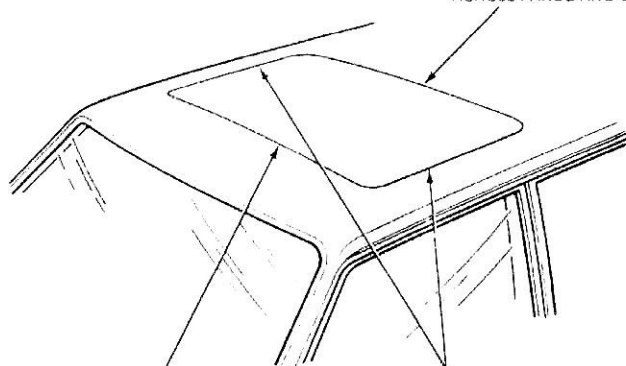


WITH A FEELER GAUGE CHECK FOR:

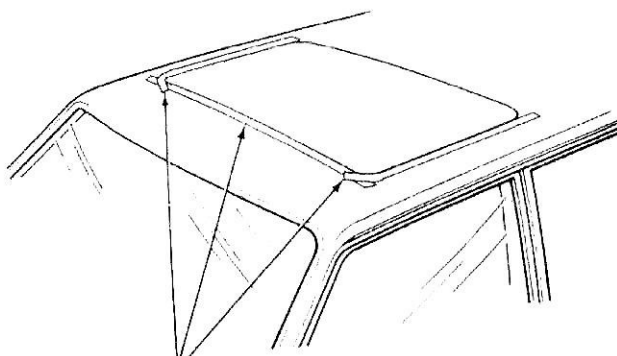
CHECK CLEARANCE WITH A .0020 FEELER GAUGE AT REAR PANEL. FIT SHOULD BE SNUG ACROSS PANEL AND CORNERS.



USE .0010 FEELER GAUGE AND ATTEMPT TO CHECK CLEARANCE BETWEEN PANEL AND SEAL. ZERO CLEARANCE SHOULD EXIST.

CHECK CLEARANCE WITH A .0010 FEELER GAUGE ON BOTH SIDES. AN INTERFERENCE SHOULD BE NOTED.

VIEW A



APPLYING MASKING TAPE TO ROOF PANEL AS SHOWN BEFORE APPLYING ADHESIVE TO FELT SEAL MOUNTING SURFACE.

VIEW B

R1958-A

FIG. 24 Panel Checking Procedures

SLIDING PANELS

The sliding panel has a controlled water leak at the roof panel felt seals. Clearances between the felt seal at the front of the panel is "zero". Using a .010" feeler gauge, an interference should be noted at the sides of the panel. .020" clearance maximum should be noted between the rear of the sliding panel felt seal and the roof panel opening. **If these tolerances are not maintained, water will overflow the drain troughs and enter the module, running down into the passenger compartment when the vehicle is stopped abruptly. Refer to Fig. 24, View A.**

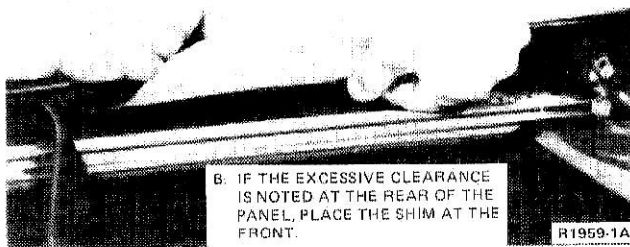
SHIMMING THE FELT SEAL

If the vehicle is equipped with a full vinyl roof, remove the felt seal in the "gapped" area, peel up the vinyl roof material and install shim material as required on the sheet metal to fill the void. Re-cement the vinyl over the shim material, and re-attach the felt seal. If the gap is at the rear of the opening, the shim is installed at the front felt seal. Refer to Fig. 25.

If the vehicle is equipped with the 1/2 vinyl roof and the roof panel surrounding the sliding panel is a painted surface, the best material to use for shimming is the felt seal in the appropriate color. Use a pair of tin snips and trim off the bulbous section at the top of the seal and install between the existing seal and the downstanding flange, across the front of the opening (Fig. 26). If the gapping condition exists at the rear corners, it may be necessary to add shim behind the seal, in the corners and at the rear of the sliding panel.

NOTE: PROCURE DOUBLE BACK FOAM TAPE LOCALLY IN VARIOUS THICKNESSES.

