

Body by Fisher

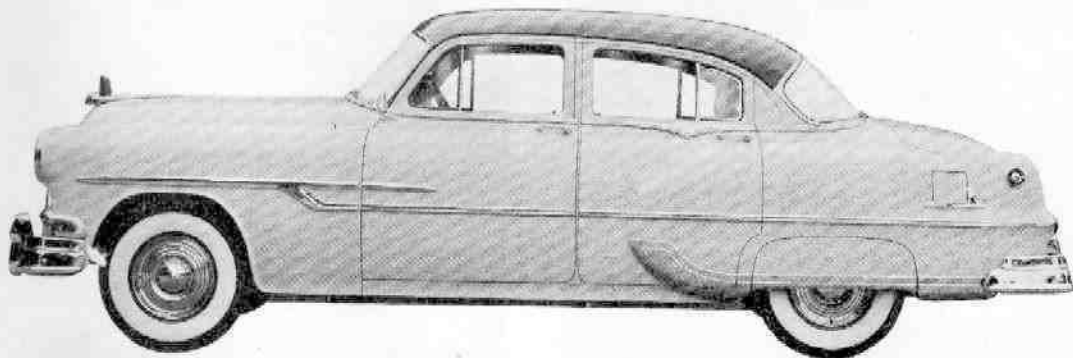
SERVICE NEWS

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REMOVAL, INSTALLATION OF FRONT END AND REAR COMPARTMENT BODY HARDWARE PARTS INCLUDING WINDSHIELD AND BACK GLASS

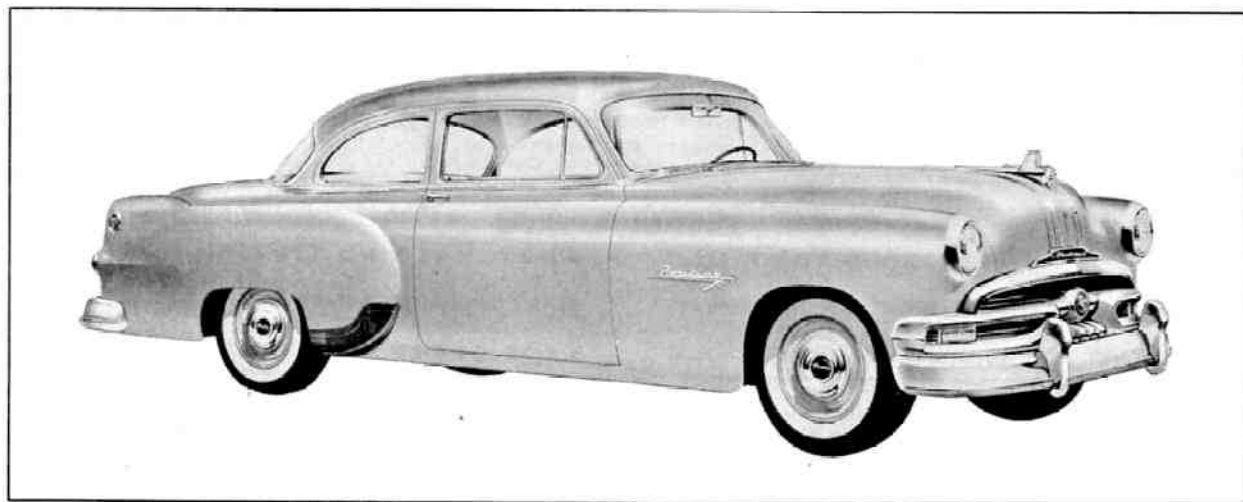
1953 PONTIAC CLOSED BODY STYLES



PONTIAC NAME

FISHER STYLE NO.

CLOSED BODY STYLES
(CONVERTIBLE AND CATALINA STYLES EXCEPTED)



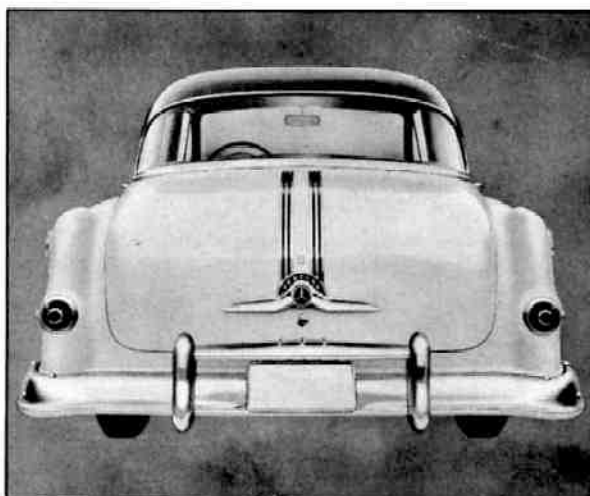
| PONTIAC NAME | FISHER STYLE NO. |
|-----------------------------|------------------|
| SPECIAL 2- DOOR SEDAN | 2511 W |
| DELUXE 2- DOOR SEDAN | 2511 WD |

(Illustration above shows the Special 2-Door Sedan)



FRONT VIEW

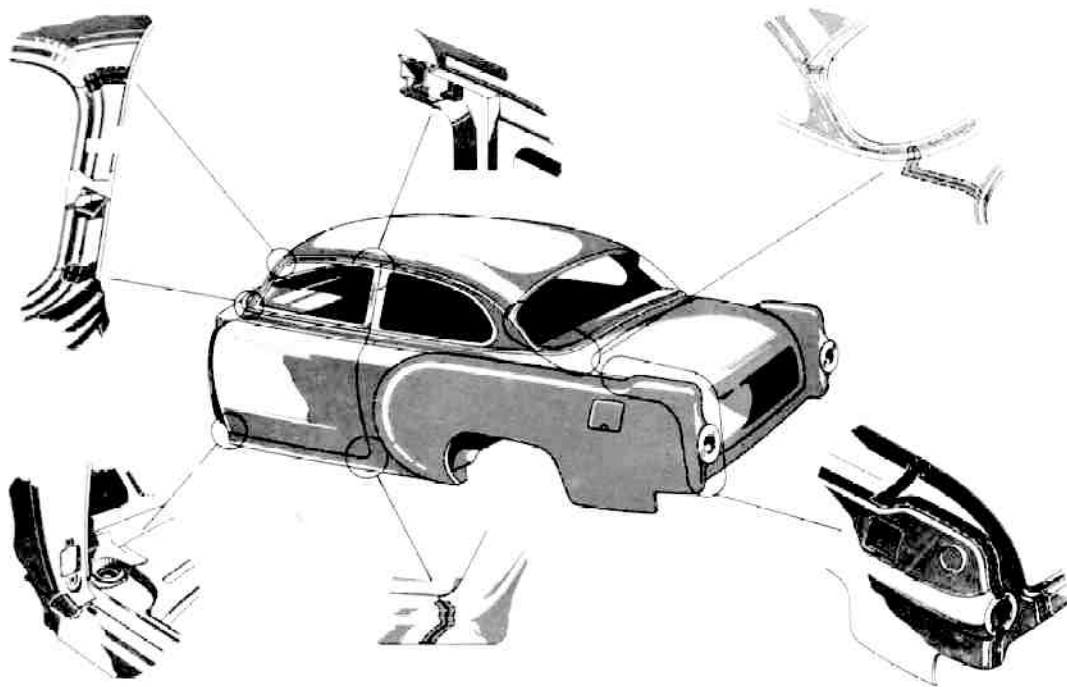
1953 PONTIAC CLOSED BODY STYLES



REAR VIEW

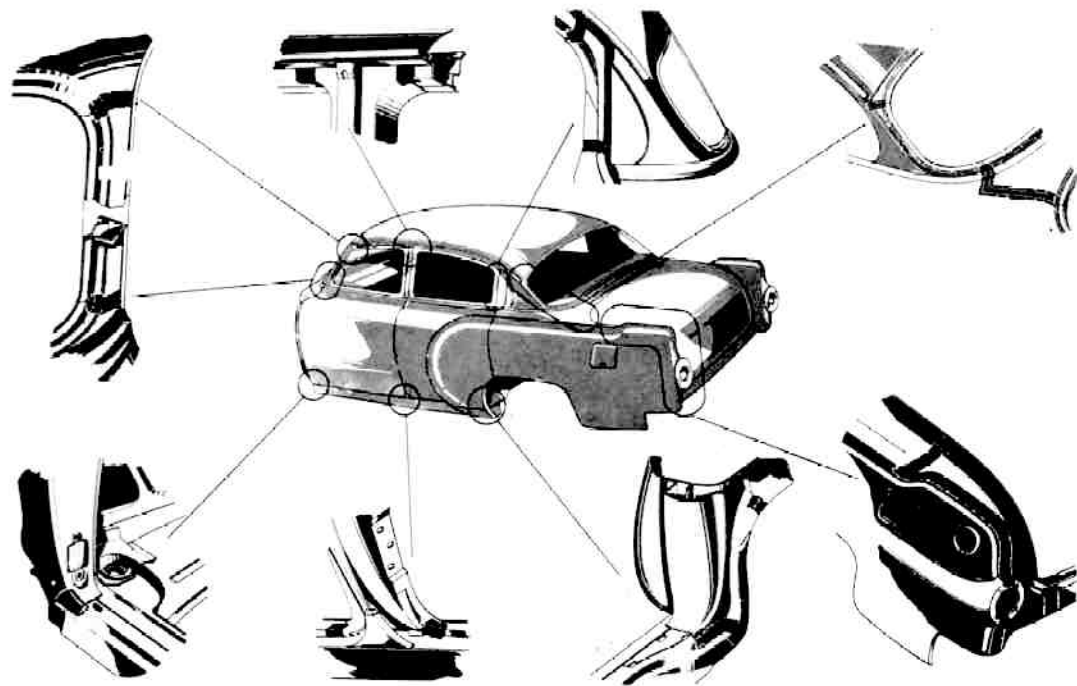
1953 PONTIAC CLOSED BODY STYLES

1953
MAJOR PANEL WELDING LINES



PONTIAC 2-DOOR SEDAN FISHER STYLES 2511-B & 2511-D
Showing location of major panel assembly torch welding lines

1953
MAJOR PANEL WELDING LINES

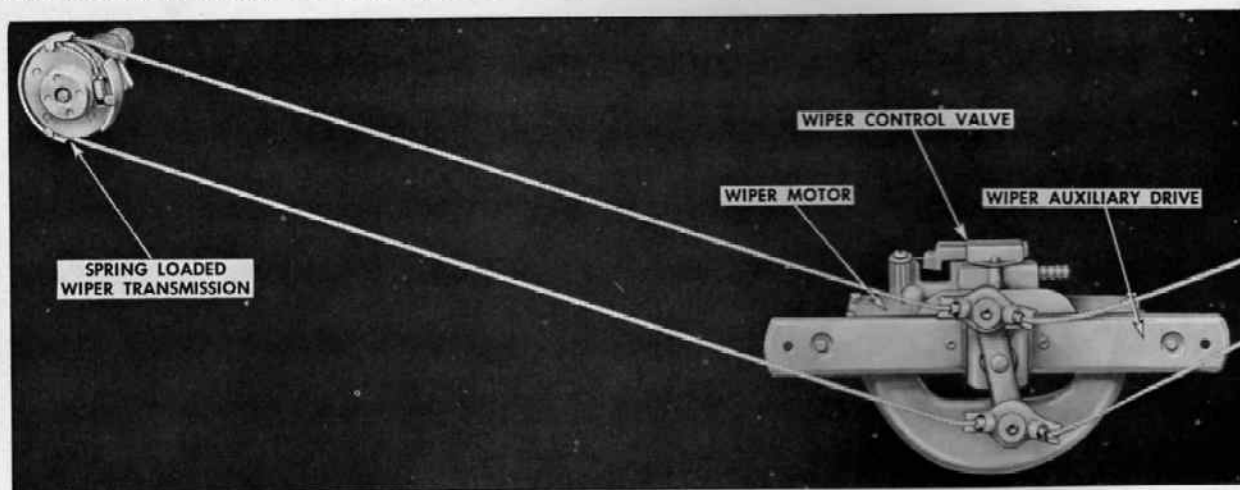


PONTIAC 4-DOOR SEDAN FISHER STYLES 2569 W & 2569 WD
Showing location of major panel assembly torch welding lines

