

SB/LP/72 HOME
F/8 EXPORT
DECEMBER 1966

INTRODUCTION OF MODEL 2FR HEADLAMP

The model 2FR is a rectangular-shaped headlamp incorporating a metal reflector type sealed light unit designed for use with replaceable bulbs. Suitable models are available for vehicles having either separate side lamps or combined side and headlamps.

Rectangular headlamps are fitted to various vehicles and these include the "Singer Vogue" and "Vauxhall Viva," the latter car taking the pilot type lamp.

GENERAL DESCRIPTION

Figure 1 illustrates the new lamp. Vertical movement of the light unit is controlled by the adjustment screw(12). The head of this screw locates in the light unit flange while the threaded portion screws into the seating rim(5).

Horizontal movements of the light unit is controlled by adjustment screws(9). The heads of these screws also serve as pivots and locate on the light unit flange while again the threaded portion screws into the seating rim(5).

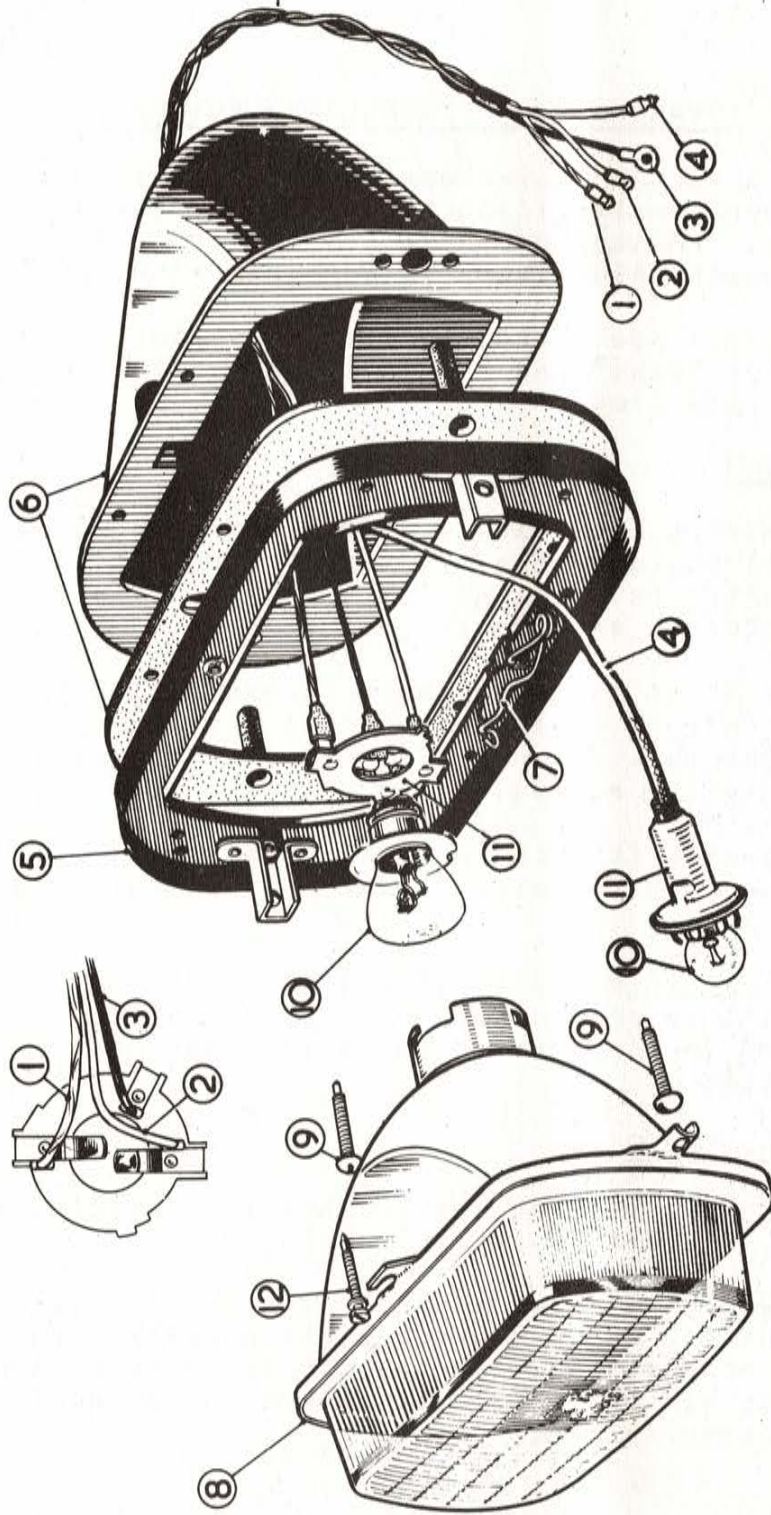
The pivoted light unit is held in position by the tension of the spring(7) causing it to register firmly against the adjustment screws(9) and (12).

