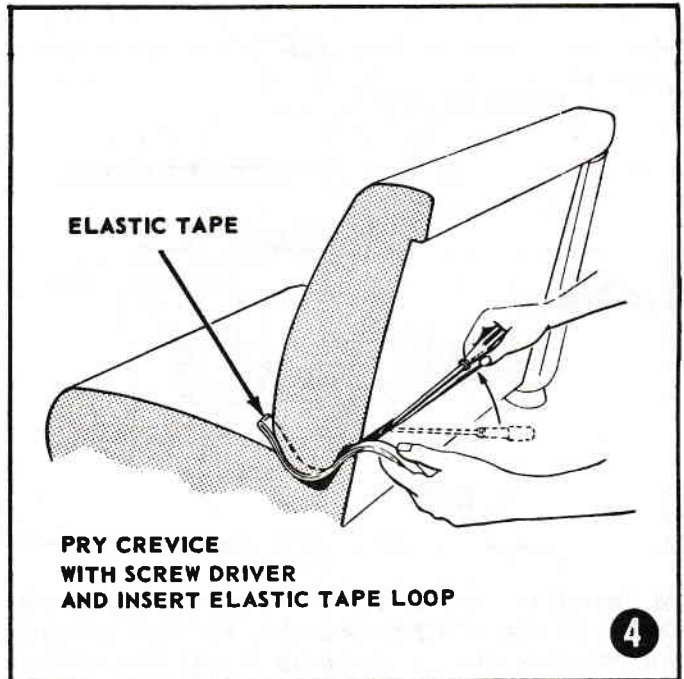
2. Insert the paper-covered tape loops at an angle into the crevice under the backrest, as shown in illustration No. 2.

NOTE: Space the tape loops equally apart, starting 4 inches from each end of the seat cushion.

ALTERNATE METHOD:



1. Assemble the insert tool with the tape loops, as shown in illustration No. 3.



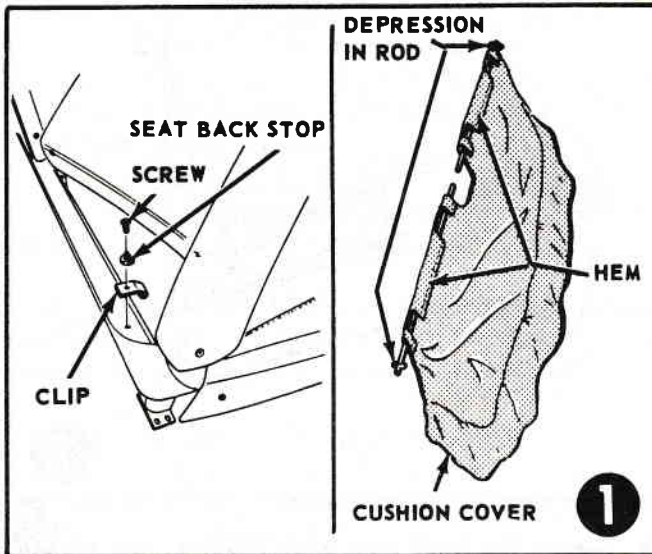
2. Slip the tape loops into the crevice under the backrest with the insert tool. If necessary, pry the crevice slightly apart with a screw driver using a vertical motion. See illustration No. 4.

NOTE: Space the tape loops equally apart, starting 4 inches from each end of the seat cushion.

PASSENGER SEAT COVER INSTALLATION INSTRUCTIONS

For easier installation and improved fit, condition seat covers at 70° fahrenheit (room temperature) or above for a minimum of one hour prior to installation.

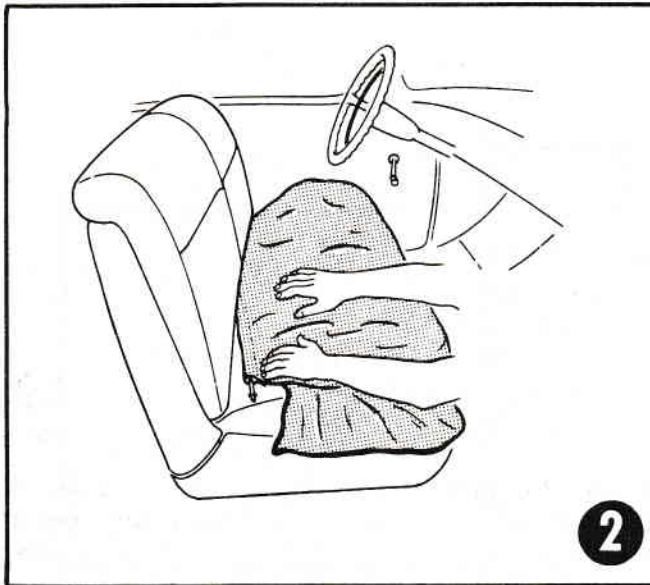
TWO DOOR FRONT



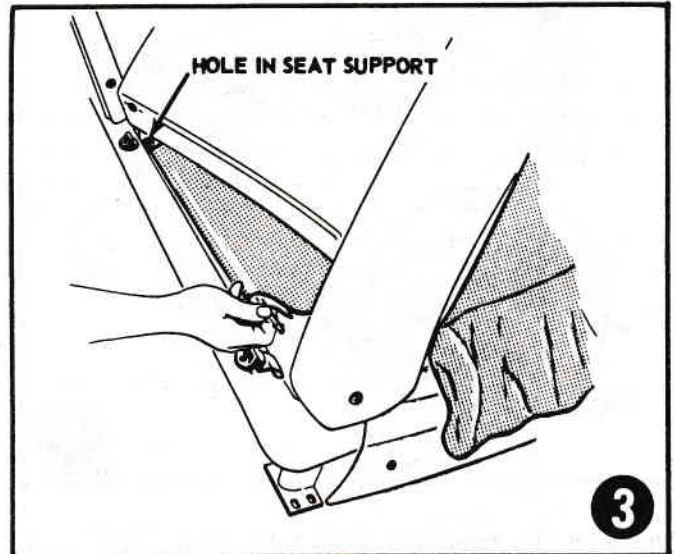
1. Tilt the seat backs forward, and remove the seat back stops.

2. Place the clips, with the open side down, under the stops, and fasten the stops and clips back into position.

3. Insert the rods through the hem sections of the seat cushion cover with the plain end of the rod toward the center of the car.



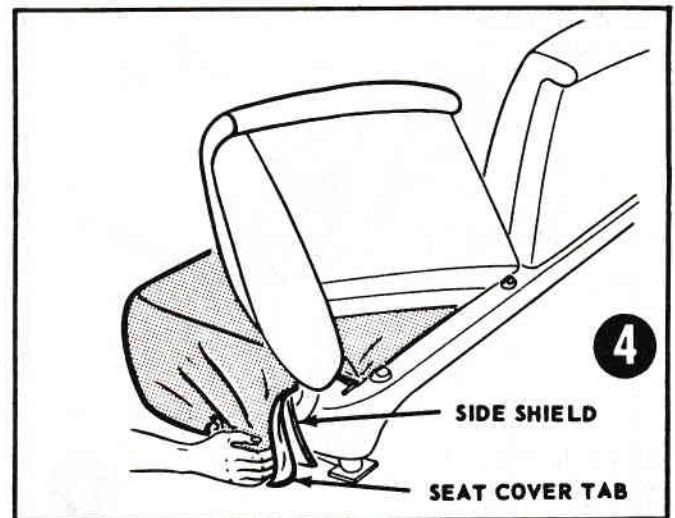
4. Insert the rear edge of the seat cover, with the rod installed, in the seat crevice.



5. Pushing the driver's seat back forward, insert the end of the rod in the hole in the center of the seat support.

6. Slip the other end of the rod under the clip, and snap the rod up into the clip.

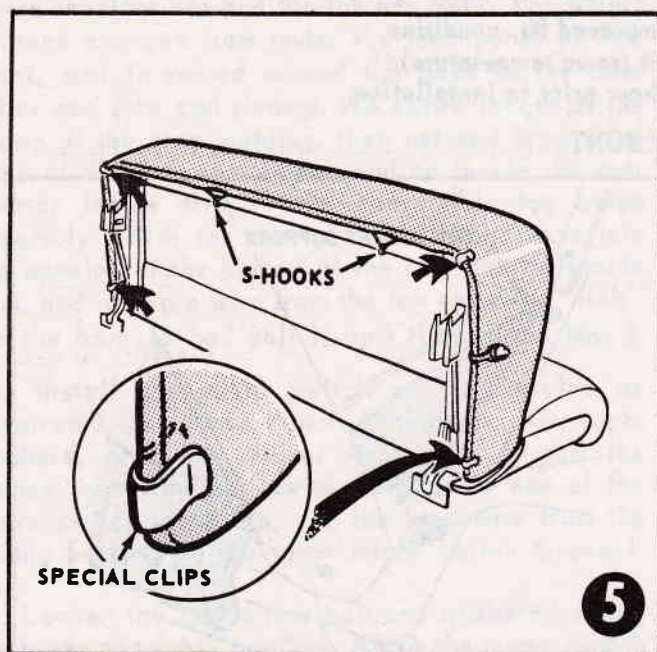
7. Repeat steps 5 and 6 on the front passenger side.



8. Smooth the seat cover over the seat cushion, and line up the seams

9. Slip the tab on the left side of the seat cover over the seat adjuster handle and also over the end of the seat side shield as shown in illustration.

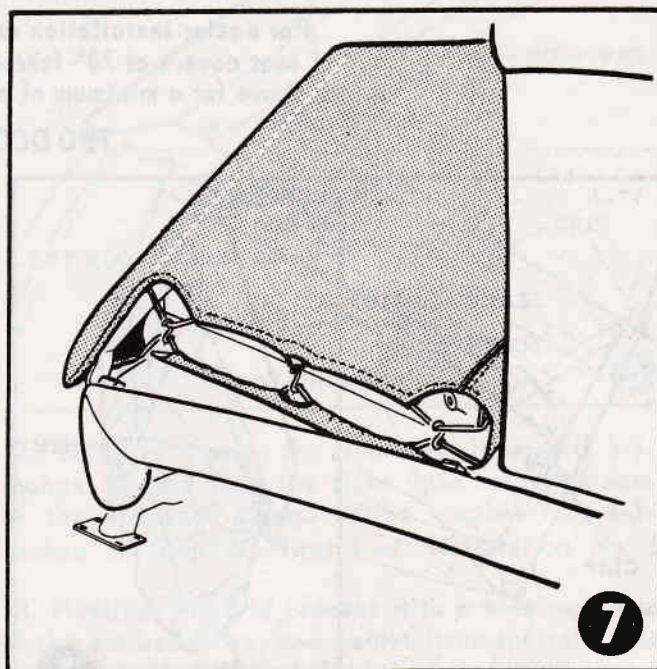
TWO DOOR FRONT (continued)



5

10. Pull the seat cover the rest of the way over the seat cushion, and fasten it with S-hooks as shown.

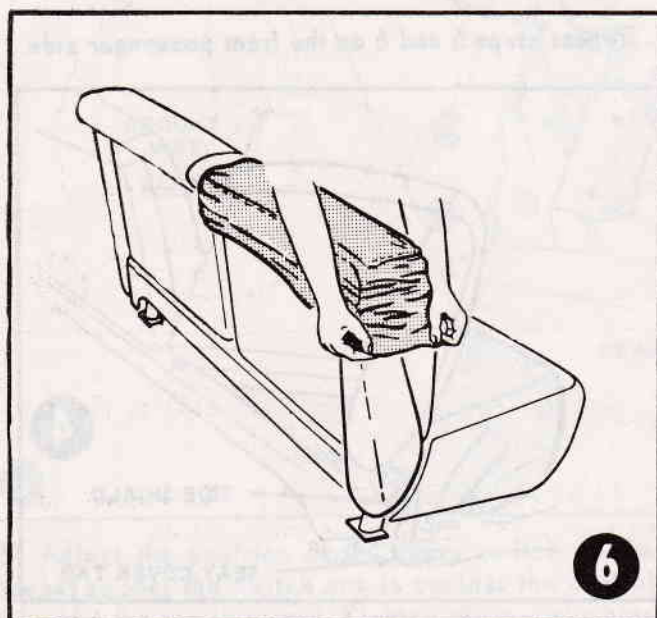
11. It is important to install the special clips in the positions indicated in Step 5. This will prevent the elastic cord from contracting under the seat and compressing the seat cushion.



7

13. Secure the back rest seat cover at the bottom with S-hooks as shown.

14. Install the other seat back rest cover as outlined in 12 and 13 above.



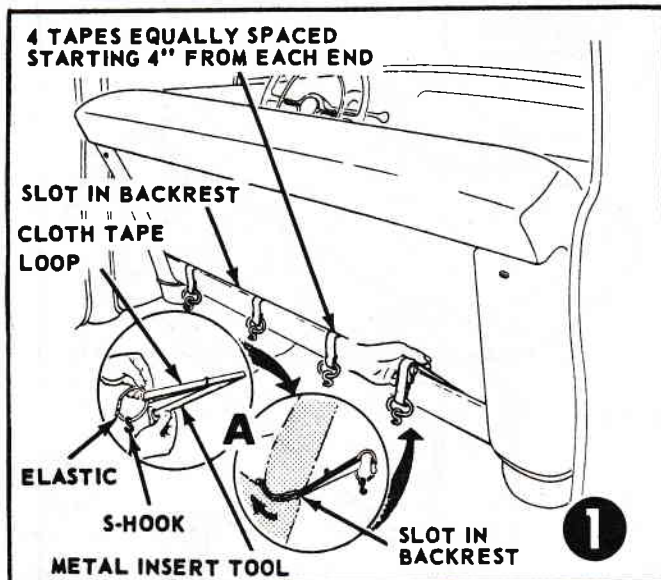
6

12. Slip one of the covers over the driver's seat back rest, working it down uniformly by alternating from side to side until the cover is on. Keep the pattern straight and seams aligned with the sides and the front of the seat back rest.

PASSENGER SEAT COVER INSTALLATION INSTRUCTIONS

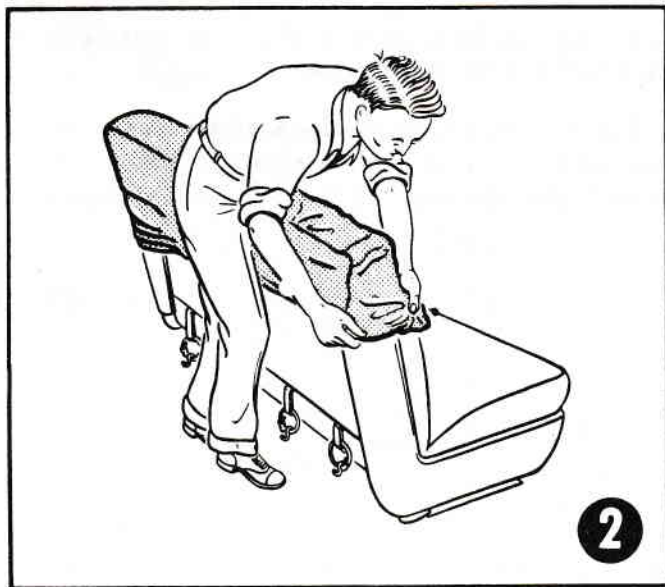
For easier installation and improved fit, condition seat covers at 70° fahrenheit (room temperature) or above for a minimum of one hour prior to installation.

FOUR DOOR FRONT

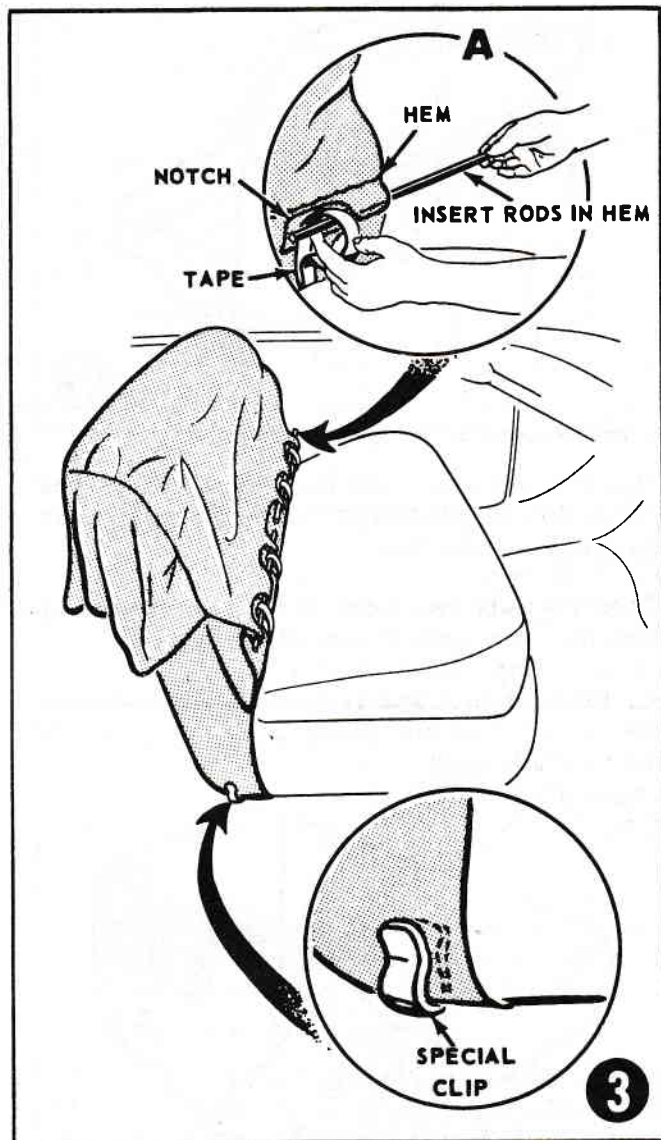


1. Slip the four tape loops, equally spaced, starting 4 inches from each end of the seat cushion, into the crevice under the back rest, using the insert tool as shown in View A.

2. Remove the ash tray assembly from the rear of the front seat.



3. Slip the cover over the back rest, working it down uniformly by alternating from side to side. Keep the pattern straight and the seams aligned with the sides of the back rest.



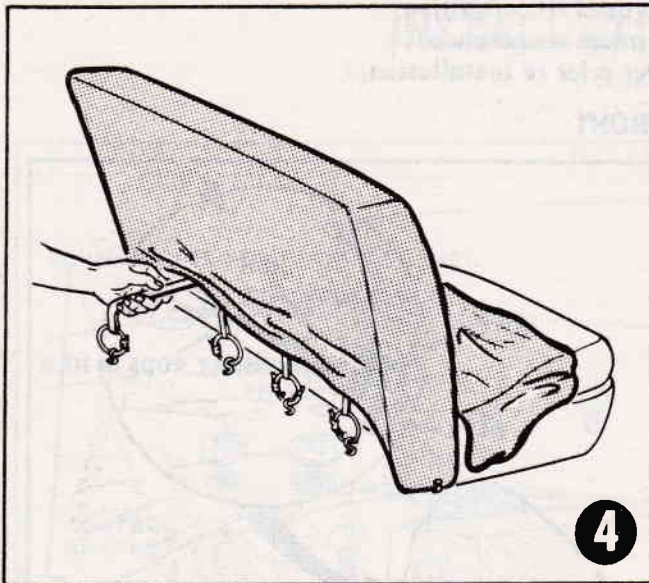
4. Install a special clip at each side of the seat back rest cover, as shown in Step 3.

5. Place the cushion part of the seat cover over the seat back rest, with the underside up.

6. Starting from the side of the seat cover, insert a rod in the hem of the seat cover, and at each notch location (as shown in View A) insert it also through the loop of the cloth tape.

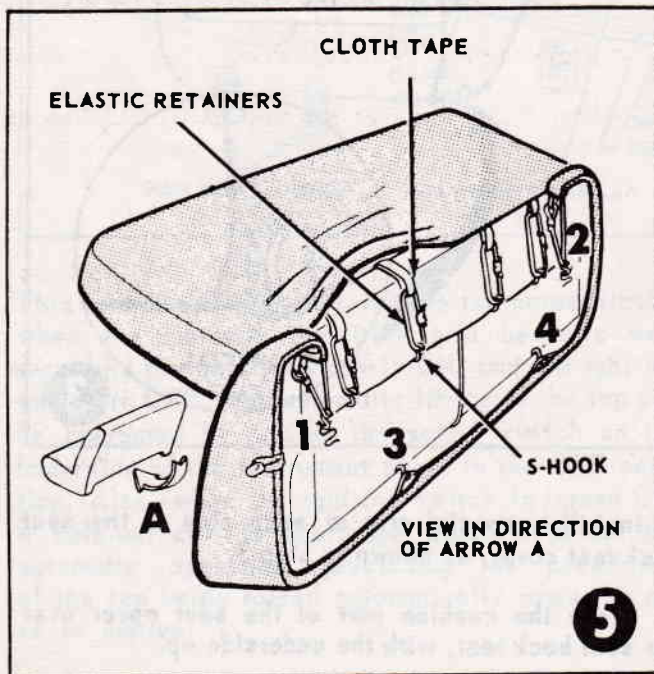
7. Starting from the other side of the seat cover, insert the other rod, following the same directions as in 6 above.

FOUR DOOR FRONT (continued)



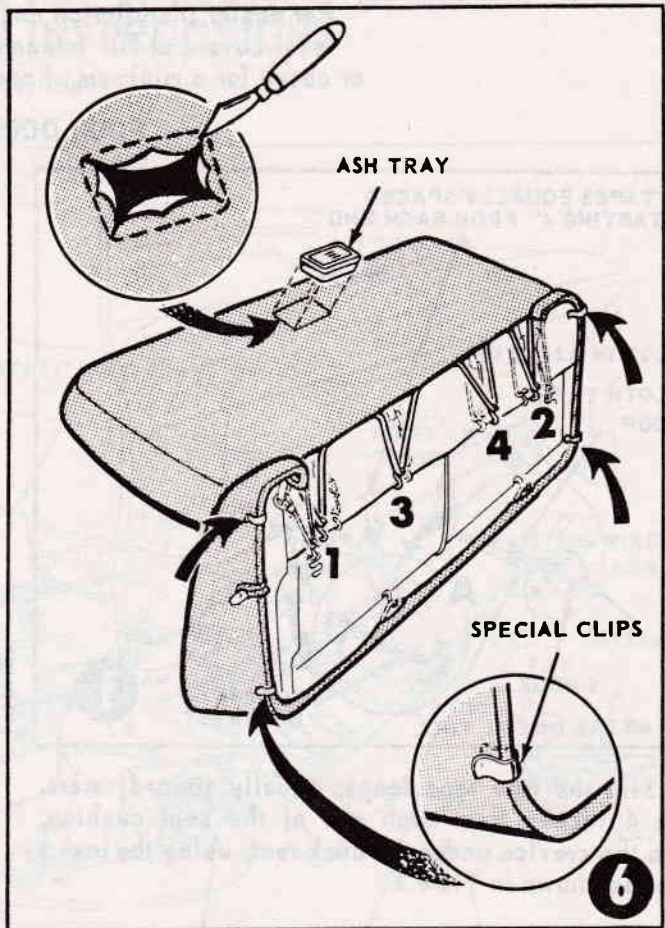
8. Now take the seat cover from the seat back, and put it on the cushion without pulling the cover sides down over the seat edges.

9. Tuck the rods into place in the seat crevice by pulling the cloth tapes in back of the seat.



10. Attach the cloth tapes to the bottom of the seat, using S-hooks.

11. Position the seat cushion cover on the seat, pulling the front and side portions over the seat cushion edges, and keeping the pattern straight and seams aligned. Attach it with S-hooks.



12. Secure the sides of the seat cushion cover with special clips, two on each side of the seat.

13. Fasten the back panel of the front seat cover with S-hooks in the order shown.

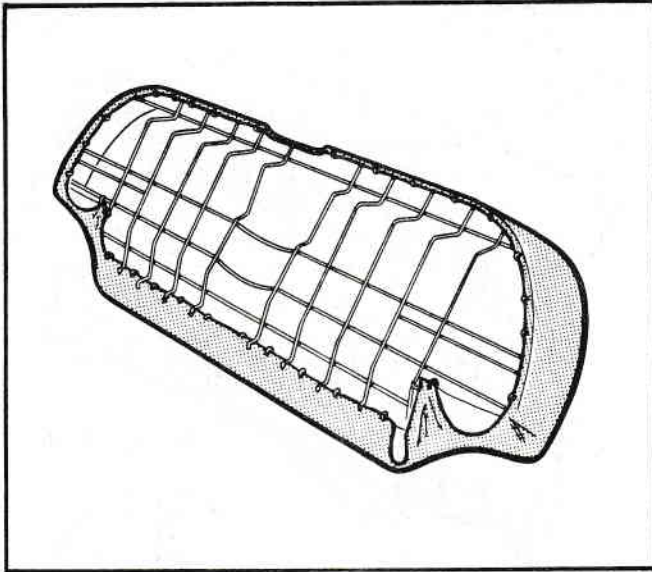
14. Cut an opening in the back of the seat back cover, using diagonal cuts as shown in Step 6, and reinstall the ash tray on models thus equipped.

PASSENGER SEAT COVER INSTALLATION INSTRUCTIONS

For easier installation and improved fit, condition seat covers at 70° fahrenheit (room temperature) or above for a minimum of one hour prior to installation.

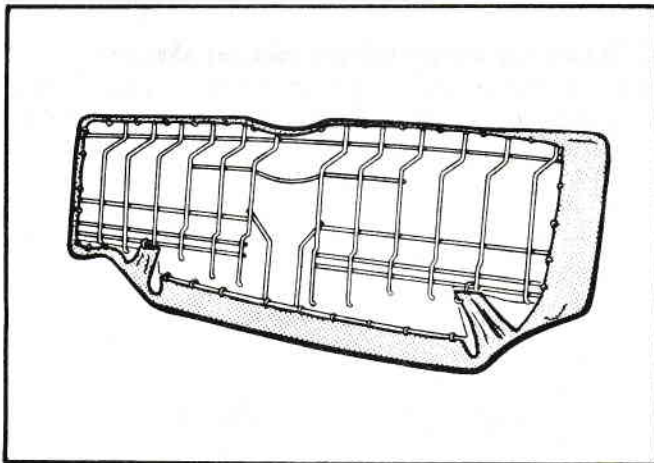
REAR CUSHION AND BACKREST.

HOG RING ATTACHMENT



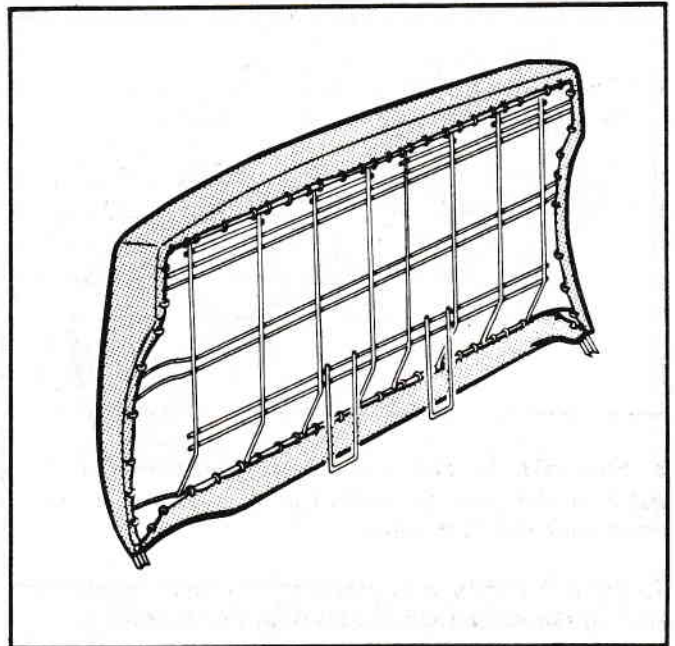
FOUR DOOR REAR SEAT CUSHION

1. Place the seat cushion cover over the seat cushion.
2. Line up the seams and the floor tunnel cutout.
3. Secure in place with hog rings, as shown.



TWO DOOR REAR SEAT CUSHION

1. Place the seat cushion cover over the seat cushion.
2. Line up the seams and the floor tunnel cutout.
3. Secure in place with hog rings, as shown.



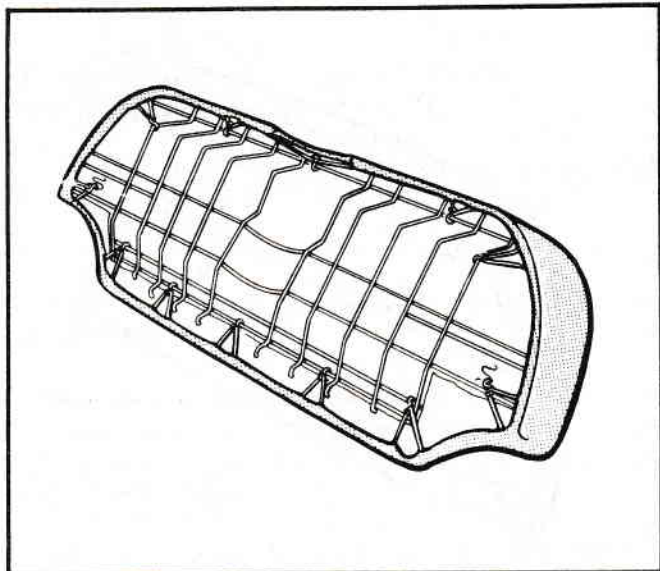
TWO AND FOUR DOOR REAR SEAT BACKREST

1. Remove the rear seat back rest.
2. Place the cover over the back rest, and line up the seams.
3. Install the hog rings along the top.
4. Secure the lower corners of the cover with hog rings.
5. Work the cover outward and downward from the center of the cover, with the hands, applying uniform tension, and keeping the pattern straight and the seams aligned with the sides of the back rest.
6. Secure in place by installing the hog rings at the sides and the bottom.

PASSENGER SEAT COVER INSTALLATION INSTRUCTIONS

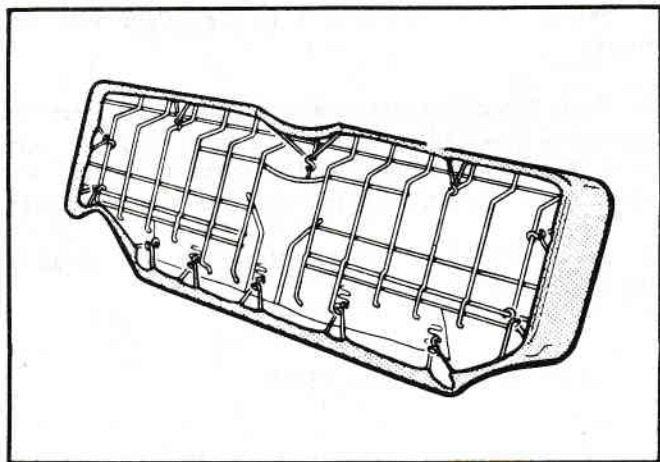
For easier installation and improved fit, condition seat covers at 70° fahrenheit (room temperature) or above for a minimum of one hour prior to installation.

REAR CUSHION AND BACKREST ELASTIC ATTACHMENT



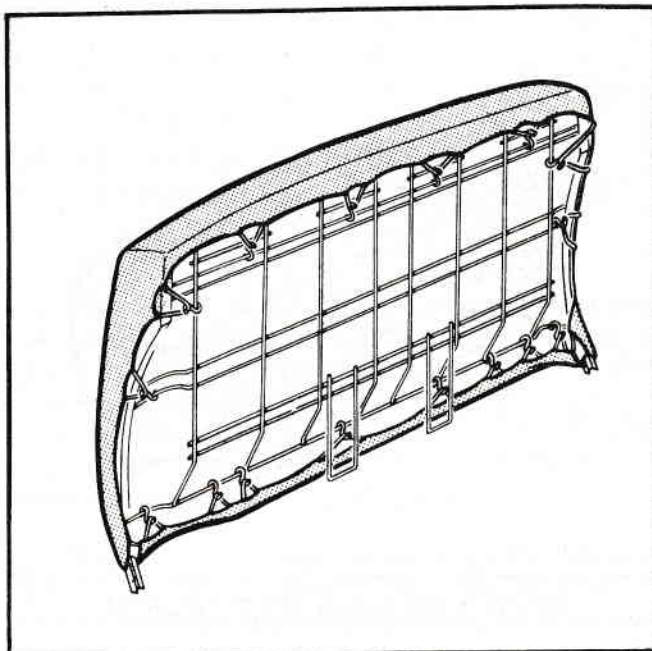
FOUR DOOR REAR SEAT CUSHION

1. Place the seat cushion cover over the seat cushion.
2. Line up the seams and the floor tunnel cutout.
3. Secure with S-hooks, as shown.



TWO DOOR REAR SEAT CUSHION

1. Place the seat cushion cover over the seat cushion.
2. Line up the seams and the floor tunnel cutout.
3. Secure with S-hooks, as shown.

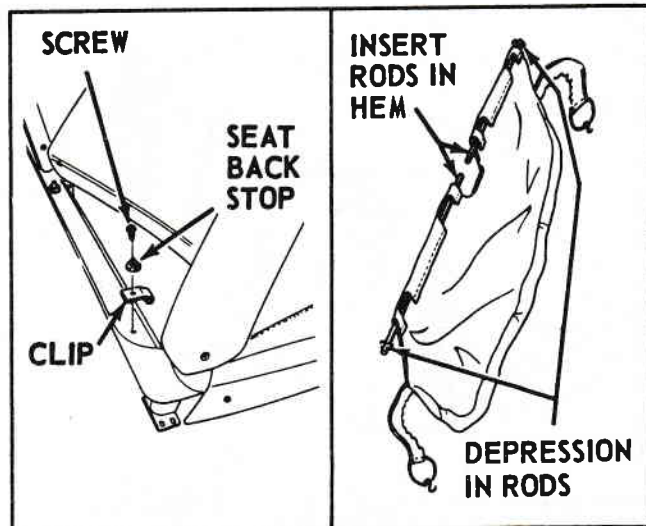


TWO AND FOUR DOOR REAR SEAT BACKREST

1. Remove the rear seat back rest.
2. Place the cover over the back rest, and line up the seams.
3. Slip the elastic cord over the seat frame extensions at the lower corners of the seat frame.
4. Secure the cover with S-hooks, as shown.

INSTALLATION INSTRUCTIONS FOR CUSHION PROTECTOR

All Passenger Cars
TWO DOOR FRONT

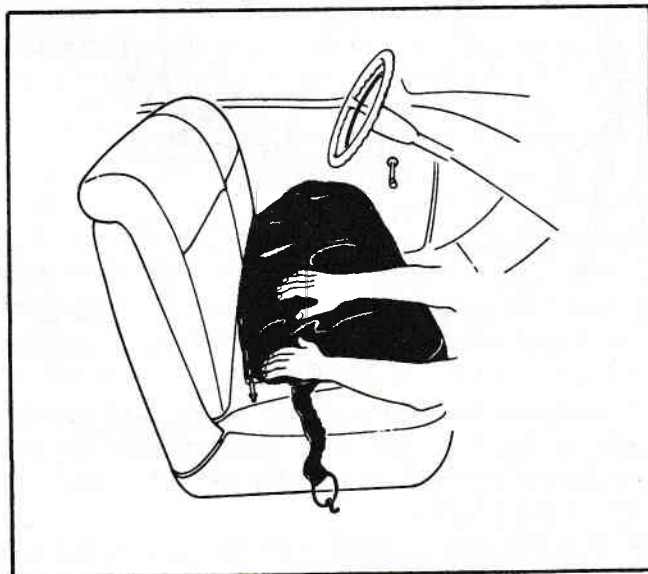


STEP 1

1. Tilt the seat backs forward, and remove the outer seat back stops.

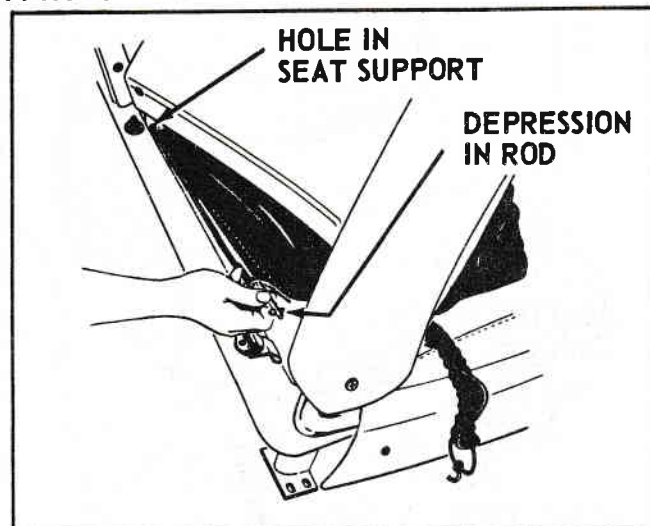
2. Place the clips, with the open sides down, under the stops, and fasten the stops and clips back into position.

3. Insert the rods through the hem sections of the seat protector, with the plain end of the rod toward the center of the car.



STEP 2

4. Insert the rear edge of the seat protector with the rod installed, in the seat crevice.

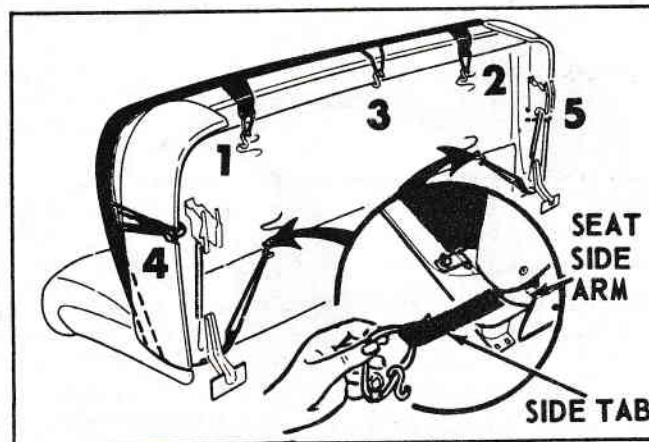


STEP 3

5. Pushing the driver's seat back forward, insert the end of the rod in the hole in the center of the seat support.

6. Slip the other end of the rod under the clip and snap the rod up into clip. The depression in the rod must be adjacent to, and inboard of the clip.

7. Repeat steps 5 and 6 on the front passenger side.



STEP 4

8. Smooth the protector over the seat cushion and line up the seams.

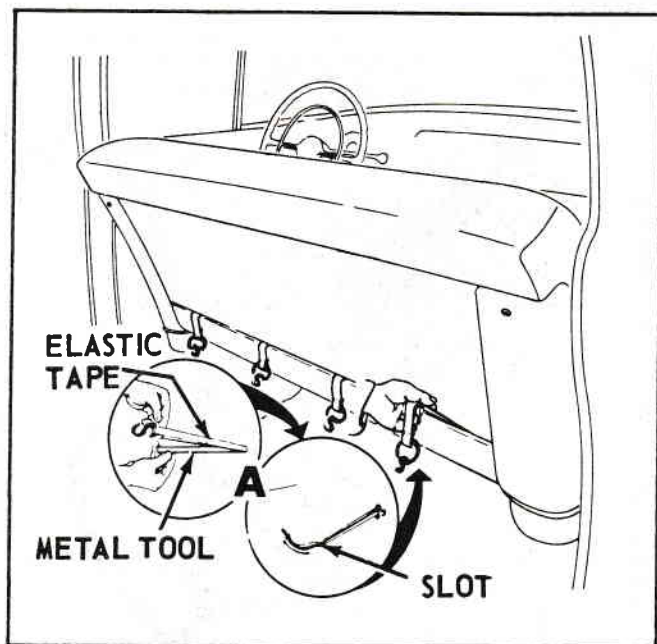
9. Thread the protector side tabs between the seat side arm and the seat cushion, and attach with an S-hook under seat.

10. Fasten the front tabs under the seat with S-hooks, installing them in the order shown in the illustration.

11. Fasten the side cords under the edge of the seat frame with S-hooks, bending the S-hooks, so they will lie flat against the side of the seat, as shown. (See Step 4, View C of Four Door Front Instructions.)

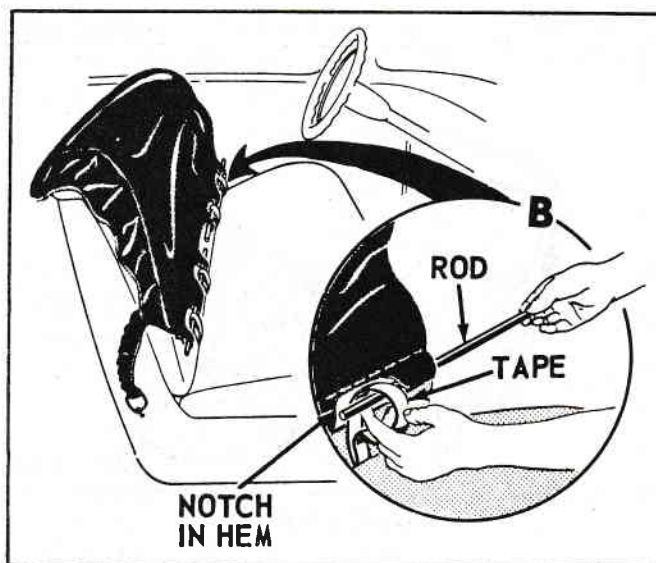
INSTALLATION INSTRUCTIONS FOR CUSHION PROTECTOR

FOUR DOOR FRONT



STEP 1

1. Slip the four tape hooks, equally spaced, starting 4 inches from each end of the seat cushion, into the crevice under the back rest, using the insert tool as shown in View A.

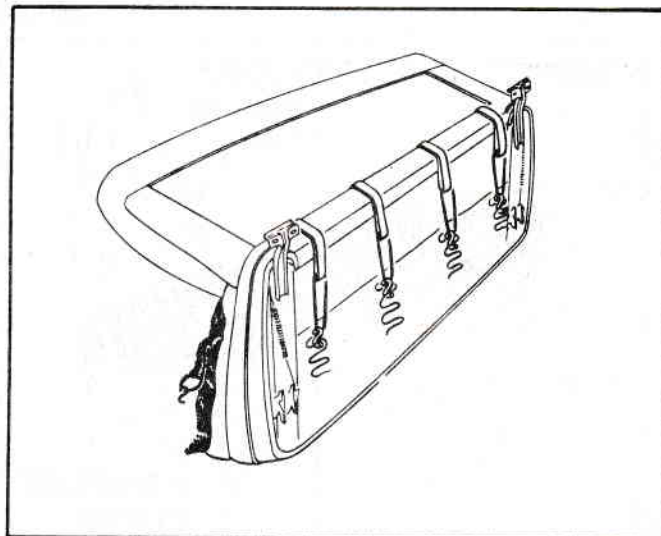


STEP 2

2. Place the seat protector over the seat back rest with the underside up.

3. Starting from the side of the seat protector, insert a rod in the hem of the seat protector, and at each notch location (as shown in View B) insert it also through the loop of the cloth tape.

4. Starting from the other side of the seat protector, insert the other rod, following the same directions as in 3 above.

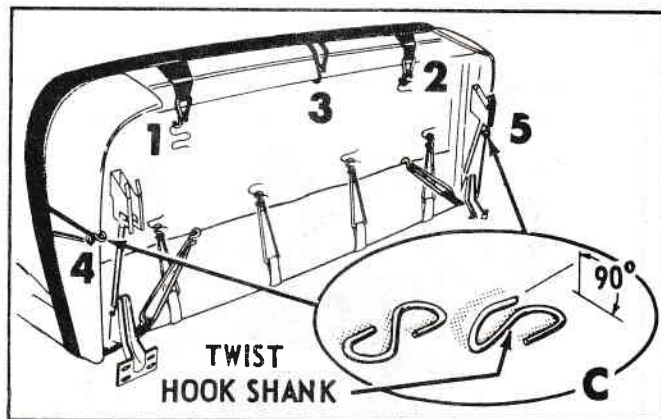


STEP 3

5. Now take the seat protector from the seat back, and put it on the cushion without pulling the protector sides down over the seat edges.

6. Tuck the rods into place in the seat crevice by pulling the cloth tapes in back of the seat.

7. Attach the cloth tapes to the bottom of the seat, using S-hooks.



STEP 4

8. Position the seat protector on the seat cushion, pulling the front and side portions over the seat cushion edges, and keeping the pattern straight and the seams aligned.

