

When replacing a "Trafficator" bulb, fit one of the same size and wattage as used originally.

Bulbs fitted:—12 volt set: Lucas No. 256 (3 watt festoon type).

6 volt set: Lucas No. 255 (3 watt festoon type).

RENEWAL OF ARM MOULDING

To remove the damaged moulding, take off the arm cover as described and loosen the clamping screw securing the base of the moulding. The moulding can then be withdrawn from its socket, taking care not to strain the bulb feed wire in doing so. Fit the new moulding by reversing this procedure.

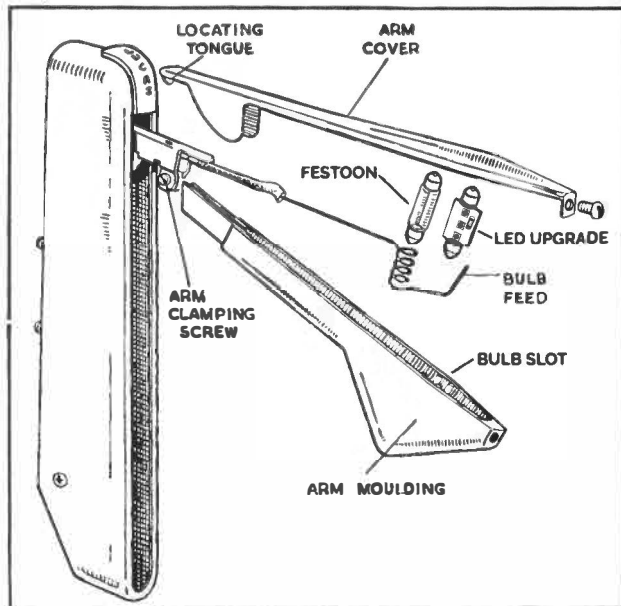


Fig. 2. 'Trafficator' with Arm Dismantled



TEL +44 (0)1684 210910

WWW.CLASSICBULBS.CO.UK

CLASSIC BULBS
UNIT 7 MEREBROOK BUSINESS PARK
HANLEY ROAD, MALVERN
WORCESTERSHIRE WR13 6NP

'TRAFFICATORS' MODEL SE100



INSTRUCTIONS FOR
FITTING AND
MAINTENANCE

FITTING AND MAINTENANCE INSTRUCTIONS FOR LUCAS 'TRAFFICATORS'

(REGISTERED TRADE MARK)

MODEL SE 100

The set contains two "Trafficators", each wired with a short length of single cable, and two angle brackets complete with fixing nuts, screws and shake-proof washers.

FITTING

Mount the "Trafficators" in the most convenient position. They can be fitted either directly to the side of the vehicle or to the angle brackets provided in the set. The point of mounting should be selected with care since, occasionally, the air-flow set up at high speeds by certain body designs tends to maintain an arm in the raised position. The only remedy in such cases is to re-position the "Trafficator".

Each "Trafficator" is wired with a short length of cable coloured in accordance with the Lucas Standard Vehicle Wiring Scheme. The "Trafficator" wired with green and red cable should be fitted to the left-hand side of the vehicle and the one with green and white cable fitted to the right-hand side of the vehicle.

WIRING

1. Disconnect one of the battery leads at the battery or, if a battery master switch is fitted, switch to the "OFF" position. This will prevent the possibility of short circuits when wiring.
2. Normally the "Trafficator" operating switch has three terminals, one being larger and set apart from the other two. This larger terminal must be connected to the battery supply point and the coloured cables from the "Trafficators" connected to the other two terminals.

Soldered nipples are provided on the ends of the cables attached to the "Trafficators" and connection to the switch cables should be made with snap connector tubes and nipples. If snap connector tubes and nipples are not available for joining the cables, the ends must be bared, twisted, soldered and taped together.

3. With earth return equipment great care must be taken to ensure that the "Trafficator" is earthed to the body or chassis of the vehicle. All enamel must be removed from around the fixing screws. If the "Trafficator" is mounted on wood, a "bonding" wire must be connected between one of the fixing screws and an earthing point on the chassis of the vehicle.

