

Replacing 56 Wagon Rear Quarter Window Track and Gaskets By Bill Clark

I thought I'd share some notes on replacing the quarter windows on my 56 Wagon. Obviously, this will only be of interest to people that are thinking of replacing Studebaker wagon rear quarter windows. Not able to find the parts in the normal places, I'm outlining what I did. These notes probably apply to most of the wagons. Before you start, read the fine manual as it does have some clues.



Here's a list of what I bought.

- A dozen or so #4 by 1/2 inch pan head stainless sheet metal screws
- Restoration Specialties 3A1-96-WIN, window channel, 96 inch
- Restoration Specialties YM3, a Flexible Pile Lined Rubber Covered Belt Weatherstrip, 7/16 wide and 15/64 thick
- Restoration Specialties 990026 1949-50 Mercury Woody Tailgate Glass Rubber
- Restoration Specialties R047-WIN Glass Setting Tape, 1 1/2 wide and 3/64 thick
- Amazon 3M Genuine 1/2" (12mm) x 15 Ft VHB Double Sided Foam Adhesive Tape 5952 Grey
- I did not use any glass sealer so my windows may leak. You're on your own with the sealer.

Front Rear Quarter Window

First the front rear window. It slides in a fuzz track. The fine manual says to bend the track to remove the window, then put in a new window and bend the track back. That's a way to do it if you do not plan to replace the track. If you replace the track, you will need a continuous 96 inch piece of fuzz track window channel and you do not need to bend it as instructed in the fine manual. The track is available from Restoration Specialties, 3A1-96-WIN, window channel, 96 inch. Make sure they send you a piece at least 96 inches long. Clean out the track in the body and carefully fit the window channel into the track in the body and into the top and bottom corners. Secure the top and bottom of the track with a couple of #4 by 3/8 or 1/2 inch pan head stainless screws and

bury the heads in the fuzz. Do not put any screws in the area of the rear rear quarter window. Again, do not screw it down in the area from the center post back, but let the top and bottom track flop.

The front quarter window has a fuzz strip welded to a piece of stainless fixed to the rear end of the window. If you need to replace the fuzz strip, pry the stainless U channel from the window. Break the welds holding the fuzz strip to the stainless with a sharp wide putty knife you can hammer on. Grind the old welds flat with a bench grinder and while you're at it scratch the surface a little so the tape you will use will stick better. I'm pretty sure I bought a Restoration Specialties YM3, a Flexible Pile Lined Rubber Covered Belt Weatherstrip, 7/16 wide and 15/64 thick. Cut it so it is just long enough to touch

the top and bottom track. Don't let the ends of the fuzz strip drag in the window channel. The setting tape I used to attach the stainless to the window was Restoration Specialties R047-WIN Glass Setting Tape, 1 1/2 wide and 3/64 thick.

Before putting the stainless on the glass, notice how it was built, the stainless strip is so long it is buried in the fuzz channel. The window will move better and the channel will last longer if you cut an inch off of the stainless. See the picture below. Also note, the left and right windows are the same, but they are not symmetrical top to bottom. You have to put the stainless and its weatherstrip on the correct side of the glass, or if you screw it up you can use that window on the other side.

To attach the fuzz strip to the stainless, I bought 3M Genuine 1/2" (12mm) x 15 Ft VHB Double Sided Foam Adhesive Tape 5952 Grey, a no BS adhesive tape.

Hammer on the stainless, trim the excess setting tape, clean both surfaces, put the tape on the stainless and stick on the weatherstrip.

To get the window in the track, take it inside the car and start it into the flopping pieces of track. Its good to have a second person. Push it forward and as you clear the rear hinges, carefully guide it to the outside as you guide the loose track onto the body. Slide the window forward until the track can be pushed to the outside and screw down the flopping pieces of track, top and bottom, with a couple of #4 pan head screws.

Rear Rear Quarter Window

The rear rear quarter window is fixed in a rubber gas-

ket set in a track. The track is way wider than the gasket as the gasket and the glass are pushed outward into place by the interior moldings. The gasket I used for the rear window is Restoration Specialties 990026 1949-50 Mercury Woody Tailgate Glass Rubber. Its not exactly like the factory, but it was close enough for me. You'll need a piece about 84 inches long for each window. When you get it, you'll think something is screwed up because it fits so loose in the track, but remember its the molding that holds it tight. Slip the rubber on the window and as you do, tape the inside to keep it from falling off. On the top and bottom front of the window, cut off the lip on the outside of the window rubber for the length of the front window track. This will help keep the rubber from hitting the front window when you install it and keep the lip from interfering with the stainless when the window is opened.

Before installing the window, note some tabs on the top of the window opening in the body. At the factory, they bent some sheet metal at the top, probably to hold the window until they installed the molding. If there is any tab or bump in the top, it must be hammered flat so the glass gasket can be pushed in.

Read the fine manual. It would be good to have a helper at this point. Take the glass inside the car and set the glass in about 2 inches forward of where it should be. You need to be forward to clear the track in the rear. With the bottom of the gasket and window in the bottom track, use a dull putty knife to make the gasket on top of the glass go underneath the headliner teeth. Carefully slide it toward the outside of the car and when it clears the rear track, push it back. Install the moldings.

Take the wagon to the beach.

