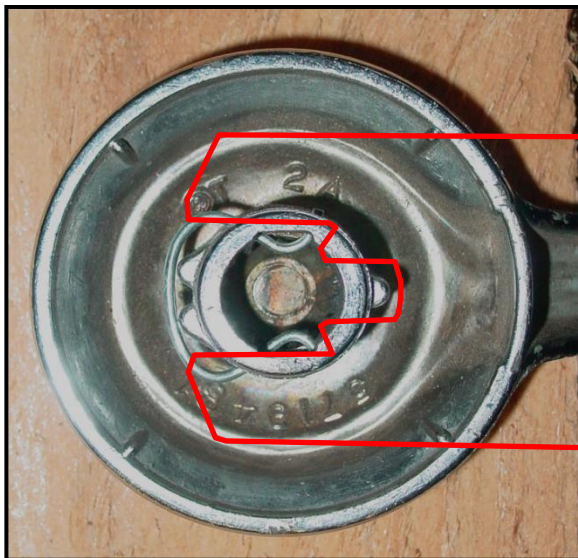


Some tips on removing window cranks and lock knobs from mid-year and earlier Corvettes (and lots of other cars)



Window crank / lock knob clip removal tool available at most auto parts stores. Look in their "Help" section.

On window cranks, I always make sure the open end of the clip faces the handle when I reinstall them. That way I know which way to insert the tool next time; no guessing.



Tool catches open ends and pushes clip off shaft.

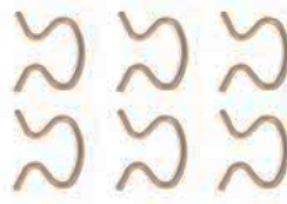
Retainer Clip Kit

Paragon Number: 10327K
GM Part Number: 4168122

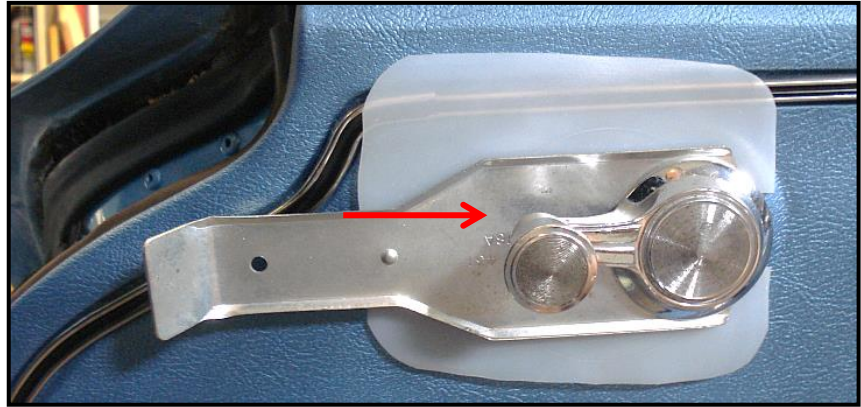
Retainer dip kit, includes (6) pcs.

- 1956-79 Door window crank.
- 1963-77 Door lock knob.
- 1963-67 Vent window crank.

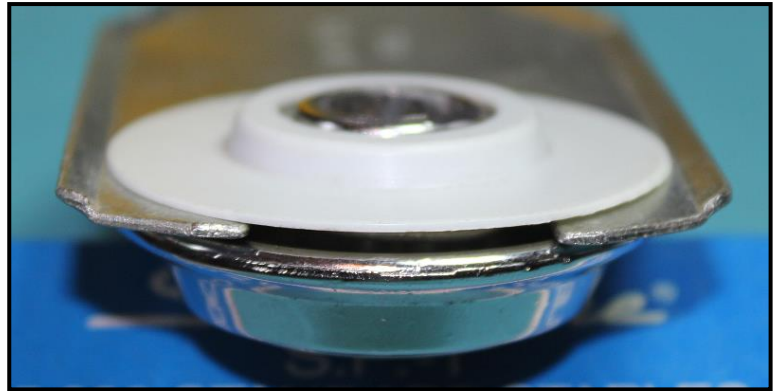
Years: 1956 - 1979
Condition: New
Packaging: Kit
Type: Stock



