

# SECTION X

## FENDERS AND SHEET METAL

### Radiator Top Splasher

**REMOVAL and INSTALLATION**—To remove the top splasher assembly, remove the screws shown in Fig. 1 and lift the assembly off the car.

To install, position the splasher on the fenders and grille, and install the retaining screws.

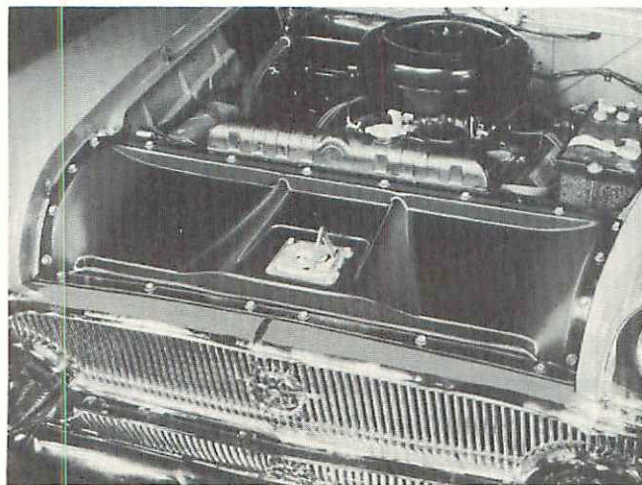


Figure 1—Radiator Top Splasher Removal

### Radiator Lower Splasher

**REMOVAL and INSTALLATION**—Remove the front bumper. Remove the lower splasher by removing the screws which hold it to the bottom of the radiator side splashers.

Position the lower splasher against the bottom of the radiator side splashers and install the retaining screws. Install the front bumper.

### Radiator Grille Assembly

**REMOVAL**—Remove the top splasher as outlined under Radiator Top Splasher—Removal. To remove the grille assembly, it is first necessary to remove the fender side mouldings to gain access to the corner retaining bolts. Remove the radiator cradle-to-grille brace rod screw from the grille at each rod. Disconnect the parking light cables from the junction block.

To facilitate the removal of the grille, remove the headlamp doors. To remove the door, remove the retaining screw at the top, pull the top of the door outward and down as shown in Fig. 2 to relieve the compression of the spring clips, and remove the door.

Remove the grille-to-fender stud nuts, grille upper corner bolt, and lower corner screw (see Fig. 3) at both sides of the grille and lift the grille assembly off the car.

The grille assembly is composed of eight parts (see Fig. 4). It can be disassembled by removing the retaining screws.

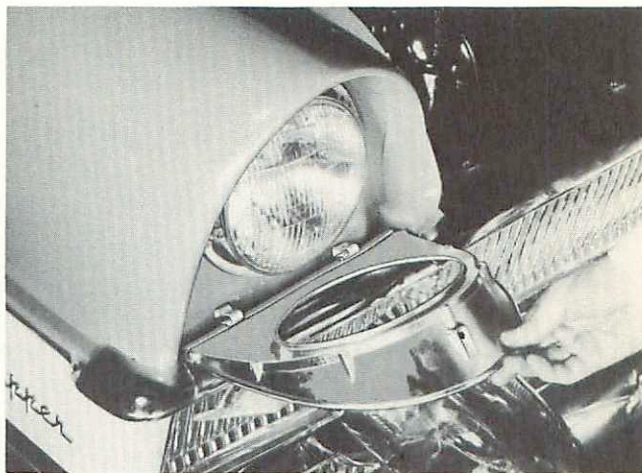


Figure 2—Removing Headlamp Door



Figure 3—Grille Assembly Retaining Screw Location

**INSTALLATION**—Position the grille assembly on the car with the upper studs inserted through the fenders. Install the stud nuts loosely. Install the upper corner bolts and lower corner screws. Install the brace rods-to-grille screws. Then tighten all stud nuts, screws, and bolts. Do not overtighten the stud nuts.

Connect the parking light cables to the junction blocks. Install the fender side mouldings. Install the headlamp doors and the top splasher.

### Front Fender

**REMOVAL**—Remove the top splasher and grille assembly. Raise the car and remove the front wheel to facilitate removal of the fender-to-frame screws.

