

LAMPS

F700 TWO-HEADLAMP SYSTEM (Fig. 24)

Models with a two-headlamp system are fitted with F700 Mk.10 headlamps, the right-hand and left-hand units being identical. Both headlamps incorporate a 7 in. (17.78 cm.) diameter Sealed Beam light unit which contains the main and dipped beam lighting filaments.

The light units are completely sealed and cannot be dismantled. In the event of failure, and providing the cause is not with the lighting circuit, the faulty unit should be removed and a new unit installed in the manner described in the following paragraphs.

To remove a light unit

1. Raise the luggage compartment lid.
2. Remove the two screws and nuts which retain the headlamp assembly to the upper edge of the front body panel.
3. Dislodge the top of the lamp from its location and push the lamp rearwards.

Pull the lamp from its locating pin where it is secured by a spring clamp at the base of the lamp.

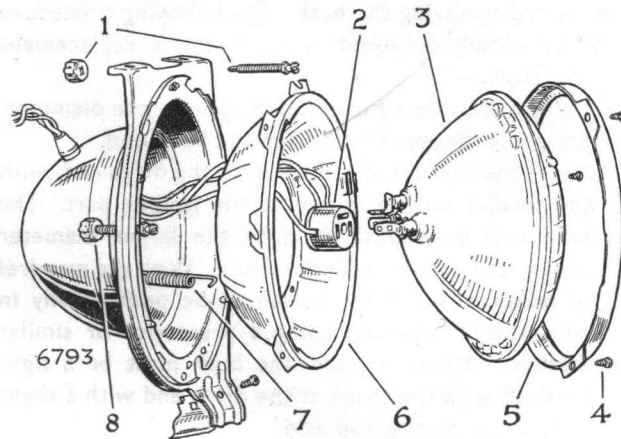
Remove the three screws securing the lamp rim, withdraw the light unit and detach the cable connector plug.

To fit a light unit

The procedure for fitting is the reverse of the removal procedure. On completion of the fitting operations, the headlamp beam must be checked and reset in the manner described in the following paragraphs.

Beam adjustment

Two slotted screws are provided in each headlamp as a means of adjusting the light units. The adjusting screw (1) provides adjustment in the vertical plane, and the adjusting screw (8) provides adjustment in the horizontal plane.



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| 1. BEAM ADJUSTING SCREW (VERTICAL) | 5. FRONT RIM |
| 2. CABLE CONNECTOR PLUG | 6. SEATING RIM |
| 3. SEALED BEAM LIGHT UNIT | 7. TENSIONING SPRING |
| 4. RIM RETAINING SCREW | 8. BEAM ADJUSTING SCREW (HORIZONTAL) |

Fig. 24. Exploded view of F700 Mk.10 headlamp.

The beam directions of the light units are set relative to "aiming pads" moulded on their lens during production.

Lamp aiming can therefore be carried out by setting the plane of the pads in fixed relation to the direction of travel.

A spirit-level type beam-setter is required for this purpose, full details of which can be obtained from Chrysler United Kingdom Ltd., Service Division, Coventry.

If a spirit-level type beam-setter is not available, an optical type beam-setter can be employed, providing it is the type (Lucas No. 571119) which can be adjusted in both horizontal and vertical planes.

When correctly set, the main beams will be $\frac{1}{2}^\circ$ down with no deflection to the left or right.

If the beam-setters described are not available, a fair amount of accuracy can be obtained by using an aiming board in the manner described in the following paragraphs.