

retains the gear to the motor shaft. Slide the drive gear upward and off the motor shaft.

Track

To remove the side track assemblies the front track cover and cable retainer must be removed first. Remove the side track retaining screws, raise the front edge of the track and slide the track forward to disengage the track rail guide pin from the housing (See Figs. 10 and 11).

FELT SEAL (FRONT)

All Models Except Lincoln Continental, Continental Mark V and Versailles

To replace the front felt seal, remove the halo moulding and sliding panel (See Removal and Installation).

Remove the old seal and clean the seal mounting surface with suitable solvent or Spot Remover (Part No. B7A-19521-A). If the felt seal ends were not securely glued at the rear roof opening radius, inspect the area very closely to determine if silicone sealer is evident on the felt seal mounting surface and carefully remove. Do not remove from the corner where the module is mounted to the roof panel. If removed, this can result in water leaks.

Apply masking tape on the roof panel, around the opening as shown in Fig. 12, View B. Apply weatherstrip adhesive Part No. COAZ-19552-A or 3M adhesive Part No. 1099 or equivalent, on the seal mounting surface and the backside of the felt seal.

Remove masking tape from the roof panel. Starting in the rear corner, position the felt seal 3/4 inch to 1

inch behind opening. Carefully position the felt seal into the opening so that it is flush to the roof panel surface. Use extra pressure in the front corner(s) so that the seal will not "pull" or "short cut" at the corners. Trim off excess seal material at the other rear corner, so that 3/4 inch to 1 inch of the seal is positioned rear of the opening.

Install the sliding panel and halo moulding. Then, cycle to assure that the sliding panel functions normally. If the sliding panel appears to bind against the new seal assembly, apply silicone lubricant spray Part No. COAZ-19553-C or equivalent on the new seal to facilitate "break-in".

BODY OPENING WEATHERSTRIP

Lincoln Continental, Continental Mark V and Versailles

It is not necessary to remove the halo moulding or sliding panel to service the front weatherstrip on these vehicles. To replace, drill out the weatherstrip attaching rivets with a 1/8 inch dia. drill and install new weatherstrip with 1/8 inch aluminum blind rivets by aligning rear edge of weatherstrip with the notch in the roof downstanding flange.

REAR SEAL

All Models Except Lincoln Continental, Continental Mark V and Versailles

To replace the rear felt seal, remove the halo moulding and sliding panel. See Removal and Installation.

