

28433 HWY 65 NE  
ISANTI, MN 55040  
763-444-5880  
800-828-2212  
[www.autocityclassic.com](http://www.autocityclassic.com)



<b>INSTALLATION INSTRUCTIONS</b>	<b>1961-1964 CHEVY/PONTIAC/ 2DR BUBBLETOP/HARDTOP/CONVERTIBLE 2DR SEDAN (FRONT DOORS ONLY) POWER WINDOW INSTALL KIT</b>
<b>CHEVROLET IMPALA &amp; BISCAYNE/IMPALA SEDAN (FRONT DOORS ONLY) PONTIAC BONNEVILLE BUICK LESABRE/INVICTA OLDSMOBILE DYNAMIC 88/SUPER 88</b>	

<b>THE KIT INCLUDES</b>
<ul style="list-style-type: none"><li>2) DOOR WINDOW REGULATORS</li><li>2) QUARTER WINDOW REGULATORS</li><li>1) 4-WAY SWITCH</li><li>3) 1-WAY SWITCHES</li><li>1) WIRE HARNESS</li><li>1) CIRCUIT BREAKER AND POWER WIRE WITH SELF-TAPPING SCREWS</li><li>2) DOOR CONDUITS WITH SELF-TAPPING SCREWS</li><li>2) QUARTER PANEL WIRING GROMMETS</li></ul> <p>(no additional hardware is included)</p>

<b>VEHICLE PREP</b>
<ul style="list-style-type: none"><li>• Remove the front seat</li><li>• Remove the rear seat</li><li>• Remove both door panels and quarter panels <i>*when reinstalling the door panel at the end of your power window install be sure to properly install and seal the waterproof paper water deflector behind the panel</i></li><li>• Remove the both quarter panel access plates</li><li>• Remove the both sill plates</li><li>• Remove both kick panels</li><li>• Tape any areas of the car you are worried about scratching</li></ul>

## IMPORTANT NOTICE!!!!

These instructions are made for 1961-64 Chevy 2dr Hardtop, Bubbletop, Convertible, and 2dr Sedan (front only) models. There are several model breaks in these years/models: 61 Impala 2dr Bubbletop, 62 Impala Hardtop, 61-62 Bubbletop, 61-62 Convertible, 61-62 2dr Sedan, 63-64 Hardtop and 63-64 Convertible. Be sure to read through all the instructions and highlight the instructions for the year/model of your car so you are not taking unnecessary steps that could cause damage, extra work, or just confusion.

## 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.

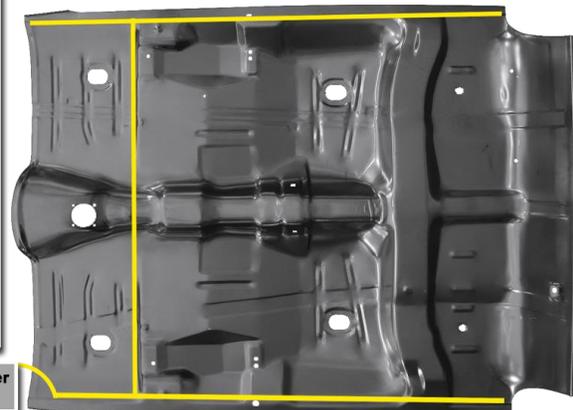
The BROWN & ORANGE wires go to the driver's side quarter window.

The GREY & BLUE wires go across the car to the passenger's door and the GREEN & YELLOW to the passenger 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)

side

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 starting the disassembly be sure to mark the location of all bolts and stops with paint or a marker. This will aid you when installing and help eliminate some of the adjusting needed after you have completed the install. If you are unsure if you should mark a bolt or piece you are moving, then mark it anyway.

Removal of the vent post assembly is different depending which model you have.

**If you have a 61-62 Bubbletop, Hardtop, or Convertible remove the vent post assembly by using the following steps**

- Remove the bolt that clamps the vent regulator to the pin at the bottom of the vent glass.
- Remove the 3 bolts holding the vent regulator in place shown with the 3 YELLOW arrows in this picture and remove the vent regulator.
- Remove the 3 bolts at the top of the vent post shown with GREEN arrows in this picture.
- Remove the bottom adjusting bolt shown with a GREEN arrow in this picture and remove the post from the door also



*\*Do not move the adjusting bolt unless absolutely necessary. This will assist you getting the vent post back in the same location prior to disassembly and limit the amount of adjusting you will need to do after install.*

**If you have a 61-62 2dr Sedan remove the vent post assembly by using the following steps**

- Remove the bolt that clamps the vent regulator to the pin at the bottom of the vent glass.
- Remove the 3 bolts holding the vent regulator in place shown with the 3 YELLOW arrows in this picture and remove the vent regulator.
- Remove the 3 bolts at the top of the vent post holding the vent against the door frame shown with GREEN arrows in this picture.
- Remove the bottom adjusting bolt also shown with a GREEN arrow in the picture above and remove the post from the door.

