

# EL1000 Super Street Rod Kit For Flat Glass

Prior to installing the new Power Curve Kit, you need to determine whether it will work for your application. You will need to remove the interior trim panels and plastic sound barrier to determine fit and placement. Follow the General Instruction sheet provided for information on removing the door panels. Once you have removed the door panels you need to make sure that the kit will fit into your door. A minimum of 1-1/2' between the glass and the door panel is needed to mount the new regulator. A minimum of 3 1/4' is needed at the bottom of the door between the inner and outer door skin to mount the lower bracket. If the regulator is too long you can cut it to length following the procedures outlined further on.

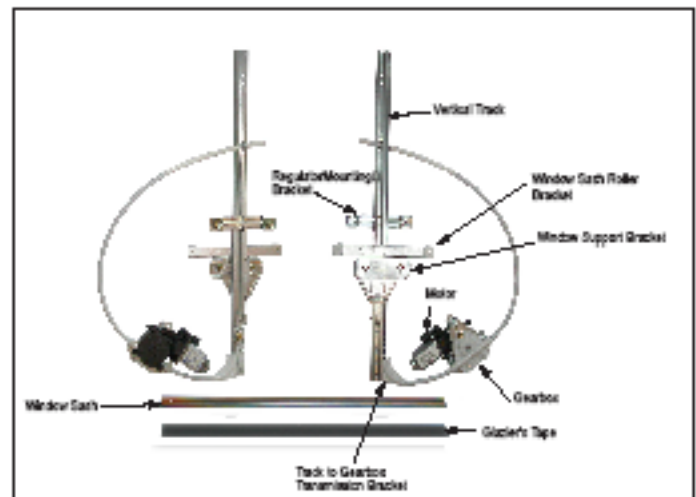
Shown here are photos of the EL3000. Notice that *fig. 1* shows the regulator and motor assembly as packaged. The kit can be installed with either the motor mounted towards the top of the door as in *fig. 2* or mounted towards the bottom of the door as in *fig. 1*. The purpose here is to show you that the system is flexible and can be installed on most vehicles. You will need to determine, which motor position works best for your specific application. Also remember that there is no left or right, so you can use either regulator in either door. This allows you the ability to mount the kit with the motor positioned up or down and facing front or rear.

If you want to mount the unit with the motor facing up, you might have to remove the window mtg. bracket and turn it upside down so that the bracket points towards the transmission bracket shown in *fig. 2*. The bracket is held in place with (2) 10mm cap screws and one 6mm Alan head screw. Discard the Alan head screw once you remove it. The window mounting bracket is designed to allow for some lateral and vertical adjustment. Tighten the bolts loosely so that you can make any needed adjustments once you mount the glass.

Once you have reattached the window mtg. bracket, you will need to determine if the overall track length is too long. If it is, the regulator can be shortened by cutting off excess track length using a hacksaw. The regulator comes with an optional support strap as shown in *fig. 3*. This strap should only be used if the upper mounting bracket cannot be attached due to the position of the door panel access hole.

Prior to inserting the regulator, you will need to remove the door glass and pry the old window channel off of the glass. **NOTE: YOU WANT TO BE VERY CAREFUL NOT TO DAMAGE THE GLASS.** We suggest that you use an awl and carefully pry the glass away from the channel using a gentle touch.

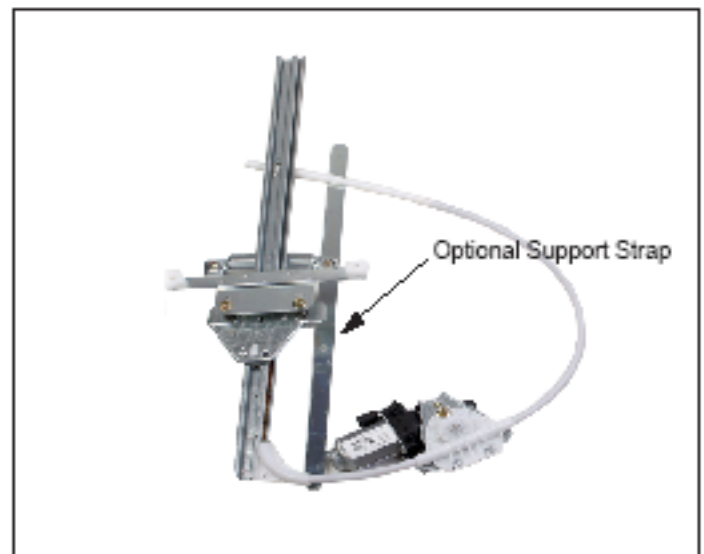
**While Mounting Kit Do Not Bend  
White Tube More Than Ten  
Degrees in any Direction.**



*fig. 1*



*fig. 2*



*fig. 3*

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Once you have removed the channel use a tape measure and place a mark at the center point of the window. This will be your reference point for centering the window regulator onto the glass. Now it is time to attach our window sash to the glass. To accomplish this you can either use glazier's tape, which comes in the kit, or use a silicone sealer. If you are not used to installing glass, we suggest you use the silicone rather than the glazier's tape. When using silicone base sealers, we recommend you use marine grade, which works best in an outdoor environment.

Take the silicone sealer and apply a heavy bead along the bottom of the glass channel on the window sash. Then carefully insert the glass into channel until the glass bottoms out. Make sure that there is silicone all around the glass wherever the glass come in contact with the channel. The silicone not only seals the glass in the channel, but also cushions the glass in the channel. Once you've attached the glass to the sash, you will need to allow 24 hours for the silicone to setup. Reinsert the glass and raise it so that the bottom of the glass protrudes just below the top of the access hole. With the glass reinserted it is time to locate the position for the regulator mounting holes. An easy way to do this is to get a large piece of paper and mark the bolt hole positions and transfer them to the door panel. Take your time here and get the measurements right. Once you are sure about the placement of the holes drill them out using a 1/4" drill bit. Now it is time to install the regulator into the door.

You will now need to power up the regulator by applying direct hot and ground to the motor. The idea is to lower the window attaching bracket down towards the end of its travel. Once you have lowered the bracket insert the regulator and attach it to the door panel with the 6mm bolts supplied with the kit. Chances are you will have to shim the regulator in or out to prevent any interference. You can use washers or nuts to act as shims. Be patient and take your time lining up the regulator. This is a good time to inspect the window guides, glass support hardware, and weathstripping. A little extra time here will go a long way to insuring a smooth and trouble free installation.

Prior to final attachment, apply some light grease to the window sash roller channel, and than slide the rollers into the sash and bolt up the regulator loosely. Apply power to the motors and check the operation going up and down. If everything moves smoothly, tighten down the mounting hardware.

You will have to make a mechanical stop for the down cycle using a sheet metal screw and inserting it into the track when the top of the glass reaches the bottom of the sill. The glass should not be lowered below the sill as the sill acts as a guide for the glass. After making sure that the glass moves up and down freely, it is time to install the switches and wiring harness. If your door comes with a wire pass through you can use that to pass the wiring from the door to the post. If on the other hand there is no pass through you will have to drill a hole into the jam and post. At this point it is time to run the wiring and connect the switches. Follow the wiring diagram included with the switch kit. Once you have completed wiring the system, run it up and down a few times and check for any interference. If everything looks good, you can reinstall the trim and door hardware. Check the operation a couple of times once everything is back together. If everything works smoothly you're done!

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