LIGHTING SYSTEMS

CONTENTS

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 or courtesy 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 1974, all "A and X" 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, BACKUP Lamp and Seat Belt Warning Switch

On all column shift and console shift automatic transmission cars, a combined neutral start and backup lamp and seat belt warning 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 seat belt warning 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 "X" Series Only

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

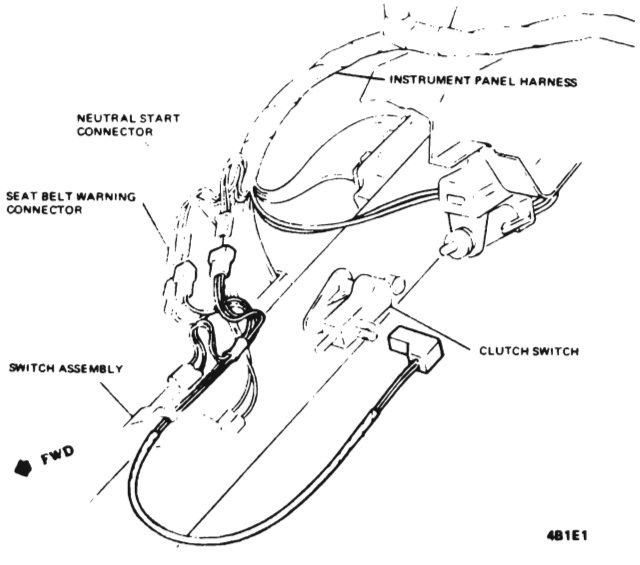

Figure 1E-1 Clutch Start Switch

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 Lghts

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 circuit and are illuminated when the parking lights are on. They are also protected by the "TAIL" fuse. The Riviera uses 3 CP bulbs in the front side markers and 2 CP bulbs in the rear side markers. All other series use 2 CP bulbs in both front and rear side markers.

Rear License Lights

All series cars have only one rear license lamp bulb except LeSabre. The LeSabre except "B" Wagon has two. All license lamp bulbs are 2 CP except for the "A" Wagon which has a 4 CP bulb. All license lamps are mounted so they reflect down on the license plate.

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 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.

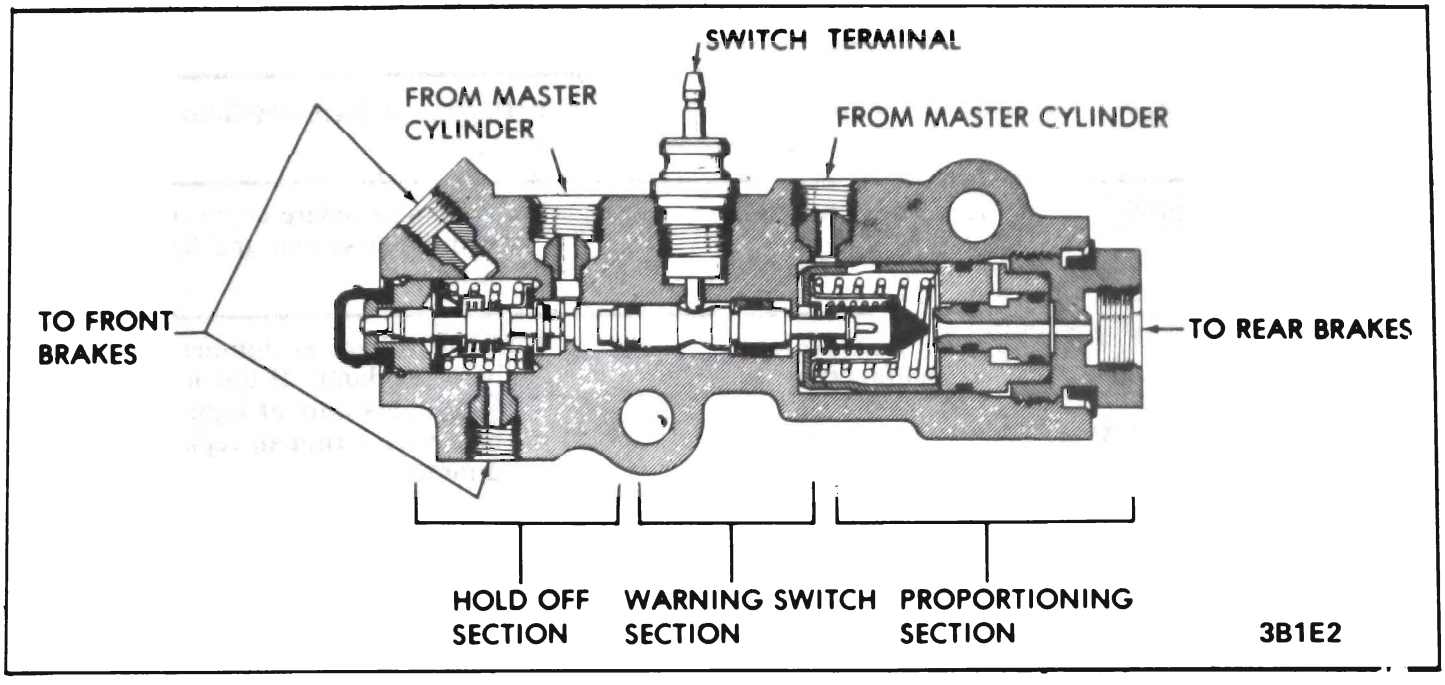

Figure 1E-2 Combination Valve Assembly

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 develope 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. Sealed Beam Malfunction	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

Condition	Possible Cause	Correction
One or more headlights short life	1. Voltage regulator malfunction	1. Replace voltage regulator
All headlights inoperative or intermittent	1. Loose connection	1. Check and secure connections at dimmer switch and light switch.
	2. Dimmer switch malfunction	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 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. Light switch malfunction	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.

Condition	Possible Cause	Correction
Upper or lower beam will not light or intermittent	1. Dimmer switch malfunction or open connection	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.

Condition	Possible Cause	Correction
	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. Light switch malfunction	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. Light switch malfunction	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 headlight system. 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 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 airming 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.

