



SERVICE BULLETIN



SERVICE DEPARTMENT... CHRYSLER-PLYMOUTH DIVISION
CHRYSLER MOTORS CORPORATION

TECHNICAL INFORMATION ON IMPERIAL CHRYSLER PLYMOUTH VALIANT

August 7, 1963

No. 63-102

During the later part of November, 1962, improvements to the air conditioning and heater electrical control circuits were incorporated in production. The blower motor relay located on the evaporator housing was eliminated and the control circuits wiring was simplified.

The electrical control circuits wiring diagram shown in Figure 10 on page 24-7 of the 1963 Plymouth-Valiant Service Manual applies to the early production models equipped with a blower motor relay. The attached wiring diagram applies to the late production models which do not have a blower motor relay.

Please insert the attached wiring diagram in your 1963 Plymouth-Valiant Service Manual.

POLICY: INFORMATION ONLY.

J. W. Farley
J. W. FARLEY
Manager-Service

CHRYSLER-PLYMOUTH DIVISION

ATTACHMENT

AIR
CONDITIONING

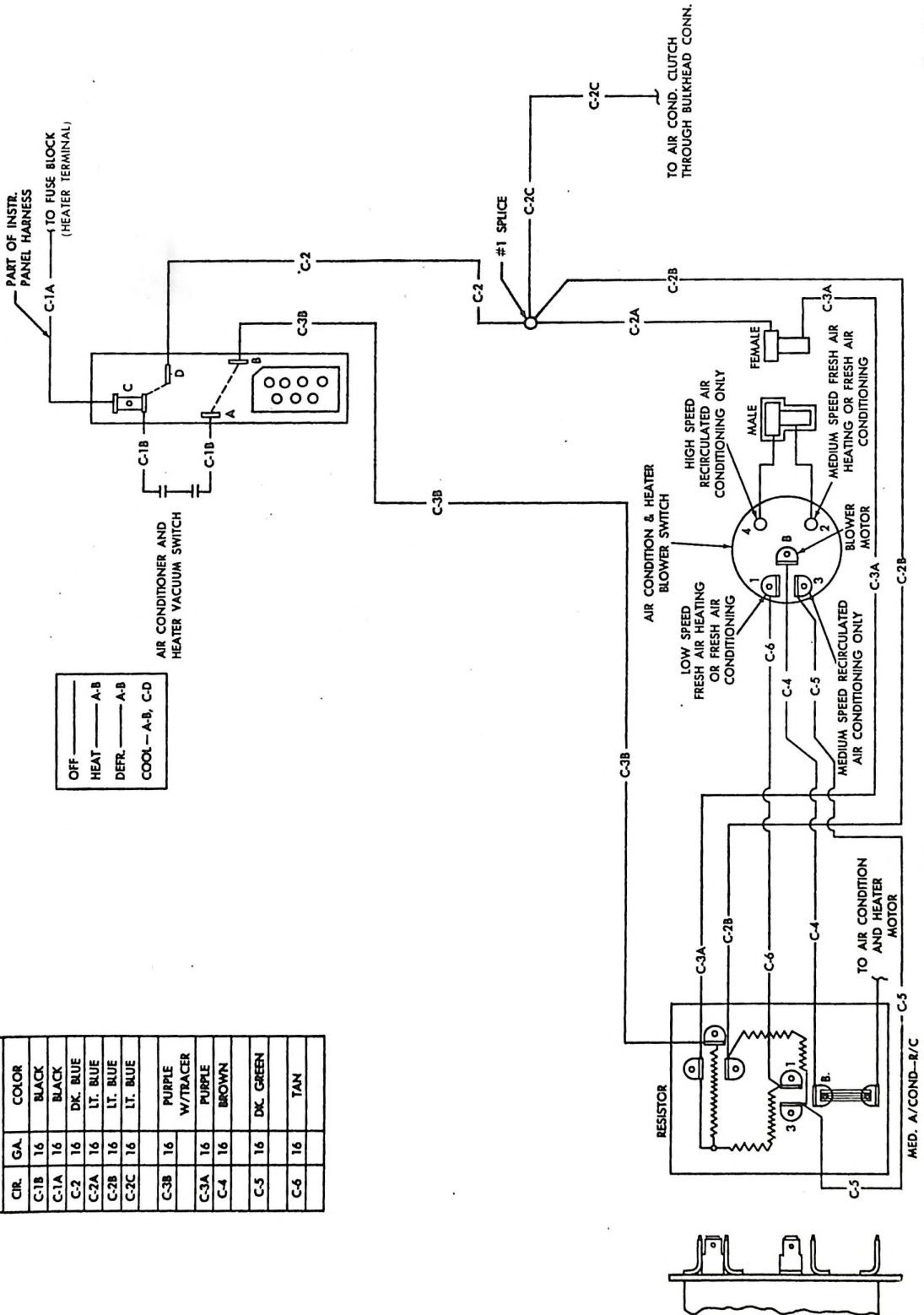
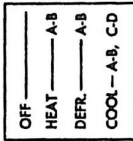
AIR
CONDITIONING
AND
HEATER
ELECTRICAL
CONTROL
CIRCUITS

