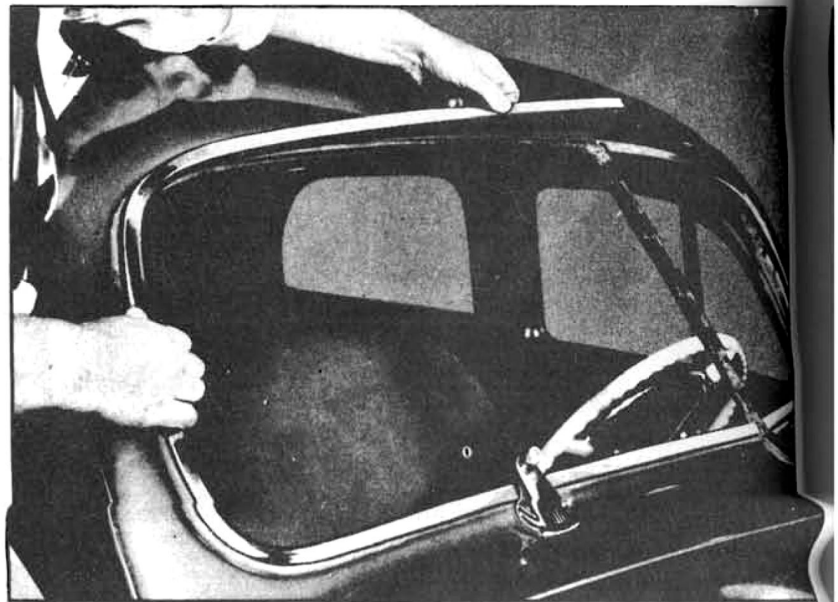
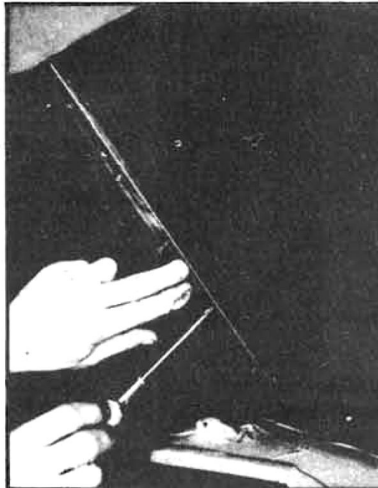


The windshield division molding outer is a "snap-on" type molding which is installed over the rubber sealing channel and center division strainer before the windshield glass assembly is installed.



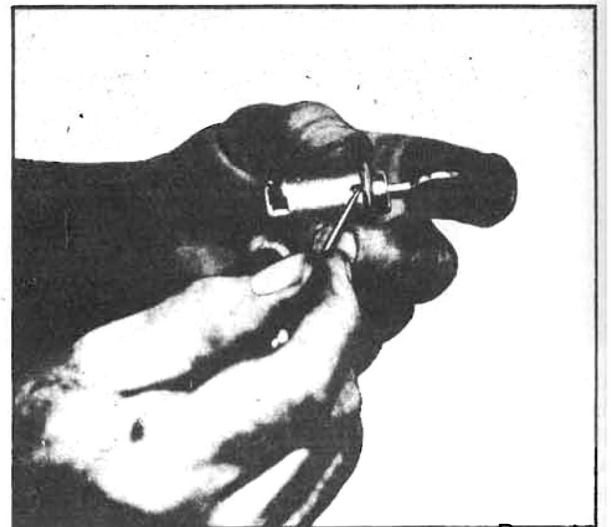
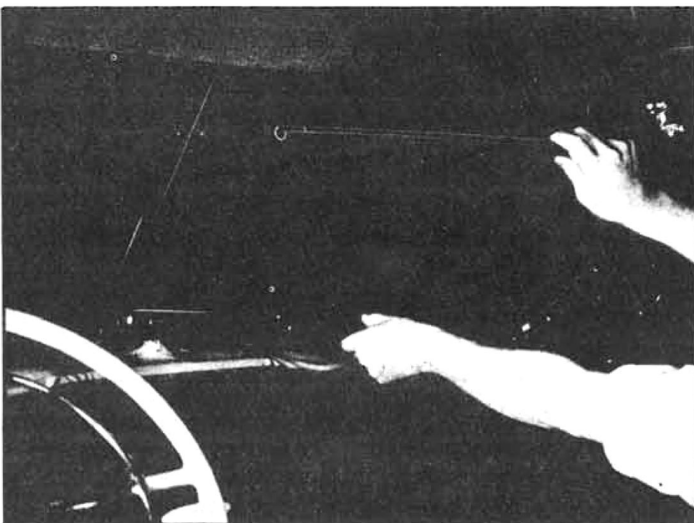
As shown in this illustration, the windshield inner division molding is held to the center section of the windshield opening by cross-recess head screws which are threaded into floating tee nuts in the windshield division reinforcement. After installation, the rear view mirror is installed to the upper section of this molding.



