

## **Indicator Stalk Removal and Self-Cancelling Fix.**

The indicator stalk not self-cancelling is a common problem affecting 99% of the coupes out there. There are 2 plastic tabs within the hub and a rotating collar that actually pushes the tab back in position, which creates the self-cancelling action. The self-cancelling fails to work when the tabs are worn and there isn't enough friction between it and the rotating collar.

This guide illustrates how to rectify the problem by removal of the whole stalk assembly from the steering column. It is possible to fix it with the stalks in-situ but it is much easier with it removed (to get access to the tabs, most of the dismantling has been done anyway so you might as well just remove the whole thing!).

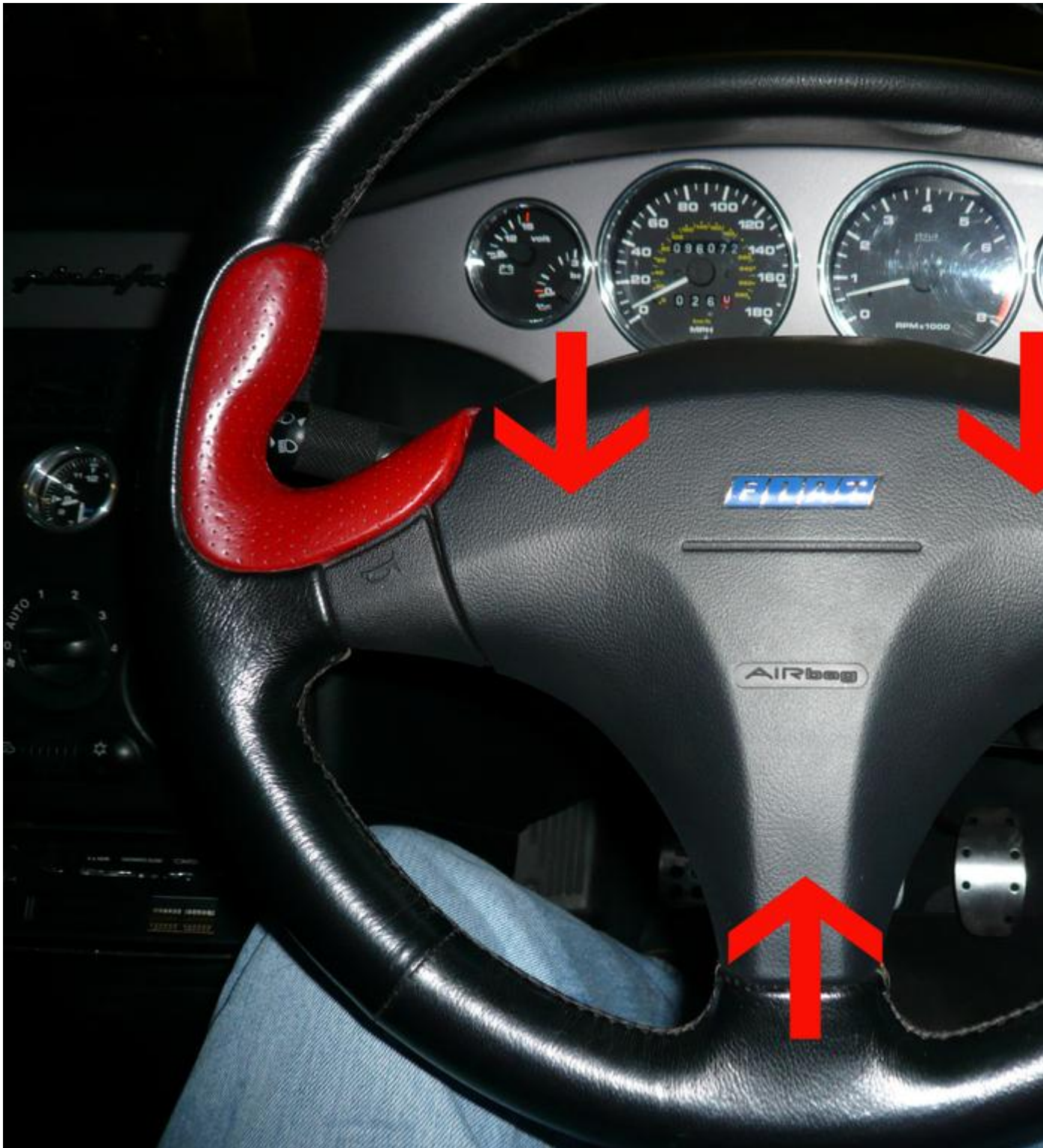
### ***Removing the Indicator Stalk console.***

