

Model A Window Glass & Regulator Installation Procedure

by Gene Taylor

The Ford Motor Company manufactured a truly unique Model A when they made the 1930/31 Victoria 190A. It appears to have been a prototype for Fords 1932 models. I have been working on my first Victoria restoration, for quite a long time. This procedure is the result of a lot of help from many associates in the hobby, considerable research, and a lot of trial and error. Of course this is only 'one small step' in the restoration process, but the whole affair has been a labor of love. I have tried to cover the installation of the windows, glass, regulators, door handles, and locks, and latches peculiar to the Victoria, Body style 190A only, but it may also be readily applicable, with a little ingenuity, to many other Model A body styles. *As one of my fellow club members says after reading a rough draft. "Boy! Is it ever dry reading, unless of course, if you're going to install some window glass."*

GLASS PATTERNS

The window installation in the doors is somewhat complex, but is not beyond the capability of most Model A mechanics, owners/restorers. Many of the Model A parts vendors can provide the laminated safety glasses, with or without the Triple XXX, or other Ford logos, for any body style. If you prefer to obtain your glass locally, you may obtain window glass patterns for the 190A Victoria, from The International Model A Victoria Association.

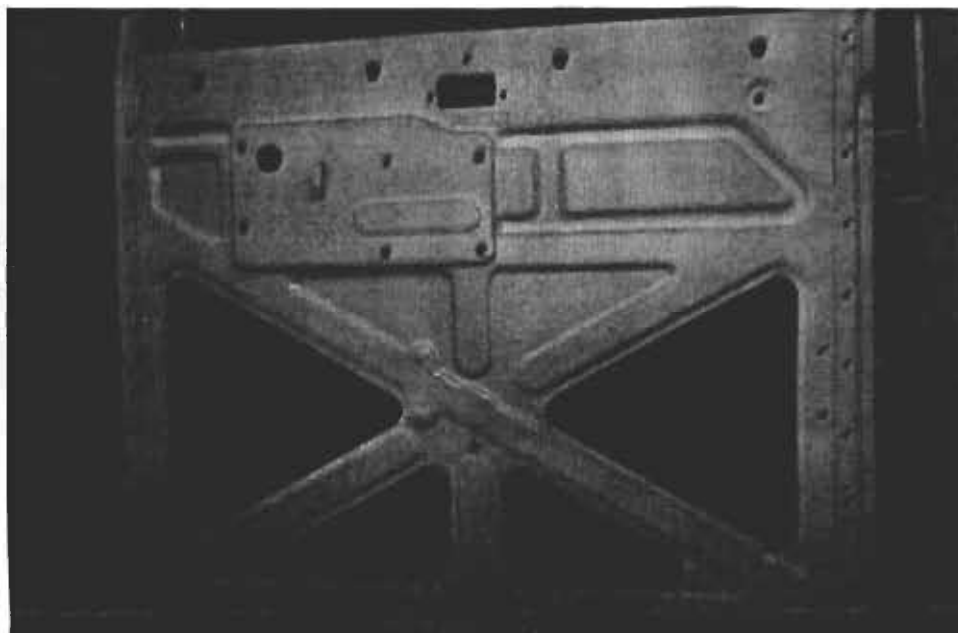


Figure (1.) Passenger door, showing all mechanisms and glass removed, prepared for installation of all new parts in sequence.

PREPARATION FOR WINDOW INSTALLATION

It is not necessary to remove everything from the doors, or the doors from the car, to perform this procedure or to replace a window glass. But, if other repairs such as sandblasting and/or painting are anticipated, remove all detachable parts, e.g., Upholstery, window frame, garnish molding, inside and outside door handles, male dove tail (above the door latch). Remove and save the old glass and metal channel, and all the old felt channels, intact if possible, for future reference. Remove the window regulator, door latch, and the removable rear "down-stop" bumper bracket. Remove the old rubber bumper from the center down-stop bracket, (center bracket is riveted). Remove the wood strip from the top inside edge of the door. Remove the rubber seal in the top of window frame. The metal "U" shaped lower felt channel guides, vary in design. If they are present, they may be attached with screws, or welded in place. They may also be removed for repair. Replacements

are easily fabricated. See Victoria Ass'n newsletter Vol. 4-3 dated July 1989. Additionally, remove the angled spacer from the front inside of the door frame. Details of it are also depicted in the same newsletter. See figure (2).

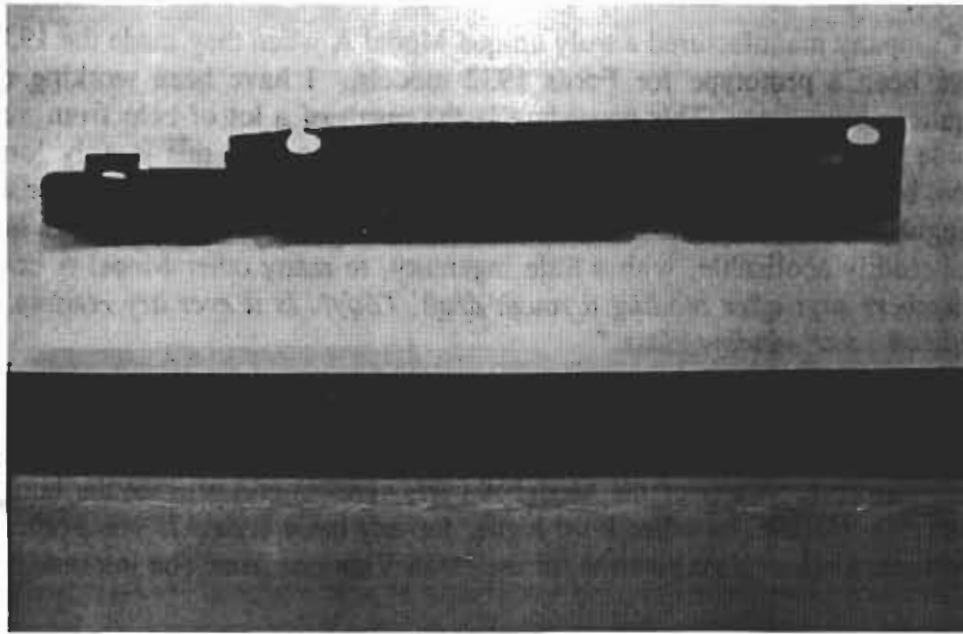


Figure (2A) Garnish molding spacer
(2B) Vertical metal channel guide

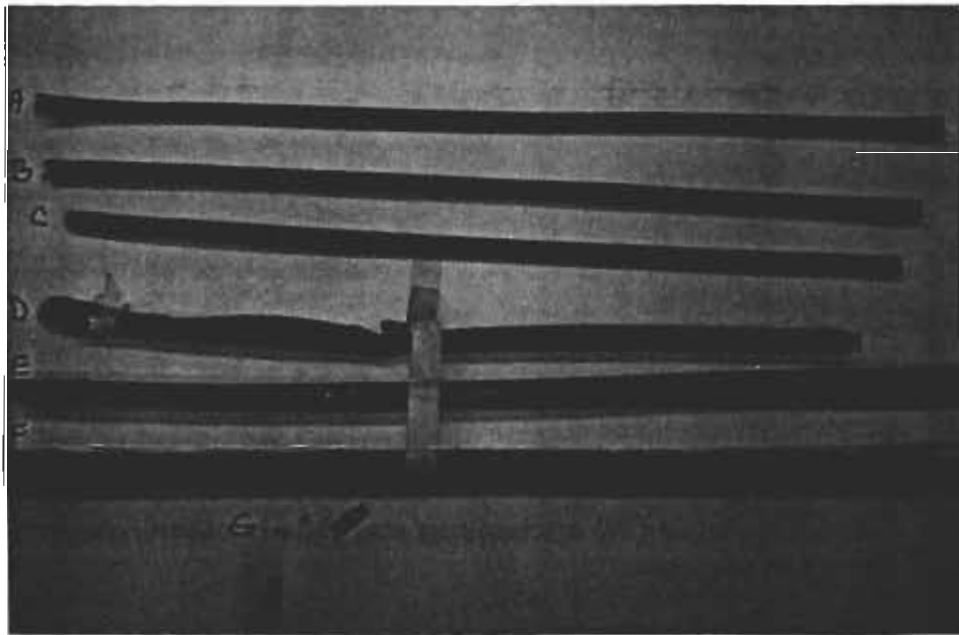


Figure (3A) Foam rubber top window seal,
(3C) New door rear felt channel modified,
(3E) New door front felt channel (Modified),
(3G) New clip and rivets.

