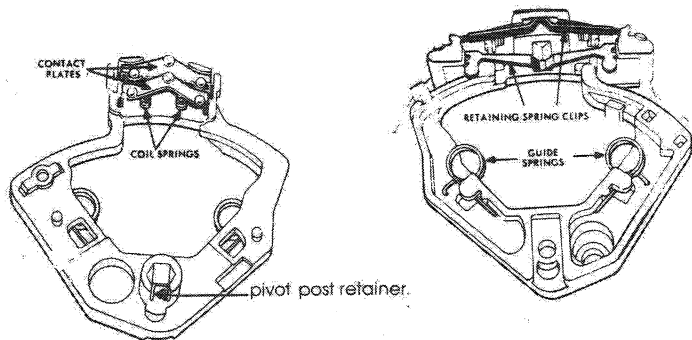


- Remove the two retaining spring clips.
- While spreading the hold down guides, gently pry broken cam off of base. NOTE: Some switches have an additional rectangle retainer holding cam to the switch assembly. Gently pry retainer off with screwdriver.
- Once cam is free from base, remove the two guide springs and all contact plates (either two or three), being careful not to lose small coil springs under contact plates.
- Remove steel pivot post stud by releasing the plastic pivot post retainer. NOTE: Not all switches have this pivot post stud.
- Install small coil springs, contact plates, guide springs and pivot post stud (when applicable) on new turn signal cam.
- Place new cam on base and secure in place with retaining spring clips and rectangular retainer (when applicable).

Check turn signal for proper operation

- Replace steering wheel and horn ring.



TURN SIGNAL CAM INSTALLATION INSTRUCTIONS

Important! Do not attempt to remove or replace Turn Signal Cam before thoroughly reading these installation instructions.

- Remove Horn Ring. Most Horn Rings on older cars can be removed by pressing down and turning counterclockwise—others have screws running up through the wheel spokes.
- Take off steering wheel nut and remove steering wheel with wheel puller.
- PLEASE NOTE: After removing old unit, as indicated in following instructions, BE SURE TO COMPARE BOTH SIDES with new unit before attempting installation. Manufacturers have frequently intermingled switches when changing models. If new cam differs, check cams shown for preceding or following models on application chart to find correct cam.

After Making Sure BOTH SIDES of Turn Signal Cam Are Identical to Broken Cam, Proceed As Follows

- Using needle-nose pliers, break the spring steel retaining washer that holds broken cam on stud by bending a few times. CAUTION: Do not deform lip on stud, which is needed to hold new retaining washer furnished. See Type 1 Illustration. NOTE: Cam is sometimes held in position by lever arm retaining screw. If so, simply remove screw and save for reassembly.
 - Remove broken cam by prying off gently with screwdriver or knife.
 - FOR TYPE 2 UNITS: Clip connecting wires close to old cam with cutters. Make sure contact wires on new cam are the same length and are bent at a proper angle to touch contact points in switch. If necessary, contact wires can be cut to proper length and bent to the correct angle with needle-nose pliers.
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- If vehicle has cornering lights, a small machine bolt and nut may be used in proper holes to provide contact for cornering lights. See Type 2 Illustration.
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- Place new turn signal cam on stud and secure in place with retaining washer. NOTE: If lip will not hold washer, drill a small hole in stud and secure cam in place with metal screw and washer.
 - FOR TYPE 2 UNITS: After removing ¼ inch of insulation from wire leads on both the new cam and switch, splice together with crimping connectors.

Check turn signal for proper operation

- Replace steering wheel and horn ring.