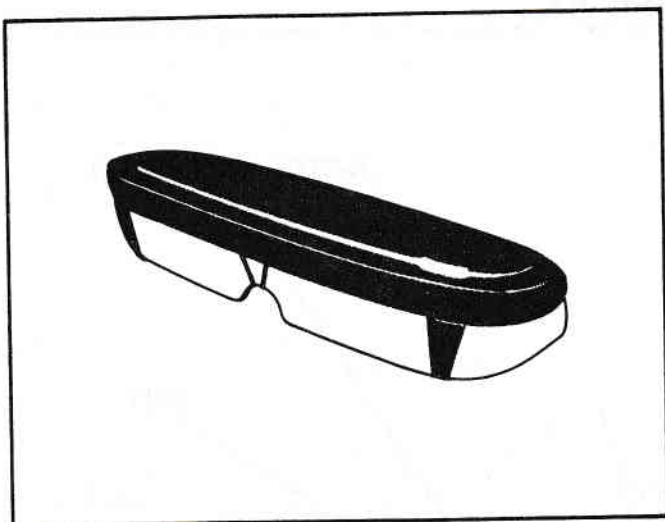
9. Pull the seat protector side tabs around the seat side frame and attach each under the seat with an S-hook.

10. Fasten the front tabs under the seat with S-hooks, installing them in the order shown in the illustration.

11. Fasten the side cords under the edge of the seat frame with S-hooks, bending the S-hooks so they will lie flat against the side of the seat, as shown.

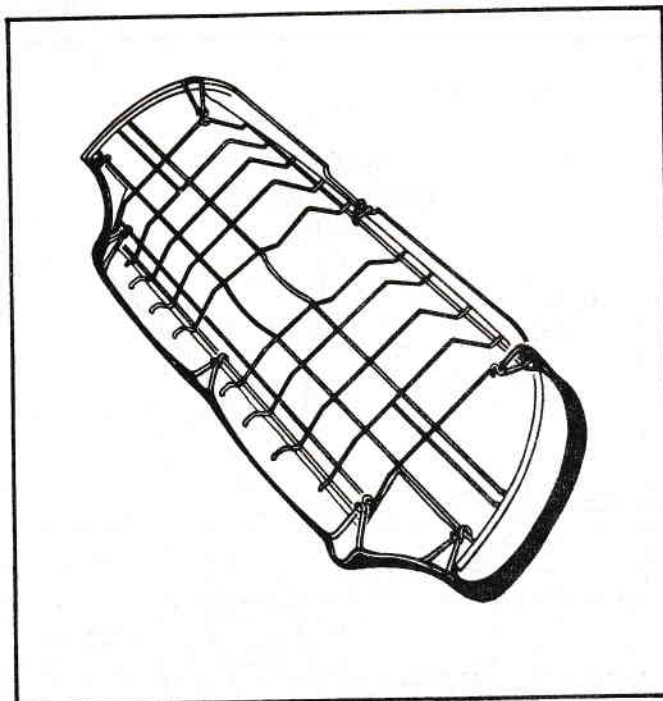
INSTALLATION INSTRUCTIONS FOR CUSHION PROTECTOR

REAR CUSHIONS

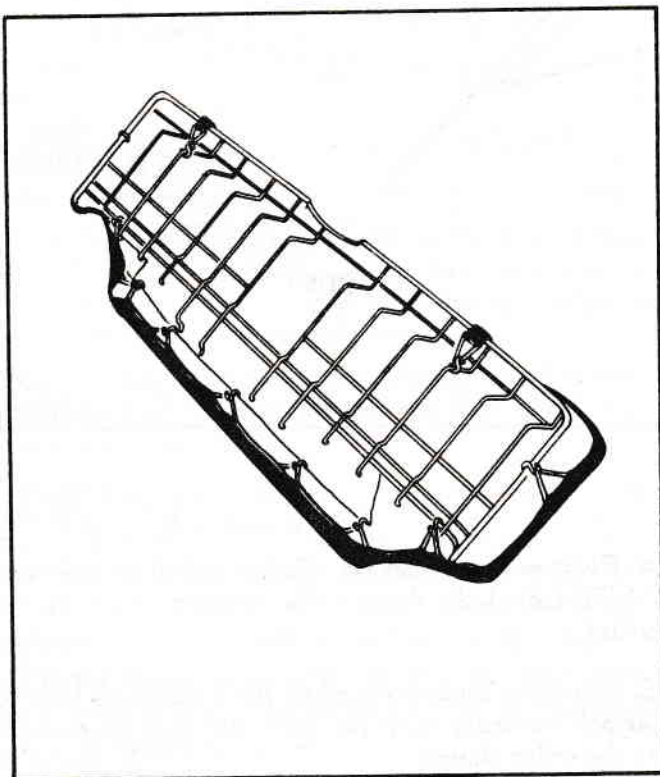


**TYPICAL CUSHION PROTECTOR
REAR CUSHION INSTALLATION**

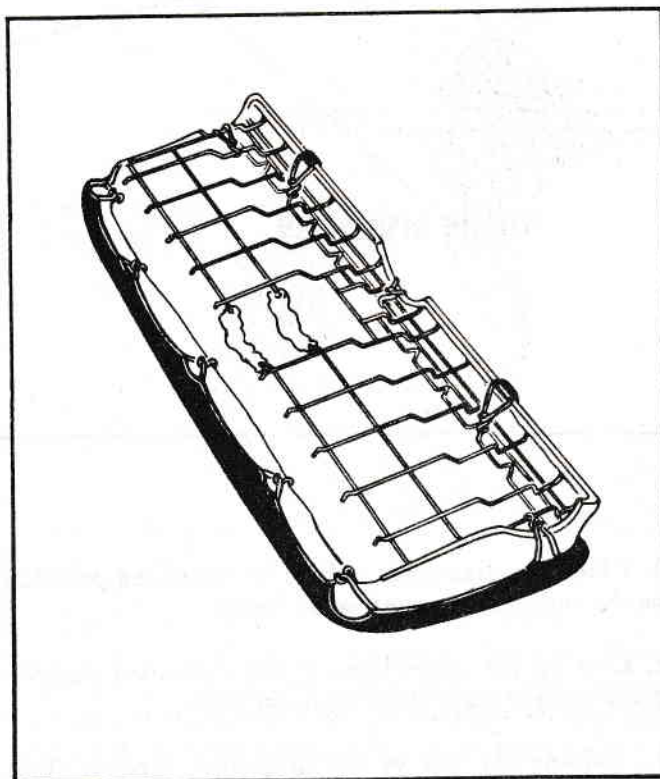
1. Place the seat protector over the seat cushion.
2. Line up the seams and the floor tunnel cutout.
3. Secure with S-hooks, as shown.



FOUR DOOR REAR CUSHION



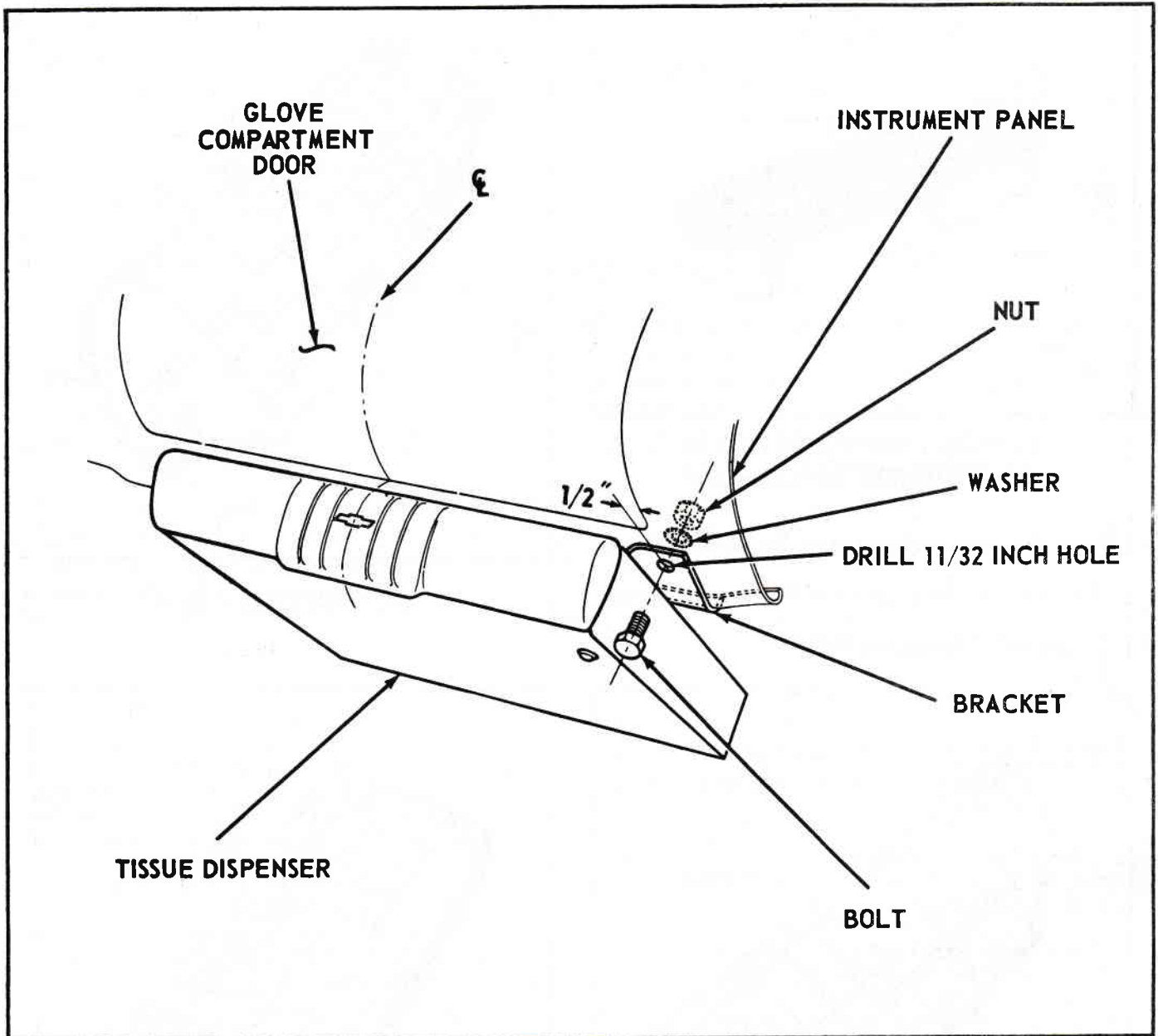
TWO DOOR REAR CUSHION



SPORT COUPE REAR CUSHION

TISSUE DISPENSER INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Place the dispenser unit in its installed position on the instrument panel lower flange.

2. Line up the centerlines of the dispenser and the glove compartment door as illustrated.

3. Holding the lip of the dispenser bracket tight against the rolled edge of the instrument panel lower flange, scribe the outline of the bracket mounting hole.

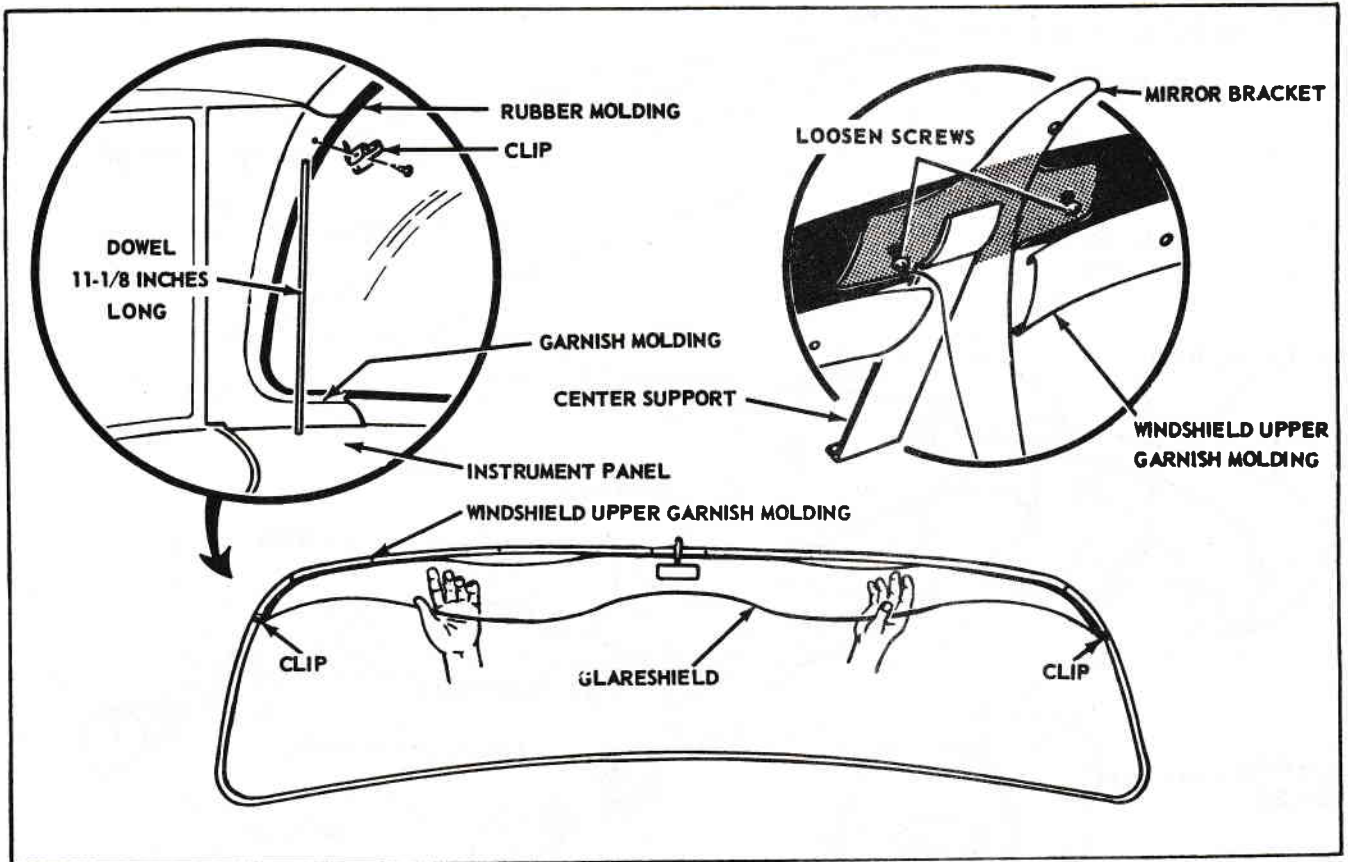
4. Remove the dispenser. Center punch and drill an 11/32 inch hole through the scribed circle on the panel.

5. Mount the dispenser and fit the bracket as before. Attach securely with the bolt, nut and lockwasher in the order shown.

PART NO. 3713709

WINDSHIELD GLARESHIELD INSTALLATION INSTRUCTIONS

All Passenger Cars



CAUTION: This glare shield must be installed by experienced personnel only. Rough handling can result in excessive scratching, marring, and possible breakage of the shield.

1. From a small diameter dowel, cut a piece 11-1/8 inches long. This dowel can be used for other glare shield installations.

2. Position the dowel vertically on top of the instrument panel, at the forward edge of the garnish molding, so the top end of the dowel contacts the inside contour of the windshield garnish molding.

3. Place a clip on top of the vertical dowel, with the hole facing the windshield garnish molding and the spike pointed toward the rubber molding, and push the spike of the clip into the rubber molding.

4. Install the other clip on the opposite side.

5. With the protective cover still on, install the glare shield in both clips. This is done by "bowing out" the shield and inserting the outer ends of the shield in the clips. Press the two bowed out portions of the glare shield against the windshield simultaneously.

If excessive pressure is required to press the glare shield against the windshield, relocate the clips downward.

6. Inspect the installation of the glare shield for position to see that it touches the rubber molding at the top at all points, and that the bottom edge is firm against the windshield. If the installation does not meet these requirements, reposition the clips to suit.

7. Using the clips as templates (after they have been positioned correctly), indicate and drill a hole in each GARNISH MOLDING ONLY. Do not drill too far. Secure the clips with the tapping screws.

8. Remove the glare shield and clean off the windshield.

9. Remove the protective covering and reinstall the glare shield.

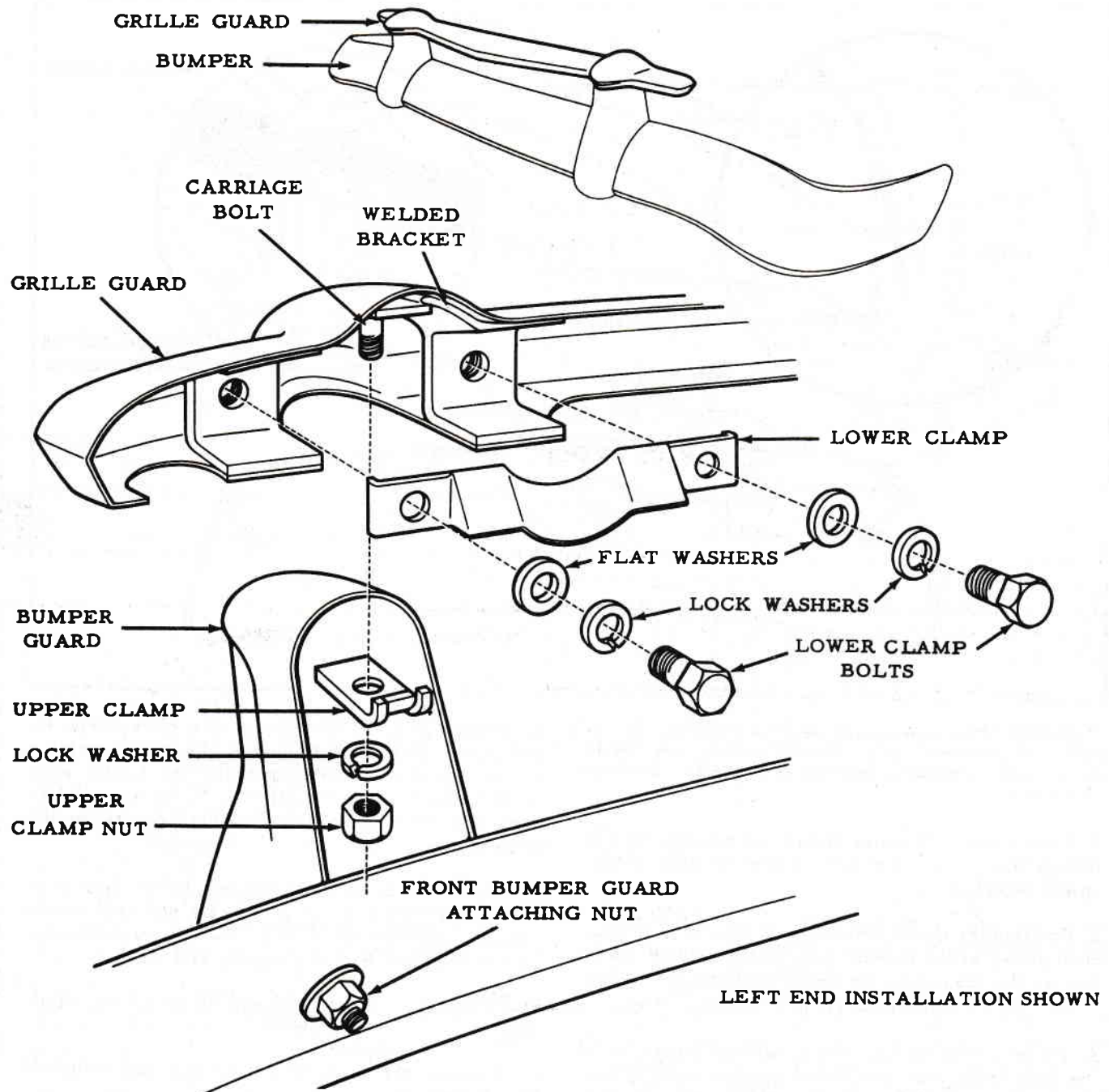
10. Remove the two center screws from the windshield upper garnish molding, and loosen the other four screws which hold it. Loosen the mirror bracket screws.

11. Place the center support against the glare shield, adjacent to one side of the mirror bracket, and slide the support into position back and at the center of the mirror bracket, with the support flange under the glare shield.

12. Replace and/or retighten all screws.

RADIATOR GRILLE GUARD INSTALLATION INSTRUCTIONS

ALL PASSENGER CARS



LEFT END INSTALLATION SHOWN

1. Loosen the front bumper guard attaching nuts sufficiently to permit accurate alignment of the grille guard and bumper guards with the face bar.

2. Fit the grille guard to the bumper guards. Install the upper clamps on the carriage bolts with the tangs gripping the lower edge of the welded bracket in the grille guard (to prevent the clamp from turning). Turn the nuts finger-tight against their lockwashers.

3. Position the lower clamp as shown to fit against the bumper guard. Attach the clamp with the bolts finger-tight against lockwashers and flat washers.

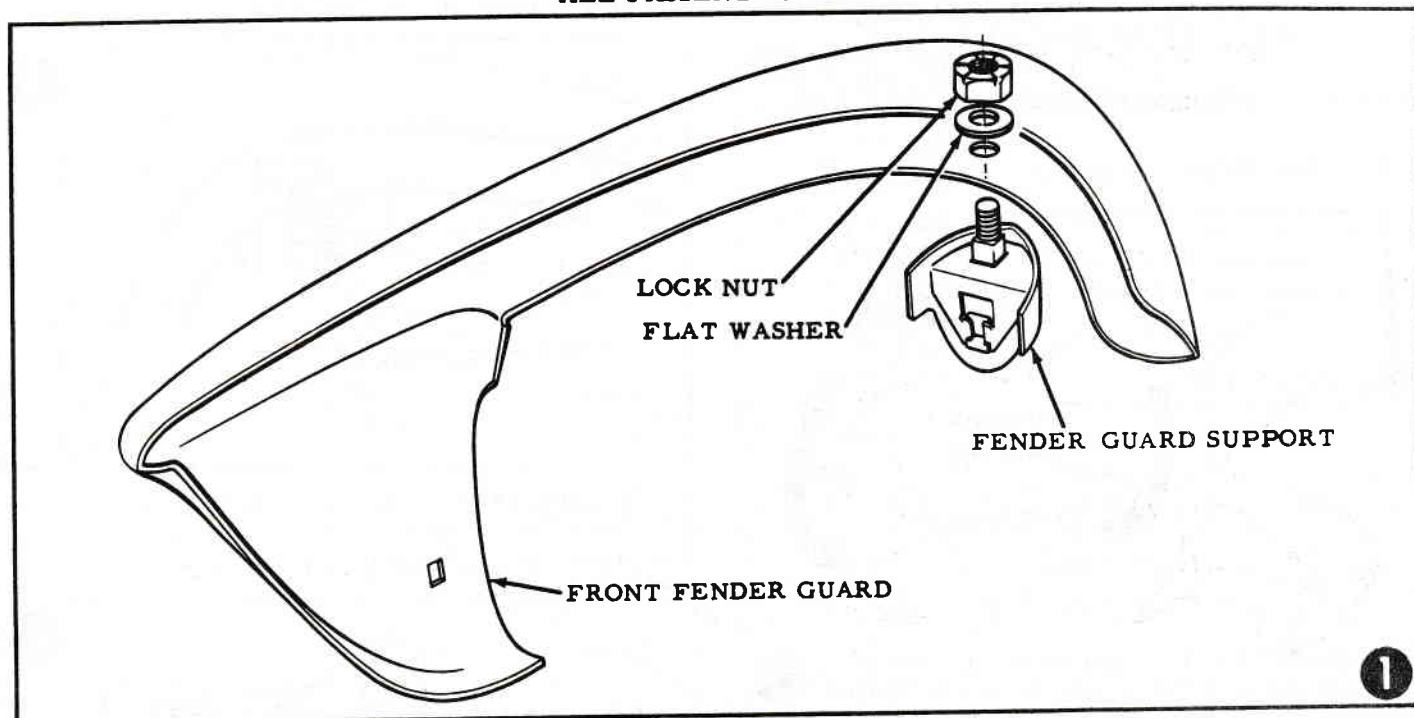
4. Square the grille guard and bumper guards with the face bar and tighten the front bumper guard attaching nuts securely.

5. Tighten the upper clamp nuts and lower clamp bolts securely.

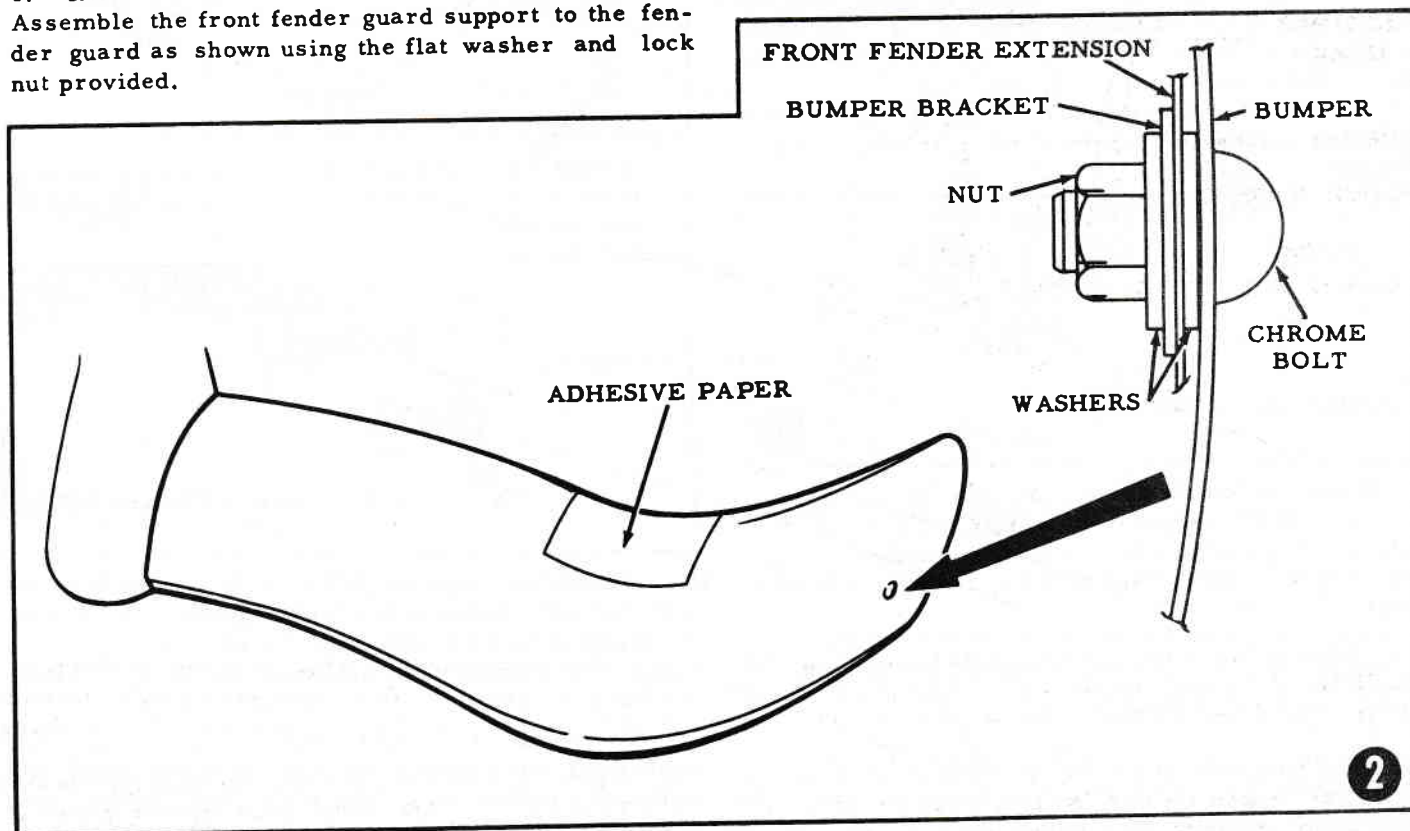
PART NO. 3710726

FRONT FENDER GUARD INSTALLATION INSTRUCTIONS

ALL PASSENGER CARS



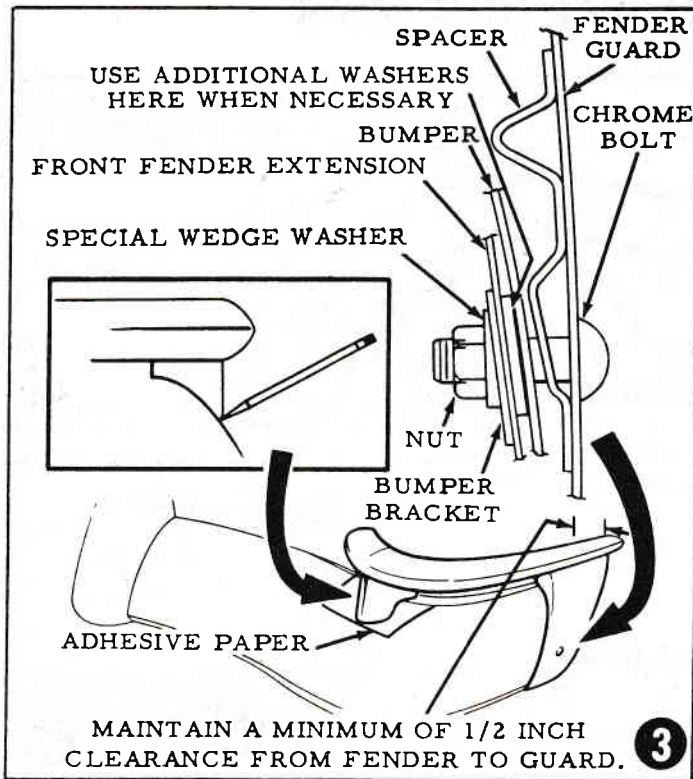
1. **INSTALL LEFT FENDER GUARD FIRST.**
Assemble the front fender guard support to the fender guard as shown using the flat washer and lock nut provided.



2. Remove and discard the chrome bolt attaching the bumper to the front fender. Note the order of installation of the remaining attaching parts and save them for reuse.

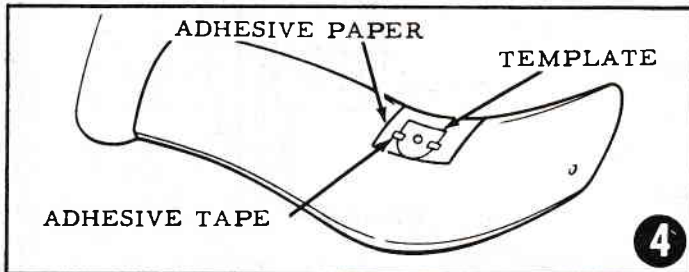
3. Stick the adhesive paper to the bumper face bar as shown, placing the wider edge of the paper along the top edge of the face bar (directly below the parking lamp) with approximately equal areas on each side of the face bar crown.

4. Hold the fender guard to the face bar in the installed position. Reinstall the attaching parts,

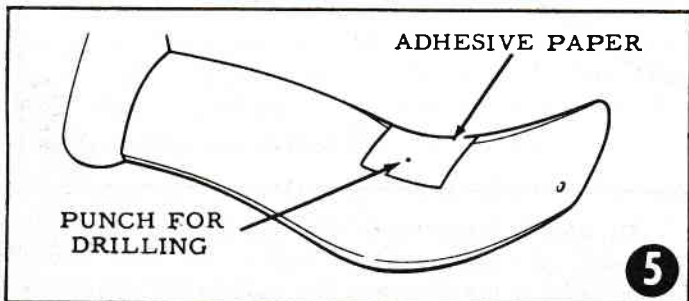


using the chrome bolt furnished in the kit. Tighten the nut finger tight only. Insert washers between the bumper and front fender extension, as required, to provide at least 1/2 inch clearance between the fender guard and fender.

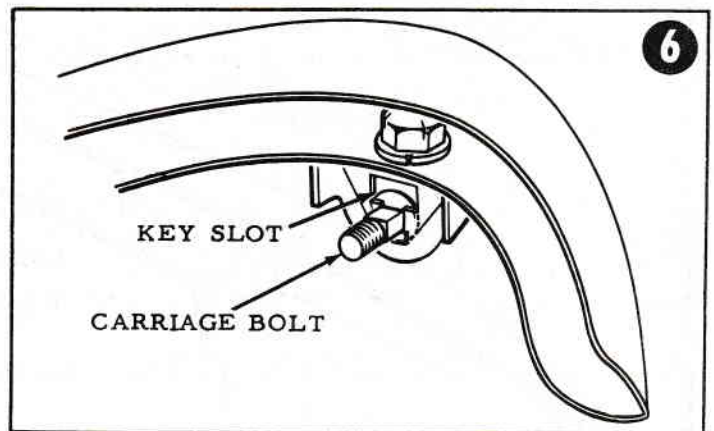
5. Pencil the outline of the support as it fits against the adhesive paper on the face bar. Remove the fender guard.



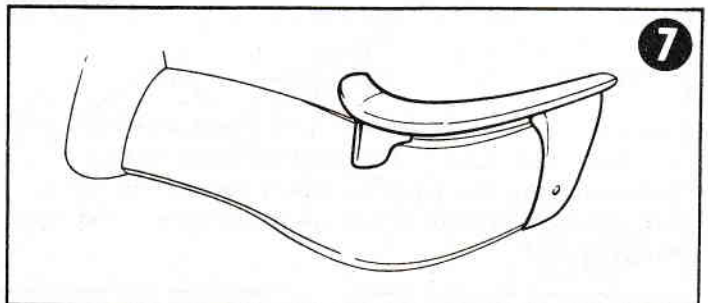
6. Place the template, printed side up, on the left face bar, to fit the penciled outline. Tape the template in place and center punch at the indicated center. Remove the template, but not the adhesive paper.



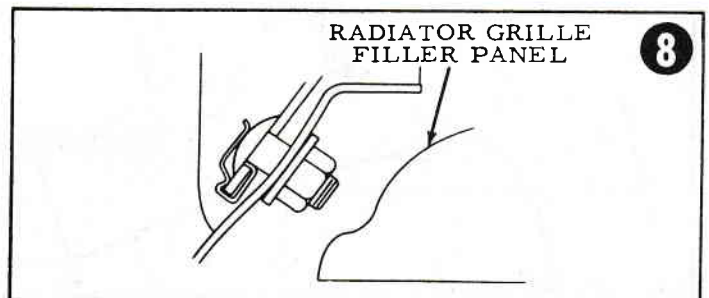
7. Drill 1/8 inch guide hole through the punched center. Using the guide hole as a center, drill a 1/2 inch hole through the face bar. Remove the adhesive paper. To prevent corrosion, remove burrs and paint the drilled hole.



8. Fit the head of the carriage bolt through the key slot in the bracket of the fender guard support and under the hold-down clip as shown.



9. Install the fender guard assembly using the lock nut at the support, and the new chrome bolt and the existing attaching parts at the fender.



10. Should the radiator grille filler panel interfere with the installation of the fender guard support nut, the bumper face bar should be repositioned by loosening the bumper bracket bolts at the frame side member

11. To install the right fender guard repeat all operations as outlined except operation #7. The template, in this case, should be fitted to the penciled outline with the printed side down. The punch mark from the previous installation may then be used as a center for the right guard punching operation.

PART NO. 3710762

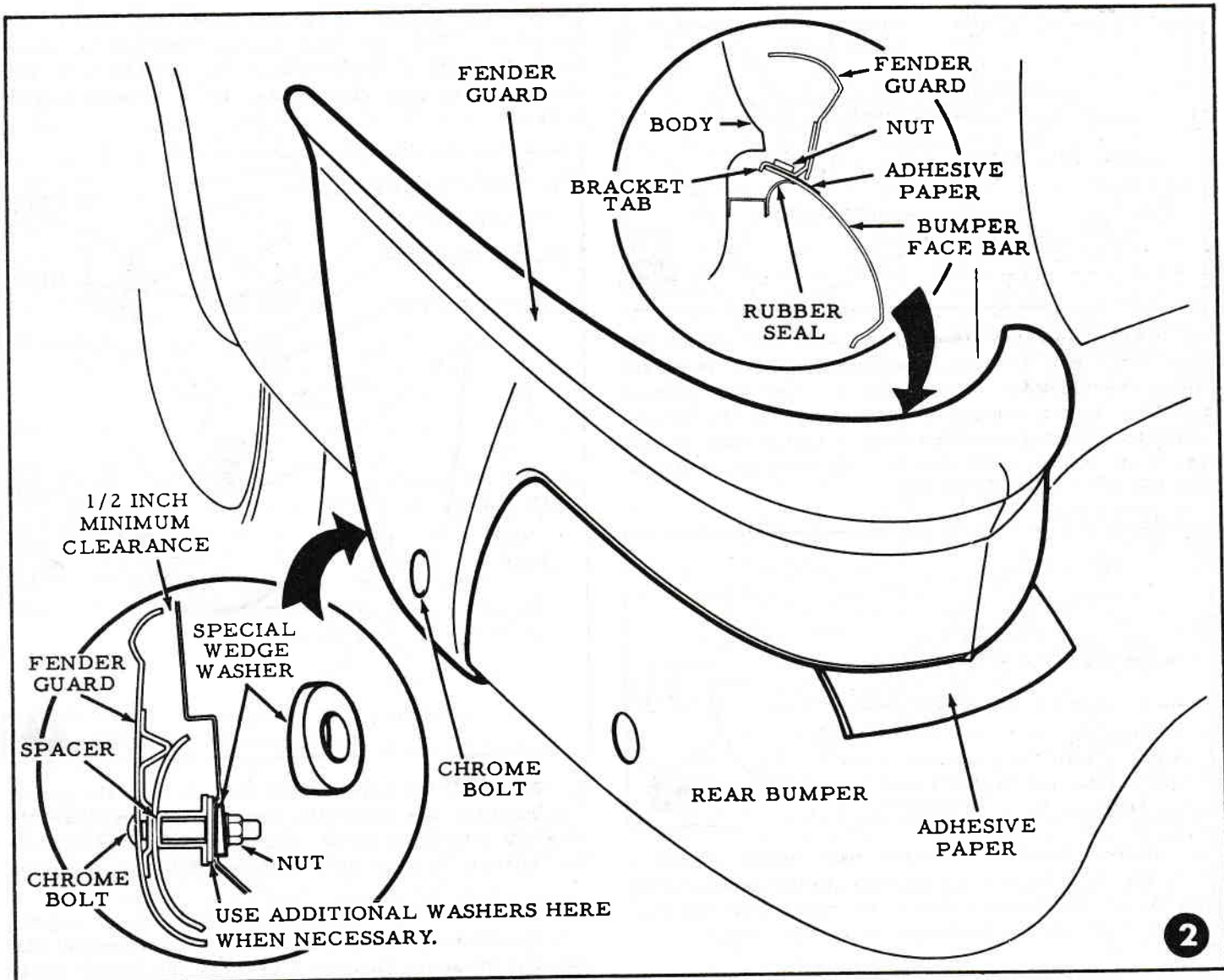
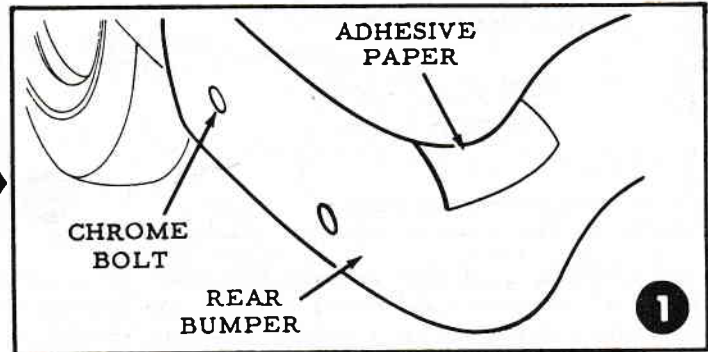
REAR FENDER GUARD INSTALLATION INSTRUCTIONS

ALL PASSENGER CARS

1. INSTALL LEFT FENDER GUARD FIRST. Remove and discard the chrome bolt attaching the rear bumper face bar to the rear quarter panel.

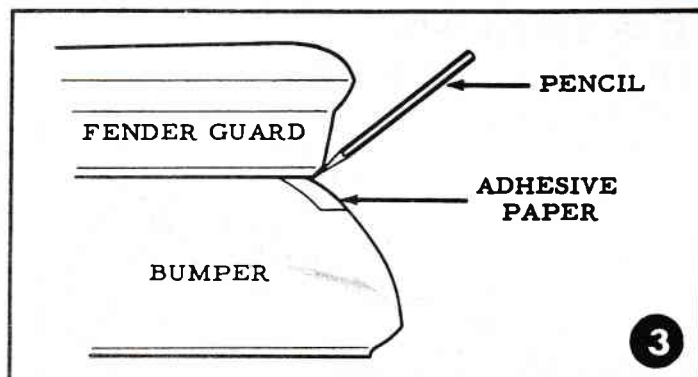
Note the order of installation of the remaining attaching parts and save them for reuse.

2. Stick the adhesive paper to the bumper face bar as shown, placing the wider edge of the paper along the top edge of the face bar (directly below the tail lamp assembly) with approximately equal areas on each side of the face bar crown.

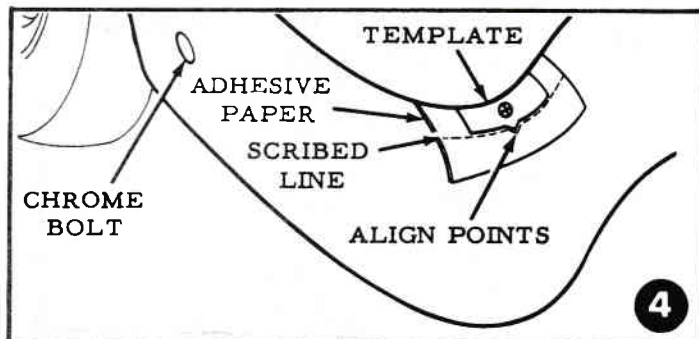


3. Hold the left fender guard to the face bar in the installed position. Loosely install the existing attaching parts and the chrome bolt furnished with the bumper-to-body spacer positioned vertically as shown.

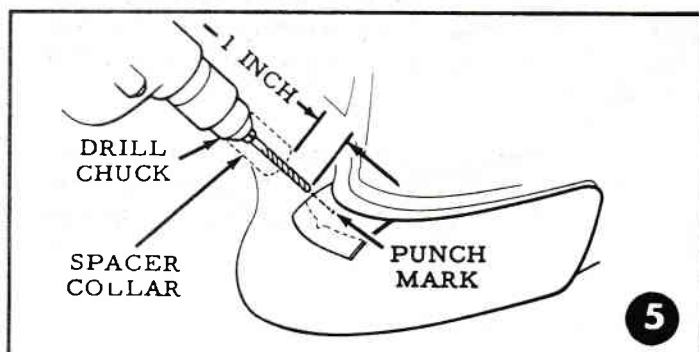
Carefully fit the guard to the face bar with the tab of the welded bracket fitting the top edge of the face bar at the crown. Turn the face bar attaching nut finger-tight.



4. Holding a pencil against the lower (beveled) edge of the guard as shown, scribe the outline of the guard on the adhesive paper. Remove the fender guard.



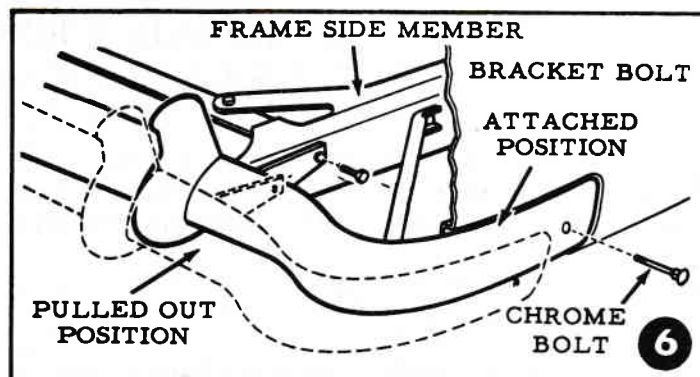
5. Place the template (printed side up) on the left face bar with the edge as noted on the template along the top edge of the face bar and the pointer lined up with the center point scribed on the adhesive paper. Tape the template in place and center punch at the indicated center. Remove the template but not the adhesive paper.



