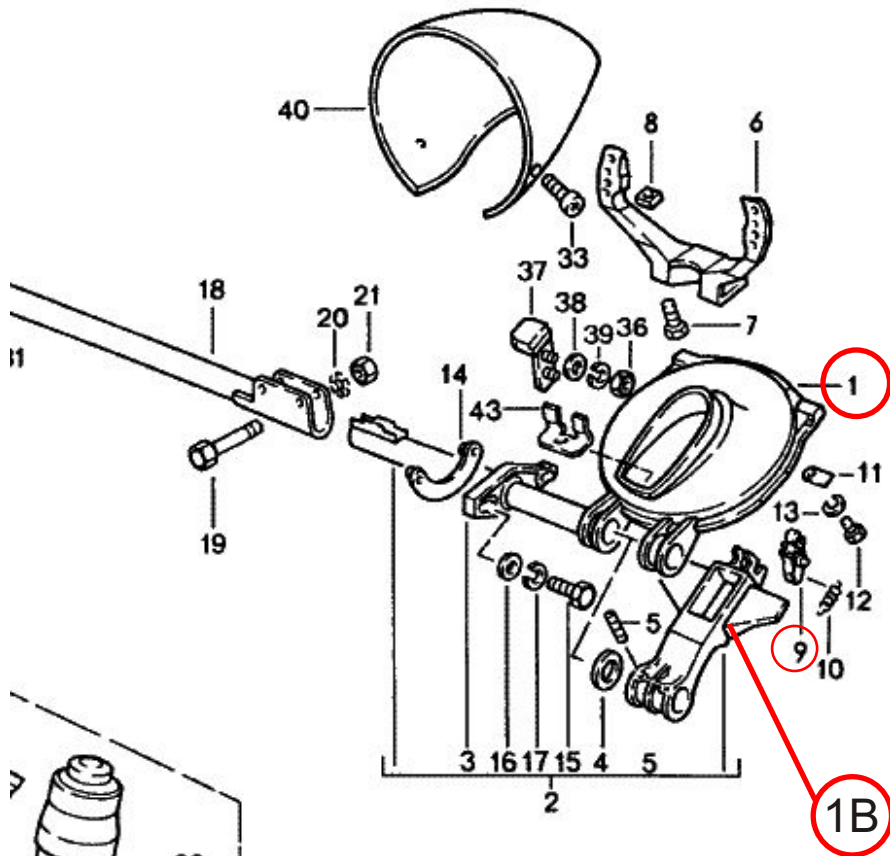


Headlights alignment detail & stop shaking & rattle



- 1 Swivel Frame
- 1B Fixed lift frame
- 3 Bearing for headlamp shaft
- 9 Locking segment
- 10 Tension spring
- 37 Stop bracket (upper)
- 24 Lift motor holding bolts (3)

When I installed a new set of 8" headlights I found that the Drivers side and Passenger side would not line up perfectly

