FUR CHANNEL INSTALLATION FOR '55 BEL AIR 4-DOOR SEDAN

This installation article was done on a 1955 Bel Air 4-door Sedan. Other models are slightly different, but less difficult. To get the job done right, you must take your time and follow the fur channel instructions closely. This is one of those jobs many people opt to have professionally installed by a glass installer.

Tools:
- 9/16” Wrench or Socket
- 7/16” Socket
- 1/8” Punch
- 5/64", 7/32", #20 Drill Bits
- 3M Black Weatherstrip Adhesive
- Phillips Screwdriver
- Standard Screwdriver
- Wire Cutters/Dykes
- '55/'56 or '57 Shop Manual
- Danchuk Part #637 - Door/Window Handle Clip Removal Tool

1.) Remove front and rear side window garnish interior mouldings with your Phillips screwdriver.

2.) Remove interior door and window handles with your Danchuk part #637 removal tool. Remove armrest and any armrest screws to free up door panel. Next remove both front and rear door panels. Remove any putty around your screws and tape covering your small access holes. Remove small and large access hole covers with Phillips screwdriver.

3.) Take each window frame garnish and lay them on a flat surface. Remove old fur strip by prying up old staples with standard screwdriver enough to then cut off with wire cutters (picture 1). Remove old fur strip and clean frame.

4.) Take new strip and place on window frame. Stainless bead should be even with the top edge. Trim and bend if necessary to make a good fit. Hold fur strip and drill 5/64” hole at one end. Take small course screw and screw down fur strip until screw sinks in (picture 2 & 3). Continue doing this until you’ve reached the end, spacing screws approximately 6” apart. Do this to the other three window frames.

Picture 1

Spring has sprung and we once again find ourselves in the restoration season. As the snow melts across the country and the sunny skies and warm weather return, it’s time to get those rides out of their shelters and gear up for the weekend picnics and car shows. We have been working hard all winter manufacturing parts so our shelves are stocked for you. Also, remember that we are always here to help you with technical support before and during your projects this year. Our customer service department is now being headed up by Jason Moore. Jason has been with us for over seven years and has mastered customer service, purchasing and shipping. With his vast knowledge of these three departments in particular, we are certain that he will be a huge asset to customer service.

In this issue of the “Danchuk Update” we decided to highlight a large majority of our brake components, which we are also discounting, and our fur channel kits. Nothing is more dangerous than a car that won’t stop or annoying as a rattling window. I hope you take advantage of both the savings and the tech article.

Thank you very much for your continued support.

Happy Restoring,

Steve Brown
General Manager
5.) Now remove the vent window assembly (picture 10). To do this, remove screw “A” with Phillips screwdriver and screws “B” with 7/16” socket. Disengage regulator from “tee” shaft and lower it out through the access opening.

6.) Lower glass door, loosen upper section of glass run channel (fur channel) “A” with flat screwdriver by prying it off the door frame (picture 11). Remove attaching screws “B” with Phillips screwdriver and adjusting stud/nut “C” with 9/16” wrench or socket. Work vent window inward, then lift vent assembly from door. Make sure your window is rolled down all the way.

7.) Now, remove door glass by removing screws “A” with Phillips screwdriver (picture 12). Roll window halfway down and pull glass inward and it will pop off channel cam and lift window out of door.

8.) Now, place a mark on your door where your old fur channel ends up by vent window. To remove old fur channel, loosen the nut securing the lower end of the fur channel, inside the door at large access hole underneath door lock mechanism. You will need 7/16” socket.

Check out our New and

In each of our newsletters we like to feature one of our customers cars. We love to see the metamorphosis from abandoned rust bucket to show stopping gem. And it seems each 5-6-7 has it’s own unique story; some have sat deserted for years, some have been passed down a generation or two, while others have been garaged by the original owner and remain like new. But whatever the case may be, each story is interesting and demonstrates the timelessness of the 5-6-7. By providing this small venue, customers get the chance to show off their beauties, while we get to say “Thanks” for the patronage.

Since this feature seems to be so popular with our readers, we’ve decided to take it a step further. Seeing how we only produce four newsletters per year, spotlighting even a portion of the customers that have submitted photos would take literally years. So we are taking this feature to our website, www.danchuk.com. Soon there will be a “Cool Customer Cars” button where you’ll be able to access eight customer profiles. In every issue of our newsletter we will announce the customers that will be showcased on our website. This means instead of featuring only four customers annually, we will be able to spotlight at least 32.

