

The window glass is attached to its lower track before installation into the door. No silicone. The glass is press-fit into the track using a special set tape. All residual silicone needs to be removed. Take the glass and channel to an auto glass shop and they'll beat it in for you. The glass should overhang the channel by at least 1/4" at the front, so it will not hang up in the front vertical run.

Technical Corner

September 2012

MID YEAR SIDE WINDOW & SASH SET UP

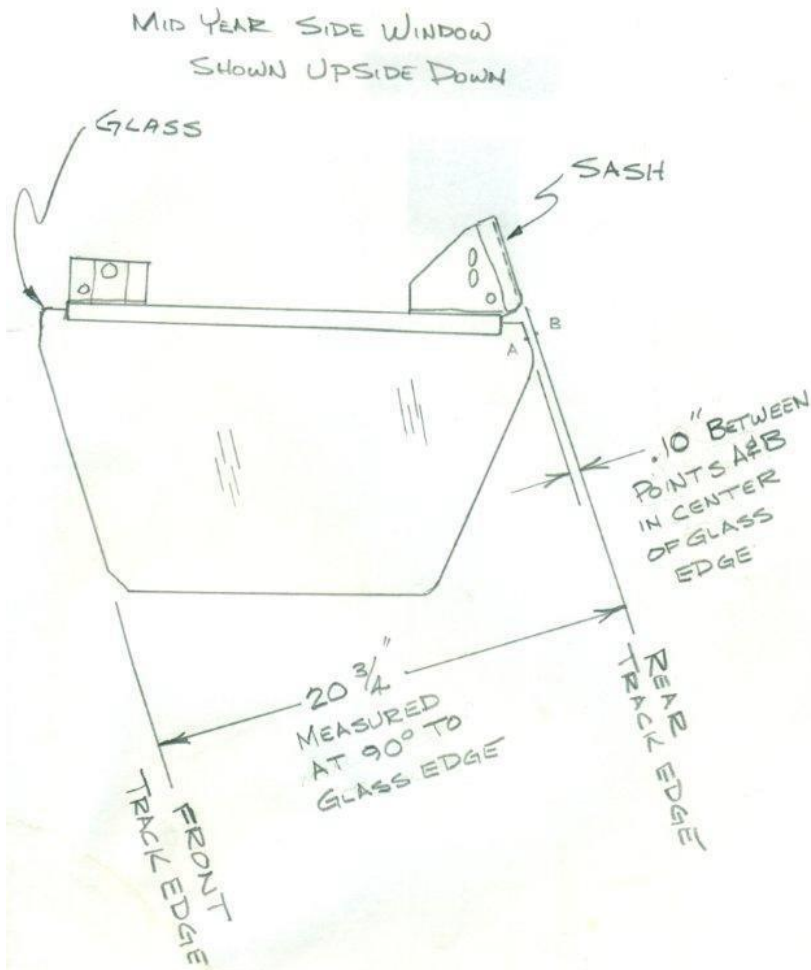
By *Gene Manno*

If you are doing a restoration on a midyear Corvette and it does not matter if it's a coupe or convertible, small block or big block, information many times is just a few buttons away on the Internet. This is true unless you can't find whatever you are looking for. This is just the case when I wanted to reassemble the side windows to the sash for my cars.

When I restored and reassembled my 65 coupe I made a little sketch of the side window assembly and the measurements off the assembly before I took it all apart. Knowing the overall dimension of the side window glass installed with the sash, cannot be bigger than the spacing (in the door) between the rear channel and the forward channel that is part of the vent window assembly. Violating the overall space between the channels makes the window assembly difficult to crank up and down.

By too big I'm saying if as little as 1/8" too big you're going to have problems. On the other hand if you make the side window assembly too short it will rattle and in the case of a convertible you will fail a PV when the judge attempts to wiggle the glass. Coupes are less prone to the judge's scrutiny of "glass wiggling".

The attached little drawing with my set dimensions will work and give you an almost effortless cranking to roll windows up and down. Setting is the same for coupe and convertible. You will not find this information anywhere, not even on the Internet. I asked John Hinckley about the set up and he replied that GM did have a fixture to set the window assembly per spec but he did not know what the spec was. Even the AIM (assembly manual that GM workers used) does not contain this set up dimension.



The $20 \frac{3}{4}$ " dimension is the critical setting. The $.10$ " dimension is just a spot check dimension if you are using original glass. Reproduction glass also need to adhere to the $20 \frac{3}{4}$ " spec but the $.10$ " may not hold true. Glass can be adjusted with a rubber mallet tapping against the glass edge while securing the sash. The special cloth like bonding material that secures the glass in the stainless steel sash channel will allow adjustment after glass insertion using the mallet. Do not reuse this material, replacement bonding material is cheap. Keep in mind that reproduction glass is $.020$ " thinner that original glass. You will have to "adjust" channel and bonding material fit to adequately retain glass pane. The final step after you are happy with the assembly is to razor trim the excess bonding material along both sides of the stainless channel.