

## DURANT

Model M-2 Durant 4-cylinder 1928 as well as Star 4-cylinder 1928. Six cylinder models 1928 are D-55; D65 and D-75. A plate will be found on dash under hood denoting Model numbers on all 1928 cars.

### 28 MODEL M-2-4 CYL.—SPORT ROADSTER—2-4-PASS.

Windshield— $36\frac{1}{2} \times 36\frac{1}{2} \times 13\frac{5}{8}$ —no edges—pattern No. 443  
Back glass (S)— $17\frac{1}{2} \times 6$ —no edges— $1\frac{1}{2}$ -inch radius on corners

### 28 MODEL M-2-4 CYL. COUPE—2-PASS.

Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{7}{8}$ —no edges—pattern No. 394  
Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

### 28 MODEL M-2 2-4 CYL. COACH—5-PASS.

Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{7}{8}$ —no edges—pattern No. 394  
Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$   
Quarter— $29\frac{1}{2} \times 16\frac{1}{2}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

### 28 MODEL M-2-4 CYL. SEDAN—5-PASS.

Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{7}{8}$ —no edges—pattern 394  
Front door— $21\frac{3}{4} \times 16 \times 16\frac{1}{2}$   
Rear door— $21\frac{7}{8} \times 16\frac{1}{2}$   
Quarter— $23\frac{1}{2} \times 16\frac{1}{2}$ —pattern No. 3026  
Back glass— $30 \times 10$ —no edges—pattern No. 2012

### 28 MODEL D-55-6 CYL. COUPE—2-4 PASS.

Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{7}{8}$ —no edges—pattern 394  
Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

### 28 MODEL D-55-6 CYL. BROUGHAM 4-DOOR—5-PASS.

Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{7}{8}$ —no edges—pattern 394  
Front door— $25\frac{7}{8} \times 15\frac{7}{8} \times 16\frac{1}{2}$   
Rear door— $25\frac{7}{8} \times 16\frac{1}{2}$   
Back— $30 \times 10$ —no edges—pattern No. 2012

### 28 MODEL D-55-6 CYL. COACH—5-PASS.

Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{7}{8}$ —no edges—pattern 394  
Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$   
Quarter— $29\frac{1}{2} \times 16\frac{1}{2}$   
Back— $30 \times 10$ —no edges—pattern No. 2012

## DURANT

### 28 MODEL D-65-6 CYL. SPORT ROADSTER AND TOURING

Windshield— $36\frac{1}{2} \times 13\frac{3}{8}$ —no edges—pattern No. 443  
Back glass— $17\frac{1}{2} \times 6$ —no edges— $1\frac{1}{2}$ -inch radius on corners  
Wings—See wings

28 MODEL D-65-6 CYL.—SPORT COUPE—2-4 PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

28 MODEL D-65-6 CYL. CABRIOLET COUPE—2-4 PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Door— $22 \frac{5}{16} \times 17\frac{1}{2}$ —no edges  
Back glass (DS)— $24 \times 6$ —no edges— $1\frac{1}{2}$ -inch radius on corners

28 MODEL D-65-6 CYL. BROUGHAM 4-DR.—5-PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Front door— $25\frac{7}{8} \times 16 \times 16\frac{1}{2}$   
Rear door— $25\frac{7}{8} \times 16\frac{1}{2}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

28 MODEL D-65-6 CYL. COACH—5-PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{1}{2}$   
Quarter— $29\frac{1}{2} \times 15\frac{1}{2} \times 16\frac{1}{2}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

28 MODEL D-65-6 CYL. SEDAN 4-DR.—5-PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Front door— $21\frac{3}{4} \times 16 \times 16\frac{1}{2}$   
Rear door— $21\frac{7}{8} \times 16\frac{1}{2}$   
Quarter— $23\frac{1}{2} \times 15\frac{1}{4} \times 16\frac{1}{2}$ —pattern No. 3026  
Back glass— $30 \times 10$ —no edges—pattern No. 2012

