TRY PARKING LAMPS

To check for a "no-ground" condition, turn on the parking lamps. If one of the parking lamps doesn't light, but both lamps glow dimly when a turn is signalled for that side, the bulb is not properly grounded.

A similar condition exists in the stop-turn signal circuit, but the taillight filaments must share the available current and voltage with the license plate lamps, so none of the filaments light up.

SINGLE INDICATOR SYSTEMS

All Valiant models have a single instrument panel indicator lamp. In this system, the basic circuit is exactly the same as the double indicator circuit, except that the single indicator lamp is not grounded through the case. Instead, the bulb case and the contact are connected to the front turn-signal leads.

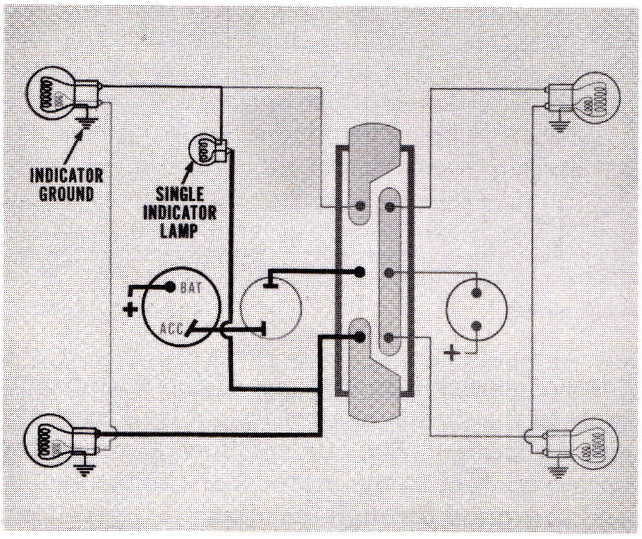

Fig. 5—Single indicator system

The single indicator is grounded through the front turn-signal filament on the side opposite the intended turn. Since the indicator reduces the voltage available to the grounding lamp, the grounding filament does not light.

FENDER-MOUNTED INDICATORS

Some 1965 models have turn-signal indicators mounted on the front fenders. The circuits and operation are identical with other double indicator systems. There are two different types of fender indicators. To replace a bulb on Dodge Monacos, remove the assembly from the car. Hold the lens in the assembly and remove the cap screw from the bottom. The lens, bulb and socket are spring-loaded in the assembly and will pop out when the screw is removed.

Chrysler models with the fender-mounted indicators have a spring-clip-type socket which pulls out of the housing from under the fender.

FLASHER DIAGNOSIS

The flasher unit has only two terminals, since it is located ahead of the selector switch in the circuit. So, a single set of points provides the flashing action for both left and right turns. If the turn signals operate in only one direction, the flasher is all right. Look for burned-out bulbs, bad grounds or loose connections.

TRY ACCESSORIES

Loss of turn signals on both sides usually means a bad flasher unit. But, before you take the time to change the flasher, try the radio, heater or air conditioner. If none of these accessories operate either, the problem is probably at the accessory feed from the ignition switch.

ELECTRIC WINDOW LIFTS

The electric window lifts available in Furies, Polaras, Custom 880's, Monacos and Chryslers are completely new for 1965. The window-lift motor is a permanent-magnet type, and is not case-grounded. The circuit is protected by a circuit breaker inside the left cowl panel.

All four windows can be controlled from a master control switch in the left front door trim panel and by an individual switch at each window. All motor circuits are grounded through a single ground terminal in the master control switch. Each door switch has an independent power supply from the circuit breaker.

A single hot terminal supplies power to all four switches in the master switch group.