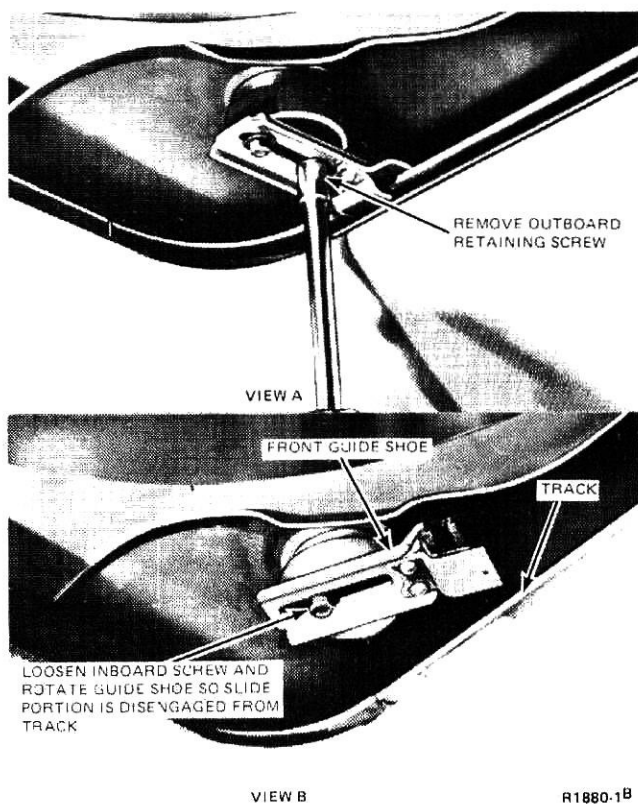


FIG. 6 Sliding Roof Panel Removal

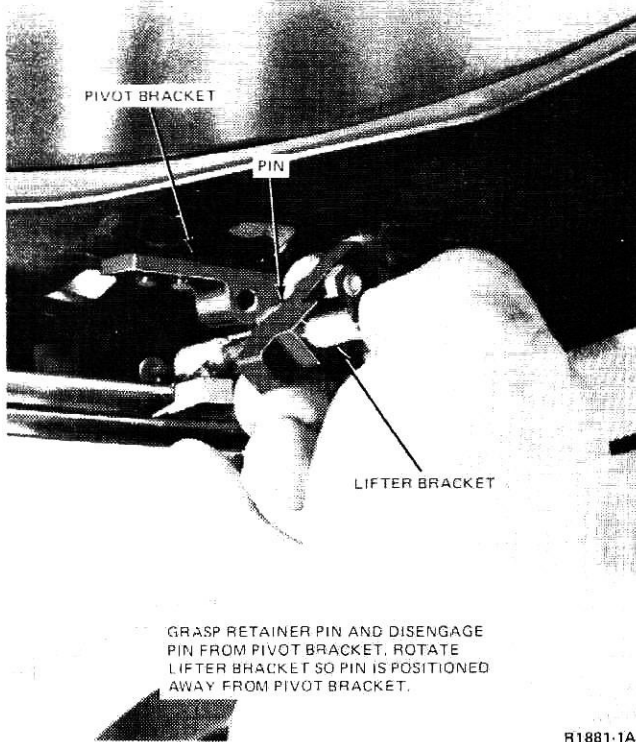


FIG. 7 Sliding Roof Panel Removal

Place the removed sliding panel on a clean work bench. Remove the old seal from the rear of the sliding panel (Fig. 12, View A). Then, apply weatherstrip adhesive Part No. COAZ-19552-A or 3M adhesive Part No. 1099 or equivalent on the seal mounting surface. Also, apply adhesive to the backside of the felt seal. Remove the masking tape from the sliding panel and install the seal so that the thick bulbous section is flush to the surface of the sliding panel.

Install the sliding panel and halo moulding. Then, cycle to assure that the sliding panel functions normally and does not bind or interfere with the front felt seal.

Lincoln Continental, Continental Mark V and Versailles

The rear seal on these vehicles is an integral part of the rear weatherstrip assembly. It is attached to the sliding panel with 12 screws.

