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INSTALLATION INSTRUCTIONS

1956-1962 CHEVROLET CORVETTE POWER WINDOW INSTALL KIT

THE KIT INCLUDES

- 2) DOOR WINDOW REGULATORS
- 1) 2-WAY SWITCH
- 1) 1-WAY SWITCH
- 1) WIRE HARNESS
- 1) CIRCUIT BREAKER AND POWER WIRE WITH SELF-TAPPING SCREWS
- 2) DOOR CONDUITS WITH SELF TAPPING SCREWS

(no additional hardware is included)

VEHICLE PREP

- Remove the front seats
- Remove both door panels and garnish moldings
- Remove the both sill plates
- Remove both kick panels
- Remove both the small and large access panels and felt pads in the doors
- Tape any areas of the car you are worried about scratching

IMPORTANT NOTICE – READ ALL INSTRUCTIONS PRIOR TO STARTING THE POWER WINDOW INSTALL

Before we get started...Chevrolet produced Corvettes with power windows directly off the production line. They had one very big benefit most installers are not going to have. They installed the power window regulators BEFORE the door skins were placed on the door. This allowed them quick and unobstructed access to the inside of the doors to bolt things in place.

Most of you will not have this luxury. So be warned, you will need to remove the motor from the regulators before you place them into the door. Then you will need to be a contortionist to get that motor back into place on the regulator once it is inside the door. This may require some blood, sweat and even tears in some cases. But this is the only way to install the regulators into the door. Thanks Chevy.....

WIRING

Lay the wire harness out inside the car starting under the dash with the RED power wire in the harness located under the dash near the center/by the fuse box.

The main wire for the 2 way switch goes to the driver's side door. These wires are GREEN, GREY, BLACK, YELLOW, ORANGE, BLUE & RED.

The GREEN, YELLOW & RED wires cross under the dash to the passenger's side door.

Run the RED power wire through a hole in the firewall near the heater box. There may already be a hole with a grommet from the factory. Install the supplied circuit breaker to the firewall under the hood and run the RED power wire from the wire harness 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 battery. It is not suggested that you run the power wire to the fuse box.

The BLACK ground wire between the RED power wire and the driver's door is attached to a solid ground source inside the car.

DOOR WINDOW DISASSEMBLY

There are 4 guides and slides inside the Corvette door. Not all the guides will need to be removed to remove the window but for installing the regulator and making as much room as possible we suggest removing 3 of the 4 guides.

Start with either door

- Prior to removing the door glass mark the location of all guide bolts/screws on both the doors.

Have someone help Hold the glass in place while you work to remove it.

- Roll the window up or down until the sash retaining screws are visible through the access holes.
- Remove the sash retaining screws.
- Remove the sash bracket from the guide rail by gently prying with a screwdriver.
- Remove the window by lifting it up and out of the door.
- Remove the rear glass run channel by removing the 2 bolts. You can place it in the bottom of the door for safe keeping or remove it completely from the door to make a little extra room through the large access hole.
 - You can probably skip this step, but by removing it you give yourself much needed room to work during the disassembly and install.
- Remove the middle/lower guide assembly by removing the 2 bolts holding it in place and again placing it in the bottom of the door or remove it completely.
- Remove the forward sash channel guide by removing the 2 bolts holding it in place.

- During this process make note of how many shims are used on the lower screw.
- Remove the 4 bolts holding the door window regulator in place and remove the regulator.
 - There is a bulkhead inside the door to strengthen the door. Notice there is a slot on the inside door skin side of the bulkhead. This is there to allow the gear of the regulator to slip by the bulkhead.
- It is unnecessary to remove the vent post assembly to install the power regulators.

DOOR PREP

The manual regulator and the power window regulator do not share any of the same holes. The RED Xs in this picture show the original location of the 4 bolt holes for the manual regulator that you will no longer use. The GREEN circles are locations of 4 holes that are already in the door that were unused that you will now use to install the power regulators.



To make room for the new conduit you will need to modify both the cowl/door jam and the door.

