READ ALL ABOUT IT . . .

WINDOW ADJUSTMENTS

In the last issue of the “Danchuk 567 Update” we started showing you how to make adjustments on the body of your classic. We continue in this issue with window adjustments. We will go on to the trunk, convertible top and the hood in our next issue.

Window adjustments are similar for both manual and power windows. We are assuming the windows are manual for our discussions here. Remember to reseal any access panels or openings after making your adjustments. There will probably be body putty covering the various screws and adjustment points which will have to be removed to expose the adjustment screws and holes. Replace any putty after making your adjustments as original. On the Nomad, convertible and 4-door hardtops make any necessary adjustments to the roof rail AFTER you have completed the adjustments on the windows.

Tools Needed:
- Putty Knife
- Window Handle Clip Tool
- Small Rubber Mallet
- Small and Medium Flat Blade Screwdriver
- #2 and #3 Phillips Screwdriver
- 7/16” and 1/2” Deep Sockets
- 7/16” Shallow Socket or Nut Driver
- Ratchet (We used a 1/4” drive set)
- 3” and 6” Extension
- 3/8”, 7/16”, 1/2” and 9/16” Open End or Combination Wrenches
- 3M Strip Caulk
- 3M All Around Body Sealant
- Scotch Automotive Cloth Tape

Window Adjustments

Inner door panel and upper garnish moulding removal, front doors.
1.) Depress the door trim and insert the window handle clip tool between the handle washer and the handle (or window crank). Remove the horseshoe clip from the handle and pull off the shaft. To reinstall, put the clip in position on the handle and push it onto the shaft to seat.
2.) To remove the garnish moulding, unscrew the door lock knob and screws that secure the moulding to the top of the door. Lift the moulding up from the window opening and clear of the spacing clips and remove.
3.) To remove the armrest, find the two screws in the base that attach the armrest to the door. Remove the screws with a #3 Phillips screwdriver and pull the armrest from the door panel. On door panels with built in armrests remember to remove the screws from the armrest recess.
4.) After removing the door handles, garnish moulding and the armrests remove the two screws from the lower corners of the trim panel. (YOUR panel may have more than two screws.) Then, with your rubber mallet gently tap on the door panel front and rear to loosen the nails in the door. Using a putty knife, pry the front and rear edges of your door panel from the nail slots in the door inner panel. Lift the trim panel off the door. Broken trim panel nails can be replaced with part #078 door panel nail set.
5.) Rear door panels are removed in a similar fashion as the fronts. For the rear panels in convertible and hardtop cars please refer to your service manual.

GENERAL MANAGER’S MESSAGE

How’s it going folks? Summer is finally here and I love it. Every day that it is overwhelmingly hot, I just remind myself that that’s the trade-off for beautiful, clear blue skies. I hope you’re all taking advantage of the weather and getting out to some of the great shows and swap meets. It’s been a fantastic season so far. It just keeps getting bigger and better every year. As you flip through this issue you will notice two full page advertisements for local shows that we are involved in. The first show we are very excited about. We have teamed up with our friends over at D & P Chevy in Huntington Beach to put on what will be one of the best 50th Anniversary events for the 1955 Chevrolet in the country. Daryl, Peggy and the entire gang at D & P have been involved in countless events over the years and really know how to put on a first class show. If you can be in the neighborhood for this one you do not want to miss it. The Chevy Madness show that takes place the next day has been a great show consistently since it started over 20 years ago. It was actually the first show I ever attended.

You may have noticed that this issue is a bit bigger than usual, twice as big to be exact. We are very excited to say that this should be the norm from now on. As usual we don’t charge a cent for our publication, but consider it more of a “Thank You” to all of our customers for helping us to become the company that we are. We have added many new features in the now expanded version like the show advertisements, customer car stories, Q & A, feature stories and of course we will always have our installation articles, parts specials, company updates and show schedule. Please let us know how you like it.

Well that’s about it for me. Please enjoy all that is contained in this issue and more importantly have a wonderful summer packed full of BBQ’s, car projects and shows.

Happy restoring,
Steve Brown
General Manager
**Front Door Glass Adjustment**

(All Models)

1.) If your front door glass is slanted in the run channels (uneven front to back at the top) loosen the stationary cam screws using your #3 Phillips. (Fig. 1) You will adjust the rear cam UP or DOWN as required to straighten the glass in the channel. (Fig. 2) When the glass is straight, tighten the screws to secure.

2.) To adjust the ventilator division channel use your small flat blade screwdriver and a 9/16” open end wrench and loosen the adjusting stud locknut. (Fig. 3) Adjust the stud IN or OUT with your flat blade screwdriver to obtain free movement in the glass. (Fig. 4, 5) You may find it easier to remove the access panel, and with a 9/16” open-end wrench, adjust the adjusting stud from inside the door. Shift the stud FORE or AFT in the slotted hole to obtain free movement. When done, hold the adjusting stud with your flat blade screwdriver to keep it from moving and tighten the locknut with your 9/16” wrench to lock in place.

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**Front Door Glass Adjustment**

(all except Sport Models)

1.) To adjust the glass rear run channel IN or OUT remove the access panel with your #2 Phillips screwdriver. (Fig. 6) Inside the door under the door latch mechanism you will see a 7/16” nut at the bottom of the channel. (Fig. 7 & 8) With your 7/16” socket or nut driver loosen the channel attaching nut at the lock pillar and shift it in the slotted hole as required. When adjustments are right, tighten the lock nut and replace the access cover.