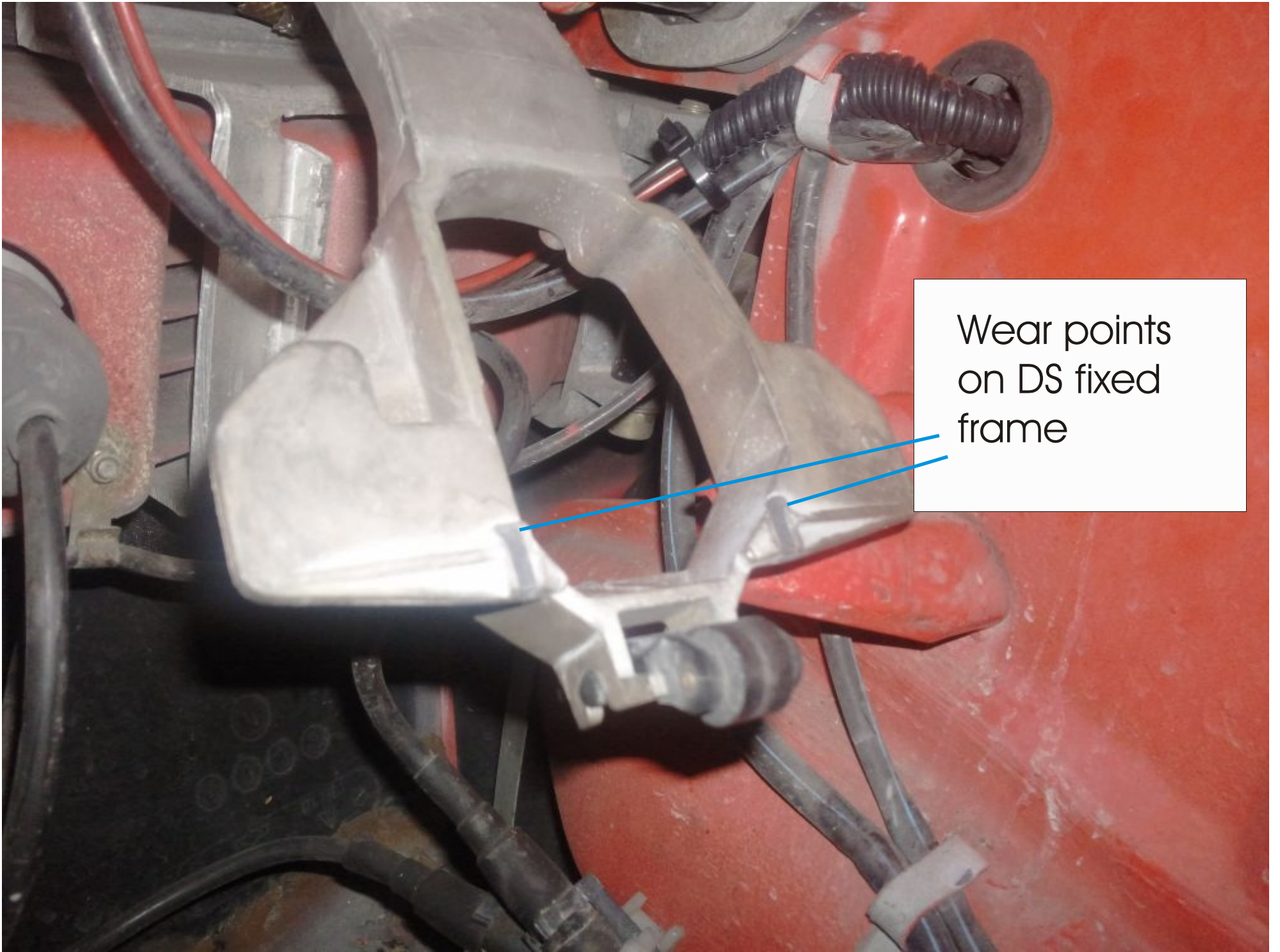
During normal operation The (metal) Swivel frame (1) touches the (metal) Fixed lift frame (1B) and constant contact is maintained by the locking segment (9) and tension spring (10)

It appears that when the cars are driven road vibration causes wear between the contact points of the swivel frame (1) and the fixed lift frame (1B) to the extent that the locking segment (9) and tension spring (10) no longer are holding the two pieces firmly together.

I placed rubber shims between the swivel and fixed frame to compensate for the metal that has worn away over time and now the headlight align perfectly, there is no more loose feel to the pods in either the up or down position.

I did make slight adjustments to the end stops for the pods in the up and down position in the process I also did find that my lift motor bolts (24) were slightly loose.

