

WIRING HARNESS ROUTING GUIDE - SEE DRAWINGS

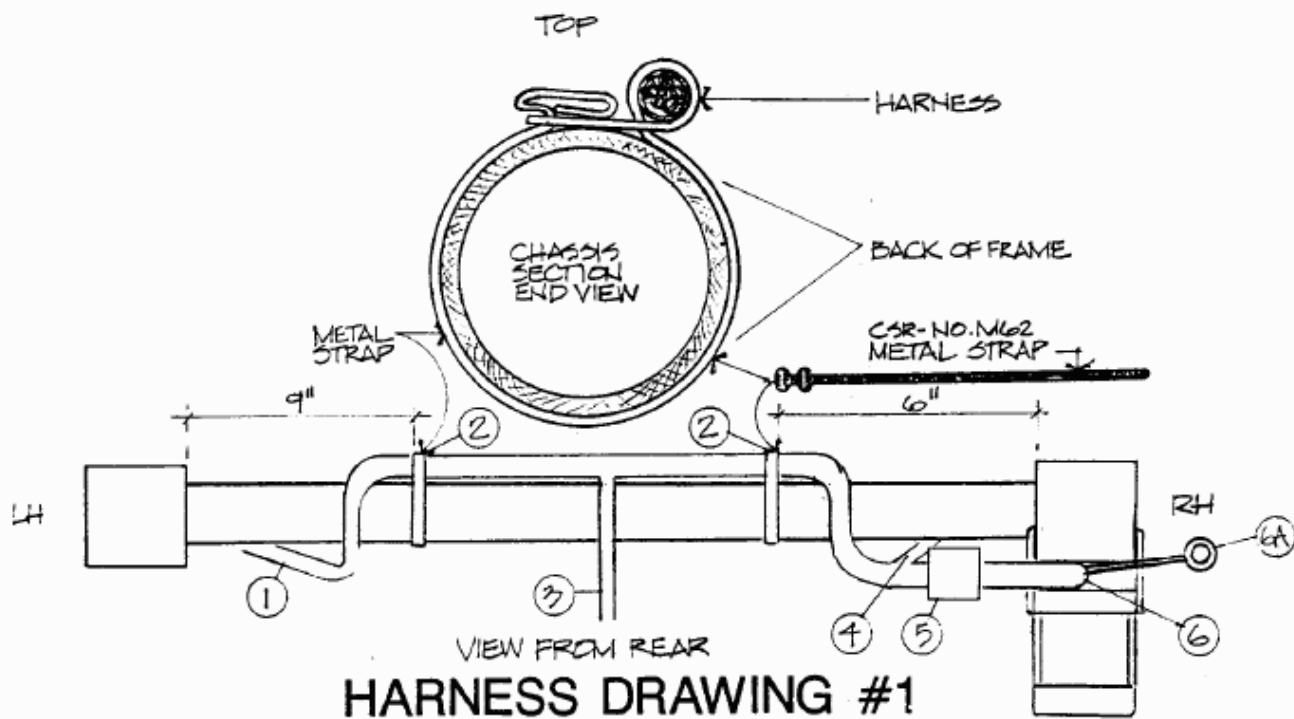
- REF. NO. 1 - Rear harness section to LH lamp connections. PVC tubing used on 1500 and 1600 as harness goes up inside fender. MkII harness goes towards boot floor. Grommets fitted in fenders/floor.
- REF. NO. 2 - Metal straps hold harness at two points - see diagram. (Metal straps also used to hold optional harness to front extension tubular section when a second "LH" horn is fitted).
- REF. NO. 3 - Harness to license lamp - through body (grommet fitted) up to lamp. Held at back of "T" bracket with metal loop clip - top fixing bolt. PVC tubing used to protect wiring.
- REF. NO. 4 - Rear harness section to RH lamp connections. See #1.
- REF. NO. 5 - Terminal connections - rear harness to side harness.
- REF. NO. 6 - Side harness routes through area above shackle.
- REF. NO. 6A - Ground point - to bumper extension bracket bolt - rearmost - under bolt head.
- REF. NO. 7 - Side harness held with metal loop clip to inside of bracket which is welded to chassis.
- REF. NO. 8 - Wire to fuel tank - sending unit. This wire is usually wrapped around fuel pipe at least twice before it is fixed to sending unit.
- REF. NO. 9 - See #7
- REF. NO. 10 - Wire to fuel pump. (Ground wire from pump body to rear wood fastening screw - upper RH - use locking washer and hex nut - not shown).
- REF. NO. 10A - Harness routes up through area above front of rear leaf spring attachment point - continuing up between rear - upright floorboard and tubular chassis section.
- REF. NO. 11 - Battery cable to RH battery - routes up through front of RH battery rack - is held to bottom of rearmost floorboard channel with metal loop clip - (floorboard screw with locking washer and hex nut).
- REF. NO. 12 - Harness, battery cable, fuel pipe and brake pipe to underside of chassis rails. See diagrams for details.
