Indicator Stalk Repair Instructions (for part number SWT101K)

Application: Later Minors (March 1959 onwards)

Thank you for purchasing the repair kit for the later type Lucas turn indicator arm. Please note that the green hemispherical lens is not included in this kit but is separately available.

The repeater bulb holders are commonly found to be in poor condition – either with the green lens partially broken with the remnants stuck inside or the holder itself damaged (either broken or discoloured due to age.) It is possible to remove the remains of the old unit and fit the new one in this kit.

<u>In order to achieve a satisfactory result, it is necessary to remove the switch unit from the vehicle:</u>

1. Carefully remove the centre horn push – gently levering around the perimeter.
2. Undo the centre steering wheel nut but do not remove prior to loosening the steering wheel on its splines.
3. Run the nut off the column and remove the wheel noting the alignment (for refitting).
4. Remove the three Phillips head screws which secure the black switch cover to the column.
5. Ease the cover upwards and remove.
6. Disconnect the bullet connectors and separate the indicator sub-loom from the main loom.
7. Undo the two machine screws which hold the clamp securing the switch to the column and note the position of the self-cancelling nipple on the column in relation to the two pawls on the switch itself.

The black and white wire on the stalk which feeds the repeater lamp will need to be carefully de-soldered from the relevant terminal under the switch. At this stage you can remove the remains of the original cover (being careful not to damage the thin metal lamp holder and spring. The lamp holder and spring with the black and white wire attached can now be pulled clear of the stalk.

The new cover in the kit can now be fitted. It is designed so that the cover can be gently pushed over the serrated section of the arm (with a gentle 'twisting' action) and should be tight enough to remain secure. If it feels too tight, the hole may be enlarged slightly with a small file. Conversely, if it feels too loose, a little superglue can be applied to the serrations on the stalk. The cover should just cover the serrations so don't push it on too far otherwise the lamp will protrude too far prevent refitting of the green lens.

***Disclaimer**: This operation 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. No liability will be accepted for any errors or consequences arising from following this guide.*

The black and white wire can now be re-inserted into the hollow stalk and the end passed through the pivot hole in the switch as before. If you feel it is now too short it can be replaced with new (preferably 'thin-wall' type wire) with slightly more length as has been done in the photograph with a green wire. Re- solder the wire to the terminal all as it was originally. The metal bulb-holder and spring should now be securely seated within the new cover and the lamp and green hemispherical lens can now be replaced.

Replace the switch on the steering column, paying attention to the alignment of the self-cancelling mechanism (as mentioned above). Re-connect the electrical connections ensuring the bullet connectors are clean and pushed fully home. Switch on the ignition and test to make sure the lamp illuminates correctly. Replace the black switch cover and finally the steering wheel.

The green lens (SWT105) and lamp (BLB280) can be replaced if necessary.

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