2007 Dodge Charger

By Bob Beranek

Vehicle Information

Vehicle type: Four-door sedan

NAGS® numbers*: Windshield part numbers DW1571 and DW1660, rain sensor; back glass DB10916, heated, encapsulated

Helpful tools or supplies: Interior cutting blade or wire-out kit

Watch for: If you need to save the back glass, the encapsulated moldings will pose a problem during removal. They are unique in design and can be easily damaged.

*With permission from National Auto Glass Specifications. Call NAGS at 800/551-4012 or visit www.nags.com.

A. Windshield

Preparation

1. Cover the front seats, floorboards, dash and steering wheel with a clean drop cloth or disposable plastic covers. ***Note:*** Always wear eye and hand protection when working with glass. Make sure that you have the right glass and moldings and that the urethane systems you are about to use are current. Windshield part numbers are DW1571 and DW1660, rain sensor.

2. Drape a fender cover over the fender and tape up any vulnerable areas on the vehicle to protect against possible damage. Tape up the defroster vents to prevent debris from falling in.

3. Remove the rearview mirror using a T25 mirror tool. Loosen the set screw and disconnect the wiring harness. Slide the mirror off the mirror pad.

4. If the vehicle is equipped with a rain sensor, you will need to remove it. Remove the decorative cover and release the clips that hold the rain sensor to the bracket.

5. Remove the windshield-wiper nut covers.

6. Remove the windshield-wiper nuts using a 15-millimeter wrench or socket.

7. Using a small slot screwdriver, turn the two corner retainers a quarter-turn to release.

8. Remove the six push-in retainers on the leading edge of the cowl panel.

9. Remove the pull-up center retainer located on the passenger's side cowl corner.

10. Remove the push-in retainer that attaches the corner of the cowl panel to the lower A-pillar moldings on both sides.

11. Use a molding release tool to release the A-pillar moldings from the four plastic clips underneath.

12. The top molding is a U-channel-type wraparound. Grasp the molding and pull it from the glass edge. ***Note:*** Before beginning windshield removal, verify the urethanes and primers are current. Never use outdated products as this could jeopardize the structural integrity of the vehicle and the safety of its passengers.

Removal

13. Make sure cutting blades are sufficiently sharp.

14. Before cutting out the windshield, remove contaminants from the glass and pinchweld to prevent contact with the urethane.

15. Use the cutting tools of your choice to separate the glass from the adhesive bead. ***Caution:*** Be careful not to hit or cut the gravity stops; mark their location with a marking pencil or retention tape.

16. Take the windshield out of the opening using a set of vacuum cups. Lift the glass and place it on a windshield stand or suitable workstation. ***Caution:*** Make sure the vacuum cups do not overlap cracks in the glass.


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Installation

17. After cutting the windshield out, remove contaminants such as dirt, moisture and debris from the pinchweld. Clean the dashboard.

18. Dry fit the new glass to the opening. Mark your glass using a grease pencil or retention molding tape.

19. Place your vacuum cups on the windshield in the appropriate location.

20. Set the windshield onto the old urethane.

21. With the windshield resting in the opening, make sure it is in the right spot.

22. Adjust both sides to the correct setting, marking the passenger's side, then the driver's side. Lift the glass and place it on a windshield stand or suitable workstation.

23. Follow the urethane manufacturer's recommendations for installation.

24. Clean the inside of the windshield using a urethane manufacturer-recommended product. ***Caution:*** Do not touch the windshield bonding area after cleaning, prepping or priming it.

25. Wear powder-free Nitrile gloves to keep off chemicals.

26. Attach the top molding to the windshield edge.

27. Apply the glass prep and primer, following the urethane manufacturer's recommendations.

28. Using the tool of your choice, trim the original urethane bead, leaving 1-2 millimeters of existing urethane on the pinchweld. ***Note:*** Make sure there are no contaminants and do not touch the pinchweld after you have prepped the area.

29. Apply the pinchweld primer only to the needed areas, and follow the urethane manufacturer's recommendations. ***Note:*** Make sure to allow preps and primers to dry as recommended by the urethane manufacturer.

30. Apply a triangular bead of urethane to the same path as the freshly cut urethane on the pinchweld. Before cutting your V-notch, cut the tip off of your nozzle with a nozzle-cutter. With the cut nozzle, measure to the top of the roofline, and at 1/16 inch higher than the roofline, make a mark on the nozzle with a pen or marker. Notch the nozzle up to the marked line; this will give you the appropriate triangular bead.

