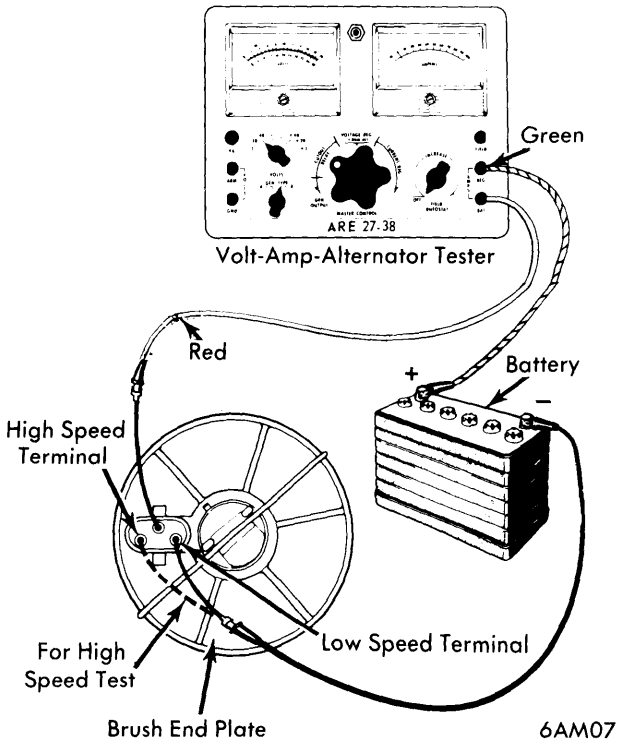
AMERICAN MOTORS – CONCEALED

Matador Coupe
Pacer

DESCRIPTION

Wiper motor is a two speed permanent magnet depressed park type, with bush end plate at one end of housing and a gear housing at the other end. Park switch is located in gear cover and park mechanism is located in output arm. As optional equipment, intermittent operation of wiper motor is controlled by a variable resistor in wiper switch in conjunction with an electronic governor. This allows for a variable pause between wiping cycles.



MOTOR CURRENT DRAW TEST

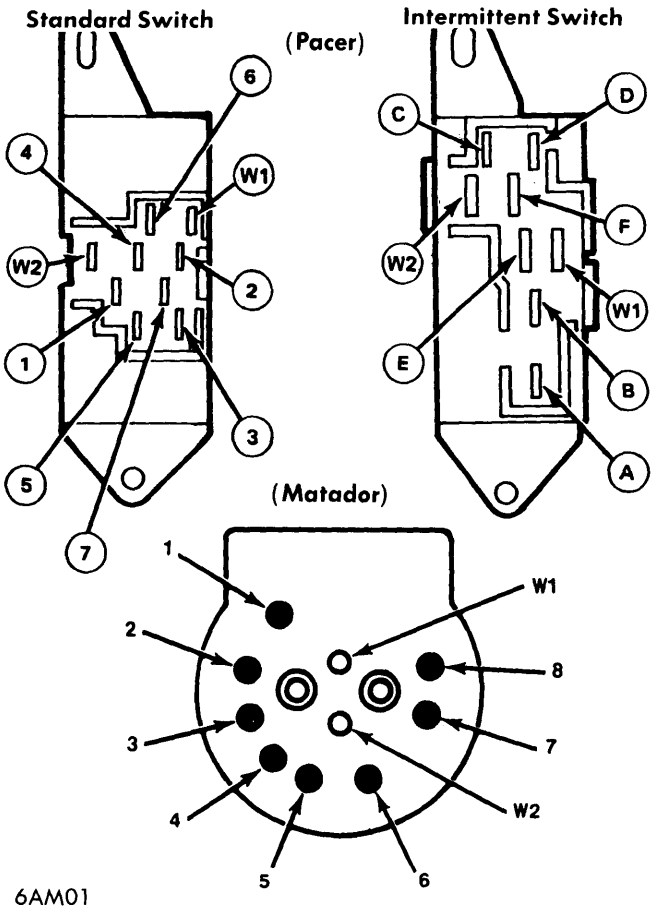
TESTING

WIPER MOTOR CURRENT DRAW

Perform test with motor on car and linkage disconnected or on bench. Connect ammeter (see illustration). Connect a jumper wire from battery to low speed terminal on motor end plate and read current draw. Move jumper to high speed terminal and read current draw. In both cases, current draw should not exceed 3.5 amps.

