

Body by Fisher

SERVICE NEWS

PUBLISHED BY FISHER BODY DIVISION PRODUCT SERVICE ACTIVITY
General Motors Corporation

1956

VOL. 15-7

PONTIAC NO.

1956

2

PONTIAC BODY INFORMATION

1956 STYLES

(EXCEPT FOUR DOOR CATALINA STYLE)

This 1956 Service News supplements the 1955 Fisher Body Service News Numbers 1, 2, and 3 for Pontiac, which were issued at the start of 1955 production. The information in this supplement covers items entirely new for 1956 as well as items which changed during the 1955 production year. For major disassembly and assembly operations not covered in this publication, please refer to the 1955 Service News indicated above. For service information on the 1956 Pontiac Four Door Catalina, see 1956 Service News Number 1 for Pontiac.

CONTENTS

SUBJECT	PAGE
DOOR LOCK ASSEMBLY	2
DOOR LOCK STRIKER	2
DOOR ADJUSTMENTS	3
MECHANICALLY RETAINED DOOR WEATHERSTRIPS	3
DOOR BOTTOM DRAIN HOLE SEALING STRIPS	4
FRONT DOOR INNER PANEL SEALING	4
REAR DOOR INNER PANEL SEALING	5
BACK WINDOW RUBBER CHANNEL	5
REAR QUARTER WINDOW	6
FRONT SEAT ASSEMBLY (SIX-WAY POWER OPERATED)	7
FRONT SEAT ADJUSTER	8
FRONT SEAT ACTUATOR	9
FRONT SEAT CONTROL SWITCH	10
SEAT CIRCUIT TROUBLE SHOOTING PROCEDURE	11
STATION WAGON REAR SEATING ARRANGEMENT	15
EXTERIOR MOLDINGS	17

FRONT AND REAR DOOR LOCK ASSEMBLY

The front and rear door locks are the rotary bolt type lock and incorporate the new inter-lock feature consisting of a notch in the striker into which the rotary bolt housing extension engages. With the inter-lock feature it is very important that the lock extension engages properly in striker notch and that, where necessary, the correct striker emergency spacers are used to obtain proper engagement.

DOOR LOCK STRIKER

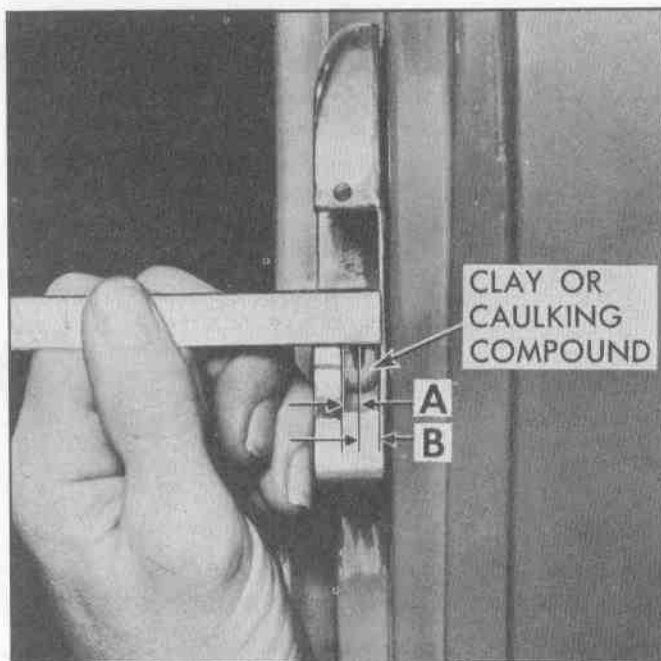
REMOVAL AND INSTALLATION

1. With pencil, scribe position of striker on body pillar.
2. Remove three (3) door lock striker attaching screws and remove striker and adjusting plates from pillar.
3. To install, place striker and adjusting plates within scribe marks on pillar and tighten screws. **IMPORTANT:** Whenever a door has been removed and installed, or

realigned, the door **SHOULD NOT** be closed completely until a visual check is made to determine if the lock extension will engage in the striker notch. Where required, door lock striker emergency spacers should be installed so that door can be closed and an accurate check made to determine emergency spacer requirements.

DOOR LOCK STRIKER ADJUSTMENTS

1. To adjust striker "up" or "down" or "in" or "out" loosen striker plate screws and shift striker and adjusting plates as required, then tighten screws.
2. **DIMENSIONAL SPECIFICATIONS FOR USE OF DOOR LOCK STRIKER EMERGENCY SPACERS.**
 - A. Door should be properly aligned and the body properly shimmed before checking door spacer requirements.
 - B. To determine if door lock striker emergency spacers are required, apply modeling clay or body caulking compound in the door lock striker notch where the lock extension engages and then close the door to form a measurable impression in the clay or caulking compound, as shown in illustration.



When dimension "A" from inside face of striker teeth to center of lock extension is less than 3/16", install emergency spacers and proper length striker attaching screws as follows:

Dimension "A"	No. of Spacers Required	Spacer Thickness	Striker Attaching Screws*
3/16" to 1/8"	1	1/16"	Original Screw
1/8" to 1/16"	1	1/8"	Emergency Screw (1/8" longer)
1/16" to 0	1 - (1/8" Spacer) 1 - (1/16" Spacer)	3/16" (Total)	" " " "
0 to 1/16" Interference	2 - (1/8" Spacers)	1/4" (Total)	" " (1/4" longer)

NOTE: Dimension "B" from center of lock extension to inside face of striker notch should never be less than 1/8".

*Zinc or cadmium plated flat head cross recess screw with countersunk washer.

DOOR ADJUSTMENTS

The procedure for adjusting the door is the same as specified for past styles except for this check: Whenever a door has been adjusted, the door **SHOULD NOT** be closed completely until a visual check is made to determine if the lock extension will engage in the striker notch. Where required, door lock striker emergency spacers should be installed so that door can be closed and an accurate check made to determine emergency spacer requirements.

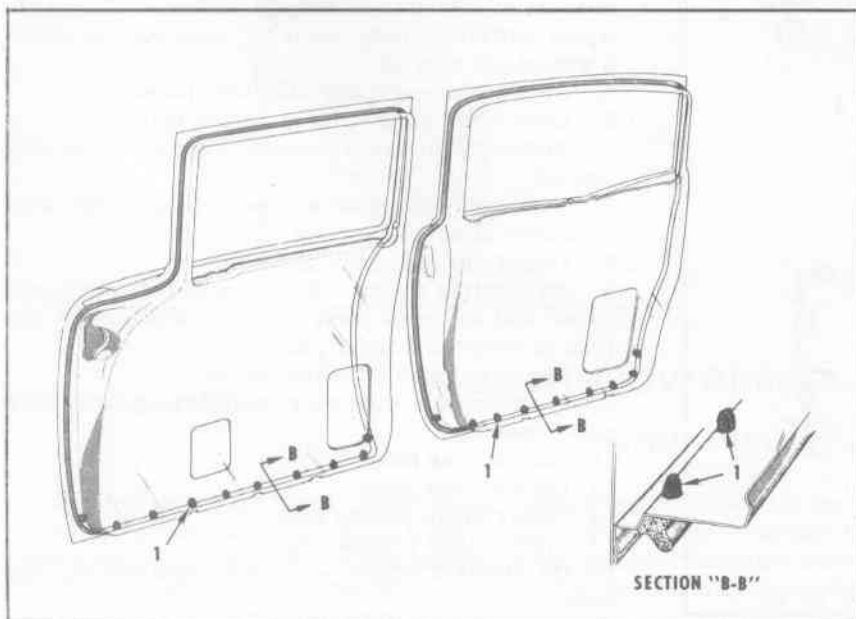
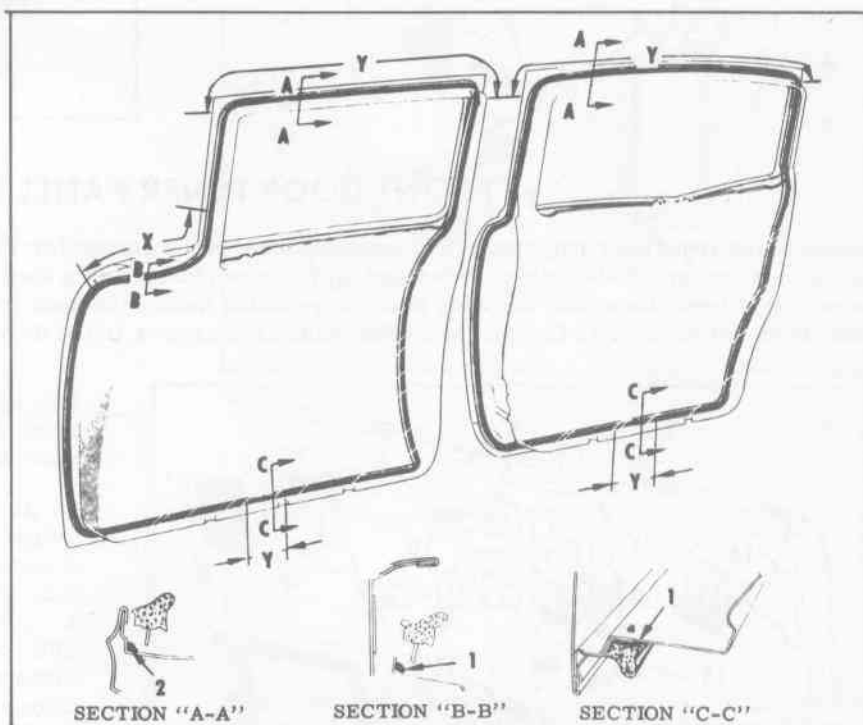
MECHANICALLY RETAINED DOOR WEATHERSTRIPS

New cementing and sealing operations have been incorporated on door weatherstrips (mechanically-retained). With these exceptions the weatherstrip removal and installation remains the same as specified on past styles. The complete cementing and sealing applications of the door weatherstrips (mechanically-retained) are given below.

CEMENT APPLICATION

On sedan styles, prior to installation of weatherstrip, apply a good weatherstrip cement to door inner panel as indicated at "1" and "2" in Sections "A-A", "B-B" and "C-C" along length of door indicated by "X" and "Y".

On coupe styles, prior to installation of weatherstrip, apply a good weatherstrip cement to door inner panel as indicated at "1" in Section "B-B" along length of door indicated at "X".



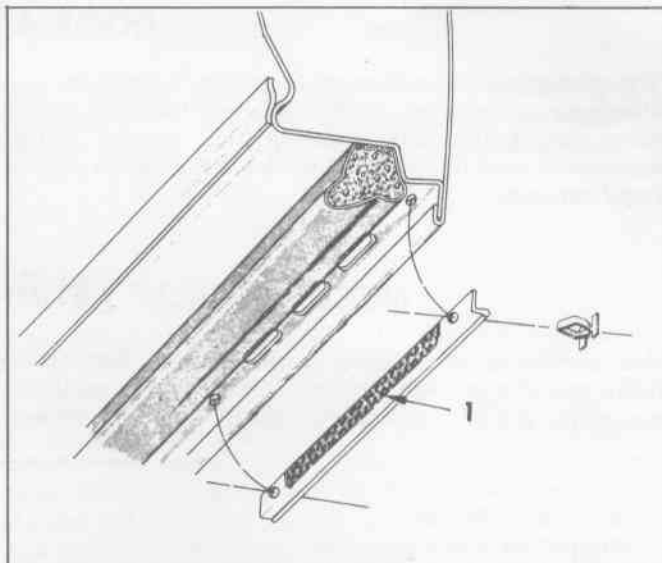
SEALER APPLICATION

Remove door trim assembly and access cover(s). Working through access holes, apply medium-bodied sealer over and around weatherstrip attaching clips indicated at "1" in illustration. Seal all clips along door bottom and lower clips at each door pillar. Reinstall all previously removed parts.

