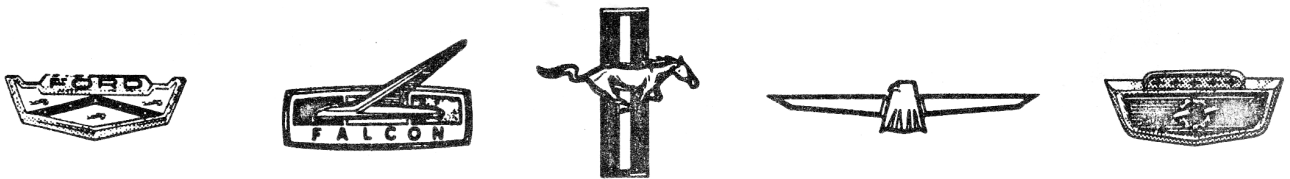


NOTE: One of a series of Special Service Letters sent to Service Managers about this on going complaint and problem .



SPECIAL SERVICE LETTER

NUMBER SSI #77

THIS IS NOT A SERVICE CAMPAIGN

DATE March 10, 1969

To: All District Service Managers

cc: All Regional Service Operations Managers

Subject: Windnoise and Water Leak Corrections - 1969 Ford & Mustang

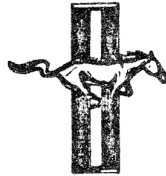
Reference: SSI #63 dated October 16, 1968 - same subject (Ford)
SSI #67 dated November 12, 1968 - same subject (Mustang)
SSI #71 dated November 21, 1968 - same subject (Ford Station Wagon)

The attached Special Service Letter has been mailed to all dealers to present them a ready-reference schedule of maximum time allowances available for performing field corrections to eliminate windnoise and water leak problems encountered on the 1969 Ford and Mustang. An additional allowance of up to 0.8 hours for road test and diagnosis (Reference: SSI #67) as well as component adjustment/replacement are also included where applicable.

Emphasis is again placed on the need for all district service personnel to be familiar with the prescribed field corrections and all associated time allowances. Inquiries regarding the time allowances should be directed to Mr. W. M. Bartolomeo, Supervisor, Service Procedure and Standards Unit, at the Technical Service Laboratory.

E. P. Williams
National Service Manager

FORD DIVISION
FORD MOTOR COMPANY
NATIONAL SERVICE ACTIVITY



SPECIAL SERVICE LETTER

NUMBER SSI #77THIS IS NOT A SERVICE CAMPAIGNDATE March 10, 1969

To: All Ford Dealers

Subject: Windnoise and Water Leak Corrections - 1969 Ford & Mustang

Reference: SSI #63 dated October 16, 1968 - same subject (Ford)
SSI #67 dated November 12, 1968 - same subject (Mustang)
SSI #71 dated November 21, 1968 - same subject (Ford Station Wagon)

The purpose of this communication is to present a ready-reference schedule of maximum time allowances for correcting windnoise and water leak problems in the 1969 Ford and Mustang. Also included are additional time allowances for any required weatherstrip replacement, or door/window adjustments. Further, the additional allowance of up to 0.8 hours for road test, abnormal diagnosis and after-repair road test as set forth in SSI #67 has also been included in the attached schedules where applicable.

These time allowances cancel and supersede those in the referenced SSI's as they are more definitive with respect to application by body style. All procedures pertaining to isolating the specific cause of the complaint and the appropriate repair, however, remain unchanged and should continue to be followed.

Your attention is called to operation numbers assigned to the combination operations. Use of these operation numbers, when completing the Form 1863, will assist in expediting your claim.

Please assure that all affected service personnel are familiar with the corrections and repair time allowances.

Attachments I, II, III

E. P. Williams
National Service Manager**FORD DIVISION****FORD MOTOR COMPANY****NATIONAL SERVICE ACTIVITY**

Problem and Cause: 1969 Mustang - All Models

A windnoise occurs at the door glass to "A" post at the belt line. This problem is due to an inadequate seal between the weatherstrip retainer and the "A" post and/or poor fit and coordination of the front door seal assembly to the door inner panel.