A. IF AN EXCESSIVE CLEARANCE IS NOTED, AND THE VEHICLE IS EQUIPPED WITH A VINYL ROOF REMOVE FELT SEAL IN THE AREA TO BE SHIMMED. CAREFULLY PEEL THE VINYL MATERIAL AND INSTALL NECESSARY SHIM ON DOWNSTANDING FLANGE. RE-INSTALL VINYL ROOF COVER OVER SHIM AND RE-CEMENT FELT SEAL IN POSITION.



B. IF THE EXCESSIVE CLEARANCE IS NOTED AT THE REAR OF THE PANEL, PLACE THE SHIM AT THE FRONT.

FIG. 25 Shimming Felt Seal-Full Vinyl Roof RUBBER SEAL (WEATHERSTRIP)

Water collecting in the module area may be caused by the rubber seal at the rear of the sliding panel. The rubber seal must be positioned at the rear edge of the panel so that a water channel is provided to drain any water that bypasses the felt seal to the side drain troughs.

On models with foam rubber spacer mounted under the rubber seal, inspect for proper mating and that no gap exists. Water flowing through the gap will cause water to accumulate in the rear of the module (Fig. 27).

REMOVE EXISTING SEAL AND POSITION TRIMMED FELT SEAL SHIM ONTO THE DOWNSTANDING FLANGE, RE-CEMENT EXISTING SEAL IN POSITION.

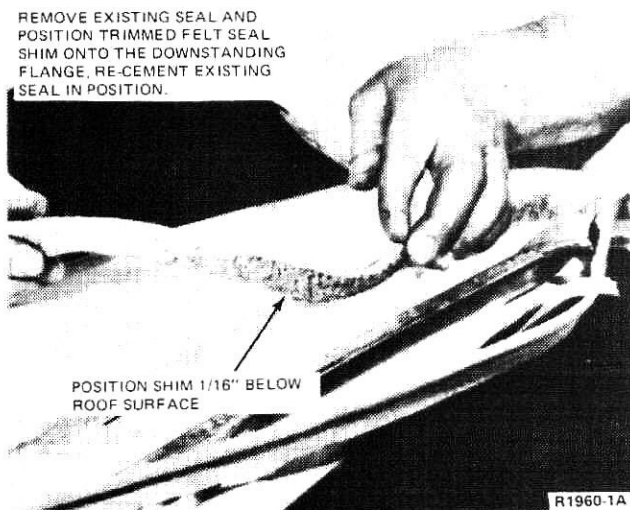


FIG. 26 Shimming Felt Seal-1/2 Vinyl Roof

REMOVE SLIDING PANEL FROM VEHICLE AND INSPECT JOINT AT FOAM SPACER.

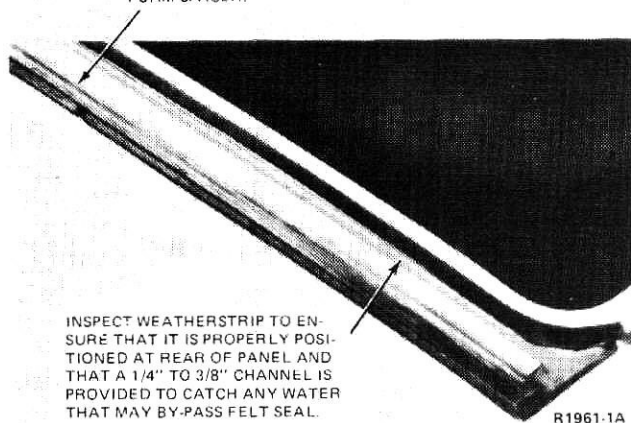


FIG. 27 Rubber Seal (Weatherstrip) Inspection

If the water leak is at the foam spacer, apply a bead of clear silicone sealer or liquid butyl sealer along the surface of the panel where the filler strip is attached as shown in Fig. 28.

WET HEADLINER—SIDES

Water may drip from the headliner above the door or quarter window because:

1. Module is not sealed to underside of roof panel at the rear of the opening. Apply caulking cord in joint between roof panel and module as shown in Fig. 29.
2. Weld burn exists in the drain trough area. Use paintable plastic sealer and touch up with appropriate color. Refer to Fig. 30.
3. Drain tube(s) disconnected from module. Apply trim cement on metal drain tube nipple, and insert drain hose (Fig. 18).

