

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

YOU CAN DO IT EASY UPGRADES

1955-64 POWER WINDOW CONVERSION



Tools Needed:

Electric Drill
Door Handle Clip Removal Tool
1-1/2" Hole Saw
1-1/4" Hole Saw
Assorted Drill Bits
Phillips Screwdriver
Wire Crimper
Assorted Wrenches

Time Frame:

6 Hours

One of the great luxuries we miss when getting out of our new car and into our classics is power windows! On a cool evening or fall day, taking a ride with all the windows rolled down can be a real blast. Tired of cranking? Conversion to power windows is easy; if your car is in the building stage, or fully put together! Our power window kits come complete with regulators, motors, wiring, switches and instructions.

Parts Needed:

Replacement Kits

Include non-original switches and spring-type wiring conduits.

| | |
|-------|---------------------------------|
| 35-64 | 1955-57 2-Door Hardtop |
| 35-71 | 1955-57 2-Door Sedan |
| 35-63 | 1955-57 Nomad |
| 35-65 | 1955-57 2-Door Sedan Doors Only |
| 35-66 | 1955-57 Sedan Delivery |
| 35-67 | 1955-57 Convertible |
| 35-68 | 1955-57 2-Door Wagon |

Original Kits

Include original type switches and conduits.

| | |
|--------|-------------------------------|
| 35-165 | 1955-57 2-Door Hardtop |
| 35-166 | 1955-57 2-Door Sedan |
| 35-167 | 1955-57 Nomad |
| 35-168 | 1955-57 2-Door Wagon/Delivery |
| 35-169 | 1955-57 Convertible |
| 535001 | 1958 2-Door Hardtop |
| 535006 | 1958 Convertible |
| 535011 | 1959 2-Door Hardtop |
| 535019 | 1959 Convertible |
| 535036 | 1960 2-Door Hardtop |
| 535037 | 1960 Convertible |
| 535038 | 1961-64 2-Door Hardtop |
| 535039 | 1961-64 Convertible |

Conduits

| | | |
|-------|--|-----------|
| 35-78 | 1955-58 Power Window Wire Conduits (original type) | 52.24 pr. |
|-------|--|-----------|



Photo #1:

Remove the interior armrests, window handles and cranks, door and quarter upholstery panels.

The power window

kit comes with a spring and rubber grommet wiring conduit to protect the wiring as it runs from the doors to the body. On 1955-58 cars, you may use #35-78 original style conduits between the doors and the body. The doors should be removed from the car to install either type of conduit.



Photo #2a & 2b: The original cowl on 1955-58 cars has two small dimples that run horizontally just below the dome lamp switch area. If installing the original style conduits, pilot drill these holes with a 1/8" drill bit. Then drill the holes out to 1-1/2" using a hole saw. Using a flat file, connect the two holes so you have a nice oval opening in the cowl.





Photo #3a & 3b: The forward surface of each door on 1955-1958 cars have several dimples that run vertically on the door in the area that corresponds with the opening you just created in the cowl. The upper and lower dimples will align with the screw holes in the conduits, while a center hole is for the large 1-1/4" wiring hole. Drill the smaller holes with a 1/8" drill and the larger with a hole saw. Install the conduits with 1/8" Phillips sheetmetal screws.

Photo #4: Install the doors back on the car and adjust the position of the conduits as needed so they do not drag on the cowl openings.



Photo #5a & 5b:

Remove the door and quarter panel access panels and the original non-power window regulators. Support the lower glass tracks with a straight screwdriver or some heavy tape to prevent the glass from crashing down. For the



doors, install the new power regulators in through the access holes and guide the rollers into the glass and door tracks. Secure using the original holes and screws that attached the original regulators. Before installing the quarter regulators, drill two new holes using the template provided in the kit.



Photo #6a & 6b: Run the new wiring harness to all four window motors. Pass the front door wiring through the new conduits into the cowl area. Using the connectors provided, connect the corresponding color coded wires to each other to complete the wiring.

