

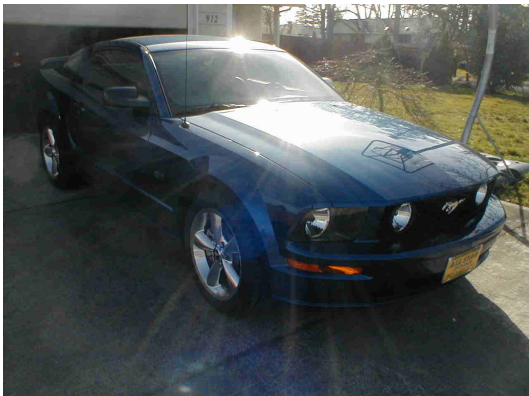
Door Panel Removal & Window Stop Adjustment

By: Jeff Wolford

Disclaimer: This is simply an article of how "I" fixed my car. I'm not responsible if you break, scratch, or mess up anything following my example.

That said here's what I did...

Vehicle: 2006 Mustang GT Coupe.



The Problem:

The driver side window did not lower enough. It stopped too high - leaving about $\frac{1}{2}$ inch. sticking up above the top of the door. The window was also catching on the plastic rain-drip trim (when window up) if I didn't open the door slow enough. This started after the car was repainted (75% of the vehicle's paint was damaged during a WA State wind storm in Mid Dec 2006).

Very Irritating!

Very Uncool!



Background:

The passenger side did this when I first purchased the car in Feb 2006. I found the problem because the rubber trim around the mirror started hitting the black plastic rain-drip trim on the car, causing a banging noise every time the door was closed. The dealer replaced the rubber trim around the mirror. Within a couple weeks the new rubber was rubbing against the rain-drip trim again. After thirty minutes or so of messing around I figured it out. The window was sitting too high inside the door, so when it was closed it pulled up too far and was slowly stretching the rubber mirror trim out of shape. I told the Ford Service Advisor what I thought and they adjusted the window. That solved the problem. The window then sat nicely when rolled down and did not pull on the rubber when rolled up.

Of course another problem was created when the tech damaged the trim around the interior door pull. He left a couple indents on the side of the trim where he obviously tried to pry the part off the door panel with a screwdriver. Really nice quality work they do at the local dealership. They replaced the part, but it was another hassle for me (waiting, missing time from work, worrying that they would break more things, etc.).

Back to now...(car just repainted) The manager at the body shop said that I would need to see the dealer service because the window is controlled by the computer and they will have to "hook it up" to get it adjusted properly. That didn't sound right to me. It's not mentioned in the Ford repair manual either. Besides, I didn't want them tearing another door panel apart.

I was sure that I'd be more careful than them, so after agonizing about for several weeks I gave it a shot.

Note: Some photos look a little unnatural because I was holding the tool with my left hand and taking the picture with my right. It's harder than it sounds.

Preparations:

Nothing special, I just parked the car so that I could fully open the door. I did not disconnect the battery.



I Used the Following Tools:

- Plastic Putty Knife (not shown here)
- Ratchet
- 5mm Socket
- 7mm Socket
- Socket Handle Driver
- T30 Torx Socket
- Socket Adapter
- Short Socket Extension
- Philips Driver bent at a 90 degree angle
- Driver for Torx Bit
- Flat Head Screw Driver

