



\*Patent Pending

\*Trademarked

1973-1979 Ford F-Series  
(1978-1979 Ford Bronco)

One Piece Glass Conversion Kit  
Part#: OPK7379Fseries

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

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First and foremost I would personally like to thank you for your purchase of the 1973-1979 Ford F-Series One Piece Door Glass Conversion Kit. It was designed to be installed by a novice. In this kit you will find all the necessary hardware needed to perform the conversion. **Please keep in mind that the new felt assemblies will need a break in period and might need a little adjustment in the near future after the initial break in.**

In the following pages you will find detailed pictures on the installation process. These pictures will have a short one to two line description of what is being done in the step mentioned.

If there are any difficulties that you can't figure out, Please feel free to reach technical support at (888)663-7763 During the business hours of 9:00 a.m. to 4:00 p.m. Monday thru Friday – Pacific Standard Time.

## **INSTALLATION DISCLAIMER:**

Due to the Nature of Vehicle Manufacturing and the Aftermarket Auto Parts industry, there will always be tolerance differences throughout many vehicles. Because of those differences we have made adjustment points on our kits, but they might also require more adjusting. Meaning one side door glass might be a little different than the other on adjusting. (**TECHNICAL/MECHANICAL APTITUDE IS REQUIRED FOR INSTALLATION OF OUR KITS.**)

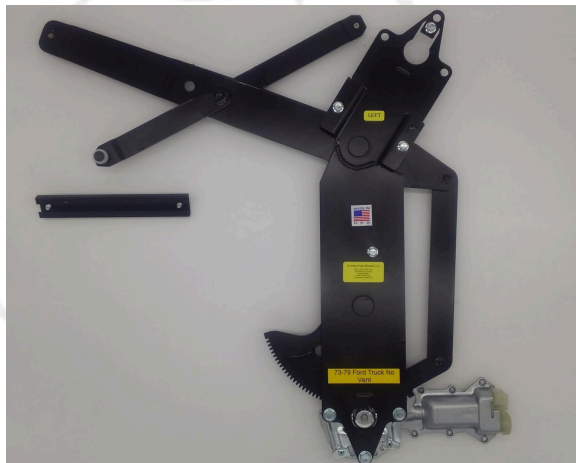
## KIT CONTENTS

### **#1. Standard Factory Green Tint Tempered 1/4" GLASS - Quantity: 2**

- Left and Right Side with brackets attached
- Roller Channel (Horizontal Channel) is attached to the glass
  - Mounts between door glass brackets and the rollers on the regulator
  - Provides a secure pathway for the window to slide horizontally, ensuring stability and consistent operation.

### **#2. Nu-Relics Bolt On Power Window Unit SET - Quantity 1**

- Used to push back the original rear guide rail closer to the door latch



### **#3. Run Channel- Quantity: 2**

- Ensures smooth window movement while reducing noise and vibration

### **#4. Front Main Vertical Guide - Quantity: 2**

- Keeps the window aligned vertically, preventing tilting and ensuring smooth up-and-down motion.
- Marked Left or Right

### **#5. Scraper Set - Quantity: 1 {Both Inside (2) and Outside (2) }**

- Seals off the window from dirt and moisture while helping maintain a clean, streamlined appearance

**#6. Hardware Bag - Quantity: 1**

- Nuts, bolts, washers, plugs and expansion nuts

**#7. Trim Adhesive - Quantity: 1**

- Optional but recommended to use

**#8. Idler Bracket - Quantity: 1 set (2)**

- provides a stable mounting point for the window regulator



## Tools REQUIRED

- Small hammer.
- 1 ½" hole saw with Drill.
- Drill or hand screwdriver with Phillips head tip.
- Flat thin screwdriver.
- 1/4" nut driver or ratchet with 1/4", 10mm, 7/16" socket and 1/2" crescent wrench.
- 1/4" drill bit.
- 7/16" wrench.
- Urethane (2 Tubes)
- Metal saw to cut sheet metal (hack-saw).
- Small angle grinder (electric or air)
- PATIENCE
- 6-Pack – lawn chair optional for breaks. .



