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<b>INSTALLATION INSTRUCTIONS</b>	<b>1964-1967 GM A-BODY 2DR COUPE, HARDTOP &amp; CONVERTIBLE POWER WINDOW INSTALL KIT</b>
	<b>BUICK SKYLARK &amp; GS CHEVROLET CHEVELLE &amp; MONTE CARLO &amp; EL CAMINO OLDSMOBILE CUTLASS &amp; 442 PONTIAC GTO &amp; LEMANS</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 CONDUIT AND GROMMET ASSEMBLIES</li><li>4) 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 seats.</li><li>• Remove the rear seat.<ul style="list-style-type: none"><li>• Both the backrest and lower seat will need to be removed.</li></ul></li><li>• Remove both door panels and quarter panels.</li><li>• Remove the both sill plates.</li><li>• Remove the quarter panel access panel</li><li>• Remove both kick panels</li><li>• Tape any areas of the car you are worried about scratching.</li></ul>

## WIRING

Lay the wire harness out inside the car. The wire harness is shaped like the letter H.

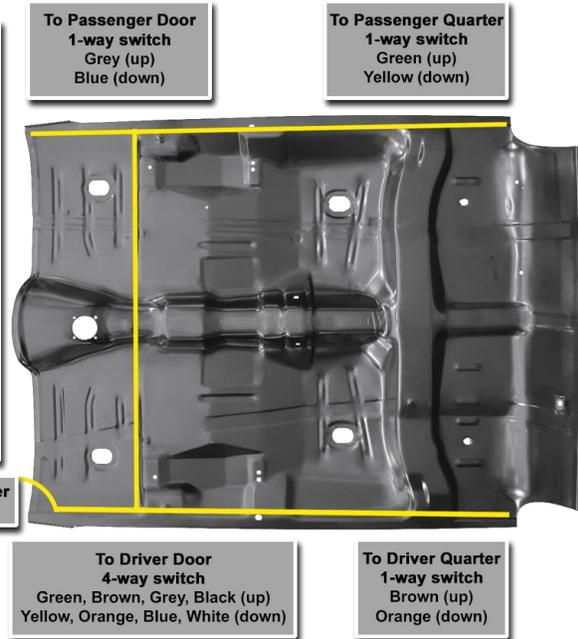
The RED power wire goes to the driver kick panel area.

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).

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.



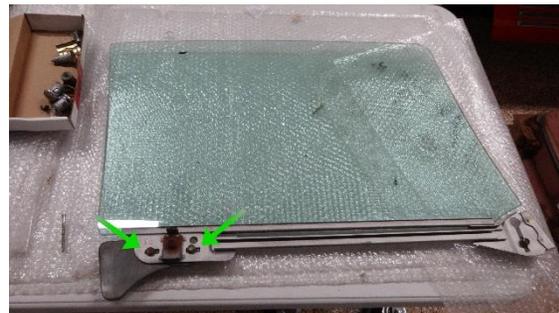
The wires crossing the car T off at the driver door sill and crosses the car in front of the front seats to the passenger side door sill plate and hides under the carpet. The RED wire in this wire run is for a power seat option and will be unused in most instances.

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.

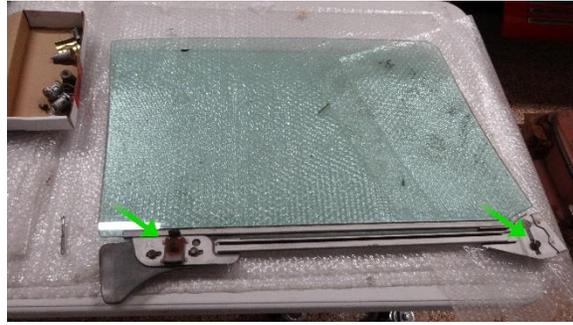
## DOOR WINDOW DISASSEMBLY

Start with either door

- Prior to removing the door glass mark the location of the slide adjuster bracket bolts on the back of the glass.
- Remove the slide adjuster bracket on the back of the door glass and remove the door window.



- Do not remove or adjust the window stop brackets indicated here.