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**Front Door Glass (Sport Models only)**

Note: It is not necessary to remove the door panel when adjusting the rear of the window in or out at the top or at the door. You will have to remove the garnish moulding to adjust the “up” travel of the window into the roof rail weatherstrip.

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**Vent Window Adjustment (All Models)**

1.) To correct ventilator flutter, with your 7/16” deep socket tighten the “T” shaft screw. (Fig. 13 & 14)

2.) To increase or decrease tension on the ventilator shaft use your small flat blade screwdriver and adjust the friction clamp screw in or out as needed. (Fig. 14 & 15)

Note: On our car we noticed that getting to the friction clamp screw was close to impossible with the vent window in the door. There was no factory hole that lined up for access. You may have to drill a small hole in the inner door panel to gain access to the friction clamp screw.
Rear Door Window Adjustment
(All except Sport Sedan otherwise known as the 4-Door Hardtop)
1.) To correct a rear door glass that is slanted in the run channel take your #3 Phillips screwdriver and loosen the stationary cam screws. (Fig. 17) Adjust the rear of the cam UP or DOWN as needed. Tighten screws to set adjustment.

2.) To adjust for freedom of glass movement in the run channels with your #2 Phillips screwdriver loosen the front (Fig. 18 & 19) or rear (Fig. 18 & 20) channel screws at the lower ends and move them IN or OUT as required to free the window. Tighten the screws to set the adjustment. Note: This adjustment can be done without removing the inner panel on the door.

Rear Door Window Adjustment
(Sport Sedan otherwise known as the 4-Door Hardtop)
Note: The window operation mechanism in this door consists of three guides, a sash channel and an inner panel cam operated by a conventional window regulator. (Fig. 21) Please read the entire section before proceeding.

1.) To adjust the lower front section of the window IN or OUT use your 7/16" socket and loosen the male wedge plate screws (Fig. 22) and the front guide upper attaching screws. (Fig. 24) Then, again with your 7/16" open end and small flat blade screwdriver loosen the front guide lower adjusting stud nut. (Fig 23) Adjust both ends of the guide IN or OUT the SAME amount. Tighten the guide screws, stud nut and male wedge screws. Note: Male wedge screws must always be tightened with the window completely closed.

2.) To adjust the lower rear portion of the window IN or OUT take your 7/16" open end wrench and small flat blade screwdriver and loosen the two rear guide upper adjusting stud nuts (Fig 25) and the lower adjusting stud nuts. (Fig 26) Adjust the studs the SAME amount IN or OUT as required and tighten the stud nuts keeping the stud adjusted with your flat blade screwdriver.

3.) To adjust the top of the window IN or OUT loosen the male wedge plate screws with your 7/16" socket. Remove the access panel with your #2 Phillips screwdriver (Fig. 6) and loosen the center guide shoe nut. (Fig. 28) Adjust guide shoe IN or OUT as required and tighten the jam nut. Tighten the male wedge screws and reinstall the access panel.

4.) To adjust the front of the window UP or DOWNN loosen the male wedge plate screws with your 7/16" socket. (Fig. 23) Using your #3 Phillips screwdriver loosen the inner panel cam screws. (Fig. 29) Position the window and cam as required and tighten the cam screws. Then tighten the male wedge plate screws.

5.) To adjust the rear of the window UP or DOWNN loosen the sash channel cam rear attaching screw with your 7/16" socket. (Fig. 30) Position the rear of the cam and window UP or DOWNN as required and tighten the screw. With your 3/8" open-end wrench and small flat screwdriver reposition the window stop if needed. (Fig. 31)

6.) To limit the FORWARD movement of the rear window loosen the female wedge plate bolt through the small access hole with your 7/16" socket. Operate the window to the desired position FORWARD and back off about 1/16" on the crank handle. Push the female wedge FORWARD firmly against the male wedge plate and tighten the bolt. (Fig 32)

7.) To limit the UP travel of the window with your small flat blade screwdriver and 3/8" open end wrench adjust the window stop adjusting screw as required. (Fig. 31)

8.) To correct a binding condition when the window is lowered use your 7/16" open end wrench and small flat blade screwdriver to adjust the front guide
lower stud and the rear guide lower stud IN or OUT as required to permit free operation. (Fig. 33 & 34)

9.) Once the adjustments have been made on the windows, front and rear, it is time to adjust the roof rail weatherstrip, if necessary. With your #2 Phillips screwdriver loosen the screws that attach the roof rail to the roof and shift the weatherstrip in or out as required for proper sealing. If you need to lower the weatherstrip install weatherproof tapered shims under the screws in the desired areas. (Fig. 35)

Rear Quarter Window Adjustment (Sport Coupe)

Note: The operating mechanism of this window consists of a short rear guide channel, a long front guide channel, and regulator connected to the sash channel and UP and DOWN window stops. Please read the entire section before proceeding. (Fig. 36)
1.) For the FORE and AFT adjustment of the window loosen the stud nuts with your 7/16” open end wrench and small flat blade screwdriver and the guide screws with your #3 Phillips screwdriver for both the front and rear guide channels. Shift the window as required and tighten the screws and stud nuts. (Fig. 37)
2.) For IN and OUT adjustment at the front of the window with your 7/16” wrench and flat screwdriver loosen the front guide upper adjusting stud nut and adjust the stud as required. Tighten nut. (Fig. 38)
3.) To adjust the IN or OUT adjustment at the rear of the window loosen the rear guide channel lower adjusting stud nut with your 7/16” wrench and small flat blade screwdriver and adjust as required. Tighten nut. (Fig. 39)
4.) To adjust the UP travel of the window loosen the up stop bolt through the access hole with your 7/16” deep socket. Slide the stop to required position and tighten the bolt. (Fig. 40)
5.) To adjust the DOWN travel of the window remove the access panel with a #2 Phillips screwdriver. Loosen the DOWN stop retaining nut on the lower end of the front guide channel with your 7/16” box wrench. (Fig. 41) Slide the stop on the channel as required and tighten the nut.

