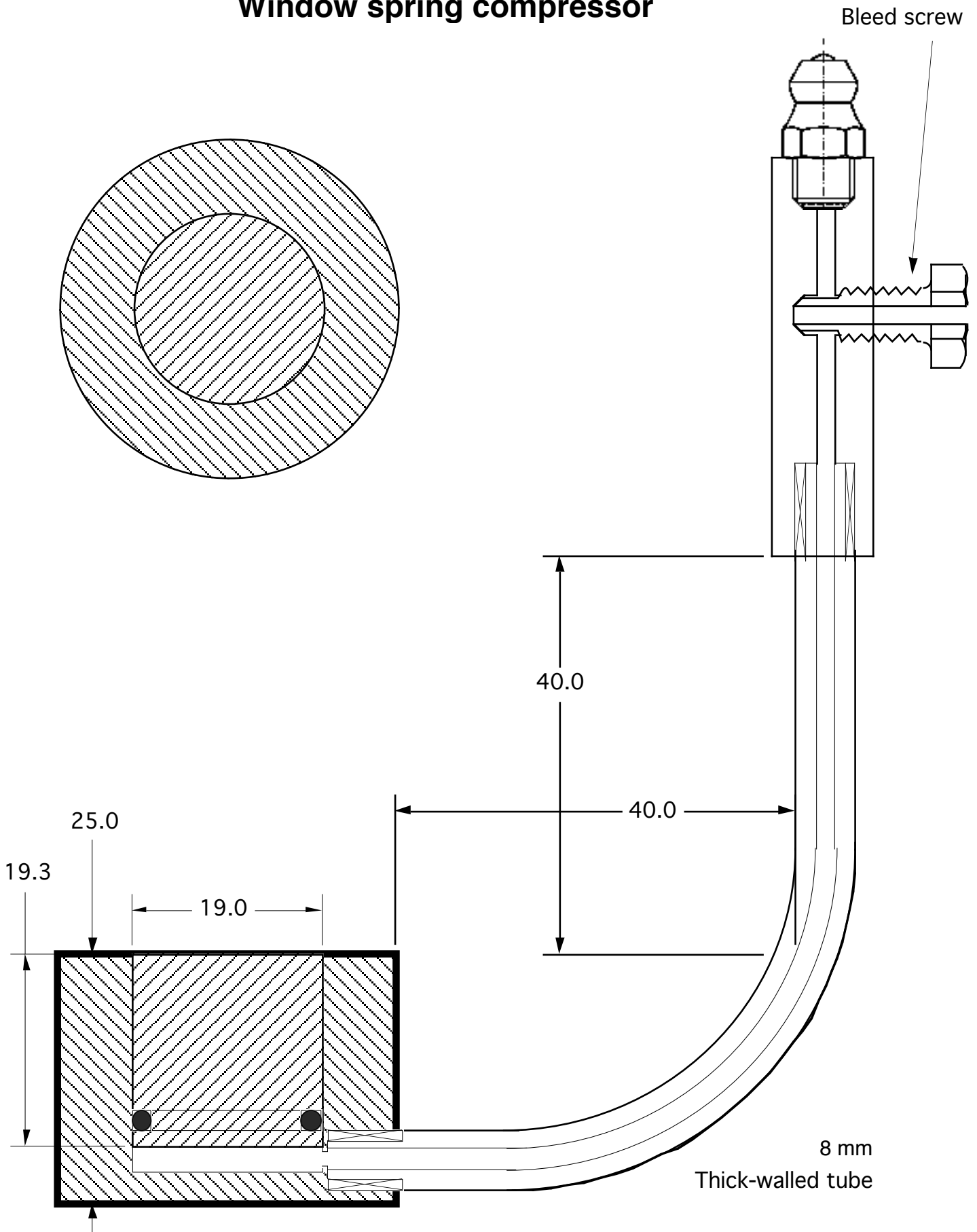


The window spring tool

Here is a sketch of how I made it up. Dimensions largely depended on the scrap I had to hand, but two or three are important. The piston/cylinder assembly must be no deeper than 25 mm, else it will be impossible to fit it into the spring. The shape of the feed pipe makes it easy to use it for a front door. For a rear door the pipe could be shorter and curved tighter,

Window spring compressor



The piston has an O-ring in a slot I cut with a parting tool. The pipe was threaded 8 mm x 1.00 to fit it into the cylinder and the head unit. It could just as well be silver soldered, but for a prototype I needed to be able to take it apart and alter it. It didn't take very long to make, and I've already done a rear door as well as the front door which prompted its construction.

