AMK5607 PNEUMATIC TURN SIGNAL SWITCH
FITTING INSTRUCTIONS
As Used on MG TD, TF, MGA & Jaguar

The pneumatic turn signal switch assembly fitted to a
variety of classic British cars was an ingenious solution
to the need for a simple self-cancelling turn indicator. It
was mounted on a bracket under the fascia, or through it.
The threaded ‘nose’ of the switch has a flat on two sides,
which corresponds to the shape of the hole in the fascia
for some applications. The flats orient the switch in a
particular way so the handle will point straight up (or
down) in the off position. The chrome knurled ring
(which has the distinctive cross-hatch pattern) on the
threaded ‘nose’ secures the switch with a large internal
toothed lock washer.

The Handle or Lever
Transfer your original black or white plastic lever; it
will fit over the end of the brass hexagonal shaft. The
lever is secured with a small screw. When wired
properly, moving the lever to the right activates the right
hand turn signals, and vice versa. If you need a new
lever, contact your distributor.

Operation
Inside the body of the switch there is a piston with a
flexible seal around the outside edge. This creates an air
chamber in the back of the switch housing. Air can be
forced out of the chamber past the seal, but the only way
for air to enter this chamber is through an adjustable air bleed valve. There is also a spring that
presses against the back of the piston, holding it against the nose of the switch in the ‘at rest’ or ‘off’
position. Rotating the lever on the nose of the switch pushes the piston back against the spring, ex-
pelling air from the chamber. When the lever is released, the spring pushes on the back of the pis-
ton, but the piston can only move as air bleeds back into the chamber through a small adjustable air
bleed valve in the back of the switch. A small set screw in the valve can be adjusted to control the
rate at which air bleeds back into the chamber, which in turn determines how long the turn signals
stay on before they cancel. Most people find 15-20 seconds to be a useable time interval. Test the
operation of the switch before installation; a small flat-bladed screw driver may be used to adjust the
bleed screw if you wish to adjust the delay.
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Wiring
The switch has three brass terminals with slotted set screws. The back of the switch has the same three letters found on original examples. The ‘F’ terminal is always the source of power. The ‘L’ and ‘R’ logically mean left and right, but that is only true for some applications.
Ideally, you will simply duplicate the connections on your existing switch by transferring one wire at a time. If the switch was removed and the wires disconnected long ago, you can determine how the wires should be connected with an ohm meter. Hold the switch exactly as it will be when installed, using the flats on the nose of the switch to help position (pointing straight up in some applications, straight down in others), connect the leads of an ohm meter to the F and L terminals. Move the lever to the left, as if you were signalling a left turn. If the meter shows continuity, L means Left in your application. If there is no continuity, move the lead on the L terminal to the R terminal and move the lever to the left again. If there is continuity now, the L means right and R means left as far as the wiring is concerned.