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ELECTRICAL (cont'd)

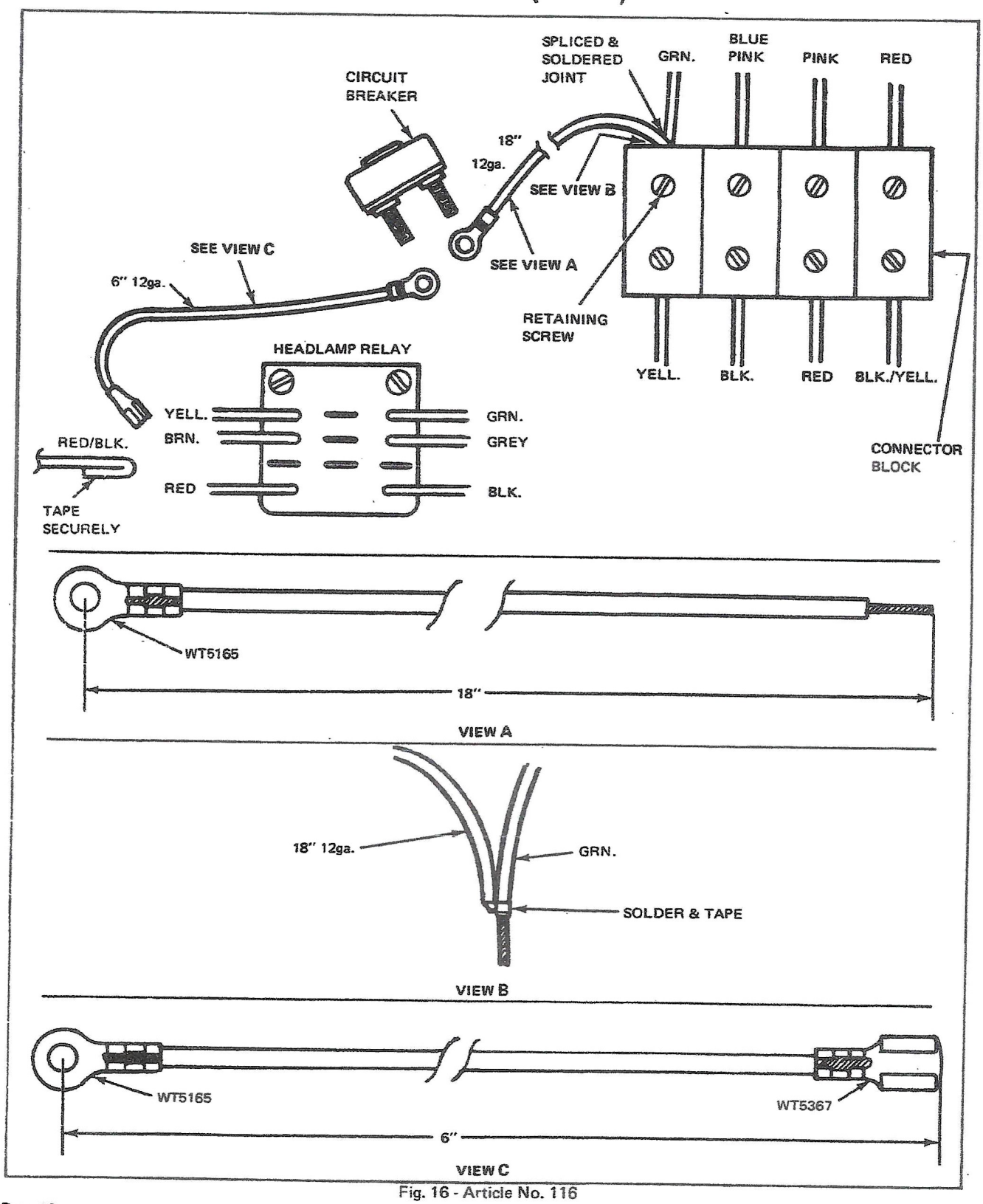

Fig. 16 - Article No. 116

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42. Fabricate piece of 12 gauge wire 6 inches long. Crimp and solder eyelet terminal to one end and female terminal to the other end. (See Fig. 16 - View C).

