

\*Patent Pending

\*Trademarked

**Series II**

**Glass Conversion Kit**

[www.OnePieceProducts.com](http://www.OnePieceProducts.com)

**(888) One-Products**

(888) 663-7763

# **Installation Manual**



**Full One Piece Door Glass**

**Conversion Kit**

**Series II**

**1967-1972 Chevy Trucks**



First and foremost, we wanted to **Thank You** on your purchase of our newly designed Full One Piece Door Glass conversion kit for the 1967-72 Chevy Truck bodies. This kit is designed to be a direct bolt on kit with very little modifications required. Our kit is designed to fit the ***Electric-Life Power window*** upgrade kit, as well as the ***original Manual Regulator***.

In the next following pages you will find a detailed description on the installation process of our one piece door glass conversion kit. The pictures will include a short one or two sentence description of the step mentioned.

If for any reason you have difficulties during the installation process please feel free to contact us at **(888)663-7763** or email us at [info@onepieceproducts.com](mailto:info@onepieceproducts.com) . You can call during normal business hours 9:00 a.m. to 4:00 p.m. Pacific Standard Time.

## Kit Contents



1. **Standard tempered 3/16"**

comes in three options (Clear), (Green), (Medium Gray).

**Quantity(2)** Left & Right



2. **Glass run Channel- used**

to seal the perimeter of the door glass and also used as an anti-rattle. **Quantity (2)**



3. **Roller Channel** (Used to replace the old roller channel, has two holes one on each end including fold down tabs.) Mounts between door glass brackets and the rollers on the regulator.

**Quantity (2)**



4. **New Inner & Outer scraper set.** Used as anti-rattle channels for the glass, also prevents water from coming into the door area. **Quantity (4)**



5. **New front vertical roller guide.** Used in replacement of the old vent glass assembly. **Quantity (2)**



6. **Bag of 1/4" Nuts, bolts & washers.** Including black round vinyl hole covers.

**New  
Rollers**



7. **New Rollers** included, for our New Roller channel. **Quantity (4 per door, 8 per kit)**



8. **Weather-strip adhesive.** Used for gluing various components to this kit. **Quantity (1 Tube)**



9. **New version Door Stop.** Replaces the hinge check link between door and cab, Used to keep door from opening and damaging the outside door skin. **(Very Very Important!!) Quantity (2 pcs)**



10. **Felt tape.** Used on preventing front edge of glass on scraping the inside of the skin of the sheet metal. Place on the corner of the inside hump. **Quantity (2 pieces)**

### Tools needed

- Hammer
- 1 ½" hole saw with Drill.
- 1/4" drill bit
- Step drill bit.
- Hand screwdriver with Phillips head tip.
- Flat thin screwdriver.
- 10mm, 7/16" nut driver or ratchet, 10mm & 7/16" socket w extensions.
- 7/16" wrench
- Metal hacksaw to cut sheet metal brace.
- Thin 1/8" center punch to remove door check stop.
- 1" masking tape.
- Small angle grinder.
- 100% Mineral spirits, for cleaning glued surfaces.
- Lawn chair w/ six pack for a break!!

## Disassembling the door



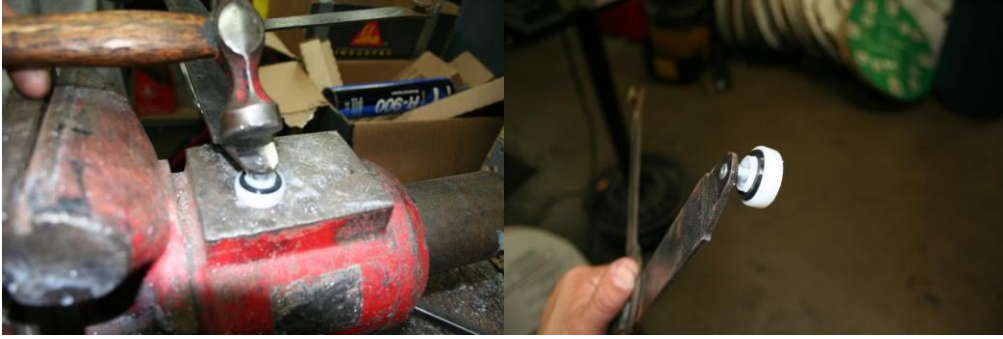
- **Remove the eight Phillips tipped screws** and remove the vent glass (as shown by the white arrows in the picture.) **Remove** the old glass run channels and scrapers first to make removing the glass easier. Slide the original door glass back closer to the latch assembly. This should enable you to slide the vent glass assembly away from its cavity. (*Make sure the 5 screws are removed first connecting the door to the vent assembly.*) Twist the vent assembly gently so you can slide it out easier. (**Watch out with the lower vent bracket so you won't get stuck.**) **Roll up** the door glass and slide it out of the rollers on the regulator.



