



Remove 2 each 8mm hex-head screws. One is hidden under the rubber stripping.



Disconnect washer line at back of assembly. Pull clip, remove line, rapidly plug with foam ear plug (easily removed with small screwdriver when you reconnect the line).



Pull out (1), then over (2), to release tab hidden under headlight. Take your time, the headlight washer gets in the way. Note: the rubber weather-stripping on the bottom of the body work prevents you from removing the piece until the next step!



Do not tear the rubber piece  
Holding the body work in place.



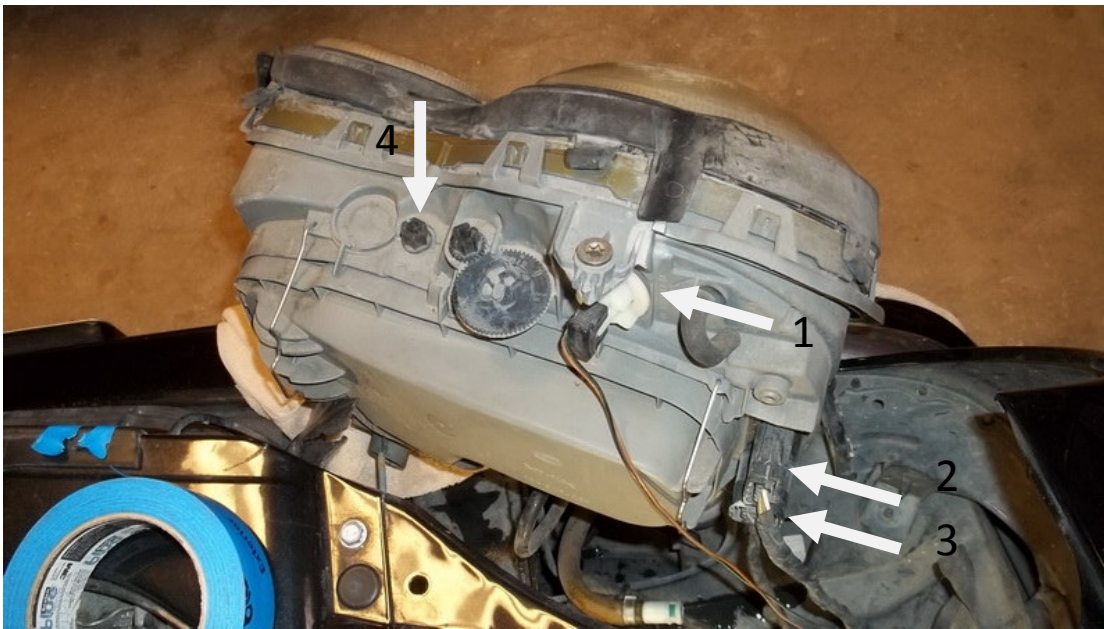
Use towel to protect paint, remove gasket at bottom, set the body piece aside.



Remove two 8mm hex-head bolts and one 8mm hex-head nut with fender washer.



Carefully slide headlight assembly out.



Remove turn signal socket (1), light wiring connector (2), and stepper motor connector(3). (4) points to headlight adjuster that will be used to remove stepper motor.