6. Before drilling the face bar, place a collar over the drill to prevent damage to the body. With the collar against the chuck, no more than an inch of the drill should protrude from the collar.

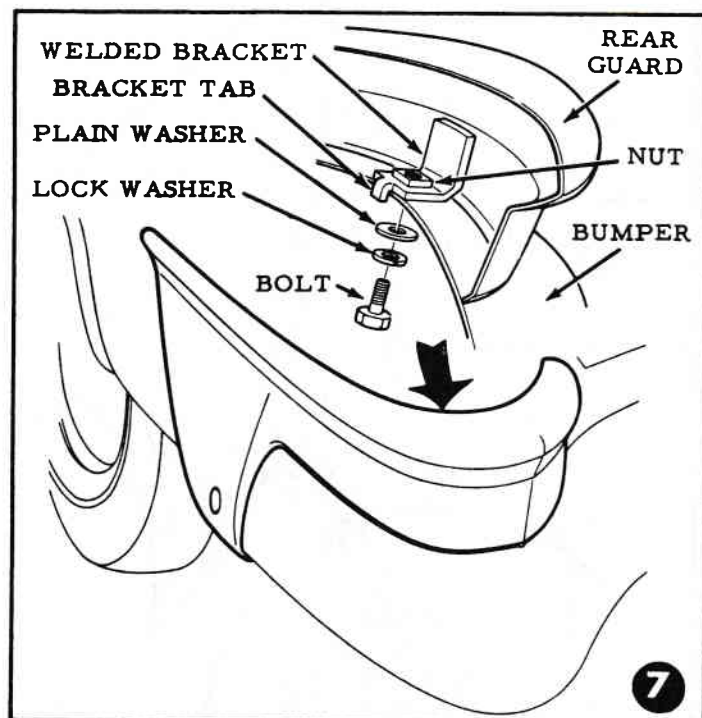
Drill a 1/8 inch guide hole through the punched center. Using the guide hole as a center, drill a 1/2 inch hole in the face bar.

Remove and discard the adhesive paper. To prevent corrosion, remove burrs and paint the drilled hole.



7. To gain access for guard attachment at the drilled hole, it is necessary to pull the bumper away from the body.

Detach the bumper brackets from the frame side member. With the face bar pulled out as shown securely attach the guard at the drilled hole with the hex head bolt, flat washer and lock washer provided.



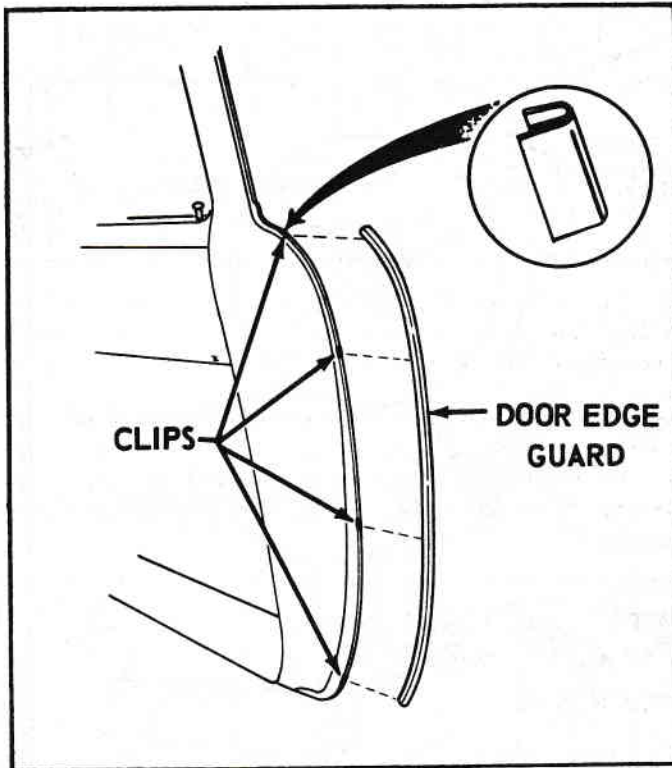
8. Reinstall the new chrome bolt through the guard, the bumper, the body, the special washer, and the existing attaching parts, being careful again to fit the spacer vertically. Tighten the nut securely.

9 Re-attach the bumper brackets to the frame, taking advantage of the available adjustment at that point to maintain clearance between the fender guard welded bracket and the body end panel.

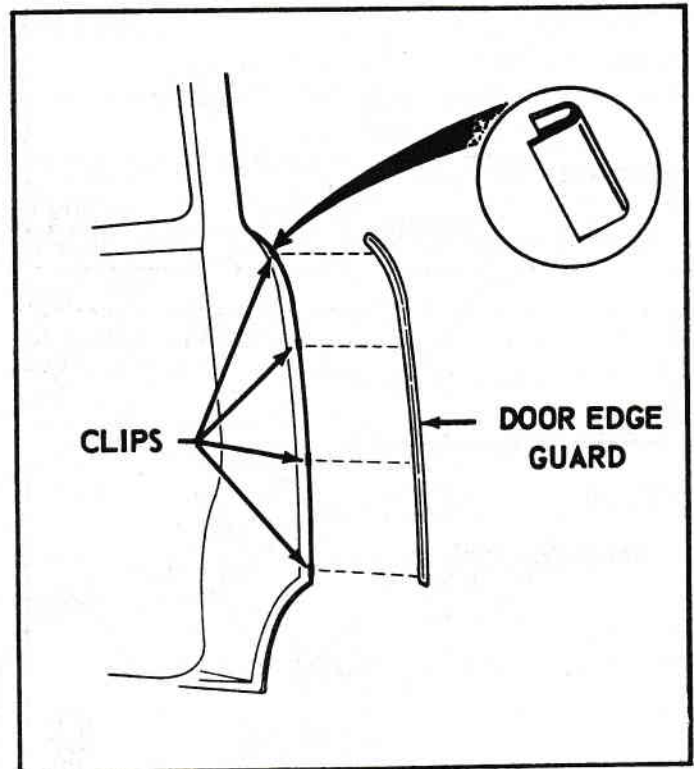
If fender guard clearance with the rear quarter panel is insufficient, increase the bumper-to-body spacing with the additional washers provided (Part No. 3694372) as shown in illustration #2.

PART NO. 3710755

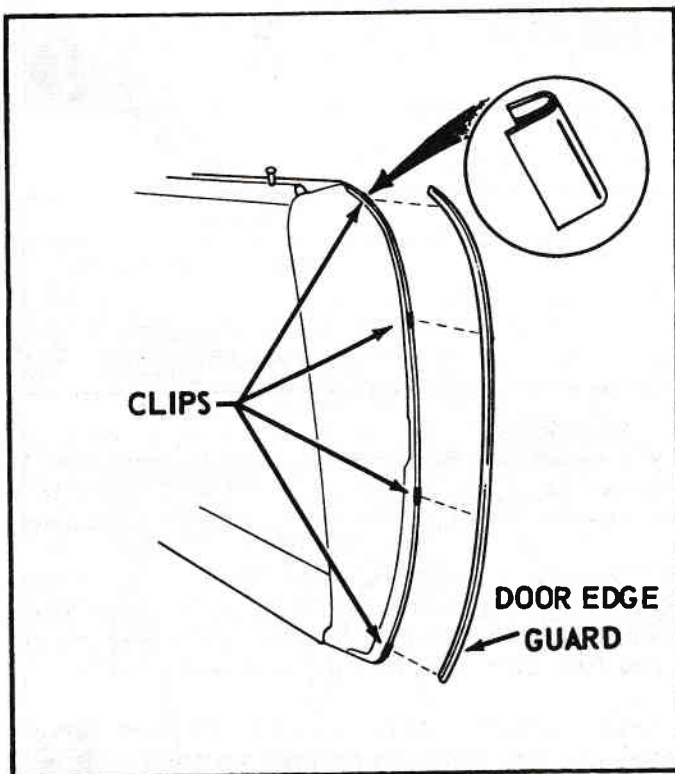
DOOR EDGE GUARD INSTALLATION INSTRUCTIONS



2 DOOR AND 4 DOOR - FRONT



4 DOOR - REAR



SPORT COUPE AND CONVERTIBLE

1. Locate and attach the special clips on the door edge as shown.

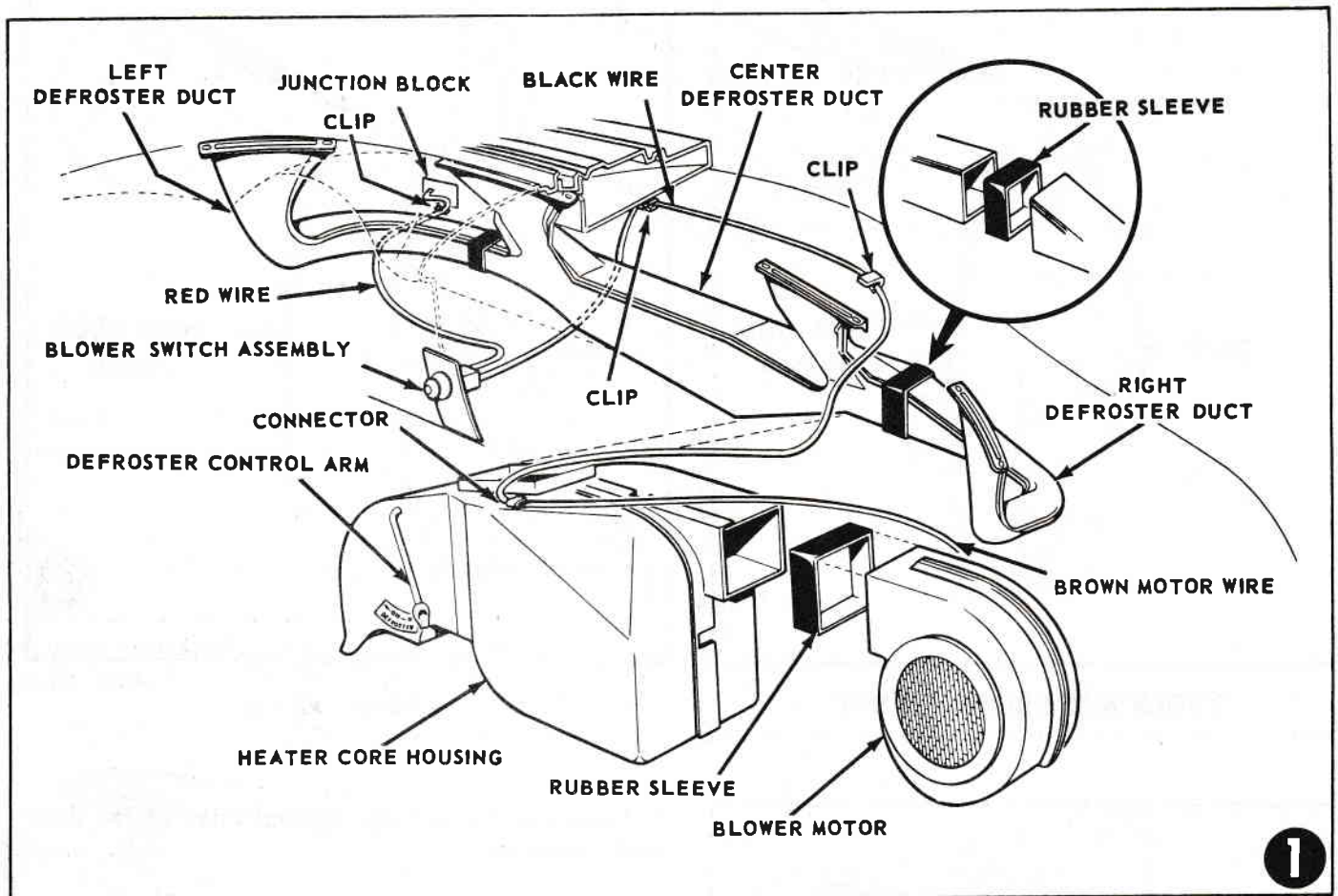
2. On cars equipped with door lower moldings, separate the rear edge of the molding from the door panel sufficiently to permit the guard to slip under the molding.

3. Locate the guard to match the door contour. Complete the installation by tapping the guard in place by hand or with a rubber mallet. Start at the bottom and work up.

PART NO. 3712430

CAR HEATER AND DEFROSTER INSTALLATION INSTRUCTIONS

All Passenger Cars

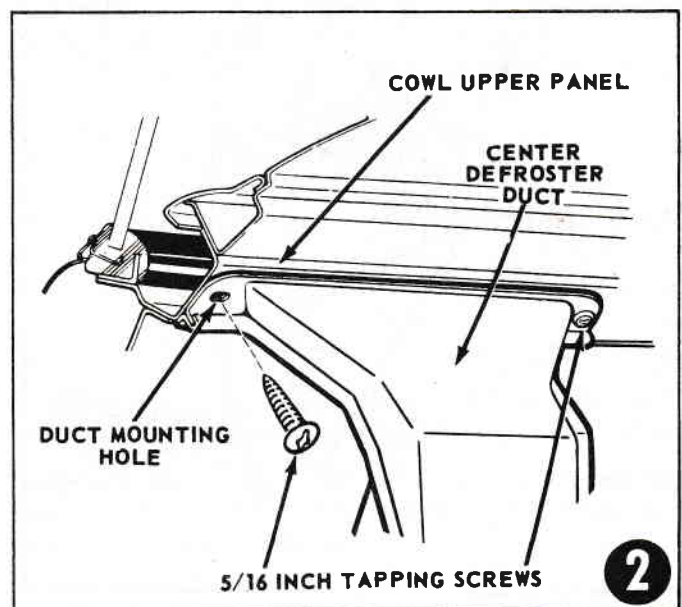


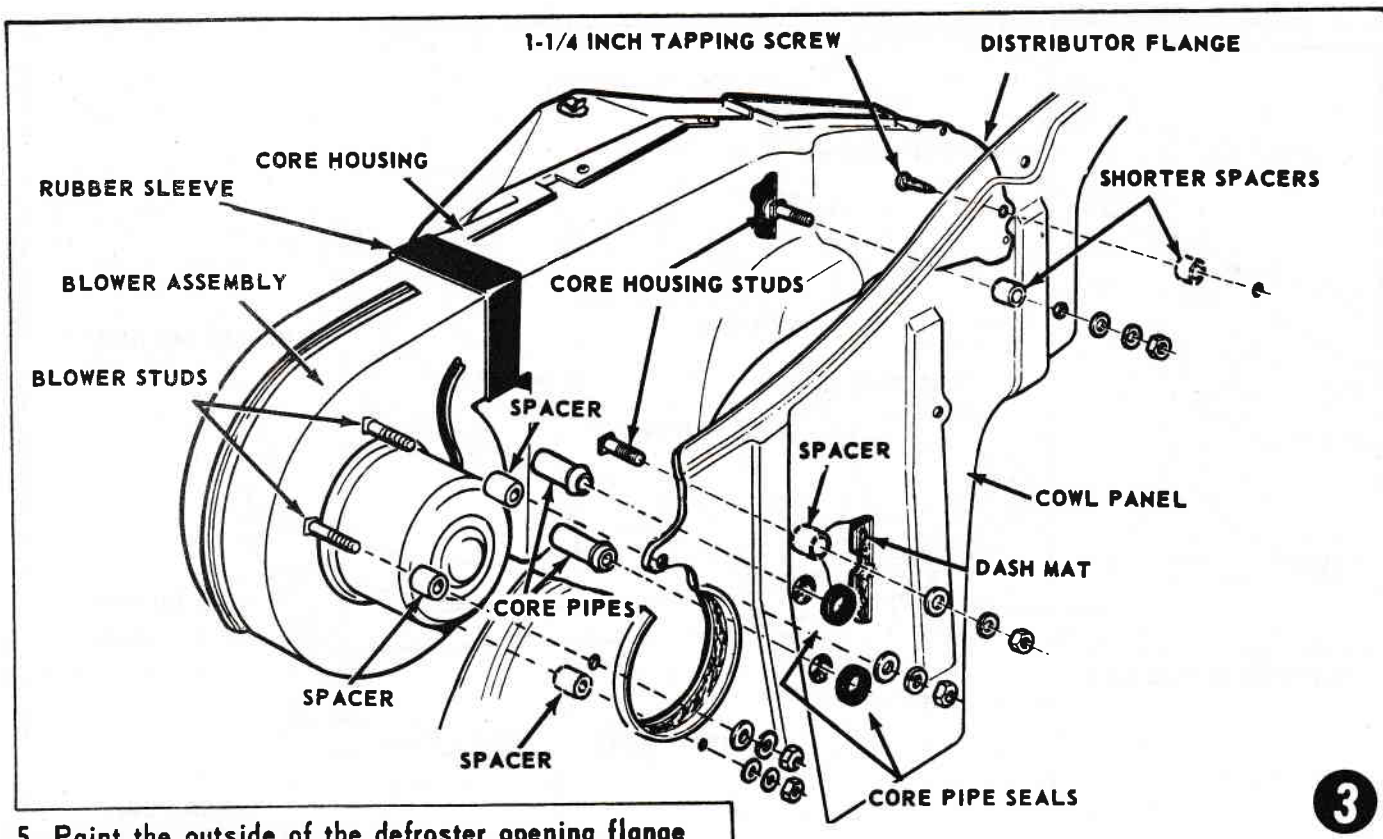
1. From the three rubber sleeves provided in the package, select the two smaller ones and slip one over each end of the center defroster duct according to size.

2. Fit the center duct into place with the nozzles covering the slots provided in the cowl upper panel as shown in illustration No. 2. Attach securely with four 5/16 inch tapping screws through the duct mounting holes and the corresponding attaching holes punched in the cowl panel.

3. Attach the right and left sections of the duct assembly securely with the four remaining 5/16 inch screws.

4. Slide the rubber sleeves in position over the gaps to join the ducts and form an air tight seal.





3

5. Paint the outside of the defroster opening flange on the heater housing with adhesive cement and install the seal as indicated. See illustration No. 4.

6. Remove the perforated portions of the dash mat to accommodate the blower motor, the six spacers, and the two core pipe seals.

7. Install the six spacers in the mat as indicated above locating the two slightly shorter spacers to retain the core housing studs.

8. Mount the core housing on the cowl panel as shown in illustration No. 3. Fit the defroster seal in place. Install the flat washers, lockwashers and nuts on the core housing studs loosely, to allow access for the rubber sleeve installation.

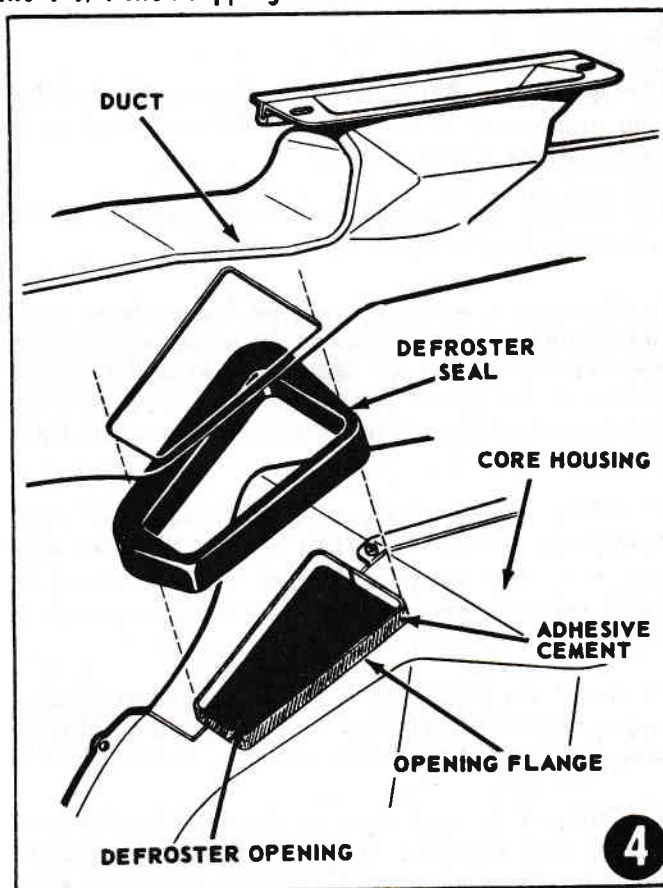
9. Slip the two core pipe seals (grommets) over the pipes and fit them in place on the cowl panel.

10. Install the remaining rubber sleeve over the blower opening on the core housing. Fold the sleeve back to prevent interference with the blower installation.

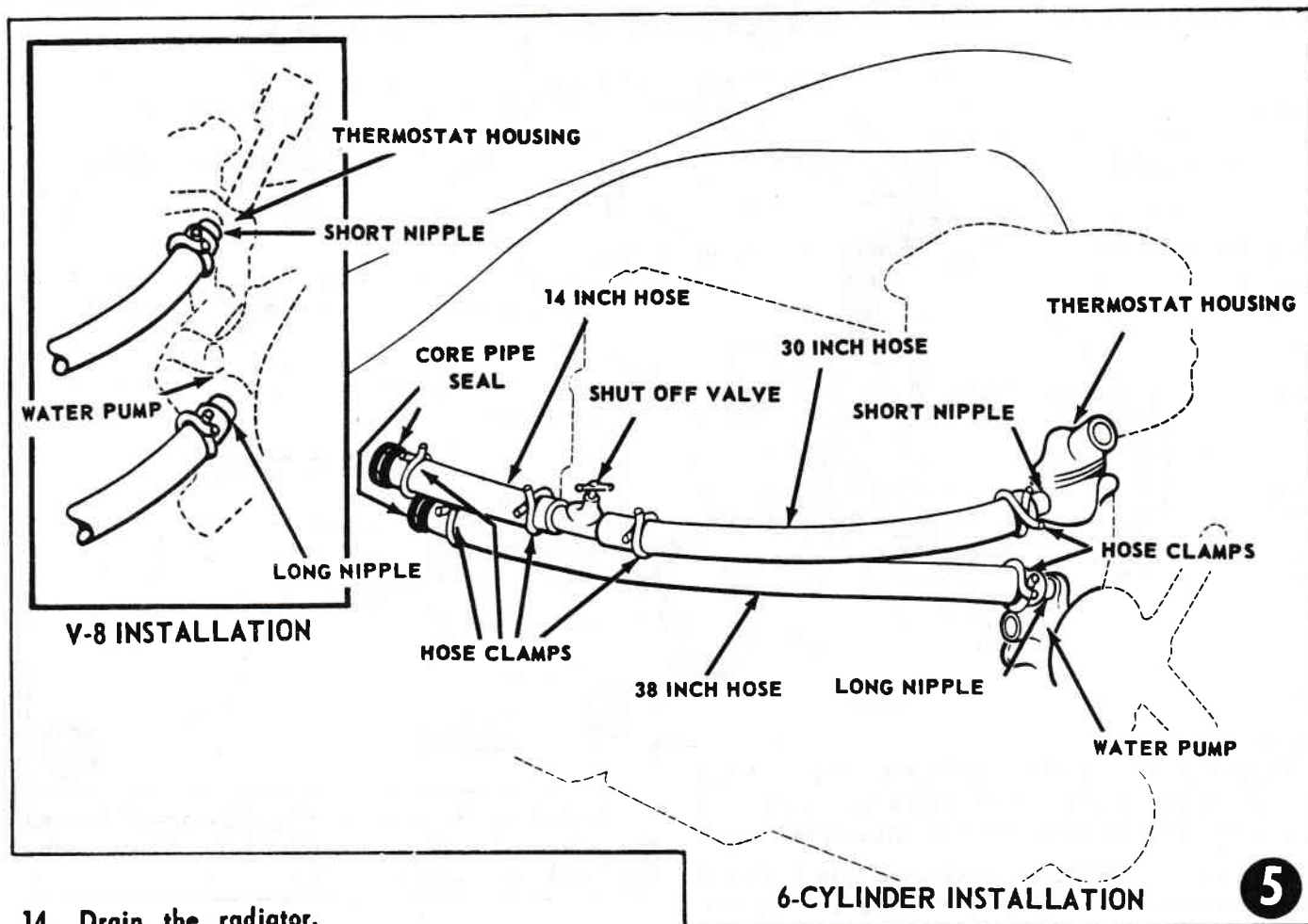
11. Mount the blower assembly on the cowl with the studs through the spacers. Install the flat washers, lockwashers and nuts loosely on the studs.

12. Unfold the rubber sleeve and position it to cover the gap between the blower and core housing to complete an air tight connection. Tighten all five stud nuts to hold the blower and core housings securely against the cowl panel.

13. Complete the core housing attachment through the mounting hole in the distributor flange using the 1-1/4 inch tapping screw.



4



14. Drain the radiator.

15. Remove and discard the thermostat housing plug and install the shorter of the two nipples in its place. See illustration No. 5.

16. Remove and discard the water pump plug and install the longer nipple in its place.

17. Using a Chevrolet approved hose clamp tool, place a clamp over the head of the water pump nipple. Fit one end of the 38 inch hose over the nipple flush with the head. Reposition the clamp near the rounded tip of the nipple to complete a water tight connection.

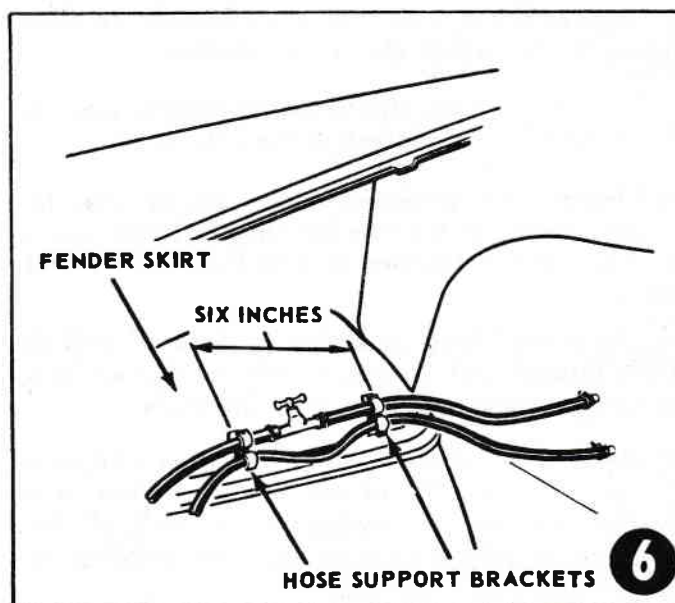
18. Place a hose clamp over the lower core pipe. Install the 38 inch hose tight against the core pipe seal with the clamp held open. Fit the clamp in place near the hump in the core pipe to complete a water tight connection.

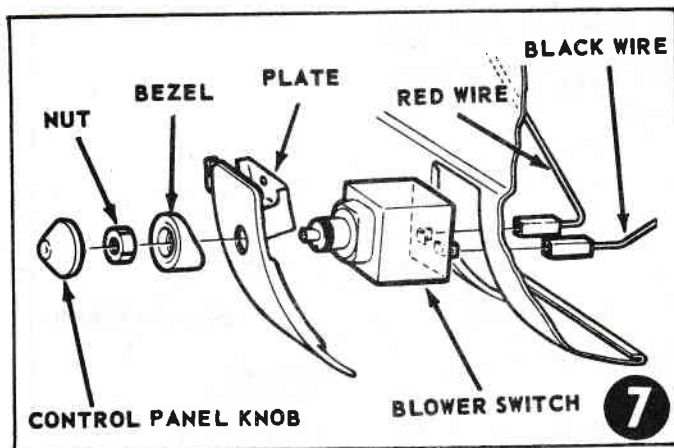
19. Install the 30 inch hose on the thermostat housing nipple and the 14 inch hose on the upper core pipe by using the same clamping procedure as in Step No. 17.

20. Drill a $\frac{9}{64}$ inch hole in the right fender skirt through the existing dimple. Measure six inches forward on the skirt and drill another $\frac{9}{64}$ inch hole.

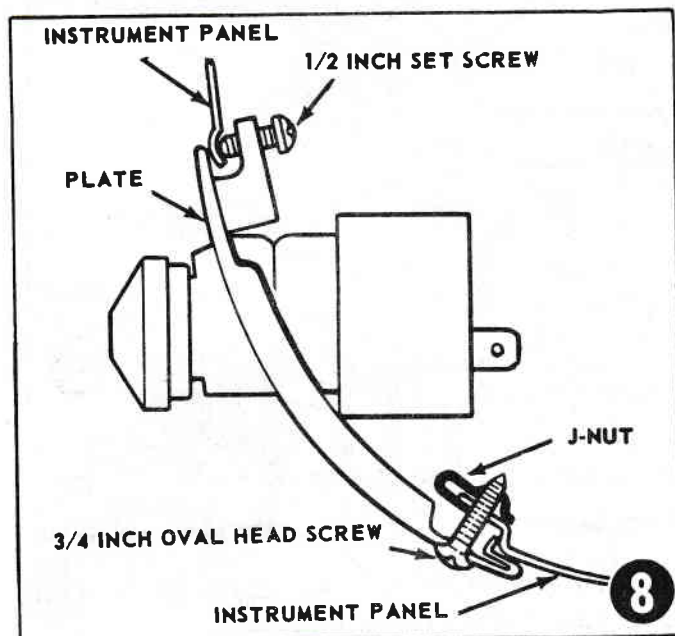
21. Attach the 14 inch and 30 inch hoses to the shut off valve with the clamps provided.

22. Assemble the hose support bracket and plate with the hoses and the shut off valve in position as shown and attach securely to the fender skirt using two $\frac{3}{8}$ inch tapping screws.





23. Remove and discard the control panel dummy plate on the instrument panel.

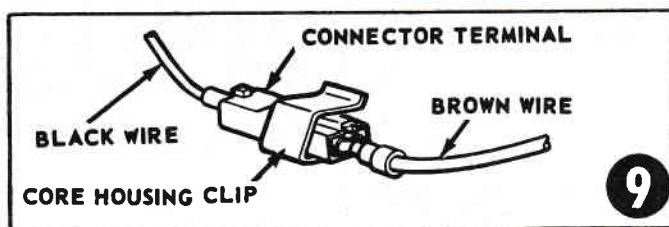


24. Clip J-nuts over the two existing holes in the lower ledge of the instrument panel opening.

25. Assemble the control panel knob, nut, bezel, and switch as shown above and insert the assembly in place of the dummy plate.

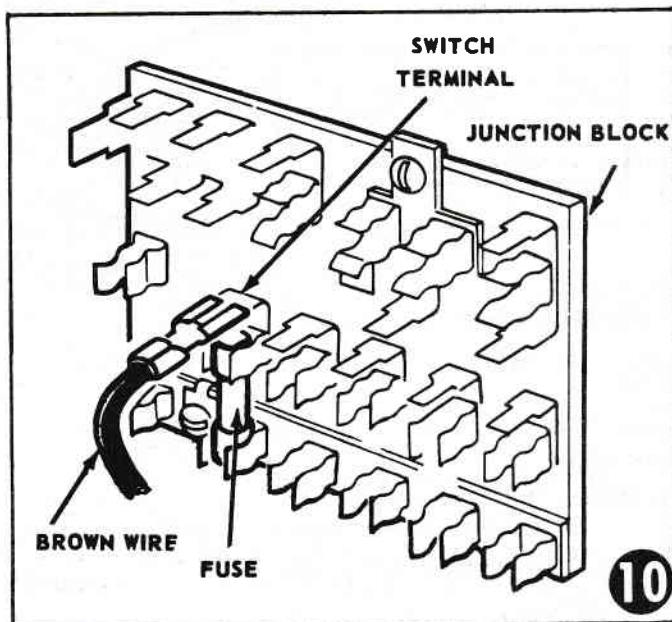
26. Attach the panel at the bottom through the J-nuts using two 3/4 inch oval head screws. Tighten the control panel securely against the instrument panel using the 1/2 inch set screw as shown.

27. Attach one terminal of the long wire assembly to one terminal of the blower switch. Route the wire through the three existing clips on the plenum chamber as shown in illustration No. 1. Secure the connector terminal in the clip on the heater core housing as shown.



28. Attach the terminal from the brown blower motor wire to the connector as shown in illustration No. 9

29. Attach the red wire to the remaining switch terminal and to the junction block in the location shown. Install the fuse.

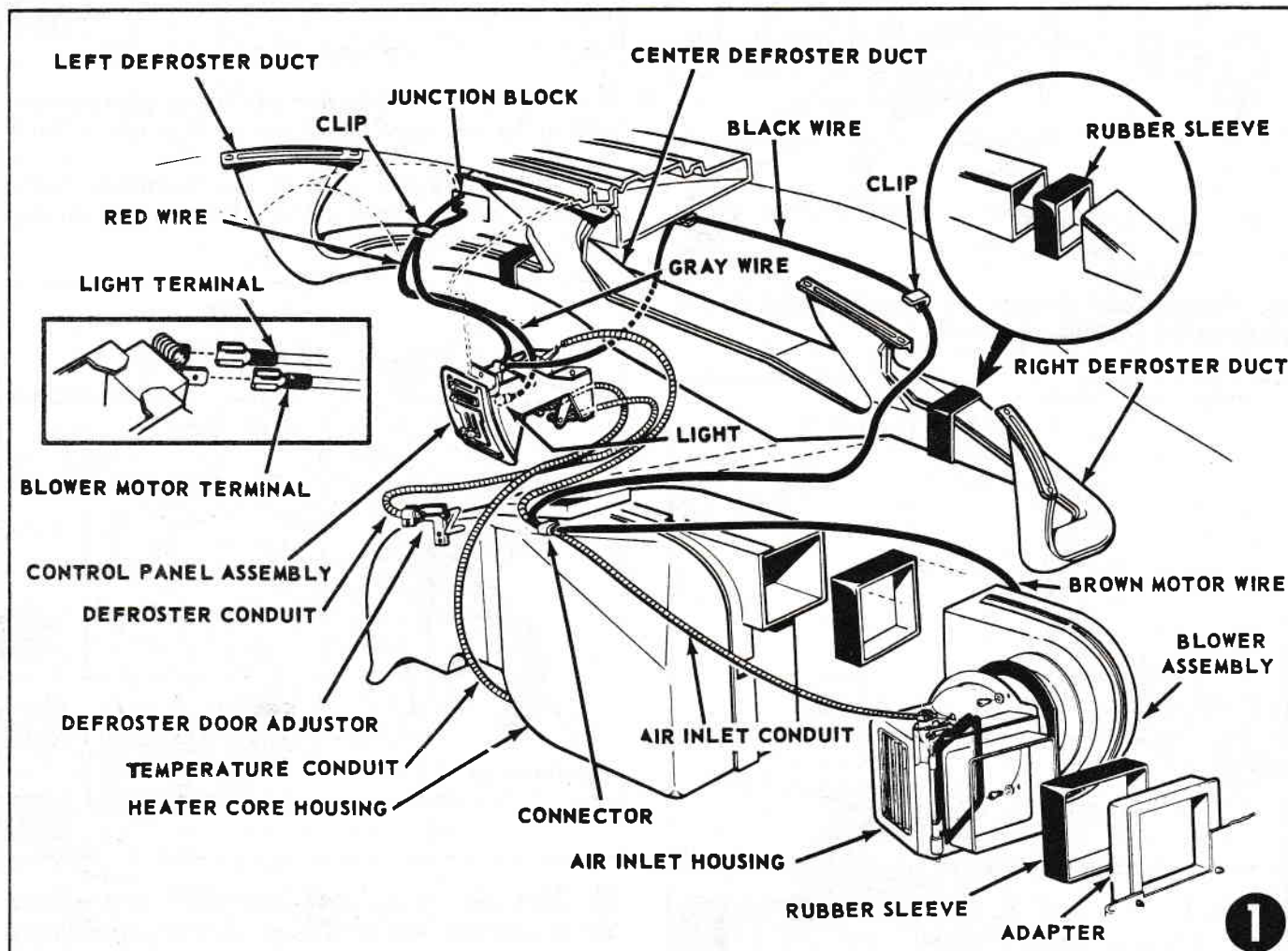


30. Shut the drain cock and refill the radiator. Run engine after initial fill and add water as required.

PART NO. 3715609

CAR HEATER AND DEFROSTER INSTALLATION INSTRUCTIONS

All Passenger Cars

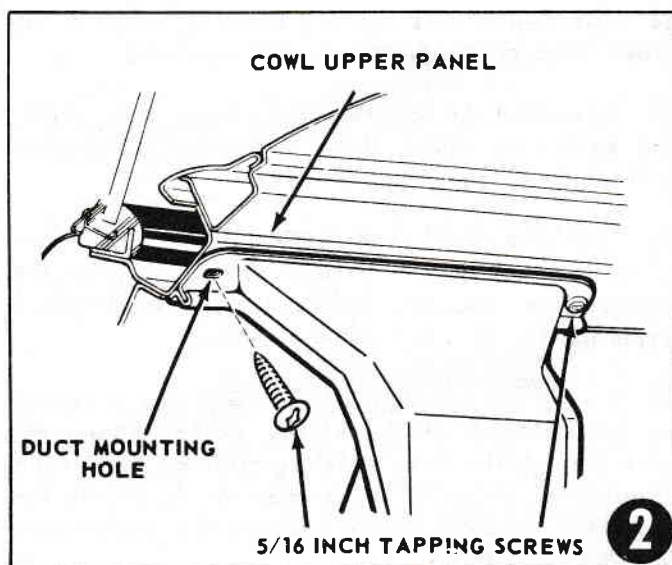


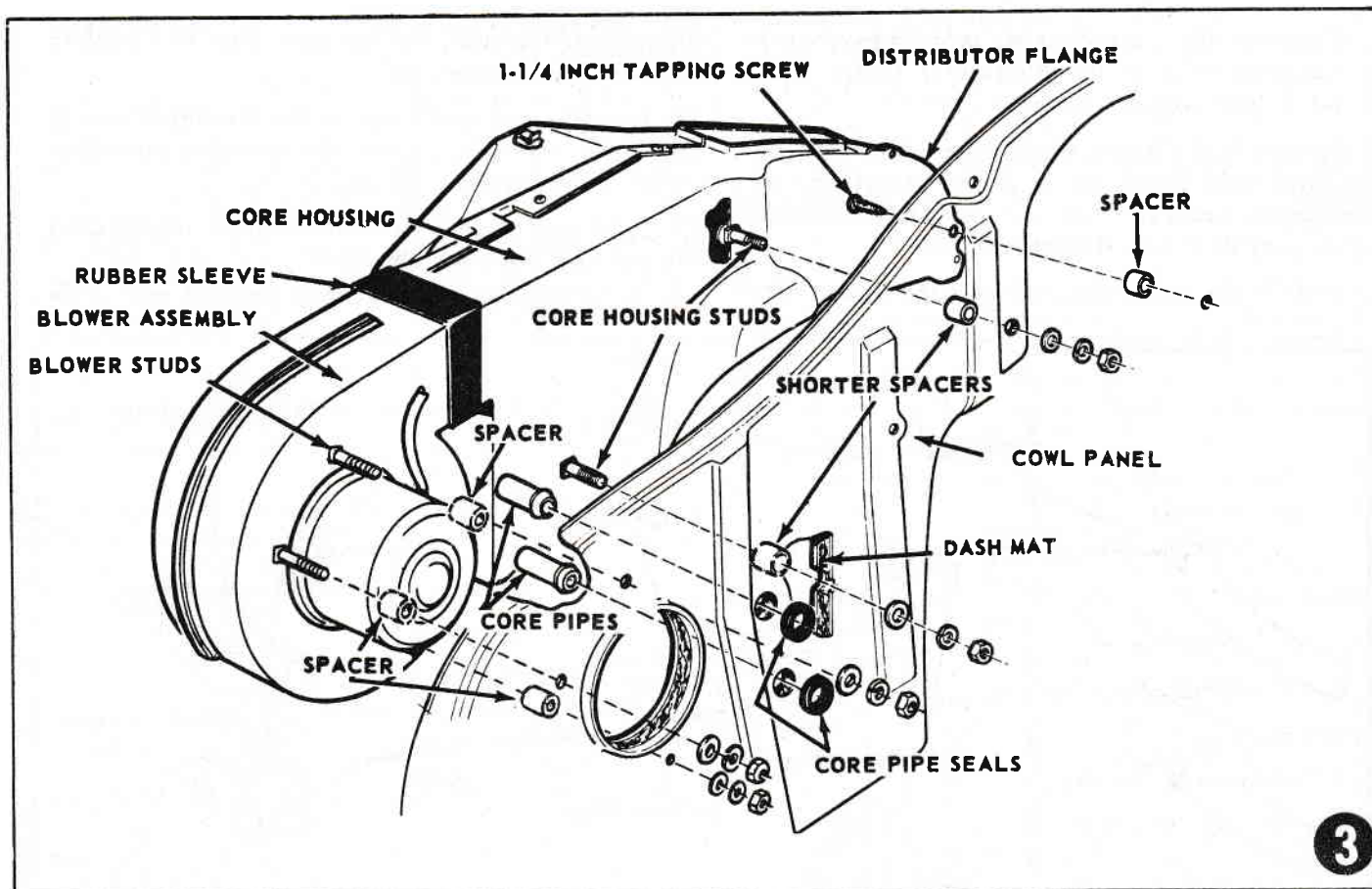
1. From the four rubber sleeves provided in the package, select the two smaller ones. Fit one sleeve over each end of the center defroster duct according to size.

2. Fit the center duct into place with the nozzles covering the slots provided in the cowl upper panel as shown in illustration No. 2. Attach securely with four 5/16 inch tapping screws through the duct mounting holes and the corresponding attaching holes punched in the cowl panel.

3. Attach the right and left sections of the duct assembly securely with the four remaining 5/16 inch screws.

4. Slide the rubber sleeves in position over the gaps to join the ducts and form an air tight seal.





5. Paint the outside of the defroster opening flange on the heater housing with adhesive cement and install and seal as indicated. See illustration No. 4.

6. Remove the perforated portions of the dash mat to accommodate the blower motor, the six spacers, and the two core pipe seals.

7. Install the six spacers in the mat as indicated above, locating the two slightly shorter spacers to retain the core housing studs.

8. Mount the core housing on the cowl panel as shown in illustration No. 3. Fit the defroster seal in place. Install the flat washers, lockwashers and nuts on the core housing studs loosely, to allow access for the rubber sleeve installation.

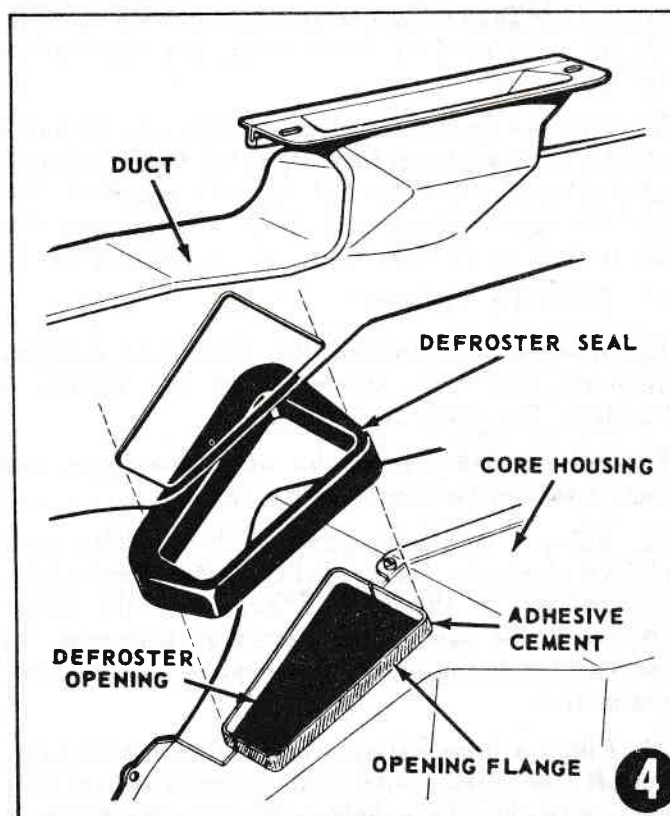
9. Slip the two core pipe seals (grommets) over the pipes and fit them in place on the cowl panel.

