

LIBRARY ITEM #3

### REPLACING WINDOW RUNNERS

You will need about 40 ft. to do a 1965 - 1969 coach; about 45 ft. for 1971 on up. It comes in 100 - 250 ft. spools, so two or more owners can go together to purchase an entire spool. It is available from Cortez Inc., 2809 Hwy. 167 N, Lafayette, LA 70507, 318-234-4672.

Pick out the end of the center piece of the rubber grommet holding the window to the vehicle and pull it out of the groove. Open the window, grasp it at the top, pull firmly and out it comes. Take out only enough of the screws in the window frame to separate the ends so that the sliding windows can be removed. It is not necessary to remove the screws at the stationary window in the Clark models. With a narrow bladed screwdriver, gouge out the old runner (obstinate cases require tapping with a mallet) and then judicious use of a soap pad will remove all rust stains. The frame can be polished with an aluminum or chrome polish if care is used to prevent cutting into the base metal. The nylon runner can easily be tapped into place and cut to fit. The rubber grommet can be removed and scrubbed in lacquer thinner or any cleaner of your choice. **THIS IS IMPORTANT:** Rub it well with ARMOR-ALL several times and it will look like new. If the grommet is in too bad a shape to revitalize, it can be bought at any large glass shop (automotive) for about \$.60 a foot. If insert is needed, it is about a dime a foot. Should splicing be necessary, any of the newer miracle glues will do it but they are extremely dangerous. The grommet is replaced and the bottom of the window is fitted to it. A plastic tool is best for inserting the window but a screwdriver will work. A blast of silicone helps. The plastic tool is a giveaway at some glass shops. Work from the bottom up both sides and finish at the top. A lacing tool (about \$10) will make child's play of putting in the insert but a screwdriver will do it, too. I put in both large windows in a '68 without help and at night. It is entirely possible to install these windows with you bare hands if the sun is hot enough to really limber up the rubber, but I don't recommend it. Finish off with another coat of ARMOR-ALL on the rubber. Your windows should look as good as new and work better than they ever have.

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