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INSTALLATION INSTRUCTIONS

1967-72 CHEVY PICKUP VENT WINDOW DELETE INSTALL KIT

IMPORTANT NOTICE – READ ALL INSTRUCTIONS PRIOR TO STARTING THE VENT DELETE DOOR GLASS INSTALL

Before getting started...this install should only be attempted by a qualified installer with extensive knowledge of glass installation and automotive fabrication!

You WILL need to drill a few holes in your door that were not previously there. If you are not willing to drill holes in your door you should not attempt to install this kit.

You will most likely need to modify parts of the door to install this kit including grinding and cutting. If you are not willing to modify parts as listed in the instructions, you should not attempt to install this kit.

You will need to modify parts included in this kit. If you are not willing to modify the parts in this kit as listed, you should not attempt to install this kit.

Be prepared to install and uninstall this kit several times during the process to get everything in place and all possible modifications correct before finally completing the installation. You will need to have an abundance of patience, common sense, and persistence to install this kit.

This kit will not work with the Auto City Classic Power Window kit because the power window motor is located under the vent window and will hit the vent delete glass. There are power window kits out there available for this truck but be sure that the manufacturer agrees that it can be used with a vent delete glass before purchasing.



THE KIT INCLUDES

- A. 1) LEFT VENT DELETE DOOR GLASS WITH BRACKETS INSTALLED
- B. 1) RIGHT VENT DELETE DOOR GLASS WITH BRACKETS INSTALLED
- C. 2) FRONT ROLLER CHANNEL BRACKET
- D. 2) C-CHANNEL
- E. 4) INNER AND OUTER RUBBER WINDOW SWEEPS
- F. 6) RIVET STYLE ROLLERS**
- G. 2) LARGE BOLT STYLE ROLLERS
- H. 2) DOORSTOP BRACKETS (left and right are different)
- I. 2) 1/4-20 X 2" ADJUSTER SCREWS
- J. 6) 1/4-20 LOCK NUTS
- K. 2) 1/4-20 x 1/2" PHILLIPS PAN HEAD SCREWS
- L. 4) PRESS-IN FUZZY RUN CHANNEL

(no additional hardware is included)

*** We use multiple suppliers on these rollers. Some rollers will be hollow rivets and others solid. They can be used interchangeably.*

DOOR WINDOW DISASSEMBLY

1. Remove the 2 screws holding the door handle/armrest and remove the armrest.
 - Set this aside for reassembly.
2. Remove the door panel by removing the 4 screws at the bottom of the door panel and sliding it down and out of the bracket at the top of the panel.
 - Set this aside for reassembly.
3. Remove the 4 screws holding the door panel retainer trim to the door.
 - Set this aside for reassembly.
4. Remove the screw on the rear of the door (above the door latch mechanism) and 2 on the bottom corner of the face of the door holding the rear window run channel in place as shown here and remove the channel from the door.
 - You will not reuse this channel or hardware.



5. Remove the 3 screws attaching the top of the vent window assembly to the front of the door.
6. Remove the 2 screws holding the lower part of the vent post to the door as identified in these pics.

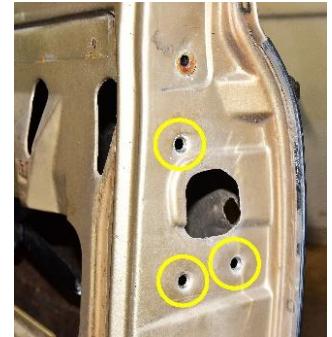


7. Roll the window all the way down, slide it back toward the rear of the truck, and remove the vent post assembly by lifting it up and inward toward the truck. As the bottom of the vent post with the bracket reaches the top of the door, turn the vent post 90-degrees so that bracket will clear through the door opening.
8. Roll the window halfway up so you can see the roller channel at the bottom of the glass through the opening in the face of the door.
 - Be careful to guide the glass with your hand because the vent post channel is no longer guiding the glass.
9. Move the glass forward and backward as needed to remove the roller channel from the regulator rollers and lift the glass from the door by tilting the back up slightly and lift out back side first.
 - Notice the original roller channel most likely has slots cut into it that make it easier to remove the channel from the regulator rollers.

10. Remove the 4 screws holding the regulator in place and remove the regulator from the door.
 - Be sure to have a firm grip on the regulator when you remove the last bolt so the regulator does not fall into the door and dent the outside door skin.
 - Set this aside for reassembly.
11. Remove the door lock knob and set aside for reassembly.



