

7. Drill a sufficient number of 9/64 inch diameter holes in the edge of the vinyl to assure that it can be adequately secured to the roof panel with 381500-S (1/8 x 3/8) pop-rivets.
8. Install the necessary pop-rivets and reinstall the moulding(s) or ornamentation removed in Step 1.

Separated Bonded Seam

Connect the soldering iron and set the transformer heat range to No. 7 position (approximately 225°F).

Clean the soldering iron tip thoroughly with the abrasive pad. This must be done frequently while performing the repair to avoid vinyl build-up on the tip. Start at one end of the separated seam and insert the tip of the soldering iron between the bonded seam as shown in Fig. 32. Note the position of the curved tip. Slowly move the tip along the underside of the seam following immediately with the fingers to press the seam together.

Reverse the soldering iron tip as shown in Fig. 33 and again slowly move the tip along the edge of the seam.

This completes the repair and, if performed correctly, should not require paint touch-up. If, however, the vinyl surface outboard of the seam has a glossy or shiny appearance created by the repair, the area can be restored to its original satin finish with a dulling agent or by applying liquid vinyl as shown in Fig. 26. Several coats may be required. The last coat should be a fog coat to minimize gloss.

Adhesive Smears

Adhesive smears can be removed in most cases, provided this is done immediately and the adhesive is not allowed to age on the vinyl roof. Therefore, it is imperative that the clean-up is performed as soon as possible. Fresh sealer smears can be removed by rubbing the smear off with a rubber cement pick-up block such as the type described in the list of materials.

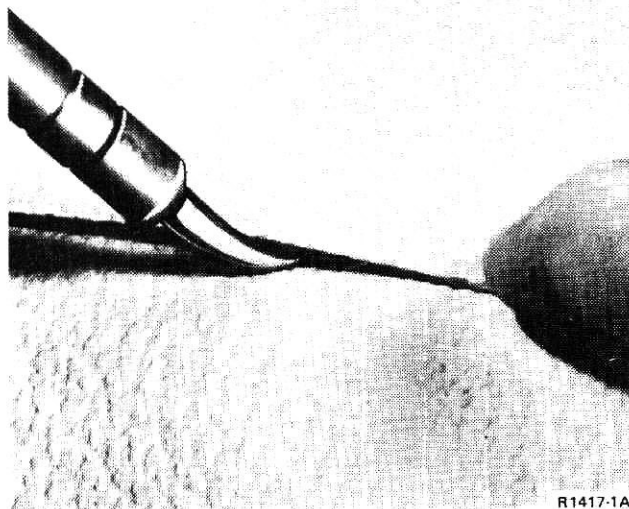


FIG. 32 Applying Heat to Underside of Bonded Seam

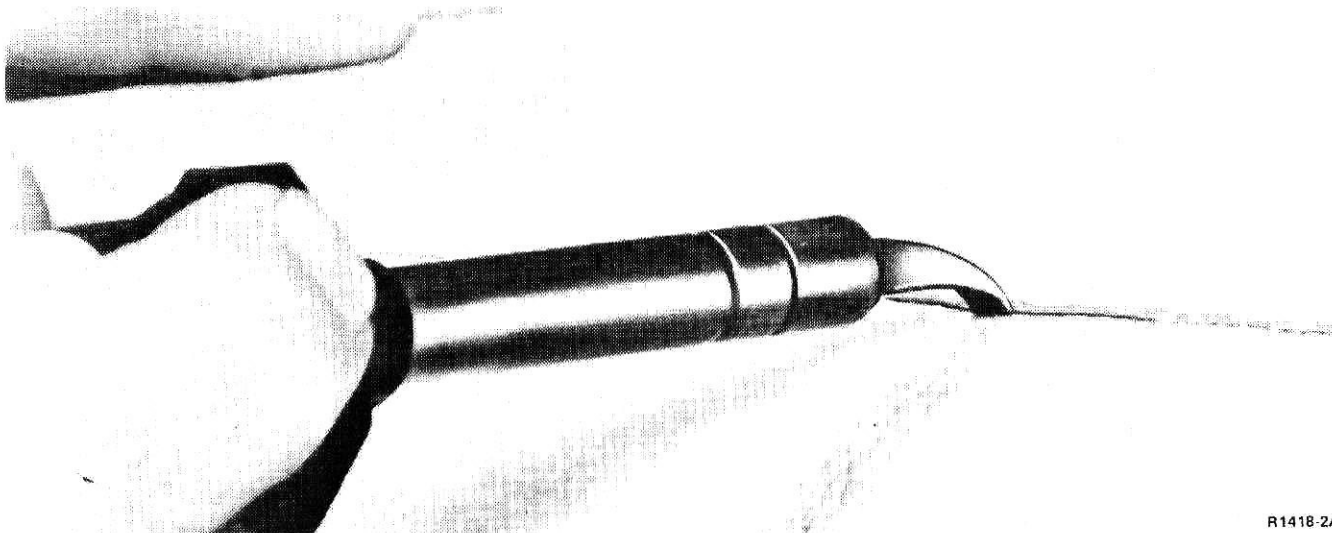


FIG. 33 Applying Heat to Edge of Bonded Seam

Wood Grain Transfer

PART
46-30

CR2856 A

REMOVAL AND INSTALLATION

PRESSURE SENSITIVE WOOD GRAIN TRANSFER REPAIR

It is not necessary to replace the vinyl wood grain transfer because of blisters, air bubbles, chips or scratches.

To repair blisters or air bubbles, pierce the air bubble or blister with a pin. Work the trapped air out of bubble and press the transfer firmly against the sheet metal. It may be necessary to preheat the metal slightly, to soften the adhesive.

For chips or scratches, use touchup paint to repair the damaged areas. The available paints are shown in Fig. 1. Refer to the master parts catalog for part numbers.

Color
Highlight Color (Dark Brown)
Solid Background Color (Light Brown)
Black

CR1488-1C

FIG. 1 Wood-Grain Transfer Repair Paints

If the wood-grain transfer lifts off the sheet metal, check the recessed surface for pin holes. If holes are evident, exhaust the trapped air through the holes, ensure the transfer is adhering to the sheet metal and then patch the holes with a small scrap of transfer to create the necessary vacuum to hold the transfer in the depression.

If the transfer has lifted off the sheet metal and holes are not evident, cut a slit approximately 1/4 inch long in the transfer near the edge of the depression (not in the depression or the vacuum will be lost) to exhaust the air and adhere the transfer to the sheet metal.

PRESSURE SENSITIVE WOOD-GRAIN TRANSFER REPLACEMENT

Removal

1. Remove the wood-grain plastic trim rail(s) or mouldings.
2. Clean the surface to be sure it is free of dirt, oil, wax and/or other foreign material. Use a clean rag, paper towel or sponge wet with Silicone and Wax Remover (DL 60-3721-A or equivalent). **Be sure the flanges, corners and any depressions are clean to assure maximum transfer adhesion.**

3. Repair the panel by metal finishing, if required.

Installation

1. If the original grained transfer has been damaged (scratched or cut) or partially removed during metal finishing, the damaged area should be sanded smooth and the original transfer film feather-edged with 320-grit or finer sandpaper.
2. Apply Lacquer Spot Putty (19B542 or equivalent) to the damaged area with a squeegee or flexible glazing knife to build up the surface to the level of the original film. This should be done only on a small area. If the damaged area is large, apply primer with a spray gun to build up the surface to the level of the original film.
3. Allow the primer or spot putty to dry thoroughly. Then, sand the primer and the entire grained panel with 320 grit or finer sandpaper. Repeat step 5 if necessary.
4. If the repair is being made to a door, trim the existing transfer film from the leading and trailing edges of the panel. Sand the edges of the panel and the inner surface of the flanges. Use the same procedure for the trailing edge of the fender and the leading edge of the quarter panel.
5. Prepare a wetting solution by mixing one ounce Liquid Car Wash (19B521 or equivalent) in a pail of warm water.
6. Cut the repair transfer to the desired size, using care to align the wood grain with the surrounding panels.
7. Place the transfer face down on a clean bench or other suitable flat surface and pull the paper backing off the transfer film. **Be careful not to stretch or tear the transfer film.**
8. Apply the wetting solution liberally to the tacky side of the transfer and to the panel being repaired with a rag or sponge. **It is extremely important that the vehicle panel surface, the transfer film and the wetting solution all be at a moderate temperature (at least 65 degrees F.) when performing this repair.** Live steam, hot water or an electrically heated air blower may be used to warm the panel. It may also be used to soften the repair transfer film to make it conform to the vehicle panel and to aid in bending the transfer around the panel edges.
9. Position the transfer film on the panel. The presence of the wetting solution will help to prevent the pressure sensitive adhesive from sticking to the panel. This permits moving the transfer film to align the simulated caulk lines or wood grain pattern with the adjacent panels.

10. Smooth the transfer film on the panel with a rag or sponge wet with the wetting solution to remove large air pockets.
11. Squeegee the transfer film on the panel, working from the high point of a contour line on the panel. This will remove the wetting solution from between the transfer film and the panel and allow the adhesive on the film to stick to the panel. Remove any air or water bubbles as necessary by pricking them with a pin, and squeegee.
12. Wrap the transfer film around the edges of the door and quarter panels and the trailing edge of the front fender (as applicable). Apply heat to the edges and press the transfer film firmly against the flange, and squeegee.
13. Wipe the surface dry with a clean soft cloth and install the grained plastic trim rails or mouldings.

BODY SHELL, EXTERIOR TRIM, FRAME AND UNDERBODY

**GROUP
47**

PART TITLE	PART NO.	PART TITLE	PART NO.
Body Shell, Exterior Trim, Frame and Underbody General Service	47-01	Fairmont and Zephyr	47-08
Continental Mark V	47-03	Granada, Monarch and Versailles	47-11
Ford and Mercury	47-05	Mustang II	47-10
LTD II, Cougar and LTD II Ranchero	47-06	Pinto and Bobcat	47-09
Lincoln Continental	47-02	Thunderbird	47-04
		Versailles	47-12

CR2008-2B

Body Shell, Exterior Trim, Frame And Underbody General Service

**PART
47-01**

SUBJECT	PAGE	SUBJECT	PAGE
GENERAL INFORMATION		ADJUSTMENTS (Cont'd.)	
Body Side Protection Mouldings (Pressure Sensitive Tape Type)	01-1	Frame Alignment	01-4
General Hoisting Instructions	01-2	Frame Repairs	01-5
Types of Body Sealer	01-1	Unitized Body Alignment	01-4
DIAGNOSIS AND TESTING	01-3	CLEANING AND INSPECTION	
ADJUSTMENTS		Body Maintenance	01-5
Body Alignment	01-4	Floor Pan Plugs and Grommets	01-5
		Rattle Elimination	01-5
		Trim	01-5

CN1842-2B

GENERAL INFORMATION

BODY SIDE PROTECTION MOULDINGS (PRESSURE SENSITIVE TAPE TYPE)

To install the optional body side moulding (Tedlar or Urethane), wipe the area surface with naphtha or a suitable cleaning solvent to remove all foreign material. Then, remove protective paper, at room temperature, from pressure sensitive tape on the mouldings. Position moulding and press firmly to assure adhesion.

TYPES OF BODY SEALER

Caulking Cord 19560

This sealer has a plastic base with an asbestos filler and is commonly known as permagum. It is used on spotweld holes, around moulding clips, or between two surfaces not properly sealed by a gasket. Apply with a putty knife.

Trim Cement 19C525

This cement is recommended for body panel plastic watershield and on some soft trim installations and also other vinyl and rubber trim.

Rubber Cement 19552

This quick-drying, strong adhesive material is designed to hold weather stripping on doors, bodies, deck lids, cowl ventilators and the surrounding metal.

Windows and windshields which are set in rubber can be sealed effectively against leakage by flowing cement into the affected areas.

Clean all grease, dirt, and old sealer from the surfaces to be cemented and apply a medium coat of cement to both surfaces, allow it to dry until tacky, and press both surfaces firmly together.

Silicon Lubricant 199532 JELLY

This lubricant is to be used on the door and mini-vent window weatherstrips. It is recommended that silicone lubricant be applied to the weatherstrips at every lubrication period. Its use makes the doors easier to close, avoids weatherstrip squeaks, retards weatherstrip wear from chafing between the door glass upper frame and the weatherstrip, and helps to retain door window alignment by reducing friction between the glass frame and rubber weatherstrip.

GENERAL HOISTING INSTRUCTIONS

Damage to suspension, exhaust and steering linkage components may occur if care is not exercised when positioning the hoist adapters of 2-post hoists. Place the adapters under the front suspension lower arms. **Do not allow the adapters to contact the steering linkage.**

On the Lincoln Continental, Continental Mark V, Thunderbird, Elite, LTD II and Cougar, rear suspension lower arms prevent positioning of fork lifts outboard of the suspension lower arms. Place fork lifts under the axle housing inboard of the suspension arm brackets.

Do not position hoist pads under Number 3 crossmember.

Refer to the Owner's Manual when using the jack supplied with the vehicle.

Fairmont, Zephyr, Granada, Monarch, Versailles, Pinto, Bobcat and Mustang II

The unitized body-frame construction requires special precautions and procedures when the vehicle is jacked up or hoisted. In some cases, special hoist adapters must be used as recommended by hoist manufacturers.

