

TURN SIGNAL INSTALLATION INSTRUCTIONS

First, unhook the battery. Then select a position for the signal stat unit on the steering column in an out-of-the-way place. On most cars, this is either above the clamp on the gas tank, or below the clamp on Model A's with an indented firewall.

Follow the printed instructions for clamping the signal stat securely to the steering column. Be sure that the unit is grounded; scrape the paint if necessary. The pilot light will not work if it is not well grounded, although everything else will.

Run the wire harness down the steering column, taping it with black electrical tape in about three places.

Run the wire harness over the clutch pedal and use clamp #A14577 at the screw that holds the plate around the steering column and the brake and clutch pedals to hold the harness in place.

Remove the cowl kick panel on the driver's side. Glue, stick, or epoxy the flasher base to the cowl. If your 'A' has a pocket in the kick panel (Roadster), position the flasher base out of the way of the pocket.

Run the brown wire with the fuse from the flasher to the junction box on the firewall. Put it on the stud that connects the wire from the ammeter. Secure the brown wire so that it is out of the way on the inside firewall. Nothing should be unhooked from the terminal box. Connect the orange from the signal stat to the black with yellow tracer hot wire inside the light body, located at the base of the steering column.

Run the remaining roll of colored wires out of the cowl and to the locations shown in the wiring diagram. Unhook the original wires and plug in the new wires. Five new rubber wire connectors are provided if needed. Leave the hot (green) wire on the switch.

Tape all of the unused ends of the original harness out of the way. You can hook everything back up at any time if the turn signal is removed.

Hook the battery back up and you'll have flashing turn signals -- with the lights on or off. If one light is dim, make sure the ground is good. You must have 21cp bulbs in the rear, and it is recommended that 6cp bulbs be used in the cowl lights, as you will need the amperage.

If the pilot light does not continue to flash, or if it does not work on hazard, you do not have enough loan on the flasher. Check the ground or bulb.

The wire diagram shows a Model A with cowl lights, however, if your car does not have cowl lights, you can install two signal lights on the front bumper, or you can use the parking lights in the head lights. Just extend the red and green wires to those light wires, cut them, and wire them in.

Just one problem with this unit -- it is not self-canceling, so your co-pilot has a new job, reminding you to pull the lever to neutral.

The hazard light will come in handy when you stop on the side of the road to help someone fix a Chevy on your next tour.

Good luck!!

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