



# Specialty Power Windows®

## *INSTALL PART # 4754 IN 1947-54 CHEVY PICK-UPS WITHOUT VENT GLASS*

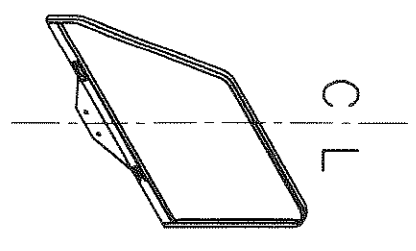
1. REMOVE GARNISH MOLDING, INNER DOOR HANDLE, WINDOW HANDLE, AND TRIM PAD.
2. REMOVE THE OLD WINDOW REGULATOR.
3. REMOVE DOOR GLASS. NOW IS A GOOD TIME TO INSTALL NEW WINDOW FELTS, DIVISION BAR FELT, AND DUST BELTS.
4. REMOVE THE LOWER GLASS STOP. WE USED A JAB SAW FROM NAPA PART # HSF-10.
5. INSTALL THE NEW ROLLER CHANNEL CENTERED ONTO THE ORIGINAL LOWER GLASS FRAME WHERE THE ORIGINAL ROLLER CHANNEL WAS REMOVED. USE THE NEW ROLLER CHANNEL AS TEMPLATE AND DRILL TWO 3/6" HOLES IN ORIGINAL LOWER GLASS FRAME. BE SURE TO KEEP THE NEW ROLLER CHANNEL CENTERED. USE 3/16" BOLTS AND BOLT THE NEW ROLLER CHANNEL TO EXISTING LOWER GLASS FRAME. INSTALL BOLTS AND CHANNEL AS SHOWN ON PAGE 3.
6. CUT A RELIEF HOLE FOR THE SWITCH IN DESIRED LOCATION OR WHERE THE CRANK STUD USED TO PROTRUDE THROUGH (LOCATION A) SEE PAGE 5. USE PLASTIC EDGE GUARD PROVIDED IN KIT ON SHARP EDGES AROUND THE SWITCH RELIEF. THIS MAY PREVENT A POSSIBLE ELECTRIC SHORT. ENLARGE THE ACCESS HOLE IN THE BOTTOM OF THE DOOR TO ALLOW EASIER INSTALLATION OF THE POWER WINDOW REGULATOR AT (LOCATION B) SEE PAGE 5.
7. DRILL A 5/16" HOLE AT (LOCATION C) SHOWN ON PAGE 5. THIS HOLE SHOULD BE 15" FROM REAR EDGE OF THE DOOR AND 7" DOWN FROM THE TOP EDGE OF THE DOOR. DRILL A 5/16" HOLE AT (LOCATION D) SHOWN ON PAGE 5. THIS HOLE SHOULD BE 15 1/2" FROM THE REAR EDGE OF THE DOOR AND 18 3/4" DOWN FROM THE TOP EDGE OF THE DOOR. THE REGULATOR WILL BE BOLTED IN THE DOOR USING 1/4-20 BOLTS IN THESE HOLES.
8. INSTALL GLASS IN THE DOOR AND ATTACH THE LIFT BAR ASSEMBLY TO THE NEW WINDOW CHANNEL ROLLER. SEE PAGE 3.
9. USE 1/4-20 BOLTS AND ATTACH THE LOWER REGULATOR SPACER BRACKET AS SHOWN ON PAGE 4.