WIPER CONTROL SWITCH

Test wiper switch continuity using a test light or ohmmeter. Continuity should exist between different terminals at various switch positions (see illustration). Test intermittent switch variable resistance between terminals 6 and 7 (Matador), C and F (Pacer) with an ohmmeter. This resistance controls governor operation for intermittent wiper operation.



WIPER CONTROL SWITCH TERMINAL IDENTIFICATION

Wiper Switch Continuity Tests

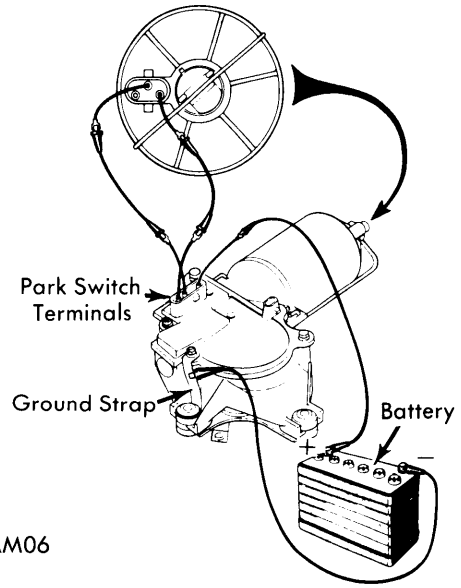
Standard Wiper	Switch Position	Terminal Continuity
Matador	Off (Park)	2-3, 1-8, 6-7
	Low	3-4, 1-7-8
	High	4-5, 1-7-8
	Wash	W1-W2
Pacer	Off (Park)	1-5, 3-7
	Low	1-4, 2-7
	High	1-4, 2-6
	Wash	W1-W2
Intermittent Wiper		
Matador	Off (Park)	2-3, 1-8
	Low	3-4-6-7, 1-8
	High	4-5-6-7, 1-8
	Intermittent	1-8, 3-4-6
	Wash	W1-W2
Pacer	Off (Park)	A-E
	Intermittent	B-E-F
	Low	B-E-F-C
	High	D-B-F-C
	Wash	W1-W2

AMERICAN MOTORS – CONCEALED (Cont.)

NOTE - On Matador, intermittent wiper resistance between terminals 6 and 7 varies between a minimum of 100-900 ohms, to a maximum of 5,600-8,400 ohms. On Pacer, resistance between terminals F and C varies between 100-900 ohms to a maximum of 8,000-12,000 ohms.

WIPER MOTOR PARK TEST

Operate motor and stop motor when output arm is about 90° past park position for this test. With jumper wires connected as shown in illustration, the motor output arm should move in following cycle: Rotate in normal direction, then reverse rotation for about 10-15°, and stop rotation while crank arm is moved outward in a semicircular motion. Then finally stop in park position with current draw reducing to zero.



6AM06

MOTOR PARK TEST

COMPONENT REPLACEMENT

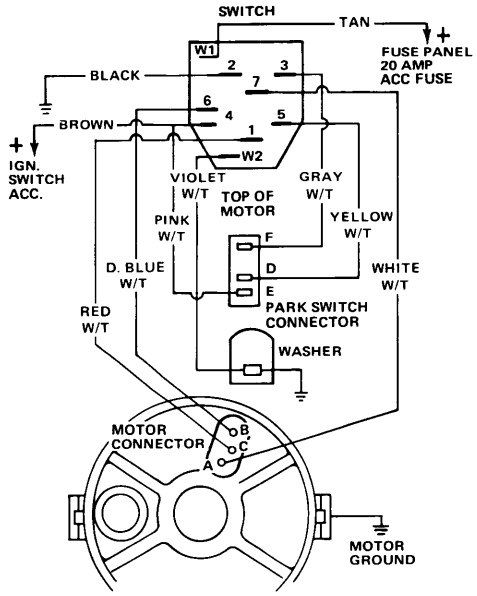
WIPER ARM, PIVOT SHAFT & LINKAGE DRIVE ARM

Remove wiper blade and arm as an assembly by lifting blade away from glass and pushing outward on tab on wiper arm release latch at pivot shaft. Remove cowl screen on Matador. Remove pivot shaft body retaining screws from cowl. Disconnect linkage drive arm from motor output arm crankpin by removing retaining clip. Remove pivot shaft assembly from cowl (through cowl opening on Matador). To install, reverse removal procedure.

WIPER MOTOR

Matador – Remove wiper arm, pivot shaft and linkage drive arm as previously described. Disconnect motor electrical leads. Remove motor retaining screws and remove motor. *NOTE – If output arm catches on firewall, turn output arm CLOCKWISE for clearance.* To install, reverse removal procedure insuring that output arm is in the park position.

