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INSTALLATION INSTRUCTIONS	1959-1960 CHEVY/PONTIAC/BUICK/OLDS 2DR HARDTOP & CONVERTIBLE POWER WINDOW INSTALL KIT
CHEVROLET IMPALA PONTIAC BONNEVILLE BUICK LESABRE/INVICTA OLDSMOBILE 88/SUPER 88	

THE KIT INCLUDES
<ul style="list-style-type: none">2) DOOR WINDOW REGULATORS2) QUARTER WINDOW REGULATORS1) 4-WAY SWITCH3) 1-WAY SWITCHES1) WIRE HARNESS1) CIRCUIT BREAKER AND POWER WIRE WITH SELF-TAPPING SCRES2) DOOR CONDUITS WITH SELF-TAPPING SCREWS2) QUARTER PANEL WIRING GROMMETS <p>(no additional hardware is included)</p>

VEHICLE PREP
<ul style="list-style-type: none">• Remove the front seat• Remove the rear seat• Remove both door panels and quarter 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. The wire harness is shaped like the letter H.

The RED power wire goes to the driver kick panel area.

The main wire for the 4 way switch and power wire go to the driver's side door. These wires are GREEN, BROWN, GREY, BLACK, YELLOW, ORANGE, BLUE & WHITE and the RED power wire.

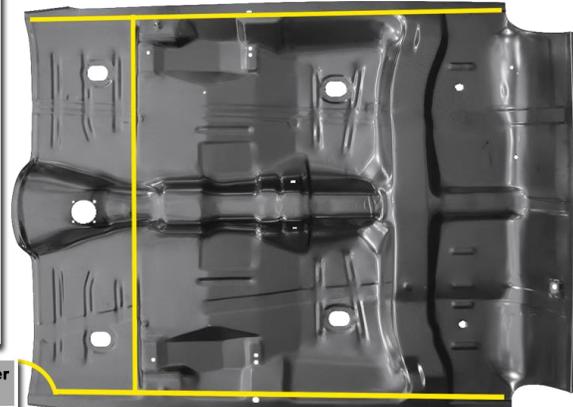
The BROWN & ORANGE wires go to the driver's side quarter window.

The GREY & BLUE wires go across the car to the passenger's door and the GREEN & YELLOW to the passenger side quarter window.

The harness is wired in the shape of an "H". The main power wire will attach to a circuit breaker installed near the driver's kick panel which is then wired to positive electrical source like the positive terminal on the starter motor or fuse box. From there it goes to a T. The short set of wires goes into the driver's door and the rest continue halfway down the sill plate where it Ts again. The lone set of wires continues down the sill plate to go into the quarter panel window. The other half of the T goes across the car, over the driveline hump to the passenger door sill where it again Ts. One half goes to the passenger door and the other to the passenger quarter window.

To Passenger Door
1-way switch
Grey (up)
Blue (down)

To Passenger Quarter
1-way switch
Green (up)
Yellow (down)



To Circuit Breaker
and Power

To Driver Door
4-way switch
Green, Brown, Grey, Black (up)
Yellow, Orange, Blue, White (down)

To Driver Quarter
1-way switch
Brown (up)
Orange (down)

The wires crossing the car T off at the driver door sill and crosses the car in front of the front seat to the passenger side door sill plate and hides under the carpet. The RED wire in this wire run is for a power seat option and will be unused in most instances.

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.

DOOR WINDOW DISASSEMBLY

Start with either door

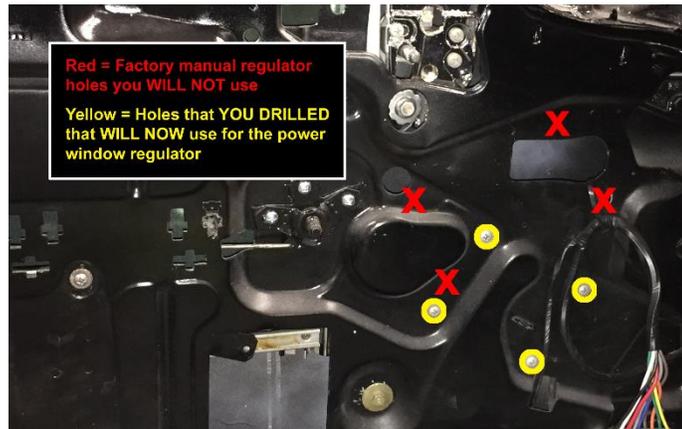
- Prior to removing the door glass mark the location of all guide and stopper bolts/screws on both the door glass and vent post assemblies.
- Remove the vent post assembly.
- Remove the door glass.
- Remove the 4 bolts holding the door window regulator in place and remove the regulator.
 - Be sure to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

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.