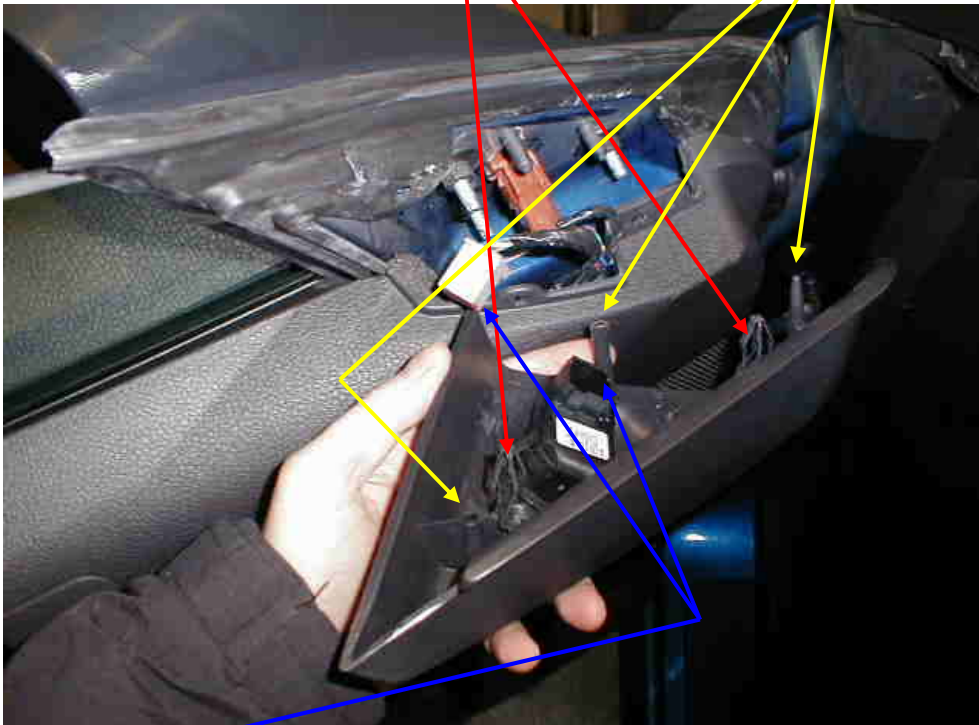


1. Sail Panel Removal:

This was pretty much Grip & Rip. The left (back) side came off very easy. It felt like it was binding a little on the right side (which is really the front side) so I eased it out with a flat-tip screw driver, being very careful not to mar the rubber around the mirror. In hindsight - I'm sure I could have skipped the screwdriver if I'd pulled a little harder. Better safe than sorry though.



The Sail Panel is held on by (2) spring clips. There are (3) plastic pins that go into guide holes, and... ..

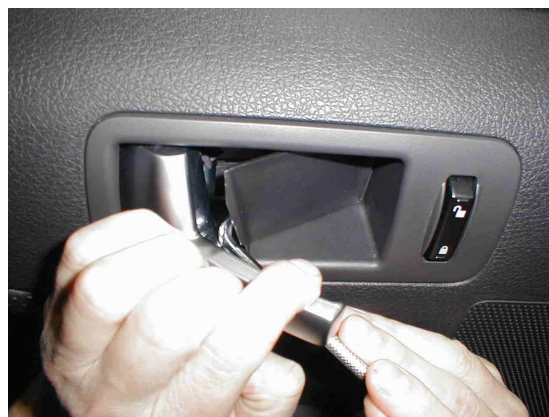
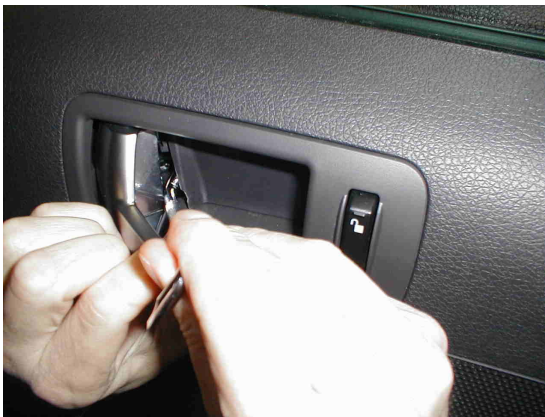


... (1) electrical connection.

2. Door Handle Access Panel Removal:

This is what the Dealer got wrong. I found out that I didn't have to remove the entire handle trim, just the little access door behind the door handle. It's a little tricky though.

I used a screwdriver that's bent at a 90-degree angle and carefully pried the back of the access door out. Then I carefully pulled the part out, being extra careful not to scratch the bottom of the door handle trim.



There are other parts back there can be damaged if you're not careful (like this one)..

There's (1) T-30 torx screw.



Additional Pictures of the Door Handle Access Panel:

Here's the little access door after I removed it.



Notice the (3) tabs.



3. Arm Rest Access Panel Removal:

I used a plastic putty knife for this. I gently pried the top out, being careful not to damage the leather.



There are (2) tabs on the bottom that act as hinges. A slight angle was all it took, then I pulled it straight up.

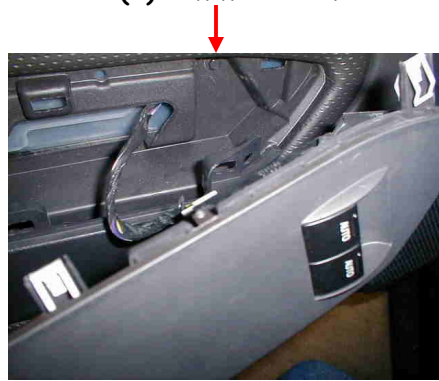


There's (1) T-30 torx screw behind it.

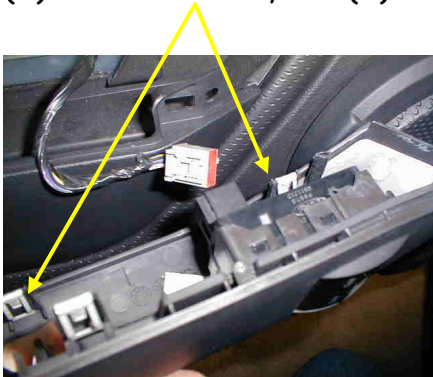


4. Power Window Switch Panel Removal:

This was pretty much Grip & Rip also. I grabbed the inside of the switch recess and pulled straight out. After the front was loosened I was able to pull out the back. There's (1) 7mm screw.



The upper switch housing and lower portion came off as one whole unit. There are (4) spring clips that hold it in place. (2) on the bottom, and (2) on the top.



There's (1) electrical connection to the switches. It was really very simple.



5. Remove Torx Screws:

I removed the 2 torx screws using a T-30 torx bit and driver.



