

of the spring driver clip is transferred to the driver bush when the corresponding lug on the upper face of the driver bush will actuate the pawl in a similar manner. As the steering wheel returns to the straight ahead position, the lug on the spring driver clip or bush will engage the pawl of the pawl unit and cancel the direction signal.

Two pawl units have been used and they are not interchangeable but can be identified by the size of the pawl protruding through the fitting face. The pawl unit having the large pawl is used with the spring driver clip and the unit having a smaller pawl is used with the driver bush which is the only one available for replacement purposes. When it is necessary to renew a pawl unit having a long pawl, the outer column must be modified and a driver bush fitted.

To remove and refit

1. Detach the pawl unit from the steering column by removing two screws, washers and a clip; the length of its cable will permit the pawl unit to be stowed in the parcel tray.
2. Refitting is the reverse of the removal sequence but particular attention must be given to the following:—
 - i. The front wheels are positioned in the straight ahead attitude by setting them parallel to the rear wheels and the position of the gap, between the two lugs of the spring driver clip or bush, set midway in the uppermost aperture with a rod fed through either aperture in the outer column.
 - ii. Ensure that the cable is uppermost and the pawl which protrudes through the fitting face of the pawl unit is situated centrally in the most vertical aperture of the outer column. On certain cars, a "pip" in the clip of the pawl unit will locate a drilling in the outer column.

Resetting the spring driver clip or bush

When the spring driver clip or bush are correctly aligned the gap between the two lugs is, when the front wheels are in the straight ahead position, central within the top aperture in the outer column whether left or right hand drive. Any misalignment can be corrected as follows:

1. Remove the pawl unit from the steering column by withdrawing two screws, washers and a clip, stow away on the parcel tray.
2. Move the steering so the gap between the two lugs of the spring driver clip or bush appears central within the top aperture in the outer column.
3. Observe the position of the front wheels and using a rod or similar tool hold the spring driver clip or bush stationary and move the steering to set the front wheels in the straight ahead position.
4. Refit the pawl unit, see under "Direction indicator pawl unit—To remove and refit".

To fit driver bush to existing cars (Fig. 8)

1. Remove the steering column from the car, see under "Steering column—To remove and refit", withdraw the inner column from the flange end of the outer.
2. Drill a $\frac{5}{32}$ in. (3.9 mm.) diameter hole in the outer column 5.45 in. (13.8 cm.) from its top end and opposite to but a little below the "land" between the two pawl unit apertures. The size of the drilling is IMPORTANT (.154 to .158 in.; 3.9 to 4.0 mm.) to obtain the necessary interference fit for the metal dowel.
3. Relieve all burrs inside the outer column around the drilling and the two apertures to prevent fouling the driver bush.
4. Feed the driver bush into the flanged end of the inner column, lugs end first, until the circumferential groove aligns with the drilling in the outer column and retain by pressing the metal dowel into the drilling.
5. The spring driver clip on the inner column is moved downward until its top edge is $7\frac{7}{8}$ in. (20.0 cm.) from the top end of the inner column. Reassemble the steering column, see under "Steering Column—To dismantle and reassemble".
6. Refit the steering column to the car, see under "Steering Column—To remove and refit". The inner column is now 90° removed from its original position and the steering wheel must be refitted accordingly.