

Specialty Power Windows®

INSTALL PART # 6772 IN 1967-72 CHEVY PICK-UPS

1. REMOVE INNER DOOR HANDLE, WINDOW HANDLE, AND TRIM PAD.
2. REMOVE OLD WINDOW REGULATOR. THIS IS EASIEST TO DO BY REMOVING VENT GLASS ASSEMBLY.
3. REMOVE DOOR GLASS. NOW IS A GOOD TIME TO INSTALL NEW WINDOW FELTS, DIVISION BAR FELT, AND DUST BELTS.
4. REMOVE LOWER GLASS STOP FROM INSIDE OF DOOR. DRILL OUT TWO SPOT WELDS FROM UPPER END AND CUT THE OTHER END AS CLOSE TO BOTTOM OF DOOR AS POSSIBLE. WE USED A JAB SAW FROM NAPA PART # HSF-10. PICTURE #1.
5. INSTALL ADAPTER ONTO EXISTING LOWER CHANNEL. POSITION AS SHOWN IN PICTURE # 2. ADAPTER IS POSITIONED SO LONG LEG IS ON OUTBOARD (FLAT) SIDE OF ORIGINAL LOWER GLASS CHANNEL. DRILL TWO 3/16" HOLES IN NEW ADAPTER INTO OLD CHANNEL. NUT WILL BE IN CHANNEL WHERE THE ROLLER USED TO BE.
6. USE 1/4-20 BOLTS AND ATTACH LOWER REGULATOR SPACER BRACKET AS SHOWN IN PICTURE # 3.
7. CUT A RELIEF HOLE FOR THE SWITCH WHERE CRANK STUD USED TO PROTRUDE THRU. LOCATION A. PUT PLASTIC EDGE GUARD AROUND THIS HOLE. SEE PICTURE # 4.
CUT A 5 X 5 HOLE TO HELP YOU TO GET BOTH HANDS IN THE DOOR. LOCATION B.
8. DRILL A 5/16" HOLE AT LOCATION C SHOWN IN PICTURE # 4. THIS HOLE SHOULD BE 14" FROM REAR EDGE OF THE DOOR AND 6" DOWN FROM TOP EDGE OF THE DOOR.
DRILL A 5/16" HOLE AT LOCATION D SHOWN IN PICTURE # 4. THIS HOLE SHOULD BE 17" FROM THE REAR EDGE OF THE DOOR AND 17 3/4" DOWN FROM THE TOP EDGE OF THE DOOR.
NOTE: THE TRIM PAD RETAINING SCREW WILL NEED TO BE REMOVED NEAR THE UPPER MOUNTING HOLE.
9. HOLD REGULATOR AS SHOWN IN PICTURE # 5 AND INSTALL IN DOOR. ONCE INSIDE THE DOOR, ROTATE REGULATOR INTO UPRIGHT POSITION, ALIGN WITH MOUNTING HOLES AND BOLT IN.

