

# CHARGER SUPPLEMENT

86

# Dodge

service manual

# Dodge

## TECHNICAL SERVICE BULLETIN

**DART  
CORONET  
POLARA  
MONACO**



### SERVICE DEPARTMENT

November 15, 1965

**D66-13**

**MISCELLANEOUS**

**SPECIFICATIONS  
AND  
SERVICE  
PROCEDURES**

**MODELS:  
1966  
DODGE  
CHARGER**

OF INTEREST TO:	
DEALER	
MANAGER	
SERVICE MGR.	
PARTS MGR.	
TECHNICIANS	

This bulletin supplements the 1966 Dart Coronet Technical Service Manual PN 81-270-6250 and covers the data, specifications and service procedures which are exclusive with the 1966 Dodge Charger.

Notations will be clearly marked in each group indicating data, specifications and service procedures that are the same as Coronet and can be found in the Dart Coronet Technical Service Manual.

#### General Information

The 1966 Dodge Charger is a distinctive fastback 2-door hardtop. It is a specialty car combining sports car styling with luxury appointments.

This newest addition to the Dodge line of fine cars is easily identified by its graceful roof line and its uniquely contoured rear window glass.

A closer look up front reveals a fresh clean appearance of the grille with the unique concealed head lamp feature, designed so the headlamps can be rotated out of sight when not in use. A full width tail lamp dominates the rear of the Charger.

The interior is rich and luxurious as well as functional, with four individual seats, lengthy console and comfortable armrest supports. The rear passenger compartment is comfortable and versatile. With fold-down seatbacks and console, it can easily be converted to a large utility area for a variety of uses.

Soft, non-glare instrument panel lighting is provided by the electro-luminescent lighting design.

The Charger is 203.6 inches long and is built on a 117.0 inch wheelbase. Standard engine is the 318 cubic inch V-8, but the full range of Coronet engine options are available.

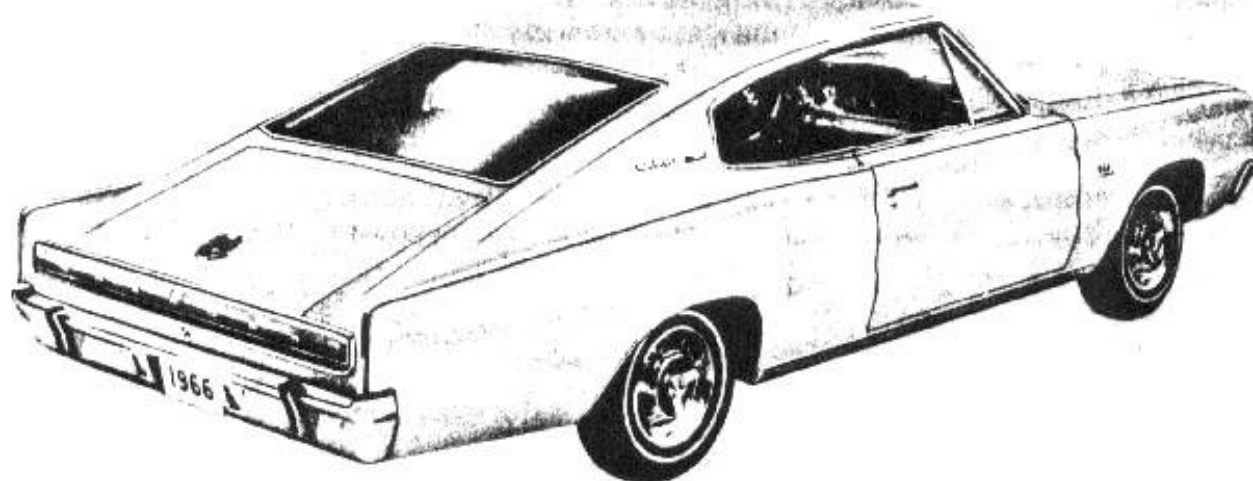
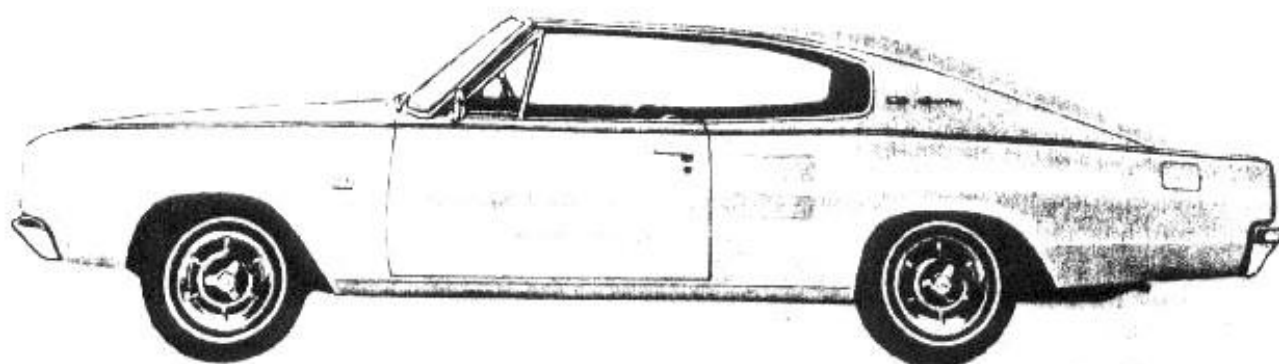
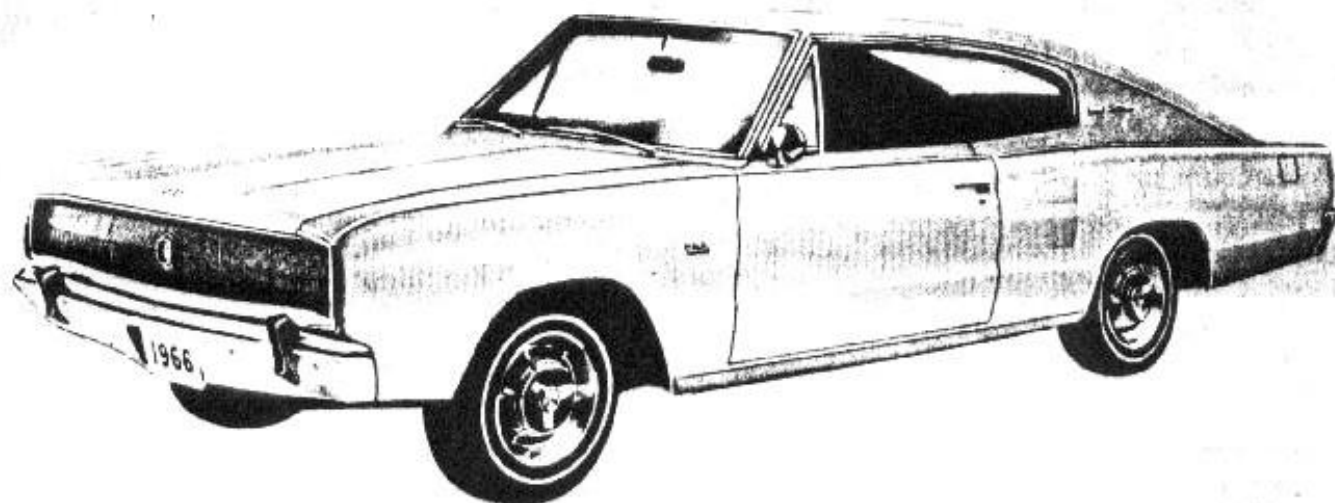
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DODGE DIVISION



**CHRYSLER**  
MOTORS CORPORATION



NN947

## GROUP 0—LUBRICATION AND MAINTENANCE

The lubrication and maintenance requirements are the same as outlined in the 1966 Coronet Service Manual, with one exception.

This exception is the lubrication requirements of the hood lock release handle mounted on the radiator cross bar. Every six months apply a few drops of light engine oil to the handle pivot. Wipe off excess oil.

## GROUP 1—ACCESSORIES

### CLOCK

The clock face and hands are lighted by the instrument cluster electroluminescent system. Test procedures are the same as those outlined for the instrument cluster. See "Instruments," Group 8.

If after testing the lighting system, it is determined that the clock face or hands are faulty, the clock should be removed and repaired at an authorized repair station.

To remove the clock, remove the console front finish plate as outlined in Group 21, "Console Gearshift" of the 1966 Dart Coronet Service Manual. From under the finish plate, disconnect the clock wire harness connectors and remove hex nut and lock washer and remove clock.

## GROUP 2—FRONT SUSPENSION AND STEERING LINKAGE

Service Procedures and Specifications for the Front Suspension and Steering Linkage Group is the same as outlined in the 1966 Dodge-Coronet Service Manual.

## GROUP 3—REAR AXLE

Service Procedures and Specifications covering the Rear Axle are the same as outlined in the 1966 Dodge-Coronet Service Manual.

## GROUP 5—BRAKES

Service Procedures and Specifications covering the Brakes-Service and Parking are the same as outlined in the 1966 Dodge-Coronet Service Manual.

## GROUP 6—CLUTCH

The clutch assemblies are the same as used with the specified engines used on current Coronet models. Follow the same servicing procedure as outlined in the 1966 Coronet Service Manual.

## GROUP 7—COOLING SYSTEM

Service procedures for the cooling systems are the same as those outlined in the 1966 Dodge-Coronet Service Manual.

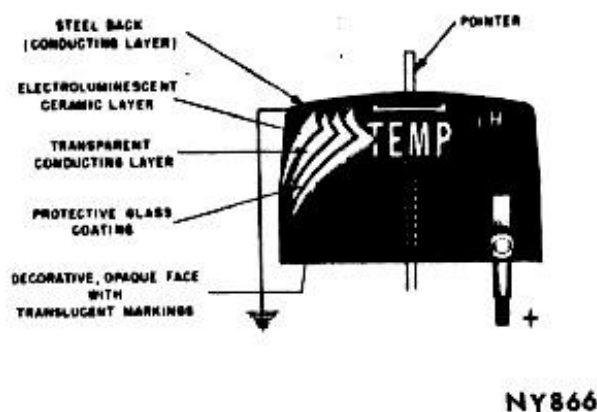


Fig. 1—Electroluminescent Gauge—(Typical)

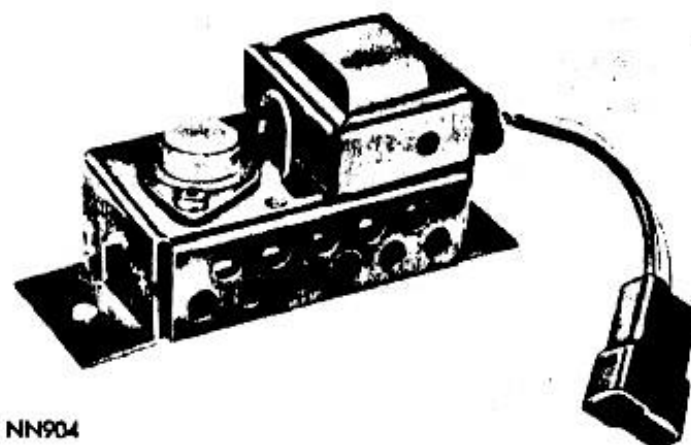


Fig. 2—Power Pack

## GROUP 8—ELECTRICAL

The Service Procedures and Specifications for the Battery, Starter, Alternator and Ignition System are the same as outlined in the 1966 Dodge Coronet Service Manual.

### INSTRUMENTS

#### General Information

Illumination of the instruments is achieved without the use of light bulbs. This system known as Electro-luminescent Lighting, creates a soft uniform glow without objectionable intensity and glare. Light level can be controlled in the usual manner with the headlight switch knob.

The gauge faces and dial pointers, composed of electrical conducting laminates, glow when an alternating current is applied, (Fig. 1.) Alternating current is converted from the direct current supply of the car by a transistor oscillator mounted under the instrument panel to the left of the glove box. This power pack, (Fig. 2,) supplies 200 volts A/C at 250 cycles per second from the 12 volt D/C car current.

### SERVICE DIAGNOSIS

Condition	Possible Cause	Correction
One Instrument Fails to Glow	(a) Disconnect lead or broken lead to the instrument dial.	(a) Connect or repair the lead, or replace the instrument if necessary.
Instrument Glows But Pointer Fails to Glow	(a) Broken lead to the pointer within the instrument.	(a) Repair the lead or replace the instrument if necessary.
All Instruments Fail to Glow	(a) Blown fuse. (b) Faulty panel gauge. (c) Faulty power unit.	(a) Replace fuse. (b) Test the operation of the switch using a test lamp. Install new switch if necessary. (c) Test the power unit using Tester Number C-3764.

### SERVICE PROCEDURES

#### TESTS

##### Gauges

The fuel, temperature and oil pressure gauges operate on the constant applied voltage principle through a voltage limiter integral with the fuel gauge. Test and service diagnosis are the same as those outlined in the 1966 Monaco-Polaris Service Manual. All gauge wires are connected directly to the respective gauges instead of being connected to a multiple connector and routed through a printed circuit board.

##### Voltage Limiter

The voltage limiter can be tested in the vehicle or with the instrument cluster removed. To quickly test the voltage limiter in the vehicle, connect one lead of a voltmeter or test light to the temperature sending unit and the other lead to a good ground. Leave the sending unit lead wire attached to the sending unit.

Turn the ignition switch to the "ON" position. A fluctuating voltmeter or a flashing light indicates the voltage limiter is operating.

To test the voltage limiter out of the vehicle, connect a jumper wire from the positive post of a 12 volt test battery, to the "I" terminal of the fuel gauge. Connect another jumper wire from the battery negative terminal to the instrument cluster housing.

Connect the negative lead of a voltmeter to the battery negative terminal. Touch the positive lead of the voltmeter to the "I" terminal of the fuel gauge. A reading of 12 volts should be shown on the voltmeter.

Move the positive lead of the voltmeter to the "A" terminal of the fuel gauge. A fluctuating reading between 0 and 7 volts should be shown on the voltmeter.

The same reading should be shown at the "S" terminal of the fuel gauge. Any other readings indicate the voltage limiter is not functioning and the fuel gauge should be replaced.



If just one gauge in the instrument cluster, the clock, the radio or gear selector indicator fails to light, the particular unit is faulty and should be replaced only after it is determined that the failure is not caused by a disconnected wire terminal.

**CAUTION:** Always turn the headlight switch "OFF" before handling any circuit on the output side of the power pack to avoid a severe electrical shock.

A short circuit in any one of the gauges in the instrument cluster, the radio dial, the gear selector indicator or the clock dial will cause all panel lighting to fail. Should this occur, inspect for a blown fuse in the fuse block first. If the fuse is blown, turn the headlight switch "OFF" and replace the fuse. Disconnect the power pack connector and touch one lead of a 12 volt test light to the orange wire terminal and the other lead to a good body ground. Turning the headlight switch "ON" should illuminate the test light. If test light does not light, inspect orange wire for a possible break or loose terminal.

If the continuity of the orange wire to the power pack is established, connect a power pack, known to be good, to the instrument panel male connector (white and orange wires) and ground the base of the pack with a jumper wire to a good body ground. If the lights illuminate when the headlight switch is turned "ON," replace the power pack.

If test light does light, leave the test pack connected and perform the following test: To determine if one unit of the system is shorted out, disconnect the white cluster wire connector behind the instrument panel. If the radio, clock and gear selector indicator light when the headlight switch is turned "ON," one of the gauges in the cluster is faulty.

To determine which gauge is faulty, it will be necessary to remove the cluster from the car. Place cluster on a padded work bench and separate the cluster from the housing.

Using a 12 volt test battery and four jumper wires connect one jumper from the white wire terminal of the cluster to the white wire terminal of the test power pack. Connect another jumper wire from the base of the power pack to the negative post of the test battery. Connect a third jumper wire between the base of the power pack and the cluster housing to ground the system. The fourth jumper wire is clipped to the orange lead from the power pack. Do not connect free end to positive post of test battery at this time.

**CAUTION:** Do not attempt to disconnect the white wires from the gauges with the battery connected to the cluster.

Remove the wire of one gauge and touch the end of the fourth jumper wire to the positive post of the test battery. If the remaining gauges light, the disconnected gauge is faulty and should be replaced. If the remaining gauges still fail to light, repeat the above test on each of the gauges till the shorted gauge is located.

