



Danchuk

FRONT WINDSHIELD SEAL INSTALLATION

Tech Article

From Newsletter 16.1 - 1st Quarter of 2010

Replacing your Front Windshield Seal **ISN'T AS HARD AS YOU MAY THINK!**

Recently, we retooled our front window seal and received the first run of our new front window stainless. Since we had to replace the front window on one of our test cars to make sure these items fit properly we figured an article on replacing the front windshield was in order. It sounds hard, but it really is pretty straight forward, if you know the tricks...

Tools You Will Need:

- Danchuk #567 Windshield Seal
- Flat Blade Screwdrivers
- Phillips Screwdrivers
- Small Hammer
- Danchuk #913 Wiper Escutcheon Nut Tool
- 3/8" Nut Driver
(You can use a 3/8" socket, 1/4" drive)
- Danchuk #2116 Strip Caulk
- 10 ft. length of braided cotton cord
(We used 7/64" w/tensile strength of 115 lbs.)
- Small Putty Knife
- A Small Piece of Wood to use as a Punch
(Ours was 1/2" x 1/2")
- A Little Patience

Other Items We Replaced in This Article:

- 210 or 210A Wiper Escutcheons,
Depending on Your Year
- 015 and 015A Windshield Stainless and
Corner Stainless Clip Sets
- 15620-15627 Windshield Stainless,
Depending on Your Year and Model
- 2518, 2519 and 2520 Windshield Wiper Arms
and Blades
- 2056 & 2057 Windshield Moulding Connectors

This job can be done by one person, but we recommend you recruit a helper.

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Picture 1

- 1.) Using a Phillips screwdriver, remove the inner garnish moulding and mirror support from the inside of the windshield.
- 2.) Next, remove the wiper arms from the transmissions by depressing the small attached clip under the arm away from the transmission nub and pulling upward. You may have to rock them off a bit, but they will come loose. Refer to picture 1.

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Picture 2

3.) Next, using your wiper escutcheon nut tool, remove the wiper escutcheon nuts and lift the escutcheons from around the wiper nub. Remove the washer hose and set the escutcheons aside. Refer to picture 2.

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Picture 3

4.) Inside the door channel on the pillar, behind the corner stainless you will find a Phillips screw. Remove the corner screw. Refer to picture 3.

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Picture 4

5.) Using your 3/8" nut driver, remove the nuts from the 2 lower clips at the curve of the lower windshield stainless, one on each side. Access these from under the dash. This will be difficult with the heater, speaker and everything else under the dash, but it can be done. (On early 55 models this clip may not be attached with a nut, it may use a screw from the top like the other 3 clips for the lower stainless, there are a total of 5 clips.) Refer to pictures 4, 5 and 5A.

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Picture 5

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Picture 5A

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Picture 6

6.) Using your hammer and wood punch, gently move the center stainless clip to one side so you can access the screw holding the center clip in place. Then unscrew the center clip. Refer to pictures 6, 7 and 8.

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Picture 7

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Picture 8

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Picture 9

7.) Slide the two lower side pieces off the center clip and then slide them towards the center and remove them from the car. There is one more clip on each side between the center and the end, so be careful not to bend the stainless. Refer to picture 9.

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Picture 10

8.) Remove all the lower stainless clips from the car. Refer to picture 10.

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Picture 11

9.) Unscrew the remaining screw in the corner moulding and remove it from the car using a slight downward pressure to slide it off the upper stainless. Refer to picture 11.

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Picture 12

10.) Using a screwdriver or other suitable tool, peel back the windshield rubber from the channel all around the inner portion and lower outer portion of the windshield. Refer to picture 12.

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Picture 13



Picture 14

11.) Working from the inside and using the heel of your hand, push the windshield out of the frame (windshield opening) to loosen and then push-pull the windshield out of the car. Usually, the rubber seal will stay attached to the windshield as will the upper stainless. Refer to pictures 13 and 14.