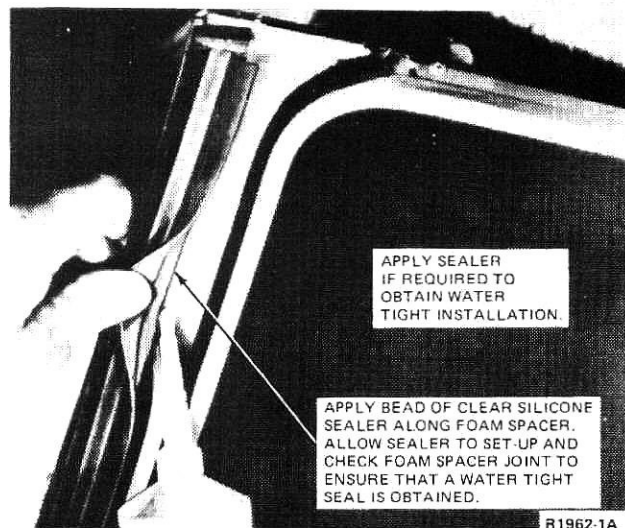


FIG. 28 Applying Sealer to Foam Spacer

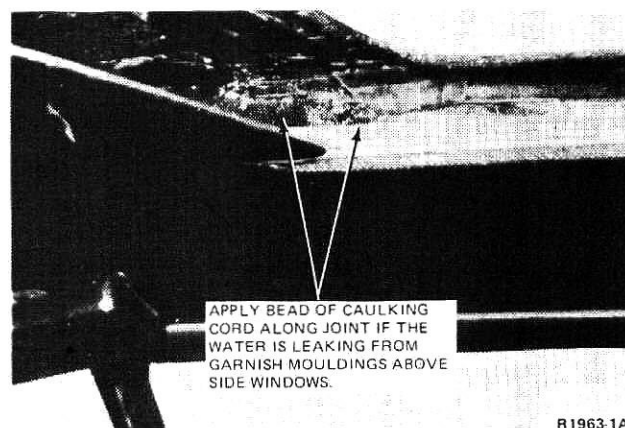


FIG. 29 Sealing Module-To-Roof Panel

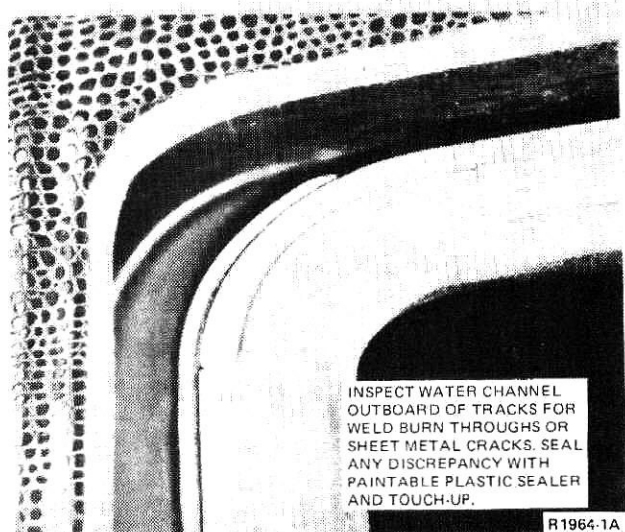
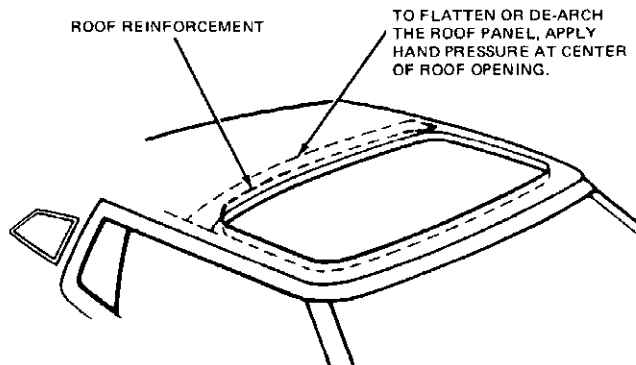


FIG. 30 Inspecting Drain Trough Area

OVERCROWNED REAR ROOF PANEL

If the roof panel is overcrowned to the contour of the sliding panel (at rear of sliding panel), this can cause wind noise or water leak conditions.



REMOVE THE SLIDING PANEL AND SUN SHADE TO PERFORM THIS OPERATION.

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FIG. 31 Overcrowned Roof Panel

Remove sliding panel from vehicle and apply hand pressure on center of roof panel to flatten the contour (Fig. 31).

