

Unbolt and remove the Rally Sport headlamp door assembly. There are two bolts on the radiator support and two on the fender.

Remove the motor shaft nut and cone washer from the old motor output shaft.

Remove the drive washers, plastic clutch disks and motor arm from the old motor output shaft. Pay attention to the order of the plastic clutch disks and drive washers, as the new drive washers and plastic disks must be installed in similar order.

Remove the old motor by unbolting the two small bolts holding the old motor to the motor mounting plate.

Due to the increased size of the new motor, the original motor mounting holes cannot be used. As a result, the two 10-24 sized holes in the motor mount bracket will serve as the new motors mounting boltholes. You must drill two corresponding holes in the motor mounting plate. Sometimes a plastic tipped hammer is needed to slightly “massage” the back of the headlight housing for motor clearance or realign the motor plate by loosening the five mounting screws holding the plate to the headlamp assembly, this will not interfere with the headlamps or the headlamp alignment.

Secure the motor to the mounting plate using the two supplied 10-24 bolts and Nyloc nuts (Warning: To prevent motor arm interference, the 10-24 bolts head must be on the motor output side of the mounting plate, while the Nyloc nuts should be used on the motor side of the mounting plate).

The Retro-Electro motor output shaft is oversized and as result, the original motor door arm must be drilled with a 3/8” drill bit. The motor arm should move freely on the motor shaft.

Install the supplied 1/8” x 3/4” brass thrust bushing over the motor shaft.

Install the drive washers, plastic clutch disks and motor arm onto the output shaft in the following order: steel drive washer - two plastic disks - motor arm - two plastic disks - steel drive washer (refer to attached diagram).

Slide the cone washer onto the output shaft followed by the supplied washer.

Torque the first ¼" jam nut to about 10 ft/lbs. or tight enough to allow the plastic clutch disks to slip if there is significant binding in the motor arm. Then jam the second jam nut onto the shaft.

Each motor comes with the correct 56 series terminal endings and plug. For the passenger side motor, the red wire must substitute the old motors light green wire, while the black wire substitutes the old motors dark green wire. For the driver side motor, the red wire should substitute the gray wire while the black wire should substitute the purple wire.

