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Flash to pass mx5

Sometimes you have that you want to greet or warn an on-coming driver or fellow Mazda driver by cutting your high beam. With a regular car you pull the lever on the steering column, but with my Miata from '90 that does not work. The lights are on but not rising, so that has little effect... On miata.net there is a single description to make it work. For this, a fad is included in the circuitry of light. It allows the current to go in one direction, at the time of pulling on the light and also involves the open / closed circuit. I have a fad at the radio center in Utrecht. Miata.net talk about a BY127, but a 1N4007 is technically the same. To mount this, you first need to remove the control panel under the steering column (2 screws), and the hood around the lever (4 screws). This releases the harness and ignition lock: you must follow the harness away from the steering wheel. To work a little easier, I unplugged. The iodine must be placed on the plug located on the side of the car. So the female side of the plug. The iodine must be placed between the white/blue thread (white thread with blue dash) and red/white threads (red thread with white dash). I bend the heads of the iodine and push them away in it. Also pay attention to the dash on Diode and on the image. So he should put it in (and not the other way around!) Then the plug is back and the panel is back and everything is done! NOTE: in later years of construction, or at a Canadian Miata, color and exploitation deviate. With a European MX-5, you can signal but the lights stay for quite a long time. You have to do this in a different way (see site MX5-owner). So pay attention to the modifications that you need to make! Miata Canada (on the MX5 owners club forum): . Flash to pass at MX-5 Europe: With a European MX-5, the lights go up even though they remain open (especially with older models) for quite a long time. How long they stay open is determined by a capacitors (the heavier they stay open the longer). What is a capacitors?capacitors are springs equivalent to rechargeable batteries. If contact is made, the capacitor will charge and close the circuit. If contact is broken, the capacitor discharges and then breaks the circuit. How long it takes for the circuit to break down depends on the capacity of the capacitor. This is expressed by µF (microfarad). What do you need? 1 new capacitors, pulled or cut, a small welding iron and maybe a little welding. You buy capacitors in a online (bv Conrad). Je zoekt een condensator van 6.8µF (minstens 12V). Over prijs gaat het over centennium, geen Euro's. Waar zit dat relais? Het relais zit onder het panel, aan de bestuurderskant. Als je onder het panel kijkt zie je er link van de stuurkolom een aantal zitten. Het is degeneratieve die het meest naar de voorkant van de auto zit. Als je hem vasthoudt en even met je lichten knippert, zal je het voelen klikken. Nadat je de stekker er hebt uitgehaald (denk aan het tabje), kan je hem van het bevestigingsbeugelgje schuiven. Meestal zit 'i.e. vast vrij. Maar met wat wrikken en geduld moet hij er wel af komen. Op de behuizing staat: B481 67 7COB RELAY-RETRA DC12V IMASEN Sign June 30, 2008 - 10:50 PM For some reason early MX5s (hopefully someone will clarify but I believe it could be all mk1s) did not have a feature that became called 'flash to pass'. When you have your lights off and you want to flash someone (let them out at a fork or just say hi) you can expect a pull on the full beam that will achieve this. Sadly not, it just flashes your lights into your engine compartment! The good news is that it is easy to modify your car to pull your full beam stalk forward that will pop up the lights as well as flash them – it will take you about ten minutes and achieve the following... Step 1 - The area you are working in is located below the cowl steering column as shown. Step 2 - Remove two screws philips concaveStep 3 - Then, the last screw at the back Post 30 June 2008 - 10:50 Step 4 - Now you will be able to unclip 2 halves of the plastic surrounded by pulling the top piece to the top (gently, it will come out without force)Step 5 - Pieces of wire found directly underneath the top cover as shownStep 6 - You need to remove The white connection by squeezing the underside and sliding it back towards the dash Sign 30 June 2008 - 10:50 Step 7 - Looking at the wire you will see thick red wire with white stripes (top left of the pic) and a thinner white wire with a black stripe (bottom between pic) , these are the two we need to interfere with the thicker wire obviously the current supply is more (thereby larger in diameter) so this is a reasonable way one goes to the light when you flash. Thinner wires are for operating the motor (the motor will lose a lot of energy so this wire will only be a signal for more electronics to process motor movement)Step 8 - Iodine is a device that allows electricity to flow in one direction. They are available from many electrical stores like Maplin and are very cheap (you should pay coins to them not pounds). We will not go too much into the physics of the iodine but enough to say that it has two connections and when a voltage is applied to one side of the iodine (anode) it will allow the current to pass to the other side (the phoneode). If there is voltage the negative side it will not flow to the anode pole side. This is great if, for example, you have a Mazda loom where you want to make the voltage of one wire go into another wire but not the other way round A fad is small (see image) and there is an important sign on it – a line going around the edges of the ceramic (black bits in the middle of the wire). This current shows the negative pole i.e. the current side will flow out. You eat a supply on the other side and the electricity comes out ending with the line on it but not the other way round – if you fit it the wrong way round it won't work! There are a few sites that recommend iodine values ranked at 2.5+ amps. I checked the current draw on my car and it was 520mA (miliamps) so a 2.5amp fad was too much of a serious necessity. The current to the motor is obviously not supplied through this small wire and switch so you only send a signal here that is not a large amount at present. Ask your local store for a suitable fad for a 12 volt (minimum) passing system of at least 1 