

INTALLATION OF SCUTTLE SEALS

One Approach - Metal Dash BN6

Steve Gerow, Altadena, CA – 1959 BN6

Introduction

Since my car has a metal dash, all the steps here are not applicable for typical cars with padded dash - however most are. In the future an attempt will be made to source pictures from other owners to complete the typical installation with padded dash. Bear with me on the ugliness of my metal dash which has yet to be refinished. Vive la Patina!



1.1

Modified Rivets

The Moss split rivet, pn 325-765 – copper plated soft steel. Easy to bend. Needs to be cut from $\frac{3}{4}$ " to $\frac{1}{2}$ "; slot needs to be cut to depth of $\frac{3}{16}$ " or less. I used a Dremel with cutoff wheel to extend slot – make sure you have lots of wheels!. Small vise-grip acts as mini-vise for rivet.



1.2

Finished rivet with extended slot



1.3

with washer



1.4

Temporary Screws

6-32 x ½” screws & nuts used as temporary rivets for intermediate fitting of seals.



2.1

Marking and punching the holes



2.2 I used a white Prismacolor art pencil

Strongly recommend use of leather punch. Clean holes make it easy to position seal in place using 6-32 screws for trimming before final installation with rivets.



Note white pencil mark

2.3

Clamping Bar

With no padded dash to hide the upper seal another way was necessary to provide a finished look. It was decided to install a hidden “clamping bar” to hold the seal tightly against the edge of the dash. Bar is strip of scrap steel or aluminum.



Note this rubber is incorrect “practice” version – do not cut corner like this.

3.1

6-32 x 3/4” screws, tapped holes in bar. 5/32” holes in side of dash.

Bar is tightened by nuts on end of screws under dash.

Note – screw on left of picture needs to be far enough in from left edge of dash to accommodate length of sheet metal screw holding rubber in place at end of installation. Mine is a little too close.

Why I mitered the corner



3.2

Before



3.3

After



3.4 This cut is too large – suggest cut at dashed line first.

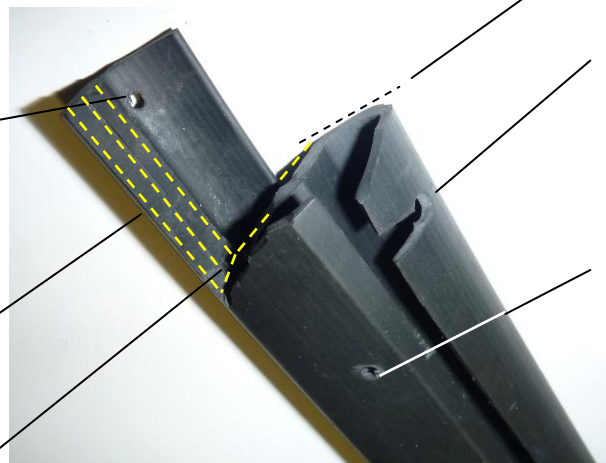
Cuts & Trims – view from bottom

Dash screw hole

Outer edge kept
original length to
fold over to dash

Cut parallel to
outer edge

(Curved cut gives
better bend)