Drive-On Type Hoist

To prevent damage to the underbody, do not drive the vehicle onto the drive-on type hoist without first checking for possible interference between the upright flanges of the hoist rails and the underbody. Should there be interference, the hoist flanges should be modified as necessary or the approach ramps built up to provide the needed clearance.

Rail Type—Free Wheeling Hoist

Front

The front adapters or hoist plates must be carefully positioned in contact with the lower suspension arms to assure safe, accurate lifting.

Rear

The hoist adapters must be positioned to avoid damage to the shock absorbers when the vehicle is raised. The hoist rails should be raised slowly and the position of the adapters checked.

Fork Lift—Twin Post Hoist

Front

To assure safe hoisting, the front post adapters must be positioned carefully to contact the center of the lower suspension arms (Figs. 1 and 2).

Rear

To prevent damage to the shock absorbers, the rear forks must contact the axle at points not farther out

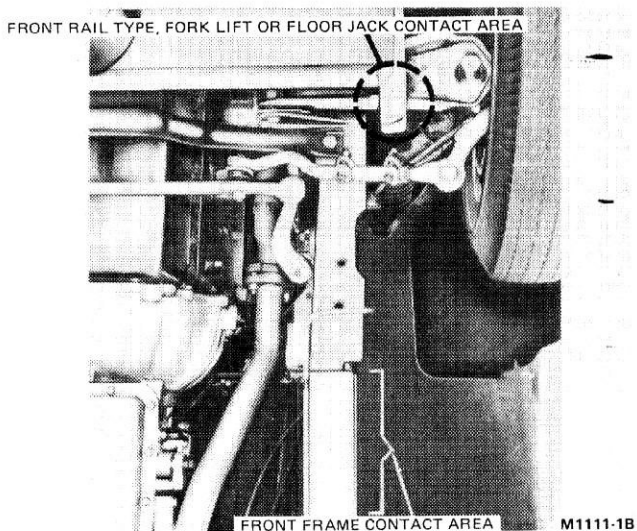


FIG. 1 Front Hoist Contact Areas

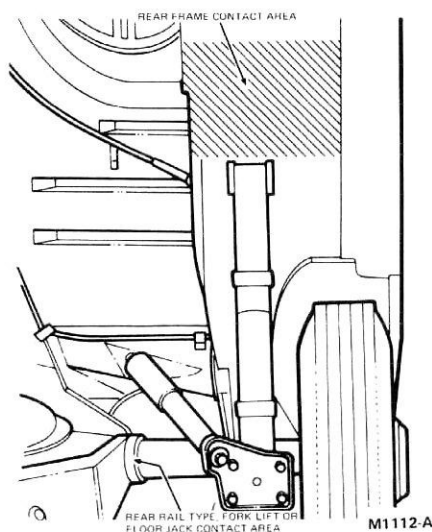


FIG. 2 Rear Hoist Contact Areas

board than one inch from the circumference welds near the differential housing. Carefully raise the rear post and check the position of the fork (Figs. 1 and 2).

Floor Jack—Pinto, Bobcat and Mustang II

When using a floor jack, the vehicle may be raised at several locations. The front of the car may be lifted by positioning the jack under the center of the number two crossmember. The front, as well as either side of the rear end, may be lifted by positioning the floor jack under the rocker flange at the contact points used for the jack supplied with the vehicle. To lift both sides of the rear at once, position the floor jack under the differential housing.

Floor Jack—Other Models

When a stationary floor jack or a roll jack is to be used, there are several specific recommended points of contact. Either side of the vehicle may be raised at the front by jack contact at the lower arm strut connection. Either side of the front end of the vehicle may also be raised by jack pressure on the front crossmember, or on

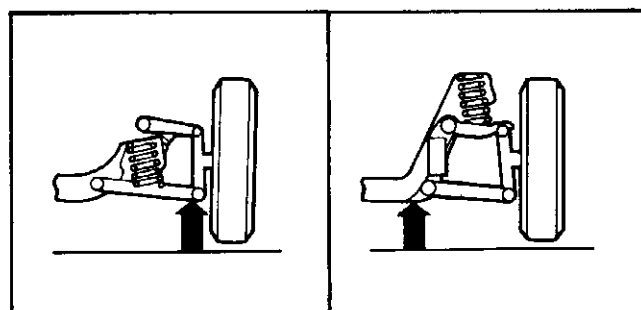
the crossmember to which the stabilizer is connected. **Do not attempt to use jack pressure on either front or rear Fairmont, Zephyr, Granada, Monarch, Versailles, Pinto, Bobcat or Mustang II bumpers.**

On Continental Mark V and Thunderbird, position jacks under the rear axle housing between the suspension arm brackets and the differential housing. Do not place jacks under the suspension arm brackets. To unload ball joint front suspensions, position jack as shown in Fig. 3.

Frame Contact Hoist

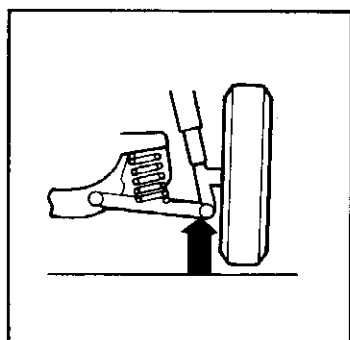
On frame contact hoists, adapters are necessary to lift the vehicle. The adapters must be centered at four contact points as shown in Fig. 4. All four contact points must contact the adapters.

NOTE: Exercise care when hoisting vehicles equipped with catalytic converter(s). On vehicles so equipped, assure necessary clearance between hoist and exhaust system components before energizing hoist.



FORD/MERCURY
LTD II/COUGAR
CONTINENTAL MARK V
THUNDERBIRD
LINCOLN CONTINENTAL
PINTO/BOBCAT MUSTANG II

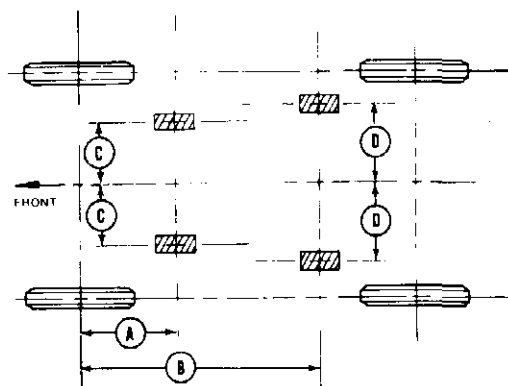
GRANADA/MONARCH/VERSAILLES



FAIRMONT/ZEPHYR

N4073-1B

FIG. 3 Front Suspension Lift Points for Ball Joint Unloading



Car Line										
Dimension (Inches)	Cougar LTD II	Continental Mark V	Ford	Lincoln Continental	Fairmont/Zephyr	Mercury	Mustang	Pinto Bobcat	Thunderbird	Granada Monarch Versailles
A	22.0	24.9	21.5	21.7	*	21.5	17.5	17.5	22.0	21.5
B	83.4 ① 87.4 ②	102.9	97.5	103.7	*	100.5	75.0	75.0	83.4	83.5
C	25.0	25.0	23.0	23.5	*	23.0	12.0	12.0	25.0	26.4
D	27.5	26.0	25.0	27.0	*	25.0	24.0	24.0	27.5	26.4

① 2-Door ② 4-Door

* Not available at time of printing.

Y1511-1E

FIG. 4 Frame Contact Lift Points

DIAGNOSIS AND TESTING

DUST AND WATER LEAKS

Sealer locations should be considered when checking for dust or water leaks. The forward motion of the vehicle causes any unsealed small opening in the lower section of the body to permit air to be drawn into the body. Dust will follow any path taken by the air from the point of entry into the passenger and luggage

compartments. Opening the ventilator air ducts will equalize these pressures. Dust accumulates in the rocker panel, and may eventually work its way to the kick-up or the rear body pillar, and follow the contour of the wheelhouse into the luggage compartment.

To eliminate dust leakage, determine the exact point at which the dust enters. The point of entry is often

deceptive, in that the dust may enter at one point, then follow the passages formed by interior trim to another point.

Under certain conditions, water can enter the body at any point where dust can enter. Any consideration of water leakage must take into account all points covered under dust leaks.

To determine the exact location of a dust leak, it may be necessary to remove the following trim from the vehicle:

1. Cowl trim panel.
2. Quarter trim panel.
3. Rear seat back and seat cushion.
4. Luggage compartment floor mats, spare wheel, and side trim panel.
5. Center pillar trim on 4-door models.

6. Scuff plates.

After removing the trim, the location of most leaks will be readily evident. The entrance of dust is usually indicated by a pointed shaft of dust or silt. Seal these leaks, and road test the vehicle on a dusty road to make sure that all leaks are sealed.

After the road tests, check for indications of a dust pattern around the door openings, cowl panel, lower part of the quarter panel, and in the luggage compartment.

Sometimes leaks can be located by putting bright lights under the vehicle, with the above components removed, and checking the interior of the body joints and weld lines. The light will show through where leaks exist. Rotunda Ultra-Sonic Leak Detector or equivalent can locate dust leaks, as well as wind noise and water leaks.

ADJUSTMENTS

UNITIZED BODY ALIGNMENT

Servicing the unitized body should present no unusual difficulties or necessitate additional equipment, other than required for conventional frame and body repair. The application of heat and the use of heavy duty jacks must be carefully controlled because of the difference in the gauge of the metal in the sub-frame of a unitized body and the stress points developed in a single welded unit construction. It is possible to pull damaged areas back into alignment with the use of light-weight jacks and hydraulic equipment, without heating the metal.

Rough-out badly damaged areas before taking measurements for squaring up a body. If necessary, remove the glass from the damaged area to prevent breakage. In severe cases, reinforcement brackets and other inner construction may have to be removed or cut to permit restoration of the outer shell and pillars, without excessive strain on the parts. Straighten, install, and secure all such parts in place, before attempting to align the body.

In cases of severe or sharp bends, it may be necessary to use heat. Any attempt to cold-straighten a severely bent bracket may cause ruptures of the welds and may also cause cracks in the bent part. Never heat the area more than a dull red.

Checking Underbody for Misalignment

The dimensions of the underbody must be restored in the repair of major body damage, to provide correct front and rear wheel geometry. The underbody dimensions are given in each Part of this Group for the respective models. All the dimensions are detailed to the center line of existing holes in the underbody assembly. Once the frame and suspension members are aligned, the balance of the repair can be performed.

BODY ALIGNMENT

When checking alignment of a badly damaged body, be sure that all necessary frame corrections have been made before attempting to align the body.

Rough out badly damaged areas before taking measurements for squaring up a body. Remove the glass to prevent breakage. In severe cases, reinforcement brackets and other inner construction may have to be removed or cut to permit restoration of the outer shell and pillars without excessive strain on the parts. Straighten, install and secure all parts in place before attempting to align the body.

In cases of severe or sharp bends, it may be necessary to use heat. Any attempt to cold-straighten a severely bent bracket may cause ruptures of the welds (if any) and may also cause cracks in the bent part. Never heat the area more than enough to give a dull red.

Checking Body for Misalignment

To align or square up a body, take two opposite diagonal measurements between the front, center, or rear pillars. Take the measurements between reference points, such as crease lines or weld joints which are diagonally opposite each other, on the two pillars being measured. Since all measurements should be made from the bare metal, remove all interior trim from the checking points.

Do not attempt to correct any serious misalignment with one jacking operation. This is particularly true if other sections of the body also require aligning. Align each section proportionately, until the proper dimensions are obtained. If frame alignment is questionable, refer to the frame dimensions given in each Part of this Group for the respective models.

FRAME ALIGNMENT

Frame misalignment can affect front wheel alignment, body alignment, and the operation of the chassis parts. Window glass cracks, door and window opening troubles, and air or water leaks at the doors are often caused by improperly tightened body bolts or frame misalignment.

Before checking frame alignment, inspect all frame members for cracks, twists, or bends. Check all welded

connections for cracks. Inspect the bolts and body support brackets for looseness. Make any necessary repairs or replacements.

FRAME REPAIRS

To prevent internal stresses in the metal, frame straightening should be limited to parts which are not severely bent. If heat is needed to straighten a frame member, keep the temperature below 1200 degrees F. Excessive heat may weaken the metal in the frame members and cause permanent damage.

Electric welding equipment should be used for all frame welding and **heat should be kept to a minimum area** so that the hardness of the metal will not be affected.

When a reinforcement is to be welded to a frame side member, run the welds lengthwise along the side of the reinforcement.

If a damaged frame member is to be replaced, use the same method of attachment as on the original frame member. New bolts, required for replacement of parts, should be of the same specifications as the original bolts.

CLEANING AND INSPECTION

FLOOR PAN PLUGS AND GROMMETS

Many plugs and grommets are used in the floor pan and dash panel. The floor-pan plugs seal the various access holes. If any plugs are missing or improperly installed, a dust or water leak may result. This also applies to the grommets used on the dash panel. When dust or water leaks are evident, these plugs and grommets should be checked for proper installation.

RATTLE ELIMINATION

Most rattles are caused by a loose bolt or screw. Foreign objects such as nuts, bolts, or small pieces of body deadener in the door wells, pillars and quarter panels, are often the source of rattles. Door wells can be checked by carefully striking the underside of the door with a rubber mallet. The impact made by the mallet will indicate if loose objects are in the doorwell.

