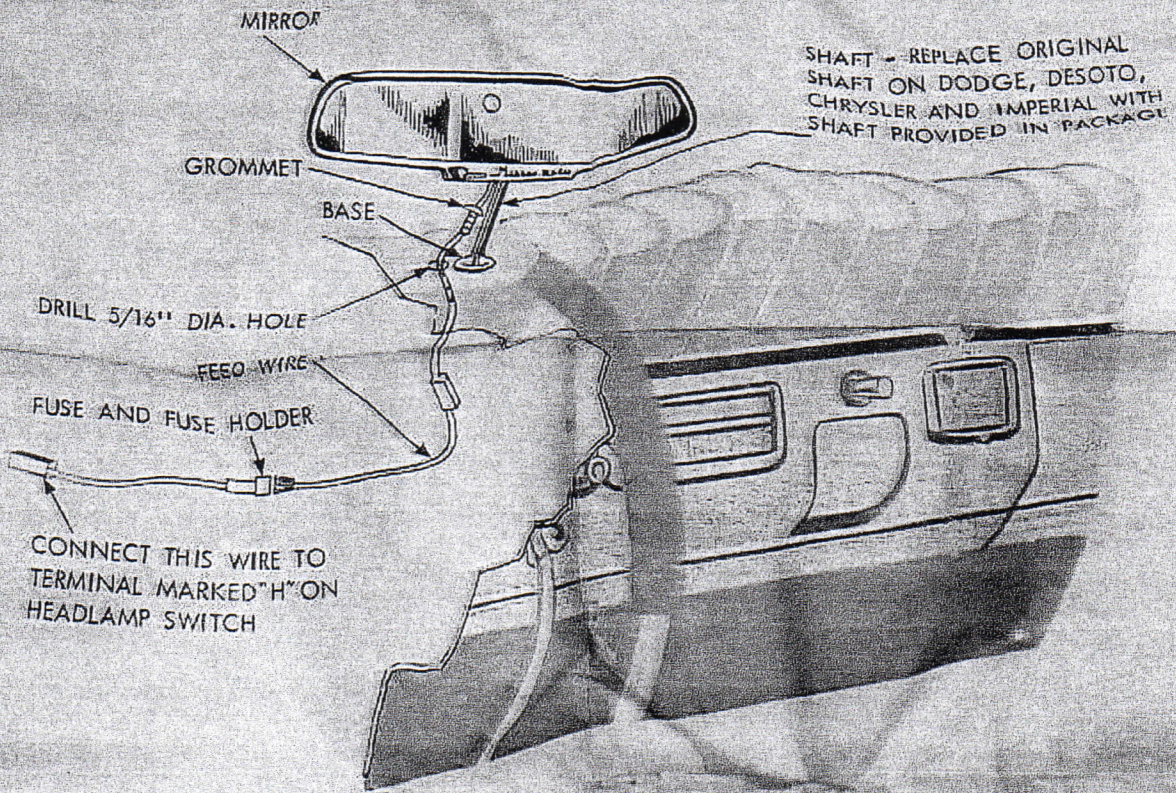




INSTRUCTIONS FOR INSTALLING
MOPAR MIRROR-MATIC MIRROR
PART NO 1881 940



ON
 1959 PLYMOUTH, DODGE, DESOTO,
 CHRYSLER AND IMPERIAL



CHRYSLER CORPORATION
SERVICE PARTS AND ACCESSORIES SUPPLY DIVISION
DETROIT 31, MICHIGAN

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Printed in U

CHRYSLER, DE SOTO, DODGE, PLYMOUTH "MIRROR-MATIC" MIRROR

Chrysler & Imperial, All Models (1959).
 DeSoto, All Models (1959)
 Dodge, All Models (1959)
 Plymouth, All Models (1959).

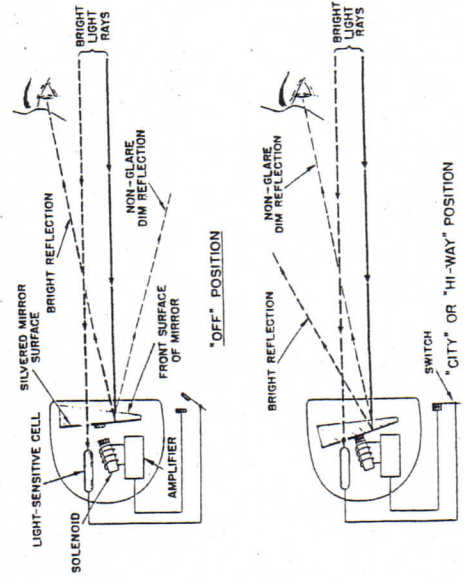
DESCRIPTION: An electronically controlled rear view mirror which provides maximum rear vision at night by using bright surface of mirror except when glaring light strikes its surface. Mechanism housed entirely within mirror base and controlled by 3-position switch on mirror bezel. "Off" position on switch locks mirror in normal "bright" position; "City" position permits less sensitivity to city street lights; "Hi-way" position permits full sensitivity for normal highway conditions.