- 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 coming 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

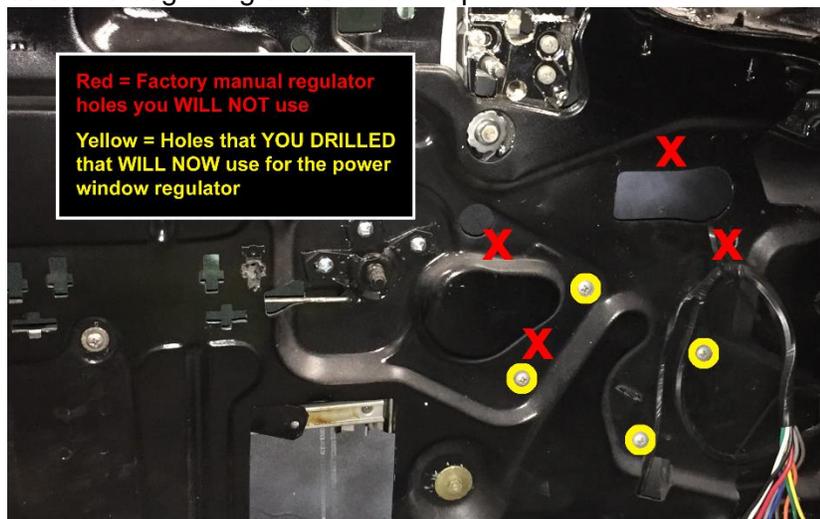
This picture shows the approximate orientation of the new regulator when it is installed in the door.



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.*
- Insert the window into the door using your previous markings to locate all guide and stopper locations.
- 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.
- 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

QUARTER WINDOW DISASSEMBLY

On a convertible, you may need to put the top up and down several times to make the disassembly and install possible.

- Before removing any hardware mark the locations of guides and stops to help you properly locate the glass when installing the kit.
- Remove the quarter window.
- Remove the 4 bolts holding the quarter 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 quarter panel skin.

QUARTER PREP

HARDTOP PREP

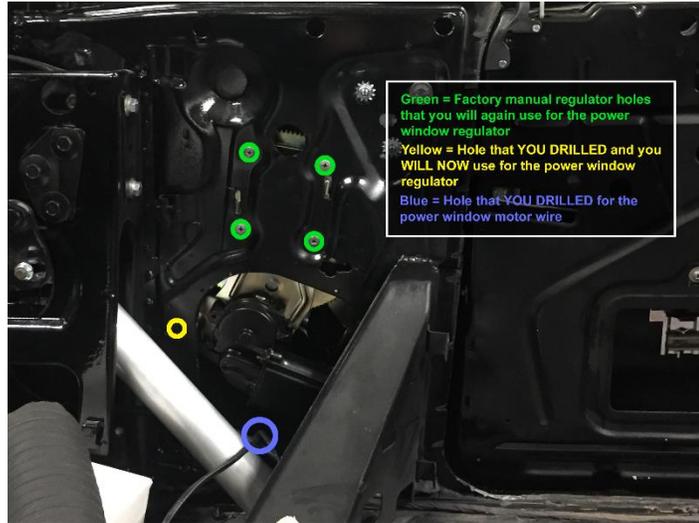
The manual regulator and the power window regulator do not share any holes. The RED Xs in this picture show the original location of the bolts for the manual regulator. The YELLOW circles are the locations of 4 dimples located on the quarter. These dimples are the location for the new bolt holes for the power window regulator. The blue circle is the location of the dimple for the hole that the wires will go through.

- Locate the 4 dimples on the quarter and drill the 3/8" holes for the power window regulator.
- Locate the dimple toward the bottom of the quarter panel (blue) and drill a 1" hole for the wires to enter the quarter.
- Run the wires through the hole into the quarter panel using the hole you just drilled.
- Cut one side of the supplied grommets, place it over the wire and into the hole.



