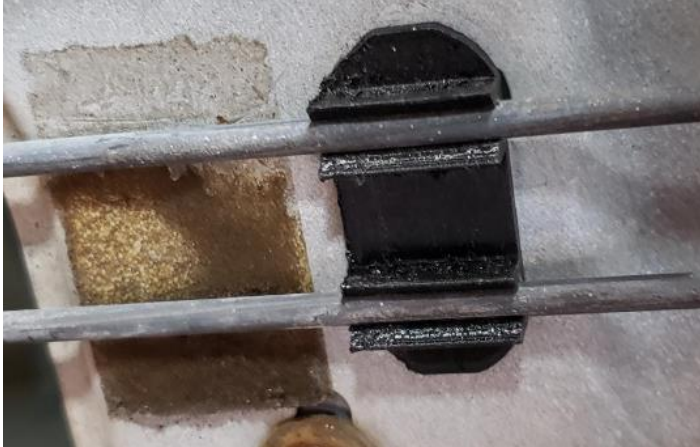




## Door Parts – Installation and Removal

### #10051002 – Rod Retainer

1. Ensure that interior door panel is removed.
2. Visible in the middle of the door should be the rod retainer:



3. Remove lock rod and door handle rod from retainer (pops out of channel towards you).
4. Rotate retainer left or right – round piece has two tabs that hold it in. When lined up properly, entire piece will pop out of hole.
5. Installation is reverse – install in door, rotate to lock in place, pop in rods.

### #20096585 & 20562754 – Window Glass Bushing and Retainer

1. Ensure that interior door panel is removed. It is also a good idea to remove the exterior and interior window felt/weatherstripping if it's in good shape – removing and installing the glass can easily damage these pieces, and they aren't cheap. On my Firebird interior, the interior weatherstripping comes off with the door panel. Camaros likely vary.
2. Roll or power window glass up to about the halfway point.
3. There are a total of three ¼" Peel Rivets that retain the window glass to the sash channel; two towards the latch of the door, one towards the hinge.



4. Centers will need to be punched out with a thin, long punch, then rivets drilled out with a ¼” Drill Bit. BE CAREFUL DURING THIS STEP. I destroyed most of my original plastics with the drilling step, where the bit would kick when it bit all the way through the rivet. This could also chip/damage glass, so take care.
5. Once the three rivets are removed, you may additionally need to remove the brace for the up-stop towards the hinge-side of the door:



This is secured to the door with 3 metric bolts (10mm socket). Do not adjust the two center bolts – those are the up/down adjustment of the front up stop, you’ll want to mess with those once the glass is reinstalled. You may also need to remove the front guide/weatherstripping triangle piece. Also 10mm socket. Mine were degraded to the point the window came out without messing with them, but possibly need to be moved. All that out of the way, the glass should come up and out of the door in one piece, with most of its plastic intact.



6. Finish drilling out the remaining pieces of rivets, if there are any stuck in the plastic retainers, to be able to separate the front and rear pieces – there should be 4 total. Possibly not yet punched out would be the front-most one containing the Up Stop; if damaged, you'll want to punch and drill that out too.
7. Now is the best time to remove the Sash Channel from the door, clean out all the metal shavings from the drilling, and assess the stop bumper. If the bumper is damaged, replace (another rivet to punch out). Replacements can be had from Hawks and Classic Industries, among others.



8. With everything clean and disassembled, install any needed replacement plastics into the door. "Bushing" piece with metal washer goes on the outside-facing side of the glass, and should be pushed in first (will sit loosely)



The "Retaining" piece is then pressed into the other side; should snap into place and hold both sides together.



9. Test-fit your installation hardware. Factory calls for ¼" Peel Rivets, but you can substitute ¼" Bolts and Nuts if needed. Holes through the printed plastics should fit either option.
10. Re-Install the Front Up Stop, if removed, with the window out of the car. You have much more room this way to install the rivet or bolt and nut.



11. Satisfied with everything so far? Great, re-install the sash channel that the window is going to be riveted to. There are two rollers on the regulator assembly that hold the channel in place –

work it into the door, slide it onto one, move, slide onto the other. Difficult to describe, but easy to figure out when you're actually doing it.

12. The door glass can now be lowered back into the sash channel through the top of the door. The plastic pieces *should* hold themselves together while you move the glass back and forth to line up the three rivet holes that were originally drilled out. I did pop the back off once during my installation, but it was easy enough to fish it out of the bottom of the door, pop it back into place, and resume.
13. Re-secure the window to the sash channel with ¼" Peel Rivets or equivalent. You will likely need to slide it forwards and backwards to line up the holes with gaps in the doors you can get a wrench or rivet gun through.
14. Reinstall all removed hardware and follow some hopefully much-better-written instructions on adjusting the up-stops and front/rear positioning of the glass, if needed. Congratulations, you did it! (Hopefully)