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Picture 15

12.) Using your putty knife, clean the existing sealer and debris out of the window channel all around the windshield opening. The cleaner you can get this channel, the better your new seal will seal. Use a rag and a weatherstrip adhesive remover if necessary to get the channel squeaky clean. Refer to pictures 15 and 16.



Picture 16

13.) Remove the upper stainless moulding from the old windshield seal and discard the old seal. (The moulding is wedged into a channel in the top of the windshield seal, find and separate the channel, loosen, and the moulding will come right out.) Now we are ready to install the new windshield, windshield seal and stainless.

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Picture 17

14.) Making sure you did a fantastic job of cleaning the windshield channel (cut corners here and leaks are almost assured), take your strip caulk and push it into the pinch weld channel. Install the caulk all the way around the windshield opening overlapping the ends so there are no gaps. Refer to pictures 17 and 18.

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Picture 18

15.) While installing the caulk, set your new windshield seal in the sun to warm so it's easier to work with.

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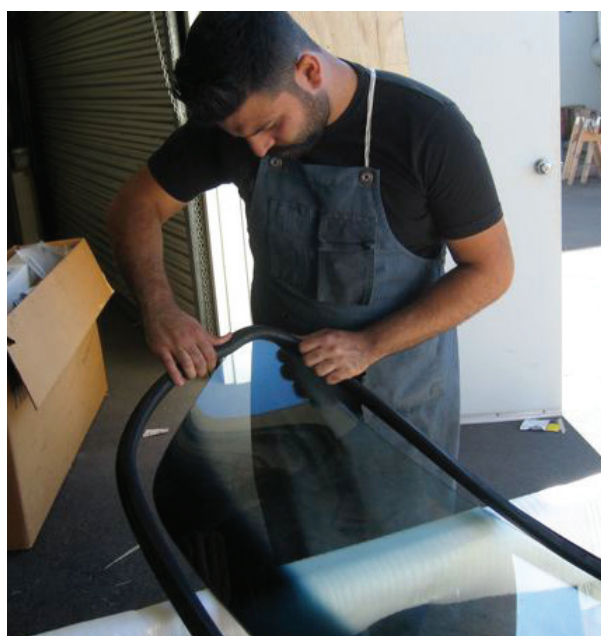


Picture 20

16.) When you are ready to start the installation, fold the seal in half. Find the channel in the top of the seal and line up the channels on either side of the seal...it will be closed on the bottom...open on the top. The seal installs with the open channel up, for the upper stainless. Refer to picture 20.



Picture 21



Picture 22

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Picture 23

17.) Starting on one of the bottom corners, keep the seal centered and slide the glass into the channel. (If the seal is not centered at this point it will not be centered when you are done and the upper stainless channels will not be in the correct position to install the upper stainless.) Work your way around the bottom of the glass and then up each side, keeping the seal centered. Once you get to the top, make sure your seal is centered and continue. The seal may start to get tight at this point, just keep working the seal onto the glass. Refer to pictures 21, 22 and 23.

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Picture 24

18.) Soak your 10 ft. piece of cord in soapy water and then, starting at the bottom, centered, work the cord into the outer channel of the seal, the side that will go against and into the window channel on the car. (You start the cord at the bottom, in the center, and end at the bottom, in the center, after inserting the cord in the channel all the way around the window.) Using a cotton cord, like we did, will make sure the paint or headliner does not get damaged. Cotton cord is strong, soft and non-abrasive, unlike some other cord materials. Once you install the windshield into the channel you will pull the cord from the channel...this will pull the inner lip on the seal over the window channel and seal the window. Refer to pictures 24, 25 and 26.

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Picture 25



Picture 26

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Picture 27

19.) Once you have the seal on the glass and the cord in the outer channel it is time to install the upper stainless, which fits into the channel in the upper section of the seal. There is one piece of stainless for each side with a connector in the center. Pull back the seal to separate the opening and insert the tab on the moulding in the opening. If you kept the seal centered on the glass the moulding should fit the curves on the glass nicely. With the palm of your hand, gently slap the moulding down into the channel on the seal until it is tight and fits the contour of the glass properly. Refer to pictures 27 and 28.

