

Flashing indicators and semaphores

Safety is something not to be compromised and many enthusiasts would like to have both the option of flashing indicators and the traditional semaphore arm signals operating on their car from the original steering wheel turn switch. Modern flashing indicators add a safety feature for the modern motorist who is not expecting to see (nor indeed are they looking for) a small arm on the middle and side of the car to pop out. The trafficators clunking in and out will satisfy the enthusiast both aesthetically and from the recreation of that 1950s driving experience!

There may be local requirements to fit internal repeater flashers, you will need to check this with your local Department of Transport (or equivalent) Office regulations. Also, some countries require that an audible device and an illuminating warning light must be fitted to a vehicle fitted with flashing turn signals. It would not be a major alteration though to run wires back inside the cockpit, via a correctly valued and orientated diodes (one way current passing switches) for both the left and right flashing indicator wires, to a suitably mounted repeater if this is the case.

In order to operate the Trafficators and the indicators concurrently with flashing turn signals, you will need to acquire two of the Lucas Flasher units (FL5 or similar) that were fitted to most British cars of the 1960s and 1970s. These can be easily mounted on lower bulkhead where the terminal connecting unit is located. The Steering Column slip ring has four terminals, one for the horn, one for the current feed and one for each trafficator. Both of the trafficators wires are green, the left one with has a white tracer and the right one with has a red tracer.

Take a feed from each of these trafficator terminals to each of the flasher units. The flasher units have three terminals and one will be redundant on each. Then take a feed from one side of the flasher unit to each pair (front and rear) of the indicators. The trafficators can then be operated at the same time as the indicator units, using the same trafficator switch on the steering column.

If you have not already done so, twin filament bulb holder conversions are available for the Lucas 1130 sidelights from suppliers such as [Staffordshire Vehicle Components](#). These enable you to operate sidelights and indicators concurrently. However, orange indicator units are recommended for the rear of the car.

A circuit diagram is appended below. Although this is based on the RF.95/2 Control Unit, the wiring suggestion can be fitted to any Y Type irrespective of the Control Unit type fitted.

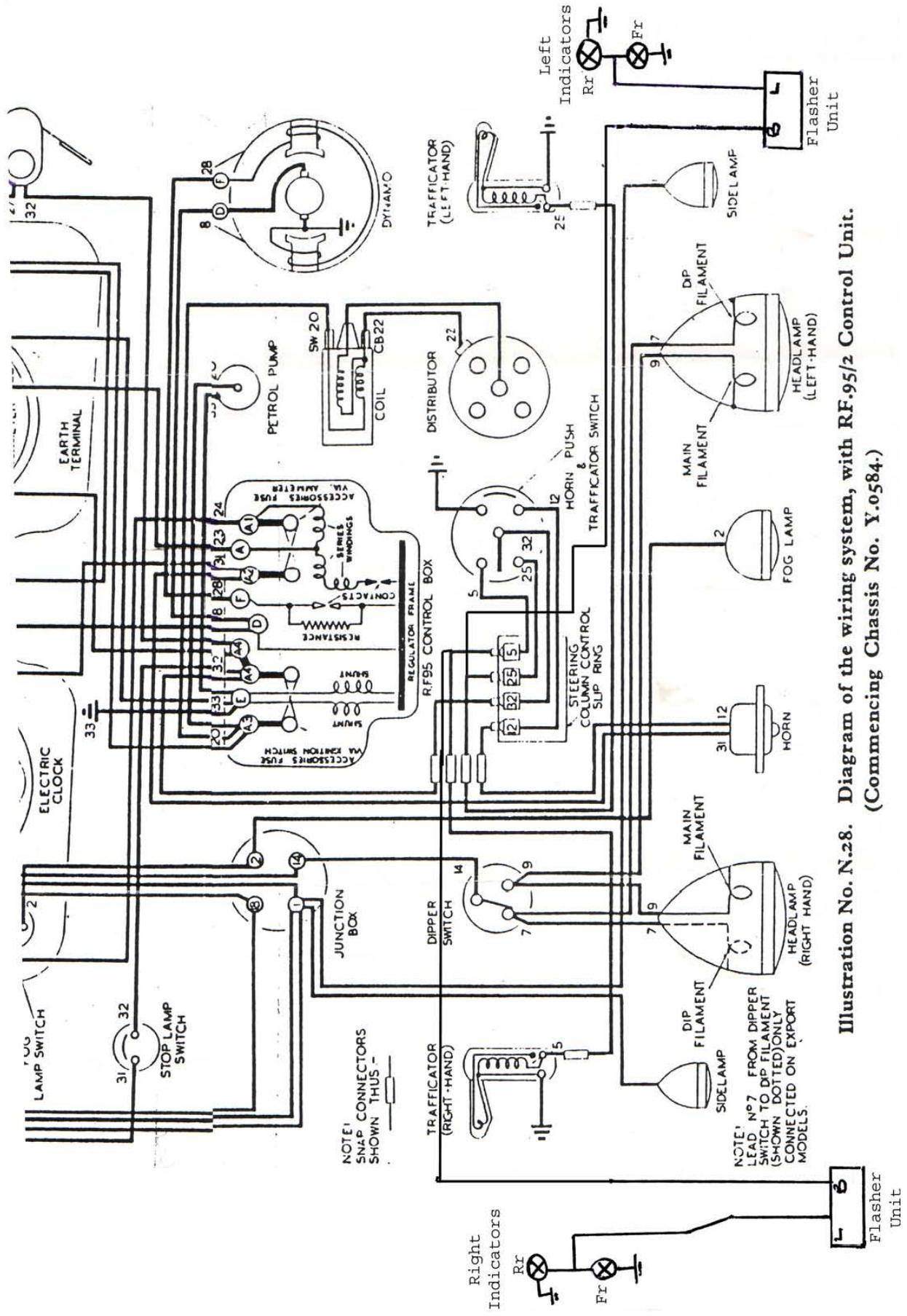


Illustration No. N.28. Diagram of the wiring system, with RF.95/2 Control Unit. (Commencing Chassis No. Y.0584.)