Rear Quarter Window Adjustment (Convertible)

Note: The operating mechanism for the rear quarter window consists of a female pivot hinge at the pivot point, a rear guide assembly, a sash cam channel, an adjustable UP stop, a fixed DOWN stop and a regulator. (Fig. 43)
1.) To adjust the rear quarter window IN or OUT, UP or DOWN or FORE or AFT loosen the female hinge pivot bolt with your 7/16” socket. With your 7/16” open-end wrench and small flat blade screwdriver loosen the two stud nuts. (Fig. 44) Move the window in the direction required for correct contact with door glass and top weatherstrip. (Fig. 45) For the IN and OUT movement adjust the studs as required. Tighten the stud nuts and pivot bolt.
2.) To adjust the window guide channel to correct bind at lower end loosen the guide lower front screw with your 7/16” socket as well as the center stud nut. (Fig. 46) Adjust the stud to move the channel IN or OUT as required. Tighten stud nut and screw.
3.) To limit the UP travel of the window loosen the two screws that hold the UP travel stop to the upper rear guide support with your 7/16” socket. (Fig. 47) Move stop UP or DOWN as required and tighten screws.

Note: Due to space constraints, the details on some photos may be hard to see. Check our website for full size, downloadable pictures, if larger images are necessary.
1955 CHEVY GOLDEN ANNIVERSARY SHOW
Veterans Memorial Stadium Long Beach, California
August 13th 2005
9:00 A.M. to 5:00 P.M
Pre-1973 All Chevy Car Show

Danchuk Manufacturing and D&P Classic Chevy are pleased to announce a one-of-a-kind event celebrating the Golden Anniversary (50th) of the 1955 Chevrolet.

- VENDORS • FOOD
- DRINK (NO ALCOHOL)
- LIVE BAND 9 TO 1
- RAFFLES
- JUDGED CAR SHOW
  FOR CHEVROLET CARS 1972 AND OLDER

Trophies will be awarded and the first 250 pre-registered participants will receive a special 50th anniversary goodie bag, which will include a unique participants plaque and special commemorative gift. Pre-registration for participants and vendors is strongly recommended to assure a spot.

Set-up day for vendors will be Friday, August 12th, 2005 from noon to 5pm.
Registration will be $55.00 for this event which includes admission for driver and one passenger.
Spectator admission will be $5.00 the day of the show. A tee shirt as well as several event specific collectibles will be available online and at the show.

Veteran’s Stadium is conveniently located close to the Long Beach Airport and within easy reach of Los Angeles International Airport and Orange County’s John Wayne Airport.

You can register on the web at www.golden567shows.com or call D&P Classic Chevy at 714-375-0889 or Danchuk Manufacturing at 800-854-6911 for an entry form and additional details.

Orange County Classic Chevy Club and other local Chevy clubs will help with the logistics of the event.

www.golden567shows.com
**CLOTH WINDLACE**

This woven fabric replacement part is for use on sedan models only and is available in many of the most popular interior colors. Sold by the yard. 2-door sedans and wagons require 8 yards; 4-door sedans and wagons require 14 yards.

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**DOOR PANELS**

1955-57 2-Dr. Sdn., Nom. & Wgn., Front & Rear ..........#542 ......$59.95 ......$53.95/set
1955-57 4-Dr. Sdn. & Wagon, Front & Rear .............#544 ......$59.95 ......$53.95/set
1955-57 4-Dr. Hardtop, Front Only .......................#545 ......$31.95 ......$28.75/pr.
1956 4-Dr. Ht, Rear Only ...............................#545A ......$31.95 ......$28.75/pr.
1957 4-Dr. Ht, Rear Only ...............................#545B ......$31.95 ......$28.75/pr.
1955 2-Dr. Ht & Conv., Front Only .........................#574 ......$31.95 ......$28.75/pr.
1956 2-Dr. Ht & Conv., Front Only .........................#574A ......$31.95 ......$28.75/pr.
1957 2-Dr. Ht & Conv., Front Only .........................#574B ......$31.95 ......$28.75/pr.

**REAR SIDE PANELS**

1955-57 2-Door Hardtop ..................#574C ........$19.95 ........$17.95/pr.
1955-57 4-Door Sedan Rear Quarter ..........#1047 ......$15.95 ......$14.35/pr.
1955 Convertible ..............................#574D ......$19.95 ......$17.95/pr.
1956-57 Convertible .........................#574E ......$19.95 ......$17.95/pr.

**55-57 DOOR LOCK KNOBS**

5-6-7 owners don’t have to settle for cheap auto parts store replacement door lock knobs! We’ve made these repros available in the original colors. Made in the USA.

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**DOOR PANEL METAL BANDS**

Bent to the correct contours for the 2-door front door panels, these bands mount the upholstery to the cardboard door panels. 4-door owners will need to order the rear door sets separately. This part should not be confused with the interior stainless steel door panel trim.

