

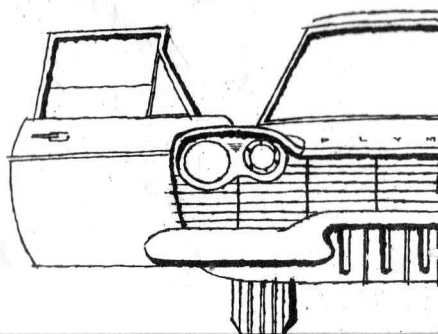
SERVICE REFERENCE BOOK

SESSION NO.

108

1957

GLASS and
DOOR SERVICE



prepared by

CHRYSLER CORPORATION

PLYMOUTH • DODGE • DE SOTO AND CHRYSLER DIVISIONS

Tech sez:
"OWNERS TAKE GREAT PRIDE IN
NEW-CAR
APPEARANCE!"

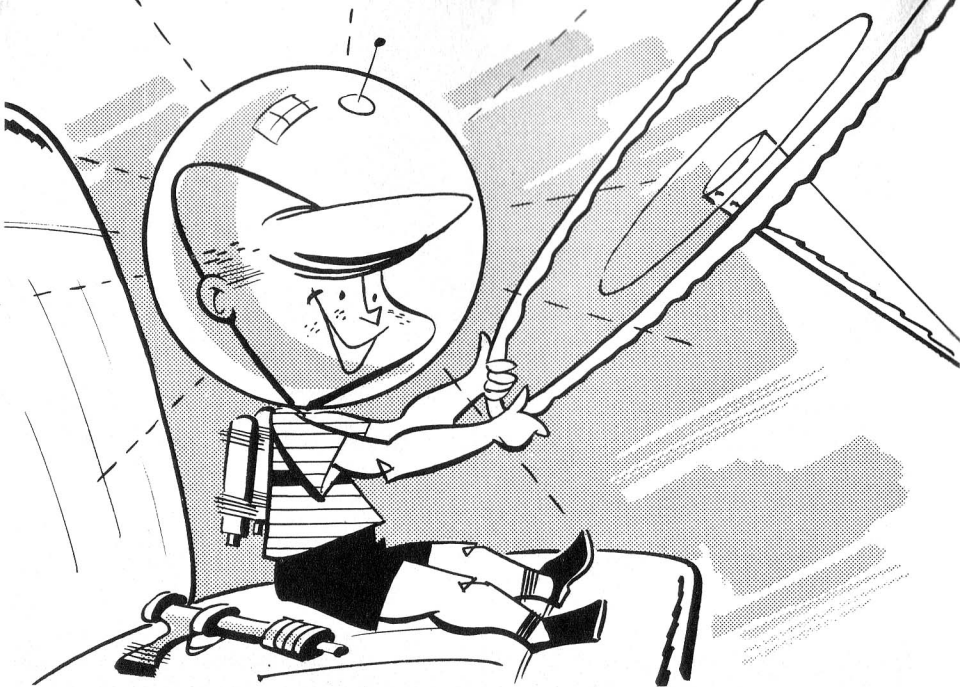


More than anything else, new-car owners take great pride in how glamorous their cars look. You can't blame them, though, since our 1957 line of cars is definitely tops in style. Yep, everywhere they go, heads turn to follow our 1957 line of beauties.

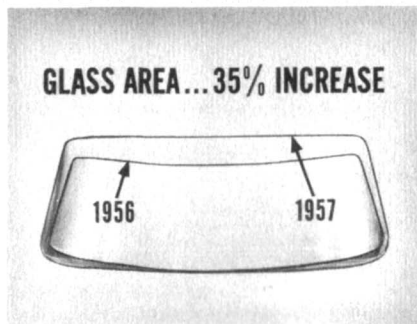
It's up to us, naturally, to keep those admiring looks turned our way. And that's where this reference book comes in. You'll find some handy tips here on windshield and rear window service. Also, there's up-to-the-minute advice on door glass service.

Here's where to find this important information on glass and door service:

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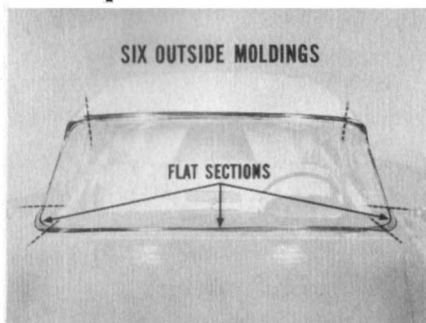
NEW WINDSHIELD SERVICE



One of the outstanding features about the new Full-View windshield is all the extra visibility an owner gets. There's a curved "A" post, and a great increase in glass area that team up to provide this big difference in visibility. The windshield area alone, for example, has been increased by some 35%!

But if you're wondering about how to replace one of the new windshields, or the rear window, well, there's good news for you. If anything, it's easier done than before.

On the windshield, a lot of removal operations are still the same, even though outside moldings look different. Six outside moldings are used. Along the bottom, there are three flat, belt molding sections, instead of double moldings as before. All moldings fasten directly to the body, none attach to the weatherstrip.

