



Suggested Installation Instructions for: 375-776 1958-1964 One-Piece Window Kit

Please read everything carefully before doing anything.

This kit will take some time and patience on your part to install as it does require some modifications to the door of your car. If you follow the instructions step by step, no advance mechanical knowledge of the door assembly is required. Also be advised that since the installation does require some modification to your car the original VW parts would be difficult to reinstall after this kit is installed. Seller and/or their distributors cannot and will not be responsible for any damage incurred by your car or window kit upon installation of this kit.

DEFINITIONS:

REGULATOR – The mechanism that rolls the window up and down. It's shaped like a serpent and winds all through the inside of your door. The inside window winder handle attaches to it at the upper left of your door (labeled "A" in the diagram)

FELT CHANNEL – The "U" shaped strip that seals the glass to the top and rear sides of the door. In the diagram these are labeled "L".

WEATHER LIP – The seal that goes on the window sill of your door. This area is labeled (D) in the diagram. There are four of these per kit, and our new kit has them punched with holes for snap in metal clips.

DIVISION BAR – The chrome plated piece that the vent windows closes against in a stock VW door. It gets removed early in the installation. It's labeled (C) in the diagram.

INSTALLATION REQUIRES THE FOLLOWING:

10mm wrench or socket	Phillips screwdriver	Flatblade screwdriver
Hammer and chisel,	Drill motor	1/4" drill bit
Thick tape	Contact cement	Small punch

Also window regulators from 1965 to 68 Bug.

PROCEDURE:

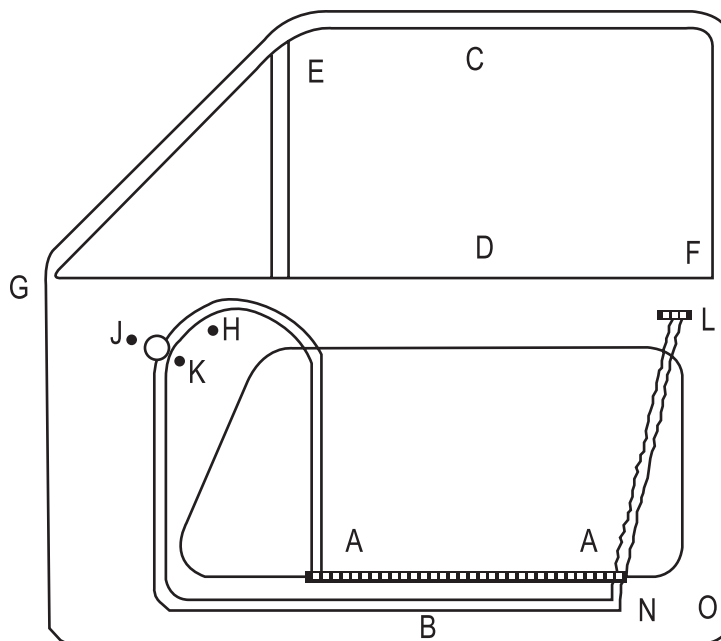
1. Remove the inner door handles and window crank by tapping out the set pin.
2. Remove the door panel by inserting a flatblade screwdriver behind the door panel next to a clip and pry carefully one clip at a time.
3. Unbolt the stock window regulator and remove it and the door glass from the door via the bottom of the door. (10mm bolts).
4. Remove the top stock channel from around the top of the door. (C) Also remove the chrome strip and all rubber stripping (D).
5. The vent window post is held by two screws (E), and a 10mm bolt (H). Remove these and the vent assembly and the post will pull straight up and out. Remove the rubber from around the vent.
6. Remove the metal channel that runs under the vent. With a hammer and chisel carefully break loose the spot welds and remove the entire channel from around the vent.