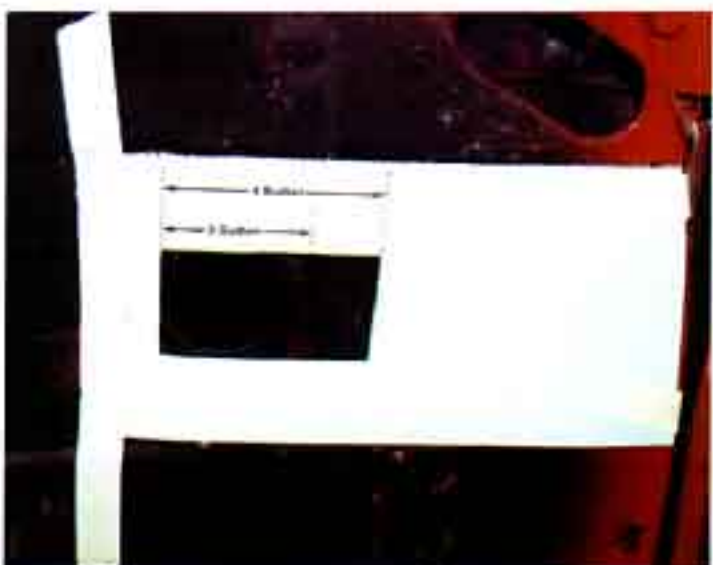


Photo #7a & 7b: For the rear quarters, the new power window switches will install in the existing holes in the quarter upholstery panels and holes in the inner quarter metal. If you are installing the power windows in a car and are not installing new side panel upholstery, you may mount the front door switches so they correspond with the old crank holes in the door panel upholstery. On the driver side, use the template provided to enlarge the hole in both the steel inner door and cardboard door panel to install the switch.

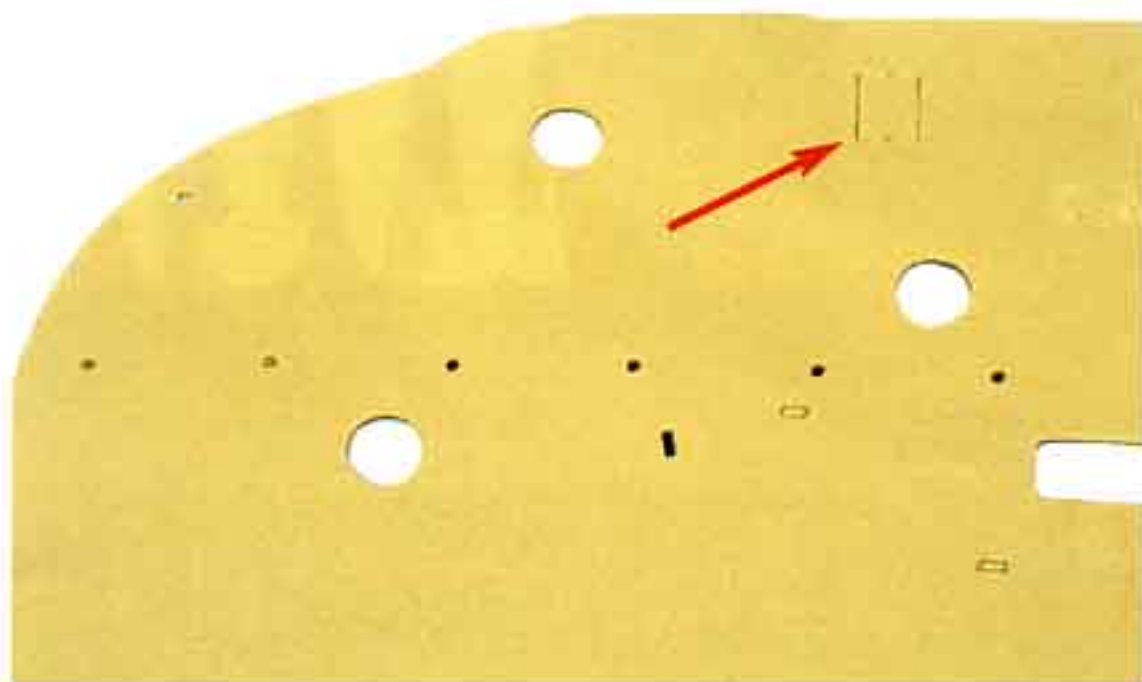


Photo #8: If you are installing new side panel upholstery and would like the door switches to be located in the original position near the top of the door, use the square punch-outs in the new door panels to locate the switches in the panels and the inner door. Cut the inner door sheetmetal to correspond with the holes in the cardboard panels.

Finish the wiring by securing the black ground wire loop to the body sheetmetal. The red wire should be attached to a fused 12 volt location on the fuse panel. Test all windows for proper operation and make any adjustments needed before reassembling the interior upholstery. Enjoy ! ✓