On the left fender, disconnect the battery cables and remove the battery and the battery support. Remove the flexible fresh air duct hose from the rear end of the duct.

## FENDERS AND SHEET METAL

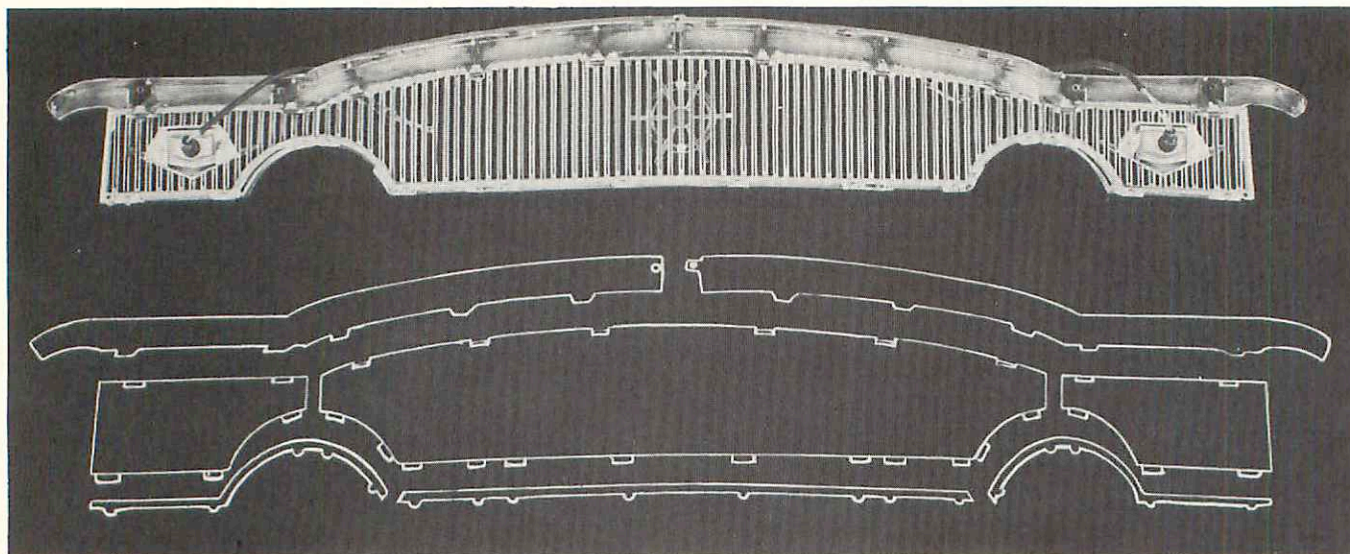


Figure 4—Radiator Grille Assembly

Remove the wiring harness from the fender attaching clips and disconnect the harness cables from the junction block. Disconnect the horn wire from the horn. Remove the horn bracket retaining screws (B, Fig. 5) and re-

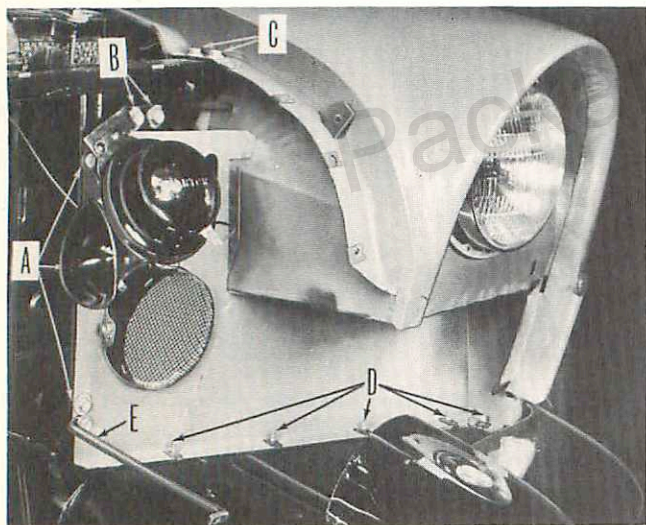


Figure 5—Left Fender Removal

move the horn. Disconnect the headlight cables from the junction block. Remove the headlight body retaining screws. Lift the assembly out of the fender, thread the cables out of the splasher, and remove the headlight assembly. Remove the fender splasher-to-frame side rail screws. Remove the radiator side splasher-to-radiator core cradle screws (A, Fig. 5), grille brace rod screw (E), and radiator side splasher-to-lower splasher screws (D). Then remove the fender-to-radiator core cradle bracket screws (C) and insert a suitable drift to hold the fender in position. Then remove the screw at the bottom rear where the fender is attached to the bottom of

