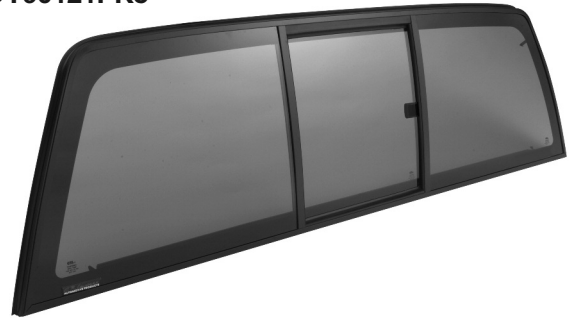


THE SERIES-E

Tri-Vent Slider

C.R. Laurence™
AUTOMOTIVE PRODUCTS

MODEL: ECT814S
2014+ CHEVY/GMC SILVERADO/SIERRA 1500
NAGS: DY90121PK5



2014+ CHEVY/GMC SILVERADO/SIERRA 1500

Installation Instructions for the Professional Installer

Preparation and Precautions

This rear sliding window is designed to be glazed to the cab opening with urethane auto glass adhesive. **Do not attempt to install with a rubber gasket or silicone.** Please read this entire instruction sheet carefully before beginning installation, and note all cautions. Use caution during removal / installation of the interior trim (i.e. window trim, door threshold plate, etc.). Take necessary precautions to prevent scratches or breakage of the plastic components or the window assembly. Make sure that all components are installed securely and will not rattle or interfere with any moving parts. Sharp edges should not be left exposed. We recommend that safety glasses be worn while using power tools or working on tempered glass.

Tools and Equipment Required

- Medium Slotted Screwdriver **Cat. No. BD144**
- Utility Knife **Cat. No. 99**
- T-50 Torx Socket
- 1/2" Masking Tape **Cat. No. 40312**
- High Ratio Cartridge Caulking Gun **Cat. No. AB26**
- Urethane Primer Dauber **Cat. No. PT1U409**
- Urethane Auto Glass Adhesive **Cat. No. 1217349**
- Urethane Pinchweld Primer **Cat. No. 1214006**
- General Purpose Solvent and Adhesive Cleaner **Cat. No. CRL2032**
- Wildcat Urethane Cut-out Knife **Cat. No. AK10**
- Wildcat Cut-Out Blade **Cat. No. AKB300**
- Chisel Cut-Out Blade **Cat. No. FKB146**
- Safety Glasses **Cat. No. SH610**
- Hook Tool **Cat. No. CP253**
- Putty Knife **Cat. No. 4243**
- 8 mm Hex Socket

NOTE: Window must be installed using an approved automotive urethane bonding system, following the procedures recommended by the urethane manufacturer. C.R. Laurence recommends our 1217349 Urethane, 1214006 Urethane Pinchweld Primer, and CRL2032 General Purpose Solvent and Adhesive Cleaner.



STEP 1: VEHICLE PREPARATIONS

1. Using a T-50 Torx socket, remove the upper seatbelt brackets
2. Remove the lower window trim panels by carefully pulling outward.
3. To remove side panels, locate and remove the small access hole cover near the top panel. Using a 7 mm hex socket, remove the panel fastener through the access holes. Use spacer material (folded cardboard works) to hold the panel away from rear glass cutout.
4. Using a 8 mm hex socket, remove the two coat hooks from the headliner above the window.

*** IMPORTANT NOTE FOR STANDARD CAB MODELS:

Fully reclining the seat backs before the urethane sealant cures can break the bond between the window and cab. Fully reclined driver's seat back can interfere with operation of window.

CREW CAB INSTALLATION NOTES

1. Removing the back seat assembly is recommended to improve rear window access.
 - A. Fold the seat bottoms up and remove all 8 (18 mm) hex nuts from floor mounting posts.
 - B. Slide the center seat belt retainer up through the seat and clear of seat back.
 - C. To disengage rear cab hooks, lift seat assembly straight up and carefully remove from vehicle.
2. Remove the lower window trim panels by carefully pulling outward to pop retainers from cab wall.
3. Remove the left and right panels that trim the rear window opening.
 - A. Near the top of each side panel, locate and open the small access hole covers. Using a (7 mm) hex socket, remove the panel fastener through the access holes.
 - B. Locate and remove the plastic rivet that fastens the trim to the back wall.
 - C. Carefully pull out on the trim to pop the retainers from the side wall and set the trim aside.

STEP 2: REMOVE THE GLASS

1. Cut the back glass from the body using the AK10 Wildcat Oscillating Cut-Out Knife.
2. Start at a bottom corner, cut up the side to the middle of the top, then stop and back out blade to starting position. (Four plastic spacers, two on top and two on the bottom, are used at the factory to align the glass in the opening and are easily bypassed by the cut-out blade).
3. Insert blade at opposite corner and cut up the side to the top to complete this cut.
4. Apply low residue blue tape in two locations on the top of the glass to hold the glass from falling when cutting out the bottom.
5. Cut across bottom of window to complete the removal.