# Installation of the Kit:

**\*\* Please remember to follow the steps carefully \*\***

## Removing the Vent Window:

### **#1. Remove the Window Crank Handle:**

- Use a window crank removal tool or a flathead screwdriver to pry off the clip holding the window crank handle.
- Slide the crank handle off

### **#2. Remove the Door Panel:**

- Use a removal tool to carefully pry off the door panel.
- Remove any screws around the edges of the panel, especially around the armrest and possibly behind the door handle.
- Pull the door panel off, disconnecting any clips or screws that may still hold it in place.

### **#3. Remove the Inner Door Handle (if applicable):**

- Unscrew and remove the inner door handle to fully detach the door panel if needed.

### **#4. Unbolt the Vent Window Assembly:**

- Locate and remove the screws/bolts securing the vent window frame to the door frame. There are usually bolts at the top and bottom near the vent window inside the door.

- Use a ratchet and socket to remove these bolts.

#### **#5. Lower the Main Window:**

- Roll down the main door window all the way to give more access to the window tracks and vent window.

#### **#6. Remove the Run Channels and Inner/Outer Felts (Scrapers):**

- Remove the OLD scrapers (the tracks that guide the windows up and down) inside the door. These channels often run vertically on the front and rear sides of the window. Remove the Run Channels (the tracks that are in the upper cavity of the door). These felt pieces will need to be removed to allow the windows to come out.

#### **#7. Remove the Main Door Window:**

- Once the window channels are removed, you can tilt the main window glass forward slightly. Carefully lift it up and out of the door frame through the top.

**Tech Tips:** Be cautious with the window glass, as it is fragile and it can break upon removal

#### **#8. Remove the Vent Window Assembly:**

- After removing the main window, you'll have more room to work with the vent window.
- Gently pull the vent window assembly up and out of the door. It may take



some maneuvering to free it from the door frame.

**Tech Tips:** You may need to tilt it toward the front of the truck as you remove it.

### **#9. Remove Regulator Assembly**

- Locate and unbolt the window regulator inside the door.
- Carefully slide the regulator out through the access holes in the door.

### **Tech Tips:**

- **Lubrication:** If any bolts are stuck, use WD-40 or similar lubricant to prevent stripping.
- **Patience:** Removing both windows can be tricky due to the tight space. Take your time to avoid damaging the window glass or door components.
- **Helper:** If possible, having a second person hold the glass during removal can help prevent accidents.

## **Installing Your New One Piece Door Glass Kit:**

### **#10. Remove Tabs**

- Cut the brace that was located beneath the vent window.; it features two tabs situated in the upper section where the vent window used to be.

### **#11. Refer to the Drill Template in the Upcoming Steps:**

- **HOLE #1: Regulator Mounting Point**
  - The original hole where the vent window use to mount, use a step

drill to make it bigger

- This is going to be one of the mounting points for the power window unit to stabilize the motor

- **HOLE #2: Vertical Guide Mounting Point (1 of 2)**

- **Locate the Vertical Point:** Measure 5 inches down from the top of the door panel body seam.
- **Locate the Horizontal Point:** Measure 4 inches from the left side of the door panel body seam.
- **Drill the Hole:** At the marked location, drill a  $\frac{1}{4}$ -inch hole.
- **Create the Slot:** Enlarge the drilled hole by slotting it  $\frac{1}{2}$  inch for the vertical adjustment.