*\*This picture is a 63-64 door but the location of the screws are very similar to the 63-64 style door. Otherwise the door is nearly identical to the 2dr ht.*

*\*Do not move the adjusting bolt unless absolutely necessary. This will assist you getting the vent post back in the same location prior to disassembly and limit the amount of adjusting you will need to do after install.*



**If you have a 63-64 Hardtop or Convertible remove the vent post assembly using the following steps**

- Remove the bolt that clamps the vent regulator to the pin at the bottom of the vent glass.
- Remove the top 2 bolts holding the vent post in place shown with 2 GREEN arrows in this picture.
- Remove the bottom adjusting bolt also shown with a GREEN arrow in this picture and then remove the post from the door.

*\*Do not move the adjusting bolt unless absolutely necessary. This will assist you getting the vent post back in the same location prior to disassembly and limit the amount of adjusting you will need to do after install.*



**If you have a 63-64 2dr Sedan remove the vent post assembly by using the following steps**

- Remove the bolt that clamps the vent regulator to the pin at the bottom of the vent glass.
- Remove the top 3 screws holding the vent post to the door frame shown with GREEN arrows in this picture.
- Remove the screw located just inside the door near the back of the vent frame assembly shown with a YELLOW arrow in the picture.
- Remove the bottom adjusting bolt shown with a BLUE arrow in this picture and then remove the post from the door.

*\*Do not move the adjusting bolt unless absolutely necessary. This will assist you getting the vent post back in the same location prior to disassembly and limit the amount of adjusting you will need to do after install.*



**Note: Original lower sash channels are bolted to the bracket at the bottom of the door glass whereas most aftermarket lower sash channels are welded to the lower bracket at the bottom of the door glass. Therefore there are steps for each style below. The original style can be removed the same way as the aftermarket but the correct way to remove them follows:**

**For doors with original sash channels that are bolted to the bottom of the bracket**

*Skip to the next step if you have aftermarket brackets with the sash channel welded to the lower glass bracket.*

- Remove the front and rear window stops that are bolted to the lower door channel/bracket. The GREEN arrows in this picture show the location of the stops on the lower glass bracket/channel.



- Have a friend help you hold the glass in place.
- Remove the bolts holding the lower sash channel to the lower glass bracket.
- Remove the glass from the door.
- Slide the sash channel off the regulator rollers and remove it from the door.
- Remove the 2 bolts holding the lower regulator guide channel on the door identified in this picture with PURPLE circles.
- 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.



**For doors *with aftermarket brackets with the sash channels welded to the lower glass bracket***

- Remove the front and rear window stops that are bolted to the lower door channel/bracket. See the picture on the previous page with GREEN arrows showing the location of the stops on the lower glass bracket/channel.
- With the help of a friend holding the glass roll the window all the way up until the sash channel is visible at the top of the door.
- Remove the 2 bolts holding the lower regulator guide channel on the door identified in the picture above with PURPLE circles.
- Slide the regulator guide channel off the regulator roller and remove it from the door.
- Slide the glass with the sash channel off the regulator rollers.
  - To do this you will need to rotate the front of the glass down a little bit and the rear up a little bit and slide the glass backward toward the back of the door being careful to clear the door with the rear window stop bracket as shown in this pic.
- Roll the regulator back down inside the door.
- 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 only share one hole. The YELLOW Xs in this picture show 3 original location of the bolts for the manual regulator that are no longer going to be used for the power regulator. The BLUE circle is the location of the 4<sup>th</sup> manual regulator hole that you will use again for the power window regulator. The GREEN circles are locations of 3 other holes that are already in the door that were unused by the manual regulator that will now be used for the power regulator.



*The power regulator can almost line up with the manual holes so be careful to use the correct holes.*

The conduit installation is slightly different for the different models. So again be sure to use the correct instructions for your model.

