

Hey guys,

I have recently suffered from the teeth breaking on my drivers side regulator due to the frozen weather and had to change it for a new one off Ade. This problem appeared one frozen morning - the window raises and lowered fine, it just wouldn't raise the final 10 mm and just 'juddered'. This has also been mentioned in the post [here](#). I took pictures whilst doing it so I could create a guide for anyone else who suffers this.

I have sourced the info from my own experience, several threads on here, the Workshop manual and the Peugeot Parts Catalogue. Threads used are [here](#) (Rivets) and [here](#) (adjustment).

Ways to reduce the problem caused by frozen windows can be found [here](#). If this post is deemed useful, can a moderator make this into a 'How to' guide?

The numbers in the text refer to the numbers shown on the Parts catalogue diagrams. Here goes:

1. From the inside of the door when fully open, remove the speaker grille (14), the speaker (4 Torx screws, all not shown), Torx bolts 71 and 72 around the door handle (may be underneath a cover) and the trim panel around the door handle, number 10. The bottom of the panel pulls away (connectors 73 hold the bottom) and the top sits in the interior weather strip (number 7 on the picture in 3.). The window switch (7 or ☹️ and the light (9) unclip from the panel - I find it easy to push them out from behind. The wiring to each can be unclipped and the wiring removed from the panel. Then remove the speaker panel number 13.

02/07/10 D8C 9 93J 42B		FRONT HINGED SIDE DOOR TRIM	
<i>L005 C2 LEATHER SINCE RPO NO. 07651</i>			
01	9328 29	01	UPHOLSTR PANEL LEFT HKM - AMARANTH RED <i>- FK AND L005 C2 LEATHER</i>
	9328 31	01	LEFT NFP FDU - APRICOT <i>- FD AND L005 C2 LEATHER</i>
	9328 33	01	LEFT FZL - HURRICANE GREY <i>- FY AND L005 C2 LEATHER</i>
	9328 30	01	RIGHT HKM - AMARANTH RED <i>- FK AND L005 C2 LEATHER</i>
	9328 32	01	RIGHT NFP FDU - APRICOT <i>- FD AND L005 C2 LEATHER</i>
	9328 34	01	RIGHT FZL - HURRICANE GREY <i>- FY AND L005 C2 LEATHER</i>
02	9314 95	01	DOOR GLOVE-BOX LEFT
	9314 96	01	RIGHT
03	9319 N6	01	ARMREST RIGHT
	9320 L6	01	LEFT
			LE-2006
05	9314 V8	02	BRACKET
06	9314 V9	02	BRACKET
07	6552 QX	01	CONTROL SWITCH <i>- ELECTRIC-SEQUENTIAL CONTROL FRONT WINDOW LIFTED</i>

2. Underneath the panel is the sealing panel, number 13 in the next picture. This strip costs £40 apparently and I ripped mine to pieces taking it off. Oh well. You will need access to the inside of the door so you may be able to peel the panel off carefully. Remove the door shock absorber, number 12. Next to the hinges, remove rubber seal number 70 and then remove Torx screw number 7. These are located below the check strap and above the bottom hinge. You can then slide the trim strip (number 6) forward and off the car.

406 - D8C 9 90A01K - FRONT HINGED SIDE DOORS - Mozilla Firefox

http://public.servicebox.peugeot.com/docpr/affiche.do?ref=D8C990A01K&refaff=D8C 9 90A01K&idFct=FCT0131

02/09/10 D8C 9 90A 01K		FRONT HINGED SIDE DOORS
01	9002 H0 9004 H1	FRONT DOOR 01 LEFT 01 RIGHT
02	9009 72 9010 69	DR OUTER PANEL 01 LEFT 01 RIGHT
03	9035 89 9035 90 9035 91 9035 92	DOOR HINGE 01 LEFT <i>UPPER</i> 01 RIGHT <i>UPPER</i> 01 LEFT <i>LOWER</i> 01 RIGHT <i>LOWER</i>
05	9181 G2	DOOR STOP 02
06	8545 N2 8545 N3	DOOR PROTECTOR 01 LEFT 01 RIGHT
07	8565 38	FIXING SET 02
08	9181 98	ARRESTER SEAL 02
09	9023 Z7 9023 Z8	DR WEATHERSTRIP 01 LEFT 01 RIGHT
10	9023 GF	REAR DOOR SEAL 01 LEFT