(3B) New door rear felt channel,
(3D) Original door front felt channel,
(3F) door front felt channel before modification,

ORDERING PARTS (See parts list)

Fortunately, most of the worn out, or perishable items are still available from the many Model A parts suppliers. Almost all vendors can supply the replacement felt channels kits, extra clips, hooks, and rivets, and some of the rubber items. Some vendors have new springs for the regulators and latches. The peculiar glass

setting rubber with the lip on the outside (as original) is available from Berts, or Brattons and the two little anti-rattle bumpers, outer & inner are also available. However, the two arm window regulators, the two slot metal channels, and the door and remote control assemblies are a different story. They may be very difficult to locate, and when found, may remind you of a stick-em-up. All these items are uniquely Right hand door, or Left Hand door, as well as the latch mechanism and the door glass channels. However, the quarter window glass channels are not the same for 190-A and 400-A. The 400-A will work in the 190-A, but the 190-A will not work in the 400-A. The regulators are common with 1931 Cabriolet 68C, the 1931 Fordor Sedan 160-A, the 1931 Town Sedan 160-B, the 1931 Fordor Sedan Deluxe 160-C, and the 1931 Town Car Delivery 295-A. Refer to the Automotive Hardware and Trimming Supplies publication for further details concerning interchangeability with other body styles.

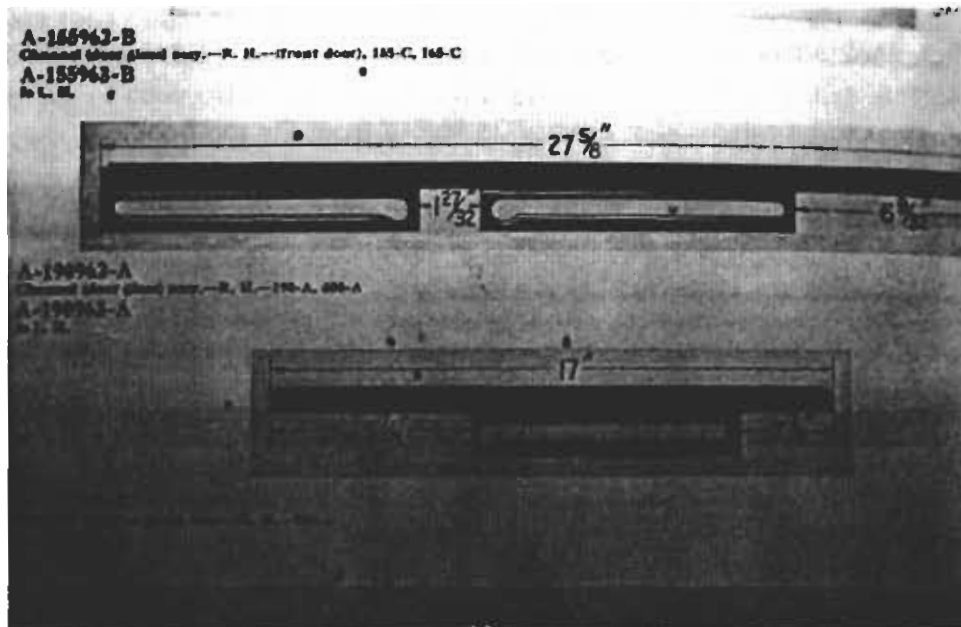


Figure (4) Door Glass channels

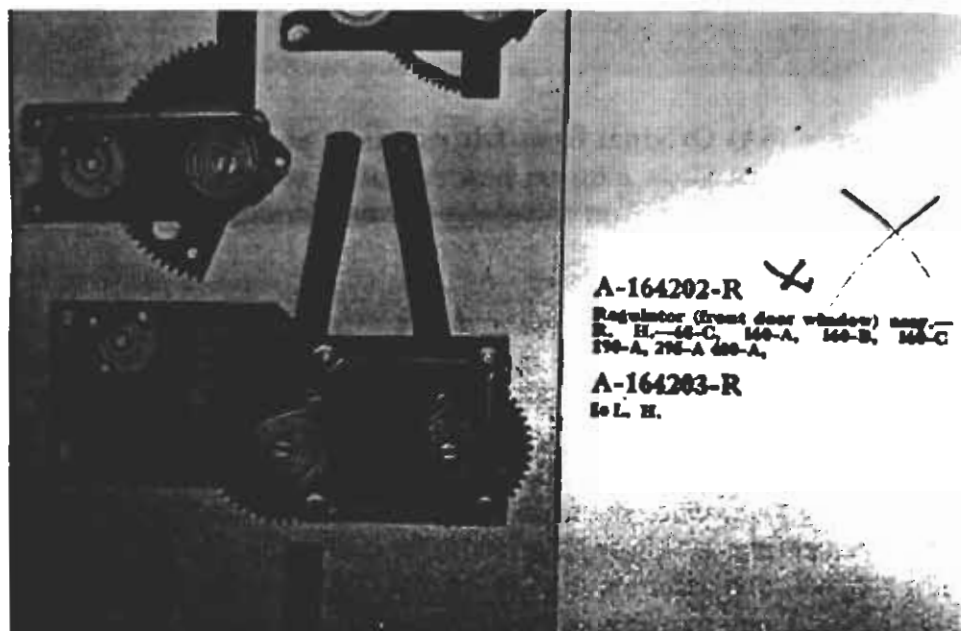


Figure (5). Window regulator passenger door (Viewed from inside)

MODIFICATION OF FELT CHANNELS (Henry called them "Runs".)

You will probably find that the felt channels need some modification. The clips and hooks on replacement channels must be relocated to match the mounting holes in the door frame. The T clip and hook locations for the 190A are shown in Figure (6). The replacement *front* felt channels are longer (33 1/2") than the original channels (27 3/4"). However, the extra length is of little consequence, since only about 1/4 inch will need to be clipped off the angle at the top. When the felt is installed it will extend down inside the door below the level of the window "down-stops". The redundant felt may be trimmed off after installation.

RELOCATION OF CLIPS AND HOOKS

The top hook on the *front* felt run must be relocated 1 inch from the top of the rubber backing on the felt with the hook pointed down. The center T shaped clip must also be reversed (end to end) and relocated exactly 11 inches below the top hook. The bottom T shaped clip should be exactly 15 3/4 inches below the center T clip. The *rear* replacement felt channels (30" vs. original 29 1/2") will also need to be modified, but only the bottom T clip will need to be relocated at exactly 28 inches from the top hook.