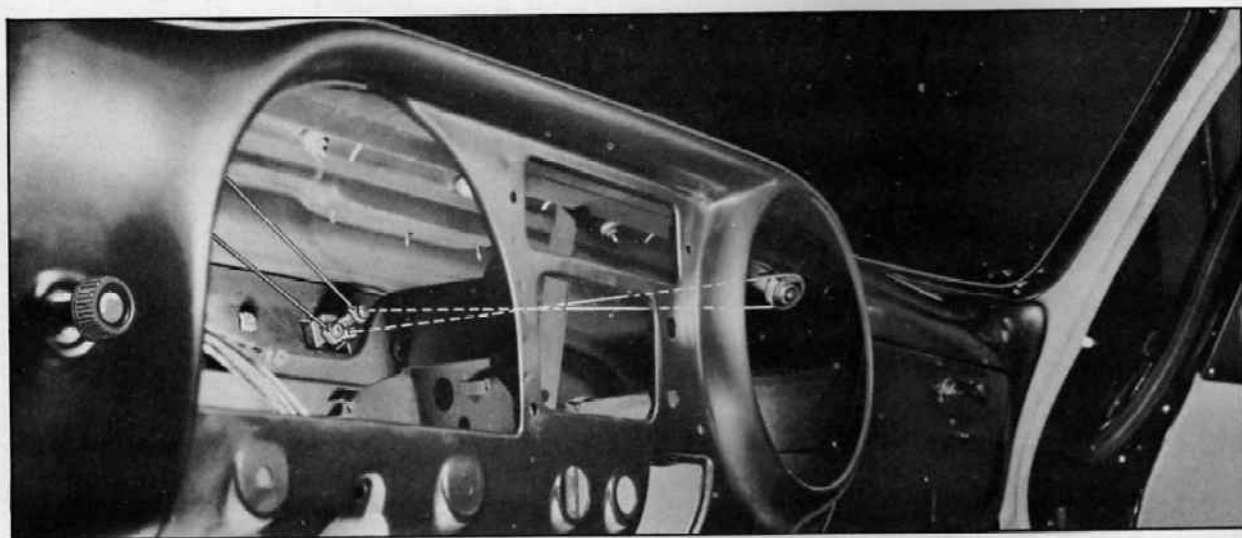
FRONT END BODY HARDWARE PARTS

WINDSHIELD WIPER ASSEMBLY

A major change has occurred in the windshield wiper assembly on 1953 body styles. This major change occurs particularly in the wiper transmission assembly which incorporates a cable drive. Another new feature of the transmission is the use of a "spring loaded" pulley that controls cable tension. For service operations, the cable tension can be "slackened off" by adjusting a screw located in the knurled end of the transmission shaft protruding through the cowl which is visible after the wiper arm and blade are removed. The trans-



mission is installed to the cowl with a spanner nut and escutcheon. The wiper control assembly located on the instrument panel is retained by a spanner nut and the control knob for operating the wiper is installed with a set screw. The wiper motor is located on the upper front of the dash under the hood. The shaft of the wiper motor protrudes through the dash where it is attached to an auxiliary drive used for operating the transmission cables.



The above illustration taken through the openings in the instrument panel with instruments removed, shows the position of the cable-driven wiper mechanism assembly and its method of attachment to the cowl upper panel and dash. The wiper motor is installed on the front of the dash and the auxiliary drive located inside the dash, shown at left center, operates the cables running to each wiper transmission. To permit proper sweep of wiper blades, the cables to the left transmission run parallel, the cables to the right transmission are crossed. For access to the right transmission, the glove compartment box must be lowered out of position. The illustration also shows the bolted attachment of the belt molding across the upper cowl panel.

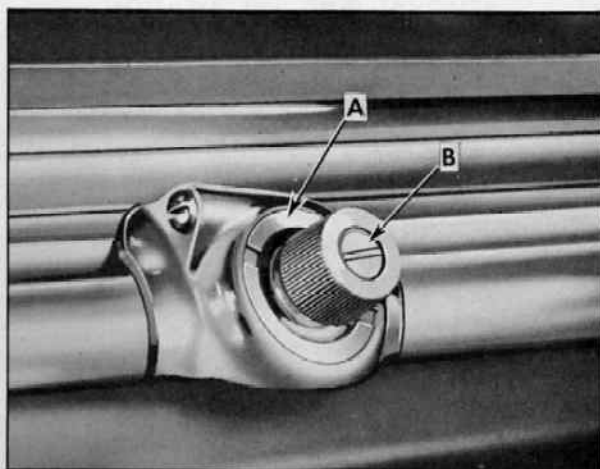
NOTE

WHERE CEMENTS AND COMPOUNDS ARE SPECIFIED IN THIS SERVICE NEWS, WE WISH TO ADVISE THAT THE SPECIFIED CEMENTS AND COMPOUNDS OR THEIR EQUIVALENTS MANUFACTURED BY OTHER COMPANIES MAY ALSO BE USED.

WIPER TRANSMISSION AND CABLE REMOVAL

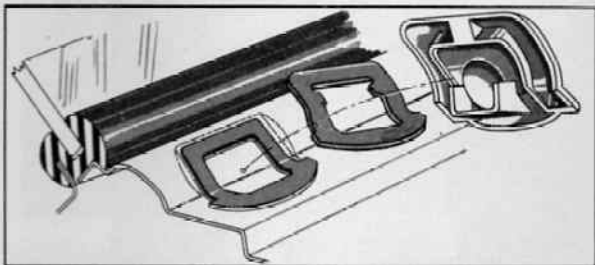
1. Remove the wiper blades and arms.
2. Remove the wiper transmission spanner nut from each transmission indicated at "A".
3. Inside the body, underneath the instrument panel, carefully pull each transmission downward so that it slips through the escutcheon on top of the cowl. Disengage the wiper cables from the motor auxiliary drive and remove assembly. To gain access to the transmission underneath the right side of the cowl, remove the two screws along the top of the glove compartment opening and carefully tilt the glove compartment downward.
4. On top of the cowl, lift up each wiper transmission escutcheon, disengage washer hoses and remove assembly.

NOTE: The set screw "B" in the end of transmission shaft indicated opposite, is used for adjusting tension of wiper cables.



INSTALLATION

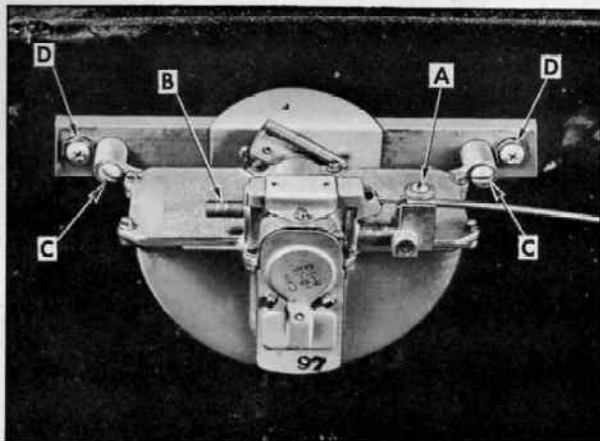
To install transmission assembly, reverse the foregoing procedure. Clean off old sealer from underside of escutcheon, gasket and transmission opening in cowl. Apply fresh 3-M Autobody Sealer to the shaded area of parts as indicated in opposite drawing, then reinstall the assembly. NOTE: To adjust tension of cable, hold cable, loosen screw on end of transmission shaft indicated in foregoing illustration and allow pulleys to rewind cable, then retighten transmission screw. Use care not to obstruct washer tubing with compound.



WIPER MOTOR REMOVAL AND INSTALLATION

1. Disconnect and remove control cable indicated at "A".
2. Remove vacuum line from motor indicated at "B".
3. Remove screws "C" attaching motor to auxiliary drive and remove motor.
4. To install, reverse this procedure.

WIPER MOTOR AND AUXILIARY DRIVE REMOVAL AND INSTALLATION



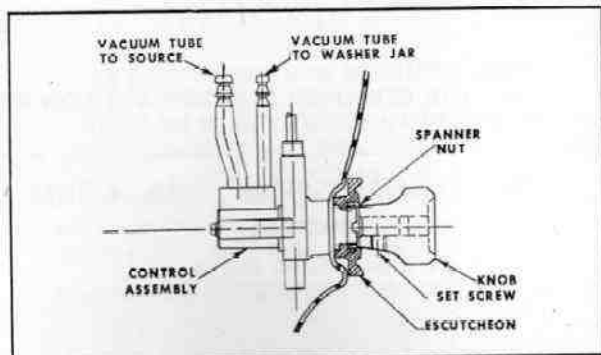
drive from inside of dash and motor from outside of dash.

5. To install, reverse this procedure, making sure the wiper cables running from the auxiliary drive to the right wiper transmission "are crossed" during installation (not necessary on left side). Windshield wiper motor gasket must be cleaned and resealed to both the motor and the dash during installation using 3-M Autobody Sealer.

WINDSHIELD WIPER CONTROL

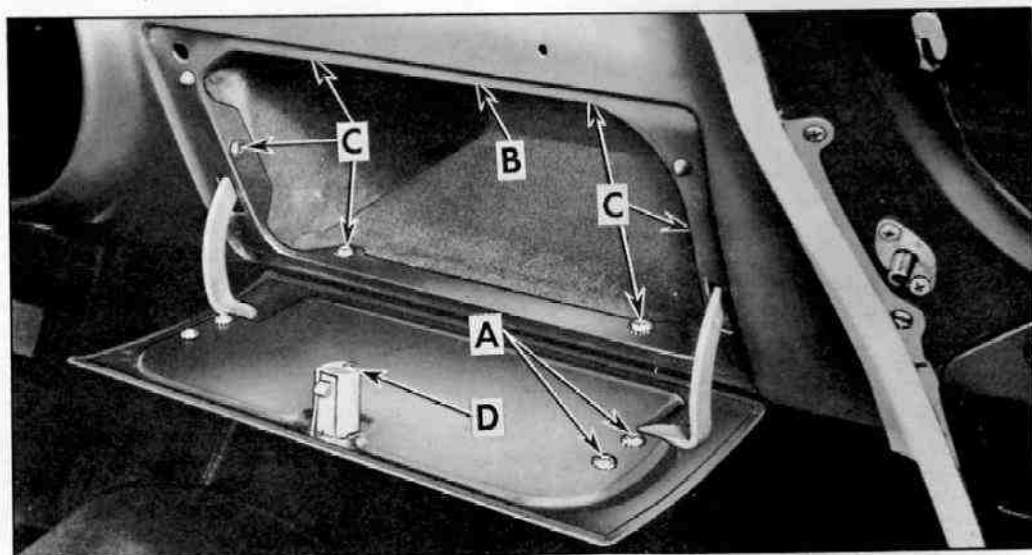
REMOVAL AND INSTALLATION

1. On the windshield wiper motor, loosen the control cable attaching screw and disengage cable from motor.
2. Loosen the control cable from its retaining clip on front of dash.
3. Carefully pull cable into body through rubber grommet in cowl.
4. Loosen wiper control knob set screw and remove knob.
5. Remove spanner nut holding control assembly shaft to instrument panel.