1955-75 (Shown) ...............................#316 ......$40.00 ......$36.00/set
1956-57 4-Door Hardtop, Rear ................#12338 ......$42.95 ......$38.65/set
1956-57 4-Dr Sdn, 4-Dr Wagon, Rear ................#12339 ......$42.95 ......$38.65/set

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**BEL AIR ARMRESTS**

Fits all Bel Air front doors, 4-door sedans and 4-door hardtop rear doors. These injection molded plastic armrests are glossy finished and a perfect fit and color match. On upholstered armrests, vinyl is the same color as the base.

**Upholstered:**

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1955-56 BLACK ARRESTS

150 & 210 ........#12271 ..$69.95 ........#62.95/pr.

UPHOLSTERED ARMSRTS

1957 Black, 150 & 210 ........#12238 ..$74.95 ......$67.45/pr.
1957 Beige, 150 & 210 ........#12239 ..$74.95 ......$67.45/pr.

REAR ASHTRAY SLIDE COVER WITH RETAINER

Fits into the rear quarter armrest and covers the ashtray. This ashtray slide cover fits both hardtops and convertibles. Used with the ash tray, part #1134.

1955-57 2-Door Hardtop, Convertible ..............#1144 ......$24.95 ......$22.45/ea.

FRONT DOOR HANDLE CUP

All ..........#11300 ..$10.95 ........#9.85/pr.

BEL AIR ARMREST AND BRACKET SCREW SET

One set required per armrest. Special 1957 ..#1074 ..$1.95 ........#1.75/set

REMEMBER, ALL SPECIAL PRICING ENDS ON SATURDAY, AUGUST 20TH, 2005
## INSIDE DOOR HANDLES
This is one super quality reproduction, complete with the original groove details and brilliant plating. Includes plastic washers and mounting clips.
- 1955-57 .................................................. #367 $26.95 $24.25/pr.

## WINDOW CRANK HANDLES
A window crank handle can take a lot of abuse, but must be replaced eventually. When replacement time rolls around it is good to know that the original design is available. We mount a glossy, black plastic knob to a beautifully detailed and plated handle. Made with the same quality as your original handles, yet over 40 years younger! Plastic backing washers and mounting clips included.
- 1955-57 .................................................. #624 $24.95 $22.45/pr.

## VENT WINDOW CRANK HANDLES
A molded, glossy black plastic knob is fastened to a beautifully plated handle, complete with plastic backing washers and mounting clips.
- 1955-57 .................................................. #623 $24.95 $22.45/pr.

## SEDAN DOOR UPPER ACCESS PLUGS
- 1955-57 .................................................. #833 $2.75 $2.45/pr.

## INTERIOR DOOR RELEASE MECHANISM
This excellent reproduction is made of stamped steel. Replace that old, worn out release mechanism. Sorry, passenger side is not available.

## WINDOW REGULATOR GEAR PLATES
If the teeth are worn or chipped on your gear plate you’ll notice the strain and slipping when rolling up the window. You don’t have to tolerate it! This part is easily replaced when overhauling the window assembly.
- 1955-57 2-Door Hardtop & Convertible (Front Only) ........................................ #953 $24.95 $22.45/ea.
- 1955-57 2 & 4-Door Sedan, Nomad, 2 & 4-Door Wagon (Front Only) ........................................ #954 $24.95 $22.45/ea.

## HANDLE CLIP REMOVAL TOOL
Removes the horseshoe shaped handle clip, part #215, holding the inside door, window, and vent window handles on all cars utilizing that clip. This tool makes handle removal a snap.
- 1955-57 .................................................. #637 $5.95 $5.35/ea.

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**Danchuk . . . “There’s No Comparison”**
INSTALLATION PARTS ON SPECIAL

INTERIOR DOOR GAR-NISH CLIPS
Clip under garnish moulding is finally available. This is a must to do the job right. Use with our interior trim screw sets.
1955-57 2-Door Hardtop.................#974 ......$4.95 .............$4.45/pr.

REAR QUARTER WINDOW STOPS
If you notice your rear windows rattling when they are rolled down, it may be time to replace your window stops. Har-dtop window stops include steel inserts.
1955-57 2-Door Hardtop Special..........#854 ......$15.95 ........$14.35/pr.
1955-57 Convertible Special ............#855 ......$8.95/ ........$8.05/pr.

REAR QUARTER U-SHAPE WINDOW STOPS
1956-57 4-Door Hardtop Special .........#1490 ....$24.75 ........$22.25/pr.

REAR QUARTER DRAIN STOP RUBBER BUMPERS
1955-57 Convertible Special ............#856 ......$25.75 ........$23.15/set

ACCESS HOLE COVERS, DOOR & SIDE WINDOW
1955-57 Convertible Special ............#2978 ....$49.95 ........$44.95/set
1955-57 Hardtop ..........................#2979 ....$49.95 ........$44.95/set

LOWER DOOR DRAIN SEALS
These seals are removed to drain the water out of the door. If your seals are rotted, painted over or missing, we’ve got your replacements. Clips are included. 2 sets required for 4-door models. Made in the USA.
1955-57 Special .................#841 ......$6.95 ..........$6.25/set

UPPER WINDOW STOPS
This is an important part of a door and window restoration. Without the win-dow stops, windows tend to rattle and may even break on some models.
1955-57 2 & 4-Door Hardtop, Convertible, Nomad ........#830 ......$3.95 ..........$3.55/set

REAR QUARTER PIVOT ASSEMBLY HARDWARE
1955-57 Convertible Special ............#10180 ..$27.50 ........$24.75/kit

REAR QUARTER WINDOW ADJUSTING PLATES

DOOR & WINDOW HANDLE SPRING
Use this spring to maintain a firm seal between the inside door handle and the door panel.
1955-57 Special .................#625 ......$1.50 .............$1.35/ea.