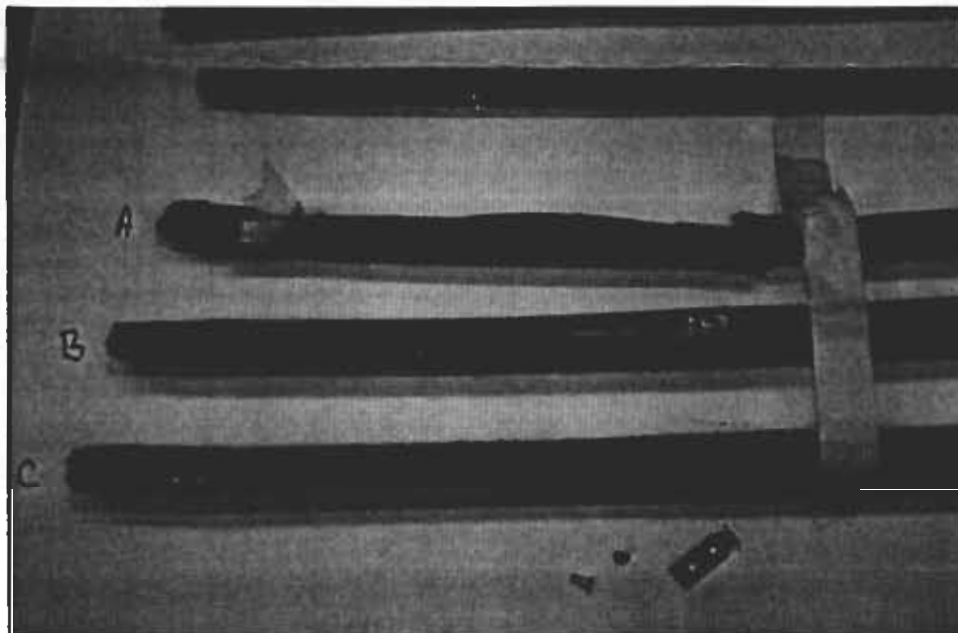


Figure (6A) Original front felt run as removed from door.

Figure (6B) Show clips on new run after relocation

Figure (6C) New Run as received from Vendor

TRIAL FIT OF FRONT FELT

(I believe this is the way Henry did it. Simple and fast was the essence of his production line) A little installation rehearsal now will be very helpful when the final performance is attempted. After the hooks and clips have been repositioned do a trial fit in the door as follows; See Figure (7A & B). Slide the *front* felt channel down into the door far enough to enable the felt center clip to be inserted into the top of the elongated, vertical slot, in the front center of the door frame. Slide the felt channel down until the center T clip is bottomed in slot (A). This should place the lower felt T clip below the bottom of the lower metal channel guide. Press the felt channel into the lower guide and hold the T clip firmly against the channel guide. Pull up gently on the felt channel, and ascertain that the bottom T clip enters the slot in the bottom of the metal guide, notice that the center T clip moves up slightly, but remains engaged in the slot (A). The top hook can now be inserted into the hole at the top of the door frame. This may require a little effort to stretch and tighten the felt channel, it may also be necessary to bend the top hook open slightly in order to hook it into the top hole. Then hold the top hook in place and press and/or pull down gently on the felt channel enough to engage

the top hook. All the clips and hooks should remain engaged in the door frame. No adhesive is required to hold the felt channel in place. After you have mastered this procedure remove the *front* felt from the door. See figure (7A), & (7B).

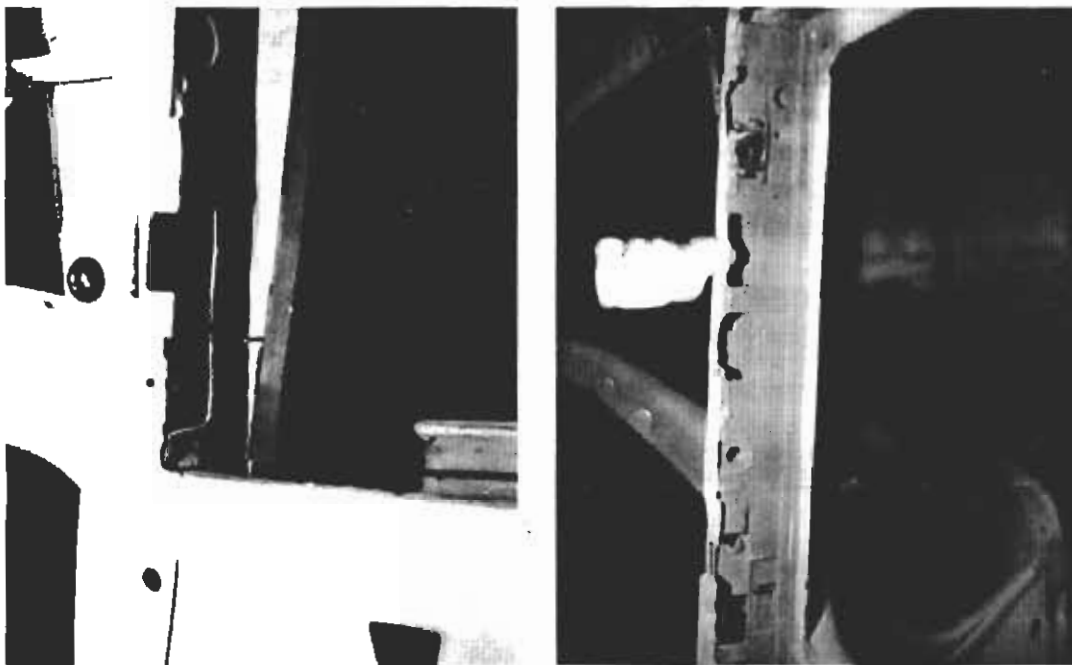


Figure (7A) Front door holes for installing felt run.

Figure (7B) Positioning felt run clip into elongated slot in front door frame.

TRIAL FIT REAR FELT CHANNEL

The *rear* felt channel can now get a trial fit too. Simply slide the *rear* felt channel down into the metal guide at the bottom rear of the door until the T clip is below the lower end of the guide. Press the felt channel into the metal guide, and hold firmly in place. Ensure that the T clip engages in the slot in the bottom of the metal guide. The top hook should now be even with the top of the inside door frame. Slide the hook onto the top of the frame. No adhesive is required to hold the felt channel in place. Reverse this procedure to remove the *rear* felt channels from the door.

SOUND DEADENING

Now is the time to apply some sort of sound deadening and/or insulating material inside the empty door. There are some new materials on the market with adhesive backing that can be installed in panels or bats. An aerosol spray type rubberized undercoating material that goes on easily, dries fast, deadens sound, and prevents rust. Anyway you do it, now is the time.

INSTALLATION OF down-stop RUBBER

Install a new rubber bumper in the center *down-stop* bracket. Four rubber bumper pieces are included in the window felt kits. Four additional bumpers will be required for the rear windows, each must be trimmed about 1/4 inch in length to fit into the *down-stop* brackets. Simply slide the bumper into the bracket until it seats between the two little retainer tabs. Refer to the *Automotive Hardware and Trimming Supplies* publication Pages 16 & 17 for picture of the various rubber bumpers.

FABRICATION & INSTALLATION OF WOOD TACK STRIP

The wooden tack strip can be fabricated from any hard wood (Ash, Oak, etc.) The strip is 29" long, 1" wide, by 7/16" thick. A notch 2 3/8" long by 3/8" deep is cut out of the center, (measure and mark 14 1/2" from each end). The tack strip should be painted with a flat black preservative prior to installation. See figure (8). Position the wood tack strip in the top of the inside door panel, with the notch down and centered above the door latch handle mounting location. The strip must slide into a small opening provided in the front of the door frame. Hold the strip in place, while using a screwdriver, bend the four metal tabs in the door panel, up inside and over the tack strip. To prevent interference with the glass or metal channel, use long nose pliers or similar tool, to clamp the tabs flat against the wood. Using the window frame as a template mark and drill the four 1/8 inch pilot holes for the eventual installation of the garnish molding and window frame mounting screws.



Figure (8) Wooden tack strip to be installed in inner top edge of door

LOCATION OF THE METAL CHANNEL

Measuring for the location to install the metal channel on the window glass can be accomplished easily by simply using the felt and metal channels as a guide. The window glass must be cut to the specifications as defined by the glass patterns. Carefully slide the metal channel onto the bottom edge of the glass. Slip the front felt on the glass and slide it down to meet the metal channel. Slide the rear felt on the back edge and down to the metal channel. An original metal channel should be equally spaced to fit between the front and rear felts. If original channels are used simply mark the glass at both ends of the channel. This is the reference points to set the glass. If no original channel is available for use as a pattern, and the channel is too long, mark the new metal channel, and the glass. Allow a minimum of 1/8 inch clearance between the channel and felt at both ends. (Cut the channel only on the end opposite the slotted track section.) See figure (9).

