

One Piece Products



Series I

1973-91 GM Truck
One Piece Glass Conversion Kit

www.OnePieceProducts.com

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(888) 663-7763



First and foremost I would personally like to thank you for your interest in this 1973-91 GM Truck One Piece Window Conversion. It was designed to be installed by a novice. In this kit you will find all the necessary hardware needed to perform the conversion. Please keep in mind that the new felt assemblies will need a break in period and might need a little adjustment in the near future after the initial break in.

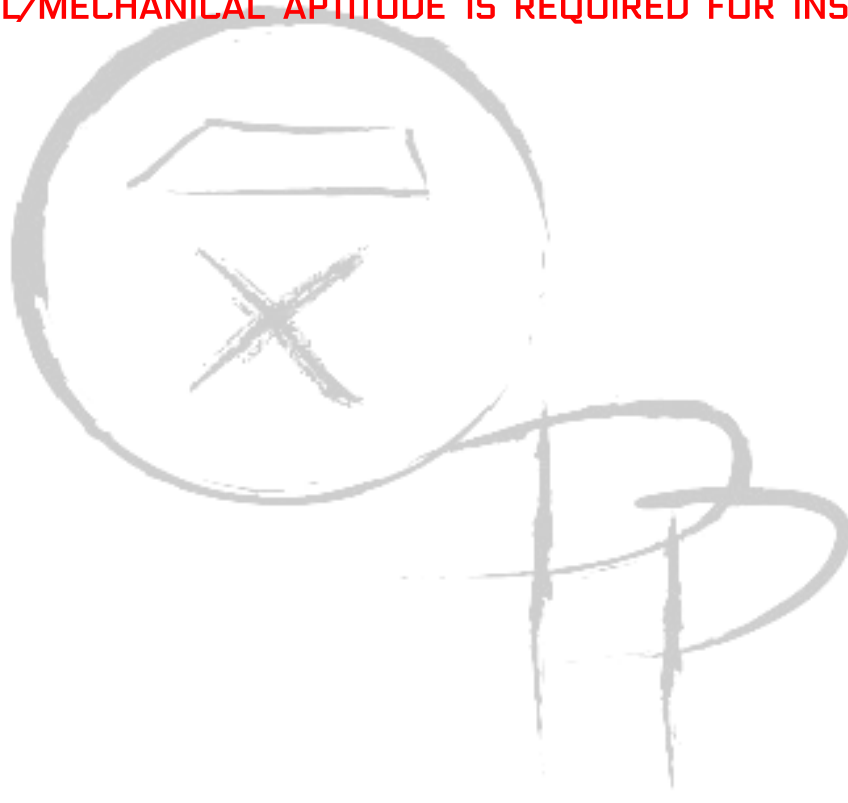
In the following pages you will find detailed pictures on the installation process. These pictures will have a short one to two line description of what is being done in the step mentioned.

If there are any difficulties that you can't figure out, Please feel free to reach technical support at (888)663-7763 During the business hours of 9:00 a.m. to 4:00 p.m. Monday thru Friday – Pacific Standard Time.

INSTALL DISCLAIMER:

Due to the Nature of Vehicle Manufacturing and the Aftermarket Auto Parts industry, there will Always be tolerance differences throughout many vehicles. Because of those differences we have made adjustment points on our kits, but they might also require more adjusting. Meaning one side door glass might be a little different than the other on adjusting.

[TECHNICAL/MECHANICAL APTITUDE IS REQUIRED FOR INSTALLATION OF OUR KITS.]



KIT CONTENTS

#1. Standard Factory Green Tint Tempered 1/4" GLASS - Quantity: 2

{Left and Right Side with brackets attached}



#2. 4" Extension - Quantity 2

- Used to push back the original rear guide rail closer to the door latch



#3. Run Channel- Quantity 2

- Replace the old run channel that goes around the inner door

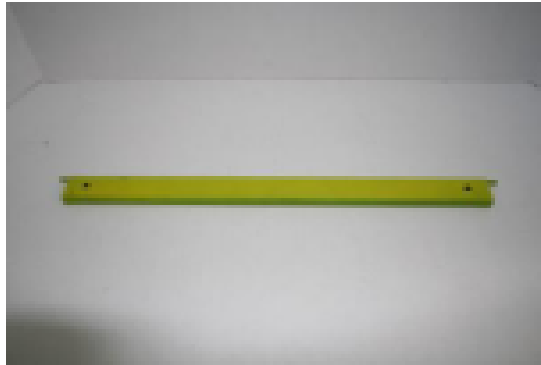


#4. Roller Channel - Quantity 2

- This channel has two holes, one on each end including fold

down tabs

- Mounts between door glass brackets and the rollers on the regulator



#5. Front Main Vertical Guide - Quantity: 2

- Used to guide the front part of the door glass in a vertical motion parallel with the back guide
- Marked Left or Right



#6. Rubber Spacers 1/2"x 1/2"

- Used to take the voided space left by the original vent glass assembly.
- 4 pcs 7" long
- 4pcs. 5" long



#7. Trim Adhesive - **Quantity: 1**

- Used to glue on felt and scraper assembly including the Rubber Spacer



#8. Plastic Plugs - **Quantity: 6**

- Used to cap off original holes left by the old vent glass assembly
- Requires a little dab of trim adhesive before installation.



#9. Scraper Set - **Quantity: 1 {Both Inside (2) and Outside (2)}**

- **Outside:** Used to replace the old scrapers with original looking new ones
- **Inside:** Used on inside door panel for anti rattle of glass



#10. Felt Tape

- Used on the inside corners to prevent any scratches from happening during installation



#11. Hardware Bag - **Quantity: 1**

- Nuts, bolts, washers, plugs and expansion nuts



Tools required

- Small hammer.
- 1 ½" hole saw with Drill.
- Drill or hand screwdriver with Phillips head tip.
- Flat thin screwdriver.
- 1/4" nut driver or ratchet with 1/4", 10mm, 7/16" socket and 1/2" crescent wrench.
- 1/4" drill bit.
- 7/16" wrench.
- Hand rivet gun w/ various tips.
- Metal saw to cut sheet metal (hack-saw).
- Small angle grinder (electric or air)
- PATIENCE
- 6-Pack – lawn chair optional for breaks. .

