

Wiper and Indicator Switch Column Cover for Morris Minor 1000

FITTING INSTRUCTIONS FOR TYPE 'C' AND TYPE 'D' 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/coverinstructionscd.pdf

(Tools required: 7mm open ended spanner, 8mm spanner (open or ring), box spanner 1 5/16" AF or 33mm, Philips screwdriver), 4mm Allen key

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. There is also a column switch to cater for the windscreen wipers also. The one shown is Lucas part number SQB101. Other similar types may fit but may need modification. This makes a sensible upgrade for the Minor owner who wishes to



NOT INCLUDED IN THIS KIT

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 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 'C' on the box and the modified one is marked 'D'. **NOTE: As this cover has two vertical slots instead of one, it is structurally weaker when being handled prior to its fitment on the steel ring. This should be borne in mind during handling.**



PARTS SUPPLIED:

1. Cover
2. Green repeater lamp
3. 3/16"BSF x 3/4" Socket head screws (2 off)
4. Triangular cover plate for wiper switch
5. Connection saddle for wiper switch
6. M4 x 40 door handle screws and nuts (2 off)
7. Steel fixing ring with earth wire and standoffs fitted
8. 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).
- (8) Loosen the two bolts which clamp the steering column to the under-dash area.

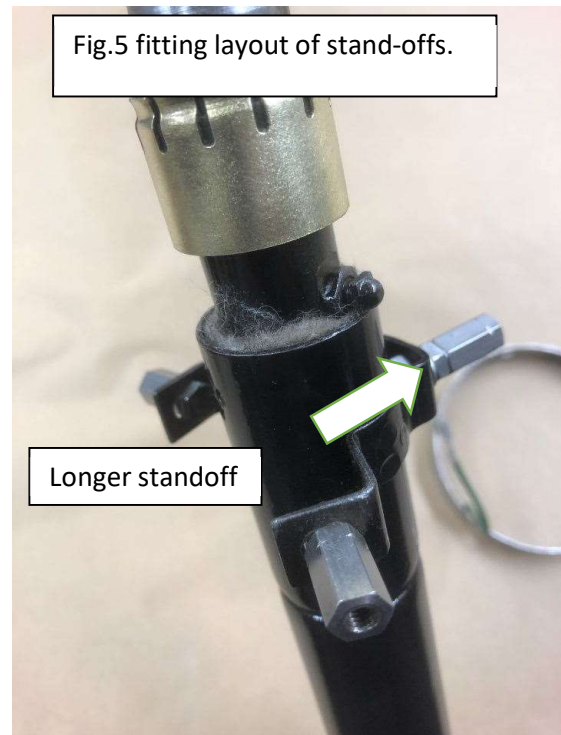
FITTING THE COVER:

- (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 little 'Threadlock' on the fixings as they may come loose in

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

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.

(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 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.)

Fig. 6 Fit the ring as shown



Fig.7. Removing the self-tapping screws.



NOTE: Only one of the pan headed screws will attach the cover to the steel ring.

(3) Next you will need to prepare the wiper switch. This entails fitting the triangular cover (supplied). Remove the three self tapping screws as

shown (Fig.7).



Fig.8. Wiper switch mounted on carrier

(4) Fit the cover and secure with a SINGLE, self-tapping screw on the pivot of the wiper switch. Then fit the two M4 x 40mm machine screws and nuts (supplied). (You may need to run a 4.0mm drill through the holes to ensure they are clear). The finished unit should then look like Fig.8

(5) Next the two switches can be fitted to top of the outer part of the steering column. (See fig.7). Two Allen socket-headed 3/16" BSW screws are supplied to fix the two switches back-to-back. Note that the self-cancelling peg on the inner column should be the same height as the corresponding pegs on the indicator switch.

(6) 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. The new cover can now 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).

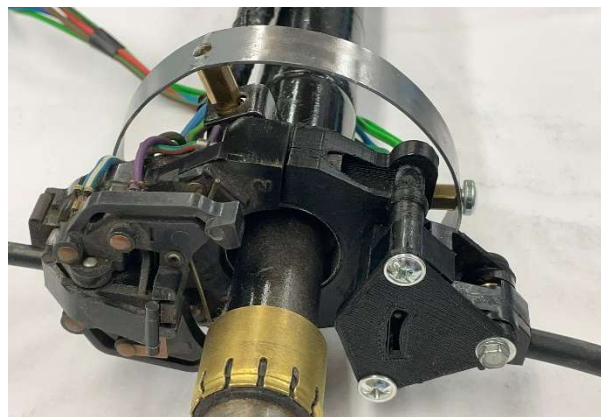


Fig.9. Fit the two switches back-to-back as shown

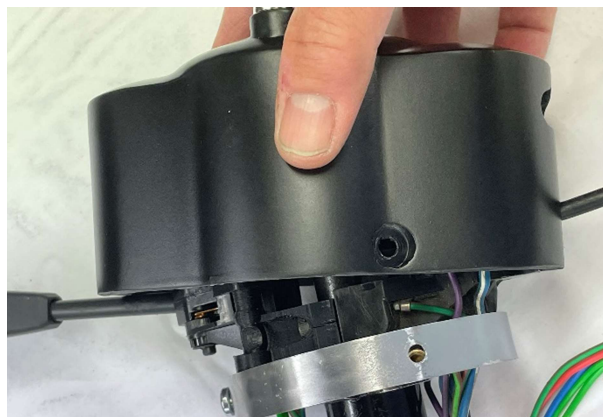


Fig.10 Slide the new cover down from the top.

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 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
INDICATOR SWITCH	
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
WIPER SWITCH	
<i>(to be wired as</i>	Red/Green
<i>necessary to achieve on/off</i>	Brown/Green
<i>or 2-speed function.)</i>	Green/Blue
Washer pump	Green/Black
12v power	Green

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

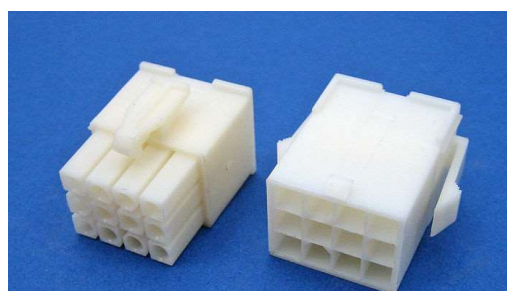


Fig.9 multi-way 'Mate-n-Lock' connector