PRE-AIMING INSTRUCTIONS - MECHANICAL AIMER J6878-01

The 7 inch, type 2, sealed beam unit has been designed in terms of the lower beam and should be aimed visually on the lower beam. Providing you are aiming such units mechanically, the J-6878-01 aimer automatically takes this design control into consideration.

CALIBRATING AIMERS - J6878-01

Aimer J6878-01 is calibrated at the factory for use on a level floor. They require no readjustment of factory calibration unless they are dropped or damaged in some manner.

1. Using a carpenter or stone mason spirit level of known accuracy, locate a vertical plate glass window or smooth surface that aimer suction cups will adhere to. See Figure 1E-3.

2. Set aimer "down-up" pointer to read "O".

3. Set aimer "right-left" pointer and floor compensator adjustment to read "O".

4. Secure aimers to glass or smooth surface three to five feet apart so split images can be located in viewing ports.

A calibration ring is now available for installing on aimer before mounting on glass window or smooth surface for calibration. This device is equipped with an adjustment screw and spirit level for adjusting to a vertical plane, thus eliminating a need for a perfectly vertical surface to mount the aimers for calibration and a carpenter's level. In addition, calibration will probably be more accurate since the calibration ring seats 3 platforms on the face of the aimer where the sealed beam guide points rest (and any wear occurs) when aiming headlight.

5. If spirit level bubble is centered, vertical calibration is correct. If not, turn level adjusting screw until bubble is centered. See Figure 1E-4.

6. The horizontal calibration is correct if target split images on opposite aimers are aligned as one continuous line in the viewing port. If not, turn mirror adjusting screw until target split image becomes aligned. See Figure 1E-5.

Vehicle Preparation

1. With vehicle in selected aiming area, turn on headlights and make sure all are functioning.

2. Tires should be properly inflated, gas tank at least half full, spare tire in trunk and no people in car. Rock vehicle sideways to equalize springs.

3. Clean headlight lenses thoroughly.

Installing Mechanical Aimers J6878-01

1. While holding aimer in alignment with lens of one outer headlight, bring aimer up to and against the lens. The sealed beam guide points must engage smooth inner ring of aimer at alignment points, and the sight opening on the side of the aimer must face toward center of vehicle. See Figure 1E-6.

2. Push handle "Y" forward (to expel air from suction cup), and while holding aimer firmly against the headlight guide points, slowly pull handle "Y" back until spring catch engages and holds it in position. See Figure 1E-6.

3. Install second aimer on other side of vehicle in the same manner. Rotate aimers until the "up-down" and "right-left" scales are facing straight up and the horizontal aiming target can be seen from the viewing port in top of the opposite aimer. See Figure 1E-7. Aimers are now installed for checking the No. 2 units (low beam) of 4-lamp system or 7 inch units of 2-lamp system.