It is possible that more than one gauge is shorted out. After replacing the faulty gauge, the above test should be repeated before reinstalling the instrument cluster in the vehicle.

## **INSTRUMENT CLUSTER**

### **Removal**

- (1) Disconnect battery ground cable.
- (2) Tape steering column to keep from damaging finish when removing instrument cluster.
- (3) Loosen set screws in undersides of heater control knobs and remove knobs.
- (4) Remove radio control knobs and two mounting nuts, if so equipped.
- (5) Open glove box door and leave in open position.
- (6) From under instrument panel, disconnect speedometer cable. Remove wire harness from two retainer clips at steering column bracket.
- (7) Remove four screws in underside of upper cluster bezel lip. From under cluster, remove the far left and center screws and the single screw in right side of upper face in lower cluster bezel lip, (Fig. 3).
- (8) Carefully pull cluster out and to the right, far enough to reach around behind the cluster and disconnect wires on gauges and panel lighting wire connector. Remove directional, high beam and rotating headlight indicator bulb sockets.

(9) Roll top of the cluster down while working it to the right over open glove box door. Remove cluster to work bench for servicing.

### Installation

(1) Work instrument cluster into position from right to left over open glove box door.

(2) Connect gauge wires to gauge terminals, connect panel light wire connector and install directional, high beam and rotating headlight indicator sockets.

(3) Roll top edge of cluster into opening and install the four upper screws and the three screws in bottom of cluster.

It will be necessary to reach under the instrument panel and raise up on radio (if so equipped) to locate push buttons and heater controls in their respective openings.

(4) Install radio mounting nuts and control knobs, if so equipped.

(5) Install three heater control knobs and tighten set screws.

(6) From under panel, connect speedometer cable.

(7) Remove tape from steering column and close glove box door.

(8) Connect battery ground cable and test operation of all the instruments.

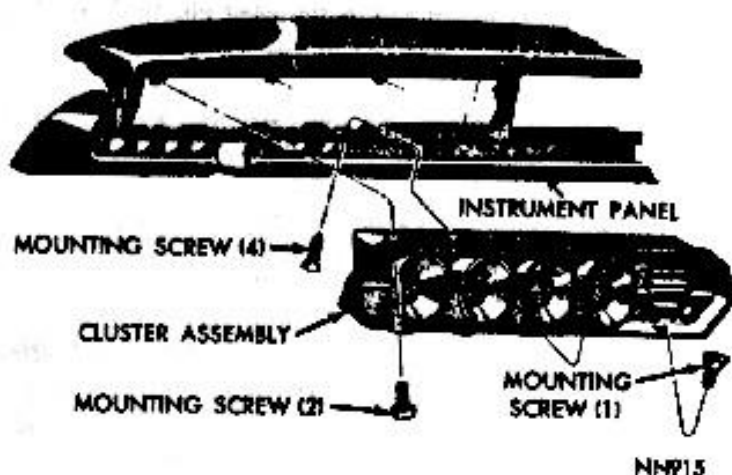


Fig. 3—Instrument Cluster Removal

### INSTRUMENTS

#### Fuel, Temperature or Oil Gauge—Fig. 4

##### Removal

(1) Remove instrument cluster. See "Instrument Cluster Removal."

(2) Remove nine cross recessed screws from back of cluster and carefully separate cluster from bezel.

(3) Remove two nuts on gauge terminal, (three on fuel gauge) and washers, disconnect light wire from terminal and remove gauge from front of cluster housing.

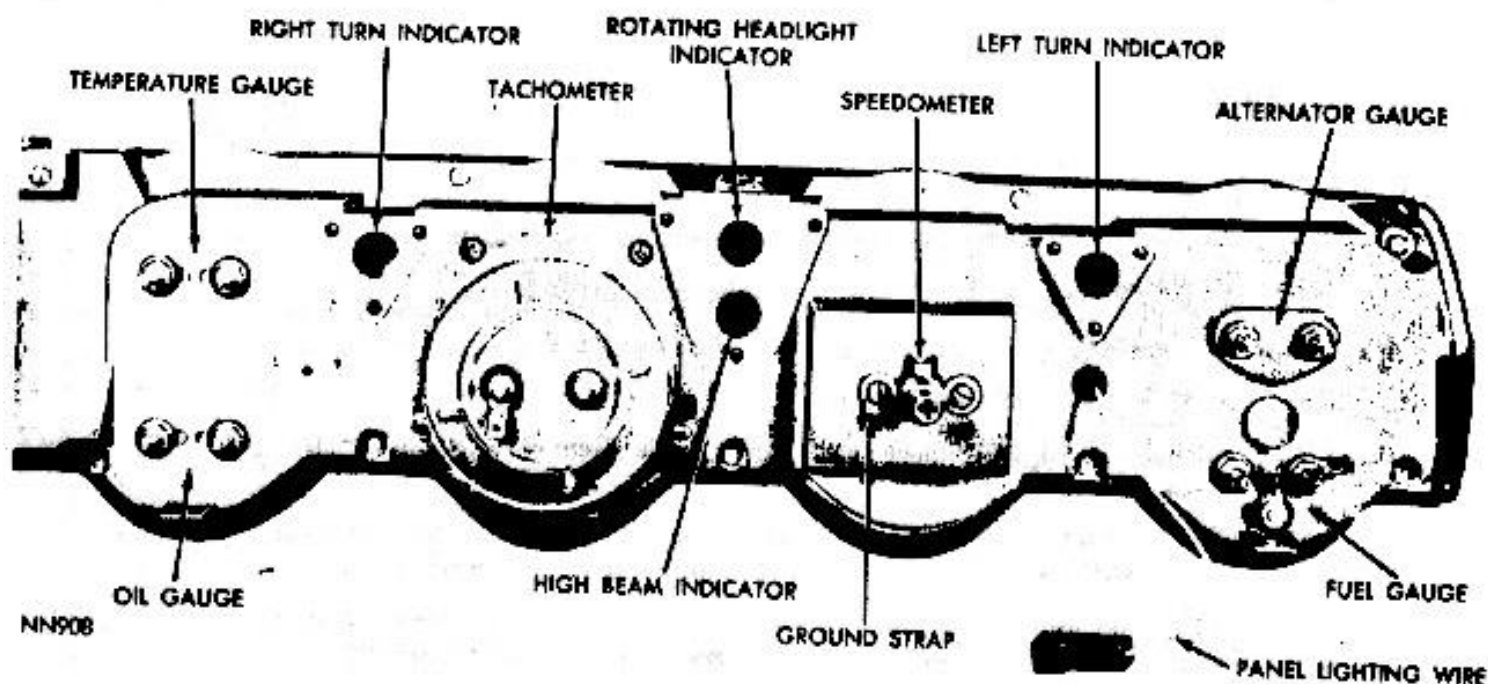


Fig. 4—Instrument Cluster (Rear View)

## Installation

- (1) Position gauge in cluster housing and secure with two insulator washers and nuts on terminals. (Fuel gauge uses three nuts and washers.) Connect light wire to gauge terminal.
- (2) Carefully mate cluster housing with cluster bezel and fasten with nine cross recessed screws.
- (3) Install instrument cluster in instrument panel. See "Instrument Cluster Installation."

## Speedometer

The speedometer head is removed in the same manner as Coronet models. (See "Coronet Speedometer Removal and Installation") in the 1966 Dart Coronet Service Manual, except that the electroluminescent light wire must be disconnected before the unit is removed from the housing.

Upon installation, the light wire must be connected to the speedometer head terminal after speedometer head is secured to the housing. It is important that the ground strap is reinstalled on the back of cluster housing under the right speedometer retaining screw and is making contact with the cluster housing.

## Tachometer

The tachometer is removed from the instrument cluster housing after the bezel and housing are separated. The electroluminescent light wire is disconnected from the tachometer dial and the four mounting screws are removed from the back of the housing.

## GEAR SELECTOR INDICATOR (In Console)

The gear selector indicator is electroluminescent. Test procedures are the same as those outlined for the instrument cluster. If after testing the system, it is necessary to replace the indicator, see "Console Gear Shift," Group 21 in the 1966 Dart Coronet Service Manual.

## SPECIFICATIONS

### LIGHT BULBS

#### INTERIOR

	Bulb Number
Air Conditioning Controls.....	EL
Clock.....	EL
Dome and/or "C" Pillar.....	1004
Door and/or Pocket.....	90
Emergency Flasher Indicator.....	57
Gear Selector in Console.....	EL
Glove Compartment.....	1891
Hand Brake Indicator.....	57
Heater Control.....	Not Lighted
High Beam Indicator.....	57
Map Lamp.....	90
Radio.....	EL
Rotating Headlight Indicator.....	57
Speedometer and Instrument Cluster.....	EL
Tachometer.....	EL
Trunk and/or Under Hood Lamp.....	1004
Turn Signal Indicator.....	57

#### EXTERIOR

Back up.....	1141
Headlights	
Sealed Beam—High.....	4001
Sealed Beam—Low.....	4002
License.....	67
Park and Turn Signal.....	1034 NA
Tail, Stop and Turn Signal.....	1034
NA—Natural Amber	
EL—Electroluminescent Lighting	



## FUSES

### CIRCUIT

### AMPERAGE RATING

Heater.....	20
Cigar Lighter.....	20
Tail, Stop and Dome Light.....	20
Instruments.....	2
Radio.....	5

## CIRCUIT BREAKERS

CIRCUIT	AMPERAGE RATING	LOCATION
Accessory.....	30	Left side cowl
Headlight.....	30	Integral with headlight switch
Windshield Wiper.....	6	Integral with windshield wiper switch

## ROTATING HEADLIGHTS

### GENERAL INFORMATION

The rotating headlamp assembly consists of dual headlights mounted in housings, the back of which are ornamented to match the configuration of the grille. Mounted in the outside ends of the grille, the housings are rotated 180 degrees by electric motors when the headlight switch is turned on or off.

An indicator light on the instrument panel stays lighted until the fully open position is attained. This safety feature warns the driver that one or both of the headlights are not fully opened and therefore not lighting the road properly.

Turning the headlight switch off rotates the housings 180 degrees, turning the headlights off and concealing them in the grille. Should the operator desire to leave the headlights exposed but turned off, a separate toggle type switch in the instrument panel will override the system. The headlights can then be controlled in the same manner as conventional headlights.

### ROTATING HEADLIGHT CIRCUIT (Fig. 1)

#### Opening

Current flows to the control relay when the headlight switch is turned on keeping the contact points open. This interrupts current flow to the closing relay. Current then flows from the dimmer switch to the opening relay closing the contacts in the relay feeding the opening circuit to the motors. The motor rotates the housing until the housing stops contact the limit switches and interrupt the ground circuit to the opening relay.

#### Closing

Turning the headlight switch off closes the control relay points, causing current to flow to the closing relay. The motors rotate the housings till the stops contact the limit switches which interrupt the ground circuit of the closing relay.

#### Override Switch

When the headlight switch is turned on, the override switch breaks the ground circuit to the closing relay when placed in the override position. Should both headlights fail to open or close, continuity of the override switch should be tested first with an ohmmeter.

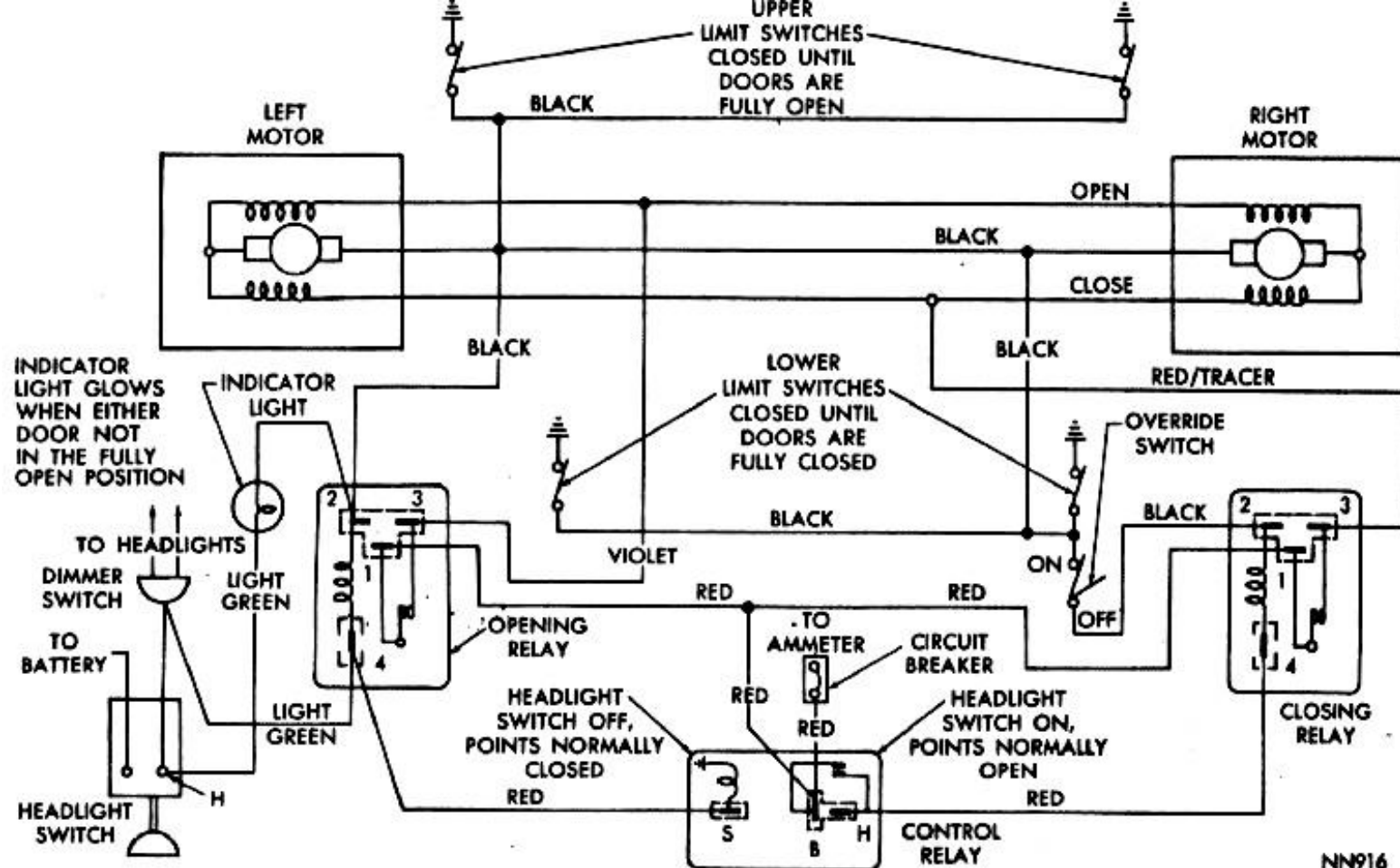


Fig. 1—Rotating Headlight Circuit

### Limit Switches

Four limit switches control the amount of travel of the headlight housings by interrupting the ground circuit of the particular circuit in operation at the time. Adjustable stop screws located on the inner surfaces of the headlight housings provide a means of aligning the headlight housing with the center grille. With the headlight open, turn the stop adjusting screw clockwise to move top of housing out and counterclockwise to move housing in. The housing should be adjusted in the closed position in the same manner.

### Relays (Fig. 2)

Three relays are mounted on the far right side of the bulkhead in front and slightly below the glove box. The center relay is the control relay. The relay on the left is the closing relay and on the right is the opening relay. Both the opening and closing relays are identical in operation and are interchangeable. The control relay can be identified by the three terminals while the opening and closing relays have four terminals each.

