

# BODY

## 7 SEAT CHUCKING (1958 Thunderbird)

Seat chucking on the 1958 Thunderbird is caused primarily by:

1. Loose seat track attaching bolts.
2. Improper engagement of the locking pawl at the seat track.

These conditions can be corrected by removing the seat assembly and tightening all of the attaching bolts securely, particularly the seat track to seat cushion frame bolts.

Then, operate the release lever and observe if the locking pawl engages completely into the slots on the seat track. If complete engagement is not obtained, it will be necessary to align the release lever shaft by bending the tab nearest the seat track. This tab should be bent slightly up or down until free movement of the release lever shaft is obtained and the pawl completely engages the slots in the seat track.

Some early production 1958 Thunderbirds have a mislocated clip securing the lock release shaft (Fig. 1). This causes the shaft to bind against the seat track. If bending the tab does not correct the bind, it will be necessary to relocate the clip on the tab (Fig. 1).

The suggested labor time to perform this correction is:

### Operation SP-61704-A-58

One.....0.4 hours  
Both .....0.6 hours

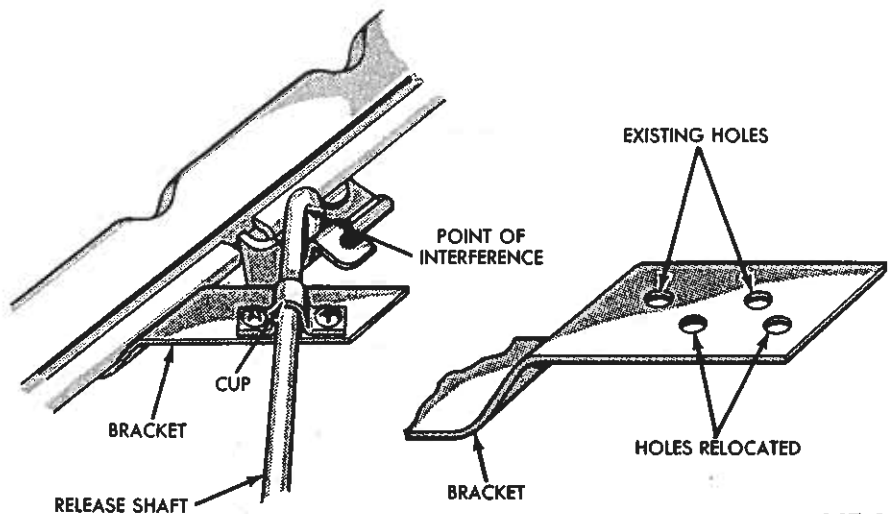


Fig. 1 - Seat Chucking Correction (Item 7)

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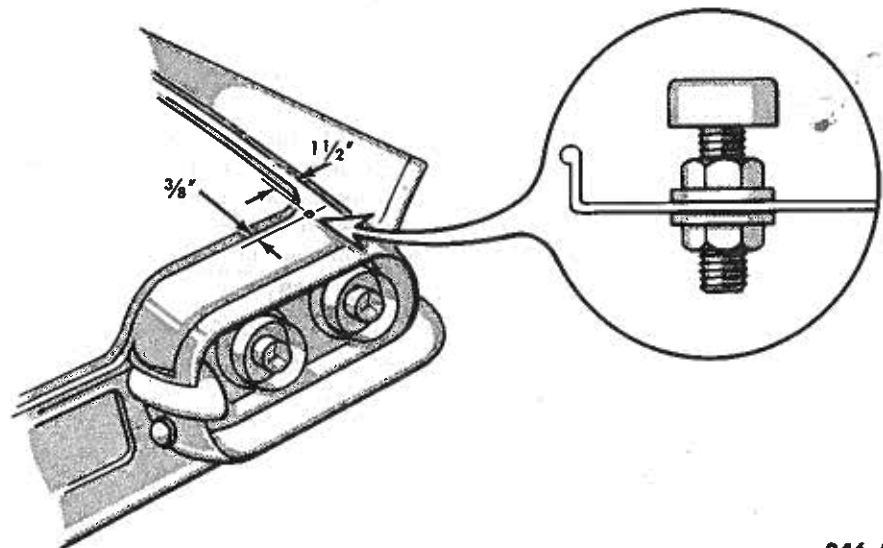


Fig. 2 - Deck Lid Bumper Installation (Item 10)

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## 8 SEALER APPLICATION (1958 Thunderbird)

Some early production 1958 Thunderbirds have sealer applied between the tail finials and the body. This sealer can crack and give the appearance of a metal failure. The most critical seam is between the lower back panel finish moulding (45213) and the quarter panel.

If this condition is encountered, the sealer should be removed with a knife to form a sharp edge. The seam should then be painted.

## 9 DOOR GARNISH MOULDING INTERFERENCE (1958 Thunderbird)

On some early production 1958 Thunderbirds the door window garnish moulding scuffs the quarter window garnish moulding.

To avoid this scuffing, the rear edge of the door garnish moulding can be reformed by striking it with a rubber mallet, or by placing a fibre block against the moulding and striking the block with a hammer. It may be necessary to tighten the weatherstrip retaining screws on the lock pillar face after reforming the moulding.

## 10 DECK LID FIT (1958 Thunderbird)

Excessive flexing at the rear corners of the 1958 Thunderbird deck lid can be corrected by adding a rubber bumper (B5A-16769-A) at each rear corner as follows:

1. Remove the trim panels from the rear surface of the luggage compartment. Locate and drill a 3/8" diameter hole at each rear corner as shown in Fig. 2.

2. Install an adjustable rubber bumper (B5A-16769-A) with a flat-washer on both sides of the sheet metal and secure each of the bumpers in place with the two hex-head nuts (Fig. 2).

3. Adjust the height of the rubber bumpers to obtain a flush fit of the deck lid and the quarter panel surfaces.

4. Install the luggage compartment trim panels.

The suggested labor time to perform this operation is:

### Operation SP-40110-A-58

Correction for Deck Lid Flexing at Rear Corners..... 0.5 hours.

## 11 DRIVESHAFT TUNNEL EXCESSIVE HEAT (1958 Thunderbird)

A considerable amount of heat is being carried through the space between the 1958 Thunderbird driveshaft tunnel and the console trim panel when the heater is in the "HI" position. The openings along the bottom of the heater plenum chamber extend through the console trim panel permitting hot air to travel the full length of the tunnel. As a result, the console trim will feel hot to the touch.

It should be explained to the owner that this condition is considered normal. However, if this condition is objectionable, it is suggested that the openings in the plenum chamber, which direct hot air into the tunnel, be covered with tape.

The suggested labor time to apply the tape to the plenum chamber is:

### Operation SP-18471-A-58

Correction for Excessive Heat Along the Driveshaft Tunnel. Thunderbird..... 0.3 hrs.