

Chapter 36 (Video Clip 36) - Rear Window Installation



1417. Start the rear window installation early in the morning when you are not tired. Make sure you have a helper or two or three.



1418. From inside the car, mark a cut line on the top cover about 2" from the window frame edge.

Note: The 2" is much wider than needed, but the extra width is use to pull the cover tight, while stapling and cutting the excess material off later.



1419. Carefully cut along the cut line with a sharp razor blade.



1420. Lift out the waste window portion and discard.



1421. Malcolm, peering out the newly cut opening for the rear window.



1422. Next cut slits in the corners of the rear window, to allow the top cover to fold over and staple.



1423. My son, Neil Beasley stapling the top cover to the interior wood frame.



1424. Vic holding the top cover up, so I could spread glue on the underside of the top and on the exposed edge of the frame.



1425. The top cover shown stapled to the wood frame.



1426. Excess top cover material shown cut off.



1427. Rear window opening is now ready for frame and glass.



1428. Clean both sides of the rear window glass with Windex.



1429. Lay the rear seal on the glass according to the final position, similar to the front windshield installation in chapter 29. I put the narrow slot on the outside and the deep slot on the inside of the car as shown.



1430. Carefully, pull the seal to catch on one of the corners and hold the seal tightly against the glass as done for the front windshield installation in chapter 29.



1431. Use a bungee cord for a third hand.

Work on this section - 3 hours



1432. After, two unsuccessful attempts to install the window in the car, we gave up. Vic, found a convertible top/glass person that would look at it for us.

Work on this section - 4 hours



1433. I felt like I had better install the mirrors prior to making the first road trip in the VW.



1434. Vic and I made the maiden journey in the VW (10 miles round trip) to Tommy McNamara shop for him to look at the back window. Tommy said he would give it a try if I purchased a new seal, since we had torn the seal in the unsuccessful attempts. A new seal was ordered and we had to wait until it arrived, Tommy was free, and the weather was good to make the trip to his shop.



1435. Finally on Friday Jan 27, the weather was good, so off Vic and I went to Gulf Coast Fabron on Mills Street in Mobile, AL.



1436. Tommy was waiting on us and we gave it not one try, but two tries and then I called in my son Neil to help in pushing the window and on the third time it went in, not a 100%, but I hope enough to stay. We did use a smaller string this time and sprayed silicon on both the rubber and opening around the window and follow basically the same procedure as we used on the front windshield.



1437. I think the team was happier than I was but I can tell you, I was one happy person. Shown left to right, myself (Malcolm); Vic Diabin; Neil Beasley and Tommy McNamara owner of Gulf Coast Fabrion.



1438. The window is in! I am sure I will tweak it in few days, but for now I am doing nothing but praying that it stays in.

Work on this section - 4 hours

Window Seals



1439. Attach stainless steel plate as shown on each side of body.



1440. Attach stainless steel plates as shown on each side of body.



1441. Insert the metal strip in the front window frame seal and place the seal on the front window frame and locate the holes for best fit to allow trimming the rubber seal at the top and bottom of the front windshield frame. Then drill holes in the rubber at the hole locations in the metal strip.



1442. Test fit the unit again on the front window frame and mark the location and angle to cut on the seal at the top and bottom. With a band saw cut the rubber seal as marked in the test fit.



1443. Install the seal on the front window frames, as shown in the detail at left, with #6 x 1/2" flat head stainless steel sheet metal screws. Make sure the rubber is orientated so that the window will make contact to the rubber flap seal in both directions when the door/window is shut, per the detail shown.



1444. For the right front window cut the rubber seal to length, insert the metal flange and tape seal it into position using the door window frame as a guide.



1445. Using the existing holes in the metal insert, drill a couple of hoses through the metal insert and through the rubber seal into the frame and temporary install with a couple of screws.



1446. Remove the rubber and raise the top frame and layout the metal backing strip using the initial holes drills and drill the remaining holes into the metal frame.



1447. Re-install the metal attachment plate in the rubber, align the initial holes and drilling out the remaining holes to match the metal attachment plate.



1448. Attach the rubber seal and backing plate to the frame with #6 x 3/4" Stainless steel screws.

Work on this section - 3 hours



1449. Some of the screws would not hold, so I used brass screws with nuts (#6 x 32 x 3/4" long), as shown.



1450. Use the same steps for the middle seal.



1451. Middle seal shown with aluminum plate and stainless steel screws.



1452. Right side window/top seal completed.

Work on this section - 2 hours

Repeat the same steps to complete the 3 seals on the driver side.

Work on this section - 5 hours



1453. Use the old bow seal as a pattern to cut out the pin locations on the new bow seal.



1454. Trial fit the seal on the new top.



1455. With the drill press, drill the holes in the front bow seal rubber.



1456. Position the seal as shown in the blow up detail and attach the seal to the bow front with #6 x 3/4" stainless steel screws.



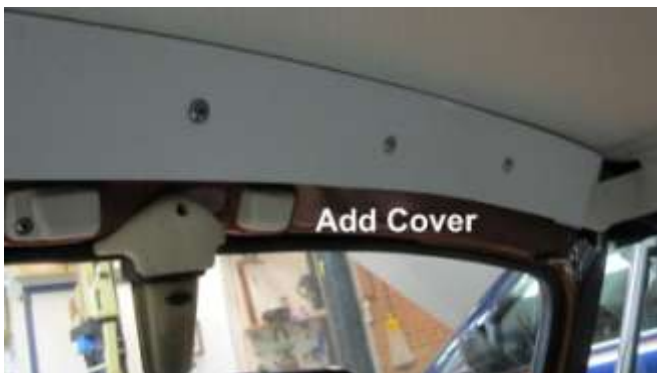
1457. From inside the car over the front windshield, pull the top flap tight.



1458. While holding the top flap tight, add copper tacks in the bow, as shown.



1459. Add several copper tacks as shown



1460. Drill pilot holes for the attachment screws and add the fascia cover, as shown.



1461. Install the sun visors.



1462. Add the new 12 Volt sticker on the driver's side door.

*Work on this section - 2 hour
Work effort this chapter - 23 hours*

Total hours - 604



1463. VW Outside is Complete