The first step involves the removal of the steering wheel. Before you do this, make sure the car is parked straight with the steering position being flat so that putting wheel back at its original position would be easy. Alternatively, use a dab of paint or Tippex to mark the position of the wheel/column.

Removing the steering wheel will require the airbag to be removed.

**Before you start removing the airbag, make sure your battery is disconnected. You should wait at least 10-15 minutes after disconnecting the battery to allow the rest of the current to drain.**

Now that you've made the necessary precautions to prevent premature airbag detonation in your face, remove the airbag by unscrewing the 3 Allen bolts located behind the steering wheel.



Once unscrewed, gently lift up the airbag. You will see that it is connected to a yellow cable.



Carefully unplug the cable off the airbag. Put aside the disconnected airbag face-up at a safe place.

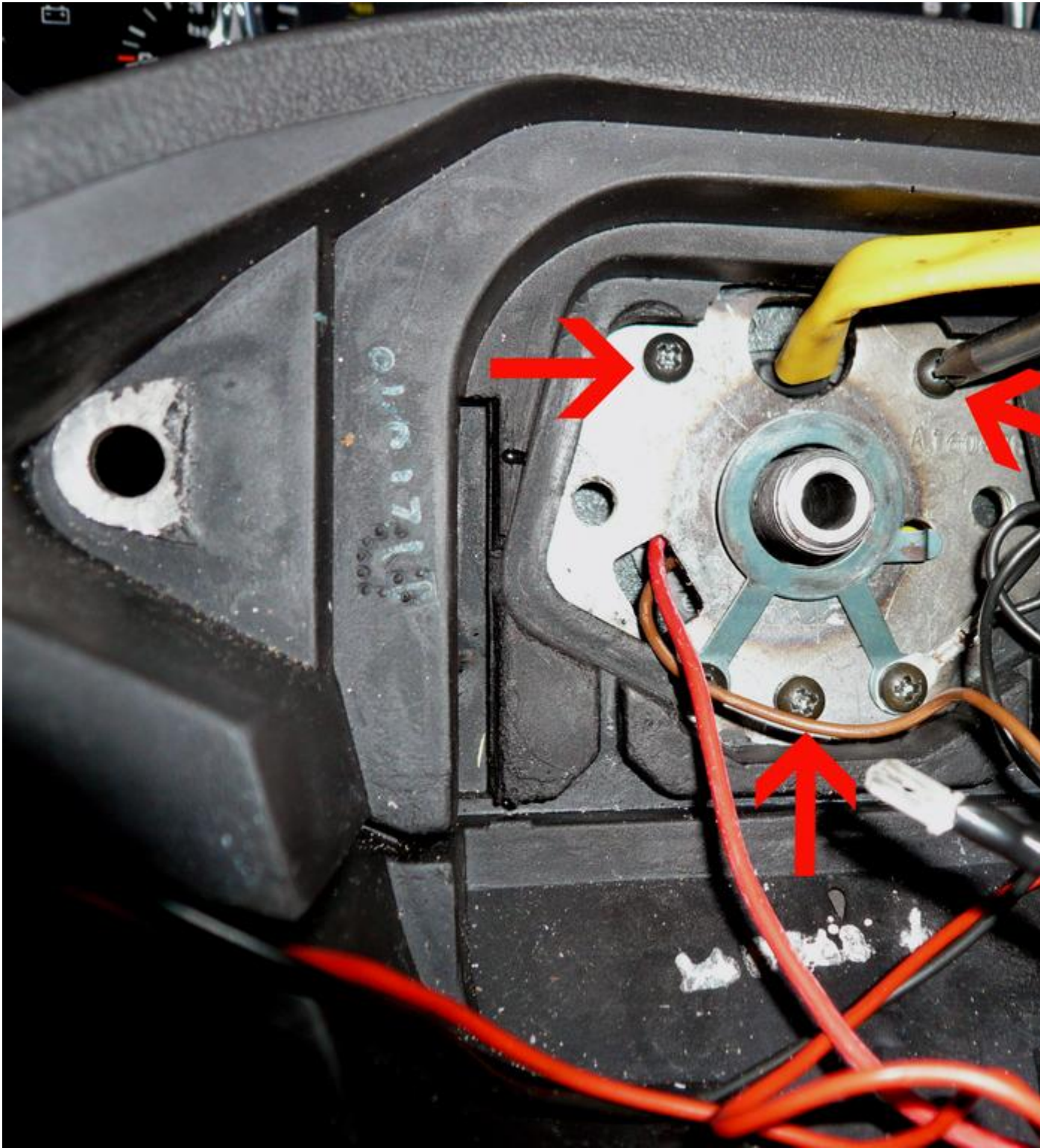
Next, disconnect the horn wiring. It is the brown wire that is connected to the red wire via spade connectors.