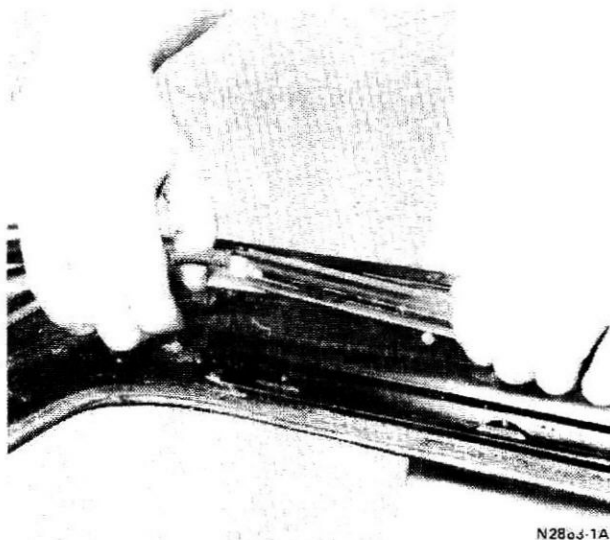


FIG. 8 Cable Removal

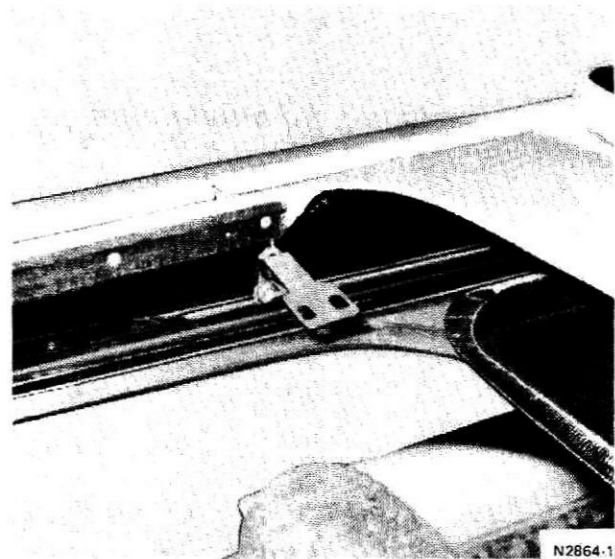
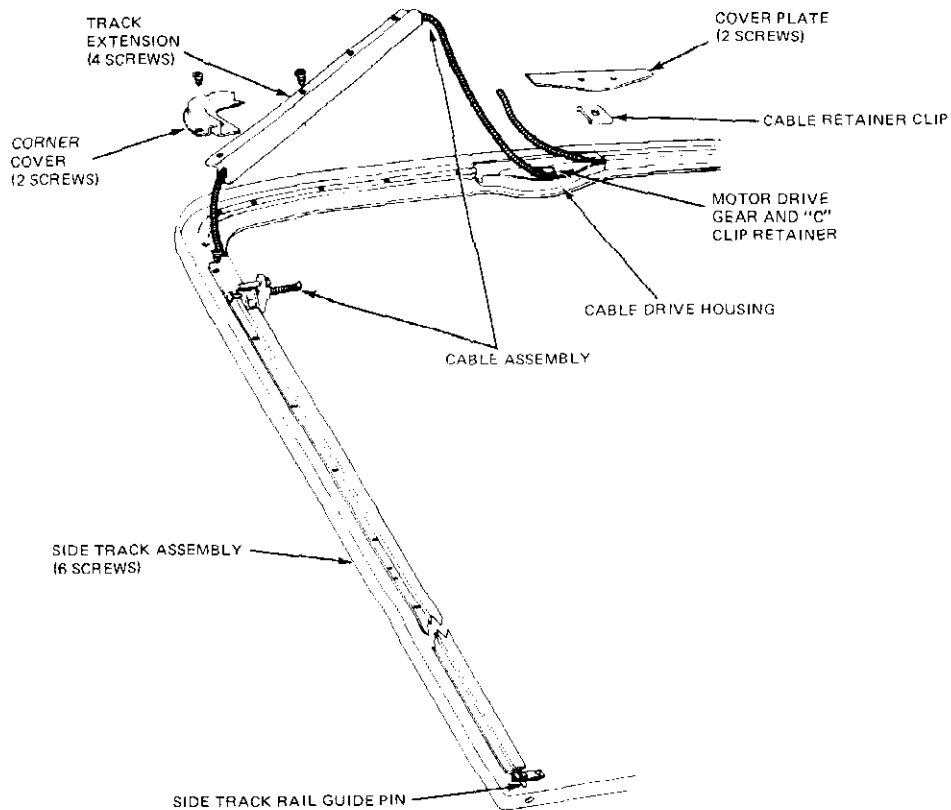
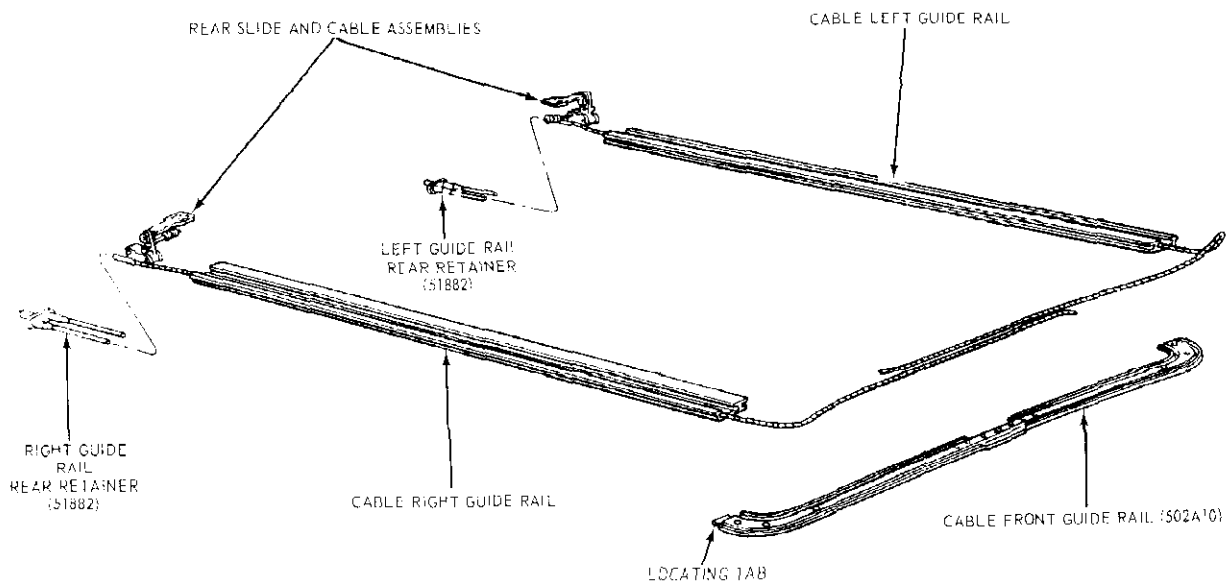


