



# NTG Motor Services Limited

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## REMOVING AND REPLACING THE WINDSCREEN GLASS R001F & R002F (First-type Surround)

Unscrew the three screws securing each interior side capping and remove the cappings from the windscreen pillars. Remove the five screws securing the demister vent rail to the fascia top and lift off the rail. When the rail has been removed the fascia top rear fixing screws will be revealed, and these should be removed also.

The fascia top is secured at the front by six screws located along the under side of the crash pad. After extracting these screws the fascia top can be lifted away.

Pull back the inner flange of the rubber channel and remove the screws securing the outer finishers; nine screws are fitted each side. Slide the centre cappings along onto one of the finishers and remove the finishers. Press the glass out from the inside of the car, commencing at a corner, and carefully ease the sealing rubber from the windscreen aperture flange.

To refit the windscreen, first place the glass on a bench (suitably covered to prevent scratching the windscreen), and fit the rubber channel. Make sure that the glass is right home in the channel. To ease fitting insert a length of cord (approximately 15 ft. (4.57 m.)

long) into the channel to be fitted over the windscreen aperture flange. (See Fig RR3)

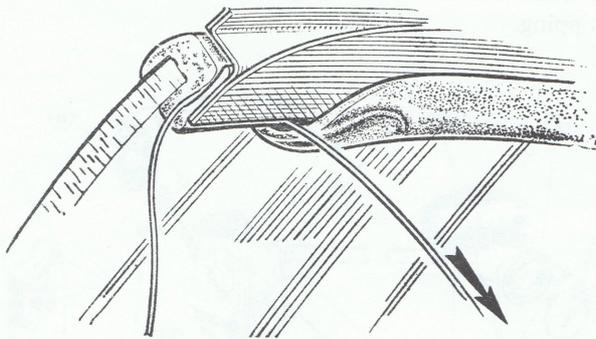


Fig. RR.3

*The method of pulling out the cord to draw the lip of the rubber moulding over the windscreen aperture flange*

sealing compound under the rubber seal.

Press the two exterior finishers against the rubber surround whilst a second operator lines up the clips with the flange holes from inside the car. Replace and tighten the securing screws evenly to pull the finishers against the rubber surround. Slide the centre cappings over the joints and finishers. Refit the fascia top, demister vent rail, and interior side cappings.

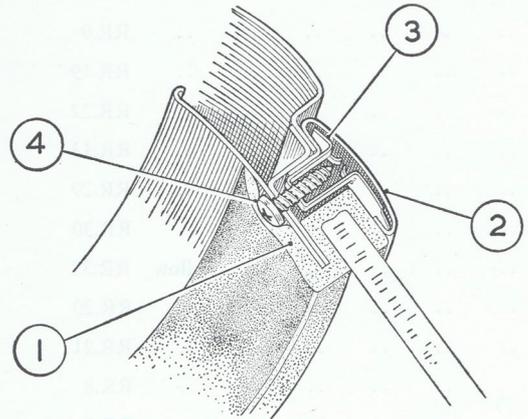


Fig. RR.1

*The method of securing the windscreen (first-type surround) is clearly shown in this illustration*

- |                    |                    |
|--------------------|--------------------|
| 1. Rubber channel. | 3. Clip.           |
| 2. Finisher.       | 4. Securing screw. |

The cord should be passed all round the windscreen until the free ends overlap and hang from the channel. The ends should be long enough to allow a good pull when the windscreen is fitted.

The windscreen should be offered up to the windscreen aperture from outside the car and pressed against the flange by a second operator. One end of the cord can now be pulled from the inside of the car to draw the inner lip of the rubber channel over the windscreen flange. Ensure that the glass is central in the rubber channel. Seelastik sealing compound should be injected between the outer lip of the rubber seal and the glass, using, if possible, an Expandite pressure applicator gun fitted with a special 3/16" (4.5 mm.) bore brass tube nozzle. The Seelastik compound must be evenly distributed around the windscreen, and to ensure this the outside lip should be firmly pressed down with the fingers or a wooden roller to spread the





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## REMOVING AND REPLACING THE WINDSCREEN GLASS (Second-type Surround)

The second-type windscreen surround incorporates a modified rubber channel and exterior finishers. The exterior finishers are retained by the rubber only and securing screws are not required. The rubber channel and exterior finishers are interchangeable with the first type.

