

Specialty Power Windows

Model A

Things to do when installing window regulators. These things apply to **ALL** regulators, whether they are manual or power.

Before installing regulator:

1. Check to be sure glass moves up and down freely in felt run channels. Check front to rear movement. There should be very little movement front to rear.
If glass seems to be slightly snug try powdered graphite in felt channel. Do not use oil type lubricant in felts because it will collect dust and dirt.
If the glass will still not move up and down freely, check the run channels in door and be sure they are perpendicular to each other.
If run channel is right and graphite powder didn't do the trick, remove glass and take it to a local glass shop and have them run the edge of the glass over their belt sander a couple of times.
Don't over do it.
2. Before installing the regulator use a light to medium lubricant (not axle or wheel bearing grease) and lubricate **ALL** pivot points, roller or slide channels, (If channel is rusty remove first). Lubricate rollers, slides, counter balance spring and gear teeth.
3. On power regulators make sure motors are securely mounted.
4. Install regulator and make sure all bolts holding regulator and mounting are tight.
5. Check operation of regulator slowly the first time and look for any possible interference with the other parts of the door (door pull straps, etc.). This check should be done before installing trim panel.

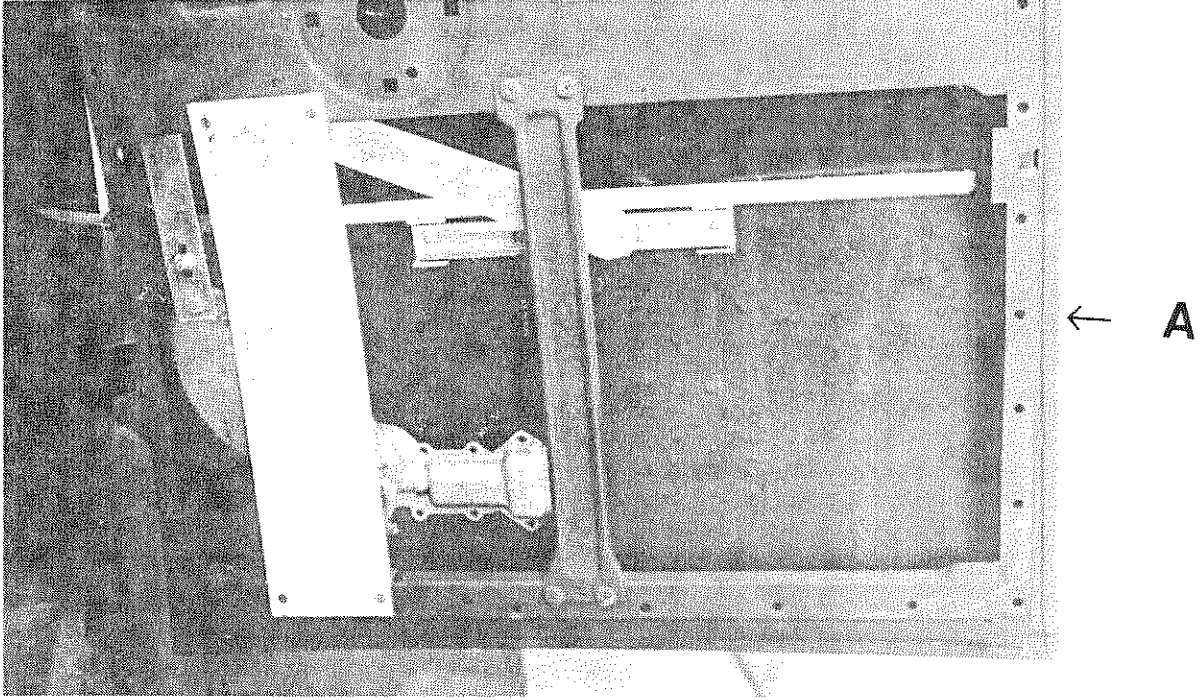


PHOTO 1

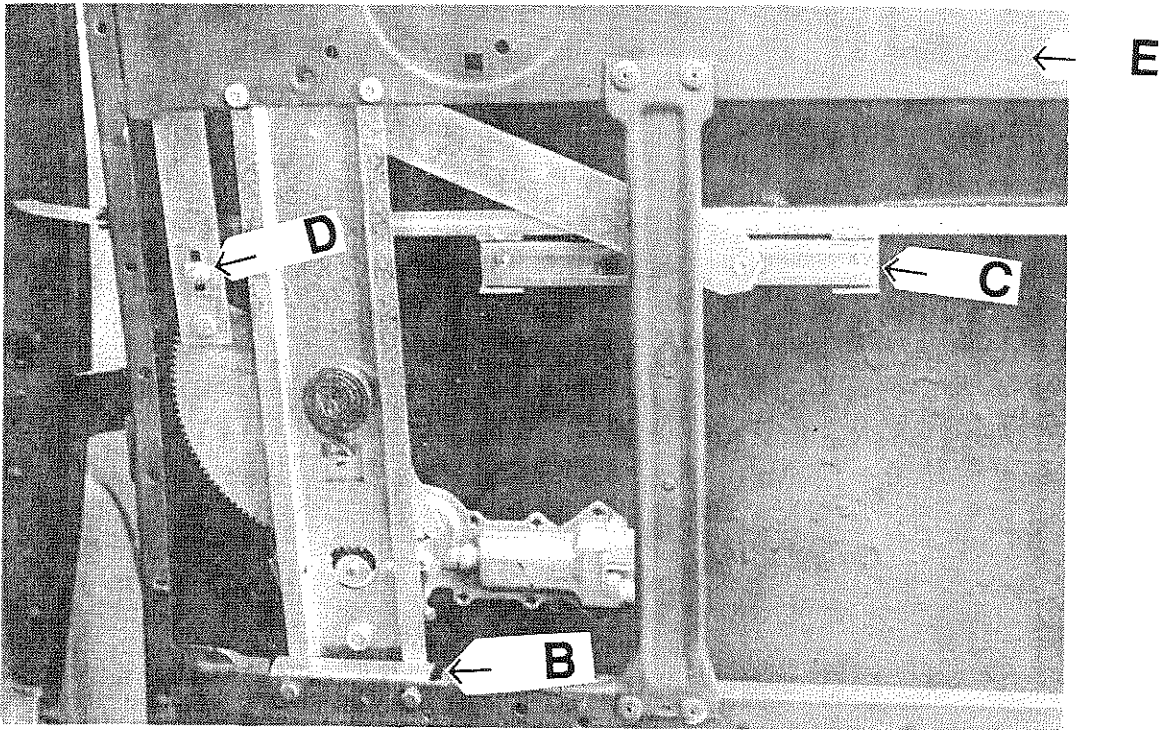


PHOTO 2

2631 MA INSTALLATION

1. Remove Trim Panel and Old Regulator and Lower Glass Channel.
2. Hold Template provided as shown in photo 1. Drill 1/4 holes at four places indicated on Template.
3. Trim away lip at area new power window will be mounted.
4. Late (30 - 31) doors will be curved in at point A photo 1. These years will need to use Spacer (provided in Kit) at lower mounting (photo 2 B).
5. Use 1/4-20X1/2 bolts at top mounting. Use 1/4-20X2 Bolts at lower mounting.
6. Glass channel provided are right length for 2 door sedans. On coupes and four door cars it will be necessary to remove equal amount of channel from each end, thereby keeping roller channel in center of glass, (photo 2C).
7. Use short bolt in slot on gear to lift arm Link (photo 2 D) to provide an up stop. Bolt head will need to be on glass side of Link.
8. Check upper door lip (photo 2 E) for possible interference. On some cars it may need to be trimmed off approximately 1/8 inch.
9. Install wire and switches as desired.