Repair Procedure for 1956 to 1962 Window Fuzzies & Channels
Rich Mozzetta

I have a project here to replace the front window channels, horizontal window fuzzies, rear channel felt and side-glass seals on some '62 pieces. I will also be buffing and polishing stainless reveal moldings, glass frames, etc. If there's some interest among those who'd like to see how I do it, I'll get the camera ready and do a "how-to" thread and/or webpage. Rich

p.s. I take pics of everything I do anyways for reference, and to help me remember how I did it before........ for the next time.😎😎
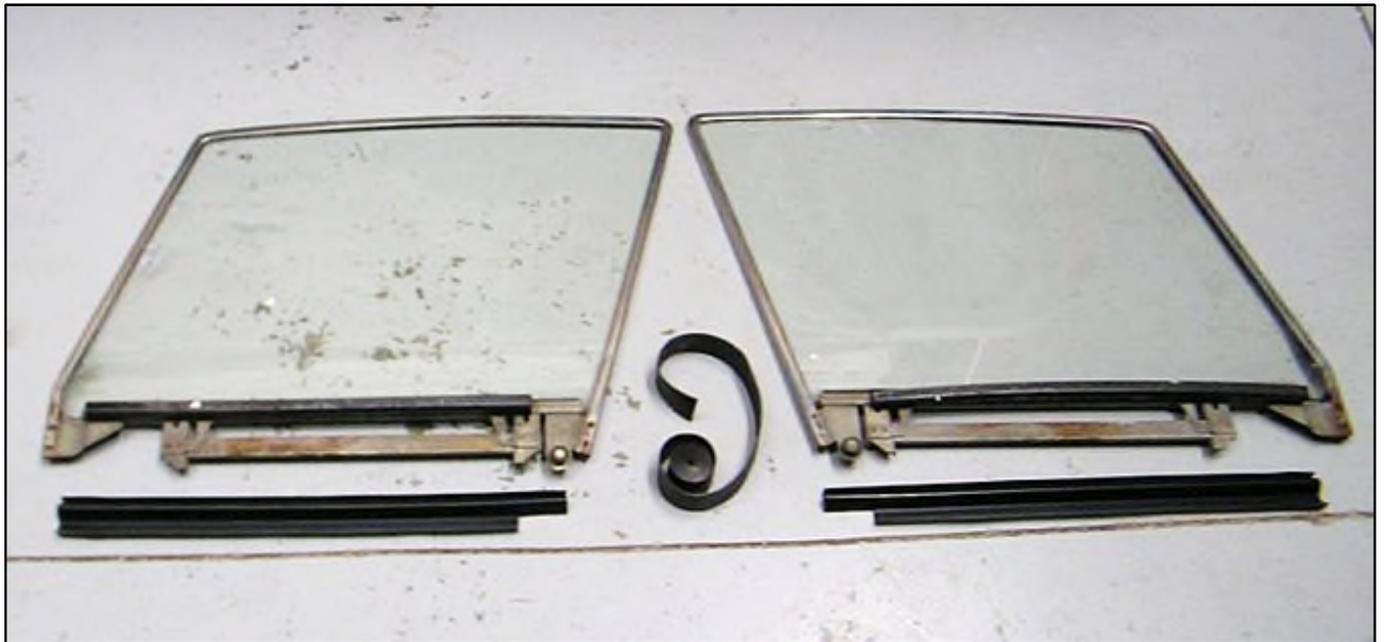
59BlueSilver, you mentioned that you need to get the door posts rechromed. Don't send your chrome out yet. You'll have some information to help here.

The last 4 cars, for which I've had the pleasure of restoring these window parts, all required major modifications due to improper chrome plate masking and fastener removal, reproduction parts anomalies and poor fitment, along with other various problems.

One of the major problems when using the reproduction fuzzies is that they are too thick at the forward inside corners. This causes the window to bind. Much reworking has to be done to get them to fit and prevent binding and my solution works well. Also, the rear channel reproduction felt is also too thick making window operation even more problematic. I have a solution for that also.
More to come,
Rich

Here' the first problem you might encounter: Chrome

As you can see in the photos below, the plater used too much copper on the ends where the SS inner reveal molding and outer door trims mate. I'll have to prep the chrome by masking the piece quite heavily near the edges, then grinding away the chrome which is very hard, and then taking it down through the copper and back to the original pot metal. After that, the pieces will fit. Much caution is needed near the edge seam so it won't crack the chrome at that area.

This clean-up process must be done before anything. Take note, and when you send ANY door post or windshield post out for re-chroming, give clear instructions to the plater to mask those areas. Mask them yourself and attach notes for the worker who will eventually get them too, in case there's a "communications" problem at your plater's shop.

As you can see in the photos, the trim pieces won't even get close to fitting where they should be.

The last photo of the black car shows the results of the process used to grind away too much chrome/copper. It takes a lot of time and effort to "re-work" these pieces. BTW, the pieces I have here now came from Texas, the black car pieces came from NY, some that I did a few years ago came from PA. All were done by previous owners before I got them. Chrome shops don't know how to re-plate these pieces unless you tell them what you want.
Rich
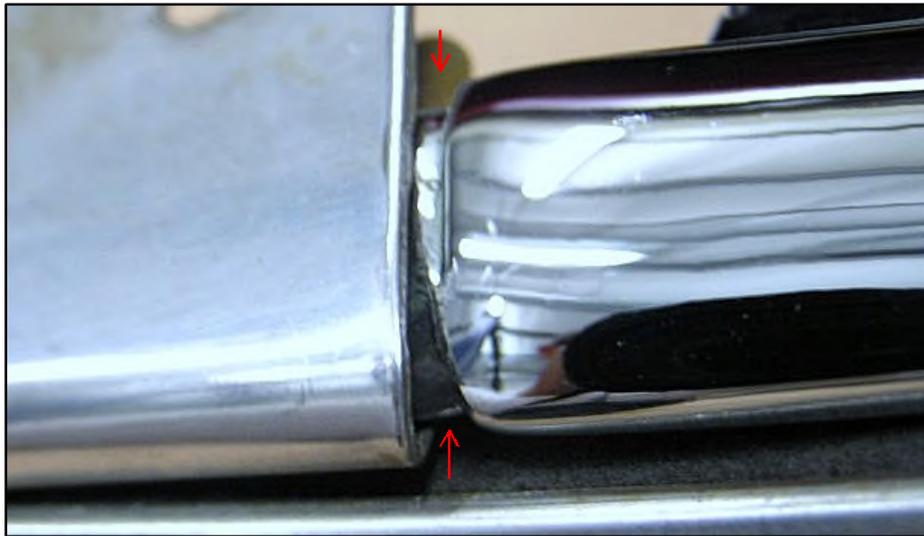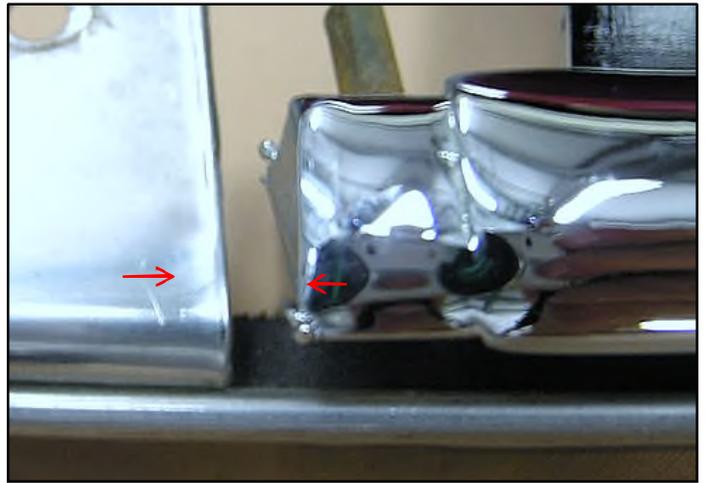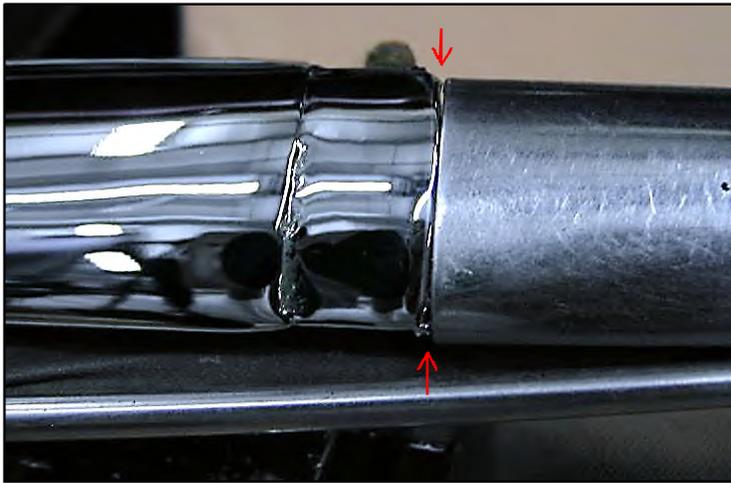
After the grinding for excess chrome removal, all 4 trim pieces now fit properly. You can see how much material needed to be removed.
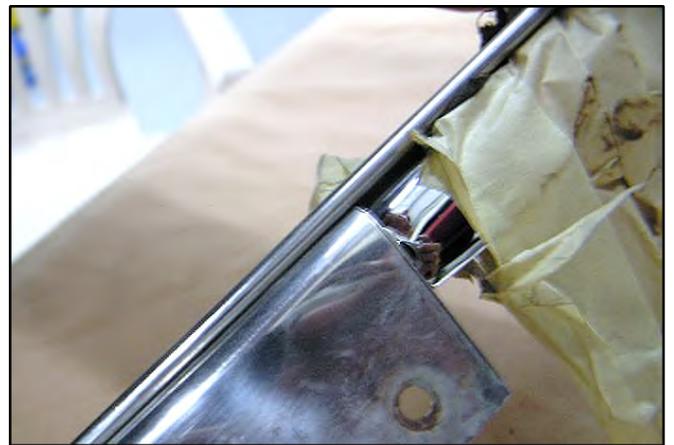
Now on to removing staples from the old fuzzies so I can polish the stainless.

I plan on finishing the fuzzies today so stay tuned, but here's a preview.-

You must peel back the felt in the fuzzy (all 4) corners, remove the thick rubbery material from the metal retainer, then glue the felt back to the corners with black 3M weather-strip adhesive. This gets the corners very wide for the glass frame to pass by. I'll have pics of how I do it.

I just use my hammer and drift on the rivets. Nothing unique.

Repro felt is too thick for the rear channels. The wide SS frame of the glass will bind. Go to Joanne's Fabric Store (or equivalent), and get thinner felt. I have a 10 year supply if you need some.

Okay, back to work......

I removed the staples and the old fuzzies, polished all of the stainless and test fit to the posts again.

To buff them, I use a white rouge compound. It won't remove deep scratches, but I prefer to maintain the bluish hue of original stainless, versus having a SS buffing shop do them with their sanding process. Sometimes it's necessary but these pieces are in very nice condition with no dents. If the stainless needs to be sanded and buffed, it tends to lose that bluish hue and then turns a yellowish hue in certain light. That's because original stainless was flash chromed, i.e., just a thin layer of chrome is deposited over the highly polished stainless. I wasn't happy with a few of the joints between the trim pieces and the posts so I had to Dremel a few places on them again. At this point, everything is acceptable to me. Next up is installing the front channels in the posts and preparing for the fuzzy installation.
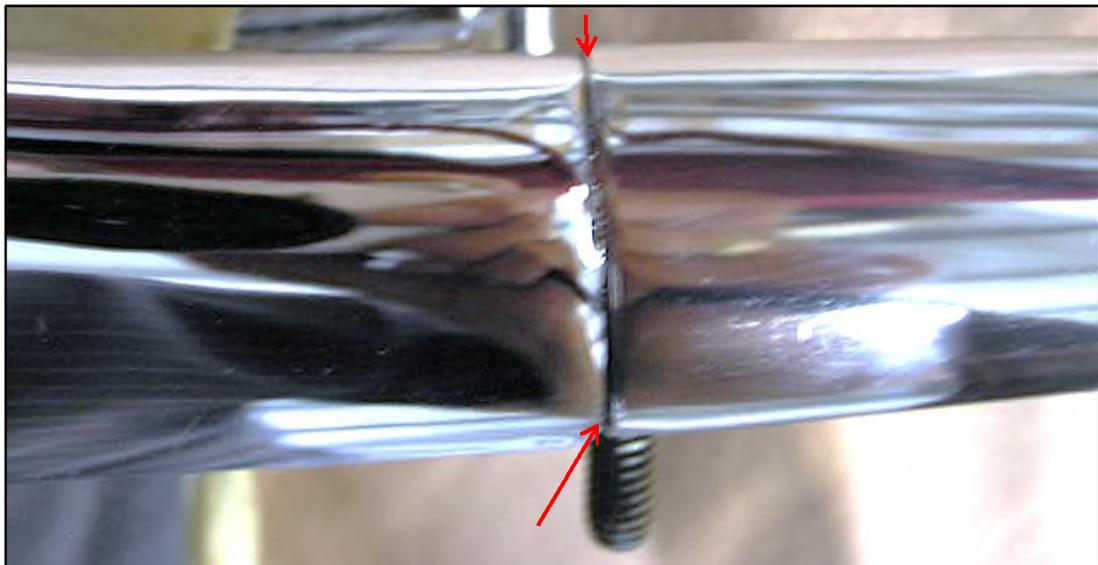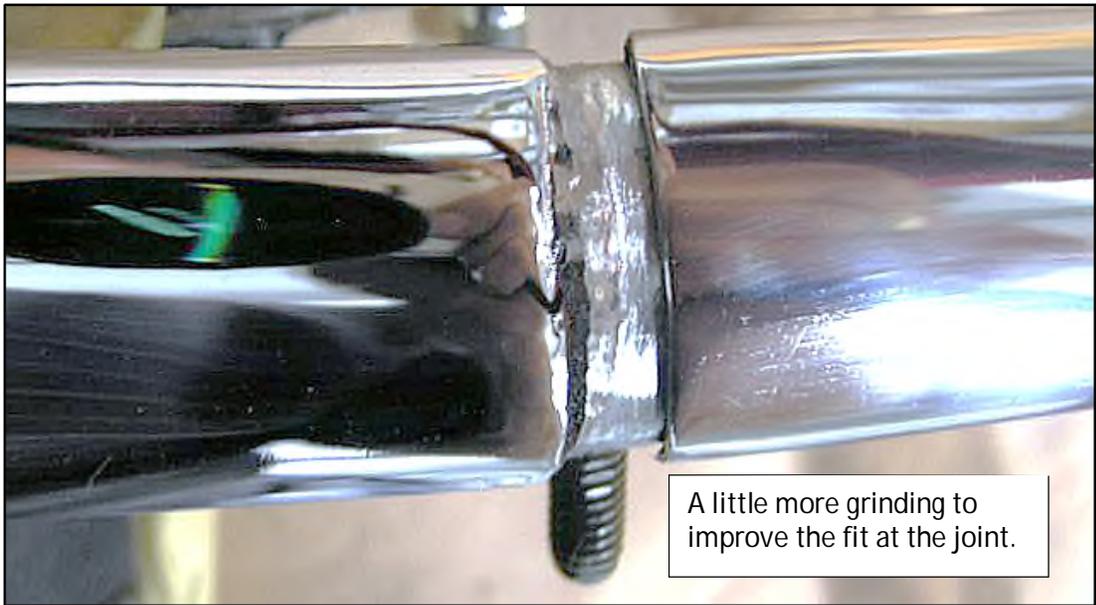Rich

Removing the staples
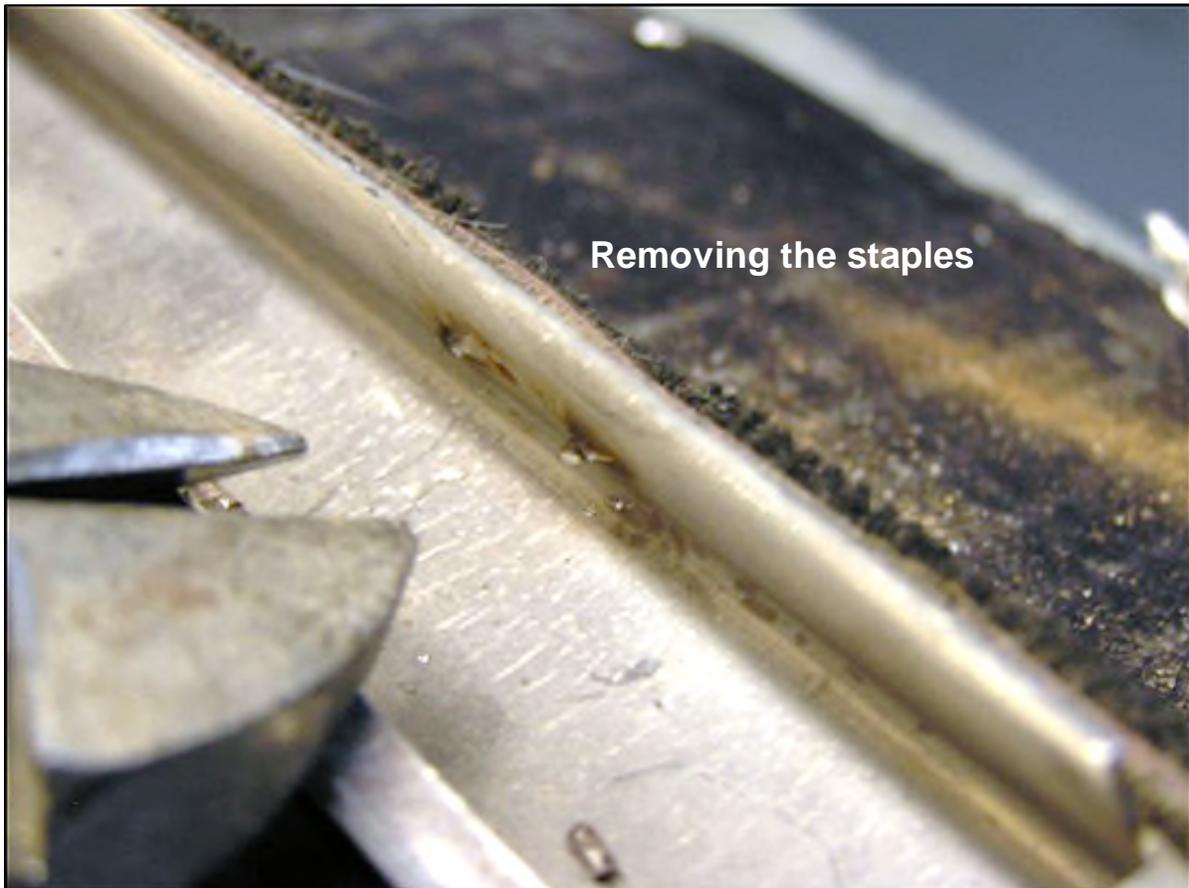
Trim pieces ready for polishing
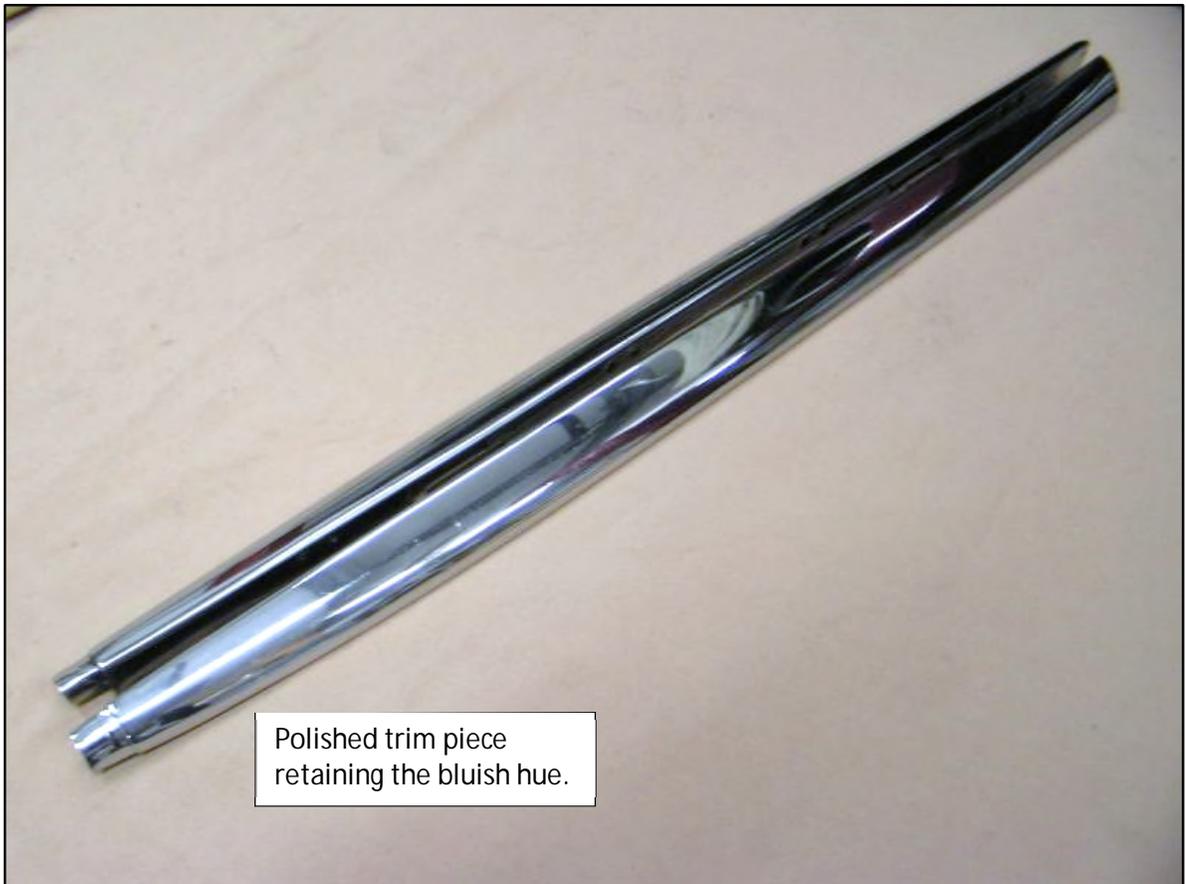
Polished trim piece
retaining the bluish hue.

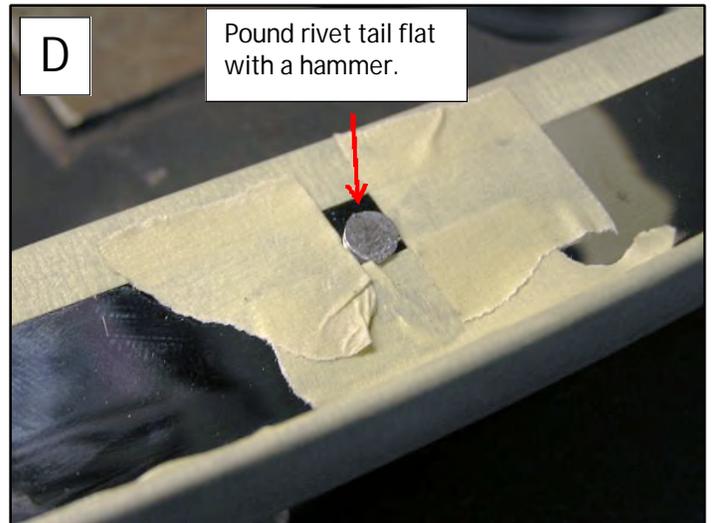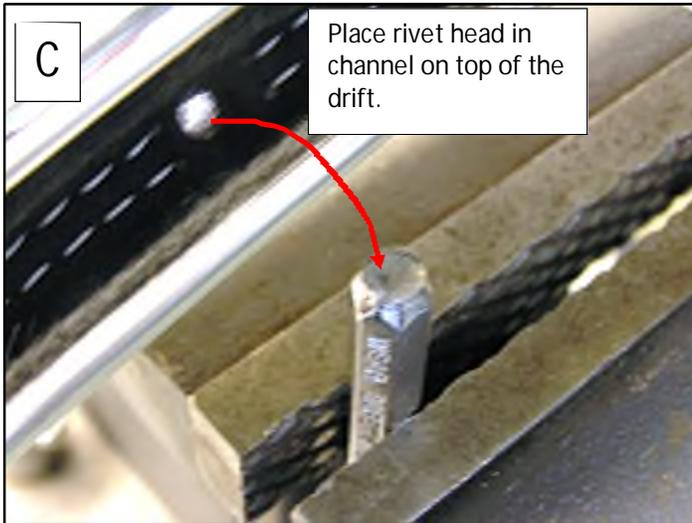A little more grinding to improve the fit at the joint.

Preparation of the reproduction front channels for replacement

Make sure the old rivets, if still installed in the posts, are removed. Those below were still in place and got plated over. I used a drift and hammered them out.

Then, using a 6-32 tap, clean the threads of the mounting holes in the channel of the post. The configuration will vary, with screws and rivets for the different years. This one is for a 1962. It has 3 screws and 2 soft aluminum rivets. Pre-bend the forward channels for the door posts to make sure they will lay flat inside the post.

Install the channel with screws first, and then install the rivets into the fuzzy side of the channel (A). Using the backside of a small hardened tool like the drift shown below (C), and after cutting the rivet down to about 3/16" out from the backside of the post (B), lay the rivet head installed in the post over the drift (C). Take a hammer and set the rivet flat (D).

A   Insert rivet into the fuzzy channel.

B   Cut rivet to about 3/16″

C   Place rivet head in channel on top of the drift.

D   Pound rivet tail flat with a hammer.

Finished installation

Preparing the fuzzies for installation

The ends of fuzzies will come too small as shipped. Open them up using a small drift (pin punch) or pointed object with a constant diameter. Test fit into the channel beads until properly sized. Note the photo of the 4 ends, the left most modified, the other 3 unmodified.

They also have felt that is too thick in the corners. The window will bind in the channel corners later if you don't reduce the thickness of the fuzzies. Some have tried squeezing the corners in a vise, but the rubber has memory and may eventually grow out again.

Test fit the pieces in each channel to make sure the ends are as close as possible to each other.

Open the "tube" by inserting an appropriately sized pin punch or other object with constant diameter.
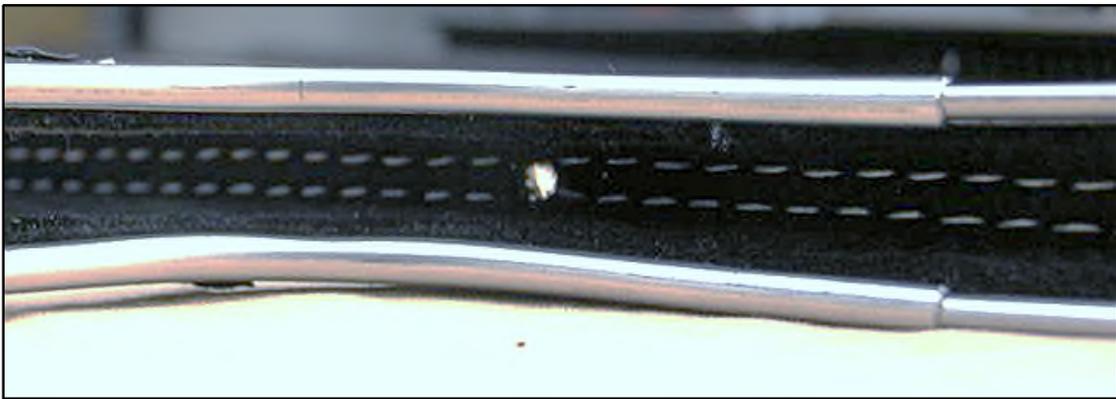
Reducing the fuzzies corner thickness

This is what I do to permanently reduce the thickness in the corners. I carefully pry the felt from the non-hardening, thick rubberized backing to just after the curve ends at the bottom (A).

Remove the thick rubber material (A&B). Then re-glue the felt to the base using black weather-strip adhesive (C). Apply it to both surfaces; let it cure for a few minutes, then press together.

You can then squeeze them in a vice to get them flatter if needed (D).

In the last photo you can see the reduced thickness in the corners.

A

Remove this thick rubber material

Carefully pry the felt from the non-hardening, thick rubberized backing to just after the curve ends at the bottom.

B

Rubber material removed from the curved section

C | Re-glue the felt to the base using black weather-strip adhesive

D
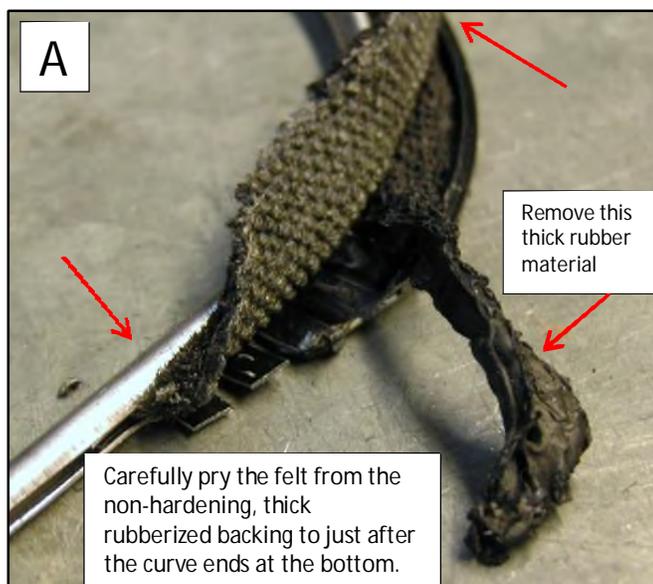
Fitting the fuzzies in the channels and stapling to trims

Test fit the fuzzies in the channels. Bend and shape them into the channel corners so that the stainless bead is above the edge of the post curves. This is very important so that the window will not bind later.

Mask the outer surfaces of trims to prevent damage. I also mask the posts for safety.

Apply masking tape to the backside of each fuzzy. Set in position, and then insert the trim into the post. Ensure that the bead is above the trim edge along the entire length. Check all alignments.

Mark the staple locations in the trims so you don't cover those in a later step. Tightly apply tape to hold the fuzzy and trim pieces together. Recheck everything then remove the taped assembly.

From behind, poke holes into the backside of the fuzzy through the existing staple holes with a pick tool. Poke hard enough to make a mark in the masking tape on the back of the fuzzy.

Remove the trim and then drill a hole in each mark. I use a spring loaded punch to make a mark for drilling. Note that some of the hole locations don't need drilling. The flexible backing of the fuzzies is "louvered" to allow bending and sometimes you get lucky and a staple hole will line up.
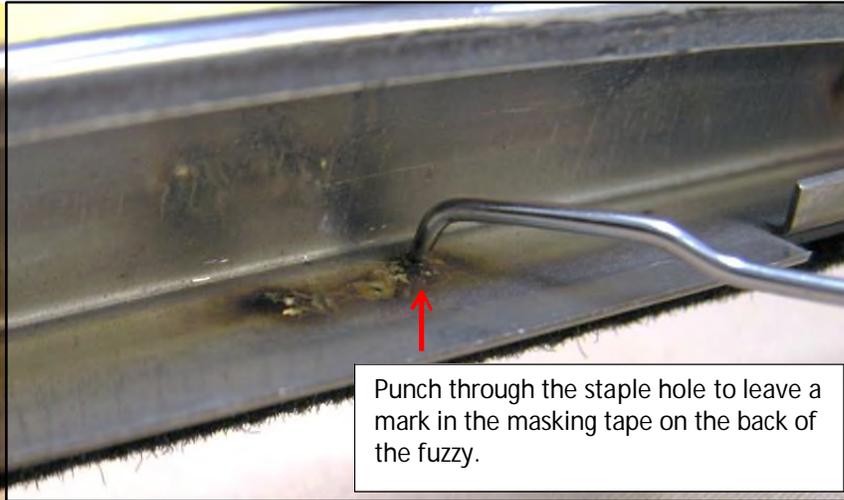
Prepare your staples for the next step. These are blackened stainless steel.

Mask the outer surfaces of trims to prevent damage.

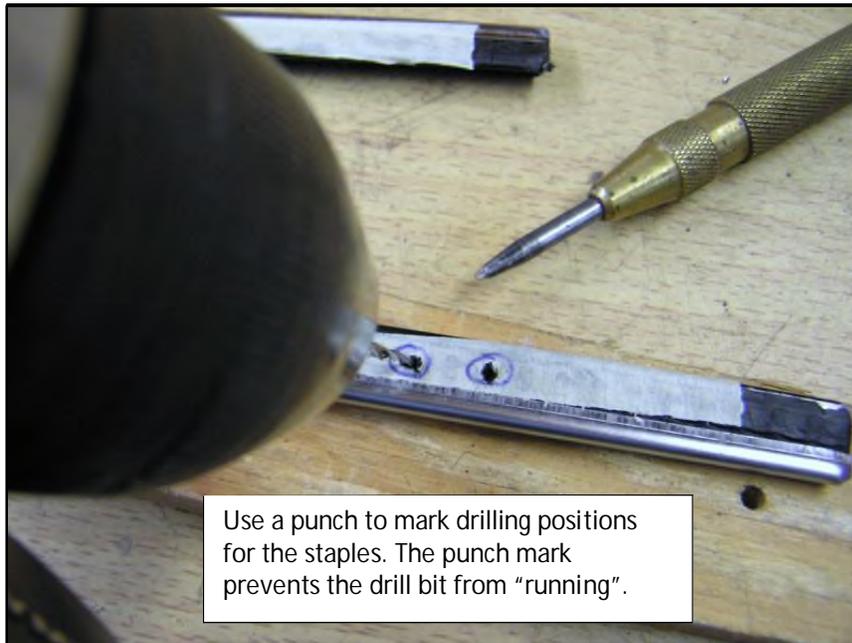Apply tape to the back of the fuzzies for locating staple holes.
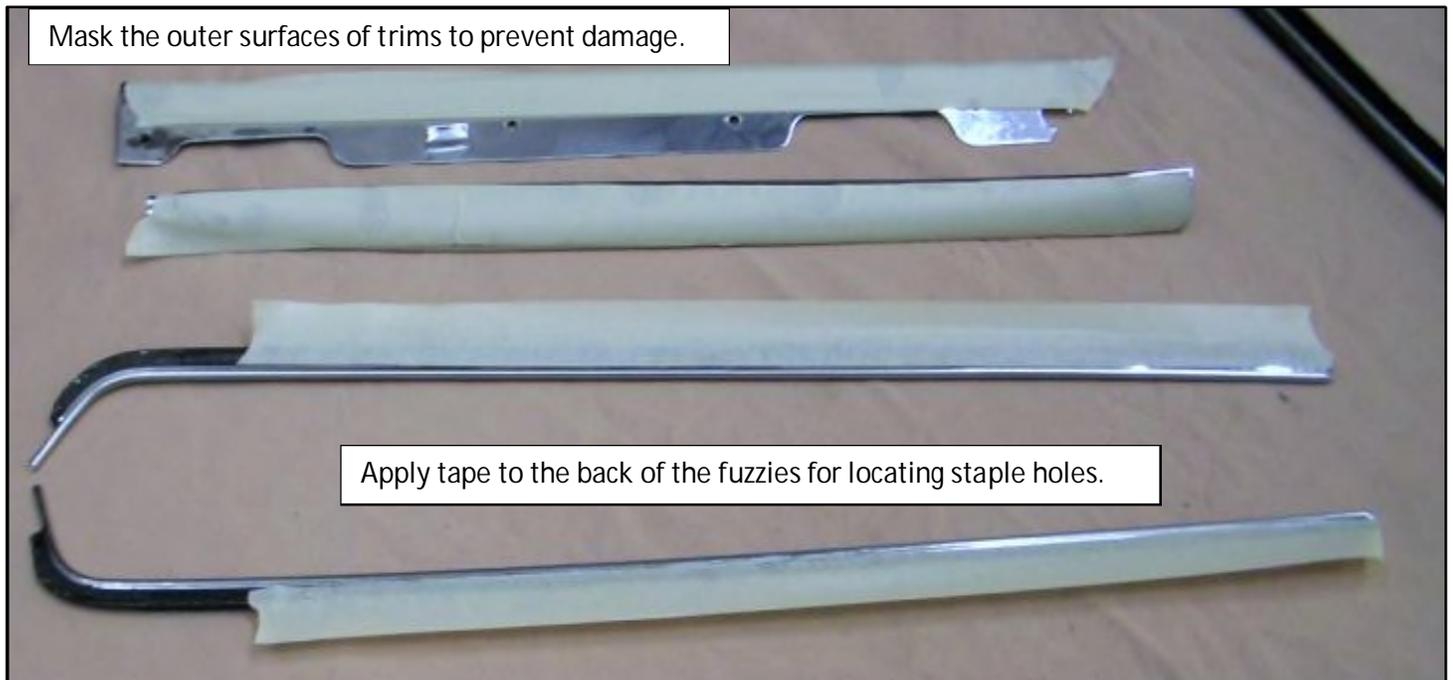
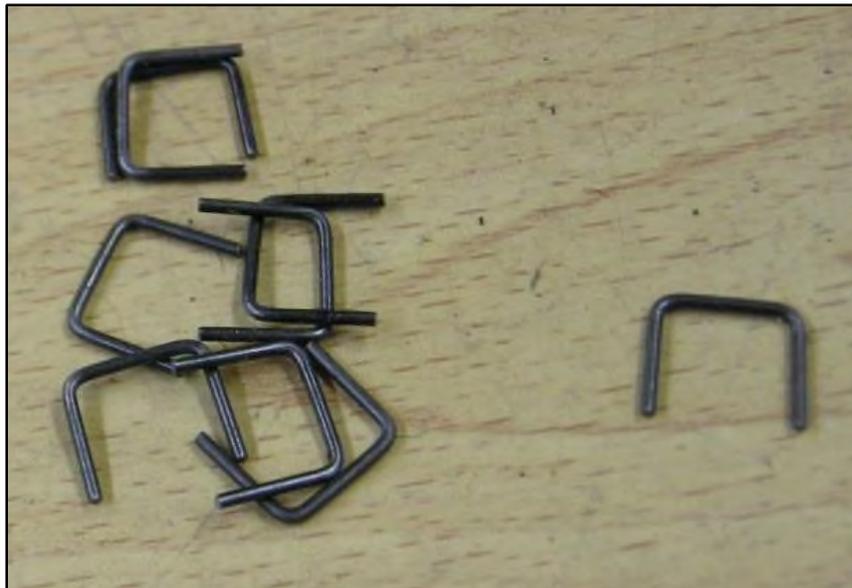Firmly apply tape to hold the fuzzy and trim pieces together.

