to the headlamp body and detach the rim together with diffuser and reflector from the headlamp body. Then press out the bulb holders, remove the connecting block from the double-filament bulb of the high and lower beams and fit a new one following the procedure reverse to that described above.

In order to replace the parking light bulb take out the socket with the bulb and take out the bulb from the socket.

When replacing a burnt-out bulb in the pilot lamps (ПД20Е and ПД20Д), take the lamp out of the panel and detach the bulb from the socket.

When replacing a broken diffuser or repairing the headlamp, it is necessary to clean the reflector by blowing it round and carefully wiping with a clean flannel cloth or soft brush. The diffuser with the reflector may be disassembled only in exceptional cases, since frequently performed dismantling may cause damage to the reflector. When assembling the diffuser take care to ensure its correct installation.

In case the sound of the horn deteriorates, the latter should be adjusted by turning the adjusting screw in one direction or the other.

Every 1000 km, it is necessary to check:

the condition of the working surface of the contact breaker points and the gap between them (if the breaker contacts (points) are worn or burnt, remove the moving contact and fixed contact, clean the contacts with a needle file and wash them with petrol).

Every 5000 km run check the following:

the spark gap of the plugs (the gap should be equal to 0.5—0.6 mm); if required, clean the plugs to remove the carbon deposit;

the wires for reliable connection;

the bulbs in the lamps for proper fitting and working condition; if necessary, clean off dust from the headlamp reflector and wipe the glass of the lamps.

Wipe the storage battery to remove dust and dirt, clean out the holes in the plugs, clean off oxides from the battery terminals and coat the latter with technical petroleum jelly, check the level of electrolyte and verify the electrolyte density with a battery densimeter.

In summer, when it is hot, check the electrolyte density every 5 to 6 days, during other seasons, every 10 to 15 days. The level of the electrolyte in the battery must be 10 to 12 mm above the protective shield. If the level of the electrolyte is below the specified limits, add distilled water (water evaporates during usage of the battery). Electrolyte is to be added only when it is exactly known that it has been spilt.

Checking of the electrolyte density makes it possible to determine the state of charge of the battery and, consequently, its working condition. Particular attention should be given to the electrolyte density in winter. A discharged battery may get frozen. The storage battery may be utilized when discharged by not more than 25 per cent in winter time, and by not more than 50 per cent in summer time.

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