6. Remove 7mm Panel Screws:

I then removed the (9) 7mm screws that hold the door panel in place. The screws were all clearly visible around the edge of the panel (except screw 7).



(1) (2) (3) (4) (5) (6)

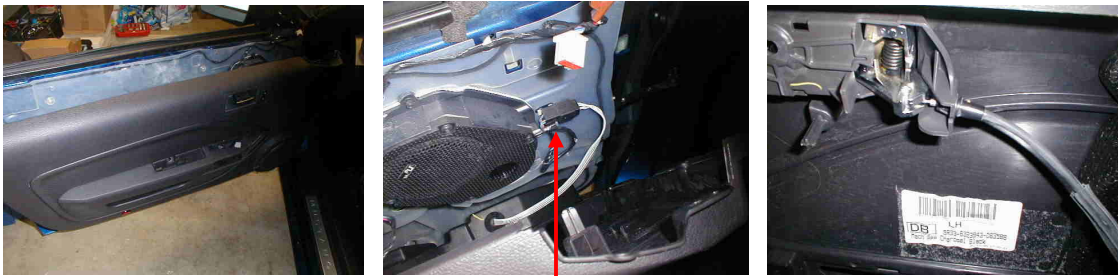


I almost missed this one (7) (8)(9)

** Note: The 2 pictures above show the sail panel in place because they were taken when I was putting everything back together. At this step in the process the sail panel was actually removed from my door. I just forgot to take a picture of this view when I was disassembling everything.

7. Remove The Door Panel:

While standing against the inside of the door I gripped the door panel from the bottom with my right hand and braced the top of the panel with my left. As I pulled up on the panel with my right hand I pulled the top lip toward me with my left, "unlatching" it from lip on top of the door. There are two large plastic tabs near the bottom of the panel that act as hinges. I was able to tilt the panel toward me and that gave me access to the speaker connection, power door lock connection, and door handle cable.



The speaker connection has a little button on the bottom that must be pushed in to disconnect the plug. There's also the power door lock (not pictured) that must be disconnected.



I released the door handle cable with a pair of needle-nose pliers. I squeezed the two plastic tabs in then pushed the cable back through the hole. The metal cable then slipped through the slot on the side of the bracket and I removed the end from the latch similar to a bicycle brake cable.

I removed the door panel from the door by pulling it out at a slight angle away from the door. I set the panel on a couple towels and propped it up so it wouldn't get damaged.

The subwoofer remained attached to the door panel. The other speaker remained on the door.



Here's what the door looks like without the panel.



8. Getting Power Back to the Window:

I then reconnected the window switches so I could operate the window.



9. Getting Access to the Window Adjustment:

I raised and lowered the window (using the car's power) a half dozen times to get an idea of how it worked and where the various components were.

I then raised the window to a height that gave me access the window stop adjustment. I figured that was what I needed to adjust the window.

The water barrier on my door pulled away after some force. When I put it back I'm not sure if it's sealed as good as the factory but it seems to be ok.



These are the Window Adjusters and what actually holds the window in:

Back



Front



10. Adjusting the Window:

I tried to adjust the window using the adjustment screws, but it wasn't enough so I loosened the bolts that hold the window in place.

This was a little scary, but I loosened them just enough to allow the window to be pushed up and down. The window seems to fit like a "sandwich" between the nylon (plastic?) that squeezes closed with the bolt.



After I loosened the bolts I reached inside the door frame and raised or lowered the glass (on the brackets) just a little. Then I snugged the bolts back down and raised and lowered the window with the car's power to check the alignment. This required opening and closing the door several times to check the drop feather and sealing abilities, as well as checking to see that it was lowering into the door enough. I spent a good 45 minutes or so adjusting, checking, adjusting, checking, and so on.

It was a little tricking getting the back and front lined up just right.

After I got the window as good as I could using the window mounting bolts I did some fine tuning with the front and back window stop adjustments. I used a 5mm socket for this.



11. Putting It All Back Together:

I placed the panel partially in place using the two plastic tabs on the bottom of the panel and connected the door handle cable, speaker connection, and power door lock connection.



The hardest part was the door panel. I struggled several minutes getting it back in place. It's hard to explain how I did it. I just kept fiddling around with it (being careful not to pinch any wires or the door cable) until it finally slipped into place. The door lock rod was also a little tricky. After I got the panel half way on I lined up the hole and rod and pushed the unlock button to extend it. Then I ran it through the trim ring on the panel.

I replaced all the screws, switches, sail panel, and access doors. Reassembly is pretty much disassembly in reverse. I then tested everything to make sure it was all still working.

12. Results:

Great!

I'm not a mechanic so getting the door panel off and fixing this was a huge success for me.

It's not perfect, but it's a lot better than it was. And, it's just as good as what the dealer did with the passenger side (I didn't break anything either).

It seals good, doesn't pull up on the rubber mirror trim, doesn't catch on the plastic rain-drip trim when I open the door, and now the top of the window sits almost level with the top of the door when the window's down.

Before



After