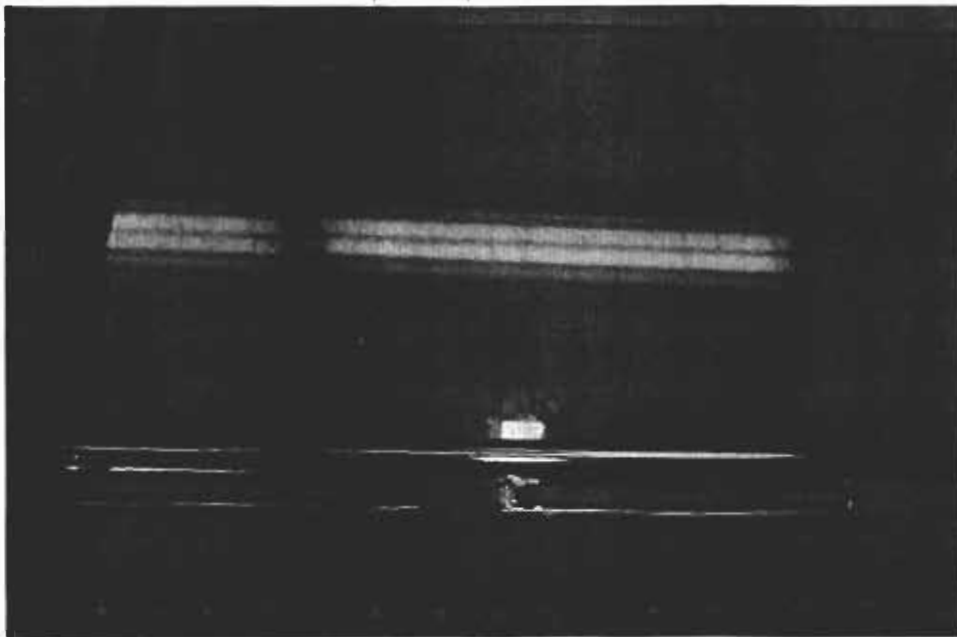


Figure (9) Front and rear felt runs used to measure length of new metal channel

CAUTION

Do not hammer or beat on the thinner slotted slide portion of the metal channel during installation. The thin metal slotted part of the channel bends easily and can possibly break off at the spot welds.

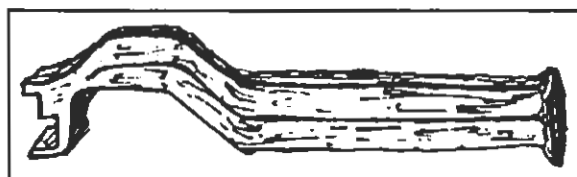
PREPARATION FOR SETTING GLASS

The glass setting rubber has square edges that have a tendency to roll and refuse to enter the metal channel. Using a single edge razor blade, carefully trim a small strip off the square edges. Cut at about a 45 degree angle along both edges. This will create a somewhat rounded edge. The rounded edge and the use of a glass cleaner such as GlassWax as a lubricant will make the glass setting in the metal channels much easier. Spray the glass cleaner liberally on both the metal glass channel and the glass setting rubber.

CAUTION:

Installation of the window glass in the Model A can be accomplished by one person, but it is much easier, and safer to work with an assistant, to prevent damage to the paint, glass breakage, etc.

A Professional Glazier and his special tools are recommended here. But, if you want to (do-it yourself), use a large rubber mallet and metal bar to set the glass in the metal channels as follows; Position the glass vertically, upside down on a level, padded surface. Install the glass setting rubber on the glass with the lip on the outside. Position the metal channel on top of the rubber, at the predetermined location, marked on the glass. See figure (10). Using the metal bar and tapping with the rubber mallet, hitting only on the straight part of the metal channel. Start at one end with the metal channel on the glass, and work along the channel. This may require some fairly hard blows because it is a forced fit. After the metal channel is firmly seated, wipe off the glass cleaner, and trim the ends of the glass setting rubber even with the ends of the metal channel.



Glazier's glass setting tool

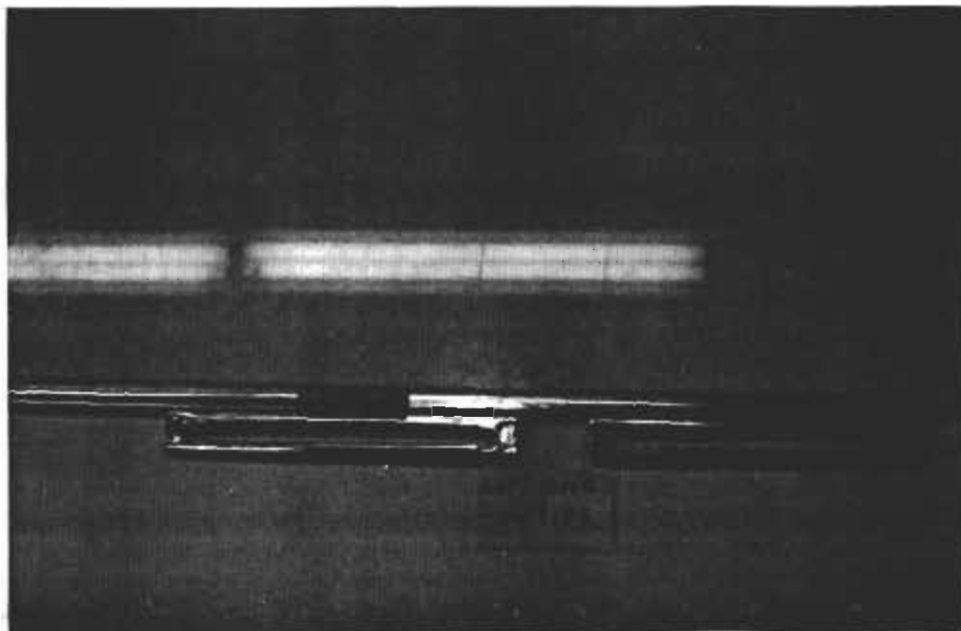


Figure (10) Metal channel and glass positioned for installation

INSTALLATION OF DOOR LATCH

The inside door handle (Remote control) Rotates a cam which is attached to a linkage that actuates the door latch and lock mechanism. The cam has two detents or pawls that engage with a spring which is designed to hold the inside door handle in either the *Locked* (horizontal), or *Normal* (4 O'clock) position. When the inside handle is operated to open the door the spring rides up and out of the cam detente along the rounded side of the cam. When the inside handle is released the springs in the latch mechanism return the handle to the normal position. The detente spring acts to prevent rattles while holding the handle in position. When the inside handle is raised to the lock (horizontal) position the spring rides up and over the small lobe on the cam and seats into the smaller detente to hold the handle and the driver side door mechanism in the locked position. The passenger door remote control has a locked position on the cam. However, the door latch mechanism on the passenger side of the car is not designed to be locked from inside the car. It can be locked only from the outside, and only with a key.

CAUTION

The tabs on the cam shaft bracket break easily, bend them very carefully, and only enough to permit installation of the inside door handle spring A-64284.

INSTALLATION OF SPRING IN REMOTE CONTROL

It would very difficult install a new inside door handle detente spring without the lock and remote control mechanism being removed from the door. Removing the entire lock and remote controls requires that the window glass, and the rear felt channel run be removed. The tabs on the cam shaft retaining bracket are accessible if the three bolts are removed from triangular remote control plate, and the plate is allowed to swing down into the opening in the frame of the inside door panel. However, removing the cam shaft retaining bracket and installing the detente spring is nearly impossible, unless you happen to be a contortionist. The pivot pin or rivet though is accessible, and can be drilled out to free the remote from the linkage. The pivot pin must be replaced after the spring is installed. What ever method is used to gain access to the remote mechanism, the installation of the spring is the same. The cam shaft bracket is held in place by four tabs which have been inserted into slots and bent over to secure the bracket in place. I'm not sure what might have happened to the original springs, but in my case they appear to have just faded away. There is no indication that they ever existed in their assigned position. The cam, shaft, spring, handle, and triangular piece all become parts of a puzzle to reassemble if all four tabs are straightened, and the thing falls apart. Although,

you must bend at least two of the tabs back out straight, very carefully, and using a screwdriver pry the retainer plate away until the two tabs come out of their slots. Due to the contorted shape of the spring it is difficult to install, but it must be manipulated into the small gap in the side of the cam shaft retaining bracket as shown in figure (11). The spring must be held in place while the tabs are reinserted in their respective slots and bent back to their original positions. Because the metal is very brittle. I found that heating the tabs to red hot with a small torch allowed them to be bent easily without breaking. Do not heat the spring.