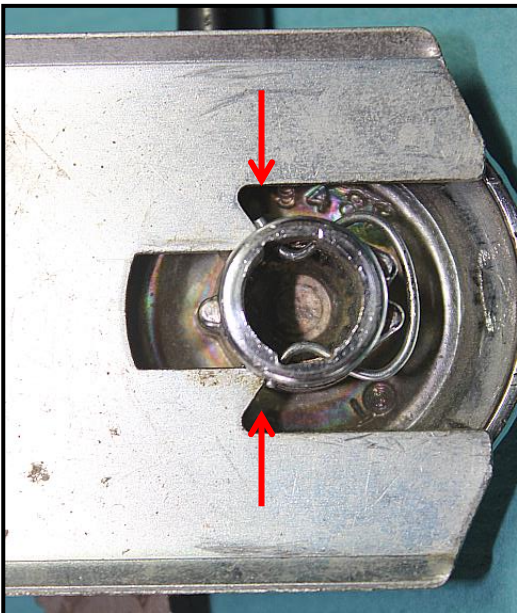
Cut a slotted piece from the side of a plastic milk jug or a plastic report folder to use as a shield behind the clip-removal tool to keep from marring the panel. **Note, the clip may be installed opposite of what I show here. If so, reverse the tool.**



Be sure to insert the tool between the plastic spacer and the crank handle.

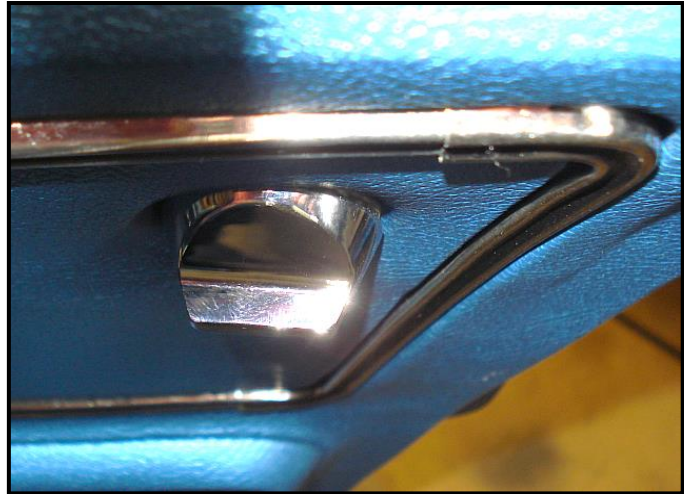


Push the tool in to engage the open ends of the clip in the slot on the crank. Note how the tool lines up nicely with the slot shown here. See end notes for a comment by John McGraw on import reproduction cranks.

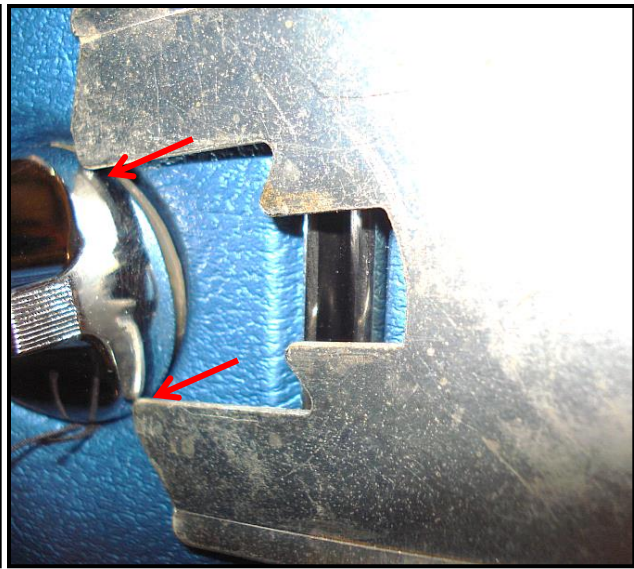
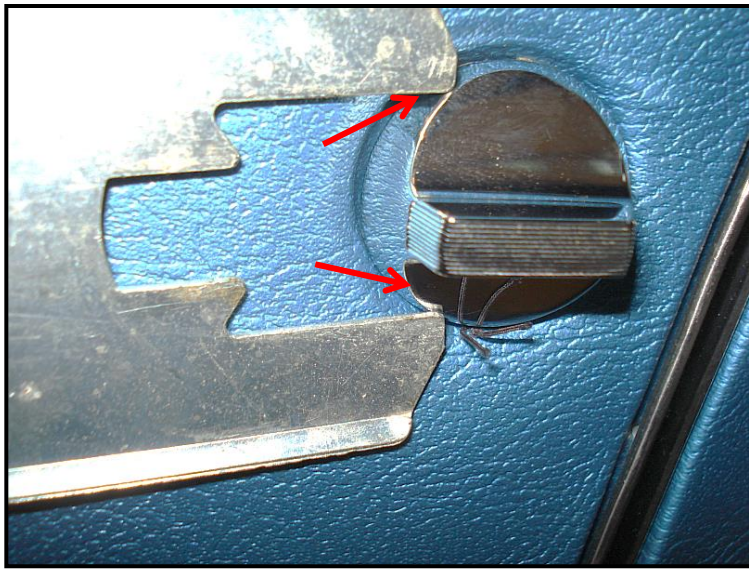


