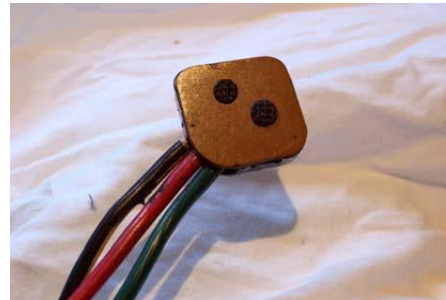


**C2 Head Light Switch Repair** (Alan Drake)

So your C2 headlights wouldn't open. You're traced the problem back to the switch attached to the dash. For the purpose of the article it is assumed a failure is due to an electrical problem. The Head Light Switch (open/close) on a C2 consists of two major parts, the visible *black housing* in which the chrome switch sets and the *tan wiring connector* that snaps onto said housing.

First we will discuss the *tan wiring connector*. Perhaps the wire broke, yes the repo houses sell these with short pig tails attached however a splice under the dash is not the best thing to do for Flight Judging. So let's cover how a near perfect fix can be made.

First disconnect the *tan wiring connector* from the *black housing*. Caution - use care when prying the two upright copper spring clips off the *tan wiring connector*. Break one of these and you've got trouble!



The *tan wiring connector* itself consists of two parts, a black housing and tan top cover. These had been assembled by simply placing the cover on the housing plastic pins (2) and pressing the pins flat with a hot tool, resulting in two round black fasteners on the tan top cover.

Since we desire to repair the *tan wiring connector* and put it back together to look original - grinding the pins off would not be the best choice. Using a heat gun along with a small flat blade screw driver (or similar tool) one can heat a pin while prying the tan cover up. Go slow and be careful not to use too much heat. The cover will lift and at the same time stretch the pins back to normal thus allowing for their reuse. While still warm you may want to squeeze the pins a little to assure they are not too fat for reuse.



Now make your repair – either crimp or solder the broken wire back onto the GM Hair Pin Terminal. If needed a new Pin can be purchased, one location to try would be “[riwire.com](http://riwire.com)”.



If you feel uncomfortable about the location of the bare wires dress them up with some liquid tape, available in the electric aisle of larger stores.

Slide the tan cover over the pins on the *black housing* and hot press to seal again. Suggest you could use a heated drift pin. As mentioned previously while the pins were still warm you squeeze

them to assure they were not too fat for the two holes in the tan cover. Caution – one could also drill the two holes out a little however refrain from that since the amount of the pin needed to secure the tan top is critical. One can always heat a second time. So the *tan wiring connector* is now good to go.

Let's take a look at the other major part, the visible *black housing* in which the chrome switch sets. It can develop an electrical problem, also. Most often the internal contacts have arched over enough to build up a high resistance such that insufficient current is delivered to run the headlight motors. Such is similar to the distributor points or a C2 clock. We can take that item apart also, great to have old stuff!

**Caution** – note location of the blank electrical pin, in the picture top right. Use care when prying the two upright copper spring clips out. Two holes will show a little section of the copper spring clips – push both these inward while moving the electrical section upward.



Clean the contacts, fine sand paper would be the courses I would use.

Assemble in reverse order and you're good to go.