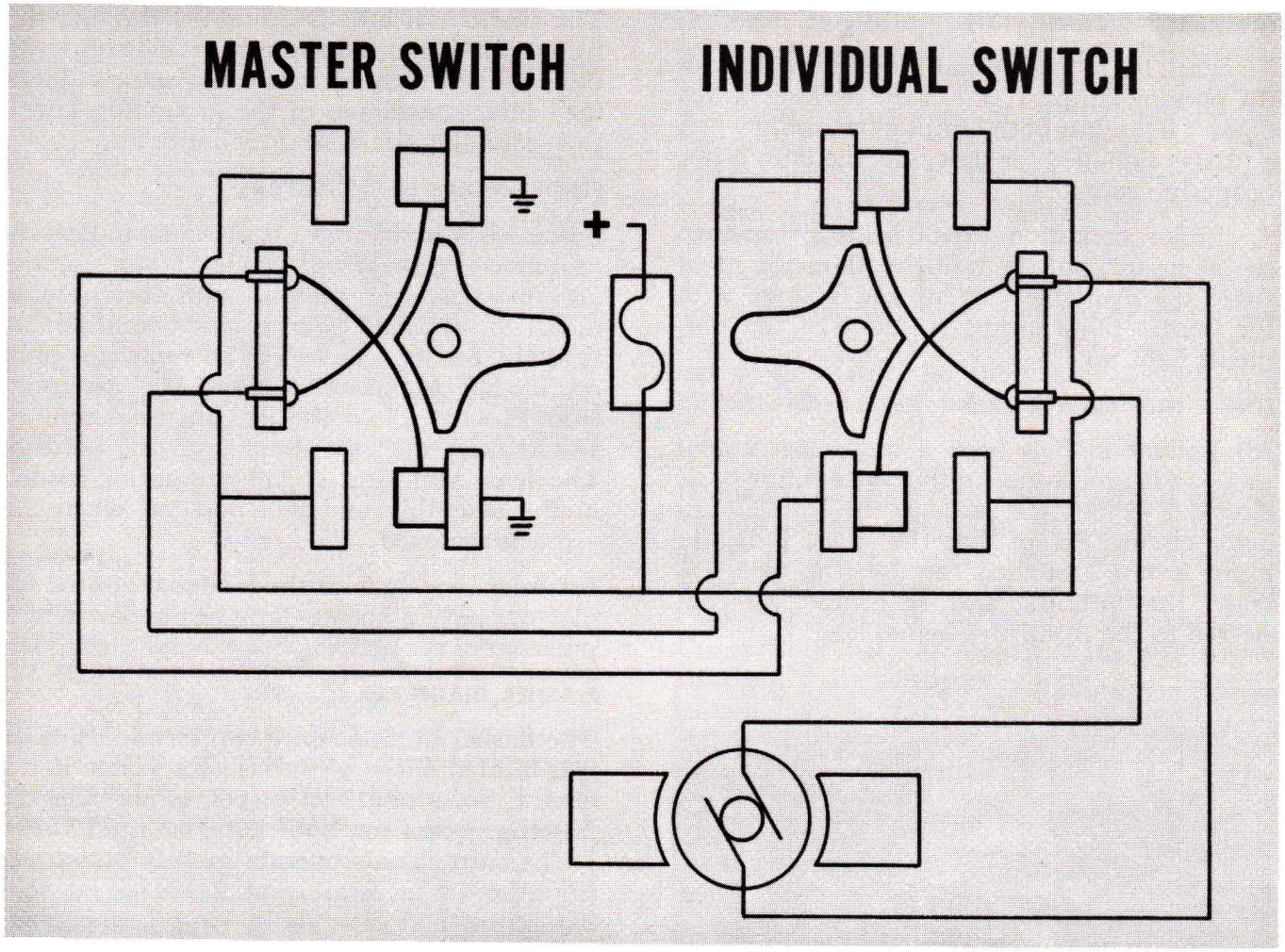

Fig. 6—New window-lift circuit

OPERATION—LEFT FRONT

Pressing the left front window control in the "down" position moves one of the spring contacts in the switch against its hot lead from the circuit breaker. The current flows through the spring contact to the motor, back to the switch and to ground through the other spring contact.

