

CHEVROLET, OLDSMOBILE, PONTIAC & OTHER GUIDE TYPES (Continued)

to same color wire in Direction Signal wiring harness. Connect rear end of this wire to Left Hand Stop Light, disconnecting and taping lead in regular car wiring harness which ran to this light (on Chevrolet, disconnect connector near the left stop light; on Oldsmobile, wire must be cut and new wire soldered to light lead). Regular car wiring harness lead is used for Right Hand Stop Light and this is connected to switch at instrument panel (see Switch data). On Pontiac models, individual leads are provided for each Stop Light and it is only necessary to rearrange connections at forward end (see Switch data).

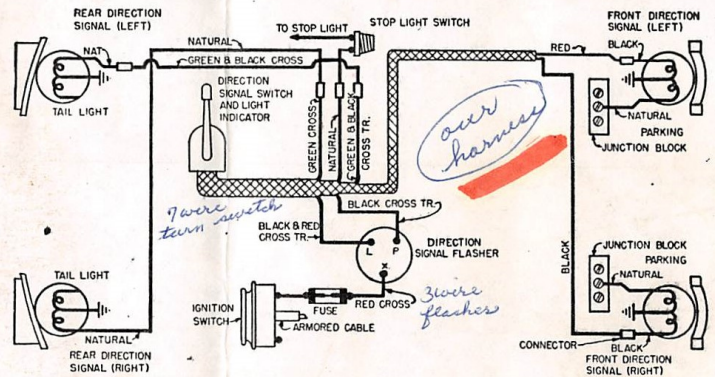
Signal Switch Installation (1941 Type)—Switch mounted on steering column by clamp band with concealed attaching screw. Form clamp band around steering column with threaded side up, install clamp-screw loosely. Dismantle switch by taking out two lower cover screws, install switch housing on clamp band (engage band in slots in housing so that lugs and screw inside housing), position housing so that switch lever horizontal in Normal or off position, tighten clamp band screw. See that switch assembly is in off position, reassemble switch and tighten lower cover screws securely. Run switch wiring harness down along steering column to instrument panel. Mount Flasher by loosening one nut on steering column bracket below instrument panel and slipping slotted end of flasher bracket under nut. Connect switch wiring harness as follows:

Signal Switch Installation (1942-48)—Hook clamp ring into switch housing, position switch on steering column so that lever extends horizontally toward left side of car in "off" position, with top of lever 2" (on Chevrolet, Pontiac), 1½" (on Oldsmobile) below steering wheel, insert screw through clamp ring hole and into switch, tighten screw securely.

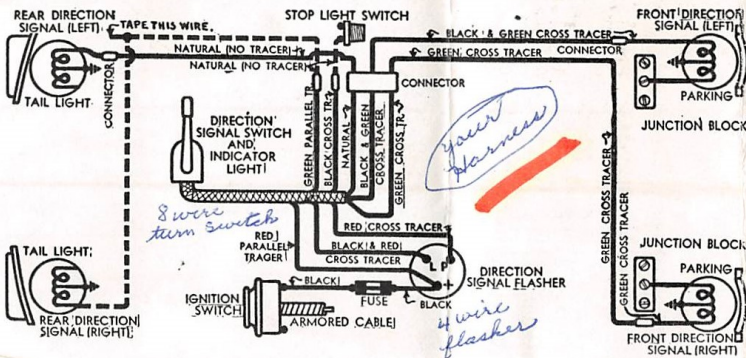
Direction Signal Switch Wiring—On Chevrolet and Oldsmobile, disconnect connector joining two Natural wires under left hand corner of instrument panel (this is stop light lead of regular car wiring harness), connect the Natural wire running into body (Stop Light wire) to Natural with Green Tracer wire of Direction Signal wiring harness, connect other Natural wire (Stop Light Switch wire) to Natural with Black X Tracer ('41-42), Natural with No Tracer ('46-48) wire of Direction Signal wiring harness. On Pontiac, disconnect three wires joined by a connector under left hand corner of instrument panel (Natural from Stop Light Switch, Natural with Green Cross Tracer to Right Hand Stop Light, Natural with Black & Green Cross Tracer to Left Hand Stop Light), connect these wires to same color wires of Direction Signal wiring harness. On all models, connect Flasher unit, and feed wire to ignition switch (remove fuse while making this connection) as shown on wiring diagram.