Installation of the Kit:

**** Please remember to follow the steps carefully ****

Disassembling the Door:

#1. Begin by taking all the screws off from the door panel.

- **Manual Regulator Assembly?**
 - Take the C-clip from the door handle off.

NOTE: Some older models only have 2 vent assembly screws exposed on the external part of the vent assembly. However, commonly it will have 3 screws



#2. With the door panel off you will see **two** 7/16" Bolts lined up at the bottom of the vent assembly. Take them off. **(See picture above)**

#3. Next to the spring, which is located at the bottom of the vent glass frame pivot point, is a 1/4" bolt that you must also remove in order to pull the whole vent window assembly out.



- **Tip to remember:** To pull the vent window assembly out, the door glass must be in the bottom position.

#4. After removing the vent glass assembly, proceed to remove the door glass by rolling up the door glass to the very top position where the metal roller channel is in direct view and slide the door glass forward until it is completely out.

- **Tip to remember:** Make sure to be careful when sliding the door glass forward. We need to avoid hitting the frame of the actual door.



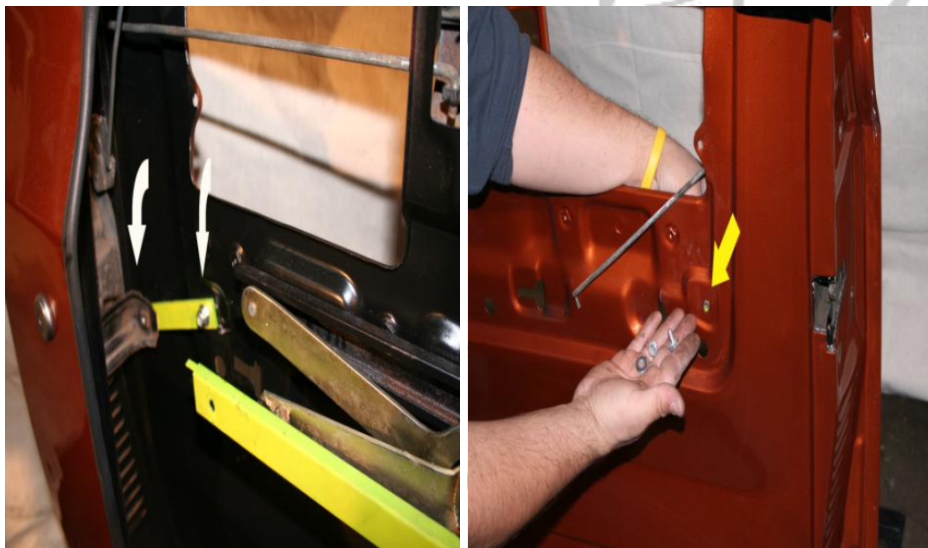
#5. After the Door Glass and Vent Glass Assembly have been removed, continue to remove all the old felts and scrapers **(the old brittle fuzzy stuff)** that are left on the door.

[Assembling steps:](#)

#6. Continue on by removing the rear vertical guide that is right next to the latch assembly of the door.



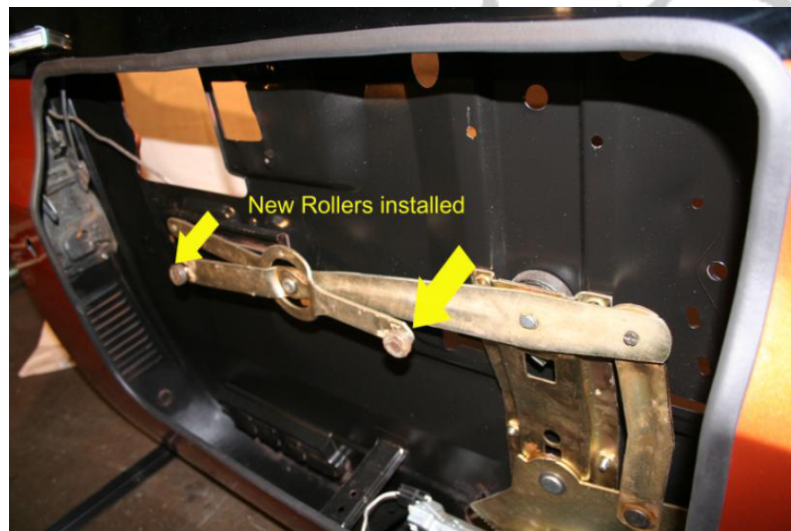
- After you remove the rear vertical guide, find **the 4" extension** that is included in your kit and bolt one end of it as seen in the picture below. The hole on the opposite side is for the original hole on the door skin which will push the guide closer to the door latch assembly



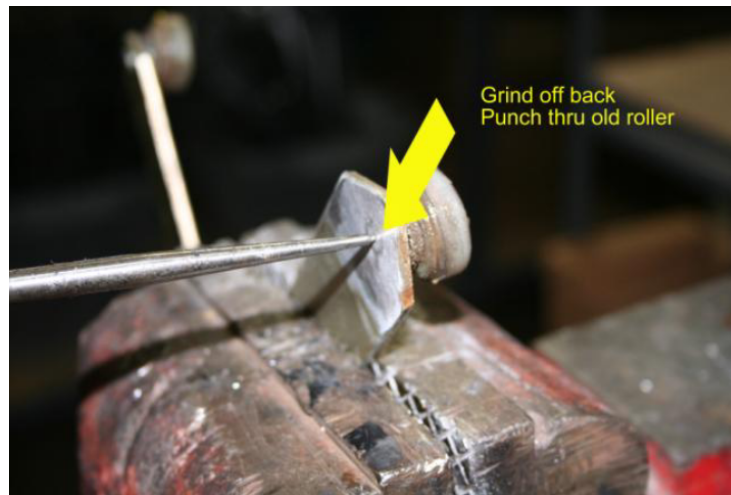
- Don't Forget to Slot the Hole for future adjustment



- **Tip to remember:** Remember to remove the regulator assembly if you need to change the new rollers that come with this kit. Grease the roller run channel and the front slide guide bracket.