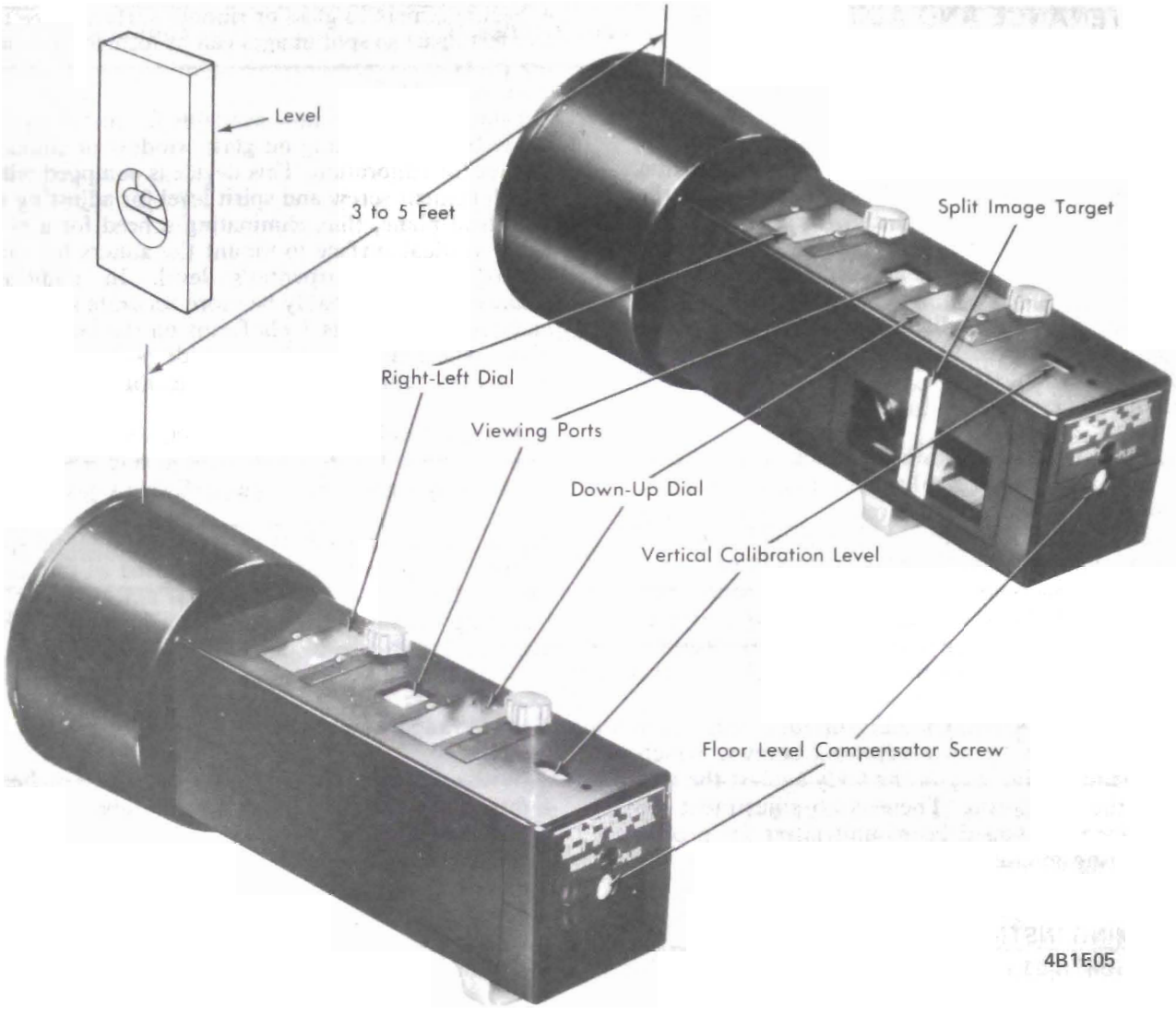

Figure 1E-3 Calibrating the Aimers

Figure 1E-4 Adjusting Vertical calibration

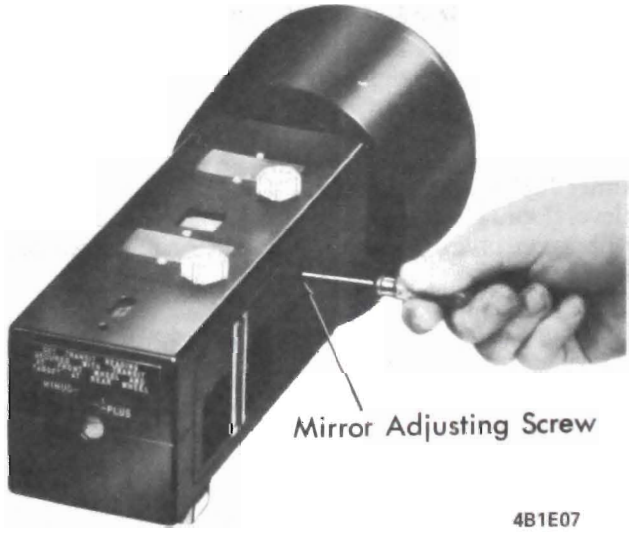

Figure 1E-5 Adjusting Horizontal Calibration

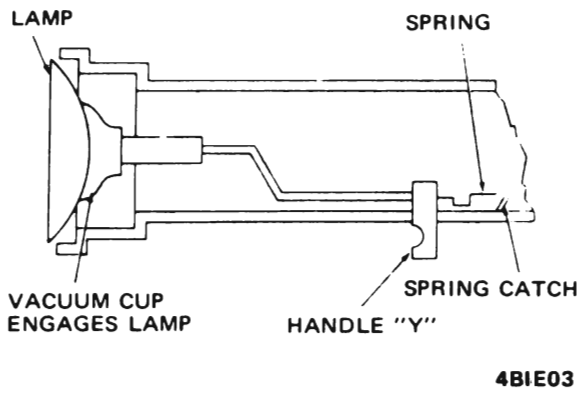

Figure 1E-6 Securing Aimers on Sealed Beams

4. Install in same manner on inboard units (if used) to check No. 1 units (high beam).

Adjusting Aimer for Floor Level

1. To obtain accurate headlight aim, the vehicle must be placed on a flat surfaced floor area.

2. Place transit target on floor at center of rear wheel and place transit at center of front wheel on same side so target is visible in transit viewing port at top. See Figure 1E-8.