The rear of the lamp is normally protected by the mud stream cover and gasket(6). Certain models include a rubber cover to afford further protection to the rear of the bulb. (The bulb cover is not shown in illustration).

HOME MARKET R.H.D. LAMPS

When fitted, the pilot bulb holder locates in a special aperture in the reflector adjacent to the main bulb.

The headlamp pre-focused bulb is a new item and is available in two ratings. Contacts on an adaptor plate connect with the main and meeting beam contacts of the bulb. The return circuit for the bulb/s is made via the metal reflector, and an additional contact on the adaptor plate.



- ① BLUE-WITH-RED: TO DIP BEAM FILAMENT
- ② BLUE-WITH-WHITE: TO MAIN BEAM FILAMENT
- ③ BLACK: TO EARTH
- ④ RED: TO PILOT BULB
- ⑤ LIGHT UNIT SEATING RIM
- ⑥ MUD-STREAM COVER & RUBBER GASKET
- ⑦ SPRING CLIP
- ⑧ LIGHT UNIT
- ⑨ HORIZONTAL ADJUSTMENT SCREWS
- ⑩ BULB
- ⑪ ADAPTER
- ⑫ VERTICAL ADJUSTMENT SCREW

FIG 1

Replacement of the light unit is a reversal of the procedure for removal.

REPLACEMENT OF BULBS - R.H.D. VEHICLES

Proceed as for removal of light unit and disengage the light unit from the seating rim.

Withdraw from the reflector the pilot bulb holder which is a spring fit. The single contact No.989 may now be removed in the usual way. Leaving the cable connexions to the main bulb adaptor undisturbed, carefully push in and turn counter-clockwise the adaptor which can then be withdrawn from the light unit followed by the bulb itself.

Replacement is a reversal of the procedure for removal, but it should be noted that the notch in the bulb flange must be correctly located in the light unit.

REPLACEMENT OF BULBS - EXPORT VEHICLES

Proceed as for removal of light unit and disengage the light unit from the seating rim.

The procedure for removing the pilot bulb is the same as for R.H.D. vehicles.

Release the spring from the flanges on the light unit (see fig.2). The main bulb can now be removed from the light unit and detached from the bulb adaptor.

Replacement is a reversal of the procedure for removal, but it should be noted that the projection on the bulb flange must be correctly located in the light unit.

BEAM ADJUSTMENT

Remove the lamp rim or grille to expose the front of each headlamp.

Before setting beam adjustment, check that the correct bulbs are fitted, and that they are in good condition. The bulb envelope should be clean and free from discolouration. Ensure that the front glass is clean but no attempt must be made to clean the aluminised internal surface of the reflector.

Horizontal movement of the light unit is controlled by the two adjustment screws. (9) in fig.1. Vertical movement is controlled by the single adjustment screw (12) in fig.1. Correct beam aim will be obtained by inter-adjustment of these three screws.

