

LIGHTING SYSTEMS

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DESCRIPTION AND OPERATION

LIGHTS AND SWITCHES

Light Switch

The light switch is a three position push-pull type which incorporates a manually operated rheostat for controlling the intensity of the instrument panel lights and a detent position for completing the dome light circuit.

When the switch is pulled out to the first notch, all exterior lights except headlights are illuminated as well as the instrument panel lights providing the rheostat is so rotated.

With the switch pulled to the second notch, the headlights are also turned on.

Thermo Circuit Breaker

A thermo circuit breaker is incorporated in the light switch assembly to protect the wiring from damage due to shorts in the headlight circuit.

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 in a lighting circuit, heats the bi metal blade sufficiently to separate the points and cause them to vibrate. The vibrating points alternately opens and closes the circuit, thus reducing the flow of current and protecting the wiring against overheating and burning.

Headlamps and Dimmer Switch

For 1973, all "A" series cars have single 7" dual filament sealed beam headlamps which provides both high and low beams depending upon the dimmer switch.

All "B-C-E" series cars still have the dual 5 3/4" headlamp system whereby the outside sealed beam has a dual filament and the inside sealed beam has only one filament. When the dimmer switch is in DIM position, only the low beam filament of the outside sealed beam is illuminated. When the dimmer switch is in BRIGHT BEAM position, the bright beam filament of the outside sealed beam and the inside sealed beam are illuminated.

In conjunction with the dimmer switch and headlamp circuit is the **BRIGHT BEAM INDICATOR** which is located in the instrument panel cluster. When the headlamps are on and the dimmer switch is in **BRIGHT BEAM** position, the indicator lamp lights as a constant reminder to the driver. The **BRIGHT BEAM** indicator should not be on when passing an approaching car.

Neutral Start and BACKUP Lamp Switch

On all column shift and console shift automatic transmission cars, a combined neutral start and backup lamp switch is used. This switch also includes an additional set of contacts to prevent the seat belt warning alarm from coming on in neutral on manual transmission cars and in park and neutral on automatic transmission cars. The switch is located on the steering column under the instrument panel. **WHEN THE NEUTRAL START PORTION OF THE SWITCH IS PROPERLY ADJUSTED, THE BACKUP LAMP** portion is automatically adjusted. The switch is actuated through its carrier tang by the transmission shift tube in the steering column. When properly adjusted, the engine may be started only when the selector lever is in either park or neutral position.

On manual transmission cars, the backup lamp switch is separate but is mounted in approximately the same location as on automatic transmission cars. It is actuated through its carrier tang by the shift tube in the steering column.

Clutch Start Switch

All manual transmission cars have a clutch start switch which is located on the clutch pedal bracket.

The purpose of this switch is to prevent the possibility of the engine starting while the transmission is in gear. See Figure 1E-1.

When the clutch pedal is fully depressed, the switch is closed completing the circuit between the ignition switch and the starter solenoid.

Parking Lights

Both the front and rear parking lamps contain a 32-3 CP light bulb which provides a 3 CP parking and or driving light and a 32 CP direction signal light. The parking lights are turned on when the light switch is pulled out to either first or second detent position. The parking lamp circuit is protected by the "TAIL" fuse.

Side Marker Lights

The side marker lights are in the parking lamp cir-

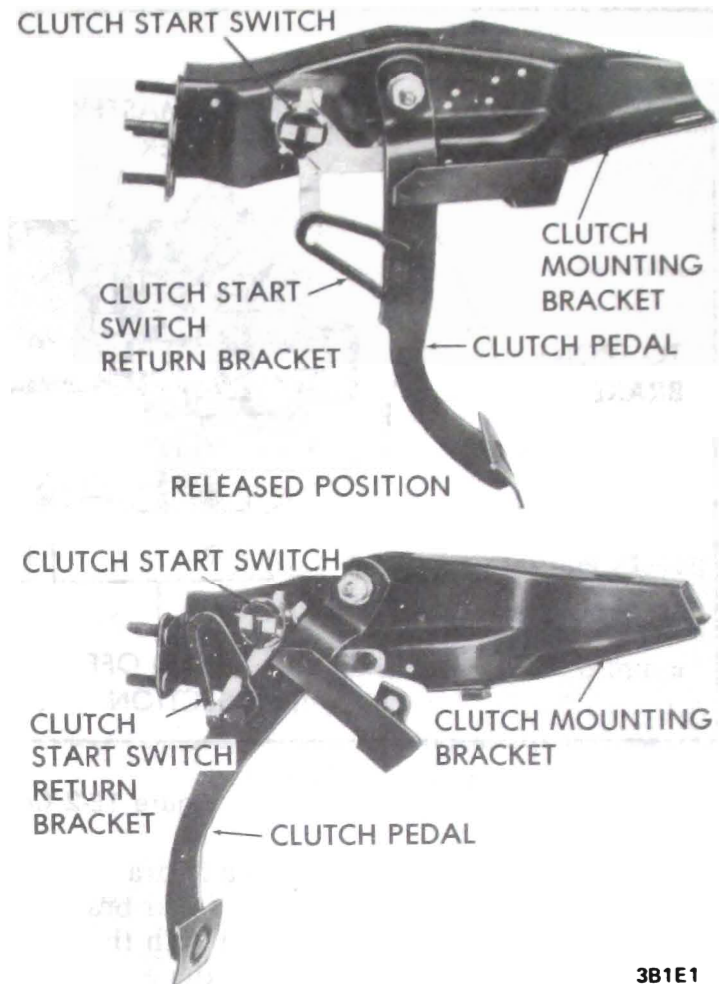


Figure 1E-1 Clutch Start Switch

cuit and are illuminated when the parking lights are on. They are also protected by the "TAIL" fuse. The Riviera uses 3 CP bulbs and all other series use 2 CP bulbs.

Rear License Lights

The Electra has a 2 CP lamp on each side of the rear license plate, the "B" Wagon has a 4 CP lamp mounted above the license plate and all other series have a 2 CP lamp mounted above the license plate. These lights are also a part of the parking lamp circuit and protected by the "TAIL" fuse.

INTERIOR LIGHTS AND CIGAR LIGHTER

Instrument Panel Lights

The speedometer, gauges, heater - air-conditioner controls, radio, shift quadrant, etc., are illuminated by light bulbs to provide indirect lighting. These lights are controlled by the light switch and protected by a 4 amp fuse in the fuse block.

Brake Warning Light

The brake warning light has three functions, in that when the ignition is ON, it lights when the parking brake is depressed, it will light when the service

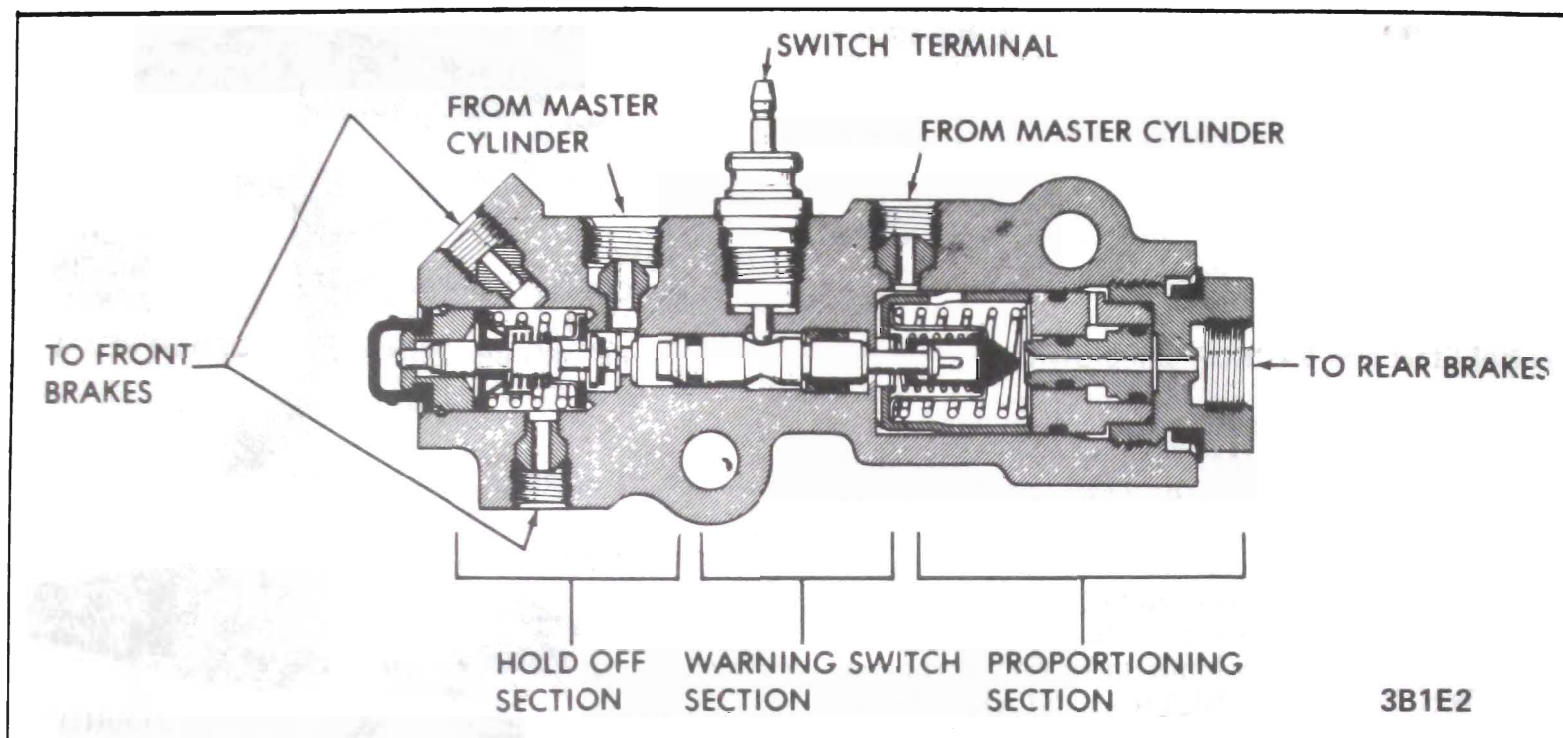


Figure 1E-2 Combination Valve Assembly

brake pedal is depressed if there is a hydraulic pressure difference between the front and rear brake circuits and also if the car is equipped with the wheel lock control system, it will light in the event of an electrical malfunction.

The sending unit switch is located in the brake system combination valve as shown in Figure 1E-2.

In the event of a brake system failure where the light comes on when the service brake pedal is depressed, the only way the light can be turned off is to repair the failure and apply a pedal force, as required to develop up to 450 psi line pressure.

Cigar Lighter

The cigar lighter is heated by pressing it in until it

latches. When it has heated to a predetermined temperature, it will automatically unlatch and pop up ready for use. The lighter is equipped with an ash guard to prevent the falling of ashes and loose tobacco. It is protected by a 20 amp fuse in the fuse block.

Courtesy Lights

The courtesy lights are mounted when equipped one under each end of the instrument panel and use a 6 CP light bulb. They are operated by either the headlight switch or the door jam switches.

DIAGNOSIS

HEADLAMP DIAGNOSIS

| Condition | Possible Cause | Correction |
|--|--|--|
| One headlamp inoperative or intermittent | 1. Loose connection | 1. Secure connections to sealed beam including ground. (Black Wire) |
| | 2. Defective Sealed Beam | 1. Replace sealed beam |
| One or more headlights are dim. | 1. Open ground connection at headlight | 1. Repair black wire connection between sealed beam and body ground. |

| | | |
|--|---|--|
| | 2. Black ground wire mislocated in headlight connector (type 2 sealed beam) | 1. Relocate black wire in connector |
| One or more headlights short life | 1. Voltage regulator misadjusted | 1. Readjust regulator to specifications. |
| All headlights inoperative or intermittent | 1. Loose connection | 1. Check and secure connections at dimmer switch and light switch. |
| | 2. Defective dimmer switch | 1. Check voltage at dimmer switch with test lamp. If test lamp bulb lights only at light blue wire terminal, replace dimmer switch. |
| | 3. Open wiring - light switch to dimmer switch | 1. Check light blue wire with test lamp. If bulb lights at light switch light blue wire terminal but not at dimmer switch, repair open wire. |
| | 4. Open wiring - light switch to battery | 1. Check red wire terminal at light switch with test lamp. If lamp does not light, repair open red wire circuit to battery. (possible open fusible link) |
| | 5. Shorted ground circuit | 1. If, after a few minutes operation, headlights flicker "ON" and "OFF" and or a thumping noise can be heard from the light switch (circuit breaker opening and closing), repair short to ground in circuit between light switch and headlights. After repairing short, check for headlight flickering after one minute operation. If flickering occurs, the circuit breaker has been damaged and light switch must be replaced. |
| | 6. Defective light switch | 1. Check red and white wire terminals at light switch with test lamp. If bulb lights at read wire terminal but not at light blue terminal, replace light switch. |
| Upper or lower beam will not light or intermittent | 1. Open connection or defective dimmer switch | 1. Check dimmer switch terminals with test lamp. If bulb lights at light blue or tan wire terminals, repair open wiring between dimmer |

switch and headlights. If bulb will not light at one of these terminals, replace dimmer switch.

2. Short circuit to ground

1. Follow diagnosis above (All headlights inoperative or intermittent)

SIDE MARKER LAMP DIAGNOSIS

| Condition | Possible Cause | Correction |
|---------------------------------|---|--|
| One lamp inoperative | 1. Turn signal bulb burnt out (Front lamp) | 1. Switch turn signals on. If signal bulb does not light, replace bulb. (Bulb filament provides ground path for marker lamp bulb through the light blue or dark blue/white strip wires). |
| | 2. Side marker bulb burnt out | 1. Replace bulb. |
| | 3. Loose connection or open in wiring | 1. Using test lamp, check brown wire terminal at bulb socket. If test lamp lights, repair open ground circuit. If lamp does not light, repair open brown wire circuit. |
| Front or rear lamps inoperative | 1. Loose connection or open ground connection | 1. If associated tail or park lamps do not operate, secure all connectors in brown wire circuit. If park and turn lamps operate, repair open ground connections. |
| | 2. Multiple bulbs burnt out | 1. Replace burnt out bulbs. |
| All lamps inoperative | 1. Blown fuse | 1. If park and tail lamps do not operate, replace blown fuse. If new fuse blows, check for short to ground between fuse panel and lamps. |
| | 2. Loose connection | 1. Secure connector to light switch. |
| | 3. Open in wiring | 1. Check tail light fuse with test lamp. If test lamp lights, repair open wiring between fuse and light switch. If not, repair open wiring between fuse and battery. (Possible open fusible link). |

4. Defective light switch

1. Check light switch with test lamp. If test lamp lights at terminal No. 5 but not at terminal No. 4, replace light switch.

TAIL, PARK AND LICENSE LAMP DIAGNOSIS

| Condition | Possible Cause | Correction |
|------------------------|--|--|
| One side inoperative | 1. Bulb burnt out | 1. Replace bulb |
| | 2. Open ground connection at bulb socket or ground wire terminal | 1. Jumper bulb base socket connection to ground. If lamp lights, repair open ground circuit. |
| Both sides inoperative | 1. Tail lamp fuse blown | 1. Replace fuse. If new fuse blows, repair short to ground in brown wire circuit between fuse panel through light switch to lamps. |
| | 2. Loose connection | 1. Secure connector at light switch. |
| | 3. Open wiring | 1. Using test light, check circuit on both sides of fuse. If lamp does not light on either side, repair open circuit between fuse panel and battery. (possible open fusible link). If test lamp lights at light switch brown wire terminal, repair open wiring between light switch and lamps. |
| | 4. Multiple bulb burnout | 1. If test lamp lights at lamp socket brown wire terminal, replace bulbs. |
| | 5. Defective light switch | 1. If test lamp lights at light switch terminal No. 4 (Brown/white wire) but not at terminal No. 5 (Brown wire), replace defective light switch. |

MAINTENANCE AND ADJUSTMENTS

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 approach-

ing motorists. The headlamps must be checked for proper aim whenever a sealed beam unit is replaced and after any adjustment or repair 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.

MAJOR REPAIR

Light Switch Removal

1. Disconnect negative battery cable.
2. Pull light switch knob out to last detent, then depress spring loaded button on switch and pull knob assembly out of switch.
3. Unplug multiple connector from switch.
4. Remove switch escutcheon and switch on "A" cars.
5. Remove escutcheon, trim plate, switch retaining nut and switch on B-C-E cars.

Installation

1. Locate switch in position under IP, install and tighten escutcheon and install knob assembly on A cars.
2. Locate switch in position under IP, install and tighten retaining nut assembly, then install trim plate, escutcheon and knob assembly.
3. Attach multiple connector to switch.
4. Connect negative battery cable.

