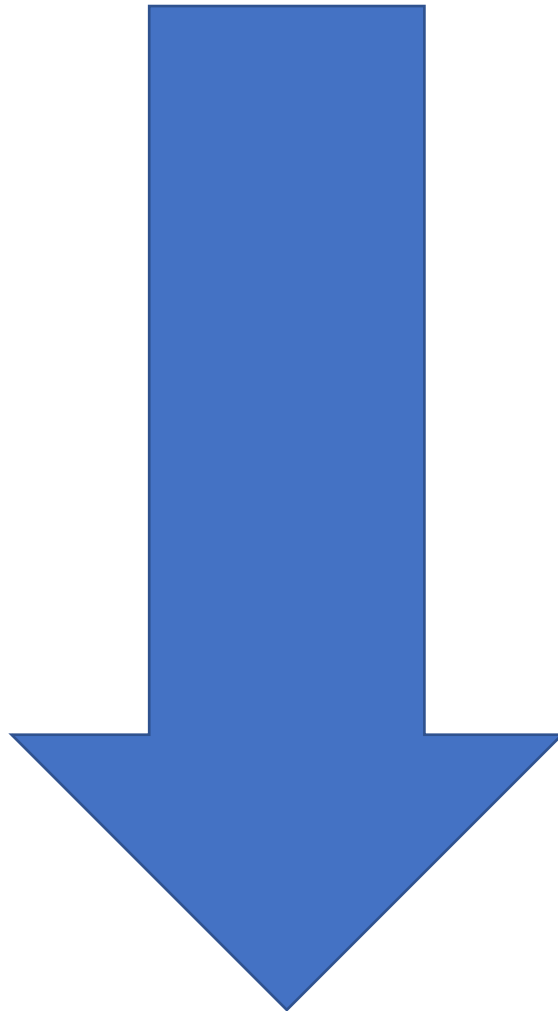


RESTORING YOUR SLIDING ROOF

THE INFORMATION WHICH FOLLOWS IS ONLY AN ATTEMPT TO SHOW THE MANNER IN WHICH I RESTORED THE SLIDING ROOF ON MY WAGONAIRE. IT IS NOT INTENDED TO BE A WORTHY “HOW TO DO IT” SINCE I AM SURE THAT THERE ARE EASIER AND BETTER WAYS TO ACCOMPLISH THIS TASK. I JUST DON’T HAPPEN TO KNOW WHAT THEY ARE.

I HOPE THAT IT IS HELPFUL TO YOU IN SOME WAY.

NICK



RESTORING YOUR SLIDING ROOF

REMOVING THE ROOF (from Shop Manual):

STATION WAGON With Sliding Roof

SLIDING ROOF PANEL

Removal

1. Open the tailgate.
2. Unlock the sliding roof by turning the lock handle in a clockwise direction.
3. Remove the top and front sections of the garnish moldings of both rear quarter windows.
4. Install one screw in the hole located at the top center of the body opening adjacent to the quarter glass weatherseal to retain the quarter glass in position.
5. Remove both of the rear quarter section headlining panels on each side.
6. Remove the sliding roof track front end covers.
7. Note the present front and rear positions of both sliding roof panel tracks to body location.
8. Loosen the right sliding roof track retainer screws to permit the inside edge to lower.
9. Disconnect the left front and rear, sliding roof track drain tubes. Tape them so that they won't slide into the pillars.
10. Have an assistant support the sliding roof panel upward against the weatherseals.
11. Remove the left track retainer screws and carefully remove the track assembly.
12. Carefully lower the sliding roof panel and at the same time detach the gliding and locking rollers from the right track assembly.

