

Roll Down Rear Window

Thank you for your inquiries about our all steel reproduction roll down rear window frame. This is part of an authentic Ford option for the 1930-31 Model "A" coupe.

As you may already know, original frames of this kind are very difficult to find. The correct frame is the same dimensions as the old stationary window type, except that it is 1-5/16" deep or thick, due to the extra thickness that is added in order to provide space for a window regulator.

Another item which is very difficult to get is the "T" shaped window handle. An authentic one has a hole in the center with a recessed shoulder to receive the head of an electrical type machine screw 1/2" x 8-32.

In response to the many inquiries, we are now offering reproductions of both of these hard to find items. They may be purchased either individually or in a convenient kit form consisting of 24 of the items required to replace a stationary window with a roll down type.

<u>Qty</u>	<u>Description</u>
2	Felt window channels
1	Foam window channel
1	Metal window channel to hold glass
1	Three bolt mounting type window regulator
2	Metal clips to tie wood frame to body
1	"T" shaped window winding handle
1	Deluxe escutcheon plate
1	Replacement wood frame
1	Steel drip window well to provide drainage
1	Replacement steel rear window frame
12	Chrome plated wood screws

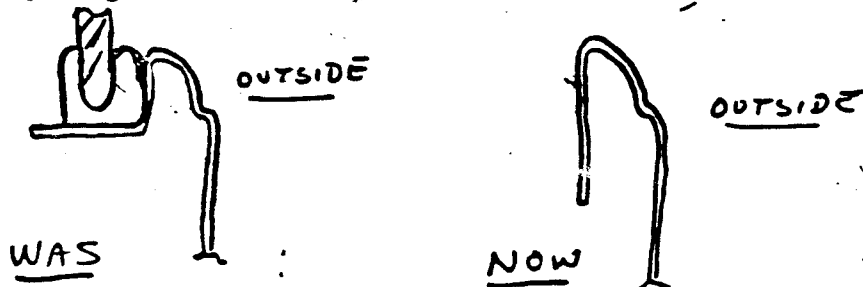
INSTALLING A ROLL DOWN REAR WINDOW
1930/31 Ford Model A Coupe

You may find these step by step instructions helpful for the installation of a roll down rear window assembly in your Model A Coupe.

Please use this as a guide only since some of the steps may not be completely authentic.

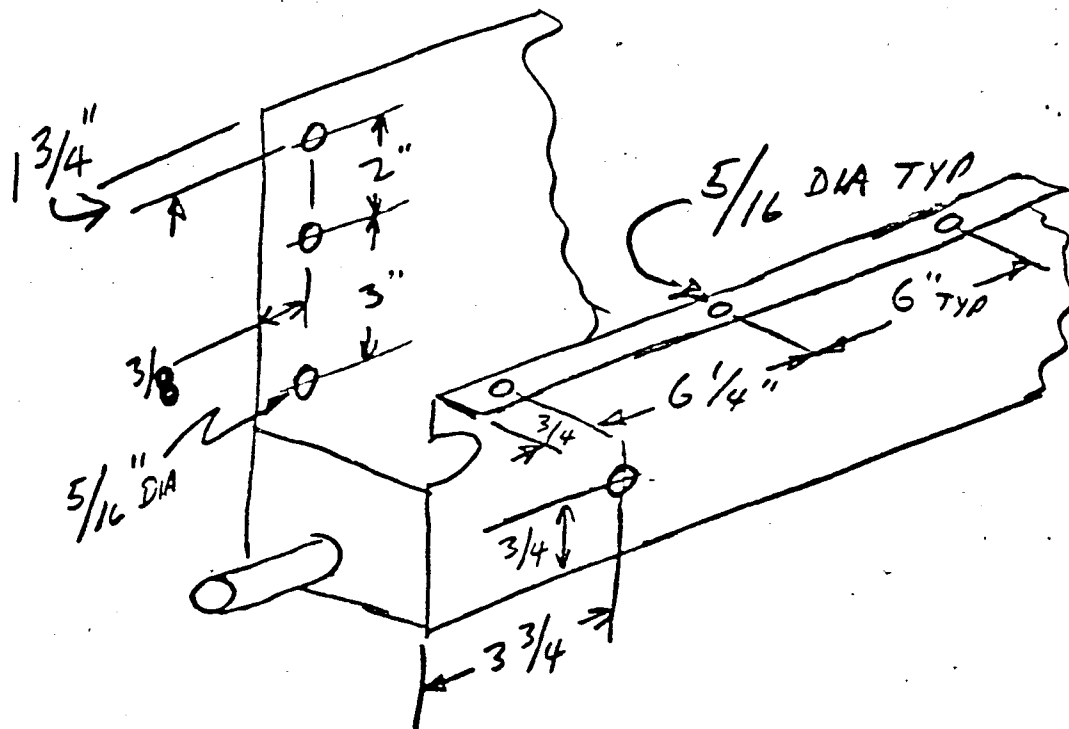
It is recommended that you review the entire procedure and assemble all items and materials prior to starting the project.

- ✓ (1) Begin the job by removing the entire front seat assembly to provide room for working.
- ✓ (2) Remove the rear window frame and discard.
- ✓ (3) Remove the rubber molding and the glass, discard the rubber molding and store the glass.
- ✓ (4) Carefully remove all upholstery from around the window and package shelf and store.
- ✓ (5) Remove the package shelf and store.
- ✓ (6) Remove the wood frame from around the window opening and discard. Also, discard the right and left lower metal clips.
- ✓ (7) The lower metal tab which holds the window glass in place along the inside of the window opening must be bent down flat.

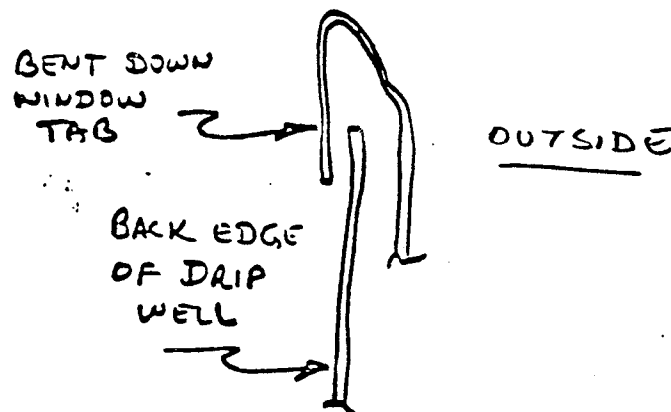


- ✓ (8) Have a replacement window glass cut from safety glass with an approximate 1/4 inch curve along the top edge similar to the old glass but this curve should continue from one side to the other. Also, the new glass should be extended with a vertical dimension of 11 - 7/16 inches.

