

(2) Headlights, tail lights, park lights, and stop lights will be functional on all vehicles.

(3) Directional lights will be completely functional or completely removed.

(4) Blackout lights will be functional or removed, whichever is more economical. If B.O. lights are removed, disable but do not remove the lamp units in the service stop light.

(5) Blackout lights removed will have their respective leads folded back along the wiring harness and taped sufficiently to prevent short circuit.

(6) Cracked or broken light lens are not acceptable.

(7) Missing light switches may be replaced with commercial automotive type.

f. Instruments.

(1) All instruments will be functional.

(2) Instruments that do not zero when switch is off but indicate correctly when switch is on are acceptable.

(3) Instruments with faded dials and lens are acceptable so long as they are legible.

(4) Lights will be functional on vehicles using warning lights for generator and oil pressure.

g. Wiring.

(1) Splicing of wire is acceptable if joint is soldered and taped.

(2) Frayed areas of wires may be repaired by taping provided wire conductors have not been damaged beyond use.

(3) Taping of battery cables is acceptable provided terminal ends have not been damaged by acid action.