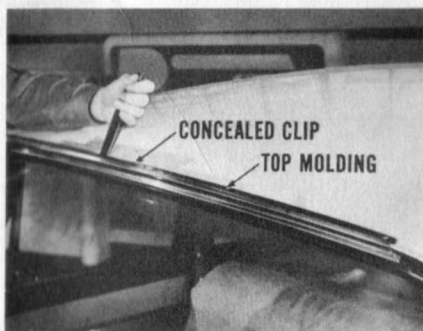


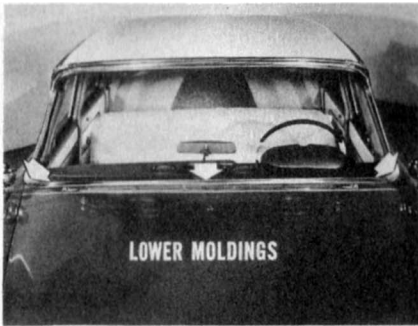
Remember to guard against scratches. Use a cloth on the hood. Put masking tape where a tool might slip. Use only a fiber wedge for operations that call for some leverage.

How to Remove the Windshield. Now, to remove the windshield, first remove the four screws that hold the side molding in place along the "A" post. Remove the chrome cap that covers the joint at the top. Under the cap there's another screw to remove so you can lift off the side molding.



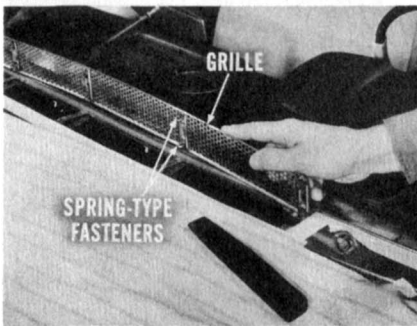
A concealed spring clip at the center holds the top molding in place. So, lift up at the top edge and toward the front of the car. The clip and molding will be quickly released from the header.



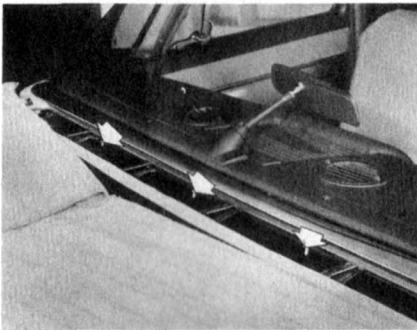


Seven bolts and nuts hold the three lower moldings against the cowl panel. Also, there is a self-tapping screw at the outer end of each lower side molding. You won't have any windshield wiper pivot covers to remove, just the wiper blades and arms.

Next, remove the screws at the outer ends of the lower side moldings. You get at these screws by opening the front doors. After that, you remove the grille from the cowl vent opening.

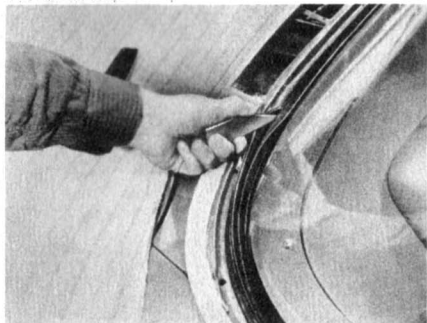


A little leverage with the fiber wedge will pop the grille out of the spring-type fasteners that retain. But here's a tip. Start lifting at the end, not the corners. Be very careful not to pull the clips loose from the grille.



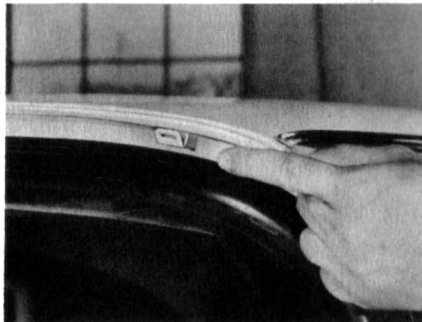
Then, remove the three molding nuts inside the cowl vent opening. One's in the center, and there's one at each end. The four remaining nuts are located under the cowl side panel. You reach these nuts from under the instrument panel. That lets you lift off the three lower molding sections.

Unlock the weatherstrip next. Just insert the wedge in the locking seam and twist until the locking lip opens up. Slide the tool all around the entire windshield. Incidentally, don't use a screwdriver or anything else that's sharply pointed. That could damage the locking seam and you'd never get the glass to stay in place and make a good seal.



At this point it's wise to put on gloves and use some help in removing the glass from the unlocked weatherstrip. The inside man should push out on the lower edge. The outside man can steady and catch the glass as it is pushed out. Always make the lower edge come out first.

You make the bottom edge come out first because the roof

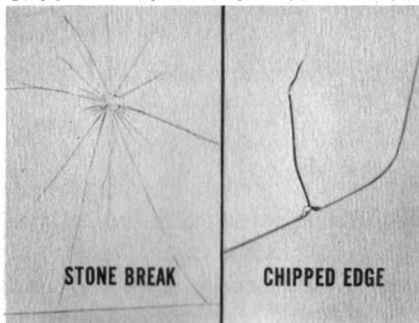


panel overhangs the windshield opening. The glass would strike this panel if you pushed the top edge out first. In addition, it might also strike the two small metal tabs that are welded to the header near the "A" posts. The top chrome moldings attach to these tabs.