12. Remove the door lock by removing the clip holding it into the door and removing it from the door.
 - Set this aside for reassembly.
13. Remove the 3 screws holding the door latch mechanism in the door and remove from the door.
 - Set this aside for reassembly.



14. Remove the lower rubber bump stop located on the cross brace located inside the door approximately where the yellow arrow is pointing.
 - It is no longer needed when you install the vent delete door glass.
 - Removing this will allow the door glass to roll down just slightly more than if the bump stop was in place.
 - Take note at this time that the door glass will not roll all the way down past the window sweeps when the vent delete glass install is complete. It will stick up just slightly past the top of the window sweeps.



PRODUCT AND DOOR PREP

You will need to modify the door latch spring and catch to install the vent delete glass kit.

Also see the section near the end of the instructions that discusses further modifications you may need to make to the latch mechanism.

15. Move the door latch spring off the spring catch using a pliers identified with yellow arrow here.



16. Using a hammer, bend that spring catch flat as shown in this picture.



17. Temporarily move the spring back in place. Using a marker, mark the spring where it passes over the opening left after bending the spring catch flat.
18. Bend a 90-degree angle into the spring at that location using a pair of pliers or vice grips or any combination of tools you feel will work as shown in these pictures.

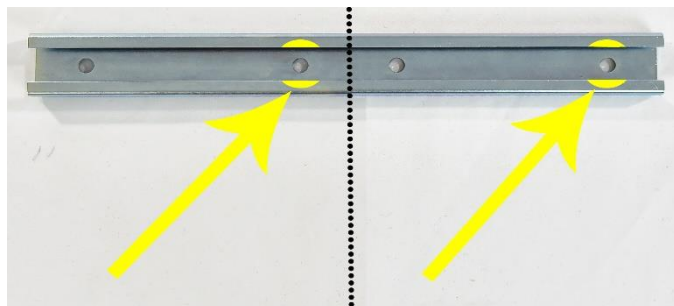


19. Rotate the spring back into place and insert that bent spring section into the hole left after flattening the spring catch as shown in this pic.



Later, after you install the vent delete glass, there is a good chance that the glass will hit the door latch mechanism. So, if you haven't already done so, now would be a good time to go to the section near the end of the instructions that discusses further modifications you may need to make to the latch mechanism, just to familiarize yourself with possible modifications.

20. You will most likely need to modify the C-channel supplied in the kit slightly to get a socket into the channel to tighten the nuts when installing the channel onto the bottom of the glass once inside the door. Now is a good time to find one of the 1/4-20 lock nuts supplied in the kit and the socket you intend to use to tighten this nut. See if that socket fits over the nut and into the channel. If the socket hits the channel use a Dremel or other similar tool to cut a small semi-circle into the top and bottom of the channel to make clearance for the socket as shown in yellow below.



21. You may need to modify the front roller channel to clear the outside of the door. Doing so will not change the function whether you need to do this modification or not. So, you may as well do that now. To do this simply cut a 45-degree angle on the end of the roller channel to clearance toward the outside of the door as shown in this picture.

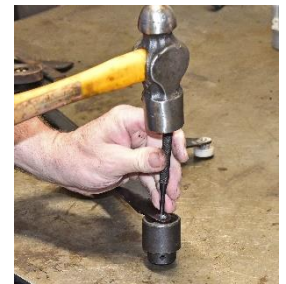


22. Take a look at the door regulator and notice that there are 3 rollers. 1 roller points toward the inside of the truck. The other 2 rollers point toward the outside of the truck. These rollers slide into the C-channel on the bottom of the door glass that is mentioned in step 20. You will need to replace these rollers in the next couple steps.

23. Using a grinder, grind off the head of the rivets holding these rollers in place OR use a drill to drill out the rivets and remove the old rollers.

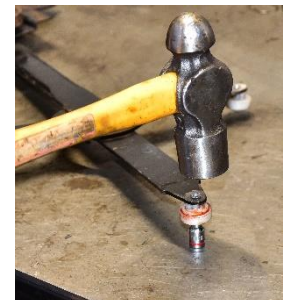


- It is very important that you only grind the head of the rivet and not too much of the regulator.
- You can also use a drill to drill out the rivet but be careful NOT to drill the hole in the regulator any wider. This is VERY important.
- You may need to use a pick and hammer to poke out the rivet/roller. If you do so, it is a good idea to use a small round pipe section or a socket as a base to support the regulator arm. Place the regulator arm on that pipe/socket with the roller inside and tap the rivet and to pop it out.
- It is VERY easy to bend the arm during this step. If you do bend the arm just be sure to bend it back into shape before putting it back into the door during assembly.