All bolts and screws should be tightened periodically. In the event that tightening the bolts and screws, located on such assemblies as the doors, hood, and deck lid does not eliminate the rattles, the trouble is probably caused by misalignment. If this is the case, follow the adjustment and alignment procedures for these assemblies.

Rattles and squeaks are sometimes caused by weatherstripping and antisqueak material that has slipped out of position. Apply additional cement or other adhesive, and install the material in the proper location, to eliminate this condition.

TRIM

The bright metal parts of the vehicle require no special care. Periodic cleaning will preserve the beauty and life of these finishes. Wash with clear water, or if

the parts are very dirty use multi-purpose cleaner (19523 or equivalent). Using a clean soft cloth or a sponge and water, rinse and wipe the parts dry. Chrome Cleaner may be used sparingly to remove rust or salt corrosion from chrome plated parts. Do not scour aluminum or chrome finished parts with steel wool or polish them with products containing abrasives. A custom silicone polish (19530 or equivalent) will provide excellent protection for all bright metal parts.

BODY MAINTENANCE

Regular body maintenance preserves the vehicle's appearance during the life of the vehicle. The following steps are suggested as a guide for regular body maintenance.

1. Vacuum the interior thoroughly and wash the vehicle.
2. Check all openings for water leaks, and seal where necessary.
3. Cement all loose weatherstrips which are still usable.
4. Replace all door and deck lid weatherstrips which are unfit for service.
5. Apply silicone lubricant to the weatherstripping.
6. Replace all cracked, fogged, or chipped glass.
7. Align the hood, doors, and deck lid if necessary.
8. Inspect the windshield wiper blades and replace them if necessary.
9. Tighten the sill plate and garnish moulding screws.
10. Clean the seats, door trim panels, and headlining.
11. Touch up paint chipped or scratched areas.
12. Drain holes located on the underside of each rocker panel, quarter panel, and door, should be cleared periodically.

Lincoln Continental

PART
47-02

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Exterior Mouldings	02-2	Radiator Grille	02-1
Frame Dimensions	02-4	Rear Bumper	02-2
Front Bumper	02-1		

CN2875-2B

REMOVAL AND INSTALLATION

RADIATOR GRILLE

The radiator grille is attached to the front of the vehicle with 8 nuts which can be removed from the grille opening panel rearward of the front bumper (Fig. 1).

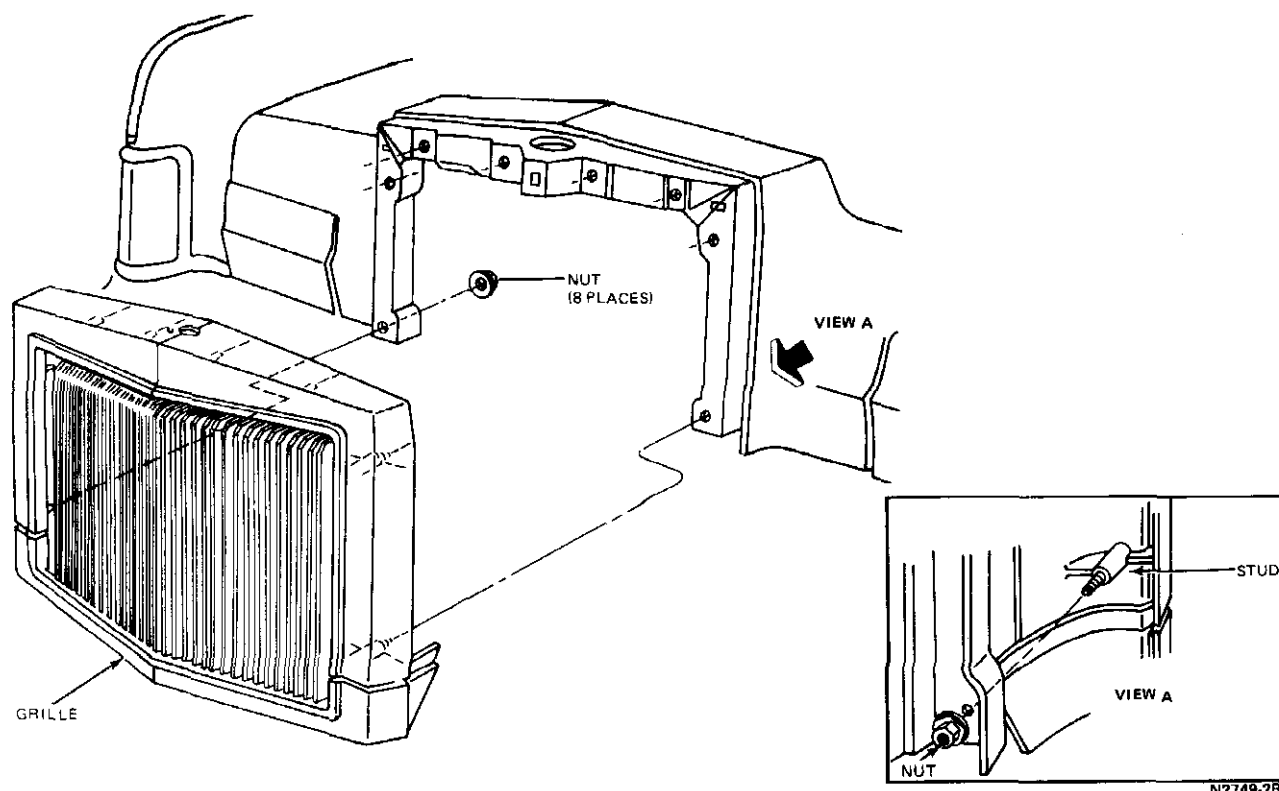
FRONT BUMPER

Removal

1. Remove three (3) bolts attaching each isolator to the bumper reinforcement and, with an assistant, remove the bumper and reinforcement from the vehicle. Before removing the reinforcement-to-

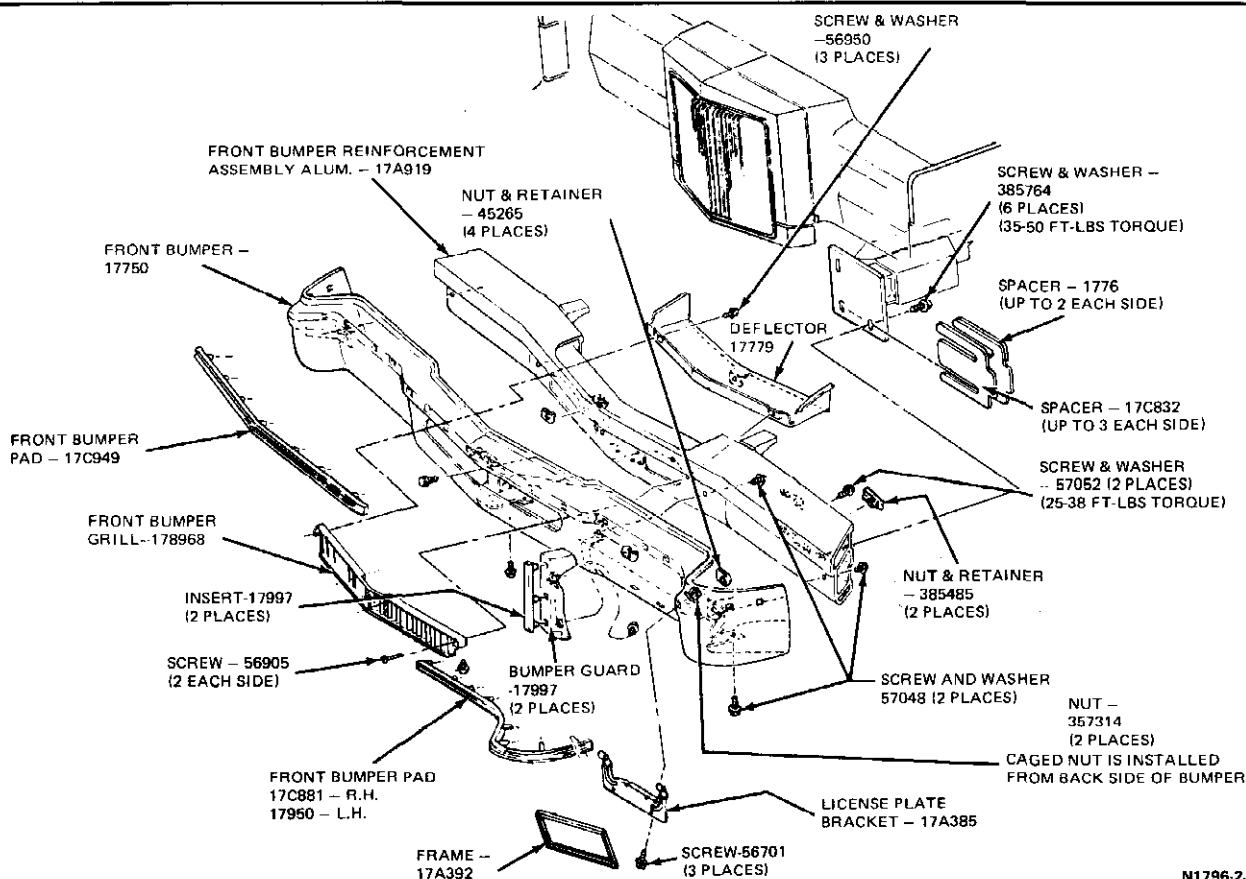
bumper attaching bolts, the license plate bracket must be removed. Remove cooling slot grille.

2. To remove bumper grille, remove 2 screws from each end of grille, slide grille sideways to clear slot, and rotate forward. To install, reverse procedure.
3. Remove the reinforcement-to-bumper attaching bolts, and separate the reinforcement from the bumper (Fig. 2). Then, remove the stone deflector.
4. Remove the bumper guards and pads from the bumper. NOTE: The bumper pad attaching tabs may be destroyed upon removal, if so equipped. Damage will be avoided by squeezing the retaining



N2749-2B

FIG. 1 Grille Installation—Lincoln Continental



N1796-2J

FIG. 2 Front Bumper Installation—Lincoln Continental

tabs with pliers until tabs can be pushed through holes in bumper.

5. Remove the license plate mounting bracket from the bumper.
6. If the reinforcement is to be replaced, transfer the bumper opening grille and stone deflector to the new reinforcement.

Installation

1. Install the bumper guards and pads on the bumper.
2. Position the reinforcement to the bumper and install the attaching bolts. Install the cooling slot grille, stone deflector and licence plate mounting bracket.
3. Position the bumper and spacers to the isolators and install the attaching bolts.
4. Adjust the bumper height so that the distance from the top edge to the ground meets the specifications in Fig. 4. Then, adjust the bumper for body clearance at the centerline of the parking lamp so that the vertical and horizontal body to bumper measurements meet the dimensions in Fig. 4. Tighten the isolator-to-reinforcement bolts to 35-50 ft-lbs torque.

REAR BUMPER

Removal

1. Remove (3) bolts attaching each isolator to the bumper reinforcement and, with an assistant, remove the bumper and reinforcement from the vehicle. Remove the opening shield and licence plate mounting bracket. Remove the push-on rub strips.

NOTE: The bumper pad attaching tabs may be destroyed upon removal, if so equipped. Damage

will be avoided by squeezing the retaining tabs with pliers until tabs can be pushed through holes in bumpers.

2. Remove the reinforcement-to-bumper attaching bolts (Fig. 3), and separate the reinforcement from the bumper.
3. If the bumper is to be replaced, transfer the bumper guards and pads to the new bumper (Fig. 3).
4. If the reinforcement is to be replaced, transfer the stone deflector supports and license plate lamp assembly to the new reinforcement (Fig. 3).

Installation

1. Position the reinforcement to the bumper and install the attaching bolts. Tighten the bolts to 25-38 ft-lbs torque. Install opening shield and license plate mounting bracket. Install push-on rub strips.
2. Position the bumper and reinforcement to the isolator and install the attaching bolts.
3. Adjust the bumper height so that the distance from the top edge to the ground meets the specifications in Fig. 4. Then, adjust the bumper for body clearance at the centerline of the tail lamp so that the vertical and horizontal body to bumper measurements meet the dimensions in Fig. 4. Tighten the isolator-to-reinforcement bolts to 35-50 ft-lbs torque.

