

MAINTENANCE

Maintenance of the lighting units and wiring system consists of an occasional check to see that all wiring connections are tight and clean, that the lighting units are tightly mounted to provide good ground and that the headlamps are properly adjusted. Loose or corroded connections may cause a discharged battery, difficult starting, dim lights, and possible damage to generator and regulator. Wire harnesses must be replaced if insulation becomes burned, cracked, or deteriorated. Whenever it is necessary to splice a wire or repair one that is broken, always use rosin core solder to bond the splice. Use insulating tape to cover all splices or bare wires.

When replacing wires, it is important that the correct gauge size be used. Never replace a wire with one of a smaller gauge size.

Each harness and wire must be held securely in place by clips or other holding devices to prevent chafing or wearing away the insulation due to vibration.

By referring to the wiring diagrams, circuits may be tested for continuous circuit or shorts with a conventional test lamp or low reading voltmeter.

HEADLAMP ADJUSTMENTS

Headlamp Aiming

The headlamps must be properly aimed in order to provide maximum allowable road illumination. When using mechanical aimers, follow Equipment Manufacturers instructions.

Headlamps should be checked for proper aim at new car predelivery, every 12 months, after installing a new sealed beam unit or if front end sheet metal is adjusted or repaired. Aiming can be performed without removing

headlamp bezels (fig. 8B-1).

Horizontal and vertical aiming of each sealed beam unit is provided by two adjusting screws which move the mounting ring in the body against the tension of the coil spring. There is no adjustment for focus since the sealed beam unit is set for proper focus during manufacturing assembly.

Some state and local authorities have requirements for headlamp aiming adjustments and these requirements should be followed.

Headlamp Panel Adjustment

Alignment Procedure (Fig. 8B-2)

1. "In-out" loosen screws fastening slotted bracket to underside of headlamp housing assembly.
2. "Down" lamp cover top to opening; by turning hex head screw fastened to top of pivot link.
3. "Open" fully extended actuator with rod.
 - a. Remove spring from actuator rod pin.
 - b. Remove cotter pin from rod pin.
 - c. Turn actuator rod until bushing hole aligns to forward end of slot in connecting link extended position, with engine idling for vacuum.
 - d. Shut off engine, retract actuator rod and unscrew rod 1/2 turn to preload actuator rod in link.
4. "Up" (bezel to opening alignment) Loosen jam nut and turning bumper covered screw up or down to touch then up 1-1/2 turns more. The micro switch on the linkage must shut off warning lamp when lights are fully extended.

The headlamp housing must be properly aligned before headlamps are aimed.

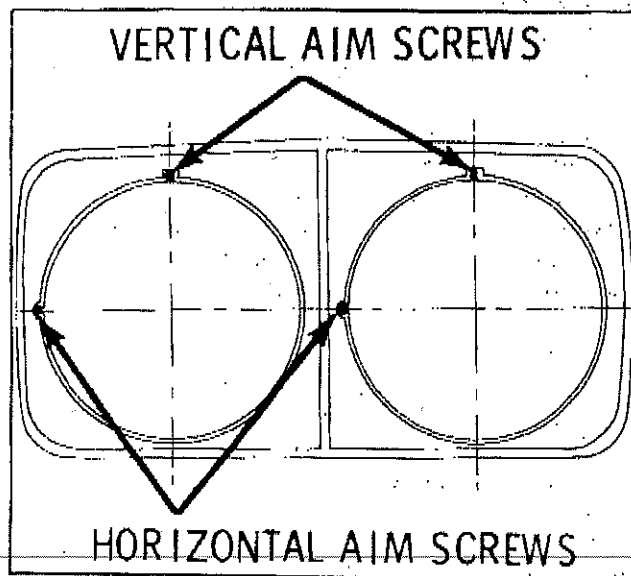


Fig. 8B-1—Four Headlamp System Aiming Screws

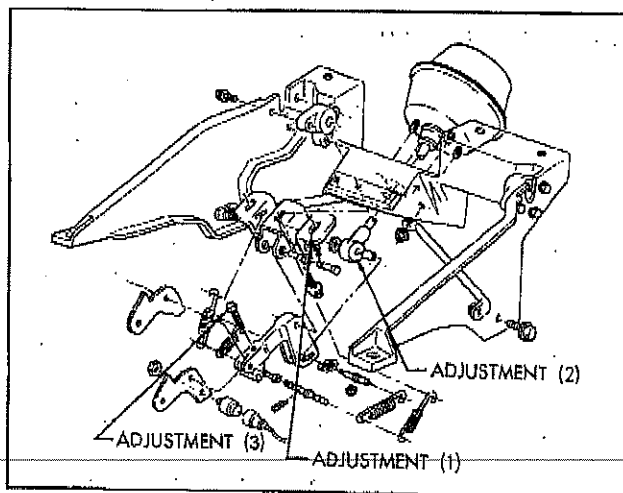


Fig. 8B-2—Headlamp Panel Adjustment