

FLASHER UNIT MODEL 8FL

Description

The 8FL flasher has a moulded base carrying a snap-action metal vane held in tension by a metal ribbon, and a pair of normally closed contacts. The switch makes and breaks the circuit to the direction indicator lamps while a turn signal is being made.

The supply and output terminals are Lucar blades. Terminal B is the supply terminal connected to the ignition controlled accessory fuse or hazard warning switch if fitted. Terminal L is the output terminal connected to the direction indicator switch.

The 8FL flasher unit is not interchangeable with the FL5 unit—3 terminal.

The unit is produced in a number of different current ratings to suit the various direction lamp circuits, and it is important that the flasher unit is used only with the bulb loading for which it is designed. The current rating and manufacturers part number are marked on the cover of the unit, a different colour being used with each current rating.

Identical replacement bulbs, low resistance circuit connections and correct flasher unit are essential to maintain the designed flashing rate of the system. If repeater lamps are added to a system a suitably rated flasher unit must be fitted.

The rating includes provision of a 2.2 watt pilot bulb to give warning of direction indicator lamp failure. Note that if a single pilot bulb is used the bulb holder is of insulated return pattern.

To remove the flasher unit

The 8FL flasher is located in a spring clip secured under the steering column. It can easily be removed from the clip and refitted when the lower cowling on the steering column has been removed.

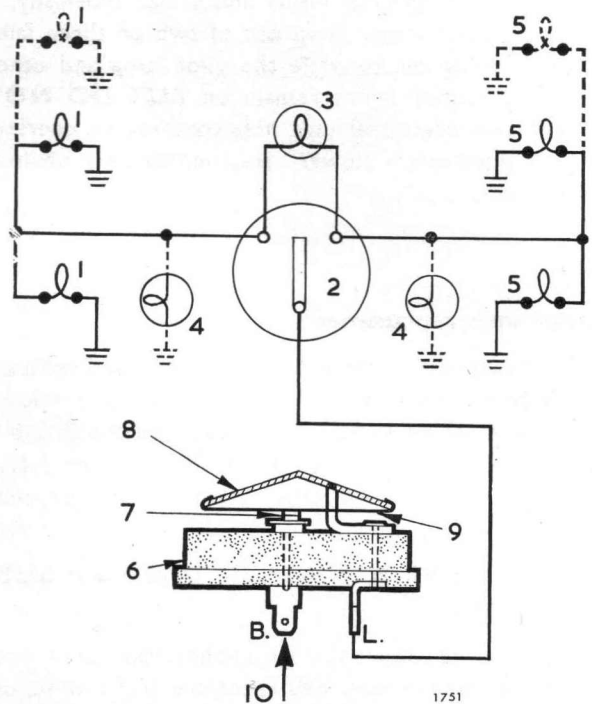


Fig. 58. Circuit diagram

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| 1. DIRECTION INDICATOR LAMPS (L.H.) | 5. DIRECTION INDICATOR LAMPS (L.H.) |
| 2. DIRECTION INDICATOR SWITCH | 6. BASE MOULDING |
| 3. SINGLE PILOT WARNING LAMP | 7. CONTACTS |
| 4. ALTERNATIVE CONNECTION FOR TWO PILOT WARNING LAMPS | 8. VANE |
| | 9. METAL RIBBON |
| | 10. SUPPLY TERMINAL |

Operation

When the direction indicator switch is turned left or right (Fig. 58) the appropriate signal lamps are immediately illuminated. The current flow is through terminal B, the normally closed flasher contacts, the metal ribbon, the metal vane, terminal L, the indicator switch and the indicator lamps to earth. The current flowing through the metal ribbon causes it to heat and expand, allowing the vane to relax and open the contacts. This interrupts the current flow, extinguishing the direction indicator lamps, allowing the ribbon to cool and re-tension the vane. This closes the contacts and repeats the cycle until the direction indicator switch is returned to the off position.