4754 chevy pu  
w/o vent

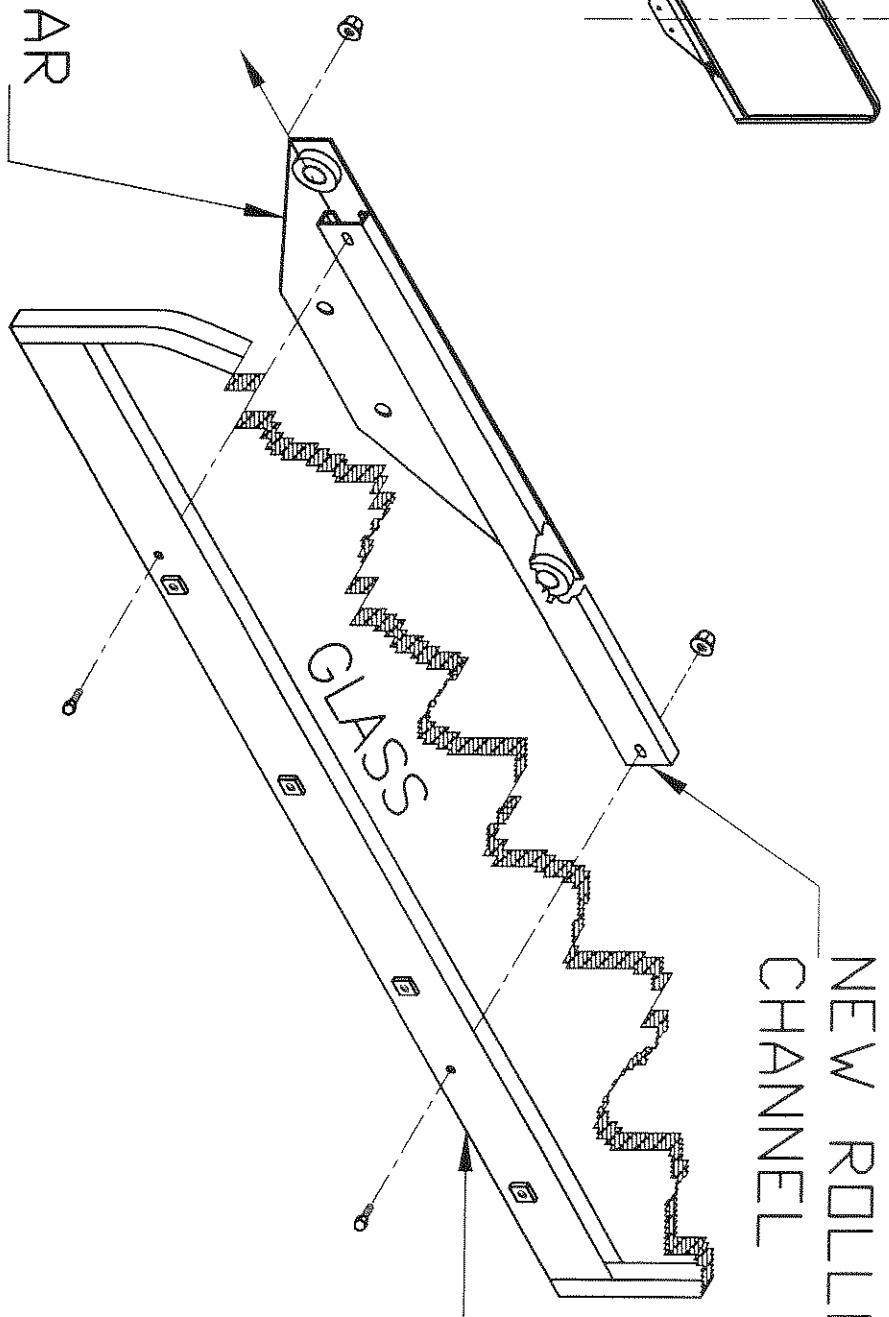
10. INSTALL THE REGULATOR IN DOOR THROUGH THE ACCESS CUT INTO THE LOWER PART OF DOOR (LOCATION B) SEE PAGE 5. ATTACH THE LIFTBAR ASSEMBLY TO THE REGULATOR BY POSITIONING 3/8" HOLES IN THE LIFTBAR ASSEMBLY OVER THE 1/4-20 STUDS ON THE SLIDER PART OF THE REGULATOR.
11. USE THE MOTOR TEST LEAD PROVIDED IN THE SWITCH KIT TO TEST OPERATION OF EACH REGULATOR. SOME MINOR ADJUSTMENT UP AND DOWN CAN BE DONE BY LOOSENING THE BOLTS AT (LOCATION C & D) SEE PAGE 5. SOME TILT ADJUSTMENT CAN BE DONE BY LOOSENING THE 7/16" NUTS THAT HOLD THE LIFTBAR ASSEMBLY TO THE SLIDER PART OF THE REGULATOR.
12. TO INSTALL THE FLEXIBLE WIRE CONDUIT (FWC), OPEN THE DOOR AND MEASURE UP 3-7/8" FROM THE TOP OF THE LOWER HINGE STRAP ON THE HINGE/COWL PILLAR AND MEASURE OUT 7/8 OF AN INCH FROM THE INSIDE EDGE OF THE HINGE/COWL PILLAR. (SEE PICTURE) PAGE 4.
13. DRILL A SMALL HOLE AT THE MARK IN THE HINGE/COWL PILLAR. SCREW A SMALL SHEET METAL SCREW WITH THE HEAD CUT OFF INTO THIS HOLE, BUT LEAVE ABOUT 1/2" STICKING OUT. NOW SLOWLY CLOSE THE DOOR UNTIL THIS SCREW MARKS A SPOT ON THE DOOR. DRILL A PILOT HOLE AT THIS MARK. THE TWO PILOT HOLES SHOULD BE IN LINE WHEN THE DOOR IS CLOSED.