10. Install the larger of the two remaining rubber sleeves over the blower opening on the core housing. Fold the sleeve back to prevent interference with the blower installation.

11. Mount the blower assembly on the cowl with the studs through the spacers. Install the flat washers, lockwashers and nuts loosely on the studs. See illustration No. 3.

12. Unfold the rubber sleeve and position it to cover the gap between the blower and core housing to

complete an air tight connection. Tighten all five stud nuts to hold the blower and core housings securely against the cowl panel.



13. Complete the core housing attachment through the mounting hole in the distributor flange using the 1-1/4 inch tapping screw.

14. Remove and discard the dummy plate from the right cowl side panel. In its place, install the air inlet adapter using the four 1/2 inch slotted tapping screws provided. See illustration No. 1.

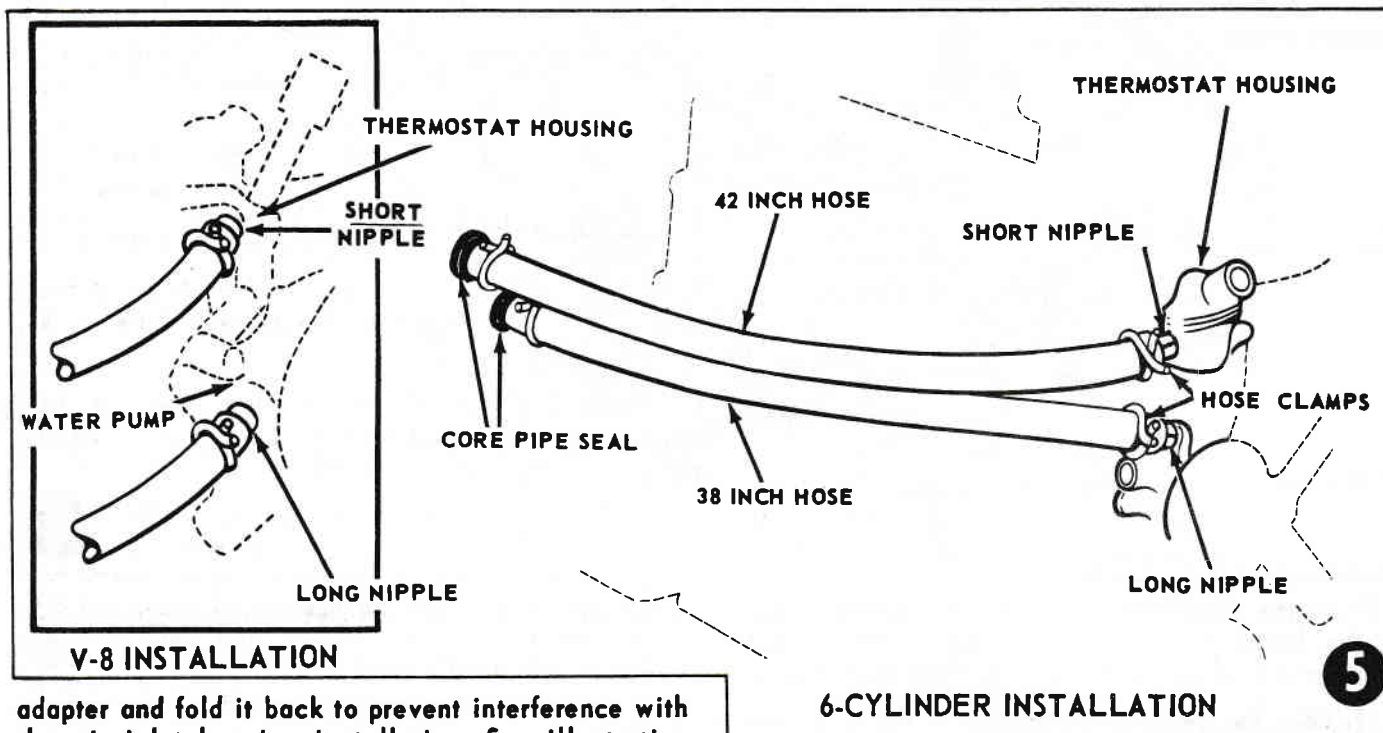
15. Install the remaining rubber sleeve over the

place near the hump in the core pipe to complete a water tight connection.

22. Install the 42 inch hose on the thermostat nipple and upper core pipe, using the clamping procedure outlined in steps No. 20 and 21.

23. Drill a 9/64 inch hole in the right fender skirt through the existing dimple.

24. Assemble the hose support bracket and plate



adapter and fold it back to prevent interference with the air inlet housing installation. See illustration No. 1.

16. With the gasket in place, install the air inlet housing on the blower housing using three 3/8 inch tapping screws and the flat washers provided. Unfold the rubber sleeve and fit it in place over the gap to form an air tight seal. See illustration No. 1.

17. Drain the radiator.

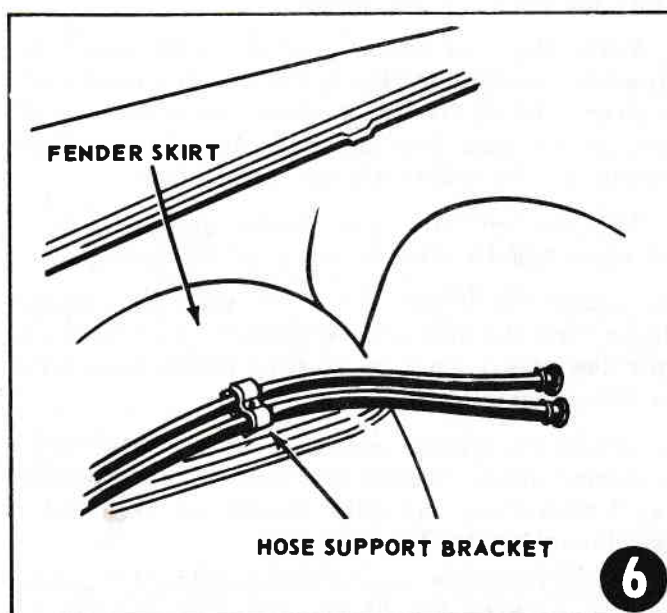
18. Remove and discard the thermostat housing plug and install the shorter of the two nipples in its place. See illustration No. 5.

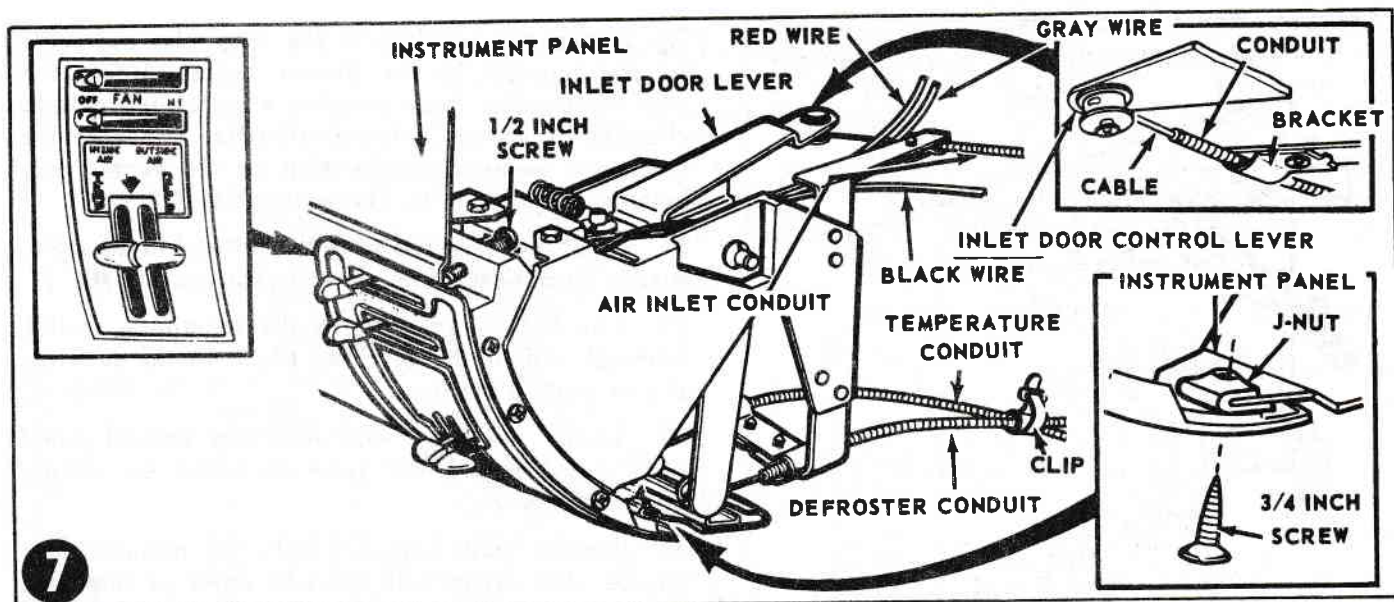
19. Remove and discard the water pump plug and install the longer nipple in its place.

20. Using a Chevrolet approved hose clamp tool, place a clamp over the head of the water pump nipple. Fit one end of the 38 inch hose over the nipple flush with the head. Reposition the clamp near the rounded tip of the nipple to complete a water tight connection.

21. Place a hose clamp over the lower core pipe. Install the 38 inch hose tight against the core pipe seal with the clamp held open. Fit the clamp in

with the hoses in position as shown and attach securely to the fender skirt using a 3/8 inch tapping screw as shown in illustration No. 6.

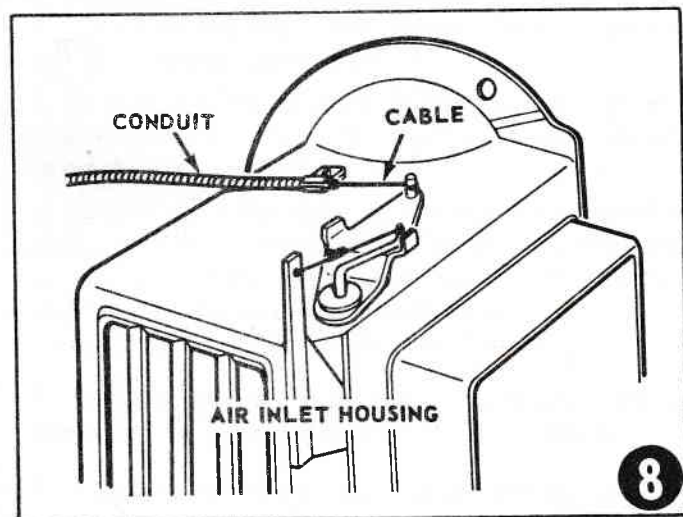




25. Remove and discard the control panel dummy plate on the instrument panel.

26. Clip J-nuts over the two existing holes in the lower ledge of the instrument panel opening. Insert the control panel assembly in the opening.

27. Attach the panel at the bottom through the J-nuts using two 3/4 inch oval head screws. Tighten the control panel securely against the instrument panel using the 1/2 inch set screws as shown.



28. Take up the slack in the cable conduit extending from the heater core housing and attach the conduit in the left clamp in back of the control assembly.

29. The cable wire is looped over a thermostat lever within the heater core housing. To set the thermostat to its full "off" position, pull the cable out as far it will go without forcing it beyond its free travel. With the TEMP control knob in the "off" position (at top of slot) keep the cable taut and attach it to the TEMP lever as shown in illustration No. 7.

30. Attach the shorter conduit in the clamp on the heater distributor and fit the looped end of the cable over the defroster door lever.

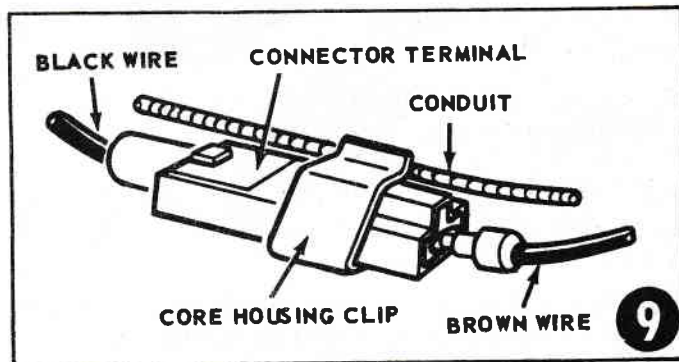
31. Place the conduit in the right clamp on the control assembly. Take up the slack in the conduit and tighten the clamp securely.

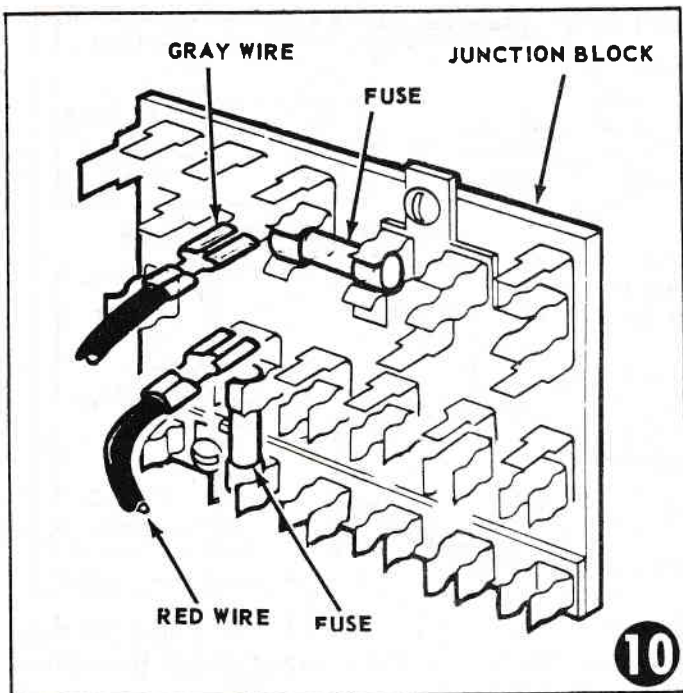
32. Pull the cable out to the end of its travel to completely close the defroster door. With the DEFR knob at the top of its slot attach the cable to the defroster lever. Clip conduits together as shown in No. 7.

33. Fit the looped end of the remaining cable over the inlet door lever. Attach the conduit in the clamp on the inlet housing as shown above.

34. Route the conduit through the clip on the heater core housing. Take up slack and attach the conduit to the upper clamp in the control assembly. See illustration No. 8.

35. Pull the cable out far enough to close the inlet door against the recirculating air intake grille. Place the air inlet control knob in the OUTSIDE AIR position. Insert the cable in its clamp on the air inlet control lever. Pull the cable out taut, and then back it in approximately 1/8 inch. Tighten the clamp screw securely.





36. Attach one terminal of the long wire assembly to one terminal of the blower switch. Route the wire through the three existing clips on the plenum chamber as shown in illustration No. 1. Secure the connector terminal in the clip on the heater core housing as shown in illustration No. 9.

37. Attach the terminal from the brown blower motor wire to the connector as shown in illustration No. 1.

38. Attach the red wire to the remaining switch terminal and to the junction block in the location shown. Install the fuse.

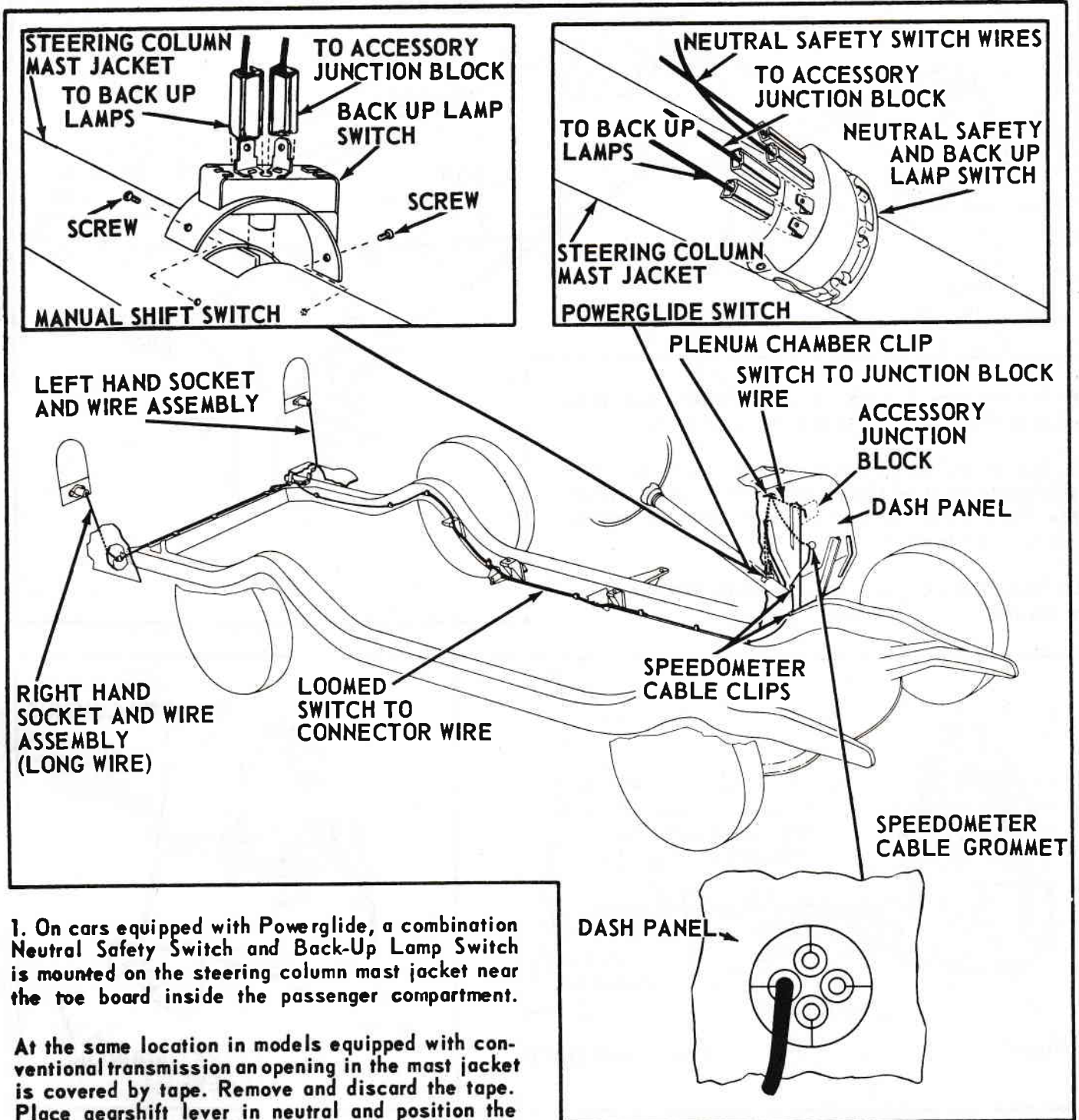
39. Attach the gray wire from the control panel light assembly to the junction block as shown. Install the fuse.

40. Shut the drain cock and refill the radiator. Run engine after initial fill and add water as required.

PART NO. 3715591

BACKING LAMP INSTALLATION INSTRUCTIONS

All Passenger Cars



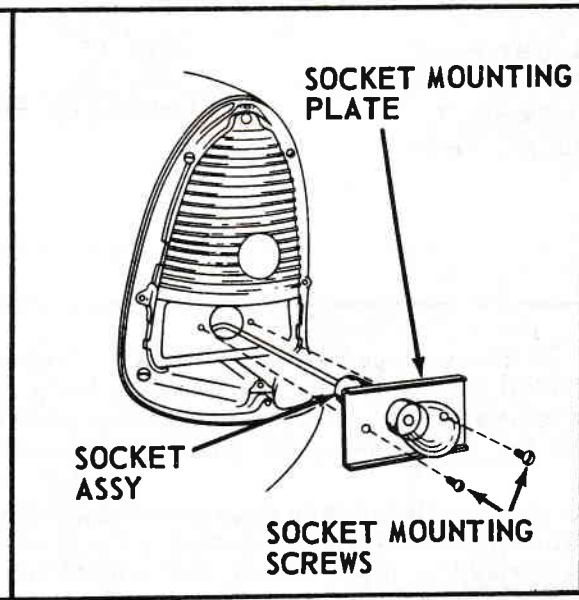
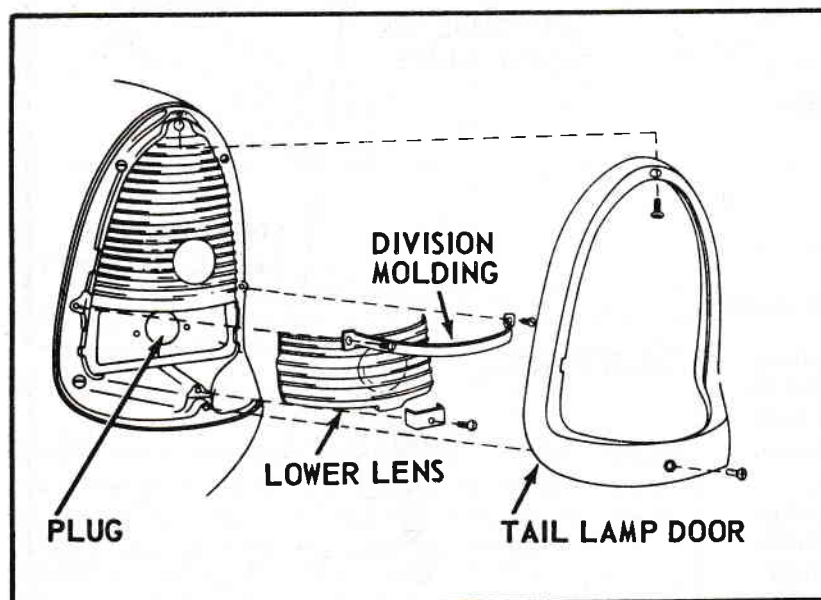
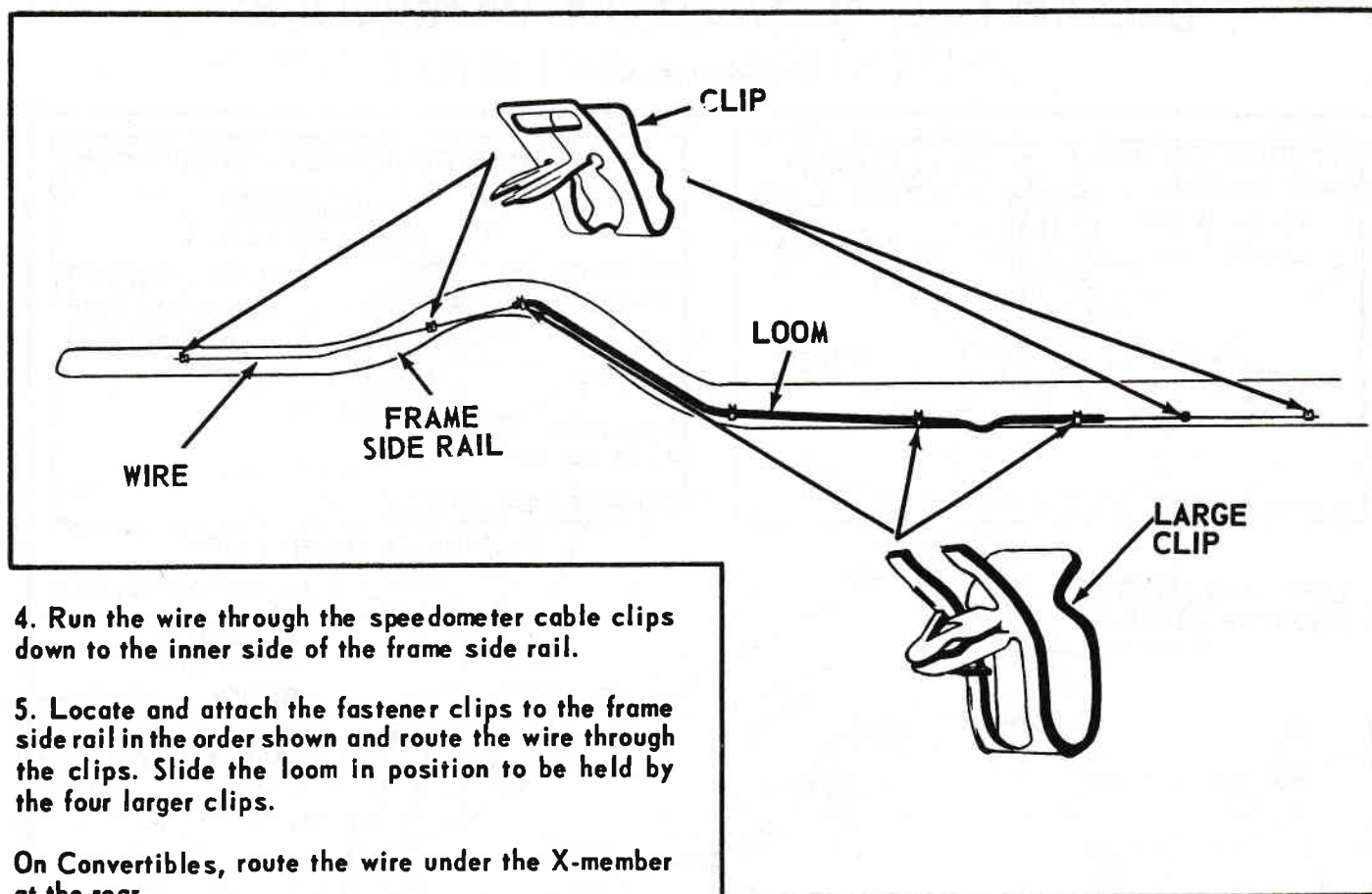
1. On cars equipped with Powerglide, a combination Neutral Safety Switch and Back-Up Lamp Switch is mounted on the steering column mast jacket near the toe board inside the passenger compartment.

At the same location in models equipped with conventional transmission an opening in the mast jacket is covered by tape. Remove and discard the tape. Place gearshift lever in neutral and position the switch in the mast jacket opening to line up the mounting holes of the switch bracket with the holes in the mast jacket. Attach the switch securely with the two wide-pitch self-tapping screws provided.

2. Connect the insulated terminal of the long, partially loomed, wire assembly to one terminal of the back-up lamp switch. Route the wire through

the main harness clip on the plenum chamber.

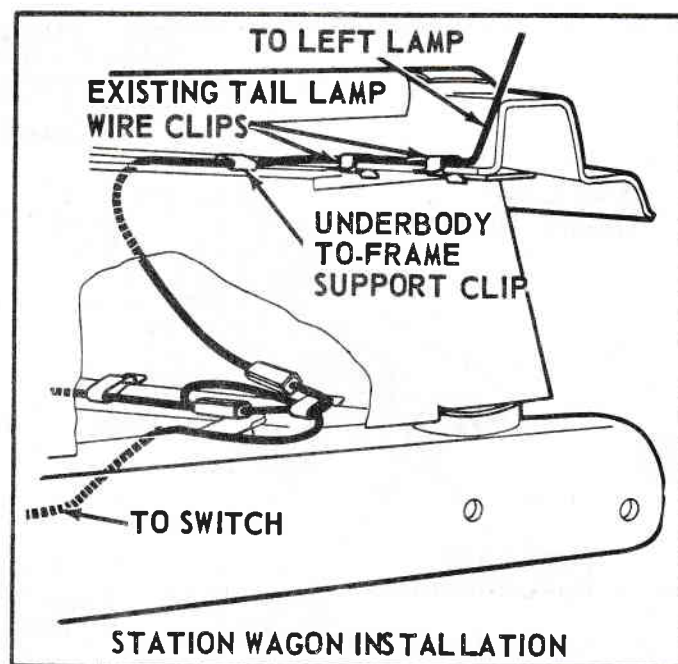
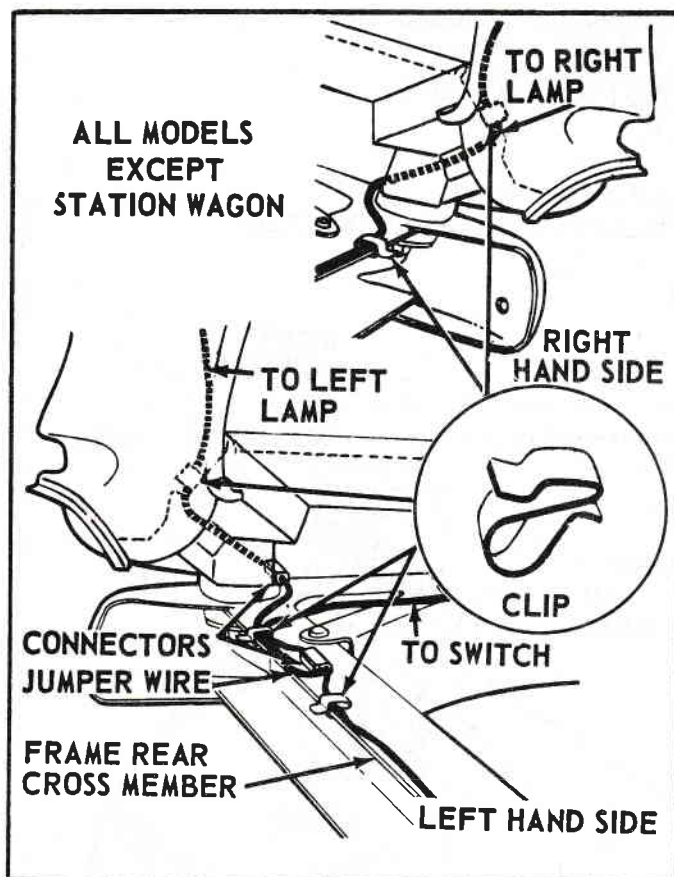
3. Remove the speedometer cable grommet from the dash panel. Route the wire through the dash and the slit in the grommet as illustrated. Replace the grommet in the dash and take up excess slack.



6. Remove the tail lamp door, division molding, and lower lens from both rear lamp assemblies as illustrated.

7. Remove plug in back of each back-up lamp body.

8. The right lamp socket has a longer wire and two terminals. Insert the right socket and wiring assembly through the opening. Attach the socket mounting plate with two self-tapping screws to the holes cored in the casting.



On Station Wagon models, route the wire through the notch at the rear of the underbody-to-frame support and through the two existing tail lamp clips on the underbody. Add a clip on the upper flange of underbody-to-frame support and fasten the wire as illustrated.

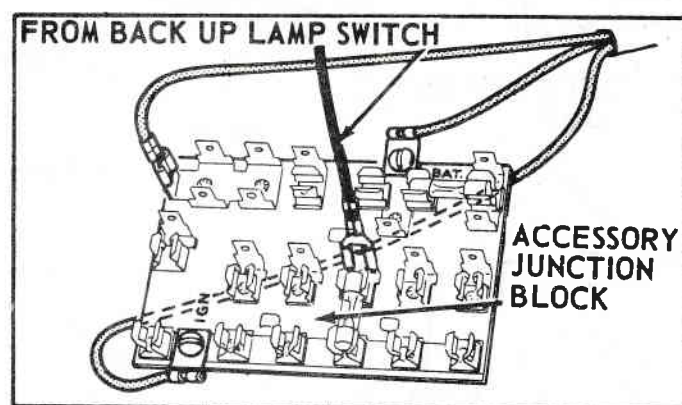
9. Install a clip on the right quarter inner panel-to-floor pan flange at the location shown. Route the wire through the clip leaving as little slack as possible.

10. Repeat the lamp installation procedure on the left side with the shorter, single terminal socket and wiring assembly.

11. Install three clips on the rear upper flange of the frame rear cross-member at the locations shown. Route the right lamp wire through the clips over the flange as illustrated.

12. Attach a connector to the female terminal of the switch wire and insert the male terminal of the right lamp wire.

13. Attach the remaining connector to the female terminal of the jumper on the right lamp wire and insert the male terminal of the left lamp wire. Fasten the jumper and switch wires to the rear cross-member with the remaining clip.



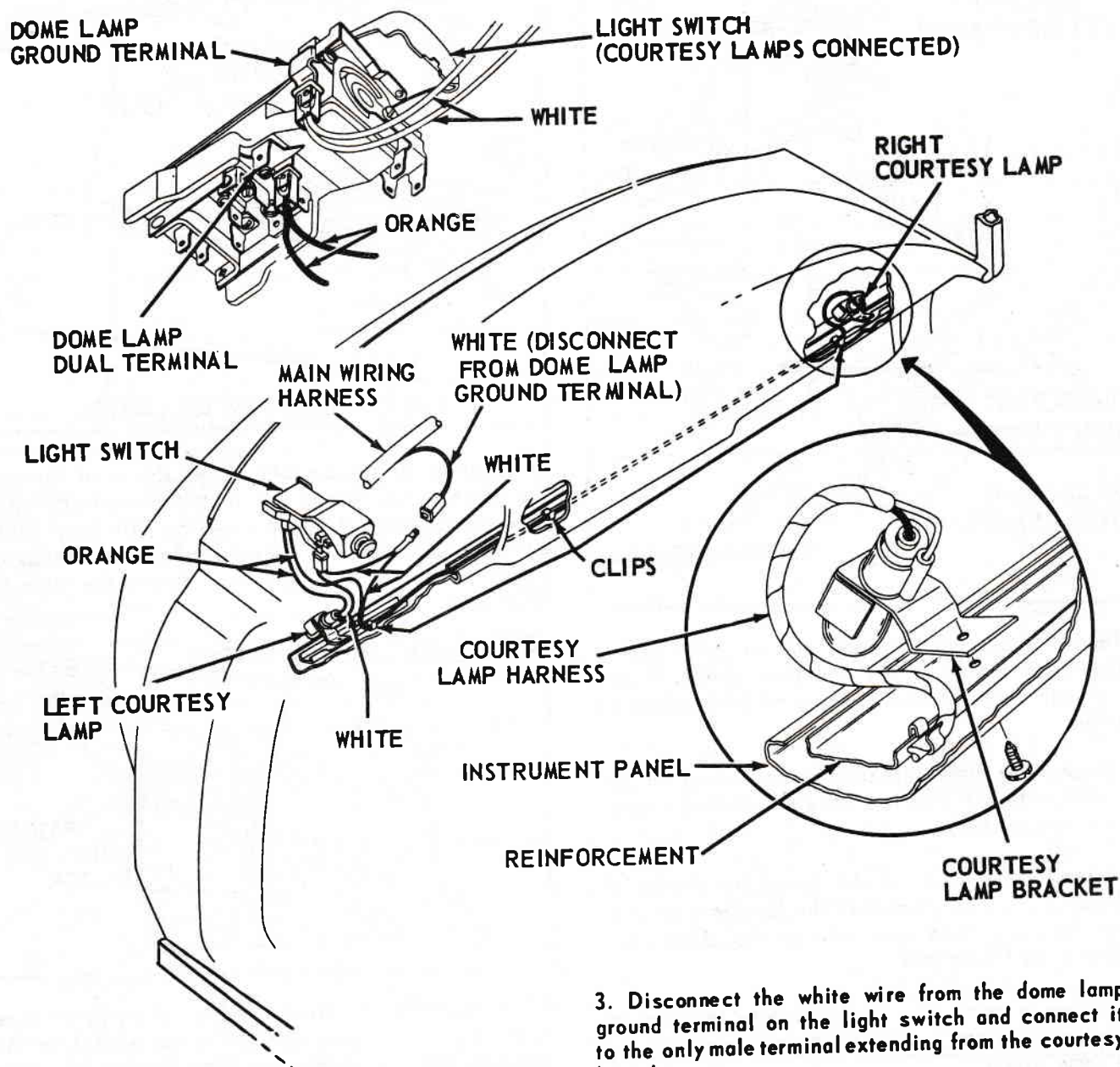
14. Attach the insulated terminal of the short wire assembly to the open terminal of the switch on the steering column. Route the wire through the main harness clip on the plenum chamber and attach the exposed terminal to the back-up lamp terminal on the accessory junction block. Install the fuse.

15. Test the unit and reassemble the rear lamps.

PART NO. 3711398

COURTESY LAMP INSTALLATION INSTRUCTIONS

Passenger Cars



1. Mount the courtesy lamp brackets inside the instrument panel lower ledge as shown, using the existing right and left outermost holes in the instrument panel. Attach securely with the tapping screws provided.

2. Locate and install the clips on the instrument panel reinforcement as illustrated and route the wire through the clips.

3. Disconnect the white wire from the dome lamp ground terminal on the light switch and connect it to the only male terminal extending from the courtesy lamp harness.

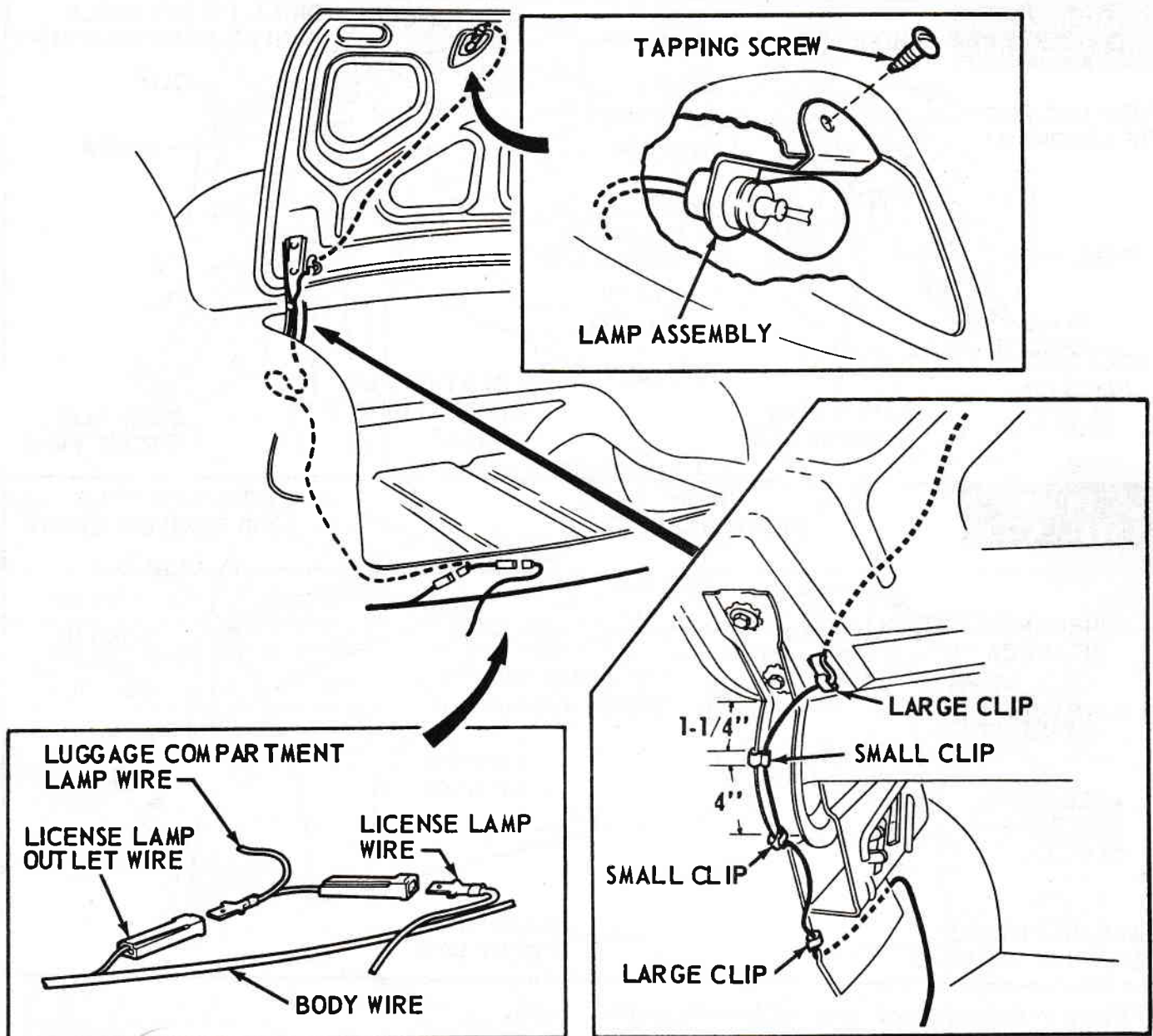
4. One of the two female connectors from the courtesy lamp harness holds two white wires. Attach this connector to the light switch terminal from which the white ground wire was removed.

5. Attach the remaining orange wire connector to the unused blade of the dual dome lamp terminal on the light switch.

PART NO. 3713734

LUGGAGE COMPARTMENT LAMP INSTALLATION INSTRUCTIONS

All Passenger Cars



1. A recessed hole in the deck lid inner panel is shaped to protect the luggage lamp installation. Pass the lamp wire through this hole down between the outer and inner panels, and out through the inner panel hole near the left hinge as illustrated.

2. Mount the lamp inside the inner panel as shown and attach the bracket securely with the tapping screw provided.

3. Locate and attach the clips as illustrated. Route the wire through the clips and behind the hinge pillars.

4. Run the wire down under the mat and back along the edge of the floor pan with the body wiring.

5. Open the license lamp connector and re-connect its terminals to the luggage lamp terminals as shown.

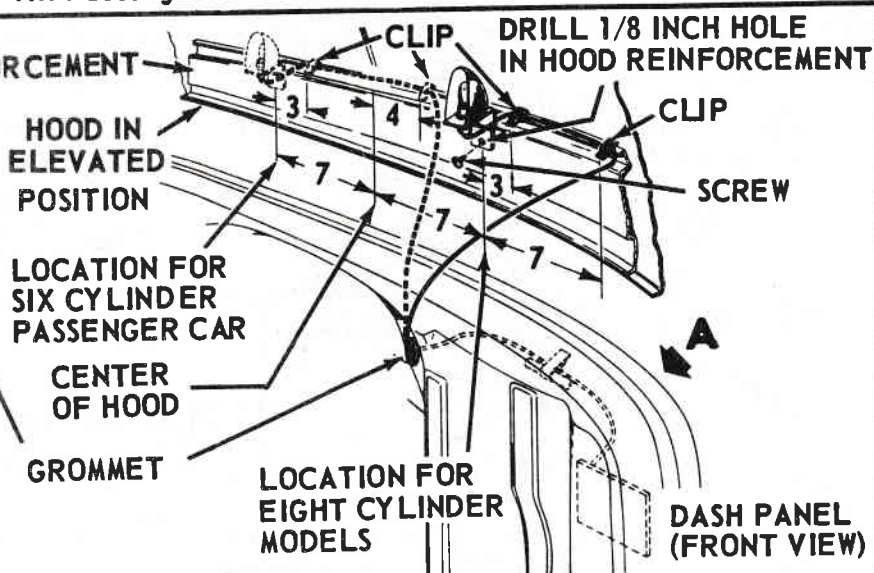
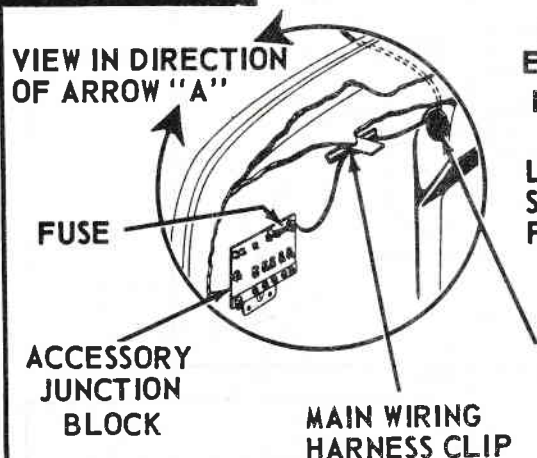
6. The light switch on the instrument panel must be in an "on" position to permit luggage lamp operation. The lamp should then light with the deck lid raised and go off automatically when the deck lid is lowered.