With the wires disconnected, you can now loosen the big nut that secures the steering wheel using a 24mm socket. You might need an extension bar with your socket in order for the ratchet to clear the steering wheel. Loosen the nut enough to give slack to the wheel but leave the nut on.



Next remove the 3 screws that hold the airbag clock-spring located behind the wheel.



If you don't remove the 3 screws, you're going to pop open the clock-spring casing when you remove the steering wheel and get the roll of flex tape strewn everywhere like this. Very messy!



You can now remove the steering wheel by giving it a few firm nudges towards you. The nut that is still on should save you from the steering wheel smashing your teeth out. The horn and airbag wiring are threaded through the wheel, so carefully push them out of their openings when lifting the steering wheel off.

Once the wheel is off, remove the plastic cowling that covers the indicator stalks. Unscrew the 2 screws at the front using a Philips head screwdriver, and 4 other screws at the bottom.



There are also 2 more screws at the sides which are well hidden shown here.





With the Cowlings removed, lift off the clock-spring from the steering column.



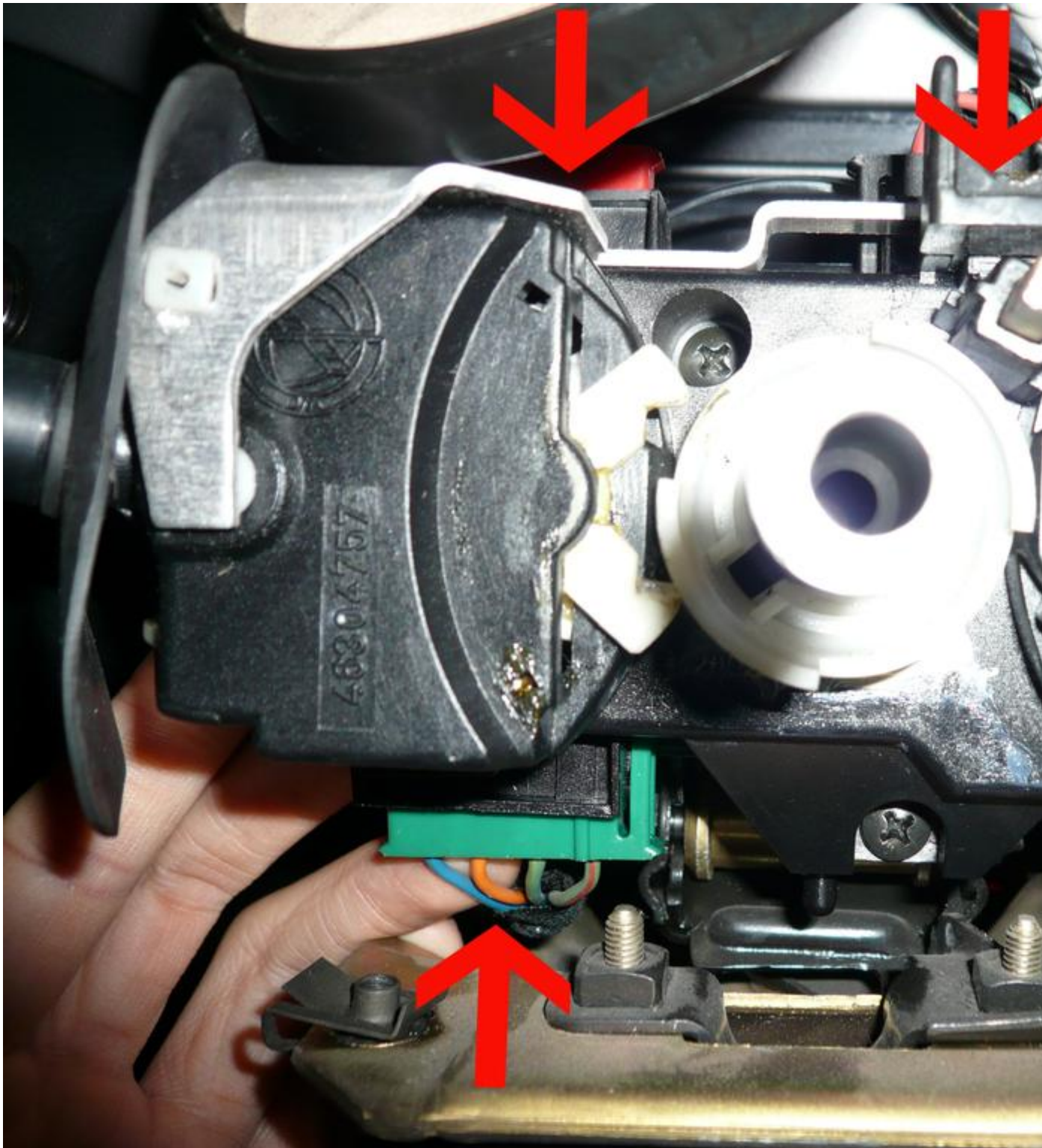
You can either push the clock-spring aside and leave it connected or remove it completely by unplugging the yellow socket that is found at the top of the indicator console shown here.



