

SECTION B

LIGHTING SYSTEMS

CONTENTS

Division	Paragraph	Subject	Page
I	120-9	SPECIFICATIONS AND ADJUSTMENTS: Lighting System Specifications	120-10
II	120-10 120-11 120-12	DESCRIPTION AND OPERATION: Headlights and Controls Parking, Tail, Stop, License, Back-Up and Trunk Lights Interior Lights and Cigar Lighters	120-10 120-17 120-18
III	120-13	SERVICE PROCEDURES: Headlamp Sealed Beam Unit Replacement and Adjustment	120-19

I SPECIFICATIONS AND ADJUSTMENTS

120-9 LIGHTING SYSTEM SPECIFICATIONS

a. Lamps, Switches, Wiring

Headlamp Make and Type	Guide, Dual T-3 Sealed Beam
Headlamp Lens Diameter	5-3/4"
Tail, Stop, Parking, Signal Lamps, Make	Guide
Lighting Switch, Make	Delco-Remy
Wiring Circuit Type	Single Wire
Wiring Circuit Protection for Head and Front Parking Lights	Thermo Circuit Breaker
Thermo Circuit Breaker Location	In Lighting Switch
Thermo Circuit Breaker Calibration @ 75° F.	
Stay Closed Indefinitely @ Amps.	15
Open Within 60 Seconds @ Amps.	26

b. Fuses and Circuit Breakers (See Figure 120-9, 10 or 11)

c. Lamp Bulbs (See Figure 120-12 or 13)

DIVISION II

DESCRIPTION AND OPERATION

120-10 HEADLIGHTS AND CONTROLS

a. Description of Lighting Switch

The switch uses a multiple push-on type connector. It is a "push-pull" type which also incorporates a manually operated

rheostat for controlling the instrument panel lights, and a detent position which completes the dome light circuit. Three "push-pull" positions of the switch knob provide control of the exterior lights as follows:

1. Off position (knob all the way in) cuts off all lights controlled by the switch.
2. Parking position (knob pulled out to first notch) turns on the

parking lights, tail lights, and license light and key light. The instrument panel lights also will be turned on if the rheostat is set for these lights.

3. Driving position (knob pulled out to last notch) turns parking lights off and turns headlights on, while the other lights remain as in the parking position. The headlights will be on the upper or

WHERE USED	LOCATION	AMPERES	TYPES	LENGTH
RADIO	FUSE BLOCK	7.5	AGC	1-1/4
DIR. SIGNAL, STOP AND BACK-UP LAMPS	FUSE BLOCK	15	AGC	1-1/4
TAIL LAMPS, CLOCK AND GLOVE BOX LAMP (SPOT LAMP)	FUSE BLOCK	10	1AG	5/8
BLOWER MOTOR (HEATER AND/OR AIR CONDITIONING)	FUSE BLOCK	30	AGC	1-1/4
PANEL LIGHTS-SHIFT INDICATOR, CLOCK LAMP, HEATER LAMP, ASH, RECEIVER LAMP	FUSE BLOCK	4	AGC	1-1/4
WIPER AND TRANS. SHIFT SWITCH	FUSE BLOCK	25	AGC	1-1/4
LIGHTER AND DOME LAMP	FUSE BLOCK	15	7AG	7/8
REAR WINDOW DEFROSTER 120-9	IN LINE	5	AGC	1-1/4

Figure 120-9—Fuse Chart - Special and Skylark

lower beams depending on the position of the separate dimmer switch.

In the parking and driving positions, the instrument panel lights are controlled by rotating the light switch knob. With the knob turned counterclockwise, these lights are on maximum brightness. As the knob is turned clockwise, they gradually dim until they are off at the full clockwise position of the knob.

4. Dome light position (knob turned fully counterclockwise) turns the dome light on. The dome light can be turned on regardless of the in-or-out position of the switch.

b. Description of Thermo Circuit Breaker

A thermo circuit breaker is incorporated in the lighting switch assembly, to protect wiring from damage due to short circuits in the headlight and front parking light circuits only.

The thermo circuit breaker consists of a bi-metal blade and set of contact points connected in series with the lighting circuits. An abnormal flow of current through the circuit breaker, such as would be caused by a short circuit in a lighting circuit, heats the bi-metal blade sufficiently to separate the points and cause them to vibrate. The vibrating blade alternately opens and closes the circuit, thus reducing the flow

of current and protecting the wiring against overheating and burning. The flickering light produced by the vibrating circuit breaker serves as a warning to the operator of vehicle that a short circuit exists.

c. Test of Lighting Switch

If the lighting switch is suspected of being faulty, the contacts can be tested by connecting a low reading voltmeter between the wire supplying current to the contact and the wire conducting current away. This must be done with the switch in a position where the contact under test is closed. See Figure 120-14.

WHERE USED	AMPERES	TYPES	LENGTH
RADIO	7.5	AGC	1-1/4
DIR. SIGNAL AND STOP LAMPS	15	AGC	1-1/4
BACK-UP LAMPS	10	AGC	1-1/4
TAIL LAMPS - LICENSE LAMP, CORNERING LAMP (SPOT LAMP)	15	AGC	1-1/4
BLOWER MOTOR (HEATER AND/OR AIR COND.)	30	AGC	1-1/4
DOMELAMP	20	SFE	1-1/4
INSTRUMENT LAMPS	4	AGC	1-1/4
WIPER & TRANS. SHIFT SW. FEED	25	AGC	1-1/4
GLOVE BOX, COURTESY LAMPS & CLOCK	7.5	AGC	1-1/4
ANTENNA MOTOR	10	AGC	1-1/4
REAR WINDOW DEFROSTER	7.5	AGC	1-1/4
PARKING BRAKE WARNING LAMP, CLUSTER AND SPEED SAFETY BUZZER OR ELECTRO CRUISE	7.5	AGC	1-1/4

