

[Return to the Manuals Main Page](#)

Care and Repair of Body from the Kaiser Manual

18.1.GENERAL

The body construction of the M715 vehicle is the separate body-chassis type. The body has been designed as a structurally strong and sound unit entirely separate of the chassis frame. All surface panels are of heavy gauge steel. All structural members are of the closed box section type, spot welded together.

The body can be completely detached from the chassis unit. Rubber shims are provided between all body and chassis mounting points to insulate against the transmission of vibrations and road noises. Normal body maintenance requires periodic inspection for settling and alignment of the following general areas.

- a. Check all body bolts for tightness. Torque to specifications.
- b. Inspect and tighten, if necessary, screws securing all door and tail gate hinges. Adjust and align, if required, the doors and tail gate.
- c. Check door striker plates.
- d. Inspect and tighten, if necessary, all screws securing the hardware.

18-2. CARE OF EXTERIOR FINISH

Frequent washing with clear water and cleaning with a soft cloth or chamois will contribute to the long life of the finish. Always use cold or luke warm water when washing a vehicle. Never wash the vehicle in the direct rays of the hot sun and always wait until the sheet metal surfaces have cooled before washing.

If a vehicle becomes extremely dirty and the accumulation of dirt is allowed to remain for some time, a series of vehicle washings may be required. In addition, a vehicle must be kept clean to hold body maintenance at a minimum.

18-3. CARE OF INTERIOR

Interior trim for seats is entirely made of canvas material. Wash seats occasionally and sparingly, with cold or luke warm water. Do not saturate with water. Keep canvas seats well "broomed off". Keep interior of the cab exceptionally clean, especially the floor.

18.4. BODY LUBRICATION

There are several body hardware points which should be lubricated at regular intervals. For body lubrication information, refer to section B of this manual.

18-5. FRONT BUMPERS

The front bumper on the M715 vehicle is of one piece construction to allow for ease of servicing. The front bumper is bolted directly to the flared ends of the frame horns.

On vehicles equipped with a winch, the front bumpers are of two-piece construction in order to obtain winch mounting clearance. The two-piece front bumpers are mounted directly to the winch mounting frame horn extensions.

18-6. REAR BUMPERS

The rear bumpers on the M715 are U-shaped bumperettes, enclosing the towing hooks and mounted directly to the rear frame crossmember.

18-7. FRONT AND REAR BUMPER REMOVAL

- a. Removal: Remove the bolts, lockwashers, flat washers and nuts securing the front and/or rear bumper and remove the bumper.
- b. Installation: Position the front and/or rear bumper to the frame and secure in place with the bolts, lockwashers, flat washers and nuts.

18-8. FRONT END SHEET METAL PANELS

The front end sheet metal panels covered in this section are: hood, grille face panel, radiator support assembly, front fenders, fender aprons, and radiator side deflectors.

The above items and the radiator comprise the front end assembly, which may be removed or installed as a unit. This section contains service procedures for removing and replacing the front end sheet metal as a unit, as well as the procedures for the individual components. The service procedures for the individual components apply whether the complete assembly is attached or removed from the vehicle.

Note: When installing any sheet metal part or assembly, it is recommended that the final tightening of attaching hardware be delayed until all bolts and screws have been properly positioned.

18-9. HOOD PANEL AND HOOD HINGE REMOVAL

Unlatch both the left and right hood retaining latches and raise the hood to the full open position. Disconnect the blackout driving light wire harness. Before removing the hood panel, scribe the position of the hinge on the hood reinforcement if the hood panel is correctly aligned. If the hinges are to be removed preparatory to taking off the complete front end assembly, scribe the position of the rear face of each hinge on the firewall and the position of each hinge side on the fender apron bracket.

- a. Detach the hood panel from the hinges by removing the bolts, lockwashers and flatwashers securing the hood to the top of the hinges. Lift the hood panel off the hinges.
- b. If the hood panel is being removed in preparation to removing the complete front end assembly, remove the hood hinges, once the hood panel is off, by removing the bolts, lockwashers and washers securing the hinges to the firewall and to the fender apron bracket.

18-10. HOOD PANEL AND HOOD HINGE INSTALLATION

- a. Install the hood hinges by positioning the hinges to the firewall and fender apron brackets. Install and lightly tighten the bolts, lockwashers and flat-washers securing the hinges to the firewall and apron brackets. Align the hinges to the scribe marks and torque tighten the bolts.
- b. Set the hood hinges in the full hood-open position, place hood in position and lightly tighten the flat washers, lockwashers and bolts securing the hood to the hood hinges. Align the hood to the hood hinge scribe marks and torque tighten the bolts. Connect the blackout driving light wire.

Note: Torque tighten all bolts securing hood and hood hinges from 12 to 15 lb-ft.

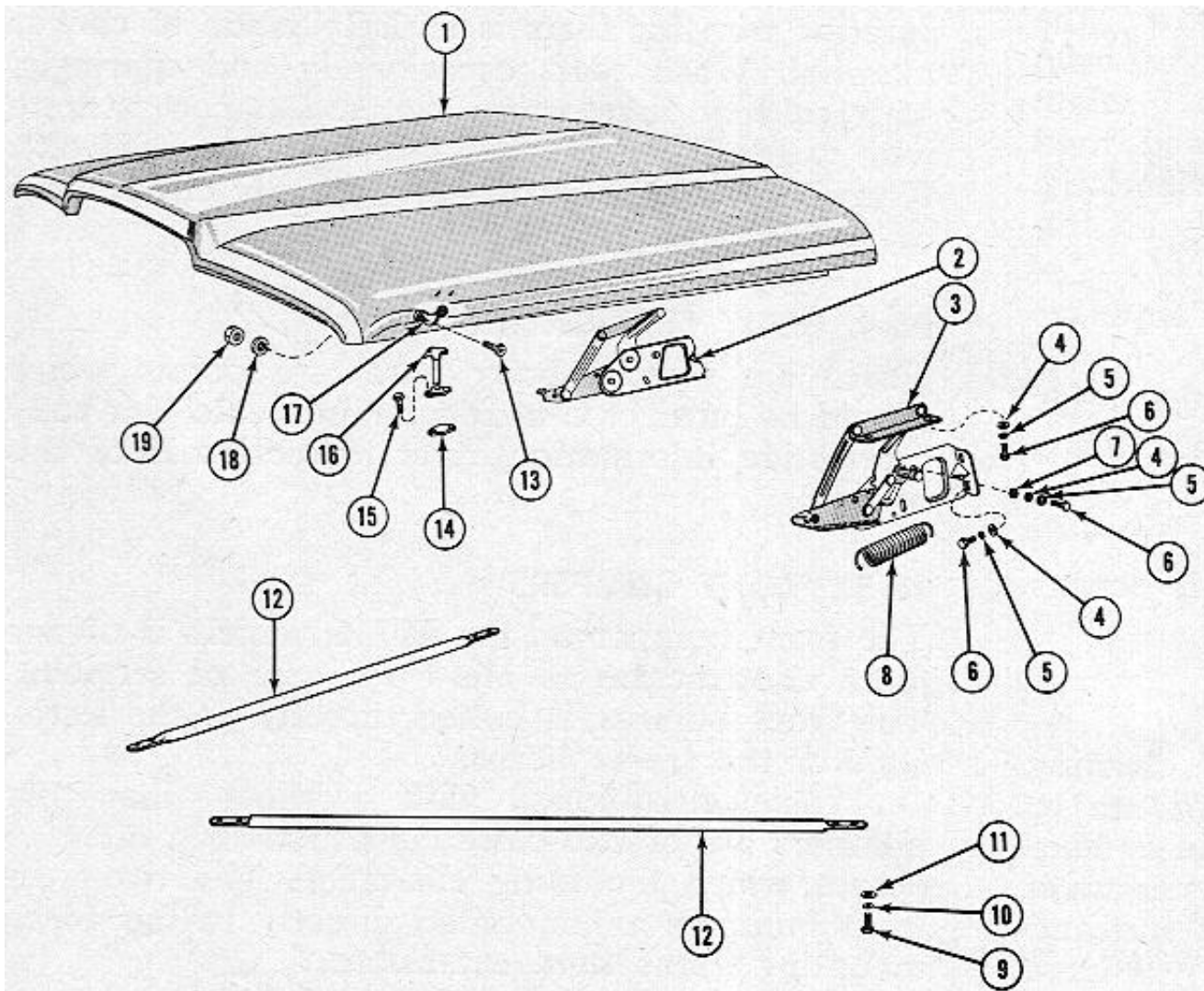


FIG. 18-1—HOOD PANEL AND ATTACHING PARTS

1 Hood	8 Spring	15 Bolt
2 Right Hinge	9 Bolt	16 Latch
3 Left Hinge	10 Lock washer	17 Catch
4 Flat Washer	11 Flat washer	18 Lock Washer
5 Lock washer	12 Brace Rod	19 Nut
6 Bolt	13 Screw	
7 Nut	14 Plate	

