

## SERVICE INFORMATION BULLETIN

**TITLE :** Cheater glass seal rework

**DOCUMENT # :** 11 A 028

**AFFECTED VEHICLES :** 12C

---

**SITUATION :** Quality Engineering at McLaren Automotive have identified an excessive gap between the cheater glass, the divider bar and the primary door seal. This will potentially result in water ingress into the cabin.

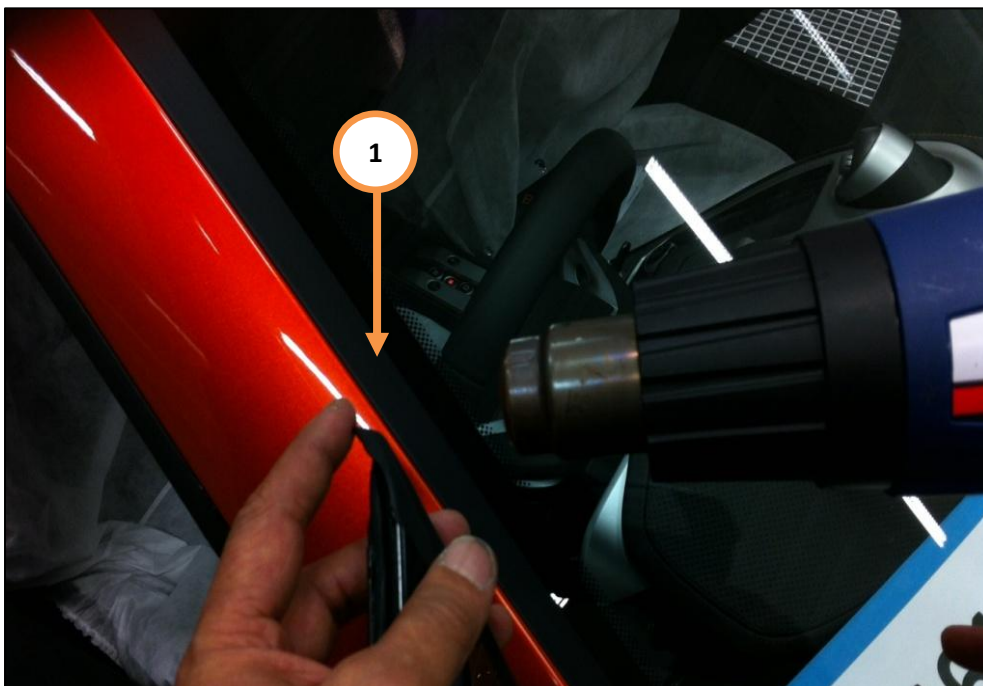
The above situation will only occur when a new cheater glass seal is fitted into a vehicle.

**PROCEDURE :** Please complete the rework outlined in this document prior to fitting a new cheater glass seal to a vehicle.

---

### REWORK:

1. Once the new cheater glass seal (Part number 11A5300CP and/or 11A5301CP) has been fitted into the vehicle a heat gun must be used to complete the rework described below.
2. Set the heat gun to 170 degrees Celsius and open the affected door.
3. Position the heat gun approximately 150mm away from the tip of the cheater glass seal (1).



**Care Point:** Do not apply heat and mould the seal at the same time.

4. Apply heat for 15-20 seconds until the cheater glass seal can be moulded by hand.
5. Once the seal can be manipulated move the tip of the seal inboard until the seal is moulded approximately 45 degrees (2).



6. This condition creates a better contact between the cheater glass seal and the primary door seal when the door is closed, preventing water passing the seal and entering into the cabin.

Please contact your Regional Aftersales Manager should you have any questions relating to the information contained in this bulletin.