If you’d like to submit your cars story and photos, send them attention Art Department- Danchuk 3201 S. Standard Avenue, Santa Ana, CA 92705. It’s helpful if you include information like number of owners, year you acquired the car, changes made, Danchuk parts you purchased, and any other points of interest. Include an email address if you’d like to receive comments from browsers. All submissions become property of Danchuk Manufacturing, Inc. upon receipt and will not be returned, so send copies. Because of the number of submissions, please understand we can not guarantee we will be able to spotlight your car and all decisions made by Danchuk are final. Thanks and we looks forward to seeing your car!

The following customer cars have been chosen to debut on the “Cool Customer Cars” page of our website. Take a moment to check them out at www.danchuk.com

1. Richard Noyd
2. Fred Zingale
3. Raul Olivar
4. Alice Mayo
5. Ben Childress
6. Dennis Beersfeldt
7. Henry Laudle
8. Emil Thomas
to remove nut. Disengage channel rosebud fasteners by taking standard screwdriver and prying channel out (picture 6A & 6B). Do this up and around window frame until channel is completely loose from door, then pull channel out of door.

9.) Remove metal channel from the old fur channel you just removed (picture 7). Take your 1/8" punch and flatten sharp points sticking up. This allows metal channel to sit flat on your new fur channel piece.

10.) Next, remove your horizontal outer fur strip from your door by taking your screwdriver and prying up staples. Do this procedure the same as you did your window frames.

11.) Now, take your glass run channel, set it up to the door to make sure your bend is in the right place. Bend to a 70 degree angle so when you install the fur channel, it will have some preload to it. Match and trim fur channel to your door and install existing metal channel at the bottom of fur piece. Prefit to your door and when you have it where you want it, you can take your 3M adhesive and glue your fur channel to your door or use some of those sheet metal screws that are supplied with fur kit. Once in place, tighten the nut that secures the bottom of the fur channel to your door.

12.) Take your vent window assembly and your 7/32" drill bit and drill off the rivet heads from the back side (picture 4). Now, take your 1/8" punch and punch out the body of the rivet so it disengages the division bar fur channel piece. Remove the fur pieces and take new division bar fur channel and cut it to the length you need it. At this time, it would be a good idea to replace your vent window seals with part #565 or #565A. Take your division fur channel and set it on your vent assembly (picture 5A & 5B). Push this onto your vent and flip over and drill your holes from the existing rivet holes with the #20 drill bit. After all holes are drilled, take your 8-32 screws and nuts and secure the fur channel to your vent assembly.

13.) Now, reinstall your door glass and your vent window assembly. After everything is in, roll your door glass up and down. It should slide nice and solid in your new fur channels without any rattling of the glass.

14.) As for the rear doors, lower door glass and remove screws “D” and “E” (picture 13). Take your screwdriver and pry away the old fur channel from your door. Once the fur channel is all loose, pull channel inward and up out of door. Glass will remain in the door and fur channel pulls up and around it. Now if you wish to take your glass out, it’s the same procedure as the front doors. The new fur channel is much easier to fit when the glass is out of the door.

15.) Now, remove the outer window duster fur strip and replace with the new one. Go through the same procedures as the front one. Be very careful bending fur channel for rear. You have two bends to make. Take your time and be patient. This installation is time consuming and takes roughly 8-12 hours to do.
**PART SPECIALS**

**CUSTOM AUTOSOUND**

**KNW-801**
Features include: AM/FM Stereo, left & right balance, separate bass & treble, fader, fast forward & rewind, power antenna lead, local/long distance button, chrome nosepiece, 60 watts per channel, auto reverse cassette, RCA Pre-Out power fader, metal tape, digital clock, separate bass & treble, 18 Station Pre-set, tuner call. CD Changer Control Features: (Controls Kenwood Changer - Part #10834) search (track/disc) - audible fast-forward/fast reverse - repeat (track/disc) - random play - status display (track # disc #)

