WINDOW INSTALLATION INSTRUCTIONS

We suggest starting with the small windows first, the middle size next and the large ones last. This gives a learning experience with the easiest ones first. The door window is the easiest and should be first.

1. Remove the cabinet over the window. The screw holes or bolt holes should be marked so the cabinet is reinstalled in the same holes. If you make along bolt or screw and cut off the head, then fit them in the overhead holes they can serve as pilots when you reinstall the cabinets. The cabinets are heavy and two people are required to safely remove and install them.
2. Remove the window trim around the window. This will expose the aluminum strips that clamp the window in place. There are four strips, one on each side of the window.
3. Remove the screws that hold the clamping strips. These screws tend to rust due to leakage, particularly the bottom ones. The rusted screws may not be removable with a screwdriver and the heads can either be drilled or ground out. WD-40 or similar product may help loosen these screws. When the strips are removed, a person should be outside to assure the window does not fall out if the sealant is bad.
4. Remove the window by first trying to push the top or bottom corner out. If this does not release the sealant, then use a wide blade instrument such as a putty knife to pry gently on the window. Be careful not to damage the body sheet metal! Striking one corner with a dead blow hammer against a wooden block to protect the window may also assist with loosening the window.
5. Clean the residual sealant on the body around the window opening. A solvent such as WD-40 or 409 and hot water will do this normally unless a silicone caulking was used. If so, good luck!
6. Note the window code on the window box. The windows are different for each side of the coach. If the code ends in R, it is for the passenger side. If it ends in L, it is for the driver side. If in doubt, the sliding section of the window always goes toward the rear of the coach. Remove the clamping ring on the new window by removing the screws around the ring. *Make a trial fit of the window without sealant.* On some vehicles the sheet metal around the window did not fit exactly over the window frame channels. One side may overlap and may have to be ground back since our windows are larger than the original. The corner radius may have to be ground back on some windows also.
7. Some times the two screws on the side of the window frame going through the center bar will prevent the window from going in freely. If this happens, remove the screws, countersink the holes and replace with flat head screws.
8. We recommend a soft butyl rubber tape for the window sealing. It comes in 1/8th or 3/16th inch thick and ½ inch or ¾ inch wide rolls 25 feet long. It will take 3 rolls for 6 windows. Start in the bottom center of the window and fit the tape around the window and overlap where the tape started.

Allow the tape to overlap the edge of the frame about 1/8th inch. We recommend using 1/8th to 1/4th inch shims on the bottom window sill. This will assure good sealing at the top. ON some coaches, this is not necessary.

9. With two people, fit the window in the opening with the top fitting against the coach. The windows are made slightly less curvature than the coach due to the variation in coaches. The outside person should hold the window with about 4 inches out from the bottom. The inside person can start installing the clamping screws in the top of the window. Do not over tighten! Then alternate installing the screws down the sides of the window. The outside person can push on the bottom of the window frame to aid in setting the screws in the clamp ring. When you get to the bottom, install the two center screws so the ends of the ring come together without overlapping.
10. The window at the bottom will not fit against the coach initially. Before you tighten down the bottom screws, tighten the top and side screws until the butyl rubber tape starts extruding away from the frame. It will help if the outside person pushes against the bottom frame after the top screws are tightened. Go over the screws again starting in the top center and tighten firmly in an alternate side manner, but do not try to over tighten. Wait about a half-hour then retighten the screws. The Butyl rubber is very viscous and it takes time for it to extrude. Continue this tightening until no further extrusion is noted.
11. Look closely at the windows to assure the sealant has extruded all around the frame. If there is any area that has not extruded and the screws are tight, additional sealant can be added to seal this area.
12. Clean off the excess sealant around the window. You can take a sharp edge to cut through the sealant and it should pull off in strips. If any sealant sticks to the paint, a good household cleaner or polish will remove this.
13. The original molding can be reinstalled by making new screw holes and attaching the molding as previously done. If the original windows are the new style (76 -78), the rubber strip can be put back. An alternate is to purchase ½ inch welting from an upholstery shop and fit it around the windows under the clamp ring.

If there are any problems or questions on the installation, please call us at : 828-465-0678 or 828-464-5105.