28 MODEL D-75-6 CYL. SEDAN 4-DR.—5-PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Front door— $25\frac{7}{8} \times 16 \times 16\frac{5}{8}$   
Rear door— $25\frac{7}{8} \times 16\frac{1}{2} \times 16\frac{5}{8}$   
Quarter— $21\frac{5}{8} \times 15\frac{1}{8} \times 16\frac{1}{2}$ —pattern No. 3033  
Back glass— $30 \times 10$ —no edges—pattern No. 2012

28 MODEL D-75-6 CYL. BROUGHAM 4-DR.—5-PASS.  
Windshield— $42 \frac{3}{16} \times 41\frac{3}{4} \times 13\frac{3}{8}$ —no edges—pattern 394  
Front door— $25\frac{7}{8} \times 16 \times 16\frac{1}{2}$   
Rear door— $25\frac{7}{8} \times 16\frac{1}{2}$   
Back glass— $30 \times 10$ —no edges—pattern No. 2012

# DURANT

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A plate will be found on dash under the hood denoting model numbers on cars.

## 1929—MODEL M-2-M-4—SPORT ROADSTER—4 CYL.

Windshield— $36\frac{1}{2} \times 13\frac{5}{8}$ —no edges—pattern 443

Back—(DS)— $17\frac{1}{2} \times 6$ —no edges  $1\frac{1}{2}$ -inch radius corners.

## 1929—MODEL M-2-M-4—COUPE—2 PASS.—4 CYL.

Windshield— $42 \frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL M-2-M-4—COACH—5 PASS.—4 CYL.

Windshield— $42 \frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$

Quater— $29\frac{1}{2} \times 16\frac{1}{2}$

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL M-2-M-4—SEDAN—5 PASS.—4 CYL.

Windshield— $42 \frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Front Door— $21\frac{3}{4} \times 16 \times 16\frac{1}{2}$

Rear Door— $21\frac{7}{8} \times 16\frac{1}{2}$

Quater— $23\frac{1}{2} \times 16\frac{1}{2}$ —pattern 3026

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL 55 AND 60—COUPE—2-4—PASS.—6 CYL

Windshield— $42 \frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL 55 & 60—COACH—5 PASS.—6 CYL.

Windshield— $42 \frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$

Quarter— $29\frac{1}{2} \times 16\frac{1}{2}$

Back— $30 \times 10$ —no edges—pattern 2012

# DURANT

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## 1929—MODEL—55 AND 60—SEDAN—5 PASS.—6 CYL.

Windshield— $42\frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Front Door— $21\frac{3}{4} \times 16 \times 16\frac{1}{2}$

Rear Door— $21\frac{7}{8} \times 16\frac{1}{2}$

Quarter— $23\frac{1}{2} \times 16\frac{1}{2}$ —pattern 3026

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL 55 AND 60—BROUGHAM—5 PASS. 6 CYL.

Windshield— $42\frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Front Door— $25\frac{7}{8} \times 15\frac{7}{8} \times 16\frac{1}{2}$

Rear Door— $25\frac{7}{8} \times 16\frac{1}{2}$

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL 65—SPORT TOURING AND ROADSTER 6 CYL.

Windshield— $36\frac{1}{2} \times 13\frac{5}{8}$ —no edges—pattern 443

Back— $17\frac{1}{2} \times 6$ —no edges— $1\frac{1}{2}$ -inch radius cors.

## 1929 MODEL 65—SPORT COUPE—2-4 PASS.—6 CYL.

Windshield— $42\frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$

Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL 65—CABRIOLET COUPE—2-4PASS. 6 CYL.

Windshield— $42\frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $22\frac{5}{16} \times 17\frac{1}{2}$ —no edges

Back—(DS)— $24 \times 6$ —no edges— $1\frac{1}{2}$ -inch radius corners.