### **For the 61-62 2dr Bubbletop/Hardtop, Convertible, and 2dr Sedan**

- Locate the conduit access plate on the door.
- Knock this plate out gently to give you a space for the conduit.  
*\*Make note of the 4 dimples for the screws to be installed later.*
- Locate the 2 dimples on the inside door jam/cowl identified in the picture below with GREEN circles. These 2 dimples are locations for 2 of the 4 screws to secure the conduit. Self-tapping screws are provided for the conduit but it might be helpful to drill a small pilot hole to help locate the conduit correctly when it is time to install the conduit.
- Using the conduit for a template (or make your own template with paper and the conduit) and locate the 2 dimples in GREEN and then mark the top 2 bolt hole locations. The approximate location of those 2 holes are identified in this picture with YELLOW circles.
- Locate the exact center of all 4 of the conduit screw locations and drill a 1 1/8" hole for the wires to come through the cowl into the door. The approximate location of this conduit hole is identified with a RED circle in this picture.
- Run the wires from inside the car through the cowl into the door now.
- Place the conduit over the wires coming from inside the car into the door with the opening of the conduit facing the ground.  
*\*It might be helpful to look at the picture in the 63-64 conduit instructions on the next page to see approximately how the conduit will look once it is installed.*
- Install the 4 self-tapping screws on the door and the 4 on the door jam/cowl to secure the conduit in place. If it is easier you can drill small pilot holes to aid the install.  
*\*Do not install the securing plastic pins back in the conduit. You will do this when you complete the door assembly. These securing plastic pins will loosen up the rubber of the conduit if you install and uninstall them several times.*



### For the 63-64 2dr Hardtop, Convertible and 2dr Sedan

- Locate the conduit access plate on the door.
- Knock this plate out gently to give you a space for the conduit. Make note of the 4 dimples for the screws to be installed later.



- Locate the conduit access plate on the cowl.
- Knock this plate out gently to give you a space for the conduit. Again, make note of the 4 dimples for the screws to be located in the next steps.

*\*On some cars there may already be holes where the dimples would be located.*

- Run the wires from inside the car through the cowl into the door now.
- Place the conduit over the wires coming from inside the car into the door with the opening of the conduit facing the ground.
- Install the 4 self-tapping screws on the door and the 4 on the door jam/cowl to secure the conduit in place. If it is easier you can drill small pilot holes to aid the install.

*\*Do not install the securing plastic pins back in the conduit. You will do this when you complete the door assembly. These securing plastic pins will loosen up the rubber of the conduit if you install and uninstall them several times.*



## DOOR WINDOW REASSEMBLY

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

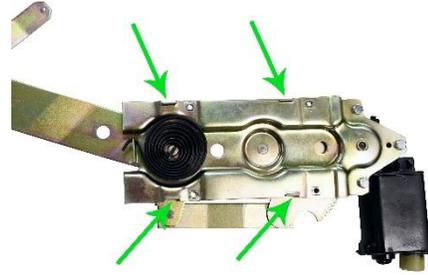


As previously stated the power window regulator shares only one hole with the manual regulator.

The YELLOW Xs in this picture show 3 of the original bolt holes for the manual regulator that will no longer be used. The BLUE circle is the location of the 4<sup>th</sup> manual regulator hole that you will use again for the power window regulator. The GREEN circles are locations of 3 other holes that are already in the door that were unused by the manual regulator that will now be used for the power regulator.



The installation of the power regulator is the same for the Bubbletop, Hardtop, Convertible and Sedan with one exception on the Sedan that will require a modification to the regulator before moving forward. This modification is **ONLY** for the Sedan.



On the regulator there are 4 locating tabs that helped assemblers on the production line to locate the regulator quickly. The Sedan doors do not have locations for those tabs to go so you will need to grind those tabs off to install the regulator on the Sedan. The 4 tabs are marked with GREEN arrows in this picture.

- Place the regulator in the door and locate one bolt hole and install a bolt. Use the tabs on the mounting plate to assist you. 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.*

For the next few steps remember there are 2 different styles of lower glass bracket/channels, original or aftermarket. The original with the sash channel bolted to the lower glass bracket can be installed the same way as the aftermarket but the correct way to install them follows:

**For doors *with original sash channels that are bolted to the bottom of the bracket***

*Skip to the next step if you have aftermarket brackets with the sash channel welded to the lower glass bracket.*

- Place the lower sash channel into the door and slide it over the rollers on the regulator.
  - Be sure to grease up the channel well using a grease like lithium grease.
- Slide the lower regulator roller guide onto the roller on the regulator and then bolt it to the door. Be sure to locate it in the same place as it was located prior to disassembly using the marks you made prior to disassembly. Doing so will assist you by making the install easier with less adjustments needed when you are done.
  - Be sure to grease up the channel well using a grease like lithium grease.
- With the help of a friend place the glass into the door and located it close to the sash channel that you just placed over the regulator rollers.
- Bolt the lower sash channel to the lower glass bracket.