10. ASSEMBLE LIFT BAR ASSEMBLIES AS SHOWN IN PICTURE # 6.
11. INSTALL RIGHT LIFT BAR IN RIGHT DOOR AS SHOWN IN PICTURE # 7. INSTALL LEFT LIFT BAR IN LEFT DOOR IN THE SAME MANNER.
12. HOLD THE NYLON BUSHING FOR THE FWC (FLEXIBLE WIRE CONDUIT) AS SHOWN IN PICTURE # 8. SCRIBE A CIRCLE AROUND THE FLANGE OF THE BUSHING. NOW DRILL A SMALL HOLE IN THE CENTER OF THIS CIRCLE. SCREW A SMALL SHEET METAL SCREW INTO THIS HOLE, BUT LEAVE ABOUT 1" STICKING OUT. NOW SLOWLY CLOSE THE DOOR UNTIL THIS SCREW MARKS A SPOT ON THE HINGE PILLAR. DRILL A PILOT HOLE AT THIS MARK. THE TWO PILOTS HOLES SHOULD BE IN LINE WHEN THE DOOR IS CLOSED.
13. NOW USE A HOLE SAW AND DRILL A 3/4" HOLE IN THE HINGE PILLAR AT THE PILOT HOLE.
14. NOW USE A HOLE SAW AND DRILL A 7/8" HOLE IN THE FRONT EDGE OF DOOR AT THE PILOT HOLE. TAKE A ROUND FILE OR A MOUNTED STONE AND ENLARGE HOLE SO THAT THE NYLON BUSHING WILL GO ABOUT HALF WAY IN. DO NOT INSTALL BUSHING YET.
15. THE FRONT OF THE DOOR IS DOUBLE PANELED WHERE YOU HAVE TO INSTALL THE NYLON BUSHING. YOU MUST MAKE SURE THAT THE FWC WILL CLEAR AND NOT HANG UP. WE FOUND THAT REMOVING THE DOOR AND WORKING THROUGH THE 7/8" HOLE WE WERE ABLE TO ENLARGE THE HOLE IN THE SECOND PANEL FOR CLEARANCE.
16. INSTALL THE RUBBER GROMMET PART OF THE FWC IN HINGE PILLAR. INSTALL NYLON BUSHING IN FRONT EDGE OF DOOR. THE BUSHING SHOULD FIT TIGHT ENOUGH TO HAVE TO BE TAPPED IN.
17. PUT LIGHT LUBE ON THE END OF POLISHED CONDUIT. PUSH WHILE TWISTING TO INSTALL THIS PART INTO RUBBER GROMMET ON THE HINGE PILLAR. INSTALL CONDUIT SO ABOUT 1/2" STICKS THROUGH RUBBER GROMMET. THE OTHER END OF POLISHED CONDUIT SLIDES IN AND OUT OF NYLON BUSHING IN FRONT EDGE OF DOOR. COMPLETED INSTALLATION IS SHOWN IN PICTURE # 9.
18. INSTALL SWITCHES IN DESIRED LOCATION AND CONNECT WIRING AS PER WIRE DIAGRAM.
19. PICTURE # 10 SHOWS THE COMPLETED INSTALLATION USING CHROME TRIM PAD SWITCHES.