FIG. 9 Initial Cable Alignment



R1954-1A

FIG. 10 Cable, Drive Gear and Track Removal—All Except Lincoln Continental, Continental Mark V, Versailles, Thunderbird and Cougar



R1549-2C

FIG. 11 Cable and Guide Rail System—Lincoln Continental, Continental Mark V, Versailles, Thunderbird and Cougar

WITH A FEELER GAUGE CHECK FOR:

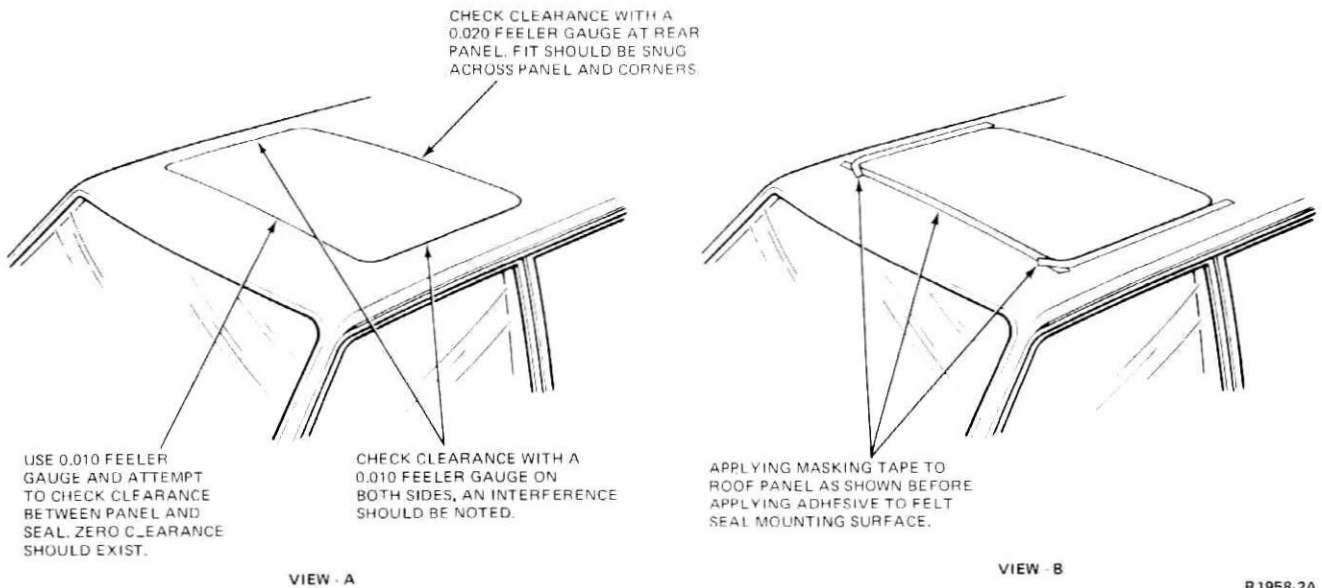


FIG. 12 Panel Checking Procedures

ADJUSTMENTS

ROOF PARALLEL ALIGNMENT

CAUTION: Do not activate the control switch while the cover or cables are removed from the track, as this can cause cable damage.

It is not necessary to remove the halo moulding to perform parallel alignment adjustment on the sliding panel.

1. Open the sliding panel approximately 1/4 inch to 1/2 inch.
2. Sight down the opening to determine the parallel relationship of the forward edge of the sliding panel with the forward edge of the opening in the roof panel and note the variation, see Fig. 8.
3. Open the sliding panel approximately 8 inches to gain access to the cable/drive gear mechanism.
4. Remove the front track cover and cable cover to gain access to the drive gear. (See Fig. 13).
5. Pry metal retaining clip off the cable drive gear mechanism if so equipped.
6. Remove one of the cables from the track as shown in Fig. 10.
7. Slide one side of the sliding panel assembly slightly fore or aft as required to obtain a parallel alignment.
8. Insert the cable into the track. If the unit utilizes a cable clip as shown in Fig. 14 be sure that it is properly oriented, and install the cover.

