



1976 Mercedes-Benz 230.6 Window Regulator Replacement

We'll be replacing the hand-crank window regulator, one the left-side front-door, however it would be mirrored for the right-side door

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INTRODUCTION

Follow along with me as I replace the left-front window regulator on my old Mercedes sedan

TOOLS:

- Trim removal tool (1)
- M6 x 1.0 Tap (required for my original part) (1)
- 10mm Deep Socket (1)
- 0.25 inch ratchet (1)
- Small pick (1)
- small flathead screwdriver (for prying) (1)
- Needlenose Pliers (1)
- Phillips #2 Screwdriver (1)

PARTS:

- [Mercedes-Benz 1157251102 Windowlifter, LH \(1\)](#)
Genuine MB
1973-on Left-hand manual window regulator
- Dielectric or other grease (I used 3M Silicone Paste) (1)

Step 1 — Establishing shot



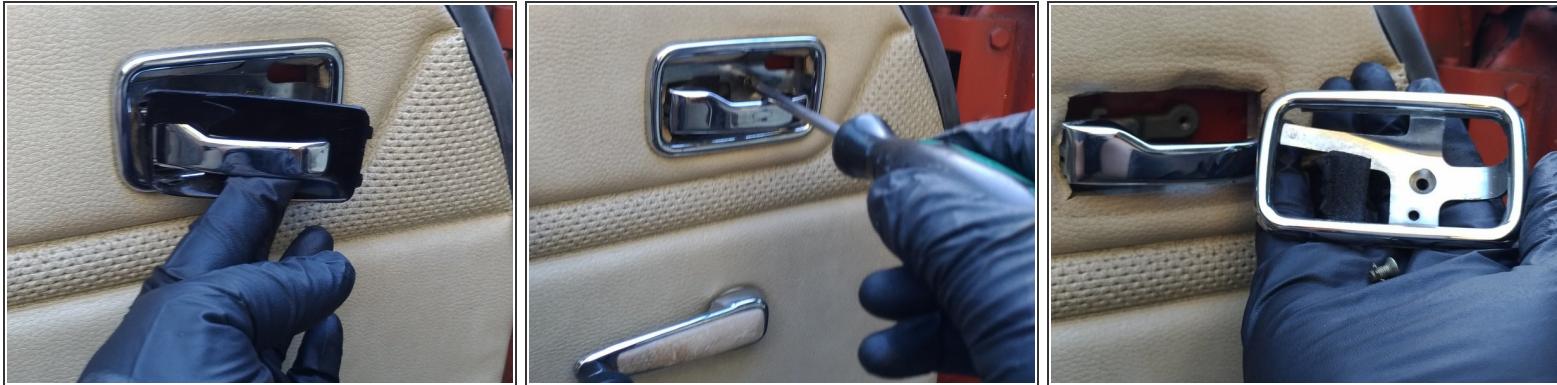
- Today's patient, the 1976 230.6, this guide will apply to any W114 or W115 from 1973 onwards (facelift)

Step 2 — Latch surround



- Remove the two phillips #2 screws

Step 3 — Door opening lever surround trim



- Pry out the black plastic cup behind the door lever, using your pick or flat-head screwdriver
- Then remove the single phillips #2 bolt, taking care to retain the lockwasher

Step 4 — Door pull-closed handle



- There are a total of three phillips #3 bolts holding the handle to the door, two at the bottom, and a single one at the top
- Your phillips #2 screwdriver will work fine here, but you could use a #3 if you want
- For the top bolt there is a chrome trim covering it. You'll need to pry back gently - using a pick or small screwdriver so as to leave it undamaged

Step 5 — Checkpoint reached!



