

# **BROTHERS 1967-72 ONE PIECE WINDOW KIT**



Thank you for choosing **BROTHERS** one-piece window kit for your 1967-72 Chevy & GMC pickup or Suburban. This kit will not work on Blazers. The installation will take approximately 4 to 5 hours per door. No special tools are required during the installation and all hardware is included with this kit. Please read these instructions thoroughly before starting installation. The steps are numbered, do not skip steps during installation, they are numbered for a reason. Having the door off the cab makes installation easier, but is not necessary. We've found that some aftermarket doors have slight variances, therefore some components in this kit will not fit as they would on a original door. Whenever possible try to use your original doors.

# **LIST OF PARTS INCLUDED IN THIS KIT**

**(2) Pieces of one-piece glass**

**(2) Pieces of glass setting tape**

**(2) Division bar felts**

**(3) Glass felt run channels**

**(1) Four piece felt & scraper set**

**(1) Six piece aluminum hardware set**

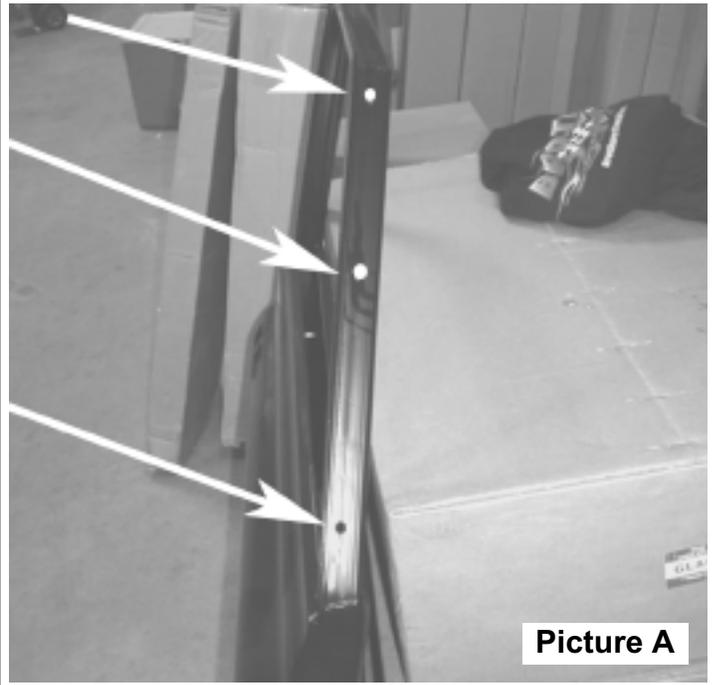
**(8) #10 x 24 x 3/4" bolts & nylon lock nuts**

**(4) #1/4 x 20 x 1/2" panhead bolts & nuts**

**(2) #1/4 x 20 x 1" bolts & nuts**

**(2) Countersunk #10 x 32 x 1-1/2" screws**

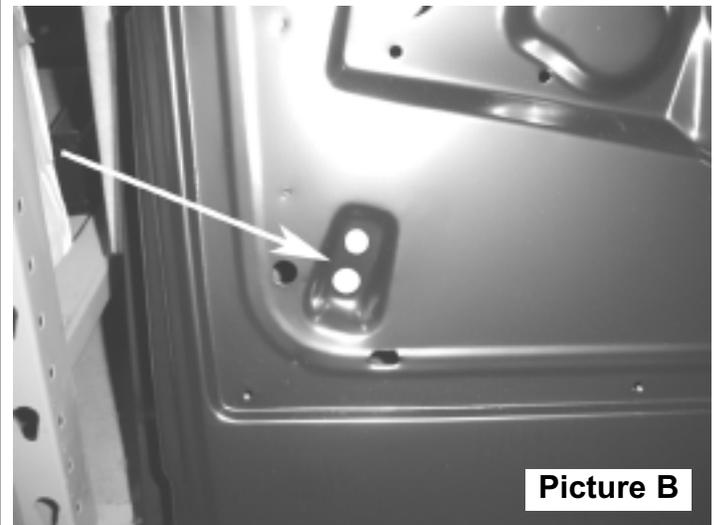
**(2) 3/4" sheet metal screws**



**Picture A**

The above pictures shows the location of the three screws that hold the top part of the vent window on the door.

**(1)** The first step is to remove the door handles, window handles and armrests. The armrests are screwed into the door. The door & window handles are held on with clips which can be removed with a thin, flat blade screwdriver. **BROTHERS** offers a specialty tool to remove these clips (#DHCT001). With these items removed, you can remove the door panel. On 1967-71 trucks there are four screws along the bottom of the panel. On 1972 trucks there are plastic clips. **BROTHERS** offers a specialty tool to remove these clips (#DPCT001).



**Picture B**

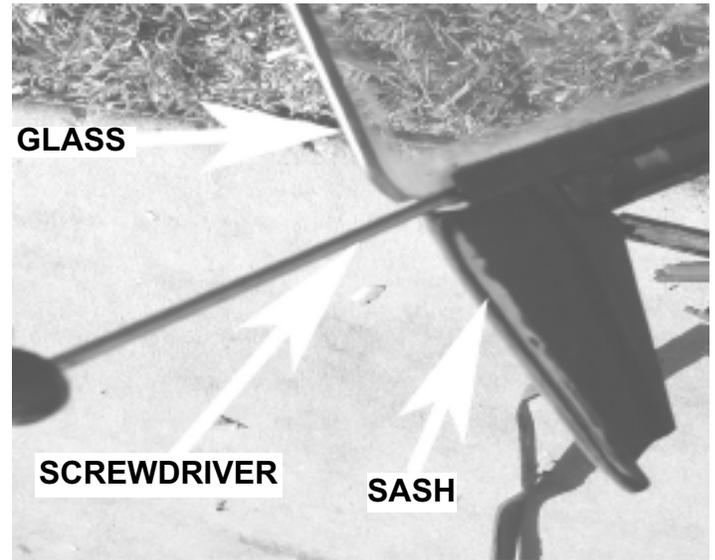
The above picture shows the two bolt holes at the bottom, front of the door where the bottom of the vent window assembly attaches to the door.