**For doors with aftermarket brackets with the sash channels welded to the lower glass bracket**

- Now that you have the regulator plugged in and tested, roll the regulator all the way up so the rollers on the regulator are exposed at the top of the door.  
***\*IMPORTANT NOTICE: do not just run the regulator up quickly, rather use a bump bump bump motion on the switch because the motor will be very quick and damage or injury could occur if you are not very careful.***



- Take the glass with the sash channel on the bottom and slide the front of the channel on the back roller on the regulator as shown in this pic.
  - Be sure to grease up the channel well using a grease like lithium grease.
- Slide the glass forward and onto the front roller on the regulator.
  - As you slide the glass forward you will want to make sure the rear stays up so the rear window stop bracket at the back clears the door. Then you can rotate it more flat if necessary to get it on the roller.
  - You will need to pull the front regulator arm slightly inward toward the car to clear the front window stop bracket as you move the glass forward.
- Slide the lower regulator roller guide onto the roller on the regulator and then bolt it to the door. Be sure to locate it in the same place as it was located prior to disassembly using the marks you made prior to disassembly. Doing so will assist you by making the install easier with less adjustments needed when you are done.
  - Be sure to grease up the channel well using a grease like lithium grease.



The following steps will be the same for both styles of sash channels.

- Reinstall the front and rear stops onto the lower glass bracket. Again, be sure to locate them in the same place as they were prior to disassembly to make for less adjusting.
- Reinstall the vent window and post assembly in the reverse order of removing it earlier in these instructions 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.
- Test the window for smooth operation and adjust as necessary.
- Finish the door install by inserting the securing pins into the conduit between the door and cowl.

**REPEAT THESE STEPS ON THE OTHER DOOR**

## QUARTER WINDOW DISASSEMBLY

- Prior to starting the disassembly be sure to mark the location of all bolts and stops with paint or a marker. This will aid you when installing and help eliminate some of the adjusting needed after you have completed the install. If you are unsure if you should mark a bolt or piece you are moving, then mark it anyway.

Like the doors, the removal of the quarter windows are different depending which model you have.

### If you have a 61-62 Bubbletop follow the next steps

Start with either side with the window in the full down position

- It is not necessary to remove or move any stops to complete this install. But you may choose to remove the upper regulator arm stop to give you more room to get the window out of the car. This bolt is in the same location as the one on a 62-64 Hardtop. The stop bolt is identified in the 62-64 Hardtop pic below with a RED X. If you choose to remove the stopper be sure to mark the location prior to removing.
- Remove the bolts holding the lower sash channel to the lower quarter glass channel and slide it off the regulator roller and remove it.
- Loosen the 2 bottom bolts and 2 upper nuts on the front quarter window guide channel.  
*\*Doing this should give you enough play to remove the quarter window at this point.*
- Lift the quarter window up and off the guide channel and out of the car. You may find it is easier to lift it almost all the way out and then forward towards the front of the car and out.
- Remove the 4 bolts holding the front guide channel in place and remove it.
- 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 skin.

### If you have a 62-64 Hardtop follow the next steps

Start with either side with the window in the full up position

- It is not necessary to remove or move any stops to complete this install. But you may choose to remove the upper regulator arm stop to give you more room to get the window out of the car. The bolt for the stop is identified with the RED X in this picture. If you choose to do so be sure to mark the stop location prior to removing.



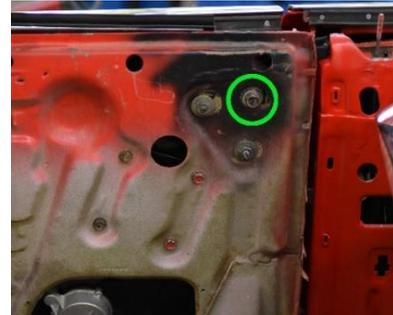
- Remove the 2 bolts holding the rear quarter window guide channel and slide it off the roller on the quarter window and remove. The bolts are identified with BLUE circles in this picture.
- Have a friend help you hold the window in place during the next steps.
- Roll the window to the down position.
- Remove the bolts holding the sash channel to the quarter window lower channel. Slide it off the regulator arm roller and remove it.
- Loosen the 2 bottom bolts and 2 upper nuts on the front quarter window guide channel. Identified with YELLOW circles in the picture above.  
*\*Doing this should give you enough play to remove the quarter window at this point.*
- Lift the glass up and off the front guide channel. You may find it is easier to lift it almost all the way out and then tilt forward towards the front of the car and out.
- Remove the 4 bolts holding the front guide channel in place and remove it.
- 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 skin.

**If you have a 61-64 Convertible follow the next steps**

On a convertible, you may need to put the top up and down several times to make the disassembly and install possible. The best position may be half way up/down.

