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### Generation 1 headlight motor version 2.0

by buddycraigg  
Started on : 11-13-2005 11:34 PM  
Replies : 113  
Last post by: Brians86SE on 01-29-2011 06:40 AM

 **REPORT THIS POST** 11-13-2005 11:34 PM

**buddycraigg**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
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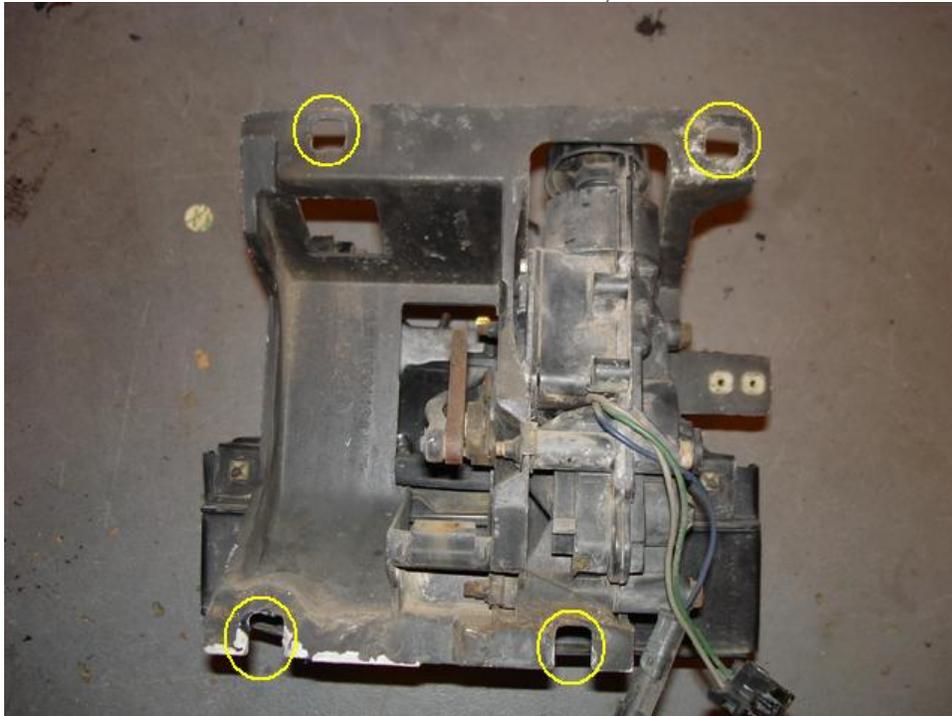
if you dont want to read this, i have about an hour worth of video on youtube showing how to do it.  
[Rebuild of a Fiero Gen 1 headlight motor 1of7](#) \* [2of7](#) \* [3of7](#) \* [4of7](#) \* [5of7](#) \* [6of7](#) \* [7of7](#)

Generation 1 headlight motor version 2.0  
i first wrote this thread [Generation I head light motor disassembly](#)  
but I have learned some tips to make things easier and cant post to the archived thread.

**\*\*Thanks to Jazzman, sanderson, \$Rich\$, and Rodvr6 for technical corrections and or pics\*\***

please read the whole thing, there will be tips along the way that will help save you some headaches.

Remove the headlight assembly,  
There are 4 10mm nuts with big washers attached to them that hold the assembly to the car.  
The top 2 have to be completely removed. The bottom 2 only need to be loosened, but I prefer to remove all 4.  
I never can get under the nuts when I'm trying to put it back together.  
The nuts have locktite on the threads and will not turn freely.



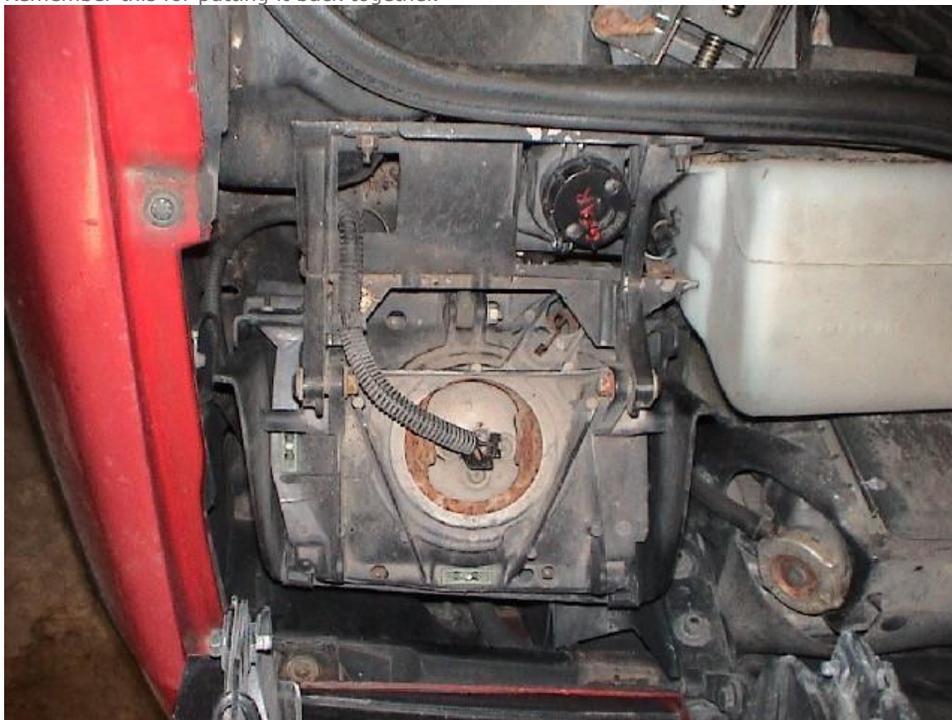
Scribe around the nuts/washers on the top so you can get it back in the correct adjustment.



Raise the headlight, SAFETY NOTE. Unplug the blue wire, or disconnect the battery.  
Remove the bottom nuts first. So the assembly isn't falling all over the place while you're trying to work.  
Plug the blue wire back in and lower the headlights.  
Remove the top nuts.

Now the assembly will move around a bit, use this to your advantage for having enough room to unplug the wires from the relay.

Unplug the blue wire, the wires on the relay and the connector to the actual headlight bulb.  
ASSEMBLY NOTE notice how the wires for the bulb thread up through the framework of the headlight assembly.  
Remember this for putting it back together.



Now the headlight assembly is ready to come out.  
I find it helps to open the headlight cover,  
Push it open from the back side of the hood,



hold it open from the front side with your other hand.



And wiggle, twist, turn the assembly until it's out of the car.

[This message has been edited by buddycraig (edited 06-23-2008).]

IP: Logged

**buddycraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



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**REPORT THIS POST**

11-13-2005 11:36 PM

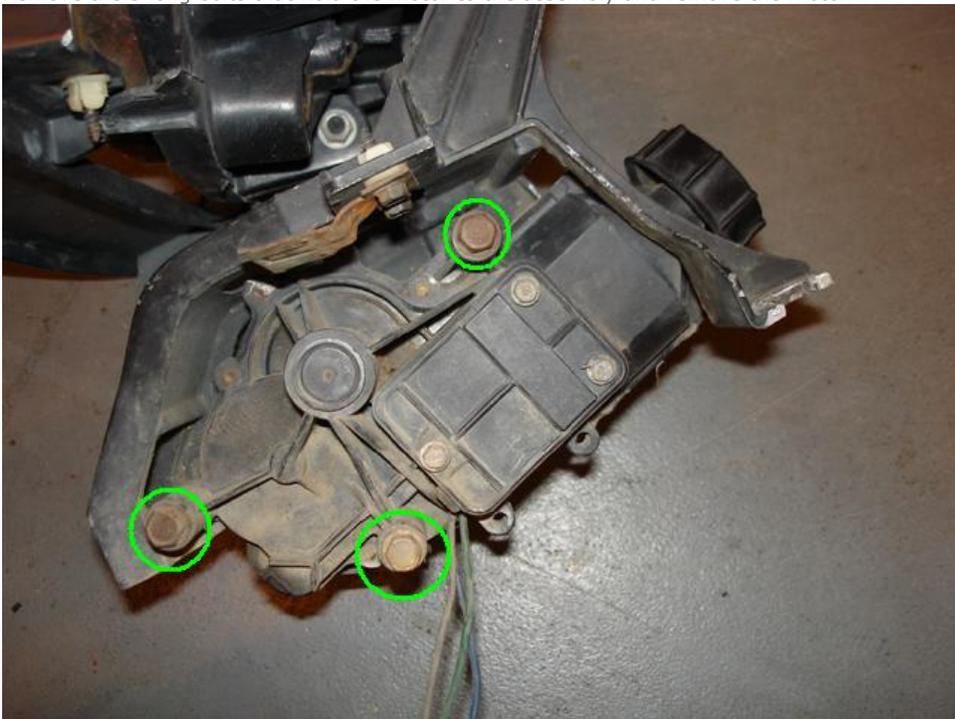
Now you've got the whole assembly out.  
Remove this clip.

Be careful, the first time I did this, the clip shot off going about mach 2 in a northwest direction. So if any one

in Montana finds it, PM me and I'll give you my address to mail it back.



Remove the 3 long bolts that hold the motor to the assembly and remove the motor.



Now that it's out. Remove the 11mm nut on the shaft.



Next we have to remove the arm.

Some times they fall off, some times they are stuck on pretty good.

I have had people say they can get them off using pliers and wiggling back and forth.

But I seldom get this to work.

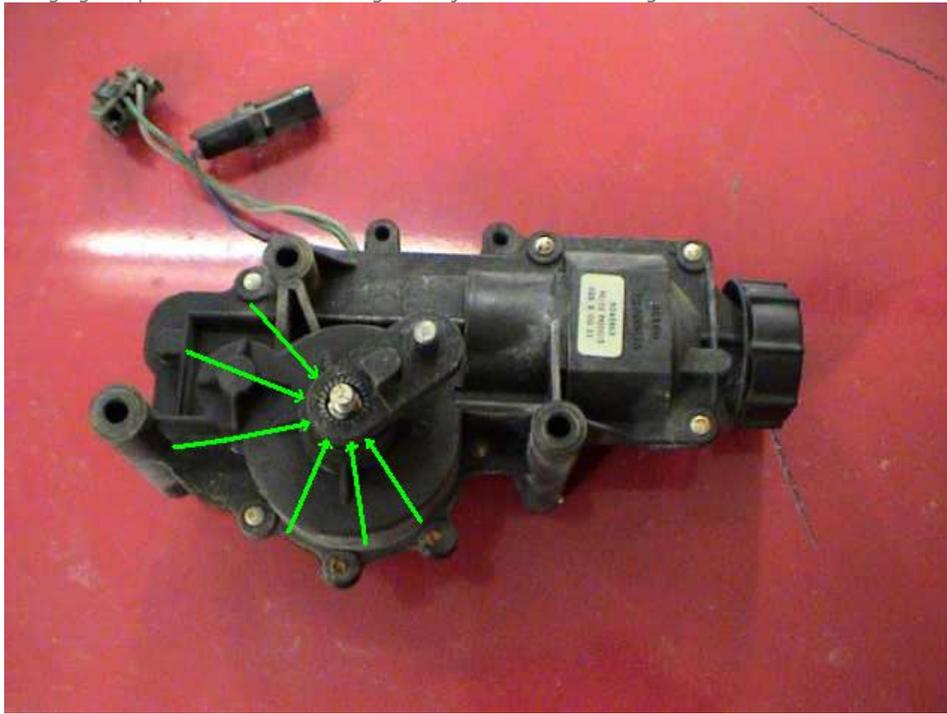


So I use a hammer.

