

1968-73 CHRYSLER CORP.

DESCRIPTION

Door Windows - Each door window operated by an electric motor and controlled by individual door switches with master control on left front door. On Imperial, front door vent windows also electrically operated. An optional safety switch may also be found on left front door which permits window operation from master control panel only.

Tailgate Window - Electrically operated window controlled by a key operated switch in exterior locking handle, and by a switch on instrument panel. On 3-seat suburbans, an additional roof rail switch provided for passenger control of window. Optional "Child Guard" control for 3-seat suburbans consists of an up relay, a down relay, and a vacuum switch in one of the rear doors. Vacuum switch controls roof rail switch. When rear door is locked, vacuum switch is open, roof switch is not grounded, and is inoperative. However, window can be controlled from lock or instrument panel switches in the usual manner.

TROUBLE SHOOTING & DIAGNOSIS

Window Operates From Individual Door Switch Only - Master switch faulty. Wiring harness broken.

All Windows Inoperative From All Switches - Circuit breaker, or feed to circuit breaker faulty. Control relay faulty.

One Window Inoperative From All Switches - Circuit breaker faulty. Both master switch and individual door switch faulty. Gear box jammed. Coupling between motor and gear box broken. Motor burned out. Short in wiring.

Window Operates In One Direction Only - Wiring faulty. Motor burned out.

Circuit Breaker "Clicks" But Window Inoperative - Feed wiring shorted. Switch faulty.

REMOVAL & INSTALLATION (WINDOW REGULATOR & MOTOR)

ALL MODELS (EXCEPT DODGE & PLYMOUTH 2-DOOR HARDTOP REAR QUARTER & IMPERIAL)

Removal - Disconnect battery and remove garnish molding, then remove door trim panel and disconnect wires from switch. Remove clips from regulator pins holding lower glass channel. Raise glass manually, then remove regulator attaching screws, pivot guide retaining pin and remove motor and regulator through opening in door. If necessary to replace gear box, first remove regulator counter-balance spring. *NOTE - The gear box is replaced only as a complete assembly and is permanently lubricated.*

Installation - Place regulator and motor through door opening and insert pivot arm pin into guide. Install regulator screws finger tight, but DO NOT TIGHTEN at this time. Remove window prop and lower glass, then insert control arms into glass channel, using a leather washer on each side of channel and secure with a clip. Connect wires to motor and connect battery,

then operate window several times and stop glass halfway. Tighten regulator screws. Check operation as follows: Connect an ammeter into circuit and operate window. Ammeter reading should be constant at approximately 14 amps. (all models except rear doors of 4-door hardtop models), 20 amps. (4-door hardtop models). If ammeter reading fluctuates, there is a bind in glass or linkage. Adjust glass down stop so window is flush with garnish molding. Install trim panel, garnish molding, and other parts.

IMPERIAL

Removal - Remove trim panel and garnish molding, and window glass retaining clips. Push regulator arm pins out of window glass frame, then push glass and frame fully upward and prop in position. Remove regulator attaching bolts (bottom bolt can be removed with a socket and extension), then remove regulator pivot arms from regulator channels. Disconnect motor wiring, then remove regulator and motor assembly through access opening in inner panel.

Installation - Install motor and regulator assembly through access opening in inner panel and install regulator mounting bolts. Install regulator pivot arms into channels, then lower glass and frame assembly until regulator pins are in line with openings in window glass frame, and install pins and retaining clips. Connect wiring to motor and install trim panel and garnish molding.

DODGE & PLYMOUTH 2-DOOR HARDTOP REAR QUARTER

NOTE - If regulator jammed in either extreme "up" or "down" position, remove appropriate regulator stop to permit window glass removal.

Removal - Remove rear seat, trim panel, and garnish molding. Run window down until glass-to-window frame mounting screws are opposite access holes in inner panel, then remove screws and lift glass up out of inner panel. Remove regulator adjusting locknut, roller track assembly, and mounting bracket. Disconnect motor wiring, and unhook lower glass frame from regulator arm. Remove regulator mounting screws and remove assembly through access opening in inner panel.

Installation - Reverse removal procedure.

