

## Window regulator rebuild - February 2004

The window regulators in these cars consist of a system of pulleys and a cable driven by an electric motor. These setups are far from bulletproof and are known to fail (catastrophically in many cases, including mine). Also, they have a reputation for being a real expensive item to repair. I thought so until a fellow [Audi World](#) member mentioned he bought a single part from Audi that included everything needed...for under \$100 bucks!! The part number for the drivers side is 895 837 725B while the passenger side is 895 837 726B. In the case of my CQ's passenger side window, it died due to the failure of the three bonded rubber mounts which secure the window motor to the inside of the door frame. The broken mounts resulted in the motor hanging by the cables and...well, just take a look:



Not much fun, but anyhow...back to the rebuild: Included in the rebuild kit is the cable pre wound in a spool and housing as well as the cable sheathings, clips, springs, etc...the spool internals were even greased and ready to go!! Criswell Audi had a list price of \$118 for the passenger side, but a 'special' discount brought it down to \$70. Before you get antsy and tear into the new spool assembly, **WIRE TIE THE HOUSING ENDS AS SHOWN!!** If you take the black plastic cap off without doing so, the spool can come apart and proper function of the assembly could be jeopardized.



To get the window/regulator frame out, follow steps 1-9 in the above "Window glass replacement" write-up, then pickup back here:

1. Removing the damaged cable system (assembly) is a no-brainer. There are two black fittings at the end of the cable sheathings where they meet the frame. These fittings are turned 90 degrees and slide right out. Getting to the upper one was tight, so I just removed the glass (BTDT 2 years prior). I would advise tracing the clamps on the glass with a wite-out pen to assist in retaining proper alignment; after all, you can't see that part when it's installed anyway. Also, one thing I'm glad I did prior to tearing the old assembly out was measure the length from the end of the one cable (that leaves the spool from the bottom) to the clamp on the forward window support. In my case, it was 57-1/2 inches:



2. Unbolt the old spool from the motor. I didn't wire tie the housing together, as seen above with the new one, but it couldn't hurt to do so to keep things cleaner; just make sure you keep the white plastic vane and gear in the motor, as well as the black rubber seal between the two (see below image). I lightly cleaned the gunk off these parts and used some of the excess grease from the new unit to grease the gears prior to reassembly:



3. Next I assembled the spool/cable housing to the motor. According to the Bentley, I first installed the plastic vane into the new spool; the three vanes insert between two rubber pieces each, double-check you have all six and they're lined

up. Further, verify the rubber 'seal' is located on the remaining plastic gear set in the motor housing, and install the spool housing to the motor housing. Line up the bolt holes and rock the spool and motor together; if everything is lined up it should go together easily. Install the 5 bolts and tighten them in a crossing manner (again, according to Sir Bentley). When all is said and done, you should have a shiny, rebuilt regulator assembly:



Running the cables is pretty straightforward, although I had to wrestle the cable end into its slot on the rearward window guide. Also, be sure to install the new plastic clips (which have 3 different position settings, BTW) to the frame and route the bare cable on the inside of the upper cable sheathing as the two cross. In the above photo, mine appears to be on the outside, but keep in mind I removed the glass and the photo is actually looking from the outside. The glass clamps left a dirt outline so I managed to get the glass lined up on the first go, but if you traced the clamps as I suggested, life should be grand. Snap the upper sheathing into the frame clip, install new motor mounts (why not), and double check that the cable is seated in the pulleys and the two end clamp points.

From here you can pick up at step 11 in the Glass Replacement section. Just for the hell of it, I took a look inside the drivers door to see what that regulator looked like. Other than replacing the cracked motor mounts, I noticed the upper sheathing clip had actually bent the metal mount point of the frame! I deemed it stable, but plan to address it (and maybe rebuild the assembly) in the near future. At least I know what to expect this time. :D