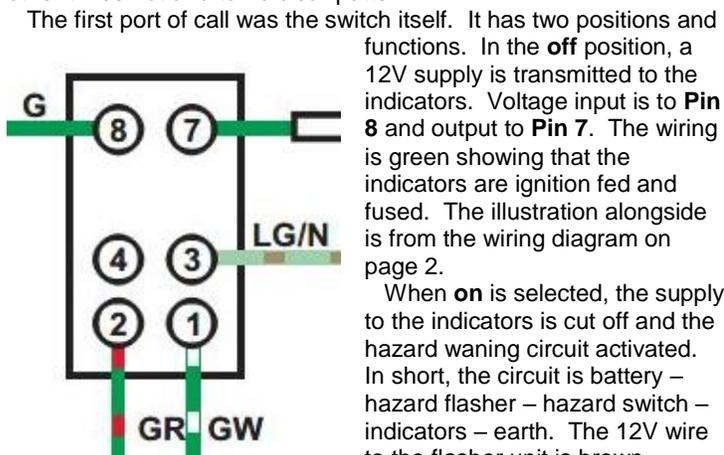




MGBGTV8 Hazard Warning Switch

In 2017, MGBGTV8 owner Peter Spurrs had a problem with his **hazard warning lights**. The indicators worked correctly at all times, but the hazards were unreliable – sometimes working and other times not and to no clear pattern.



The first port of call was the switch itself. It has two positions and functions. In the **off** position, a 12V supply is transmitted to the indicators. Voltage input is to **Pin 8** and output to **Pin 7**. The wiring is green showing that the indicators are ignition fed and fused. The illustration alongside is from the wiring diagram on page 2.

When **on** is selected, the supply to the indicators is cut off and the hazard warning circuit activated. In short, the circuit is battery – hazard flasher – hazard switch – indicators – earth. The 12V wire to the flasher unit is brown

indicating that it is battery fed and unfused. Beware the permanently live wire! On the switch, **Pin 3** is the 12V feed from the flasher unit, **Pin 2** is the output to the left side sidelights and **Pin 1** is the output to the right side. **Pin 4** is unused.

Once removed, checking the switch function was a simple matter with a multi-meter. No fault was found.

Inspection of the **hazard warning switch socket** revealed that some of the connectors were slack, that was easily remedied with a pair of long nosed pliers. More problematic were two of the wire joints at the connectors. On **Pin 3** (the 12V supply), the plastic coating was the only fixed link between wire and socket. Repairing the joint proved impossible, the female connectors are designed not to come out and pairing away of the plastic of the socket did not give sufficient access.

Clearly, a replacement socket was needed. Typing Hazard Warning Switch Socket into an internet search engine brings up one or two options. I chose the **Autospaks** option based solely on having used the company previously. [Autosparks link](#) Replacement hazard warning switches BHA5267 are also available from **Moss Europe** – see the [link](#).

Snipping the existing wires as close to the socket as possible still left them too short. I simply used bullet connectors to add a length of wire to each of the short ones. The lengthened wires were then connected to the female connectors and inserted into the socket / connector block. It is worth being very careful to ensure that the connectors are inserted into the correct holes. An error can be corrected by adjusting the connections at the bullet connector end, but it results in incorrect wiring colours.



Access to the switch and connectors

This requires some trim removal:

1. Gear lever knob and gaiter

Slacken the locking nut then remove the knob and nut. Undo the four screws which secure the gaiter

2. Centre arm rest

There is one screw at the rear of the oddment box.



3. Radio console

There are two screws on each side.



Refitting is the reverse of the removal process

One point to note carefully is the orientation of the gear lever gaiter. Unless it is the right way round, there will be a tendency for reverse to jump out. See [V8NOTE279](#) in Volume 8, especially Geoff Allen's comments where he says "make sure the seam in the leathercloth gaiter is to the front of the lever - that is towards the fascia. Also when fitting the gaiter make sure that both the ribbed rubber and

leathercloth gaiters are fitted under the console directly onto the carpet, not on top of the console under the chrome ring. We found this usually cured the problem on cars at the Factory that came into Rectifications Department at with problems with gears jumping out and I have cured quite a number that way since. The lower the gaiter is down the lever the less chance there is of the lever fouling it".

