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!

This technique gives tighter seal on door edge.
Modified Rivets

The Moss split rivet, pn 325-765 – copper plated soft steel. Easy to bend. Needs to be cut from ¾” to ½”; slot needs to be cut to depth of 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.

![Image of rivet and vise-grip](image1)

Temporary Screws

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

![Image of screws and nuts](image2)

Marking and punching the holes

I used a white Prismacolor art pencil to mark and punch the holes.

![Image of marking and punching](image3)
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](image)

### 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.

6-32 x ¾” screws, tapped holes in bar. 5/32” holes in side of dash. Bar is tightened by nuts on end of screws under dash (see 6.1). 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 (see 6.2). 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.
Note this is not official or concours – it's only how I do it – your mileage may vary

**Cuts & Trims – view from bottom**

- 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

- Dash screw hole
- Outer edge kept original length to fold over to dash
- Cut parallel to outer edge
- (Curved cut gives better bend)

**Seal – now ready to install**

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

**Upper flap / Post gasket interface**

- (padded dash)
- Note non-mitered corner buckles
Inserting Rivets

5.1

Moss Rivets are soft enough to flatten with screwdriver

5.2 Lineman’s Pliers as anvil

5.3

Underside, hinge area

5.4

Note bottom cut even with hinge

5.5

Installing over the hidden clamp bar
Trimming the flap – Hinge area exterior

End folded over and screwed.

These areas to be sealed with black silicone to prevent leakage

Excess rubber protrudes

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 - caulkimg

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.

I put it on both sides of gasket.

[END]