- Make sure to completely remove the rear door glass channel next to the latch assembly, **you will not be using it.**



- **New Roller Replacement** Take out the manual regulator; you need your Phillips screw driver for that. **You will be changing** the two older *smaller rollers* to the *larger New ones* supplied in the kit. **Simply grind** the expanded part opposite side of the roller and use your center punch to punch it out the old Roller. **Simply slide** the new larger Roller on and flare the aluminum with a hammer. After you done, make sure the stud of the New Roller **DOES NOT SPIN**, (it should be hammered solid.)



Now **bolt** the old regulator with the new Rollers back on the door.

## Installing THE KIT

### Run Channel Installation



1.

**Locate the notch** on the new Run channel furthest from the edge. You will **need to cut** it 10" from the end. So it dangles in the door next to the latch.



2.

The Slots are for the curve of the rubber so you won't get any kinks on the turn.



3.



You will have to **slot the back** of the Run channel. Only cut half of the height

where you mark it on angled cavity of the original vent glass.



4. Use a long flat screw driver to wedge the new run channel all the way into its slot.

### Adjusting Lock assembly



5.



Locate the top of the latch assembly; you will need to bend flat the slot where the latch spring is. You will also need to give the old spring a 90 degree elbow for the new location of the same spring. Refer to pictures provided.

6.



Take note of the 90 degree angle on the spring and how the slot is flush now. (*This needs to be done because the glass will need to pass very close to this Latch assembly.*)

**The glass comes close and doesn't hit the Latch assembly.**



7.

Bolt this modified latch assembly back onto the truck.

**Place a bit of weather-strip adhesive on the Bell**

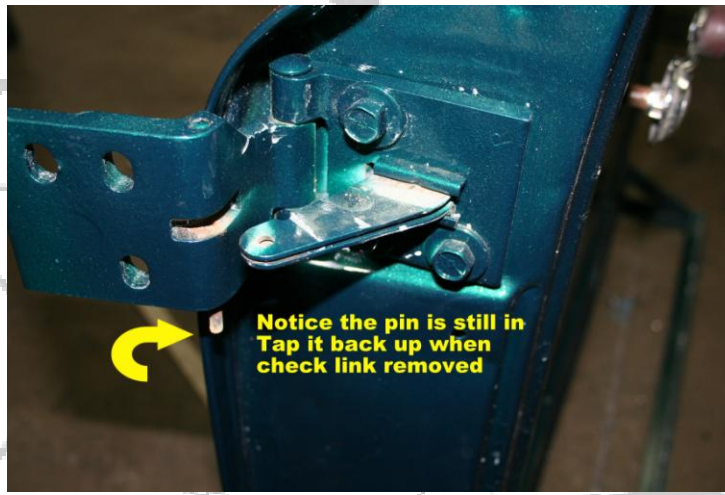
looking portion of the latch assembly where the New Run channel and Latch assembly meet. After it has been

bolted on first of course!

### Check Link Removal & Replacement



8. Take you thin center punch and hammer down the pin that holds your check link in place. Hit it down until the check link clears away from the pin. Slide the old Check Link inside the door and remove it. **Be extremely careful at this point, The Door can swing open and damage your door on the outside of the skin. You kinda don't want that!!**

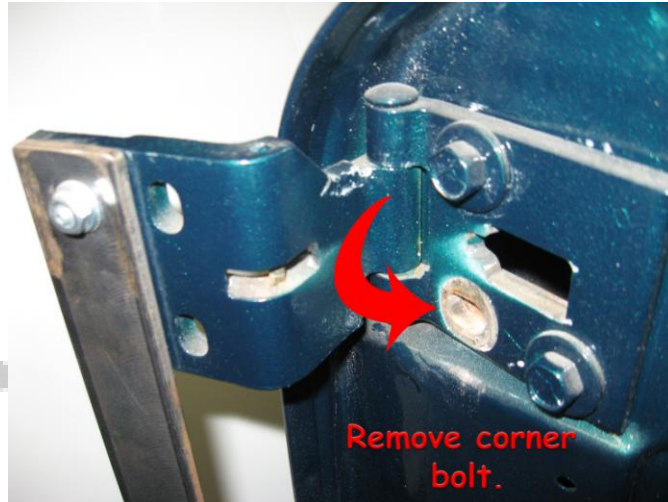


Here is the pin half out, Push the old check link towards the inside of the door and let it drop into the door.