- **HOLE #3 Vertical Guide Mounting Point (2 of 2)**

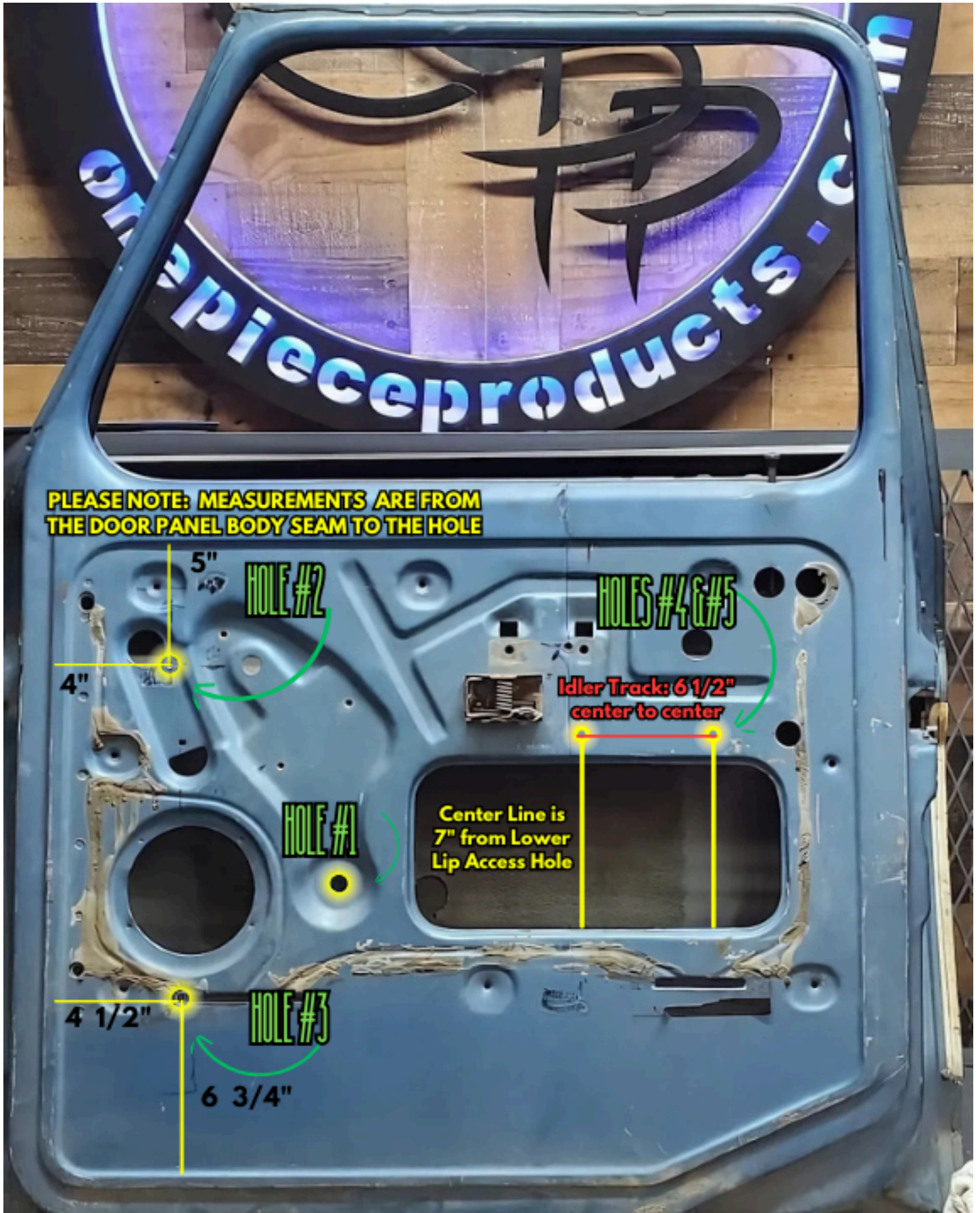
- **Locate the Vertical Point:** Measure  $6\frac{3}{4}$  inches down from the bottom of the door panel body seam.
- **Locate the Horizontal Point:** Measure  $4\frac{1}{2}$  inches from the left side of the door panel body seam.
- **Drill the Hole:** At the marked location, drill a  $\frac{1}{4}$ -inch hole.
- **Create the Slot:** Enlarge the drilled hole by slotting it  $\frac{1}{2}$  inch for the vertical adjustment.

- **HOLE #4 & #5: Idler Track Location**

- **Flatten the Lip:** Use a dolly to flatten the lip along the top edge of

the access hole.