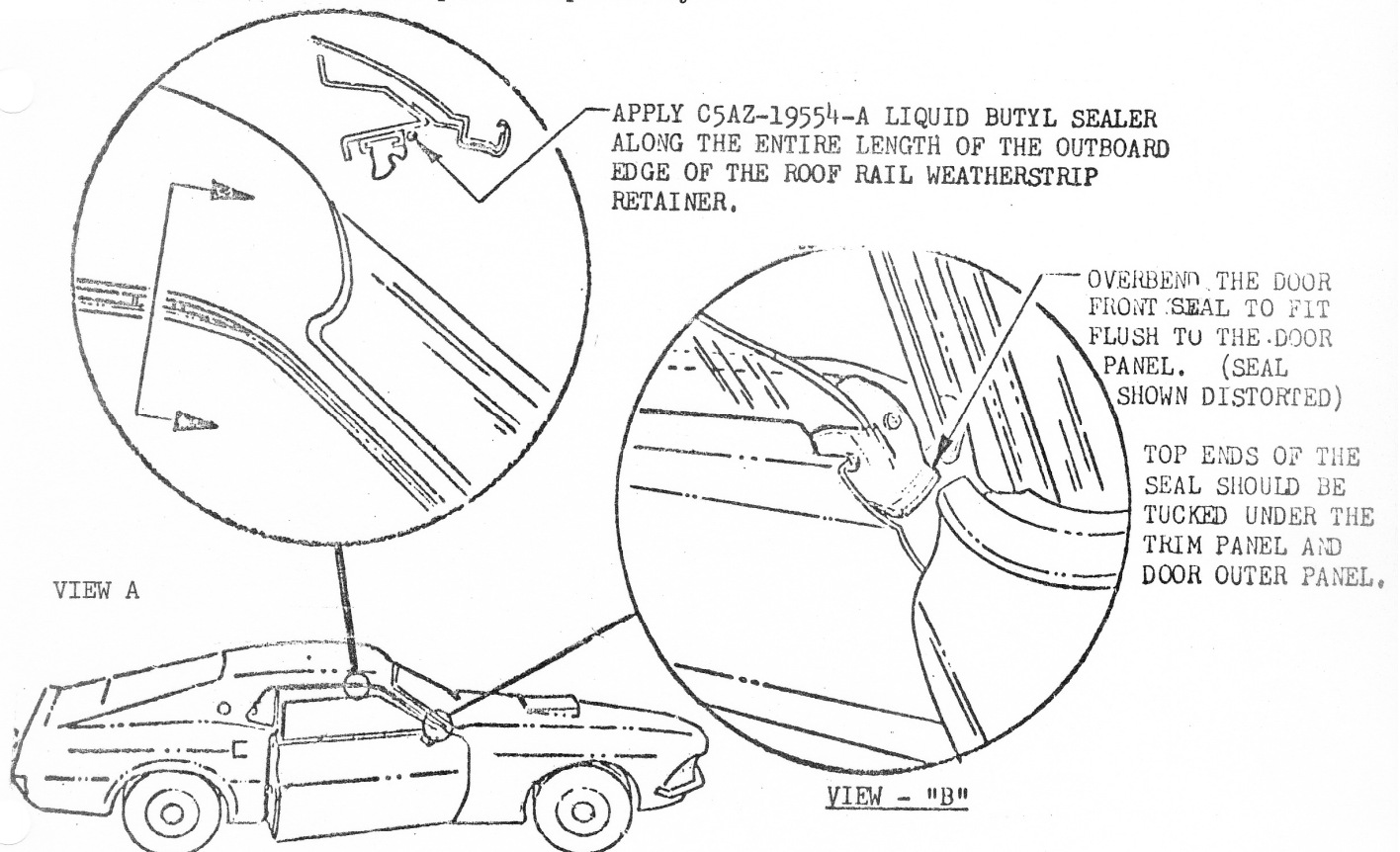
Assembly Plant Action:

The weatherstrip retainer problem was corrected approximately 8-20-68 by adding an additional thickness of sealing tape under the retainer in the belt area. The front door seal assembly was revised approximately 9-7-68 providing a smooth sealing surface for the roof rail weatherstrip.

Recommended Field Correction:

Apply C5AZ-19554-A sealer along the outboard edges of the weatherstrip retainer for the entire length of the "A" pillar. This is illustrated in View "A". Also, visually inspect the fit of the front door seal to the door inner panel. Assure that the seal is installed as shown below (View "B"), is free from damage and that the retaining screws are tightened securely.

Note: The top ends of the subject seal should be tucked under the trim panel and door panel respectively.



