



1986 S10 Extended Cab Rear Side Glass Conversion from Fixed to Moveable.

A detailed walk through of what was done, why and how. The truck is a "Shop Truck", not the best but a lot of fun. This should enhance the ventilation and airflow when not using the AC on those nice spring and autumn days.

The parts needed were secured from a donor S10 that was in a Salvage Yard. The interior trim panels were the correct color blue as our truck so that helped a lot. All the parts were included but not all used as the weather seals seemed old and hard so new replacements were purchased from LMC Truck.

Basically we used our shop tools for the cleaning out the urethane and prepping for paint. The only special tool was a hand held Glass Cutter made for removing glass that has been bonded in place with the urethane sealer of today. To assist the Glass Cutter a small amount of liquid dishwashing soap was used from time to time as we cut the glass free.



Shown is a typical S10 Fixed Side Glass from 1982-1993. Urethane sealant was used to bond the glass assembly into place.

There was an additional option available for the side glass installation which was a opening glass installation. Hinged in front and latched in the rear. The side glass was mounted on top of a rubber weather seal that was secured to the cabs window opening and then the metal hinges were secured to the cabs inner windows frame opening. The latch was also secured to the inside of the rear window opening. The cab structure around the window was the same for both fixed glass application and moving glass application with exception of the location of holes for the attachment of the front hinges and the rear latch attachment.

Going through the process of replacing these Fixed Glasses with the movable side glasses.



First Step:

When working with glass of this type, it can explode when stressed or damaged. I therefore decided to protect myself by covering the exterior of the glass with masking tape to control any such happening where glass might be flying around. A simple step to make sure your eyes are protected and you do not have a big mess.



Even though the picture is dark or the surrounding window area, you can see the tape on the outside covering the glass. Hopefully this will be all that is needed. I have covered the interior area below the glass to catch any debris falling into the cab during the removal.

Second Step:

The removal of urethane rubber debris will be falling into the interior so it is wise to install a drop cloth of some sorts. Also there is a possibility of glass exploding pieces of glass going everywhere. So it is prudent to be causes and plan for the worse.



Noted: The front Inner Frame area shows no holes for securing the metal hinges, in the left picture. While the right pictures shows only 2 of the 4 holes required to secure the rear latch assembly.

Third Step:

These are the main tools used to cut the glass free. A hand glass cutter and some dishwashing soap. The soap was a good lubricant to keep the knife from dragging and sticking. After many trips around the glass, the glass was still tightly affixed so additional tools were used. I used two thin bladed putty knives to slide under the outside weather seal to body area around the glass and gently lift the glass. The urethane was holding tight to the frame and the putty knives slowly started to cut the urethane from around the window frame.



Cutting of the urethane is done by inserting the blade of the glass cutting tool into the urethane closest to the metal body and pulling the tool in a straight line along the edge with one hand while holding the tool perpendicular to the opening with the other hand. The use of putty knives did cause paint damage as they where moved around the window opening. There should be a better way. Each truck will be a little different, I would imagine, as to the placement and amount of urethane applied at the factory.

Three Views of the urethane left on the window frame and glass after it was cut loose.



"Cab Window opening - Urethane"



"Bottom of cab window opening - Urethane"



"Backside of removed glass - Urethane"



Forth Step:

I had to use 2 different wire rotary brushes in a drill motor and a air router to remove the urethane still bonded to the body. This did cause some paint damage to the window opening's paint. The surface was then cleaned and a rust converter applied prior to a automotive primer. A top coat of Flat Black was then applied to protect the work prior to a body repaint.



Right Side Latch Pattern

Fifth Step:

The Cardboard pattern that I made from the donor truck with 4 holes where the latch attached, was placed onto the rear window frame and secured with 2 screws into the existing latch holes of this body. I then drilled the 2 remaining holes with a 1/16" drill bit.

This pattern is reversible so as to be used on the left hand side by flipping it over so that the left hand side of the pattern will be touching the window frame of the left side window opening

Similarly the Front hinge pattern is reversible and was placed on the front frame area to drill the 4 holes for the hinges. Steel Rivets, like the factory used, were installed to attach the hinges.



Right Side Hinge holes Pattern



Right Side Hinge installation

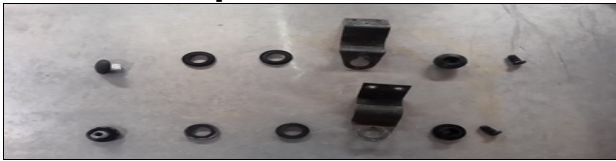


Installed weather seals

Sixth Step:

When checking the weather seals removed from the donor truck it was noticed that they had shrunk from age and they were stiff. So a new set of glass weather seals were ordered from LMC Truck for our installation. The weather seals are being attached with Black Silicone sealer. The seals grooves were coated with a light coating of Silicone and the a small utility brush was used to coat the metal window flange inside and out prior to installation. The weather seal was slid into place and positioned around the hinges. This should provide a secure water barrier between the seals and the body to prevent leaks.

Seventh Step:



These are the Buttons as shown with the hinges. They are the outer button that is the retaining nut, The glass seal cushion that touches the outside of the glass, the inner seal cushion that touches the inside of the glass, the Hinge, The inner retaining spacer and locator which holds the screw and lastly the screw that when tightened secures all pieces together. The latch system is the same except the receiver is part of the latch mechanism.



Installed weather seals

With the latch assembly affixed to the glass window the 4 screws that hold the Latch to the body were secured in place. Then the Buttons were positioned to the glass and hinges with their screws to locate and secure the glass window.

We have both views with the glass closed in the picture on the left and the glass opened in the picture on the right. Hopefully these pictures will show just how the changing of the windows will help the air flow through the cab.



Installed weather seals

This article was assembled to assist others of what would be required if they so chose to change the windows in a 82-93 S10 extended cab. There may be many similarities in other models that this information can be use with. Thank you for your interest.

Completed 10/9/2017