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
<th>Additional Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955 Black Face</td>
<td>$289.00</td>
<td>Features include: PLL electronic synthesized tuner, 24 pre-sets (6 AM, 18 FM), best station memory, separate bass and treble control, 64 watts high power, RCA pre-out, 4 way fader, auto reverse, fast forward/rewind, pre-set scan, scan &amp; seek tuning, digital clock. Part 10834 is shown.</td>
</tr>
<tr>
<td>1956 Black Face</td>
<td>$289.00</td>
<td>Features include: AM/FM Stereo, left &amp; right balance, separate bass &amp; treble, fader, fast forward &amp; rewind, power antenna lead, local/long distance button, chrome nosepiece, 60 watts per channel, auto reverse cassette, RCA Pre-Out power fader, metal tape, digital clock, separate bass &amp; treble, 18 Station Pre-set, tuner call. CD Changer Control Features: (Controls Kenwood Changer - Part #10834) search (track/disc) - audible fast-forward/fast reverse - repeat (track/disc) - random play - status display (track # disc #)</td>
</tr>
<tr>
<td>1957 Black Face</td>
<td>$289.00</td>
<td>Features include: 100 watts (4x25), electronic tuning, 30 station presets (12 AM, 18 FM), separate bass &amp; treble controls, seek tuning, 4 way speaker fader, RCA pre-out: jack provided for outside amplifiers, CD controlled from radio pushbuttons. Also available with our CD Changer.</td>
</tr>
</tbody>
</table>

**CUSTOM AUTOSOUND USA-1 STEREO**
Features include: PLL electronic synthesized tuner, 24 pre-sets (6 AM, 18 FM), best station memory, separate bass and treble control, 64 watts high power, RCA pre-out, 4 way fader, auto reverse, fast forward/rewind, pre-set scan, scan & seek tuning, digital clock. Part 10834 is shown.

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955 w/ Black Face</td>
<td>$189.95</td>
</tr>
<tr>
<td>1955 w/ Chrome Face</td>
<td>$209.95</td>
</tr>
<tr>
<td>1956 w/ Black Face</td>
<td>$189.95</td>
</tr>
<tr>
<td>1956 w/ Chrome Face</td>
<td>$209.95</td>
</tr>
<tr>
<td>1957 w/ Black Face</td>
<td>$189.95</td>
</tr>
<tr>
<td>1957 w/ Chrome Face</td>
<td>$209.95</td>
</tr>
</tbody>
</table>

**CUSTOM AUTOSOUND USA-5 CD CONTROLLER STEREO**
Features include: 100 watts (4x25), electronic tuning, 30 station presets (12 AM, 18 FM), separate bass & treble controls, seek tuning, 4 way speaker fader, auto reverse, locking fast forward and rewind, RCA pre-out CD controlled from radio pushbuttons. Also available with our CD Changer.

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955 w/ Black Face</td>
<td>$189.95</td>
</tr>
<tr>
<td>1955 w/ Chrome Face</td>
<td>$209.95</td>
</tr>
<tr>
<td>1956 w/ Black Face</td>
<td>$189.95</td>
</tr>
<tr>
<td>1956 w/ Chrome Face</td>
<td>$209.95</td>
</tr>
<tr>
<td>1957 w/ Black Face</td>
<td>$189.95</td>
</tr>
<tr>
<td>1957 w/ Chrome Face</td>
<td>$209.95</td>
</tr>
</tbody>
</table>

**CUSTOM AUTOSOUND USA-6 STEREO (NO CASSETTE)**
Features include: 100 watts (4x25), electronic tuning, 25 station presets (10 AM, 15 FM), separate bass & treble controls, seek tuning, 4 way speaker fader, RCA pre-out: jack provided for outside amplifiers, CD controlled from radio pushbuttons. Also available with our CD Changer.

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955 w/ CD Changer</td>
<td>$229.95</td>
</tr>
<tr>
<td>1955 w/ Chrome Face</td>
<td>$229.95</td>
</tr>
<tr>
<td>1956 w/ CD Changer</td>
<td>$229.95</td>
</tr>
<tr>
<td>1956 w/ Chrome Face</td>
<td>$229.95</td>
</tr>
<tr>
<td>1957 w/ CD Changer</td>
<td>$229.95</td>
</tr>
<tr>
<td>1957 w/ Chrome Face</td>
<td>$229.95</td>
</tr>
</tbody>
</table>

**STereoSystem**
Leave your original radio in the dash and control this stereo by RF remote control from up to 100 feet away. The LCD display can be mounted almost anywhere and the tuner/amplifier unit can be hidden behind the dash or under the seat.