14. USE A HOLE SAW AND DRILL A 3/4" HOLE IN THE HINGE/COWL PILLAR AT THE PILOT HOLE. INSTALL THE SMALL RUBBER GROMMET PART OF THE FLEXIBLE WIRE CONDUIT KIT INTO THE HINGE/COWL PILLAR.
15. USE A HOLE SAW AND DRILL A 15/16" HOLE IN THE FRONT EDGE OF THE DOOR AT THE PILOT HOLE. INSTALL THE NYLON BUSHING PART OF THE FLEXIBLE WIRE CONDUIT KIT IN THIS HOLE. USE THE LARGE RUBBER GROMMET TO HOLD THE NYLON BUSHING IN PLACE. (WET THE RUBBER GROMMETS WITH WINDEX FOR EASIER INSTALLATION DO NOT USE OIL)
16. PUT LIGHT LUBE ON THE END OF THE POLISHED STAINLESS CONDUIT. PUSH WHILE TWISTING TO INSTALL THIS PART INTO THE RUBBER GROMMET ON THE HINGE/COWL PILLAR. INSTALL THE CONDUIT SO ABOUT 1/2" STICKS THROUGH THE RUBBER GROMMET. THE OTHER END OF THE POLISHED STAINLESS CONDUIT SLIDES IN AND OUT OF NYLON BUSHING IN THE DOOR SEE PICTURE 4.
17. INSTALL THE SWITCHES IN DESIRED LOCATION AND CONNECT WIRING AS PER THE WIRE DIAGRAM.