WINDOW RELINING KIT
After years of rolling the window up and down, the window lining eventually wears out. This kit fits the upper portion of the rear quarter window. Mounting glue is included.
1955-57 2-Door Hardtop ..............#2070 .............$36.95 .........$33.25/kit

INSIDE TOP WINDOW STOP SET
One set per front door window on 2-door models. An additional set to do both rear door windows on 4-door models.
1955-57 Hardtop, Convertible Special ..............#2193 ....$21.95 .........$19.75/set

REAR DOOR WINDOW ADJUSTING PLATE AND HARDWARE
Located outside the door weatherstrip, the window adjusting plate is suscep-tible to rust. It includes the window channel adjusting seal, part #846. They need to be replaced together. One set does 2 doors.
1955-57 2 & 4-Door Hardtop, Convertible, Nomad Special ..............#1164 ....$10.95 .........$9.85/set

WATER CHANNEL ADJUSTING SEALS
This seal helps to keep the dirt out of the door, and is one more of those small rubber parts that will deteriorate in time. Inspect and replace rubber parts such as this regularly. Made in the USA.
1955-57 2 & 4-Door Hardtop, Convertible, Nomad Special ..............#846 ....$1.95 .........$1.75/pr.

DOOR PANEL CLIP & NAIL SET
4-door models require 2 sets.
1955-57 Special ..............#078 ....$13.95 ........$12.55/set

REAR DOOR RUBBER PLUG
This plug covers the access hole for the door handle screw. Two needed per car.
1956-57 4-Door Hardtop Special ..............#828 ....$9.5 .........$8.5/ea.

SCREW SET FOR FLIPPER AND REAR WINDOW RUBBER
1955-57 Hardtop Special ..............#2071 ....$7.95 ........$7.15/set

WINDOW BOTTOMING STOPS
Take the clunk out! Replace those worn out stops for smoother window operation. These stops are located inside the door.
1955-55 Special ..............#184 ....$4.95 .............$4.45/pr.
GLASS METAL CHANNELS

Please note: There was more than one design for some channels; therefore, some of the channels listed below may not look exactly like those in your particular car, and parts for some models may require minor modification. Channels are designed to fit 1955, 1956, and 1957 model years. Find our glass setting channels below.

1955-57 Ht & Conv., Front, Psngr ...........#1012 $16.95 $15.25/ea.
1955-57 2-Dr. Sdn., Rear, Driver ...........#1017 $22.95 $20.65/ea.
1955-57 2-Dr. Sdn., Rear, Passenger ...........#1018 $22.95 $20.65/ea.
1955-57 4-Dr. Sdn. & Wgn, Rear, Passenger ...........#1022 $13.95 $12.55/ea.

WINDOW ROLLER RUBBERS

Don’t risk scratching your window glass. Without these very important rollers the window will rattle and likely be scratched when opened or closed. Set of four.

1955-57 Hardtop, Conv., & Nomad .......#088 $4.95 $4.45/set

GLASS TRACK "L" STOP

1955-57 Quarter, 2-Door Hardtop & Sedan .......#12705 $10.00 $9.00/ea.

QUARTER GLASS TRACKS

Fits 2-Door Wagons.

1955-57 Driver ...........#11301 $18.00 $16.20/ea.
1955-57 Psngr ...........#11302 $18.00 $16.20/ea.

GLASS TRACK ROLLER GUIDES

1955-57 Front, 2-Door ...........#11337 $20.95 $18.55/ea.
1955-57 Rear Qtr., 2-Door Sedan ...........#11338 $19.50 $17.55/ea.
1955-57 Front, 4-Door Sedan, Wgn. .......#11339 $22.70 $20.65/ea.
1955-57 Rear, 4-Door Sedan, Wagon ...........#11340 $22.70 $20.65/ea.

GLASS TRACK ROLLER GUIDES

1955-57 Hardtop, Conv., & Nomad .......#842 $19.95 $17.95/set
1955-57 2-Door Hardtop & Conv. .......#843 $20.95 $18.95/set
1955-57 Nomad .......#844 $16.95 $15.25/set

GLASS SETTING CHANNELS

The glass setting channel is an absolute must when installing glass. With this important part, glass can be safely and securely pressure-fitted into the glass metal channel. Glass metal channels are shown above. One set per car required. Made in the USA.

1955-57 Sedan, Wagon ...........#842 $19.95 $17.95/set
1955-57 2-Door Hardtop & Conv. .......#843 $20.95 $18.95/set
1955-57 Nomad .......#844 $16.95 $15.25/set

INTERIOR TRIM SCREW SETS

These beautifully plated screws are for mounting the interior garnish moldings, located above the door panels along the side windows and windshield.

1955 2-Door Sed. ...........#581 $6.50 $5.85/set
1955 4-Door Sed. ...........#582 $6.50 $5.85/set
1955-57 2-Door Sedan .......#583 $6.50 $5.85/set
1955-57 4-Door Sedan .......#584 $6.50 $5.85/set
1955-57 Sedan Delivery (Shown) .......#1016 $9.75 $8.75/set
1955-57 2-Door Hardtop .......#583 $6.00 $5.40/set
1955-57 4-Door Hardtop .......#584 $6.00 $5.40/set
1955-57 2-Door Station Wagon .......#1018 $8.50 $7.55/set
1955-57 4-Door Station Wagon .......#1019 $8.50 $7.55/set
1955-57 Convertible .......#584 $6.00 $5.40/set
1955-57 Nomad .......#585 $8.00 $7.20/set

MISCELLANEOUS INTERIOR SCREW AND WASHER SET

This set contains various fasteners not found in any of our other sets, including screws for door panels, seats, and rear armrests for the 2-door hardtop. Upholstery washers are included. Dash trim, glove box and instrument cluster screws, instrument cluster speed nuts and pan head screws for kick panels are also included. Kit fits passenger areas in all 1955, 1956 and 1957 Chevys, but does not cover cargo areas of Nomads or wagons.