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Picture 28

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Picture 29

20.) Install the center connector onto the side of the window stainless you installed, then install the other piece of stainless, repeating the instructions in #19, and slide the stainless into the center connector. Make sure the stainless is tight in the channel and fits properly around the glass. Refer to picture 29.

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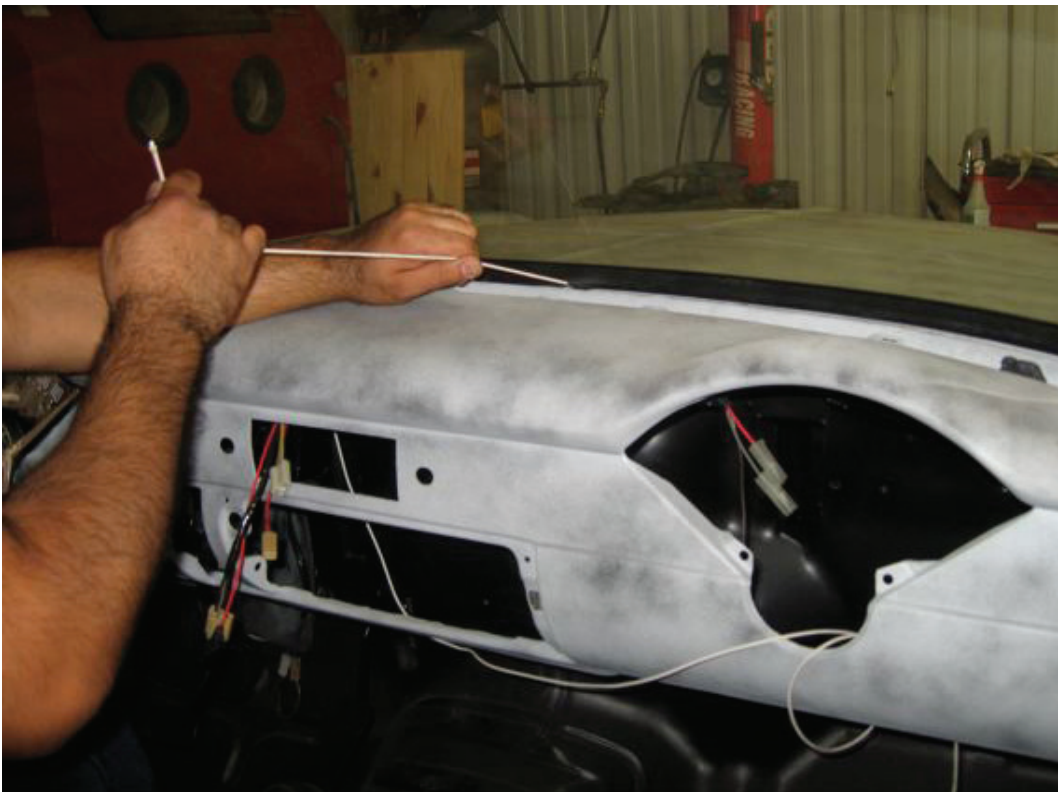


Picture 30

21.) Now you can fit the windshield into the windshield opening. It will fit loosely but get it as tight into the channel as you can.

As you are doing this make sure the ends of the cord you installed into the channel on the seal are on the inside of the car. When the windshield fits as good as it can, starting on one side carefully pull the cord towards you

working the inner lip of the seal over the channel on the inside of the car. Work one side at a time to the end and up the pillar to just above the end of the curve. Refer to pictures 30, 31, 32 and 33.



Picture 31

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Picture 32



Picture 33

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Picture 34

22.) When you are done with both sides, using the palm of your hand, slap the window into the windshield frame. When the windshield is seated take one of the cord ends in each hand and slowly pull them, together, to seat the inner lip the rest of the way around. By pulling each end together the cord will not slide out of the channel, if it does you will have to start over. Refer to picture 34.

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Picture 35

23.) Again, using the palm of your hand, slap the windshield to make sure it has a tight seal and a good fit. Check for gaps around the windshield and make sure the seal is seated properly and tightly. Refer to picture 35.

