

Specialty Power Windows

5557-2CVR 5557-4CVR

The kit that you have purchased is designed for the removal of the vent window from a 1955-57 Chevrolet two door sedan (post) or a two door wagon (not a Nomad).

Prior to having your glass cut, use the template provided and make a dummy glass out of a stiff piece of cardboard. Make sure that this cut out fits your glass opening after the run channel has been installed. Adjust the size and shape of template as needed. There may be a slight difference from door to door.

Remove your inner trim panel and garnish molding from your door.

Remove the complete vent window assembly.

Cut and remove the web that connects the inner and outer door panel. Cut out and remove the lower glass stop.

Drill holes and cut slots per drawing.

Install the front channel provided. The tab on the top of the channel will slip into a slot on the front door frame. Do not install bolt at this time.

Install your universal flexible run channel into the channels and glass opening. See attached drawing for part numbers. You may glue it in with silicone or urethane. You may want to do your outer dust belt at this time. However, you can lower your glass and do this later. You will need some universal felt from your local glass shop. The original will not be long enough.

Match the glass opening to the glass template and have your glass cut.

Install the provided lower glass channel to the bottom of the glass. Center channel on the glass. Fold the glass sealing tape over the edge of the glass with the cloth side facing outwards. Hold in place with a few pieces of masking tape. Hammer the channel onto the glass. Trim off excess tape. One end of the glass will be taller than the other end. The tall end will go to the rear.

Install the power window regulator into the door. Using two 1/4" x 1/2" flange bolts provided, bolt the regulator to the two center slots.

Install glass into door. With the glass in the channels, bolt the front channel in place.

Assemble the lift bar assembly per the drawing. Attach the assembly to the regulator. Attach the glass to the lift bar assembly.

Test the unit using the motor test lead provided. Use a fully charged automotive 12 volt battery or a 12 volt DC power supply. Do not use a battery charger. Place one lead to positive and one lead to negative. Reverse the leads to change directions.

You may need to adjust the front channel and the regulator. The regulator can be adjusted up and down and front to rear.

Install the flexible wire conduits per instructions.

Install the wiring harness and make connections per the diagram. Use a 20 amp fused circuit.

If you are installing quarter panel regulators, refer to the quarter glass section of the standard 1955-1957 installation instructions.

