




TECH TIPS : AUTOMATIC TURN SIGNAL SHUT OFF MODULE III

 **THE MOST COMMON PROBLEM IN INSTALLING THIS MODULE IS NOT FOLLOWING THE INSTRUCTIONS STEP BY STEP. TAKE YOUR TIME AND DON'T GET IN A HURRY.**

 **USE HEAT SHRINK TO ENCASE YOUR WIRES. THE MOST COMMON PROBLEM WITH RETURNED MODULES IS A DIRECT SHORT. THIS OCCURS WHEN THE INSULATION IS RUBBED OFF A POWER WIRE VIA VIBRATION AND IT TOUCHES THE FRAME OR FENDER . IT'S LIKE PUTTING A LONG BLADE SCREW DRIVER ACROSS THE NEGATIVE POST AND THEN TOUCHING THE POSITIVE POST. WITHIN SECONDS THE SCREW DRIVER BLADE WOULD START GLOWING AND MELT. THIS WILL ALSO HAPPEN TO ANY ELECTRONIC PART ON ANY VEHICLE WHEN A SHORT OCCURS .**

 **MAKE SURE THE WIRE UNDER THE FENDER IS SECURED TO THE FENDER AND YOU HAVE TIRE CLEARANCE . THIS IS THE SECOND MOST COMMON PROBLEM . THE TIRE RUBS THE INSULATION OFF THE WIRE AND THE BARE WIRE TOUCHES THE FENDER , THIS ALSO WILL CAUSE A SHORT.**

 **DURING INSTALLATION ON OEM WIRING , THE MOST COMMONLY MADE MISTAKE IS ON STEP 3 & 4 ON THE STEP BY STEP INSTRUCTION SHEET , THE INSTALLER FAILS TO CUT THE PURPLE AND BROWN WIRE GOING INTO THE NYLON CONNECTOR BLOCK . YOU MUST CUT THE PURPLE AND BROWN WIRE , BEFORE IT GOES INTO THE NYLON BLOCK. MOST PEOPLE EITHER " T " INTO THIS WIRE OR TRY TO SOLDER IT AT THE NYLON BLOCK. WHEN YOU DO THAT , THE CANCELLOR WILL NOT SHUT OFF . THE POWER RUNS IN A CIRCLE AND KEEPS ENERGIZING THE MODULE .**