

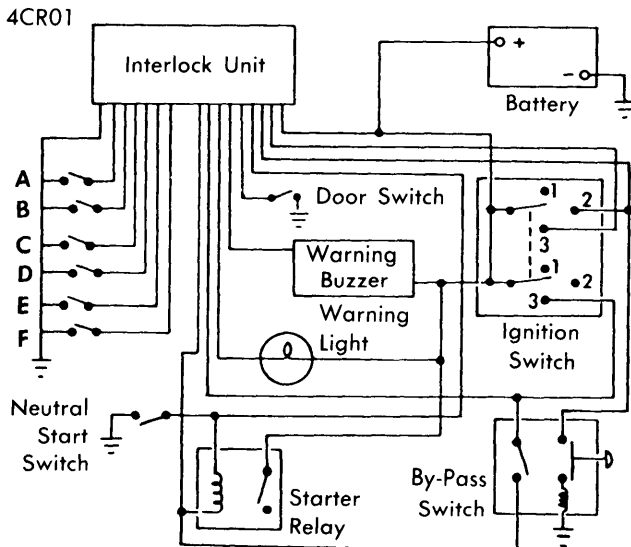
1974 CHRYSLER CORP. SEAT BELT-STARTER INTERLOCK SYSTEM

DESCRIPTION

Chrysler Corp. vehicles use a seat belt starter interlock system that prevents engine cranking unless all front seat occupants buckle belts after being seated. A "FASTEN SEAT BELTS" indicator and buzzer operate if seat belts are not used properly. System components consist of seat cushion sensors, seat belt switches, door switch, warning buzzer and light, starter relay, interlock by-pass switch, neutral start switch, or park brake switch, and interlock module unit.

OPERATION

Engine should crank if front seat occupants buckle belts, place automatic transmission in "P" or "N"; manual transmission clutch depressed and park brake applied. If engine does not crank, all front seat occupants should unbuckle and re buckle belts before attempting start. After engine start, unbuckling belts will have no effect on engine operation, but warning system will activate if transmission is in gear or park brake is released. Placing of pets, packages, etc. on front seat should be avoided since weight may be sufficient to activate interlock system preventing engine crank. In event of interlock malfunction, an under hood by-pass switch is provided to permit interlock override. Pressing and releasing by-pass switch with ignition switch "ON" will permit starting regardless of seat belt usage; if engine stalls, it can be cranked any number of times providing ignition switch is not turned "OFF".



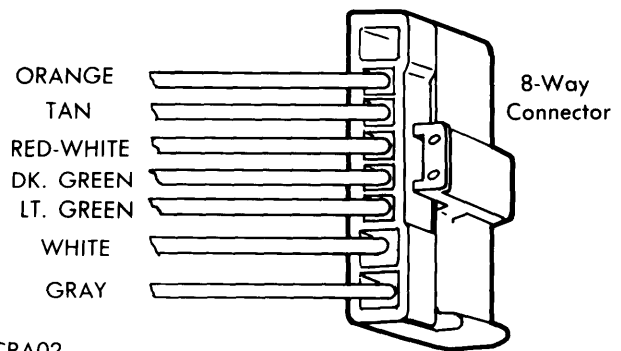
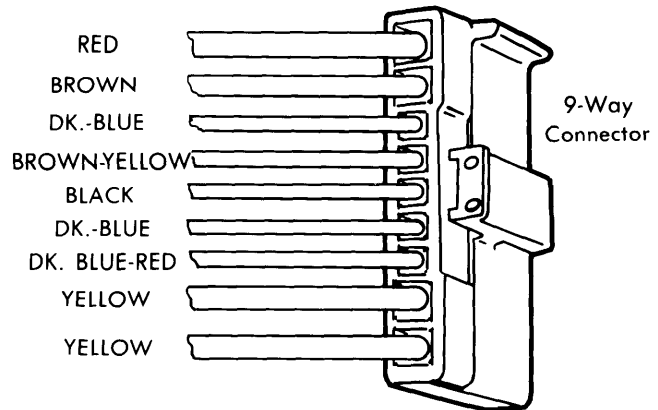
Ignition Switch Is Shown "OFF" As In Position 1.
Position 2 Is "RUN" and 3 Is "START".

CHRYSLER CORP. STARTER INTERLOCK WIRING

TESTING

NOTE — Chrysler Corp. has available a special electronic analyzer for testing electronic module and system circuits. If analyzer is used, follow equipment manufacturer's testing instructions.

