

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.*

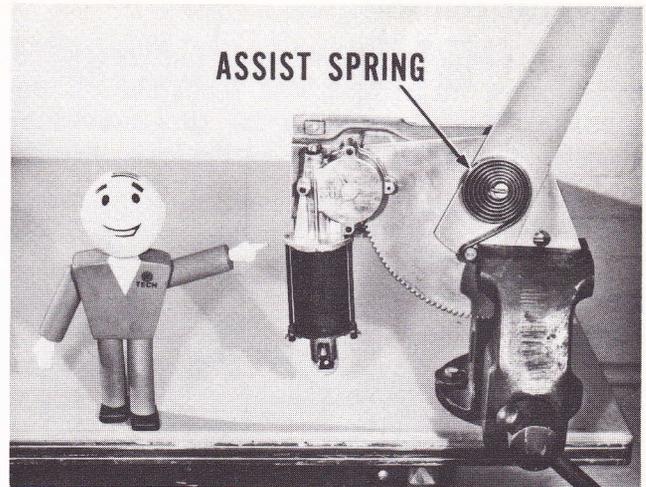


Fig. 11—Removing lift motor

AUTOMATIC DOOR LOCKS

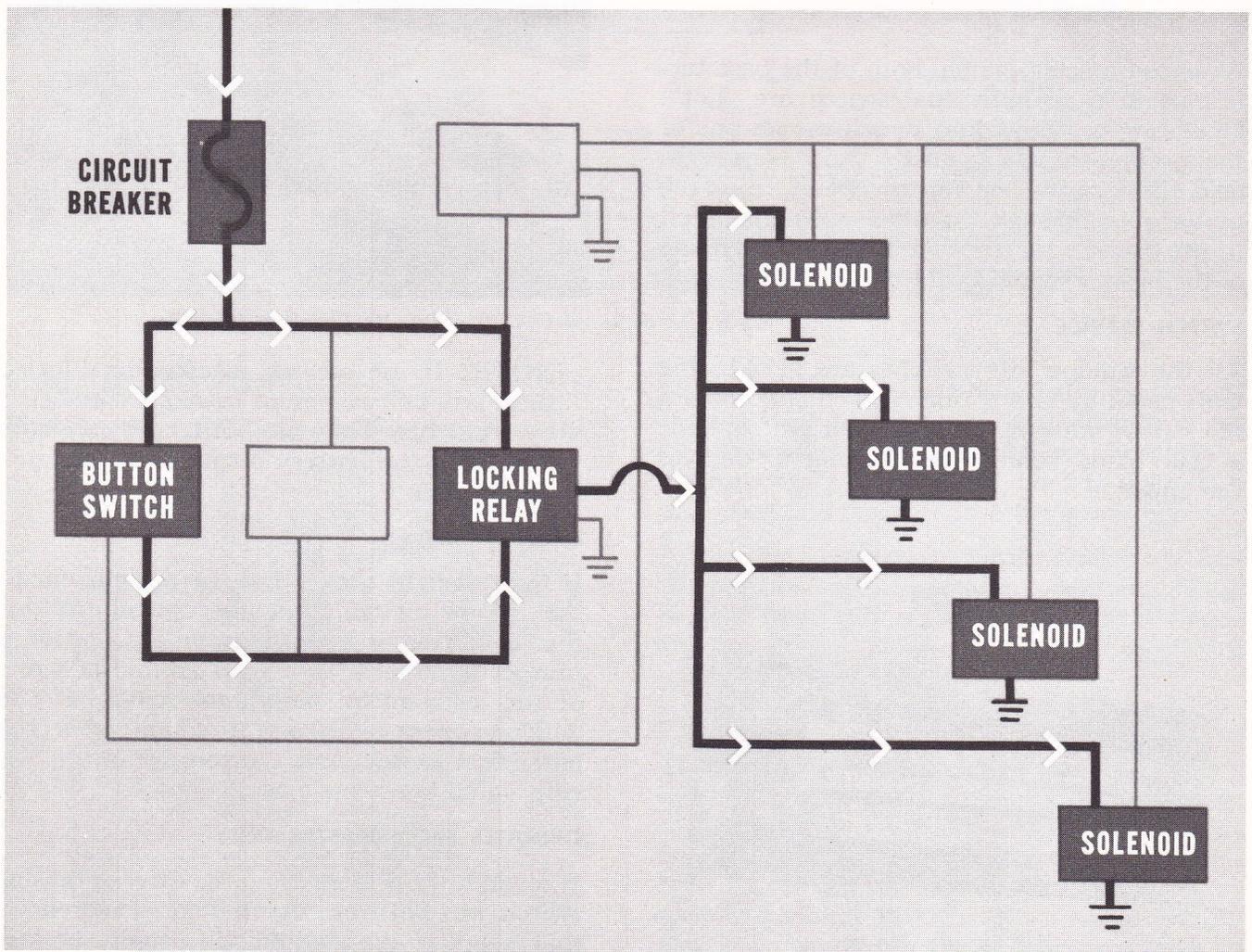
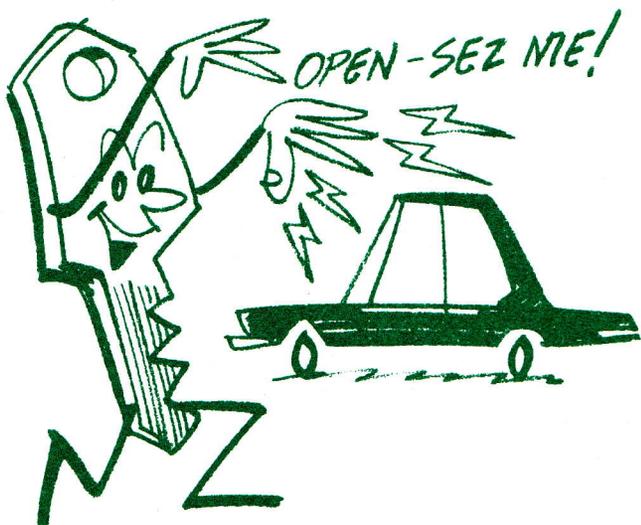