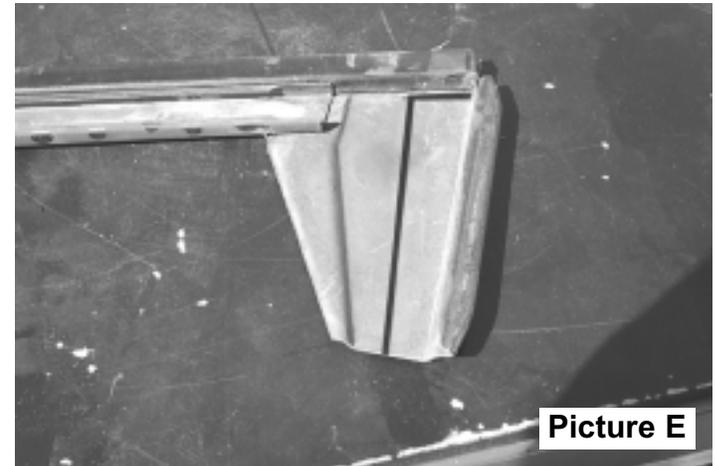
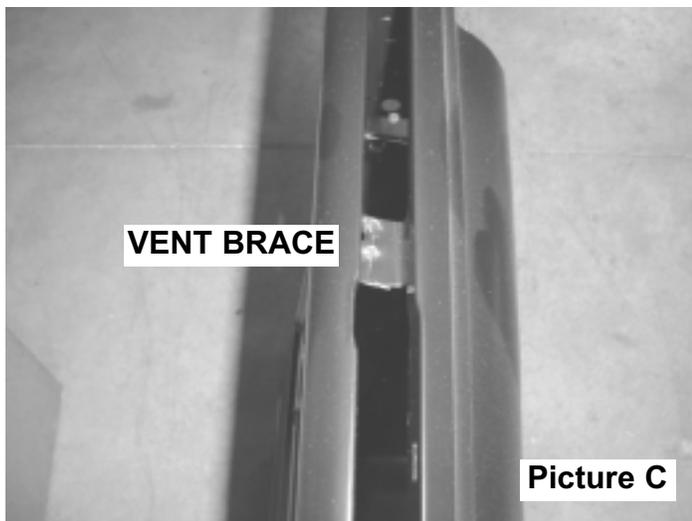
**(2)** Remove the complete vent window assembly by unscrewing it from the door. There are be three screws at the top, front edge of the vent window (**Picture A**) & two retaining bolts at the front, bottom of the door (**Picture B**). May require some manipulating in order to remove the vent window assembly, it is a tight fit.



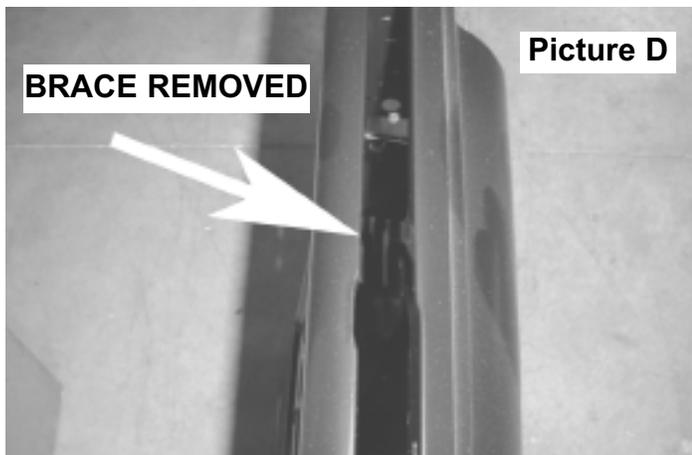
**(3)** After you remove the vent window assembly proceed to remove the window glass. This can be done by rolling up the glass approximately 3" from being all the way down, then remove the rear roller from the track. Proceed to slide the window back to allow the front roller to be removed from the track. Now carefully lift the glass up from the rear and remove from the door.



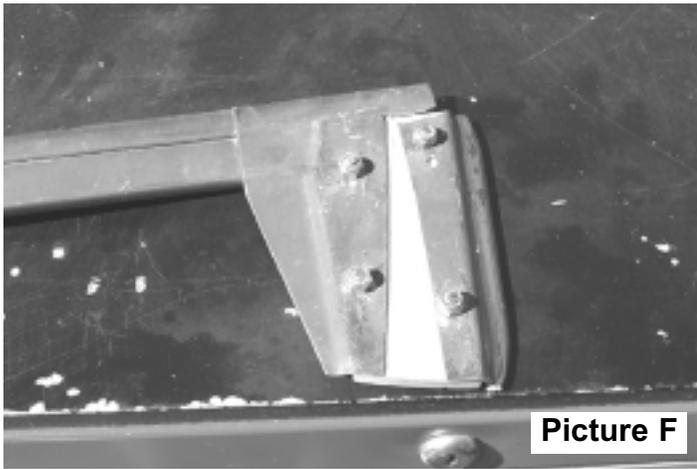
**(5)** Remove the glass from the window sash by gently tapping a flat blade screwdriver in between the sash and glass to separate them from each other. Be careful not to damage or bend the sash, as that it may cause the glass not to roll up correctly in the door.



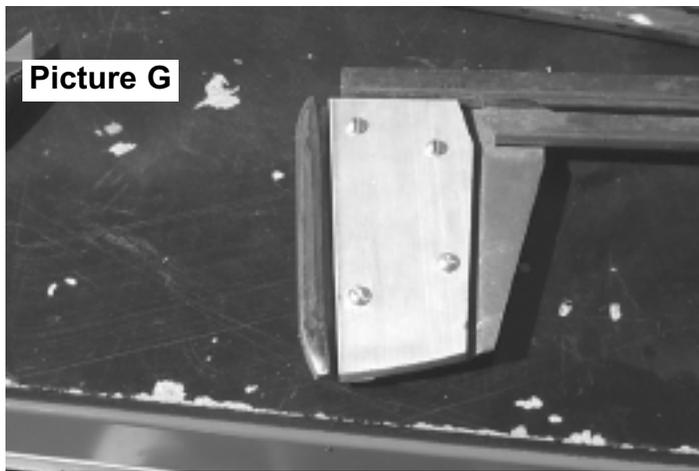
**(6)** With the glass off the sash. Mark the sash (**Picture E**) and cut with a hacksaw or other cutting tool. The cut doesn't have to be perfect you just want enough room on both sides for the bolts to go through the bracket in the next step.



