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INSTALLATION INSTRUCTIONS

1959-1960 CHEVY EI CAMINO 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 seat (not necessary but will give you some room to work)
- Remove both door panels
- Remove the both sill plates
- Remove both kick panels
- Tape any areas of the car you are worried about scratching

WIRING

Lay the wire harness out inside the car starting with the RED power wire under the dash near the driver's kick panel.

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.

- 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.
 - You do not have to remove the front seat to place these wires under the carpet.

**Option 2 is the way Chevrolet would have done it at the factory but option 1 is easier and less involved.*

**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.*

Install the supplied circuit breaker to the kick panel area of the driver's side with the provided self-tapping screws 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

DOOR WINDOW DISASSEMBLY

Start with either door

- Prior to removing the door glass mark the location of all guide and stopper bolts/screws on both the door glass and vent post assemblies.
- Remove the door glass
- Remove the 4 bolts holding the door window regulator in place and remove the regulator.
 - Be sure to hold the regulator in place when removing the last bolts so it does not drop against the door skin.
- Remove the vent post assembly

DOOR PREP

The manual regulator and the power window regulator do not share any holes. The RED Xs in this picture show the original location of the bolts for the manual regulator. The YELLOW circles are the locations of 4 dimples located on the door. These dimples are the location for the new bolt holes for the power window regulator.

- Locate the 4 dimples on the door and drill the 3/8" holes for the power window regulator.

The regulators are modeled after the original factory power window regulators. There is a tab on the regulator that has no purpose other than alignment during the install. This tab would require you to cut a slot in your door as the factory would have done. To avoid this you may bend that tab down flat or cut it off completely.



Conduit Install

- Locate the plate inside the door sill on the car. Knock this plate out gently to give you a space for the conduit.
- Locate the plate on the door, opposite the plate on the car, and gently knock out that panel as well.
- Place the conduit over the wires come from inside the car into the door with the opening facing the ground.
- Locate the dimple above and below the hole you just opened up and use the self-tapping screws to secure the conduit in place.
 - Do not bend the tabs on the conduit just yet. You will do this when you complete the door assembly.



DOOR WINDOW REASSEMBLY

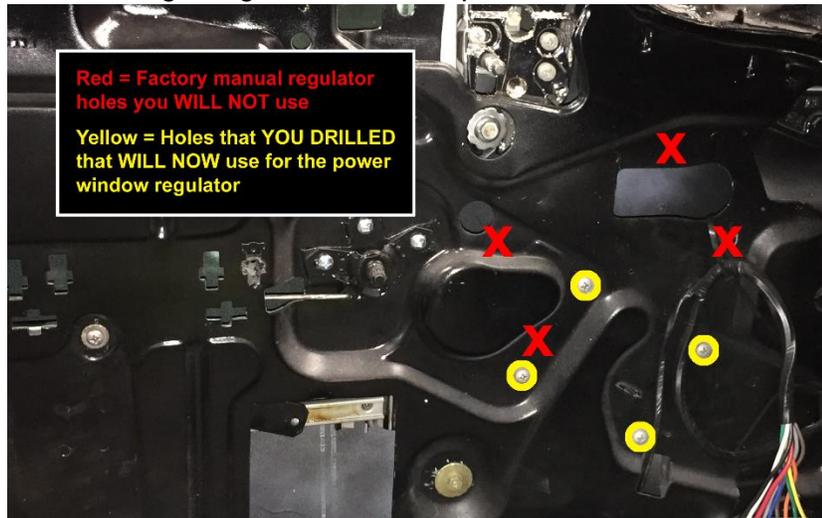
This picture shows the approximate orientation of the new regulator when it is installed in the door.



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

Here are the bolt locations for the door regulators. The RED Xs were the locations of the factory regulator bolts and the YELLOW circles are the locations for the power window regulator holes that you drilled at the beginning of the Door Prep.

- Place the regulator in the door 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 vent window and post assembly and tighten into place. If you marked the adjuster bolt locations place it back in the same position. If not, eyeball it as closely as you can and adjust as necessary when you have completed the power window install.
- Insert the window into the door using your previous markings to locate all guide and stopper locations.
- 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.

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 regulator 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 regulator 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.

