

C2 Door Glass Removal

This procedure is for a coupe

Step-1: Remove Door Latch Linkage



Use a small screwdriver to release the retainer clip as you remove the door latch linkages from the latch assembly. The clip has a tab that must be pried out of the hole then pushed toward the linkage. The linkage then easily comes out, and it doesn't require prying on everything in the door to get the linkage out.

Step-2: Remove Screws Under Weather Stripping



When you are ready to remove the vent glass assemblies, use a screwdriver to loosen and remove the screws, which are hidden under the weather- strip at the door pillar. You can see the remnants of the weather strip adhesive near the screw heads. Dig out the adhesive so you get a good bite in the screw head before trying to remove them.

Step-3: Remove Door Glass



You need to correctly position the front door glass so you are able use the access hole for fastener removal. To remove the front 7/16 hex nut that retains the door glass, move the glass to the correct height then a socket can be used for removal.

Step-4: Remove Door Glass (Continued)



The rear door glass retaining 7/16-inch hex nut is accessed in the same way. You can see there is some tape and caulking over the hole that must be removed.

Step-5: Check Door Glass Bracket



The door glass rear vertical run track has been removed, and the vent window is out of the way for door glass removal. Check the bond on the door glass to the lift channel bracket. I often find the brackets loose on the glass, as the factory used a rubberized cloth tape to install them. Corroded tracks often break the bond so check them and replace the tape if there is any doubt.

Step-6: Remove Glass Adjuster Screws



The vent window has the door glass vertical run channel attached to it with an adjuster screw to control glass in and out angle. It takes some twisting and finagling to remove the vertical run channel with the adjuster screw in place from the door, but it is well worth the additional effort. Typically the adjuster screw is corroded to the run channel making it much smarter to take the assembly out and free up the adjuster screw while it is on the bench to avoid breaking pieces.