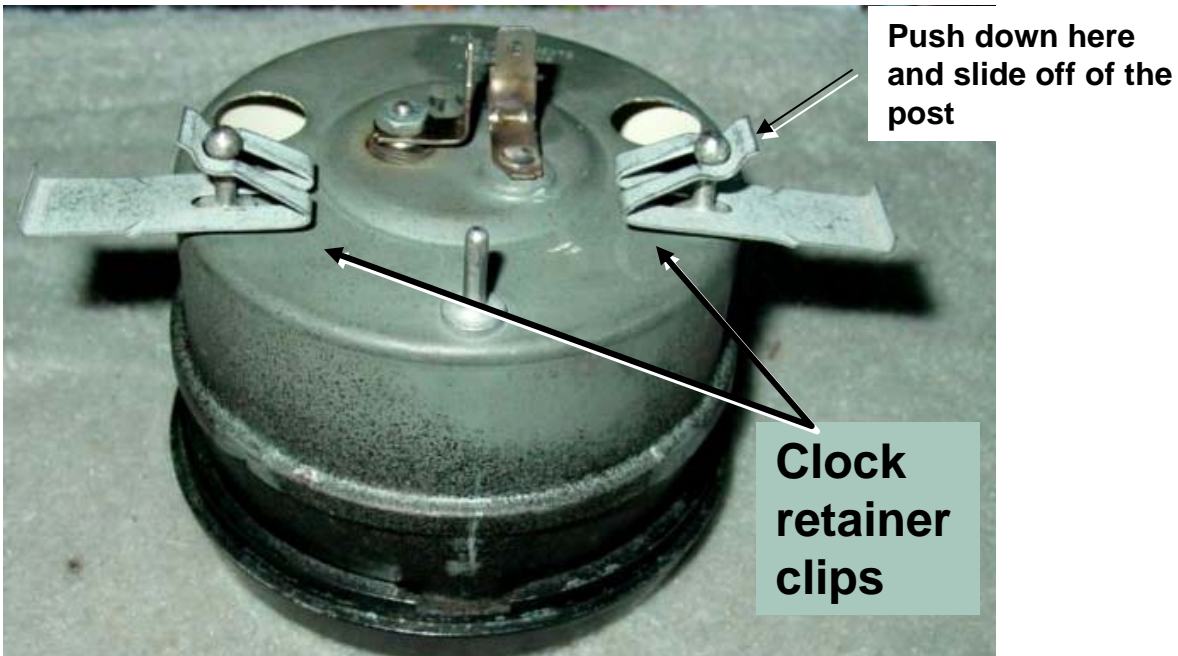


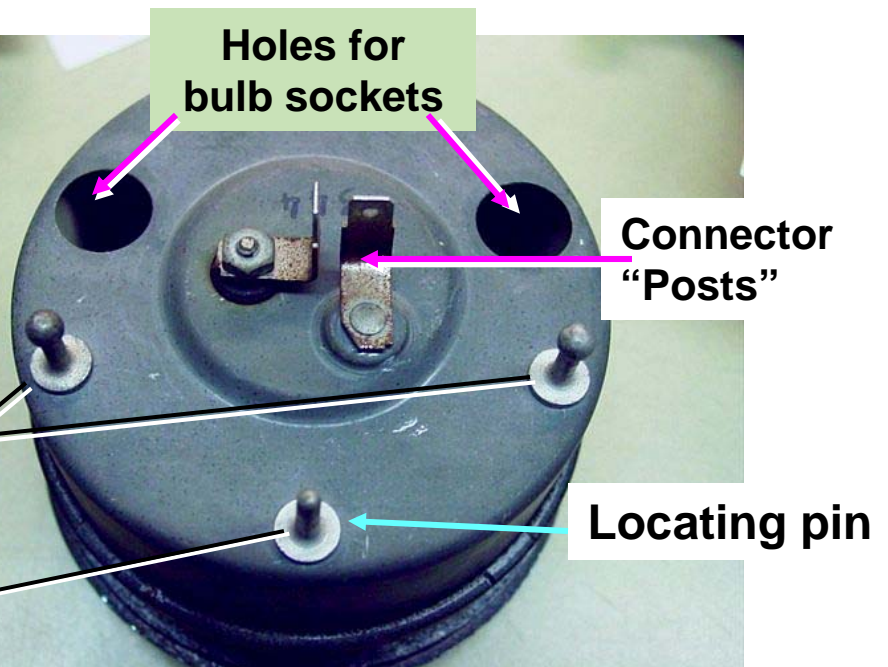
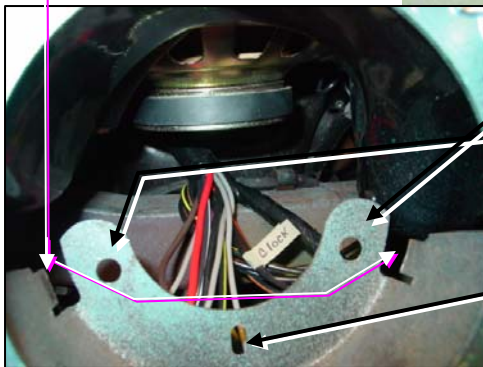
Mid-year Clock removal and inspection.