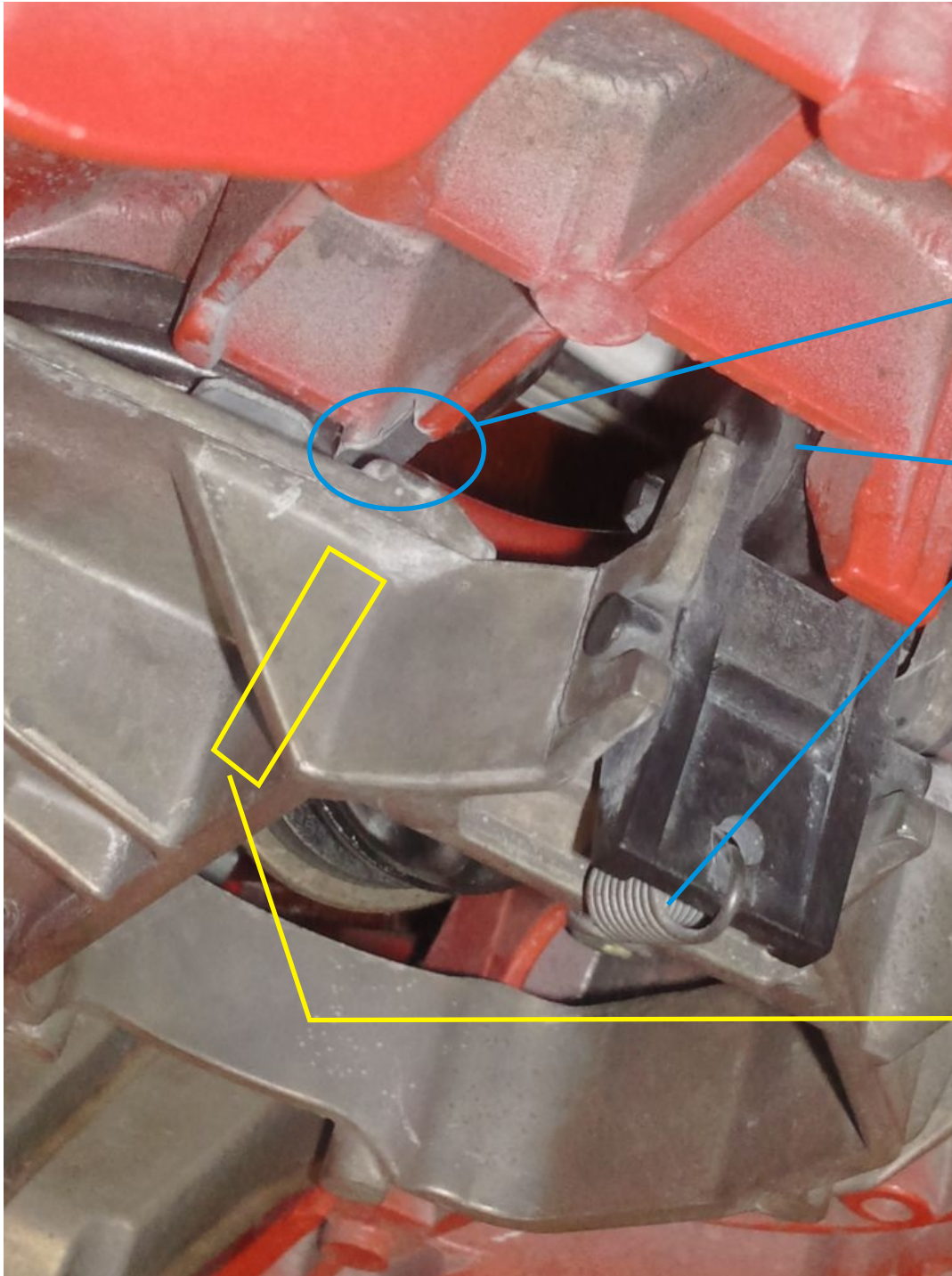
Now the pods go up and down without any clunk sound and the tension springs are no longer just hanging loose



Wear points
on DS fixed
frame



Wear points
on DS swivel
frame



Worn gap between swivel frame and fixed frame when the fixed plate is pushed up into the gap the tension spring will be loose.

Placing a rubber shim will correct the space get rid of the gap, dampen the metal on metal contact between the swivel and fixed frame and keeps the spring tensioned and the locking segment roller in tight contact with the swivel frame

I drilled (2) small holes on the inside corner of the fixed frames to hold the rubber shims in place with a tie-wrap



PS rubber shim held in place with tie-wraps



DS rubber shim held in place
with tie-wraps