With insulated return equipment, a lead must be taken from one of the "Trafficator" fixing screws to the negative side of the supply.

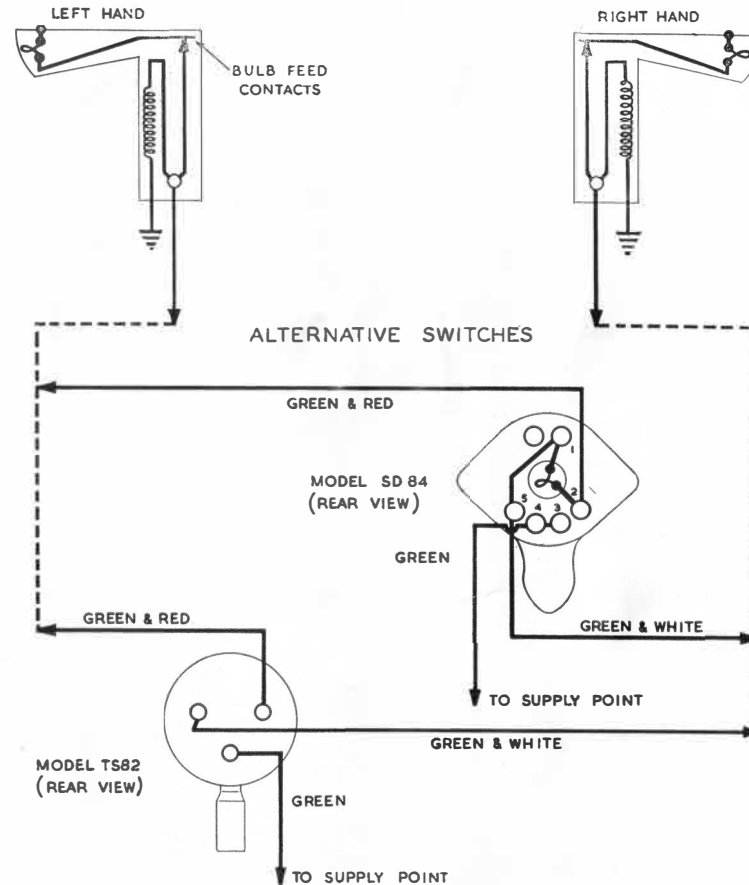


Fig. 1. Typical Wiring Schemes

Whenever possible, run the extra cables alongside cables already fitted. Secure all cables by means of clips. Take care not to clamp cables against sharp edges where there is a risk of abrasion through vibration. To make an efficient connection to the terminals in the control box or fuse unit, proceed as follows:—

The cable ends should be bared for about $\frac{3}{8}$ " and turned back about $\frac{1}{8}$ ", so as to form a small ball which fits in the terminal post when the grub screw is removed. When the grub screw is tightened a good connection will be made.

4. Reconnect the battery lead, or switch the battery master switch to the "ON" position.
5. Test the "Trafficators". Should it be found that moving the switch to the right operates the left-hand "Trafficator" and moving it to the left operates the right-hand "Trafficator", reverse the red and green and white and green connections at the switch.

MAINTENANCE

LUBRICATION

About every 6,000 miles, raise each "Trafficator" arm and, by means of a small brush or other suitable article, apply a drop of thin machine oil such as sewing machine or typewriter oil, to the bearing on which the arm pivots.

Over lubrication is harmful to the "Trafficators" as dust may collect and eventually impede the action of the mechanism.

REPLACEMENT OF BULBS

If the arm fails to light up when in operation, examine the bulb. To remove the bulb, switch the "Trafficator" on and then, supporting the arm in a horizontal position, move the switch to the off position. Withdraw the screw at the end of the arm and lift the arm cover, pushing it inwards to disengage the small locating tongue; the burnt-out bulb can then be replaced. To refit the arm cover, slide it along the arm until the tongue is located, then draw outwards until the fixing screw can be inserted.