120-10

Figure 120-10—Fuse Chart - LeSabre, Wildcat and Electra

WHERE USED	AMPERES	TYPES	LENGTH
RADIO	7.5	AGC	1-1/4
DIR. SIGNAL, STOP AND BACK-UP LAMPS	15	AGC	1-1/4
TAIL LAMPS - LICENSE LAMP, (SPOT LAMP)	15	AGW	7/8
BLOWER MOTOR (HEATER AND/OR AIR COND.)	30	AGC	1-1/4
DOMELAMP	20	AGW	7/8
INSTRUMENT LAMPS	4	AGC	1-1/4
WIPER & TRANS. SHIFT SW. FEED	25	AGC	1-1/4
CLOCK, GLOVE BOX AND COURTESY LAMP AND POWER ANTENNA	9	SFE	7/8
REAR WINDOW DEFROSTER	5	AGC	1-1/4
CLUSTER AND ELECTRO CRUISE	6	AGA	5/8

120-11

Figure 120-11—Fuse Chart - Riviera

WHERE USED	LAMP NO.	NO. USED	CANDLE POWER	MODEL
(FRONT)				
HEADLAMP-5-3/4 DIA. TYPE-1	4001	2	37.5W	43-44
HEADLAMP-5-3/4 DIA. TYPE-2	4002-L	2	37.5-55W	43-44
HEADLAMP-5-3/4 DIA. TYPE-2 (EXPORT)	4002-L	2	37.5-55W	43-44
PARK & DIR. SIGNAL LAMP (EXCEPT CALIF.-CALIF. WILL USE 9417867-2**1157 BULBS)	1157A	2	34/4	43-44
SPOT LAMP	4404	1	30 W	43-44
(REAR)				
TAIL, STOP & DIR SIGNAL LAMP	1157	2	32/4	43-44
BACK UP LAMP	1156	2	32	43-44
LICENSE LAMP	97	1	4	43-44
LUGGAGE COMPARTMENT	89	1	6	43-44
(INSTRUMENT PANEL)				
INDIRECT LAMP	194	3	2	43-44
(INDICATORS)				
HEADLAMP HI BEAM	194	1	2	43-44
DIR. SIGNAL	194	2	2	43-44
OIL PRESSURE	194	1	2	43-44
WATER TEMP.	194	1	2	43-44
GEN. CHARGE	194	1	2	43-44
(SERVICE ILLUMINATION)				
AUTO. TRANSMISSION DIAL (INCLUDES CONSOLE)	1893	1	2	43-44
RADIO DIAL	1881	1	2	43-44
HEATER-DEFROSTER CONTROL DIAL	1893	2	2	43-44
GLOVE COMPARTMENT LIGHT	1893	1	2	43-44
ASH RECEIVER	1445	1	.5	43-44
PARKING BRAKE WARNING	1816	1	3	43-44
TACHOMETER	53	1	1	43-44
(INTERIOR ILLUMINATION)				
DOME-ROOF CENTER	211	1	15	43-44
FLASHER DIR. SIGNAL-	1	1		43-44
FLASHER DIR. SIGNAL--OPT. (2-LAMP)	1	1		43-44
COURTESY-RT. & LT. SAIL PANELS (EXCEPT WAGONS)	90	2	6	43-44
COURTESY LIGHT INST. PANEL	89	2	6	43-44
COURTESY LIGHT INTERIOR (WAGONS ONLY)	90	3	6	43-44
COURTESY LIGHT (CONSOLE)	90	1	6	44

120-12

Figure 120-12—Light Bulb Chart - Special and Skylark

WHERE USED	LAMP NO.	NO. USED	CANDLE POWER	MODEL
(FRONT)				
HEADLAMP-5-3/4 DIA. TYPE-1	4001	2	37.5W	ALL
HEADLAMP-5-3/4 DIA. TYPE-2	4002-L	2	375-55W	ALL
HEADLAMP-5-3/4 DIA. TYPE-2 (EXPORT)	4002-L	2	375-55W	ALL
PARKING & DIR. SIGNAL LAMP	1157A	2	32 & 4	ALL
SPOT LAMP	4404	1	30 W	45-46-48
CORNERING LAMP	1195	2	50	ALL
(REAR)				
REAR TAIL, STOP & DIR. SIG. LAMP	1157	4	32 & 4	45 & 46
REAR TAIL, STOP & DIR. SIG. LAMP	1157	6	32 & 4	48
REAR TAIL, STOP & DIR. SIG. LAMP	1157	6	32 & 4	49
BACK UP LAMP	1156	2	32	ALL
LICENSE LAMP	97	1	4	ALL
LUGGAGE COMPARTMENT	89	1	6	ALL
(INSTRUMENT PANEL)				
INDIRECT INSTRUMENT LAMP	194	4	2	45-46-48
INDIRECT INSTRUMENT LAMP	194	6	2	49
(INDICATORS)				
HEADLAMP HI BEAM	194	1	2	ALL
DIR. SIGNAL	194	2	2	ALL
OIL PRESSURE	194	1	2	45-46-48*
WATER TEMP. (COLD)	194	1	2	46-48 *
WATER TEMP. (HOT)	194	1	2	45-46-48*
GEN. CHARGE	194	1	2	45-46-48*
PARKING BRAKE WARNING	194	1	2	ALL
(SERVICE ILLUMINATION)				
GLOVE COMPARTMENT	1893	1	2	ALL
LIGHT (COURTESY)	89	1	6	ALL
AUTOMATIC TRANSMISSION DIAL (CONSOLE)	1893	2	2	49
AUTOMATIC TRANSMISSION DIAL (CONSOLE)	1816	1	3	46
AUTOMATIC TRANSMISSION DIAL (COL. SHIFT)	1893	1	2	49
RADIO DIAL	1892	1	1	ALL
IGNITION SWITCH LIGHT	53	1	1	45-46-48
ASH TRAY ASSEMBLY	1445	1	.5	45-46-48
ASH TRAY ASSEMBLY	53	1	1	49
CRUISE CONTROL SWITCH	194	1	2	ALL
A/C CONTROL	1893	2	2	ALL
COMFORT CONTROL	1893	2	2	48-49
HEATER & VENT CONTROL	1893	2	2	ALL
TACHOMETER (CONSOLE)	53	1	1	46
(INTERIOR ILLUMINATION)				
DOME - ROOF CENTER	1004	1	15	45-46 EXCEPT CONVERTIBLE & SPECIAL TRIM)
DOME - ROOF SIDE RAIL	90	2	6	48
DOME - REAR ARM REST (CONVERTIBLE)	90	2	6	45-46-48
COURTESY LIGHT - SAIL PANEL	90	2	6	46 & 49
CENTER CONSOLE - REAR	90	1	6	46
COURTESY LIGHT - FRONT CONSOLE	90	2	6	49
FLASHER 7-OPT. (3-LAMP)		1		ALL
FLASHER		1		ALL