Problem and Cause: 1969 Mustang - All Models

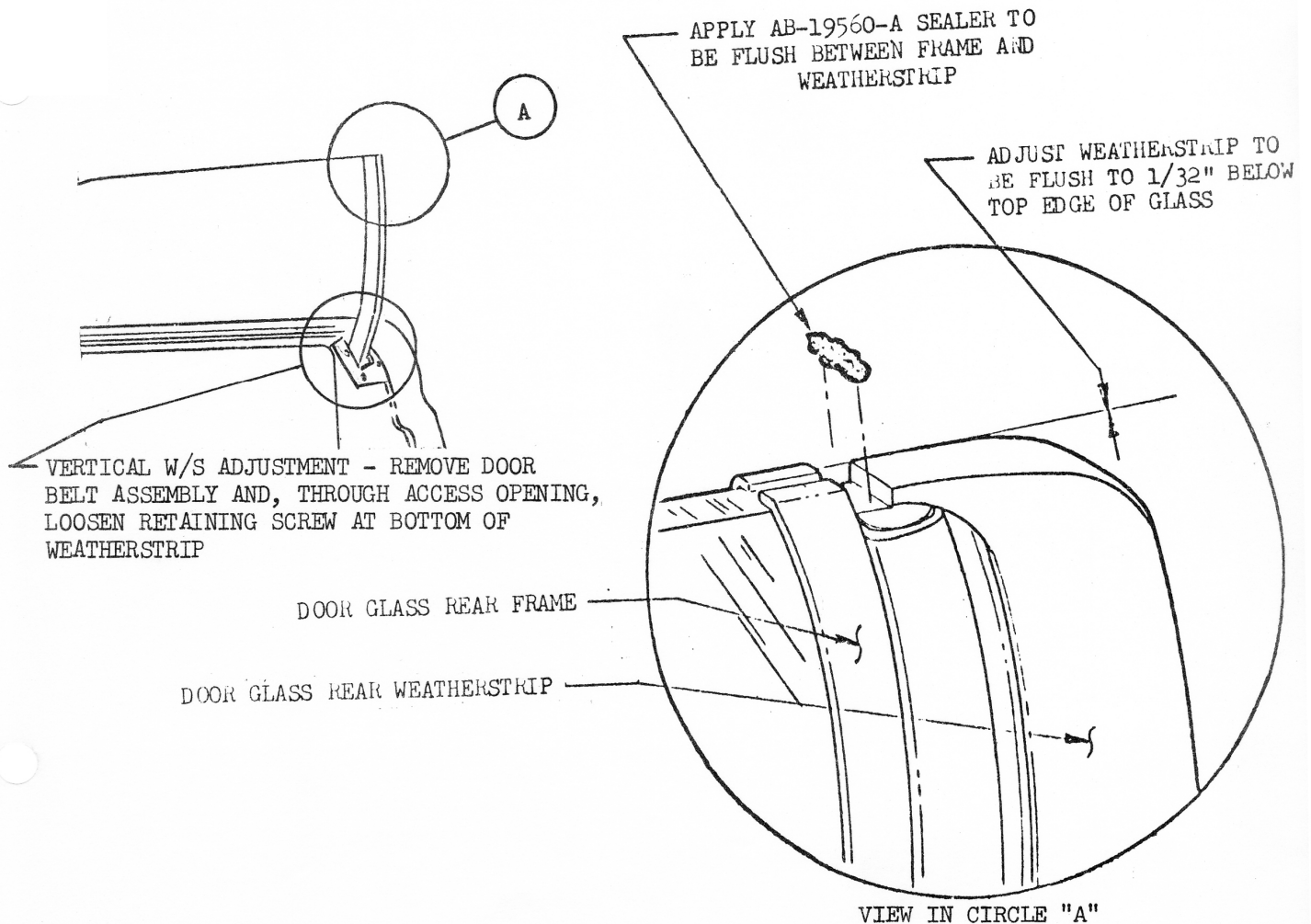
A windnoise occurs at the top of the door vertical weatherstrip, when the weatherstrip is adjusted too high causing interference with the roof rail weatherstrip, or when the slot between the vertical weatherstrip and the retainer is not adequately sealed.

Assembly Plant Action:

The upper portion of the frame was revised and the lip of the weatherstrip was enlarged to eliminate the gap. (Effective in production approximately mid-September).

Recommended Field Correction:

The adjustment of the vertical weatherstrip should be checked to ensure that it is flush to 1/32" below the top of the glass. If adjustment is required it is made at the bottom of the weatherstrip retainer after removing the front door belt assembly. The windnoise can result from a small unsealed gap between the door glass rear frame and the top of the door glass rear weatherstrip. To correct this it may be required to add a daub of AB-19560-A sealer flush between the top surfaces of the frame and weatherstrip.