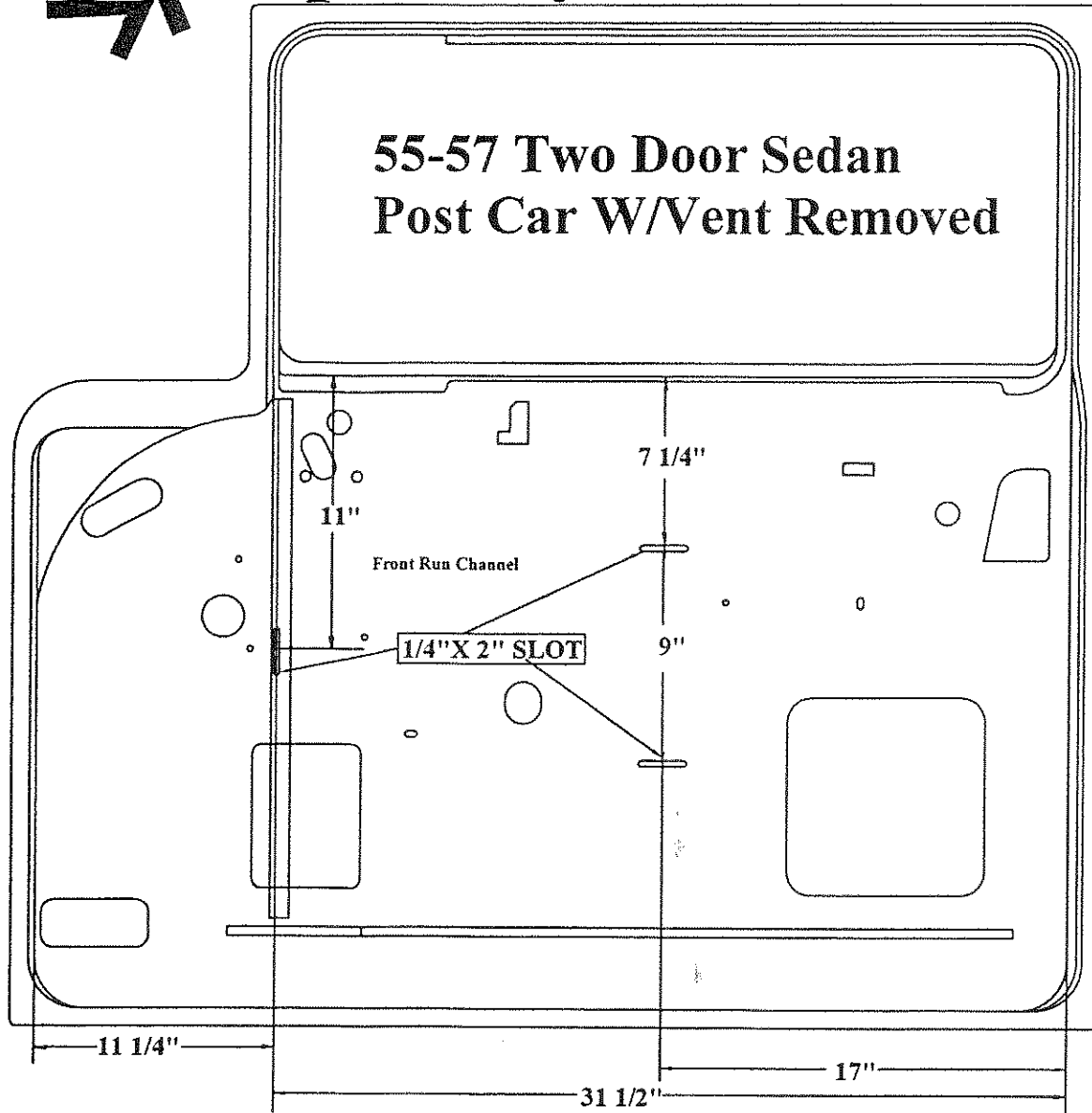
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Forsyth, GA 31029

478-994-9248 (Tech Hours: 1:30 - 4:30 EST)

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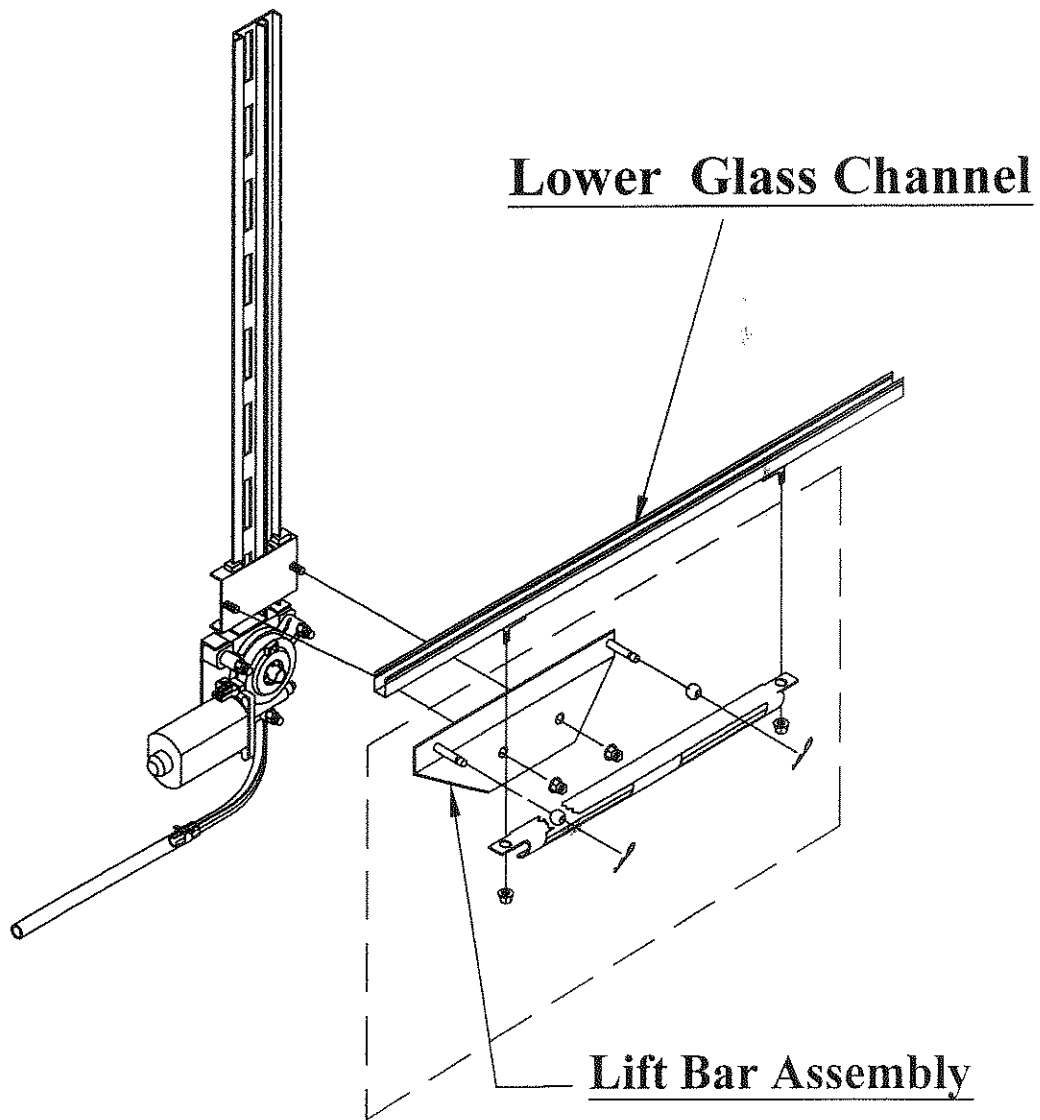


