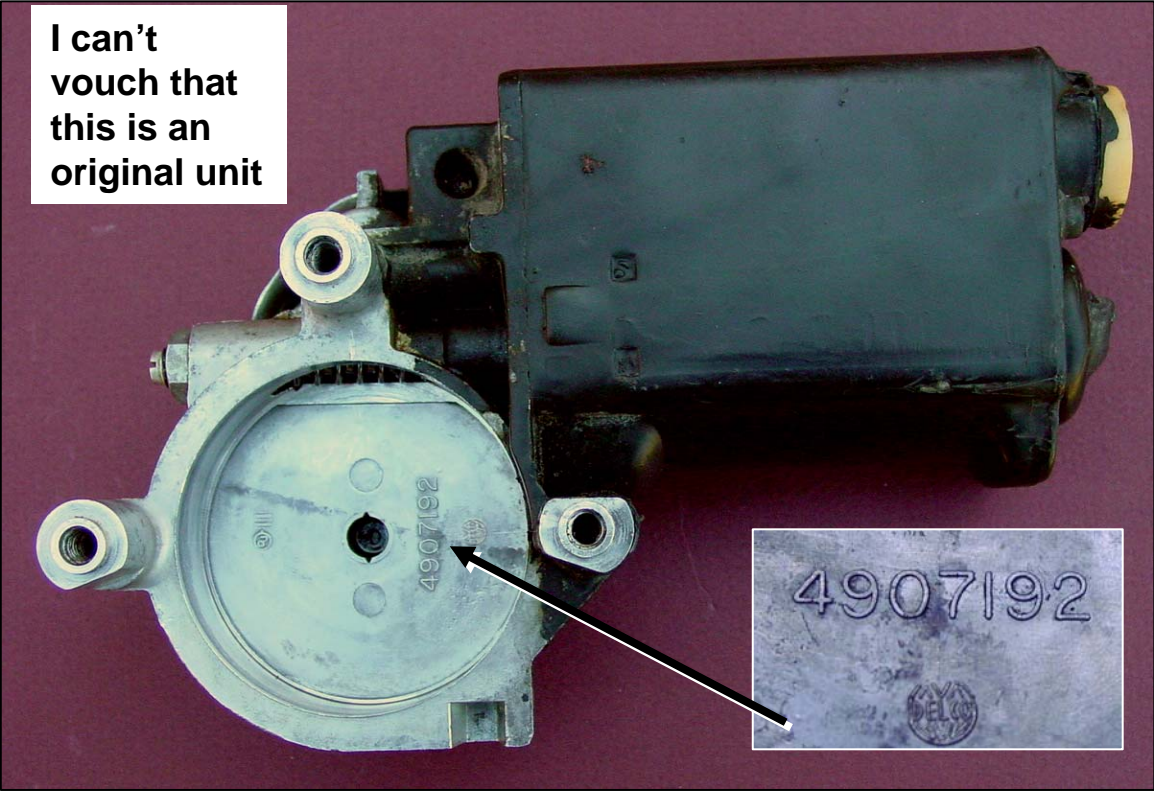
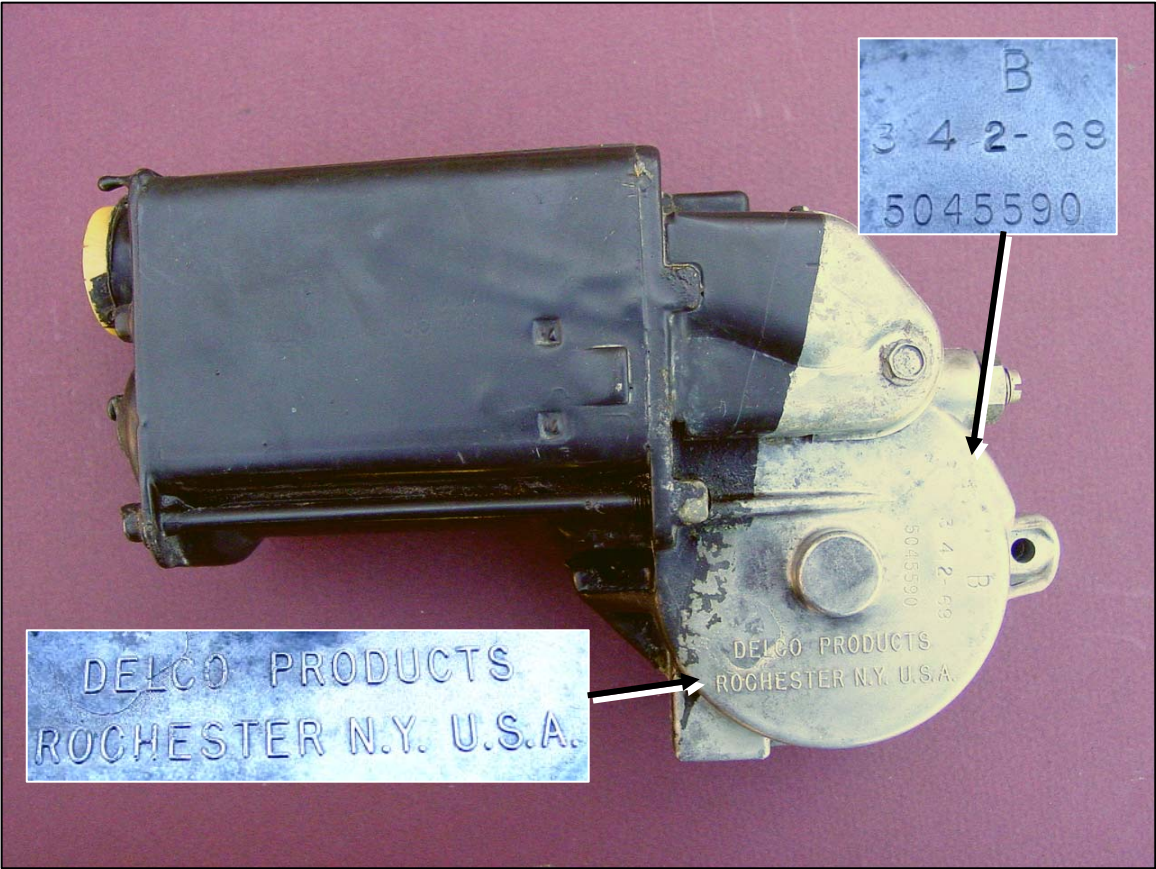