**(4)** Using a hacksaw or other cutting device, cut the vent window support from the door (**Picture C**). Cut flush with each side of the door (**Picture D**).



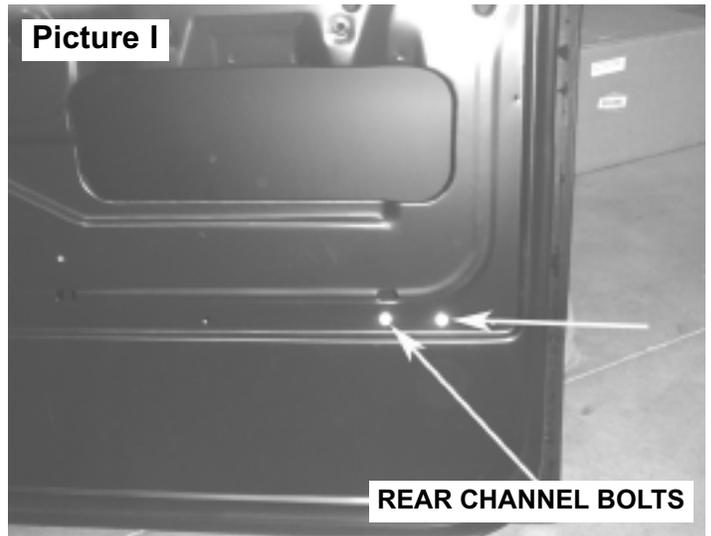
Above picture is of back of sash with nylon lock washers.



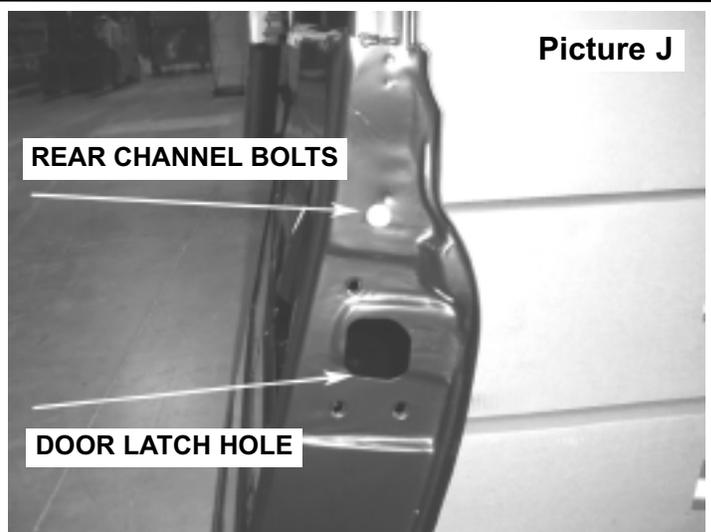
Above picture is of the front of the sash with #10 x 24 x 3/4" bolts installed.



**(7)** Assemble the sash by placing the brackets into the sash (**Picture F**) and drilling the four (4) holes using the brackets as a guide (**Picture G**). Use the #10x24 phillips head bolts and nylon lock nuts to assemble the sash (**Picture H**). Your sash is together and you can move on to the next step.

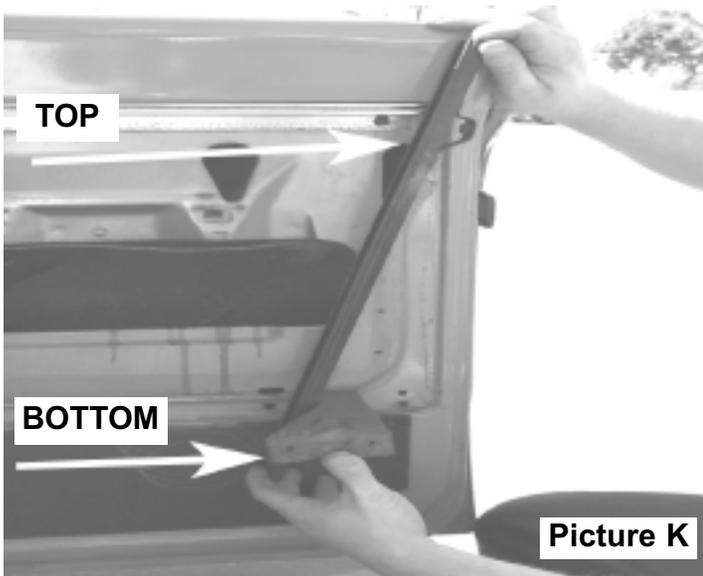


Above picture of lower rear channel bolt holes.



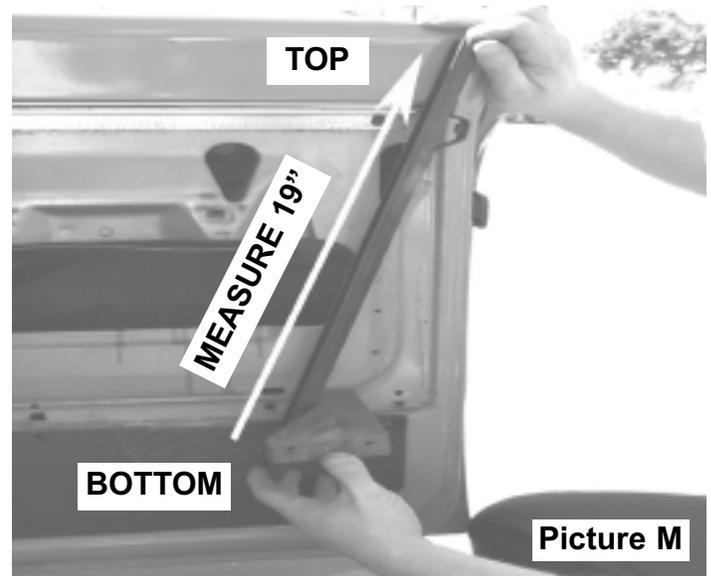
Above picture of top rear channel bolt on the back of the door

**(8)** Now lets remove the rear glass channel inside the door. Remove the bolts at the bottom corner of the door panel area (**Picture I**) and the top back of the door above the latch (**Picture J**).