Below are pictures showing the new roller installation:

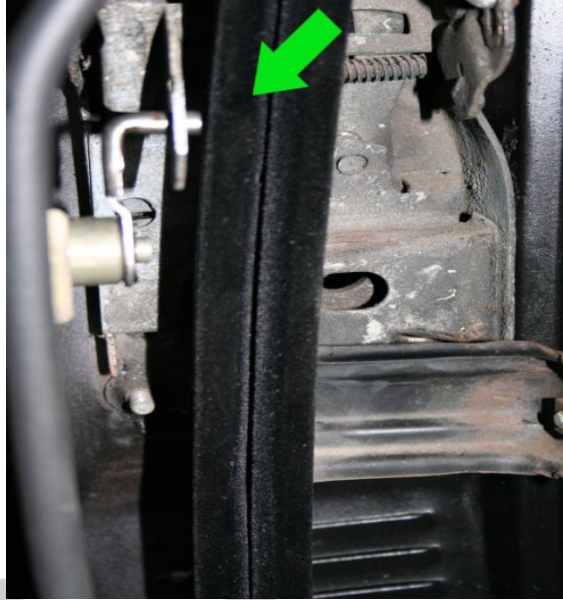


#7. Door Lock Tumbler cutting

- In the next step you will have to cut the tip from the elbow that engages to the door latch assembly, refer to the pictures below.

If this piece is not cut, it will be in the way of the window during vertical motion.(Very Important Step).

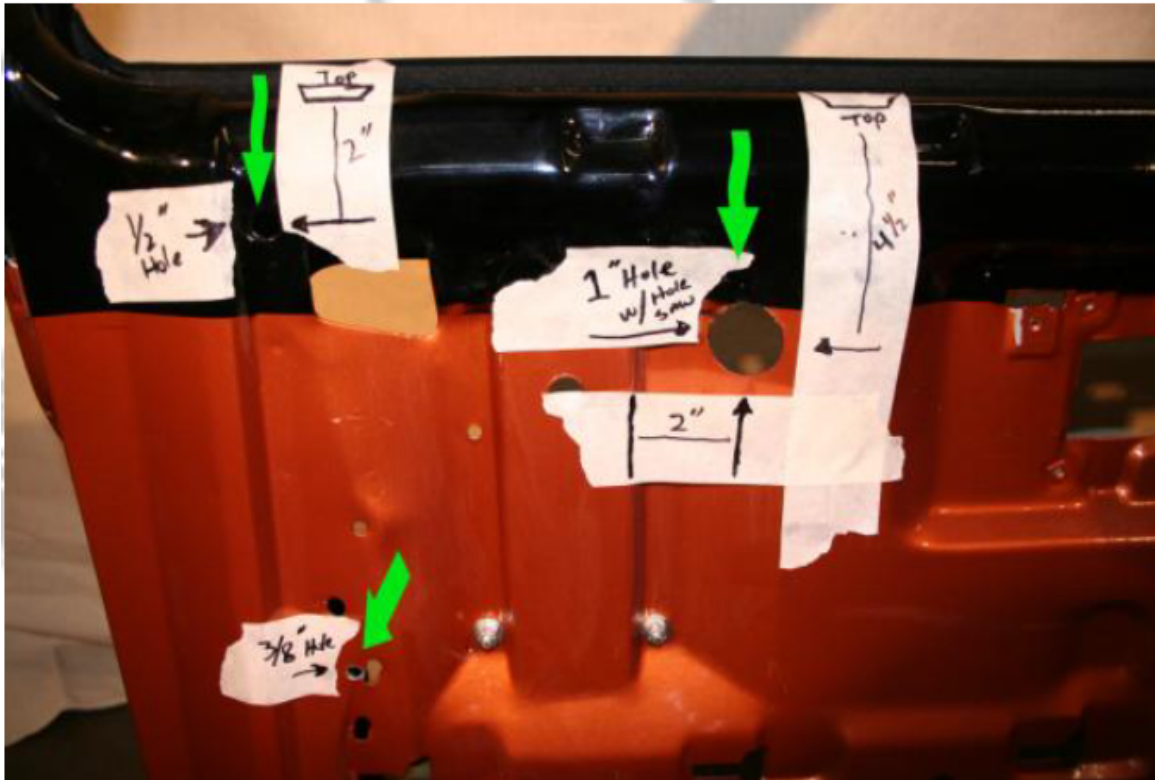




- In this step your lock assembly should reference the picture above.

#8. Using Hole template

- In this step you'll be **using a template** to drill 3 holes in the door. One ½" hole, one 3/8" hole, and finally one 1 1/4" hole. The template is usable for both left and right sides.
- Simply line up to the original 4 bolt holes of the manual regulator assembly to those on the template. The holes are also measured and indicated in the pictures below.



#9. Cut & Fold

- In this step we will be cutting and folding the reinforcement support that crosses the lower horizontal opening with the hack-saw. (See picture below.)



