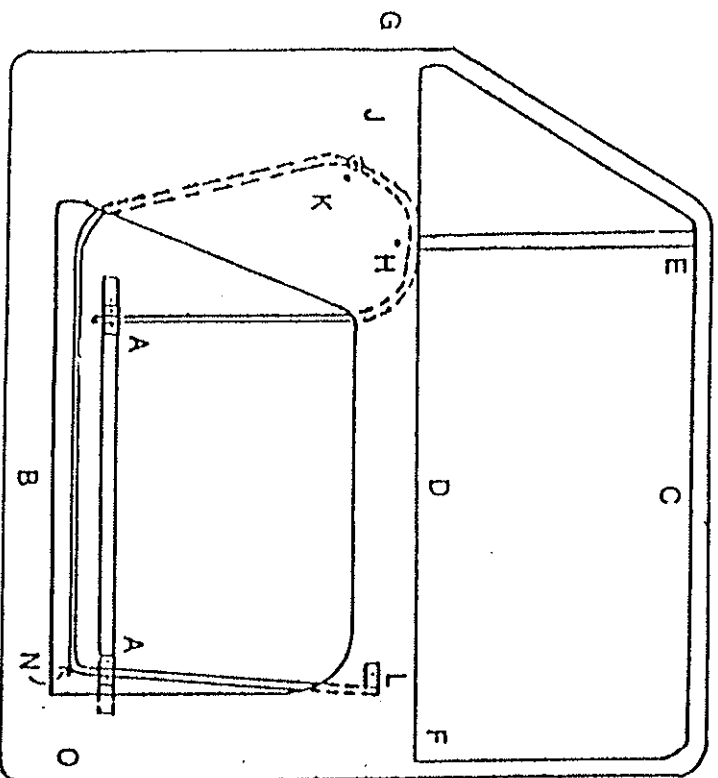


DOOR DIAGRAM



One Piece Window Installation VW Bug Models Through '64

Please read everything carefully before doing anything. Though the kit is not impossible to install it will take some time and patience on your part as it does require a good deal of modification to the doors of your car. The instructions may seem vague or hard to understand at times. We do want you to successfully install the kit, so if at any time you do have a question, please call.

Enjoy your new windows!

Installation requires:

- 10 mm wrench or socket
 - Phillips screwdriver
 - Flat blade screwdriver
 - Hammer and chisel
 - Drill motor and small bits
 - 12 - #6 Flat head screws (3/8" long)
 - Thick tape
 - Contact cement
 - Small punch
- Pre-1965 requires window regulators from 1965 to 1968 Bug.

PROCEDURE

1. Remove door handle and window crank by tapping out set pins with a punch and hammer.
 2. Remove the door panel by prying up the clips that hold it with a flat blade screwdriver.
 3. Unbolt the stock window regulator and remove it and the glass from the door via the bottom of the door. (10mm bolts)
 4. Remove the 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.
 7. Break loose the weld on the metal tabs under the channel, and bend them down into the door.
 8. Remove the doorstop that keeps the door from opening too far. It is located on the front side of the door (G). This has got to be removed to allow the glass to roll up and down freely.
 9. At this time you should drill holes for the future installation of the felt strips. Using a drill bit smaller than the screws diameter, drill about 6 holes 1/4" below the top of the door sill (D), on each side of the door. Since the two sides of the door are at about the same level the holes will be difficult to drill. If you make a starter hole with a punch it will help greatly. Take your time drilling and let the drill bit cut through on it's own. Because of the angle the holes will usually become enlarged or elongated, thus the use of a drill bit smaller than the hole you would normally need. Don't install the felt at this time.
 10. You now need the window regulators from a 1965 to 1968 bug. Make sure you get a left and a right one. Caution: Before drilling any holes in your door, find the approximate spot and punch a small hole with an ice pick or a 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 it's 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 these 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, run several strips of a thick tape along the edges of the doorsill.
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. Confirm the window channel has a rubber liner to insulate the glass, if not use an old one or make one. Slowly rotate the glass around until it is level while lowering into the door. Set the glass loosely into 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 the assembly so you obtain a complete seal.
 14. Now the window should seal around the channel and the window should roll up and down, (It does 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. You now need a bottom mount. Get a piece of stiff metal about 1"x 4". 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.
 16. With the glass rolled up all the way, put a mark on the glass with a felt 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).
 17. Lower the glass back into the door but do not mount it in the regulator. Remove the tape from the windowsill. Cut the felt strips to the desired length and mount them with the chrome strips level with the top of the door. Make sure you submerge the screw heads well below the felt surface, as they will scratch the glass!
 18. You may now remount the window. 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 have to 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).