TURN SIGNAL AND FLASHERS

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GENERAL INFORMATION

INTRODUCTION

The turn signals are actuated with a lever on the left side of the steering column just ahead of the steering wheel. The signals are automatically turned off by a canceling cam (two lobes molded to the clockspring mechanism). The cam comes in contact with the cancel actuator on the turn signal (multi-function) switch assembly. Either cam lobe, pushing on the cancel actuator, returns the switch to the OFF position.

Lane change signaling is actuated by applying partial turn signal stalk movement toward the direction desired until the indicator lamps flashes in the instrument cluster. When the switch stalk is released the stalk will spring back into the neutral position turning OFF the turn signal.

With the ignition switch ON and the turn signal switch stalk actuated left or right, current flows through the:

- Combination flasher
- Multi-function switch
- Turn indicator lamp
- Front and rear turn signal bulbs.

A chime will sound after the vehicle has traveled a distance of approximately 0.5 mile with the turn signal ON.

COMBINATION FLASHER

The Turn Signal/Hazard Warning Flasher is a module providing the vehicle with turn signal and hazard warning functions and has been designed with internal relays to take advantage of low current switching requirements in the vehicle. It is plugged into the Junction Block at position 4 (Fig. 1), where all wiring associated with its operation is terminated. The Junction Block is adjacent to and left of the steering column of the vehicle.

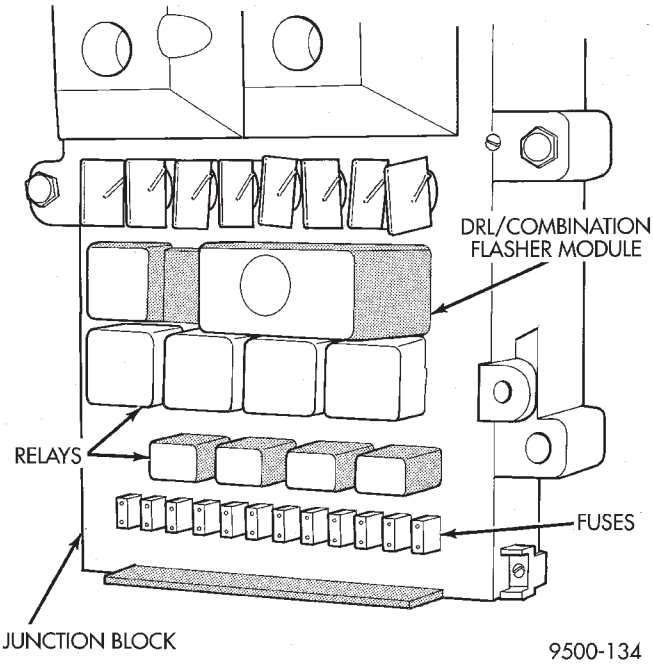

Fig. 1 Combination Flasher Location

To gain access to the flasher, remove the lower steering column cover and knee blocker. Refer to Group 8E, Instrument Panel and Systems for removal procedures.

DESCRIPTION AND OPERATION

COMBINATION FLASHER FUNCTION

The Turn Signal/Hazard Warning Flasher is a module providing turn signal, hazard warning functions and has been designed with internal relays to

DESCRIPTION AND OPERATION (Continued)

take advantage of low current switching requirements in the vehicle. It is plugged into the Junction Block at positions 4 (Fig. 1) where all wiring associated with its operation is terminated. The Junction Block is adjacent to and left of the steering column of the vehicle.

To gain access to the device, remove the lower steering column cover and knee blocker, refer to Group 8E, Instrument Panel and Systems.

The combination flasher may be operated in its hazard warning mode either with or without the ignition circuit being active. However, in order to operate in the turn signal mode, the ignition circuit must be completed to the module.

While the combination flasher is idle, there is no current drawn through the module. The device does not become active until a signal ground circuit is supplied to either of the turn signal inputs or the hazard warning input.

Typical flash rate for the flasher is 90 flashes per minute.

When a lamp is burnt out for a given side of the vehicle or a wire is open to a lamp, the flash rate will increase to 180 flashes per minute when in the turn signal mode. When in the hazard warning signal mode the flash rate remains at 90 flashes per minute.