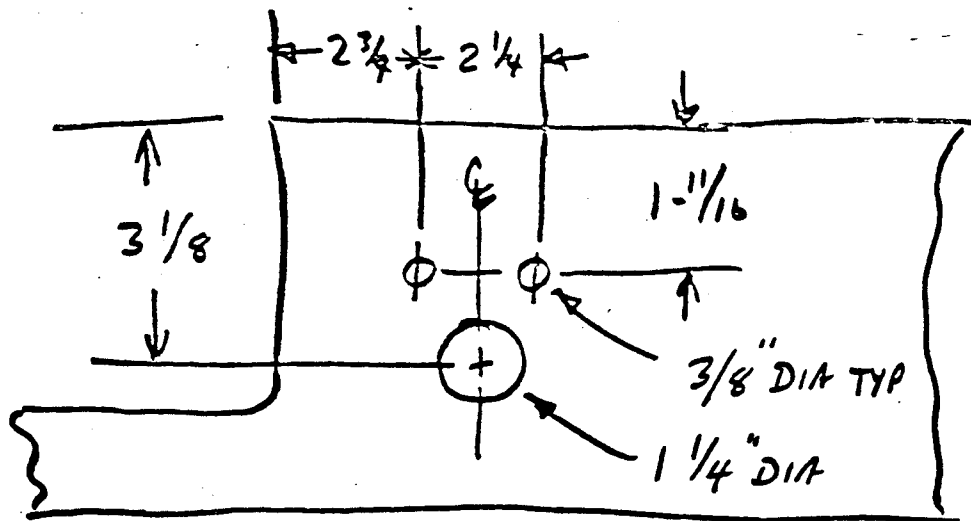
- ✓ (9) Rework the package shelf by moving the tabs at each end back 1 - 1/8 inch.
- ✓ (10) Complete the drip well by drilling all mounting holes as required.



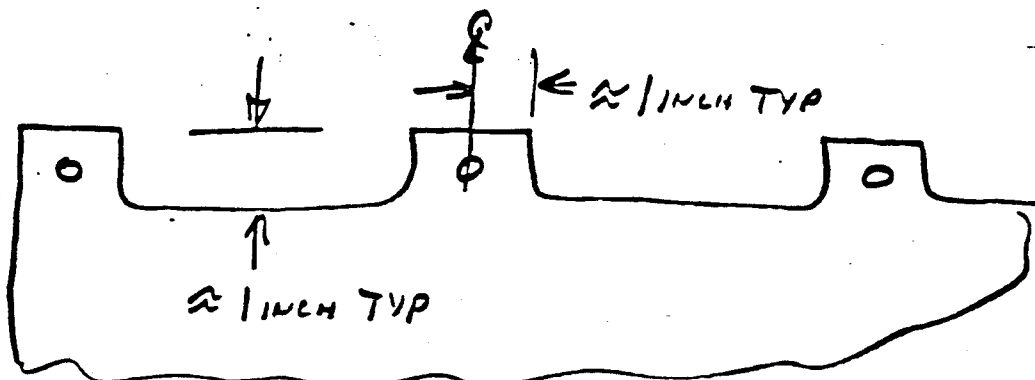
- ✓ (11) Fit check the replacement wood frame and the window drip well. These should be painted black.
- ✓ (12) Install the top horizontal wood piece above the window opening and the two vertical pieces along the sides.
- ✓ (13) Next, install the drip well and secure with the back edge of the metal extending downward from behind the bent down window tab.



- (14) Install a 1/4 inch rubber drain tube from the drip well spout, along the outside of the rumble seat side panel then thru a hole drilled into the body sill.
- ✓(15) Carefully install the replacement glass into its metal holding channel employing a length of window bedding.
- ✓(16) Tack one length of felt window channel or bond a length of foam rubber across the top of the window opening.
- ✓(17) Next, install the glass with two lengths of felt window channel along each side and tack the channels in place
- ✓(18) Install the window regulator by first positioning the regulator tip into the metal channel holding the glass and then secure with the lower mounting bolt. The regulator shaft should be drilled and tapped for a #10-32 screw prior to installation.
- ✓(20) Fit check the package shelf into position and mark the locations of the three holes required to be installed to receive the window regulator, i.e., two for mounting bolts and one for the center shaft. Now, remove the shelf and verify the desired locations prior to drilling.



- ✓(21) Trim the upper edge of the package shelf in between the mounting holes to expose more wood surface for tacking the upholstery later.



- (22) Reinstall the package shelf and secure as required at all locations.
- (23) Check for smooth operation of the window glass and correct any interferences. The window should drop approximately 2/3 of the way down.
- (24) Rework the right and left upholstered quarter panels prior to installation. First fit check and measure the amount required to be trimmed. Next, peel the upholstery away from its cardboard structure and carefully trim the structure. Fit check again and only after the desired fit has been produced, then, bond the excess upholstery material in place with contact cement.
- (25) Cut a clearance hole in the lower upholstered window panel for the regulator shaft.
- (26) Reinstall all of the upholstered panels.
- (27) Install the escutcheon and the winding handle.
- (28) Install the replacement metal window frame after painting.
- (29) Reinstall the entire front seat assembly and the job is done.

VARIOUS SCREWS, LOCKWASHERS AND NUTS NEEDED

- 4 Machine screw, flat head, 1 1/4" long, 1/4" dia., lockwasher, nut.
- 2 Wood screw, flat head, 1 1/2" long, body size #10.
- 5 Machine screw, round head, 2" long, 1/4" dia., lockwasher, nut.
- 1 Machine screw, round head, 1" long, 1/4" dia., lockwasher, nut.
- 2 Wood screw, flat head, 1 1/4" long, body size #9.
- 4 Machine screw, round head, 1 3/4" long, 1/4" dia., lockwasher, nut.
- 5 Machine screw, round head, 1/2" long, 1/4" dia., lockwasher, nut.
- 1 Machine screw, electrical type, flat head, 1/2" long, 8-32

Mar-Apr 74 Model A News

INSTALLING A LOWERING REAR WINDOW FOR 1931 COUPE

by Don Winchell, Chagrin Falls, Ohio

Many restorers of Model "A" Coupes have converted the rear deck into a rumble seat, especially if there are children in the family or if they like to have friends ride there during parades. The appeal of a rumble seat seems to be almost universal, even among those who do not own an antique car. Whatever the reason for converting, there is one short-coming which is soon noticed as the new rumble seat is used. Communication with the rumble seat passengers is difficult without a lowering rear window. At speeds above 20 mph, communication requires strong vocal cords, and deters all but necessary conversation.

The lowering rear window became standard equipment in the DeLuxe Coupe some time in 1931. According to the July-Aug. Ford Service Bulletin (pg. 582), the lowering rear window could be obtained as an extra cost option on standard coupes. When a rumble seat was installed in a Standard Coupe at the factory, the lowering rear window was provided at no extra cost. The service manual suggests that due to the amount of labor and expense involved, it would not be practical to replace a stationary window with a lowering one. Remembering that this was the time of the great depression, we may assume that few, if any, were installed against this advice.

But for the restorer, who regards the labor as recreation and the expense as justifiable "recreation" money in a more affluent time, it can be done on any Model "A" Coupe. To be completely authentic, of course, the lowering rear window should be put in only the 1931 models. However, you

can make a nearly authentic installation, which could conceivably have been done through a dealer by anyone who was free with their money despite the depression. The advantages are worth the small sacrifice to authenticity.

