

Misalignment of Doors.—A sure sign of door misalignment is when the lock side sags so the door dovetail wedge plate does not line up with the center of the casing cap bumpers which are in the latch post. This condition is easily corrected as follows:

In the coaches, release the rear body bolts. Install an additional shim $\frac{1}{4}$ " or $\frac{5}{16}$ " in thickness at the rear body between body sill and top of frame side member on the side affected.

In event of doors sagging on the Sedan, Coupe or Cabriolet, the correction differs from that in the coach in that the shim should be placed under the body at the body bolt nearest the door hinge post of the door to be lined up.

When the front door of a Sedan sags at the lock side and the rear door is high at the lock side, the shim should be installed at the rear body bolt.

Door Hinge Squeaks.—These are caused by loose hinge screws or bolts, by dry hinge pins or by door panel metal rubbing on edges of hinges. The remedies are to tighten hinge screws and bolts, lubricate the hinge pins and file enough metal from the panel to clear the hinge by about $\frac{1}{32}$ ". A squeak at the door latch and latch striker plate is prevented by using liquid or paste wax as a lubricant.

Rattles at Door Latch.—These are caused by a worn latch striker plate and wear at back of lock at door latch. The remedies are to replace the striker plate. Wear at back of lock may be corrected by holding door latch in the lock and peening the back of lock at latch opening sufficiently to take up wear. Do not shim back of door bumpers to take up play at latch plate.

To cure rattle at door dovetail wedge plate and dovetail bumper facing caps, shim up dovetail packing rubbers or install new rubbers. Coat the steel bumper shoes with paraffine wax. Hinge pins should also be examined for depreciation, as worn hinge pins will permit door to rattle.

Clear Vision Ventilation.—Two methods of ventilation have been provided for the closed cars. The forceful introduction of new air into the car by means of the windshield or cowl ventilator. The other method makes use of the vacuum created behind the various uprights of the body and permits independent control of the various ventilating windows. Ventilating type windows are provided in the various body types as follows:

Operating Door and Window Glass 501

Tudor Sedan.....	Both doors and both quarter windows.
Victoria.....	Both doors and both quarter windows.
Fordor Sedan.....	Both forward doors and both quarter windows. Quarter windows ventilate but do not lower.
Coupe.....	Both doors.

Clear vision ventilation control is obtained by means of the window regulator handle. An additional half turn of the regulator handle after the window is completely raised causes the window glass to move backward to ventilating position as shown in Fig. 235.

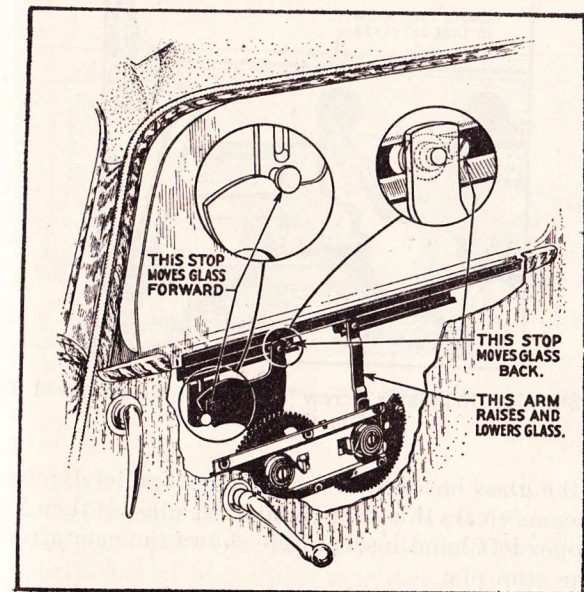


Fig. 235.—Mechanism For Operating Door and Window Glass of Ford V8 To Secure Ventilation of Closed Bodies.

As the car is propelled along the road the air rushing past both sides of car creates a vacuum behind each upright on the body. With the window in the ventilating position this vacuum draws off the old air from the car.

Fig. 235 illustrates the four windows of the Tudor Sedan in

ventilating position. The various arrows indicate the direction of the air flow and the manner in which the old air is drawn off.

Fig. 236 shows the upholstery and panel cutaway so as to show the ventilating control in place.

When the glass is completely raised the backward movement of the roller (shown in the right hand insert, Fig. 236), pushes against the stop and moves the glass backwards. By reversing the movement of the regulator handle, the cam (shown in the lower left hand circle) causes the glass to move forward to closed position.

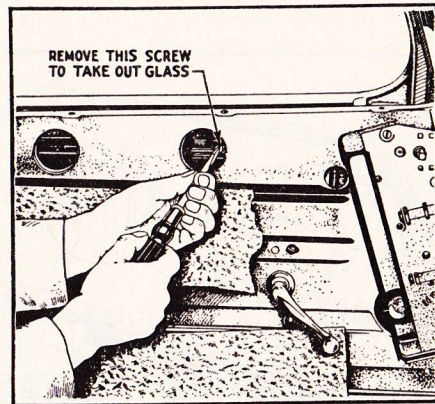


Fig. 237.—Showing Regulator Screw That Must Be Removed To Take Out Glass.

After the glass has moved forward to completely closed position the cams clear this stop pin and the glass is then lowered.

The upper left hand insert circle shows the cam after it has cleared the stop pin.

To Remove the Regulator.

A—Push back escutcheon plate and remove pin holding door regulator handle.

B—Remove garnish moulding by taking out screws.

C—Remove door panel trim. Insert screw driver or other flat tool to pry trim loose all around. It is best to completely remove the trim as there is considerable danger of getting the trim dirty while removing or handling the regulator unit.

D—To remove the glass, bring the glass to about a half inch from the top. This will bring the stop so that it can be removed through the hole in the panel as shown in Fig. 237.

E—After both arms are together at the opening in the center of the channel, take some flat tool such as a screw driver to pry the rollers from the channel. Then lower the roller arms to the bottom of the door.

F—Drop front end of glass and pull out as shown in Fig. 238.

G—To remove the regulator, take out the six screws and drop to the bottom and pull out through the opening as shown in Fig. 238.



Fig. 238.—How To Remove Glass and Regulator Mechanism From Ford V8 Doors.

Hinge Pin Press.—The No. 430 Pin Press has been redesigned for 1935 cars and is available from K. R. Wilson, Buffalo, N. Y. This press shown in Fig. 239A is listed under No. 430. Where lubrication of hinge pins is neglected or where for any reason it becomes necessary to remove the pins for lubrication or replacement because of their being frozen or stuck in the hinge, this hinge pin press for removing the pin is indispensable. This tool is also adaptable for hinge pins on previous Model Ford cars and most other cars.

Cleaning the Upholstery.—Upholstery and trimming of V8 Bodies are comparable to that which is used on the furniture in many of the finest homes. Furniture in homes, however, is protected from accumulation of dust while the interior of your