

1974 CHRYSLER CORP.

DESCRIPTION

Electric window lift motors for front, rear and quarter panel windows are permanent magnet type. Motors are grounded through the master switch by a black lead attached to the left cowl panel.

Tailgate door electric window operation is controlled from a two-way switch on instrument panel and an outside key two-way switch located on tailgate door.

ELECTRICAL TESTING

NOTE — Check inoperative glass for a binding condition between glass and run channels. Correct binding before making electrical tests.

WINDOW MOTOR SWITCH

1) Remove switch from trim panel and carefully disconnect multiple terminal block on wire harness from switch body. Connect a test light between terminals of BLACK and TAN wires. Test lamp should light, if not, check for an open circuit.

2) Check circuit continuity and motor operation using two jumper wires to by-pass switch at connector. Connect a jumper between TAN wire terminal and up or down terminal, opposite of glass position (see illustration). Connect a second jumper to a good ground and opposite terminal. If motor operates, reinstall switch to multiple connector and actuate switch. If switch still will not actuate motor, replace switch assembly.

WINDOW MOTOR

1) Check motor by connecting a test battery positive lead to either of the motor terminals. Connect the negative lead of test battery to the opposite motor lead. Motor should operate to move window up or down.

2) Reverse the test battery leads. The motor should operate in opposite direction. If not, replace motor.

TAILGATE WINDOW OPERATION

Check tailgate switch and window operation by turning tailgate key right or left, window should operate up or down. If window motor will not function from tailgate switch, turn on ignition switch and operate tailgate window from instrument panel switch. If motor still will not operate, test motor at tailgate.

TAILGATE WINDOW MOTOR

1) Remove tailgate door inside cover panel. Disconnect motor power connector, located inside left area of tailgate door, from harness. Wiring color code is BROWN and YELLOW.

2) Connect a test battery to the male connector (motor harness) with BROWN wire positive and YELLOW wire negative. Observe window for one-way operation. Reverse battery leads and window motor should reverse direction. If window motor operates properly, check switches and circuit continuity. If motor operates in only one direction, replace motor.

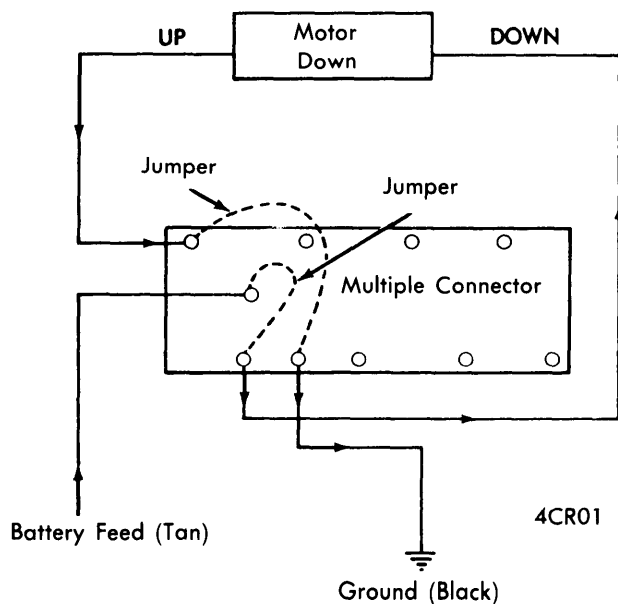
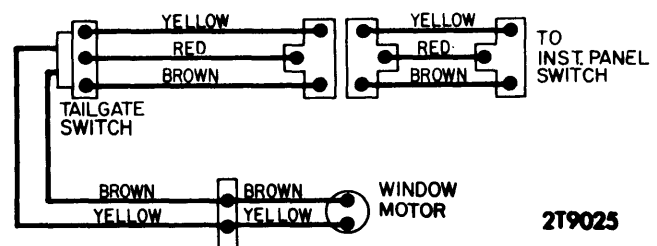
INSTRUMENT PANEL SWITCH

Connect a test lamp across terminals of female connector (attached to tailgate wiring harness). Operate switch, test lamp should light, if not, check switch malfunction and/or body wiring harness. Check switch ground connection. If instrument panel switch, ground wire and motor regulator assembly function properly, replace tailgate key operated switch.

REMOVAL & INSTALLATION**DOOR WINDOW REGULATOR & MOTOR**

1) Remove door trim for access to regulator. Remove regulator fasteners which disengage the regulator drive arm, and cross arms from connecting lift channel, and pivot bracket. If necessary, remove fasteners holding lift channel and pivot bracket. Disconnect motor wire harness.

2) If possible, electrically activate regulator motor to full up position to relieve counter balance spring tension. **CAUTION** — To avoid injury, do not remove counter balance spring or

**MOTOR SWITCH TEST****CHRYSLER CORP. TAILGATE WIRING DIAGRAM**

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motor from regulator without locking regulator in a bench vise. With counter balance spring removed, remove motor from regulator.

3) To install regulator assembly and counter balance spring, proceed as follows: Position sector and plate in window up position. Clamp with a vise and install counter balance spring. Remove regulator from vise and operate motor to window down position to check counter balance spring wind-up. Install regulator in door while in half down position. Engage regulator drive and cross arms to lift channel and pivot bracket. Align window run channels as required to provide proper sealing.

