

## Let's talk about window regulators...

Application: Audi, BMW, Jaguar, Land Rover, Mercedes, Porsche, Saab, Volvo and most other cars too.

Over the years I have searched out the best window regulators because a subpar regulator can really leave a poor taste in the owner's mouth. After going through brand after brand of non-OE regulators and getting back 10% or more I finally decided to carry only OEM. Particularly to avoid any more problems with premature failure, given such a high rate. As it turns out, the rate was almost exactly the same with OEM failures. This led me to look into why they fail. "Huh", I thought, as I looked into what was failing to better understand the problem. I won't bore you with the details as to how and why, but what I learned is that it was the same thing that killed the originally factory installed regulator...

Friction. Not of the regulator, but of the window tracks. "Ah ha!" But why all the friction? It turns out that the glass slides and seals are supposed to be cleaned and lubricated regularly. If you don't believe me, open any owner's manual of a German car and see what seemingly trivial things get done at a regular service interval. It will likely include: lubing door hinges, checking straps, locking cylinders and wind tracks. BMW, for example, has a special lube just for this and boy is it expensive per container! As a result, I now recommend using a special dry lube. Identical to the one made by WD-40, Specialist dirt and dust resistant DRY LUBE PTFE spray or Blaster DRY LUBE with TEFLON. If you remove the old regulator and try lifting the glass in the tracks at the same point the regulator mounted to, you should be able to lift it with the strength of your pinky finger. It must be that easy to raise or you can expect the new regulator to bend, break a pulley, derail a cable or just climb slow until it fails.

Think about what happens when a customer's window drops over the weekend. They prop it up and put tape on it to hold it up. This really creates a problem. Your tech gets the job, peels the tape off, sprays brake cleaner or some other solvent on the glass to dissolve the sticky residue and ends up rinsing any old lubricant that was in the track out. This actually creates a comeback unless they clean and lube the track until easily lifted with the right lube. What happens when the wrong lube is used? Well, the oily/greasy carrier agents evaporate after a few hours or days and the friction returns.

While you're at it, clean the rest of the slides of the other window(s) too and prevent them failing next month.

Happy motoring,

Luke Wright

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