Figure 120-13—Light Bulb Chart - LeSabre, Wildcat, Electra and Riviera

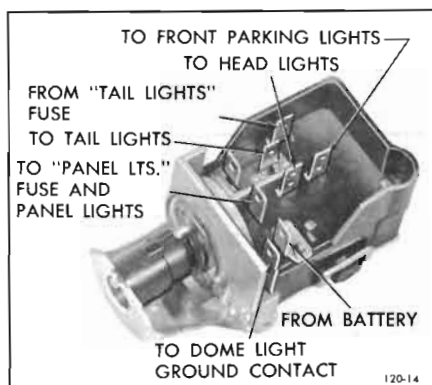


Figure 120-14—Lighting Switch—Bottom Side

1. In order to gain access to the headlight switch, remove the instrument panel cover.

2. To check the switch contact for the headlights, pull switch knob out to last notch, and also make sure dimmer switch is in upper beam position. Connect voltmeter prods between battery and headlight terminals of switch (between red and light blue wires). If voltage loss through switch contacts is over .2 volt, switch must be replaced.

3. To check the contact for the tail lights, connect voltmeter between tail lights and tail light fuse terminals (between two brown wires). If voltage loss is over .1 volt, switch must be replaced.

4. To check the contact for the front parking lights, put switch knob in first notch position. Connect voltmeter between battery and parking light terminals (between red and purple wires). If voltage loss is over .1 volt, switch must be replaced.

d. Replacement of Lighting Switch

1. Disconnect battery to ground cable to avoid a possible short circuit.

2. Remove screws that retain left access door to instrument panel and remove door.

3. Pull switch knob out to last notch, then depress the spring loaded latch button on top of switch, while pulling knob and rod assembly out of switch.

NOTE: If latch button is depressed before switch knob is pulled out, knob and rod assembly will not release.

4. Remove switch escutcheon. Remove switch from cluster assembly.

5. Unplug multiple connector from lighting switch.

6. Install switch in reverse order of above steps, making sure that switch alignment tang engages slot in cluster and ground plate before tightening escutcheon.

7. Reconnect battery ground cable.

e. Test of Light Switch Thermo Circuit Breaker

To test the thermo circuit breaker, remove lighting switch from instrument panel to avoid possible damage to adjacent instruments.

Since the current required to open the circuit breaker contacts depends somewhat on outside temperature, the circuit breaker should be tested at normal temperature (70° to 80°F.).

1. Connect an ammeter and a carbon-pile rheostat in series with the battery terminal of lighting switch and positive terminal of a 12-volt battery, and set rheostat to provide maximum resistance. Rheostat must have capacity for 50 amperes and be adjustable down to .3 ohms.

2. With switch on connect the headlight terminal of lighting switch and the negative post of battery.

3. Adjust rheostat to give 26 amperes. The circuit breaker should open within 60 seconds.

4. Adjust rheostat to give 15 amperes on ammeter. The circuit breaker should remain closed indefinitely at 15 amperes.

5. If circuit breaker does not operate as specified the lighting switch assembly must be replaced since internal repairs cannot be made.

f. Dual Headlamp Assembly

A dual headlamp system is standard equipment on all series and consists of two dual headlamp assemblies, one mounted on each side of the car.

Each dual headlamp includes two 5-3/4" T-3 sealed beam units mounted in a single housing enclosed by one headlamp door. The inboard unit is used for bright lights only and has a single filament. The outboard unit is used for both bright and dim lights and has two filaments. For identification, the inboard unit is marked "1", the outboard unit is marked "2".

When the dimmer switch is in the dim or lower beam position only, the outboard unit of each dual headlamp is on. Both outboard and inboard units of each headlamp are on when the dimmer switch is in the bright or high beam position.

The T-3 sealed beam unit has three projections equally spaced around the perimeter of the lens. These projections are ground off at the factory to provide a mounting surface for aiming devices. These aiming devices are used without having headlights on as described below.

g. Dimmer Switch

The driver may select the upper or lower headlight beam as traffic and road conditions demand by operating the dimmer switch mounted on the toe panel in a

convenient position for the left foot.

The dimmer switch opens and closes the circuits to the upper and lower lamp filaments in the sealed beam units, thereby alternately raising and lowering the headlight beams with each successive operation of the switch. Depression of switch button turns the rotary contact one position within the switch. The spring-loaded button automatically returns to the reset position when released.

The wiring connection to the dimmer switch is made by a multiple connector. The dimmer switch is mounted on the inner side of the toe pan, so the switch, connector and wiring are all inside the car.

h. Headlight Beam Indicator

Whenever the upper headlight beams are lighted, a beam indicator bulb in the instrument cluster also lights, producing a small spot of red light in front of the driver. For safety reasons, never pass an approaching car with the beam indicator showing red.