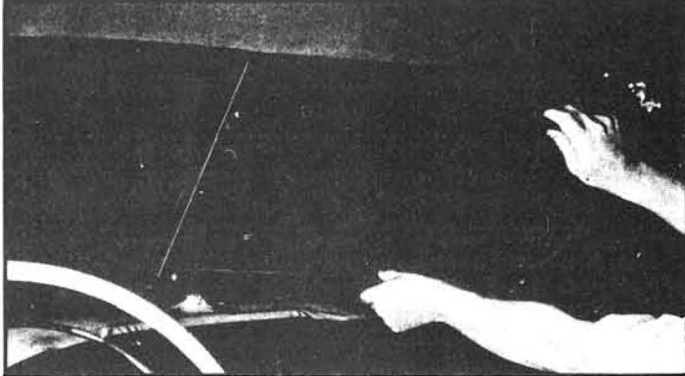
The two piece windshield garnish molding is stamped so as to conform with curve of the windshield opening. This molding which has defroster vents at the bottom is held to the windshield opening with cross-recess head screws. Its removal is a simple operation.

The windshield reveal chrome molding is a two piece molding which is installed over the rubber pinch-weld sealing channel around the opening. To remove and install this molding it is necessary to loosen the windshield glass and its rubber channel.

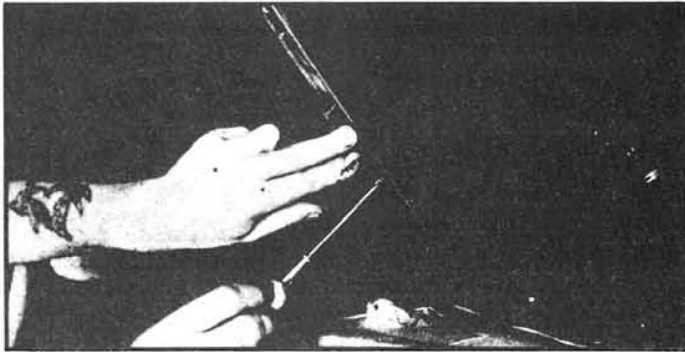
The plunger type glove compartment lid lock is held to the compartment lid or opening, by a retainer cap and screw. The lock cylinder itself is easily removed with a pointed tool as shown.



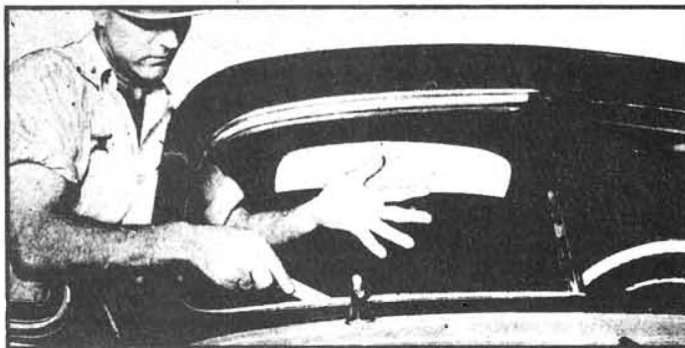
## Operation No. 23 Windshield Glass, Reveal Molding, and Sealing Channel



1. Apply masking tape and protective paper along top edge of instrument panel adjacent to the garnish molding to protect the finish. This is important.
2. Remove the small medallions at the top and bottom of the center division molding.
3. Remove the two-piece windshield garnish molding as here shown.



Next, remove the inner center division molding as shown in this illustration.

