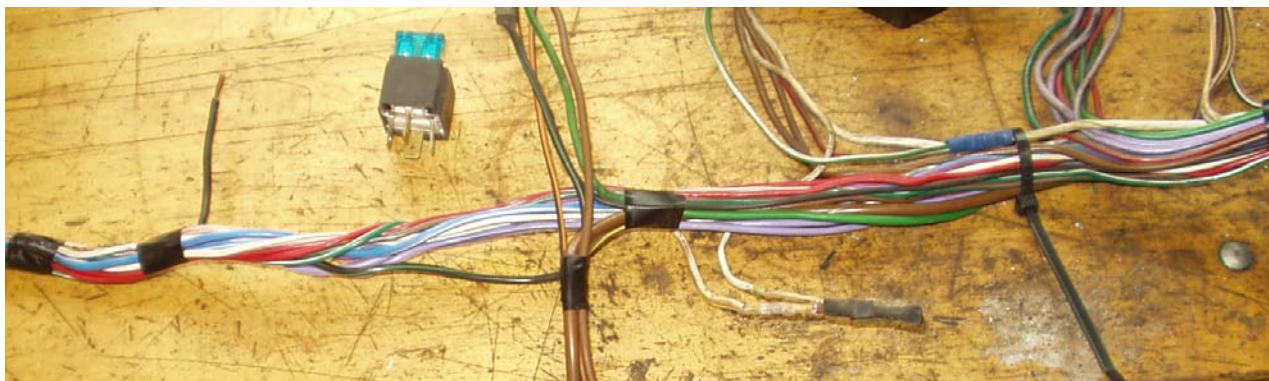




The wiring loom of my MGBGTV8 was not in bad condition, but they always have a few small problems. This one had a broken connector to one of the cooling fans - see photo above (Wiring 3).



When I removed the outer layer of loom tape, I found evidence within the loom that some extra wires were added by the Factory. Presumably they modified the 1800 loom. For example, the pink resistive ballast wire that powers the coil was found to be taped to the loom and then covered with a second layer of black loom tape - see photo above (Wiring 2). This pink wire will be removed from the loom and replaced with a plain white wire, because I always fit a Pertronix electronic unit inside the distributor, and it requires an un-ballasted 12-volt supply.



While the loom is out of the car I like to take the opportunity to make a few subtle alterations and improvements.

Cooling fans relay

I don't like the way that the power for the cooling fans has been taken via the ignition switch (green wire). When these two fans kick in, there is a surge loading in excess of 15 Amps, which the ignition switch is not designed to take. Therefore I just use the green wire to power the switching side of the relay, and I take a new power feed directly from the alternator via a brown wire - see photo above (Wiring 1). This means the supply is not fused, so I replace the standard Lucas relay with a fused relay.

Twin horns relay

Also, I don't like the way the twin horns are wired without a relay, placing a large load on the horn button. I therefore add yet another relay to make the horns more reliable.