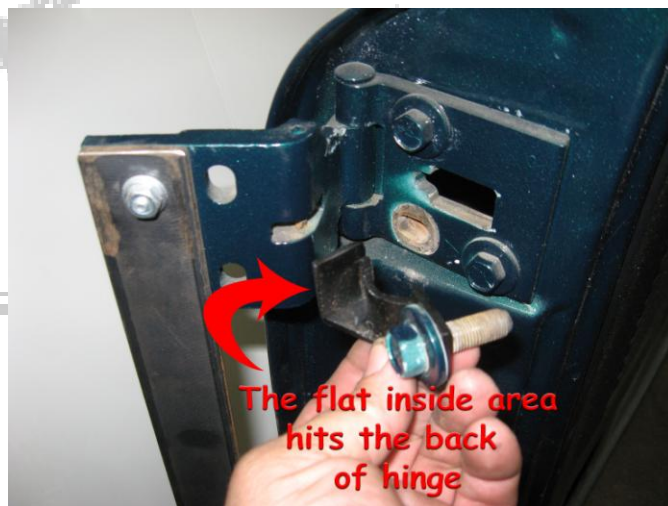


Here is the Old check link completely removed.





9. Here you will **install the New Check Door Stops**. It will take the place of the Old Check Link setup and **prevent your door from flying open and creasing your outer fender skin.**



Here is a view from above of the new Bump stop, It should bolt on directly tucking the flat area behind the hinge. Put a little piece of felt tape to help cushion the impact when the door opens.



This is what it looks like right before you finish tightening the bolt.



The red square is the contact area of the hinge where it hits the new bracket. (**Felt this area or the bracket itself.**)

## New C-Roller Channel install



**10. Insert** the New C-Roller Channel that is provided in the kit. **Bend** the end tabs so it won't slide out on you.

## Installing Tempered Glass



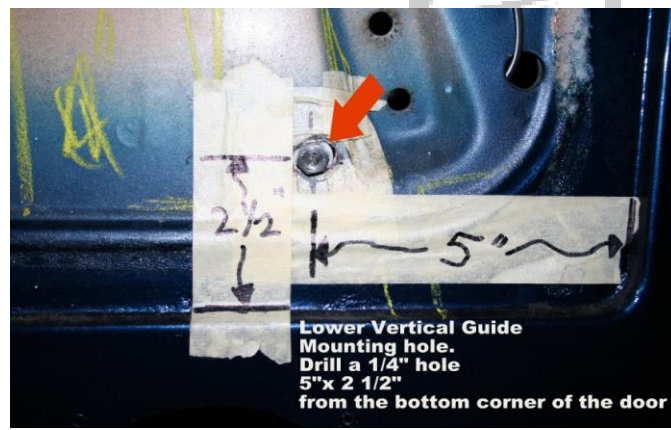
11. **Take your 1 1/2" Hole Saw and Drill** yourself an access hole for the 10mm nut you will be bolting on.

## Drilling Vertical mounting holes



***Upper Mounting hole.***

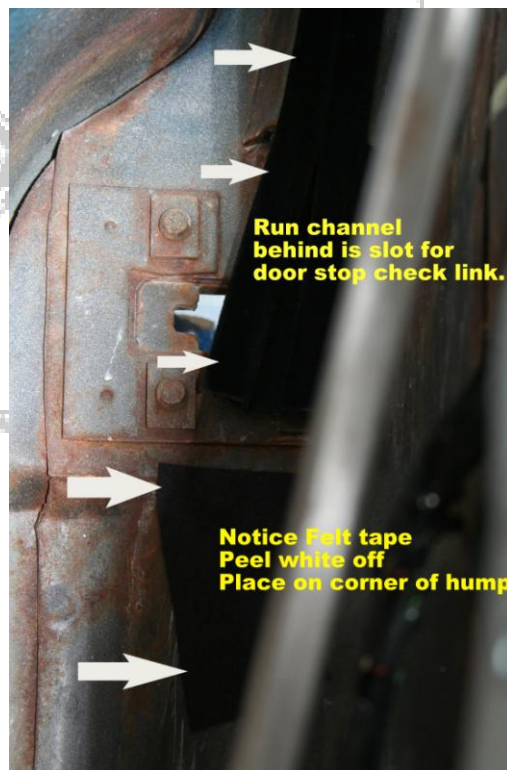
12. **Drill 1/4" hole** where the Red arrow is on the picture. For reference Notice the Original Regulator mounting position marked by the white arrow. **Measure 6 3/4"** across from the vertical edge of the fold on the door, and **Measure 1 1/4' down** from the horizontal fold on the door skin as marked on the picture.