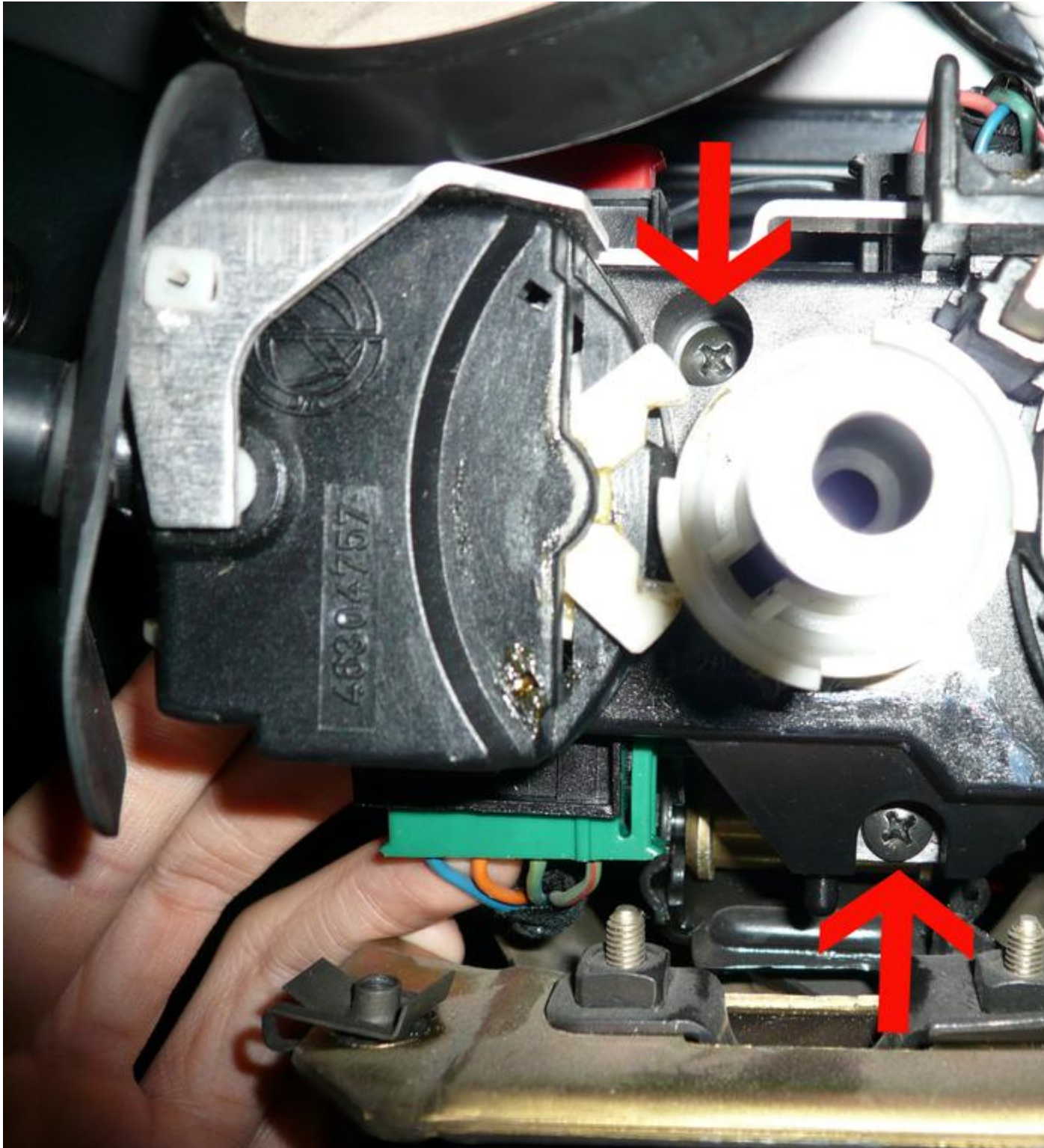
The exposed indicator console can now be removed by firstly unplugging the 5 electrical connectors that go to it