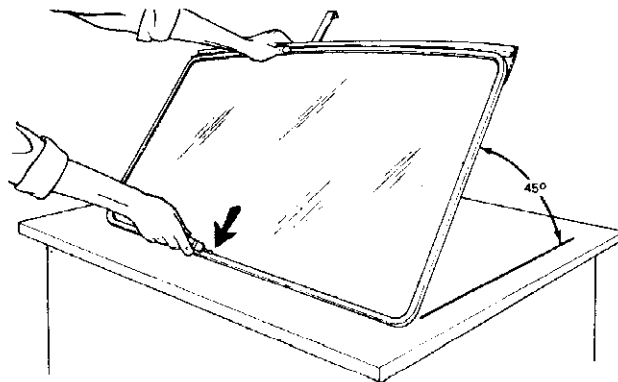
UNDERCROWNED FRONT ROOF PANEL

A glass panel scratch can be caused by the front of the roof panel being slightly undercrowned.

Open the sliding panel assembly slightly and compare the contour of roof panel and glass panel. If the roof panel appears flattened in the center, and the glass scuffs are on the underside of the roof panel, remove the sliding panel from the vehicle and re-arch the roof panel by using your feet and pushing up on underside of roof panel to increase the roof panel arch.

WATER LEAK AT GLASS MOULDING

A water leak occurring in the area of the halo moulding is usually caused by an inadequate seal



PLACE PANEL AT A 45° ANGLE FROM THE HORIZONTAL SURFACE OF WORK BENCH AND SEAL MOULDING BY APPLYING CLEAR SILICONE SEALER, PART 3M NO. 8551 CLEAR AUTO GLASS SEALER, OR EQUIVALENT BETWEEN MOULDING AND GLASS. REPEAT THIS PROCEDURE FOR ALL REMAINING SIDES.

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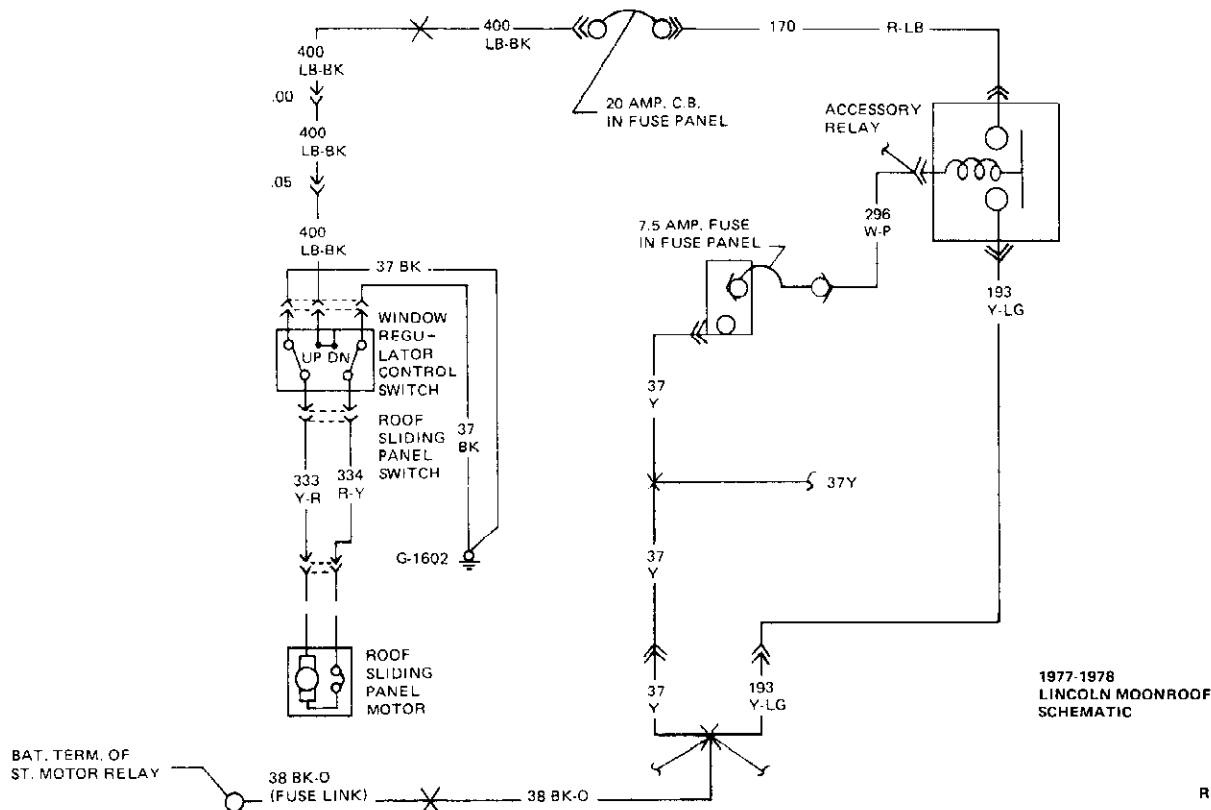
FIG. 32 Applying Sealer-Glass-To-Frame