LIFTBAR ASSEMBLY FOR 1947-54

CHEVY P/U NO VENT GLASS

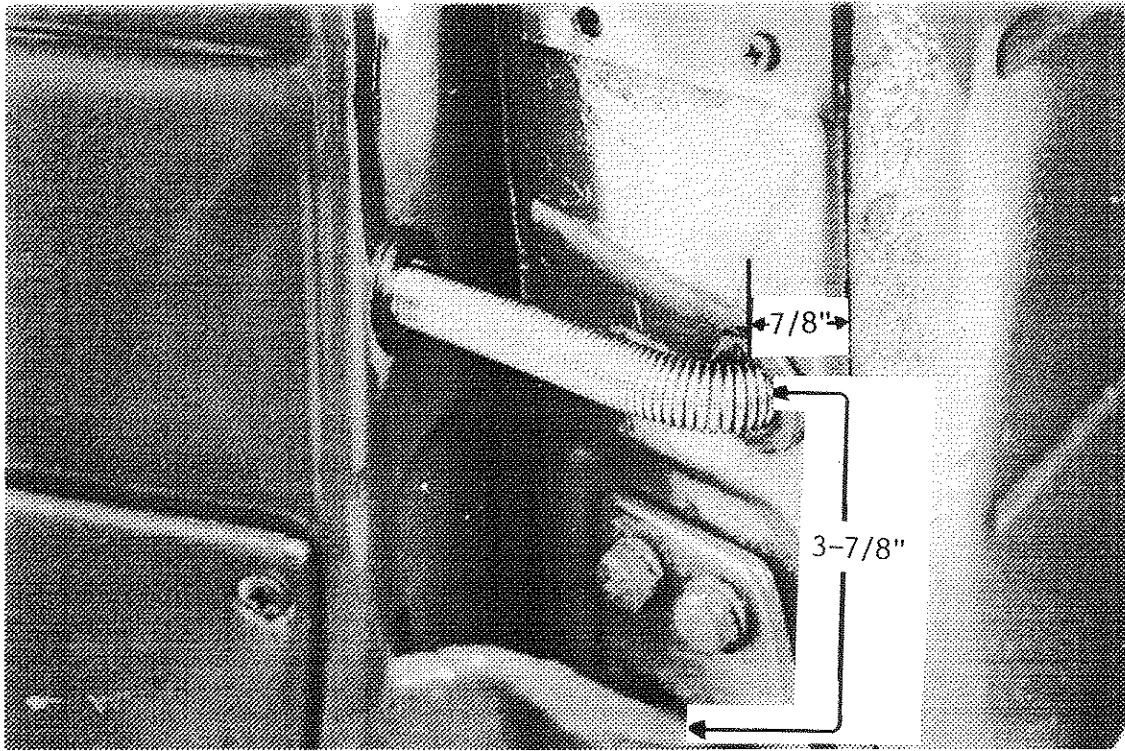


LIFT BAR  
ASSEMBLY

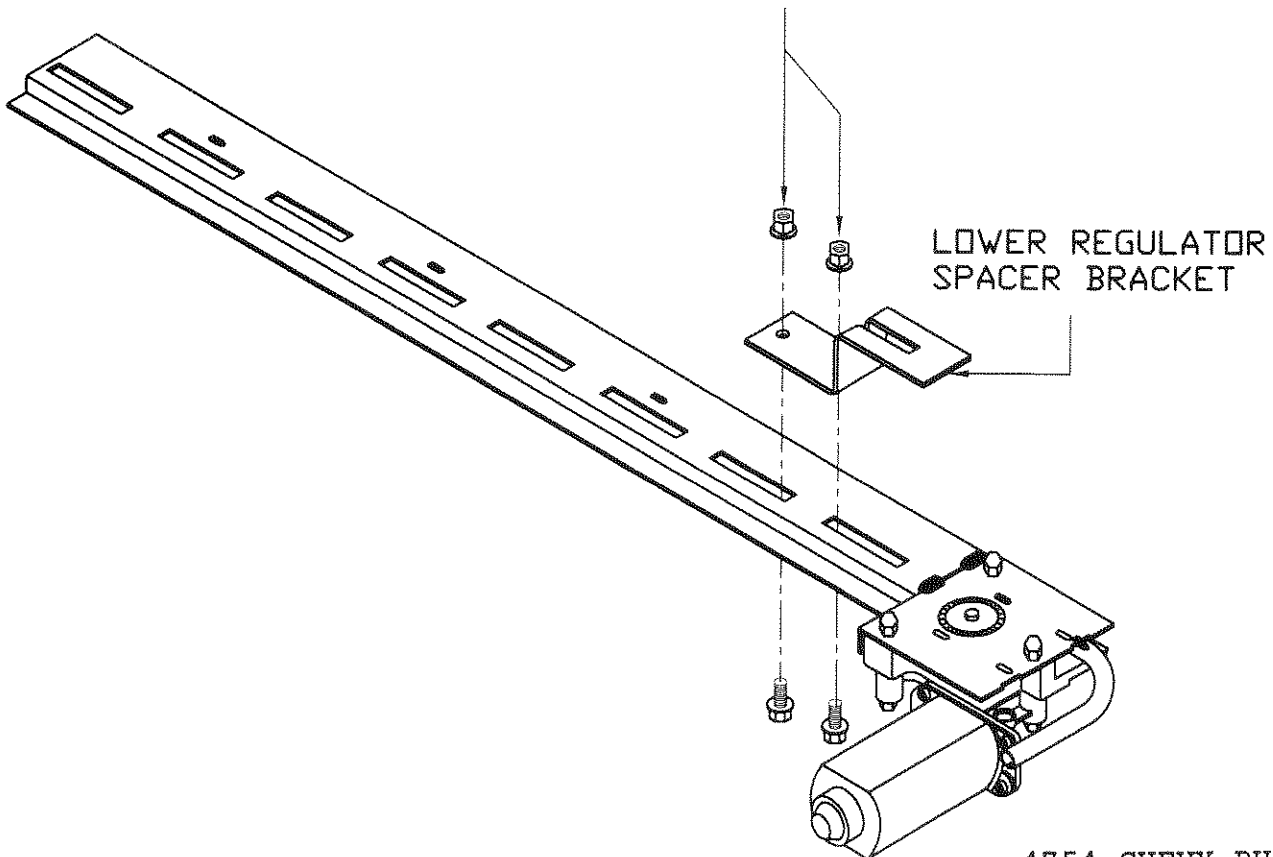