- There are 3 holes inside the door on the hinge support bracket that should have been drilled at the factory. Locate the center hole, and from inside the door drill a hole outward through the fiberglass. Now using that hole and the conduit estimate how much fiberglass material should be removed from the door to allow access to the holes used to bolt the conduit in place and clearance for the conduit and cut as necessary with a Dremel style tool.



- To make room for the conduit to move freely into the cowl/door jam you will need to remove some material here too. Locate the dimple located opposite the hole you just cut in the door and estimate the total amount of fiberglass material you will need to remove to allow for the conduit to move freely.



DOOR WINDOW REASSEMBLY

- Place the conduit over the wiring between the car and the door and complete the install of the conduit.
 - 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 door regulator install.

This picture shows the approximate orientation of the new regulator when it is installed in the door.



As previously stated the power window regulator does not use any of the same holes as the manual regulator.

Here are the bolt locations for the door regulators. The RED Xs show the original location of the 4 bolt holes for the manual regulator that you will no longer use. The GREEN circles are locations of 4 holes that are already in the door that were unused that you will now use to install the power regulators.



Here is where things get tricky.

- Install one of the regulator bolts temporarily in the regulator from the motor side in the hole identified with the green arrow in this picture.
 - To do this you may need to plug the regulator in and run the motor just enough to get that hole to line up with the hole in the regulator mounting plate.
 - You will only run this screw in until it comes flush on the backside.
 - This bolt is in place to hold the regulator arm from swinging wildly when you remove the motor and to assist with install again after you install it in the door.
- Carefully remove the motor by removing the 3 bolts that are holding it to the regulator.
- Place the regulator in the door.
 - To do this the regulator arm must be mostly straight out from the mounting plate just like the orientation photo shown on the previous page.
 - Insert the regulator, mounting plate first, through the large access hole at the back of the door. As the mounting plate and gear approaches the front of the door there is a slot in the bulkhead just against the inside door skin. This slot is there to assist you installing the regulator. This slot allows the gear of the regulator to pass through the bulkhead.
 - Remount the motor to the regulator along with the ground wire.
 - The motor grounds through the motor housing. Since the Corvette is all fiberglass this ground wire must be attached when rebolting the motor to the regulator to ground the system. (Failure to do this will result in the motor not working.)
 - CAREFULLY remove the bolt that you inserted into the hole on the regulator.
 - Place the regulator in place and locate one bolt hole and install a bolt. After installing that one bolt locate the other 3 and complete installing the hardware to hold the regulator in place and tighten.
- Take a moment to plug in the regulator and window switch and test the regulator. ** 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.*
- Reinstall the forward sash channel guide using the original hardware.
 - Remember to replace the correct number of shims you removed when removing this part earlier.
- Reinstall the middle/lower guide assembly by placing it over the roller on the small arm of the new regulator and reinstalling the hardware.
- Reinstall the rear glass run channel.
- Reinstall the window by snapping the guide channel into the sash brackets and reinstalling the hardware on the sash bracket and then placing the front roller on the sash into the forward sash channel guide.
- Test the window for smooth operation and adjust as necessary.



- Finish the door 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 window crank hole on the driver's side door panel.
- Cut a 2" x 1 3/8" hole for the 2-way switch.
 - Use the door cutout as a guide to ensure you cut the hole in the correct location.
- 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.*
 - *If you cut your hole and it is not located in the correct location for the switch to go into the door then you may need to cut the door a little bit to allow for room.*
- Reinstall the 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 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 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.

Replace the access panel, door panel, kick panels, sill plates, and window cranks and handles.

MOTOR ISSUES

The regulator motors ground through the motor housing and the car. 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 your motor is not going to work properly.

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.

To test for a proper ground run a simple ground wire from the motor housing to a good ground location on the car. If the motor then works your ground you chose for the wiring harness (remember there are 2 grounds) is not good. If only one motor is not working it is most likely the ground located near that motor. If both are not working it is most likely the main ground in the middle of the harness.

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.