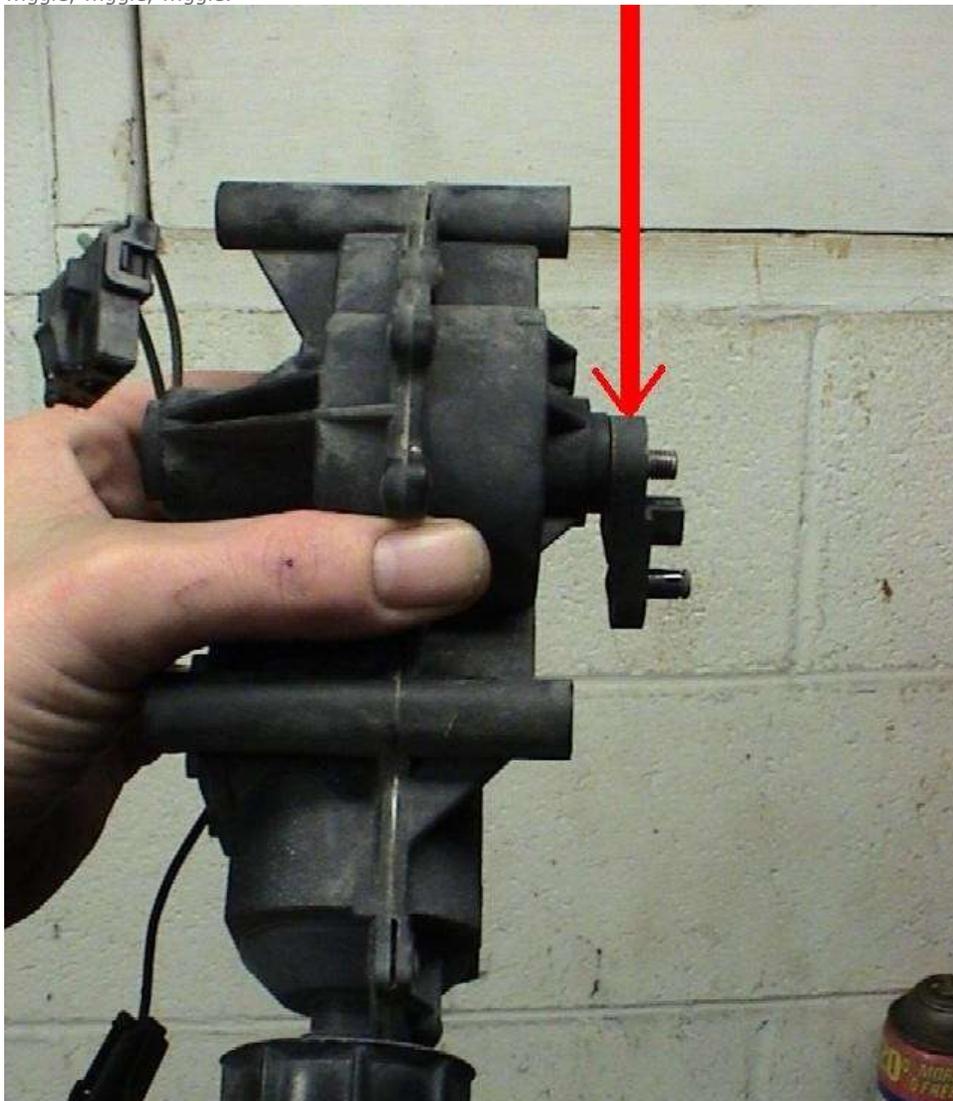
Be careful not to damage the threads on the shaft. You may want to put the nut back on part way. This will protect the threads if you miss.

You want to hit the arm along the edge around the shaft.

Using light taps. Kind of like releasing a ball joint from a steering knuckle.



tap, tap, tap,  
wiggle, wiggle, wiggle.  
tap, tap, tap,  
wiggle, wiggle, wiggle.





Do not beat on the stud. The treaded portion will mushroom out easily.



[This message has been edited by buddyraig (edited 11-19-2005).]

IP: Logged

**buddycraig**  
Member



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11-13-2005 11:37 PM

I've never had very good luck trying to drill out metal rivets in plastic so I went straight for the dremil and a small grinding tip. Always use eye protection.

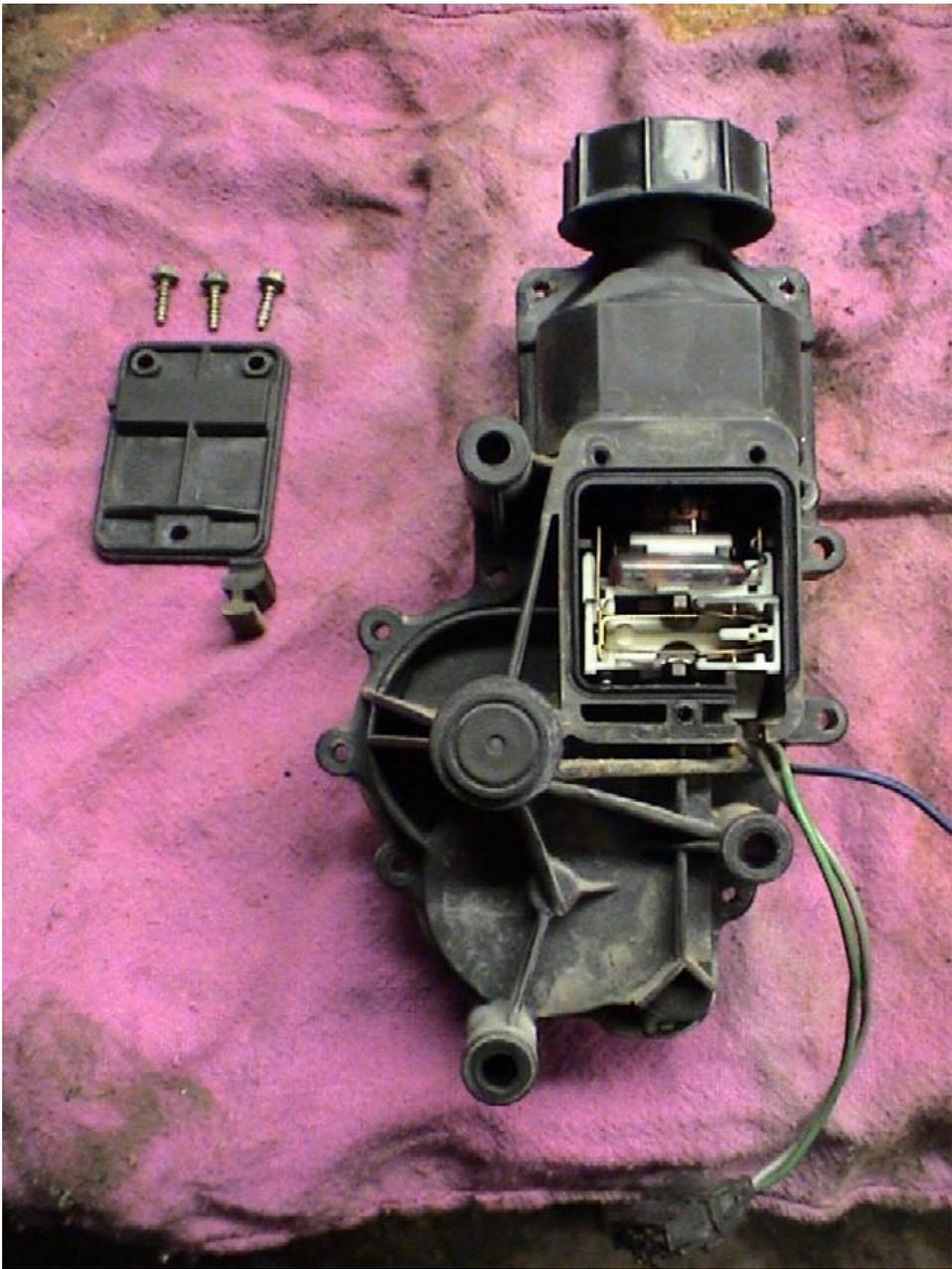
Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
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Some of the metal dust will stick to the plastic case, a blow gun will take care of that.

