

The snap action of the vane provides audible indication of flasher unit operation, while a pilot lamp connected as shown in Fig. 58 gives visual indication. Normally, if one direction indicator lamp out of two or three fails, audible warning ceases while the pilot lamp and other direction indicator lamps remain on **BUT DO NOT FLASH**. An occasional unit may continue to operate, but at a significantly slower rate, immediately obvious to the driver.

Flasher unit replacement

The 8FL flasher unit is robust in construction and resistant to damage by mechanical shock or electrical overload. The vehicle wiring should be checked before fitting a replacement flasher because a short circuit, or intermittent short circuit, will cause failure of the new unit.

DO NOT TEST A FLASHER UNIT BY SUBSTITUTION.

Faulty wiring and connection can also alter the operational speed of the flasher unit, and therefore of the direction indicator lamps.

Test procedure

Remove the flasher unit. With ignition switched off disconnect the two wires and connect them to an ammeter with a scale range of 0-10 amperes.

Switch on the ignition. The direction indicator lamps should light up to normal brilliance and the ammeter indicate the current rating marked on the top of the flasher unit when the direction indicator switch is moved to each "on" position.

The ammeter reading should be approximately:—
4 bulb system (with or without side repeaters) 3.6 amps.
Current much in excess of this indicates a short circuit that must be traced and rectified.

High current reading

High readings at left and right positions of the switch indicate a fault in the switch. A high reading at one side indicates a fault in the wiring, connections and/or lamps on that side. The fault can be traced by testing each section of the circuit.

Low current reading

Low current readings indicate excessive resistance in the circuit. If on both sides, the direction indicator switch contacts are suspect, or the supply to the flasher. If the low reading is on one side only, examine the bulbs for correct wattage, clean contact between bulb and holder, and good earth between lamp and vehicle body. If these are in order check the snap connectors and wiring in the circuit.

Open circuit

If there is no current reading check the No. 1 fuse—green wires. If this is in order check the socket connectors and snap connectors in the supply line between fuse block and wire to terminal B.

If a hazard warning switch is fitted check continuity across the input and output terminals with the hazard warning switch in the 'OFF' position. If there is no continuity the hazard warning switch is faulty.

When the hazard warning switch is operated it opens the circuit to the 8FL flasher unit. Faulty contacts in the switch can make the normal flasher unit inoperative.