1. You will find that there is an amazing difference in carrying on conversations with rumble seat passengers. This can be done with near-normal voice levels instead of being shouting matches. This by itself makes the project worthwhile.
2. You have heard about "flow through ventilation" in recent automobile advertisements. The lowering rear window does the same thing for your "A" Coupe. In rainy weather, you swing the windshield out about two inches and lower the rear window about an inch. No rain will get in, and the ventilation keeps the windows from fogging except in extreme conditions.
3. This same method of ventilation prevents wind from blowing things off the package shelf, as will sometimes happen when the side windows are opened in warm weather.
4. In the winter, if you use a manifold heater it will work better when you have the rear window down a little. This draws the warm air through the whole interior, and is less drafty than the use of side windows. We will admit that this offers only potential handwarming for the rumble seat passengers.
5. If you should sell your car, the lowering rear window is



Figure 1

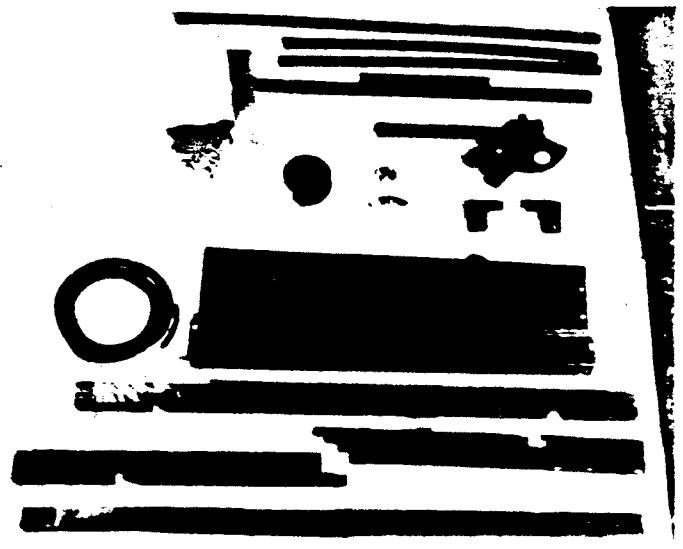


Figure 2

a good selling point, as not many rumble seat coupes have them.

Assuming that by now you are sold on the idea, let's see if we can convince you that you can do it! We will not kid you — there is work involved and problems to be overcome. But we restorers thrive on work and problems! When you are finished you will have no regrets.

The best time to do the job would be while you are re-upholstering, because the headliner and all panels around the rear window and package shelf must be removed in order to start the conversion process, (see Figure 1). As a preliminary to this, in case you have already completed your upholstery, you will want to assemble all of the materials needed. These are illustrated in Figure 2, and consist of:

- felt window channels — 3 pcs., 21" or more
- metal window channel to hold glass — same as coupe door window
- glass bedding — a cork & rubber strip to anchor glass in channel
- window regulator, three-bolt mounting type — same as right door
- two metal clips — hand made from sheet metal
- "T" shaped window winding handle with center hole for attaching
- escutcheon plate — DeLuxe if you have a DeLuxe Coupe
- assorted machine screws, wood screws, lockwashers & nuts
- sheet metal 15" x 30", 20 gauge (3/32") to make window well
- rubber tubing, 1/4" inside diameter, to provide drainage of window well
- replacement wood framing

You will also need a deeper rear window glass. Use the

old glass as a pattern, but extend the lower edge so that the vertical dimension is 11-7/16" to allow for the glass to extend below the window opening and into the metal channel. The top edge of the glass will be found to curve gently about 1/4", and have rounded corners. The top edge should be rounded and polished, while the side edges are semi-polished, and the lower edge is unpolished. Have this made from clear safety glass.

Also not shown in Figure 2 is the metal trim frame. The correct frame is the same dimensions as the old one, except that it should be 1-5/16" thick, due to the extra thickness that will be added in order to provide space for a window regulator. Original frames of this kind are very difficult to come by.

A very reasonable reproduction can be made from your old frame by adding on hardwood strips to provide the extra thickness needed. Use a fine grained hardwood such as maple, (see Figure 3). The curved fillets at the back of each corner must be cut out and filed until smooth with the frame. Similar curved fillets, cut from sheet metal, are inlaid on the back corners of the wood which was added to the frame. Holes drilled through the back flange of the frame allow carpet tacks to be driven into the wood to anchor it. Use a wood filler in the crack where the metal and wood join. Sand this down and repaint the frame. If you have worked carefully you will have a deep frame which looks very authentic, (see Figure 4).

Another item which is very difficult to get is the "T" shaped winding handle. An authentic one has a hole in the center with a recessed shoulder to receive the head of an electrical type machine screw 1/2" 8-32. The end of the

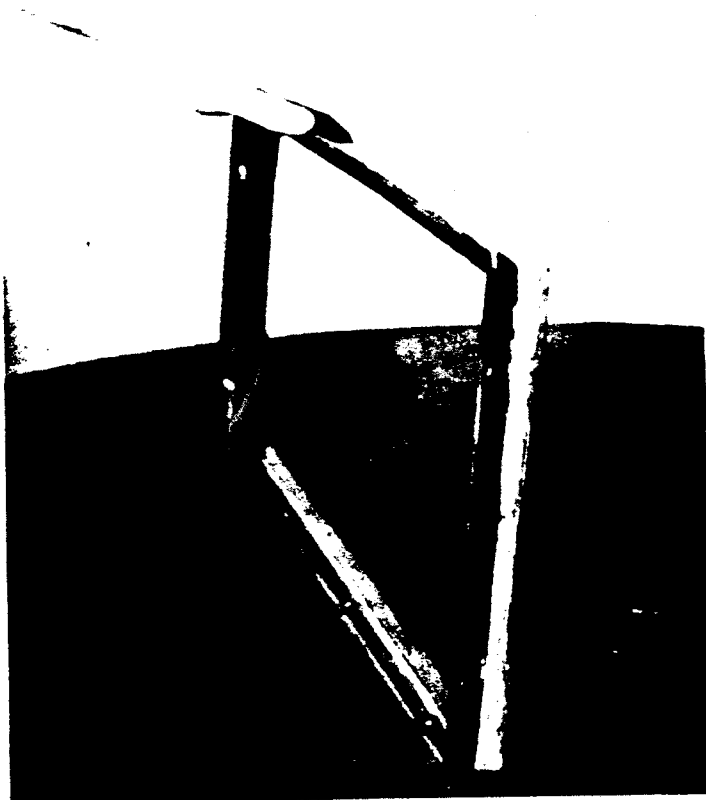


Figure 3



Figure 4

window regulator shaft needs to be drilled with a No. 29 tap drill, then tapped to receive this handle.

The correct handle was used not only on back windows, but also on the rear quarter windows of the 30-31 Town Sedans. Because these are difficult to get, you may have to substitute with a "T" shaped handle from some other antique car, possibly with a set screw on the side instead of the center hole. Crank type handles will not work well, due to insufficient space above the package shelf. Because this is the toughest item to find, start looking for it early!

