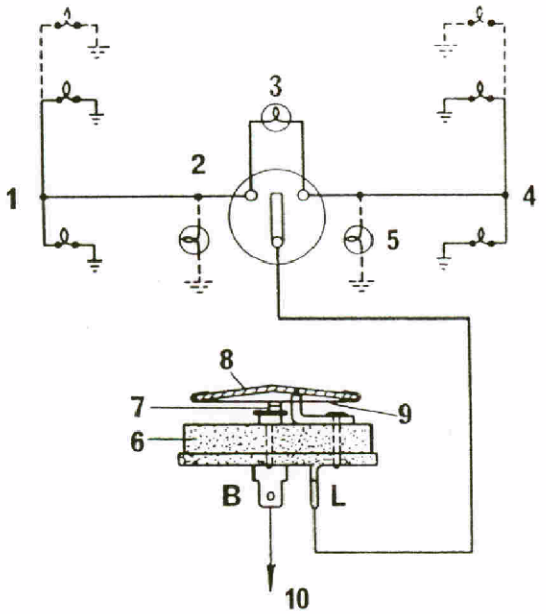
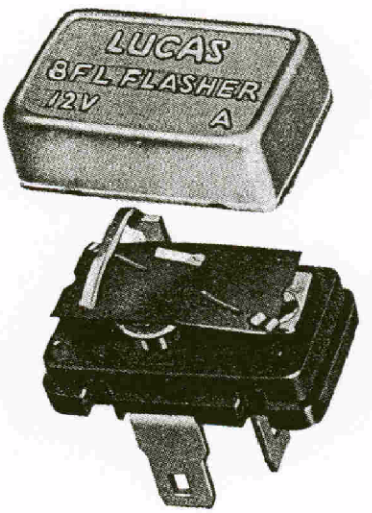
FLASHER UNIT MODEL 8FL



1 Direction Indicator Lamps (L.H.)
2 D.I. Switch
3 Single Pilot Warning Lamp
4 Direction Indicator Lamps (R.H.)
5 Alternative Connections for two Pilot Warning Lamps
6 Base Moulding
7 Contacts
8 Vane
9 Metal Ribbon
10 To Battery Supply via Ignition Switch

Fig. 1 Circuit diagram with 8FL flasher unit



1. DESCRIPTION

Flasher unit model 8FL is a current-sensitive snap-action switch which automatically and continuously breaks and makes the circuit to the direction-indicator (signal) lamps while a turn signal is being given.

It is extremely important that the flasher unit be used only with the bulb loading for which it is designed, otherwise it may not conform to the performance limits required by law. The unit is produced in a number of different current ratings to suit the individual requirements of variously-composed flasher lamp circuits. If flasher unit replacement becomes necessary it is essential that only another of the same part number is used. It is likewise important to maintain low-resistance circuit connections and also to use only identical replacements when changing failed bulbs.

To minimise the possibility of fitting an incorrect replacement flasher unit, the part number and current rating are stamped in colour on the cover of the unit, a different colour being associated with each current rating.

(a) Operation

The circuit is shown in Fig. 1. When the direction-indicator switch is turned to left or right the appropriate signal lamp bulbs are immediately illuminated, the current flowing via flasher unit terminal B, the normally-closed contacts, the metal ribbon, the metal vane, and terminal L. Current flowing through the metal ribbon causes the latter to heat and expand, allowing the vane to relax and so to open the contacts. The signal lamp bulbs are now extinguished, the ribbon cools and re-tensions the vane, closing the contacts for the cycle to be repeated.

The snap action of the vane provides audible indication of flasher unit operation, while the pilot lamp(s) gives visual indication of operation. Normally, if one signal lamp bulb fails, audible warning ceases while the pilot lamp and remaining signal lamp(s) remain on but do not flash. An occasional unit may however continue to operate but at a significantly slower rate, immediately obvious to the driver.

2. ROUTINE MAINTENANCE

The flasher unit requires no maintenance in service.

3. SERVICING

If correct operation of the signal bulbs is not obtained when the direction-indicator switch is turned in either direction, check the flasher unit, either by substitution with an identically-rated unit, or by withdrawing the cables from its two terminals and linking together the ends of these cables. The flasher bulbs should then light on each side of the vehicle in turn as the switch is turned in each direction. The flasher unit cannot be serviced and must be replaced if proved faulty.