- REF. NO. 13 - Cables and pipes to engine bay - fuel pipe, harness and battery route up along RH toeboard rail - secured with large "U" clip (not shown) - "U" clip is welded to chassis - not toeboard rail. Brake pipe goes to brass junction. Battery cable goes to starter switch, harness goes to terminal connections of main harness and fuel pipe routes up to heater box shelf where it is fastened with two metal loop clips before it joins with rear flexible fuel line - from carb. Battery cable and harness route up - behind diagonal upright chassis member to connections. See factory parts manual for more info. on pipe routing.
- REF. NO. 14 - Terminal connections - side harness to main harness.
- REF. NO. 15 - Harness section to starter switch, coil and generator. (See P42 - this booklet).
- REF. NO. 16 - Harness held with metal loop clip to heater box shelf - far RH 5/16" hex bolt - shelf to chassis. (Clip sits on flat washer). See shelf diagram - this booklet.
- REF. NO. 17 - Harness held at two points to firewall with metal loop clips - See shelf diagram and F93 listing - this booklet.
- REF. NO. 18 - Harness section to control box/voltage reg. Drawing shows LHD. Lucas label is wrapped around this section of harness close to control box.
- REF. NO. 19 - Harness section to fuse box.
- REF. NO. 20 - Harness through firewall panel to instruments/switches/fascia harness see workshop manual for wiring harness diagram. (See P42 - this booklet).
- REF. NO. 20A - Harness sections for turnsignal relay (1500) and heater box fan motor also junction from this area.
- REF. NO. 21 - Harness section to windscreen wiper motor and high/low beam switch. Harness routes along firewall - through master cylinder mounting bracket and on to connections - LHD.
- REF. NO. 22 - Harness held at two points to fender bolts with metal loop clips. Longer fender bolts used at these points - locking washer and hex nut.
- REF. NO. 23 - Harness routes through metal panel - rubber grommet used here.

