

201280 & 203280 Re-manufactured Hatch Pull-Down Unit Installation Instructions

Tools needed:

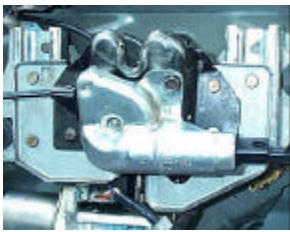
9/32", 10mm and 1/2" or 13 mm socket or wrench, medium Phillips and large standard screwdrivers, awl or permanent marker.

Removing the Rear Compartment Trim:

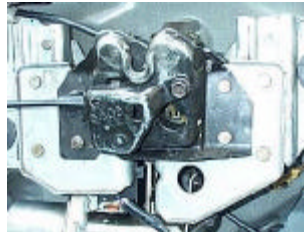
1. Using a large slotted screwdriver or coin, remove the 4 large plastic screws.
2. Using a medium Phillips screwdriver, remove the two screws at the top of the rear end trim panel near the electrical contact.
3. Lift up on the rear end trim panel to disengage it from the lower retaining tabs. Then let it rest on the front of the luggage compartment.

Removing the old Hatch Pull-Down Unit:

1. Remove the relay from where it attaches to the body and disconnect blue wire from the red/white wire. On some models you'll need to disconnect the white wire from a black/orange wire.
2. Remove the ground wires from where they attach to the body using a 9/32" socket or wrench.



Solenoid hatch release
Figure 1



Manual hatch release
Figure 2

3. Using a 10mm socket or wrench remove the hatch solenoid release (switch that opens the hatch or trunk), or manual release (see figures 1 & 2). Take notice of how the tab is attached to the latch mechanism so you can re-attach it later.

4. Mark the location of the hatch pull-down unit where it attaches to the body using an awl or permanent marker. This will help you install it at the same location later.

5. Using a 13 mm socket or wrench remove the 3 bolts holding it to the body. The hatch pull-down unit is now free to be removed from the car.

Installing the Re-manufactured Hatch Pull-Down Unit:

1. Align the hatch pull-down unit with the marks you made previously and install the three mounting bolts with the 1/2" or 13 mm wrench or socket.
2. Attach the ground screws and the pull-down relay to the holder on the body.
3. Attach the solenoid hatch release or manual hatch release as shown in figures 1 and 2. Make sure that the ground wire from the 10 mm bolt to the body is attached.
4. Attach the blue power wire to the red/white wire. Some models attach the white wire to a black/orange wire.
5. Test that the hatch pull-down unit works properly. **CAUTION:** You MUST hear a "Click" when the hatch pull-down reaches the bottom of the stroke. That sound is the reversing switch being tripped by a tab on the lift-rod. If you don't hear a click, then loosen the three 13 mm mount bolts and adjust the entire unit up slightly.
6. Install the rear compartment trim making sure the tabs on the inside bottom slip into the rear panel retainers.
7. Pack the old hatch pull-down unit in the box using the same packing materials.
8. Attach the enclosed return pre-paid postage label to the box and drop it off at the nearest UPS location. A list of UPS locations can be obtained from their web site at <http://www.ups.com/> or by calling 1-800-PICK-UPS, 1-800-782-7892.
9. Job done, congratulations.

Important items to consider:

We can't stress enough how important to have good functioning hatch struts. For example if the struts are marginal and the hatch is open a gust of breeze will slam the hatch closed. The stock plastic motor housing just can't handle that kind of shock. It will break. TDS has reinforced this area on your new unit, but it is still important to replace your worn hatch struts. We recommend getting them from Pep Boys or another Auto Parts chain that offers a lifetime warranty.

Definition of a rebuild-able core:

1. The unit being returned for a core must have the wiring and electrical. This includes the striker sensing switch, reversing switch, relay and electrical connectors.
2. The unit must have the lift rod and clevis pin (attaches the lift rod to the latch assy).
3. The unit must have the frame, latch assy and motor.
4. The condition of the guides, motor housing and gear nut aren't important, since these get thrown away when these units are Re-manufactured.
5. It is important that the frame, latch assembly and lift rod are undamaged. If your car has been in a rear-end accident, it will be obvious to you (and TDS) that the frame has been bent.
6. Cores that are incomplete or have been modified (drilled to install a nut & bolt or welded) will not qualify for a full refund of the core deposit. The deposit will be pro-rated depending on what was missing or damaged.

Warranty Provisions:

This Re-manufactured hatch pull-down unit has been assembled and tested prior to putting to stock. It is warranted against failure due to defects in materials or workmanship for 1 year from date of purchase. If the unit should fail within the warranty period, contact TDS by phone at (626) 369-0040 or e-mail at topdownsolutions@yahoo.com to obtain a RMA (Return Materials Authorization) number and instructions on how to return the unit. TDS will evaluate the unit and repair or replace it at our discretion. The tamper-evident seals (see figures 3 & 4) on the unit must be in place, with seals intact or the warranty will be voided. Cosmetics of the unit such as paint are not covered by the warranty.

Example of tamper-evident seals:



Figure 3
Tamper evident label

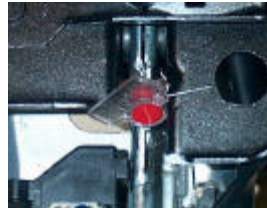


Figure 4
Tamper evident seal



p/n 201280 & p/n 203280

Descr: Re-manufactured Hatch Pull-Down Unit
for 1986-87 & 1988-91 F-Body

Qty: 1



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from Top-Down Solutions.
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rev. 12/24/02