MOTOR REMOVAL WITHOUT REGULATOR (CHRYSLER, IMPERIAL, MONACO, FURY, REAR DOORS ONLY)

NOTE — Following procedure is not recommended if any system parts are loosened or removed from door. If window system parts other than motor are to be removed, use procedure for Removing Door Window Regulator and Motor.

1) With door trim panel removed, raise window to full up position, support window up with a block while removing and replacing motor. Disconnect motor wiring connector, remove screws holding motor gearbox to regulator and bracket support.

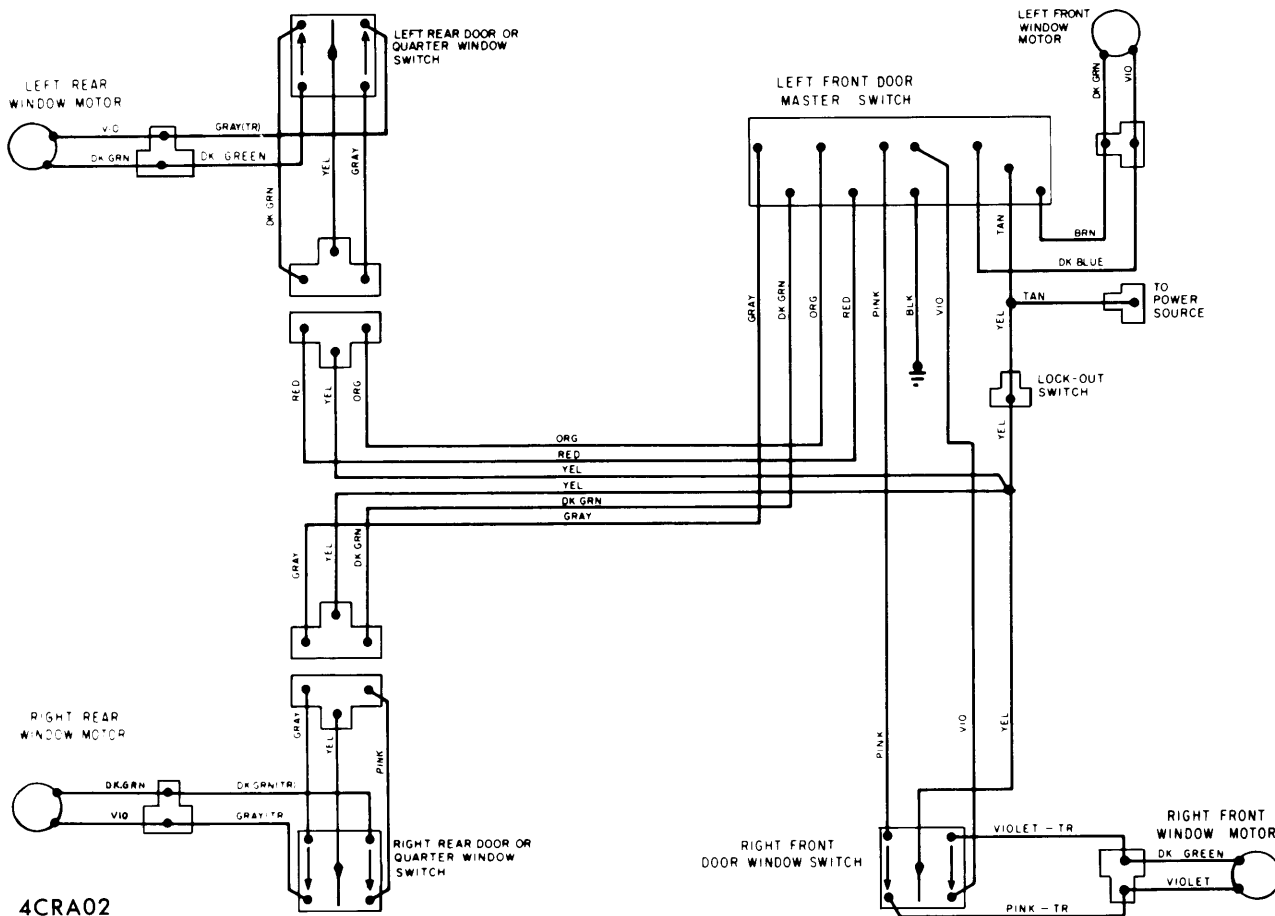
2) To remove motor, grip motor housing and pull towards outer panel, racking action may be necessary to disengage motor from regulator. **CAUTION** — Keep hands and fingers away from sector gear area to avoid pinching by regulator linkage movement.

3) To install, reverse removal procedure and note following: When installing motor, position motor gearbox to engage regulator sector teeth and center post on gearbox must fit into pilot hole in plate.

TAILGATE REGULATOR

1) With trim panel removed, remove glass. Run glass up out of tailgate until glass lift channel screws are visible in access holes. Remove glass lift channel attaching screws to disconnect glass from channel assembly. Slide glass out of belt opening.

2) Remove lock linkage and position regulator arms in about $\frac{3}{4}$ up position. Remove regulator attaching bolts and disconnect motor harness wires. Remove regulator through access hole. **CAUTION** — Do not remove motor or counter balance spring from regulator without locking unit in a vise. To install regulator, reverse removal procedure.



TYPICAL POWER WINDOW WIRING DIAGRAM