- **Mark Vertical Measurement:** Measure 7 inches up from the lower lip of the access hole and mark this point along the top edge of the hole.
- **Mark Horizontal Measurements:**
  - From the raised edge, measure  $5 \frac{3}{8}$  inches over and mark the first hole location.
  - Then, measure an additional  $6 \frac{1}{2}$  inches over and mark the second hole location.
- **Drill Holes:** Drill two  $\frac{1}{4}$ -inch holes at the marked locations.
- **Mount the Idler Track:** Install the idler track in the drilled holes.



**PLEASE NOTE: MEASUREMENTS ARE FROM THE DOOR PANEL BODY SEAM TO THE HOLE**

5"

**HOLE #2**

**HOLES #4 & #5**

4"

**Idler Track: 6 1/2" center to center**

**HOLE #1**

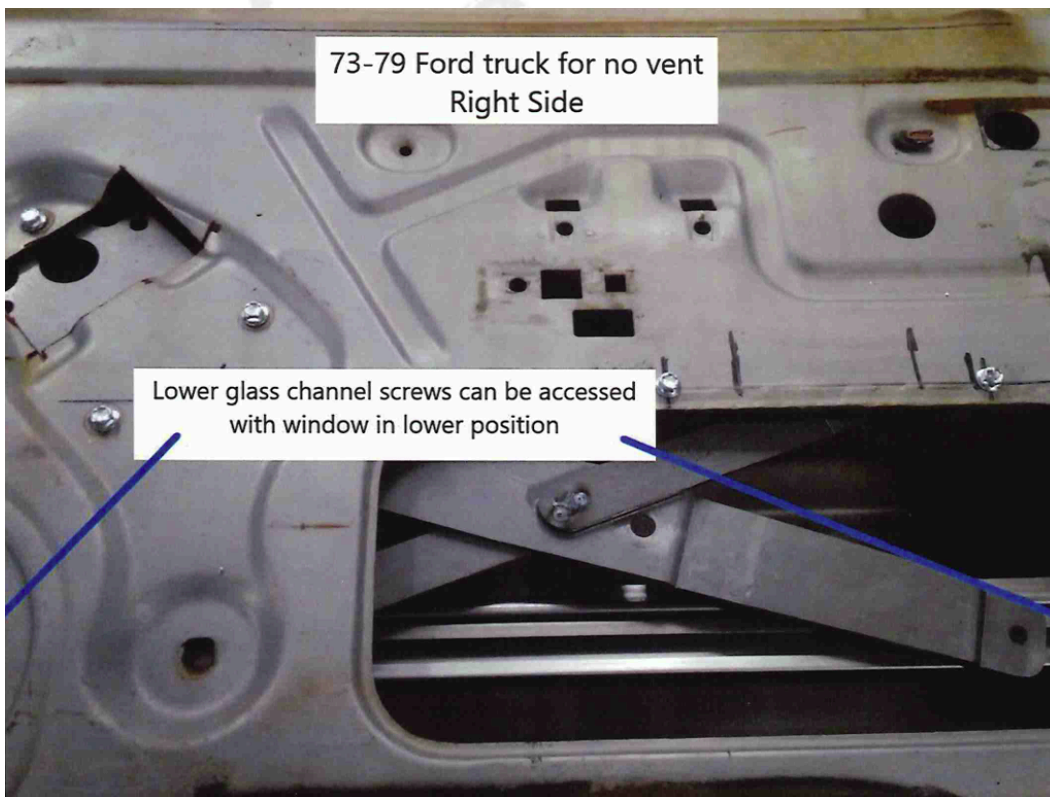
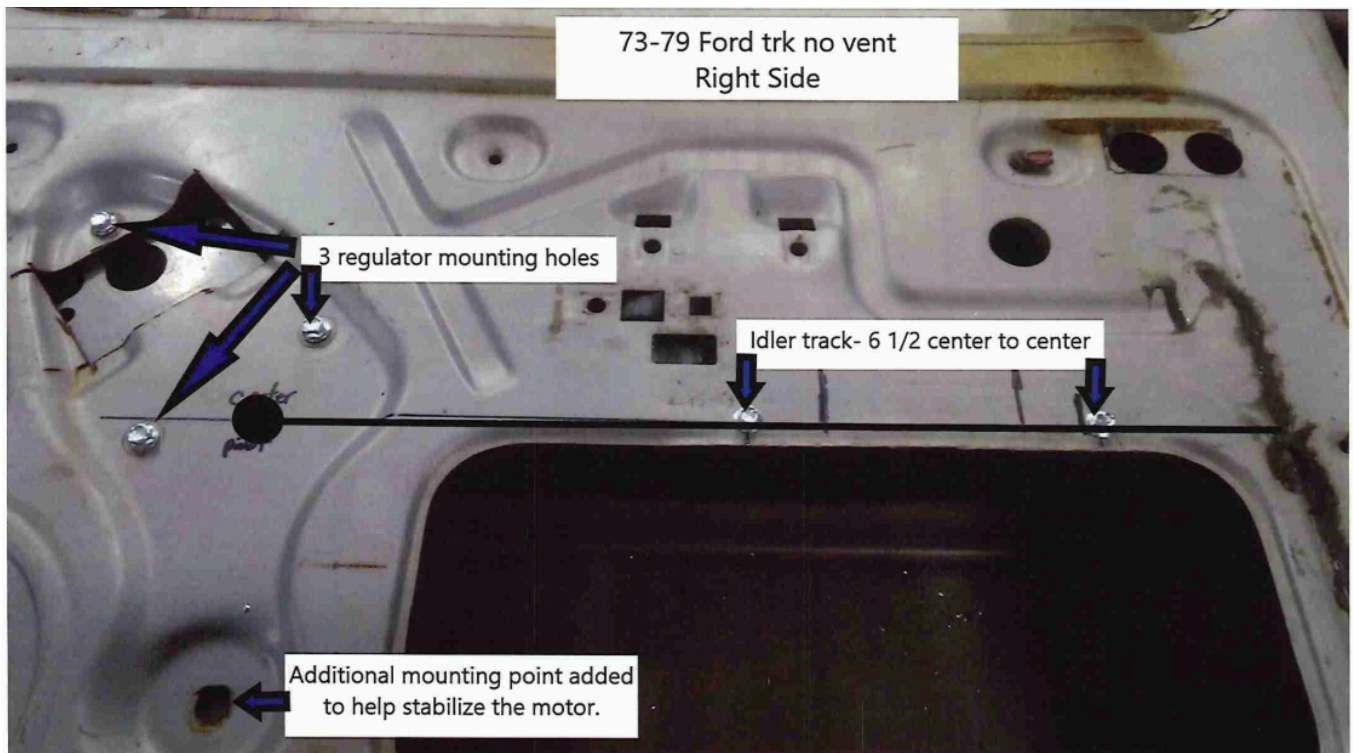
**Center Line is 7" from Lower Lip Access Hole**