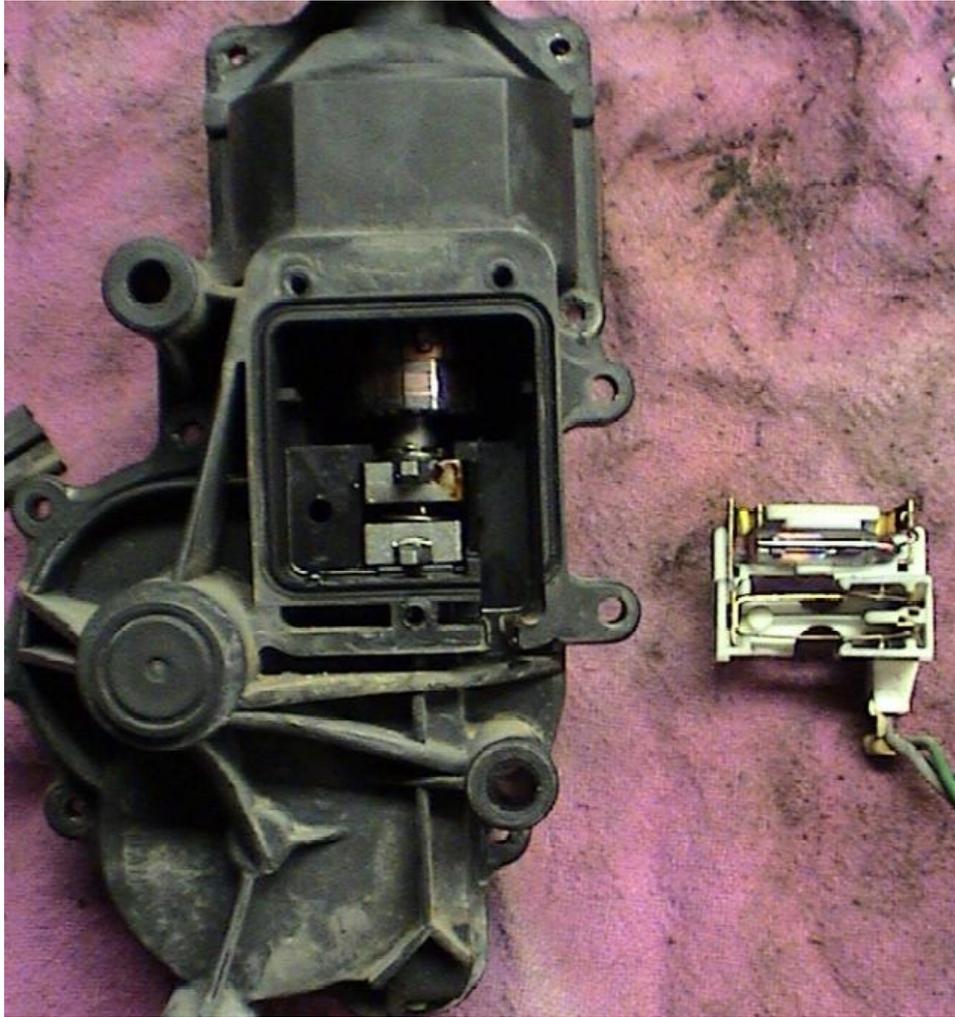


remove the 3 screws  
the limit switch cover.  
And rubber plug





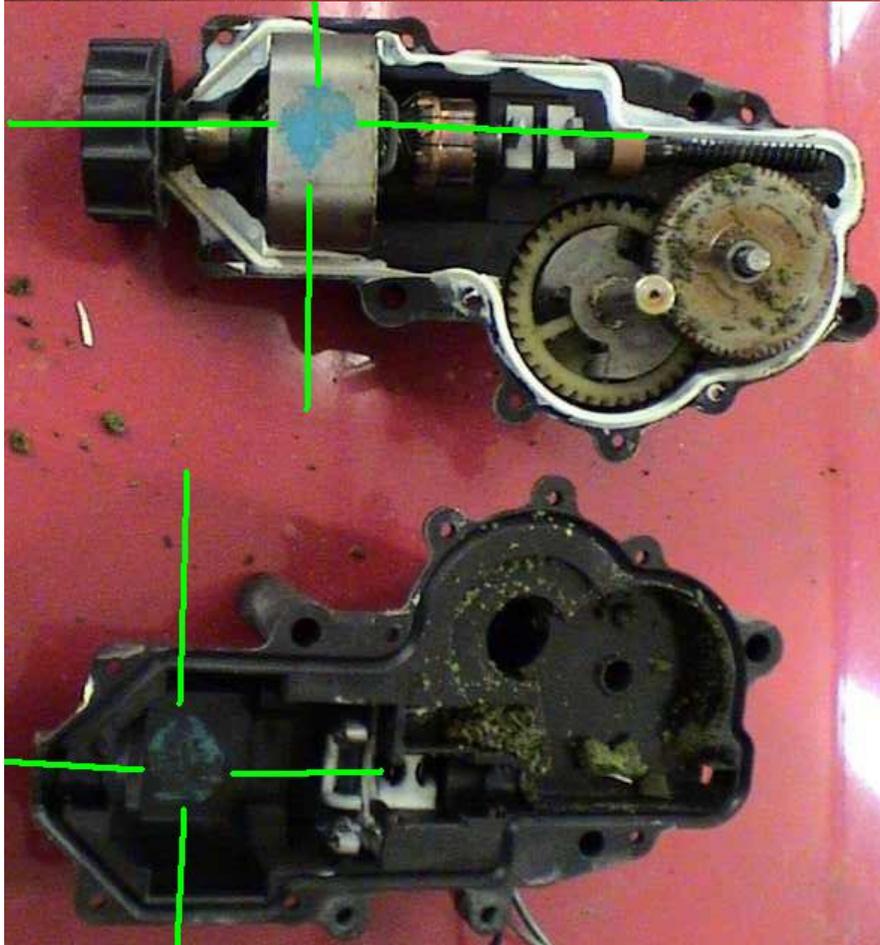
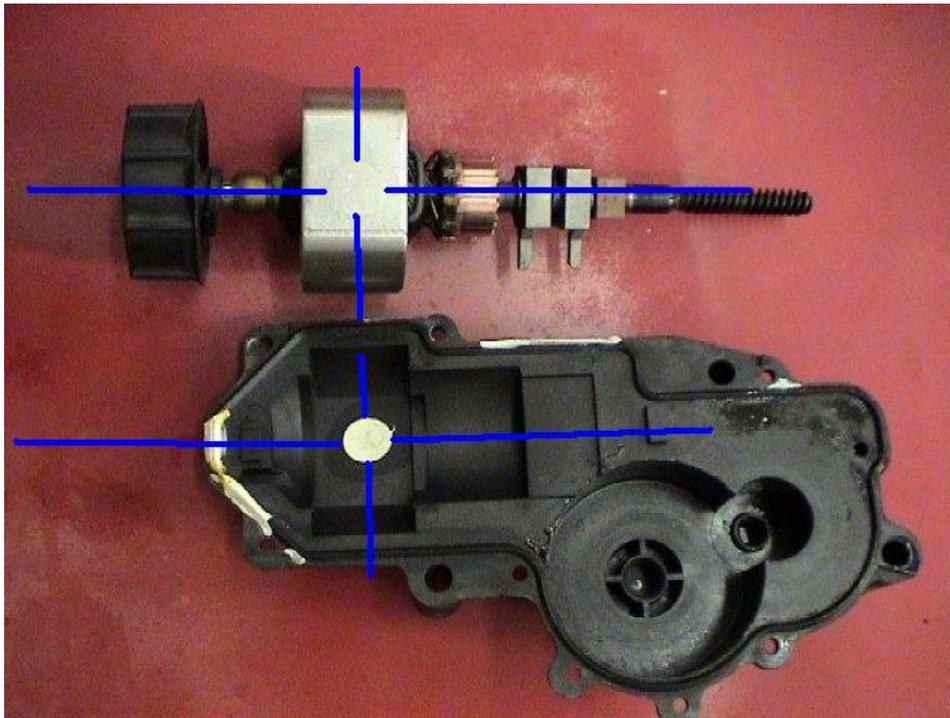
Remove the limit switch.



Now split the case.  
ASSEMBLY NOTE. Notice this magnet.



The motor will run backwards if you put this magnet in rotated 180°  
One case half has a dab of silicone that will normally leave a lightened area on the magnet or some of it will stick to the magnet. If you can't see a lightened area or any silicone on one side, mark it with a scribe or a marker.



[This message has been edited by buddyraigg (edited 11-14-2005).]

IP: Logged

**buddyraigg**  
Member

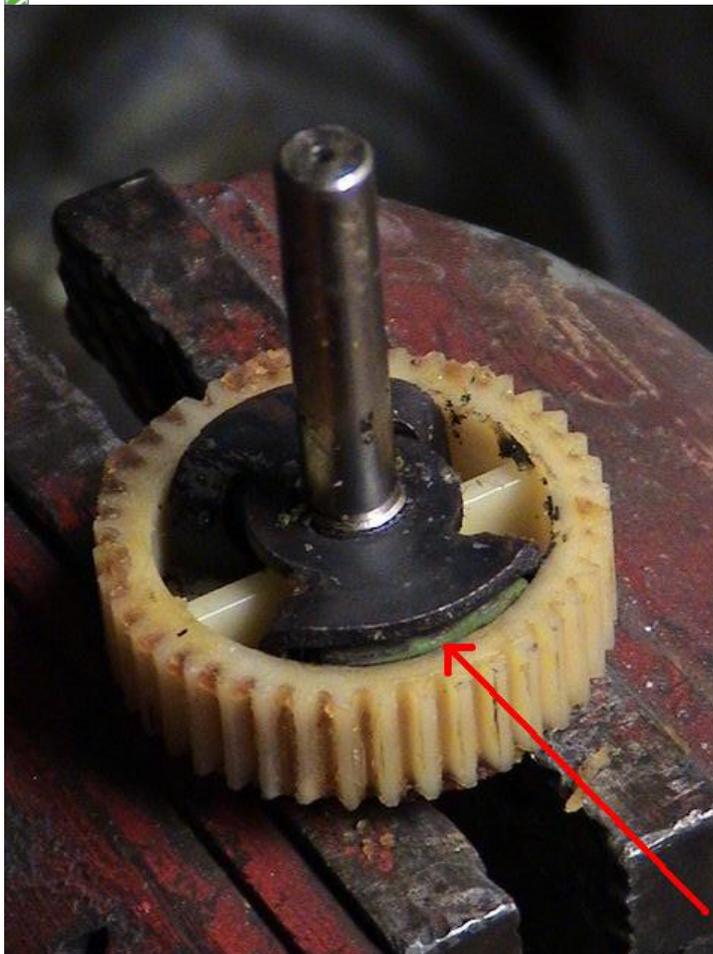


 **REPORT THIS POST** 11-13-2005 11:38 PM

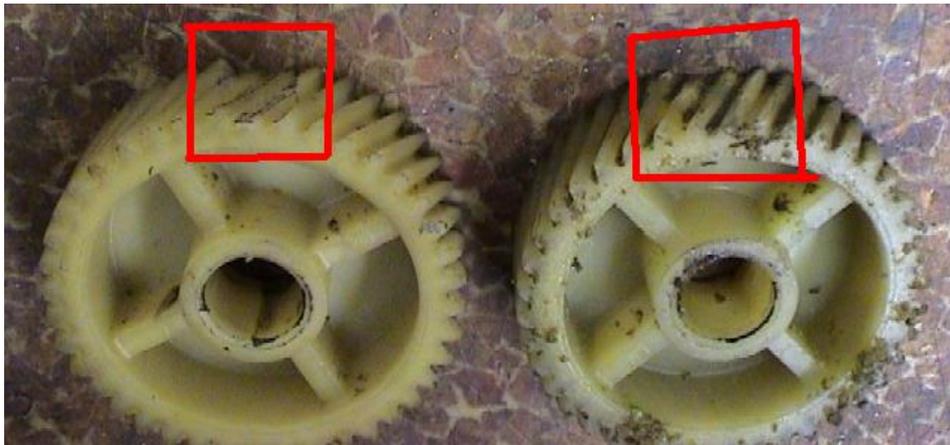
This green sand use to be two pieces or semi pliable plastic that filled in the void between the ears on the metal armature and the hard plastic gear.

Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
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The main cause of headlight motor problems is some of the teeth strip out on the plastic gear. This is why the motor was making that horrible grinding noise and the knob wouldn't stop spinning.



[Rodney Dickman website](#) sells most of the parts you could possibly need his new gear is brass, and will probably outlive the rest of the car.



to replace this gear we have to disassemble the shaft.  
Note there is a left motor shaft and a right motor shaft. So your shaft may look different.  
left longy



[This message has been edited by buddycraigg (edited 11-14-2005).]

IP: Logged

**buddycraigg**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



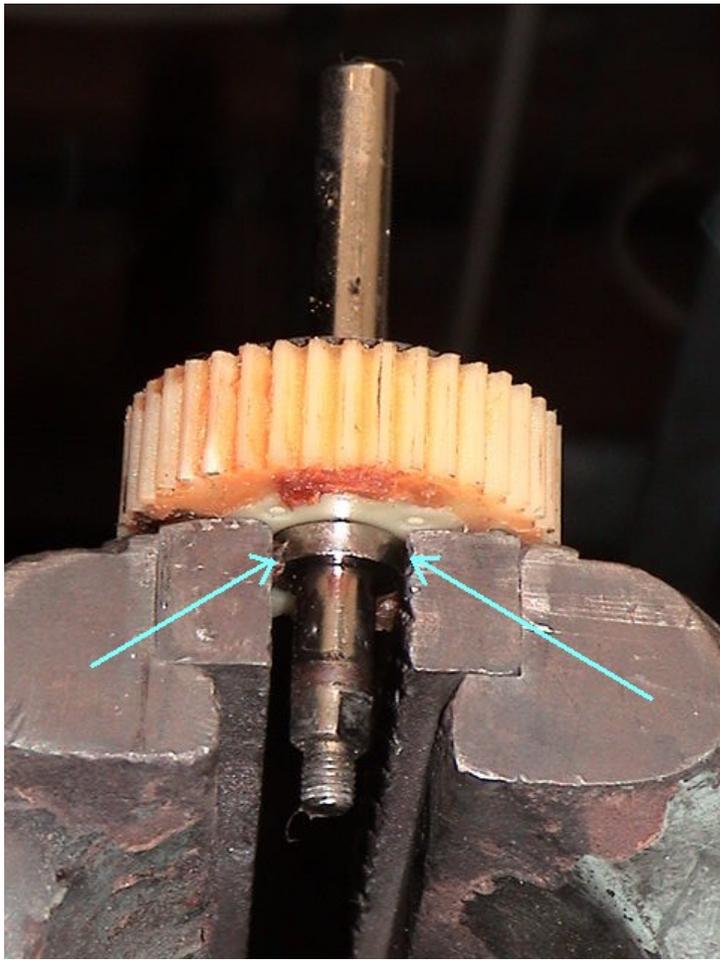
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 **REPORT THIS POST** 11-13-2005 11:39 PM

Some people have made tools to do this, I was able to get away with using my vice and a couple of sockets.  
set it on top of the jaws of a vise, but do not tighten the vise. only adjust the width of the opening between the jaws.



Be sure that you have the jaws spread far enough for this metal shoulder (pointed in blue) to clear as you tap the shaft through the gear with a hammer.



Now everything is in pieces so get to cleaning.



[This message has been edited by buddyraig (edited 11-14-2005).]

IP: Logged

**buddyraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
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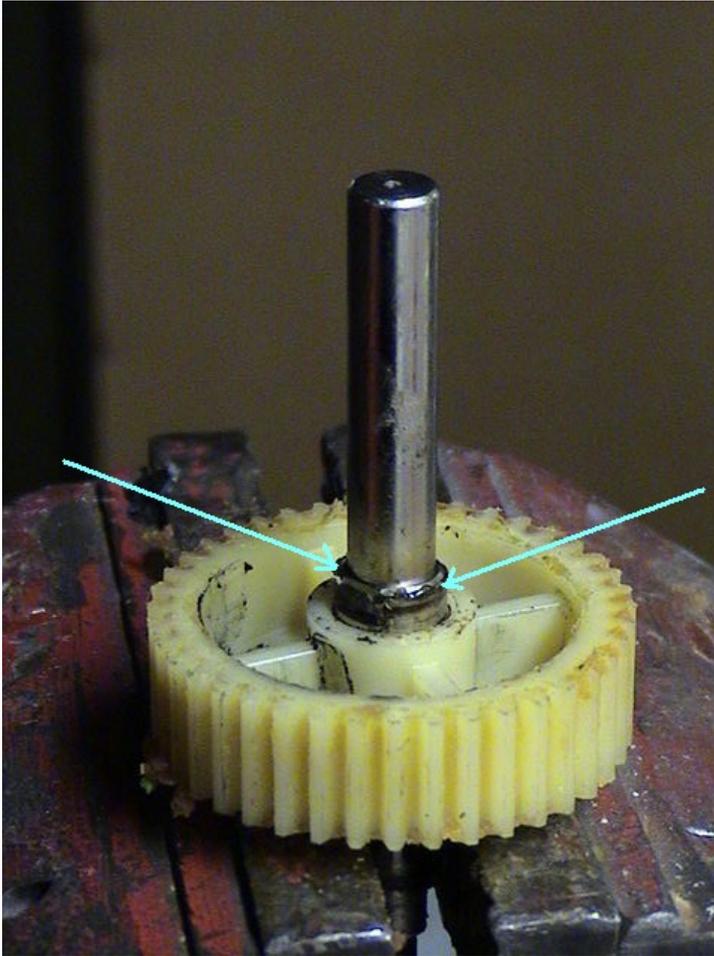
Put the shaft in the vice again, but this time you want the shoulder to be above the vise jaws.