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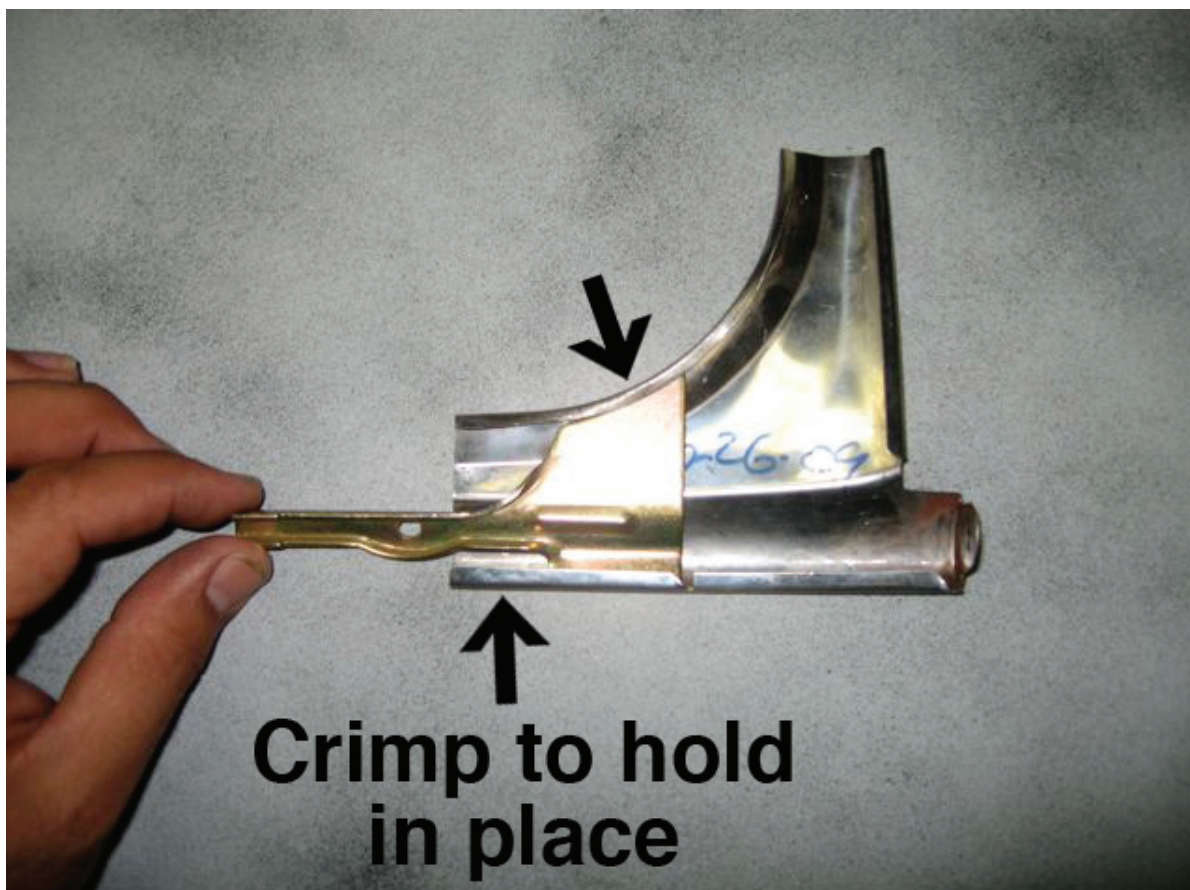
Picture 36

24.) Now screw the end of the upper moulding into the windshield frame. Get your corner moulding and install a new corner moulding clip, Danchuk #015A. Peen the side of the corner stainless over to hold the connector in place on the stainless. Refer to pictures 36 and 37.

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Picture 37



Picture 38

25.) Slide the corner moulding onto the tab on the upper stainless and slip it into place. Making sure the inner portion of the corner moulding is flush against the inner part of the pillar, screw the connector into the window frame, and then screw the stainless into the frame at the pillar. Refer to pictures 38, 39, 40 and 41.

