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Our MGs rank as rather small in comparison with the large current day vehicles and as a consequence some drivers just don't notice us. More and more I find drivers pulling out across my path. There is also a safety reason that vehicles do have DRLs as a matter of course now as, for example, they are invaluable in twilight or blinding low sun conditions. In an effort to be more visible, I installed DRL lights on my MGB and I am convinced they improve my safety.

I initially purchased from the internet a pair of LED waterproof strip lights with peel off adhesive backing and placed them on the valance up under the chrome bumper just so they could only be seen at a distance.

With them I purchased a prewired control box which I connected via a 5 amp blade fuse to the purple horn supply which is always live. This control box senses the alternators 13.4 volt charging output and switches the LEDs on. The whole assembly cost less than £20. Worked great, except I use an Accumate charger so it sensed that also! I had to change supply cabling to the green wire using a piggy back connector on the brakelight switch which is only live when the ignition is on.

Some folk view this as not becoming to the authenticity of the MGB so I have come up with perhaps a more pleasing alternative as follows.

Firstly I replaced my front sidelight bulbs with LEDs and, whilst at it, replaced the twin filament brake/side bulbs at the rear plus reversing lights to LED (all 8+ types of MGB bulbs are available in LED from [www.classicarleds.co.uk](http://www.classicarleds.co.uk)). Warning though, as they explain, you must put appropriate colour ones behind the coloured lenses (i.e. not white). For the front sides I chose the bright white but warm white are available if you want to maintain original colour, indeed I replaced the dashboard dial lights with them but don't replace the ignition light bulb with an LED as that circuit requires a filament bulb.

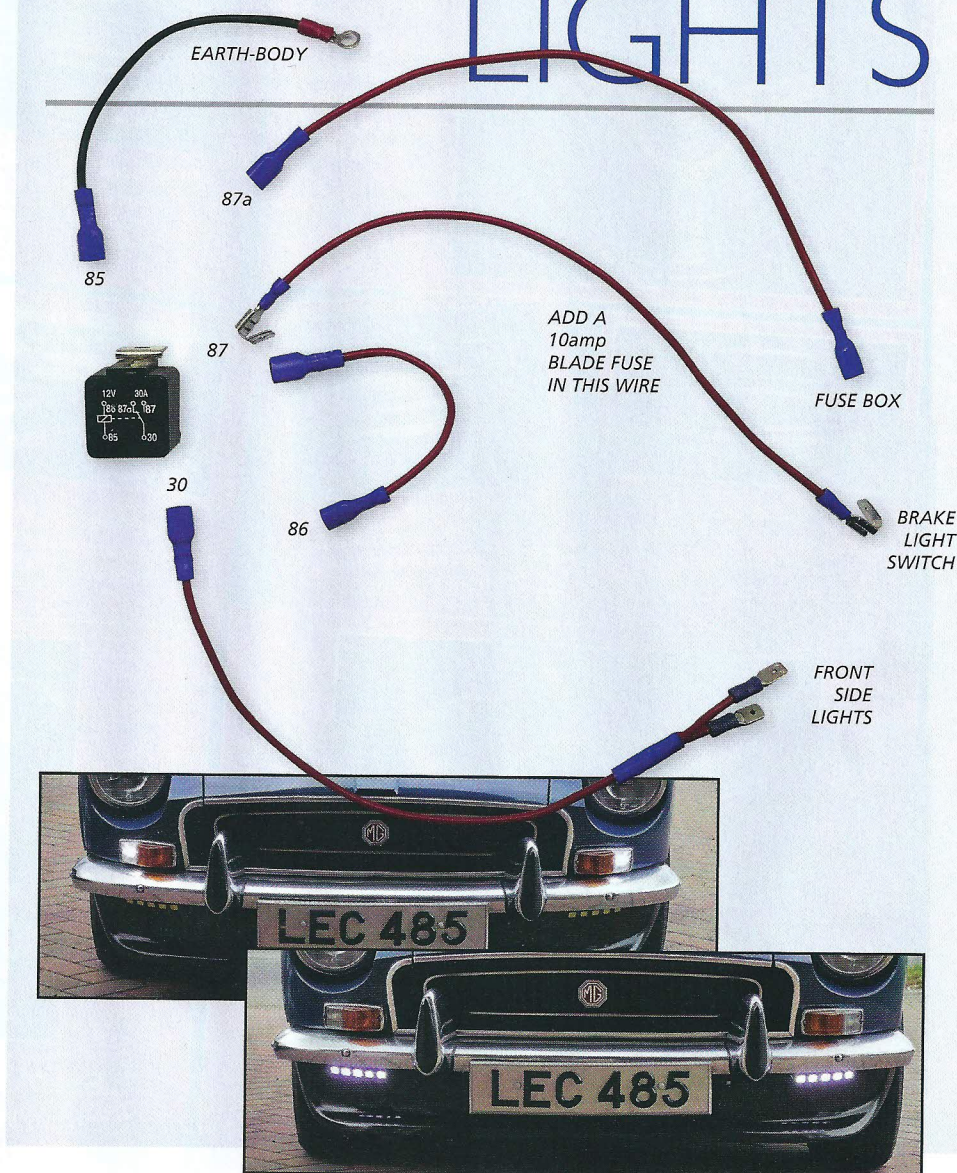
Adding the DRL option to existing sidelights requires a small amount of wire, lucar spade connectors and a standard relay with five spades (i.e. one with a 87a connection).

You need to make up links as shown on the photo, the long ones being a minimum of 9" each.

Installing is simple. Mount the relay on the inner wing in the area below the fusebox. At the fusebox you will find all sidelight wires are red and for some reason, dating back to BMC days, our sidelights are protected by two 17 amp fuses in the fusebox, oddly one for the nearside front and rear the other one for the offside.

You will see that two wires go into each lucar female per fuse, so snip one wire from each lucar and add a new female lucar to the snipped wire. You now have a lucar connector for each corner of the car.

# DAYLIGHT RUNNING LIGHTS



Connect both rear side lights to one fuse (each fuse already has two spades) and use the other fuse for the connection to the new relay. Fit the wires you made earlier as in the photo. You will notice the use of a piggy back lucar to attach to the spade on the nearby brake switch (the piggy back is to reattach the green supply wire). It is necessary to include a blade fuse holder with a 10 amp fuse (plenty for two bulbs) in that supply wire from the brake switch. This is because green wire circuits are fused at 35 amp which is much higher than the capacity of the thinner red wiring to the sidelights, normally protected by a 17 amp fuse.

I used wire and parts I already possessed but slightly thinner red wiring and its associated red lucars could be used all round instead. All wire, fuse holder, relay and lucars are available at Halfords.

This method ensures all sidelights work as normal when the ignition is off and the relay ensures only the front sidelights are on with the ignition on. The rears will remain as before, fed as was always from the fusebox via a 17 amp fuse.

Having tried both methods over time I am able to show the alternatives as seen in the photos. The preference is up to you, or you could have both.