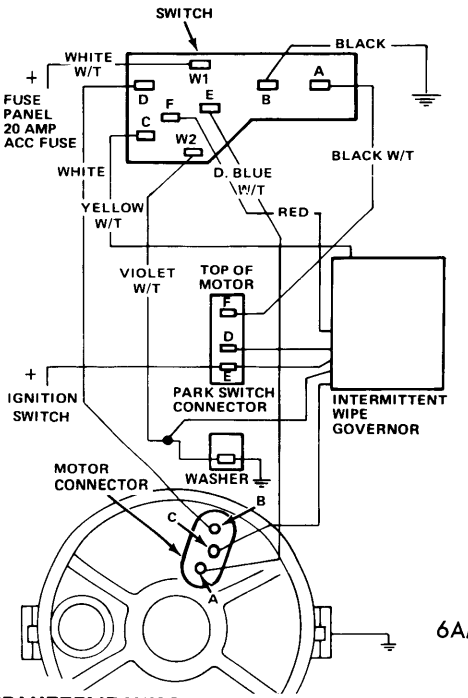
Pacer – Remove vacuum canister and bracket. Disconnect linkage drive arm by removing retaining clip from motor output arm crankpin. Remove nuts and screws retaining heater housing and pull heater housing away from area. Remove wiper motor plate retaining screws and remove motor from cowl. Disconnect motor electrical leads and separate motor from plate by removing retaining screws. To install, reverse removal procedure, insuring that output arm is in the park position.



LOW SPEED	C TO + A TO GROUND
HIGH SPEED	C TO + B TO GROUND

6AM02

STANDARD WIPER WIRING DIAGRAM (PACER)

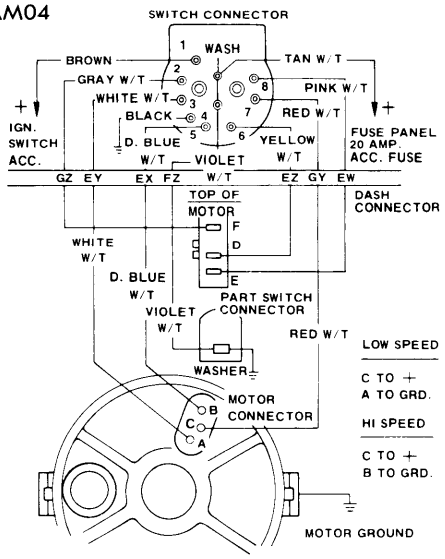


6AM03

INTERMITTENT WIPER WIRING DIAGRAM (PACER)

AMERICAN MOTORS – CONCEALED (Cont.)

6AM04



STANDARD WIPER WIRING DIAGRAM (MATADOR)

DISASSEMBLY & ASSEMBLY

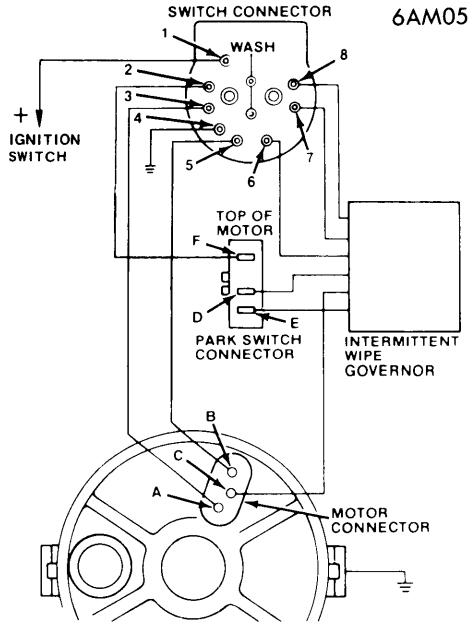
WIPER MOTOR

NOTE – Motor is serviced as an assembly, or in major subassemblies.

Cover and Switch – Remove cover retaining screws and replace cover and switch as an assembly, insuring ground strap is installed under a cover retaining screw.

Brush End Plate – Note position of bale retainer and pry off using a screwdriver. Remove end plate and plug. Replace plate and brushes as an assembly using a fine wire probe through hub opening to position brushes on commutator. Rotate end plate so key aligns with notch and assemble plug. Carefully install bale retainer.

6AM05



INTERMITTENT WIPER WIRING DIAGRAM (MATADOR)