

windshield glass, at the end of the wiper arm (where the wiper blade is attached to the arm). With the 25 ounce force applied pull the wiper blade away from the windshield glass once or twice to prevent glass friction from affecting downward movement of the wiper arm and blade. With this force applied the clearance between the tip of the wiper blade and the windshield moulding should be as follows:

Models	Clearance in Inches Between Tip of Blade and Windshield Moulding	
	Right	Left
Valiant	.5 to 2.25	.25 to 2.00
Belvedere-Satellite	1.00 to 3.00	.25 to 2.25

If the clearance is not in the specified range refer to Figure 1 or 2 and reposition the wiper arm and blade assembly.

CAUTION: The use of a screwdriver or other prying tool to remove an arm may distort it in a manner that will allow it to come off the pivot shaft in the future, regardless of how carefully it is installed. NEVER under any circumstances push or bend the spring clip in the base of the arm in an attempt to release the arm. This clip is self-releasing.

END PLAY ADJUSTMENT

(Vendor Manufactured Variable and 3-Speed Only)

To adjust the armature shaft end play, turn the adjustment screw in until it bottoms then back-off 1/8 turn (Fig. 3). This adjustment can be made without removing the wiper motor from the vehicle.

PANEL SWITCH TESTS

Two-Speed

To test the switch, disconnect the wiring and re-



Fig. 1—Removing Wiper Arm and Blade Assembly (Fury)

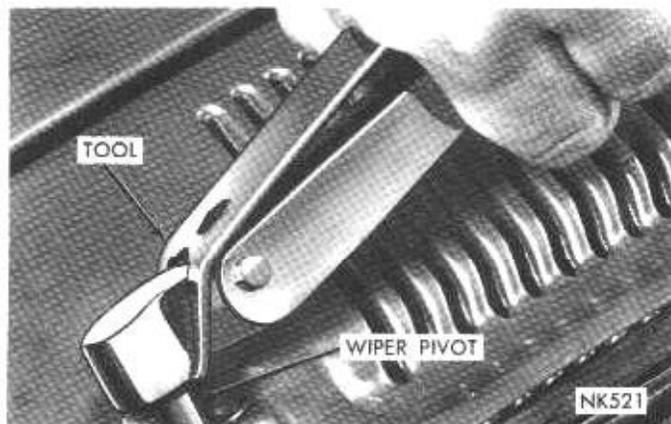


Fig. 2—Removing Wiper Arm and Blade (Valiant, Barracuda, Belvedere and Satellite)

move from the instrument panel. For removal and installation of the wiper switch see "Instrument Panels".

Using a continuity tester or an ohmmeter, test for continuity (no resistance) between the contact terminals of the switch as shown in the following chart. For test purposes, the first position is the "Off" position. The "Low" position is the first detent past the "Off" position. The "High" position is the second detent of the switch. The bench test of the switch does not require the use of a twelve volt battery. "Ground" is the case of the switch.

SWITCH CONTINUITY CHART

Chrysler Manufactured Two Speed—Valiant

Off	Low	High
B to B/U.	B to B/U.	B to B/U.
B to P1.	B to P1.	B to P1.
A to P2.	B to A.	B to H.
H-open	P2-open H-open	P2-open A-open

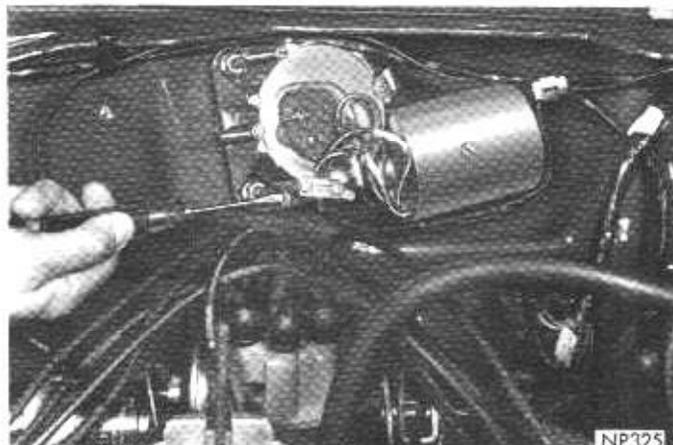
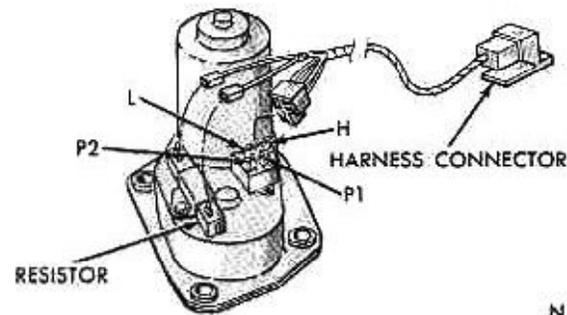