Problem and Cause: 1969 Mustang - Models 63 and 65

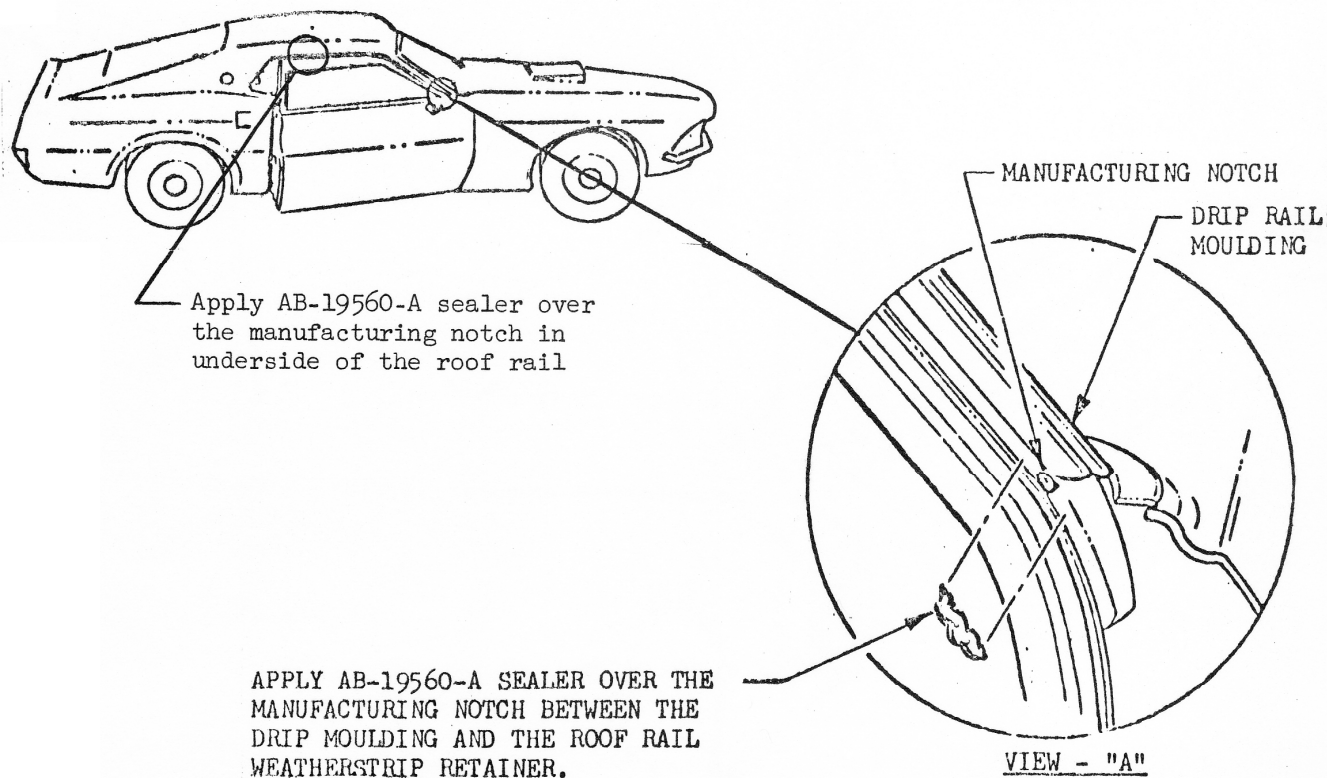
A windnoise is heard above the door opening through the headliner in the area of the drivers or passengers ear. There are two sources for this noise which are some distance from where the noise is heard. The first source is at the "A" post belt area where a manufacturing notch is not adequately sealed. This allows the air to enter the hollow roof rail section and transmit the noise through an opening behind the headliner. The second, is in the underside of the roof rail approximately 8" forward of the 1/4 glass area and outboard of the roof rail weatherstrips. This is also due to a manufacturing notch which may not have been adequately sealed.

Assembly Plant Action:

Both of the above conditions were corrected in the assembly plants approximately mid-September by sealing the problem areas.

Recommended Field Correction:

The manufacturing notch in the "A" post belt area can be sealed with AB-19560-A sealer as illustrated in the sketch below, view A. The notch is located outboard of the weatherstrip but the hollow roof rail transmits the sound into the vehicle above the corresponding door opening. The manufacturing notch located in the underside of the roof rail can also be sealed with the AB-19560-A sealer to eliminate noise into the vehicle through the hollow roof rail.



Problem and Cause: 1969 Mustang - Model 63

Water leaks and wind noise occur in the quarter vent area due to a poor seal between the quarter vent window glass and the roof rail weatherstrip.

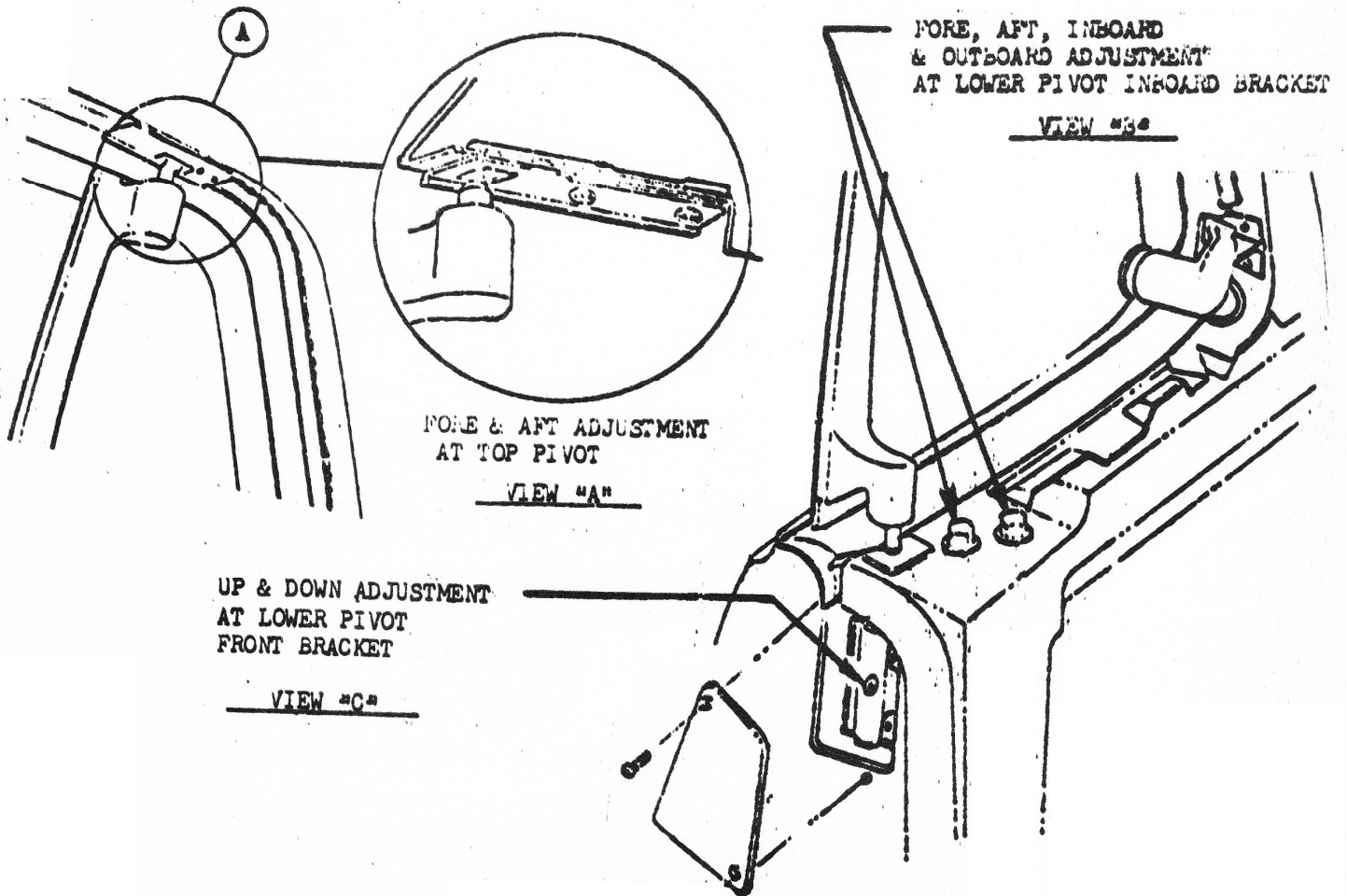
Assembly Plant Action:

Effective approximately mid-September, 1968 correct quarter window alignment procedures were re-emphasized at all assembly plants.

Recommended Field Correction:

Properly adjust the quarter vent window to achieve an effective seal by utilizing the following adjustments:

1. Fore and aft at the top pivot (2 screws). Refer to view "A" of the attached sketch.
2. Fore, aft, inboard and outboard at the lower pivot inboard bracket (2 screws). Refer to view "B" of the attached sketch.
3. Up and down at the lower pivot front bracket (1 screw). (See View "C")



Problem and Cause: 1969 Mustang - Model 63

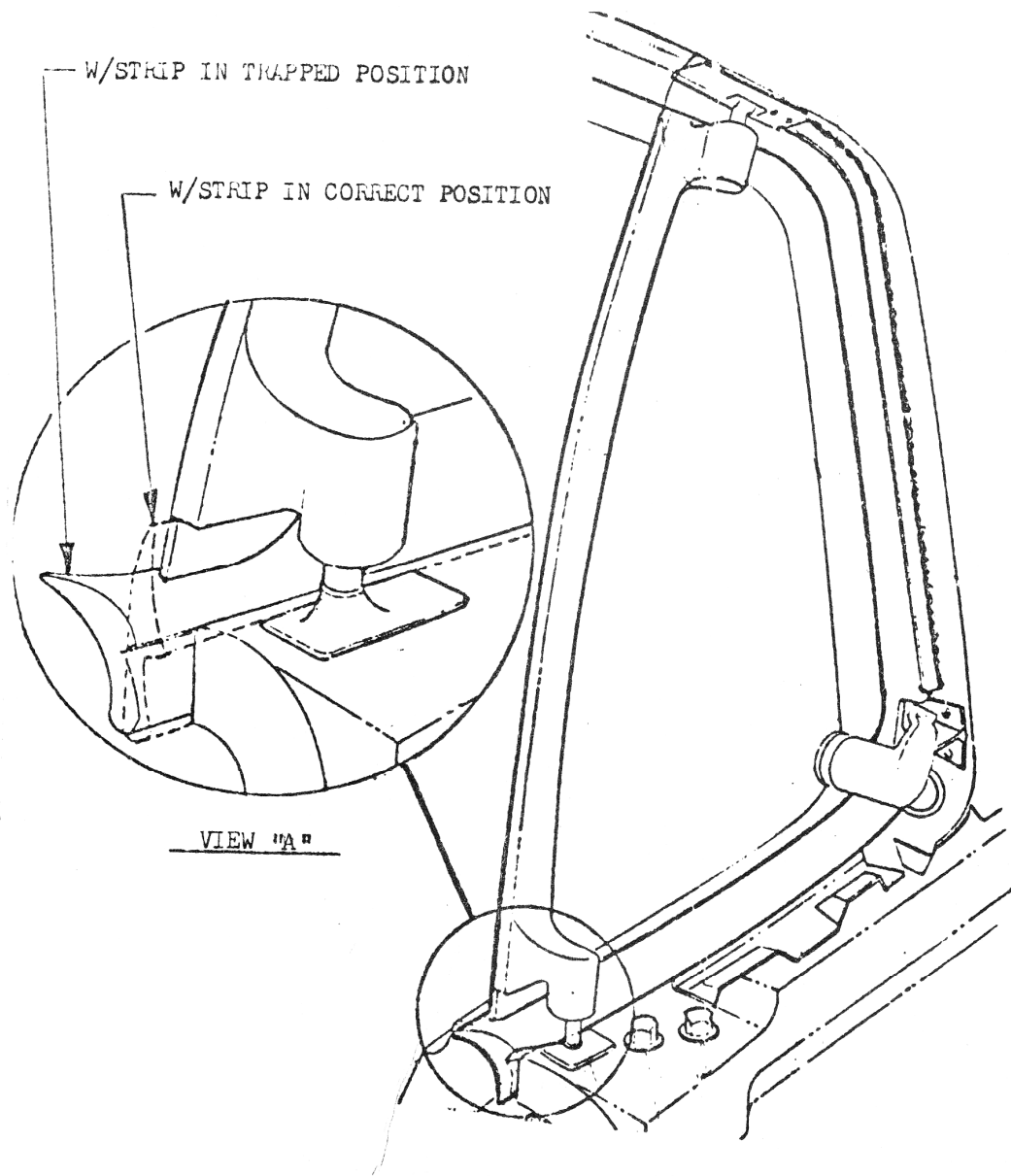
Water leaks and wind noise occur at the quarter belt area due to the upper lip of the roof rail weatherstrip, at the top of the lock pillar, being trapped under the vent window vertical frame.