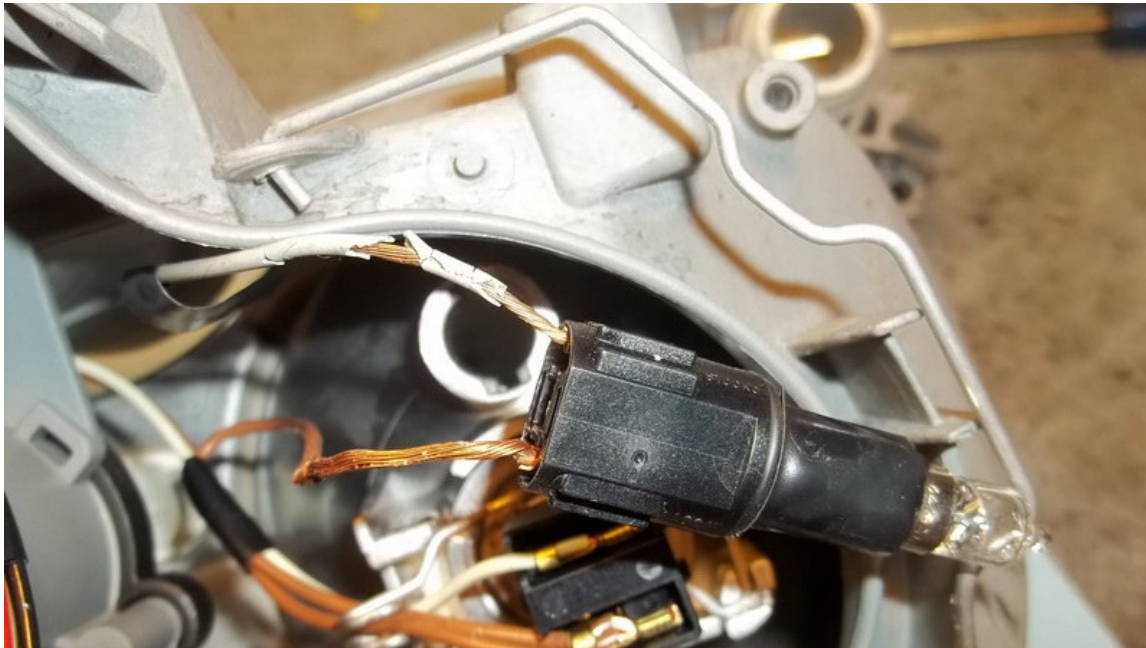
Remove gasket.



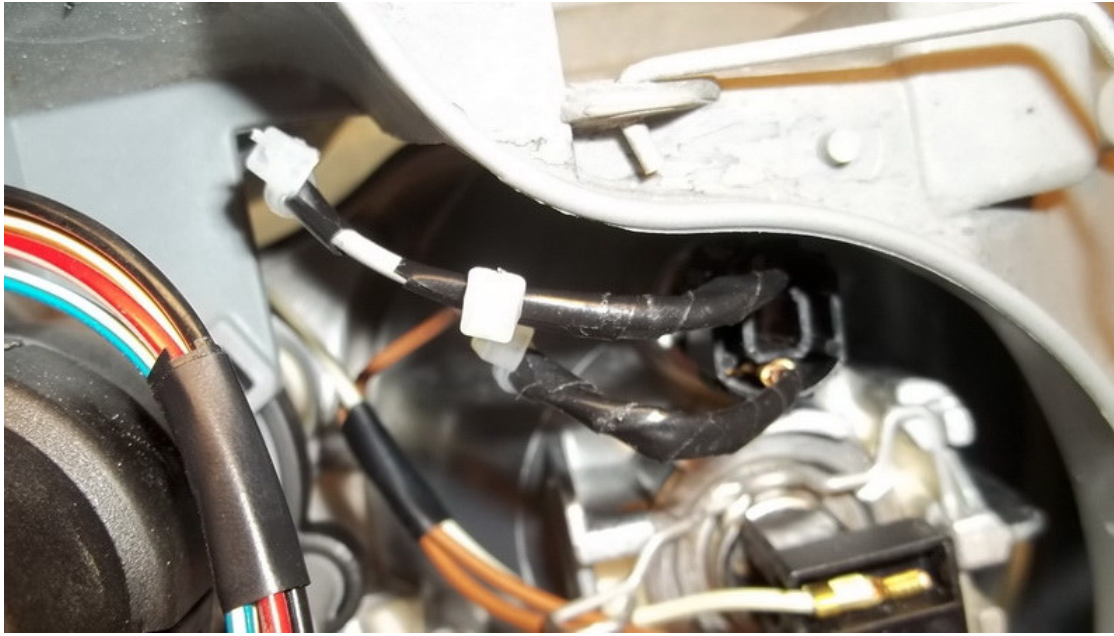
Very carefully release tabs using screwdrivers. Work slowly and, as multiple tabs are released, begin to separate the lens assembly from the housing.



Lens separated at last!



Running light insulation looks very bad. Left over batch from the mid-90's?



