ADJUSTMENTS (Continued)

Latch, Liftgate

The wagon liftgate latch has double-bolt construction, with both a primary and secondary position. It is important that any adjustment be checked to ensure that the latch will secure in both the primary and secondary position after adjustment. The latch is non-adjustable. All movement for adjustment is accomplished in the striker which has a 5.5mm (7/32 inch) radial range. This latch system has a two-position latching system. The closing latch cycle consists of a secondary position which latches the liftgate but does not seal the door to the liftgate weatherstrip. The primary position holds the liftgate firmly into the weatherstrip. Water leaks and rattles may occur because the liftgate appears closed. However, it may only be closed to the secondary (first) position. Be sure that positive primary engagement of the liftgate latch is achieved upon closing. To check it, use the following procedure:

Latch Function Test

1. Close the liftgate to an assumed primary condition.
2. Insert key into key cylinder. Place left hand on liftgate glass above and left of key cylinder. Press firmly on glass with left hand and slowly turn the key until latch is released. Return key and release left hand pressure. The liftgate should be in secondary position.

   This test will ensure that the latch function is OK in both primary and secondary positions.
3. If performing the above test shows that the liftgate will not close to primary position, adjust the striker rearward (to rear of vehicle) so that positive primary engagement is obtained upon closing liftgate.

Latch, Luggage Compartment

The latch assembly is not adjustable. Only the striker can be adjusted up-and-down and side-to-side.

Hood Latch

Before adjusting the hood latch mechanism, ensure the hood is properly aligned. The hood latch can be moved from side-to-side to align it with the opening in the hood inner panel and up and down to obtain a flush fit with the front fenders.

1. Loosen hood latch retaining bolts in radiator support until they are just loose enough to move latch from side-to-side.
2. Move latch from side-to-side to align it with opening in hood.
3. Loosen locknuts on two hood bumpers. Lower bumpers.
4. Move hood latch up or down as required to obtain flush fit between top of hood and fenders when upward pressure is applied to front of hood. Secure hood latch retaining screws to 9-14 N·m (7-10 lb-ft).
5. Raise two hood bumpers to eliminate any looseness at front of hood when closed. Secure hood bumper locknuts.
6. Open and close hood several times to check operation.
7. If correct latch is not obtainable, remove 2 locating pins from latch assembly by tapping them into the radiator support (they will eventually fall from the vehicle). Then follow Adjustment procedure for hood setting.
8. If hood closing efforts and inside hood release efforts are too high, adjust the hood latch assembly upwards and/or the hood bumpers downwards.

LUBRICATION

Apply Multi-Purpose Grease Spray D7AZ-19584-AA (ESR-M1C159-A and ESB-M1C106-B) or equivalent to all moving parts.

Hood and Deck Lid Latches—Lubricant

Multi-Purpose Grease Spray D7AZ-19584-AA (ESR-M1C159-A and ESB-M1C106-B)

Use this lubricant on deck lid latches. The hood latch and auxiliary latch should be checked every six months.

Lock Cylinder Lubricant

Lock Lubricant D8AZ-19587-AA (ESB-M2C20-A)

Use this lubricant to eliminate sticking or binding of all key lock cylinders.

SPECIFICATIONS

TORQUE SPECIFICATIONS

Description	N·m	Lb-Ft
Striker Retaining Screw	9-14	7-10
Latch Retaining Screws (Sedan)	9-14	7-10
Latch Retaining Screws (Wagon)	7-11	5-8
Hinge-to-Liftgate Retaining Screws	7-11	5-8
Hinge-to-Deck Lid Retaining Screws	9-14	7-10
Hinge-to-Roof Frame Retaining Screw	17-27	12.5-20

(Continued)