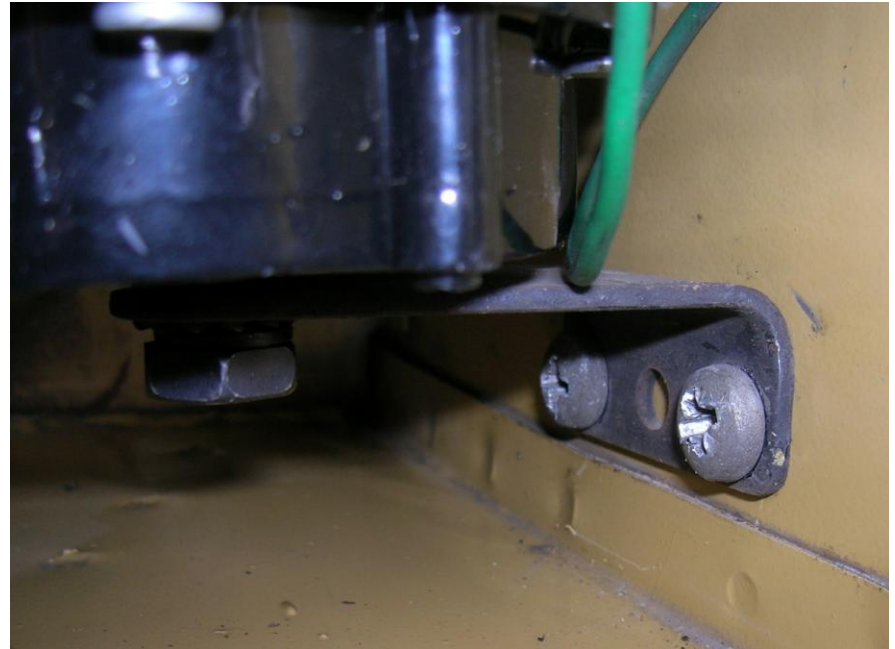
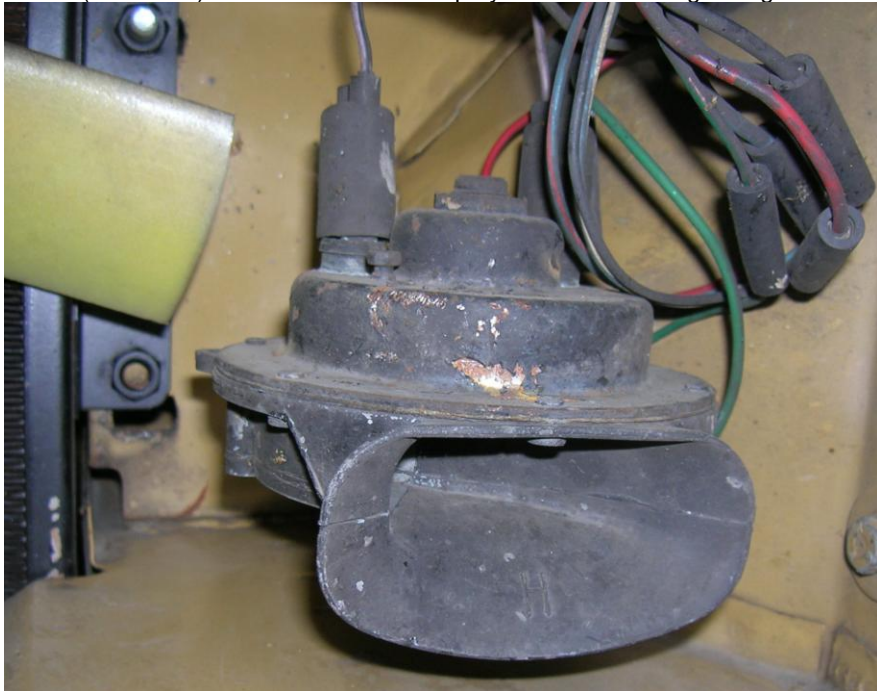


Replacing a faulty horn on an MGBGTV8



When his MGBGTV8 was in for its annual MOT test at J&P Motors at Hampton in Surrey the other day the test engineer traced an intermittent fault with the nearside horn rather than the frequent cause, a dirty contact with the pin under the horn press. So on the journey home Victor Smith stopped off at Moss Europe at Hanworth and picked up a **pair of replacement HI-LO horns**.

Remove the grille – remove the Philips headed bolts from the end of the top grille stays from the slam panel connecting to the top of the grille and then using an extender on a socket set unbolt the three fixings on the bottom. Ease off the two fastons connecting to the terminals on the horn- - they are under the large rubber covers (see below) to resist the mud and spray that comes through the grille.



Next unscrew the bolts securing the horn bracket to the bodywork on the side of the space behind the grille (see above).

Once the old horn is off the car **undo the bolt securing the underside of the horn to the bracket** (the large bolt under the horn in the photo above) and then take the opportunity to clean the area, not least the bodywork in the space behind the grille alongside the oil cooler ahead of the radiator. Then bolt the bracket to **the new replacement horn**. Check you have the correct horn – either the HI or LO unit. Replace the two fastons, on the terminals of the new horn, ensuring the large rubber shrouds are in place, and refix the bracket to the bodywork.



Refix the grille surround starting with the three bolts along the bottom of the grille and then the three top bolts on the top edge of the grille surround. Before tightening up ensure the grille is centred in the grille opening so the gaps are even all round.