120-11 PARKING, TAIL, STOP, LICENSE, BACK-UP AND TRUNK LIGHTS

NOTE: See paragraph 120-9 for lamp bulb and fuse specifications.

a. Front Parking and Signal Lights

Each front parking and signal lamp contains one 32-4 CP lamp bulb which provides a 4 CP parking light and a separate 32 CP direction signal light. The pins on lamp bulb and slots in socket are offset to prevent improper installation of bulb in socket. The

parking light is controlled by the lighting switch and the circuit is protected by the switch thermo circuit breaker. The turn signal light is separately controlled by the signal switch and the circuit is protected by a 15 ampere fuse on the fuse block under the instrument panel. All front turn signal bulbs are amber in color.

b. Tail, Stop, and Signal Lights

Each rear lamp assembly contains a 32-4 CP bulb which is used as a combination tail, stop, and direction signal light. The tail lights are controlled by the lighting switch and the circuit is protected by a 10 ampere fuse on the fuse block.

The stop lights are controlled by a mechanical switch mounted on the brake pedal bracket. This spring loaded switch makes contact whenever the brake pedal is applied. When the brake pedal is released, it depresses the switch to open the contacts and turn the brake lights off.

The direction signal switch is in the circuit, so the stop lights may be flashing or constant depending on the position of the switch. The direction signal and stop light circuit is protected by a 15 ampere fuse mounted on the fuse block.

The combination tail, stop, and directional signal lamp bulb sockets can be snapped out from inside the trunk compartment on sedans. Since the position of the bulb filaments is important in the rear lamps, these sockets have been provided with a tongue and groove index to insure correct positioning. To change the bulb on the station wagon it is necessary to remove the lens.

c. Rear License Lights

The rear license lamp is mounted above the license plate to pro-

vide adequate lighting of the plate. The lamp contains one 4 CP lamp bulb which operates in conjunction with the tail lights, and its circuit is also protected by the 10 ampere fuse on the fuse block.

The lamp bulb may be replaced by removing the lamp lens.

d. Back-Up Lamps and Switch— Lower Series

On 3-speed manual transmission cars, the back-up light switch is mounted on the upper side of the steering column mast jacket in approximately the same location as the combined neutral safety back-up light switch on automatic transmission cars. See Figures 120-17 and 19. The manual back-up light switch has a spring-loaded switch slide which is engaged by a tang turned up from the control shaft tube metal. When the transmission is shifted into reverse, this tang pushes the slide to the left, closing the back-up switch contacts; when shifted out of reverse, the spring-loaded switch slide returns to the off position. When the transmission is shifted into second gear, the control shaft tang rotates in a different location so that it misses the switch slide.

To check for proper operation of the back-up light* switch, turn on the ignition switch, place the shift lever in reverse, and make sure the back-up lights are lit. Then place the shift lever in neutral and make sure the back-up lights are out. Next place the shift lever in second gear and make sure the lights are not lit. The switch mounting screw holes are slotted slightly, allowing some adjustment if necessary. See Figure 120-15.

On 4-speed manual transmission cars, the back-up light switch is mounted on the side cover of the transmission. The

switch is actuated by a small diameter rod connected to the reverse shift lever. Switch timing can be changed, if necessary, by bending the rod.

On automatic transmission cars, the back-up light switch is combined with the neutral safety switch. It is mounted on the mast jacket under the instrument panel. The switch is actuated by a flange turned up from the transmission control shaft; a slotted portion of the plastic switch slide projects through the opening in the mast jacket to engage this metal flange.

When the neutral safety portion of the switch is correctly timed, the back-up portion is properly timed automatically. Slotted mounting screw holes permit sidewise movement of the switch for proper timing. See Figure 120-17.

See subparagraph e for the adjusting procedure for the neutral safety and back-up light switch. The back-up light circuit is protected by the 15 ampere "BACK-UP, STOP, TURN" fuse on the fuse block.

e. Neutral Safety Switch Adjustment— Lower Series

Adjust neutral safety switch as follows:

1. Check shift control linkage and adjust if necessary.
2. Place shift control lever in Drive position.
3. Insert a 3/32" drill or a No. 42 drill through gauging hole in right forward face of switch and into gauging hole in center of switch slide.
4. If gauging drill enters hole in switch slide (approximately 1/4 inch), neutral safety switch adjustment is OK. If gauging drill will not enter hole in switch slide, loosen two switch mounting screws and move switch sidewise until gauge enters hole. Then retighten screws.

5. To recheck adjustment, turn on ignition switch, place shift control lever in reverse, and make sure back-up lights are lit. Set parking brake, place shift lever in Neutral and make sure engine will start. Then place shift lever in Park and try starting engine again. Engine must not start in Drive or Reverse.

f. Back-Up Lamps and Switch— Upper Series

Back-up lamps contain 32 CP bulbs behind clear plastic lenses.

The back-up light switch is combined with the neutral safety switch. It is mounted on the steering column jacket under the instrument panel. The switch is actuated by a lever on the transmission control shaft which projects through a slot in the jacket. When the neutral safety portion of the switch is correctly timed, the back-up portion is properly timed automatically. Slotted mounting screw holes permit sidewise movement of the switch for proper timing. See subparagraph g for the adjusting procedure for the neutral safety and back-up light switch. The back-up light circuit is protected by a 15 ampere fuse on the fuse block.

On 4-speed manual transmission cars, the back-up light switch is mounted on the side cover of the transmission. The switch is actuated by a small diameter rod connected to the reverse shift lever. Switch timing can be changed, if necessary, by bending the rod.

g. Neutral Safety Switch Adjustment— Upper Series

Check and adjust neutral safety switch as follows:

1. Check shift control linkage and adjust if necessary.

2. Place shift control lever in Park position.

3. Insert a 3/32" drill or a piece of 3/32" drill rod through gauging hole in operating lever and through gauging hole in switch body. See Figure 120-19.

4. If gauging drill or drill rod is now parallel with centerline of steering column jacket, neutral safety switch timing is OK. If gauging drill will not go through holes or is not parallel, loosen two switch mounting screws and move switch sidewise until gauge is parallel. Then retighten screws.

5. To recheck adjustment, turn on ignition switch, place shift control lever in reverse, and make sure back-up lights are lit. Set parking brake, place shift lever in Neutral and make sure engine will start. Then place shift lever in Park and try starting engine again. Engine must not start in Drive or Reverse.