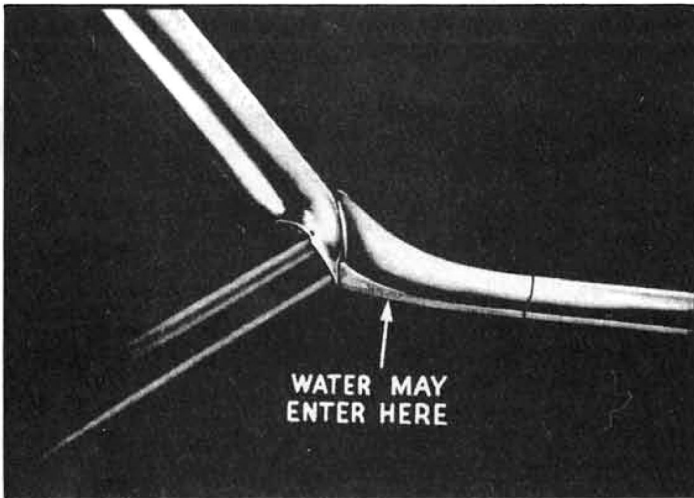


On the outside of the car, break loose the seal of the windshield in its opening by inserting a putty knife between the windshield rubber weatherstrip and the chrome reveal molding. Be careful not to cut or damage the rubber.



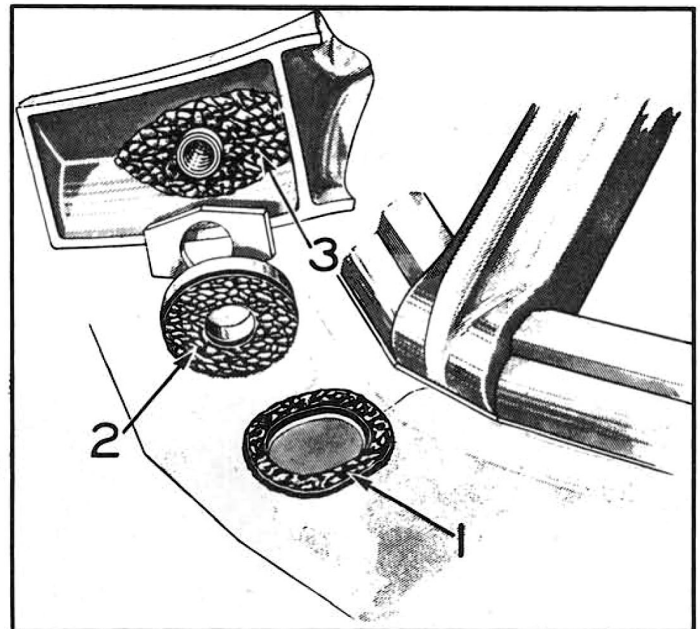
Gently force the glass and weatherstrip towards the inside of the body and remove.

## COWL TOP MOLDING



On some 1946 body styles, a water leak may develop at the base of the cowl top molding as shown. If water-tests show a leak at this point, loosen the retaining stud bolt (underneath the cowl) and remove the assembly.

Clean all contacting surfaces with carbon-tetrachloride or clear gasoline (not ethyl) to remove dirt and old cement. After parts are thoroughly dry, apply a coating of "3-M Weatherstrip Cement" to contacting surfaces of cowl and gasket as shown by arrows 1 and 2 and fill chrome cap with "3-M Autobody Sealer" as indicated by arrow at 3. Permit cement to dry "tacky" (about ten minutes) before re-installing the molding. Wipe away all surplus cement sealer.

