

Fitting Instructions: Hazard Warning Light System

Part Number: GSS159

Description: Hazard Warning Light System

Applications: Universal

Kit Contents	Qty.
Hazard Light Switch	1
Flasher Unit	1
Mounting Bracket	1
Moulded ABS Cover	1
Wiring Loom	1

Additional Items Required

Electrical connectors - snap-lock type self stripping connectors may be used.

On many classics such as MG & Triumph models which use Lucas bullet connectors additional connectors can be purchased to allow fitting into existing wiring without the need to cutting original loom.

Bullet Connector (crimp on)	MQC412101 (Pack of 10)
2 way Common Connector	104618
4 way Common Connector	RTC603A
6 way Common Connector	2H4992

Mounting Guidelines

Please note that this is a universal kit so mounting & connections may vary dependant on model. The device must be mounted where the warning lamp (in the switch knob) is clearly visible to the driver.

The kit includes a bracket which allows installation under the dash. Alternatively if the dashboard is no thicker than 1.5mm (i.e. a metal dashboard) it can be mounted directly by drilling a 15mm hole and discarding the bracket assembly. The flasher unit clip should be removed from the bracket and used to retain the flasher unit close to the switch. The clip should be fitted direct to vehicle body with a self-tapping screw.

Wiring Connections

Disconnect the battery whilst carrying out any wiring work.

1. Connect the purple wire to a suitable 12v permanent live source. A spare terminal may be found on the fuse box or direct to the permanent live side of the starter solenoid. Connect the black wire to a suitable body earth.
2. Disconnect the wire that goes from the ignition switch to the live terminal on the indicator flasher unit (this wire is usually green and connected to the flasher unit terminal marked 'B'). This terminal is only live when the ignition is switched on.
3. Identify the green/purple wires on the Hazard Light Switch. Connect one green/purple wire to terminal 'B' on the flasher unit and the other green/purple wire to the feed wire for the indicator flasher unit.
4. Locate the indicator wiring connectors on the car. These are the connections where the wires from the indicator switch join the main loom, normally green/white and green/red colour codes.

Connect the green/white wire from the hazard switch to the green/white circuit and connect the green wire from the hazard switch to the green/red circuit.

On many classics, including most MG, Triumph & Mini models, these connections can be used using bullet connectors to match the existing connections. If a multi-plug is used it will be necessary to splice into the cable with snap-lock connectors.

5. Check all connections and ensure all fastenings are tight. Check the knob is securely screwed to the switch as this holds the warning lamp bulb in its holder.



Testing & Operation

1. Reconnect battery and test circuits.
2. With the knob pushed in the indicator circuit is live and indicators should work normally.
3. With the knob pulled out the indicator circuit is broken and the hazard circuit is live and should flash all indicator lamps, including the dash board indicator warning lamps and the hazard warning lamp in the switch knob.

Notes:

There are two un-used terminals on the Hazard Warning Light System. These are for vehicles fitted with a trailer socket and should be connected to the number 5 terminal and number 6 terminal on the socket. However a qualified auto electrician should be consulted for these connections as some other wires on the trailer socket may have to be reconnected.