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Picture 39

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Picture 40

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Picture 41

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Picture 42

26.) Screw the wide center clip and 2 smaller side clips from Danchuk #015 into the cowl. Then take the studded clip and slide it into place on the curved end of the lower stainless. Leave it loose in the channel. (If you had the early 55 clips on the corners that did not use a stud you will either have to drill a hole in the cowl to accommodate the studs or reuse your old clip at this spot.) Refer to pictures 42, 43 and 44.

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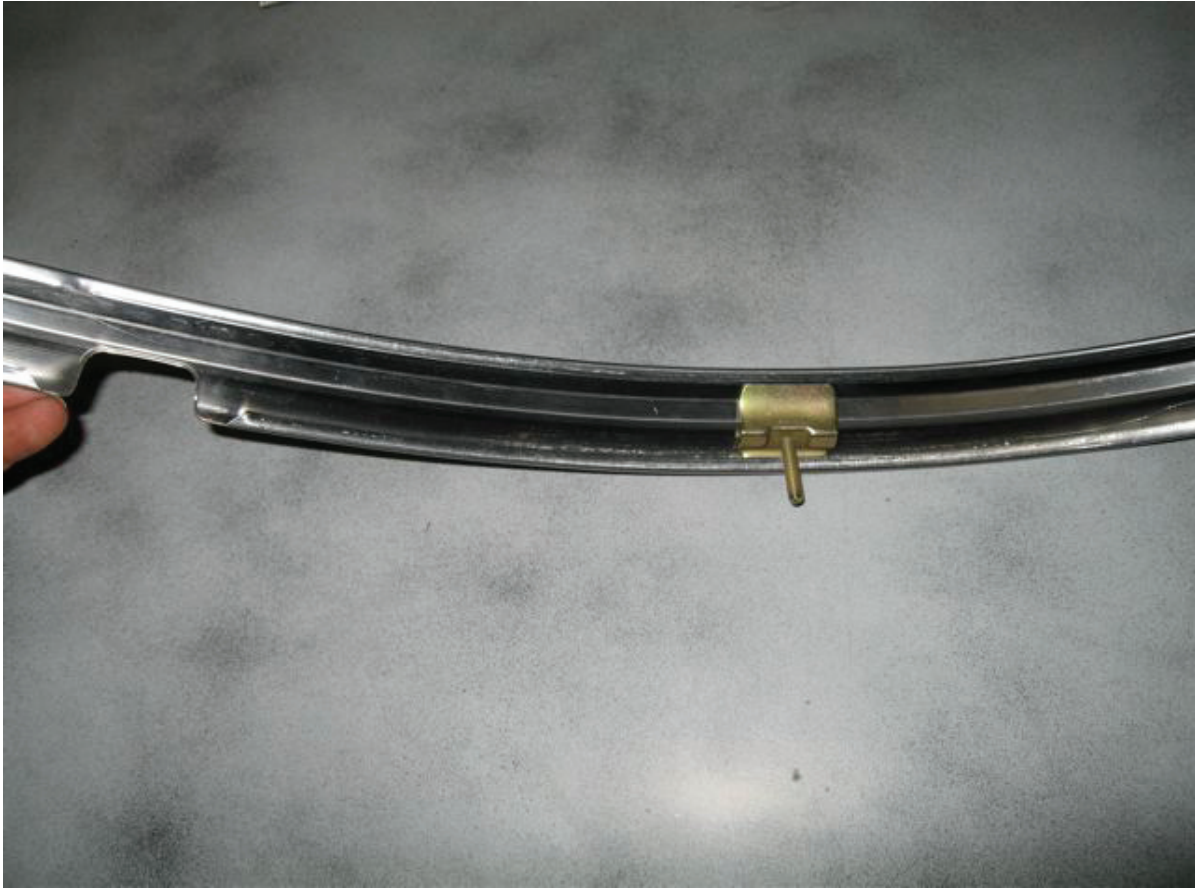