120-12 INTERIOR LIGHTS AND CIGAR LIGHTERS

NOTE: See paragraph 120-9 for lamp bulb and fuse specifications.

a. Instrument Panel Lights

The speedometer, heater-defroster controls, ventilator or air conditioner controls, transmission control dial, ignition switch key slot, clock and ash tray are illuminated by lamp bulbs mounted to provide indirect lighting.

The instrument panel lights are controlled by the lighting switch as described in paragraph 120-10 and the circuits are protected by the 4 ampere fuse on the fuse block.

To replace an instrument cluster bulb, remove the socket and bulb

assembly from the instrument cluster by rotating counterclockwise. Replace the bulb and re-install the assembly by rotating it clockwise.

b. Parking Brake Warning Light

The parking brake warning light will show a red warning "BRAKE" signal light in the instrument cluster whenever the ignition switch is turned on while the parking brake is applied. The signal lamp is controlled by a switch mounted in position to be operated by the parking brake lever. The circuit is protected by a 7.5 ampere fuse on the fuse block.

When brake lever is in fully released position, the signal switch plunger must be depressed 3/16" to open the circuit. Adjustment is made by loosening the mounting screw and shifting the switch as permitted by the slotted screw hole. To replace bulb it is necessary to reach under instrument panel and pull light socket assembly from cluster.

c. Direction Signal Indicator Lights

The direction signal indicator consists of a 1 or 2 CP bulb mounted at each end of the instrument cluster.

d. Automatic Transmission Control Dial Light

The control dial in the instrument panel is illuminated by a 2 CP lamp bulb mounted in the cluster to provide indirect lighting. The light intensity is controlled by the lighting switch in the same manner as all instrument panel lights. To replace the lamp bulb, remove the socket and bulb assembly, replace the bulb and reinstall the assembly.

e. Cigar Lighter

The cigar lighter is heated by pressing the knob in until it latches; the knob will automatically unlatch and return to "off" position when heated to proper temperature.

The lighter is equipped with an ash guard, to prevent ashes and loose tobacco from falling on the user's clothing and to permit the lighter to be passed around without danger of burning the fingers.

f. Courtesy Lights

The courtesy light has a 6 CP bulb located above the glove box door. The courtesy light circuit is protected by a 7.5 ampere fuse on the fuse block.

To replace the bulb, remove the two screws holding the courtesy lamp in position, drop the lamp and replace the bulb.

III SERVICE PROCEDURES

120-13 HEADLAMP SEALED BEAM UNIT REPLACEMENT AND ADJUSTMENT

a. Replacement of Sealed Beam Unit

1. Remove headlamp door by removing four retaining screws.
2. Unhook the spring from retaining ring, then remove sealed beam unit and retaining ring, being careful not to disturb the two beam adjusting screws.
3. Install new sealed beam unit by reversing removal procedure. Position lens with the "1" or "2" up. The unit has three lugs

which fit into notches in the headlamp mounting ring.

CAUTION: Make sure that sealed beam unit is marked "1" for an inboard unit or "2" for an outboard unit.

4. Before installation of headlamp door, adjust headlamp for proper aim as described below.

b. Headlamp Aiming

The headlamps must be properly aimed in order to obtain maximum road illumination and safety that has been built into the headlighting equipment. With the Guide T-3 type sealed beam units, proper aiming is even more important because the increased range and power of this lamp make even slight variations from recommended aiming hazardous to approaching motorists. The headlamps must be checked for proper aim whenever a sealed beam unit is replaced and after any adjustment or repairs of the front end sheet metal assembly.

Regardless of method used for checking headlamp aim, car must be at normal weight, that is, with gas, oil, water, and spare tire. Tires must be uniformly inflated to specified pressure. If car will regularly carry an unusual load in rear compartment, or a trailer, these loads should be on car when headlamps are checked. Some states have special requirements for headlamp aiming adjustment and these requirements should be known and observed.

Horizontal and vertical aiming of each seal 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.