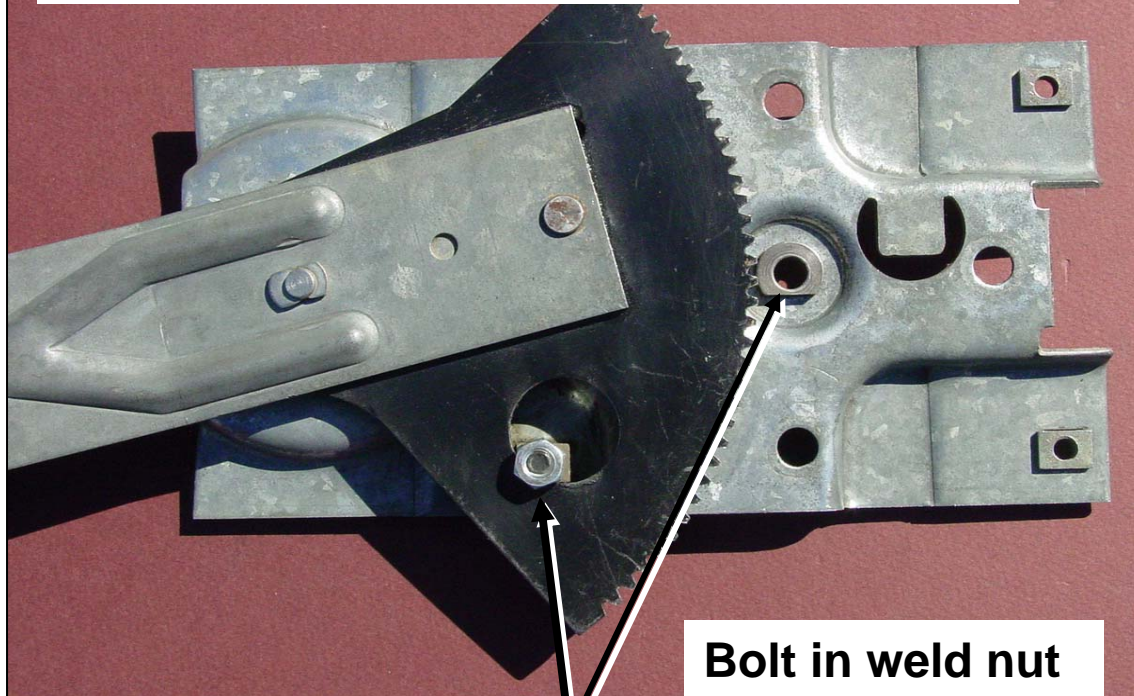