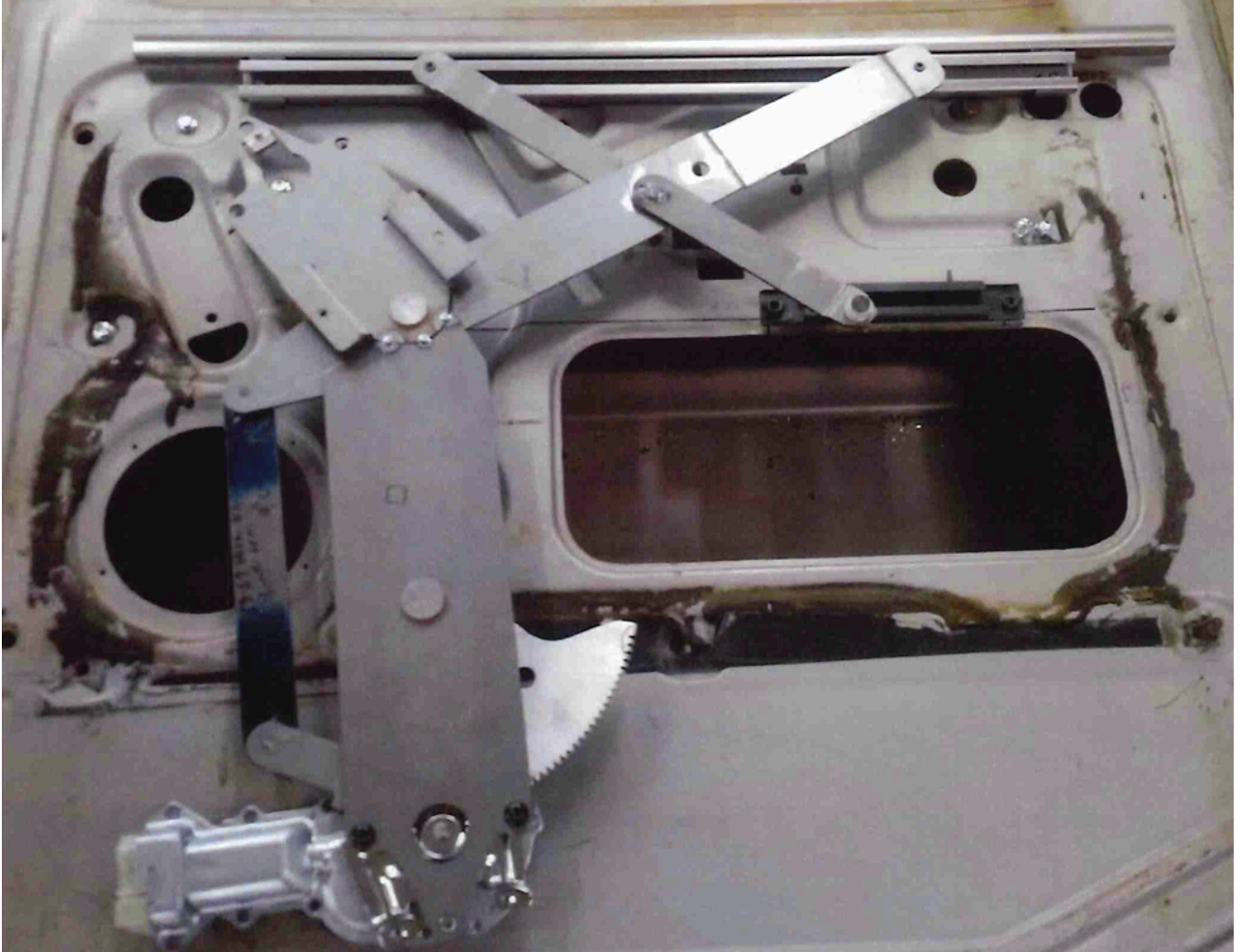
4 1/2"

