Power Window Installation, 1955-1957

by Randy Irwin

It's a lot easier to push a power window button than crank that old window crank, and if the regulators are worn, it makes matters worse. CCI sells a power window kit for your specific application. These kits come with new power window regulators, all wiring, switches, and hardware. This kit comes with a simple spring type conduit, to pass the wires from the door to the cowl. This works okay, but with the front of the door closing up so tight to the cowl, over time, the wires can become pinched and even break. On factory power window cars, there was a steel conduit that attached to the front of the door, and rotated into a slot cut into the door jamb. This worked great, but the original conduit was very hard to find. We now carry an exact reproduction of the factory conduit, **#35-78.** This conduit also works great to run the wires for door speakers (see photos "A" & "B").

The doorjamb has an impression in it about 3" above the lower door hinge. This is where the conduit will pass through. There were (2) small dimples in the impression, showing original the assembly line where to punch the whole. Over the years, many times a body shop will fill in these dimples, so it can be hard to tell where to start. Luckily, our dimples are still there. If your car has had them smoothed over, here's a diagram showing where the factory had them (see photo #1 & Diagram #1). The door will need to be removed to do this procedure. First, drill a small pilot hole, then, using a 1½" hole saw, make (2) holes in the doorjamb (see photos #2a & 2b). Next, use a flat file, and make the (2) holes into (1) large oval (see photo #3). Unfortunately, someone has smoothed out the front of our door, so the dimples are gone. Luckily, we had a door in the junkyard that we could get measurements from. The measurements for a hardtop, and a sedan are the same (see photos

Time Frame: 6 hrs.

Tools Needed:

- Drill
- 1½" hole saw
- 1¼" hole saw
- ⅜" Drill
- Phillips screwdriver
- 7/16" wrench
- ⅜" wrench
- Wire crimpers/strippers

Parts We Talk About:

Part #	*Description*	*Member*
35-63	55-57 Nomad power window kit	$449.95 kt
35-64	55-57 2-Door hardtop power window kit	839.95 kt
35-65	55-57 Sedan power window (doors only) kit	449.95 kt
35-66	55-57 Sedan Delivery power window kit	444.95 kt
35-67	55-57 Convertible power window kit	874.95 kt
35-68	55-57 2-Door wagon power window kit	449.95 kt
35-71	55-57 2-Door sedan power window kit	839.95 kt
35-77	55-57 2-Door wire conduit (front doors only)	49.95 ea

Note: Powerwindow kits for 1958-1972 cars also available.

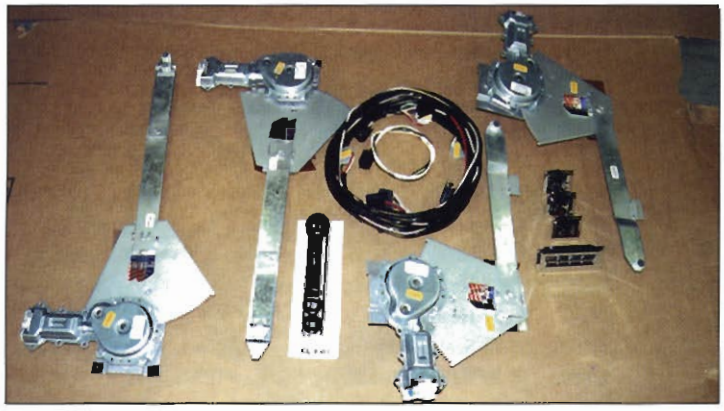

Photo "A"

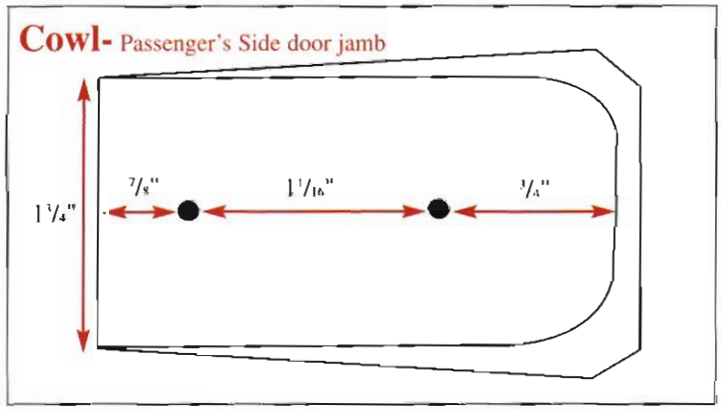

Diagram #1

Photo "B"

Photo #1

Photo #2a

Photo #2b

Photo #3

Photo #4a

Photo #4b

#4a & 4b, also Diagram #2). We covered the door with masking tape, then, using a "T" square and the diagram, we marked the door (see photo #5). Drill (2) 1/8" holes in the door, and attach the door conduit, **#35-78**, to the door with the open end of the conduit facing down (see photo #6). Next, trace out the mounting flange of the conduit, locate where the wires are going to pass through, and using a 1¼" hole saw, drill a hole (see photos #7a,7b, and 7c). Now, remount the door and adjust. With this set up, there is no way of having the wires getting pinched in the door jamb. Now, paint the conduit the same color as the door jamb, and it will blend right in (see photo #8). The doors new power regulators are fed through the large access hole in the rear of the door (see photo #9). The rear channel on the vent window assembly is held to the door with a nut at the bottom of the channel. This will need to be loosened to install the power motor and regulator. The new regulator bolts back in place where the stock one was bolted. The right front door uses the harness with the three red wires, one brown, and one blue. The power window switch will mount back where the hand crank was (see photo #10). Now, the wire can be fed through the new door conduit very clean (see photo #11). On the quarter windows, there are (2) 3/8" holes that will need to be drilled for the power regulator. The kit comes with a template showing where to drill the holes (see photos #12a & 12b). The power window switch will mount back where the hand crank was (see photo #13). A hole will need to be drilled to feed the wires through. The right hand quarter window uses the wiring harness with the green, violet, and red wire. The left hand quarter window uses the harness with the yellow, orange, and red wire (see photo #14). The driver's door will need to be trimmed for either the 2-button switch, for the cars