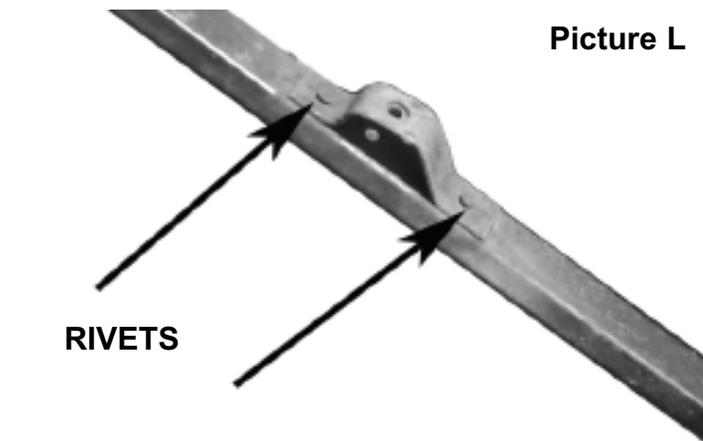
Picture K

Above picture of rear channel



Picture M

(10) Once you have removed the mounting bracket, measure from the bottom of the rear channel up 19" and cut off the top of the channel (Picture M).

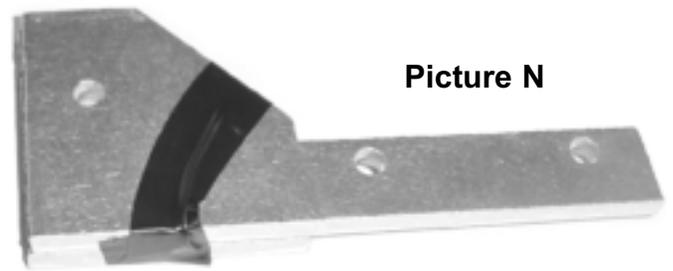


Picture L

RIVETS

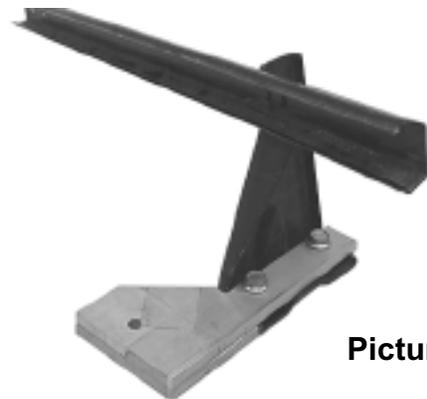
Above picture of bracket that needs to be removed from the rear channel.

(9) With the rear channel out (Picture K), remove the mounting bracket at the top of the rear channel by drilling or grinding the rivets off (Picture L).



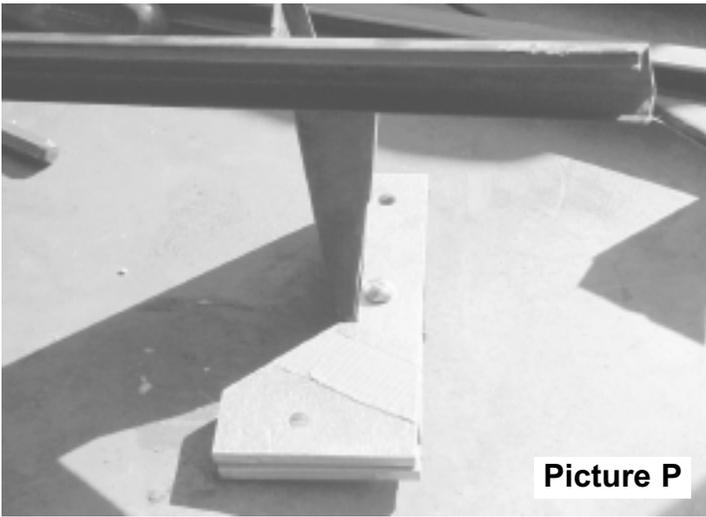
Picture N

(11) Prepare the relocating brackets for the rear channel. One bracket has 3 holes and the other has one hole in it. Tape them together (Picture N), the tape job is not critical. You are only taping the brackets to hold them temporarily until you bolt the rear channel back in the door.



Picture O

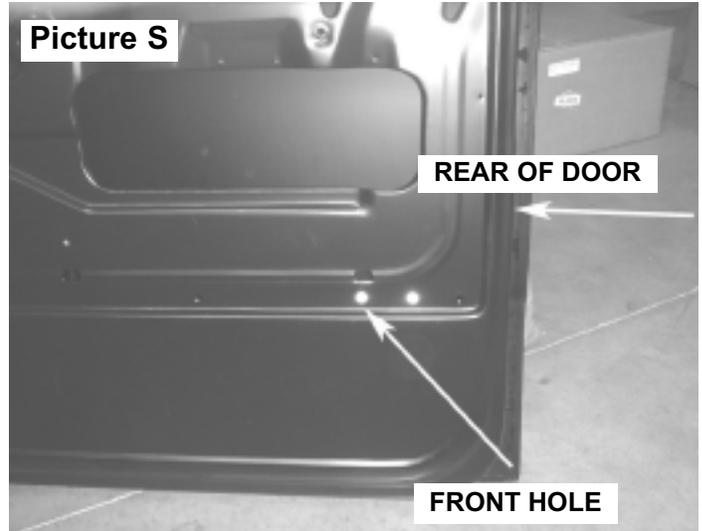
(12) Bolt the relocating brackets to the rear channel (Picture O, Picture P, Picture Q) using the #1/4 x 20 x 1/2" panhead phillips screws provided (Picture R). Pictures continued on the next page.



