TECHNICAL SERVICE BULLETIN

NO. 75-C-3

BRITISH LEYLAND **Austin MG**

August, 1975

SUBJECT:	MODELS:
WINDSHIELD DRY GLAZING CONFIGURATION/ASSEMBLY PROCEDURE	MARINA

All the above type vehicles now built in the U.K. have windshields and rear windows 'dry glazed'. This application differs from the earlier build by having drain tubes in the bottom corners of the windshield and rear window apertures and the fact that the glazing rubber is not sealed in the conventional manner.

Some early vehicles that have been built with drain tubes may have been sealed with Selestic (wet sealed) due to shortages in supply of the correct glazing rubber.

The principle of 'dry glazing' (Fig. 1) is to direct any water leaking past the glazing rubber primary seal 'A' around the screen aperture to the drain tubes.

Water entering past the rubber to glass seal 'C' is directed around the water channel 'D' until it reaches the bottom corners where it passes through holes in the rubber and into the drain tubes.

SEALING - DIAGNOSIS/CORRECTION

1. Glass to Rubber (Seal 'C')

To rectify, remove glass assembly and check as follows:

a) That the holes in the rubber are located relative to bottom corners of the glass.

b) That the holes are punched through both webs of the rubber.

c) If necessary, increase the width of the hole in the web under the glass to the full width of the channel. (If the hole is small it may be blocked by the width of the glass).

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2. Plastic Drain Tube (Fig. 2)

If the outlet fitments at A or B located in the drain channels are leaking, these can be refitted without removal of the glass assembly. Access to the tube is provided in the dash top panel or from the trunk.

Using new parts, grommets CZK 8340 and inserts CZK 8341, assemble as shown. Push the plastic tube through the hole in the panel, push sleeve firmly onto tube, push assembly back into panel and press insert into sleeve. It is important for the head to be flush with the grommet and not distorted - for this operation it is essential to make up a simple tool (Fig. 3) as illustrated.

3. Glazing Flange or Rubber to Body (Seal 'A')

a) Check that sealer has been applied to gaps in the outer seal line which may be formed where the seal runs over panel joints or where the seal runs off vinyl covering onto panel surfaces.

If necessary, seal by lifting rubber at primary seal, applying a bead of sealer (Dum-dum) at the joints, bed rubber into sealer and remove excess.

Ensure that glass assembly is fully home in rebate.

Water test.

If leaks persist, remove glass assembly and check.

b) Plastic drain fitments are assembled flush (Para. 2)

c) Drain tubes are not blocked.

d) The bottom rebate is not restricted by excessive height of weld or braze at the tonneau to decking joint. Dress the joint down if necessary.

e) Examine for porous welding of tonneau to decking joints and if necessary rectify by rubbing mastic glazing sealer into joint and removing excess.

f) Apply sealer (Dum-dum) as shown in 'B', Fig. 1 to glazing flange slot in the rubber (secondary seal) for approximately six inches (150 mm) each side of drain holes before fitting ripcord and reinstalling screen assembly.

(SEE NEXT PAGE FOR DIAGRAMS)

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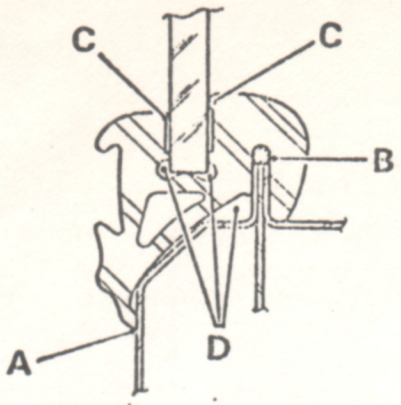
FIG.1



SECTION THROUGH GLAZING RUBBER

'A' PRIMARY SEAL

'B' SECONDARY SEAL (APERTURE FLANGE)

'C' RUBBER TO GLASS SEAL

'D' WATER CHANNELS

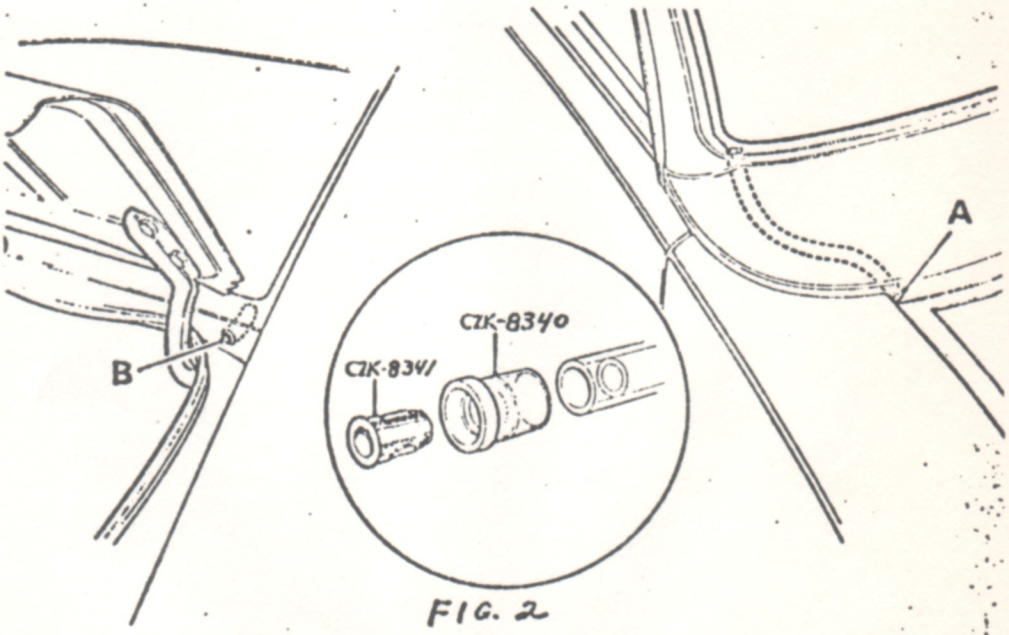


FIG. 2

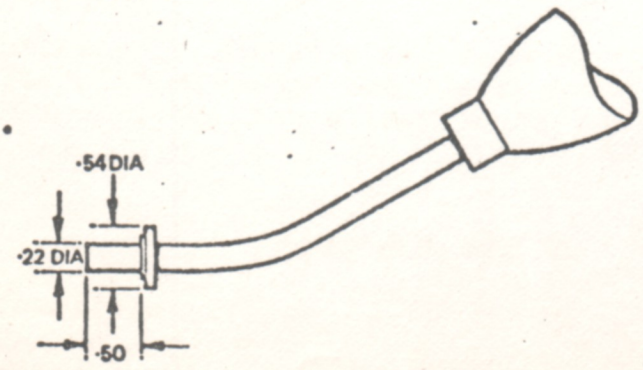


FIG. 3