Specialty Power Windows



**Universal Flexible Run Channel
C. R. Laurence PN# 8A296 or
Sommer & Maca PN#103-2136**

5557-2CVR





Specialty Power Windows[®]

1955-57 Chevrolet (All two door models)

Lower the door glass, remove garnish molding, arm rest and interior trim panel. Remove kick panel trim. If you are replacing the quarter glass regulators, remove the rear arm rest, rear seat and rear trim panel. You will also need to remove the left step/sill plate for the routing of the wires to the rear units.

Remove the screws from the lower glass roller channel. You can access these through the large access hole and the small hole near the vent mounting stud. See Fig 1 (A). Disengage the channel from the glass and lift the glass by hand. Either remove the glass or secure it in the up position.

Remove the lower glass roller channel.

Remove the lower vent mounting stud. See Fig 1 (A).

Remove the roller channel attached to the inner door panel. See Fig 1 (B).

Remove the four regulator mounting screw and remove the regulator from the door through the large access hole.

Attach the included motor test lead to the motor on the power regulator. Install and bolt into door. Reinstall the lower vent mounting stud. Place the lower glass roller channel onto the rollers. Place the inner door panel roller channel on its roller. Operate the unit with the test lead to align the inner panel channel and bolt it in place.

To operate the unit use a fully charged 12 volt auto battery. Place one lead to the positive terminal and one lead to the negative terminal. This will operate the unit in one direction. Reverse the leads for the opposite direction. Use caution and do not run the unit too far up or down. It may lock up on the last tooth of the large spur gear.

Run the unit to the down position. Lower the glass and attach it to the roller channel. Operate and adjust the inner panel roller channel as needed.

Rear quarter glasses:

Remove the original regulator from the quarter panel. For 2 door sedans and hardtops use the provided template and drill two new holes. The top holes on the template will align with the original bottom two holes. You will drill two new 3/8" lower mounting holes per the template. On convertibles you will use all four of the original holes.

Install the new power regulator into the quarter panel. Place the roller into the lower glass roller channel before bolting the unit in place.

Determine where your switches will be mounted and cut relief holes in you inner door and quarter panel. In a lot of cases this will be where the crank handle was. See Fig. 1 (C). You can put the switch in other locations but make sure that the wires clear any moving parts. Cover the sharp edges of the hole with the provided edge guard strip.

Install the FWC (stainless steel flexible wire conduits) into the front door jamb and hinge pillar per their instructions. On a 1955 and 1956 the spring will need to slide into the door due to the air duct in the hinge pillar. This may require cutting a hole in the doors inner reinforcement panel. On a 1957 the spring can slide into the hinge pillar.

