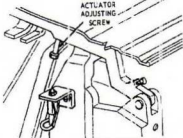


### TOP UP LIMIT SWITCH (REAR) ADJUSTMENT

Raise the top to the full up position and lock to the header. Attach the self-powered test light leads to the switch red wire terminals. Adjust the actuator adjusting screw against the switch plunger until the switch contacts open - test light goes out.

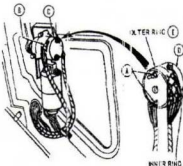


Top Up Limit Switch (Rear) Adjustment

### UPPER BACK PANEL LIMIT SWITCH ADJUSTMENT

#### Erect Position

Erect the upper back panel to its full open position (desired position). Loosen the switch retaining nuts "A" and the switch adjustment screws "B" and "C". Attach the self-powered test light leads to the grey and black-blue wire terminals. Rotate switch inner adjusting ring "D" until test light goes out. The red and brown-green and black and red wire terminal contacts are closed. Tighten the adjusting screw "B".



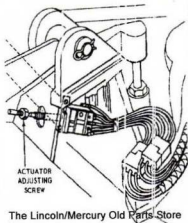
Upper Back Panel Limit Switch Adjustment

#### Retract Position

Retract the upper back panel until the rubber stops are compressed. Connect the self-powered test light to the green-white and red-white terminals. Rotate switch outer adjustment ring "E" until test light goes out. The orange and red-green terminal contacts are also open. The violet and yellow wire terminal contacts are closed, - test light ON. Tighten the adjusting screw "C" and the switch retaining nuts "A".

### TOP DOWN LIMIT SWITCH ADJUSTMENT

Operate the top until it is completely lowered in the luggage compartment. Attach the self-powered test light leads to the violet-white and yellow-white wire terminals on the switch. Adjust the actuator adjusting screw to the switch plunger until the normally closed contacts open - test light goes out.





# The *Lincoln* / MERCURY Old Parts Store



## 1964- 1967 Lincoln Convertible

Part Number C5VY-15A674-C

Tips on Installing Main Upper Back Panel Limit Switch

**FAILURE TO INSTALL AND ADJUST CORRECTLY WILL RESULT IN SWITCH FAILURE AND VOID WARRANTY!!- These switches are FRAGILE!!!!!!!!!!!!**

- Before installing limit switch, check flap gear drive assembly. Make sure there is not a lot of 'free play' with flap at midpoint. Make sure weld on arm to shaft is not loose or has been welded incorrectly. Flap gear drive assemblies with broken housing or free play will cause limit switch to malfunction. It is best to install switch with flap in erect (up) position. This will allow for easier access to wire plugs etc. Motor on gear drive can be used to move flap up or down. Use jump wire to flap motor to 12 volt power source.
- After removing old limit switch, clean mounting surface of grease, dirt, etc. Insert small screwdriver in slot end of limit switch to rotate spool to align with keyway in end of gear drive housing. Make sure of alignment and tighten 2 3/8 nuts **slightly** once switch is seated against housing. **Do not force. Do not tighten mounting nuts very much as switch damage will result.** Plug in switch, and mount wire under holders.
- Switch must be adjusted per diagram. When tightening adjusting bolt (1/4 inch), **just barely snug them down as these strip out easily.** There is quite a bit of adjustment in the two halves of the switch. Adjustment per diagram is necessary to cover variances from car to car. Once switch is set, put electrical tape over adjustment slot to prevent dust, etc from entering.

**PROBLEM? QUESTIONS? NEED TECH AVICE? PLEASE CALL ASAP.....**

~ Please be advised that if you disassemble this Upper Back Panel Limit Switch YOU VOID YOUR WARRANTY all together. If you have any questions whatsoever, please call the TECH LINE for help.

~ Core returns must be shipped with insurance and be in ONE piece.



# The *Lincoln* / MERCURY Old Parts Store



## ALTERNATE "EASY" METHOD OF ADJUSTING UPPER BACK PANEL LIMIT SWITCH

- Install rebuilt limit switch on flap gear drive.
- Turn car on and have assistant work top switch.
- Switch has two halves that are adjustable (rings)----These rings can be turned clockwise or counterclockwise — the ring that is furthest away from the arm (outer ring) contains the circuits that are in control when the header locks, **DO NOT UNLOCK:** Adjust this ring while **YOUR ASSISTANT HOLDS** the top switch.
- The inner ring (closest to the arm) controls the circuits that are used when the flap is retracted — if the flap tucks under and the deck does not close, turn this ring while **YOUR ASSISTANT HOLDS** the top switch. Also, when adjusted properly, the flap will be tight against the rubber stops.