

KENWORTH STANDARD **INSTRUCTIONS** 1002 10/18/16

Don't Forget To:

Get A/C evacuated
Shut off heater hoses and drain lines

Prep Cab:

Drill top roof cap rivets as your kit will go underneath of roof. It may be necessary to drill one more rivet on each side to allow some extra room to slide kit underneath of roof.

Grind Hucks bolts from outside of cab. (This should take less time than drilling)
Remove the 7 bolts at the bottom as well as additional rivets Plug kit will only overlap Huck rivets 1/8" so use some caution when grinding. Make sure that the surface is smooth and that there are no burrs or shavings left on cab, as this will dent the aluminum when hucking or riveting back on truck. **Do not remove the center aluminum panel that has the cut out hole and flange.** Your new kit will be going overtop of this and riveting back through the same factory holes.

Pull Rivet Caution

All kits are pre-drilled for a factory Huck Rivet. If you ordered Aluminum Pull Rivet's you will need to re-drill your truck cab and kit with a 17/64 drill bit. Make sure all shavings are removed.

Pre Fit Plug Kit:

Use as many alignment punches as needed to align holes.
It may be necessary to ream holes with a drill.
When using Pull Rivets you will need to ream hole with a 17/64 Drill bit.
Be sure you remove all aluminum shavings from cab.

Sealer:

When sealing panel, use a small amount of Alumilastic (included) on panel and cab. Spread it out very thin - you only need a thin coat to achieve a good seal. Do not leave a bead of sealer and then try to rivet. You will end up denting the panel. To assure a proper seal you may wish to use the remaining sealer on the inside of your cab.

Riveting Caution:

Rivets must fit loose. Rivets must be inserted straight.
Be sure to remove all shavings between cab and plug caused from re-drilling holes.

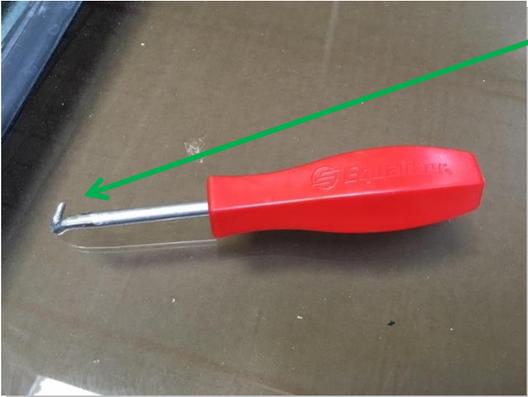
Paint Caution:

Aluminum Panels are primed with a aluminum conditioning primer that contains an acid base. This coating should not be removed. Lightly scuff and apply your preferred epoxy primer and paint.

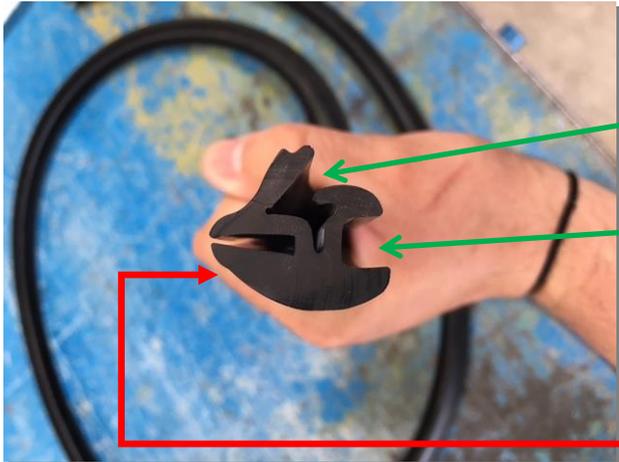
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GASKET-WINDOW INSTALLATION INSTRUCTIONS 1001



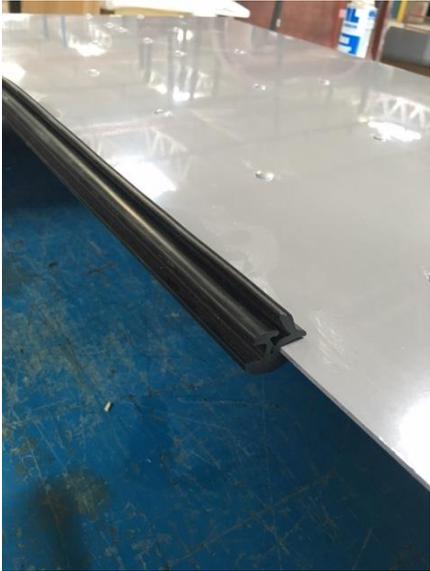
You will need a window gasket tool. You can purchase one through your local auto store.



Outside of truck (gelcoat/painted side)

Glass Side

Panel Side



Clean area of debris around window opening.

Start installing the gasket by placing one end in the lower center of the window cutout.

Work your way around the opening.



Window Gasket Installed



Make sure that the two ends meet up and touch flush.



Remove bump-pads from glass (if attached).

The side with the Daycab Company sticker goes towards the outside of the truck (painted side of panel).



Start glass installation by sliding in a corner into gasket (+) and pivoting other side into opposing corner.



Use gasket tool to “flip” gasket lip over glass.

You will need to use soapy water/window cleaner to get gasket lubricated. This will make glass installation a lot easier.



Once you get glass fully inserted into gasket, you will need to use the gasket tool to push the locking flap into the gasket around the whole window. This locks the window into place.

Make sure that the gasket ends are forming a tight seam



Inspect the corners to make sure that no wrinkles are visible and that the locking flap is tight.