OPERATION: A small photo-electric cell is set in a hole in mirror surface. Light striking cell generates a small current which increases as light intensity increases. When intensity is high enough to cause glare, current actuates a small amplifier and solenoid assembly which pulls mirror upward a few degrees to re-

fect a dim image into driver's eyes. When light intensity drops below pre-set level, mirror automatically returns to normal "bright" position.

DRIVER ADJUSTMENT (Positioning Mirror): With headlights off, loosen locknut at mirror support base and position mirror for best rear viewing and brightest image. Tighten locknut.

SERVICE ADJUSTMENT: If glare exists in either "City" or "Hi-way" position (mirror does not dim), sensitivity is too low. Raise sensitivity as follows: Remove switch knob by pulling off. Remove mirror bezel, lifting out and up to clear retaining tabs. Move top part of back cover upward and rearward over mirror support just enough to provide access to potentiometer adjusters. To increase sensitivity, turn potentiometer arm marked "City" or "Hi-way" as required, in direction indicated by arrow. To decrease sensitivity, turn arm in opposite direction. Replace cover, bezel and switch knob. Position mirror.

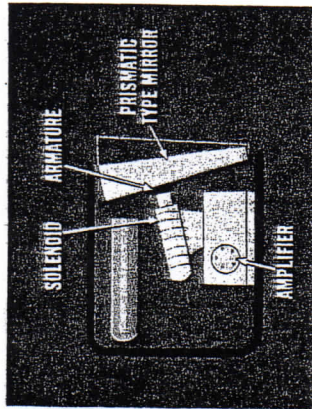
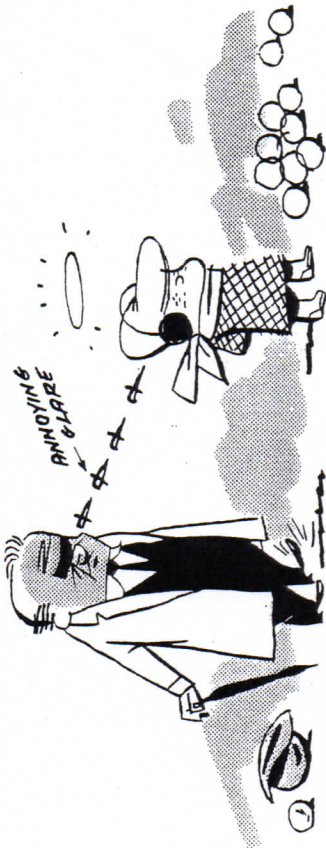


"MIRROR-MATIC" MIRROR OPERATION

MIRROR-MATIC MIRROR

Description

The heart of the Mirror-Matic mirror is a tiny photoelectric cell. It "sees" through a small opening in the mirror. When annoying glare from behind strikes the photocell, it changes current flow in the circuit. That, in turn, causes a tiny amplifier to activate a solenoid.



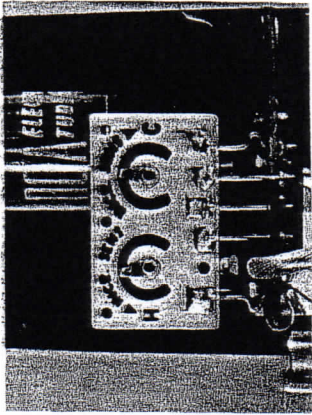
The solenoid attracts an armature attached to the prismatic-type mirror, tipping it forward at the top. Glare is then directed overhead, leaving a dim, no-glare reflection for the driver. When glare behind the driver goes away, the mirror automatically repositions.

Incidentally, the mirror lead wire must be connected to the "H" terminal of the light switch so it will operate only when the headlights are turned on.

A three-way switch incorporated in the mirror lets the driver control sensitivity. "CITY" position gives *reduced* sensitivity so reaction to streetlighting is minimized. "HI-WAY" position provides *increased*

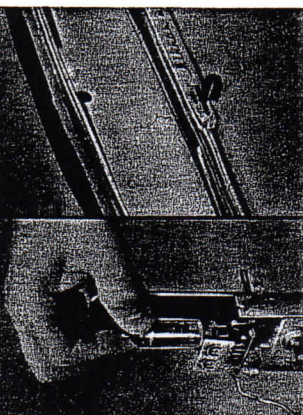
sensitivity to glare when it's needed the most. "OFF" locks the mirror in daylight position.

