

# **BROTHERS TRUCKS**



**55-59 ONE PIECE  
WINDOW KIT**

# **BROTHERS**

## **CONTENTS OF THE GLASS KIT**

2 PIECES OF GLASS

2 GLASS RUN CHANNELS

1 SET OF FELTS AND SCRAPERS  
(ANTI RATTLES)

4 SCREWS TO ATTACHES GLASS RUN  
CHANNELS

2 STRIPS OF GLASS SETTING TAPE

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**Preparing the door** - Remove the side window assembly, vent window assembly and all tracks from the door so that you have an empty door shell to start with.

**Adjusting the door opening** - Starting with an empty door shell, you will need to tap with a hammer and a punch at the front edge of the window frame area (in front of the vent window) to allow for extra space at the front of the window opening for the one-piece glass channel. (See picture on last page)

**Test fitting the channel** - Starting at the back of the door, slide the window channel (supplied with kit) into the back and front of the door. To install the front and rear of the channel into the door, you must drop both the front and the rear into the door at the same time. At the rear inside of the door at the very bottom there is a bracket that the window channel will set into. This is how you will know that the window channel is in the right spot.

**Gluing in the channel** - Once the window channel has been test fit and you know how the channel should fit into the door, you will need to glue it into place. Glass shops usually use a type of silicone or polyurethane glue for this step. If you don't have any of this glue, it is available at your local hardware store. To glue the channel you must first tilt the channel forward, opening a gap between the channel and the frame of the door. This will allow for putting the glue into the frame of the door without getting it on the track. You should put a bead of glue around the entire upper frame of the door where the channel will be installed. Next you will push the channel back into place. Once the Channel is in place, press it towards the outside of the door so that from the outside, the channel is flush with the top of the door edge. You should tape it with masking tape about every 4 to 6 in. This will hold the channel in place while the glue is drying. Note: be sure to wipe off any excess glue before it dries.

**Removing the original window from the sash** - The sash is the metal channel that the glass sits in which bolts to the regulator. To remove it from the glass you will need to start by removing the sash from the window regulator. With the original glass and the sash separated from the regulator, you will need to pull the glass out of the sash. This is done by cutting the setting tape at the bottom of the glass. This tape is holding the glass into the channel. You can usually cut it with a razor blade and pull the original glass out. If you can't remove the glass from this yourself, you can call a local auto glass shop and they will usually do it for you for reasonable expense. Once you have it separated from the glass, you should clean out any excess tape still in the sash and then reattach the sash to the regulator.

**Marking the glass** - You will need to have the window regulators installed in the door for this step. With the regulator rolled all the way down into the door, lower the new one-piece glass down into the window channel opening. Allow it to rest in the window sash and slowly roll up the window. As the window is being rolled up, adjust the glass from front to rear in the sash and find the spot where the glass rolls up and down the easiest. This adjustment is very important because once you determine the placement of the glass in the sash, it will dictate how well the glass rolls up and down when completed. Once you have rolled the window up and down a few times and have fine tuned the adjustment, you will need to mark the glass and the sash exactly where they should be attached together, so that when you remove the glass you will know where to install the glass on the sash when its' out of the door. To mark the glass you will have to roll the window down about 8 in. from the top so that you can see the sash and the glass through access opening in the door. You can mark the glass with an ink marker or a grease pen for best results. Once you have marked the glass, roll the window all the way down again and remove the glass from the window opening.

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**Attaching the new glass to the sash** - Next you will need to unbolt the sash from the window regulator. With the window sash and the glass free from obstruction, you will need to attach the glass to the sash. You do this by using what is called setting tape. You will need to wrap the very edge of the glass with setting tape and then press it into the sash. This should be a very tight fit. You will probably have to tap the glass into place with a rubber mallet. Be very careful not to chip the edges or break the glass entirely.

**Reinstalling the glass into the door** - Once the glass has been attached to the sash it can now be put back into the door. Remember to lower the regulator to the bottom before trying to put the glass back into the door. Carefully lower the glass back onto the regulator and reattach the sash to the regulator. With this attached to the regulator, you can now roll the window up and down and see how well it operates and check for any obstructions.

**Installing the window felts/scrappers** - The final step is to install the felt scrappers that are attached to the door on the inside and outside of the glass. The felts are pre-shaped however slight adjustments may have to be made to fit them exactly to your door. You will need to roll the window down all the way to gain access to the spot where the felt will be attached. Note: inside the door at the very bottom center is a bracket with a rubber bumper on top of it. This is to stop the glass from rolling down too far. Removing the rubber bumper for this step will allow the window to roll down further into the door for better access. Now attach the felt by pressing the factory style clips installed on the felts into the holes in your door. Next, attach the front end of the felts to the door using the small black screws supplied with this kit. You will need to drill small holes in the narrow metal lip at the front edge of the door. You need to be very careful not to slip with the drill and scratch the paint on your truck's door. The screws need to be screwed in all the way so that they are hidden in the felt and will not scratch the glass when rolled up and down. Note: This area where you will drill is very narrow and takes time and a steady hand but it can be done.

After installing the window felts you can now roll the window up and down and check for obstructions or clearance problems. Also remember to reattach the rubber bumpers on the inside of the door. With no further adjustments to be made you're finished.

**Technical note:** With the installation of many of these one-piece windows already completed, we have noticed that not all doors are created equally. A few of the doors that we have installed these one-piece glass kits into have had spots in the door where the window regulator made contact with the door. This makes the window feel like it is dragging in spots while being rolled up and down. We have fixed this problem by trimming off the edge of the regulator where it was rubbing on the door. Another modification you may want to do is to trim the window sash. The original window sash has two tails that hang down from each end. By cutting these off with a hacksaw it allows more room for the window to lower into the door. You should only do this if you find that, while test fitting the glass to mark the sash, the window will not roll all the way down.

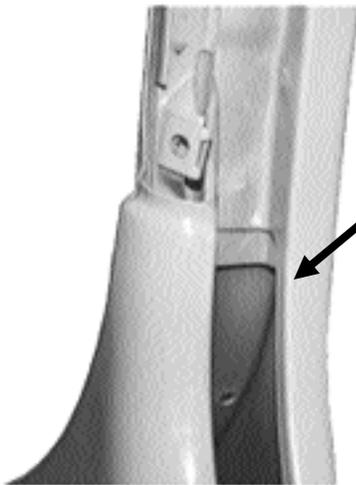
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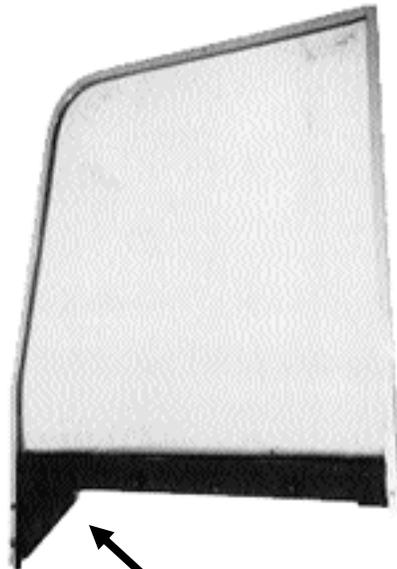
Access hole in door, used when marking the glass on the window sash.

Bracket in the door to attach the lower window channel



This is the point where you will need to hammer smooth to allow more clearance

This is the front of the door where it is very narrow and you need to be very careful when drilling to install the window felt



This is where you will need to trim the window sash to keep it from rubbing in the door frame