NOTE: If using a power tool from the interior, extra care must be given to not damage the paint. Marking your removal blade with a permanent marker for the depth of blade being used is a good measure to prevent paint damage.

STEP 3: PREPARE THE CAB

Trim excess urethane from the pinchweld, leaving a thin skin of adhesive remaining to bond with the new adhesive. The Fein Chisel Blade is ideal for this purpose as the side of the blade guides it along the pinchweld to provide better control and avoid damage to the exterior perimeter of the window opening to protect the paint surface. The operator must also use extra care to control the tool.

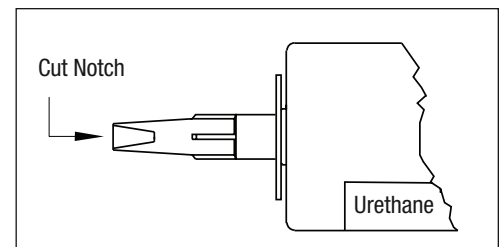
NOTE: Primer should be applied to any exposed body metal that will not be covered by the urethane adhesive.

STEP 4: APPLY THE ADHESIVE

It is important to check the fit of the slider before applying the adhesive. Place the window into the cab opening and check for a flush fit. Old adhesive or an uneven pinchweld may interfere with the window frame and hold the frame flange away from the cab. Interference should be corrected before application of the adhesive.

Trim a "V" notch into the nozzle, making the top of the "V" equal to the height of the body when nozzle is placed on the pinchweld. Apply the bead of urethane over the old adhesive on the pinchweld; pull the caulking gun, rather than pushing the adhesive ahead of the nozzle. This will lay the bead down in a raised standing shape and ensure complete contact with the window frame with no voids. Go back and fill any low spots along the top or side of the pinchweld.

NOTE: It is important that the raised urethane bead come within 1/4" (6 mm) of pinchweld depth for contact with the window frame.



STEP 5: POSITIONING AND SECURING THE SLIDER

1. Bring the Tri-Vent to cab positioning the bottom first into the opening. Avoid contaminating the bonding surface. See Diagram 1.
2. To ease installation, have a helper firmly support the Tri-Vent Slider from the outside, making sure the slider is level and positioned well into the opening.
3. While your helper puts pressure on the slider from the truck bed, fold the bend over tabs around the interior pinchweld with the aid of a rigid bent putty knife or a wide blade flat screwdriver. See Diagrams 2 and 3. These tabs will secure the slider while the urethane cures and allows the truck to be driven immediately after the installation.

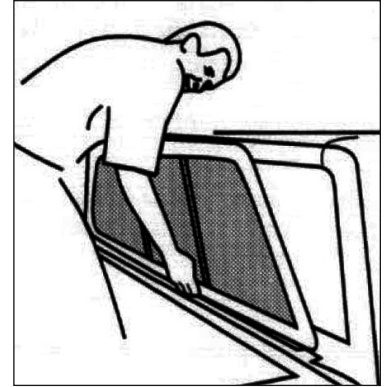


Diagram 1

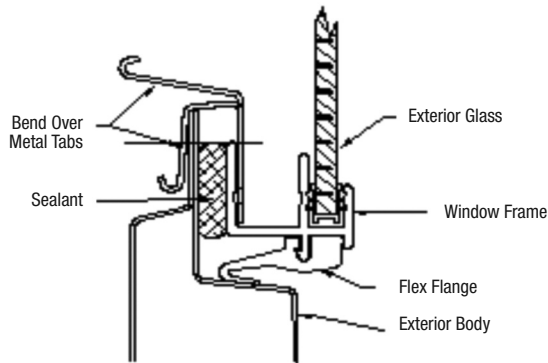


Diagram 2

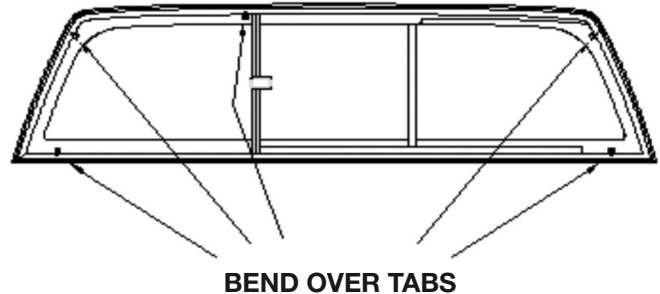


Diagram 3

STEP 6: CLEAN UP

Remove any smears of urethane from the cab interior. Your Series-E slider installation is now complete. Although the adhesive will not be fully cured for several days, with the bend over tabs in place the window is secure, and the vehicle may be driven away. However for a period of four hours do not abruptly close the vehicle doors with all windows closed. The air pressure could blow out the fresh urethane and cause a leak.

STEP 7: LEAK TEST

To test the installation, gently spray water over the top of the cab and inspect the vehicle interior for evidence of leaks. If a leak develops, determine the exact location and reseal from the interior by applying additional urethane adhesive as needed. If the weepholes are restricted, inspect and clear weepholes.