3. Adjust screw on back of transit until target split image merges into one unbroken line. See Figure 1E-9.

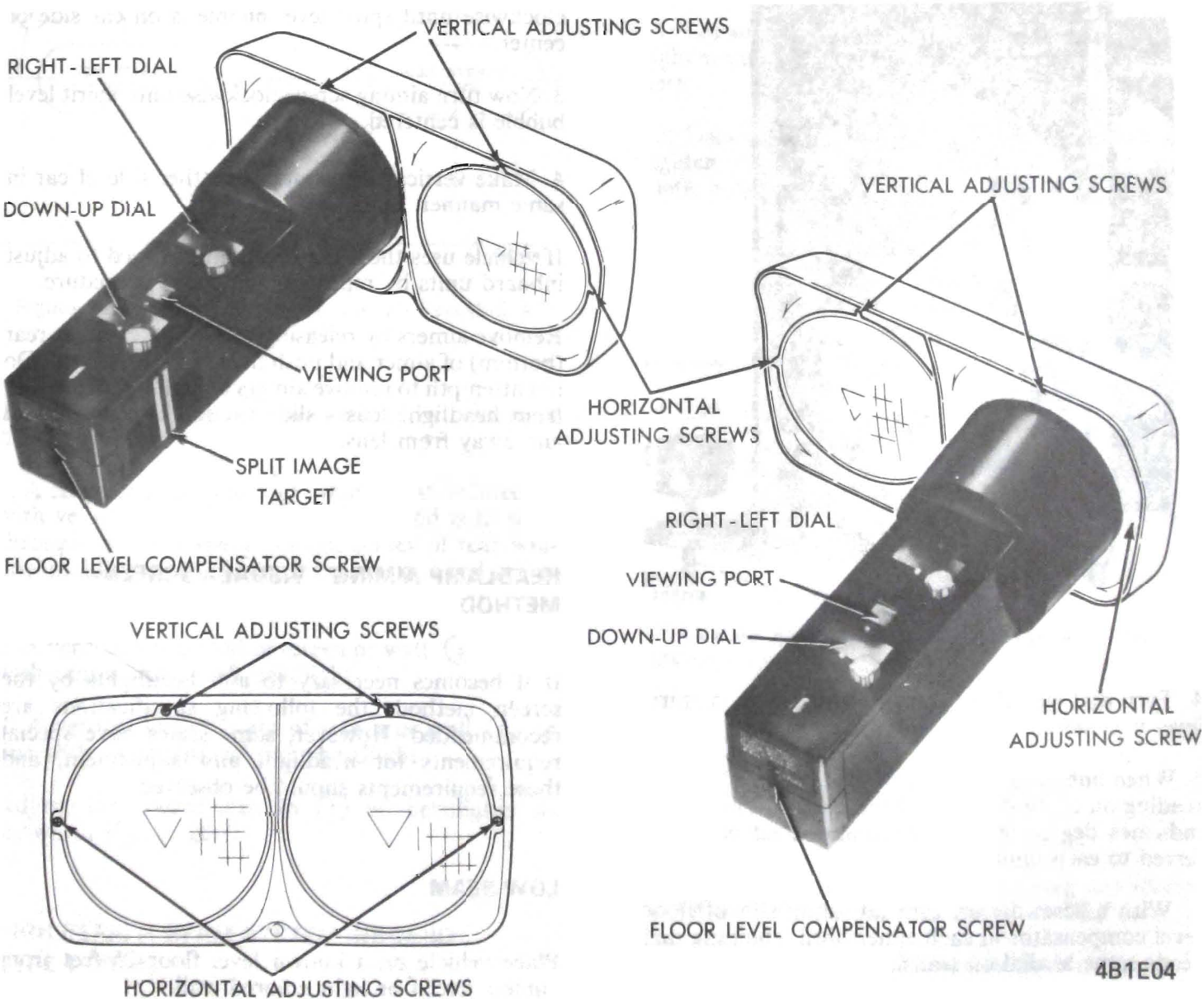

Figure 1E-7 Aimers Installed for Low Beam Adjustment

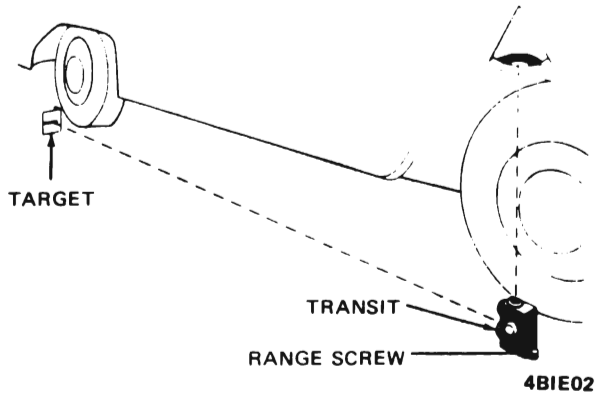

Figure 1E-8 Checking Slope of Floor

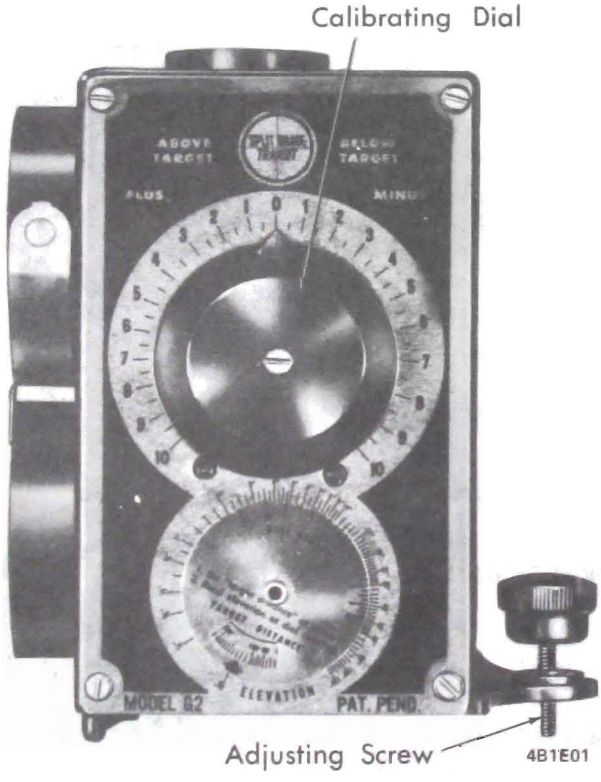

Figure 1E-9 Adjusting Transit

4. Turn dial on side of transit until bubble in spirit level is centered.

5. When bubble is centered, note "plus" or "minus" reading on calibrating dial. Figure 1E-9. This figure indicates degree of floor slope and must be transferred to each aimer.

6. With a screwdriver, turn adjusting slot of floor level compensator in each aimer until adjoining dial reads same as dial on transit.

7. Aimers are now adjusted for use on this specific floor area. If operation is moved to a new location, aimers must be readjusted.

HORIZONTAL AIMING

1. Set right-left scale on each aimer to "O".

2. While sighting through viewing port on top of aimer, adjust headlight horizontal adjusting screw until split target image merges into one unbroken line. To remove backlash, final adjustment should be made while turning screw clockwise.

3. Make horizontal adjustment on other side of vehicle in same manner.

VERTICAL AIMING

1. Set "down-up" scale to read "O" on both aimers.

2. Turn headlight vertical aiming screw counterclockwise until spirit level bubble is on car side of center.

3. Now turn aiming screw clockwise until spirit level bubble is centered.

4. Make vertical adjustment on other side of car in same manner.

If vehicle uses the 4-lamp system, proceed to adjust inboard units by repeating the above procedure.

Remove aimers by releasing the spring catch at rear (bottom) of aimer and push handle "Y" forward. Do not attempth to remove aimers by pulling them away from headlight lens - slide suction cup downward and away from lens.

HEADLAMP AIMING - VISUAL - SCREEN METHOD

If it becomes necessary to aim headlights by the screen method, the following specifications are recommended. However, some states have special requirements for headlight aim adjustment, and these requirements should be observed.

LOW BEAM

Place vehicle on a known level floor 25 feet from aiming screen or light colored wall.

Four lines are required on screen or wall. See Figures 1E-10 and 11.

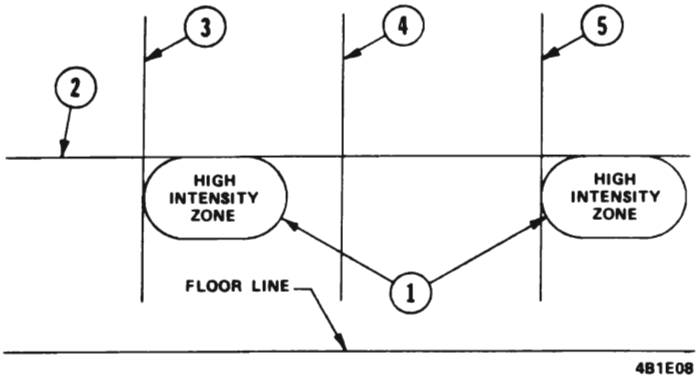

Figure 1E-10 Low Beam Pattern at 25 Feet (5-3/4" and 7" Type 2)