***Lower Lower Mounting hole.***

**Drill ¼” hole** where the red arrow is marked on the picture. For reference Notice the two holes right above, they are the original holes for the old vent glass assembly.

**Measure 5” across** from the vertical fold on the door skin, and **Measure 2 ½” up** from the bottom fold of the door skin as shown in the picture. **(Please do not forget to Slot the bottom hole for future adjustment.)**



13. This is an inside view of the door looking at the inside upper hinge bolts, and the slot left from removing the

check Link behind the New Run Channel. **Take note in**  
the position of the Felt Tape on the inside door hump.

---



**Use the weatherstrip adhesive** provided and put a moderate amount on the circular part of the latch assembly, Give it about a minute to start becoming tacky and **press the New Run channel firmly on the glued area** until it has fully dried, Which should roughly take **about 5 Minutes**



14. **Tape the edge of the body** with masking tape so you won't scratch the paint or the glass, but since I am a professional I just do it carefully. Bring it in on a angle to make the install easier. Once inside, attach the two 10mm nuts that are provided in the kit and tighten them up. You may have to push the glass towards the outside so it can pass the inside hump with the new felt.





**Roll the New Door Glass all the way to the top with some help because REMEMBER it does not have the Main Vertical Channel bolted on.**



15.

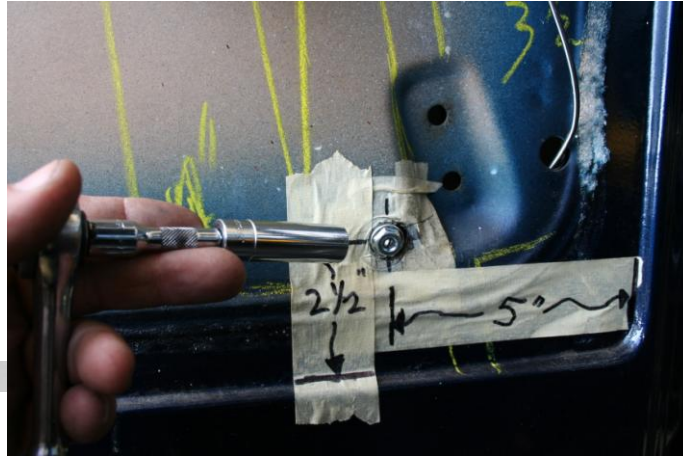
**This is how the Main vertical channel looks from the outside of the door.**



**Slide in the side with the bigger mounting bracket first.**



From the inside **make sure** that the New rollers from the glass slide into the New Vertical channel and push up so the nut on the new bracket meets with the New hole made on the door and bolt it ON. **Take note that on getting the new rollers to slide into the new channel, you will need to wiggle the bracket a little bit so it may pass the shape of the door from the inside.**



Bolt on lower part of the New Vertical Guide.



**Pay attention how close the New Vertical guide is.**

This gives us the angle needed to successfully have the glass pass right along the side of the sheet metal hump inside the door. If for any reason the angle is not correct on the glass **SIMPLY** elongate the holes made for the new vertical guide bracket and tighten as necessary.

**Roll it up and down a couple of times before installing the inner and outer scrapers.** The glass should roll up and down nice and firm without any binding. Once your satisfied with the movement begin **preparing** the new Inner and Outer Scrapers by **scuffing** the inside contact point



16.

Before installing make sure to scuff the inside part of the scraper. **Scuff** the shiny part **NOT** the felted part.



Apply the Glue and place it in between the glass and the inner or outer door skin, whichever one you are working on.



**Tape the glass** to the side you are not installing the new scraper on. This will give you a little more clearance.



With the window in the down position, push the new scraper down to the edge of the door. The weatherstrip adhesive will dry in roughly 15-20 minutes.



