

Audi A3 and A6 Window repair

Introduction

It seems like the electric windows on the A3 and A6 cars are a common problem. The most common symptom is the windows goes down, and then doesn't rise back up, then winds itself back into the door. You'll find if this happens you can ease the window up by working the switch while guiding the window up by hand.

Symptoms

A small plastic clip that holds the window to the lifter breaks, and the lifter cable comes away from the mechanism. The window then lifts at an angle, and then jams in the guides. The system senses that a jam has occurred and assumes something is caught in the window, and drops it again as a safety measure.

The Cure

The best thing to do is to fit new clips, or if you like, you could try gluing the old ones. I wouldn't recommend this as they are likely to break again and you will end up stripping the door all over again! Before you start, lower the window fully.

You will need a selection of tools including screwdrivers and Torx bits (the screws holding the glass are T45, apparently), some smallish cutters, and some plastic cable ties might be handy. You should also allow enough time and/or good weather to complete the job, as you

have to remove chunks of the door structure. Don't worry- it's not difficult.

Taking the door apart

First remove the door card. Unscrew the screws either end at the top:



Remove the screw under the door pull (circled, but not clear in my photo), pull out the cover, and remove the 2 screws underneath. The door card will now lift upwards and off. Be careful of the cables.



Release the metal clip, and detach the door release cable from the handle.



For other Audi and VW stuff, take a look at:
www.audiclips.co.uk



Disconnect the electrics from the door card. You'll need a small screwdriver for the window switch, as there's a small tab to release. You have to remove some foam from around the window/mirror switches too, but that's not in the photo. It just pulls out.



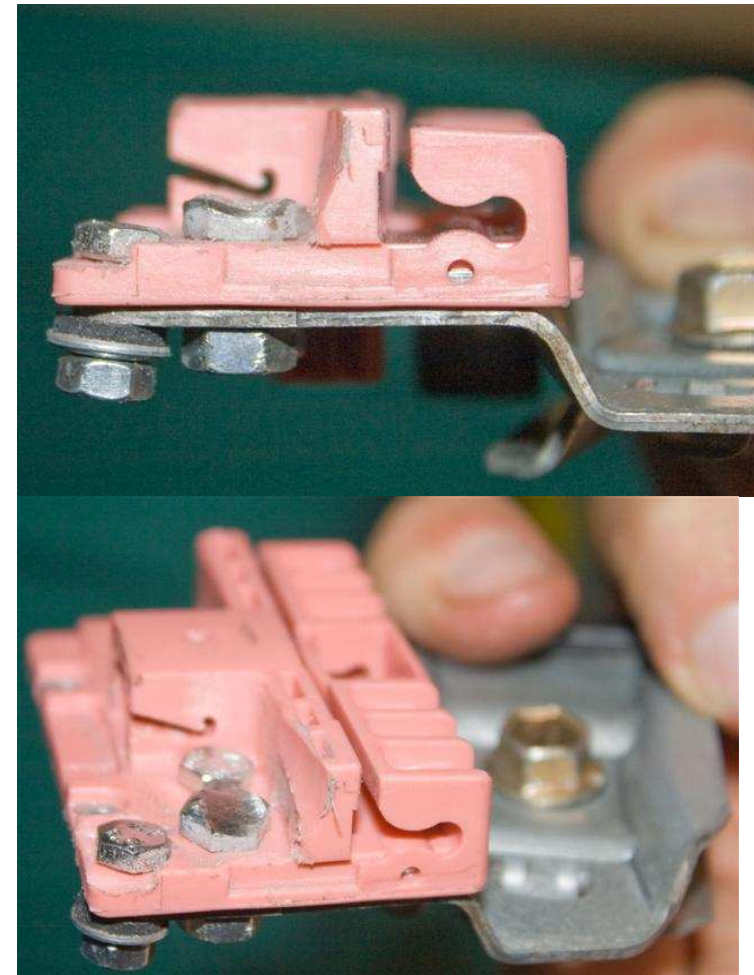
Now take the door card away and put it somewhere safe.