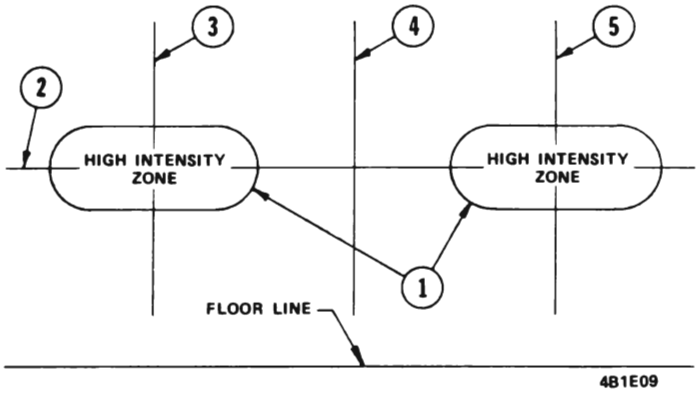

Figure 1E-11 High Beam Pattern at 25 Feet (5-3/4" Type 1 Only)

a. A horizontal line (2) at the level of centers of headlights.

b. A center vertical line (4) which must be lined up with vehicle center line. A good method is to sight through rear window and align center of rear window molding through mirror bracket or hood center line.

c. A vertical line on left of screen or wall (3) in line with center line of left headlight.

d. A vertical line on right of screen or wall (5) in line with center line of right headlight.

Adjust low beam pattern (1) of headlights as shown in Figure 1E-10.

HIGH BEAM (4 BEAM SYSTEM INBOARD TYPE 1 ONLY)

Adjust high beam pattern (1) of headlights as shown in Figure 1E-11.

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 and X" 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-B-C-X" 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 "X" cars, reach up behind grille, turn socket and replace bulb.

2. On A and E cars, open hood, reach in, turn socket and replace bulb.

3. On B and C cars, reach under front bumper, turn socket and replace bulb.

Front Side Marker Bulb Replacement

1. On A, X and E cars, open hood, turn socket and replace bulb. It may be necessary to remove the battery to get at the right bulb on A/C equipped cars.

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

Cornering Light Bulb Replacement

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

2. On E cars, open hood turn socket and replace bulb.

Rear Side Marker Bulb Replacement

1. On "A and X" cars less Hatchbacks and Wagons, open trunk, turn socket and replace bulb.

2. On Hatchbacks, open hatch, remove rear trim panel, turn socket and replace bulb.

3. On "A and B" Wagons, remove two screws, lamp, turn socket and replace bulb.

4. On "B-C and E" cars, open trunk, release trim, turn socket and replace bulb.

Rear Tail and Turn Signal Bulb Replacement

1. On "A and X" cars less Hatchbacks and Wagons, open trunk, turn socket and replace bulb.

2. On Hatchbacks, open hatch, remove rear trim panel, turn socket and replace bulbs.

3. On "A Wagons", reach under rear bumper, turn socket and replace bulb.

4. On "B, C and E" cars less "B" Wagon, open trunk, release trim, turn socket and replace bulb.

5. On "B Wagons", remove seven screws, bezel, lens and replace bulb.

Back-Up Light Bulb Replacement

1. On "A and X" cars less Hatchbacks and Wagons, open trunk, turn socket and replace bulb.

2. On "A and B" Wagons, remove 2 screws, lens and replace bulb.

3. On "B and E" cars open trunk, release trim, turn socket and replace bulb.

4. On "E" cars, remove 2 screws, lens and replace bulb.

License Light Bulb Replacement

On "X" less Hatchback, open trunk, remove socket and replace bulb. On the Hatchback, remove rear trim panel to get at socket.

2. On "A, B, E and Wagons", remove two screws, turn socket and replace bulb.

3. On "C" cars, turn socket and replace bulb.

Riviera Hi-level Bulb Replacement

1. Open trunk, remove three screws, filler panel, turn socket and replace bulb.

SPECIFICATIONS

LIGHTING SYSTEM

Headlamp, Make and Type	
"A and X" Series	Guide Single Power Beam
"B-C-E" Series	Guide, Dual T-3 Sealed Beam
Headlamp Lens Diameter	
"A and X" 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