02/2001 IC 90A01K

Done

3. I then took the window out, although I'm not 100% sure this is required. I did it to give more room and make sure I wouldn't break it. To remove the window, remove the interior strip number 6 in the next picture. Then lower the window and use a 10mm socket to remove the 2 bolts (77 + 80 + 73) from bracket 11, removing the bracket as well. Then raise the window so that the bolts numbered 78 can be accessed from the outside of the door, through the circular holes exposed after removing the external trim strip. You will have to do one bolt and then move the window to get to the other one and remove metal strip 12. After this, lower the window and get access to the bottom of the window where the mechanism attached to the window, via sliders number 9. Remove the clips and then pull (quite hard) to separate the window from the mechanism. The window can then be lifted out of the door

406 - D8C 9 92A01K - FRONT HINGED SIDE DOOR GLASS - Mozilla Firefox

http://public.servicebox.peugeot.com/docpr/affiche.do?ref=D8C92A01K&refaff=D8C 9 92A01K&idFct=FC70131#

14/09/10 D8C 9 92A 01K		FRONT HINGED SIDE DOOR GLASS
01	9201 80 9202 81	FRT DOOR GLASS 01 LEFT 01 RIGHT
02	9303 91 9303 92	WINDOW CHANNEL 01 LEFT 01 RIGHT
03	9303 93 9303 94	GUIDING RAIL 01 LEFT 01 RIGHT
04	9221 A7 9222 A7	WINDOW LIFTER 01 LEFT 01 RIGHT
05	9309 A7 9310 99	WINDOW JOINT 01 LEFT 01 RIGHT
06	9309 A0 9310 A1	INT WEATHERSTRP 01 LEFT 01 RIGHT
07	8156 53 8156 54	GUSSET SEAL 01 LEFT 01 RIGHT
08	9227 38	FIXINGS SET
09	9304 46	ROLLER + PIN
10	9303 97 9303 98	FRAME BUFFER 01 LEFT 01 RIGHT
11	9214 48 9214 49	BRACKET 01 LEFT 01 RIGHT
12	9214 47	GLASS SUPPORT

Photos below show the steps listed in 3.