Picture 43

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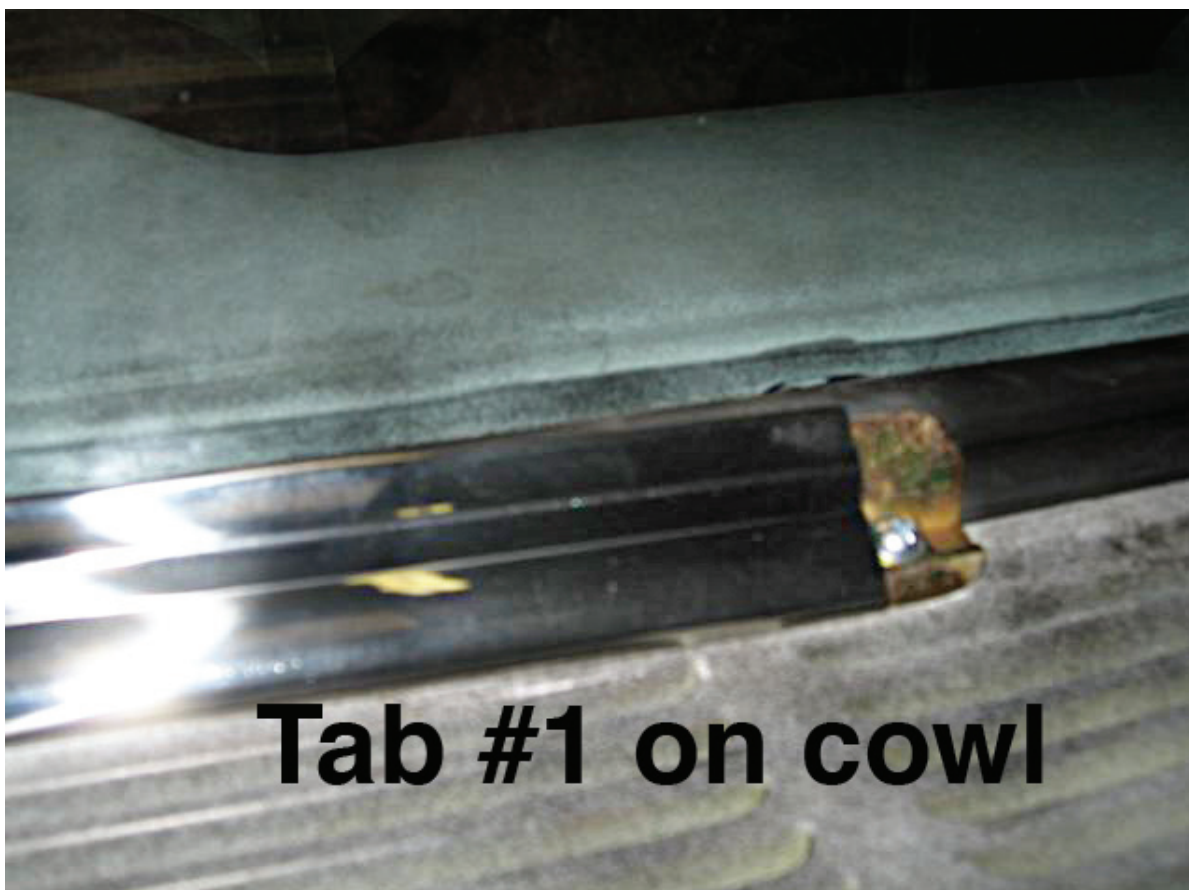