TAILGATE WINDOW REPLACEMENT

1968-69 ALL MODELS

Removal - With tailgate open, remove trim panel, regulator arm stud retainers and remove regulator arm studs. Remove regulator from brackets on inner panel by removing screws.

Installation - To install, reverse removal procedure.

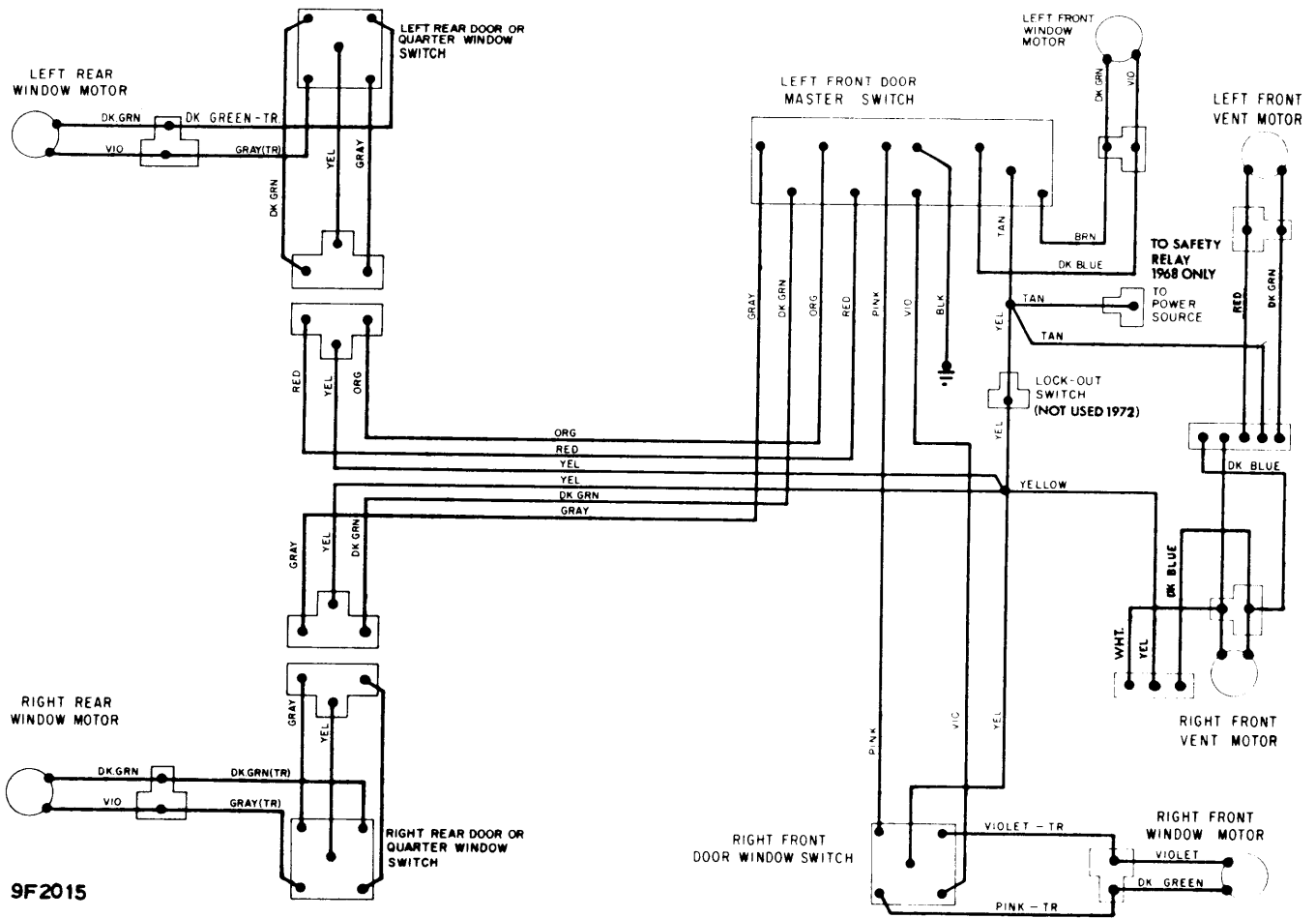
1970-73 ALL MODELS

Removal - Regulator assembly is retained to tailgate inner panel by four retaining screws. Remove tailgate glass. Disconnect electrical leads at regulator. Remove attaching screws and remove regulator through access hole.