EXTERIOR MOULDINGS

Before removing the exterior mouldings, it should be determined by the type of retainer used whether a respective door, quarter or luggage compartment trim panel must first be removed to provide access (Figs. 5

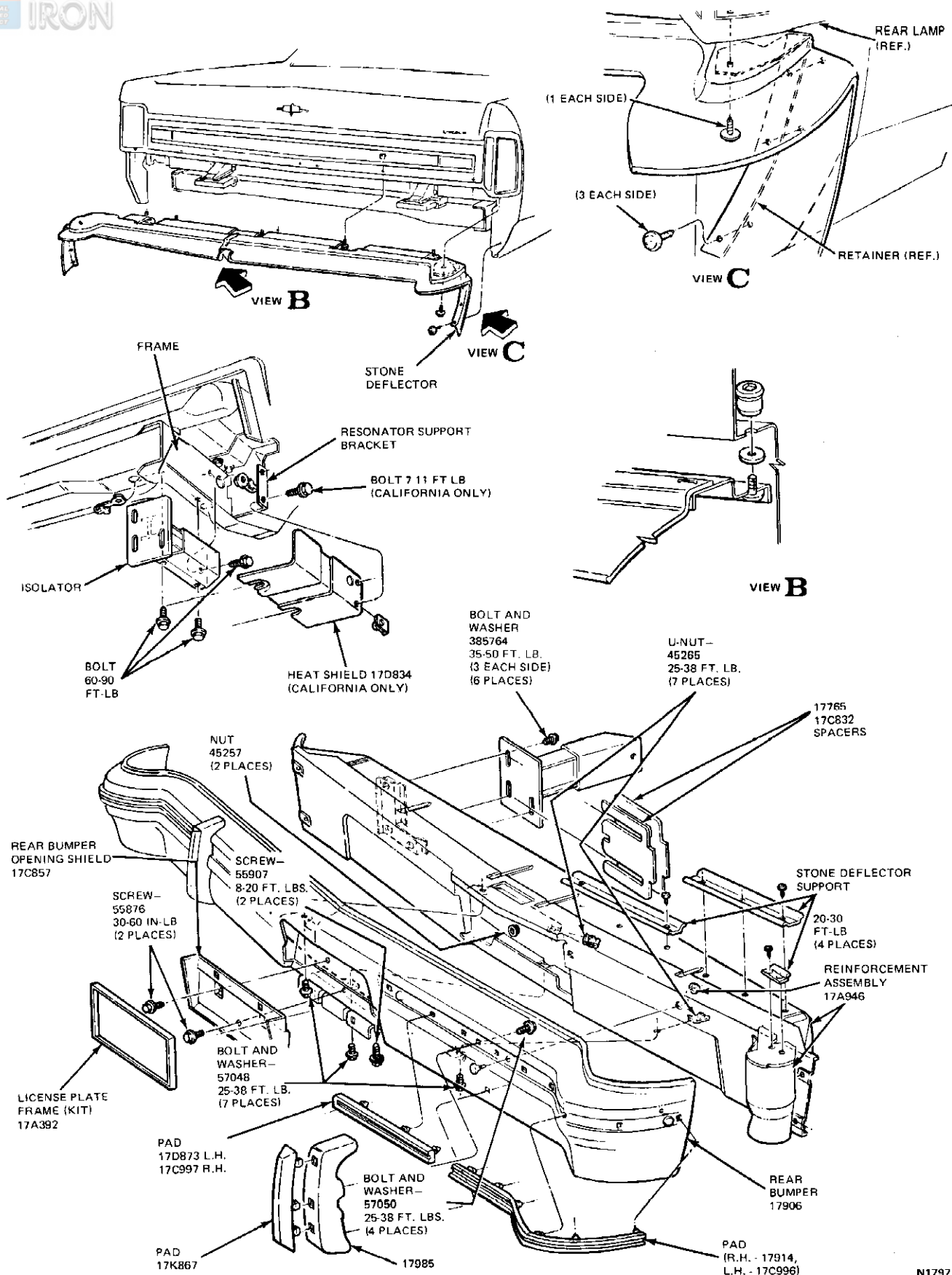
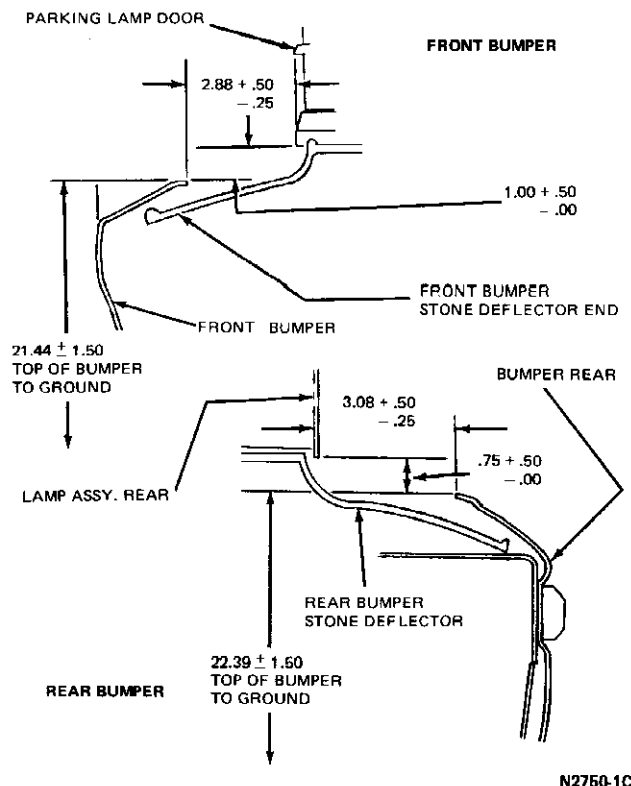


FIG. 3 Rear Bumper Installation—Lincoln Continental

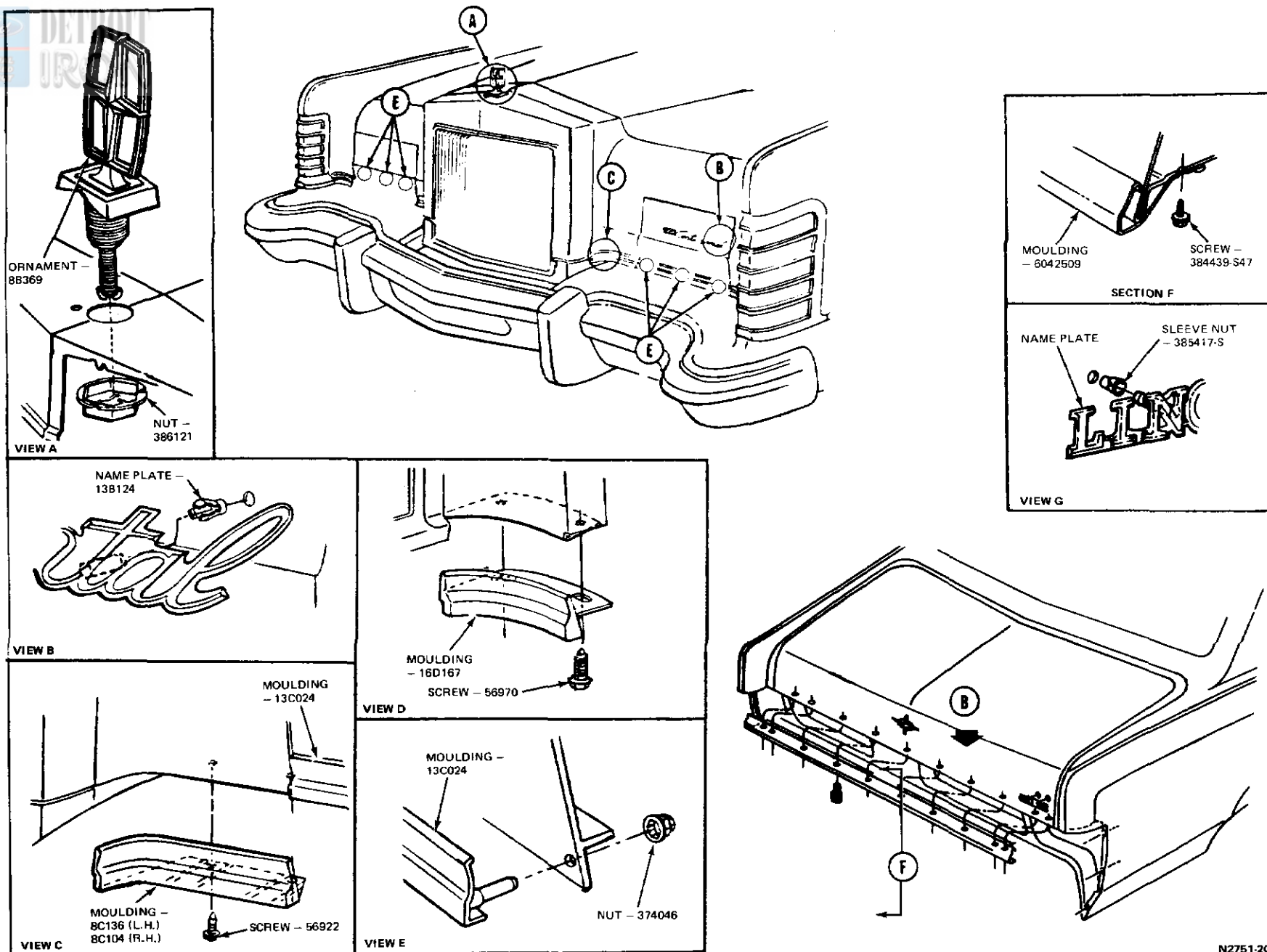
and 6). If a weld stud is distorted or broken off, it should be replaced with an oval head blind rivet (Part No. 383229-S).

FRAME DIMENSIONS

The Lincoln Continental frame dimensions are shown in Fig. 7. The frame checking and repair procedures are given in Part 47-01.