DOOR BOTTOM DRAIN HOLE SEALING STRIP

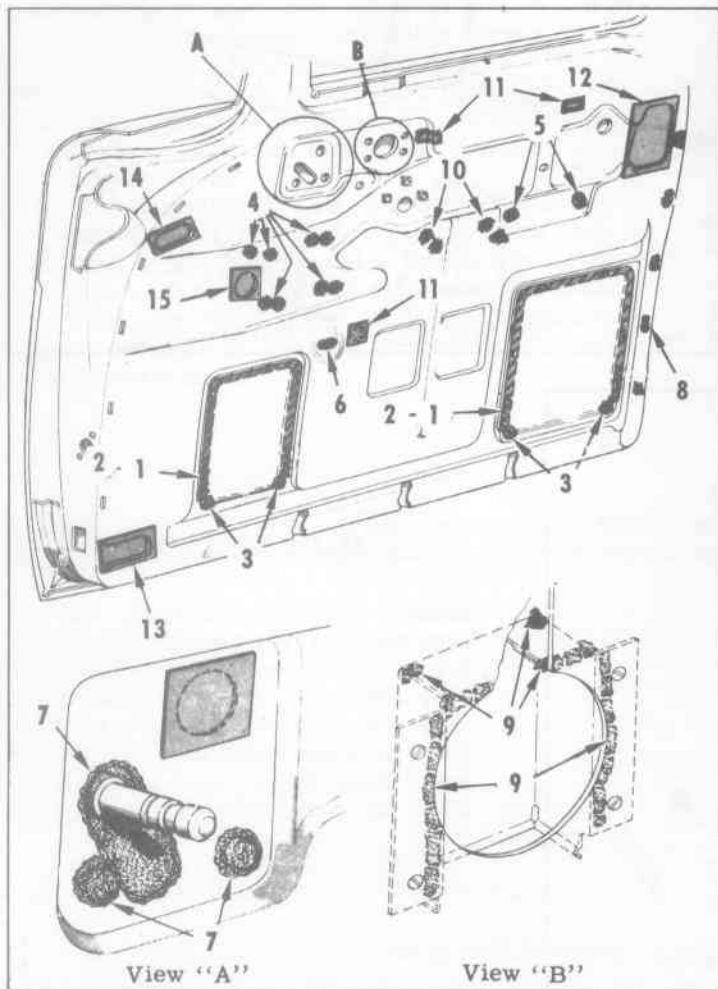
Newly designed door bottom drain hole sealing strips are attached to the door inner panel over the drain holes by a snap-on fastener at each end of the strip.

To prevent the strip from adhering to the door inner panel and blocking the drain holes, apply a sparing amount of silicone rubber lubricant as indicated at "1".



FRONT DOOR INNER PANEL SEALING

Some of the front door inner panel weatherseals have been changed for 1956 styles. These changes are covered below in the outline and illustration. Whenever work is performed on a door where any of the door inner panel weatherseals have been disturbed, the area must be resealed before the door trim assembly is reinstalled. The numbers in the items below refer to the corresponding numbered arrows in the drawings opposite.



The illustration shows door inner panel openings which are sealed to prevent water leakage and possible damage to the door trim assembly.

1. At both access holes apply ribbon of medium-bodied sealer across top and down side flanges of access hole opening to provide seal between cover plate and door inner panel.
 2. Apply ribbon of medium-bodied sealer to access hole cover plate starting at a point 2" above lower corners and extending downward and along edge of offset flange.
 3. After access hole cover plates are installed, seal lower offset corners with sealer. Apply sufficient body caulking compound to effect a watertight seal at:
 4. All window regulator attaching holes.
 5. Door inner panel cam attaching holes.
 6. Ventilator division channel lower attaching stud and nut.
 7. Ventilator tee-shaft access hole and ventilator regulator attaching screws.
 8. Door trim assembly nail slots.
 9. On electric styles - inner flanges of switch hole cover and to upper rear corners and across top joint of cover and inner panel.
 10. Door arm rest attaching holes.
- Apply waterproof tape over the following door inner panel openings.
11. Cam access hole.
 12. Lock access hole.
 13. Lower hinge access hole.
 14. Upper hinge access hole.
 15. On electric styles - window regulator spindle hole.

REAR DOOR INNER PANEL SEALING

Some of the rear door inner panel weatherseals have been changed for 1956 styles. These changes are covered below in the outline and illustration.

Whenever work is performed on a door where any of the door inner panel weatherseals have been disturbed, the area must be resealed before the door trim assembly is reinstalled. The illustration shows the door inner panel openings which are sealed to prevent water leakage and possible damage to the door trim assembly.

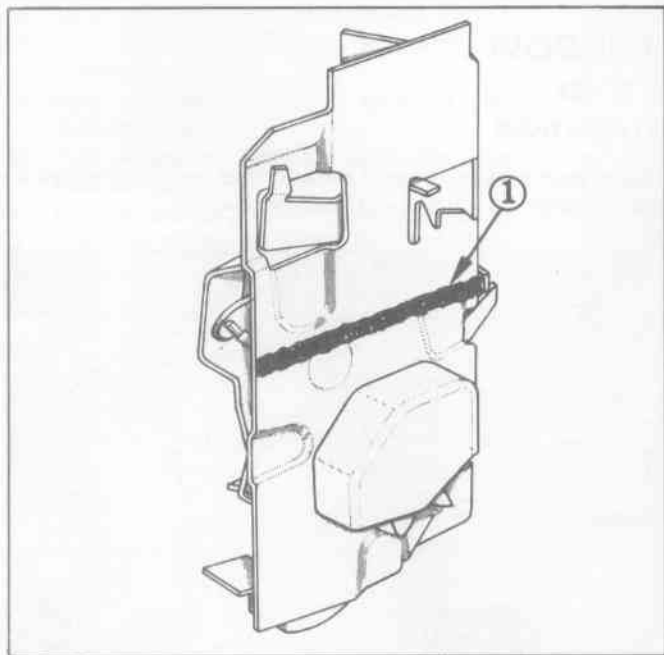
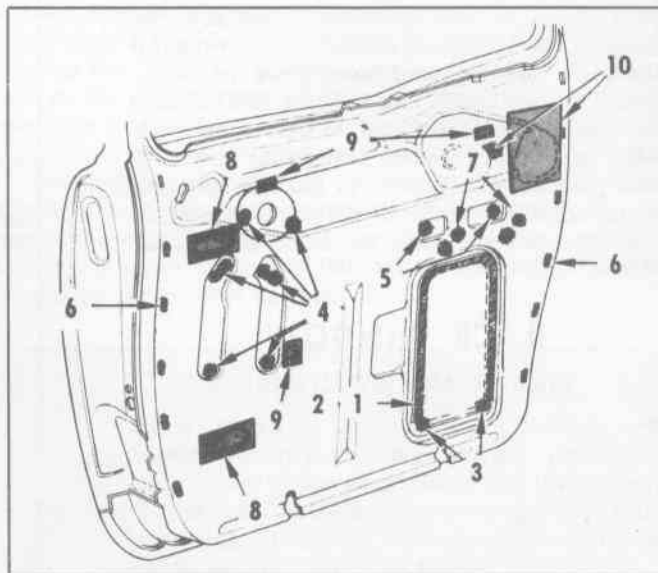
1. Apply ribbon of medium-bodied sealer across top and down side flanges of access hole opening to provide seal between cover plate and door inner panel.
2. Apply ribbon of medium-bodied sealer to access hole cover plate starting at a point 2" above lower corner extending downward and along edge of offset flange at bottom of cover.
3. After access hole cover is installed, seal lower offset corners.

Apply sufficient body caulking compound to the following locations:

4. Window regulator attaching holes.
5. Door inner panel cam attaching holes.
6. Door trim assembly nail slots.
7. Arm rest attaching holes.

Apply waterproof body tape over the following door inner panel openings:

8. Welding access holes.
9. Cam access holes.
10. Lock access holes.



DOOR LOCK SEALING



When installing a door lock, apply a ribbon of caulking compound across the face of the lock frame approximately 3/4" above the rotary bolt housing as shown by "1" in the illustration.

BACK WINDOW RUBBER CHANNEL

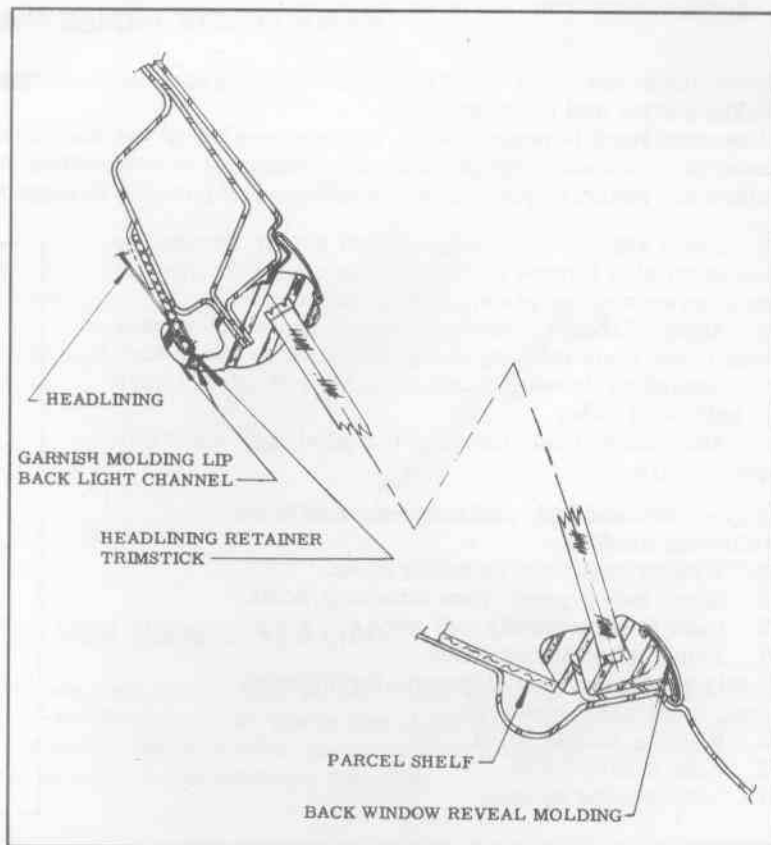
STYLES 2711, 2719

A new one-piece extruded rubber glass channel has been adopted for use on above styles. This channel incorporates a large rubber inner lip which, when installed in the body, overlaps the inner upper edge of the back window opening and covers the rear edge of the headlining assembly in the same manner as a back window garnish molding. The use of this integral channel modifies the removal and installation of the headlining and back window assemblies in the above styles as described on next page.