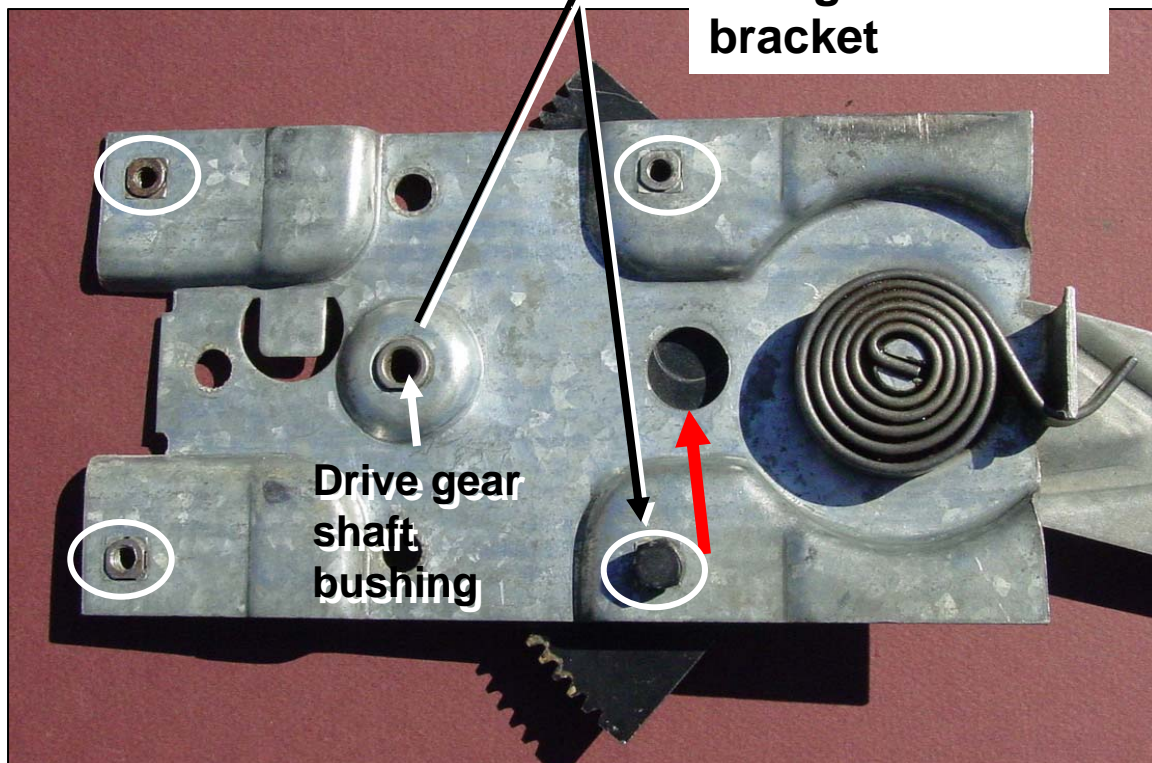
Power window motor from my 65 coupe



Regulator with sector gear



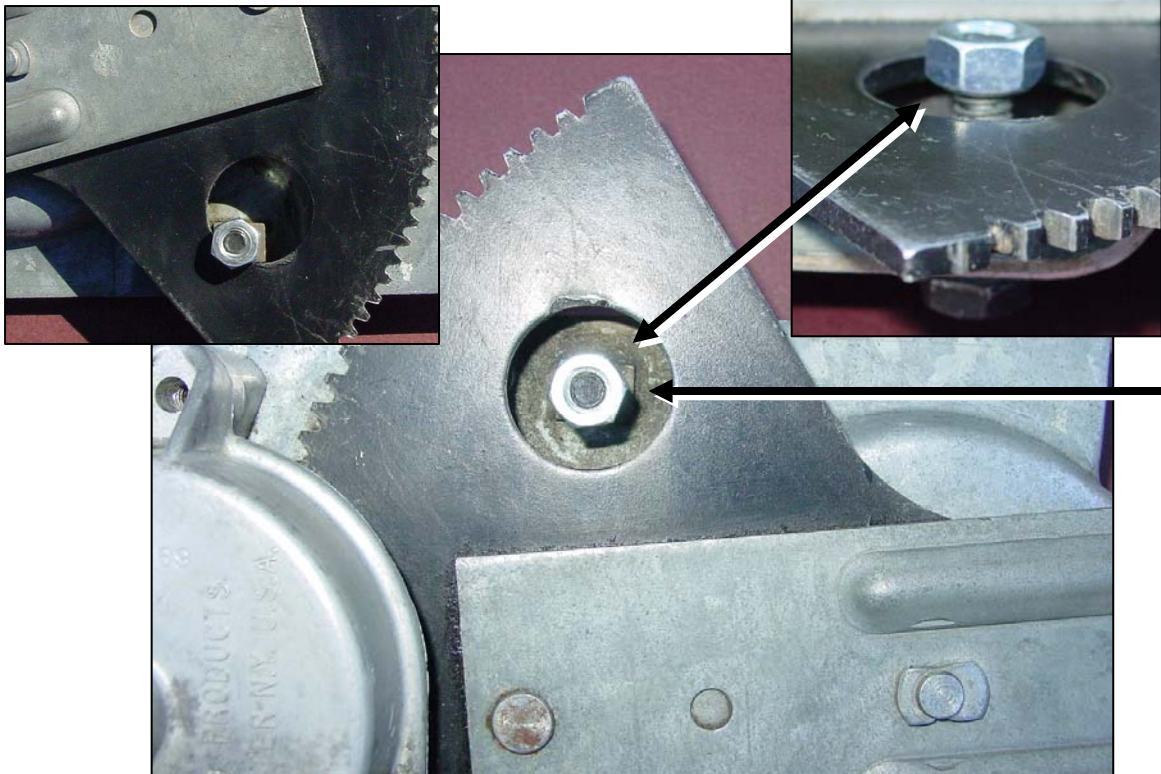
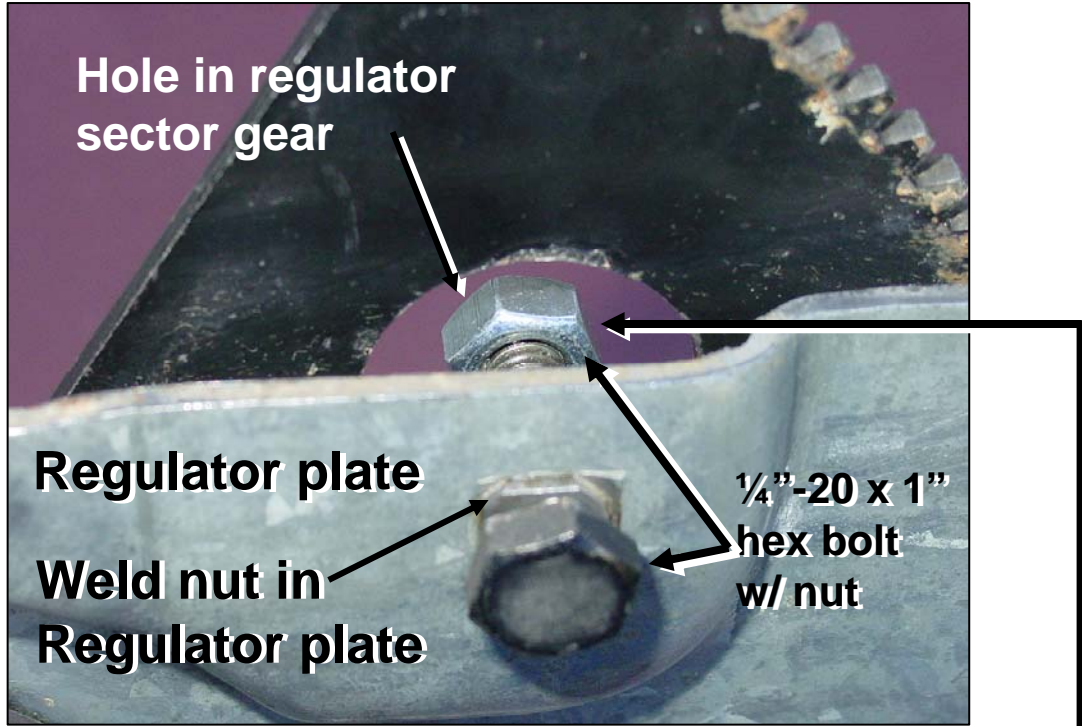
Bolt in weld nut
of regulator
bracket