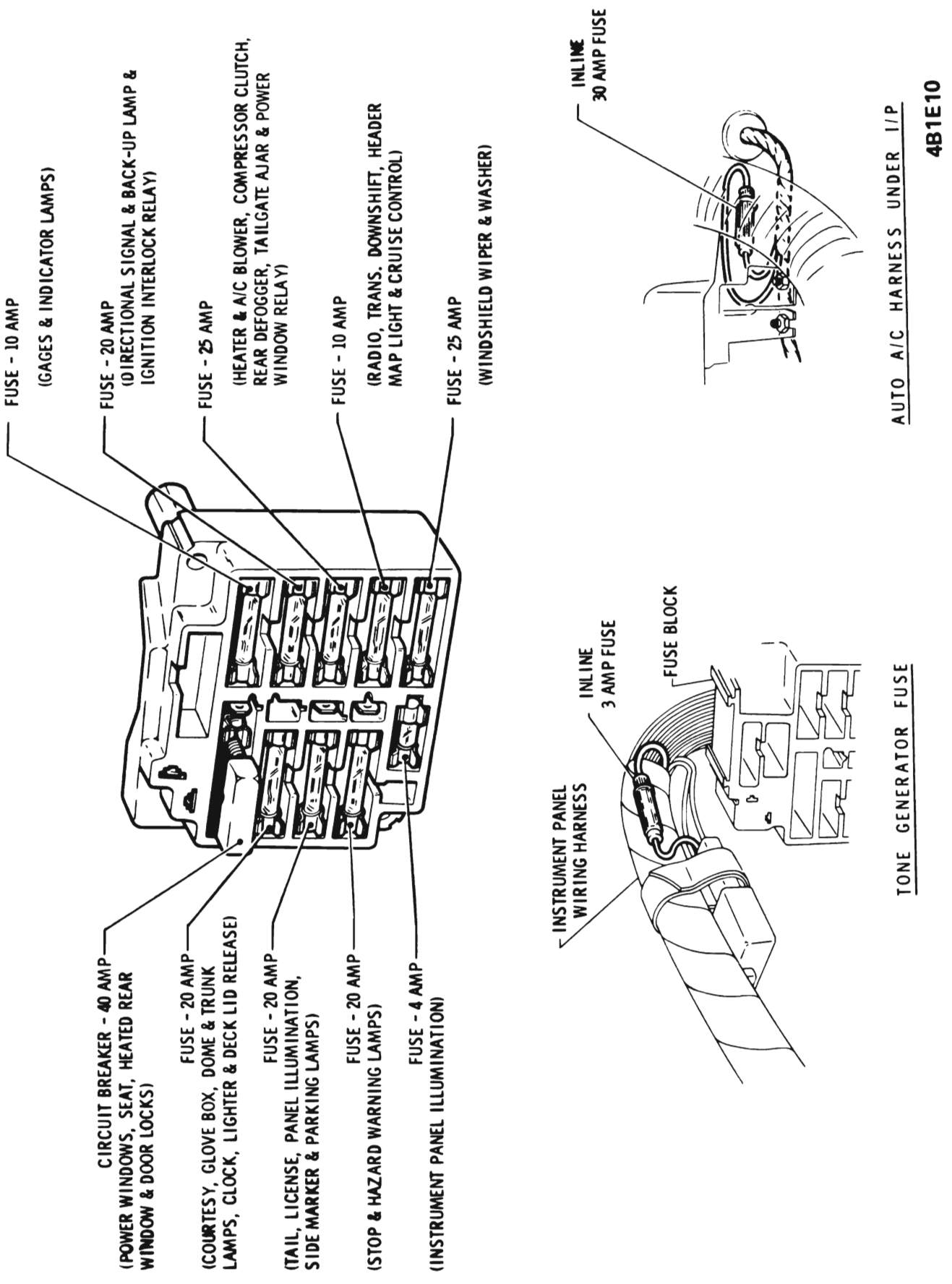

Figure 1E-12 Fuse Chart "A" Series

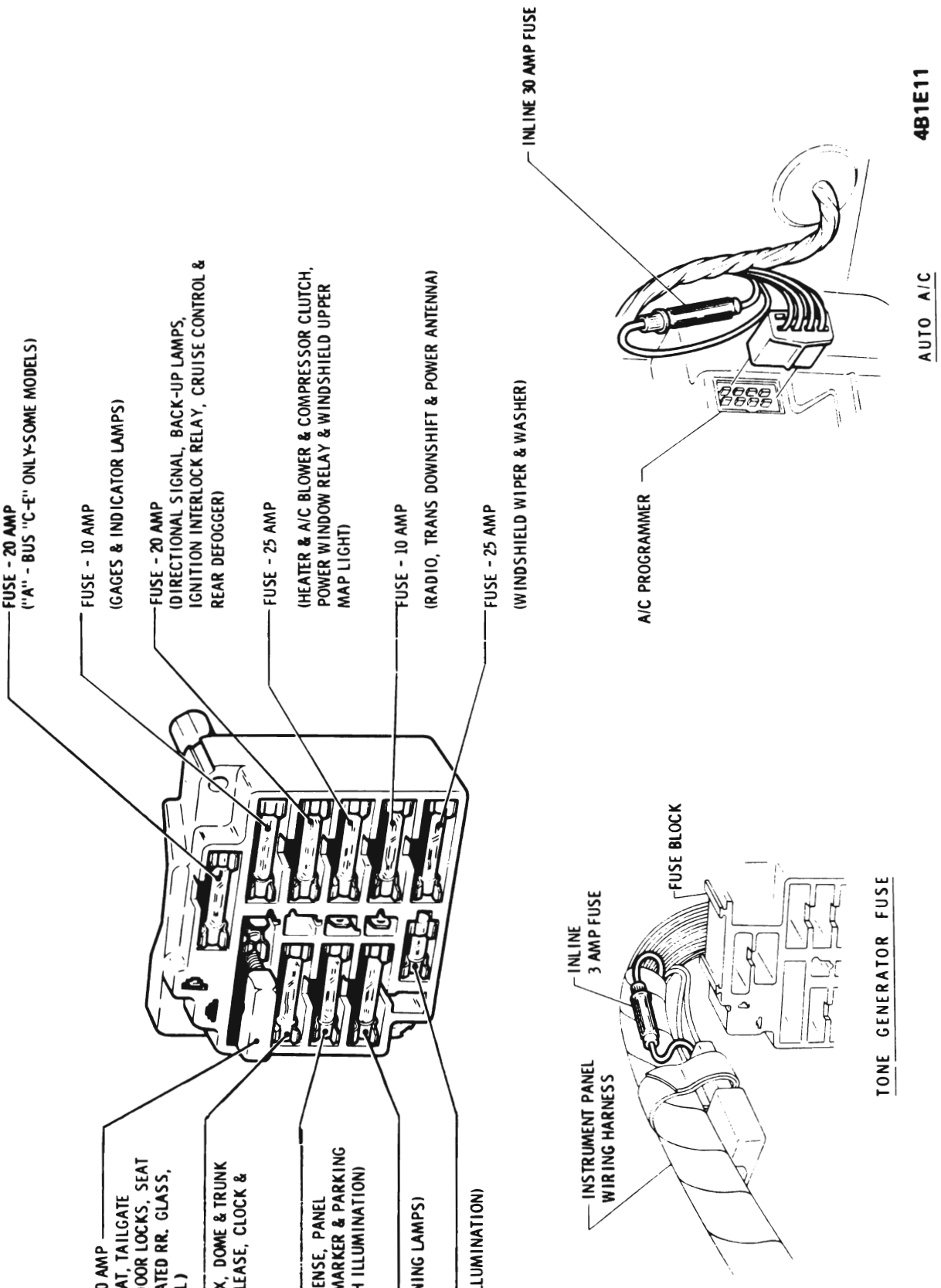

Figure 1E-13 Fuse Chart "B-C-E" Series

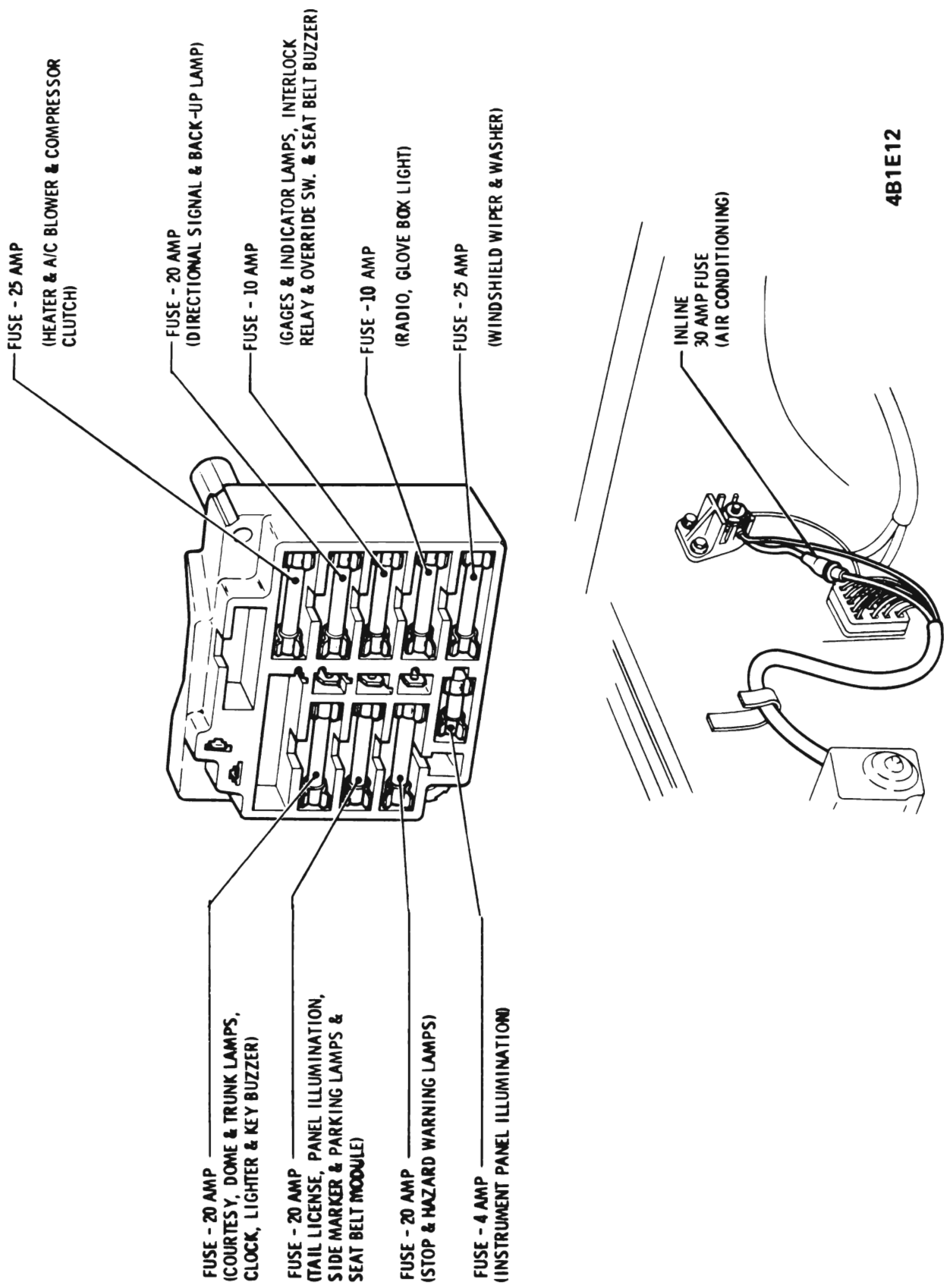

Figure 1E-14 Fuse Chart "X" Series

WHERE USED	BULB NO.	NO. USED	CANDLE POWER	MODEL
FRONT				
HEADLAMP - 7" DIA. - TYPE 1 & 2	6014	2	50-60W	ALL
HEADLAMP - 7" DIA. - TYPE 1 & 2 EXPORT	6112	2	45-55W	ALL
PARK & DIR. SIGNAL LAMP	1157NA	2	32 & 3	ALL
SIDE MARKER LAMP	194	2	2	ALL
REAR				
TAIL - STOP & DIR. SIGNAL LAMP	1157	6	32 & 3	ALL LESS WAG.
TAIL - STOP & DIR. SIGNAL LAMP	1157	4	32 & 3	WAGONS ONLY
BACK-UP LAMP	1157	2	32 & 3	ALL LESS WAG.
BACK-UP LAMP	1156	2	32	WAGON
LICENSE LAMP	194	1	2	ALL LESS WAG.
SIDE MARKER LAMP	194	2	2	ALL
LUGGAGE COMPARTMENT LAMP	89	1	6	ALL LESS WAG.
LICENSE LAMP	194	1	4	WAGON
INSTRUMENT PANEL				
INDIRECT LAMP (SPEEDO)	194	2	2	ALL
INDIRECT LP. (FUEL GAGE & IND. LP.)	194	2	2	ALL (LOWER)