The lamps should be set optically. When using a beamsetter to adjust R.H.D. headlamps the main beam should be set $\frac{1}{2}^{\circ}$ down. This setting can be increased slightly if the vehicle load is greater than normal toward the rear. The beams of export lamps should be set in accordance with the appropriate territorial regulations.

PART NUMBERS OF R.H.D. LIGHT UNITS

54523104 without pilot

54523107 with pilot

PART NUMBERS OF R.H.D. BULBS (12-volt)

No.451 Main beam 80 watt
Meeting beam(dip left) 60 watt

No.452 Main beam 60 watt
Meeting beam(dip left) 40 watt

No.989 Pilot bulb 5 watt

EXPORT LAMPS

With the exception of certain countries where the R.H.D. lamp may be used, lamps for export have a different light unit and pre-focused bulb.

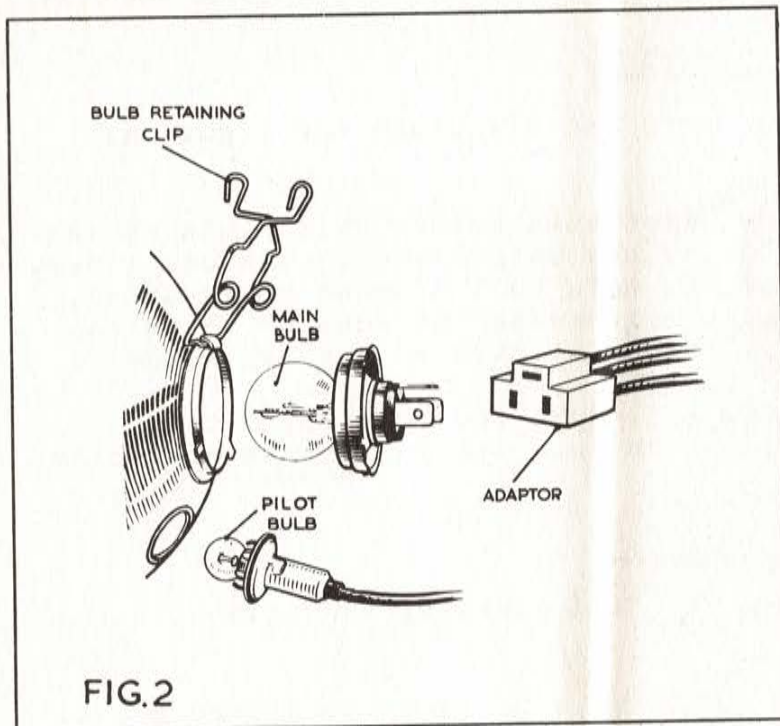


FIG.2

The method of fitting the bulb to the light unit is illustrated in fig. 2. In other respects, export lamps are the same as R.H.D. lamps.

PART NUMBERS OF EXPORT LIGHT UNITS

54523562 without pilot (except Sweden)

54523398 without pilot (Sweden)

54523561 with pilot (except Sweden)

54523395 with pilot (Sweden)

PART NUMBERS OF EXPORT BULBS (12-volt)

No.410 Envelope, clear glass, Main beam 45 watt.
Assymmetric meeting beam 40 watt.

No.411 Envelope colour, cadmium yellow, main beam 45 watt
Assymmetric meeting beam 40 watt.

No.989 Pilot bulb 5 watt.

REMOVAL OF LIGHT UNIT - ALL MODELS

Remove the lamp rim or grille to expose the front of the lamp. Disengage the spring clip("7" fig.1)from the lower edge of the light unit. Draw the light unit forward away from the horizontal adjustment screws("9" fig.1)until it clears the adjustment screw guide channel. While retaining this clearance move the light unit slightly to the right to disengage the vertical adjustment screw("12" fig.1). After removing the pilot bulb holder (if fitted) from the light unit and detaching the main bulb adaptor plate, (see bulb replacement) the light unit can be removed from the vehicle.