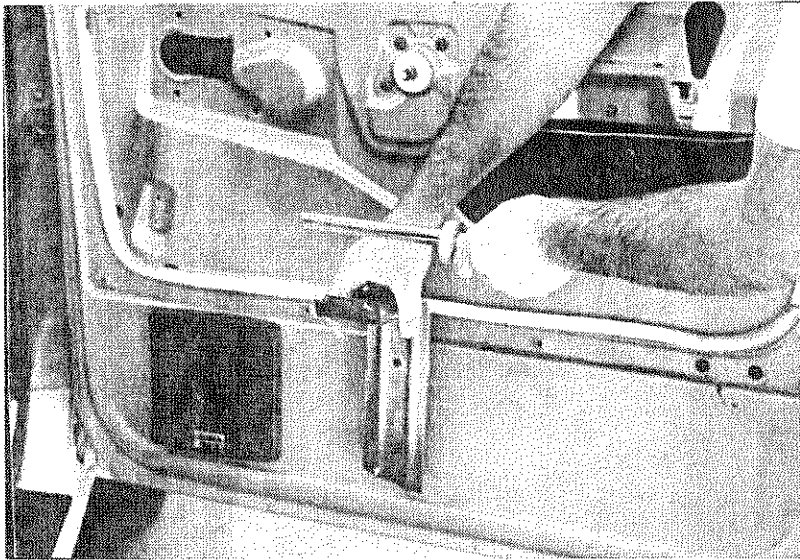


FIG. #1

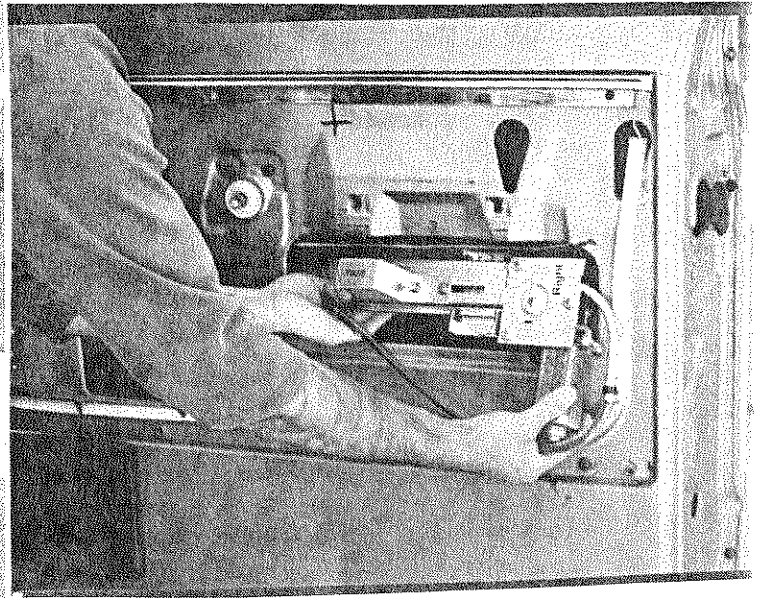


FIG. #5

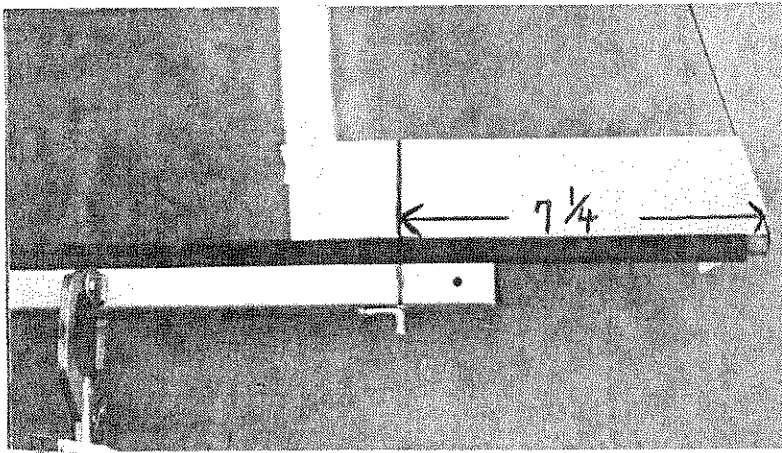


