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INSTALLATION INSTRUCTIONS

1955-1959 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
- Remove the kick panel access plates on both sides of the truck.

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

GM did not make a power window option for the 55-59 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

You will need to remove the door latch assembly.

- Remove the 3 bolts holding the door handle mechanism and carefully let the arm swing down or have a friend hold it while you complete the next step.



- Remove the 3 bolts holding the latch mechanism to the door and remove the door latch assembly from the 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 if not impossible.*



- You may also want to take a moment to tape the area where the fuzzy was to protect your paint when you remove the door glass.

- Remove the 2 screws at the bottom of the vent post assembly that holds the post to the door. These are located directly below the door handle in the middle of the door as identified with YELLOW arrows in this picture.

- There are 4 screws holding the vent window assembly to the door frame. Remove these 4 screws identified with the GREEN arrows in this picture.

- When you remove the final screw be sure you have a hold of the vent glass, so it does not move around and damage the door, vent assembly or paint.



- Now that the vent post assembly is free lift it up, pulling it inward toward the truck as you go.
 - When 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 up until you can access the roller channel attached to the bottom of the door glass with 2 screws that are identified with GREEN arrows in this picture.
- Have a friend hold the glass steady for you and remove the 2 screws and lift the glass up and inward until you can pull it out of the door.
 - The nuts that these screws go into are tack welded to the glass frame. These nuts will just barely fit through the hole on the top of the door, so be careful at this point.
 - If you did not remove your fuzzies this is where it could be impossible to move forward.
- Slide the channel that was attached to the bottom of the door glass off the regulator rollers and remove it from the door.
 - You will reuse this channel when you install your power window kit.
- Roll the regulator back down so the main arm is pointed nearly straight toward the hole in the door to make it easy to remove in the next step.
- Remove 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 tack welded to the door near the rear of the hole in the picture above. To remove the regulator roller from this channel just move the regulator toward the front or rear of the door until it slides off the channel.
- Now you can remove the regulator from the door through the long hole pictured above.



WIRING INSTALL

GM never made a power window option for this truck. So there is no set way to run the wires. 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.

- Using a punch mark the exact center of the lower square located on the door jam.
- Drill a pilot hole to give you a good center for your hole for the grommet.
- Drill a 1 1/8" hole for the wire grommet.



- Locate the lower hinge hole in the door.
- Measure up 11-12" and draw a horizontal line.
- Locate the center of the stamped square and make a punch along that line.
- 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 and kick panel area. 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 using the kick panel access hole to snake the wire through into the door jam and into the door.
 - 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 of 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.
- Run the RED lead on the wire harness an area under the dash and install the supplied circuit breaker.
- Run that RED lead wire to one post on the circuit breaker.
- Run the supplied RED power wire from the other post on the circuit breaker 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 door glass. The other roller will point toward the inside of the truck. This roller is the roller that will go into the channel that is tack welded to the door.

- Be sure to grease up the channel well using a grease like lithium 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 as you place it into the door 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 roller channel that you removed from the bottom of the glass in the disassembly with heavy grease.
- Slide the roller channel over the rollers on the regulator.
 - You may need to move the regulator up or down to get it to the right position to get the channel on the rollers and the door glass back in place.
- With the help of a friend place the glass back into the door.
- Bolt the lower glass channel to the glass frame.
- 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 jamb do so now.
- Reinstall the latch mechanism and door handle mechanism.

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 directly on center 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 the switch in and press it into the retainer until it clicks.
 - *Make sure you have it correct so up is up and down is down before clicking it into place.*

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.