- **Tip to remember:** Some doors will weaken due to this cutting. If this is something you come across, take a 1" x 1/4" straight bar and either JB Weld it to the inside lip of where the new scraper mounts or weld it in place, if possible. If you show a gap after the installation of glass between the center of the glass and the scraper. Simply rub the outside of the scraper area with the window in the down position till the gap is closed. The sheet metal is flexible. **Don't press too hard on the outside , this can cause a kink in your sheetmetal.**

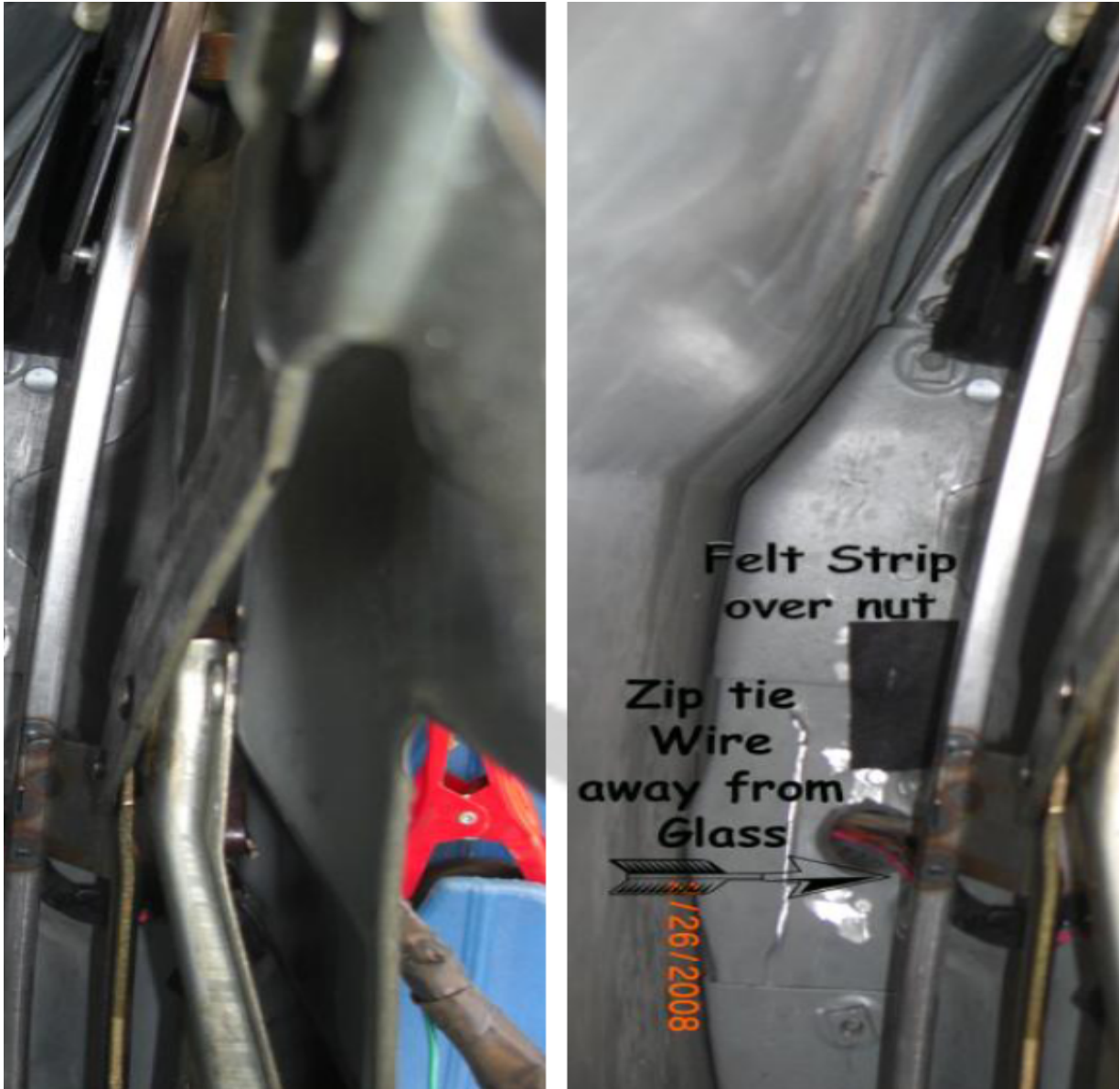


**J.B. Weld, Silicone glue, or Urethane
1/4" X 1"X 30"**



#10. Grinding Inside Hinge compression nut

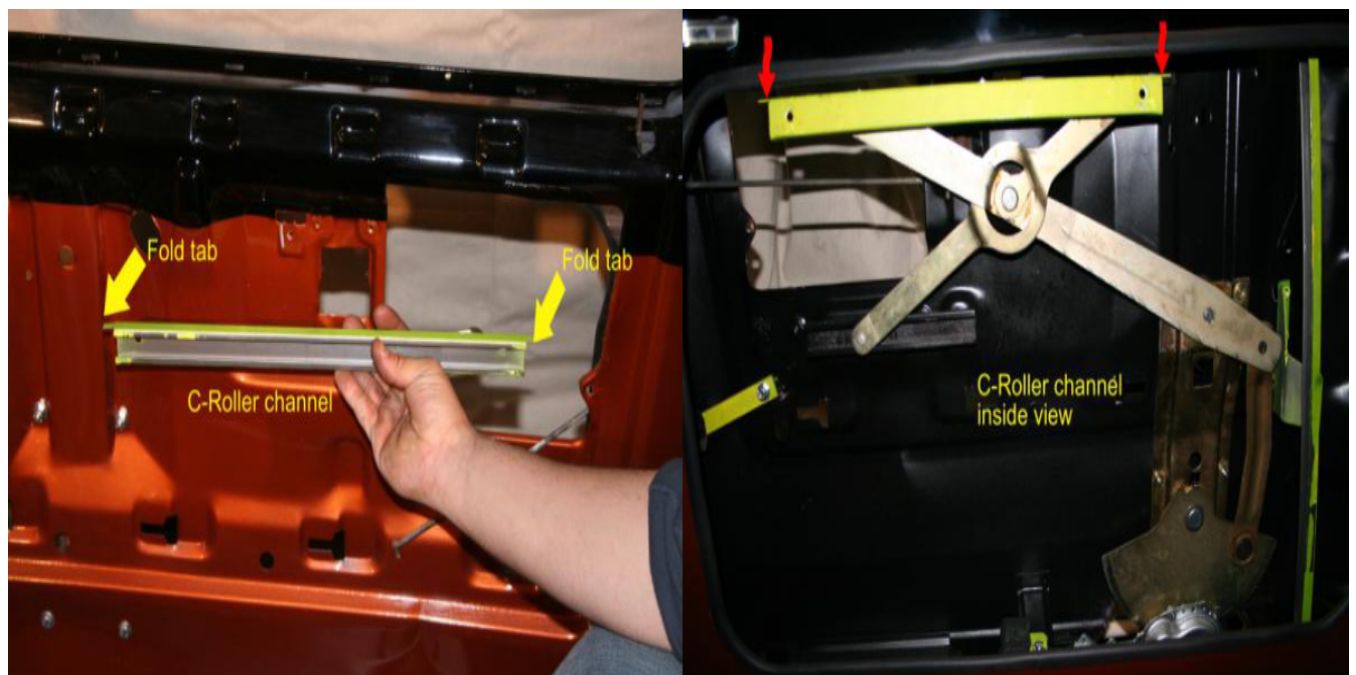
- On some doors you will have to grind **FLAT** the inside hinge nut that is pressed on the door itself. We supply the NEW shorter Bolt, but the glass may hit this nut when it's about half way down. **See pic for example.**



****This is an inside shot of the door facing the hinge ****

#11. New C-Channel installation