Fig. 3—End Play Adjustment (Variable and Three Speed)

SWITCH CONTINUITY CHART

**Chrysler Manufactured Two Speed—
(Belvedere and Satellite)**

Off	Low	High
B to B/U.	B to B/U.	B to B/U.
B to P.	B to P.	B to P.
A to F2.	B to A.	B to F1.
F1-open	F2-open F1-open	F2-open A-open



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Fig. 4—Two Speed Motor—Chrysler Built**Variable and Three Speed**

The two and three speed switches contain a resistor while the variable speed uses a rheostat to provide a means of controlling the current flow to the motor. The switch is designed to provide a circuit to the motor to reverse the current to the field winding which reverses the direction of the armature. A circuit breaker, built into the switch, protects the circuitry.

To test the switch, disconnect the wiring to the switch and remove the switch from the instrument panel. For removal and installation of the wiper switch, see "Instruments and Indicators."

Using a continuity tester or an ohmmeter, test for continuity (no resistance) between the contact terminals of the switch as shown in the following chart. For test purposes the "Park" position is the switch "Off" position. The "Low" speed is the position immediately past the "Off" detent and the High position is at the extreme position of the switch travel. In the test chart the reference "Ground" means to attach one lead of the continuity tester or ohmmeter to the switch case.

MOTOR TESTING**Two Speed (Fig. 4)****(Valiant, Belvedere and Satellite)**

(1) Disconnect motor leads at motor. Connect

jumper from battery positive terminal to motor terminal "H". Motor should run at high speed. (The ground circuit is completed through the car body). Remove jumper.

(2) Connect jumper from battery positive terminal to resistor terminal. Connect second jumper from terminal "L" to the second resistor terminal. The motor should run at low speed. Remove jumpers.

(3) Connect jumper from battery positive terminal to motor terminal "P1". Connect a second jumper from motor terminal "P2" to terminal "L". The motor should park. (If the wiper blades are near the bottom of the glass, the motor may be parked. Run the motor as in step (2) until the blades are high on the glass. Then repeat step (3) to observe parking.)

SWITCH CONTINUITY CHART

**Chrysler Manufactured Two Speed
(Fury and Barracuda)**

Off	Low	High
B to B/U	B to B/U	B to B/U
B to P		
A to Ground	B to A	B to H
F2-Open	F2 to Ground	F2 to Ground
H-Open	P-Open	P-Open
	H-Open	A-Open

SWITCH CONTINUITY CHART

**(Vendor Manufactured Variable and
Three Speed)**

Off	Low	Medium (3 Speed Only)	High
B to B/U.	B to B/U.	B to B/U.	B to B/U.
B/U to P.	B/U to A.	B/U to A.	B/U to A.
A to F2.	A to F1.	F1 to R1.	F1 to R2.
F1 to Ground.	F2 to Ground.	F2 to Ground.	*A through the rheostat or resistor to F1. F2 to ground.
	P-open.	P-open.	P-open.

*As the switch knob of the variable speed switch is rotated the resistance shown on the ohmmeter should vary from a high reading to a low reading in a smooth rate of change.

(Fury and Barracuda)

(1) Disconnect motor leads at motor. Connect jumper from battery positive terminal to motor (terminal "H"). Connect second jumper from (terminal "P2") to ground. Motor should run at high speed. Remove jumpers.

