



## Instructions for Door Stops

1. Roll up window. Remove door handles by tapping out the set pin (1965-67), or by unscrewing the window crank (1968 up). Remove door panel.
2. Remove small C clip from bottom of stock door pin. Remove stock doorstop pin. Push stock doorstop through inside of door and remove from inside of door. You may have to hit stock doorstop with block of wood or a rubber mallet to dislodge from door.
3. If stock doorstop has already been removed, make sure the slotted guide that the doorstop bumps against is still installed inside of the door. If not, they must be obtained from junkyard, etc. If installing guides for the first time refer to (figure A) and Step #4
4. This step will be much easier if guide stop has not been installed or if guide stop is removed from your door. For those of you who are afraid you will chip the paint by removing the two screws from the doorjamb, with a little patience the procedure can be performed with guide stop in the door. Some windows pass very close to the guide stop. If the cables were allowed to move over to the exterior side of the window, and the door was opened, it could possibly break the glass. To keep this from happening you must shorten the guide slot in half to limit the cables horizontal travel. These are several ways of doing this; we have provided you with a machine screw, washers, and a nut to install in each guide slot. Install the screw with washer from the inside of the door. If needed, the jaws of the guide can be pried apart with a screwdriver, when door is opened wide (figure B). Push screw and flat washer in and install flat washer, lock washer, and nut from outside of door. Run up nut with finger, and then push screw and nut over against outside edge of door. Hold screw from inside and tighten with socket and ratchet from the outside (figure C).
5. Once half of guide slot is blocked off, install cable from the inside of the door by pushing through slot. On 68 and later models the window regulator can make installation of cable difficult. Again, little patience and a screwdriver may make installation of cable through the slot easier. Push cable out through inside of door and into slot in car body. A small dab of grease on the end of the cable will help if the slot is tight.
6. Shut the door far enough to engage door pin through loop in cable and reinstall C clip.
7. Check for operation by rolling window up and down and opening and closing door. The cable should never bind on front edge of window. Also check to make sure that the machine screw is doing its job by guiding the cable to the inside of the window. A little lube on the cable will also extend life of all parts. Periodically check to see that machine screw is tight and is keeping half of slot blocked off.
8. Reinstall door panels and handles.
9. Due to the various window kits and ways to install them, the machine screw can be adjusted to move cable away from window slightly. If bind is felt when cracking window, do not force. Roll opposite direction to free up. Investigate the reason for the trouble and correct. The window and/or the regulator can be adjusted toward the rear of door to allow for more room at the front, if needed. All binding must be eliminated before using. Never use a bent or damaged cable. Find the cause of the problem and replace with new cable.

Even though these cables are quite strong and will restrain your door under normal conditions they cannot be made as strong as the original pieces due to their flexibility.