HEADLINING

REMOVAL AND INSTALLATION

The headlining rear edge on the affected styles is no longer tacked to a trim stick in the body opening but sewn to a new type backlight retainer trim stick which is a component part of the headlining assembly. The rear edge is now installed to the body by slipping the trimstick behind retainer tabs on the back window inner panel reinforcement. This holds the headlining in stretched position as illustrated. The installed headlining rear edge is then covered by pulling the inner lip into position as shown. No garnish molding installation is required, otherwise installation procedures remain the same as for past styles.



BACK WINDOW

REMOVAL AND INSTALLATION

The rubber glass channel on the affected styles can not be seated over the pinchweld flange until the inner lip is pulled through the body opening using a suitable tool. No garnish molding installation is required, otherwise installation procedures remain the same as for past styles.

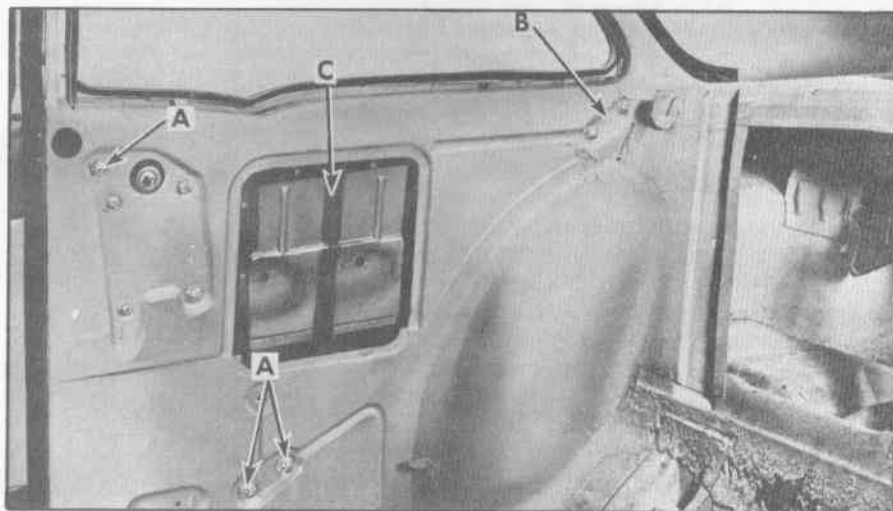
REAR QUARTER WINDOW

TWO-DOOR SEDAN STYLES

REMOVAL AND INSTALLATION

The rear quarter window lower sash channel cam is welded to the lower sash channel rather than being attached by screws as on past styles. This change necessitates new service methods which are outlined below.

1. Operate rear quarter window to "up" position. On electric styles, disconnect positive battery cable to prevent accidental operation of window.
2. Remove rear seat cushion and back, rear quarter window garnish molding and rear quarter arm rest.
3. Remove rear quarter trim assembly. NOTE: On electric styles, carefully disengage switch from switch terminal block.
4. Remove access hole cover "C".
5. Detach window front and rear guides indicated at "A" and "B" from inner panel and disengage guides from window sash channel rollers.



6. On electric styles, temporarily connect power supply and carefully lower window to "half-down" position, then disconnect power supply. On manual styles, lower window to "half-down" position.
7. Rotate rear edge of window upward until window lower sash channel cam is disengaged from window regulator arm roller, then remove window from body. CAUTION: On bodies equipped with electrically-powered window regulators DO NOT OPERATE REGULATOR MOTOR after window assembly is disengaged from regulator. Operation of motor with load removed may damage the unit or make it inoperative.
8. To install, reverse removal procedure.

FRONT SEAT ASSEMBLY

STYLES EQUIPPED WITH SIX-WAY TILT-TYPE POWER OPERATED SEAT ADJUSTERS

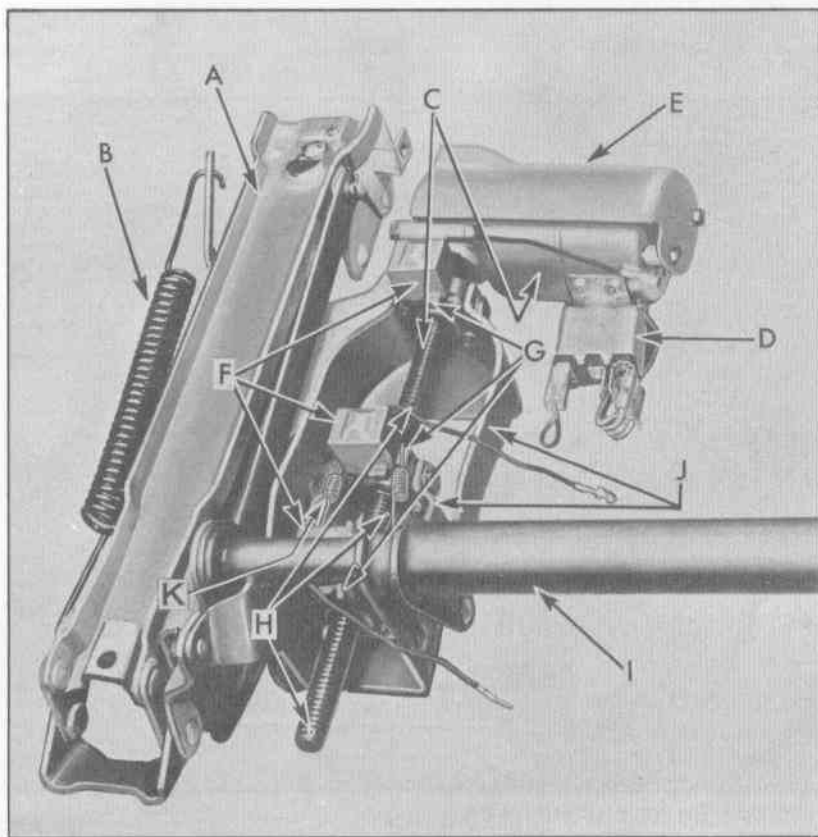
1956 bodies may be equipped with the new power operated six-way (tilt-type) seat adjusters. The new seat adjusters provide three (3) basic seat movements: 1. horizontal, 2. vertical, and 3. forward and rearward tilt. The adjusters are operated by an actuator assembly consisting of a twelve (12) volt reversible motor and relay, and a gear box and jack screw. The regulator motor is controlled by a three (3) button switch located on the front seat left side panel. Three spinning nut and solenoid assemblies, located on the regulator jack screw, transmit movement to the seat adjusters by means of a torque tube assembly and links. In each of the spinning nut assemblies is a free-wheeling spinning nut which is mounted in ball bearings and free wheels (rotates) with the jack screw unless locked out of free-wheeling by the solenoid located on top of the spinning nut. When the spinning nut is locked out of free-wheeling the spinning nut assembly moves forward or rearward on the jack screw; thereby, transmitting movement to the seat adjusters by means of the connecting links and torque tube assembly. The seat assembly may be removed from the adjusters, as described on page 8, to perform trim operations on the seat or to replace a seat adjuster actuator solenoid. When an adjuster, torque tube, actuator or spinning nut assembly is to be removed, the seat assembly (including seat adjusters and actuator) should be removed from the body, as described on this page.

NOTE: When checking or testing the six-way tilt-type power operated seat adjuster it is imperative that current does not pass through the motor or spinning nut assembly solenoid coils for more than sixty (60) seconds at any one time. Failure to adhere to this note will result in possible short circuits or burned-out motors.

The above note should be incorporated on page 43 of Pontiac Service News No. 1 covering the Four Door Catalina Styles.

- A. Seat Adjuster Assembly - Right
- B. Seat Adjuster Counter Balance Spring
- C. Seat Adjuster Actuator Assembly
- D. Seat Adjuster Actuator Motor Relay
- E. Seat Adjuster Actuator Motor Cover
- F. Seat Adjuster Actuator Spinning Nut Solenoids
- G. Seat Adjuster Actuator Spinning Nut Assemblies
- H. Seat Adjuster Actuator Roll Pins (on jack screw)
- I. Seat Adjuster Torque Tube Assembly
- J. Seat Adjuster Spinning Nut Mounting Supports
- K. Seat Adjuster Center Spinning Nut Anti-Creep Spring

IMPORTANT: Whenever performing service operations on the adjuster assembly DO NOT apply more than moderate hand pressure to adjusters. Excessive force applied to adjusters may cause a binding condition which can result in improper operation of the adjuster assembly and possible damage to the assembly.



FRONT SEAT ASSEMBLY

INCLUDING SEAT ADJUSTERS AND ACTUATOR ASSEMBLY

REMOVAL AND INSTALLATION

1. Operate seat to raised position.
2. Under front of seat disconnect adjuster control wire harness from adjuster feed wire harness and detach control harness from clip on floor pan.
3. Remove seat adjuster to floor pan bolts, then with aid of helper lift seat assembly, with adjusters and actuator assembly attached, from body. **CAUTION:** Do not lift on side panels to remove seat.
4. To install, reverse removal procedure.

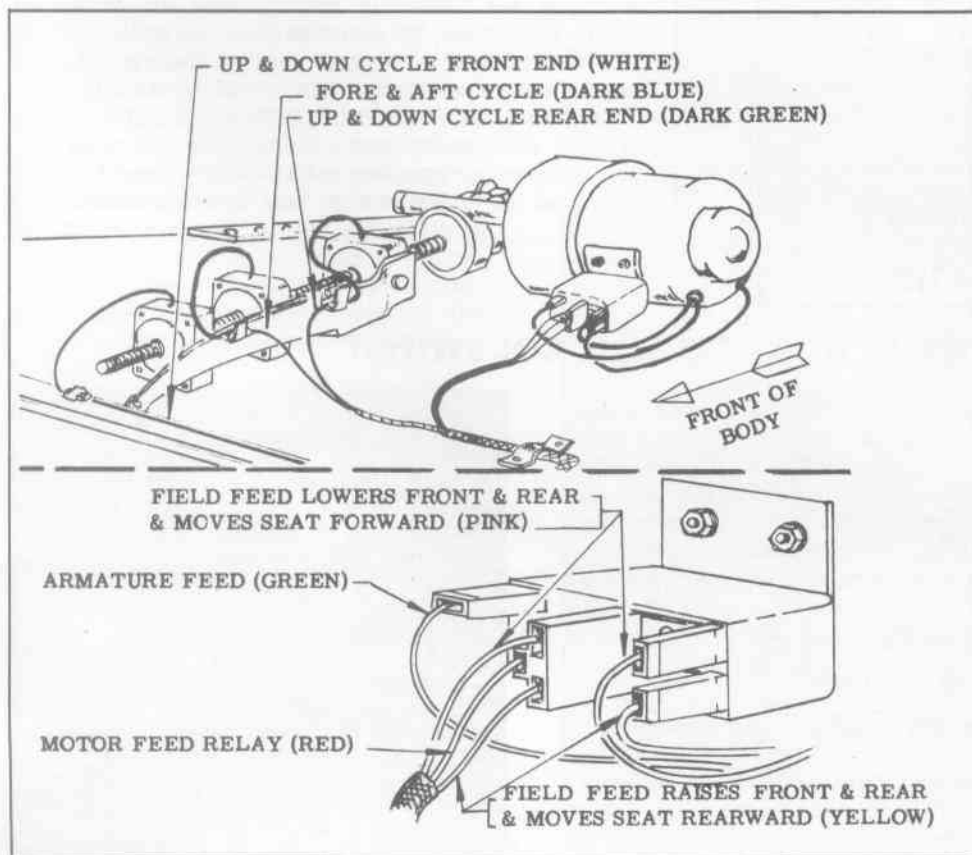
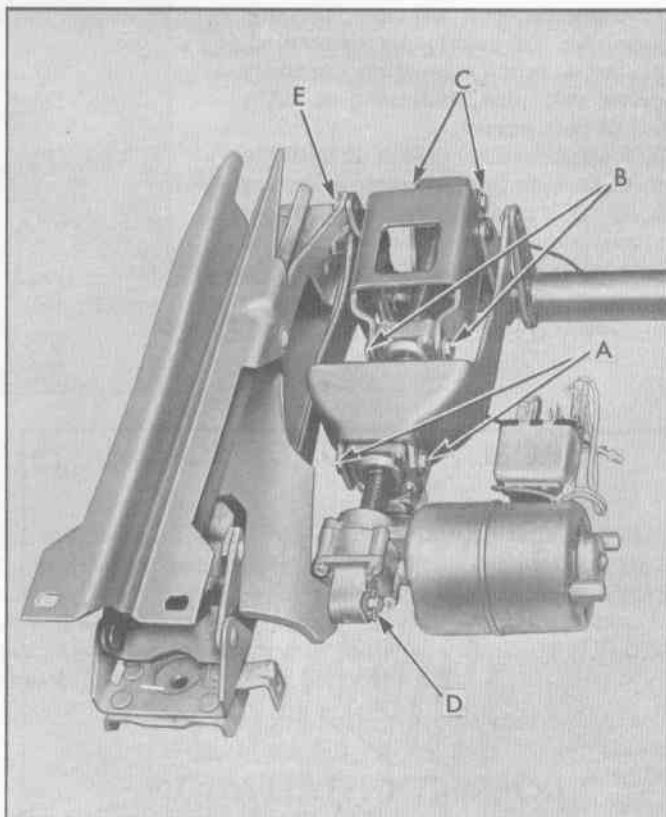
IMPORTANT: When installing seat assembly to body, carefully align seat adjuster attaching holes with attaching holes in floor pan to prevent possible binding of seat adjuster linkages. Seat adjusters should be parallel when properly aligned.