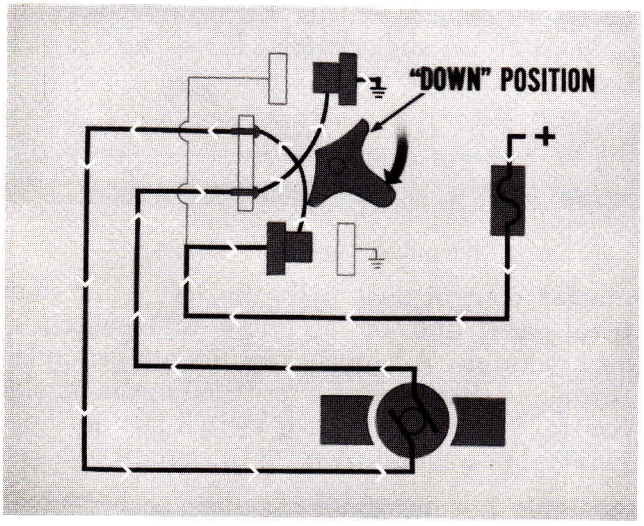

Fig. 7—Left front window—down

Lifting the switch to the "up" position reverses the positions of the two spring contacts, so the current flows through the motor in the opposite direction. This reverses the rotational direction of the motor.

MASTER CONTROL OF OTHER WINDOWS

To operate any other window from the driver's seat, the individual switch for that window must be in the neutral position. The current feed to the motor and the return to ground both travel through the individual switch, as well as through the driver's master switch. Current flow through the master switch is exactly the same as for the left front window.

INDIVIDUAL CONTROLS

Each of the individual window switches is fed by its own individual lead from the circuit breaker. But, the ground for the individual switches is still in the driver's master switch.

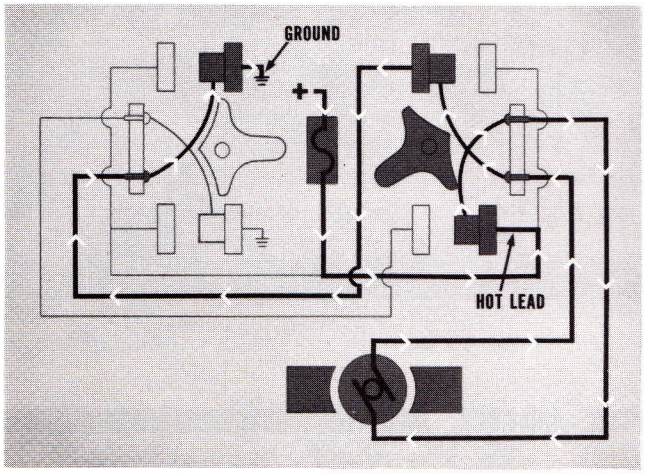

Fig. 8—Individual switch—down

As in the master switch, both of the base terminals in each individual switch are "hot". Operating an individual switch moves one of the spring contacts against a "hot" contact to feed the motor. The return circuit from the motor goes through the other spring contact, to the driver's master switch and through one of the master switch spring contacts to ground.

SWITCH SERVICE

All the window lift switches are held in the trim panel by two spring clips on each side of the switch housing. To remove a switch, slide a thin blade behind the housing to depress the clips.

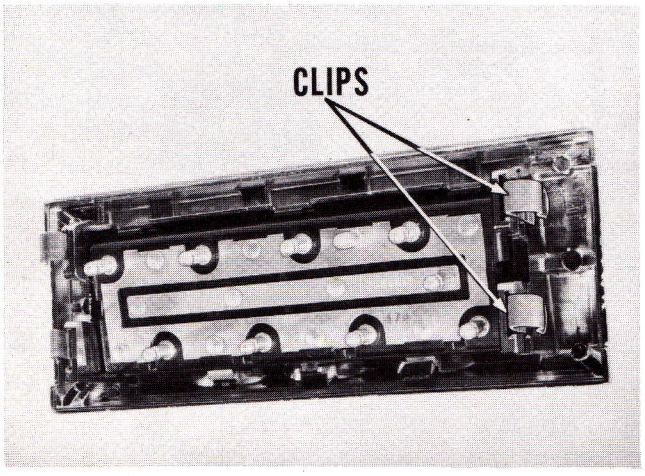

Fig. 9—Window-lift master switch

The terminals on the back of the switch plug into a receptacle inside the trim panel. This makes it possible to check the continuity of all wiring without removing the trim panels.