18-11. HOOD ALIGNMENT

The following procedure may be used to correct an improperly fitting hood as well as for aligning a new hood. Perform the checks in the order in which they are listed and be sure all bolts are torqued to proper specifications (Par. 18-10) before going on to the next check. Rubber bumpers are provided at the rear to cowl panel,

body

at the center to fender, and at the front to grille face panel.

a. To align hood fore and aft and laterally side to side, loosen bolts attaching hinges to hood panel and lower hood. Shift position of hood on hinges until a constant opening of approximately 3/16 exists between hood and cowl. Raise hood gently and torque bolts. Lower hood and check. Repeat procedure if necessary.

b. To align rear of hood flush with top of cowl, loosen bolts attaching hinges to fender apron brackets and the bolts attaching hinges to firewall. Position the bolts midway in their slotted holes and snug them down until it is possible to move the hinges by using a 12" lever as a pry. Lower hood and force it up or down until it is flush with top of cowl. Raise hood gently and torque bolts. Lower hood and check. Repeat procedure if necessary.

c. To align hood, the space between top of fender and side of hood should be approximately 3/16 which is determined by the height of the adjusting bolts with caps attached, located on the top of the radiator support assembly.

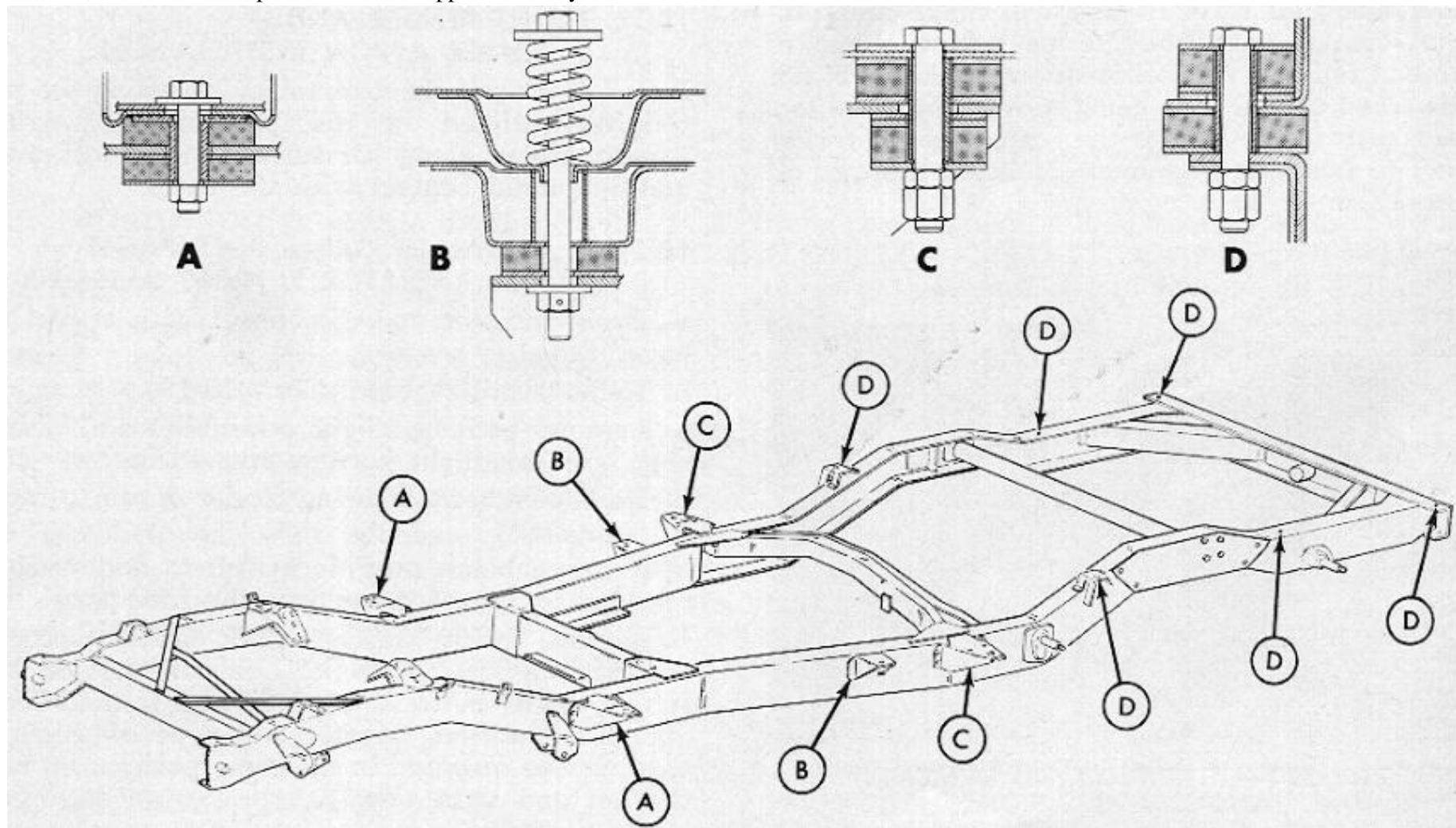


FIG. 18-2—BODY HOLD DOWN LOCATIONS

A Front Cab Insulator

B Rear Cab Insulator

C Front Cargo Box Insulator

D Rear Cargo Box Insulator

18-12. BODY HOLD DOWN SPACER REPLACEMENT

body

Refer to Fig. 18-2.

Body spacers are located between the body and chassis mounting points to insulate against vibrations and road noises.

A periodic maintenance inspection is necessary to determine the condition of body spacers and hold down bolts. Worn, loose or fatigued body spacers permit the body to settle, causing possible interference between the floor pan and various chassis components. There are twelve body spacer contact points, also two spring loaded radiator guard hold downs. All body cab hold down bolts are accessible through plugged holes in the floor pan. Cargo body hold down bolts are accessible from underneath the body at the frame rails. Whenever the body spacers and radiator holddowns are replaced, use the following replacement procedure.

- a. Loosen steering column Support at the floor pan.
- b. Remove all hold down bolts, washers, lock-washers and nuts.
- c. Raise body slightly to remove the existing spacers and install the new spacers.
- d. Reassemble all hold downs using new parts and lower the body.
- e. Torque cargo body hold down bolts (C and D) 40 to 63 lbs. ft. and the front cab hold down bolts (A) 18 to 32 lbs. ft. Torque the rear cab hold down bolts (B) until spring is compressed to 21/8 inches. Refer to Fig. 18-2.
- f. Check and adjust the alignment of the steering column with the steering gear. Tighten steering column support.
- g. Adjust spare tire support bracket to hold tire firmly in place.

18-13. FRONT END SHEET METAL REMOVAL AS A UNIT

- a. Remove hood panel and hood hinges as described in Par. 18-9.
- b. Drain radiator, then disconnect upper and lower radiator hoses.
- c. Remove wiring harness clips from left and right fender aprons and disconnect harness terminals at horn, blackout driving light, headlights, parking lights and signal lights. Pull harness through as required for clearance.
- d. Remove bolts, washers and springs securing radiator support to frame. Use care not to lose the rubber shims between the support and frame. Check and note position, numbers and type of shims so they can be installed in the same position on both the left and right sides.
- e. Remove bolts, nuts and washers securing underside of fender aprons to brackets extending out from firewall.
- f. Remove nuts, bolts and washers securing bottom of fenders to lower side of rocker panels.

Note the number and position of fender to rocker panel shims so they can be reinstalled in the same position.

- g. Remove the bolts and washers securing fenders to hinge pillar, and brackets extending from firewall.
- h. The front end sheet metal assembly is now ready to be removed. Note whether any engine compartment accessory interferes with removal and detach or remove as necessary. With one man positioned at the rear of each fender, spread the fenders outward to clear hinge pillars. Raise front of front end assembly slightly so it will clear chassis components. Move assembly forward until the fenders clear the body. Then lift the assembly from the vehicle.

18-14. FRONT END SHEET METAL INSTALLATION AS A UNIT

Install front end sheet metal by reversing the procedures outlined in preceding paragraph. Spread sealer along all surfaces that will make metal-to-metal contact with body. Tape rubber shims to frame at radiator support locations so they will not slide when assembly is being moved into position. Use a drift in the hole at the bottom of the rocker panel to facilitate alignment of holes. Torque all bolts 12 to 15 lb-ft.