the cowl side panel. Remove the screw at the rear top of the fender at the cowl top panel. Then remove the drift and remove the fender from the car.

In removing the right fender, follow the procedure as outlined for the left fender. In addition, disconnect the heater motor wire from the brace screw (A, Fig. 6),

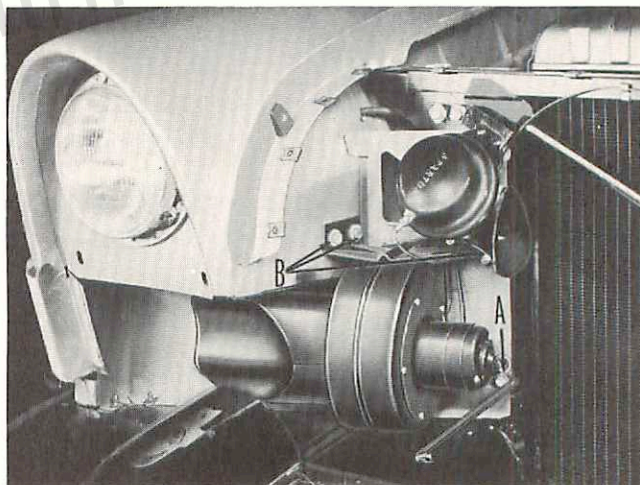


Figure 6—Right Fender Removal

remove the heater blower bracket screws (B), slip the flexible hose off the duct, and remove the blower assembly. Then remove the duct-to-heater core hose from the fender duct before removing the fender.

### Front Fender and Splashers

**ASSEMBLY** — The radiator side splasher, fender splasher, and fender, which are welded together as a single unit to form the front fender assembly, are furnished for service as separate pieces.

The splasher can be either welded or bolted to the

## FENDERS AND SHEET METAL

fender. Before assembly make sure that the turned-down tab at the upper rear corner of the fender splashers has been turned up and is at right angles to the flange. This tab locates the splashers at the fender flange for proper alignment.

To secure proper assembly and alignment, first align the radiator cradle bracket attaching screw holes in the fender and splashers and temporarily install the bolts loosely in these holes. Position the splashers assembly so that the radiator side splashers is nested in the front of the fender, and align the flange at the top of the fender splashers with the fender flange so that the tab on the splashers is against the inside of the flange. Then tighten the previously installed bolts. Install a bolt in the lower rear corner of the fender splashers to secure it to the fender. With the fender and splashers aligned, drill and install bolts in the flange as required or tack weld the parts together.

### Front Fender

**INSTALLATION**—Position the fender on the chassis, align the mounting holes at the top of the radiator cradle bracket, and insert a drift to temporarily hold the fender. Install the screws to fasten the fender at the rear to the cowl top panel and cowl side panel. Remove the drift and install the retaining screws. Install the fender splashers-to-frame side rail screws. Install the splashers-to-cradle screws, radiator side splashers-to-lower splashers screws, and the grille brace rod screws. Before tightening the screws, make sure that the rear edge of the fender is properly aligned with the front edge of the door. Install the horn and connect the horn wire. Thread the headlight cables through the splashers and install the headlight body on the fender. Connect the cables to the junction block. Connect the wiring harness cables to the junction block and place the wiring harness in the clips.

On the left fender, install the battery support and battery and connect the battery cables. Install the fresh air duct hose on the duct.

On the right fender, connect the heater duct-to-heater core hose. Install the heater blower and motor assembly and connect the motor wires.

Install the grille assembly and top splashers.

After installation of either fender, check the fender alignment with the hood and adjust, if necessary, by repositioning the fender or aligning the hood.

