

making sure that the pin on the switch lever is entered in the slot in the switch and in the hole in the rotor. Install the two screws to secure the switch to the steering column bracket.

(2) **LINCOLN.** Remove the set screw from the switch control grip, and pull the control grip off the shaft. Remove the two screws from the bottom of the ignition lock assembly, and remove the assembly from the instrument panel. (These screws are accessible through holes in the bracket.) Disconnect the two wires from the switch terminals, noting the wire colors. Remove the two screws which hold the switch to the ignition lock, and remove the switch. To install the switch, connect the two wires (fig. 43) to the switch terminals. Place the switch in position on the ignition lock assembly, making sure the pin in the lock is entered in the slot in the switch and the hole in the rotor. Install the two screws to secure the switch to the lock assembly. Assemble the ignition lock assembly on the instrument panel. Install the switch control grip on the shaft, and secure it with a set screw.

386. SWITCHES.

When replacing any of the instruments, note the color of the various wires as shown in the drawing of the particular electrical circuit being worked on to insure correct installation. These various drawings appear in part TWO, Chapter II of this book.

a. Head-Lamp Switch Replacement.

(1) **FORD AND MERCURY PASSENGER CARS AND FORD TRUCKS** (fig. 138).

(a) **REMOVAL.** Make sure that the head-lamp switch knob is all the way in. Disconnect the battery ground strap. Insert a very small thin screwdriver in the slot in the switch, and twist the screwdriver to compress the spring.

NOTE: *This slot is on the top of the switch and cannot be seen. It must be located with the fingers.*

While holding the spring compressed, turn the head-lamp switch knob $\frac{1}{4}$ turn to the left, and remove the knob and the insert from the switch. Remove the nut which holds the switch to the instrument panel, and push the switch out of the panel. Disconnect the switch wires at the bullet connectors.

(b) **INSTALLATION.** Connect the switch wires at the bullet connectors. Place the switch in position on the instrument panel, and secure it with the nut. Hold the switch knob with the "L" turned $\frac{1}{4}$ turn to

¶ 386. a. (1)(b)

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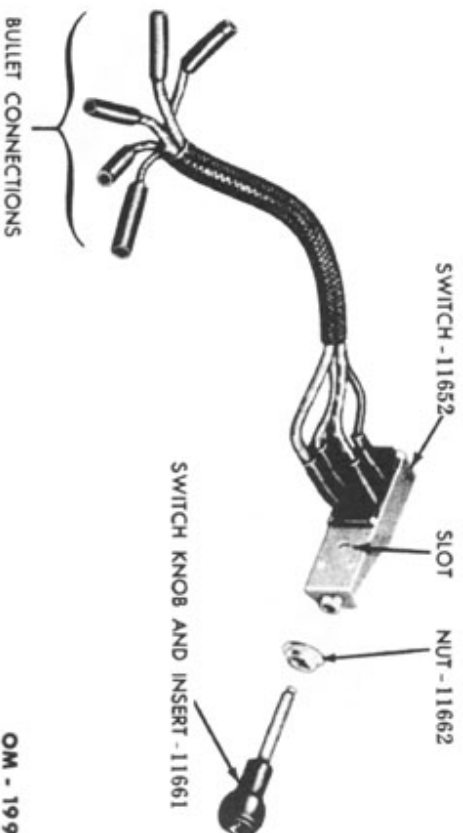


Figure 138—Head-Lamp Switch (Ford and Mercury).

the left. Push the knob insert into the switch and, while pressing in on the knob, turn it $\frac{1}{4}$ turn to the right to secure it to the switch. Connect the battery ground strap.

(2) **LINCOLN** (fig. 139). Remove the head-lamp switch knob set screw, and pull the knob off the shaft. Remove the nut which holds the switch to the bracket on the instrument panel, and remove the switch. Unsolder the wires at the switch terminals, noting the position of the wires, sizes, and colors (fig. 35). To install, solder the wires to the switch terminals. Install the switch in the instrument panel and secure it with a nut. Position the knob on the switch shaft, and install the set screw.

b. Head-Lamp Beam Control Switch Replacement.

(1) **FORD, MERCURY, AND LINCOLN PASSENGER CARS, AND FORD TRUCKS.**

(a) **REMOVAL.** When replacing a head-lamp beam control switch, it is necessary to replace the conduit running from the switch to the head-lamp, tail-lamp, and stop-lamp connectors (figs. 34 and 35). Lay the floor mat back, and remove the two screws which hold the head-lamp beam control switch to the floorboard. Disconnect the bullet connectors at the stop-lamp switch. Disconnect the fuel gage bullet connector. Disconnect the tail-lamp and the stop-lamp bullet connectors at the rear of the frame. Disconnect the horn wire bullet connector. Disconnect the three head-lamp wire bullet connectors on each side of the radiator. Remove the cover at the conduit junction on the dash in the engine com-

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¶ 386. b. (1)(a)