

## INSTRUCTIONS FOR INSTALLING DIVISION BAR WINDOW SLIDE CHANNELS INTO AN FSJ FRONT DOOR VENT WINDOW ASSEMBLY

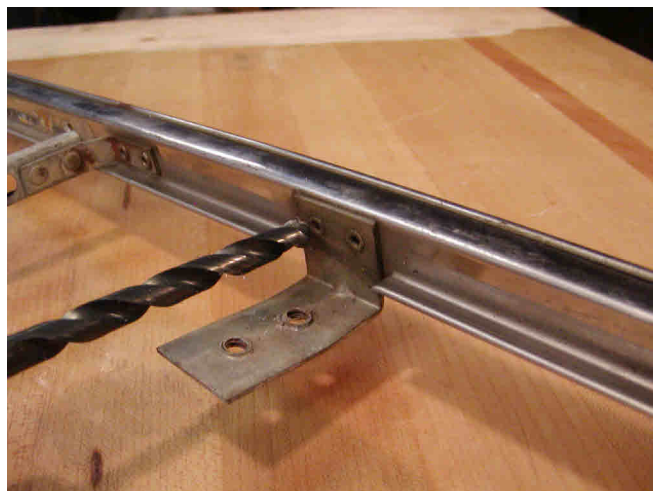
**NOTE:** These instructions are to be used in conjunction with the “Vent Window Seal Replacement” instructions from BJ’s Off-Road. It is also assumed that the end user will be replacing the vent window seals along with the division bar slide channels and therefore these instructions do not include directions on how to remove the vent window frame assembly from the door. Such instructions are provided on our web forum at [www.bjsoffroad.com/forum](http://www.bjsoffroad.com/forum)

### DISASSEMBLY:

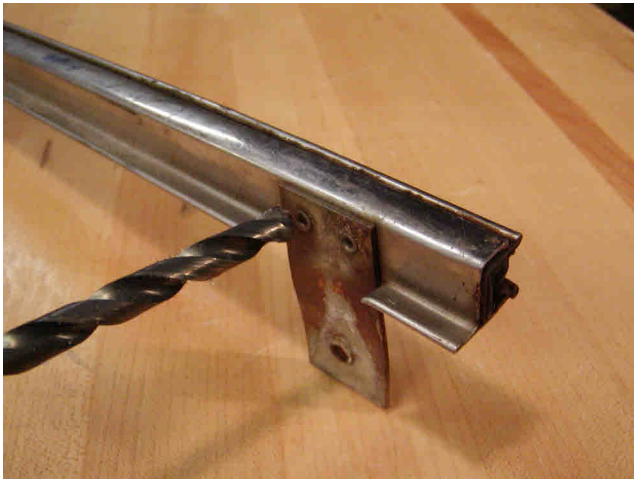
With the bare vent window frame assembly ready (photo a), the first step is to continue to disassemble the unit by removing the rivets that hold it together. Start by removing the two brackets that hold the lower portion of the channel to the inner door panel (photos b - d). Carefully drill out the rivets taking care not to remove too much material from the brackets themselves, as doing so will make it difficult to get the new rivets to hold securely upon reassembly.



(a)



(b)

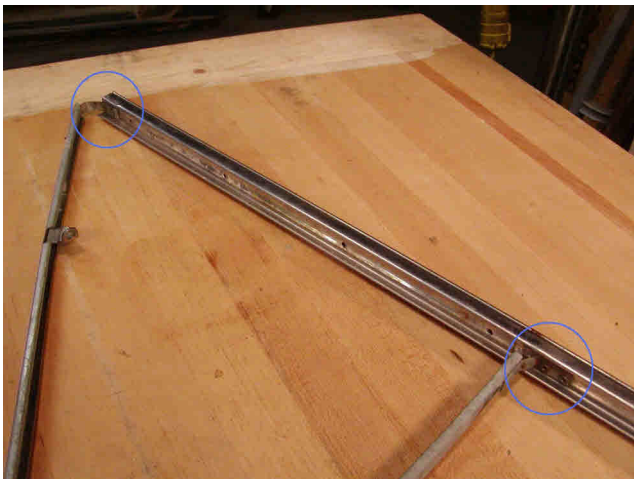


(c)



(d)

Now move on to the four rivets that hold the triangle-shaped vent window frame to the division bar slide channels (photo e). Drill out the two rivets of the lower portion of the frame in the same manner as the brackets that were just removed (photo f).