6. Push control assembly through its opening in instrument panel. Disconnect windshield washer hoses and remove assembly and cable from body. Tag washer hoses for identification purposes.
7. To install, reverse this procedure.

INSTRUMENT PANEL COMPARTMENT



INSTRUMENT PANEL COMPARTMENT DOOR

REMOVAL AND INSTALLATION

1. Open door and on its inner surface, remove two (2) screws from each hinge arm indicated at "A". Remove door.
2. To install, reverse this procedure.

ADJUSTMENT

1. The hinge arm attaching screw holes on the lid are elongated and oversized permitting vertical and lateral adjustment of the lid when attaching screws are loosened.
2. By loosening attaching screws, the lock striker plate located at "B" in the upper rim of the opening may be adjusted "in or out" for alignment with the door latch.

INSTRUMENT PANEL COMPARTMENT BOX

REMOVAL AND INSTALLATION

1. Around inner rim of compartment opening, remove retaining screws indicated at "C".
2. Remove compartment box by pushing it inward and down to clear the retaining flanges.
3. To install, reverse this operation.

INSTRUMENT PANEL COMPARTMENT DOOR LOCK

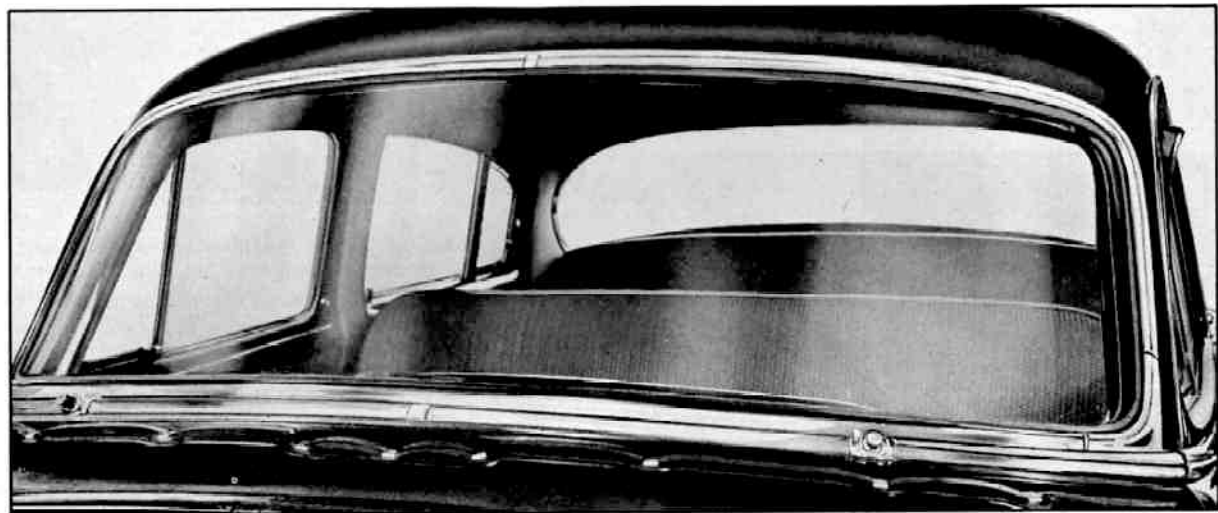
REMOVAL AND INSTALLATION

1. Open door and remove the single screw "D" from the lock retainer. Remove retainer and lock.
2. To install, reverse this procedure.

WINDSHIELD ASSEMBLY (ONE-PIECE GLASS)

CONVERTIBLE AND CATALINA STYLES EXCEPTED

All passenger car body styles for the year 1953 incorporate the use of a one-piece curved windshield glass of large dimension, which is retained in the windshield opening by means of a one-piece molded windshield rubber channel. The rubber channel is designed with three (3) grooves, one of which fits over the edge of the glass, another over the pinchweld flange of the opening, while the third is used for the insertion of the chrome reveal moldings around the windshield. At the base of the windshield, a belt molding extends across the upper cowl. This belt molding, which is a two-piece assembly, is held in position by bolts through the upper cowl, by slide-on clips at each end of the molding and by the windshield wiper transmission escutcheons.

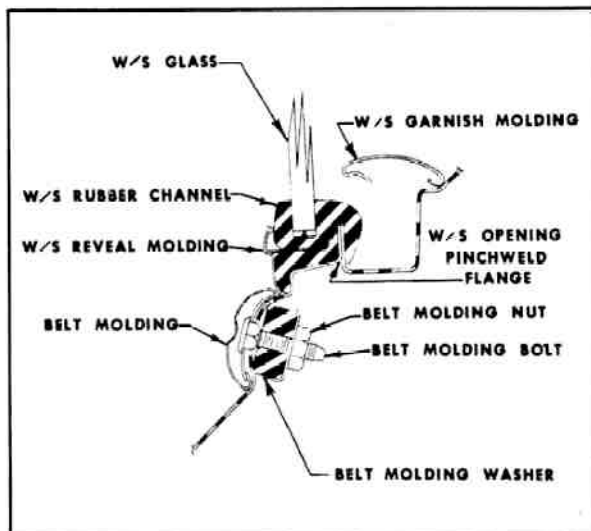


The windshield chrome reveal moldings are comprised of upper left and right sections with a reveal clip located at the top center line, left and right lower corner reveal sections and a one-piece lower reveal section across the bottom. Starting at the top center, the upper reveal moldings curve down the front pillar to the bottom corners of the opening. Inside the body, the garnish moldings which surround the windshield are attached with screws. These garnish moldings are comprised of left and right sections with an escutcheon located at the bottom center line. The rear view mirror is installed to the top center line using screws.

WINDSHIELD ASSEMBLY CROSS-SECTION

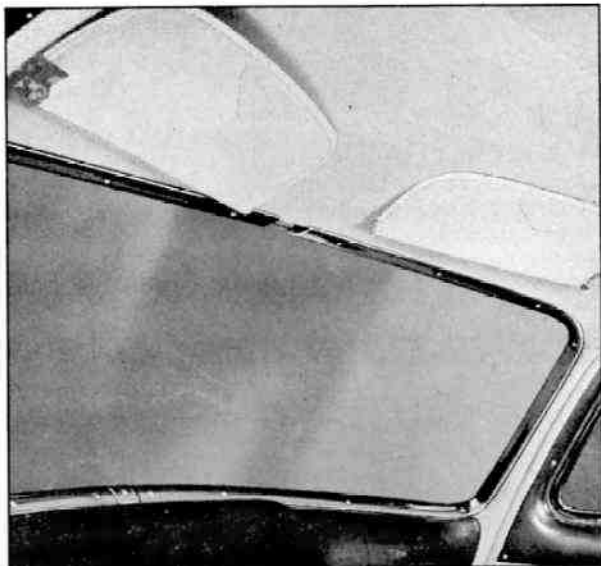
The opposite illustration which may be used for reference purposes, shows a cross-section of the windshield opening and indicates the position of the windshield rubber channel, windshield reveal moldings, windshield garnish molding and belt molding retention to the cowl upper panel. For windshield removal and installation, the belt molding has to be loosened slightly at each end in order to allow clearance. The entire windshield assembly including reveal moldings is removed as a unit from outside the body.

Due to the size of the one-piece windshield glass, a helper will be needed during some of the actual removal operations. Extreme care must also be used to protect adjacent trim during sealing operations when glass is reinstalled.

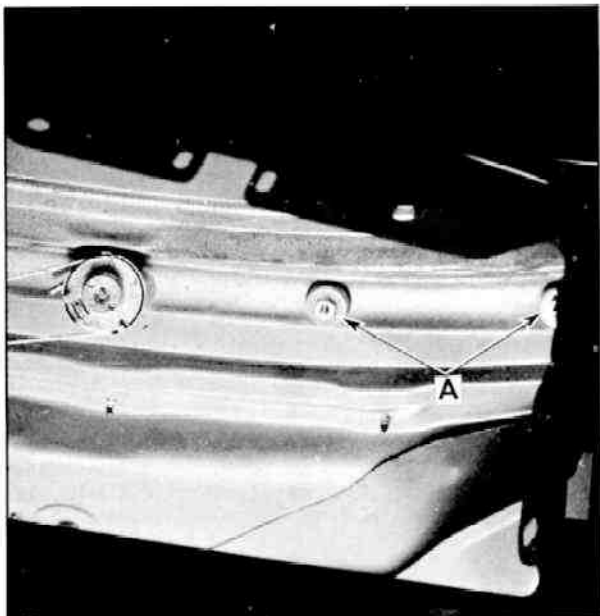


WINDSHIELD ASSEMBLY REMOVAL

1. Place suitable protective covers over hood, front fenders, instrument panel and front seat assembly. Also apply masking tape to the painted surface on the outside adjacent to the windshield assembly on the roof panel and front body pillar to protect the paint finish in the working area.
2. Remove the windshield wiper blade and arm assemblies.
3. On the inside of the body, remove the rear view mirror assembly attaching screws and remove assembly.
4. Remove the windshield garnish molding screws, then detach and remove both sections of garnish molding including escutcheon.



5. Open glove compartment door and remove the screws along top and sides of the glove compartment opening, then carefully move the compartment box downward so as to obtain access to the belt molding attaching nuts underneath the instrument panel as shown in opposite illustration. Loosen only the two attaching nuts nearest the front body hinge pillar.
6. In a similar manner, underneath the instrument panel, loosen the two belt molding nuts on the opposite side of the cowl. Belt molding must be loosened at each end as specified to allow clearance for removing and installing windshield. Illustration shows the location of belt molding nuts "A" through the glove compartment opening.

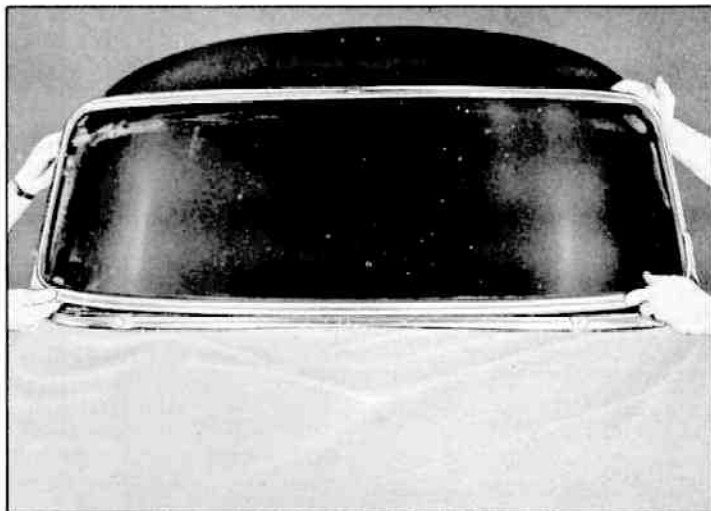


7. With a putty knife inside the body, loosen the sealer used for sealing the inside lip of the windshield rubber channel to the windshield opening pinchweld. This seal extends completely around the opening. During this operation, the trim material along the sides of the windshield, in some instances may have to be turned back out of position.