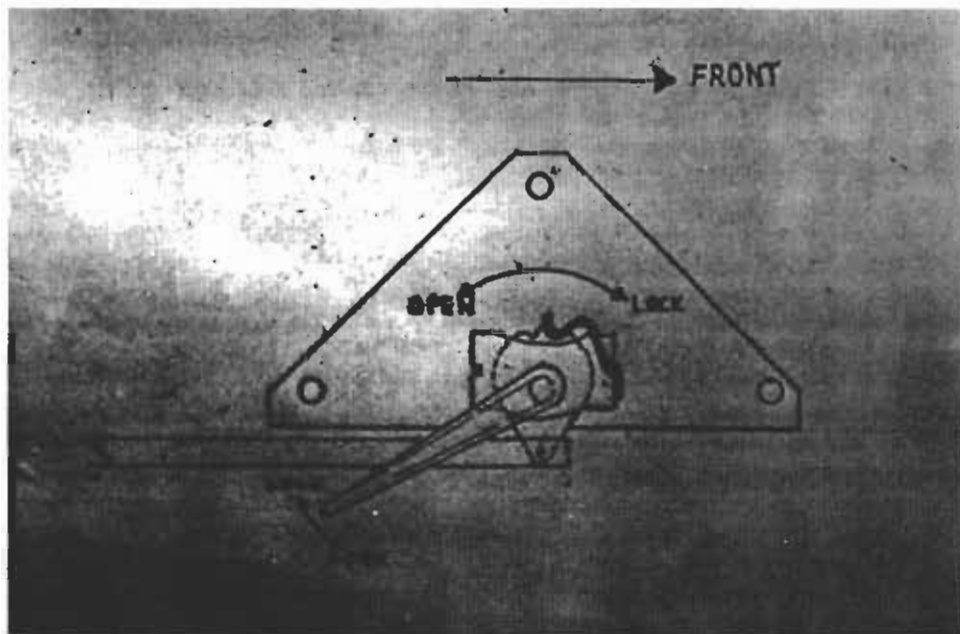


Figure (11) Left side Lock and Remote Control Detente or anti-rattle spring installation.

LOCKS AND REMOTE CONTROLS

The door latch assembly must be installed and secured in place before the rear felt run is installed. The rear felt run passes vertically through the latch assembly. Ensure that the latch linkage (the log bar) connecting the remote control to the latch assembly is very straight, to prevent interference with the window riser arms. Lubricate and install the latch and remote control assembly, using two, oval head, chrome plated, screws 12 X 24 X 9 /16, and one oval head 10 X 32 X 1/2 machine screw and flat washer. The remote control is installed using three 1/4 X 20 X 1/2 screws with three square nuts, and lock washers. See Figure(12).

Locks and Remote Controls

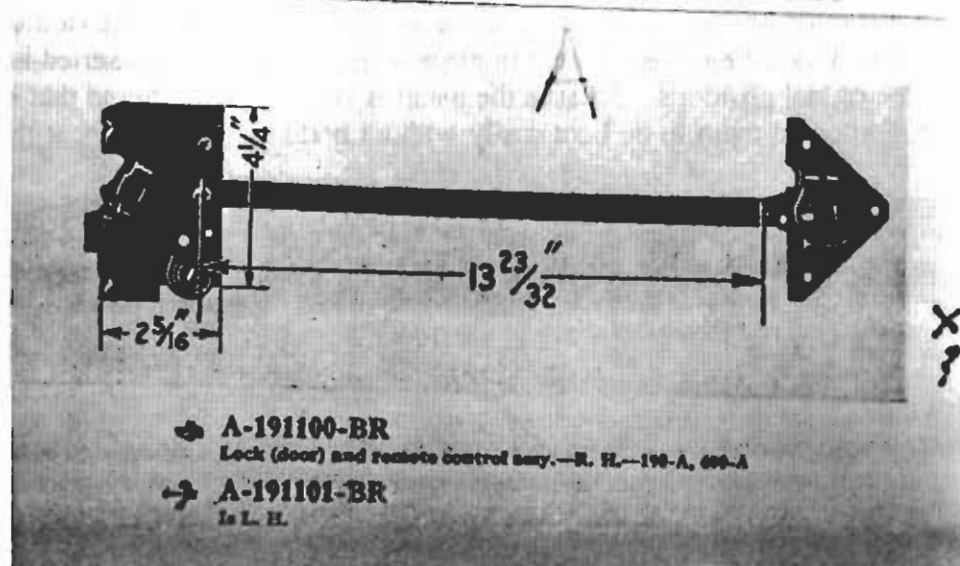


Figure (12) Ford drawing of Locks and Remote Control with dimensions as depicted in The Automotive Hardware and Trimming Supplies Manual 1928-1938

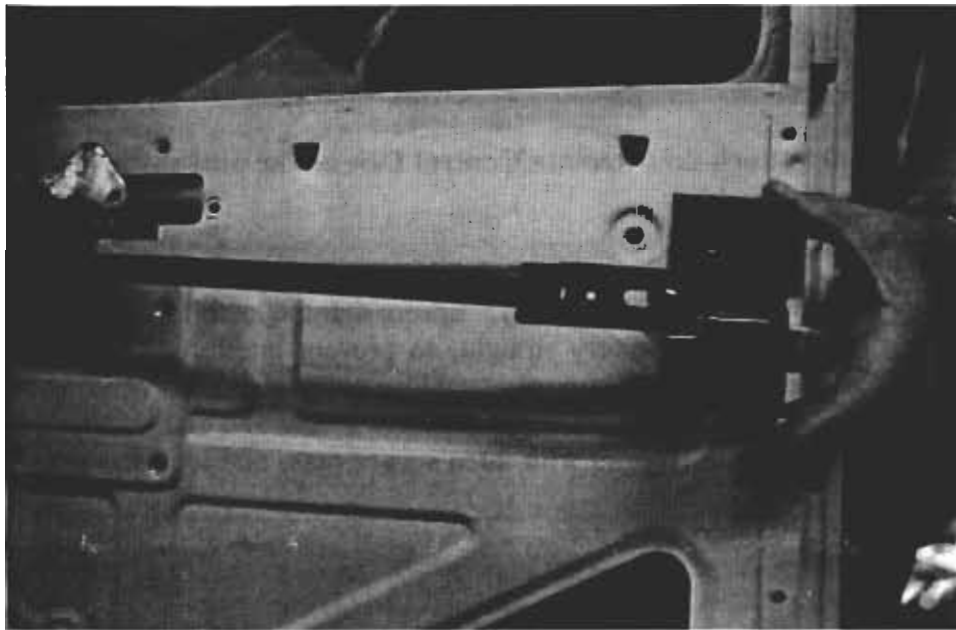


Figure (13) Locks and remote controls positioned as it will be installed

OUTSIDE DOOR HANDLE MODIFICATION/CONFIGURATION

The outside door handle on the passenger side is the key locking type. The drivers side door handle is a non-key type. The drivers door can be locked only from the inside, by lifting up on the inside twist type handle. The passenger door can not be locked by lifting the inside door handle, it can only be locked from the outside with a key. If you are installing new outside door handles having the long square shaft, as supplied by most vendors, you must cut the shaft to the proper length. The shaft length is very critical, *too long* and there will be interference with the glass or the metal glass channel, *too short* and it will not operate the latch mechanism. You may turn the shaft on a lathe, (*No simple task*) or file a round, or square notch near the end of the shaft. Refer to the Automotive Hardware and Trimming Supplies publication.

