

adjusting nut (See Fig. 17), raise or lower the panel to achieve correct alignment, and tighten the adjusting nut (24-36 in-lbs).

1. LOOSEN PIN RETAINING NUT.
2. POSITION SLIDING PANEL UP OR DOWN AS REQUIRED TO OBTAIN PROPER FLUSHNESS SETTING.
3. TORQUE RETAINING NUT TO 20-23 INCH LBS.

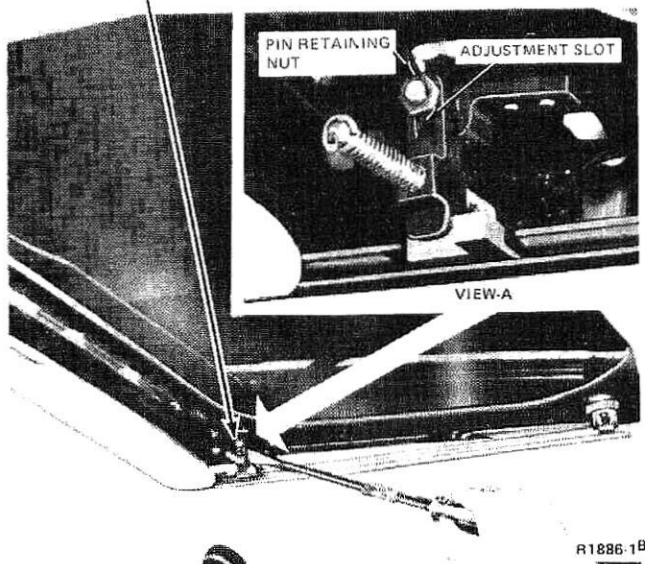


FIG. 16 Rear Sliding Flushness Adjustment

2. To raise or lower the forward edge of the sliding panel, loosen the forward track shoe retaining screws. Refer to Fig. 18. Rotate the adjuster (clockwise lowers panel, counterclockwise raises panel) as required to obtain a flush fit to adjacent roof panel. Re-torque the track shoe attaching screws to 18-23 in-lbs.

BINDING DURING PANEL MOVEMENT

All Car Lines Except Lincoln Continental, Continental Mark V, Versailles, Thunderbird and Cougar

Sliding panel binding can be caused by unparallel alignment of sliding panel causing the sliding panel to cock in the opening (Fig. 19) or binding of the pivot pins which does not allow the sliding panel to raise at rear corners when cycled to full closed position (Fig. 20).

To diagnose binding:

1. Cycle the roof open about 1/4 inch and sight down the opening to assure that the sliding panel is parallel to the opening. Refer to parallel alignment to correct.
2. The pivot pins, which are attached to the lifter brackets may be too tight in the pivot brackets. This causes the system to function normally through all cycles except the lift cycle. At that point in the cycle, the pivot pins must freely rotate in the pivot bracket. Binding pivot pins can cause the pivot pins to "walk" out of the pivot bracket when the system is cycled numerous times. (Refer to Fig. 19.) If the condition is caused by binding pivot pins, remove the pins from the brackets and ream with a 13/64

1. LOOSEN ATTACHING SCREWS.
2. ROTATE ADJUSTOR NUT TO RAISE OR LOWER MOON ROOF. TO OBTAIN PROPER FLUSHNESS SETTING.
3. TORQUE ATTACHING SCREWS TO 18-23 INCH LBS.