Turn signal inputs that actuate the flasher are low current grounds, each drawing a maximum of 300 mA., and are provided to the flasher through the Junction Block from the multi-function switch that is mounted to the steering column. The hazard warning signal input is a low current ground drawing a maximum of 600 mA. through the multi-function switch.

COMBINATION FLASHER / DAYTIME RUNNING LAMPS (DRL) MODULE

The Combination Flasher/DRL is a module providing turn signal, hazard warning, and daytime running light functions, and has been designed with internal relays to take advantage of low current switching requirements in the vehicle. It is plugged into the junction block at positions 3 AND 4 (Fig. 2) where all wiring associated with its operation is terminated. The Junction Block is adjacent to and left of the steering column of the vehicle.

To gain access to the device, remove the lower steering column cover and knee blocker, refer to Group 8E, Instrument Panel and Gauges.

The combination flasher/DRL may be operated in its hazard warning mode either with or without the ignition circuit being active. However, in order to operate in the turn signal mode or the DRL mode, the ignition circuit must be completed to the module.

While the combination flasher portion is idle, there is no current drawn through the module. The device

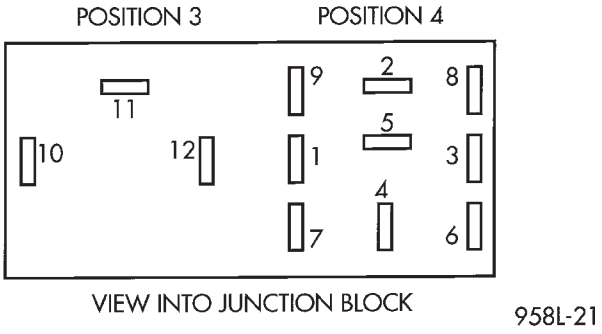

Fig. 2 Junction Block Terminal Pins

does not become active in the turn signal or hazard warning modes until a signal ground circuit is supplied to either of the turn signal inputs or the hazard warning input. With the ignition OFF, there is no current drawn through the module.

While the ignition is ON, the front turn signal filaments are illuminated steadily thus providing the DRL function. The DRL function may be inhibited by applying a signal ground input from either the park brake circuit or the headlamp relay activation circuit.

Typical flash rate for the flasher is 90 flashes per minute.

When a lamp is burnt out for a given side of the vehicle or a wire is open to a lamp, the flash rate will increase to 180 flashes per minute when in the turn signal mode. When in the hazard warning signal mode the flash rate remains at 90 flashes per minute.

Turn signal inputs that actuate the flasher are low current grounds, each could draw a maximum of 300 mA., and are provided to the flasher through the Junction Block from the multi-function switch that is mounted to the steering column. The hazard warning signal input is a low current ground that could draw a maximum of 600 mA. through the multi-function switch.

DIAGNOSIS AND TESTING

TURN SIGNAL MULTI-FUNCTION SWITCH

To test turn signal, headlamp beam select and optical horn portion of the multi-function switch:

(1) Remove the multi-function switch, refer to removal procedures.

(2) Using an ohmmeter check continuity reading between multi-function switch pins. Refer to (Fig. 3) for proper pin numbers and Turn Signal Multi-Function Switch Test chart.

DIAGNOSIS AND TESTING (Continued)

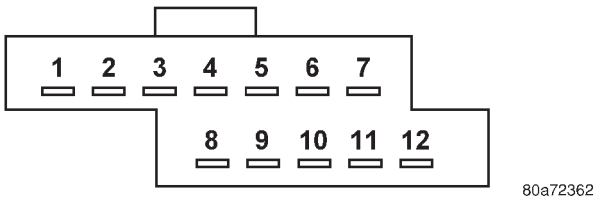

Fig. 3 Turn Signal–Multi-Function Switch Pin numbers

TURN SIGNAL MULTI-FUNCTION SWITCH TEST

SWITCH POSITION	CONTINUITY BETWEEN
LEFT	4 AND 8
RIGHT	3 AND 8
HAZARD	1 AND 8
LO BEAM	9 AND 10
HI BEAM	9 AND 121

COMBINATION FLASHER WITH / WITHOUT DAYTIME RUNNING LAMPS MODULE—CIRCUIT DIAGNOSTICS

The battery input (Pin 1), is brought into the Junction Block through the Electrical Distribution Wiring (EDW) harness (Fig. 4). It originates under the hood in the Power Distribution Center (PDC) through a 20 ampere fuse at position 10 (9th position from the upper end) and labeled HAZARD. This circuit (L09) is the only power feed to the combination-flasher/DRL.