Drive gear
shaft
bushing

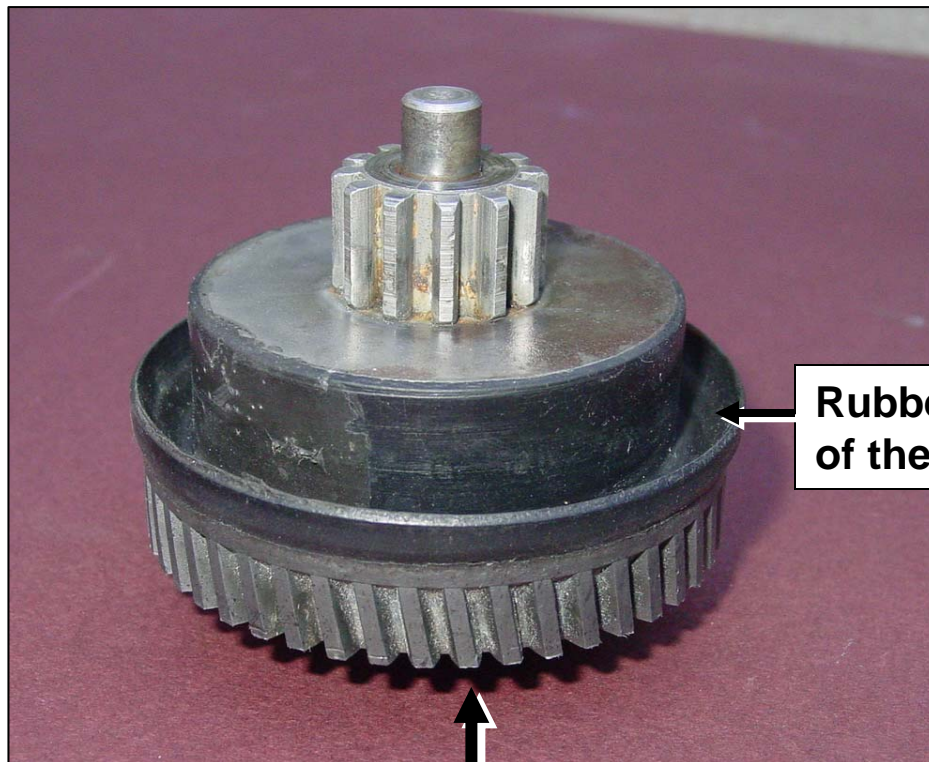
Regulator bracket after clean-up. Note the scribed semi-circle in the hole to the left of the spring (**red arrow**); that circle marks the position of the sector gear before removing the shaft of the drive gear from the bushing (B). Circles are weld nuts for attaching bracket to door panel.

Locking regulator arms with bolt through hole in sector gear:

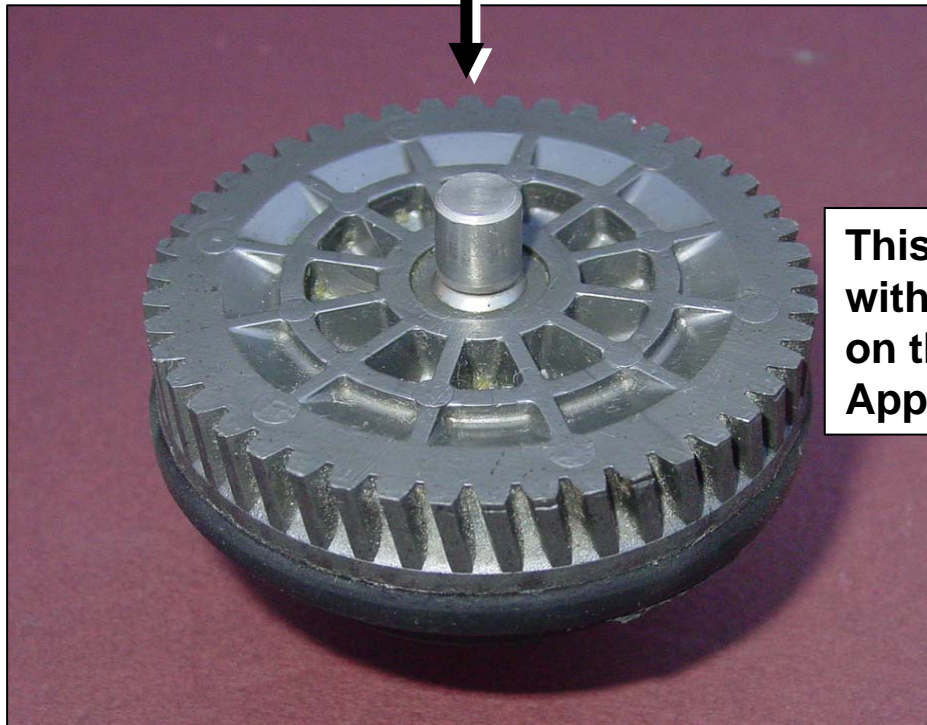


This is the position the regulator was in when removed from the car. When I released the motor shaft from the drive gear, the bolt “snapped” to the edge of the hole as shown in the inset (upper left).