Make sure the new scraper sits flush to the inside edge of the door where the glue was applied. Slide your hand along the scraper to make sure the scraper makes full contact to the lip of the door skin.

- **HOOOORAAAYYYYYY!!!!**

- **You're Done!!**

Give the new glued on scrapers time to dry then, about 1 hour, then you could roll your window up and down making sure that there is NO binding of any sort!!

**GREAT JOB!!!!**

**DOESN'T THAT LOOK**

**BETTER!!!**



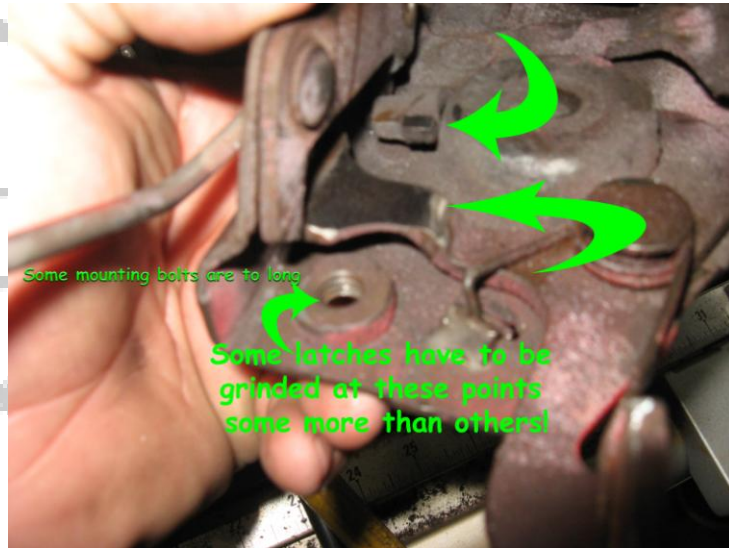


# 67-72 Chevy 1pc conversion

## Typical Adjustments

---

- Some doors will require grinding the rear latch assembly for glass clearance as indicating below:



- Some Doors will require grinding the front inside hump so that the glass can clear: (see Below)



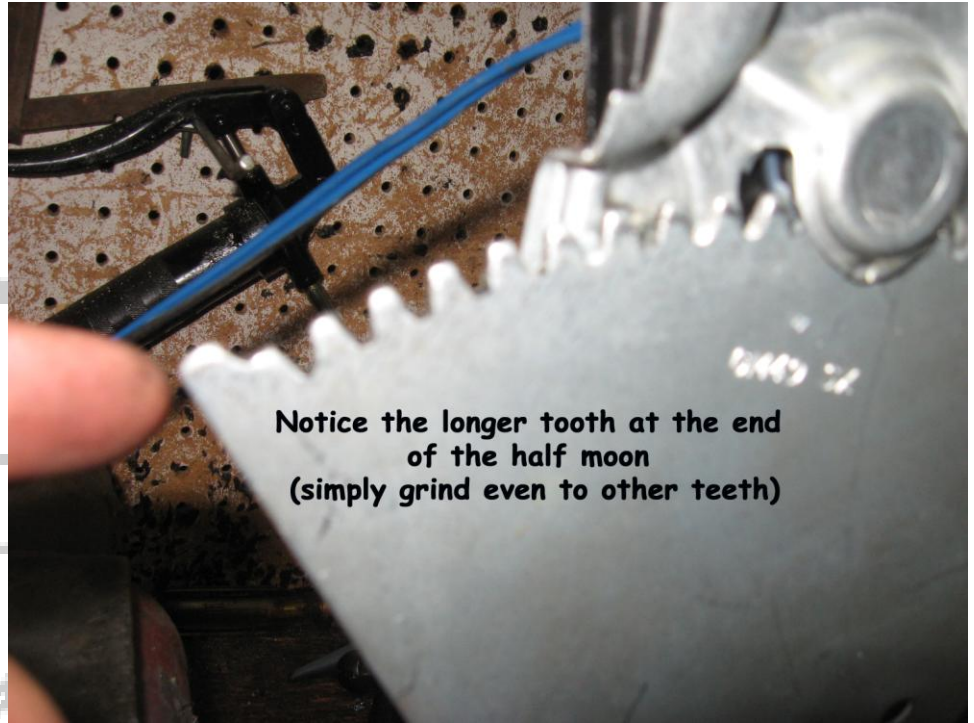
- Most doors will most likely need to scrape the rubber material sprayed on by the factory **DIRECTLY** under the area where the Roller Brackets that are glued to the glass meets the **INSIDE** door skin:



- **IF THE ELECTRIC LIFE POWER WINDOW UNITS ARE USED, FOLLOW THESE STEPS:**
  - You will notice that the glass does not go done as indicated in the original instructions of this kit, this is why?