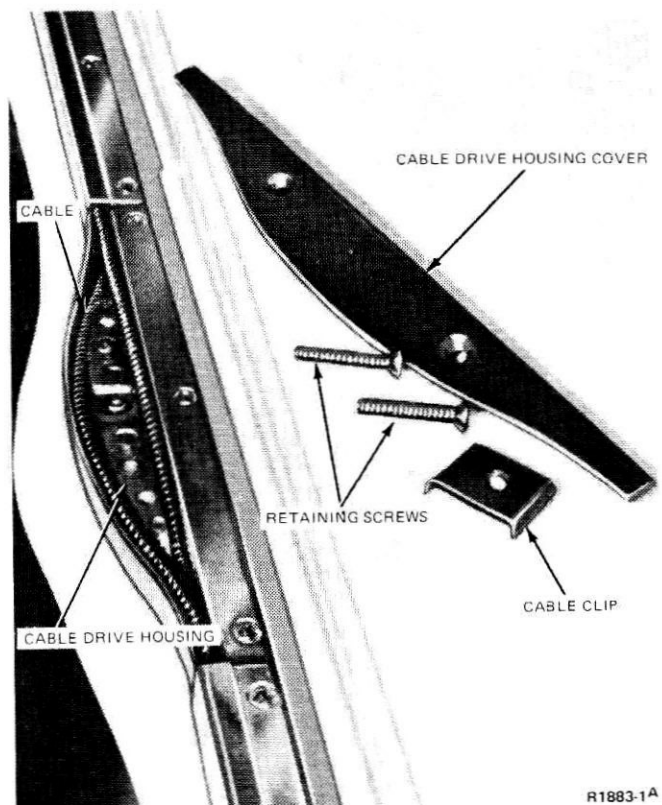


FIG. 13 Cable Cover Removal

NOTE: The front and rear flanges on the clip are not the same width. The narrow side of the clip must be positioned toward the front of the vehicle, and firmly seated into the notches in the track assembly. If the clip is improperly positioned in the track, the flanges will not go into the grooves in the track and will result in extensive damage to the cables. See Fig. 14, View A.

9. Cycle the sliding panel to approximately 1/4 inch from the closed position and check the parallel relationship.
10. Repeat above procedure, if required, until a parallel relationship is obtained.

SLIDING PANEL FLUSHNESS OR HEIGHT ADJUSTMENT

To obtain a flush fit of the sliding panel to the roof panel, remove halo moulding to gain access to adjusters and refer to Fig. 15 for correct flushness specifications and the procedures outlined below:

1. To raise or lower the rear edge of the sliding panel on all vehicles except Lincoln Continental, Continental Mark V, Versailles, Thunderbird and Cougar, loosen the rear retainer pin attaching nut (Fig. 15). The pin assembly is located in the slotted lifter bracket (See Fig. 16, View A). Position the sliding panel up or down as required to obtain a flush fit to the adjacent roof panel. Re-torque pin retainer nut to 20-23 in.-lbs.

To raise or lower the rear edge of the sliding panel on Lincoln Continental, Continental Mark V, Versailles, Thunderbird and Cougar vehicles, loosen the rear slide

POSITION CABLE AWAY FROM GEAR. SLIDE ONE SIDE OF MOON ROOF FORWARD OR AFT AS REQUIRED TO OBTAIN PARALLEL RELATIONSHIP.