After installation of seat assembly check all six (6) operations of seat to extreme limit of each position.

FRONT SEAT ADJUSTER ACTUATOR ASSEMBLY

REMOVAL AND INSTALLATION

1. Operate seat midway between forward and rearward horizontal position. Operate front of seat to up position and rear of seat midway between up and down position.
2. Remove seat assembly (including seat adjusters and actuator assembly) as previously described. Place assembly upside down on a covered bench. Remove both right and left counterbalance spring.
3. Check that all spinning nut attaching screws, indicated at "A", "B" and "C" are accessible for removal. If screws are not accessible, hook up control harness feed wire to power and ground seat frame; hook up control switch, then operate actuator to position spinning nuts so that all screws are accessible. Note position of spinning nuts so they can be reinstalled in same position.
4. Disconnect the three (3) spinning nut solenoid feed wires at connectors. Disconnect the control harness feed wires from the motor relay.
5. Remove anti-creep spring from center spinning nut, remove shoulder screws at "A", "B" and "C" securing spinning nuts to mounting supports.
6. Remove cotter key and washer "D" securing actuator to support pin.
7. Raise spinning nut mounting supports to vertical position. Raise front of actuator sufficiently to allow unit to be removed from support pin "D", then remove actuator assembly from seat.

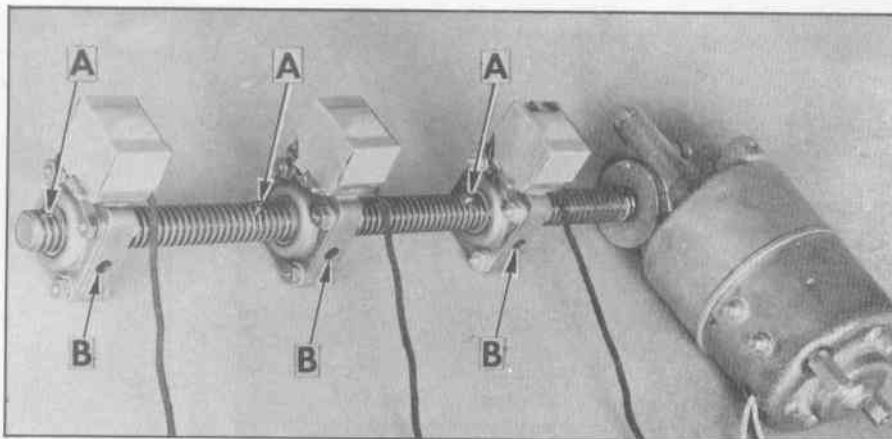


8. To install, reverse removal procedure. Connect relay and solenoid wires as indicated in drawing opposite. After installation of seat assembly check all six operations of seat to extreme limit of each position.

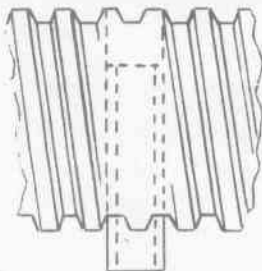
FRONT SEAT ADJUSTER ACTUATOR SPINNING NUT ASSEMBLY INCLUDING SOLENOIDS

REMOVAL AND INSTALLATION

1. Remove seat adjuster actuator assembly as previously described.
2. As a bench operation carefully drive roll pins, indicated at "A", out of jack screw.
3. Insert a drift punch or suitable tool into spinning nut frame mounting hole "B", rotate spinning nut frame slowly until drift punch engages in locking notch of spinning nut, then unscrew complete spinning nut assembly from jack screw.



CORRECT INSTALLATION



INCORRECT INSTALLATION

4. To install spinning nut assemblies, reverse removal procedure. **IMPORTANT:** When installing roll pins, indicated at "A" in above illustration, install pins so that center of protruding end of pin is located between threads of jack screw. Leave 1/16" of roll pin protruding above jack screw threads. The opposite drawing shows the roll pin correctly and incorrectly installed.

NOTE: Revise step 4 on page 46 of Pontiac Service News No. 1 to include the above "IMPORTANT" note.

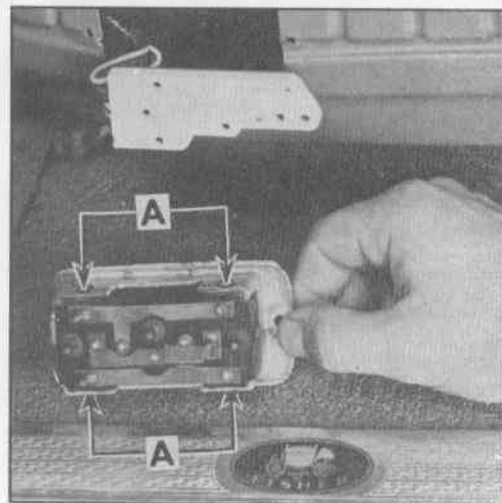
IMPORTANT: Due to recent changes in the spinning nut assembly the spinning nut solenoids should not be removed from the spinning nuts. On page 46 of Pontiac Service News No. 1, delete entire write-up "FRONT SEAT ADJUSTER ACTUATOR SPINNING NUT SOLENOIDS". If it is determined that a spinning nut solenoid is defective the spinning nut assembly should be replaced as described in the Service News.

FRONT SEAT ADJUSTER CONTROL SWITCH

A three-button front seat adjuster control switch is used for operating the six-way tilt-type power-operated seat adjusters. The front button operates the front of the seat up or down, the center button operates the seat fore or aft and the rear button operates the rear of the seat up or down. To operate front and rear of seat up or down simultaneously move both front and rear buttons up or move both buttons down. Do not move front and rear buttons in different directions simultaneously as the motor will not operate with the switch in this position. The switch may be removed and installed as described below.

REMOVAL AND INSTALLATION

1. Remove two screws from escutcheon and pull escutcheon and switch assembly from seat side panel.
2. Detach terminal block from switch. Remove clips at sides of switch by depressing clips with a pointed tool inserted through holes "A", then remove switch from escutcheon.
3. To install, reverse removal procedure.



SEAT CIRCUIT TROUBLE SHOOTING PROCEDURE

STYLES EQUIPPED WITH POWER OPERATED SIX-WAY TILT-TYPE SEAT ADJUSTERS

The power operated six-way tilt-type seat adjusters are operated by an actuator assembly which consists of a twelve (12) volt reversible type motor with a built-in circuit breaker, a relay, gear box with jack screw and three (3) spinning nut assemblies which include solenoids as shown in the illustrations. The motor assembly is controlled by a three (3) button switch located on the left front seat side panel.

The seat actuator includes a separate spinning nut assembly with a solenoid for each of the three basic movements of the seat: 1. Up and down front edge; 2. Up and down rear edge, 3. Fore and aft.

When the front button of the seat control switch is pushed up or down, current flows to the "up and down front edge solenoid", actuating the solenoid and locking the spinning nut out of freewheeling. Simultaneously current flows to one of the motor field coils and to the relay assembly, closing the contacts between the relay power source and the armature motor lead, thereby operating the seat adjuster motor. When either of the other two (2) adjustments is desired and the switch is operated, the affected solenoid is actuated and the motor assembly operates in the same manner as outlined above.

CHECKING PROCEDURES

It may be necessary to use only one or all of the procedures outlined to locate an electrical failure in the circuit, depending on the nature of the failure. If the location of the failure is evident, follow only the steps outlined to check the affected wire or component. If the location of the failure is not evident, follow the procedure as outlined. Before performing the checking procedures, check the seat adjusters and seat actuator assembly for mechanical failure. In addition, study the seat circuit diagrams located in this section to become familiar with the seat circuit. NOTE: The illustrations show the seat adjuster removed from the seat assembly for illustrative purposes only.

A. Checking for current at circuit breaker.

1. Connect one light tester lead to battery side of circuit breaker and ground other light tester lead. If tester does not light, there is no current at battery side of circuit breaker.

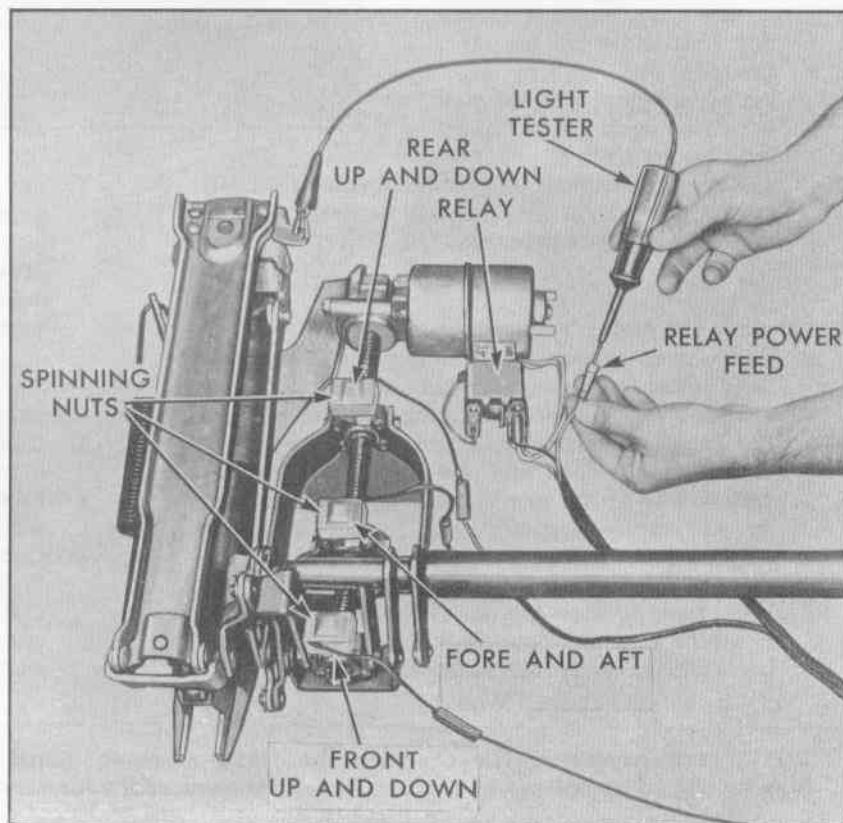
2. To check circuit breaker, disconnect switch feed wire from breaker, and with light tester check for current at switch side of circuit breaker. If tester does not light, there is no current flowing through circuit breaker.