- Slide the C-channel onto the new rollers



#12. Plastic plug installation

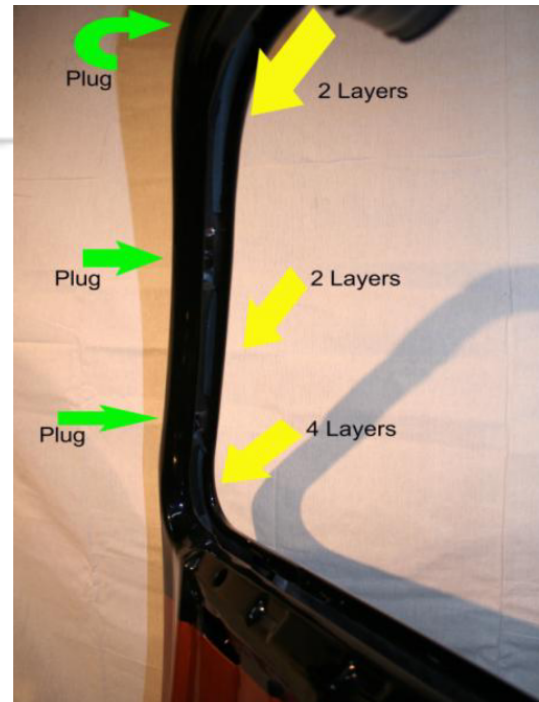
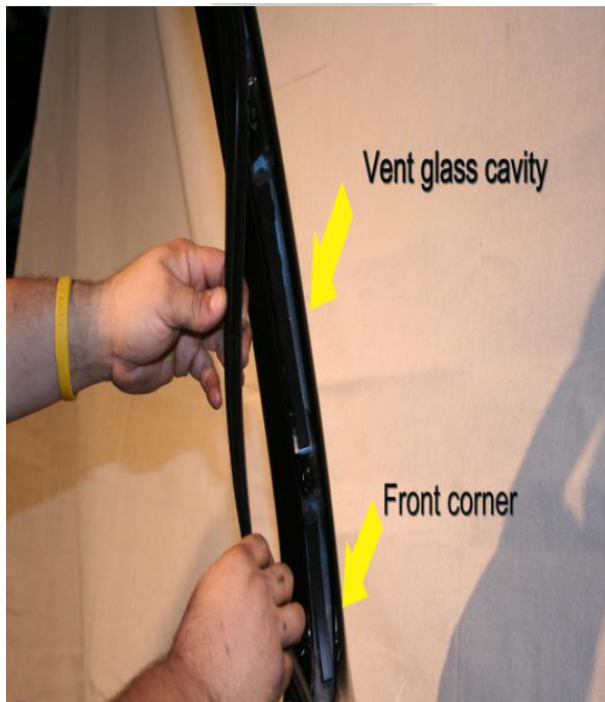
- In this step we will install **the plastic plugs** provided in the kit assembly. These plugs cover the original holes that would have been left by the removed vent glass assembly.
- **Tip to remember:** add a little **dab of weather-strip adhesive** to the plug so it will not pop out while driving. There are two different sizes of plugs that fit each hole appropriately, **PLEASE PAY ATTENTION** to the picture below.



#13. In step we will be installing **the felts**, including **the inner and outer scrapers** and **the required backspacer**. **Quick Tip:**

- **Tip to remember:** Add adhesive to the felts and scrapers during installation, reference image below. You might need to widen the opening for the run channel. It should roughly be **1"** **wide** around the perimeter where the New run channel goes.