1963
PLYMOUTH
MODELS
EQUIPPED
WITH
FACTORY
INSTALLED
AIR
CONDITIONING

P-3205-C

Service Mgr.	
Shop Foreman	
Technicians	
Parts Mgr.	
Partsmen	

CIRCUITS		CIR.	GA.	COLOR
		C-1B	16	BLACK
		C-1A	16	BLACK
		C-2	16	DK. BLUE
		C-2A	16	LT. BLUE
		C-2B	16	LT. BLUE
		C-2C	16	LT. BLUE
		C-3B	16	PURPLE W/TRACER
		C-3A	16	PURPLE
		C-4	16	BROWN
		C-5	16	DK. GREEN
		C-6	16	TAN



1963 Plymouth Electrical Control Circuit



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TECHNICAL INFORMATION ON IMPERIAL CHRYSLER PLYMOUTH VALIANT

If you encounter a fuse failure on the air conditioning compressor clutch coil circuit, the condition may be the result of the lead wire from the coil winding, grounding on the coil field housing. On 1963 models only, this condition may also result in inoperable electric window lifts, auto pilot and rear window defogger, as they are protected by the same fuse.

If a clutch field circuit fuse failure occurs, the following clutch field coil lead modification should be performed to prevent a fuse failure recurrence.

- (1) Remove the clutch coil from the compressor and place it flat with the wire leads in an upward position. Refer to the illustration on page 2.
- (2) Remove the ground screw from the ground lead and housing.
- (3) Cut the ground lead and splice a piece of No. 18 gauge wire, attach a Terminal and Insulator Package, Part No. 2298882, to the wire, The total length of the wire from the face of the housing, to the end of the insulator should be 11 inches plus or minus 3/8 of an inch. This will now be the new lead wire.
- (4) Cut the original lead wire to 2 inches and attach a terminal Part No. 200393. Attach this new ground lead to the housing with the ground screw previously removed.

The part numbers listed in this bulletin are stock code class 'P'.

POLICY: INFORMATION ONLY

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 Manager-Service
 CHRYSLER-PLYMOUTH DIVISION