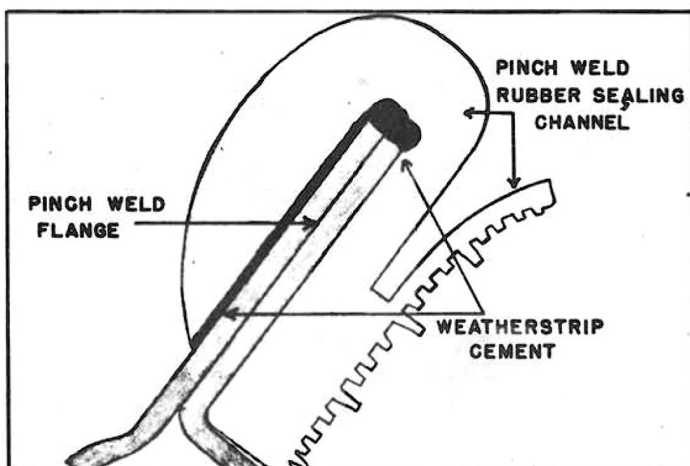


## WINDSHIELD

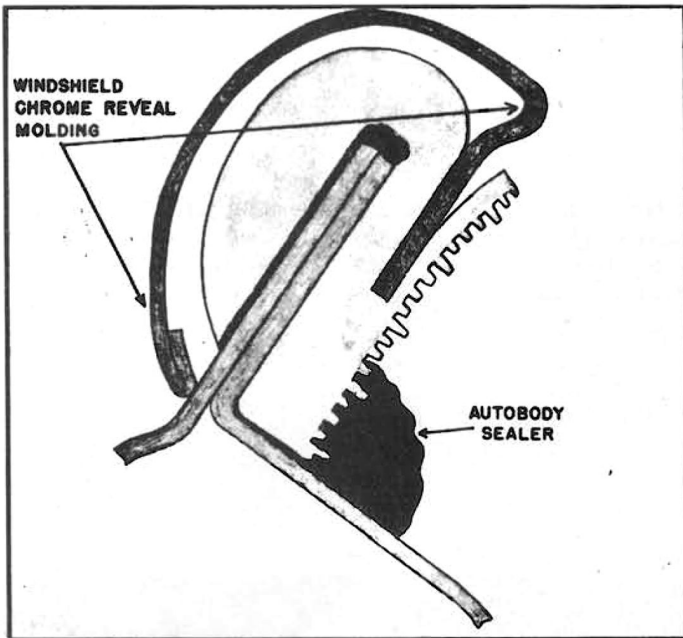
In the correction of windshield water leaks, two sealing compounds are used. "3-M Weatherstrip Cement" and "3-M Autobody Sealer". The cement is used for cementing rubber to glass, or rubber to metal. The sealer is used for embedding the windshield glass and channel assembly in the windshield opening.

With the exception of Chevrolet Stylemaster series, all body styles use two windshield rubber weatherstrips - one a pinch-weld sealing channel and the other a windshield rubber weatherstrip.

Before correcting a windshield water leak, study figures 1 - 2 - 3 - 4 and 5 which show cross section views of the windshield installation and rubber weatherstrips; also where sealer or cement is used.



Cross section showing the installation of the pinch-weld sealing channel around windshield opening. A heavy bead of "3-M Weatherstrip Cement", as shown by the shaded area, is applied under the sealing lip around this channel before it is installed. Lack of cement, in areas shown, may cause water to work its way under lip of rubber sealing channel and down through pinch weld.