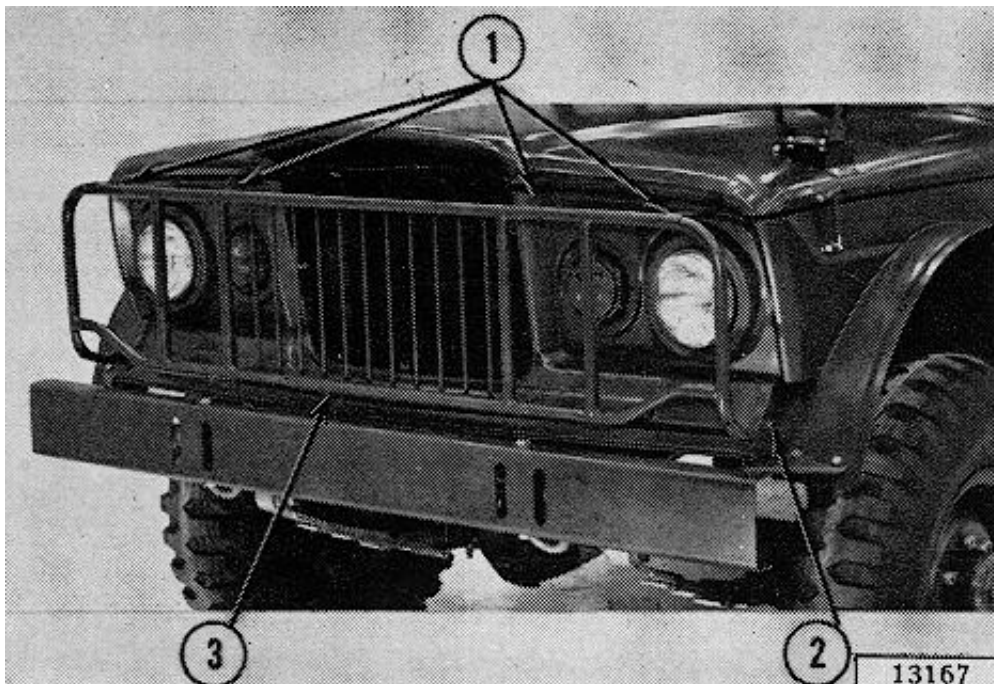


FIG. 18-3—GRILLE GUARD REMOVAL AND INSTALLATION

- 1 Upper Bolt
- 2 Lower Bolt
- 3 Grille Guard

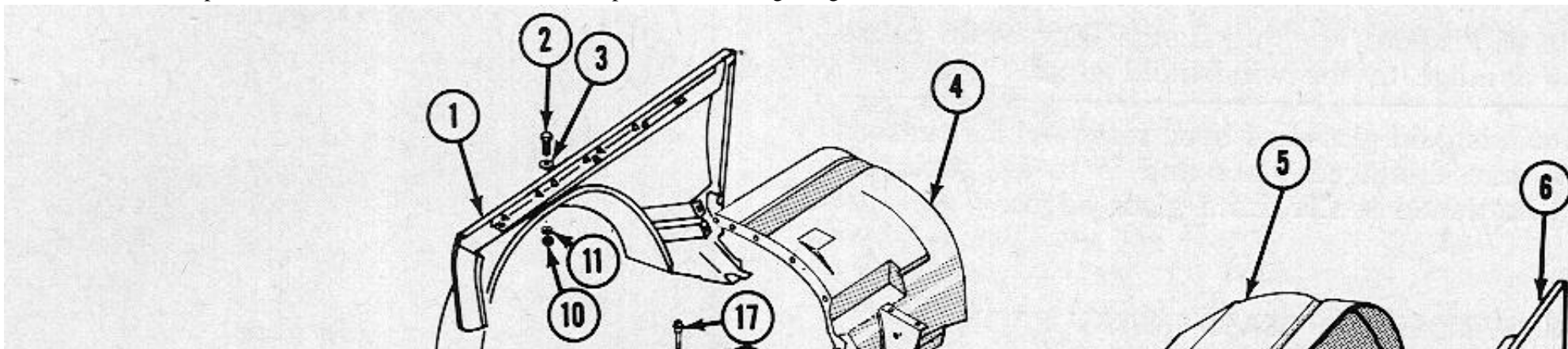
18-15. GRILLE GUARD REMOVAL

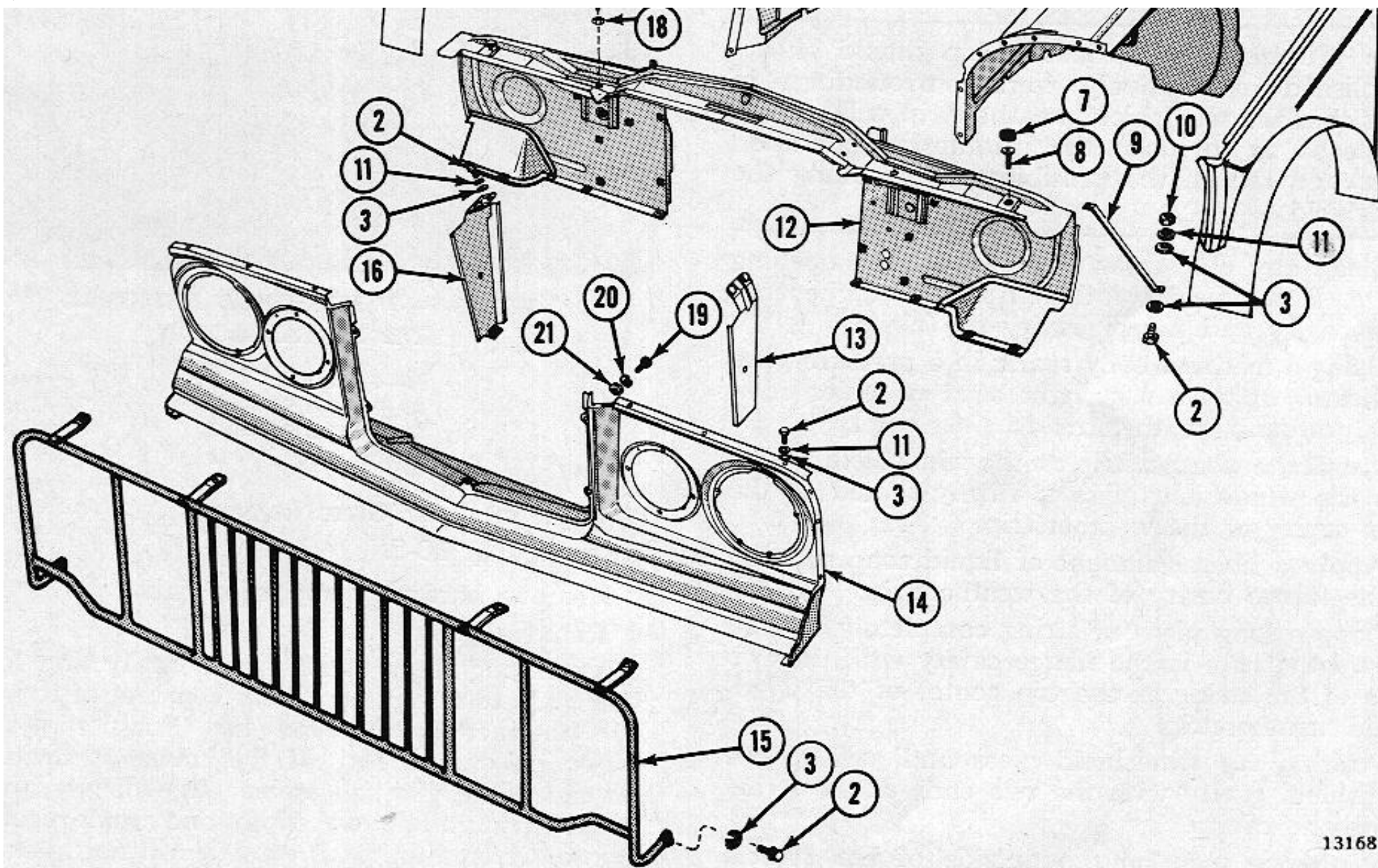
Refer to Fig. 18-3.

- a. Remove bolts securing upper grille guard support straps to grille panel and radiator support assembly.
- b. Remove bolts securing lower grille guard rail to left and right side of the grille panel and radiator support assembly.
- c. Remove grille guard assembly.

18-16. GRILLE GUARD INSTALLATION

Reverse the removal procedure in Par. 18-15 for the installation procedure of the grille guard.





