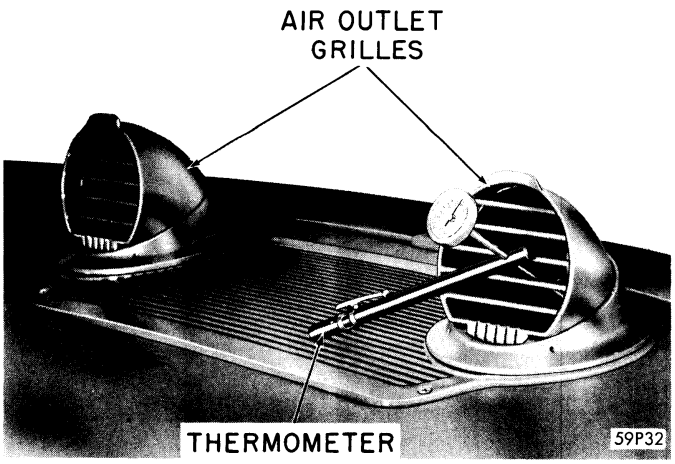

Figure 14—Thermometer in outlet grille

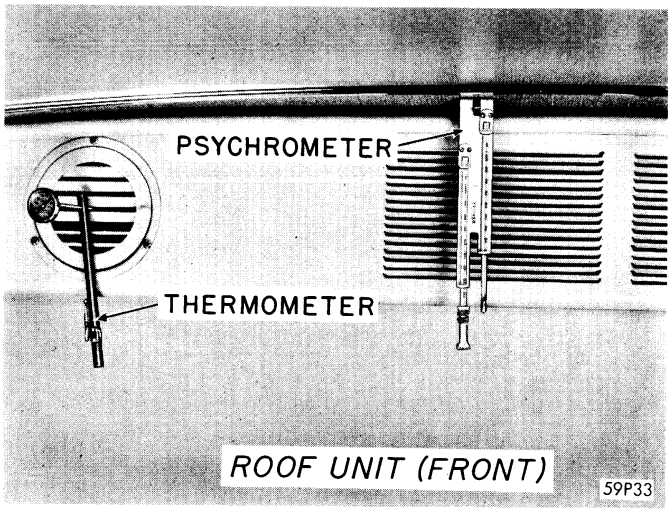

Figure 15—Checking roof unit

The clutch should again energize between 24 and 35 psi. The cluch engagements and disengagements are indicated by pressure reversals on the suction gauges. Because of this gauge action, the use of auxiliary indicators (test lamps, etc.) are not necessary.

This will allow all the under hood components of the cooling system to be subjected to the under hood operating temperatures and become temperature normalized. After the proper temperature condition has been established, observe and record the cowl vent inlet dry bulb temperature. Observe and record the wet bulb inlet temperature. Observe and record the instrument panel outlet grille air temperature.

Refer to the temperature correction chart and determine the degrees (F) plus or minus. Refer to the performance temperature chart and determine the maximum allowable discharge air temperature for the prevailing wet and dry bulb temperature.

NOTE

If the discharge air temperature is at or below the temperature given on the chart; the cooling system may be accepted as delivering its rated cooling capacity.

PERFORMANCE TEST "B"

When measuring the air discharge temperature of a front end installed unit, the thermometer should be positioned in the right hand instrument panel outlet grille.

PERFORMANCE TEST "C"

When measuring the air discharge temperature of a roof unit the thermometer must be placed in the right front air outlet, Figure 15. See last section of manual for wiring diagrams.

SECTION IV—INSTRUMENTS, GAUGES, HORNS AND WINDSHIELD WIPERS—SWITCHES

Servicing procedures of the instruments, gauges, horns, windshield wipers and switches are essentially the same as servicing of prior models. For complete servicing procedures of these units, refer to the 1957-58 *Plymouth Service Manual*. Refer to the data and specifications charts in this supplement for information concerning units on 1959 models.

1. HEADLAMP SWITCH

To remove the headlamp switch push the control knob and shaft to the off position (full in). Depress the button on top of switch and at the same time pull out the control knob and shaft. Remove the switch locking nut and remove switch assembly.

INSTRUMENTS, GAUGES, HEATER, WINDSHIELD WIPER, AND SWITCHES DATA AND SPECIFICATIONS

Model	M 1 and M 2	
Speedometer Make	Auto-Lite	
Generator Indicator-Type	Indicator Light	
Temperature Gauge-Type	Electric, Magnetic	
Oil Pressure Indicator-Type	Indicator Light, Pressure Switch	
Fuel Gauge-Type	Electric, Magnetic	
Ignition Switch	Center Position	— Off
	1st Position Clockwise	— Ignition and Accessory Circuit Only
	2nd Position Clockwise	— Starter and Ignition Circuit Only
	1st Position Counterclockwise	— Accessory Circuit Only
Headlamp Switch	Full In	— Off
	First Position Out	— Instrument, Tail, License Plate and Parking Lamps
	Full Out	— Instrument, Head, Tail, and License Plate Lamps
Instrument Lamp Brightness Control	Concentric with Headlamp Switch, Variable All Instruments	
Stop Lamp Switch	In Master Cylinder	
Windshield Wiper—Type Make	Auto-Lite or General Industries Electric—Constant Speed (Standard) Electric—Variable Speed (Special Equipment)	
Horn Number Used Amps. Draw (each)	2 9—10	

LIGHTING SYSTEM DATA AND SPECIFICATIONS

Models	M1 and M2
Headlamps—Type	Sealed Beam
Lower Beam Control	Foot Switch
Headlamp Control	2 Position Pull-Type Switch
Stoplight Control	Hydraulic Switch at Brake Master Cylinder
Instrument Lighting	Indirect—Variable Resistance Control
Wiring Protection	See Circuit Breaker and Fuse Chart