Perform the following tests using a test light and jumper wire when required. Connect tester leads only to terminal end of wires being tested. Perform tests in order listed until system malfunction is determined and corrected.



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MODULE, 8-WAY & 9-WAY CONNECTORS

ENGINE CRANKS WITH DRIVER NOT BUCKLED

Underhood Switch — Remove switch connector and attempt start from driver's seat. Replace switch if engine does not crank.

Wiring — Remove both module connectors, sit in seat and attempt crank. If engine cranks, a wiring short exists. Trace circuits and correct problem. If engine does not crank, check voltage between 9-way connector RED wire and ground. With no voltage, an open circuit exists.

Driver Seat Switch — Check switch with test light between RED wire in 9-way connector and WHITE wire in 8-way connector. Test light should come on when seat switch is activated; if not, connect a self-powered test light to switch connector terminals under seat. If switch fails, replace switch; if not, check WHITE wire between module and switch for an open circuit.

Interlock Module — If seat switch, underhood switch, and wiring check good, replace module.

WARNING LIGHT AND/OR BUZZER DO NOT TURN ON OR OFF USING CORRECT START PROCEDURE

NOTE — Module failure will affect both warning light and buzzer; if only one does not function, module is not cause.

If both buzzer and light fail, check fuse. Remove module connectors and check for voltage between RED wire in 9-way and GRAY wire in 8-way connectors. With no voltage available, an open circuit exists in RED or GRAY wires.

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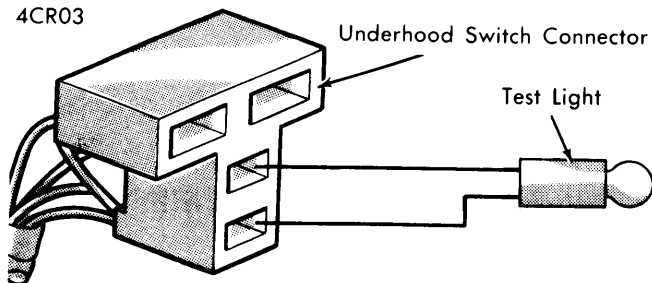
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Light Test — Connect jumper to DK. BLUE-RED wire in 9-way connector and ground. Light should come on, if not, check light and wiring.

Buzzer Test — Connect jumper between DK. BLUE wire in 9-way connector and ground. If buzzer does not operate, check wiring and buzzer removed from circuit.

Interlock Module — If fuse, wiring, light, and buzzer check is satisfactory, replace module.

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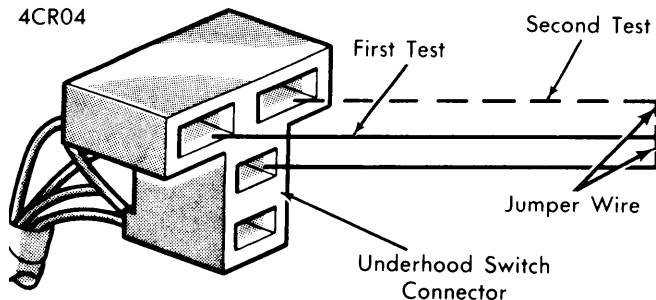


UNDERHOOD SWITCH VOLTAGE TEST

ENGINE DOES NOT CRANK AFTER ACTIVATING UNDERHOOD SWITCH

Underhood Switch — Remove switch connector, sit in seat, buckle belt and attempt correct start procedure. If engine does not crank, check neutral start or park brake switches (see Light & Buzzer Failure, Ignition "ON", Transmission In Gear & Belt Buckled Before Being Seated). If switches are good, see Chrysler Corp. Starters in ELECTRICAL Section. If engine cranks; with engine stopped, turn ignition "ON" and check voltage between BLACK and DK. BLUE wires in underhood switch connector. An open circuit exists if voltage is not available. Connect jumper between DK. BLUE wire in switch connector and one YELLOW wire; then connect to other YELLOW wire. Engine should crank with either YELLOW wire, if not, check wiring. Connect test light between YELLOW wire that did not activate starter and ground. Light should come on with ignition key in "START" position; if not, problem is in wiring. If no wiring problem exists, replace underhood switch.