**HOLE #3**

6 3/4"

## #12. Install the Nu-Relics Regulator





### #13. Install the Horizontal Channel

- Install the horizontal channel that attaches the glass to the regulator line up the rollers so one of the mounting points is going to be **Hole#1** from the drill template.

### #14. Install the glass

- For door glass, insert the glass into the door panel slot and align with the tracks.
- Use 10mm nuts that are in the hardware bag and secure it in place

- **NOTE:** you'll notice you're going to be able to move it forward and back because there is no vertical guide just yet

## #15. Install the Front Vertical Guide

- For the front of the door, there are two mounts. The process is simple:
  - **Upper Mount (Hole#2):**
    - i. Use the adjustment bolt to secure the upper mount.
  - **Lower Mount (Hole #3):**
    - i. The lower mount telescopes in and out. You'll notice two set screws on the inside, allowing you to move it for angle adjustments.
  - **Installation:**
    - i. With the window in the fully raised position, slide the lower mount into place, line up the holes, and bolt it down.
    - ii. Adjust the angle as needed by moving the lower mount in or out.
  - **Adjustment Tips:**
    - i. Once you've bolted everything down, check the glass position within the run channel.
    - ii. The glass should rest in the center of the run channel. If it doesn't, adjust the mounts (both upper and lower) to correct

the angle.