Fig. 12—Door-lock circuit

Electrically operated door locks are available on Furies, Polaras, Custom 880's, all Chryslers and Imperials. The Imperial system is the same as in 1964, but the electric locks on the other cars are completely new.

HOW THEY WORK

The new system consists of a double-acting solenoid in each door and two switches in each front door. All four doors can be locked at once by pushing down either front door lock button or by locking either front door with the key. Pulling either front lock button up unlocks all four doors, but unlocking a front door with the key has no effect on any other door. Operating either back door lock button likewise has no effect on any other door.



THE LOCK CIRCUITS

Locking one of the front doors either by button or key, momentarily closes the circuit between the circuit breaker, located inside the left cowl panel, and the locking relay, inside the right cowl panel. The energized locking relay completes a second circuit between the circuit breaker and the locking windings in the four solenoids. Each solenoid is grounded to the door panel. Pulling up a front door button energizes another relay, which completes the circuit to a second winding in each solenoid to unlock all the doors.

THE ONE-WAY SWITCH

The key-operated lock switch is active only in the locking direction. A lever attached to the key cylinder linkage depresses the nylon switch lever to energize the locking relay.

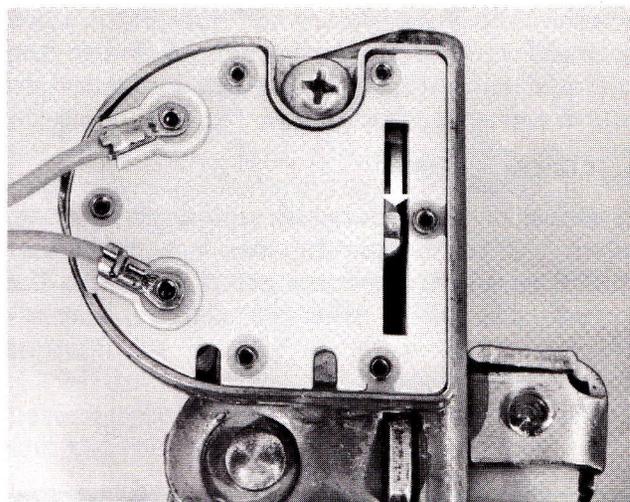


Fig. 13—Cylinder linkage closes switch

When the key cylinder is unlocked, the nylon lever is forced upward by the cylinder linkage, but there is no electrical contact inside the switch, so only that one door is affected.

REAR DOORS INDEPENDENT

Since the rear door lock buttons are not connected to electrical switches, they can be locked or unlocked without affecting any other door. The rear solenoids are attached to the regular lock linkage, so the rear door buttons move when the doors are locked electrically from the front.

