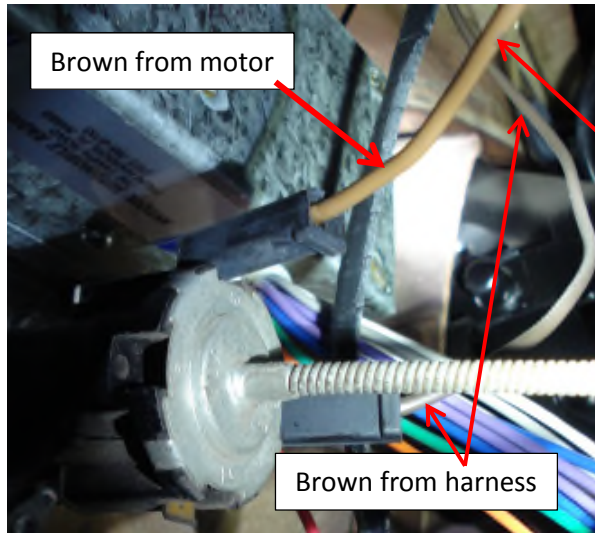


I have a 62 that has several heater related issues that I am trying to work through.

1. The blower motor is not wired to the controller. I do not even find a wire attached to the motor for this purpose, but I did find a blade terminal that I assume is for the power. Beyond the wire for power, how is the motor grounded? Should it have a second wire for ground, or does it ground through the mounting? If a separate ground wire is used, where does it terminate?

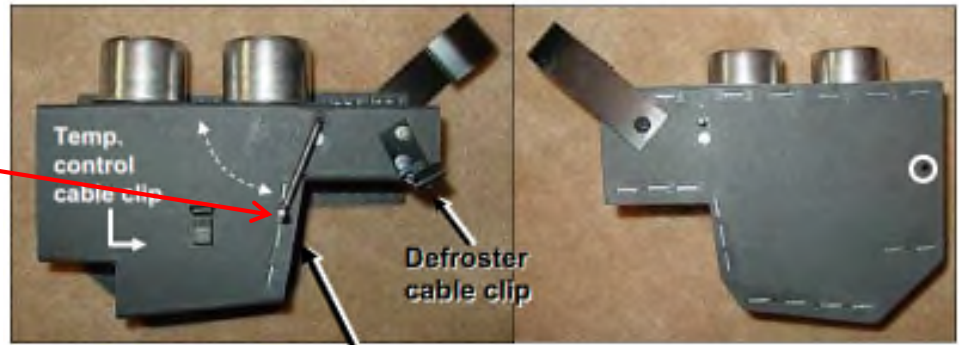
On my '60, the blower motor (repro) has a single brown wire coming out the side and it has a spade connector which attached to the heater/defroster control switch on the top side of the switch as viewed from the rear. As I recall I needed to add the female connector shown in the pic below. There is no separate ground wire to the motor. My guess is that it grounds via the cable attachment at the dash.



2. The defroster box control does not move. I think the pressboard box got deformed on install, so the flap is bound up. I am thinking of replacing with a metal box (not a car I intend to get judged). Ever use one?

I have no experience with the metal defroster box but since you are not going to have the car judged, it sounds like a good idea to me. That cardboard box is pretty flimsy, especially if it ever gets wet.

Do you hear any movement of the flap inside the box when you move this lever?
Does the lever move at all?



Defroster box

This rod moves the "door" up and down. In the up position (dash knob pushed in) the defrosters are by-passed. Pulling the knob out pulls the door down and sends all flow to the ducts.