## #16. Install the Run Channels:

- Apply Urethane
  - Backfill the Void: Where the vent window used to be, there is typically a void.
    - Use urethane to backfill this void, providing a solid base and ensuring a secure fit for the run channel. Be generous but precise in filling the gap.
- **Apply Urethane to the Run Channel:**
  - Apply a thin, even bead of adhesive along the backside of the run channel that will be inserted into the door frame.
- **Install the Run Channel**
  - Starting at the top corner of the window frame, carefully push the run channel into the groove. Work your way down, ensuring it sits snugly inside the frame.
- **Secure into Place:**
  - If necessary, use a rubber mallet to lightly tap the run channel into the frame, ensuring it is fully seated.
  - Apply slight pressure along the length of the run channel to make sure it adheres to the adhesive backing.



- **Adjust and Seal**

- Adjust the Fit:
  - Check the alignment and make any small adjustments to ensure the run channel is sitting evenly along the entire frame.
- Fill Any Remaining Gaps:
  - If there are additional voids or gaps, apply more adhesive or urethane to ensure a tight seal. Silicone can also be used to fill any small gaps for added security.

- **Let the Adhesive Cure**

- Curing Time: 24 hours
  - Allow the adhesive to fully cure according to the product's instructions. Use tape to hold the channel in place if needed while the adhesive sets.

## **#17. Install the Scraper Set**

- To prepare the scraper for installation, first measure and mark where the bend begins. Starting from that point, slot every  $\frac{1}{4}$  inch across the scraper for about 3 to 4 inches. These slots will allow for easier bending and prevent kinks. Using your hands, slowly bend the scraper to match the door's radius, being careful to avoid kinks. For tighter bends, use flat pliers to achieve a precise shape.



- As you bend, ensure the scraper aligns evenly with the outside and inside profiles. Trim any excess and angle cut the edges for a smooth fit against the run channel. Continue adjusting the bend as needed to match the body line.