Power window motor gear



Rubber "seal" – part of the gear assembly

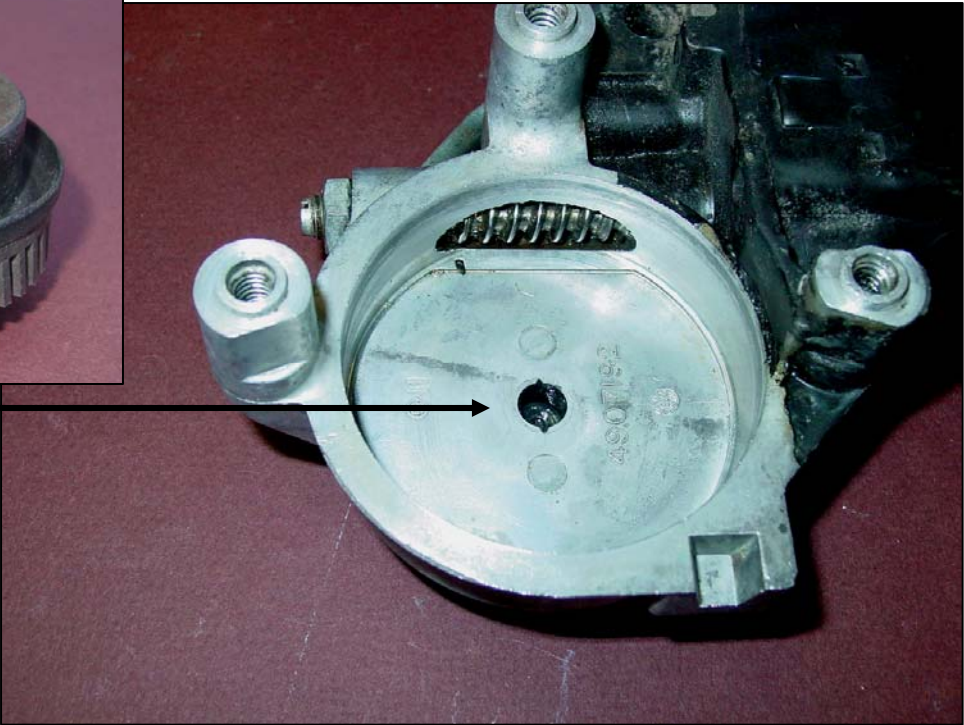


This gear engages with the worm drive on the armature shaft. Appears to be plastic.