**Picture P**

Above picture of bracket s bolted on rear channel.

**(13)** Bolt the bottom of the rear door channel back into the door using the locating hole at the front of the new relocating bracket. Use the #1/4 x 20 x 1" hex head bolt & nut (**Picture T**), attach to the rear lower channel hole closest to the front of the truck. The top of the channel does not get bolted in, it lays against the door latch (**Picture S**).



**Picture S**

**REAR OF DOOR**

**FRONT HOLE**

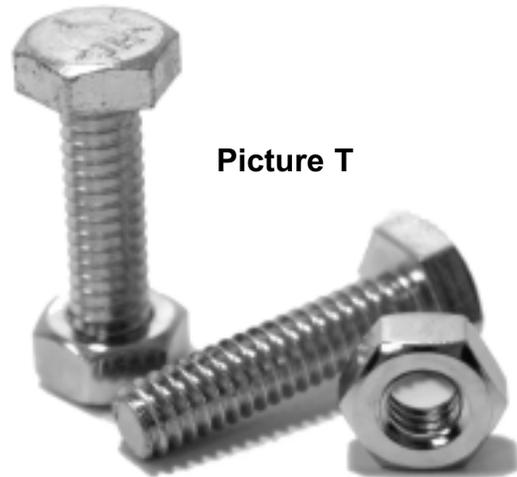
Above picture of the bolt hole used to attach the rear channel with the new bracket.

**Picture R**

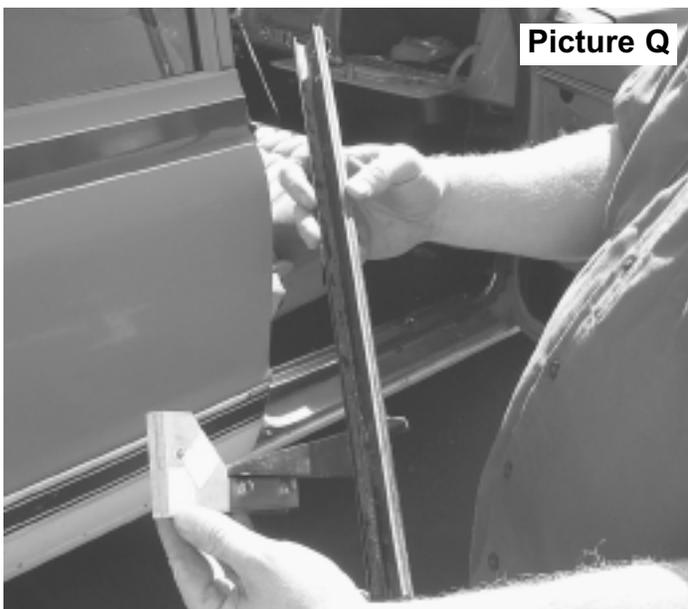


Above picture #1/4 x 20 x 1/2" panhead bolts for the rear channel brackets.

**Picture T**



Above picture of #1/4 x 20 x 1" rear channel relocating bracket bolts.



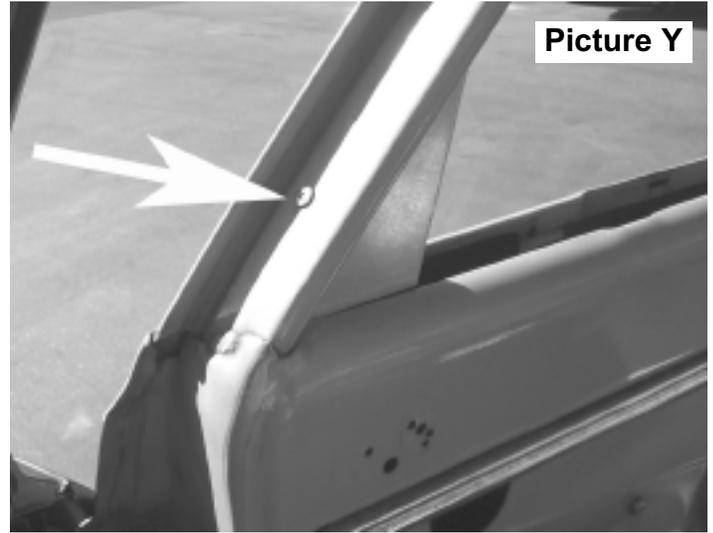
**Picture Q**

Above picture of rear channel with brackets attached.



**Picture U**

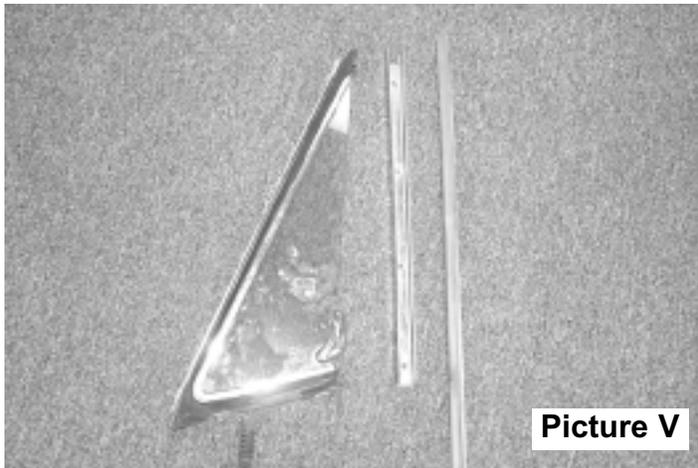
**(14)** Disassemble the vent window assembly by drilling or grinding out the rivets (**Picture U**). Separate the division bar from the rest of the components, it will become the front glass guide channel (**Picture V**).