Oct. 2, 1963

No. 63-110

AIR
CONDITIONING

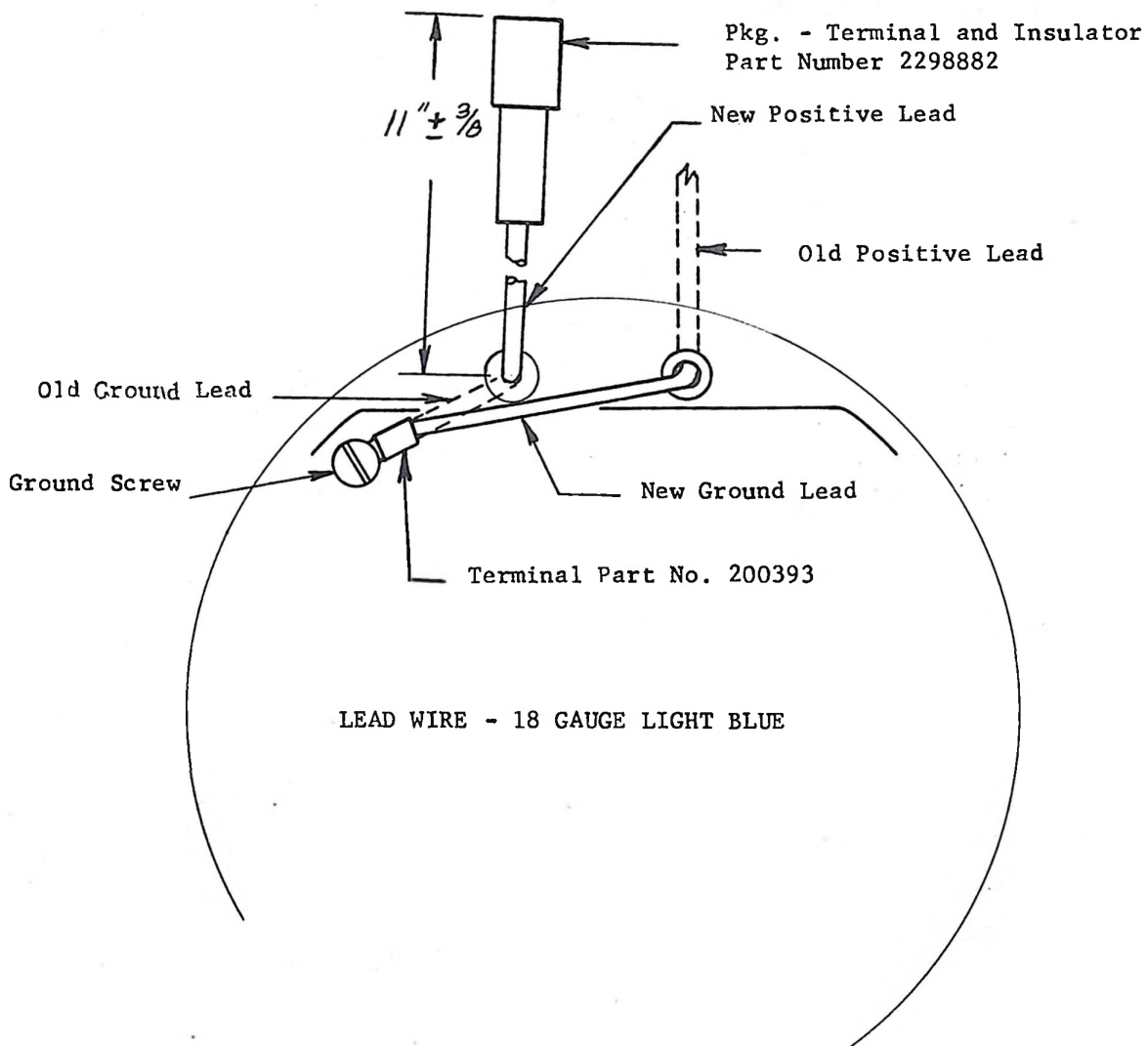
COMPRESSOR
CLUTCH
FIELD COIL

1960
THROUGH
1963
IMPERIAL,
CHRYSLER,
PLYMOUTH
AND
VALIANT
MODELS
EQUIPPED
WITH AIR
CONDITIONING

P-4023-C

Service Mgr.	
Shop Foreman	
Technicians	
Parts Mgr.	
Partsmen	

FIELD COIL REVERSE GROUND AND POSITIVE LEADS



ASSEMBLY - AIR CONDITIONING COMPRESSOR
DRIVE CLUTCH FIELD COIL