

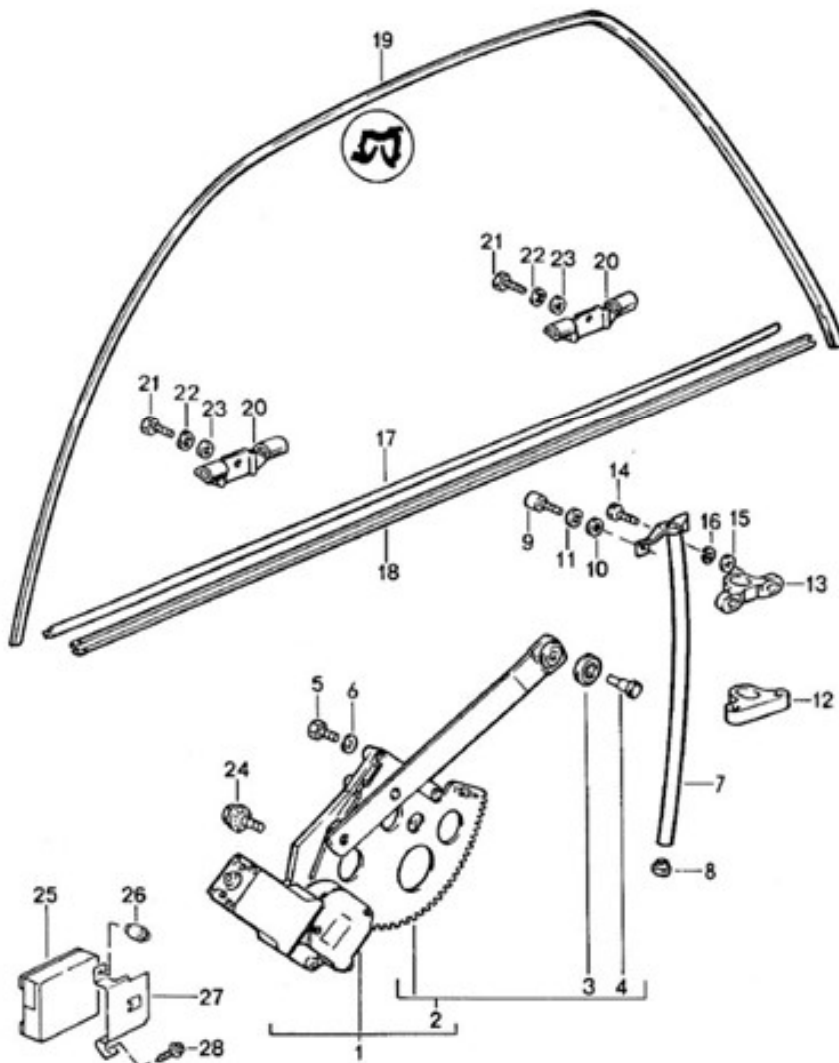
# Porsche 928 Window Regulator

Rich Andrade July 2022

The passenger side window on my 1979 928 fell all the way down. When this happens, it is due to the plastic regulator roller breaking. The roller is item #3 in the diagram to the left.

Roller is Item # 3 P/N: 928 537 918 00

Roller Bolt is item # 4 P/N: 928 537 917 00



However, the roller bolt is not threaded, it is pressed into place and has to be grinded out and Hammer pressed back into place. It is easy to damage the roller during this job. Caution must be exercised.

