



CLASSIC GOLD[®]

AUTHENTIC REPRODUCTION

Classic Gold products are designed to function and appear as close to original as possible. Many old time brands still exist, but there is no guarantee the part in the box today looks correct for your classic car. We take great pride in the quality and economy of Classic Gold products. If it says Classic Gold on the box, you are assured of an Authentic Reproduction in the box.

162-400 Pneumatic Turn Signal Switch As Used on MG TD, MG TF, MGA & Jaguar



The pneumatic turn signal switch assembly fitted to a variety of classic British cars was an ingenious solution to the need for a simple self cancelling turn indicator. It was mounted on a bracket under the fascia, or through it. The threaded "nose" of the switch has a flat on two sides, which corresponds to the shape of the hole in the fascia for some applications. The flats orient the switch in a particular way so the handle will point straight up (or down) in the off position. The chrome knurled ring (which has the distinctive cross-hatch pattern) on the threaded "nose" secures the switch with a large internal toothed lock washer.

The Handle or Lever

Transfer your original black or white plastic lever; it will fit over the end of the brass hexagonal shaft. The lever is secured with a small screw. When wired properly, moving the lever to the right activates the right hand turn signals, and vice versa. If you need a new lever, contact your distributor.

Operation

Inside the body of the switch there is a piston with a flexible seal around the outside edge. This creates an air chamber in the back of the switch housing. Air can be forced out of the chamber past the seal, but the only way for air to enter this chamber is through an adjustable air bleed valve. There is also a spring that presses against the back of the piston, holding it against the nose of the switch in the "at rest" or "off" position. Rotating the lever on the nose of the switch pushes the piston back against the spring, expelling air from the chamber. When the lever is released, the spring pushes on the back of the piston, but the piston can only move as air bleeds back into the chamber through a small adjustable air bleed valve in the back of the switch. A small set screw in the valve can be adjusted to control the rate at which air bleeds back into the chamber, which in turn determines how long the turn signals stay on before they cancel. Most people find 15-20 seconds to be a useable time interval. Test the operation of the switch before installation; a small flat-bladed screw driver may be used to adjust the bleed screw if you wish to adjust the delay.

Wiring

The Classic Gold switch has three brass terminals with slotted set screws. The back of the switch has the same three letters found on original examples. The "F" terminal is always the source of power. The "L" and "R" logically mean left and right, but that is only true for some applications.

Ideally, you will simply duplicate the connections on your existing switch by transferring one wire at a time. If the switch was removed and the wires disconnected long ago, you can determine how the wires should be connected with an ohm meter. Hold the switch exactly as it will be when installed, using the flats on the nose of the switch to help position the switch. With the lever in the off position (pointing straight up in some applications, straight down in others), connect the leads of an ohm meter to the F and L terminals. Move the lever to the left, as if you were signaling a left turn. If the meter shows continuity, L means Left in your application. If there is no continuity, move the lead on the L terminal to the R terminal and move the lever to the left again. If there is continuity now, the L means right and R means left as far as the wiring is concerned.