current amp and you will find a wide selection. Posted June 30, 2008 - 10:51PM Step 9 - All the recommendations I found were to push the iodine in connection and tape it up. This is not my idea of a reliable solution, you want either bending or welding connections and there is no risk of short circuit so I decided to look another way. Using a small jeweler's flatblade screwdriver, slide it in the connector from the end of the clip and push up against the plastic lock while pulling on the wire from behind. You'll find when you get it right, the connection releases the clip and it comes out pretty easily (you need to be pulling the strings properly hard but you'll be able to do this with one finger, don't be yanking with all your power or you'll break stuff!). Step 10 - After you have removed the thick red wire and the thin black + white wire, use a pair of pliers or a small screwdriver to open the small metal clamp around the plastic outer casing of the wire at the base. Be careful not to stab yourself! Posted June 30, 2008 - 10:51 Step 11 - Picture of a little fuzzy I'm afraid but cut a little off the end of the leg of the diode (so it won't stick too far out of the back of the connection when you put the clip of the marinade back) and set foot in limiting the newly opened clip. Use a pair of pliers to close the cable clamp back to trap the foot of the fad against the metal clip. Doing the same for both legs of the iodine ensures that the pole (the phoneode on the side with the line around it) is connected to thin black and white wires. Step 12 - You will now be able to poke both clip trim back into connection (if you need to refer back to the image earlier in the tutorial it will show you where they came from!), and they should click on the location when they reach the plastic restriction in the connection. You should The butts butts up to the back of the connection (as shown in Figure 2) so you didn't have any worries about shorting wires and it won't be falling off due to vibrations etc. Due to the fact it's so close to the back of the connection you also won't have any problems so you need to must remove /refit the connection again for some reason Posted June 30, 2008 - 10:51 Step 13 - At this stage, plug the connection back into the wire loom and check your lights pop up and flash. If they don't then you have not made a good connection, check that you have the right wire and the iodine is properly rounded. If it is then you may want to weld the iodine in place (hold it firmly and turn the light on first to make sure you didn't have a duff component before welding!) Step 14 - Turn on the lower plastic cap back to positionStep 15 - Then slide the lid over during the Post 30 June 2008 - 10:51 AM Step 16 - Gently clip it togetherStep 17 - Then re-equip your 3 screws again, All doneThis is really an easy mod to do, just get your fad first and you will have no problems at all. I recommend safe it properly rather than just pushing it into connection and I found that using the collar on the clip is a perfect method to do this (a little difficult to use to open them but not too difficult) Post 30 June 2008 - 10:51 AM In case you did not guess what this mod is actually doing, you are shorting thick red wires (which go to your headlights that have blinked when you pull the stalk on the steering column) to wires that usually turn the headlights on when you put your lights on. The reason for the iodine is to make sure that you can only pass the current from the thick wire to the wires and you do not try to power the lamp along the signal wire to the motor. If you get any problems posting up here or dropping me a pm but it's really simple, effective and worth the mod. Very pleased to see the lights appear too! Good luck Post June 30, 2008 - 10:56 AM good job I think almost everyone will probably have this mod 1992 1.6 Eunos - Greddy Turbo System @ 12psi - Greddy Type S BOVIntercooled by www.universal-intercoolers.co.ukMegaSquirt'd w/EBK, AFM-Less, LCL WB, Supra 340cc Injecting Needle, ITC Air Filter, HKS Cams. 1.8 Torsen Diff, 1.8 Brake All Rings w/Axis Ultimates & Braided Lines. Uprated Clutch/Lower Front/Rear & Cabin Brace, Engine Strut Brace15x7 Volk TE37 Bronze with Toyo Proxes T1R RubberJDM Tow Hook, Colour Coded Interior & Bling, Recaro & Corbeau Red Bucket SeatsRear Lip Spoiler, Boot Lip Spoiler, MazdaSpeed Spats, JDM Front Bumper, Vented Bonnet & Front WingsKYB Shocks, Tein Springs, WIM Nurbergring Alignment. Posted June 30, 2008 - 10:59pm I discovered some chap selling something called 'flash to pass' on ebay then looked at it on Friday afternoon and decided I had to take it doesn't take long to figure out what to do and is very Mod - I've flashed those left, right and center all weekend! Posted June 30, 2008 - 11:11 AM Good writeup, I'll stick it Daz Don't ask me, I don't work here anymore. Posted 30 June 2008 - 11:36 AM Indeed - total cost 26p from Maplin ... And a crash course in Twister practice to get the cowl steering screws out! The car handrersers went and gave way to the perfect family car... Posted 30 June 2008 - 12:03 To do the screws 1. Remove the car mat and place on the loor outside the car 2. Kneel on it 3. Reach and un unsymed screws Thanks Daz – I've put it in the main tutorial topic I started too Post June 30, 2008 - 4:07 LOL The handrersers cars went and made way for the perfect family Car... Posted 10 July 2008 - 9:14 AM Bloody amazing as always m8y! Thanks for writing up an information! Now all I have to do is develop a setup and do it Post 10 July 2008 - 9:32pm Thank you for commenting, it's really an easy one to have a go – there's not really much to go wrong. 1994 V-Spec II, Auto, MP62 Hotside SC (6rib) 65/125 (10psi), Dual TB, 430cc RX8 Injectors, Zeitronix WB, EGT, MAP etc, XS KnockLite, Sprinkler (Devils Own Pump, Aquamist HSV Go-kart tank 8.5L), Aquamist DDS3 V8, Custom IC and pipes, Hard Dog M2 Sport DD, FFS Dual Feed Fuel Rail, Torsen Typell, Tein Flex, Axis pad Ultimates, Rota RB 15x8, Toyo My Car Blog Posted July 10, 2008 - 2:05 PM So ban me! Posted September 30, 2008 - 12:21 PM Brilliant, finally round to do this!!! Great write up, thank you very much sir! Posted 30 September 2008 - 12:45 Glad to hear it helped, was a quiet bit of late because I had downloads going on but hope to do some more tutorials in a few weeks if I can

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