Dimmer Switch Removal

1. Lift carpeting to gain access to switch.
2. Disconnect electrical connector.

3. Remove two switch retaining screws and switch.

Installation

1. Locate switch in position and install the two retaining screws.
2. Connect electrical connector to switch.
3. Reposition carpeting in place.

Sealed Beam Removal

1. Remove headlamp door by removing two screws on "A" cars, three screws and two nuts on "B-C" cars or four screws on "E" cars.
2. Remove three sealed beam retainer ring screws and retainer ring.
3. Disconnect sealed beam from electrical connector.

Installation

1. Connect sealed beam to electrical connector.
2. Hold sealed beam in place and install retaining ring and screws.
3. Reinstall headlamp door.
4. Check headlamp aim.

Front Park and Turn Signal Bulb Replacement

1. On A and E cars, open hood, reach in and turn bulb socket and replace bulb.
2. On B and C cars, reach under front bumper, turn bulb socket and replace bulb.

Front Side Marker Bulb Replacement

1. On A and E cars, open hood, turn bulb socket and replace bulb.
2. On B and C cars, reach under front bumper, turn bulb socket and replace bulb.

Cornering Light Bulb Replacement

1. On B and C cars, reach under front bumper, turn bulb socket and replace bulb.
2. On E cars, open hood turn bulb socket and replace bulb.

Rear Side Marker Bulb Replacement

1. On "A" cars less Wagons, open trunk, turn bulb socket and replace bulb.
2. On "A" Wagons, remove two screws, lamp, turn bulb socket and replace bulb.
3. On "B-C and E" cars, open trunk, release trim, turn bulb socket and replace bulb.

Rear Tail and Turn Signal Bulb Replacement

1. On "A" cars less Wagons, open trunk, turn bulb socket and replace bulb.
2. On "A Wagons", reach under rear bumper, turn bulb socket and replace bulb.
3. On "B and E" cars less "B" Wagon, open trunk, reach between rear panel and rubber filler, turn bulb socket and replace bulb.
4. On "B Wagons", remove four screws, bezel, lens and replace bulb.

5. On "C" cars, reach under rear bumper, turn bulb socket and replace bulb.

Back-Up Light Bulb Replacement

1. On "A" cars less Wagons, open trunk, turn bulb socket and replace bulb.
2. On "A and B" Wagons, remove 2 screws, lens and replace bulb.
3. On "B-C and E" cars less "B" Wagon, reach under rear bumper, turn socket and replace bulb.

License Light Bulb Replacement

1. On "A, B and E" less Wagons, open trunk, reach between rubber filler and bumper, turn bulb socket and replace bulb.
2. On "A and B" Wagons, remove two screws, lens and replace bulb.
3. On "C" cars, reach through gas filler opening, turn bulb socket and replace bulb.

SPECIFICATIONS**LIGHTING SYSTEM****Headlamp, Make and Type**

| | |
|----------------------|-----------------------------|
| "A" Series | Guide Single, Power Beam |
| "B-C-E" Series | Guide, Dual T-3 Sealed Beam |

Headlamp Lens Diameter

| | |
|----------------------|--------|
| "A" Series | 7" |
| "B-C-E" Series | 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

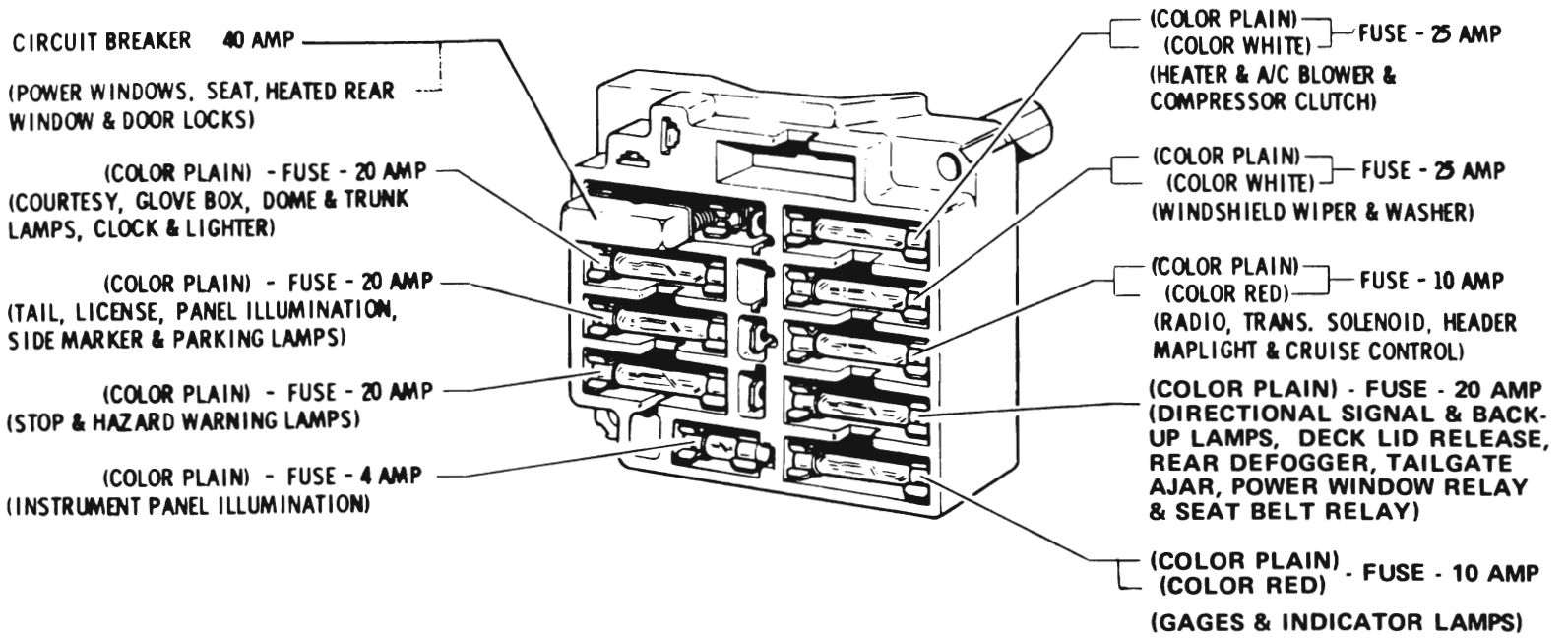
Lights Thermo Circuit Breaker

Thermo Circuit Breaker Location In Lighting Switch

Thermo Circuit Breaker Calibration at 75 F.

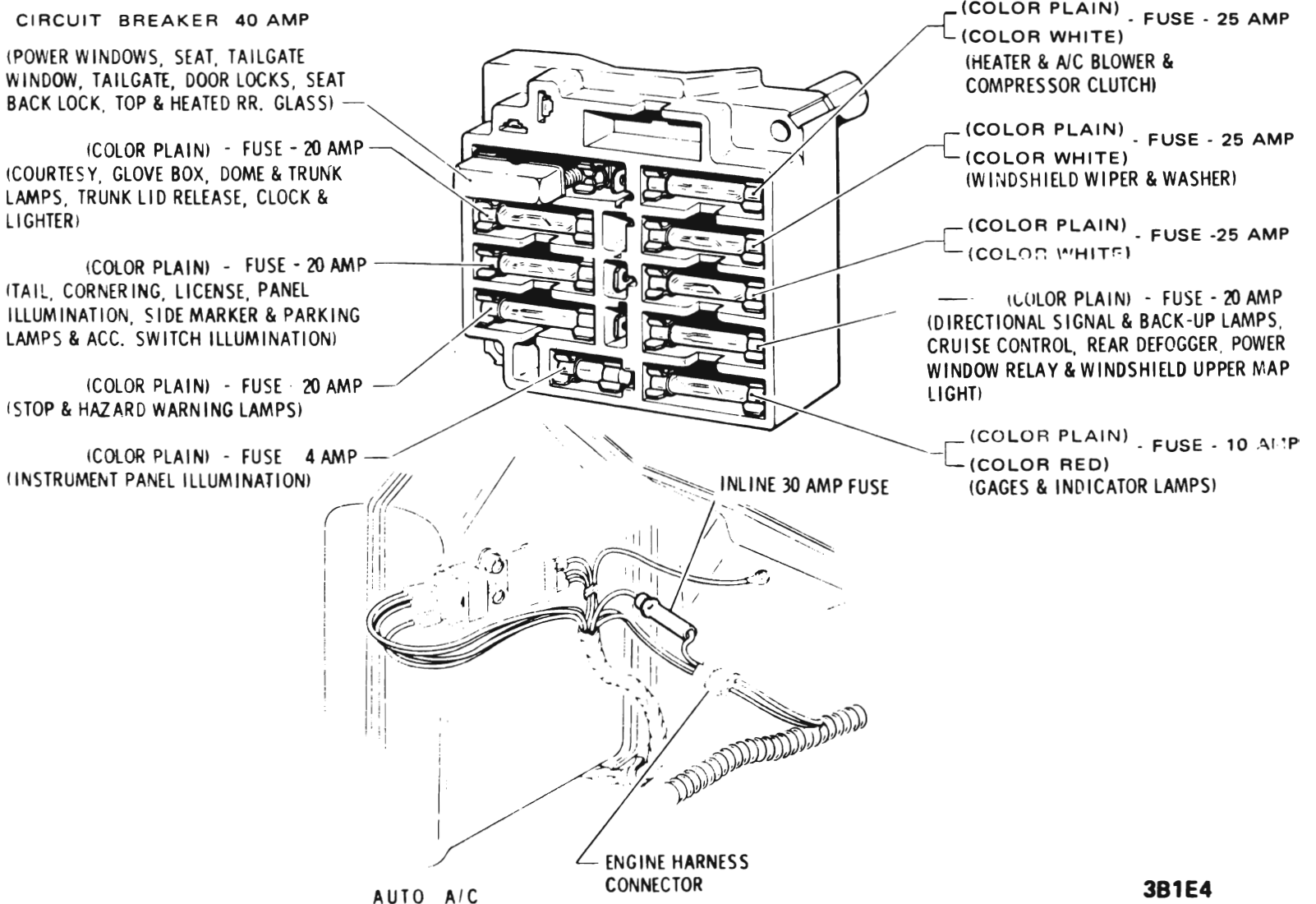
Stay Closed Indefinitely at Amps 15

Open Within 60 Seconds at Amps 26



3B1E3

Figure 1E-3 Fuse Chart - A Series



3B1E4

Figure 1E-4 Fuse Chart - B-C-E Series

| WHERE USED | LAMP NO. | NO. USED | CANDLE POWER | MODEL |
|---|----------|----------|--------------|---------------------|
| F R O N T | | | | |
| HEADLAMP - 7" DIA - TYPE 1 & 2 | 6014 | 2 | 37.5 - 60W | ALL |
| HEADLAMP - 7" DIA - TYPE 1 & 2 (EXPORT) | 6112 | 2 | 37.5 - 55W | ALL |
| PARK & DIR SIGNAL LAMP | 1157NA | 2 | 32 & 3 | ALL |
| SIDE MARKER LAMP | 194 | 2 | 2 | ALL |
| R E A R | | | | |
| TAIL - STOP & DIR SIGNAL LAMP | 1197 | 4 | 32 & 3 | ALL EXCEPT WAGONS |
| TAIL - STOP & DIR SIGNAL LAMP | 1157 | 2 | 32 & 3 | WAGONS ONLY |
| BACK-UP LAMP | 1157 | 2 | 32 & 3 | ALL EXCEPT WAGONS |
| BACK-UP LAMP | 1156 | 2 | 32 | WAGONS ONLY |
| LICENSE LAMP | 194 | 1 | 2 | ALL EXCEPT WAGONS |
| SIDE MARKER LAMP | 194 | 2 | 2 | ALL |
| LUGGAGE COMPARTMENT LAMP | 89 | 1 | 6 | ALL EXCEPT WAGO'IS |
| LICENSE LAMP | 67 | 1 | 4 | WAGONS ONLY |
| I N S T R U M E N T P A N E L | | | | |
| INDIRECT LAMP (SPEEDO) | 194 | 2 | 2 | ALL |
| INDIRECT LAMP (GAGES & CLUSTER) | 168 | 2 | 3 | ALL |
| CLOCK | 1893 | 2 | 2 | ALL |
| INDIRECT LAMP (FUEL GAGE & INDICATOR LAMP) | 194 | 2 | 2 | ALL (LOWER BULBS) |
| INDIRECT LAMP (FUEL GAGE & INDICATOR LAMP) | 161 | 1 | 1 | ALL (UPPER BULBS) |
| "LIGHTS-WIPER" ILLUMINATION | 161 | 1 | 1 | ALL |
| I N D I C A T O R S | | | | |
| HEADLAMP HI BEAM | 194 | 1 | 2 | ALL |
| DIRECTIONAL SIGNAL | 194 | 2 | 2 | ALL |
| OIL PRESSURE | 168 | 1 | 3 | ALL |
| WATER TEMPERATURE | 168 | 1 | 3 | ALL |
| GENERATOR CHARGE | 161 | 1 | 1 | ALL |
| BRAKE WARNING | 161 | 1 | 1 | ALL |
| TAPE PLAYER | 2182D | 1 | .3 | ALL |
| CRUISE CONTROL | 1893 | 1 | 2 | ALL |
| FASTEN SEAT BELT | 194 | 1 | 2 | ALL LESS U30 OPTION |
| FASTEN SEAT BELT | 566 | 1 | 1 | U30 OPTION |
| TAILGATE AJAR | 1893 | 1 | 2 | LESS K30 |
| TAILGATE AJAR | 566 | 1 | 1 | WITH K30 |
| REAR WINDOW DEFOGGER (HEATED GLASS) | 194 | 1 | 2 | ALL |
| S E R V I C E I L L U M I N A T I O N | | | | |
| GLOVE COMPARTMENT LAMP | 1891 | 1 | 2 | ALL |
| RADIO DIAL (AM) | 1893 | 1 | 2 | ALL |
| RADIO DIAL (RADIO-TAPE) | 564 | 1 | 2 | ALL |
| RADIO DIAL (AM-FM & AM-FM STEREO) | 1816 | 1 | 3 | ALL |
| ASH TRAY ASSEMBLY | 1445 | 1 | .5 | ALL |
| HEATER & VENT CONTROL & CLIMATE CONTROL (C60) | 1893 | 1 | 2 | ALL |
| TROUBLE LAMP | 1004 | 1 | 15 | ALL |
| HEADER MAP LAMP | 211-2 | 1 | 12 | ALL |
| I N T E R I O R I L L U M I N A T I O N | | | | |
| COURTESY - RT & LT SAIL PANELS (OPT WITH 9414049) | 212-1 | 2 | 6 | CUSTOM COUPES ONLY |
| COURTESY - RT & LT SAIL PANELS (OPT WITH 9423117) | 212 | 2 | 6 | CUSTOM COUPES ONLY |
| COURTESY - LAMP INST PANEL - LOWER | 89 | 2 | 6 | ALL |
| FLASHER - DIR SIGNAL | | 1 | | ALL |
| FLASHER - HAZARD | | 1 | | ALL |
| DOME - ROOF CENTER (OPT. WITH 9414045). | 211-1 | 1 | 12 | ALL |
| DOME - ROOF CENTER (OPT. WITH 9423117) | 211 | 1 | 12 | ALL |

