

Figure No. 237-A
DOOR TRIM PAD REPLACEMENT TAB

4. Remove two screws at lower corners of trim pad (if used).
5. Pry loose the trim pad at both sides, then raise it to release it from the retaining hooks at center of door and the retainer channel at the bottom. (See Figure No. 237.)

NOTE: Additional replacement tabs with nails welded to them may be ordered under part No. 4081772 to be used at a spot where a nail breaks off. (See Figure No. 237-A.)

OPERATION No. 5 FRONT DOOR GLASS RUN CHANNEL REMOVAL

1. Remove the garnish molding (see Operation No. 1).

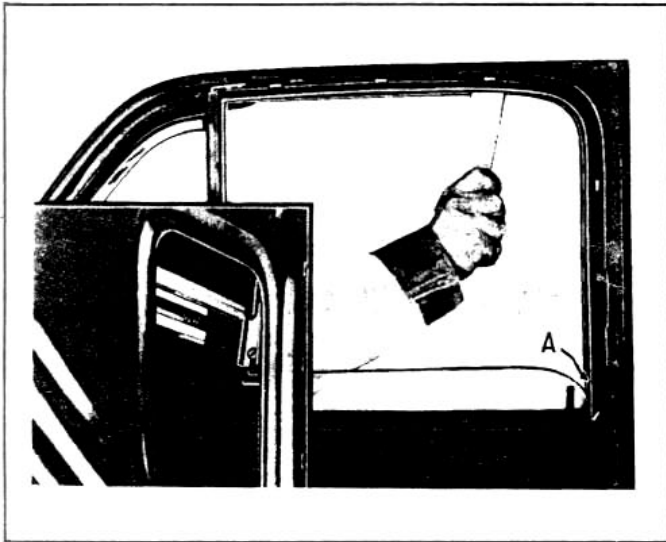


Figure No. 238
DOOR GLASS RUN CHANNEL REMOVAL

Insert shows retaining screw at bottom of channel.

2. Release the retaining clips located in openings in the door header and door pillar by inserting a very thin bladed tool between the door reveal and the channel. (See Figure No. 238.) Compress the clip, and pry out at the same time, to release the clips from the door. Coaches and coupes have four retaining clips in the door header and one in the door lock pillar. Sedans have three in the door header and one in the door lock pillar.

3. Remove the cross recess head screw holding the channel to the door lock pillar. This screw is imbedded in the channel two inches up from the bottom of the window opening. (See Figure No. 238 at "A.") In some cases additional screws may be found holding the channel to the door in place of clips.
4. Remove the door trim pad and loading hole cover, if used, to loosen the retaining screw at the bottom of channel. (See Figure No. 238.)
5. Carefully release the channel at the top of door and pull it out.

TO REPLACE FRONT DOOR GLASS RUN CHANNEL

When a new window glass run channel (Bailey Molding) is needed for replacement, it may be ordered in a straight length less clips and its retainer under Part No. 4075477. When attaching this molding to the window opening, use screws instead of clips. These screws, ordered under Part No. 178751 are No. 8-15 thread, a No. 5 cross recess head, and are $\frac{3}{8}$ " long. To install, use a No. 2 Phillips screw driver.

