

Window Channeling!

by Tom Endy

The window and door latch mechanism of a Victoria is not a fun project to attack. I would rather spend the day in a dentist chair than have to pull one of the upholstered door panels off. However, if it has to be done it is a best to have a good understanding of how it all goes together. The first thing to keep in mind is that the hardware for the two front doors are a mirror image of each other; so do not mix up left and right hardware. There is also a front and back, and an inside and an outside. Therefore it is recommended that as you remove things, attach little stickers to each assembly. Mark it left or right, front or rear, inside or outside.

Helpful information:

It is recommended that you obtain a copy of the April 1999 publication of the Victoria Association newsletter. Pages 7 through 24 contain an article by Gene Taylor that is very informative and a must to have before you tear into things. A second article that is also recommended is found in the Victoria Association book, "A Pictorial Guide To The Mechanical Features of The Model A Ford". There is a section by Bob Bidonde that describes in detail many of the features of the door latch and window mechanism. Both of these documents can be obtained from the Victoria Association. For my own use I have put copies of both documents in a single binder along with other Victoria door and window information I have obtained.

The windows:

Since I found a need to address a problem with the windows this article will be mostly about the window mechanism and not the door latch. Regardless of which you are going to work on, the window or the latch, you still need to remove the upholstered door panel before you can address either.

The garnish molding:

This is the metal frame that goes around the inside of the door window. It is the first thing you must remove. There are a whole series of different screws that hold it in place. Once all the screws are removed the molding pulls right off. The size and quantity of each type of screw is documented here.

Garnish molding screws (per door):

Top and rear side of window frame

6-ea. 8-32 screws 1½" long, oval head, straight slot
6-ea. 8-32 tubular nuts with straight slot
Bratton p/n 31730. (order 2 sets)

Bottom side of window frame

4-ea #8 wood screw 1" long, oval head, straight slot

Screws into garnish molding spacer

5-ea. 8-32 screws ¾" long, oval head, straight slot

Mounts garnish molding spacer to door frame

2-ea. 8-32 screws ¾" long, pan head, straight slot
2 ea 8-32 screws ¾" long, flat head, straight slot

Garnish molding spacer:

There is one for each door, and they are definitely a left and a right, so do not mix them. The spacer is the device attached to the front part of the window opening. It is attached to the doorframe with the two pan head and the two flat head screws indicated above. Reproduction spacers are available from Bratton. They are not cheap, so hopefully you have both originals.

Left - part number 31701 \$76.50

Right - part number 31702 \$76.50

Upholstered door panel:

The upholstered door panel comes off next. The door handle and the window crank are removed by pushing in on the spring-loaded bezel of each and pushing out a small locking pin. The panel is held on by a series of little circular spring upholstery clips that fit into small round holes in the cardboard upholstery panel. The legs of the clips fit into holes around the sides and bottom of the doorframe. It is best to use a proper tool to remove the panel. If you attempt to pull the panel off with your hands you are liable to tear out the holes in the cardboard. A proper tool can be obtained from Sears. It looks like a screwdriver with a slightly bent shaft. The blade is wide and has a slot cut into it. It speaks with a forked tongue. The idea is to slide the blade under the panel and straddle the spring clip and then pop it out. It does a good job without damaging the cardboard or the spring clip. When all of the spring clips have been popped loose the panel is easily lifted off and set aside.

Remove the glass assembly:

Loosen the six mounting screws that secure the window regulator mechanism. Put the window crank back on the shaft and roll the window up while guiding the glass inside the door frame until the lower window channel and the regulator arms are just above the window opening. Pop the channel loose from the two regulator arms and slide the glass out of the felt channels. The front felt channel is wider than the rear and when the garnish molding spacer is removed it allows the felt to be bent to the inside to allow the glass to slip out. Mark which is the front and inside of the glass (and left or right) and set it aside where it won't get broken. The regulator can now be removed by removing the six mounting screws and lowering the regulator in the door and sliding it out the lower front panel opening in the door structure. The door regulators are a left and right, so mark them accordingly. Once the regulator is out you can make repairs to it and clean and lubricate it. The six mounting screws are identified below.

Regulator mounting Screws (per door):

6-ea. 1/4-20 screws 5/8" long, flat head, straight slot
6-ea. 1/4" tapered star washers
Bratton p/n 31200 (order 2 sets for one door)

The felt window channels:

There are two vertical felt channels in each window. The front is wider than the rear. Each is attached to the doorframe with metal clips. **An adhesive is not used to attach either felt.** The felt channels come in a kit that satisfy both doors. The kit contains the front and rear vertical felts, a rubber molded strip that goes over the top and is attached with adhesive, and two down stop rubber bumpers for each door. What is missing from the kit are the two door bumpers for each door. This will be addressed later. The kit can be obtained from Bratton.

Window Channel kit (does both doors):

Includes front & rear vertical felt channels, horizontal top rubber seal, four down stop rubbers, and adhesive. Bratton p/n 31800 \$47.10 (2007). The vertical felts have a hard rubber backing with metal clips attached. The front felt (wide) has three clips attached, top, middle, and bottom. The rear felt (narrow) has only two clips attached, top and bottom.

