

RON FRANCIS
Wiring

SL-5

**Turn signal lever
with knob and button**

General Instructions

Remove the steering wheel by conventional methods. Check initial fitment by fitting the lever into the plastic groove of the turn signal switch. Due to various manufacturers of the turn signal switch, it may be necessary to remove a small amount of material from the end of the shaft as well as opening the mounting hole slightly.

Place the ring terminal on the ground wire as if it were a washer (just under the screw head). Turn the ground wire to clear all moving parts including the movement of the turn signal switch. Fish the two wires down the steering column and exit the inside anywhere that is convenient using existing or newly drilled holes. Be sure to protect the wires from damage at this point also.

Use the enclosed wire tie to secure the tan switch wire against the tilt lever as close to the end as possible. This is to prevent this wire from chafing against the housing of the steering column.

Ground the black wire to the dash board or good body ground. This is important as the switch itself is mounted in a plastic body. Be sure the steering column is properly grounded to the frame and body so that this switch and the factory horn button will work properly.

A relay must be used with this switch for all circuits. To use as a dimmer switch, our RP-3 relay pak will work well and plugs directly into our wiring kit. **Remember, this is a light duty switch.**

A brass terminal and black plastic housing are supplied for making a plug in connection to our RP-3 relay. Crimp the brass terminal to the wire and then push into the black housing until it snaps in place.

If you don't have the proper crimping tool for the terminal shown, fold over the flaps as indicated by the four arrows with a sharp or pointed end of cutting pliers or a regular crimping tool. The first two flaps hold the wire and the second two grip the insulation. Soldering is recommended also.