Punch through the staple hole to leave a mark in the masking tape on the back of the fuzzy.

Use a punch to mark drilling positions for the staples. The punch mark prevents the drill bit from "running".

More stapling of fuzzies to trims

After all holes are drilled, insert staples in each location. Remove the tape from the backside of the fuzzy.

I use small Vice Grip pliers to squeeze and preset the staple from the felt side against the inside of the trim. On the backside I bend the ends of the staple outward, and then give them a good press with flat pliers.

After all staples are installed, scruff up the felt around the staple a bit the flatten them out.

Test fit into the door post. Adjust any bends if necessary. Note that the outer trim assembly must be worked carefully to get the trim over the post and the fuzzy bead into the front channel bead. The inner reveal rests on the post end so it goes on easier.

More to come later.
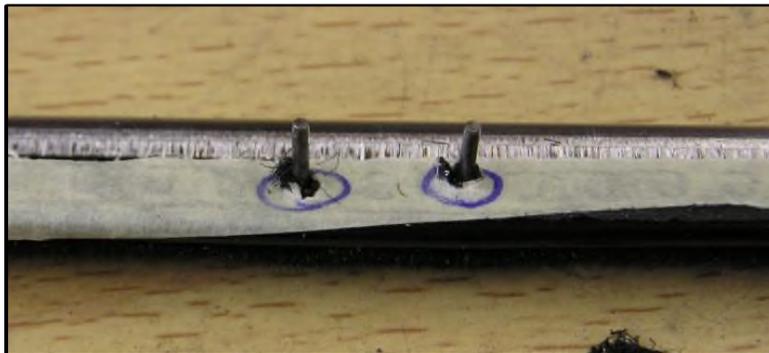
Here are some photos with the glass used for a test fit. The front frame of this window glides easily past the corners and fits well. Because I removed that thick area at each fuzzy corner there is no resistance to bind up the frame. At the rear end of the fuzzies, the frame may bind slightly.

One area that can bind is where the fuzzy tip meets and overlaps the front channel tips. If this happens to you, carefully spread the beads outward, and carefully squeeze the beads around the channel tips. This is a tight area using the reproduction fuzzies as their tip beads are quite large.

After time, the glass frames, front channel felt and the glass fuzzies will become more used to each other and the felt will wear to become more relaxed.

In summary, this task takes some time and requires patience. Hopefully this method I use can help you tackle it yourself in the future. Once you do one set, the other side is easy.

Next up will be restoring the rear window channels and installing new thinner felt. After that I will be taking the windows apart from their frames, polishing them and then installing new seals.

Rich

Different trims for Different Years

I was speaking to a guy the other day that is restoring his '58 and he mentioned he wasn't sure about his window trims and what the installation procedure was.

Note that the outer stainless steel trim and fuzzy assembly must be installed on the door before the window glass frame is installed. This must be done as the outer trim must be fastened to the door with either the early '56 to mid '59 retainers, or the 59 to 62 retainer studs. Once the window is installed you cannot get at their fasteners.

After the glass is installed, the inner reveal molding with fuzzy assembly can be installed.

Below are some photos of the 2 different types of retainers.

The early type uses a specially shaped retainer that gets fastened to the top of the door. Most of these that I have seen are cut from a full length retainer, I'd assume to eliminate some clearance issues in their design.

The outer trim is held to this retainer with very small screws fastened from the inside flange of the trim and into the retainer. Once the glass is installed you cannot get at the forward most screw. The trim underside is smooth and the inner lip has a full length ridge.

The later type uses two retainer studs which protrude through the door and they're held with Palnuts. Again, the glass must be out to access these nuts. The trim is different as it has bent flanges on the underside to hold the retainers.