Channel kit quality:

It is important that the kit be of good quality with the clips located at precise locations on the felts. Apparently early kits were not precise and had to have the clips relocated. This is stated in the April 1999 newsletter article. However, I had excellent results with the kit I ordered from Bratton, the clips were in the correct location. The April 1999 article goes into detail about how to install the vertical felts. These instructions are important, so they will be repeated here.

The front (wide) felt:

Slide the felt down into the front metal door channel. Hook the middle clip into the slot in the door and slide it all the way down. Hook the bottom clip in the bottom slot and move the felt all the way up until the bottom clip bottoms out in the slot stop. The middle clip will still be retained. The top clip is then attached at the top. The top clip may have to be bent slightly to attach it. The felt is now securely attached. No adhesive is required.

The rear (narrow) felt:

The rear felt has only two clips. Slide the felt down into the rear metal door channel. Hook the bottom clip in the bottom slot and move the felt all the way up until the clip bottoms out in the slot stop. The top clip is then attached at the top. The top clip may have to be bent slightly to attach it. The felt is now securely attached. No adhesive is required.

Reinstall the glass assembly:

Reinstall the regulator and leave the mounting bolts loose. Crank the regulator so that both arms are standing straight up and are just below the window opening. Slide the glass assembly into the window opening and hook the two arms to the metal glass channel (it is best to have a helper). The front felt (wide) can be pulled to the inside to accommodate slipping the glass into both felt channels. It may be necessary to unhook the top hook on the front felt (wide) to gain better access. Tighten the six regulator mounting bolts once the glass is installed.

The top seal:

A molded rubber seal is provided for the top of the window. Cut it to length and glue it into place with the adhesive supplied with the kit. Roll the window up to hold it in place while the adhesive dries.

Replacing a broken glass:

If the task is to replace a broken glass the new piece of glass has to be positioned into the metal glass channel so that it is even between the front felt (wide) and the rear felt (narrow). To do this, place the two felts on either side of the glass and mark the glass at the bottom with a marking pen at the edge of each felt. The new glass should be installed in the metal channel so that it is equal distance between the two marks. Many of the Model A parts suppliers can supply Victoria door glass cut to the proper size. Glass patterns can also be obtained from the Victoria Association and taken to a glass supplier for a replacement glass.

Rubber glass bumpers:

There are two rubber bumpers associated with each door that are not supplied with the kit and may be difficult to obtain. There are two slots that the bumpers fit into. One is located in the center of the bottom edge of the garnish molding. The other is located in the outer doorframe. Both slots are about one inch long and slightly less than 1/4" wide. The bumper's purpose is to rub against the glass on both sides to prevent it from rubbing on the metal garnish and doorframe. Both bumpers were carried over by Ford into the 1932-1935 cars. They were used only on the Model A Victoria and the A-400. The slant window town sedan does not use them.

The 1932–1935 part numbers:

The bumper that fits into the garnish molding is part number **B-46044**. (stock number **B-7021444**) The bumper that fits into the doorframe is part number **B-45380**. (stock number **B-7021452**) Each has a slightly different shape from the other. Both bumpers are described in detail and shown in sketch form in the Victoria book in the Bob Bidonde section on page B11. C&G Early Ford Parts in Escondido, CA 760-740-2400 carries them under the stock number.

Down stop rubber bumpers:

Four down stop bumpers are supplied with each kit, two for each door. The bumpers slip into metal brackets located at the bottom of the door. When the window is rolled down the metal glass channel rests on the bumpers. The center bracket is riveted to the door panel. The other bracket is located on the rear side of the door right at the bottom of the rear

vertical felt. The rear bracket is attached with two screws and nuts. It must be temporarily removed to install the rear felt.

The wood strip:

A strip of wood is located in the doorframe just below the garnish molding where the four wood screws attach. The screw holes may be found wallowed out such that the screw will not screw in tightly. The repair method suggested is to fill the holes with carpenters glue and pound tooth picks into the holes to fill them. Cut the toothpicks flush at the top and when the glue has dried drill new pilot holes.

Install the door panel:

The door panel is installed by inserting the small spring clips attached to the panel into the corresponding hole in the doorframe. Do this carefully to make sure each spring clip enters the hole correctly and is not bent out of shape. It is helpful to apply a small amount of grease around each hole in the door and to the clips themselves.

Garnish trim piece:

There is a metal trim piece that fits under the garnish molding right on top of the upholstered edge of the door panel. To keep the trim piece in place attach it with small screws through the holes at each end to the wood strip that is located at the inside top of the door panel. This is done before the garnish molding is installed, but after the door panel is installed.

Felt lubrication:

If the window cranks up and down stiffly after the regulator has been lubricated it is possible the glass is constricting within the felts. The felt channels can be lubricated with a dry graphite lubricant. Do not use anything else, including silicon spray as it will attract dirt and grime and cause more constriction.

Victoria Association information:

It is strongly recommended that before attempting to work on the door mechanisms that both copies of the publications mentioned at the beginning of this article be obtained. They contain a world of information on the subject and you can study up on them while sitting in the dentist chair. ☺