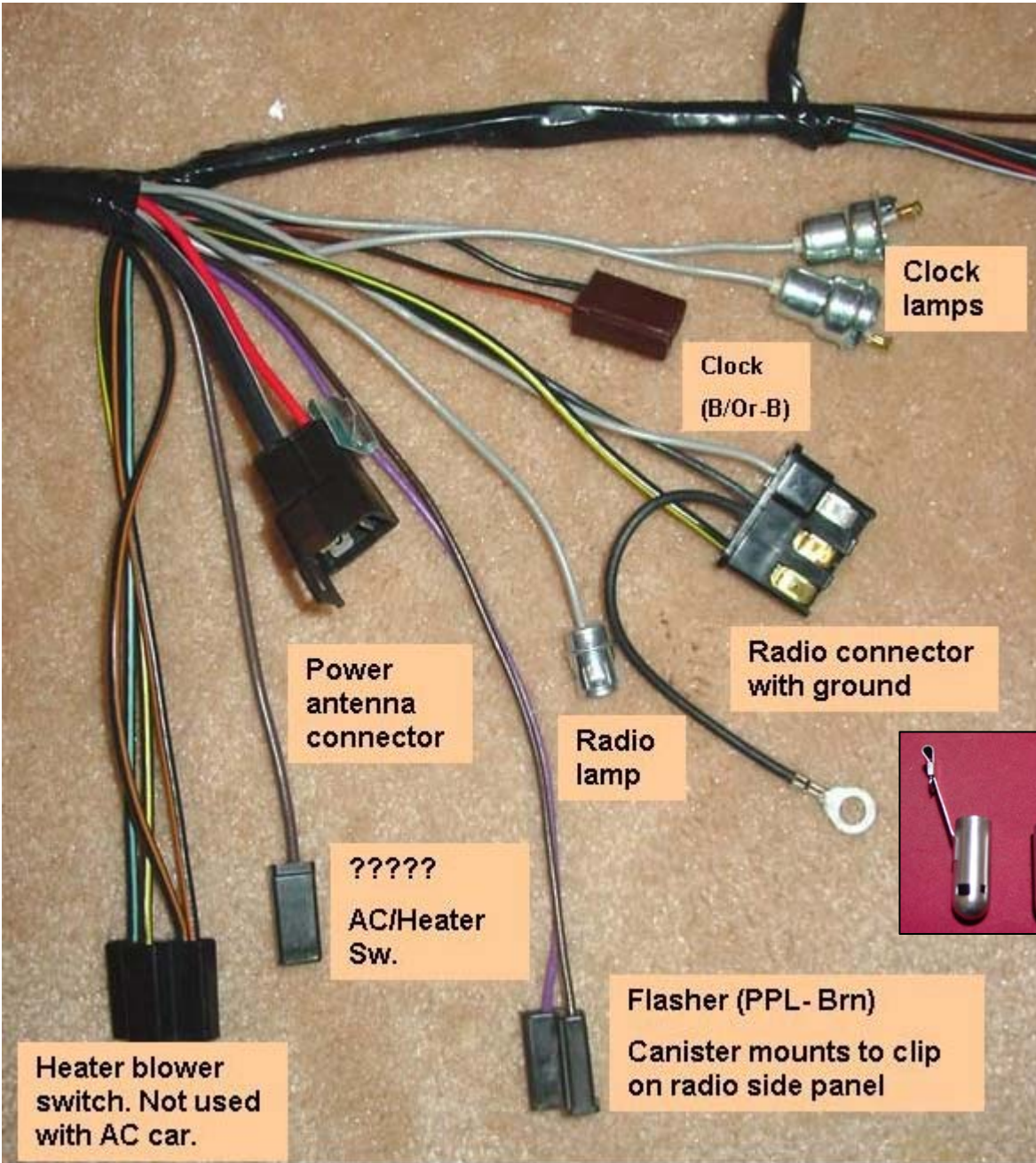
Some notes by Dave Zuberer

Remove passenger side radio side panel. Remove glove box to make things easier though maybe not necessary. Reach up and find the two spring clips that hold the clock into the recess in the dash (see figure below). Remove the clock connector from the rear of the clock. Remove the two sockets that are pressed into the holes in the rear of the case (see harness pic below). Clock should come out of the dash easily.



If you have an AC car, the torpedoes for the lamps clip on here.