31. Using vacuum cups, lift the windshield from the windshield stand or workstation and set it on the urethane at the mark you made during your dry fit. Lower the driver's side of the windshield onto the urethane and line it up with the dry-fit mark; it is now in place.

32. Press firmly to ensure a good seal.

33. Before re-installing the parts, check for leaks. Use a leak detector to go over the perimeter of the windshield. If you find a leak, apply pressure to the spot, ensuring the glass makes contact with the wet urethane.

34. Re-install the removed parts in reverse order.

35. Allow the urethane to cure according to the urethane manufacturer's recommended cure time before returning the vehicle to the customer. ***Warning:*** Disregarding the safe drive-away time that the urethane manufacturer recommends could jeopardize the structural integrity of the vehicle and the safety of its passengers.

36. You have completed the removal and replacement of the windshield.

B. Back glass

Removal

1. Make sure you have the right glass. The back glass part number is DB10916.

2. Remove the interior quarter panels on both sides.

3. Disconnect the defroster connectors.

4. Tape up the painted areas around the glass perimeter.

5. If you need to save the glass, the encapsulated moldings will pose a problem during removal. They are unique in design and can be easily damaged. The side moldings wrap up on the wall of the pinchweld, but the top molding is a U-channel type. Use a power tool to cut the sides and bottom. The top will be a challenge, so you may need to use an interior cutting blade or wire-out kit. ***Note:*** If the glass is broken, the installation will be easy. Before beginning the back glass removal, verify that the urethanes and primers are up-to-date. Never use outdated products as this could jeopardize the structural integrity of the vehicle and the safety of its passengers.


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Installation

6. After cutting the back glass out, remove contaminants such as dirt, moisture and debris from the pinchweld. Clean the dashboard.

7. Dry fit the new glass to the opening. Mark your glass using a grease pencil or retention molding tape.

8. Place your vacuum cups on the back glass in the appropriate location.

9. Set the back glass onto the old urethane.

10. With the back glass resting in the opening, make sure it is in the right spot.

11. Adjust both sides to the correct setting, marking the passenger's side, then the driver's side. Lift the glass and place it on a back glass stand or suitable workstation.

12. Follow the urethane manufacturer's recommendations for installation.

13. Clean the inside of the back glass using a urethane manufacturer-recommended product. ***Caution:*** Do not touch the bonding area of the back glass after cleaning, prepping or priming it.

14. Wear powder-free Nitrile gloves to keep off chemicals.

15. Apply the glass prep and primer, following the urethane manufacturer's recommendations.

16. Using your tool of choice, trim the original urethane bead, leaving 1-2 millimeters of existing urethane on the pinchweld. ***Note:*** Make sure there are no contaminants and do not touch the pinchweld after you have prepped the area.

17. Apply the pinchweld primer only to the needed areas, and follow the urethane manufacturer's recommendations. ***Note:*** Make sure to allow preps and primers to dry as recommended by the urethane manufacturer.

18. Apply a triangular bead of urethane to the same path as the freshly cut urethane on the pinchweld. Before cutting your V-notch, cut the tip off of your nozzle with a nozzle-cutter. With the cut nozzle, measure to the top of the roofline, and at 1/16 inch higher than the roofline, make a mark on the nozzle with a pen or marker. Notch the nozzle up to the marked line; this will give you the appropriate triangular bead.

19. Using vacuum cups, lift the back glass from the stand or workstation and set it on the urethane at the mark you made during your dry fit. Lower the driver's side of the back glass onto the urethane and line it up with the dry-fit mark; it is now in place.

20. Press firmly to ensure a good seal.

21. Before re-installing the parts, check for leaks. Use a leak detector to go over the perimeter of the back glass. If you find a leak, apply pressure to the spot, ensuring the glass makes contact with the wet urethane.

22. Re-install the removed parts in reverse order.

23. Check the operation of the back glass defroster to make sure it works properly.

24. Allow the urethane to cure according to the urethane manufacturer's recommended cure time before returning the vehicle to the customer. ***Warning:*** Disregarding the safe drive-away time that the urethane manufacturer recommends could jeopardize the structural integrity of the vehicle and the safety of its passengers.

25. You have completed the removal and replacement of the back glass. ***AG***

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