Drive-gear housing before and after cleaning



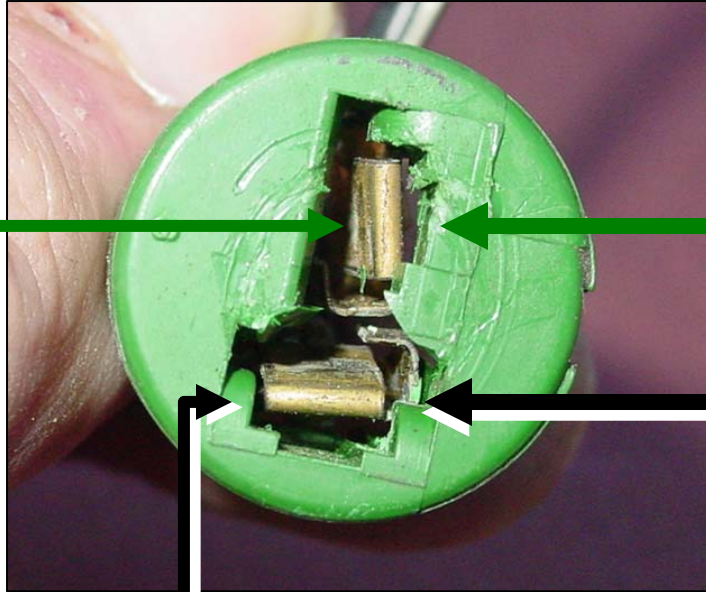
**PW
Drive
gear**



Power- window harness connector

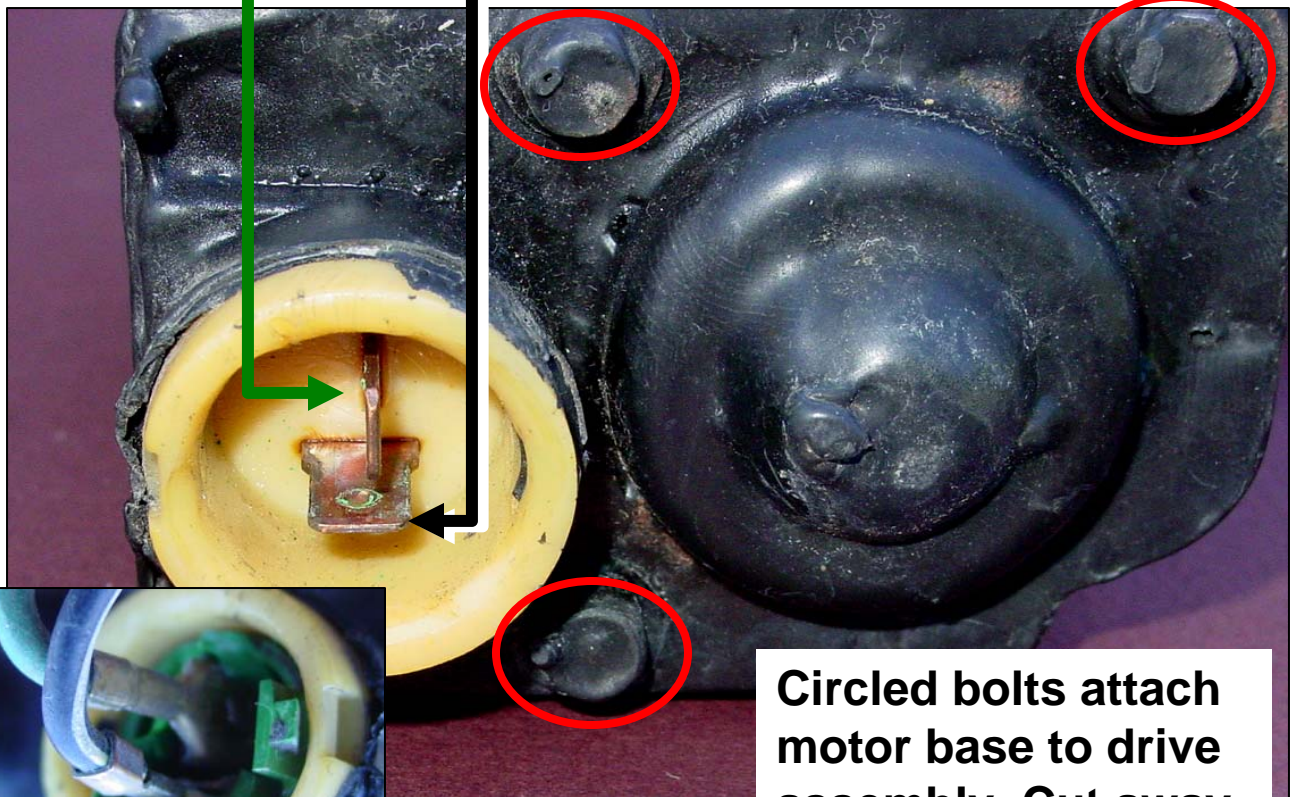


