

Repairing Power Window Drive Units 60-64

by Merle Wolfer



Chrysler Power Window Gear Drive used from 60 through 64. This one has a broken gear.



Here are all of the pieces when it is dismantled. The broken gear is bottom center.

First, the disclaimers. Chrysler used 2 different gear drives during this time period although this one is the most common one.

Second, they may have been used for more than the years listed here.

I had one of these gear drives that has a broken gear and I wanted to fix it if I could since they are getting harder to obtain.

I also had a few of them with broken housings that had good gears. Could I remove a good gear from a bad housing and replace a broken gear in a good housing?

The first thing was to decide how to get the unit apart. After removing the screw on the cover, the cover comes off. Inside, a worm gear sits in two bronze oillite bushings. The worm gear with bushings lifts out as a unit.

The large gear is on a shaft that runs through the

housing to a small gear on the back.

The smaller gear and shaft are a unit. There is another oillite bushing in the housing. Where the shaft extends through the housing it is rectangular shaped so that the large gear won't slip when it turns.

A bit of the rectangular shaft extends through the gear and its edges are peened so that the shaft won't pull out of the gear.

With my Dremel Tool and a small grinding wheel I ground off the excess peening and was able to remove the shaft with oillite bushing and small gear. I cleaned everything thoroughly as it was full of grease.

With the knowledge of what it took to dismantle it, I now dismantled a second one with a broken housing but a good gear.



Gears and bushing shown with other pieces. Small clip in center was used in assembly. Large gear shown is replacement for broken unit.

When these come apart the oillite bushing wants to stay on the shaft with the small gear. When the top edge of the shaft is peened over it tends to slightly swell the rectangular part of the shaft so that the oillite bushing doesn't want to slide off.

I used a file to dress the edge of that area until the bushing slid off easily.

Again, I made sure to get all of the small parts thoroughly clean so that I could put it all back together.

Using my Dremel again with the same grinding wheel I cut a groove in the shaft that protrudes from the gear housing.

The Dremel wheel cuts the right thickness to take a small spring clip shown in this page, top left photo.

This allows it to be assembled with the spring keeper completing the repair. If it ever needs maintenance in the future it can be quickly dismantled for whatever service it needs.

In the photo above I wanted to show the pieces before I applied grease to it.

At this point it can be lubricated, closed up and it should work just fine.



Reassembled unit shows spring clip on shaft and is ready to operate.