

5-106 Turn Signal & Hazard Flasher Systems

ALL MANUFACTURERS

DESCRIPTION

Turn signal and hazard flasher circuits are integral systems using a common switch assembly mounted within upper steering column housing. Signal lever is on left side of column and hazard switch knob is on right side. Two different flasher units are used. The hazard flasher is a variable load type and will operate regardless of the number of lights burned out. If one signal light is burned out, the signal circuit will not function on same side due to insufficient current draw to operate flasher.

NOTE – For wiring diagrams of individual models, refer to chassis wiring diagrams in WIRING DIAGRAM Section.

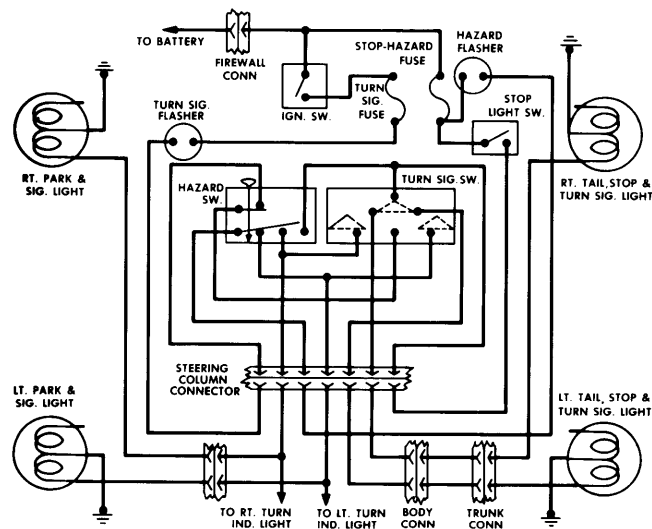


Fig. 1 Wiring Diagram of Typical Turn Signal and Hazard Flasher System.

OPERATION

Turn Signals – Signal systems operate only when ignition switch is turned on. Normal frequency of signal lights are about 60-120 flashes per minute. Switch has two detent positions for each signal direction. With signal lever in first detent, lights will blink, but will go off if switch lever is released. Second switch detent will hold signal on, until steering wheel canceling fingers automatically turn signal off.

Hazard Flasher – With knob activated, all park and stop lights flash simultaneously regardless of ignition switch mode. Depressing brake pedal will override flasher operation until pedal is released. During hazard switch operation with some vehicles, the turn signal should be off to avoid electric feed back through accessory circuits causing intermittent operation of circuits left turned on.

FLASHER LOCATION

AMERICAN MOTORS

Hazard – Hangs free from harness to right of steering column, or next to firewall connection depending on model.

Turn Signal – In slotted socket in instrument panel near park brake release handle, or above left courtesy light depending on model.

CHRYSLER CORP.

Hazard (Fury, Monaco, Charger SE & Cordoba) – On right side of brake pedal support bracket.

All Others – On relay bank on firewall.

Turn Signal (LeBaron, Diplomat, Aspen & Volare) – On relay bank on firewall.

Fury, Monaco, Charger SE & Cordoba – On lower left corner of instrument cluster housing.

Gran Fury, Royal Monaco & Chrysler – On left side of steering column mounting bracket reinforcement.

FORD MOTOR CO.

Hazard (Maverick, Granada, Versailles, Comet & Monarch) – Taped to harness between instrument panel and fuse panel.

Pinto – Above glove box.

All Others – On fuse panel.

Turn Signal (Maverick & Comet) – Taped to lower flange of instrument panel, left of cluster.

Granada, Versailles & Monarch – Taped to lower flange of instrument panel, right of steering column.

Ford & Mercury – Left hand side of instrument panel.

Pinto – Above glove box.

All Other Models – On fuse panel.

GENERAL MOTORS

Hazard (All Models) – On fuse block.

Turn Signal (Buick) – In a clip on parking brake bracket.

Cadillac – On steering column lower cover (Seville and Eldorado) or on fuse panel (All Other Models).

Chevrolet – On fuse panel.

Oldsmobile – On fuse panel (88 and 98 models), or behind left side of instrument panel (All Other Models).

Pontiac – On instrument panel lower brace, or in fuse block depending on model.

TESTING

CAUTION – If equipped with Air Cushion Restraint System, do not attempt any service on turn signal switch until ignition switch is in "LOCK" position and battery ground cable is disconnected and taped. This must be done to avoid accidental release of system.

Turn Signal & Hazard Flasher Systems₅₋₁₀₇

ALL MANUFACTURERS (Cont.)

TURN SIGNAL & HAZARD SYSTEM

Turn Signals Inoperative — Turn on hazard system, if all lights operate, inspect for blown turn signal fuse or defective flasher. If fuse is open, check for shorts between fuse and lamps. If turn signal fuse and flasher are satisfactory, check wire terminals in harness connector for continuity and power feed to and from switch. To determine if switch is at fault, connect a known good switch in column to chassis connector and operate switch by hand. If signals now operate, switch is inoperative. Inspect switch for mechanical or electrical problem.

Turn Signals Inoperative (One Side) — Turn on hazard system, if one or more lights are inoperative, replace lights as necessary. Test light sockets for power or poor ground connection. If all lights operate with hazard system on, inspect for improper lamp or inoperative turn signal switch. If turn signal flasher can be heard, but lights fail, check for a short circuit.

Hazard Flasher Inoperative — Turn on signal switch, check all lights, and service as required. Check power to hazard circuit fuse and test fuse. If fuse is blown, check for shorts and/or replace fuse. If fuse is satisfactory, check power to hazard flasher. Substitute a known good flasher, if system still fails, check power to hazard switch in steering column. Repair circuit between hazard flasher element and switch if necessary. To determine if switch is at fault, connect a known good switch in column to chassis connector and operate switch by hand. If hazard system now operates, inspect inoperative switch for mechanical or electrical problem.

REMOVAL & INSTALLATION

SIGNAL & HAZARD SWITCH ASSEMBLY

See Steering Wheel, Horn Button & Turn Signal Switch Removal in STEERING Section.