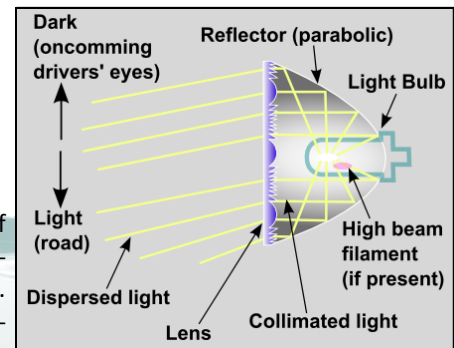


Original Sealed Beam Headlights 1969-1970 Mustang, Boss, and Shelby

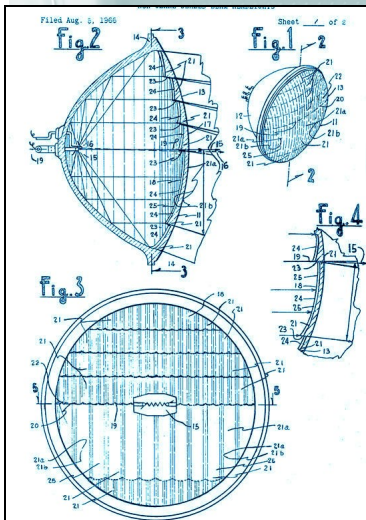
M A R C U S A N G H E L

Background: A sealed beam headlight refers to a type of lamp that is permanently held together and “sealed” that includes one or two filaments, a parabolic reflector, and a glass lens. The glass lens is specifically designed with flutes and prisms to spread and distribute the light pattern and avoid unnecessary glare—concept drawing shown here showing the different elements.



US laws have long regulated the use of headlights, and only allowed four styles of sealed beam lights to be used on all vehicles from 1940 to 1983. Every car manufactured in the USA and sold during this time could only use this type of lighting. Within that time, from 1940 to 1957, only a 7 inch two headlamp system was allowed. Then in 1957 this was amended to allow four headlight systems (5.75 inch bulbs). The next change occurred in 1974 when the headlight bulbs were allowed to be rectangular as well. Halogen sealed beam headlamps didn't start to appear on US cars until about 1978.

Finally in 1983 because of a petition started by Ford Motor Company, the US headlamp regulations were amended to allow the use of so called “Euro” headlamps which had replaceable bulbs inside of aerodynamic lenses that were made out of plastic. The term Euro refers to the fact that this design was already widely used on European cars and eventually became the standard in the industry essentially making the sealed beam headlamps obsolete.



Ford: In 1969 and 1970 Ford used two manufacturers for headlights. General Electric which was located in Cleveland Ohio and Tung-Sol which was a US based company with a production facility located in Brampton Ontario Canada (that facility was eventually closed in October of 1980 when they stopped making sealed beam headlights).

The assembly line bulbs would typically have an etched FoMoCo in the center of the bulb—although this was not always the case. It's difficult to exactly say which manufacturer's bulb would be installed during different times at the assembly plants as some original cars even have a mix of both on the same car. The main point here being to identify what an original bulb would look like and how to spot them vs an aftermarket or halogen bulb.



Original Headlight Bulbs

General Electric: Supplied bulbs with their name and GE logo cast into the glass. Bulbs that had the FoMoCo script etched in the center read "Made for FORD FoMoCo"

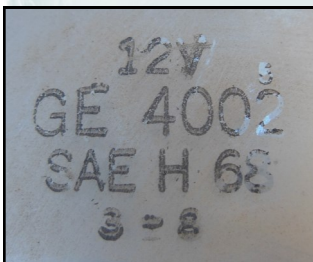


FoMoCo etching that was usually, but not always, in the center of the bulb

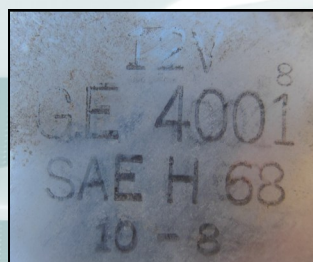
Tung-Sol: Supplied bulbs from Canada with their TS logo cast into the glass. Bulbs that had the FoMoCo script etched in the center read "Made for FoMoCo"



Date codes and ink stampings: Usually original assembly line bulbs provided to Ford would have been ink stamped during this time on the back side of the bulb with manufacture name, SAE numbers, and date codes and serve as a great reference when a particular style bulb was actually manufactured and supplied. Examples shown below



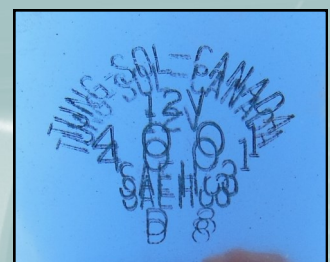
GE March 1968



GE October 1968



TS November 1968



TS April 1968

Ink Stamp Code Guide:

12V Indicates 12 volt versus 6 volt application

GE or Tung-Sol manufacturer stamp

4001 or 4002 or 6012 for single or dual filament bulb and size

SAE H 68 designates a sealed beam headlamp (H) with the year of manufacture

10-8 Date code in month and year format

Original TS bulb with the wide spacing of the fluting cast in the glass.

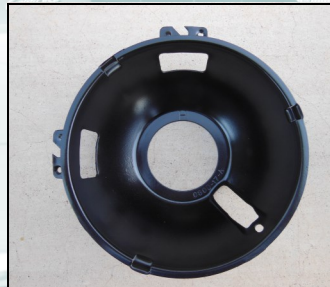
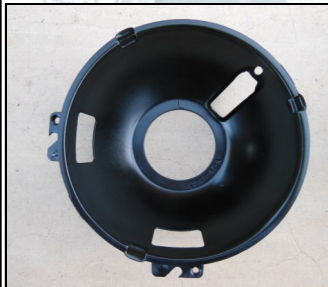


Later reproduction Wagner bulb with narrow spacing of the fluting..



Headlight adjusting rings—*Factoid:*

1969 Mustang: The only year that the Mustang was designed with four headlights instead of the two headlights used all of the other years. Sometimes because of this you can find some headlights that are mounted incorrect because the wrong adjusting ring is installed on the wrong side. Part of this mistake is the markings on the rings can be confused with an “L” which is stamped for LOW and not for LEFT and the drivers side low beam is marked RL.



Passenger Side Low Beam
Marked: L, C8AB-47-A

Passenger Side High Beam
Marked: H, C8OB-16-A

Driver Side High Beam
Marked: H, C8OB-17-A

Driver Side Low Beam
Marked: RL, C8AB-37-A

1970 Mustang: With the change back to a two headlight system much easier to identify and marked as well:



Passenger side:
Marked: RH, DOZB-37-A



Drivers side:
Marked: LH, DOZB-47-A

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