Start with either side with the window about 3/4 up.

- Mark the location of the hinge pivot bolt identified in this picture with the GREEN circle.
- Remove the hinge pivot bolt (GREEN) and disengage the male hinge from the female hinge plate.
- Rotate window to slide the sash channel from the regulator arm roller and 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**

**61-62 BUBBLETOP/62-64 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 (YELLOW) 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 circle) and drill a 1" hole for the wires to enter the quarter.  
*\*If you are unable to locate a dimple drill a 1" hole near the location identified by the BLUE circle.*
- Run the wires through the hole into the quarter panel through the hole you just drilled.
- Cut one side of the supplied grommets, place it over the wire and into the hole.

### 61-64 CONVERTIBLE PREP

Convertibles use the same 4 holes for manual and power quarter regulators. But unlike the Bubbletop/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 that will be used again for the power regulator. The yellow circle shows a dimple where this 5th bolt can be installed. There is also a dimple located near the bottom of the quarter. This dimple is a location of a hole you will drill for the wires to enter the quarter panel area. See the hardtop picture on the previous page for an approximate location of that dimple marked with a BLUE circle.



- *OPTIONAL:* Locate the dimple (YELLOW) and drill a 3/8" hole.
- Locate the dimple toward the bottom of the quarter panel for the conduit hole and drill a 1" hole for the wires to enter the quarter. (See the BLUE circle in hardtop prep pics on the previous page for an estimated location of the dimple)  
*\*If you are unable to locate a dimple drill a 1" hole near the location identified by the BLUE circle.*
- Run the wires through the hole into the quarter panel through the hole you just drilled.
- Cut one side of the supplied grommets, place it over the wire and into the hole.

### QUARTER WINDOW REASSEMBLY

This picture shows the approximate orientation of the Bubbletop and Hardtop power regulator when it is installed in the quarter.



As stated before, the Bubbletop and 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 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.**



Notice there are 4 tabs on the regulator mounting plate; there are also 4 dimples in the quarter panel that coincide with those tabs. Those dimples and tabs assisted the assembler at GM to quickly locate the regulator in place. They can assist you as well.

### **61-62 BUBBLETOP INSTALL**

- 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.
- If you have not done so already, 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.*
- Have a friend help you place the glass back inside the quarter panel and slide the rollers on the quarter channel back into the front guide channel and hold it in place for the next couple steps.
  - Be sure to grease up the channel well using a grease like lithium grease.
- Locate the guide channel into the same position they were in prior to disassembly using the marks you made to guide you and then tighten the bolts and nuts.
  - Be sure to grease up the channel well using a grease like lithium grease.
- Place the lower sash channel over the roller on the regulator arm and bolt it to the lower glass channel. Move the glass up and down as necessary to locate it for the sash channel.
  - Be sure to grease up the channel well using a grease like lithium grease.
- If you remove the regulator arm stop during disassembly place that back in place using the mark you made prior to disassembly.
  
- 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.

## 62-64 HARDTOP INSTALL

- 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.
- If you have not done so already, 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.*
- Have a friend help you place the glass back inside the quarter panel and slide the front rollers on the quarter back into the front guide channel and hold it in place for the next couple steps.
- Locate the front guide channel into the same position it was in prior to disassembly using the marks you made to guide you and then tighten the bolts and nuts.
- Place the rear guide channel over the roller on the back of the quarter channel and bolt it back in using the 2 bolts that you removed earlier. Be sure to place it in the same position using the marks you made prior to disassembly.
- Place the lower sash channel over the roller on the regulator arm and bolt it to the lower glass channel. Move the glass up and down as necessary to locate it for the sash channel.
- If you removed the regulator arm stop during disassembly place that back in place using the mark you made prior to disassembly.
- 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.

## 61-64 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 but starting with it half down might be the best position.*



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 unless you want to authenticate your install with the optional 5th hole highlighted in YELLOW.



**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.**

Notice there are 2 tabs on the regulator mounting plate; there are also 2 dimples in the quarter panel that coincide with those tabs. Those dimples and tabs assisted the assembler at GM to quickly locate the regulator in place. They can assist you as well.

- 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 5<sup>th</sup> optional bolt if desired. (bolt not supplied)
- If you have not done so already, 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.*
- With the help of a friend place the quarter window back inside the quarter panel by rotating it so that the lower sash channel slides over the roller on the regulator arm and the back of the glass slides into the rear guide channel.
- Locate the male hinge with the female hinge plate and bolt it back together. Be sure to locate the hinge bolt in the correct location using the marks you made prior to disassembly to aid 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.

