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*Patent Pending

One Piece Products

Series XIII

1964-1966 CHEVROLET C-10/SUBURBAN

TRUCK BODIES

One Piece Door Glass

Conversion Manual

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Installation Instructions



1964-1966 CHEVROLET C-10/ SUBURBAN

First and foremost, we at One Piece Products wanted to **Thank you** on your interest of our newly designed Full One Piece Door Glass conversion kit for the 1964-66 Chevy C-10 Trucks and Suburbans. This kit is designed to be a direct bolt on kit with some modifications required. Our kit is designed to fit the original *Manual Regulator, we are currently testing the Nu-Relics power upgrade for future release.*

Here at One Piece Products we thrive on creating unique glass kits for the automotive enthusiast and their babies. You will be pleasantly surprised with our upcoming new projects!

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.

PLEASE BE AWARE THAT DUE TO THE NATURE OF EARLY VEHICLE PRODUCTION. THERE ARE MANY ADJUSTMENT POINTS IN THIS INSTALLATION. MINOR MODIFICATIONS ARE SOMETIMES REQUIRED!!

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. You can call during normal business hours 9:00 a.m. to 4:00 p.m. Pacific Standard Time.

Kit Contents



1.

Standard Green/Clear/Gray

tempered 1/4" GLASS (2) Left & Right (for reference Glass comes with attachment for installation. **Note the glass colors are standard Clear, Green, and Medium gray.**

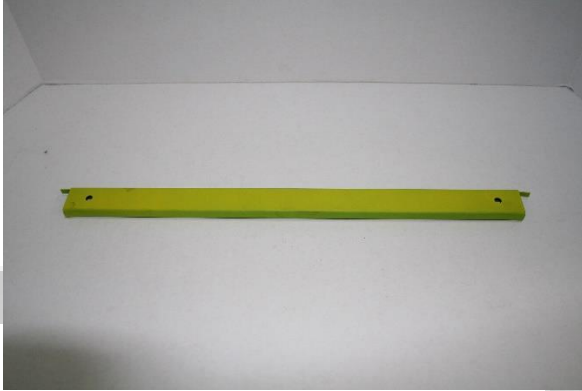
Quantity (2)



2.

New Door Glass Run Channels

Quantity(2)



3. the glass to the regulator.

New Horizontal Channel. Attaches

Quantity (4)



4. keep glass in place as it slide up and down in the door.

New Front Vertical Guide. Will

Quantity (2)



5. now we are providing scrapers and clips separate not Bent. As we move further along with the kit we will have these scrapers made bent with the clips attached.

Scraper Set 4 pieces. As of right



6. and bolts.

Quantity (1bag)

Bag of ¼" & 5/16" Nuts, bolts & washers



7. **New Square White Rollers**

included, for our New Roller channel. 2 per regulator, for both horizontal guide rails. 1 will already be mounted to each glass.

Quantity (3per door, 6per kit)

Tools needed

- *1/4"-1" Step Drill and 1" Hole Saw.*
- *1/4" drill bit*
- *Hand screwdriver or Drill with Phillips head tip.*
- *Flat thin screwdriver.*
- *10mm, 7/16" nut driver or ratchet, 10mm & 7/16" socket w extensions.*
- *7/16" wrench, 5/16" wrench*
- *Handheld metal sawzall to cut sheet metal brace.*
- *1" painters masking tape.*
- *Lawn chair w/ six pack for a break, maybe a case??!!*

Disassembling the door



1. **Remove the SCREWS indicated by BLUE arrows** to remove the vent glass (*as shown by the BLUE arrows in the picture.*) Remove the **3 Phillips** screws that are located on the B-pillar outside of the door frame. Also remove the door handles on the crank and door regulator. Remove the old scrapers to make removing the glass easier. Take out the main bolts of the vent glass that hold the vertical guide. Roll the original door glass all the way down so you can remove the vent glass. This should enable you to pull the main body of the vent glass assembly away from its cavity and twist and pull up and out of the door. With the vent glass out of the way, Roll the door glass up a little so you can slide the window forward so that the Rollers slide out of the Horizontal Channel and pull the door glass out of the door shell.

2.



Removing all the door panel and crank screws.

3.



Remove both inner and outer door glass scraper or cat whiskers.

4.



Roll Door Glass All the way down.