PART NO. 3710471

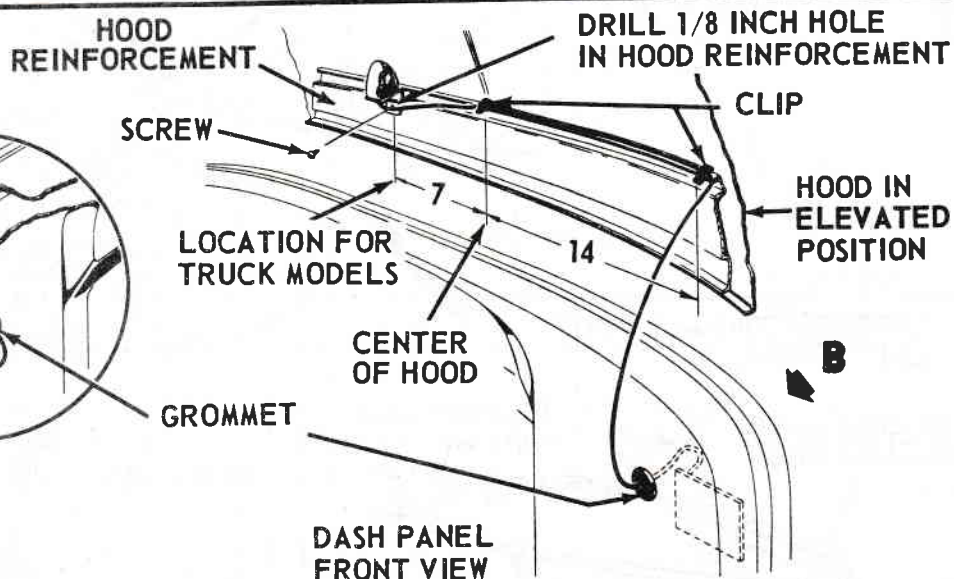
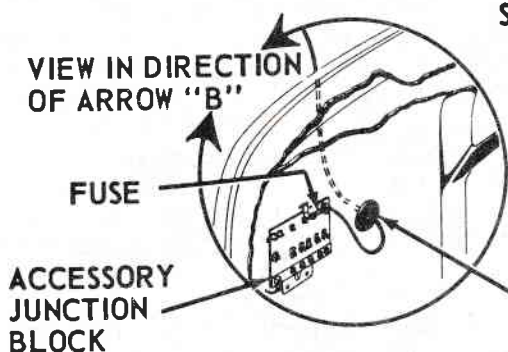
UNDER HOOD LAMP INSTALLATION INSTRUCTIONS

All Passenger Cars and Trucks

PASSENGER CAR INSTALLATION



TRUCK INSTALLATION



ALL DIMENSIONS
SHOWN IN INCHES.

1. Position the underhood lamp and bracket assembly on the hood rear reinforcement as shown.

NOTE: LOCATIONS FOR 6-CYLINDER AND 8-CYLINDER ENGINES

Hold the lamp bracket with its shoulder fitting the corner of the box section of the hood reinforcement. Use the bracket as a template to locate the hole. Remove the lamp assembly.

2. Drill a 1/8 inch hole in the reinforcement and attach the lamp with the sheet metal screw.
3. Attach the clips to the hood reinforcement in the location shown and attach the lamp wire through the

clips.

4. Route the wire through the grommet and the dash as shown.

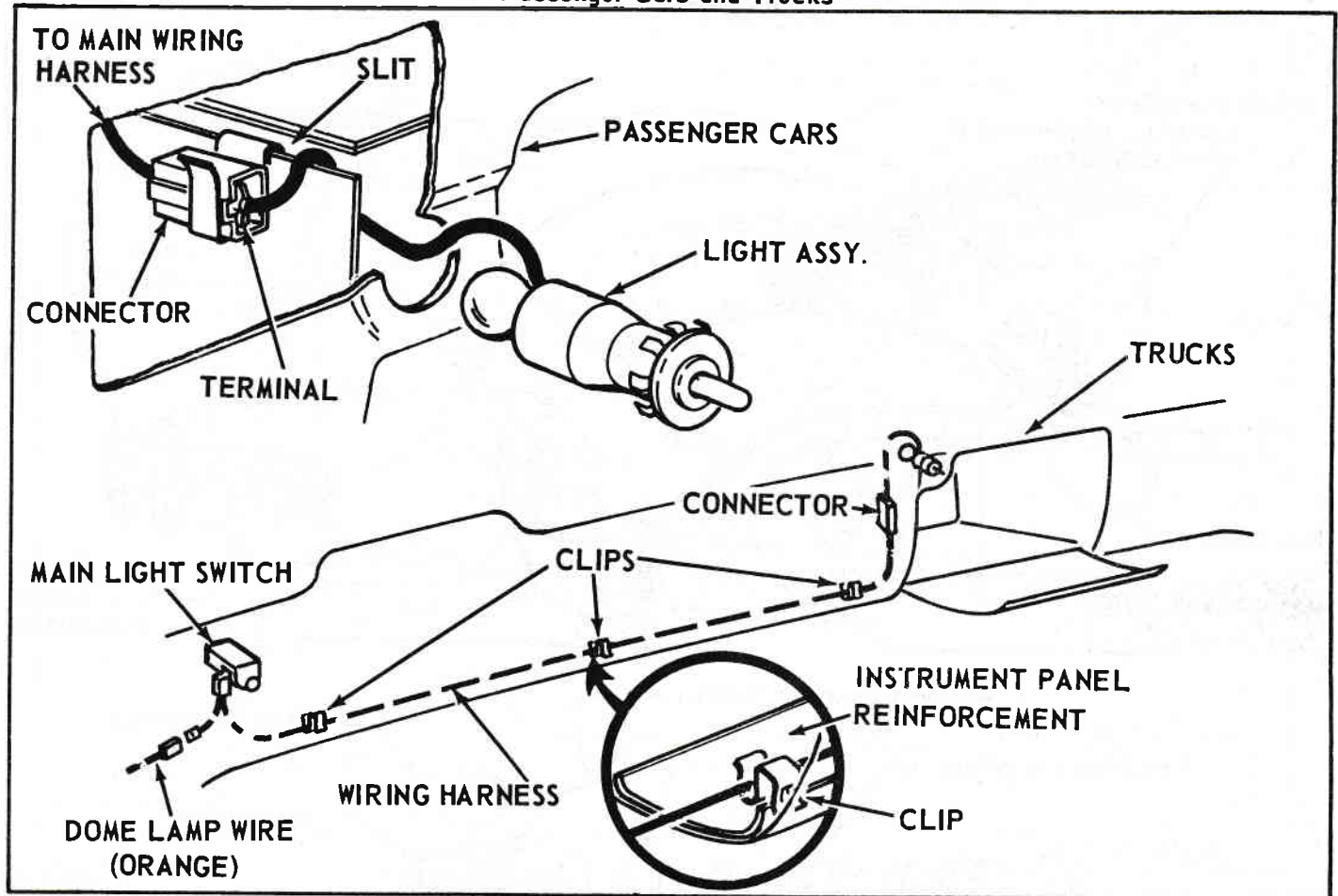
5. Run the wire to the accessory junction block and connect it to the hood lamp terminal. Insert the fuse, as shown. (On passenger cars, route the wire through the main wiring harness clip on the cowl.)

6. Check lamp after installation by lowering the hood to within eight inches of the closed position. If the light does not go off, bend the bracket downward until the lamp does go off in this position.

PART NO. 3710490

GLOVE COMPARTMENT LIGHT INSTALLATION INSTRUCTIONS

Passenger Cars and Trucks



PASSENGER CARS

1. Install the light assembly in the hole provided in the upper left hand corner of the glove compartment, as shown.
2. Route the wire out through the slit in the upper left hand corner of the glove compartment, as shown.
3. Attach the wire terminal to the main wiring harness connector, which is clipped to the outside of the glove compartment.

Discard the three clips and the wiring harness in the kit, which are provided for truck installations only.

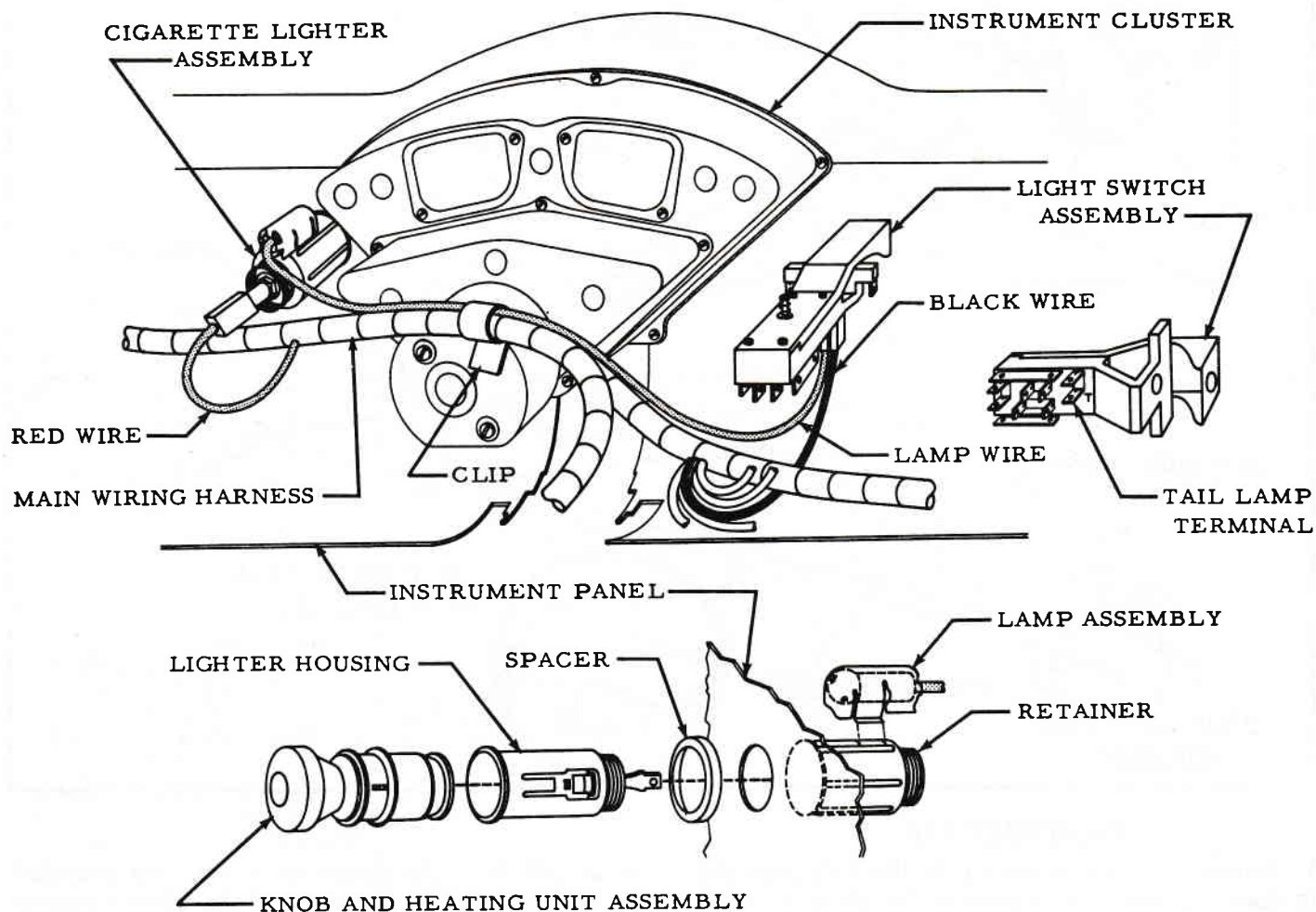
TRUCKS

1. Install the light assembly in the hole provided in the upper left hand corner of the glove compartment, as shown.
2. Route the wire out through the slit in the upper left hand corner of the glove compartment, as shown.
3. Remove the dome lamp wire (orange) from the main light switch and attach it to the male terminal of the wiring harness furnished in the kit.
4. Connect the female terminal of the wiring harness to the light switch terminal from which the dome lamp wire was removed.
5. Install the three clips, equally spaced, along the instrument panel reinforcement, as illustrated, and route the wiring harness through the clips.
6. Plug the glove compartment light wire into the wiring harness, and check the installation for proper operation.

PART NO. 3711671

CIGARETTE LIGHTER INSTALLATION INSTRUCTIONS

(ALL PASSENGER CARS)



Remove the dummy button or the existing production lighter.

Remove the lamp assembly from the lighter retainer and the retainer from the housing assembly.

With the spacer in place insert the housing through the instrument panel and reassemble the retainer as shown.

When replacing a production lighter use the existing spacer and discard the spacer furnished in the package.

Tighten the retainer securely against the instrument panel. Attach the lamp assembly by inserting the lamp housing tabs through the slots.

If necessary to avoid lamp installation interference, loosen the retainer, rotate the hous-

ing, re-tighten the retainer with the slots in the desired position.

5. Route the lamp wire through the chassis wiring harness clip on the rear of the instrument cluster and attach its connector to the tail lamp terminal on the light switch. This is the dual terminal to which a black wire from the main harness is connected.

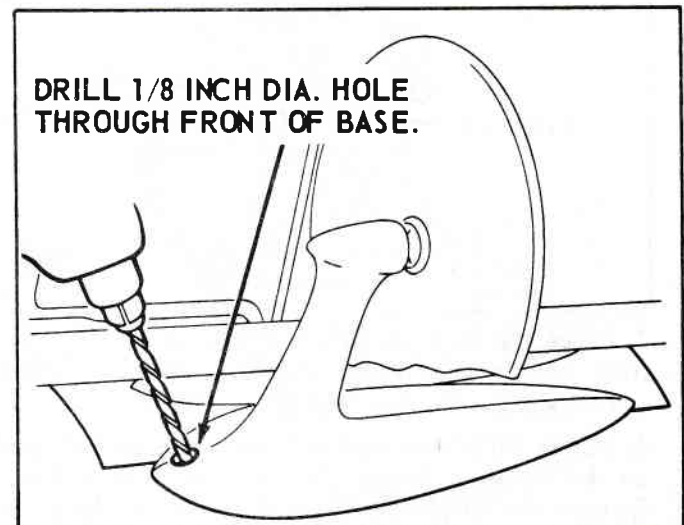
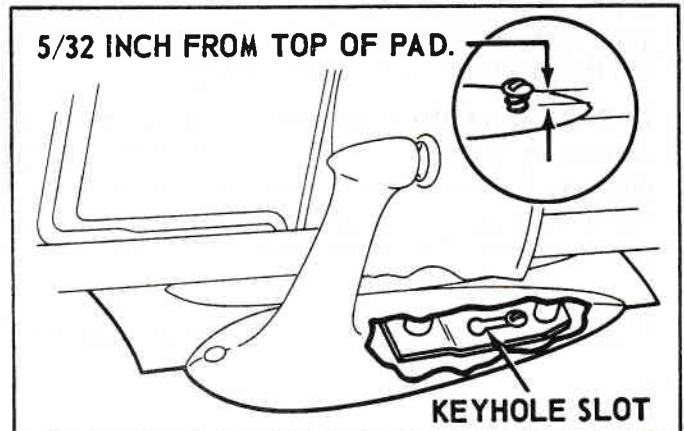
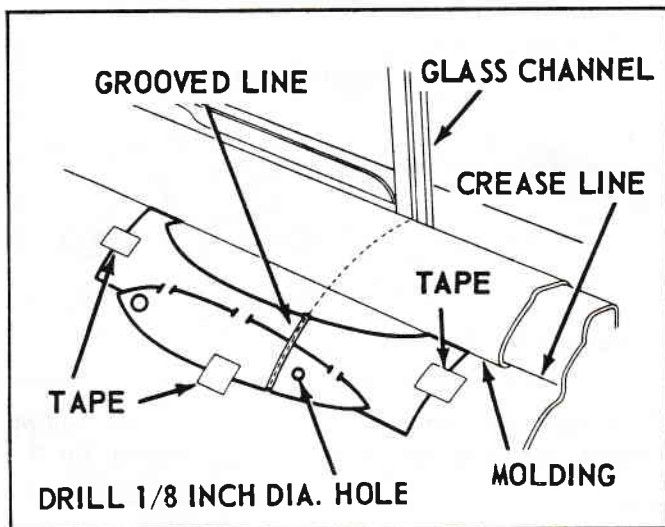
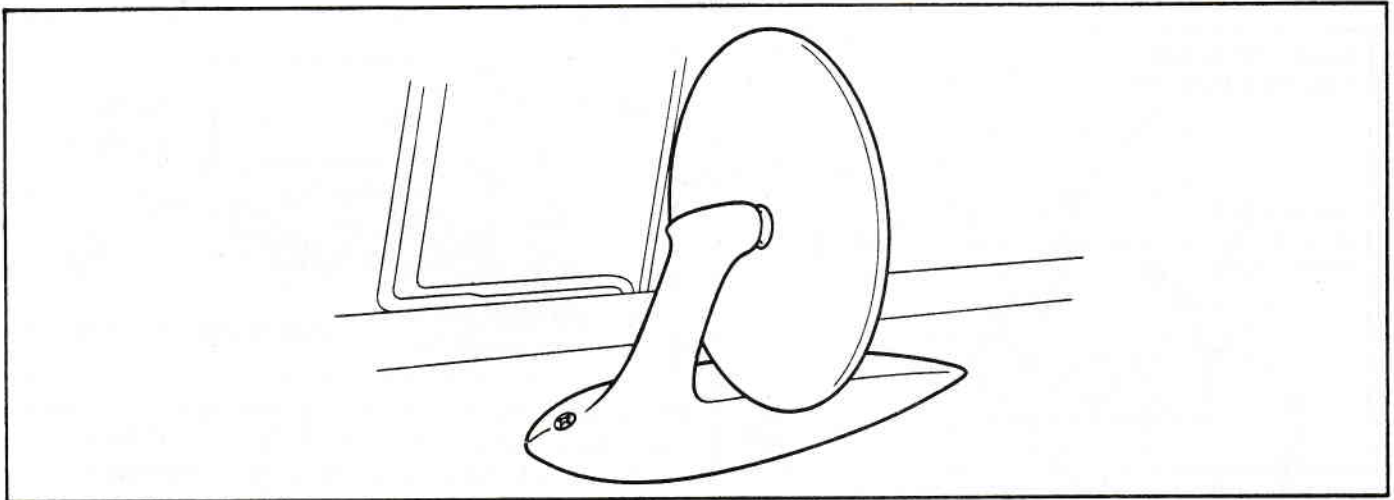
6. Extending from the main wiring harness, near the lighter assembly, is a red wire with a connector. Attach this connector to the terminal on the center of the lighter housing.

7. To operate, push in the knob and heating unit assembly to the heating position. It will return to the normal position when ready for use.

PART NO. 3710583

OUTSIDE REAR VIEW MIRROR INSTALLATION INSTRUCTIONS

All Passenger Cars



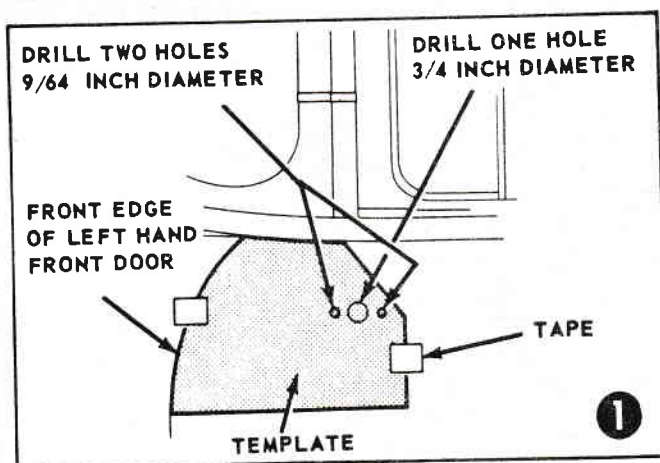
1. Position the bracket pad against the door crease molding, or corresponding crease line, and line up the grooved line on the pad with the rear edge of the ventilator glass as illustrated.
2. Center punch the door panel through the 1/8 inch hole in the pad. Remove the pad and drill a 1/8 inch hole.
3. Tape the pad in place on the door panel with the 1/8 inch holes lined up.
4. Drive the 5/8 inch tapping screw through the drilled hole until the screw head bearing surface measures 5/32 inch above the surface of the pad.
5. Fit the mirror base over the pad so the raised screw head indexes the round end of the keyhole slot in the retaining bracket.
6. Slide the mirror base forward until tight against the pad and fitting the indicated outline.

7. Hold the front of the mirror base firmly against the pad and, using the hole in the base as a guide, drill a 1/8 inch hole through the door panel.
8. Complete the attachment with the 3/4 inch trim screw provided and remove the excess pad.

PART NO. 3712450

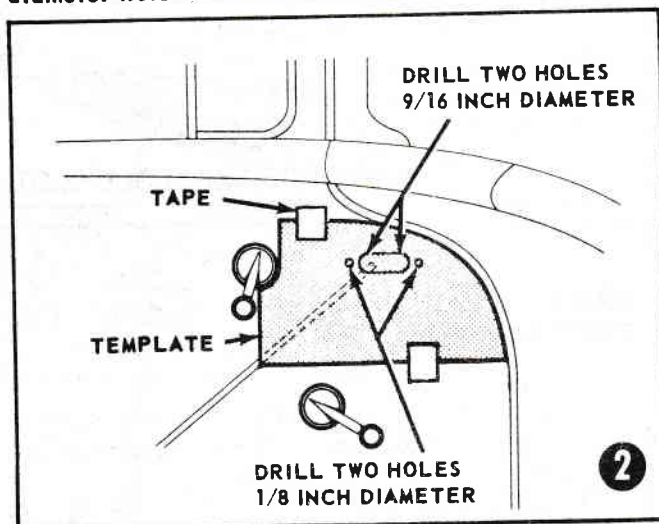
REMOTE CONTROL REAR VIEW MIRROR INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Place the template for the outside of the left hand front door in position as indicated on the template and tape securely. See illustration No. 1.

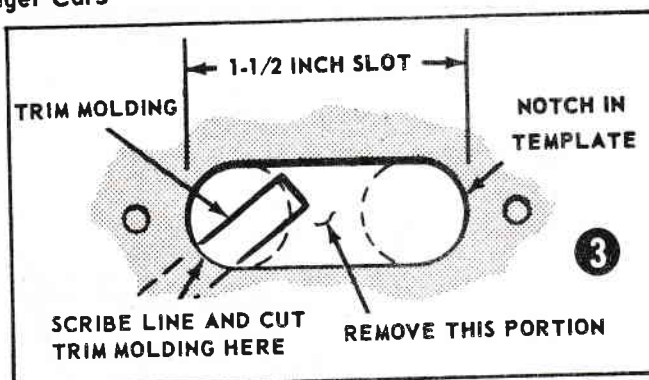
2. Centerpunch the three holes to be drilled as indicated on the template. Remove the template and drill one 3/4 inch diameter hole, and two 9/64 inch diameter holes. See illustration No. 1.



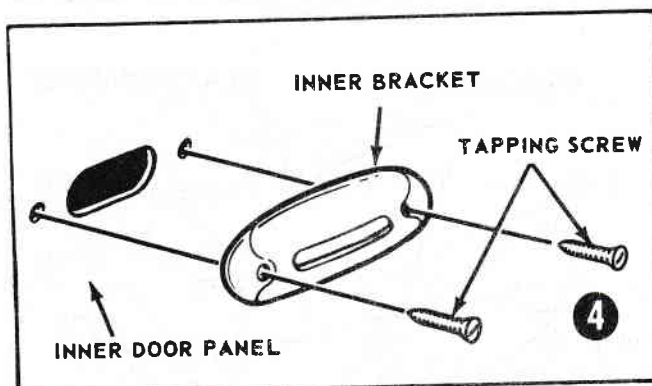
3. Place the template for the inside of the left hand front door in position as indicated on the template and tape securely. See illustration No. 2.

4. On the 2400 Series only, scribe a line as indicated on the template through to the metal trim molding. Remove the template and cut the molding along this line. See illustration No. 3. Discard this cut-off upper portion of molding and replace the template in its original position as described in step 3.

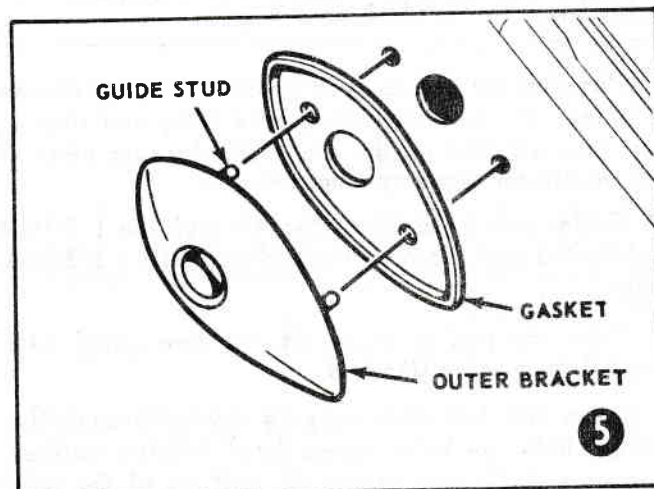
5. Centerpunch the four holes to be drilled as indicated on the template. Remove the template and drill two 1/8 inch diameter holes and two 9/16 inch diameter holes. See illustration No. 2.



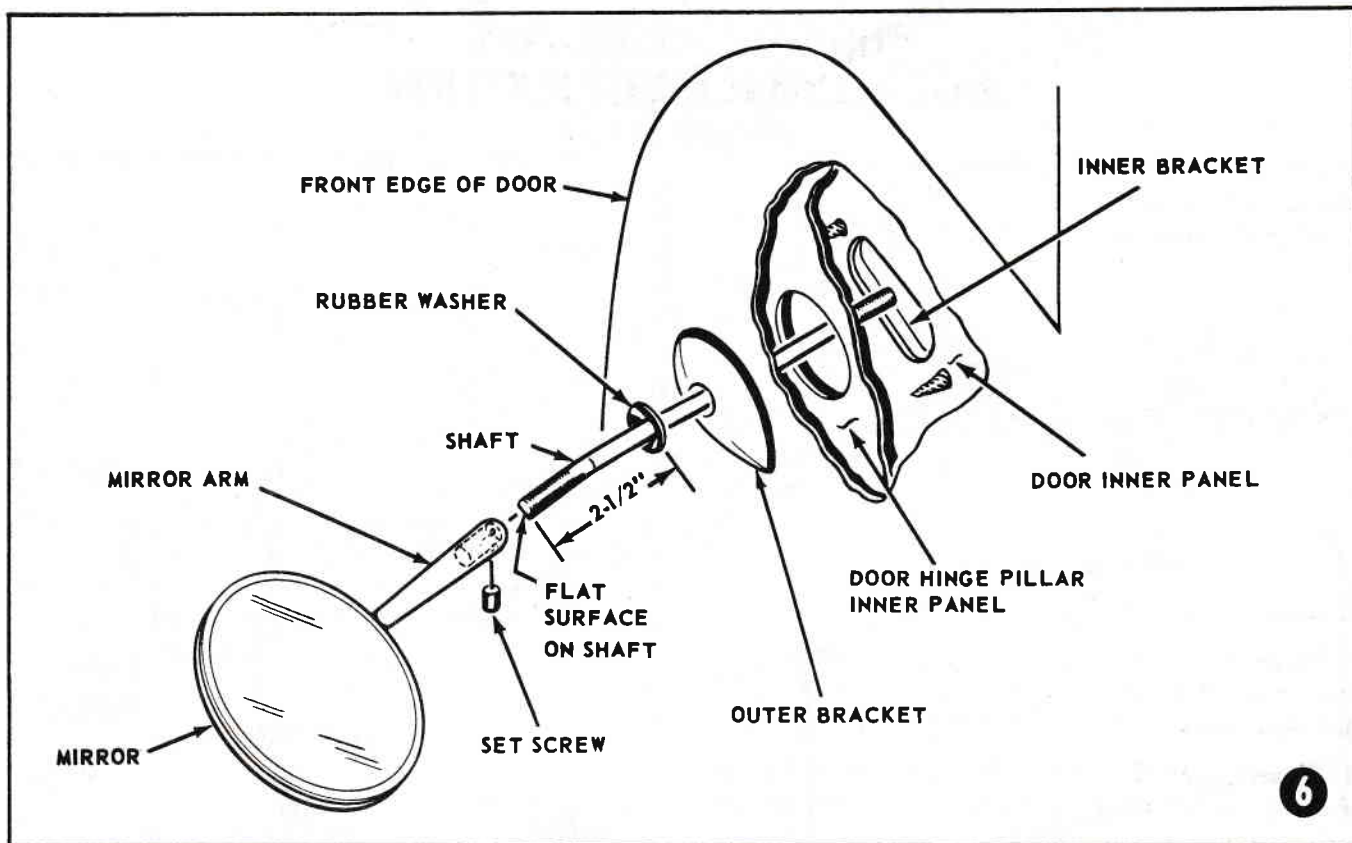
6. Remove the portion of the trim panel and inner door panel between the two 9/16 inch drilled holes to form a 1-1/2 inch slot. Refer to illustration No. 3.



7. Attach the inner bracket with the two tapping screws provided as shown in illustration No. 4.



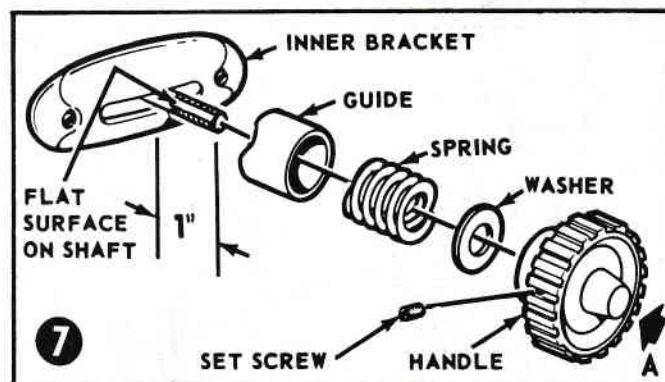
8. Place the outer bracket and gasket on the outside of the left hand front door leading the bracket guide studs through the two 9/64 inch diameter holes previously drilled. See illustration No. 5.



9. Thread the end of the shaft that has the shortest distance to the bend into the mirror arm to a depth of 7/8 inches. Insert the set screw in the arm and tighten it against the flat surface of the shaft. Refer to illustration No. 6.

10. Install the rubber washer on the shaft and insert the shaft through the outer door bracket, door and inner door bracket. The shaft should extend 1 inch beyond the inner bracket. If not, loosen the set screw on the mirror arm and turn the shaft in or out as required. Retighten according to step 9.

11. Place the guide, spring and washer on the end of the shaft that protrudes through the inner bracket. Thread the handle onto the shaft until enough tension is obtained to make the assembly self-supporting. See illustration No. 7. CAUTION: Be sure spring



is active by applying pressure directly against handle in direction of the shaft axis. See arrow "A".

12. Tighten the set screw on the handle making sure it seats against the flat surface on the shaft. See illustration No. 7.

Cut on this line and place in glove compartment.

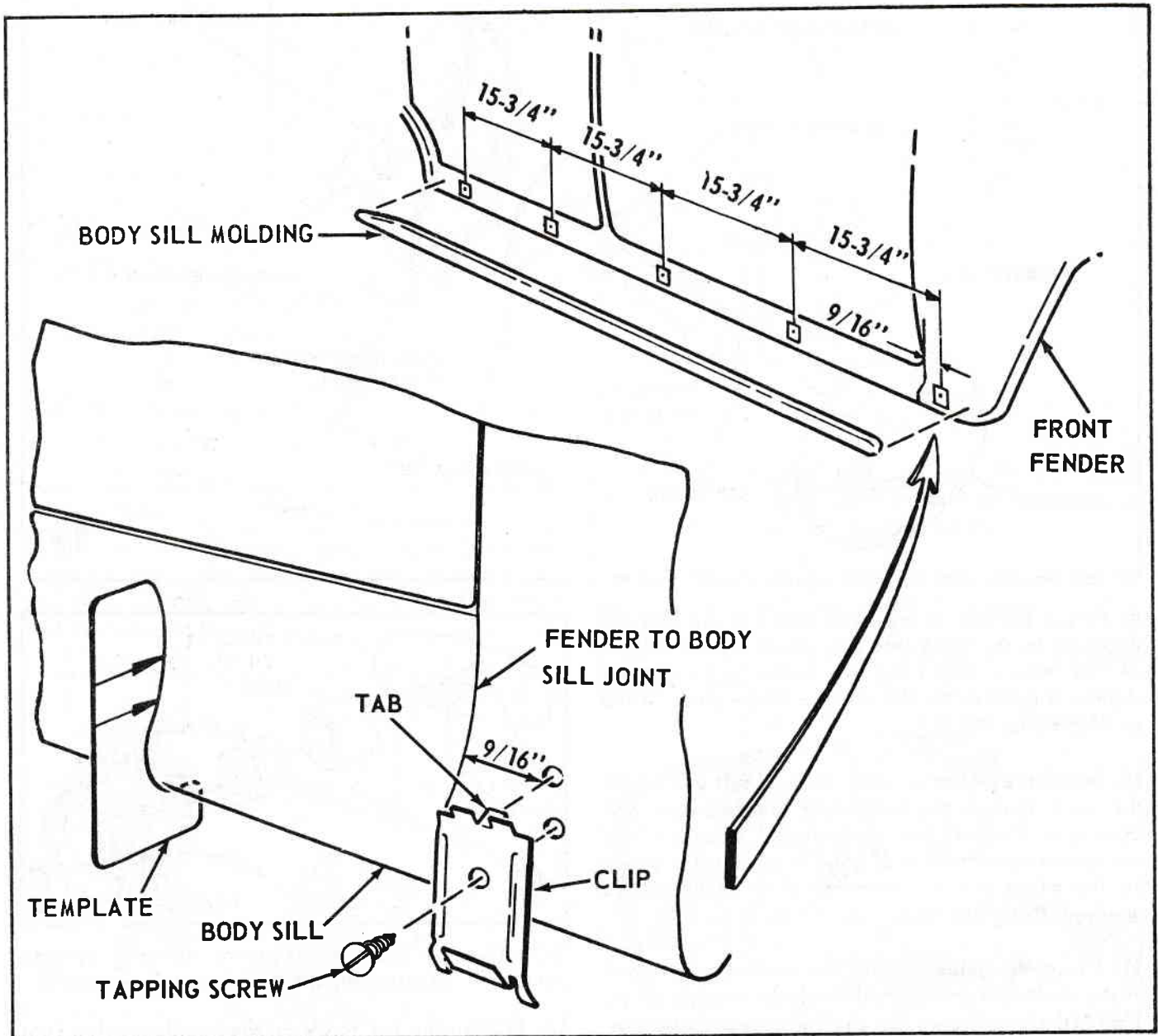
REMOTE CONTROL REAR VIEW MIRROR ADJUSTMENT

To increase the pressure of the mirror handle on the inside bracket, loosen the set screw on the handle and turn the handle two or more complete turns clockwise. Tighten the set screw. To decrease the pressure, turn the handle one or more complete turns counter-clockwise and tighten the set screw. Be sure the set screw seats against the flat surface on the shaft.

PART NO. 3718818

BODY SILL MOULDING INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Fit the edge of the template against the bottom edge of the body sill, $9/16''$ forward of the front fender to body sill joint, and mark off the two hole centers as indicated on the template.
2. Centerpunch the marked hole centers, and with a 29 drill, drill two $.136''$ diameter holes.
3. Locate the template $15-3/4''$ rearward from the drilled holes, mark off two hole centers, centerpunch, and drill two additional holes with the 29 drill.
4. Repeat operation 3, spacing the remaining holes $15-3/4''$ apart, until a total of five sets of holes (10 holes) are drilled.
5. Secure the body sill molding clips to the body sill, with the upper tab locating the clip in the upper drilled hole, and the clip fastened through the lower hole with a $3/8''$ tapping screw.
6. Slip the top edge of the molding over the clips, and snap down into place.
7. Repeat the above on the opposite side of the car.

PART NO. 3712408

RADIO INSTALLATION INSTRUCTIONS

All Passenger Cars

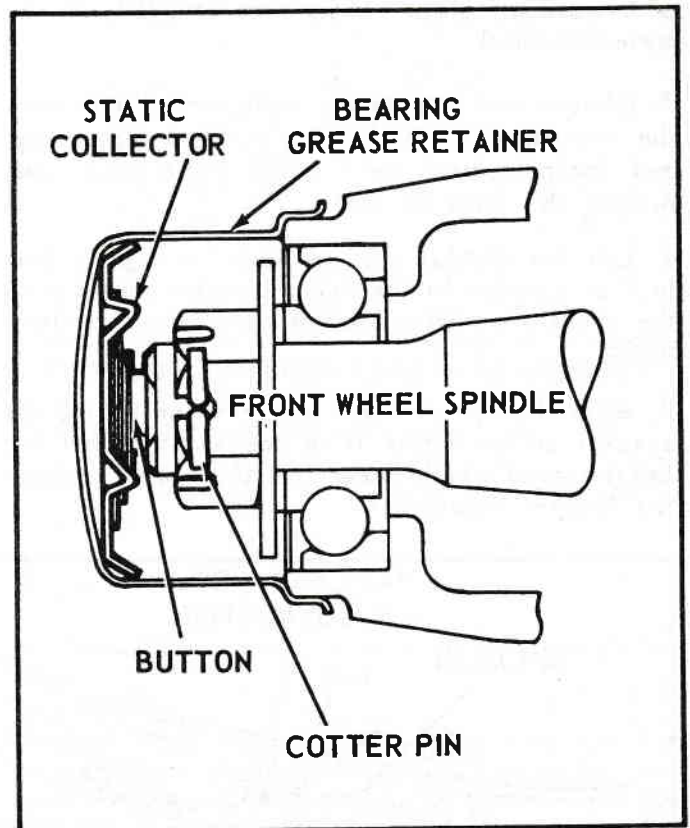
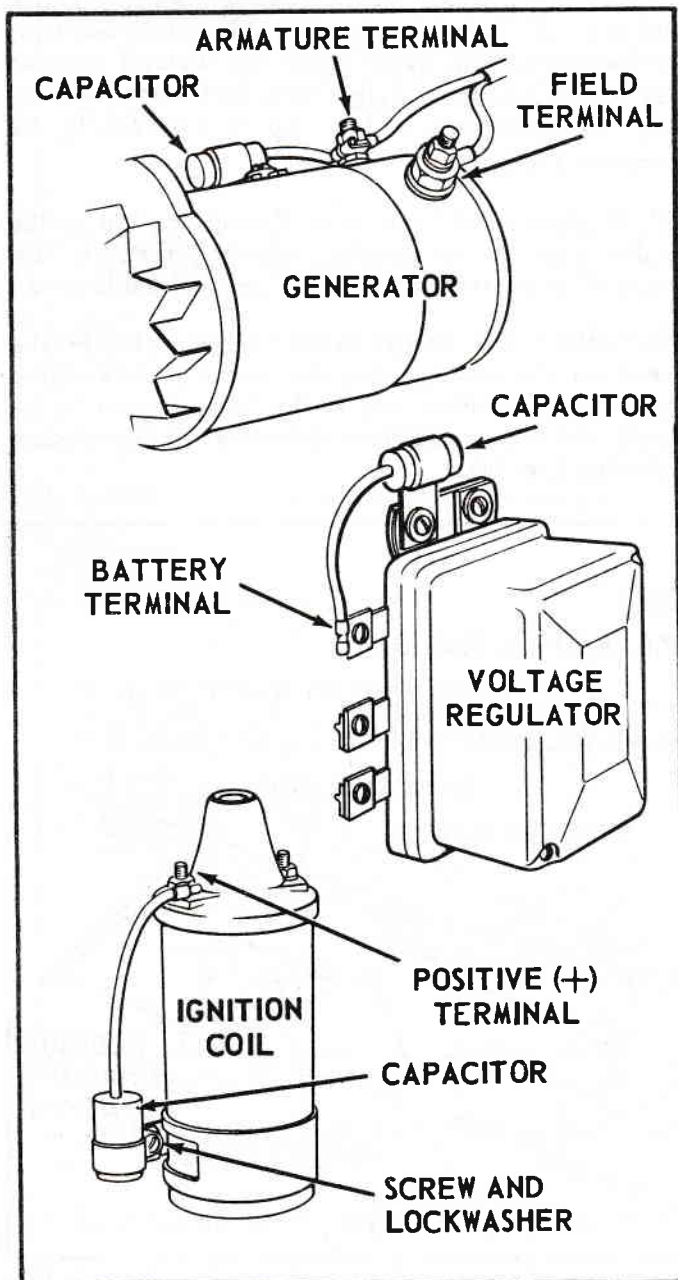
Check all items against the packing slip. If any items are missing, mark them on the packing slip, fill in the dealer's name, and forward it to the Zone Office, attention of the Zone Parts and Accessories Manager.

After checking the tubes and vibrator to be sure they are pushed tight into the sockets, hook the radio receiver to a 12 volt power supply and play the radio while installing the suppression equipment. (A new radio that plays properly for the first 15 minutes can be assumed to be an acceptable product which should operate in normal manner without interruption.)

1. Attach the lead wire of capacitor #1911095 (.3 MF) to the armature terminal of the generator (not the field terminal) and the capacitor to the generator housing.

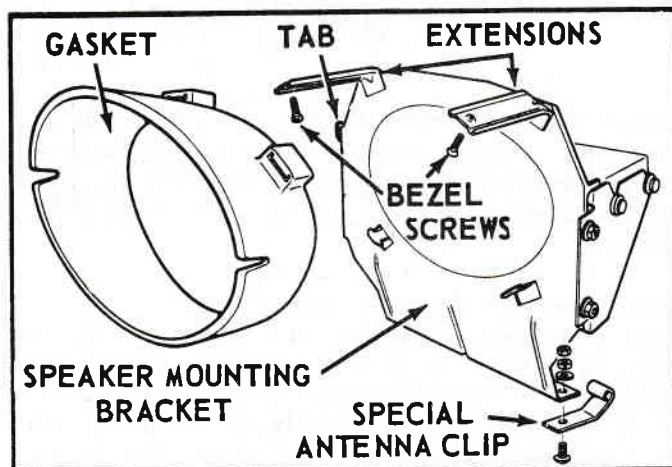
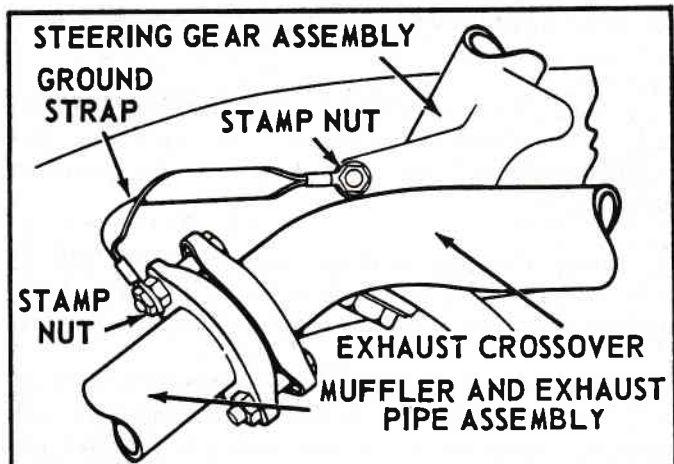
2. Attach the lead wire of capacitor #1917580 (.5 MF) to the battery terminal of the voltage regulator, and the capacitor under the regulator mounting screw.

3. Attach the lead wire of capacitor #1929070 (.3 MF) to the positive (+) terminal of the ignition coil, and the capacitor to the coil mounting bracket with the screw and lockwasher provided.



4. Remove both front wheel hub caps and bearing grease retainers. Clean the grease from the inside of the grease retainers, and from the lathe center hole in each front wheel spindle, to assure good contact. Bend the spindle nut cotter pins around the nuts to insure necessary clearance for the static collector. Put the static collectors in the grease retainers, with the button side out, and reinstall the grease retainers and hub caps.

5. On V-8 engines only, install a ground strap between the steering gear assembly and the muffler and exhaust pipe assembly, using stamp nuts, which are to be installed over the existing bolts and nuts as illustrated.



6. Remove the glove compartment box. (Do not remove the door.)

7. Remove and discard the radio cover plate from the instrument panel. Remove the two top screws and locknuts from the speaker grille bezel and discard the locknuts only.