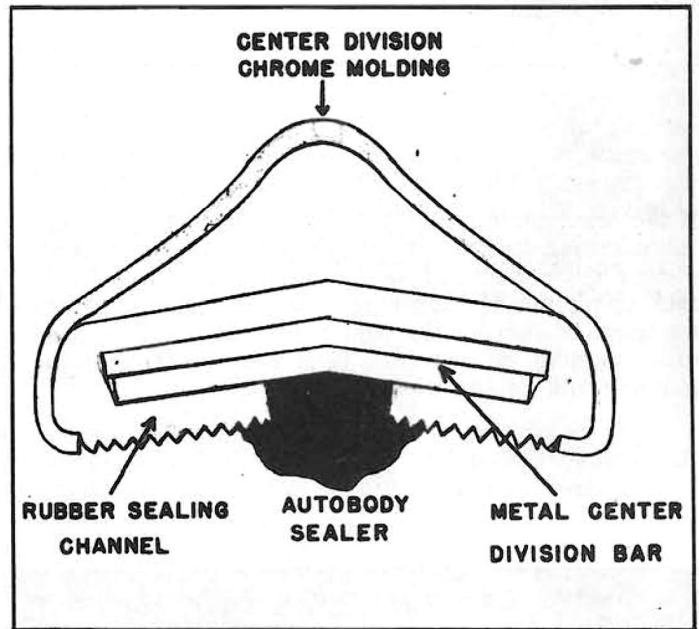


2

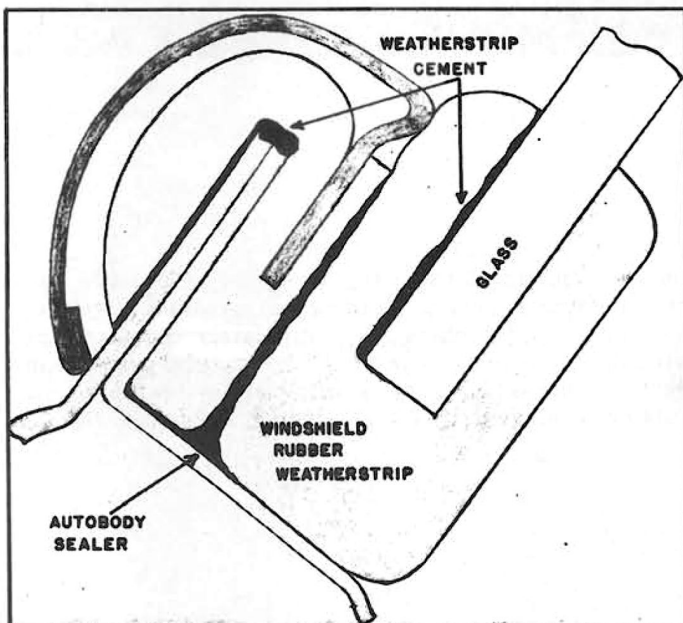
Next, the windshield chrome reveal molding is installed and then, prior to windshield installation, a heavy bead of "3-M Autobody Sealer" is applied clear around the opening at the area as shown.

Cross section of windshield center division bar, showing "wrap around" portion of pinch weld sealing channel and windshield outer division chrome molding. Prior to windshield installation, a heavy bead of "3-M Autobody Sealer" is applied the full length of the rubber channel at the area as indicated.