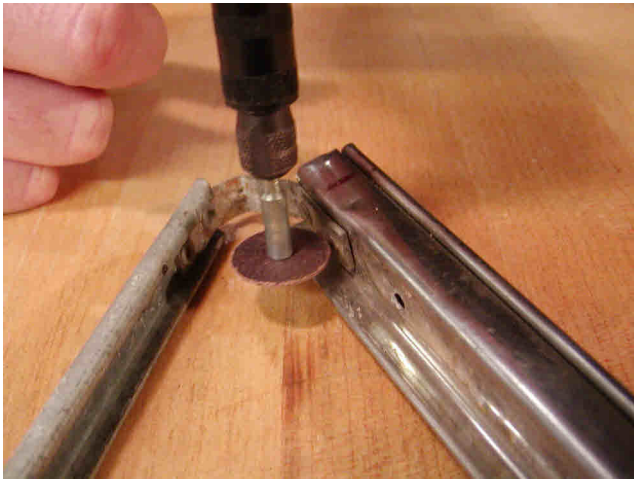


(e)



(f)

The two remaining rivets of the upper portion of the vent window frame are more difficult to be removed by drilling. It is recommended that you grind the buttons of these rivets off with a small cutting/grinding disc such as a Dremel tool as shown (photo g). The triangle vent window frame should now be fully separate from the division bar slide channel assembly (photo h). Now remove the old window slide channel from the stainless steel trim track (photo i).



(g)



(h)



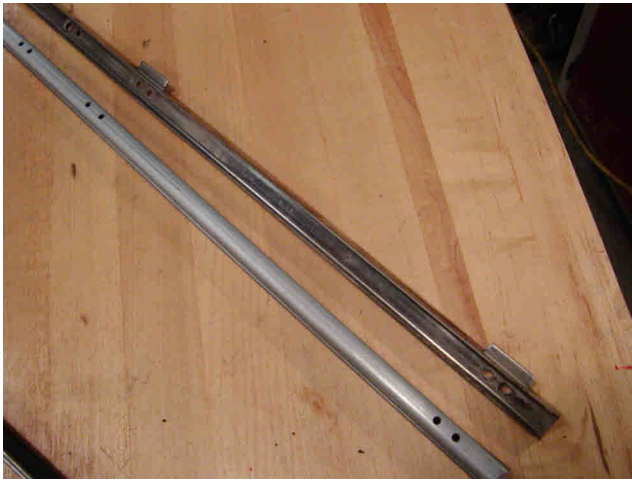
(i)

### **REASSEMBLY:**

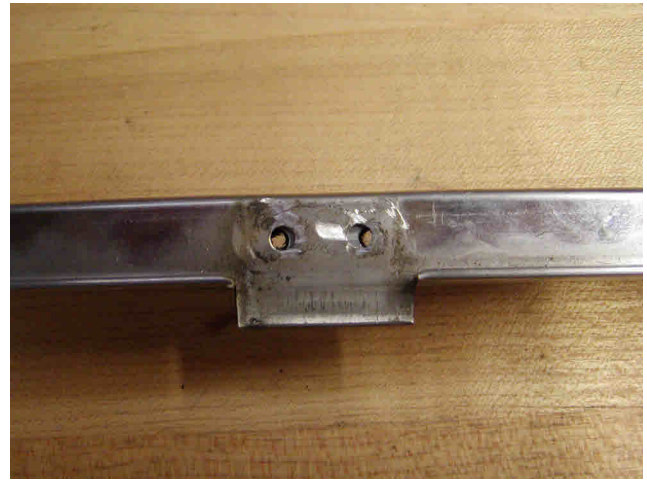
**NOTE:** If this procedure is being used for a restoration project, it is recommended that the stainless steel trim track be cleaned and polished of all dirt and rust spots at this point before moving forward.

For reassembly, first position the new window slide channel next to the stainless steel trim track in the correct orientation such that the holes line up properly (photo j). Then, press the new window slide channel into the stainless steel trim track and adjust them in relation to each other so that all of the rivet holes line up properly.