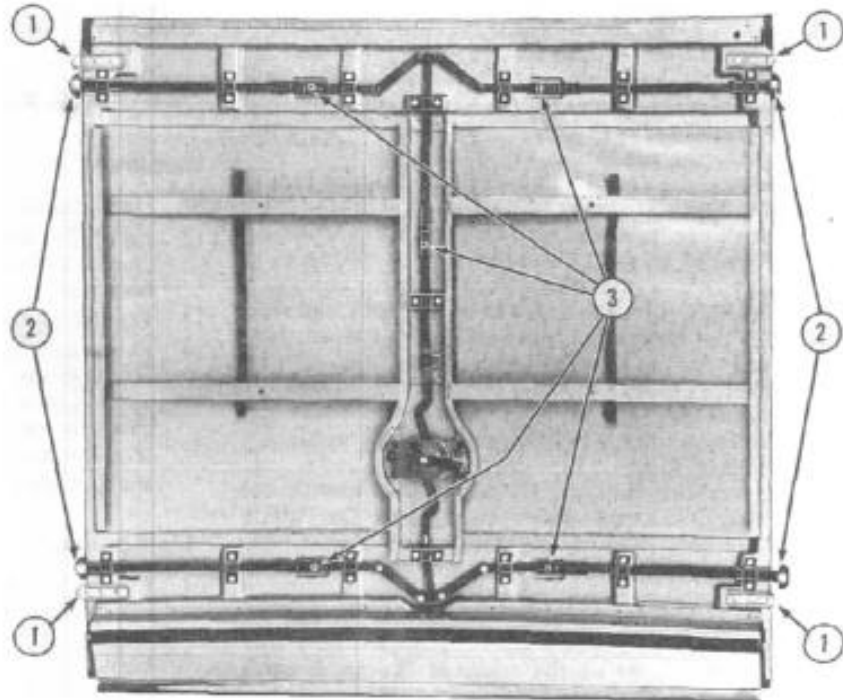
13. Remove the sliding roof panel assembly from the vehicle.

Installation

1. Place the sliding roof panel assembly into the vehicle while *lifting the right edge* to engage the gliding and locking rollers into the right track.
2. Lift the left edge of the sliding roof panel assembly upward into position.
3. Have an assistant to support the sliding roof panel upward against the weatherseals.
4. Install the left track and retainer screws.
5. Align the left track original position marks and secure the attaching screws.
6. Align the right track original position marks and secure the attaching screws.
7. Install the front and rear drain tubes of the left sliding roof track. Make certain that drain tubes will drain properly.
8. Install the rear quarter section headlining panels.
9. Remove the temporary quarter window retention screws and install the garnish moldings and retainer screws.
10. Install the right and left track front end covers.
11. Close the sliding roof and lock by turning the handle in a counter-clockwise direction.
12. Check opening, closing, locking and unlocking operation—adjust if necessary.

Fig. 123A

1. Gliding rollers
2. Locking rollers
3. Locking roller adjustment screws



RESTORING YOUR SLIDING ROOF

SLIDING ROOF GASKETS (WEATHERSTRIPS):

Here are the part numbers for the seals:

Part Number	Description	Qty/Car
1351634	WEATHERSTRIP, front & sides	1
1353898	WEATHERSTRIP, right front corner	1
1353899	WEATHERSTRIP, left front corner	1
1351626	WEATHERSTRIP, right rear corner	1
1351627	WEATHERSTRIP, left rear corner	1