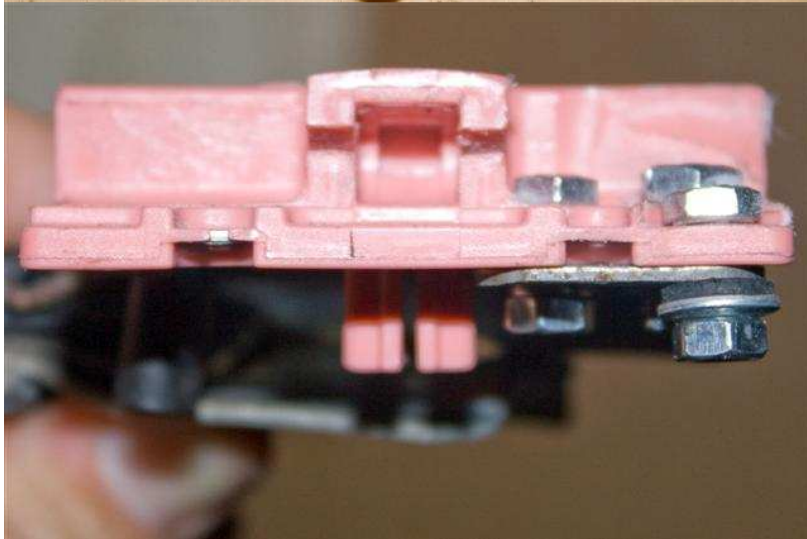
Removing the door subframe

A lot of the door framework, the door mirror, and the winder mechanism are all on a subframe that lifts out of the panelwork. Alignment of the subframe is critical to the door shutting properly, so you need to mark it's position. There's 4 Torx bolts, 2 wedges, 1 bracket and 2 dowels that locate the subframe. Before you start mark the position of the wedges (at the bottom) with a marker pen. Also mark the front one so you put it back in the front:



Now mark the position of the bracket (front top of the door) and the bolt and dowel (back top of door). I drew around the bolt with the marker pen. Note that at the front, the dowel fits into the bracket.





Undo the bolts and remove the bracket. The subframe will drop a little, but won't fall out. Disconnect the cable from the window motor, and unclip from the cable clips on the subframe. Pull off the trim from behind the mirror, pull out the foam, and disconnect and unclip the cable here too.



I found the fabric tape on the cables tore, rather than the clips pulling out, so I replaced them with cable ties when I put things back together.

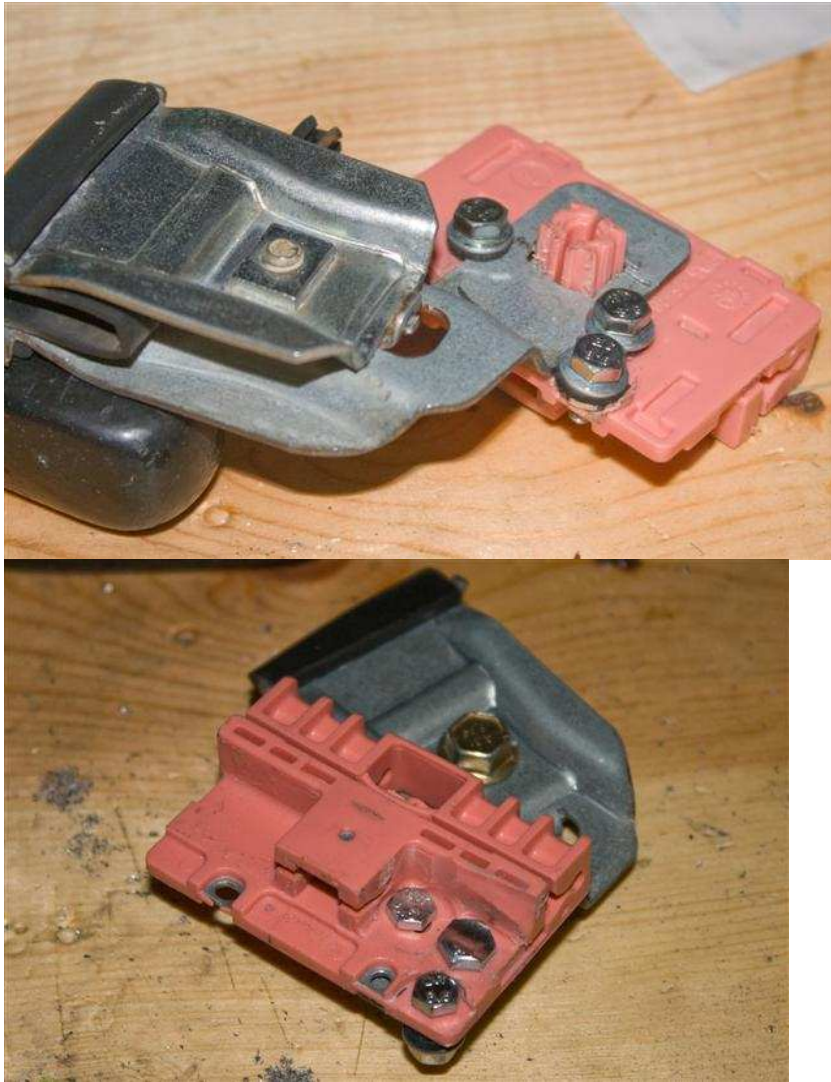
The cable loom should now be free of the door. Pull out the door lock button from the lock mechanism- it just unclips.