**Picture Y**

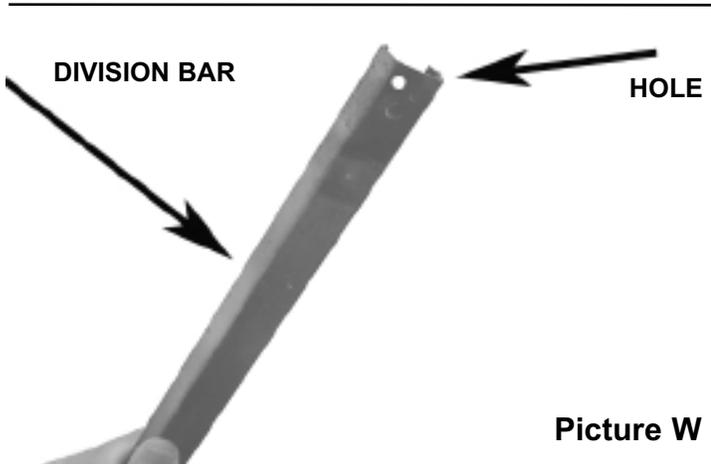


**Picture X**



**Picture V**

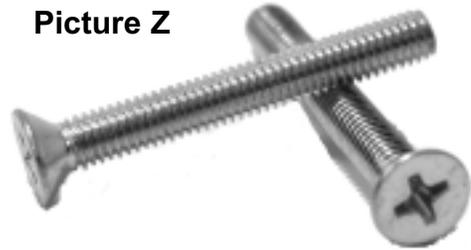
Above picture of vent window apart.



**Picture W**

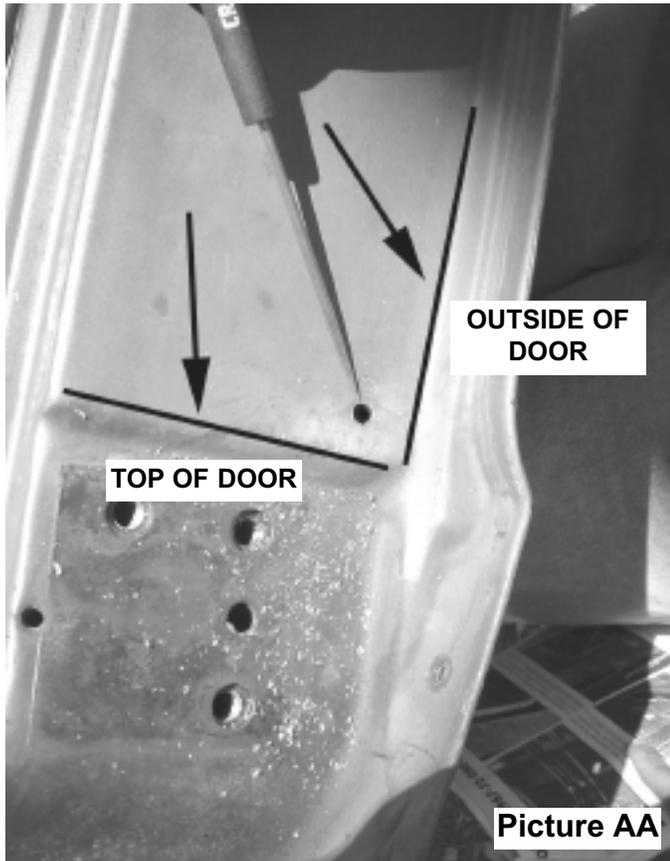
**(15)** At the top end of the division bar there is a small hole approximately 1/8" from the end (**Picture W**). This hole will be at the bottom of the front glass guide channel. Measuring from that end up, cut the division bar with a hacksaw or other cutting device to 27-1/2" long. This is your front guide channel. Now set it to the side we will come back to it later.

**Picture Z**



Above picture of #10 x 32 x 1-1/2" Countersunk screws

**(16)** Install the corner wedge (**Picture X**, **Picture Y**) into the door using the phillips head countersunk #10 x 32 x 1-1/2" screw provided (**Picture Z**). Leave the corner loose until you complete the next step. There are two holes left on the door post, feel free to fill or cover these holes. Our doors weren't painted yet so we just used some bondo to fill the extra holes.



Use the black lines in the (Picture AA) for reference on where to measure from to drill the hole.

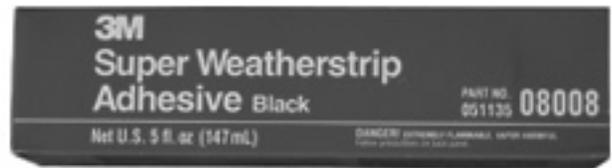


(17) This is the hardest part of the installation. It is alot easier if the door is off the truck. This step takes place above the bottom hinge on the door. You need to drill a 1/4" hole 1/2" up from the ledge on top of the hinge and 3/4" in from the first edge towards the outside of the door. Use the (Picture BB) for reference. This hole will be used to attach the bottom of the new front glass guide you made from your division bar. This hole doesn't have to be pretty but it does have to be in the right location.



Picture CC

Above picture of division bar liner felt.



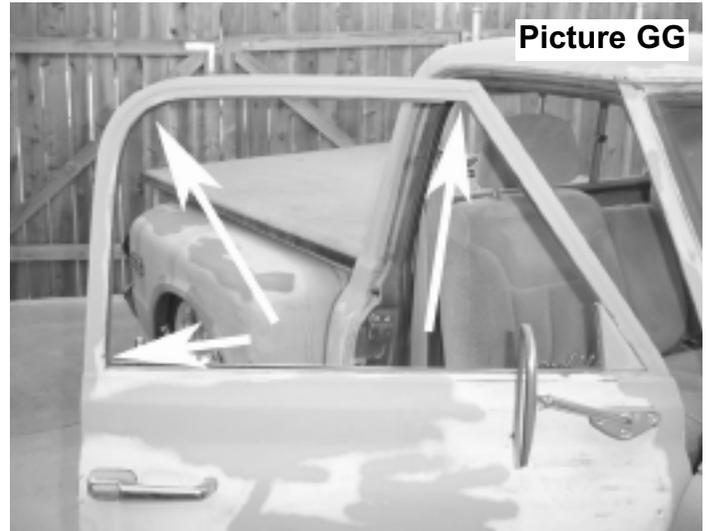
Picture DD



(18) Now that you have the hole drilled, pull the old weatherstrip out of your modified division bar. Replace it with the new division bar felt (Picture CC). The felt should be fitted to the top of the front guide channel (the channel you made in Step 15). Two division bar felts are provided in this kit. To keep the the weatherstripping from moving in the channel, use **BROTHERS** 3M weatherstripping adhesive, part # is PER8008 (Picture DD). With the weatherstripping in, place the front guide channel into the door and corner wedge so that the hole is at the bottom of the door. The hole in the guide channel should line up with the hole in the bottom of the door as in Step 17. The top of the modified division bar and the top edge of the corner wedge should be at the same height. See (Picture EE) on the next page.