3

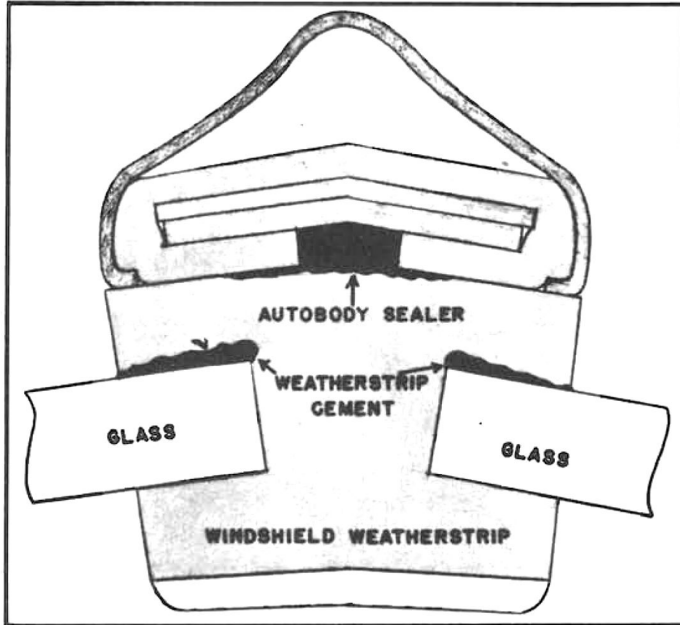


RUBBER SEALING CHANNEL AUTOBODY SEALER METAL CENTER DIVISION BAR



1

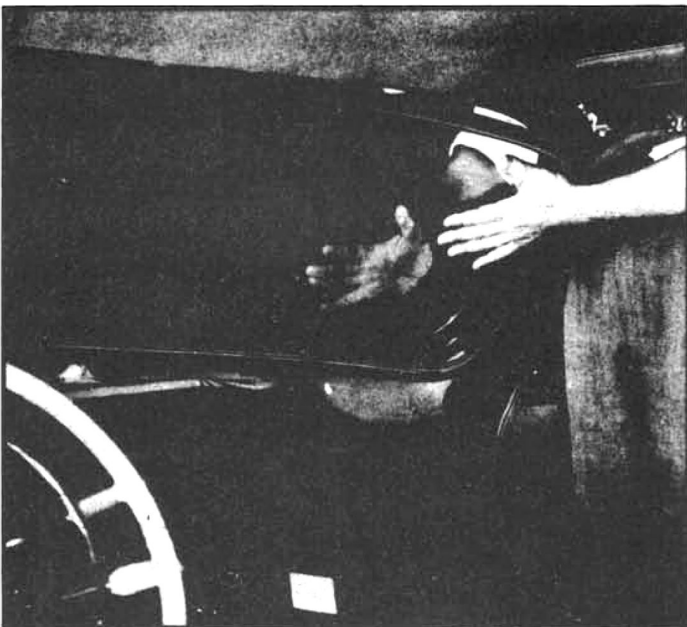
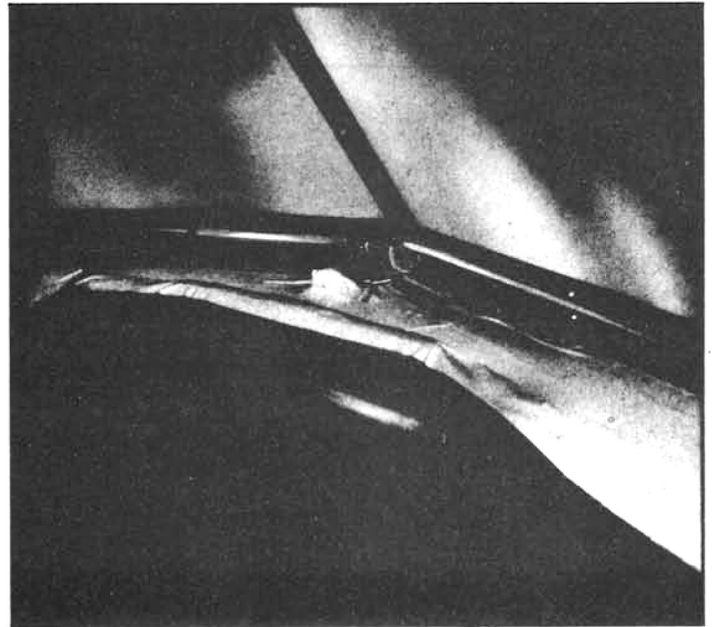
Before installation, the outer lip of the windshield rubber weatherstrip is cemented to the glass with "3-M Weatherstrip Cement", the complete assembly is then pressed firmly into the windshield opening. Note how the "Autobody Sealer" has spread out to affect a proper seal.



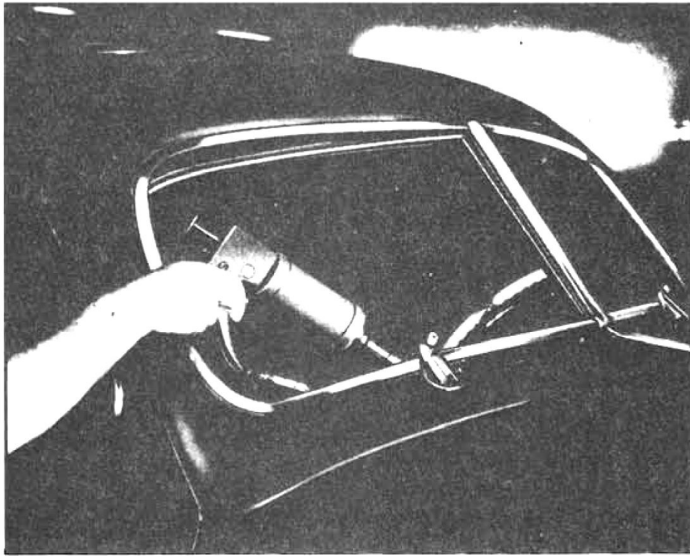
**5** Center division section of windshield after windshield glass and weatherstrip has been installed. Note how "Autobody Sealer" has levelled off to affect a proper seal.

If the windshield leak is chronic, it is best to remove either half or all of the windshield and completely re-embed and seal it in its opening. Begin this operation by applying masking tape along the top edge of instrument panel, adjacent to the garnish molding as shown. Then remove the garnish molding and center division molding.

**6**



**7** On the outside of the car, insert a putty knife between chrome reveal molding and windshield rubber weatherstrip, running it completely around the windshield to break the seal. Be careful not to cut rubber channels. Then gently force the glass and rubber weatherstrip toward inside of car as shown.