Harness guide cont.

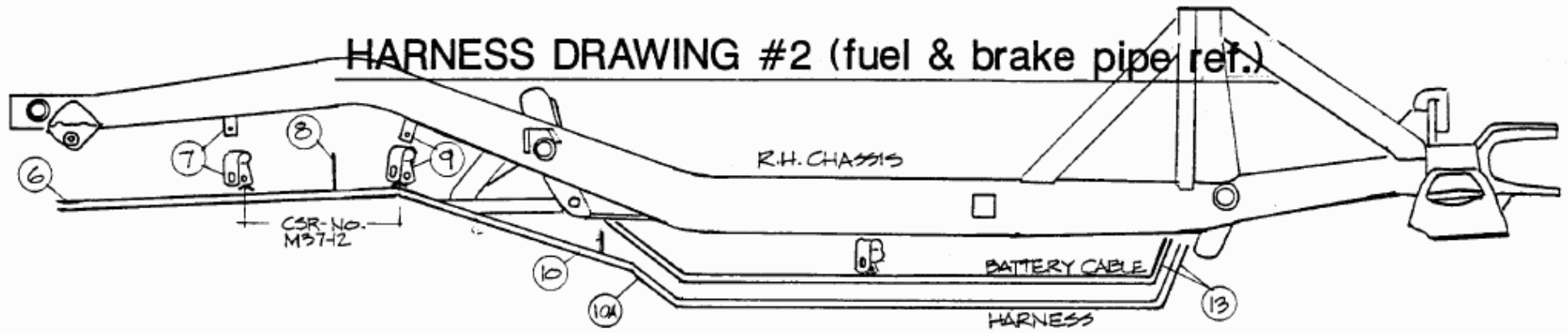
- REF. NO. 24** - Ground point - longer fender bolt used here - locking washer and hex nut.
- REF. NO. 25** - Harness to front harness section. Original harness used separate front harness - reproduction harnesses may come connected. Horn harness through grommet to horn.
- REF. NO. 26** - Leads from front lamps held to inside forward most fender bolt - both sides of vehicle. Lamp leads are covered with PVC tubing and route through metal clip and up around body through radiator "X" panel to connections - grommet used. Longer bolts used at these two points - Clip nests between locking washer/bolt head and obround washer.
- REF. NO. 27** - Harness section held at three points with metal loop clips. Harness held to grill side of bonnet latch stiffener member. Screws enter holes from radiator side - locking washer and nut. See F93 - this booklet.
- REF. NO. 28** - Harness section to terminal connections RH.
- REF. NO. 29** - Harness sections to terminal connections LH.

Harness notes -

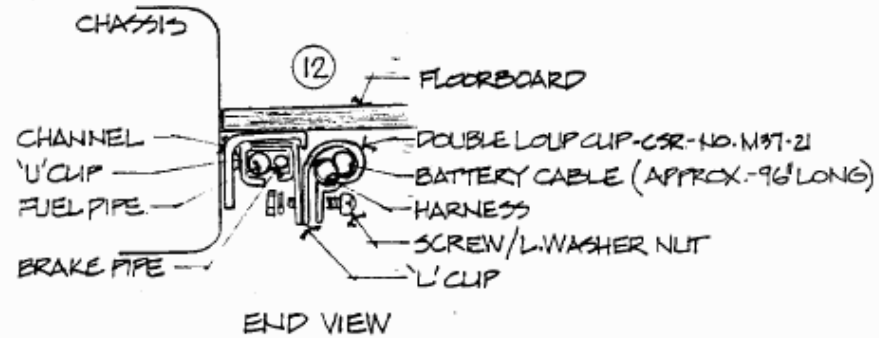
Early harness individual wires were cloth covered/lacquer-braided - starting sometime in 1958 individual wires were PVC covered. Completed harness were always cloth covered - black with brown and white "tracers". Fascia harness section cloth covering was black - no tracers. Battery cables were also cloth covered in black although later vehicle cables may have been left plain PVC. Reproduction harnesses are available with a cloth cover - usually this is done after the manufacturer wraps them in PVC tape. (Original harnesses were never wrapped in PVC tape). Although there were harnesses produced specifically for LHD and RHD, currently available harnesses for the most part are actually RHD patterns. They will fit LHD MGAs but you may not be able to get them to "fit" as "neatly" as you would like. Original harnesses can be rewrapped/cloth covered...there are companies that offer such services. We have found the reproduction harnesses to be very good once the minor changes are understood. If you are having problems it is most likely because of poor installation or faulty switches, etc. Some "problem" areas include the connection of the red leads to lamp switches (at fascia), heater switch and horn button connections and lead connections to back of fuel gauge. Check these areas very carefully! Make sure the screw studs sticking out the back of the fuel gauge are insulated from the gauge body...there are two brass nuts per stud - one nut secures the stud and insulator and the other secures the wire end. Ground points are extremely important - make sure these areas are paint and corrosion free.