### Radiator Core Cradle

**REMOVAL**—Remove the grille assembly and top splashers as outlined under Radiator Grille Assembly—Removal.

Remove both front fenders as outlined under Front Fender—Removal.

Drain the radiator and disconnect the radiator hoses. Remove the radiator core-to-cradle screws and lift the

radiator core out of the cradle. It is not necessary to remove the radiator core at this time. The radiator core and cradle can be removed as an assembly and the radiator core removed after the assembly is out of the car.

Remove the horn relay from the cradle bracket at the left side and the voltage regulator from the bracket on the right side.

Remove the bolts attaching the cradle to the frame and remove the cradle.

**INSTALLATION**—Position the radiator core cradle on the frame. Install the cradle-to-frame bolts and tighten securely. Install the radiator core in the cradle. Install the voltage regulator and horn relay. Connect the radiator hoses.

Install the fenders as outlined under Front Fender—Installation.

Install the grille assembly and top splashers as outlined under Radiator Grille Assembly—Installation.

Refill the cooling system.

### Front Fenders, Grille, and Radiator Assembly

**REMOVAL**—The front fenders, grille, and radiator can be removed as an assembly.

Drain the radiator core and disconnect the radiator hoses.

Disconnect the battery cables and remove the battery.

Disconnect the wiring harness cables from the junction blocks, voltage regulator, and horn relay. Then remove the harness from the fender clips.

Slip the fresh air duct flexible hose off the duct on the left fender and the heater duct hose off the fender duct on the right fender.

Remove the radiator core cradle-to-frame bolts. Remove the fender splashers-to-frame side rail screws and the two screws at the rear of each fender. Then lift the assembly off the chassis.

**INSTALLATION**—Position the assembly on the chassis and install the screws of the rear of each fender loosely. Then install the fender splashers-to-frame side rail screws and the radiator core cradle-to-frame bolts. Shift the assembly as required to gain proper alignment of the rear edge of the fenders with the doors. Then, tighten the retaining screws and bolts securely.

Connect the fresh air and heater duct hoses. Connect the wiring harness cables to the junction blocks, voltage regulator, and horn relay. Then, place the wiring harness in the fender clips.

Connect the radiator hoses and refill the cooling system. Install the battery and connect the battery cables.

### Hood

**REMOVAL**—Raise the hood and support it at each side. Note the present position of the hinge in relation to the hood to simplify adjustment on installation. Remove the retaining screws (A, Fig. 7) at each side and remove the hood.

## FENDERS AND SHEET METAL

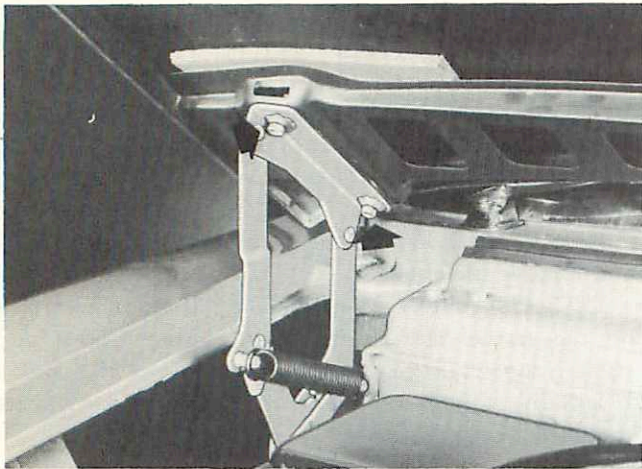


Figure 7—Hinge-to-Hood Screws

**INSTALLATION**—Position the hood on the hinges with the front end supported. Center the threaded hole in the hood rear reinforcement with the slotted hole in the hinge. Install the hinge-to-hood screws finger tight.

Check the hood alignment as outlined under Hood—Adjustment and adjust if necessary. Then tighten the retaining screws.

