New Power Windows Instructions

Power windows

Only do the window installation after the Hard Top has been bolted to the car. If this is not done, the door slots will be in the wrong place.

If the switches do not fit on the flange with the mounting bracket, the switches can be mounted individually and sideways to the flange.

The window glass holder will have to be installed and uninstalled a few times so do not use lock-tite on the fasteners until the door is assembled for the last time once the body has been painted.

On the rear top of the door, mark where the weatherstripping bulb stops.
Repeat this at the front of the door.

Using a ruler, straight edge, or the bottom of the side window, draw a line connecting the two marks made.
Measure ½” in from the line drawn and draw another line down the length of the door. Using the side window as a guide, mark the ends of the glass on the door.
Measure $\frac{3}{8}$” out from the line drawn and draw another line down the length of the door. Check the length of the cut out using both the edge of the glass and one of the pre cut window wipe rubber pieces.

Cut the outer lines marked using a jigsaw or air saw. Check to make sure that the glass will fit in the length of the hole. If necessary cut a little more on the length.

⚠️ The next step must be done carefully. The rubber window wipe pieces have steel in them. If you kink the part by accident it will never look the same.
Carefully push the felted rubber seal onto the top of the door. If necessary use tin snips to trim the ends so that they can push all the way on. If you can not push it all the way on, check the thickness of the top of the fiberglass door. It can be no thicker than \( \frac{3}{16} \)" for the felted rubber seal to go on. Grind the inside of the door if necessary to remove material.

Carefully remove the felted rubber seal parts.
Hold a tape measure up to the track starting at the bottom and measure up and mark 19” from the bottom then hot wire the window motor by attaching a ground and positive to the wires on the plug pigtail to lower the rectangular plate so that it is below the mark made. Cut the track at the mark made using a hack saw.

Attach the motor mount bracket to the motor/track assembly.
Insert the window track through the door opening with the motor towards the hinge end of the door.

Attach the motor mount bracket to the door frame leaving the bolts slightly loose to allow for adjustment.
Attach the window track mount to the window track and to the door frame. Leave the bolt a little loose so that the track can pivot on the bolt if needed and so the bottom can move in and out.

Power window switch template.
Use the template above to mark the switch location between the seats on the bottom of the dash so the switches are not visible and can be reached by the driver if necessary. Wire has been included for this mounting location.

If the switches do not fit on the flange with the mounting bracket, the switches can be mounted individually and sideways to the flange.

Cut the hole for the power window switch.
Use the diagram above to connect the power window switches to the chassis harness. The electric choke or Fuel injection harness wires for the power. Make sure to run the included 25A fuse on the circuit.
Use the red butt connectors to attach the included wires to the window motor pigtails. Attach the included wires to the switch using the un-insulated connectors and push them into the correct holes in the plug so that the switch works the desired way when pushing the button.
On the backside of the included aluminum U channel, mark the center of the channel at one end using a ruler in two locations, at the end and about 4” from one end. The center should be between $5\frac{5}{16}”$ and $3\frac{3}{8}”$.

Draw a line connecting the center points and mark points $\frac{1}{2}”$ and 4.50” from one end.
Drill \( \frac{13}{64} \)” holes at the ½” and 4.50” points marked.

Attach the U-channel to the window guide bracket using a \( \frac{7}{16} \)” wrench and \( \frac{3}{32} \)” Hex key. Leave the bolts just loose enough so that the channel can slide in the slots for adjustment later.
push the rubber felt lined weatherstrip into the U-channel.

Insert the U-channel assembly into the front of the door and put the $\frac{5}{16}$" carriage bolt from the top through the window guide bracket and through the door frame mount.
Make sure that the interior door latch cable goes under the U-channel and stays between you and the U-channel, not between the U-channel and the door skin. Tighten the carriage bolt lock nut with using a ½" socket and ratchet.

Attach the window glass holder to the lower holes on the track bracket. Center the bolts in the holes.
Slide the glass down into the door and into the glass holder. The taller end of the window goes towards the back of the car. Also note that the logo and information on the passenger side window is backwards when viewed from outside the car. This is normal practice even on OEM Vehicles that use the same glass for each side of the car.

Move the U-channel and push it onto the edge of the glass.
Close the door then raise the window up using the switch.
Slide the glass back and forth in the glass holder so that the gaps on each end are the same.

Carefully open the door without moving the glass and mark the glass at the back of the holder. Remove the window carefully. This will make it easier to locate the glass in the future.
Fold the 36” piece of window channel rubber in half and cut it in half. One piece will be used for each door.
Remove the glass from the door.

Remove the window glass holder from the door.
With the top of the glass resting on something soft such as a towel or a glove as shown, locate the rubber strip and window glass holder on the window using the glass marks made as a guide. Make sure that you have the glass holder the correct way around on the glass so it will mount correctly.

Use a plastic dead blow hammer to push the glass holder onto the glass. Do this evenly on each side of the mount bracket. The last couple of hits will have to be on the mount bracket edge so that it is completely seated.
Remount the glass holder with the glass back in the door.

Close the door, and raise the window up to where you would like it to stop. Be careful doing this. Once this position is found, open the door and mark the window track where the bottom of the plastic guide is.
Lower the window so that the top of the glass is just below the top of the door.

Mark the window track where the top of the plastic guide is.
Unbolt and remove the window track. The easiest way to do this is by removing the track with the lower bracket on it. Remove the top window track bracket and bolts then slide the assembly as far to the back of the door as possible then bring the track up at the angle shown above.

Align the track bracket with the mark made for the up stop position.
Place one of the 10-32 locknuts on top of the plastic guide on the window track then use a $\frac{5}{32}$" drill bit (the same size as the nylon locknut opening) and using the lock nut as a locator, drill through one side of the window track.

Remove the locknut and open the hole up to $\frac{13}{64}$".
Move the track bracket down and attach the 10-32 x $\frac{5}{8}$" stop bolt using a $\frac{1}{8}$" Hex key and $\frac{3}{8}$" wrench.

Align the track bracket with the lower stop mark made previously.
As done with the top stop hole, place one of the 10-32 locknuts under the bottom of the plastic guide on the window track and use a $\frac{5}{32}$" drill bit to drill through one side of the window track.

Remove the locknut and open the hole up to $\frac{13}{64}$".
Move the track bracket up and attach the 10-32 x 5/8” stop bolt using a 1/8” Hex key and 3/8” wrench.

Reinstall the window track in the door with the bolts slightly loose.
Slowly close the door checking the clearance of the glass at the front and back near the top then raise the window up and have a friend push the glass against the weatherstrip.

From inside the car look tighten the window track mounts so that the angle of the window is correct.
Lower the glass all the way.

Carefully push the felted rubber seals onto the top of the door. Check the window up and down with the door open and closed. The idea is to have the felted seals to just touch the window and not put a lot
of pressure on the glass to bog the motor down or push the glass in a different direction than what you want. If necessary, trim more off one side or the other to eliminate any excess pressure on the window.