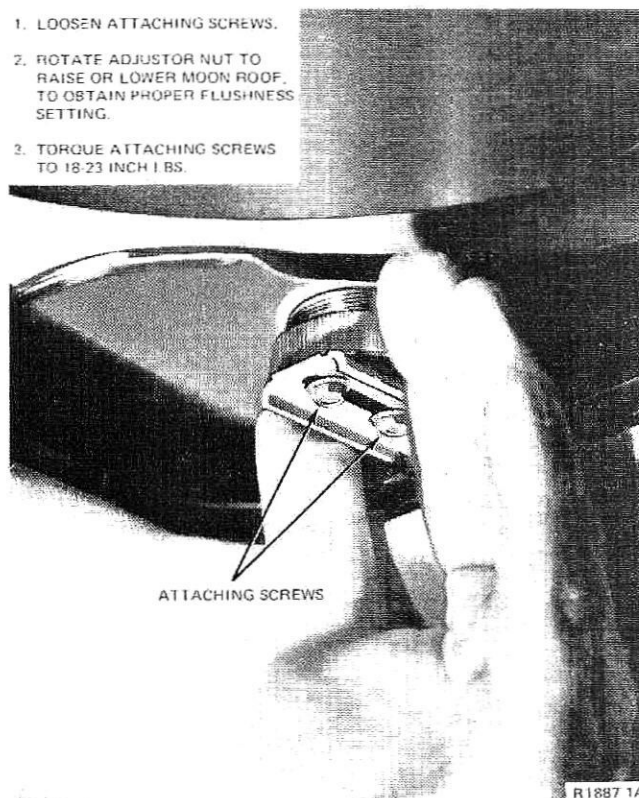


FIG. 18 Front Sliding Panel Flushness Adjustment

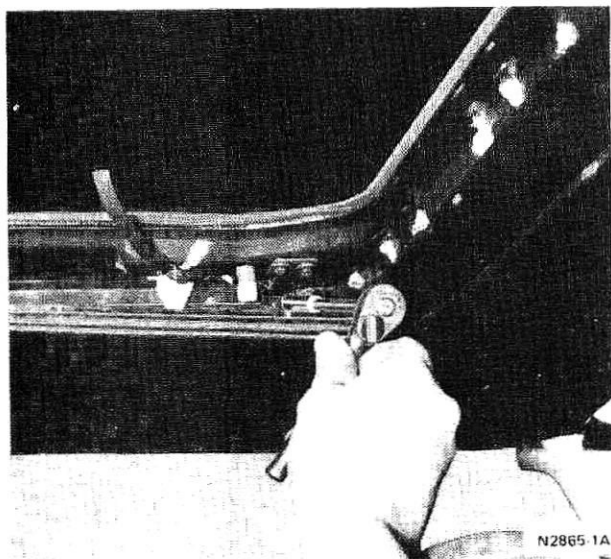


FIG. 17 Rear Roof Panel Adjustment

inch drill. Apply silicone lube on the pivot pin and reinstall. Cycle system to assure that the panel is fully raising. Adjust the panel, if required, to obtain a flush fit to the roof panel. (Refer to Fig. 21.)

Lincoln Continental, Continental Mark V, Versailles, Thunderbird and Cougar

Diagnose binding the same as previously described. If the panel fails to raise fully at the rear when closed, make the following adjustments:

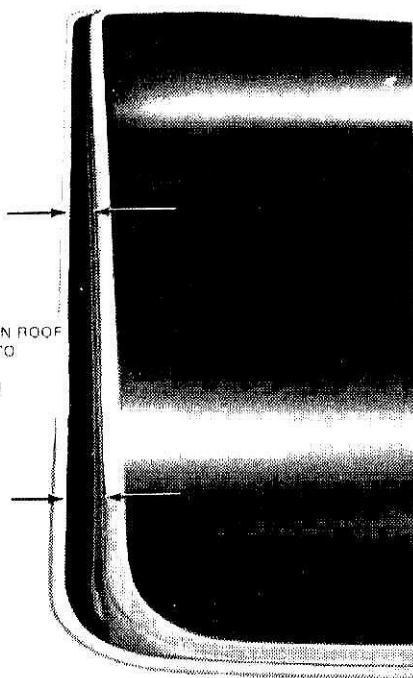
Move the sliding panel as far forward as it will go. Check rear lifting links to determine whether or not they

have reached full vertical position. If one or both links do not attain vertical position, disengage the cable from the drive gear, manually lift the panel and rotate the links to vertical. Then re-engage the cable and re-assemble.

RATCHETING NOISE FROM CABLE AND DRIVE ASSEMBLY

If the cable-drive mechanism emits a ratcheting noise when sliding panel is fully opened or closed, the drive gear may be overriding one of the cables due to insufficient cable to gear engagement.

SIGHT DOWN GAP BETWEEN ROOF PANEL AND MOON ROOF TO DETERMINE IF PANEL IS POSITIONED PARALLEL IN THE OPENING.



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FIG. 19 Sliding Roof Panel Parallel Adjustment

