NOTE: The armature should be approximately parallel with the field. If it is out of parallel, correct by tapping armature with a hammer and punch on the open side. Repeat step 5. Remove ammeter test leads and connect horn wire to terminal.

6. Adjust contact spacing by loosening locknut and turning the contact adjusting nut in a direction which gives the desired tone and volume. Lock adjusting nut in this position with its adjoining locknut. (Engine must be running at approximately 1500 R.P.M. while making this adjustment).
7. After adjustments have been completed, remove wire from horn terminal and install cover. Attach wire to horn terminal.

Other than making the above adjustments, or cleaning, soldering loose connections and tightening any loose bolts, it is recommended that no further repairs be attempted.

IGNITION SWITCH AND LAMP

DESCRIPTION

The ignition switch for Lincoln EH and EL, and Mercury CM is 3-position, controlling engine ignition, and instrument and accessory operation. With the key in the center position, the switch is turned off. Turning the key to the left turns on the instruments and allows use of accessories without current drain from engine ignition. Turning the key to the right turns on the ignition. The ignition key also operates the lock on the two front doors. A separate key is provided for the glove compartment and trunk locks.

A tag containing a number and prefix is attached to each set of keys and must be recorded by the dealer before new car delivery to the owner. This will enable duplication of keys in the event they are lost by the dealer or customer. Figure 110 illustrates the ignition switch, disassembled.

Three terminals are provided at the back of switch. Each is marked for specific connections as follows: AM (ammeter), COIL, and RAD GA (radio and gauges). The RAD GA terminal is the longest of the three to provide room for accessory connections. A single, 2 candlepower (Type No. 55) bulb illuminates the ignition lock when the LIGHT switch is in the middle position (parking lamps). See figure 111.

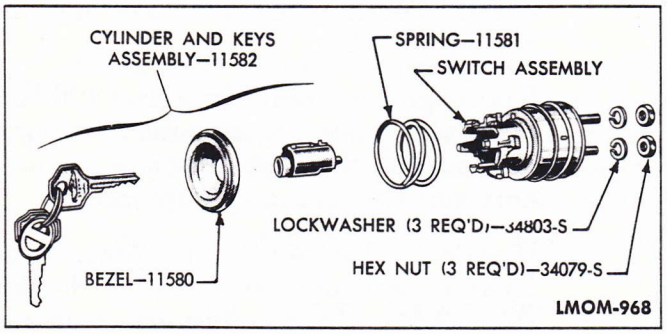

Figure 110—Ignition Switch. Disassembled View with Basic Part Numbers

REMOVAL AND INSTALLATION OF IGNITION SWITCH AND LOCK

1. Remove ground cable from battery term-

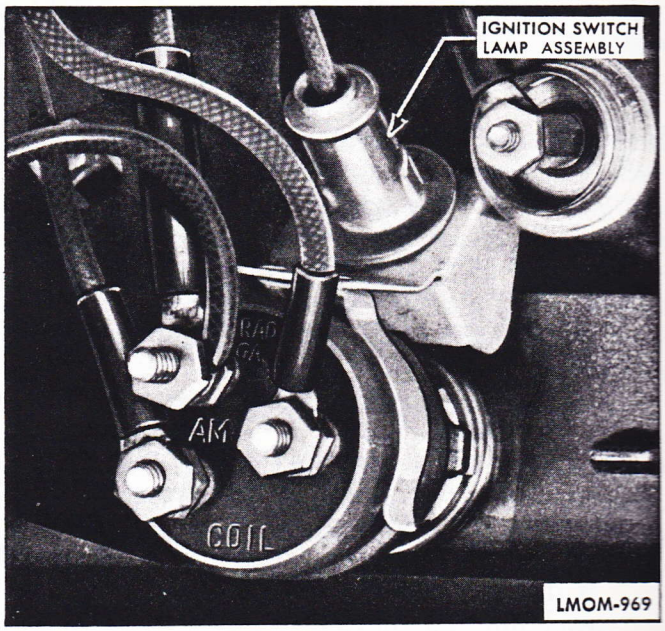

Figure 111—Ignition Switch and Lamp Assemblies, Installed

inal before attempting to remove wires from the ignition switch terminals.