**FIG. 4 Bumper Adjustment Specifications—
Lincoln Continental**



N2751-2C

FIG. 5 Lincoln Continental—Front and Rear Moulding and Ornamentation

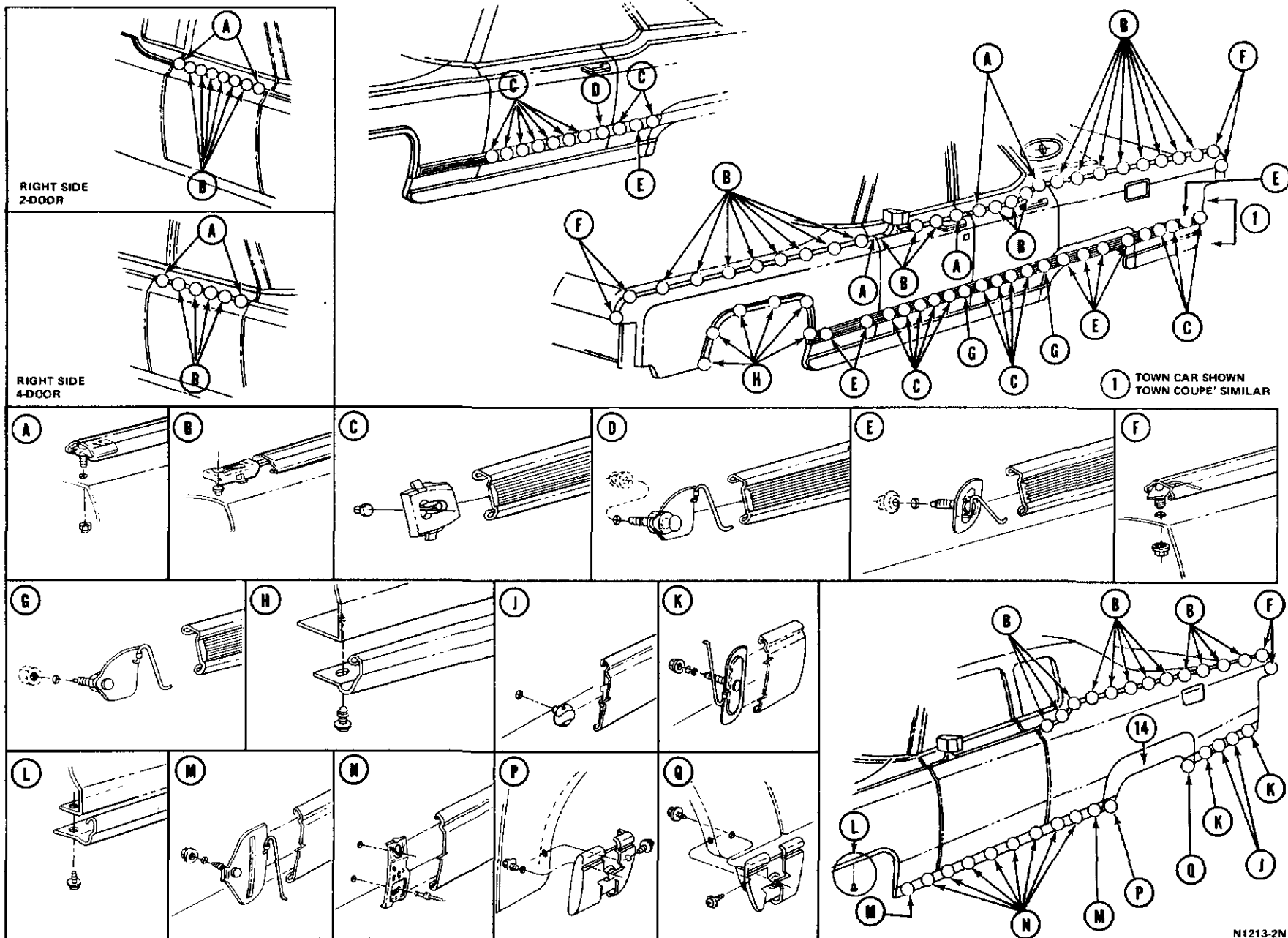


FIG. 6 Exterior Side Moulding Installation—Lincoln Continental

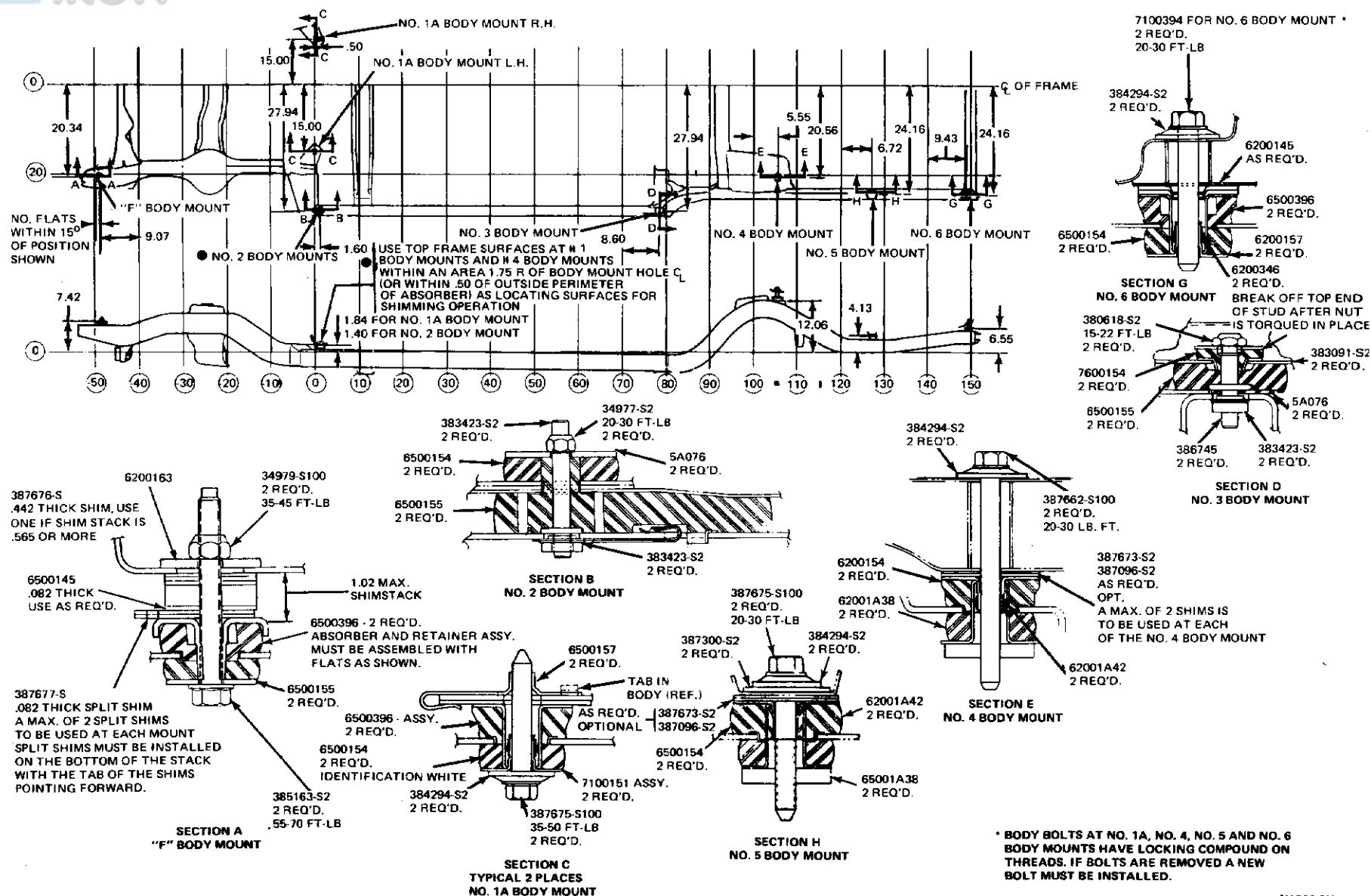


FIG. 7 Frame Dimensions—Lincoln Continental

Continental Mark V

PART
47-03

SUBJECT	PAGE
REMOVAL AND INSTALLATION	
Exterior Mouldings	03-3
Frame Dimensions	03-3
Front Bumper	03-1

SUBJECT	PAGE
REMOVAL AND INSTALLATION (Cont'd.)	
Radiator Grille	03-1
Rear Bumper	03-2

REMOVAL AND INSTALLATION

RADIATOR GRILLE

Removal

1. Remove 13 radiator upper shield attaching screws and remove the shield.
2. Remove two nuts retaining each side of the grille to the grille opening lower panel (Fig. 1).
3. Remove two bolts attaching each side of the grille to the grille outer support panels (Fig. 1).
4. Remove one bolt attaching the top center of the grille to the hood latch support, and remove the grille.

Installation

1. Transfer the grille ornaments seals bracket and clips to a new grille if the grille is to be replaced.

2. Position the grille assembly to the grille opening. Install the four retaining nuts and five attaching screws finger tight.
3. Align the grille with the hood, grille opening lower panel and the bumper. Then, tighten the retaining nuts and attaching bolts securely.
4. Install the radiator upper shield.

FRONT BUMPER

Removal

1. Remove three bolts attaching each isolator to the reinforcement assembly (Fig. 2). Remove the bumper and reinforcement assembly from the vehicle.

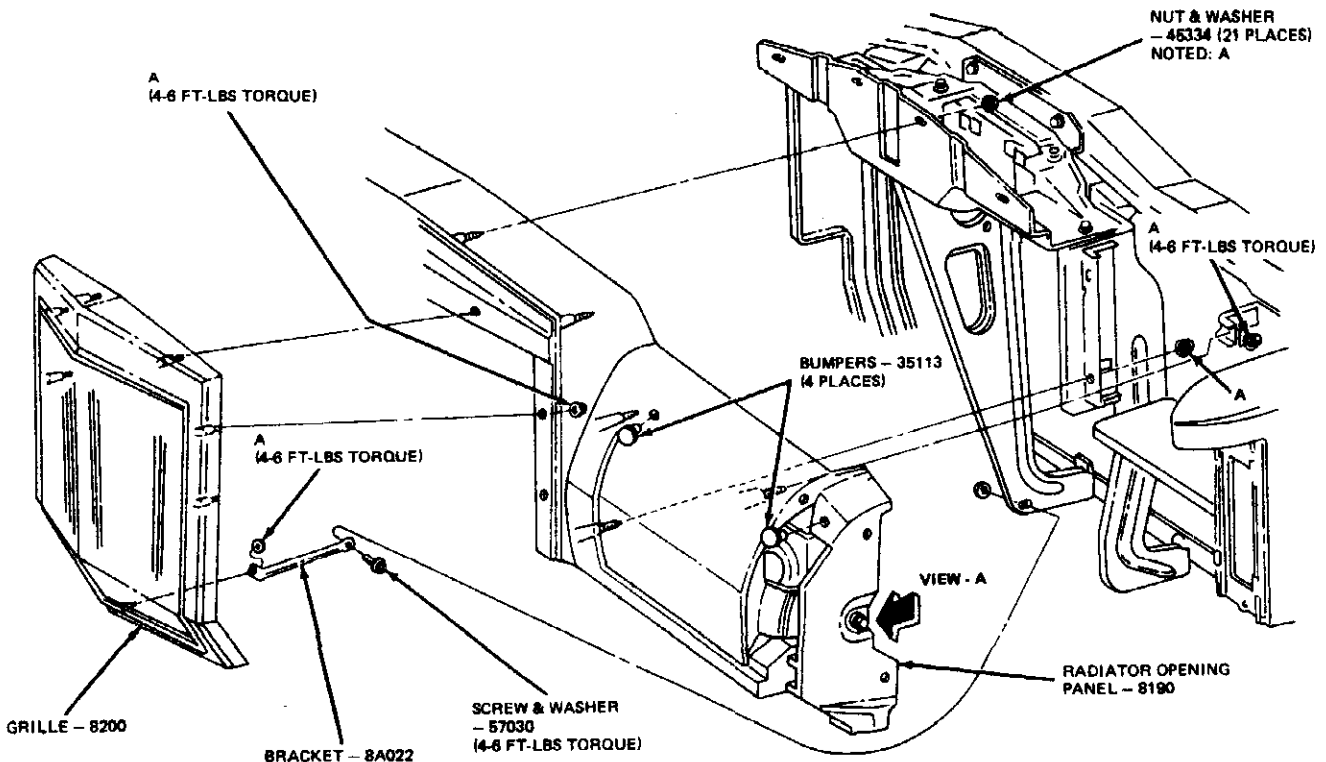


FIG. 1 Grille Installation—Continental Mark V

2. Remove the reinforcement assembly, bumper guards, license bracket and pads from the bumper.

NOTE: The bumper pad attaching tabs may be destroyed upon removal, if so equipped. Damage

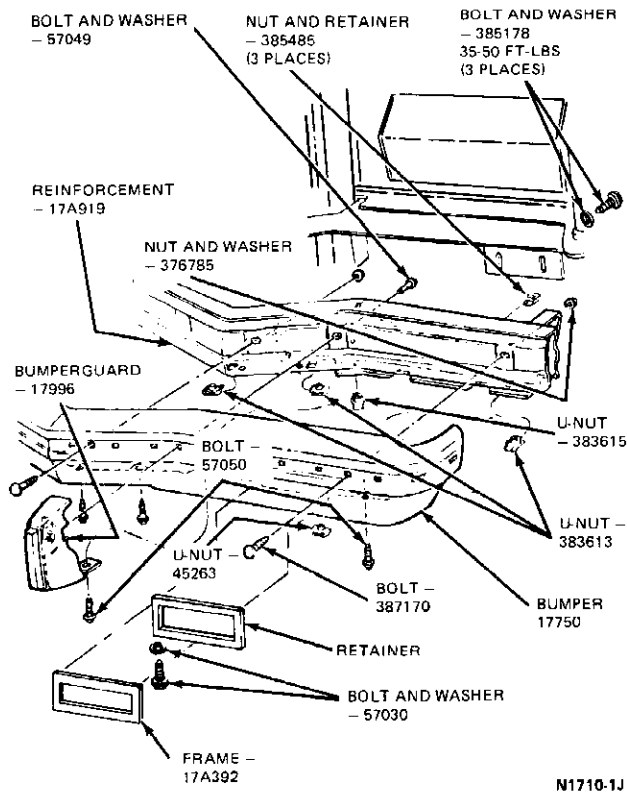


FIG. 2 Front Bumper Installation—Continental Mark V

will be avoided by squeezing the retaining tabs with pliers until tabs can be pushed through holes in bumper. Remove the stone deflectors.

Installation

1. Position the reinforcement to the bumper and install the attaching bolts. Tighten the fasteners to 25-38 ft-lbs torque. Install opening shield and license plate mounting bracket. Install pads to bumper assembly (Fig. 2). Install bumper guards to bumper and tighten attaching bolts 25-38 ft-lbs. torque.
2. Position the bumper and reinforcement to the isolator and install the attaching bolts. Space with shims (17D899/17A923) between reinforcement and isolator, if required.
3. Adjust the bumper height so that the distance from the top edge to the ground meets the specifications in Fig. 4. Then, adjust the bumper for body clearance of 30.75" from the center of the grille so that the horizontal body to bumper measurements meet the dimensions in Fig. 4 (zero clearance at sight shield). Tighten the isolator-to-reinforcement bolts to 35-50 ft-lbs torque.

REAR BUMPER

Removal

1. Remove three bolts attaching each isolator to the reinforcement and, with an assistant, remove the bumper and reinforcement from the vehicle.
2. Remove the reinforcement-to-bumper attaching bolts, and separate the reinforcement from the bumper (Fig. 3).
3. If the bumper is to be replaced, transfer the bumper guards and the pads to the new bumper (Fig. 3).

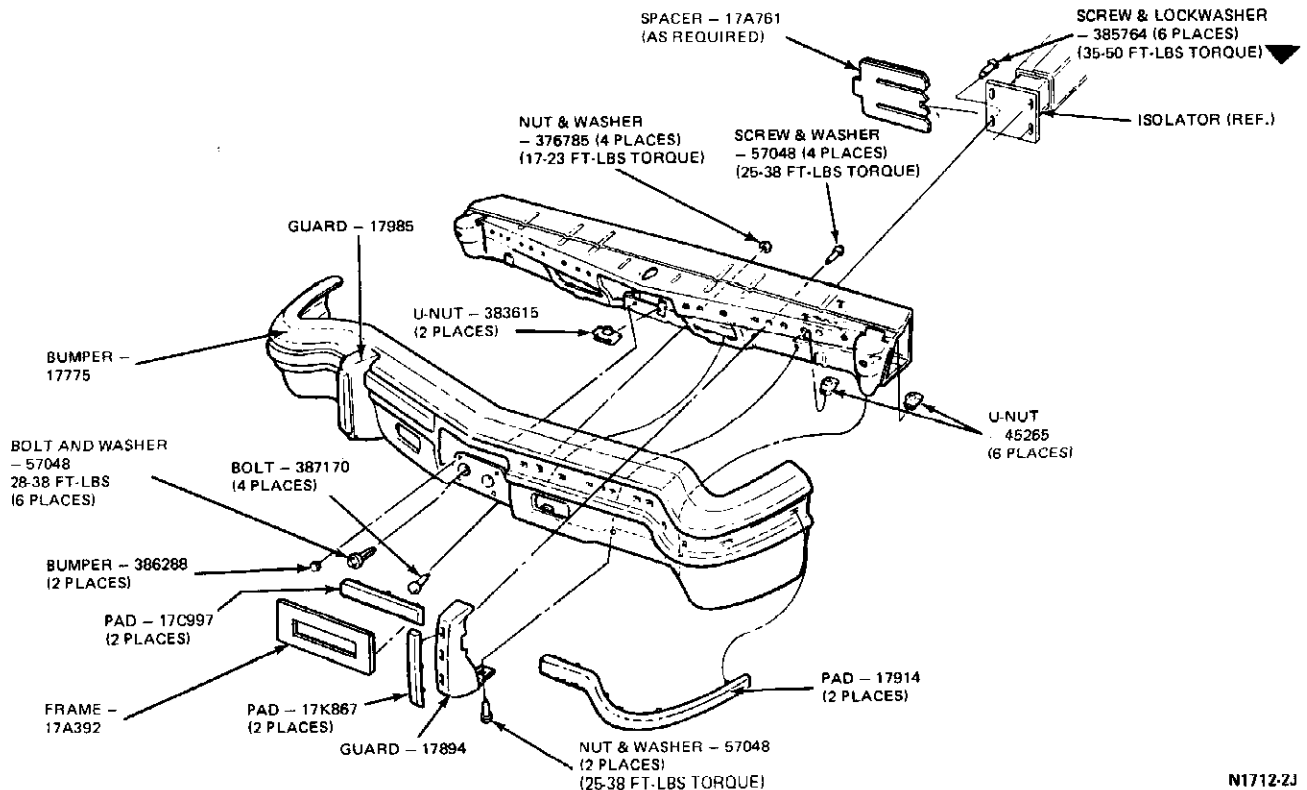


FIG. 3 Rear Bumper Installation—Continental Mark V

NOTE: The bumper pad attaching tabs may be destroyed upon removal, if so equipped. Damage will be avoided by squeezing the retaining tabs with pliers until tabs can be pushed through holes in bumper.