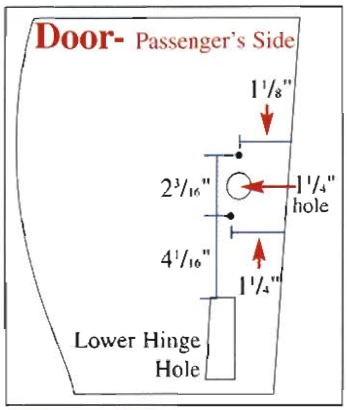

Diagram #2

Photo #5

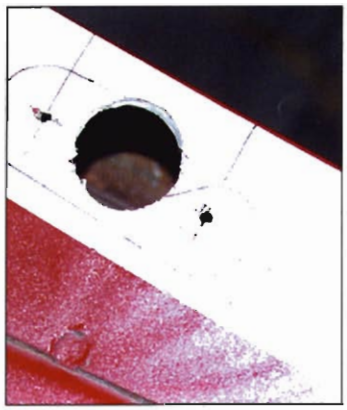

Photo #7b

Photo #7c

Photo #6

Photo #7a

Photo #8

with only 2-power windows, or for the 4-button switch, for the cars with 4 power windows. The kit comes with a template, showing where to trim (see photo #15). We used a hand held cut off wheel to make the hole. Now the 4-button switch will fit in the door with no problem. (see photos #16a &16b). The power lead from the drivers door will have all the colored wires that will correspond with the wires from he other windows (see photo #17). The harness from the right front door has three red wires, one for each power window (see photo #18). Once all the wires have been connected, there will be a black wire that needs to be grounded, and an extra red wire from the right hand door, that was not taped together with the other wires. This wire needs to be attached to a fused power source when the key is on. Now, raise the glass up and down, and check all alignments. Good Luck!


Photo #14

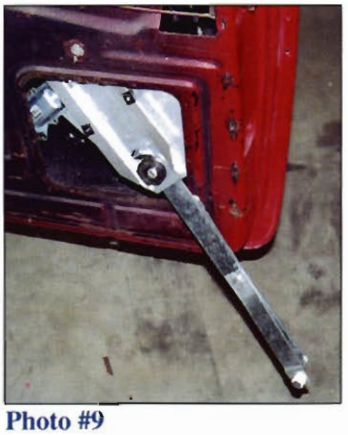
Photo #9


Photo #10

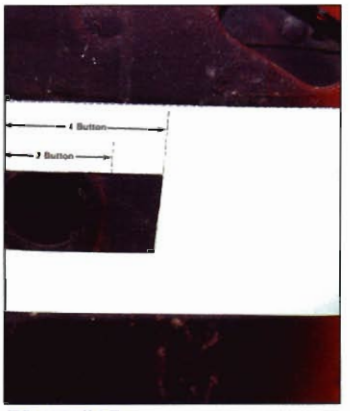

Photo #15


Photo #16a


Photo #11

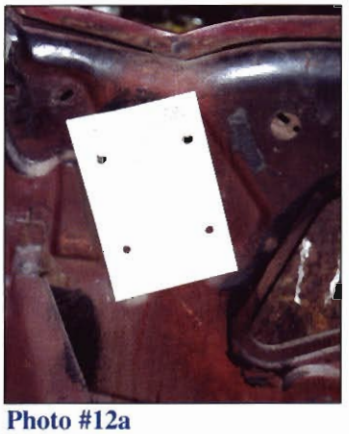
Photo #12a


Photo #16b

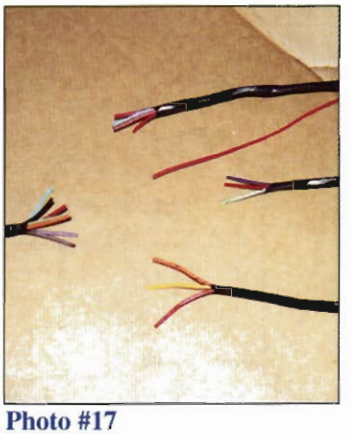
Photo #17


Photo #12b


Photo #13

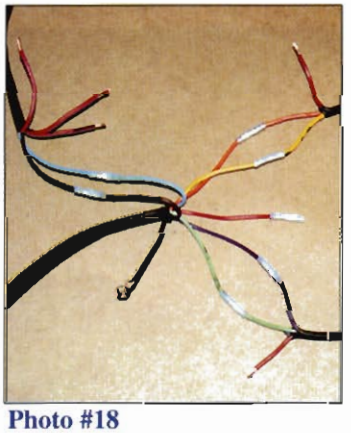
Photo #18

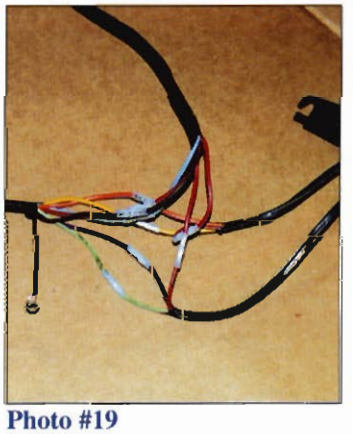
Photo #19