Special

1955-57 .......#606 $6.50 $5.85/set

Danchuk . . . “There’s No Comparison”
KRUZIN’ THE MOTHER ROAD

On the Road with the Bilecki’s . . . .
Route 66 from Illinois to Santa Monica, California

From March 30th through April 15th, Marty and Geri Bilecki from Morris, Illinois drove their coral and white, 1957 “Geraldine” 4792 miles from Illinois to the Santa Monica Pier and back. The Bilecki’s are active members (Marty is the PR Chairman) in the Route 66 Association of Illinois, an organization that is dedicated to preserving, promoting and restoring the “Mother Road” so it may be enjoyed by future generations of people from all over the globe.

“We realized that this could be an expensive trip, but we tried to be very economical. It was a once of a lifetime trip that we were taking in a 48-year-old car. We were concerned about making it until we remembered the condition of some of the other vehicles we have owned over the years. Geraldine is 98% restored and better than when she came off the assembly line. As it turned out, we had no problems and only 2 or 3 bad turns the entire trip, but we can’t tell you how many new cars we passed on the way that were broken down on the side of the road. Geraldine with her “Blue Thunder” six cylinder didn’t miss a beat.”

They were restoring, r

“Seligman, Arizona was a delight and is a major attraction. Angel Delgadillo, his barber shop, and museum will overwhelm you. Seligman’s history, nostalgia and the great humor of Angel, as the local ambassador for his home town’s “66” history, was wonderful. (Angel successfully lobbied the Arizona legislature to designate and preserve Route 66, Seligman’s main street, as an historical highway in 1987.) It was a great honor to visit Angel and his family.”

“On our return trip from Santa Monica we visited many notable locations as well, like the Coleman Theater, circa 1929, in Miami, Oklahoma. We also met fellow travelers, many from foreign countries, making the same trip. We realized that if the preservation movement along Route 66 does not continue there may be a time when this “icon” may no longer be around for the world to visit.”

“We encourage you to take your own trip along historical Route 66 and enjoy the friendship and “Mom and Pop” attitude that still exists on the road. We know you will enjoy the highway and the beautiful views along the way. We know we did.”

“Remember...If you don’t go...you won’t know.”

We want to thank Marty and his lovely wife Geri for allowing us to share their adventure and for coming by and visiting us when they were in California. We invite everyone that find themselves in or near Santa Ana, California, to drop in and see our showroom and museum.

A google search for “Route 66” on the Internet found the websites below that you can visit for more information about Historic Route 66. The “Mother Road”.

**Question:** I need to change the rear main seal in my 265 V8 / 55 Chevy. Question. Is dropping the tie rod the only way to get the pan off the engine or is there a way to wiggle it out? I have no equipment to raise the engine and in any event that option looks far more time consuming than the tie rod. Any Suggestions?  

**Answer:** You can unbolt the idler arm and drop it down. The oil pan will then be able to be removed with a little wiggle or two. To make your job a little simpler we offer a neoprene rear main seal to replace the original style rope seal. Part number 10309. This is far easier to install and should make the job go much quicker for you.

**Question:** I have pulled the rear main bearing cap as part of the process of changing the rear main seal in my 265 V8. It is all going well, the new seal went in fine, but I have noticed that the rear main bearing is scored and should be replaced. Size is now the issue. As far as I know these bearing are supposed to be marked as to STANDARD or OVERSIZE i.e.: .010, .020 etc.  

This bearing has the following marks:  
D.A.B. 35  
7023 ACAPL  
1 – 35  
2 – 35  
DA 49  

Is there anyone you know with any idea of the size of this bearing? Failing that, the manufacturer??  

**Answer:** The bearing half shells are usually stamped with the undersize on each half. If you don’t see other than what you list then the bearings are probably standard. If the engine has been gone through and the crank ground undersize there will be paint marks on the crankshaft. If there are two sets of lines one will represent rod bearings and the other main bearings. All engine rebuilders and machine shops mark crankshafts in this manner.

**Question:** Are the shackles in the back of the leaf spring supposed to be pointed up or down? I have them pointed up now.  

**Answer:** Shackles should be installed with the nut side of the unit pointing out towards the outside of the car. The curvature of the shackle should point towards the front of the car.

**Question:** Can someone tell me where to drill the holes to mount the Fuel Injection flags and script on my 57 fenders? I would like to place them so that they fool the most discerning enthusiast.  

**Answer:** If you have a copy of the factory assembly manual take a look at page 2.01. This is the diagram with all the dimensions to install the FI badges in the proper location.

**Question:** The 55 Chevy Shop Manual has me really confused on engine timing for my 265 V8. On page 6-52 it says to line up the harmonic balancer with the 8 degree BTDC mark on the timing tab. It states that this is 4 marks towards the center of the engine from the zero degree mark and refers to Fig 67 as the example. Unfortunately Fig 67 shows it positioned only two marks from the zero position!! To further complicate matters, the specifications on page 6y-52 call for ignition timing of 4 degrees BTDC, not 8 degrees BTDC. What is the proper ignition timing for this engine? Are the marks on the timing tab one or two degrees each?  