13168

FIG. 18-4—FRONT END SHEET METAL

1 Right Front Fender	8 Hood Bumper Screw	15 Grille Guard
2 Bolt	9 Brace	16 Right Radiator Baffle
3 Flat Washer	10 Nut	17 Dovetail
4 Right Front Fender Apron	11 Lock Washer	18 Nut
5 Left Front Fender Apron	12 Radiator Support	19 Bolt
6 Left Front Fender	13 Left Radiator Baffle	20 Lockwasher

7 Rubber Bumper	14 Grille Face Panel	21 Washer
-----------------	----------------------	-----------

18-17. FRONT FENDER AND FENDER APRON REMOVAL

Refer to Fig. 18-4.

- a. Remove screws securing fender apron to radiator support.
- b. Remove wiring harness from fender apron.
- c. Remove bolts, nuts and washers securing underside of fender apron to bracket extending out from firewall.
- d. Remove nuts, bolts and washers securing bot-. torn of fenders to lower side of rocker panels. Note the number and position of fender-to-rocker panel shims so that they can be reinstalled in the same position. Remove the bolts and washers securing fender to hinge pillar and bracket extending from firewall.
- e. Remove bolts, nuts, lockwashers and washers securing front of fender to grille face panel.
- f. Tilt fender and fender apron away from radiator support, grille face panel, and body, and remove from the vehicle.

18-18. FRONT FENDER AND FENDER APRON INSTALLATION

Install front end sheet metal by reversing the procedures outlined in the preceding paragraph. Spread sealer along all surfaces that will make metal-to-metal contact with the body.

18-19. REMOVAL OF GRILLE FACE PANEL AND RADIATOR SUPPORT ASSEMBLY

- a. Drain radiator and disconnect both upper and lower radiator hoses.
- b. Remove grille guard. (Par. 18-15).
- c. Remove both headlight assemblies and disconnect both headlight harness connections.
- d. Remove screws securing fender apron to radiator support.
- e. Remove bolts, nuts, lockwashers and washers securing front of fenders to grille face panel.
- f. Remove bolts, washers and springs securing radiator support to frame. Use care not to lose rubber shims between support and frame. Check and note position, number and type of shims so they can be installed in the same position on both the left and right sides.
- g. Tilt grille face panel and radiator support assembly at the top and lift clear of vehicle.

18-20. INSTALLATION OF GRILLE FACE PANEL AND RADIATOR SUPPORT ASSEMBLY

Install grille face panel and radiator support assembly by reversing the procedures outlined in the preceding paragraph. Spread sealer along all surfaces that will make metal-to-metal contact.

18-21. GLASS REPLACEMENT

All glass used on the M715 vehicle is of the safety type and designed with adequate clearance to prevent stress and strain. When replacing cracked glass resulting from causes other than a direct blow or a known instance of temporary misalignment, it is very important that the cause of the breakage be determined and the condition corrected.

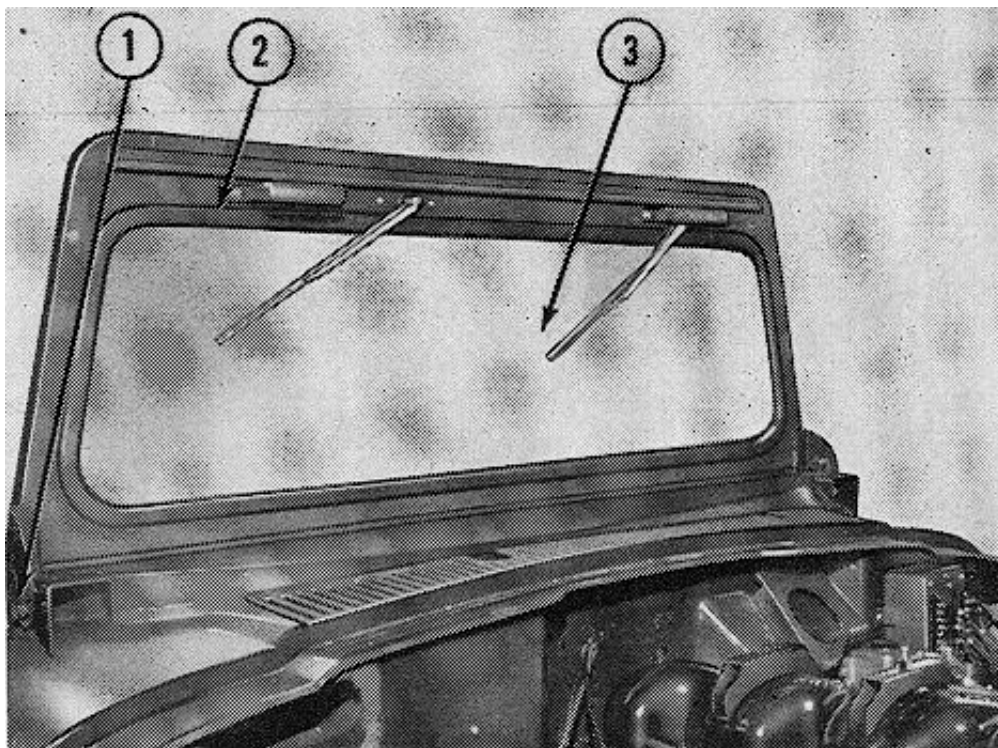


FIG. 18-5—WINDSHIELD REMOVAL AND INSTALLATION

- 1 Pivot Bolt
- 2 Windshield Seal
- 3 Windshield Glass

18-22. WINDSHIELD GLASS REMOVAL

Refer to Fig. 18-5.

The windshield glass is secured in the windshield

frame opening with a lock type weatherstrip. This weather strip should be 75°F (24°) or above before windshield removal is attempted.

- a. Cover hood to protect finish.
- b. Remove windshield wiper arms.

Note: A wand constructed of hard wood or other suitable material should be used to facilitate working on rubber weatherstrip.

- c. Use the wand to break seal between windshield weatherstrip and windshield framework on the inside and outside of the windshield assembly.
- d. Removal of the windshield glass and weatherstrip should be done by two men; one man pushing lower inside corner and one man lifting as windshield and seal comes free.
- e. Remove weatherstrip from windshield. Inspect weatherstrip and clean old sealer from glass Cavity and flange cavity.

Note: Inspect for uneven surfaces or irregularities in the windshield opening flange that could cause stress damage to the windshield glass.

- f. If windshield glass has been removed for reasons other than damaged glass and is to be replaced, clean hardened sealer from glass edges.

18-23. WINDSHIELD GLASS INSTALLATION

Note: Windshield glass installation should be accomplished in relatively warm surroundings in order that the windshield weatherstrip will remain pliable so as to

make the installation operation easier and reduce the possibility of breaking the windshield.

- a. Clean any old sealer from windshield opening flange. If removed weatherstrip is used, be sure glass cavity and flange Cavity are clean.
- b. Using a medium body sealer in a pressure type applicator, apply a very light bead of sealer completely around weatherstrip in glass cavity.
- c. Install the weatherstrip on the windshield. Make sure the windshield glass is firmly seated in the glass cavity of the weatherstrip.
- d. Apply a liberal amount of liquid soap solution in the flange cavity of the weatherstrip.
- e. Loop a long piece of string completely around the weatherstrip in the flange cavity with the two ends of the string at the top center of the windshield weatherstrip.
- f. Position the windshield glass and seal to the windshield cavity with the two ends of the string inside the cavity.
- g. With one man on the outside of the vehicle firmly pushing on the glass and weatherstrip, and the other man pulling on the ends of the string at the same time, seal the weatherstrip around the inside cavity.
- h. Check for equal glass and weatherstrip clearance.
- i. Use the wooden wand to firmly seat the glass and weatherstrip in place.
- j. Clean excess sealer from windshield glass, weatherstrip and windshield frame.
- k. Install windshield wiper arms.
- l. Test windshield for water leaks.

18-24. WINDSHIELD ASSEMBLY REMOVAL

- a. Disconnect windshield wiper vacuum hose at windshield wiper motor.
- b. Disconnect vacuum hose from clips at windshield frame.
- c. Remove left and right windshield pivot bolts.
- d. Unlatch windshield and remove from vehicle.

18-25. WINDSHIELD ASSEMBLY INSTALLATION

- a. To install the windshield assembly reverse the procedure in Par. 18-24.