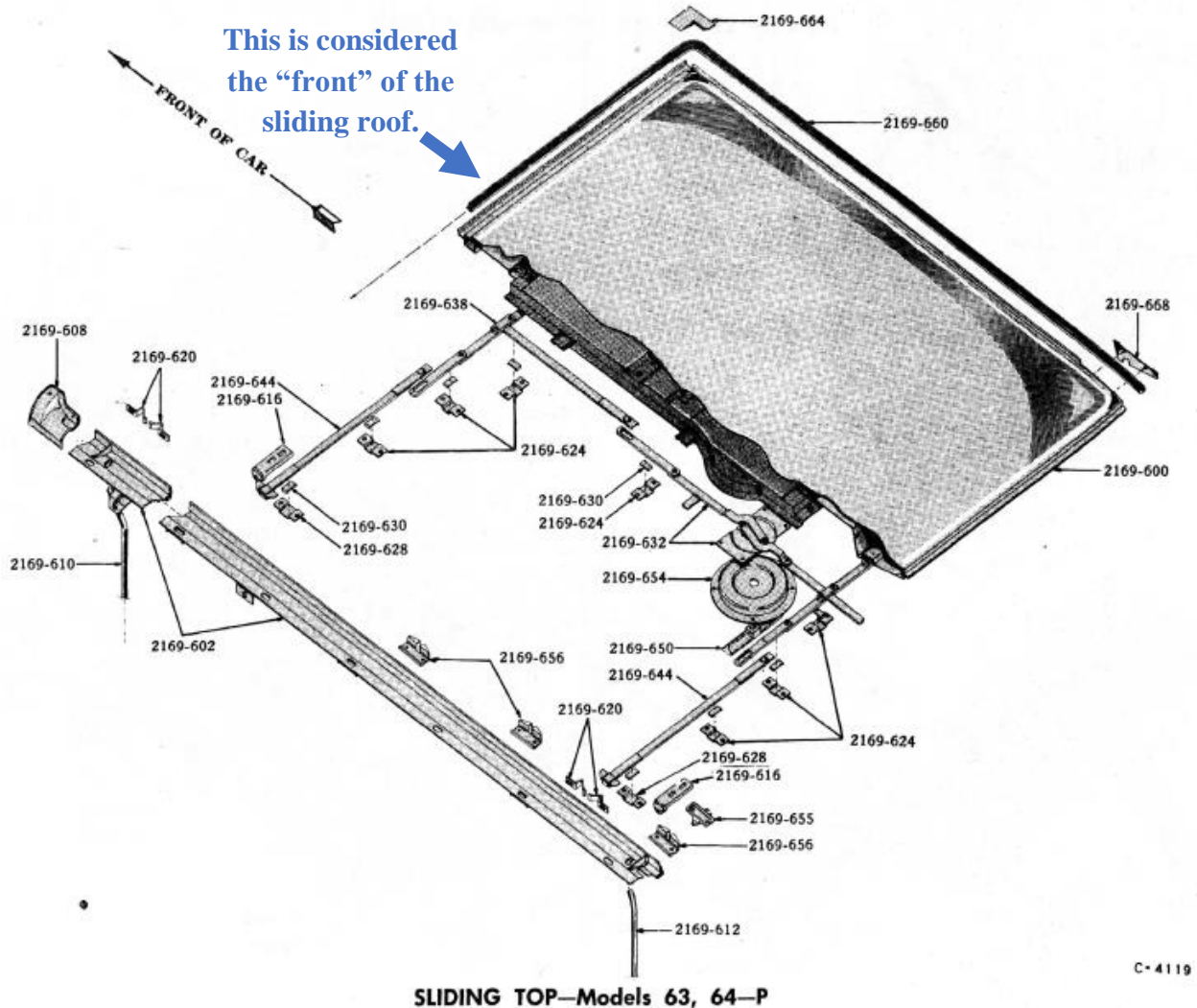
GREEN: As of this date these should be available (as of January 6, 2022).

RED: No longer available unless you are lucky and find someone who has a stash somewhere.

BLUE: You may find some of these at Studebaker vendors, but they are getting scarce.

I was lucky enough to have found all of the gaskets and seals that I needed. Wagonaire parts are sometimes not as easy to find as parts for other models. As with any Studebaker part, a good place start is using the vendor list in recent March issues of *Turning Wheels*. (I assume you belong to the national Studebaker Drivers Club. If not, I can't recommend SDC highly enough. The monthly Magazine is great and local clubs a world of information and help.) Having the part number for the part you need will both make your search faster and assure that you get the correct part.

Just for easy reference, here is the parts list for the sliding roof from page 300 of the Studebaker Parts Manual.