Installation

1. Position the reinforcement to the bumper, and install fasteners (Fig. 3). Install the bumper guards to the bumper. Tighten the fasteners to 25-38 ft-lbs torque.
2. Position the bumper and reinforcement to the isolator with the shim(s), if required, between the isolator and reinforcement (Fig. 3). Install the three attaching bolts at each isolator.
3. Adjust the bumper height so that the distance from the top edge to the ground meets the specifications in Fig. 4. Then, adjust the bumper for body clearance at the centerline of the tail lamp so that the vertical and horizontal body to bumper

dimensions meet the specifications in Fig. 4. Tighten the isolator-to-reinforcement bolts to 35-50 ft-lbs torque.

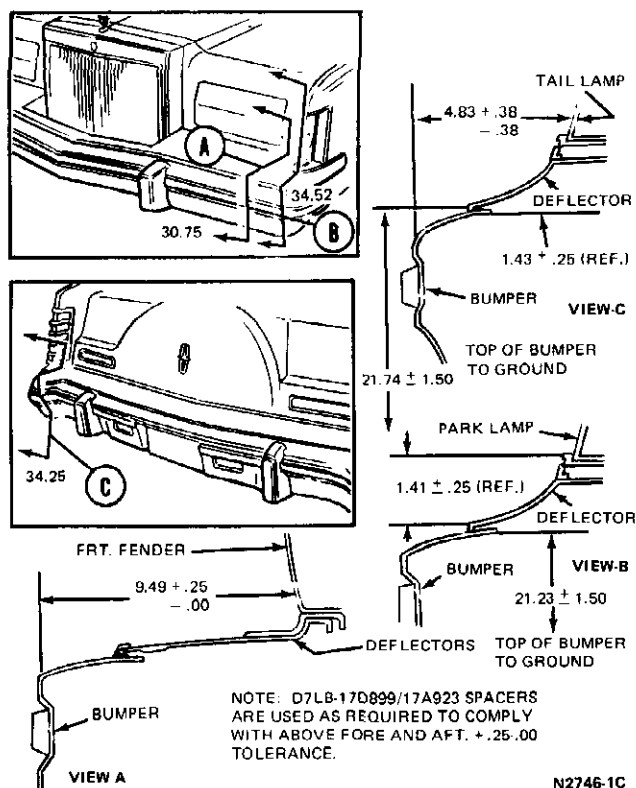
EXTERIOR MOULDINGS

NOTE: Determine position of positive fasteners to preclude possible damages.

Before removing the exterior mouldings, it should be determined by the type of retainer used whether a respective door, quarter or luggage compartment trim panel must first be removed to provide access (Figs. 5, 6 and 7). If a weld stud is distorted or broken off, it should be replaced with an oval head blind rivet (Part No. 383229-S).

FRAME DIMENSIONS

The Continental Mark V frame dimensions are shown in Fig. 8. The frame checking and repair procedures are given in Part 47-01.



**FIG. 4 Bumper Adjustment Specifications—
Continental Mark V**

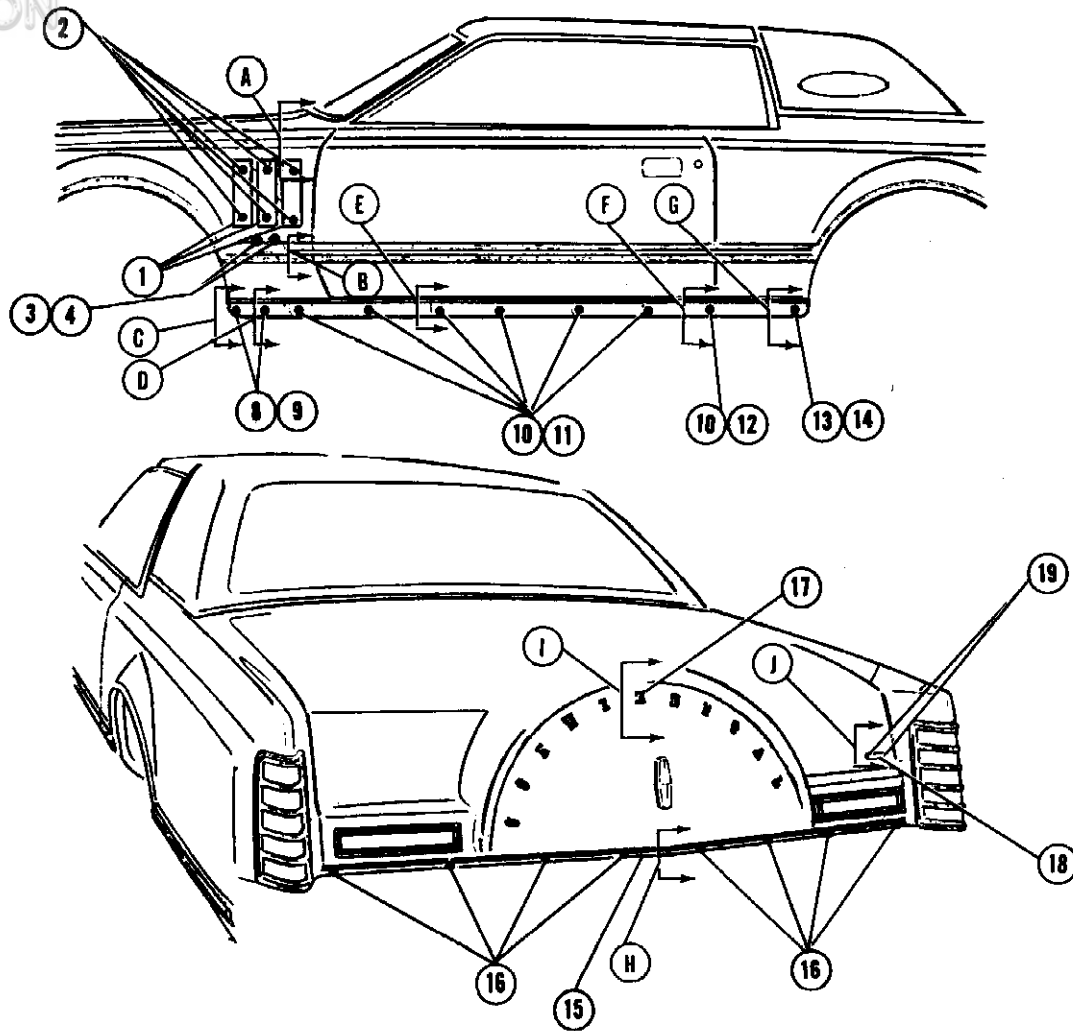
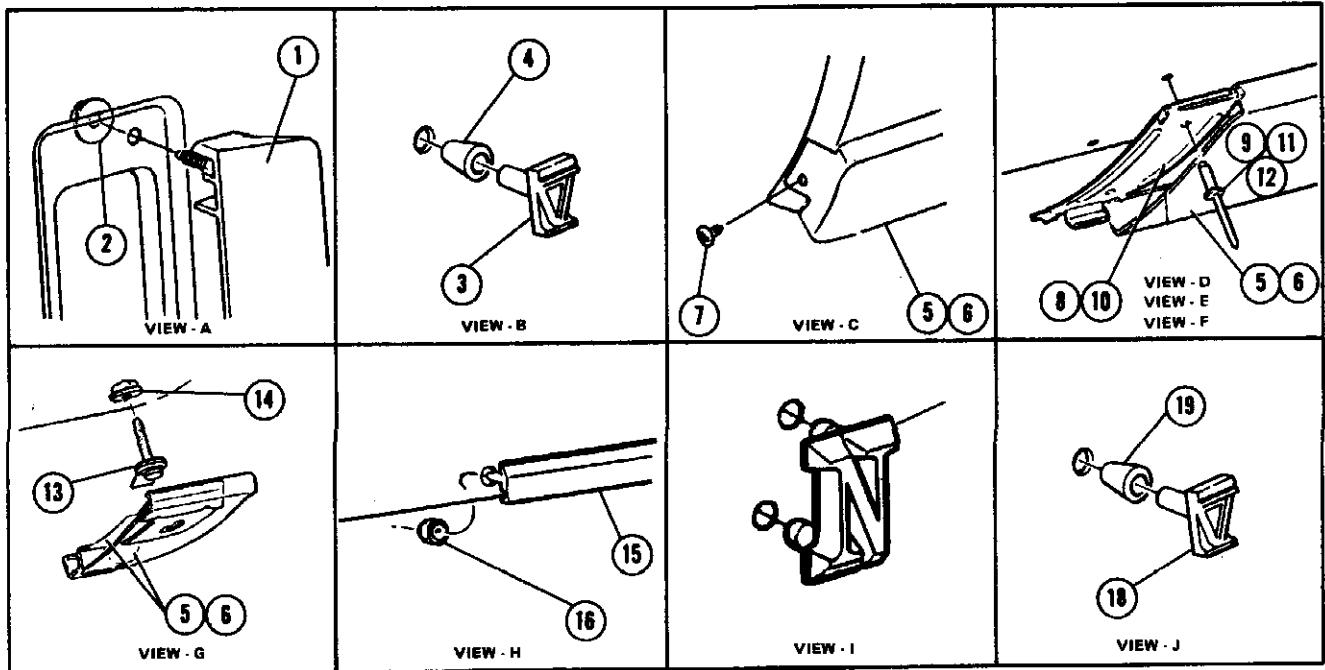


FIGURE - 1



N1714-2G

FIG. 5 Exterior Side and Rear Moulding Installation—Continental Mark V

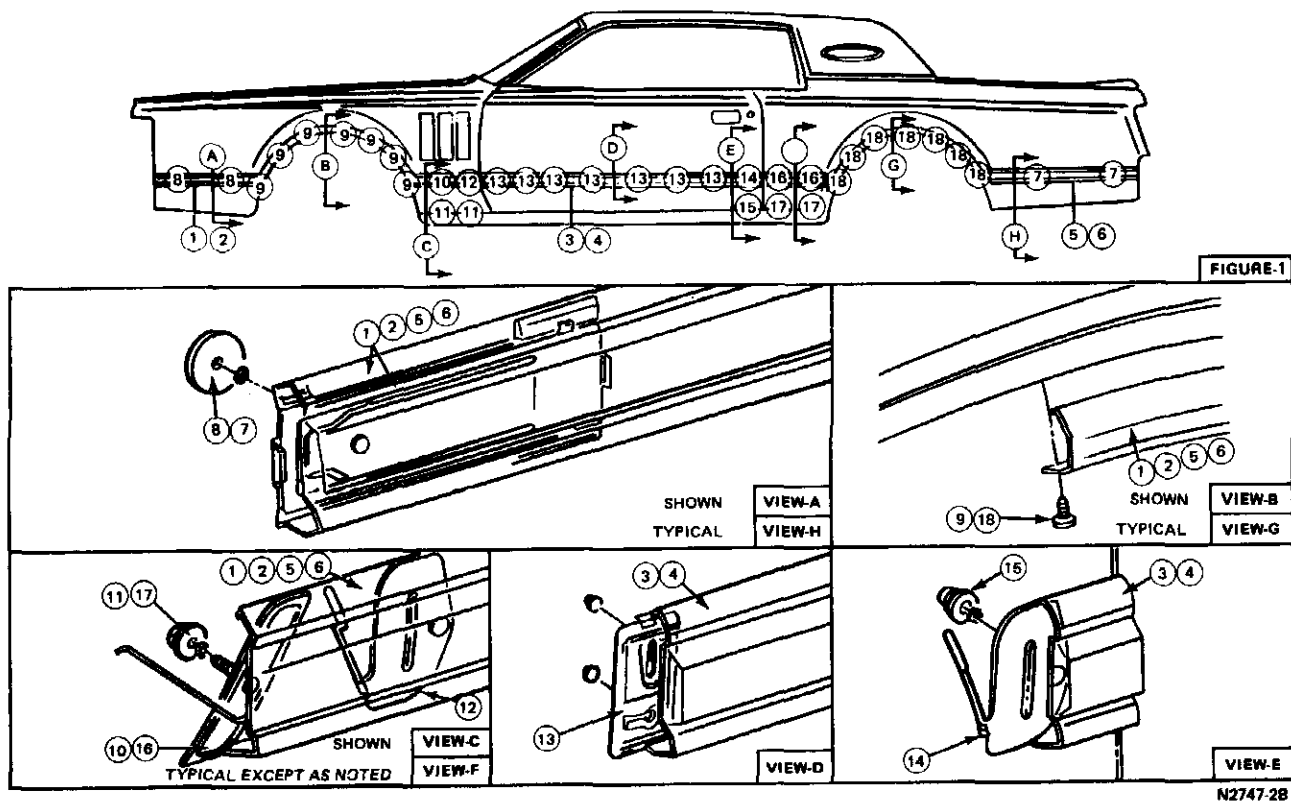


FIG. 6 Exterior Side Moulding Installation—Continental Mark V

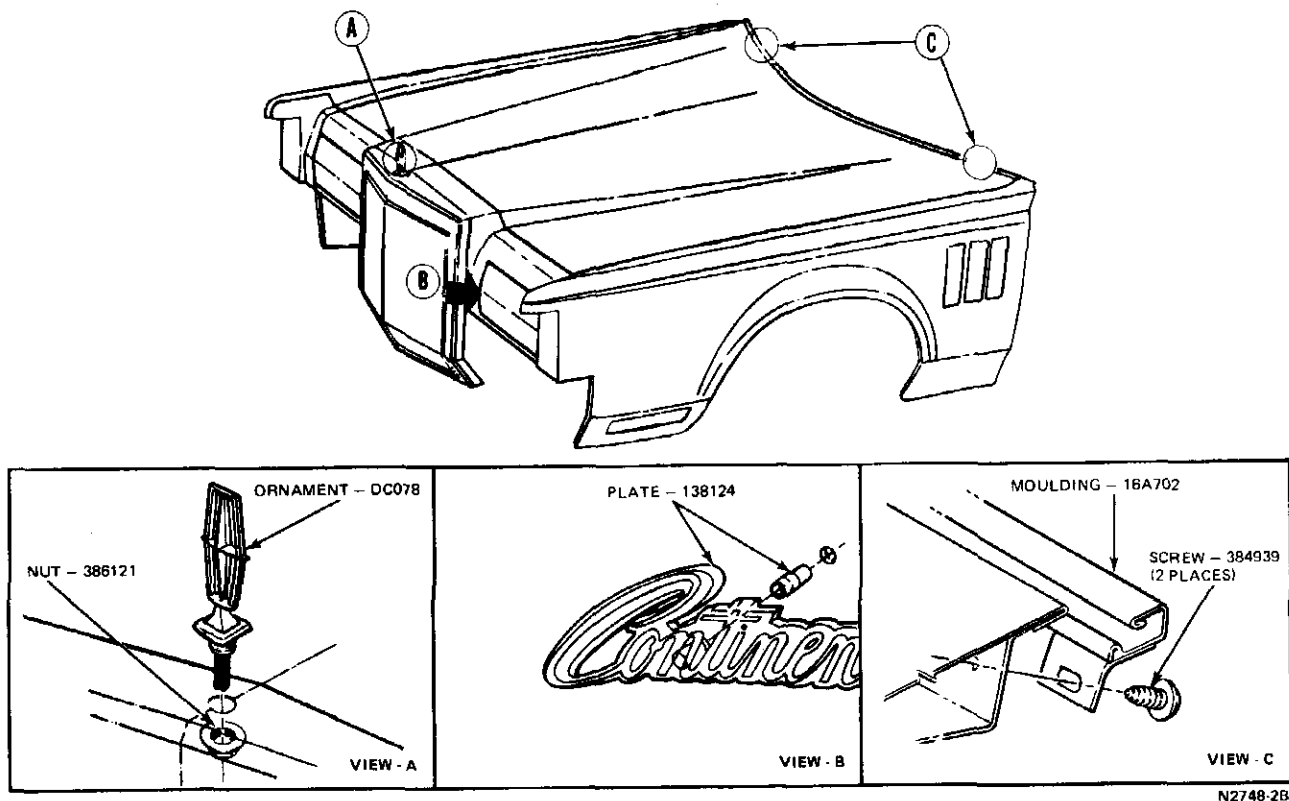


FIG. 7 Front Ornamentation—Continental Mark V

FRAME AND BODY MOUNTS CONTINENTAL MARK V

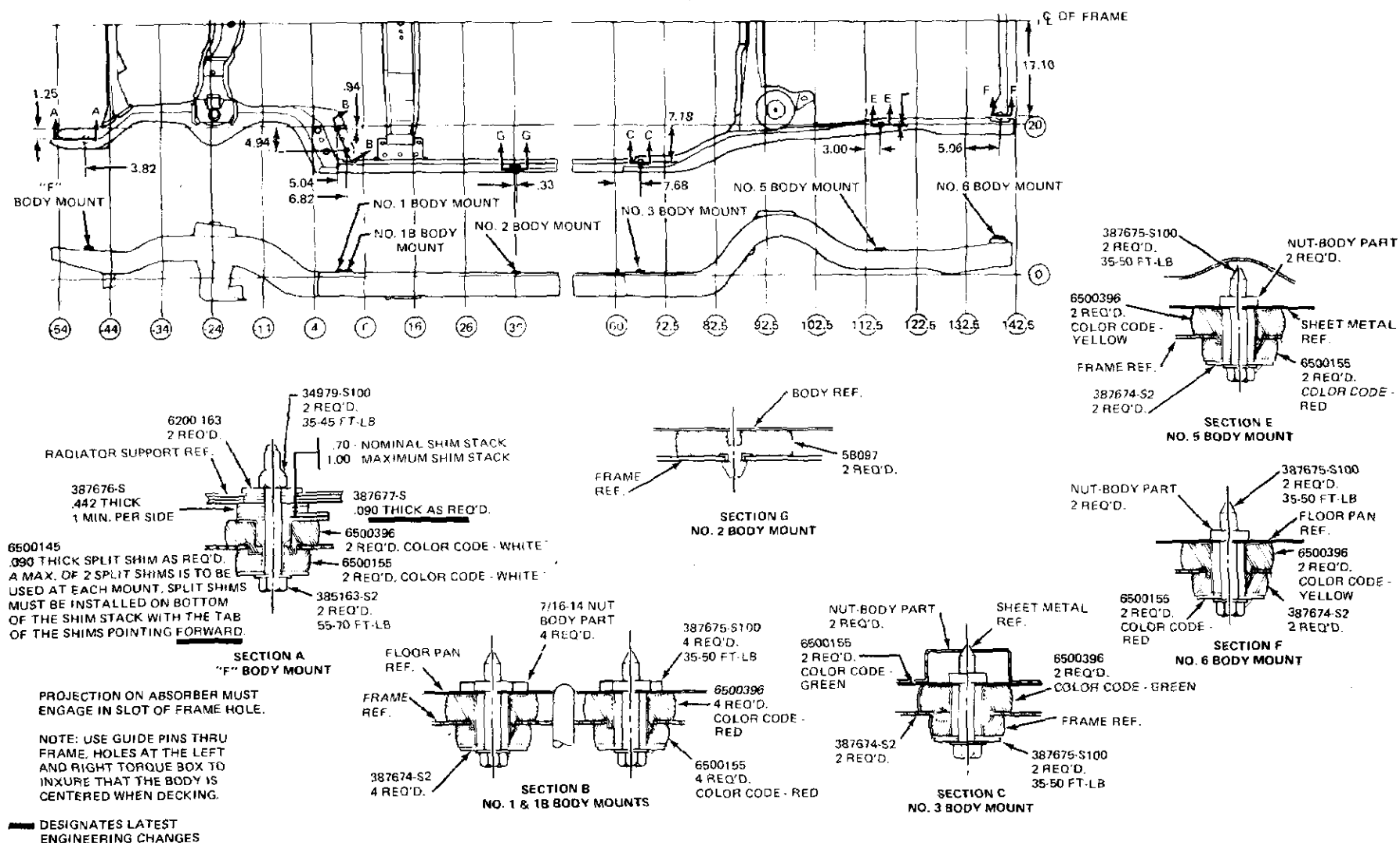


FIG. 8 Frame Dimensions—Continental Mark V

Thunderbird

PART
47-04

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Exterior Mouldings	04-3	Radiator Grille	04-1
Frame Dimensions	04-4	Rear Bumper	04-3
Front Bumper	04-1		

REMOVAL AND INSTALLATION

REMOVAL OF GRILLE ASSEMBLY

To remove the radiator grille assembly (Fig. 1), remove the ten nut and conical washer assemblies from the back side of the grille opening panel. Pull the radiator grille assembly forward until all locating pins and studs are clear of the grille opening panel.

REMOVAL OF RADIATOR GRILLE FROM ASSEMBLY

1. Remove the two spring legs from the notches on the bottom of the grille. Remove the two screws at the hinges and lift up and forward.
2. To remove the spring from the surrounding moulding, remove the three screws and rectangular washer.

INSTALLATION OF RADIATOR GRILLE INTO GRILLE ASSEMBLY

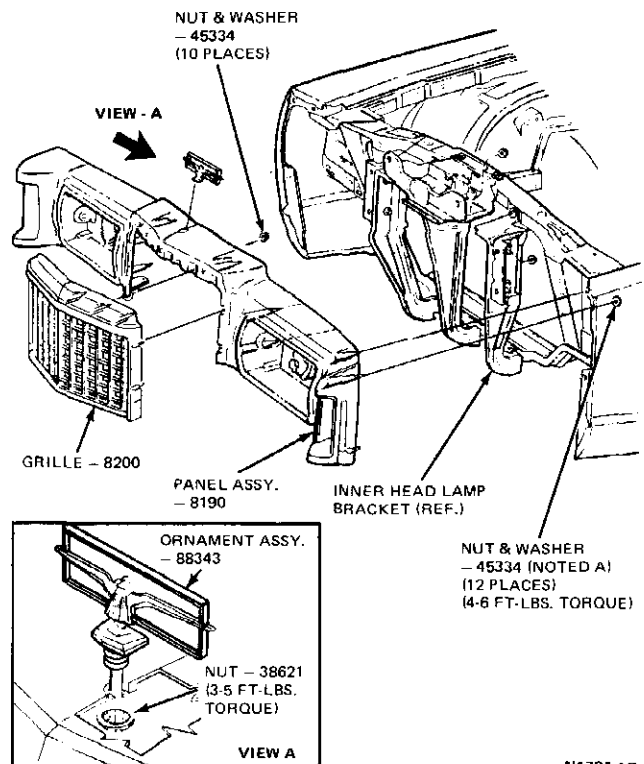
1. Place spring in the notches on the moulding. Bend on legs face rearward.
2. Attach screw and rectangular washer at the center bars.
3. Attach the two outboard screws and rectangular washer.
4. Set the grille into the moulding. Attach hinge and secure with two screws.
5. Snap spring leg into notches.

INSTALLATION OF GRILLE ASSEMBLY

1. Align grille to the grille opening panel assembly utilizing the locating pins.
2. Secure grille assembly with ten nut and conical washer assemblies.

FRONT BUMPER

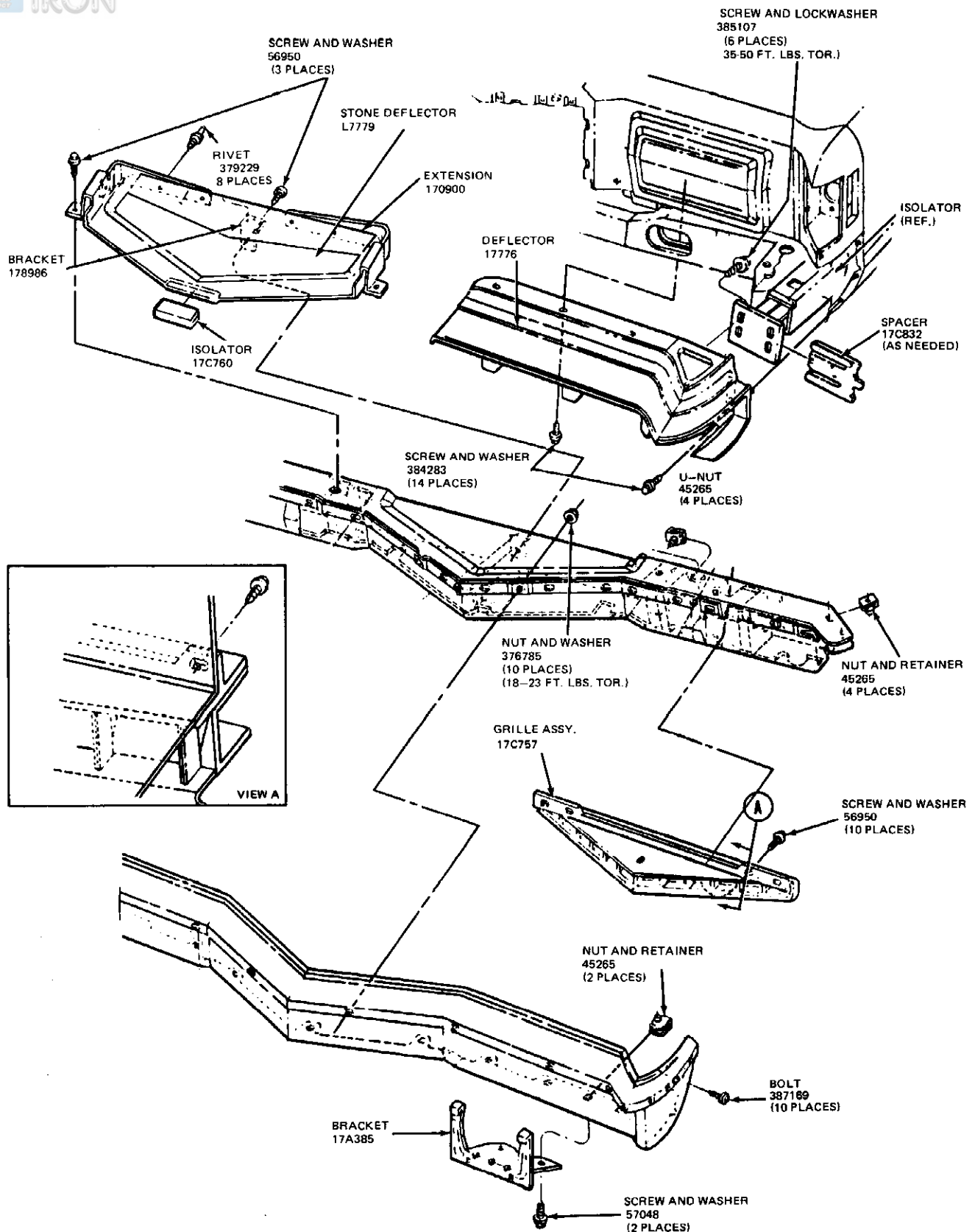
1. Remove the bumper from the vehicle (six bolts) and remove the bumper and bumper guard-to-reinforcement attachments (five bolts and four nuts Fig. 2).
2. Remove the pad assemblies. NOTE: The bumper pad attaching tabs may be destroyed upon removal, if so equipped. Damage will be avoided by squeezing the retaining tabs with pliers until tabs can be pushed through holes in bumper.



N1791-1G

FIG. 1 Radiator Grille—Thunderbird

3. Transfer the license plate and bracket assembly to the new bumper if the bumper is to be replaced.
4. Install the pad assemblies.
5. Position the bumper assembly to the vehicle and install the attaching bolts snug (Fig. 2).
6. Adjust the bumper height so that the distance from the top edge to the ground meets the specification in Fig. 3. Then, adjust the bumper for body clearance at the centerline of the parking lamp so that the vertical and horizontal body to bumper dimensions meet the specifications in Fig. 3. Tighten the isolator-to-reinforcement bolts to 35-50 ft-lbs torque.



N1790-2H

FIG. 2 Front Bumper—Thunderbird

"This publication contains material that is reproduced and distributed under a license to Detroit Iron from Ford Motor Company. No further reproduction or distribution of the Ford Motor Company material is allowed without the express written permission of Ford Motor Company."

REAR BUMPER

1. Disconnect the license lamp wire from under the vehicle.

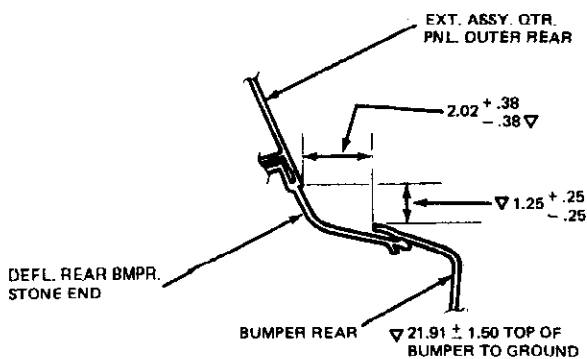
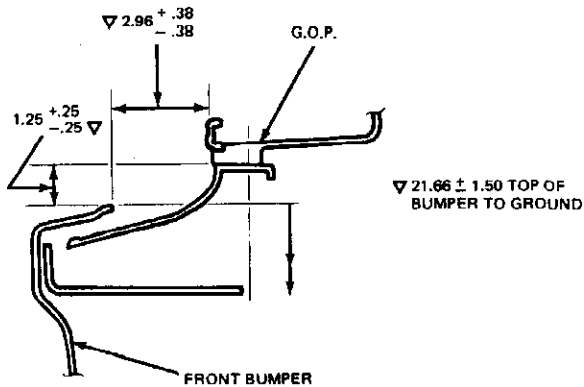


FIG. 3 Bumper Adjustment Specifications—Thunderbird

2. With an assistant, remove three bolts attaching the reinforcement to each isolator, and remove the bumper and reinforcement from the vehicle (Fig. 4).
3. Remove the reinforcement-to-bumper attaching bolts, and separate the reinforcement from the bumper.
4. If the bumper is to be replaced, transfer the bumper guards, pads and license plate bracket to the new bumper. NOTE: The bumper pad attaching tabs may be destroyed upon removal, if so equipped. Damage will be avoided by squeezing the retaining tabs with pliers until tabs can be pushed through holes in bumper.
5. Assemble the reinforcement to the bumper and install the attaching bolts.
6. Position the bumper and reinforcement to the isolators and install the attaching bolts.
7. Adjust the bumper height so that the distance from the top edge to the ground meets the specification in Fig. 3. Then, adjust the bumper for body clearance at the centerline of the tail lamp so that the vertical and horizontal body to bumper dimensions meet the specifications in Fig. 3. Tighten the isolator-to-reinforcement bolts to 35-50 ft-lbs torque.
8. Connect the license lamp under the vehicle.

EXTERIOR MOULDINGS

Before removing the exterior mouldings, it should be determined by the type of retainer used whether a respective door, quarter or luggage compartment trim panel must first be removed to provide access (Figs. 5, 6 and 7). If a weld stud is distorted or broken off,

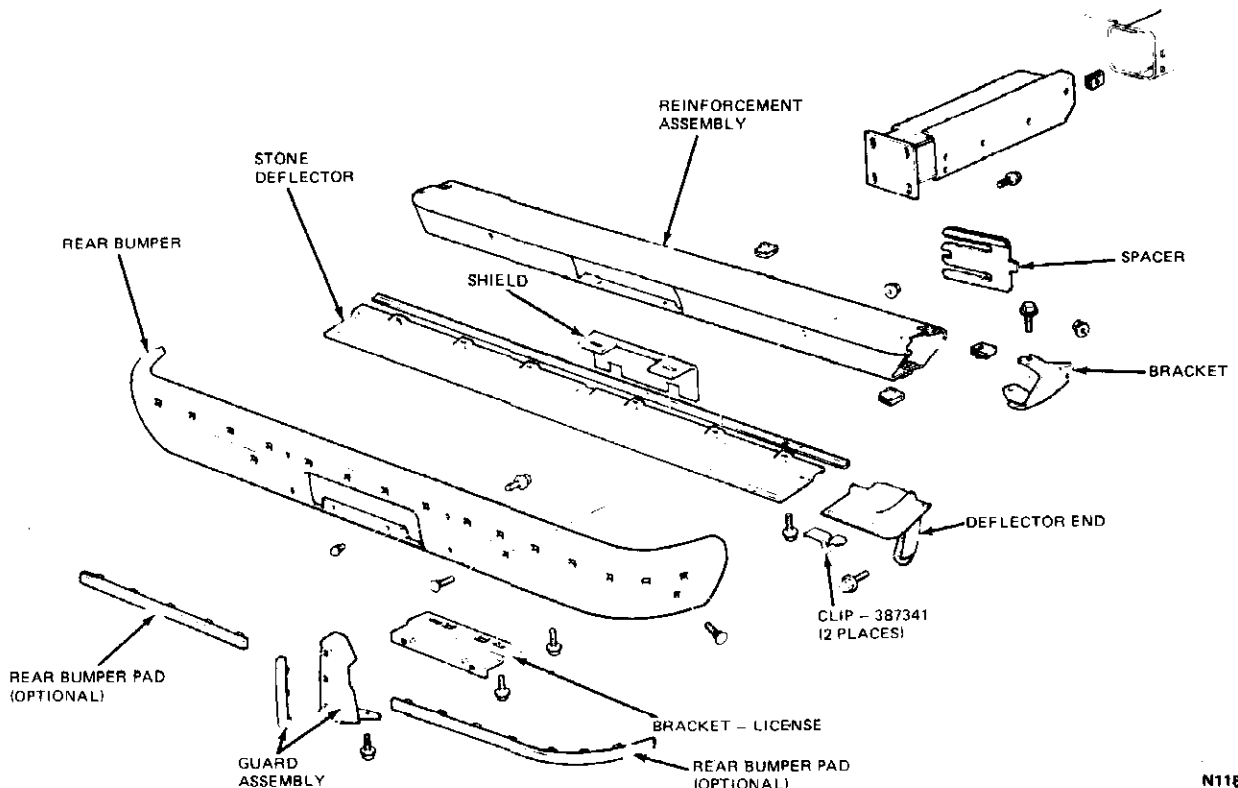
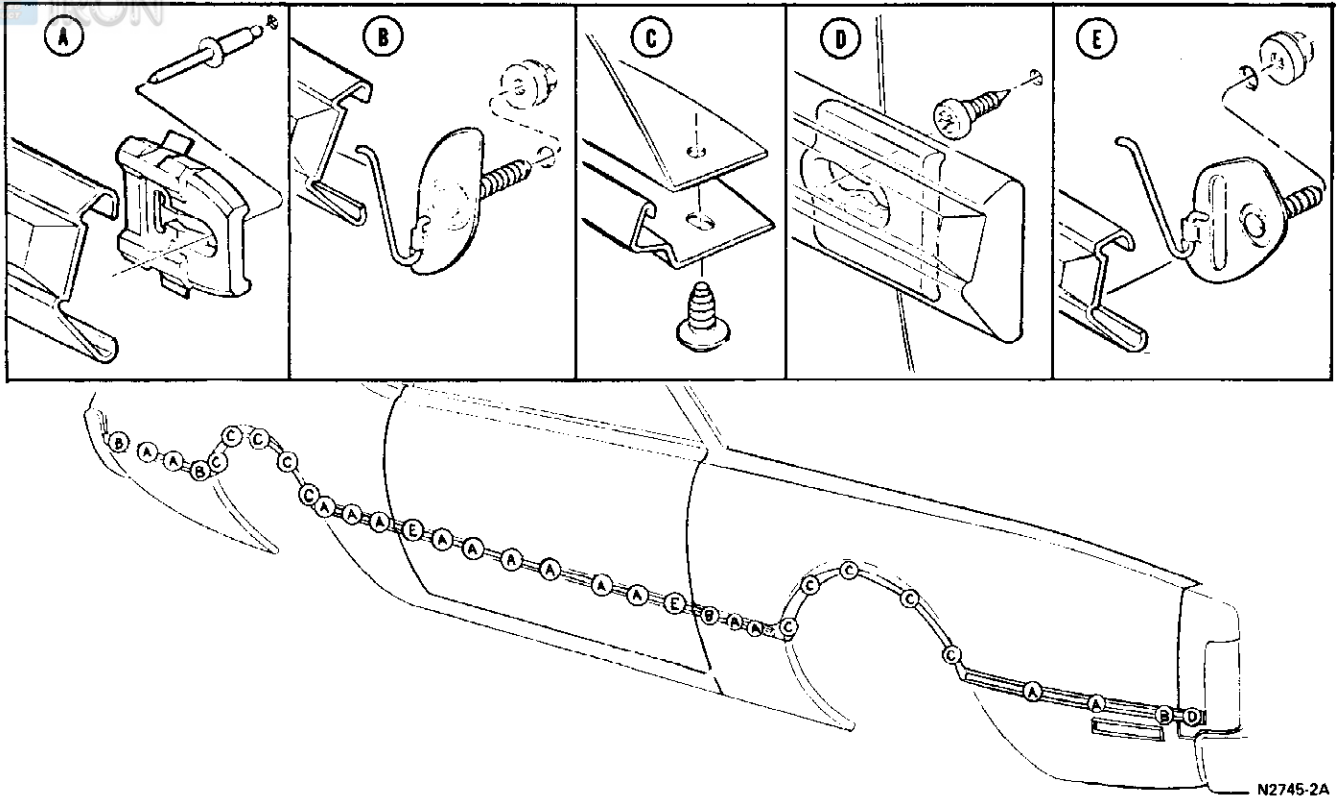


FIG. 4 Rear Installation—Thunderbird

N1182-2L



N2745-2A

FIG. 5 Exterior Side Moulding Installation—Thunderbird

it should be replaced with an oval head blind rivet (Part No. 383229-S).

FRAME DIMENSIONS

The Thunderbird frame dimensions are shown in Fig. 8. The frame checking and repair procedures are given in Part 47-01.