

Indicator Switch Column Cover for Morris Minor 1000

FITTING INSTRUCTIONS FOR TYPE 'A' AND TYPE 'B' VARIANTS

INTRODUCTION:

This installation should be carried out by a competent person with the necessary skills required to complete the task safely and to an acceptable standard of finish.

Check for latest version of these instructions on
http://www.dorsetmmoc.co.uk/wordpress/tech_articles/coverinstructionsab.pdf

(Tools required: 7mm open ended spanner, 8mm spanner (open or ring), box spanner 1 5/16" AF or 33mm, Philips screwdriver)

There is an upgraded indicator unit available which was fitted to later BMC/BL vehicles. This unit incorporates the horn, the dipswitch and headlight flash in addition to the normal turn indicator. It makes a sensible upgrade for the Minor owner who wishes to sacrifice a little 'originality' for an improvement in usability. This cover is designed to fit a standard 1098 Morris Minor steering column to replace the original turn indicator unit cover. It is suitable for replacing the cover on Minors between 1962 and 1971 which have the original type of indicator switch with a green light on the end of the stalk. Some owners may wish to fit an aftermarket steering wheel and an alternative design of cover is available to match the common, larger boss diameter. This should be specified at purchase. The standard item is marked 'A' on the box and the modified one is marked 'B'.



PARTS SUPPLIED:



1. Cover
2. Green repeater lamp
3. Steel fixing ring with earth wire and standoffs fitted
4. 12v wire for repeater lamp

PREPARATION:

- (1) Disconnect the battery.
- (2) Remove the steering wheel centre 'M' boss which operates the horn.
- (3) With a 1 5/16" AF or 33mm box spanner undo the centre nut and remove the steering wheel.
(Warning, if the wheel is tight leave the nut loose on the thread before you pull the wheel off, otherwise the taper joint will break suddenly, and you may need to book a visit to the dentist!)

(4) Disconnect the electrical cables from the switch to the bullet connectors under the dash.



Fig.1 Existing wheel and switch cover



Fig.2 Remove old switch cover (switch not shown)



Fig.3 Remove spire clips

(5) Remove the three Philips head screws which hold the existing cover and remove. (fig.2).

(6) Unscrew the two Philips head screws which hold the existing indicator switch on and remove.

(7) Remove the three 'J' or 'Spire' nuts on the three brackets on the steering column (fig.3). Loosen the two bolts which clamp the steering column to the under-dash area.

FITTING THE COVER:

(1) The kit includes a steel reinforcing ring which fits at the bottom of the new cover and allows for fitting the new cover to the steering column. Due to its larger size as compared to the old cover, it needs to be fixed to the column via spacers or 'stand-offs'. These are supplied in the kit and 2 of them need to be fixed to the brackets on the column prior to fitting the steel ring. The third is already fitted to the steel ring. (You may wish to use a



Fig.4 Steering column, new shroud, reinforcing ring (with earth lead) and separate wire for repeater light.

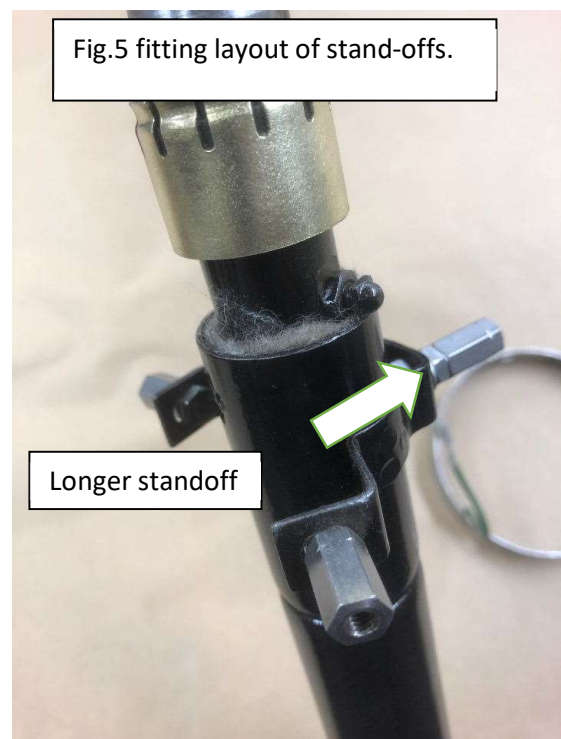


Fig.5 fitting layout of stand-offs.

Longer standoff

little 'Threadlock' on the fixings as they may come loose in service.) The steel ring also incorporates the earth wire for the repeater light which is fitted to the left-hand side of the new cover. There are two shorter stand offs and one longer one which should be fitted as shown in fig.5. with the longer one on the 'odd' bracket as shown.