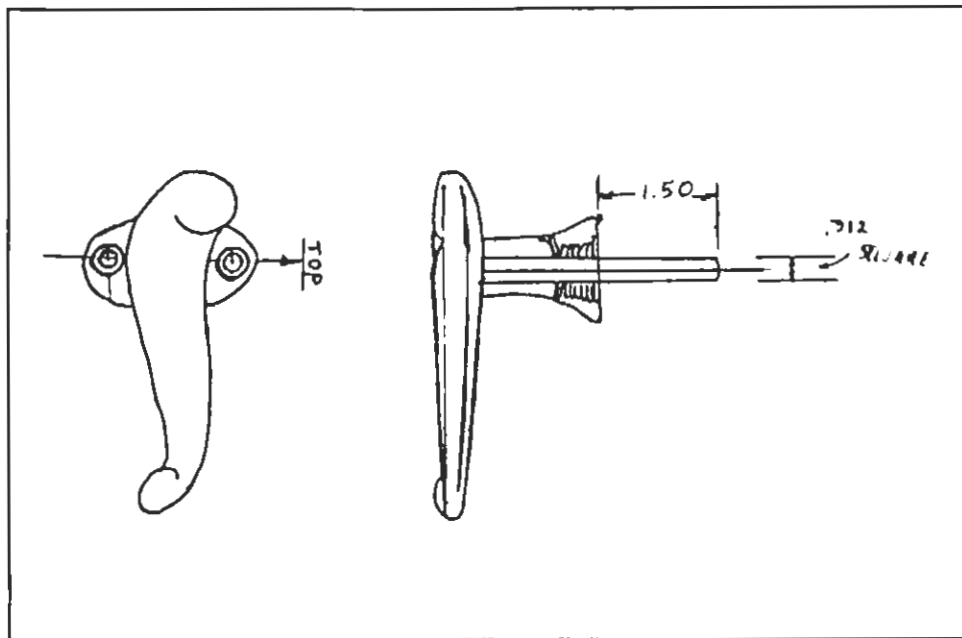


Figure (14) Left outside door handle.

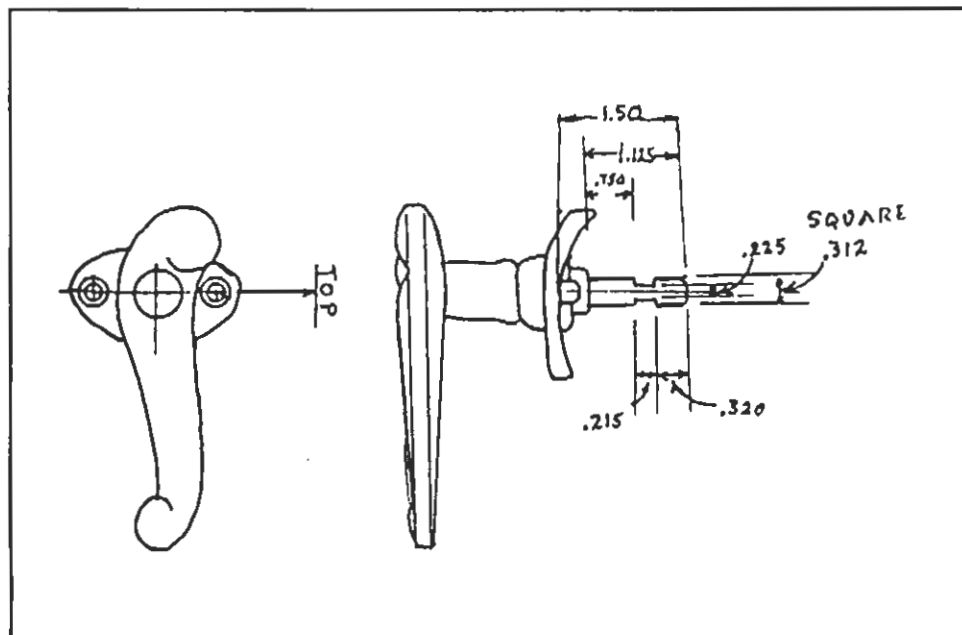


Figure (15) right Outside (locking) door handle

OUTSIDE DOOR HANDLE INSTALLATION

Carefully insert the shaft of the outside handle into the door. No gaskets are used under the outside handles on the 190A. Align the end of the shaft with the square hole in the latch mechanism. It may be necessary to manipulate both the inside and outside door handles to help ease the handle into position. Install two chrome plated, oval head screws.

NOTE:

A non-hardening, high temperature grease, similar to brake grease, such as White Lithium or White Lubriplate is recommended for all working mechanisms inside the doors.

WINDOW REGULATOR (LUBRICATION)

You should lubricate the window regulator gear mechanism prior to installation. However, the regulator arms and metal channels are easily accessible inside the door after installation, and they should not be lubricated until after installation, to avoid having slippery hands, and possibly dropping a window glass.

INSTALLATION OF WINDOW REGULATOR

Assuming you have either found an NOS window regulator, or you have repaired, painted, polished, plated, buffed, and greased your original, you can now proceed with the installation in the door. Temporarily slip a regulator handle on shaft, and crank the regulator arms up to a vertical/parallel position. See figure (16). Remove the regulator handle. Maneuver the regulator into the door through the lower, forward opening in the inside door panel. Carefully direct the regulator arms up through the door until the end slide buttons are between the inner panel and outer window sill. Position the regulator control shaft into the hole in the inner panel. Align the mounting holes and install the six mounting screws with star washers. Replace the handle on the regulator shaft. Install one of the small anti-rattle bumpers in the inside center of the sill.

NOTE: When the regulator arms are in position to install the glass, there is practically no clearance between the door sill and the buttons. There is enough flexibility in the inner panel and the wood tack strip to permit it to be bowed in slightly to obtain enough clearance.



Figure (16) Installation of window regulator through lower forward door opening with riser arms pre-positioned vertically.

INSTALLATION OF WINDOW GLASS

Stabilize the door, and from the interior side, position the window glass, with the rubber lip to the outside. Pull in on the inner panel enough to allow the metal channel to be connected to the regulator arm buttons. Carefully manipulate the metal channel, in conjunction the operation of the regulator crank handle, until the regulator buttons can be aligned, and engaged in the holes at the inner ends of the channel slots. See figures (17) & (18). Equalize the channel on the regulator arms, and while stabilizing the glass, crank the window down until the metal channel rests on the center *down-stop* bracket.

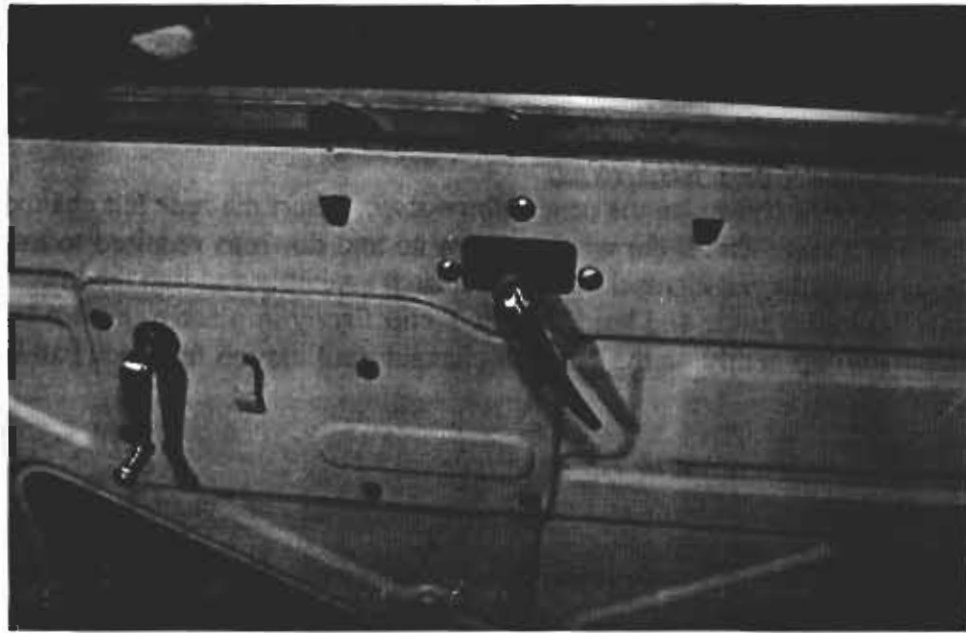


Figure (17) Window regulator installed with arm and buttons positioned for engagement with metal window channel

