

# ELECTRICAL

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The MGB electrical system was a very simple one. With the exception of the indicators (on the steering column) and the dip switch on the floor, everything else was controlled from the dashboard.

Power source was from 2 x 6 volt batteries, connected in series.



[2x 6 volt batteries under rear compartment](#)

One of the more annoying features of the MGB was the inaccessibility of the two batteries. The positioning was deemed to be necessary for better weight distribution.

The car was initially '**positive earth**', with the 58 amo.hr batteries driving a Lucas dynamo with Lucas RB340-type voltage regulator. This all changed with the introduction of the Mk II, going to '**negative earth**' and an alternator (16AC – from engine 18GD 101-) in place of the dynamo.



Below are a series of points about the electrical system as pertaining to Australian MGBs:

Distributor 25D4 used on the 18G, 18GA and 18GB engines. The distributor cap on these had side-exit wires. This changed on the 18GD engines onward to a top-exit configuration.



Lucas 25D distributor showing early side exit (18G,GA & GB) and later (18GD-) top exit

Dynamo used on engines installed in YGHN3 series, specifically 18G/U/H 191 – 31121; 18GA/U/H 101 – 17500; 18GB/U/H 101 – 91200.

The starters, distributors, dynamos/alternators on the Australian assembled MGBs were Australian-built Lucas products. An interesting point to note from this is that they would not have been painted engine colour (not being present when the engines were painted in the UK), and would have been black in colour as were the standard Lucas Australia production components.

From the 18GB engine onwards, the MGB changed to an electric tachometer.

Oil Pressure and Temp gauges had the temperature in Fahrenheit up to (YGHN3 3819), thereafter in Centigrade.

The first 21 cars (YGHN3 501 – 521) had a different horn assembly.

The wiper assembly for the YGHN3 series was different.



The following details are given in the Factory Parts Manual: Dynamos used on engines installed in YGHN3 series, specifically 18G/U/H 191- 31121; 18GA/U/H 101 – 17500; 18GB/U/H 101-91200.

As late as 1969, “no heater is provided. A blower-assisted fresh air demister and footwell ventilation only. In fact, very few of the early cars had heaters fitted.” Wheels (Jul '69)

Lucas HA12 coil ignition and wiring harness was used, made up to standard Lucas colour coding scheme.

Headlamps were Lucas sealed-filament (50-40 watts).

*Note: Far more can be said of the electrical system. If anyone could help, it would be most appreciated.*

SOUND OF MGB CAR HORN - [Horn](#)

## **SPARK PLUGS**

SPARKING PLUGS – [G64 Oct '63](#) (original BMC document)

SPARK PLUG SERVICE – [G80 Aug '64](#) (original BMC document)

## **DISTRIBUTOR**

ATTACHING DISTRIBUTOR TO ENGINE [G72.64](#) (original BMC document)





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