2. Remove wires from the three terminals at rear of switch. Remove lamp assembly clipped to switch body (Mercury 9CM).

3. With key removed from lock, grasp rear of switch, press and twist it counterclockwise ¼ turn. Switch will snap loose from panel.

If ignition lock cylinder is defective, it may be removed from the switch assembly and replaced. Ignition cylinder and key assembly may be obtained individually, or in a set containing the left-hand and right-hand door lock assemblies. If only ignition lock cylinder is replaced, the owner must use separate keys for ignition and door locks.

To remove lock cylinder from switch assembly, turn key in clockwise direction and with a pointed tool, depress retainer pin. See figure 112. With key still in lock, pull key to remove cylinder. When replacing cylinder, key must first be turned fully clockwise and retaining pin depressed. Insert cylinder in switch assembly with projection on side of cylinder engaging keyway inside switch assembly. When cylinder has seated in switch, turn key counterclockwise to lock cylinder.

To install switch assembly, insert in panel with tabs at end of switch entering slots of hole. Press assembly in firmly and lock in place by twisting the assembly ¼ turn clockwise.

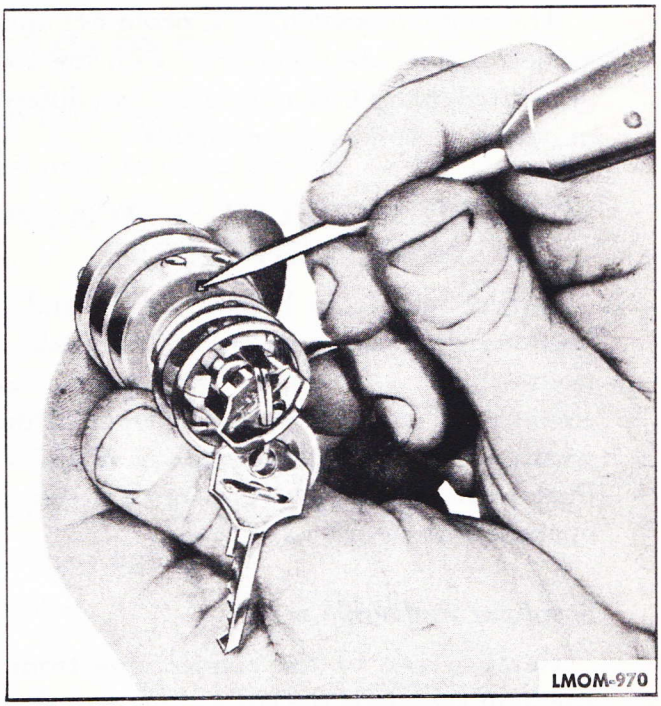

Figure 112—Removing Ignition Lock Cylinder

The ignition switch lamp on Lincoln EH-EL vehicle consists of a plug-button type socket and a 2 candlepower (Type No. 55) bayonet base bulb. The lamp assembly plugs into a mounting bracket secured to the panel next to the ignition switch. A single screw holds the bracket to panel. To remove socket for bulb replacement, press socket assembly on one side and socket will snap loose.

On Mercury 9CM vehicles, the lamp assembly plugs into a mounting bracket clipped in position around the ignition switch. To remove socket for bulb replacement, press socket assembly on one side to snap socket loose.

STOPLIGHT SWITCH

DESCRIPTION

The stoplight switch for Lincoln EH and EL and Mercury CM is a hydraulic pressure operated type, located at the rear of the master brake cylinder. The switch is a normally open type, designed to operate between 60 and 110 pounds per square inch fluid pressure from the master brake cylinder. The stoplight switch opens and closes the electrical circuit to the stoplight filaments of the rear lamps when pressure is applied to the brake pedal. If vehicle is equipped with a turn signal indicator, the indicator switch is wired in series with the stoplight switch circuit to operate either stoplight as a turn indicator lamp depending on the position of the indicator switch lever. Figures 4, 5 and 6 in the "Brakes" Section of this Manual illustrate the operation of the stoplight switch with the master brake cylinder piston in various positions.