

**PRINTED CIRCUIT SYSTEM**

The printed circuit is mounted on the rear of the instrument case and is fed electrically from a plug connected to the main cable harness.

It consists of a plastic film containing fine copper strips which are in electrical contact with the various instruments through their fixing screws. This circuit system eliminates the use of cables and provides for easier servicing. (See Fig. 45.)

**To remove**

1. Remove and dismantle the instrument case as described earlier under "To remove an instrument".
2. Place the instrument case on a bench with the printed circuit upwards.
3. Withdraw the voltage stabilizer and remove the panel and warning lights.
4. Remove the two white plastic studs securing the printed circuit.
5. Remove the three recessed voltage stabilizer terminals which are secured by three screws to the instrument case.
6. Lift the printed circuit from the instrument case.

**To refit**

Refitting is the reverse of the removal procedure with strict observation of the fitting precautions outlined under "To fit an instrument".

**INDICATOR-HEADLAMP-HORN CONTROL**

(See Fig. 46)

**Lucas 119SA**

This control operates the direction indicators, headlamp flash, headlamp dip and horn. It is of moulded plastic construction and consists mainly of a stationary base, a riding switch mechanism and a circular striker.

The unit is housed in a plastic cowl on the upper end of the steering column where it is fastened by a metal clamp and two fixing screws.

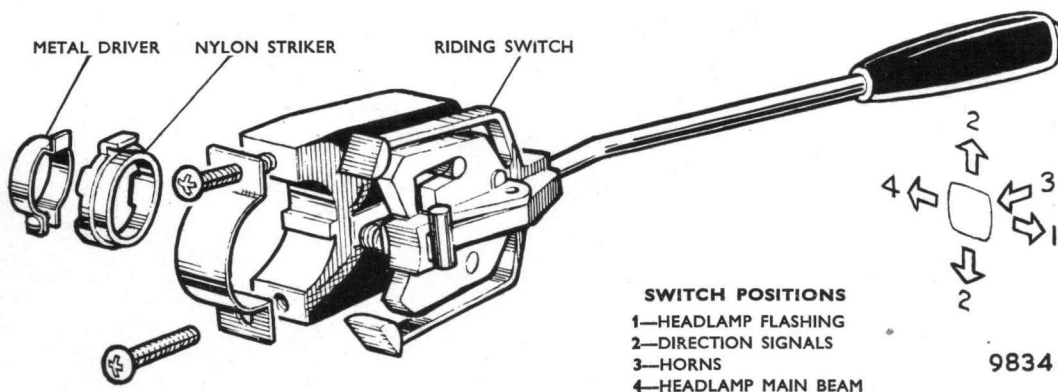
The complete assembly must be replaced by a new unit if it becomes faulty as it cannot be repaired.

**Operation**

1. *Headlamp Flashing:* By moving the lever stalk towards the steering wheel, the headlamps will illuminate in the main beam condition and will remain so until upward pressure on the lever is released.

Headlamp flashing can be accomplished irrespective of the lever position, i.e. whilst using either direction indicator.

It is inadvisable to use the headlamp flasher continuously when the headlamps are already in the dipped condition as the excess heat generated by both filaments will greatly lessen the life of the lamp units.



THE HEADLAMP DIPPED BEAM POSITION IS CENTRAL IN RELATION TO THE OTHER SWITCH POSITIONS

Fig. 46. Direction indicator-headlamp-horn control—Lucas 119SA