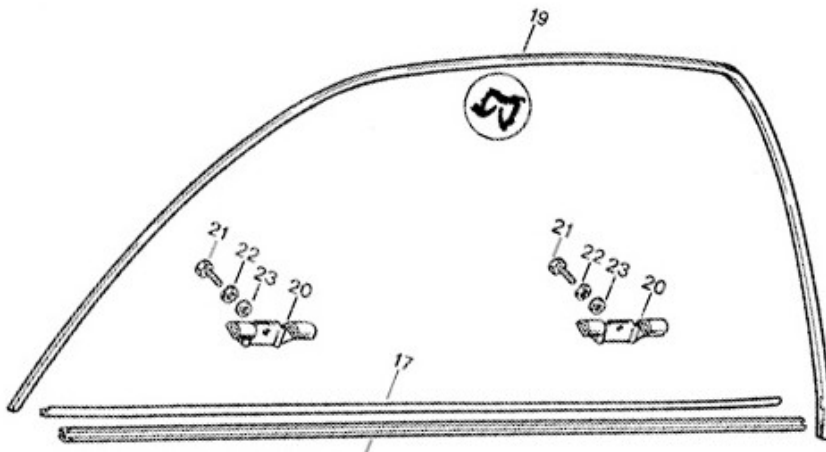


Lower slide left, upper slide right

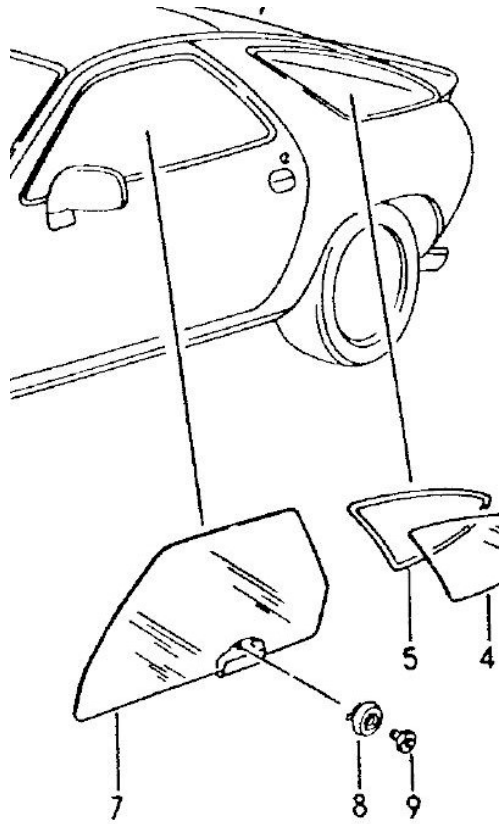
While repairing the window regulator, you may as well replace the upper and lower slides that hold the window in place on the support rod.

Left Lower Slide is #12 P/N: 928 537 259 02  
Right Lower Slide #(12) P/N: 928 537 260 02

Left Upper Slide #13 P/N: 928 537 289 02  
Right Upper Slide #(13) P/N: 928 537 290 02



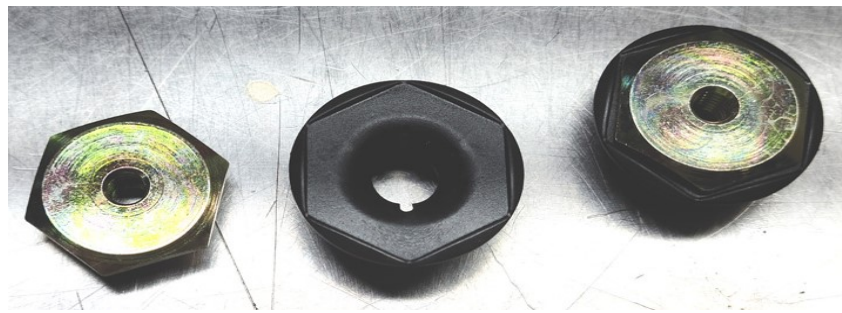
I also suggest replacing the Felt Stops in the window assembly, they are #20 to the left, P/N 928-537-085-03, Quantity 2.



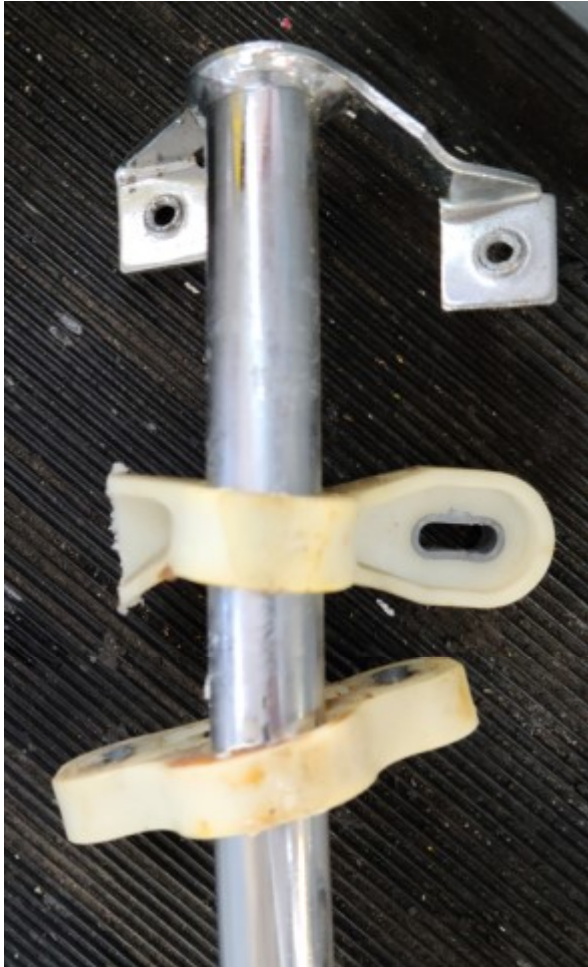
I had further complications; there are two bolts that fit through the upper slide that connects to the base of the window. The associated nuts are held into place on the window base towards the outside of the car by a plastic cap. The two caps broke so the bolts would not come loose. My mechanic had to cut apart the upper slide to gain access to remove the bolts – it wasn't easy. The parts catalog lists the nut and cap in the diagram to the left.