3B1E5

Figure 1E-5 Bulb Chart - A Series

| WHERE USED | LAMP NO. | NO. USED | CANDLE POWER | MODEL |
|---|----------|----------|--------------|-----------------------------|
| FRONT | | | | |
| HEADLAMP - 5-3/4 DIA TYPE 1 | 4001 | 2 | 37.5 W | ALL |
| HEADLAMP - 5-3/4 DIA TYPE 2 | 4002L | 2 | 37.55 W | ALL |
| HEADLAMP - 5-3/4 DIA TYPE 2 EXPORT | 4003 | 2 | 37.55 W | ALL |
| PARK & DIR SIGNAL LAMP | 1157NA | 2 | 32 & 3 | ALL |
| CORNERING LAMP | 1295 | 2 | 50 | ALL |
| SIDE MARKER LAMP | 1157NA | 2 | 3 | E |
| SIDE MARKER LAMP | 194 | 2 | 2 | B & C |
| REAR | | | | |
| REAR TAIL - STOP & DIR SIGNAL LAMP | 1157 | 6 | 32 & 3 | ALL "B" LESS WAGONS |
| REAR TAIL - STOP & DIR SIGNAL LAMP | 1157 | 8 | 32 & 3 | ALL "C & E" LESS WAGONS |
| REAR TAIL - STOP & DIR SIGNAL LAMP | 1157 | 4 | 32 & 3 | "B" WAGONS |
| BACK-UP LAMP | 1157 | 2 | 32 & 3 | ALL LESS "B" WAGONS |
| BACK-UP LAMP | 1156 | 2 | 32 | "B" WAGONS |
| LICENSE LAMP | 194 | 1 | 2 | ALL "B & E" LESS "B" WAGONS |
| LICENSE LAMP | 194 | 2 | 2 | ALL "C" LESS "B" WAGONS |
| LICENSE LAMP | 67 | 1 | 4 | "B" WAGONS |
| SIDE MARKER LAMP | 194 | 2 | 2 | ALL LESS "B" WAGONS |
| LUGGAGE COMPARTMENT LAMP | 89 | 1 | 6 | ALL LESS "B" WAGONS |
| INSTRUMENT PANEL | | | | |
| INDIRECT INSTRUMENT LAMP | 168 | 3 | 3 | ALL |
| CLOCK | 1893 | 2 | 2 | ALL |
| ACCSY SW, WIPER & LIGHTS (SEELIGHT LAMP SOURCE) | 192 | 1 | 3 | ALL |
| TRIM PLATE ILLUMINATION | 161 | 2 | 1 | ALL |
| INDICATORS | | | | |
| HEADLAMP - HI BEAM | 194 | 1 | 2 | ALL |
| DIRECTIONAL SIGNAL | 194 | 2 | 2 | ALL |
| OIL PRESSURE | 194 | 1 | 2 | ALL |
| WATER TEMPERATURE | 194 | 1 | 2 | ALL |
| CYLINDER HEAD TEMPERATURE | 557 | 1 | 2 | ALL - WITH 455 ENG |
| GENERATOR CHARGE | 194 | 1 | 2 | ALL |
| BRAKE WARNING | 194 | 1 | 2 | ALL |
| CRUISE CONTROL | 194 | 1 | 2 | ALL |
| RADIO (STEREO INDICATOR) | 66 | 1 | .10 | ALL |
| REAR WINDOW DEFOGGER (HEATED GLASS) | 192 | 1 | 3 | B & C |
| FASTEN SEAT BELT | 1893 | 1 | 2 | ALL |
| SERVICE ILLUMINATION | | | | |
| GLOVE COMPARTMENT LAMP | 1891 | 1 | 2 | ALL |
| RADIO DIAL (AM) | 566 | 1 | 1 | ALL |
| RADIO DIAL (AM-FM & AM-FM STEREO) | 1816 | 1 | 3 | ALL |
| RADIO DIAL (RADIO-TAPE) | 564 | 1 | 2 | ALL |
| ASH TRAY ASSEMBLY | 1445 | 1 | .5 | ALL |
| HEATER CONT, CLIMATE CONT & AUTO CLIMATE CONT | 1893 | 1 | 2 | ALL |
| TROUBLE LAMP | 1004 | 1 | 15 | ALL |
| WINDSHIELD - UPPER MAP LAMP (OPT WITH 9922525) | 211-2 | 1 | 12 | B & C |
| WINDSHIELD - UPPER MAP LAMP (OPT WITH 9431808) | 211-1 | 1 | 12 | B & C |
| INTERIOR ILLUMINATION | | | | |
| DOME - ROOF CENTER | 211 | 1 | 12 | B |
| CENTER CONSOLE - REAR | 211 | 1 | 3 | E |
| REAR ARM REST (CONVERTIBLE) | 90 | 2 | 6 | B |
| COURTESY - SAIL PANEL (OPT WITH 9423117) | 212 | 2 | 6 | C & E |
| COURTESY - SAIL PANEL (OPT WITH 9414049) | 212-1 | 2 | 6 | C & E |
| COURTESY - INTERIOR TAILGATE (OPT WITH 9414045) | 211-1 | 1 | 12 | "B" WAGON |
| COURTESY - INTERIOR TAILGATE (OPT WITH 9422525) | 211 | 1 | 12 | "B" WAGON |
| COURTESY - INSTRUMENT PANEL - LOWER | 89 | 2 | 6 | ALL |
| FLASHER - DIR SIGNAL | | 1 | | ALL |
| FLASHER - HAZARD | | 1 | | ALL |
| DOOR COURTESY & WARNING LAMP | 212 | 2 | 6 | ALL |

3B1E6

Figure 1E-6 Bulb Chart - B-C-E Series

| Electrical Circuit | Series | Ground Location | Relay Location |
|---|---|---|--|
| Buzzer & Horn Relay Buzzer & Horn Relay Cruise Rear Window Defogger Heated Rear Glass Wiper Wiper Wiper, Demand Ignition & Starter | A B-C-E A B-C-E B-C-E | Door Jamb, Speedo & Horn Switch Jamb Switch, Horn Switch & Speedometer Transducer Case Blower to Rear Shelf Right Trunk Bracket & I.P. Lower Tie Bar Brake Bracket & Motor Case Radio Bracket & Motor Case Radio Bracket & Motor Case Coil & Starter Case | Plenum Above Glove Box Radio Bracket None None I.P. Lower Tie Bar None None None None |
| Charging Circuit Fuel Gage Fuel Gage Heater | All B-C-E A B-C-E | Integral Voltage Regulator Radio Bracket & Underbody IP Center Support & Underbody Blower to Dash | None None None None |
| Air Conditioner | All | Blower to Dash | Right Front of Dash |
| Air Conditioner Automatic I.P. Illumination I.P. Illumination Indicator Lights | B-C-E A B-C-E All | Blower to Dash IP Center Support Radio Bracket Sender Switch & Generator Field | 2 - Right Front of Dash None None None |
| I.P. Gages Back-Up & T.C.S. Solenoid Dome & Clock Dome & Trunk Release Radio Trans. D.S. & Map Light Turn Signals Cornering Lamps Max. Trac. Door & Seat Back Lock 6-Way Power Seat Power Windows | A A B-C-E B-C-E B-C-E B-C-E B-C-E B-C-E B-C-E | Sender Switch & Tank Unit Back-Up Lamps & Trans. Switch Door Jamb Switch & I.P. Ground Door Jamb Switch & Solenoid Radio Bracket & Transmission Case Bulkhead & Trunk Striker Bulkhead Controller Solenoids Motor & Clutch Solenoid Motors | None None None None None None None None None None None Above Right Kick Pad Under Left Front Seat Above Left Kick Pad |

Figure 1E-6A Ground and Relay Location Chart

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|--------------------------------------|--|--|---|--|--|
| IGN. LOCK & SWITCH ASM. (ALL SERIES) | IGN. LOCK IN RT. SIDE UPPER STEERING COLUMN HOUSING. IGN. SWITCH MOUNTED ON TOP OF MAST JACKET UNDER BRAKE PEDAL SUPPORT BRACKET. | INSERTING KEY IN "OFF-LOCK" POSITION & ROTATING CLOCKWISE TO "OFF" POSITION. ROTATE KEY CLOCKWISE TO "ON" POSITION. | <ol style="list-style-type: none"> 1. STEERING WHEEL IS UNLOCKED. 2. TRANSMISSION CONTROLS ARE UNLOCKED. 1. IGNITION CIRCUIT IS ENERGIZED. 2. GENERATOR WARNING LIGHT COMES ON. 3. OIL PRESSURE LIGHT COMES ON. 4. ACCESSORY CIRCUIT MENTIONED IN "QUALIFYING CONDITIONS" IS ENERGIZED. | <p>ROTATING KEY COUNTERCLOCKWISE TO THE "OFF-LOCK" POSITION.</p> <p>ROTATING KEY COUNTERCLOCKWISE TO THE "OFF" POSITION.</p> | <p>THE SHIFT LEVER MUST BE IN THE PARK POSITION IN ORDER TO ROTATE IGNITION LOCK TO THE "OFF-LOCK" POSITION.</p> <p>KEY CAN BE REMOVED ONLY IN THE "OFF-LOCK" POSITION.</p> <p>IGN #3 CIRCUIT: HEATER FUSE</p> <p>ACCESSORY CIRCUIT: WIPER FUSE RADIO FUSE</p> |
| | | ROTATE KEY CLOCKWISE TO "START" POSITION. | <ol style="list-style-type: none"> 1. STARTING CIRCUIT IS ENERGIZED. (AUTO. TRANS. MUST BE IN NEUTRAL OR PARK). 2. GENERATOR WARNING LIGHT COMES ON. 3. OIL PRESSURE LIGHT COMES ON. 4. ENGINE WATER TEMP. WARNING LIGHT COMES ON (HOT). 5. HOT ENGINE TEMP. WARNING LIGHT COMES ON (STOP ENGINE). 6. ACCESSORY CIRCUITS & IGN #3 MENTIONED IN "QUALIFYING CONDITIONS" ARE DEENERGIZED. | <p>RELEASING KEY. SPRING PRESSURE RETURNS SWITCH COUNTERCLOCKWISE TO "ON" POSITION.</p> | |
| | | ROTATE KEY COUNTERCLOCKWISE TO "OFF-LOCK", PUSH KEY IN & CONTINUE TO ROTATE TO "ACCESSORY" POSITION. | CIRCUITS MENTIONED IN "QUALIFYING CONDITIONS" COLUMN ARE ENERGIZED. | ROTATE KEY CLOCKWISE TO "OFF-LOCK" POSITION. | |
| LIGHT SWITCH (ALL SERIES) | LOWER L. H. SIDE OF INST. PANEL HOUSING. | PULLING KNOB OUT TO FIRST DETENT POSITION. | <p>THE FOLLOWING LAMPS ON:</p> <ol style="list-style-type: none"> 1. FRONT PARKING LAMPS. 2. TAIL LAMPS. 3. LICENSE LAMP. 4. FRONT & REAR SIDE MARKER LAMPS. 5. INST. CLUSTER DIAL LAMPS. 6. CLOCK LAMPS. 7. SHIFT INDICATOR LAMPS. 8. ASH TRAY LAMP. 9. HEATER OR A/C CONTROL DIAL LAMPS. 10. SWITCH LETTERING ILLUMINATION LAMPS. | PUSHING SWITCH KNOB IN UNTIL IT STOPS. | NONE. |
| | | PULLING KNOB OUT TO SECOND DETENT POSITION. (ALL THE WAY OUT) | <p>ALL OF THE LIGHTS THAT ARE ON WHEN SWITCH IS IN FIRST DETENT POSITION STAY ON PLUS THE FOLLOWING COME ON:</p> <ol style="list-style-type: none"> 1. HEADLAMPS (HIGH OR LOW BEAM). | | |

3B1E7

Figure 1E-7 Electrical Switch Operation

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|--|--|---|---|--|--|
| LIGHT SWITCH (ALL SERIES) | | TURNING KNOB CLOCKWISE. | 1. INTENSITY OF INST. PANEL LIGHTS DECREASES. 2. DOME & SIDE COURTESY LAMPS SHUT OFF. (IF KNOB WAS TURNED COMPLETELY COUNTERCLOCKWISE TO START). | | |
| | | TURNING KNOB COUNTERCLOCKWISE. | 1. INTENSITY OF INST. PANEL LIGHTS INCREASED. 2. DOME & SIDE COURTESY LAMPS COME ON. (AT EXTREME END OF TRAVEL). NOTE: REAR COMPARTMENT LAMPS ALSO COME ON FOR SOME SERIES CARS. | | |
| HEADLAMP FOOT DIMMER SWITCH (ALL SERIES) | L. H. SIDE OF TOE PAN | DEPRESSING PLUNGER TO FULL LENGTH OF TRAVEL (SWITCH CLICKS). | HEADLAMPS CHANGE FROM EITHER HIGH OR LOW BEAM. | DEPRESSING PLUNGER AGAIN CHANGES HEADLAMP BEAM BACK. | NONE |
| STOP LAMP SWITCH (ALL SERIES) | ON BRAKE PEDAL BRKT. ASM. (HAS ITS OWN BRKT.) | PUSHING ON THE BRAKE PEDAL | STOP LAMPS COME ON. | RELEASING BRAKE PEDAL, SPRING PRESSURE RETURNS BRAKE PEDAL. | NONE |
| WINDSHIELD WIPER SWITCH (ALL SERIES) | ABOVE HEADLAMP SWITCH. (B-C-E) TO LT. OF HEAD-LAMP SW. (A) | PUSH LEVER UPWARD TO FIRST DETENT. | WINDSHIELD WIPERS OPERATE AT LOW SPEED. | PUSH LEVER DOWN TO "OFF" POSITION. | IGNITION SWITCH MUST BE IN THE "ON" OR "ACCESSORY" POSITION. |
| | | PUSH LEVER UPWARD TO SECOND DETENT. | WINDSHIELD WIPERS OPERATE AT HIGH SPEED. | | |
| WINDSHIELD WASHER SWITCH (ALL SERIES) | PART OF WINDSHIELD WIPER SWITCH. | PUSH BUTTON IN. | WINDSHIELD WASHERS OPERATE & WIPER SWITCH MOVED TO LOW SPEED. | CYCLE PREDETERMINED & WASHERS SHUT OFF AUTOMATICALLY. PUSH WIPER TO DOWN OFF POSITION TO STOP WIPER OPERATION. | IGNITION SWITCH MUST BE IN THE "ON" OR "ACCESSORY" POSITION. |
| WINDSHIELD WASHER - SHIFT LEVER CONTROL (B-C-E SERIES) | SHIFT LEVER | DEPRESSING SWITCH BUTTON AT END OF LEVER. | 1. MOMENTARY DEPRESSION OF BUTTON (TO DETENT) WILL GIVE ONE WIPE. IF BUTTON IS HELD, WIPER WILL CONTINUE. 2. MOMENTARY DEPRESSION OF BUTTON (THRU-DETENT POSITION) WILL GIVE PREDETERMINED WASH CYCLE & AUTOMATIC SHUT OFF. WASHER WILL RECYCLE IF BUTTON IS HELD FULLY DEPRESSED. | RELEASING BUTTON (SPRING RETURN) | IGNITION SWITCH MUST BE IN THE "ON" OR "ACCESSORY" POSITION. |
| | | PUSH LEVER UP (B-C-E) PUSH LEVER TO RIGHT (A) PUSH LEVER DOWN (B-C-E) PUSH LEVER TO LEFT (A) | REAR WINDOW DEFOGGER OPERATES WITH HIGH BLOWER. REAR WINDOW DEFOGGER OPERATES WITH LOW BLOWER. | PUSH LEVER TO "OFF" (MID POSITION) | IGNITION SWITCH MUST BE IN THE "ON" POSITION. |

3B1E8

Figure 1E-8 Electrical Switch Operation

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|--|--|--|---|--|--|
| REAR WINDOW DEFOGGER (BLOWER) (B-WAGON) | UPPER LEFT SURFACE OF I/P HOUSING | SLIDE KNOB TO RIGHT | REAR WINDOW DEFOG. OPERATES WITH HI BLOWER | SLIDE KNOB TO OFF (MID-POSITION) | IGNITION SWITCH MUST BE IN THE "ON" POSITION. |
| REAR WINDOW DEFOGGER SWITCH HEATED BACK LIGHT (ALL SERIES) | LEFT OF CLUSTER | SLIDE KNOB TO LEFT | REAR WINDOW DEFOG. OPERATES WITH LO BLOWER. | ROTATING IGNITION KEY TO "OFF-LOCK" POSITION. | IGNITION SWITCH MUST BE IN THE "ON" POSITION. |
| POWER TOP SWITCH (CONVERTIBLE) | LEFT OF CLUSTER | PUSH LEVER UP (B-C-E) PUSH LEVER TO RIGHT (A) (SPRING RETURN TO NEUTRAL POSITION) PUSH LEVER TO RT. ON "B" WAG W/POWER RR WINDOW & TAILGATE) | REAR WINDOW GRID ENERGIZED FOR HEAT CYCLE (APPROX. 10 MIN.) | KNOB MUST BE HELD IN EITHER "UP" OR "DOWN" POSITION, SPRING LOADING BRINGS SWITCH TO NEUTRAL POSITION. | NONE |
| POWER TAILGATE WINDOW (B-WAGON) | LEFT OF CLUSTER | PUSH LEVER UP PUSH LEVER DOWN | CONV. TOP RAISES "UP". CONV. TOP LOWERS "DOWN". | KNOB MUST BE HELD IN EITHER "UP" OR "DOWN" POSITION, SPRING LOADING BRINGS SWITCH TO NEUTRAL POSITION. | IGNITION SWITCH MUST BE IN "ON" POSITION. |
| POWER TAILGATE (B-WAGON) | LEFT OF CLUSTER | PUSH LEVER UP PUSH LEVER DOWN | TAILGATE GLASS COMES "UP". TAILGATE GLASS GOES "DOWN". | KNOB MUST BE HELD IN EITHER "UP" OR "DOWN" POSITION, SPRING LOADING BRINGS SWITCH TO NEUTRAL POSITION. | IGNITION SWITCH MUST BE IN THE "ON" POSITION & TRANS IN PARK OR NEUTRAL. |
| CRUISE CONTROL ENGAGE SWITCH (ALL SERIES) | LEFT OF CLUSTER | PUSH KNOB DOWN PUSH KNOB UP | TAILGATE GOES "DOWN" (OPENS) TAILGATE GOES "UP" (CLOSES) | KNOB MUST BE HELD IN EITHER "UP" OR "DOWN" POSITION, SPRING LOADING BRINGS SWITCH TO NEUTRAL POSITION. | CAR MUST BE TRAVELING AT 40 MPH OR FASTER. |
| CRUISE CONTROL BRAKE RELEASE (ALL SERIES) | INTEGRAL WITH STOP LAMP SWITCH) | PUSHING ON BRAKE PEDAL | CRUISE CONTROL IS DISENGAGED. | 1. DEPRESS KNOB FULL & HOLD (USED TO RESET SPEED) 2. SLIGHT PUSH ON BRAKE PEDAL ACTUATES CRUISE BRAKE RELEASE SWITCH. | CRUISE CONTROL MUST BE OPERATING. |
| SPEED ALERT (ALL SERIES) | SET KNOB ON RIGHT SIDE OF CLUSTER & INDICATOR NEEDLE IN CLUSTER (B-C-E) KNOB ON CLUSTER FACE (A) | SPEEDOMETER NEEDLE REACHES POSITION OF SPEED INDICATOR NEEDLE. | SPEED ALERT BUZZES. | RELEASING BRAKE PEDAL, SPRING PRESSURE RETURNS BRAKE PEDAL. | IGNITION SWITCH MUST BE IN THE "ON" POSITION. |
| SPEEDO RESET (TRIP SET) (B-C-E SERIES) | KNOB LOCATED RT. OF CLUSTER | PUSH KNOB IN & ROTATE. | RESET TRIP ODOMETER. | | |
| ENGINE COOLANT TEMP. SWITCH (ALL SERIES) | TOP FRONT R. H. SIDE INTAKE MANIFOLD | 248°F TEMP. OF ENGINE COOLANT. | "HOT" (RED) LIGHT IN INST. CLUSTER GOES "ON". | ENGINE COOLANT TEMP. OF LESS THAN 241°F. | IGNITION SWITCH MUST BE IN "ON" OR "START" POSITION. |