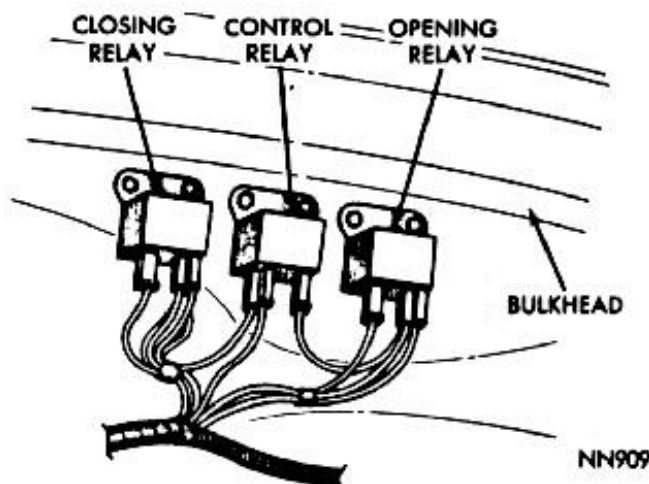


Fig. 2—Relay Location

## SERVICE DIAGNOSIS

Condition	Possible Cause	Correction
Headlights ON Warning light ON Headlights Won't Open	(a) Faulty circuit breaker located on left side cowl. (b) Faulty opening relay. (c) Incomplete motor ground.	(a) Replace circuit breaker. (b) Replace relay. (c) Repair as necessary.
Headlights ON Warning Light OFF Headlights Won't Open	(a) Incomplete ground to limit switches. (b) Faulty limit switch (c) Faulty circuit breaker located on left side cowl. (d) Faulty opening relay.	(a) Repair as necessary. (b) Replace limit switch. (c) Replace circuit breaker. (d) Replace relay.
Only One Headlight Opens, Red Warning Light ON Headlights ON	(a) Faulty motor.	(a) Replace motor.
Warning Light Stays ON When Headlights Are Fully Open	(a) Misalignment of adjusting screw with limit switch.	(a) Realign motor mounting bracket.
Headlights Will Not Close	(a) Override switch in override position. (b) Faulty override switch. (c) Faulty control relay. (d) Faulty closing relay. (e) Faulty circuit breaker located on left side cowl.	(a) Instruct owner on proper operation of system. (b) Replace switch. (c) Replace relay. (d) Replace relay. (e) Replace circuit breaker.

## SERVICE PROCEDURES

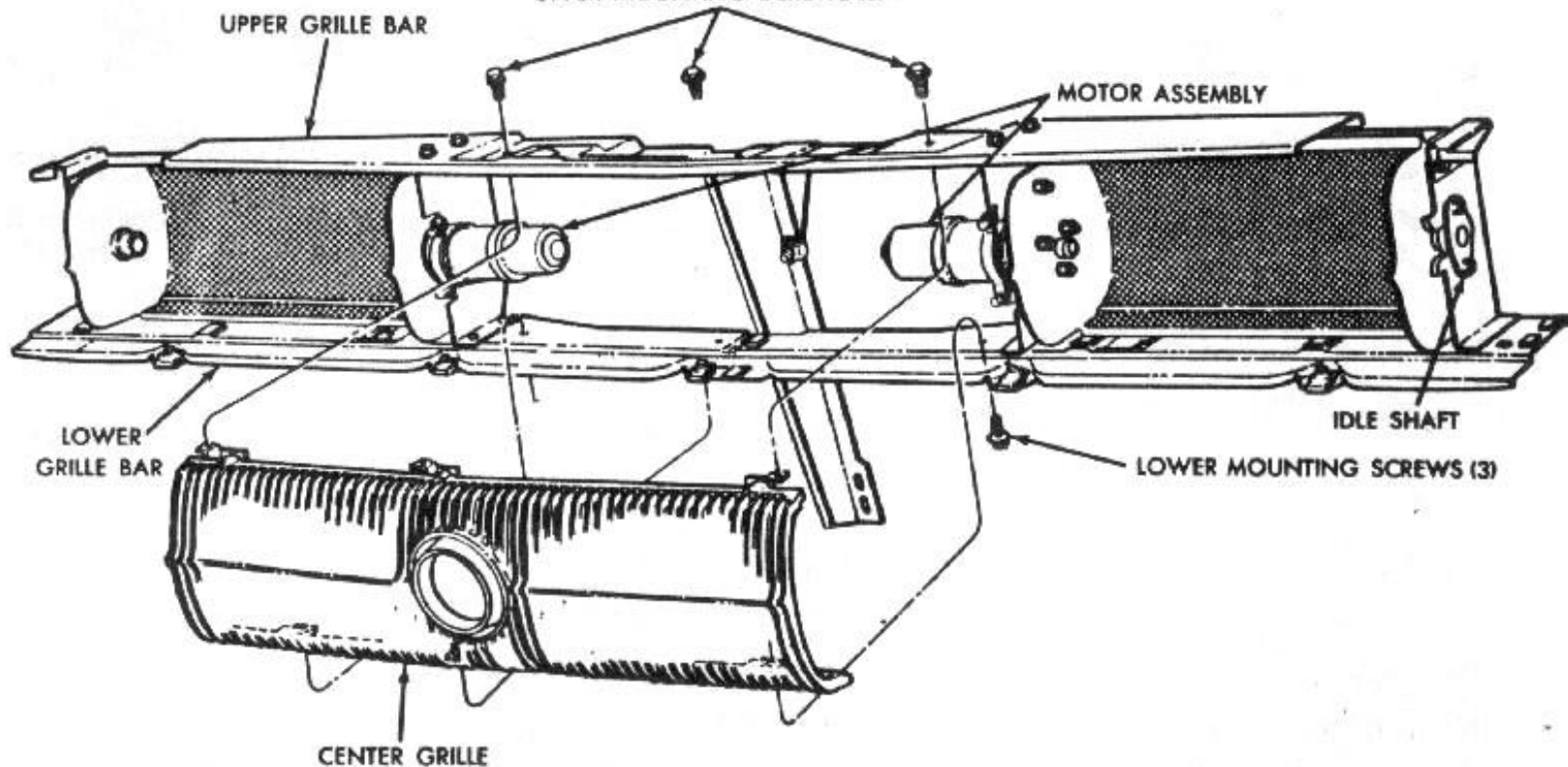
### TESTS

Should both headlights fail to open or close when the headlight switch is turned on or off, the ground circuit should be tested first. Inspect for a corroded, broken or loose ground terminal (black wire from left limit switches) directly in front of the battery at left inner radiator yoke. If ground continuity is established at this point, continuity of the override switch should be tested with an ohmmeter or voltmeter next.

If the override switch operates properly, test the accessory circuit breaker mounted on the left side cowl panel. Using a test light, connect one lead to the output terminal of the circuit breaker and the other to a good ground. If the light does not glow, inspect for a loose terminal or broken wire or a faulty circuit breaker.

If one headlight operates in one direction only, disconnect the motor wire harness at the motor (from under the car) and touch one lead of a test light to the up or down wire terminal and the other test light lead to a ground. (See Fig. 1). Turn on the headlight switch. If light glows, the circuit is complete and the motor is faulty and should be replaced.

If both headlights operate in one direction only, the control relay should be tested first. If the headlights fail to close, the closing circuit at the control relay should be tested by touching one lead of a test light to the terminal marked "H" and the other lead to a good ground. The light should glow when the headlight switch is turned "OFF." Repeat the above test at the "S" terminal if the headlights fail to open, this time turning the headlight switch "ON." If the test light fails to light in either test, replace the control relay.



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Fig. 3—Center Grille Assembly

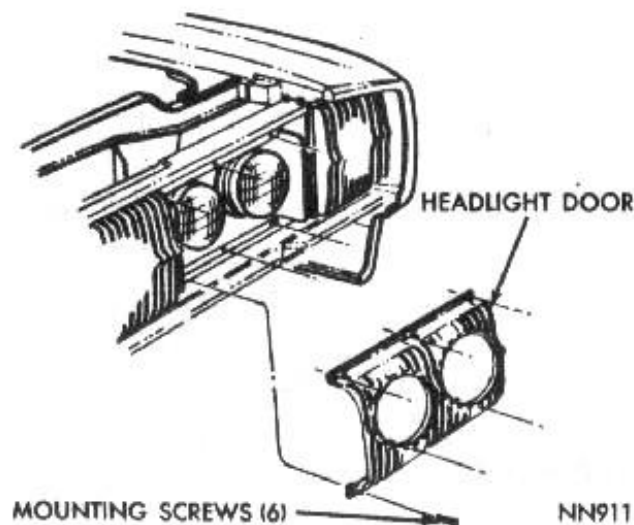
If the control relay tests good, disconnect the wire from the number three terminal on the relay to be tested (either the opening or closing relay). Connect one lead to the terminal and the other to a good ground and activate the headlight switch. If the light fails to glow, replace the particular inoperative relay.

## MOTOR

### Removal

Before servicing headlights, turn headlight switch on to rotate headlights to open position. Position override switch to ON and then turn headlight switch OFF. This keeps headlights open.

- (1) Disconnect battery ground cable.
- (2) Remove six screws in air shield below bumper bar and remove shield.



NN911

Fig. 4—Headlight Door Removal

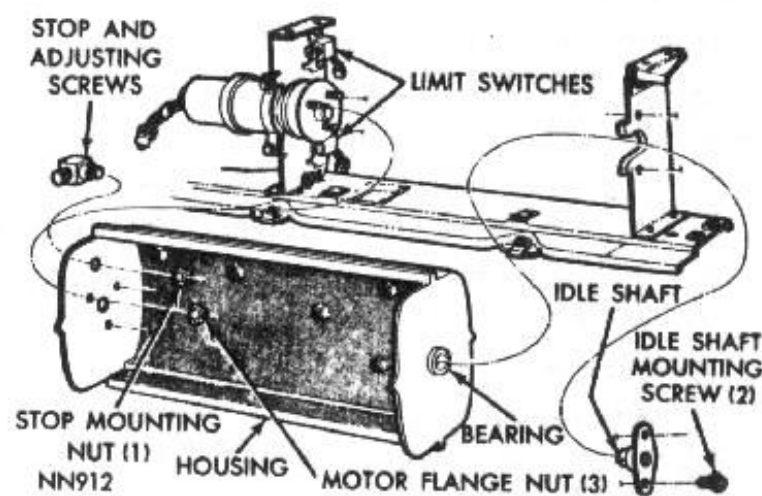


Fig. 5—Housing to Motor Mounting



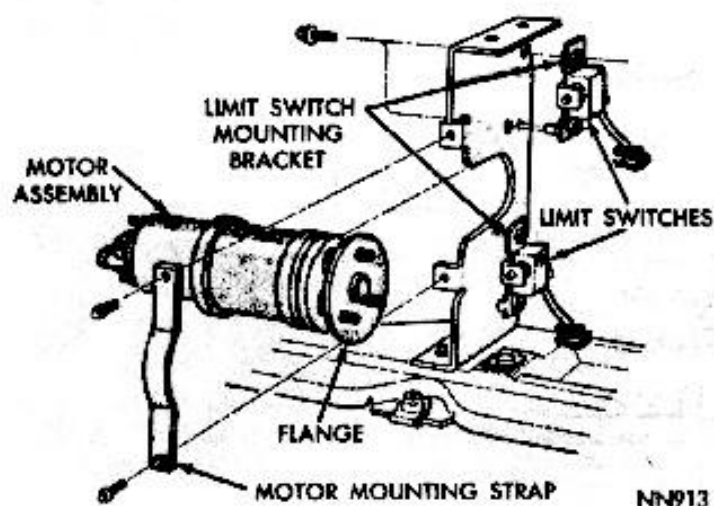


Fig. 6—Motor Mounting

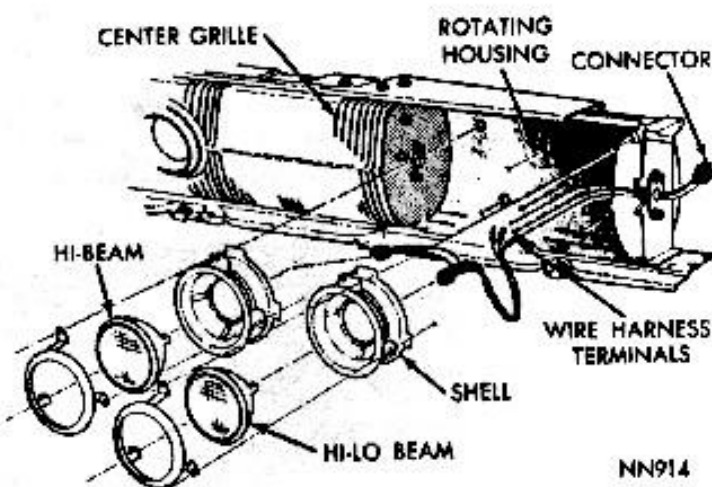


Fig. 7—Sealed Beam and Wire Harness Assembly

- (3) Remove six screws retaining center grille to upper and lower grille bars and remove grille, (Fig. 8). To remove grille, press down on top of grille to permit locating tabs to slide out under upper grille bar.
- (4) Remove six screws in headlight door and remove door, (Fig. 4).
- (5) From inside headlight housing, remove three retaining motor flange to housing nuts, (Fig. 5).
- (6) Remove two screws on motor strap, disconnect wire connector and work motor from bracket by rotating motor back and forth while pulling forward (Fig. 6), leaving housing resting in grille cavity.

#### Installation

- (1) Pulling inboard end of housing part way out of grille cavity insert three motor flange studs in end of housing. Seat motor in bracket and install motor strap with two screws.
- (2) Connect motor wire harness connector to body wire harness.
- (3) Remove three screws in inboard headlight shell assembly and remove assembly.
- (4) Install three nuts in housing on motor flange studs and reinstall headlight shell assembly.
- (5) Install headlight door with six retaining screws. As an aid to the installation of three lower screws, insert dum-dum in cross recess of screw head to retain screw on screwdriver bit. These screws are **non-magnetic**.
- (6) Position grille in opening and secure with six screws.
- (7) Install air shield, connect battery ground cable and align housing with grille.

#### HEADLIGHT HOUSING REMOVAL (Fig. 7)

- (1) Remove motor. See "Motor Removal."
- (2) Pull inboard end of housing out and while a helper holds housing, disconnect headlight harness connector behind parking light assembly.
- (3) Remove the three terminals from connector insulator with a thin screwdriver and carefully pull housing off idle shaft while feeding harness through idle shaft, (Fig. 7).

Idle shaft mounting bolts may now be removed if necessary by reaching around parking light housing with a short box wrench.

#### Installation

- (1) With the aid of a helper, feed the headlight wire harness through idle shaft and partially seat housing on shaft at approximately a 45° angle. While helper holds assembly, install wire terminals in connector.

Follow color code of body harness wiring.

- (2) Connect wire harness and install motor. See "Motor Installation."