Now move the cables out of the way, and lift the subframe clear. Take it somewhere safe to work on it, and don't scratch the mirror cover ;-).

Removing the glass

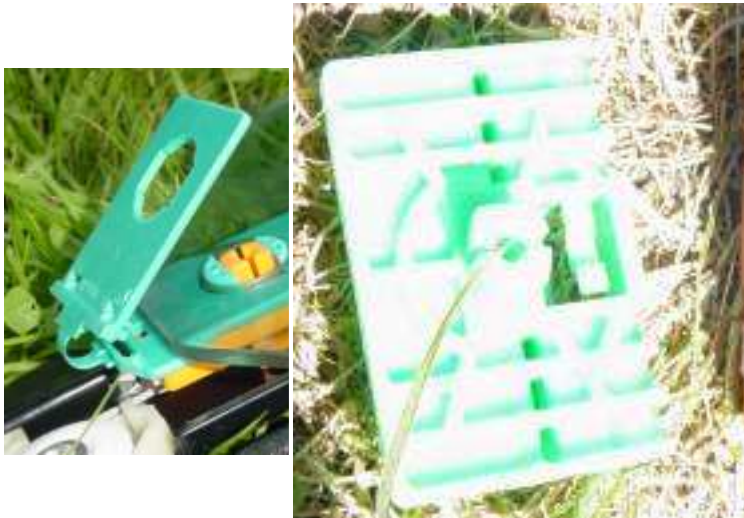
Place the subframe mirror side up on a flat surface (like my lawn!) Unscrew the 2 screws, pull the plastic tabs from around the glass and wiggle the glass free carefully- and put it somewhere safe. Remove the plastic tabs that fit over the glass, and underneath are 2 plastic clips which locate onto nipples on the mechanism's cable. They're orange in my photos- this is the new mechanism. Original ones are





green or blue, and new, modified clips from the dealer are pink with a metal insert. You'll probably find one is broken one first, broken one second, with the third picture being my new mechanism, and the fourth being the original (green) and modified (pink) clips side by side. My new regulator had orange clips, so in summary, modified clips are pink with metal inserts, older, all plastic ones are blue, green, or orange. I'm hoping the unmodified, orange clips on my new regulator don't break while I still own the car.....:

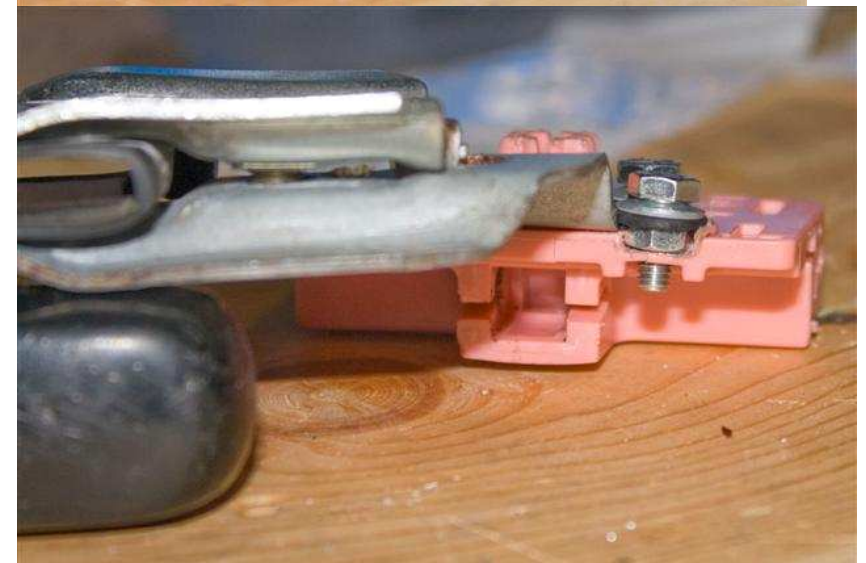
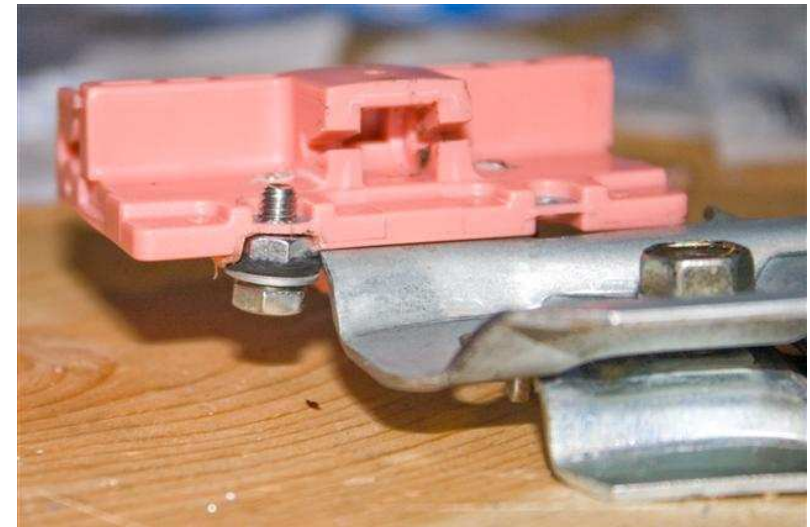