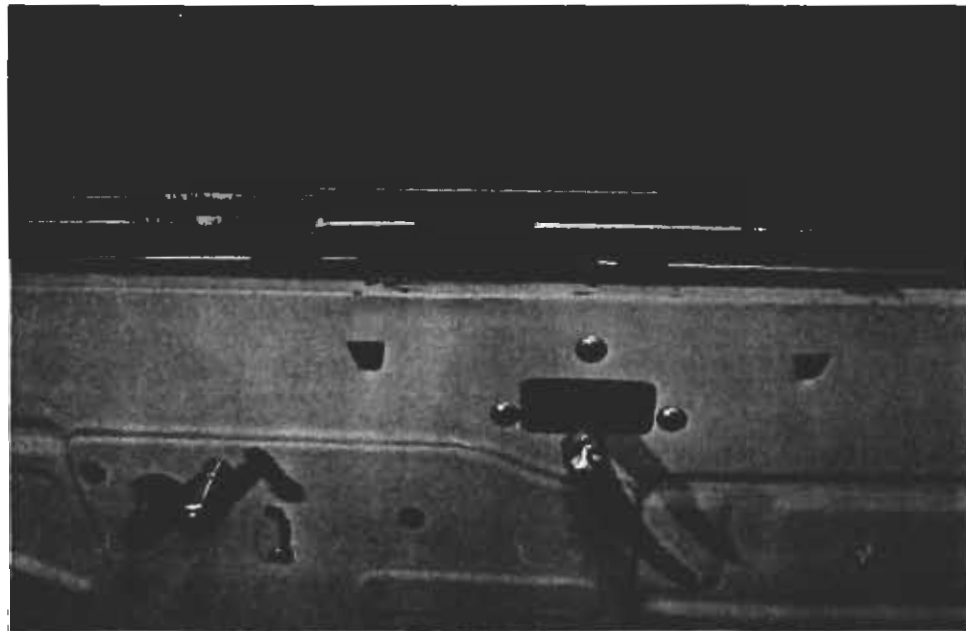


Figure (18) Window channel engaged with regulator

INSTALLATION OF FRONT FELT CHANNEL

With the glass resting on the center *down-stop*, slide the *front* felt down over the front edge of the glass. Crank the window up and down while carefully feeding the felt down until the center T clip is even with the top of the elongated center slot in the door frame. *See figures (7A& 7B) It may be necessary to use a screwdriver to assist in inserting the center T clip in the slot.* Engage the T clip in the slot and move the felt down until the T clip is bottomed in the slot. Ensure that the felt is seated and lower T clip on the felt is aligned with the notch in the bottom of in the lower channel guide. Crank the window up while gently pulling up on the felt until the bottom T clip is seated. Check that the center T clip is still engaged in the center elongated hole. The top hook on the felt can now be hooked in the top hole provided in the door frame. *The hook may need*

to be opened slightly, and it may be necessary to use a screwdriver, to assist in inserting the hook in the hole. Crank the window down while pressing down on the felt to seat the top hook on the frame. No adhesive is required to hold the felt channel in place.

INSTALLATION OF REAR FELT CHANNEL

Crank the window down until it rests on the center *down-stop*. Insert the *rear* felt channel down into the door on the back edge of the glass. Crank the window glass up and down as required to assist in sliding the felt channel into position. Guide the felt channel through the latch assembly and into the lower channel guide. Press the felt channel into the lower guide and hold the felt T clip firmly in place to ensure it engages in the notch in the channel guide. Pull up gently on the *rear* felt channel until the top felt hook can be slid onto the frame at the inside top of the door.

WINDOW EXERCISE & REGULATOR OPERATION

Lubricate the regulator slide arm buttons and the slots in the metal glass channels. Cycle the window up and down several times. If the regulator handle seems too difficult to turn, apply some powdered graphite in both the front and rear felt channels. The window regulators on the Model A are not the quiet type, and some thin sheet metal gear noise can be expected in spite of an abundance of the very best grease.

INSTALL REAR DOWN-STOP BRACKET

Insert a new rubber bumper (cushion) in the rear *down-stop* bracket and install the bracket in the door. See figure (20).



Figure (20) Rear *down-stop* bracket installation

INSTALLATION OF TOP WINDOW SEAL

Position a strip of the soft *sponge rubber seal* material, across the inside top of the window opening, and cut to length. Apply a generous coat of the rubber adhesive, provided with the felt channel kit, on the mating surface of both the door and the *sponge rubber seal*. Install the *seal* in the top of the door frame. Roll the window up to hold the seal in place until the glue has set. see figure (21)

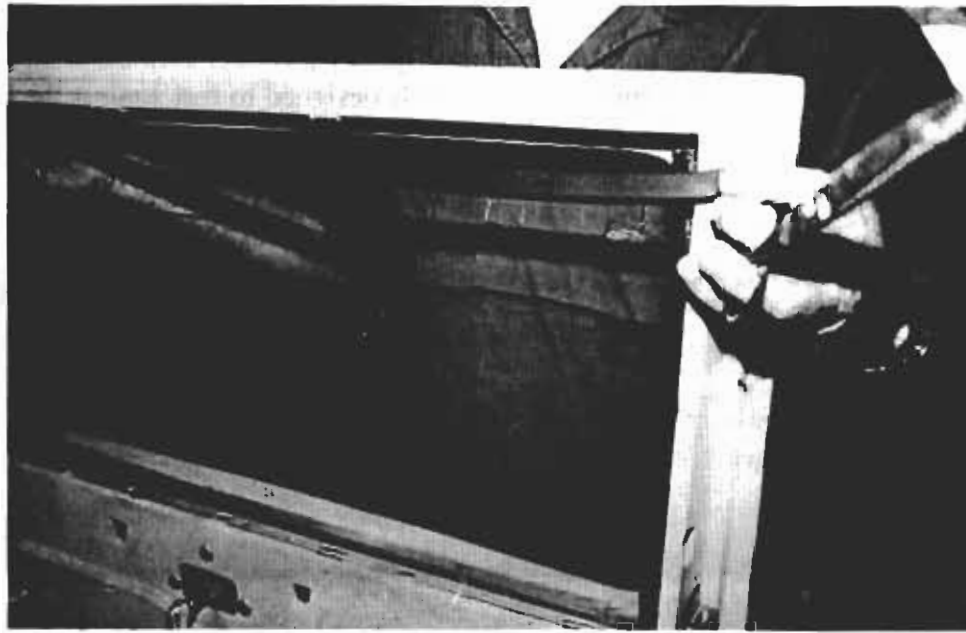


Figure (21) Top door seal installation

INSTALLATION OF THE SPACER/FELT RETAINER

Black friction tape is used between the spacer and the door frame as replacement anti-squeak material. Install the spacer/felt retainer at the front of the door frame. See figure (22). Refer to Victoria Ass'n Newsletter Vol. 4-3 July 12, 1989 for patterns and fabrication instructions concerning the spacer/felt retainer.