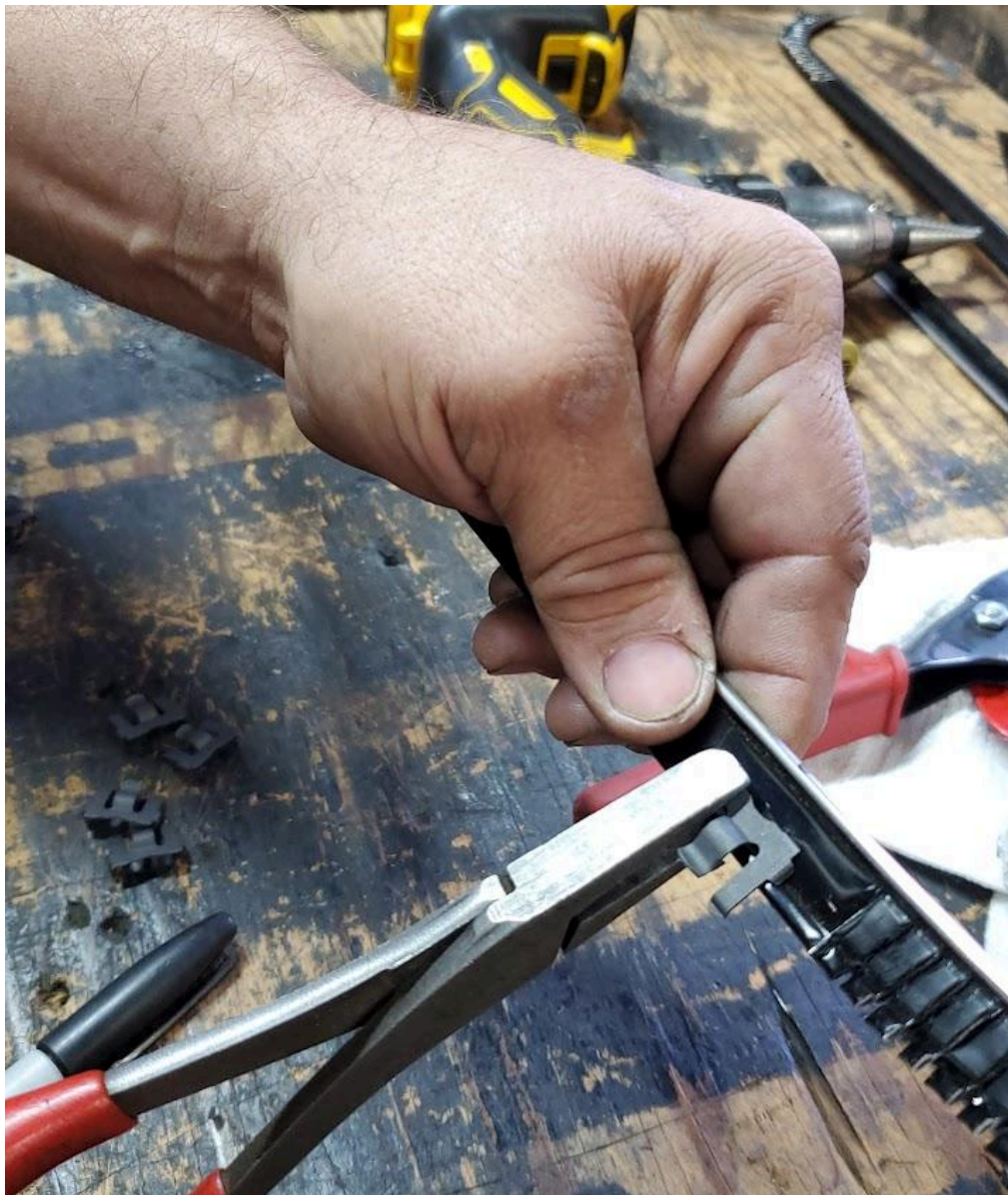
- Once the scraper is bent to the desired shape, flatten the slotted areas with pliers. Mark the original slots on the door using a sharpie for clip placement. Align the scraper and mark the corresponding points on it.



- Pre-bend each clip to ensure proper alignment when inserted into the scraper. Insert the clips, ensuring they staple toward each other for a secure fit. Position the scraper on the door, line up the sharpie marks, and press the clips in place. For areas without clip slots, use urethane or weatherstrip adhesive to secure the scraper. Repeat the process for both sides.



- Once the scrapers are fully installed, slightly bend them outward for easier placement into the door. Line them up and press them into place. Glue the ends of the scraper, particularly in the corners, for a firm hold. Check that the glass aligns with the body line, and fill any gaps around the run channel with urethane or silicone.





That's the installation process for the One Piece Power Window Kit for the 1973–1979 Ford F-Series. For more guidance, feel free to contact us or visit our website at [www.onepieceproducts.com](http://www.onepieceproducts.com).



**AGAIN! Thank You** for purchasing our 1973-79 Ford F-Series 1pc Door Glass Conversion Kit. We gladly appreciate any comments you have. Now, for all your hard work, crack a cold one and relax!



**Hope you enjoy your purchase! We'd love to hear your thoughts and see pictures.**

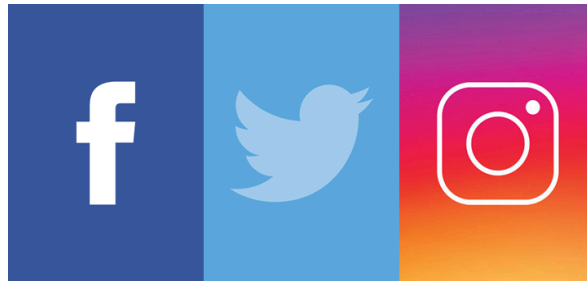
**\*30 DAY RETURN – 20% Restocking Fee May Apply\***

**\*MECHANICAL SKILLS REQUIRED FOR INSTALLATION**

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**DRILL DIAGRAM TEMPLATE:**