The ignition input of Pin 6 (refer to Junction Block Terminal Call-Out and Junction Block Terminal Call-Out with DRL tables) only senses that the ignition circuit is ON and does not supply current to the module in a way that would power the system. This RUN/START circuit is brought into the junction block to a 10 ampere fuse labeled TS BU LMP at the bottom right side. The circuit designation out of the fuse is A22D. This circuit feeds the combo-flasher and the following systems with Ignition voltage if the vehicle is so equipped:

- Back-Up Lamps
- Electrochromic Inside Rear view Mirror
- A/C Control Head
- Mini-Trip Computer
- ABS Module
- Front Blower Relay Coil
- Rear Blower Relay Coil
- AWD Solenoids
- Rear Window Defogger (EBL) Relay Coil

The ignition input to the combo-flasher will draw typically 5 mA of current while active.

For diagnostic test procedures, refer to Combination Flasher Diagnosis tables.

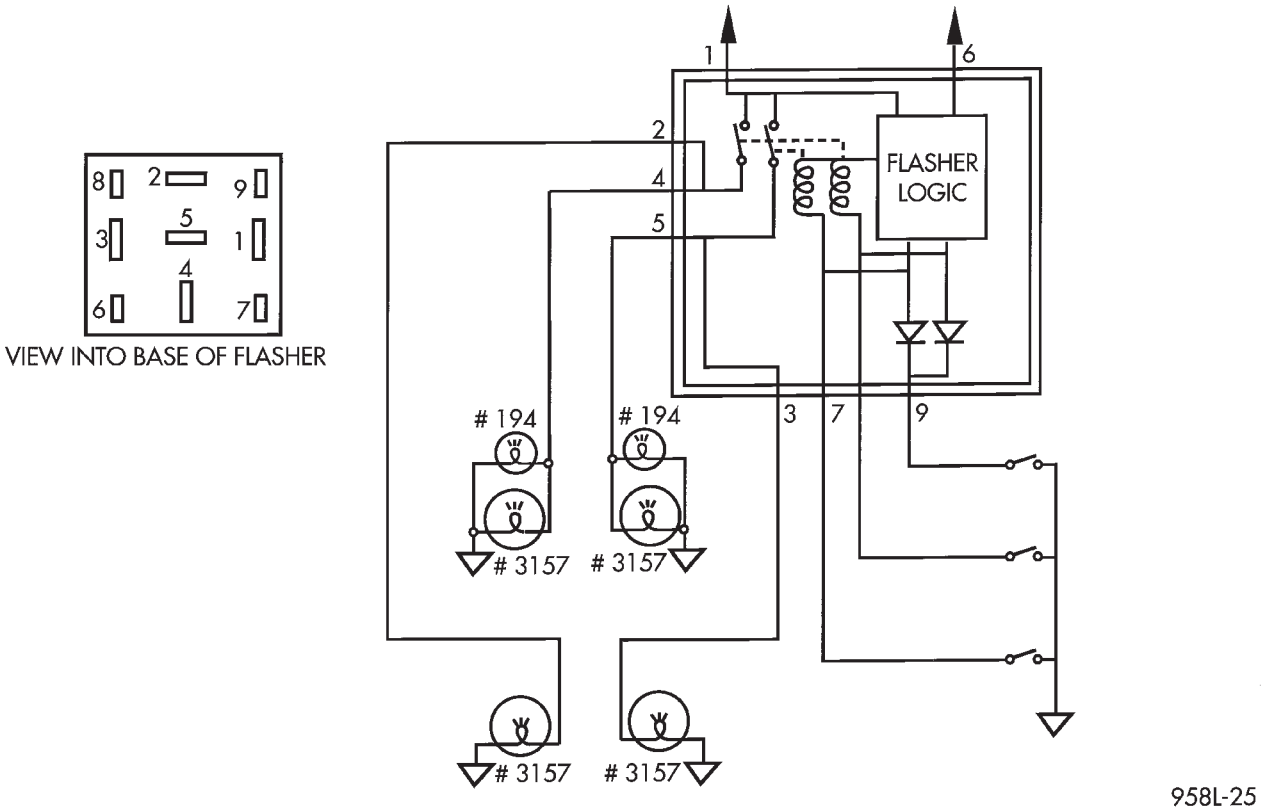

Fig. 4 Electronic Combination Flasher Circuit

DIAGNOSIS AND TESTING (Continued)