3B1E9

Figure 1E-9 Electrical Switch Operation

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|---|---|---|--|---|--|
| ENGINE TEMP. SWITCH (B-C-E SERIES) | REAR OR LEFT CYLINDER HEAD | 265°F OF ENGINE CYLINDER HEAD METAL TEMP. | "STOP ENGINE" (RED) WARNING LIGHT IN CLUSTER FLASHES. | ENGINE CYLINDER HEAD TEMP. OF LESS THAN 225°F. | IGNITION SWITCH MUST BE IN "ON" OR "START" POSITION. |
| BRAKE WARNING SWITCH (ALL SERIES) | TOP OF L. H. FRAME SIDE RAIL NEAR MASTER CYLINDER | A PRESSURE DIFFERENTIAL BETWEEN THE FRONT AND REAR BRAKE SYSTEMS. | BRAKE WARNING IN INSTRUMENT CLUSTER COMES ON. | EQUALIZING PRESSURE IN BOTH BRAKE SYSTEMS. | IGNITION SWITCH MUST BE IN "ON" OR "START" POSITION. |
| PARK BRAKE SWITCH (ALL SERIES) | MOUNTED ON PARK BRAKE | POSITIONING PARK BRAKE TO SECOND CLICK | BRAKE WARNING LIGHT IN INST. PANEL COMES ON (SAME AS WARNING LAMP). | RELEASING PARK BRAKE BY PULLING RELEASE LEVER SPRING PRESSURE RETURNS PEDAL. | IGNITION SWITCH MUST BE IN THE "ON" POSITION. |
| ENGINE OIL PRESSURE SW (ALL SERIES) | FRONT OF ENGINE BLOCK R. H. SIDE | 4 P. S. I. OF ENGINE OIL PRESSURE. | OIL WARNING LIGHT IN INST. CLUSTER GOES "OFF". | ENGINE OIL PRESSURE OF LESS THAN 4 P. S. I. | IGNITION SWITCH MUST BE IN "ON" OR "START" POSITION. |
| STD. HEATER BLOWER SWITCH (ALL SERIES) | ON HEATER CONTROL | MOVE KNOB TO DESIRED SPEED (NO "OFF" POSITION) | 3 BLOWER SPEEDS - LOW, MED & HIGH | IGNITION SWITCH MUST BE IN "OFF" OR "LOCK" POSITION. LOW ONLY IS DEACTIVATED BY COLD ENGINE THERMAL DELAY SWITCH. | IGNITION SWITCH MUST BE IN "ON" OR "ACCESSORY" POSITION. |
| STD. HEATER SELECTOR CONTROL (ALL SERIES) | ON HEATER CONTROL | MOVE LEVER TO "HOT". | OPENS TEMPERATURE DOOR. | MOVE TEMP LEVER TO "COLD" OR MOVE LEVER TO "OFF". | NONE |
| A/C BLOWER SWITCH (ALL SERIES) | ON A/C CONTROL | MOVE LEVER TO DESIRED FUNCTION. | "HTR" OPENS OUTSIDE AIR DOOR. "DEFROST" OPENS DEFROSTER DOOR. | MOVE LEVER TO "OFF". | ENGINE MUST BE RUNNING. (B-C-E ONLY) |
| A/C TEMPERATURE CONTROL (ALL SERIES) | ON A/C CONTROL | MOVE KNOB TO DESIRED SPEED. | FIRST TRAVEL OPENS OUTSIDE AIR DOOR. 4 BLOWER SPEEDS, LOW, MED, HIGH & MAX IN MODE OTHER THAN "OFF". | IGNITION SWITCH MUST BE IN "OFF" OR "LOCK" POSITION OR BLOWER DELAY SWITCH IS DEACTIVATED. | ENGINE MUST BE RUNNING. |
| A/C SELECTOR CONTROL (ALL SERIES) | ON A/C CONTROL | MOVE LEVER TO "WARM". | OPENS TEMPERATURE DOOR. FIRST TRAVEL OPENS WATER VALVE. | MOVE LEVER TO "COLD". | ENGINE MUST BE RUNNING. |
| | | MOVE LEVER TO DESIRED FUNCTION. | "DEF" OPENS DEFROSTER DOOR. "VENT" OPENS MODE DOOR TO A/C & HTR POSITION. "A/C" TURNS ON COMPRESSOR. PARTIALLY CLOSES OUTSIDE AIR DOOR & TURN HI BLO ON. "BI/LEVEL" PARTIALLY OPENS DEFROSTER DOOR AND A/C MODE DOOR WITH AIR TO ALL THREE LEVELS. | MOVE LEVER TO "OFF". | ENGINE MUST BE RUNNING. |
| | | MOVE TEMP. LEVER TO "REC" POSITION. | | MOVE TEMP. LEVER TO "COLD" POSITION. | |

3B1E10

Figure 1E-10 Electrical Switch Operation

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|---|--|---|---|--|--|
| AUTO A/C TEMPERATURE CONTROL (B-C-E SERIES) | ON A/C CONTROL | ROTATE WHEEL TO DESIRED COMFORT SETTING. | CAUSES SYSTEM TO PRODUCE DESIRED IN-CAR TEMPERATURE. | NOT APPLICABLE. | ENGINE MUST BE RUNNING. |
| AUTO A/C SELECTOR CONTROL (B-C-E SERIES) | ON A/C CONTROL | ROTATE WHEEL TO DESIRED FUNCTION. | "LO" - LOW RANGE BLOWER SPEEDS. "AUTO" - ALL BLOWER SPEEDS. "HI" - HIGH RANGE BLOWER SPEEDS. "BI/LEVEL" - CLOSSES MODE DOOR TO A/C POSITION & OPENS DEFROSTER DOOR. "DEF" - TURNS ON BLOWER TO MAXIMUM SPEED. | MOVE LEVER TO "OFF". | ENGINE MUST BE RUNNING. |
| AUTO A/C COMPRESSOR SWITCH (B-C-E SERIES) | ON PLENUM BLOWER ASSEMBLY | AMBIENT TEMPERATURE GREATER THAN 40°F. | TURNS ON COMPRESSOR. | AMBIENT TEMPERATURE LESS THAN 30°F. | IGNITION SWITCH MUST BE IN THE "ON" OR "START" POSITION SELECTOR CONTROL MUST BE ON. |
| RADIO SWITCH (ALL SERIES) | RT SIDE OF CLUSTER | TURNING KNOB CLOCKWISE. | RADIO COMES ON. | TURNING KNOB TO FULL COUNTER-CLOCKWISE POSITION. | 1. IGNITION SWITCH MUST BE IN THE "ON" OR "ACCESSORY" POSITION. 2. STEREO TAPE MUST NOT BE ENGAGED IN TAPE PLAYER (IF SO EQUIPPED). |
| STEREO TAPE PLAYER SWITCH (ALL SERIES) | INTEGRAL WITH RADIO | PUSHING TAPE INTO PLACE IN TAPE PLAYER, OPENING IN RADIO DIAL | TAPE PLAYER COMES ON. | PUSH EJECT BUTTON, PULL OUT TAPE. | IGNITION SWITCH MUST BE IN THE "ON" OR "ACCESSORY" POSITION. |
| GLOVE BOX LAMP SWITCH (ALL SERIES) | L. H. SIDE OF GLOVE BOX ON VERTICAL SURFACE | OPENING GLOVE BOX DOOR. | LIGHT IN GLOVE BOX COMES ON. | CLOSING GLOVE BOX DOOR. | NONE |
| TRUNK LAMP SWITCH (ALL SERIES) | INTEGRAL WITH TRUNK LAMP | RAISING DECK LID. | TRUNK LAMP COMES ON. | CLOSING DECK LID. | NONE |
| FRONT DOOR JAMB SWITCHES. (ALL SERIES) | BOTH FRONT DOOR HINGE PILLARS | OPENING EITHER FRONT DOOR. | 1. COURTESY LAMPS & DOME LAMPS COME ON. 2. ELECTRIC SEAT BACK LOCKS DISENGAGE WHEN PRESENT. (B-C-E ONLY) | CLOSING ONE FRONT DOOR (WHEN OTHER DOOR IS CLOSED). | NONE |
| REAR DOOR JAMB SWITCHES. (B-C SERIES) | BOTH REAR DOOR HINGE PILLARS | OPENING EITHER REAR DOOR. | DOME LAMPS & REAR COMPARTMENT LAMPS COME ON. | CLOSING ONE REAR DOOR (WHEN THE OTHER DOOR IS CLOSED). | NONE |
| TURN SIGNAL SWITCH (ALL SERIES) | TOP OF STEERING COLUMN (LEVER ON L. H. SIDE) | POSITIONING SWITCH LEVER UP (CLOCKWISE). POSITIONING SWITCH LEVER DOWN (COUNTERCLOCKWISE). | R. H. FRONT & REAR TURN SIGNAL LAMPS & R. H. TELL TALE LAMP IN INSTRUMENT PANEL COME ON & FLASH. L. H. FRONT & REAR TURN SIGNAL LAMPS & L. H. TELL TALE LAMP IN INSTRUMENT PANEL COME ON & FLASH. | SWITCH SHUTS OFF WHEN STEERING WHEEL RETURNS FROM TURNED POSITION, OR LEVER IS MOVED OUT OF DETENT POSITION. | IGNITION SWITCH MUST BE IN THE "ON" OR "START" POSITION. |

3B1E11

Figure 1E-11 Electrical Switch Operation

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|---|--|--|--|---|--|
| CORNERING LAMP SWITCH (B-C-E SERIES) | INTEGRAL WITH TURN SIGNAL SWITCH | POSITIONING SWITCH LEVER UP (CLOCKWISE). | R. H. CORNERING LAMP COMES ON. | SWITCH SHUTS OFF WHEN STEERING WHEEL RETURNS FROM TURNED POSITION OR LEVER IS MOVED OUT OF DETENT POSITION. | HEADLAMP SWITCH MUST BE PULLED TO EITHER DETENT. |
| | | POSITIONING SWITCH LEVER DOWN (COUNTERCLOCKWISE). | L. H. CORNERING LAMP COMES ON. | | |
| HAZARD WARNING SWITCH (ALL SERIES) | BUTTON ON R. H. SIDE OF STEERING COLUMN | POSITIONING BUTTON IN (TOWARD CENTERLINE OF COLUMN). | TURN SIGNAL LAMPS ON BOTH SIDES, FRONT & REAR FLASH. | TURNING STEERING WHEEL OR PULLING KNOB OUT. | NONE |
| NEUTRAL START SWITCH (ALL SERIES) | ON STRG COLUMN UNDER INST PANEL | MOVING SHIFT LEVER TO NEUTRAL OR PARK DETENT. | STARTING CIRCUIT CAN BE ENERGIZED. | MOVING SHIFT LEVER TO ANY POSITION BUT NEUTRAL & PARK DETENT. | IGNITION SWITCH MUST BE IN THE "START" POSITION. |
| CLUTCH START SWITCH (A SERIES) | L. H. SIDE BRAKE PEDAL SUPPORT BRACKET | PUSHING CLUTCH PEDAL ARM DOWN FULLY. | STARTING CIRCUIT CAN BE ENERGIZED. | RELEASING CLUTCH PEDAL. | IGNITION SWITCH MUST BE IN THE "START" POSITION. |
| BACK-UP LAMP SWITCH (ALL SERIES) | INTEGRAL WITH NEUTRAL START SWITCH | MOVE SHIFT LEVER TO THE REVERSE POSITION. | BACK-UP LAMPS COME ON. | MOVING SHIFT LEVER TO ANY POSITION OTHER THAN REVERSE. | IGNITION SWITCH MUST BE IN THE "ON" OR "START" POSITIONS. |
| SEAT BELT WARNING LT. SWITCH (ALL SERIES) | INTEGRAL WITH NEUTRAL START SWITCH | MOVE SHIFT LEVER TO FORWARD GEAR POSITION. (A) | WARNING LIGHT & BUZZER COME ON. | MOVE SHIFT LEVER OUT OF DRIVE POSITION OR FASTENING SEAT BELTS. | IGNITION SWITCH MUST BE IN "ON" POSITION. THIS SYSTEM ON AUTO TRANS CARS ONLY. |
| SEAT BELT WARNING LT. SWITCH (A SERIES) | INTEGRAL WITH PARKING BRAKE WARNING LT. SWITCH | RELEASING PARKING BRAKE. | WARNING LIGHT & BUZZER COME ON. | DEPRESSING PARKING BRAKE LEVER OR FASTENING SEAT BELTS. | IGNITION SWITCH MUST BE IN "ON" POSITION. MAN TRANS CARS ONLY |
| HORN BUTTON (ALL SERIES) | IN STEERING WHEEL SHROUDS | PUSH BUTTON IN. | HORN BLOWS. | BUTTON MUST BE HELD IN, SPRING PRESSURE RELEASES. | NONE |
| TRANSMISSION DOWNSHIFT (ALL SERIES) | INSIDE OF FIRE-WALL ADJACENT TO THROT. LEVER | PUSHING ACCELERATOR PEDAL TO ITS STOP. | TRANSMISSION DOWNSHIFTS. | RELEASING THE ACCELERATOR PEDAL, SPRING PRESSURE RETURNS PEDAL. | IGNITION SWITCH MUST BE IN THE "ON" OR "ACCESSORY" POSITIONS. |
| WINDOW REGULATOR SWITCHES (ALL SERIES) | IN DOOR TRIM PADS OR ARM RESTS (4) IN L. F. DOOR (1) IN EACH OTHER DOOR | PUSHING BUTTON UP (FORWARD) | WINDOWS GO UP (CLOSE) | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO NEUTRAL POSITION & WINDOWS STOP MOVING. | IGNITION SWITCH MUST BE IN "ON" POSITION. |
| | | PUSHING BUTTON DOWN (REARWARD) | WINDOWS GO DOWN (OPEN) | | |
| 4-WAY POWER SEAT ALL SERIES | L. H. SEAT SIDE PANEL FRONT SEAT L. H. DOOR ARM REST ON ELECTRICAL & ELECTRIC WINDOWS. | PUSHING BUTTON FORWARD. | SEAT MOVES FORWARD. | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO NEUTRAL POSITION & SEAT STOPS MOVING. | |
| | | PUSHING BUTTON REARWARD. | SEAT MOVES REARWARD. | | |
| | | PUSHING BUTTON UP. | SEAT MOVES UP. | | |
| | | PUSHING BUTTON DOWN. | SEAT MOVES DOWN. | | |
| 6-WAY POWER SEAT (B-C-E SERIES) | RIV. WITH ELECTRIC WINDOWS. | PUSHING FRONT BUTTON UP (LT.) | FRONT OF SEAT MOVES UP. | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO NEUTRAL POSITION & SEAT STOPS MOVING. | |
| | | PUSHING FRONT BUTTON DOWN (RT.) | FRONT OF SEAT MOVES DOWN. | | |