DIRECTION SIGNAL LAMP BULBS & FUSES: Fuse—9 ampere. In cartridge type holder in wire between flasher and ignition switch behind instrument panel.
Front Direction Signal—21-3 cp. Mazda No. 1154 (3 cp. filament used for parking light and connected to lighting switch through regular car wiring harness).
Rear Direction Signal—21-3 cp. Mazda No. 1154 (3 cp. filament used for tail

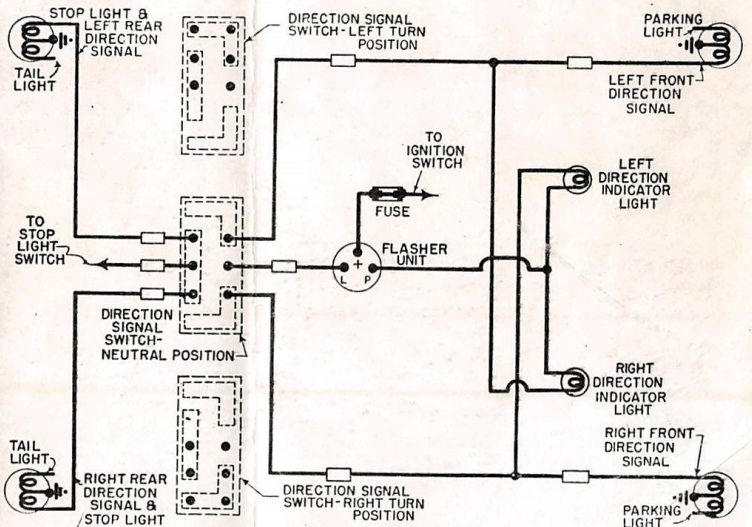
light and connected to lighting switch through regular car wiring harness).
NOTE—21 cp. filament used both for Stop Light and Direction Signal.
Pilot Indicator—1½ cp. Mazda No. 55. Located in switch housing.
Flasher Unit—Mallory Type 10. Service by replacement.



GUIDE DIRECTIONAL SIGNAL (1946-51 CHEVROLET & 1946-48 OLDSMOBILE)



GUIDE DIRECTION SIGNAL (1941-42 CHEVROLET & OLDSMOBILE)



GUIDE DIRECTIONAL SIGNAL (1949-51 OLDSMOBILE & PONTIAC) WITH "CROSS-OVER" INDICATORS

BUICK 1940-51 (Cont.)

To Adjust Switch—With correct adjustment, automatic release will occur only when wheel returned to center position after being rotated at least one-third revolution. To adjust switch, set switch lever for Right Hand Turn, turn steering wheel to right until first click is heard or slight movement felt in switch lever after right hand spoke on steering wheel has passed lower center position. Hold switch lever down firmly and turn steering wheel back slowly until right hand spoke is approximately 2" past or to right of lower center position, release switch lever and return wheel to straight ahead position which will return switch to off position. This adjustment causes switch cam to shift on steering wheel hub by slipping the friction clutch. No further adjustment is required for left turn switch release (positioning cam for right turn release as above will automatically regulate left return release also).

SERVICING: Disassembly. Make certain that switch lever set in 'off' position, remove steering wheel. Switch will then be accessible for inspection and servicing. To correct complaints of switch getting out of adjustment (adjustment changing in service), check tension of crimped steel spring washer assembled between two brass washers on steering wheel hub above switch cam). Pressure of 85-100 lbs. (1940), 125-150 lbs. (1941-50) must be required to flatten washer to $\frac{1}{8}$ " height. Replace spring washer if pressure is less than this amount. See illustration for correct assembly of switch cam washers and other parts.

DIRECTIONAL SIGNAL LAMPS & FUSE: See car model page for complete data.

CADILLAC & LA SALLE 1940

CADILLAC & LA SALLE, ALL SERIES (1940)

► **PRODUCTION BULB CHANGE:** Rear signal bulbs changed. The Direction Signals will not operate if wrong type bulb installed. See Signal Lamp & Fuse section below for data.

DESCRIPTION: Direction Signals consist of a special 21 cp. filament combined with the parking lamp in the front Fender Lamps (front of car), separate bulbs in Rear Lamp (at rear of car), and an Indicator lamp on the control switch which flashes while the signal is in operation. Control switch is mounted on left hand side of steering column below steering wheel and flasher unit is mounted in back of instrument panel.

Wiring Diagram—See car wiring diagram on car model page for signal circuit.

OPERATION: Switch is operated manually and control lever should be pressed 'up' for Right Turn, 'down' for Left Turn. When switch operated, circuit is completed through flasher unit to right or left Front & Rear Signal Lights and pilot light on switch also flashes. If pilot light does not flash, check for burned out or incorrect type bulbs (see Rear Signal Lamp Caution below). Switch must be turned off manually after turn is completed and pilot bulb on switch serves as a warning that signals are operating.