JUNCTION BLOCK TERMINAL CALL-OUT

CAV.	CKT.	WIRE GAUGE	COLOR	FUNCTION	
1	L09	18	BLK/WT	BATTERY INTPUT	MAIN FEED
2	L61	18	LG	LEFT FRONT T/S OUTPUT	TO LAMP
3	L60	18	TN	RIGHT FRONT T/S OUTPUT	TO LAMP
4	L63	18	DG/RD	LEFT REAR T/S OUTPUT	TO LAMP
5	L62	18	BR/RD	RIGHT REAR T/S OUTPUT	TO LAMP
6	A22D	20	BK/OR	IGNITION INPUT	SENSE ONLY
7	L305	22	LB/WT	LEFT T/S SWITCH INPUT	SENSE ONLY
8	L302	22	LB/YL	RIGHT T/S SWITCH INPUT	SENSE ONLY
9	L91	22	DB/PK	HAZARD SWITCH INPUT	SENSE ONLY

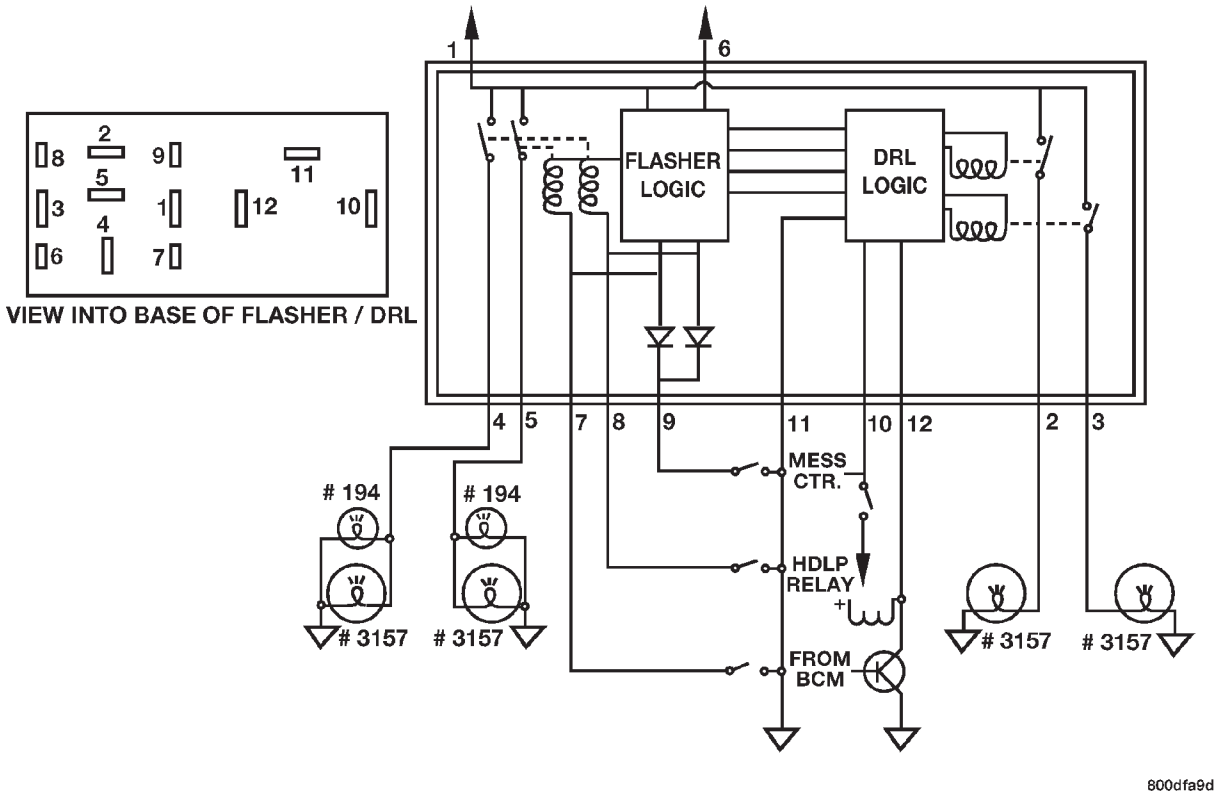

Fig. 5 Electronic Combination Flasher with DRL Circuit

DIAGNOSIS AND TESTING (Continued)