3B1E12

Figure 1E-12 Electrical Switch Operation

| SWITCH | LOCATION | ACTIVATED BY | RESULT OF ACTIVATING SWITCH | SWITCH IS DEACTIVATED BY | QUALIFYING CONDITIONS |
|-----------------------------------|--|--|---------------------------------------|---|---|
| 4-WAY POWER SEAT ALL SERIES | L. H. SEAT SIDE PANEL FRONT SEAT L. H. DOOR ARM REST ON ELECTRICAL RIV. WITH ELECTRIC WINDOWS. | PUSHING CENTER BUTTON FORWARD OR UP. | SEAT MOVES FORWARD OR UP. | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO NEUTRAL POSITION & SEAT STOPS MOVING. | |
| | | PUSHING CENTER BUTTON REARWARD OR DOWN. | SEAT MOVES REARWARD OR DOWN. | | |
| 6-WAY POWER SEAT (B-C-E SERIES) | BUTTON IN DOOR TRIM PAD. | PUSHING REAR BUTTON UP (LEFT) | REAR OF SEAT MOVES UP. | BUTTON IS SPRING RETURN TO CENTER OFF POSITION. | NONE |
| | | PUSHING REAR BUTTON DOWN (RIGHT) | REAR OF SEAT MOVES DOWN. | | |
| DOOR LOCK (ALL SERIES) | BUTTON IN DOOR TRIM PAD. | PUSHING BUTTON DOWN. | DOORS LOCK | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO OFF POSITION. | NONE |
| | | PUSHING BUTTON UP. | DOORS UNLOCK | | |
| TRUNK RELEASE SWITCH (ALL SERIES) | IN GLOVE BOX OPENING | PUSHING BUTTON IN. | TRUNK UNLOCKS. | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO OFF POSITION. | IGNITION SWITCH MUST BE IN "ON" POSITION. |
| TAILGATE RELEASE (A WAGON) | IN GLOVE BOX OPENING | PUSH BUTTON IN | TAILGATE UNLOCKS | RELEASING BUTTON, SPRING PRESSURE RETURNS BUTTON TO "OFF" POSITION. | IGNITION SWITCH MUST BE IN "ON" POSITION & TRANS. IN "PARK" POSITION. |
| TAILGATE AJAR SWITCH (A WAGON) | IN TAILGATE LOCK MECHANISM | OPEN TAILGATE TO FIRST STOP OR OPEN FULLY. | LIGHT ON INSTRUMENT CLUSTER COMES ON. | FULLY CLOSING TAILGATE. | IGNITION SWITCH MUST BE IN "ON" POSITION. |
| MAP LIGHT (ALL SERIES) | ON TOP WIND-SHIELD MOULDING IN CENTER | SLIDE BUTTON TO RIGHT. | MAP LIGHT ON. | PUSH BUTTON TO LEFT. | IGNITION SWITCH MUST BE IN "ON" POSITION. |
| MAX-TRAC (B-C-E SERIES) | UPPER RIGHT SURFACE OF I/P HOUSING | SLIDE KNOB TO RIGHT | MAX-TRAC SYSTEM OPERATES. | SLIDE KNOB TO LEFT. | |
| SUN ROOF SWITCH (B-C-E SERIES) | LEFT OF CLUSTER | PUSH LEVER UP | ROOF PANEL OPENS | KNOB MUST BE HELD IN EITHER "UP" OR "DOWN" POSITION SPRING LOADING BRINGS SWITCH TO NEUTRAL POSITION. | IGNITION SWITCH MUST BE IN "ON" POSITION. |
| | | PUSH LEVER DOWN | ROOF PANEL CLOSES | | |

3B1E13

Figure 1E-13 Electrical Switch Operation

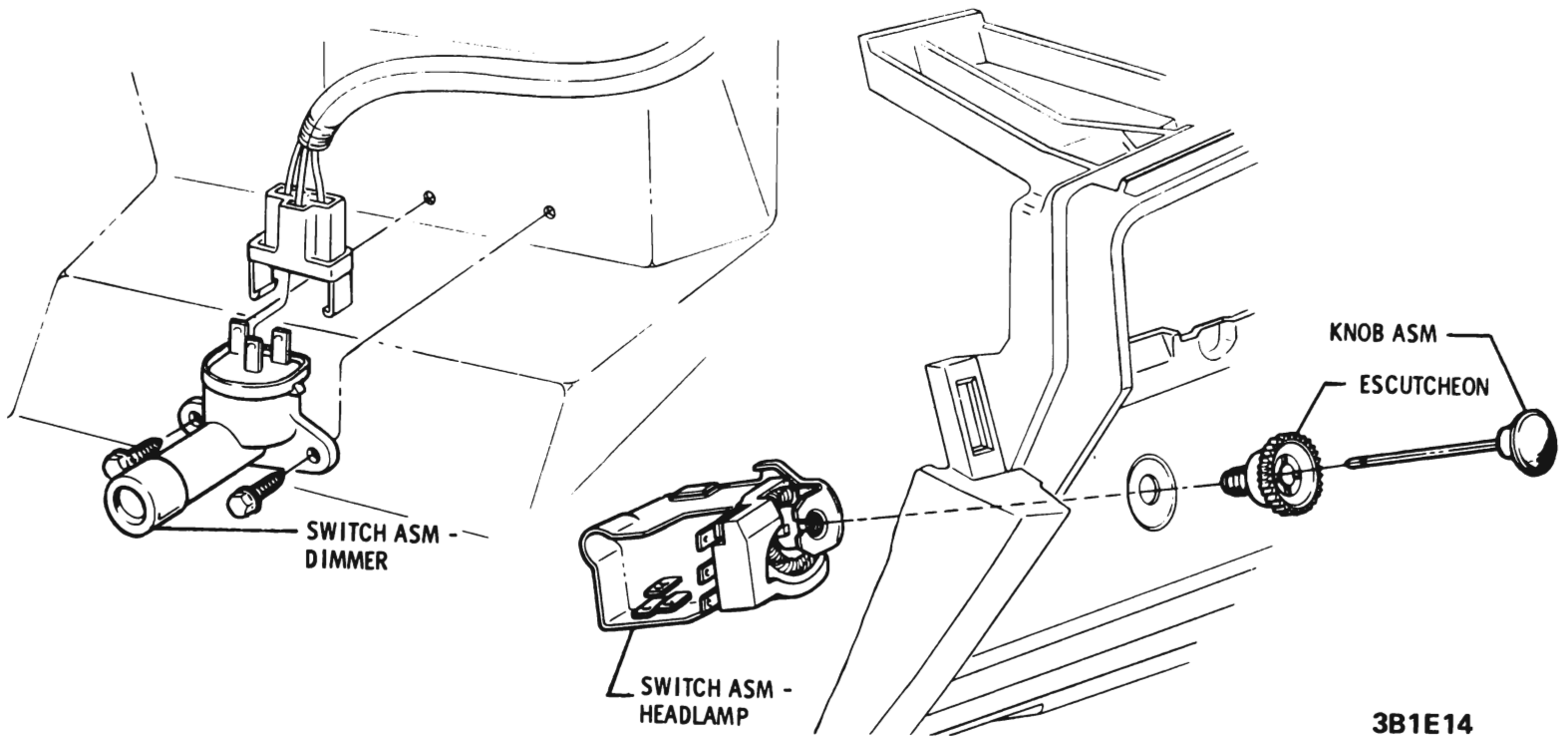


Figure 1E-14 Headlamp and Dimmer Switches A Series

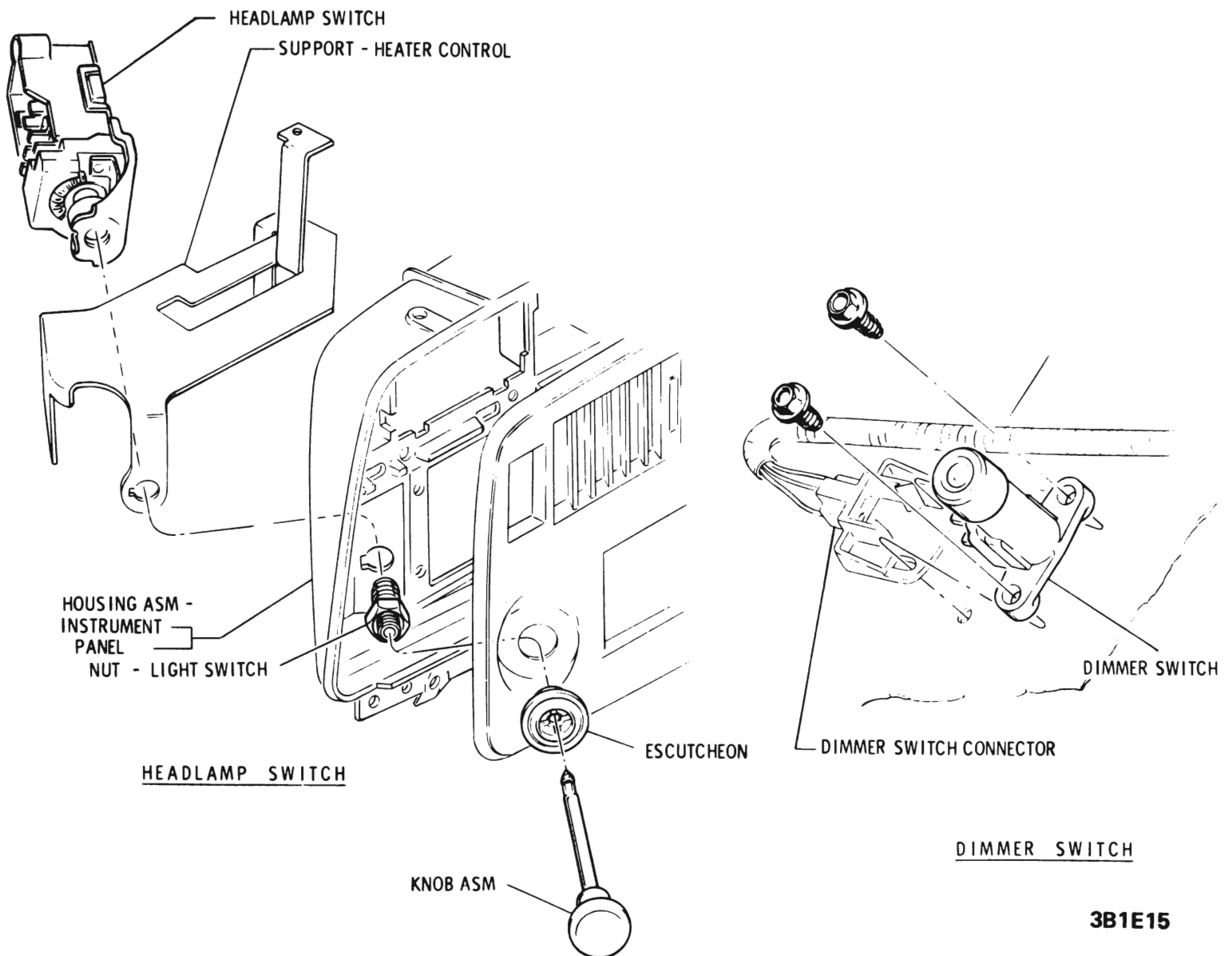
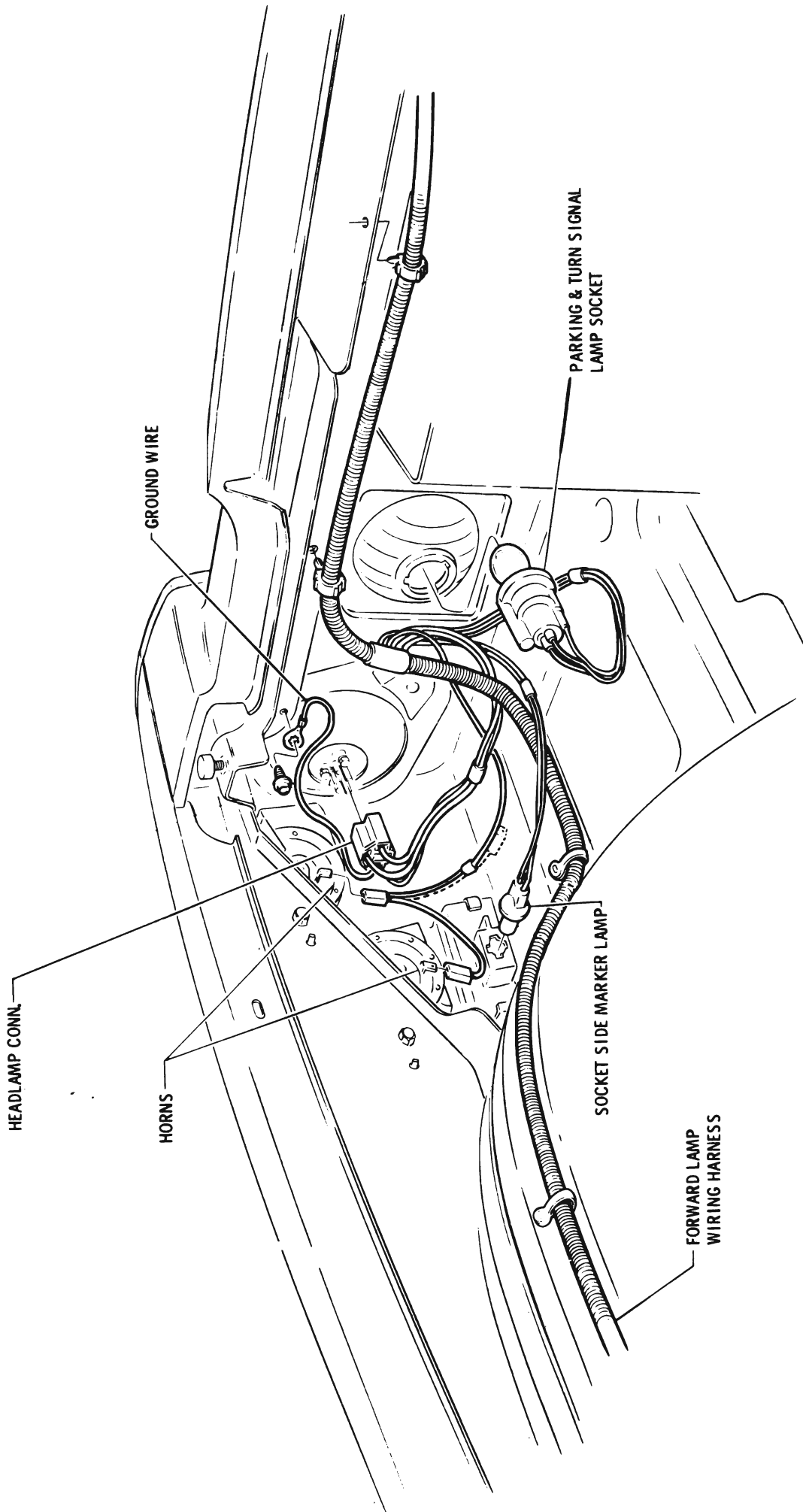