## 1929—MODEL 65—COACH—5 PASS.—6 CYL.

Windshield— $42\frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394

Door— $27\frac{3}{4} \times 15\frac{7}{8} \times 16\frac{5}{8}$

Quarter— $29\frac{1}{2} \times 15\frac{1}{2} \times 16\frac{1}{2}$

Back— $30 \times 10$ —no edges—pattern 2012

# DURANT

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## 1929 MODEL 65—SEDAN—5 PASS.—6-CYL.

Windshield—42  $\frac{3}{16}$ x13  $\frac{7}{8}$ —no edges—pattern 394  
Front door—21  $\frac{3}{4}$ x16x16  $\frac{1}{2}$   
Rear door—21  $\frac{7}{8}$ x16  $\frac{1}{2}$   
Quarter—23  $\frac{1}{2}$ x15  $\frac{1}{4}$ x16  $\frac{1}{2}$ —pattern 3026  
Back—30x10—no edges—pattern 2012

## 1929 MODEL 65—BROUGHAM— 5 PASS.—6-CYL.

Windshield—42  $\frac{3}{16}$ x13  $\frac{7}{8}$ —no edges—pattern 394  
Front door—25  $\frac{7}{8}$ x16x16  $\frac{1}{2}$   
Rear door—25  $\frac{7}{8}$ x16  $\frac{1}{2}$   
Back—30x10—no edges—pattern 2012

## 1929—MODEL 75—SEDAN—5 PASS.—6-CYL.

Windshield—42  $\frac{3}{16}$ x13  $\frac{7}{8}$ —no edges—pattern 394  
Front door—25  $\frac{7}{8}$ x16x16  $\frac{5}{8}$   
Rear door—25  $\frac{7}{8}$ x16  $\frac{1}{2}$ x16  $\frac{5}{8}$   
Quarter—21  $\frac{5}{8}$ x15  $\frac{1}{8}$ x16  $\frac{1}{2}$ —pattern 3033  
Back—30x10—no edges—pattern 2012

## 1929 MODEL 75—BROUGHAM—5 PASS.—6-CYL.

Windshield—42  $\frac{3}{16}$ x13  $\frac{7}{8}$ —no edges—pattern 394  
Front door—25  $\frac{7}{8}$ x16x16  $\frac{1}{2}$   
Rear door—25  $\frac{7}{8}$ x16  $\frac{1}{2}$   
Back—30x10—no edges—pattern 2012

## 1929 MODEL 40—SPORT ROADSTER—4-CYL.

Windshield—36  $\frac{1}{2}$ x13  $\frac{5}{8}$ —no edges—pattern 443  
Back—(DS)—17  $\frac{1}{2}$ x6—no edges—1  $\frac{1}{2}$ -in. radius corners

## 1929 MODEL 40—COUPE—2 PASS.—4-CYL.

Windshield—42  $\frac{3}{16}$ x13  $\frac{7}{8}$ —no edges—pattern 394  
Door—27  $\frac{3}{4}$ x15  $\frac{7}{8}$ x16  $\frac{5}{8}$   
Back—30x10—no edges—pattern 2012

## 1929—MODEL 40—COACH—5 PASS.—4 CLY.

Windshield—42  $\frac{3}{16}$ x13  $\frac{7}{8}$ —no edges—pattern 394  
Door—27  $\frac{3}{4}$ x15  $\frac{7}{8}$ x16  $\frac{5}{8}$   
Quarter—29  $\frac{1}{2}$ x16  $\frac{1}{2}$   
Back—30x10—no edges—pattern 2012

# DURANT

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## 1929 MODEL 40—SEDAN—5 PASS.—4-CYL.

