1963-67 CORVETTE HEADLIGHT MOTOR COMMON ISSUES & SOLUTIONS

HM1009L & HM1009R

Before installing your new headlight motors, it is very important to check for any possible factors that may lead to your headlight motors wearing out quickly or not operating properly that will cause failure.

DEAD MOTOR

Malfunctioning motors may be the issue. Check if voltage is going to the motors, a good reading of the meter will pinpoint the issue. Directly connect the motor with the 12 volts from the battery, if it moves then the problem is not the motor.

CIRCUIT CHECK

Check your circuit and make sure you are getting a full 12 volts minimum to the connection point of the motors. Many times the wiring can have corrosion developed over the years or compromised electrical continuity and sometimes the in line headlight relay is bad or the up down switch is compromised and may not always get enough power to the motors.

HEADLIGHT BUCKET ALIGNMENT

A mis-aligned headlight bucket will cause motor failure. After removing your motors check the complete rotation of both headlight buckets from the close position to the fully opened position for any friction or hard spots where there may be problems in the rotation. Many Corvettes have been hit before causing abnormal friction in the rotation of the assembly. They should feel completely smooth where you can easily open and close the buckets. If you feel any friction or hard spots it is most likely to body interference.

HEADLIGHT MOTOR LIMITER MICRO SWITCHES

Be sure that they are adjusted properly at the open and closing point of the rotation of the bucket, if not this will burn the motor or ruin the internal helical gear inside the motor. To properly check these, go through the complete up down rotation and at the limit points you will hear the micro switch click when it comes in contact at the limit points. If this does not occur it will cause the motor to fail.

HEADLIGHT BUCKET ROTATION

It is normal for the driver's side headlight motor to finish its rotation before the passenger side one because the current is always first on the driver's side, this is normal for their operation.