





AFTER

BEFORE

As you can see from the before and after images, the one-piece window kit really cleans up the side glass area and makes it just a little harder for someone to break into the truck.

# WITHOUT WINGS

## One Piece Products' exclusive '73-'87 C10 side glass

By Rob Fortier • Photography: Rob Fortier

**W**ing windows are cool—literally. Although, cool is only one aspect, since there are other factors involved with vent wings of any substantial vintage that quickly throw cool onto the fire. For most, the sound of air with the

windows up is not cool, unless you have the A/C cranked up full-blast. And where there's air, there's usually water leaking in, as well. How cool is that?

The obvious answer is simple: Install new weatherstripping. A basic weatherstrip install will cure some of the wind noise, but the wind wings are a bit harder to rebuild. The wind wings are held together with a series of blind rivets and a stout spring assembly on the lower pivot. Can they be rebuilt? Yes, but it's not the easiest task and not very custom.

There is an alternative solution, one that wasn't available until just recently, but it means losing the vent windows altogether. We learned about a company called One Piece Products, which constructs a killer solid side

window kit for the curved glass era of the C10. Though designed for use with stock doors and window regulators (power or manual), the kit could also be made to work with aftermarket factory-style power regulators from companies like Electric-Life. Because this setup is custom and also cures a wind noise problem, we didn't hesitate to make an appointment to have one-piece windows installed.

You know what people say about form versus function, right? Well, in this case, it's enough of each to make it appealing to both schools. The loss of the vent wing eliminates

a useful venting function of the truck, but it also opens up your plane of sight dramatically, allowing you to see the full length of the door out of each side without obstruction. Form is obvious: The loss of the obtrusive divider bar opens up the side profile the way it should have been done, something GM didn't implement until the late-1980s. With the window openings not affording much room to begin with, many early C10 owners ought to instantly welcome the new One Piece Products elbow-room-maker, and we're about to show you just how easy it is to accomplish.

# THE INSTALL

Until the vent windows start howling with the wind, you may not have considered eliminating them altogether. After this tech story, the days of whistling wind noise and wet floorboards will be gone. Thanks to One Piece Products, you can fly without wings in your C10. The kit offered comes complete with new safety glass, runners, felt, and hardware—basically, everything you need to complete the conversion, just short of the truck itself.



**1.** OPP head honcho Ben was kind enough to walk us through the installation process, which actually starts with the disassembly of the stock components, starting with the vent windows.

**2.** Everything must come out, from the felt to the door glass and channels, before you can begin the one-piece installation.

**3.** For obvious reasons, you'll need to cut the sheetmetal tab previously used to support the bottom of the vent window assembly. Simply, do so with a hacksaw on one side, then fold the metal down and out of the way.

**4.** Included with the instructions are R/L templates for locating additional holes that are required. It also helped Ben determine where the lower regular mount holes would be, since these early doors did not have provisions for them.

**5.** The template works off stock regulator mounting locations. The new holes provide access to both the new forward sash-channel mount, as well as the new forward vertical channel.

**6.** A new stop is also included. It goes on the lower cross-support panel toward the bottom of the door pocket.

**7.** Since the new piece of glass will be traveling in a different manner, the rear channel requires an extension, included in the kit (*shown*), to move the lower portion forward.

**8.** With the rear channel adjusted and installed, the new single piece of felt can be pressed in place, starting at the rear.

## THE INSTALL CONT'D

**9.** By moving the rear channel forward, the stock door lock tumbler now interferes with the window's roll down path. The cure is to simply trim back the portion that connects to the latch assembly. This does not affect the movement of the parts, whatsoever.

**10.** The new one-piece felt was designed with specific cutouts for the tight corners. To ensure a proper fit that allows the glass to travel smoothly, though, you'll need to ensure the door's cavity is spaced correctly.

**11.** The forward gap is also deeper than the rest, so rubber spacers are used to make the recess equal all the way around.

**12.** Weatherstripping sealer is included in the kit for use on the included spacers, as well as the felt itself.

**13.** With the extended piece of glass, you might run into interference with the upper door hinge bolts. The chances of the glass breaking are extremely high, so avoid it by using the supplied (shortened) hardware to replace the stock ones.

**14.** Normally, the forward edge of the glass traveled up and down the vent wing's divider strip; without it, the glass now travels in the forward edge of the door. This channel is for the forward slider tab to travel in and is also a point of adjustment.





**15.** The upper mounting point, which was located and drilled with the template, pivots; the two lowers provide any necessary adjustment along with the regulator itself.

**16.** As stated in the story, OPP's kit is designed for stock applications. However, we were able to adapt an Electric-Life power window regulator by merely relocating the roller wheel points. If you have a similar setup, they can provide you with the proper instructions and parts. New wheels are included with the kit, and they're easy to install with basic handtools.

**17.** Once the front and rear channels are in place and the regulators ready, the new one-piece glass can be installed. If you've never handled safety glass before, it would be wise to have some help with these next steps.

**18.** The forward runner helps ensure the glass stays in the rear felt channel when lowered; it also ensures the glass travels up and into the upper felt correctly.

## THE FINAL WORD

From an aesthetic point of view, the new One Piece Products windows really open up new life on this old C10. Furthermore, there's no more singing in the wind at freeway speeds—just singing from the old stereo, like it's supposed to be.

## SOURCE:

ONE PIECE PRODUCTS

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