- You've removed the two surrounds, and the door handle
- There are two metal garnishes above each lower-leg of the door handle, I like to arrange them so I know where they went - for later reassembly

Step 6 — Window winder handle



- Looking down almost behind the window winder handle, you can see the trim panel has a bent-metal clip, the trim also acts as the locking-clip to hold the handle on
- First push the trim panel outwards toward yourself
- Then it slides away from the hub, towards the knob which you hold to rotate the handle

Step 7 — Door interior trim panel



- The interior door trim panel is held in place by a series of push-pins around the edge of the panel, you can pry them out using a plastic trim tool, or like I did here with a small prybar and rag
- To avoid damaging the trim or the door, try to get the pry tool as close as possible to each clip then gently pry until it pops out
- The trim panel separates below the top portion, so the lock-knob and window seal can remain in-place and undisturbed
- Remember the trim panel is very-fragile and made of particle-wood, so handle it gently and place it out of harms way while you're working on the door

Step 8 — Moisture or vapour barrier



- Peel back the vapour/moisture barrier plastic, mine was removed before, so the original glue was gone, I had some spots of double-sided tape holding it in
- I just fed it through the partially-open window to hold it back, but if it's windy it might be annoying
- We're trying to gain access to the door interior

Step 9 — Nasty parts surprise



- My new part (1157251102) looked so full of promise with it's blue genuine parts label, and it's shiny metal it's manufacture date stamped 10/1987
- However the installation was about to take a turn for the worse, I didn't realise at first, naively thinking a genuine part would just bolt-on
- It turns out my new part didn't have threads tapped in the four bolt holes!
- Can you believe it!?
- So with a bit of cursing, I dragged out my tap and die set
- If you get lucky you won't need to tap the holes on your replacement regulator

Step 10 — Regulator arm to window bottom track



- The arm that attaches to the bottom of the window uses a pin with clip and special washer
- It's a bit fiddly since you can't see it easily, mostly you'll be working by feel, the clip slides into a groove machined into the tip of the pin
- There is a rectangular plastic bushing that slides in the window-bottom track, it fits over the pin first
- Then the pin and bushing go through the track
- Then there is a plastic slightly-conical flat washer with a metal star-shaped washer that fits over that
- Then at the very tip of the pin - facing into the door, there is a spring-steel clip
- I used a pick and a flathead screwdriver and a pair of needlenose pliers and a bit of cursing to get it out and back in
- NOTE: the window drops after you pull out the pin, since nothing is holding it up - I put a small prybar in place to hold it up, but you could also use a piece of wood or whatever

Step 11 — Regulator to door bolts



- There are four bolts (circled in blue) holding the regulator to the door, they are all 10mm head bolts, but the top two are longer
- I used a 10mm deep socket on a 1/4 inch ratchet, but any 10mm wrench, spanner, or socket should work
- in the second picture you can see the gear-quadrant of my old regulator hanging down, it's supposed to be up engaged in the winder gear teeth
- It was at this point that I realised I could not get the old regulator past the window vertical track...
- Notice I'm using a short prybar to prop up the window now (since otherwise it drops down) you could use a piece of wood or some other tool as well

Step 12 — Front vertical window track



- Since you can't get the regulator out past the window track, it has to be detached temporarily
- It's held on by two 10mm bolts, which have fancy dimpled flat washers, and lock washers, I've circled them in green in the picture
- Remove those two bolts, which should give you enough movement to push that window track forward off the window a bit, then into the door a bit deeper
- At this point it should be possible to pull out the window regulator, angling it as you go to avoid jamming on things

Step 13 — Preparing new parts



- As I mentioned in step 9, I was punished by the lack of threads in my new window regulator
- So I broke out my tap and die set, and checked the bolt thread pitch, which was metric M6 x 1.0
- I didn't notice until I'd already slipped my new part into the door... I actually pulled it back out of the door to tap the four holes
- If your part also has a lack of threads in the holes, be sure to check it before you've put the clip through the pin, and reinstalled the track bolts etc

Step 14 — Fitting the new regulator



- Install several of the regulator bolts (remember the top two are the long ones)
- Don't tighten them yet
- Grease up the window bottom track and bushings before assembling
- The bushing clip is pretty hard to get on - enjoy that
- After you're happy with the placement tighten the bolts
- Then remember to put the vertical window track bolts back in too - they have the funny dimpled flat washers (be sure the window glass is in the track)

Step 15 — Reverse of removal



- Follow the steps backwards to reassemble the door

To reassemble your device, follow these instructions in reverse order.