**Answer:** The timing marks on the timing cover are 2 degrees each. Timing on these engines depends on which carburetor is on the car, 2BBL or 4BBL. 4BBL manual or automatic cars would be timed 4 marks or 8 degrees BTDC. 2BBL manual or automatic cars would be timed 2 marks or 4 degrees BTDC.

If you have a 55-57 tech question that you would like to see answered in this forum send your question to:

Update Tech  
c/o Bill Roche  
3201 S. Standard  
Santa Ana, CA 92705

Or email to updatetech@danchuk.com

You can also get fast answers to your questions by posting them in the Tech Question forum in the “Garage” on our website.
YOU GOTTA HEAR THIS STORY . . .

In the days when growing families were riding in station wagons, my family rode in a 55 Chevy. Body style and performance were key to my dad, who always owned eight to twelve cars, including a 1930 V-16 Cadillac Sports Phaeton. New cars were not his thing, so it was surprising when he bought a brand new red and white Chevy convertible. It was special ordered. V-8, manual transmission with a “Power Pak” option.

At three years old I was playing in the dealer’s showroom the night it was ordered and I was there when we picked it up and drove it home. My mom drove it for 10 years; we took our family vacations in it. It was the car I used when I learned to drive and the car I took my driver’s test in. I drove it in high school and college, but we parted ways when I got married.

When my father passed away in 1994, I got first pick from his cars and everyone knew which one I would pick. Now, when I drive my 55 Chevy, heads turn and people fondly tell me they remember those cars. Little do they know all the memories I have wrapped up in MY 55 Chevy.

Connie Pace
Escondido, CA

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In our first issue of the Danchuk Update for this year, we asked our customers to send us their ’55 Chevy stories in honor of the 55’s 50th Anniversary. We cannot tell you how pleased we were with the response. We got so many letters and pictures that we expanded the 55 Stories section in this newsletter, and we will be using more of them in the next newsletter as well. Also, we are hoping to post all of them on our website, so keep an eye out for that!!

Thank You! to all who sent in their ’55 Story from all of us at Danchuk.

Here is my story and photos of my first new car. A 1955 Chevy Belair 2-door Hardtop.

I returned from serving overseas in the US Army in March of 1955. I was living with my parents in Chicago, Illinois and driving my first ever car a 1948 Plymouth. Wanting to move up to a 50’s car I spotted my 55 in a showroom window on a revolving stand. The dealer was Division Chevrolet in Chicago.

When I went in the salesman wanted to sell me a new car but not the one on display. It was his display model and not for sale, he said. I informed him that I wanted that car and had cash saved up from overseas service in the Army, but he declined. As I was leaving to look for another dealership the owner of Division Chevrolet came from his office. He had heard my loud comments about wanting the car and ordered the salesman, very vericiferously with the statement ‘sell him the damn car!”

Three days later I picked it up with my Father in a driving rain and drove it home. I gave it it’s first bath in the garage during the rain storm.

My total price for the car was $2175.00. Six cylinder, powerglide, AM radio, rear speaker, clock, front and rear bumper accessories, wws, full wheel covers and twin mirrors. I added an aftermarket visor and fender skirts.

I met my wife, Oeri, in 1955 while driving this car at a social event. We married in 1957 and drove to our honeymoon destination in it. We carried three of our four children home from the hospital after they were born in this 1955 Chevrolet. No seat belts and no car seats.

We kept the car in our family for 8 1⁄2 years and then purchased a 63 Chevy Biscayne. I sold the 55 to a shop mechanic at a Chevy dealer for the grand total of $2500 because dealers did not want these old car!

We are fortunate today to own two 1957 Chevys. A 210 4-door sedan (89% restored) named Geraldine and a modified 57 Belair 4-door named Blue Angel. I must note that in 1957 when we were first married and starting our family we could not afford either one of these 57 Chevy models, so we must have done something right!

We have a motto that I use in our Illinois Route 66 Association, of which Oeri and I are members…

Keep Kruisin!!!

Marty and Oeri Bilecki
Morris, IL

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Dear Danchuk,

It was the summer of 1964. My sister and I were cruising Phoenix Arizona’s Central Avenue in my 1955 Studebaker Commander. As we were waiting in line to turn to us, jumped into the back seat. I immediately told them to get out! The cute one, a ride in one.

I agreed to give them one trip down Central and back to McDonalds. Jerry was so funny on the ride that by the time we got back to McDonalds we ended up talking the rest of the evening.

That night he told me he would like to take me out on a date, but he only had a ‘52 Chevy. It ran, but it was not in very good condition. I lived in an exclusive area of Phoenix, Scottsdale, and he was not sure my parents would let me go out with him if he drive up in a clunker. I liked him so much I agreed to a date on Friday night anyway.

When he came to pick me up, much to my surprise, Jerry was driving a beautiful two-door, Metallic Blue 1955 Belair with blue tinted windows.

That evening Jerry told me he didn’t like girls to go out with him just because he drove a nice car, which was why he told me, he had the ’52. He also told me that he was going to marry me. And he was right!! We got married on October 29, 1965. Jerry had to sell the ’55 to pay for it.

Of course, he never really got over having to sell his Chevy. He now owns two 55’s and a 57, along with a 50, a 72 truck, a 62 truck and a 77 truck...all Chevys.

This year we will celebrate our 40th wedding anniversary. Our marriage has been as enduring as the 1955 Chevrolet.