Assembly Plant Action:

All plants were instructed during mid-September as to the correct installation procedure and location of the weatherstrip.

Recommended Field Correction:

Pull the subject lip from under the frame and locate it in the side notch on the inboard side of the vertical frame as shown on the attached sketch, view "A".



Problem and Cause: 1969 Mustang - Model 63

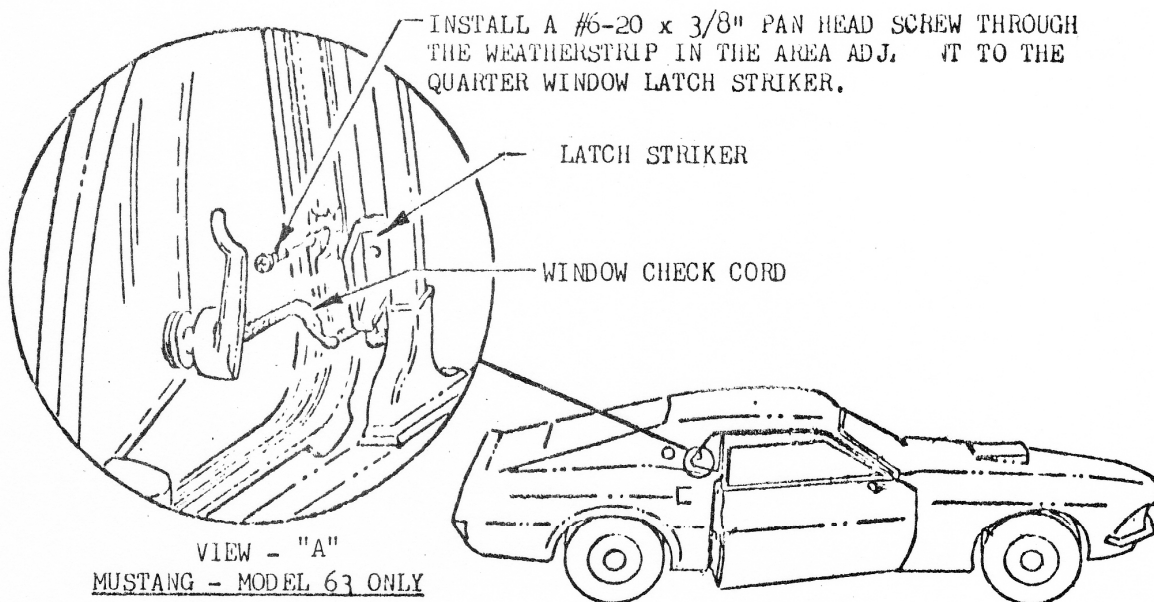
A wind noise and water leak may occur at the quarter window to roof rail weatherstrip in the area of the "C" pillar, when the curved portion of weatherstrip is puckered.

Assembly Plant Action:

Effective in production approximately 9-4-68 a screw was added to secure the weatherstrip in the problem area.

Recommended Field Correction:

Drill a 1/8" diameter hole through the weatherstrip, the retainer and into the roof rail in the area adjacent to the quarter window latch striker. Secure the weatherstrip with a #6-20 x 3/8" pan head self tapping screw (part #382566-S100) or equivalent. Refer to the attached sketch, view "A".



Problem and Cause: 1969 Mustang - Model 63

A windnoise and/or water leak occurs at the quarter belt area, when the quarter window check cord becomes trapped between the window assembly and the inner sealing lip of the roof rail weatherstrip.