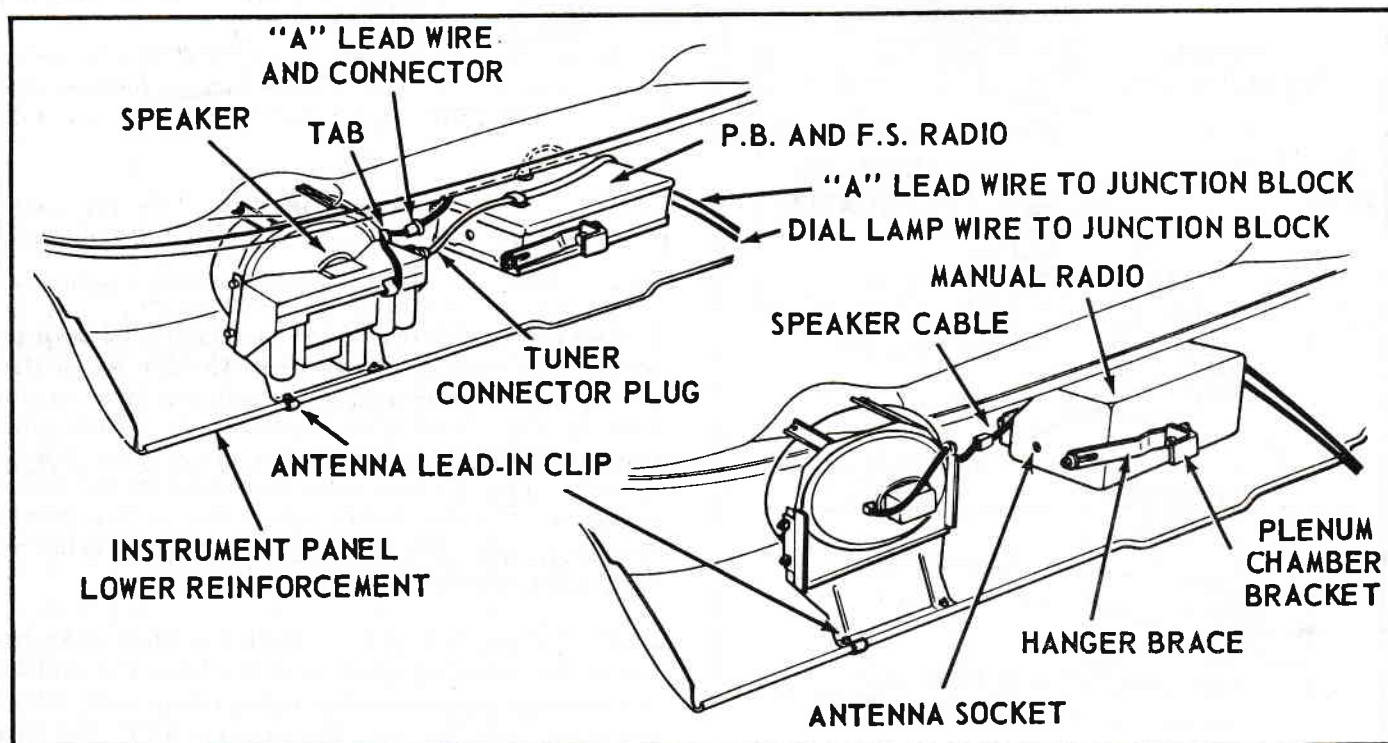
8. Lift the speaker unit up behind the glove box. In that location fit the rubber speaker gasket on to the speaker mounting bracket extensions, as illustrated.

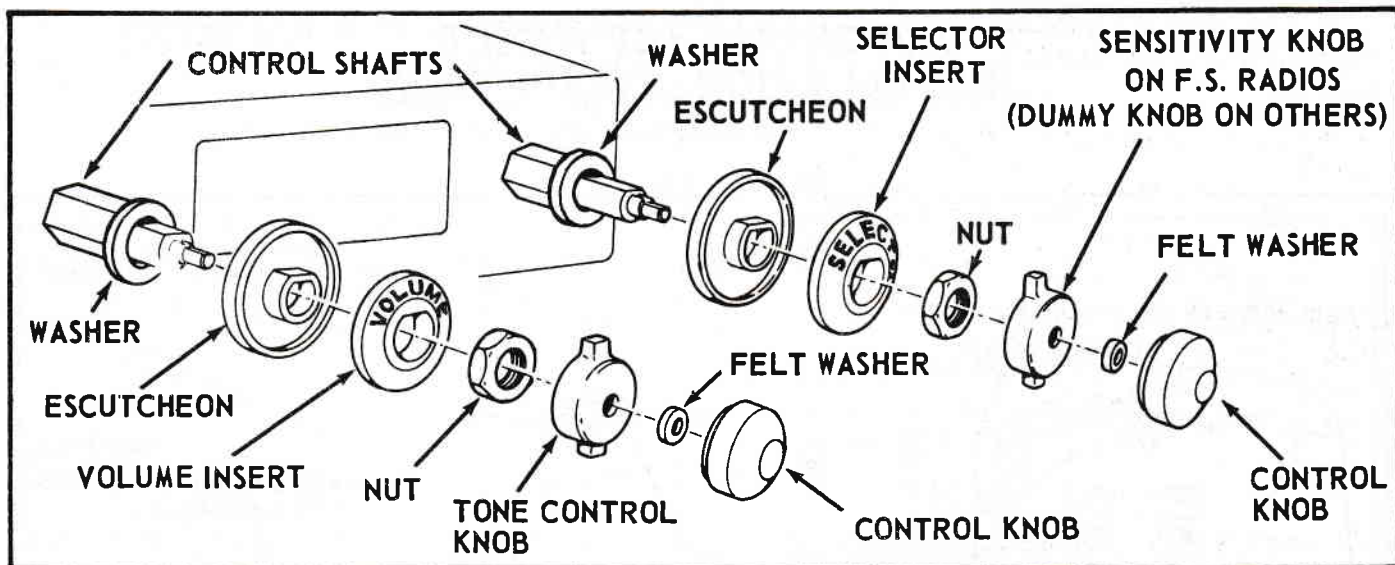
9. Move the speaker unit into position behind the speaker grille. Secure it in position with the two bezel screws which thread into the speaker mounting bracket extensions.

10. Fasten the bottom of the speaker mounting bracket to the instrument panel lower reinforcement with the two 1/2" long truss head bolts, plain washers, lockwashers, and nuts. Place the special antenna lead-in clip under the right hand bolt before tightening, as illustrated. (This clip is provided in the antenna package.)

11. Route the "A" lead wire through the tab on the radio side of the speaker mounting bracket. (On manual control radios this is the speaker cable wire.)

12. Attach the hanger brace, finger-tight, to the stud on the radio, using the nut and lockwasher provided. The offset end of the brace should be toward the radio, and free to attach to the plenum chamber bracket.





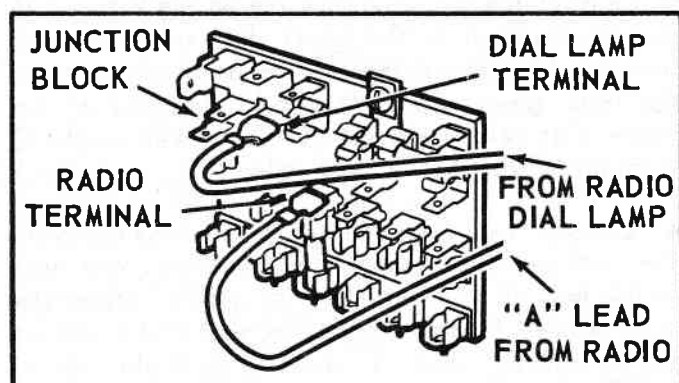
13. Place a washer on each of the radio control shafts, and lift the radio into the installed position.

14. Install a lockwasher on the 1/4-20 x 1/2" bolt and insert it in the hole in the plenum chamber bracket. Screw it into the hanger brace, but do not draw it up tight.

15. Install the radio control shaft parts in the sequence illustrated. Complete hanger brace tightening.

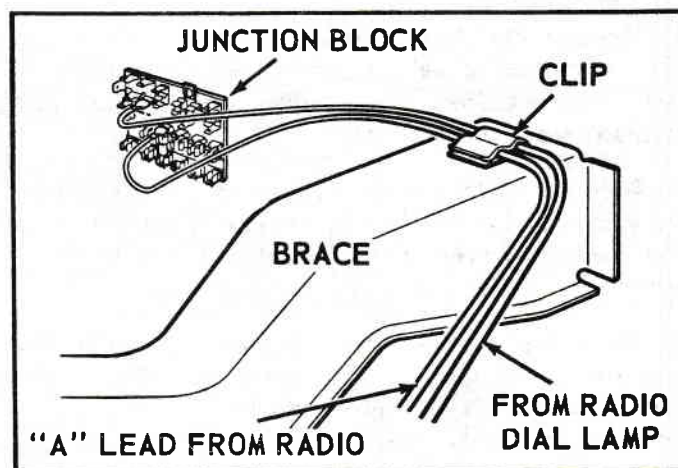
16. Plug the "A" lead wire connector from the speaker into the connector plug from the radio. (On manual control radios this is the speaker cable wire.)

17. Plug the tuner connector plug from the radio into the socket on the side of the speaker unit.



18. Connect the "A" lead wire to the accessory junction block terminal marked "Radio." Install the fuse.

19. Connect the radio dial lamp wire (gray) to the accessory junction block terminal marked "Accessory Lamps", as illustrated.



20. Attach the special clip in the hole in the pedal brace, close to the dash panel. Fasten both of the radio wires leading to the junction block into the clip.

21. Plug the antenna lead-in cable into the right hand side of the radio receiver, as illustrated.

22. Extend the antenna to its full height. Tune in a weak station between 800 and 1000 K.C. Adjust the antenna trimmer condenser on the bottom of the receiver for maximum volume on this station.

NOTE: Adjustment can be made through hole in ceiling of the glove box.

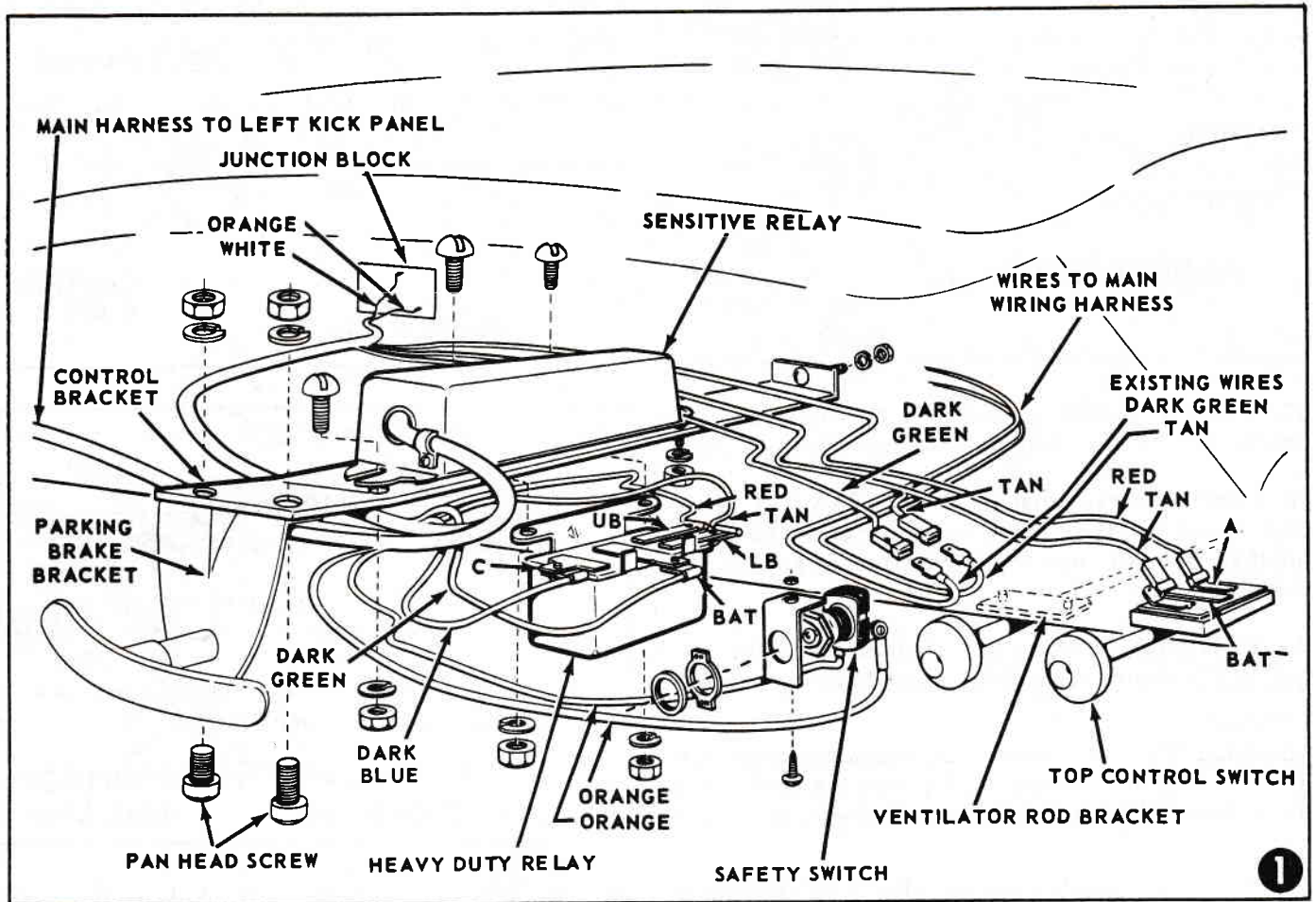
Instructions for setting the push buttons are given on the directions tag.

23. Replace glove box.

PART NO. 3710900

AUTOMATIC TOP RAISER INSTALLATION INSTRUCTIONS

Convertible



This unit is designed to raise the top automatically when the moisture sensitive grid becomes wet, providing the safety switch is ON, and the ignition switch is OFF. The automatic lifting of the top can be prevented by turning the safety switch on the underside of the instrument panel to the OFF position. Also, when the ignition switch is turned ON, a hold-out coil is energized which cuts out the automatic operation, precluding the possibility of the top being raised automatically when the car is in motion.

1. Fasten the heavy duty relay to the bottom side of the control bracket, as illustrated, using two 1/2 inch long slotted head screws, lockwashers, and nuts.

2. Fasten the sensitive relay to the top side of the control bracket, using two 1/2 inch long slotted head screws, lockwashers, and nuts.

3. Connect the red wire from the wiring harness to the UB terminal of the heavy duty relay; the tan wire to the LB terminal of the heavy duty relay; the dark green wire to the BAT terminal of the heavy duty relay; and the dark blue wire to the C terminal of the heavy duty relay.

4. Loosen the parking brake bracket by removing the two pan head screws, lockwashers, and nuts which hold it to the instrument panel. Remove the mat fastener, located directly forward of the parking brake bracket, which is used to hold the mat to the dash panel.

5. Insert the control bracket between the parking brake bracket and the instrument panel, and reinstall the two pan head screws, lockwashers, and nuts, and tighten securely. Insert a 1-1/4 inch long square neck bolt at the forward end of the control bracket, through the dash panel. On the engine

side, install a lockwasher and nut on the bolt, and tighten.

6. Scribe a line $7/8$ inches to the left of the left hand screw which holds the ventilator rod bracket (on the left side of the instrument panel). Place the switch bracket over the scribed line, with the contour of the switch bracket registering with the contour of the instrument panel. Using the switch bracket as a template in that position, mark the mounting hole location. Centerpunch and drill a $7/32$ inch diameter hole.

7. Install the switch bracket to the instrument panel, using a $3/8$ inch long tapping screw.

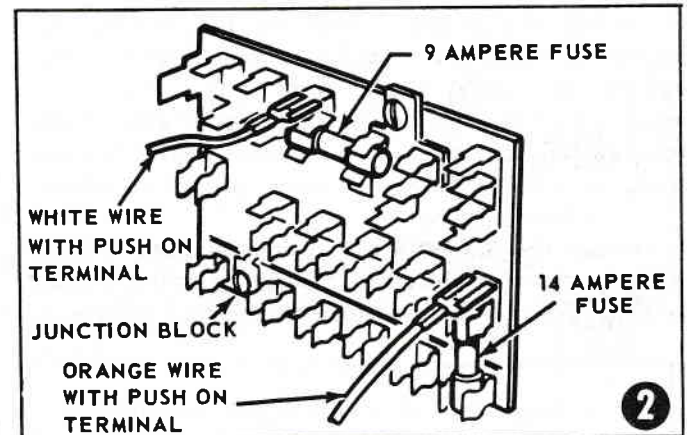
8. Disassemble the safety switch assembly as necessary to install it in the switch bracket, and then install it, securing it tightly in place.

9. Connect one of the orange wires with an eye terminal from the wiring harness to a terminal of the safety switch; connect the other orange wire to the other terminal of the safety switch.

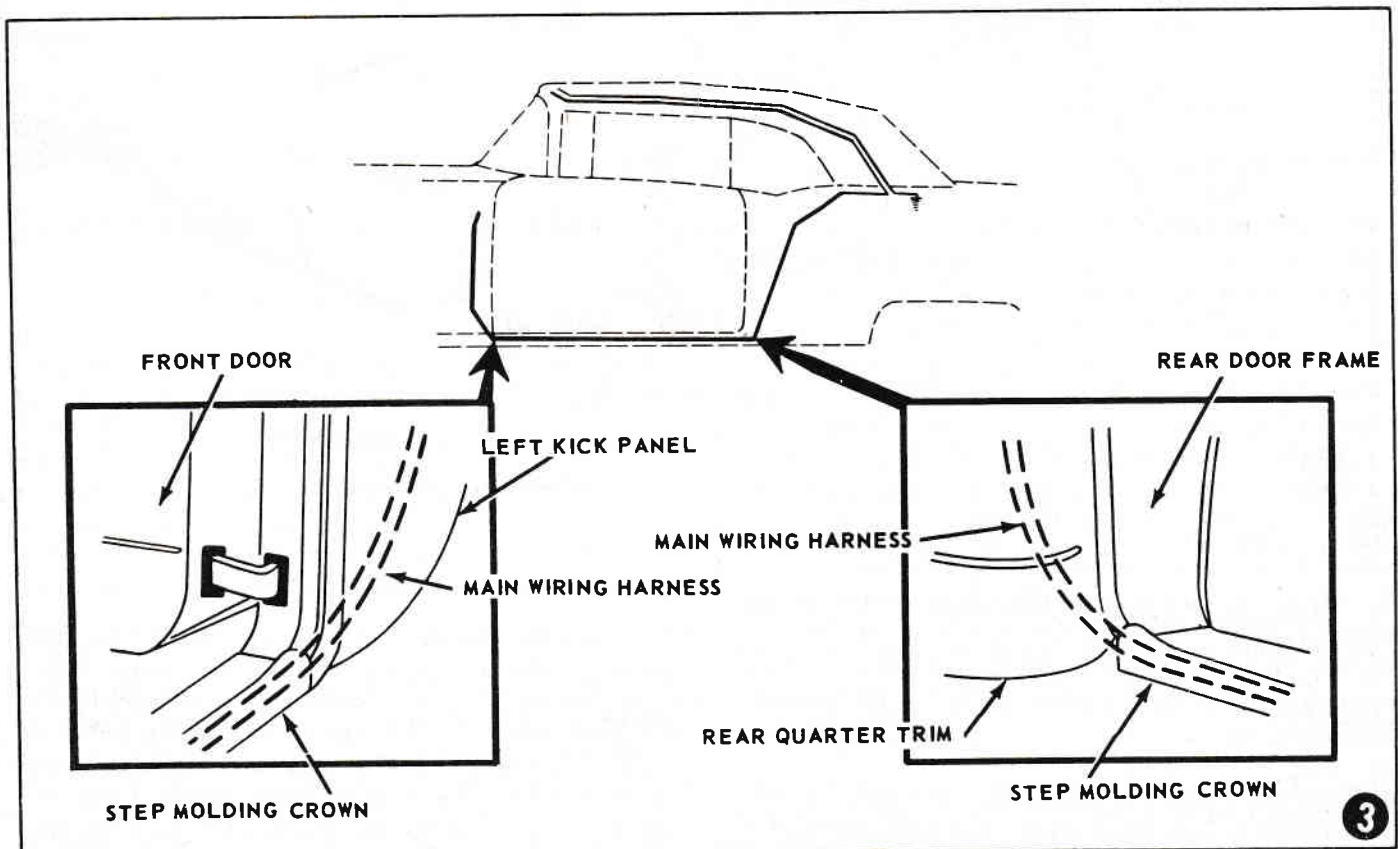
10. Disconnect the wire from the A terminal of the top control switch, and the wire from the BAT terminal of the top control switch. In their place connect the red wire from the wiring harness to the A ter-

minal, and the tan wire from the wiring harness to the BAT terminal. Connect the dark green wire, which was removed from the control switch, to the terminal of the dark green wire from the wiring harness; and connect the tan wire, which was removed from the control switch, to the terminal of the tan wire from the wiring harness. Illustration No. 1.

11. Route the white wire from the wiring harness to the junction block, and install a 9 ampere fuse; route the orange wire from the wiring harness to the junction block, and install a 14 ampere fuse. Illustration No. 2.



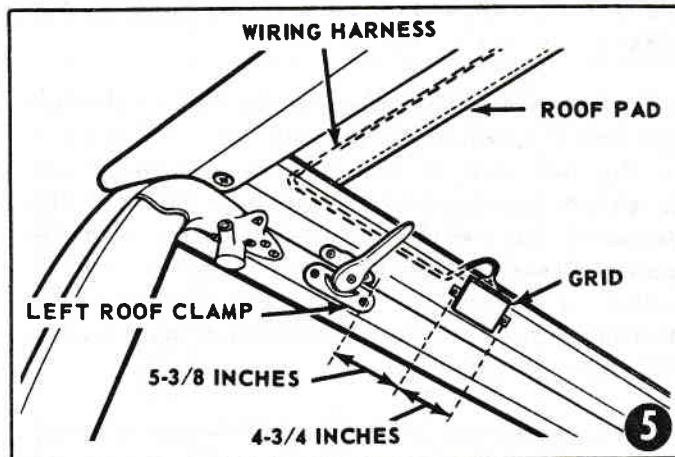
12. Route the remaining branch of the main wiring harness to the left kick panel, then inside the kick



panel down to the floor, at approximately the point where the floor pan and the toe pan meet. The wiring harness emerges from under the kick panel at that point, and is routed around the base of the door pillar and into and through the entire length of the crown of the step molding, then out and around the base of the door rear frame, and up inside the rear quarter inside trim to the convertible top hinge assembly. (With the top up, push the harness into the opening at the bottom of the rear quarter inside trim, and using a wire from the top opening, "fish" for the harness and pull it up.) Illustration No. 3.

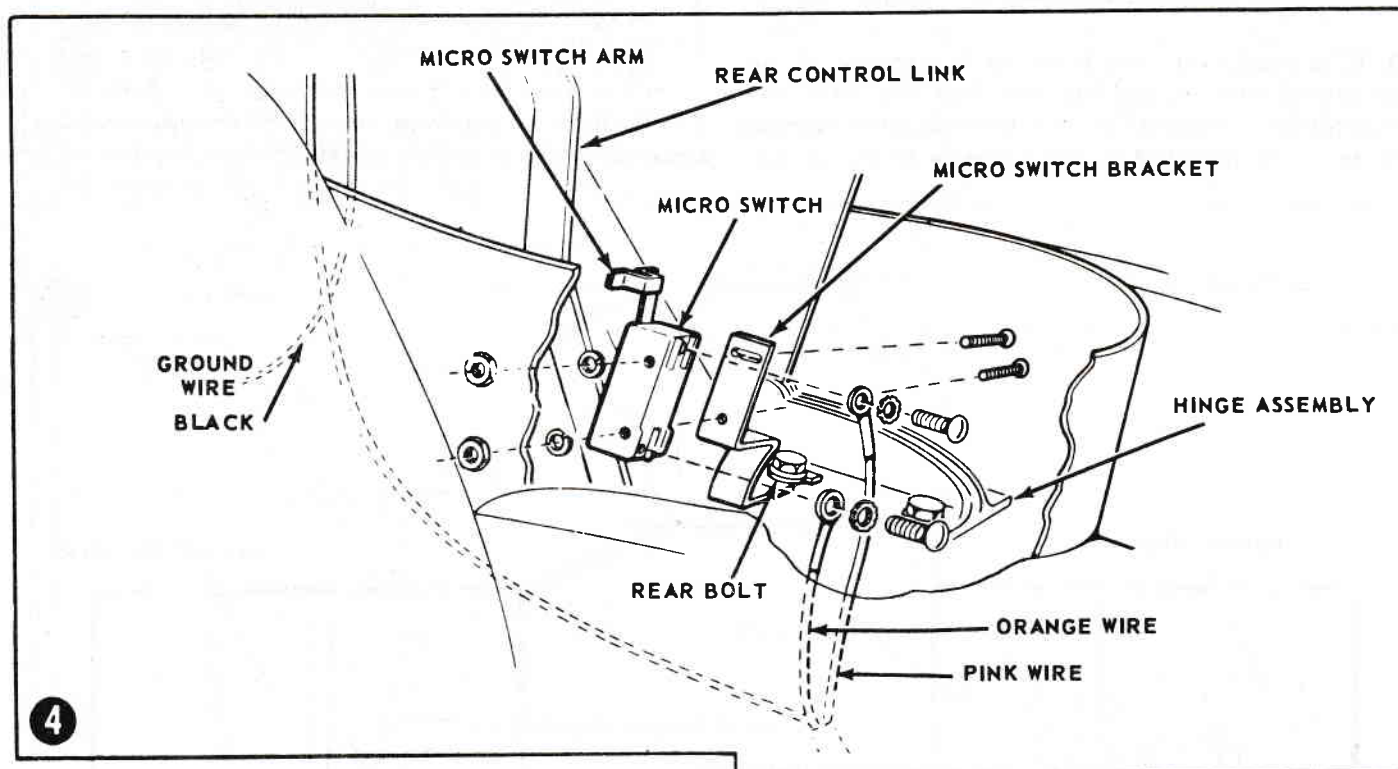
13. Install the micro switch on the bracket, as illustrated, using two 1 inch machine screws, lockwashers, and nuts, finger tight only. Install the orange wire from the wiring harness to one of the micro switch terminals, and the pink wire from the wiring harness to the other micro switch terminal.

14. Loosen the inside rear bolt and washers holding the hinge assembly in place. Place the micro switch bracket under the bolt, and tighten in place securely.



17. Scribe a line on the front roof inner rail 5-3/8 inches inboard from the right hand retaining screw of the left roof clamp. Scribe another line 4-3/4 inches in from the first line. Illustration No. 5.

18. Position the grid bracket with a hole over each of the scribed lines, and center it on the rail. Centerpunch and drill two 7/64 inch holes.



15. Adjust the position of the micro switch on the bracket so that the switch arm is against the control link when the top is raised. Tighten the two machine screws which secure the micro switch to the bracket. Illustration No. 4.

16. Route the remaining branch of the wiring harness up under the left hand side roof pad, forward to the front of the convertible top.

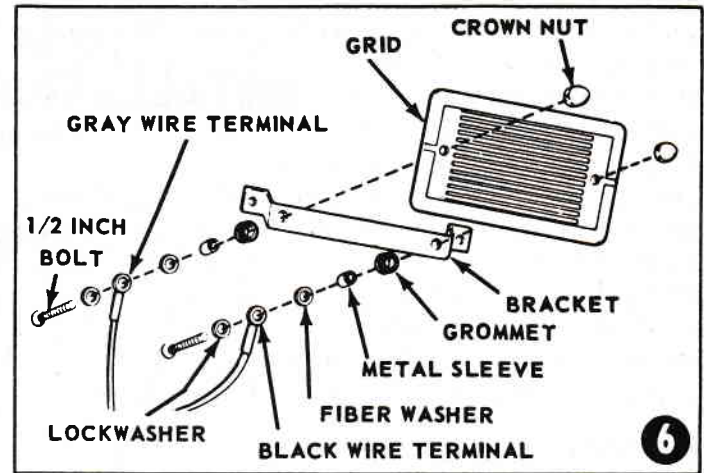
19. Assemble the grid to the grid bracket by first installing the two grommets in the center holes of the bracket. Insert a metal sleeve in each grommet. Then put a lockwasher on one of the 1/2 inch screws, followed by the gray wire terminal, and a fiber washer. Put a lockwasher on the other 1/2 inch bolt, followed by the black wire terminal, and a fiber washer. With these items assembled on the

screws, attach the grid to the bracket, as illustrated in No. 6, using the two crown nuts.

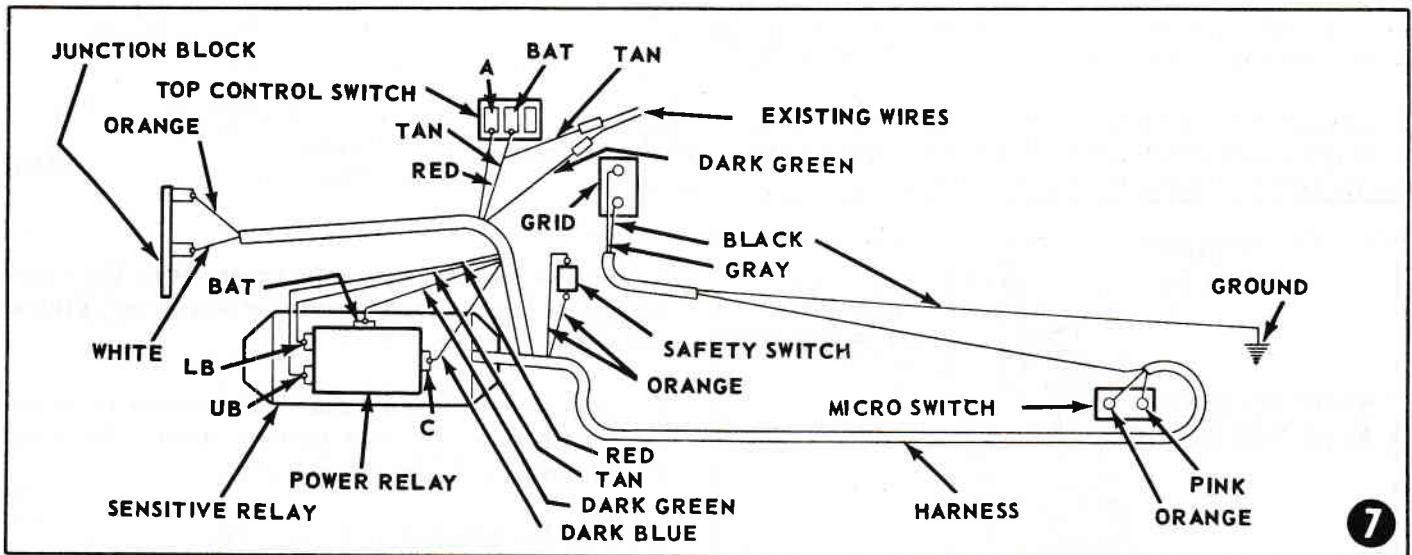
20. Fasten the grid bracket to the front roof inner rail with two tapping screws.

21. Ground the remaining black wire from the harness by fastening it to the bolt which holds the vacuum hose clip. Illustration No. 4.

22. Test the installation for proper operation.

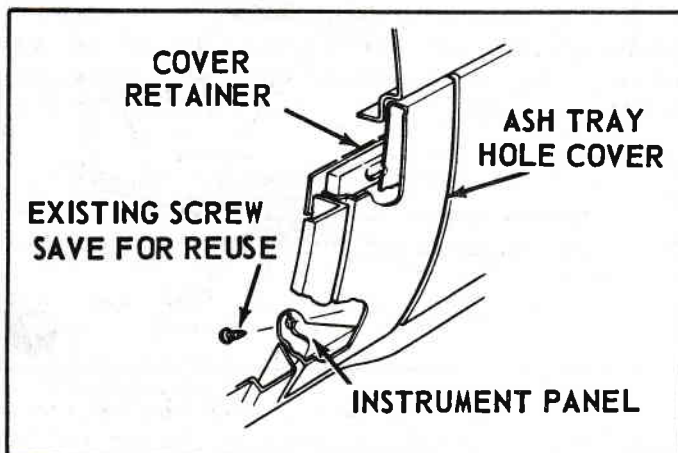
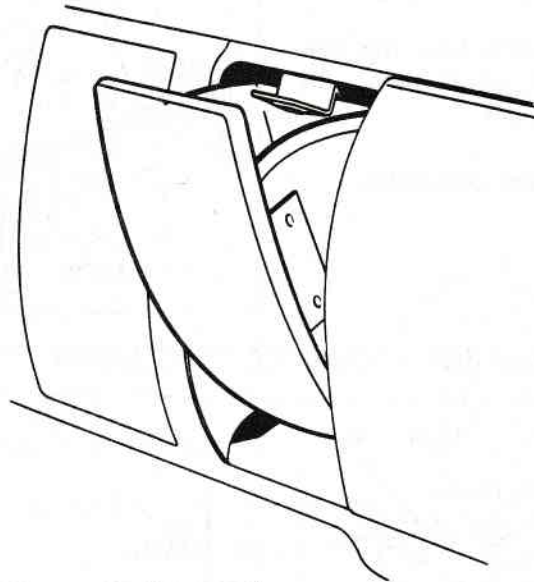


WIRING DIAGRAM FOR AUTOMATIC TOP RAISING CONTROL



ASH TRAY INSTALLATION INSTRUCTIONS

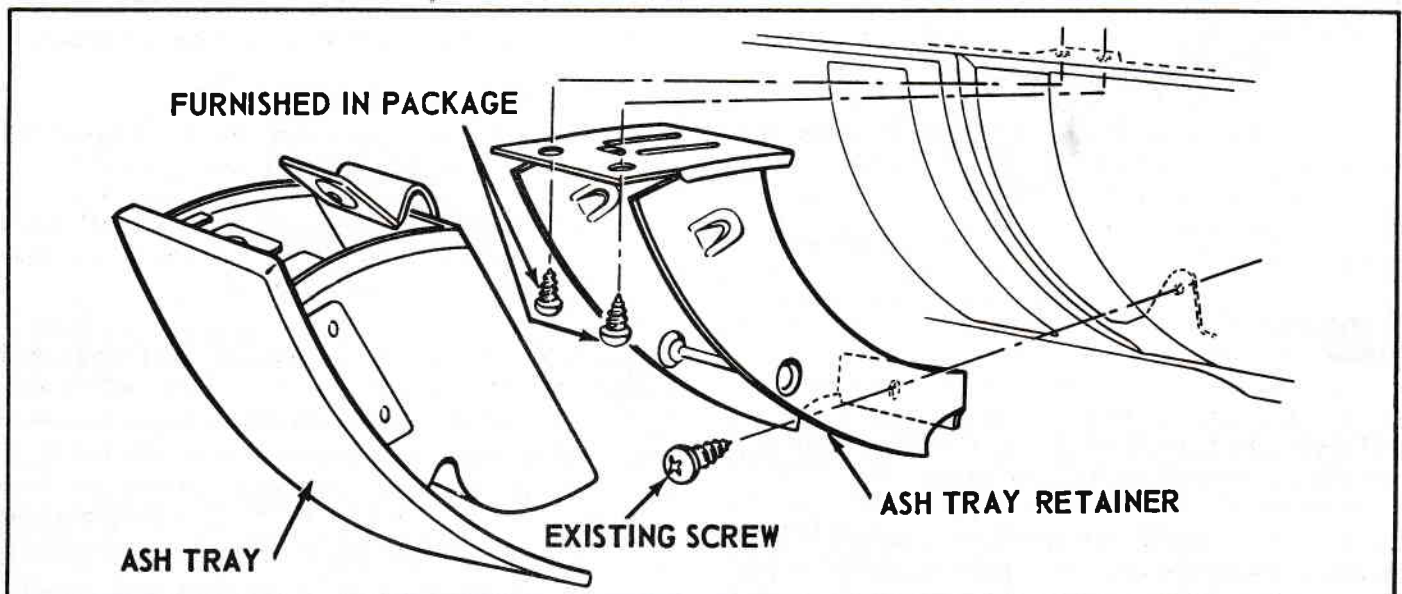
Passenger Cars



1. Remove the ash tray hole cover. Save the screw for reuse. Discard the cover and the cover retainer and nut.

2. Mount the retainer as shown and secure the upper plate with two attaching screws. Attach the lower tab securely with the tapping screw.

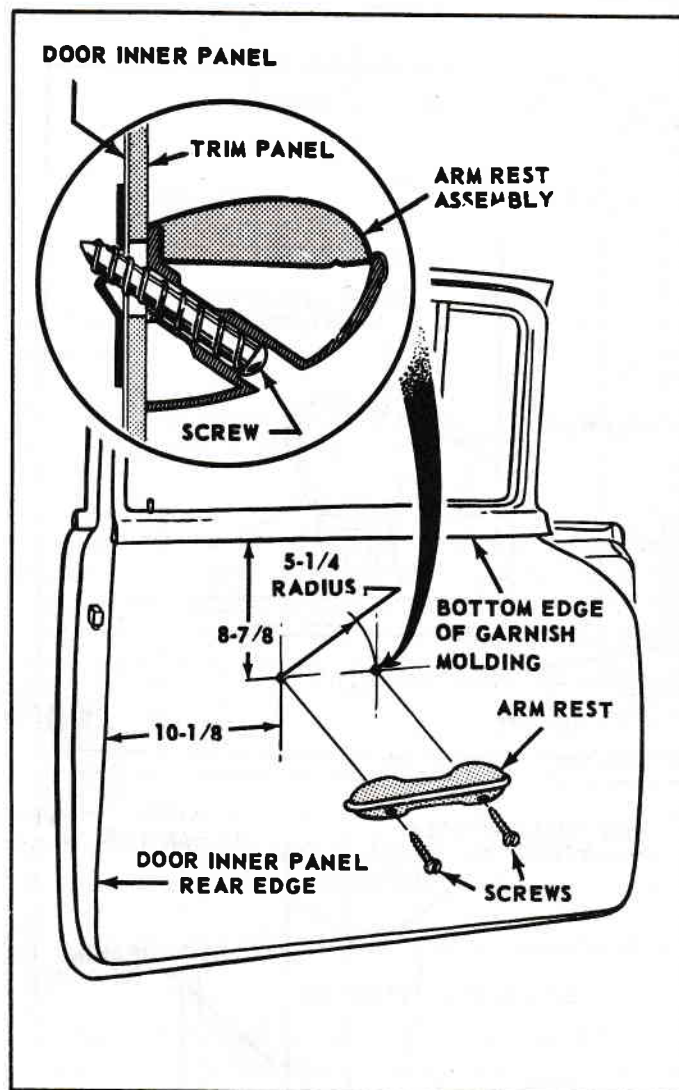
3. Insert the ash tray in its retainer.



PART NO. 3712793

ARM REST INSTALLATION INSTRUCTIONS

Series One-Fifty Passenger Cars

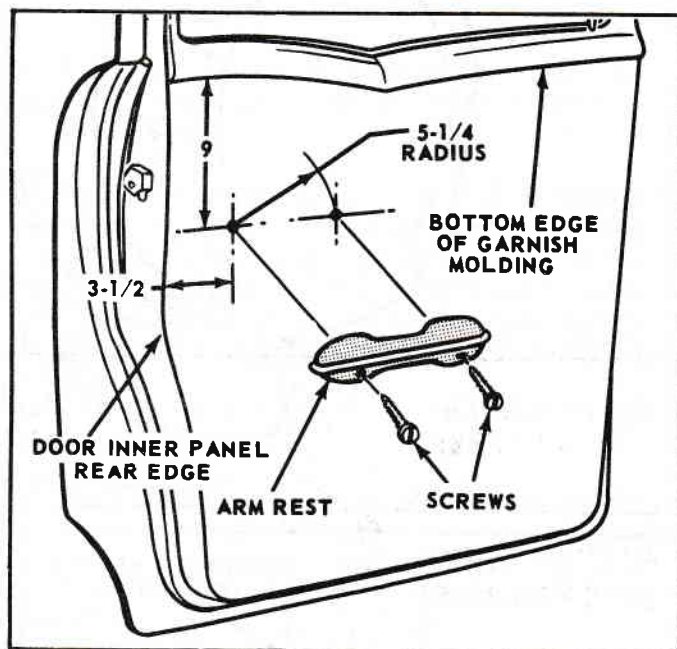


FRONT DOORS

1. To locate the holes provided in the fiberboard inner panel and the metal door panel for the arm rest installation, measure 8-7/8 inches down from the bottom edge of the garnish molding, and draw a horizontal chalk line.
2. Measure 10-1/8 inches in from the rear edge of the panel, and draw a vertical chalk line.
3. At the point of intersection of the two chalk lines a hole can be located by feeling with the finger tips. Pierce the trim at the hole location.
4. The other hole can be located by measuring 5-1/4 inches forward from the first hole. Locate this hole by feeling with the finger tips, and pierce the trim at

the hole location.

5. Attach the arm rest to the door with the two tapping screws provided. Tighten securely.
6. Repeat the above operations on the other front door.



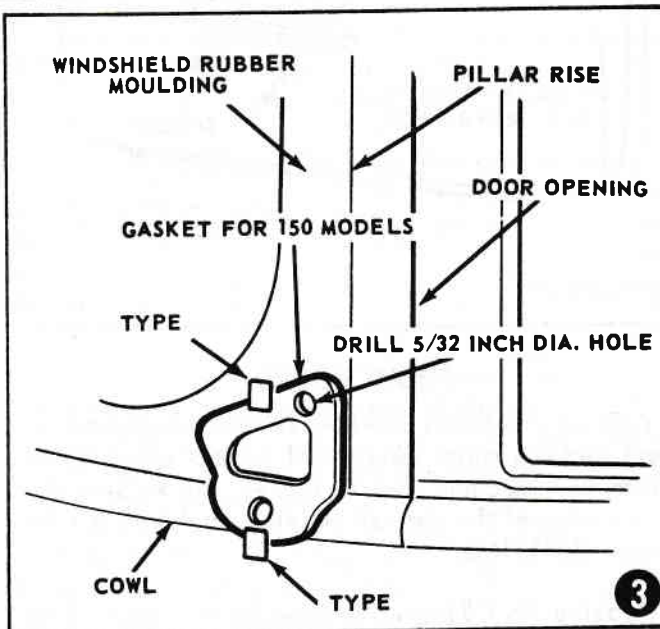
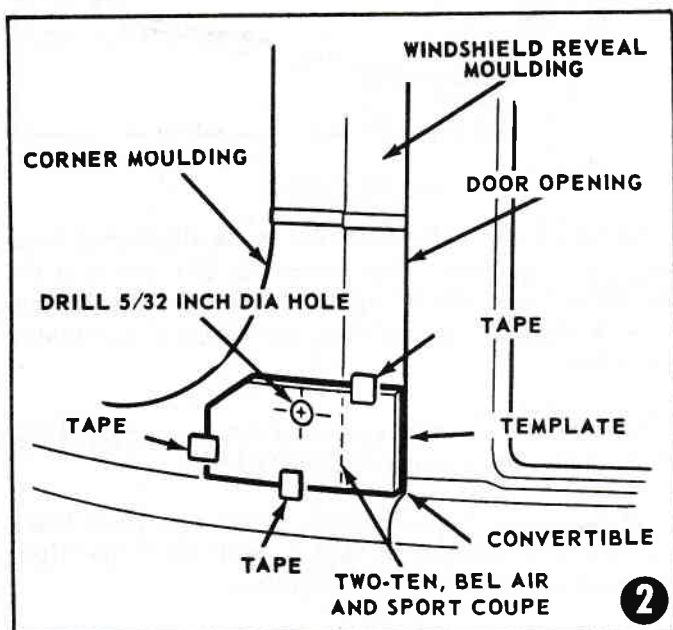
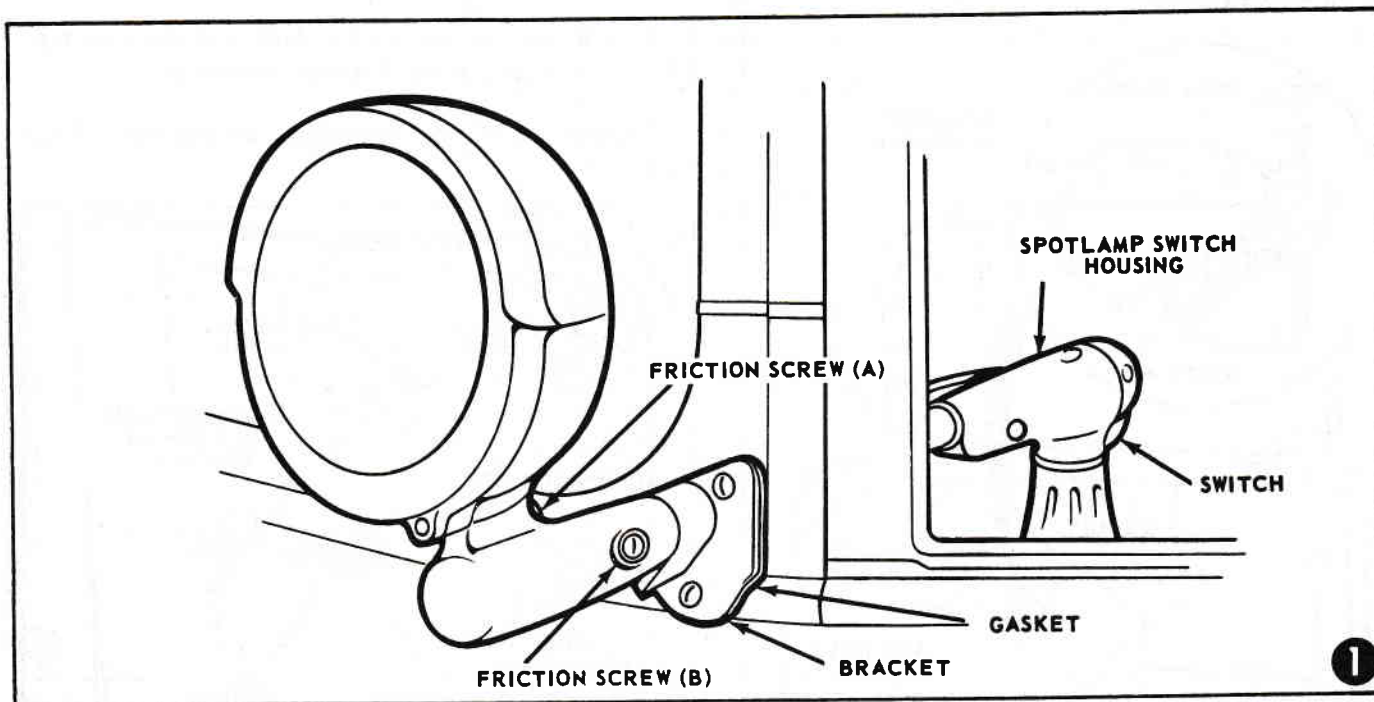
REAR DOORS

1. To locate the holes provided in the fiberboard inner panel and the metal door panel for the arm rest installation, measure 9 inches down from the bottom edge of the garnish molding, and draw a horizontal chalk line.
2. Measure 3-1/2 inches in from the rear edge of the panel, and draw a vertical chalk line.
3. At the point of intersection of the two chalk lines a hole can be located by feeling with the finger tips. Pierce the trim at the hole location.
4. The other hole can be located by measuring 5-1/4 inches forward from the first hole. Locate this hole by feeling with the finger tips, and pierce the trim at the hole location.
5. Attach the arm rest to the door with the two tapping screws provided. Tighten securely.
6. Repeat the above operations on the other rear door.