Patty Roberts
Show Low Arizona
After reading your article on the history of the 55 Chevy I have decided to write you about my story. I am the original owner of a 1955 Chevrolet 210 Delray Club Coupe. I purchased it at Courtesy Chevrolet in Los Angeles at 6th and Western. The price was $2,750.00.

I had returned from Korea in December 1954 and was in dire need of a car. I had left my 1941 Chevrolet Deluxe Club Coupe with my brother upon being drafted into the Army. When I returned, the car had been wrecked. While I was in the Army I managed to save enough money for a down payment on the ‘55, I financed the rest for 3 years.

I still have some pictures of the car when it was new, but they are black and white and faded with age. I have enclosed pics of the car as it looks now. Most of the car is still original except I installed a small block 350 in place of the original 265. It is a stick shift with an overdrive that still works.

I moved to Colorado about 9 years ago and everywhere I go, people tell me how nice the car looks and how they wish they had kept the ‘55 they once owned. One of my children will inherit this one when I am gone.

There can’t be that many original owners of these classics out there and I thought you would like to know that there is still one out there!

Jim Sanders
Grand Junction, CO

It started in 1953 when I bought a brand new 1953 Chevy, but when the 1955 came out “WOW” I just had to have one.

The ‘55 came out in October 1954 so I went right down and ordered a brand new convertible and then waited. Finally the call came and I tore down to get it, “What a Beauty!!” I took delivery and I can tell you I was button busting proud! So proud that I had the top down every time I drove it, unless it was raining. Sometimes it was REALLY cold but that did not seem to bother anybody in those days.

Anyway, to make a long story short I went into the USMC in 1957 and thought I needed a different car and I traded it off.

The years went by and in 1983 I saw a 55 in the Auto Trader in Seattle Washington. My wife and I went up to take a look and we just had to have it. I was planning to restore it myself but my wife said “NO!! It will take 10 years”. Well, 10 years later...I had it done. Actually, it took 3 years and 8 months to complete as we kept running out of money. I now have another 55 beauty sitting out in my garage...only difference is that we don't drive with the top down as much anymore...I'm 70 and not as tolerant of the cold and my wife doesn't like getting her hair mussed.

I have sent a picture that was taken at a local car show. Our 55, my granddaughter and myself. And I am still button bustin proud of the car AND my granddaughter.

Carl A. Middleton,
Longview Washington.
There are several things that happened that makes the '55 special to me.

On February 20, 1955 I turned 21 years old. On April 30, 1955 I married my wife, Ailene. We will celebrate our 50th wedding anniversary this year. One of the first things we did as a married couple was to purchase a brand new shiny '55 Chevrolet.

When we married we rented an apartment in the home of an elderly lady, but you could only park on the street. In a short period of time my '55 was hit twice while parked; once by an individual and once by a transit bus. I started to wonder if it might be jinxed.

In 1956 I was drafted into the Army and had to leave my '55 with my wife. While I was in basic training she was able to come visit me in the '55. While I was still in the service another driver broadsided her, but luckily she wasn't hurt and the car could be repaired.

After I finished basic training I was stationed in Atlanta, GA and my wife was able to move with me. We were there almost two years and during that time I was hit by another driver who ran a stop sign. This time the '55 was in the shop for about a month. I still kept my '55. In 1958 my tour of duty was over and my wife and I and the '55 moved to Birmingham, AL.

Throughout the years we have purchased approximately 15 automobiles, but I would never consider selling or trading my '55. It is the toughest car I have ever had. In 1989 I decided to restore it. Since the restoration the car has continued to bring us lots of pleasure. We go to car shows and cruise-ins or just go for drives on Sunday afternoon.

Bobby Wood
Birmingham, AL

We knew the original owner of my '55 210 Sedan. She was the proverbial little ole lady who never drove over 30 MPH. She never drove on a freeway and she never drove the car out of Dallas, Texas. She would not drive on major roads, so the car was never driven over 30. She drove the car on weekends to the grocery store on Saturday and church on Sunday. She took the bus to work.

The owner was a single lady. No family ever rode in the car. It is a 6 cylinder, power-glide with no A/C, no power steering and no power brakes. When we got the car the driver’s window was the only one that would move...the others had frozen in place as she had never rolled them down.

When we got the car from her estate it had 60,000 miles on it. The original spare tire was in the trunk. Original hubcaps, original key and the original purchase invoice. Tax, title and license for 2067.58.

I have had maintenance work done on the car and discovered that the owner of the local mechanic shop bought his first car from the same dealer, one week after this car was purchased. He has his purchase invoice and black and white photo on display in his waiting room.

When I drive this car around the neighborhood I find that it solicits the same response from young and old alike. Everyone sees the car and smiles. No matter what mood they are in or what occupies their mind, they see the car and their face changes immediately.

Gary C. Beathard
Dallas, TX
CELEBRATING THE CLASS OF 1955

CHEVY MADNESS

THE ORIGINAL CHEVY MADNESS SHOW SINCE 1981

CARS & TRUCKS

EVERYTHING CHEVY

CORVETTE NCCC SANCTIONED PEOPLES CHOICE EVENT: WC-05-26

GATES OPEN AT 9AM

$10.00 ADMISSION

OVER 280 AWARDS

WITH TONS OF VENDORS & MANUFACTURERS DISPLAYING THEIR PRODUCTS

AUGUST 14th, 2005

ORANGE COUNTY FAIRGROUNDS

COSTA MESA, CA

NEED MORE INFO: CALL 805.686.2007 OR ON THE WEB AT WWW.CHEVYMADNESS.COM
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