Continued

7. Break loose the weld on the metal tabs under the channel, and bend them down into the door.
8. Remove the door stop that keeps the door from opening too far. It is located on the front side of the door (G). This must be done to allow the glass to roll up and down freely. Use "Door Stop Kit for One Piece Windows" Part 375-817.
9. You will find four weather lip seals included with this kit. They have small holes punched in them. There is also right and left to each pair. The strips won't need to be labeled through because they'll only line up one way on your door. When you line up the holes on each strip, you'll notice that in the forward part of the door sill there aren't any original VW holes punched. Using the strip as a template, mark the new spots so that you can drill holes for the metal spring clips. Use a 1/4 inch drill. Some doors won't have enough material for three new holes, so just mark and drill two. You'll want to protect your paint job by putting two or three layers of heavy tape on the door sill near the spot where the drill rests. Your door is ready for the snap in seals now, but don't install them yet!
10. You now need the window regulators from 1965 to 1968 bug. Make sure you get a left and right one. CAUTION: Before drilling any holes in your door, find approximate spot and punch a small hole with an ice pick or punch. If this hole lines up with the hole in the regulator then drill the hole. If it doesn't line up, then figure out which way to move and punch another hole. This will avoid putting large unnecessary holes in your door. Put the window regulator in through the bottom of the door. With the window crank gear centered in its hole in the door, hold the regulator level in the door and mark where the two crank gear mounting holes should go. (J)(K) then drill the holes. In order to mount the regulator with holes you may have to slot the holes to get proper alignment.
11. The glass must be put in the door from the top. To avoid scratching the glass runs several strips of tape along the edges of the door sill.
12. With the regulator loosely mounted at bolt (J) only, lower the glass in from the top as follows. Stand inside of the car door. Lower the glass into the door nose first. Slowly rotate the glass around until it is level while lowering into the door. Set the glass loosely in the regulator channel and roll the window up. Raise up the regulator until the glass fills the entire opening of the door. Now mark the hole for the back mount at (L) Drill and mount the regulator at (L).
13. Roll down the window. Fit the U-Channel around the top of the door. Bend it to fit the corner, and let the excess hang down inside the door. Roll up the window and make sure the glass seals in the channel all the way around the door. If not readjust so you obtain a complete seal.
14. Now the window should seal around the channel and the window should roll up and down. (It doesn't it?) Roll down the window, put contact cement on top of the channel and roll up the window to hold the channel in place while it dries.
15. Now you need to mount the bottom. Get a piece of stiff metal about 1x4". Put one end all the way down in the bottom of the door. (B) And mark on the door where to drill a mounting hole. Drill a hole in the door and the metal bar and mount it. Install the bar inside of the regulator so it holds the regulator toward the inside of the car. Mark the top mounting hole on the bar and drill a hole there. As an alternative to metal piece, you can use a 2x2 in piece of wood. Put the wood between the outer skin of the door and regulator. Secure the regulator to the wood block with a wood screw.
16. With the glass rolled up all the way, put a mark on the glass with a feltip marker at the edge of the metal channel (M). Roll down the window and remove the glass from the door. Remove the regulator channel at points (A). Using a piece of heavy tape wedge the glass into the channel with the mark on the glass even with the back of the channel.

Continued on Next Page

17. Now that the glass rolls up all the way and fits up in the channel; all the way around the door (it does doesn't it?), you can mount the Weather Lips. Depending upon how far the glass will roll down, you may have to unbolt the glass from the regulator to get the spring clips and weather lip to pop in. It's easier to load the clips into the weather lips prior to installing them so let's do it first. Use a small pair of pliers to compress the spring clips and wiggle them from side to side to install (They're a very tight fit). WEAR EYE PROTECTION WHILE DOING THIS IN CASE ONE GETS AWAY FROM THE PLIERS AND HEADS FOR YOUR FACE! Generally, the big clips go in the big holes, and the little clips go in the little holes, but with one exception! In all the spots where you drilled the 1/4 inch holes in the door, don't use a big clip, only a small clip will fit. Now you can hold the strip inside the door sill and using a blunt tool such as your plier handles, push on the spring clips one at a time until the weather lip is firmly in place. You can now remount the door glass and remount the window.
18. If the window tends to roll up inside the car, you have to modify it to work. You need to make the back edge of the glass roll up in the back channel (F) as soon as possible, and thus the channel will guide the window straight up. One way of doing this is to pull the regulator toward the back of the door, making it roll more straight up and down. With the regulator mounted loosely at (J) ONLY, grasp the regulator at (N) and slowly pull toward (O), usually an inch or so is all it takes! IMPORTANT! If you bend the regulator too badly the window may not roll up smoothly. You will then have to straighten it. This is a trial and error procedure, but if done carefully it will make the glass roll up in the channel. After modifying the regulator it may be necessary to remount (L) and possibly modify (B) and (K). If you find that the window rattles you can try keeping the excess channel that's down inside the door in constant contact with the glass. Also stock door glass assemblies have little rubber blocks that attach to the regulator and ride on the glass surface. Installing these may solve the problem.
19. Put your door panel and handles back on and you're through.



LEGALITY:

Seller makes no claim as to legality of the various tints,
but the following information is supplied so that you may check your local laws.

GRAY TINT= TRANSLUCENCY

BRONZE TINT= TRANSLUCENCY

BLUE TINT= TRANSLUCENCY