

MAJOR SERVICE OPERATIONS (Continued)

- Apply the repair coating in several smooth continuous strokes (allowing three to five minutes drying time between coats) across the break area using the brush applicator in the cap. Extend the service coating at least 6.35 mm (1/4 inch) on both sides of the break area.

If both brown and silver layers of grid are broken or missing, apply a coating of the brown touch-up paint across break area first. Two coats may be necessary to obtain proper color. Allow touch-up paint to dry, then apply three coats of grid repair compound, allowing three to five minutes drying time between coats. The coating of grid repair compound should extend at least 6.35mm (1/4 inch) on both sides of break area.

NOTE: If the brown layer of the grid is not broken or missing, apply only the grid repair compound to the break.

- Allow to dry for five minutes, then remove mask.
- After removing mask, check outside appearance of grid repair. If repair compound is visible above or below grid, this excess should be removed. This can be done by placing a single-edge razor blade on the glass parallel to grid and scrape gently toward grid.

CAUTION: Be careful not to damage the grid line with the razor blade.

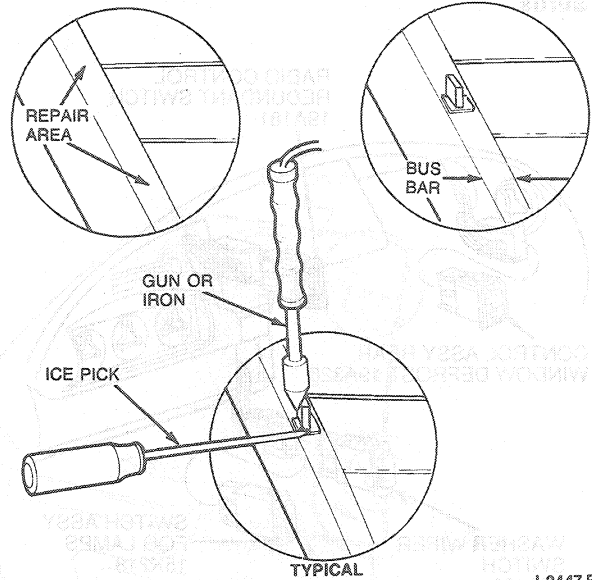
Curing

The repair coating will air dry in approximately one minute and can be energized within three to five minutes. Optimum hardness and adhesion occurs after approximately 24 hours. At that time, the repair area may be cleaned with a mild window cleaner.

Terminal Service

Tools Required:

- Rotunda Heat Gun 107-00300
- Allow rear window to warm up to room temperature for one-half hour to a hour.
 - Clean bus bar in area to be repaired using fine steel wool (3/0 to 4/0 grade).
 - Restore area where bus bar terminal was originally attached by applying three coats of Rear Window Defroster Repair D8AZ-19562-AA (ESB-M4J58-A) or equivalent. Allow approximately 10 minutes drying time between coats.
 - Work as quickly as possible to avoid overheating glass. Tin bus bar with solder in area where terminal will be reattached.
 - Using Rotunda Heat Gun 107-00300 or equivalent, preheat glass in the solder area to 67°-83°C (120°-150°F), just prior to soldering terminal on.
 - Position terminal on bus bar in area that was tinned and hold it in place with an ice pick or screwdriver.



CAUTION: To avoid damaging bus bar, remove soldering gun or iron as soon as the solder flows.

- Apply soldering heat to pad of terminal until solder flows.
- Start the vehicle, turn heater rear window on, and leave it on for five minutes. Inspect terminal and apply Rear Window Defroster Repair D8AZ-19562-AA (ESB-M4J58-A) or equivalent to the required area.

ADJUSTMENTS

Door Glass, Front

- Remove door trim panel and watershield. Refer to Section 01-05.
- Lower door glass approximately 75mm (3 inch) from full-up position.
- Loosen nut and washer assemblies retaining the equalizer bracket to door inner panel.
- Loosen nut and washer assembly retaining door glass stabilizer.
- With door open, place hands on each side of glass and pull glass fully into door glass run assembly at B-pillar.
- Tighten nut and washer retaining the front of the equalizer bracket. Apply a downward pressure on the equalizer bracket. If the hole is a vertical slotted hole, make sure that the nut and washer retaining the rear of the equalizer bracket is positioned at the bottom of the slot as you apply a downward pressure on the equalizer bracket. Then tighten nut and washer (B) to 7-11 N·m (5-8 lb-ft).
- Set door glass stabilizer so that it is slightly touching glass and tighten nut and washer assembly to 7-11 N·m (5-8 lb-ft).