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**Suggested Installation Instructions for:**  
**375-777**  
**Btl 1965-1977, Spr 1971-1977 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 advanced 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 the window kit upon installation of this kit.

**DEFINITIONS:**

**REGULATOR** – The mechanism that rolls the window up and down. It is 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 if these per kit and our new kit have 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:**

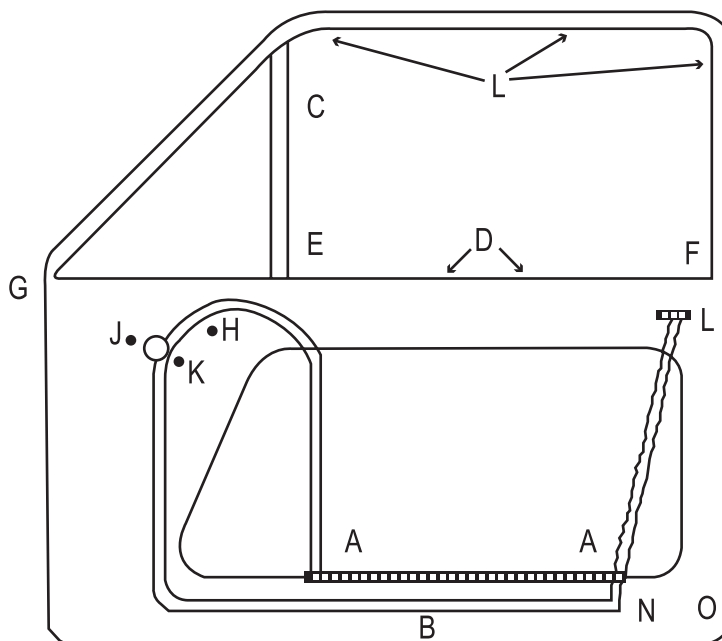
|                       |                      |                       |
|-----------------------|----------------------|-----------------------|
| 10mm wrench or socket | Phillips screwdriver | Flatblade screwdriver |
| Hammer and chisel     | Drill motor          | 1/4" drill bit        |
| Thick tape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

**PROCEDURE:**

1. Remove the inner door handles by tapping out the set pin (1956-1967), or by unscrewing the window crank (1968 and later).
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 door glass from the regulator at (A) and remove the 10mm bolt at the bottom of the regulator (B) and remove the door glass through the bottom of the door.
4. Remove the top stock channel by prying down (starting at the division bar) and pull all the way out.
5. Remove the stock weather lip seal with its chrome strip (D) from the door sill by inserting a screwdriver behind it and prying it off. Remove the inside and outside seals. NOTE: The seal covers only area (D) but the chrome strip goes all around the window. It all gets removed.

6. Remove the vent assembly by removing the screws at the top of the division bar (C) and the 10mm bolt below the vent lock at (H). This is all that holds the vent assembly, so grab the division bar and pull it out. The vent window sill also comes at this time in the same manner. Also remove the rubber around the vent assembly at this time.
7. Inside the window slot near (E) where the division bar was supported, you'll see two metal tabs that are spot welded together. These obviously have to be cut in order for your new window to roll up and down. Take a hammer and chisel and break loose the weld, then bend the tabs down out of the way.
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 Window" Part 375-817.
9. You will find four different weather lip seals included with this kit. Two of the seals have large holes punched in them, and the other two 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. Install the U-channel around the top of the door (L), by inserting the two ends through the top of the door and bending the channel to the contour of the door frame. Let excess hang down inside the door as it will help the window roll straight up and down, especially at the back edge. (F) Use contact cement to hold the channel to the door frame. The channel may be loosely installed now, but after the glass is rolled up against it, the glue will dry better.
11. Measure the distance from the back edge of the glass to the nearest edge of the metal regulator channel swaged onto the glass. If you don't write it down you'll probably forget it. So write it down here \_\_\_\_\_. Remove the metal channel from the bottom of the stock glass by sliding a hammer across the surface and knocking the channel off. Using either a piece of heavy tape, or the stock rubber strip, install the regulator channel on the new door glass so that it's facing the same direction as the stock glass and it's the same distance from the back edge. (The measurement above)
12. Before installing the new glass in the door, put several strips of tape along the sides of the glass slot at (D) to protect your paint from scratching. While facing inside of the door, insert the glass into the door by putting the nose upward as you go until the back edge clears the top of the door frame. Put the back edge of the glass into the "U" channel and continue lowering until it's low enough to bolt up to regulator. Be careful not to scratch the glass on the regulator on the way down. Now bolt the glass loosely to the door at the bottom, to get enough room inside the door to lower the glass down and attach it, you may find it necessary to loosen the 10mm bolt that holds the regulator to the middle of the door.
13. While supporting the glass with your hand and guiding it into the channel as you go, slowly roll up the window to check the fit. It should seat up into the channel all the way around the door. If it doesn't then see if you can fix it by making an adjustment to the regulator. If the glass is too far on one side or won't roll up all the way then you have to move the glass in the regulator channel a little one way or the other.

14. 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.
15. Sometimes the windows will want to roll up inside of the car. To prevent this you can try crimping the inside part of the channel (F) towards the outside of the car to try and hold the window channel on the back edge as it rolls up. You may also try moving the glass and/or the regulator toward the outside of the door (F). 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.
16. Put your door panel and handles back on and you're through.



#### LEGALITY:

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

GRAY TINT= 51% TRANSLUCENCY  
BRONZE TINT= 78% TRANSLUCENCY  
BLUE TINT= 78% TRANSLUCENCY