

## **Removing Turn Signal Switch**

By Steve Byers

Before you disassemble your turn signal switch, I would suggest you check the wiring to the turn signal lights at the front and rear. With the ignition switch on and the turn signal switch to the right signal, make sure you have 12 volts at the terminal of the green/white wire at the right front bulb and a good ground at the other terminal. At the rear, check for 12 volts at the green wire and a good ground at the other. Check that the light sockets and bulb bases are not corroded.

I like to polish all electrical terminals, contacts, and bulb bases with a small stainless steel (or brass) wire brush). If everything checks out and you still have intermittent lights.....

You should next check the turn signal switch contacts inside the turn signal unit. You gotta be careful here, because there are some springs and balls you don't want to pop loose and go who knows where. It's possible to do this if you are careful. Turn off the battery cutoff switch. Remove the horn button by carefully prying up the silver ring around it. I use the thin blade of a knife to do this, carefully, so as not to scratch the bakelite. Once the horn button is out, you will see a spring underneath and the laminated blades of the horn switch, secured by two screws. Remove the two screws and the horn switch should lift out. At this point, I think you can remove the bakelite together with the turn signal switch from the rest of the assembly. The turn signal lever is attached with one screw to the back of the bakelite, but underneath it is a curved wire with a spring on each side of the lever.

There is another little spring and ball at the bottom of the turn signal lever. If you remove the single screw and carefully separate the lever from the assembly, all these springs and balls should stay where they are. You can note how they go together and then remove them for cleaning and re-greasing. Removing the lever, springs and balls should expose the turn signal switch terminals. The terminals probably just need polishing up a bit. I use a white grease to re-lubricate the springs/balls on reassembly. Getting the springs and balls back in is a little fiddly, and gets easier with practice. Just make sure the springs don't launch some parts where you don't want them to go to get lost.

If the turn signals are still intermittent, then you can go for the wiring on the back of the unit. The only thing you are going to find back there when you do the disassembly is the ring terminals of 4 wires attached to terminal studs with small nuts (a green wire for power to the turn signal switch, a green/yellow one that goes to the right turn signals, a green/blue one for the left turn signals, and a brown/black one for power to the horn switch). You have to disconnect the wiring that comes out of the steering column/steering box behind the grille.

Before you pull the wires through the steering column, tape a strong string or wire to the ends of them. You will need this string to be in the steering column to pull the wires back through when you have done your repair. Some people remove the nut and "olive" from the end of the tube coming out of the steering box, but I have never done it that way. If you do, you will release the long stator tube that is inside the steering column and also all the oil out of the steering box.

On the steering wheel, you will see three setscrews on the steering wheel hub, forward of the spokes. Remove these. With the wiring loose at the front, and the setscrews out, you should be able to pull the turn signal/horn switch assembly out of the steering wheel. It will come out with a short tube attached. This short tube fits down into the longer stator tube in only one orientation due to a dimple on it that fits into the stator tube. Pull the turn signal/horn assembly straight out and don't twist it or you could damage the dimple. On the back side of the assembly, you will see a thin flat metal disk that has a tab on its outer edge that fits down into a slot on another part. Lift up this tab and you can rotate the disk to line up the three holes in it with the heads of three screws. [See caution note below] Remove these screws and the unit will come apart, exposing the wire terminals. Before you remove a nut from the terminal stud, turn the turn signal switch to that side to put pressure on the terminal. When you reassemble the unit by installing the three screws again, rotate the flat metal disk so that its tab drops back into its slot.

**CAUTION NOTE:** Before you remove the 3 screws, make a note or reference mark of how the two halves secured by the screws go together. The correct orientation of the turn signal lever is straight up, but if you get the two halves oriented incorrectly when you put the screws back in, your turn signal lever will either be pointed down, or will be 120 degrees off either side of straight up.

Tape the ends of the steering column wires together with the string and use the string to pull the wires back through the column. The fit of the harness in the stator tube is rather close, so tape them up tight. Note that the wire terminals are staggered so that they make a smaller bundle and fit through the tube easier.

That's probably more than you want to know. It gets easier after you've done this a few times. :-)

Good luck!  
Steve Byers