Fastening plug #8 P/N: 928 537 281 04

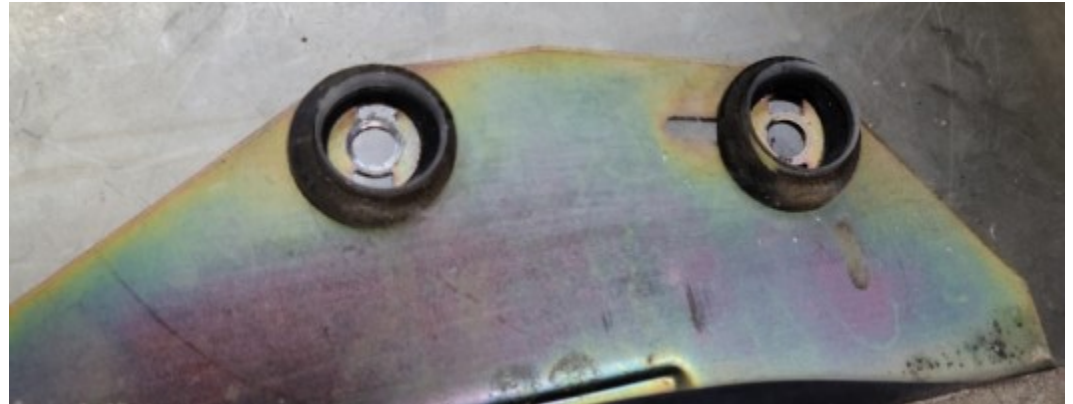
Threaded piece (nut) #9 P/N: 928 537 277 02



“Threaded piece” left, fastening plug (cap) center and threaded piece (nut) inserted into cap right



The complications took quite some work to overcome. The photo above shows the upper slide, the left portion had to be cut off to enable access to the bolt that couldn't be unscrewed.



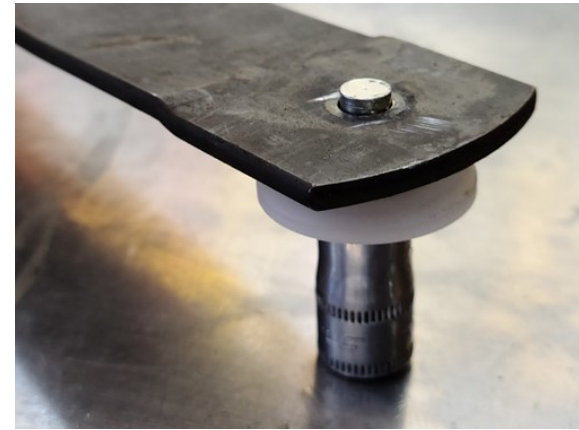
Above is the side of the window to the outside of the door with cap and nut removed, below is the Window with the nut and cap installed.







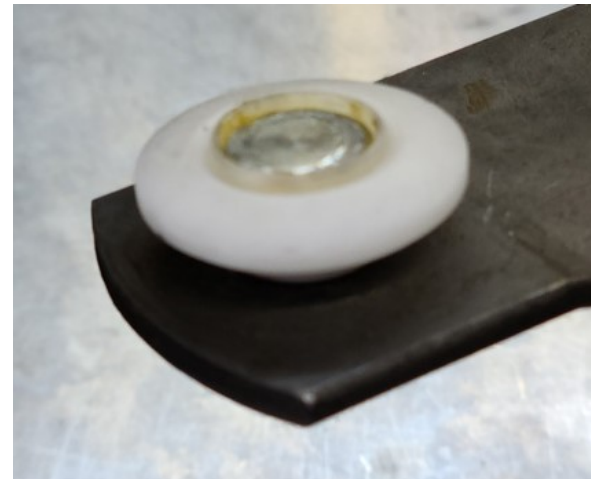
The roller bolt must be ground out of the arm



The replacement blot must be flattened over the arm . The socket Is used to support the bolt and not Damage the plastic roller wheel.



This is the flattened bolt end in the window regulator arm.



