

1968-1969 Camaro Installation Instructions.

Note: Do Not Remove Motor or Disassemble. Regulators are Spring Loaded and Could Cause Serious Injury.

If your doors are not fully assembled, you will need a factory shop manual to assist in getting to step 1.

Step 1:

If your doors are fully assembled with manual regulators, crank the window down to access the nuts on each end of the lower glass channel. Remove the nut from each end and slide the channel off of the regulator arms.

Step 2:

Remove the 2 bolts from the idler track and slide the track off of the regulator

Step 3:

Pull the glass up to the top of the door. Then remove all 4 bolts holding the regulator to the door and remove the regulator thru the large access hole at the bottom of the door.

Step 4:

Lay the new power regulator over the top of the old manual regulator. Lower the arms on the new power regulator so they match up. Hook up you wiring harness and plug in all switches to power the regulator into to the proper position. This will make installing the lower glass channel easier.



Step 5:

Bolt new power regulator in place using the original manual regulator mounting holes in the door by inserting thru the large access hole at the bottom of the door.

Step 6:

Slide idler track onto regulator and bolt back in place.

Step 7:

Slide lower glass channel onto the 2 regulator rollers and then slide the glass down so that the channel lines up with the studs on the glass. Install the nut towards the back of the door. Now you can see that the nut towards the front is behind the motor leaving no way to access the stud. To access the stud:

Option 1

Try to reach in from small access hole in upper corner of door and reach across to the nut.

Option 2

Drill $\frac{3}{4}$ hole at the top of the door to allow access to the stud. Power up the glass and install nut at the top

Option 1

Use small access hole.



Option 2

Drill $\frac{3}{4}$ " hole

Step 8:

At this point, you need to run the window up and down to check channel and motor clearance. If the channel hits the motor, then you should check the door panel with a straight edge and to make sure it is not pushed in. (If your door is concave see additional notes at the end of these instructions.) If the door is straight there are 2 steps to obtain the needed clearance between the channel and the motor.

Clearance check 1:

Take the channel out and cut the front edges back at an angle.



Bolt channel back in and try again. If the motor still hits the channel or it hits the nut complete clearance check 2

Clearance Check 2:

In this step, you will be modifying the stud that goes through the glass. Remove the stud from the glass and trim off the sides so it will fit inside the lower glass channel



Then install with the nut on the outside of the glass



Additional notes:

- There are 3 upper stops. One on each of the vertical guides at the top. These are adjustable. The third upper stop is on the regulator between the 2 lower mounting screws. This is also adjustable
- The lower stops are rubber blocks in the vertical guides at the bottom. These are not adjustable. If they are missing the glass will roll down below the window opening.
- If your inner door skin has become concave, you will need to pull the inner door skin to a straight position. Suggested instructions are on our web site – link=
<https://www.nu-relics.com/v/vspfiles/camaro%20concave%20door.jpg>

Right Front Door – circles indicate mounting holes for regulator and idler bar.