The harness with the master switch plug (two or four gang) will go into the driver's door. The harness with the blue and brown wire will go into the passenger's door. If you are installing a four window kit the harness with the yellow and orange wire will go into the left side quarter panel. The harness with the purple and green wires will go into the right quarter panel. Route and secure the wires so that they won't be cut, chaffed, or pinched by your seat, interior, trim panels, regulators, doors, sill plates, etc. Connect the individual harnesses to the master harness in the driver's door per the wiring diagram. These connections are usually made in the left kick panel area. Fuse the power wire with a 20 amp 12 volt DC fuse. Make sure the ground wire has a very good chassis ground connection. A poor ground will make the system run poorly.

Using the switches as templates, cut holes in your trim panels. Cut the hole for a snug fit so that the spring ears on the back of the switch will hold it in place. Make sure that your relief holes in your inner panels are large enough for the switch to protrude through without rubbing or pinching the wires. Use the edge guard strip provided to cover the sharp edges of the hole. Plug the motor plugs to the motors. Install the switches into the trim panels. Plug the switches into the harness when installing the trim panels.

NOTE

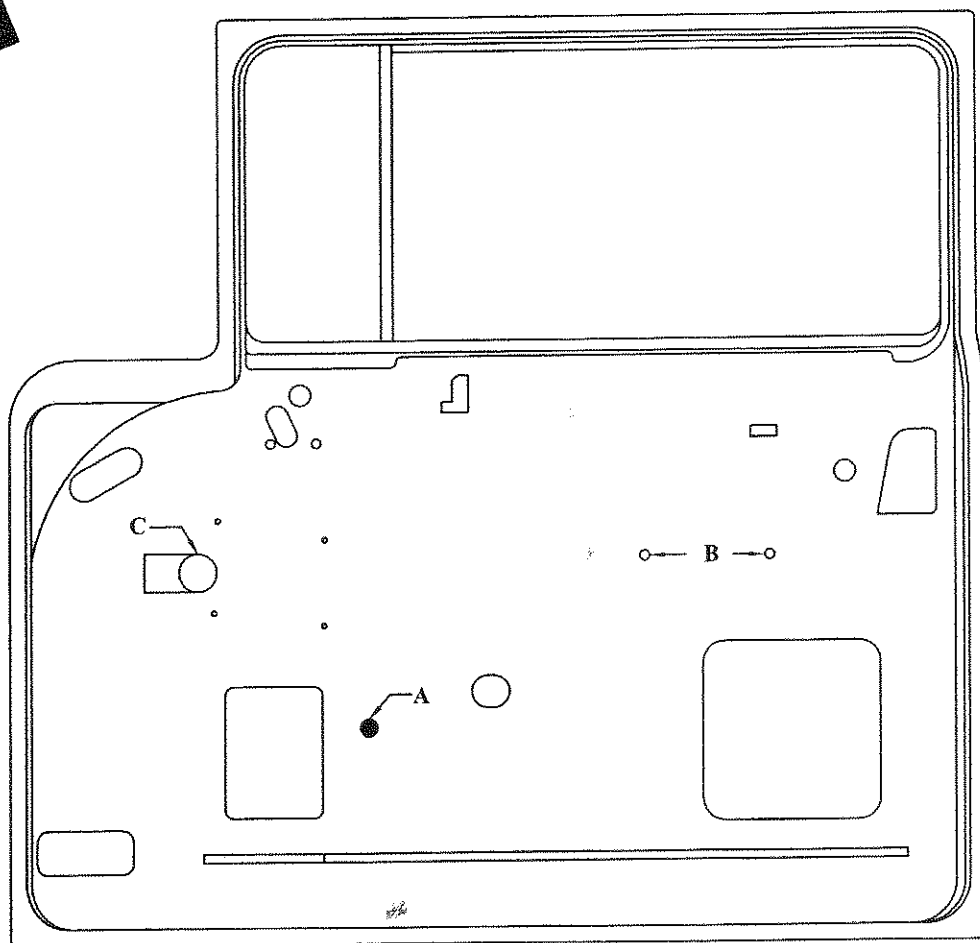
The unit is always under a lot of tension. Removing the motor or spring could cause injury.

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1955-57 Windows Instructions