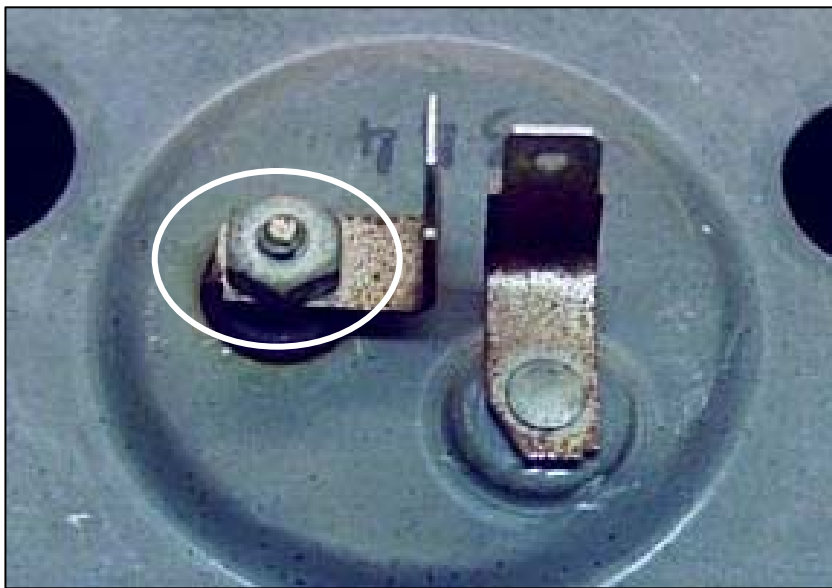


Here are the connectors from the dash harness that you will find in the radio/clock area. If your car has AC you will also find two bulbs in "torpedo" fittings (inset) that clip to the side of the clock recess. They are wired to the fuse panel separately (plugs into one of the Acc. Slots). They come with green flexible covers that slide over the tips (not shown).



To separate the two halves of the clock housing, gently pry up the crimped spots as shown at left.