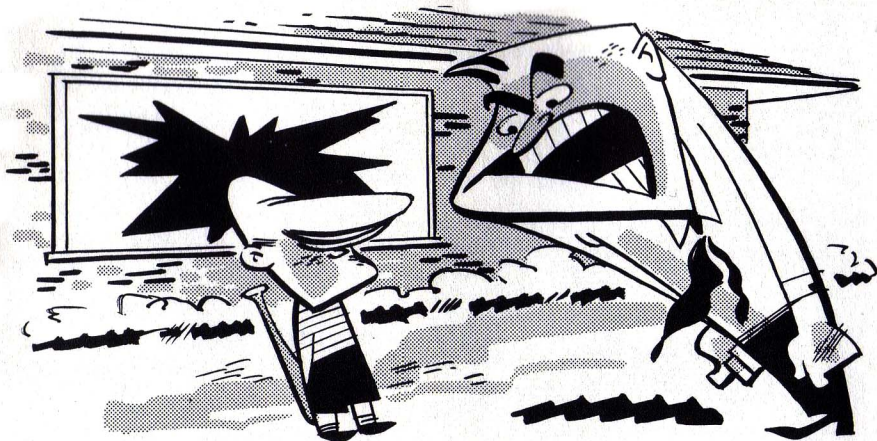


So, push out at either lower corner, then up the side. Once the glass is free, you and your helper can put it over on the bench. Always use a box and padding to support the glass on the bench. These precautions keep the glass edges from chipping.

Check Cause of the Break. Whenever you remove a broken windshield glass, look for the cause of the damage. It might be



due to a stone break, or a chipped edge. If it's neither one of those, the windshield opening itself might be out of line. A high spot, or a wavy section in the metal fence can cause uneven pressure on the glass.

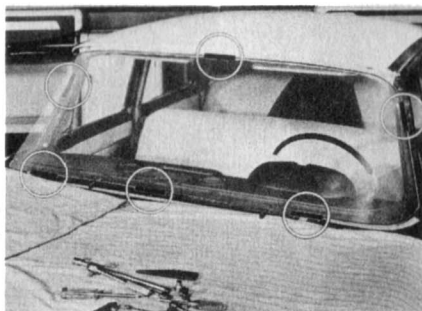


Quite often you can make a good quick check of the opening without removing the weatherstrip. You'll notice that the glass grooves lay open nicely, and the weatherstrip conforms closely to the opening. So, with the wedge, carefully clean out the sealer. Then, take a new glass. Center it and see how it fits into the weatherstrip and windshield opening. Any extreme high spot will show up. Make sure the glass contacts the weatherstrip evenly all the way around.

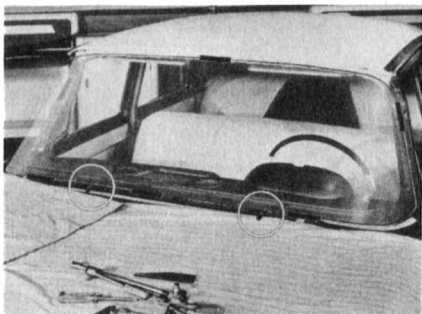


If a high spot does hold the glass out, remove the weatherstrip and check the fence. Generally, it will be at the point where the glass you took out was broken. Grind off any high spots, knock off any burrs and straighten up any wavy sections.

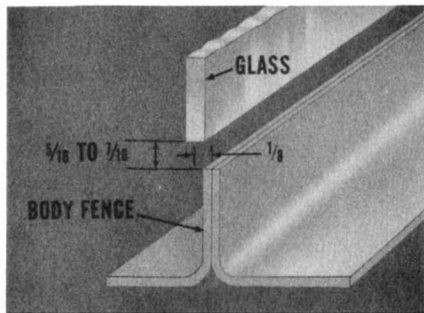
How to Remove the Weatherstrip. Just as a reminder, remember to loosen the inside garnish moldings before you remove the weatherstrip. If the windshield was broken, be sure to clean the glass groove free of any tiny chips of glass.



Another way to check alignment of the opening is by using six 3" sections of weatherstrip. Install three sections at the bottom, one at each side, and one at the top. Center a new glass in the opening and lock up the small weatherstrip sections.



If the weight of the glass brings about more top than bottom clearance, put wooden wedges between the glass and body to support and center the glass properly. Try to get spacing as even as possible all around the glass.



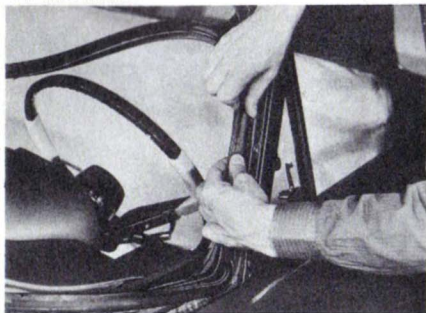
Now, there should be from $\frac{5}{16}$ " to $\frac{7}{16}$ " clearance between the glass and fence edges. The inside surface of the glass should be within $\frac{1}{8}$ " of the metal fence.

In this case, as before, if you don't find these clearances, check the fence for high spots, burrs, or wavy sections. Grind off any high spots, or burrs, and straighten up the windshield opening. Your key to where any unevenness might be is the broken glass. An opening out

of alignment will cause pressure at the high or wavy spot, and sometimes start a crack.

Installing the Weatherstrip.