24. Install the new rollers on the regulator arm by peening the rivet heads with a hammer.

- It would be a good idea to put something under the rivet as shown here. This way when you are hammering you are doing so metal on metal rather than on the plastic roller, possibly breaking the roller.
- BE SURE that the roller is installed going the same direction as it was originally (toward the outside of the truck)
- If the roller's rivet does not go into the hole, just file a little bit to remove any possible edges on the rivet.
- Be sure to peen it tight enough that the metal pin/rivet does not spin. If it spins, continue to peen until you are satisfied.



- Again, it is important to support the regulator arm very well while installing the rivet because it is so easy to bend the arm.
 - If you do bend the arm just bend it back into shape before putting it back into the door during assembly.
25. Find 1 rivet roller and 1 bolt style roller to attach to the bracket at the bottom of the door glass.
26. Install the rivet style roller into the bottom hole on the bracket on the bottom of the door glass by peening the rivet head.
- If the roller's rivet does not go into the hole, just file a little bit to remove any possible edges on the rivet.
 - Be sure to install the roller so that roller is facing the inside of the truck when the glass is installed.
 - When peening, obviously be very careful with the hammer not to slip and destroy your glass.
 - Be sure to peen it tight enough that the metal pin/rivet does not spin. If it spins continue to peen until you are satisfied.
27. Install the bolt style roller into the top hole.
- Make sure that you tighten the roller enough that the bolt does not spin.
 - Again, be sure the roller is installed so that it is facing the inside of the truck.



Once finished your bracket should look like this.

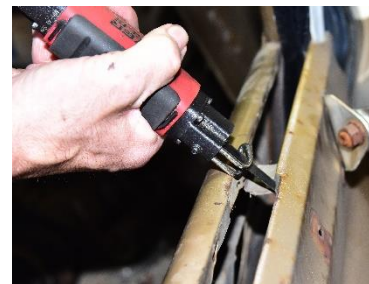


You will need to cut the vent post cross brace inside the door window opening to make room for the new vent delete window to roll up and down as identified by the yellow arrow here.

If you are worried about your paint, now is the time to take a few moments and add tape ANYWHERE you feel you might scratch your precious paint job. Don't be afraid to read a step or two ahead before taking any steps and add tape if you think you need to. It's hard to unscratch your paint!



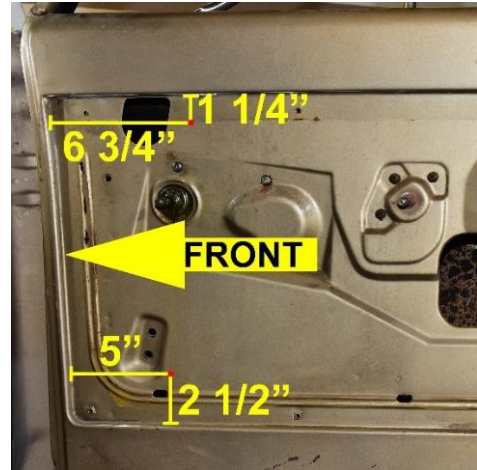
28. Using a pneumatic saw, cutoff wheel, or similar tool cut out the brace by making 2 cuts.
- Notice in the picture that the tech installing this kit is cutting at an angle. This is to cut higher on the brace (above the bend) rather than just at the base while maintaining clearance from the outside door skin. There is nothing worse than hitting the outside door skin with a high-speed blade.



29. Take a moment to file any rough edges left from your cut.

You will need to drill 2 holes in each door to install the supplied front roller channel into the door. These measurements are a starting point and there is a chance that you will need to widen or slot the holes to get things to line up properly during the install.

30. Measure down 1 1/4" from the top body line and 6 3/4" from the front body line on the door as shown here and make a mark.
31. Measure up 2 1/2" and from the bottom body line and 5" back from the front body line on the door as shown here and make a mark.
32. Drill a hole at each of these locations. The hole only needs to be 5/16". But let's be honest, nothing ever works out perfectly with custom installs. So be prepared to slot these holes as needed when you do your install. Remember, we did say you will likely install and uninstall this kit several times before final assembly.
 - Drilling a small pilot hole is never a bad idea to begin and then drill to the large size.



