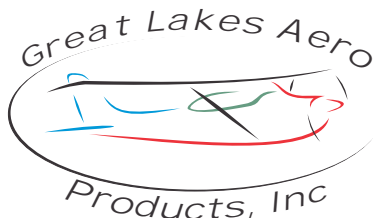


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# INSTRUCTIONS A 3

## One Piece Windshield Installation

### For Piper PA-24, PA-30, & PA-39

Windshield part # W-, W/T-, or W/G- 2051 -187, or -250.

For installation on piper aircraft models PA-24 (180), PA-24-250, PA-24-260, PA-24-400, PA-30, and PA-39

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STC # SA208GL

for PA-24 Aircraft

STC # SA209GL

for PA-30, 39 Aircraft

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#### Materials List:

1. Windshield - part # as shown above
2. 4 pcs. #4-¼ PTA sheet metal screws
3. 11 pcs. MS 27039-8R12 or AN-525-8R12 screws
4. 24 pcs. MS 27039-8R8 or AN-525-8R8 screws
5. 35 pcs. AN 364-832 nuts

NOTE: The number of fasteners may vary between aircraft

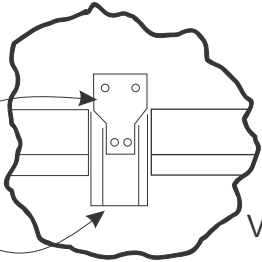
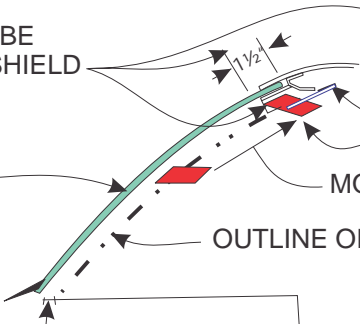
6. Bracket part # M-1003 or cover part # M-1002. as required
7. Sealant - dichromate putty or silicone rubber ( RTV ) F not supplied E

## PA-24, -30, -39 one piece Windshield

1. Remove compass ( if mounted on center post ) and OAT.
2. Remove old windshield by removing center outer strip and lower fairings. The windshield is removed by pulling it down from the upper channel.
3. Remove side retainer strips by drilling out the rivets ( approx. 12 ea. side ). This step may be done before removing old windshield if desired.
4. Cover the top of the instrument panel to prevent foreign material from entering radios and instruments ( Masking tape may be used to seal the top if desired ).
5. Remove center post and brackets by drilling out the rivets if compass is to be located other than shown on page 3 of instructions. If compass is to be located center top of windshield drill out the bottom rivets only and cut center post at top as shown on page 3
6. Clean the old sealant from the windshield mounting area and carefully inspect and repair the mounting surface to remove nicks, burrs and distorted metal as required.
7. Remove the edge of the protective paper as shown on page 3.
8. Fit the new one piece windshield to the opening by trimming - use a disk sander or a belt sander - be careful not to remove too much material ( you can not put any back on, but you can always remove a little more ). When the windshield fits properly, chamfer the edges so the contour fits the fairings nicely. Mark and notch the 6 holes at the top ( See Page 3)
9. Smooth all edges with fine sandpaper to remove all notches.
10. Apply sealant to all mounting surfaces and reinstall windshield in opening.
11. Reinstall lower outer fairing and side post retainers using the related hardware ( See Instruction Page 4 )
12. Clean the excess sealant and windshield ( VM&P Naphtha or lighter fluid will not harm the Plexiglas but most other solvents will ). Use a good grade of aircraft windshield cleaner to remove the thin film that will remain after cleaning the sealant with the VM&P Naphtha.
13. Reinstall the O.A.T. - it may be installed thru the windshield but it is desirable to relocate it elsewhere.
14. Reinstall compass as shown on page 3 or relocate as desired - A C2400L4P may be mounted on top of the instrument panel.
15. Repair painted areas as required.
16. Fill out 337 form.

CUT FLUSH IF COMPASS IS TO BE RELOCATED TO TOP OF WINDSHIELD

WINDSHIELD



VIEW "A"

ADDED BRACKET  
USE #4 SCREWS TO SECURE

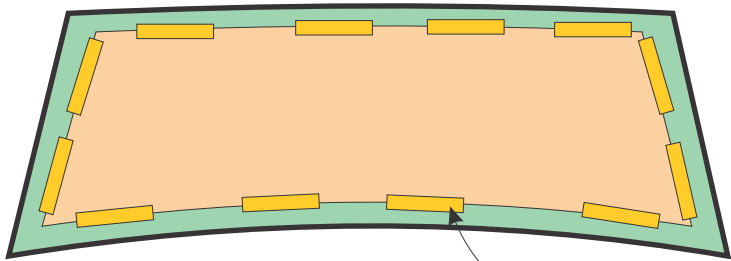
VIEW "A"

MOVE COMPASS BRACKET ( AS REQUIRED )