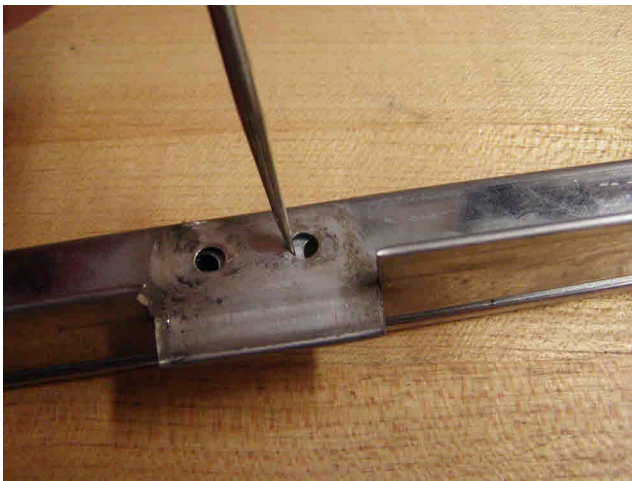
[It should also be noted here that during the development phase of the window slide channels, the locations of the holes in the OEM slide channels varied slightly from year to year due to tooling inconsistencies. It may be necessary to slightly enlarge the holes in your new slide channels to accommodate for these variances. It is highly recommended to enlarge the holes ONLY with a “stepper” type bit, as using a typical fluted drill bit can easily catch and tear the thin channel material. An example of such an enlargement is shown in (photos k – m).]



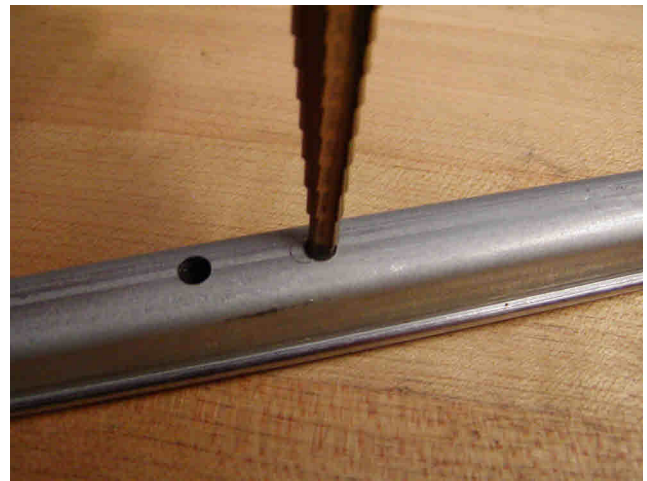
(j)



(k)



(l)



(m)

**NOTE:**

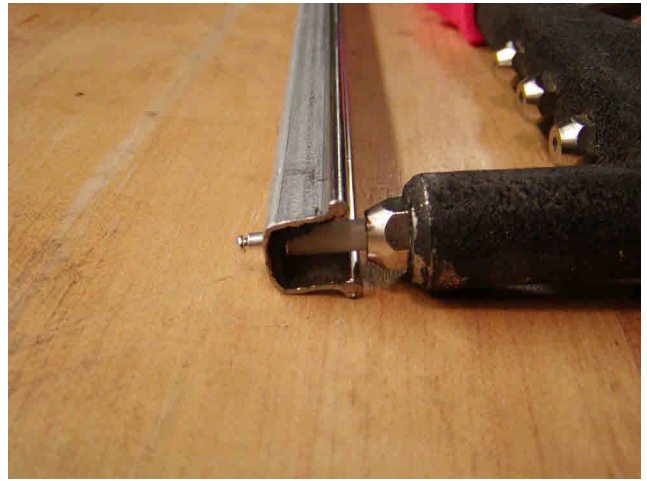
It is VERY important that the following riveting procedure be used to attach the vent window frame and the brackets to the division bar slide channel assembly. Do NOT insert the rivets through the holes from the back side of the slide channel and fasten them in this manner, as doing so will create a large button on the interior of the window slide channel which will cause interference with the passing window as it is regulated up and down. The rivets MUST be installed from the front (open) side of the channel to alleviate this interference as described below.

**RIVET GUN SPACER**

Since the “snout” of most commonly-owned rivet guns is blunt and short, the rivet cannot be fully inserted into the window slide channels (photo n). This requires a spacer to be used between the head of the rivet and the snout of the rivet gun (photo o). I used a door hinge roll pin from a Jeep XJ that I cut to the necessary length as a spacer (photo p & q). The spacer should be steel to withstand the compressive forces of setting the rivet and be 7/16” long. Ideally, a section of round tubing 3/16” OD with an ID large enough to fit the shank of the rivet through would be ideal. Such sections of steel tubing/spacers can be readily found at your local home center or hardware store.