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UNDERHOOD SWITCH STARTER TEST

LIGHT & BUZZER FAILURE, IGNITION "ON", TRANSMISSION IN GEAR & SEAT BELT BUCKLED BEFORE BEING SEATED

Ignition Run Input — Check system fuse. If good, remove both connectors from module. Connect test light to DK. BLUE-WHITE wire in 9-way connector and ground. With ignition "ON", test light should be on; if not, trace wire for an open circuit.

Neutral Start Switch Or Park Brake Switch — Connect test light between DK. BLUE-WHITE wire and BROWN-YELLOW wire in 9-way connector with ignition "ON". For automatic transmission cars, light should be on when in "P" or off when in "D". For manual transmission cars, test light should come on when park brake is set.

Interlock Unit — Ignition Run, Neutral Start or Park Brake switches check good, replace interlock module.

DRIVER UNBUCKLED, IGNITION "ON", IN GEAR, PARK BRAKE RELEASED (MANUAL TRANSMISSION CARS), WARNING DOES NOT ACTIVATE

Interlock Module — Replace interlock module.

WARNING DOES NOT STOP AFTER OCCUPANT PROPERLY BUCKLED

Seat Belt Switches — Disconnect interlock module connectors. Connect one lead of a test light to RED wire in 9-way connector and connect other lead as follows; LT. GREEN wire in 8-way connector (driver's belt), RED-WHITE wire in 8-way connector (right passenger belt), ORANGE wire in 8-way connector (center belt). Test light should come on when belt is fastened and go off when belt is unfastened. If switch does not operate, use a self-powered test light to check switches by connecting light to connector near seat belt anchor. If switch fails, replace defective seat belt.

Interlock Module — If seat belt switches and wiring are good, replace interlock module.

ENGINE CRANKS WITH DRIVER BELT BUCKLED BEFORE SITTING

Door Switch — Remove interlock module connectors. Connect test light to RED wire and BLACK wire with tracer (both in 9-way connector). Test light should be on when door is open and off when closed. If wiring and door switch are good, replace interlock module.

NO CRANK WHEN DRIVER PROPERLY BUCKLES

Wiring — Remove interlock module connectors. Use a jumper wire and momentarily connect RED wire to YELLOW wire with tracer (both in 9-way connector); starter should engage.

Engine Does Not Crank — Check for voltage at RED wire in 9-way connector. If no voltage, check wiring for an open circuit. With voltage present, check YELLOW wire with tracer in 9-way connector for an open circuit (wire goes to starter relay). If wiring is good, see Chrysler Corp. Starters in ELECTRICAL Section.

Engine Cranks — Check voltage at YELLOW wire in 9-way connector and ground. Test light should come on only when ignition is turned to "START"; if not, check circuit to ignition switch. Check voltage between BROWN wire and ground in 9-way connector. Light should be on when ignition is in "START" or "RUN"; if not, check circuit to ignition switch.

INTERLOCK MODULE MALFUNCTION

Replace interlock module after performing previous test if any of the following conditions occur, warning light and buzzer come on when driver properly buckles. Engine does not restart

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when driver unbuckles, and does not leave seat. Warning does not come on when driver unbuckles and turns ignition key to "START". Replace interlock unit if engine cranks when it should not and/or warning does not occur.

REMOVAL & INSTALLATION

Interlock modules for automatic transmission equipped vehicles are colored blue. Module for manual transmission equipped vehicles are colored white. Do not interchange white and blue modules; they are not electrically interchangeable.

INTERLOCK SYSTEM COMPONENTS LOCATION

Dart & Valiant — Buzzer is on left side of instrument panel above hand brake. Buzzer and warning light fuse is number seven. Interlock module is behind buzzer. System fuse is number six and underhood switch is on left side of firewall.

Coronet, Charger & Satellite — Buzzer is located on right side of instrument panel near side cowl. Buzzer and warning light fuse is number two. Interlock module is on instrument panel to left of glove box. System fuse is number one and underhood switch is to right side of firewall.

Challenger & Barracuda — Buzzer is located under instrument panel to right of glove box. Buzzer & warning light fuse is number four. Interlock module is on left side of instrument panel above air conditioner duct. System fuse is number one and underhood switch is on left fender apron.

Fury, Monaco, Chrysler & Imperial — Buzzer is on left side of brake support bracket. Buzzer and warning light fuse is number three. Interlock module is mounted above buzzer, system fuse is number five, and underhood switch is near left hood hinge.