

STOP LIGHTS FAIL TO ILLUMINATE.

On the way home from the Lancefield Run Graeme tapped on my window at the traffic lights in Wallan and said "Your stop lights are not working". After pulling over I proceeded to check the wiring in the boot, under the dash and all my fuses but neglected to check the stop light switch in the engine bay. I could not fix the problem there so we gingerly made our way home and got there safely.

After a cuppa I proceeded to check the stop light switch, on the end of the brake master cylinder, which I neglected to check earlier. I pulled the connectors off the switch terminals and connected a small jumper lead between the connectors and bingo the stop lights lit up. OK that solved why the lights failed to illuminate. It was then a matter of just fitting a new switch.

Removing the old switch proved more difficult than I had imagined as the old switch was very tight in the thread and let go with a crack after applying extreme pressure from a large spanner. My instant thought was that the switch had let go with the thread still lodged in place, but to my surprise it screwed out in one bit.

I temporarily plugged the thread with a plastic stopper to prevent further loss of brake fluid, as this switch is operated by pressure from the master cylinder when the brake pedal is pressed. It was then a



trip to the Rubber Connection for a new switch at \$14.25 with Club discount. After returning home the new switch was loaded with a couple of turns with Teflon tape on the thread and screwed into the block bolt. This time I did not use as much force tightening the switch but the large ring spanner made the job easy. I used a 1" inch AF ring spanner on the switch, as it is hexagonal in shape, and I held the connector block bolt from turning, with a



sequence and the stop lights fully illuminated, another job well done.

This will be, at least, the third time I have done this as I now have two old switches in my parts box. I then decided to pull one of these switches apart to see what makes it operate. Cutting around the turned over collar of the switch, with a small hacksaw, allowed the inner workings to be removed. In the base of the switch body there was a rubber seal topped with a copper disc which had a metal disc on it with a small hole in the middle, about 1/8" inch diameter which also had another seal on the metal disc. This hole held a small hard ball which then pressed onto a copper strip which then connected to another terminal in the switch. When these last two were pressed together the circuit was completed and the lights illuminated. The pressure from the master cylinder is what caused the disc and ball to move creating the circuit and when the brake was released the switch parted, interrupting the circuit, so no illumination.



Hope that has enlightened you a bit more. **Rob Brereton and his 56 Sedan.**