### Hood Hinge

**REMOVAL**—Remove the hood-to-hinge screws. Loosen the screw (B, Fig. 8) attaching the lower half of

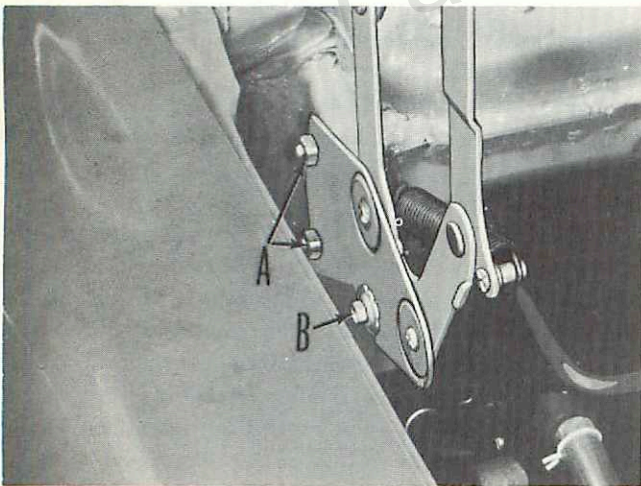


Figure 8—Hinge-to-Cowl Screws

the hinge to the bracket welded on the cowl side panel. It is not necessary to remove the screw because the hole in the hinge is notched out. The screw at this point is the pilot as well as a support for the front of the hinge. Remove the hinge-to-cowl screws (A) from inside the car and remove the hinge.

**INSTALLATION**—Install the hinge on the hinge-to-cowl bracket screw (B). Install the hinge-to-cowl screws

and place the hinge in approximately the same position it was in before removal. Tighten all hinge retaining screws and install the hood-to-hinge screws.

Check the alignment of the hood and adjust if necessary as outlined under Hood—Adjustment.

### Hood Upper Lock Assembly

**REMOVAL and DISASSEMBLY**—To remove the hood upper lock assembly, remove the attaching screws (A, Fig. 9). To disassemble the unit, lift the spring (E)

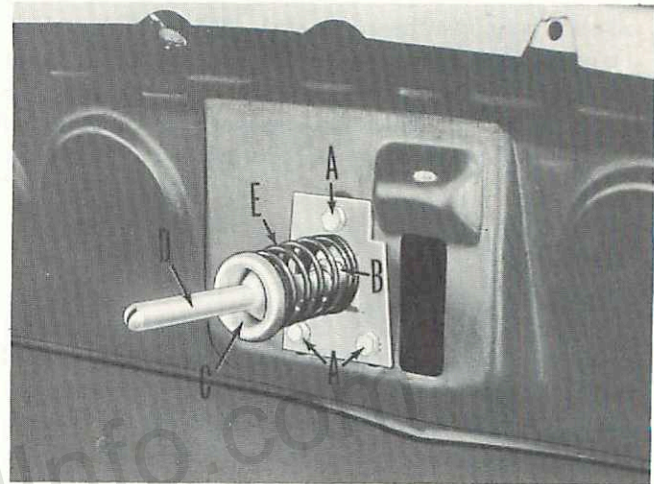


Figure 9—Hood Upper Lock Assembly

out of the way, loosen the lock nut (B) and, by means of a screw driver, remove the bolt (D). Then remove the spring and spring cup (C).

**ASSEMBLY and INSTALLATION**—Thread the lock nut on the bolt, slip the spring cup and spring on the bolt, and screw the bolt into the lock plate. Position the assembly on the hood, and install the retaining screws. Then check the alignment and adjust as outlined under Hood—Adjustment.

### Hood Lower Lock Assembly

**REMOVAL and INSTALLATION**—To remove the hood lower lock assembly, remove the attaching screws (A, Fig. 10) and lift the assembly off the top splasher.

The unit cannot be serviced except for the replacement of the springs (see Fig. 11).