between the glass and the metal frame. To correct a leak between the metal frame and the glass, remove the sliding panel from the vehicle. Use a clear silicone sealer—3M Part No. 8551 auto glass sealer (procure from local glass repair shop) or equivalent and apply a bead around the edge of the metal frame as shown in Fig. 32.

CAUTION: DO NOT ATTEMPT TO PRY THE METAL FRAME UPWARD TO APPLY THE SEALER, AS THIS CAN RESULT IN GLASS BREAKAGE.

ROOF ELECTRICAL CONNECTIONS

The electrical circuit schematic is shown in Fig. 33. The parts component chart is shown in Fig. 34.



R1946-2B

FIG. 33 Circuit Schematic—Electric Moon Roof—Lincoln Continental Shown

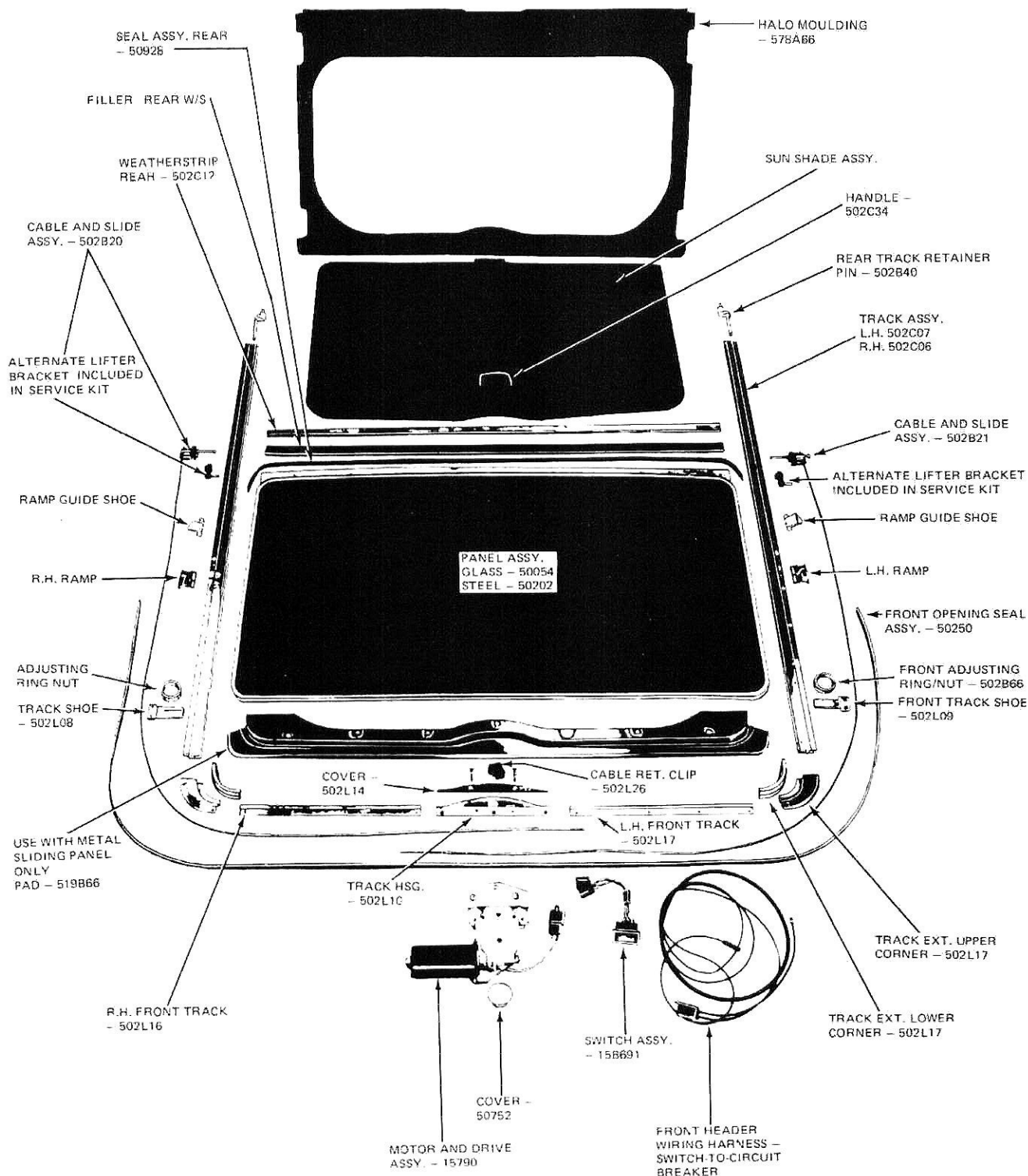


FIG. 34 Moon Roof—Exploded View Parts Component Chart

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Manual Sun Roof

**PART
46-11**

SUBJECT	PAGE	SUBJECT	PAGE
DESCRIPTION AND OPERATION	11-1	REMOVAL AND INSTALLATION	
ADJUSTMENTS		Crank Handle and Drive Assembly	11-2
Cable Alignment	11-2	Drain Hoses	11-5
Fore and Aft, Side-To-Side Alignment		Front Slide	11-5
of Panel in Roof Opening	11-1	Guide Rail, Slide and Cable System	11-3
Roof Sliding Panel Alignment for		Rear Slide and Cable Assembly	11-5
Flush Fit	11-1	Rear Slide Tension Spring	11-5
Roof Sliding Panel Rear Edge –		Roof and Sliding Panel	11-2
Up or Down	11-1	Roof Sliding Panel Front Seal	11-6
		Roof Sliding Panel Rear Seal	11-6
		Sliding Panel Housing Assembly	11-5

CR2853-2B

DESCRIPTION AND OPERATION

The manual sun roof panel slides on guide rails. It is operated by a crank. The crank is splined to a shaft and pinion that drives two flexible cables. Each cable is attached to a slide that moves on the guide rails. The left and right rear slides are attached by mounting brackets to the rear of the sliding panel. Front guides

attached to the front of the sliding panel and slide on the left and right guide rails, respectively.

To operate the sliding panel, pull the handle from its stowed position and turn handle counterclockwise to open; turn clockwise to close.

ADJUSTMENTS