8. Starting at the inside upper corner of the glass, with the palm of the hand, carefully force the glass assembly outward at the top so as to disengage lip of rubber channel from the pinchweld flange of the opening. Repeat this operation completely across top of glass to opposite side as separation begins.

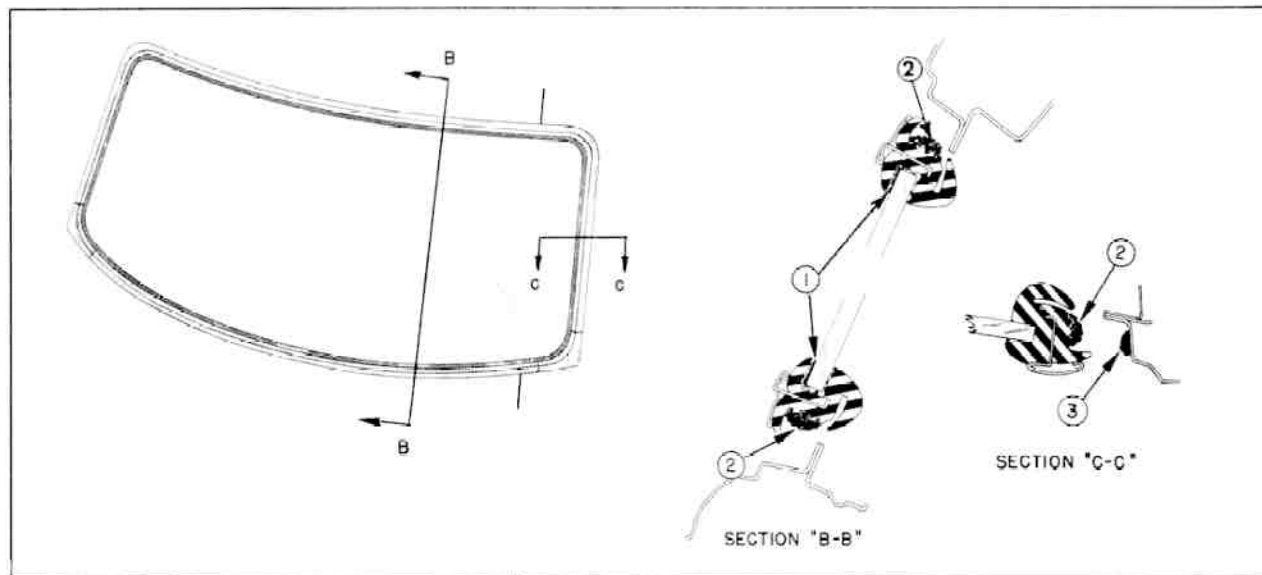


8. Next, work the windshield assembly, outward and upward to disengage the rubber lip from the pinchweld flange along the bottom of the windshield opening. At the outer lower corners, disengage the bottom flange of each corner reveal molding from the belt molding. Lift the assembly out of the opening and place on a covered bench. 9. Remove the reveal moldings from the rubber channel by disengaging the retaining flanges of the moldings from the channel. Remove rubber channel from windshield glass.



WINDSHIELD ASSEMBLY INSTALLATION SEALING PROCEDURE

In removing the windshield, it will be noted that the sealer used between the rubber channel and the pinchweld flange is a neutral color rubber base sealer of plastic consistency. This new neutral color sealer is a production sealer and is not available for service purposes. Therefore, in the replacement of a windshield, to seal between the rubber channel and the pinchweld flange, use 3-M Autobody Sealer. For sealing the lip of the rubber channel to the glass, use 3-M Weatherstrip Adhesive as illustrated and explained below.



1. As a bench operation, after rubber channel is installed around the glass, apply a heavy ribbon of 3-M Autobody Sealer to the base of the rubber channel completely around the perimeter of channel indicated in section "B-B" and "C-C" at 2 in above drawing.
2. In addition, as indicated at section "C-C" at 3, apply this same sealer to the base of the metal pinchweld along the sides of the windshield opening, extending six inches around the upper and lower corners.
3. After windshield is installed, seal the outside lip of the rubber channel to the glass around its entire perimeter with 3-M Weatherstrip Adhesive as indicated in section "B-B" at 1.

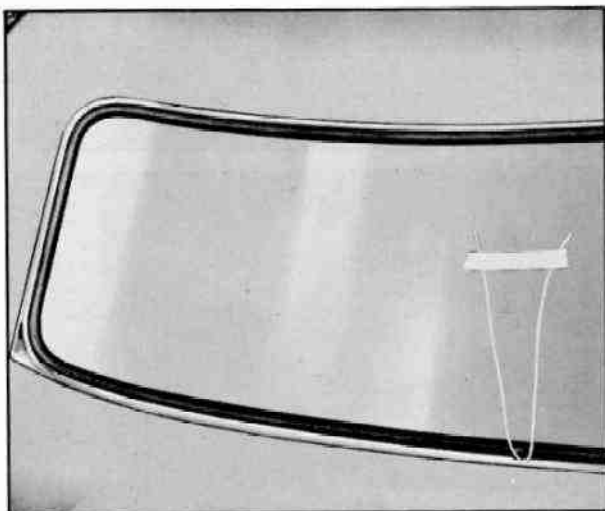
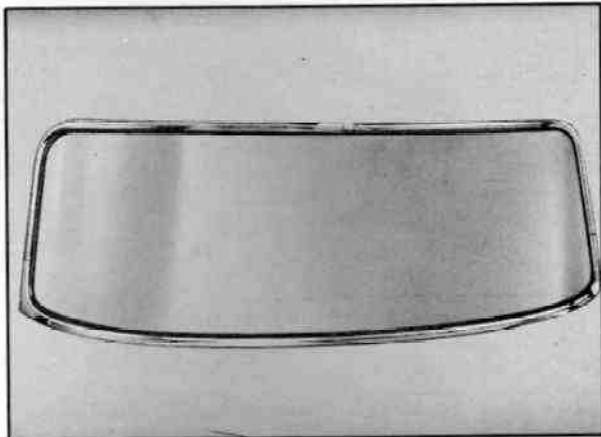
When the rubber channel is removed from the pinchweld flange of the windshield opening, the neutral color sealer along this area can be readily wiped or cleaned off with a dry rag or putty knife. To avoid damage to the rubber under no circumstances should gasoline, oleum spirits or other solvents be used for cleaning the neutral color sealer from the pinchweld. The above drawing shows the area of the windshield where sealing is required.

WINDSHIELD ASSEMBLY INSTALLATION

1. Clean off all old sealer from the windshield body opening and rubber channel. Inspect the pinchweld flange of the opening for any unevenness or high spot and correct same before glass is re-installed.

2. On a bench, install the rubber channel around edge of the glass.

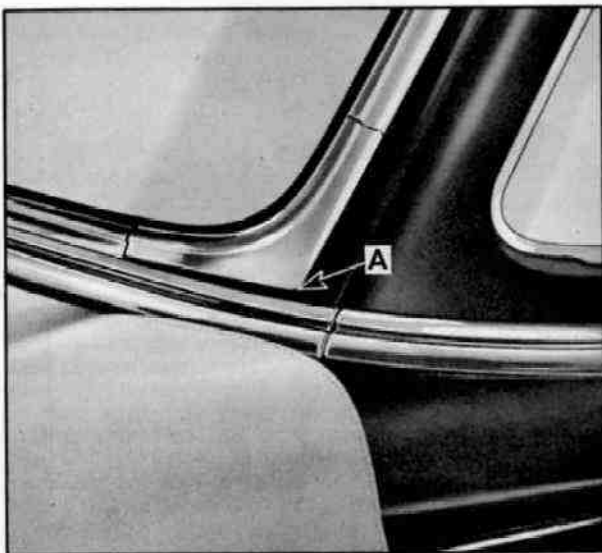
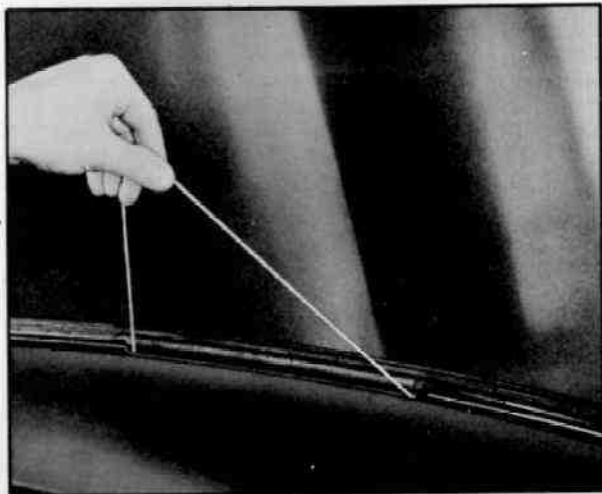
3. Insert the attaching flanges of the reveal moldings into the groove in rubber channel using care not to bend or kink the molding. NOTE: Windshield glass is installed with the glass manufacturers trade mark at the bottom lower corner.



4. As shown in this inside view of the windshield assembly, insert a strong cord into the pinchweld cavity of the rubber channel completely around the assembly. Bring the ends of cord down to the bottom center of the assembly, tie firmly together and then tape the ends to the glass as shown opposite.

5. With a sealing gun, apply a continuous heavy ribbon of 3-M Autobody Sealer to the base of the rubber channel and also along the pillar section of the body windshield opening as explained on previous page.

6. With the aid of a helper, place the windshield assembly into the body windshield opening. While pressing firmly from the outside, have helper on the inside slowly pull the cord as illustrated along the bottom only so as to seat the lip of the rubber channel over the pinchweld. Pull cord only as far as the lower corners of the opening.



7. On the outside of the windshield, apply pressure downward at each lower left and right corner so as to seat the lower flange of the corner reveal moldings indicated at "A" underneath the belt molding. Continue pulling the cord up each side and across top of the windshield until the lip of the rubber channel is seated over the pinchweld completely around the opening.