Cut even with dash, then curve slightly
toward front of car

Upper flap width cut to depth of clamping
bar; slots for clamp bar screws

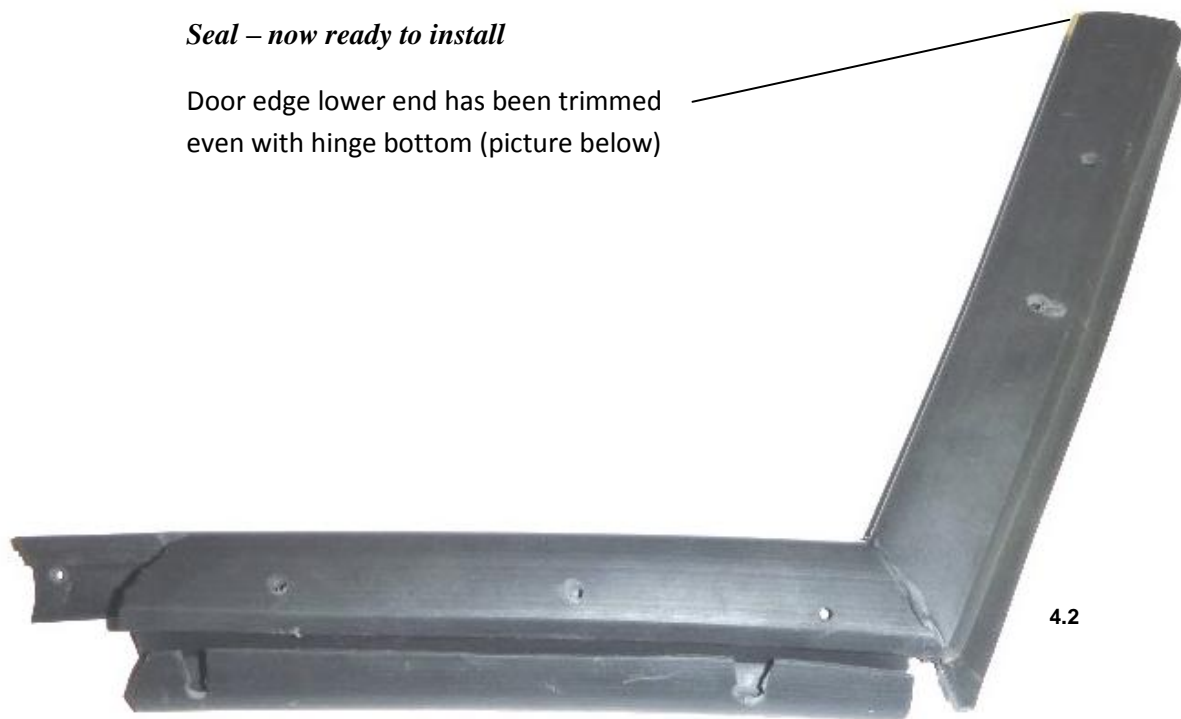
(Omit upper flap cuts for padded dash
installation)

First rivet hole

4.1

Seal – now ready to install

Door edge lower end has been trimmed
even with hinge bottom (picture below)



4.2



Upper flap / Post gasket interface
(padded dash)

Note non-mitered corner buckles

4.3

Inserting Rivets



5.1



5.2 Lineman's Pliers as anvil



5.3

Moss Rivets are soft enough to flatten with screwdriver



Underside, hinge area

Note bottom cut even with hinge

5.4



5.5

Installing over the hidden clamp bar



6.1

Tightening the clamp bar nuts under the dash



End folded over and screwed.

These areas to be sealed with black silicone to prevent leakage

6.2

Trimming the flap – Hinge area exterior



6.3

Excess rubber protrudes

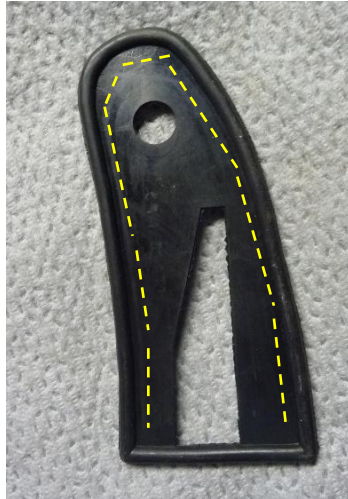


6.4

Paint protected with masking tape

Slide razor knife along contour to cut
(I pushed on rubber from back with
screwdriver to hold it tight for the cut)

Windshield post gasket - caulking



Rich Chrysler recommends a bead of “Dum Dum” along here on the underside of the windshield post gasket

I plan on using Plumbers Putty if I can’t find actual automotive Dum Dum.

7.1

[END]