

With many thanks to Mr C. of FCBO.

How to rebuild Chrysler Power Window motor clutch assembly.

How many times have you hit the window switch only to see the window wiggle or struggle or only move after a time delay from when you hit the switch?

All are symptoms of "clutch" failure (or pucks, whichever you prefer).

You can hear the motor making noise, but the window doesn't move.

I, like many Mopar enthusiasts have been through this more than a few times. I've bought the replacement pucks only to have the motor fail again a month later.

Upon reflection this only makes sense, since the pucks are plastic, have been sitting in a bag somewhere and are almost as old as the original pucks that crumbled.

I thought everybody knew how to rebuild the clutch (or gear head) on the power window motors, but I had a request to post a "how to" so I will do my best.

The pictures were taken with my "shop camera" and some aren't the best.

This how to begin after you have wrestled the regulator out of the door of your car and then unbolted the motor from the regulator.

Note: I did not lube up the assembly as much as you will need to so that you could see what I was doing.

The victim: Your standard Mopar power window motor:



Disassembly:

**Remove the Phillips screw holding the clutch cover in place.
Next pry up on the outer case ... it may be stubborn to get off.**



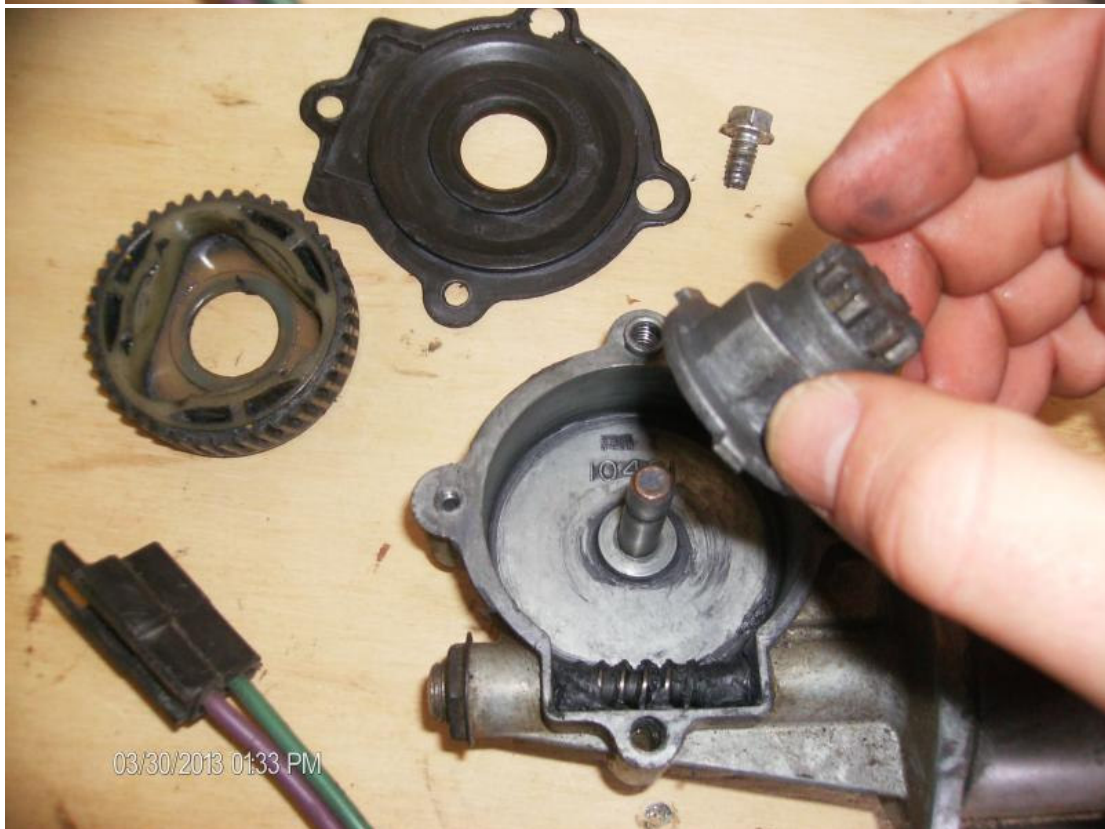


Okay ... this is what you'll likely find - the puck(s) on this motor were totally pulverized. The grey chunks here, is what is left of the pucks.



**Next pry up on the gear head ... I will likely be stubborn too.
You may need a little penetrating lube around the shaft.**

Now it's time to clean your parts ... it will be full of old grey grease contaminated with the plastic shrapnel that was once the pucks.





So, what to replace the pucks with?

The old pucks are just as brittle as the stuff you had and will fail in short order.

Here's what to buy ... hardware store nuts.

They are metal, will never fail, and work perfectly (a 7/16 socket fits these in case you're wondering).

Depending on the brand you may need to shave off a bit of the points on the nut to get a bit of clearance with the gear head ... there needs to be a bit of play once its assembled the outer clutch and the gear need a little give to them ... like one sixteenth to one eighth of an inch movement.



Not much needed to come off these nuts ... a little work with the bench grinder and I'm ready to reassemble.



Now assemble the nuts in the outer clutch ... two per end.

Use grease to "glue" them in place.

Remember to use a lot more grease than you see here.

Insert the gear head into the outer clutch.

Put a dab of grease on the shaft and grease the housing well before replacing the rebuilt clutch.







Replace rebuilt clutch.

Ensure it's well lubricated between the outer clutch and the threaded gear in the motor housing too.

Replace cover with the Phillips screw.

You're done ... better than new!





Note: You should be able to grab the gear and hand move it a bit after assembly as mentioned, one sixteenth to one eighth of an inch play is enough.

I hope this was helpful.