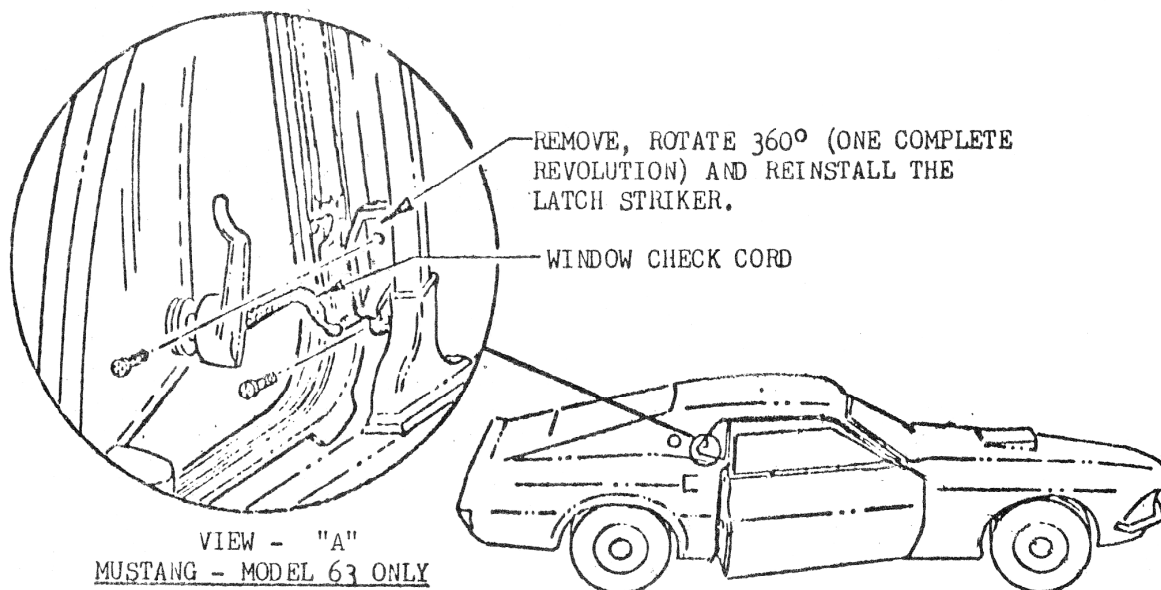
Assembly Plant Action:

Effective approximately 8-26-68 the cable connecting clip on the quarter window was rotated to a position 45° rearward from the 6 o'clock position as viewed from inside the vehicle.

Recommended Field Correction:

1. Unlatch and push open the quarter vent window.
2. Remove the two latch striker retaining screws.
3. Rotate the striker 360° (one complete revolution) in either direction and reinstall with the screws. Refer to the attached sketch, view "A".

Note: Rotating the striker will put a bind on the cord forcing it to kink upwards and away from the weatherstrip.



Problem and Cause: 1969 Mustang - Model 63

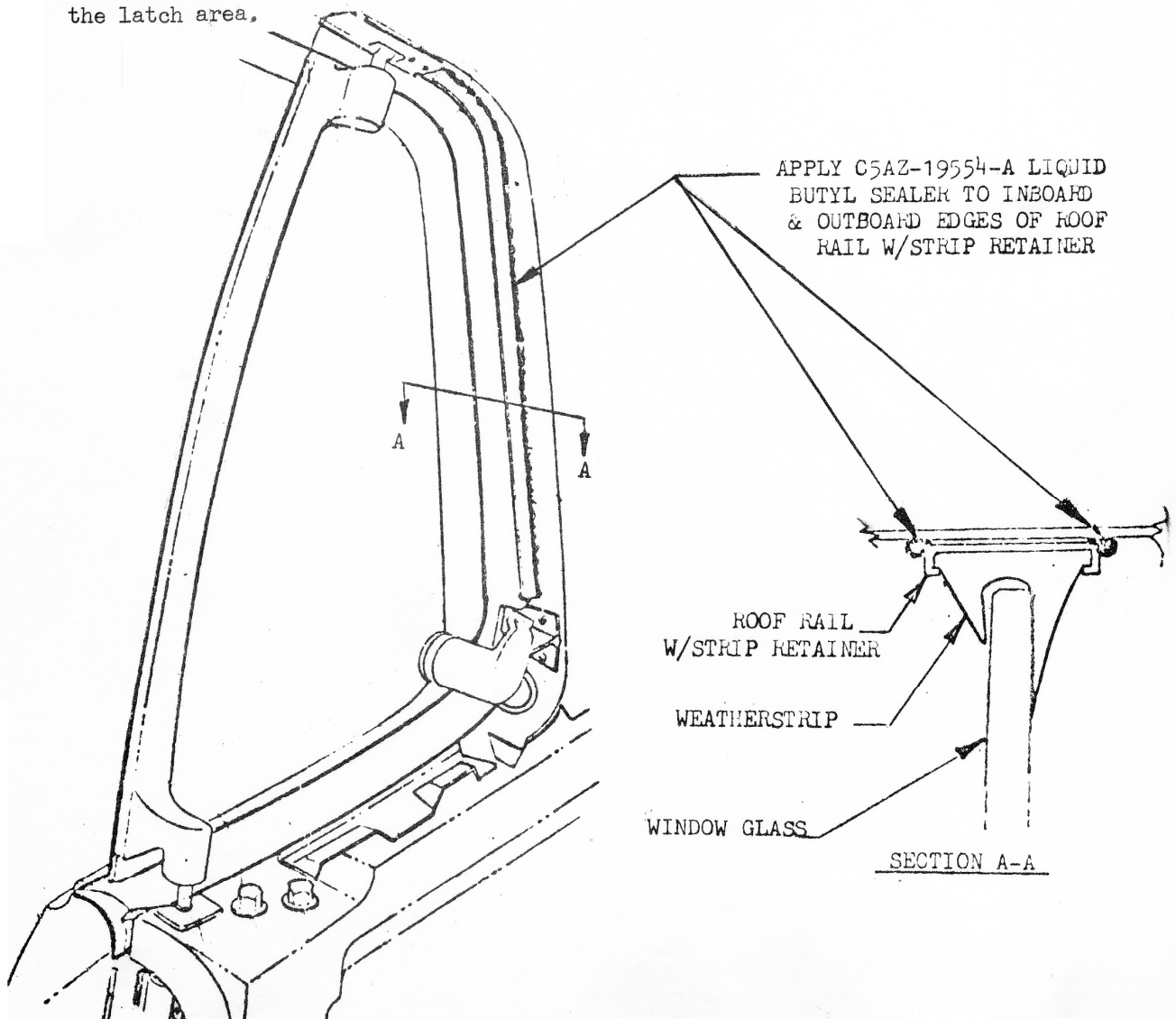
Water leaks and windnoise in the "C" pillar area can be caused by a poor seal between the roof rail weatherstrip retainer and the roof rail.