Windshield— $42\frac{3}{16} \times 13\frac{7}{8}$ —no edges—pattern 394  
Front door— $21\frac{3}{4} \times 16 \times 16\frac{1}{2}$   
Rear door— $21\frac{7}{8} \times 16\frac{1}{2}$   
Quarter— $23\frac{1}{2} \times 16\frac{1}{2}$ —pattern 3026  
Back— $30 \times 10$ —no edges—pattern 2012

## 1929—MODEL 66—COUPE—2-4 PASS.—6-CYL.

Windshield— $43\frac{3}{4} \times 12\frac{1}{2}$ —no edges—pattern 555  
Door— $25\frac{3}{16} \times 15\frac{7}{8}$   
Back— $30 \times 10$ —polish 3—pattern 2149

## 1929—MODEL 66—SEDAN—5 PASS.—6-CYL.

Windshield— $43\frac{3}{4} \times 12\frac{1}{2}$ —no edges—pattern 555  
Front door— $23\frac{1}{4} \times 16$   
Rear door— $23\frac{1}{4} \times 16$   
Quarter— $20\frac{7}{16} \times 15\frac{1}{8} \times 16$   
Back— $30 \times 10$ —no edges—pattern 2150

## 1929 MODEL 70—COUPE—2 PASS.—6-CYL.

### BEFORE SERIAL 2000

Windshield— $43 \times 12\frac{1}{2}$ —no edges—pattern 554  
Door— $26\frac{1}{4} \times 16$   
Back— $30 \times 10$ —polish 3—pattern 2149

### AFTER SERIAL 2000

Windshield— $44\frac{3}{8} \times 12\frac{1}{2}$ —no edges—pattern 584  
Door— $26\frac{3}{4} \times 16$   
Back— $30 \times 10$ —polish 3—pattern 2149

## 1929 MODEL 70—SEDAN AND DELUX SEDAN 5 PASS.—6-CYL.

### BEFORE SERIAL 2000

Windshield— $43 \times 12\frac{1}{2}$ —no edges—pattern 554  
Front door— $23\frac{11}{16} \times 16\frac{1}{4} \times 17\frac{1}{8}$   
Rear door— $23\frac{11}{16} \times 16 \times 17$   
Quarter— $21\frac{1}{2} \times 16\frac{1}{2} \times 17$   
Back— $30 \times 10$ —no edges—pattern 2150

# DURANT

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## 1929 MODEL 70—SEDAN AND DELUX SEDAN 5 PASS.—6-CYL.

### AFTER SERIAL 2000

Windshield— $44\frac{3}{8} \times 12\frac{1}{8}$ —no edges—pattern 584  
Front door— $23\frac{7}{8} \times 16\frac{1}{4} \times 17$   
Rear door— $23\frac{11}{16} \times 16 \times 17$   
Quarter— $21\frac{1}{2} \times 16\frac{1}{2} \times 17$   
Back— $30 \times 10$ —no edges—pattern 2150

## 1930 MODEL 63—STANDARD AND DELUX COUPE— 2-4 PASS.—6-CYL.

Windshield— $43\frac{3}{4} \times 12\frac{1}{2}$ —no edges—pattern 555  
Door— $25\frac{3}{16} \times 15\frac{7}{8}$   
Back— $30 \times 10$ —polish 3—pattern 2149

## 1930 MODEL 63—STANDARD AND DELUX SEDAN— 5 PASS.—6-CYL.

Windshield— $43\frac{3}{4} \times 12\frac{1}{2}$ —no edges—pattern 555  
Front door— $23\frac{1}{4} \times 16$   
Rear door— $23\frac{1}{4} \times 16$   
Quarter— $20\frac{7}{16} \times 15\frac{1}{8} \times 16$   
Back— $30 \times 10$ —no edges—pattern 2150

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# DURANT

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Model Number will be found on a plate on toe board.