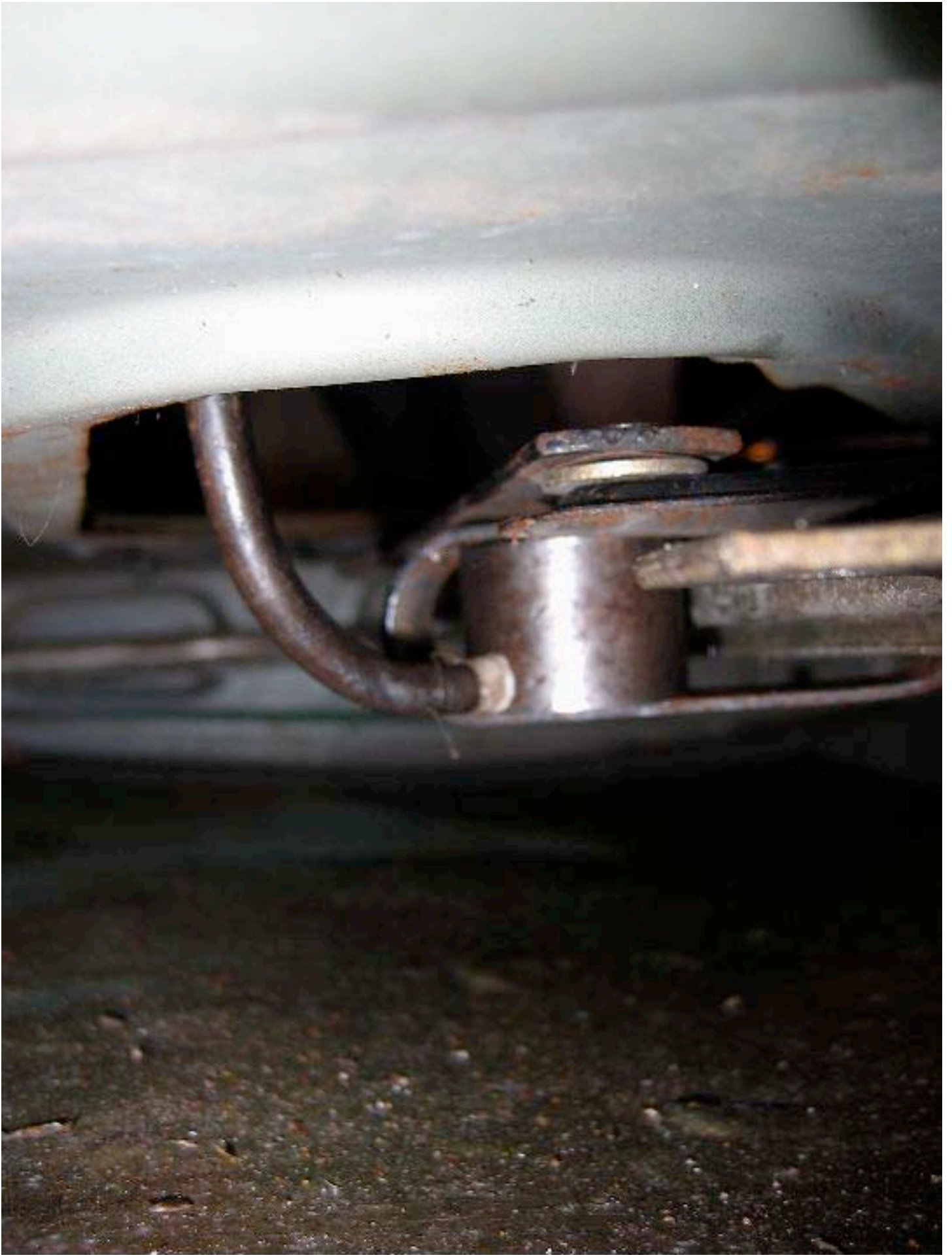
It is messy to have to have a rag to collect a bit of grease every time I release it, but it beats the hell out of wrestling with a wrong-sized hammer!



Here is a photo of the object:

Below are pictures of it in use. In the first picture it is installed in the 'U-spring'. Note: you must detach the glass assembly from its lifting plates by bending flat and removing the little retaining washers, then swing the lifting plates out of the way. The winder mechanism can then be lowered an inch or two, leaving the glass behind, making room in the 'U' for the tool (If you've a choice, do a rear door first, as it is easier to see how it works through the large cut-out in the inner skin).

In the second I've applied five strokes of the grease gun. You can see that the window glass is now free. In the third I've applied a further two.



The tool installed in the 'U'.



Five strokes of the grease gun and the glass is free to be removed.



And here I am pumping the grease gun!

This is a front door, and illustrates the need for the dimensions of the thick-wall tube...