(2) Connect jumper from battery positive terminal to resistor terminal. Connect second jumper from (terminal "L") to the second resistor terminal. Connect a third jumper from (terminal "P2") to ground. The motor should run forward at low speed. Remove jumpers.

(3) Connect jumper from battery positive terminal to motor (terminal "P1"). Connect a second jumper from motor (terminal "L") to ground. The motor should run in reverse rotation for at least a half revolution and park.

Vender Manufactured, Variable Speed and Three Speed

(1) Disconnect motor leads at bulkhead disconnect. Connect a jumper from the green lead to ground. Connect a second jumper wire from the battery positive terminal to brown and red leads in bulkhead disconnect. (The ground circuit is completed through the car body). The motor should run continuously. Disconnect leads.

(2) Connect jumper wire from green lead to brown lead. Connect red lead to ground. Connect third jumper wire from battery positive terminal to blue lead. The wiper should run to the park position.

CAUTION: Motor can be damaged if not wired correctly.

MOTOR REMOVAL**(Valiant, Belvedere and Satellite)**

(1) Disconnect the battery ground cable.

(2) Disconnect the wiper motor wiring harness.

(3) Remove the three wiper motor mounting nuts. (On vehicles without air conditioning it is easier to remove crank arm nut and crank arm from under instrument panel) first and omit steps (4) and (5).

(4) Work motor off mounting studs far enough to gain access to crank arm mounting nut. **Caution: Do not force or pry motor from mounting studs, as drive link can be easily distorted.**

(5) Using a 1/2 inch open end wrench, remove motor crank arm nut. Carefully pry crank arm off shaft.

(6) Remove wiper motor.

MOTOR INSTALLATION**(Valiant, Belvedere and Satellite)**

Before installing motor, be sure all three spacers are inserted in holes of motor grommets.

(1) Balance wiper motor on upper right motor grommet.

(2) Index flats on motor shaft to mate with flats on crank arm. Start and tighten crank arm nut on shaft, being careful that crank arm remains indexed and fully seated on shaft. (On vehicles without air conditioning, it is easier to do step (3) before doing step (2) from under instrument panel.)

(3) Position wiper motor, then install and tighten the three mounting nuts, being sure that ground strap is attached securely.

(4) Connect wiper motor harness.

(5) Connect battery ground cable and test operation of windshield wiper system.

MOTOR REMOVAL**(Fury)**

(1) Disconnect battery ground cable.

(2) Using a .090 inch diameter pin or drill, remove wiper arm and blade assemblies (Fig. 1).

(3) Remove cowl screen.

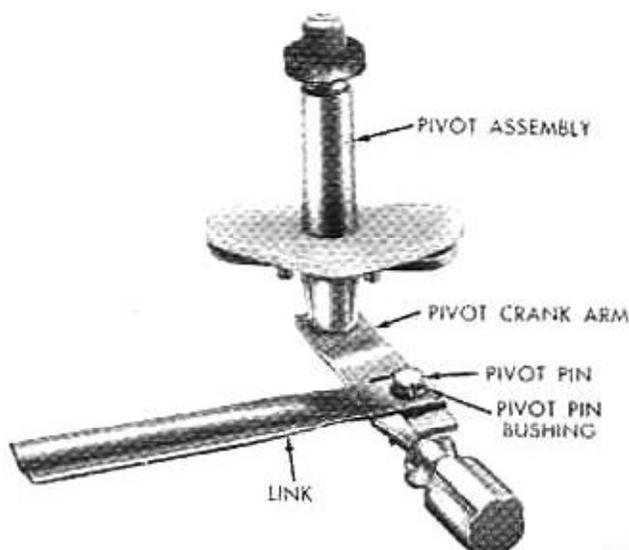
(4) Remove drive crank arm retaining nut and drive crank. Disconnect wiring to motor.

(5) Remove three wiper motor mounting nuts and remove motor.

MOTOR INSTALLATION**(Fury)**

(1) Position motor on the three studs on dash panel. Make certain rubber gasket and spacers between motor and dash panel, are properly positioned.

(2) Install the three nuts that mount motor to dash panel and connect wiring to motor. Make sure ground strap is installed under one nut.



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Fig. 5—Removing Link and Bushing (Fury)