Figure 1E-15 Headlamp and Dimmer Switches B-C-E Series



3B1E16

Figure 1E-16 Forward Harness L. F. Fender A Series

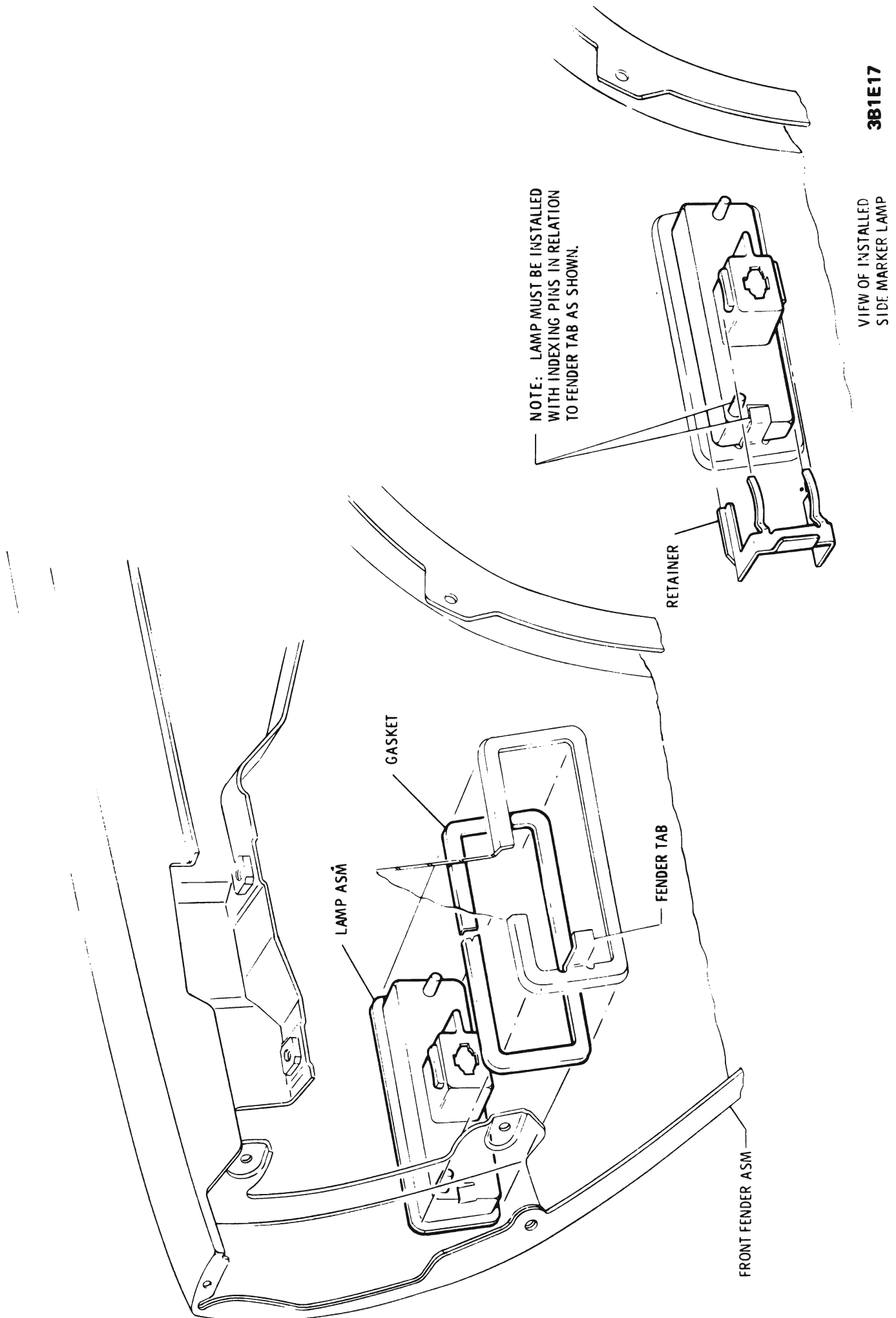
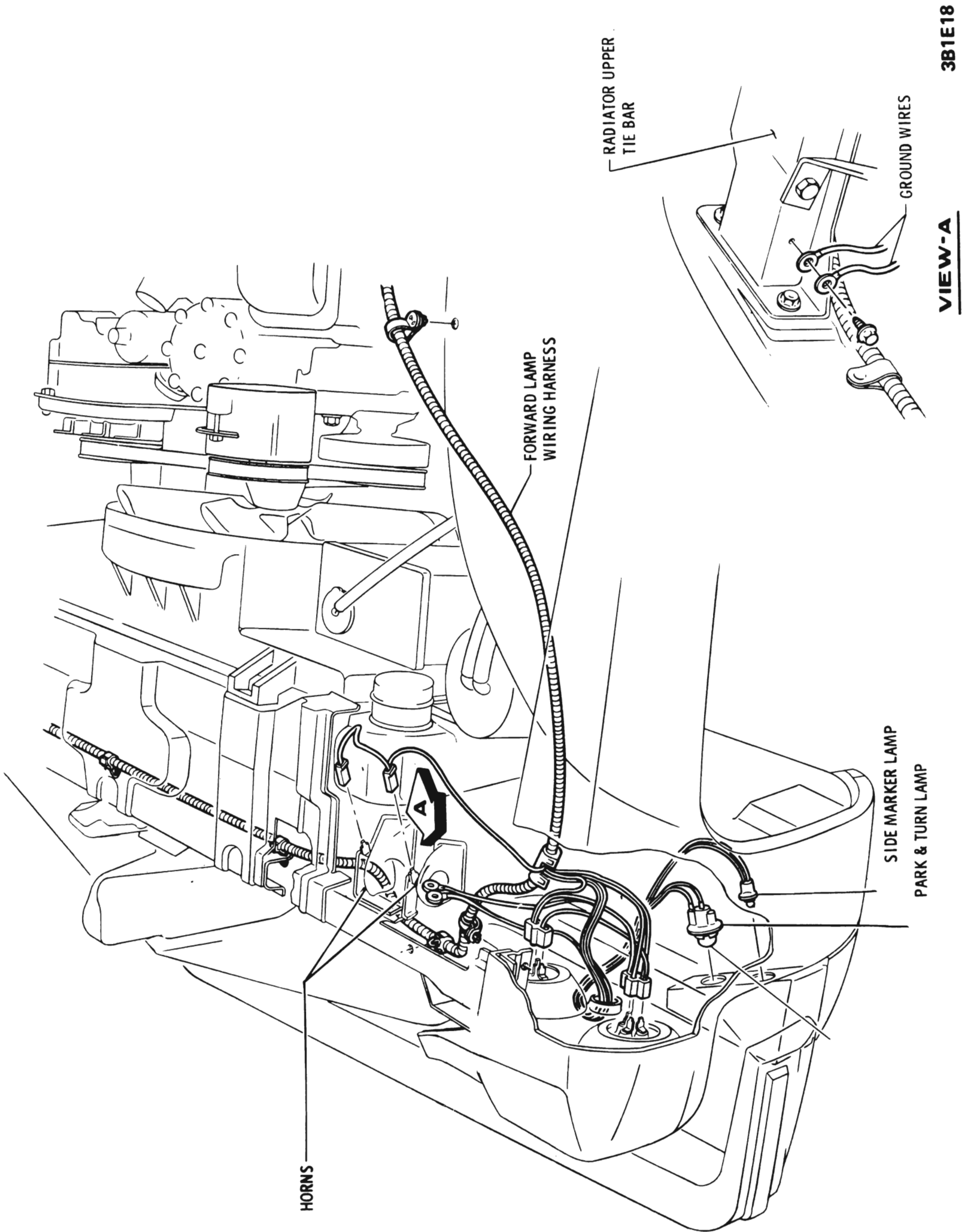


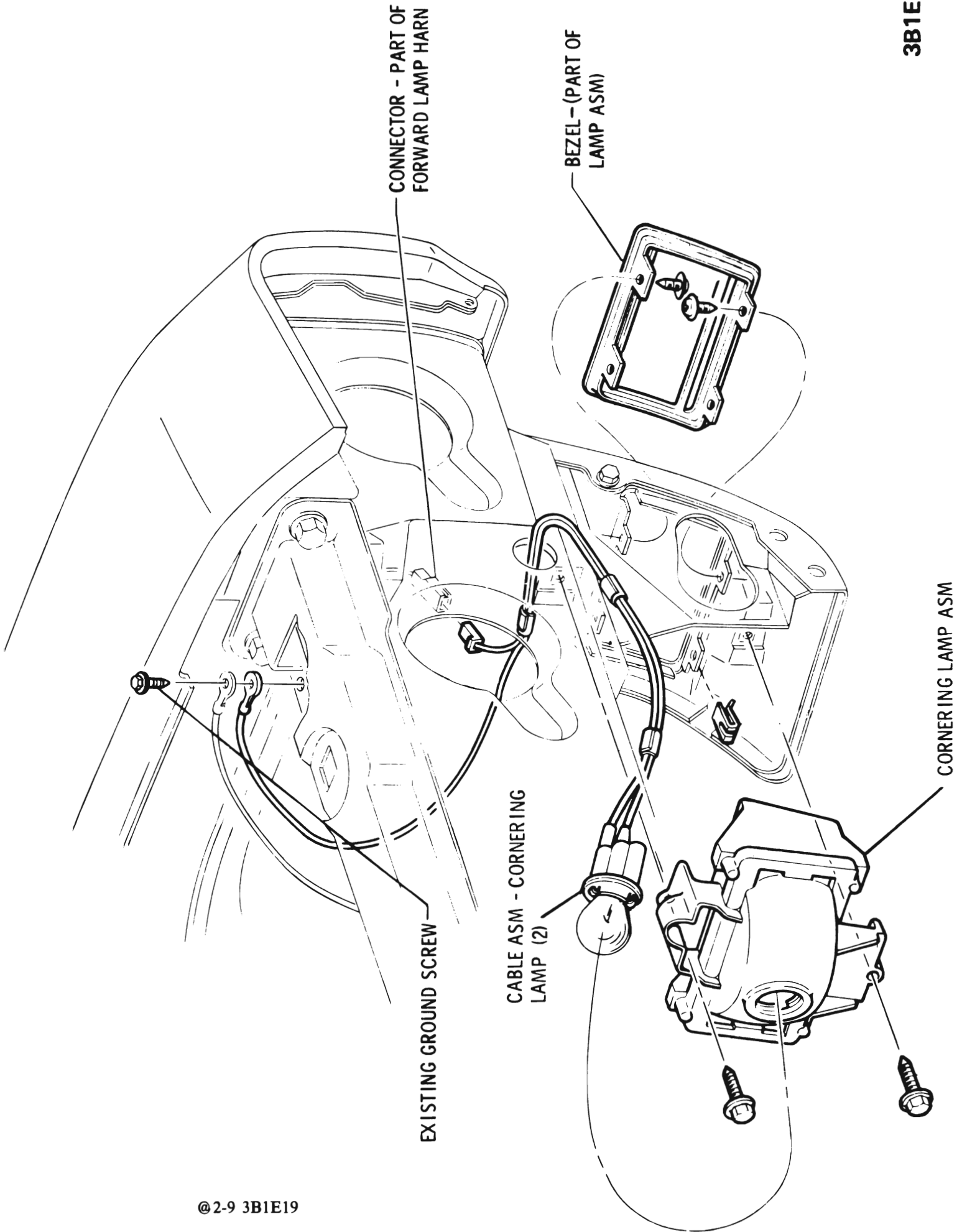
Figure 1E-17 Front Side Marker A Series



3B1E18

Figure 1E-18 Forward Harness L. F. Fender B-C Series

3B1E19



@2-9 3B1E19

Figure 1E-19 Cornering Lamp B-C Series

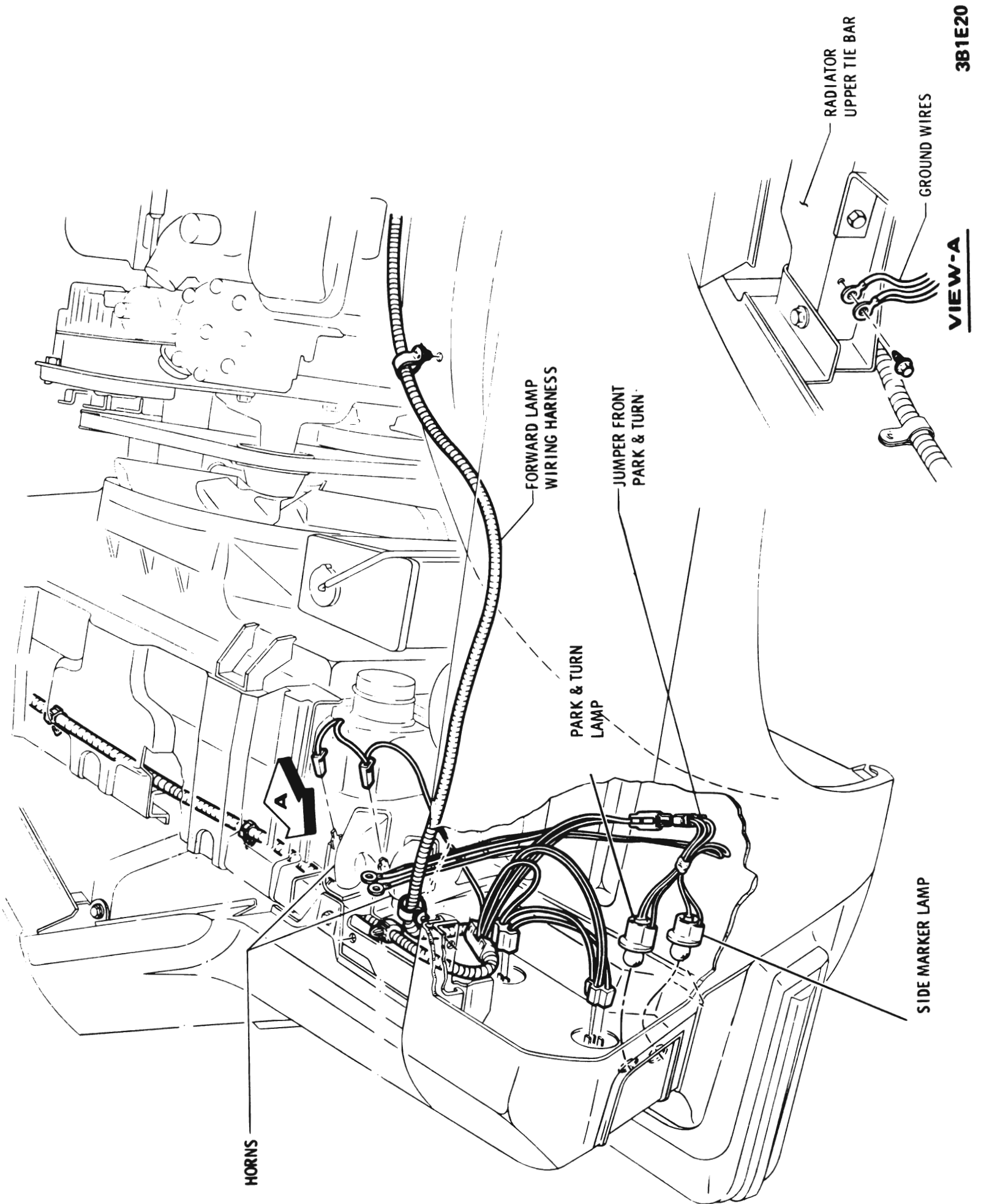
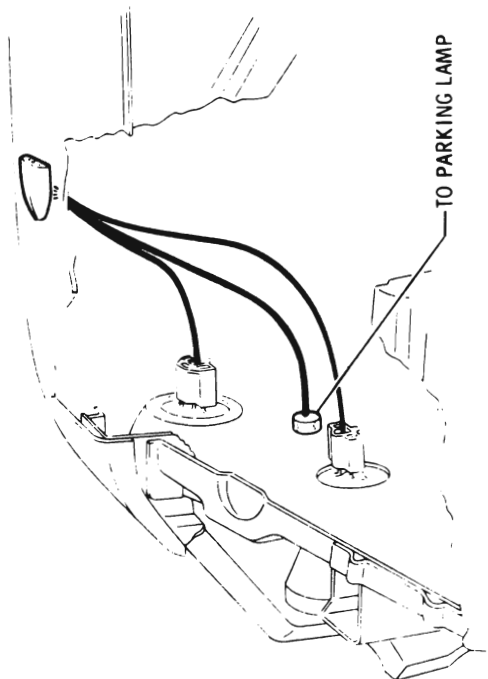


Figure 1E-20 Forward Harness L. F. Fender E Series

CAUTION - THROUGHOUT INSTALLATION SEELITE WIRES MUST BE ROUTED FREE OF KINKS & SHARP BENDS.
DO NOT PULL ON SEELITE WIRES. APPLY FORCE ON BRASS END FITTINGS FOR INSTALLATION OR REMOVAL. MAKE SURE ENDS OF SEELITE WIRES ARE CLEAN AND WELL PROTECTED FROM INJURY DURING INSTALLATION.