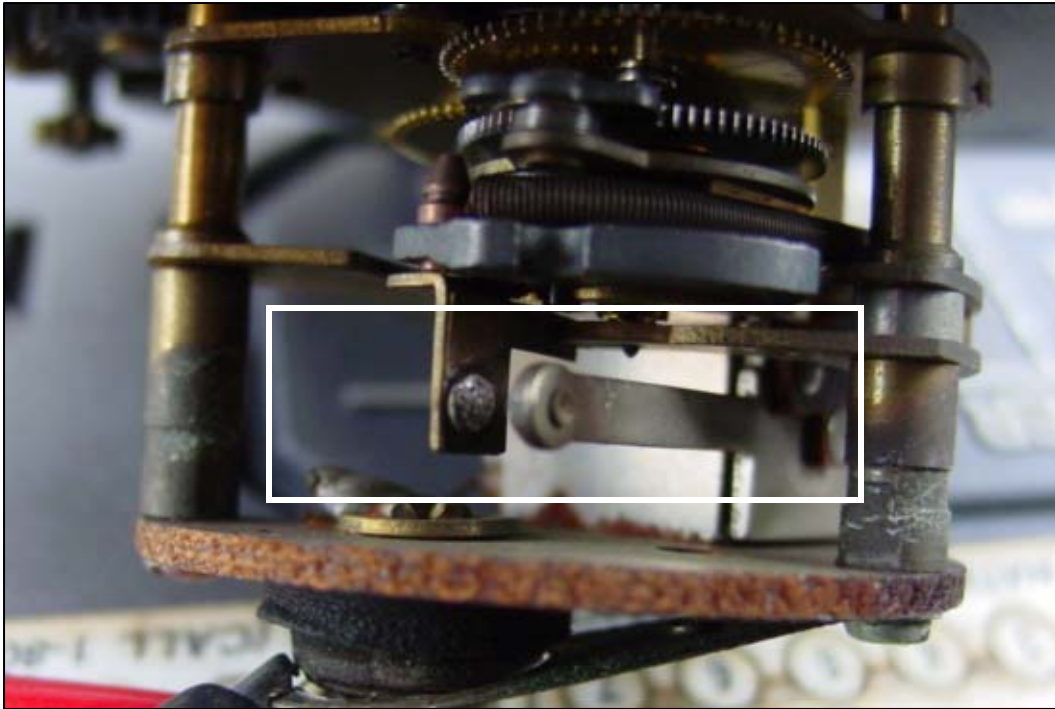
Then, separate the two halves of the case.



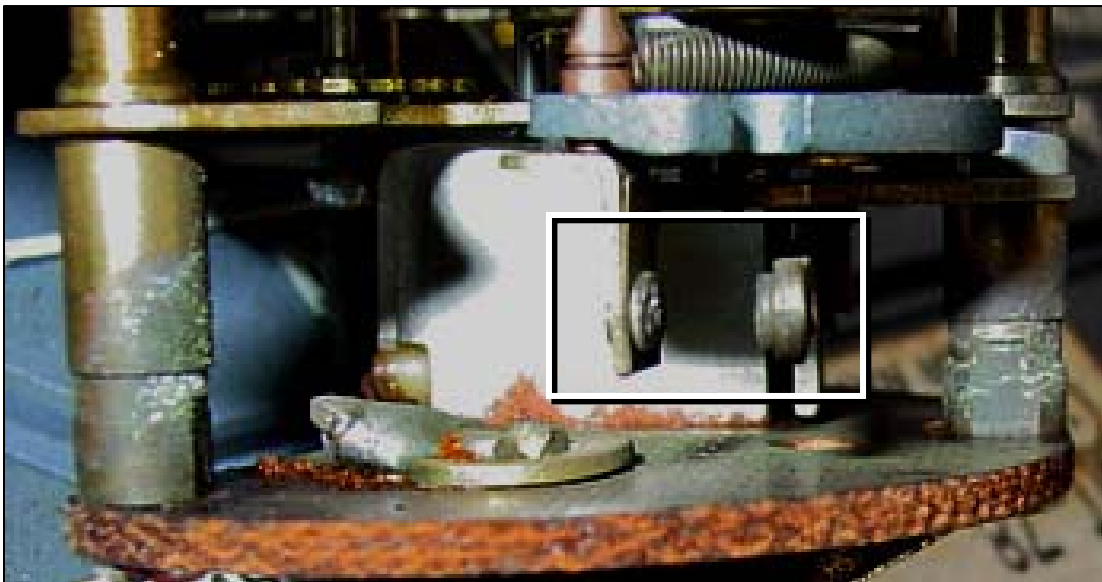
To remove the clock mechanism from the housing, you need to undo the nut shown at left to remove the post and allow the stud to slide through the back of the case. Be careful not to damage the rubber insulator.

