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INSTALLATION INSTRUCTIONS	1955-57 CHEVY/PONTIAC POWER VENT INSTALL KIT
2DR HARDTOP & CONVERTIBLE 2DR & 4DR SEDAN NOMAD/SAFARI/2DR AND 4DR WAGON	

THE KIT INCLUDES
<p>2) POWER VENT MOTORS 1) 2-WAY SWITCH 1) 1-WAY SWITCH 1) WIRE HARNESS 1) CIRCUIT BREAKER AND POWER WIRE WITH SELF-TAPPING SCREWS <i>*not included if ordering with a power window kit</i> 2) DOOR CONDUITS AND SELF TAPPING SCREWS <i>*not included if ordering with a power window kit</i></p> <p>(no additional hardware is included)</p>

WIRING
<p>Lay the wire harness out inside the car starting with the RED power wire under the dash near the driver's kick panel.</p> <p>The wiring for the 2-way switch containing the RED, GREY, WHITE, BLACK & BLUE wires goes to the driver's side door through the kick panel area. There are 2 options for running the 1-way switch wires containing the RED, GREY & BLUE wires.</p> <ul style="list-style-type: none">• Option 1: Run the wire under the dash to the passenger kick panel and coil any excess wire up under the dash.• Option 2: Run the wires down the driver sill panel from the driver side kick panel area and cross the car in front of the front seat and then forward along the passenger sill plate to the passenger kick panel area where it will enter the door. The wire will hide under the carpet.<ul style="list-style-type: none">○ You do not have to remove the front seat to place these wires under the carpet. <p><i>*Option 2 is the way Chevrolet would have done it at the factory but option 1 is easier and less involved.</i> <i>*There is a RED power lead coming off the run of wires between the doors. This wire is only be used if you are installing a power seat.</i></p>

Install the supplied circuit breaker to the kick panel area of the driver's side and run the main RED power wire to one post on the circuit breaker. From the other post run the supplied RED power wire to a power source such as the positive terminal on the starter or the fuse panel

**If you are installing the power vents and you already have a power window kit or are installing a power window kit as well you will use the same circuit breaker for both kits and do not need 2 circuit breakers. Just run the RED power wire to the same post as the power window kit.*

PREP/DISASSEMBLY/REASSEMBLY

- Tape any areas of the car you are worried about scratching
- Remove all the handles on the door and remove the door panels
- Remove the front access panel located at the bottom of the door below the vent window.
- Remove the vent post leg bolt that attaches the window crank/regulator to the vent frame through the access hole just above the vent window crank.
 - Save this bolt for reassembly.
- Remove the 2 top bolts on the vent window crank/regulator (leaving the 2 bolts holding the bracket to the door) and the 2 near the vent crank and remove the vent regulator from the door.

**It is not necessary to remove the vent post or any other door pieces to complete this install.*

The power vent motor takes the place of the manual vent crank but they only share 1 hole and you must drill the other 2 holes. In this picture the GREEN circle indicates a hole already drilled in the door that was used for the manual crank that you will use again for the power motor. The YELLOW circles are the approximate locations of 2 holes you will be drilling. The RED circle is the location of a second hole that along with the green hole will help you line up the supplied template to drill the necessary holes to install the power vent motor.



To locate the holes you must drill use the supplied template and align the oblong hole in the template with the oblong hole on the door. You may need to cut the template a little bit to get it to sit flush inside the dimpled part of the door. Drill the top 2 holes for the new motor using a 5/16" drill bit.

**You may need to make these holes bigger depending on the accuracy of these holes when you mount the motor.*

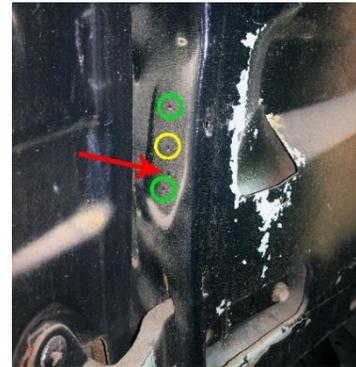


If you already have power windows on your car you should already have a conduit in place and you can skip the conduit install steps on the next page.

To make room for the new conduit you will need to drill some holes and modify both the door jam and the door.