JUNCTION BLOCK TERMINAL CALL-OUT WITH DRL

CAV.	CKT.	WIRE GAUGE	COLOR	FUNCTION	
1	L09	18	BLK/WT	BATTERY INTPUT	MAIN FEED
2	L61	18	LG	LEFT FRONT T/S OUTPUT	TO LAMP
3	L60	18	TN	RIGHT FRONT T/S OUTPUT	TO LAMP
4	L63	18	DG/RD	LEFT REAR T/S OUTPUT	TO LAMP
5	L62	18	BR/RD	RIGHT REAR T/S OUTPUT	TO LAMP
6	A22D	20	BK/OR	IGNITION INPUT	SENSE ONLY
7	L305	22	LB/WT	LEFT T/S SWITCH INPUT	SENSE ONLY
8	L302	22	LB/YL	RIGHT T/S SWITCH INPUT	SENSE ONLY
9	L91	22	DB/PK	HAZARD SWITCH INPUT	SENSE ONLY
10	G09	22	GY/BK	PARK BRAKE SWITCH INPUT	SENSE ONLY
11	Z01	14	BK	GROUND	MAIN GRD.
12	L93	22	RD/YL	HEADLAMP RELAY SWITCH INPUT	SENSE ONLY

DIAGNOSIS AND TESTING (Continued)