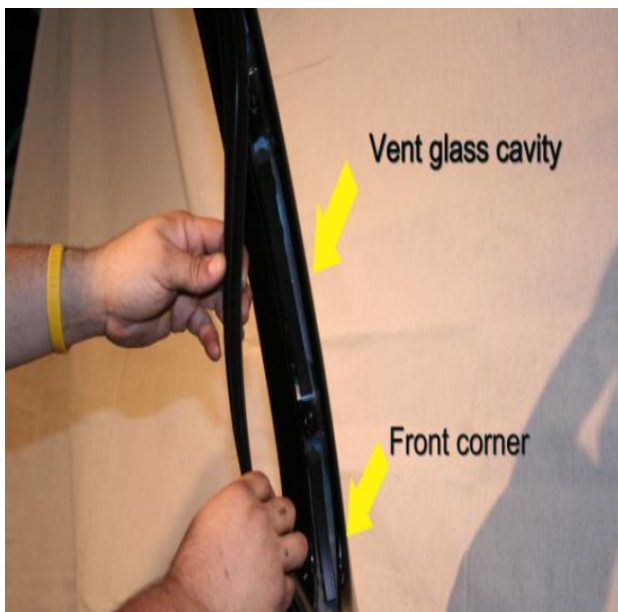
Vent Spacer installation



#14. In this picture on top, the **yellow arrows** indicate the position of the Spacers, while the **green arrow** indicates the inside view of the plastic plugs Installed on the previous step. The bottom corner nearest the horizontal curve should consist of **4 layers cut 4" long** while the middle and upper Section should only be **2 layers cut 7" long** of the **1/2" x 1/4" spacer**.

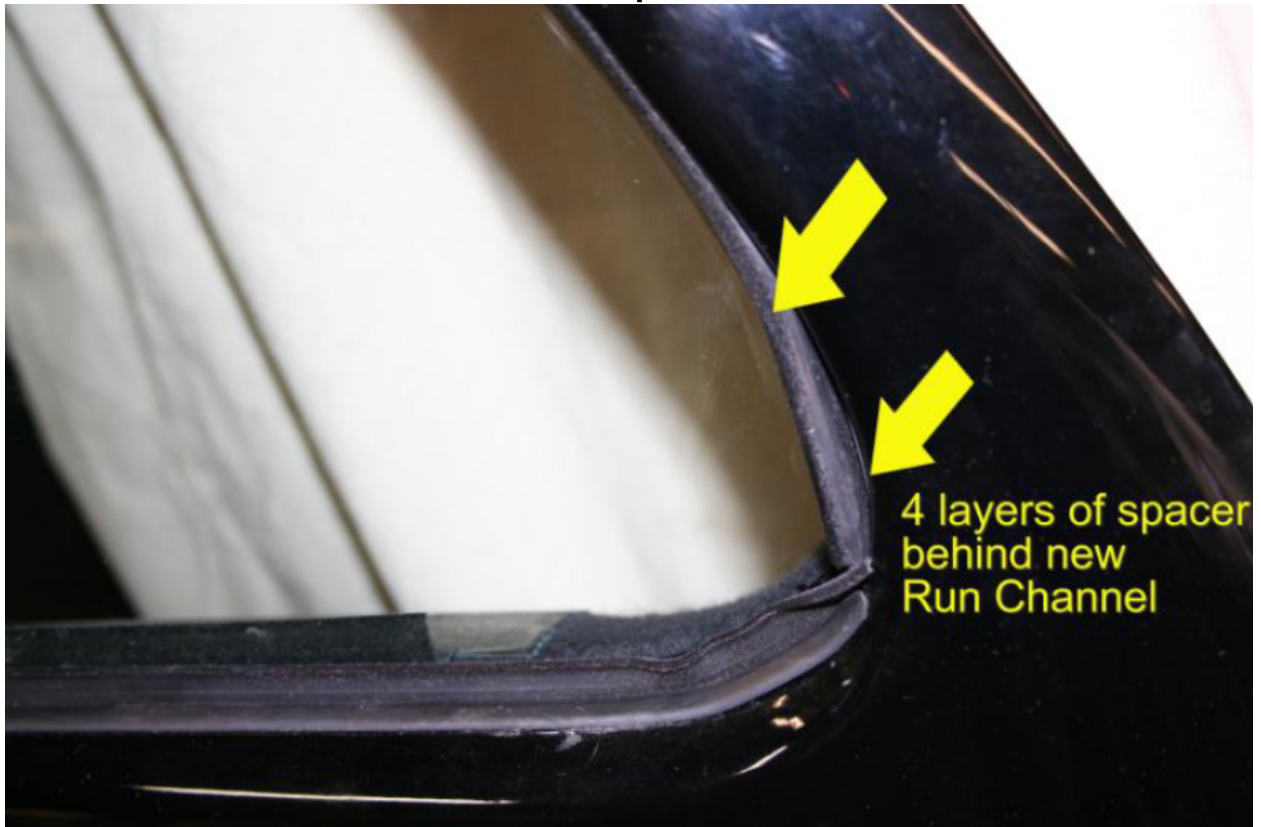
#15. Following the spacer install, we continue with **the run Channel install** indicated in the pictures below.

- **Quick Tip:** Notice the notches on the sides of the run channel, they are the indicators of where to start the install. The notch further from the end of the run channel goes on the back corners of the door.



****Tip to remember:** Make sure the front of the new Run Channel **looks like**

the bottom picture. **



*****Tip to remember:** Some trucks will only require **3 layered** spacers while others will require the full four. I like to also use expanding insulation foam that is used on houses. You can pick this up at any Home Depot.**

#16. Horizontal outer felt scraper installation:



- **Quick Tip:** Do a dry run
 - Make sure the outside scraper fits between the glass run channels that go around the door frame. Then begin to glue the scraper with the weather strip adhesive provided.



Make sure not to over-glue the new scraper and tape down after it has been lined up between both ends. The Tape can be removed after about 3 hours.

- **Tip to remember:** Have a little household paint thinner (*mineral spirits*) to clean up any mess, This will not harm your paint in any way, just make sure to use it right away before the glue dries.