The wood frame can be purchased (\$19.95 plus transportation) from Pages Model "A" Garage, Haverhill, New Hampshire 03765. These frames are handmade of hardwood from patterns made from original woods. They come unpainted, knocked down, and pre-drilled.

The metal clips that anchor the lower horizontal wood piece will not be reusable. Figure 5 provides dimensions for making the pair that is needed. Figure 6 gives dimensions for making the window well and the placement of holes in the package shelf by which the window regulator will be mounted.

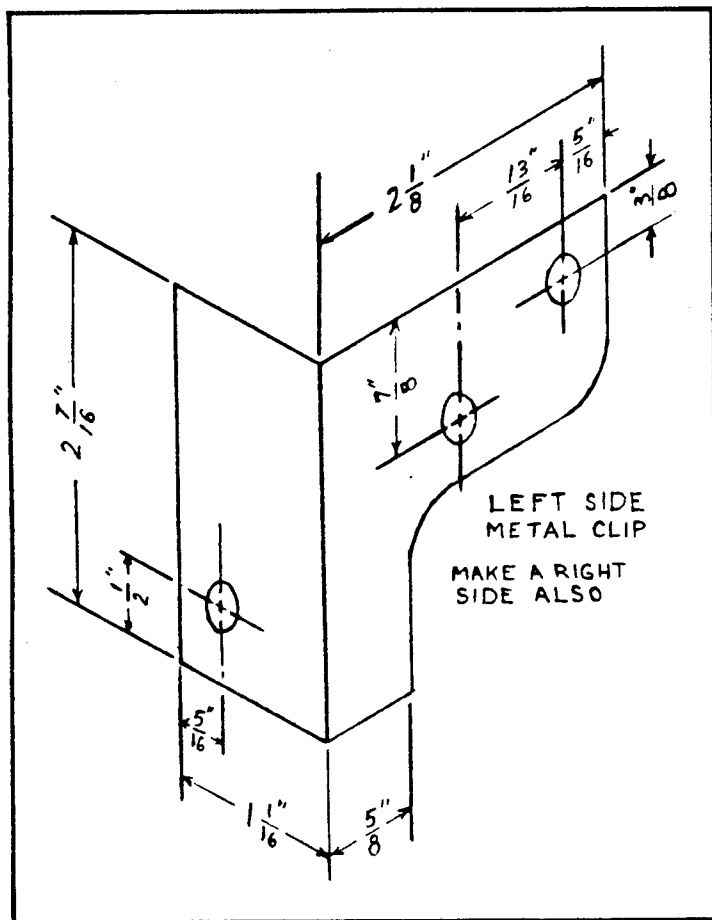


Figure 5

After gathering all of the materials needed, begin the job by removing the entire front seat to provide room for work. Remove the rear window frame and glass. The rubber moulding in which the glass is set can be discarded, as it will be replaced by the felt window channeling. Next, carefully remove all upholstery from around the window and package shelf, as was shown in Figure 1. The package shelf and wood framing can now be removed. Discard the right and left lower metal clips.

You will notice that there are tabs which hold the window glass and moulding in place. The lower of these tabs should be bent down flat as shown in Figure 7. This allows the new glass to drop.

The package shelf now needs to be modified. First, the tabs at each end must be moved back 1-1/8" because the shelf will be further forward when remounted. The front

edge should also be trimmed back 1-1/8". Drill the holes called for in Figure 6, and set it aside.

You are now ready to replace the wood framing and install the window well. These should be painted black before assembly. Install the top horizontal wood piece first and then the two vertical pieces. The window well can now be bolted in place with machine screws and square nuts. The metal well should be mounted so as to extend downward from behind the bent down window tab (Figure 7), down around the vertical wood framing, and up the inner side of the wood so as to join the lower back edge of the package

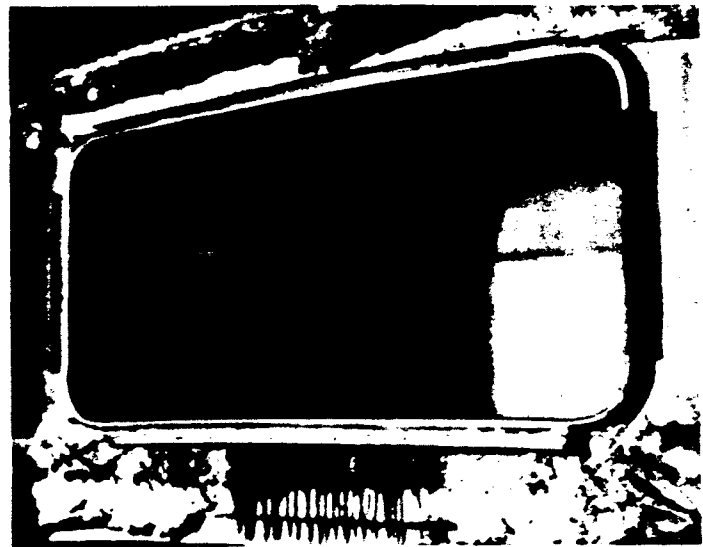


Figure 7



Figure 8

shelf. Also, the lower surface of the well will be seen to slope downward 5/8" toward the right side of the car. A

piece of ¼" copper tubing about 1½" long should be soldered to this lower end, and a length of ¼" (inside diameter) rubber tubing made to carry drainage water through a hole placed in the rumble seat side panel, then on down to a hole drilled in the body sill. Water getting into the window well is thus conducted so as to empty onto the frame and run off.

The glass should be installed in its metal channel by means of the strip of window bedding. Tack one piece of felt window channel across the top of the window opening. Then the glass and the side strips of felt channeling are installed together by tacking the channels in place. The lower horizontal wood frame is next to be installed, using the newly made metal clips, and the project should then look like Figure 8.



Figure 9

The window regulator tip can now be slipped into the metal channel holding the glass. Attach the lower mounting bolt through the hole provided in the window well. It would be a good idea to use a sealer here to prevent water leakage in event of a heavy rain. The regulator can now be bolted to the remodeled package shelf, and the shelf can be screwed into position. The window well flange is next bolted to the lower back edge of the package shelf.

The window regulator should be checked at this point to see if the glass raises and lowers smoothly. The glass will drop about 2/3 of the way down, as is seen in Figure 8. The only way to get it down further would be to make the well deeper. This would not be practical, as it must be kept above the knees of rumble seat passengers. In Figure 9, note how cut-outs have been placed between the screws mounting the package shelf to the wood. This is optional, and was done to expose more wood surface for tacking of upholstery. Although not authentic, it is not detectable in the finished job.