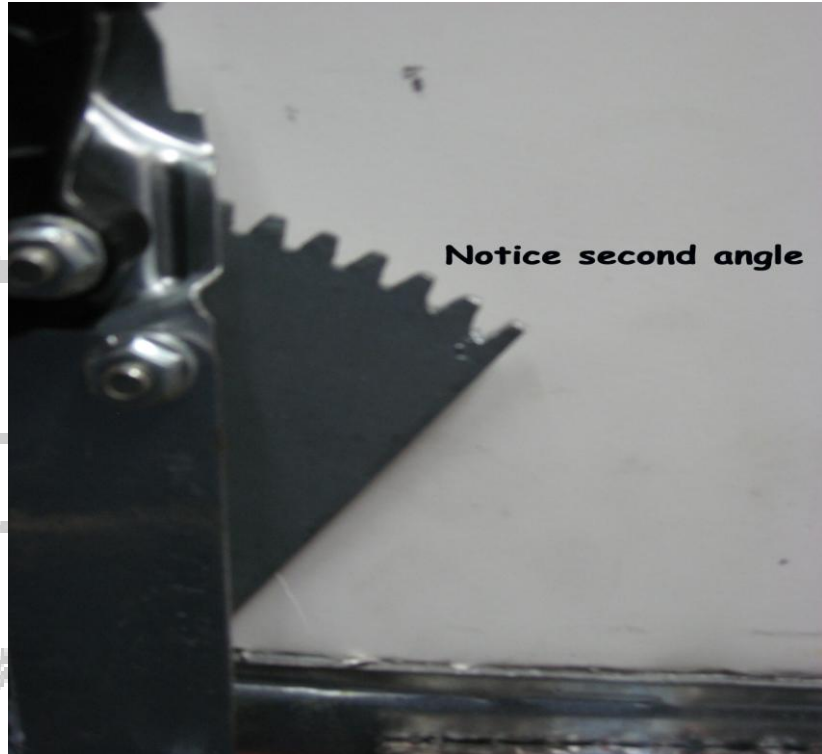
- The Electric Life Units are short ONE tooth, we need to add one in these steps!



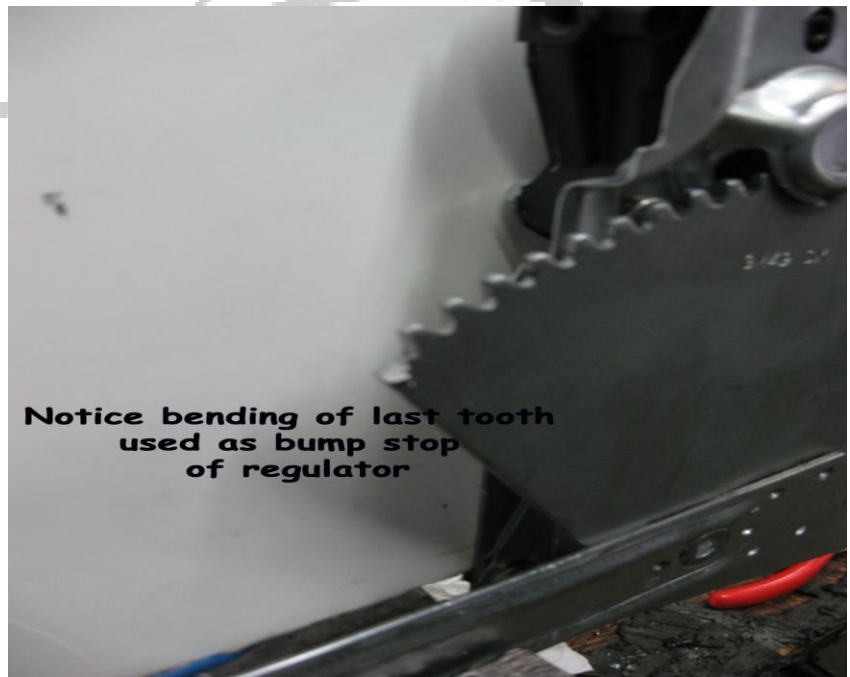
- Simply grind down the last tooth even with the others.