3 are at the top and 2 at the bottom as shown here



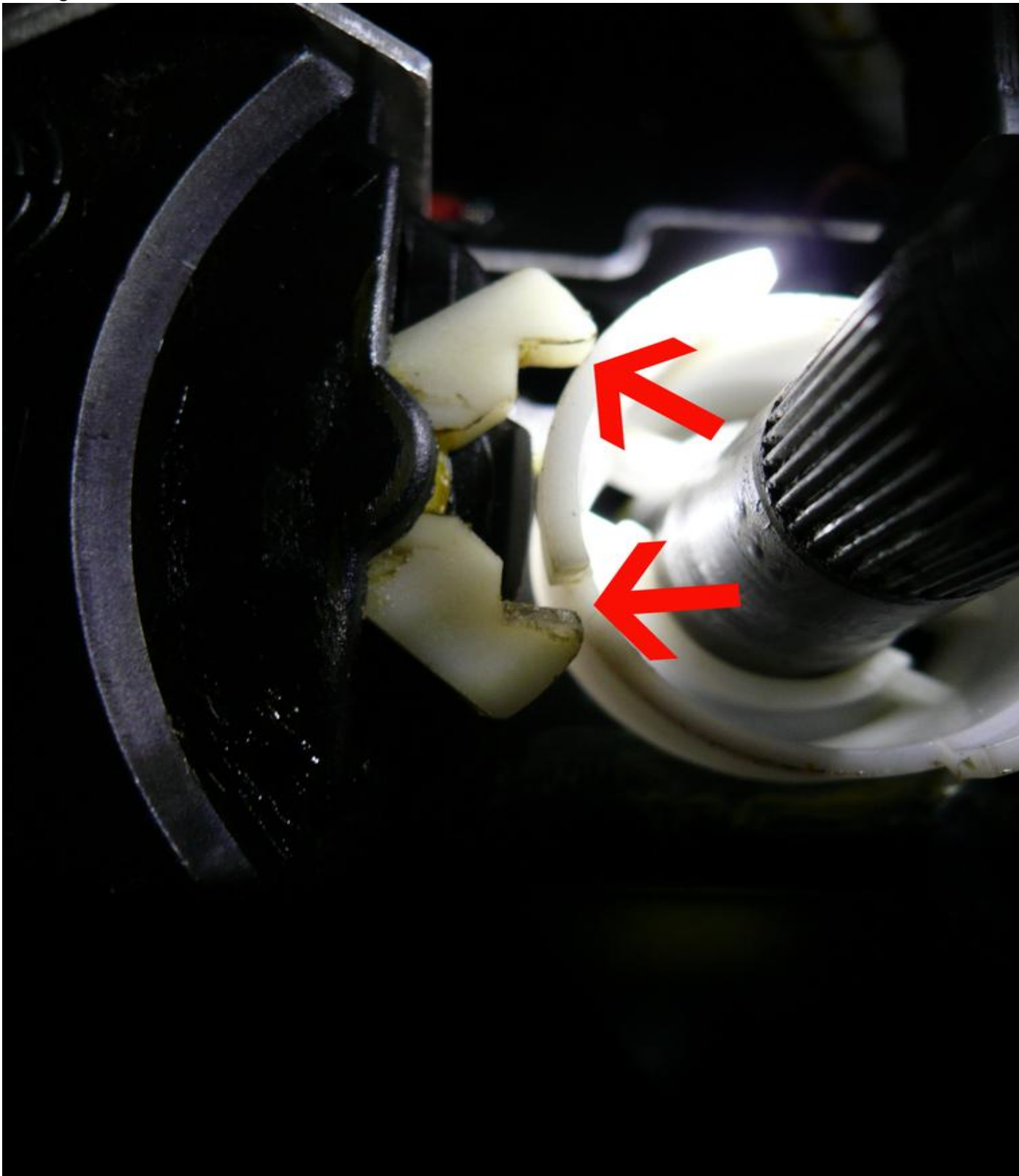
...and then unscrewing the 2 screws shown here.



The indicator stalk console is now removed.

***Fixing the self-cancelling mechanism***

The idea is to thicken the white plastic tabs. There are several ways to this but what I did was cut a small piece of acrylic and superglue it to the surface of the white tab that makes contact with the rotating collar.



You can purchase sheets of acrylic from hardware stores like B&Q. However, it's pretty nuts to spend so much money on a monster size sheet when what you need is only a size of an ant. You can buy small A4 sized sheets from art/craft stores or alternatively, find something you can recycle from at home.

Once you have stuck on the plastic, leave it to dry fully then try rotating the collar to make sure it pushes the tab smoothly. You might need to file the edges down a bit in order to prevent it from jamming and to achieve a smooth self-cancelling motion. This picture shows the bottom tab that I have thickened.



The indicator stalk console is now ready to be reinstalled. In the words of Haynes manuals, 'Refitting is the reversal of removal'.

Good luck and happy signalling! 😊