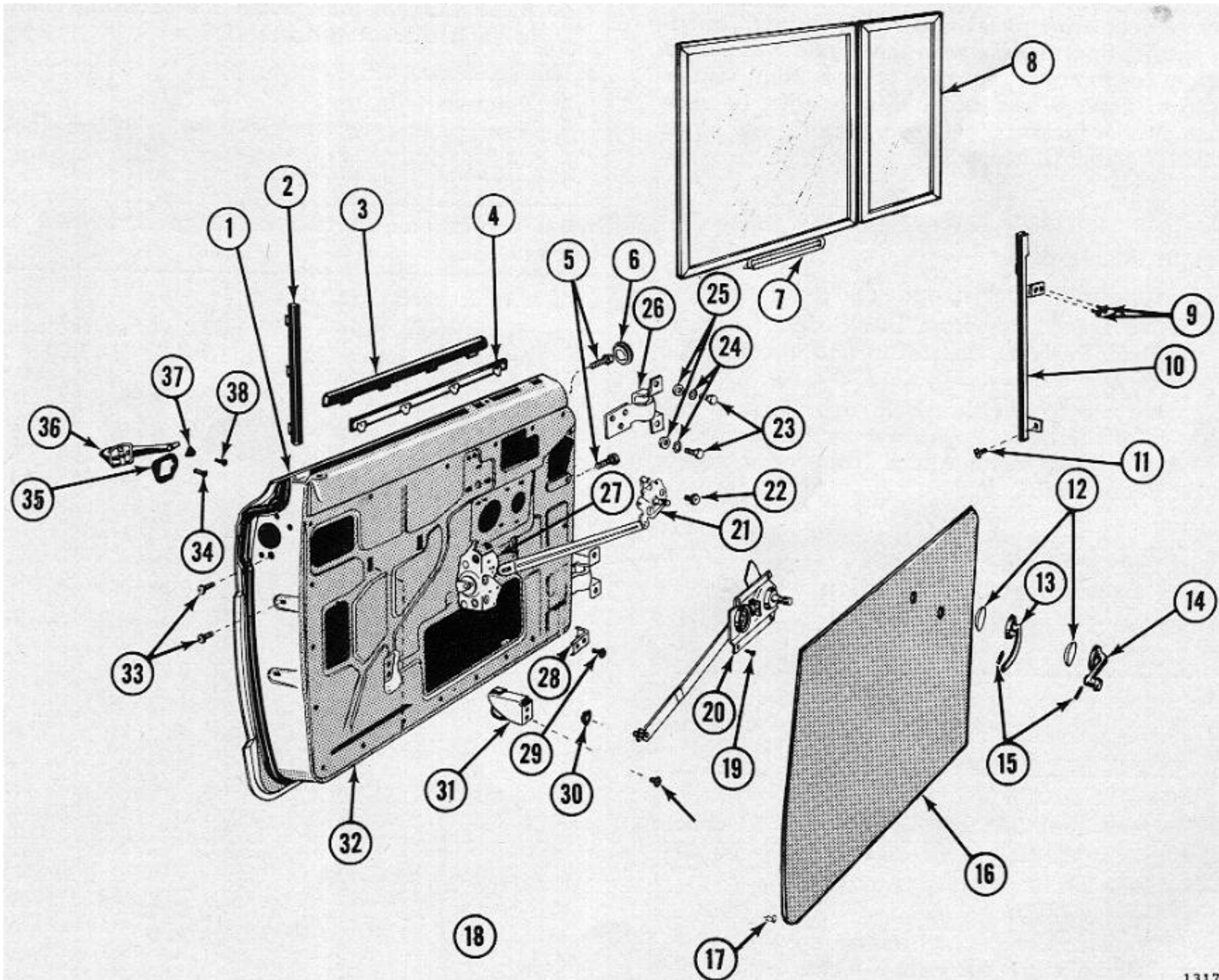


FIG. 18-6—FRONT DOOR COMPONENTS

13170

1 Door Weatherstrip	11 Screw	21 Door Lock Remote Control	31 Glass Stop
2 Rear Glass Run	12 Plastic Washers	22 Screw	32 Door
3 Outer Belt Weatherstrip	13 Inner Door Handle	23 Bolts	33 Screws
4 Inner Belt Weatherstrip	14 Window Regulator Handle	24 Lockwashers	34 Screw
5 Bolt	15 Set Screws	25 Washers	35 Gasket
6 Plug	16 Trim Panel	26 Upper Hinge	36 Outer Door Handle Assembly
7 Door Glass	17 Trim Panel Screw	27 Door Lock	37 Gasket
8 Fixed Glass	18 Screw	28 Front Glass Run Lower Bracket	38 Screw
9 Screws	19 Screw	29 Screw	
10 Front Glass Run	20 Window Regulator Assembly	30 Retaining Clip	

18-26. Front Door Glass Removal

Refer to Fig. 18-6.

- Remove hardware and trim panel.
- Remove glass stop bracket.
- Install regulator handle temporarily and lower door glass to obtain access for removal of retainer. The retainer is removed by lifting the small projection on the clip off the concave portion of the pin while sliding retainer free of the groove in pin. Then pull pin out of slot and crank regulator arm to extreme top position so it will not re-engage lifter channel.
- Remove screws from the fixed glass run channel.
- The door glass and the fixed glass are now free to be guided up through the opening between the inner and outer panels as a unit.

18-27. Front Door Glass Installation

Refer to Fig. 18-6.

- Check that door glass regulator is properly installed and that it works freely without binding.
- Install door glass and fixed glass so that lifter channel at bottom of glass will have the recessed portion of the guide groove toward the inner door panel.
- Position the door glass in the rear run channel.
- Slide glass up in channels and crank regulator arm down until pin at end of regulator arm can be inserted in the slot of the lifter channel. Install retainer, making sure it is completely seated in groove of the pin.
- Install glass stop bracket.
- Replace screws to the fixed glass run channel and secure.
- Check operation of glass and adjust as necessary prior to installation of trim panel. Install trim panel and hardware.

18-28. Front Door Fixed Glass Assembly Replacement

Refer to Par. 18-26 and 18-27.

18-29. Door Controls

Refer to Fig. 18-6.

Component subassemblies of doors such as window regulators, door locks, remote controls, and windows can be replaced without removing the complete door assemblies from the vehicle. Doors can be removed, however, without prior removal of the subassemblies.

18-30. Door Replacement

The doors are attached to the body hinge pillar by two hinges. The door check mechanism is an integral part of the door hinge assembly. Door assemblies can be removed either by removing the hinge attachments at the hinge pillars or at the door panels. When reinstalling door, do not fully tighten hinge attaching screws until

body

the door is properly aligned.

18-31. Door Adjustments

The doors are adjustable at the hinge mounting points on the door and the body. The door lock striker plate is also adjustable. Striker plate shims are available to ensure proper alignment with the door lock. Also, striker plates should be installed so door lock enters freely and door will remain in closed position. These adjustments are adequate to obtain proper door alignment and adjustment under normal circumstances. Floating plates are located in the door panels and body pillars which have tapped holes to permit adjustment in any direction.

18-32. Outside Door Handle Replacement

Refer to Fig. 18-6.

Remove door trim panel and reach through opening opposite door handle with the window in closed position to remove the two screws that secure handle to door. When reinstalling handle, be sure to use rubber gaskets between handle and door to protect paint finish.

18-33. Front Door Lock and Remote Control Removal

Refer to Fig. 18-6.

- a. Remove inside door handle and trim panel.
- b. Remove the screws from inside door lock remote control. Push the control in and lower to the bottom of the door.
- c. Remove the screws that hold door lock to the rear edge of the door. Push door lock in and turn in 90 degrees, and remove lock from lower access hole in door panel.

18-34. Front Door Lock and

Remote Control Installation

To install door lock, reverse the procedure outlined in Par. 18-33.

Note: When attaching remote control arm to lock assembly, check for positive engagement of spring loaded washer to arm.

18-35. Front Door Window Regulator Replacement

Remove window regulator handle and door trim panel. Lower door glass and disconnect regulator control arm from lifter channels as described in Par. 18-26. Lift glass to top and secure with screw driver thru hole in door panel. Then remove the four screws that hold regulator to door panel and lower the assembly so it can be removed through the large opening at the bottom of the door panel. The installation is the reverse of removal.

Perform operational checks as described in Par.

18-27.

18-36. Tailgate

a. Adjustment:

Tailgate adjustment is accomplished by the following:

1. Shimming at hinges or body supports.
2. Straightening tailgate.
3. straightening cargo floor.
4. Straightening cargo sides.
5. Straightening tailgate latching brackets.
6. Adjusting hinges and brackets.

b. Removal:

1. Remove four cotter pins securing hinge pins.
2. Remove the four hinge pins securing upper and lower hinge halves.
3. Unhook chain retainer on each side of tailgate.
4. Remove tailgate.

c. Installation:

1. Position tailgate to cargo body.
2. Align hinges and install all four hinge pins.
3. Secure four hinge pins with four cotter pins.
4. Raise tailgate and fasten the securing chain to each side of tailgate.

d. Hinge Removal:

1. Remove tailgate.
2. Remove the two capscrews, nuts and lock washers securing lower hinge half to cargo body and remove hinge half.