Assembly Plant Action:

The production correction implemented approximately September 15, 1968 was to increase the width of the released tape between the roof rail and the roof rail weatherstrip retainer.

Recommended Field Correction:

Apply liquid butyl (Part No. C5AZ-19554-A) to the inboard and outboard edges of the retainer in the area of the quarter vent window. Refer to the attached sketch, Section A-A. Sealer along the outboard edge of the weatherstrip retainer is important to eliminate water entering behind the retainer and running down into the vehicle at the latch area.



SSI #77 : WINDNOISE AND WATER LEAK CORRECTIONS - SCHEDULE OF TIME ALLOWANCES
1969 MUSTANG

Attachment II

OPERATION	Body Style		
	63	65	76
<u>BASIC OPERATION:</u>			
SP-19500-B-69 . Windnoise Correct	0.2	0.2	0.2
. Additional allowance for road test, abnormal diagnosis (up to) and final after repair road test to verify correction	0.8	0.8	0.8
<u>COMBINATIONS (TIME IN HOURS PER VEHICLE):</u>			
SP-19500-B-69-1 . "A" Pillar - Apply sealer and fit door seal	0.2	0.2	0.2
" 2 . Door Vertical Weatherstrip - Adjust and apply sealer	0.2	0.2	0.2
" 3 . "A" Pillar - Apply sealer to belt and roof rail mfg. notches	0.1	0.1	-
" 4 . Quarter Vent Window - Adjust	0.3	-	-
" 5 . Quarter Vent Window - Position weatherstrip properly	0.1	-	-
" 6 . Quarter Vent Window - Add screw to secure weatherstrip	0.1	-	-
" 7 . Quarter Vent Window - Rotate striker 360°	0.1	-	-
" 8 . Quarter Vent Window - Add sealer to roof rail w/strip retainer	0.2	-	-
Maximum Time Allowed Per Vehicle - Hours (a)	<u>1.1</u>	<u>0.5</u>	<u>0.5</u>
<u>ADDITIONAL ALLOWANCES (If Required):</u>			
. Front Door Weatherstrip - Replace each (20530-A)	0.5	0.5	0.5
. Front Door Trim Panel - R & I each (23942-B)	0.3	0.3	0.3
. Quarter Trim Panel - R & I each (31012-B)	0.3	0.3	0.3
. Front Door Glass Belt Weatherstrip - Replace each (21452-A)	0.4	0.4	0.4
. Roof Side Rail Weatherstrip - Replace each (51222-A)	0.3	0.3	-
" 9 . Door Adjustment - Each door	0.2	0.2	0.2
" 10 . Door Window Adjustment - Each window	0.2	0.2	0.2

NOTE:

For unique situations not covered by the above, refer to the Service Labor Time Standards book for labor time. If not developed, submit labor claim based on provisions outlined in Warranty & Policy Manual as applicable to the unique situation.

(a) Includes basic operation and combinations. Add additional road test and diagnosis allowance to this figure.

National Service Office
Ford Division

NOTE: Two additional pages covering station wagon tail gate and full size Ford leaks were not included in this article due to space considerations.