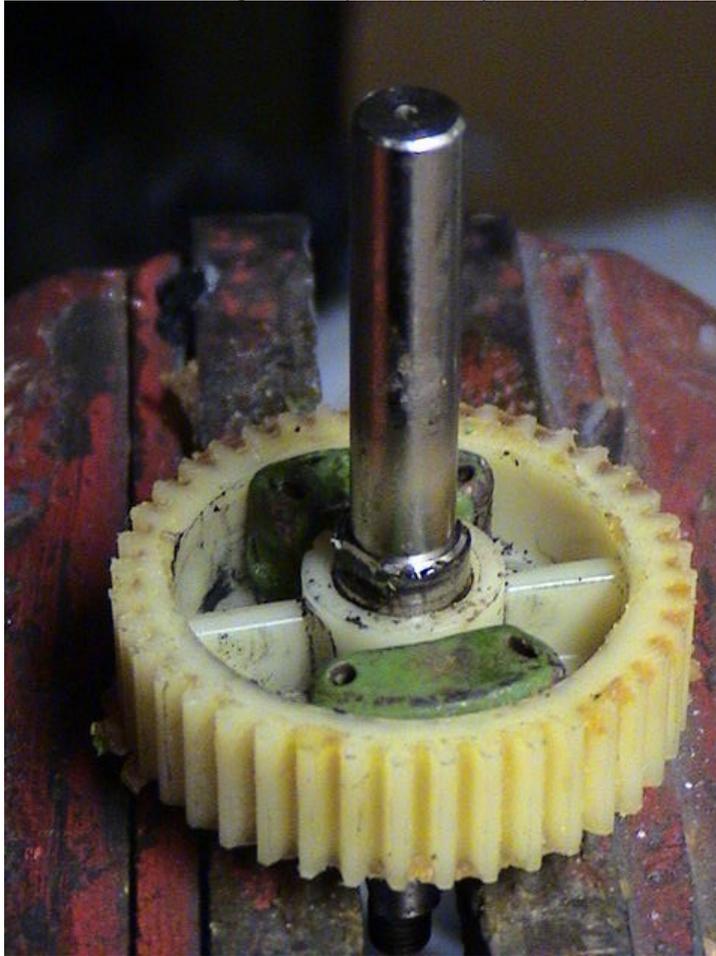
Press the plastic gear on the shaft.

The resistance you feel is from a ridge (pointed in blue) that was created when the metal ear plate was first

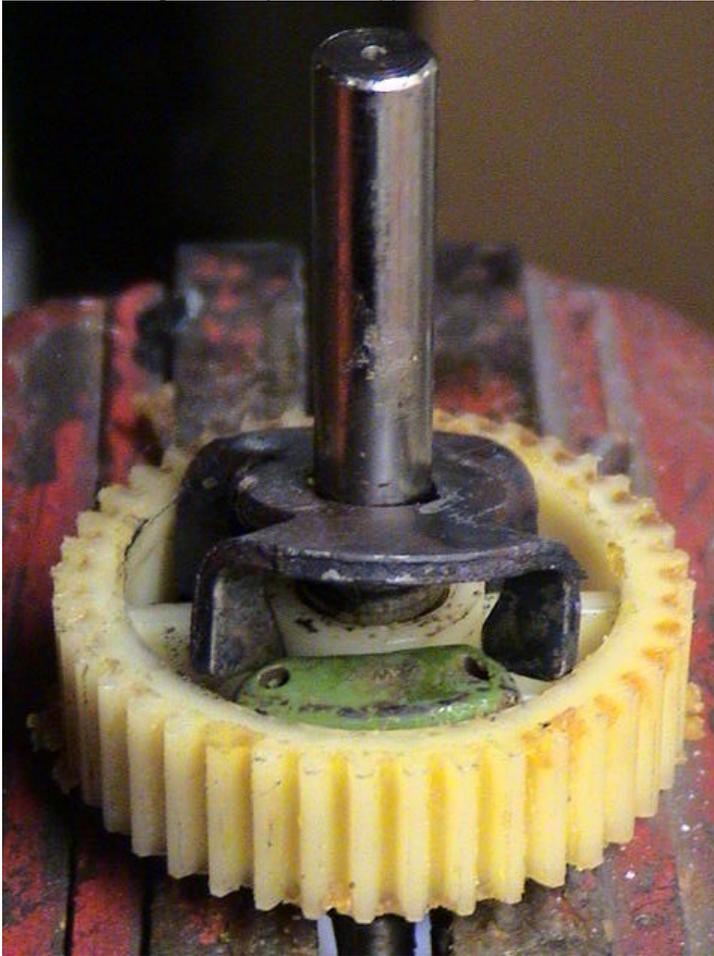
installed on the shaft.



install a set of useable green bumpers or rodneys rubber pieces, or what ever you want to come up with.



Remember the green bumpers are suppose to go between the ears on the metal plate.

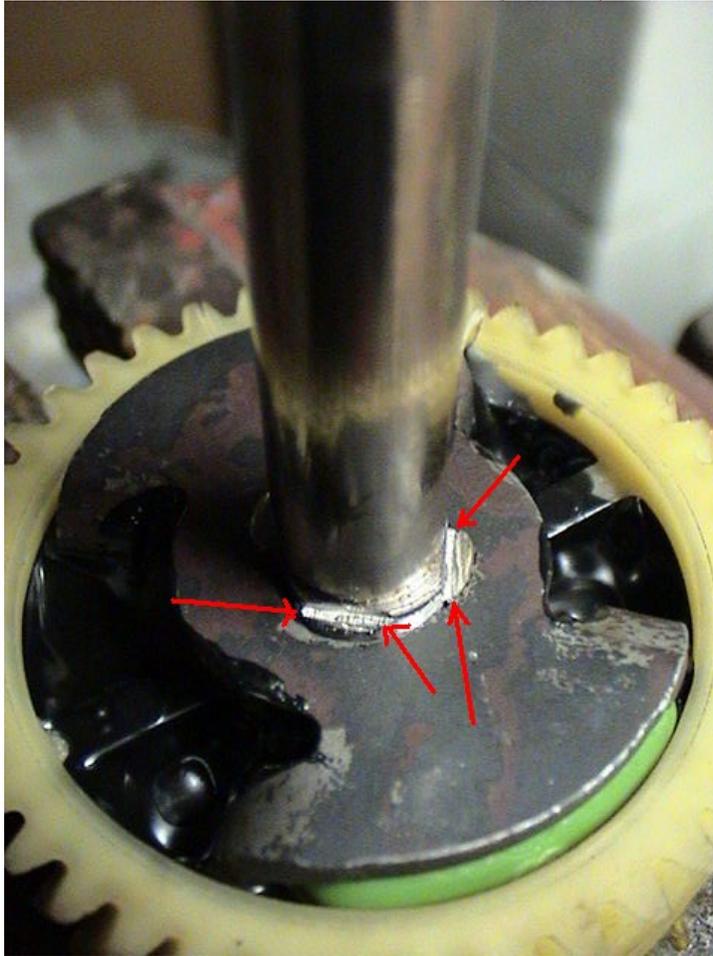


you may need to rotate the plastic gear and the metal plate as an assembly to get the oblong hole to line up with the shaft.

Using a long socket, tap the metal plate back on the shaft.



Use a chisel and steak the shoulder so the metal plate can't come back off



[This message has been edited by buddycraigg (edited 11-14-2005).]

IP: Logged

**buddycraigg**

Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



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**REPORT THIS POST**

11-13-2005 11:41 PM

moving on to the rest of the motor.

Cleaning the hard grease and plastic sand out of all of the grooves in this gear was every bit as much fun as you would hope it to be.

First I tried a brush with metal bristles. NOPE.

Then compressed air, NOPE.

Then I tried the solvent tank at work, NOPE.

Then boiling it in soapy water, NOPE.

Finally did it one tooth at a time with a thin screw driver. And it seems to be the only thing that works.



there's a little spring washer that goes on here. so don't lose it.



[This message has been edited by buddycraig (edited 11-14-2005).]

IP: Logged

**buddycraig**

Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



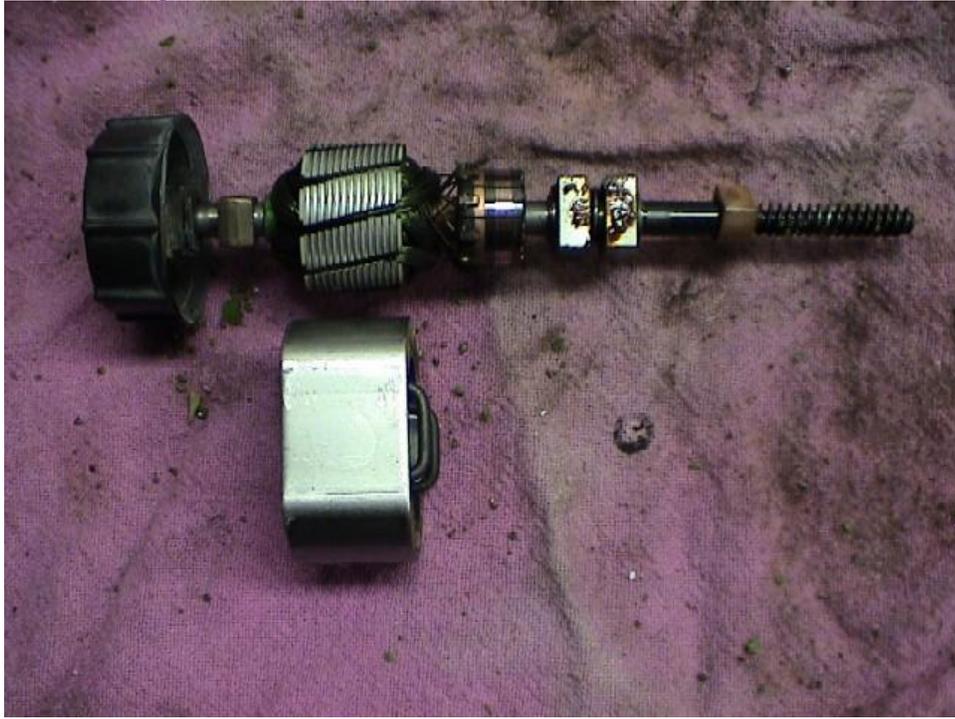
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Notice the metal hoops point away from the knob



remove the magnet from the armature.