Note: Upper half of tailgate hinge is welded to the tailgate.

e. Hinge Installation:

1. To install tailgate hinge reverse removal procedure as in Par. 18-36.

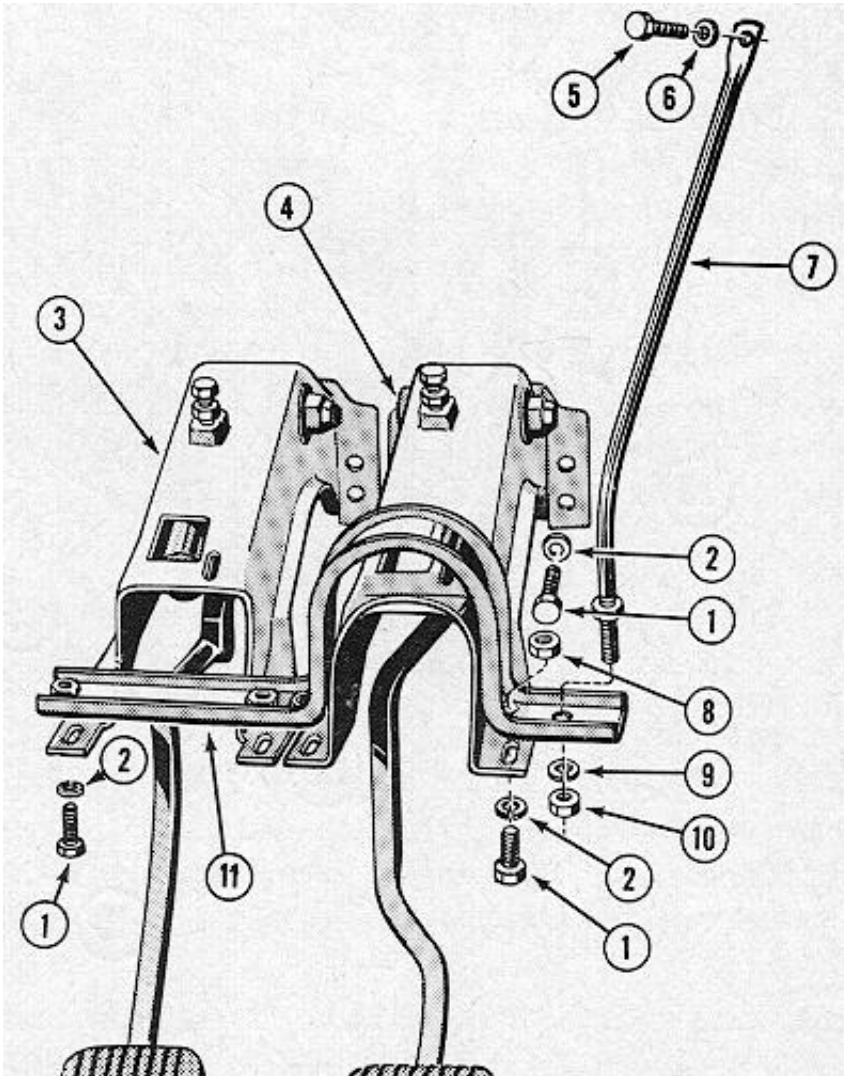




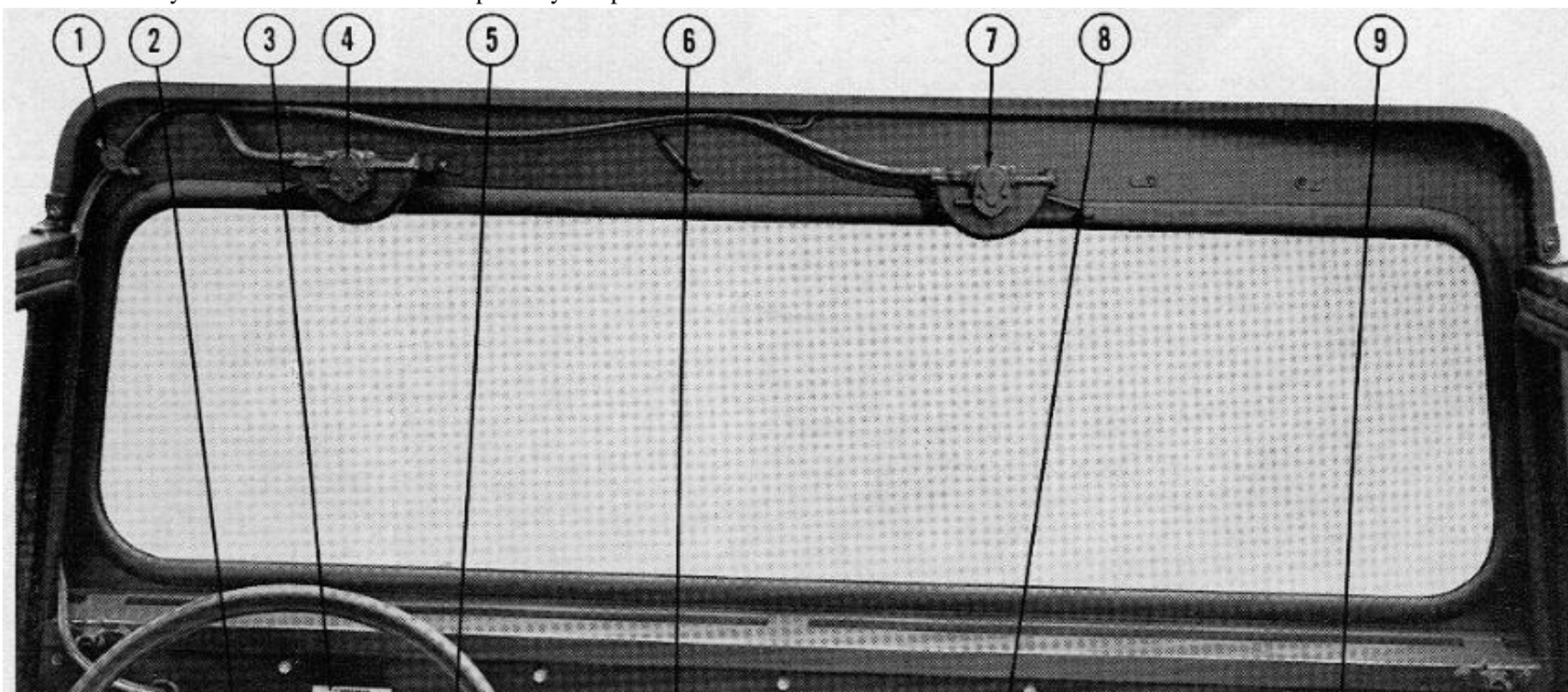
FIG.18-7—BRAKE AND CLUTCH PEDAL

- 1 Cap Screw
- 2 Lockwasher
- 3 Clutch Pedal Support Bracket
- 4 Brake Pedal Support Bracket
- 5 Cap Screw
- 6 Washer
- 7 Brace
- 8 Nut
- 9 Lockwasher
- 10 Nut
- 11 Steering Column Support

18-37. Brake and Clutch Pedal Retainer Bracket Refer to Fig. 18-7.

The brake pedal retainer bracket and the clutch pedal retainer bracket are secured to the firewall by four capscrews, nuts and lockwashers and to the instrument panel by three capscrews and lock-washers. The master cylinder is retained in place by two of the capscrews, nuts and lockwashers securing the brake and clutch pedal retainer bracket to the firewall.

When securing the brake retainer bracket and master cylinder with the capscrews, use only tensilock nuts and torque tighten from 28 to 32 lb-ft. A brace supports the bracket assembly to the cowl. It is secured in place by a capscrew and lock-washer at the cowl and a nut and a lockwasher at the bracket.