Ground on motor housing as found on my car



B/W - down

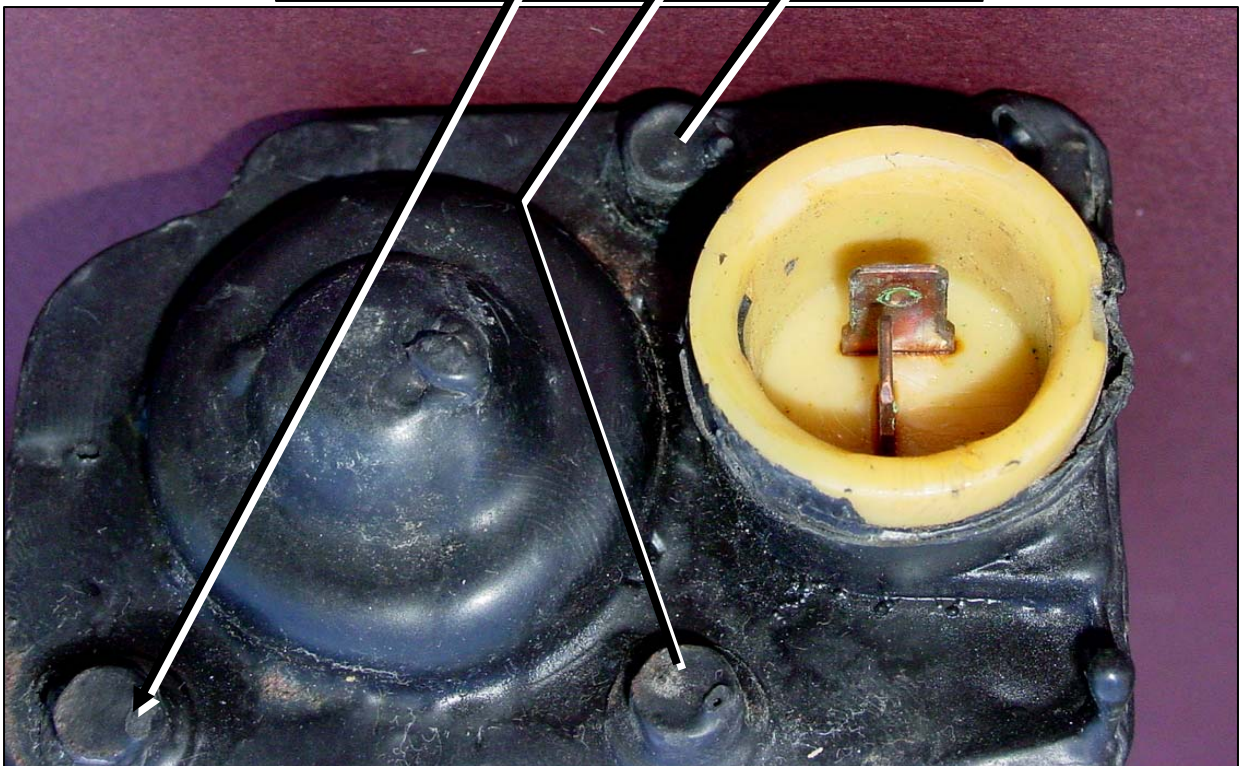
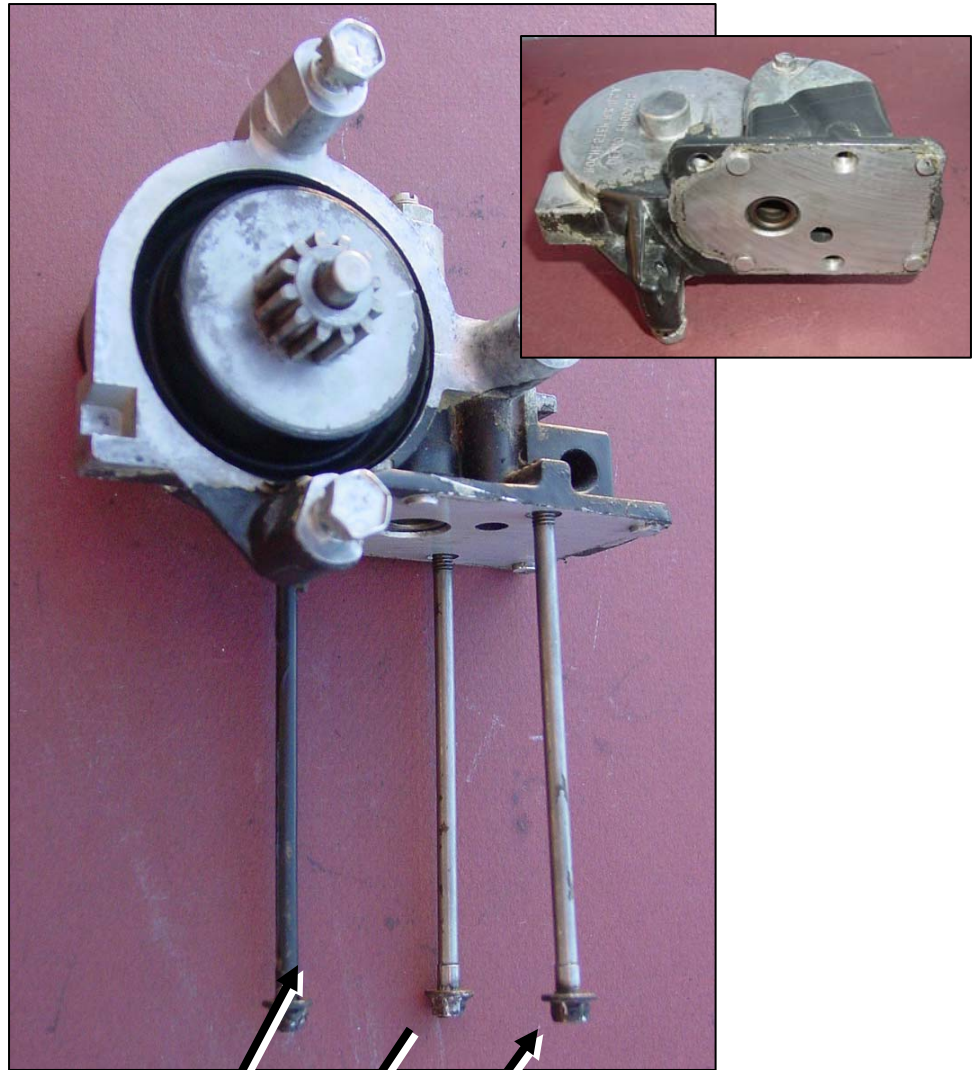
Dk Green - up



