

With much appreciation to Bill Mann for his vent window assembly procedure.  
This should apply to all 1966-1970 Chargers.

OK, just got this stuff back from the chrome platers. Time to put it all together.

For those who have never done this before, it really is quite easy.  
All you need are some simple hand tools.

Shown here is everything for the vent windows, stripped down.



The chrome plater separated the "V" shaped galvanized pieces from the pot metal frame, & chromed them both.

The "V" piece is supposed to be plain galvanized steel, but is really not even seen once it is all together.  
He chromed it anyway. Oh, well.

There are "nubs" inside the pot metal frame that are peened over that attaches the "V" piece.

There are extra ones used as locators. We'll use those as the new attaching posts.

For added strength, I sanded/scuffed the mating surfaces & also used 3M's panel bond adhesive as I didn't want to rely on just the old posts alone.

A thin chisel & small hammer is used to peen over the posts, in an "X" pattern. WARNING! Be careful!

You must properly support the pot metal piece while you are tapping with the hammer or else you will leave dimples on the other side!

(Don't ask me how I know this, past experience over the years has taught me lessons).

I like to use a flat metal body dolly with a rubber squeegee taped to it for support.

Don't use wood, please.

The rubber is just enough cushion not to mar the surface, & the metal is strong support.

The second photo shows the nubs peened over.



Next we'll assemble the vent window glass.

The glass is attached to these pot metal channels with black gaskets.

Luckily, I was able to save these gaskets, which become quite brittle over the years.

I can only describe these gaskets as being made out of a thick tar paper-like material.

And, there are right & lefts!!



I reinstalled the gaskets & used a few small dabs of windshield urethane for good measure.

I applied some more small dabs along the bottom edge of the vent window glass.

Using a soft rubber or plastic mallet, gently tap the glass back into the channel.

The urethane acts as a lube to help slide the glass in better, & once dry it'll make a stronger bond.

The vent window handle slides over the post along with a wavy washer, & is held in place with a roll pin.

Use a small hammer with a small punch to install the pin, & use a little dab of grease on the post as well.



Next we'll assemble the vertical window run channels to the vent window frame.



These channels get attached at the top with a special threaded screw, & riveted at the bottom.





The rivets were drilled out for disassembly prior to chroming.  
I used 1/8" rivets with a backing washer to reattach them.

You want the rivet head to be in the vent window channel, it must sit flush to clear the gasket.



Finally, we'll install the vent window glass in the frame.

First, install the gasket. This snaps right into place, and there are right & left sides.

I was able to re-use an original set I had that was in very good condition.

You can use some rubber or tire dressing as a lube to help reinstall these.

Then, slide the vent window glass down into the frame.

A little more grease on this post is a good idea for easier operation.

This post gets held in place on the bottom with another small roll pin that sticks out, which also aids as a stop.

A small sheet metal screw is also used to adjust the tightness of the window.

Up top, the vent window has a small pivot.





The original gaskets were fubar, so I made some using a small piece of rubber tubing & some rubber neoprene washers, all for about a buck.

This is similar to the 1/4 glass window attachment as well.

The photo shows the original fubar'd gaskets with the new ones.



Then, we install the top rubber window stop. There are rights & lefts.

I had some good ones lying around. This is another much needed part (if badly worn).



Last, this shows the finished product. A very simple job.