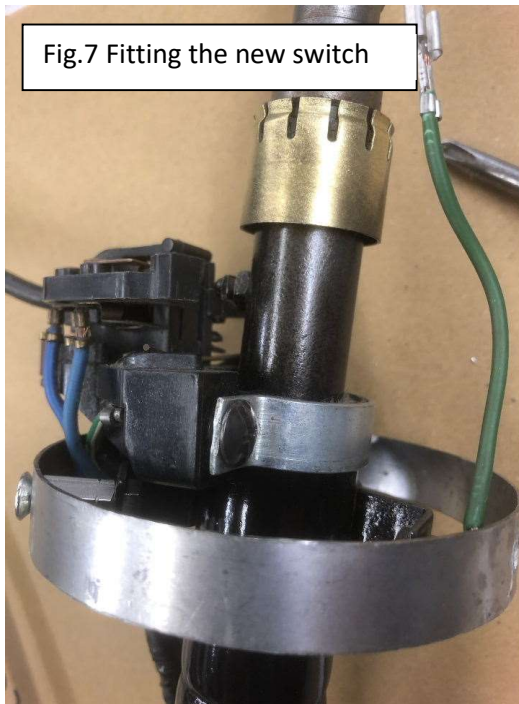


Fig.7 Fitting the new switch

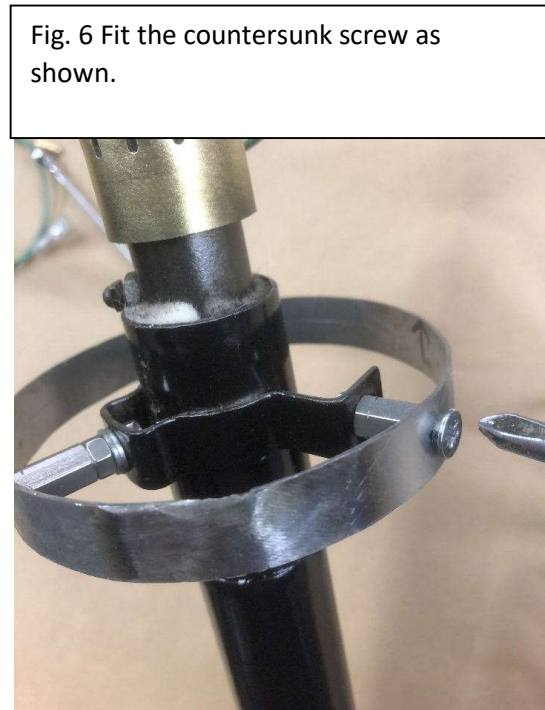


Fig. 6 Fit the countersunk screw as shown.

(2) One of the short stand-offs is pre-fitted to the ring and should be aligned on the column as shown in fig.6. This fixing is meant to be hidden – since it is not possible to fit or remove it when the cover is in place. The other two holes in the ring should align with the remaining two stand-offs. (one long and one short). (If necessary the two fixings to the column should be left slightly loose until the outer pan head screws are fitted – and then re-tightened later- so they line up with the holes in the cover.)

(3) Next the switch itself can be fitted to top of the outer part of the steering column. (See fig.7). Note that the peg on the inner column should be the same height as the self-cancelling pegs on the switch.

(4) Connect up the repeater lamp with the earth connector soldered to the support ring and the connector on the loose green lead which must also be connected to the light green wire on the car.

(5) The new cover can be carefully slid down over the column. You will notice a slot has been formed in the cover which should align with the countersunk screw. Gently ease the cover over the slightly protruding countersunk screw and fit the two remaining pan headed screws used to secure the cover at the bottom and the left-hand side. (See fig.8). Alignment of the stand-offs with the holes in the reinforcing ring and the cover may take a little effort. When the outer screws are in loosely, tighten the stand-off nuts to 'freeze' their positions.

WIRING:

If you are feeling adventurous and are handy with electrical connections and a multi-meter, you could purchase a 12-way 'Mate-n-lock' connector such as the one in the picture (fig.9). There are 9 wires in the standard loom but you will need an extra one for the green indicator repeater lamp. This would make future servicing easier and preclude the danger of mis-connecting the terminals. The other alternative is to solder standard bullets on to the ends of the wires to reconnect to the bullet connectors under the dashboard – similar to the existing set-up.

The light green wire under the dash which previously went to the tell-tale bulb on the end of the stalk should be re-connected to the loose green wire which should be attached to the green indicator light on the new cover. You will also need to re-wire the



Fig.8 Slide the new cover down from the top.

dipswitch connection by diverting the three wires which go to the dipswitch on the floor – to the new switch on the column.

It is also recommended that you fit a pair of relays to control the headlights and perhaps, also the horn circuit. The wiring alterations do need some planning to get a satisfactory result and you should seek assistance if you are not confident.

Function	Colour
From headlight switch	BLUE
Main beam (to blue)	BLUE/WHITE
Dipped beam (to blue)	BLUE/RED
Right turn	GREEN/WHITE
Left turn	GREEN/RED
From Indicator switch	GREEN/BROWN
Flash main beam (to blue)	PURPLE
Horn (to earth)	PURPLE/BLACK
Earth	BLACK

To assist with the wiring, a table of wire colours and functions is shown (left). This is taken from a typical switch and should be checked against the actual switch you are proposing to use.

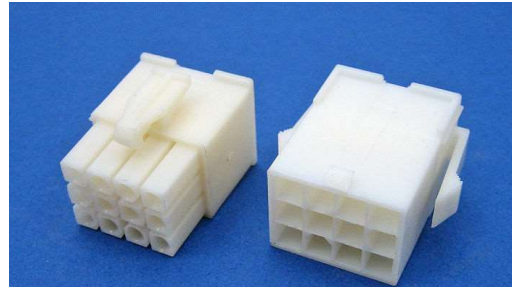


Fig.9 12 way 'Mate n Lock' connector