C-4119

RESTORING YOUR SLIDING ROOF

Illust. Number		Part #	Description	Per Car
2169-	600	1352531	ROOF PANEL ASSY., sliding	1
2169-	600	----	ROOF PANEL ASSY., (for Stationary) see group 2160A	1
2169-	602	1353136	TRACK, right, sliding roof	
		1353137	TRACK, left, sliding roof	
		G186498	SCREW, fastening 1/4" - 20 x 5/8"	22
		G120392	Washer, plain 9/32"	22
2169-	608	1353548X1	CAP, right front, track	1
		1353549X1	Cap, left front, track	1
			SCREW, fastening No. 6 20 x 3/8"	4
2169-	610	3132X.08	HOSE front, track drain	2
2169-	612	3132X207	HOSE rear, track drain	2
2169-	616	1353122	ROLLER and BRACKET, sliding roof	4
		----	SCREW, to roof 14" - 14 x 3/8"	8
		3267X1	WASHER, lock 9/32"	8
2169-	620	1353130	KEEPER, front & rear, adjusting link cam	8
		----	SCREW, to track 1/4" - 14 x 5/8"	8
2169-	624	1353132	BRACKET, inner, locking link hanger	11
2169-	628	1353131	BRACKET, outer, locking link hanger	4
		----	SCREW, fastening 1/4" - 14 x 3/8"	30
		----	NUT, weld bold 13" - 20	5
		----	WASHER, plain 9/32"	5
2169-	630	1353398	CLIP, lin hanger bracket	16
2169-	632	1353100	LINK ASSY., center and rear, inner - Note 37 (only 63)	1
2169-	632		LINK ASSY., center and rear, inner - Note 38 (63 and 64)	1
		----	SCREW, to mounting plate 1/4" x 5/16"	4
2169-	638	1353102	LINK ASSY., front, inner and outer	1
2169-	644	1353146	LINK ASSY., front and rear, outer roof locking (incl. roller)	4
2169-	650	1353509W	HANDLE, lock operating	1
		G147762	SCREW, fastening No. 8 - 32 x 5/8"	1
		----	WASHER, lock No. 8	1
2169-	654	1353134W	ESCUTCHEON, lock operating handle	1
		----	SCREW, fastening No. 6 - 18 x 3/8"	4
2169-	655	1355244	LATCH, sliding roof stop	1
		----	SCREW, fastening No. 8 - 32 x 1/2"	2
2169-	656	1352830	CATCH, sliding roof latch	3
		----	SCREW, fastening No. 8 - 32 x 5/16"	6
2169-	660	1351634	WEATHERSTRIP, front and sides	1

RESTORING YOUR SLIDING ROOF

2169-	664	1353898	WEATHERSTRIP, right front corner	1
		1353899	WEATHERSTRIP, left front corner	1
2169-	668	1351626	WEATHERSTRIP, right rear, corner	1
		1351627	WEATHERSTRIP, left rear, corner	1

If you are trying to reduce the “shoulder shower” when you hit the brakes while driving in the rain, the drain tubes are as important, or more so, than the gaskets. The roof was designed to keep as much water out as possible but, knowing that some water would get past any sliding roof channel, they provided drain tubes on all four corners of the roof to provide an exit for the water. If they are not fully functioning, you are never going to have a dry car. There is nothing special about the tubing. It is easily available at your local hardware store or parts house. The important thing is to be sure they are clear.

Here is a short summary of the process I followed in redoing my sliding roof.

When removing the roof, there are two trim pieces inside at each end of the rails that the roof slides on. The one at the front is plastic and usually very brittle and breaks easily so be very careful when removing it. As far as I have been able to discover they are NLA (no longer available) so take care of them.



The trim at the back of the sliding tracks where the window channel is located is metal and much easier to work with. I have never been able to find a part number for this piece.



Removing the headliner, if it is original and in any kind of condition that would allow you to reuse it, requires extreme care. Mine was pretty ratty so I wasn't worried about any issues with damaging it. From here I think the removal of the tracks is pretty straight forward. You can remove the roof by removing only one track. Since my tracks looked pretty bad and needed a lot of work, I removed both of them and all the related hardware including the drain hoses. Later we can deal with the drains and drain hoses. You will have to decide what you want to do when you get there.



