

## Fitting window channel to a Series 3 Land Rover

The window channel we sell is a unique product designed by the club for replacing the old steel and felt window channels originally fitted to the Series 3 Land Rover.

To do a front window should take around an hour, or more, if like me you cannot find the correct size drills

1. Remove the old top channel. If you scrape along the channel, if you are lucky you will find the old screws which hold it in place. If not, just bend the inside edge up so you can remove the glass. If you are fitting it to an old window frame you will not have to remove the front section of glass
2. Now remove the bottom section and the upright section. The bottom section is not going to unscrew, so pull it out with grips (make sure you are wearing gloves & eye protection). Save ALL the spacers and remember where they came from as you are going to need them again. Cut to size the bottom channel and mark the position of the window lock. To cut the hole, drill a number of holes and smooth them out with a craft knife.
3. The channel now needs to be drilled to take the fixing screws. To allow the drill easier access, spread the channel with a flat blade. There is not much plastic thickness to allow counter sinking of the screw heads, but don't worry, the bottom screws only act as a locating peg to prevent the channel from sliding about. The weight of the glass will keep it in place.
4. You then repeat the procedure with the upright and the top window channel. It isn't important to counter sink the screws on these sections because there is plenty of room for the screw heads behind the glass.

When it is finished the glass will feel tight in the runners, which is necessary to stop it rattling. Application of a little washing up liquid in the runner will allow the glass to move freely.

And that's is the job is done

## 90/110 vehicles

We were always being asked if the window fits 90 and 110 vehicles and we always stated that it doesn't, but only because we hadn't tried it.

### IT WORKS WITH 90/110 WIND UP WINDOWS

After arriving home from a show I couldn't close the front passenger window because the window track had collapsed inside the door. The window glass was now on one side of the track instead of being located in the centre slot. This is very common and is caused by corrosion of the support steel inside the track. By the time it falls apart the felt liner has also torn out of the track. I happened to have some window channel and thought I would have a go with it. It is very straight forward and should take about 30 minutes to do.

Instructions.

1. Undo the centre bolt in the window winder and remove it.
2. Remove the inner door pull handle by flipping out the end covers and removing the screws underneath them.
3. Undo the door release surround. Remove the door card carefully. Try to retain as many clip pins as possible. Release the edges of the moisture membrane if fitted.
4. Re-fit the window winder so that you can move the window as you work.
5. Wind the window fully down and remove the inner and outer window bottom edge trims. These will be replaced later.
6. With a small screwdriver feel for 9 small phillips head screws in the glazing guide around the window opening and remove them. Remove the glazing guides, but leave the inner track behind as this is retained. With the window wound down, pull the vertical sections which are in the lower part of the door upwards through the window opening.
7. Clean up any rusted sections.
8. Mark the positions of the old track fixing holes on the side of the window opening (3 on front edge, 3 on back edge and 3 on the top edge).
9. Measure the vertical height of the door track from the inside of the bottom door frame up to the inner track rebate at the top of the door and cut a piece of channel to suit. This is for the rear edge of the glass.
10. Slot the channel into place by sliding it down the edge of the glass until it touches the bottom of the door frame. Then press the channel into the rear track.
11. Take a small drill and drill a clearance hole through the channel level with the mark you made.
12. Using the screws you took out, or new countersunk screws, fix the new channel to the door frame clamping the rear channel at the same time.

13. Measure from the top front edge of the window channel to the point just above the bottom of the window opening where the angle of the door changes from sloping to vertical. Now measure the vertical section from the same point to the bottom door frame.
14. Cut a small angled (mitre) notch out of the sides of a single piece of window channel and fold the channel so that it conforms to the angle of the door.
15. Slide the channel down the front edge of the window until the bottom of the channel touches the bottom door frame.
16. Press the upper part of the new window channel into the window frame. Drill and fix as above.
17. Measure between the 2 new window channels at the top of the window frame.
18. Cut and fix the channel as above ensuring that the ends of the channel line up with the tops of the vertical sections.
19. Ensure that the corner in-fills at the top of the window frame are correctly located.
20. Refit the inner and outer bottom frame seals.
21. Pull the bottom of each window channel gently towards the inside of the door and fix to the inside of the frame with small self tapping screws at a point below the lowest position of the bottom of the window glass when the window is wound down.
22. Run a small amount of washing up liquid down the window channel to lubricate it and wind the window up and down to check it's operation.
23. Refit the door card and fittings.

It looks complicated, but once you take the door apart it will all make sense.