CHRYSLER CORP.

DESCRIPTION

All door locks are operated by either of the front door locking buttons. The locks on the right front and both rear doors can be manually operated with the door lock buttons. On all models the left front door can be locked or unlocked manually from inside door locking console lever. All locks are operated by push-pull double action solenoids, attached by connecting rods to door lock actuating levers in each door. A single pole double throw switch is mounted on each front door and a console mounted toggle switch is used to control system. Trunk lid consists of a push button switch and a solenoid, which is energized only when switch is depressed.

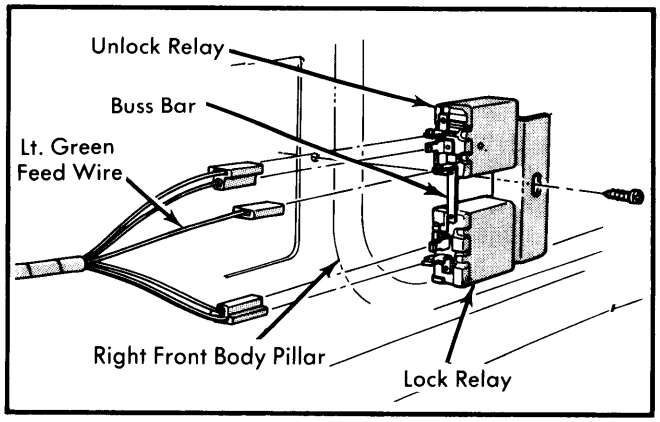

Fig. 1 Door Lock Relays

ELECTRICAL TESTING

DOOR LOCK SYSTEM

Before making tests, battery must be fully charged and solenoids correctly adjusted. Circuit breaker is located on fuse block, and door lock relay is located behind right side cowl kick panel. Connect positive lead of voltmeter to buss bar on relay, negative lead to a good ground. With no load, voltage should read 12.5 volts; with a load (locks activated), voltage should be 11 volts. If no reading is obtained, circuit breaker should be tested. Connect a voltmeter positive lead to light green terminal of circuit breaker and other lead to a good ground. If a reading of 12.5 volts is not obtained, connect voltmeter to battery side of circuit breaker. If a reading is obtained, circuit breaker is probably defective and should be replaced. If no reading is obtained, inspect for a broken feed wire or loose connection. Check each individual door lock solenoid by disconnecting solenoid connectors. If a solenoid has been shorted, excess current may have damaged door lock relays.

TRUNK LID LOCK RELEASE

Battery must be fully charged and latch and striker adjusted so trunk lid latches with a moderate slam. With ignition switch in "ON" or "ACCESSORY" position, push trunk lid unlock switch and lid should unlock. Trunk lid unlock switch is located on instrument panel or in glove box depending on model variation. If lid latch fails to unlock, check solenoid lead wire and connection. A minimum of 10 volts is required at solenoid. Check for proper ground. With solenoid removed, check plunger spring and attachment. Solenoid travel is adequate with 5/8" movement.

SOLENOID ADJUSTMENT

DOORS

Loosen solenoid mounting screws and slide solenoid to full down position. Extend solenoid link until latch is in locked position. Tighten solenoid mounting screws and test operation of lock.

TRUNK LID

Latch and striker must be correctly adjusted before adjusting solenoid. When adjusting latch, use caution not to create too much tension on latch, or solenoid will be unable to release latch. To adjust solenoid, loosen solenoid mounting screws and move solenoid toward or away from latch assembly to adjust.

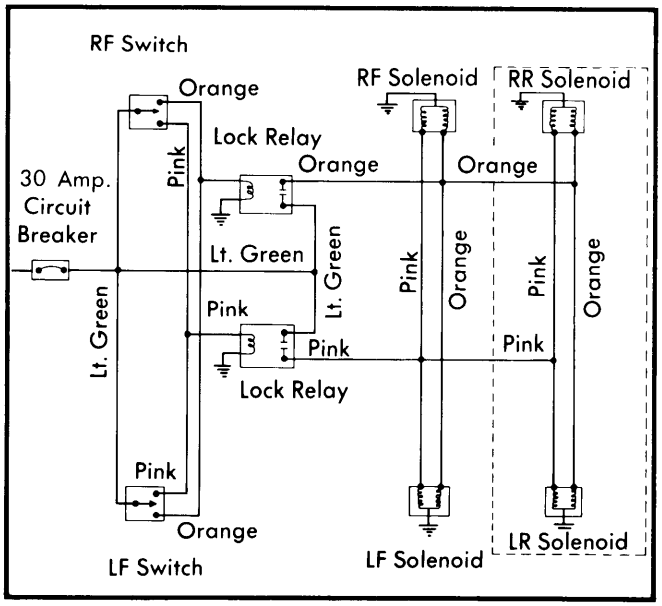

Fig. 2 Chrysler 4-Door Lock Wiring Diagram (2-Door Similar)