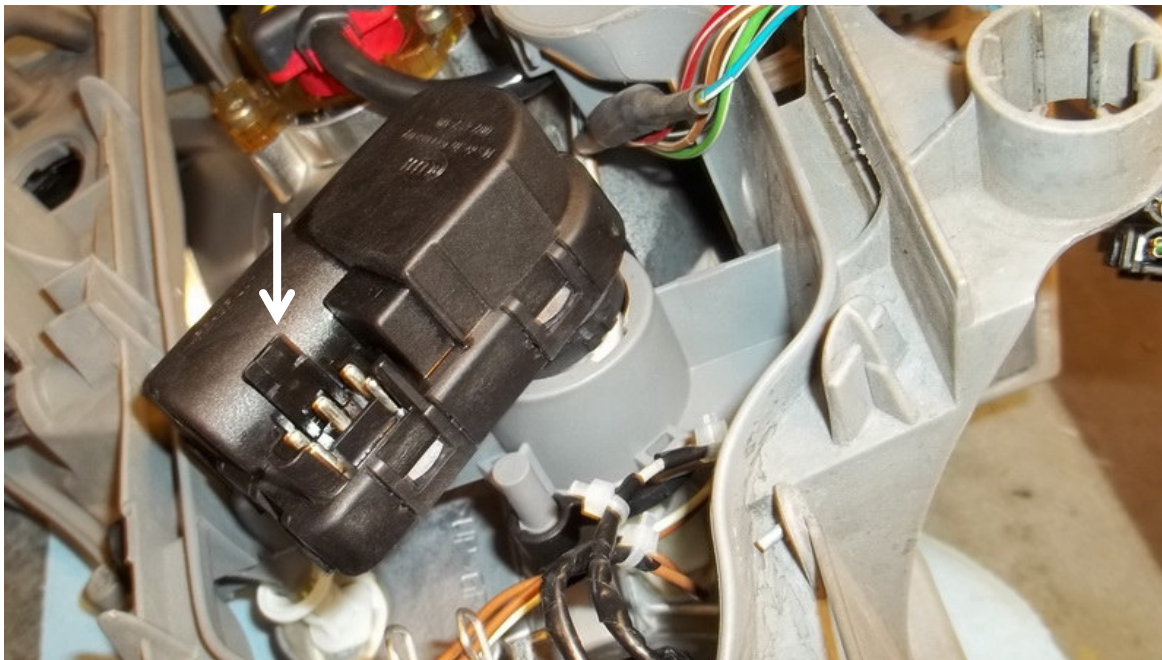
Wires wrapped in electrical tape and tie-wrapped to prevent tape from unraveling.



Plastic piece in circle is fixed to reflector, upper end threads into the headlight adjuster stepper motor. It can be removed but should stay in place to remove stepper motor. Note: this photo was taken after the stepper motor was removed. Count visible threads before removal so you can get headlight alignment close on reassembly.

