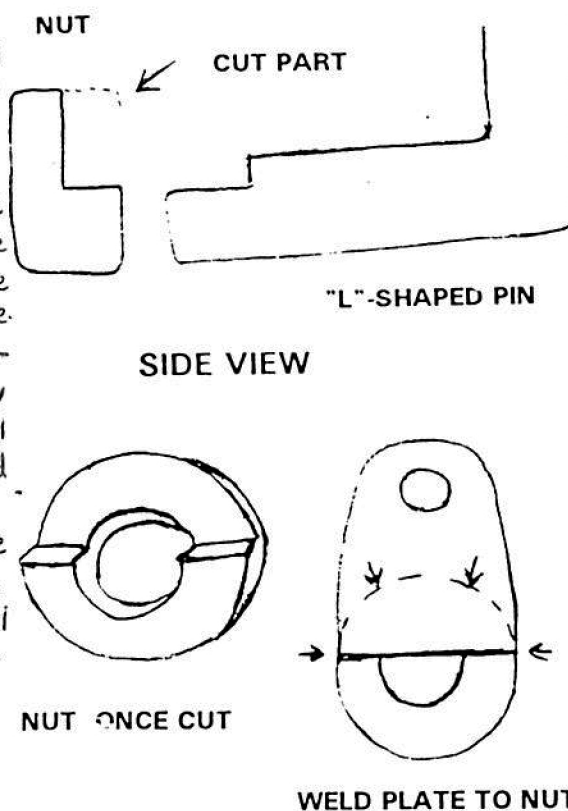


roughly 1" and drill a small hole near the small end for the cotter pin installation. Drill the last hole at the top of the small plate, to let the nail or bolt turn freely into it.

The nut/plate assembly will go between the two arches on the center plate and the L-shaped pin will run from one end to the other of the plate, with the edged end sitting inside the nut; it will be retained there by the locking ring. Finally, when you bolt the whole assembly to the sunroof panel underside, you will connect the shortened nail to the rod coming from the front of the panel.

The turning of the recessed handle will move the rounded end of the L shaped pin so that it will push the panel up or let it fall on the recessed false ceiling. Easy, isn't it?



The Sunroof assembly for the '60 Thunderbird was the first use of a sliding solid roof panel in a production car since being offered on the 1939-41 Buick, Cadillac and LaSalle. With hardware manufactured by the Golde Company of Germany, and Budd Company of Detroit, producing roof panels (as well as the entire body shell), the sunroof was scheduled for 1960 production as a sales-boosting option.

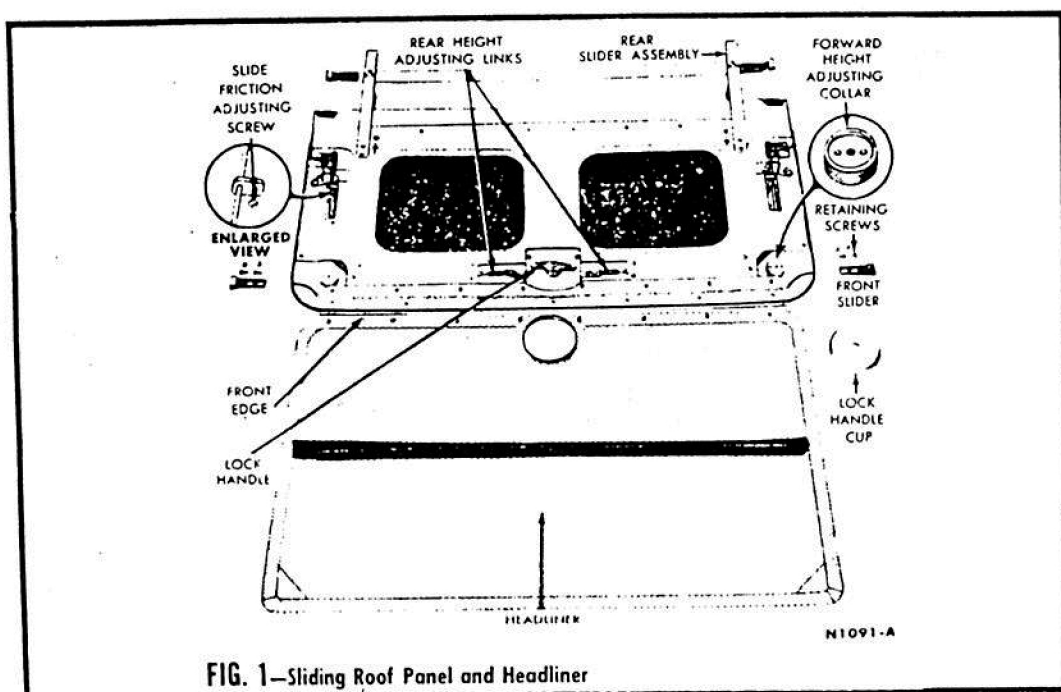


FIG. 1—Sliding Roof Panel and Headliner