You are now "out of the woods" with your project. All that remains is to reinstall the upholstery. We know you will be anxious, but work carefully so that your finished job will be first class. The right and left quarter panels will need to be trimmed and refitted due to the greater thickness of the

wood framing. The package shelf panel will also need to be fitted to the narrower shelf. After putting in the remodeled window trim frame, shade roller, escutcheon, and winding



Figure 10

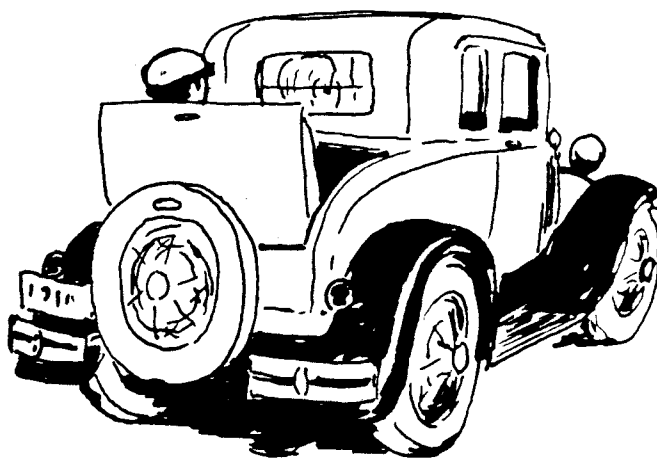
handle, the job is done. In Figure 10 we see the completed job with the new deeper frame. The mahogany wood grain finish hides any imperfections resulting from where the wood and metal were joined.

If you sharp-eyed readers have spotted the square openings in the heads of the trim screws, that is because this is a Canadian-built Ford, which used Robertson screws. But that is another story we may tell some day in another article.

Attention Members — The names of Officers for Regions and Chapters listed on the inside of the front cover has not been updated for 1974 due to lack of information from the new Region Officers. Please urge your local officers to send their names and addresses to our national secretary, Don Graves, 14115 No. 24th St., Omaha, Nebraska 68112.

ROLL DOWN YOUR COUPE'S BACK WINDOW!

(or "How To Talk to Your
Rumble Seat Passengers")



by Loren A. Odland

Selby, S.D.

Beginning with the first production of the Model A Coupe, and continuing until perhaps as late as June or July of 1931, all Coupe back windows were stationary. They were simply a piece of glass held permanently in place. But shortly after (or perhaps coinciding with) the changeover to the indented firewall came the introduction of the adjustable back window. The first evidence I have found of the adjustable back window came in the Ford Service Bulletin for July-August 1931 (page 582, Fig. 1227). This bulletin said that all Deluxe Coupes (with and without a rumble seat) would then be produced with an adjustable back window — that is, it would roll down! It also stated that a Standard Coupe with a factory installed rumble seat would automatically have an adjustable back window installed as well — and at no extra cost.

I discovered this short article before I decided to convert the trunk of our November 1931 Standard Coupe to a rumble seat. So when we finally did decide to install a rumble seat, we knew that to be authentic our car would have to have the adjustable back window. Putting authenticity aside, we were even more attracted to the possibility of being able to converse more easily with our rumble seat passengers.

In comparing our late 1931 Coupe to 1930 Coupes I noticed that there was a significant difference in the dimensions of the wood around the back window. Looking more closely at our Coupe's wood I discovered that most of the wood was already shaped for an adjustable window. Even our package tray was unique. It had holes that seemed to match the window regulator holes on the doors. And so the search began for a late 1931 Coupe with an adjustable back

window.

Since fellow restorers aren't exactly living on every block in Selby, S.D., I had never had an opportunity to talk to an owner of a Coupe with an adjustable back window. In fact, I had never even seen such a Coupe! Then on a trip to Bismarck, N.D., I checked out a Coupe body that I had seen about a year earlier. Jackpot! A 1931 indented firewall Deluxe Coupe with an adjustable back window! And, it had no rumble seat. There began a week-long search for the renter of the land, the land owner, and the body owner. After placing phone calls to Moffit and Bismarck, N.D., and to California I found the owner and made the purchase!

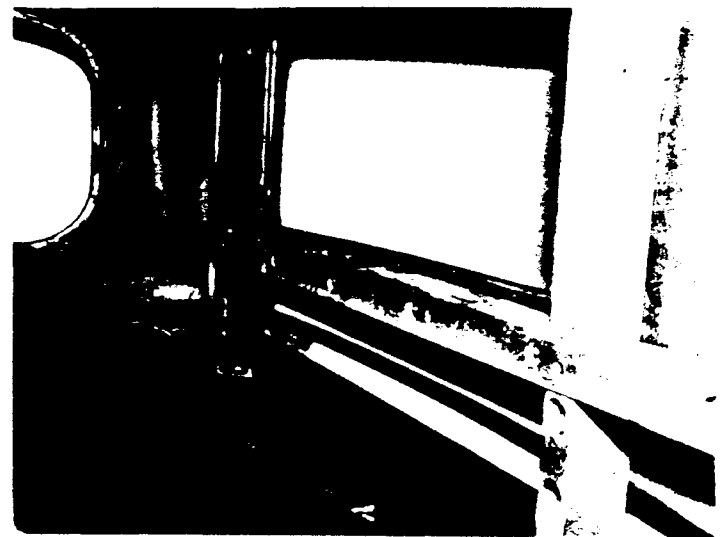
As I made the conversion from stationary window to adjustable window in our Standard Coupe I kept accurate notes, measurements and parts lists and took numerous photographs in the hope that such material would be helpful to someone else who would like to talk to their rumble seat passengers without having to bang a head out the door window and shout!

What follows is the information I prepared as I did the work on our Coupe. Basically, the conversion is simple — as long as the five assumptions are accurate. I offer it to you as "just one more thing to do" before your Coupe is complete!

Prior to sending this material to The Restorer I mailed all the information, photographs, and replacement wood pieces to my brother, who owns a 1930 Standard Coupe in which he has installed a rumble seat. He has successfully converted his 1930 Coupe back window! Some restorers may choose to be more functional than authentic. I cheer them on!



The rear window framing on the 1930 and early 1931 Coupes is only one inch deep. There is also a flange on the metal opening which must be bent down.



This is the wood around the late 1931 rear window. The bolts and clip nails have been removed.

ASSUMPTIONS:

1. The car is a 1930 or 1931 Model A Coupe;
2. The interior panels around back window are either not yet installed or can be safely removed;
3. The distance between the wood verticals on either side of the window is 24 inches ($\pm \frac{1}{4}$ ");
4. The package tray height is $5\frac{7}{8}$ " and shelf is 5 inches (package tray with $5\frac{7}{8}$ " shelf can be used but creates additional problem that must be remedied — see differences below); and
5. The depth of window frame is $1\frac{1}{4}$ inch at corners.

DIFFERENCES between 1930, early 1931, and late 1931:

1930 and early 1931	late 1931 (indented fire-wall)
Shallow window frame ($\frac{5}{8}$ " deep)	Deep window frame ($1\frac{1}{4}$ " deep at corners)
Window wood 1" deep	Window wood 2" deep
Vertical wood pieces 15" long	Vertical wood pieces $20\frac{1}{4}$ " long
Metal flange at bottom of window opening perpendicular to window glass	Four metal clips used that slip out once nails are pulled

Note about package tray: The late 1931 package tray shelf was reduced to 5" from $5\frac{7}{8}$ " to compensate for the extra one inch added to the window wood depth. The $5\frac{7}{8}$ " package tray can be used but the side hangers will have to be cut at an angle to avoid overlapping the side body brace in the 1930 and early 1931 coupes. If the two are allowed to overlap there will be an unsightly bulge in your upholstery panels.