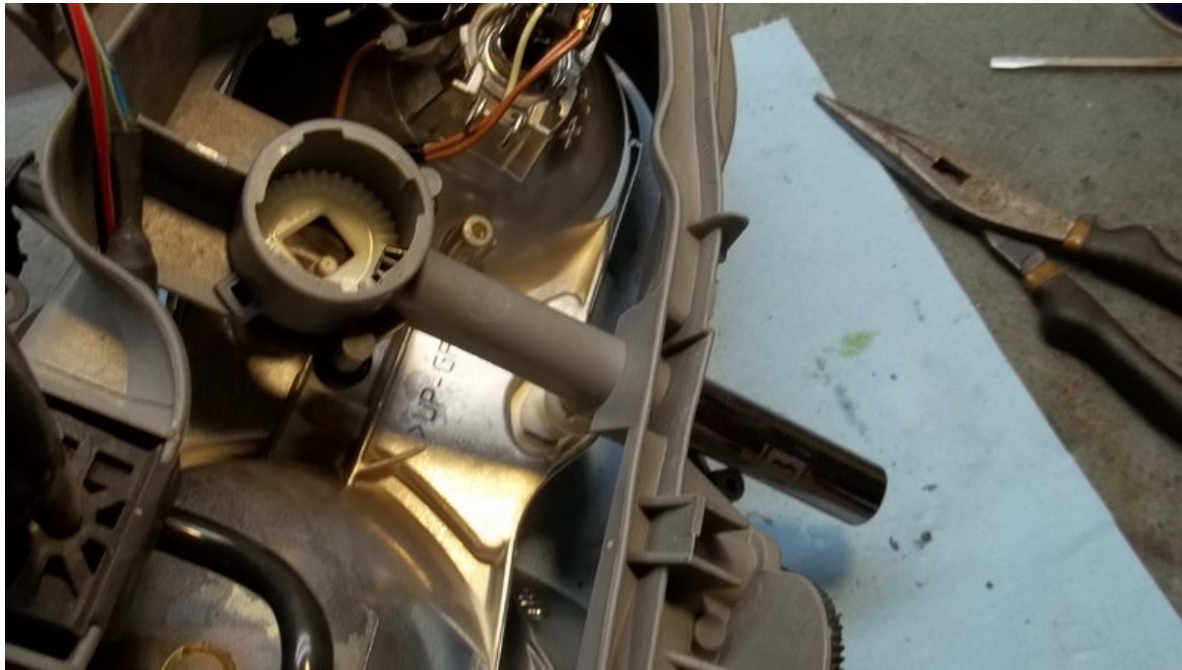


Out of sequence photo: use 13mm socket to rotate adjuster CCW (anti-clockwise) until stepper motor assembly unthreads from the threaded portion of the plastic stud. This photo was taken after the stepper motor was removed.

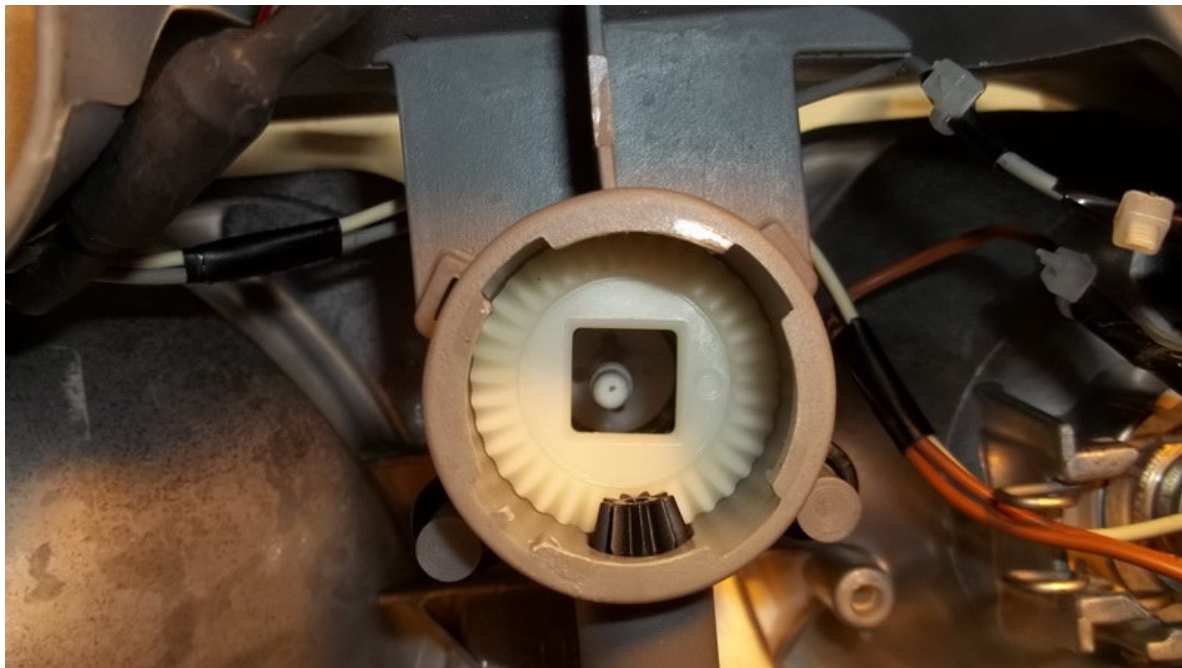


After unthreading the plastic stud from the stepper motor as above, disconnect the harness by pushing tab towards motor body, remove socket, then rotate the stepper motor 1/4 turn CCW, and remove.





Shaft was very difficult to turn. Lots of CLP (Cleaner-Lubricant-Protector) and much rotation to free the shaft of whatever restricted its movement. This was what was causing the fault code on the diagnostic system.



Stepper motor assembly drops through the ring gear. The threaded stud attached to the reflector can be seen in the center. Lube threads lightly. Insert stepper motor, rotate CW  $\frac{1}{4}$  turn, then turn the manual adjuster shaft CW using the 13mm socket to thread the stepper motor assembly onto the plastic stud until the same number of threads are visible as before disassembly.



Lens installed on assembly. Don't forget to transfer the bracket (circled) from the old to the new.



Assembly is reverse of disassembly. I cleaned all connectors with "Safety Wash II", then mated/demated the connectors multiple times to "wipe" the pins and sockets. Followed up with WD-40 to prevent water intrusion and corrosion.



Before and after. Total time: ~ 2 ½ hours.