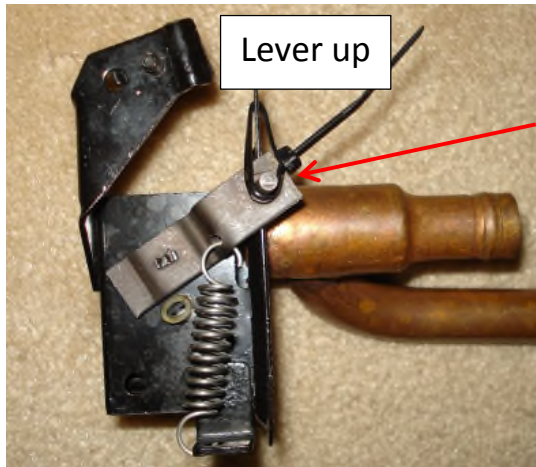
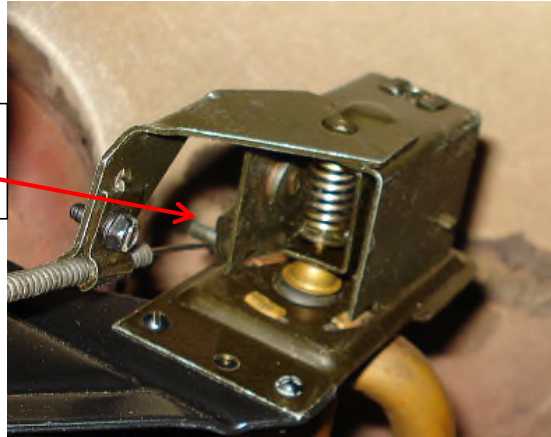
Defroster door in down position diverts air to defroster ducts

White circles indicate locations of attaching screws.

3. The temp control valve also seems to be frozen. The cable does not move when I try to pull the knob. I manually tried to operate the valve with no luck. Any advice on getting it to work before I just replace it?

Did you disconnect the cable from the stud on the valve and try to move the lever up and down? If that lever does not move I suspect the valve is locked up. The lever has about one inch of travel. The rubber seal may be shot too.

Disconnect cable here and try to move the lever on the valve.

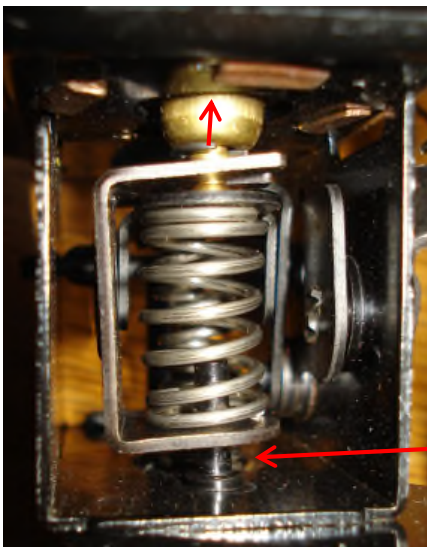


Lever up

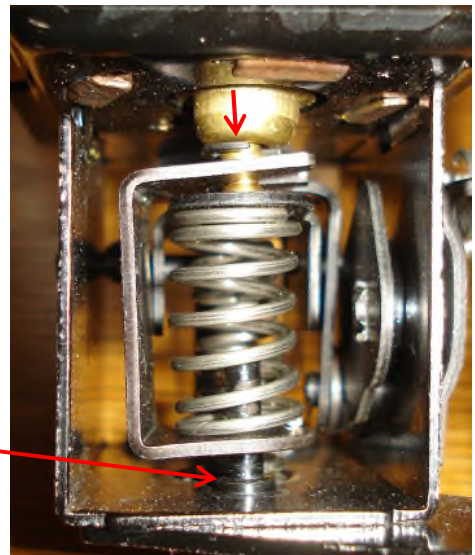
Note the valve is shipped with the plunger wire-tied in the open position.



Lever down



This spring-loaded plunger assembly moves about an 1/8th of an inch through full travel of the actuating lever moved by the cable. Movement is pretty subtle.



Lever in the up position:
"Piston" is pushed in and the valve opens to let hot water flow.

Lever in the down position:
"Piston" is pulled back and the valve closes to prevent hot-water flow.