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INSTALLATION INSTRUCTIONS

1967-1972 CHEVY PICKUP 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
- 6) WIRE GROMMETS
- 1) WIRE LOOM TO COVER THE WIRES BETWEEN THE DOOR AND THE TRUCK
*you will need to cut this to your desired length when you install it on the wire between the door and door jam.

(no additional hardware is included)

VEHICLE PREP

- Remove both door panels
- Tape any areas of the truck you are worried about scratching

IMPORTANT NOTICE – READ ALL INSTRUCTIONS PRIOR TO STARTING THE POWER WINDOW INSTALL

GM did not make a power window option for the 67-72 Pickup. So it is important for you to know there are holes to be drilled in the door, door jam, and kick panel area and common sense must be used when installing this kit. To drill these holes it is best to remove your door. If you choose not to remove the door your holes will be very difficult to drill properly and the grommets may not fit correctly.

DOOR WINDOW DISASSEMBLY

The manual regulator and the power window regulator share all 4 holes. You do not need to drill any holes to install the power window regulator. The GREEN circles on this picture show the original holes for the manual regulator that you will use for the power window regulator.



Start with either door

- Roll the window all the way down.
- Remove the inside and outside fuzzy from the door.
 - Doing so without damaging the fuzzy is nearly impossible so you may want to purchase a new fuzzy kit from a supplier before you start this process.

**you can attempt to remove the window without removing the fuzzies if you wish but it can be difficult.*

- Remove the 2 bolts located toward the lower back of the door attached to the lower bracket of the rear glass channel identified with GREEN circles in this picture.
- Remove the screw just above the door catch on the door that holds the upper part of the glass channel in place identified in this picture with a GREEN circle.
- While holding onto the glass, so it doesn't get scratched or broken, carefully roll the window all the way up and remove the channel.
 - You can place it in the bottom of the door for safe keeping if you choose.
- Carefully roll the window all the way down while holding the glass to guide it down.
- Remove the 2 screws at that hold the bottom of the vent post assembly located toward the front lower corner of the door as identified with GREEN circles in this picture.



- There are 3 screws on the leading edge of the door that hold the vent glass in place. Remove these screws.
 - When you remove the 3rd screw be sure you have hold of the vent glass so it does not tip back and damage the door/paint/vent assembly.
- Now that the vent post assembly is free lift it up, pulling it inward toward the truck as you go.
 - Once the lower bracket approaches the top of the door rotate it 90deg to clear the door and lift it out and place it in a safe place.
- Carefully roll the window all the up while keeping hold of it. As it reaches the top carefully guide it inward toward the truck.
 - You will roll the window all the way up so that the lower window channel comes up past the top of the door.



Now that the channel is exposed notice the notch in the channel about 8" back from the front of the roller channel. That notch is there to allow you to remove the front regulator roller from the channel.

- Move the window forward so that notch lines up with the front regulator roller and remove the roller from the track.
- Now you can slide the glass channel off the rear roller and out of the truck.
- Roll the regulator back down so the arms are mostly inline so when you do the next step the regulator can come out of the door easily.
- Remove the 3 of the 4 bolts holding the door window regulator in place.
- While holding onto the regulator remove the last bolt.
 - Be sure to hold the regulator so it does not drop against the door skin.
 - Notice there is a channel that is bolted to the door just above the opening where the regulator will be removed. When you remove the regulator there is one roller on the regulator that slides in that channel. To clear that channel just pull the regulator toward the rear of the door until it slides off the channel.
- Now you can remove the regulator from the door.

WIRING INSTALL

GM never made a power window option for this truck. So there is no set way to install the wires going through the kick panel into the door. So this is a guide to one way to install them and you can choose your own option. You will need to drill holes for the wire to go from inside the truck to the doors. To do this you should remove your door from the truck to give you clear access to drill good holes.

- Locate the center of the 2 lower bolts (bolt holes) on the hinge.
- Measure down 4" from there and use a center punch to make a mark.
- Drill a pilot hole to give you a good center for your next hole for the grommet.
- Drill a 1 1/8" hole for the wire grommet.



- Now locate the hinge holes on the door jam and mark a line from there to the flat of the jam where the door will meet the jam.
- Locate the center for the jam and measure down about 8"-9" and use a center punch to make a mark in the center of the jam.
- Drill a pilot hole.
- Drill a 1 1/8" hole for the wire grommet.
- Mount the door back on the truck.



You will need to drill one more hole to give the wire access to the kick panel area. Again, there is no location that was intended for this hole so use common sense when deciding where you want to put it. Below is one option.

- See the picture to the right showing the underside of the dash where the fuse panel and kick panel meet. The arrow points to an area where you may choose to drill a hole to get the wire into the kick panel to continue to the door. You will want the flattest place you can for this hole because you will be drilling a 1 1/8" hole and putting a grommet in the hole.
- Use a punch to mark the center of what will be a 1 1/8" hole.
- Drill a pilot hole.
- Drill a 1 1/8" hole for the wire grommet.



Now you will run the wires from inside the truck into the door.

- Run your wires for your door through the hole in the kick panel area.
- Open your vent in the kick panel to gain a little access into the kick panel.
 - You will want the wire to go below the vent inside the kick panel.
- Run the wire from inside the kick panel through the hole in the door jam and into the door that you drilled in the previous steps.

- Cut one side 3 of the 6 supplied grommets so they can slip over the wires. Slip the grommet over the wire and snap them into the 3 holes you drilled (door/door jam/kickpanel). See the picture to the right for an example of the cut.

You may choose to put the braided wire loom over the wires now or when you are finishing your install later. To put the loom on you will open it and slip it on the wires and slide it into the door or jam as you go. You will want approximately 6-8" of loom inside the door and the kick panel.

- As you do so you will want to put a bit of a kink in the wires as they go from the jam to the door so they will stay as flat against the jam as possible.
- 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



REPEAT THESE STEPS ON THE OTHER DOOR

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 uses all 4 of the same holes as the manual regulator. Here are the bolt locations for the door regulators. The GREEN circles show the factory manual regulator holes that you will reuse for the new power window regulator.



Before you place the regulator in the door notice that there are 3 rollers. 2 of the rollers point toward the outside of the truck. These rollers are the rollers that will slide into the track on the bottom of the glass. The other roller will point inward toward the truck. This roller is the roller that will go into the channel that is bolted to the door.

- Grease up the channel that you left bolted to the door and the rollers on the regulator using heavy grease.
- Place the regulator inside the door while also sliding the roller into the channel on the door.
 - You will want to plug in the power window motor at this time because once it is in place it will be very difficult to reach the motor.
- 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.
 - It is a tight fit so you may need to widen the holes in the door just a little bit to get good access to the threaded holes on the regulator.
- Now that the regulator is installed you will want to take a moment to plug in the 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.*
- Grease the door window channel well with a grease like lithium grease and install the glass again.
 - You may need to move the regulator up or down to get it to the right position to get the regulator arms in the right position to install the door glass.
- Reinstall the rear window guide channel at the back of the door.
- Reinstall the vent window and post assembly and tighten into place.
- Test the window for smooth operation and adjust as necessary.
- If you did not put the wire loom on the wire between the door and door jam do so now.

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 truck 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 truck with the wiring pigtail coming through the hole.
- Plug in the switch and press it into the retainer until you feel it click.
 - Make sure you have it correct so up is up and down is down before clicking it into place.

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 vehicle 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 vehicle 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 vehicle. If the motor then starts working it is a ground issue between the door and the vehicle. 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 vehicle 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.