COMBINATION FLASHER DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
SYSTEM WILL NOT FLASH HAZARD WARNING LAMPS	1. FAULTY (20) AMP FUSE N POWER DISTRIBUTION CENTER (PDC). 2. FAULTY WIRING CONNECTION BETWEEN BOTTOM SIDE OF PDC AND JUNCTION BLOCK. 3. FAULTY GROUND FEED TO MULTI-FUNCTION SWITCH. 4. FAULTY HAZARD WARNING SWITCH CONTACT. 5. COMBINATION FLASHER NOT PLUGGED INTO JUNCTION BLOCK. 6. FAULTY COMBINATION FLASHER. 7. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE FAULTY FUSE IN PDC. 2. REPAIR FAULTY WIRING CONNECTION FROM PDC TO JUNCTION BLOCK. 3. REPAIR OR REPLACE FAULTY GROUND WIRE FEED TO MULTI-FUNCTION SWITCH. 4. REPLACE FAULTY MULTI-FUNCTION SWITCH. 5. PLUG COMBINATION FLASHER INTO JUNCTION BLOCK. 6. REPLACE FAULTY COMBINATION FLASHER. 7. REPLACE JUNCTION BLOCK.
SYSTEM WILL FLASH HAZARD WARNING LAMPS BUT WILL NOT FLASH RIGHT OR LEFT TURN SIGNAL LAMPS	1. FAULTY (10) AMP FUSE IN THE JUNCTION BLOCK. 2. FAULTY COMBINATION FLASHER. 3. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 4. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE FAULTY FUSE IN JUNCTION BLOCK. 2. REPLACE COMBINATION FLASHER. 3. REPLACE FAULTY MULTI-FUNCTION SWITCH. 4. REPLACE JUNCTION BLOCK.
SYSTEM WILL FLASH HAZARD WARNING LAMPS AND RIGHT TURN SIGNAL LAMPS, BUT WILL NOT FLASH LEFT TURN SIGNAL LAMPS	1. FAULTY LEFT TURN SIGNAL WIRING CONNECTION BETWEEN JUNCTION BLOCK AND MULTI-FUNCTION SWITCH. 2. FAULTY COMBINATION FLASHER. 3. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 4. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPAIR OR REPLACE FAULTY WIRING CONNECTION BETWEEN JUNCTION BLOCK AND MULTI-FUNCTION SWITCH. 2. REPLACE COMBINATION FLASHER. 3. REPLACE FAULTY MULTI-FUNCTION SWITCH. 4. REPLACE JUNCTION BLOCK.
RIGHT TURN SIGNAL OPERATES PROPERLY BUT LEFT TURN SIGNAL FLASHES FAST	1. FAULTY LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 2. FAULTY WIRING CONNECTION FROM JUNCTION BLOCK TO LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 3. FAULTY GROUND WIRING CONNECTION FROM LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 4. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 5. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 2. REPAIR OR REPLACE WIRING CONNECTION FROM JUNCTION BLOCK TO LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 3. REPAIR OR REPLACE FAULTY GROUND WIRING CONNECTION TO LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 4. REPLACE FAULTY MULTI-FUNCTION SWITCH. 5. REPLACE JUNCTION BLOCK.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
LEFT TURN SIGNAL OPERATES PROPERLY BUT RIGHT TURN SIGNAL FLASHES FAST	1. FAULTY RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 2. FAULTY WIRING CONNECTION FROM JUNCTION BLOCK TO RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 3. FAULTY GROUND WIRING CONNECTION FROM RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 4. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 5. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 2. REPAIR OR REPLACE WIRING CONNECTION FROM JUNCTION BLOCK TO RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 3. REPAIR OR REPLACE FAULTY GROUND WIRING CONNECTION TO RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 4. REPLACE FAULTY MULTI-FUNCTION SWITCH. 5. REPLACE JUNCTION BLOCK.
BOTH TURN SIGNAL INDICATORS IN MESSAGE CENTER DO NOT FLASH IN CONJUNCTION WITH OUTSIDE TURN SIGNAL LAMPS	1. FAULTY GROUND WIRING CONNECTION FROM COWL GROUND SPLICE.	1. REPAIR OR REPLACE WIRING CONNECTION FROM COWL GROUND SPLICE.
LEFT OR RIGHT TURN SIGNAL INDICATOR IN MESSAGE CENTER DOES NOT FLASH IN CONJUNCTION WITH OUTSIDE TURN SIGNAL LAMPS, BUT OTHER INDICATOR PERFORMS PROPERLY	1. FAULTY INDICATOR LAMP IN MESSAGE CENTER. 2. FAULTY WIRING CONNECTION BETWEEN MESSAGE CENTER AND JUNCTION BLOCK.	1. REPLACE FAULTY INDICATOR LAMP IN MESSAGE CENTER. 2. REPAIR OR REPLACE FAULTY WIRING CONNECTION BETWEEN MESSAGE CENTER AND JUNCTION BLOCK.

DIAGNOSIS AND TESTING (Continued)