Sensitivity can also be adjusted internally. Take the mirror assembly out of its case, turn it over. You'll see two small potentiometers—one is marked "H" for "HI-WAY"; the other is marked "C" for "CITY". With a toothpick, turn the tiny arm as indicated by the arrows to change sensitivity. Never use a lead pencil to make this adjustment, as the carbon from the lead can upset the resistance calibration of the potentiometers.



Diagnosis

Mirror Doesn't Operate. If an owner reports that the Mirror-Matic mirror doesn't operate, first check the fuse. If it's blown, check for a short in the wire leading to the mirror. Check the wire at the panel grommet next. One of the prongs might have poked through the insulation. You can bend those prongs to prevent a short at that point. Tape any breaks you find in the insulation, and replace the fuse. Put the headlight switch *on* and touch the lead to the power source. If the fuse blows, replace the mirror assembly.



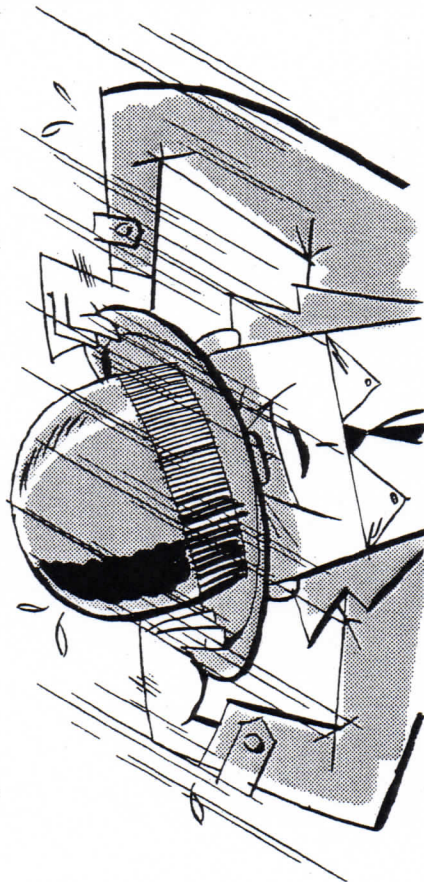
If the fuse doesn't blow, and the mirror still doesn't work, replace the tube with a new 12K5 tube. Move the mirror switch to "HI-WAY", and let the unit warm up for about 30 seconds. If it still doesn't work, replace the mirror assembly.

Delayed, Erratic Action. Binding, or interference with mirror or armature movement can delay action, or cause erratic operation. Before you remove the cover, make these checks. Turn headlights on, switch the mirror to "HI-WAY" and wait one minute for the amplifier to warm up.

Switch to "OFF". The mirror should move quickly to *bright* position. Switch to "HI-WAY". The mirror should move quickly to *dim* position as it reacts to daylight or good artificial light inside the car.

If the mirror doesn't operate freely and promptly, check for interference between the mirror and bezel. If you find no point of contact, remove the bezel and check for case interference. If you get good operation with the bezel removed, reposition the bezel to eliminate interference.

If the case and not the bezel interferes, look for the letter "N" stamped near the mirror support hole. Cases without this letter had a slight tendency to shrink under certain climatic conditions. Cases marked "N" are made of a nylon-type plastic that resists shrinkage (Part No. 1902068). Replace the case if it doesn't have the "N" stamping.



While the mirror assembly is uncovered, check for binding at the armature hinge points. Pivot the mirror back and forth. Push it from

side to side. Hinge tabs should permit a slight sidewise movement. Dress down any burrs or rough spots on hinge tabs to eliminate interference.

If bright-to-dim action was good, but dim-to-bright action was delayed, check the strip of tape across the face of the armature. A tape off center will let adhesive squeeze out and cause the core to stick to the armature. Talcum powder should reduce the tendency of the core to stick.

Vibration. If the mirror chatters continuously after a one-minute warm-up, the difficulty is apt to be in the relay points or air gap adjustment. In a case like this, replace the unit. If the mirror vibrates when the car is in motion it may be due to a support arm that is too long. On cars equipped with Mirror-Matic, use the short mirror support arm (Part No. 2080409 for Plymouth, Part No. 2080018 for all other makes). Longer arms used for the standard mirror do not provide a support rigid enough for the heavy Mirror-Matic assembly.

Miscellaneous Tips. If you find the control switch knob is too loose, slide it off the switch blade. Cut through one side of the blade and bend the cut portion to provide a tighter fit between the blade and knob.

If the cement bond between the armature and mirror breaks, the armature will move without dimming the mirror. Since recementing the mirror is not too practical, replace the unit.

CONCLUSION

Since electrical accessories are here to stay—and are growing more popular with our owners—service on these items represents an added responsibility for the technician. The tips outlined in this book are designed to let you know what to do, when, and how, for best results. Reading these suggestions over thoroughly will help you make the most of our increasing opportunities in electrical accessory service.