COIL EXCESS CABLE & TAPE (DO NOT CAUSE KINKS OR SHARP BENDS)

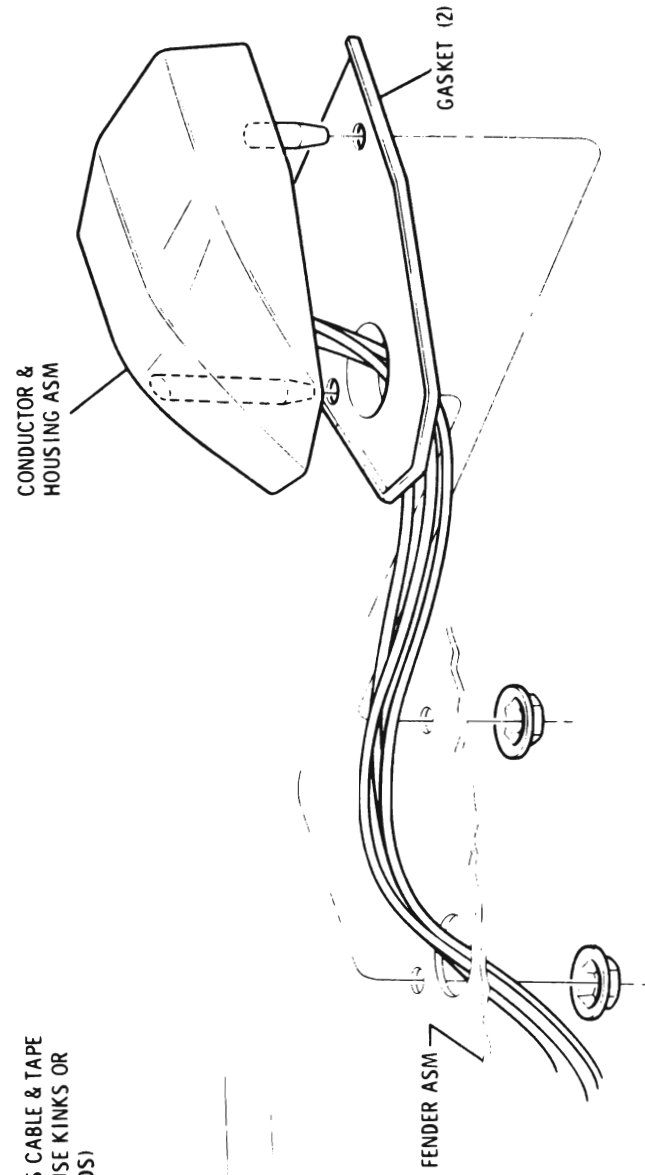
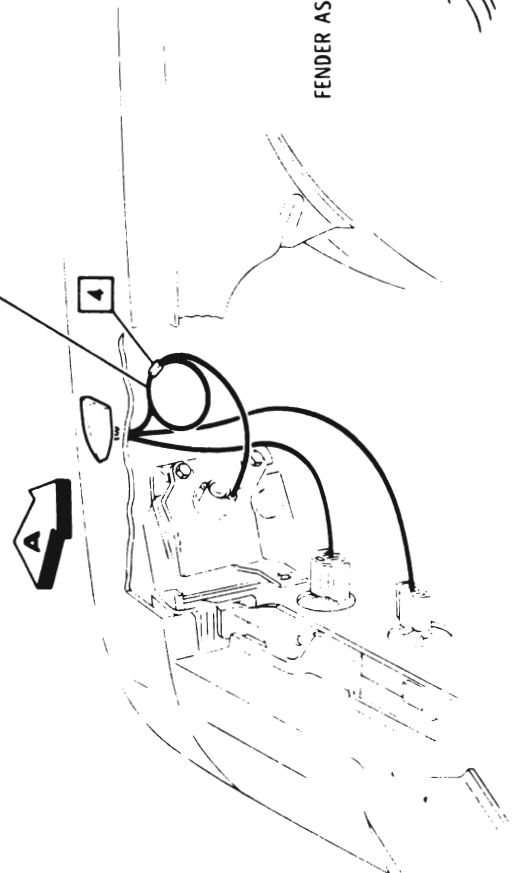
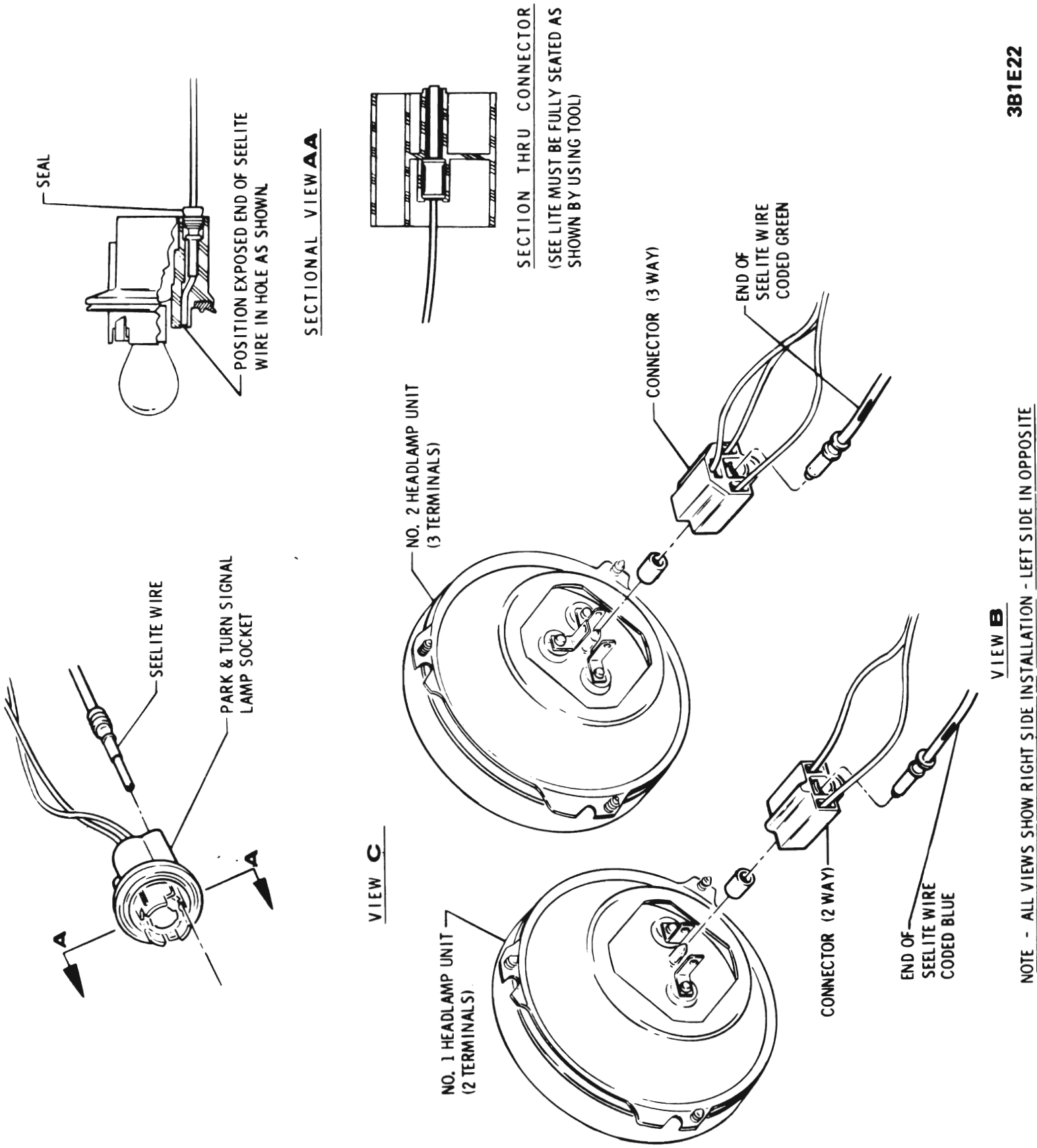


Figure 1E-21 Front Light Monitor B-C-E Series

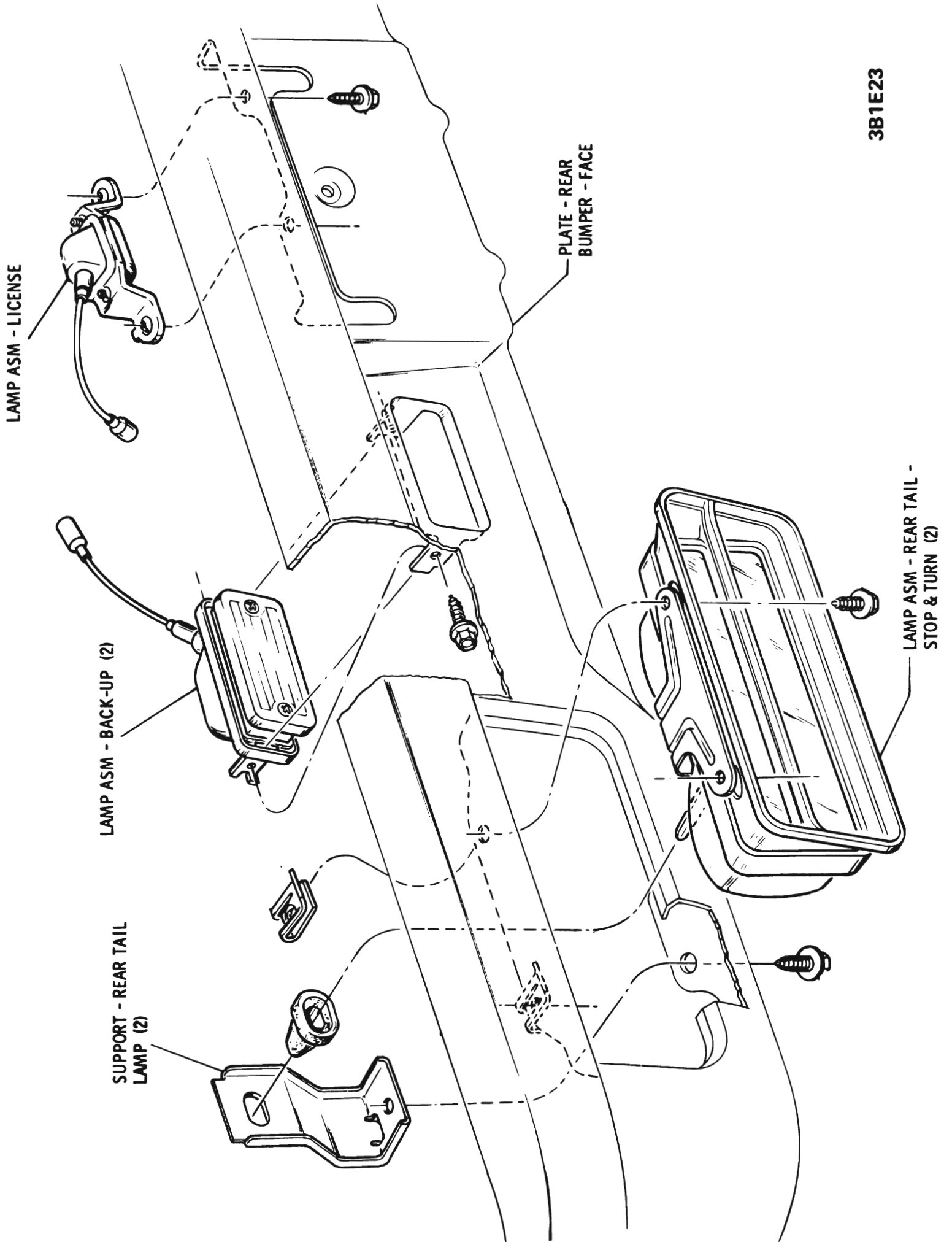


3B1E22

NOTE - ALL VIEWS SHOW RIGHT SIDE INSTALLATION - LEFT SIDE IN OPPOSITE

@2-9 3B1E22

Figure 1E-22 Front Light Monitor B-C-E Series



3B1E23

Figure 1E-23 "A" Wagon Rear Lights

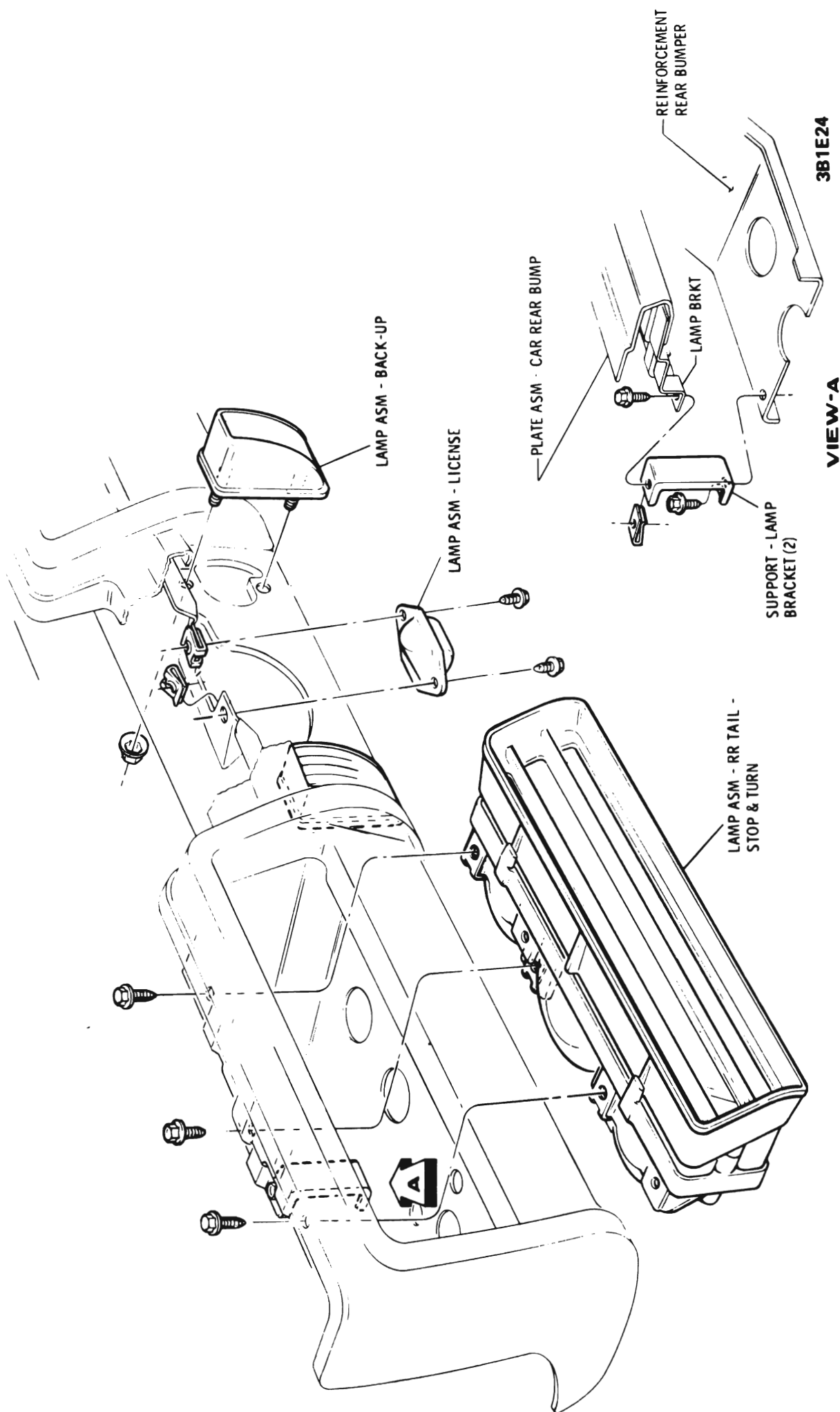
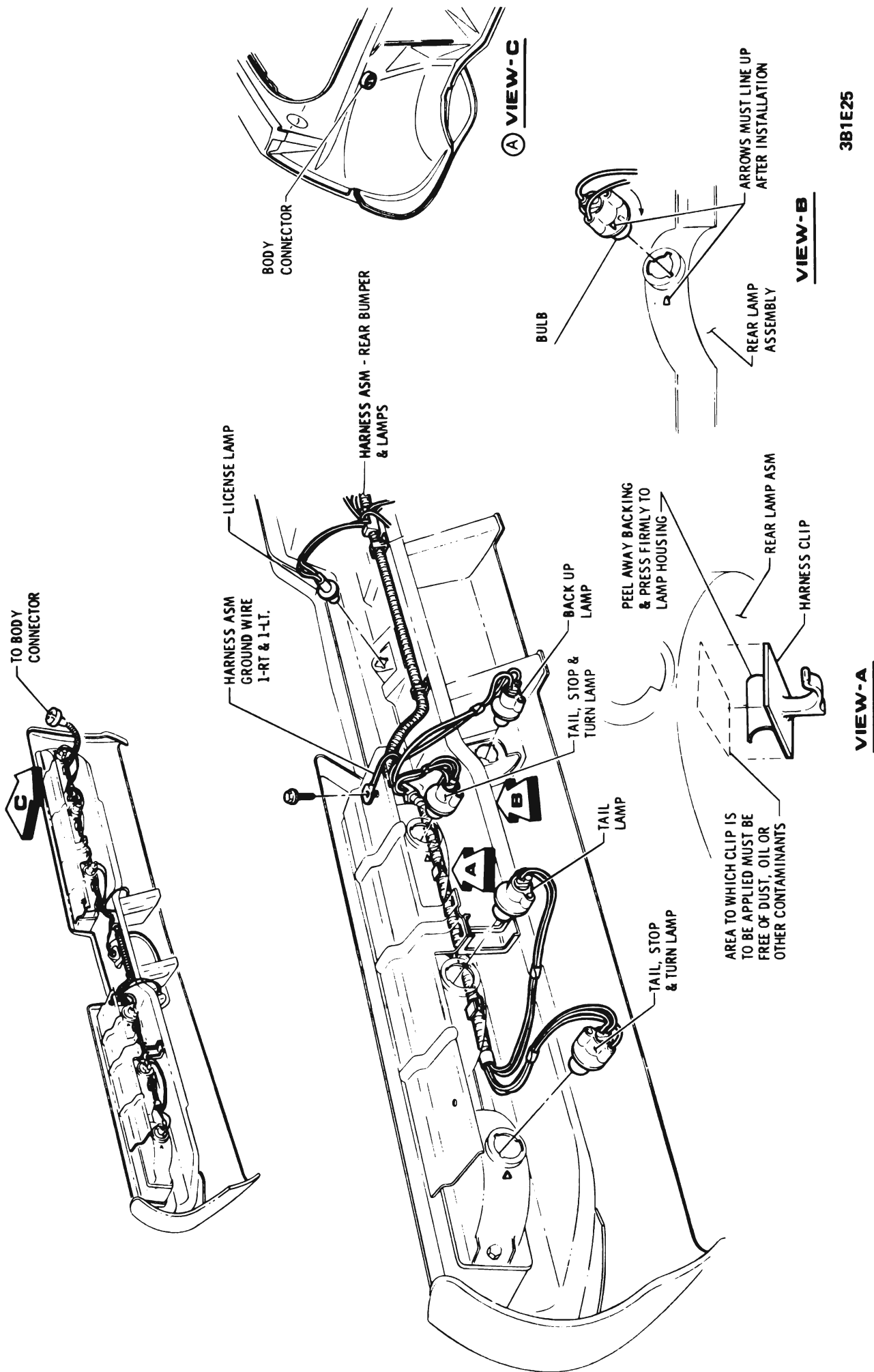