PART NO. 3713924

SPOT LAMP INSTALLATION INSTRUCTIONS

All Passenger Cars



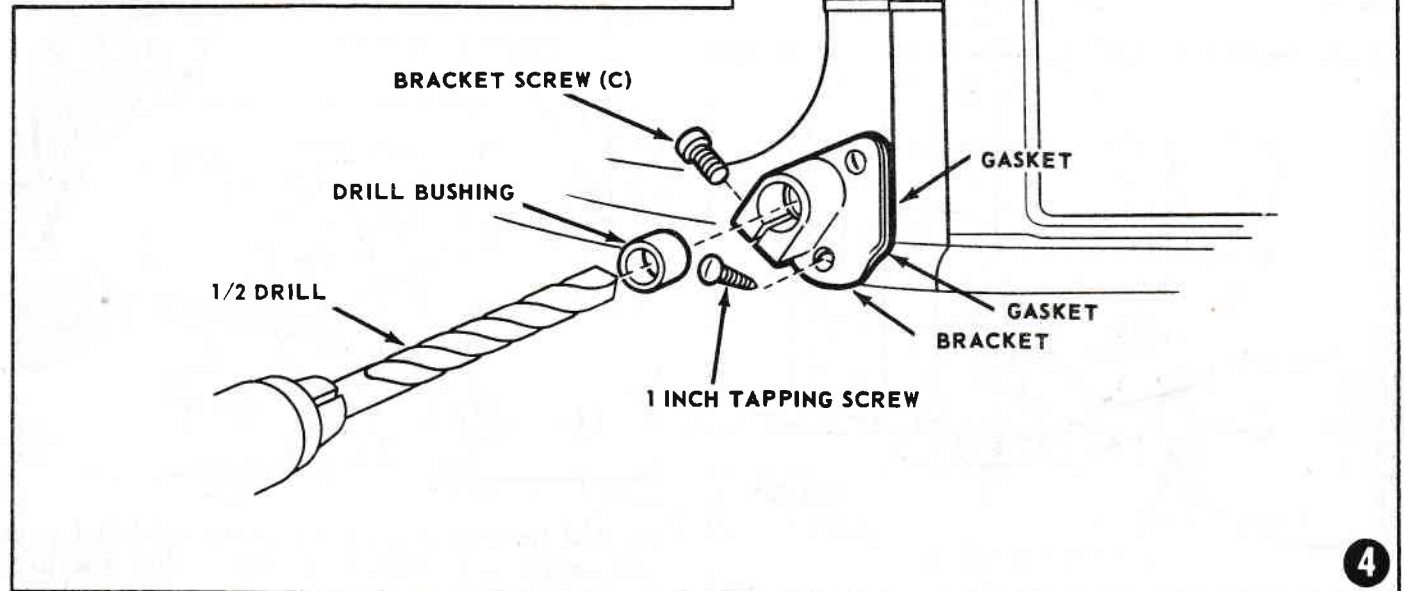
1. For all Two-Ten Bel Air and Sport Coupe models (except Convertible and One-Fifty models) position the template line over the junction of the pillar molding strips, with the bottom edge of the template butting the top of the horizontal part of the corner molding, as illustrated in No. 2. Tape the template in this exact location

NOTE: On the Convertible, position the template with the edge butting the rear edge of the windshield reveal molding and door opening. On the One-Fifty models, tape the rubber gasket, 3717549 in position butting against the pillar rise of the vertical molding with the bottom against the bottom edge of the cowl as shown in No. 3.

2. Centerpunch and using a 5/32 inch drill, drill through the molding into the pillar where indicated by the template or the top hole of the gasket.

3. Remove template and discard.

4. Use gasket 3717550 for convertibles. Use the flat gasket for Two-Ten, Bel Air, and Sport Coupe



models. Place the outer bracket and gasket with the topholes of each over the 5/32 inch drilled hole and secure with a 1 inch tapping screw furnished. See illustration No. 4.

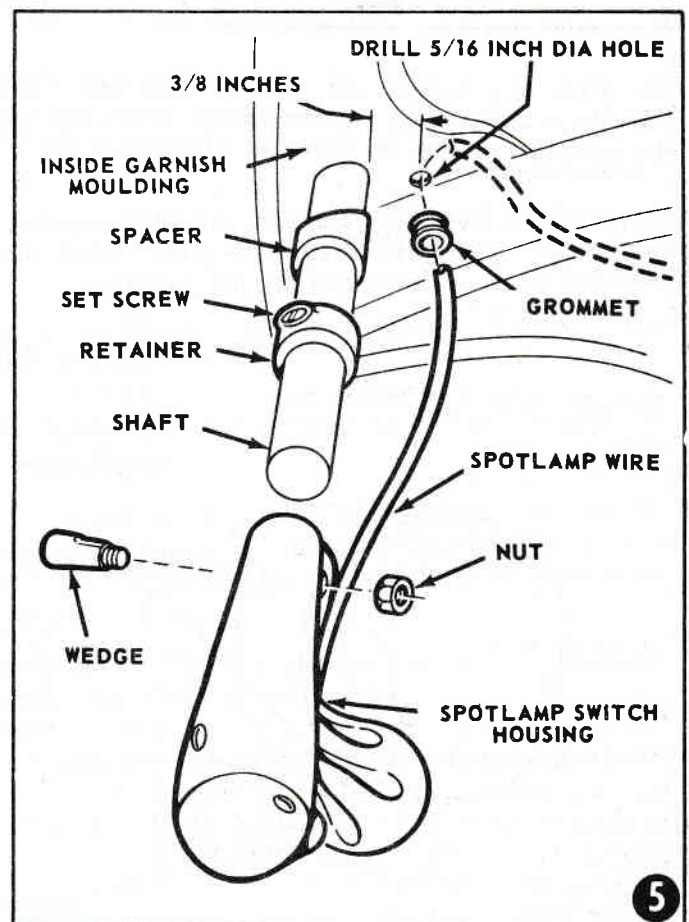
5. Using the bottom hole of the bracket as a guide, drill another 5/32 inch hole, and secure with a 1 inch long tapping screw. See illustration No. 4.

6. Loosen bracket (screw "C") and insert the drill bushing into the bracket and tighten screw securely as illustrated in No. 4.

7. Using the drill bushing as a guide, drill a 1/2 inch diameter hole through the windshield pillar and garnish molding. Feed the drill slowly. Caution - prior to drilling thru inside garnish molding check drill direction relative to sheet metal screw. Remove screw if necessary and hold garnish molding firmly in place.

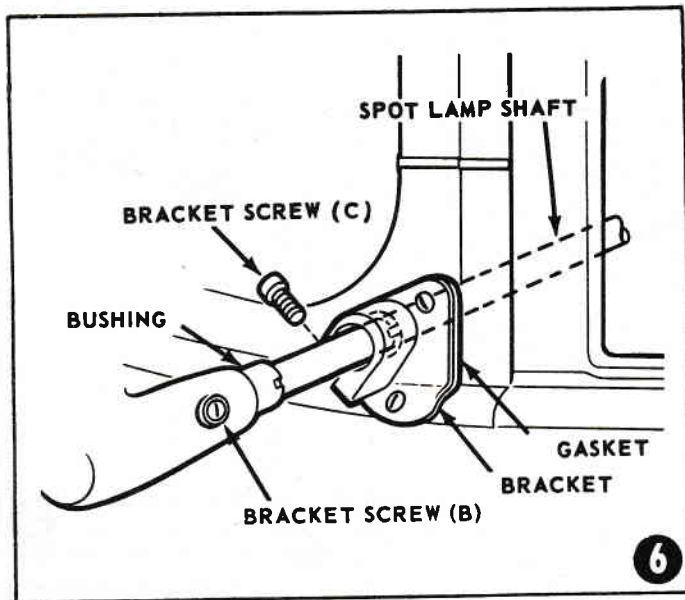
8. Remove and discard the drill bushing. Remove all burrs.

9. On the inside garnish molding directly to the right of the 1/2 inch diameter drilled shaft hole, measure over 3/8 inches, centerpunch and drill a 5/16 inch diameter hole through the garnish molding only as shown in illustration No. 5.



10. Remove the spot lamp switch housing from the spot lamp shaft by removing the nut and wedge as shown in illustration No. 5.

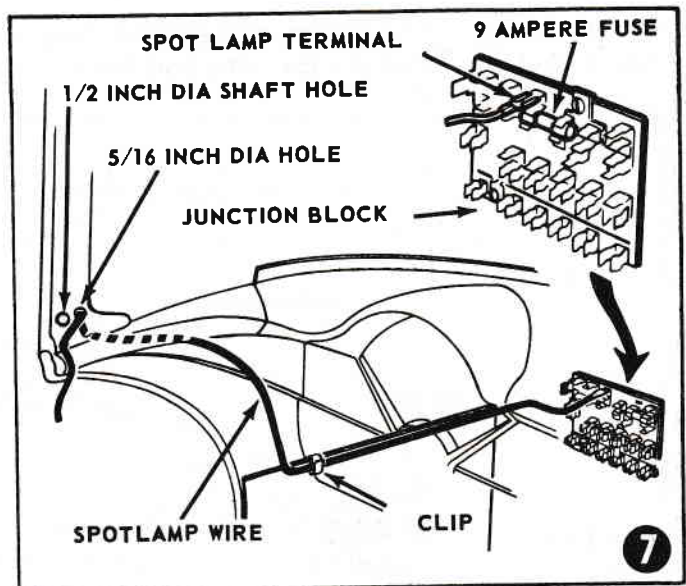
11. Insert the spotlight shaft through the 1/2 inch drilled hole in the pillar until the bushing on the shaft seats into the bracket, tighten the clamping screw firmly on the bracket as shown in illustration No. 6.



12. Slide the spacer and retainer over the shaft from the inside, and press the spacer firmly against the garnish molding, as shown in illustration No. 5.

13. Install the switch housing onto the shaft approximately 30° toward the instrument panel when the spotlight mirror is in normal driving position.

14. Insert the wire into the grommet and into the 5/16 inch hole, passing it down between the garnish molding and the door pillar down the side of the instrument panel to the cowl kick panel as shown in illustration No. 7.



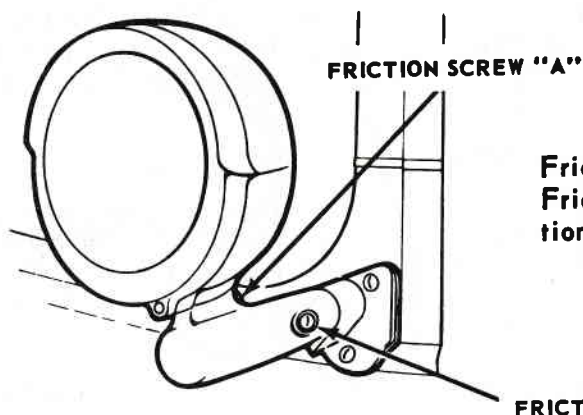
15. Pull the wire over the top of the cowl kick panel and secure it to the panel with a clip. See illustration No. 7.

16. Check to insure that there is enough slack wire at the switch housing to permit free rotation of the spot lamp without binding the wire.

17. Extend the wire from the clip to the junction block and attach as illustrated in No. 7. Install a 9 ampere fuse.

Cut on this line. Place in glove compartment. 

SPOTLAMP - ADJUSTMENT

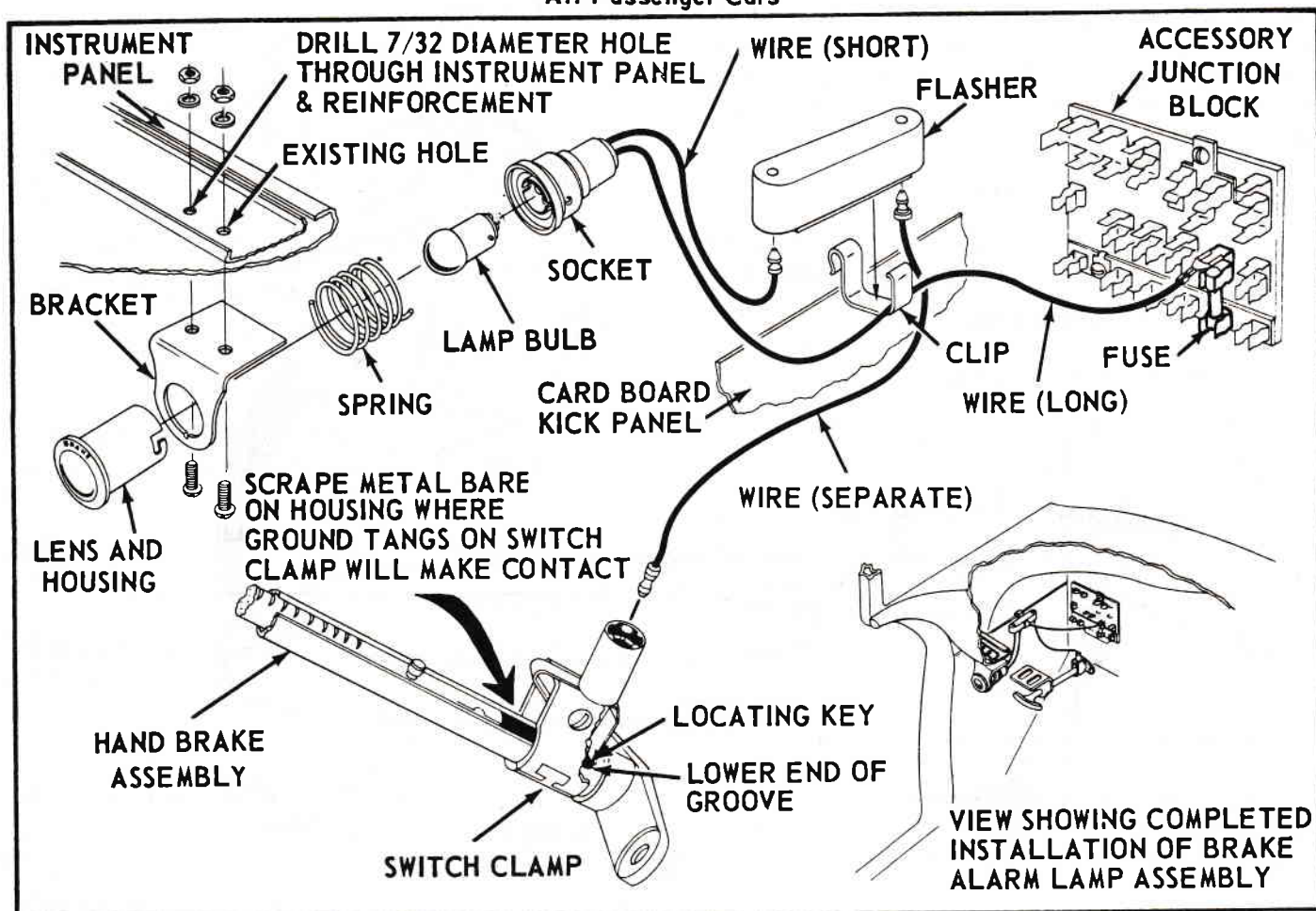


Friction screw "A" adjusts horizontal lamp friction. Friction screw "B" adjusts the vertical shaft friction as shown in illustration No. 1.

PART NO. 3718223

PARKING BRAKE ALARM INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Position the lamp bracket, as illustrated, with its right mounting hole over the outermost hole in the instrument panel lower flange at left side. Attach the bracket with one of the machine screw, nut and lockwasher sets provided. (On models equipped with Courtesy Lamps, remove and reuse the tapping screw at this point.)

2. Using the left bracket mounting hole as a guide, drill a 7/32 inch hole through the instrument panel and its inner reinforcement. Complete the bracket attachment with the remaining set of attaching parts.

3. Key the lens housing assembly through the lamp bracket and slip the spring over the housing. Install the bulb in its socket. Compress the spring and lock the socket and wiring assembly to the lens housing as illustrated.

4. Attach the short wire from the socket assembly to one terminal of the flasher.

5. Attach the long wire to the accessory junction block terminal marked "BRAKE LP" as illustrated. Install the fuse.

6. Position the clip as illustrated to hold the long wire; snap the flasher in place and fasten the clip to the top of the cowl side kick panel.

7. Scrape paint from the hand brake housing at its base as indicated in the illustration to assure a good electrical contact with the ground tangs on the switch clamp.

8. Apply the parking brake.

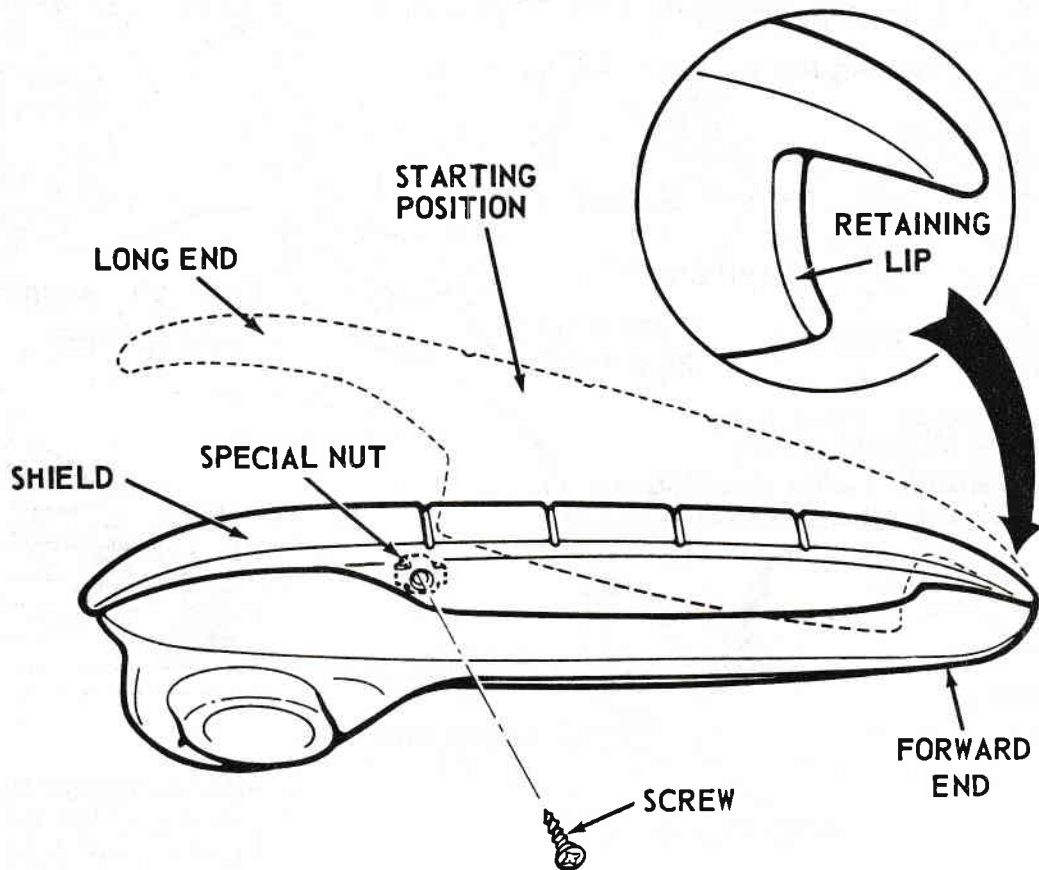
9. Assemble the switch clamp on the housing as shown, with the locating key against the lower end of the housing groove. Tighten the attaching screw securely.

10. Attach the remaining wire to the switch terminal and to the flasher terminal.

PART NO. 3711291

DOOR HANDLE DOOR SHIELD INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Insert the retaining lip of the door handle door shield under the inside contour of the forward end of the door handle, as illustrated.

2. Slide the long narrow end of the shield down against the door handle. (Be careful not to scratch the door finish.)

3. Using the shield as a template, scribe the outline of the screw hole.

4. Remove the shield. Tape the handle to avoid damage to the chrome. Centerpunch and drill a $\frac{23}{64}$ inch hole in the door.

5. Insert the special nut in the drilled hole.

6. Reinstall the shield in position, and secure it in place with one of the tapping screws provided.

7. Repeat the operation on the other doors.

PART NO. 3716533

FRONT FENDER SHIELD INSTALLATION INSTRUCTIONS

All Passenger Cars

INSTALL THE LEFT FENDER SHIELD FIRST
1. Accurate positioning of all three locating edges of the template is necessary to insure a proper fit of the shield.

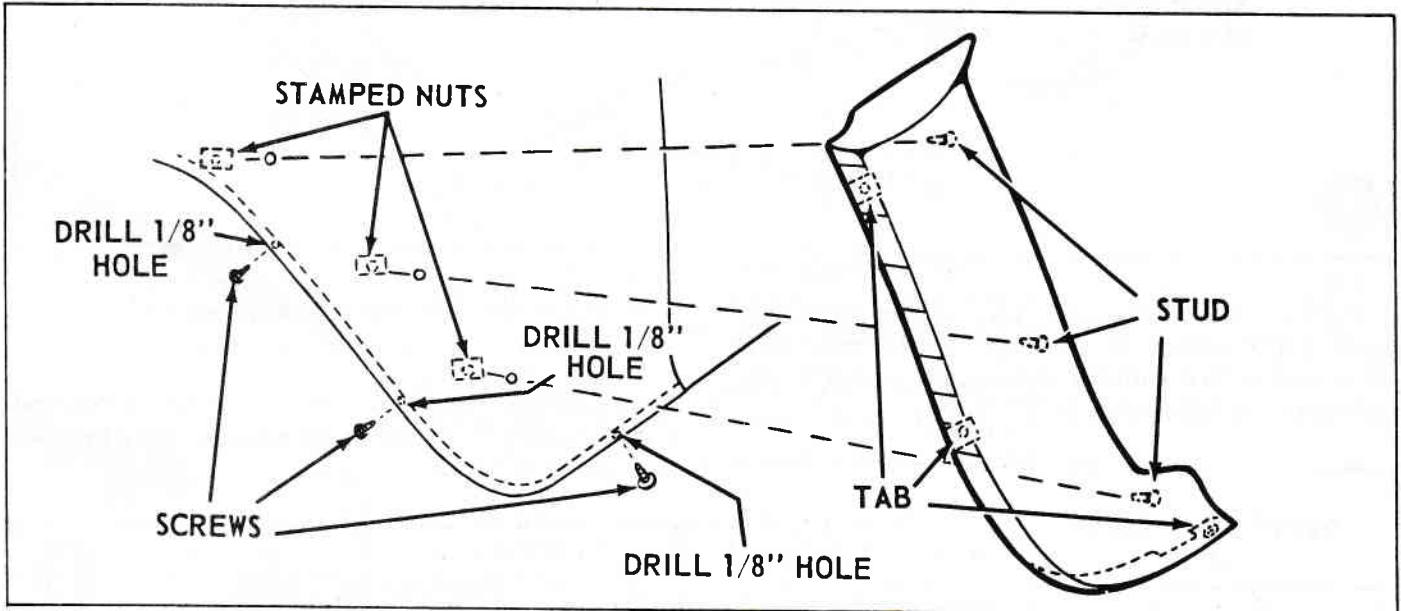
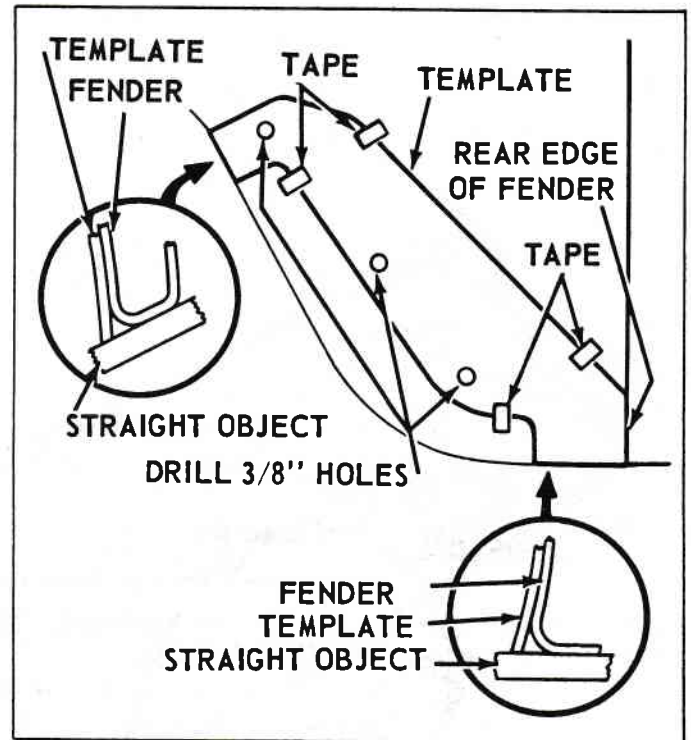
Place the template, printed side up, against the left fender as shown and align its rear edge with the rear edge of the fender.

Hold a flat, straight object against the bottom edge of the fender to establish a horizontal projection. With the template pressed to fit the contour of the fender, the bottom edge of the template should touch the projecting object as illustrated.

The third locating edge is positioned in the same manner. Place a flat straight object against the flat portion of the formed wheel opening as illustrated. Position the template to fit the fender contour and touch the projecting object.

2. With all three locating edges lined up, tape the template in place and center punch at the indicated centers. Remove the template and save for the right fender shield installation.

3. Drill three 3/8 inch holes through the punched centers.



4. Mount the shield on the fender by slipping the tabs under the fender and indexing the studs through the drilled holes.

5. Using the hole in the lower tab as a template, punch and drill a 1/8 inch hole through the fender.

6. Attach the lower tab securely with a tapping screw.

7. Punch and drill 1/8 inch holes through the remaining two tabs and attach securely with the tap-

ping screws provided.

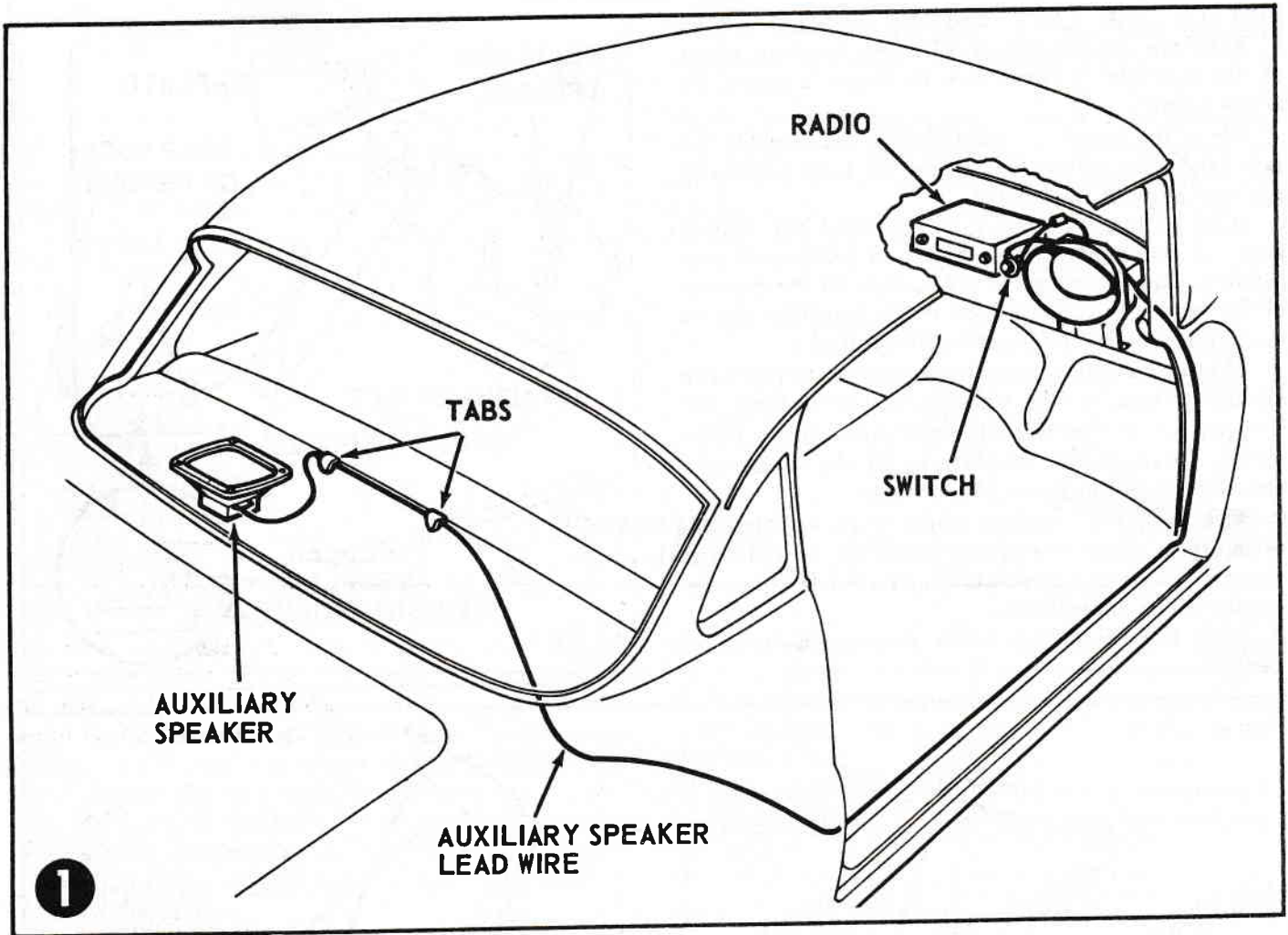
8. Attach the shield securely with the three stamped nuts equally tight on the studs.

9. To install the right fender shield, place the template printed side down and repeat all operations as outlined. The three punch marks from the previous installation may then be used as centers for the right shield punching operation.

PART NO. 3712456

RADIO AUXILIARY SPEAKER INSTALLATION INSTRUCTIONS

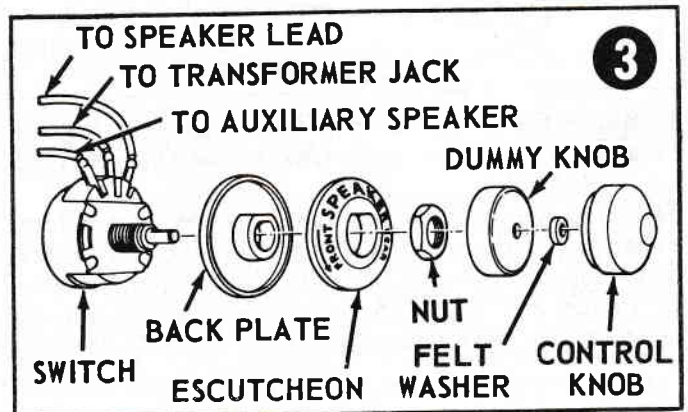
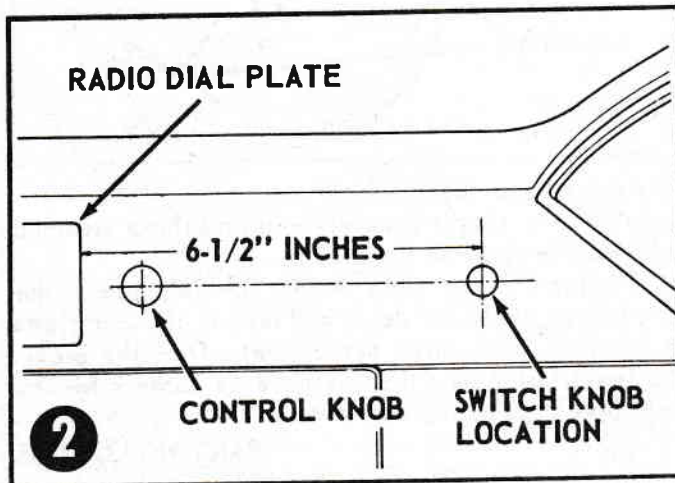
All Passenger Cars

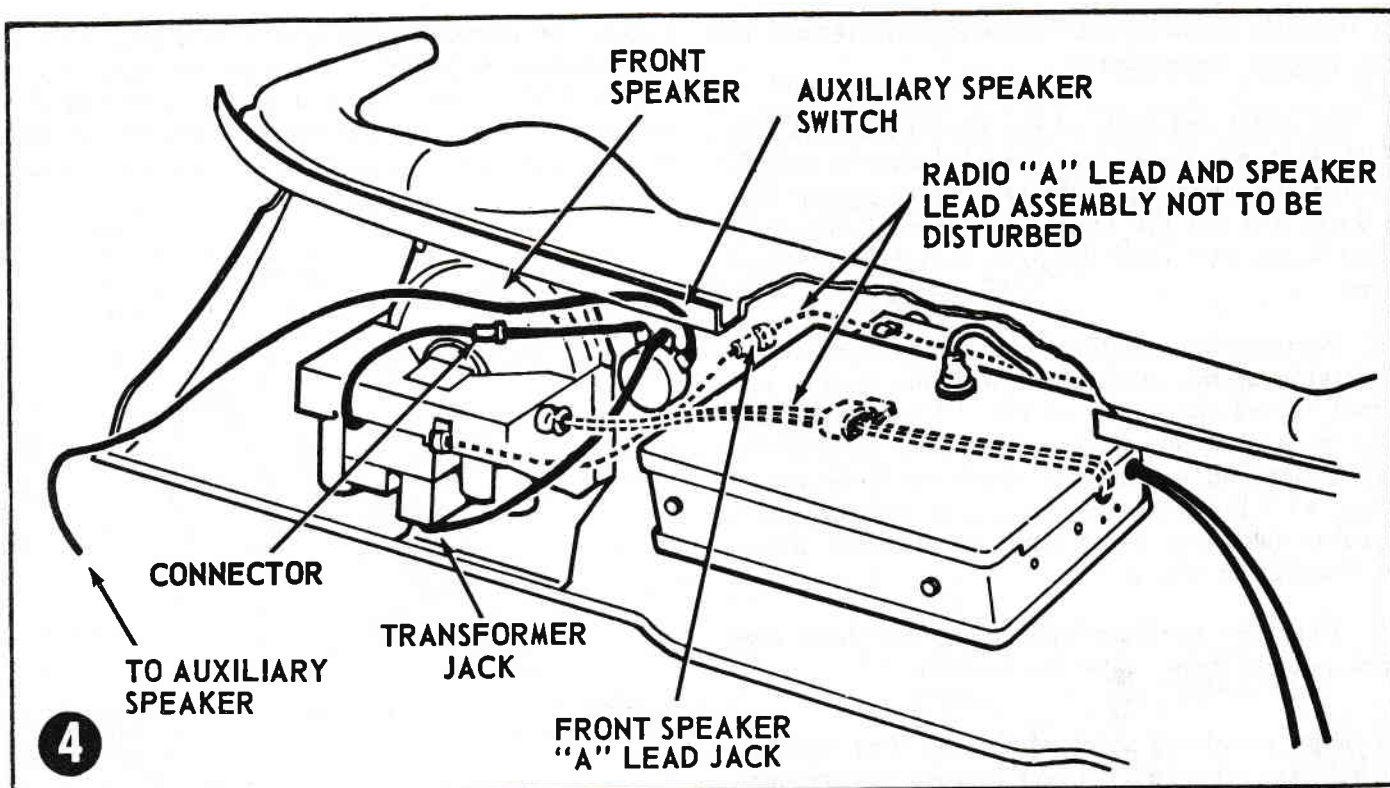


1. Drill a $17/32$ " diameter hole in the instrument panel 6-1/2 inches to the right of the radio dial plate, and in line with the volume and selector control knobs as illustrated in No. 2.

2. Remove the right cowl kick panel and the rear seat cushion.

3. Install the auxiliary speaker control switch and switch parts on the instrument panel in the sequence illustrated in No. 3





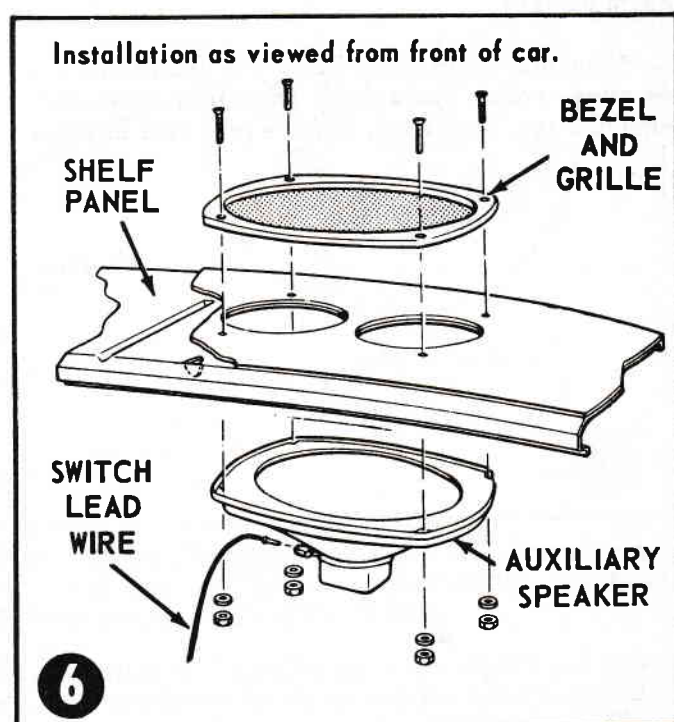
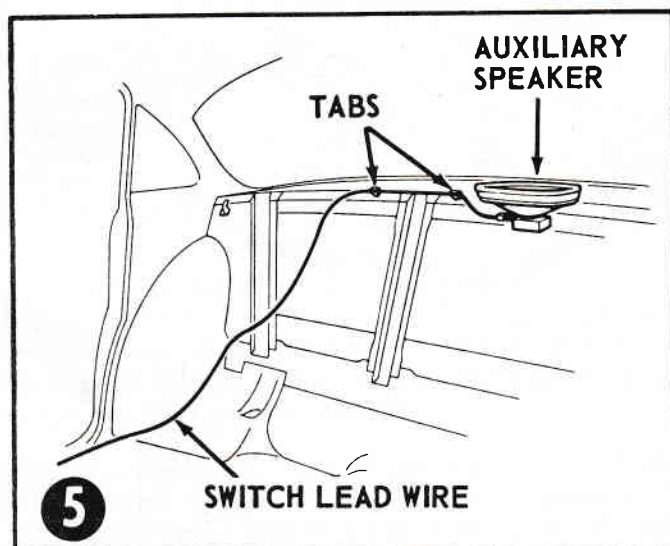
4. Disconnect the wire from the transformer jack under the front speaker and join it to the auxiliary switch wire having the connector end.

5. Plug the wire from the center terminal on the auxiliary switch into the transformer jack from where the other wire was removed as illustrated in No. 4

6. Place the auxiliary speaker switch lead wire (the longest wire) from the control switch over and across the front speaker, and down the side of the right cowl, from which the kick panel had been removed. Take up any slack in the wire.

7. Position the long wire under the front floor mat going toward the rear of the car, and continue laying it under the rear floor mat, then up along the right side of the rear seat cushion position as illustrated in No. 5 and 1.

8. Extend the auxiliary speaker switch lead wire over the top of the fiber board trim and to the right



of the trim retaining tab in the right hand side of the luggage compartment.

9. The metal underside of the shelf panel has four 3/16 inch holes and two 4 inch holes to accommodate the mounting of the rear seat speaker. Use a knife and cut the large holes through the shelf fiber board trim. Drill the 3/16 inch holes through also.

10. Position the auxiliary speaker up against the underside of the shelf panel with the lead-in terminal toward the center of car. Place the special clip on one of the corner screws and keeping the clip points up against the shelf metal secure in place with the washer and nut provided. Complete speaker fastening using parts in order as shown in illustration No. 6.

11. Plug the auxiliary speaker switch lead wire jack into the terminal on the speaker.

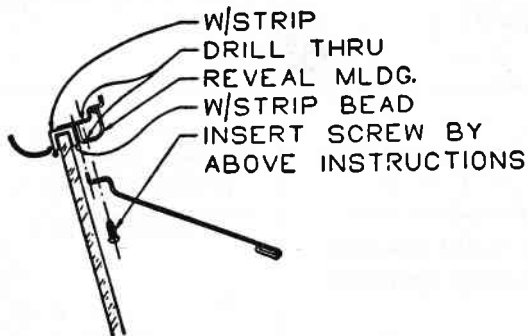
12. Draw remaining slack of the auxiliary speaker switch lead wire into the rear luggage compartment and secure it in place by inserting it under the two trim retaining tabs, as illustrated in No. 5.

13. Turn the radio on and tune in a station. At the counter-clockwise position of the speaker control knob the front speaker only should operate. By turning the speaker control knob in a clockwise rotation the sound will start to diminish from the front speaker, and increase from the auxiliary speaker, until in the clockwise position only the auxiliary speaker should operate.

14. When the above tests show the installation is operating properly, replace the right cowl kick panel, the rear seat back, and the rear seat cushion.