Sometimes, a good blob of araldite to hold the cable nipple in place works fine, but mine didn't hold. My clips were green, and the plastic is quite slippery. It's also brittle: when I tried to remove one to get a good photo, it broke. Maybe the blue ones stick better? If you want to try the araldite, do that, let it set for a bit, and then join us below after we replace the regulator mechanism.

One person has reported having the same problem on an A6, and has had success by drilling 2 holes in the plastic and using a cable tie to secure the winder cable. Again, give this a go if you like, and miss out the section on replacing the regulator.

I unbolted the motor, so I could move the mechanism, but someone else has said that he left the motor on, reconnected the cables, and used the motor to move the mechanism up and down. Flip the clips upwards, and ease them off the cables. You'll find you have to move





them to different places on the tracks to get enough room, which is why you have to remove the motor, or connect it back up.



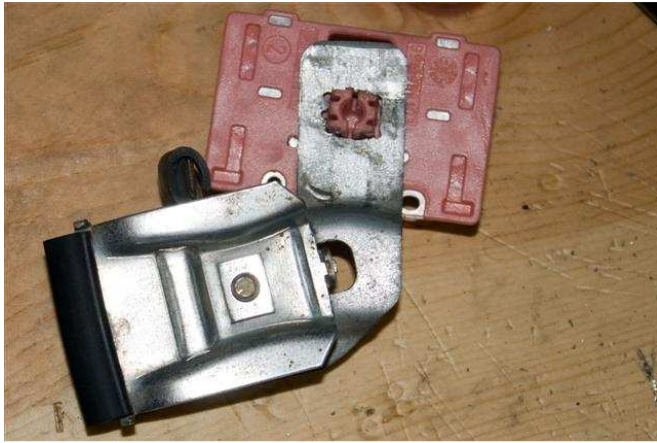
Replace the clips with the new ones, then grease all the runners and cables, and carry on down the page to 'Refitting'.

Refitting it all

Wiggle the glass back into place carefully, refit the plastic tabs around the bottom, and refit the screws loosely. Run the glass up and down a few times in the runners to align it, and tighten the screws. Refit the motor, if you removed it. Take the subframe back to the car, and carefully lower it into the door, making sure the subframe sits right, you don't trap any cables, and the dowels engage in the slots as shown above. If you can get some help here, it would be easier, but I managed to do it alone.

Fit the bolts, bracket and wedges loosely, and line up all the marks you made earlier before tightening. At this point, shut the door gently to make sure it all lines up properly. Replace the door lock button- If you were a retard like me and forgot it when removing the subframe, breaking the clip, a cable tie works a treat:





Reconnect the window motor cable and mirror cable (replace the foam here too), and secure with cable ties to the subframe. HINT: At this point, you might want to get the window switch out of the door card, connect it, and test the window!

All that's left to do now is reconnect the cables in the door (don't forget the piece of foam behind the window switch), and refit the door card- just reverse the instructions above. Don't forget to guide the lock button through the hole as you lower it on.

Passat Window Repair

Tools:

- Drill
- Various Dremel Grinding Bits
- Drill Bits
- Mechanical Pencil
- 7mm and 10mm socket
- Tap & Die Set for 4mm screws (or just buy a few extra screws and force them)
- Something to cut/form plastic.

Stuff you'll need to buy:

- Audi A3/A6 Window clips
- (4) 4mm x12mm bolts & nuts
- (2) 4mm x 10mm bolts
- (4) rubber washer
- (2) Lock washer