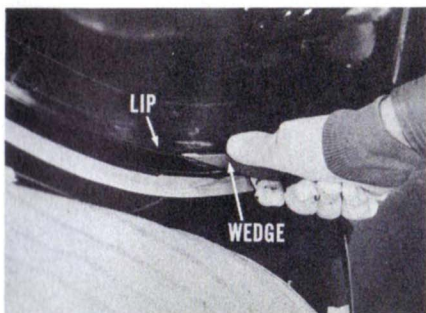
To install a weatherstrip, you first put a continuous bead of sealer in the fence groove. Then, starting at the corner, install the weatherstrip. Make sure that the molded corners fit the opening snugly without stretching the rubber. Once the weatherstrip's in place, install the glass.



Installing the Glass. Insert the top edge of the glass first, making sure it's centered properly from side-to-side. With this new windshield weatherstrip, by the way, the glass will seal better if you don't use any soap solution. Use the palm of your hand to tap the glass into place. The new weatherstrip lets the glass seat quickly and easily.



Incidentally, take it easy when you use the fiber wedge at the lip of the weatherstrip. Just work the lip over the glass. Never pry the glass into the weatherstrip.



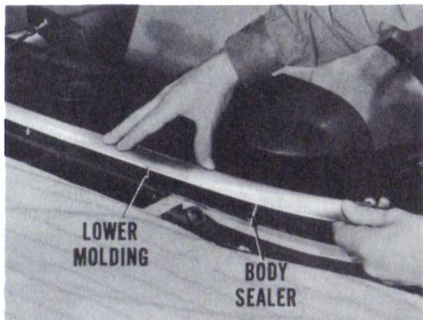
Once the top edge is seated, work down each side, and then along

the bottom. If the weight pushes the lip in, let your inside man hold the glass out slightly. After that, lay a bead of sealer in the glass groove all the way around.

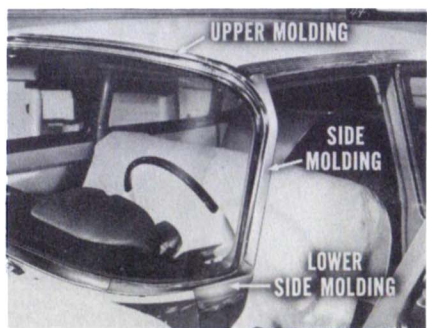


Brush some mild soap solution on the locking strip and use the butt end of the wedge to lock up the weatherstrip. Start across the bottom, up one side, go across the top, and down the other side.

Installing the Moldings. Finally, you reinstall the moldings. Just put



them back in reverse order from the way you removed them. For example, you install the lower molding first. Put body sealer at each bolthole in the cowl as insurance against water leaks. Start the nuts, but don't tighten them. Then, install the lower side moldings, and tighten all nuts.



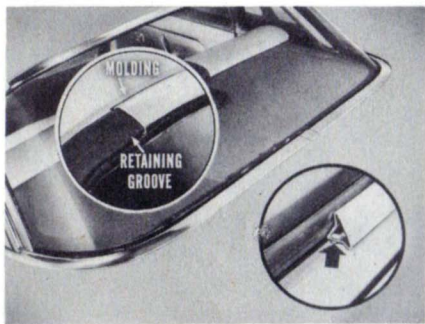
Snap the top molding, with concealed spring clip, into place. Start, but don't tighten the screw at each end of the top molding. Following this, slide the side moldings into place. Top ends go *under* the upper molding. Bottom ends go *over* the lower side moldings. Start the screw at each

“A” post, and then tighten the screw at each end of the top molding.

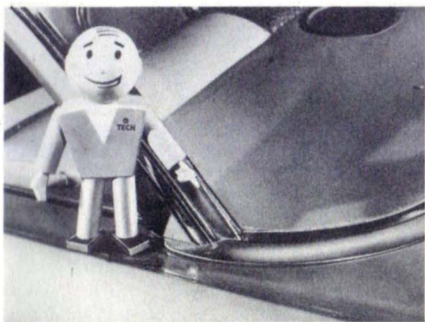
Install the two chrome caps over the joints between the side and top moldings. Then, tighten all the screws along the “A” post. To button up the job, you reinstall the grille at the cowl. It just snaps into place. Finally, pick up a cloth wiper and clean off all the excess soap and sealer and that’s about it on a windshield job.

REAR WINDOW REMOVAL AND INSTALLATION

Knowing how to take out and replace the windshield is a big help on rear window service. Actually, if you look closely, you’ll notice that the rear window moldings are attached differently. The top and side moldings, for instance, snap into a retaining groove in the weatherstrip. The bottom moldings are held by nuts and bolts similar to those at the windshield.