FIG. #2

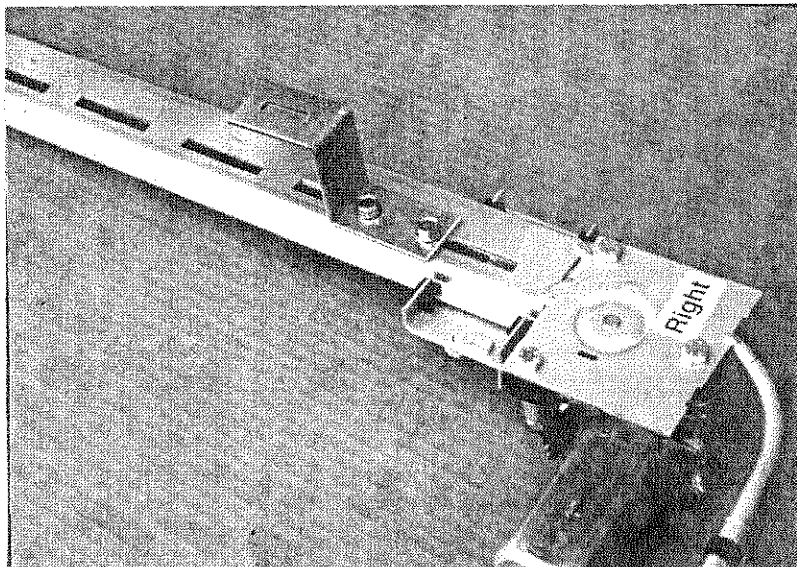


FIG #3

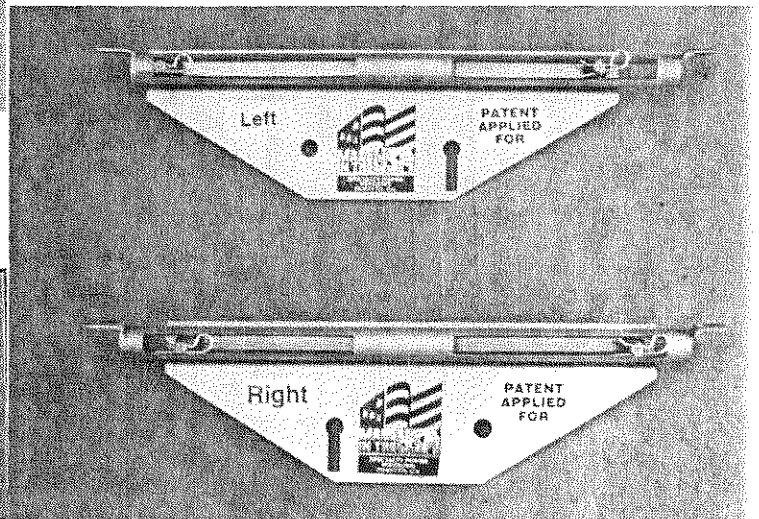


FIG. #6

