

General [Power](#) window kit installation guide tip

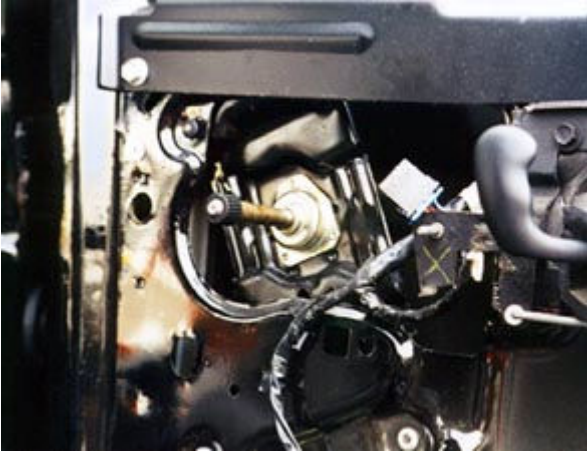
The following article shows the installation of a universal power window kit in a 1996 Chevy Astro. As with any universal kit, there are many different ways to accomplish the same task. The following represents one of those ways. Also, please be aware that every car or truck model is different and will require different installations.



The first step in installing the power window kit is to read through the instructions! After this, the window crank and other trim is removed from the door..



The door panel is held on by press in clips around the edges of the door. Using an appropriate tool the panel is pried from the door and removed. Our favorite tool for this is a bent scraper with a small V cut into the blade.



The appropriate shaft adapter must be found in the kit and pressed onto the crank handle shaft. Be sure to choose one that fits snugly over the splined shaft.



A large adapter is chosen and inserted into the gearhead. Use an adapter that will place the gearhead as close to the door as possible. Multiple lengths are given in the kit. The metal part of the gearhead must face out.



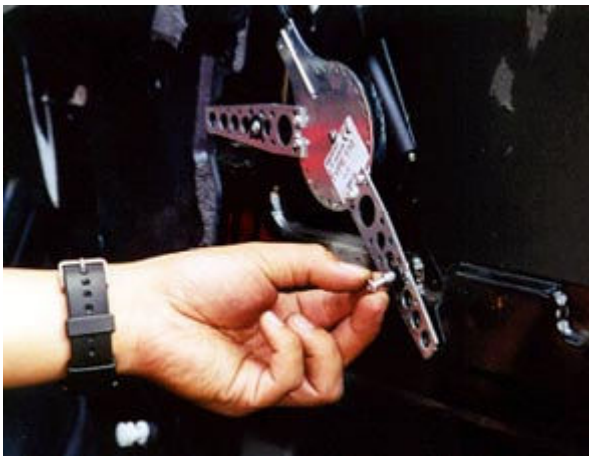
The adapter must be attached to the gearhead by inserting the wire ring into the groove on the adapter. The center adapter is then inserted into the large adapter and attached with a screw. The photo shows the center adapter already installed. Make sure that the small notch in the outer adapter matches up with the notch in the center adapter.



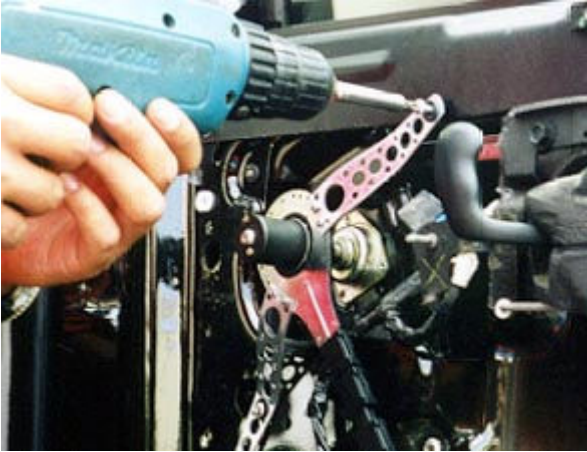
The gearhead assembly is then placed over the adapter on the crank handle. Make sure that the notch in the center adapter and the small adapter line up before putting the screw in it.



