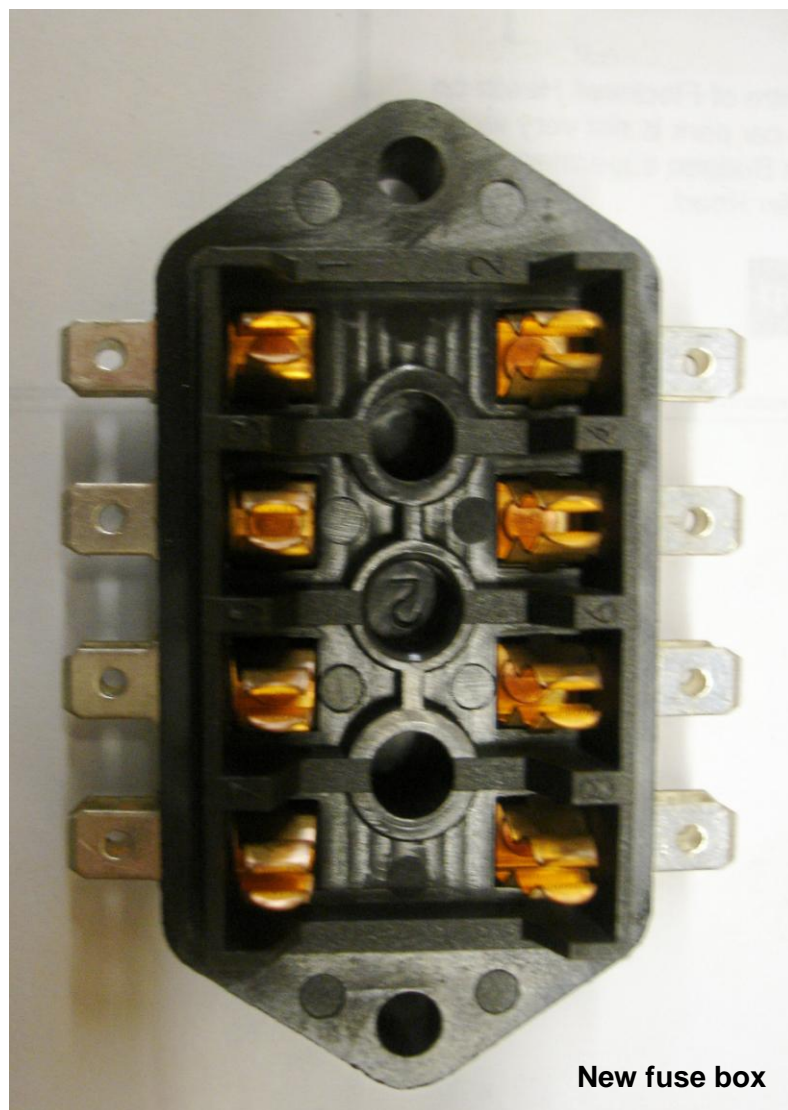
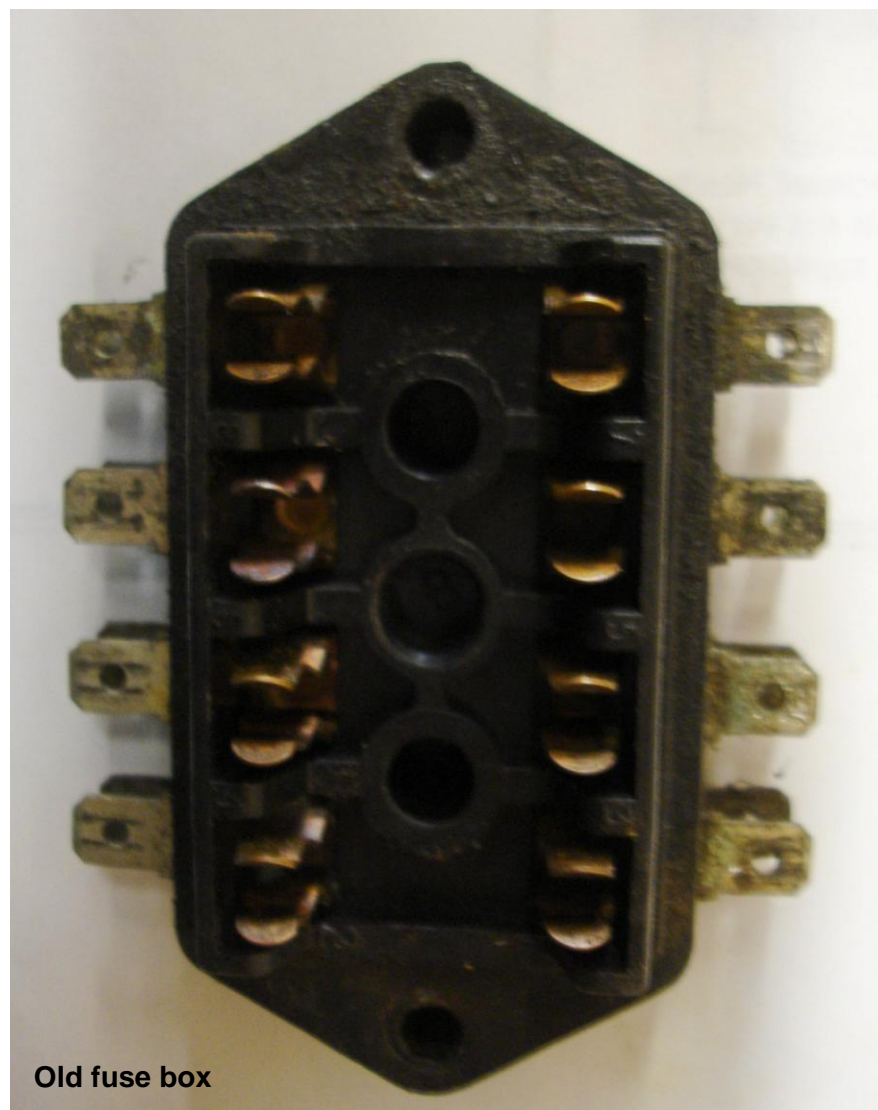


Replacing a faulty fuse box on a high mileage regularly used MGBGTV8



New fuse box



Old fuse box

Following my unpleasant episode on the inner dual carriageway in Truro a few weeks ago when my engine cut out and stranded me in the outside lane described in V8NOTE462 which was traced to a faulty fuse box, I felt that, rather than just rely on Servisol Contact Cleaner to avoid future problems of this nature, a more logical step would be to replace the actual fuse box itself. This I have now done and it was pretty horrifying to see the condition of the old contacts which of course are normally hidden inside the LUCAR connectors. The fuse-holder clips were not too bad, presumably because they were shielded from the engine grime by the lid of the fuse box. The new fuse box was of excellent quality with no moulding marks - the only thing it lacked was the LUCAS name on the top of the lid! I carefully sprayed Servisol into all of the LUCAR connectors before fitting them onto the new fuse box. Whilst my old fuse box and connectors have probably been exposed to more engine grime than any other V8 because of my high mileage using the car as a daily driver, I think that giving the existing fuse box a clean, or replacing it either with a new standard unit or the more modern "blade fuse" unit would be a good maintenance job that could avoid future problems for all MGBV8GT owners.