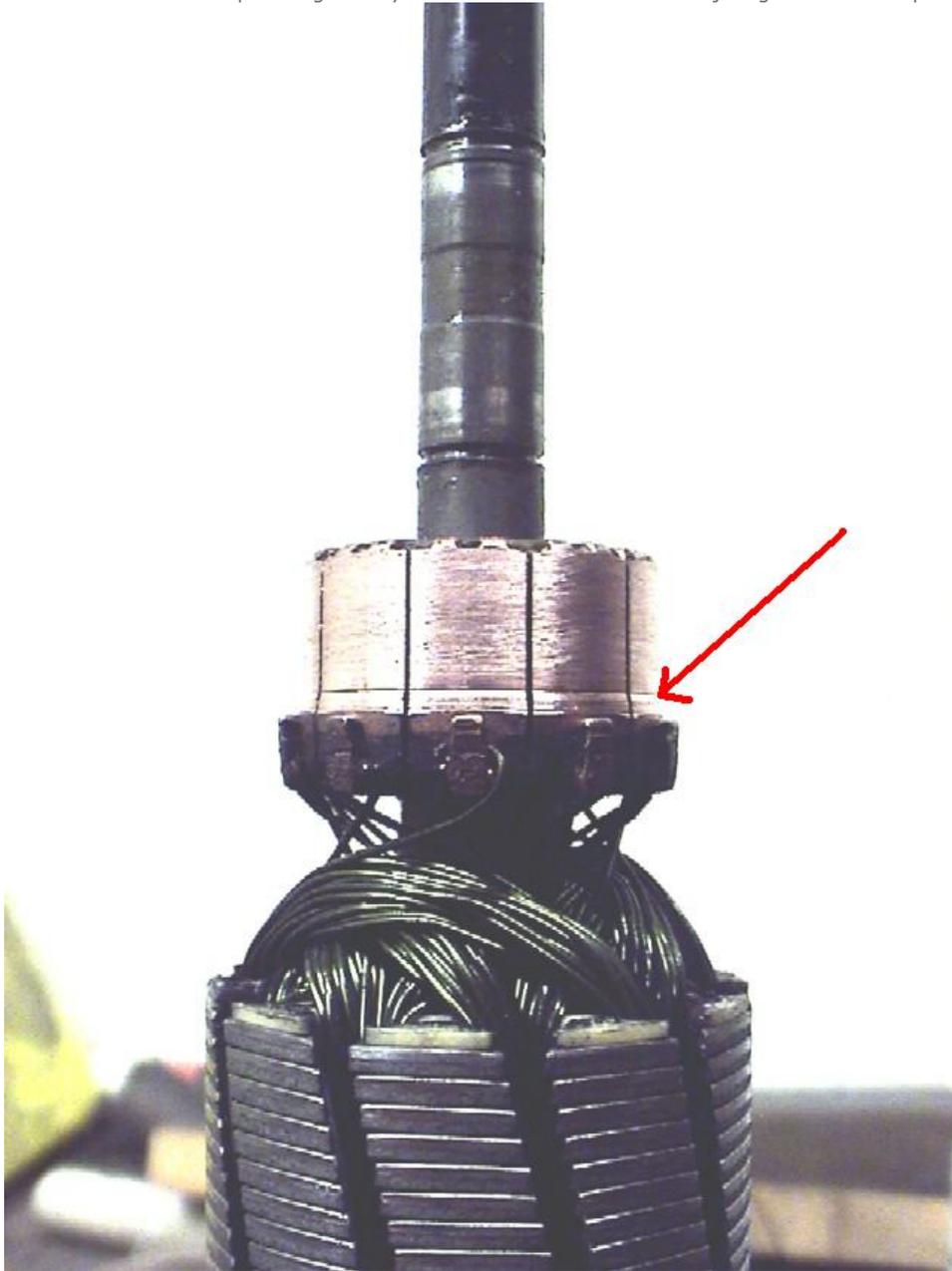
Lightly set the armature in a drill.  
Put drill in vice.  
Use emery cloth to polish the commutator.



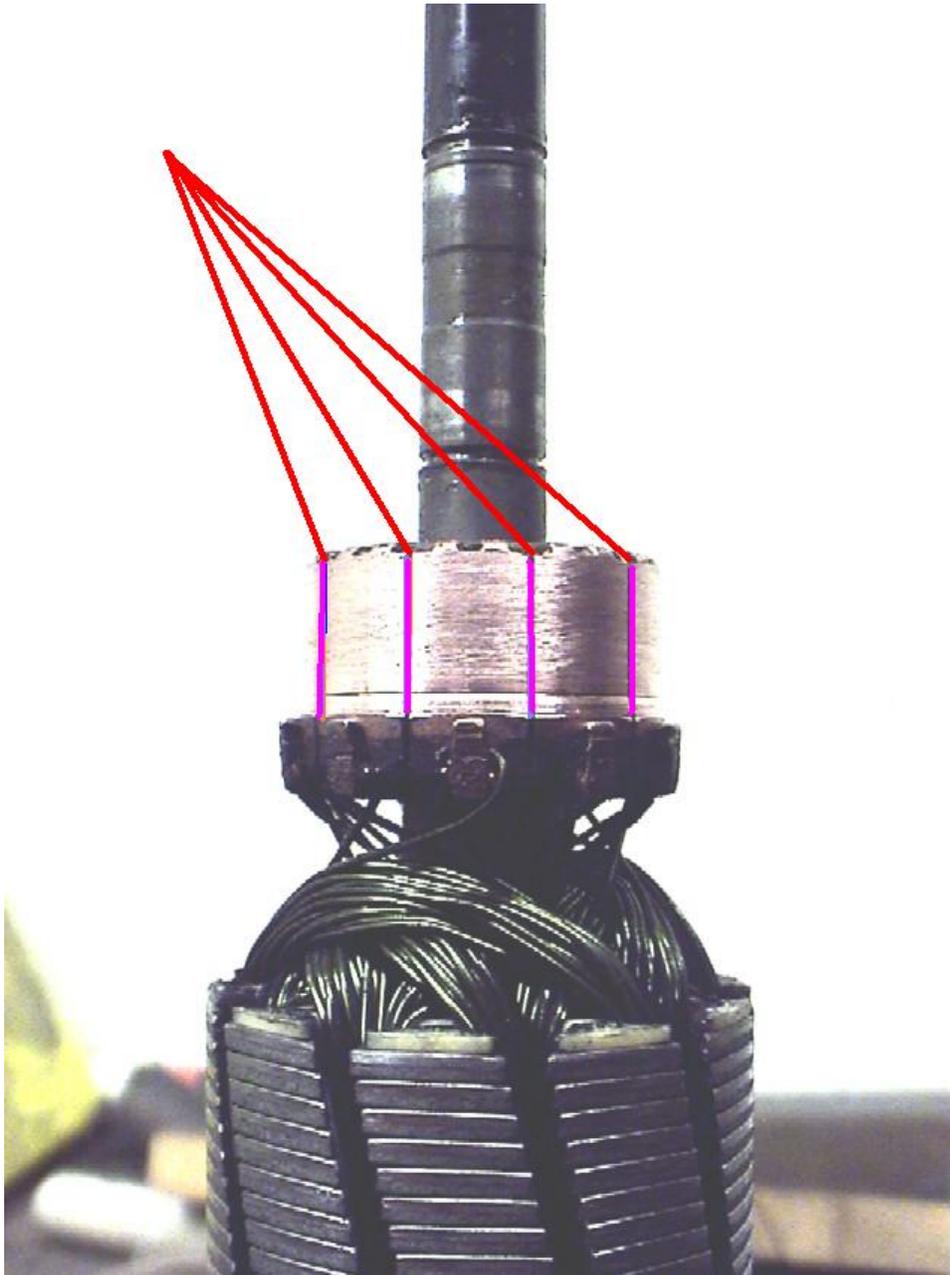
Careful not to damage where the wires from the armature windings connect



the commutator develops a ridge that you want to smooth out a little. just get rid of the squared off shoulder.



Clean the grooves on the commutator with a needle or exacto knife. if you leave any brass dust in there, it will reduce the torque or completely stop the motor from spinning.



[This message has been edited by buddycraigg (edited 11-14-2005).]

IP: Logged

**buddycraigg**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



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 <b>REPORT THIS POST</b> 11-13-2005 11:44 PM
---

you don't need to, but if you felt compelled to completely disassemble the armature here is a pic to show

everything in order.



[This message has been edited by buddycraig (edited 11-14-2005).]

IP: Logged

**buddycraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



Total ratings: 474  
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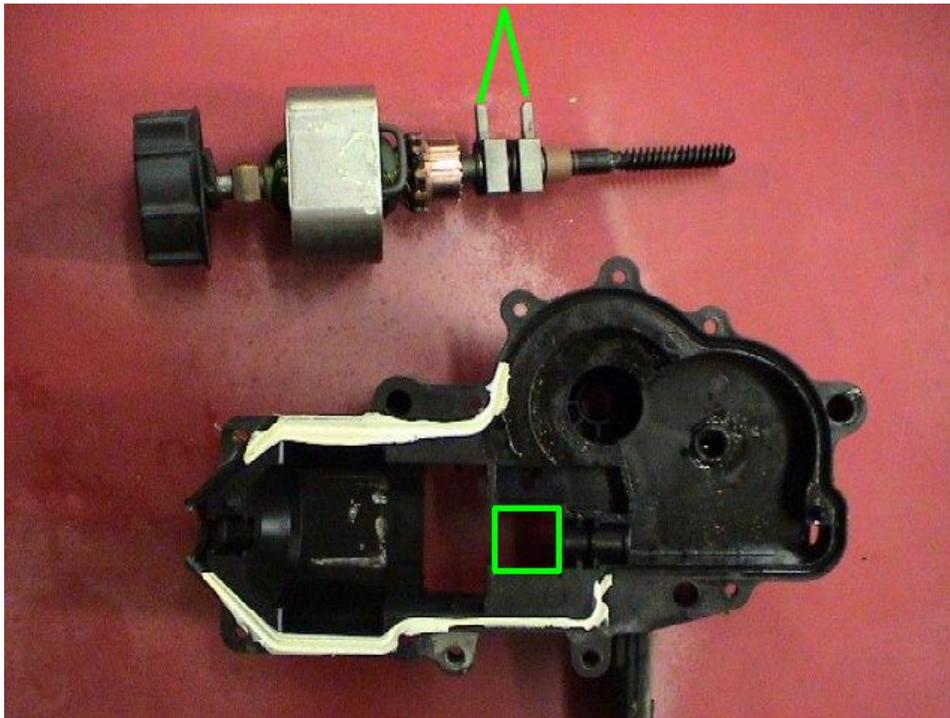


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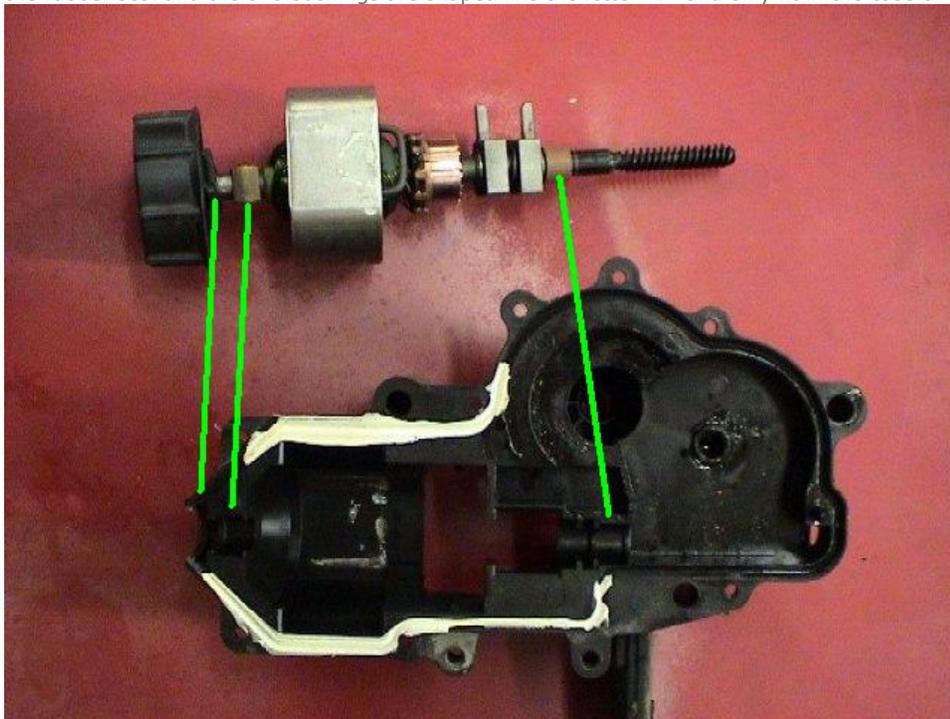
11-13-2005 11:45 PM

Now it's time to put most of the motor back together.

When you set the armature back in the case half, you will have to depress these metal blocks just a tiny bit to get it to fit in to the square hole.



you will find out, but heads up.  
the rubber seal and the two bushings are shaped like the letter "D" and only fit in the case one way.



[This message has been edited by buddycraigg (edited 11-14-2005).]