- Prior to removing the window regulator slide track from the door, mark the 2 bolt locations to help relocate it during reinstall.
- Remove the 2 bolts holding the regulator slide track to the door and place it in the bottom of the door for safe keeping for reinstall.



- Remove the 4 bolts holding the manual regulator to the door and remove the regulator.
  - Be sure to hold the regulator in place as you remove the last bolt so it does not fall against the door skin.
- Remove the vent and post assembly.
  - If you mark the adjuster bolt locations with paint you can reinstall the vent posts exactly where they were before and reduce the possibility of needing to make adjustments during install.

## DOOR PREP

The manual regulator and the power window regulator do not share any holes. The RED circles 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 were 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.

This picture shows the location of the tab.



This picture shows the location of the slots that would be cut in your door factory if power windows had been installed. The original regulators had 2 tabs on them; the regulators included in this kit only have only one. Therefore, if you do choose to cut the slot you will cut the top slot to allow for that alignment tab to come through the door.



- Locate the middle dimple on the door and drill a 1 1/8" hole for the wiring conduit and grommet.



- Locate the dimple on the inside of the kick panel and drill a 1 7/8" hole for the wire grommet.
  - This hole is also located opposite the middle dimple located on the door.
  - The dimple is stamped from the outside so it might be helpful to use a center punch to locate the drill bit and drill a smaller 1/4" pilot hole before drilling the 1 7/8" hole for the grommet.



- After drilling the kick panel grommet hole look through the hole to the outside and locate the dimple on the outside kick panel/door jam and drill a 1 1/8" hole for the grommet.



## DOOR WINDOW REASSEMBLY

- Run the wires through the kick panel and door holes.
- Cut one side of the large grommet (came installed on the conduit with the 2 small grommets as well) and place it over the wires and install it into the large hole you cut in the kick panel.
- Cut one side of one of the smaller grommets and place it over the wires between the door and the door jam and install it into the outer kick panel hole.
- Cut one side of the remaining smaller grommet and place it over the wires and install it into the hole you cut in the door



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 2 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 and slide both rollers from the power window regulator into the slide track at the bottom of the door glass. If necessary, move the regulator arm to get it into position to accept the window track.
  - Be sure to grease up the channel well using a grease like lithium grease.
- Place the regulator slide over the remaining roller on the regulator and reattach the slide to the door and tighten the 2 bolts using the marks you made during the Door Disassembly.



- Test the window for smooth operation and adjust as necessary.
- Cut the provided conduit and place it over the wires between the kick panel and the door and through the grommets you installed.

**REPEAT THESE STEPS ON THE OTHER DOOR**

## QUARTER WINDOW DISASSEMBLY

On a convertible, start with the top up. If the top is down the convertible ram is tilted forward partially obstructing the quarter access panel area.

- Before removing any hardware mark the locations of the front and rear track nuts and adjusting bolts to help you properly locate the glass when installing the kit.
- Remove the 2 nuts holding the rear window track and remove it. Do not move or remove the adjusting bolts. This will help with your reinstall.
- While holding the front window track in place remove the 4 nuts holding it in place. Again, do not move or remove the adjusting bolts.
- Remove the window by sliding the track off the rollers on the glass and the channel on the bottom of the glass off the regulator roller.
- Remove the front track or place it at the rear of the quarter panel.
- 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.

Do not remove or move any window stops!

## QUARTER PREP

### Convertible only:

- Drill a 1 1/8" hole in the body support just behind the door for a grommet.
- Run the wires through the hole.

### All models:

- Locate the dimple just below the quarter panel access area and drill a 1 1/8" 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

The hardtop and convertible use different quarter regulators. Follow the appropriate section on the next pages for your car.

The *convertible* power window regulator uses all the same holes as the manual window regulator. The 1964-65 and 1966-67 convertible regulators have the same bolt patterns but the regulators are different from each other. This picture shows the approximate orientation of the new regulator when it is installed in the door.