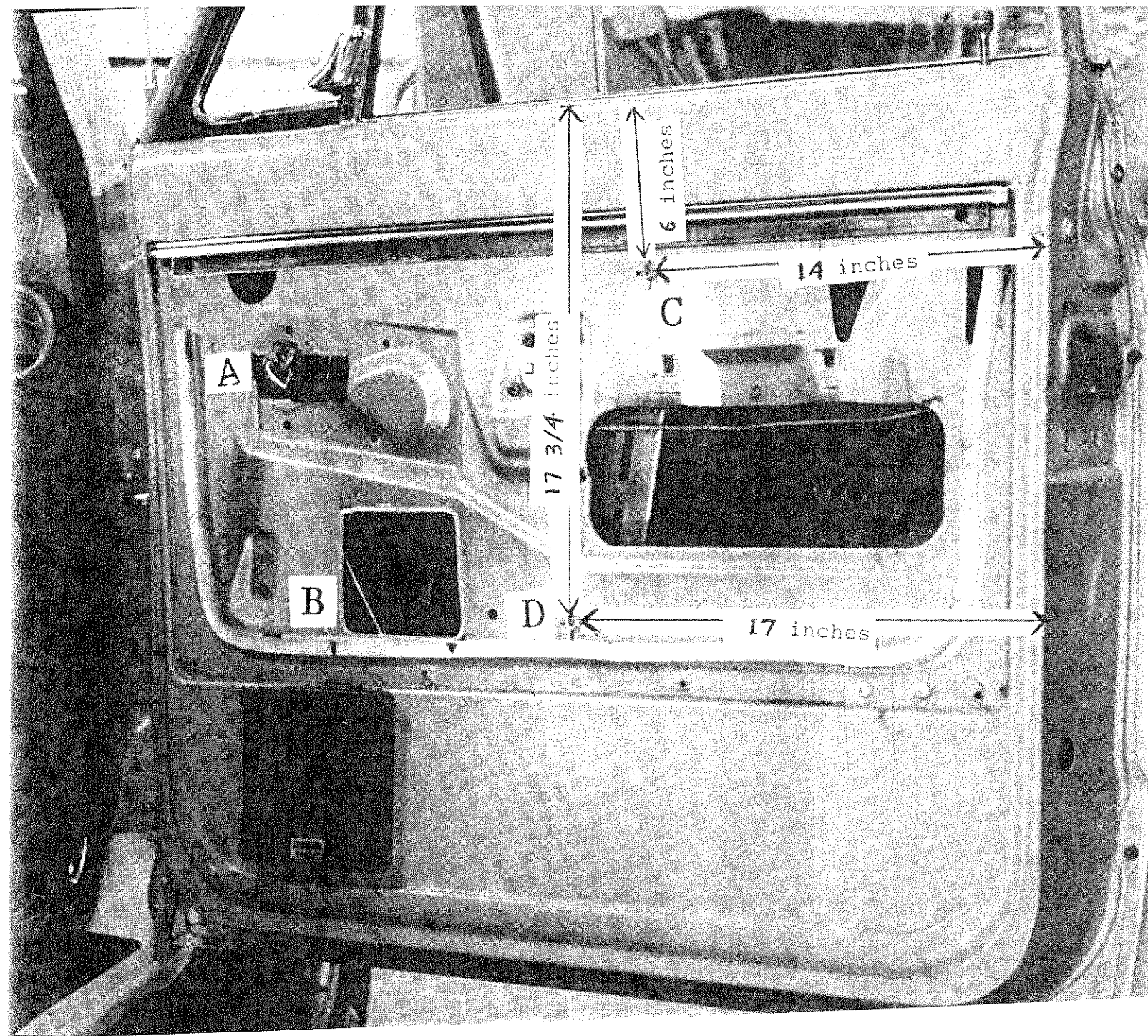


FIG. #4

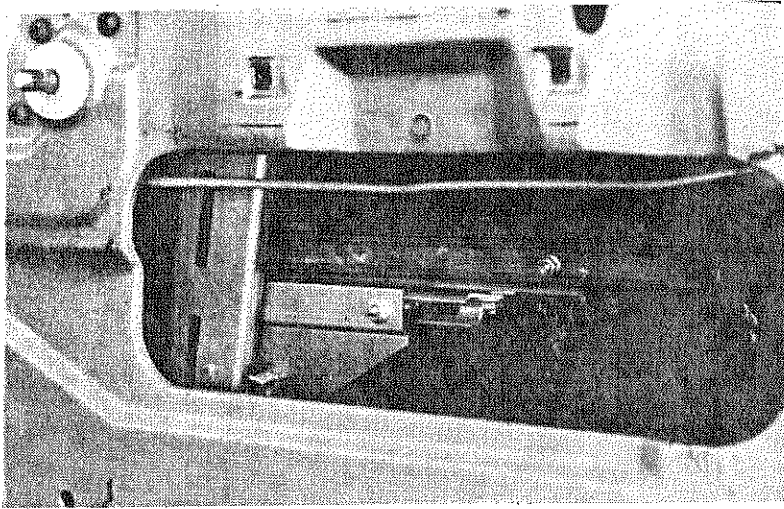


FIG. #7

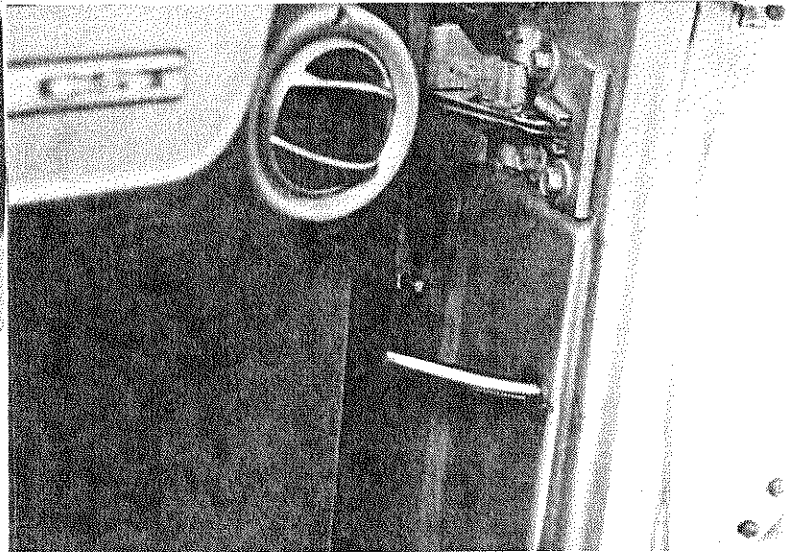


FIG. #9