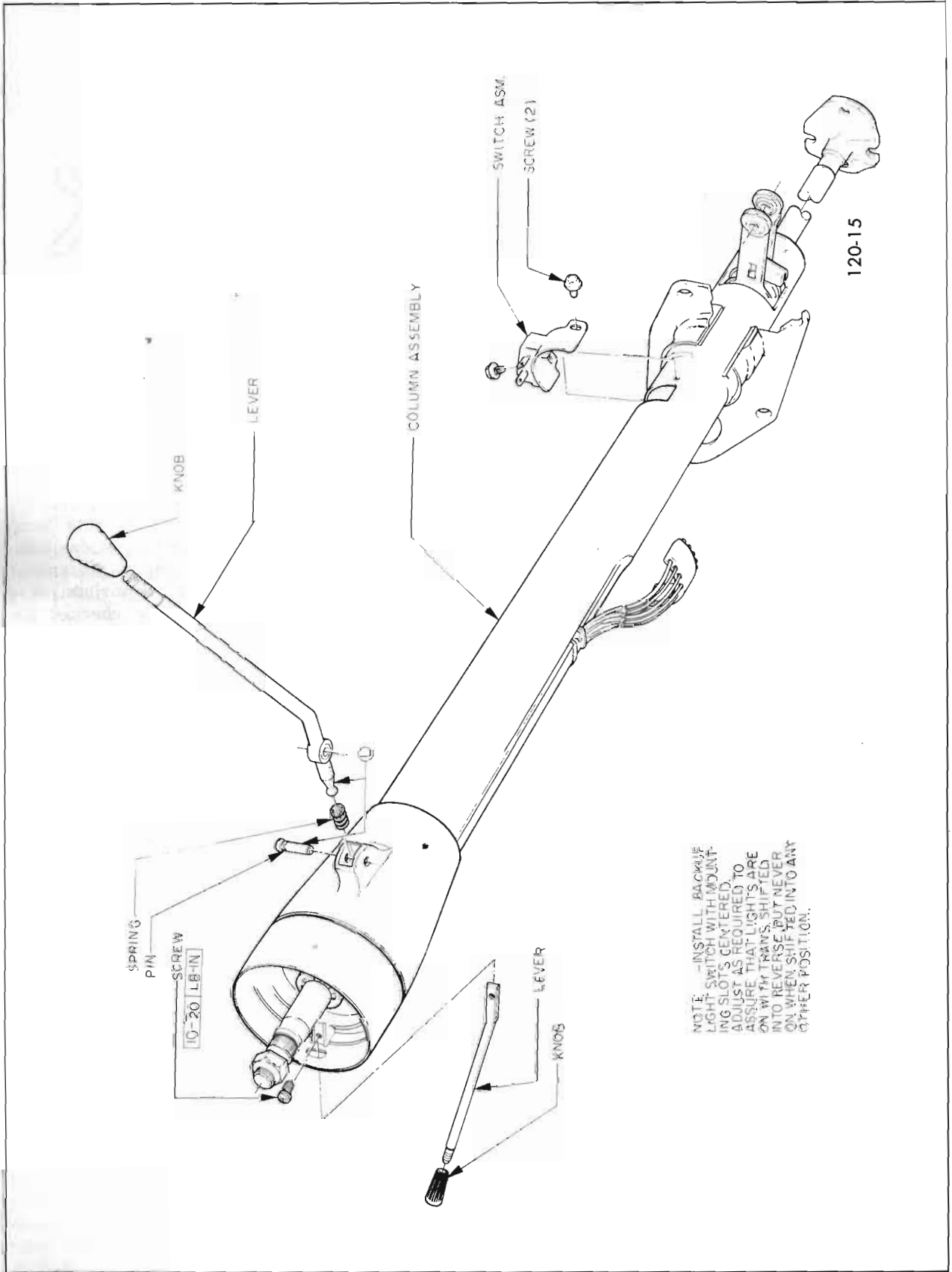
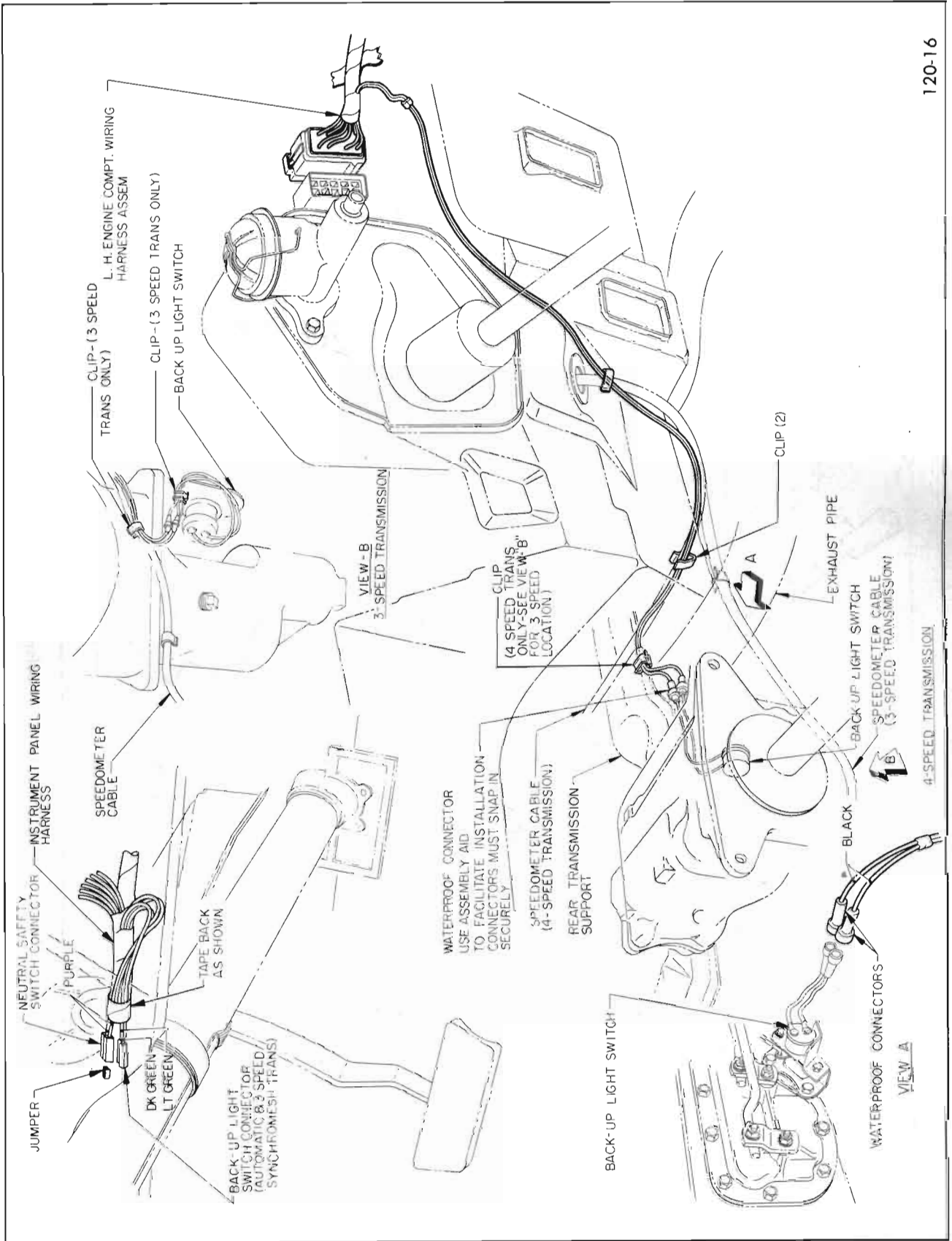


Figure 120-15—Back-Up Light Switch Installation - Man. Trans. Column Shift Special and Skylark