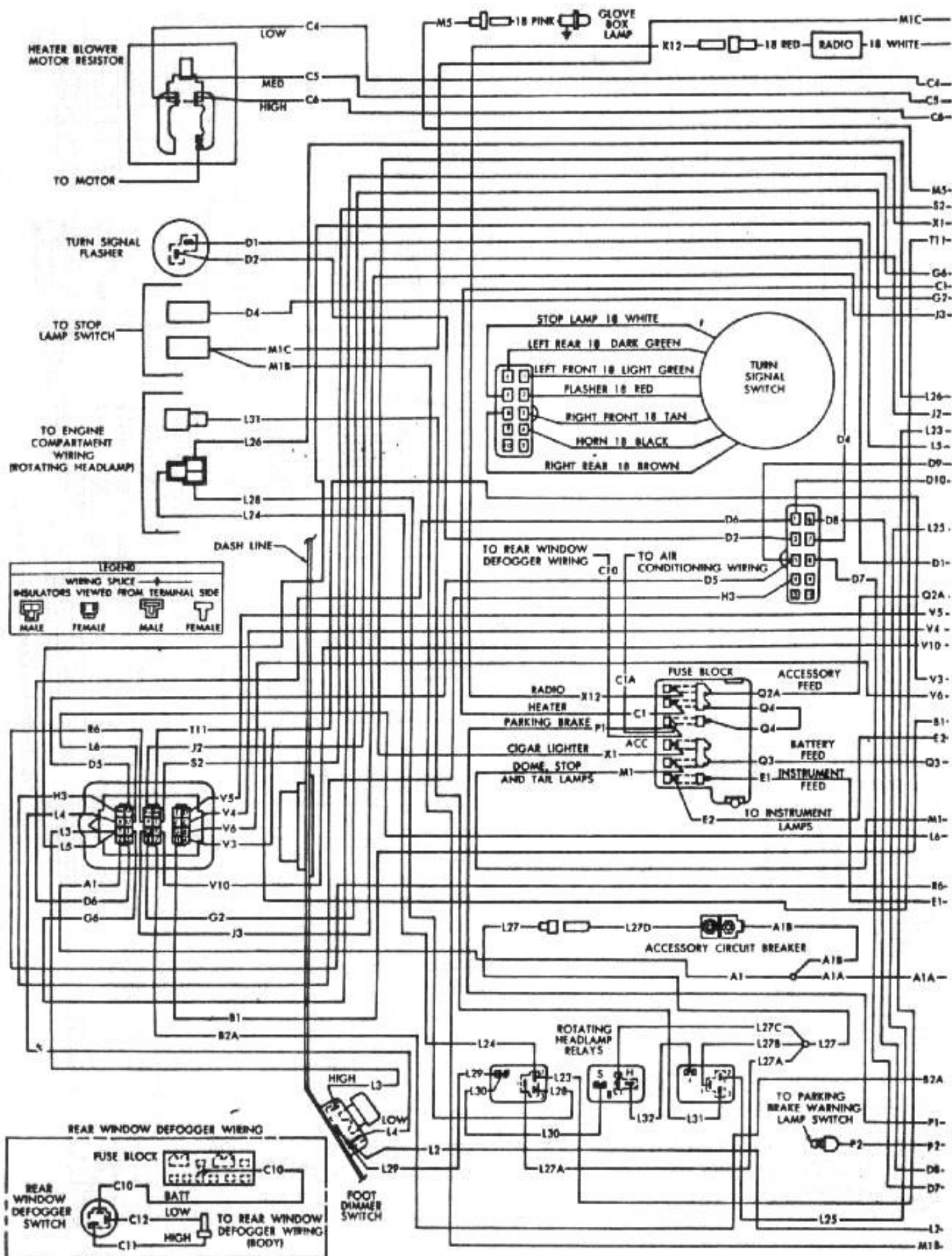
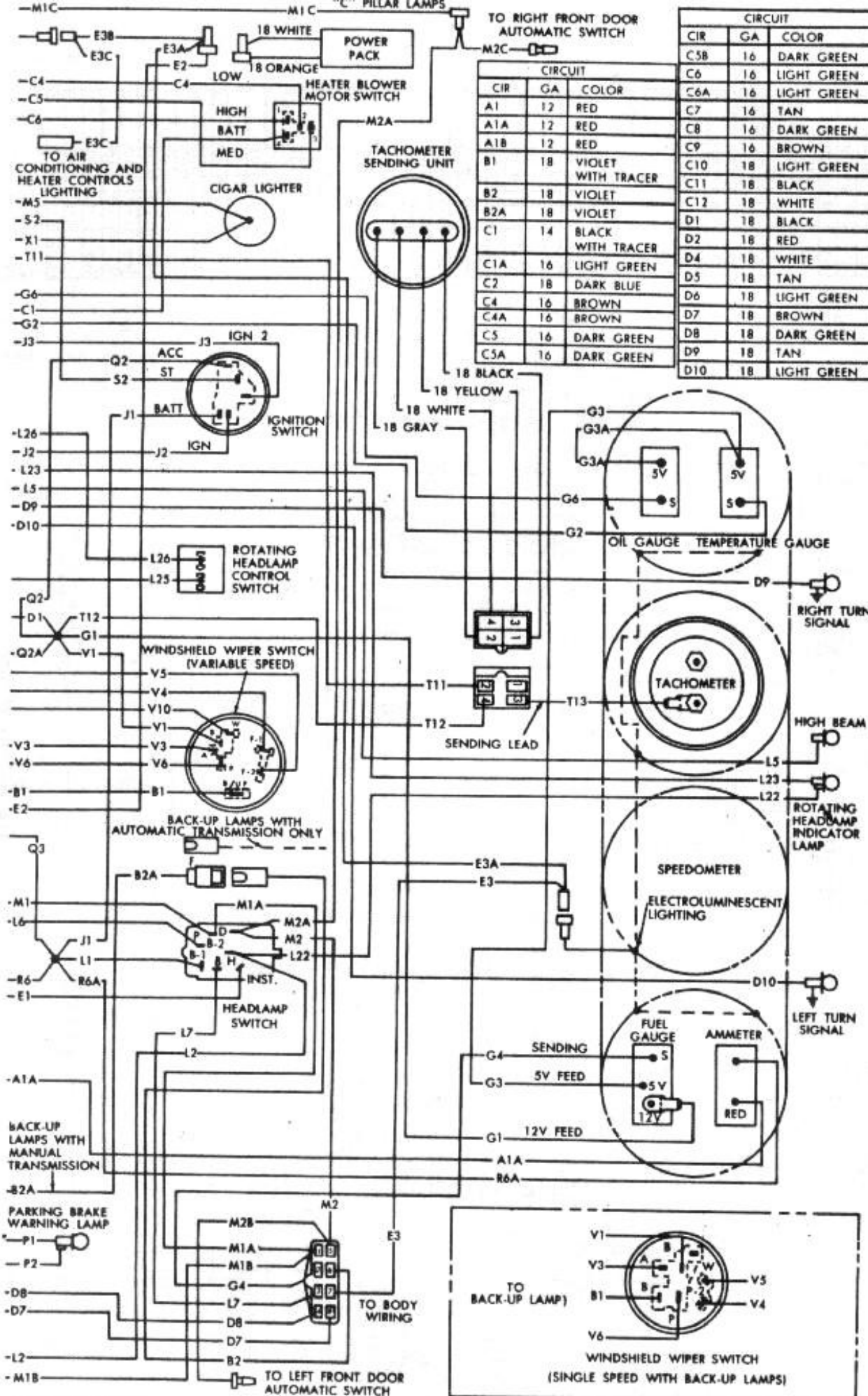


Fig. 2-Instrument



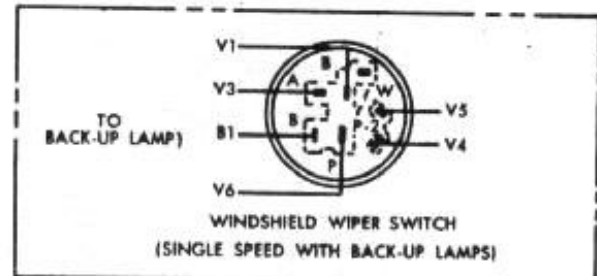


TO RIGHT FRONT DOOR  
AUTOMATIC SWITCH

CIR	GA	COLOR
A1	12	RED
A1A	12	RED
A1B	12	RED
B1	18	VIOLET WITH TRACER
B2	18	VIOLET
B2A	18	VIOLET
C1	14	BLACK WITH TRACER
C1A	16	LIGHT GREEN
C2	18	DARK BLUE
C4	16	BROWN
C4A	16	BROWN
C5	16	DARK GREEN
C5A	16	DARK GREEN

CIR	GA	COLOR
C5B	16	DARK GREEN
C6	16	LIGHT GREEN
C6A	16	LIGHT GREEN
C7	16	TAN
C8	16	DARK GREEN
C9	16	BROWN
C10	18	LIGHT GREEN
C11	18	BLACK
C12	18	WHITE
D1	18	BLACK
D2	18	RED
D4	18	WHITE
D5	18	TAN
D6	18	LIGHT GREEN
D7	18	BROWN
D8	18	DARK GREEN
D9	18	TAN
D10	18	LIGHT GREEN

CIR	GA	COLOR
E1	18	TAN
E2	18	ORANGE
E3	18	WHITE
E3A	18	WHITE
E3B	18	WHITE
E3C	18	WHITE
G1	18	BLACK WITH TRACER
G2	18	VIOLET
G3	18	BROWN
G3A	18	BROWN
G4	18	DARK BLUE
G6	18	GRAY
H3	18	BLACK WITH TRACER
J1	12	RED
J2	16	DARK BLUE WITH TRACER
J3	14	BROWN
L1	16	BLACK WITH TRACER
L2	16	LIGHT GREEN
L3	16	RED
L4	16	BLACK
L5	18	RED
L6	18	YELLOW WITH TRACER
L7	18	BLACK
L22	18	LIGHT GREEN
L23	18	LIGHT GREEN
L24	18	DARK GREEN
L25	18	BLACK
L26	18	BLACK
L27	14	RED
L27A	14	RED
L27B	14	RED
L27C	18	RED
L27D	14	RED
L28	14	VIOLET
L29	18	LIGHT GREEN
L30	18	LIGHT GREEN
L31	14	RED WITH TRACER
L32	18	RED
M1	16	PINK
M1A	18	PINK
M1B	18	PINK
M1C	18	PINK
M2	18	YELLOW
M2A	18	YELLOW
M2B	18	YELLOW
M2C	18	YELLOW
M5	18	PINK
P1	18	LIGHT BLUE
P2	18	LIGHT BLUE
Q2	12	BLACK
Q2A	12	BLACK
Q3	14	RED WITH TRACER
Q4	14	BLACK
R6	12	BLACK
R6A	12	BLACK
S2	18	YELLOW
T11	18	GRAY WITH TRACER
T12	18	VIOLET
T13	18	YELLOW
V1	16	PINK
V3	16	BROWN
V4	18	RED
V5	18	DARK GREEN
V6	18	DARK BLUE
V10	18	BROWN WITH TRACER
X1	16	RED
X12	18	RED







CIRCUIT		
CR	GA	COLOR
B1	18	VIOLET
B1A	18	VIOLET WITH TRACER
B2	18	VIOLET
B2A	18	VIOLET

CIRCUIT		
CR	GA	COLOR
B2B	18	VIOLET
C11	18	BLACK
C12	20	WHITE
C13	18	BLACK
C13A	14	BLACK
C14	14	BLACK
D7	18	BROWN
D7A	18	BROWN
D7B	18	BROWN
D7C	18	BROWN
D8	18	DARK GREEN
D8A	18	DARK GREEN
D8B	18	DARK GREEN
D8C	18	DARK GREEN
E3	18	WHITE
E3A	18	WHITE
E3B	18	WHITE
E3C	18	WHITE
E3D	18	WHITE
G4	18	DARK BLUE
L7	18	BLACK
L7A	18	BLACK
L7B	18	BLACK
L7C	18	BLACK
L7D	18	BLACK
L7E	18	BLACK
L7F	18	BLACK
L7G	18	BLACK
L7H	18	BLACK
M1	18	PINK
M1A	18	PINK
M1B	18	PINK
M1C	18	PINK
M1D	18	PINK
M1E	18	PINK
M2	18	YELLOW
M2A	18	YELLOW
M2B	18	YELLOW
M2C	18	YELLOW
M2D	18	YELLOW
M2E	18	YELLOW
M11	18	BLACK
M11A	18	BLACK
M12	18	BLACK
X2	18	BLACK
X2A	18	BLACK
X2B	18	BLACK
X2C	18	BLACK
X2D	18	BLACK
X21	18	GRAY
X21A	18	GRAY

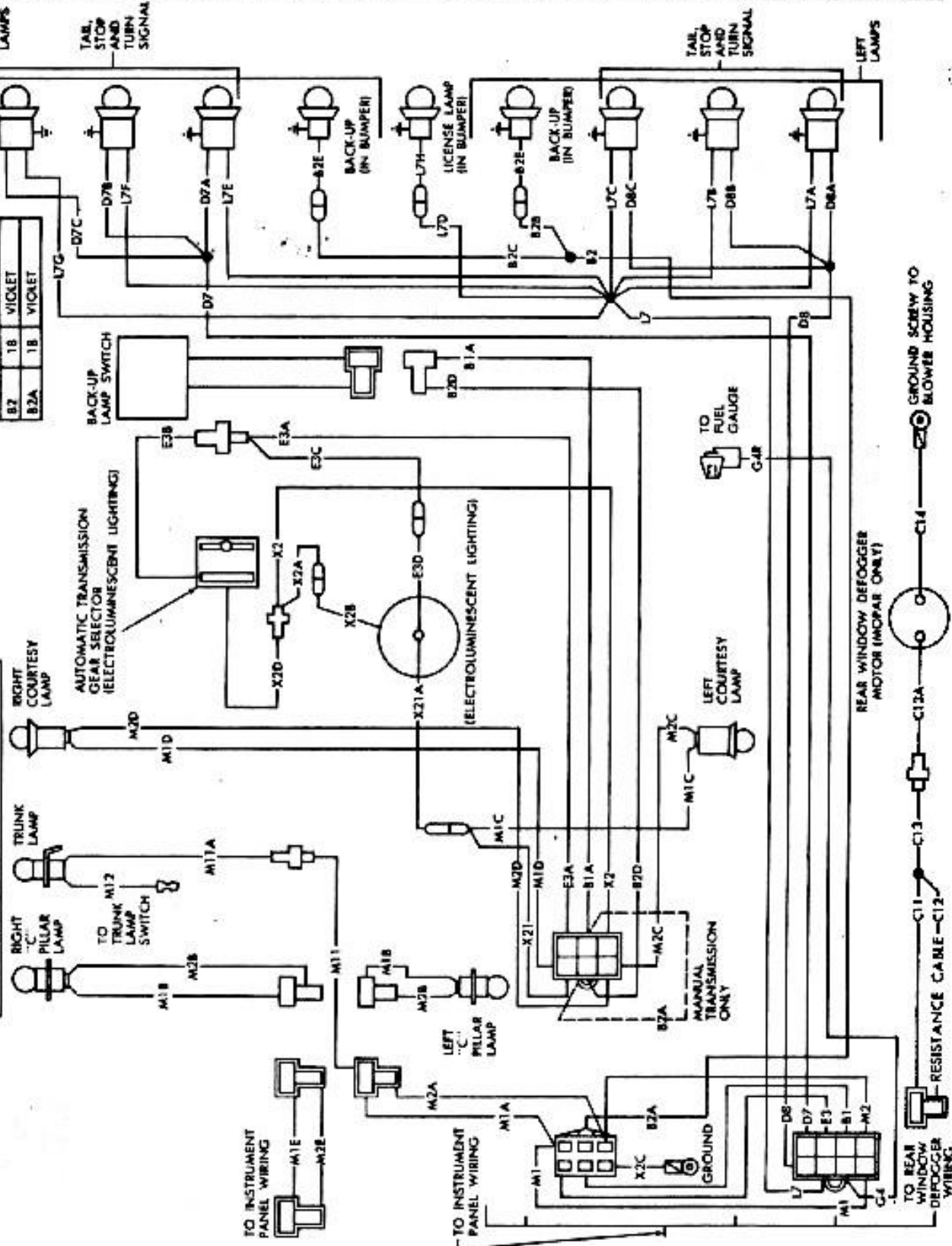


Fig. 3—Body Wiring

## **Aiming**

Before aiming the sealed beam bulbs, close the headlights and align the housings with the grille at the stop assembly.

Aiming of the sealed beam bulbs is accomplished with the toggle switch in the override position and the headlights in the open position but turned off. After removal of the six headlight door screws and the panel, the headlights are aimed in the same manner as non-concealed headlights. See "Headlights," Group 8 in the 1966 Service Manual.

## **Sealed Beam Replacement**

The sealed beam bulb replacement is performed in the same manner as non-concealed headlights after the headlight door is removed. Place the override switch in the override position with the headlights in the open position and then turn off the headlights. The sealed beam bulb is now ready to replace.

## **GROUP 9—ENGINE—ENGINE OILING**

The service procedures and Specifications for the Engines and Engine Oiling are the same as outlined in the 1966 Dodge Coronet Service Manual.

## **GROUP 11—EXHAUST SYSTEM**

The single and dual exhaust systems as used with the specified engines used on current Coronet models.

Follow the same servicing procedures for the exhaust manifold heat control valves as outlined in the 1966 Coronet Service Manual.

## **GROUP 14—FUEL SYSTEM**

The Service Procedures and Specifications for the Fuel System are the same as outlined in the 1966 Dodge Coronet Service Manual.

## **GROUP 16—PROPELLER SHAFT AND UNIVERSAL JOINTS**

The Service Procedures and Specifications for the Propeller Shaft and Universal Joint Group are the same as outlined in the 1966 Dodge-Coronet Service Manual.

## **GROUP 17—SPRINGS AND SHOCK ABSORBERS**

The Service Procedures and Specifications covering the Springs and Shock Absorbers are the same as outlined in the 1966 Dodge-Coronet Service Manual.

## **GROUP 19—STEERING GEAR**

The Service Procedures and Specifications covering the Manual, Power Steering Gear and Pump are the same as those outlined in the 1966 Dodge-Coronet Service Manual.

## **GROUP 21—TRANSMISSIONS**



### **Manual Transmissions**

Service Procedures and Specifications for the A-745 three-speed and A-833 four-speed transmissions are the same as those outlined in the 1966 Dodge-Coronet Service Manual.