5. Pull away vent glass assembly and tilt about 45 degrees, Twist frame and pull up and away.



6. Take the 2 screws holding the door glass sash to the regulator.

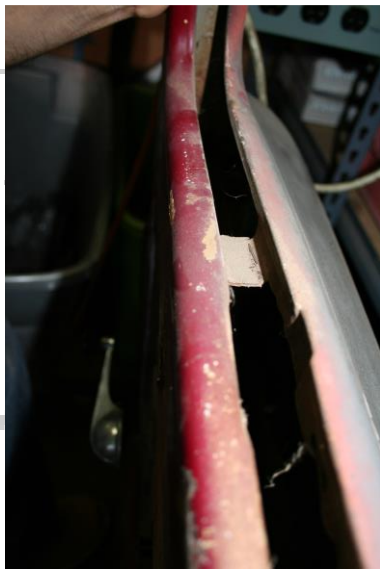


7. Or simply slide forward the glass and slide the rollers out of the Horizontal Channel.

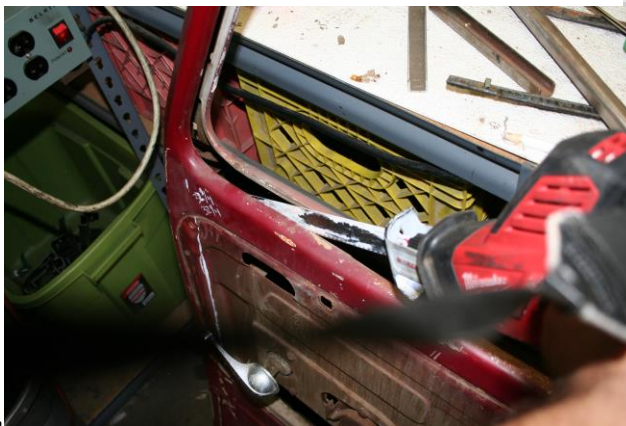


8. Remove the old Glass Run

Channel in the cavity of the door frame.



9. With all the glass out. Cut the tab under the old vent frame with a sawzall.



10. I usually cut on both sides. Or you can cut on one side and bend over the tab.



11. Here you will have to drill a pilot hole to access the inside reinforcement plate you will be removing.



12. With the 1" hole already cut on the very corner of the recessed stamping. You will take you sawzall and cut down right under 10" along the edge of the vertical stamping on the door.



13. This is where I stopped. But before stopping I changed the angle of the sawzall so that the handle portion is at its highest point for cutting the reinformant patch inside.



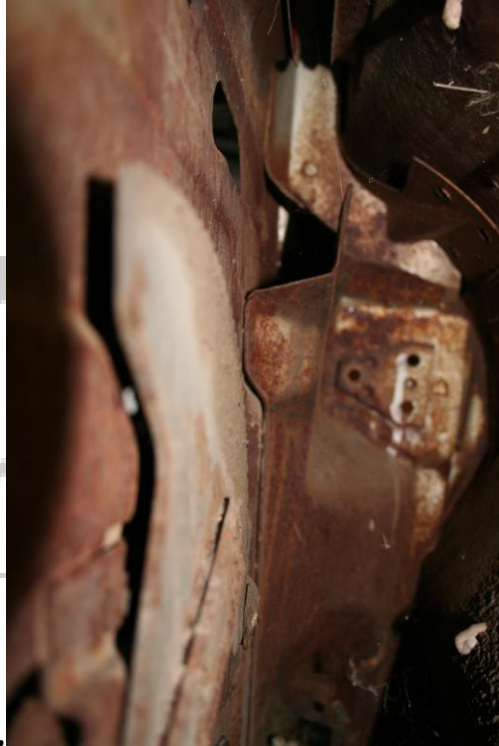
14. Drill out the spot welds on the door. There should be 4 but may vary from door to door.



15. Here is a picture of the holes and the 1st relief cut.



16. This is the 2nd relief cut from inside the door. Mind you the blade I am using should be a minimum 12" metal sawzall blade.



17. This is a picture of the reinforcement plate before the drilling and cutting.



18. Notice in this picture that the reinforcement plate is pulling away now from the inner door skin.



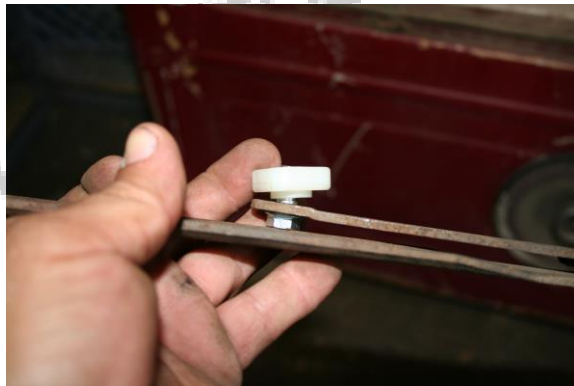
19. This is the reinforcement plate completely removed from the door.