## 1930 6 CYL. MODEL 614, BUSINESS COUPE, 2-PASS.

Windshield— $42\frac{3}{8} \times 14$ —pattern 631

Door— $28\frac{3}{8} \times 15\frac{1}{8}$

Back— $30 \times 10$ —no edges—pattern 2220

## 1930 6-CYL. MODEL 614, STAND. & DELUXE COUPE RUMBLE SEAT

Windshield— $42\frac{3}{8} \times 14$ —pattern 631

Door— $28\frac{3}{8} \times 15\frac{1}{8}$

Back— $29\frac{7}{8} \times 10\frac{3}{8}$ —polish 3 edges—pattern 2219

## 1930 6-CYL. MODEL 614, STAND. & DELUXE SEDAN 5-PASSENGER

Windshield— $42\frac{3}{8} \times 14$ —pattern 631

Front door— $28\frac{1}{2} \times 15\frac{1}{8} \times 15\frac{5}{8}$

Rear door— $26 \frac{11}{16} \times 15\frac{5}{8}$

Quarter— $13 \frac{5}{16} \times 15\frac{1}{8} \times 15\frac{7}{8}$

Back— $30 \times 10$ —no edges—pattern 2220

## 1930 6-CYL. MODEL 617, BUSINESS COUPE, 2-PASS.

Windshield— $42\frac{3}{8} \times 14$ —pattern 631

Door— $28 \frac{7}{16} \times 15 \times 15\frac{1}{8}$

Back— $30 \times 10$ —no edges—pattern 2220

## 1930 6-CYL. MODEL 617, STAND & DELUXE COUPE RUMBLE SEAT

Windshield— $42\frac{3}{8} \times 14$ —pattern 631

Door— $28 \frac{7}{16} \times 15 \times 15\frac{1}{8}$

Back— $29\frac{7}{8} \times 10\frac{3}{8}$ —polish 3 edges—pattern 2219

## 1930 6-CYL. MODEL 617, STAND. AND DELUXE SEDAN, 5-PASS.

Windshield— $42\frac{3}{8} \times 14$ —pattern 631

Front door— $28\frac{1}{2} \times 15\frac{1}{8} \times 15\frac{5}{8}$

Rear door— $26 \frac{11}{16} \times 15\frac{5}{8}$

Quarter— $13 \frac{5}{16} \times 15\frac{1}{8} \times 15\frac{7}{8}$

Back— $30 \times 10$ —no edges—pattern 2220

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## NATIONAL AUTO GLASS SPECIFICATIONS

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# DURANT

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The Model will be found on the dash under the hood  
or on the toe board left side under the rug.

## 1930—MODEL 614—6-CYL.—COACH—4-DOOR—5-PASS

Serial C-1001 to C-7733 and 1001 to L-30000

Windshield— $42\frac{3}{8}$ x14—pat. 631

Front Door— $28\frac{1}{2}$ x $15\frac{1}{8}$ x $15\frac{5}{8}$

Rear Door— $26\frac{11}{16}$ x $15\frac{5}{8}$

Back— $30$ x $9\frac{11}{16}$ —no edges—pat. 2220

## 1931—MODEL 614—6-CYL.—DELUX COUPE—RBL. ST.

Serial L-30001 and up

Windshield— $42\frac{3}{8}$ x14—pat. 631

Door— $28\frac{3}{8}$ x $15\frac{1}{8}$

Back— $29\frac{7}{8}$ x $10\frac{3}{8}$ —polish 3 edges—pat. 2219

## 1931—MODEL 614—6-CYL.—DELUX SEDAN—5-PASS.

Serial C-7784 and up

Windshield— $42\frac{3}{8}$ x14—pat. 631

Front Door  $28\frac{1}{2}$ x $15\frac{1}{8}$ x $15\frac{5}{8}$

Rear Door— $26\frac{11}{16}$ x $15\frac{5}{8}$

Quarter— $13\frac{1}{8}$ x $14\frac{3}{4}$ —no edges—pat. 3318

Back— $30$ x $9\frac{11}{16}$ —no edges—pat. 2220

## 1931—MODELS 610 & 407—4-CYL.—BUSINESS COUPE 2-PASS.

Windshield— $42\frac{3}{8}$ x14—pat. 631

Door— $28\frac{3}{8}$ x $15\frac{1}{8}$

Back— $30$ x $9\frac{11}{16}$ —no edges—pat. 2226

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# DURANT

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## 1931—MODELS 610 & 407—4-CYL.—COUPE— RUMBLE ST.—2-4-PASS.