Before making any adjustments, remove the trim (inner) panel from the sliding panel for access. Open the sliding panel about five inches. Disengage the trim panel from the sliding panel by pulling the seven trim clips loose. Slide the trim panel to the rear for stowage. Crank the sliding panel to closed.

ROOF SLIDING PANEL ALIGNMENT FOR FLUSH FIT

Sliding Panel Front Edge-Up or Down for Pinto and Bobcat

Both sides may be adjusted, as necessary.

Loosen the two screws that attach the front slide assembly to the knurled adjusting nut at the front of the panel (Figs. 1 and 4). Turn the adjusting nut clockwise to lower; counterclockwise to raise. When tightening the two attaching screws, be sure that the front slide assembly is perpendicular to the guide rail and that the base of the slide throat does not contact the guide rail (Fig. 1).

Sliding Panel Front Edge—Up Or Down For Mustang II

To adjust the Mustang II roof sliding panel loosen the two screws that attach the front slide

assembly to the double bossed tapping plate. Move the tapping plate rearward to lower the front of the panel, or forward to raise the panel (on the Mustang II equipped with glass panel, add shims to raise panel). When the front edge of the panel is flush, tighten the attaching screws into the tapping plate (Fig. 2). Be sure the front slide assembly is perpendicular to the guide rail, and that the base of the slide throat does not contact the guide rail.

NOTE: The blue slide assembly is for the driver's side and the white slide assembly is used on the passenger side.

ROOF SLIDING PANEL REAR EDGE—UP OR DOWN

Both sides may be adjusted, as necessary.

Loosen the rear slide adjusting screw (Figs. 1 and 4), and raise or lower the sliding panel until flush with the stationary roof panel. Tighten the adjusting screw to hold the correct position.

FORE AND AFT, SIDE-TO-SIDE ALIGNMENT OF PANEL IN ROOF OPENING

This adjustment is automatically achieved when the sliding panel is attached and adjusted in the full closed position. See Removal and Installation.