TESTING THE SYSTEM

If none of the windows will operate from either the driver's master switch or the individual switches, pull the master switch from the left front door. Find out whether there is current to the switch by connecting a test light between the "hot" socket and a good ground. If there is no current to the switch, remove the left cowl panel and use the test light again to see if there is current to the circuit breaker.

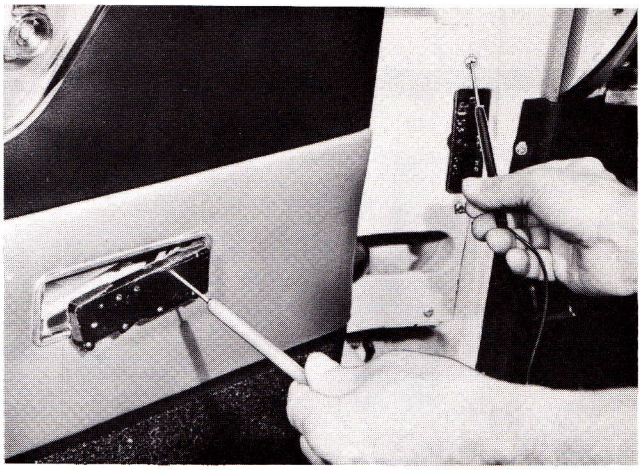

Fig. 10—Checking continuity

NOTE: If the car has electric door locks, there will be two circuit breakers connected by a bus bar. They are both fed by a single lead from the battery terminal of the ignition switch.

GROUND TEST

If the test light shows that there is current to the master switch, the other possibility for this condition is loss of ground. Connect a jumper wire between a good ground and one of the leads to an individual switch. If the window operates in one direction from the individual switch with the jumper in the circuit, you'll know the ground is bad.

OPERATES FROM MASTER ONLY

If a window operates using the driver's master switch, but not from the individual switch for that window, the trouble will usually be loss of power supply to the individual switch. You

can check this out by removing the switch housing and using a test light between the feed socket and a good ground.

MECHANICAL PROBLEMS

Electric window lift failure can also be caused by mechanical problems, such as bent linkage and pinched or bent channels. These problems are easy to identify, since there will always be at least a slight movement of the glass.

CAUTION: If you have to remove the motor from the linkage for any reason, clamp the linkage in a vise to lock it in place. Otherwise, when the motor is removed, the assist spring will drive the mounting bracket around on the lift pivot, possibly causing serious injury.