PARTS LIST

1. Window frame ($1\frac{1}{4}$ " deep at corners)
2. Package tray with 5" shelf and $5\frac{7}{8}$ " back, and holes for mounting regulator (see template)
3. Replacement wood pieces: six for 1930 and early 1931, one for late 1931
4. Right hand window regulator (center drill handle shaft at $1\frac{1}{64}$ " then tap with 10-32 tap; drill and tap before installation)
5. Lower window channel — metal — no longer than $22\frac{1}{2}$ inches
6. Felt window channels — three needed: one 24" long, two 18" long
7. Channel frames — metal — two (see drawing)
8. Window glass
9. Rain pan
10. Rubber edge guard
11. Rubber window stop — same as inside door but has no metal retainer
12. Window crank handle — "T"-shaped handle from adjustable quarter window of sedan
13. Screws, bolts, washers (*in addition to* those salvaged during disassembly) as follows:
 - a. to fasten rain pan to wood
 - i.) five $\frac{1}{4}$ " x 2" round head stove bolts with flat washers, lock washers and hex nuts
 - ii.) one $\frac{1}{4}$ " x 1" round head stove bolt with flat washer, lock washer and hex nut
 - b. to fasten regulator to rain pan and package tray three $\frac{1}{4}$ " x $\frac{1}{2}$ " flat head stove bolts with star washers
 - c. to fasten package tray to rain pan five $\frac{1}{4}$ " x $\frac{1}{2}$ " round head stove bolts with lock washers and hex nuts



This view shows the window glass temporarily in place with the regulator mechanism.

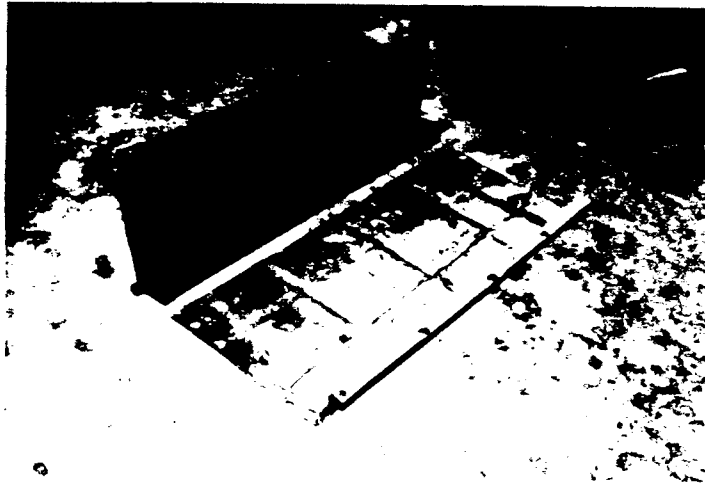
MAKING THE CONVERSION — PLEASE READ ALL THESE STEPS BEFORE STARTING:

1. Remove window frame.
2. Remove package tray.
3. Remove bottom wood piece by pulling nails, removing screws and removing stove bolts. (Pull nails first so wood piece is still held firmly in place while you put pressure on nails that have been in place for 50 years!)
 - a. 1930 and early 1931 will have a metal flange that is part of the body through which nails pass before entering wood. Do not mangle this flange. It needs to be bent down at least 90 degrees to provide a retainer for the high back of the rain pan.
 - b. 1931 (indented firewall) will have four metal clips that were simply slipped into place through slots in the body before they were nailed to the wood. These clips are not needed in reassembly.
4. Remove vertical wood pieces by pulling nails from metal flanges and removing wood screws. (Nails should be pulled at the same time as those in step #3.)
5. Modify or replace wood as follows:
 - a. 1930 and early 1931 — all six wood pieces on the back window panel must be two inches deep rather than one inch. This includes the two curved pieces that begin behind the quarter window wood and meet the back window wood.
 - b. late 1931 — modify your original bottom wood piece or replace with new piece.

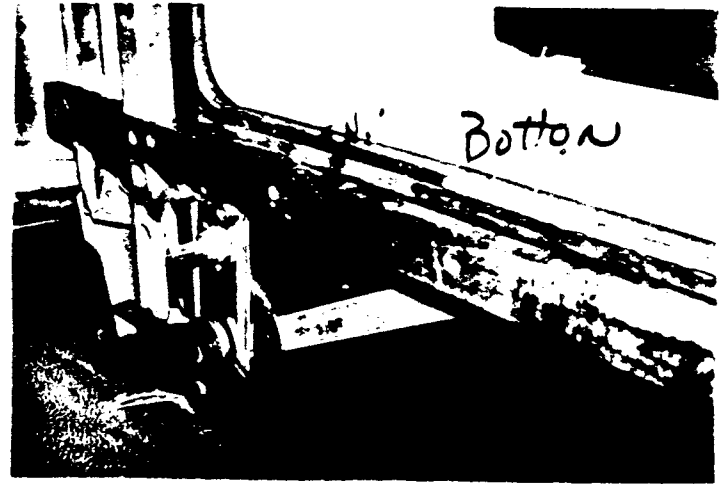


The original regulator for the rear window is very similar to the type used in the side windows. The corner of the gear is cut off to clear the rain pan and the shaft drilled for the handle.

6. Make rain pan.
7. Assemble the vertical wood and horizontal wood *outside* the car and fit the rain pan leaving $\frac{3}{4}$ " from bottom of left vertical (driver's side) to bottom of rain pan and leaving $1\frac{1}{4}$ " from bottom of right vertical (passenger's side) to bottom of rain pan. Drill holes in back panel of rain pan to match holes already in vertical wood pieces. (If bottom bolt of left side ends up inside the pan it may be necessary to drill a small hole in the rain pan to allow you to turn or hold the screw head.)
8. Temporarily install these four pieces (three wood pieces and rain pan) in your car. **DO NOT NAIL WOOD YET!**
9. Cut off corner of regulator gear so it will clear bottom of the rain pan when window is cranked all the way up.
10. Mount the regulator to the package tray and temporarily install in your car.
11. Mark the hole for the third (lower) regulator screw that will secure the regulator to the rain pan.
12. Remove package tray, rain pan, regulator, vertical wood and lower wood. Drill hole for regulator screw in rain pan.
13. Install window channel frames on wood verticals.
14. Bend metal flanges down in 1930 and early 1931 Coupes. Metal clips in late 1931 Coupes have already been removed. Clean the metal surface of the window opening and paint if necessary.
15. Install all wood permanently with glue, screws and nails. Seal or paint wood if desired.
16. Install top and side window channels on car using sealer and nails.
17. Cut plywood or masonite pattern for window glass and temporarily install in car. Start wide and long and reduce to desired fit.
18. Take glass pattern to your most trusted auto glass shop and try to be patient until he has it ready. Double check your glass against your pattern before you take the glass



The dark object is a newly constructed rain pan for the rear window. In front of it is the disassembled, original pan.