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-72</td>
<td>$239.95</td>
</tr>
<tr>
<td>1955-72</td>
<td>$240.00/set</td>
</tr>
</tbody>
</table>

**SECRET Audio**

**RemEmber Sale**
SATURDAY, MAY 24, 2003
CHECK OUT THIS NEW PART!

CLASSIC INSTRUMENTS DASH GAUGES
These packages come complete with electronic programmable speedometer, electronic tachometer, fuel, oil, psi, water temperature and volt gauges, all necessary sending units with fuel gauge compatible to the stock sender, custom made brackets specially fabricated to mount new Classic Instruments gauges into your stock opening complete with appropriate screws, high beam indicator mounted inside speedometer unit.

1957 white, flat lens, orange pointer ...................... #12276 ............................. $799.95/set
1957 white, flat lens, black pointer ...................... #12276A ................................ $775.00/set
1957 black, flat lens, orange pointer ...................... #12277 ............................. $799.95/set
1957 black, flat lens, white pointer ...................... #12277A ................................ $775.00/set
1957 white, curved lens, orange pointer .................. #12278 ............................. $799.95/set
1957 white, curved lens, black pointer ................... #12278A ................................ $775.00/set
1957 black, curved lens, orange pointer ................. #12279 ................................ $799.95/set
1957 black, curved lens, white pointer ................... #12279A ................................ $775.00/set

WINDOW FUR CHANNEL KITS
Daily window use has usually worn those old fur channels to the point where the windows are loose, and may even rattle. Each kit of our “fuzzies” contains all of the parts you need to completely replace your window channels. We’ve reproduced these kits with all the correct contours and lengths. The exposed beaded edges of the channels are made of polished stainless steel, just like the factory originals. The hardtop kit does not include the upper portion of the roof line contour.

1955-57 2-Door Hardtop ..................................... #172 ................................ $54.95 .................. $49.45/kit
1955-57 2-Door Sedan ....................................... #174 ................................ $104.95 ........... $94.45/kit
1955-57 2-Door Station Wagon ......................... #178 ................................ $104.95 ........... $94.45/kit
1956-57 4-Door Hardtop ................................... #173 ................................ $54.95 .................. $49.45/kit
1955-57 4-Door Sedan ...................................... #175 ................................ $104.95 ........... $94.45/kit
1955-57 4-Door Station Wagon (Shown) .............. #179 ................................ $104.95 ........... $94.45/kit
1955-57 Convertible ........................................ #176 ................................ $54.95 .................. $49.45/kit
1955-57 Nomad .................................................. #177 ................................ $94.95 ............... $85.45/kit
1955-57 Sedan Delivery, Utility Sedan ................. #174A ................................ $66.95 ............... $60.25/kit

Danchuk . . . “There’s No Comparison”
**DANCHUK PART SPECIALS**

**Power Brake Vacuum Hose Clamps**
1955-57
----------#033 ....$2.75 .......$2.50/set

**Power Brake Conversion Kits**
1955-57 Drum/Drum - 9" single diaphragm
- Single reservoir unit
  #2095 ...$359.95 ...$323.95/kit
- Single reservoir unit
  #2095A ...$359.95 ...$323.95/kit
1955-57 Drum/Drum - 9" diaphragm dual reservoir
- #2096 ...$359.95 ...$323.95/kit
1955-57 Drum/Drum - 7" diaphragm dual reservoir
- #2096A ...$359.95 ...$323.95/kit
1955-57 Disc/Drum - 9" single diaphragm single reservoir unit
#2095A ...$359.95 ...$323.95/kit
1955-57 Disc/Drum - 9" single diaphragm
- #2097 ...$399.00 ...$359.00/kit
1955-57 Disc/Drum - 9" single diaphragm
- #2097A ...$399.00 ...$359.00/kit
1955-57 Disc/Drum - 7" dual diaphragm
- #2098 ...$399.00 ...$359.00/kit
1955-57 Disc/Drum - 7" dual diaphragm
- #2098A ...$399.00 ...$359.00/kit

**Brake Drum**
1955-57
#030 ....$54.50 ......$49.00/ea.

**Brake Drum Spring**
1955-57
#1503 ...$10.95 ......$9.85/ea.

**Brake Drum Hole Covers**
1955-57
#1511 ...$5.95 ......$5.35/set

**Brake Bleeder Screws**
1955-57
#1287 ...$59.95 ......$53.95/set

**Brake Drum**
1951-58

**Brake Hardware Kits**
1951-58
#1512 ...$53.00 ......$47.70/kit
1951-58 Front
#1512A ...$27.95 ......$25.15/kit
1951-58 Rear
#1512B ...$28.35 ......$25.50/kit