B. Checking for current at the seat control switch.

1. Connect one light tester lead to feed terminal of switch block (See location "1" in illustration on page 13) and ground other tester lead to body metal.
2. If tester does not light, there is no current at switch block. Failure is caused by an open or short circuit between the switch block and power source.

C. Checking for current at seat adjuster relay feed.

1. Disengage feed connector from relay assembly.
2. Insert one light tester lead into the connector relay power feed slot, as shown, and ground other light tester lead.
3. If tester does not light, there is no current at end of feed wire. Failure is caused by an open or short circuit between the end of wire and switch block. NOTE: In the following operations which specify the seat control switch to be actuated, a switch which has been checked for proper operation



may be connected to the switch block. If no switch is available, a three-way jumper wire can be made to perform the switch function. The procedure for making the jumper wire and the switch locations to be connected to obtain a specific movement of the seat are outlined on page 13. If jumper wire is used, number the locations on the switch block as indicated in the illustration.

E. Checking the motor field feed wires between the seat control switch and relay assembly.

1. Insert one light tester lead into field feed connector slot, as shown, and ground other lead.
2. Actuate seat switch to energize field wire being tested.
3. If tester does not light, there is no current at end of wire. Failure is caused by an open or short circuit between end of wire and switch. Check other field wire in the same manner.

F. Checking the relay assembly.

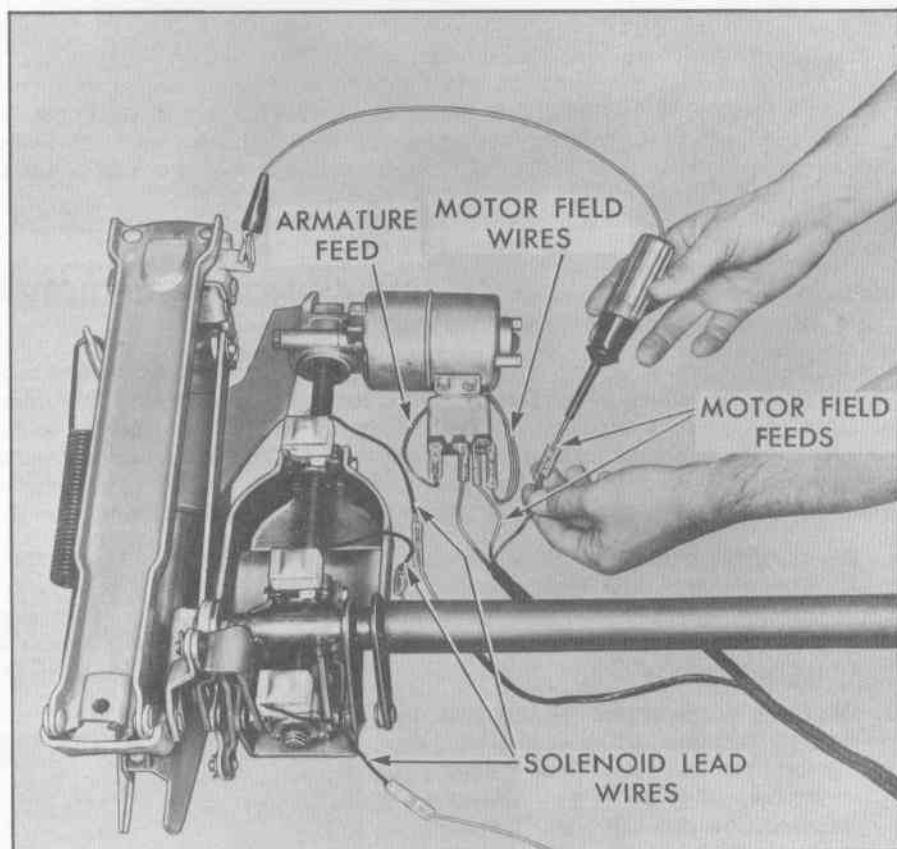
1. Disconnect three (3) motor leads from relay assembly.
2. Connect one end of a jumper wire to one of the field studs on the relay and ground the other end of the jumper wire.
3. Connect one end of light tester to armature feed stud on relay and ground other light tester lead.
4. Actuate seat control switch to energize the field stud which is not grounded. If tester does not light, the relay is defective.

G. Checking the motor assembly.

1. Disconnect armature feed and one of the motor field feeds from the relay assembly.
2. Connect one end of a #12 gauge jumper wire to the battery positive pole and the other end to the armature feed and one of the field feeds. **IMPORTANT:** To prevent damaging the motor, do not energize motor with jumper wire for more than one (1) minute. **NOTE:** This step on page 55 of Pontiac Service News No. 1 should be revised to show the one (1) minute limitation.
3. If motor does not operate, check the other motor field feed in the same manner. If motor

D. Checking the seat control switch.

1. Obtain switch or jumper wire and connect to switch block.
2. Operate switch. If adjusters operate with new switch or jumper wire but did not operate with original switch, original switch is defective.
3. Check all six movements of seat adjuster.



does not operate in any direction, connect a ground wire from motor housing to body metal and energize armature and field feed. If motor does not operate, it is defective. **NOTE:** Certain component parts of the motor are available for service replacements as in the past.

H. Checking the wire between the solenoid and switch.

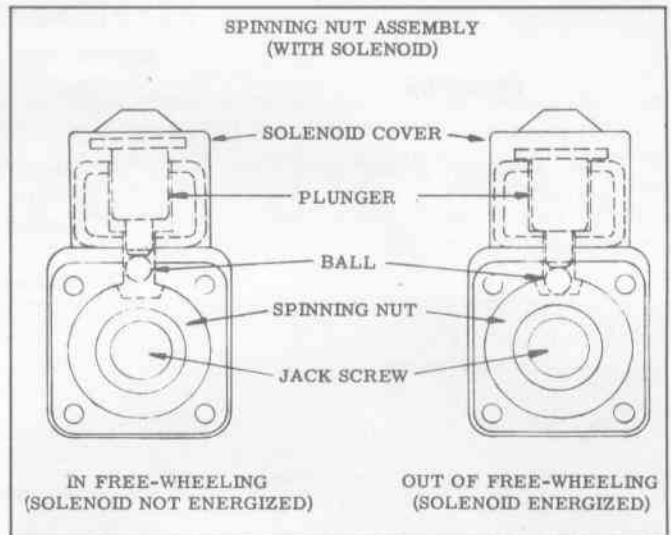
1. Disconnect end of harness wire from connector of solenoid to be tested.
2. Connect one light tester lead to end of harness wire and ground other lead.
3. Operate switch to energize wire being tested. If tester does not light, there is no current at end of harness wire. Failure is caused by an open or short circuit between end of wire and switch.

NOTE: The procedure for checking the relay assembly outlined on page 55 in Service News No. 1 for Pontiac should be revised to correspond with the procedure for checking the relay assembly outlined above.

I. Checking the solenoid.

1. Check installation of solenoid ground wire.
2. Connect one end of a #12 gauge jumper wire to the battery positive pole and the other end to the solenoid lead being checked. **IMPORTANT:** To prevent damaging the solenoid, do not energize solenoid with jumper wire for more than one (1) minute. **NOTE:** This step on page 55 of Pontiac Service News No. 1 should be revised to show the one (1) minute limitation.
3. Operate switch to actuate adjuster motor and solenoid being checked.
4. If adjusters do not function (spinning nut remains in freewheeling), the solenoid is defective.

NOTE: Component parts of the solenoid are not available for service replacement. Revise "NOTE" on page 56 of Pontiac Service News No. 1 to correspond with this information.



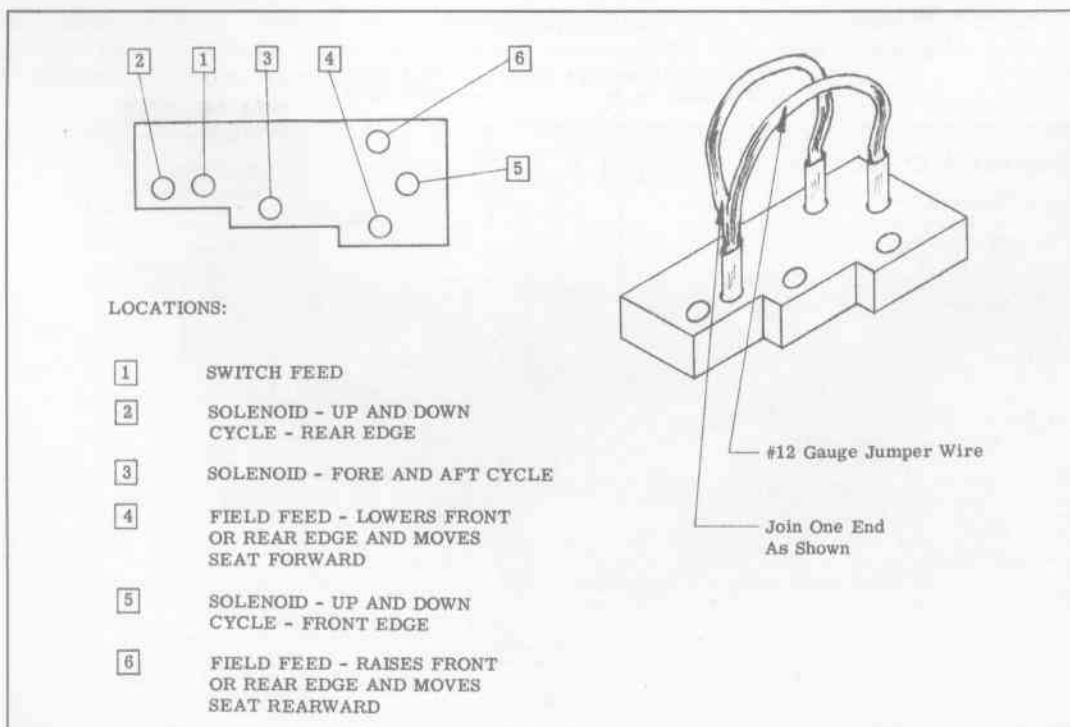
3-WAY JUMPER WIRE

To make jumper wire, obtain two (2) pieces of #12 gauge wire, each 4-1/2" long. Join one end of each wire as shown in the drawing. The joined end can be inserted in the feed location in the switch block; one of the remaining ends can be inserted into one of the field locations in the switch block; the other end can be inserted into one of the solenoid locations.