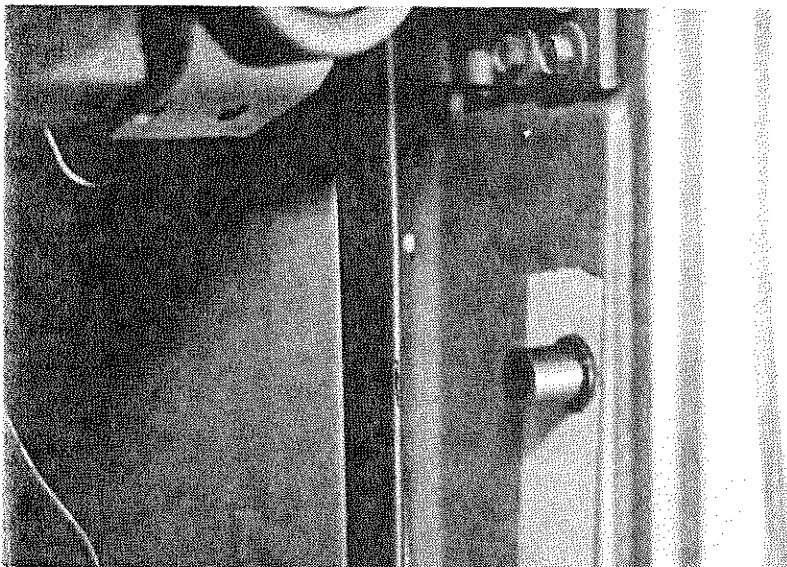


FIG. #8

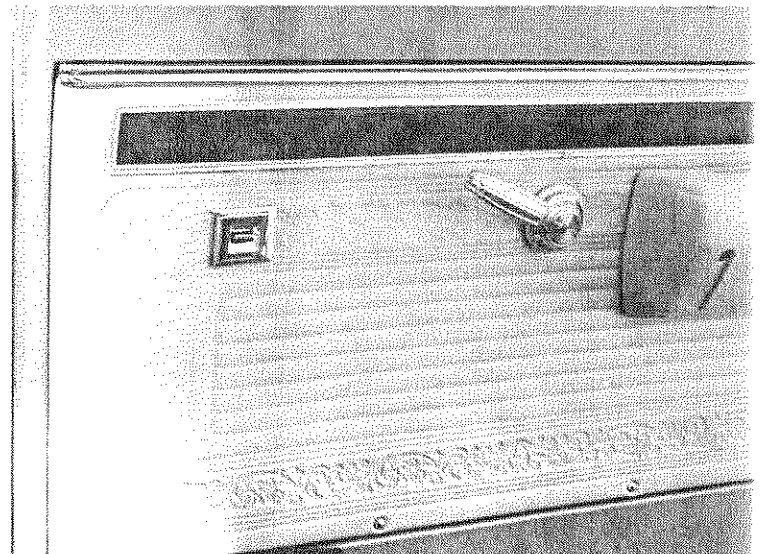
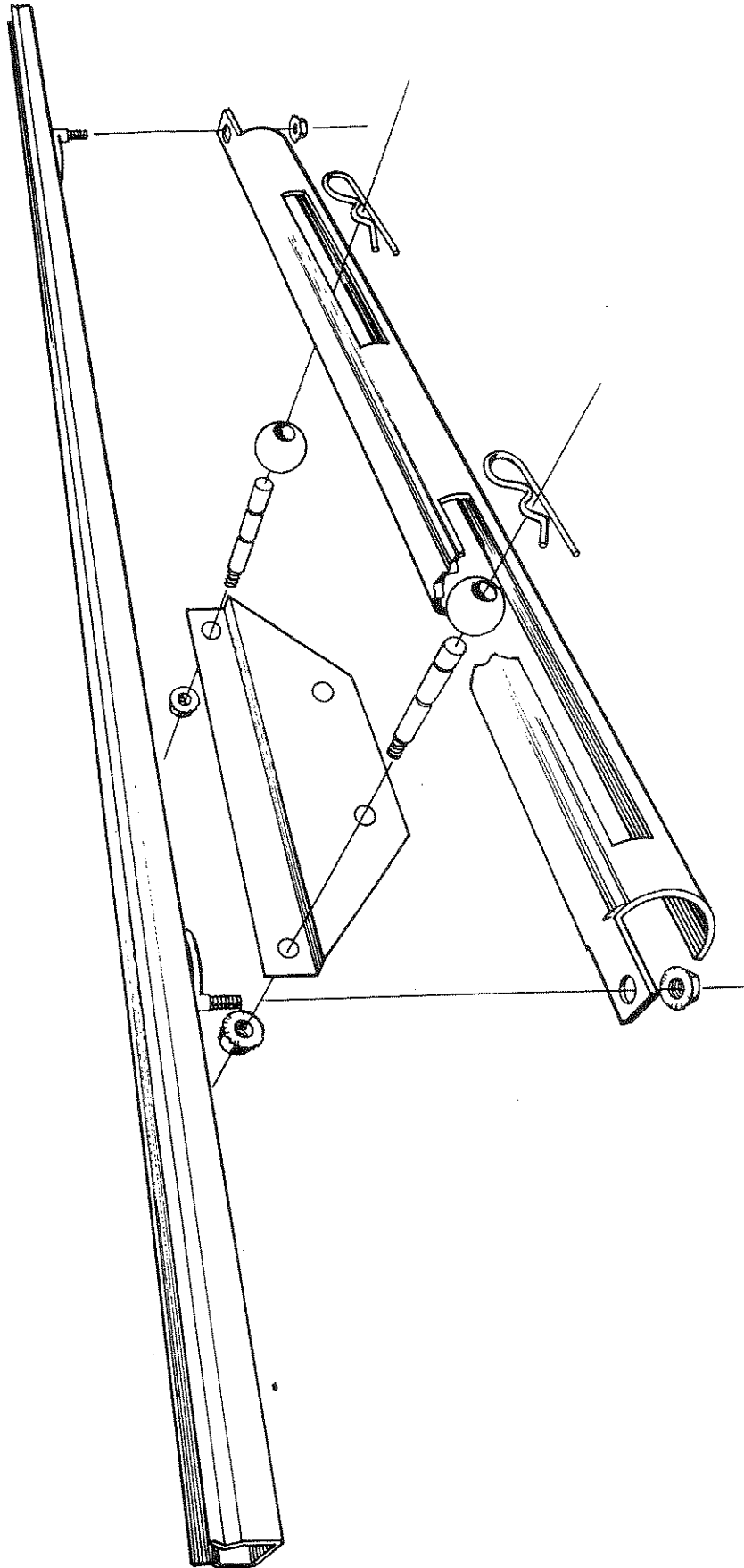