To remove the clock mechanism from the front half of the housing you'll need to remove the time-set knob. I used a needle-nose to hold the shaft while I unscrewed the metal knob.

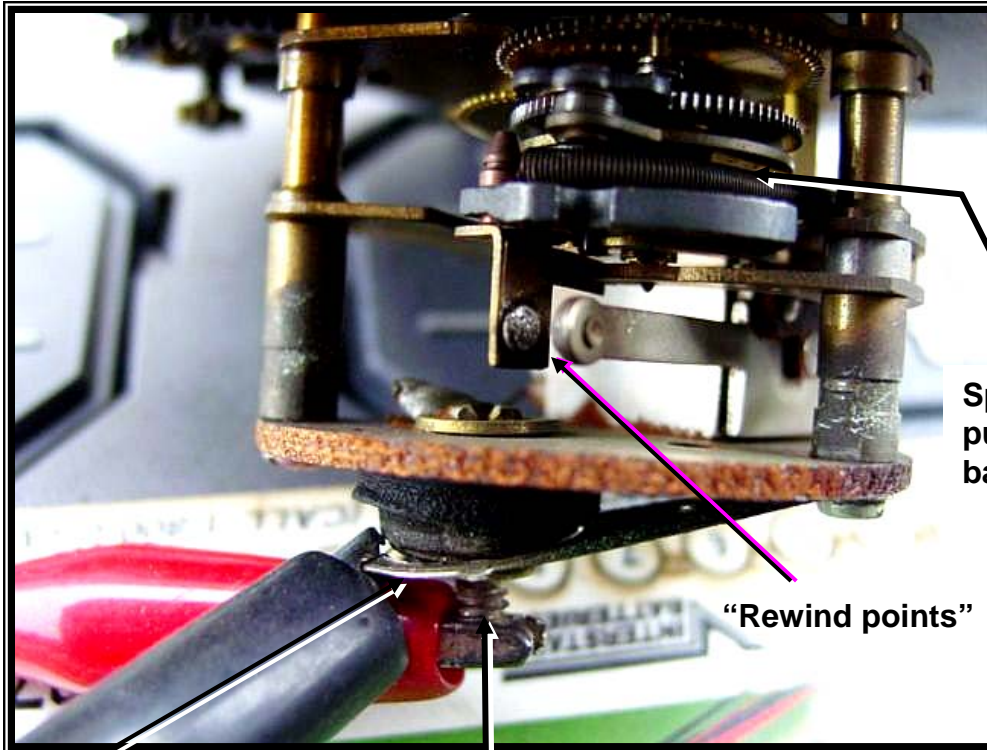




In the picture above (white box), you can see the spring-loaded contact points that activate the winding mechanism. These open and close every 3 to 5 minutes and they are responsible for the slight clunking noise you here in the dash. I always listen for mine when I tighten down the green knob on the battery! Needless to say, the clock never has the correct time (but it would if I left it running).



Here you can see the pitted points before I cleaned them up with a small file and some emery cloth.



Spring that pulls the points back.

“Rewind points”

Here I have a jumper from the positive battery terminal to the stud from which the post was removed above and a jumper from the negative battery post to the other contact.

Once I got the gist of the mechanism, I used spray tuner cleaner (Radio Shack) and PB Blaster and a toothpick or needle to apply it to the gear axles, etc. Kroil would work well if you have it. I get it at Cabelas in the gun maintenance section. Eventually the mechanism started to run on its own (after repeatedly teasing the “flywheel”) and it has worked ever since. I let it run for a few hours before putting it back together.