

CLATONRITE® SELF SEALING WEATHERSTRIP

Fitting Instructions

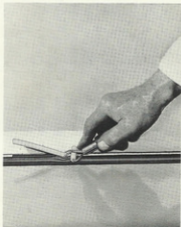
- 1 By measuring the distance around the panel aperture and adding to it 0.13 inches per foot (10 mm. per metre) the recommended length of Weatherstrip is obtained. Commencing at the centre of the top edge of the panel, fit the Weatherstrip around the panel, ensuring that it is pressed firmly into the corners. Bring the Weatherstrip ends together away from the panel and firmly push home.
- 2 Without using undue force, insert as much glass as possible into the Weatherstrip on the lower edge of the panel. The remainder can then be fitted by using the Hook Tool. This tool lifts the lip of the channel, allowing the glass to be pushed in position.
- 3 Start inserting the Fillerstrip at a position well away from the Weatherstrip join. Insert the Tool into the Fillerstrip groove and feed the Fillerstrip in from the front of the Tool Eye. Make certain that the Fillerstrip is not stretched, especially round the corners. When the circuit has been completed, remove the Tool and cut off the excess Fillerstrip leaving a 0.5 inch (12 mm.) overlap. Push this overlap into the Weatherstrip groove to form a tight joint using the rounded nose of the Fillerstrip Tool.



1



2



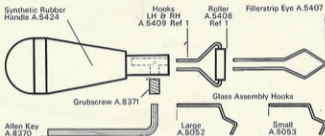
3

CLATONRITE® SELF SEALING WEATHERSTRIP Installation Tool

Illustrated below is our Universal Installation Tool, designed to suit our range of Weatherstrips and Fillerstrips.

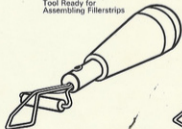
Parts List

These items are all included in one kit which is ordered as our Part No. B5406 ref. 1. Separate Parts may be ordered from the numbers quoted below.

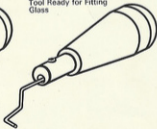


Tool Assembly

Tool Ready for
Assembling Fillerstrips



Tool Ready for Fitting
Glass



Note

The Fillerstrip Eye A/5407 is produced for our standard size Fillerstrips (A/5013, A/5223 and PV301). If the smaller size Fillerstrip is to be used (A/5012, A/5222 and PV734) then squeeze the sides of the A/5407 Eye gently with a vice to an internal width of approximately 0.3 inches (7.6 mm.).

Fitting these old type screen seals is a skill not many fitters have nowadays so try and find someone who still specialises in the older type rubbers.

Some time ago after fitting a rear screen I vowed never to again try and fit a screen myself. I was lucky this time to find a specialist who was also an old car enthusiast (had about 30 old Holden cars).

On the 541 and CV8 there is a sealing point weakness at the 2 bottom corners of the front screen where the seal joints are (any seal joint is a weakness area).

This guy had found a way to avoid that corner join by making the seal go round the corner. I watched him do it and if i had not seen him do it i would have said 'impossible'.

He proved it was possible and so instead of 2 joins on the front screen there is now only one, and that is at the top middle.

On both front and rear screens he also used a black sealant squeezed into the outside lips (body lip and glass lip) before inserting the filler.

These seals as used on the 514 series and CV8 were made by Clayton-Wright, a company who no longer exist. However several rubber extrusion companies are still producing the correct sections. Most important when fitting this type of seal, is to add on 1/8" per foot which then allows for shrinkage. The joins on the rear screen rubber seal and insert should be fitted so that one join is at the top and one is at the bottom.