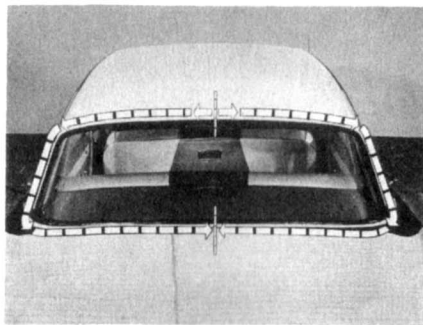
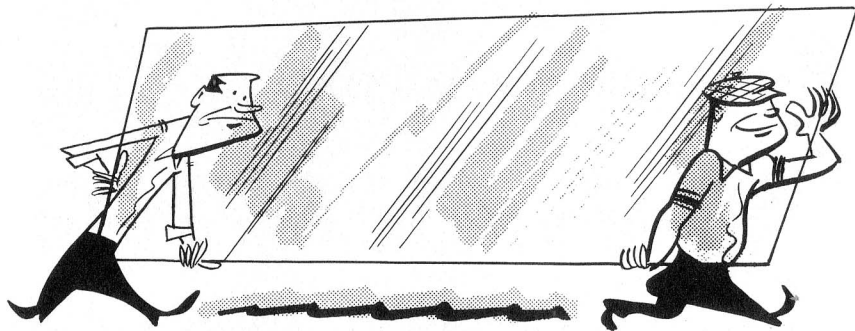
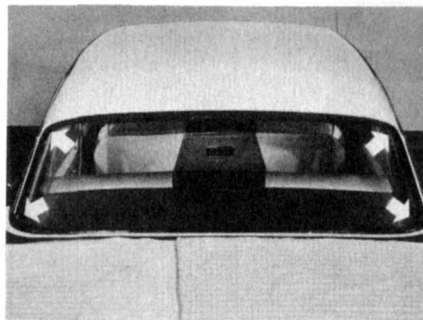


Removing the Rear Window. You reach the lower molding nuts from inside the trunk. On most models there are nine nuts. One thing to watch out for is the nut that’s located well forward. It’s near the lower corner of the rear window right above the wheelhousing. And there’s a spring clip near the end that you can snap out, once all the nuts are removed.



Unlock the weatherstrip with the wedge and remove the glass. At the rear window, however, you push the top edge out first and lift the lower edge out last.

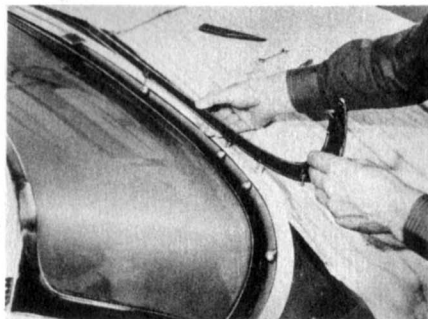
Installing the Rear Window. When installing the rear window, because the weatherstrip is different, it helps to use soap solution in the glass groove. Then, position the glass at the upper corners first. Next, position the glass in the lower corners. Work the lip of the weatherstrip over the glass all the way around.



Wipe off all the excess soap. Then, lay a bead of sealer in the glass groove around the entire rear window. Soap comes in handy, too, for locking the rear glass in place. Brush some soap on the locking strip. Then, start at the center of the upper edge and lock the top edge and sides.

Lock up the bottom edge last. Locking the glass in place at the top first, opens up the molding groove slightly. That makes it easier to install the upper moldings in the retaining groove of the weatherstrip.

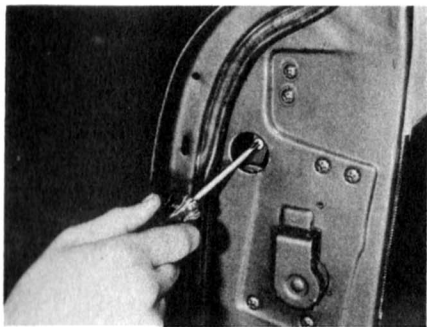
Put body sealer at each of the lower attaching holes. After tightening down the nuts, cover them with sealer, too. On some jobs, the recess across the deck will be full of sealer. Level it out to close the holes before you install the moldings.

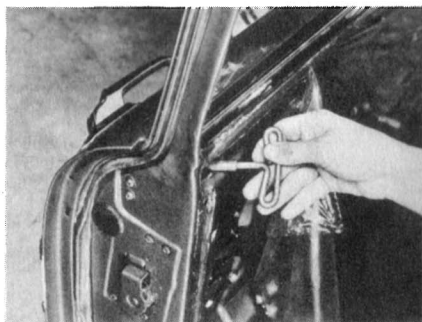


FRONT DOOR HANDLE AND LOCK SERVICE

On the new cars, the front door handle and lock cylinder will have to be serviced a little differently. You still attach the handle as before, but when it comes to the linkage, there's something new. The linkage between the handle and door latch assembly has been redesigned. You can adjust it now from the rear face of the door.

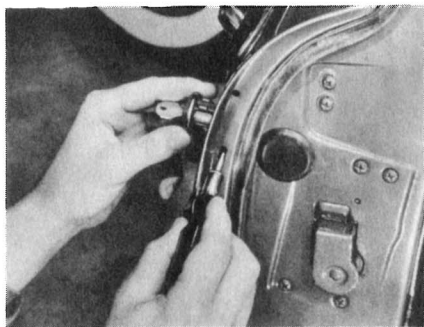
What you do is remove a rubber hole cover just above the rotary latch. Then, you loosen the screw that locks the two sections of latch linkage together. Shorten the linkage *to remove too much free play at the handle*. Or, *lengthen the linkage to free up linkage travel*. Finally, tighten the lock screw.





To remove the outside handle, first remove the garnish molding. Then, loosen the rear section of the trim panel. This lets you get at and remove the two handle attaching nuts.