Installation - To install, reverse removal procedure.

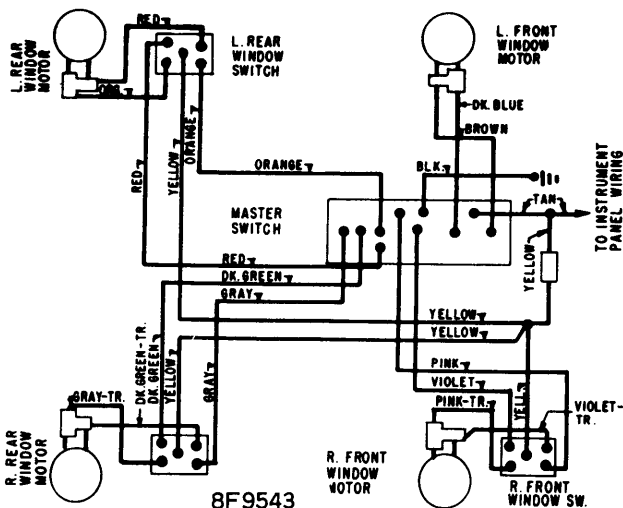
Electric Window Controls

1968-73 CHRYSLER CORP. (Cont.)

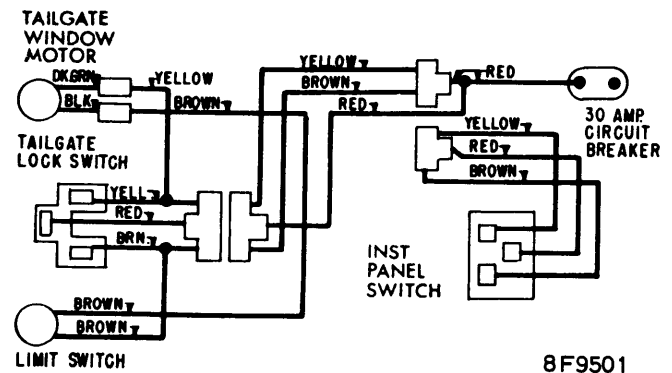


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1968-73 CHRYSLER CORP. POWER WINDOWS (TYPICAL)



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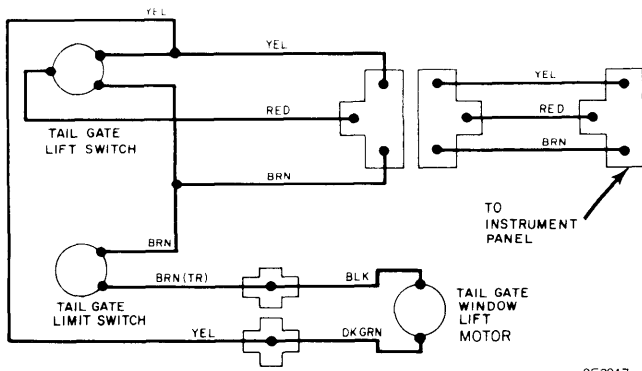


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1968 DODGE CORONET, CHARGER, POLARA, MONACO, PLYMOUTH & VIP

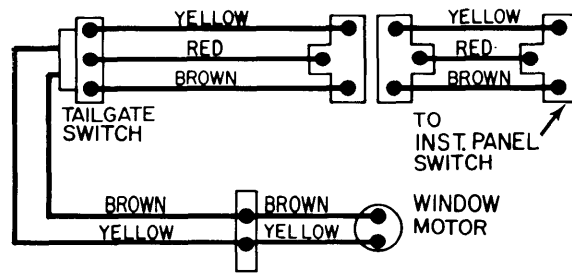
1968 TAILGATE WIRING (ALL MODELS)

1968-73 CHRYSLER CORP. (Cont.)



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1969-71 CHRYSLER CORP. TAILGATE WIRING



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1972-73 CHRYSLER CORP. TAILGATE WIRING