Picture 44

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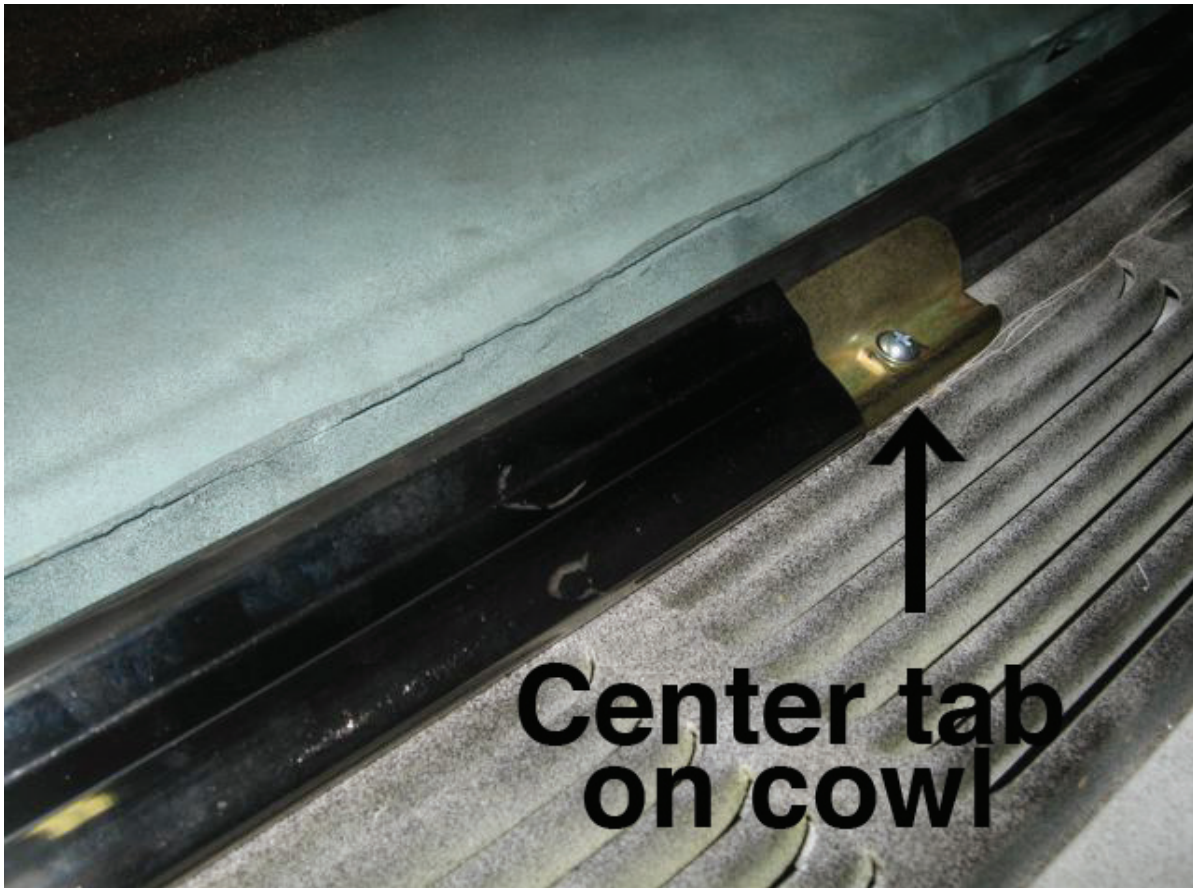
Picture 45

27.) Working slowly, slide the lower stainless into place over the side moulding clip on the cowl. Slide the end of the stainless into place over the center clip as well, pushing the stainless over the center clip just less than half way. Refer to pictures 45 and 46.

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Picture 46

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Picture 47

28.) Slide the studded clip into place on the stainless in line with the hole in the cowl, and push the threaded stud into the hole. Slip the end of the lower stainless onto the corner moulding and install the center clip onto the lower moulding at the center. Repeat the installation of the other side of lower stainless and slide the ends into place at the center connector and corner stainless. Refer to pictures 47 through 53.