20. **New Regulator Roller Replacement** Take out the manual regulator; you need your Phillips screw driver. You will be **replacing** the two older **smaller rollers** that ride in the lower glass rail 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. You will need to use a step drill to resize the original hole to a $\frac{1}{4}$ " hole. **Simply slide** the new larger Roller on and bolt it down using **Locktight thread adhesive**. After you done, make sure the stud of the New Roller **DOES NOT SPIN**, (it should be on solid.)

21. Quick tip: Grind the stud flat with the nut for future clearance.

When fully installed the regulator arms will pass the nuts opposite the rollers, which is why you would want that little extra clearance. You can grind down about Half the height of the nut portion of the assembly

22.



Now bolt the old regulator with the new Rollers back on the door. You should have at this point 2 large rollers facing the outside door skin and 1 small roller riding the channel welded to the inside skin of the door.

Installing THE KIT

With the Original Regulator back in place:



1. Slide on 4 hole Horizontal Roller Channel.



2. Install Glass Run Channel. From the bottom of the rear Original rear vertical guide to about 3 Inches on the front hanging under the scraper line.



3. If you are getting some wrinkling of the Glass Run Channel, Simply slot the rear with a razor blade, **FYI DON'T CUT ALL THE WAY THRU.** You can do these relief cuts on the top 2 radiuses of the door.



4. With the Glass Run Channel in place and the 4 Hole C Channel in place you can install the door glass now. Align the C Channel holes with the brackets on the glass and use your 10mm Socket to bolt on.

5.



Front Nut.

6.



Rear Nut.

7.



At this point Roll the glass all the

way up to prep for installing the Front Vertical Guide.



8. This is the Front Vertical Guide. It has an upper mounting tab and a lower adjustable mounting plate.



9. Measure 4 $\frac{3}{4}$ " down. Which should put you slightly above where the body crease is.



10. Measure 4" across from the Vertical Stamped Crease to drill your upper mounting hole for the Vertical Guide.



11. With the upper hole in place and the bracket bolted in you will be able to see the location of the bottom mounting hole location. It should be roughly at the line of the original sponge seal.



12. Make sure the Glass is seating fully in the rear Rubber rear Vertical Glass Run Channel. And Bolt Down the lower mounting point of the vertical guide.

INSTALLING NEW SCRAPERS/ BELTLINES.



13. In this picture the initial scraper will be flat. We will show you how to curve the ends. You also have to install the scraper clips on to the new longer scrapers. You will have to use weather-strip adhesive to secure the old vent glass area.



14. On the newer bigger scraper you will have to put relief cuts **ABOUT ¼"** apart on the radius portion of the fuzzy part not on the stainless but right under.



15. With one hand on the pliers and opposite thumb resting on the chrome you can get a nice curve on the Beltines, **But Remember the relief cuts should already be in place.**



16. On the front part you will be doing the same. Start with the relief cuts about 2-3 inches before the curve of the door.



17. Keep the relief cuts about $\frac{1}{4}$ " apart. Go all the way forward if you want to. You will be cutting off the excess.



18. Gently with your thumbs you will be rolling the scraper along the stainless edge until you reach your desired natural curve of the body.



19. Cut the chrome to the edge of the run channel so it will butt together.



20.

You will be marking the chrome with you sharpie to match the tape line you had left earlier.



21.

Prebend all the scraper clips that we provided in the kit. Only bend the tips of the arrows not the entire prong. There should be a total of 16 clips, 8 per door.



22. Slightly bend inward the tips of the arrow prongs that are going thru the beltline. Once done you can proceed to pressing these clips onto the beltline.



23. Notice the line between the rubber portion the metal indentation located on the lower section of the scraper.



24.

Use come standard flat

pliers to push the prongs thru the Scraper. With the prongs facing inward, the idea is that the prongs collapse towards each other.





25.

You will have 4 clips per

scraper. 8 Per door and a total of 16 clips needed for this portion of the job.



26.

Use weather-strip adhesive

for the section of the old vent glass and align the clips so the slots and using your wrist part of your palm snap in the clips and tape down the area where the adhesive is to where you want it to stay.



27. Roll the glass all the way up and down to check for snags and clear them. NOW YOU SHOULD BE ALL DONE.



- HOOOORAYYYYY!!!!
- You're Done!!

GREATJOB!!!

DOESN'T THAT LOOK BETTER!!!

Thank you for Purchasing our 1964-66 Chevy C-10 Truck/Suburban

Full One Piece Door Glass. We hope you found this kit to be not too difficult to install, and would gladly appreciate any suggestions to improve our kits