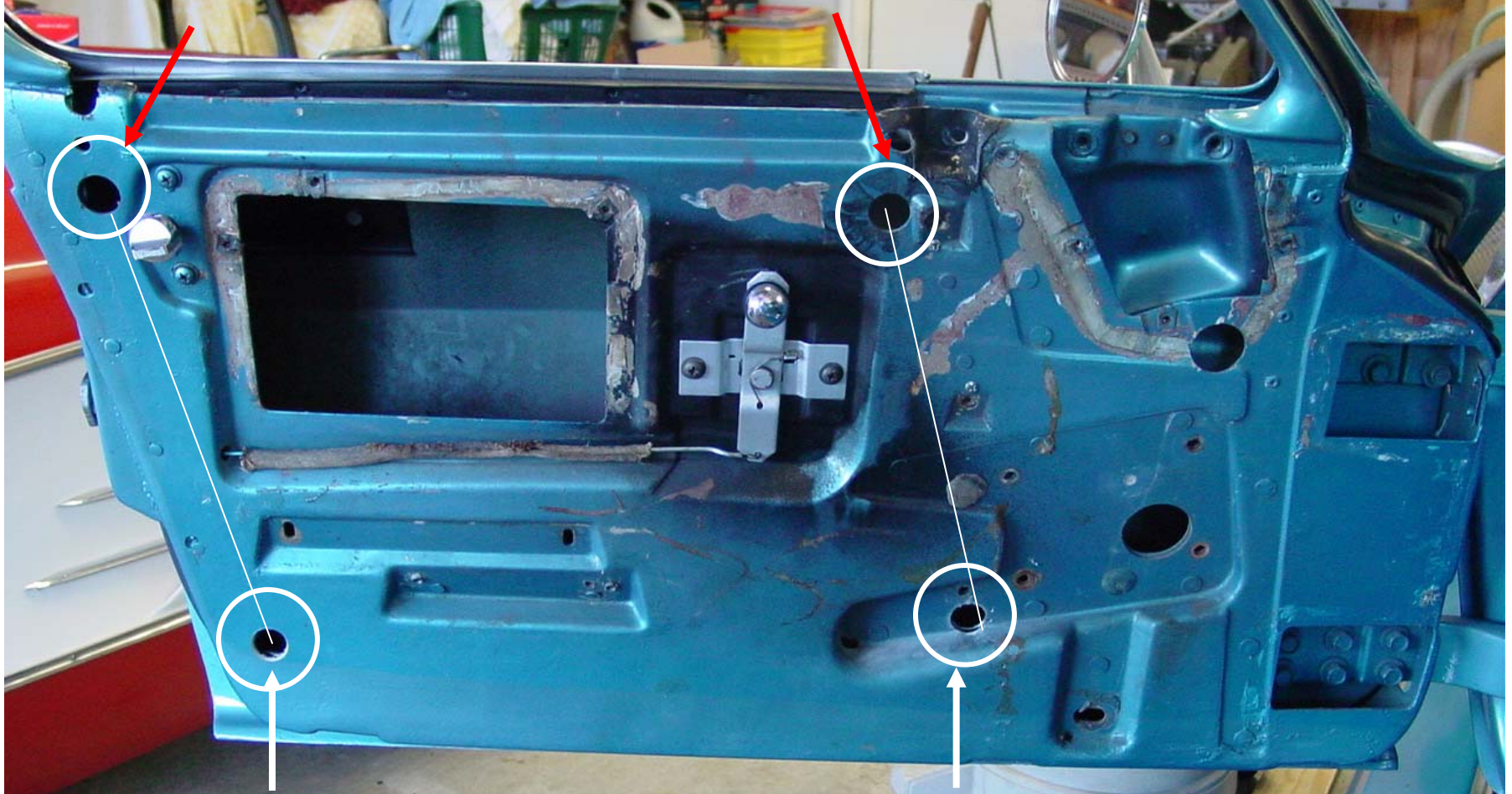


Steps to remove a power window when it is stuck in the full downward position. This is how I fixed the driver side window in my 65 coupe. Dave Zuberer

- **Remove door panel.**
- **Remove rear large access panel to gain access to inside of door**
- **Look around with flashlight or snake light to see if you can see where the sash studs are relative to the door.**
- **Drill 1” access holes opposite the sash studs so you can remove the nuts retaining the sash to the upper roller channel.**
- **Remove two screws holding the rear window channel to the door and slide channel back away from the rear of the window.**
- **Pop the sash out of the upper channel by pushing the studs out of the holes at the ends of the upper roller channel.**
- **Rotate the window CCW and raise it up out of the door pocket. Now you have access to see if you can determine if your connector has come loose. If so, you are a lucky dude! If not, you’ll have to pull the motor and regulator.**
- **If you have to pull the motor, you will need to remove the vent window assembly. See article on window removal, etc.**
- **Once you have the problem fixed (new motor or connector or whatever it takes, reverse these steps and reinstall the regulator, vent window assembly, window and lastly rear window channel, access panel and door panel.**

See article on vent window removal, etc.

Normal access holes for removing the nuts from the sash studs so you can disconnect the window from the upper roller channel.



Drilled holes with 1" hole saw opposite of where the sash studs were located with window in the down position.



Used clutch hole plugs that I got from LIC to close the holes



Used a very small drill bit to drill test holes to locate the sash stud at the front of the window. Probe with a thin wire to see where you are in the door.



Nut on sash stud visible through new "access hole".

Sash stud and nut at front of window



Cut out here to make removal and installation of the rear window channel easier in the future.

Upper end of rear window channel. I removed the metal at the top so that I could slide the channel up around the “bubble clip” of the channel liner that is near the bottom corner of the window opening. Works well and still holds the liner nicely. You remove the rear channel by removing the screw at the top and bottom of the rear of the door. Once the channel is loose, you can move it back off the window and out of the way but this is tricky with the window in the down position. It took some jockeying to get that top bubble clip loose. Then, with the sash nuts removed, pop the window out of the upper roller run and you can rotate the window CCW to raise it up out of the pocket. Once it’s out of the way, then you can try to locate the connector on the motor to see if that’s where you are missing power. My problem turned out to be a brush that had self destructed so I had to remove the regulator and motor to fix the problem. If you have to remove the regulator and motor, you will have to remove the vent window assembly because it is in the way.