Windshield— $42\frac{3}{8}$  x 14—pat. 631

Door— $28\frac{3}{8}$  x  $15\frac{1}{8}$

Back— $29\frac{7}{8}$  x  $10\frac{3}{8}$ —polish 3 edges—pat. 2219

## 1931—MODELS 610 & 407—4-CYL.—COACH—4 DR— 5-PASS

Windshield— $42\frac{3}{8}$  x 14—pat. 631

Front Door  $28\frac{1}{2}$  x  $15\frac{1}{8}$  x  $15\frac{5}{8}$

Rear Door—26  $11/16$  x  $15\frac{5}{8}$

Back—30 x 9  $11/16$ —no edges—pat. 2220

## 1931—MODELS 610 & 407—4-CYL.—SEDAN—5-PASS.

Windshield— $42\frac{3}{8}$  x 14—pat. 631

Front Door  $28\frac{1}{2}$  x  $15\frac{1}{8}$  x  $15\frac{5}{8}$

Rear Door—26  $11/16$  x  $15\frac{5}{8}$

Quarter— $13\frac{1}{8}$  x  $14\frac{3}{4}$ —no edges—pat. 3318

Back—30 x 9  $11/16$ —no edges—pat. 2220

## 1931—6-CYL.—MODEL 612—BUSINESS COUPE 2-PASS.

Windshield— $42\frac{3}{8}$  x 14—pat. 631

Door— $28\frac{3}{8}$  x  $15\frac{1}{8}$

Back—30 x 9  $11/16$ —no edges—pat. 2220

## 1931—6-CYL.—MODEL 612—COUPE—RUMBLE ST.— 2-4-PASS.

Windshield— $42\frac{3}{8}$  x 14—pat. 631

Door— $28\frac{3}{8}$  x  $15\frac{1}{8}$

Back— $29\frac{7}{8}$  x  $10\frac{3}{8}$ —polish 3 edges—pat. 2219

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## DURANT

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### 1931—6-CYL.—MODEL 612—COACH—4 DOOR—5 PASS.

Windshield— $42\frac{3}{8}$ x14—pat. 631

Front Door— $28\frac{1}{2}$ x $15\frac{1}{8}$ x $15\frac{5}{8}$

Rear Door— $26\frac{11}{16}$ x $15\frac{5}{8}$

Back— $30$ x $9\frac{11}{16}$ —no edges—pat. 2220

### 1931—6-CYL.—MODEL 612—SEDAN—5-PASS.

Windshield— $42\frac{3}{8}$ x14—pat. 631

Front Door— $28\frac{1}{2}$ x $15\frac{1}{8}$ x $15\frac{5}{8}$

Rear Door— $26\frac{11}{16}$ x $15\frac{5}{8}$

Quarter— $13\frac{1}{8}$ x $14\frac{3}{4}$ —no edges—pat. 3318

Back— $30$ x $9\frac{11}{16}$ —no edges—pat. 2220

### 1931—6-CYL.—MODEL 619—SEDAN—5-PASS.

Windshield— $40\frac{15}{16}$ x $14\frac{1}{8}$ —pat. 718

Front Door— $28\frac{1}{2}$ x $15\frac{1}{8}$ x $15\frac{5}{8}$

Rear Door— $26\frac{11}{16}$ x $15\frac{5}{8}$

Quarter— $13\frac{1}{8}$ x $14\frac{3}{4}$ —no edges—pat. 3318

Back— $30$ x $9\frac{11}{16}$ —no edges—pat. 2220

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