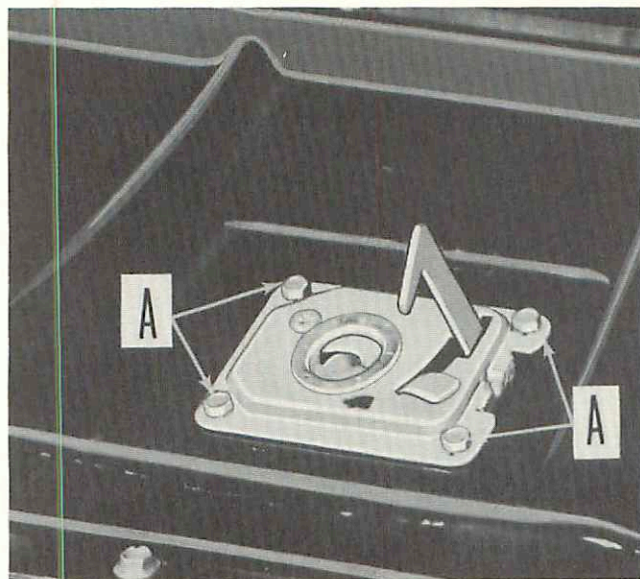
To install, position the assembly on the top splasher and install the retaining screws.

Check the alignment and adjust as outlined under Hood—Adjustment.

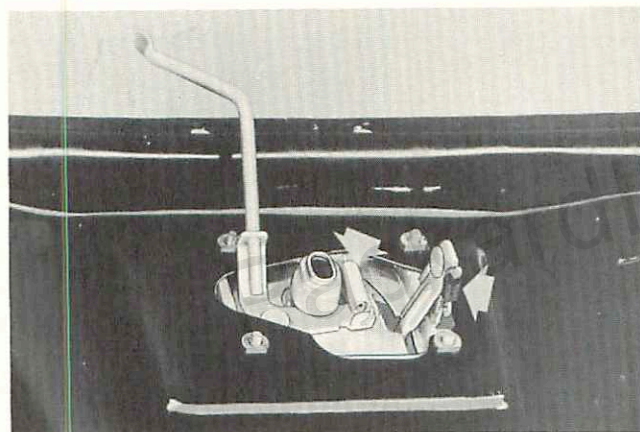
### Hood Bumper

**REMOVAL and INSTALLATION**—To remove, simply pry the bumper out of the fender flange or hood.

## FENDERS AND SHEET METAL



**Figure 10—Hood Lower Lock Assembly**



**Figure 11—Hood Lower Lock Springs**

To install the bumper, press the bumper into the hole of the hood or fender until the slotted section snaps into the hole. If difficulty is encountered, the tapered part may be moistened to facilitate installation, or a pair of pliers may be used to pull the tapered end through the flange.

### Hood

**ADJUSTMENT**—The hood should have uniform clearance at all sides. The hood hinges are slotted to permit the hood to be moved sideways when the hinge-to-hood screws are loosened. Therefore, when the hood is not equally spaced between the fenders, the condition can be corrected in the following manner. Raise the hood and, from the front of the car, note the distance the hood sides extend over the fenders at the rear of the hood. Loosen the hinge-to-hood screws and shift the hood toward the side of greatest clearance to equalize the spacing. Then tighten the screws securely.

If the hood fit at the cowl is too high or too low, the adjustment can be made by loosening the hinge-to-cowl screws and shifting the hood as required. Then tighten the screws securely.

The hood upper lock plate has slotted holes which permit the lock to be moved forward or backward. Loosen the lock retaining screws and shift the assembly as required so that the lock pilot bolt properly engages the lower lock assembly. Proper tension on the lock spring can be obtained by adjusting the pilot bolt. Hood flutter or vibration is caused by lack of spring tension. To adjust, pull down the spring to gain access to the lock nut. Then, loosen the lock nut and turn the pilot bolt clockwise as required to put sufficient tension on the spring and tighten the lock nut. If it is difficult to operate the release lever because of the spring pressure, turn the pilot bolt counterclockwise to reduce the spring tension.

Hood flutter may be caused by the lack of felt padding between the hood panel and the support or the rubber bumpers at the front of the hood not properly contacting the radiator grille. When hood flutter is caused by lack of felt padding between the hood panel and the support, additional felt should be inserted until the padding is tightly compressed between the panel and the support. If the cause of hood flutter is improper contact of the bumpers at the grille, the hood flange can be bent as required to secure proper contact. There must be no interference between the hood flange and radiator top splasher retaining screws. If the flange strikes the screw heads, enlarge the cutouts in the flange.

# FENDERS AND SHEET METAL

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## NOTES

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