(n)



(o)



(p)



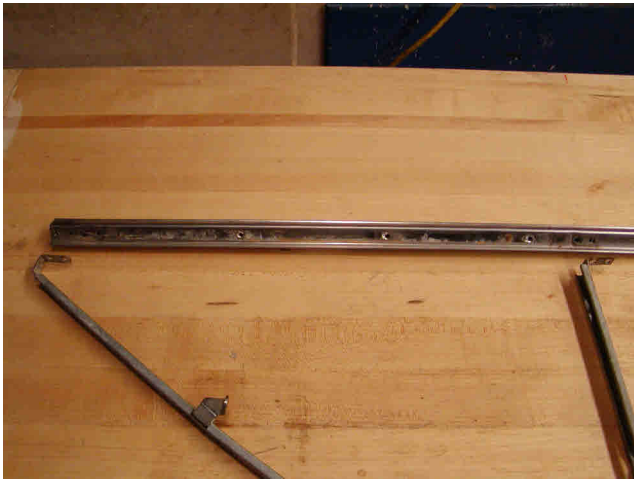
(q)

## RIVET SIZES

The specs for the “business” end of the rivets are to be 1/8” (dia) x 5/16” long. A 1/8” x 1/4” rivet will work in a pinch, but assembly will be more cumbersome. Due to the rivet gun spacer that is required, it is very important to use a rivet whose shank is at LEAST 1 – 1/8” long. This will allow the rivet gun to still grip the end of the shank of the rivet. Again, your local hardware store should carry these.

## REASSEMBLY (cont’d)

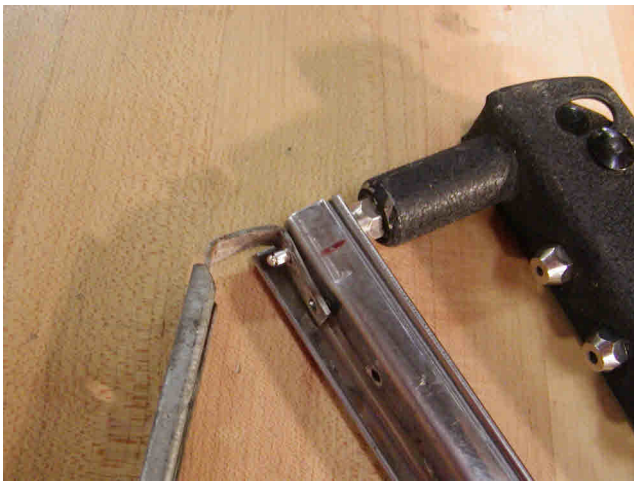
Position the triangle vent window frame next to the window slide channel and trim track assembly in the proper mounting location (photo r). Now, assemble the rivet and spacer onto the rivet gun and begin riveting the upper section of the vent window frame to the window slide channel (photos s & t). Use the same procedure to rivet the lower portion of the vent window frame to the window slide channel as well as the two brackets that mount to the bottom of the window slide channel in the same orientation as they were removed (photo u).



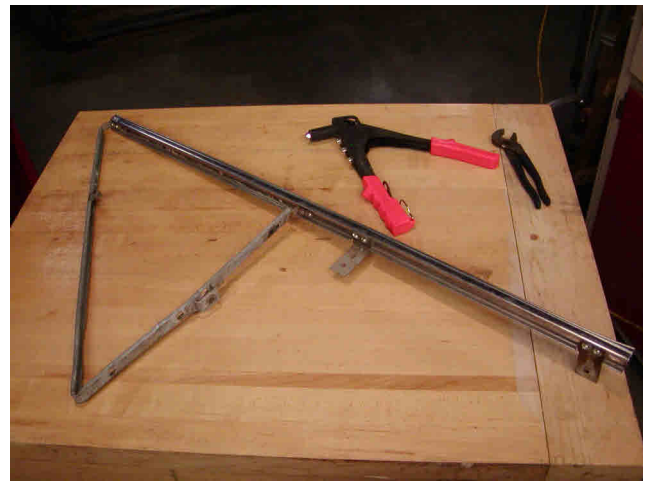
(r)



(s)



(t)



(u)

This completes the installation of the new window slide channels into the vent window frame assembly.