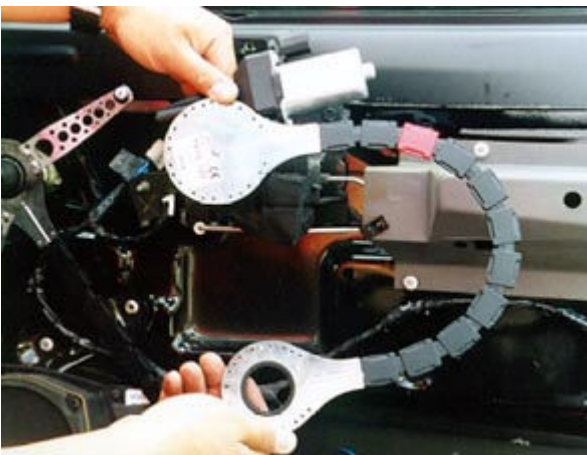
With the gearhead mounted on the shaft, move the motor end around and find a spot to mount it where it won't interfere with the door panel or other moving parts. In many vehicles it will be necessary to trim away some sheet metal to accommodate the motor. Attach 2 brackets to the motor housing in suitable positions.



Bend and cut brackets as necessary, then install a rubber grommet and spacer into the appropriate hole on the bracket. Using a 1/8 inch drill, drill pilot holes in the door and attach motor assembly to the door using sheet metal screws.



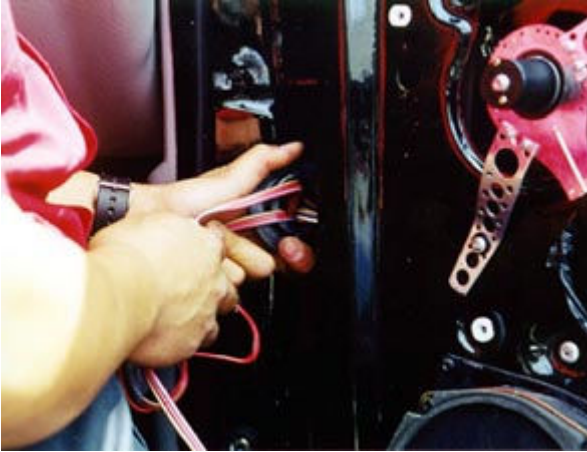
Attach brackets to the gearhead and mount it to the door. Bend and cut brackets to fit and attach to door using grommets, spacers and screws. It is possible to use just 1 bracket, but we prefer using 2 for extra strength. Remember, the better the installation, the better the unit will perform!



As you can see here, the power window kit has a flexible drive unit. The drive mechanism can be bent to conform to almost any door. We were able to



The foam pads should be placed between any parts that may rattle. With the mechanical part of the installation finished, the wiring needs to be completed. The wireloom must be run across the underside of the dash and held up with wire ties. Tie the power wire into an appropriate power source and connect the ground wire to a good clean ground point.



Whenever possible the wires should be run into the door through the existing wiring boots. If this is not possible then holes should be drilled in the doorjamb and grommets placed in the holes. It is important to use grommets or wire boots to prevent the wires from becoming chaffed and shorting.



The wireloom is connected to the motor wires and the switch wires are run to the approximate position of the switches. Be sure to the wiring to the door and keep it away from any moving parts.



To mount the switches an appropriate place with ample mounting depth (aprox. 1 1/2 inches) must be chosen. The mounting ring is used to mark the panel.



The holes for the switch mounting rings are drilled and cut out with a hacksaw blade or a Dremmel tool.



The switch ring is then snapped into the hole and the switch is snapped into its ring.



The holes for the hole plugs are then marked and cut out with a file or other appropriate tool.



The hole plugs also have a mounting ring that must be mounted to the panel prior to the plug using the toothed retainer.



Choose the shortest hole plug that will cover the shaft without interfering with it. The hole plug is then pressed into its retaining ring.



This is what the installation looks like completed. It looks and works great!