IP: Logged

**buddycraigg**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

Total ratings: 474  
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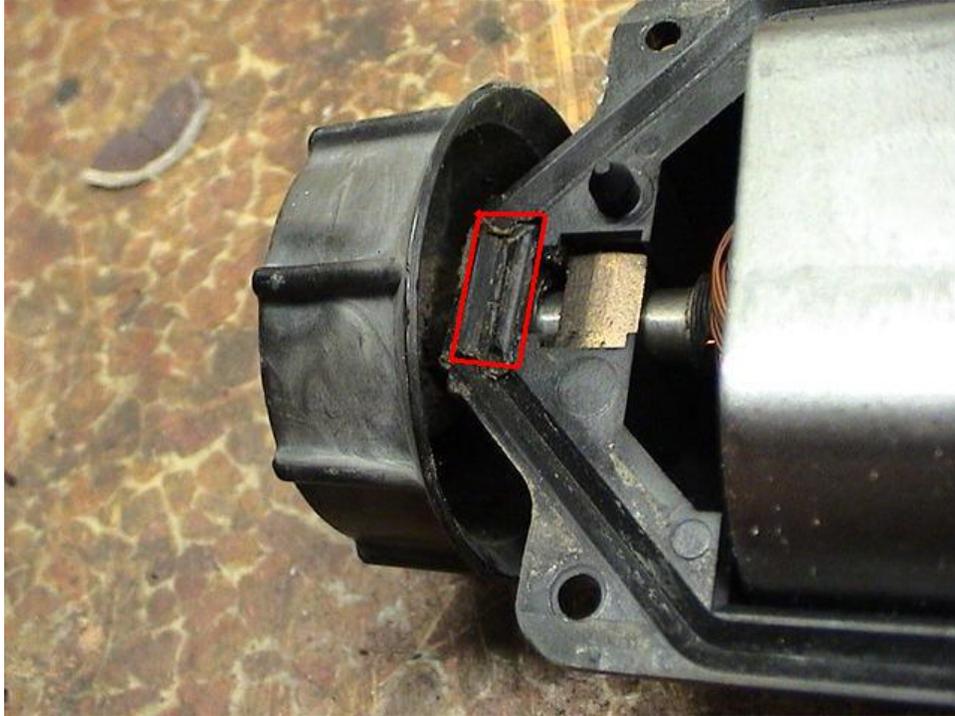
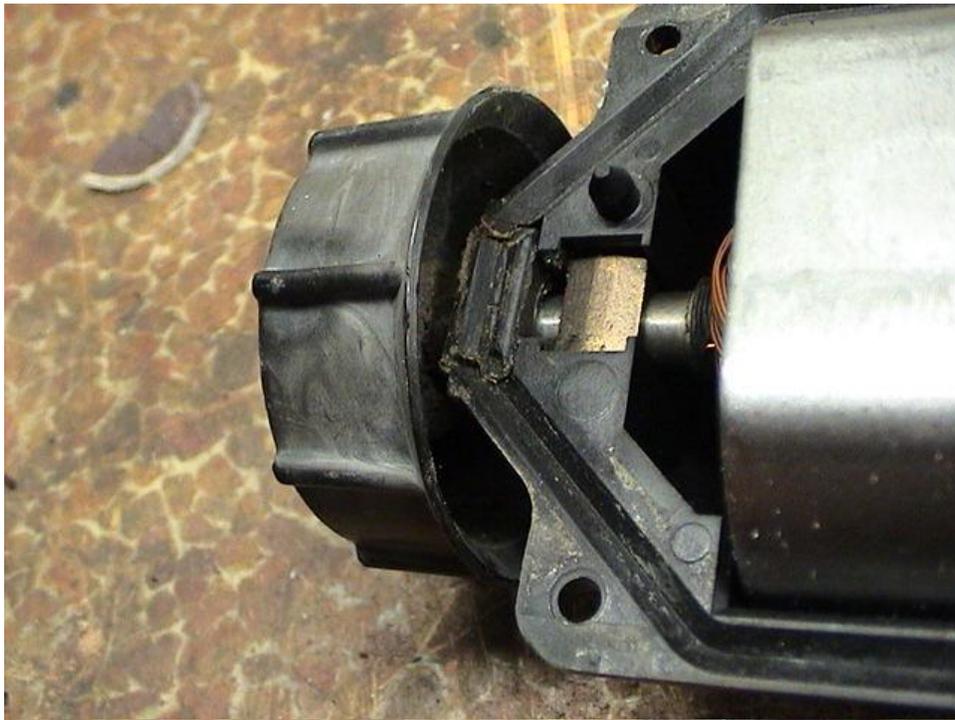
 **REPORT THIS POST** 11-13-2005 11:47 PM

See this little guy 



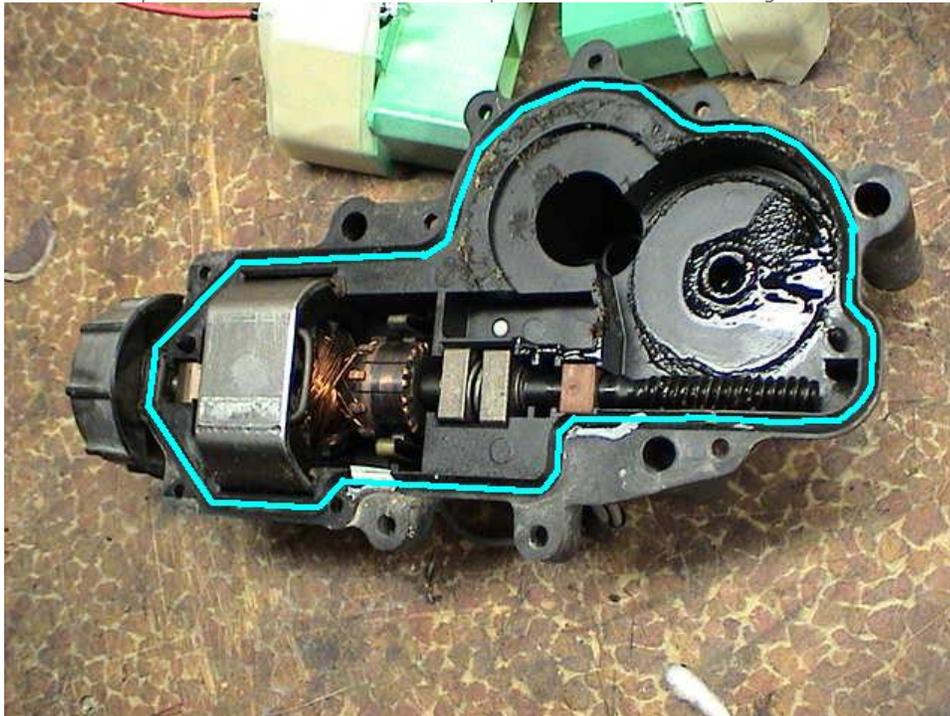
He is evil. And wants to ruin your day.

This rubber seal is under the knob and has to fit into a slot when you are putting the armature back into the case half.

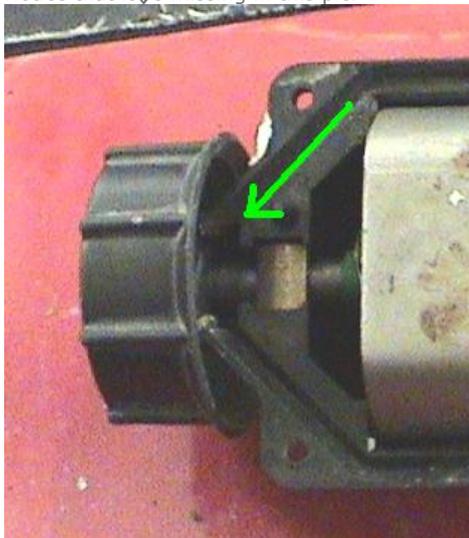


The rubber seal has a groove in the flat side of it.  
This groove should line up with the groove in the case.  
Imagine a moat around a castle.

This moat helps hold the two the case halves in place when it's all bolted together.



Notice that it's missing in this pic.



If you forget about it, it will sit above the case, hidden under the knob. The armature moves about 1/4" up and down to operate the limit switch. When you turn off the headlights. The light will go down but the motor will continue to try to run. It will twitch for a second, pop the circuit breaker in the motor, the circuit breaker will reset in about 30 seconds, and then the knob will twitch again. Repeating over and over again. Draining your battery. And possibly ruining the motor.

This is known as [The sanderson effect](#)

[This message has been edited by buddyraig (edited 11-14-2005).]

IP: Logged

 **REPORT THIS POST** 11-13-2005 11:48 PM

Now bolt the two case halves together.

[This message has been edited by buddyraig (edited 11-14-2005).]

IP: Logged

**buddyraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



Total ratings: 474  
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**buddycraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
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**REPORT THIS POST**

11-13-2005 11:49 PM

Time to play with the limit switch and brushes.

Clean the brushes by lightly scraping them with a knife blade or sand paper.  
If the brushes are too thin you may want to replace them



I sometimes VERY SLIGHTLY adjust the V bend so the brushes touch the commutator better.

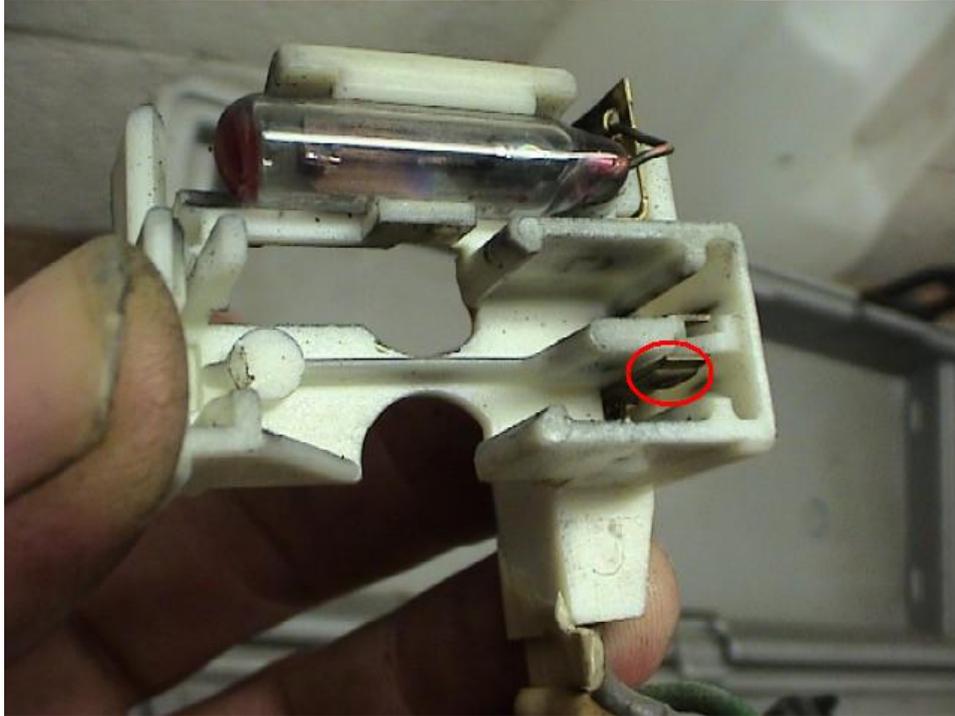
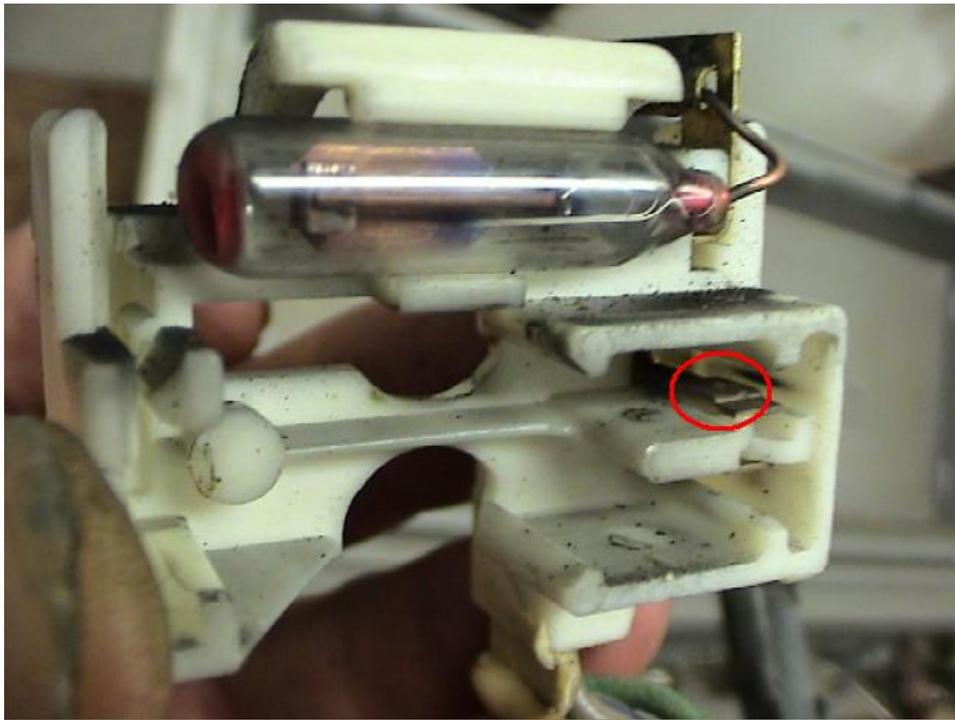
The limit switch is stubborn to come out of the brush holder.  
I use a tiny screw driver to help it along, insert the screwdriver here.



remove the snap part of the lim...



