

headlights necessitate the use of headlight aiming kit 107-00003 or equivalent. The adjustable aimer adapters provided in the kit must be used to aim the headlights. Adjustment aimer adapter positions are molded into the bottom edge of the headlight lens. Set and lock the adjustable adapters, attach each adapter to its mechanical aimer and aim the headlights according to the instructions in the kit.

Headlight aim adjustment should be made with the fuel tank approximately half full, the vehicle unloaded and the trunk empty, except for the spare tire and jacking equipment. Make sure all tires are inflated to the proper pressure.

The headlights must be properly aimed to provide the best, safest road illumination. The lights should be checked for proper aim and adjusted as necessary. Certain state and local authorities have requirements for headlight aiming; these should be checked before adjustment is made.

*** CAUTION

About once a year, when the headlights are replaced or any time front end work is performed on your vehicle, the headlight should be accurately aimed by a reputable repair shop using the proper equipment. Headlights not properly aimed can make it virtually impossible to see and may blind other drivers on the road, possibly causing an accident. Note that the following procedure is a temporary fix, until you can take your vehicle to a repair shop for a proper adjustment.

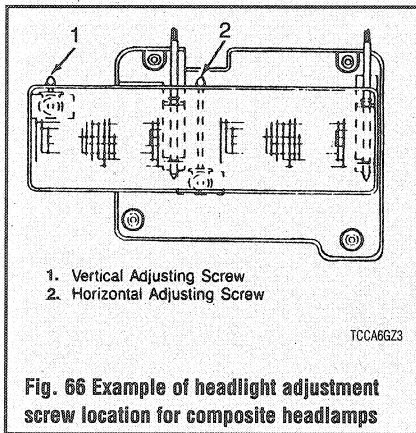


Fig. 66 Example of headlight adjustment screw location for composite headlamps

Headlight adjustment may be temporarily made using a wall, as described below, or on the rear of another vehicle. When adjusted, the lights should not glare in oncoming car or truck windshields, nor should they illuminate the passenger compartment of vehicles driving in front of you. These adjustments are rough and should always be fine-tuned by a repair shop which is equipped with headlight aiming tools. Improper adjustments may be both dangerous and illegal.

For most of the vehicles covered by this manual, horizontal and vertical aiming of each sealed beam unit is provided by two adjusting screws which move the retaining ring and adjusting plate against the tension of a coil spring. There is no adjustment for focus; this is done during headlight manufacturing.

➔ Because the composite headlight assembly is bolted into position, no adjustment should be necessary or possible. Some applications, however, may be bolted to an adjuster plate or may be retained by adjusting screws. If so, follow this procedure when adjusting the lights, BUT always have the adjustment checked by a reputable shop.

Before removing the headlight bulb or disturbing the headlamp in any way, note the current settings in order to ease headlight adjustment upon reassembly. If the high or low beam setting of the old lamp still works, this can be done using the wall of a garage or a building:

1. Park the vehicle on a level surface, with the fuel tank about 1/2 full and with the vehicle empty of all extra cargo (unless normally carried). The vehicle should be facing a wall which is no less than 6 feet (1.8m) high and 12 feet (3.7m) wide. The front of the vehicle should be about 25 feet from the wall.

2. If aiming is to be performed outdoors, it is advisable to wait until dusk in order to properly see the headlight beams on the wall. If done in a garage, darken the area around the wall as much as possible by closing shades or hanging cloth over the windows.

3. Turn the headlights **ON** and mark the wall at the center of each light's low beam, then switch on the bright lights and mark the center of each light's high beam. A short length of masking tape that is visible from the front of the vehicle may be used. Although marking all four positions is advisable, marking one position from each light should be sufficient.

4. If neither beam on one side is working, and if

another like-sized vehicle is available, park the second one in the exact spot where the vehicle was and mark the beams using the same-side light. Then switch the vehicles so the one to be aimed is back in the original spot. It must be parked no closer to or farther away from the wall than the second vehicle.

5. Perform any necessary repairs, but make sure the vehicle is not moved, or is returned to the exact spot from which the lights were marked. Turn the headlights **ON** and adjust the beams to match the marks on the wall.

6. Have the headlight adjustment checked as soon as possible by a reputable repair shop.

Signal and Marker Lights

REMOVAL & INSTALLATION

Turn Signal and Brake Lights

➔ See Figure 69

1. Depending on the vehicle and bulb application, either unscrew and remove the lens or disengage the bulb and socket assembly from the rear of the lens housing.

2. To remove a light bulb with retaining pins from its socket, grasp the bulb, then gently depress and twist it 1/8 turn counterclockwise, and pull it from the socket.

To install:

3. Before installing a light bulb into the socket, ensure that all electrical contact surfaces are free of corrosion or dirt.

➔ Before installing the light bulb, note the positions of the two retaining pins on the bulb. They will likely be at different heights on the bulb, to ensure that the bulb is installed correctly. If, when installing the bulb, it does not turn easily, do not force it. Remove the bulb and rotate it 180 degrees from its former position, then reinsert it into the bulb socket.

4. Insert the light bulb into the socket and, while depressing the bulb, twist it 1/8 turn clockwise until the two pins on the light bulb are properly engaged in the socket.

5. To ensure that the replacement bulb functions properly, activate the applicable switch to illuminate the bulb which was just replaced. If the replacement light bulb does not illuminate, either it

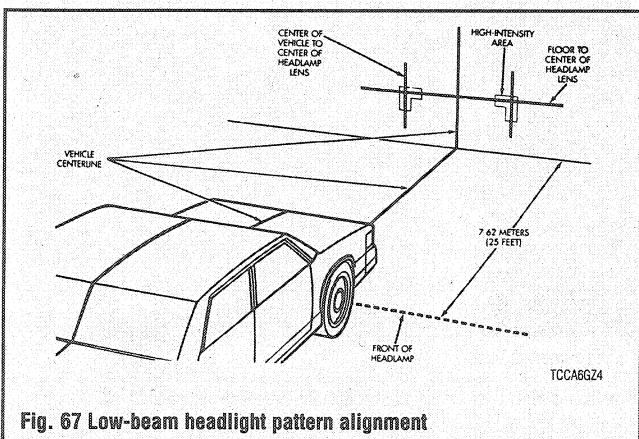


Fig. 67 Low-beam headlight pattern alignment

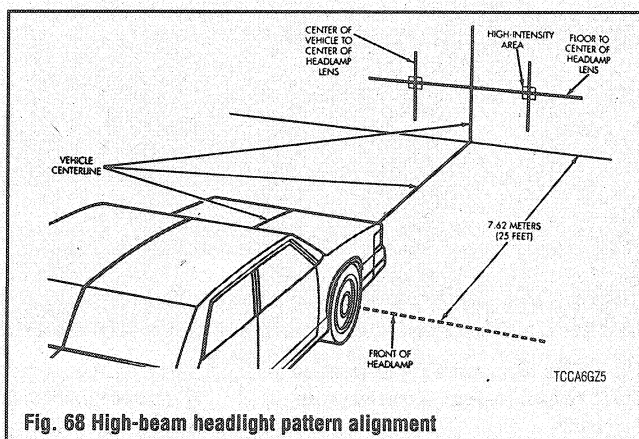


Fig. 68 High-beam headlight pattern alignment