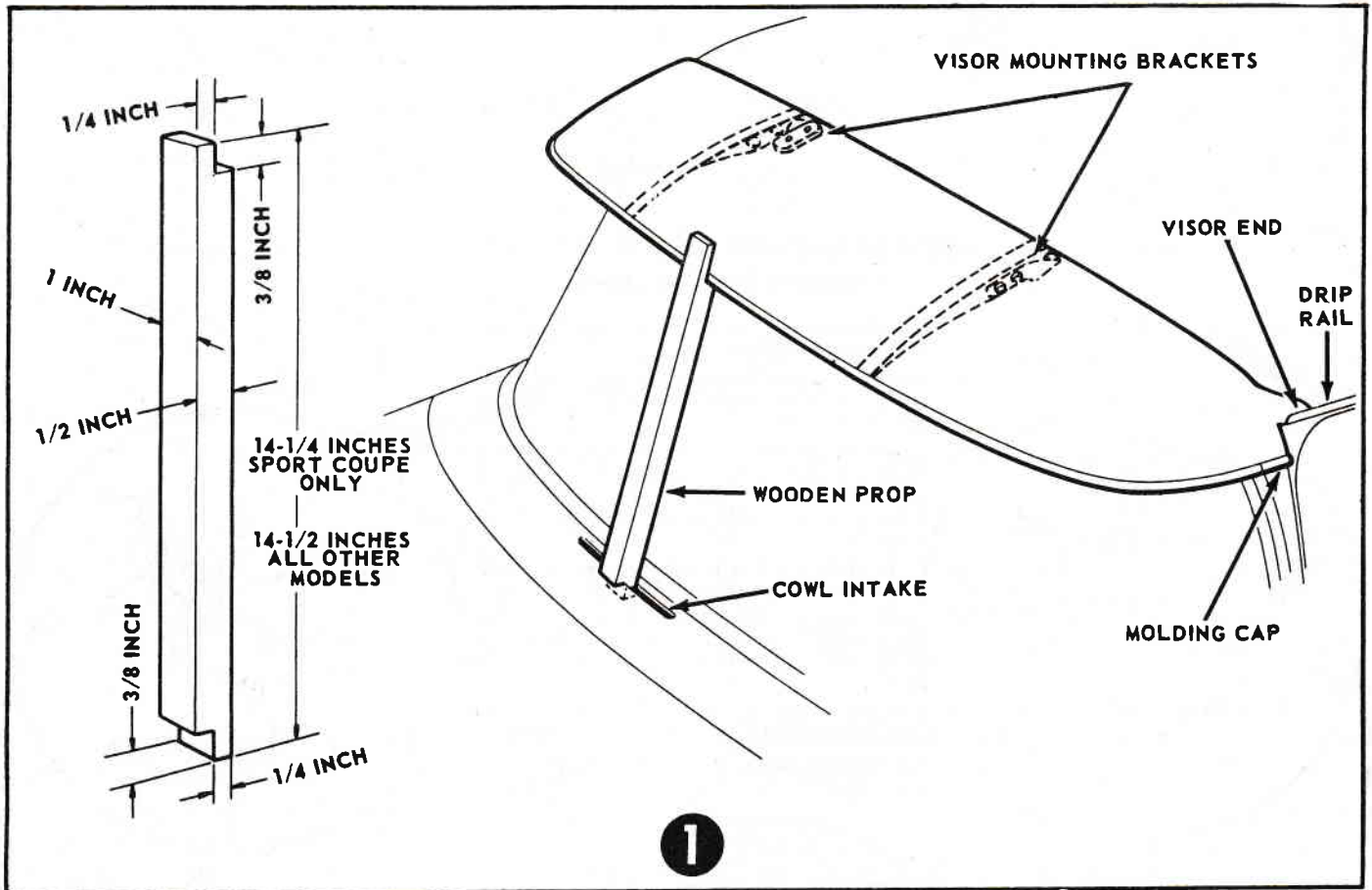
INSTALLATION INSTRUCTIONS FOR VENTSHADES

1. Ventshades will fit only the models shown on the carton label.
2. Ventshades are stamped to show their position—RF for right front door; LF for left front, etc.
3. Insert flange between the W/strip and vent wing division post. Then work the flange up between the W/strip and reveal mldg. Flange should disappear and curves fit properly.
4. If W/strip bead overlaps the vent wing division post, clip off overlapping portion.
5. Center-punch and drill the front screw hole first, using a $\frac{1}{8}$ drill. Drill through reveal mldg. and door frame. (See sketch.) Insert screw.
6. Holding shade in position, center punch and drill remaining hole. Insert screw.
7. Run window glass up. If window binds spread glass channel to allow complete closing.



SUN VISOR INSTALLATION INSTRUCTIONS

All Passenger Cars



1. Remove the molding caps from each end of the sun visor.

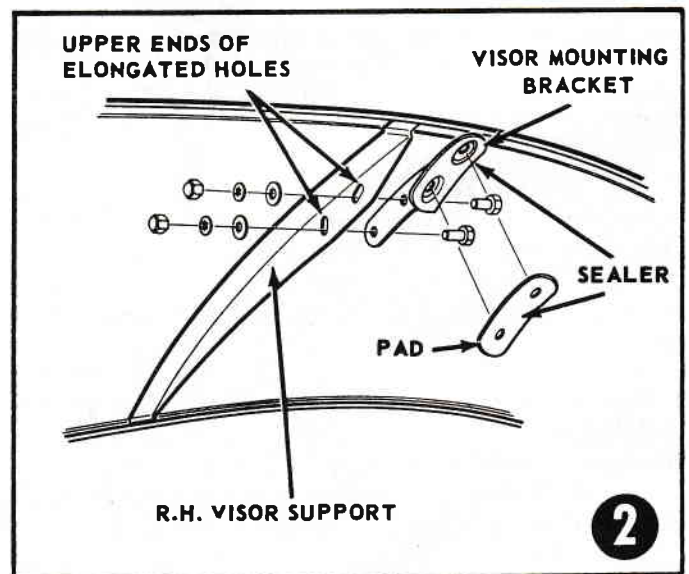
2. Mask the sun visor molding and paint the top side of the visor and the roof mounting brackets to match the roof color.

3. IF NECESSARY, scrape the inside of the drip molding gutter 3-1/2 inches back from the windshield pillar to form a clean even base for the sun visor ends. Paint the scraped drip rail area roof color.

4. Cut a wooden prop to the shape and dimensions illustrated to be used as a center support and height gage according to body model as illustrated in No. 1.

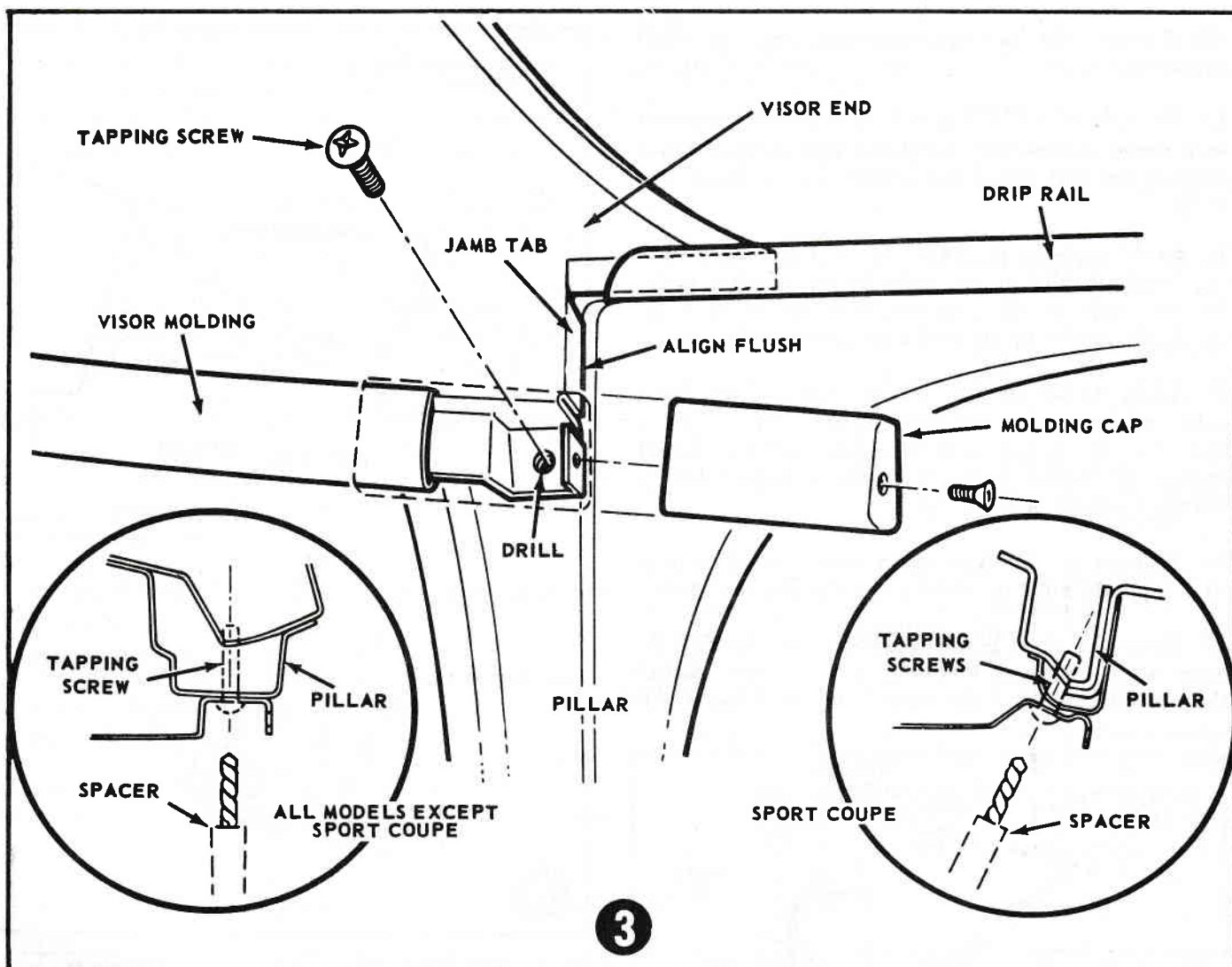
5. Attach the roof mounting brackets finger tight to the sun visor supports with the bolts, flat washers, lockwashers and crown nuts in the order shown in illustration No. 2.

Use the upper ends of the elongated holes in the visor supports on Sport Coupe installations only.



Use the lower ends of the elongated holes in installations for all other models.

6. Place the sun visor on the roof in its installed

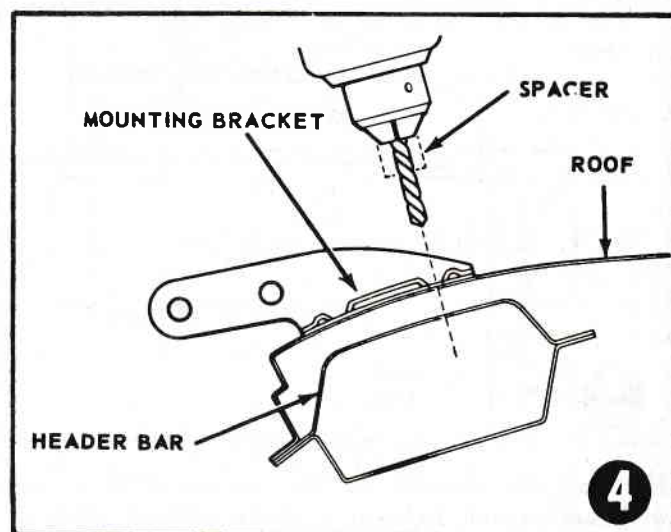


position with the wooden prop centered under the front edge of the sun visor and inserted in the cowl intake louver nearest the windshield as illustrated in No. 1.

7. Fit the horizontal edge of the sun visor ends to bottom in the drip rail gutters and align the visor door jamb tabs flush with the edge of the door opening. Use the hole in each end of the visor as a template for punching and drilling the windshield pillar.

8. Control the angle of drill according to body model as illustrated in No. 3. Limit the depth by using an appropriate spacer as described in the illustration insert. Drill through the pillar and one inner reinforcement using a No. 31 (.120) or a 1/8 drill.

9. Fasten the sun visor to the windshield pillar at the drilled hole with one of the 5/8 inch tapping screws provided. The screw should be driven until it engages the inner reinforcement but not drawn up tightly. Repeat the operation on opposite pillar.



10. With the prop in position, press the visor mounting brackets against the roof and scribe the two holes in each bracket with a 90° bent scribing tool.

11. Remove the pillar screws and the sun visor.

12. Remove the two brackets from the sun visor supports.

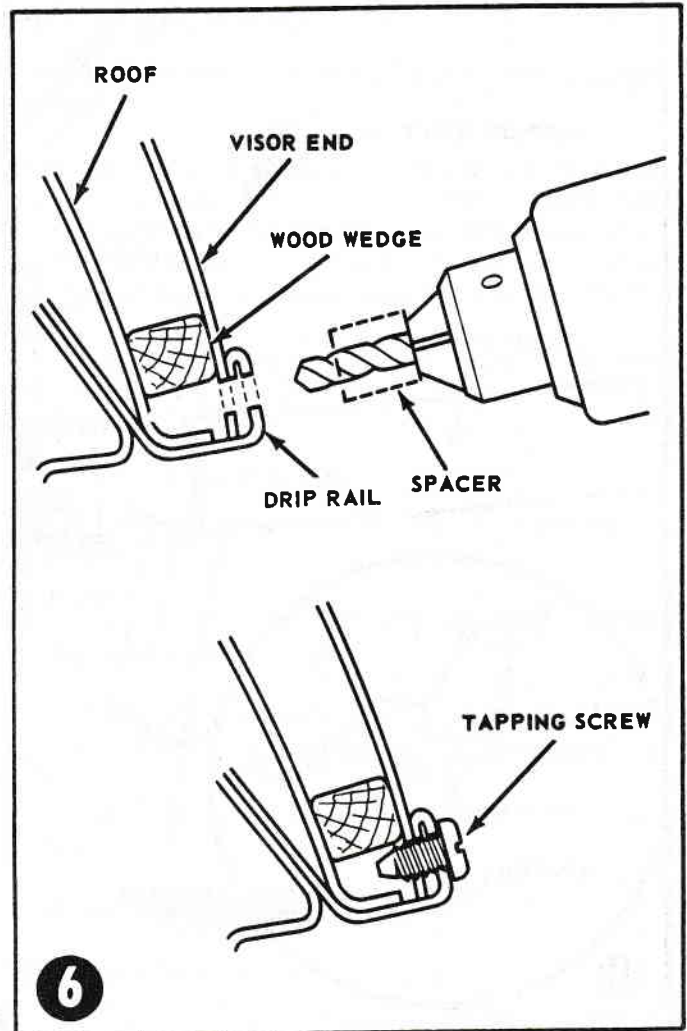
13. Fit a No. 11 (.1910) or a 3/16 drill with a spacer to a depth of one inch. Drill the four scribed holes through the roof panel and header bar as illustrated in No. 4.

14. Apply sealer to the underside of the visor mounting brackets and to one side of the bracket pads. Fit the pads to the brackets with the holes lined up. Apply sealer to the roof side of the pads.

15. Apply sealer to the hole recesses of the brackets and fasten the brackets to the roof using the four 1 inch screws provided. The screws should engage the holes in the windshield header bar to assure a strong installation.

16. Tighten all four screws to assure a water tight fit but do not strip the thread or bend the roof panel.

17. Mount the visor with the horizontal edges of the visor ends bottomed in the drip rail gutter. Attach the visor supports to the visor brackets finger tight.



Use a No. 35 (.109) or 7/64 drill to drill the two holes in each drip rail and visor end. One approximately 1/2 inch from the rear of the visor end and the second hole 1-1/2 inches forward of first hole keeping clear of the wedge block as illustrated in No. 6.

Draw the visor end tightly to the drip rail using two of the 5/16 inch tapping screws provided. Repeat the same operation on the opposite pillar and drip rail.

20. Paint all the drip rails and windshield pillar screw heads roof color.

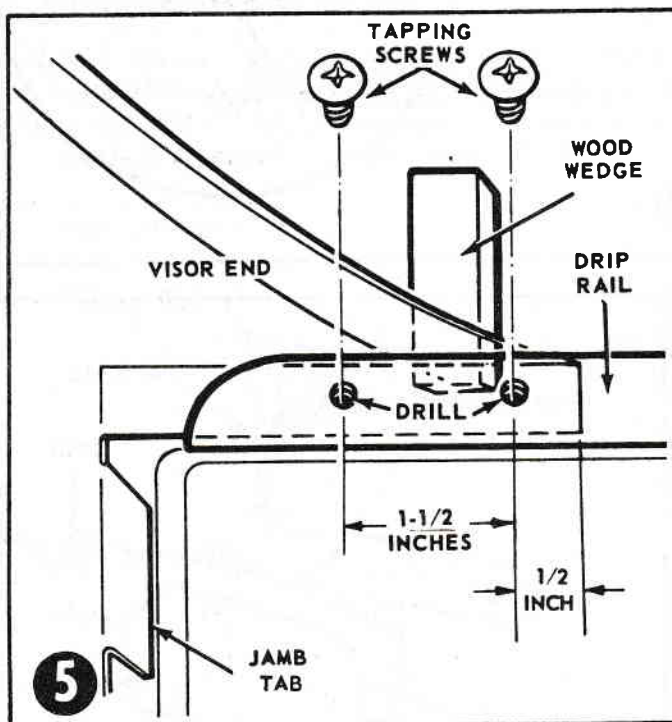
21. Tighten the sun visor nuts at the visor mounting brackets.

22. Replace the sun visor molding caps.

23. Retain the wooden prop for future sun visor installations.

NOTE: Where sealer is specified use windshield sealer.

PART NO. 3711223

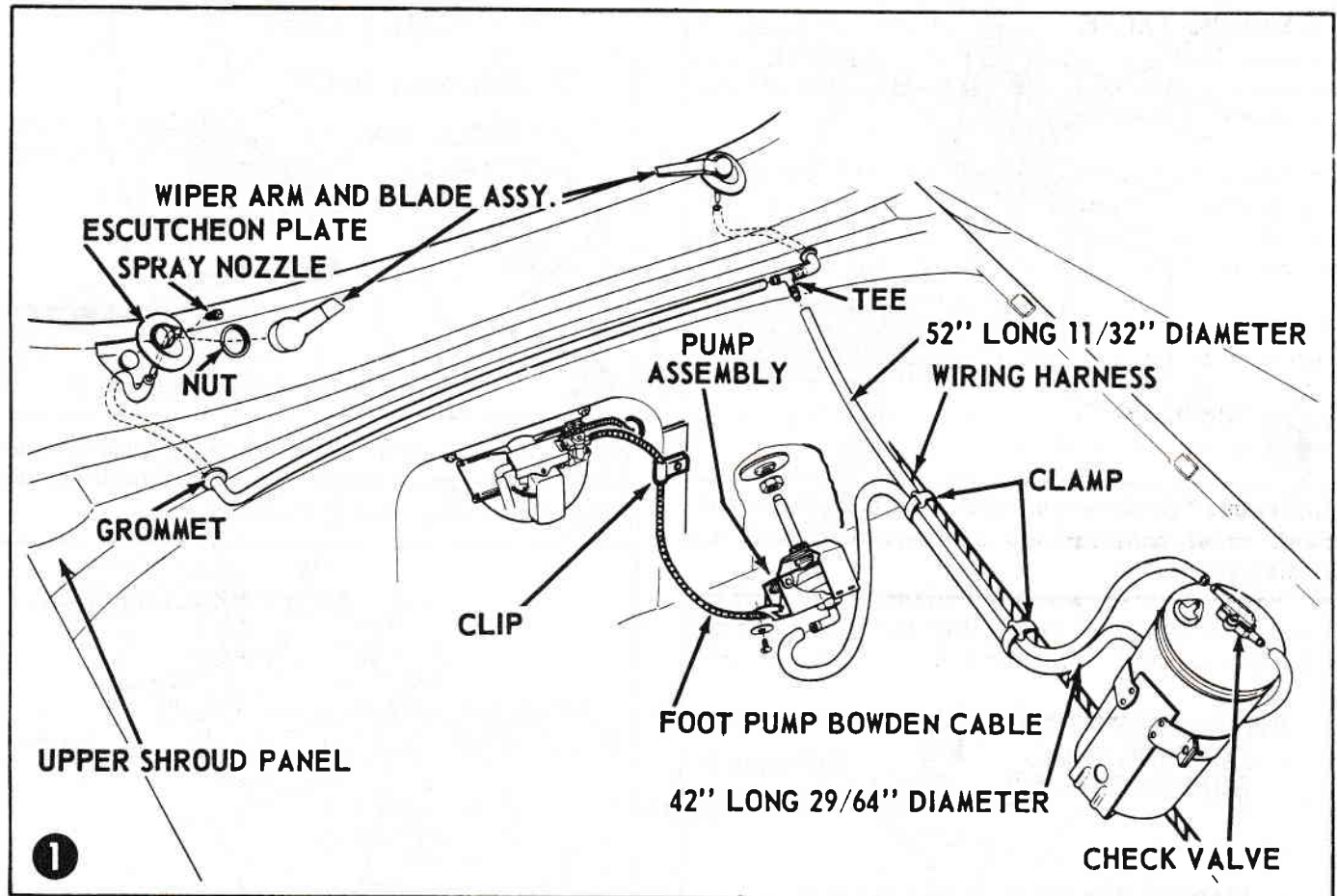


18. Coat the threads of the visor-to-pillar screws with sealer and tighten in place without stripping the threads.

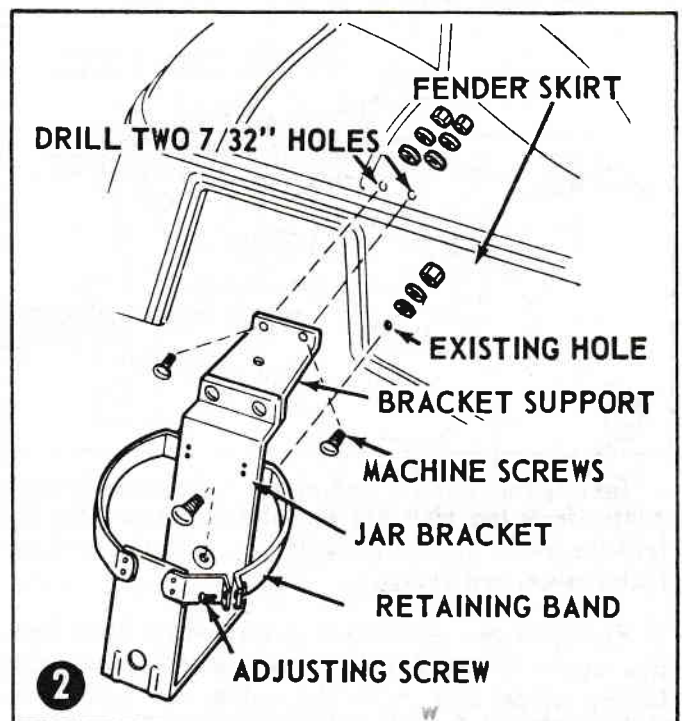
19. Wedge the sun visor end tightly against the drip rail using a wooden wedge block between the roof and the visor end as illustrated in No. 5. To prevent roof damage, fit a limit spacer on the drill.

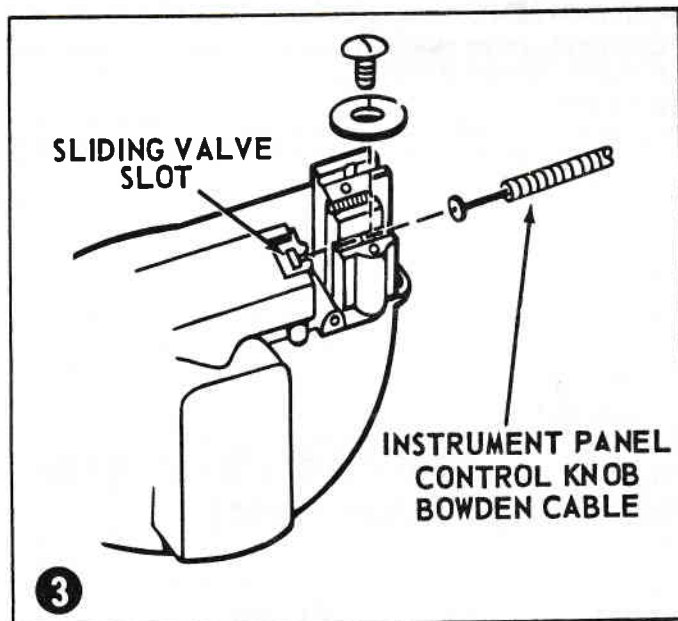
WINDSHIELD WASHER INSTALLATION INSTRUCTIONS

All Passenger Cars

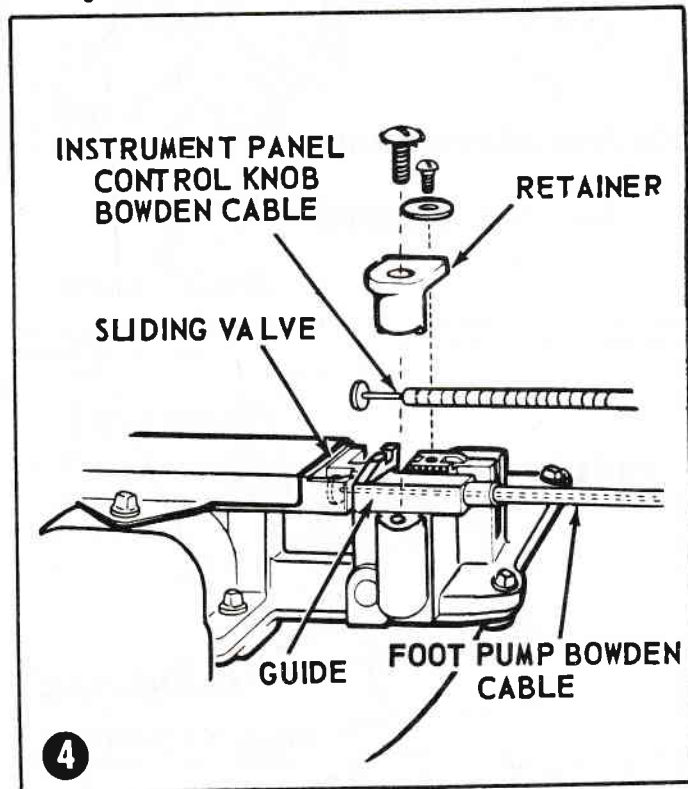


1. Assemble the jar bracket to the bracket support, using two #10 bolts, lockwashers, and nuts.
2. Drill two 7/32 inch holes in the left front fender skirt dimples, located just forward of the first stiffener rib.
3. Secure the jar bracket assembly to the fender skirt using the three #10 machine screws, flat washers, lockwashers, and nuts provided.
4. Install the jar in the bracket and tighten the retaining band with the adjusting screw.
5. Install the 42" long 29/64" diameter hose to the lower connection of the check valve, and the 52" long 11/32" diameter hose to the upper connection.
6. Clamp the two hoses to the wiring harness as illustrated.



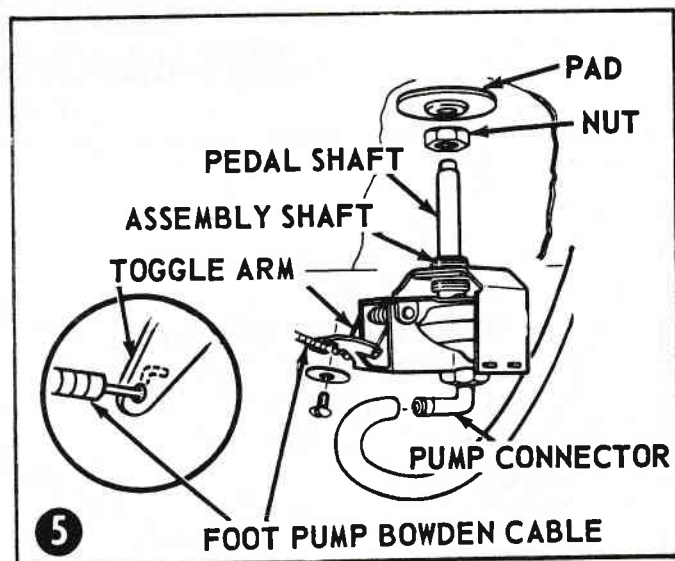


7. Remove the screw and washer and lift the instrument panel control knob bowden cable from the sliding valve slot.

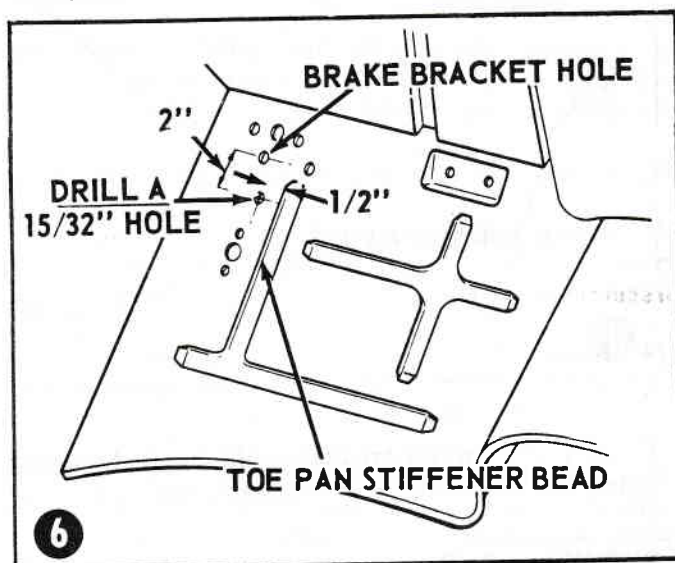


8. Install the washer end of the foot pump bowden cable (from the kit) into the sliding valve slot and lock the guide in position, slot up, with the retainer, lockwasher, and screw.

9. Reinstall the instrument panel control knob bowden cable in the adjacent slot, putting the cable in the guide slot, with the cable end butting up against the end of the sliding valve. Secure it in this new location with the screw and plain washer.



10. Engage the other end of the foot pump bowden cable in the pump toggle arm, as illustrated, and clamp the bowden casing securely.

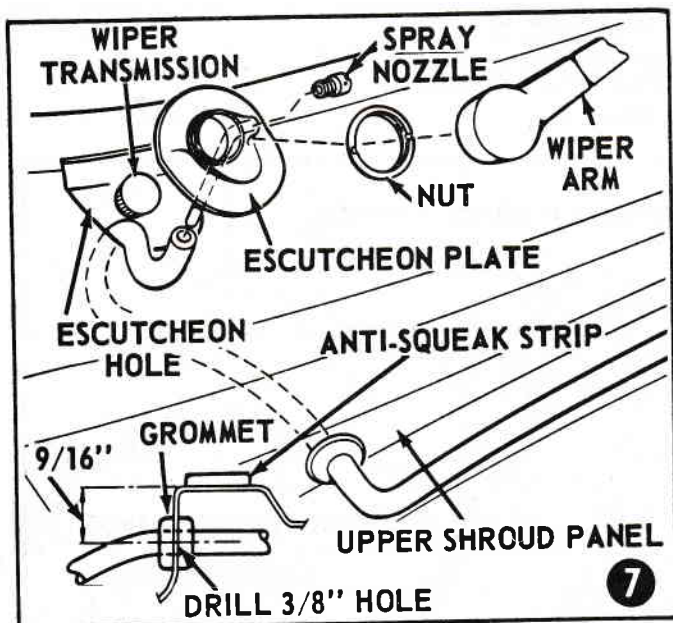


11. Roll back the left top corner of the front floor mar. Measure 1/2" left of the left edge of the toe pan stiffener bead, and 2" down from the toe pan brake bracket hole, as illustrated. Drill a 15/32" hole for the pump assembly shaft. Punch a corresponding but smaller hole in the floor mat for the pedal shaft.

12. From the foot pump pedal shaft remove the pad and the nut. Install the pump assembly shaft in the 15/32" drilled hole, and secure it to the toe pan with the nut. Replace the floor mat and the pad.

13. Connect to the pump connector the 42" long hose which leads from the lower check valve connection.

14. Insert the center leg of the "Tee" connector in the end of the 52" long hose.



15. Drill a 3/8" hole in the upper shroud panel, with the center of the hole 9/16" below the hood anti-squeak, directly in line with the right hand windshield wiper. Drill a corresponding hole for the left hand windshield wiper.

16. Remove both wiper arm and blade assemblies.

17. Remove the round nut from both escutcheon plates at the windshield wiper blades, and lift the escutcheon plates from the wiper transmission.

18. Remove the plug from the side of each escutcheon plate, and in its place insert a spray nozzle.

19. Cut 10 inches from the 50 inches long hose supplied in the kit. Insert the 10" piece of hose into the 3/8" drilled hole in the left side of the upper shroud panel. Work the end of the hose up through the escutcheon hole and install it on the escutcheon tube.

20. Insert an end of the 40" long hose in the right hand side 3/8" drilled hole, and install the end of this hose over the escutcheon tube.

21. Reassemble the escutcheon plate, nut, and the wiper arm and blade assemblies.

22. Install a grommet on each of the two hoses, and work them up into the 3/8" holes, as illustrated.

23. Connect the other end of the two hoses to the "Tee" connection.

24. In spring, summer and early fall, pour one ounce of GM All-Season Solvent in the jar, and add water to fill it. In the winter, add two ounces of GM Solvent. This will prevent jar breakage due to weather

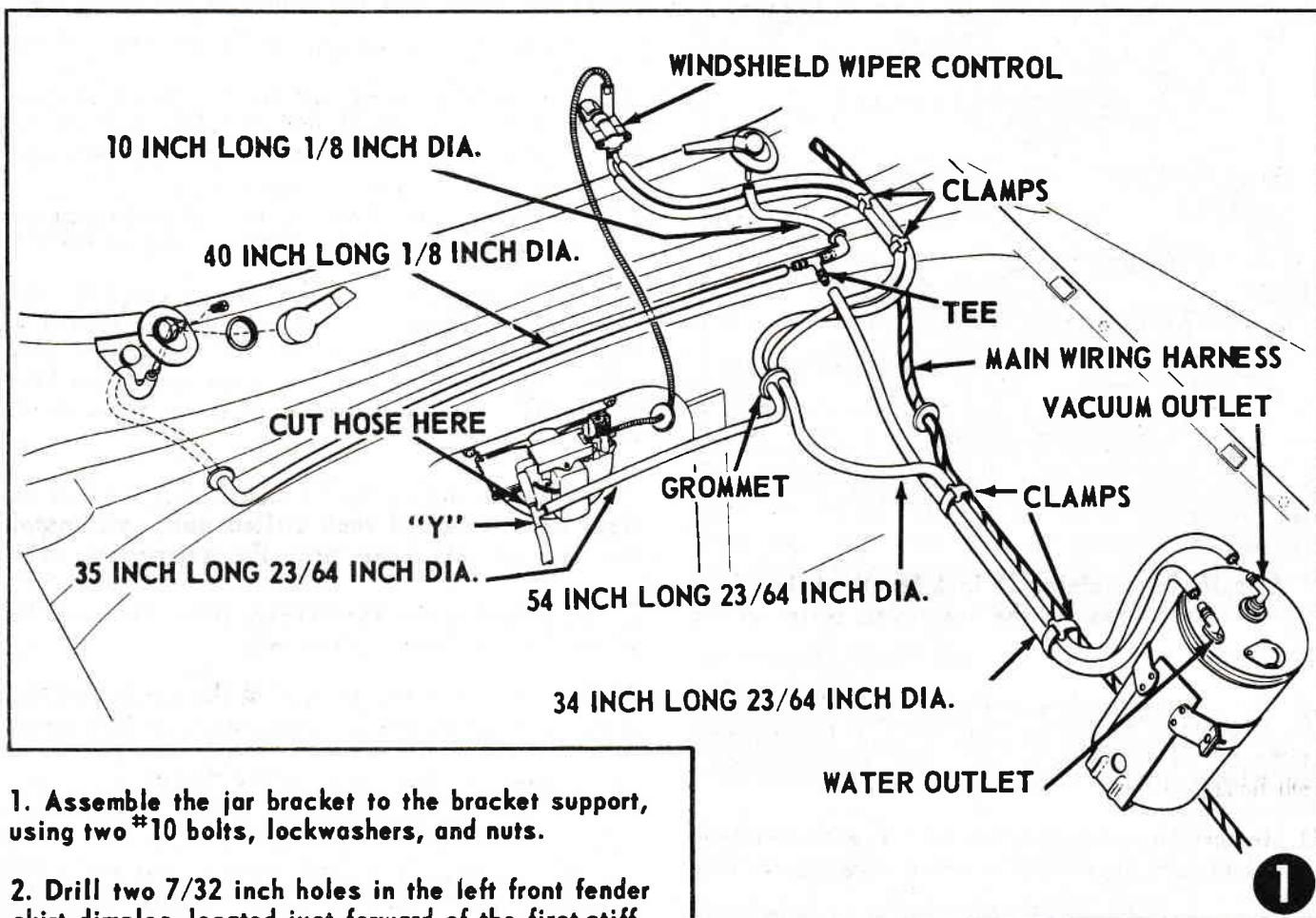
under normal winter conditions. **DO NOT** use cleaning solutions or chemicals because they may damage the car finish or washer parts.

25. Aim the spray nozzle so that the water stream strikes the glass near the center of the wiper arc.

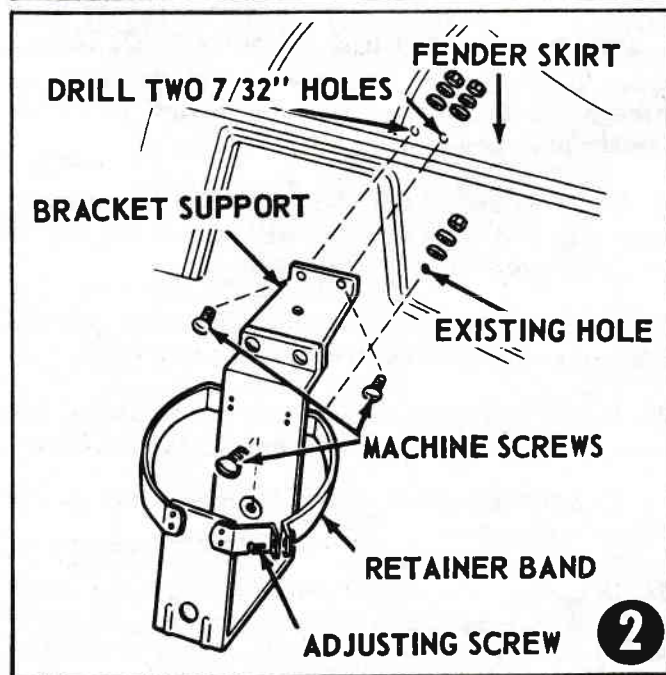
PART NO. 3713344

WINDSHIELD WASHER INSTALLATION INSTRUCTIONS

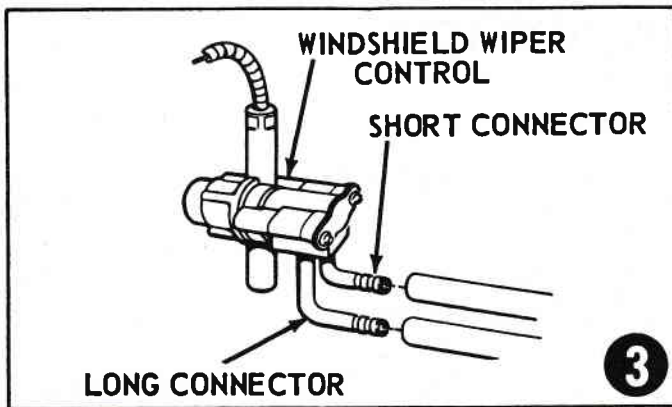
All Passenger Cars



1. Assemble the jar bracket to the bracket support, using two #10 bolts, lockwashers, and nuts.
2. Drill two 7/32 inch holes in the left front fender skirt dimples, located just forward of the first stiffener rib.
3. Secure the jar bracket assembly to the fender skirt using the three #10 machine screws, flat washers, lockwashers, and nuts provided.
4. Install the jar in the bracket and tighten the retaining band with the adjusting screw.
5. Drill a 1 inch diameter hole at the dimple in the dash panel and insert grommet furnished.
6. Cut 34 inches from the 23/64 inch diameter hose supplied in the kit. Install one end on the water outlet of the jar cover.
7. Cut 54 inches from the 23/64 inch diameter hose, and install one end on the vacuum outlet of the jar cover.
8. Route the 54 inch hose thru the grommet on the dash, and install the end of the hose on the long



connector of the windshield wiper control.



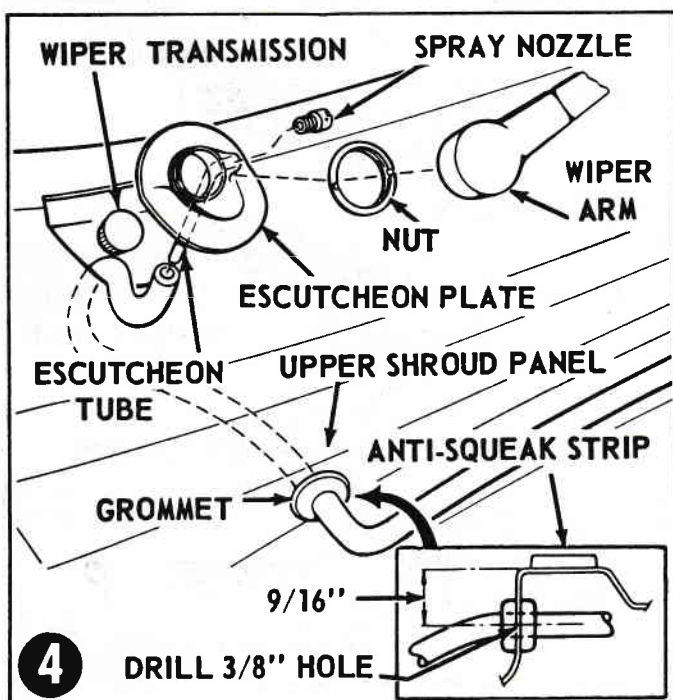
9. Clamp the two hoses to the wiring harness as illustrated.

10. On six cylinder units, cut the wiper motor to manifold hose 2-1/4 inches from the wiper motor. On eight cylinder units, cut the hose 4 inches from the wiper motor. Install a "Y" to join the cut sections together.

11. Install the remaining 35 inch length of the 23/64 inch diameter hose on the remaining outlet of the "Y" fitting.

12. Route the other end of the 35 inch hose through the grommet in the dash, and install it on the short connector of the windshield wiper control. Clamp both hoses to the main wiring harness.

13. Insert the center leg of the "Tee" in the end of the 34 inch long hose from the water outlet connection of the jar cover.



14. Drill a 3/8 inch hole in the upper shroud panel, with the center of the hole 9/16 inch below the hood anti-squeak strip, directly in line with the right hand windshield wiper. Drill a corresponding hole at the left hand windshield wiper.

15. Remove both wiper arm and blade assemblies.

16. Remove the round nut from both escutcheon plates at the windshield wiper blades, and lift the escutcheon plates from the wiper transmission.

17. Remove the plug from the side of each escutcheon plate, and in its place insert a spray nozzle.

18. Cut 10 inches from the 50 inches long 1/8 inch hose supplied in the kit. Insert the 10 inch piece of hose into the 3/8 inch drilled hole in the left side of the upper shroud panel. Work the end of the hose up through the escutcheon hole and install it on the escutcheon tube.

19. Insert an end of the 40 inches long hose in the right hand side 3/8 inch drilled hole, and install the end of this hose over the escutcheon tube.

20. Reassemble the escutcheon plate, nut, and the wiper arm and blade assemblies.

21. Install a grommet on each of the two hoses, and work them up into the 3/8 inch holes, as illustrated.

22. Connect the two hoses to the "Tee".

23. Fill the jar 2/3 full or to the top line of the washer bracket. In spring, summer and early fall, pour one ounce of GM All-Season Solvent in the jar. In the winter, add two ounces of GM Solvent. This will prevent jar breakage due to weather under normal winter conditions. DO NOT use cleaning solutions or chemicals because they may damage the car finish or washer parts.

24. Aim the spray nozzle so that the water stream strikes the glass near the center of the wiper arc.

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