FIG. #10





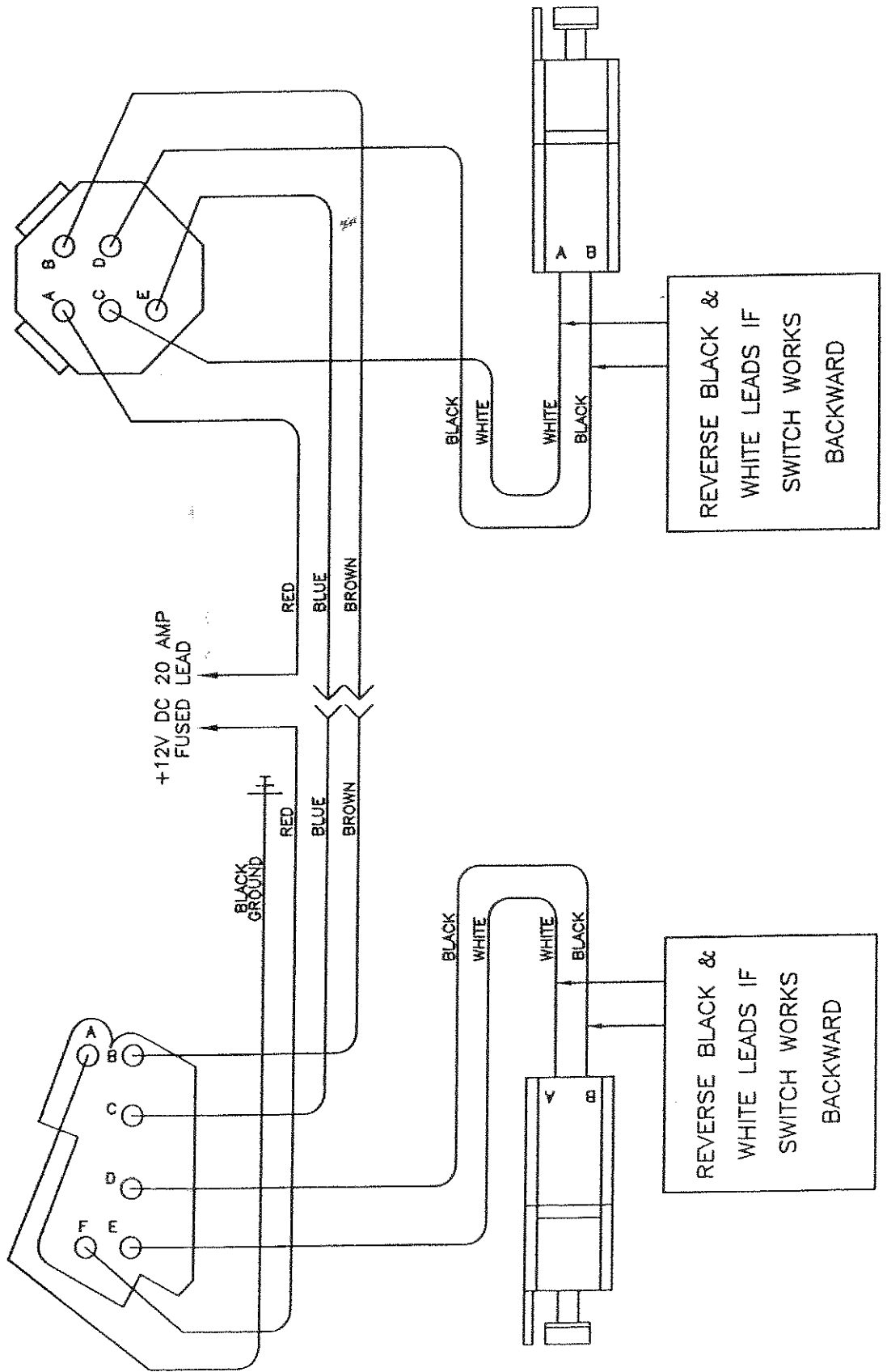
SPECIALTY POWER WINDOWS®

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.