INDIRECT LP. (FUEL GAGE & IND. LP.)	161	1	1	ALL (UPPER)
INDIRECT LP. (GAGES)	168	2	3	ALL
CLOCK	1893	2	2	ALL
"LIGHTS - WIPER" ILLUMINATION	161	1	1	ALL

Figure 1E-15 Bulb Chart "A" Series

WHERE USED	BULB NO.	NO. USED	CANDLE POWER	MODEL
INDICATORS				
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
CRUISE CONTROL	1445	1	.5	ALL
FASTEN SEAT BELT	1893	1	2	ALL
TAILGATE AJAR	1893	1	2	WAGON
REAR WINDOW DEF. (HEATED GLASS)	194	1	2	ALL
SERVICE ILLUMINATION				
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 OR A/C CONTROL	1893	1	2	ALL
TROUBLE LAMP	1004	1	15	ALL
HEADER MAP LAMP	211-2	1	12	ALL
INTERIOR ILLUMINATION				
SAIL PANEL LAMPS (OPT.)	212-1	2	6	4AH57 & 4AJ57
SAIL PANEL LAMPS	212	2	6	4AH57 & 4AJ57
DOME - CENTER (OPT.)	211-1	1	12	ALL LESS H & J57
DOME - CENTER	211	1	12	ALL LESS H & J57
COURTESY LAMP - INST. PNL. LOWER	89	2	6	ALL
FLASHER - DIR. SIGNAL		1		ALL
FLASHER - HAZARD		1		ALL