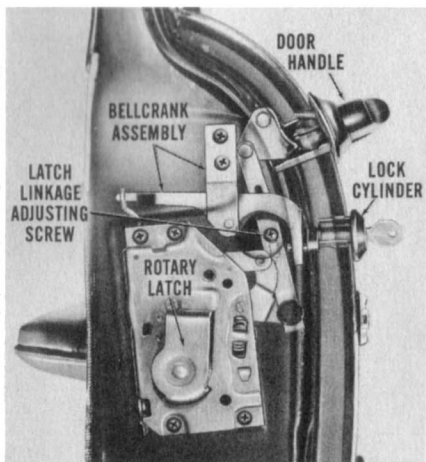
Next, you remove the latch linkage screw to disconnect the handle from the handle assembly.



Removing the Lock Cylinder.

The lock cylinder is a lot easier to remove and replace, by the way. The cylinder is still retained by a sliding latch plate. Just use a 90°-bent screwdriver. And, when you install the lock cylinder assembly, you no longer need to use a pilot wire to guide it into place.

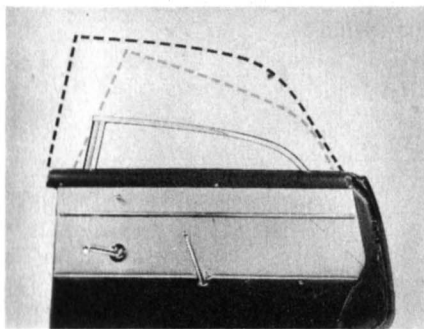
When you install the lock cylinder, make sure it engages the bell-crank linkage which operates the locking pawl of the rotary latch. Incidentally, that bell crank can be adjusted if the key doesn't lock or unlock the latch properly. Simply loosen the two screws on the rear face of door and move the bell-crank assembly up or down until proper lock cylinder operation is obtained.

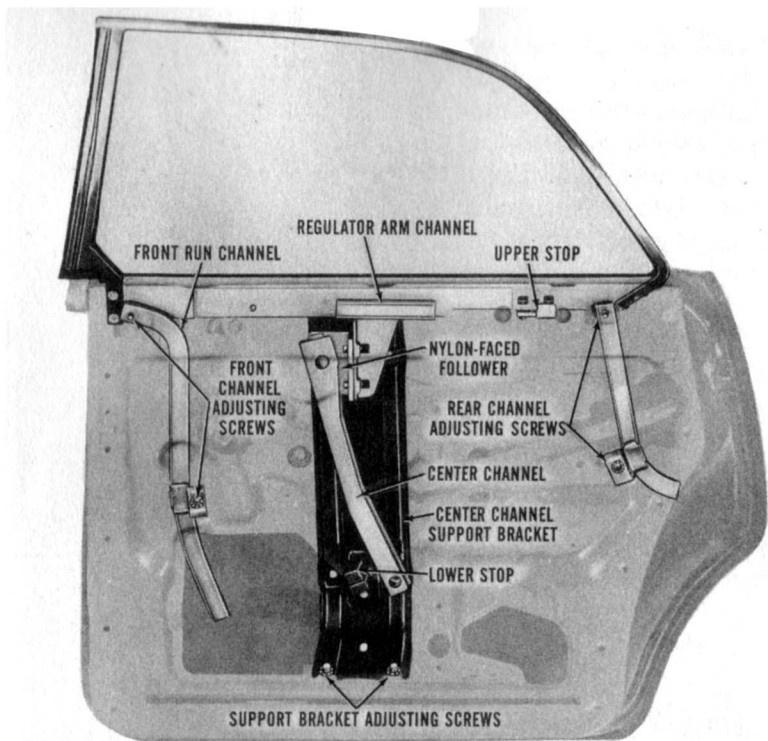


On Imperial, Chrysler, De Soto, and Dodge, the lock cylinder is attached to the door handle housing. On these models you'll have to remove the door handle in order to service the lock cylinder.

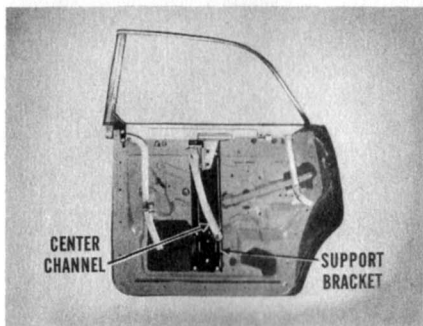
REAR DOOR GLASS SERVICE (PLYMOUTH SPORT SEDAN)

Another difference you'll find is the new rear door glass on the sport sedan models. As the glass is lowered, it moves backward—away from the rear edge of the front door glass. The more it's lowered, the more it tips rearward. Then, the front edge begins to lower faster than the rear edge until it's almost down. Finally, it moves slightly rearward at the fully-down position.



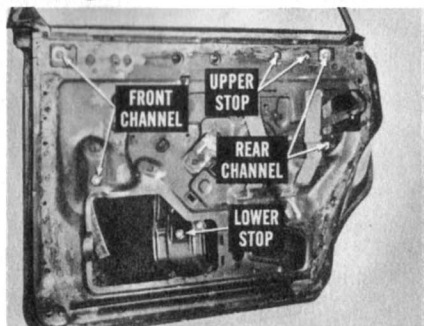


That new movement comes about because of the specially shaped front and rear run channels. A center channel also helps to guide the glass and keeps it from rattling.