CONVERTIBLE PREP

Convertibles use the same 4 holes for manual and power quarter regulators. But unlike the hardtop there is actually a 5th bolt hole that can be drilled and used to install the power regulator. This bolt is not 100% necessary but it is a step you may want to take to authenticate your install. In this picture the green circles are the location of the original manual regulator bolt holes. The yellow circle shows a dimple where this 5th bolt can be installed. The blue circle is the location of the dimple for the hole that the wires will go through.



- Locate the dimple (yellow) and drill a 3/8" hole.
- Locate the dimple toward the bottom of the quarter panel (blue) and drill a 1" hole for the wires to enter the quarter.
- Run the wires through the hole into the quarter panel through the hole you just drilled.
- Cut one side of the supplied grommets, place them over the wire and into the holes .

QUARTER WINDOW REASSEMBLY

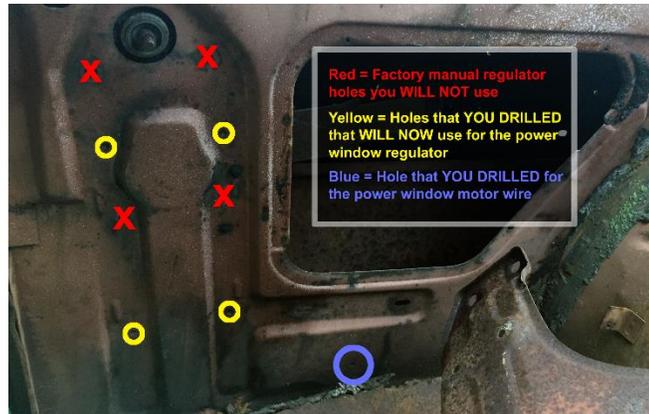
HARDTOP INSTALL

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

As stated before the hardtop power window regulator and manual regulator use different holes.



Here are the bolt locations for the hardtop quarter regulators. The RED Xs are the location of the factory manual regulator holes and the YELLOW circles are the holes for that you just drilled during the quarter prep.

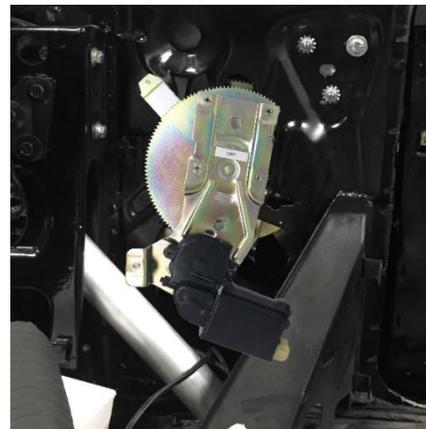


Prior to placing the regulator in the quarter, plug the motor in. It will be difficult to plug in once the regulator has been mounted into the quarter.

- Place the regulator in the quarter 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.
- Place the glass back inside the quarter panel and reinstall using all the original hardware and the locations you marked before removing any hardware during disassembly to help guide you.
- Run the window up and down checking for smooth movement. If you marked the hardware locations for stoppers and guides you will need to do little or no adjusting.

CONVERTIBLE INSTALL

The convertible power window regulator uses all the same holes as the manual window regulator with an additional 5th hole that you can drill if you desire. This picture shows the approximate orientation of the new regulator when it is installed in the quarter.



**Note: On a convertible it may be necessary to put the top up and down multiple times to complete the install.*

Here are the bolt locations for the convertible quarter regulators. The GREEN circles are factory holes that you will reuse to install the quarter regulator. No drilling is required. The optional 5th hole is highlighted in YELLOW.



- Place the regulator in the quarter 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. Install the 5th optional bolt if desired.
- Place the glass back inside the quarter panel and reinstall using all the original hardware and the locations you marked before removing any hardware during disassembly to help guide you.
- Run the window up and down checking for smooth movement. If you marked the hardware locations for stoppers and guides you will need to do little or no adjusting.

REPEAT THESE STEPS ON THE OTHER QUARTER

SWITCH INSTALLATION

DRIVER'S DOOR

- Locate the original window crank hole on the driver's side door panel.
- Cut a 3 1/2" x 1 1/4" hole for the 4-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.

REPEAT THE SAME PROCESS FROM THE PASSENGER DOOR ON BOTH QUARTER PANELS

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.