Above reference picture for Step 18.

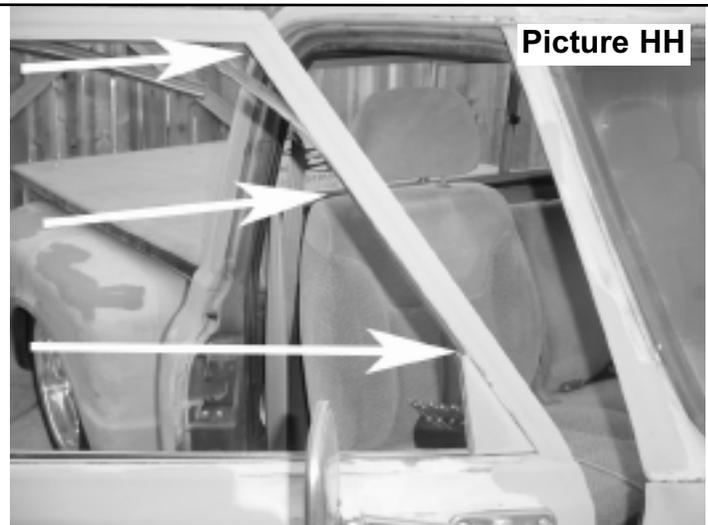


Above picture of first run channel to be installed.

Picture FF

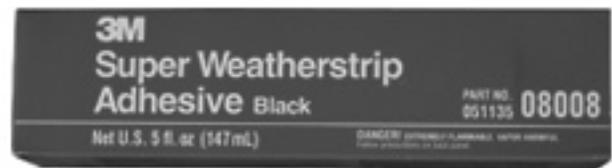


Above picture of sheet metal screws



Above picture of second felt run channel must be cut to fit.

**(19)** The bottom of the modified division bar channel with the small hole, will be fastened to the door using the hex-head sheetmetal screw provided in the hardware kit (**Picture FF**). Insert the screw into the hole you drilled into the bottom of the door and into the glass guide channel & felt. Going through the division bar felt will help hold it place within the channel. If the door is still on the truck at this point, make sure that the door is all the way open through the rest of the steps. The reason for this is, that once the front guide channel is in, the door check link inside the upper door hinge will interfere with it.

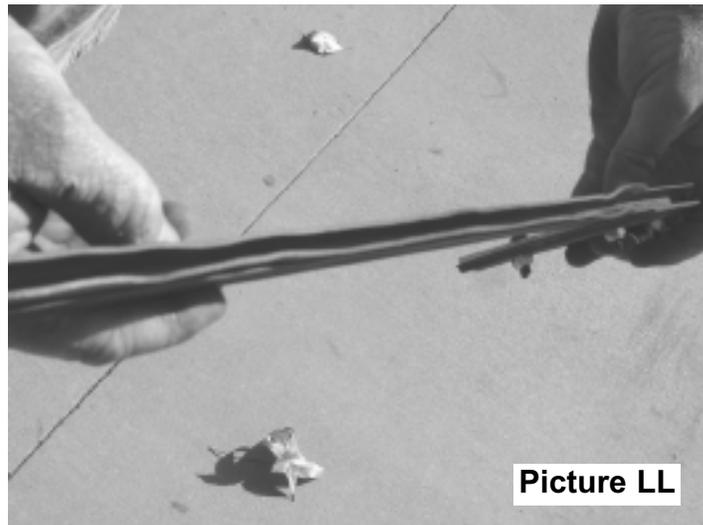


Picture II

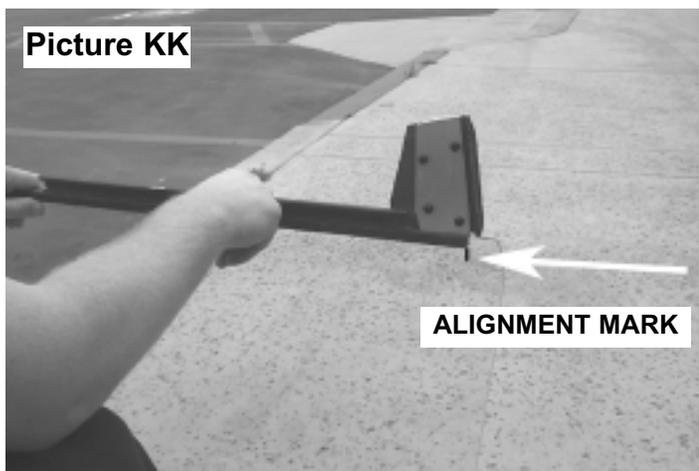
**(20)** At this point, install the felt run channels into the door. There are three felt run channels provided with the kit, they are the really flexible pieces that you can roll up. Two of the channels mount to the top of the door and run from the top, front edge to the back of the door & down into the door like your original (**Picture GG**). The third piece will need to be cut into two pieces & will fit into the door from the top of the corner wedge to the top edge of the vent window brace (**Picture HH**). To keep the the weatherstripping from moving in the channel, use **BROTHERS** 3M weatherstripping adhesive, part # is PER8008 (**Picture II**).



Picture JJ



Picture LL



Picture KK

ALIGNMENT MARK



Picture MM

**(21)** Scrape the old glass setting tape out of the modified sash with a screw driver or other tool. Then set the sash back onto the window regulator in the door. Carefully insert the glass into the door & guide channel at the front & the rear of the door (**Picture JJ**). Carefully lower the glass into the modified sash, make sure the sash is all the way back & the rudder is riding in the back channel. Holding the glass steady, roll the window up & down to make sure it seals up correctly. Once the glass has been adjusted and set in the right spot, roll the window down to where you can mark the glass & the sash with alignment marks with a permanent marker (**Picture KK**).