The biggest gasket is the one that goes around the front (see the illustration reproduced from the parts book earlier in this piece) of the sliding roof and along each side. It is **part number 1351634**. When I got my replacement, it was obvious that it had been stuffed in a plastic bag for a long time and didn't want to lie out smoothly. So, while I worked on the roof itself, I just laid the gasket out on top of the front fixed part of the roof where it could relax. Since I live in central Texas there was plenty of heat in the shop to get it to relax on our 100+ degree days. You might need to put it in the sun if your climate doesn't give you a natural oven!

RESTORING YOUR SLIDING ROOF

Next are the two gaskets (weatherstrips) that are actually **inside** the car. **Part numbers 1353898 and 1353899** are gaskets located on the fixed part of the body at each corner of the opening where the front of the roof slides into the body. These seals are NLA but the last time I checked in March 2022, Stephen Allen had a few but I'm not sure they have both sides. If not, get your March issue of *Turning Wheels* Studebaker Vendors list and start looking.



These seals are important to making a good, tight seal when the top is closed. After removing the old seals I cleaned and degreased the area with good metal prep. When a seal or gasket is manufactured, a little of the material they use to keep the seal from sticking to the mold sometimes sticks to the seal. Because I think that material is likely to reduce the ability of any adhesive to adhere to the gasket for a good fit, I like to give it a good cleaning. I like to use 3M General purpose Adhesive Remover for that purpose. When both the gasket and the body location were good and clean, I applied the 3M Weatherstrip Adhesive to both places before putting the seal in place.



Lastly are the two seals with **part numbers 1351626 (right) and 1351627 (left)**. These go on the front corners of the actual sliding roof panel. You will probably have a hard time finding these seals as I mentioned above. Studebaker International recently said they had some available, but I do not know about now.



Before you remove your original large gasket which goes around the front and both sides, pay close attention to how your old gasket was fitted around the front corners.

The shape of the top makes it confusing exactly where the new gasket should lie. Take pictures to remind you if you aren't going to be replacing it right away. I'm sorry I don't have any before pictures with the old gasket in place.



RESTORING YOUR SLIDING ROOF

With the gasket out of the channel I spent some time cleaning it with a small wire brush, steel wool, and a little Ospho rust killer where there was any rust. Then it needed some paint. I covered and masked the top except for the channel to protect the exterior finish. I do not have a compressor or shop big enough to spray paint so I rely on rattle cans. Luckily this area being does not show when installed so I gave it two coats of Rust-Oleum.



I did the best I could to match the existing paint when buying the paint for the channels. For some reason I seem to think that I need to let anything I paint with Rust-Oleum dry for at least a couple of days. I try to always use the “better safe than sorry” moto when working on the Wagonaire.

When I was happy the paint was dry, I put the gasket on using the same 3M Weatherstrip Adhesive used on the small gaskets. Here is what it looked like when I finished. I let it set for a couple of days before removing the tape and clamps



The last gaskets to be installed were the two seals at the back of the roof. These seals are held on with two screws. I decided to also use the 3M adhesive and followed the same process of cleaning the seals with the adhesive remover and cleaning the roof as described earlier,

This may be where you will stop and reinstall your roof. Since I had the roof off, I decided to go ahead and clean and repair the rollers and locking mechanism as well. That is why an expected two-month long project of installing Hushmat in the floorboards seven years ago has slowly migrated its all the way up to rebuilding the sliding roof. AND, it has taken years instead of two-months. AND, the process still isn't completed! Some call it “mission creep,” I call it the dreaded disease of **“While I’m At It I Might As Well”**.

THE UNDERSIDE OF THE SLIDING ROOF:

The locking mechanism had always been difficult to open and lock. It appeared that there had been some kind of cream lubricant used when it was new but it had hardened and probably was restricting movement rather than enabling it. So, as mentioned above, I figured that since I had gone this far *I might as well* go ahead and take it off and clean it up. That, of course, led to also cleaning and painting the underside of the roof as well.