To remove and replace proceed as follows.

Unscrew the five screws securing the demister vent rail to the fascia top and lift off the rail. Remove the three screws from each interior side capping and remove the cappings from the windscreen pillars.

Insert a screwdriver or similar tool behind the inside lip of the rubber moulding, forcing it over the windscreen aperture flange. Great care should be taken here, especially if a laminated glass windscreen is fitted. After pressing the rubber lip over the flange at the top of the windscreen and along the windscreen pillars the glass, complete with moulding and finishers, can be pushed out of the aperture from inside the vehicle. Slide the centre cappings onto one of the exterior finishers and remove the finishers. The rubber moulding can now be removed from the windscreen glass.

To prepare the windscreen for fitting, place the glass on a bench (suitably covered to protect the glass) and fit the rubber channel. Inject Seelastik sealing compound between the outer lip of the rubber seal and the glass, using an Expandite pressure applicator gun fitted with a special 3/16" (4.5 mm.) bore brass tube nozzle. The Seelastik compound must be evenly distributed around the windscreen, and to ensure this the outside lip should be firmly pressed down with the fingers or a wooden roller to spread the sealing compound under the rubber seal. Fit the exterior finishers complete with centre cappings to the rubber moulding.

Before fitting the windscreen the aperture must be prepared by the application of Glastikon Caulking Compound and Seel-a-strip (1/2" by 1/16" 13 mm. by 1.6 mm.) all round the frame in the positions indicated in Fig. RR.8.

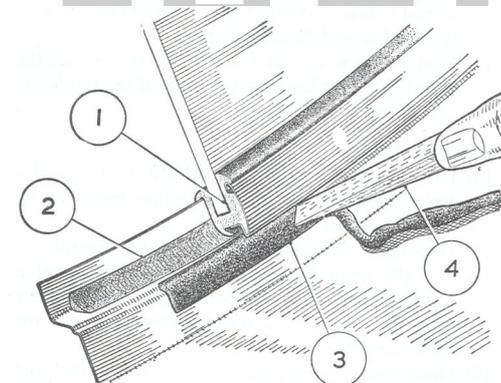


Fig. RR.8

Sealing the windscreen

1. Seelastik.
2. Glastikon Caulking Compound.
3. Seel-a-strip.
4. Wooden wedge.

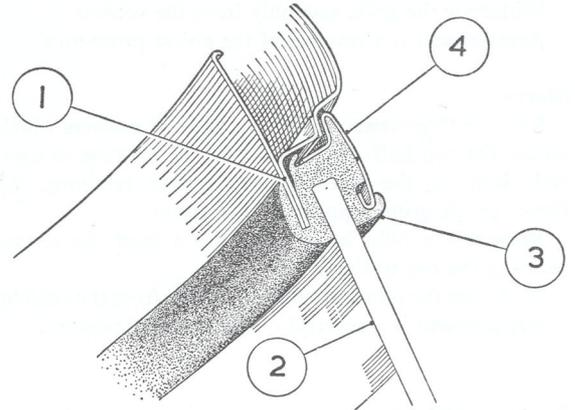


Fig. RR.7

The windscreen surround (second type) in section

1. Aperture flange.
2. Windscreen glass.
3. Rubber moulding.
4. Finisher.

Insert a length of cord into the rubber channel and fit the windscreen to the windscreen aperture (see Fig. RR.3)

The excess Seel-a-strip is best removed with a wedge shaped piece of hardwood (see Fig. RR.8).

**NOTE.**—If the second-type rubber channel is being fitted to a vehicle originally employing the first type it is not essential to use the later-pattern exterior finishers. Modify the old finishers by making six to eight saw cuts in the finisher flange at each corner. This will make the finisher flexible enough to fit snugly in the new rubber. Make certain that the redundant holes are sealed to prevent leakage.

**IMPORTANT.** If the windscreen has been broken, disconnect the demister ducts and blow out the tubes and ducts to remove any glass.