- Now cut a V-SHAPE using a HACK SAW.

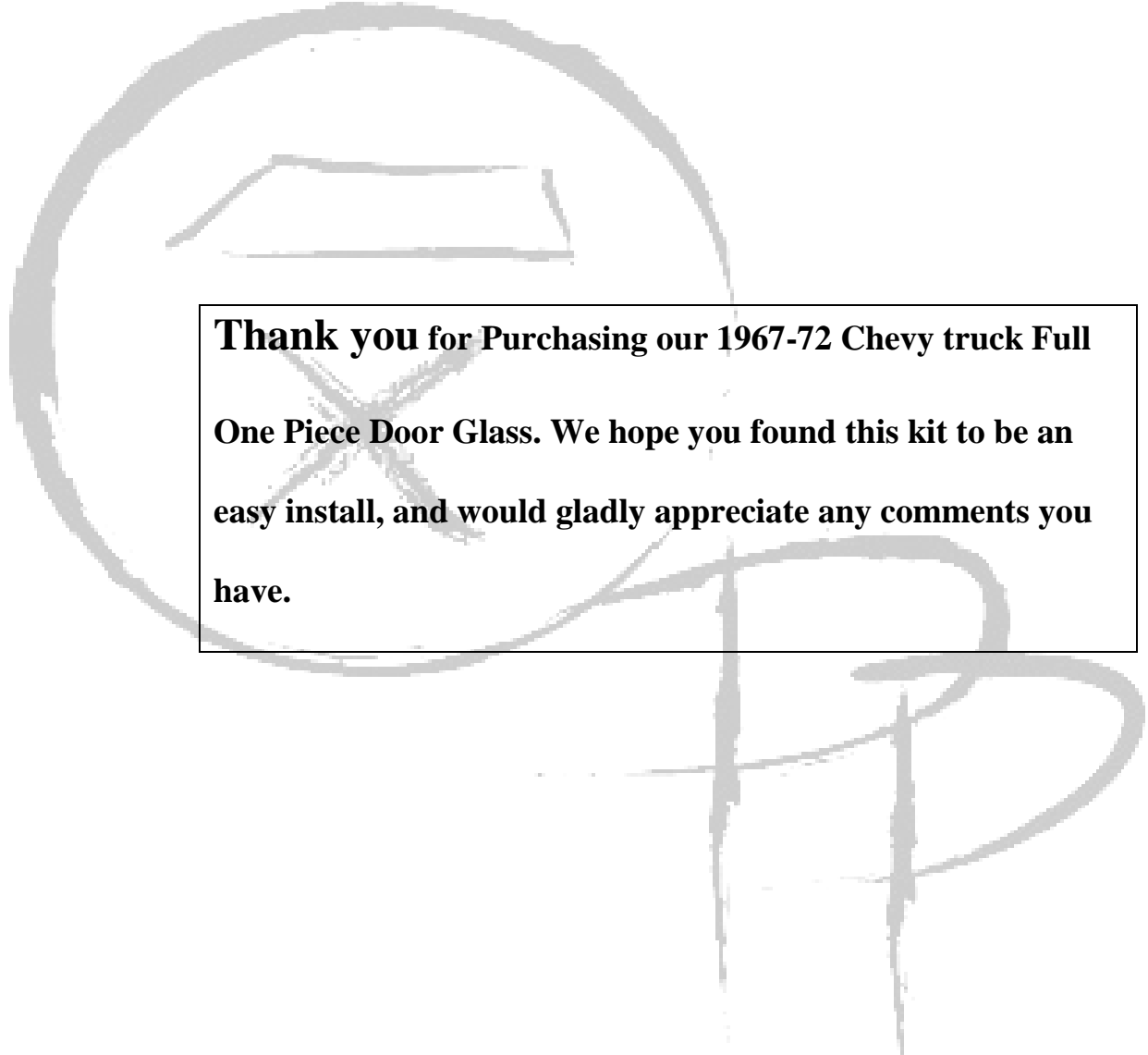


- Simply BEND the last tooth away from the motor, that tooth will stop on the bracket opposite the motor:



- Now with the regulator and window back in place, the glass has dropped further down and you should only be able to see the top of the glass with the SCRAPERS on.





**Thank you for Purchasing our 1967-72 Chevy truck Full  
One Piece Door Glass. We hope you found this kit to be an  
easy install, and would gladly appreciate any comments you  
have.**