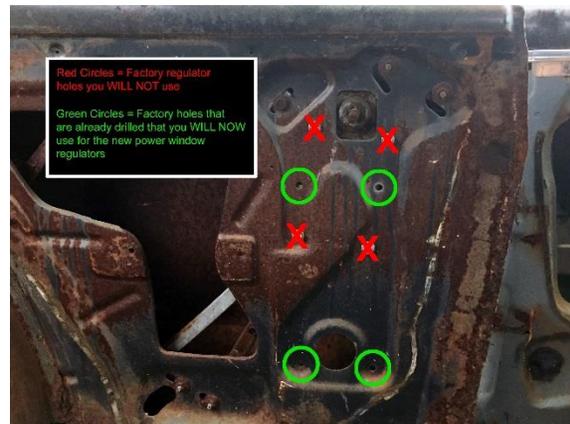


Here are the bolt locations for the convertible quarter regulators. The GREEN circles are factory holes that you will use to install the quarter regulator. No drilling is required.



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 GREEN circles are the holes for the power window regulator. These holes are already drilled in the quarter, so no drilling is necessary.



**Prior to placing the regulator in the quarter, plug the motor in. You will not be able to do so 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.

On a convertible, it is helpful to lower the top at this point giving you better access and make it easier for you to install the glass.

- Place the front slide back in place with the adjusting bolts coming through the panel but do not install the hardware yet.
- Place the glass back inside the quarter panel. Insert the front 2 wheels into the front slide track and put the wheel on the regulator arm into the slide track located on the bottom of the glass. Move the regulator arm and front track as necessary.
  - Be sure to grease up the channel well using a grease like lithium grease.
- Install the 4 nuts to hold the front slide track in place. Only hand tight at this point.

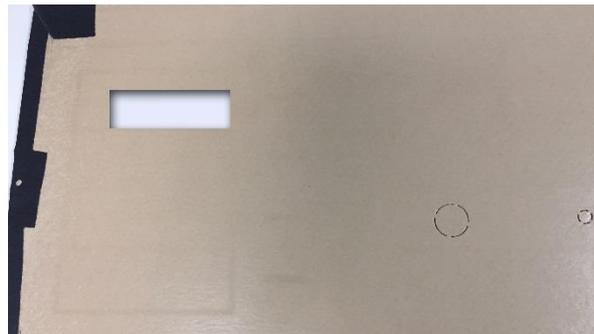
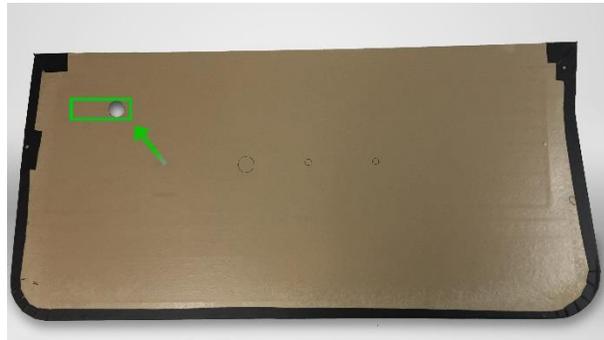
- Reinstall the rear track by placing the wheel on the back of the glass into the track and bolting the tracking back into place and tighten.
- Tighten the 4 nuts on the front slide track.
- Run the window up and down checking for smooth movement. If you did not remove or adjust any of the window stops or adjuster bolts you will need to do little or no adjusting.

**REPEAT THESE STEPS ON THE OTHER QUARTER**

## SWITCH INSTALLATION

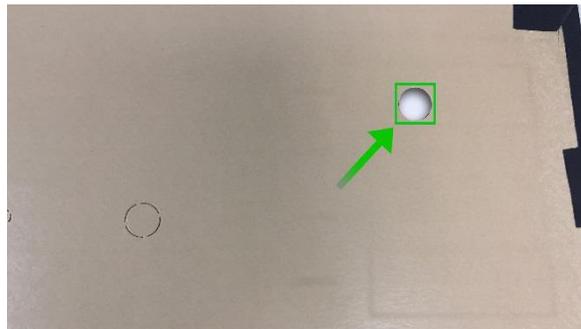
### DRIVER'S DOOR

- Locate the original window crank hole on the driver's side door panel.
- Cut a 3 3/4" x 1 1/8" 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 1/2" x 1 1/8" 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.

**Watch this install video on our  
Auto City Classic YouTube Channel**