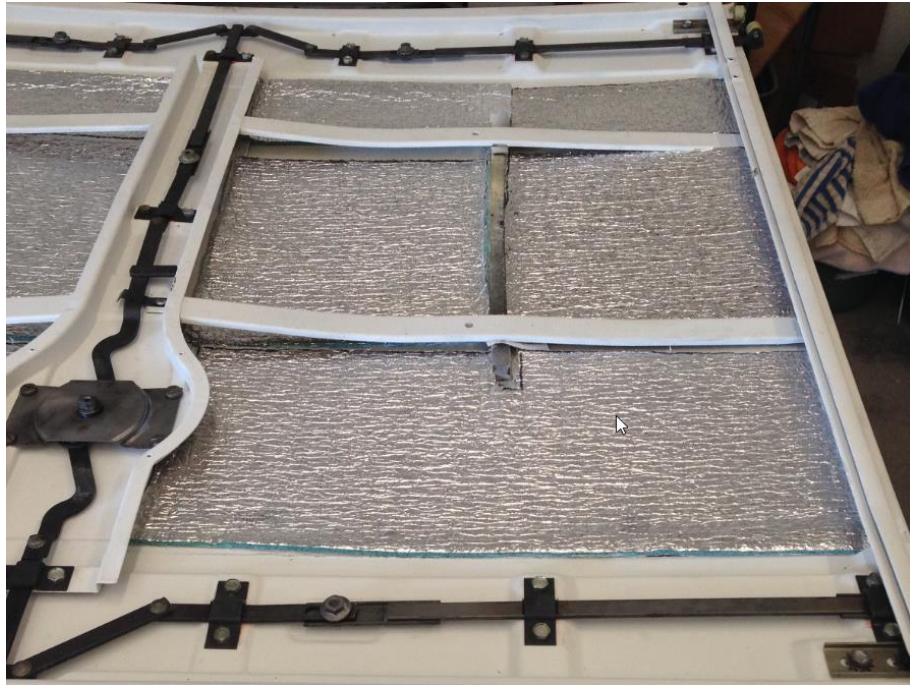
It was a fairly easy job to get the underside cleaned up with a little wire brushing and some Ospho on the surface rust where needed. I went over the cleaned side with a good metal prep and then got my trusty rattle cans of Rust-Oleum out and sprayed it white.

RESTORING YOUR SLIDING ROOF



Cleaned up and painted underside

RESTORING YOUR SLIDING ROOF



I found a product called EZ Cool which was thin but seemed to have good heat resistant properties so I decided to use that to try and insulate the cabin from the heat on the roof.. I attached it using 3M Super 77 Spray Adhesive. Lastly I reinstalled the locking mechanism which had been cleaned and lubcrated where appropriate.



RESTORING YOUR SLIDING ROOF

Once I had the EZ Cool and locking mechanism installed I added a few pieces of the HushMat sound deadening material that I had already used in covering the floor board of the Wagonaire. I was careful to keep it away from any of the locking mechanism.

THE DRAIN TUBES:

The rails where the sliding roof ran back and forth looked pretty bad so I took them completely out of the car. A little elbow grease with a wire brush, Ospho, and later the good old Rust-Oleum rattle cans procedure made a big difference. Actually, you really hardly see this part when it is in the car but I felt better knowing it had been cleaned. Here is a before and after of the rails were cleaned but before they were repainted:



I used a fine pipe brush to clean out the copper drain tubes and be sure they were open.

When I looked at the plastic drain tubes they seemed to be open but badly discolored so, of course, I figured that **while I am at it I might as well** replace them. The replacement tubing I got came off a roll so it did not want to lie straight as it needed to when installed. Since there was plenty of work to be done before I would need them I cut the tubing into the four pieces I would need, leaving plenty of extra on each piece, and hung them up so they would eventually straighten out.

I am amazed that, as advanced as Studebaker was with its engineering, the drain tubes dumped the water into body panels rather than outside. In the case of the rear drain tubes, the body panel had no available drain opening. There is some opening for the water from the front tubes to drain but not that great. I guess that accounts for the usual rust found in those body panels.