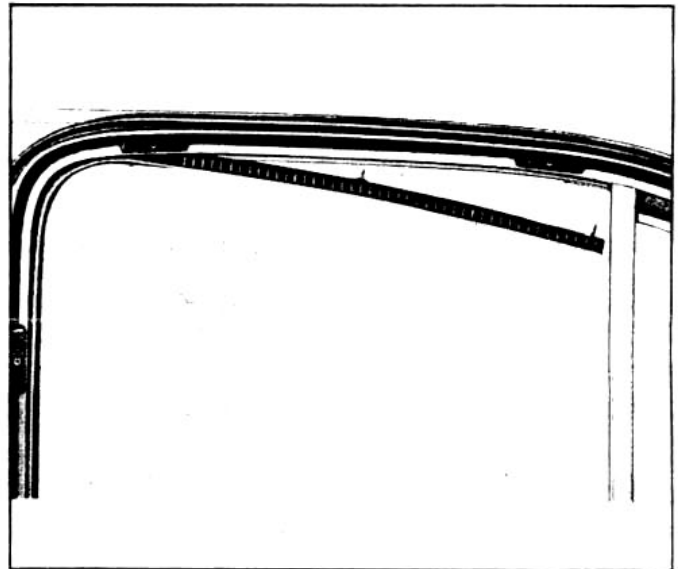


Figure No. 239
LOCATION OF SCREWS WHEN INSTALLING WINDOW
GLASS RUN CHANNEL

Before installing the new run channel in the door, the old metal retainer must be removed from the end of the old run channel and installed to the new one, either by means of its bent-over tooth clips, or by rivets, in case the teeth are broken off in removing the retainer.

This new run channel is inserted, retainer end down, to its proper position in the door and carefully bent and formed to the proper shape of the door window opening and finally cut to the proper length. Tighten the hex screw at lower end.

After it is fitted to its exact position, prick punch and drill five (5) holes ($\frac{7}{64}$ " or $\frac{1}{8}$ ") through the run channel, as shown in Figure No. 239, and through the inner door metal of the pillar and header and fasten the molding to place.

See that the screws are set and imbedded firmly into the felt of the channel, otherwise a protruding screw head may interfere with the operation of the glass. (See Service on door glass run channels.)

**OPERATION No. 6
FRONT DOOR VENTILATOR DIVISION CHANNEL
REMOVAL**

1. Remove garnish molding. (See Operation No. 1.)
2. Release the clips (or screw) retaining the glass run channel at the ventilator division channel section (see Operation No. 5).
3. Remove the two screws and the nuts into which they thread in the door header. (See Figure No. 241 at "A.")

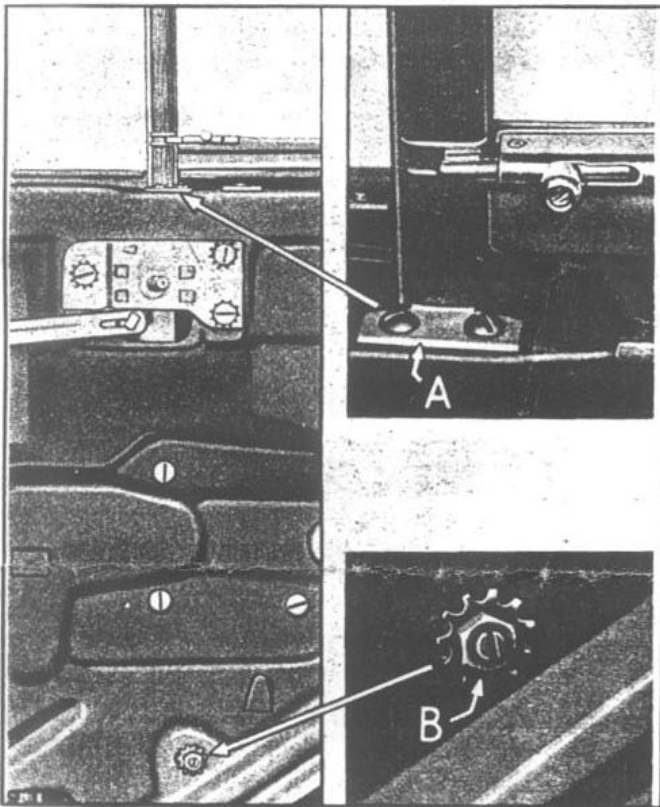


Figure No. 240
DOOR VENTILATOR DIVISION CHANNEL REMOVAL

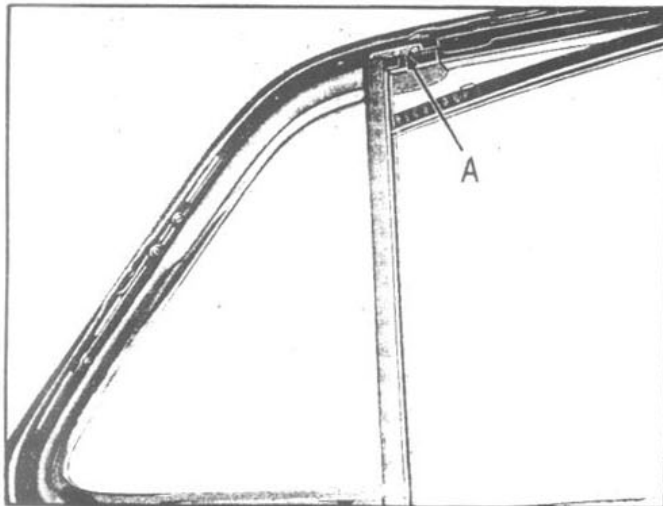


Figure No. 241
LOCATION OF SCREWS AND NUTS HOLDING VENTILATOR
DIVISION CHANNEL TO DOOR HEADER

4. Remove the two metal screws holding ventilation divi-

sion channel to door inner panel. (See Figure No. 240 at "A.")

5. Remove door trim pad and remove the nut and adjusting stud at the bottom of the division channel, noting before removal, the length of the stud projecting out from the inner panel. This will insure proper adjustment when replacing the stud. (See Figure No. 240 at "B.")
6. Remove division channel (with the door ventilator in an open position).

**OPERATION No. 7
FRONT DOOR WINDOW GLASS REMOVAL
(See Operation No. 56 for Torpedo Type Body)**

1. Remove door window garnish molding. (See Operation No. 1.)
2. Remove door inside handles. (See Operation No. 2.)

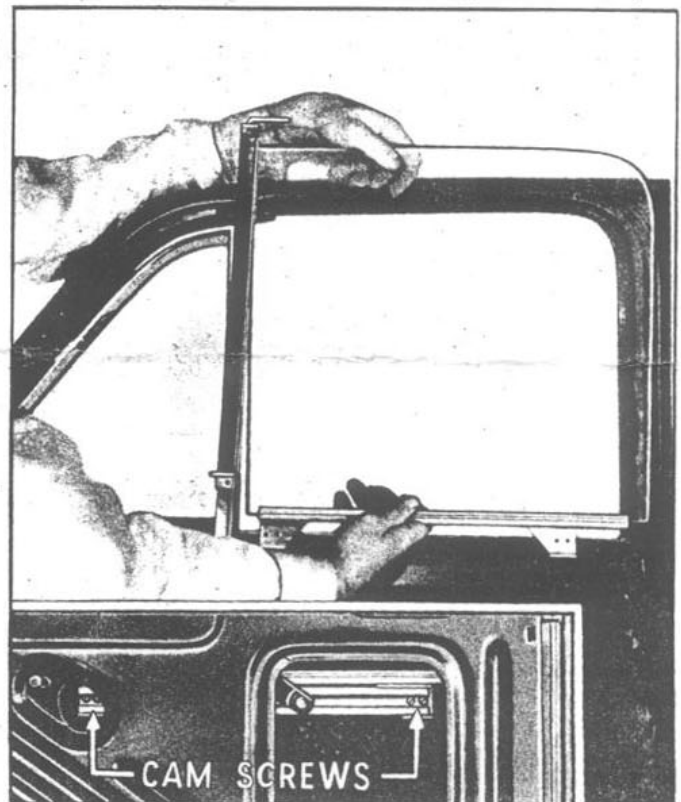


Figure No. 242
HOW DOOR GLASS IS REMOVED

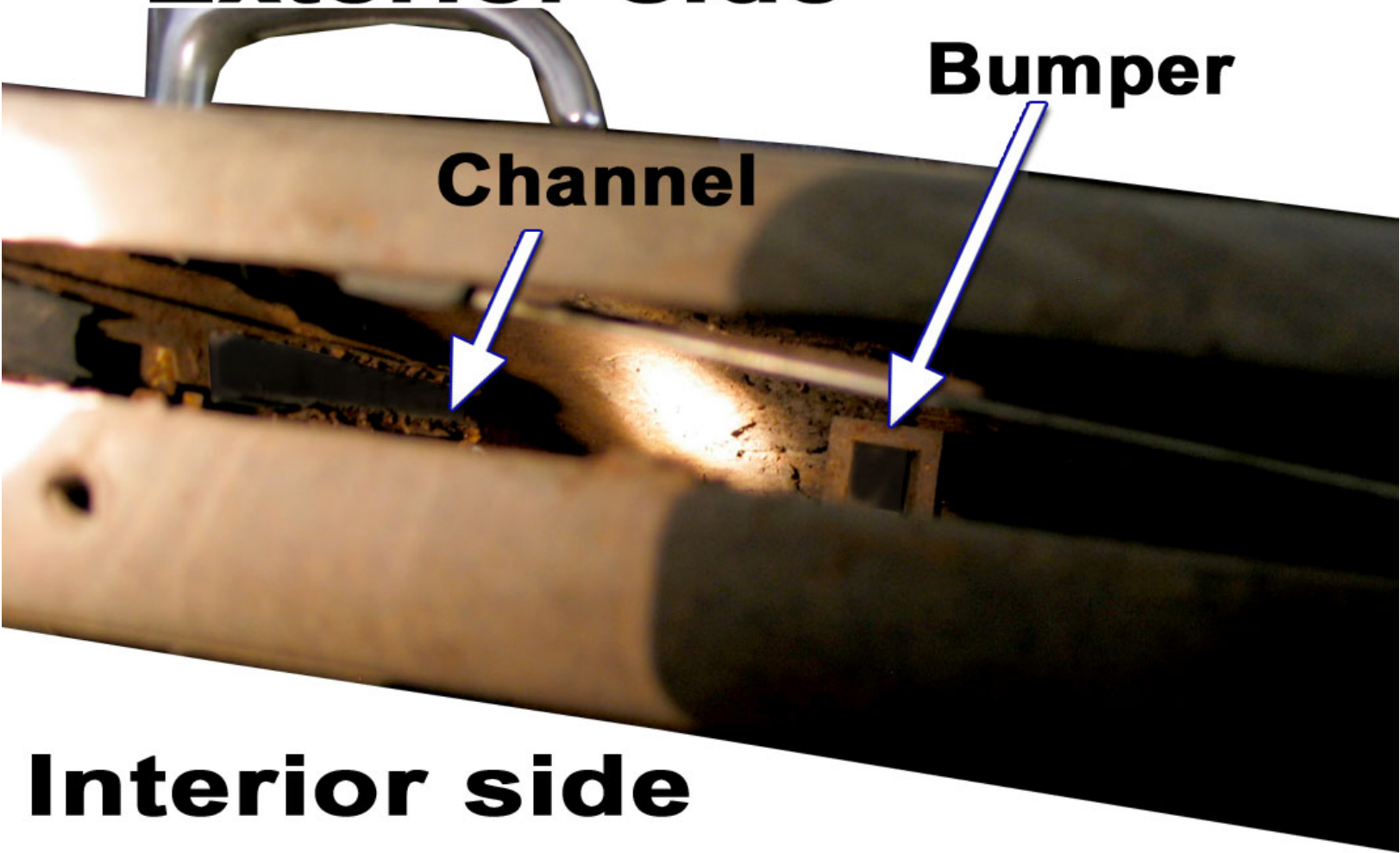
3. Remove door arm rest. (See Operation No. 3.)
4. Remove door trim pad. (See Operation No. 4.)
5. Remove door ventilator division channel. (See Operation No. 6.) This channel need not be removed on the coupes.
6. Remove the lower sash channel cam screws and disengage the cam from the cam support. (See insert in Figure No. 242.)
7. Remove glass by raising it almost to a closed position and tilt inward.

NOTE: Care should be used in removing the glass to avoid scratching it against the garnish molding retainers in the lower part of the window opening.

Exterior side

Bumper

Channel



Interior side

Front →