Figure 1E-24 Rear Lights B Series



3B1E25

Figure 1E-25 Rear Lamp Wiring B Series

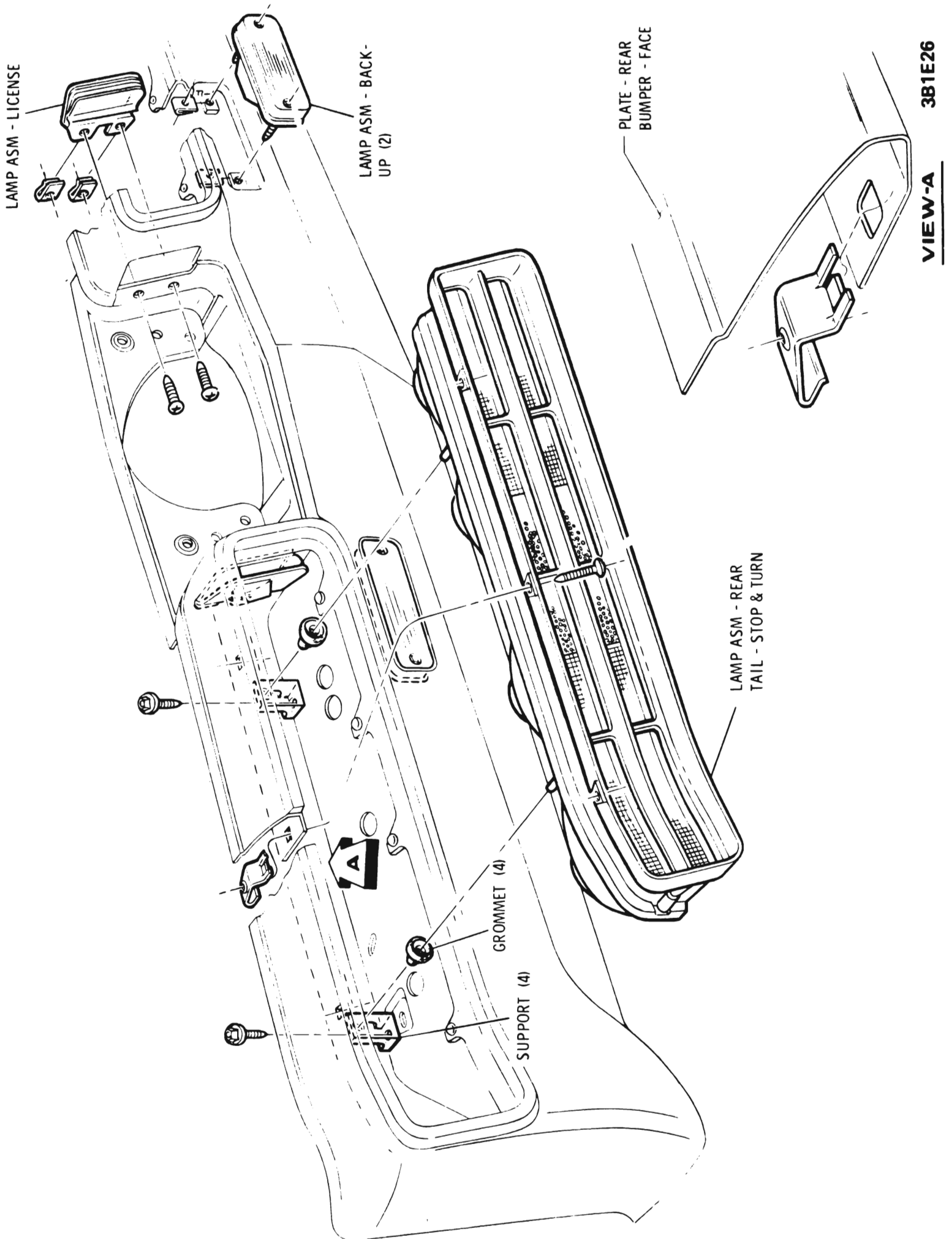
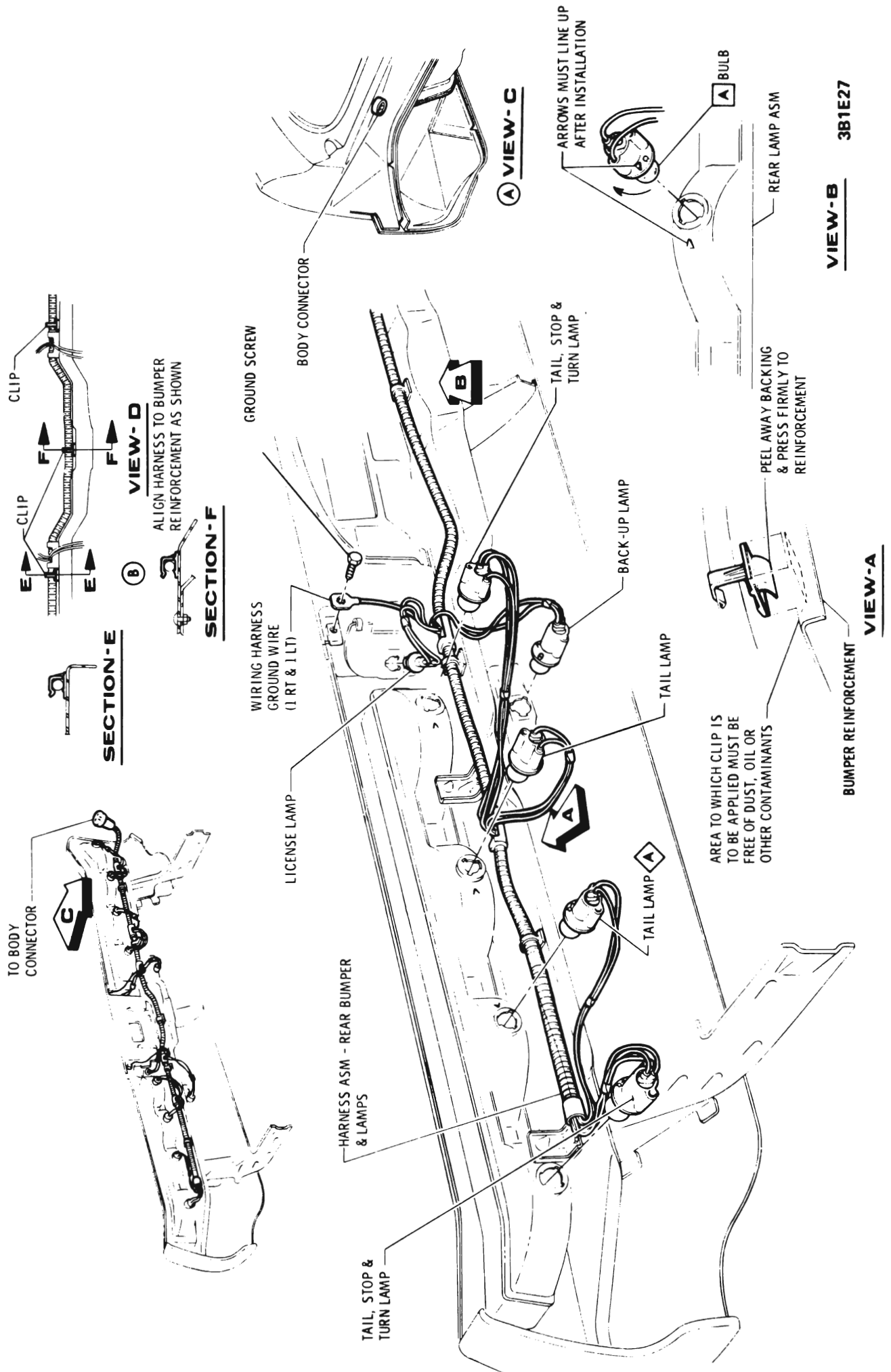


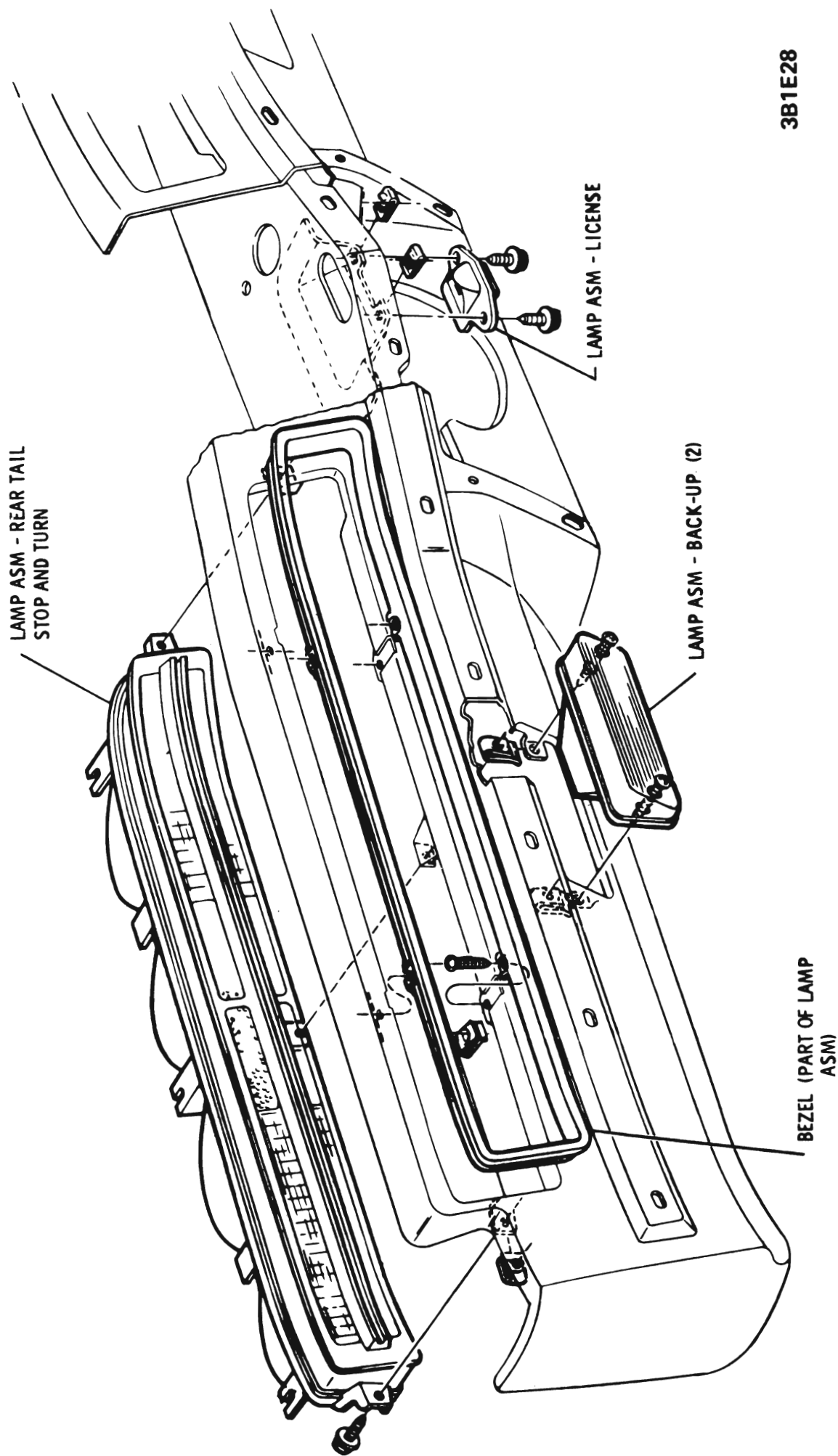
Figure 1E-26 Rear Lights C Series



VIEW-B 3B1E27

BUMPER REINFORCEMENT VIEW-A

Figure 1E-27 Rear Lamp Wiring C Series



3B1E28

Figure 1E-28 Rear Lights E Series

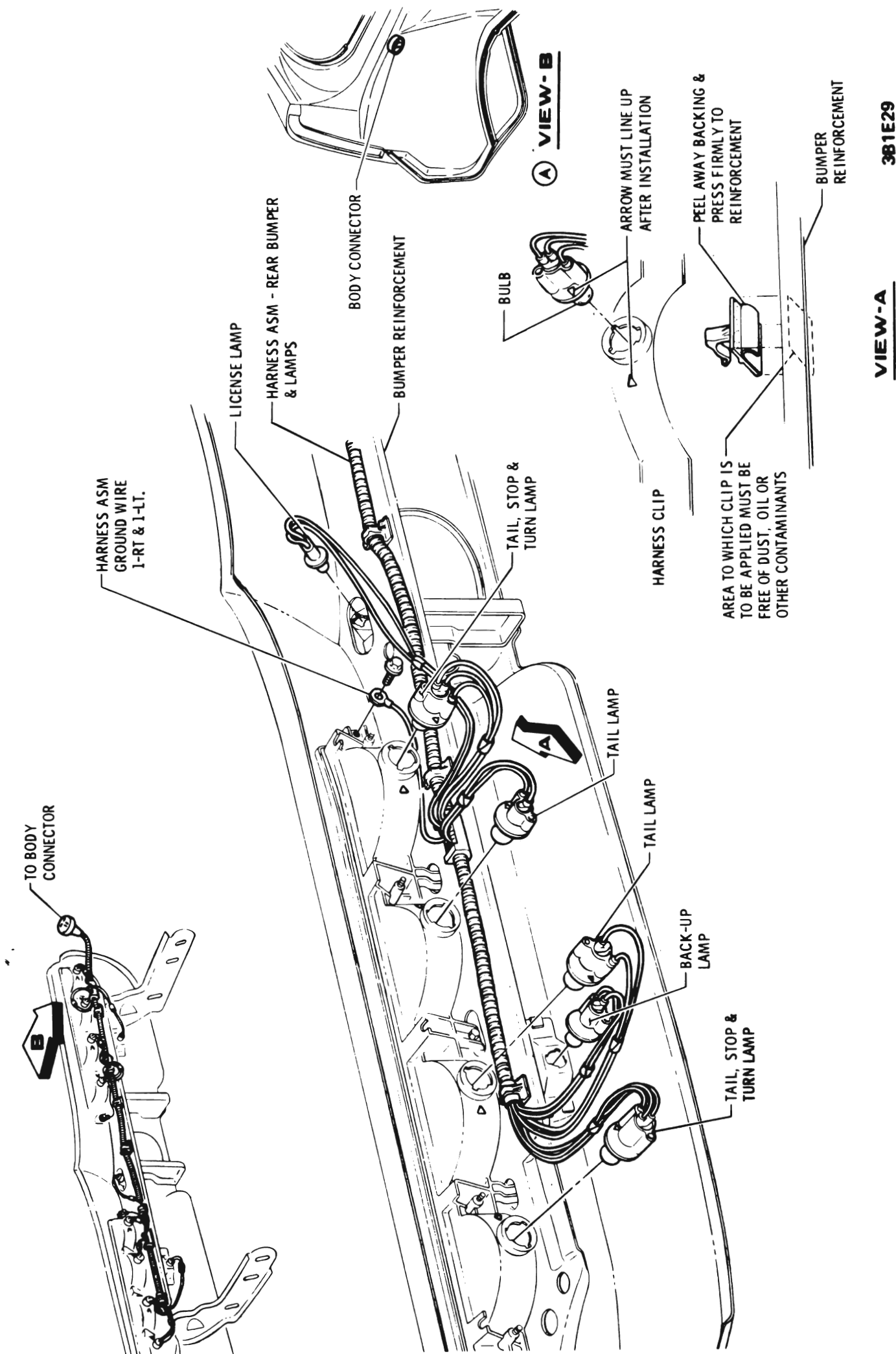


Figure 1E-29 Rear Lamp Wiring E Series