**Skip these conduit steps if the car already has power windows and use existing conduit*

- Locate 2 dimples on the door jam/cowel area just above the lower door hinge marked in YELLOW on the picture. Drill a 1 3/8" hole centered on each of these dimple locations.
- After drilling each of the holes remove the area located in marked with RED in the picture to make an oval hole to allow the conduit to move freely inside the door jam when opening and closing the door.
- There are 4 dimples on the inside of the door. Locate the 2nd dimple from the top marked in YELLOW in the picture and drill a 1 3/8" hole.



Note: The RED arrow is pointing to the 3rd dimple from the top, this dimple will go unused.

- Run the wires through the door jam and door holes.
- Place the conduit over the wiring between the car and the door and complete the install of the conduit by lining up the top and bottom dimples located on the door marked GREEN in the picture with the 2 bolt holes in the conduit. Using the self-tapping screws to secure the conduit to the door. The open part of the conduit with the tabs should be facing the ground. Do not fold over the tabs on the conduit just yet. You will do this when you complete the install.

You are now ready to install the motor.

Before you start, make note of the orientation of the slot on the top of the motor in relation to the arm on the bottom of the vent post. If necessary, rotate the motor a little bit to get that slot in a better orientation for install. To do this simply ground the motor housing and run a hot wire to either of the wires inside the connector.

The picture here shows the approximate orientation of the motor inside the door.

- Insert the motor into the door through the access panel at the bottom.
- Place the slot on the top of the motor onto the flat of the vent post and install the bolt that you removed during disassembly.
- Install the supplied 3 bolts to hold the motor to the door.

**If necessary you may need to enlarge the holes a little bit depending how well placed the holes you drilled are.*



- Take a moment to plug in the motor and window switch and test the vent motor.
**If it does not work you may have a ground issue. Proceed to the MOTOR ISSUES section at the end of these instructions for additional information on ground/motor issues.*
- Finish the install by folding the tabs over on the conduit to hold the wiring in place between the car and door.

REPEAT THESE STEPS ON THE OTHER DOOR

SWITCH INSTALLATION

DRIVER'S DOOR

- Locate the original vent window crank hole on the driver's side door panel.
- Cut a 2" x 1 3/8" hole for the 2-way switch.
- Install the retainer clip into the new hole and bend the tabs outward to hold it in place on the door panel.
 - *You may need to widen the hole a little bit to install the retainer.*
- Reinstall the access panel and door panel on the car with the wiring pigtail coming through the hole.
- Plug in the switch and press it into the retainer until it clicks.

PASSENGER'S DOOR

- Locate the original vent window crank hole on the passenger's side door panel.
- Cut a 1 3/8" x 1 3/8" hole directly on center for the 1-way switch and retainer.
- Install the retainer clip into the new hole and bend the tabs outward to hold it in place on the door panel.
 - *You may need to widen the hole a little bit to install the retainer.*
- Reinstall the access panel and door panel on the car with the wiring pigtail coming through the hole.
- Plug in the switch and press it into the retainer until you feel it click.

MOTOR ISSUES

It is uncommon but from time to time during testing or normal operation of the door motors they may not work properly. The most common cause of this is a ground issue.

The vent motors ground between the motor housing and the door and the door then grounds to the car through the hinges. If the motor is not working or works intermittently it is most likely because of a ground issue. If there is not a sufficient ground between the motor housing and the door or the door and the car your motor is not going to work properly.

To test for a proper ground run a simple ground wire from the motor housing to a good ground location on the door. If the motor then works your ground between the motor housing and door is not good. In this case clear some paint between the bolt on the vent motor and the door and make sure to make an effective ground surface.

If that test does not work then run a simple ground wire from the motor housing to a good ground location on the car. If the motor then starts working it is a ground issue between the door and the car. This can be attributed possibly to new paint or excess grease on the door hinges. In this case you will need to permanently install a dedicated ground wire attached to the door, run it through the wire conduit, and attached it to a good ground location inside the car near the kick panel.

If you have tested the grounding of both and it is still not working it could be a problem with the motor. Testing the motor is easy. Run a simple ground wire to the motor housing and a hot 12v power source to either the red wire or black wire on the motor. The black and red wires are both hot power wires to the motor. One wire powers the motor to turn in one direction and the other powers the motor turn the opposite direction. If this does not work, tap the motor a few times with a light hammer and try again. Doing this helps seat the brushes on the motor. It is also helpful to run the motor up and down (both directions) a dozen times or so after it has gotten moving to assist more in seating the brushes.

If these tests do not work you may have a defective motor. Call 800-828-2212 for more assistance.