**(22)** There are two ways to do this step. The first is, remove the one-piece glass and modified sash from the door. Line the sash with the glass setting tape provided in the kit (**Picture LL**). Install the glass on the sash using the alignment marks you made in the previous step. Using a rubber hammer, gently tap the sash onto the glass (be careful not to break the glass or damage the sash). Heating the setting tape with a heat gun or blow dryer will help soften the tape, making it easier to set the glass. Place the glass back into the door and onto the window regulator (**Picture MM**). It is not necessary to remove the regulator, but removing the fastening bolt could be helpful when trying to get the rollers back into the sash.

The second way is used if you can't get the sash onto the regulator, you may set the sash onto the regulator first then set the glass into the door and into the sash. Gently tap the glass into the sash (be careful not to break the glass) with a rubber hammer (don't forget to cushion the glass). Again, heating the tape will help you set the glass and make sure the glass is in the sash nice and tight. This step is not always easy and there is no trick to it, you just have to work at it. After you've got everything in, test the window by rolling it up & down to check the operation (if the door is on the truck, make sure it is all the way open because at this point the check link will interfere with the front guide channel and cause it to bind).

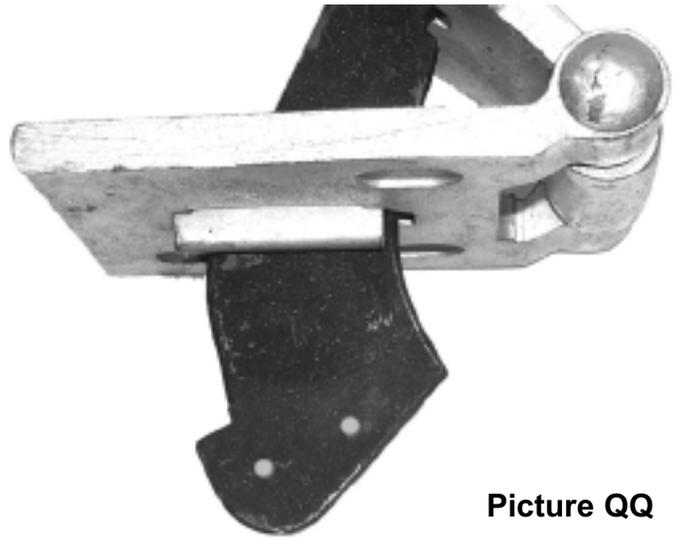


Picture NN



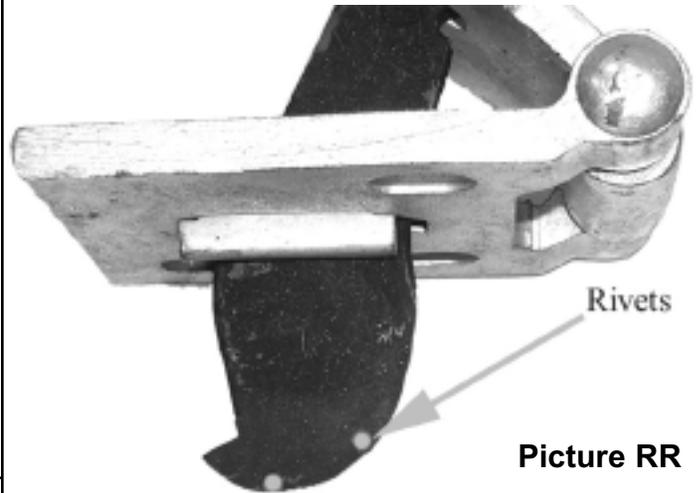
Picture OO

(23) The last pieces of weatherstripping you need to install are the four special anti-rattle strips (Picture NN). Two rubber scrapers mount on the outside of the glass and two fuzzy felts mount on the inside of the glass. These felts & scrapers are left & right specific. You may want to mark each piece before installation to insure you are installing them in the correct location. These items bend easily so there is no room for error. Carefully install the four pieces by clipping them into the factory holes in the door (Picture OO).



Picture QQ

Above picture of unmodified check link.



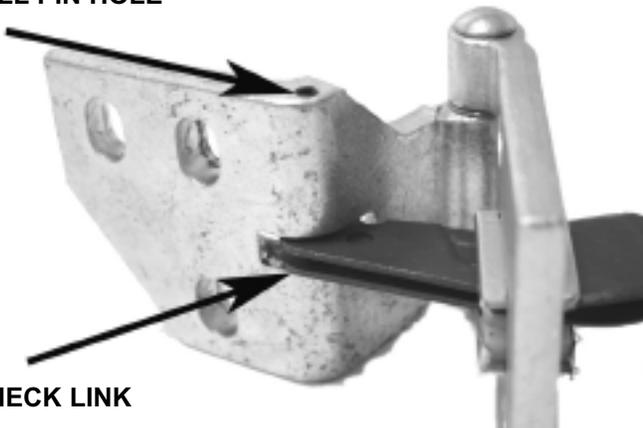
Rivets

Picture RR

Above picture of modified check link.

Picture PP

ROLL PIN HOLE



CHECK LINK

(24) The door check link interferes with the front glass run channel and must be modified. The check link hits the front run channel when closing the door and causes the window bind and not completely roll up. The check link needs to be removed and modified. To remove the check link, you must knock out the check link retainer roll pin on the hinge and pull it out through the door (Picture PP). You may choose to take the hinge completely off the door and cab to make modification easier.

(25) The last step is to grind down the end of the check link (Picture QQ & Picture RR). Stick the check link back in the door and check operation of the window & door. You can physically feel inside the door to see if the check link is hitting the front guide channel. If you still have problems rolling it up or feel it hitting while operating, you take the check link back out & grind off a little more. Continue this step until the window operates smoothly with the door shut.

**Note:** You might have to grind pretty close to the rivet that holds the check link together, be careful not to grind the rivets all the way off or the check link will come apart. If this happens, the door will not have a stop to prevent it from opening too far which may result in damage to your door and fender.