43. Attach eyelet terminal to other post on circuit breaker and install No. 10-24 nut. (See Fig. 16) Using electrical tape, carefully wrap wires and circuit breaker terminals.

44. Remove screw retaining relay box door and open door.

45. Remove the two screws retaining the headlamp relay (clear plastic cover) to the mounting bracket and remove the relay.

46. Disconnect red wire with black tracer from its terminal on the headlamp relay and connect spade end of wire fabricated in step 42 to this terminal. Fold back and tape up the end of the red/black wire.

47. Reposition headlamp relay on mounting bracket and replace the rear retaining screw.

48. Place circuit breaker in position at forward screw hole with terminals facing rearward and install circuit breaker and headlamp relay to mounting bracket original screw. (See Fig. 17)

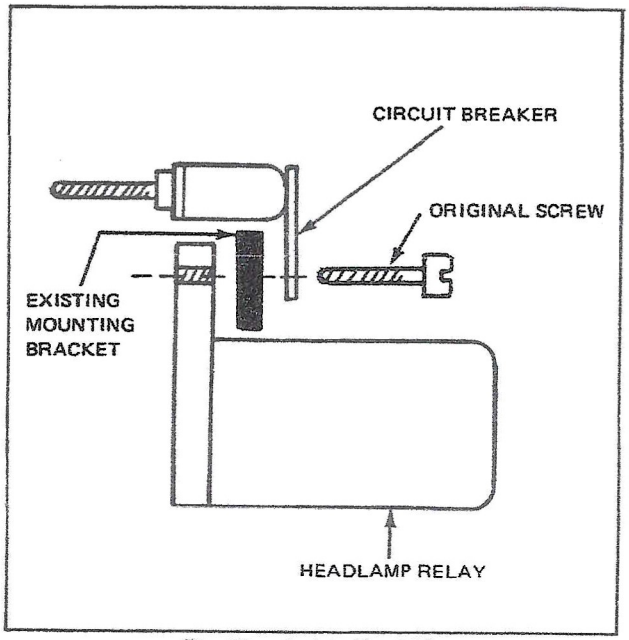

Fig. 17 – Article No. 116

49. Close relay door and install existing screw.

50. Reconnect battery and test headlamp operation.

QTY. PER VEHICLE	PART NUMBER	DESCRIPTION	CLASS
1	D46Y-13A167-A	Motor - Headlamp Cover Control	A
1	D0AZ-14526-A	Circuit Breaker - 30A Non-Cycling	A
18 ins.	512G	Wire - 12 Gauge	B
2	34053-S8	Nut - No. 10 x 24	B
2	WT5165	Ringtongue Terminal - 3/16" Dia.	B
1	WT5367	Quickslide Terminal - 1/4" Female	B
1	WT5371	Quickslide Terminal - 1/4" Male	B
A/R	C3AZ-19562-A	Dow Corning 732 RTV Silastic Adhesive Sealant (Silicone Rubber Sealer)	A
1/2 oz.	ESB-M1C163-A	Grease - Low Temperature	

PRODUCTION CORRECTION: Sept. 7, 1974

WARRANTY STATUS: "INFORMATION ONLY"

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Article No. 117

ELECTRICAL (cont'd)

HEADLAMP RELAY (CLEAR PLASTIC COVER)

A new headlamp relay was introduced in production on late 1974 models.