Some installs require small notches to be made in the window sweeps to clear the brackets attached to the bottom of the vent delete door glass when it is rolled all the way up. Take note of the picture here showing the door glass and window sweeps together for reference. Not all installs require this step. But because it is VERY difficult to pull the window sweeps off without damaging them after they have been installed you may just choose to make these modifications now rather than later even though you may not need to do it. Just use common sense when completing these steps.



33. The window sweeps are inside and outside specific. Place the door glass and window sweeps together on a clean workbench as shown above.
 - Notice the front of the window sweep does not have a clip near the end whereas the rear does. This is a good way to distinguish between the front and back of a window sweep.
34. Once you are satisfied you are working on the correct glass and window sweep, make note of the approximate location of the window brackets on the bottom of the glass. You will need to make a notch in these locations of only about 1/8" to clear the glass brackets when the window is rolled all the way up in the vehicle.
 - Reference this picture for guidance, notice the thin yellow boxes marking the approximate area you would want to clear out.

- Where there are clips, be sure to clearance **ONLY** what you need and **ONLY** on the clip part that attaches to the sweep and **NOT** the clip that goes into the door.



VENT DELETE DOOR GLASS INSTALL

You will start by installing the press-in fuzzy run channel into the door. The fuzzy run channel is longer than needed so you will need to cut the ends off as needed.

35. Locate the notches in the fuzzy run channel that are used to make the bend around the rear upper curved corner of the glass.
36. Hold the fuzzy run channel up so those notches are near the rear upper corner of the door where it will bend around the channel and let it hang down.



37. Take note of where the channel running down into the door ends (about 6" inside the door) and cut off the rubber at that location.



38. Starting in that corner, install your rubber into the channel working down pushing it in as you go. Stop just short of going into the door with the rubber for now.
39. Continue along the top of the run channel pushing the rubber in as you go.



40. When you get to the front top corner you will need to take a sharp razor blade and cut partially through the rubber channel.
- Don't cut too deep as you are just doing this to give it relief to make that sharp corner as shown here.
 - You are only partially cutting the u-channel portion of the fuzzy run channel.



41. Continue to push the rubber into the channel. As you reach the bottom front of the door let the rubber hang and again take note of where the channel inside the door ends and cut the rubber appropriately.
42. Finish running the rubber into the channel in the door stopping just before you get to the channel going into the door.
43. Starting with either the front or rear of the door. Using a strong weatherstrip adhesive, like 3M Super Weatherstrip Adhesive, apply a liberal amount on the run channel inside the door where the fuzzy run channel will come in contact with the run channel. Let it sit for a minute to start to strengthen and then place the rubber run channel into the door and press into the adhesive using your hands, screwdriver, piece of wood, paint stick, etc.
- You will want to hold it in place for several minutes to make sure there is solid contact between the fuzzy run channel and the channel inside the door. After a few minutes you can release it.
 - When complete your fuzzy run channel should look similar to this picture.



44. Repeat the process on the other fuzzy run channel at the front/rear of the door.

The new vent delete door glass will hit the original equipment door stop when it rolls down, so you will need to install the supplied external door stop.

Important note: Until the door stop is in place it is VERY important that you work in an area with little wind AND you have a friend hold the door because once you remove the old door stop your door can very easily swing wide open and damage the fender and door.

45. Using a punch, tap out the retainer pin from the hinge catch as identified by the yellow arrow in this picture. Be careful not to miss your mark and damage your truck.
- It should come out with little effort, but you may need to get forceful and creative to get it out.
 - REMEMBER, once this pin is out the door can swing wide open and damage the front fender and door!!!



46. Push the hinge catch link into the door and remove it.
47. Remove the 2 catch link spacers. After you have done this your door hinge area should look like this picture.
48. Remove the front lower hinge bolt identified in this picture.



49. The new hinge stop does not need the washer that is on the bolt so cut it off using a Dremel or similar tool, being careful not to damage the treads.

- The washer is easy to break apart if you notch both sides close to the bolt as shown in this picture and use a screwdriver to bend it a bit. It should snap with little effort.



50. Install the new supplied hinge stop using the bolt you removed.

- The hinge stops are left and right specific. Notice it slips in between the 2 parts of the hinge as shown in this picture.
- You can also add a small piece of soft fuzzy material, like the soft part of Velcro, to the spot where the hinge stop will come in contact with the back of the hinge if you want to protect your paint here.