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Picture 48

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Picture 49

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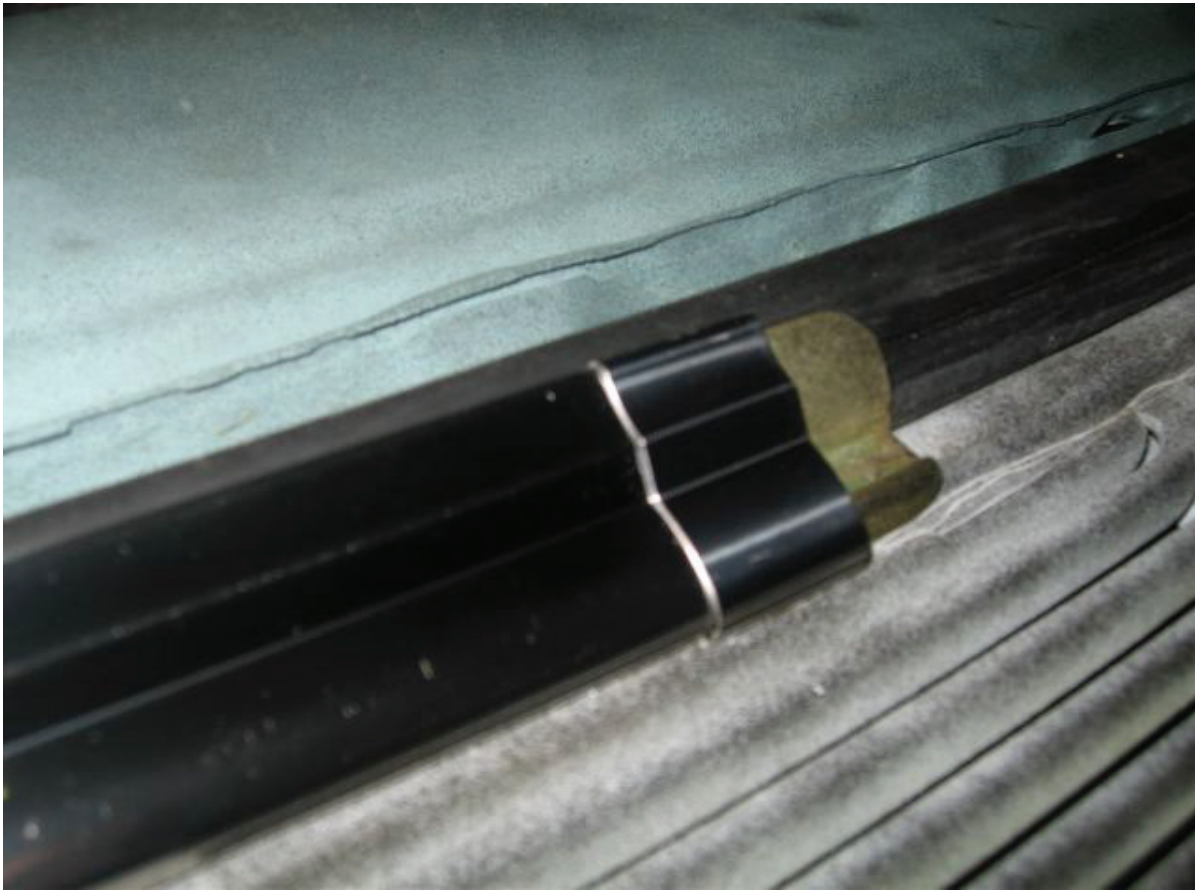


Picture 50

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Picture 51

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Picture 52

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Picture 53

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Picture 54



Picture 55

29.) Using your 3/8" nut driver, screw the nut on the end of the stud of the studded side clips under the dash. Refer to pictures 54 and 55.

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Picture 56

30.) Fish the wiper washer hose out from the cowl and attach it to the pipe in the wiper escutcheon. Put the escutcheon into place around the nub on the windshield wiper transmissions. Screw on the wiper escutcheon nuts and tighten using the wiper nut tool. Adjust the spray nozzles on the escutcheon so that the spray hits the glass. Test. Refer to pictures 56 through 61.

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Picture 57

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Picture 58

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Picture 59

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Picture 60

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Picture 61

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Picture 62

31.) Making sure the wiper transmissions are in the all the way down position, replace the wiper arms on the transmission nubs by pushing down until they click into place. (If you have not adjusted your wiper cables in a while, pushing down on the wiper transmission nubs before you install the arms will tighten them up.) Refer to picture 62.

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Picture 63

That's it. Your car now has brand new stainless, a brand new windshield and a new rubber seal. That wasn't so hard, was it? Refer to picture 63.