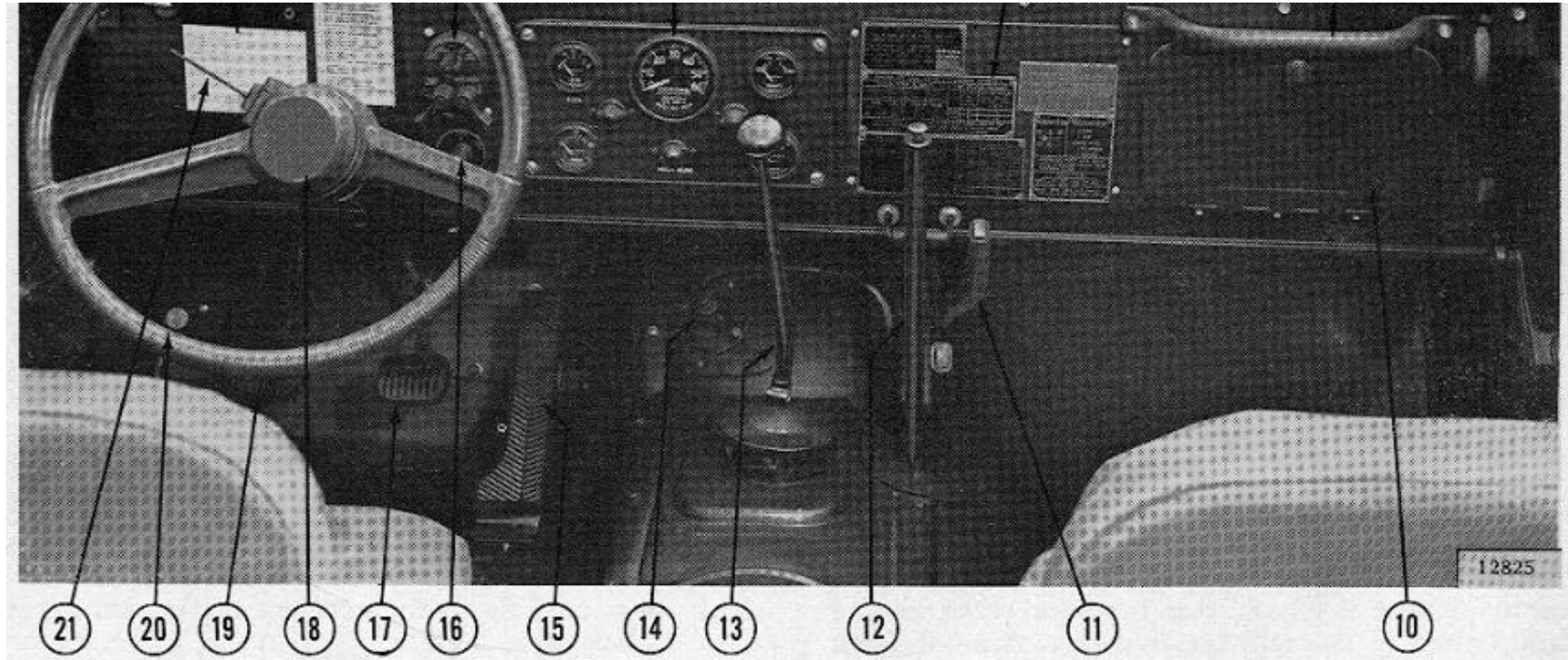


FIG. 18-8—INSTRUMENT PANEL

1 Windshield Wiper Control Valve	8 Identification and Data Plates	15 Accelerator Pedal
2 Warranty Decal	9 Safety Rail	16 Ignition Switch
3 Driver Instructions	10 Glove Box	17 Brake Pedal
4 Left Windshield Wiper Motor	11 Transfer Case Shift Levers	18 Horn Button
5 Main Light Switch	12 Parking Brake Handle	19 Clutch Pedal
6 Instrument Panel	13 Transmission Gear Shift Lever	20 Headlight Dimmer Switch
7 Right Windshield wiper Motor	14 Foot Starter Switch	21 Directional Signal Switch

18-38. Instrument Panel

Refer to Fig. 18-8.

The instrument panel contains all instruments and controls. The instrument panel is bolted to the surrounding body sheet metal and to the brake and clutch support brackets. Remove all hardware securing the instrument panel, attachments and electrical connections. Remove the instrument panel from the vehicle. Install instrument panel in reverse order of removal.

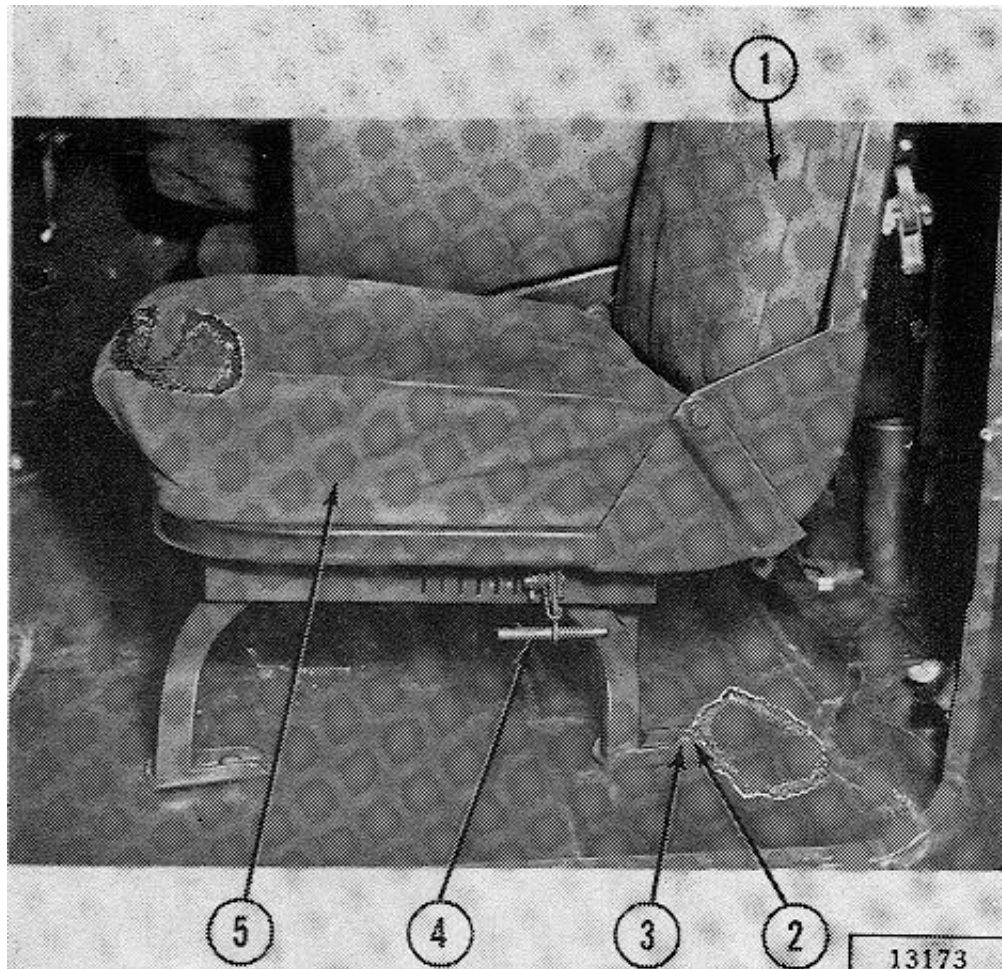


FIG. 18-9—DRIVER'S SEAT

- 1 Seat Back
- 2 Cap Screw
- 3 Lockwasher
- 4 Adjusting Handle
- 5 Seat Cushion

18-39. Drivers Seat Control

Refer to Fig. 18-9.

The drivers seat is horizontally adjustable by means of a control lever located under the seat on the left hand rear corner as shown in Fig.18-9. The front seat frame attaches to the seat tracks and the seat tracks, in turn, attach to brackets which are bolted to the floor board. Spring release locks are mounted on the seat brackets and positioned so the lock-stop will fall into one of the notches on the flange of the track. The locks are released by moving the front seat adjustment lever arm.

18-40. Seat Removal and Installation

Refer to Fig. 18-9.

To remove the driver's seat, remove the bolts and lockwashers securing the front seat track support to the floor board. With these removed, the entire front seat can be removed. The passenger seat of the split front seat is designed to be folded. To remove the passenger front seat, remove the bolts and lockwashers securing the seat

body

support to the floor and remove the seat assembly.