51. Grease the roller channel located inside the door just above the opening with Lithium Grease.
52. Add a little penetrating oil, 3 in 1, or something similar to each of the rollers (old and new) on the regulator to ensure they are loose and roll easily.
53. Grease the regulator gear using Lithium Grease. Be generous with the grease but also keep in mind that you will likely get grease on yourself as you put the regulator in and out of the door during install. So, during the install make sure you check your arms and hands frequently, so you don't get grease where you really don't want it.



54. Place the regulator back into the door, crank side first, and then slide the roller pointing towards the truck into the roller channel you greased in step 51.
55. Now locate one hole in the regulator through the door and run a bolt through. Do not tighten until you have all 4 bolts started.
56. Roll the door regulator up or down as needed so the regulator arm is visible through the door opening.
- Roll it up/down only enough to get to the rollers.



57. Grease the C-Channel supplied in the kit with Lithium Grease.

58. Place the C-Channel into the door and slide it over the 2 regulator rollers that are pointing toward the outside of the door as shown here.

- Be sure to have the channel installed correctly so the notches you made in step 20 are oriented right with the notch in the first hole going toward the back as shown in this picture.

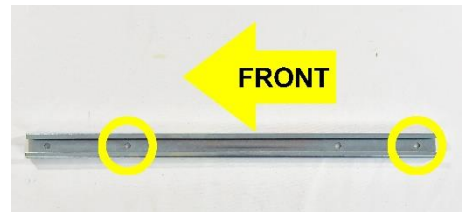


This is a great spot to remind you again, if you are worried about your paint add tape ANYWHERE you feel you might scratch your paint.

59. With the help of a friend place the glass with rollers into the door. To do this rotate the front of the door glass down while placing it into the door carefully clearing the rollers as you go and then rotating it flat when you can.



60. Line up the 2 bolts on the glass with the C-Channel you placed inside the door on step 58. Move the glass forward/backward/up/down and the channel forward and backward as needed to get the 2 bolts on the door glass brackets into the C-Channel. Notice there are 4 bolt holes. You are going to use the 2nd from the front and 1st from the back as shown in this picture.



61. Push the bolt heads into the holes and put the nut on the rear bolt and continue to have your friend hold the glass in place while you complete the next steps.

62. Make a mark on the door where you will drill a hole. This mark should be directly opposite the front bolt on the bottom of the door glass where it goes through the C-Channel. Drill the hole only as big as needed to get a socket and extension through to tighten the front C-Channel nut.

- You may choose to remove the glass again for this step but if your friend has steady hands and is willing to hold the glass for a minute you won't need to.
- Drilling a small pilot hole and then a larger hole is always a good idea.

63. Once you have drilled the hole make sure the bolt is still in the front hole. Place the nut onto the bolt and tighten the C-Channel to the glass. At this point your friend can release the glass.



64. Find the front roller channel and install the adjusting screw and nut similar as seen here.

65. Roll the window all the way up.

- Remember though that the door glass is free to float a little bit forward, backward, in and out so you will need to guide it a little bit with your hand as you go up so you don't damage your glass.

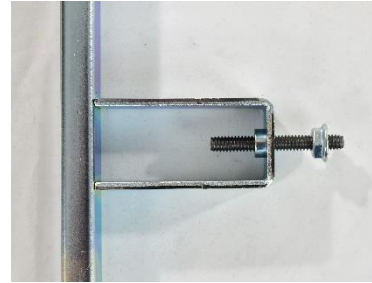
66. Place the front roller channel into the door, bracket side first, and rotate so the bracket is toward the bottom of the door and facing toward the inside of the truck.

67. Slide the Roller Channel onto the rollers on the bottom of the glass.

68. Put the lower adjusting screw through the lower hole in the door that you drilled in step 32.

69. Move the upper roller channel into place and install the upper screw in the upper hole that you drilled in step 32.

70. Reinstall the latch mechanism using the hardware you removed in disassembly.



Every vehicle is different off the assembly line. Though production has gotten better through the years that is still the case with modern cars and trucks. Because of this, every door is different and you most likely will have some fitment issues that you will need to deal with.

So now that you think you are really close to being finished it is time to roll the glass up and down to see truly how close you are to being done. There is a good chance that the glass will hit the hump on the very front of the door near the hinge area and possibly on the latch at the back of the door. Roll it down and determine how much more work you have.

If the glass hits the hump at the front of the door:

If the glass hits the hump in the front of the door you will need to get creative at this point to clearance the glass. There are several options you could use. Choose the one that is right for you, your experience and persistence, AND your tools. You will also need to uninstall all the work you just did so you have room to work and more importantly do not damage your new purchase!