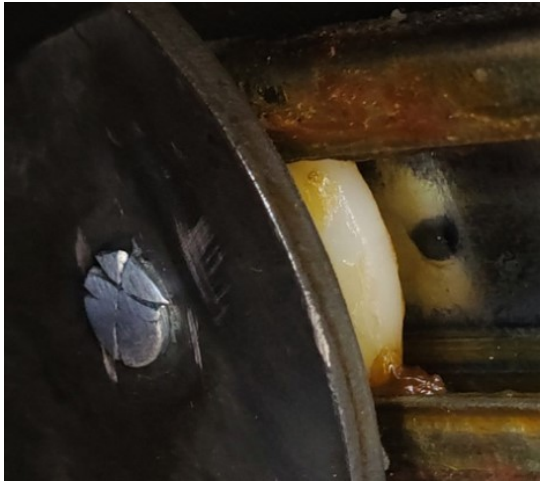
The repaired roller is installed in the regulator arm



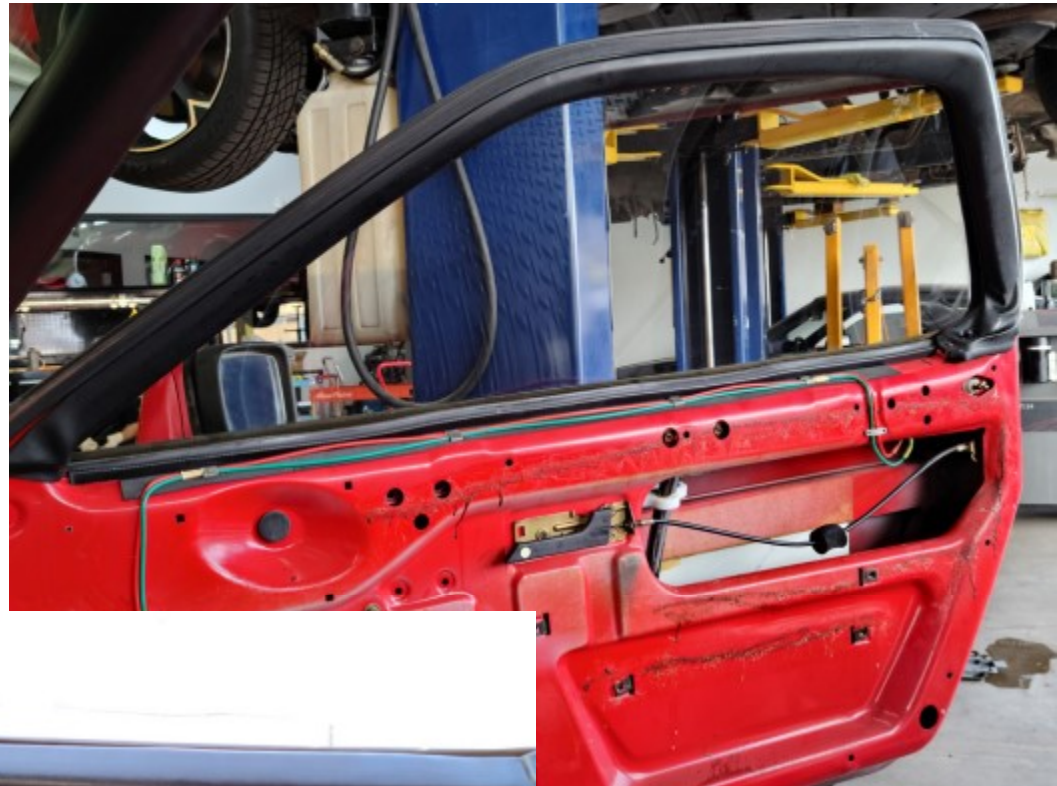
The upper slide is being installed. Here it is visible how the slide bolts to the widow plate.



The upper and lower slides are installed.



Regulator roller replaced



The finished window regulator job.



The door panel is in place ... another satisfied customer!

## Article Notes:

I thank Dan Warner at Exotic Motorwerks ([www.exoticmotorwerks.com](http://www.exoticmotorwerks.com)) for keeping my Porsche 928s in top running condition. Dan is an expert and is dedicated to doing the job right – every time. This was a much bigger job because of the complications of the caps breaking that held the nuts for the upper slide bolts to the window. It was the first time Dan had run into this problem. But, as our Porsches 928s become older it may become more of a problem. This “new” problem prompted me to write this article.

This by no means is a step by step job description. The Porsche 928 window regulator mechanism is not easy to access and the alignment steps are complicated. It is a labor intensive job. Dan has learned from experience.

There are differences between the right and left doors. This repair was on the passenger side (left hand drive/right door). I noted different part numbers as they apply to the different sides.