IMPORTANT: To obtain a seat movement using a 3-way jumper wire at the switch block, the switch feed location, one of the motor field wire locations and one of the solenoid locations have to be connected.

The switch locations to be connected to obtain a specific seat movement are outlined below:

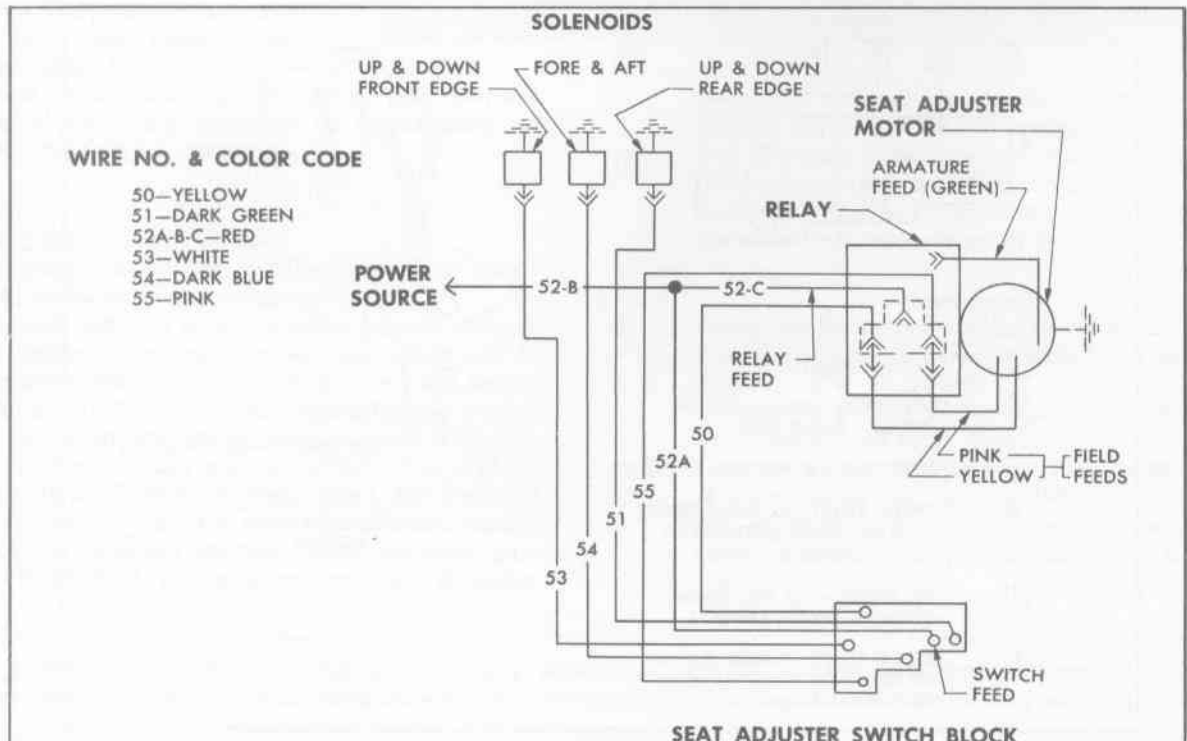
- A. To raise front edge of seat, place jumper in locations 1, 6, and 5.
- B. To lower front edge of seat, place jumper in locations 1, 4, and 5.
- C. To raise rear edge of seat, place jumper in locations 1, 6, and 2.
- D. To lower rear edge of seat, place jumper in locations 1, 4, and 2.
- E. To move seat forward, place jumper in locations 1, 4, and 3.
- F. To move seat rearward, place jumper in locations 1, 6, and 3.



TYPICAL CONDITIONS

CONDITION	CAUSE	CORRECTION
1. Seat adjuster motor does not operate.	1. Short or open circuit between power source and motor.	1. Check circuit from power source to motor to locate failure.
	2. Defective motor.	2. Check motor. If defective, repair or replace as required.
2a. Seat adjuster motor operates, but seat adjusters are not actuated.	1. Short or open circuit between switch and affected solenoid.	1. Check circuit from switch to solenoid to locate failure.
b. Seat adjuster motor operates, front edge of seat moves up and down and seat moves forward and rearward. The rear edge of seat cannot be adjusted.	2. Defective solenoid.	2. Check solenoid. If defective, repair or replace as required.
3a. Seat adjuster motor operates and seat adjusters move front and rear edge of seat up and rearward, but will not move the seat down and forward.	1. Short or open circuit between one of the motor field wires and seat control switch.	1. Check circuit between affected motor field wire and seat switch.
b. Seat adjuster motor operates and seat adjusters move front and rear of seat down and forward, but will not move the seat up and rearward.	2. Defective field coil in motor.	2. Check motor. If defective repair or replace as required.

SIX-WAY POWER SEAT CIRCUIT



STATION WAGON SEATS

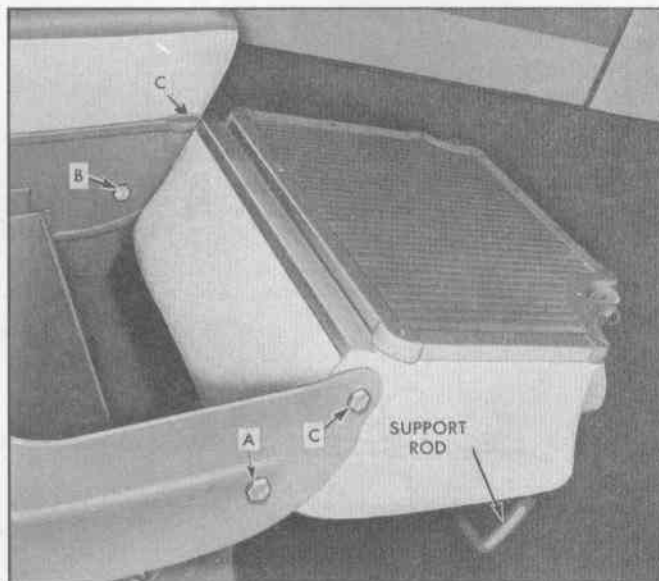
STYLE 2762FC 9-PASSENGER

The 1956 Station Wagon styles include a nine passenger station wagon which is equipped with three seats. The front seat assembly is similar to that used on other styles. The folding center seat consists of a left and right seat assembly, both of which fold to obtain additional floor space. The right folding seat assembly is hinged so that the cushion and back can be folded, thereby allowing passenger access to the rear seat. The rear seat assembly consists of a rear seat cushion and back which may be removed to obtain additional floor space. Removal and installation procedures for the folding center seat assemblies, rear seat assembly and component parts are outlined below.

RIGHT FOLDING CENTER SEAT ASSEMBLY

REMOVAL AND INSTALLATION

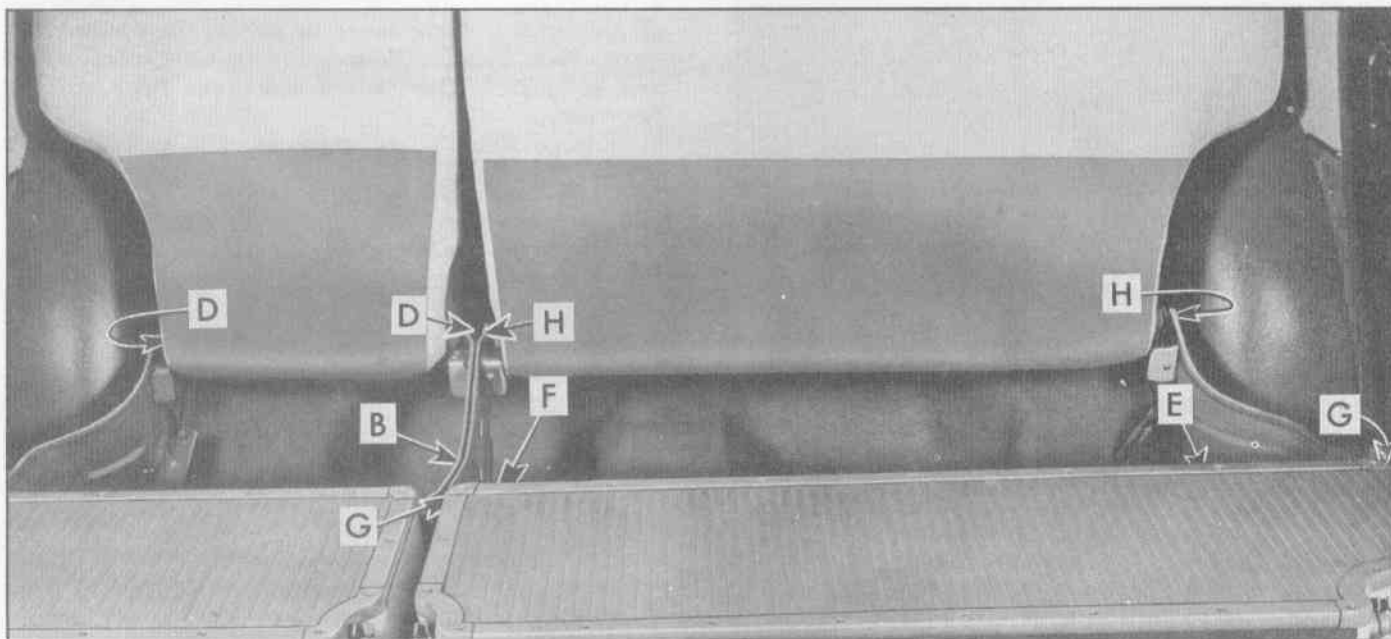
1. To remove right folding center seat assembly from body, remove bolt "A" from support, and remove bolt "B" from left folding seat assembly side panel.
2. To remove seat cushion, without outer side panels, from body, remove bolts "C" from outer side panels.
3. To remove seat back from body, lower seat back and remove bolts "D" from side panels.
4. To install assembly or either component part, reverse removal procedure.



LEFT FOLDING CENTER SEAT ASSEMBLY

REMOVAL AND INSTALLATION

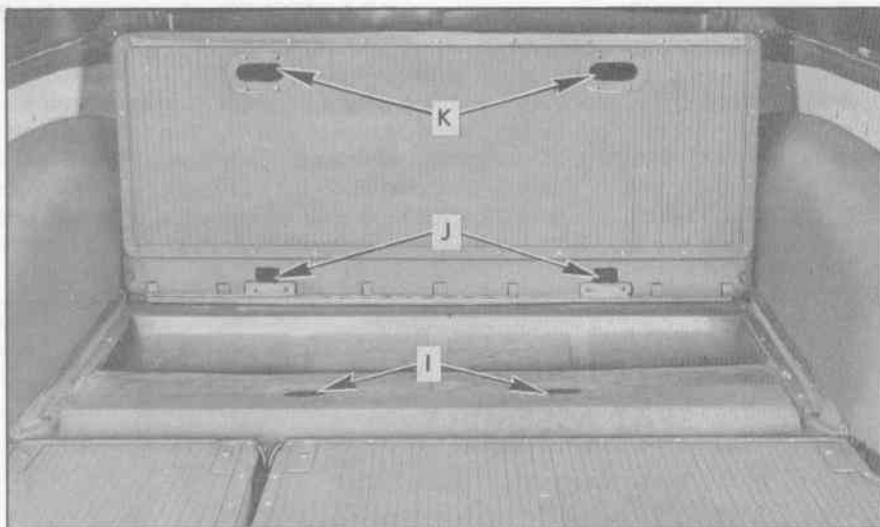
1. To remove left folding center seat assembly from body, remove bolts at "E" from floor pan, bolts at "F" from floor pan, and bolt "B" from side panel.
2. To remove seat cushion, without outer side panels, from body, remove bolts "G" from outer side panel.
3. To remove seat back from body, lower seat back and remove bolts "H" from side panels.
4. To install assembly or either component part, reverse removal procedure.