Before you remove the window from the door be sure to make note of where the glass is hitting so you know where to make the modification.

Some people will choose to get a cutting tool like the one shown here into the door and clear out part of the hump and make room for the glass. Of course, the area you are working in is tight and there needs to be some level of finesse to do the job. After satisfactorily clearing out enough metal, it is wise to put some soft fuzzy material, like the soft side of Velcro, over the area you cut to just give the glass a soft landing spot if it should ever come into contact with that area.



Another option is to dent that hump. It is a very tight inside the door and it can be very difficult to do this. Something like a long pipe or solid rod might be helpful because of the close quarters. Place one end of the pipe/rod where you want to dent the hump and using the hammer to do the heavy work.

If the glass hits the latch mechanism at the back of the door:

If the glass hits the latch at the back of the door you might be able to slot the holes used for the front roller channel slightly larger and move the glass forward a little bit. But also keep in mind you can only go so far forward because the glass still needs to end up in the right position when rolled all the way up. AND by moving it forward it can exacerbate the issue with the glass hitting the hump in the front of the door.

If you have moved the glass as far forward as you can, then you are left with slightly grinding the latch mechanism to make a little clearance. After grinding on the latch mechanism and confirming clearance you can take a piece of the fuzzy channel material you cut in step 37 & 41 and put it over the latch mechanism. You can wait to do this step until the end of you install if you wish. Use weatherstrip adhesive to stick the fuzzy channel to the latch mechanism but **ONLY** put adhesive on non-moving parts. Place it over the latch mechanism in-line with the fuzzy channel you placed in steps 35-44. Only do the fuzzy channel after you have confirmed fitment and are satisfied with the movement of the glass.



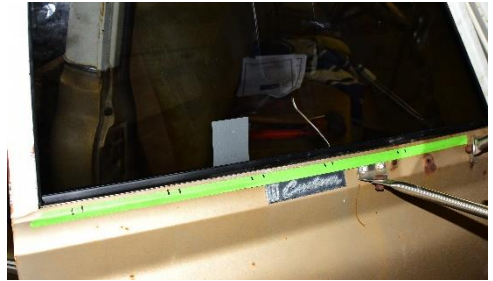
Once you believe you have enough clearance reinstall all the parts as you have done in previous steps and see if it clears.

You may need to continue to repeat this process several times until you can get the glass to clear the front hump and the latch mechanism. This will take an abundance of patience, caution, common sense and persistence. Even after doing this, the glass will still likely come into contact with certain parts of the latch and door. If this occurs and you cannot clear anymore just be sure to place soft fuzzy material anywhere the glass hits to deaden any noise from it touching and to keep the glass from getting scraped up.

After you are satisfied with clearance it is time to finish the install by placing the window sweeps in place. As noted earlier in the instructions some installs require notches in the window sweeps to clear the brackets on the bottom of the glass. If you have not already completed those steps, go back and read that section on page 8 & 9.



You may choose to put some tape on top of the door (leave room for the window sweep so you don't have to pick tape out from under the sweep when done). On this tape it is helpful to mark the locations of the clip holes to help you line up the sweep in the correct location for install.



71. Locate the window sweep for the door. Notice that the window sweeps are specific from left/right and inside/outside. To determine which window sweep is which, notice the front of the window sweep does not have a clip near the end like the rear does.

72. Place the window sweep on top of the door and look closely at the ends of the chrome and see if they will clear the front and rear door channel around the glass. If not, you will want to file the ends as needed to clearance.

- Be very careful while doing this because the window sweeps are very easy to bend and you will see that bend every time you look at your truck in the future.



73. Once satisfied that the chrome trim will clear the door channel, place the sweep in place and get the clips lined up properly. Give each spot where the clip is a sharp pop with the palm of your hand to get it to seat. If it does not seat repeat the process on each clip as needed.

- As always, use common sense so you do not misshape the sweep.
- If the clips are not going in with a sharp pop of your palm confirm the alignment of the clips with the holes in the door.
- Using a section of wood across the window sweep might give you nice even pressure. Lay the wood on top of a stubborn window sweep and give it a pop with your hand and see if that gets the clip to pop into place.

74. Once in place, take a look at the lock knob hole and see if the chrome trim of the window sweep will clear the lock knob. If not, use a Dremel to clear out a little material as needed.

Once done adjust your window as needed and reinstall the lock, lock knob, and door panel and trim in the reverse order you took them off the truck.

REPEAT THESE STEPS ON THE OTHER DOOR