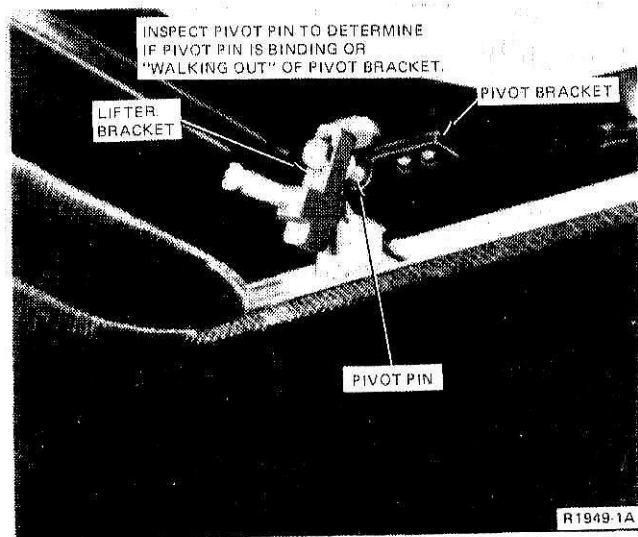


FIG. 20 Inspection for Binding Pivot Pin

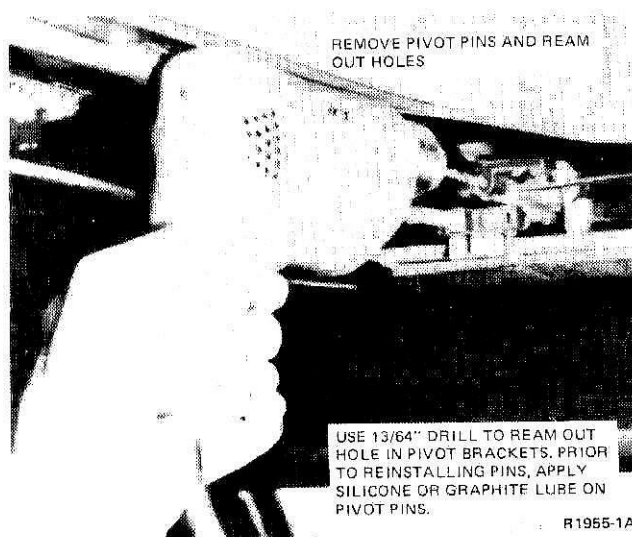


FIG. 21 Reaming Pivot Bracket for Pivot Pin

Remove the center track cable drive assembly cover plate and cable retainer clip. Examine gear to cable engagement. Pull cables and examine for wear. If the cables do not exhibit excessive wear, reinstall cables

and position the retainer clip. Install a .030" shim between the track wall and retainer clip to provide additional gear to cable engagement on the side that exhibits clearance. Refer to Fig. 22.

POSITION .030" SHIM STOCK
BETWEEN RETAINER CLIP AND
TRACK WALL TO INCREASE
CABLE TO GEAR ENGAGEMENT.

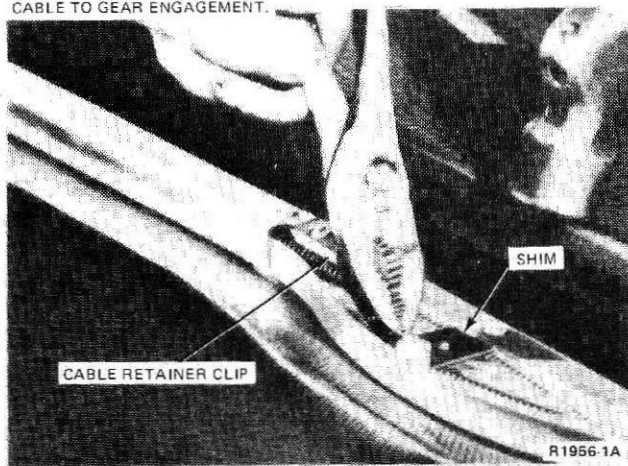


FIG. 22 Increasing Cable-To-Gear Engagement

WATER DRAINAGE SYSTEM AND WATER LEAK CORRECTIONS

DRAIN HOSES

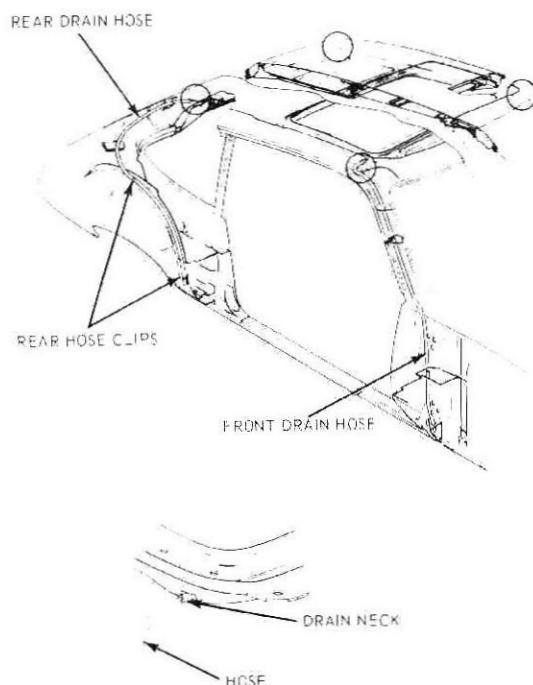
The roof panel module contains the track assemblies, cable and drive mechanisms, and a drain trough that encircles the sliding panel. Attached to the module are four (4) drain hoses. One drain hose is attached at each corner of the module. The two front drain hoses are routed down the windshield pillars and into the cowl sides exiting at rocker panel drain darts—ends of hose are **not** reusable. The two rear drain hoses are routed down the rear pillars over the rear wheel house and into the rear quarters. Refer to Fig. 23.

NOTE: Prior to performing any repairs, first verify that the drainage system is not plugged or restricted. Use a pint size container and pour water into the drain trough. Look at the rear of the vehicle to ensure that the water drains from the rear quarter panels or rocker panels.

If the water flow is restricted, use compressed air to "blow-out" any material in the drain hose system. Test by pouring water slowly into the system again.

After assuring that the drainage system is not restricted, verify that gaps do not exist around the edge of the panel. If a gap exists, the gap must be brought to specification before any further action is taken (Fig. 24).

With the clearances within specification, remove the halo moulding. Close the panel and have an assistant spray water on the sliding panel while you're on the inside visually inspecting the panel area to see if an excessive amount of water is entering the drain trough. A large volume of water indicates that an excessive



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FIG. 23 Water Drainage System

clearance exists between the sliding panel and the felt seals. See shimming the felt seal, this section.