### **TorqueFlite Transmission**

Service Procedures and Specifications for the A-727-A and B transmissions are the same as those outlined in the 1966 Dodge-Coronet Service Manual.

# VEHICLE LOAD AND TIRE PRESSURES

VEHICLE LOAD (POUNDS)		
MODEL	AVERAGE RATED LOAD	FULL RATED LOAD
	 UP TO AND INCLUDING 5-PASSENGERS	 5-PASSENGERS (PLUS LUGGAGE)
DODGE - CHARGER	750	1100

RECOMMENDED TIRE PRESSURES (PSI)		
For sustained driving above 60 M.P.H., cold inflation pressures should be increased 4 PSI above those indicated below, but not to exceed the maximum pressures of Item 1. Front to rear differential pressure should be maintained.		
MODEL APPLICATION	AVERAGE RATED LOAD	FULL RATED LOAD
	FRONT COLD REAR	FRONT COLD REAR
DODGE - CHARGER	24                      24	30*                      32*

1. **Cold inflation pressures** must not exceed 32 PSI for 4 ply rating and 40 PSI for 8 ply rating tires. Pressure build-up during driving is normal. Do not reduce pressure of warm tires.
2. **Over-sized tires** use the same pressure as standard tires.
3. **Trailer towing** packages provide oversize or heavy service tires. When these tires are 8 ply rating tires, operating pressures (cold) should be increased 4 PSI front and rear.
4. **Snow tires** should be operated with rear tire pressures 4 PSI above standard but must not exceed the maximum pressures of Item 1.
5. **\*Blue streak special** 7.75-14 may be inflated to 36 PSI front and rear for optimum stability and high speed performance. NN948

Fig. 1—Vehicle Load and Tire Pressure Chart

## GROUP 22—WHEELS—BEARINGS—TIRES

The Service Procedures and Specifications covering the Wheels-Bearings-Tires Group are the same as outlined in the 1966 Dodge-Coronet Service Manual, with the following exceptions:

### SPECIFICATIONS

#### WHEELS

Type..... Steel Disc  
 Rim..... Drop Center-Safety Wheel  
 Size—Standard..... 14 x 5½ JK

#### TIRES

Type..... Tubeless  
 Size—Standard..... 7.35-14  
     —with Air Conditioning..... 7.75-14

## GROUP 23—BODY AND FRAME

The Service Procedures covering the Body and Frame Group are the same as those outlined in the 1966 Dodge-Coronet Service Manual, with the following exceptions:

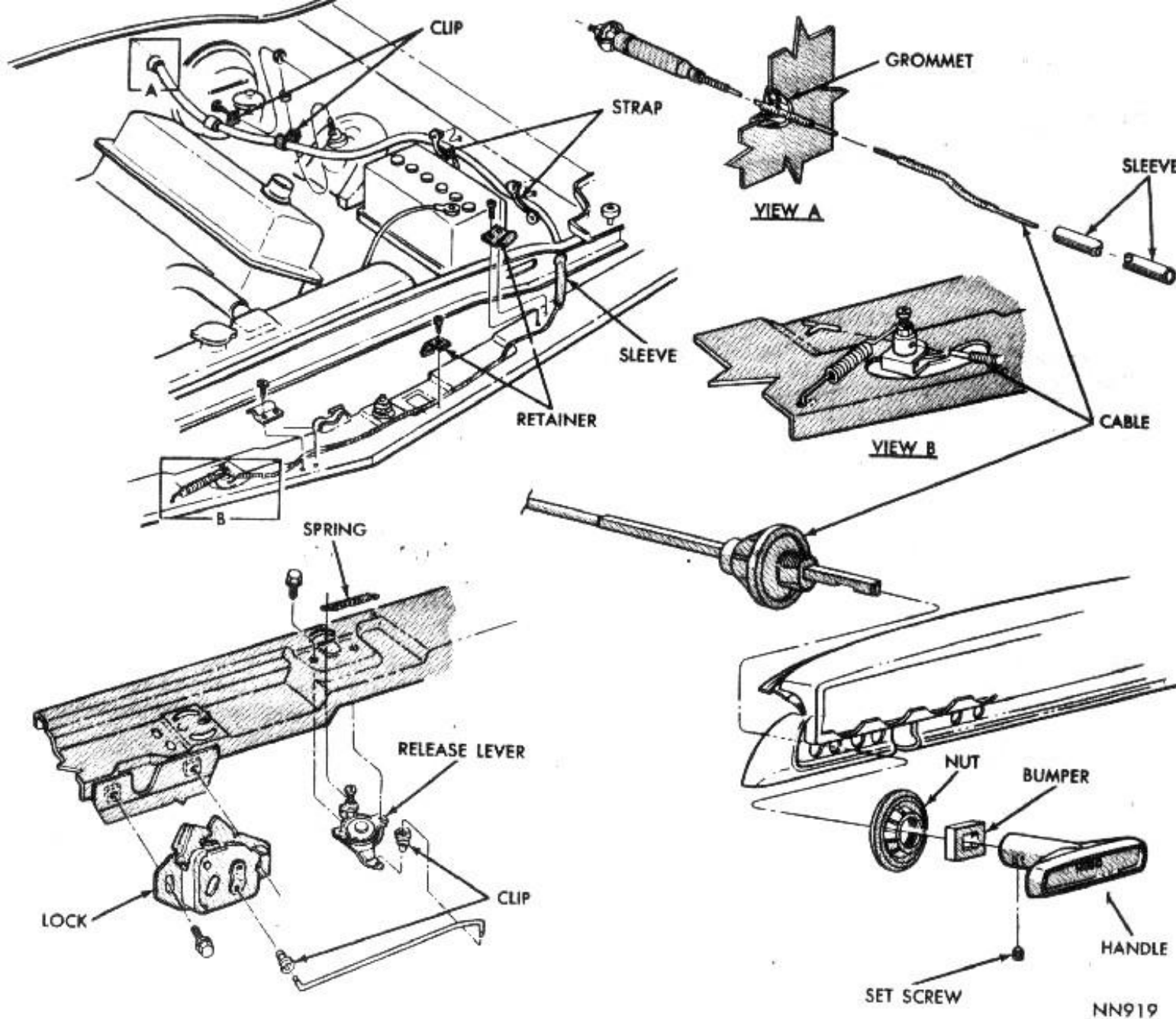


Fig. 1—Hood Lock and Control

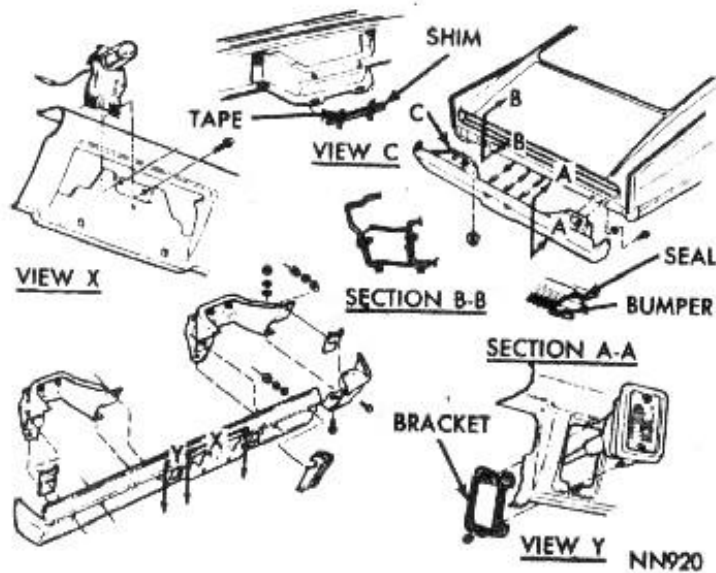


Fig. 2—Rear Bumper Attachment

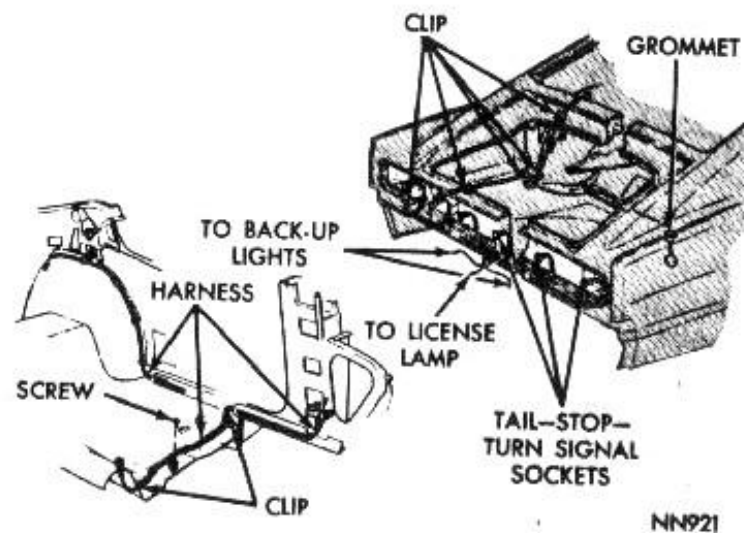


Fig. 3—Wire Harness Routing



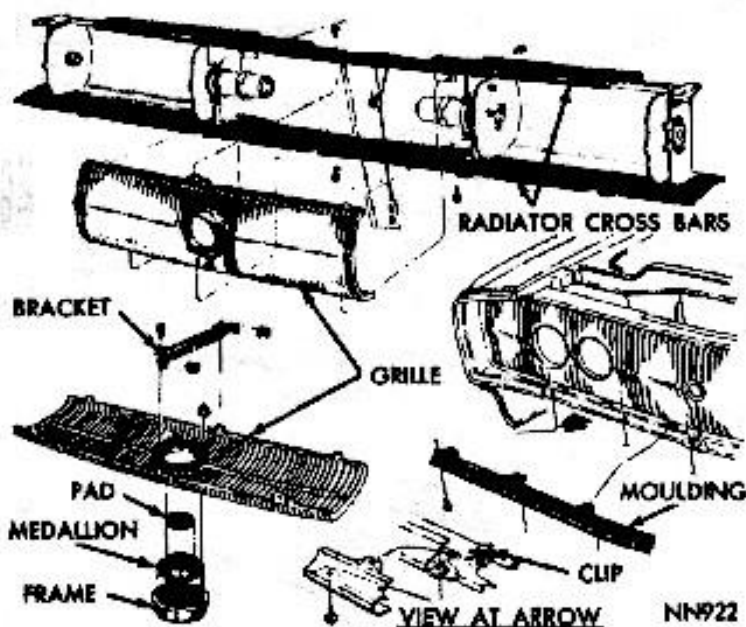


Fig. 4—Grille Attachment

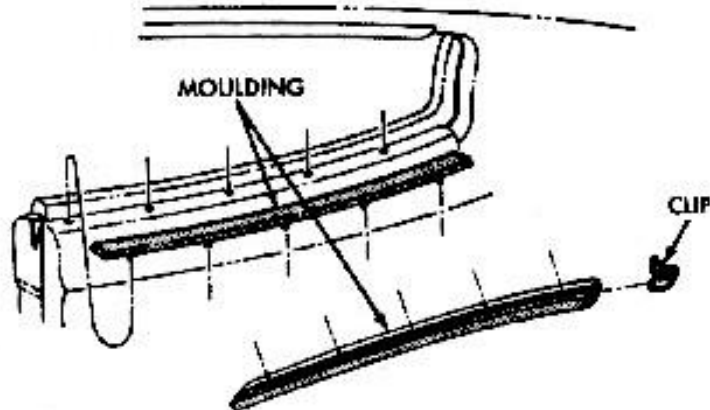


Fig. 6—Quarter Panel Inner Finish Moulding

## SHEET METAL—DOORS—EXTERIOR MOULDINGS

### HOOD LOCK AND CONTROL

The hood lock (Fig. 1) is mounted on the radiator upper cross bar. The lock is controlled through a release cable assembly attached to the lower left side of the instrument panel (Fig. 1). When installing, route the cable under the straps on the fender side shields. Make certain the cable sleeve is against grommet on dash panel.

### REAR BUMPER

Refer to Figure 2 for attaching points of the rear bumper, license lamp, back-up lamps and Figure 3 for routing of the wire harness.

### GRILLE

The grille assembly (Fig. 4) is attached, at the outer ends, to the radiator upper and lower cross bars. The center area is attached to a removable bracket which is mounted on the cross bars. The grille medallion is replaceable. Install the grille upper center screw first and align grille in its opening. Tighten the screw to maintain position.

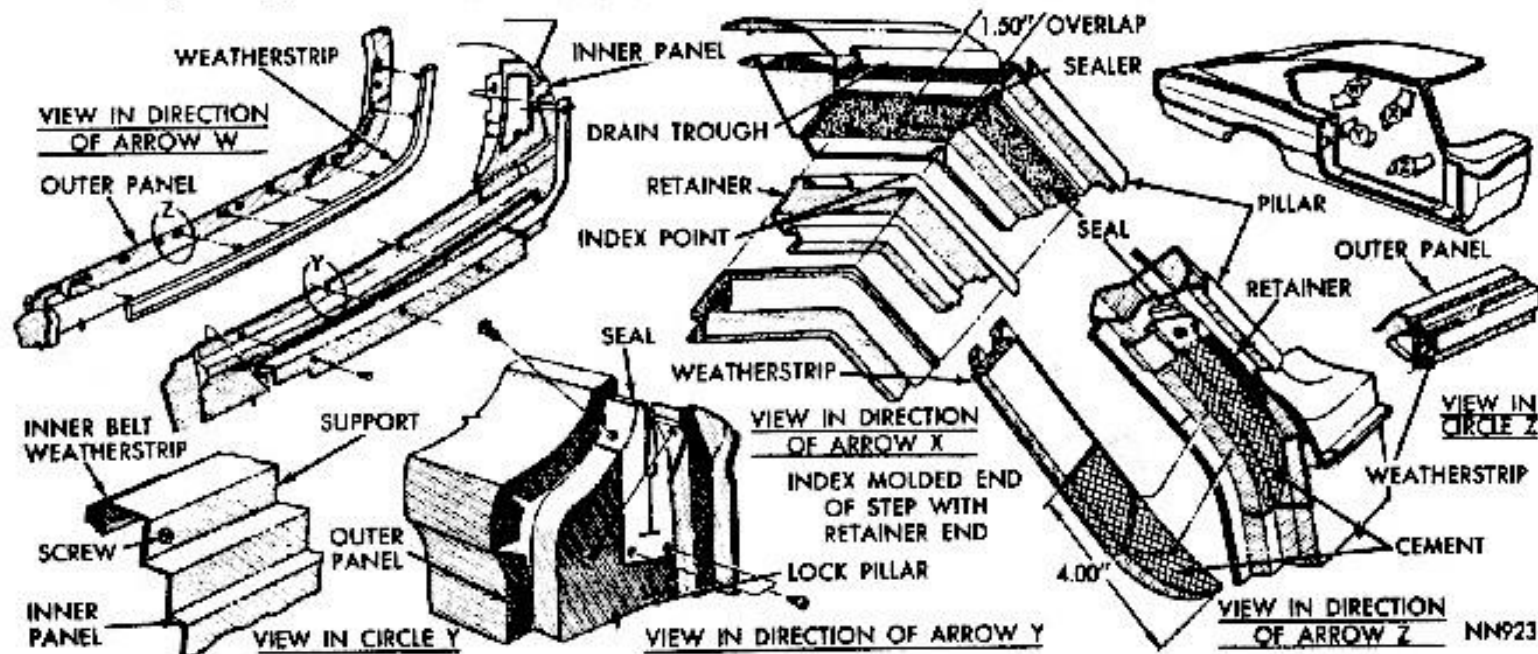


Fig. 5—Weatherstrip Application

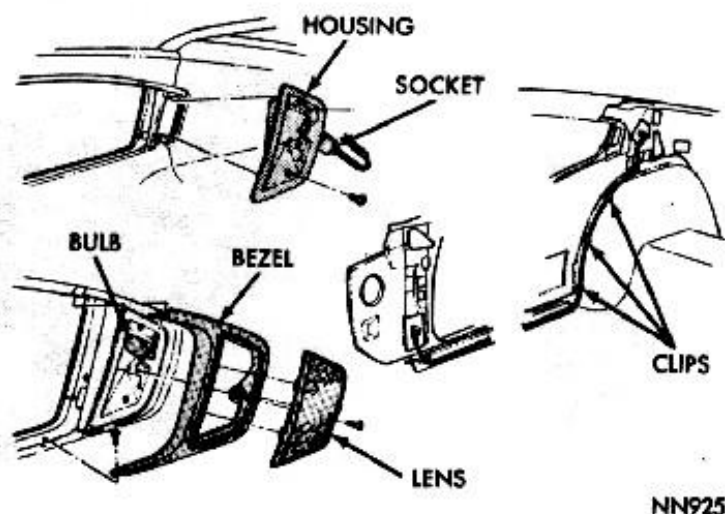


Fig. 7—Courtesy Lamps and Harness Routing

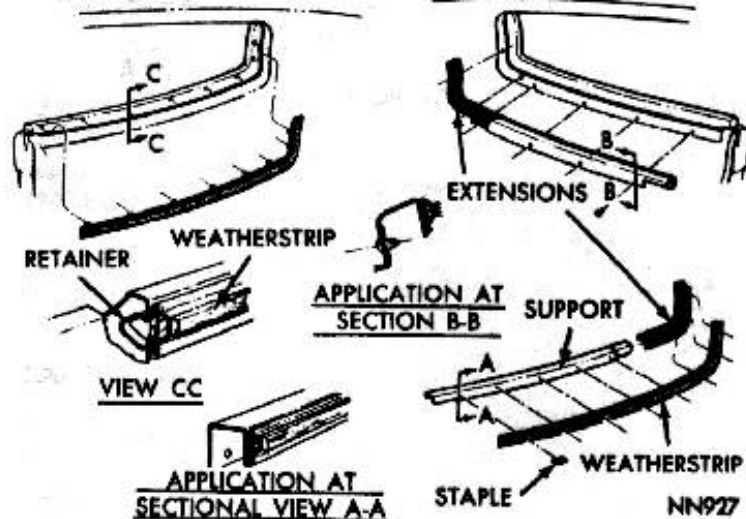


Fig. 9—Belt Weatherstrip Attachment

## WEATHERSTRIPS

Refer to Figure 5 for attaching points and methods of attaching the weatherstrips.