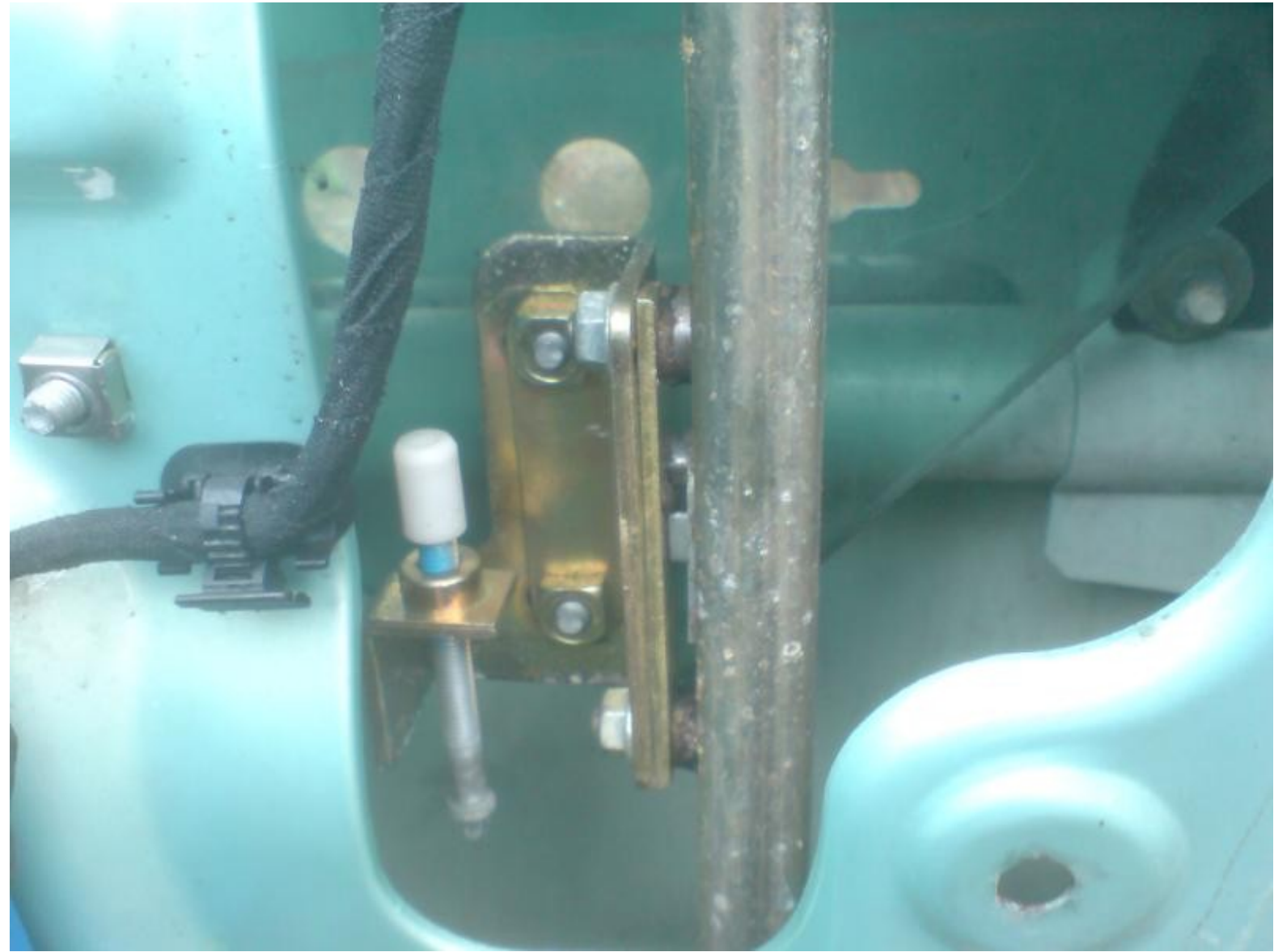
Bracket 11:



Provided by 406 Coupe Club

<http://www.406coupeclub.org>

Bolts and strip 12: Note you can see access holes to use



Sliders number 9 (one shown):



4. To remove the regulator, it is held in with 4 rivets and the part of the rail with another rivet and a bolt. The rivets are shown as numbers 76 (x4) and number 8 (rivet + bolt). The bolt is an Allen key style and is accessed from the outside.

2 rivets and 2 rivets by handle:



2 rivets by handle:



The rivets can be drilled out with a 5 mm drill bit, or an angle grinder used. There are other ways (I saw one video on the internet which punched the rivet out). A small angle grinder probably works best.

Once the 4 rivets are out, remove the one in the rail and the bolt (number 🤪). The electrical connection to the motor can be disconnected and the regulator wiggled out the bottom of the door.

Old regulator and new - thanks Ade!:

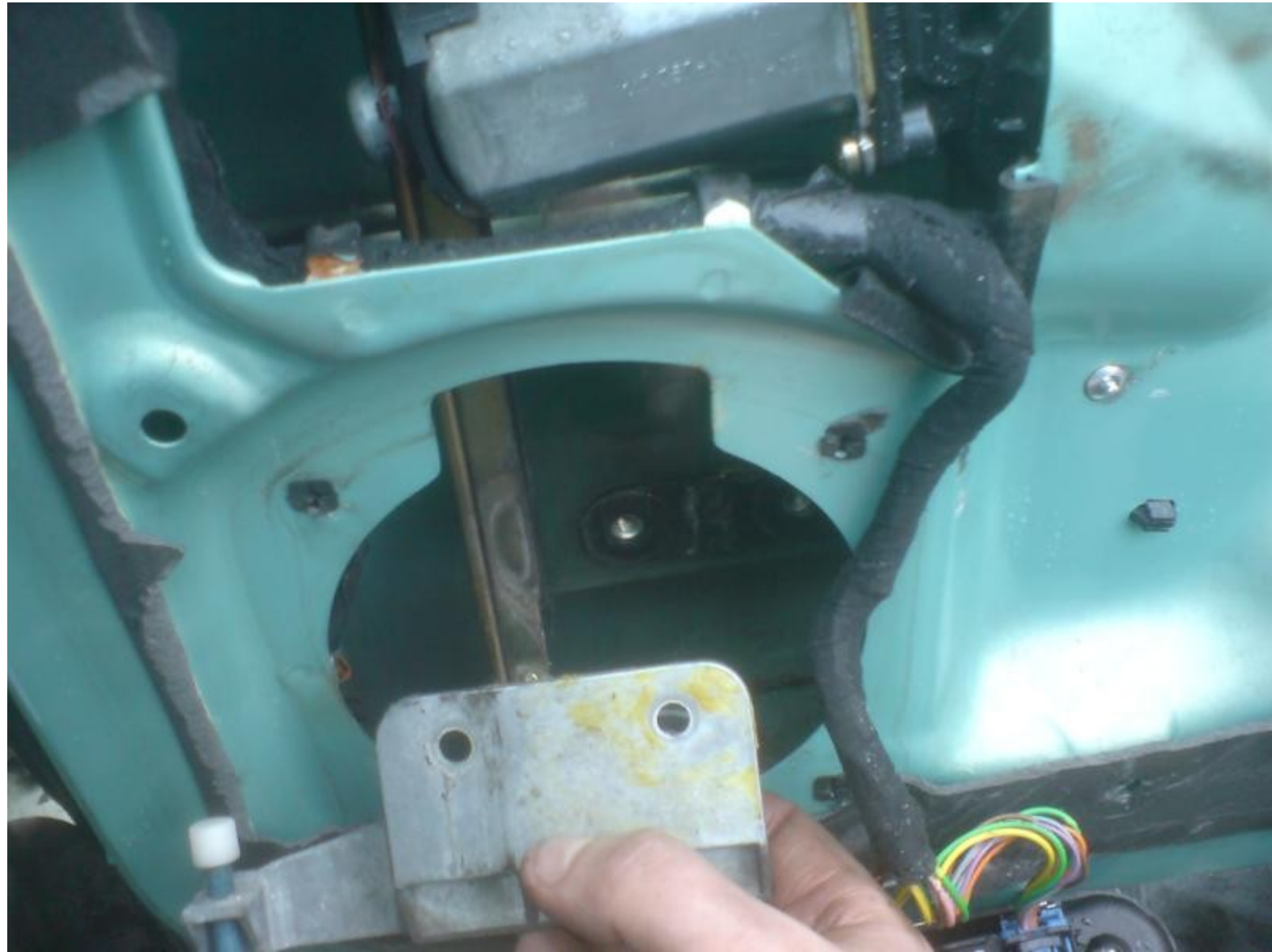


5. To fit the new regulator, wriggle it into the door and make sure the rail is in the correct location (if you struggle, you can connect the regulator to the wiring harness and adjust it to make it easier). Using a rivet gun (I got one for £3 and bought some Stanley 5 x 12 mm rivets like listed in the Parts catalogue - these were way too long and used some 5 mm ones that came with the gun), put rivets in the 4 holes shown above. use a smaller rivet (4mm?) to attach the side of the rail closest to the engine and put the bolt in the other end. Do not tighten is fully though:

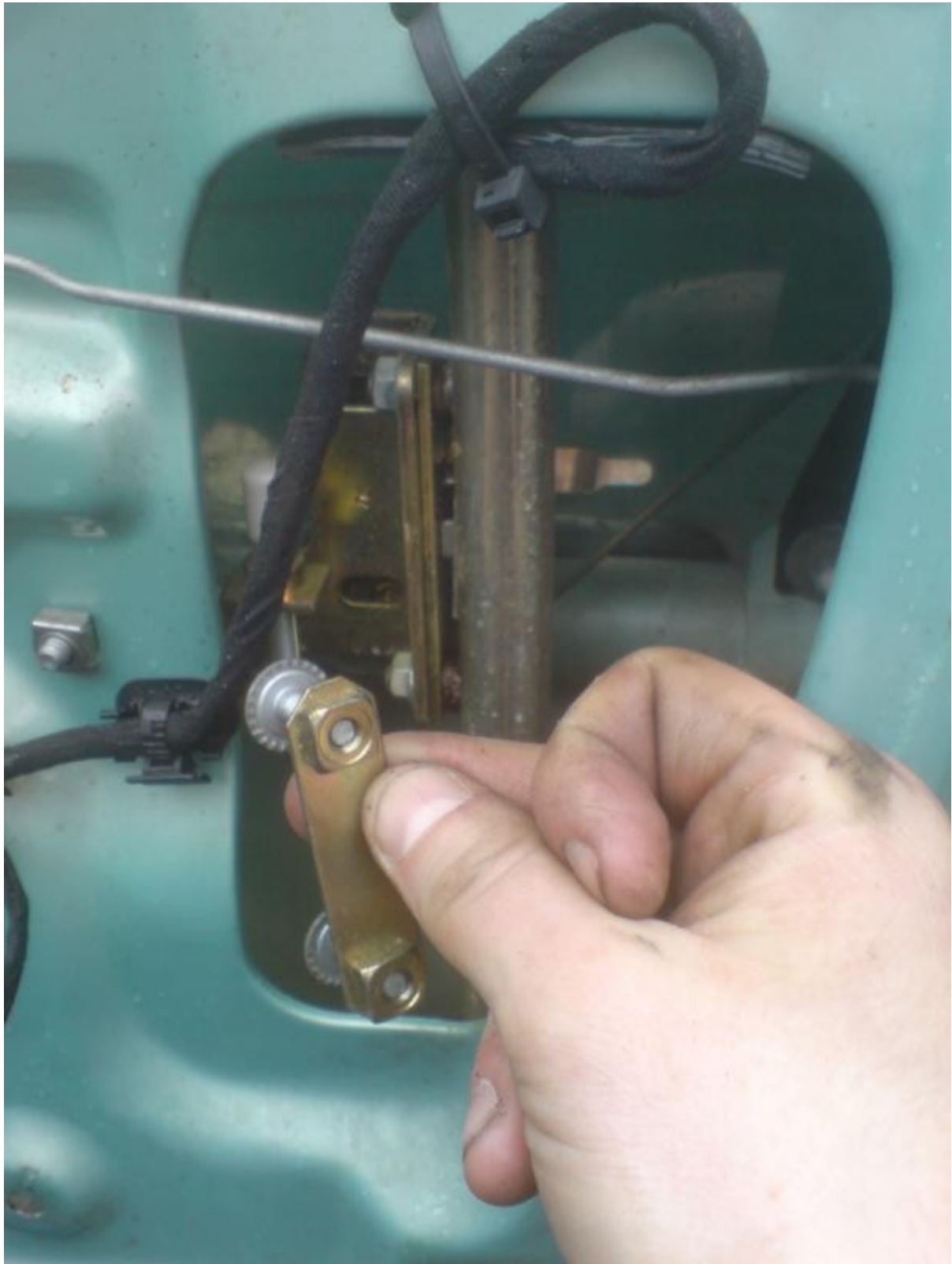


6. Before putting the window back, slide the clips removed earlier onto the 2 sliders as it is a lot easier with it out of the door. To put the window back, lower it carefully into the door then press the mechanism into the 2 sliders - press quite hard until it pops into position. Raise the window to allow the bolts/clips to be put back that were taken off earlier:

Bracket 11:

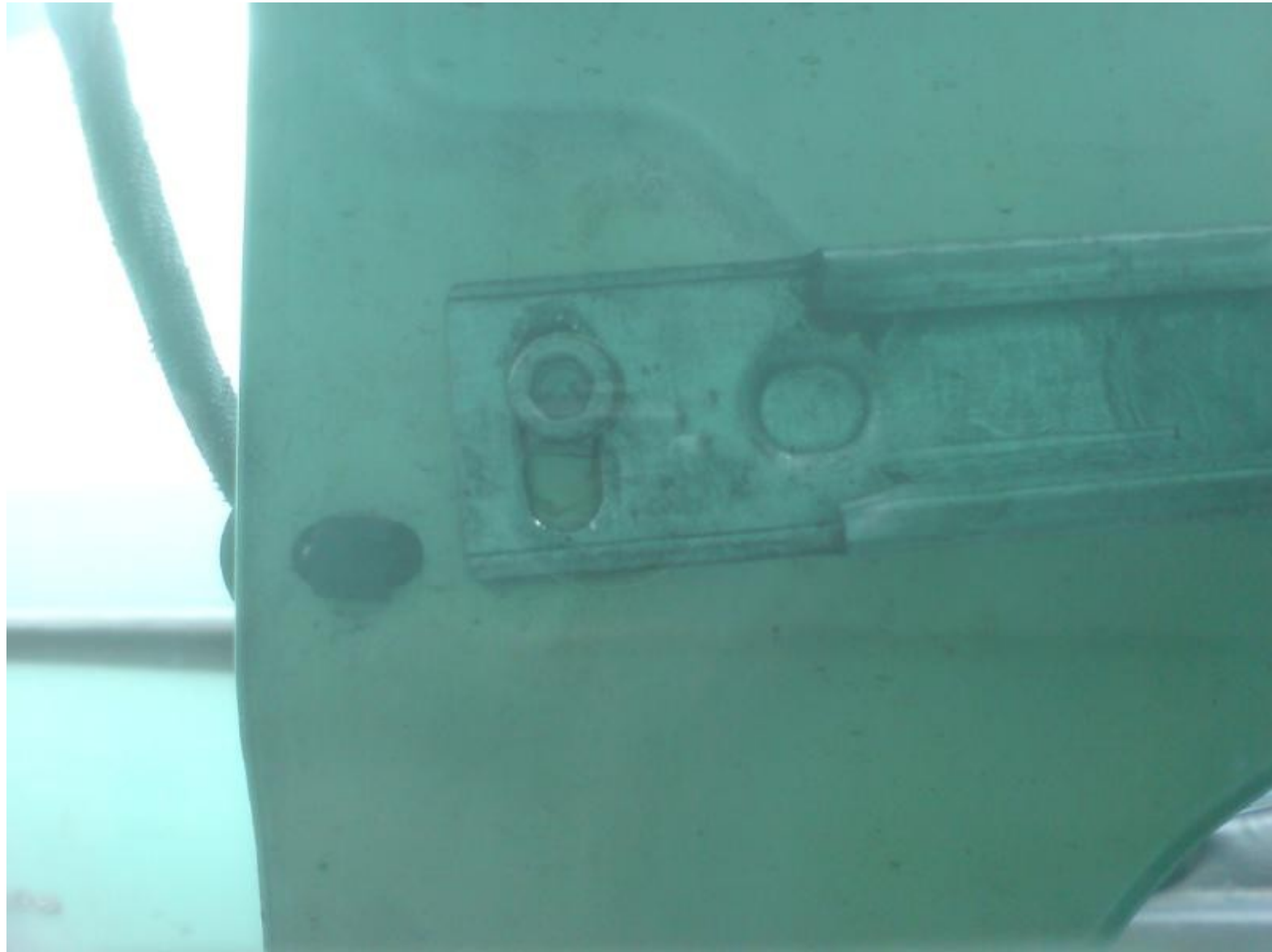


Bolts and strip 12:



Put the interior weather strip back on the door and then its onto the adjustment.

7. The best way for adjustment I found is to connect the window switch and raise the window to about an inch from being fully shut - its close to the shell but the window doesn't try to drop when the door is opened. You can then easily run your fingers between the gap (make sure you dont injure yourself!) and see if the gap is uniform - it might be smaller on one side than the other. First check that the seal around the shell/door frame is sat correctly and then move on to adjusting the rail:



This allows the rail to be raised and lowered to adjust front:back ratio. Once it is even, you can tighten the bolt. I found the rail needed to be around half way (one tip - have a look at your old rail...)

8. You may need to reset your ECU/computer to 're-learn' the final height of the window. This is detailed in the post found [here](#)

9. Seal the holes on the door exterior (I used sticky tape, no idea if it will work but it is easy to change) and then put the external trim strip back on and replace the Torx screw. Refit or replace (or don't bother) the door seal and then replace the door panel, ensuring that any yellow clips around the bottom of the door and put back into the panel first. Replace the bolts as detailed at the beginning of the guide and then I reckon you are done