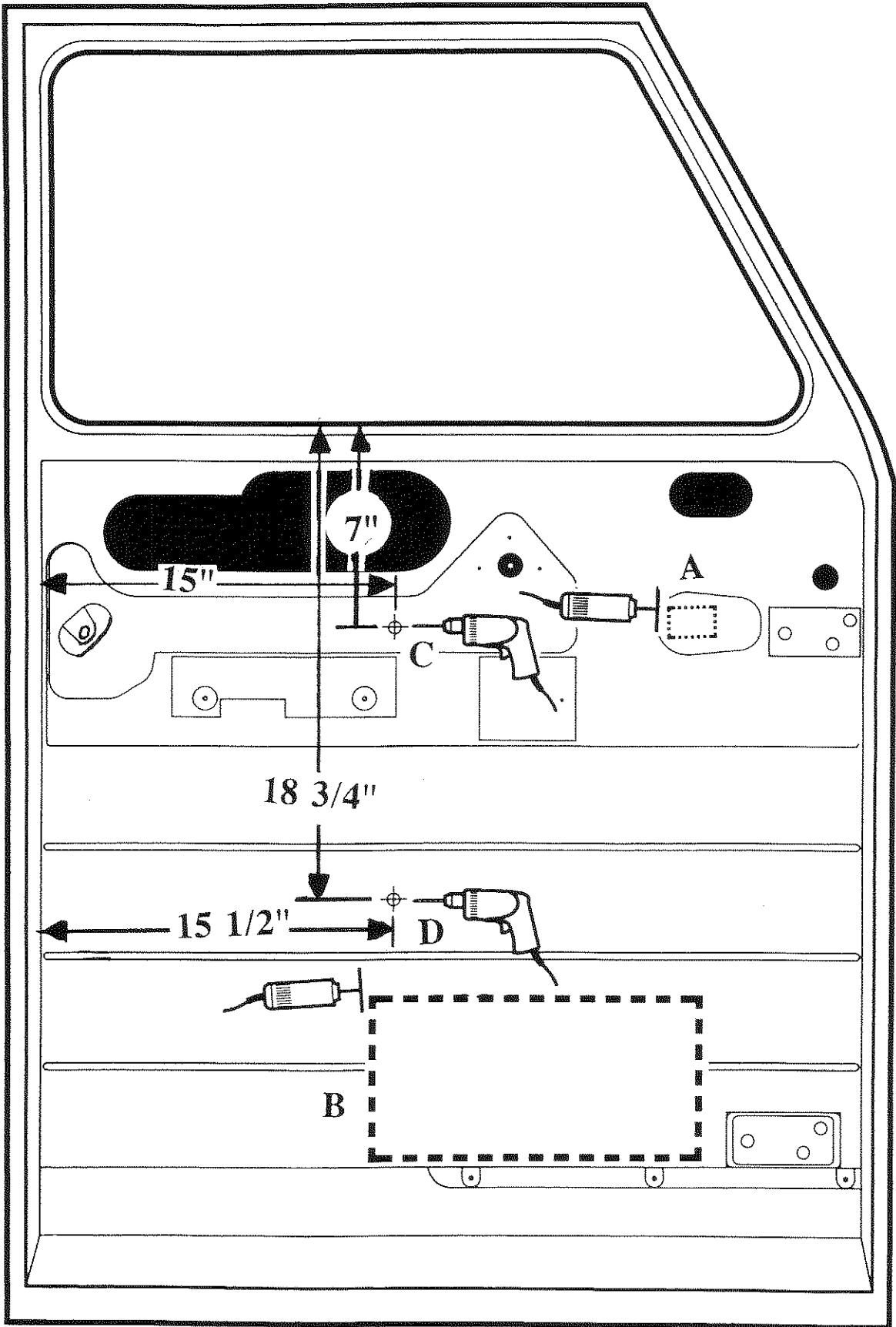
NEW ROLLER  
CHANNEL

ORIGINAL  
LOWER  
GLASS  
FRAME



1/4-20 BOLTS & NUTS  
MUST BE INSTALLED AS  
SHOWN TO PREVENT  
INTERFERENCE







