

WINDSHIELD

Removal

Remove the windshield wiper arms. Remove the rear view mirror and the windshield garnish mouldings. On the J model the windshield side mouldings must be removed before removing the windshield. Remove the three screws holding each side moulding and slip the side mouldings off the top and bottom moulding. On the late model 1961 Larks, except "J" and "L" models, the lower moulding retaining screw located in each lower corner of the windshield under the moulding clip must be removed. Slide the corner clips to the right or left and remove the screws.

Starting at the upper corner, force the windshield outward with the hand (see Fig. 29) so that the seal pulls away from the body opening flange. A dull putty knife may be used to help loosen the weatherseal from the flange. Remove the glass, weatherseal and mouldings as a unit (see Fig. 30).

Remove the mouldings from the weatherseal and the weatherseal from the glass. Clean the body opening flange thoroughly, removing all old sealer.

Examine the body opening flange carefully for any uneven sections or irregularities. Check the fit of the glass in the opening. Hold the glass in the opening and check to be sure that the clearance between the glass and body opening flange is uniform around the entire perimeter of the glass. If desired, the glass may be supported in the opening by rubber cushions cut from the old weatherseal as shown in Figure 31. Mark any parts of the opening flange which are uneven, remove the glass and straighten the flange. Recheck the glass fit.

Installation

Lay a heavy bead of windshield sealer in the glass channel of the new weatherseal. (See Fig. 32). On all models, there are three channels in the windshield rubber weatherseal: the glass channel, the reveal moulding