**Brake Hold Down Kit**
1955-57
#158 ... $7.95 ......$7.15/set

**Brake hoses**
1955-57 Front (exc. Disc)
#028 ... $25.95 ......$23.50/ea.
1955-57 Rear
#029 ... $24.95 ......$22.45/ea.

**Brake Drum**
1951-58

**Brass Brake Junction Blocks**
1955-57 Rear; '53-62 Vette - Rear
#1506 ...$37.50 ......$33.75/ea.
1955 Front - Driver
#1507 ...$37.50 ......$33.75/ea.
1955 Front - Passenger
#1508 ...$37.50 ......$33.75/ea.
1956-57 Front - Driver
#1509 ...$37.50 ......$33.75/ea.
1956-57 Front - Passenger
#1510 ...$37.50 ......$33.75/ea.

**Emergency Brake Cable Clips**
1955-57
#1504 ...$5.95 ......$5.35/set

**Front Brake**
Line Clip Set
1955 ...$3.95 ......$3.55/set

**Brake Bleeder Screws**
1955-57
#1287 ...$59.95 ......$53.95/set

**Brake Pedal Return Spring**
1955-58
#1883 ...$4.00 ......$3.60/ea.
### Master Cylinder

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake Master Cylinder Repair Kit</td>
<td>1826</td>
<td>$208.95</td>
</tr>
<tr>
<td>Master Cylinder Disc Brake Conversion - Non-Power</td>
<td>2052</td>
<td>$99.95</td>
</tr>
</tbody>
</table>

### Front Disc Brake Components

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Disc Brake Conversion</td>
<td>2700</td>
<td>$349.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$85.45/kit</td>
</tr>
<tr>
<td>Master Cylinder Disc Brake Conversion - Non-Power</td>
<td>10252</td>
<td>$99.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$89.95/kit</td>
</tr>
<tr>
<td>Front Disc Brake Conversion Kit</td>
<td>975</td>
<td>$125.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$85.45/kit</td>
</tr>
</tbody>
</table>

### Brake Shoes

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake Shoes 1951-58 Front Axle</td>
<td>2021</td>
<td>$21.95</td>
</tr>
<tr>
<td>1955-58</td>
<td></td>
<td>$19.75/set</td>
</tr>
<tr>
<td>Brake Shoes 1951-58 Rear Axle</td>
<td>2020</td>
<td>$21.95</td>
</tr>
<tr>
<td>1955-58</td>
<td></td>
<td>$19.75/set</td>
</tr>
</tbody>
</table>

### Monroe Shock Absorber

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monroe Shock Absorber</td>
<td>12200</td>
<td>$24.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$22.50/ea.</td>
</tr>
</tbody>
</table>

### Leaf Springs Rear Lowering Blocks

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leaf Springs Rear Lowering Blocks</td>
<td>2704</td>
<td>$41.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$37.75/pr.</td>
</tr>
<tr>
<td>Leaf Springs Rear Lowering Blocks</td>
<td>2705</td>
<td>$41.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$37.75/pr.</td>
</tr>
</tbody>
</table>

### Shock Support

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shock Support</td>
<td>975</td>
<td>$125.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$113.35/ea.</td>
</tr>
</tbody>
</table>

### Upper Off-Set A-Arm Shaft

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Off-Set A-Arm Shaft</td>
<td>975</td>
<td>$39.95</td>
</tr>
<tr>
<td>1955-57</td>
<td></td>
<td>$35.95/ea.</td>
</tr>
</tbody>
</table>

Remember Sale
SATURDAY, MAY 24, 2003
DANCHUK SHOW TRAILER AND JET POWERED CAR

ON THE ROAD AGAIN!

APRIL
4-5-6 Charlotte Auto Fair
11-12-13 Super Chevy Show
25-26-27 Super Chevy Show

MAY
1-2-3-4 Super Chevy Show
16-17-18 Super Chevy Show
23-24-25 Super Chevy Show
30-31-1 Super Chevy Show

Lowes Motor Speedway
Memphis Motorsports Park
Firebird Raceway

Charlotte, NC
Memphis, TN
Phoenix, AZ

Pomona Raceway
Texas Motorplex
New England Dragway
Atlanta Dragway

Pomona, CA
Ennis, TX
Epping, NH
Commerce, GA