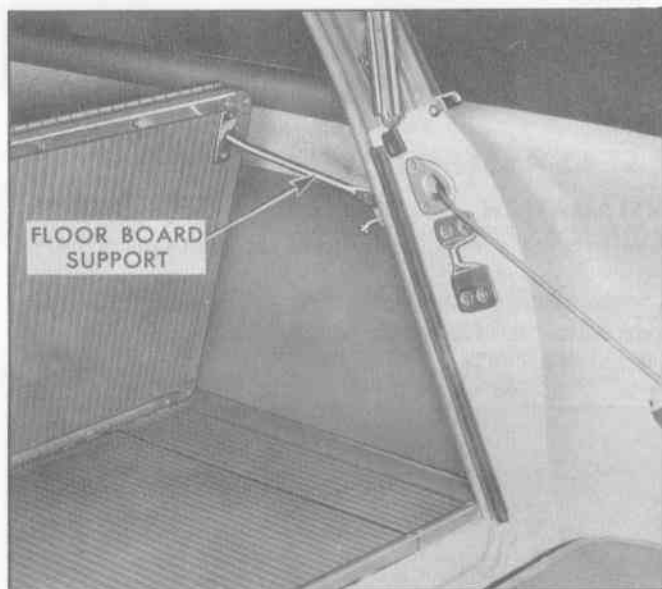
REAR SEAT ASSEMBLY

REMOVAL AND INSTALLATION

1. To remove rear seat cushion, lift the front edge of the cushion to disengage the locating tabs on the bottom of the cushion frame from the retaining holes "I" in the floor pan and slide the cushion forward.
2. To remove rear seat back, pull top of back forward to disengage upper retainers from hand holes "K" in floor board, lift seat back up to disengage tabs on seat back from retainers "J" in floor board.
3. To install, reverse removal procedure. NOTE: Illustration shows cushion and back removed.

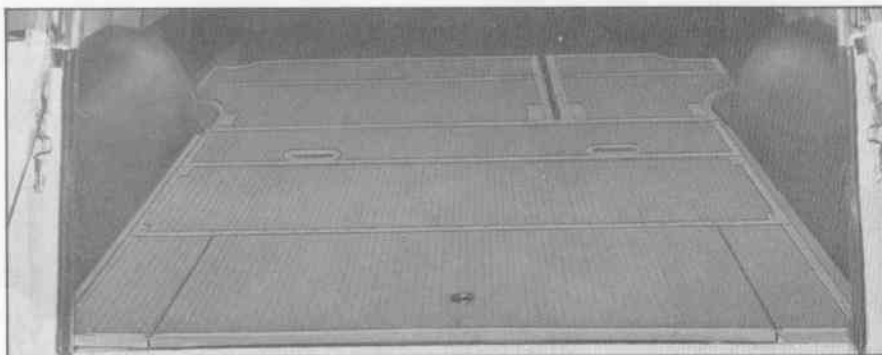


OPERATION OF SEATS TO OBTAIN FLOOR SPACE



1. Operate front seat assembly to forward position.
2. Lift rear edge of either folding seat cushion upward until it is in vertical position.
3. Rotate seat cushion support rod around rear edge of seat cushion and lower seat cushion to floor pan as shown in illustration at top of previous page.
4. Rotate seat back forward until rear of seat back is flush with bottom of seat cushion. Repeat steps 2, 3 and 4 on other folding seat.
5. Remove rear seat cushion and back as described above.
6. Disengage floor board supports, see illustration, at each end of floor board by pulling floor board forward. Then, holding floor board by hand holes, unfold two sections of floor board and lower floor board to floor pan.
7. Engage floor board supports with support clips.

The procedure above describes the operation of the folding center and rear seats to obtain maximum floor space as shown in illustration. If less floor space is desired the seats may be adjusted in various combinations by performing only those operations required.



EXTERIOR MOLDINGS

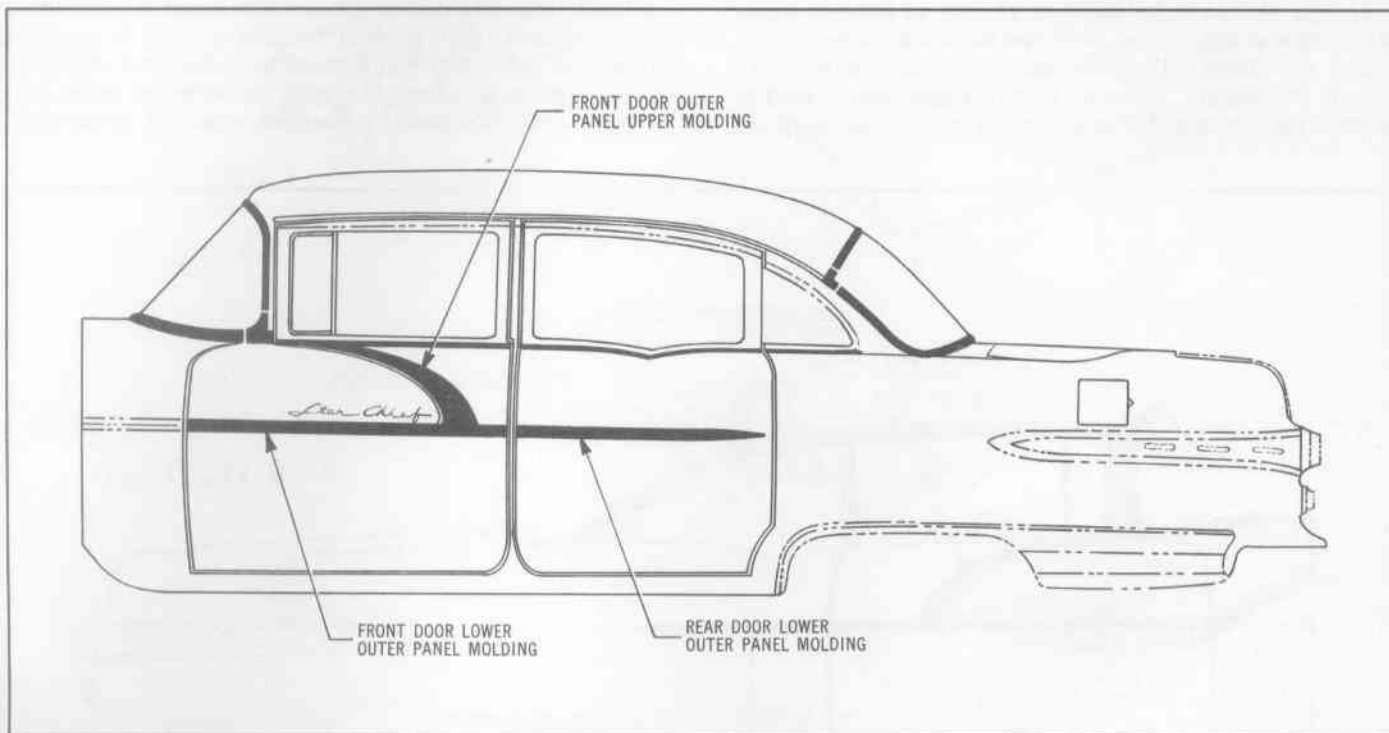
ALL STYLES EXCEPT 2739, 2739D AND 2839SD

The door exterior moldings are secured to the door by a combination of self-tapping metal screws, snap-on clips, clips and bolt and clip assemblies.

Before removing a molding which has to be pried from a body panel, apply a strip of masking tape to the painted surface adjacent to the molding to prevent possible damage to the paint finish.

When installing exterior moldings using retainers with self-tapping metal screws, snap-on clips, clips or bolt and clip assemblies, apply medium-bodied sealer around the attaching holes in the body panels to provide a watertight seal.

The moldings not covered in this write-up are removed and installed in a similar manner as 1955.



REMOVAL AND INSTALLATION

FRONT DOOR LOWER OUTER PANEL MOLDING

ALL STYLES

The molding is secured to the door outer panel with clips and one (1) screw clip at each end of the molding. To remove molding, remove screws securing each end of the molding to the door hemming flange, then with a

suitable flat-bladed tool carefully pry molding from clips attached to the door outer panel. To install, reverse removal procedure.

REAR DOOR LOWER OUTER PANEL MOLDING

ALL STYLES

The molding is secured to the door outer panel with clips, one (1) screw clip at the front of the molding and a bolt and stud assembly at the rear end of the molding. To remove molding, remove screw securing front end of molding to door hemming flange. Remove door

trim assembly and access hole cover to gain access to molding attaching nut. Through access hole depress prongs of clips to allow molding and clips to be removed from door outer panel. To install reverse removal procedure.

FRONT DOOR

OUTER PANEL UPPER MOLDING

2700 STYLES

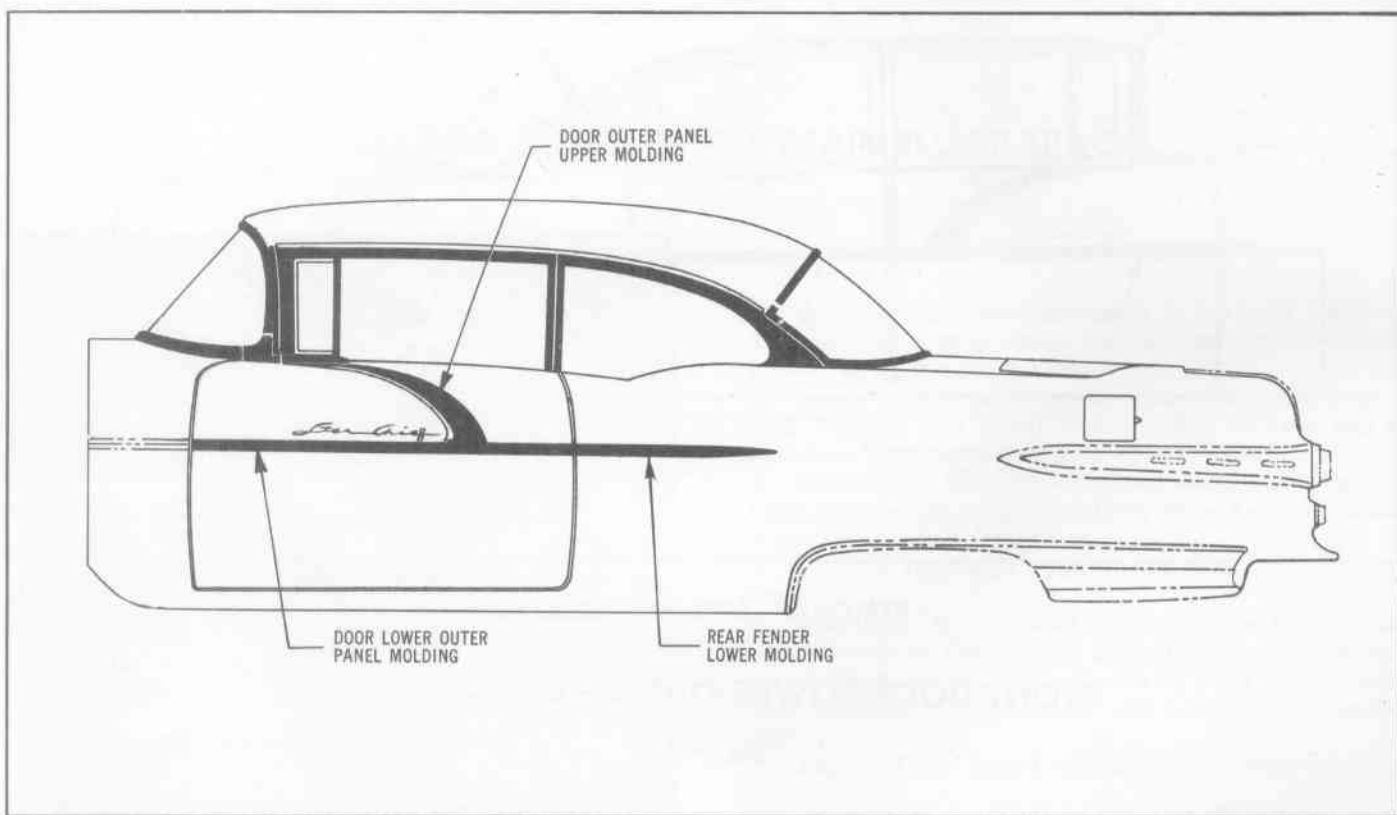
The molding is secured to the door outer panel with clips, bolt and clip assembly at rear of door and a clip and stud assembly at the front of the molding. To remove molding, remove door trim assembly and access hole covers to gain access to molding attaching nut. Through access hole depress prongs of clips to allow molding and clips to be removed from door outer panel. Then pry front clip with molding from door outer panel. To install, reverse removal procedure. NOTE: Install new stud and clip assembly at front of molding.