Adjusting the Door Glass. The center channel attaches to a support bracket. You can adjust this bracket at its lower end to tip the upper edge of the glass in or out.

To line up the front edge of the rear glass with the rear edge of the front glass, you shift the front and rear channels. To adjust glass travel, you can move both the upper and lower stops. After any adjustment, of course, it pays to check operation of the glass. In other words, run the glass up and down. Make sure the nylon rollers ride smoothly in the run channels.



Correcting Bind in Channels.

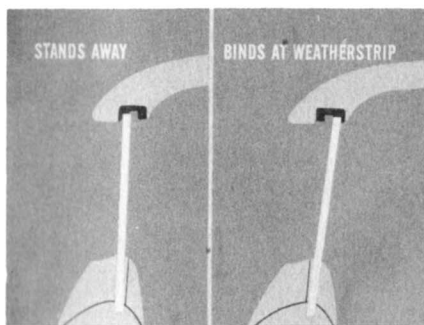
Let's suppose the nylon rollers do not ride smoothly in the channels. Let's suppose they bind. In a case like this, stop the glass at the point where it begins to bind. Loosen the lower attaching screws of both the front and rear run channels.

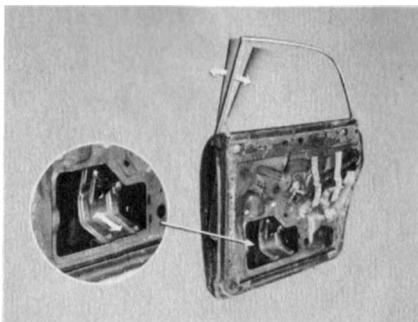


Next, run the glass up and down several times again. The nylon rollers will line themselves up for smooth operation. Last, tighten the lower channel screws.

Correcting the Fit at the Upper Edge.

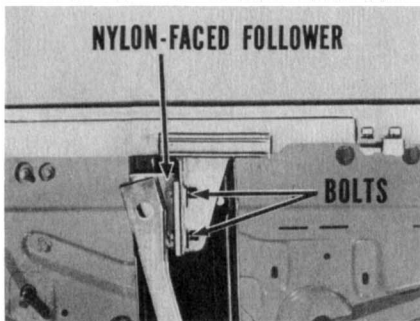
If the top edge of the glass stands away from the body, or binds at the weatherstrips because it angles into the body too much, you'll have to make an in-or-out adjustment.





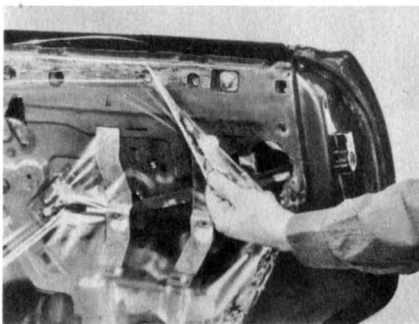
Just loosen the two attaching screws at the foot of the center channel support bracket. Then, move the foot of the bracket in or out to get a good fit between the top edge of the glass and the weatherstrip at the roof rail. Finally, retighten the attaching screws.

If you can't get enough adjustment that way, some extra adjustment



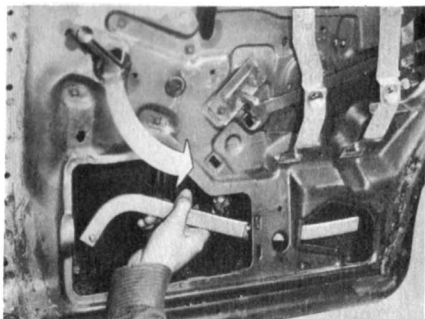
is possible at the point where the nylon-faced follower is attached to the glass frame. Two screws hold this follower to a bracket on the frame. Lower the glass until the two attaching nuts and bolts can be reached through the lower access hole in the door inner panel.

NOTE: You'll hardly ever have to make this adjustment since the center channel support bracket adjustment usually does the trick.



How to Remove the Door Glass. To remove the glass in case it's broken, remove the inside hardware, garnish moldings, trim panel and the rainshield. Be careful when you remove the rainshield, however, as you'll want to cement it back in place later.

Following that, you lower the glass about half-way. Remove the two front channel-attaching screws next. Then, to remove the front channel itself, you pull it *downward* and towards the rear of the door. Now you can pull it out through the large access hole at the bottom of the inner panel. After that, remove the "up" stop screws, and raise the glass all the way. Disengage the glass from the regulator arm and remove it.



To install the door glass, just reverse the operations explained above. In addition, remember to check fit and operation of the glass before you leave the job. You might have to make a few minor adjustments.

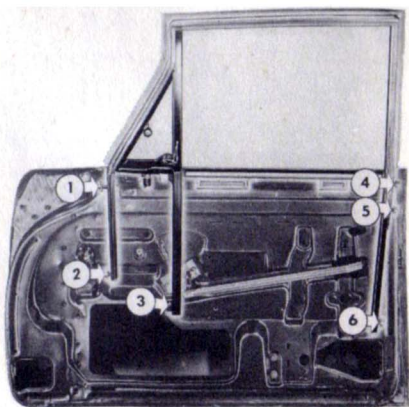
NEW! EXTRUDED ALUMINUM DOOR FRAMES!