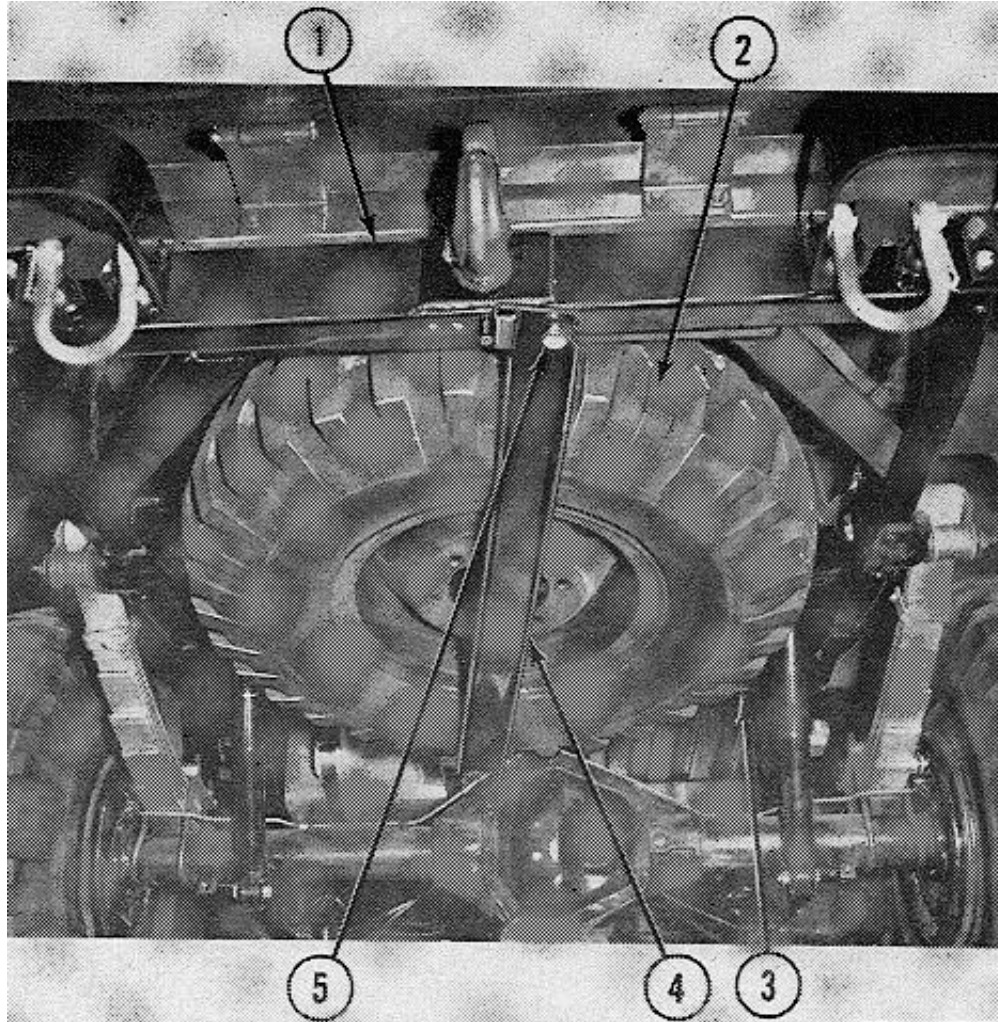


FIG. 18-10—SPARE TIRE STOWED

- 1 Rear Cross Member
- 2 Spare Tire
- 3 No. 4 Cross Member
- 4 Retaining Strap
- 5 Retaining Bolt

18-41. Spare Tire

Refer to Fig. 18-10.

The spare tire is stowed against the body floor pan, ahead of the rear frame crossmember. It is secured in place by a longitudinal channel type strap pivoted from the number four crossmember and bolted to the number five crossmember (rear crossmember).

18-42. Body Sealing

In most cases, a visual inspection of an area will indicate the need for sealing. When testing with water, use a spray simulating rain or a garden hose without the

body

nozzle and regulate the pressure to an approximate 3 inch stream. All water tests must be made starting at the bottom of the door opening or weatherstrip and slowly move up the joint, seam or suspected area.

In some Cases, it is advisable to use trace powder and a test bulb to test the sealing between the body and the weatherstrips. When the powder is sprayed at the point where a leak is suspected, it will leave a trace line through the point of leakage.

a. Interior:

A light source, or compressed air stream, under the vehicle will help in determining openings where dust and water may enter the vehicle.

It is suggested that all weld joints, seams and holes, be checked and sealed, noting especially the following areas:

1. The vertical joints between the cowl inner side panel and the firewall and floor pan. Check all openings in cowl inner side panels for hole plugs and grommets. Seal all openings.
2. All visible holes in the firewall. Check for an open hole in the accelerator bracket area. Check windshield corners on the inside, under the instrument panel, and on the outside. Check seal of steering column cover plate on firewall.
3. Check for any open holes, loose screws, etc., in the floor pan in the seat area. Check and seal transmission cover in floor pan.
4. Check the rear of floor pan for open holes and loose screws.

b. Engine Compartment:

Examine the firewall for openings. Seal as necessary. Add sealer to grommets where wiring and control cables pass through firewall.

c. Doors:

Check the condition of the weatherstrip on each door. Cement it to the door if loose; replace if damaged.

Test the effectiveness of the door weatherstrip by inserting a strip of paper (approximately 1" x 15") in the door opening, and closing the door securely. Then pull out the strip of paper. A moderate pull indicates an effective seal at that point. Do this at several points around the door opening. A light pull at one point in the door indicates the need for door adjustment in that direction. Adjust each door, as required, to eliminate any areas that require only a light pull on the paper to remove it. If there is evidence of a water leak on the inside of the door, remove the door trim panel and replace or repair as required.

Check the sheet metal joint at the front hinge pillars which can be seen through the lower front door hinge pockets. Seal any openings in the joints.

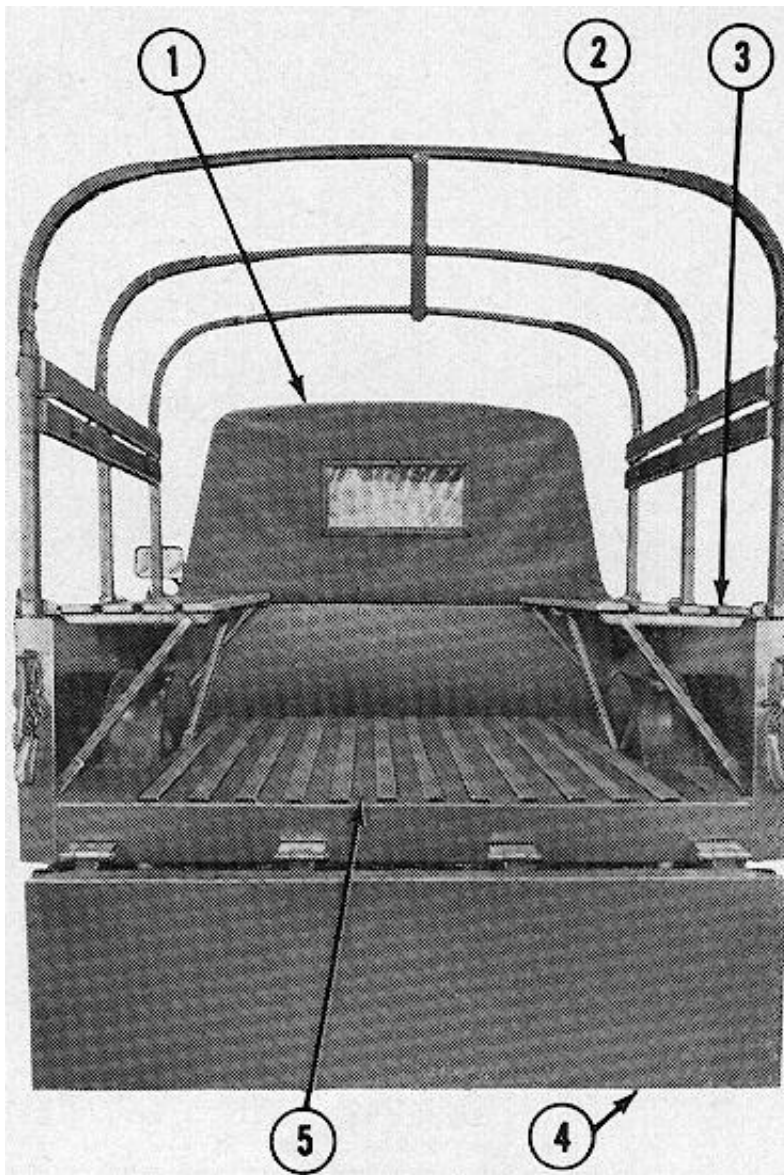


FIG. 18-11—CARGO BODY AREA

- 1 Cab Top Cover
- 2 Cargo Box Roof Bow
- 3 Cargo Personnel Seat
- 4 Tailgate
- 5 Cargo Box Floor Panel

18-43. Cargo Body Area
Refer to Fig. 18-11.

[Return to the Manuals Main Page](#)