120-16

Figure 120-16—Back-Up Light Wiring - Man. Trans. Skylark Gran Sport

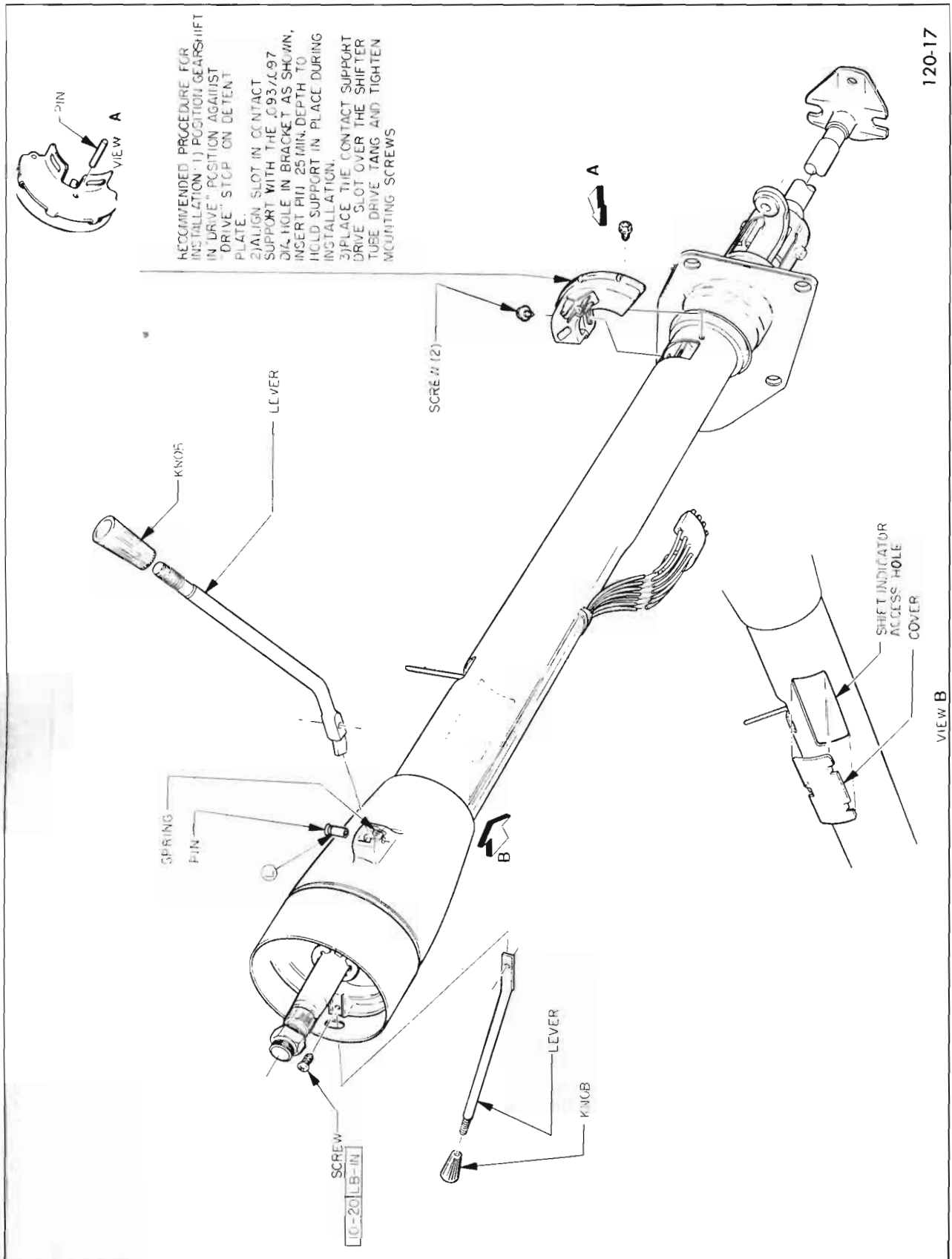
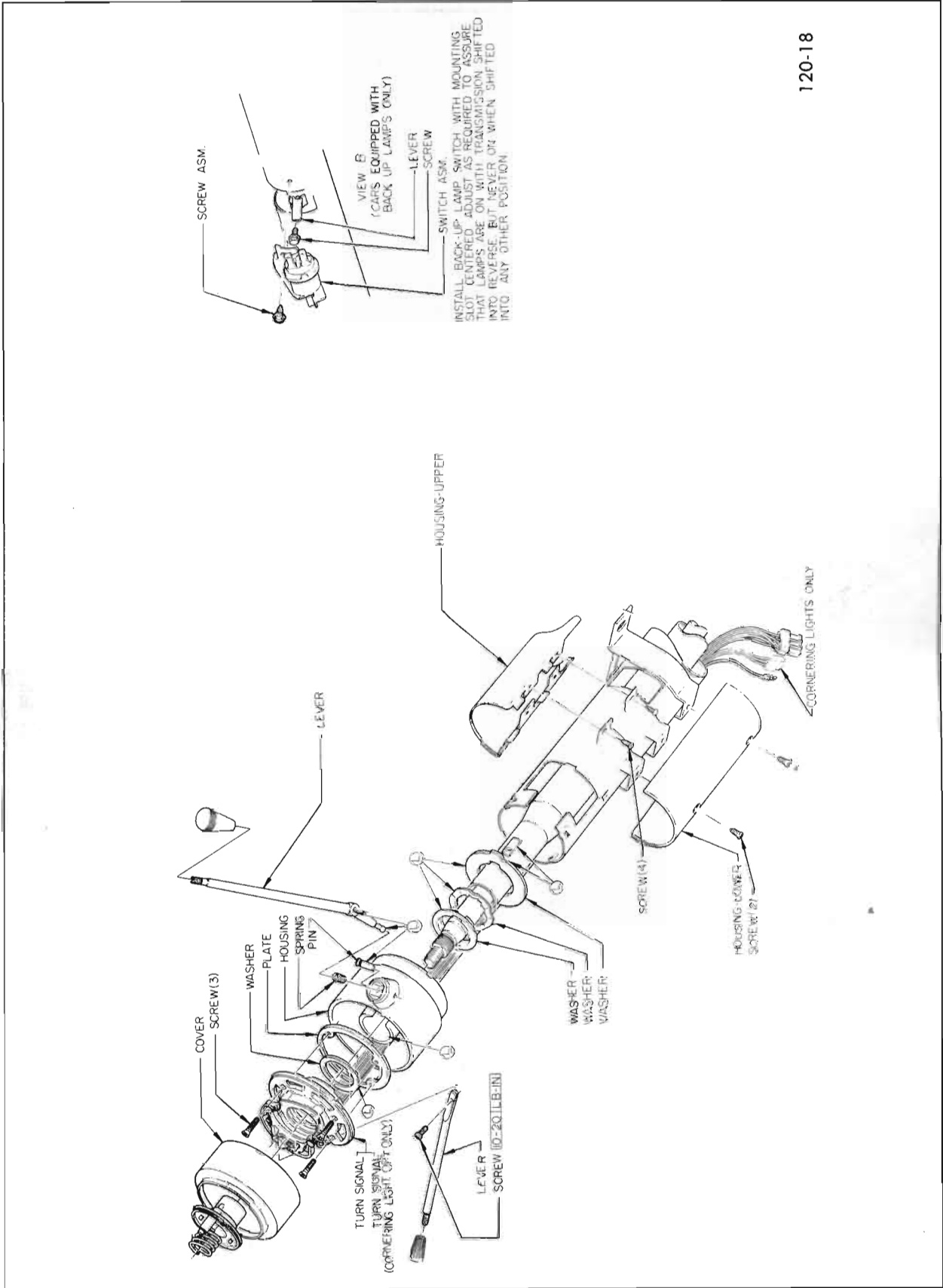


