

the black cable (Lead No. 26) to Terminal 31. (See Job No. 54 — 1, Section A, Circuit Diagram of Main Wiring Harness, Cable Sheaf 4).

4. Screw the two flash signal mechanisms (8)

and (9) onto the bracket (6) by screwing in the two hexagon screws (7).

5. Check the functioning of the flash signal mechanisms.

### C. Subsequent Installation of Contactor for Headlight Lower Beam Flash Signal System

(Optional, SA 10226)

The flash signal system which is fitted as standard enables light signals to be made with the **upper beam**. When the flash signal switch is operated, the upper beam automatically flashes on and off at regular intervals both when the lights are switched off altogether and when only the headlight parking bulbs or the parking bulbs plus lower beam are switched on.

For countries such as for example Austria and Portugal, where upper beam flash signalling without the tail light switched on is forbidden, the flash signal system can be arranged as an optional extra at the works or else subsequently installed in such a way that flash signals can only be made by means of the **lower beam and with the car lights switched on**. If the modification is made subsequently, the flash signal mechanism must be replaced by a contactor and the circuit must be altered. In contrast to the standard version, flash signalling is no longer automatic but must be done by periodic actuation of the flash switch.

The following procedure should be adopted for the modification:

1. Remove the flash signal mechanism for the headlight upper beam flash signal system (see Section B and Fig. 54 — 16/1).

2. Disconnect the electric cable with the two black/blue leads (Leads Nos. 27 and 50, Cable Sheaf 2 of the Main Wiring Harness, see Job No. 54 — 1, Section A, Circuit Diagram of Main Wiring Harness) from Fuse No. 4 on the fuse box.

Then nip off the thicker lead, Lead No. 27, 2.5 mm<sup>2</sup> in section.

3. Re-connect the thinner lead, Lead No. 50, 1 mm<sup>2</sup> in section, to Fuse No. 4.

4. Push a rubber grommet, Part No. 000 997 01 81, onto the thicker lead, Lead No. 27, solder on a spade terminal 4 × 0.8 N 261 and connect Lead No. 27, together with the two grey leads Nos. 42 and 48 of Cable Sheaf 2, to Fuse No. 7.

5. Disconnect the electric cable with the two white leads (Leads Nos. 62 and 65, Cable

Sheaf 3) at connection No. 10 of the fuse box (right side).

6. Nip off Lead No. 65 which leads to the flash signal system (Cable Sheaf 4) and mark it with a yellow spot.

**Note:** The two white leads, Leads Nos. 62 and 65 are similar, both being 2.5 mm<sup>2</sup> in section. Check which of these leads is No. 65 by means of a testing light.

7. Re-connect Lead No. 62 to the connection No. 10 of the fuse box (right side).

8. Push a rubber grommet onto Lead No. 65, Part No. 000 997 01 81, and solder a spade terminal 4 × 0.8 N 261 onto it.

Then connect the lead, together with the yellow lead, Lead No. 75 (to Terminal 56b of the foot dimmer switch) to connection No. 12 of the fuse box (right side).

9. Push a rubber grommet, Part No. 000 997 01 81, onto the black lead, Lead No. 26 on Cable Sheaf 1 to the contactor (which has replaced the flash signal mechanism) and solder a spade terminal 4 × 0.8 N 261 onto it.

10. Strap together Terminals 30/51 and 86 at the contactor with the black cable, 1 mm<sup>2</sup> in section and 80 mm long, B 1 DIN 72 551 and connect the electric cables of Cable Sheaf **4** as follows:

The white cable (Lead No. 65) to Terminal 87, the black/blue cable (Lead No. 27) to Terminal 30/51 and

the black cable (Lead No. 26) to Terminal 85.

11. Install the contactor in place of the flash signal mechanism (see Section B).

12. Check the functioning of the system.

**List of Parts:**

Number	Designation	Part No.
1	Relay, 12 Volt, with operating contact Bosch SH/SE 20/2	000 542 15 19
1	Electric cable, black, 1 mm <sup>2</sup> , 80 mm long	B 1 DIN 72 551
5	Rubber grommet	000 997 01 81
5	Spade terminal	4 × 0.8 N 261