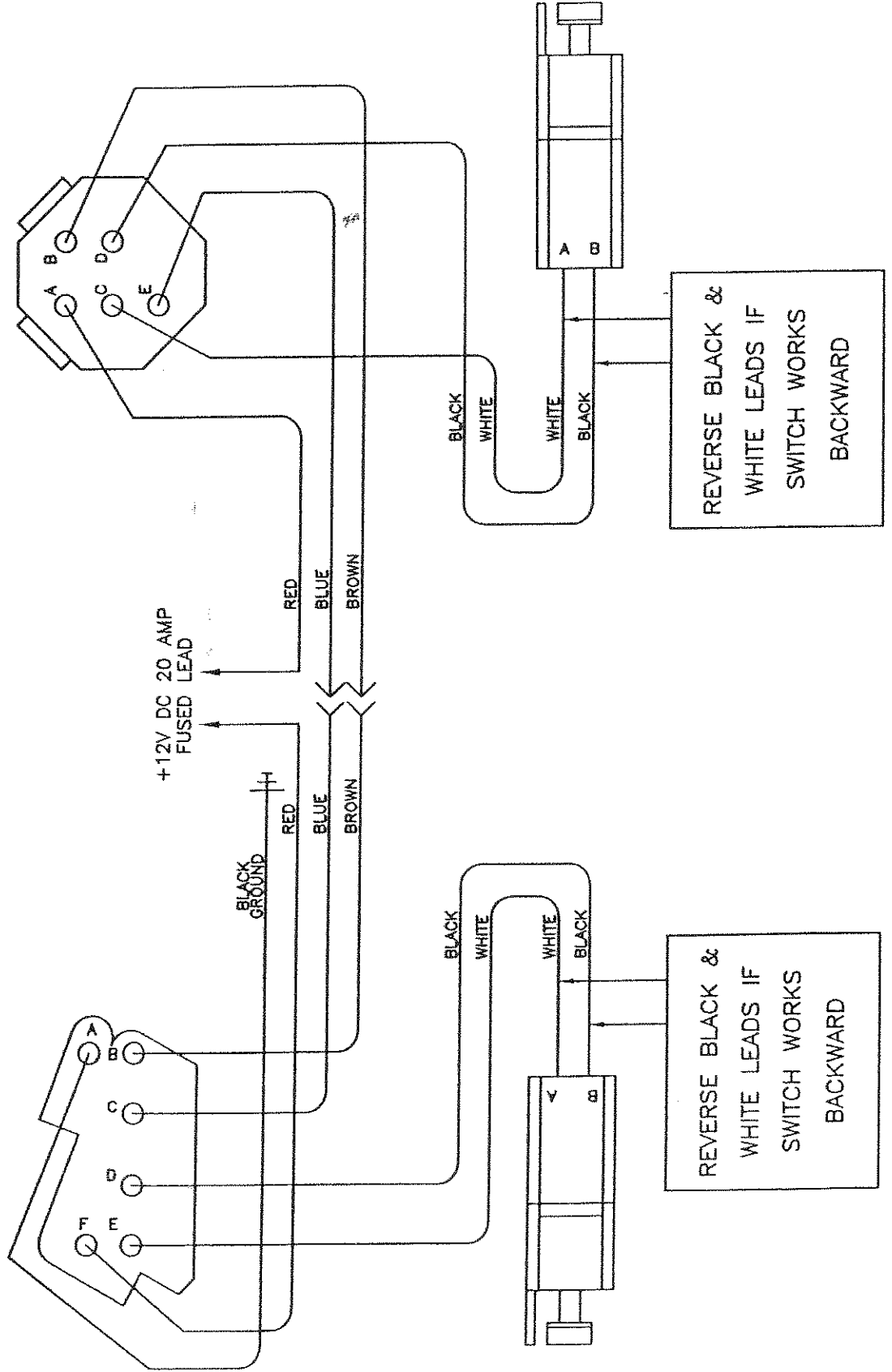
# SPECIALTY POWER WINDOWS®

## WIRING FOR TWO WINDOWS

LEFT FRONT

WINDOW LIFT MOTORS

RIGHT FRONT



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.