



Screen pillar after rectification

Rubber

The screen rubber itself is a very simple H-section. But here things can also go wrong in the aftermarket replacements. The section across the centre of the H can be too thick and, coupled to this, the material can be too hard. An original rubber is always a good starting point. If swapping to a new rubber, compare it closely with the old section. Specifications do vary from suppliers. Some suppliers even have different rubbers under one part number. So, you don't have to accept the first one that comes along. A moderately incorrect rubber section can result in a non-fit situation if all other dimensions are on the tight side.

Chrome

On a roadster, the chrome is not all purely decoration. The chromed brass top rail is dimensionally critical. The shape has to follow the glass again within $\frac{1}{4}$ in. But the width of the U-section is an absolute. A piece of rubber only 0.040in thick is inserted between this metalwork and the glass. If the rail twists or distorts in any way, the screen may crack from the edge. The length of the rail is also important, as it has to align accurately with the screen pillars and allow the $\frac{1}{4}$ UNF screws to pass through cleanly. The lower decorative chromes around the screen also require some technique to fit. Question is, how well

do they fit in the first instance? Or can we improve their fit? Trial-fitting the chrome and making alterations is possible with a little skill and a commonsense approach. If the chrome is too short, it will never work. This means replacements. Starting with fresh chromes means being prepared to have the chrome stripped back to bare metal. Brass can then be shaped and made to fit beautifully.

the capping rail. The tensioning wire in the centre also holds the screen down vertically and makes a handy attachment point for the centre hood catch.

Taking out the horizontal centre screw will avoid turning the centre wire or adjusting it at this stage. The top screen rail should then prise away from the glass. The rail is quite easily damaged, so patience and hot water are sometimes necessary to



Fitting filler strip in main screen rubber

Fitting

As an example, we'll look at removing and re-fitting a roadster screen.

If the old screen is in one piece, let's keep it that way. You could cover it with plastic film on the outside. Also, protect the paint on the scuttle and bonnet with cardboard. Remember not to put any weight on the scuttle: it dents easily.

The A-post vertical chromes have to come off, by removing the screws or rivets in the edge of the A-post. Roadsters will also require the caps to be removed from these A-posts. The chrome strip running along the scuttle comes away easily, but remember to avoid tearing the thin edge of rubber that retains it.

The A-post caps hold down each end of

get the rubber moving. If the rail is bonded on with sealant, you may end up irreparably damaging the rail trying to force it off! This will mean replacing it. Be warned, the chances of buying this chrome new and it fitting properly is like turning over an Ace in a deck of cards.

Under this upper rail should lie a thin strip of rubber. This rubber strip has a dual purpose, it prevents water passing by the glass and more importantly stops direct contact with the metal capping rail. If rubber was not there, again the glass might crack due to stress. So, if the thin rubber strip is in any way damaged, do not hesitate to replace it with a new piece of identical material when reassembling.

The lower main screen rubber should be