CHEVROLET, OLDSMOBILE, PONTIAC, AND OTHER CAR MODELS

DESCRIPTION: Direction Signals consist of right and left hand Front and Rear flashing lamps which light up when steering column control switch is operated to indicate that a turn is to be made. These signals operate in conjunction with a Pilot Light or indicator on the switch which serves to remind the car operator to turn off the Direction Signal after the turn has been completed in addition to indicating that the signal is operating satisfactorily.

INSTALLATION: When installing Direction Signals on cars in service, units should be installed, and car wiring modified as directed below. Refer to car wiring diagram on the particular car model page for wire colors and location of junction blocks and connectors.

On some late model cars Direction Signal wiring is already built into the regular car wiring harness. Where this is done short leads with connectors will be found protruding from the harness at the approximate location of the various signal lights.

Front Direction Signal—Disconnect Parking Light wire at front junction block on hood, dismantle parking light and remove old parking bulb socket and wire, install new socket and wires furnished for each model. Install new

DIRECTION SIGNAL LAMPS & FUSE: See car model page for complete data. ► **Important Rear Signal Lamp Caution**—Two types of bulbs have been used in Rear Signal Lamp as follows: First Cars—32 cp. single contact type bulb used in single contact type socket. Later Cars—21 cp. filament of a No. 1154 21-3 cp. bulb used in a double contact socket (3 cp. filament not used). **CAUTION**—Flasher will not operate if any other than correct type bulb used on each car (flasher units specially calibrated for each of the above lamp types and will not operate if bulbs interchanged).

CADILLAC 1941-51

CADILLAC, ALL MODELS (1941-51)

DESCRIPTION: 1941 to 1947. New design (not similar to 1940) with control switch built in steering wheel (switch has automatic turn-off feature) and pilot indicator light on instrument panel for Right and Left turn. Direction Signals consist of a special 21 cp. filament combined with the Parking Lamp in the front Radiator Grille (front of car), separate bulbs located above the stop & tail light bulb in the Rear Light assembly (rear of car), and pilot indicator bulb which is located in the upper right corner of the speedometer dial on the instrument panel. Flasher Unit and Direction Signal Fuse are located on the instrument panel brace near the steering column.

1948-51 Type. Similar to 1947 type except as follows: Rear signal flashes stop light and uses left and right pilot indicator lights on instrument panel. Pilot light circuit is crossover type. See Diagram on Car Page. Fuse and flasher mounted on back of instrument cluster, or on the panel brace (from dash). **Control Switch**—Mounted within housing below steering column with switch lever extending out to left side. Automatic shut-off mechanism consists of ratchet and cam phined to steering column. With switch set to operate signal steering wheel cam passes over ratchet without engaging when steering wheel rotated to turn car in that direction. When wheel is rotated back after turn completed, cam engages ratchet and turns switch off automatically.

Wiring Diagram—See car wiring diagram on car model page for signal circuit.

OPERATION: Switch must be operated manually to indicate a turn and is turned off automatically when steering wheel straightened out after the turn is completed. Switch handle should be moved in same direction as wheel is rotated for desired turn (up for right turn, down for left turn). Operating switch completes circuit through flasher unit to Right or Left Front Signal Light, Rear Signal Light, and Pilot Indicator Light on instrument panel. All lights flash and flasher clicks audibly while operating.

SERVICING: If instrument panel indicator light does not flash when switch operated, check all bulbs (pilot light will not flash if either front or rear signal light bulbs burned out). Flasher is sealed and cannot be serviced (replace if defective). To service switch, remove steering wheel (see Saginaw Steering Gear article for data) which will expose switch assembly.

DIRECTION SIGNAL LAMPS & FUSE: See car model page for complete data

CHEVROLET & OTHER GUIDE TYPES

double filament signal and parking bulb (see bulb data below). Connect parking bulb lead (natural wire) to same terminal on junction block from which old wires removed. On 1941 & 1942 Chevrolet and Oldsmobile, connect new long wire (Natural with Green Cross Trace) to Right Hand Signal Light wire which is same color, connect new short wire (Black and Green Cross Trace) to Left Hand Signal Light wire, run these wires back along regular car wiring harness to dash and connect through three-way connector to same color wires in Direction Signal wiring harness (third wire runs to rear of car—see Rear Signals). On 1946-50 Chevrolet, 46-48 Oldsmobile, 1946-48 Pontiac, Direction Signal wiring harness is of sufficient length to extend to front signal lights and this harness cable should be run along regular car wiring harness and connected to signal lights as follows: Connect shorter (Natural 41-42 Pontiac, Red All 1946-48) wire to Left Hand Signal Light (Black) wire, run longer (Black) wire across front to same color (Black) Right Hand Signal Light wire

Rear Direction Signal—On Chevrolet and Oldsmobile, additional wire must be run along left hand frame rail to rear of car so that Stop Lights can be connected individually to Direction Signal Switch. Connect forward end of wire

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