## QUARTER PANEL

### Finish Mouldings

The quarter panel inner belt finish moulding is attached with wire fastener type clips (Fig. 6).

### Courtesy Lamps

Refer to Figure 7 for sequence and method of attaching the courtesy lamps. The housing assembly is serviced with the socket and seal. The forward end of the bezel is positioned under the finish moulding and retained by a screw.

### Trim Panels and Watershield

Refer to Figure 8 for attaching points of the quarter trim panel and quarter rear trim panel. The forward edge of the rear trim panel is held in position under the quarter window trim panel with screws. Inspect the watershield for damage and proper attachment.

### Weatherstrips

The outer belt weatherstrip and retainer (Fig. 9) is attached to the outer panel and roof extension with spring type retainers. The inner belt weatherstrip (Fig. 9) is attached to the support and extension with staples. The support assembly is attached to the inner panel and roof extension with screws.

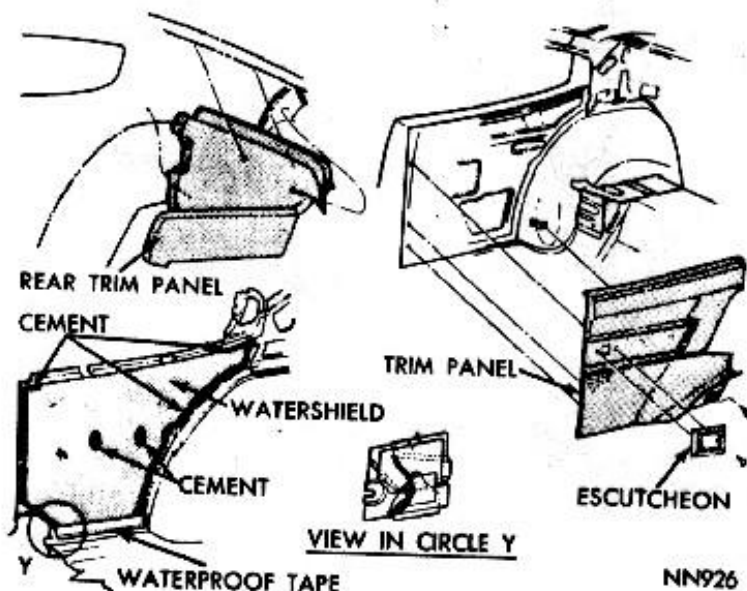


Fig. 8—Quarter Trim Panels and Watershield

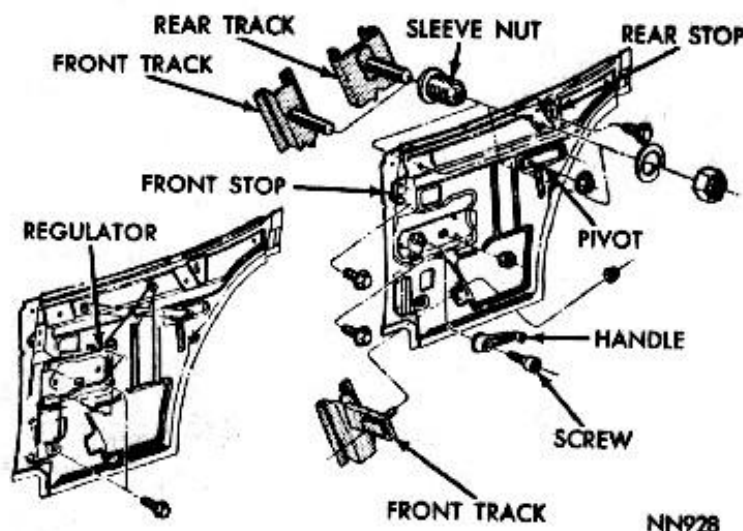


Fig. 10—Quarter Window Application

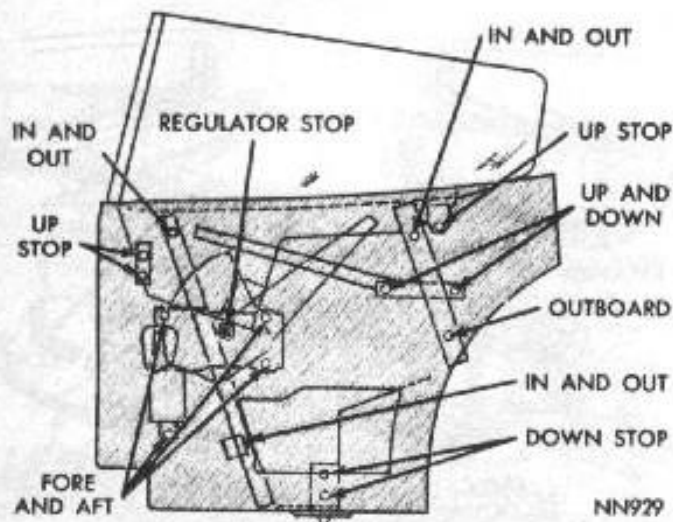


Fig. 11—Quarter Window Adjustment

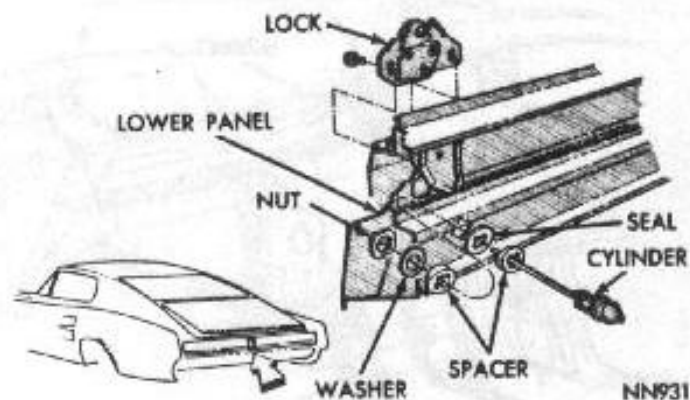


Fig. 13—Deck Lid Lock and Cylinder

## Glass

Service procedures and the quarter window are the same as outlined for the 1966 Coronet Hardtop Models. Refer to Figures 10 and 11 for application and adjustment points.

## DECK LID

### Weatherstrip

Refer to Figure 12 for application of weatherstrip. An overlap of  $\frac{1}{4}$  inch at ends of weatherstrip is necessary to form a compression type butt joint.

### Lock and Cylinder

The deck lid lock (Fig. 13) is attached to the lower panel. The cylinder assembly is retained with a nut.

### Hinges

Counterbalancing for the deck lid is accomplished by use of torsion spring hinges (Fig. 14). The hinges are bolted to the upper inner deck cross brace and to brackets on underside of deck lid. Adjustment is made by moving the anchor end of torsion spring to one of the three slots in the hinge face.

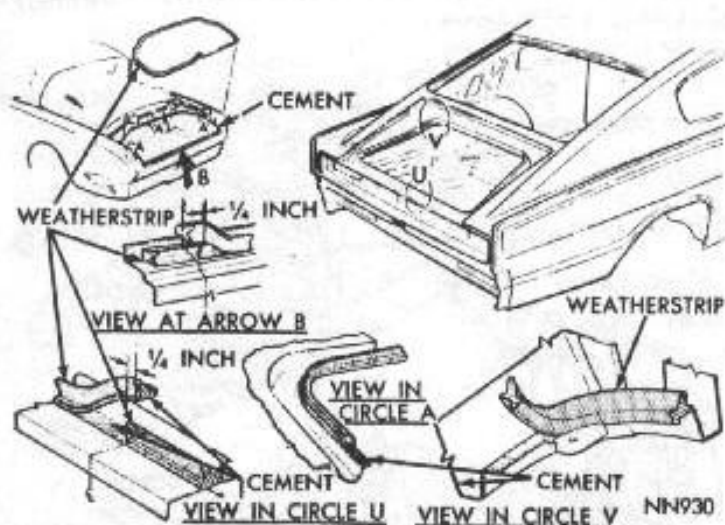


Fig. 12—Deck Lid Weatherstrip

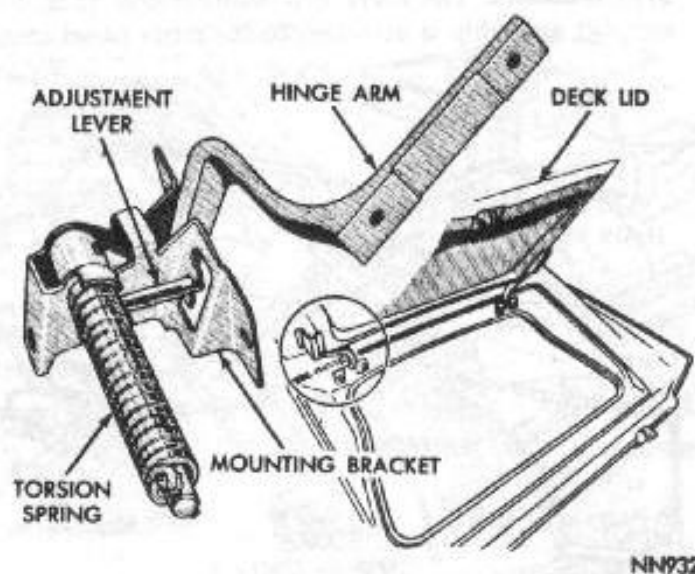


Fig. 14—Deck Lid Hinge



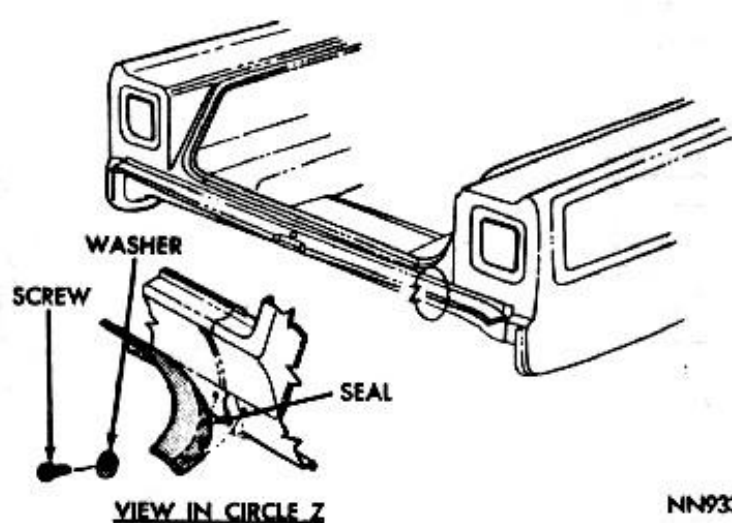


Fig. 15—Lower Panel Seal

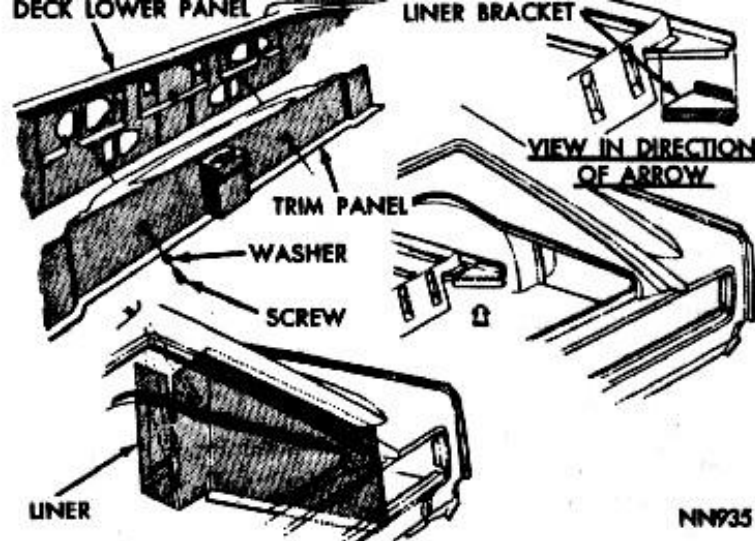


Fig. 17—Luggage Compartment Liners

### Lower Panel Seal

The deck opening lower panel seal (Fig. 15) is positioned from the tail lamp opening lower panel rear bumper stone deflector to the quarter outside rear extension and tail lamp opening lower panel with screws and washers.

### Tail-Stop and Turn Signal Lamp

The rear tail-stop and turn signal lamp assembly is mounted on the deck lower panel (Fig. 16) and attached with twenty nut and washer assemblies. Prior to installing the assembly make certain balls of sealer are pressed into the areas shown. Refer to Figure 3 for routing of the wire harness.

### Luggage Compartment Liners

Refer to Figure 17 for attaching points and bending areas for shaping luggage compartment liners. Bend the liners at the score lines.

## EXTERIOR MOULDINGS

Refer to Figures 18 and 19 for application of exterior mouldings.

## INTERIOR TRIM AND SEATS

### Garnish and Finish Mouldings

Plastic mouldings are used on interior applications at the windshield header, inside roof rail and rear window (Fig. 20). A chrome garnish moulding is used over the plastic roof rail moulding and extends from the windshield moulding to mating surface of courtesy light bezel (Figs. 6 and 7). The quarter panel inside finish moulding is included in the quarter panel procedures.

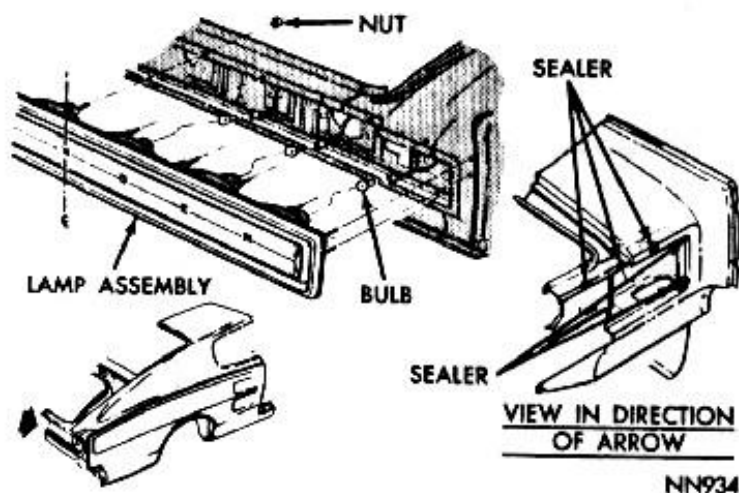


Fig. 16—Tail-Stop-Turn Signal Lamp Assembly

### Console

The console base assembly (Fig. 21) is serviced in the same manner as 1966 Coronet Models. The extension assembly (Fig. 22) incorporates a folding arm rest to accomplish a flat center floor surface when the rear seat backs (Fig. 23) are also folded down. Refer to the seat section for rear seat back and cushion application to floor pan.