RESTORING YOUR SLIDING ROOF

The first thing I did when getting ready to install the new drain tubes was to drill ½ inch holes through the body panel directly below where the tubes emptied. That should allow any water to quickly exit the panel. To keep any foreign material or critters from entering through that hole I followed a method which a friend of mine, Warren Wundt, came up with on his Wagonaire.

Warren put some fine mesh wire under the hole and then covered it with a clam shell vent cover held in place with three rivets as shown below.



Here is the information on the vendors I purchased the screen and clam shell covers from:

Fine Mesh Stainless, #10 x .025 Wire (10 openings per inch)



Our Stainless Wire Mesh can be fabricated into almost any shape using standard sheet metal techniques. The #10 mesh size is woven from 0.025" diameter Type 304 stainless steel wire with 0.075" openings, resulting in 56% open area. The wires are crimped to stay in position (not welded). It is ideal for protecting air intakes from small objects and light debris as small as 0.075" diameter.

To protect against larger, heavier objects as well, combine a layer of this mesh with a layer of our [Coarse Mesh #4](#) (Part No. 3642-Size).

Wire mesh is available in 24x36 inch, 18x24 inch, and 12x18 inch nominal sizes (actual sizes may be +/- 1/4"). You can cut them smaller with tin snips, or use a wire cutter to cut one wire at a time.



Note: Shipped as flat sheets. This material cannot be folded or rolled into a cylinder without permanently deforming it. The 24x36 inch sheet is the largest size we can supply.

<https://www.pegasusautoracing.com/productselection.asp?Product=3640>

RESTORING YOUR SLIDING ROOF

The screenshot shows the Defender website interface. At the top left is the Defender logo with the tagline "Marine Outfitter of Choice Since 1938". A search bar is located at the top right. Below the logo is a navigation menu with options like "Shop Categories", "Shop by Brand", "Resources", "Receive Sale Notices", "Rebates/Promotions", and "Help". There are also promotional banners for "Taylor Made Boat Cover", "Defender 1st Sign up for MORE SAVINGS EVERY DAY!", "Boats & Motors Rebates & Promotions", and "Clearance Treasures". The main product area features a large image of the "Sea-Dog Clam Shell Midget Vent" on the left. To its right is the product description, which includes a list of features: "Function: Splash-Proof Openings for Wire, Hose, etc.", "Material: 304 Stainless Steel", and "Select Dimensions". Below the features is a table of specifications: Item #: 901864, Brand: Sea-Dog, Model #: Multiple Sizes Available, Packaged Weight: 0.05 Lbs., List Price: From \$2.85 To \$3.00, Our Price: \$2.19, and Defender 1st Price: From \$1.92 To \$1.93. There are three buttons: "See All Sea-Dog Products", "View Similar Items", and "Why Buy from Defender?". A "See Product Description" button is located below the product image. At the bottom, there is a table with columns for Dimensions, Model #, Info, Availability, Price, and Qty. The table contains one row with the following data: Dimensions: 1-5/8 L x 1-3/4 W x 1/2 H, Model #: 331360-1, Info: More Info, Availability: *In Stock!, Price: List Price: \$2.85, Our Price: \$2.19, Qty: [input field]. An "Add to Wishlist" button is located to the right of the table.

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- Material: 304 Stainless Steel
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List Price:	From \$2.85 To \$3.00	
Our Price:	\$2.19	
Defender 1st Price:	From \$1.92 To \$1.93	

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1-5/8 L x 1-3/4 W x 1/2 H	331360-1	More Info	*In Stock!	List Price: \$2.85 Our Price: \$2.19	<input type="text"/>

[Add to Wishlist](#)

<https://www.defender.com/product.jsp?path=-1|6880|2290139|2290140&id=6513020>

Hope this is some help in getting your project completed!

Nick

RESTORING YOUR SLIDING ROOF

NOTES: