

# FAST GLASS

WITH SUMMER APPROACHING, POWER WINDOWS THAT HAD PACKED IT IN JUST WOULDN'T STAND

STORY BY LIAM QUIRK PICS BY CHRIS SORGESEPP

One thing that had always annoyed me about the VB, and every first-gen Commodore I ever stepped into (with the exception of a few, well-built examples), was how the power windows deteriorated. There seemed no apparent way of returning them to their original, functional state.

Many of us have tried and walked away lesser men for attempting to fix the rear power windows in a first-gen Commodore ourselves. It's even to the point where regular Auto Electricians won't take the job

on. Well, we've found a place that can sort your power-window woes.

Want to convert from manual to power windows? Done. Want to fix an existing power-window system? Too easy! How about replacement parts for now obsolete factory systems? All part of the deal. Whatever is causing your power-window grief, Electric Life has the fix for it.

In the case of the VB, something went awry at some point in time. Although still the original door, someone had removed the power window regulator and mechanism and swapped it for a manual winder.

The passenger-side window was always slow. The rear passenger window was a tangled mess with no way of fixing it, and something was dicky in the electrics of the rear driver-side window. It made for a very sticky car during the summer months.

Electric Life came to the rescue, though. The team installed a new power window set-up for the driver's door, freshened up the passenger's side, and gave some help with the rear windows. A new main switch box eradicated the gremlins once and for all.

We will take you through the basic process:

1. One of the best things about the Electric Life product range is this little fella. It's a replacement mains switch box for your power windows, and unlike the GM unit, it's made up of four different switches.

With a factory mains switch, when the connections for one window die then the entire unit has to be replaced. However, the EL item is a collection of four separate switches, so if one dies you simply replace it.

Even better, the loom is designed to be plug and play with the factory one, which means no soldering new connections, for a hassle-free install

2. To install the new mains switch, simply pull the old one from its place in the centre console



3. Disconnect the loom as such (including the separate brown wire)

4. Reconnect the EL mains switch. The two brown wires connect as well – everything is colour-coded to make life easy

5. Back in position, you can hardly pick it as aftermarket. As if a brand-new switch box wasn't already the duck's guts, the switches emit a soft light making them easy to find at night

6. To get any kind of access to the innards of your doors, you will have to pull your door trims off. Removing the manual mechanism is a matter of unbolting it from the doorframe. With the bolts removed (and the loom disconnected if you're removing a powered mechanism), the entire mechanism can be removed from the door skin

7. The new Electric Life mechanism, just like the mains switch box, is a direct replacement for the factory item making installation a process lasting five minutes at best

8. The new mechanism will need to be powered, so supply power to the two wires that call for it

9. With the wires tucked away and the unit bolted in place, give it a test whirl. If the window goes down when you press up you've reversed the polarity, so just swap the two wires over and you will be set

We didn't show you how to do the rear doors as it is a very difficult process; one best not tackled by you or I. Electric Life helped us do ours, but it was a very long and laborious task and one we don't think they will be jumping up and down to do again.

Post service, all of the windows work faultlessly – they move up and down freely and most importantly, draw less current from the alternator as they're functioning at the peak of their efficiency.

It's a rare service that EL offers and one that will no doubt be of genuine benefit to those living with busted power windows nationwide. The product range extends beyond first-gen Commodores and indeed Commodores in general. **SC**

#### PRICE

Front Regulator \$240  
Rear Replacement motor \$230  
Switch Box \$200

#### CONTACT

ELECTRICLIFE  
www.electricle.com.au  
9602 1811