COMBINATION FLASHER DIAGNOSIS WITH DRL

CONDITION	POSSIBLE CAUSES	CORRECTION
SYSTEM WILL NOT FLASH HAZARD WARNING LAMPS	1. FAULTY (20) AMP FUSE N POWER DISTRIBUTION CENTER (PDC). 2. FAULTY WIRING CONNECTION BETWEEN BOTTOM SIDE OF PDC AND JUNCTION BLOCK. 3. FAULTY GROUND FEED TO MULTI-FUNCTION SWITCH. 4. FAULTY HAZARD WARNING SWITCH CONTACT. 5. COMBINATION FLASHER/DRL MODULE NOT PLUGGED INTO JUNCTION BLOCK. 6. FAULTY COMBINATION FLASHER/DRL MODULE. 7. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE FAULTY FUSE IN PDC. 2. REPAIR FAULTY WIRING CONNECTION FROM PDC TO JUNCTION BLOCK. 3. REPAIR OR REPLACE FAULTY GROUND WIRE FEED TO MULTI-FUNCTION SWITCH. 4. REPLACE FAULTY MULTI-FUNCTION SWITCH. 5. PLUG COMBINATION FLASHER/DRL MODULE INTO JUNCTION BLOCK. 6. REPLACE FAULTY COMBINATION FLASHER/DRL MODULE. 7. REPLACE JUNCTION BLOCK.
SYSTEM WILL FLASH HAZARD WARNING LAMPS BUT WILL NOT FLASH RIGHT OR LEFT TURN SIGNAL LAMPS	1. FAULTY (10) AMP FUSE IN THE JUNCTION BLOCK. 2. FAULTY COMBINATION FLASHER/DRL MODULE. 3. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 4. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE FAULTY FUSE IN JUNCTION BLOCK. 2. REPLACE COMBINATION FLASHER/DRL MODULE. 3. REPLACE FAULTY MULTI-FUNCTION SWITCH. 4. REPLACE JUNCTION BLOCK.
RIGHT TURN SIGNAL OPERATES PROPERLY BUT LEFT TURN SIGNAL FLASHES FAST (Hazard mode can be used for a system check)	1. FAULTY LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 2. FAULTY WIRING CONNECTION FROM JUNCTION BLOCK TO LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 3. FAULTY GROUND WIRING CONNECTION FROM LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 4. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 5. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 2. REPAIR OR REPLACE WIRING CONNECTION FROM JUNCTION BLOCK TO LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 3. REPAIR OR REPLACE FAULTY GROUND WIRING CONNECTION TO LEFT FRONT OR LEFT REAR TURN SIGNAL LAMP. 4. REPLACE FAULTY MULTI-FUNCTION SWITCH. 5. REPLACE JUNCTION BLOCK.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
LEFT TURN SIGNAL OPERATES PROPERLY BUT RIGHT TURN SIGNAL FLASHES FAST (Hazard mode can be used for a system check)	1. FAULTY RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 2. FAULTY WIRING CONNECTION FROM JUNCTION BLOCK TO RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 3. FAULTY GROUND WIRING CONNECTION FROM RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 4. FAULTY MULTI-FUNCTION SWITCH CONTACTS. 5. FAULTY TERMINALS IN JUNCTION BLOCK.	1. REPLACE RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 2. REPAIR OR REPLACE WIRING CONNECTION FROM JUNCTION BLOCK TO RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 3. REPAIR OR REPLACE FAULTY GROUND WIRING CONNECTION TO RIGHT FRONT OR RIGHT REAR TURN SIGNAL LAMP. 4. REPLACE FAULTY MULTI-FUNCTION SWITCH. 5. REPLACE JUNCTION BLOCK.
BOTH TURN SIGNAL INDICATORS IN MESSAGE CENTER DO NOT FLASH IN CONJUNCTION WITH OUTSIDE TURN SIGNAL LAMPS	1. FAULTY GROUND WIRING CONNECTION FROM COWL GROUND SPLICE.	1. REPAIR OR REPLACE WIRING CONNECTION FROM COWL GROUND SPLICE.
LEFT OR RIGHT TURN SIGNAL INDICATOR IN MESSAGE CENTER DOES NOT FLASH IN CONJUNCTION WITH OUTSIDE TURN SIGNAL LAMPS, BUT OTHER INDICATOR PERFORMS PROPERLY	1. FAULTY INDICATOR LAMP IN MESSAGE CENTER. 2. FAULTY WIRING CONNECTION BETWEEN MESSAGE CENTER AND JUNCTION BLOCK.	1. REPLACE FAULTY INDICATOR LAMP IN MESSAGE CENTER. 2. REPAIR OR REPLACE FAULTY WIRING CONNECTION BETWEEN MESSAGE CENTER AND JUNCTION BLOCK.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
TURN SIGNAL AND HAZARD WARNING FLASHERS FUNCTION PROPERLY BUT DAYTIME RUNNING LIGHTS (DRL) DO NOT COME ON WHILE DRIVING (The brake lamp in the message center remains illuminated under the circumstances noted to the right in step #3.0 through 3.5 unless the lamp is burned out.) (Headlamps, either low or high beam, remain illuminated under the circumstances noted to the right in step #4.0 through 4.3 even though the headlamp switch is OFF.)	1. FAULTY GROUND FEED TO JUNCTION BLOCK FROM GROUND STUD CONNECTOR THROUGH I/P HARNESS. 2. FAULTY GROUND FEED THROUGH JUNCTION BLOCK TO CAVITY #11 IN POSITION #3 OF THE JUNCTION BLOCK. 3.0. FAULTY PARK BRAKE SWITCH. 3.1. PARK BRAKE INPUT CIRCUIT FALSELY GROUNDED. COULD BE THE G09 CIRCUIT WHICH IS A (20) GA. GY/BK WIRE BETWEEN THE MESSAGE CENTER AND THE JUNCTION BLOCK, 3.2. OR BETWEEN THE PARK BRAKE SWITCH AND THE JUNCTION BLOCK, 3.3. OR BETWEEN THE BRAKE PRESSURE SWITCH AND THE JUNCTION BLOCK, 3.4. OR BETWEEN THE IGNITION SWITCH AND THE JUNCTION BLOCK, 3.5. OR A SHORTED IGNITION SWITCH (CONTACT SHOULD ONLY BE MADE WHEN IN START POSITION). 4.0. L93 CIRCUIT FALSELY GROUNDED BETWEEN JUNCTION BLOCK AND MULTI-FUNCTION SWITCH. 4.1. L307 CIRCUIT FALSELY GROUNDED BETWEEN HEADLAMP SWITCH AND BODY CONTROL MODULE. 4.2. HEADLAMP SWITCH SHORTED. 4.3. HEADLAMP CONTROL OUTPUT FALSELY GROUNDED BY BODY CONTROL MODULE.	1. REPLACE GROUND CIRCUIT TO JUNCTION BLOCK. 2. REPLACE JUNCTION BLOCK. 3.0. REPLACE THE PARK BRAKE SWITCH. 3.1-3.4. REPAIR THE G09 CIRCUIT TO ELIMINATE THE FALSE GROUND SOURCE. 3.5. REPLACE IGNITION SWITCH. 4.0. REPAIR OR REPLACE FAULTY WIRING CONNECTION BETWEEN JUNCTION BLOCK AND MULTI-FUNCTION SWITCH. 4.1. REPAIR OR REPLACE FAULTY WIRING CONNECTION BETWEEN HEADLAMP SWITCH AND BODY CONTROL MODULE. 4.2. REPLACE SHORTED HEADLAMP SWITCH. 4.3. REPLACE BODY CONTROL MODULE.

