

# Astina Electric Window Service

As performed on my 323f BA 180SE ('96)  
by JD

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## Introduction:

Having trouble with your window sticking, rattling or not sealing perfectly when closed? You can definitely sort it out yourself, and it's not too difficult either!

(This is just a guide based on my experience with the Astina windows, I can't be held responsible for any damage or ill effects directly or indirectly resulting from using the information in this guide.)

## Tools required:



- long nose pliers
- Small star screwdriver
- Big star screwdriver
- Medium flat screwdriver
- Number 10 socket or spanner
- (optional) a snack

## Step 1: Remove the door panel



*Fig 2. Door panel screw locations*

Remove the four screws holding the panel on. Screw 1 has a little hinged cap that you can flip open with a screwdriver. Once you have removed screw 2, you can remove the plastic piece that fits around the door handle by pulling the lever as far out as possible.

Screw 3 and 4 are under the door compartment lid.

The rest of the panel is held on by push studs, so just pull the bottom and sides of the panel away, then lift the panel up to remove it.



To completely remove the panel you will have to unplug the lead to the window control (fig 3).

*Fig 3. Window control plug*



*Fig 4. Removing window control*

It's also a good idea to remove the control switch from the door panel (fig 4) so you can plug it onto the lead to control the window while you're working on it (note, the drivers door control will not work if the passengers control is not plugged in). Be careful though that you don't move the window while you're working on it... for safety, leave the ignition off and only switch it on when you need to move the window.

## Step 2: Window mechanism



The window runs on two rails (dotted in the picture) and is moved by a cable attached to a motor that pulls the window base up or down. There are two stoppers that control how far the window raises (the arrows in the picture). These are number 10 size bolts.

*Fig 5. Window guide rails and stopper locations*



*Fig 6. Runner*



*Fig 7. Nut missing*

The glass is attached to the base by two bolts that run in the rails (left).

The problem I had with both front windows is that the nut on the rear bolt had worked loose and fallen off (right picture)!

To find the nut and its washer (which was lying in the bottom of the door) I had to pull the plastic away a little bit and remove the speaker to find the nut lying in the front corner of the door.



Now to re-fit the nut, you will need to remove the back stopper so you can raise the window until the back pops out of its guide rail like so (see picture).

*Fig 8. Raising the window*

Clean the bolt and nut a bit, and re-fit it. It needs a funny star-shaped allen key to tighten but you can get by with the right size flat screwdriver and a pair of long nose pliers on the other side.



*Fig 9. Fitting the nut*

Ok, now you should lower the window, but make sure you push the glass (by hand) towards the back of the door to get the bolt to slide back into the rail properly!

Lower the window all the way and re-fit the stopper. You should be able to see the position the stopper was at because of the dust and so on inside your door.

This is a good time to put some lubricant in those rails and on the runners... you can use graphite or if you don't have any of that, just some general purpose stuff.

### Step 3: Window adjustment



Fig 10. Correct window alignment

If your window (like mine) doesn't seal properly when the door and window is closed, just raise the stopper slightly and try it out. This fixed my problem and the window seals perfectly now, no more rain coming in!

If the window starts sticking at the top of the frame when you close the door and the window is closed, then you'll need to lower it slightly. It's really trial and error, but you *can* get it right so don't give up!

### Step 4: Put it back together

Ok, once you've made sure it all works properly (open and close the door with the window fully up to make sure it seals properly against the car but doesn't jamb at the top!), fit the control back into the door panel, plug the wires in and fit the panel by clipping the two top push studs first, and then the sides and bottom of the panel. Re-fit the four screws and away you go!

I also had a faulty control switch, which IS repairable with little to no electronic knowledge... I will add a "how to" article about this soon.

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**Questions, comments? Email me at:**

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