

CARLETON GLASS OBSERVATIONS ON "BUG" PLACEMENT

General Rules:Engineering drawings were normally produced of right hand side components. If the part were used "cross-car", the notation "one piece, two required" was normally called out on the print. An example of this is most front, and rear side door glass as well as wind wings on most vehicles. In these instances, the same piece of glass was used on both sides of the vehicle. As a result, the "Bug", placed in the lower rear corner of the right hand door glass, reads correct from outside the vehicle on the passenger side, yet the same glass, used on the driver's side would read normal from the inside of the vehicle. Please note that the engineering drawings of the Quarter Glass consistently show the "Bug" placed in the lower, front corner, thus reading correct from outside the vehicle on the passenger side. It should also be noted that on 1932, '33, and '34 wind wings, the "Bugs" doubled as locators for the wind wing brackets and as a result, in a perfect installation, would not be visible.

However, one must be careful and examine various glass usage. For example, 1937 and 1938 Ford two door sedans used glass in the door and quarter panel that were identical. In this case, the notation "one piece, four required" appears. As a result, the right side door glass has a "Bug" located in the lower rear corner that reads normal from the outside on the passenger side, yet the quarter glass on the right side would read correct from the inside. Just the opposite would be correct for the driver's side.

Windshields: USE STENCILS WITH "WS" ON UNDERSIDE OF OVAL (1937 and beyond)

Archival drawings show that the windshield glass drawings were produced from a view forward of the firewall looking rearward in car position. The "Bug" was placed on the lower left hand (passenger) side and thus read correct from outside of the vehicle looking rearward from outside. Therefore, on one piece windshields, the "bug" read normal from outside the vehicle if the glass were placed in the frame with the "bug" on the passenger side and read normal from the inside if the glass was "flipped during assembly".

Note: all Ford drawings found to date show two piece windshield glass drawn as a right hand component with the "Bug" placed in the lower outside corner. Since the "one piece, two required" rule applies, the driver's side "Bug" then reads correct from the inside the vehicle.

Rear Windows (called "backlights" in automotive jargon):

Same rules appear to apply as windshield glass except that the glass was drawn from outside the vehicle looking forward. Therefore, **on one piece glass**, the "Bug" was placed on the **lower outboard corner** (right hand side) and read correctly if viewed from the rear looking forward unless the glass was "flipped during assembly". **On two piece rear windows**, the right hand side had the "Bug" placed in the **lower inside corner** and read correct from the outside when looking forward. Since the Driver's side used the same glass, "flipped", the "Bug" reads correct from inside the vehicle.

Please remember, we have not viewed original glass on every type of vehicle produced by Ford, nor do all the Engineering drawing exist, (or at a minimum placed in the correct file at the Archives). In addition, there were two outside suppliers of Ford Glass other than Ford. As a result, exceptions are bound to exist. In the interest of aiding those restorers attempting to achieve a level of authenticity as close to original as possible, we would appreciate hearing about any exceptions to the above general observations.