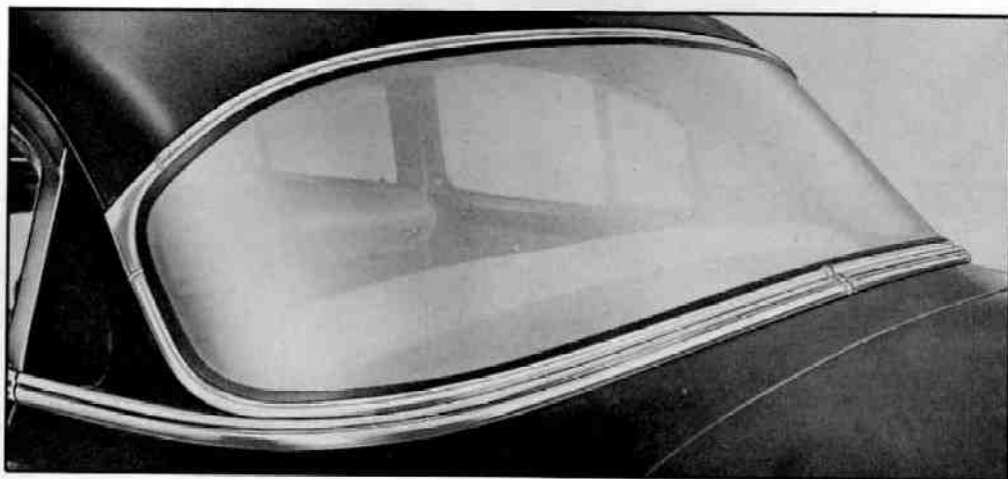
8. With windshield in position, retighten belt molding attaching nuts underneath the instrument panel, then reinstall the glove box to its original position.

9. Check and inspect all areas of the assembly for proper installation.
10. Seal outside lip of rubber channel to the glass around entire windshield as illustrated, using 3-M Weatherstrip Adhesive.
11. Reinstall windshield garnish molding and rear view mirror.
12. Clean up glass and remove masking tape and protective covering.



BACK GLASS ASSEMBLY

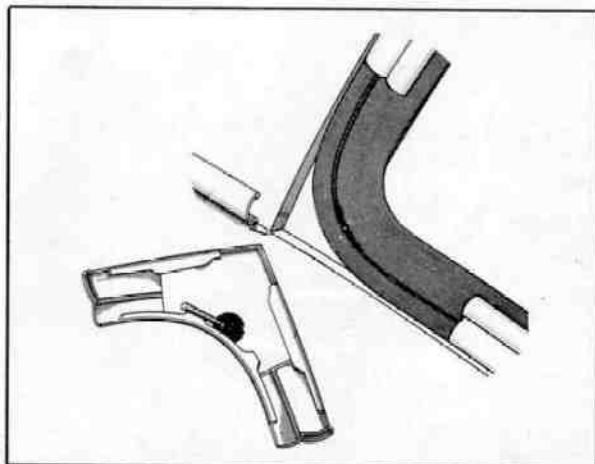
1953 closed body styles incorporate the use of a new large one-piece "wrap-around" type of back window as shown in the illustration below. The back window assembly which includes glass, rubber channel and reveal moldings is installed to the pinchweld flange of the back window opening similar to windshields. The reveal moldings consist of a one-piece upper reveal, a right and left lower reveal which extends up the sides of the opening and an upper left and right corner reveal molding.



All back windows are installed with a one-piece molded rubber glass channel. This rubber channel is designed with three (3) grooves, one of which fits over the edge of the glass, another over the pinchweld flange of the opening, while the third is used for the insertion of the chrome reveal moldings. The small angular upper corner reveal moldings are bolted through the assembly, the retaining nuts of which are available from the inside after back glass garnish molding is removed.

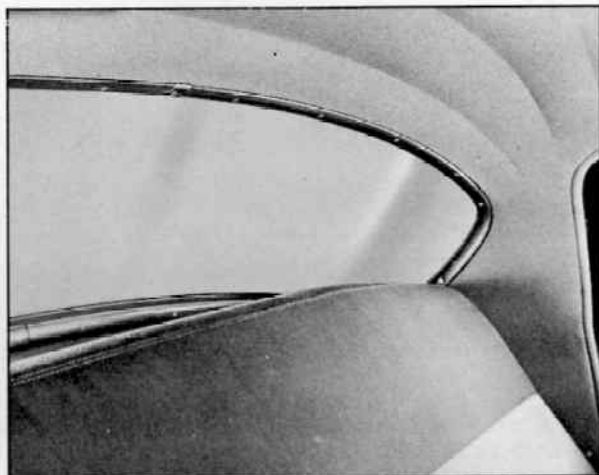
REMOVAL PRECAUTIONS

The opposite drawing shows the "bolted through" method of retaining the upper corner reveal moldings. The base of the retaining bolt is sealed preparatory to reinstallation with 3-M Autobody Sealer. In the removal and installation procedure which follows, use extreme caution. Metallic objects such as screw drivers should never be used for prying either moldings or glass. Due to the size of the new "wrap-around" back glass, a helper will be needed during some operations. In removing glass from the opening, use a gradual firm pressure with the flat of the hand from inside the car until glass channel is released from its cemented seal. Under no condition should glass be pounded with the fist during a removal operation.

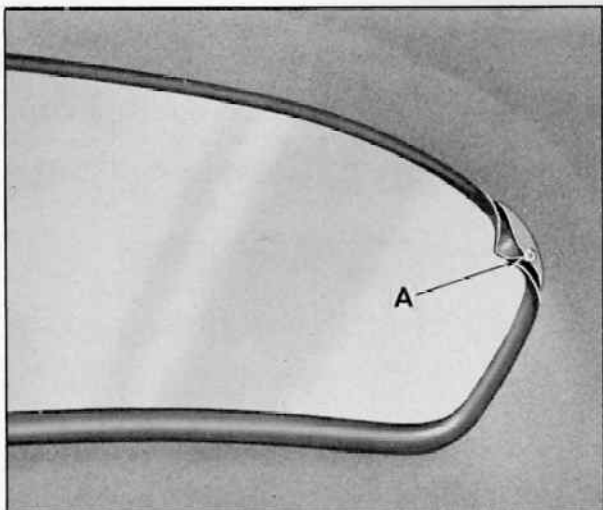


BACK GLASS REMOVAL

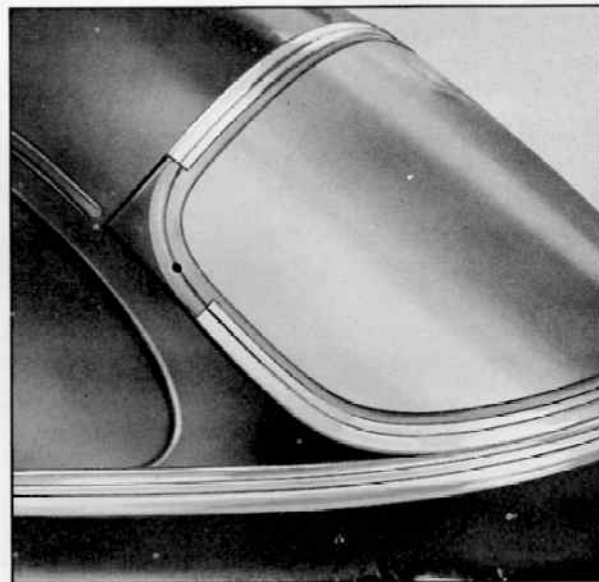
1. Place a suitable cover over painted surface of rear body panels below back window. Apply masking tape around back window opening to protect finish adjacent to the working area.
2. Place a suitable covering over the rear seat cushion and seat back.
3. Remove the garnish moldings and garnish molding escutcheons. The opposite illustration shows the interior of the "wrap around" back window before garnish molding is removed.



4. On bodies equipped with a "wrap around" back window, after garnish molding is removed, turn back the lip of the rubber channel at each upper corner and remove the nut indicated at "A", then, on the outside of the car remove the short upper corner reveal molding on each side of the opening.



This illustration shows the "wrap-around" back glass with upper corner reveal moldings removed preparatory to pushing the back glass out of the opening. The reveal moldings across the top and across the bottom and up the sides of the assembly are held in position by a flange on the molding which fits into a groove in the rubber channel and are not removable until after assembly is lifted out of the opening.

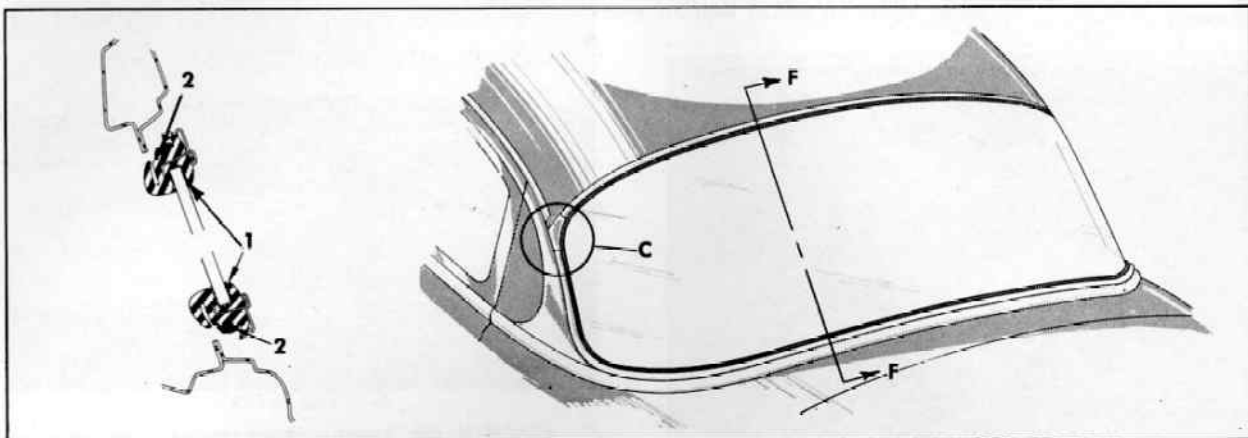


6. On the inside of car with a putty knife, loosen the waterproofing sealer between the lip of the rubber channel and the pinchweld flange completely around back glass opening.
7. With the flat of the hand against an upper corner of the glass, firmly force the assembly outward at the top to disengage lip of rubber channel from pinchweld flange.
8. Continue this operation across the top, down the sides and across the bottom, then with the aid of a helper, lift complete assembly out of opening and place on a covered bench.



BACK GLASS SEALING PROCEDURE

The original production sealer around the pinchweld flange of the back window is the same neutral color rubber base sealer as used on windshields and is easily removed with a dry cloth and putty knife after glass and channel have been lifted out of the opening. For resealing purposes when installing the back glass, use 3-M Autobody Sealer along the contacting base of the rubber channel as indicated in the cross-section drawing at "2"

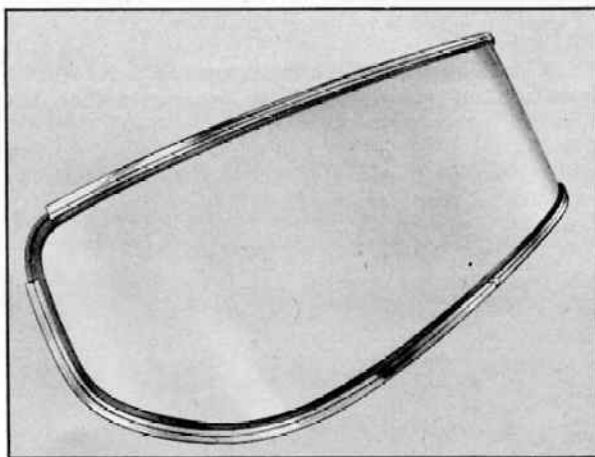


After installation, the lip of the rubber channel must be cemented to the outside surface of the glass with 3-M Weatherstrip Adhesive as indicated at "1". In addition, before installation of the small angular upper corner reveal molding indicated at "C", 3-M Autobody Sealer must also be applied to the base of the retaining bolt on this molding before it is inserted through the hole in the rubber channel.

BACK GLASS INSTALLATION

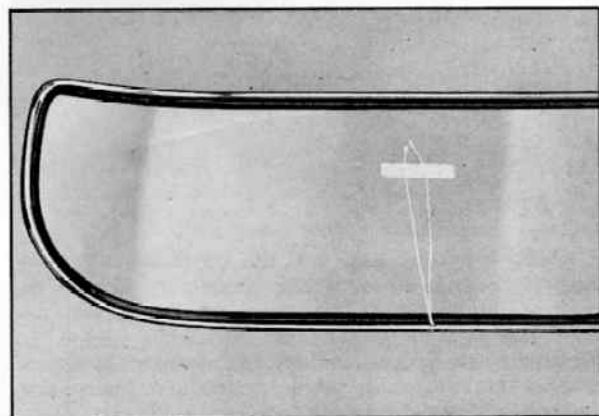
1. Clean off all old sealer from the back glass body opening and rubber channel. Inspect the pinchweld flange of glass opening for any unevenness or high spots and correct same before new glass is installed.

2. With back glass on a bench, install the rubber channel around the edge of glass. Insert the attaching flanges of the upper and lower reveal moldings into the molding groove in rubber channel. Also install reveal molding escutcheon. Illustration shows outside surface of assembly after moldings are installed. NOTE: The back glass must be installed with manufacturers glass emblem at the bottom center of the glass.

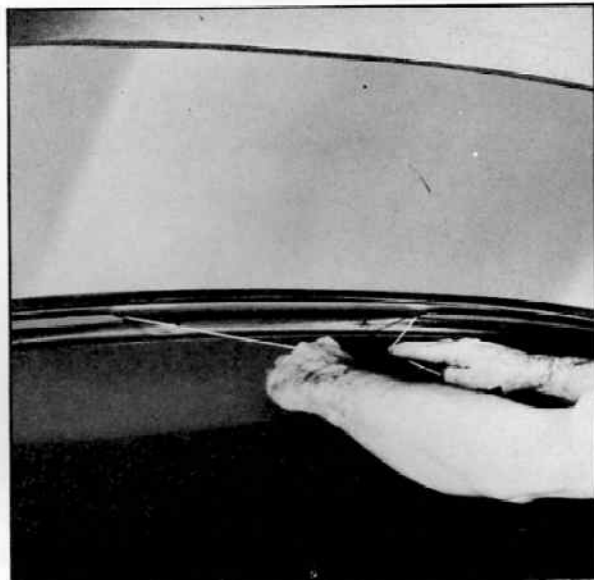
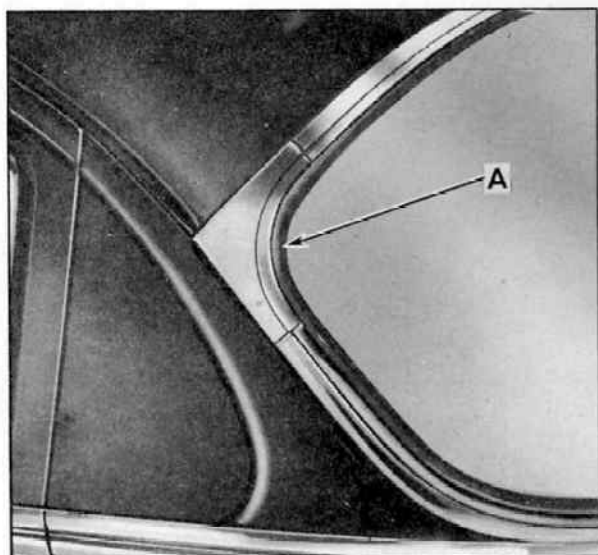


3. Opposite illustration shows inside view of assembly after reveal moldings have been installed. Starting at the bottom center, insert a strong cord into the pinchweld groove of the rubber channel completely around the assembly. Then, at the bottom, tie a knot in the ends of cord and tape the ends to the glass as shown in this illustration.

4. Next, apply a heavy continuous bead of 3-M Autobody Sealer along the base of the rubber channel completely around the assembly, then with the aid of a helper, place the complete assembly into the glass opening in the body and adjust to its approximate original position.

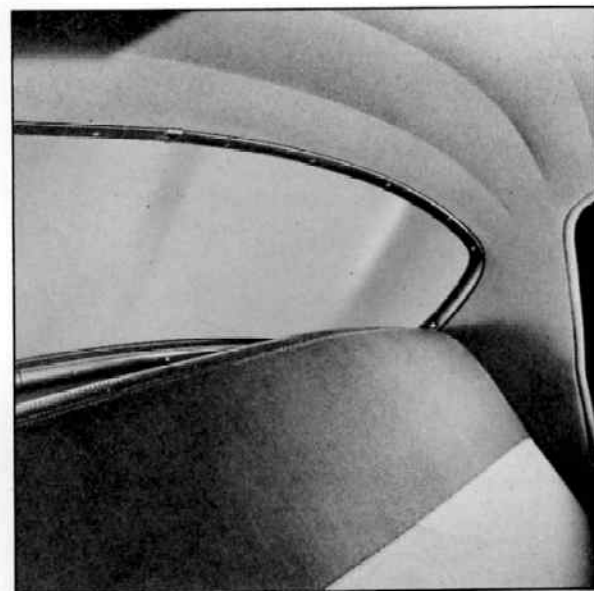
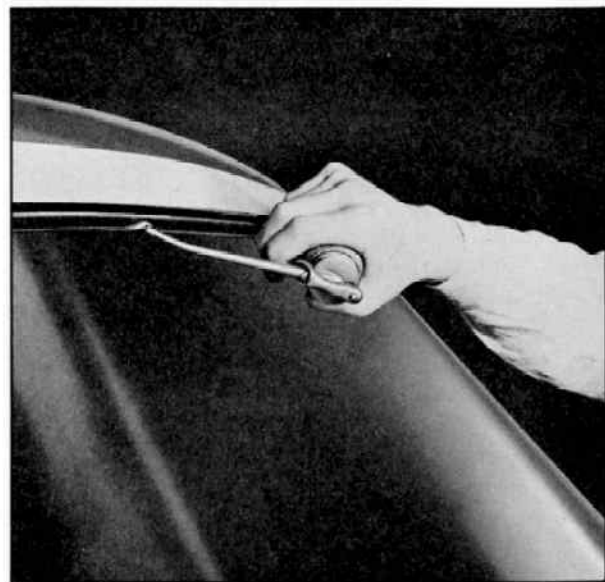


5. While hand pressure is applied to the outside surface of the glass, have helper on the inside slowly pull the cord inward and upward to seat the lip of the rubber channel over the pinchweld along the bottom. As glass assembly gradually seats itself over the pinchweld, continue pulling cord up the sides and across the top until lip of rubber channel is seated over pinchweld completely around the opening.



6. Reinstall the upper corner reveal moldings indicated at "A". Before installation of this molding, apply a coating of 3-M Autobody Sealer to the shank of the attaching bolt, also a quantity of this same sealer in and around the bolt hole in the rubber channel. Attaching nut on the inside of glass opening should be drawn up to a uniform tightness so as not to kink the molding.

7. If headlining has been disengaged from its attachment at any point around the opening, retack and re cement it back in place using 3-M Trim Cement. Care must be used in the use of cement around this area not to soil the headlining. Reinstall the back window garnish moldings.



8. With a sealing gun, seal the lip of the back glass rubber channel to the glass completely around the opening, as shown in the opposite illustration, using 3-M Weatherstrip Adhesive.

9. Clean off glass and excess sealing compound around the area of the back window and remove protective covers and masking tape.

REAR COMPARTMENT HARDWARE PARTS

REMOVAL AND INSTALLATION

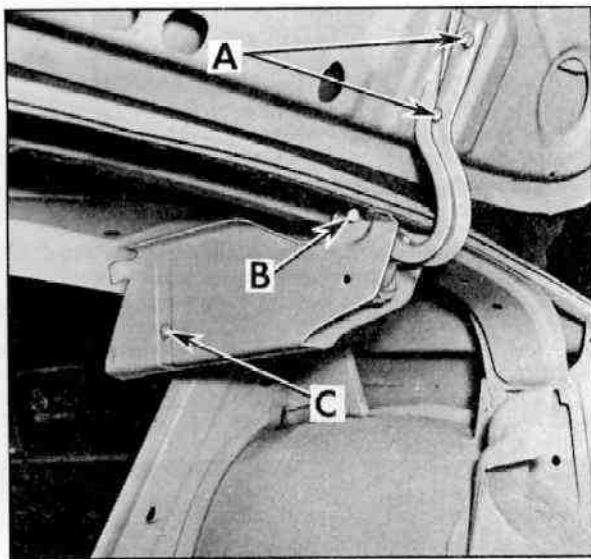
The rear compartment lid hinge assembly employs a compression type spring for counter balancing the lid and holding it in an open position. The lid hinge and spring assemblies are contained in metal hinge boxes which are welded to the rear seat back compartment panel and reinforcement. Each hinge strap is secured to the rear compartment lid inner panel with two bolts. Adjustment of the lid is provided by elongated bolt holes in each hinge strap and also by movable cage nuts located in the lid inner panel.

REAR COMPARTMENT LID HINGE

1. Protect body finish around rim of opening with a suitable covering and provide a support for the lid on side where hinge is to be removed.
2. Scribe location of the hinge strap on the lid inner panel and remove two (2) bolts "A" securing hinge strap to lid.
3. Bend up retaining tab "B" on hinge box at rear hinge pin and remove pin. Next, remove hinge pin "C" located near front of hinge box after first removing speed nut on outer side.
4. Remove hinge assembly from box.

INSTALLATION

1. Position hinge in box and install rear hinge pin "B" and bend down retaining tab. Next, install front hinge pin at "C" and speed nut on outer side.
2. Position hinge strap within scribe marks on lid inner panel, install hinge bolts and then check alignment of lid.



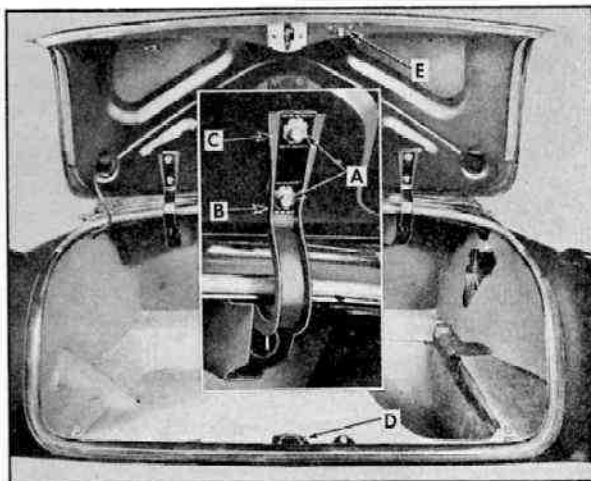
REAR COMPARTMENT LID

1. Open lid and place protective covers around the edges of the rear compartment opening to prevent damage to paint surface.
2. Disconnect light wire at connector and pull wire from lid.
3. Scribe around the hinge straps located on the lid inner panel to mark correct position of hinge straps when reinstalling.
4. Remove the two (2) bolts located at each hinge strap at "A" (inset) and with the aid of a helper, remove rear compartment lid.
5. To install the rear compartment lid, reverse the removal procedure. Before installing, apply 3-M Autobody Sealer to top surface of each hinge strap as an anti-squeak.

ADJUSTMENT

1. The rear compartment lid can be adjusted forward or backward and from side to side in the rear compartment lid body opening through the use of movable cage nuts and elongated bolt holes at each hinge strap. To adjust, loosen hinge strap retaining bolts "A", shift lid to required position, then tighten bolts to place.

2. Shimming between the hinge strap and rear compartment lid inner panel may also be used to raise or lower the hinge area of the lid in the opening.



- a. To raise lid at hinge area, place a thin shim under lower edge of one or both hinge straps at "B" depending on adjustment required.
 - b. To lower lid at hinge area, place shims under upper ends of lid hinge straps at "C" for correction.
3. The striker "D" may be adjusted as required to permit proper lid lock engagement.
 4. Two (2) screws "E" provide adjustment for alignment of the dowel pin.

REAR COMPARTMENT LID LOCK

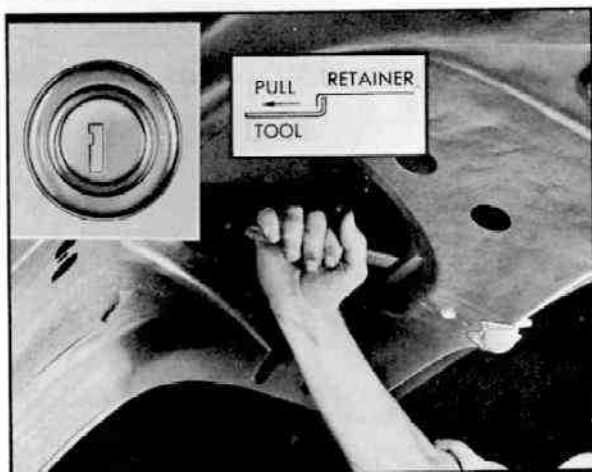
The rear compartment lid lock is operated by a lock cylinder assembly which is attached to the lid outer panel. The lock cylinder turns with the operation of the key, exerting a cam action on the linkage under spring tension and resulting in a snap release of the locking bolt from the striker. The lid lock assembly incorporates a "disengagement guard" at "A" (below). This guard, in conjunction with the lock bolt, prevents any possible disengagement of the bolt from striker with the lid in a locked position.

REAR COMPARTMENT LID LOCK CYLINDER

REMOVAL AND INSTALLATION

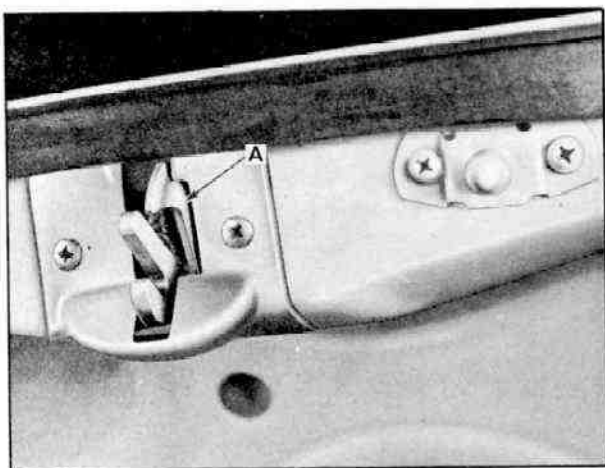
The key operated lock cylinder shown in the inset in opposite illustration is held to the compartment lid outer panel by a sliding retainer located between the lid inner and outer panels.

1. Through the opening in the rear compartment lid inner panel as illustrated, insert a suitable hooked tool to pull the lock cylinder retainer away from the lock cylinder.
2. Remove the lock cylinder and gasket from the outer panel of rear compartment lid.
3. To install, reverse this procedure after weather-sealing lock cylinder gasket to the lid outer panel.



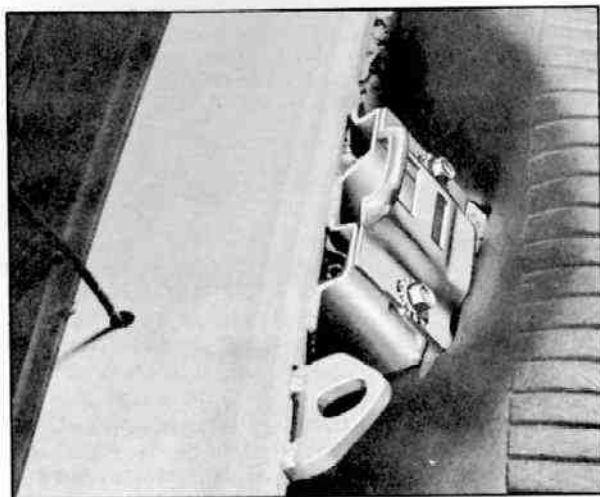
REAR COMPARTMENT LID LOCK REMOVAL

1. Through the opening in the lid inner panel shown above, remove the lid lock cylinder retainer.
2. Remove lock cylinder and gasket from outer surface of rear compartment lid.
3. Remove three (3) large lid lock to lid inner panel screws. See opposite illustration.
4. Remove two (2) small cover plate to lid inner panel screws. Remove the complete lock and cover plate assembly.
5. To install, reverse this procedure. Apply 3-M Autobody Sealer to surface of lid lock which contacts the lid inner panel to act as an anti-squeak. Apply 3-M Weatherstrip Adhesive to lock cylinder gasket to weatherseal the lock cylinder to the lid.



REAR COMPARTMENT LID LOCK STRIKER REMOVAL

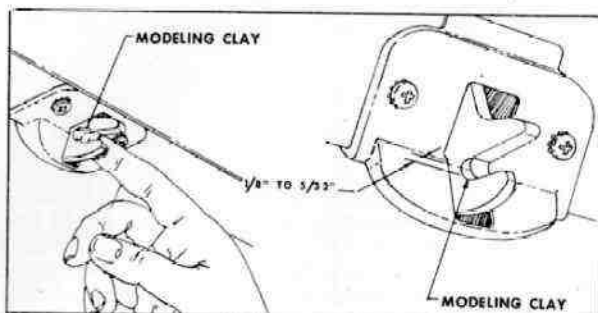
The lid lock striker shown in the opposite illustration is mounted to a striker anchor plate at the bottom of the rear compartment lower opening and is removed by simply taking out the screws. The bevelled anchor plate mounting surface allows the striker, through slotted holes at the attaching points, to be adjusted primarily up and down. At the same time, a slight corresponding rearward and forward adjustment is available. In extreme adjustment cases, an emergency spacer is available to obtain proper engagement of lock and striker. For service suggestions on the adjustment of the lid lock striker, see Lid Lock Bolt and Striker Engagement Check which follows.



LID LOCK BOLT AND STRIKER ENGAGEMENT CHECK

To check the amount of engagement of the rear compartment lid lock bolt with the lock striker, use the following procedure:

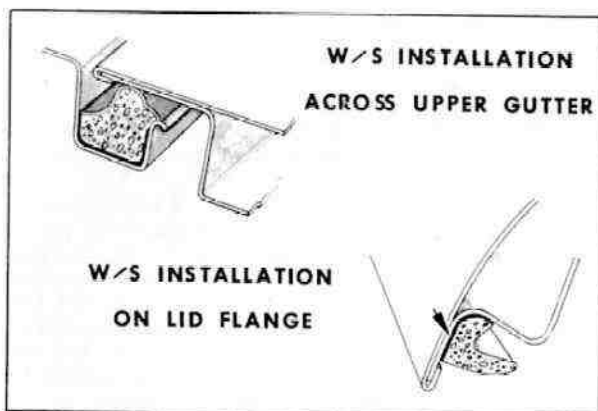
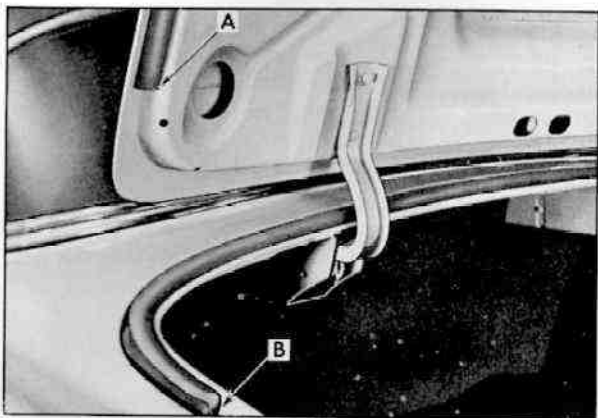
1. Insert a small quantity of modeling clay at the bottom of the bolt slot as illustrated and close lid with a moderate slam.
2. Open lid and check the amount of engagement of lock bolt with striker as indicated by the compression of the modeling clay. With a rule, carefully measure the distance between the base of the "U" in the modeling clay to the base of the "U" in the lock bolt. This dimension should be $1/8"$ to $5/32"$.



3. Adjust striker as required, if necessary, use a spacer which is available for extreme cases of compartment lid lock striker adjustment. Tighten all attaching screws.

REAR COMPARTMENT WEATHERSTRIPS

The rear compartment weatherstrip is installed around the rear compartment opening in two sections. The lower portion of the weatherstrip is cemented to the flanges of the compartment lid and extends across the bottom and up the side flanges of the lid. The upper portion of the weatherstrip is cemented into the gutter of the opening and extends across the top and part way down each side. The lid and gutter weatherstrips affect a junction just below the upper corners of the compartment opening when the lid is closed, as shown at "A" and "B" below.

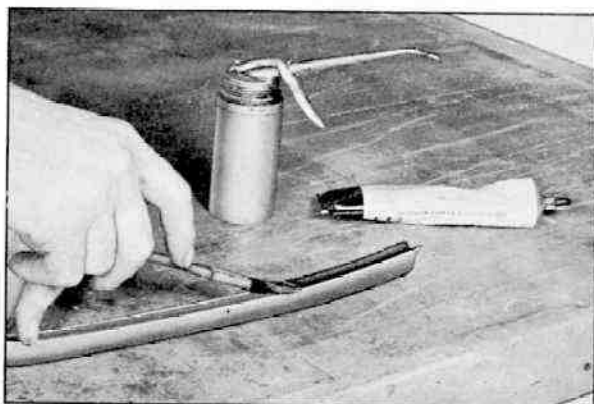


Before installing rear compartment weatherstrips, make certain the compartment lid is properly aligned (see rear compartment lid adjustments). The weatherstrips must be cemented securely to all attaching surfaces and the lip of the weatherstrip after installation must make firm contact, depending on its location, with the lid or gutter at all points when the lid is in a closed position. For permanent adhesion, the contacting surfaces of both the metal and rubber must be uniformly coated with 3-M Weatherstrip Adhesive and sufficient drying time allowed with the lid open so as to insure a firm bond. The dark areas in drawings above show where adhesive is to be applied.