The tool I have leaves the clip “parked” in the position you see above.

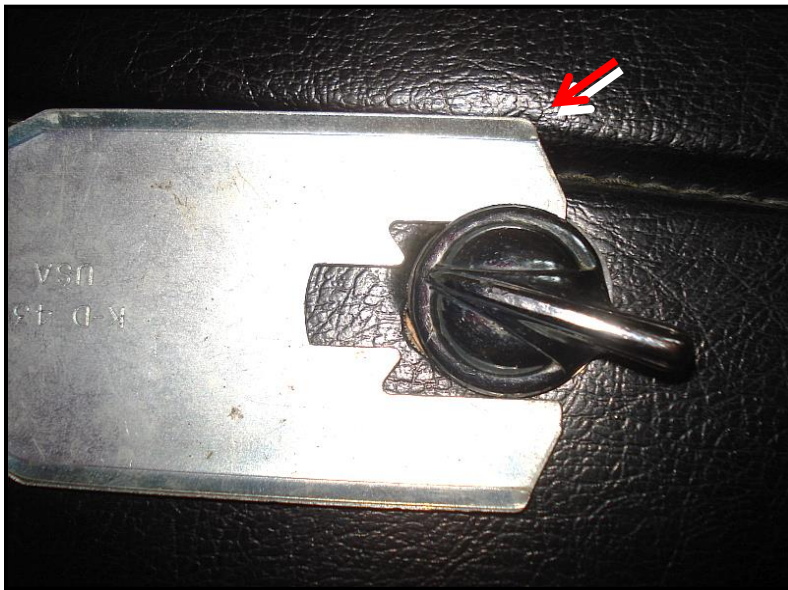
Door-lock knobs on a 1965 (coupe) and a 1960 Corvette



An often encountered problem, especially with door-lock knobs, is that they are to some degree recessed into the panel (though the degree of this recess can vary). This can make inserting the usual clip-removal tool (earlier photos) very difficult, if not impossible, without damaging the panel. As you can see in the top photos, the knob is deeply recessed in the panel making it impossible to use the tool (see next page).



'65 Coupe Door Panel (newer design) by Corvette America. Note the recessed area that the lock knob rests in and note where the clip-removal tool contacts the knob (arrows). There is no way to get the clip-removal tool behind the knob without marring the panel.

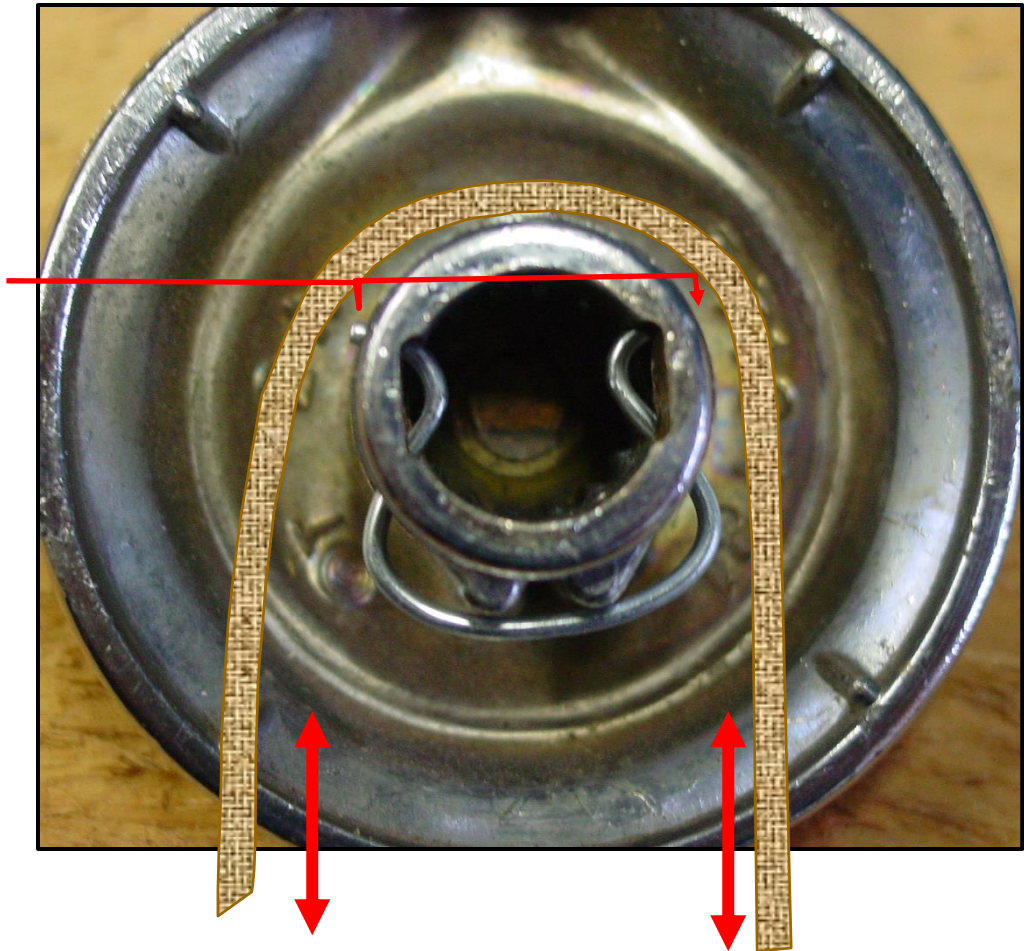


1960 door panel. The fit is very tight here as well and you can see that the tool begins to press into the vinyl by the seam line on the panel well before the tool is engaged far enough to remove the clip.

In both of these situations I have always had better luck using a pick to catch the clip or using a rag to see-saw back and forth to catch the open points of the clip. I do not have the same problem in getting the window crank handles off either car.

Fabric strip (a.k.a. the “rag”) method.

Fabric catches the open ends of the clip and pulls it loose.



Many folks report success in removing the omega clips simply by running a strip of fabric (approx. 2” wide or whatever fits) in behind the handle or lock knob and pulling it back and forth like you would if you were shining your boot tips. Once you get the right direction, the fabric catches the splayed out tips of the clips and pulls the clip loose. This has been reported to be especially effective for lock knobs which tend to be recessed in the door panel with little space behind the knob to insert the metal clip removal tools. It also helps to push in on the panel while you insert the tools or thread the fabric strip around the clips. See end notes by Ron Miller.