ELECTRIC LOCK SERVICE

There is only one simple adjustment on the electrical door locks. If you can hear the solenoid operating, but the door doesn't lock,

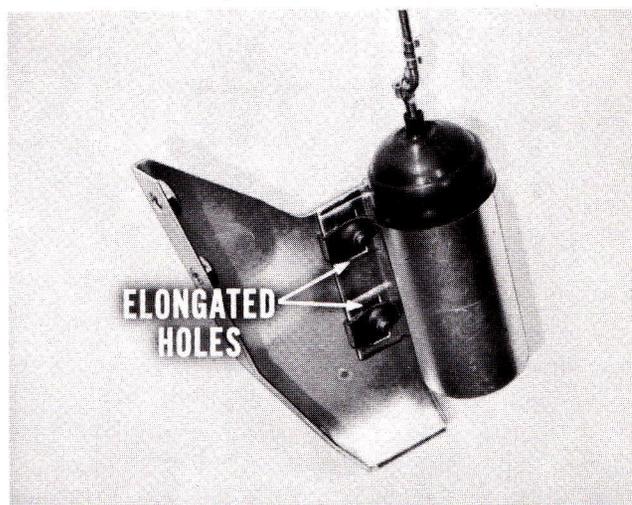


Fig. 14—Solenoid adjustment

remove the trim panel and loosen the two solenoid mounting screws. The holes in the solenoid mounting bracket are elongated to allow correct positioning.

ELECTRICAL CHECKS

If none of the door lock solenoids operate when the front door buttons are pushed or pulled or when the doors are locked with the key, the trouble is either a bad relay, burned-

out circuit breaker or no current to the circuit breaker.

TIP: If the car is also equipped with electric window lifts, see if they operate. If they don't work either, the trouble area is narrowed down to the circuit breaker feed.

You can check individual switches by removing the trim panel and using a test light to see if there is current to the switch.

WINDSHIELD WIPERS

On all Furies, Polaras, Custom 880's, Monacos and Chryslers, the wiper motor is mounted in the engine compartment. The wiper linkage is conveniently located inside the cowl ventilation panel. Single-speed wipers are standard on all these cars except Chrysler 300's and New Yorkers.

SINGLE SPEED

The single-speed wiper motor mentioned above is a permanent-magnet-type motor. The single-speed wiper switch has a built-in circuit breaker to protect the motor and wiring. Current feed to the "B" terminal of the wiper switch comes from the ignition switch accessory terminal. The circuit breaker is be-

tween the "B" terminal and a double terminal marked "P₁" and "B/U", so the double terminal is always hot when the ignition is turned on. A single wire connects the P₁ terminal to the parking switch in the motor. The B/U terminal is the feed connection for back-up lights.

When the switch is turned on, the P₁-B/U terminal is connected to the "A" terminal, which is the feed terminal to the motor. The armature windings are grounded through the motor housing.

PARKING

The parking switch, located in the wiper motor assembly, serves as a temporary con-

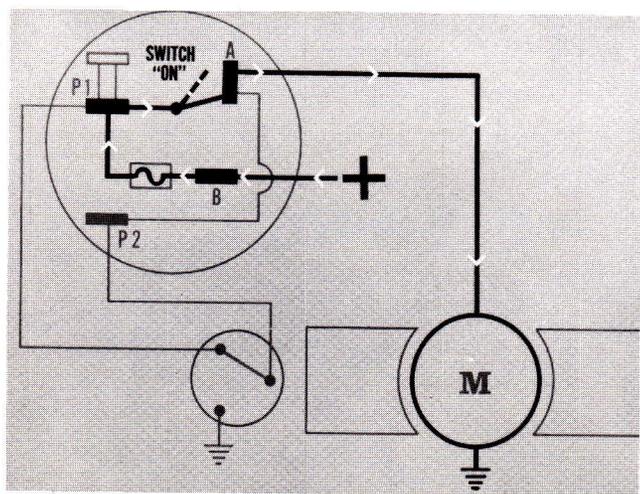


Fig. 15—Permanent-magnet wiper circuit

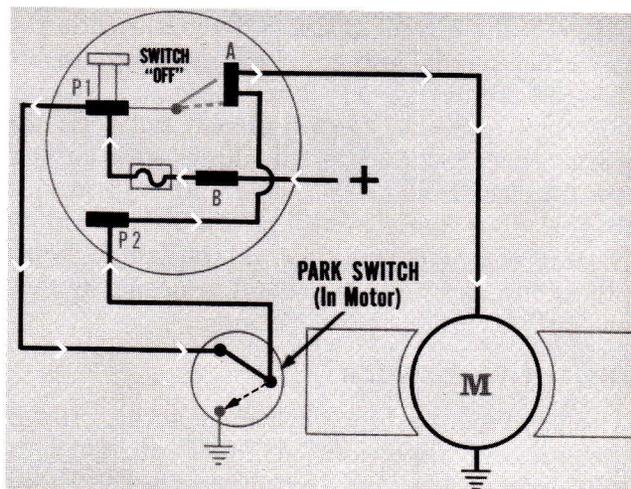


Fig. 16—Permanent-magnet parking circuit