### Center Floor Pan

Refer to Figure 24 for build-up and attachment of the center floor pan area.





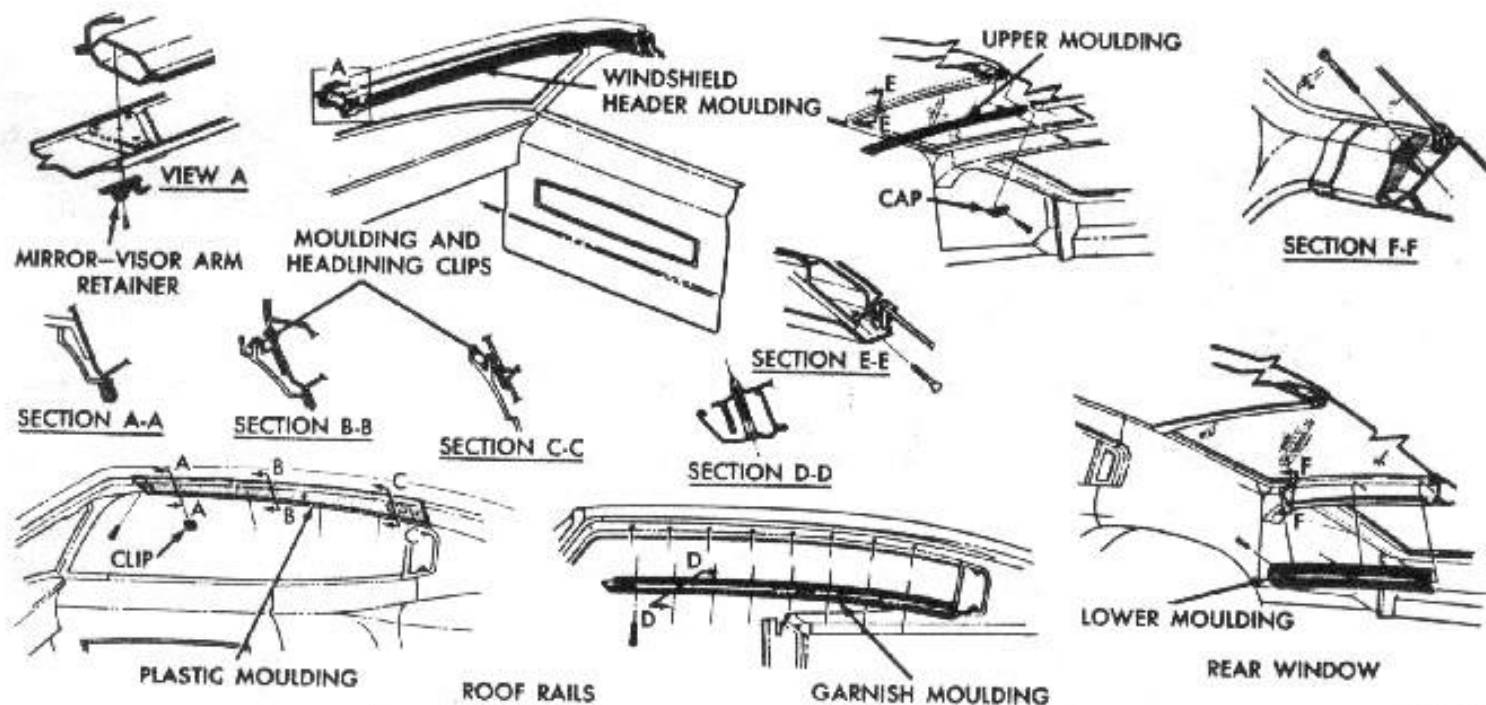


Fig. 20—Garnish and Finish Mouldings

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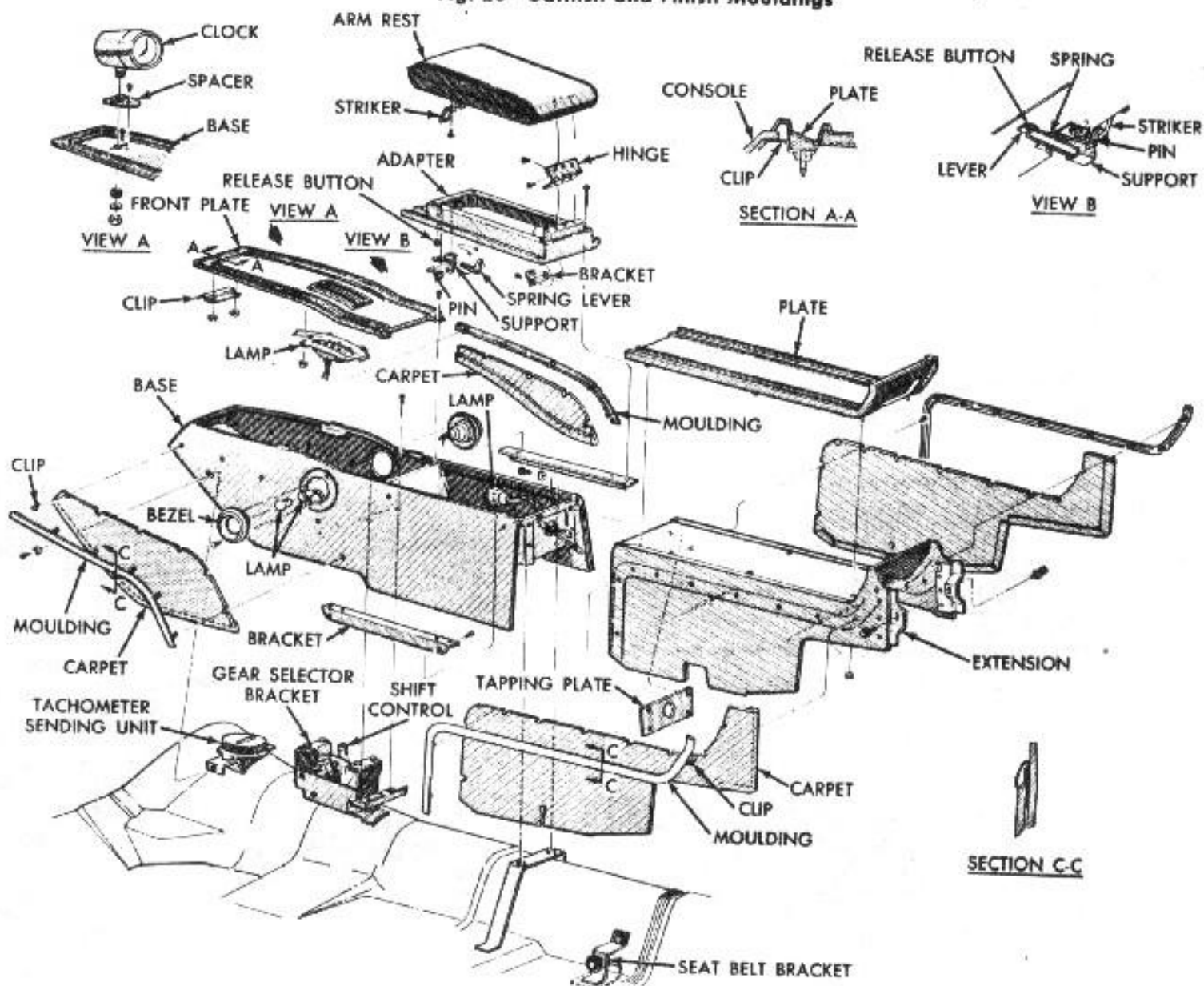


Fig. 21—Console Base and Extension

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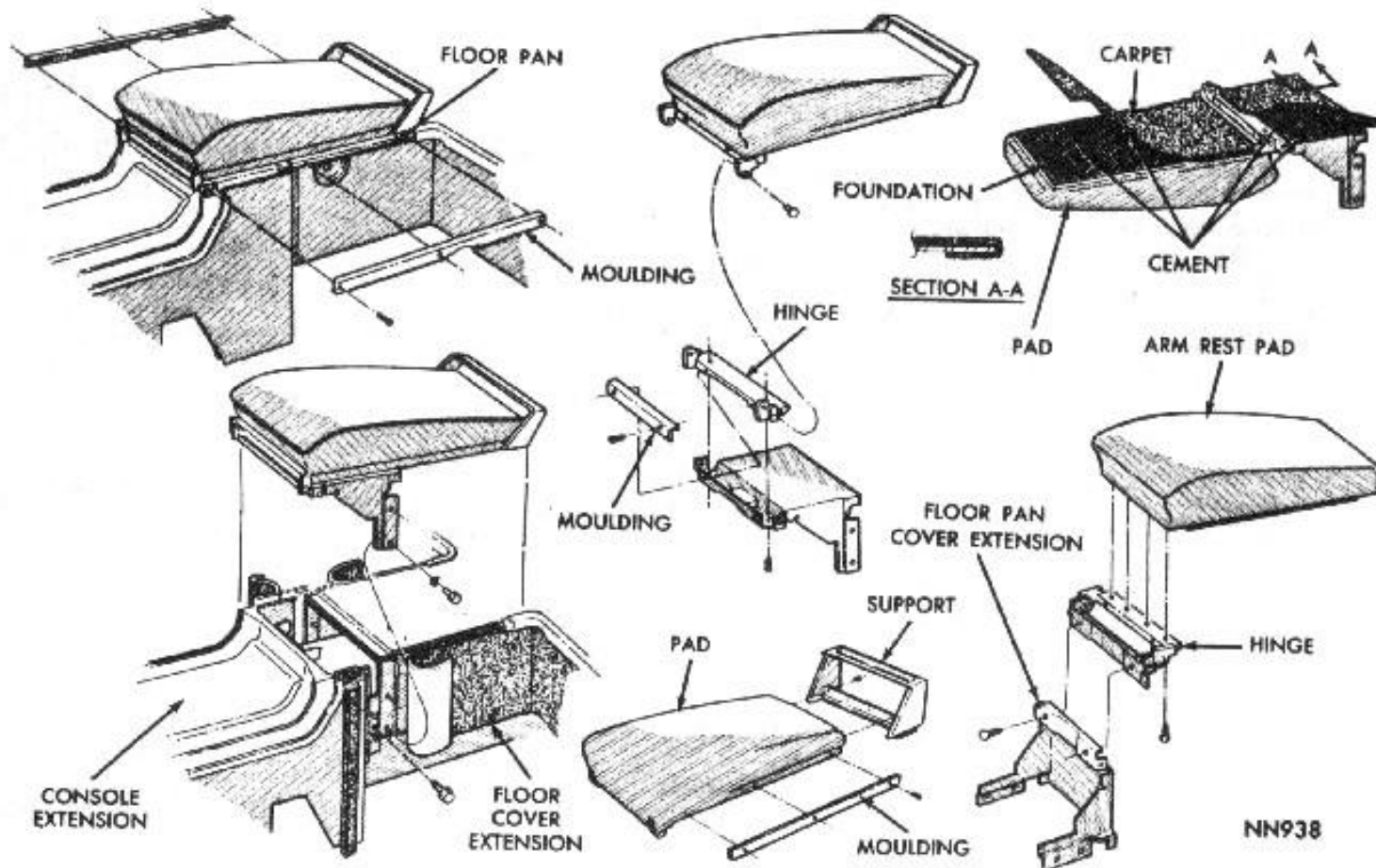


Fig. 22—Rear Arm Rest Assembly

### Back Assembly

- (1) Remove the rear seat cushion.
- (2) Remove bolt and washers attaching locking link to center floor pan cover extension panel (Figs. 23, 27 and 28)
- (3) Remove nuts attaching body half of hinge to the rear floor pan bracket.
- (4) Remove the seat back assembly.

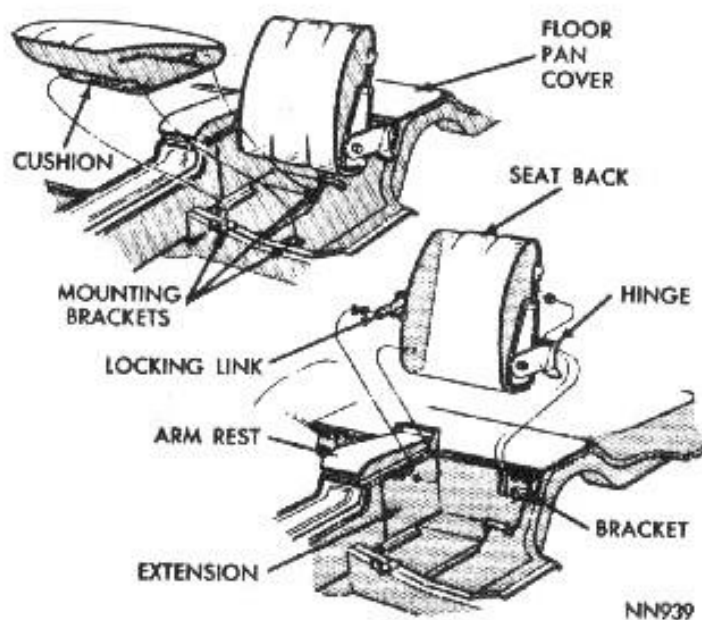


Fig. 23—Rear Seat Attachment

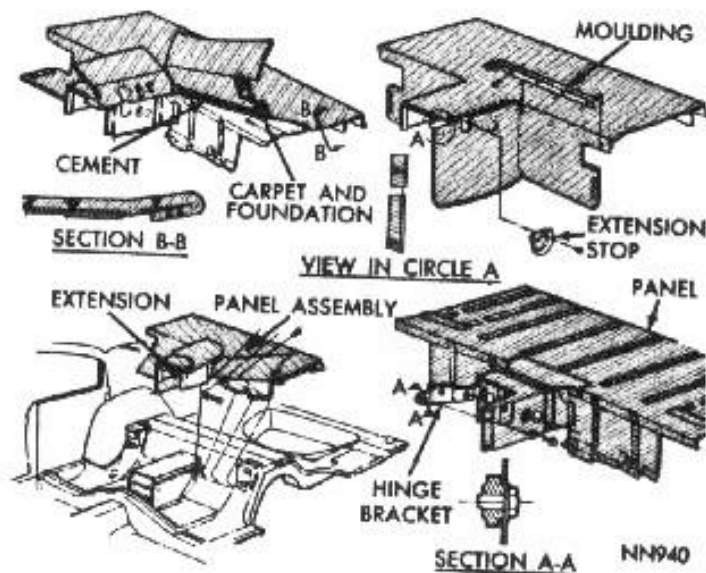


Fig. 24—Center Floor Pan



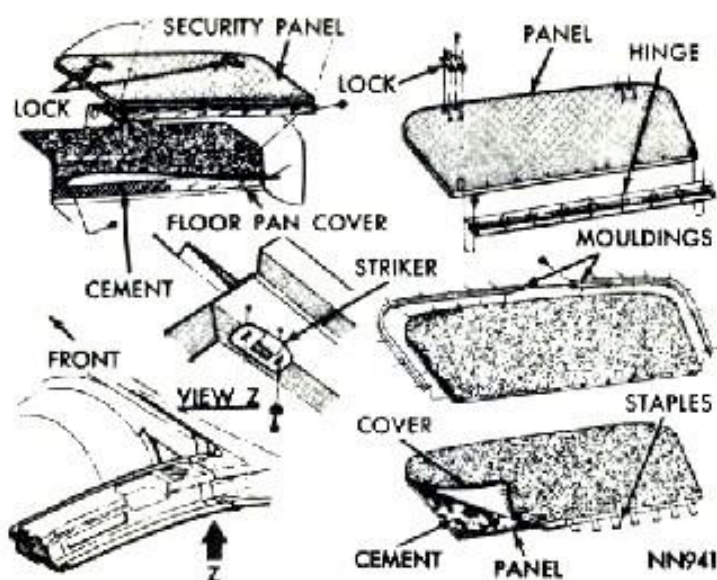


Fig. 25—Security Panel

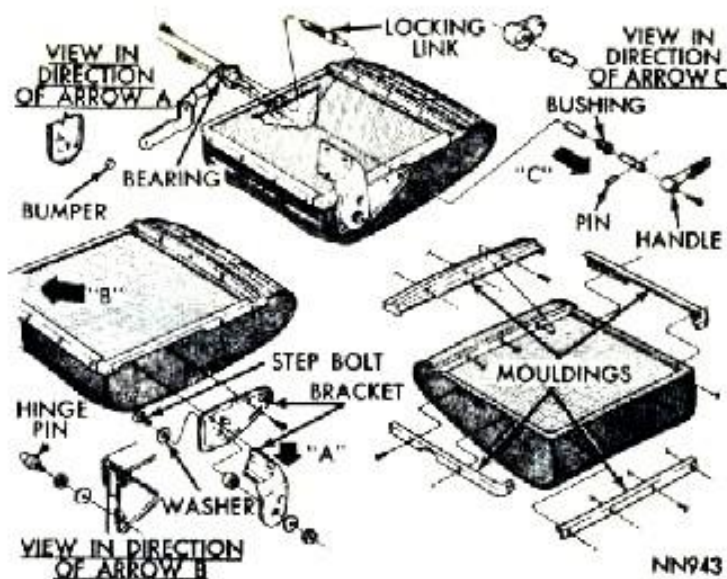


Fig. 27—Seat Folding and Locking Mechanisms

### Disassembly—Seat Back

- (1) Remove nut and washer attaching body and seat hinge halves.
- (2) Remove body half of hinge and bushing from step bolt.
- (3) Remove locking link release handle.
- (4) Remove pin from release rod and slide bushing off of rod.
- (5) Remove screws attaching bearing to panel and slide locking link assembly out of seat panel.
- (6) Remove mouldings from seat back.
- (7) Remove carpet and foundation from seat back.
- (8) Remove inner hinge nut, washer and hinge from seat.
- (9) Remove screws attaching seat half of hinge bracket to the seat and remove bracket.
- (10) Remove step bolt and washer from seat hinge half.