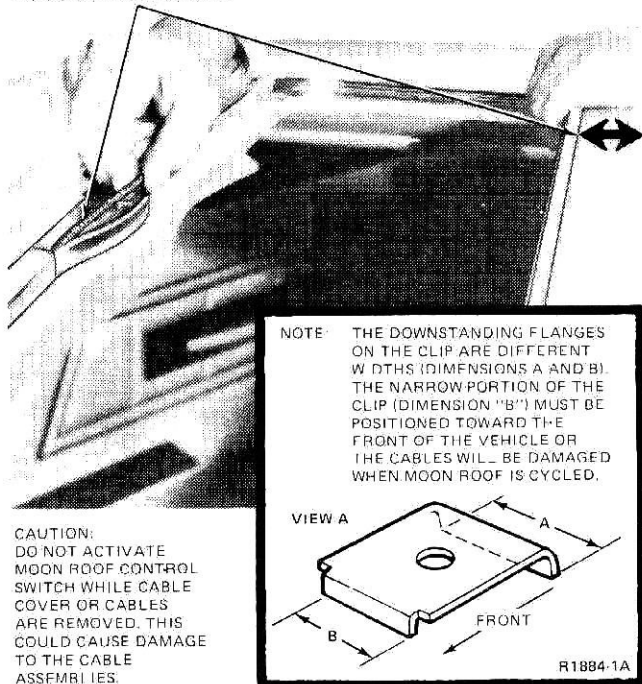


FIG. 14 Cable Clip Position

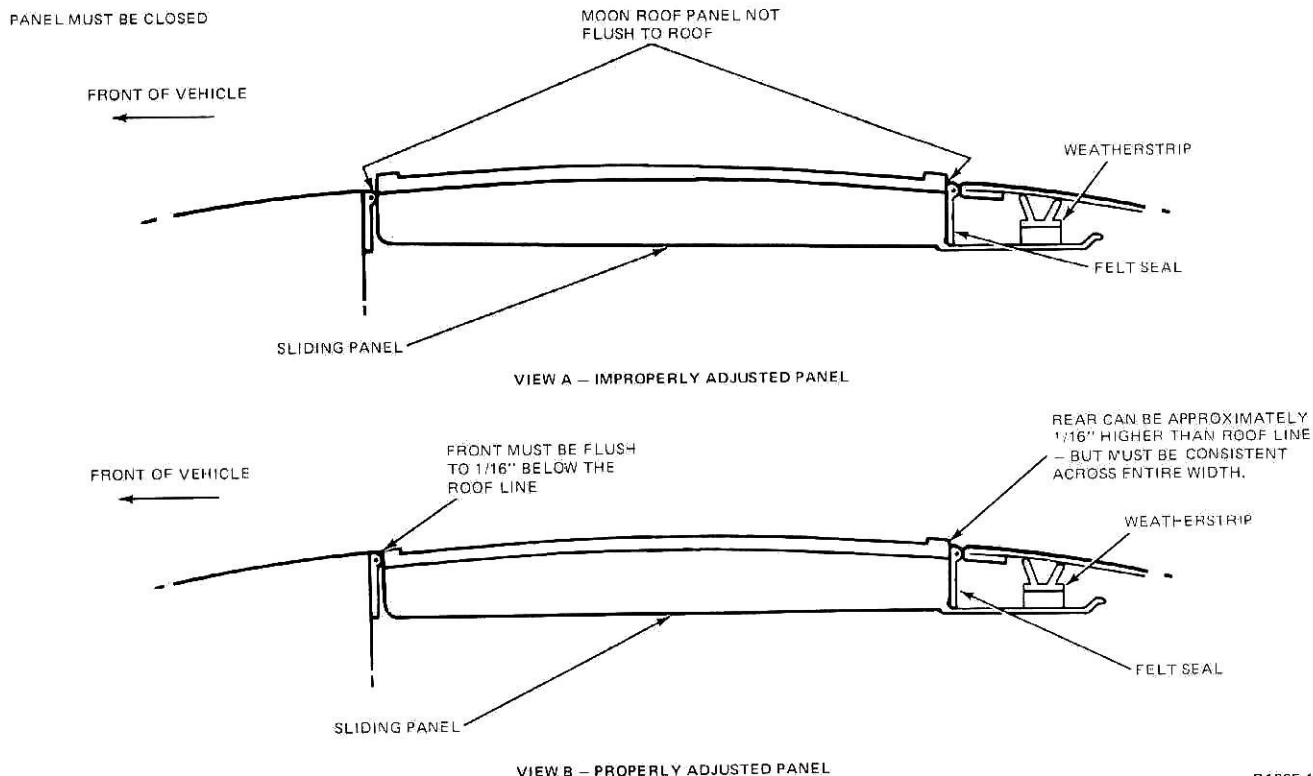


FIG. 15 Correct Sliding Panel Flushness Setting