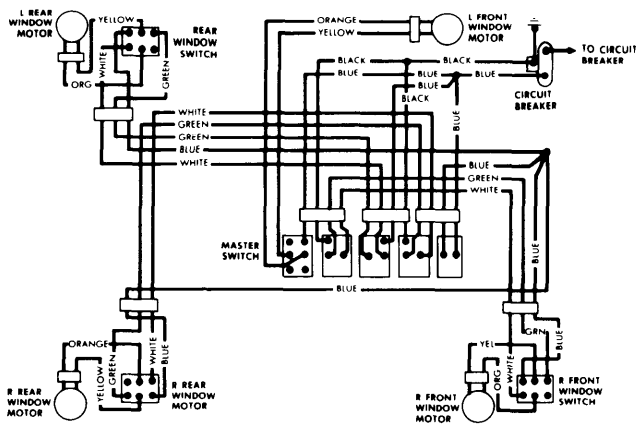
1968-74 AMERICAN MOTORS

DESCRIPTION

Window motors are of a two wire design, using polarity of the circuit to change motor rotation. This polarity change takes place in the window switch. To operate windows the ignition switch must be in the ON position. A lockout switch located on the driver's door must also be in the ON position to allow individual operation of windows. The ground for the circuits is furnished by the black wires at the master control switch which are joined in the harness and, as a single wire is then grounded adjacent to the power window circuit breaker on the instrument panel. A 20 Amp circuit breaker mounted on the lower instrument panel flange (adjacent to ash tray) protects entire wiring harness to all doors.



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POWER WINDOW WIRING DIAGRAM

REMOVAL & INSTALLATION

FRONT DOOR WINDOW REGULATOR

Replacement – Disconnect battery. Remove arm rest, remote control handle, and window control switch escutcheon. Remove door lock button, trim panel, and water shield paper. With window in raised position, insert a drift into hole in the door inner panel to hold glass assembly. Remove two slide channel screws and four regulator mounting bolts. Remove lower division channel screw. Move regulator channel assembly arms forward and then to the rear to disengage glass bottom channels. Disconnect wiring. Move regulator arms up and out of opening in inner panel. Slide regulator and motor between inner panel and division channel to remove. To install, reverse removal procedure.

REAR DOOR WINDOW REGULATOR

Replacement – Disconnect battery. Remove arm rest and ash tray. Remove remote control handle and window regulator switch escutcheon. Remove door lock button, trim panel, and water shield paper. With window in raised position, insert a drift into hole in inner panel to hold glass. Remove two lower side channel screws and four regulator mounting bolts. Move regulator assembly forward and then to the rear to disengage glass bottom channels. Disconnect wiring. Move regulator arms up and out of inner panel opening, and remove motor and regulator. To install, reverse removal procedure.

MOTOR & DRIVE UNIT

CAUTION – Regulator arms and sector gear are under counterbalance spring tension. Secure sector gear to back plate with a bolt before removing motor and drive.

Replacement – Remove window regulator. To retain spring tension, drill a ¼" hole in back plate under one of the existing holes in sector gear. Insert bolt and secure with a nut. Remove nuts attaching motor to drive unit and separate motor from drive. Insert a screwdriver blade into coupling and turn until spring tension on drive unit is relieved. Remove bolts securing drive unit to regulator. To install, reverse removal procedure.

TAILGATE WINDOW REGULATOR

Replacement – Remove tailgate remote control handles and trim panel. Open tailgate and raise glass to the full up position. To raise glass while tailgate is open, manually depress safety switch. Slide glass out of slide channels to remove. Now remove two access hole covers. Move regulator arms to a horizontal position. Disconnect motor wiring from harness. Mark regulator position for installation. Remove four regulator mounting bolts. Remove regulator thru access opening. To install, reverse removal procedure.

TAILGATE EMERGENCY OPENING

Disconnect battery. Remove remote control handles, trim panel, and access hole covers. Remove screws retaining regulator arm slide channels to glass bottom channel, hold glass in place and force slide channel out of glass bottom channel retaining brackets. Then lower window into tailgate. Repair malfunction.

TROUBLE SHOOTING

WINDOWS FAIL TO OPERATE OR OPERATE SLOWLY

Battery low or dead, circuit breaker faulty, battery ground loose, terminal in control circuit loose or corroded.

WINDOWS OPERATE INTERMITTENTLY

Loose wires on circuit breaker or switches, or circuit breaker faulty.

ONE WINDOW FAILS TO OPERATE

Loose or broken connections at circuit breaker, faulty switch, defective window motor.

1968-74 AMERICAN MOTORS (Cont.)

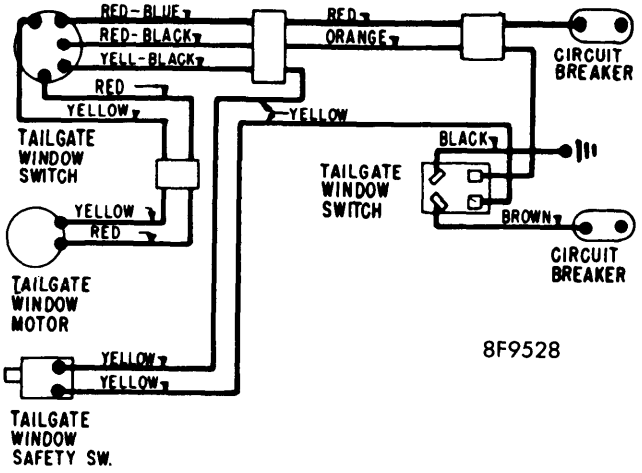
TESTING

CIRCUIT BREAKER

Test YELLOW wire power feed to circuit breaker and BLUE wire power out of circuit breaker. Repair power feed or replace circuit breaker as required.

DOOR CONTROL SWITCH & MOTOR

Turn ignition and safety switch on before testing door switch. Connect test light to inoperative door switch GREEN and WHITE wire terminals. Operate door switch, test light should come on, if not, trace wires to open circuit. Connect test light to door switch BLUE wire and ground. If light comes on, continuity exists between door and master switch. Disconnect ORANGE and YELLOW Leads at door switch. By-pass door switch by connecting ORANGE wire to GREEN wire and YELLOW wire to WHITE wire. Operate master switch, if motor now operates, door switch is defective. If motor does not operate, check motor and connections.



POWER TAILGATE WINDOW WIRING DIAGRAM