4B1E13

WHERE USED	BULB NO.	NO. USED	CANDLE POWER	MODEL
F R O N T				
HEADLAMP-5 3/4 DIA. TYPE 1	4001	2	37.5 W	ALL
HEADLAMP-5 3/4 DIA. TYPE 2	4000L	2	37.5/60W	ALL
HEADLAMP-5 3/4 DIA. TYPE 2 EXPORT	4003	2	37.5/55W	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
R E A R				
TAIL, STOP & DIR. SIGNAL LAMP	1157	8	32 & 3	ALL B-C LESS WAG.
TAIL, STOP & DIR. SIGNAL LAMP	1157	6	32 & 3	E
TAIL, STOP & DIR. SIGNAL LAMP	1157	4	32 & 3	WAGON
BACK-UP LAMP	1157	2	32 & 3	E & B LESS WAG.
BACK-UP LAMP	1157	2	32 & 3	WAG. & C
LICENSE LAMP	194	1	2	WAG. & E
LICENSE LAMP	194	2	2	B LESS WAG.
LICENSE LAMP	194	1	2	C
SIDE MARKER LAMP	194	2	2	C, E & WAG.
LUGGAGE COMPT. LAMP	89	1	6	ALL LESS WAG.
AUXILIARY BUMPER LAMP	194	4	2	C
HI LEVEL LAMPS	168	10	3	E
I N S T R U M E N T P A N E L				
INDIRECT INSTRUMENT LAMP	168	3	3	ALL
CLOCK (DIAL FACE)	1895	2	2	ALL
CLOCK (ROTATING NUMERAL)	1895	1	2	ALL
ACC. SW. WIPER & LIGHTS (SEELITE)	192	1	3	ALL
TRIM PLATE ILLUMINATION	161	2	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	194	1	2	ALL
WATER TEMPERATURE	194	1	2	ALL

WHERE USED	BULB NO.	NO. USED	CANDLE POWER	MODEL
CYLINDER HEAD TEMP.	557	1	2	455 ENG. ONLY
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 DEF. (HEATED GLASS)	194	1	2	
FASTEN SEAT BELT	1893	1	2	ALL LESS AR3
AIR CUSHION	1893	1	2	AR3 OPTION
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)	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	2	.5	ALL
HEATER OR A/C CONTROL	1893	1	2	ALL
TROUBLE LAMP	1004	1	15	ALL
WINDSHIELD-UPPER MAP LP. (OPT.)	211-2	1	12	ALL
WINDSHIELD-UPPER MAP LP. (OPT.)	211-1	1	12	ALL
I N T E R I O R I L L U M I N A T I O N				
VANITY MIRROR	562	2	6	ALL
DOME-CENTER	211	1	12	B
DOME-REAR (OPT.)	211-1	1	12	WAGON
DOME-REAR (OPT.)	211	1	12	WAGON
DOME-WITH READING LAMP	212	1	6	B-C LESS CONVERT.
READING LAMP	1004	2	15	B-C LESS CONVERT.
1/4 PILLAR/SAIL PANEL (OPT.)	212	2	6	C & E
1/4 PILLAR/SAIL PANEL (OPT.)	212-1	2	6	C & E
REAR ARM REST (CONVERTIBLE)	90	2	6	B
COURTESY-INST. PANEL-LOWER	89	2	6	ALL
CENTER CONSOLE-REAR	1816	1	3	E
DOOR COURTESY & WARN. LP. (2 PER DOOR)	212	4/8	6	ALL
FLASHER-DIR. SIGNAL		1		ALL
FLASHER-HAZARD		1		ALL

4B1E14

Figure 1E-16 Bulb Chart "B-C-E" Series

WHERE USED	BULB NO.	NO. USED	CANDLE POWER	MODEL
FRONT				
HEADLAMP - 7" DIA. - TYPE 1 & 2	6014	2	50-60W	ALL
PARK & DIRECTIONAL SIGNAL LAMP	1157	2	32 & 3	ALL
SIDE MARKER LAMP	194	2	2	ALL
REAR				
TAIL - STOP & DIR. SIGNAL LAMP	1157	2	32 & 3	ALL
BACK-UP LAMP	1157	2	32	ALL
LICENSE LAMP	67	1	4	ALL
SIDE MARKER LAMP	194	2	2	ALL
LUGGAGE COMPARTMENT LAMP	1003	1	15	ALL
INSTRUMENT PANEL				
INDIRECT LAMP (SPEEDO & GAUGES)	168	5	3	ALL
"LIGHTS - WIPER" ILLUMINATION	194	1	2	ALL
ILLUMINATION-CONSOLE INST. CLUSTER	1816	4	2.5	ALL

WHERE USED	BULB NO.	NO. USED	CANDLE POWER	MODEL
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
GENERATOR CHARGE	194	1	2	ALL
BRAKE WARNING	194	1	2	ALL
FASTEN SEAT BELT	194	1	2	ALL
SERVICE ILLUMINATION				
GLOVE COMPARTMENT LAMP	1891	1	2	ALL
RADIO DIAL (AM) P.B.	293	1	2	ALL
RADIO DIAL (AM-FM & AM-FM)	1893	1	2	ALL
ASH TRAY ASSEMBLY	1445	1	.5	ALL
HEATER OR A/C CONTROL	1895	1	2	ALL
TROUBLE LAMP (UNDERHOOD)	93	1	15	ALL
INTERIOR ILLUMINATION				
DOME - CENTER	211	1	12	ALL
COURTESY LAMP - INST. PNL. LOWER	631	2	6	ALL
FLASHER - DIR. SIGNAL		1		ALL
FLASHER - HAZARD		1		ALL

Figure 1E-17 Bulb Chart "X" Series

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