OUTLINE OF CENTER POST

REMOVE RIVETS ON LOWER CENTER POST BRACKET

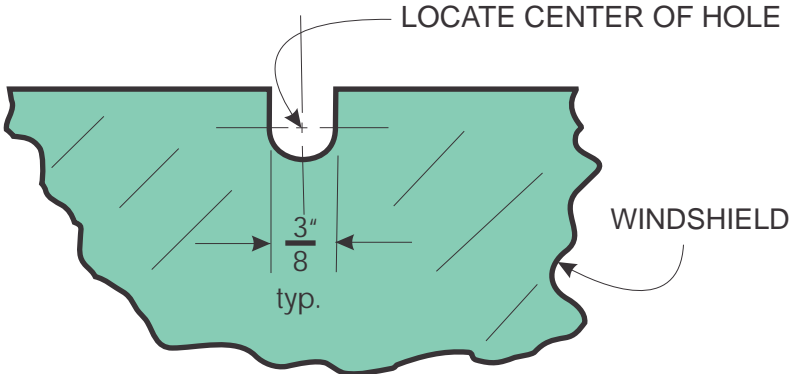
## REF STEP 5 & 14



MASKING TAPE

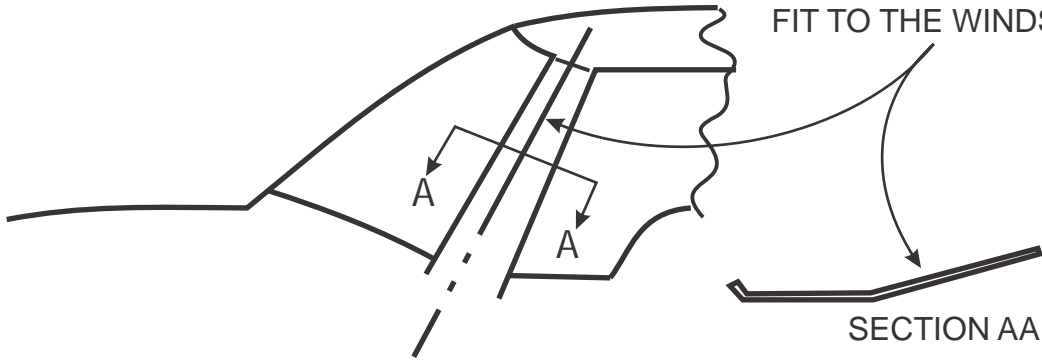
REMOVE ABOUT 1 1/2" OF PAPER FROM THE EDGE -**BOTH SIDES**- AND USE MASKING TAPE TO HOLD THE EDGES OF THE PAPER. THIS PROCEDURE WILL HELP PREVENT SCRATCHING ON THE MAJOR PART OF THE WINDSHIELD.

## REF. STEP 7

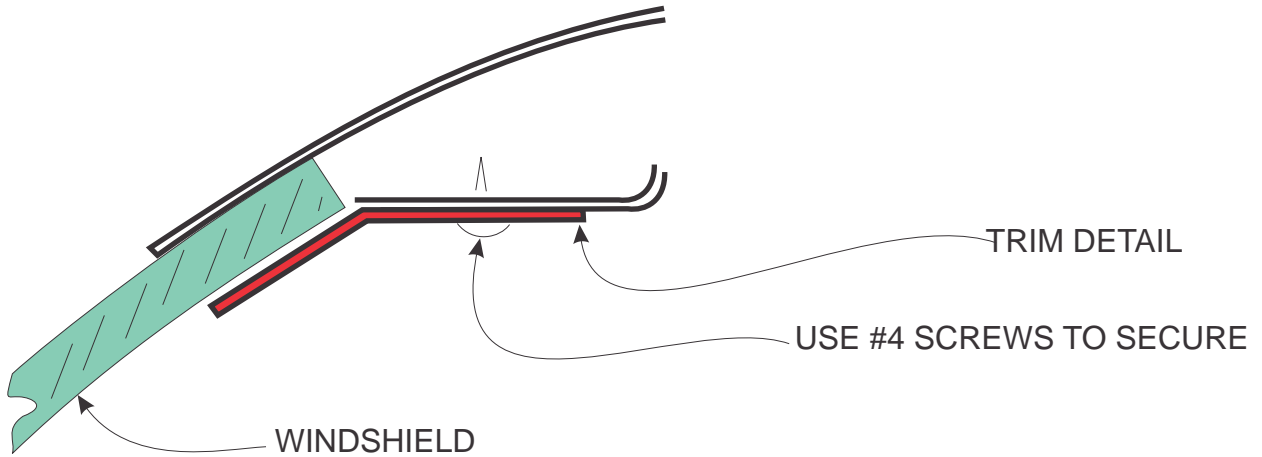


## NOTCH DETAIL

SIDE POST SKINS MAY BE BENT SLIGHTLY TO PROVIDE A TIGHTER FIT TO THE WINDSHIELD.



## Ref Step 11



USE THIS CONSTRUCTION IF THE COMPASS **IS NOT** TO BE LOCATED AT THE TOP OF THE WINDSHIELD.