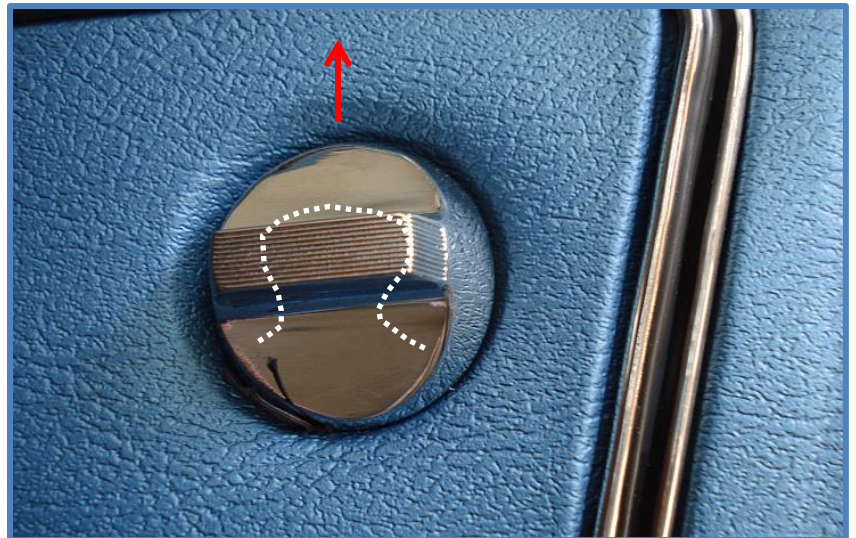


Vent window crank shaft

Note that the shafts of the window cranks and door locks are tapered so that you can install the clip on the crank or knob and then just push it onto the shaft until it engages the groove on the shaft. This can be difficult when reinstalling lock knobs on “tight” panels. Some report having to give the knob a thump with a rubber mallet. Also, it has been suggested to lightly grease the tip of the shaft to help the clip slip into place.

A simple method for future removal of door-lock knob clips.

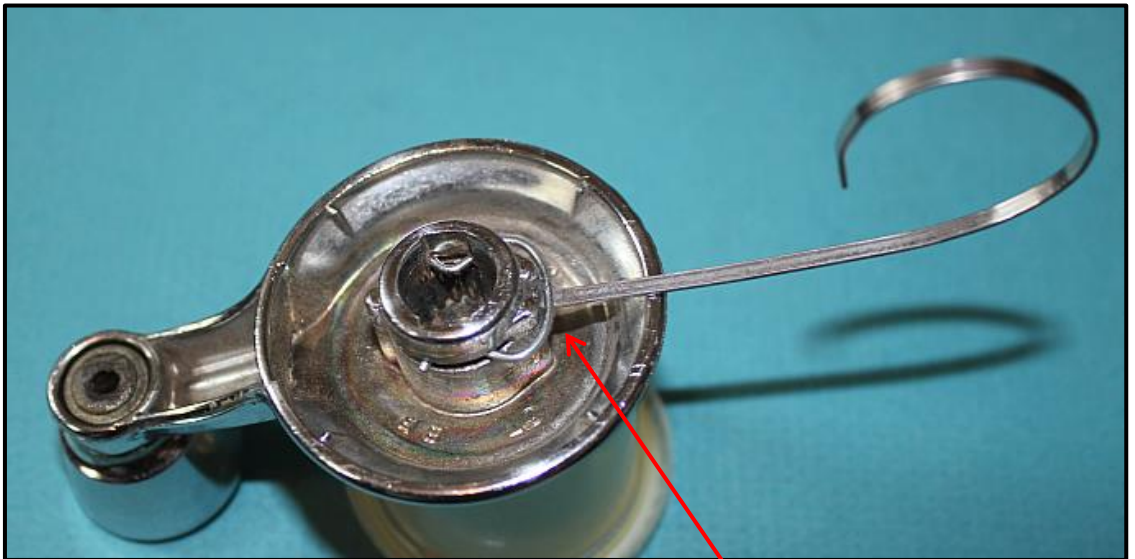
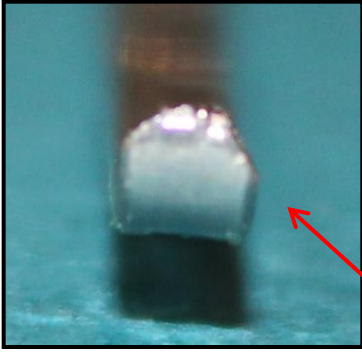
To avoid the difficulty in removing the lock-knob clips in any future removal of the door panels, I have resorted to this simple trick.



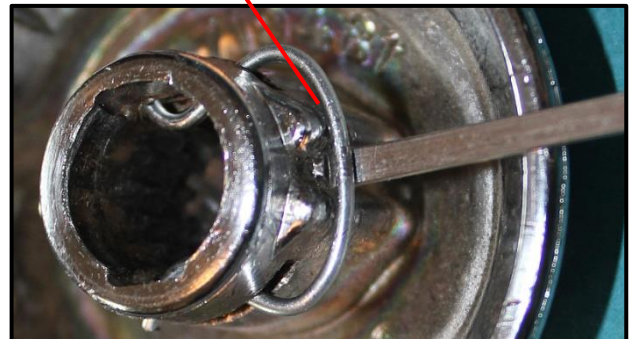
One of the “little” jobs that can be challenging when you have to remove your door panels is the removal of the “omega” clips that hold the knob on the shaft. Many owners report that the knob is very tightly held against the panel and getting at the clip can be difficult. **Once you succeed in getting the clip out you can make future removal easier with this simple trick.** I have found that I can make the job easier by adding a “retrieval” line to the clip for future removals. I used braided fishing line and looped it over the clip as shown above. Put the clip on the knob with the loop facing the top of the door. **Just make sure that whatever you use for the line is strong enough to pull the clip.** Once you install the knob on the shaft, wrap the excess line around the shaft and tuck the end in behind the knob or leave a small tag exposed. If and when you have to remove the door panel, simply fish out the tagline unwrap it from the shaft and pull up on the line. This technique has worked for me with my '65 coupe.