Using the same tiny screw driver scrap the contacts in here to remove any burn marks



Now scrape the contacts on the limit switch.



[This message has been edited by buddyraig (edited 06-24-2008).]

IP: Logged

**buddycraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
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 **REPORT THIS POST** 11-13-2005 11:59 PM

As a note, this is the circuit breaker in the motor. I don't think I have ever seen it mentioned in any books, but

it's really in there.



[This message has been edited by buddyraig (edited 11-14-2005).]

IP: Logged

**buddyraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

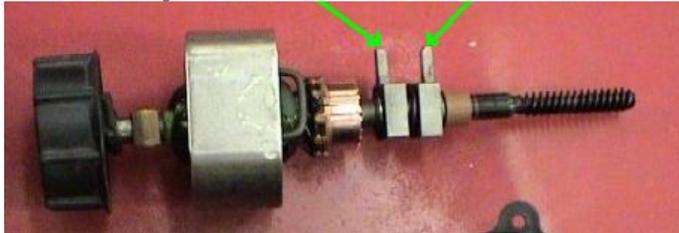
  
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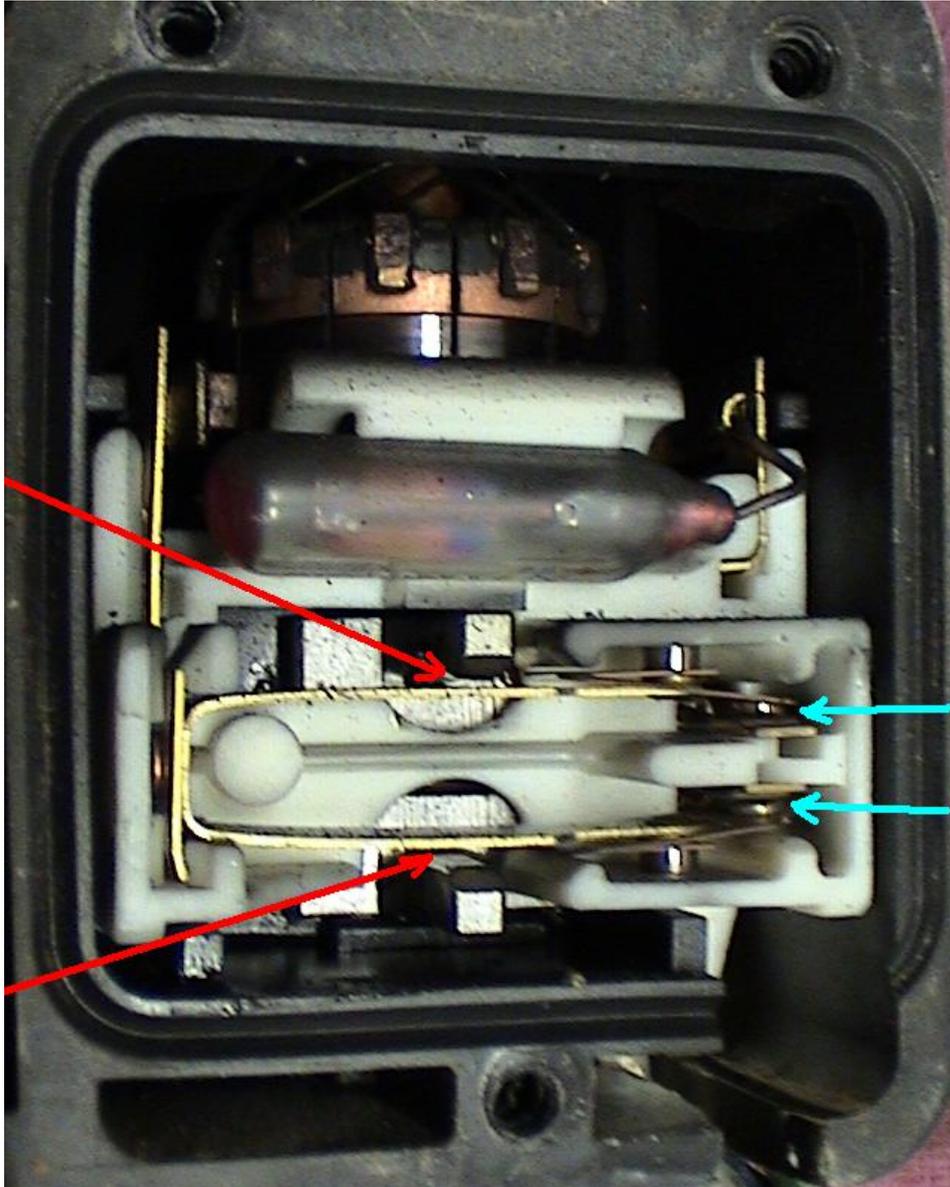
11-14-2005 12:01 AM

Put the limit switch back in to the motor.  
Notice these fingers



And how they are suppose to engage the limit switch.  
At rest the fingers are not touching the limit switch. (red arrows)

and both contacts are closed. (blue arrows)



This is why I suggest that you put the limit switch in at the end.  
If you don't get the fingers in the right spot, the limit switch will not be able to function correctly.

if you want to know how the limit switch works you can read this thread.

<http://www.fiero.nl/forum/Forum2/HTML/068642.html>

[This message has been edited by buddyraig (edited 01-18-2006).]

IP: Logged

**buddyraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

Total ratings: 474  
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**REPORT THIS POST**

11-14-2005 12:03 AM

[This message has been edited by buddyraig (edited 11-19-2005).]

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**buddyraig**  
Member



**REPORT THIS POST**

11-14-2005 12:05 AM

I have seen a problem at least 5 times personally.  
If I use the black rubber pegs that come with most rebuild kits. The armature doesn't move far enough up or down to operate the limit switch.



Posts: 13350  
 From: kansas city, mo  
 Registered: Jul 2002



I've tried lubing the armature, take the motors apart again, nothing looks wrong so I put it back together and still wont work.  
 I cannot explain why they don't work.  
 But in every instance, if I disassemble the motor again, rebuild it with hard nylon pegs the motor works like it should.  
 I don't like doing things twice and I really don't like for customers to come back, so I only use hard pegs now.

[This message has been edited by buddycraigg (edited 01-21-2006).]

IP: Logged

**REPORT THIS POST** 11-14-2005 01:59 AM

Hellova job man

IP: Logged

**\$Rich\$**  
 Member



Posts: 14573  
 From: Sioux Falls SD  
 Registered: Dec 2002



**buddycraigg**  
 Member



Posts: 13350  
 From: kansas city, mo  
 Registered: Jul 2002



**REPORT THIS POST** 11-14-2005 05:12 AM

thanks rich.

anyone want to add any tricks. or make suggestions?

IP: Logged

**tesmith66**  
 Member



Posts: 7335  
 From: Jerseyville, IL  
 Registered: Sep 2001



**REPORT THIS POST** 11-14-2005 07:35 AM

Great job, man!!

Here's my tip:

You can use hot melt glue in place of the green bumpers. Just clean all of the debris out and fill it up with the hot glue. You can still take it apart down the road.

-----  
 1986 SE 350 V8

[This message has been edited by tesmith66 (edited 11-14-2005).]

IP: Logged

**USFiero**  
 Member



Posts: 4764  
 From: West Palm Beach  
 Registered: Mar 2002



**REPORT THIS POST** 11-14-2005 09:38 AM

I converted to generation II. You want my old gen I motors? 😊

-----  
*John DuRette*



**Custom 85 SE/87 Coupe**  
**"Kinda makes you nostalgic for a Members Only jacket"**

IP: Logged

**sanderson**  
 Member

Posts: 2203  
 From: corpus christi, texas,  
 usa  
 Registered: Sep 2001



**REPORT THIS POST** 11-14-2005 08:46 PM

quote

**Originally posted by buddycraigg:**

I have seen a problem at least 5 times personally.  
 If I use the black rubber pegs that come with most rebuild kits. The armature doesn't move far enough up or down to operate the limit switch.  
 I've tried lubing the armature, take the motors apart again, nothing looks wrong so I put it back together and still wont work.

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But in every instance, if I disassemble the motor again, rebuild it with hard nylon pegs the motor works like it should.  
I don't like doing things twice and I really don't like for customers to come back, so I only use hard pegs now.  
[ADD PIC](#)  
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Back when I was doing my basic research into the "sanderson effect", I was suspicious that the aftermarket bumpers were too elastic. I subsequently discovered the evil bushing and thought that solved it. Time has proven that one of these rebuilt motors is very touchy. Anytime I use the lights I need to verify that the driver's side has actually switch off. As soon as I start to trust it, the battery is dead the next am. I don't have a hard time believing that the elasticity of the aftermarket bumpers really is an issue.

[This message has been edited by sanderson (edited 11-14-2005).]

IP: Logged

**buddycraigg**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
[Rate this member](#)

 **REPORT THIS POST** 11-19-2005 06:27 AM

quote

**Originally posted by sanderson:**

Back when I was doing my basic research into the "sanderson effect", I was suspicious that the aftermarket bumpers were too elastic. I subsequently discovered the evil bushing and thought that solved it. Time has proven that one of these rebuilt motors is very touchy. Anytime I use the lights I need to verify that the driver's side has actually switch off. As soon as I start to trust it, the battery is dead the next am. I don't have a hard time believing that the elasticity of the aftermarket bumpers really is an issue.

you never did answer my PM qq.

IP: Logged

**btklassy**  
Member

Posts: 57  
From: Mound, MN, USA  
Registered: Dec 2001

[Rate this member](#)

 **REPORT THIS POST** 11-20-2005 01:46 PM

Well now what?

I assembled the motor with the arm and the bracket. I spun it manually about 150 times and the armature fingers never break the contacts in the limit switch. After this I grabbed the arm and there is alot of play in it.

So, I took the motor apart and the metal gear seems sound. But the plastic gear spins freely on it's shaft. How can the armature move and break the contacts in the limit switch if the plastic gear doesn't bind?

IP: Logged

**btklassy**  
Member

Posts: 57  
From: Mound, MN, USA  
Registered: Dec 2001

[Rate this member](#)

 **REPORT THIS POST** 11-20-2005 02:20 PM

To answer my own question: It doesn't matter if the plastic gear spins on it's shaft. The plastic stops within the gear should bind it. So, I don't get why it doesn't work. Everything works except for the armature fingers engaging the limit switch...

IP: Logged

**maryjane**  
Member

Posts: 61032  
From: Cleveland Texas  
Registered: Apr 2001

  
Total ratings: 440  
[Rate this member](#)

 **REPORT THIS POST** 11-20-2005 02:26 PM

quote

I have seen a problem at least 5 times personally.  
If I use the black rubber pegs that come with most rebuild kits. The armature doesn't move far enough up or down to operate the limit switch.  
I've tried lubing the armature, take the motors apart again, nothing looks wrong so I put it back together and still wont work.  
I cannot explain why they don't work.  
But in every instance, if I disassemble the motor again, rebuild it with hard nylon pegs the motor works like it should.  
I don't like doing things twice and I really don't like for customers to come back, so I only use hard pegs now.

or The Sanderson Effect has you.