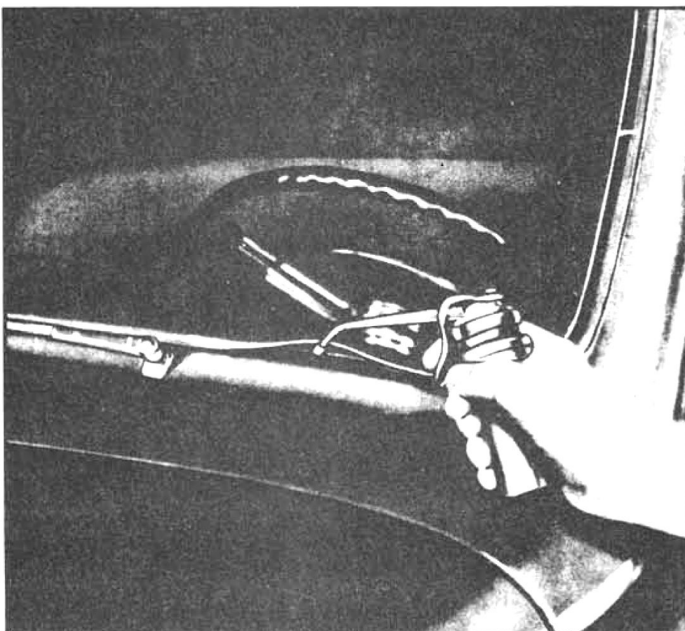
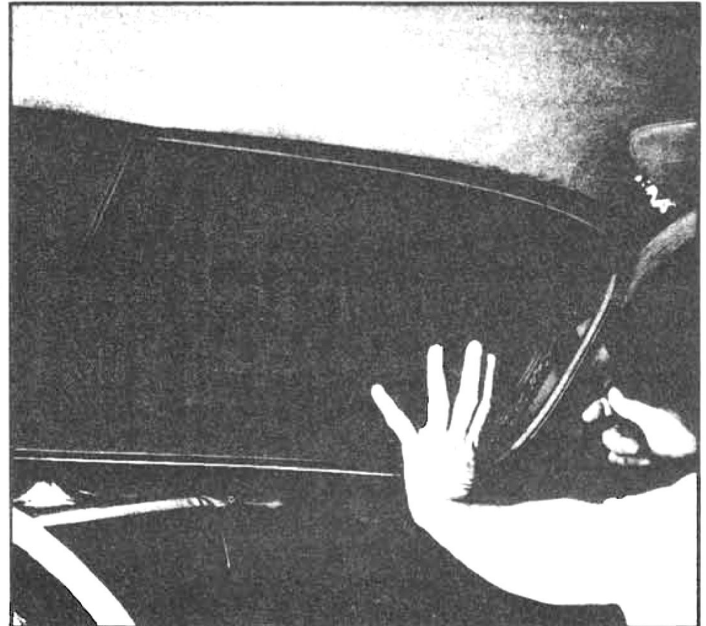
8

With a sealing gun lay a bead of "3-M Autobody Sealer" around the inside edge of the windshield opening as shown. Next, cement the lip of the windshield rubber weatherstrip to the glass using a sealing gun and "3-M Weatherstrip Cement".

NOTE: Although the foregoing procedure outlines the sealing method used in correcting water leaks on 1946 - 1947 windshields, in extreme cases however it may be necessary, after the windshield has been removed, to remove also the pinch weld rubber sealing channel as shown in Figure No. 1 and reseal it to the pinch weld of the windshield opening. If leak occurs below the pinch weld, it is a good indication that pinch weld sealing channel has not been properly sealed. See complete removal operation of windshield in Removal Section.

Re-install the glass and rubber weatherstrip assembly, pressing it firmly and evenly into place to permit proper embedding of the assembly in the "Autobody Sealer". Next, reinstall the garnish molding and remove masking tape to complete the installation. Wipe away the surplus sealing compound.

9



10

On Chevrolet Stylemaster bodies which have no windshield reveal molding, simply insert the nozzle of the sealing gun under the lip of the outer rubber weatherstrip and place a bead of "Weatherstrip Cement" around the entire windshield opening.