Circled bolts attach motor base to drive assembly. Cut away rubber to remove.

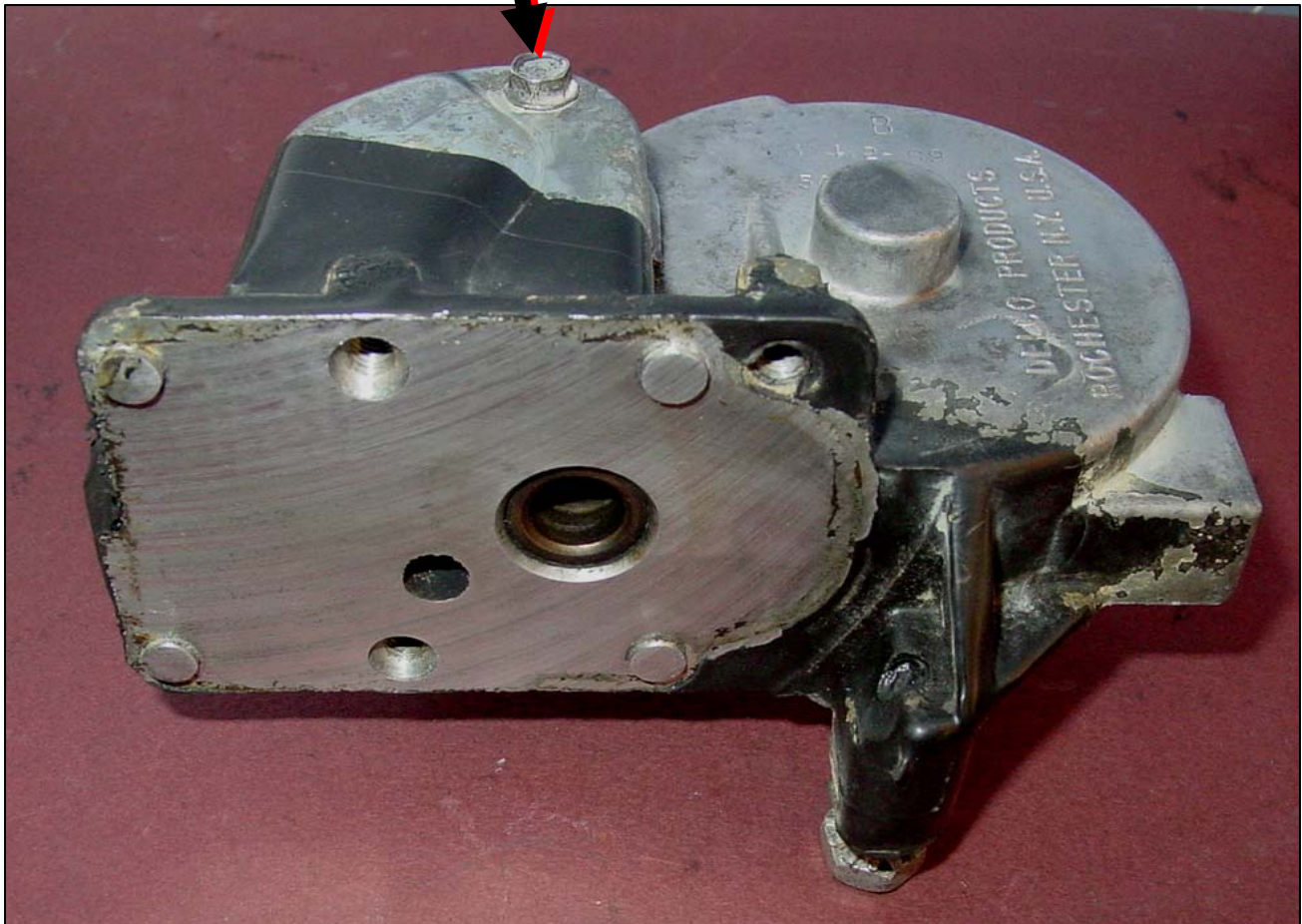


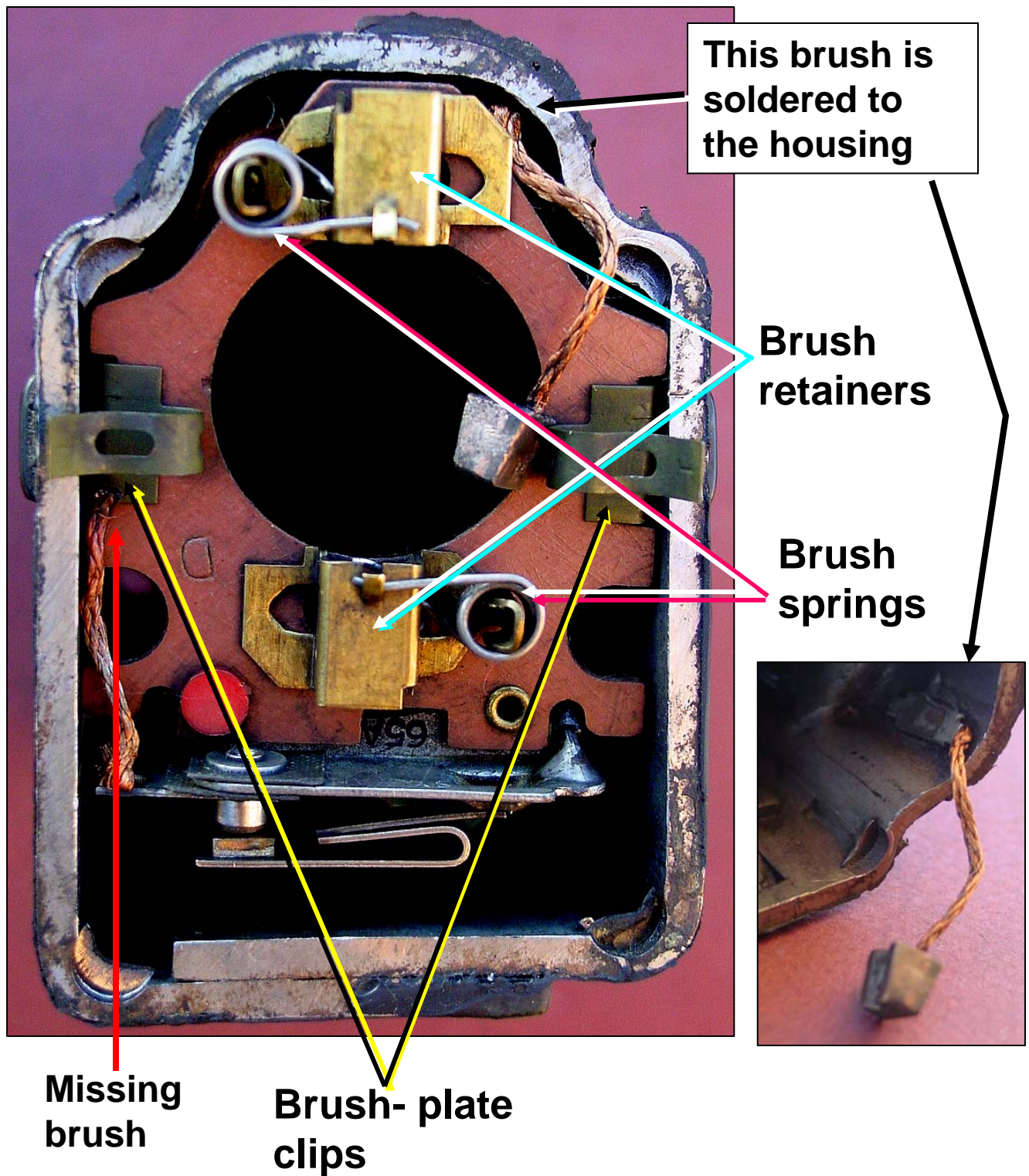
3 long bolts join motor to drive gear housing





Ground connection as found on my car. There should be a spade here to receive the female connector from the harness.





“Brush plate assembly” with the armature out of the motor

Connection to
"field" on motor
housing

Connection for
other brush