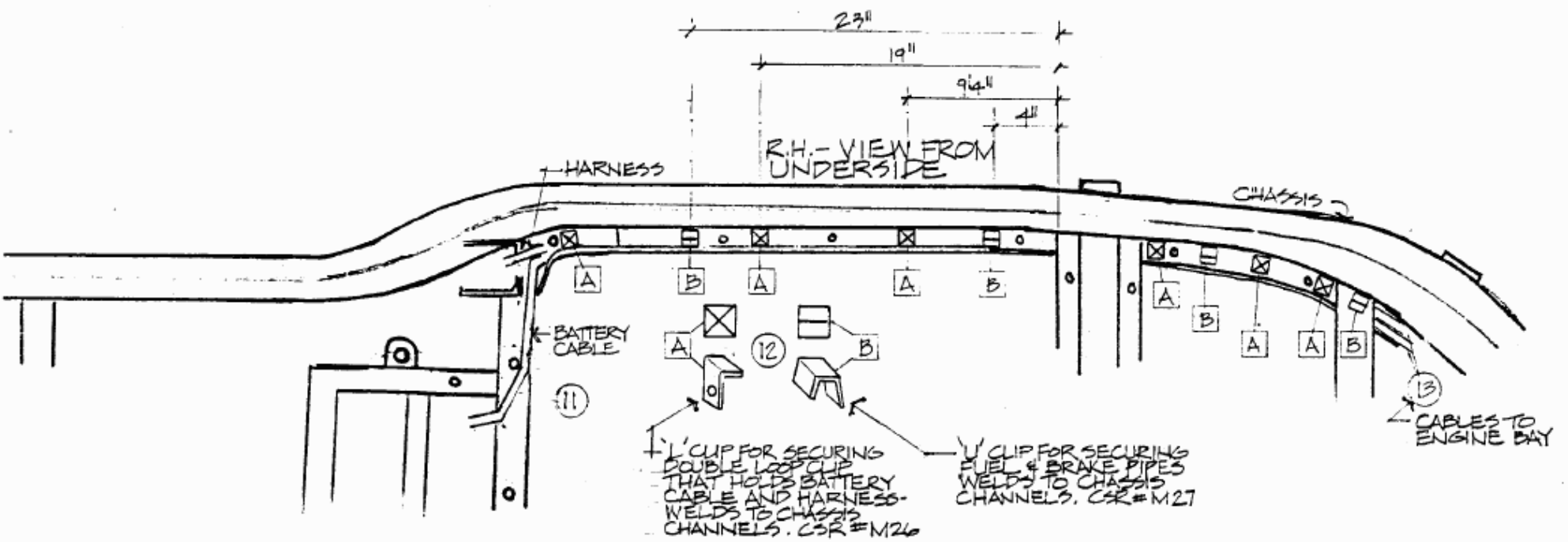
HARNESS DRAWING #2 (fuel & brake pipe ref.)