Figure 120-17—Neutral Safety Switch Installation - Auto. Trans.
Column Shift Special and Skylark



120-18

Figure 120-18—Back-Up Light Switch Adjustment - Man. Trans. LeSabre and Wildcat

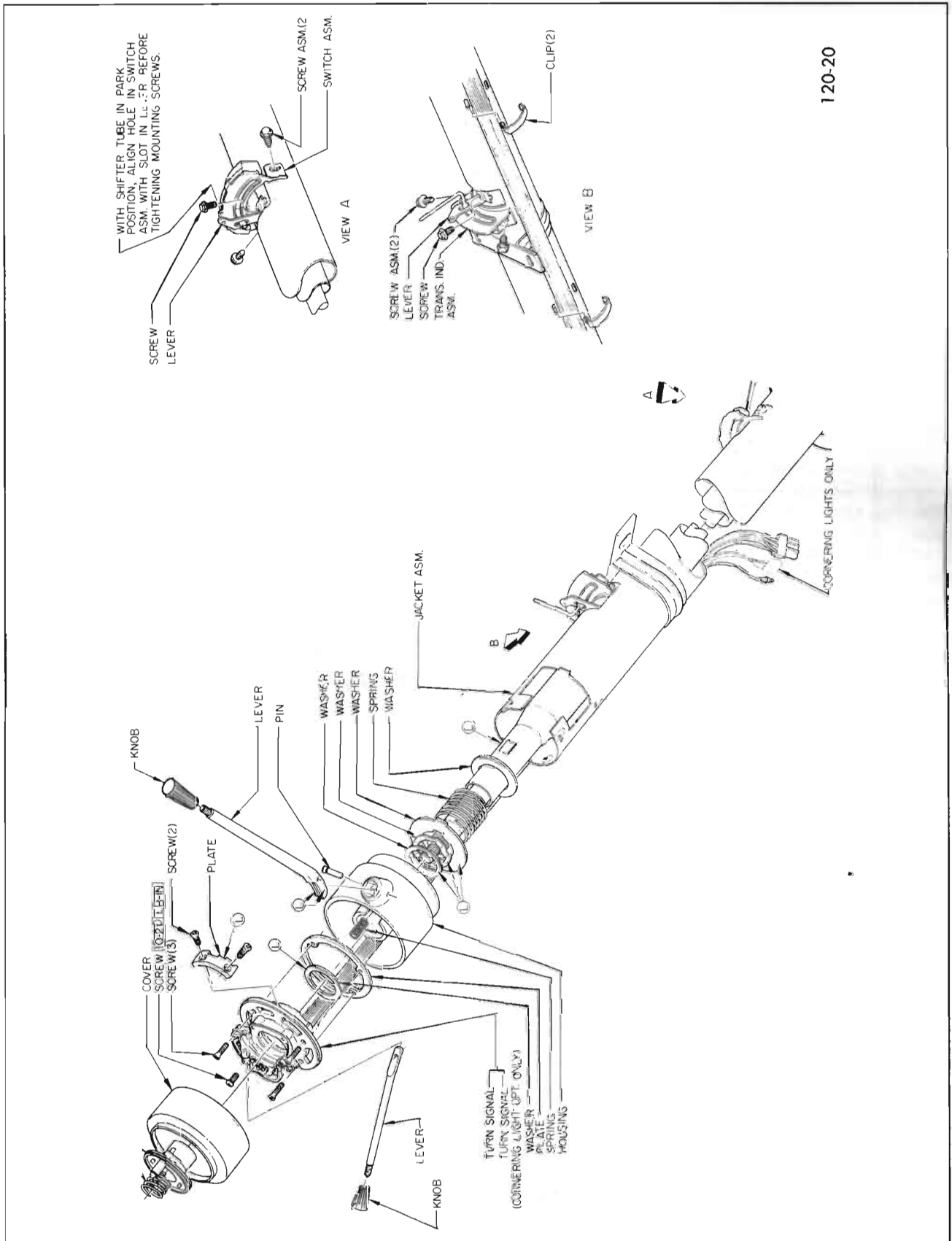


Figure 120-20—Neutral Safety Switch Installation - Riviera