### Assembly

(1) Insert locking link rod on seat back panel, align bearing bracket and seat attaching screw holes and install retaining screws.

(2) Place washer on step bolt and insert bolt in seat half of hinge bracket.

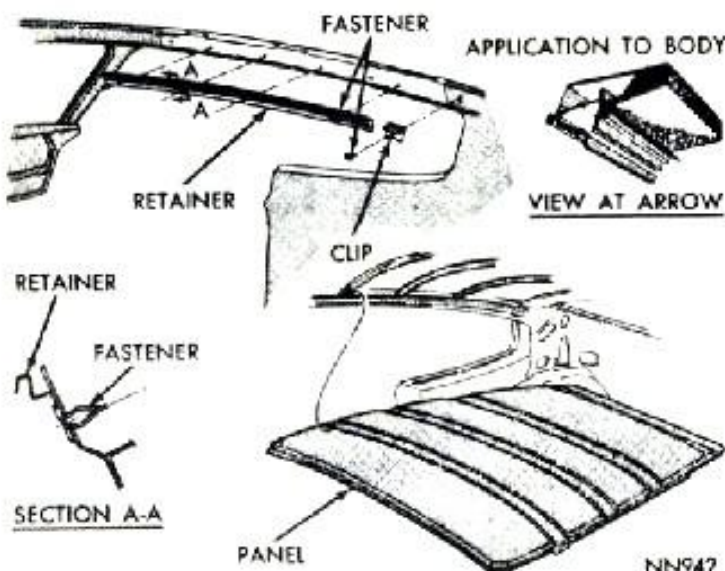


Fig. 26—Headlining Panel and Retainer

(3) Slide bushing on step bolt and position body half of hinge bracket on bushing shoulders. Install retaining washer and nut on shoulder bolt.

(4) Position seat half of hinge bracket over locking link rod and install attaching screws.

(5) Slide bushing on link rod and tap into hinge bracket and seat panel.

(6) Install spring type pin in link rod.

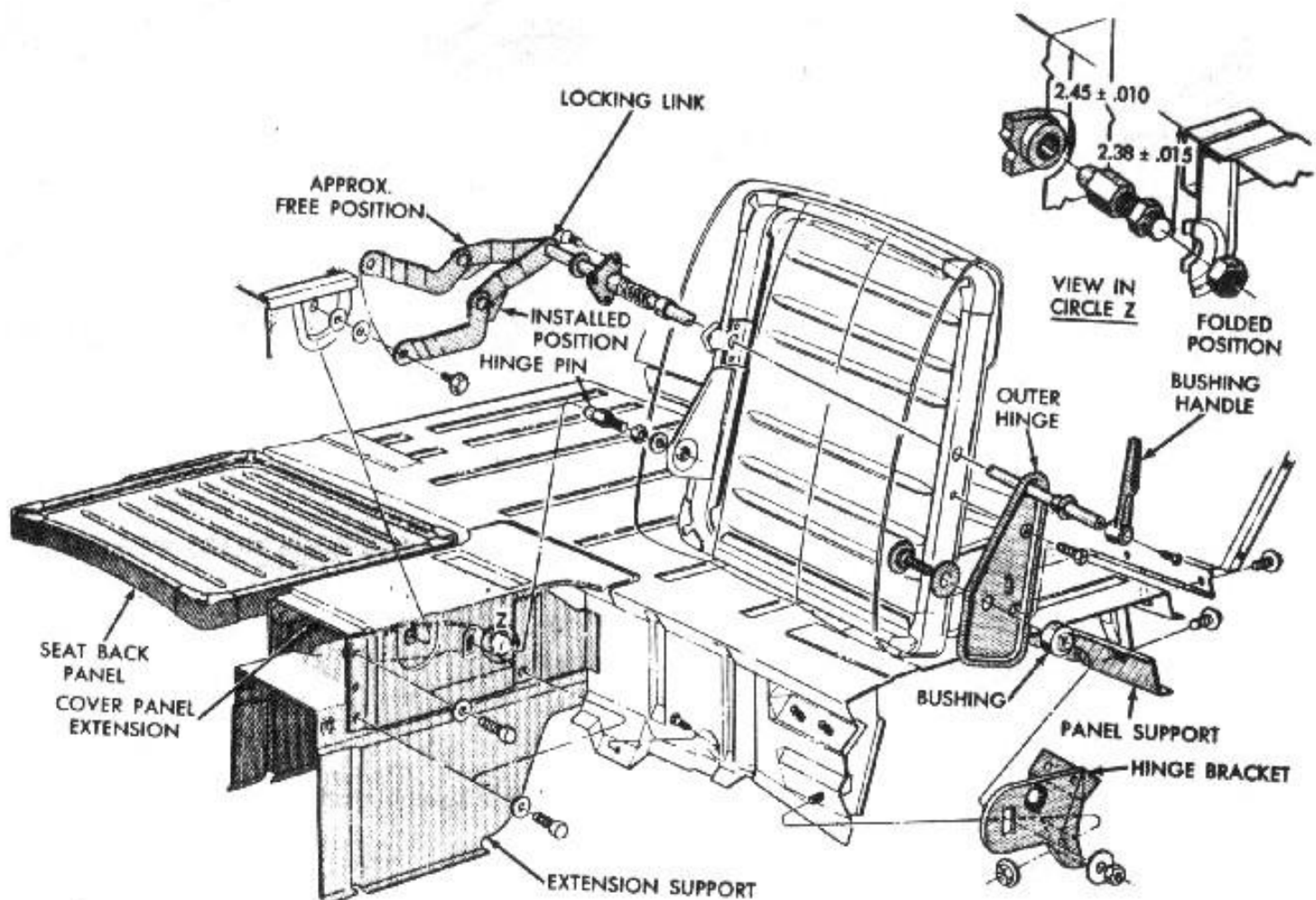
(7) Position handle on rod and install retaining screw.

(8) Install jam nut on inner hinge pin. The nut should be installed to full length of threads on pin.

(9) Place washer on hinge pin and install pin in weld nut on seat inner side panel. Tighten jam nut to secure pin in panel.

(10) Install carpet-foundation assembly and mouldings on seat back.





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Fig. 28—Seat Back Application

### Installation

- (1) Position inner hinge in rear floor cover panel extension and outer hinge reinforcement on rear floor pan bracket.
- (2) Secure outer hinge reinforcement to rear floor bracket with nuts.
- (3) Position locking link on extension panel and install mounting bolt and washers.
- (4) Install seat cushion assembly.

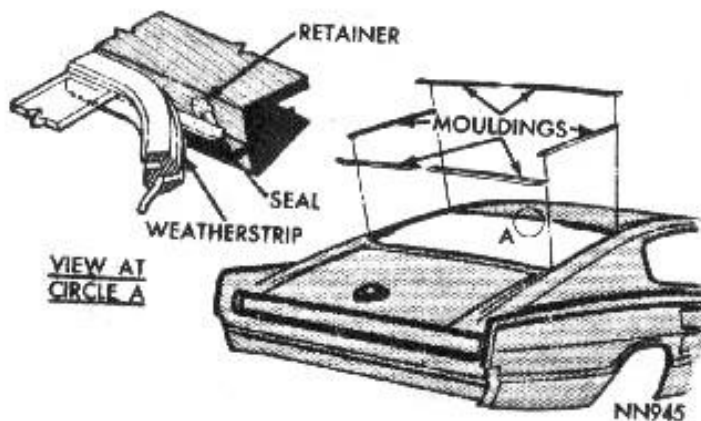


Fig. 29—Rear Window Mouldings

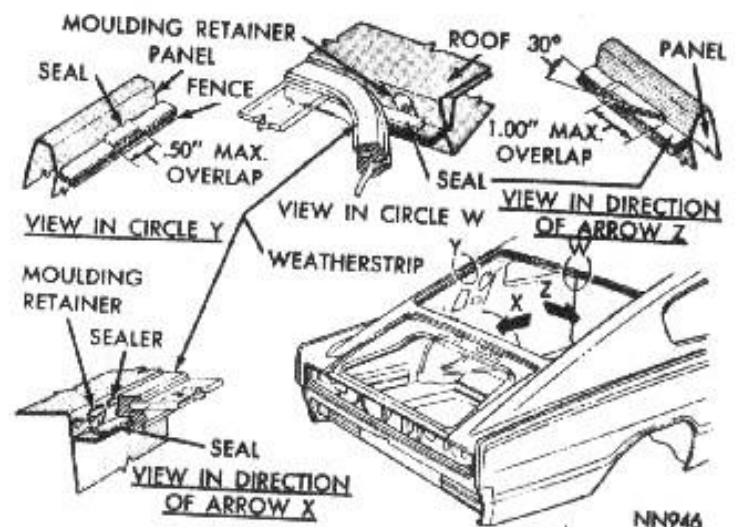


Fig. 30—Rear Window Sealing

## REAR WINDOW REPLACEMENT

The rear window (backlite) is serviced in the same manner as 1966 Dart Models plus the following operations respective to the interior trim.

- (1) Remove courtesy light lens and base screws.
- (2) Remove courtesy lamp bezel attaching screws.
- (3) Remove rear screws only at roof rail garnish and finish mouldings.
- (4) Remove rear window upper and lower garnish mouldings.
- (5) Remove quarter trim panel extension screws at top and rear.
- (6) Remove rear window in same manner as 1966 Dart Models.
- (7) When installing interior trim, make certain mouldings are in good alignment before tightening screws.

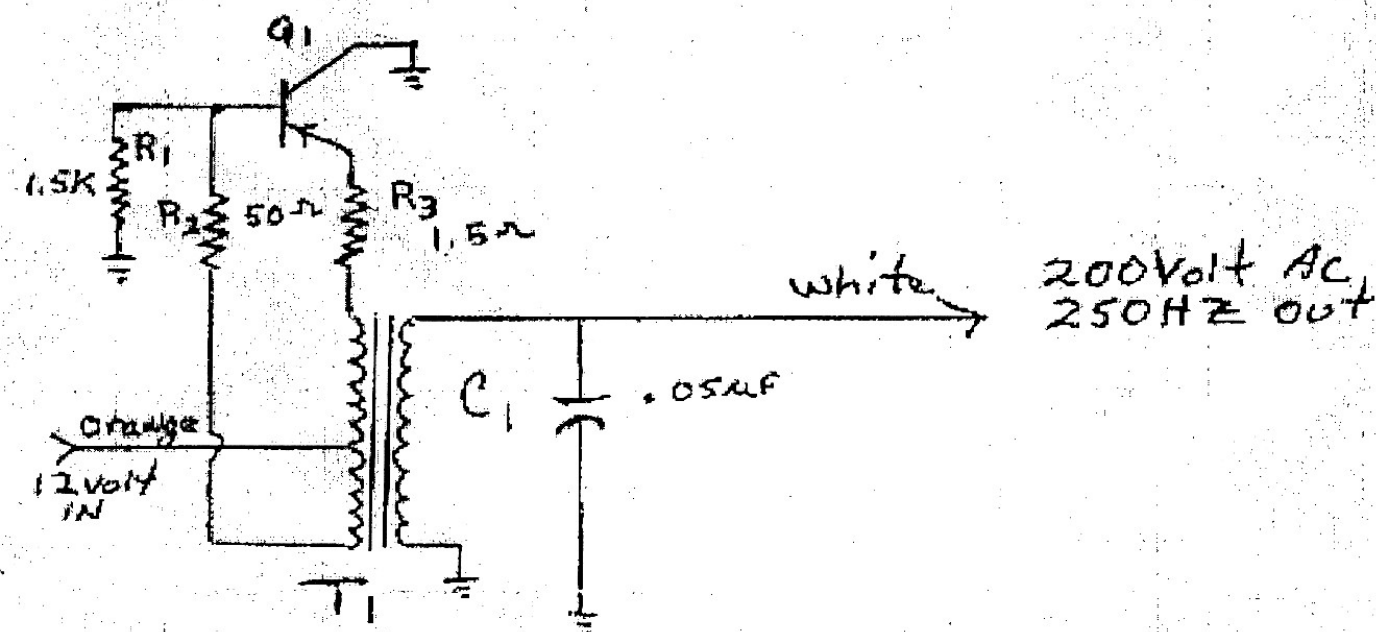
## GROUP 24—AIR CONDITIONING

The Service Procedures and Specifications covering the Air Conditioning Group are the same as those outlined in the 1966 Dodge-Coronet Service Manual.

## COLORS—EXTERIOR AND INTERIOR

EXTERIOR COLORS	INTERIOR COLORS—ALL VINYL					
	Blue	Tan	Metallic Red	Black	White	Citron
Light Blue	•			•	•	
Medium Blue Metallic	•			•	•	
Dark Blue Metallic	•			•	•	
Medium Turquoise Met.				•	•	
Dark Turquoise Metallic				•	•	
Cream				•	•	•
Gold Metallic				•	•	•
Dark Green Metallic				•	•	
Beige		•	•	•	•	
Bronze Metallic		•		•	•	
Yellow				•	•	
Bright Red			•	•	•	
Red Metallic			•	•	•	
Mauve Metallic				•	•	
Silver Metallic			•	•	•	
White		•	•	•	•	•
Black		•	•	•	•	•

The roof stripe, standard equipment, is available in black, white or red.



## Parts

Transistor Q1 Bendix 1859-19  
(NTE 121 will substitute)

Resistors R1 1.5K ohm 1/2 watt  
R2 50 ohm 1 watt  
R3 1.5 ohm 5 watt

Capacitor C1 .05uF 600VAC  
(.046 1000VDC substitute)

Transformer T1 - NO part #

# Part #190085

## 62-66 Mopar Turn Signal Switch

There are 2 methods for wiring your new switch depending on the type of cancel cam listed below. For both methods you will replace your old connector on the dash wiring with the new white connector.

Once the turn signal has been run through the steering column then you will attach the new black connector to the switch matching the wire colors as shown below.

If your old switch has a cancel cam with no wires connected to it then match the connections as shown below

Align the wire colors as follows:

Old	New
Black	Black
Lt Green	Lt Green
Dk Green	Dk Green
Tan	Tan
Red	Red
White	White
Brown	Brown

If your old switch has a cancel cam with a red & white wire connected to it then match the connections as shown below

Align the wire colors as follows:

Old	New
Black	Black
Lt Green	Dk Green
Dk Green	Tan
Tan	Brown
Red	White
White	Red
Brown	Lt Green