



TClinic

FLASHER GROUNDING by Barney (Doc) Jackson

What's that? Your lights are still sick? (Malpractice—something left out of Med-i-car #1 no doubt). You say your taillights are OK, but the front turn signals still don't work all the time? Could be our old friend "Poor Ground Return." It applies to all those front side lamps. Here is a classic example: Fender painted, lamp insulated by rubber, fender brace insulated by rubber bushings . . . it's a wonder they ever worked. Best solution here is an additional wire from any suitable ground connection (on frame, if possible) to each lamp, however, a little hard to conceal unless you are doing a complete rewire (have you looked under you dash lately, Harvey?) An easy way to check for a poor ground is to temporarily connect a wire to a good ground

and momentarily touch it to the suspect lamp. Remember, with the turn signals, both turn lamps could be in trouble (right front, right rear—left front, left rear). Another source of trouble is in having an unbalanced circuit, that is, a difference in bulb candlepower or wattage between the front and rear lamps. This causes all sorts of weird effects (don't we have enough already?) such as slow flashing, no flashing, rapid flashing, etc.

For correct flasher circuit see Med-i-car #2.

With any luck at all, this will complete the 3-part (Med-i-car #2, & #3) saga of "My Lamp Lighteth Up" or "What (Watt) to do on a Cold Winter's Night."

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2002 Update

This article was first written as Med-i-car #3, part of a series by Barney Jackson. Med-i-car #1 and #2 are TClinics #2 and 7 respectively.