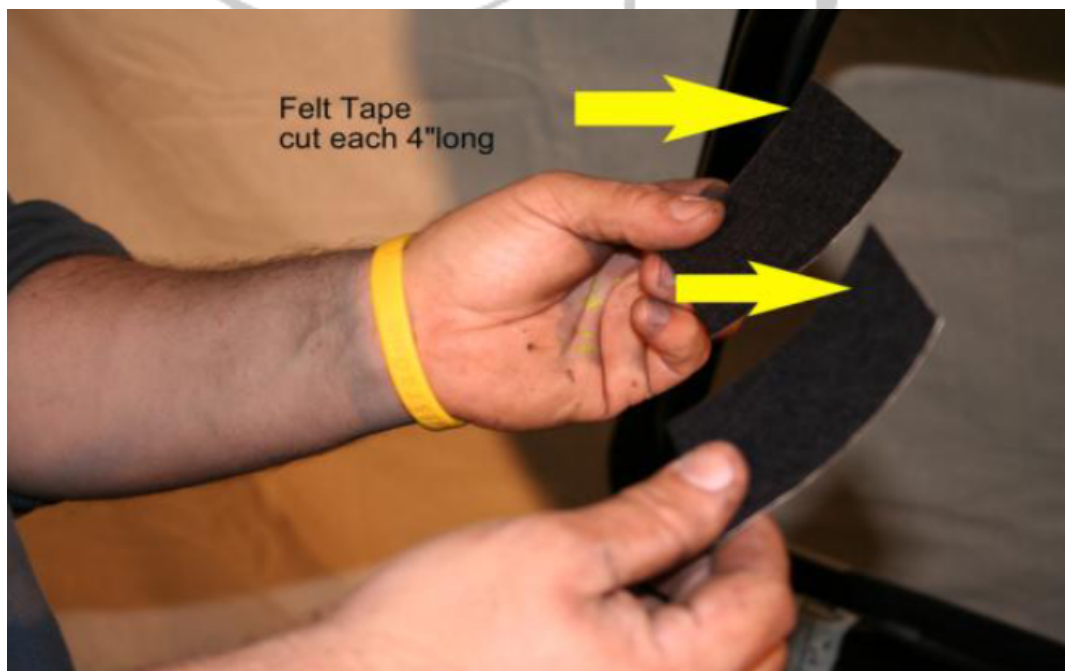
#17. Installing front new Hinge Bolts:

- The following step will consist of **removing two door hinge bolts** and replacing them with two new ones per door. These bolts are shorter than the original ones. **Very Important step, If not replaced you could possibly break the glass when you roll it down.**



#18. Installing Felt tape:

- Here we will be installing **the felt tape** that will prevent scratching the glass when installing it in the door





#19. Installing tempered door glass;

- Here we will be installing **the new curved tempered door glass.**
Just simply following the standard pictures. **Drill** a 1 ½" Access Hole as shown below. Exactly 3"s from the original crank hole in the direction of the lock.



****Tip to remember:** You can also install the glass from the outside as well!**



IMPORTANT STEP: Install the new 10mm nuts on the brackets and then roll the window all the way up.

#20. Installing new front vertical guide. Make sure the holes are pre drilled and slotted according to the template provided.



#21. The glass should be in the up position. Slide the new vertical guide rail and finger tighten the bolts and check for travel. Even though it's a little loose you should be able to see if it is traveling almost correctly. Roll it down then up and then tighten the nuts and lube all the moving parts.



Installing inner door panel scraper:

23. Take a 1/8" drill bit with a drill and place the new inside door glass scraper and center it on the door panel and drill to the proper height (like in the picture below.)