Note: another thing that might be useful is to clean out some of the foam around the opening for the door-lock-knob shaft. You can relieve some of the pressure exerted on the back of the knob by the foam in the panel. I have found that my locks work more easily after removing some of the foam from the panel. **Be careful not to damage the vinyl around the opening in the panel!**

A simple hook for removing window-crank and lock-knob clips



I made this “tool” for removing window crank and lock-knob clips from a piece of the stainless steel support rods that I salvaged from old wiper blades. It has the advantage of being narrow, flat and strong. The hook on the end is about 1/16” deep and the rod is about 3/32” wide. I filed it to a dull point to eliminate rough corners. The slight bend in the hook tool facilitates pressing the tool in behind the clip as you can see in the photos above. I used it successfully on the lock knob and vent window crank of my ‘65 coupe.



Some commentary from a previous Forum thread

<http://forums.corvetteforum.com/c1-and-c2-corvettes/2183992-how-is-the-vent-window-handle-removed.html>

Ron Miller

. . . or, you can remove them like I do. Get an old rag, not too thick, grab each end and work the middle behind the handle. "U" it around the handle stem parallel with the handle and "saw" it back and forth. The rag will catch the end of the clip and pop it out of its slot in the handle, letting the handle free.

If it doesn't pop loose from one direction, rotate it 180 degrees and try again. The clip can be installed two different directions, but it will always be parallel with the crank handle. Always works for me!

Welcome, a little practice may be necessary, but I believe it'll work for you. When you get ready to reinstall the handle, put the clip back into the slots in the handle before pressing the handle back onto the window regulator stem. It'll "pop" back on, the end of the stem is mitered to allow the clip to slide on. You'll see what I mean once it's been removed.

Best of Luck!!

Welcome!! It's always worked for me, an old body shop friend of mine showed me how 40+ years ago when I asked him about a tool. He never owned a special tool, and neither have I. It can also be a lot easier to get the rag behind some of the recessed knobs like the door lock knob than trying to get a tool in there.

Like you have seen, it works a lot better the second time around when you know a little more about what you're doing. Also goes back on like a charm, sometimes if it's a little difficult to snap on it helps to lightly grease the end of the regulator stem to help the clip slide on.

Lock knob, vent window crank, and main window crank are all held in place by the same type and size clip. They all snap back onto their respective stems to install, just preinstall the clip onto the knob and push it onto the stem. The end of the stem is tapered to allow the clip to ride up over the stem until it snaps in place.

It sometimes takes a little pressure, perhaps a rap with a rubber mallet or similar to get the clip in on the stem far enough to seat if the fit between the knob and door panel is a little tight. Try pulling on the knob once you think it's on to be sure the knob has gone on far enough to allow the clip to seat in its slot.

Stingray176

The retainer removal tool works fine on the door window crank, but it's difficult to use on the vent window crank because of the limited space.

I have found the rag method or a small pick with a 90 degree bend at the end works well. You can use the small pick to hook the closed end of the retainer and pull it out.

John McGraw

Trying to get the clips out of import repro handles can be almost impossible using the tool. A lot of the import cranks do not have the slot in the right position, and the tool will miss the slot. The original cranks have a slot that starts exactly at the bottom of the flange on the crank, and the tool slips right in, but many import cranks have the slot over 1/16" further down the shank., which makes the tool miss the slot.

