

GENERAL MOTORS TAILGATE AND TRUNK RELEASE

DESCRIPTION & OPERATION

The electric trunk release system consists of a release button in the glove compartment, an ignition switch controlled power connection, and a release solenoid in the trunk compartment. Pressing the release button energizes the release solenoid, unlatching the trunk. The trunk lid can also be opened with a key.

Cadillac models have an additional pull-down unit that closes the trunk lid when it is lowered. A permanent magnet, reversible motor pulls the striker down, locking the trunk lid in a fully closed position. When the release solenoid is activated, the motor reverses and allows the trunk lid to rise.

Bonneville, Cutlass, Malibu and Regal station wagon models use an electric tailgate window release. The system includes a control switch, lock release solenoid and a pulley and cable assembly. When the glove box mounted switch is activated, voltage is supplied to the solenoid. Solenoid shaft pulls the cable, releasing the lock pawl from the striker. The gas support assemblies then raise the glass.

ADJUSTMENT

If trunk does not close properly, make sure trunk lid is properly aligned. Loosen lock assembly bolts on trunk lid, move lock to desired position, and tighten bolts. Test operation of trunk lid and latch.

TROUBLE SHOOTING

NOTE — See appropriate General Motors Chassis Wiring Diagrams in **WIRING DIAGRAMS** Section for system wiring diagram.

TRUNK WILL NOT OPEN WITH PANEL SWITCH BUT OPENS WITH KEY SWITCH

Open or short between switch and fuse block in Pink wire. Open or short in Black wire between switch and solenoid. Defective switch or lock solenoid.

TRUNK CLOSING UNIT INOPERATIVE

Open in feed wire between closing unit and fuse block. Defective switch or motor. Open in switch wiring.

CLOSING UNIT DOES NOT CYCLE TRUNK UP

Switch top plunger binding or out of position.

CLOSING UNIT DOES NOT CYCLE TRUNK DOWN

Switch contact blade not touching shaft of striker assembly. Foreign matter on lock striker, lock hook surface or between contact blade and striker shaft.

TRUNK CLOSING UNIT CYCLES UP AND DOWN CONTINUOUSLY

Defective switch assembly. Internal contacts binding. Switch top button binding.

CLOSING UNIT DOES NOT FULLY CLOSE TRUNK

Defective switch. Intermittent ground through striker and lock hook.

TRUNK CLOSING UNIT RAISES STRIKER TOO HIGH

Arm of up cycle cutout switch positioned wrong, or broken or missing tab on striker shaft.

TAILGATE WINDOW DOES NOT OPERATE FROM CONTROL SWITCH

1) Ground one lead of a 12 volt test lamp and connect the other lead to feed wire of switch. If lamp does not light, check for open or short in feed wire. If lamp lights, move test lamp to Black wire at switch, then actuate switch.

2) If lamp does not light, check for loose switch connection wires. If not loose, replace switch. If lamp lights, move test lamp to Black wire at solenoid connector, then actuate switch. If lamp does not light, check for open in Black wire.

3) If lamp lights, check for loose cable. If cable is okay, replace solenoid.

TAILGATE WINDOW DOES NOT RELEASE WITH SWITCH OR CONTROL HANDLE

Check for misaligned lock mechanism to striker on glass. Broken lock pawl spring. Binding lock mechanism. Bent or loose remote lock rod.

TESTING

Trunk Release Solenoid — If solenoid will not release, check for power at solenoid Black wire with button depressed. If not present, check for power at switch in glove compartment (Pink wire). If power is present at solenoid, make sure ground connection is good. If still inoperative, replace solenoid.

REMOVAL & INSTALLATION

TRUNK SOLENOID

Removal — Open trunk lid. Remove attaching bolts securing lock to trunk lid. Disconnect electrical connector and remove solenoid-to-lock attaching bolts. Remove solenoid and lock.

Installation — To install, reverse removal procedure and check operation.

PULL-DOWN UNIT

Removal — Open trunk lid and remove pull-down unit trim cover. Disconnect wiring and remove pull-down unit.

Installation — To install, reverse removal procedure.

TAILGATE RELEASE SOLENOID

Removal — 1) Open tailgate and remove inner trim panel and access hole covers. Remove inner reinforcement at glass lock and disengage clip retaining lock release cable.

2) Disconnect electrical connector from solenoid. Drill out solenoid retaining rivets with $\frac{1}{4}$ " drill bit. Remove solenoid through access hole.

Installation — To install, reverse removal procedure.