Hazard warning switch failure on an MGBGTV8

Before setting off for Malvern Triumph and MG show in August 2021, Peter Spurrs did the usual check of his MGBGTV8 - oil quantity, tyre pressures, lights, etc. and found they were all OK. But when he moved the hazard switch to the ON position, all four lights came on as normal. On returning it to OFF, the rocker went to the normal position, but there was some resistance and no click as it snapped into position. I thought nothing of it.

The next morning, when he approached the first junction, he put on the left turn signal, but nothing worked. So he pulled over to the side of the road and put the hazards on. They didn't work either. So a 180 degree turn and return home, tail between legs. Here Peter describes what he found.

Peter says "when I examined the switch externally, I found that none of the circuits could be made to work. I then opened the switch by prising it open. Internally, the switch comprises three components:

- Body with external connector block pins
- Metal contact plate
- Rocker

The first two components were in good working order, but on the rocker, one of the sockets for the spring pins had broken. Without the pressure on one side of the contacts, there was no contact and no hazard lights.

The damage was most likely caused the previous evening when I switched the hazards off.

A quick look at the wiring diagram shows that the supply both for the hazards and indicators is controlled by the single switch. When the indicators are active, hazards are isolated and vice versa. When the switch fails, both systems fail with it.

The process for removal of the switch is covered in V8Note603 in Volume 17 - Maintaining the hazard lights switch contributed by Peter Spurrs. Good quality replacement switches can be obtained from the usual sources.

The journey to Malvern was completed in a modern German soft-top; reliable and efficient, but no soul.