

28433 HWY 65 NE
ISANTI, MN 55040
763-444-5880
800-828-2212
www.autocityclassic.com



INSTALLATION INSTRUCTIONS	1959-1964 CHEVY/PONTIAC/BUICK/OLDS POWER VENT INSTALL KIT
2DR HARDTOP & CONVERTIBLE 2DR & 4DR SEDAN/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 SCRES <i>* not included if ordering with a power window kit</i> 2) DOOR CONDUIT AND GROMMET ASSEMBLIES <i>* not included if ordering with a power window kit</i> <i>*original style conduit is available for an additional charge. Ask a sales person if you wish to purchase this conduit. But be aware that installing that conduit requires much larger holes in your door and cowl.</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></p>

**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 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

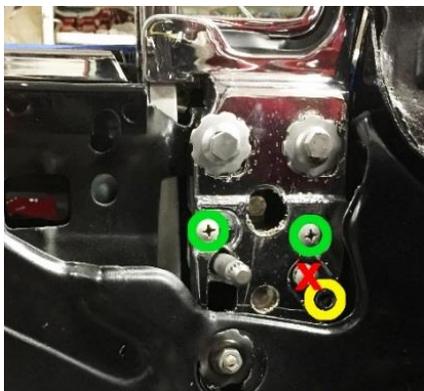
- Tape any areas of the car you are worried about scratching
- Remove all the handles on the door and remove the door panels
- Remove the vent post leg bolt that attaches the window crank/regulator through the access hole just above the vent window crank.
 - Save this bolt for reassembly.
- Remove the bolts holding the vent window crank/regulator in place and remove it 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 window crank/regulator and it shares 2 of the 3 holes used by the manual vent crank/regulator. No drilling is required.

The vent motor mounts to the vent post on the 59-60 and 61-62 Chevy. On the 63-64 Chevy the motor mounts to the door.

In these pictures the GREEN circles indicate 2 holes that were used for the manual vent window crank/regulator that you will use again for the power vent motor. The RED X is the 3rd hole used for the manual vent window crank/regulator that you will not use for the motor. The YELLOW circle is a hole that was unused by the manual vent window crank/regulator but will now be used for the 3rd hole on the motor.



59-60 Chevy



61-62 Chevy



63-64 Chevy

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

59-60 Chevy Conduit Install

- Locate the plate on the door and drill a 1 1/8" hole directly in the center for conduit.
- Locate the plate in the door jam/cowl on the car and drill a 1 1/8" directly in the center of this plate for the conduit.
**if you use the original style conduit for this install you will knock out both of these plates to install the conduit.*



61-64 Chevy Conduit Install

- Locate the plate on the door and drill a 1 1/8" hole directly in the center for the conduit.
- Locate the 2 dimples located on the door jam/cowl on the car.
- Measure up 1/2" on both of those holes and make a mark.
- Locate the center of all 4 of these holes/marks and drill a 1 1/8" hole for the conduit.
**if you use the original style conduit you will knock out the plate on the door to install the conduit.*

The left and center picture below shows the plate on the 61-62 and 63-64 doors. The far right picture shows the location of the 2 dimples located on the cowl marked with YELLOW circles and the approximate location of the 1 1/8" hole you will drill for the conduit marked with a RED circle.



61-62 Door



63-64 Door



61-64 Door Jam/Cowl

- Run the wires through the holes you just drilled and into the door.
- Cut one side of one of the grommets that came installed on the conduit so that it can be slid over the wires between the door and cowl.
- Place the grommet over the wires and install it into the hole you cut in the door
- Cut one side of the other grommet and place it over the wires and install it into the hole you cut into the door jam/cowl.
**Do not put the conduit in place just yet you will do that at the end of the vent motor 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 shaft and install the bolt that you removed during disassembly.
- Install the supplied 3 bolts to hold the motor to the vent post.
- 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 cutting the provided conduit and place it over the wires between the car and the door and through the grommets you installed.

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 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 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.