IP: Logged

**buddycraigg**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
[Rate this member](#)

 **REPORT THIS POST** 11-20-2005 06:12 PM

quote

**Originally posted by btklassy:**  
But the plastic gear spins freely on it's shaft.

that cant happen unless something is broken  
the nylon gear can turn almost half way back and forth if the green bushings are destroyed but it cant spin all the way around on the shaft.

did the headlight move up or down when you turned the knob 150 times?

[This message has been edited by buddycraigg (edited 11-20-2005).]

IP: Logged

**btklassy**  
Member

 **REPORT THIS POST** 11-20-2005 06:23 PM

I don't think Sanderson's Effect is getting me. The grommet looks like it's installed correctly.

Posts: 57  
From: Mound, MN, USA  
Registered: Dec 2001

[Rate this member](#)

**buddycraigg**

Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



Total ratings: 474  
[Rate this member](#)

**buddycraigg**

Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002



Total ratings: 474  
[Rate this member](#)

I'm sorry I'm so dim with this stuff. I just don't understand how the gears bind which allows the worm gear to move the armature an 1/8 up or down. If the shaft was bound with the plastic gear then when the arm attached to the headlight reached each end of it's arc that could function as a stop. But the plastic gear turns freely on it's shaft so - no stop.

The green bumpers inside the plastic gear could function as a stop but the metal plate that covers them also spins freely on the shaft - again no stop. What stops the gears?

IP: Logged

 <b>REPORT THIS POST</b> 11-20-2005 07:09 PM
---

quote

**Originally posted by btklassy:**  
but the metal plate that covers them also spins freely on the shaft

there's your problem.

IP: Logged

 <b>REPORT THIS POST</b> 11-20-2005 07:20 PM
---

the shaft has a flat surface on each side of it.



the hole in the plate has matching flat areas





if the plate can spin on the shaft,  
 then the plate is not all the way down on the shouldered part of the shaft.  
 or the flat spots have worn out and the hole in the plate is now a circle and/or the shaft is damaged as well

IP: Logged

**JazzMan**

Member

Posts: 18612  
 From:  
 Registered: Mar 2003

Total ratings: 653  
 User Banned

 **REPORT THIS POST** 11-20-2005 08:01 PM

The purpose of the green bumpers is to act as a shock absorber when the light bucket hits its up or down limit stops, that's why the worm gear will eventually strip once the green bushings disintegrate. Without the shock absorbers the gear takes a sharp shock at travel stop and that drastically increases wear on the plastic, eventually leading to failure.

JazzMan

IP: Logged

**btklassy**

Member

Posts: 57  
 From: Mound, MN, USA  
 Registered: Dec 2001

[Rate this member](#)

 **REPORT THIS POST** 11-20-2005 08:11 PM

You are awesome.

Now I understand. The shaft binds on the metal plate which then binds the plastic gear. Seems like the definition of a Rube Goldberg device. Gotta be a better way...

Thanks again.

IP: Logged

**sanderson**

Member

Posts: 2203  
 From: corpus christi, texas, usa  
 Registered: Sep 2001

Total ratings: 60  
[Rate this member](#)

 **REPORT THIS POST** 11-20-2005 08:23 PM

quote

**Originally posted by buddycraig:**

you never did answer my PM qq.

Just sent one. Sorry I don't routinely check the PM box

**buddycraig**

Member



Posts: 13350  
 From: kansas city, mo  
 Registered: Jul 2002

  
 Total ratings: 474  
[Rate this member](#)

**REPORT THIS POST**

11-20-2005 08:34 PM

quote

**Originally posted by JazzMan:**

The purpose of the green bumpers is to act as a shock absorber when the light bucket hits its up or down limit stops, that's why the worm gear will eventually strip once the green bushings disintegrate. Without the shock absorbers the gear takes a sharp shock at travel stop and that drastically increases wear on the plastic, eventually leading to failure.

JazzMan

I don't agree with you 100% on this one.

I'm sure they were designed to absorb the impact of the sudden stop.

But I have disassembled many motors, and I haven't found any rhyme or reason to the nylon gear being stripped out.

I've seen the gear be stripped out with the green bumpers still in tact.

And I've seen the green bumper be completely gone and the nylon gear is still ok.

And you understand as well as I do, once the ears of the metal plate rotates around to contact the fins inside the nylon gear is the same as being solidly mounted.

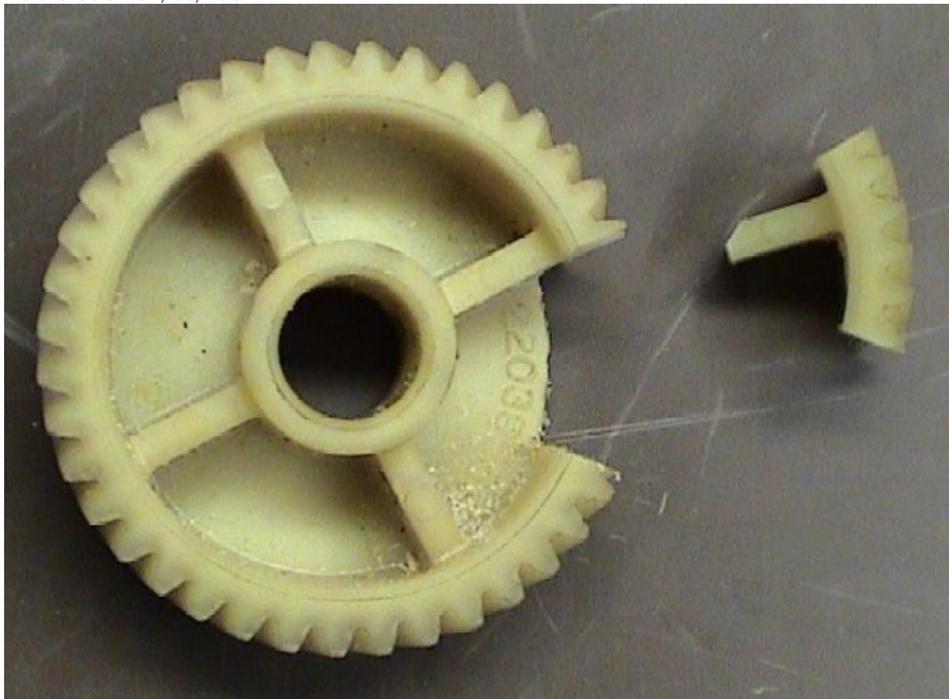
I like the idea of the cushion. But I've had too many instances where the motor wouldn't snap the limit switch, going up or down.

I put in hard pegs and it works.

As for longevity we'll have to wait and see.

Remember the gear that I made out of two bad ones?

I did that on 01/08/2004.



It was mounted solid with the shaft.

I marked the motor with the word GEAR and put it in my V6 car (which I drive 80% of the time) for testing. At least once a day I would have to use my headlights either on the way to work or the way home depending on the season.

It hasn't failed yet.

**REPORT THIS POST**

11-22-2005 07:16 PM

**rubyledfiero**

Member

Posts: 672  
 From: Belle River, Ontario,  
 Canada  
 Registered: Jul 2003

  
 Total ratings: 58  
[Rate this member](#)

buddy - here's a fixture I made up to work on the motor. I too do a lot of rebuilds and holding the motor steady could be a pita.



I used some scrap 1/4" aluminum plate I had left over from doing the top of my bench (in the pic). I used 1/4" ready rod and use one nut on each side of the plate. Then I use two nuts on each stud to lock them at a position high enough to work on a left or right motor. The other two screws and nuts are to keep the plate level. Finally I screw the plate down to my bench (flat head in the pic) to prevent any movement while working on the motor. You know how difficult that can be when lining the rubber bush or placing the switch actuators. For dimensions, all you have to do is measure the holes in the motor. as you know they are the same LH and RH. Knowing you, you prolly already have something else. I also make my own absorbers out of very hard rubber. Oscar.



IP: Logged

**TaurusThug**  
Member

Posts: 4271  
From: Simpsonville, SC  
Registered: Aug 2003

  
Total ratings: 102  
[Rate this member](#)



**REPORT THIS POST**

11-22-2005 08:44 PM

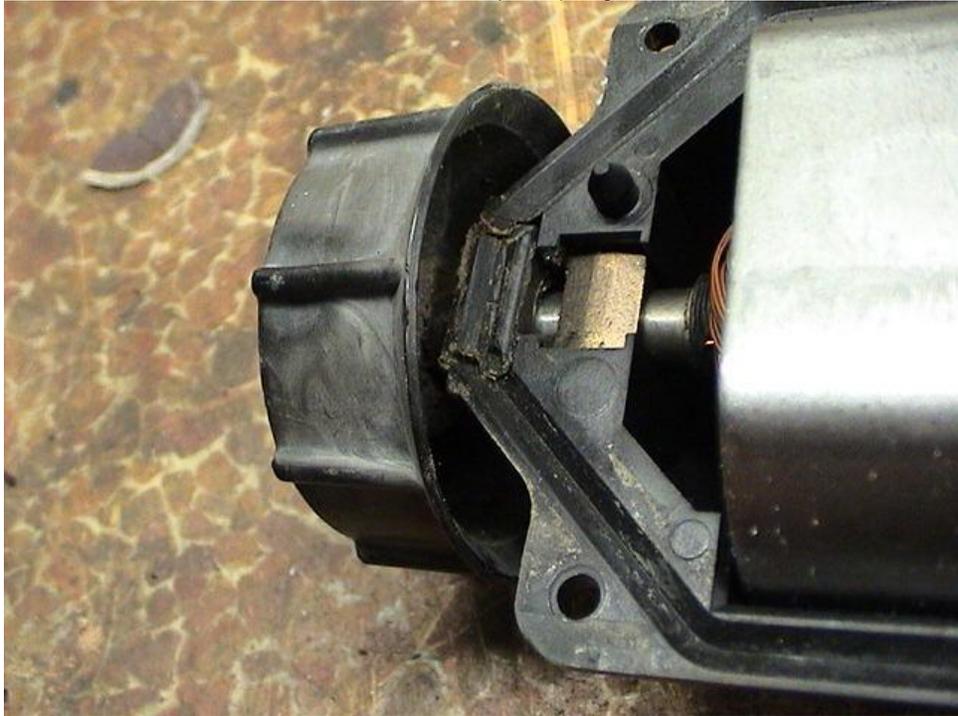
[quote](#)

**Originally posted by buddycraig:**

See this little guy



He is evil. And wants to ruin your day.  
This rubber seal is under the knob and has to fit into a slot when you are putting the armature back into the case half.



LOL that is so true.

IP: Logged

**buddycraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

Total ratings: 474  
Rate this member

 **REPORT THIS POST** 04-11-2006 02:22 AM

someone needed headlight motor help.

IP: Logged

**Pyrthian**  
Member

Posts: 29511  
From: Detroit, MI  
Registered: Jul 2002

Total ratings: 345  
Rate this member

 **REPORT THIS POST** 04-11-2006 08:18 AM

TY  
I found this thread in a search last weekend, and it helped fixed my Headlight problem.  
along with another thread by sk8tr  
sk8tr's solution was a good example of what NOT to do ..... but, his was closer to my problem

-----  
1985 Fiero SE - Plain Red V6 Coupe

**cheetah**  
Member

Posts: 190  
From: NW Indiana  
Registered: May 2004

[Rate this member](#)

 **REPORT THIS POST** 04-11-2006 10:48 AM

Where does one buy brushes? I couldn't find any, and would like to rebuild a motor at home.

Thanks.

-----  
<http://www.cheetahonline.com>  
[My Fiero](#)

**buddycraig**  
Member



Posts: 13350  
From: kansas city, mo  
Registered: Jul 2002

  
Total ratings: 474  
[Rate this member](#)

 **REPORT THIS POST** 04-11-2006 12:57 PM

quote

**Originally posted by cheetah:**

Where does one buy brushes? I couldn't find any, and would like to rebuild a motor at home.

Thanks.

you can get brush/circuit breaker assemblies from rodney dickman.

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