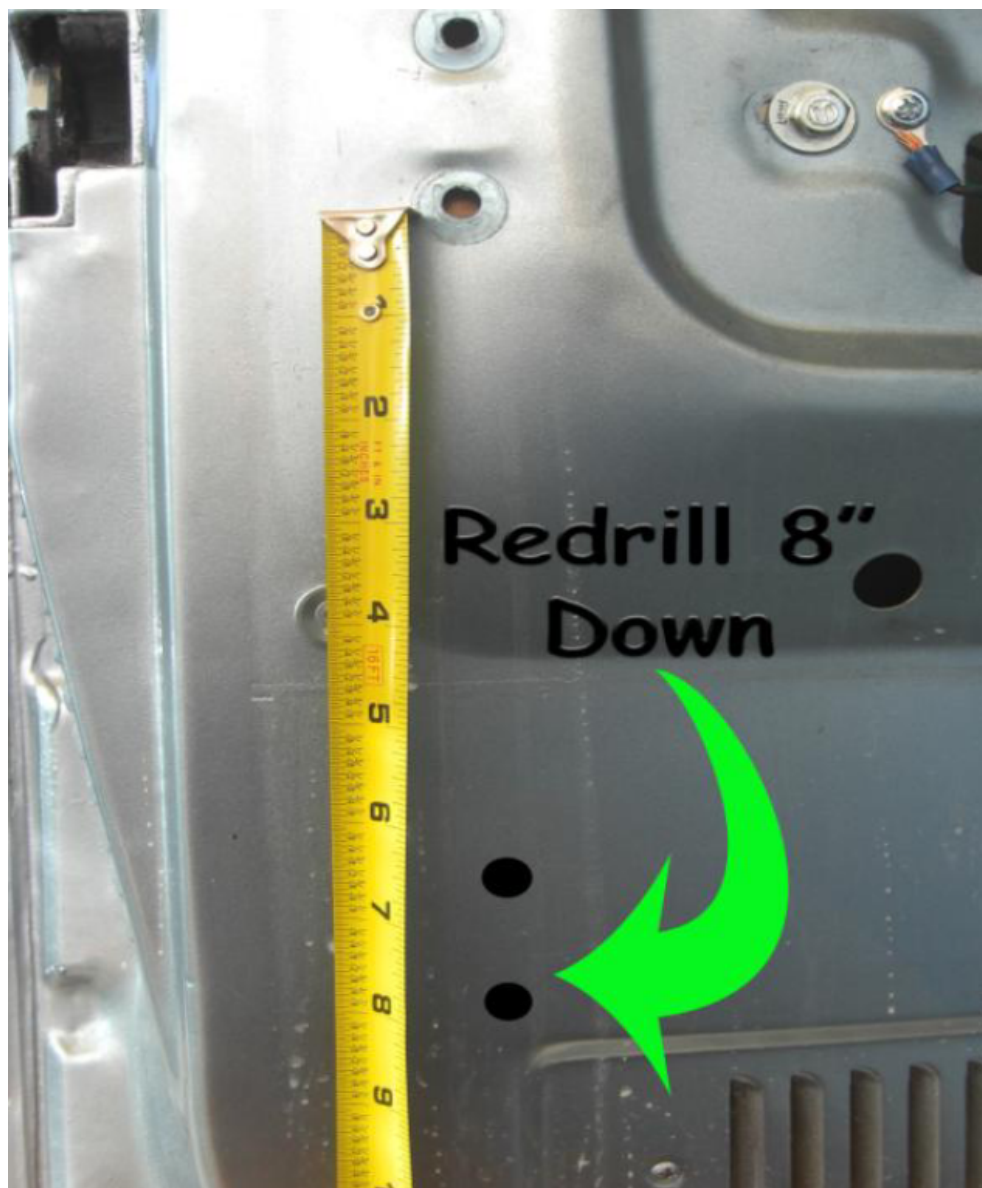
21. Adjustments

- If for any reason the window does not go up and down properly there are adjustments that can be made by elongating the two of the vertical guide holes as seen in the pictures below. **(Only if needed)**
- **Tip to remember:** Please remember that the new felts need to be broken in for a couple of weeks, about 2-3 weeks. The window might not go completely up just shy of reaching the top, again due to the brand new Run Channels.



Power Lock actuator relocation

- Just redrill the holes 8" down as shown below and go to your local hardware store and pick up some 1/8" round or square bar and bend it in a Z shape so it can fit the lock actuator and tie it together with a U-BOLT and nuts that are used to tie together cables and you're done.

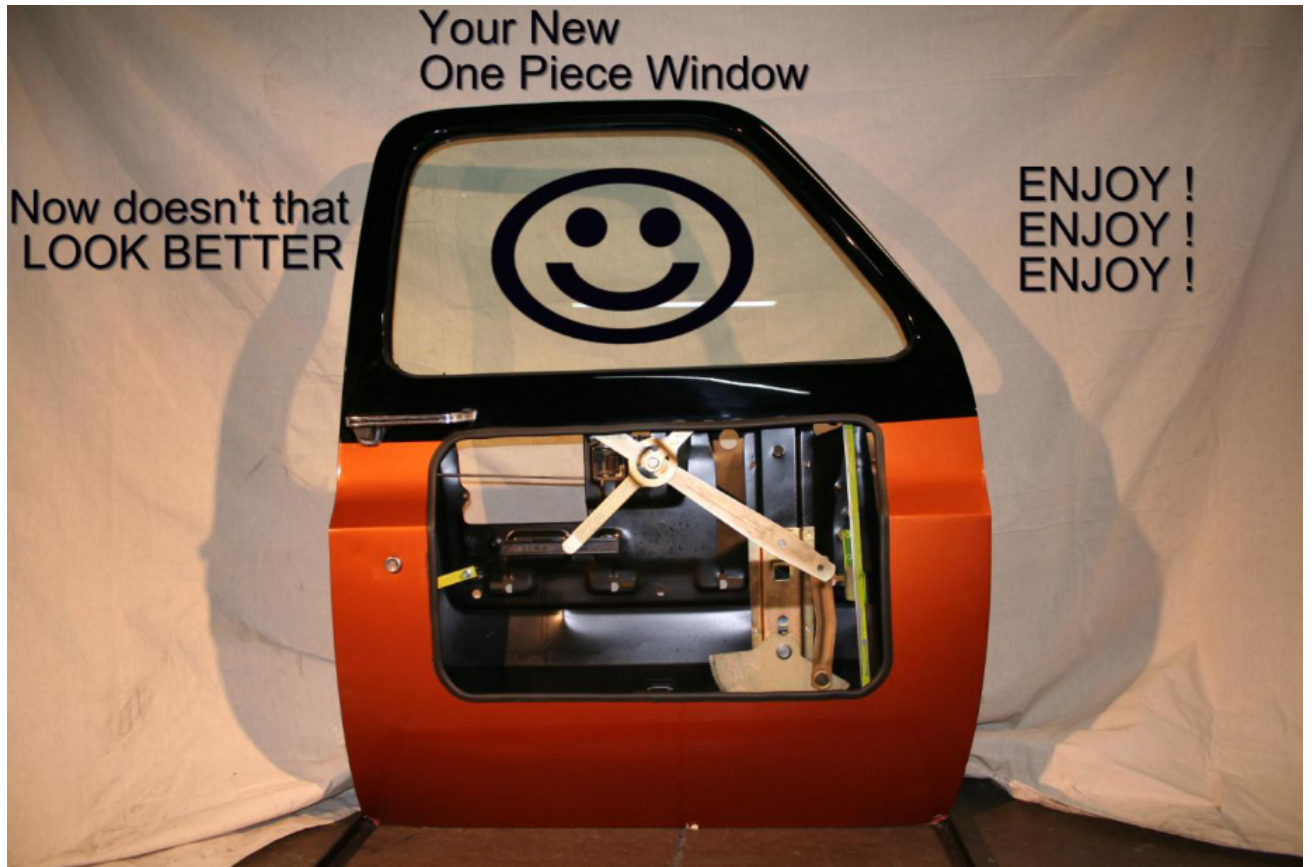


Widening the Run Channel Cavity



- Use Wooden end of a hammer to twist open the cavity of the New Run Channel. Open to roughly about 1" wide measured from the inside.

CONGRATULATIONS!!





Thank you
For purchasing
Our one piece kit.