REMOVAL AND INSTALLATION

MULTI-FUNCTION SWITCH

WARNING: BEFORE SERVICING A STEERING COLUMN EQUIPPED WITH AN AIRBAG REFER TO GROUP 8M, RESTRAINT SYSTEMS FOR PROPER AND SAFE SERVICE PROCEDURES.

REMOVAL

(1) Release hood latch and open hood.
(2) Disconnect and isolate battery negative cable.
(3) Remove upper and lower steering column shrouds, refer to Group 19, Steering for proper procedures.
(4) Disconnect wire connector from back of turn signal multi-function switch (Fig. 6).
(5) Remove screws holding turn signal switch to steering column adapter collar.
(6) Remove turn signal switch.

INSTALLATION

For installation, reverse the above procedures. Verify switch operation by placing the control stalk in either the right or left position and turning the steering wheel to ensure the automatic cancellation of the switch.

COMBINATION FLASHER WITH / WITHOUT DRL MODULE

REMOVAL

(1) Remove lower steering column cover.
(2) Remove knee blocker.

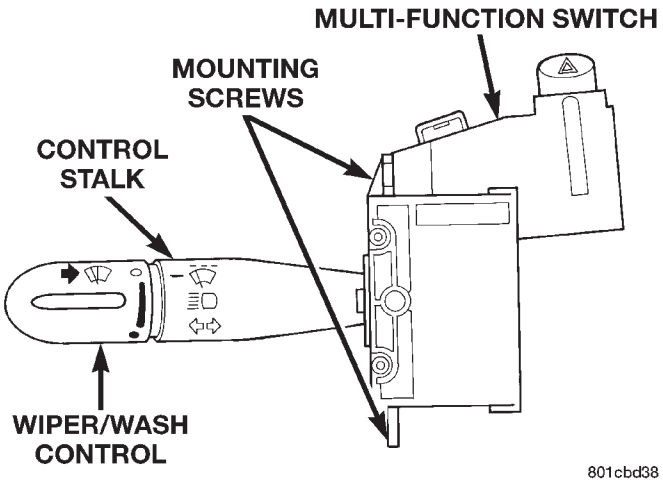

Fig. 6 Turn Signal Multi-Function Switch

(3) Pull combination flasher from junction block.

INSTALLATION

For installation, reverse the above procedures.