Regards, John McGraw

66jack

How does one remove the lock knob beings **it is in a recess in the door panel...**

Cramus

After I finally got it off with some dentist type picks. I found out that there was no way the "special tool" would fit on the lock handle. I must have tried that damn thing for an hour. Before I went to the picks. I did use the tool to gently pry the panel inward so I could sort of see what was going on. I did try the rag, but didn't have any luck with that.

Ron Miller

I've used the rag method on some, helps to have someone push inward on the panel to relieve a little of the pressure on the knob. And, I've used a hook such as the dentist type picks as well. But, I made my own out of a bobby pin, just straighten it out, bend a small hook in the end with a pair of needle nose pliers, and use the pliers to grip the bobby pin while pulling on the clip. Necessity is the mother of invention. :lol:

Sorry for the small font!

Addendum:

And here is another wrinkle when it comes to removing the door lock knobs:

Railroadman 9-21-21

[Link to CF thread](#)

A tip re door lock handle clip removal

Just my experience with the door lock handle removal issue, maybe this will help the next guy. I had searched out several threads about removing the window crank handles and the door locks on the C-2's. I had bought the tool and went after the panels this weekend. Just as predicted, the tool makes very short work of the window cranks. Just as predicted, it didn't help with the door lock. So, I took some twine, and later a shop rag, and "went fishing". I spent over an hour Sunday night with no luck.

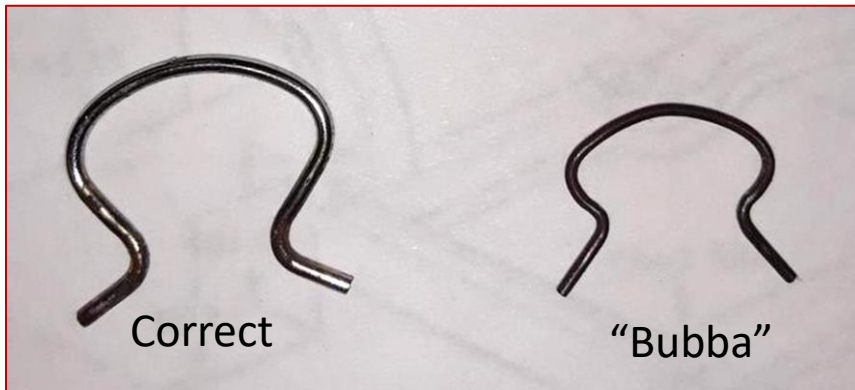
Last night I went back at it and spent another hour. I used a couple screwdrivers to spread the lock away from the plastic disc so I could see. Really wished I had one of those magnifiers that you wear over your head, or else a light. Holding a spotlight in one hand and a magnifying glass in the other didn't leave any hands to work with. But I tried all sorts of stuff and just couldn't get a straight shot at the wire ends - they were hidden.

Finally, after an hour I started smelling a rat, and about the same time I put the smallest Allen wrench in my collection in a vice grips and managed to unclip the passenger side. The driver's side was a bit mangled from my efforts but finally I was able to get needle-nose pliers on it and dragged out.

So, what caused all this PITA? If I understand, the clips on all of these are supposed to be the same. BUT somebody in the past replaced the lock clips with a smaller version. No matter how you dragged a rag or string around in there, the ends were protected and unable to get yanked. I can't give specific advice on what to do but CAN suggest you be sure they are all the same. My first clue was realizing (after all the time I had spent) that while the window clips were silver, what I was seeing down in the lock handle were black. Bubba sure does get around!



OK, here's some more pics which will hopefully further illustrate the problem. First, I'll re-post the one showing the difference in size between the factory clips and what Bubba had installed on mine:



Now - here's a side-by-side of the two locks, the bottom one has the factory clip and yes, you can get a small pick into the loop. The Bubba clip IS installed on the top one:



Here's the "Bubba clip" side view - just no place to get a hook onto it:



Here's another look at it. You can't tell the thing is in there, except at the very edge of the slot on the left - you can see the very end of the clip. While in theory it appears that end should be removable using string or a cloth (or the wife's Victoria's as suggested above) it just didn't work - I spent a LONG time with twine, shop rags, bent paper clips, tiny Allen wrenches and so on.



When I re-install them, I'll be using all original-style clips, and will get some fishing line to tie onto them. (what weight line do you suggest?). I do appreciate the advice and help above, just want to show that the normal methods don't take into account what Bubba has done.