WEATHERSTRIP INSTALLATION ON LID

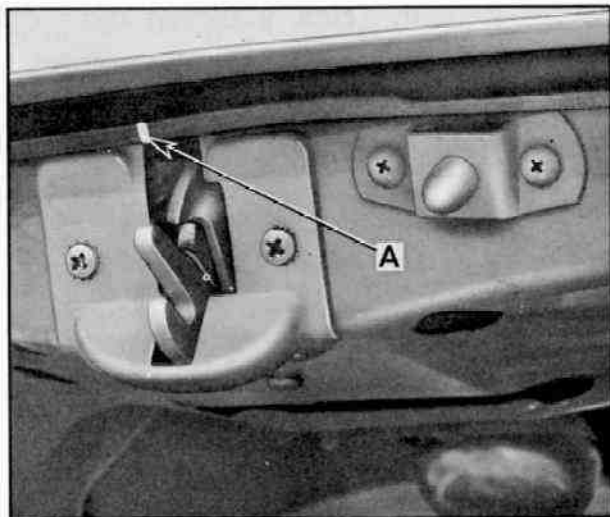
NOTE: Prior to installation, make sure all surfaces to be cemented are clean. Obtain weatherstrip and at a point half way between each end, mark a center line with a bit of chalk as indicated at "A" in illustration on following page.

1. Using a brush, coat both the cementing surface of the rubber weatherstrip and the corresponding surface on the lid metal flange with a light coat of 3-M Weatherstrip Adhesive and allow to set until "Tacky" before installing.



2. Position weatherstrip on lid flange aligning center mark of weatherstrip with center of lid at lid lock, as indicated at "A".

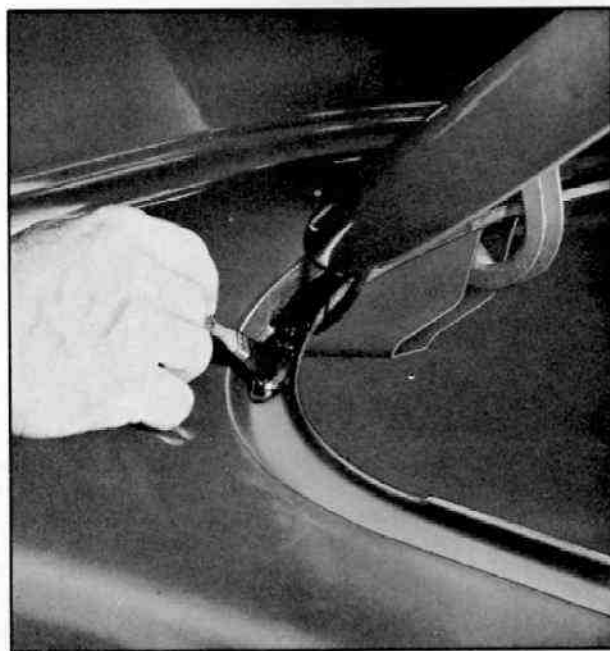
3. Working across the bottom of the lid and up each side, press the weatherstrip firmly into position. DO NOT STRETCH WEATHERSTRIP AROUND CORNERS.



WEATHERSTRIP INSTALLATION IN GUTTER

NOTE: Prior to installation, make sure the upper gutter surface is clean and free of old cement. Obtain upper gutter weatherstrip section and at a point half way between each end, mark a center line with a bit of chalk as indicated in lower illustration.

1. With a brush, apply a heavy coat of 3-M Weatherstrip Adhesive along the bottom and sides of the upper rear compartment gutter as indicated in opposite illustration. Coat only gutter surface to be covered by weatherstrip. In the same manner, also coat the contacting base and sides of the gutter rubber weatherstrip. Before installing allow adhesive to set approximately fifteen (15) minutes or until cement is "tacky."



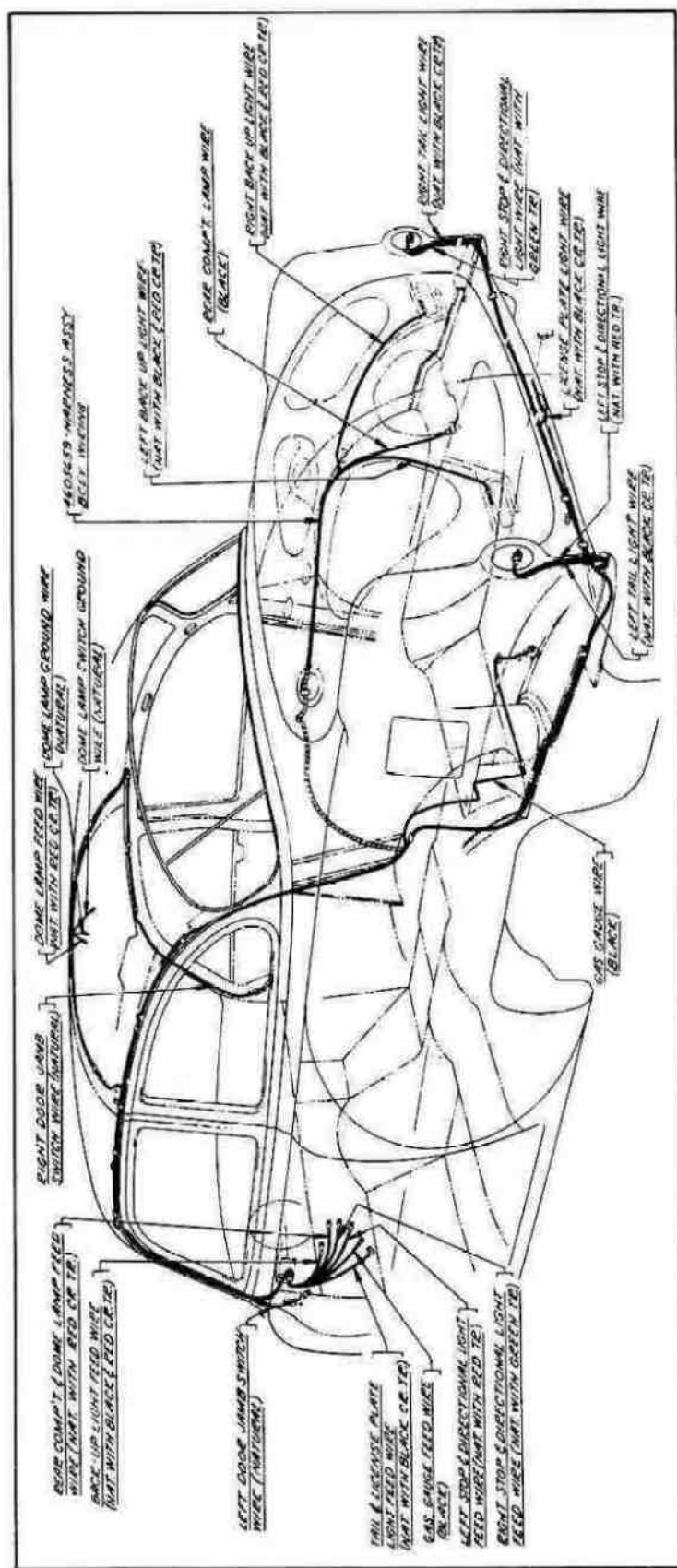
2. Center and install rubber weatherstrip to gutter, aligning center mark on weatherstrip with the top center of the gutter. Press firmly and evenly to place so as to insure a firm bond. When installed, allow sufficient drying time before closing lid. Clean off all surplus cement.

NOTE:

This Service News was compiled in advance of the new car models and is correct as of date of issuance.

1953 PONTIAC CLOSED BODY

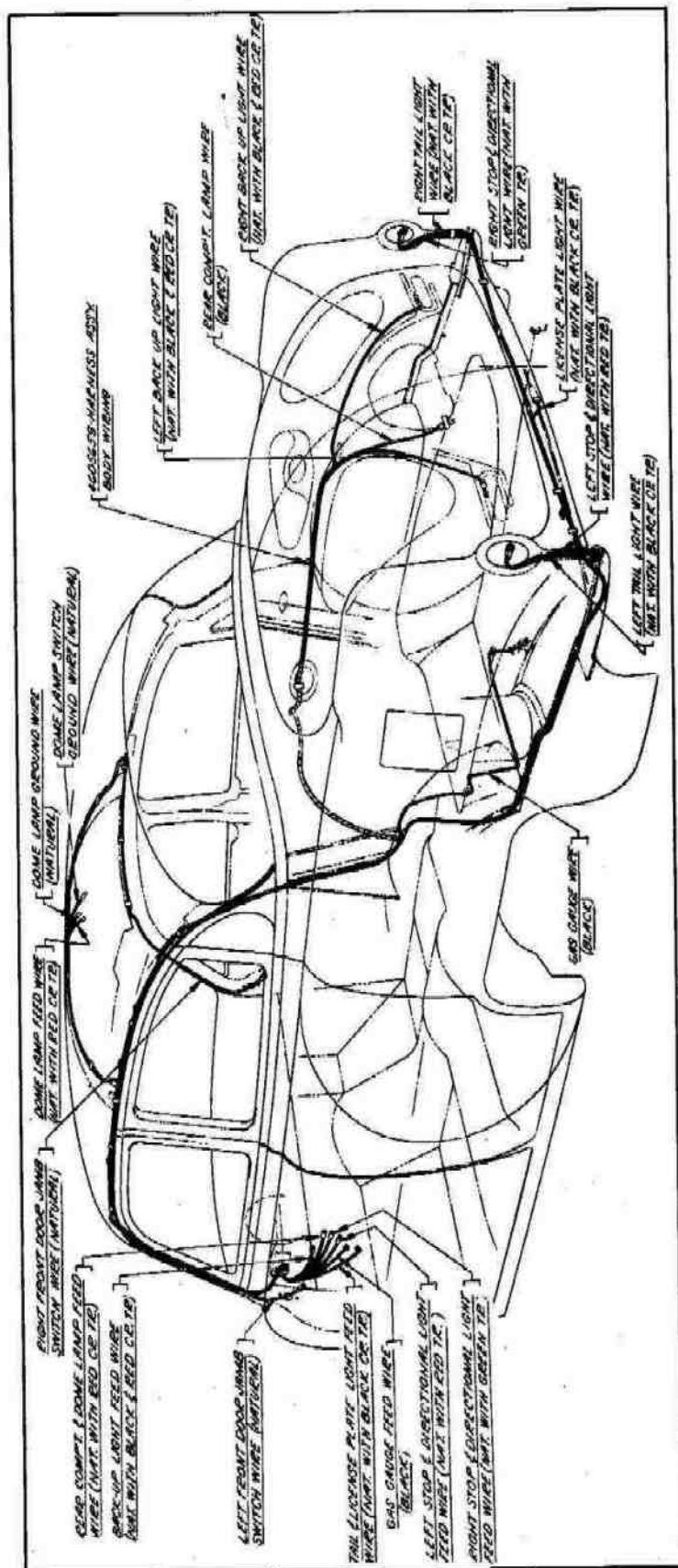
WIRING DIAGRAM



ELECTRICAL EQUIPMENT AND WIRING INSTALLATION

FOR PONTIAC 2 - DOOR SEDAN STYLE

1953 PONTIAC CLOSED BODY WIRING DIAGRAM



ELECTRICAL EQUIPMENT AND WIRING INSTALLATION

FOR PONTIAC 4 - DOOR SEDAN STYLE