With the glass and regulator in place, it is apparent that the right vertical wood piece must be grooved for the gear to pass through.

home. Glass cutters are human too! Test your glass in your opening by sliding it by hand.

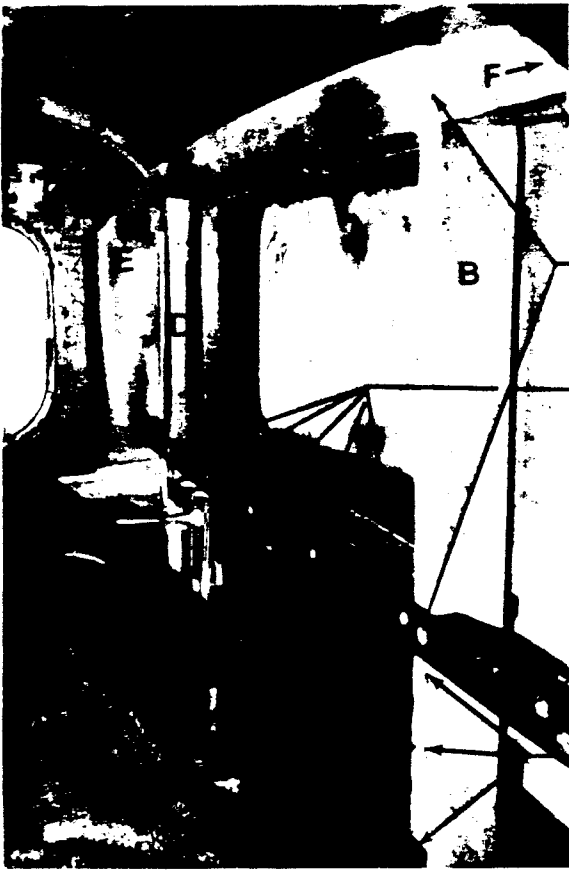
19. Temporarily assemble all remaining parts in the following order:
 - a. Mount lower window channel to glass and slide into window opening from the bottom. *Remember* — only install the glass on the window channel temporarily!
 - b. Install rain pan. It is difficult to get large fingers behind the rain pan to put on the nuts, but by installing the rain pan after the wood is permanently installed you have the opportunity to test fit everything before final installation. If your fingers are too large, call that gal who has been waiting so patiently and convince her that you can't finish the job without her help! The original rain pan had special nuts mounted in special holes in the metal. Such an arrangement is easier and, of course, more authentic; however, I have not been able to find the special nuts, much less discover a way to drill or cut the special shaped holes.
 - c. Install regulator by mounting it to the one hole in the rain pan.
 - d. Install package tray and complete installation of regulator.
 - e. Test the operation of the window, checking the following:
 - i. Does the regulator gear hit the bottom of the rain pan? It shouldn't!
 - ii. Where should the rubber stopper be mounted to allow the lower window channel to "rest" when window is rolled down?
 - iii. Will overall appearance of all parts permit a proper installation of interior panels? (Especially critical if you used a package tray with a 5/8" shelf.)
 - f. Position window frame, checking for fit against window channels and surrounding wood.
20. Remove window frame, package tray, regulator, rain pan, and window glass.



With the window, regulator and rain pan in place, it makes a neat installation. The interior frame is not yet installed.

21. Make any adjustments necessary.
22. Paint rain pan (the original rain pan had a little evidence of black paint over the galvanized metal). Install rubber stopper using rivet or small round head stove belt with round head under the rain pan so pant legs won't get snagged. Use sealer to plug rivet hole or you'll have a wet floor in the rumble compartment. Grease gear on regulator.
23. Permanently install all remaining pieces following step #19. Leave window frame for installation after interior panels are in.
24. Install window crank handle and escutcheon plate in same manner as those installed on door panels (you'll need a spring behind the interior panel when you come to that stage).
25. Connect rubber hose to rain pan outlet and run close to body to hole in body sub-frame by right wheel house area. (On late 1931 Coupes this hole is already drilled but may have a plug in it. On 1930 and early 1931 Coupes this 3/8" hole should be drilled 8 3/8 inches from the rear body bolt hole and 1 1/8 inches in from right side of body. The hose must be kept close to the body so rumble panels will fit properly and conceal the hose.)

Roll-Down Window Supplement



Carriage bolt, flat washer, square nut (installed head up before the wood was nailed in place): Two $\frac{1}{4}$ " \times $1\frac{3}{4}$ "

Countersunk wood screws: Four 12 \times $1\frac{1}{2}$ "

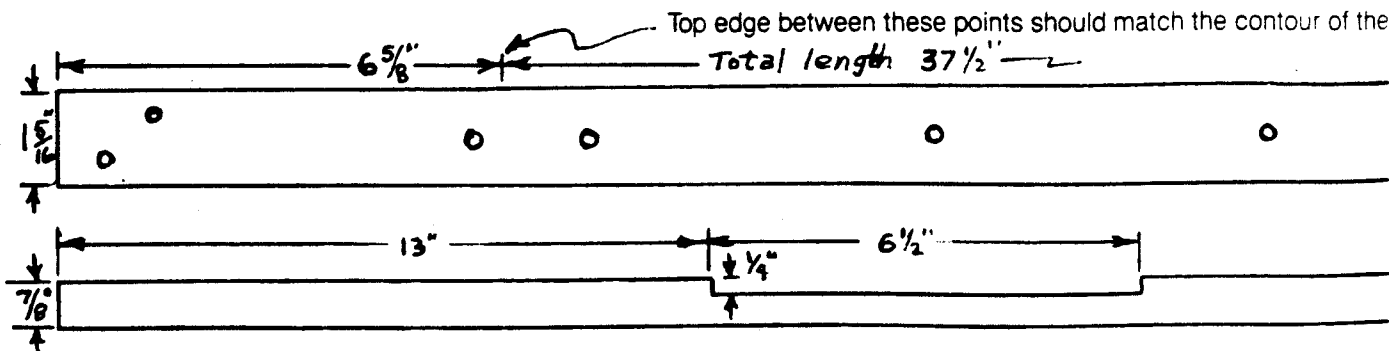
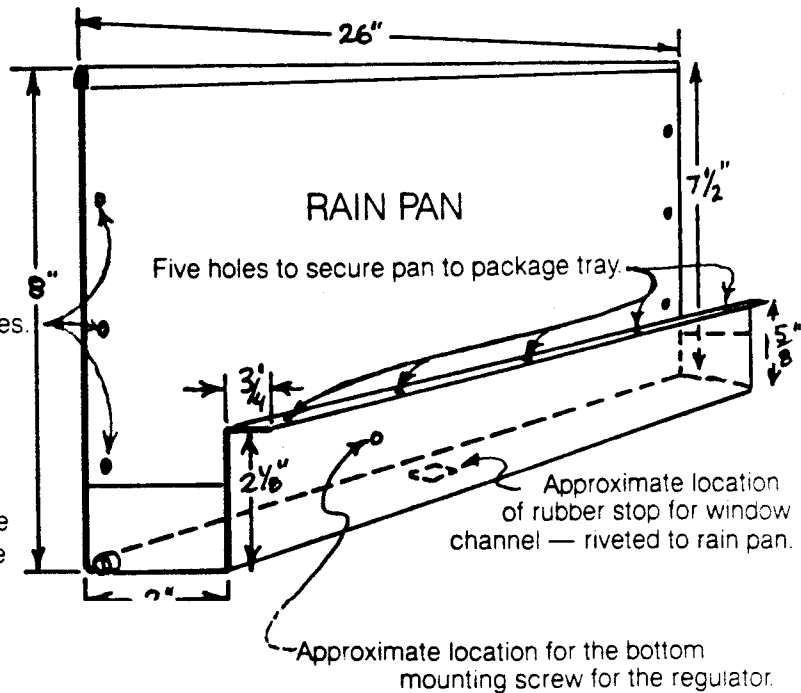
Countersunk holes to receive wood screws holding package tray
Five $\#10$ \times $\frac{3}{4}$ "