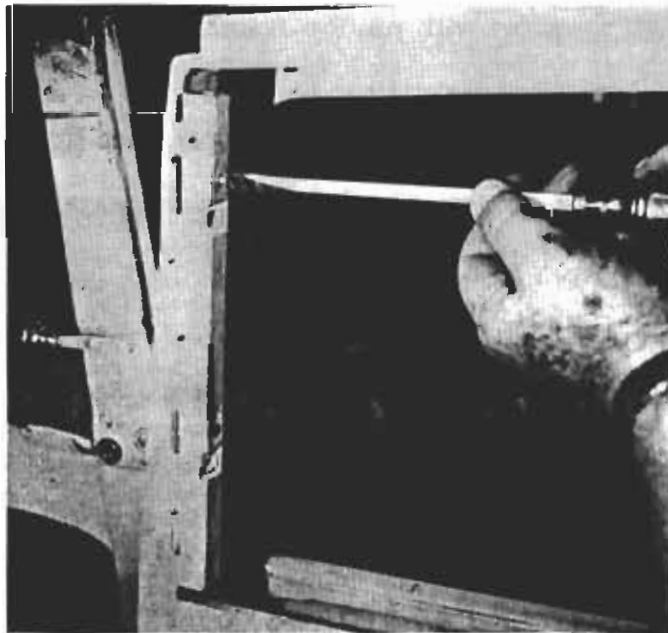


Figure (22) Spacer/felt retainer installation in front of door frame.

NOTE: If the regulator seems to be too difficult to roll the window up or down use Dry Powdered Graphite Lubricant in the felt channels from top to bottom. Do not use any type of oil, or silicone lubricant, it will only collect dust, and cause the windows to bind, and become more difficult to operate.

INSTALLATION OF WINDOW SEAL

An after-market window seal consisting of an aluminum strip with a rubber seal is available. It can be installed under the window frame and window garnish molding. It is designed to rest against the inside of the window glass. To install them you must use the door garnish molding as a template to mark and drill holes in the aluminum portion of the window seal, to permit installation of the garnish, and window frame on top of the seal. Use a few small flat head nails to attach the seal to the wood strip in the top of the inside door panel.



Figure (23) Final assembly with window frame and garnish molding installed.

INSTALLATION OF DOOR CHECK ARM

Installation of the metal type door check arm and rubber bumper. See figure (24).



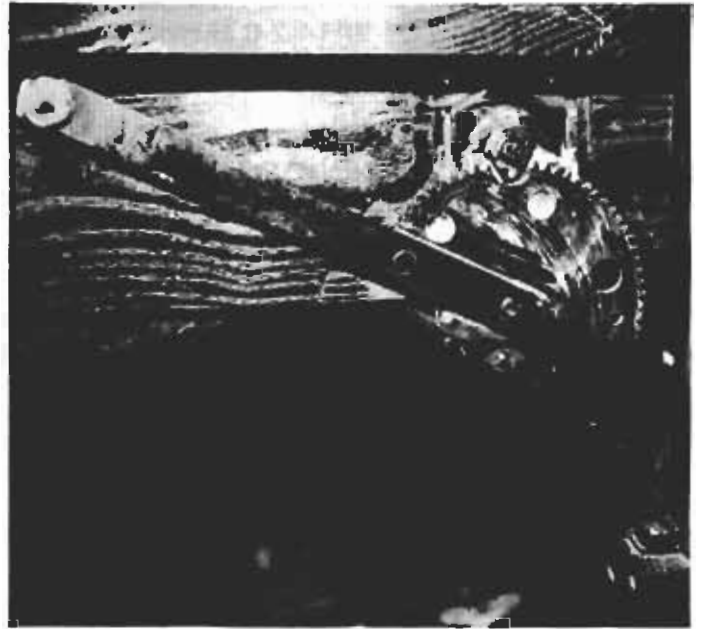
Figure (24) Door check arm (A rivet is installed instead of the cotter key at final assembly, a slotted washer is used at the back of the rubber bumper to adjust the degree of the door opening)

QUARTER WINDOW INSTALLATION

Victoria quarter window glass installation is similar to the door glass procedure, except for the method of retaining the channels in place. Center and set the metal glass channel on the glass. Install the regulator as shown in figure (25) & (26). Install the down stop cushions, one on the wooden block on the rear side of the door post, and one on the metal bracket on top of the rear fender well. Install the quarter glass on the single arm regulator, align the window with the metal channels and crank the regulator down a few inches. Slide the felt run down into the metal guides using the up and down action to assist moving the felt, until the felt touches the down stop cushion. Cut the felt off at the top to fit and install a 1/2 inch number 4 flat head wood screw in the center of the felt as close as possible to the top and bottom of both the front and rear felts.



Quarter Window regulator installed



**Quarter Window regulator installed viewed from *inside*
viewed from *outside***

REFERENCES

Publications referenced:

Publication; Model A Ford Club Of America. Judging Standards Manual.

Publication; List of Automotive Hardware and Trimming Supplies, Published by Ford Motor Co. Dearborn, Michigan. Copyright 1938 All rights reserved Form 7675 May 1938

Magazine; Model A. Ford Club Of America, How to Restore Your Model A Volumes 1 thru 5

Newsletters; International Victoria Association, 11084 Windjammer, Frisco, TX 75034 (972) 625-2922

Catalog; Bratton's Antique Auto Parts, 9410 Watkins Rd. Gaithersburg, MD. 20882 (301) 253-1929

Catalog; Bert's Model A Ford Center, 3560 Chestnut Place, Denver, CO 80216, Phone. (303) 293-3673

ACKNOWLEDGMENT

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Editor's Note! Gene Taylor lives in Madison, AL

Ford 1930/31 Victoria Body Style 190A				
Door & window parts list				
Ford No.	Use No.	Item description	Brattons No.	Berts No.
A-46356-A		Arm (front door check)		
A-46354	B-46354	Bracket (door check arm)		
A-156642-A	B-191442-A	Bumper(door) short		
A-156642-B	B-191442-B	Bumper(door) long		
A-156642-C	B-1911442-C	Bumper(door) medium		
A-156592-A	B-46590-A	Bumper (door check)		
A-190830	B-45830	Bumper (door glass) outer		
A-191044	B-46044	Bumper (door glass) inner		
A-190962-AR	A-190962-A	Channel (door glass) ass'y R.H.		
A-190963-AR	A-190963-A	Channel (door glass) ass'y L.H.		
A-190962-B		Channel (door glass)ass'y use with single arm regulator		
A-60970	B-191842	Cushion (door window)3/4"long		
A-46570-B	B-46570	Cushion (door window) 1' long use A-56570-B		
A-46123-E		Cylinder (lock)with blank tumblers		
A-161419-B	B-46421-B	Dovetail (door) male-offset *use if doors do not line up properly		
A-161419-C		Dovetail (door) male-offset		
A-191412	A-191412-R	use if doors do not line up properly		
A-64275-E		Dovetail (door) ass'y-female		
A-190958-B	BB-333160-A	Escutcheon(door inside handle)Butler finish		
A-190960-B		Glass (door) laminated		
A-190961-B		Glass (door) and channel ass'y- R.H. laminated		
A-161205		Handle(front door locking)ass'y-outside		
A-161206		Handle(front door) outside-L.H.		
*A-61208-ER		Handle(door lock remote control)-inside used with new style remote control (Butler finish)		
A-161300-A		Hinge (door) ass'y-upper-R.H.		
A-161301-A		Hinge (door) ass'y-upper-L.H.		
A-161302-A		Hinge (door) ass'y-lower-R.H.		
A-161303-A		Hinge (door) ass'y-lower-L.H.		
A-191100-BR		Lock (door)and remote control ass'y R.H.		
A-191101-BR		Lock (door)and remote control ass'y L.H.		
A-191052-A		Panel (door gamish trim) R,H,		
A-161318	B-35615	Pin (door hinge)		
A-64248	B-48248	Pin (door inside handle to shaft)		
A-191480		Plate (door scuff) R.H.		
A-191481		Plate (door scuff) L.H.		
A-156135		Plate (door lock striker)		
A-156594	B-46594	Retainer(door check strap stop washer)		
A-190895-R		Rubber (door header)		
A-160983-A	B-45982-A	Run (front door glass) hinge side-thin		
A-161983-B	B-45982-B	Run (front door glass) hinge side-thick		
A-160984-B	B-45984-B	Run (front door glass)ass'y-lock side-		
A-191040	B-46040	Spacer (door window finish strip)-		