CSR
Cable Splicing & Repairs

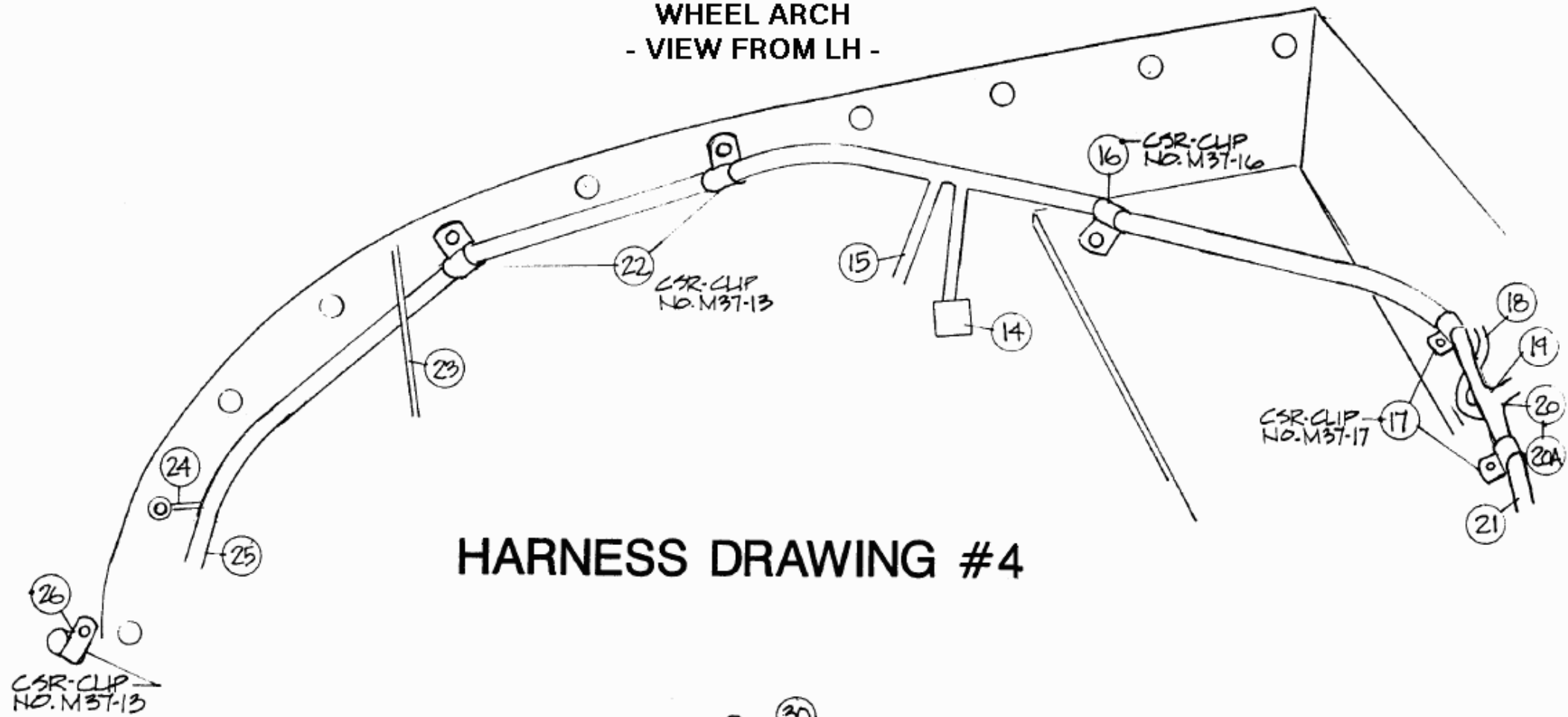


R.H. - VIEW FROM UNDERSIDE

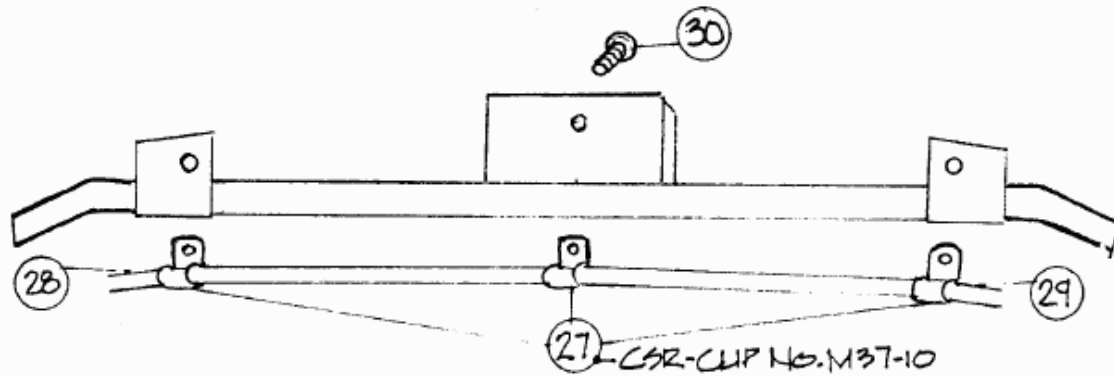


HARNESS DRAWING #3 (fuel & brake pipe ref.)

RH - INSIDE ENGINE BAY/
WHEEL ARCH
- VIEW FROM LH -



HARNESS DRAWING #4



BONNET LATCH BRACKET
VIEW FROM FRONT