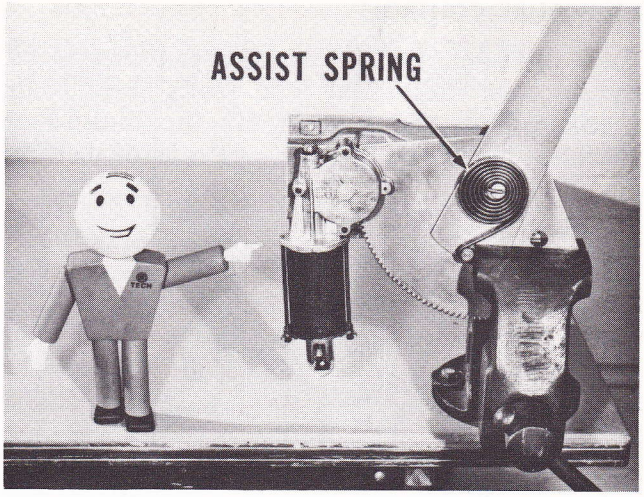

Fig. 11—Removing lift motor

AUTOMATIC DOOR LOCKS

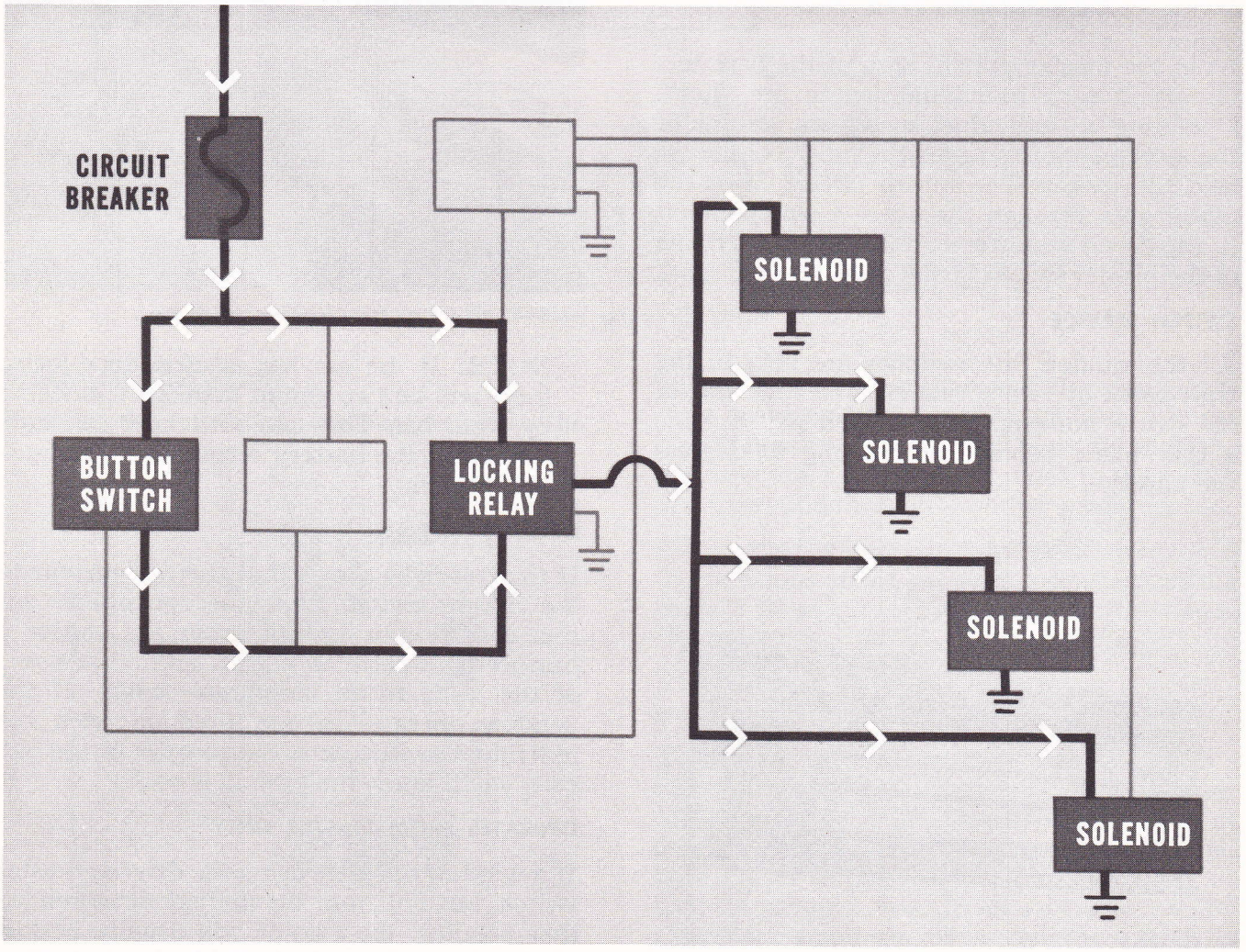

Fig. 12—Door-lock circuit