FRONT DOOR

OUTER PANEL UPPER MOLDING

2800 STYLES

The molding is secured to the door outer panel with clips, bolt and clip assemblies at rear of molding, and two self-tapping metal screws located under the door front reveal molding. To remove molding, remove door reveal molding to gain access for removal of upper screws. Remove door trim assembly and inner panel access hole covers to gain access to molding attaching nuts. Through access hole depress prongs of clips to allow molding and clips to be removed from door outer panel. To install, reverse removal procedure.



REAR FENDER LOWER MOLDING

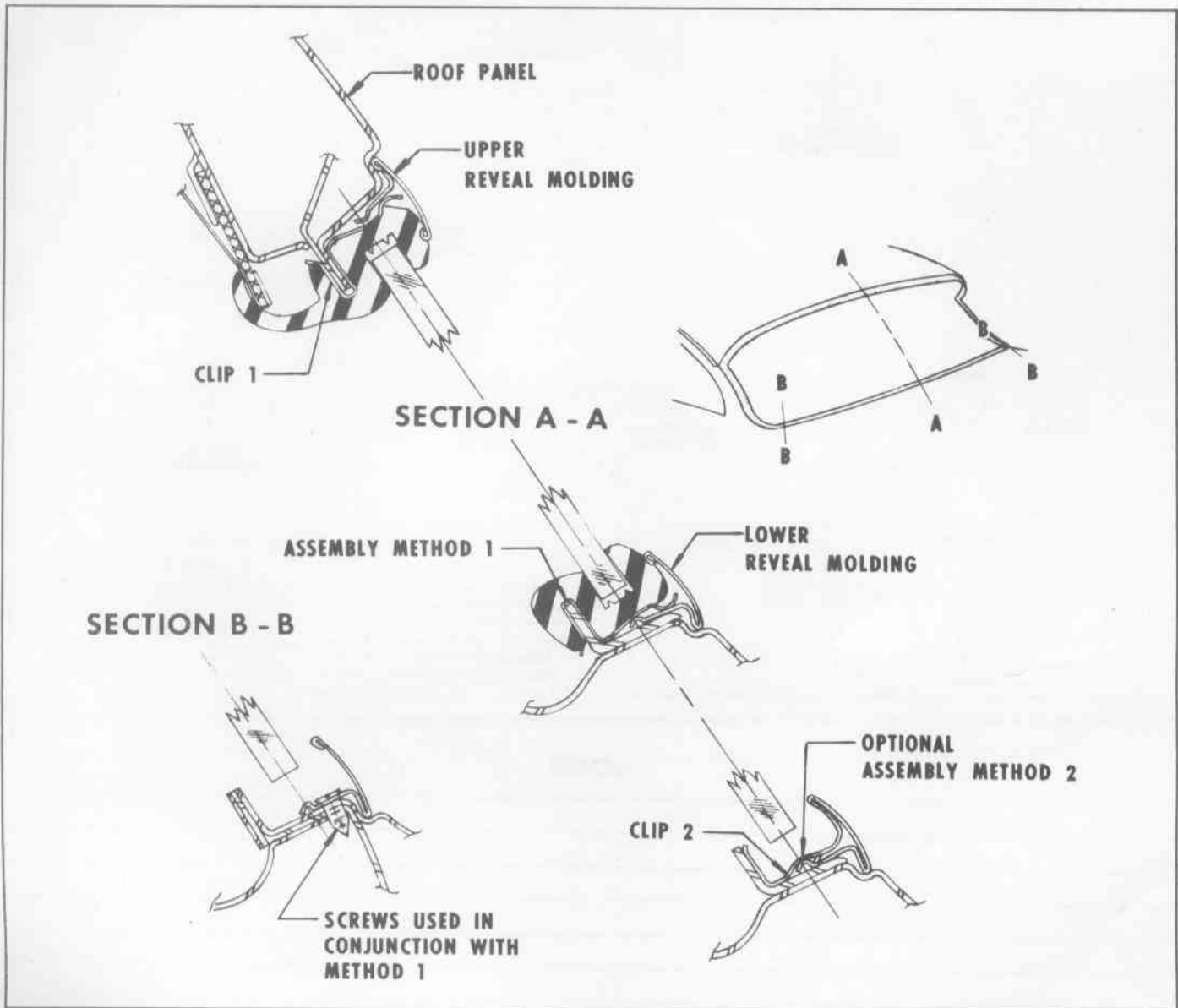
ALL TWO DOOR STYLES

The molding is secured to the rear fender panel with clips, one bolt and clip assembly at the front of the molding and a bolt and nut assembly at the rear of the molding. To remove molding, remove rear quarter trim assembly and inner panel access hole cover to

gain access to molding attaching nuts. Through access hole depress prongs of clips to allow molding and clips to be removed from rear fender panel. To install, reverse removal procedure.

BACK WINDOW REVEAL MOLDINGS

ALL STYLES EXCEPT CONVERTIBLE



The back window reveal moldings are secured to the body by one of the two methods:

Method #1 (Standard) - pinchweld-type clips

Method #2 (Option) - rubber channel-type clips

REMOVAL AND INSTALLATION

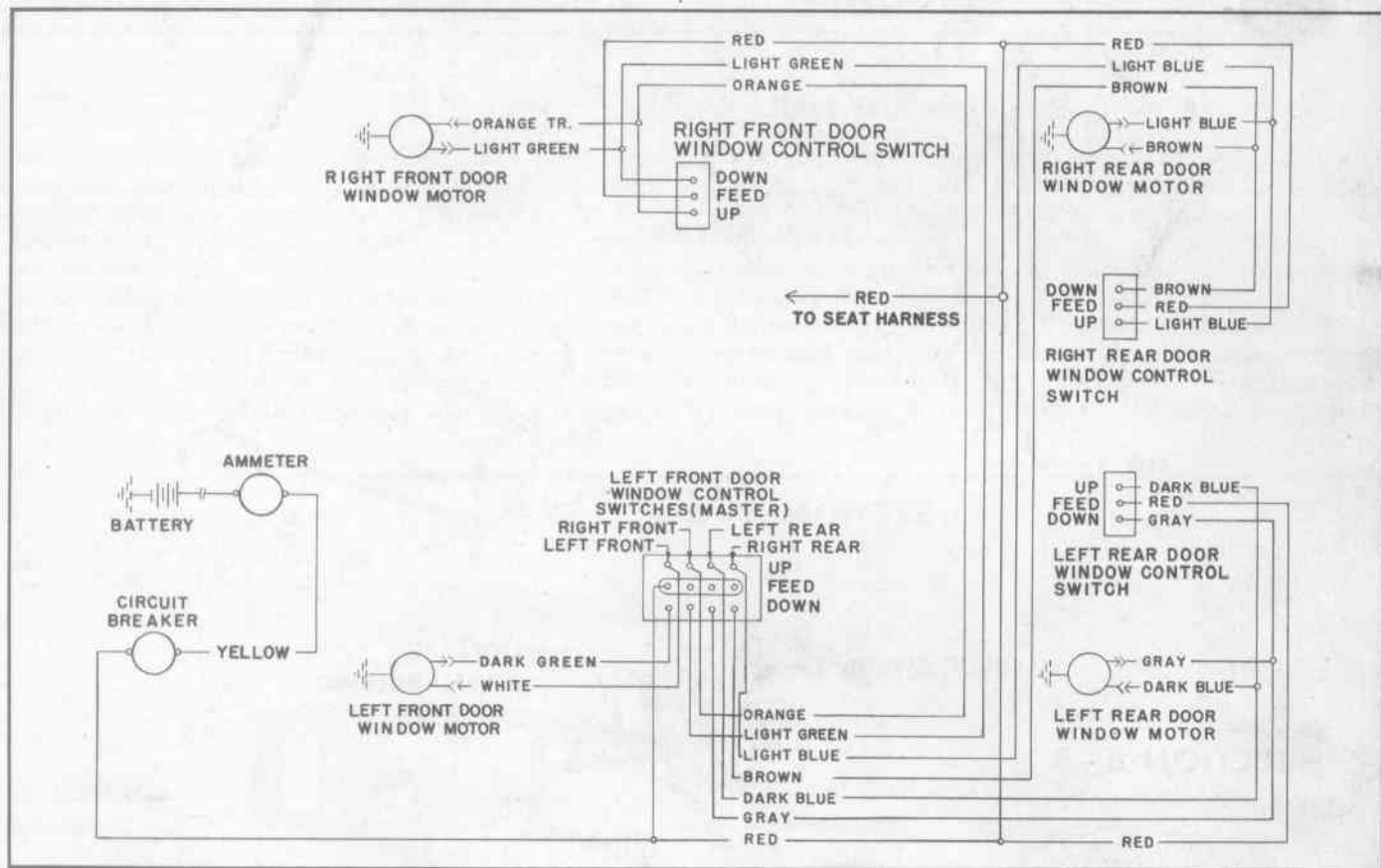
When the moldings are secured by the 1st method, they can be pried from the body opening without removing the back window. When the moldings are secured by the 2nd method, the back window has to be removed in order to remove the moldings.

In addition to the attachments outlined above, the lower molding may be secured to the body with self-tapping screws located beneath the back window lower corners as shown in "B-B".

To remove the back window lower reveal moldings, carefully attempt to pry molding from the body with a flat-bladed tool. If molding does not pry free, remove the back window to remove the moldings.

WIRING DIAGRAM

POWER WINDOWS



NOTES