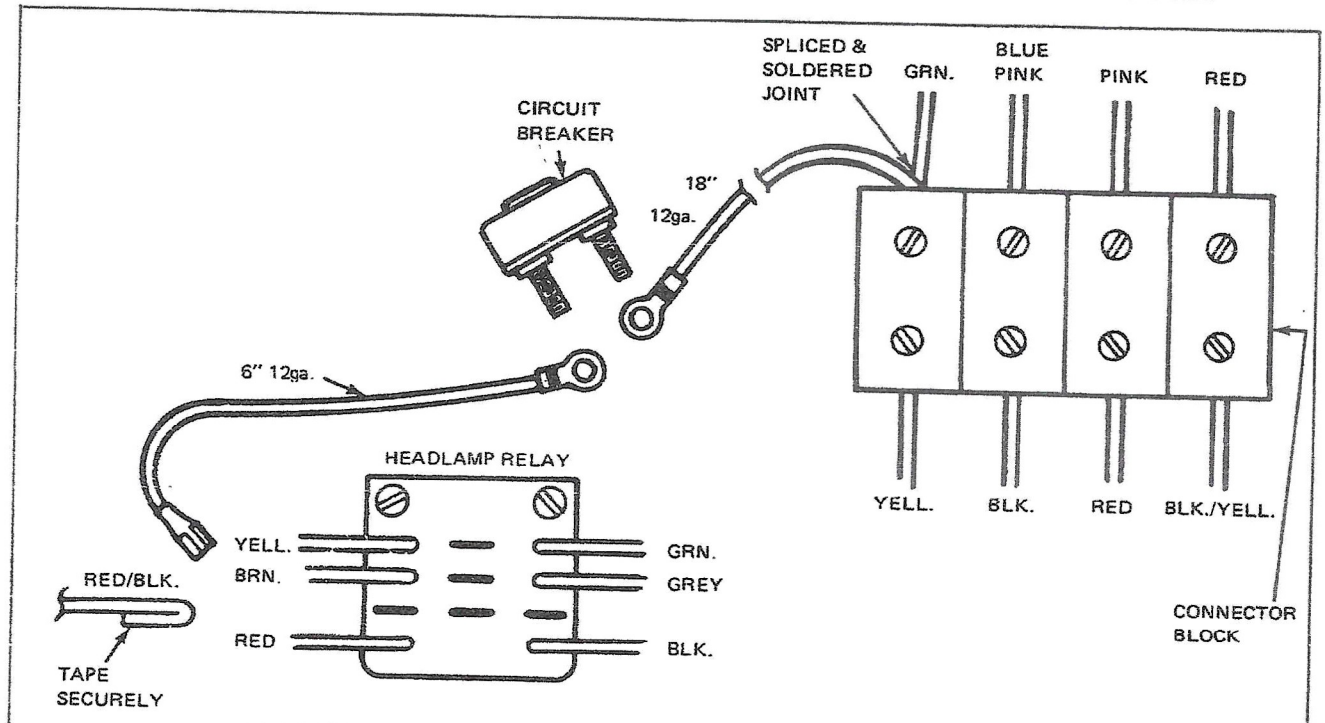
The relays, while identical in visual appearance, are not interchangeable due to internal design changes.

In the vehicles the type of relay required can only be determined by an examination of the wiring connections as shown in Figs. 18 and 19.

With the relay out of the vehicle, identification can be determined as follows:

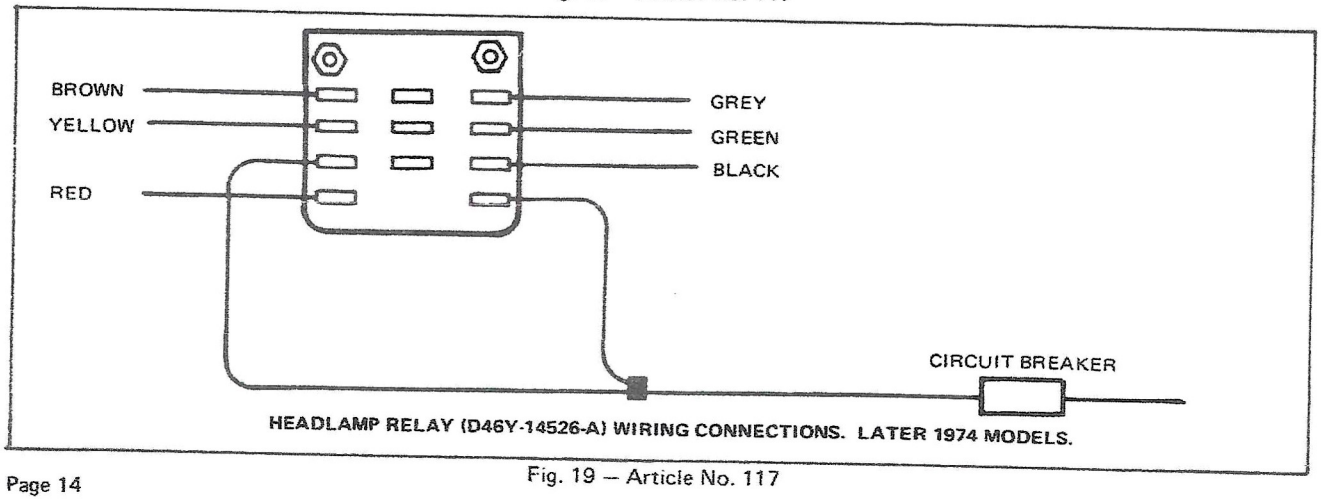
The D16Y relay has a bridge wire connecting the two ground terminals. The D46Y relay does not have the bridge wire between the terminals. D16Y relay can be converted to a D46Y type relay as follows:

1. Remove the clear plastic cover by inserting two thin-bladed screw drivers between the cover and base.



HEADLAMP RELAY (D16Y-14526-A) WIRING CONNECTIONS. 1971 THROUGH EARLY 1974.

Fig. 18 – Article No. 117



HEADLAMP RELAY (D46Y-14526-A) WIRING CONNECTIONS. LATER 1974 MODELS.

Fig. 19 – Article No. 117

Reproduced for Pantera Owners Club of America

2. Remove the bridge wire connecting the two (2) ground terminals, (see Fig. 20) and replace the cover.

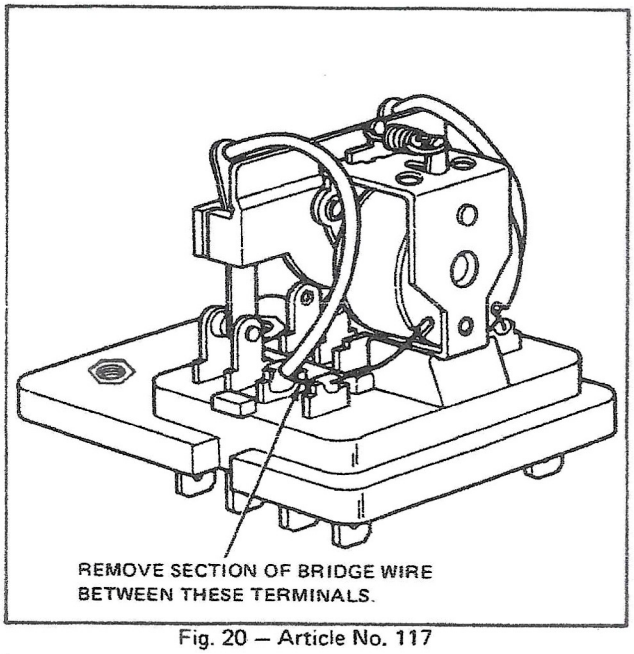


Fig. 20 – Article No. 117

PRODUCTION CORRECTION: Aug. 15, 1974
WARRANTY STATUS: "INFORMATION ONLY"

Article No. 118

Z.F. TRANSAXLE – DRAIN PLUG

The removal of the transaxle drain plug requires the use of a 22MM (0.866") Allen wrench which is not normally available through regular tool sources.

A 7/8" (0.875") Allen wrench can be substituted although in some cases it may be necessary to modify the wrench by grinding in order to fit the drain plug.