On 4-door sedan models of the De Soto Firedome and Fireflite, the Chrysler Saratoga and New Yorker, and on *all* Imperial 4-doors, you'll notice door frames above the belt moldings are made of extruded aluminum. These extruded frames extend down and inside the door to form the front and rear glass run channels. To remove the glass on these models, then, the aluminum frames must come out first.



Removing the Front Door Glass. To remove a glass from the aluminum frame models, you take off the inside door hardware, garnish moldings, trim panel and rainshield. Next, you remove the six window

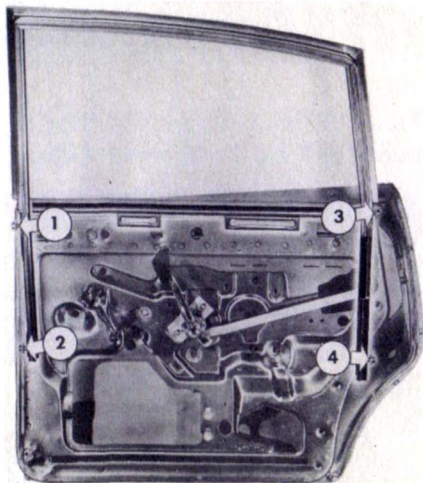
frame mounting bolts. You can reach one of these, the upper bolt (1), from the front face of the door. Two attaching bolts are located inside the door inner panel (2 & 3).



One of the two (2) holds the forward section of the extrusion to a bracket located below the regulator shaft. The other one (3) holds the extrusion that forms the front run channel to a bracket below the remote control shaft. The three remaining bolts (4, 5 & 6) are easily removed from the rear face of the door.

Carefully pull the weatherstrip loose from the door, just that section of weatherstrip that is also attached to the extrusion. Do not remove the rest of this section from the extrusion.

Next, carefully pull the entire extrusion assembly, vent wing included, straight up and out of the door. Raise the upper glass stop and raise the glass as far as it will go. Then, release the glass frame from the regulator arms and remove the glass.



To install the glass, reverse the above steps. Re-cement the weather-strip to complete the job.

Removing the Rear Door Glass. You remove the rear door glass on the aluminum frame models like you removed the front door glass. But since there's no vent wing, only four mounting bolts are required. Two bolts (1 & 2) are easily reached from the front face of the door. The remaining two (3 & 4) are accessible from the rear face of the door.

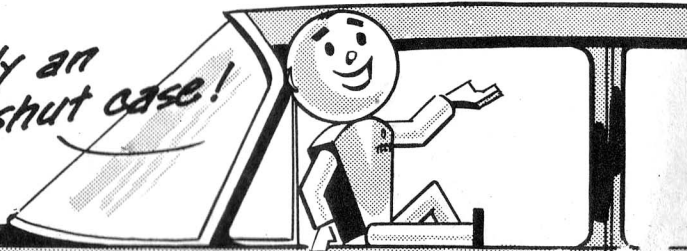
When installing the extruded aluminum frame in the rear door, make sure that the lower ends of the extrusion slip *inside* brackets to which they attach. Otherwise, you might get the lower extrusion ends outside the brackets. Then, the forward channel will be too far forward, and the rear channel too far back. Channels spread too far apart at the lower end will cause the glass to slip out and hit the brackets when the glass is lowered.

REMEMBER . . . IT PAYS TO KEEP UP APPEARANCES!

Practically all car owners buy on the basis of appearance, as well as car performance. How beautiful a car looks is often the most important reason why most people buy. Since there's so much pride in appearance, it's up to us to keep our cars looking as beautiful as the day they came off the assembly line.

Glass and door service, therefore, is our opportunity to keep our 1957-car owners happy with our product and with our own service at the same time. Let's win their lasting good will on both counts!

*It's strictly an
open and shut case!*



**RECORD YOUR ANSWERS
TO THESE QUESTIONS
ON QUESTIONNAIRE NO. 108**

All windshield moldings on the 1957 cars fasten directly to the body and none of them attach to the weatherstrip.

RIGHT

1

WRONG

Using masking tape, a fiber wedge, or a cloth is just a waste of time because a good technician who is careful won't scratch the finish.

RIGHT

2

WRONG

You'll have to remove the cowl grille to get at the three molding nuts inside the cowl vent opening.

RIGHT

3

WRONG

If you don't have a fiber wedge, use a screwdriver to unlock the weatherstrip.

RIGHT

4

WRONG

When pushing a windshield out of the opening, push the top edge out first.

RIGHT

5

WRONG

Using a piece of carpeting and a padded box to support a new glass on the bench protects against chipping and bending strains.

RIGHT

6

WRONG

In case of an unexplained breakage, always check the metal fence to see if a high spot, or wavy section caused uneven pressure on the glass.

RIGHT

7

WRONG

Linkage between the front door handle and latch has been redesigned so you can adjust it through a hole in the rear face of the door.

RIGHT

8

WRONG

To correct the fit of the top edge of the door glass on the new sport sedan, loosen screws and make an in-and-out adjustment at the foot of the center support bracket.

RIGHT

9

WRONG

To remove the glass from the door on the new sport sedan, remove the front channel first.

RIGHT

10

WRONG