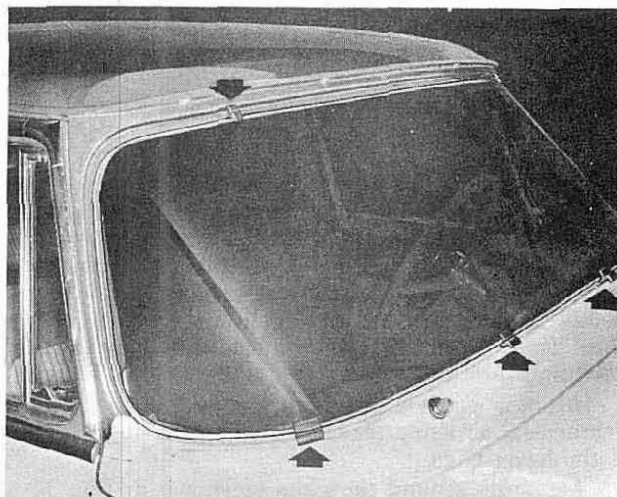


FIG. 31



FIG. 29

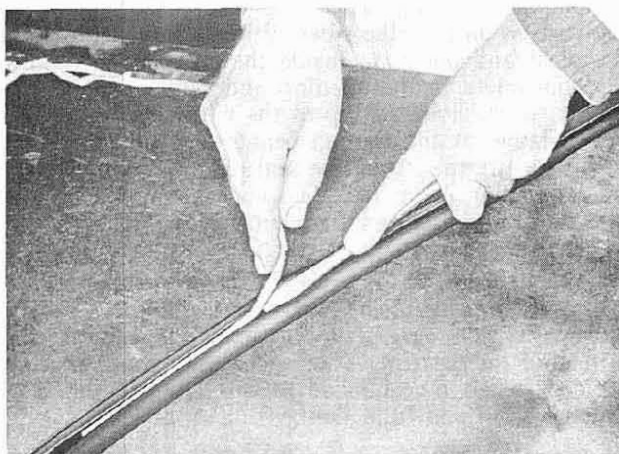


FIG. 32

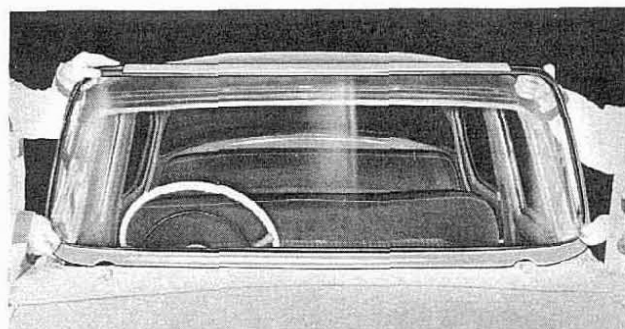


FIG. 30

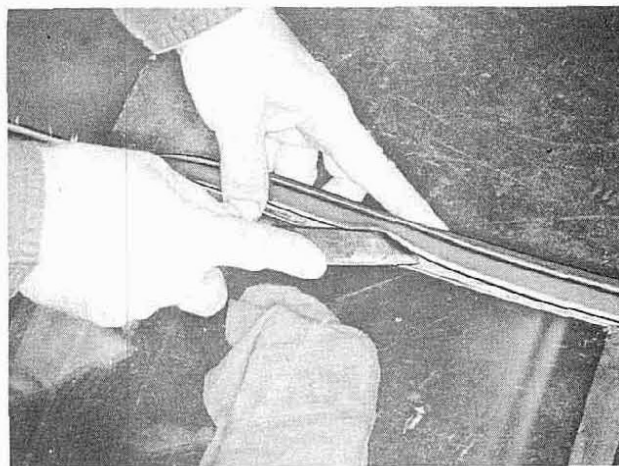


FIG. 33

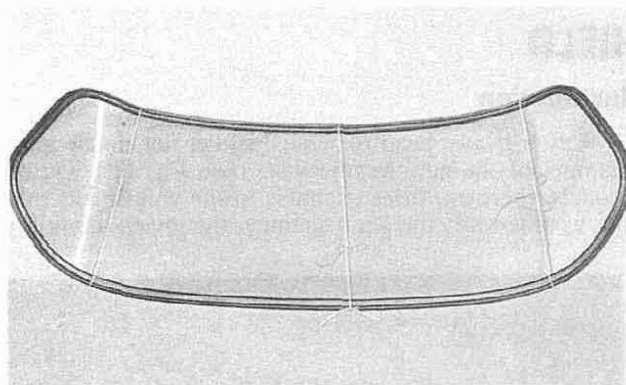


FIG. 34

channel and the body flange channel. Be sure that there are no nicks or chips on the edge of the glass that might lead to cracks or breaks. Place the weatherseal on the glass (See Fig. 33) so that the ribbed section is toward the top and outer edge of the glass. Install the weatherseal on the lower corners of the glass first. Insert the mouldings making sure the mouldings are hooked securely in the rubber flange.

Install a cord in the body flange channel of the weatherseal, crossing the ends of the cord at the center of the lower edge.

Tie cords around the glass as shown in Fig. 34 to retain the weatherseal and mouldings during installation. Lay a bead of soft bedding compound around the mounting flange (See Fig. 35), extra heavy in the corners and up the sides. With two men handling the glass and one man inside the car carefully place the windshield in the opening and center it. Remove the tie cords. Hook the lip of the weatherseal over the body flange at the bottom center and pull the cord slowly to lift the lip of the seal over the body flange while pressing in on the glass and the weatherseal to seat the weatherseal on the flange (See Fig. 36).

On models with a top cowl air intake, use a curved, dull putty knife to tuck the lip of the rubber down between the instrument board and the lower body flange. Be very careful not to hook the cord on the corners of the defroster duct openings. A hard pull on the cord when it is hooked to the duct opening will tear the crash pad from the instrument board.

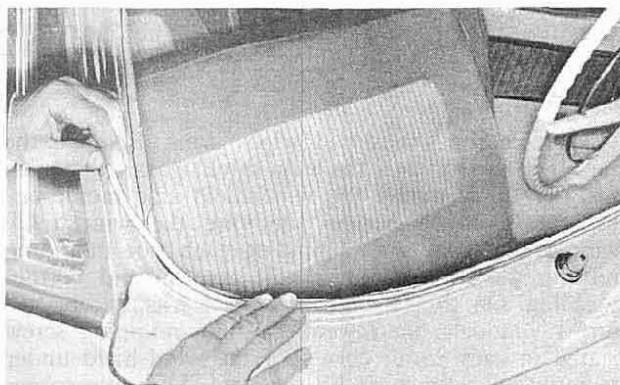


FIG. 35



FIG. 36

Make sure the rubber lip is properly located over and all along the lower opening flange before pulling the cord up the side and across the top. Install the retaining screw in each lower corner and install the clips if the car is so equipped. On the "J" models, install the side mouldings by sliding them over the ends of the top and bottom mouldings and installing the retaining screws into the windshield pillar posts. Install the windshield garnish mouldings and the rear view mirror. Install the windshield wiper arms and blade assemblies.