Countersunk flat headed stove bolt, lockwasher, square nut:
Four $\frac{1}{4}$ " \times $1\frac{1}{2}$ "

Countersunk holes to receive round headed stove bolt, flat washer,
lock washer and hex headed nut: Five $\frac{1}{4}$ " \times 2 ", One 1 "

These six holes match the holes on the wood vertical pieces.
(The bottom two may be inside the rain pan.)

The sides must be high enough to contain the water which
may collect in the rain pan, but low enough not to be in the
way of the vertical wood pieces. (Roughly $1\frac{1}{4}$ " high at the
deep end, $\frac{3}{4}$ " at the shallow end.)



DRAWINGS AND ILLUSTRATIONS TO ASSIST IN CONVERTING A STATIONARY REAR COUPE WINDOW TO AN ADJUSTABLE WINDOW

After the roll-down window was introduced in the late 1931 Coupes, all Coupes of that style were assembled with nearly identical wood pieces around the rear window. There is, then, only one wood piece that must be modified to convert a late 1931 stationary window to an adjustable window. That piece is the lower (horizontal) piece to which the package tray and interior window trim attach. Simply remove this piece and rip one inch off the *back side* and notch out to match the drawing. Continue with the conversion.

The wood around the 1930 and early 1931 Coupes was only one inch deep and therefore presents the problems of replacing nearly all six pieces. The drawings that follow are taken from the original wood of a late 1931 adjustable rear window. Holes for mounting these pieces to the body may vary according to what hardware was originally in your car. Save those hardware pieces and remount these wood pieces accordingly.

PART A — TOP PIECE — Can be modified so as to retain the contour on the back side. Add one inch to front of piece by glueing and nailing (watch where you put these nails so your window trim screws don't hit them) and notch out so vertical pieces fit flush when installed.

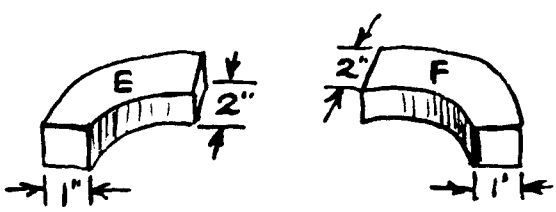
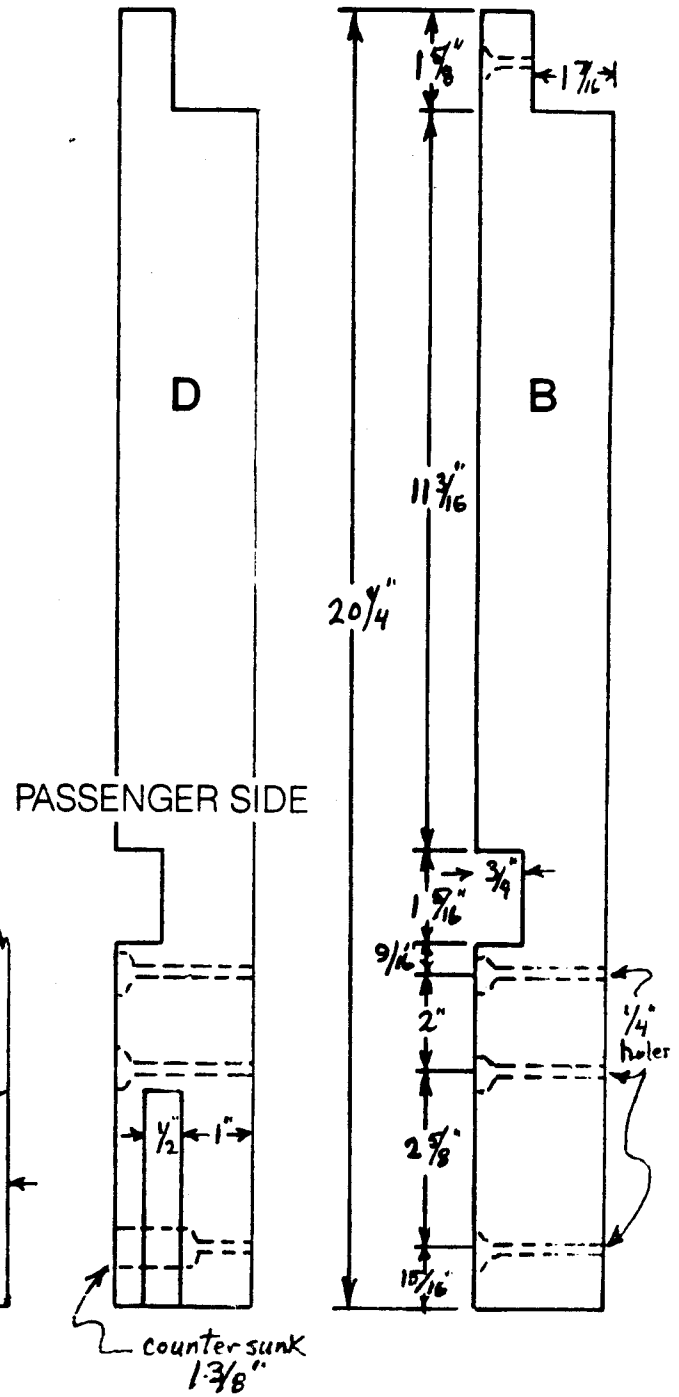
PART B — VERTICAL PIECE ON DRIVER'S SIDE — Replace according to drawing.

PART C — BOTTOM PIECE — Replace according to drawing.

PART D — VERTICAL PIECE IN PASSENGER'S SIDE — Replace according to drawing.

PARTS E & F — SIDE PIECES — Replace according to drawings.

VERTICAL WOOD PIECES



HORIZONTAL LOWER WOOD PIECE

lower edge of the interior window moulding.

