

Fig. 5—Systems Electrical Circuit

(4) Connect negative lead of voltmeter to Point A on passenger side bus bar and touch each grid line at Mid-Point with positive lead. A reading of approximately 6 volts indicates a line is good. A reading of 0 volts indicates a break in line between Mid-Point C and Point B. A reading of 10-14 volts indicates a break between Mid-Point C and ground Point A. Move toward break and voltage will change as soon as break is crossed.

Control Switch/Timer Relay Module Test

Control switch/timer relay module may be tested in-car or bench tested. In car testing is accomplished in the following manner:

(1) Remove unit. In B, F & G models, remove bezel by removing mounting screws. Remove switch by removing switch mounting screws (Fig. 7).

(2) Turn ignition **On**. Do not remove wiring connector from switch.

(3) Using a DC voltmeter, with 0-15 range, check voltage at terminals B, I, and L. (See Fig. 6). Terminals B and I should confirm a voltage of 10 to 14 volts to ground. Terminal L should confirm 0 voltage to ground. When terminals B and I show no voltage trace circuit upstream of switch/relay module for problem (wiring cut, fusible link or circuit breaker inoperative, bulkhead connector not operative, etc.) If terminal L indicates voltage place switch knob in **Off** position and allow knob to return to normal position. If voltage at L is still indicated or indicator lamp remains on, the switch/relay module should be replaced.

(4) If the relay checks out to this point, momen-

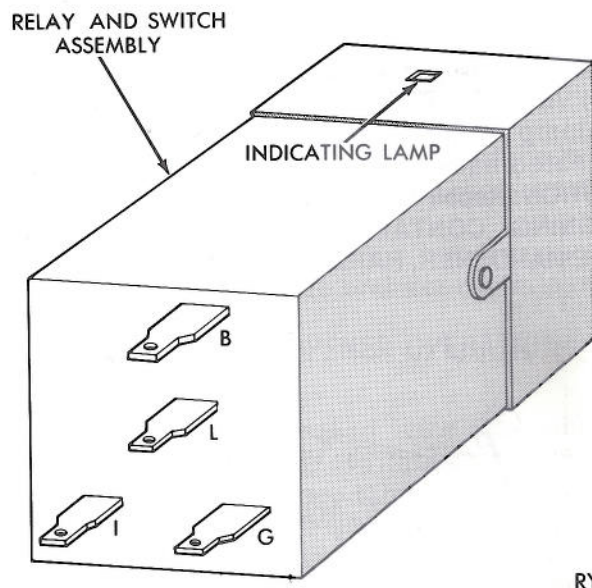


Fig. 6—Relay Connections

tarily operate switch knob to **On** position. The indicator lamp should come on and remain on for approximately 10 minutes. Terminal L should confirm voltage. If the indicator lamp fails to light or voltage at Terminal L is not confirmed the switch/relay module should be replaced.

Bench checking of the relay may be accomplished in the following manner. By following the in-car procedure **except Step 2**: With a DC power supply, apply 12 volts to terminals B and I and ground terminal G.

REPAIR PROCEDURE (GRID LINES AND TERMINALS)

The repair of the grid lines or the terminal is possible using the Mopar Repair Kit No. 4267922 or equivalent.

(1) Mask adjacent line so epoxy can be extended onto line as well as bus bar.

(2) Remove package separator clamp and mix plastic conductive epoxy thoroughly. Fold in half and cut center corner to dispense epoxy.

(3) For grid line, mark off area to be repaired with masking tape.

(4) Apply plastic epoxy through slit in masking tape. Overlap both ends of the break.

(5) For a terminal replacement, apply a thin layer of epoxy to area where terminal was fastened and adjacent line.

(6) Apply a thin layer of epoxy on terminal and place terminal on desired location. To prevent terminal from falling off use a wooden wedge to secure it.

(7) Carefully remove masking tape from grid line.

(8) Allow epoxy to cure 24 hours at room tem-